

PROJECT ENGINEER: MAUREEN ADDIS (309) 671-3454

LIAISON: DAVID M. LAYNE (309) 671-3472

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF STANDARDS, SEE SHEET NO. 2

S.N. 055-0023

ADT = 2,100 (2006)

% SU = 3.3%

% MU = 9.5%

TRAFFIC FACTOR = .85

S.N. 055-0011

ADT = 2,700 (2006)

% SU = 4.6%

% MU = 8.3%

TRAFFIC FACTOR = 1.01

DESIGN DESIGNATION:

CLASS II TRUCK ROUTE

595(14) ARTERIAL (3.8) FD-20

HIGHWAY CLASSIFICATION:

OTHER PRINCIPAL ARTERIAL

PERMITS 401 & 404 REQUIRED
FIELD BOOK 2800

PLAN & PROFILE	HORIZONTAL	
	VERTICAL	
CROSS SECTIONS	HORIZONTAL	
	VERTICAL	
TRAFFIC CONTROL PLAN	HORIZONTAL	
HORIZONTAL ALIGNMENT	HORIZONTAL	
	HORIZONTAL	
BRIDGE APPROACH PVMT. (SPECIAL) DETAILS	HORIZONTAL	

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

CONTRACT NO. 88799

CATALOG NO. 031050-02D

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

FAPROUTE 315 (US 136)

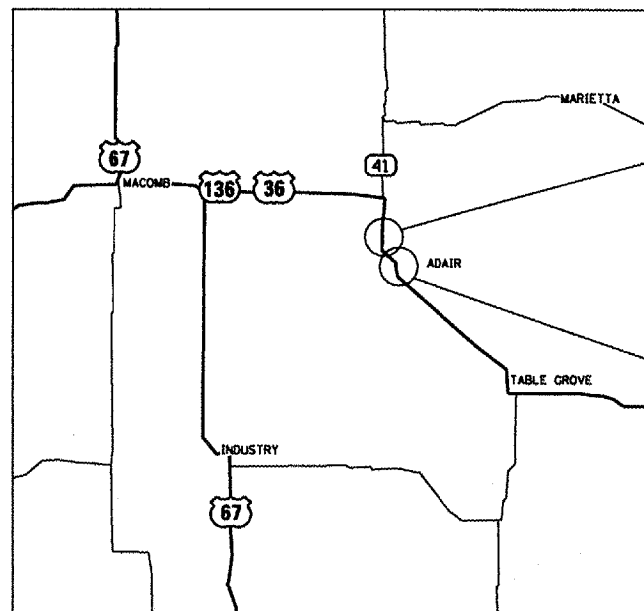
SECTION (108B) BR, BR-1

MCDONOUGH COUNTY

JOB NO. C-94-125-96

PROJECT ACBRF-ACF-0315 (051)

R1W 4th P.M.



PROPOSED IMPROVEMENT:
STATION 63+00 TO
STATION 74+00
SN 055-2004 (0011 old)

PROPOSED IMPROVEMENT:
STATION 142+02.50 TO
STATION 144+10.00
SN 055-2500 (0023 old)

DESCRIPTION OF WORK:

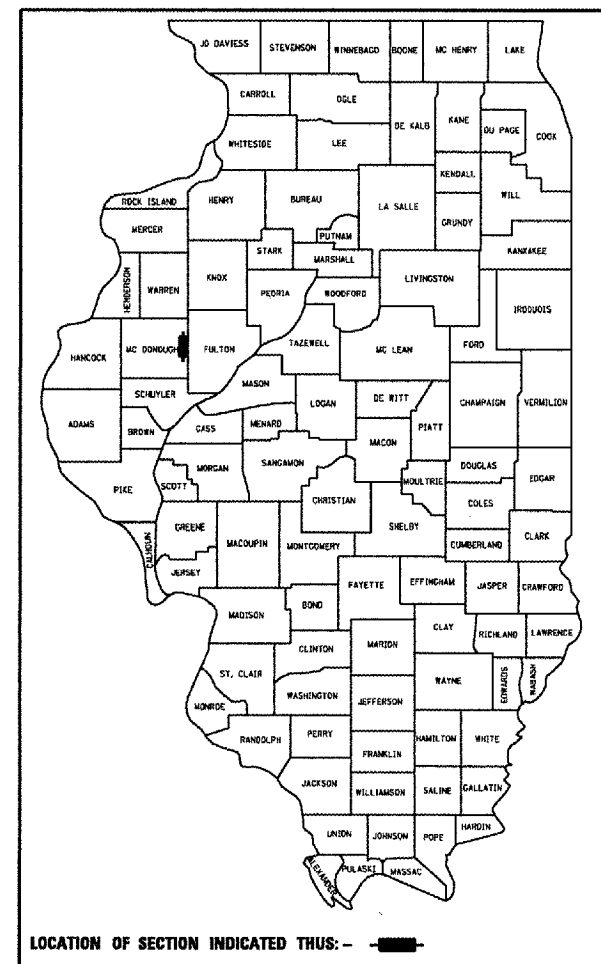
THIS PROJECT CONSISTS OF THE REMOVAL AND REPLACEMENT OF S.N. 055-0011 OVER CAMP CREEK & S.N. 055-0023 OVER CAMP CREEK TRIBUTARY WITH RELATED PAVEMENT, EARTH AND DRAINAGE WORK.

GROSS LENGTH OF IMPROVEMENT = 1307 ft .25 mile

NET LENGTH OF IMPROVEMENT = 1307ft .25 mile

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108B)BR, BR-1	MCDONOUGH	80	1

CONTRACT NO. 88799
D-94-089-96



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED AUG 24 2007 *P7*

[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 12, 2007
Eric S. Harn
ENGINEER OF DESIGN AND ENVIRONMENT

October 12, 2007
Milton R. Sees, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	110818R, BR-1	McDONOUGH	80	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 88799

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25	EXTENSION COLLAR DETAIL
26-27	GRATING FOR BOX CULVERT DETAIL
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64-80	DISTRICT STANDARDS

GENERAL NOTES

AVAILABILITY OF ELECTRONIC FILES

Micro Station 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 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 - LOCATIONS / 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.

NAME	COMPANY	STREET ADDRESS	CITY, STATE, ZIP
Jay Harrison	Mc Donough Telephone Cooperative	210 N. Coal	Colchester IL 62326
John Bozarth	AmerenCIPS	Y00 Jersey Street P.O. Box 1089	Quincy IL 62306
Chuck Steinacher	AmerenCIPS	607 E. Adams Street	Springfield IL 62739
Hodgen Herndon	New Salem Water District	416 Maple Street	Adair IL 61411

STATE STANDARDS

280001-03	515001-02	635006-02	701321-08
353001-03	542301-01	635011-01	701326-02
406201	542401	666001	702001-06
420001-06	604021-01	667101	704001-03
420401-05	606201-01	701001-01	720001
421001-01	609006-03	701006-02	720006-01
424001-04	630001-07		780001-01
482001-01	630101-07	701301-02	781001-02
482011-02	630301-04	701311-02	701301-02

DISTRICT STANDARDS

280001	406301
281001	440101
406101	510001
406201	630101

STATUS OF UTILITIES TO BE ADJUSTED

UTILITY COMPANY	ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
McDonough Telephone	US 136	33' Lt. to 33' Lt.	142+68 to 143+21	Buried Telephone	RipRap	Relocate
McDonough Telephone	US 136	33' Lt. to 33' Lt.	143+21 to 143+60	Buried Telephone	Roadway	Caution
New Salem Water Dist.	US 136	28' Lt. to 30' Rt.	142+68 to 143+21	Water Main	Culvert	Relocate
Ameren CIPS	US 136	33' Lt. to 50' Rt.	142+68	Gas Main	Roadway	Caution

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

Use one of the following two options.

- All elevations shown on the plans are established from U. S. G. S. mean sea level datum.
- All elevations shown refer to U. S. G. S. datum at mean sea level unless otherwise noted.

PROPERTY OWNER ACCESS REQUIREMENTS

Access must be maintained to all existing properties during construction per Article 107.09 unless arrangements are made in writing by the Contractor with the property owners with a copy to the Engineer for short-term closures.

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 Specifications. 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 the 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 Form 2289 (Environmental Survey Request)
- A location map showing the size limits and location of the use area
- Signed property owner agreement form-D4 P10100
- Color photographs depicting the use area
- Borrow Area Entry Agreement form-D4 P10101

Please note that a minimum of two weeks shall be allowed for the District to obtain the required environmental clearances.

AGGREGATE FOR DRIVEWAY REPLACEMENT

The material used for construction of permanent aggregate driveways shall be gravel or crushed stone as directed by the Engineer, to replace in kind the existing aggregate driveways.

No additional compensation shall be provided for this requirement but shall be considered as included in the cost of the pay item for the aggregate as specified on the plans.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES & COMMITMENTS

SCALE: NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	110BB/BR, BR-1	MCDONOUGH	80	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 88799				

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

Mixture Use(s):	HMA SURFACE COURSE	HMA BINDER COURSE	HMA SHOULDER (BOTTOM LIFT)	HMA SHOULDER (TOP LIFT)
RAP % (Max)**:	15%	25%	30%	30%
AC/PC:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
Design Air Voids:	4.2% @ N=50	4.2% @ N=50	4.2% @ N=30	3.0% @ N=30
Mixture Composition: (Gradation Mixture)	IL 9.5 OR 12.5	IL 19.0	IL 19.0L	IL 9.5L
Friction Aggregate	MIX D (DOLOMITE ONLY)	N/A	N/A	MIX C

** If the RAP option is selected, the asphalt cement grade may need to be adjusted; this will be determined by the Engineer.

BUTT JOINT CUTTING TIME RESTRICTION

Butt joints shall not be milled more than three (3) days prior to placement of the bituminous surface course.

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.

ENGINEERS FIELD OFFICE

Add the following sentence to the end of paragraph 670.02 (f) and 670.04 (e):
All of the telephone lines provided shall have unpublished numbers.

COMMITMENTS

Commitments are not to be altered without the written approval of all parties to which the commitment was made.

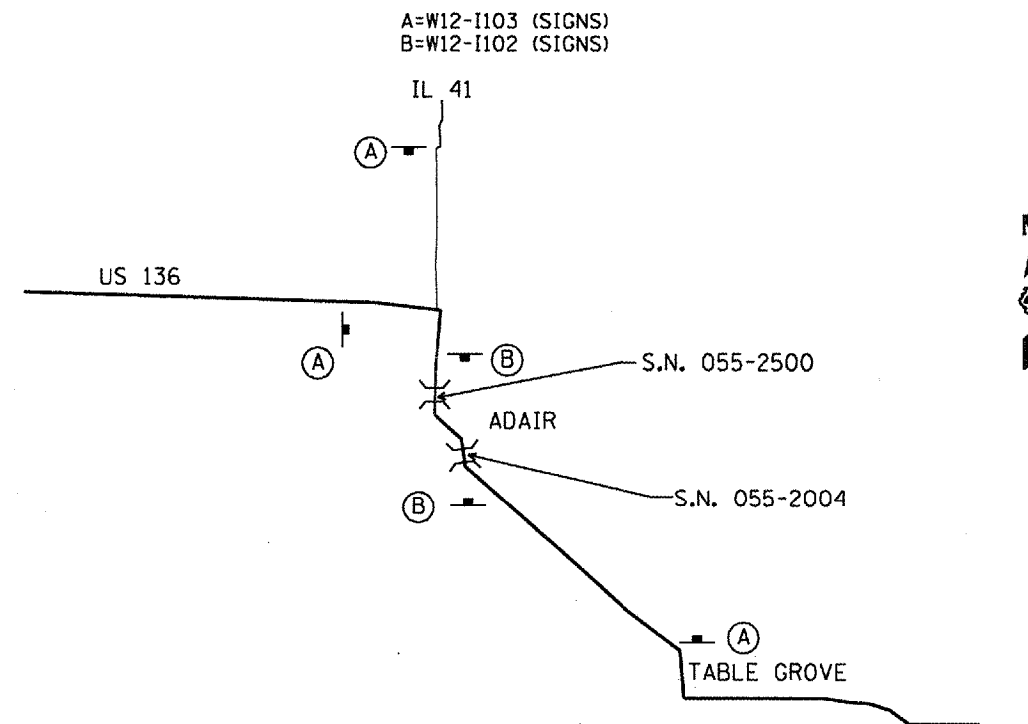
Commitment for:
David and Cynthia Norton
427 W. Main St.
P.O. Box 101
Adair IL 61411

If the septic system located on the property is damaged during construction, it will be repaired at no expense to the homeowner. These repairs shall be paid for in accordance with Article 109.04 of the Standard Specifications.

404 Permit has been issued.

Letter of Understanding has been signed with New Salem Township.

LOCATION OF WIDTH RESTRICTION SIGNS



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
&
COMMITMENTS

SCALE: NONE

SUMMARY OF QUANTITIES

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315 (108)BR, BR-1	McDonough	80	4
STA. 63+00		TO STA. 74+00	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		FED-ST 80-20 X028-2A 055-2004	FED-ST 80-20 X028-2A 055-2500
20200100	EARTH EXCAVATION	CU YD	759	564	195
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	359	247	112
20300100	CHANNEL EXCAVATION	CU YD	616	469	147
20700220	POROUS GRANULAR EMBANKMENT	CU YD	145	81	64
20800150	TRENCH BACKFILL	CU YD	806	877	9
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SO YD	519.7	384.7	135
21101615	TOP SOIL FURNISH AND PLACE, 4"	SO YD	3436	3436	
25000200	SEEDING, CLASS 2	ACRE	0.96	0.71	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	86.9	63.9	23
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	86.9	63.9	23
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	86.9	63.9	23
25000700	AGRICULTURAL GROUND LIMESTONE	TON	0.5		0.5
25002300	TEMPORARY SEEDING	ACRE	0.71	0.71	
25100115	MULCH, METHOD 2	ACRE	0.96	0.71	0.25
28000300	TEMPORARY DITCH CHECKS	EACH	28	24	4
28000400	PERIMETER EROSION BARRIER	SO YD	845	845	
28000500	INLET AND PIPE PROTECTION	EACH	3	1	2
28001000	AGGREGATE (EROSION CONTROL)	TON	150	150	
28100105	STONE RIPRAP, CLASS A3	SO YD	24.8	24.8	
28100107	STONE RIPRAP, CLASS A4	SO YD	430	357	73
28200200	FILTER FABRIC	SO YD	773.8	700.8	73
31100200	SUB-BASE GRANULAR MATERIAL, TYPE A	CU YD	217	217	
35501318	HOT - MIX ASPHALT BASE CSE, 8 1/2"	SO YD	103		103
35501330	HOT - MIX ASPHALT BASE CSE, 11 1/2"	SO YD	146		146
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	121.6	3.6	118
40600982	HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	160		160
40600990	TEMPORARY RAMP	SO YD	54	27	27
40603080	HOT - MIX ASPHALT BINDER COURSE, 1L - 19 .0, N50	TON	61	61	
40603335	HOT MIX - ASPHALT SURFACE COURSE, MIX "D", N50	TON	58	23	35
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SO YD	242		242
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	105		105
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SO FT	208		208

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		FED-ST 80-20 X028-2A 055-2004	FED-ST 80-20 X028-2A 055-2500
44000100	PAVEMENT REMOVAL	SO YD	656	286	370
44000400	GUTTER REMOVAL	FOOT	88		88
44000600	SIDEWALK REMOVAL	SO FT	71		71
44000700	APPROACH SLAB REMOVAL	SO YD	160		160
44000920	BITUMINOUS CONCRETE SHOULDER REMOVAL	SO YD	63		63
44201347	CLASS C PATCHES, TYPE IV, 9 INCH	SO YD	495	495	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	391	300	91
48203029	HOT - MIX ASPHALT SHOULDERS, 8"	SO YD	1856	1856	
48203037	HOT - MIX ASPHALT SHOULDERS, 10"	SO YD	56		56
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1	
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	223	143	80
50200100	STRUCTURE EXCAVATION	CU YD	984	914	70
50300100	FLOOR DRAINS	EACH	4		4
50300260	BRIDGE DECK GROOVING	SO YD	66		66
50300300	PROTECTIVE COAT	SO YD	112		112
50800105	REINFORCEMENT BARS	POUND	94184	93344	840
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	15370		15370
50800515	BAR SPLICERS	EACH	339	219	120
50900105	ALUMINUM RAILING, TYPE L	FOOT	35		35
50901760	PIPE HANDRAIL	FOOT	57		57
51205200	TEMPORARY SHEET PILING	SO FT	2242	1904	338
51500100	NAME PLATES	EACH	2	1	1
52100510	ANCHOR BOLTS, 3/4"	EACH	28	28	
54001000	BOX CULVERT END SECTIONS	EACH	2	2	
54003000	CONCRETE BOX CULVERTS	CU YD	383.6	291.4	92.2
54020805	PRECAST CONCRETE BOX CULVERT 8' X 5' (M273)	FOOT	8	8	
54200220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	66	66	
54200427	PIPE CULVERTS, TYPE 1 RCCP 12"	FOOT	86		86
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2		2
54215550	METAL END SECTIONS 15"	EACH	2	2	
54248510	CONCRETE COLLAR	CU YD	2.4	2.4	
60100945	PIPE DRAINS 12"	FOOT	21		21
60602800	CONCRETE GUTTER, TYPE B	FOOT	30		30

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

P.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1108B/BR, BR-1	McDonough	80	5
STA. 63+00		TO STA. 74+00		

ACBRE ACF

ACBRE ACF

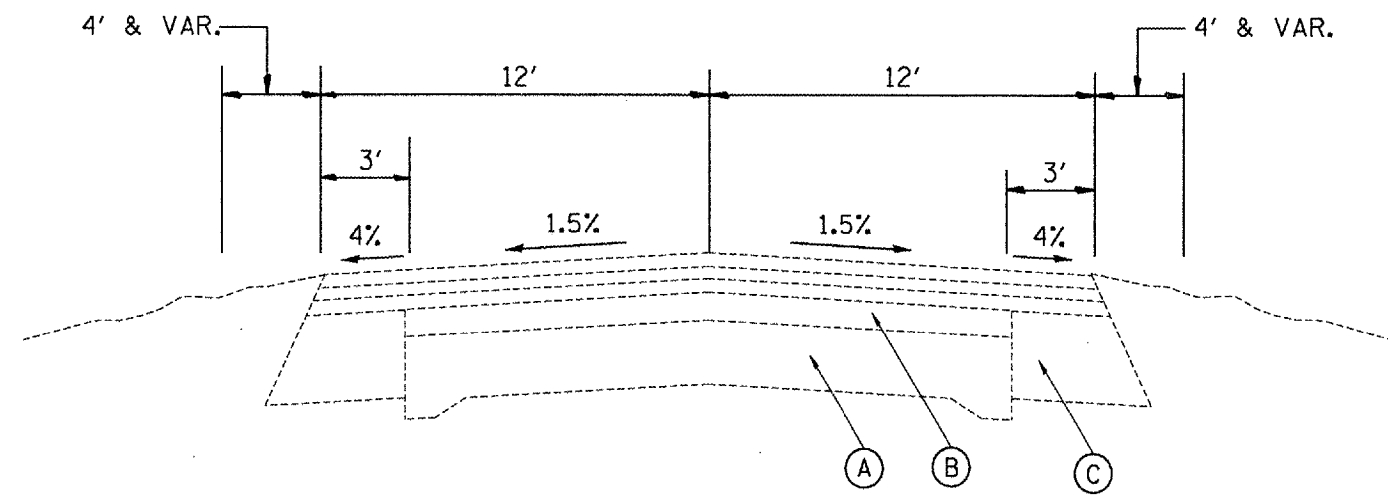
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		FED-ST 80-20 X028-2A 055-2004	FED-ST 80-20 X028-2A 055-2500
60603200	CONCRETE GUTTER TRANSITION (SPECIAL)	FOOT	24		24
60900240	TYPE C INLET BOX, STANDARD 609006	EACH	2		2
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	850	850	
63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	100	100	
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	3	3	
63100169	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (FLARED)	EA	1	1	
63200305	STEEL PLATE BEAM GUARD RAIL REMOVAL	FOOT	418	418	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	10	10	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	2	1	1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	8	5	3
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2	1	1
70106700	TEMPORARY RUMBLE STRIP	EACH	12	6	6
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3188	2475	713
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	3570	2360	1210
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1190.6	786.6	404
70400100	TEMPORARY CONCRETE BARRIER	FOOT	628	358	270
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	580	310	270
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	4		4
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	3188	2475	713
78200410	GUARDRAIL MARKERS, TYPE A	EACH	14	14	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SO FT	394	394	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		FED-ST 80-20 X028-2A 055-2004	FED-ST 80-20 X028-2A 055-2500
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3"	FOOT	4	2	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3"	EACH	4	2	2
Z0054500	ROCK FILL	TON	561	383	178
Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1	1	
Z0076600	TRAINEES	HOUR	500	250	250
XX002909	CLASS SI CONCRETE	CU YD	12.4		12.4
X5121800	PERMANENT STEEL SHEET PILING	SO FT	1521	1521	
X0322886	GRATING FOR BOX CULVERT, LOCATION 1	EACH	2	2	
X0712400	TEMPORARY PAVEMENT	SO YD	207.1	207.1	
X0919000	TEMPORARY PAVEMENT REMOVAL	EACH	207.1	207.1	

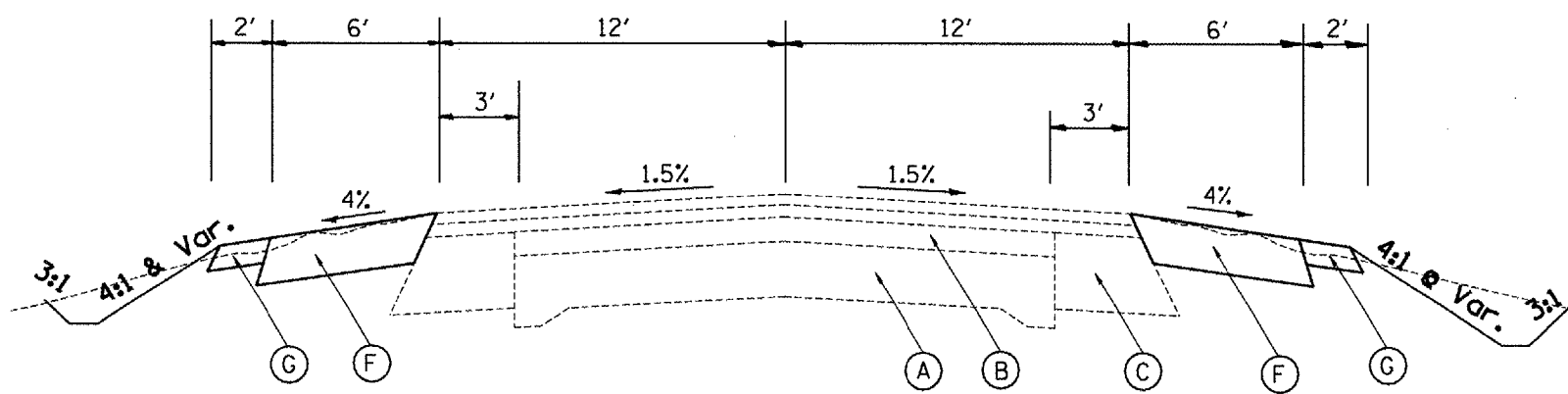
Y080 (80% FED 20% STATE)

* SPECIALTY ITEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(108B)BR, BR-1	McDONOUGH	80	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 88799				



EXISTING TYPICAL SECTION
Sta. 63+00 to 74+00



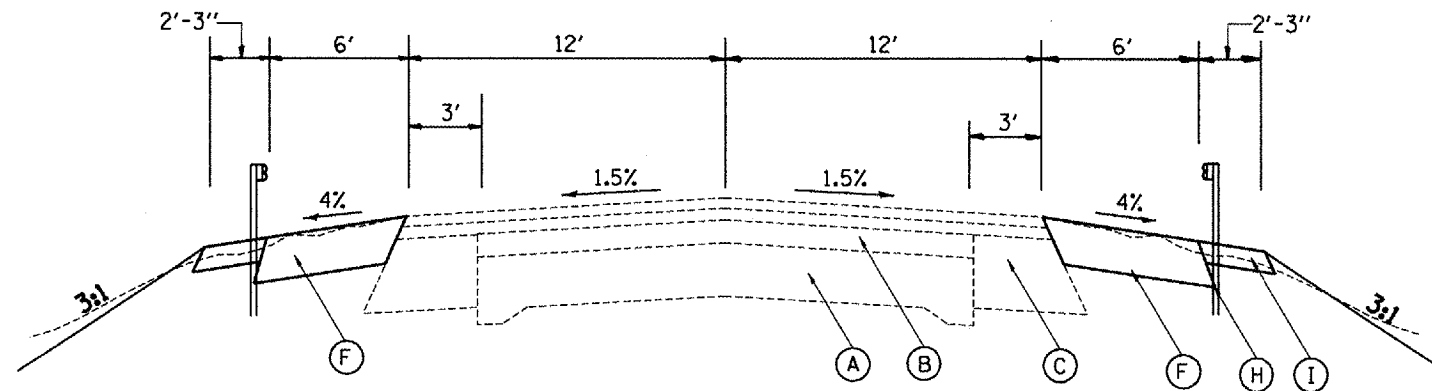
PROPOSED TYPICAL SECTION
Lt. Sta. 63+00 to 64+15
Lt. Sta. 70+02 to 74+00
Rt. Sta. 63+00 to 65+53
Rt. Sta. 70+28 to 74+00

- (A) EXISTING P.C.C. PAVEMENT (9"-6"-9")
- (B) EXISTING HMA OVERLAY (5 1/2" TOTAL THICKNESS)
- (C) EXISTING 8" HMA BASE COURSE WIDENING
- (D) PROPOSED HMA SURFACE COURSE, MIX D, N50, 1 1/2"
- (E) PROPOSED HMA BINDER COURSE IL-19.0 N50, 4"
- (F) PROPOSED HMA SHOULDERS, 8"
- (G) PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
- (H) PROPOSED STEEL PLATE BEAM GUARDRAIL
- (I) PROPOSED AGGREGATE EROSION CONTROL
- (J) PROPOSED CLASS C PATCH, 9"

REVISIONS	
NAME	DATE

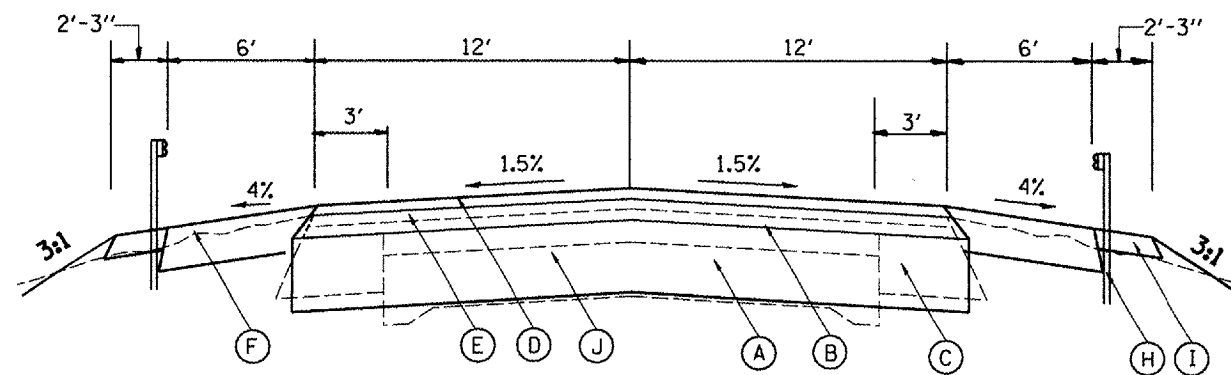
ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING TYPICAL SECTION
SCALE: NONE
DATE: JUNE, 2006
DRAWN BY: JH
CHECKED BY: FML

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	10881BR, BR-1	MCDONOUGH	80	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 88939				



PROPOSED TYPICAL SECTION

Lt. Sta. 64+15 to 66+67
 Lt. Sta. 67+69 to 70+02
 Rt. Sta. 65+53 to 66+67
 Rt. Sta. 67+69 to 70+28



PROPOSED TYPICAL SECTION

Sta. 66+67 to 67+69

- (A) EXISTING P.C.C. PAVEMENT (9"-6"-9")
- (B) EXISTING HMA OVERLAY (5 1/2" TOTAL THICKNESS)
- (C) EXISTING 8" HMA BASE COURSE WIDENING
- (D) PROPOSED HMA SURFACE COURSE, MIX D, N50, 1 1/2"
- (E) PROPOSED HMA BINDER COURSE IL-19.0 N50, 4"
- (F) PROPOSED HMA SHOULDERS, 8"
- (G) PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
- (H) PROPOSED STEEL PLATE BEAM GUARDRAIL
- (I) PROPOSED AGGREGATE EROSION CONTROL
- (J) PROPOSED CLASS C PATCH, 9"

• In culvert locations,
 Rt. Sta. 66+91 to 67+42
 Lt. Sta. 66+63 to 67+35
 guardrail & post mounted
 on culvert. See Standard
 630101.

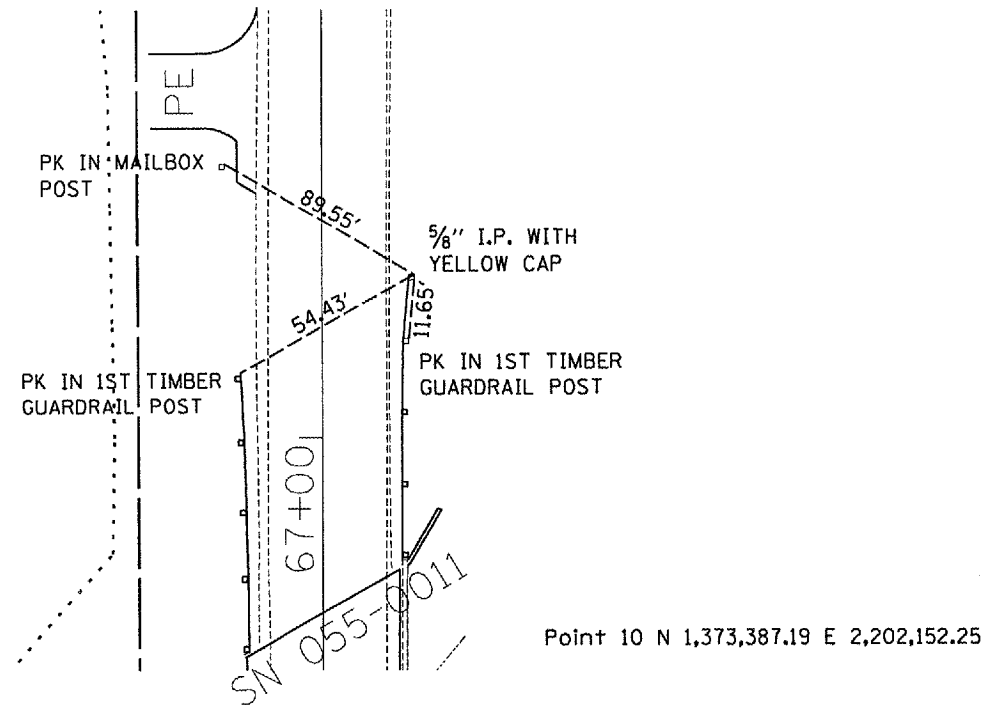
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTION

SCALE: NONE
 DATE: JUNE, 2006

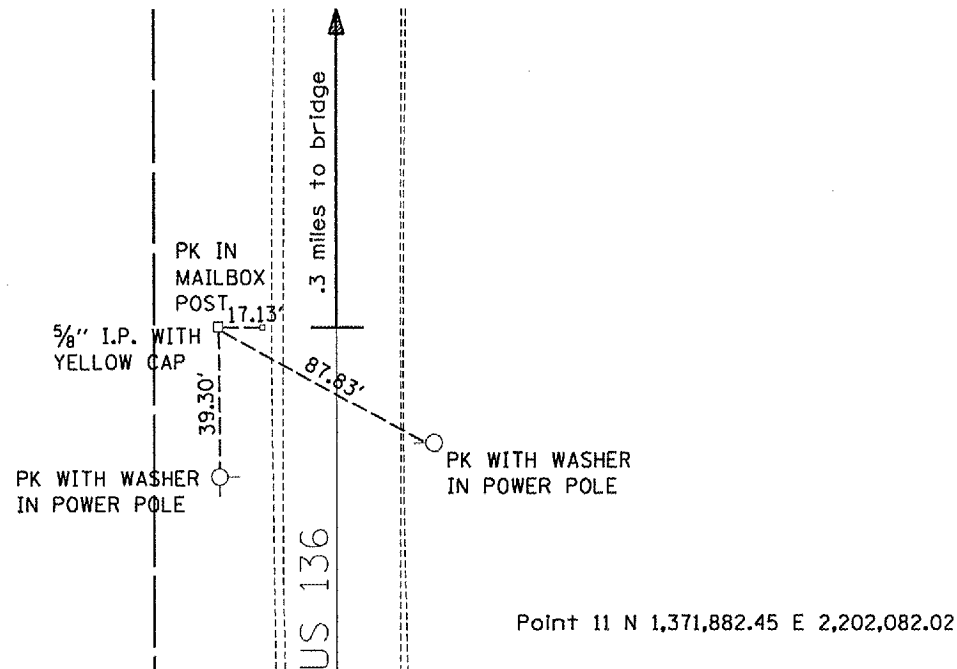
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Point 10 N 1,373,387.19 E 2,202,152.25

WORKING PT. 10

NOT TO SCALE



Point 11 N 1,371,882.45 E 2,202,082.02

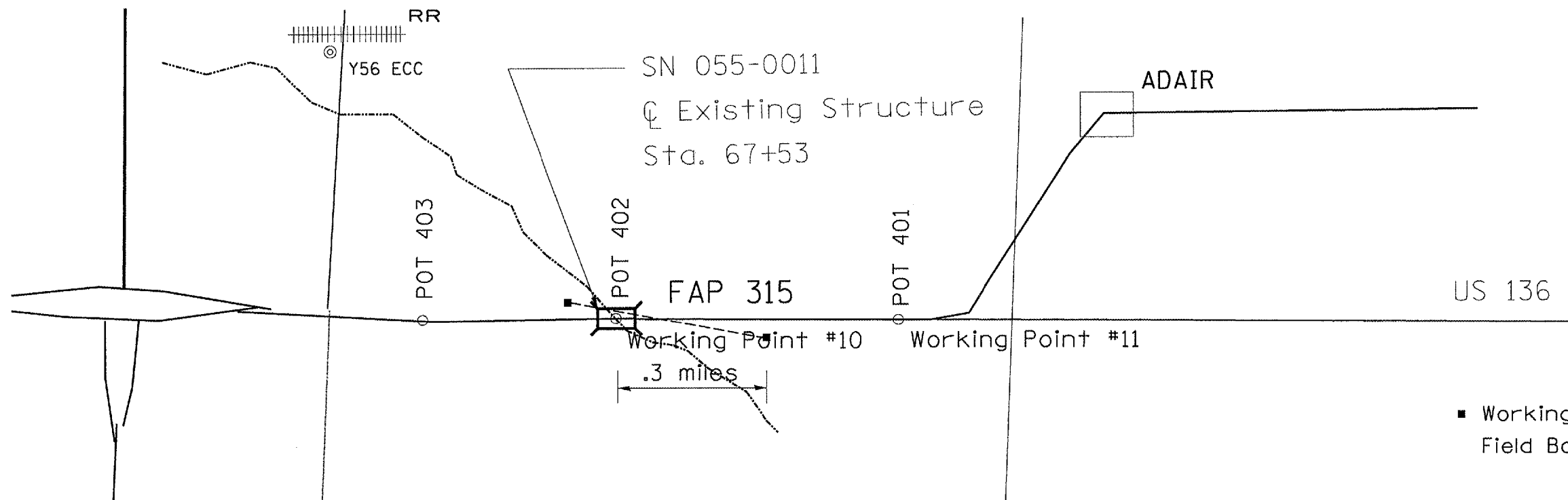
WORKING PT. 11

NOT TO SCALE

Point 401 (POT):
N 1,374,095.38 E 2,202,140.42
Sta. 64+93.46

Point 402 (POT):
N 1,373,243.91 E 2,202,133.43
Sta. 73+44.97

Point 403 (POT):
N 1,372,438.39 E 2,202,126.83
Sta. 81+50.51



BENCHMARK:

A CHISELLED SQUARE ON THE TOP EAST SIDE OF THE SOUTH ABUTMENT S.N. 055-0011, ELEVATION 641.11

- Working Points (5/8" I.P. w/cap)
Field Book 2800 - Various Bridges

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
HORIZONTAL ALIGNMENT & LOCAL TIES

SCALE: 1" = 10'
DATE: MARCH, 2006

DRAWN BY: JH
CHECKED BY: FML

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1108BIBR, BR-1	MCDONOUGH	80	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

20200100 EARTH EXCAVATION

LOCATION	EARTH EXCAVATION CU. YD.	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE CU. YD.	EMBANKMENT CU. YD.	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CU. YD.
STATION				
Sta. 63+00 to 74+00	564	423	611	-188

Shrinkage Factor = 0.25

20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

LOCATION	QUANTITY (CU YD)
STATION	
Sta. 66+96 to 67+51	229
73+10	18
TOTAL =	247

20300100 CHANNEL EXCAVATION

LOCATION	QUANTITY (CU YD)
STATION	
Lt. Sta. 68+00 to 67+25	278
Rt. Sta. 67+25 to 68+00	191
TOTAL =	469

20700220 POROUS GRANULAR EMBANKMENT

LOCATION	QUANTITY (CU YD)
STATION	
Sta. 66+70 to 67+69	81
TOTAL =	81

20800150 TRENCH BACKFILL

LOCATION	QUANTITY (CU YD)
STATION	
Sta. 66+70 to 67+79	877
TOTAL =	877

21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

LOCATION	QUANTITY (SQ YD)
STATION	
Sta. 66+96 to 67+51	358
Lt & Rt. Sta. 73+10 (under extension)	26.7
TOTAL =	384.7

21101615 TOPSOIL FURNISH AND PLACE, 4"

LOCATION	QUANTITY (SQ YD)
STATION	
Rt. Sta. 63+00 to 74+00	1887
Lt. Sta. 63+00 to 74+00	1549
TOTAL =	3436

25000200 SEEDING, CLASS 2

25002300 TEMPORARY SEEDING

25100115 MULCH METHOD 2

LOCATION	QUANTITY (ACRE)
STATION	
Rt. Sta. 63+00 to 74+00	.39
Lt. Sta. 63+00 to 74+00	.32
TOTAL =	.71

25000400 NITROGEN FERTILIZER NUTRIENT

25000500 PHOSPHOROUS FERTILIZER NUTRIENT

25000600 POTASSIUM FERTILIZER NUTRIENT

LOCATION	QUANTITY (POUNDS)
STATION	
Rt. Sta. 63+00 to 74+00	35.1
Lt. Sta. 63+00 to 74+00	28.8
TOTAL =	63.9

28000300 TEMPORARY DITCH CHECKS

LOCATION	QUANTITY (EACH)
STATION	
RT. STA. 63+75 to STA. 74+00	4
Spacing at 75'	
LT. STA. 64+50 to STA. 74+00	8
Spacing at 75'	
TOTAL =	12
TOTAL x 2 Applications =	24

28000400 PERIMETER EROSION BARRIER

LOCATION	QUANTITY (FOOT)
STATION	
Lt. Sta. 63+00 to 65+25	225
Rt. Sta. 67+80 to 74+00	620
TOTAL =	845

28000500 INLET AND PIPE PROTECTION

LOCATION	QUANTITY (EACH)
STATION	
RT. STA. 64+47	1
TOTAL =	1

28001000 AGGREGATE (EROSION CONTROL)

LOCATION	QUANTITY (TON)
STATION	
Sta. 63+00 TO 74+00	150
TOTAL =	150

28000500 STONE RIPRAP, CLASS A3

LOCATION	QUANTITY (SQ YD)
STATION	
STA. 73+10 LT & RT	24.8
TOTAL =	24.8

28200200 FILTER FABRIC

LOCATION	QUANTITY (SQ YD)
STATION	
STA. 73+10 lt & rt riprap	24.8
A4 at new triple box	357
Aggregate for Erosion Control at SPBGR	319
TOTAL =	700.8

31100200 SUB-BASE GRANULAR MATERIAL, TYPE A

LOCATION	QUANTITY (CU YD)
STATION	
Sta. 66+70 to 67+69	217
TOTAL =	217

40600100 BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	QUANTITY (GALLON)
STATION	
Pavement Replacement - Sta. 66+67 to 67+73	3.6
TOTAL =	3.6

App. Rate - .05 gal / SY

40600990 TEMPORARY RAMP

LOCATION	QUANTITY (SQ YD)
STATION	
Pavement Replacement - Sta. 66+67 to 67+73	27
TOTAL =	27

40603080 HOT - MIX ASPHALT BINDER COURSE, IL - 19.0, N50

LOCATION	QUANTITY (TON)
STATION	
Sta. 66+70 to 67+69	61
TOTAL =	61

40603335 HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N50

LOCATION	QUANTITY (TON)
STATION	
Sta. 66+70 TO 67+69	23
TOTAL =	23

44000100 PAVEMENT REMOVAL

LOCATION	QUANTITY (SQ YD)
STATION	
Sta. 66+70 to 67+69	286
TOTAL =	286

44201347 CLASS C PATCHES, TY IV, 9"

LOCATION	QUANTITY (SQ YD)
STATION	
Sta. 66+70 to 67+69	495
TOTAL =	495

48101500 AGGREGATE SHOULDERS, TYPE B 6"

LOCATION	QUANTITY (SQ YD)
STATION	
Sta. 63+00 to 74+00	300
minus guardrail locations	300
TOTAL =	300

48203029 HOT - MIX ASPHALT SHOULDERS, 8"

LOCATION	QUANTITY (SQ YD)
STATION	
Shoulders - Sta. 63+00 to 74+00	1466.6
Guardrail locations	344.7
Private Entrances	38.9
Mailbox Turnouts	7.8
TOTAL =	1858

50105220 PIPE GULVERT REMOVAL

LOCATION	QUANTITY (FOOT)
STATION	
RT. STA. 63+75 TO 65+18	143
TOTAL =	143

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. HORIZ. DATE

DRAWN BY CHECKED BY

PLOT DATE = 8/26/2007
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 USER NAME = jregan

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108)BR, BR-1	MCDONOUGH	80	10
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

50200100 STRUCTURE EXCAVATION

LOCATION	QUANTITY (CU YD)
Sta. 65+75 to 68+00	914
TOTAL =	914

54001000 BOX CULVERT END SECTIONS

LOCATION	QUANTITY (EACH)
RT. STA. 73+10	1
LT. STA. 73+10	1
TOTAL =	2

54020805 PRECAST CONCRETE BOX CULVERT 8'X5' (M273)

LOCATION	QUANTITY (FOOT)
RT. STA. 73+10	4
LT. STA. 73+10	4
TOTAL =	8

54215550 METAL END SECTIONS 15"

LOCATION	QUANTITY (EACH)
RT. STA. 64+50	1
RT. STA. 65+16	1
TOTAL =	2

54248510 CONCRETE COLLAR

LOCATION	QUANTITY (CU YD)
STA. 73+10	2.4
TOTAL =	2.4

54200220 PIPE CULVERTS, CLASS D, TYPE 1 15"

LOCATION	QUANTITY (FOOT)
RT. STA. 64+50 TO 65+16	66
TOTAL =	66

63000000 STEEL PLATE BEAM GUARDRAIL, TYPE A

LOCATION	QUANTITY (FOOT)
RT. STA. 65+53 TO 67+28	175
RT. STA. 67+78 TO 70+03	225
LT. STA. 64+15 TO 66+40	225
LT. STA. 67+15 TO 69+40	225
TOTAL =	850

63000025 STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES

LOCATION	QUANTITY (FOOT)
LT. STA. 65+65 to 67+15	50
RT. STA. 67+28 to 67+78	50
TOTAL =	100

63100167 TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)

LOCATION	QUANTITY (EACH)
STATION	
NE	1
SE	1
SW	1
TOTAL =	3

63100169 TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)

LOCATION	QUANTITY (EACH)
STATION	
NW	1
TOTAL =	1

63200305 STEEL PLATE BEAM GUARDRAIL REMOVAL

LOCATION	QUANTITY (FOOT)
LT. STA. 66+20 TO 67+29	109
RT. STA. 66+48 TO 67+48	100
LT. STA. 67+58 TO 68+58	100
RT. STA. 67+78 TO 67+87	109
TOTAL =	418

66600105 FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

LOCATION	QUANTITY (EACH)
RT. STA. 64+50 - 40' RT.	1
RT. STA. 65+56 - 52' RT.	1
RT. STA. 67+00 - 55' RT.	1
RT. STA. 67+50 - 75' RT.	1
RT. STA. 68+00 - 75' RT.	1
RT. STA. 68+50 - 50' RT.	1
LT. STA. 65+00 - 40' LT.	1
LT. STA. 66+50 - 80' LT.	1
LT. STA. 67+00 - 80' LT.	1
LT. STA. 68+00 - 40' LT.	1
TOTAL =	10

66700205 PERMANENT SURVEY MARKERS, TYPE 1

LOCATION	QUANTITY (EACH)
ON STRUCTURE	1
TOTAL =	1

67000400 ENGINEER'S FIELD OFFICE, TYPE A

LOCATION	QUANTITY (CAL MO)
JOBSITE	4
TOTAL =	4

67100100 MOBILIZATION

LOCATION	QUANTITY (L SUM)
JOBSITE	1
TOTAL =	1

70100405 TRAFFIC CONTROL AND PROTECTION, STD 701321

LOCATION	QUANTITY (EACH)
STATION	1
Jobsite	
TOTAL =	1

70100500 TRAFFIC CONTROL AND PROTECTION, STD 701326

LOCATION	QUANTITY (L SUM)
STATION	1
Jobsite	
TOTAL =	1

70103815 TRAFFIC CONTROL SURVEILLANCE

LOCATION	QUANTITY (CAL DA)
STATION	5
Jobsite	
TOTAL =	5

70106500 TEMPORARY BRIDGE TRAFFIC SIGNALS

LOCATION	QUANTITY (EACH)
STATION	1
Jobsite	
TOTAL =	1

70106700 TEMPORARY RUMBLE STRIP

LOCATION	QUANTITY (EACH)
STATION	
North Project Limit	3
South Project Limit	3
TOTAL =	6

70300220 TEMPORARY PAVEMENT MARKING - LINE 4"

LOCATION	QUANTITY (FOOT)	
	EDGE OF PAVEMENT	SKIP-DASH YELLOW
Sta. 63+00 to 74+00	2200	275
GRAND TOTAL =		2475

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. HORIZ. DATE

DRAWN BY CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315 (10BBIBR, BR-1)		MCDONOUGH	80	11
STA63+00		TO STA74+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

70300520 PAVEMENT MARKING TAPE, TYPE III, 4"

LOCATION	QUANTITY (FOOT)
Sta. 63+52 RT - (Stop bar 24")	72
Stage I - Sta. 64+56 to 70+52 LT, Sta. 64+88 to 69+52 RT	1066
Stage II - Sta. 64+80 to 69+88 LT, Sta. 63+62 to 69+76 RT	1150
Sta. 70+88 LT - (Stop Bar 24")	72
GRAND TOTAL =	2380

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY (SQ. FT.)
STATION	
STAGE I	355.3
STAGE II	383.3
STOP BARS	48
TOTAL =	786.6

70400100 TEMPORARY CONCRETE BARRIER

LOCATION	QUANTITY (FOOT)
STA. 65+40 TO 68+98	358
TOTAL =	358

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	QUANTITY (FOOT)
STA. 65+40 TO 68+98	310
TOTAL =	310

78005110 EPOXY PAVEMENT MARKING LINE - 4"

LOCATION	QUANTITY (FOOT)
Sta. 63+00 to 74+00	2475
GRAND TOTAL =	2475

78200410 GUARDRAIL MARKERS, TYPE A

LOCATION	QUANTITY (EACH)
Rt Sta. 63+00 TO 74+00	7
Lt Sta. 63+00 TO 74+00	7
TOTAL =	14

78201000 TERMINAL MARKERS -DIRECT APPLIED

LOCATION	QUANTITY (EACH)
Rt Sta. 63+00 TO 74+00	2
Lt Sta. 63+00 TO 74+00	2
TOTAL =	4

78300100 PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY (SQ. FT.)
LT Edge of Pavement Sta 64+58 to 69+88	177
Centerline Sta 63+52 to 70+86	62
RT Edge of Pavement Sta 64+88 TO 69+52	155
TOTAL =	394

X0322886 GRATING FOR BOX CULVERT, LOCATION 1

LOCATION	QUANTITY (EACH)
LT & RT 73+10	2
TOTAL =	2

X0712400 TEMPORARY PAVEMENT

LOCATION	QUANTITY (SQ YD)
Sta. 64+88 to 69+52	207.1
TOTAL =	207.1

X0919000 TEMPORARY PAVEMENT REMOVAL

LOCATION	QUANTITY (SQ YD)
Sta. 64+88 to 69+52	207.1
TOTAL =	207.1

Z0013798 CONSTRUCTION LAYOUT

LOCATION	QUANTITY (L SUM)
Jobsite	0.5
TOTAL =	0.5

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

LOCATION	QUANTITY (EACH)
Jobsite	2
TOTAL =	2

Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

LOCATION	QUANTITY (EACH)
Jobsite	2
TOTAL =	2

Z0054500 ROCK FILL

LOCATION	QUANTITY (TON)
Sta. 66+70 to 67+69	347
Lt & Rt Sta. 73+10	36
TOTAL =	383

EARTHWORK SUMMARY FOR INFORMATION ONLY

PAY ITEM	CU YD	SHRINKAGE .25%	BALANCE
20200100 EARTH EXCAVATION	564	141	423
20300100 CHANNEL EXCAVATION	469	117	352
50200100 STRUCTURE EXCAVATION	914	228	686
SUB-TOTAL			1461
EMBANKMENT	611		+850

Channel Excavation may require a larger shrinkage factor.

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT. HORIZ.
 DATE

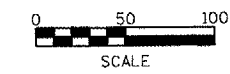
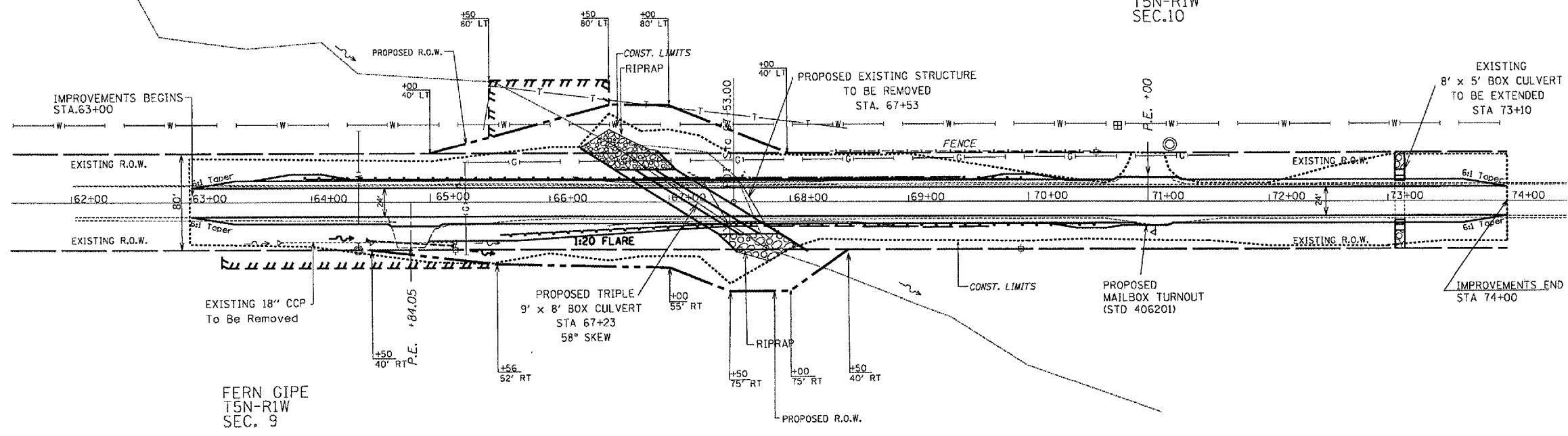
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 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108B)BR, BR-1	McDonough	80	12
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 88799

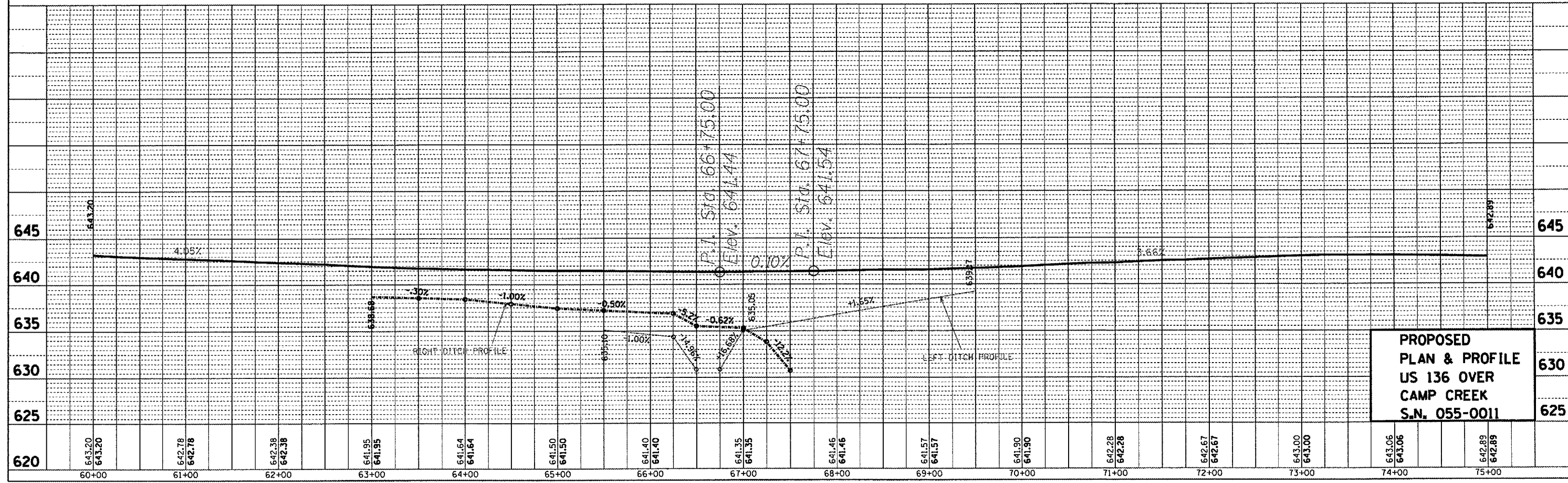


ROBERT RUTLEDGE
T5N-R1W
SEC.10



PLAN	DATE
BY	
REVISIONS	
NO.	
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REVISIONS	
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PROFILE	DATE
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REVISIONS	
NO.	
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REVISIONS	
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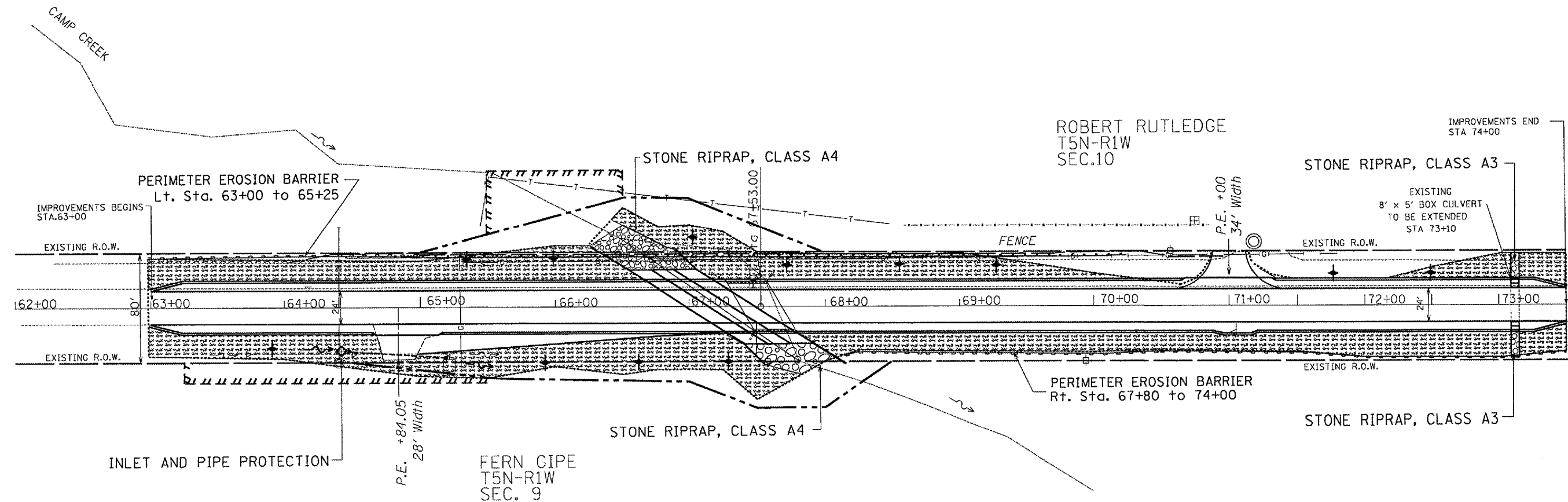
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1108BIBR, BR-1	McDonough	80	13
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				






CONTRACT NO. 88799



PLAN	BY	DATE
DESIGNED		
DRAWN		
CHECKED		
IN CHARGE		
NOTE BOOK NO.		
FILE NAME		

PROFILE	BY	DATE
DESIGNED		
DRAWN		
CHECKED		
IN CHARGE		
NOTE BOOK NO.		
FILE NAME		



-  PERIMETER EROSION BARRIER
-  INLET & PIPE PROTECTION
-  STONE DUMPED RIP RAP
-  TEMPORARY SEEDING & MULCH
-  TEMPORARY DITCH CHECK
Approximately 75' spacing

Not to Scale

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED EROSION CONTROL PLAN

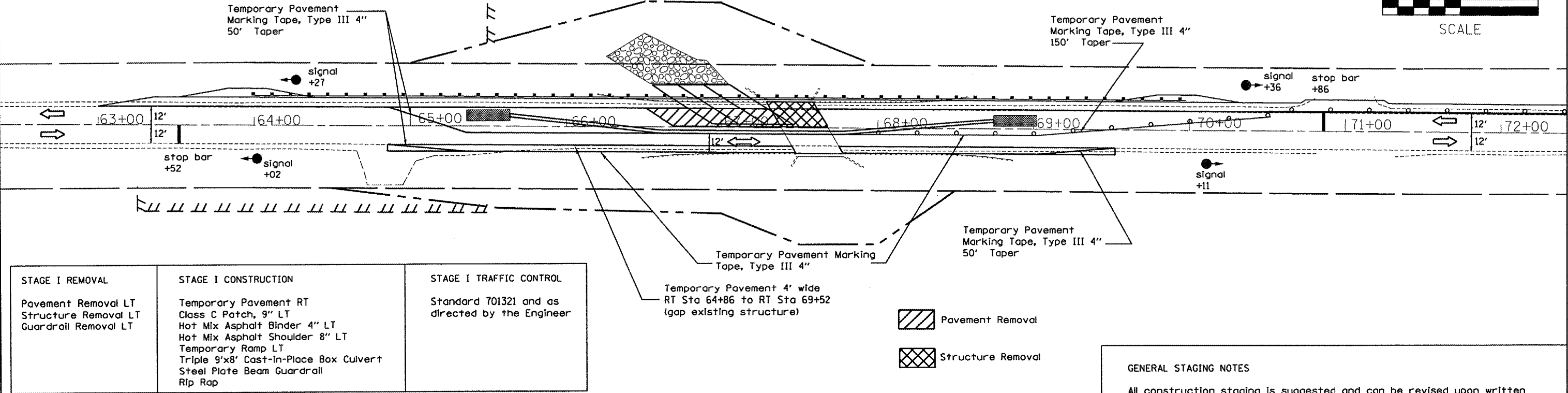
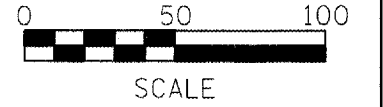
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CHECKED BY: FML

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1108B&R, BR-1	MCDONOUGH	80	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STAGE I

Temporary Barrier Wall Locations
 65+64 LT 6' to 66+60 RT 4' (1:12 Taper)
 66+60 RT 4' to 67+78 RT 4'
 67+78 RT 4' to 68+74 LT 6' (1:12 Taper)

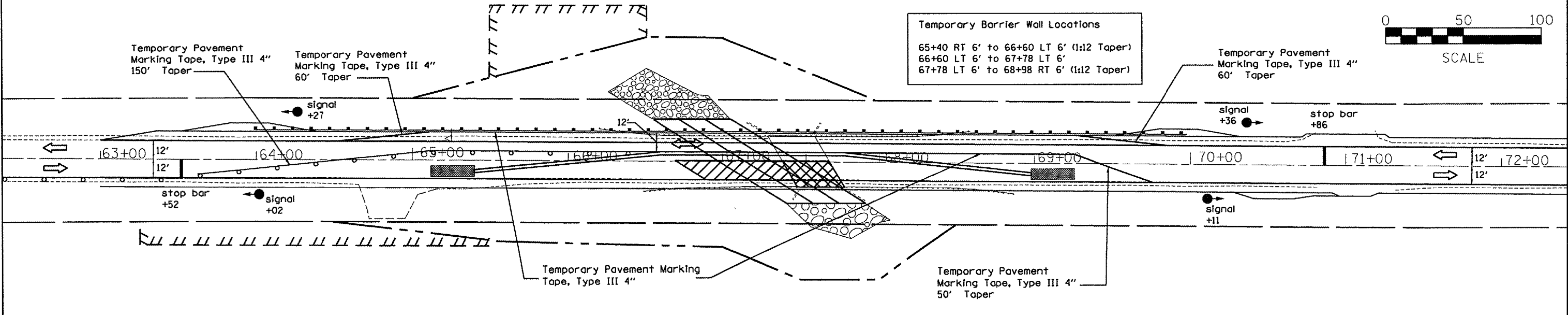
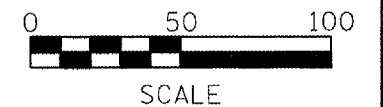


STAGE I REMOVAL	STAGE I CONSTRUCTION	STAGE I TRAFFIC CONTROL
Pavement Removal LT Structure Removal LT Guardrail Removal LT	Temporary Pavement RT Class C Patch, 9" LT Hot Mix Asphalt Binder 4" LT Hot Mix Asphalt Shoulder 8" LT Temporary Ramp LT Triple 9'x8' Cast-In-Place Box Culvert Steel Plate Beam Guardrail Rip Rap	Standard 701321 and as directed by the Engineer

GENERAL STAGING NOTES
 All construction staging is suggested and can be revised upon written approval from the resident engineer two weeks prior to starting work. There will be no adjustment in the traffic control unit price due to the contractor changing the planned construction sequence.

