

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	1
ILLINOIS			CONTRACT NO. 68083	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

F.A.P. ROUTE 534 (IL 94)  
SECTION (109B)BR; (109-B)BR; 109RS-6  
BRIDGE REPLACEMENT  
PROJECT ACF-0534(010)  
HENDERSON COUNTY

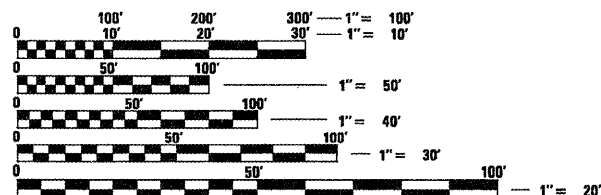
C-94-103-00

**STANDARDS**

HIGHWAY STANDARDS DISTRICT CADD STANDARDS

280001-05 701006-03	205001-D4
420001-07 701011-02	280001-D4
420401-08 701201-04	280101-D4
442201-03 701301-04	281001-D4
515001-03 701306-03	406101-D4
542401-01 701311-03	406301-D4
609006-05 701321-11	420401-D4
630001-09 701326-04	440001-D4
630301-05 701901-01	601101-D4
631031-09 704001-06	630101-D4
635001-01 720011-01	635101-D4
635006-03 780001-02	667101-D4
635011-02 781001-03	780001-D4
701001-02 601101-01	

ADT = 1700 (2000)  
C: ZONE = 18'  
LB = 8.79'  
CHART 38-6C  
A MINOR ARTERIAL (RURAL)  
DESIGN (POSTED) SPEED: 55 MPH



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

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

PROJECT ENGINEER: CHRISTOPHER MAUSHARD (309) 671-3453  
LIASON ENGINEER: MIKE MOHAMED (309)671-3462

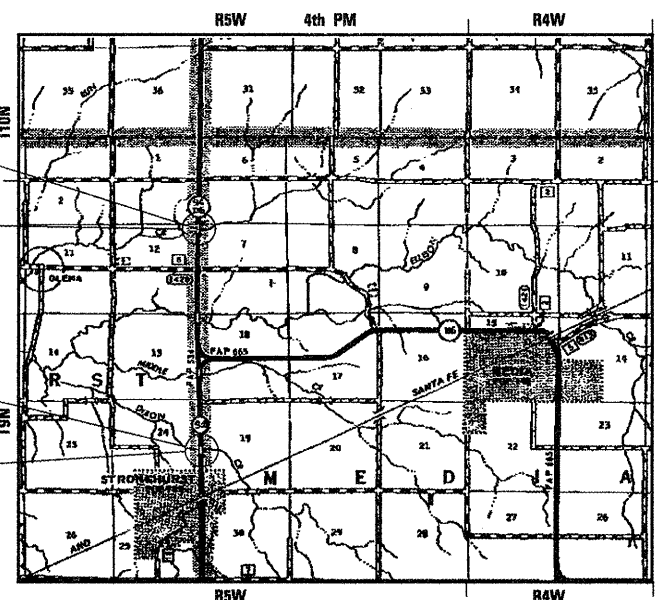
CONTRACT NO. 68083  
CATALOG NO. 032263-00D

PROJECT BEGINS  
STA. 212 + 10.00  
WOLF CREEK  
(S.N. 036-0055)

PROJECT ENDS  
STA. 219 + 40.00

PROJECT BEGINS  
STA. 342 + 15.00  
DIXON CREEK  
(S.N. 036-0054)

PROJECT ENDS  
STA. 351 + 15.00



LOCATION MAP  
1" = 1 MILE

THIS WORK INCLUDES REMOVAL OF DIXON AND WOLF CREEK STRUCTURES (036-0011), (036-0033) AND REPLACEMENT BY TWO 35'-2"x 63'-0" LONG STRUCTURES W/CONCRETE DECK ON STEEL STGRS. RAISING EXISTING VERTICAL PROFILE APPROXIMATELY 2.5' AND OTHER APPROACH AND COLLATERAL WORK.