STAGE II

Temporary Barrier Wall Locations
 65+40 RT 6' to 66+60 LT 6' (1:12 Taper)
 66+60 LT 6' to 67+78 LT 6'
 67+78 LT 6' to 68+98 RT 6' (1:12 Taper)



STAGE II REMOVAL	STAGE II CONSTRUCTION	STAGE II TRAFFIC CONTROL
Temporary Pavement Removal RT Pavement Removal RT Structure Removal RT Guardrail Removal RT	Triple 9'x8' Cast-In-Place Box Culvert RT Rip Rap RT Steel Plate Beam Guardrail RT Class C Patch, 9" RT Hot Mix Asphalt Binder Course 4" RT Hot Mix Asphalt Shoulder 8" RT	Standard 701321 and as directed by the Engineer

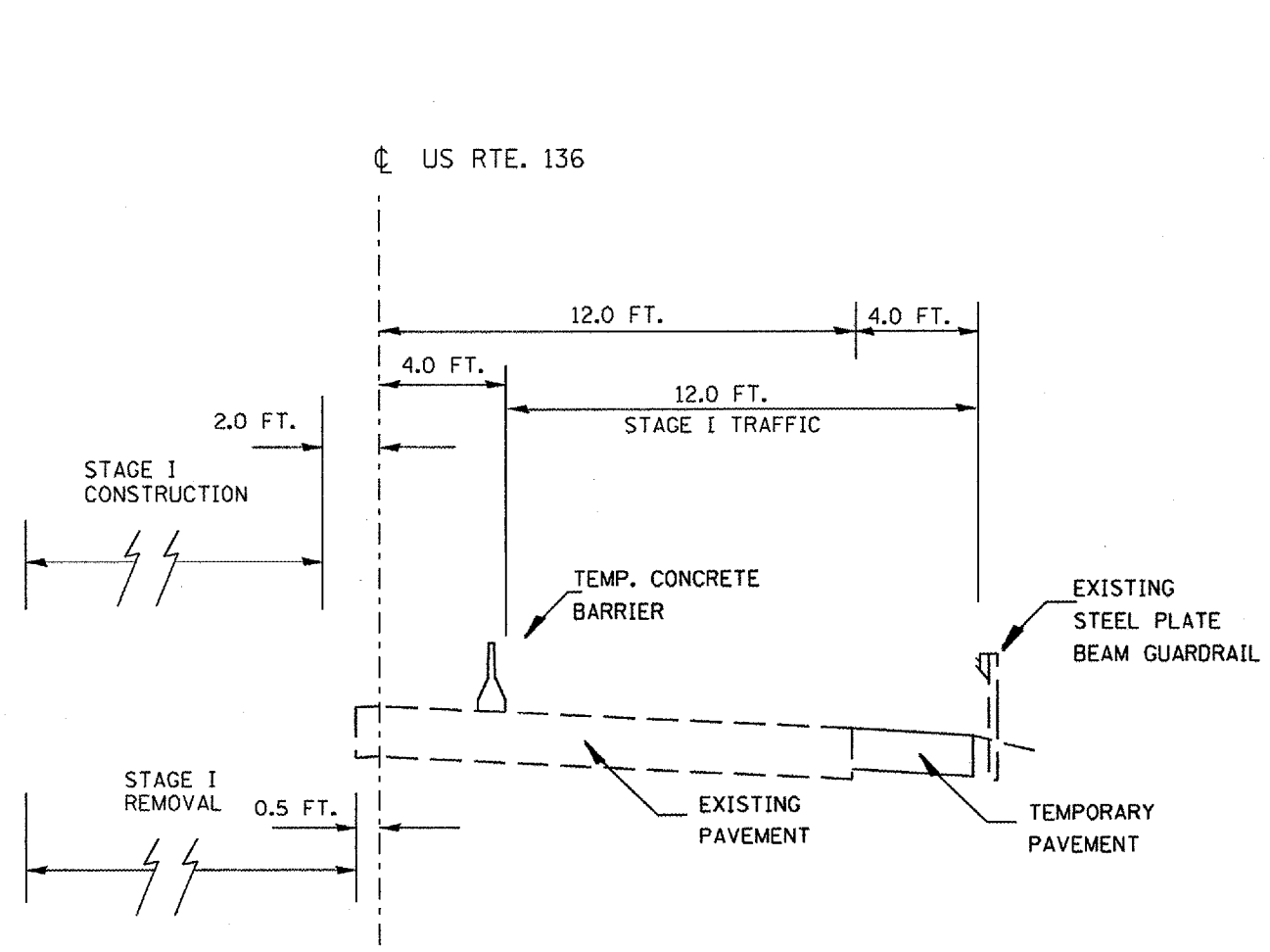
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION
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 DATE: _____
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 CHECKED BY: _____

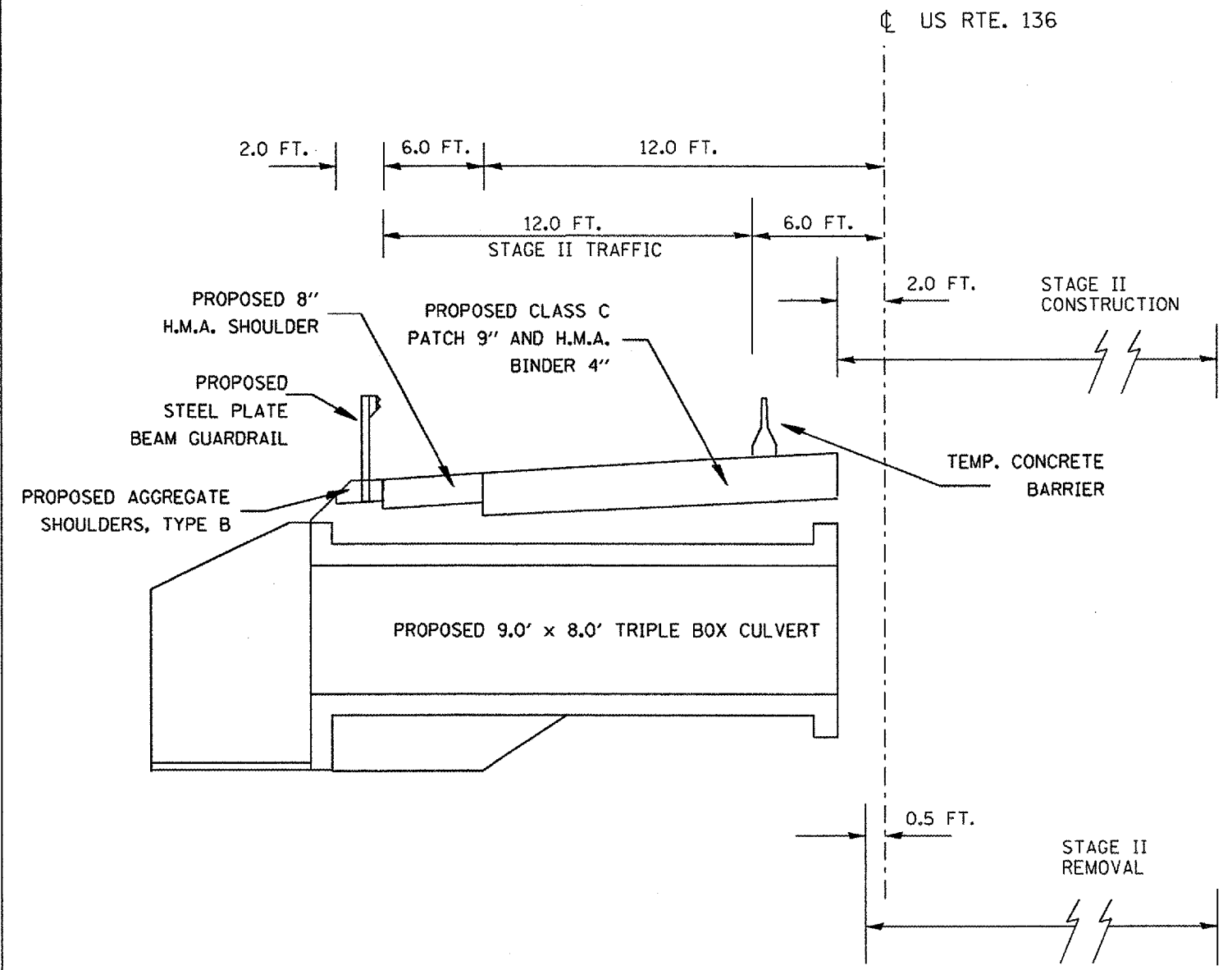
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	MCDONOUGH	80	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

STAGE I



STAGE II



PLOT DATE = 8/1/2007
 FILE NAME = c:\pro\p07a\p07a\p135\fradddgn
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 USER NAME = huddellcme

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

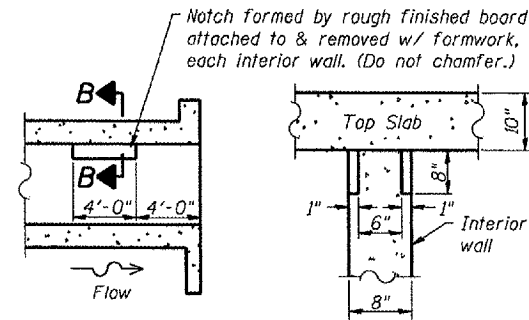
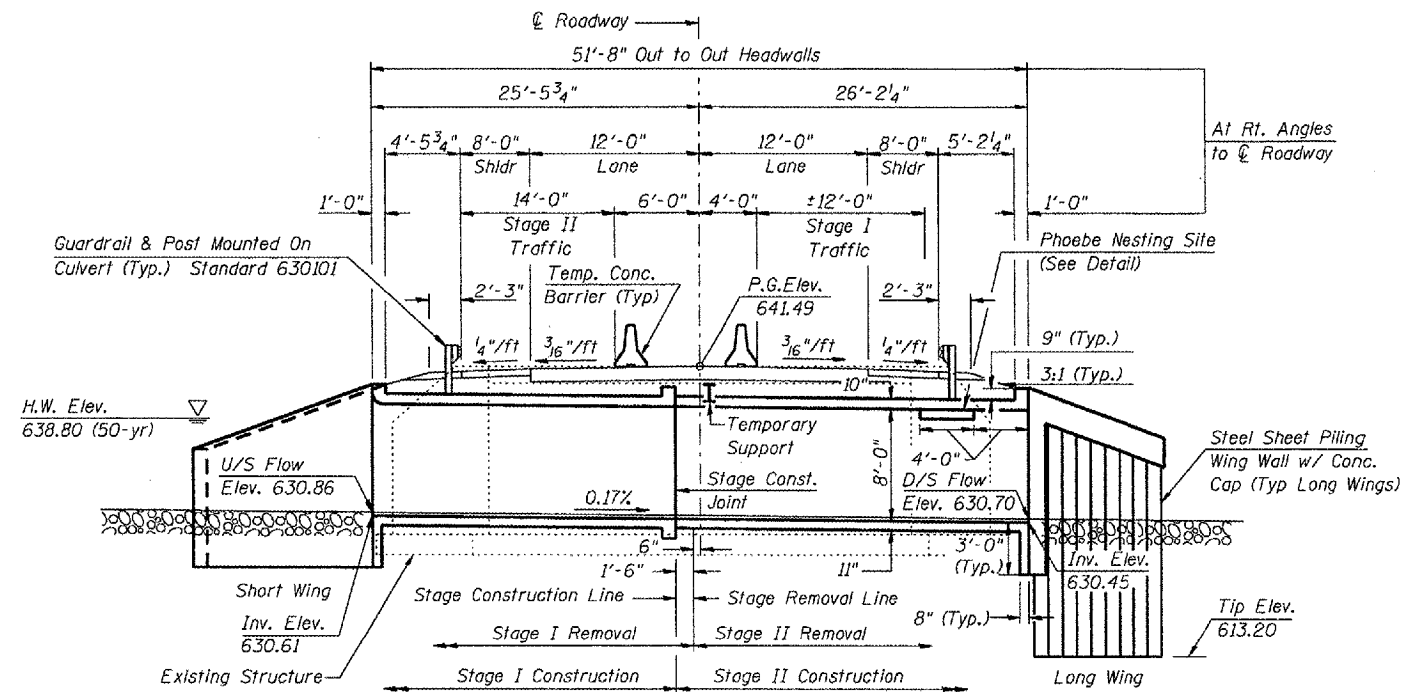
TRAFFIC STAGING
 TYPICAL SECTIONS
 not to scale

SCALE: VERT. DATE
 HORIZ. DRAWN BY
 CHECKED BY

Bench Mark: A chiseled '□' on east side of south abutment of the existing bridge over Camp Creek. Elev. 641.10

Existing Structure: The existing Structure No. 055-0011, built in 1928, is a single span reinforced concrete slab bridge on closed abutments with top and bottom restrained. Structure to be replaced by a reinforced triple barrel concrete box culvert. Traffic to be maintained utilizing stage construction. No salvage.

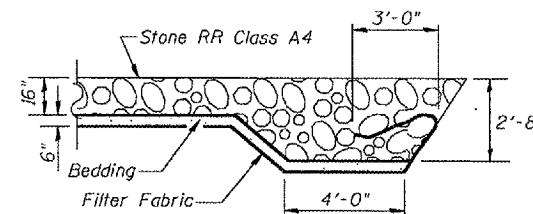
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	BR-1	MCDONOUGH	80	16
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	CONTRACT #88799



LONGITUDINAL SECTION SECTION B-B

PHOEBE NESTING SITE DETAIL

(Downstream End Only)



SECTION A-A

DESIGN SPECIFICATIONS

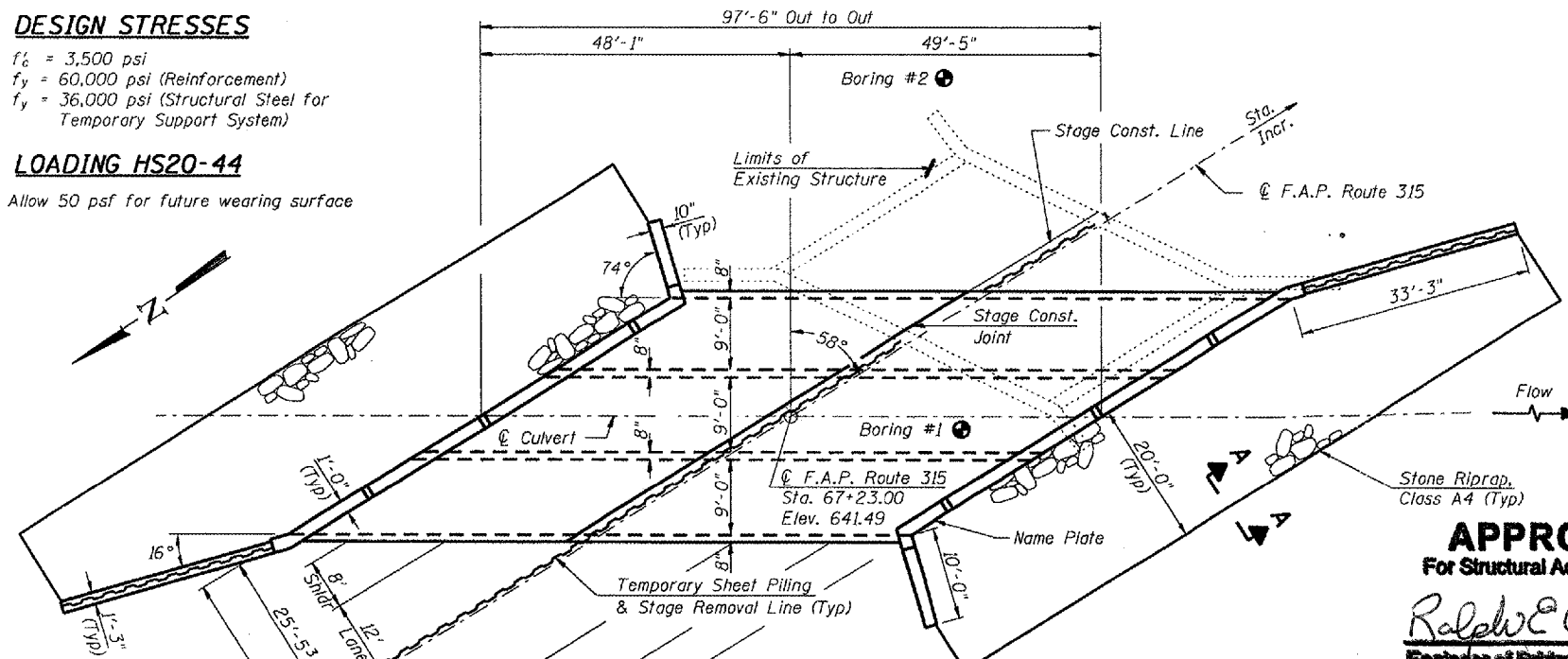
2002 AASHTO "Standard Specifications for Highway Bridges"

DESIGN STRESSES

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel for Temporary Support System)

LOADING HS20-44

Allow 50 psf for future wearing surface



WATERWAY INFORMATION

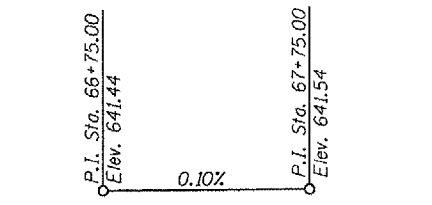
Drainage Area = 5.10 sq. mi.		Low Grade Elev. 641.4'		@Sta. 33+300		
Flood Yr.	Freq.	C.F.S.	Opening	Nat. H.W.E.	Head-Ft.	Headwater El.
			Exist.	Exist.	Exist.	Exist.
			Prop.	Prop.	Prop.	Prop.
Design	50	1273	145	216	638.8	638.8
					2.3	0.7
					641.1	639.5
Base	100	1476	151	216	639.0	639.0
					2.7	1.0
					641.7	640.0
Overtopping	75	1388	149	216	638.9	638.9
					2.6	1.0
					641.5	641.5
Max. Calc.	500	1970	216	216	639.4	639.4
					1.9	1.0
					641.3	641.3

GENERAL NOTES

1. Reinforcement Bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
2. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
3. Excavation behind existing abutment walls shall be done before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before Stage I removal.
4. A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the Northwest and Southeast wingwalls.
5. Precast culvert alternate is not allowed.
6. All construction joints shall be bonded.

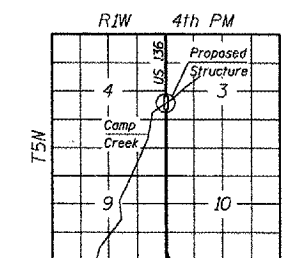
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Box Culverts	Cu. Yd.	291.4
Removal of Existing Structures	Each	1
Reinforcement Bars	Pound	93170
Bar Splicers	Each	219
Temporary Sheet Piling	Sq. Ft.	1904
Name Plates	Each	1
Stone Riprap, Class A4	Sq. Yd.	357
Filter Fabric	Sq. Yd.	357
Temporary Support System	L.S.	1
Permanent Steel Sheet Piling	Sq. Ft.	1521



PROPOSED PROFILE GRADE

F.A.P. Route 315 (US Route 136)
Along C of Road



STATION 67+23.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 315 SEC. (108B)BR-1
LOADING HS20
STR. NO. 055-2004

NAME PLATE

See Std. 515001



APPROVED
For Structural Adequacy Only

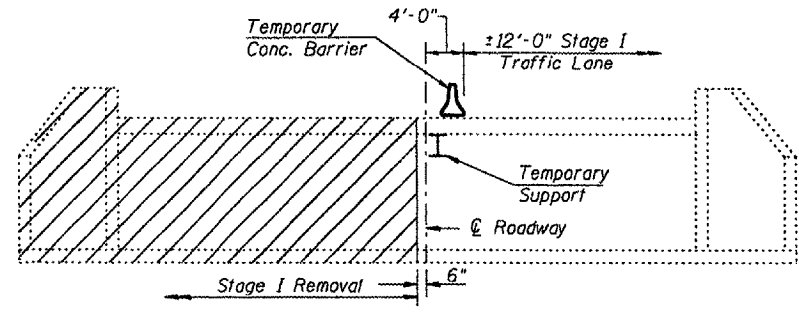
Ralph E. Anderson (PE)
Engineer of Bridges & Structures

Michael T. Holey
Licensed Structural Engineer
State of Illinois No. 81-5991
9-13-06
Date

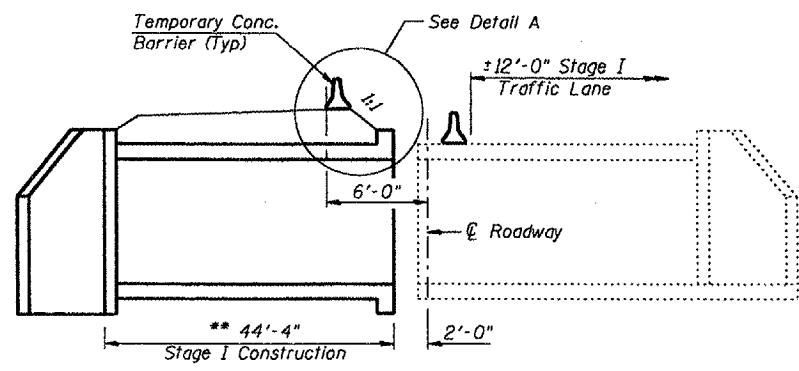
LIN ENGINEERING, LTD.
20 W. Chestnut
Chicago, Illinois 60610
Phone: 312-467-4100
Fax: 312-467-4106
Designed By: KMS
Checked By: MTH
Drawn By: JND
Date: 04/04
File: 0552004.DWG

REVISIONS	
NAME	DATE

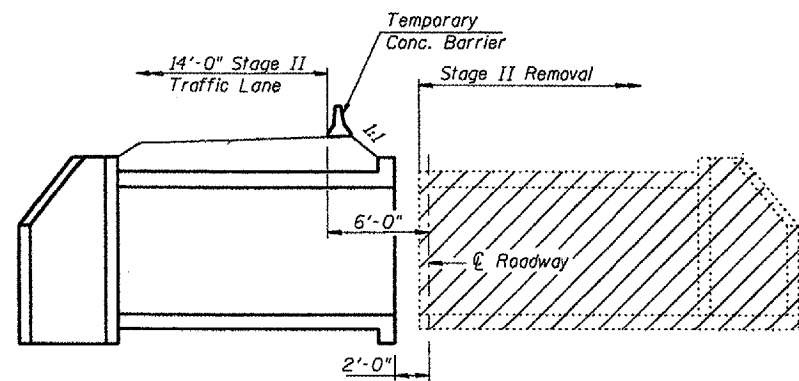
ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN
F.A.P. RTE 315 (U.S. ROUTE 136)
OVER CAMP CREEK
SECTION (108B)BR-1
MCDONOUGH COUNTY
STA. 67+23.00
STRUCTURE NO. 055-2004



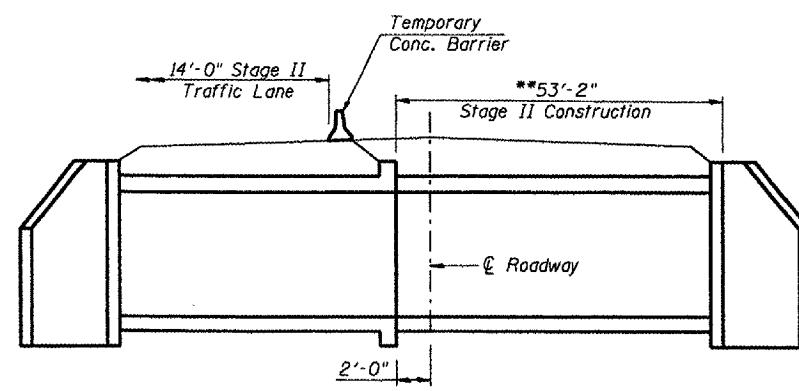
STAGE I REMOVAL



STAGE I CONSTRUCTION



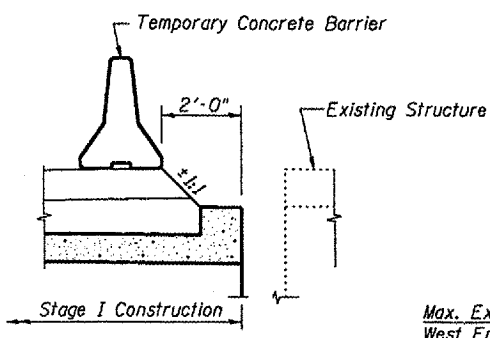
STAGE II REMOVAL



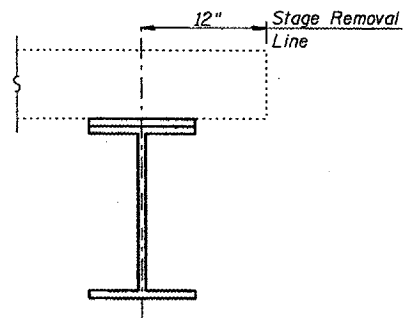
STAGE II CONSTRUCTION

** Along \bar{C} Culvert

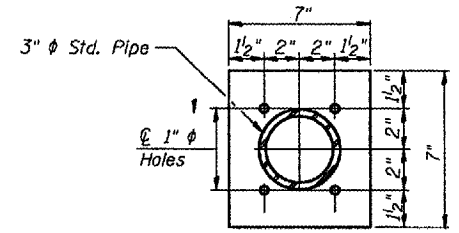
- NOTES**
1. Hatched area indicates removal of existing structure.
 2. All staging cross sections are looking south.
 3. All dimensions are perpendicular to \bar{C} U.S. 136 unless noted otherwise.
 4. For details of Temporary Concrete Barrier, see Sheet 3 of 8.
 5. For quantity of Temporary Concrete Barrier, see Roadway Plans.



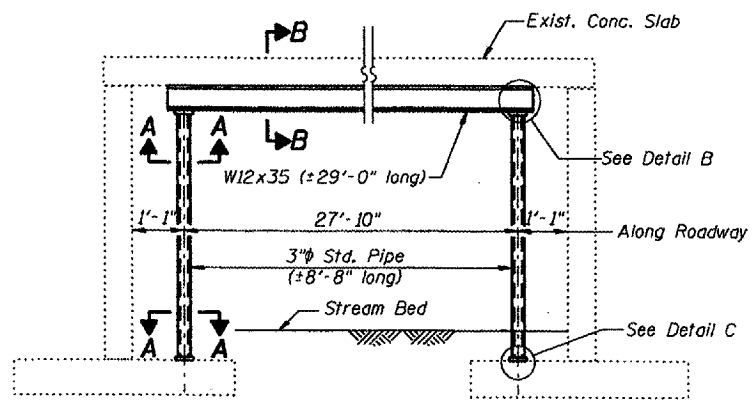
DETAIL A



SECTION B-B

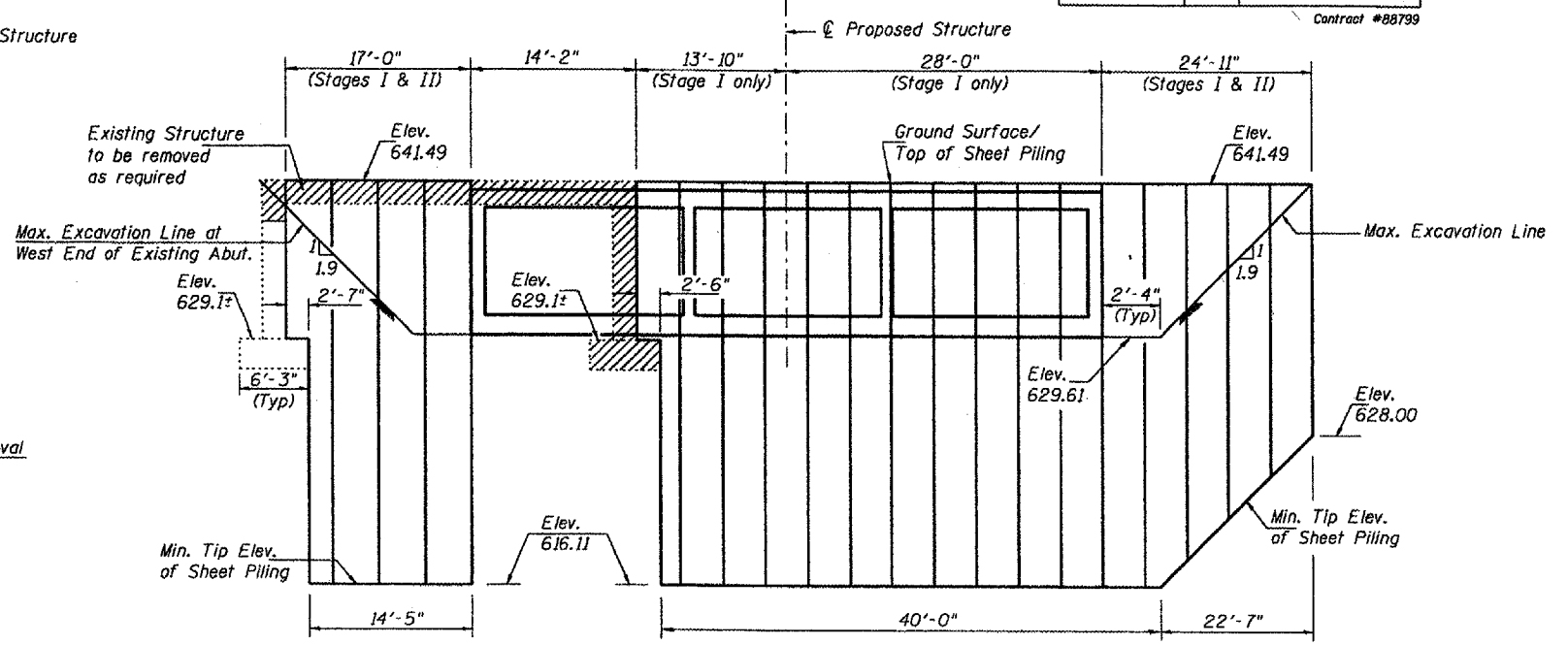


SECTION A-A



ELEVATION - TEMPORARY SUPPORT SYSTEM

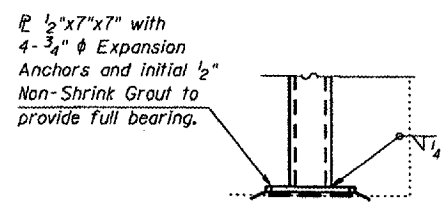
(Place Temporary Support prior to Stage I Removal)
 Estimated weight of structural steel for the temporary support system = 1200 Lbs.
 No painting required for Temporary Support System.



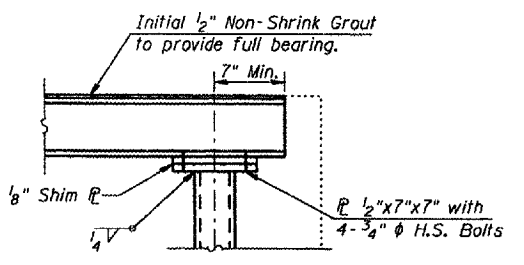
TEMPORARY SHEET PILING

(Looking West - dimensions along \bar{C} roadway)

If the contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 The contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
 Hard driving may be encountered during the sheet piling installation. The Contractor shall provide the appropriate driving equipment for the soil conditions indicated on the boring logs.
 The minimum required section modulus for the temporary sheet piling = 11.1 in³/ft.



DETAIL C

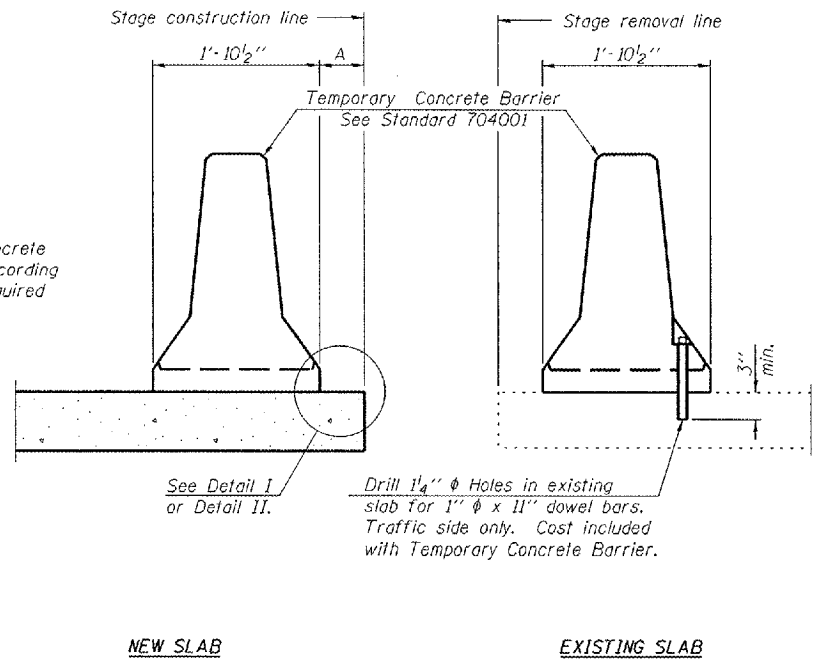


DETAIL B

LIN ENGINEERING, LTD.
 20 N. Chestnut
 1971 482-488
 Chicago, Illinois 60610
 FAX (312) 483-4706

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION DETAILS
 F.A.P. RTE 315 (U.S. ROUTE 136)
 OVER CAMP CREEK
 SECTION (108B)BR-1
 MCDONOUGH COUNTY
 STA. 67+23.00
 STRUCTURE NO. 055-2004



SECTIONS THRU SLAB

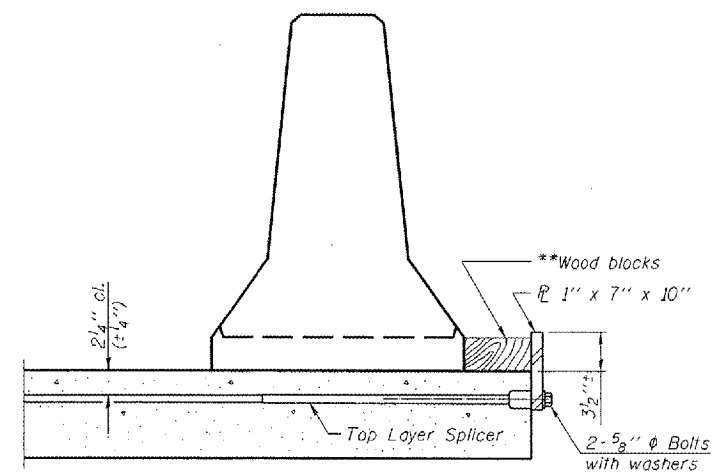
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

NOTES

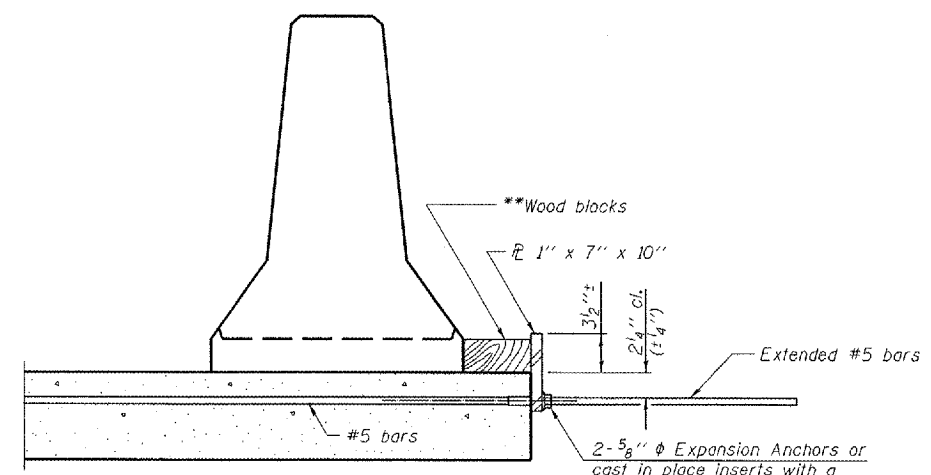
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{R} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{R} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

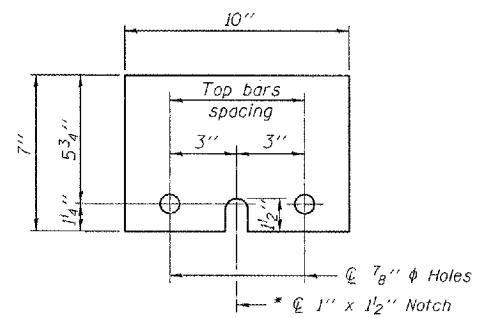
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



DETAIL I



DETAIL II



STEEL RETAINER \bar{R} 1" x 7" x 10"

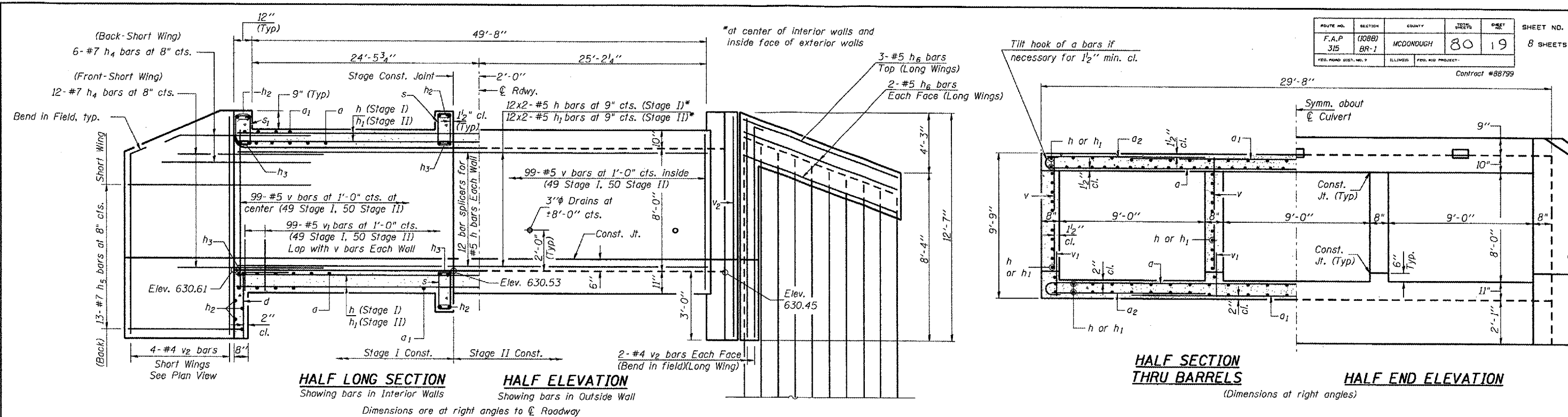
* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

LE LIN ENGINEERING, LTD.
200 N. CHESTNUT
CHICAGO, ILLINOIS 60629
TEL: 433-8853 FAX: 433-8706
Date: 04/29/94 Checked By: JFM Drawn By: JMD
File: 9552004.DWG

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. RTE 315 (U.S. ROUTE 136)
OVER CAMP CREEK
SECTION (108B)BR-1
McDONOUGH COUNTY
STRUCTURE NO. 055-2004

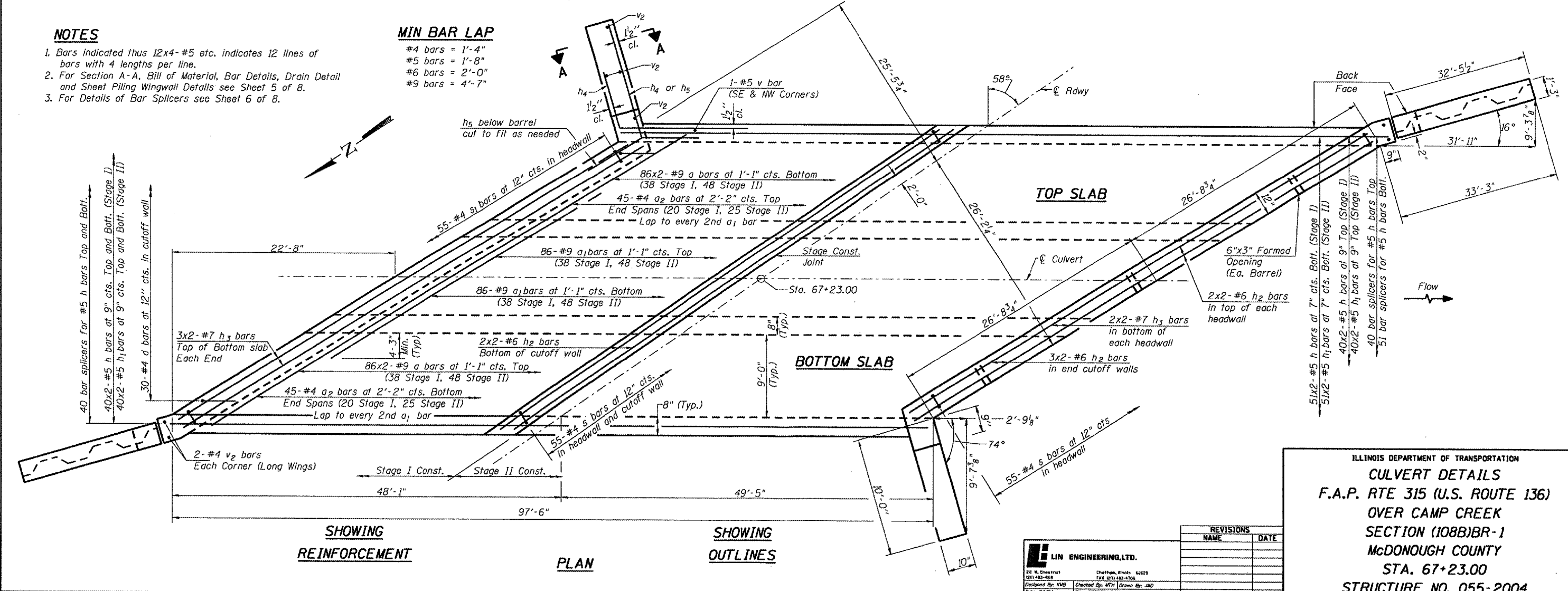


NOTES

1. Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.
2. For Section A-A, Bill of Material, Bar Details, Drain Detail and Sheet Piling Wingwall Details see Sheet 5 of 8.
3. For Details of Bar Splacers see Sheet 6 of 8.

MIN BAR LAP

- #4 bars = 1'-4"
- #5 bars = 1'-8"
- #6 bars = 2'-0"
- #9 bars = 4'-7"



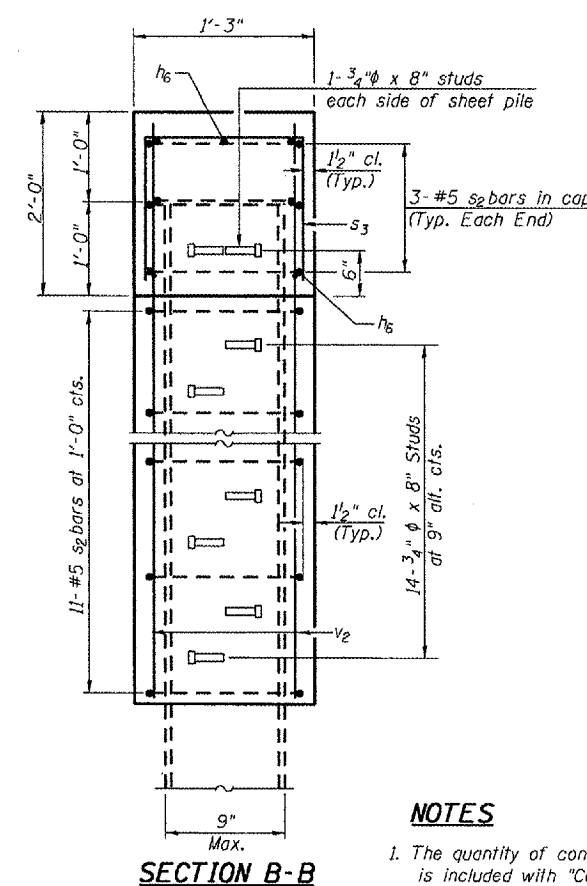
LIN ENGINEERING, LTD.
 20 W. Chestnut
 Chicago, Illinois 60629
 (312) 463-1648
 Fax: (312) 463-1708
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 Checked By: MFM
 Date: 04/04
 File: 0552004.DWG

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CULVERT DETAILS
 F.A.P. RTE 315 (U.S. ROUTE 136)
 OVER CAMP CREEK
 SECTION (108B)BR-1
 McDONOUGH COUNTY
 STA. 67+23.00
 STRUCTURE NO. 055-2004

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	344	#9	31'-7"	C
a1	172	#9	35'-6"	—
a2	180	#4	11'-3"	—
d	60	#4	4'-6"	L
h	438	#5	22'-11"	—
h1	438	#5	27'-4"	—
h2	28	#6	28'-4"	—
h3	28	#7	29'-0"	—
h4	36	#7	8'-0"	L
h5	26	#7	12'-10"	L
h6	14	#5	32'-5"	—
v	398	#5	8'-1"	—
v1	396	#5	4'-2"	—
v2	20	#4	12'-4"	—
s	165	#4	4'-11"	□
s1	55	#4	4'-9"	□
s2	34	#5	3'-6"	□
s3	64	#5	4'-6"	□
Concrete Box Culverts	Cu. Yd.	291.4		
Reinforcement Bars	Pound	93170		
Permanent Steel Sheet Piling	Sq. Ft.	1521		

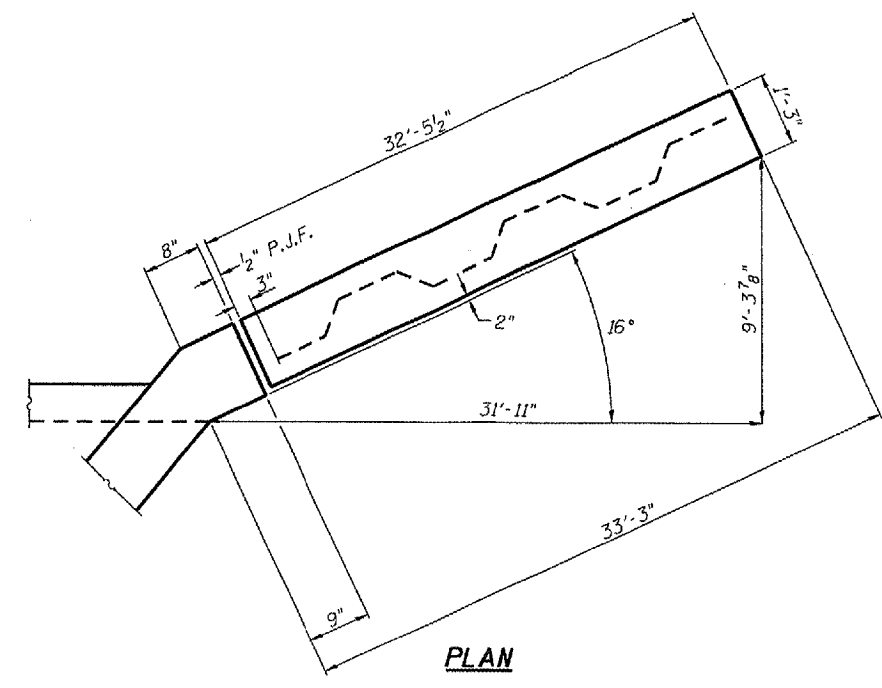


SECTION A-A

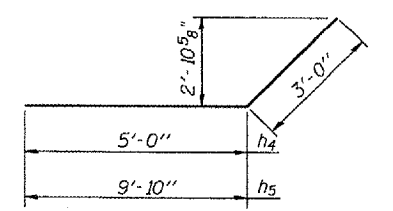
SECTION B-B

NOTES

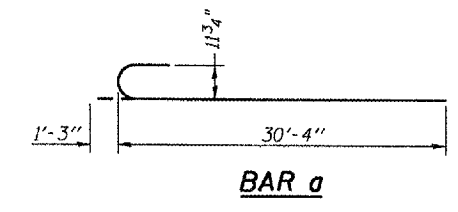
1. The quantity of concrete for sheet pile wingwall cap is included with "Concrete Box Culverts".
2. The steel pile section chosen for use in each area shall be selected by the Contractor from the table provided in Special Provision "Permanent Steel Sheet Piling" and must have an "Effective Section Modulus" larger than or equal to that shown on the plans.
3. F_y (Min.) = 38.5 ksi for steel sheet piling.
4. Work this sheet with Sheet 4 of B.