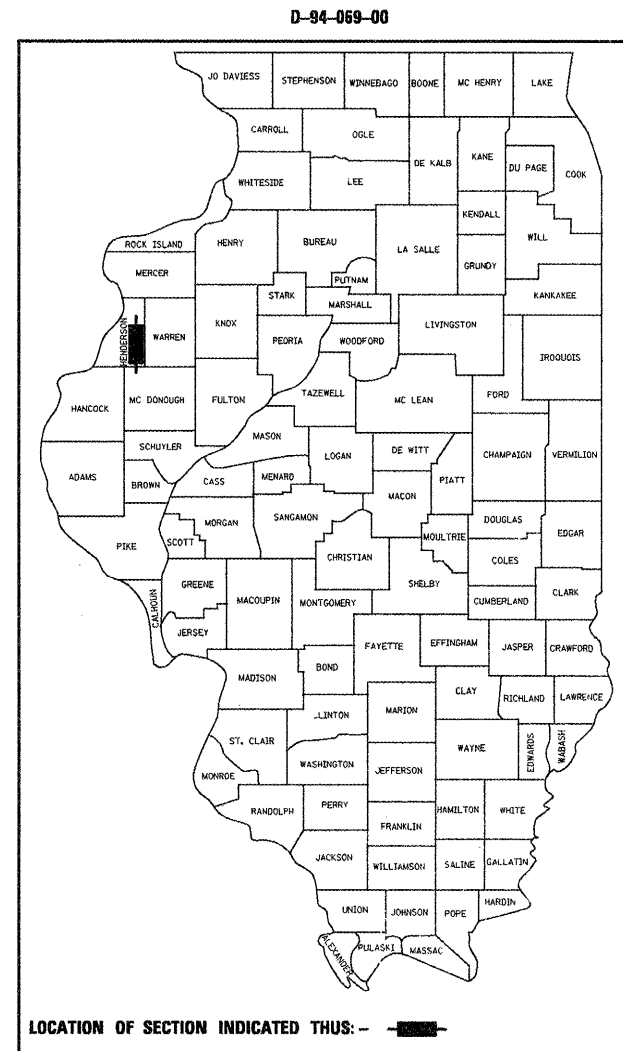


NPDES PERMIT REQUIRED

PLANS PREPARED BY:

Cochran & Wilken, Inc.  
Consulting Engineers & Scientists  
5201 South Sixth Street Road, Springfield, IL 62708-6148  
Ph. (217) 585-6300

GROSS LENGTH = 1,630 FT. = 0.309 MILES  
NET LENGTH = 1,630 FT. = 0.309 MILE



LOCATION OF SECTION INDICATED THUS: - [Symbol] -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED Aug 25 20 11  
Joseph E. Cowen  
DERUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Oct 14 20 11  
Scott E. Stitt, P.E.  
Acting ENGINEER OF DESIGN AND ENVIRONMENT

Oct 14 20 11  
Christine M. Reed  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

DATE 11-28-2008

BY \_\_\_\_\_

EXPIRES 11-30-2008

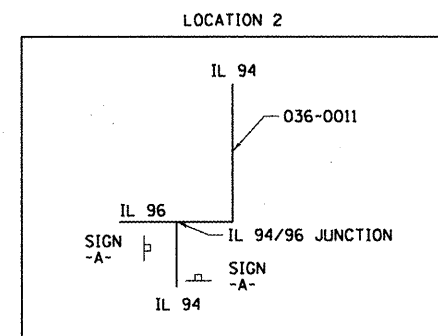
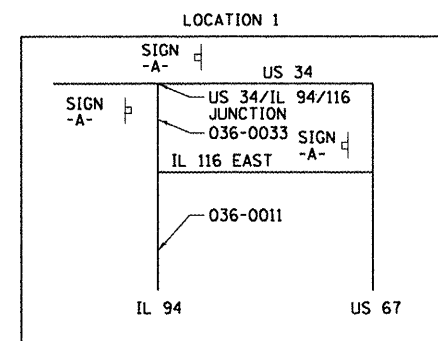
## COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE. NO COMMITMENTS HAVE BEEN MADE ON THIS PROJECT.

## NET LENGTH TABLE

ROUTE	GROSS WORK LIMITS	STRUCTURES	NET LENGTH (FT)
FAP 534	STA. 212+10 TO STA. 219+40	STA. 216+13.495 TO STA. 216+76.505	730
FAP 534	STA. 307+06.65 TO STA. 342+15	ROADWAY SECTION ONLY	3,508.35
FAP 534	STA. 342+15 TO STA. 351+15	STA. 347+04.50 TO STA. 347+67.50	900
	5,138.35 FT	NET - SUB - TOTAL	5,138.35 FT

## WIDTH RESTRICTION SIGNING\*



\* ALL DISTANCES SHALL BE FIELD VERIFIED AND MEASURED BY CONTRACTOR.

## INDEX OF SHEETS

SHEET NO.	ITEMS
1	COVER SHEET, STANDARDS
2	INDEX, COMMITMENTS, NET LENGTH TABLE, WIDTH RESTRICTION SIGNING
3-4	GENERAL NOTES, JOB SPECIFIC NOTES
5-9	SUMMARY OF QUANTITIES
10	TYPICAL SECTIONS - WOLF CREEK
11	TYPICAL SECTIONS - ROADWAY
12	TYPICAL SECTIONS - DIXON CREEK
13-16	SCHEDULES OF QUANTITIES
17	LINE DIAGRAM
18	PROPOSED PLAN AND PROFILE - WOLF CREEK (WITH ALIGNMENT TIES AND BENCHMARKS)
19	PROPOSED PLAN AND PROFILE - DIXON CREEK (WITH ALIGNMENT TIES AND BENCHMARKS)
20-21	STAGE CONSTRUCTION
22	EROSION CONTROL PLAN - WOLF CREEK
23	EROSION CONTROL PLAN - DIXON CREEK
24	RIGHT OF WAY PLANS - WOLF CREEK
25	RIGHT OF WAY PLANS - DIXON CREEK
26-40	STRUCTURE PLANS SN 036-0055 (WOLF CREEK)
41-55	STRUCTURE PLANS SN 036-0054 (DIXON CREEK)
56	DITCH RIP RAP
57	TEMPORARY SHEET PILING
58-73	DISTRICT CADD STANDARDS
74-79	CROSS SECTIONS - WOLF CREEK
80-85	CROSS SECTIONS - DIXON CREEK
86-87	CREEK BOTTOM CROSS SECTIONS - DIXON CREEK HIGHWAY STANDARDS

## STATUS OF UTILITIES TO BE ADJUSTED

COMPANY	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
AMEREN ILLINOIS - ELECTRIC MRS. PATTI WEDELL 1824 KNOX HIGHWAY 9 GALESBURG, IL 61401	DIXON CREEK				
	38' LT.	STA. 343+10	POWER POLE	CUT	RELOCATE
	38' LT.	STA. 345+10	POWER POLE	CUT	RELOCATE
	38' LT.	STA. 348+10	POWER POLE	CUT	RELOCATE
WESTERN ILLINOIS ELECTRIC MR. TOMMIE LONG 524 NORTH MAIN CARTHAGE, IL 62321	WOLF CREEK				
	34' LT.	STA. 213+40	POWER POLE	CUT	RELOCATE
	34' LT.	STA. 217+40	POWER POLE	CUT	RELOCATE
	FRONTIER COMMUNICATIONS MR. JAMES CLARK 214 SOUTH FIRST STREET MONMOUTH, IL 61462				
WOLF CREEK					
40' RT.	STA. 213+50 TO STA. 215+55	BURIED TELEPHONE	CUT	RELOCATE	
40' RT.	STA. 215+55	TELEPHONE POLE	CUT	RELOCATE	
40' RT.	STA. 218+10	TELEPHONE POLE	CUT	RELOCATE	
40' RT.	STA. 218+10 TO STA. 220+00	BURIED TELEPHONE	CUT	RELOCATE	
DIXON CREEK					
40' RT.	STA. 342+00 TO STA. 342+90	BURIED TELEPHONE	CUT	RELOCATE	
40' RT.	STA. 344+50 TO STA. 346+60	BURIED TELEPHONE	CUT	RELOCATE	
40' RT.	STA. 346+60	TELEPHONE POLE	CUT	RELOCATE	
MEDIACOM COMMUNICATIONS MR. DALE SHAVER 200 SOUTH SEVENTH STREET ROANOKE, IL 61561	WOLF CREEK				
	34' LT.	STA. 213+40	AERIAL FIBER OPTIC	CUT	RELOCATE
	34' LT.	STA. 217+40	AERIAL FIBER OPTIC	CUT	RELOCATE
	DIXON CREEK				
38' LT.	STA. 343+10	AERIAL FIBER OPTIC	CUT	RELOCATE	
38' LT.	STA. 345+10	AERIAL FIBER OPTIC	CUT	RELOCATE	
38' LT.	STA. 348+10	AERIAL FIBER OPTIC	CUT	RELOCATE	
38' LT.	STA. 350+30	AERIAL FIBER OPTIC	CUT	RELOCATE	
NICOR GAS MS. CONSTANCE LANE 1844 FERRY ROAD NEPERVILLE, IL 60563-9600	WOLF CREEK				
	LT.	STA. 210+00 TO STA. 220+00	BURIED GAS	CUT	RELOCATE
DIXON CREEK					
LT.	STA. 342+00 TO STA. 352+00	BURIED GAS	CUT	RELOCATE	