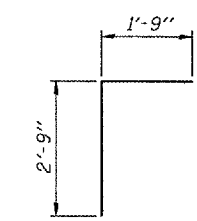
PLAN



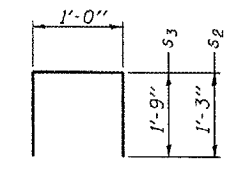
BARS h4 & h5



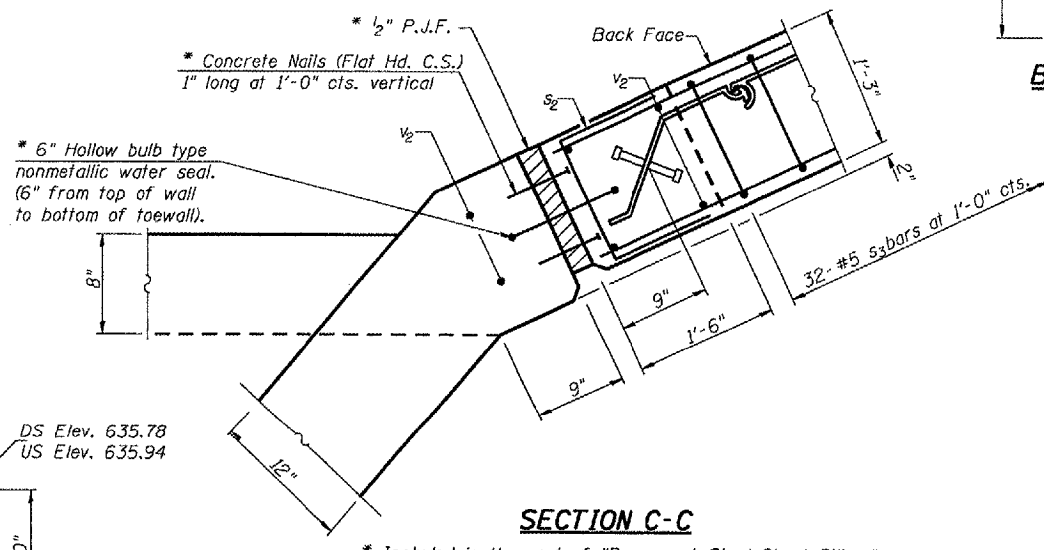
BAR a



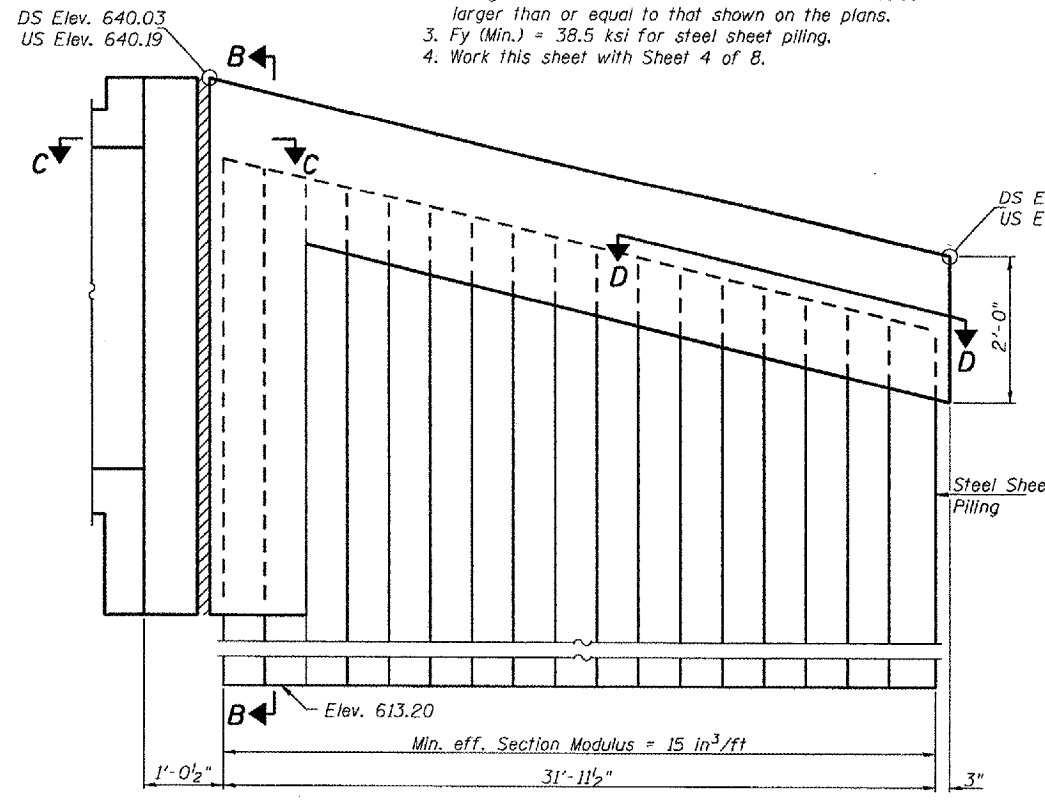
BAR d



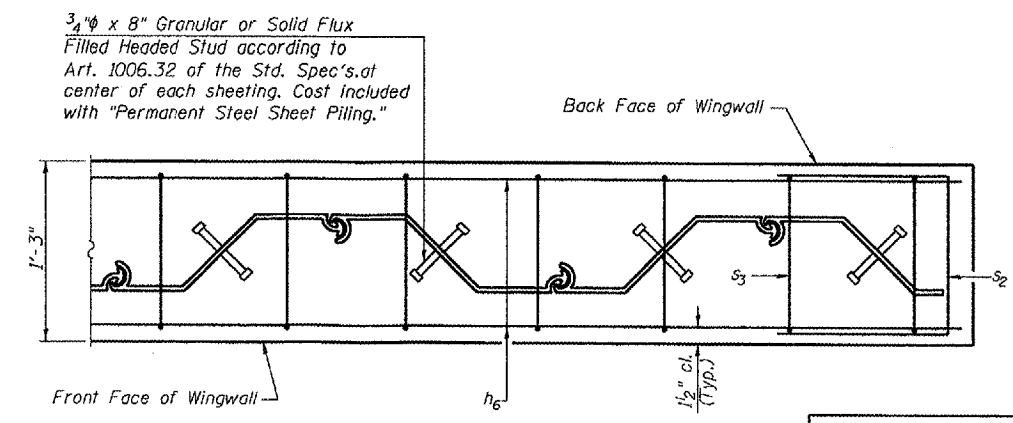
BARS s2 & s3



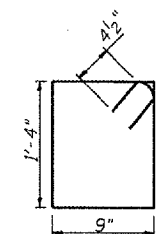
SECTION C-C



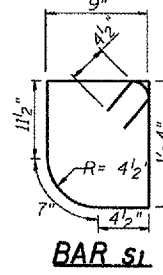
ELEVATION



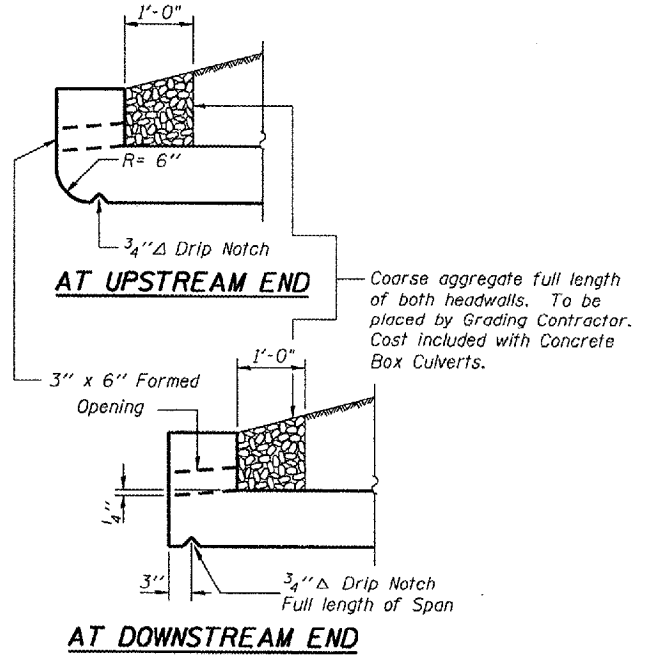
SECTION D-D



BAR s



BAR s1



DRAIN DETAIL

LIN ENGINEERING, LTD.
 200 N. Chestnut
 Chicago, Illinois 60610
 Phone: 312-467-4600
 Fax: 312-467-4700
 Designed By: KMB Checked By: MTH Drawn By: JMD
 Date: 04/04 File: 0522004.DWG

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CULVERT DETAILS
 F.A.P. RTE 315 (U.S. ROUTE 136)
 OVER CAMP CREEK
 SECTION (108B)BR-1
 MCDONOUGH COUNTY
 STA. 67+23.00
 STRUCTURE NO. 055-2004

NOTES

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

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

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

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

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

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

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

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

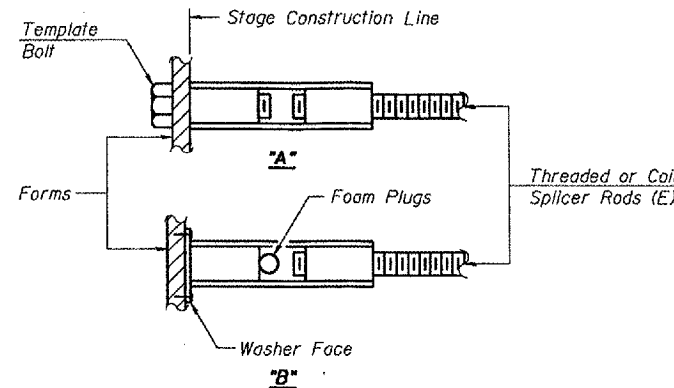
Wire Connector



WELDED SECTIONS

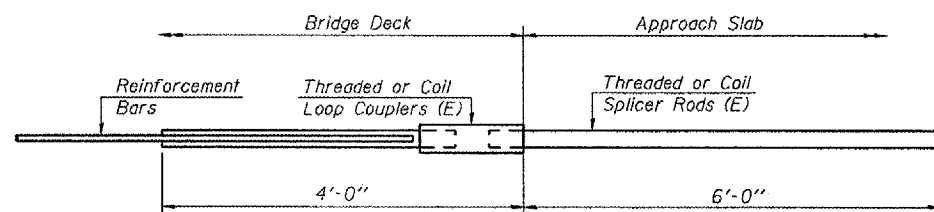
BAR SPLICER ASSEMBLY ALTERNATIVES

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



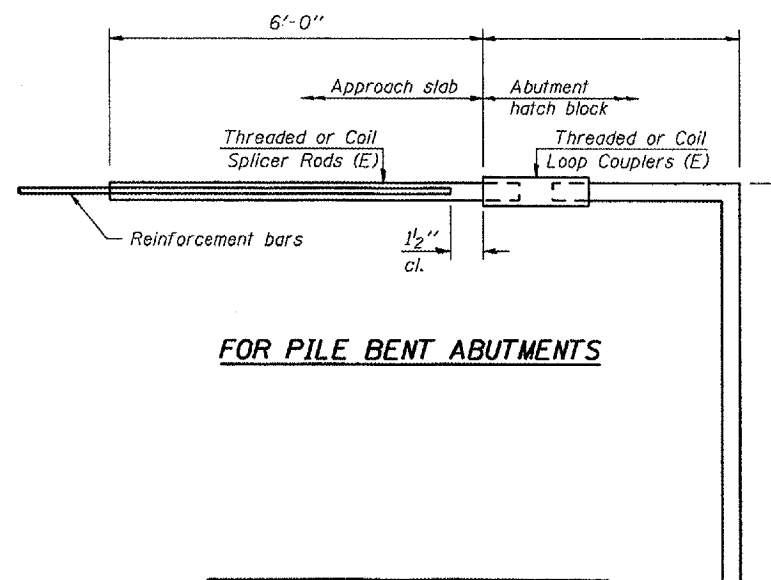
INSTALLATION AND SETTING METHODS

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



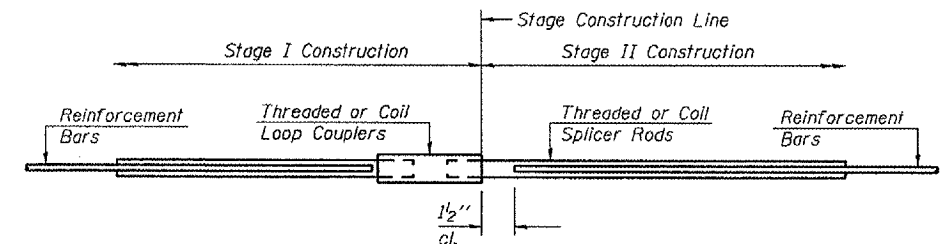
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR PILE BENT ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	48	Walls
#5	91	Top Slab
#5	80	Bottom Slab

REVISIONS	
NAME	DATE

LIN ENGINEERING, LTD.
 20 N. Chestnut
 (312) 463-1863
 Chicago, Illinois 60629
 Fax: (312) 463-6706
 Designed by: KMB
 Checked by: MTH
 Drawn by: JMO
 Date: 04/04
 File: 0552004.DGN

ILLINOIS DEPARTMENT OF TRANSPORTATION
BAR SPLICER ASSEMBLY DETAILS
 F.A.P. RTE 315 (U.S. ROUTE 136)
 OVER CAMP CREEK
 SECTION (108B)BR-1
 MCDONOUGH COUNTY
 STA. 67+23.00
 STRUCTURE NO. 055-2004



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 4/29/99

ROUTE FAP 315 (US 136) DESCRIPTION US 136 over Camp Creek, 1.5mi. N of Adair LOGGED BY DPS

SECTION (108B) BR-1 LOCATION SEC., TWP., RNG.

COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO.	055-0011(exist)	D	B	U	M	Surface Water Elev.	633.90	ft	D	B	U	M
Station	67+53(exist) 67+23(prop)	E	L	C	O	Stream Bed Elev.		ft	E	L	C	O
BORING NO.	1	P	O	S	I	Groundwater Elev.:			P	O	S	I
Station	67+37	T	W	S	S	First Encounter	625.1	ft	T	W	S	S
Offset	13.80ft RT	H	S	Qu	T	Upon Completion	632.6	ft	H	S	Qu	T
Ground Surface Elev.	641.10	(ft)	(6")	(tsf)	(%)	After 24 Hrs.	633.6	ft	(ft)	(6")	(tsf)	(%)

Dk. Brown SILTY CLAY						Brown SAND (continued)						
		2							9			
		3	2.0	26.0					14		20.0	
		4	P						24			
							617.60					
		2				Gray SHALEY SILT			1			
		2	0.4	35.0					13	2.6	24.0	
		-5	3	B					-25	25	S	
		1							14			
		2	0.5	28.0					25	1.9	21.0	
		2	P						21	S		
							612.60					
		1				Gray SILTY CLAY			13			
		2	0.6	28.0					17	0.8	24.0	
		-10	2	B					-30	16	S	
	630.10					Gray CLAY LOAM TILL			4			
		1							5	4.5	16.0	
		1	0.2	27.0					9	B		
		2	B									
	627.60								4	3.9B	18.0	
		1							6			
		2	1.7	19.0		Brown SILTY CLAY			9	1.8S	28.0	
		-35	3	B					-35			
	625.10					Gray & Brown SHALEY SILT			5			
		2							7	2.9	26.0	
		9							11	B		
		17										
	622.60					Grn-Gray CLAY TILL w/gravels			16			
		5							47		15.0	
		20							-40	59@3"		
		-20	24									

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

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 4/29/99

ROUTE FAP 315 (US 136) DESCRIPTION US 136 over Camp Creek, 1.5mi. N of Adair LOGGED BY DPS

SECTION (108B) BR-1 LOCATION SEC., TWP., RNG.

COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO.	055-0011(exist)	D	B	U	M	Surface Water Elev.	633.90	ft	D	B	U	M
Station	67+53(exist) 67+23(prop)	E	L	C	O	Stream Bed Elev.		ft	E	L	C	O
BORING NO.	1	P	O	S	I	Groundwater Elev.:			P	O	S	I
Station	67+37	T	W	S	S	First Encounter	625.1	ft	T	W	S	S
Offset	13.80ft RT	H	S	Qu	T	Upon Completion	632.6	ft	H	S	Qu	T
Ground Surface Elev.	641.10	(ft)	(6")	(tsf)	(%)	After 24 Hrs.	633.6	ft	(ft)	(6")	(tsf)	(%)

Grn-Gray CLAY TILL w/gravels (continued)						Gray SHALE (continued)						
	600.10											
Brown & Gray CLAY LOAM w/tr organics									85			
		5							100@3"		8.0	
		8	2.8	21.0		End of Boring						
		11	S									
	597.60											
Gray SHALEY CLAY												
		6										
		17	7.7	13.0								
		-45	26	S								
	605.10											
Gray SHALE												
		12										
		55		11.0								
		45@2"										
	592.60											
Gray SHALEY CLAY w/tr of coal at 48.5'-50'												
		13										
		14	8.1	14.0								
		-50	37	S								
	587.60											
Gray SHALE												
		11										
		21		10.0								
		79@5"										
		100@1"	NO									
			RECOVERY									
		8										
		23		12.0								
		-60	78									

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

BBS, from 137 (Rev. 8-99)

LIN ENGINEERING, LTD.
20 W. Chestnut
Chicago, Illinois 60623
Fax: 312-467-4100
Designed By: KMG Checked By: MTH Drawn By: JWD
Date: 04/29/99 File: 0552004.rdw

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
F.A.P. RTE 315 (U.S. ROUTE 136)
OVER CAMP CREEK
SECTION (108B)BR-1
MCDONOUGH COUNTY
STA. 67+23.00
STRUCTURE NO. 055-2004

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	(108B)BR-1	MCDONOUGH	80	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #88799	



SOIL BORING LOG

Page 1 of 2

Date 4/30/99

ROUTE FAP 315 (US 136) DESCRIPTION US 136 over Camp Creek, 1.5mi. N. of Adair LOGGED BY DPS

SECTION (108B) BR-1 LOCATION SEC., TWP., RNG.

COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 055-0011(exist) 055-2004(prop) Station 67+53(exist) 67+23(prop)	D E P T H	B L O W S	U C S	M O S T	Surface Water Elev. 633.90 ft	D E P T H	B L O W S	U C S	M O S T
BORING NO. 2 Station 87+66 Offset 31.20ft LT Ground Surface Elev. 637.60 ft	(ft)	(6")	(tsf)	(%)	Stream Bed Elev. _____ ft	(ft)	(6")	(tsf)	(%)
					Groundwater Elev.: First Encounter 625.6 ft Upon Completion 633.7 ft After 24 Hrs. 634.0 ft				
Dk. Brown SILTY CLAY					Gray SHALEY CLAY (continued)				
	2				Gray CLAY LOAM TILL	616.60	4		
	3	1.5	26.0				7	3.5	15.0
	3	P					9	B	
634.10									
Dk. Brown & Gr SILTY CLAY LOAM	2						5		
	1	1.7	25.0				7	3.7	12.0
	2	B					8	S	
631.60									
Dk. Brown SILTY CLAY LOAM	1@18"			49.0			5		
							9	6.6	12.0
							12	B	
629.10									
Brown & Gray SILTY CLAY LOAM w/tr sand 11.0'-12.5'	1						4		
	2	1.4	23.0				7	6.6	12.0
	2	B					12	B	
	1						4		
	3	1.6	19.0				7	4.3	13.0
	8	B					14	B	
624.10									
Gray SILTY LOAM w/small sand seam	5				Gray SILTY CLAY	604.10	3		
	8	1.8	24.0				8	4.3	20.0
	10	S					11	S	
621.80									
621.40									
SAND					Gray CLAY LOAM	601.60	5		
Gray SHALEY SILT	16	3.1	22.0				6	5.4	20.0
	30	S					11	B	
619.10									
Gray SHALEY CLAY	5				Gray CLAY LOAM TILL w/gravel	599.10	23		
	14	1.7	25.0				13	3.0	13.0
	19	S					9	P	

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

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 4/30/99

ROUTE FAP 315 (US 136) DESCRIPTION US 136 over Camp Creek, 1.5mi. N. of Adair LOGGED BY DPS

SECTION (108B) BR-1 LOCATION SEC., TWP., RNG.

COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 055-0011(exist) 055-2004(prop) Station 67+53(exist) 67+23(prop)	D E P T H	B L O W S	U C S	M O S T	Surface Water Elev. 633.90 ft	D E P T H	B L O W S	U C S	M O S T
BORING NO. 2 Station 87+66 Offset 31.20ft LT Ground Surface Elev. 637.60 ft	(ft)	(6")	(tsf)	(%)	Stream Bed Elev. _____ ft	(ft)	(6")	(tsf)	(%)
					Groundwater Elev.: First Encounter 625.6 ft Upon Completion 633.7 ft After 24 Hrs. 634.0 ft				
Gray CLAY LOAM TILL w/gravel (continued)									
Gray SHALEY CLAY									
	15	4.1	12.0						
	25	S							
594.10									
Gray LIMESTONE	100@8"		11.0						
Gray SILTY CLAY within coal seam									
	11								
	21	4.3	17.0						
	40	S							
589.10									
Gray SHALE	18								
	35		9.0						
	65@5"								
	12								
	25		14.0						
	75@5"								
583.60									
End of Boring	100@1"								

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

BBS, from 137 (Rev. 8-99)

LIN ENGINEERING, LTD.
200 W. Chestnut • Northbrook, Illinois 60062
(312) 483-6688 • FAX (312) 483-4106
Designed By: KMB Checked By: MTH Drawn By: JMD
Date: 04/24 File: 0532004.DWG

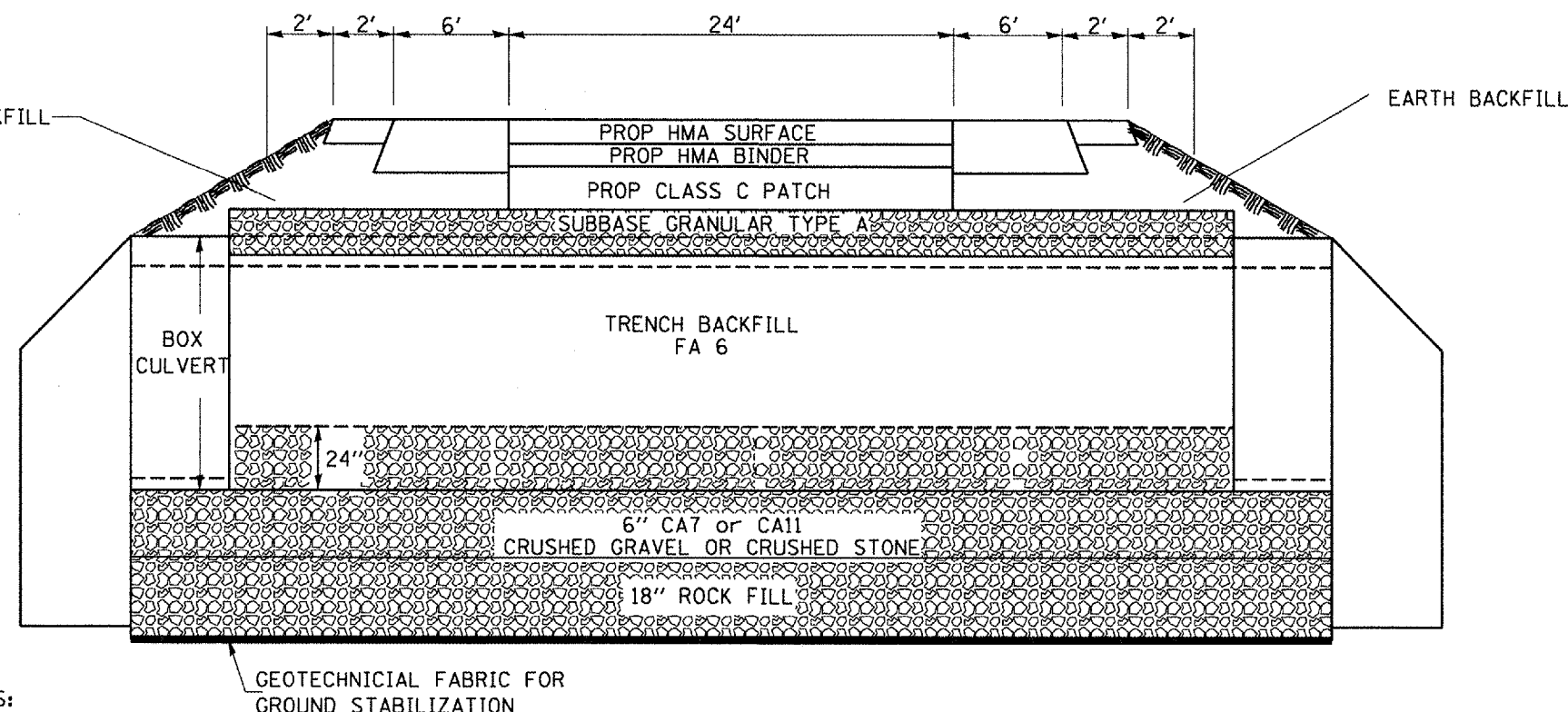
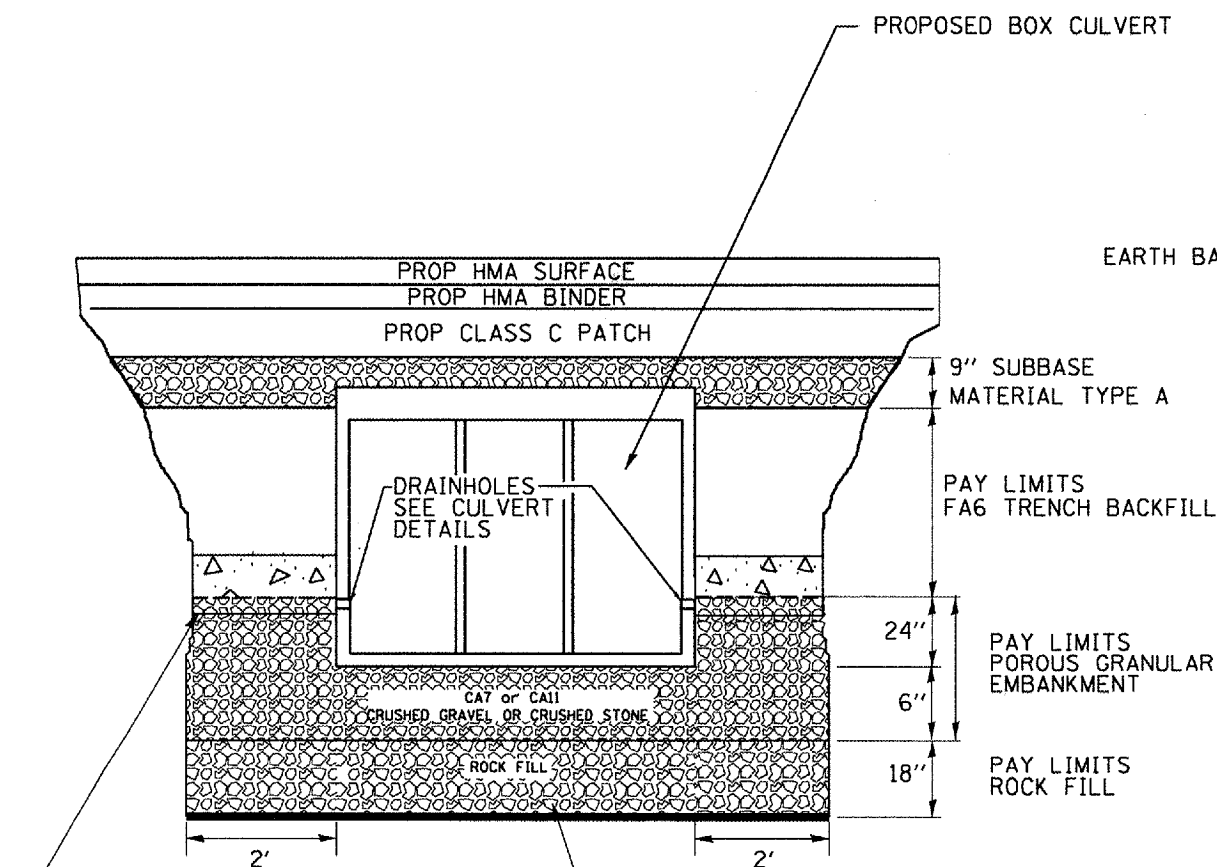
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
F.A.P. RTE 315 (U.S. ROUTE 136)
OVER CAMP CREEK
SECTION (108B)BR-1
MCDONOUGH COUNTY
STA. 67+23.00
STRUCTURE NO. 055-2004

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(108B)BR, BR-1	McDONOUGH	50	24
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 88799				

ROADWAY PROFILE VIEW

ROADWAY CROSS SECTION VIEW

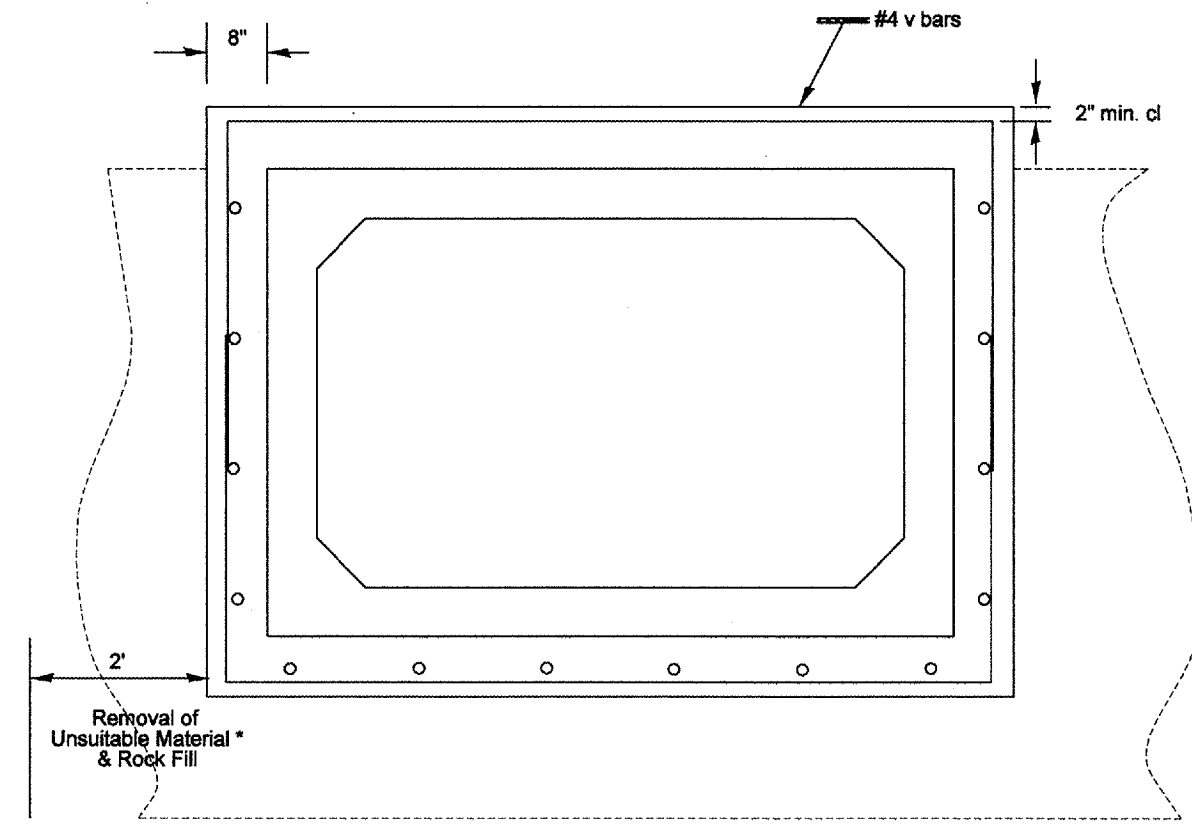


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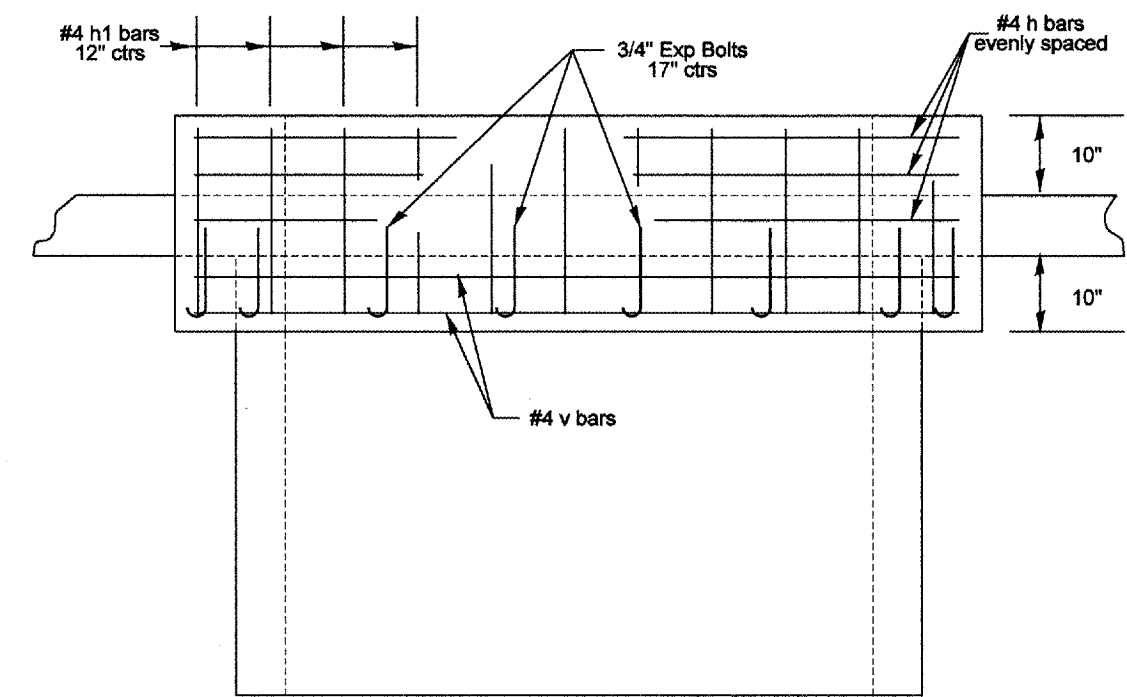
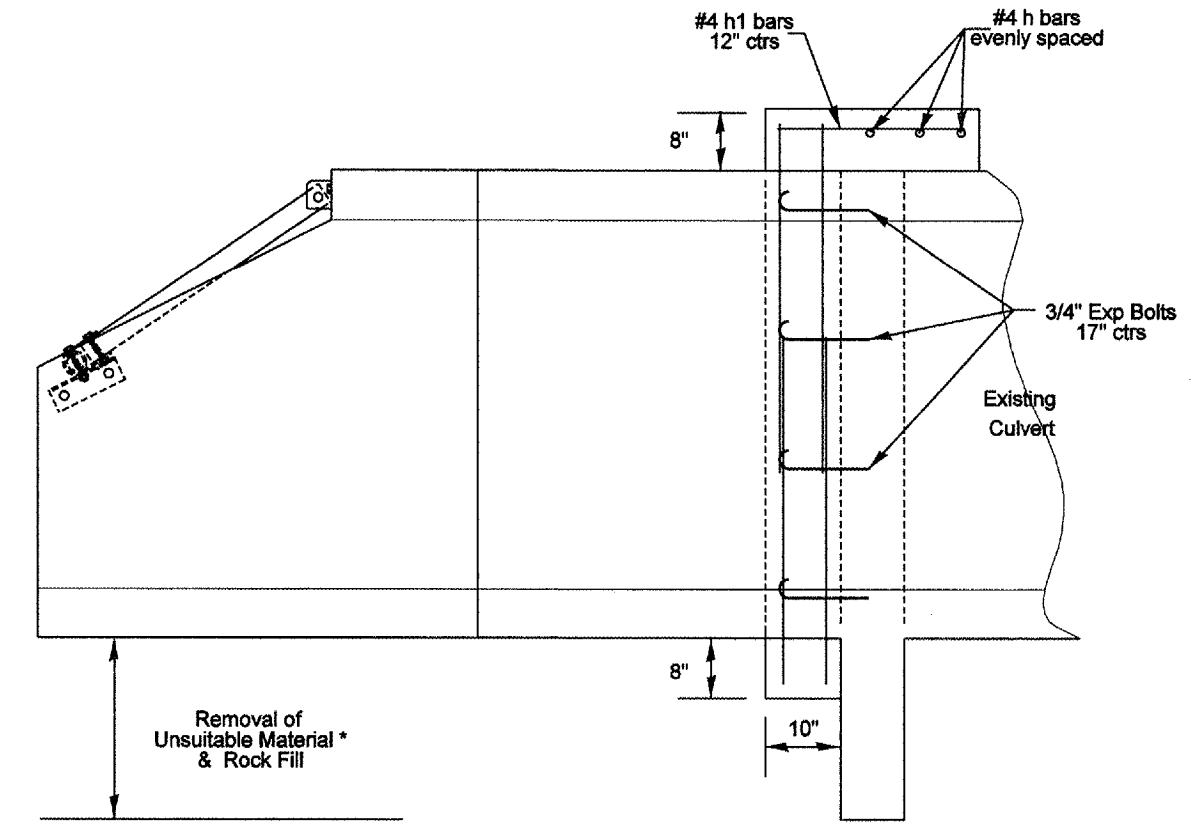
- EXCEPT AS SPECIFIED IN THIS DETAIL, THE PLACEMENT AND COMPACTION OF BACKFILL SHALL BE IN ACCORDANCE WITH ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS.
- TRENCH BACKFILL SHALL BE COMPACTED BY EITHER METHOD 2 OR METHOD 3 SPECIFIED IN ARTICLE 550.07, OR IN ACCORDANCE WITH METHOD 1 SPECIFIED IN ARTICLE 550.07, EXCEPT THAT THE COMPACTED LIFTS SHALL NOT EXCEED 8" IN THICKNESS. TRENCH BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD LAB DENSITY.
- THE NON-WOVEN GEOTECHNICAL FABRIC FOR FRENCH DRAINS SHALL CONFORM TO ARTICLE 1080.05 OF THE STANDARD SPECIFICATIONS.
- SUBBASE GRANULAR MATERIAL TYPE A SHALL BE GRAVEL OR CRUSHED STONE.

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DETAIL OF EXCAVATION
AND BACKFILL FOR
BOX CULVERTS**

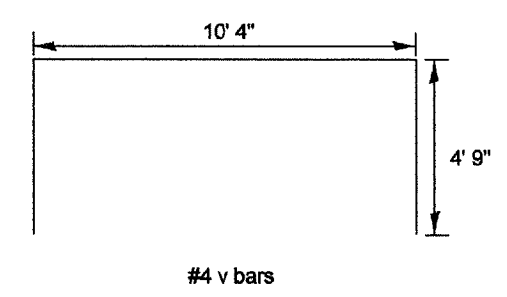
NOT TO SCALE



FRONT



TOP



Each Collar						
bar	length	size	number	lb/ft	total wt.	shape
v	19' 10"	4	4	.668	53	□
h	10' 4"	4	3	.668	21	—
h1	1' 10"	4	11	.668	13	—
					total	87 lbs
concrete collar					1.2 cy	
3/4" anchor bolts					14 ea	
Two Collars						
concrete collar					1.2 cy x 2 = 2.4 cy	
3/4" anchor bolts					14 ea x 2 = 28 ea	
reinforcement bars					87 lbs x 2 = 174 lbs	

* The final depth of Removal of Unsuitable Material to be determined in the field and extend to 2' outside of the limits of the culvert extension.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Lt & Rt Sta. 73+10

Box Culvert Extension

Collar Detail

SCALE: VERT. _____

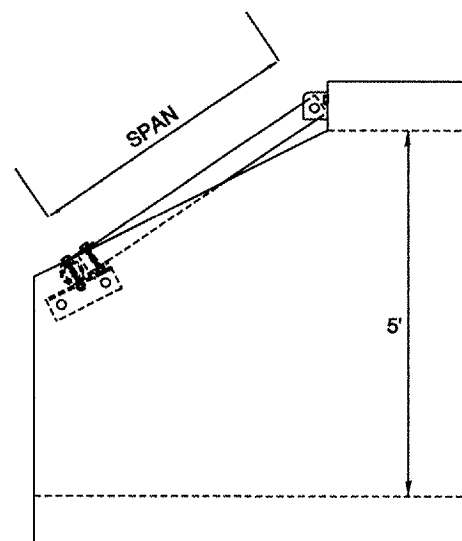
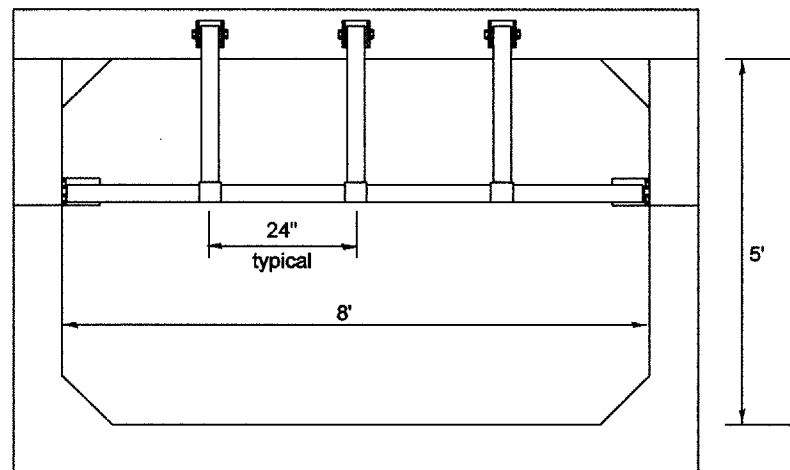
HORIZ. _____

DATE 7/16/07

DRAWN BY dmi

CHECKED BY _____

PLOT DATE = 8/18/2007
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 PLOT SCALE = 211.7647 / 1" = 100'
 USER NAME = Topcollar



GENERAL NOTES:

The dimensions shown shall be verified at the site by the Contractor before fabrication of the components. The Contractor is responsible for using the correct pipe diameter, correct dimensions, and proper fit of the safety grate into the headwall opening.

Bolts, lock nuts, washers, and plates shall be installed at all locations as shown.

The bolts, nuts, and washers shall conform to the requirements of Articles 1006.09 and 1006.27(f) of the Standard Specifications. All fabrications shall be complete and ready for assembly prior to galvanizing.

Structural Steel Shapes and Plates shall be in accordance with Article 1006.04 Standard Specifications. Galvanized Steel Pipe shall be in accordance with Article 1006.27(b) of the Standard Specifications.

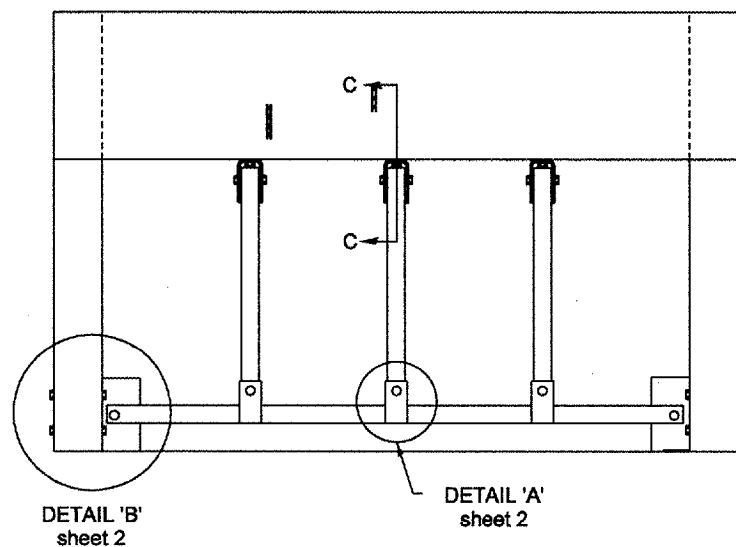
Gas Metal-Arc and Flux-Cored Arc welding may be used for welding incidental items as indicated on this sheet, provided that the fabricator furnishes certifications for the gas, uses approved filler metal and qualified welders.

Pipe furnished shall meet the requirements of ASTM A-53, Schedule 40, Grade B, including galvanizing.

The Contractor may encounter reinforcing steel when drilling holes through the existing structure walls

Holes drilled in the Precast Concrete Box Culvert End Section shall be cored to the diameter noted. If cone-out on the other end of the hole occurs, the hole shall be filled with grout to correct the diameter of the hole.

This work will be paid for at the contract unit price per each for "Grating for Box Culvert, Location 1" which price shall include all materials and labor necessary to complete the work.



GRATE & CROSS BAR SIZE REQUIREMENTS

Length of Span	Nominal Pipe Size	O.D. Size
0'-12'	3.0"	3.5"
12'-16'	3.5"	4.0"
16'-20'	4.0"	4.5"

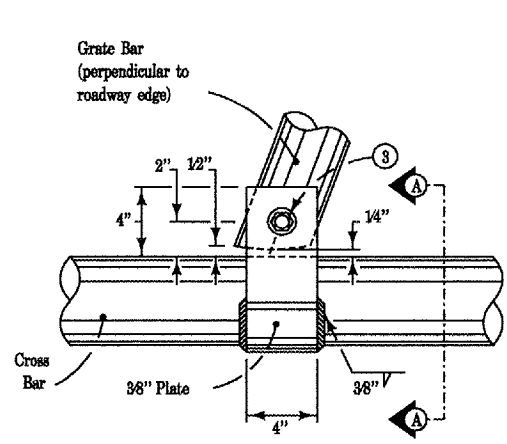
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 PLOT SCALE : 211.7647 / IN.
 USER NAME : jayman

REVISIONS	
NAME	DATE

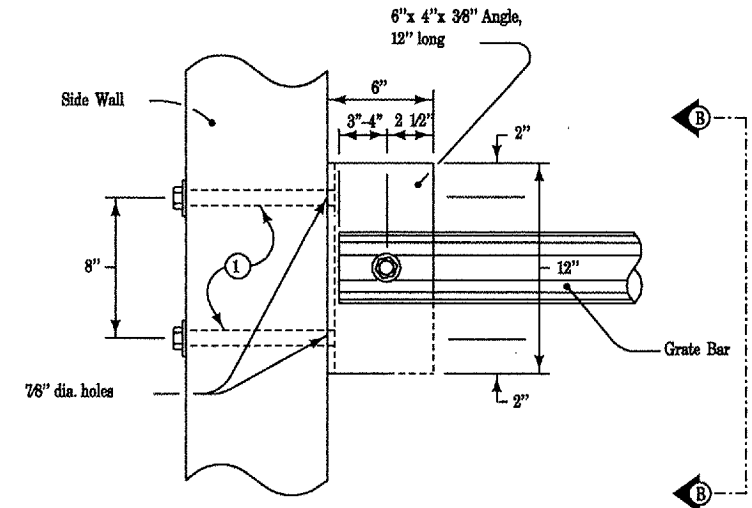
ILLINOIS DEPARTMENT OF TRANSPORTATION
 Lt & Rt Sta. 73+10
 Grating for Box Culvert
 Location 1

SCALE: VERT. DRAWN BY: dml
 HORIZ. CHECKED BY:
 DATE: 7/10/07

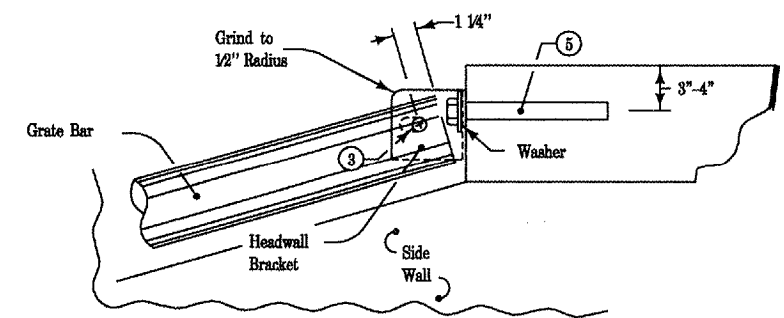
F.A.P. RY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1108B/BR/BR-1	McDonough	80	27
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



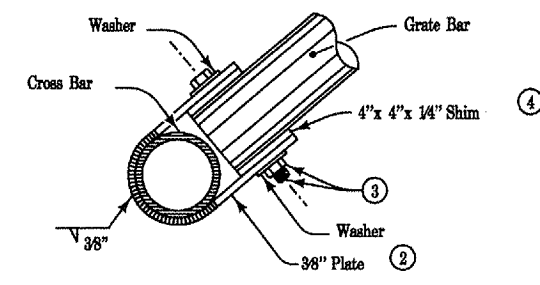
DETAIL 'A'
TOP VIEW



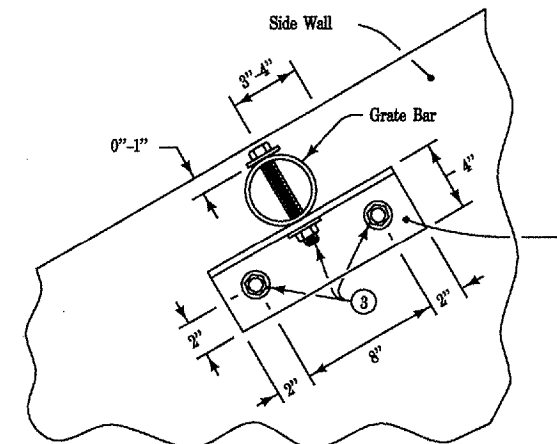
DETAIL 'B'
TOP VIEW



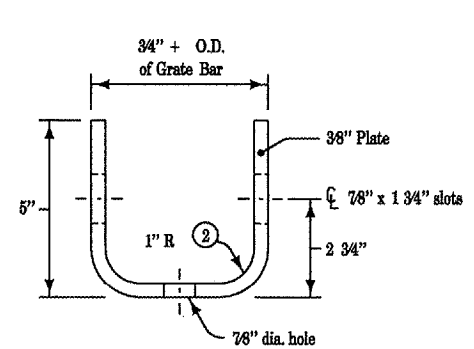
SECTION C-C
(From Detail Sheet Typical Plan)



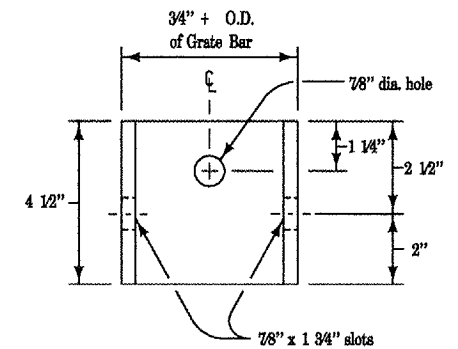
SECTION A-A



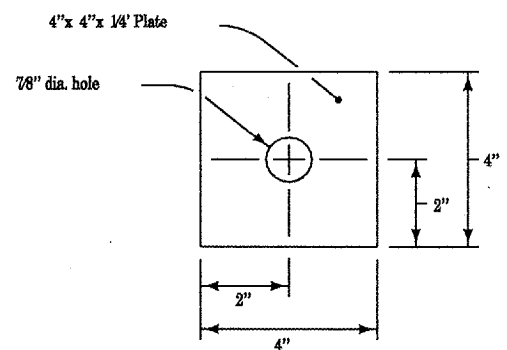
SECTION B-B



HEADWALL BRACKET
TOP VIEW



HEADWALL BRACKET
FRONT VIEW



SHIM DETAIL

- ① Holes are to be made with equipment designed to cut through concrete and reinforcing steel. All holes shall be 7/8 inch diameter.
- ② All bending of plates or strips shall be accomplished without cracking material.
- ③ 3/4 inch bolt, lock nut and washers. All holes shall be 7/8 inch diameter.
- ④ Shim thickness equal to difference in diameters of Grate Bar and Cross Bar.
- ⑤ 3/4 X 5 inch anchor bolt with lock washers.

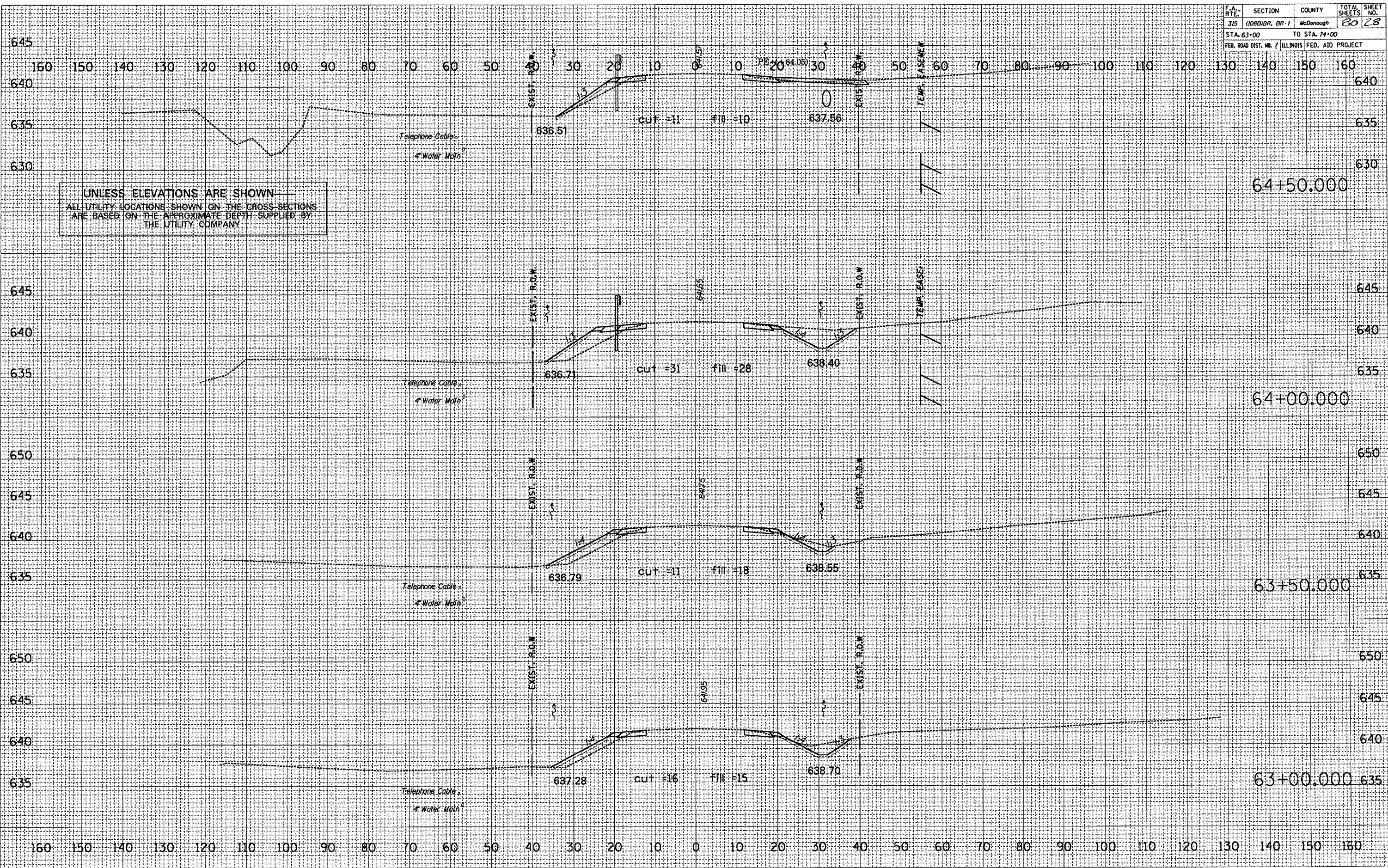
Length of Span	Nominal Pipe Size	O.D. Size
0'-12'	3.0"	3.5"
12'-16'	3.5"	4.0"
16'-20'	4.0"	4.5"

NAME	DATE
dml	7/10/97

ILLINOIS DEPARTMENT OF TRANSPORTATION
Grating for Box Culvert
Location 1
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY Icd07
 CHECKED BY _____

PLOT DATE = 8/2/2007
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 PLOT SCALE = 211/2847 / 1
 USER NAME = toppedlar

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	108B10R, BR-1	McDonough	80	28
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

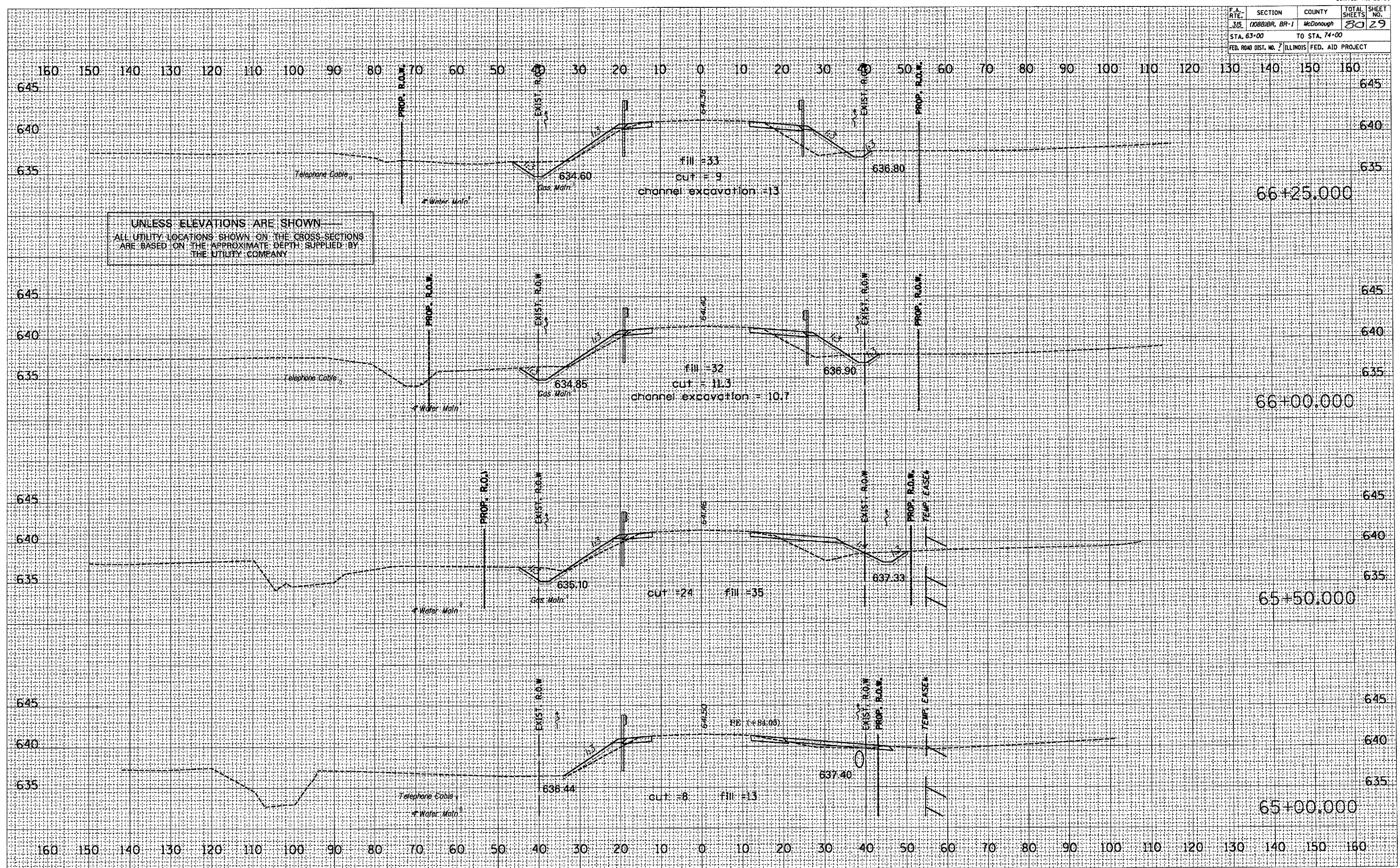


DATE
BY
SURVEYED
CHECKED
TEMP. DATE
NOTE BOOK
AREAS CHECKED

DATE
BY
SURVEYED
CHECKED
TEMP. DATE
NOTE BOOK
AREAS CHECKED

PLOT DATE: 6/23/2007
FILE NAME: c:\projects\comp136\trashes\ldgn
PLOT SCALE: 24.372 / IN
USER NAME: c:\msd

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1088BR, BR-1	McDonough	80	29
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



UNLESS ELEVATIONS ARE SHOWN
ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY

FINAL SURVEY BY DATE
NOTE BOOK NO. AREA DISCREPANCY

ORIGINAL SURVEY BY DATE
NOTE BOOK NO. AREA DISCREPANCY

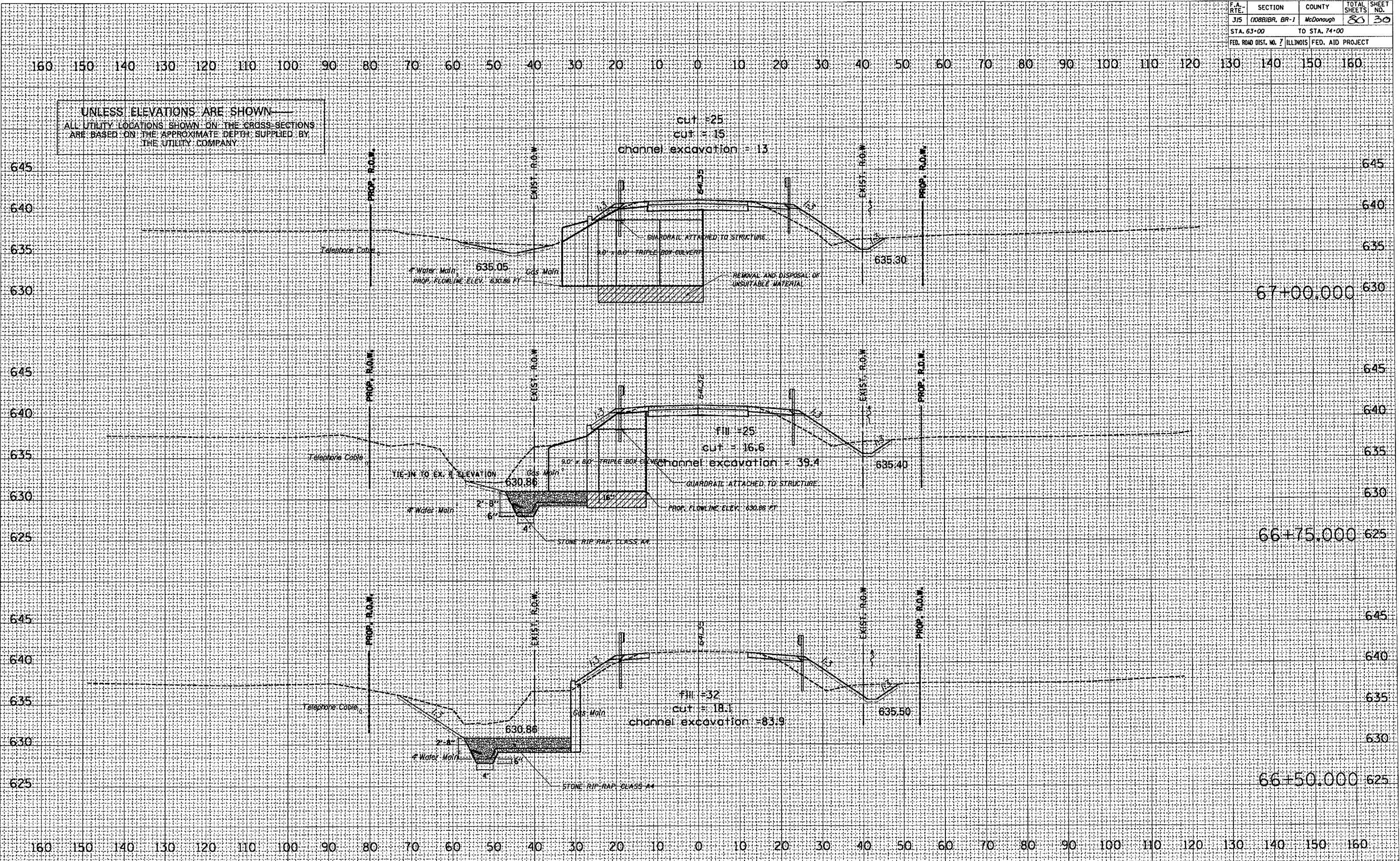
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USER NAME: eamrj

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108)BR, BR-1	McDonough	80	30
STA. 63+00 TO STA. 74+00				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	

PLOT DATE = 8/23/2007
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 PLOT SCALE = 21.6372 / IN.
 USER NAME = eamuel



UNLESS ELEVATIONS ARE SHOWN—
 ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
 ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
 THE UTILITY COMPANY.

cut = 25
 cut = 15
 channel excavation = 13

fill = 25
 cut = 16.6
 channel excavation = 39.4

fill = 32
 cut = 18.1
 channel excavation = 83.9

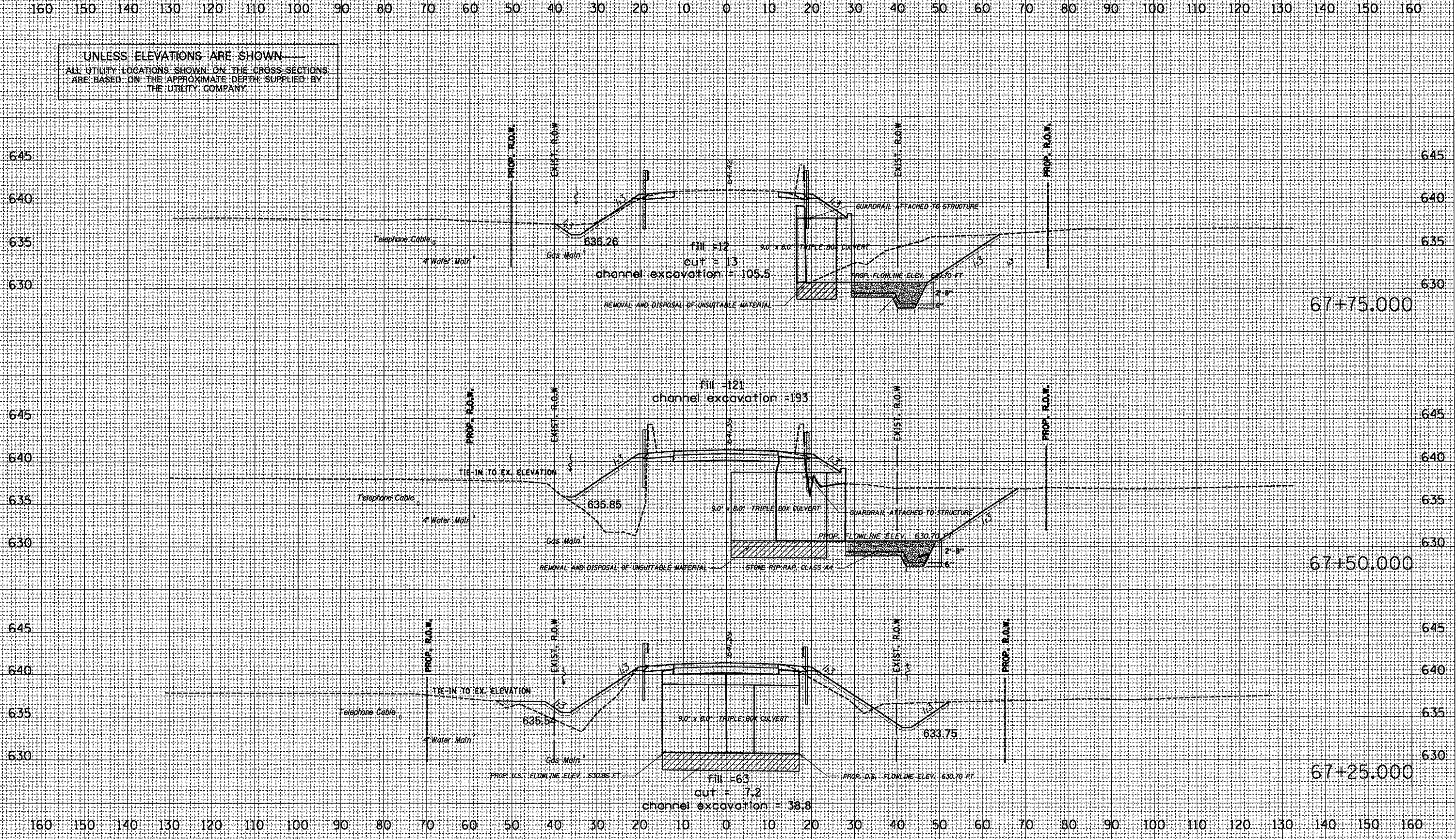
67+00.000

66+75.000

66+50.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1088/BR, BR-1	McDonough	80	31
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

UNLESS ELEVATIONS ARE SHOWN —
 ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS
 ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
 THE UTILITY COMPANY.