**Cochran & Wilken, Inc.**  
Consulting Engineers & Scientists  
5221 South Sixth Street Road, Springfield, IL 62703-5143  
Ph. (217) 585-8300

FILE NAME = D468083-sh-t-plan.dgn	USER NAME = johnsonv	DESIGNED - DRAWN - MEF	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, COMMITMENTS, NET LENGTH TABLE</b>			F.A.P. RTE. 534	SECTION (109)BR(109-B)BR(109RS-6	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 2
PLOT SCALE = 100.0000' / in.					CHECKED - BGC	REVISED -	SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 68083	
PLOT DATE = 8/26/2011					DATE - 11/28/2008	REVISED -	ILLINOIS FED. AID PROJECT					

## GENERAL NOTES

### AVAILABILITY OF ELECTRONIC FILES

MICROSTATION AND GEOPACK 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 DATE CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

### UTILITIES - LOCATION/ INFORMATION ON PLANS

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

### TREE REMOVAL - UTILITY RELOCATION

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

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

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

### PROPERTY OWNER ACCESS REQUIREMENT

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.

### WINTER SHUTDOWN RESTRICTIONS ON COLD MILLED PROJECTS

PRIOR TO WINTER SHUTDOWN THE FOLLOWING STEPS SHALL BE TAKEN:

- ALL COLD MILLED SURFACES SHALL BE OVERLAID.
- ALL LANES SHALL BE REOPENED TO TRAFFIC.
- MANHOLES, WHERE APPLICABLE, SHALL BE ADJUSTED TO THE ELEVATION OF THE BINDER COURSE/ LEVELING BINDER TO EASE IN PLOWING SNOW, AND RE-ADJUSTED TO FINISHED GRADE IN THE SPRING. THE INITIAL MANHOLE ADJUSTMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE AND ANY RE-ADJUSTMENT, AS DIRECTED BY THE ENGINEER, WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.
- TEMPORARY OR PERMANENT PAVEMENT MARKING SHALL BE PLACED AS APPLICABLE.

### CRITICAL PATH WORK SCHEDULE REQUIREMENT

THE CONTRACTOR WILL SUBMIT TO THE ENGINEER A SATISFACTORY PROGRESS SCHEDULE AND CRITICAL PATH SCHEDULE WHICH SHALL SHOW THE PROPOSED SEQUENCE OF WORK AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE.

### TREE REMOVAL

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

## GENERAL NOTES (CONTINUED)

### 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 SURFACE COURSE, TYPE B

AGGREGATE SURFACE COURSE, TYPE B SHALL BE REQUIRED FOR ALL GRANULAR CONSTRUCTION OF SIDE ROADS, ENTRANCES, AND MAILBOX TURNOUTS WHETHER OR NOT PORTIONS OF THE SURFACES THUS CONSTRUCTED ARE TO BE COVERED WITH A BITUMINOUS SURFACE, EXCEPT WHERE NOTED DIFFERENTLY ON THE PLANS.

### PAVEMENT STATION NUMBERS AND PLACEMENT

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/ OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH (20 MM) WIDE, 5 INCHES (125 MM) HIGH AND 5/8 INCH (15 MM) DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING)

BOTTOM OF NUMBERS - 6 INCHES (150 MM) FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

LOCATION:

- 2, 3, AND 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+X00)", WHERE X REPRESENTS THE PAVEMENT STATION.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/ OR OVERLAY PAY ITEMS.

### POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) RATES

SURFACE TYPE	ESTIMATED TRUCK APPLICATION RATES	RESIDUAL RATE
MILLED (HMA OR PCC)	0.08 GAL/SY (0.00034 TON/SY)	0.04 GAL/SY
EXISTING PAVEMENT	0.05 GAL/SY (0.00022 TON/SY)	0.025 GAL/SY
FOG COAT (BETWEEN LIFTS)	0.05 GAL/SY (0.00022 TON/SY)	0.025 GAL/SY

NOTE: ESTIMATED TRUCK APPLICATION RATE IS USED FOR ESTIMATING QUANTITIES.