DATE	BY

DATE	BY

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 USER NAME = c:\user\csh

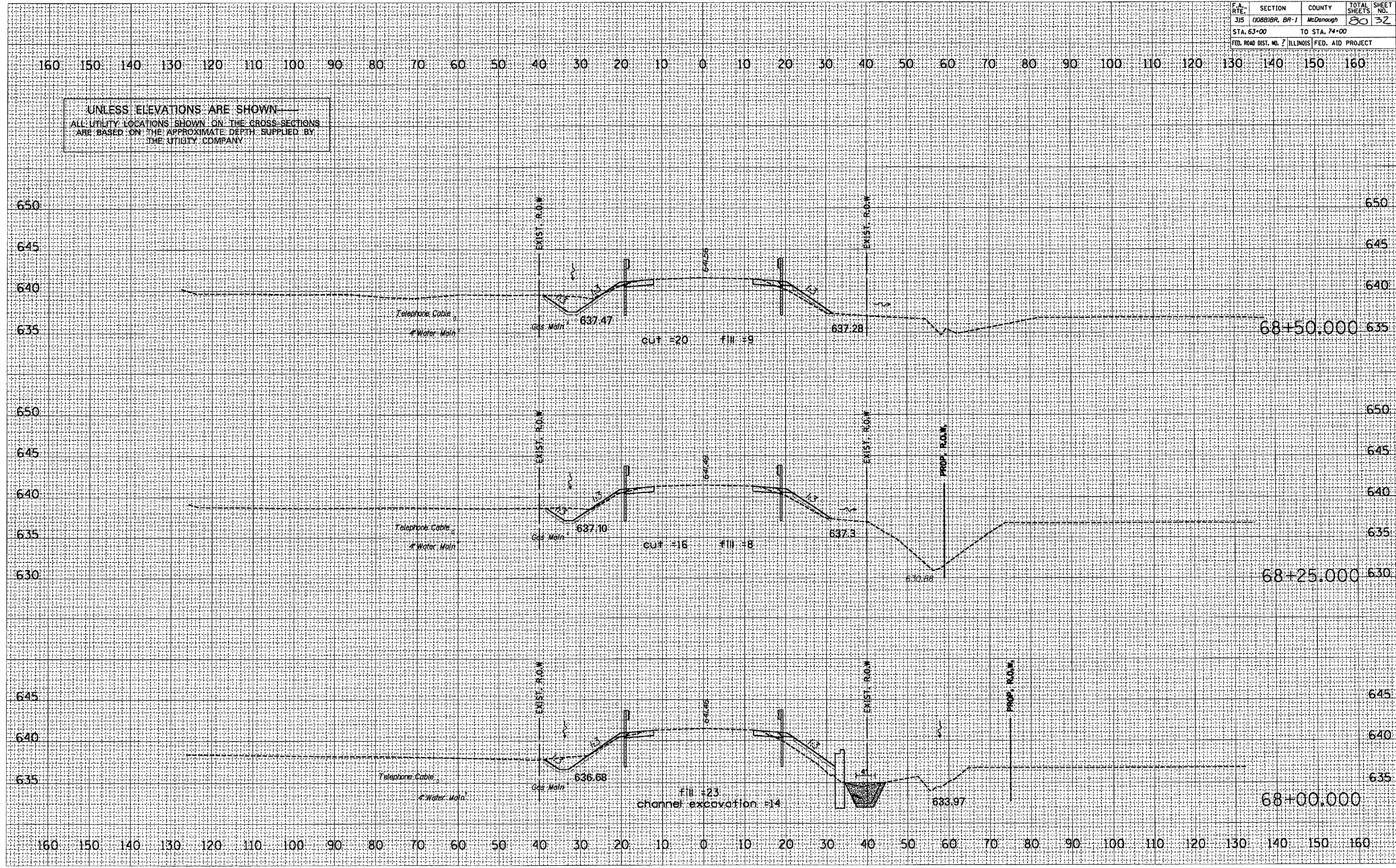
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315	(108)BR. BR-1	McDonough	80	32
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

UNLESS ELEVATIONS ARE SHOWN—
ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY.

DATE: _____
BY: _____
SERVED SURVEY: _____
TEMPLATE: _____
NOTE BOOK: _____
AREAS CHECKED: _____
NO. _____

DATE: _____
BY: _____
SERVED SURVEY: _____
TEMPLATE: _____
NOTE BOOK: _____
AREAS CHECKED: _____
NO. _____

ORIGINAL SURVEY PLOTTED: _____
DATE: _____
FILE NAME: c:\projects\comp138\sheet1.dgn
PLOT SCALE: 216572 / IN
USER NAME: surdol



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108)BR, BR-1	McDonough	80	33
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

UNLESS ELEVATIONS ARE SHOWN
ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY.

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	

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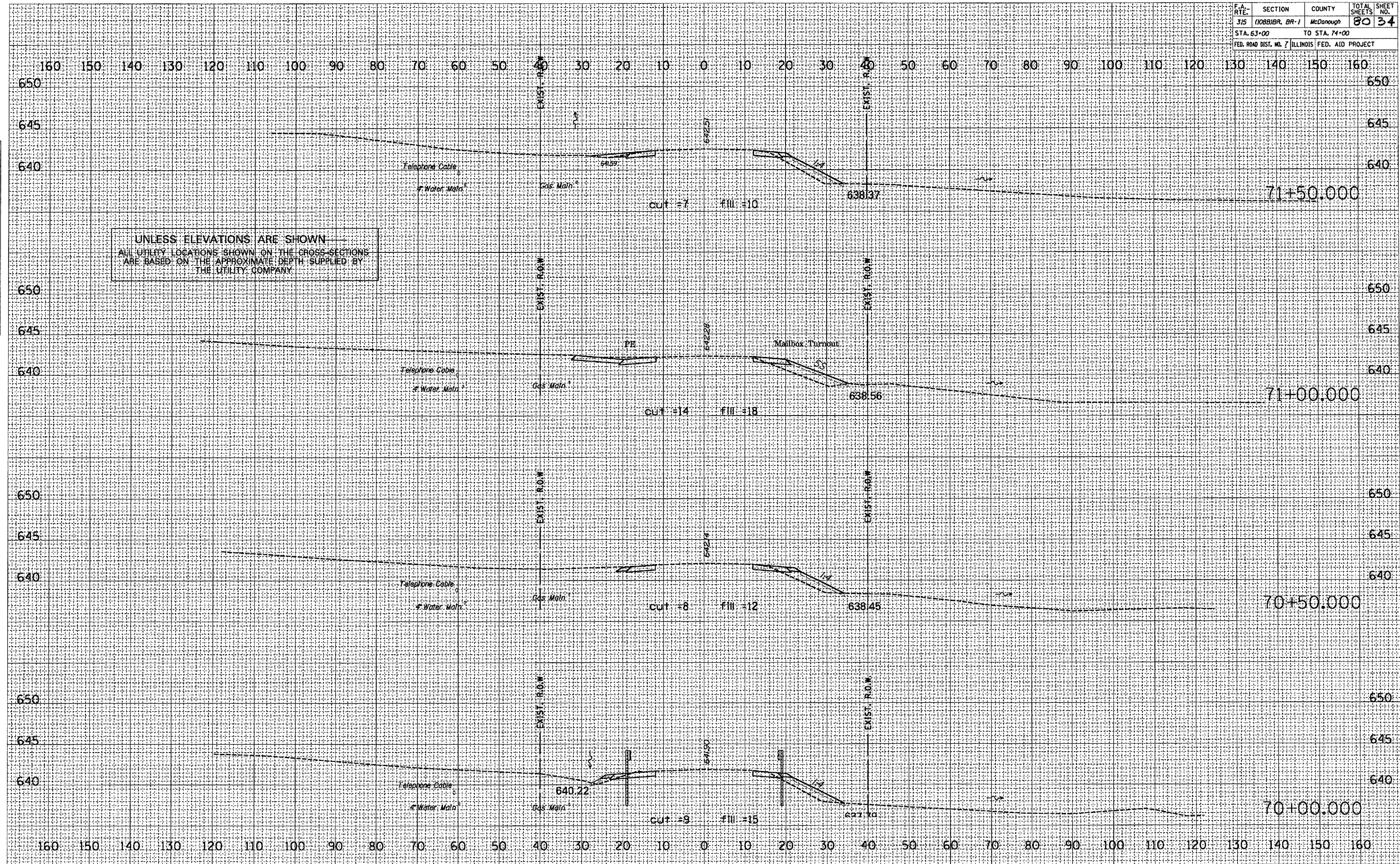


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	McDonough	80	34
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

DATE	
BY	
FILED	
SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
FILED	
SURVEY	
NOTE BOOK	
NO.	

PLOT DATE: 8/22/2007
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UNLESS ELEVATIONS ARE SHOWN
 ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS
 ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
 THE UTILITY COMPANY.

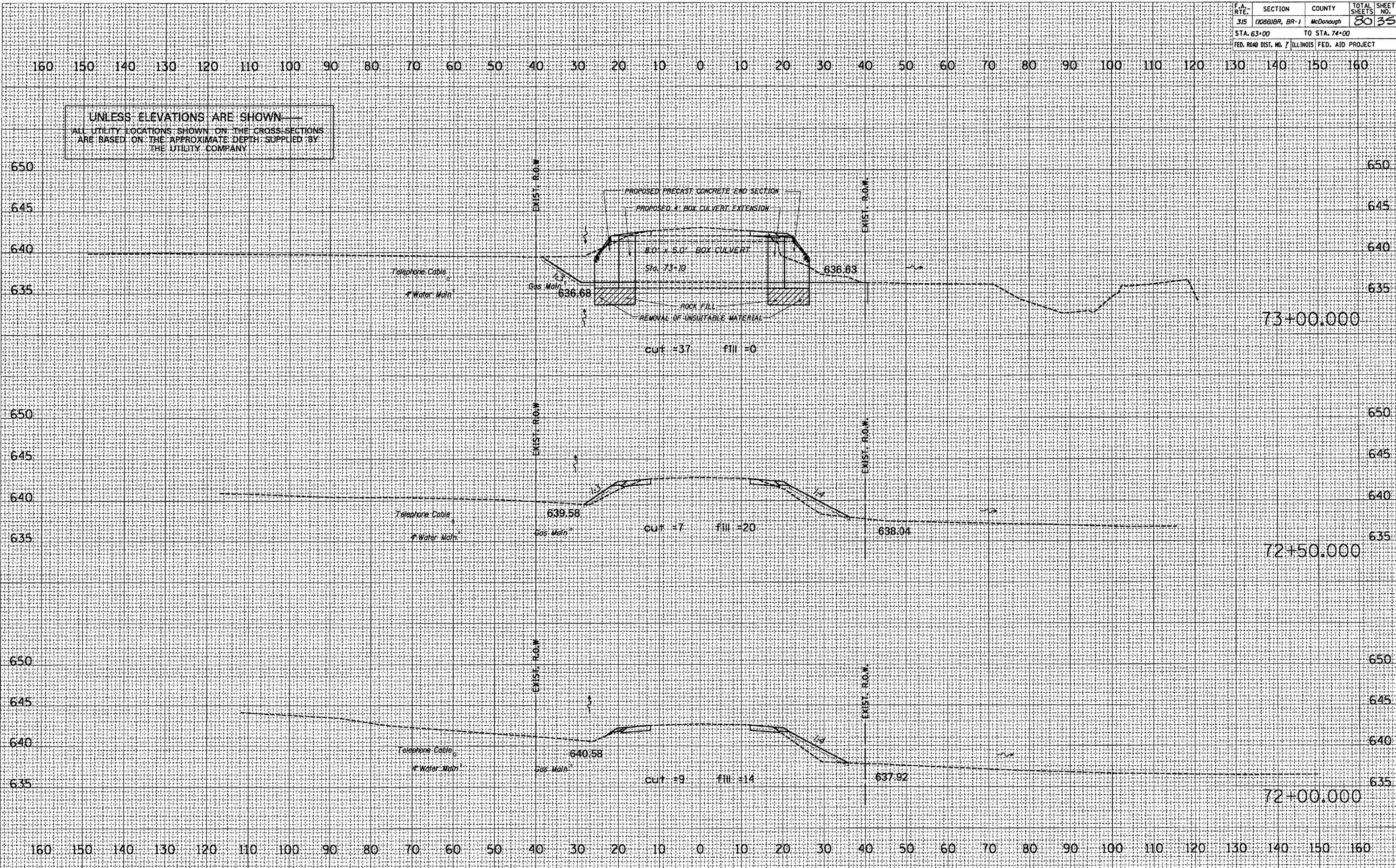
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	KOBBIER, BR-1	McDonough	80	35
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
PLotted	
NOTE BOOK	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

PLOT DATE: 8/23/2007
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UNLESS ELEVATIONS ARE SHOWN
 ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
 ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
 THE UTILITY COMPANY



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108)BR, BR-1	McDonough	80	37
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

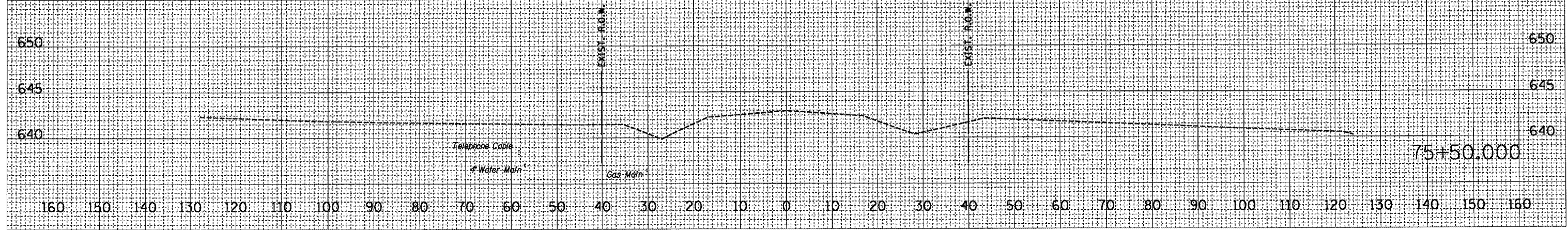
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UNLESS ELEVATIONS ARE SHOWN
ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY

FINAL SURVEY	DATE
REVISIONS	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	

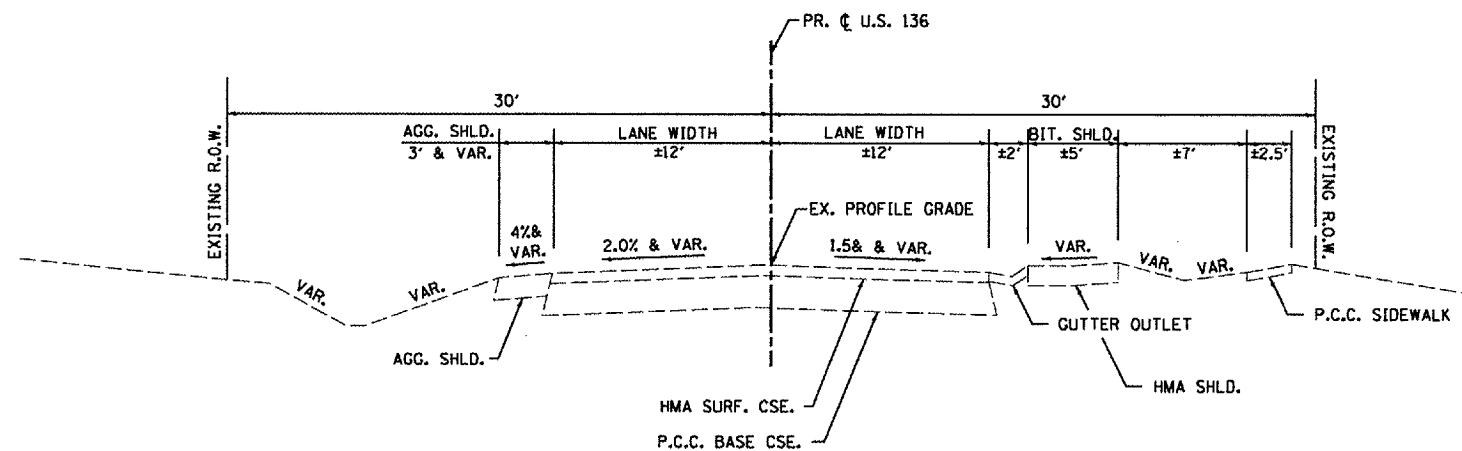
ORIGINAL SURVEY	DATE
REVISIONS	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	

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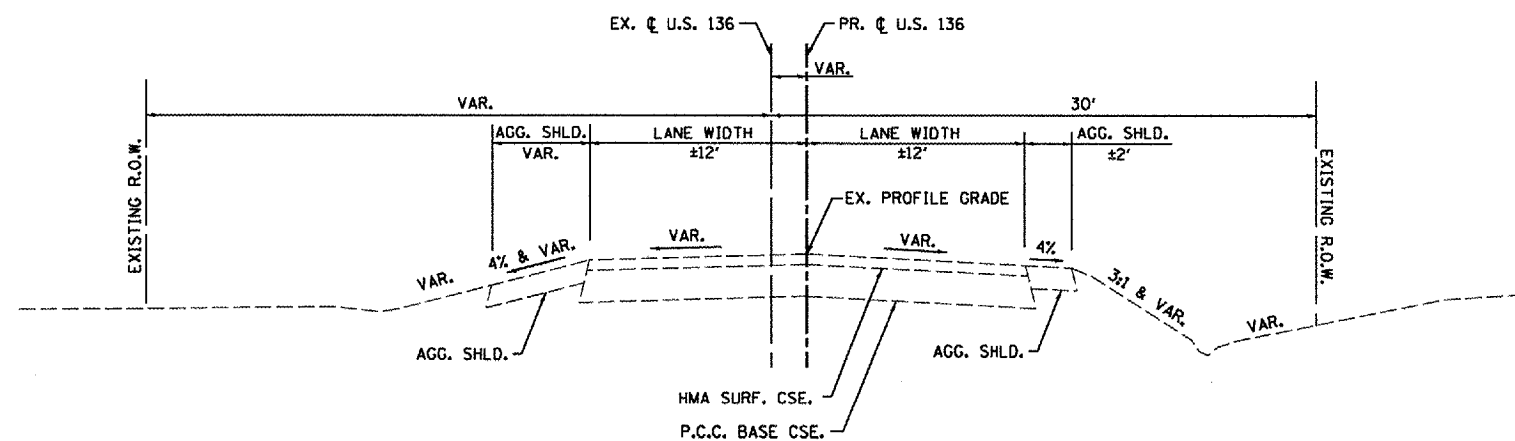
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108B)BR, BR-1	McDONOUGH	80	38
STA. 142+32.50		TO STA. 143+80.00		
FED. ROAD DIST. NO. - ILLINOIS		FED. AID PROJECT		
CONTRACT NO. 88799				



EXISTING TYPICAL SECTION - U.S. 136

FROM STA. 143+13.50 TO STA. 143+80.00
 EX. BRIDGE SECTION: STA. 142+97.50 TO STA. 143+13.50



EXISTING TYPICAL SECTION - U.S. 136

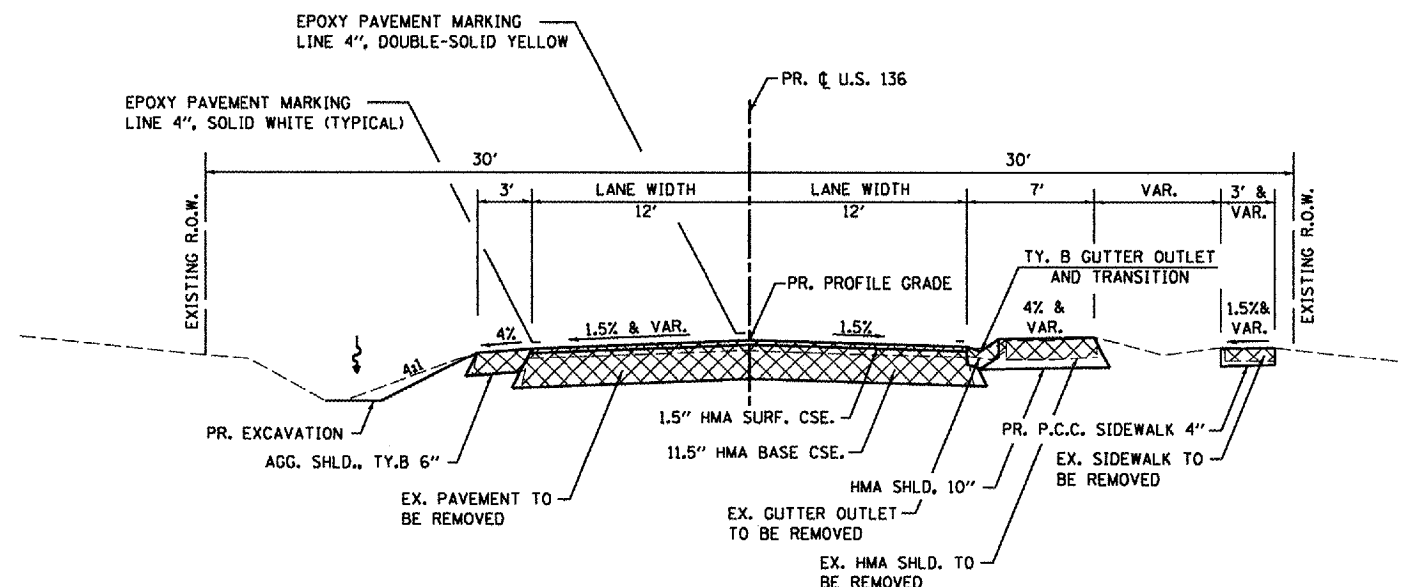
FROM STA. 142+32.50 TO STA. 142+97.50
 EX. BRIDGE SECTION: STA. 142+97.50 TO STA. 143+13.50

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 EXISTING TYPICAL SECTIONS
 U.S. 136
 SECTION (108B)BR, BR-1
 McDONOUGH

SCALE: NONE
 DATE: MARCH, 2006
 DRAWN BY: JH
 CHECKED BY: FML

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108B)BR, BR-1	McDONOUGH	80	39
STA. 142+32.50		TO STA. 143+80.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 88799				



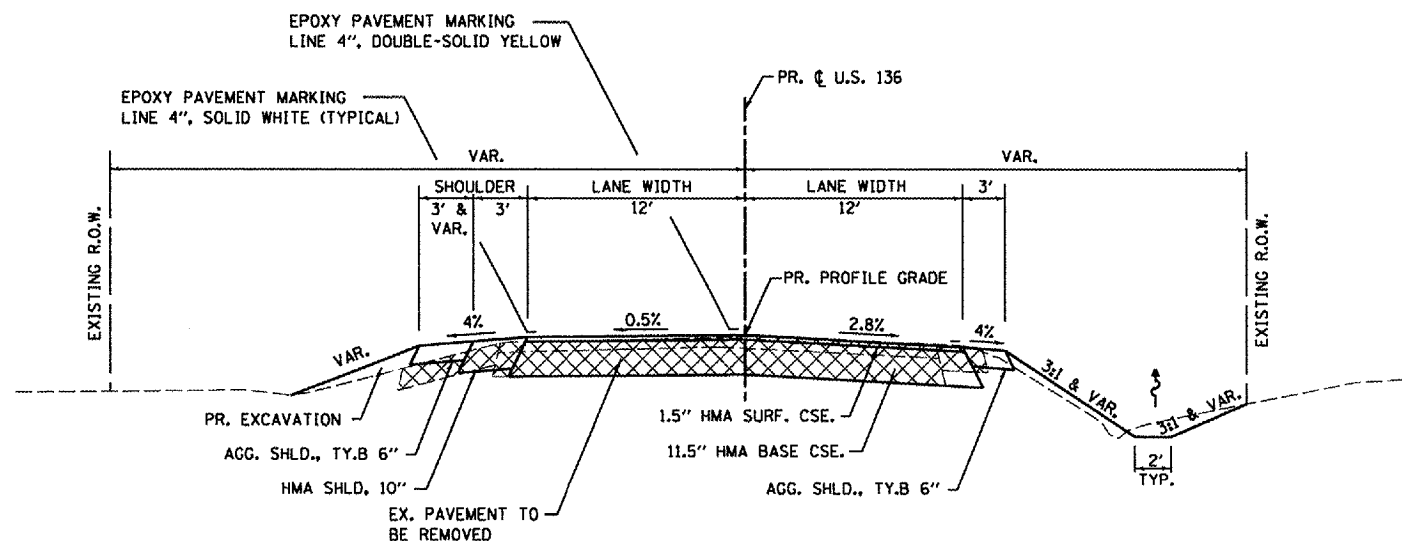
PROPOSED TYPICAL SECTION - U.S. 136

FROM STA. 143+53.00 TO STA. 143+80.00

BR. APPR. SLAB & CULV. SECTION: STA. 142+68.66 TO STA. 143+46.19

BR. APPR. PAVEMENT CONNECTOR: STA. 143+46.19 TO STA. 143+53.00
SEE "BRIDGE APPROACH PAVEMENT (SPECIAL) AND GUTTER OUTLET TRANSITION FOR TYPE B GUTTER" SHEET FOR DETAILS

BUTT JOINT
STA. 143+80.00 TO STA. 144+10.00



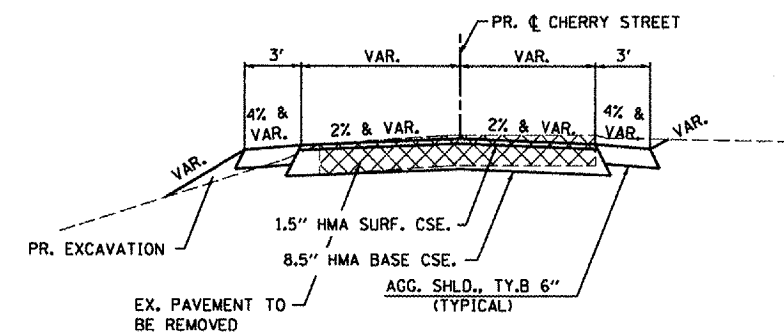
PROPOSED TYPICAL SECTION - U.S. 136

FROM STA. 142+32.50 TO STA. 142+60.00

BR. APPR. SLAB & CULV. SECTION: STA. 142+68.66 TO STA. 143+46.19

BR. APPR. PAVEMENT CONNECTOR: STA. 142+60.00 TO STA. 142+68.66
SEE "BRIDGE APPROACH PAVEMENT (SPECIAL) AND GUTTER OUTLET TRANSITION FOR TYPE B GUTTER" SHEET FOR DETAILS

BUTT JOINT
STA. 142+02.50 TO STA. 142+32.50



PROPOSED TYPICAL SECTION - CHERRY ST.

W. CHERRY ST. FROM STA. 9+50.00 TO STA. 9+75.00
E. CHERRY ST. FROM STA. 10+29.00 TO STA. 10+52.00

BR. APPR. PAVEMENT CONNECTOR:
FROM STA. 9+75.00 TO U.S. 136
FROM U.S. 136 TO STA. 10+29.00
SEE "BRIDGE APPROACH PAVEMENT (SPECIAL) AND GUTTER OUTLET TRANSITION FOR TYPE B GUTTER" SHEET FOR DETAILS

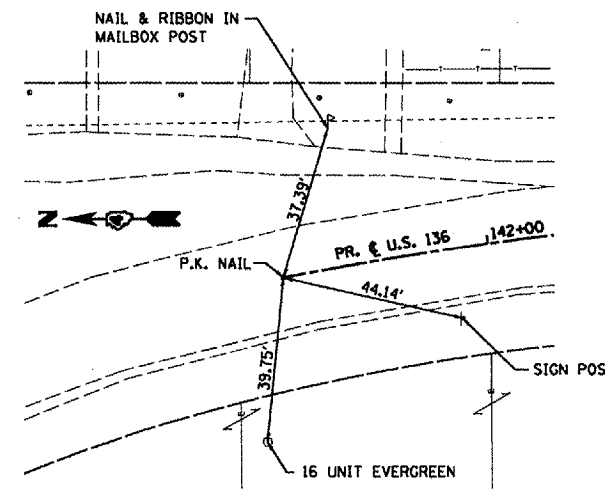
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS
U.S. 136
SECTION (108B)BR, BR-1
McDONOUGH

SCALE: NONE
DATE: MARCH, 2006

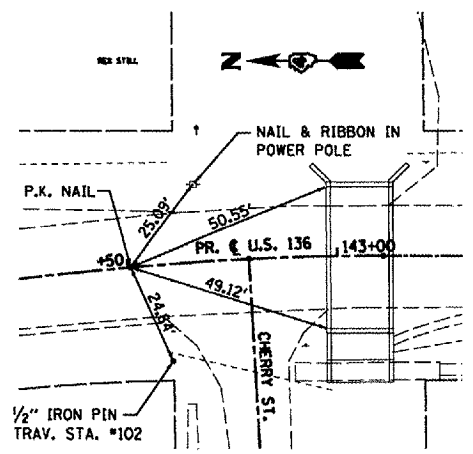
DRAWN BY: JH
CHECKED BY: FML

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1108BIBR-BR-1	McDONOUGH	80	40
STA. 141+50.31		TO STA. 144+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 88799				



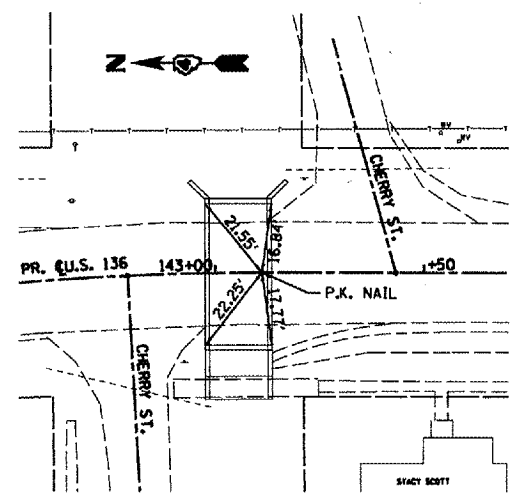
PC STA. 141+50.31

NOT TO SCALE



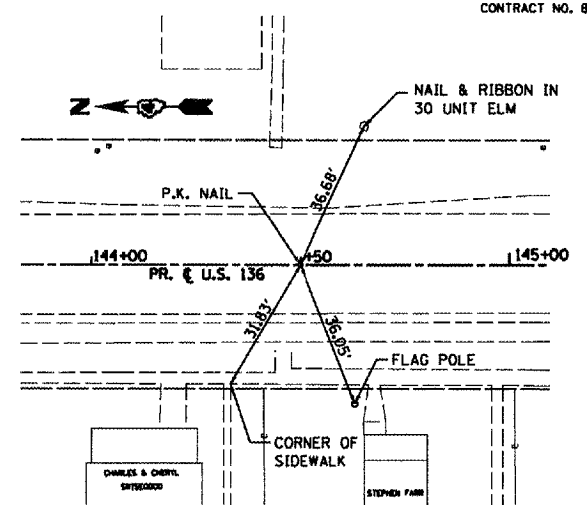
PCC STA. 142+50.69

NOT TO SCALE



PT STA. 143+11.15

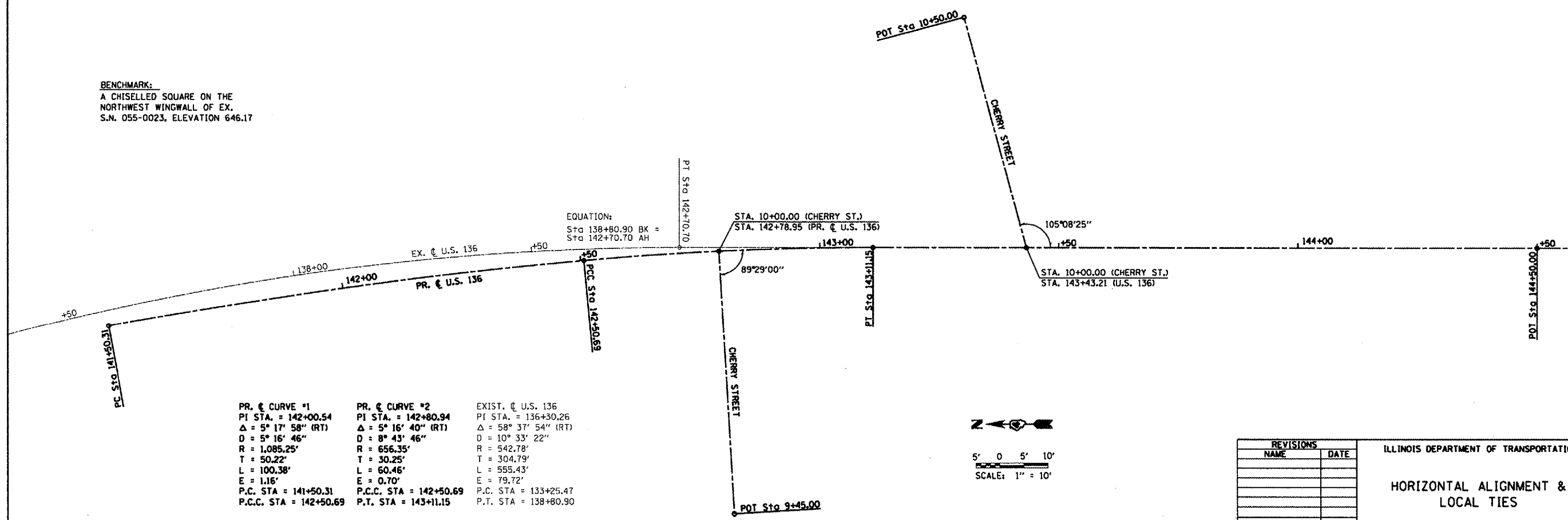
NOT TO SCALE



POT STA. 144+50.00

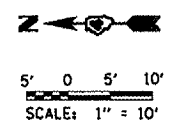
NOT TO SCALE

BENCHMARK:
A CHISELLED SQUARE ON THE
NORTHWEST WINGWALL OF EX.
S.N. 055-0023, ELEVATION 646.17



EQUATION:
Sta 138+80.90 BK =
Sta 142+70.70 AH

PR. of CURVE #1	PR. of CURVE #2	EXIST. of U.S. 136
PI STA. = 142+00.54	PI STA. = 142+80.94	PI STA. = 136+30.26
Δ = 5° 17' 58" (RT)	Δ = 5° 16' 40" (RT)	Δ = 58° 37' 54" (RT)
D = 5° 16' 46"	D = 8° 43' 46"	D = 10° 33' 22"
R = 1,085.25'	R = 656.35'	R = 542.78'
T = 50.22'	T = 304.79'	T = 304.79'
L = 100.38'	L = 60.46'	L = 555.43'
E = 1.16'	E = 0.70'	E = 79.72'
P.C. STA = 141+50.31	P.C.C. STA = 142+50.69	P.C. STA = 133+25.47
P.C.C. STA = 142+50.69	P.T. STA = 143+11.15	P.T. STA = 138+80.90



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT & LOCAL TIES

SCALE: 1" = 10'
DATE: MARCH, 2006

DRAWN BY: JH
CHECKED BY: FML

20200100 EARTH EXCAVATION

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION	CU. YD.	CU. YD.	CU. YD.	CU. YD.
STA. 142+32.50 TO 142+98	108.7	81.5	18.3	+63.3
STA. 143+17 TO 143+80.00	86.8	65.1	0.0	+65.1
TOTAL =	195.5	146.6	18.3	+128.4

28000500 INLET AND PIPE PROTECTION

LOCATION	QUANTITY (EACH)
STATION	
142+50.0, 24.0 RT.	1
143+57.0, 25.0 LT.	1
TOTAL =	2

40600990 TEMPORARY RAMP

LOCATION	QUANTITY (SQ. YD.)
STATION	
STA. 142+32.50 TO STA. 142+37.50	13.4
STA. 143+75.00 TO STA. 143+80.00	13.4
TOTAL =	26.8

20300100 CHANNEL EXCAVATION

LOCATION	QUANTITY (CU. YD.)
UPSTREAM OF CULVERT (EAST SIDE)	50.8
DOWNSTREAM OF CULVERT (WEST SIDE)	95.5
TOTAL =	146.3

**28100107 STONE RIPRAP, CLASS A4
28200100 FILTER FABRIC FOR USE WITH RIPRAP**

LOCATION	QUANTITY (SQ. YD.)
STATION	
WEST END OF CULVERT	35.7
EAST END OF CULVERT	36.7
TOTAL =	72.4

40603335 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

LOCATION	QUANTITY (TON)
STATION	
U.S. 136	
STA. 142+02.50 TO 142+32.50	6.8
STA. 142+32.50 TO 142+60.00	6.7
STA. 143+53.00 TO 143+80.00	6.6
STA. 143+80.00 TO 144+10.00	6.8
CHERRY STREET	
STA. 9+50.00 TO 9+75.00	4.0
STA. 10+29.00 TO 10+52.00	3.7
TOTAL =	34.6

20800150 TRENCH BACKFILL

LOCATION	QUANTITY (CU. YD.)
STATION	
CULVERT UNDER W. CHERRY ST.	2.2
CULVERT UNDER E. CHERRY ST.	2.1
TOTAL =	4.3

35501330 HOT-MIX ASPHALT BASE COURSE, 8 1/2"

LOCATION	QUANTITY (SQ. YD.)
STATION	
CHERRY STREET	
STA. 142+37.71 TO 142+60.00	6.4
STA. 9+75.00 TO 9+50.00	47.5
STA. 10+29.00 TO 10+52.00	43.4
STA. 143+53.00 TO 143+74.52	5.7
TOTAL =	103.0

42001400 BRIDGE APPROACH PAVEMENT (SPECIAL)

LOCATION	QUANTITY (SQ. YD.)
STATION	
STA. 142+68.66 TO 142+98.69	120.9
STA. 143+16.19 TO 143+46.19	120.9
TOTAL =	241.8

**25000200 SEEDING, CLASS 2
25100115 MULCH METHOD 2**

LOCATION	QUANTITY (ACRE)
JOB SITE	0.25
TOTAL =	0.25

35501330 HOT-MIX ASPHALT BASE COURSE, 11 1/2"

LOCATION	QUANTITY (SQ. YD.)
STATION	
U.S. 136	
STA. 142+32.50 TO 142+60.00	73.4
STA. 143+53.00 TO 143+80.00	72.0
TOTAL =	145.4

42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION	QUANTITY (SQ. YD.)
STATION	
STA. 142+60.00 TO 9+75.00	52.6
STA. 10+29.00 TO 143+53.00	51.6
TOTAL =	104.2

**25000400 NITROGEN FERTILIZER NUTRIENT
25000500 PHOSPHOROUS FERTILIZER NUTRIENT
25000600 POTASSIUM FERTILIZER NUTRIENT**

LOCATION	QUANTITY (POUND)
JOB SITE	22.5
TOTAL =	22.5

25000700 AGRICULTURAL GROUND LIMESTONE

LOCATION	QUANTITY (TON)
JOB SITE	0.5
TOTAL =	0.5

40600100 BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	QUANTITY (GALLON)
STATION	
U.S. 136	
STA. 142+02.50 TO 142+32.50	6.0
STA. 142+32.50 TO 142+68.66	29.0
STA. 143+46.19 TO 143+80.00	27.1
STA. 143+80.00 TO 144+10.00	6.0
CHERRY STREET	
FROM U.S. 136 TO STA. 9+50.00	25.0
FROM STA. 10+52.00 TO U.S. 136	24.7
TOTAL =	117.8

42400100 P.C.C. SIDEWALK 4 INCH

LOCATION	QUANTITY (SQ. FT.)
STATION	
NORTH OF CULVERT, RIGHT SIDE	66.9
143+16.69 TO 143+52.50	141.1
TOTAL =	208.0

28000300 TEMPORARY DITCH CHECKS

LOCATION	QUANTITY (EACH)
STATION	
142+45.0, RT.	1
142+70.0, LT.	1
142+85.0, LT.	1
143+65.0, LT.	1
TOTAL =	4

App. Rate .05 gal/sy

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	QUANTITY (SQ. YD.)
STATION	
142+02.50 TO 142+32.50	80.0
143+80.00 TO 144+10.00	80.0
TOTAL =	160.0

REVISIONS	
NAME	DATE
dmf	7/24/06
HMA pay items	

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: MARCH, 2006

DRAWN BY: JH
CHECKED BY: FML

44000100 PAVEMENT REMOVAL

LOCATION	QUANTITY (SQ. YD.)
STATION	
U.S. 136	
142+32.5 TO 142+67.5	93.3
143+43.5 TO 143+80.0	97.3
W. CHERRY STREET	
9+50.0 TO U.S. 136	81.4
E. CHERRY STREET	
U.S. 136 TO 10+52.0	97.9
TOTAL =	369.9

44000400 GUTTER REMOVAL

LOCATION	QUANTITY (FOOT)
STATION	
STA. 143+13.50 TO 144+00.00, RT.	87.4
TOTAL =	87.4

44000600 SIDEWALK REMOVAL

LOCATION	QUANTITY (SQ. FT.)
STATION	
STA. 143+24.6 TO STA. 143+52.5, RT.	70.4
TOTAL =	70.4

44000700 APPROACH SLAB REMOVAL

LOCATION	QUANTITY (SQ. YD.)
STATION	
142+67.5 TO 142+97.5	80
143+13.5 TO 143+43.5	80
TOTAL =	160.0

44000920 BITUMINOUS CONCRETE SHOULDER REMOVAL

LOCATION	QUANTITY (SQ. YD.)
STATION	
STA. 143+13.50 TO 144+00.00, RT. TEMPORARY SHOULDER	45.0
STA. 143+46.19 TO 144+00.00, RT.	18.0
TOTAL =	63.0

48101500 AGGREGATE SHOULDERS, TYPE B 6"

LOCATION	QUANTITY (SQ. YD.)
STATION	
STA. 142+15.27 TO 142+98.65, LT.	29.6
STA. 142+32.50 TO 142+91.82, RT.	27.1
STA. 143+16.69 TO 143+80.00, LT.	33.9
TOTAL =	90.6

48203037 HOT-MIX ASPHALT SHOULDERS 10"

LOCATION	QUANTITY (SQ. YD.)
STATION	
STA. 142+32.50 TO 142+69.61, LT.	12.6
STA. 143+46.19 TO 144+00.00, RT. TEMPORARY SHOULDER	25.4
STA. 143+46.19 TO 144+00.00, RT.	18.0
TOTAL =	56.0

50105220 PIPE CULVERT REMOVAL

LOCATION	QUANTITY (FOOT)
STATION	
142+77.9, RT.	40.3
143+36.5, LT.	39.2
TOTAL =	79.5

50901760 PIPE HANDRAIL

LOCATION	QUANTITY (FOOT)
STATION	
On west wings of structure	12
Rt 143+20 On top of retaining wall	45
TOTAL =	57

54200427 PIPE CULVERTS, TYPE 1 RCCP 12"

LOCATION	QUANTITY (FOOT)
STATION	
142+50.00, 24.00 RT. TO 142+97.50, 25.86 RT.	45.9
143+17.00, 26.27, LT. TO 143+57.00, 25.00 LT.	40.0
TOTAL =	85.9

54213657 END SECTIONS 12"

LOCATION	QUANTITY (EACH)
STATION	
STA. 142+50.0, 24.0', RT.	1
STA. 143+57.0, 25.0', LT.	1
TOTAL =	2

60100945 PIPE DRAINS 12"

LOCATION	QUANTITY (FOOT)
STATION	
STA. 142+94.65, LT.	9.5
STA. 143+20.69, RT.	11.5
TOTAL =	21.0

60602800 CONCRETE GUTTER, TYPE B

LOCATION	QUANTITY (FOOT)
STATION	
143+70.19 TO 144+00	29.9
TOTAL =	29.9

60603200 CONCRETE GUTTER TRANSITION (SPECIAL)

LOCATION	QUANTITY (FOOT)
STATION	
STA. 143+46.19 TO 143+70.19	24.0
TOTAL =	24.0

60900240 TYPE C INLET BOX, STANDARD 609006

LOCATION	QUANTITY (EACH)
STATION	
STA. 142+94.65, LT.	1
STA. 143+20.69, RT.	1
TOTAL =	2

70106500 TEMPORARY BRIDGE TRAFFIC SIGNALS

LOCATION	QUANTITY (EACH)
STATION	
STA. 140+50, RT.	1
STA. 140+75, LT.	
STA. 145+45, RT.	
STA. 145+70, LT.	

70106700 TEMPORARY RUMBLE STRIP

LOCATION	QUANTITY (EACH)
STATION	
NORTH PROJECT LIMIT	3
SOUTH PROJECT LIMIT	3
TOTAL =	6

70300520 PAVEMENT MARKING TAPE, TYPE III 4"

LOCATION	QUANTITY (FOOT)
STATION	
STA. 140+00, RT. - STOP BAR, 24"	72.0
STA. 141+74.5 TO 144+38, (STAGE I)	527.0
STA. 141+74.5 TO 144+44, (STAGE II)	539.0
STA. 146+20, LT. - STOP BAR, 24"	72.0
TOTAL =	1210.0

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY (SQ. FT.)
STATION	
STA. 141+74.5 TO 144+38, (STAGE I)	175.7
STA. 141+74.5 TO 144+44, (STAGE II)	179.7
STOP BARS	
JOB SITE	48.0
TOTAL =	403.4

70400100 TEMPORARY CONCRETE BARRIER

LOCATION	QUANTITY (FOOT)
STATION	
STA. 141+74.5 TO 144+38 (STAGE I)	269.5
TOTAL =	269.5

REVISIONS	
NAME	DATE
dml	7/24/06
handrail adj.	
temp barr adj.	

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: MARCH, 2006

DRAWN BY: JH
CHECKED BY: FML

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	McDONOUGH	80	43
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 88799				

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	QUANTITY (FOOT)
STATION	
STA. 141+74.5 TO 144+44 (STAGE II)	269.5
TOTAL =	269.5

72400500 - RELOCATE SIGN PANEL ASSEMBLY - TYPE A

LOCATION	QUANTITY (EACH)
STOP SIGN: STA. 142+92, RT. TO 143+95, 23.3' RT.	1
SLOW - CHILDREN AT PLAY: STA. 142+92, RT. TO 143+95, 23.3' RT.	1
STOP SIGN - STA. 143+21, LT. TO 143+20, 25.0' LT.	1
RR CROSSING - STA. 143+62, LT. TO 143+65, 18.0' LT.	1
TOTAL =	4

**70300220 TEMPORARY PAVEMENT MARKING - LINE 4"
78005110 EPOXY PAVEMENT MARKING - LINE 4"**

LOCATION	QUANTITY (FOOT)
STATION	
STA. 142+02.50 TO 144+10.00, CENTER LINE DOUBLE SOLID YELLOW	415.0
STA. 142+02.50 TO 142+37.71, RT. EDGE LINE SOLID WHITE	35.2
STA. 142+98.46 TO 144+10.00, RT. EDGE LINE SOLID WHITE	111.4
STA. 142+02.50 TO 143+16.19, LT. EDGE LINE SOLID WHITE	115.0
STA. 143+74.52 TO 144+10.00, LT. EDGE LINE SOLID WHITE	35.5
TOTAL =	712.1

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

LOCATION	QUANTITY (EACH)
JOB SITE	2
TOTAL =	2

Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

LOCATION	QUANTITY (EACH)
JOB SITE	2
TOTAL =	2

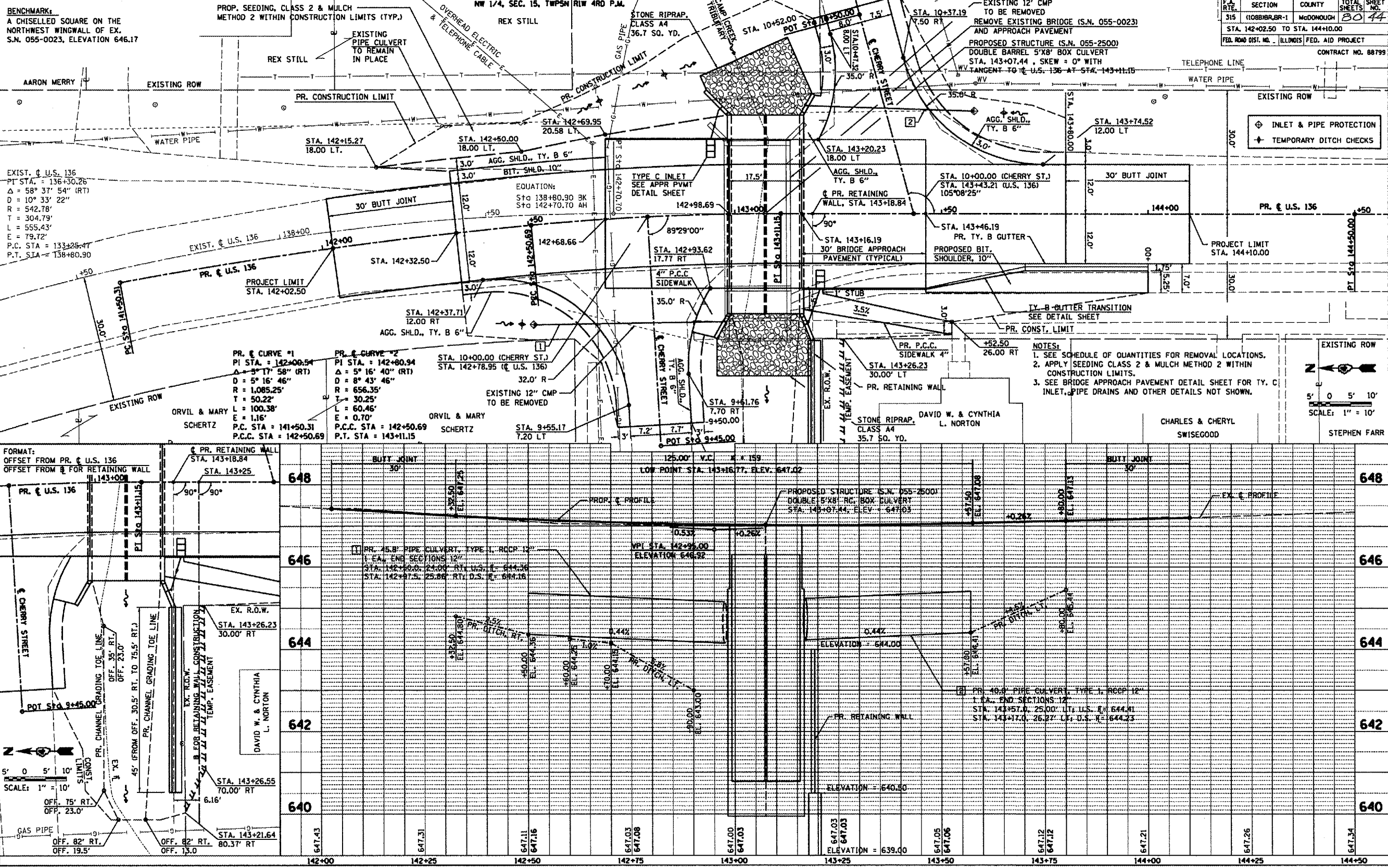
REVISIONS	
NAME	DATE
DML	8/15/07
Removed rpms	8/15/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: MARCH, 2006

DRAWN BY: JH
CHECKED BY: FML



F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
315	(10B)BR-1	MCDONOUGH	80/77

STA. 142+02.50 TO STA. 144+10.00
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 88799

BENCHMARK:
 A CHISELED SQUARE ON THE NORTHWEST CORNER OF EX. S.N. 055-0023, ELEVATION 646.17

PROP. SEEDING, CLASS 2 & MULCH METHOD 2 WITHIN CONSTRUCTION LIMITS (TYP.)

EXIST. @ U.S. 136
 P.I. STA. = 136+30.26
 $\Delta = 58^\circ 37' 54''$ (RT)
 $D = 10^\circ 33' 22''$
 $R = 542.78'$
 $L = 304.79'$
 $E = 555.43'$
 $F = 79.72'$
 P.C. STA. = 133+25.47
 P.T. STA. = 138+80.90

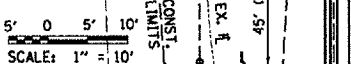
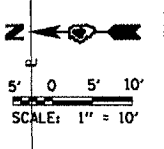
PR. @ CURVE #1
 P.I. STA. = 142+00.54
 $\Delta = 5^\circ 17' 58''$ (RT)
 $D = 5^\circ 16' 46''$
 $R = 1,085.25'$
 $L = 50.22'$
 $E = 100.38'$
 $F = 1.16'$
 P.C. STA. = 141+50.31
 P.C.C. STA. = 142+50.69

PR. @ CURVE #2
 P.I. STA. = 142+80.94
 $\Delta = 5^\circ 16' 40''$ (RT)
 $D = 8^\circ 43' 46''$
 $R = 656.35'$
 $L = 60.46'$
 $E = 0.70'$
 P.C. STA. = 142+50.69
 P.T. STA. = 143+11.15

STA. 10+00.00 (CHERRY ST.)
 STA. 142+78.95 @ U.S. 136
 $\Delta = 89^\circ 29' 00''$
 $32.0'$ R

FORMAT:
 OFFSET FROM PR. @ U.S. 136
 OFFSET FROM B FOR RETAINING WALL

- NOTES:**
1. SEE SCHEDULE OF QUANTITIES FOR REMOVAL LOCATIONS.
 2. APPLY SEEDING CLASS 2 & MULCH METHOD 2 WITHIN CONSTRUCTION LIMITS.
 3. SEE BRIDGE APPROACH PAVEMENT DETAIL SHEET FOR TY. C INLET, PIPE DRAINS AND OTHER DETAILS NOT SHOWN.



DATE	BY
PLAN	REVISION

DATE	BY
PROFILE	REVISION

648	BUTT JOINT	125.00' V.C. x 159'	LOW POINT STA. 143+16.77, ELEV. 647.02	648																	
646				646																	
644				644																	
642				642																	
640				640																	
647.43	142+00	647.31	142+25	647.11	142+50	647.03	142+75	647.00	143+00	647.03	143+25	647.06	143+50	647.12	143+75	647.21	144+00	647.26	144+25	647.34	144+50

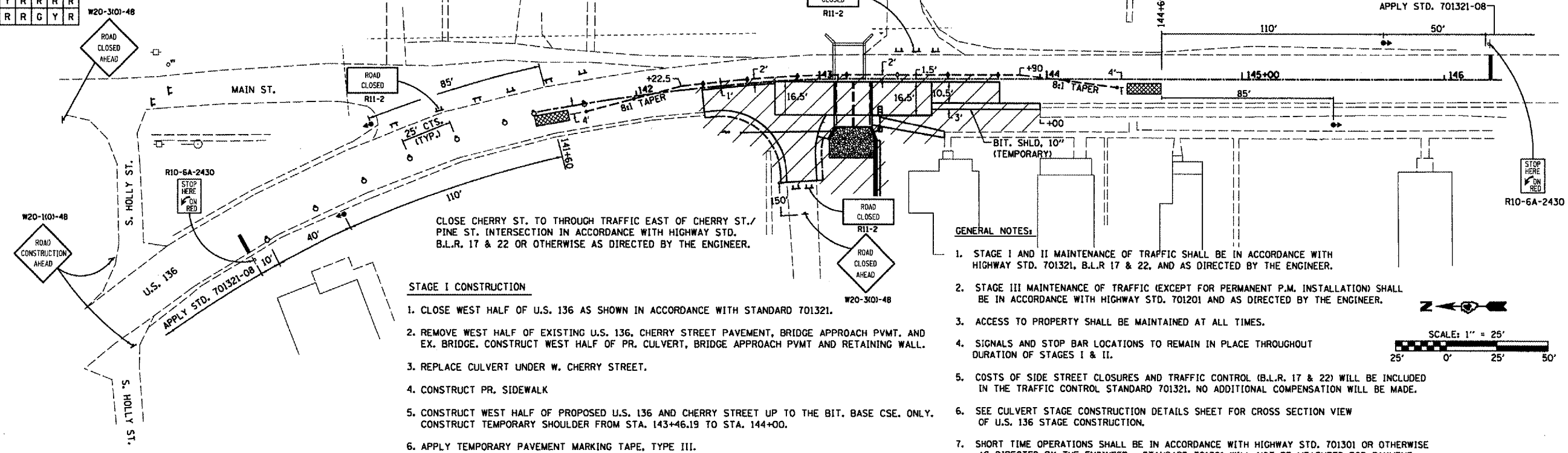
SEQUENCE OF OPERATIONS						
PHASE	A	B				
INTERVAL	1	2	3	4	5	6
EASTBOUND	G	Y	R	R	R	R
WESTBOUND	R	R	R	G	Y	R

MAINTENANCE OF TRAFFIC - STAGE I

CLOSE MAIN ST. TO THROUGH TRAFFIC SOUTH OF S. HOLLY ST./ MAIN ST. INTERSECTION IN ACCORDANCE WITH HIGHWAY STD. B.L.R. 17 & 22 OR OTHERWISE AS DIRECTED BY THE ENGINEER.

CLOSE CHERRY ST. TO THROUGH TRAFFIC WEST OF CHERRY ST./ E. MAIN ST. INTERSECTION IN ACCORDANCE WITH HIGHWAY STD. B.L.R. 17 & 22 OR OTHERWISE AS DIRECTED BY THE ENGINEER.

F.A. RITE	SECTION	COUNTY	TOTAL SHEETS
315	1108BRR-BR-1	MCDONOUGH	8045
STA.	TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
CONTRACT NO. 88799			



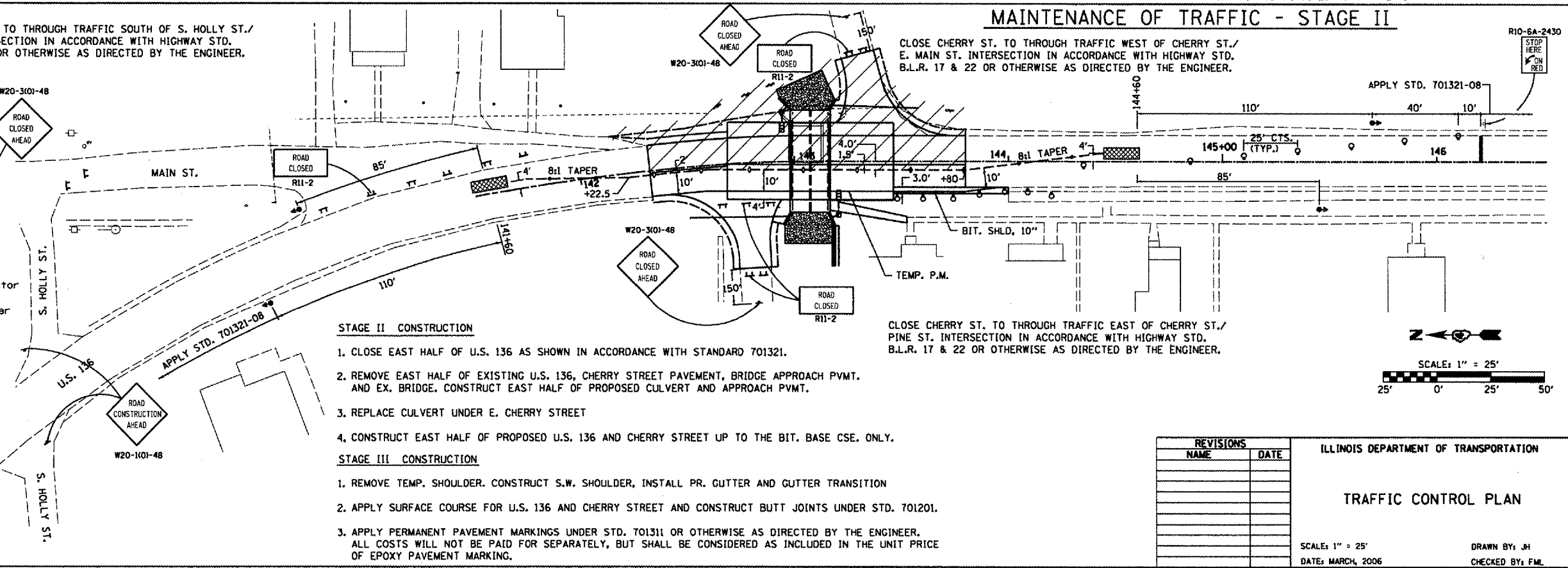
MAINTENANCE OF TRAFFIC - STAGE II

CLOSE MAIN ST. TO THROUGH TRAFFIC SOUTH OF S. HOLLY ST./ MAIN ST. INTERSECTION IN ACCORDANCE WITH HIGHWAY STD. B.L.R. 17 & 22 OR OTHERWISE AS DIRECTED BY THE ENGINEER.

CLOSE CHERRY ST. TO THROUGH TRAFFIC WEST OF CHERRY ST./ E. MAIN ST. INTERSECTION IN ACCORDANCE WITH HIGHWAY STD. B.L.R. 17 & 22 OR OTHERWISE AS DIRECTED BY THE ENGINEER.

SYMBOLS

- Work area
- Sign
- Drum with steady burning light
- Traffic signal
- Type C Bidirectional reflector
- Temporary concrete barrier
- Impact attenuator
- Steady burning lights and double vertical panels
- Type III Barricade



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

SCALE: 1" = 25'
DATE: MARCH, 2006

DRAWN BY: JH
CHECKED BY: FLM

Benchmark: A chiselled square on the northwest wingwall of existing S.N. 055-0023. Elevation 646.17

Existing Structure: S.N. 055-0023, single span 16'-0" bk. to bk. abutments, reinforced concrete slab bridge on closed abutments restrained top and bottom, with wingwalls. Built as SBI Rte. 98, Sec. 108-B at Station 143+05.5 in 1928. Structure to be removed and replaced with a cast-in-place 5'x8' double box culvert. The road shall be kept open to one lane of traffic at all times by utilizing stage construction.

No Salvage.

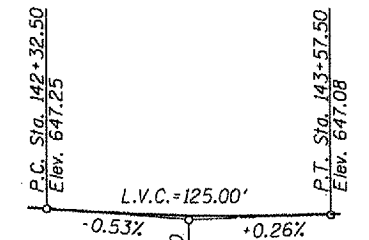
- ① Invert Elev. 644.23 (SE wing only)
- ② Invert Elev. 643.35 (NE wing only)
- ③ Invert Elev. 642.70 (SW wing only)
- ④ Invert Elev. 644.16 (NW wing only)

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
F.A. 315	(108B) BR, BR-1	McDonough	80 46	9 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract #88799

OPENINGS FOR 12" OUTLET PIPES
(Included in cost of Concrete Box Culverts)

* The limits and quantities of removal and replacement shown are based on the boring data. After removal of the existing structure the District Geotechnical Engineer is to be contacted to establish the final removal limits for Unsuitable Material. Replace with CA5, CA7 or CA11 Porous Granular Embankment.

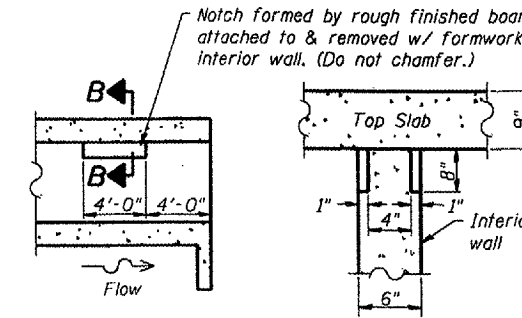


APPROVED
For Structural Adequacy Only
Ralph E. Anderson (TSD)
Engineer of Bridges & Structures

PROFILE GRADE
(Along U.S. 136)

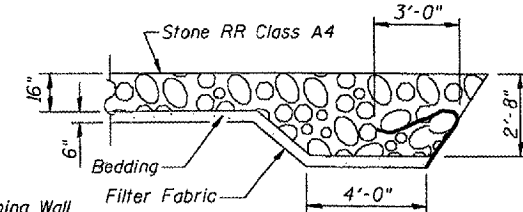
GENERAL NOTES

- Reinforcement Bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- Excavation behind existing abutment walls shall be done before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before Stage I removal.
- A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
- Precast culvert alternate is not allowed.
- All construction joints shall be bonded.
- The concrete finish on the parapets and sidewalks shall be in accordance with 503.17 of the IDOT Standard Specs.



LONGITUDINAL SECTION SECTION B-B

PHOEBE NESTING SITE DETAIL
(Downstream End Only)



SECTION A-A

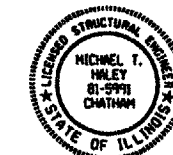
CURVE DATA

PI Sta. = 142+80.94
 Δ = 5°16'40" (RT)
D = 8°43'46"
T = 30.25'
R = 656.35'
L = 60.46'
E = 0.70'
PC Sta. = 142+50.69
PT Sta. = 143+11.15

STATION 143+07.44
BUILT 20 BY
STATE OF ILLINOIS
F.A. RTE. 315 SEC. (108B)BR
LOADING HS20
STR. NO. 055-2500

NAME PLATE

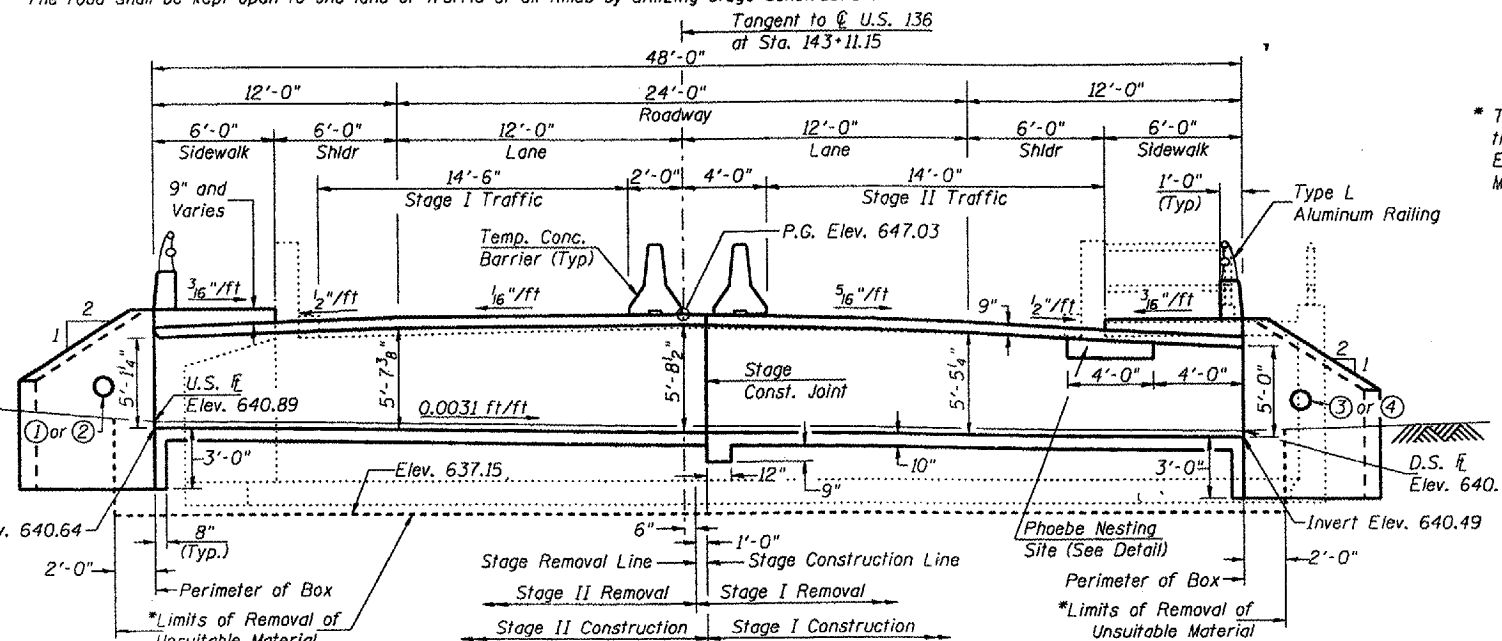
See Std. 515001



Michael J. Haley 3-16-06
Michael T. Haley
Licensed Structural Engineer
State of Illinois No. 81-5991

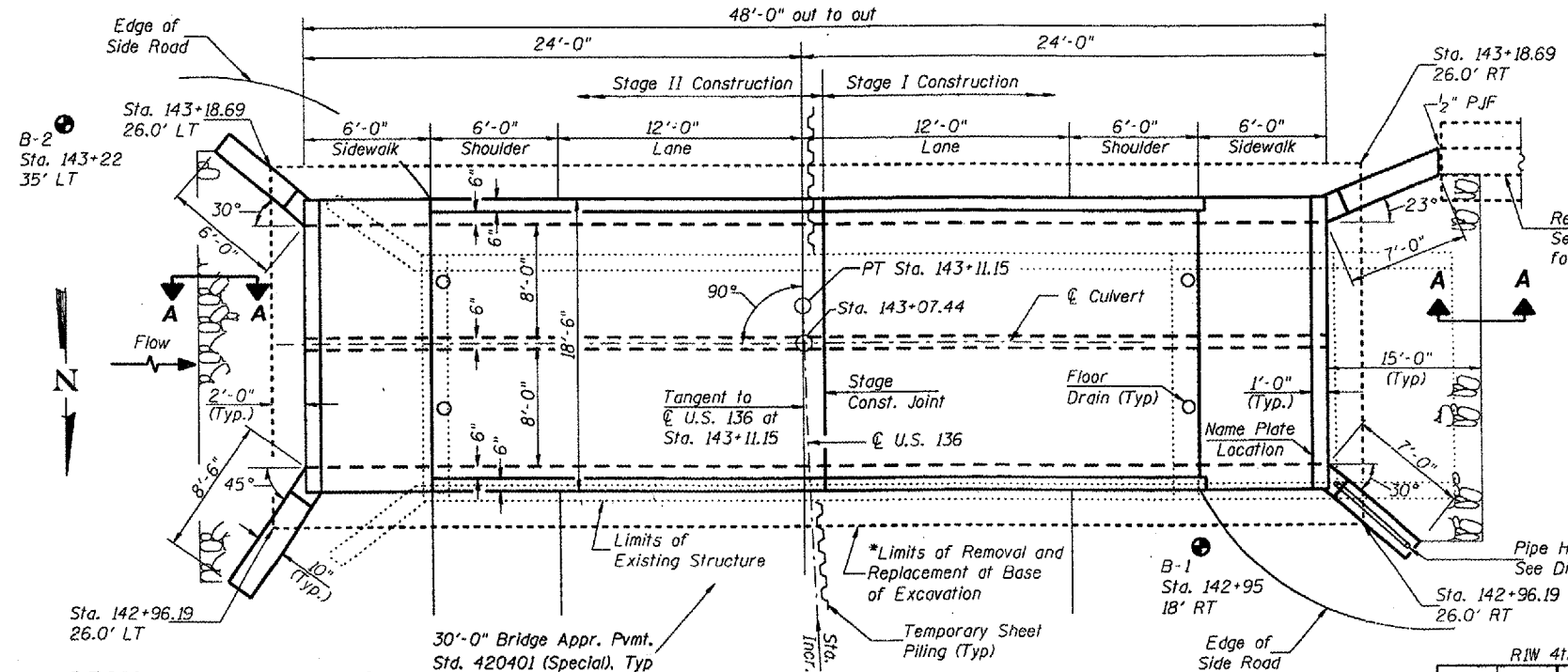
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Box Culverts	Cu. Yd.	92.2
Removal of Existing Structures No. 2	Each	1
Reinforcement Bars, Epoxy Coated	Pound	15,370
Floor Drains	Each	4
Bar Splicers	Each	120
Aluminum Railing, Type L	Foot	35
Protective Coat	Sq. Yd.	112
Bridge Deck Grooving	Sq. Yd.	66
Temporary Sheet Piling	Sq. Ft.	338
Name Plates	Each	1
Porous Granular Embankment	Cu. Yd.	64
Stone Riprap, Class A4	Sq. Yd.	73
Filter Fabric	Sq. Yd.	73
Removal and Disposal of Unsuitable Material	Cu. Yd.	112
Pipe Handrail	Foot	12.0



LONGITUDINAL SECTION

Dimensions at Right angles to Tangent at Sta. 143+11.15

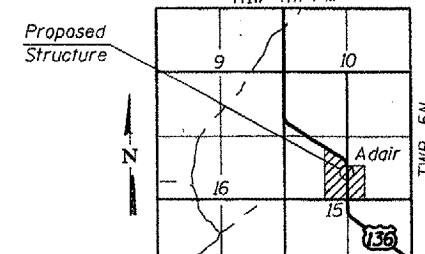


PLAN

WATERWAY INFORMATION

Drainage Area = 1.0 sq. mi. Low Grade Elev. 647.0 ft @ Sta. 143+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. Head-Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Ten-Year	10	304	57	80.0	646.4	1.3	0.1	647.7	646.5
Design	50	489	57	80.0	646.8	1.4	0.3	648.2	647.1
Base	100	570	57	80.0	647.0	1.4	0.2	648.4	647.2
Max. Calc.	500	767	57	80.0	647.3	1.3	0.1	648.6	647.4
Ex. Overtop	< 10	< 304	57	80.0	645.7	1.3		647.0	
Prop. Overtop	50	489		80.0	646.7		0.3		647.0



LOCATION MAP

LIN ENGINEERING, LTD.
208 S. Chestnut
Chicago, Illinois 60604
(312) 463-4666 Fax (312) 463-4706
Designed By: MTH Checked By: MTH Drawn By: JMD
Date: 03/20/06 File: 0552500.DWG

REVISIONS	
NAME	DATE
D.M.L.	
BILL OF MATL.	8/16
D.G.E. HND RL	

DESIGN SPECIFICATIONS

1996 AASHTO "Standard Specifications for Highway Bridges", with 1997 thru 2002 Interims

DESIGN STRESSES

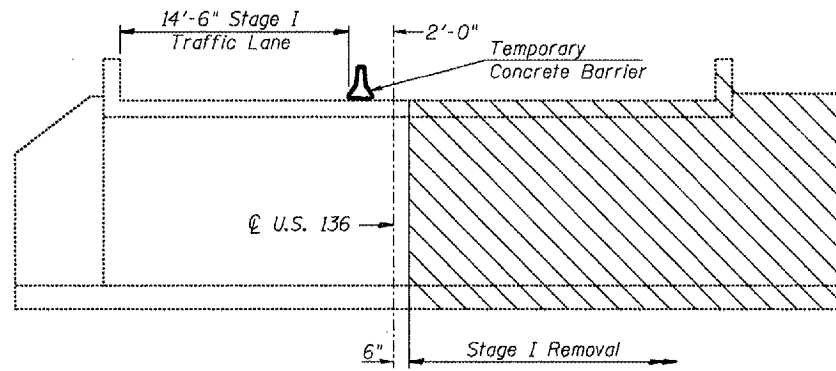
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)

LOADING HS20-44

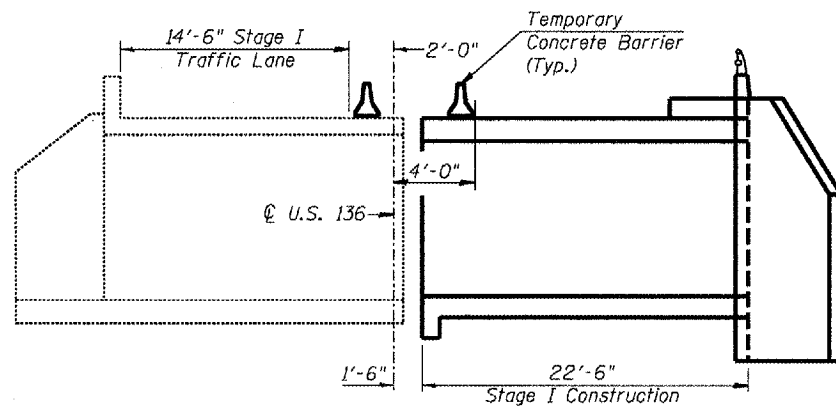
Allow 50 lb/sq. ft for future wearing surface

ILLINOIS DEPARTMENT OF TRANSPORTATION

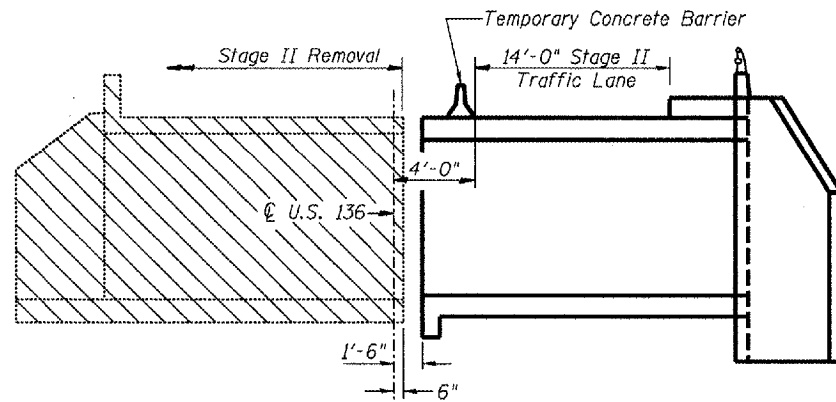
GENERAL PLAN
F.A. RTE 315 (U.S. ROUTE 136)
OVER CAMP CREEK TRIBUTARY
SECTION (108B)BR
McDONOUGH COUNTY
STA. 143+07.44
S.N. 055-2500



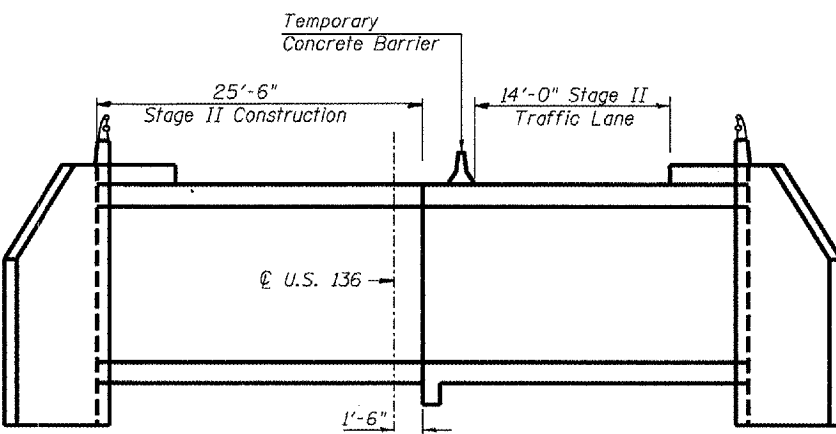
STAGE I REMOVAL



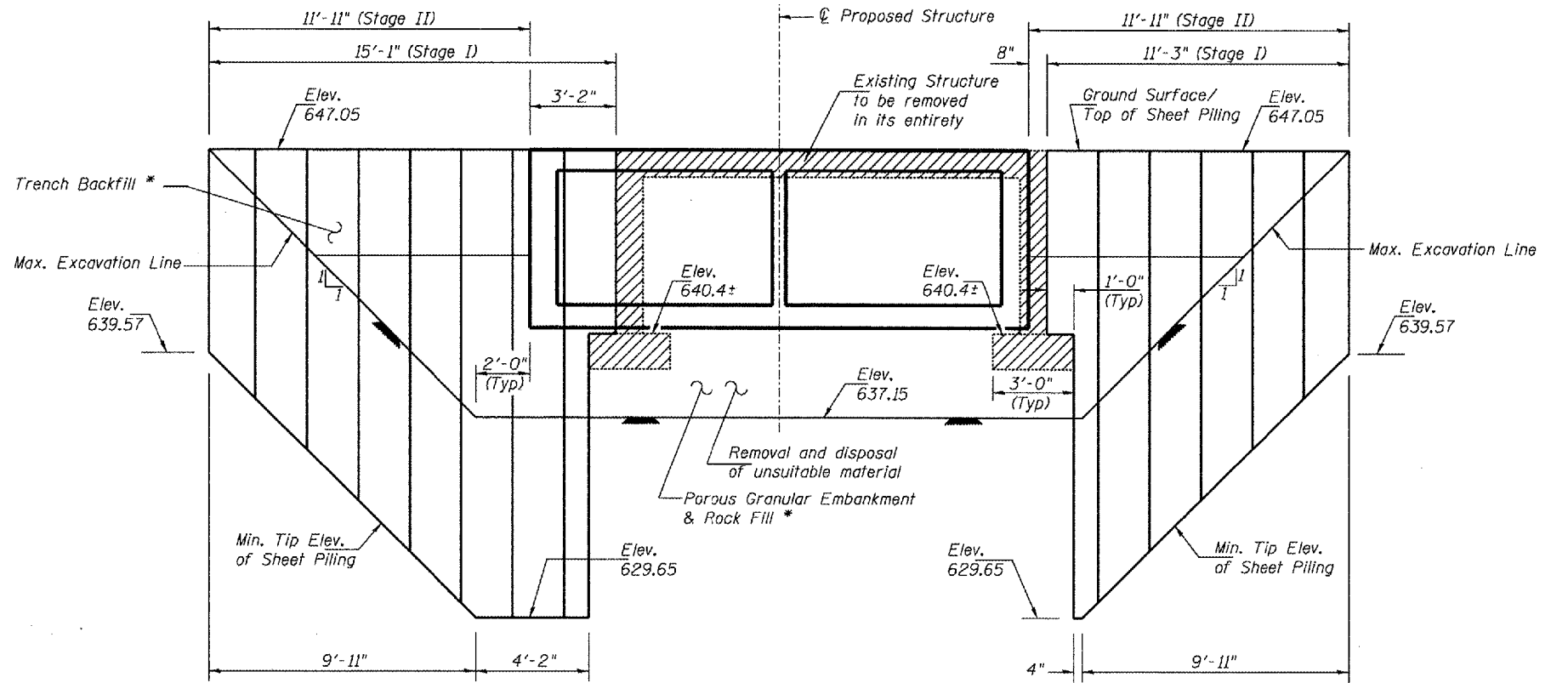
STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION



TEMPORARY SHEET PILING

(Dimensions are at Right L's to structure)
(Looking West)

If the contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer. The contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling. The minimum required section modulus for the temporary sheet piling = 6.3 in³/ft.

* Box culvert to be backfilled according to the applicable portions of the "Backfill for Culverts" detail on sheet 24.

NOTES

1. Hatched area in staging details indicates removal of existing structure.
2. All staging cross sections are looking south.
3. All dimensions are perpendicular to Tangent at Sta. 143+11.15.
4. For details of Temporary Concrete Barrier, see Sheet 3 of 8.
5. For quantity of Temporary Concrete Barrier, see Roadway Plans.

LIN ENGINEERING, LTD.

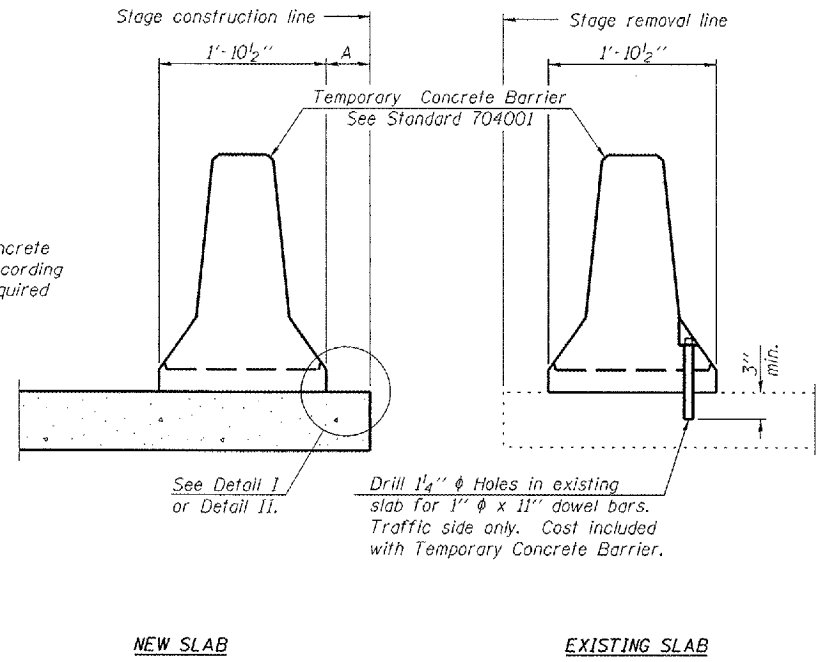
20 W. Chestnut
Clothes, Illinois 62629
(202) 483-1650 FAX (202) 483-4706
Designed By: WX Checked By: MTH Drawn By: JMD
Date: 03/2004 File: 0525200.DWG

REVISIONS	
NAME	DATE
dml	8/20/07
changed method of	
backfill	

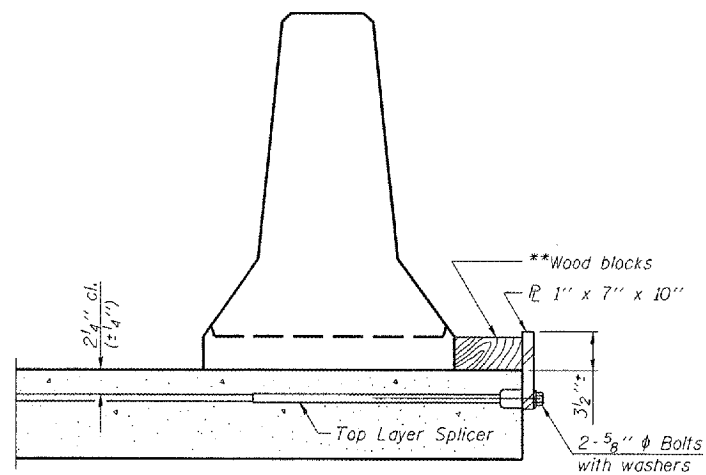
ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION DETAILS
F.A. RTE 315 (U.S. ROUTE 136)
OVER CAMP CREEK TRIBUTARY
SECTION (108B)BR
McDONOUGH COUNTY
STA. 143+07.44
S.N. 055-2500

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET SIZE
F.A. 315	(108B) BR	McDonough	80	48
FED. ROAD DIST. NO. 7	PLAN NO.	FED. AID PROJECT	Contract #88799	

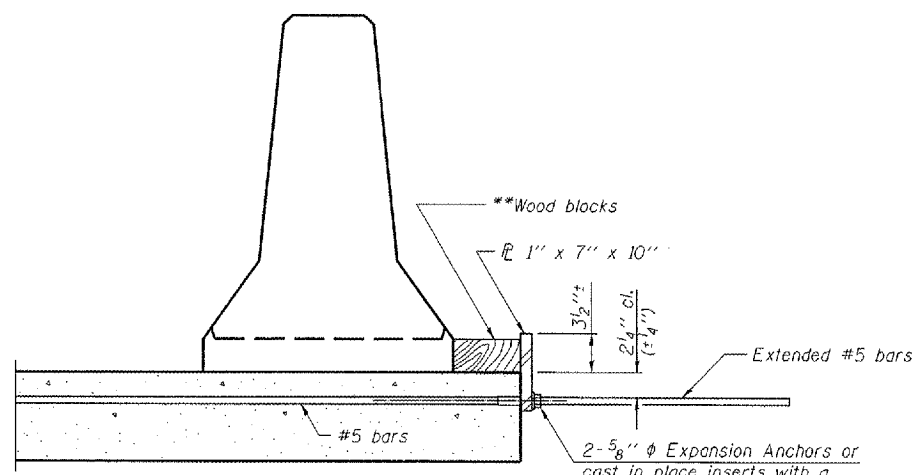
SHEET NO. 3
9 SHEETS



SECTIONS THRU SLAB



DETAIL I



DETAIL II

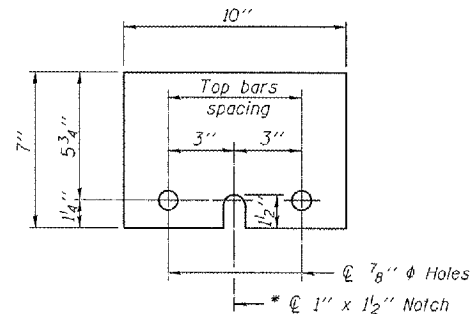
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



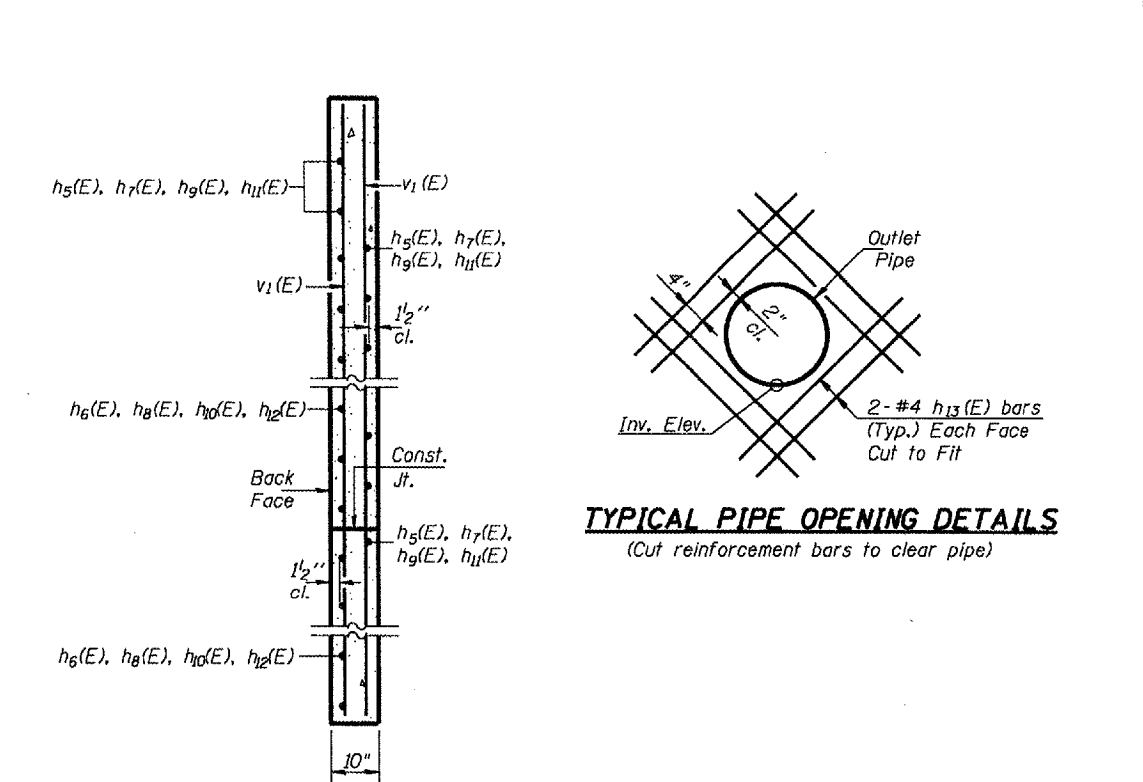
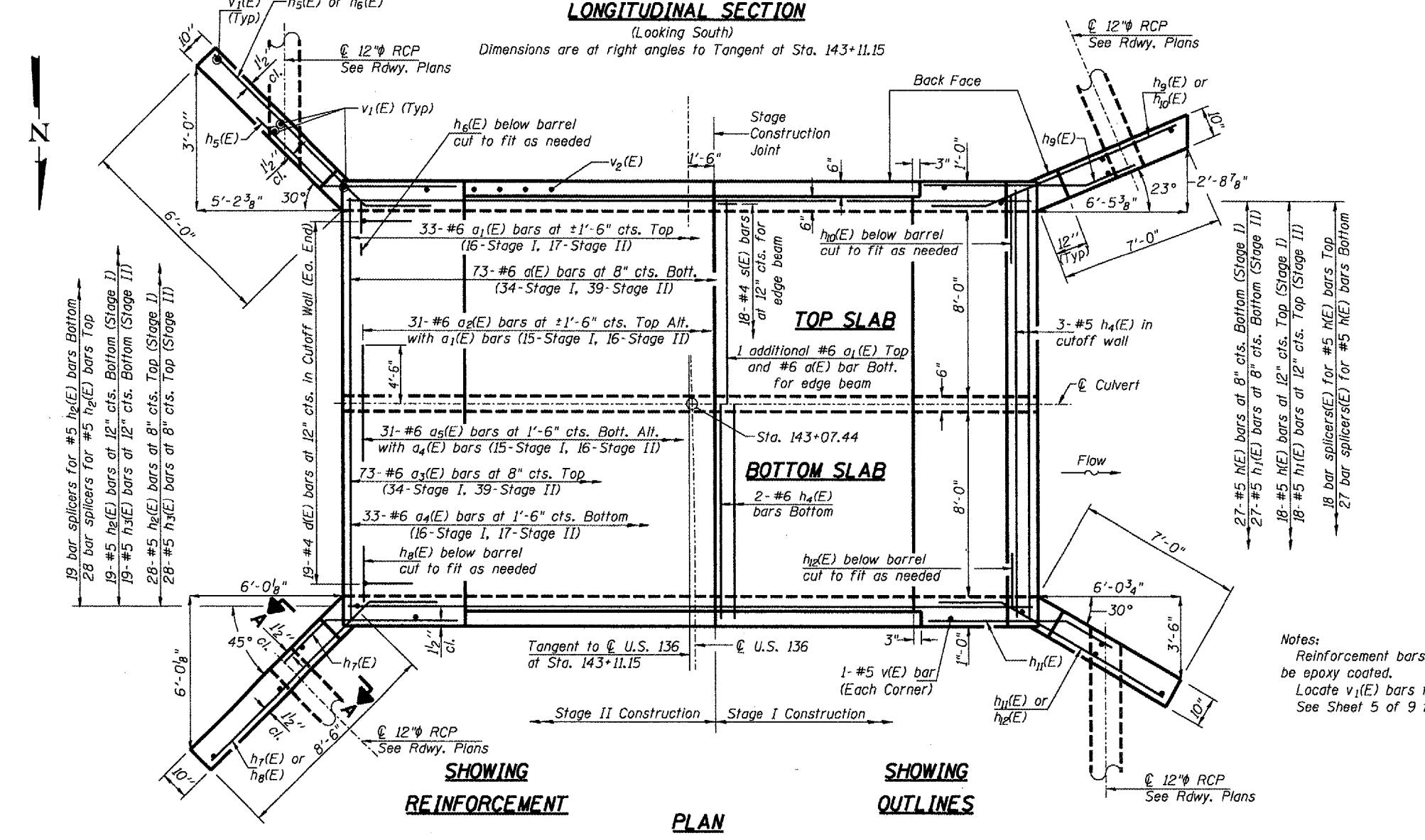
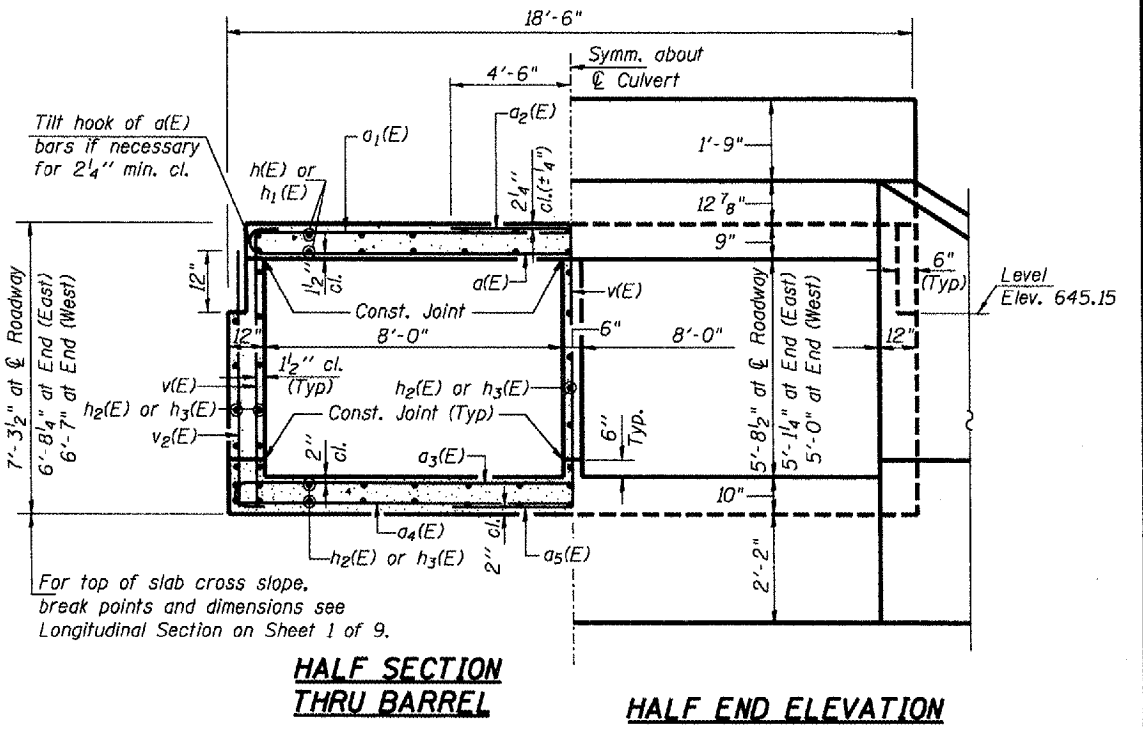
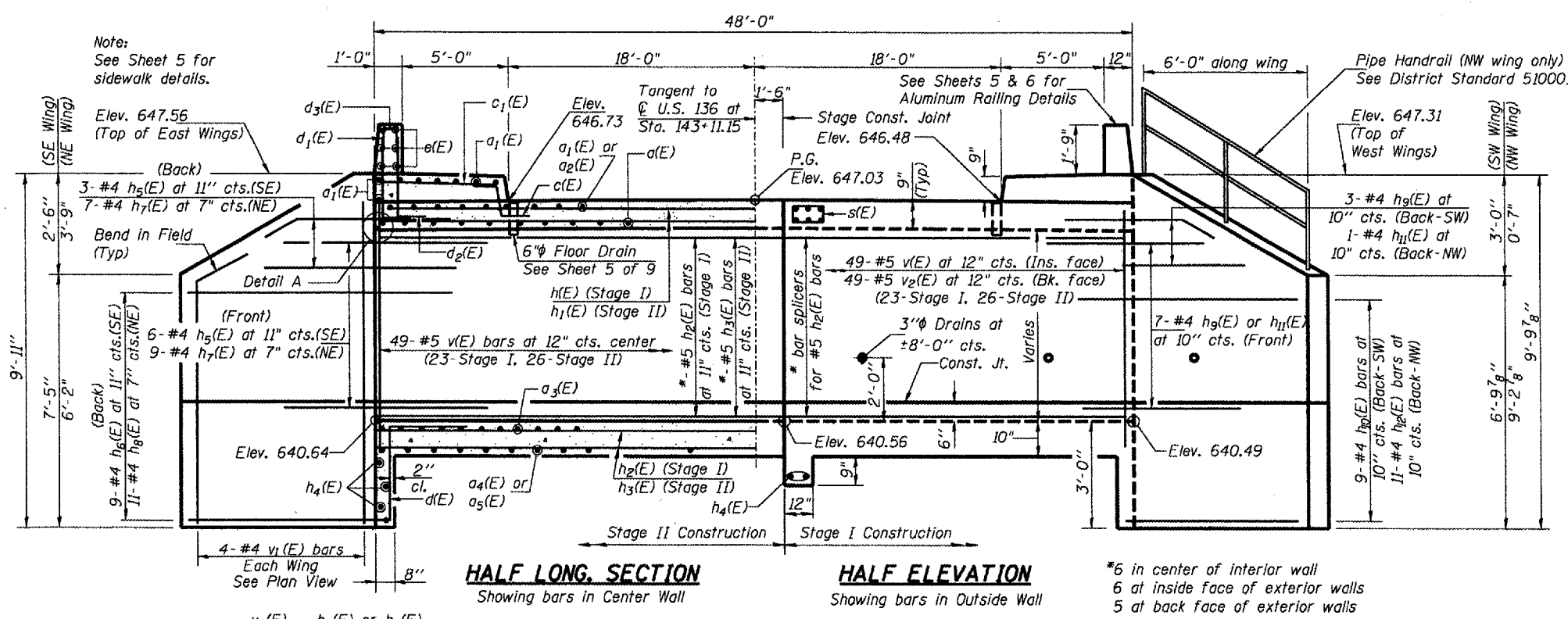
STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

LIN ENGINEERING LTD.
200 W. Chestnut
Chicago, Illinois 60629
312-463-9653
Fax: 312-463-4706
Designer: B.W. [Signature] Checked By: JFW/Drawn By: JMD
Date: 03/2004 File: 0528250.DWG

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
F.A. RTE 315 (U.S. ROUTE 136)
SECTION (108B)BR
McDONOUGH COUNTY
STA. 143+07.44
S.N. 055-2500



Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Locate v₁(E) bars to miss 12" RCP.
See Sheet 5 of 9 for Detail A.

LIN ENGINEERING, LTD.

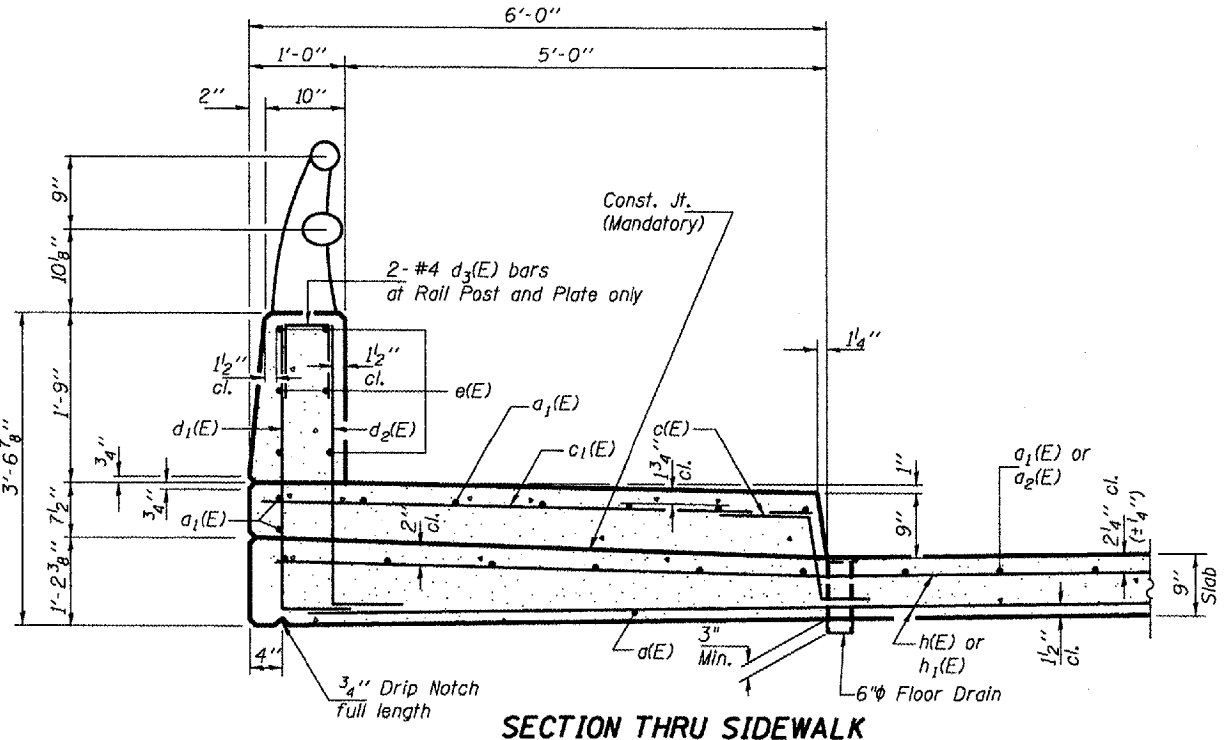
20 N. Chestnut
O'Fallon, Illinois 62459
(618) 483-488
FAX (618) 483-4108

Designed By: MK
Checked By: MTH
Date: 03/2004

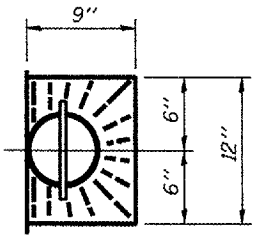
Drawn By: JMD
FNo: 0532500.DWG

REVISIONS	
NAME	DATE

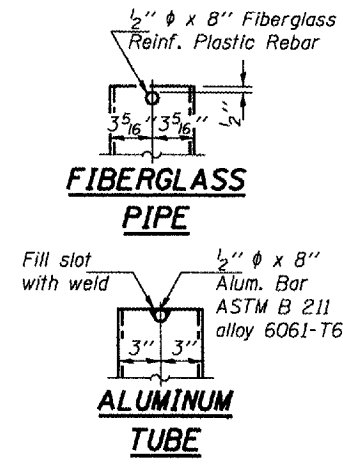
ILLINOIS DEPARTMENT OF TRANSPORTATION
CULVERT DETAILS
F.A. RTE 315 (U.S. ROUTE 136)
OVER CAMP CREEK TRIBUTARY
SECTION (108B)BR
MCDONOUGH COUNTY
STA. 143+07.44
S.N. 055-2500



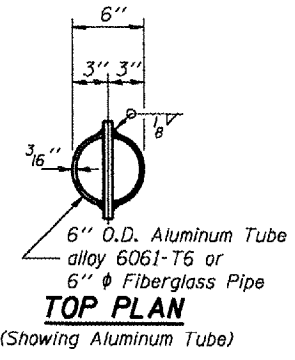
SECTION THRU SIDEWALK



TOP PLAN



Notes:
 The exterior surfaces of the floor drains shall be free of bond inhibiting agents. The exterior surfaces of the drains shall be coated by the manufacturer with a pigment that matches the color of the concrete.
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

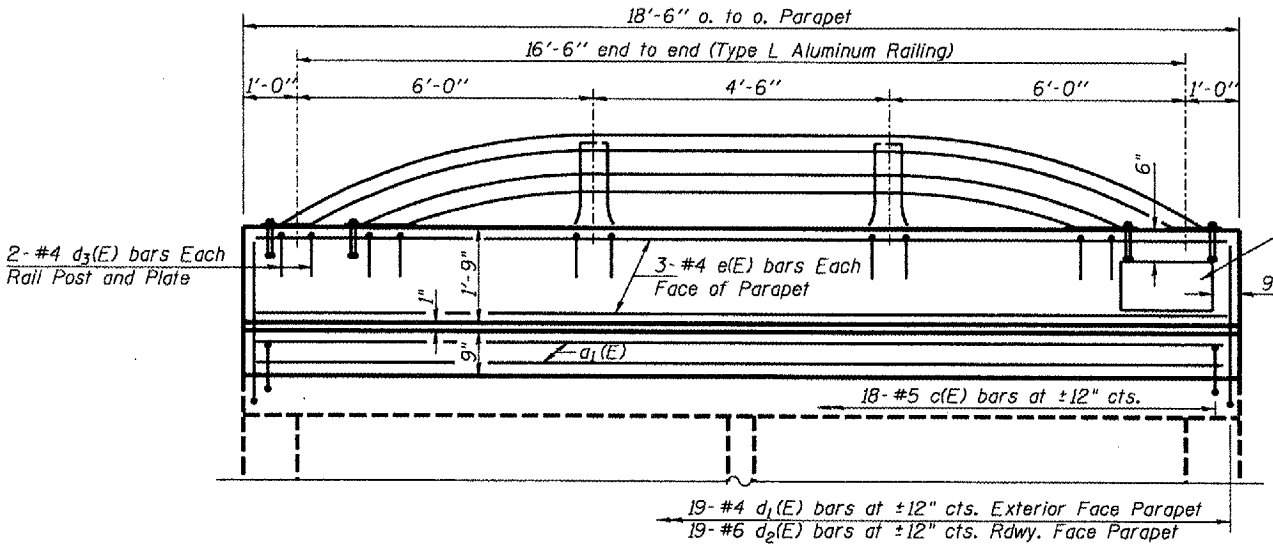


TOP PLAN (Showing Aluminum Tube)

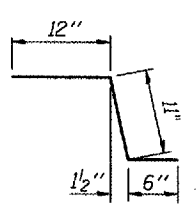
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	74	#6	18'-6"	U
a1(E)	50	#6	17'-3"	—
a2(E)	31	#6	9'-0"	—
a3(E)	73	#6	19'-6"	U
a4(E)	33	#6	18'-3"	—
a5(E)	31	#6	9'-0"	—
c(E)	36	#5	2'-5"	—
c1(E)	36	#5	5'-7"	—
d(E)	38	#4	4'-6"	—
d1(E)	38	#4	3'-9"	—
d2(E)	38	#6	3'-9"	—
d3(E)	24	#4	2'-0"	—
e(E)	12	#4	18'-3"	—
h(E)	45	#5	22'-3"	—
h1(E)	45	#5	25'-3"	—
h2(E)	47	#5	22'-3"	—
h3(E)	47	#5	25'-3"	—
h4(E)	8	#6	18'-3"	—
h5(E)	9	#4	8'-0"	—
h6(E)	9	#4	9'-3"	—
h7(E)	16	#4	8'-0"	—
h8(E)	11	#4	11'-6"	—
h9(E)	10	#4	8'-0"	—
h10(E)	9	#4	10'-6"	—
h11(E)	10	#4	8'-0"	—
h12(E)	9	#4	10'-3"	—
h13(E)	64	#4	4'-4"	—
s(E)	18	#4	3'-1"	—
v(E)	151	#5	6'-4"	—
v1(E)	16	#4	9'-7"	—
v2(E)	98	#5	6'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	15370	
Concrete Box Culverts		Cu. Yd.	92.2	

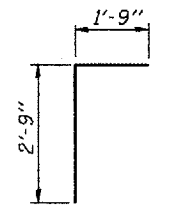
Reinforcement Bars designated (E) shall be epoxy coated.