**GENERAL NOTES (CONTINUED)**

**BITUMINOUS MIXTURE REQUIREMENTS**

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES:	HMA SURFACE COURSE (MAINLINE)	HMA BINDER COURSE (MAINLINE)	LEVELING BINDER 3/4"	HMA SHOULDER (SURFACE LIFT)	HMA SHOULDER (LOWER LIFTS)	INCIDENTAL SURFACE COURSE
AC/PG:	PG 64-22	PG 64-22	SBS or SBR 70-22	PG 64-22	PG 64-22	PG 64-22
RAP% (MAX): **	15%	25%	10%	30%	30%	15%
DESIGN AIR VOIDS:	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	3.0% @ N=30	4.0% @ N=30	4.0% @ N=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 or IL12.5	IL 19.0	IL 4.75	IL 9.5L	IL 19.0L	IL 9.5 or IL12.5
FRICITION AGGREGATE:	Mixture D (Dolomite only)	N.A.	N.A.	Mixture C	N.A.	Mixture C

\*\* IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED, THIS WILL BE DETERMINED BY THE MATERIALS ENGINEER.

PRIME COAT CONVERSION FACTORS		
SURFACE TYPE	ESTIMATED TRUCK APPLICATION RATE	RESIDUAL RATE
COLD MILLED SURFACES	0.08 GAL/ SY (0.00034 TON/ SY)	0.04 GAL/ SY
EXISTING PAVEMENT	0.05 GAL/ SY (0.00022 TON/ SY)	0.025 GAL/ SY
NEW BITUMINOUS COURSES	0.05 GAL/ SY (0.00022 TON/ SY)	0.025 GAL/ SY

**BUTT JOINT CUTTING TIME RESTRICTION**

BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE BITUMINOUS SURFACE COURSE.

**PAVING SURFACE COURSE**

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

**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.

**WOVEN WIRE FENCE REPLACEMENT COMMITMENT**

THE WOVEN WIRE FENCE SHALL BE INSTALLED PRIOR TO THE REMOVAL OF THE EXISTING FARM FENCES. THE CONTRACTOR SHALL PROVIDE A PULL POST AT THE INTERSECTION OF NEW AND EXISTING FENCES. WHEN SO DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL INSTALL THE WOVEN WIRE FENCE PRIOR TO COMMENCING ANY OTHER WORK IN THE AREA. THE CONTRACTOR SHALL PERFORM ANY CLEARING AND MINOR GRADING AS DIRECTED BY THE ENGINEER TO PROVIDE A SMOOTH GROUND SURFACE FOR THE PROPOSED FENCE.

**RIGHT-OF-WAY MARKERS**

WHEN INSTALLING RIGHT-OF-WAY MARKERS, CARE SHALL BE TAKEN TO NOT DISTURB ANY EXISTING PROPERTY/RIGHT-OF-WAY PINS. IF A PROPERTY/RIGHT-OF-WAY PIN IS FOUND AT THE LOCATION OF A PROPOSED RIGHT-OF-WAY MARKER, THE MARKER SHALL BE PLACED ONE (1) FOOT IN FRONT OF THE PIN.

**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.

**JOB SPECIFIC NOTES**

THE THICKNESS OF HOT MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT MIX ASPHALT MIXTURE IS PLACED.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

THE QUANTITY OF SHORT-TERM PAVEMENT MARKINGS SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE MILLED SURFACE, HMA SURFACE AND BINDER COURSES.

EXISTING DRAIN OUTLETS SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO THE DRAIN OUTLETS RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSES. THE MATERIALS AND WORK FOR EXTENDING OUTLETS IF NEEDED WILL BE INCLUDED IN THE COST OF THE CONTRACT.

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS. THE BUREAU OF OPERATIONS WILL THEN DETERMINE THE ACTUAL LIMITS TO BE STRIPED AS "NO PASSING" ZONES.

ALL SAW CUTTING OF EXISTING PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1 1/2" UNLESS OTHERWISE SPECIFIED IN A DETAIL IN THE PLANS. SAW CUT EDGES OF EXISTING HOT MIX ASPHALT CONCRETE SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW HOT MIX ASPHALT SHOULDERS.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

THE EXISTING STRUCTURAL STEEL COATING CONTAINS LEAD. THE CONTRACTOR SHOULD TAKE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD ON THIS PROJECT.