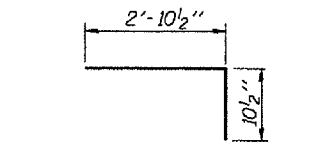
INSIDE ELEVATION OF PARAPET & RAIL
(Showing parapet and sidewalk reinforcement)



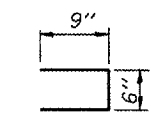
BAR c(E)



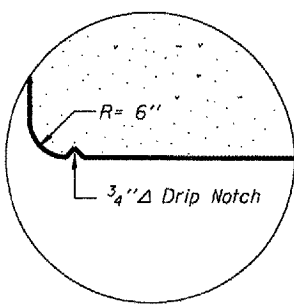
BAR d(E)



BARS d1(E) & d2(E)



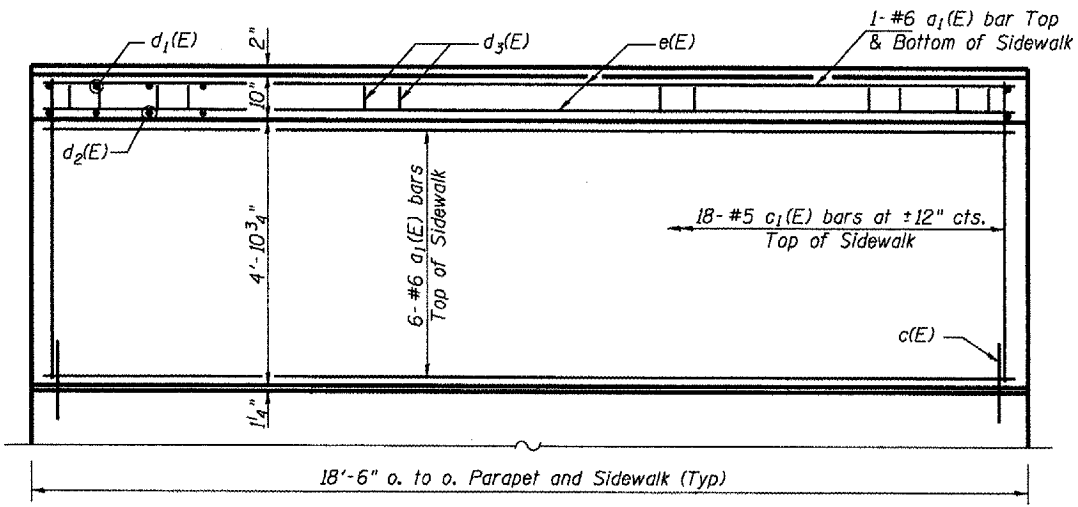
BAR d3(E)



DETAIL A
(At Upstream End Only)

Bar	Length	Development Length
h5(E)	5'-0"	2'-7 1/8"
h6(E)	6'-3"	2'-7 1/8"
h7(E)	5'-0"	2'-1 1/2"
h8(E)	8'-6"	2'-1 1/2"
h9(E)	5'-0"	2'-9 1/8"
h10(E)	7'-6"	2'-9 1/8"
h11(E)	5'-0"	2'-7 1/8"
h12(E)	7'-3"	2'-7 1/8"

BARS h5(E), h6(E), h7(E), h8(E), h9(E), h10(E), h11(E) & h12(E)



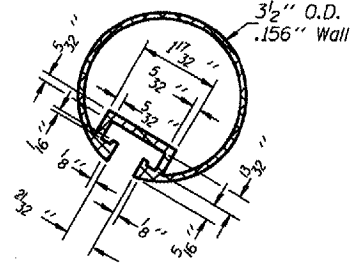
SIDEWALK PLAN

LIN ENGINEERING, LTD.
 20 N. Chestnut
 Chatham, Illinois 62629
 (202) 483-688
 FAX (202) 483-4105
 Designed By: MJK
 Checked By: MTH
 Date: 03/2004
 Drawn By: JMD
 File: 052500.DWG

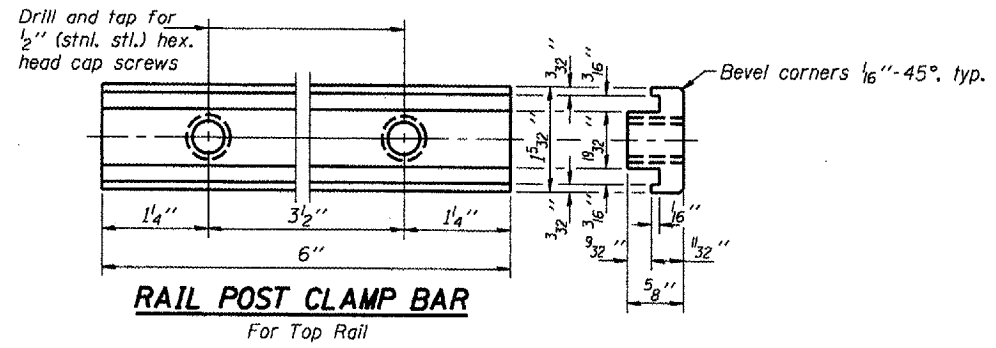
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CULVERT DETAILS
 F.A. RTE 315 (U.S. ROUTE 136)
 OVER CAMP CREEK TRIBUTARY
 SECTION (108B)BR
 McDONOUGH COUNTY
 STA. 143+07.44
 S.N. 055-2500

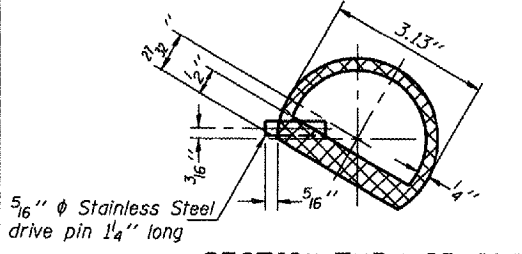
Notes: All Posts shall be normal to parapet.
 All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.
 All joints in rail shall be spliced per detail.
 Provide 1- $\frac{1}{8}$ " and 2- $\frac{1}{16}$ " Aluminum Shims for 25% of the Posts.
 Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
 Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for ALUMINUM RAILING, TYPE L.
 Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.



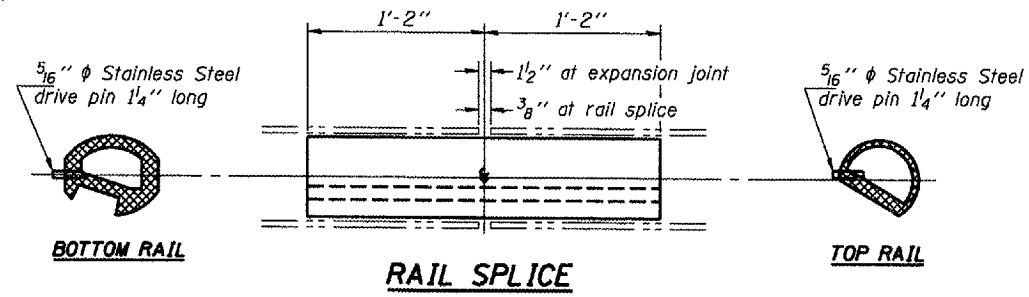
SECTION THRU TOP RAIL



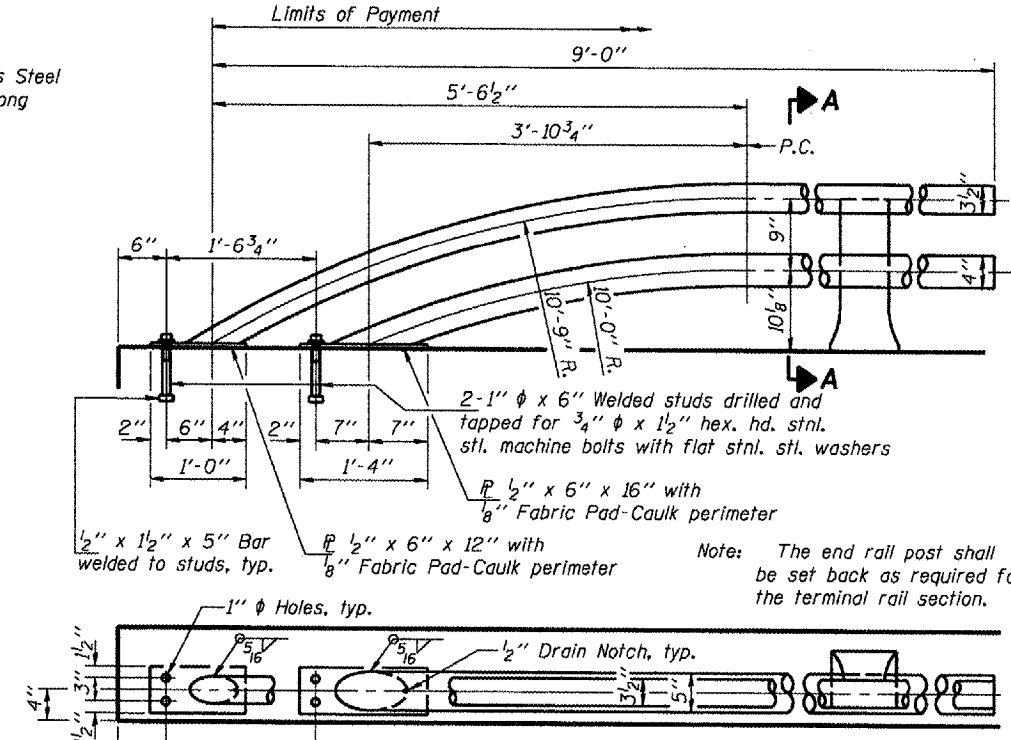
RAIL POST CLAMP BAR
For Top Rail



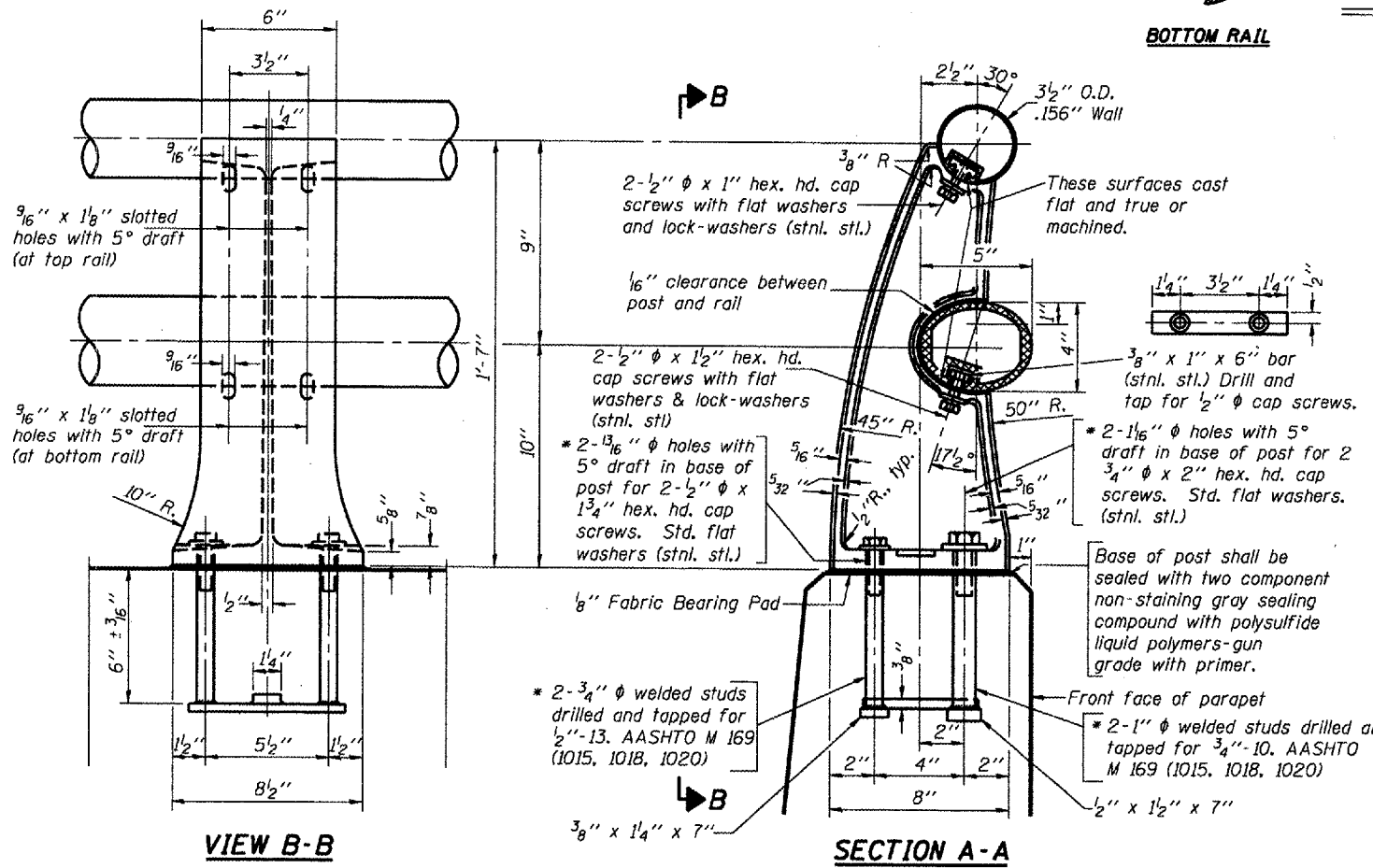
SECTION THRU SPLICE
For Top Rail



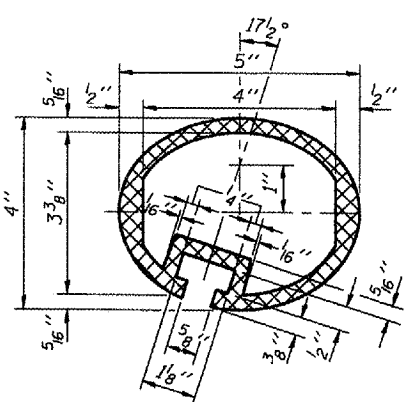
RAIL SPLICE



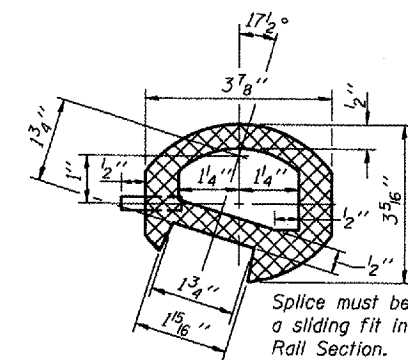
RAIL TERMINAL SECTION



RAIL POST DETAILS



SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE

* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting stainless steel anchor rods of the same diameter and grade as the specified cap screws. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	35

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPE L ALUMINUM RAILING
 F.A. RTE 315 (U.S. ROUTE 136)
 OVER CAMP CREEK TRIBUTARY
 SECTION (108B)BR
 McDONOUGH COUNTY
 STA. 143+07.44
 S.N. 055-2500

LIN ENGINEERING, LTD.
 210 N. Chestnut
 Chicago, Illinois 60610
 Tel: 312-467-4659
 Fax: 312-467-4725
 Designed By: WJ
 Checked By: MTH | Drawn By: JMD
 Date: 03/2004
 File: 0552500.DWG

REVISIONS

NO.	NAME	DATE

NOTES

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

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

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

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

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

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

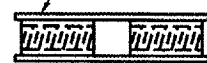


ROLLED THREAD DOWEL BAR



**** ONE PIECE**

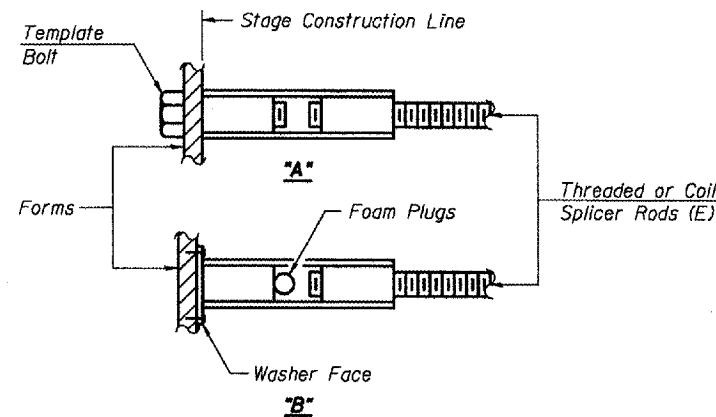
Wire Connector



WELDED SECTIONS

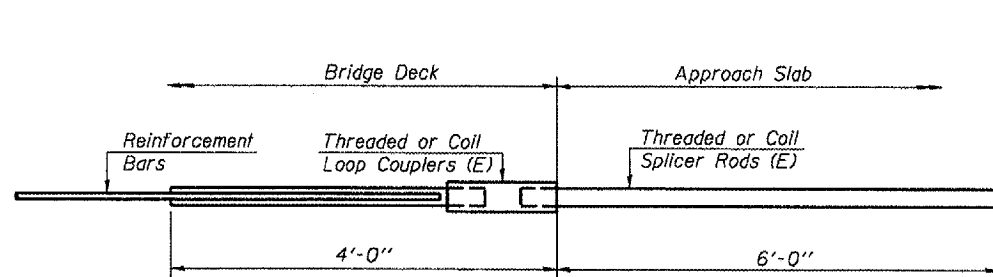
BAR SPLICER ASSEMBLY ALTERNATIVES

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



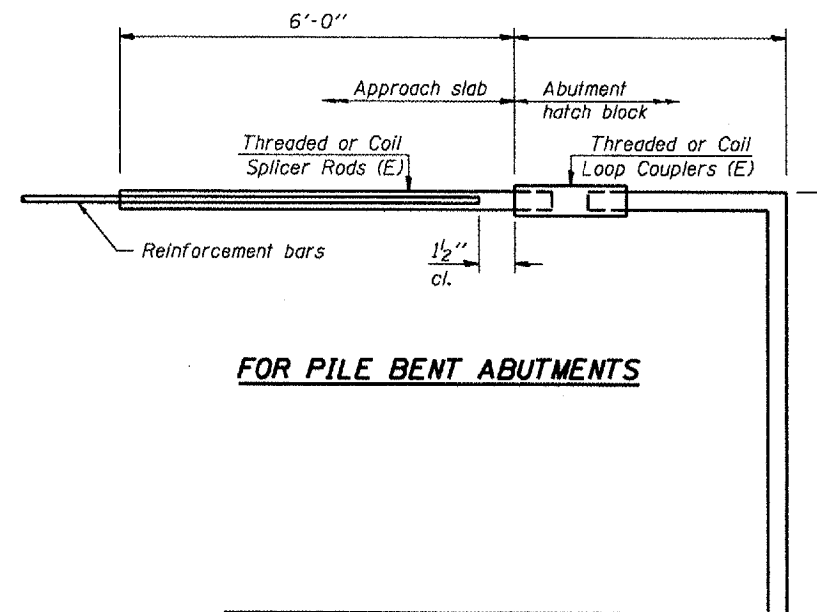
INSTALLATION AND SETTING METHODS

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



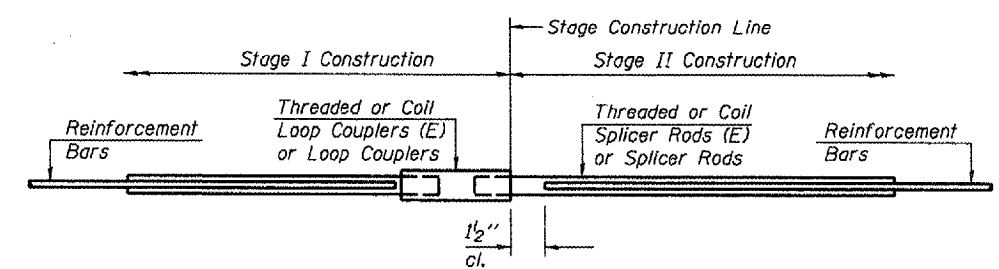
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR PILE BENT ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	28	Walls
#5	45	Top Slab
#5	47	Bottom Slab

ILLINOIS DEPARTMENT OF TRANSPORTATION
BAR SPLICER ASSEMBLY DETAILS
 F.A. RTE 315 (U.S. ROUTE 136)
 OVER CAMP CREEK TRIBUTARY
 SECTION (108B)BR
 McDONOUGH COUNTY
 STA. 143+07.44
 S.N. 055-2500

LIN ENGINEERING, LTD.

20 W. Chestnut
 Chicago, Illinois 60629
 (312) 483-4668
 FAX (312) 483-6106
 Designed By: WJ
 Checked By: MTH
 Date: 03/2004
 Drawn By: JMD
 File: 0552500.DGN

REVISIONS	
NAME	DATE



Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 73002

ROUTE FAP 315 (US 136) DESCRIPTION US 136 Over Camp Creek Tributary in Adair LOGGED BY DBR
SECTION (108 B) BR LOCATION SE 14, NE 14, SEC. 15, TWP. 5N, RNG. 1W, 4th PM
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. <u>Existing 055-0023</u> Station <u>143+07.5</u>	D E P T H	B L O W S	U C S	M O I S T U R E	Surface Water Elev. <u>dry</u> ft Stream Bed Elev. <u>642.31</u> ft Groundwater Elev.: First Encounter <u>none</u> ft Upon Completion <u>631.5</u> ft ∇ After 24 Hrs. <u>638.9</u> ft ∇	D E P T H	B L O W S	U C S	M O I S T U R E
BORING NO. <u>1 (culvert)</u> Station <u>142+95</u> Offset <u>18.00ft Rt of CL</u> Ground Surface Elev. <u>646.15</u> ft	(ft)	(6")	(tsf)	(%)	(ft)	(6")	(tsf)	(%)	
No Sample Taken					Brown / Gray CLAY LOAM (continued)	4	S		
Dark Gray SILTY CLAY LOAM 644.65		1			Brown CLAY	1			
		3	1.3	29.0		3	2.7	27.0	
		4	P			4	B		
Gray / Dark Gray SILTY CLAY 642.15		1			Brown CLAY LOAM TILL	2			
		2	1.2	31.0		5	2.9	15.0	
		2	B			7	B		
		H				5			
		2	1.0	34.0		7	3.3	15.0	
		1	B			9	B		
Brown / Gray CLAY LOAM 637.15		1			Gray CLAY LOAM TILL	3			
		2	1.5	28.0		5	3.1	14.0	
		2	B			7	B		
		H				10	B		
		H	1.0	30.0		5			
		2	S			7	B		
		1				5			
		3	2.3	26.0		8	4.5	13.0	
		4	B			9	B		
Gray SHALEY SILT 639.65		1			Gray SHALEY SILT	4			
		3	1.7	30.0		7	3.7	15.0	
		4	S			11	S		
Gray SHALEY CLAY 637.15		2			Gray SHALEY CLAY	10			
		2	1.0	33.0		13	3.8	12.0	

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

BBS, from 137 (Rev. 8-89)



Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 73002

ROUTE FAP 315 (US 136) DESCRIPTION US 136 Over Camp Creek Tributary in Adair LOGGED BY DBR
SECTION (108 B) BR LOCATION SE 14, NE 14, SEC. 15, TWP. 5N, RNG. 1W, 4th PM
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. <u>Existing 055-0023</u> Station <u>143+07.5</u>	D E P T H	B L O W S	U C S	M O I S T U R E	Surface Water Elev. <u>dry</u> ft Stream Bed Elev. <u>642.31</u> ft Groundwater Elev.: First Encounter <u>none</u> ft Upon Completion <u>631.5</u> ft ∇ After 24 Hrs. <u>638.9</u> ft ∇	D E P T H	B L O W S	U C S	M O I S T U R E
BORING NO. <u>1 (culvert)</u> Station <u>142+95</u> Offset <u>18.00ft Rt of CL</u> Ground Surface Elev. <u>646.15</u> ft	(ft)	(6")	(tsf)	(%)	(ft)	(6")	(tsf)	(%)	
Gray SHALEY CLAY (continued) 605.65		16	P		Gray SHALEY CLAY (continued) 605.65	16	P		
End of Boring									

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

BBS, from 137 (Rev. 8-89)

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
F.A. RTE 315 (U.S. ROUTE 136)
OVER CAMP CREEK TRIBUTARY
SECTION (108B)BR
MCDONOUGH COUNTY
STA. 143+07.44
S.N. 055-2500

LIN ENGINEERING, LTD.
200 W. Chestnut
2015 453-5888
Designed By: STP
Checked By: STP
Date: 03/2004
Channah, Illinois 62629
FAX: (314) 453-4700
Checked By: JEM
Drawn By: JEM
File: 0552500.DWG

REVISIONS	
NAME	DATE



SOIL BORING LOG

Page 1 of 2
Date 7/30/02

ROUTE FAP 315 (US 136) DESCRIPTION US 136 Over Camp Creek Tributary in Adair LOGGED BY DBR
SECTION (108 B) BR LOCATION SE 14, NE 14, SEC. 15, TWP. 6N, RNG. 1W, 4th PM
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	SO	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	(ft)	(6")	(tsf)	(%)
Existing 055-0023	143+07.5	2 (culvert)	143+22	35.00ft Lt of CL	646.47						dry	642.31		637.5	633.0	641.6	24				
No Sample Taken																					
Light Brown SILTY CLAY (continued)																					
Light Brown CLAY																					
Brown SILTY CLAY																					
Brown /Gray CLAY LOAM TILL																					
Gray CLAY LOAM TILL																					
Gray SHALEY SILT																					
Light Brown SILTY CLAY																					

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

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2
Date 7/30/02

ROUTE FAP 315 (US 136) DESCRIPTION US 136 Over Camp Creek Tributary in Adair LOGGED BY DBR
SECTION (108 B) BR LOCATION SE 14, NE 14, SEC. 15, TWP. 6N, RNG. 1W, 4th PM
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	SO	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	(ft)	(6")	(tsf)	(%)
Existing 055-0023	143+07.5	2 (culvert)	143+22	35.00ft Lt of CL	646.47						dry	642.31		637.5	633.0	641.6	24				
Gray SHALEY SILT (continued)																					
Gray SHALEY CLAY																					
End of Boring																					

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

BBS, from 137 (Rev. 8-99)

LIN ENGINEERING, LTD.
310 N. Chestnut
CITY: 618-248-8888
Crestwood, Illinois 60429
FAX: (312) 403-4726
Designed By: WX | Checked By: MTH | Drawn By: JMO
Date: 03/2004 | File: 0552500.DGN

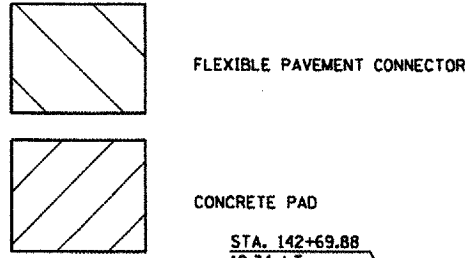
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
F.A. RTE 315 (U.S. ROUTE 136)
OVER CAMP CREEK TRIBUTARY
SECTION (108B)BR
McDONOUGH COUNTY
STA. 143+07.44
S.N. 055-2500

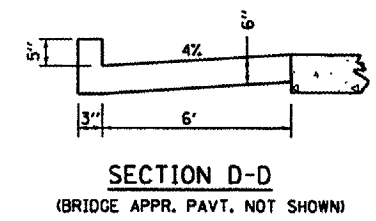
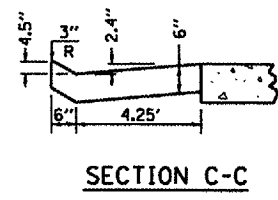
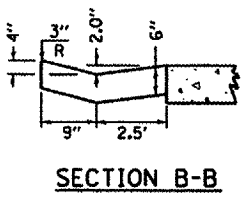
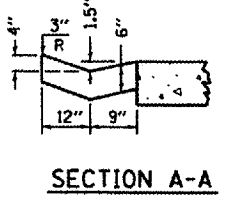
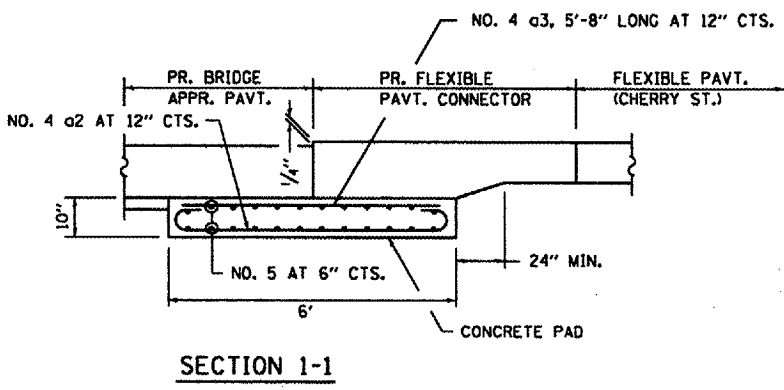
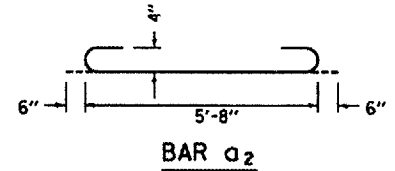
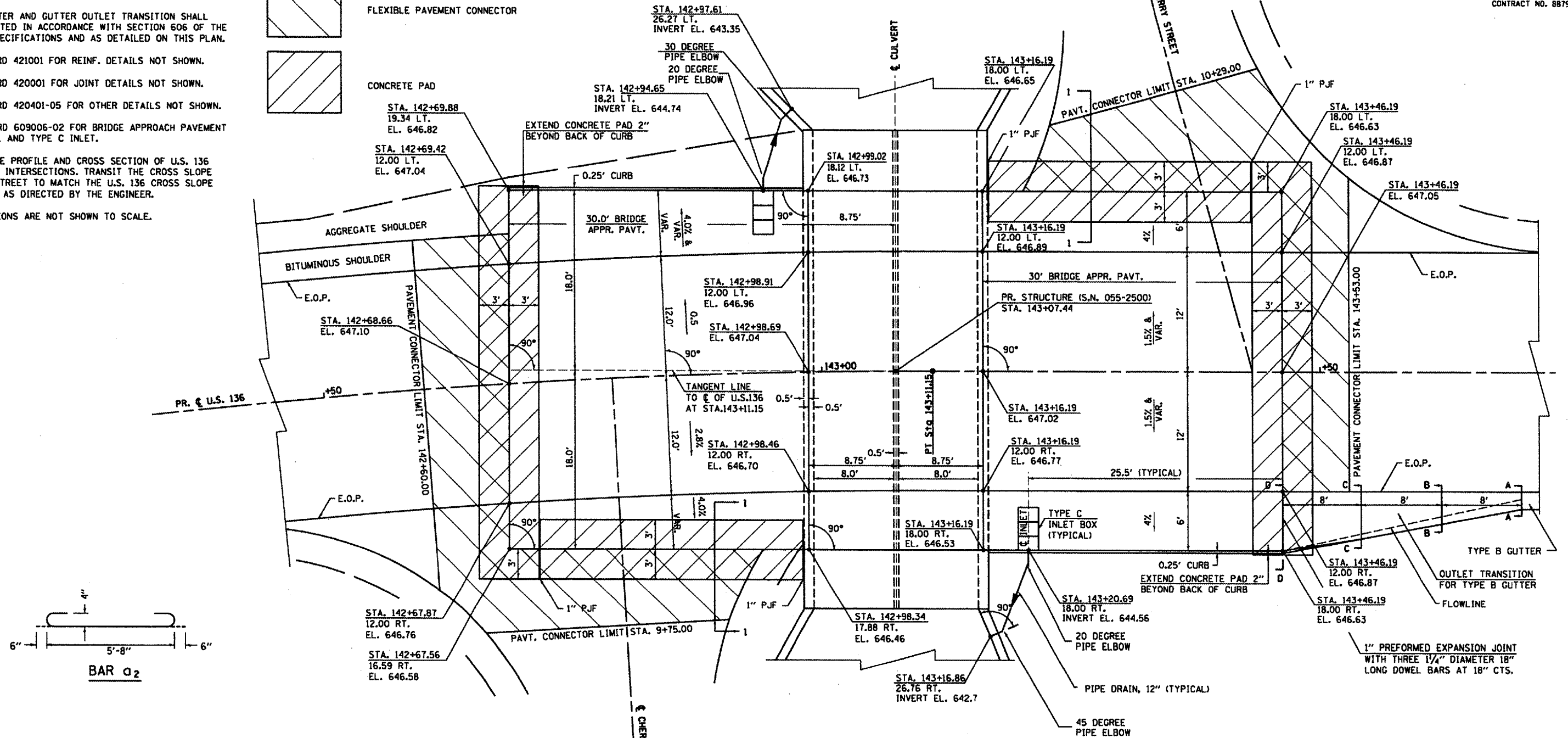
NOTE:

1. BRIDGE APPROACH PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 420 OF THE STANDARD SPECIFICATIONS AND AS DETAILED ON THIS PLAN.
2. TYPE B GUTTER AND GUTTER OUTLET TRANSITION SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND AS DETAILED ON THIS PLAN.
3. SEE STANDARD 421001 FOR REINF. DETAILS NOT SHOWN.
4. SEE STANDARD 420001 FOR JOINT DETAILS NOT SHOWN.
5. SEE STANDARD 420401-05 FOR OTHER DETAILS NOT SHOWN.
6. SEE STANDARD 609006-02 FOR BRIDGE APPROACH PAVEMENT DRAIN DETAIL AND TYPE C INLET.
7. MAINTAIN THE PROFILE AND CROSS SECTION OF U.S. 136 THROUGH THE INTERSECTIONS. TRANSIT THE CROSS SLOPE OF CHERRY STREET TO MATCH THE U.S. 136 CROSS SLOPE AND PROFILE AS DIRECTED BY THE ENGINEER.
8. CROSS SECTIONS ARE NOT SHOWN TO SCALE.

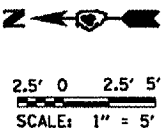
LEGEND



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108B)BR-1	MCDONOUGH	80	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 88799				



OUTLET TRANSITION



REVISIONS		NAME	DATE
NO.	DESCRIPTION		
1	deleted thrust block added elbows	DML	7/24/00

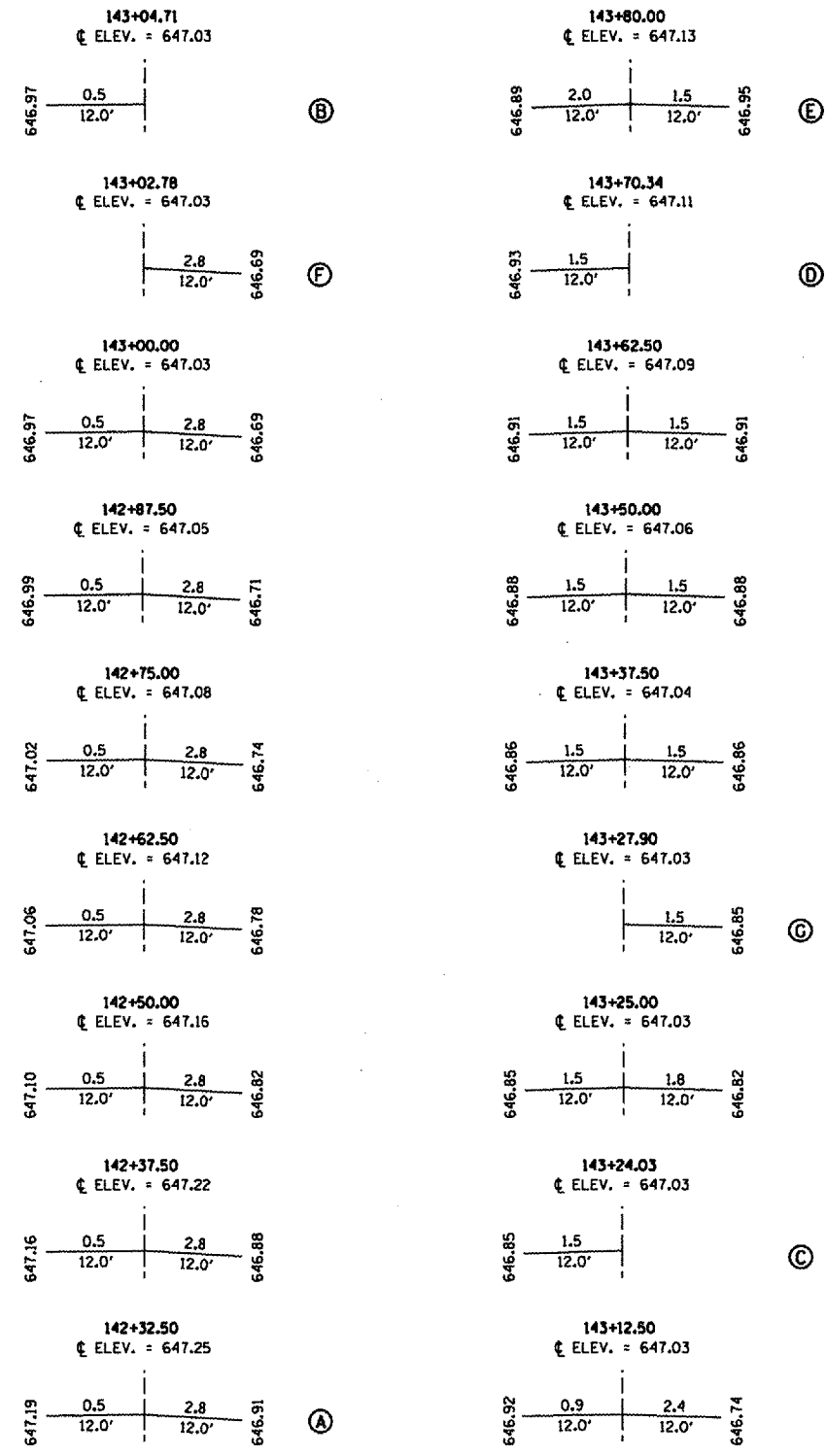
ILLINOIS DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH PAVEMENT, (SPECIAL) AND GUTTER OUTLET TRANSITION FOR TYPE B GUTTER

SCALE: 1" = 5'
DATE: MARCH, 2006

DRAWN BY: JH
CHECKED BY: FML

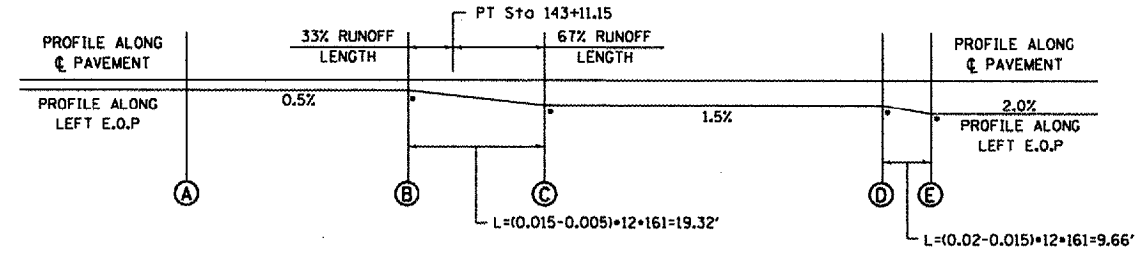
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(10BBBR, BR-1)	McDONOUGH	30	56
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 88799				



PROPOSED CURVE DATA

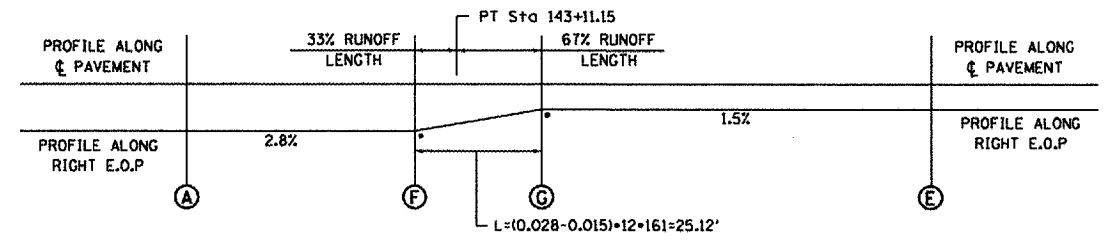
PROP. CURVE #1
 PI STA. = 142+00.54
 $\Delta = 5^\circ 17' 58''$ (RT)
 $D = 5^\circ 16' 46''$
 $R = 1,085.25'$
 $T = 50.22'$
 $L = 100.38'$
 $E = 1.16'$
 P.C. STA = 141+50.31
 P.C.C. STA = 142+50.69

PROP. CURVE #2
 PI STA. = 142+80.94
 $\Delta = 5^\circ 16' 40''$ (RT)
 $D = 8^\circ 43' 46''$
 $R = 656.35'$
 $T = 30.25'$
 $L = 60.46'$
 $E = 0.70'$
 P.C.C. STA = 142+50.69
 P.T. STA = 143+11.15



• ROUND ALL BREAKPOINTS IN THE FIELD

SUPERELEVATION TRANSITION CHART (LEFT SIDE)



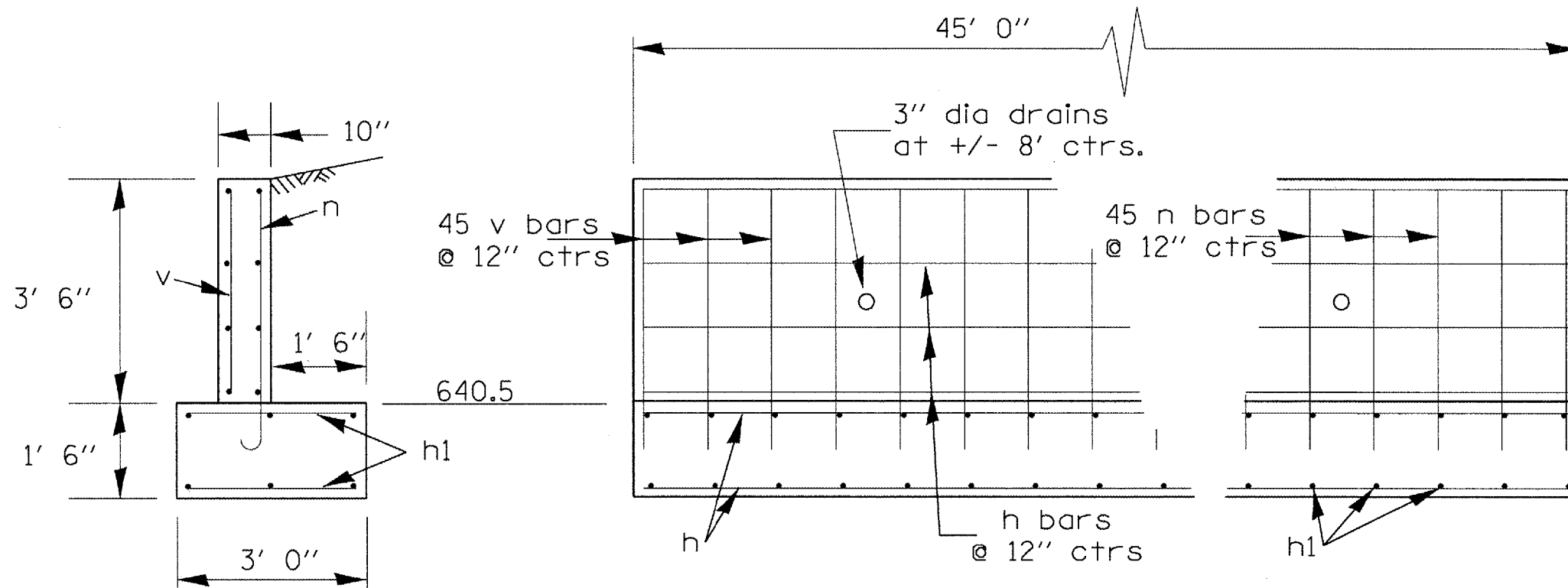
• ROUND ALL BREAKPOINTS IN THE FIELD

SUPERELEVATION TRANSITION CHART (RIGHT SIDE)

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SUPERELEVATION RATE CHART

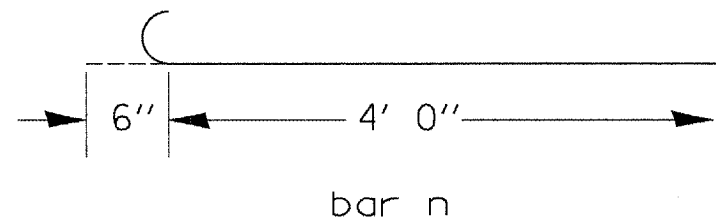
SCALE: NONE
 DATE: MARCH, 2006
 DRAWN BY: JH
 CHECKED BY: FML

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1108BIBR.BR-1	McDonough	80	57
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



Bill of Material

Bar	No.	Size	Length	Shape
h	56	4	12' 0"	_____
h1	90	4	2' 8"	_____
n	45	4	4' 6"	┌_____
v	45	4	3' 2"	_____
Reinforcement Bars				840 lbs.
Class SI Concrete				12.4 cy



PLOT DATE: 8/1/2007
 PLOT SCALE: 1/8"=1'-0"
 USER NAME: jlogan

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

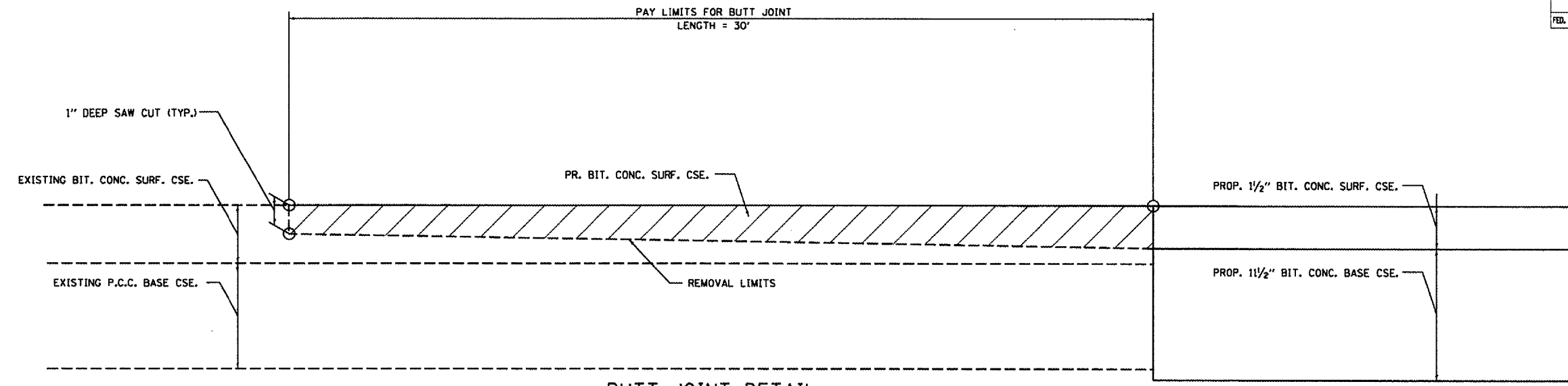
Retaining Wall
Detail

SCALE: VERT. _____
 HORIZ. _____

DATE _____

DRAWN BY _____
 CHECKED BY _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR-1	McDONOUGH	80	58
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 88799				

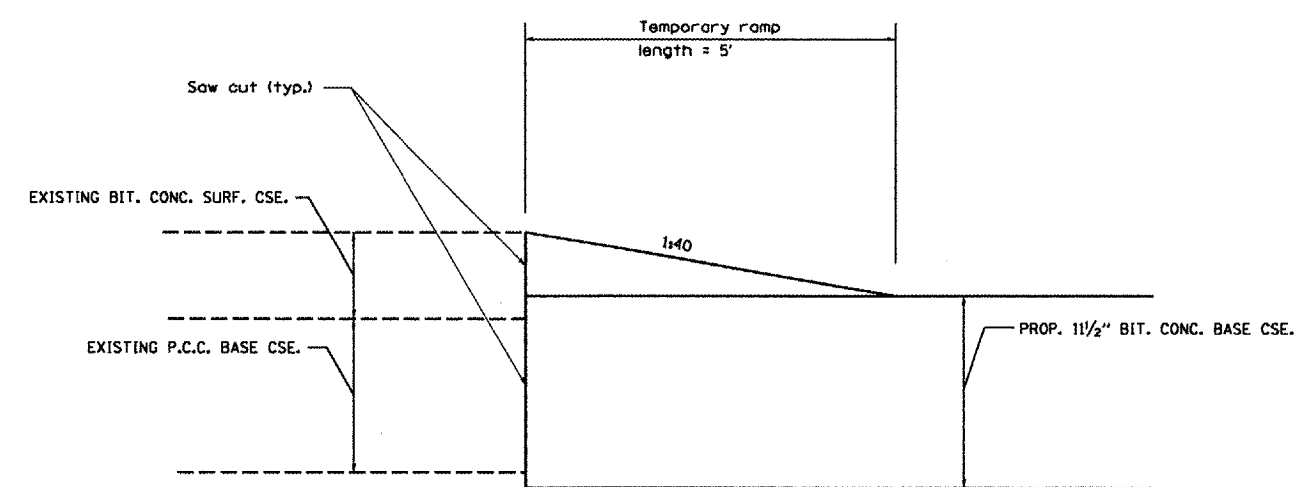


BUTT JOINT DETAIL

STA. 142+02.50 TO STA. 142+32.50
 STA. 143+80.00 TO STA. 144+10.00

NOTES FOR BUTT JOINT:

1. THE WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 406.18.
2. SURFACE REMOVAL FOR BUTT JOINTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR BITUMINOUS SURFACE REMOVAL - BUTT JOINT. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406.
3. THE SAW CUT JOINT AND THE BASE SHALL BE PRIMED JUST PRIOR TO THE PLACING OF BITUMINOUS MATERIAL. THE WORK WILL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 406.06. THE BITUMINOUS SURFACE REMOVAL - BUTT JOINT PAY ITEM INCLUDES BOTH THE SAW CUT & PRIME COAT.



DETAIL TEMPORARY RAMP

NOTES FOR TEMPORARY RAMP

1. THE WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 406.18.
2. TEMPORARY RAMPS SHALL BE PAID SEPARATELY AT CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY RAMP. THE SAW CUT JOINT AND THE BASE SHALL BE PRIMED JUST PRIOR TO THE PLACING OF BITUMINOUS MATERIAL. THE WORK WILL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 406.06. THE TEMPORARY RAMP PAY ITEM INCLUDES BOTH THE SAW CUT & PRIME COAT AND REMOVE OF THE TEMPORARY RAMP PRIOR TO BUTT JOINT CONSTRUCTION.

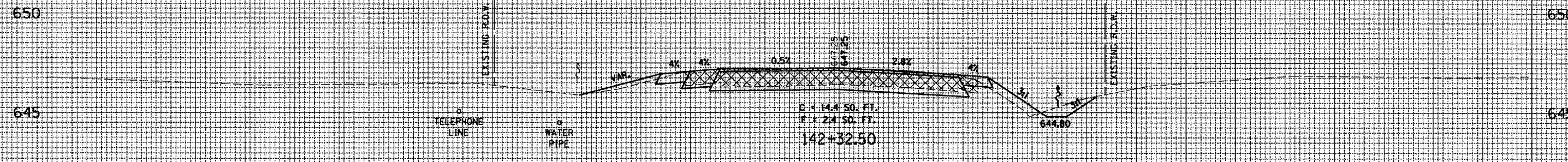
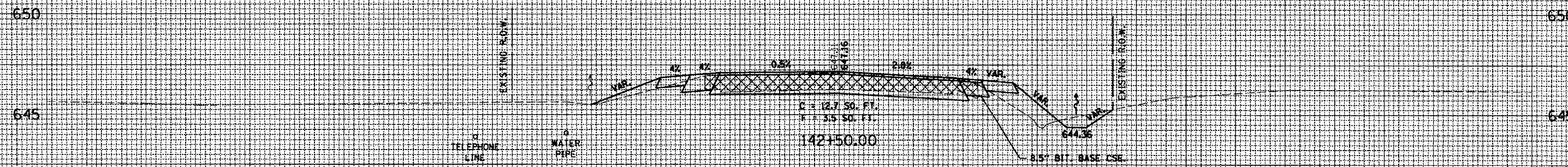
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		BUTT JOINT DETAIL

SCALE: NONE
 DATE: MARCH, 2006
 DRAWN BY: JH
 CHECKED BY: FML

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1108XBR-BR-1	McDONOUGH	80	59
STA. 142+32.50		TO STA. 142+50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE: _____ BY: _____
 SUPERVED: _____
 SURVEY: _____
 TEMPLATE: _____
 AREAS CHECKED: _____

DATE: _____ BY: _____
 SUPERVED: _____
 SURVEY: _____
 TEMPLATE: _____
 AREAS CHECKED: _____



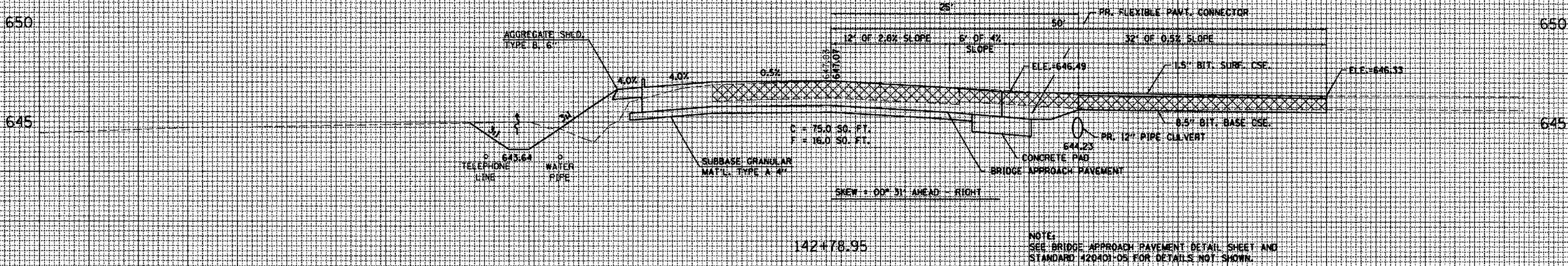
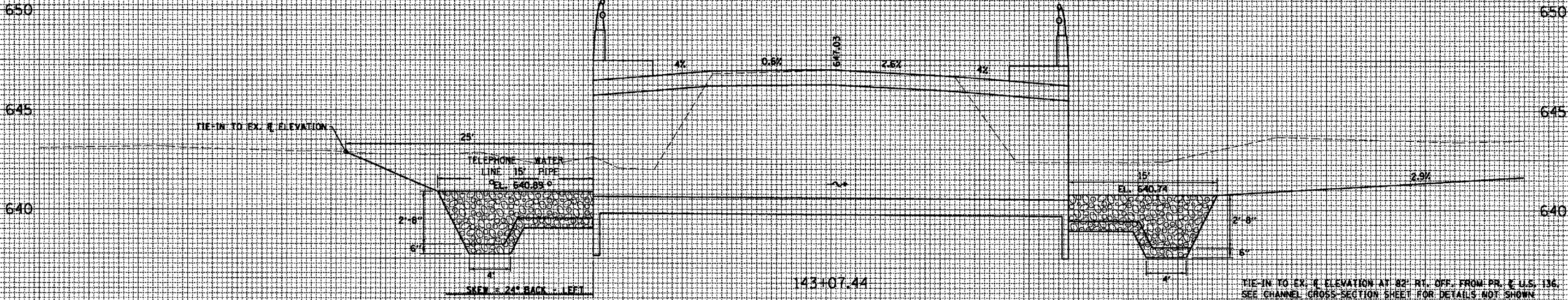
UTILITIES - LOCATIONS / INFORMATION ON PLANS

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.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
315	10881BR, BR-1	McDONOUGH	80 60
STA. 142+78.95		TO STA. 143+07.44	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

DATE	BY

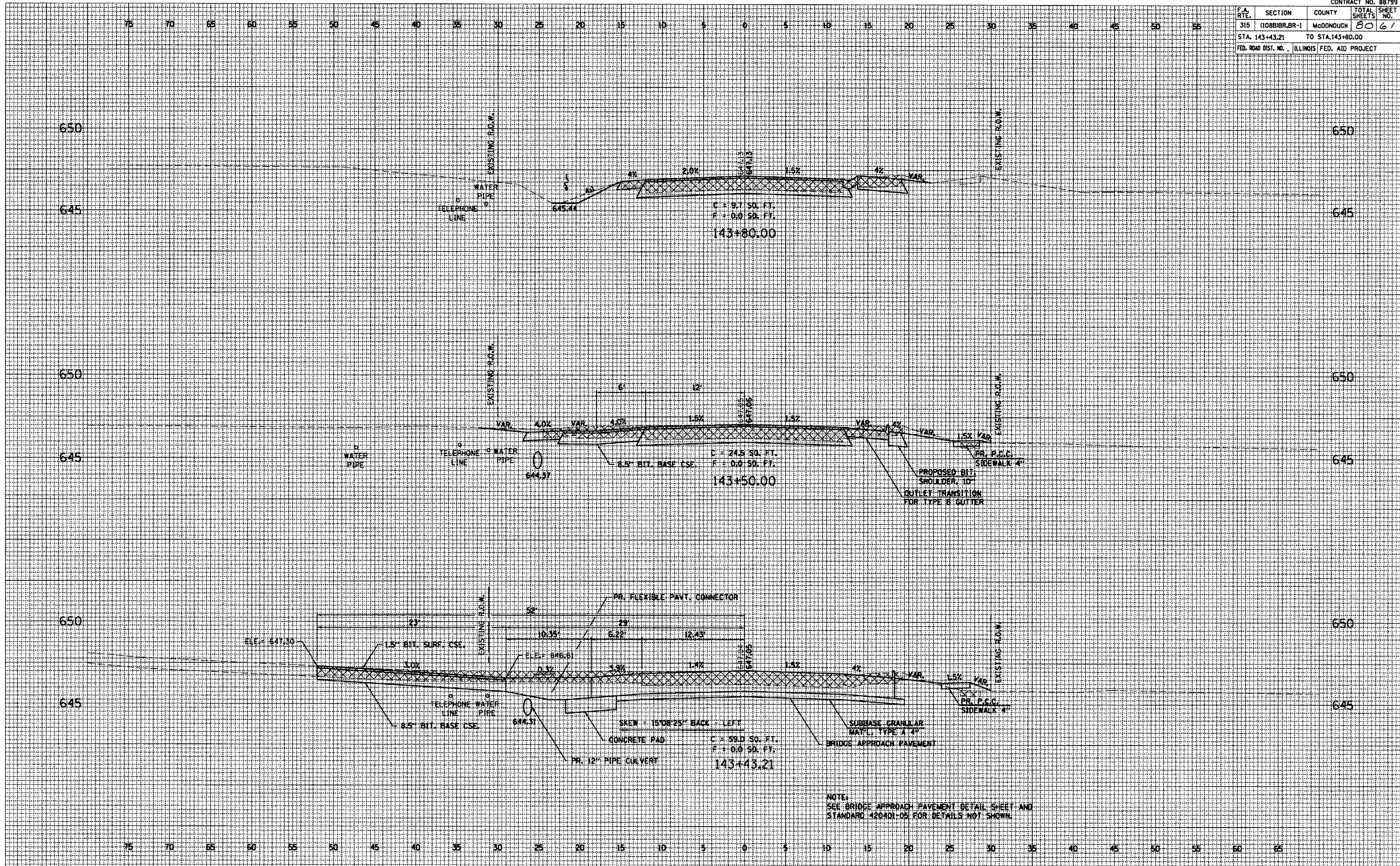
DATE	BY



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	108B)BR-1	MCDONOUGH	80	61
STA. 143+43.21		TO STA. 143+80.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	
BY	
NO. _____	
FINAL SURVEY	
SURVEYED	
PLOTTED	
AREA CHECKED	
NO. _____	

DATE	
BY	
NO. _____	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
AREA CHECKED	
NO. _____	

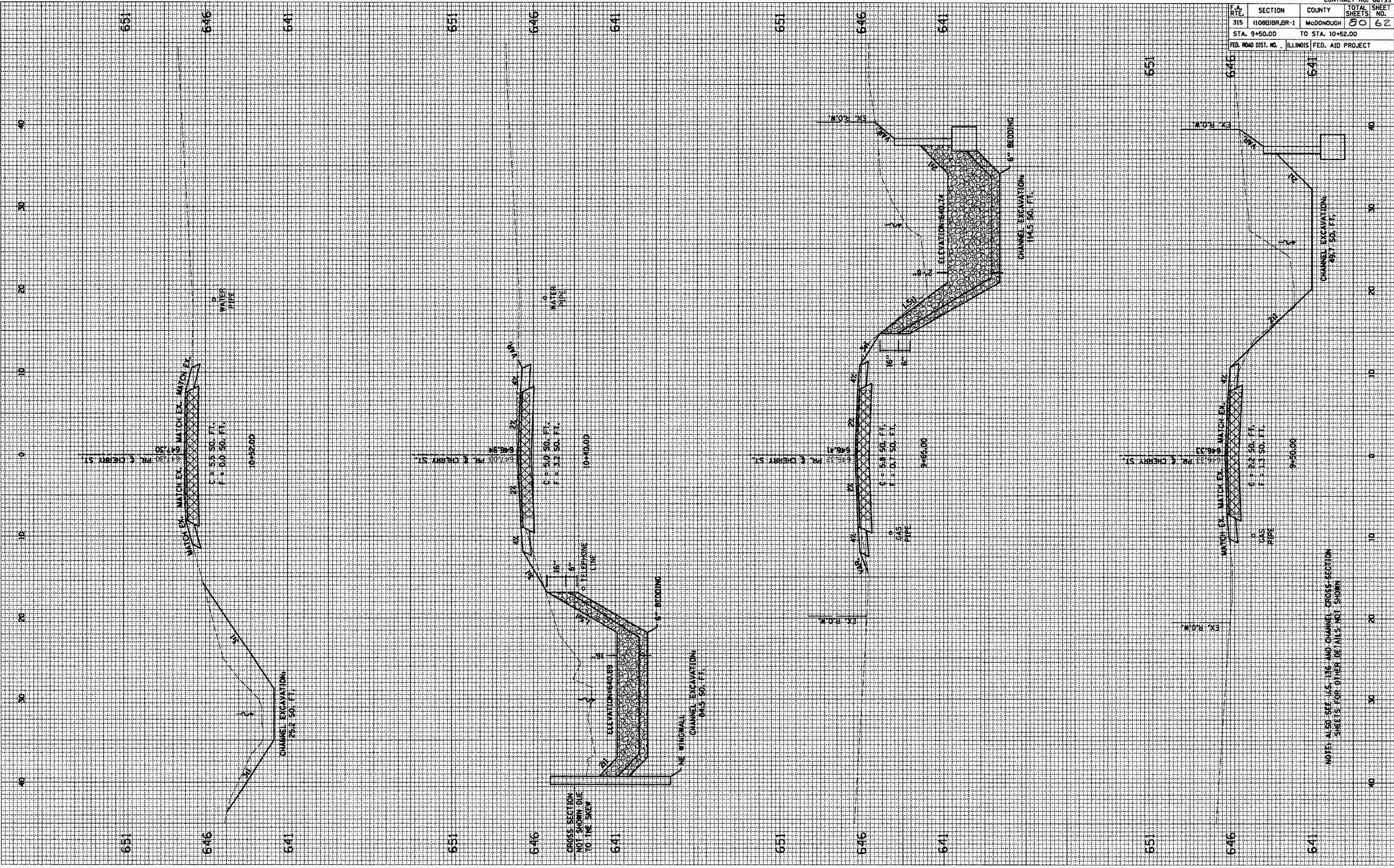


NOTE:
SEE BRIDGE APPROACH PAVEMENT DETAIL SHEET AND
STANDARD 420401-05 FOR DETAILS NOT SHOWN.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108)BR-1	MCDONOUGH	80	62
STA. 9+50.00		TO STA. 10+52.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	DATE
NOTE BOOK	BY
TEMP. DATE	
AREAS CHECKED	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
NOTE BOOK	BY
TEMP. DATE	
AREAS CHECKED	
AREAS CHECKED	

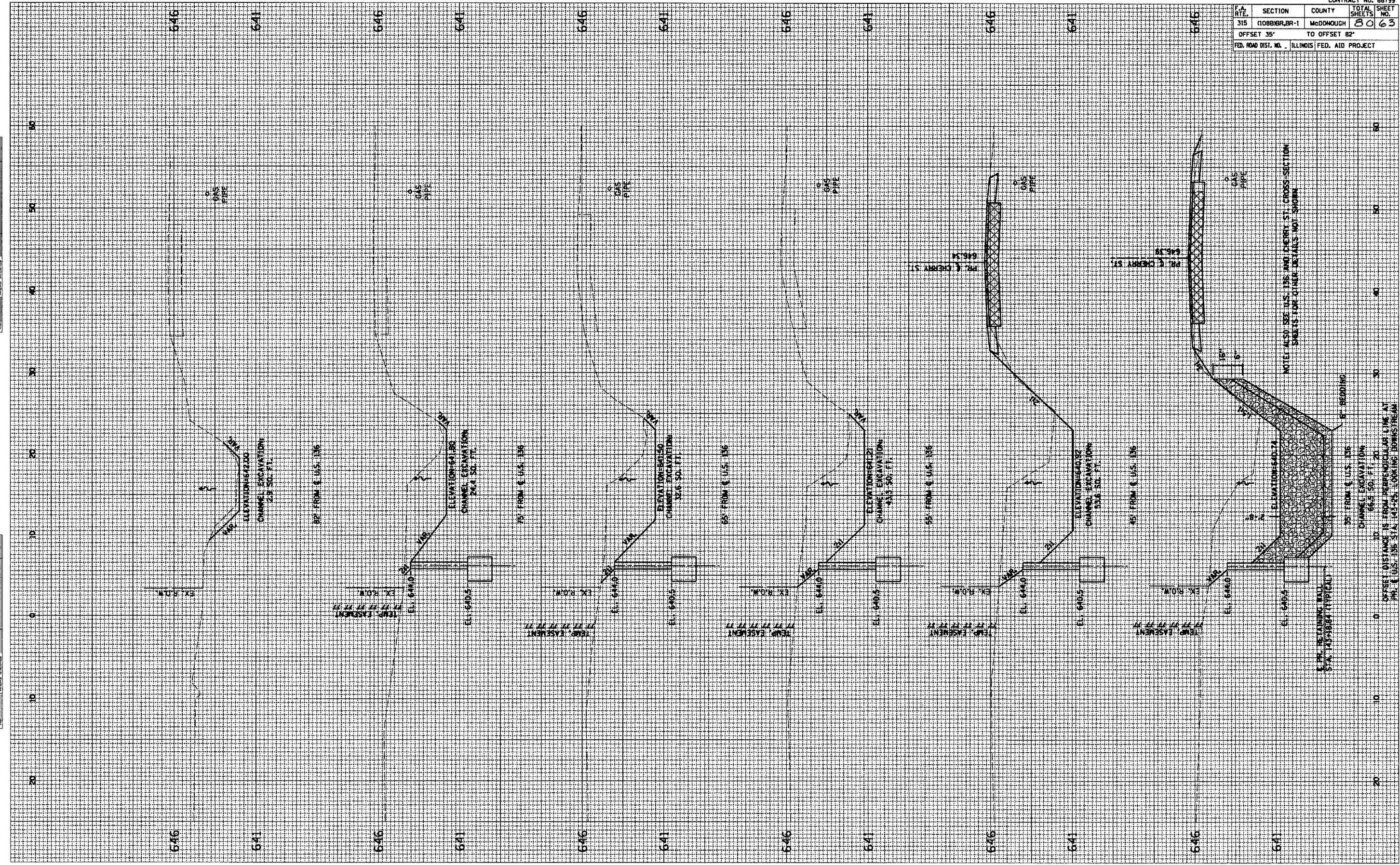


NOTES ALSO SEE U.S. 176 AND CHANNEL CROSS-SECTION SHEETS FOR OTHER DETAILS NOT SHOWN

F.A. RATE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	11088BR, BR-1	MCDONOUGH	80	63
OFFSET 35'		TO OFFSET 82'		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	BY	DATE

DATE	BY	DATE



NOTE: ALSO SEE U.S. 136 AND CHERRY ST. CROSS-SECTION SHEETS FOR OTHER DETAILS NOT SHOWN

NOTE: RELATING WALL STA. 143+88.4 (TYPICAL)
 75' FROM C. U.S. 136
 CHANNEL EXCAVATION
 66.5 SO. FT.
 20' OFFSET DISTANCE IS FROM PERPENDICULAR LINE AT
 PR. & U.S. 136 STA. 143+25, LOOKING DOWNSTREAM

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	(108B)BR.BR-1	McDonough	80	64
DIST. NO. 4		ILLINOIS		

contract 88799

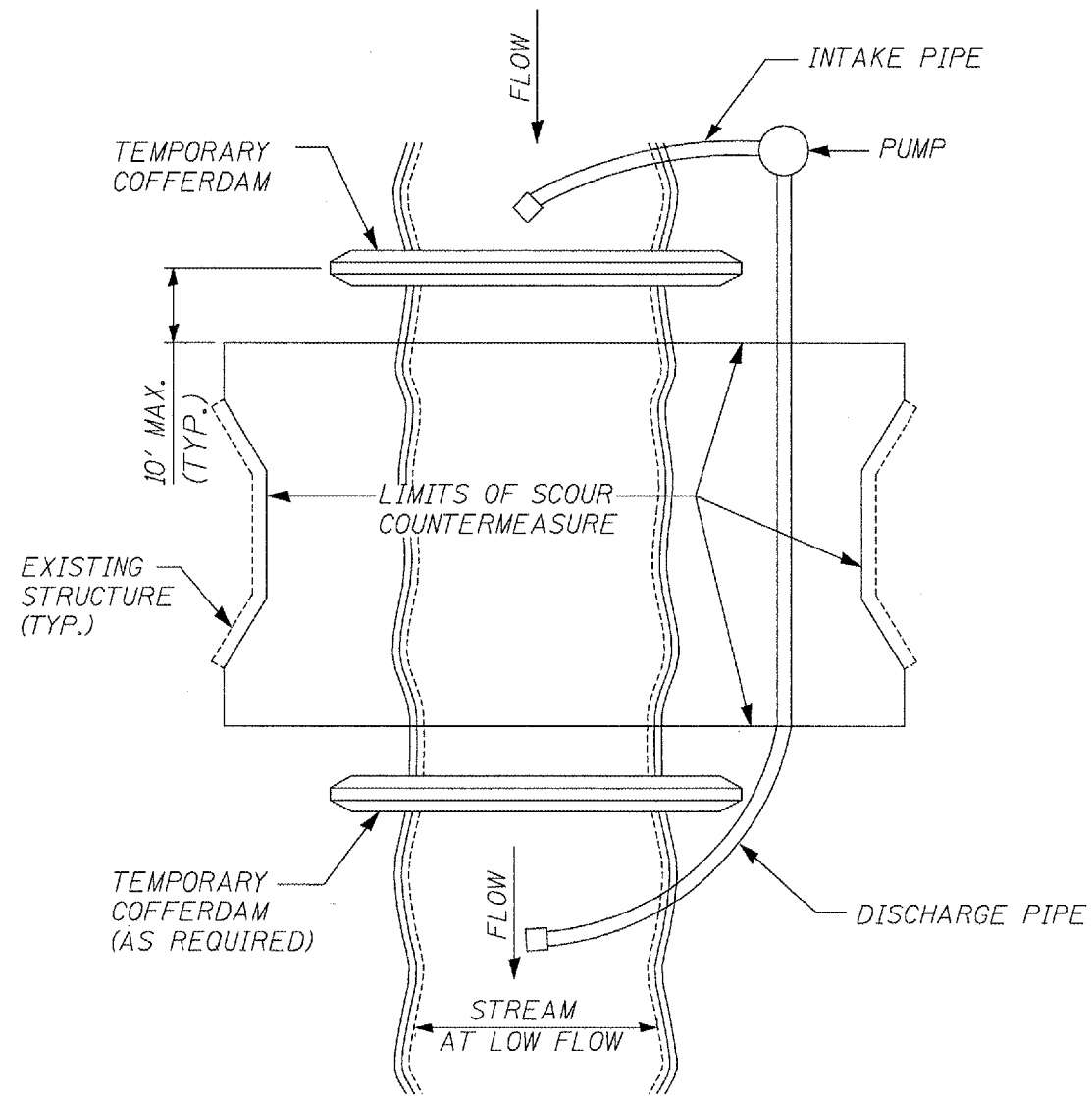


FIGURE D1. TEMPORARY COFFERDAM WITH PUMP BYPASS

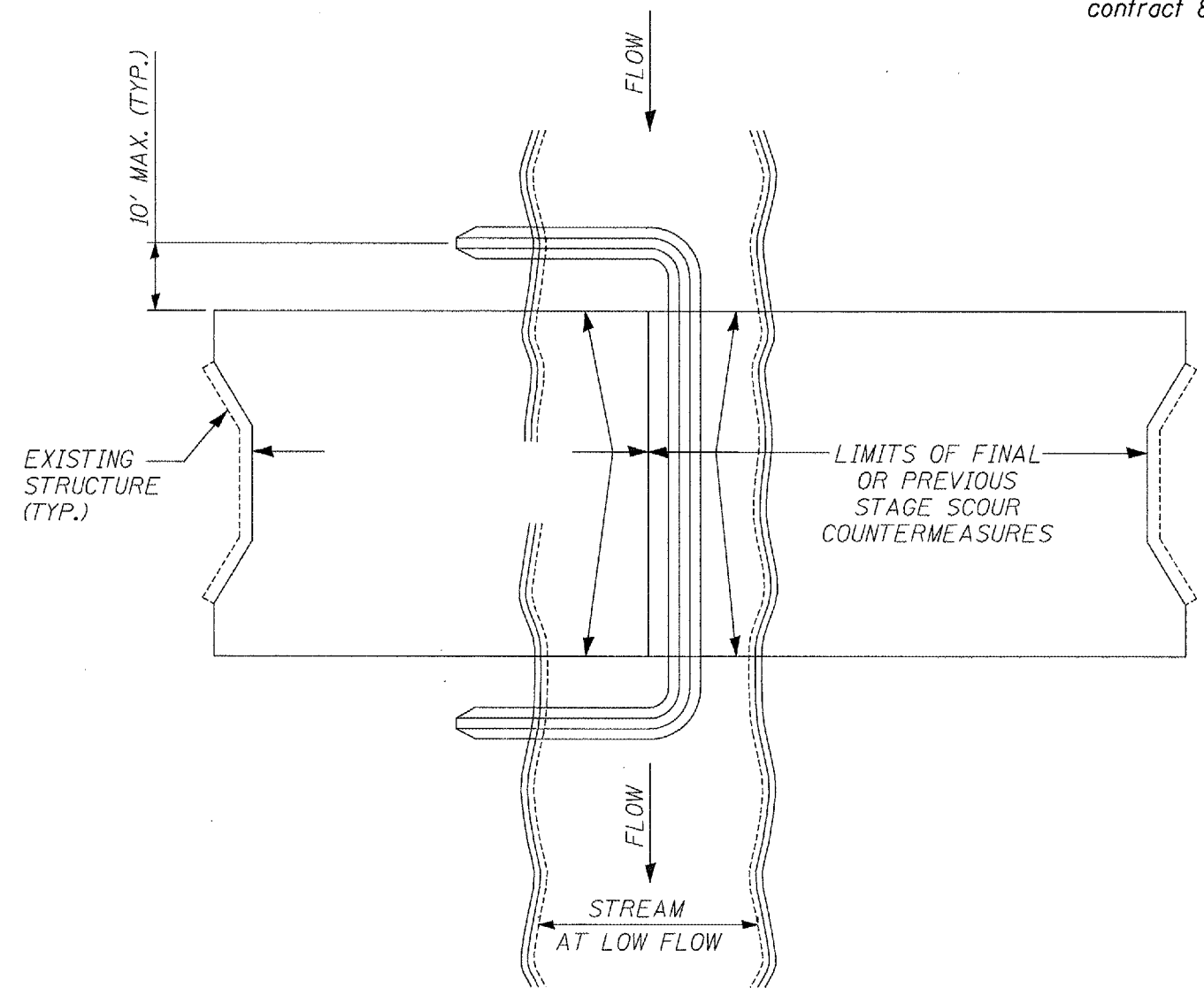


FIGURE D2. STAGED IN-STREAM COFFERDAM DIVISION

NOTE: DEWATERING SYSTEM DETAILS SHALL BE USED IN CONJUNCTION WITH THE PROJECT SPECIAL PROVISIONS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DEWATERING SYSTEM
DETAILS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	(108B)BR, BR-1	McDonough	80	65
DIST. NO. 4		ILLINOIS		

contract 88799

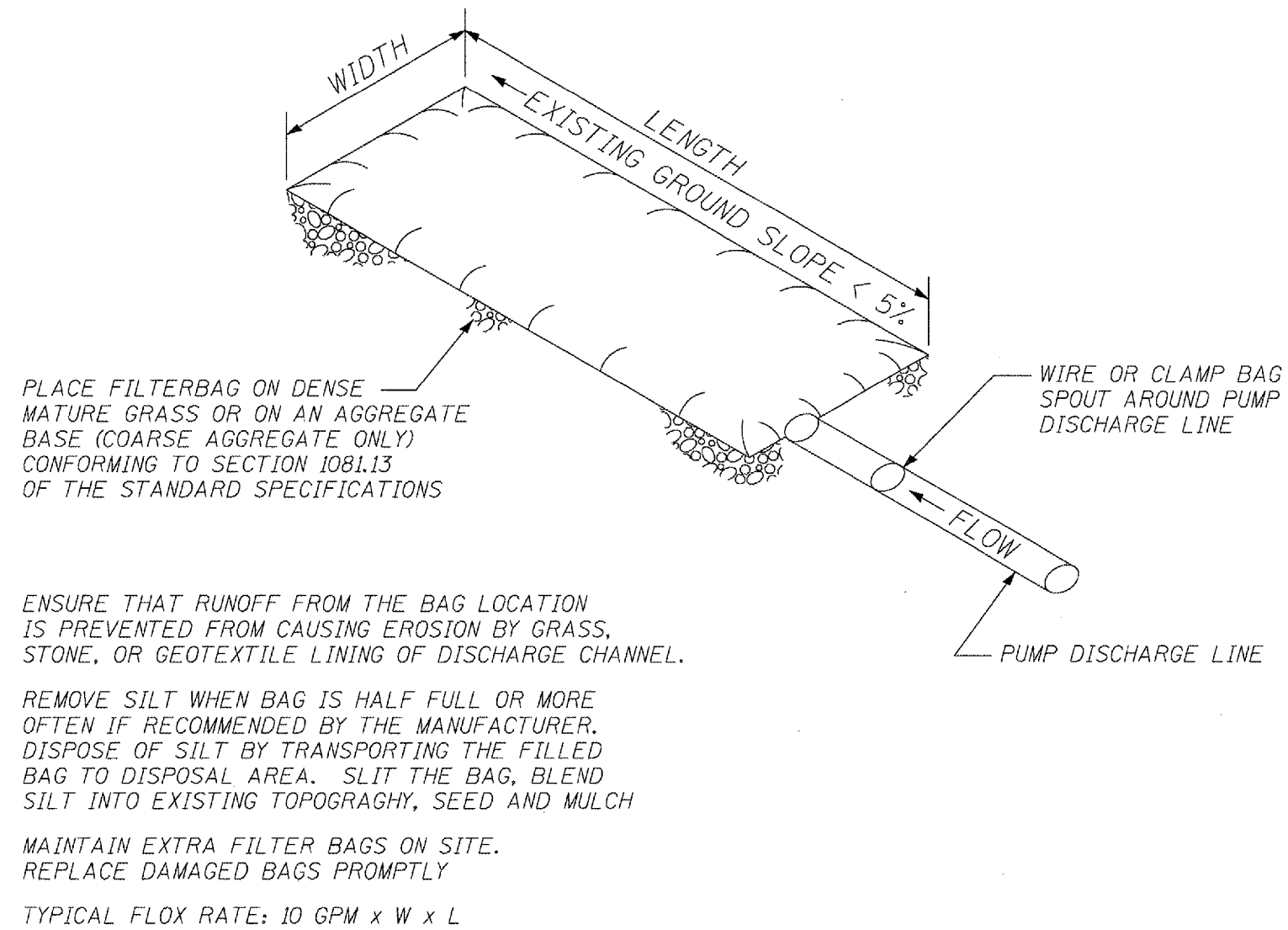


FIGURE S1. SEDIMENT FILTER BAG

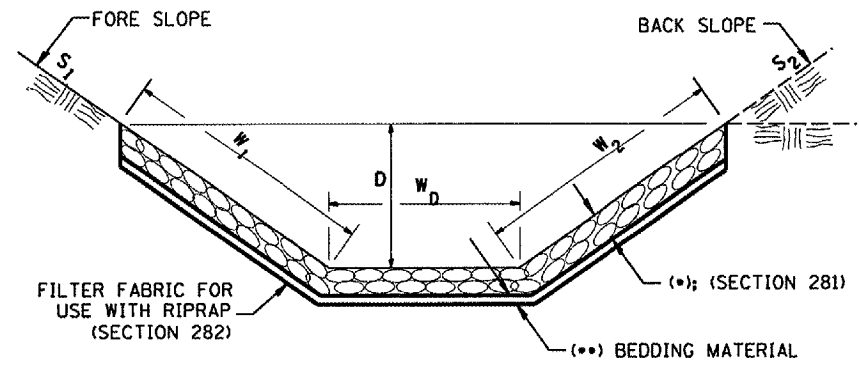
NOTE: DEWATERING SYSTEM DETAILS SHALL BE USED IN CONJUNCTION WITH THE PROJECT SPECIAL PROVISIONS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DEWATERING SYSTEM
DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	110881BR, BR-1	McDonough	80	66
STA. 63+00 TO STA. 74+00				
FED. ROAD DIST. NO. 7 ILLINOIS			FED. AID PROJECT	

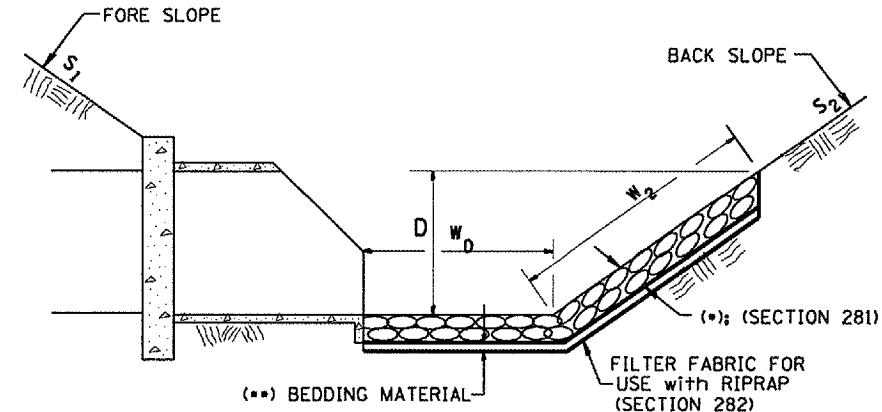
**CASE 1
(DITCH)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m ²)
TOTAL				

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

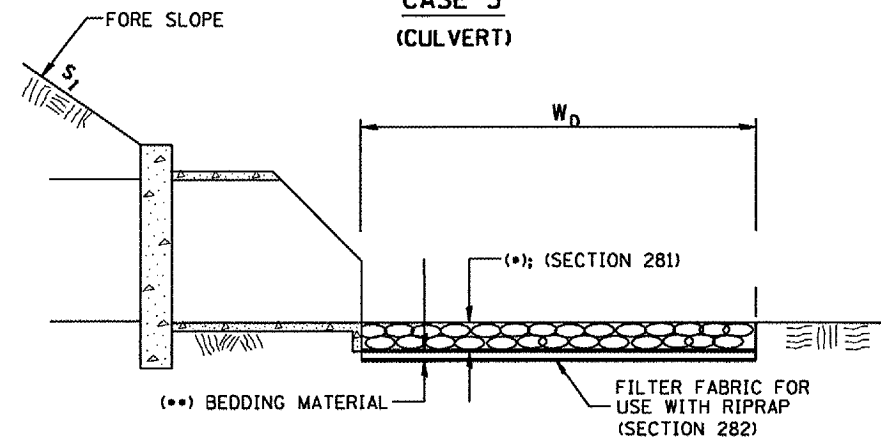
**CASE 2
(CULVERT & SLOPE)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m ²)
TOTAL				

(1) WIDTH = $W_2 + W_D$

**CASE 3
(CULVERT)**



STONE RIPRAP CLASS A3				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft	lin ft	Sq Yds	sq yds
73+10 lt	8	14	12.4	12.4
73+10 rt	8	14	12.4	12.4
TOTAL				

(1) WIDTH = W_D

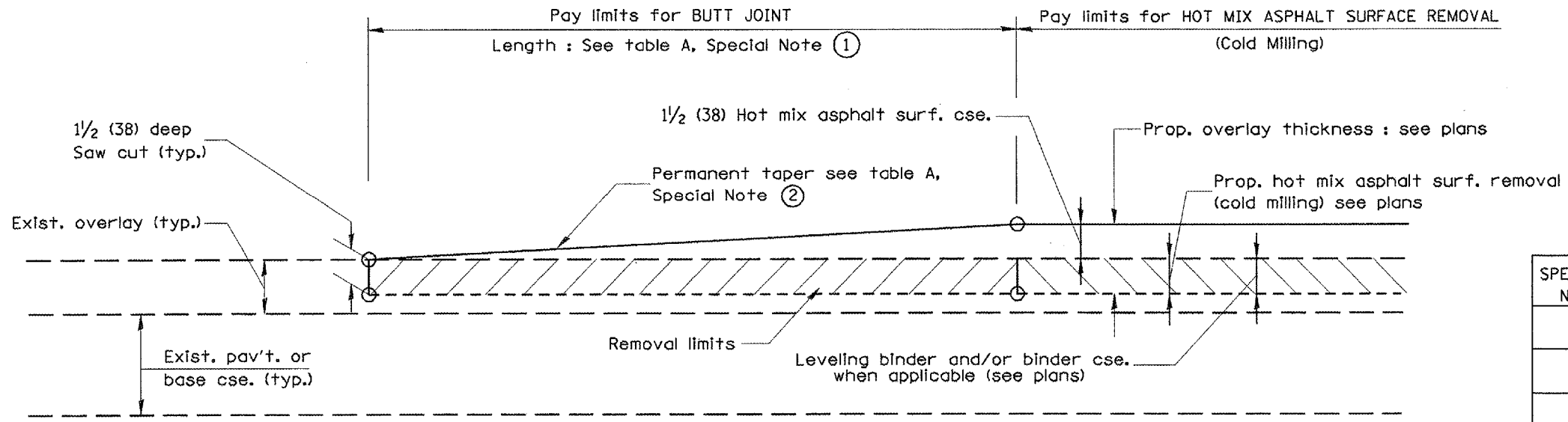
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL DETAIL SHEET
RIPRAP DITCH FOR EROSION PROTECTION
CADD DETAIL 281001-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY CADD
CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.02, NEW REVISION BOX	T.P.
12-1-97	CORRECT FILTER FABRIC LEADER ARROW	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

\$\$\$DATE\$\$\$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	1108B/BR, BR-1	McDonough	80	67
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



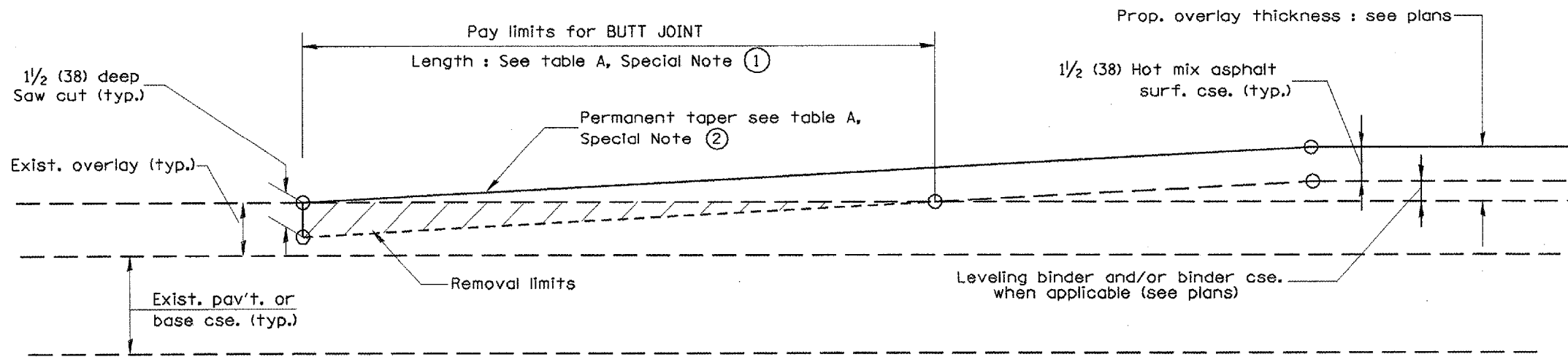
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

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

GENERAL NOTES

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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

BUTT JOINTS

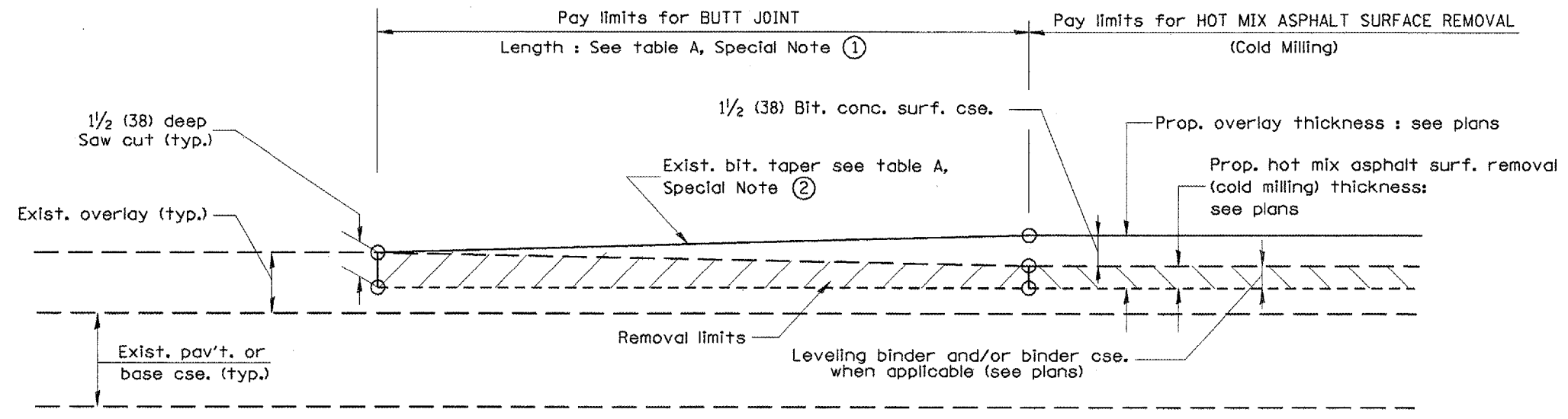
CADD STD NO. 406101-D4 SHEET 1 OF 3

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

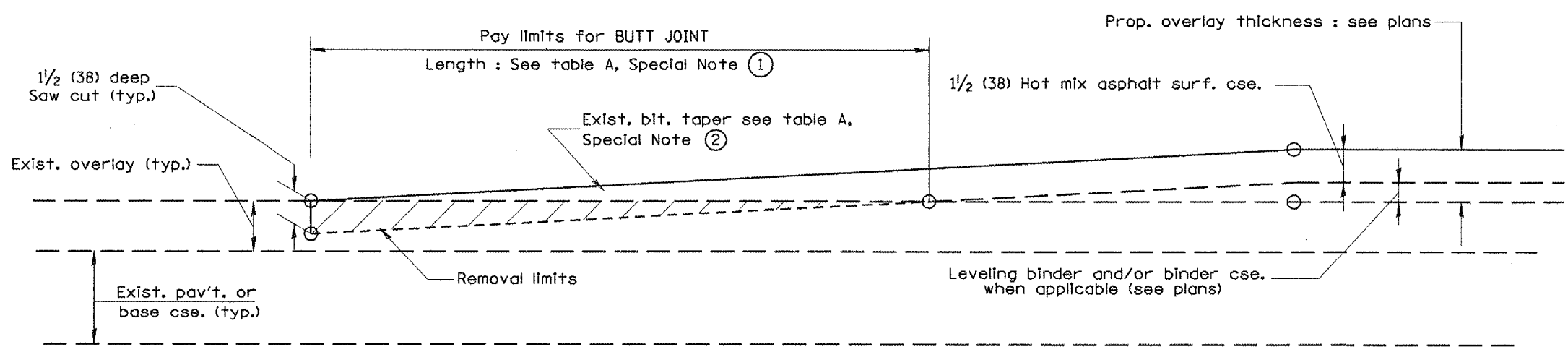
DATE	REVISIONS	BY
1-1-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
4-1-97	CORRECTION TO DEPTH	J.A.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

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

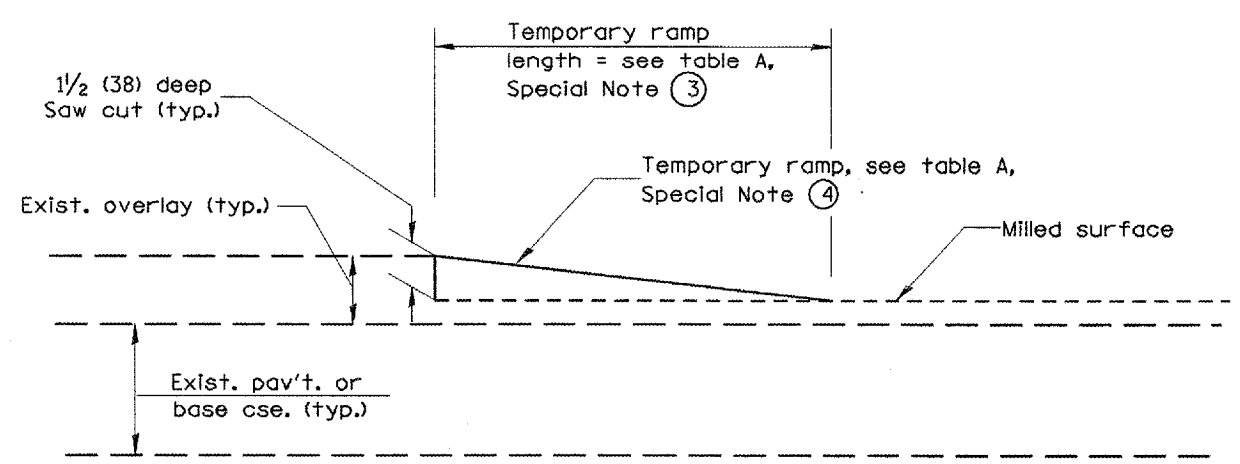
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	McDonough	80	68
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



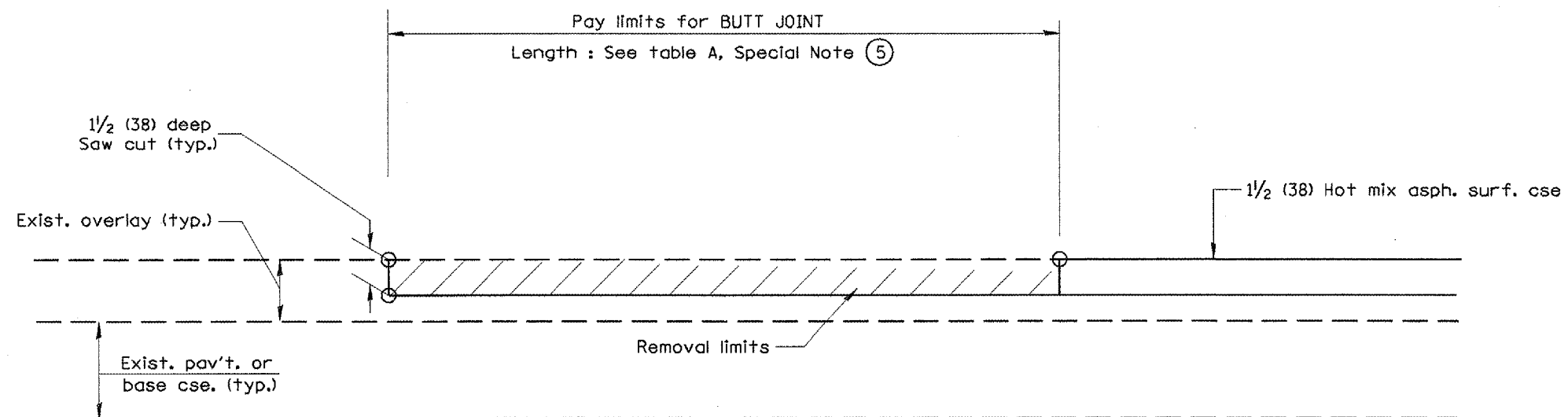
DETAIL TEMPORARY RAMP

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108B)BR, BR-1	McDonough	80	69
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



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.

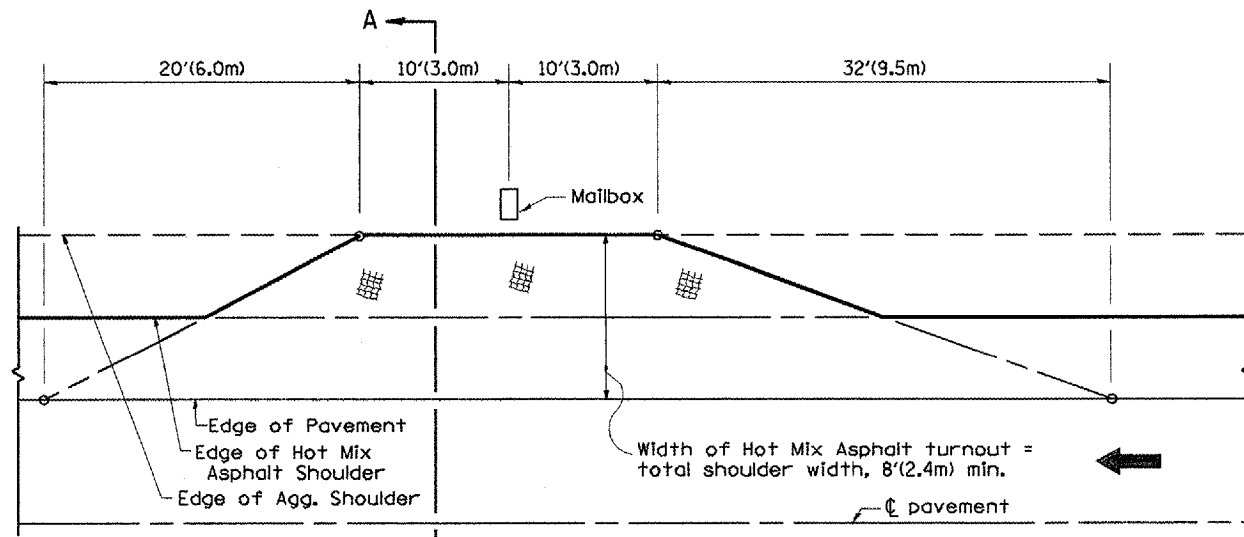
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD

BUTT JOINTS

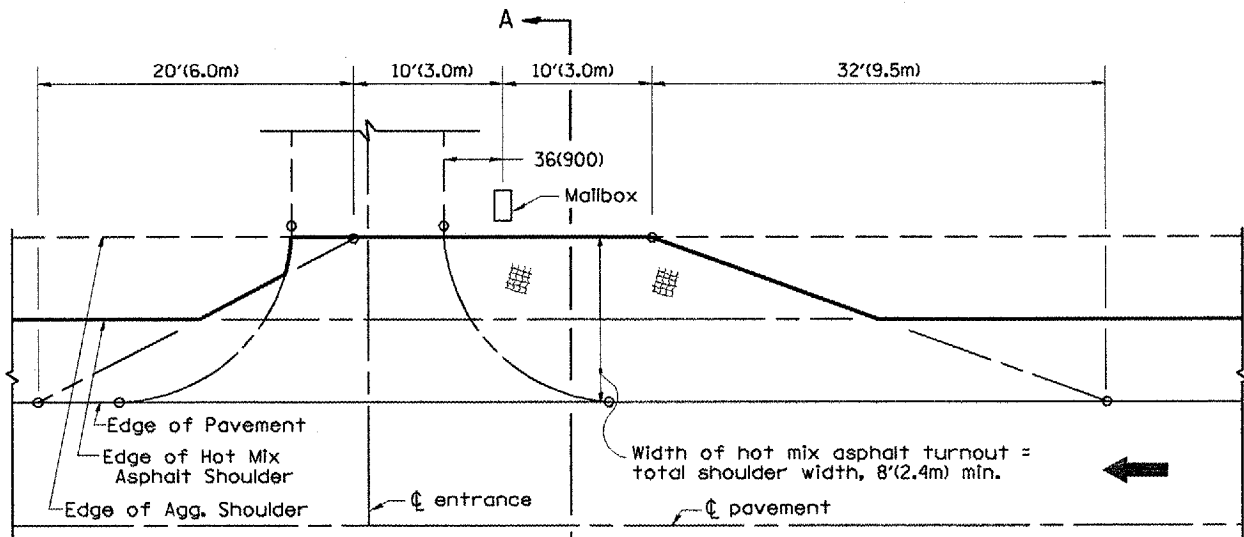
CADD STD NO. 406101-D4 SHEET 3 OF 3
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
 CHECKED BY

406101-D4 (3)

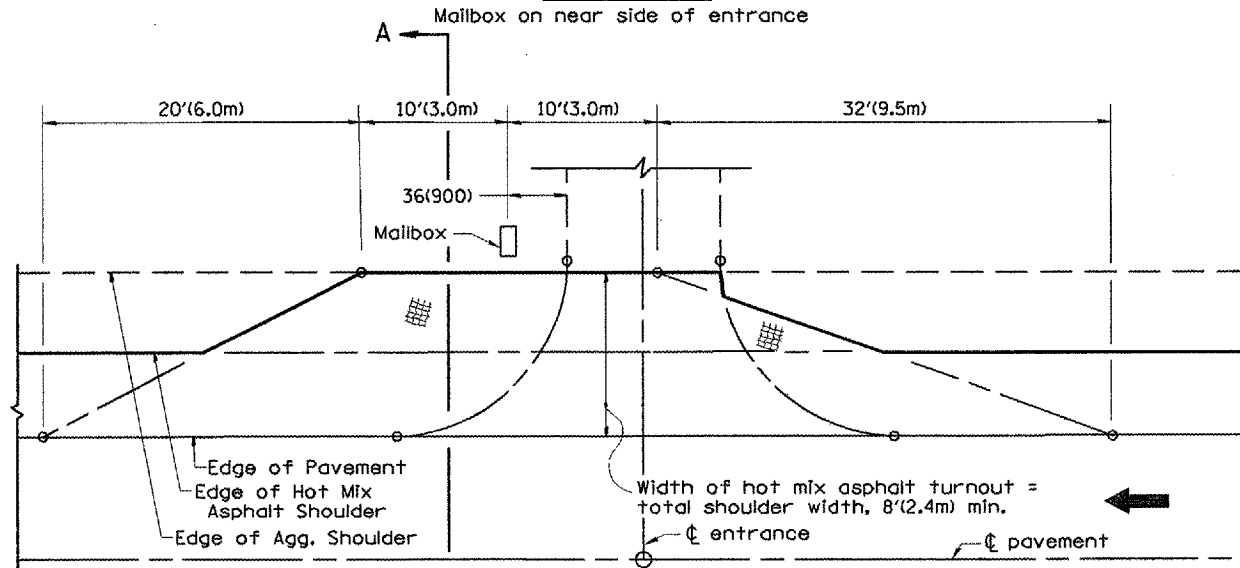
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	McDonough	80	70
STA. 63+00 TO STA. 74+00		FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT		



METHOD "T"
Typical Application

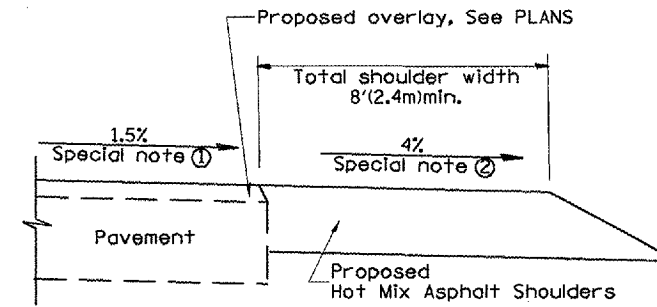


METHOD "N"

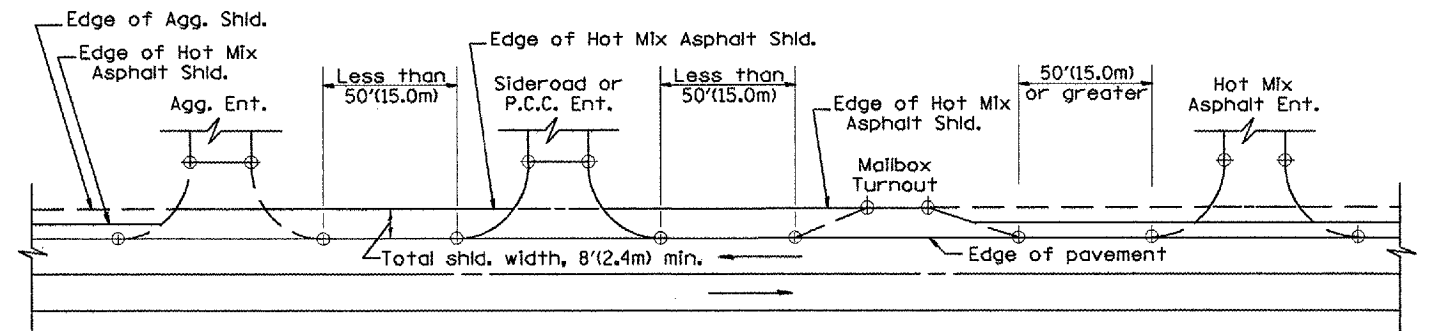


METHOD "F"

Mailbox on far side of entrance



SECTION A-A



DETAIL A

SHOULDER TREATMENT FOR CLOSELY SPACED SIDEROADS, ENTRANCES, AND/OR MAILBOX TURNOUTS

GENERAL NOTES

1. Mailbox turnouts shall slope away from the pavement edge at a rate equal to the shoulder slope. See SECTION A-A.
2. The total shoulder width, 8'(2.4m) minimum, shall be paved between sideroads entrances and/or mailbox turnouts at locations where the distance between radius or taper control points is less than 50'(15.0m). See DETAIL A.
3. Mailboxes shall be mounted such that the face of the mailbox is 6(150) to 12(300) and the post a minimum of 24(600) from the edge of the turnout surfacing.

SPECIAL NOTES

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.
- ② The shoulder slope shall control the turnout slope. The standard cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6'(1.8m) and wider and 12% for shoulders 4'(1.2m) and less. Where 12(300) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

MAILBOX TURNOUTS FOR "3R" PROJECTS

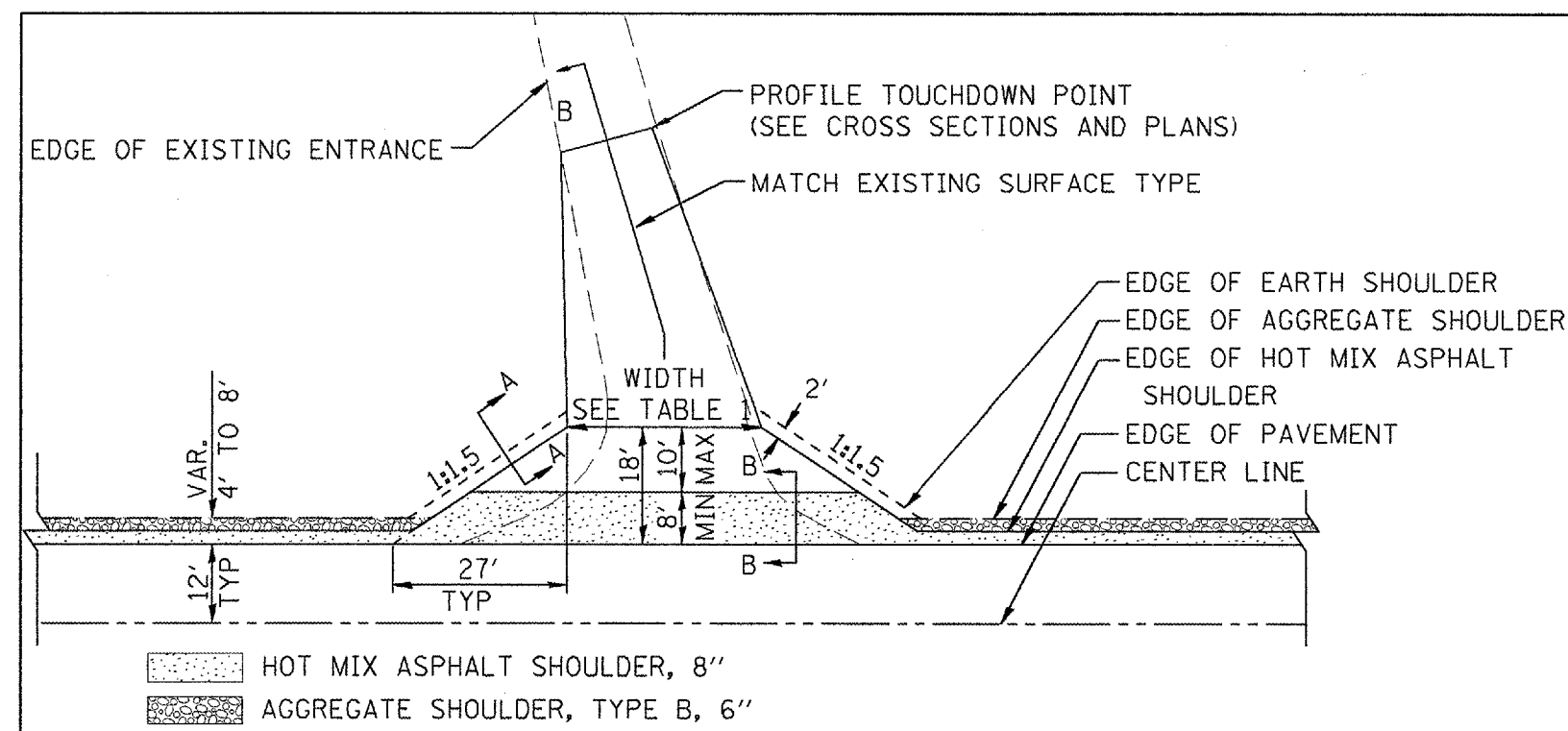
DATE	REVISIONS	BY
1-1-97	RENUM. C-90.01. NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

CADD STD NO. 406201-D4 DRAWN BY: CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY: T. PICKERING

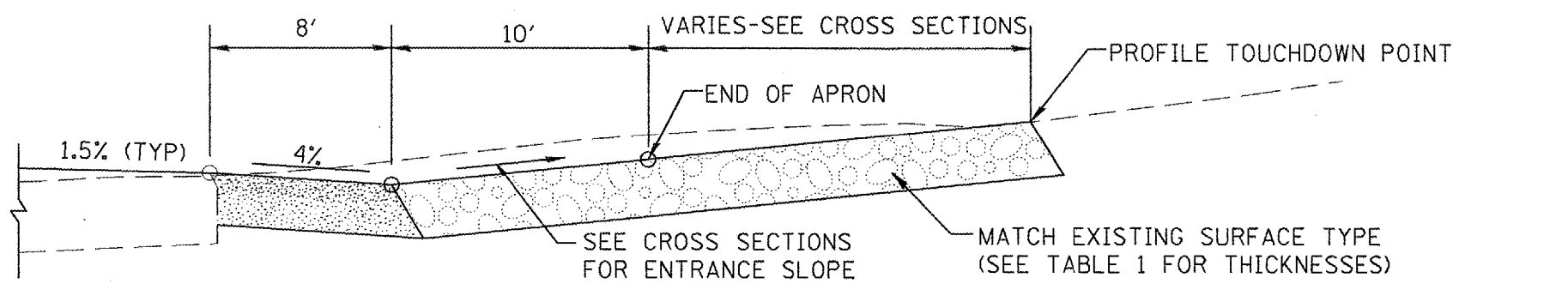
DESIGNER NOTE
1. THIS DRAWING REPLACES STATE STANDARD 406201
2. DESIGNER SHOULD CONSULT CHAPTER 49 OF THE BDE MANUAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108B)BR, BR-1	McDonough	80	71
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

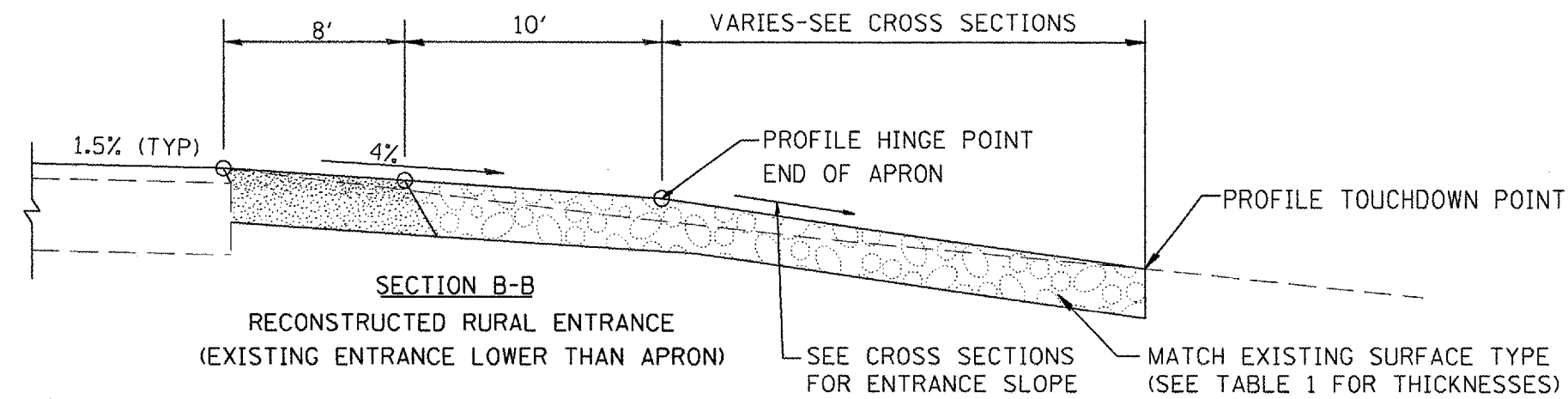
TABLE 1					
RURAL ENTRANCE DESIGN					
ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT	COMMERCIAL	
				1-WAY OPERATION	2-WAY OPERATION
WIDTH (W)	12'(3.6m) Min.	24'(7.2m) Max.	20' (6.1m)Max. 30' (9.0m)Max.	14'(4.3m) Min. 24'(7.2m) Max.	24'(7.2m) Min. 35'(10.7m) Max.
FLARE	1:1.5				
MAX. GRADE (G)	12%		12%	10%	
SURFACE TYPE					
INCIDENTAL HOT MIX ASPHALT SURFACING	6"		—	8"	
AGGREGATE SURFACE COURSE	6"		8"	8"	
PCC DRIVEWAY PAVEMENT	6"		—	7"	



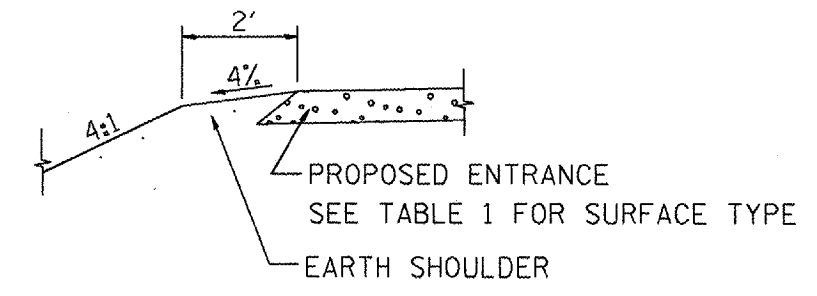
PLAN
COMMERCIAL / FARM-RELATED ENTRANCE



SECTION B-B
RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE HIGHER THAN APRON)



SECTION B-B
RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE LOWER THAN APRON)



SECTION A-A
SHOULDER TREATMENT FOR RURAL ENTRANCES

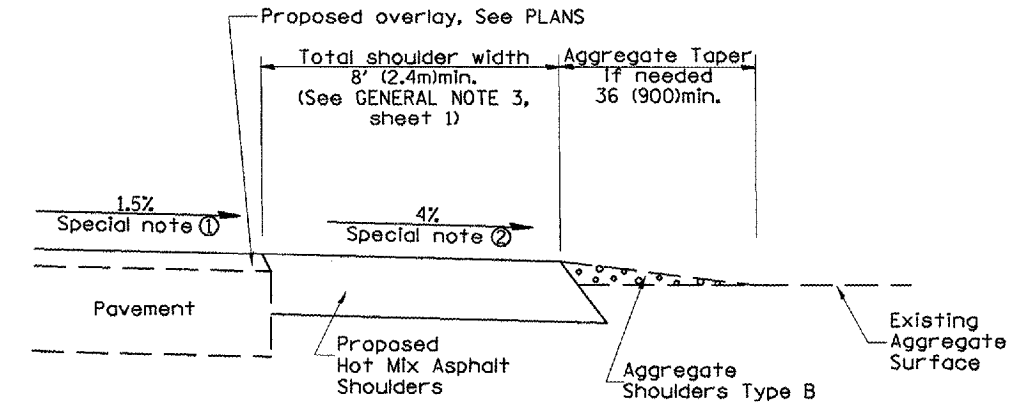
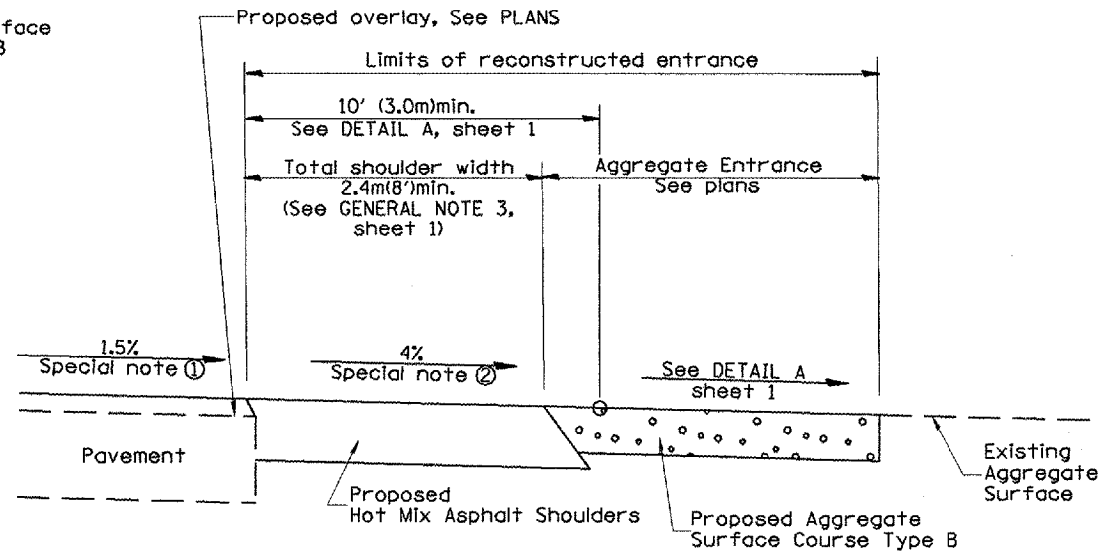
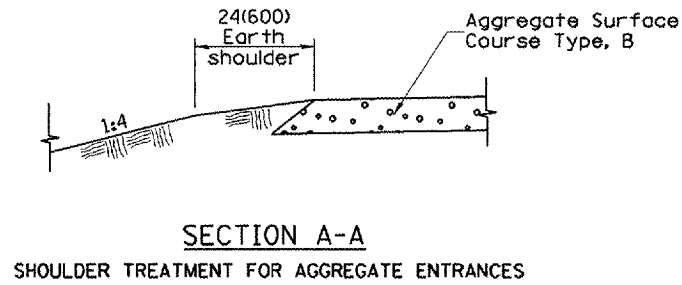
GENERAL NOTES

- ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.
- A MINIMUM 8' PAVED SHOULDER SHALL BE CONSTRUCTED BETWEEN LOCATIONS WHERE THE RURAL ENTRANCE IS LESS THAN 50' FROM AN ADJACENT SIDEROAD, ENTRANCE OR MAILBOX TURNOUT.
- A TAPER RATE OF 5:1 IS DESIRABLE WHEN TRANSITING FROM THE RURAL ENTRANCE WIDTH SHOWN IN TABLE 1, TO THE EXISTING ENTRANCE WIDTH.

DATE	REVISIONS	BY
1-1-97	RENUM. C-103.06, NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.
1-17-03	ADJUST DESIGN, CHANGE ENTRANCE RADIUS FOR FLARE	J.A.T.R.
9-15-05	RADIUS FOR FLARE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

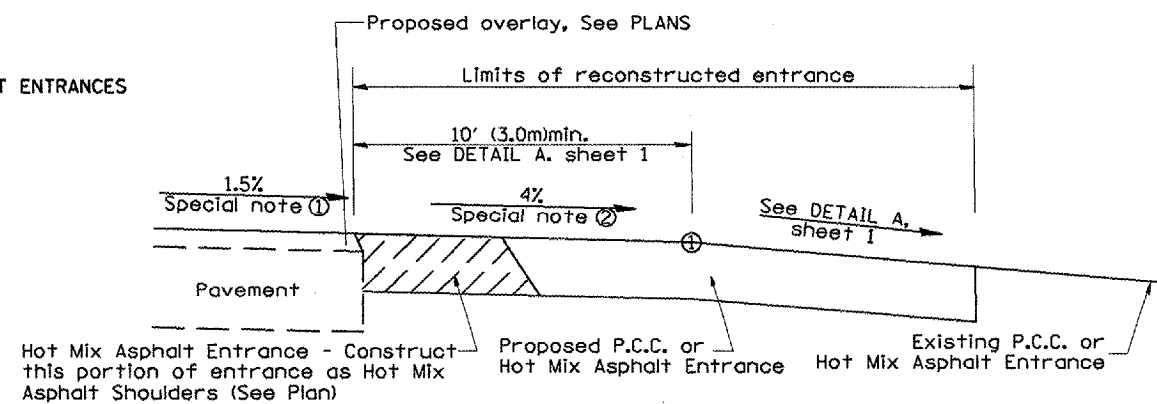
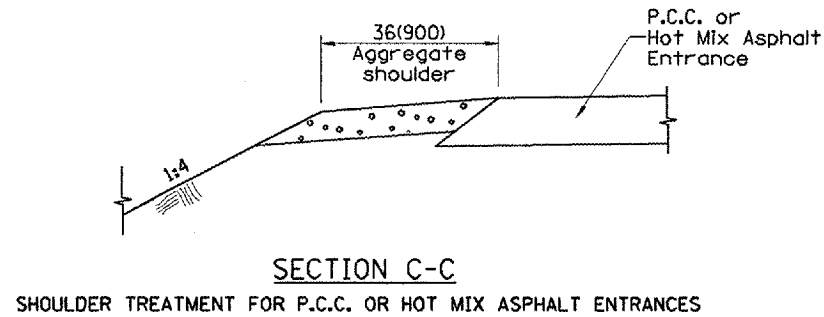
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
RURAL ENTRANCES FOR "3R" PROJECTS
SHEET 1 OF 2
CADD STD NO. 406301-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY CADD
CHECKED BY: T. PICKERING
DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	McDonough	80	72
STA. 63+00		TD STA. 74+00		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

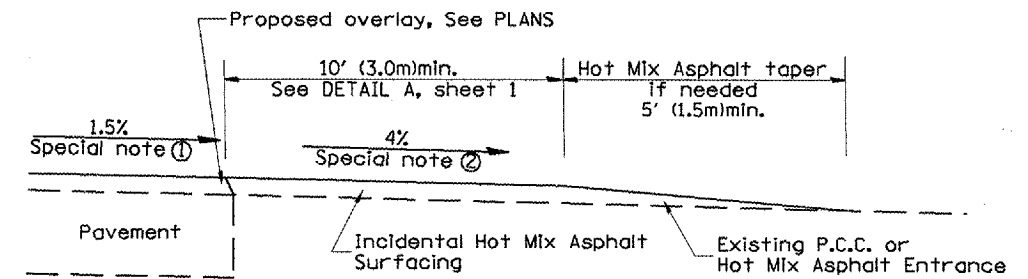


SECTION B-B
RECONSTRUCTED AGGREGATE ENTRANCE

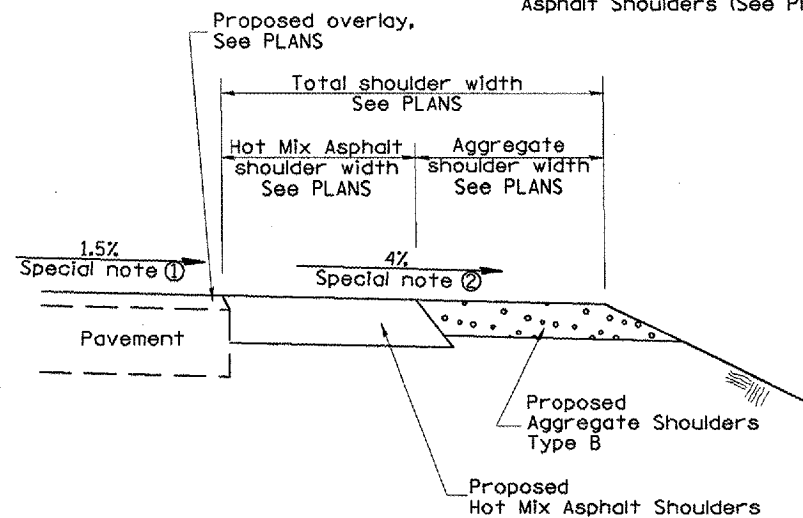
SECTION B-B
EXISTING AGGREGATE ENTRANCE



SECTION D-D
RECONSTRUCTED P.C.C. OR HOT MIX ASPHALT ENTRANCE



SECTION D-D
EXISTING P.C.C. OR HOT MIX ASPHALT ENTRANCE



SECTION E-E
MAINLINE SHOULDER TREATMENT

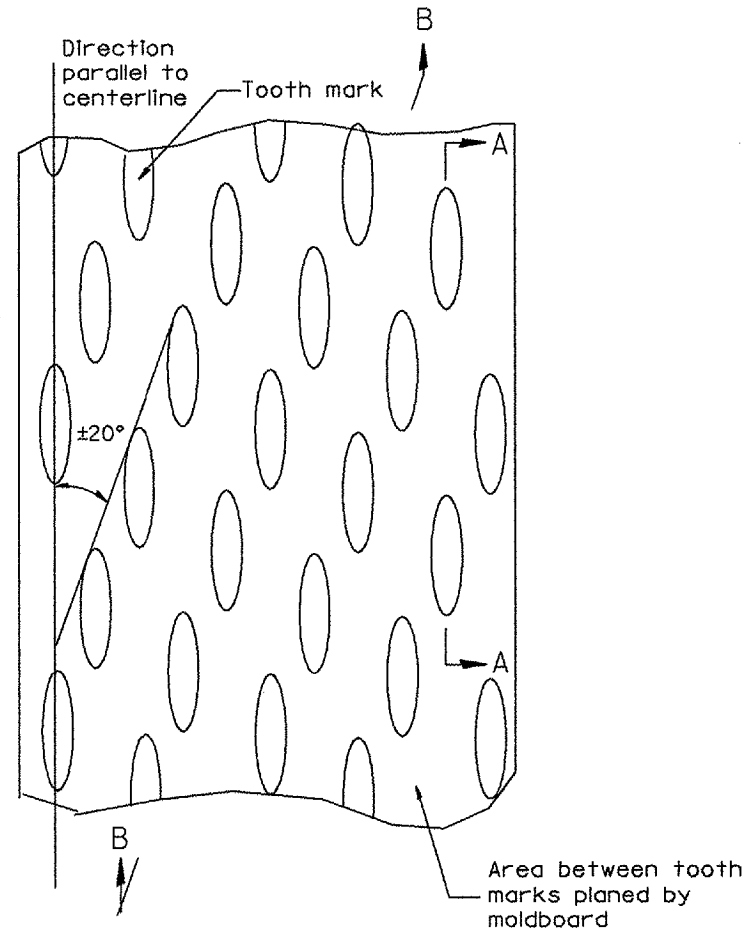
SPECIAL NOTES

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.
- ② The shoulder slope shall control the entrance profile for a distance of 10' (3.0m) minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6' (1.8m) and wider and 12% for shoulders 4' (1.2m) and less. Where 12' (366cm) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

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.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
RURAL ENTRANCES FOR "3R" PROJECTS	
SHEET 2 OF 2	
CADD STD NO. 406301-D4	DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE	CHECKED BY: T. PICKERING

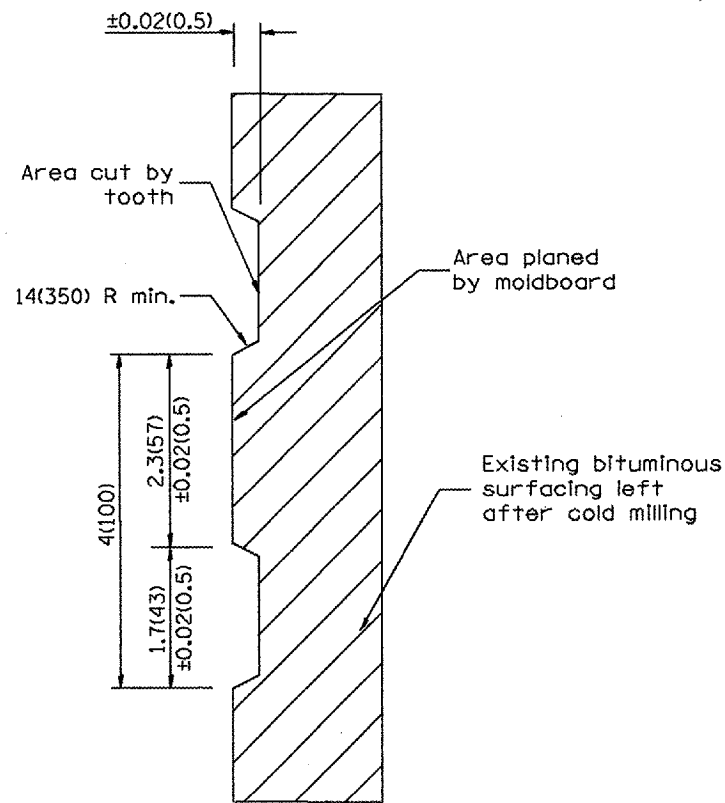
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(100B)BR, BR-1	McDonough	80	73
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



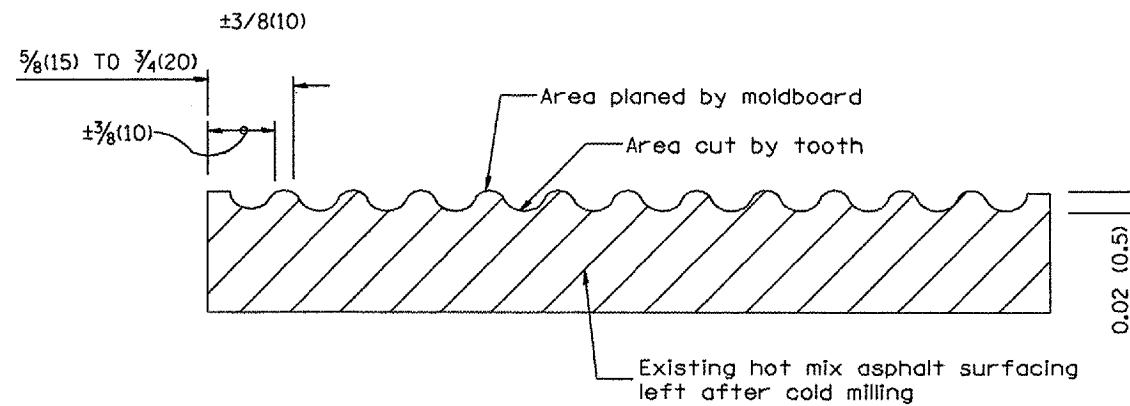
PLAN

General notes:

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



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

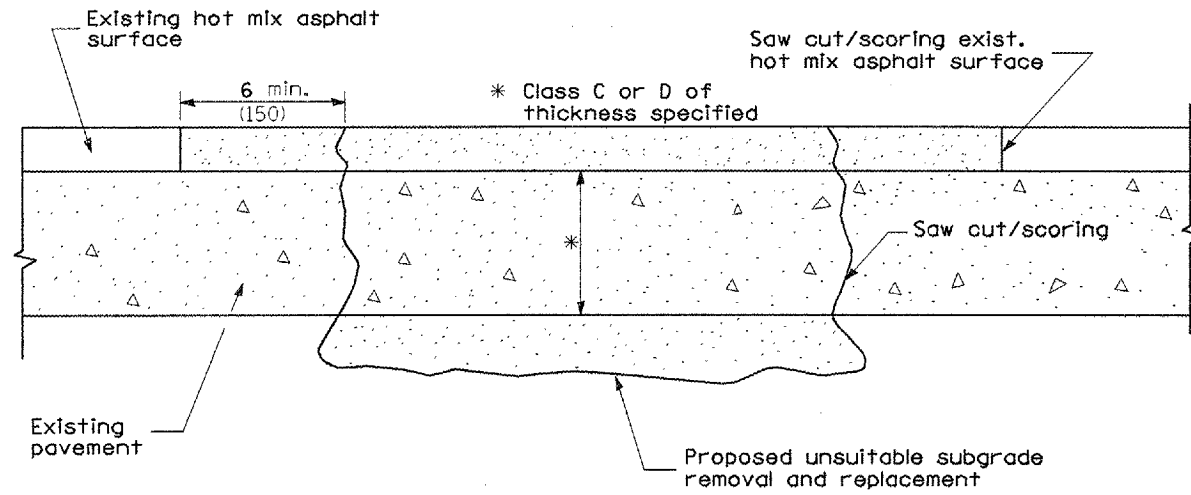
All dimensions are in inches (millimeters) unless otherwise noted.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION		
DISTRICT CADD STANDARD		
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)		
CADD STD NO. 440001-D4		
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD	
DATE	CHECKED BY	

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	McDonough	80	74
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



SEQUENCE OF CONSTRUCTION

1. Remove the existing hot mix asphalt surface.
2. Remove and replace full depth patches.
3. Replace hot mix asphalt surface.

PAVEMENT PATCHING FOR
HOT MIX ASPHALT SURFACED PAVEMENT

GENERAL NOTES

1. The width of the full depth patch over a trench shall be 12 (300) wider on each side of the trench.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. C-104.03, NEW REVISION BOX.	T.P.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

HOT MIX ASPHALT SURFACE
REMOVAL OVER PATCHES

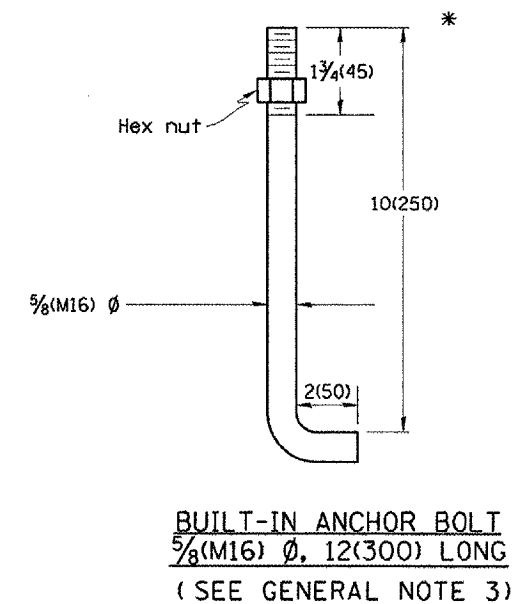
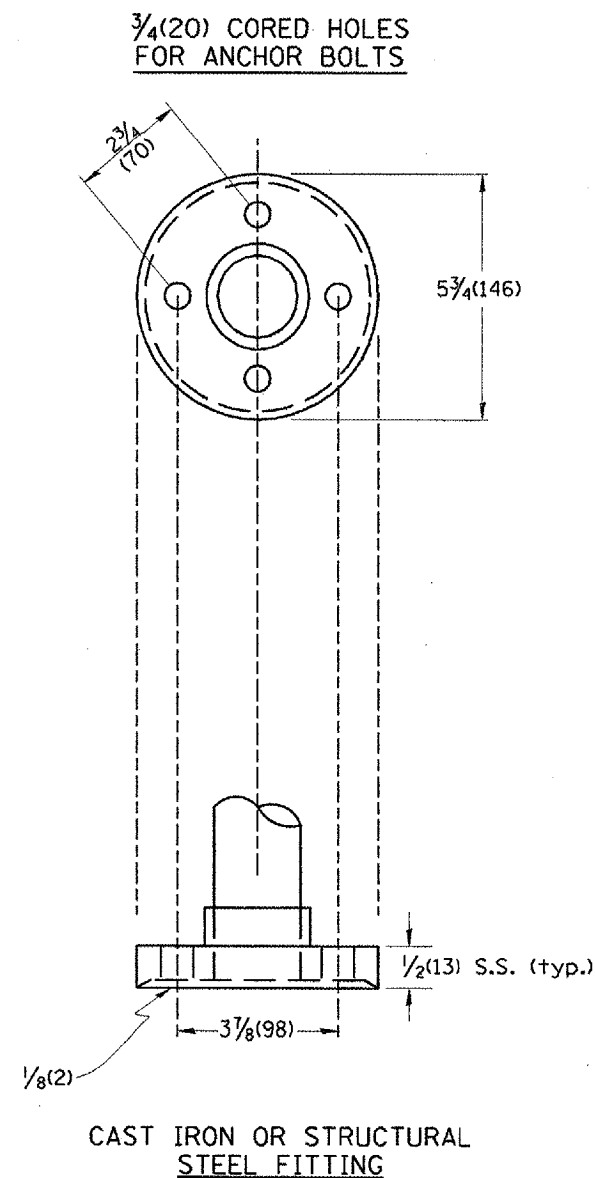
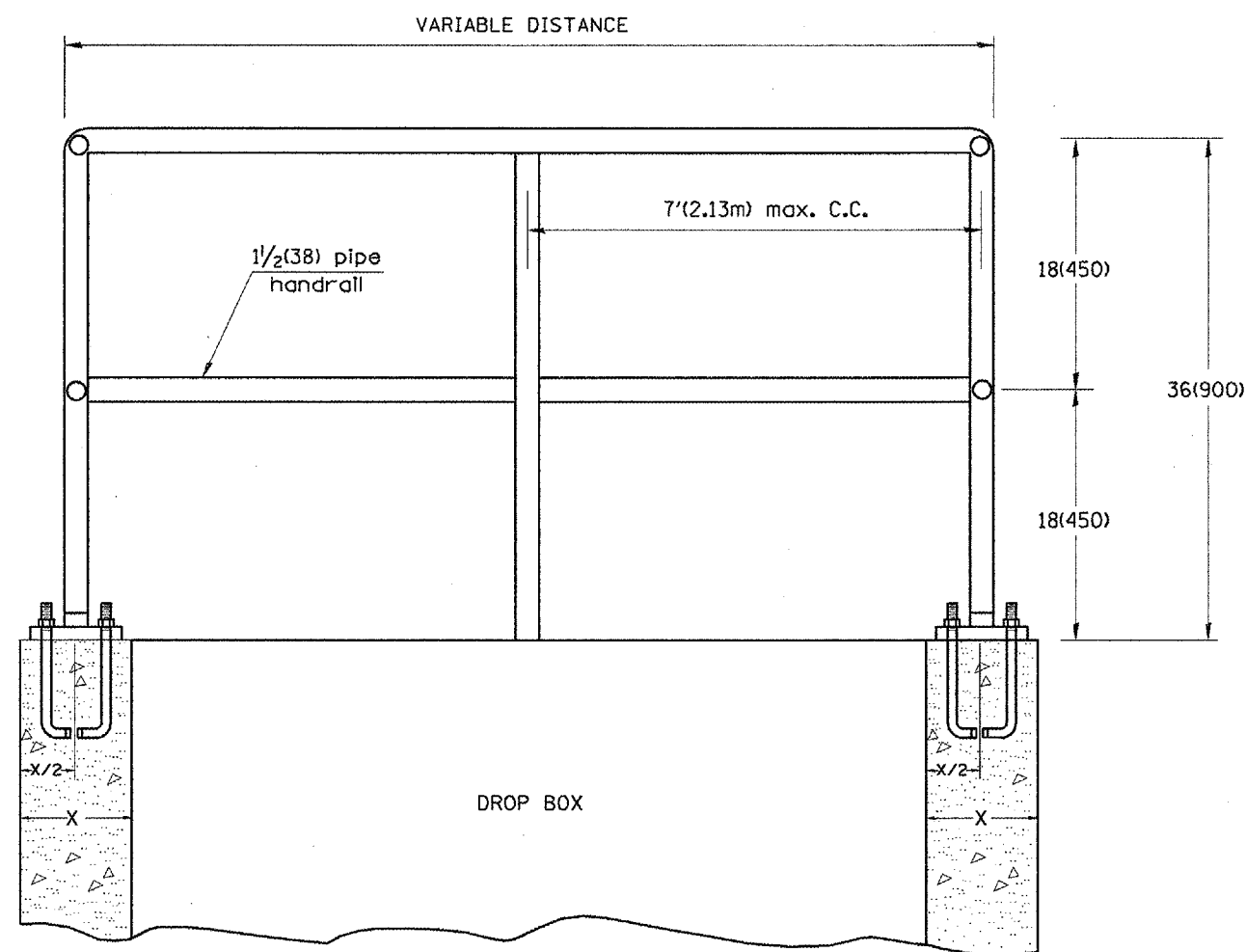
CADD STD NO. 440101-D4

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

INCLUDE CHECK SHEET 16

DESIGNER NOTE:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	McDonough	80	75
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



GENERAL NOTES:

- Article 509.04 of the Standard Specifications shall apply.
- Connection of railing to posts shall be made by continuous welding or with using standard pipe fitting.
- An equivalent epoxy anchor stud can be used in place of anchor shown. Anchor bolt holes shall be 3/4(20) in diameter and 5(125) deep. They shall be predrilled with an electric hammer drill to a depth of 4(100) prior to use of a pneumatic drill for the remaining 4(100). A two component encapsulated epoxy such as "Parabond" or an equivalent shall be used. Installation shall be according to Manufacturer's recommendations.
- The pipe handrail shall be galvanized by the hot dip process.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

DETAIL OF PIPE HANDRAIL FASTENING

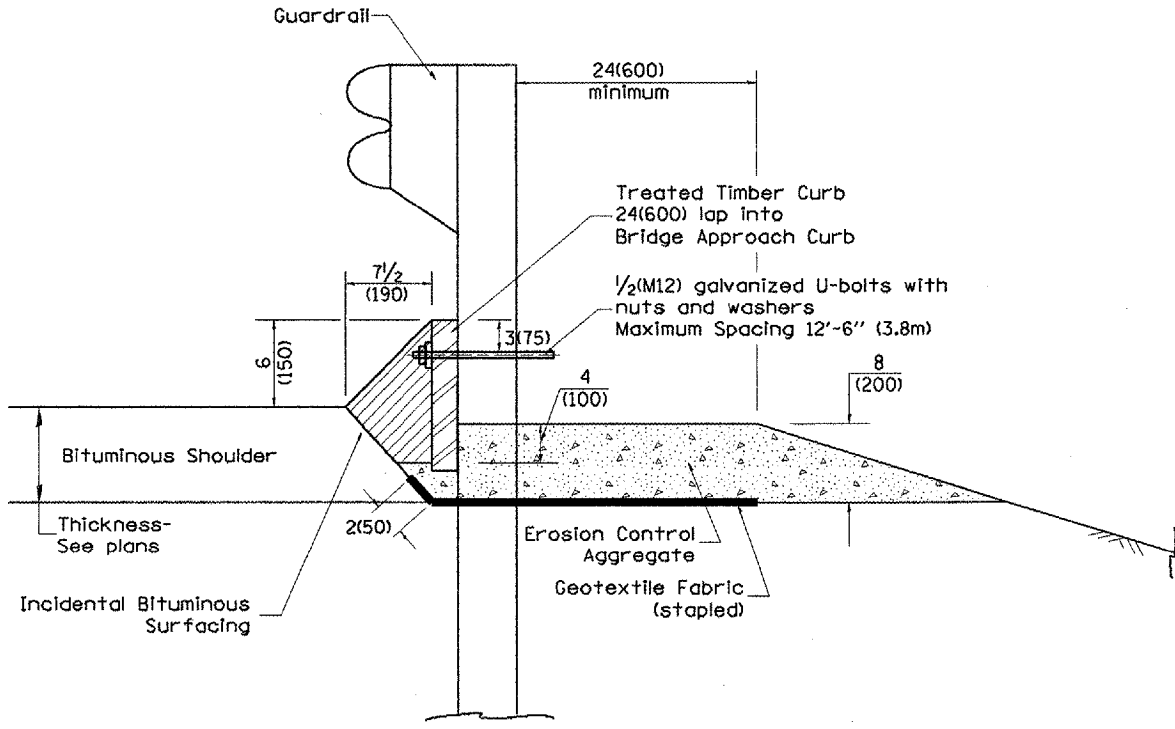
CADD STANDARD 510001-D4 DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. 8-11.01, METRICS, NEW REVISION BOX, REVISED TITLE BOX, REVISED NOTES	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

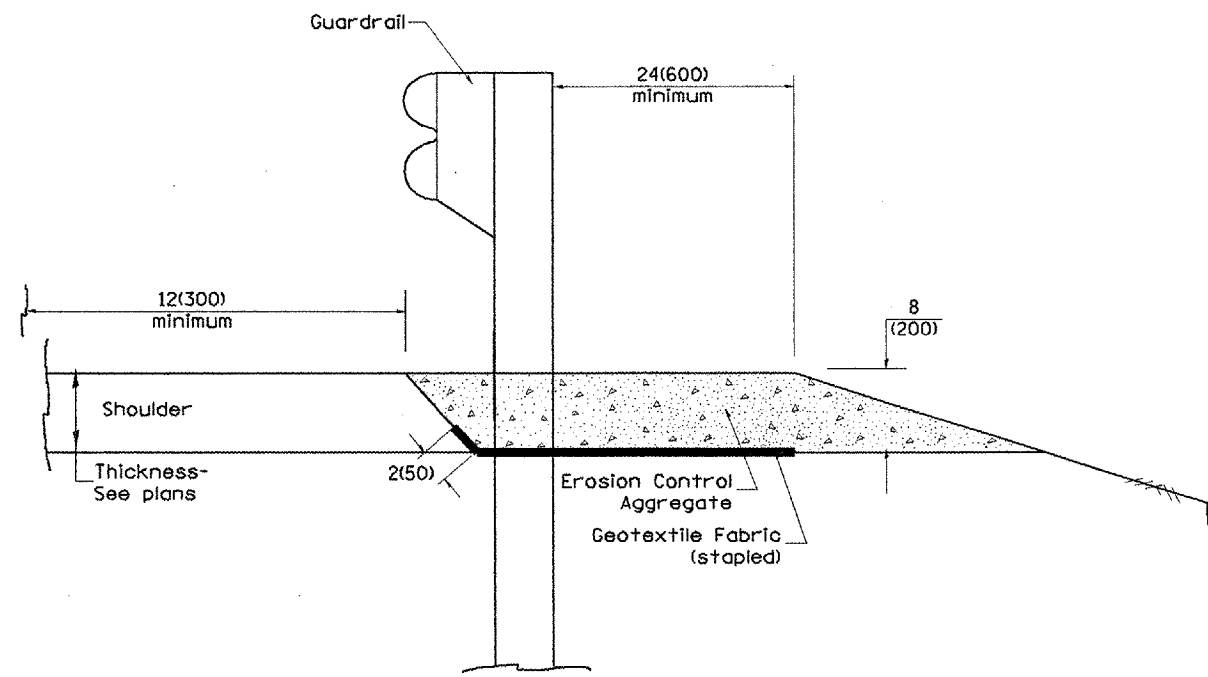
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	McDonough	80	76
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

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



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

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

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

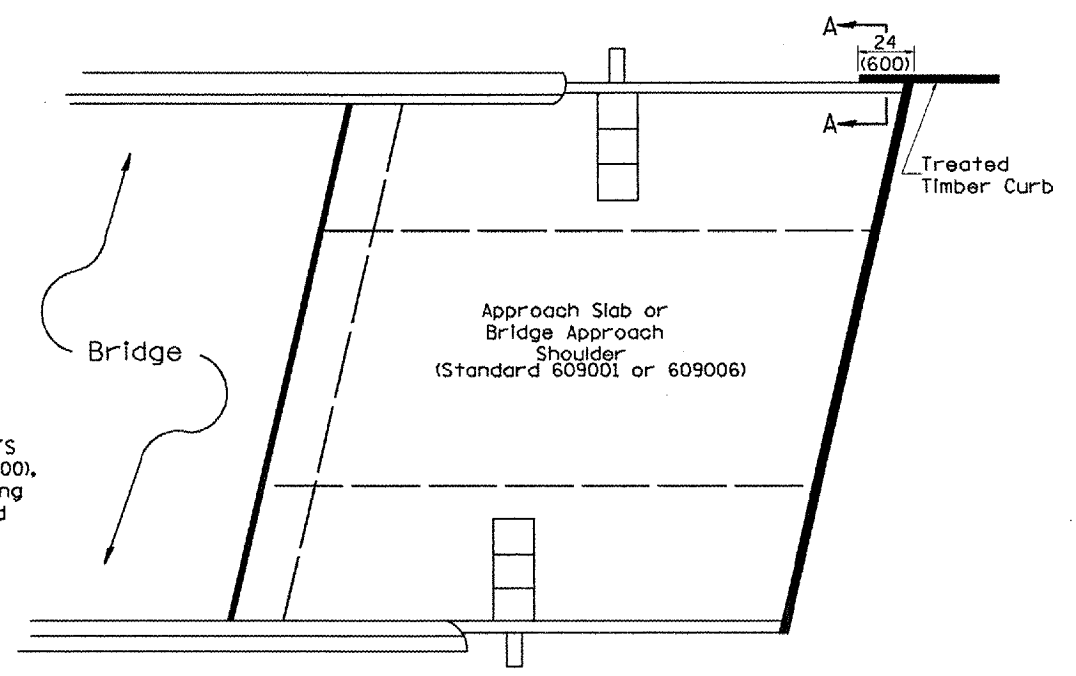
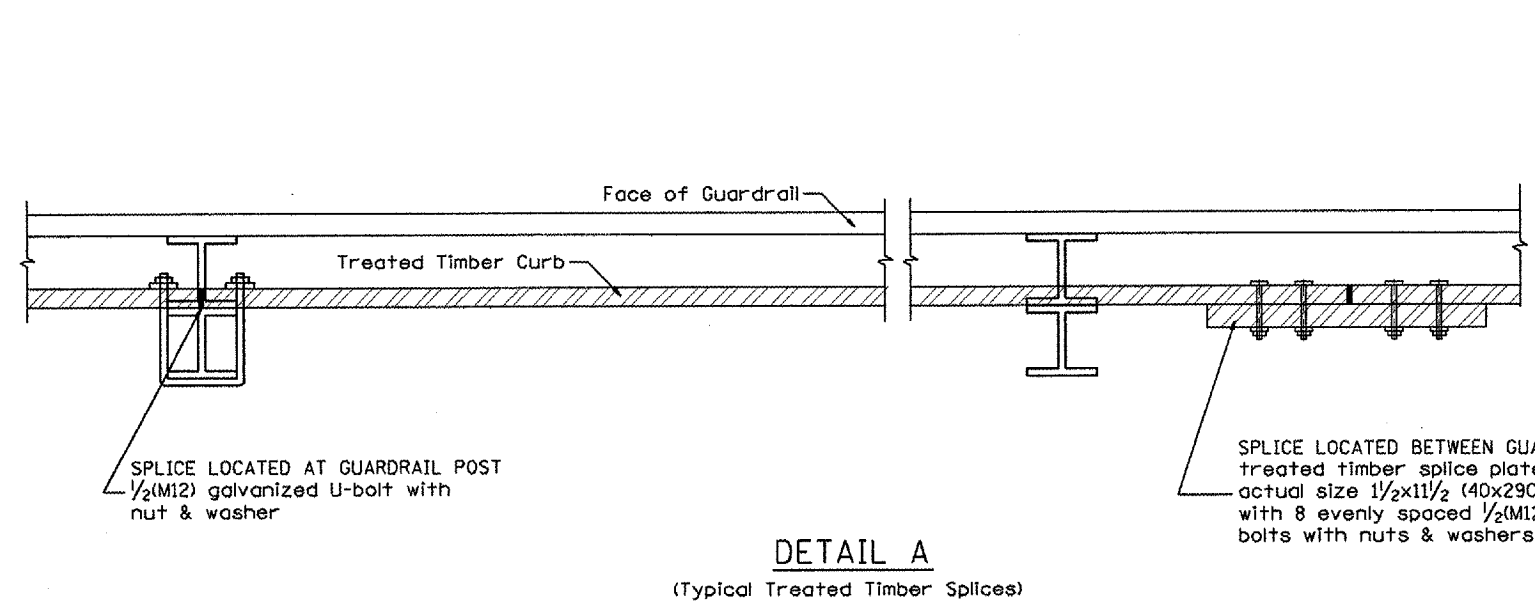
1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric,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

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

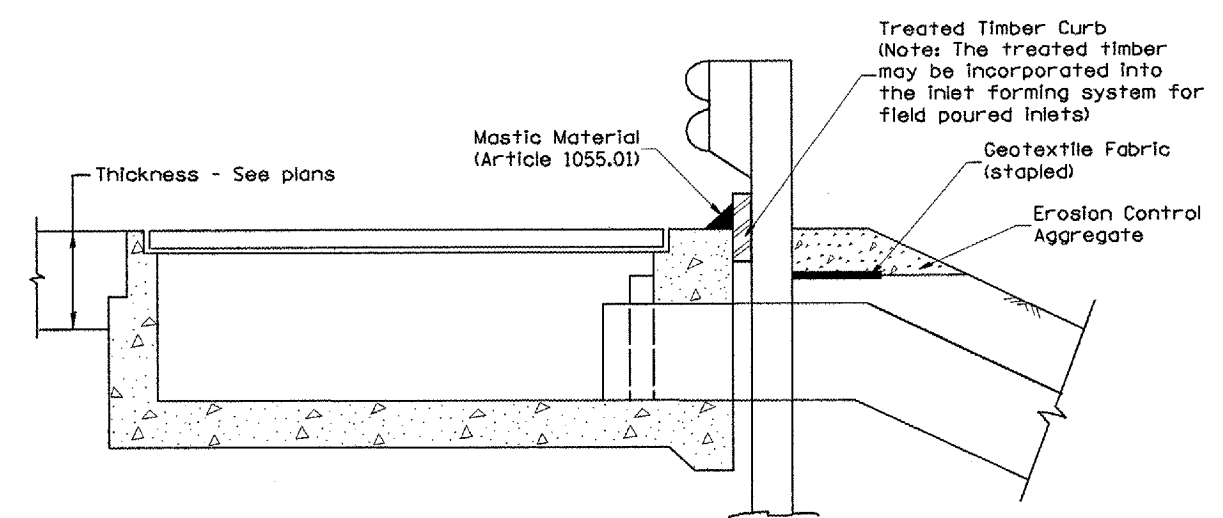
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(1)	SHEET 1 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

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

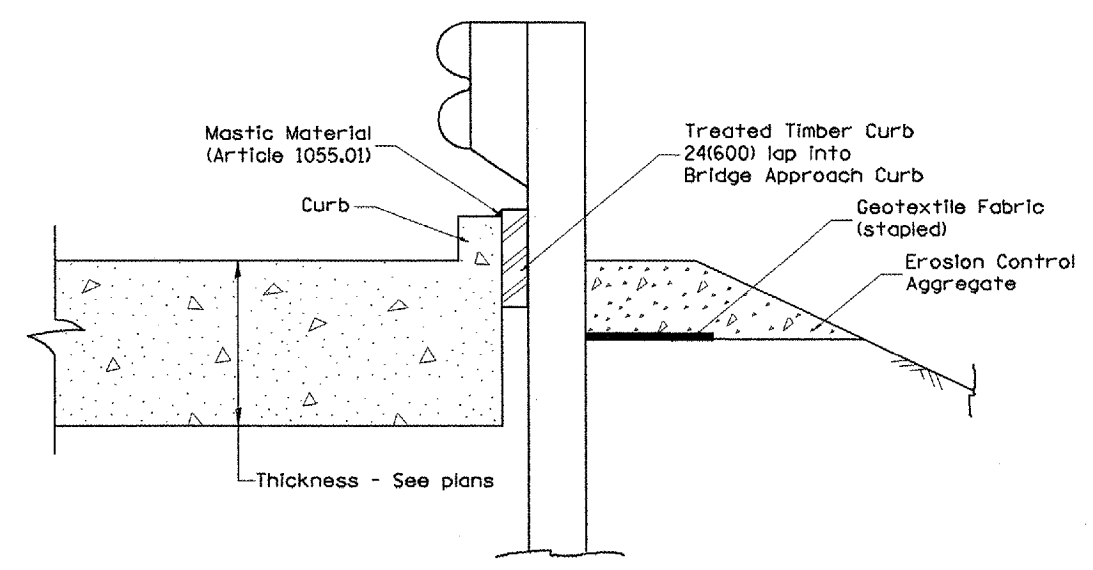
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108B)BR, BR-1	McDonough	80	77
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



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



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



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

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

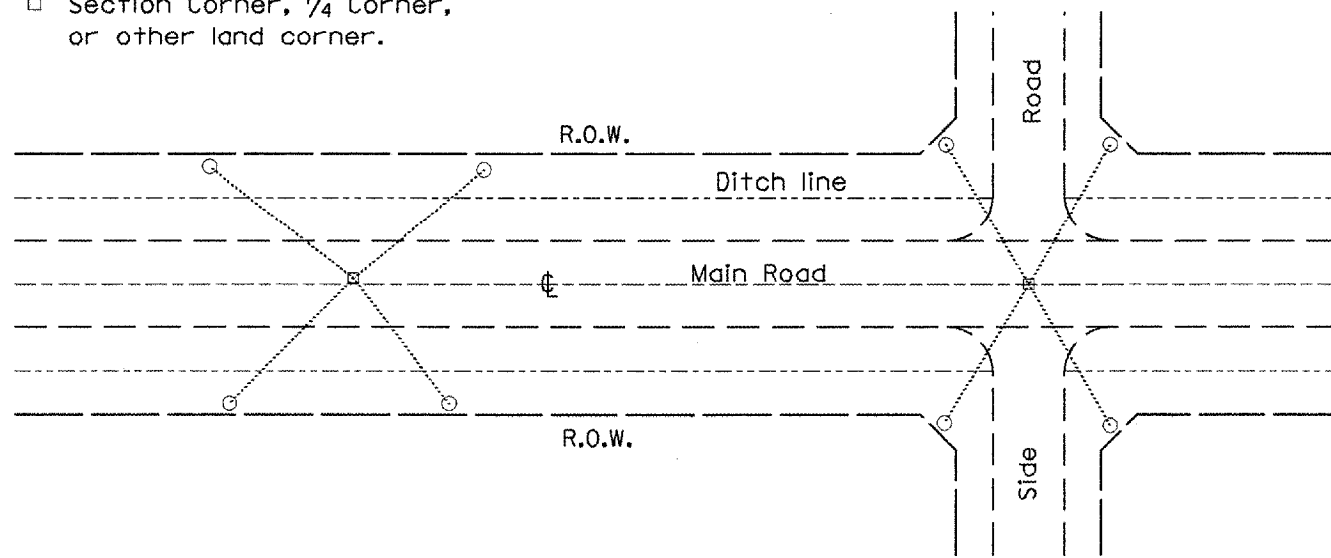
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(2)	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

\$\$\$DATE\$\$\$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108)BR, BR-1	McDonough	80	78
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

PERMANENT SURVEY TIES

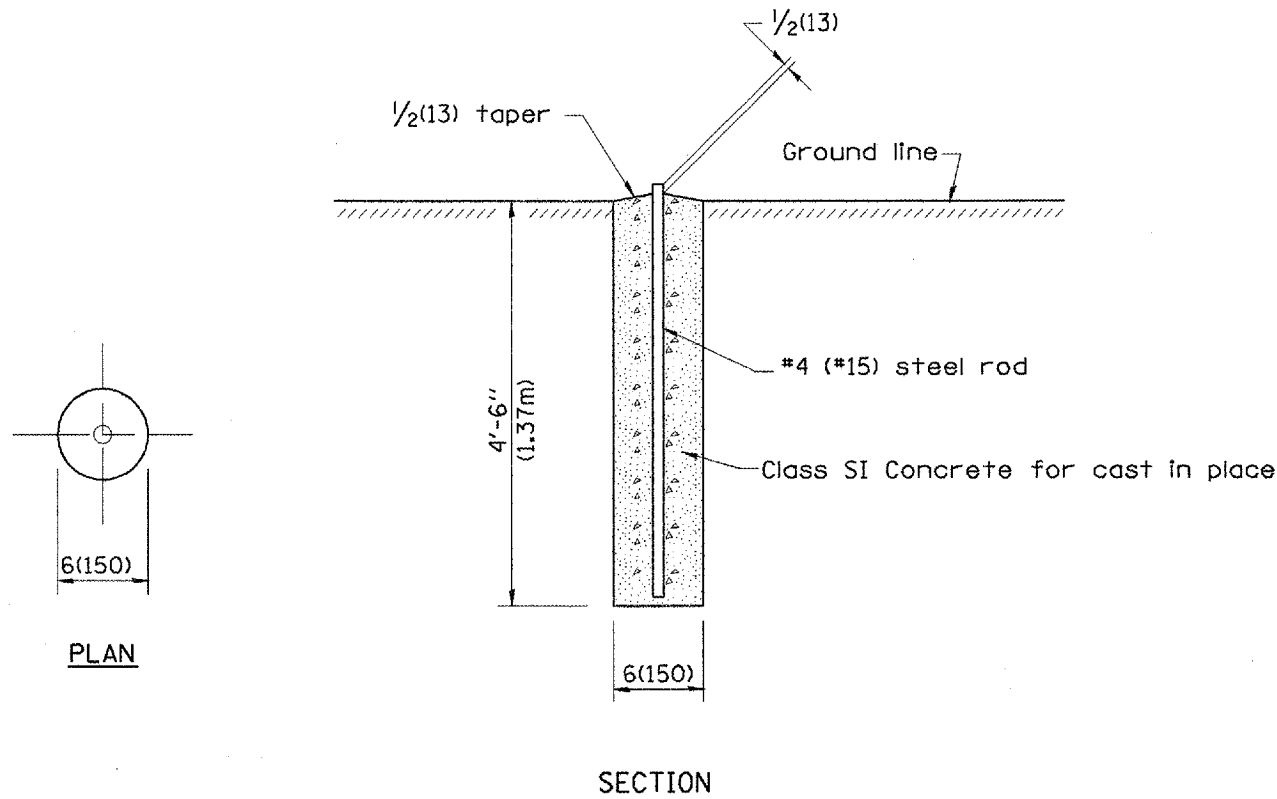
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



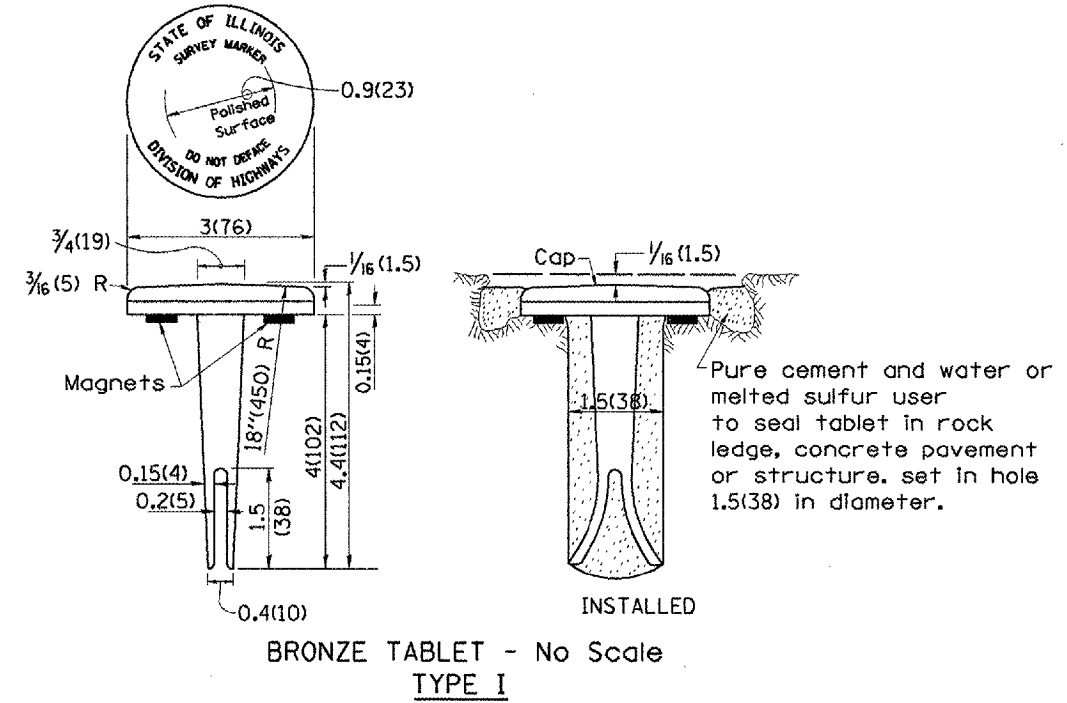
TYPICAL APPLICATION

GENERAL NOTES

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



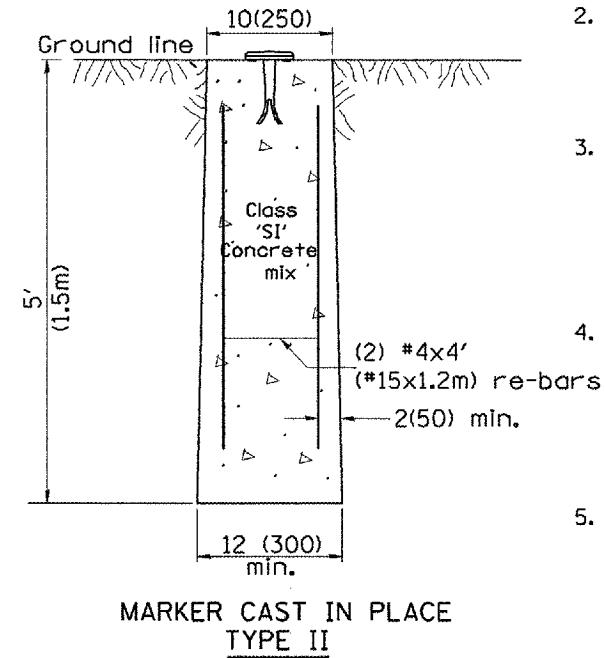
PERMANENT SURVEY MARKERS



BRONZE TABLET - No Scale
TYPE I

GENERAL NOTES

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



MARKER CAST IN PLACE
TYPE II

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

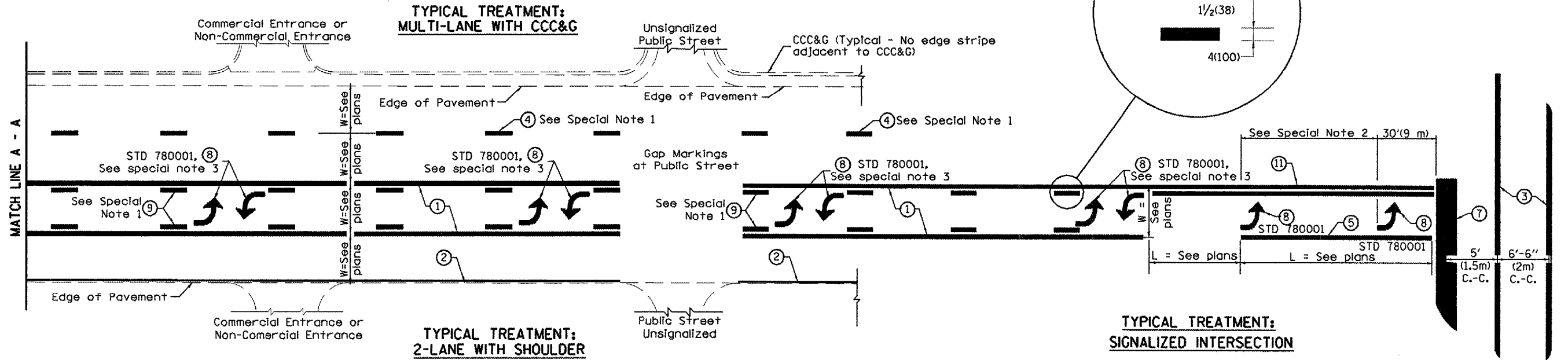
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
PERMANENT SURVEY TIE & PERMANENT SURVEY MARKERS TY.I - TY.II	
CADD STD. NO. 667101-D4	DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE	CHECKED BY

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

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

DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(1088)BR, BR-1	McDonough	80	79
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



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

TYPICAL PAVEMENT MARKING LEGEND

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

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

SPECIAL NOTES

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

GENERAL NOTES

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

TYPICAL PAVEMENT MARKINGS

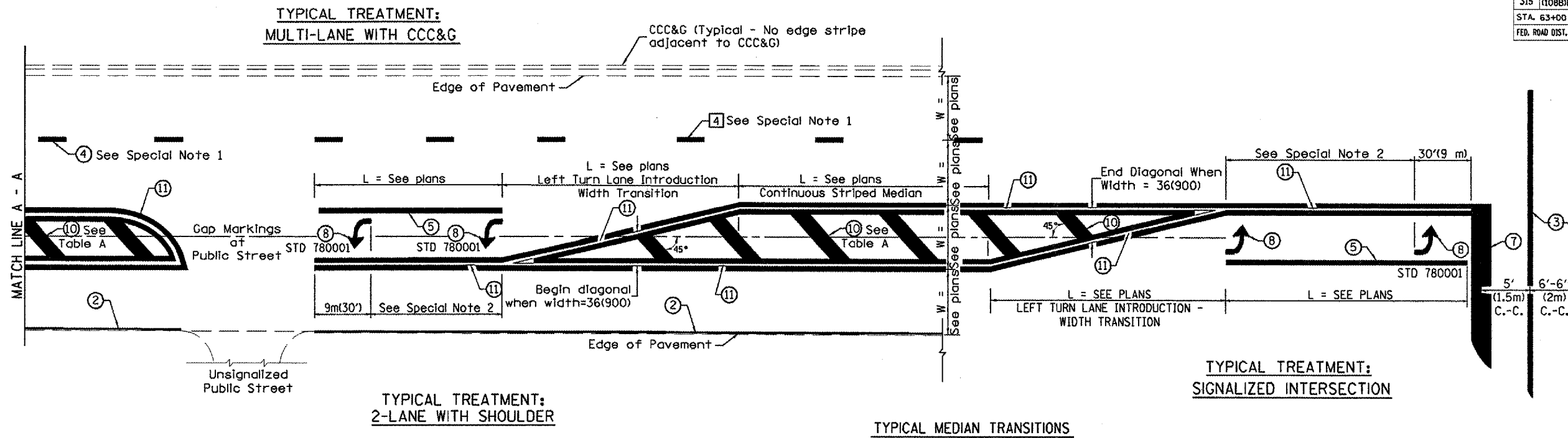
DATE	REVISIONS	BY
1-1-97	RENUM. F-8.03, NEW REVISION BOX	T.P.
2-7-97	ADD BI DIRECTIONAL DIMENSION	J.A.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.
8-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

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

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

\$\$\$DATE\$\$\$

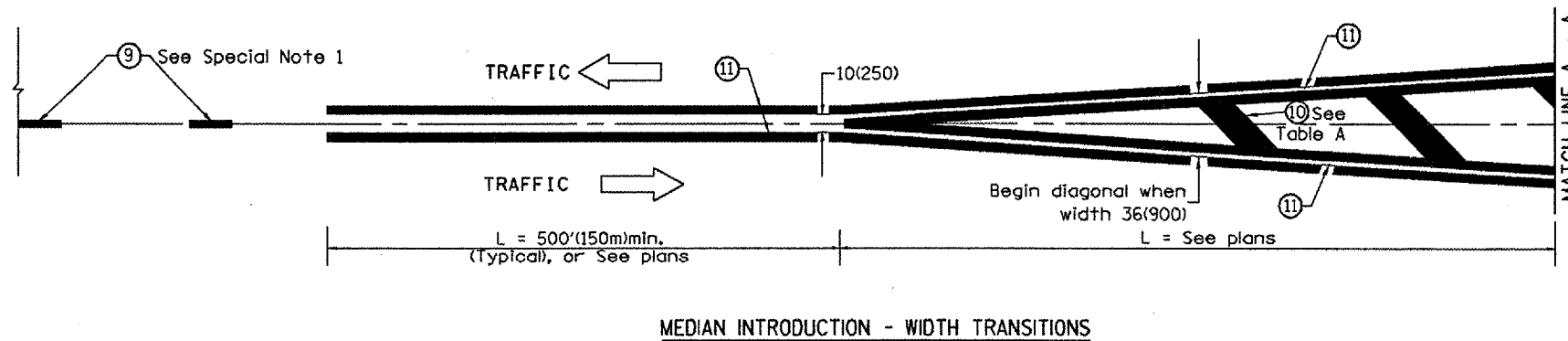
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	(108B)BR, BR-1	McDonough	80	80
STA. 63+00		TO STA. 74+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

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



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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
TYPICAL PAVEMENT MARKINGS
 CADD STANDARD 780001-D4 SHEET 2 OF 2
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

\$\$\$DATE\$\$\$

DCN-ONLY