SLIP-FORMED BRIDGE PARAPETS WILL NOT BE ALLOWED.



5201 South Sixth Street Road, Springfield, IL 62703-5143  
Ph. (217) 585-6200

FILE NAME =	USER NAME = johnsonv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES JOB SPECIFIC NOTES</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\pwidot\johnsonv\cd0248162\0468083-sht-plen.dgn		DRAWN - MEF	REVISED -		534	(109)BR(109-B)BR(109RS-6	HENDERSON	88	4			
PLOT SCALE = 1/80,0000' / 1in.		CHECKED - BGC	REVISED -		<b>CONTRACT NO. 68083</b>							
PLOT DATE = 8/26/2011		DATE - 11/28/2008	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



### SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 HENDERSON 1009. STATE				
				0011 DIXON		0011 WOLF		0004
				IL RTE 94 STR. NO. 036-0054	IL RTE 94/116 STR. NO. 036-0055	IL RTE 94 0004 ROADWAY	IL RTE 94/116 0004 ROADWAY	IL RTE 94/116 MOWING
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	127			51	76	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	266			120	146	
20200100	EARTH EXCAVATION	CU YD	5310			1330	3980	
20300100	CHANNEL EXCAVATION	CU YD	2235	1100	1135			
20600200	GRANULAR EMBANKMENT, SPECIAL	CU YD	900			420	480	
<del>2070300</del>	POROUS GRANULAR EMBANKMENT, <b>SPECIAL</b>	CU YD	169	69	100			
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1635			925	710	
* 25000200	SEEDING, CLASS 2	ACRE	1			0.5	0.5	
* 25000300	SEEDING, CLASS 3	ACRE	2.5			1.5	1	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	277			157	120	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	277			157	120	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	277			157	120	
* 25100115	MULCH, METHOD 2	ACRE	2.75			1.25	1.5	
25100630	EROSION CONTROL BLANKET	SQ YD	2482			1553	929	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	975			525	450	
28000315	AGGREGATE DITCH CHECKS	TON	323			221	102	
28000400	PERIMETER EROSION BARRIER	FOOT	7232			3672	3560	
28100705	STONE DUMPED RIPRAP, CLASS A3	SQ YD	24			16	8	
28100707	STONE DUMPED RIPRAP, CLASS A4	SQ YD	3105	1023	1217	645	220	
28200200	FILTER FABRIC	SQ YD	3105	1023	1217	645	220	
35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	420			208	212	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	249			143	106	
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	8			4	4	
40600300	AGGREGATE (PRIME COAT)	TON	32			32		

\* SPECIALTY  
ITEM

**SUMMARY OF QUANTITIES**

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 HENDERSON				100% STATE
				DIXON		WOLF		0004
				IL RTE 94 STR. NO. 036-0054	IL RTE 94/116 STR. NO. 036-0055	IL RTE 94 0004 ROADWAY	IL RTE 94/116 0004 ROADWAY	IL RTE 94/116 MOWING
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1437			861	576	
40600990	TEMPORARY RAMP	SQ YD	42			42		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1301			726	575	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1284			1097	187	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	37			37		
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	444			222	222	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	86			43	43	
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	8475			8475		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1720			1720		
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	50			25	25	
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	50			25	25	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	390			325	65	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	458			271	187	
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	100			82	18	
50200100	STRUCTURE EXCAVATION	CU YD	292	138	154			
50300225	CONCRETE STRUCTURES	CU YD	100.7	50.9	49.8			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	362.4	182.5	179.9			
50300260	BRIDGE DECK GROOVING	SQ YD	448	224	224			
50300100	FLOOR DRAINS	EACH	8	8				
50300300	PROTECTIVE COAT	SQ YD	1132	566	566			
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	0.5	0.5			
50500505	STUD SHEAR CONNECTORS	EACH	1800	900	900			

FILE NAME =  
c:\pwork\pwork\johnson\vd8248162\040883-sht-plen.dgn

USER NAME = johnson  
DESIGNED -  
DRAWN -  
CHECKED -  
DATE - 8/26/2011

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**SUMMARY OF QUANTITIES**

NOT TO SCALE SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	6
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				

### SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 HENDERSON				0004
				DIXON		WOLF		100% STATE
				IL RTE 94	IL RTE 94/116	IL RTE 94	IL RTE 94/116	IL RTE 94/116
				STR. NO. 036-0054	STR. NO. 036-0055	0004 ROADWAY	0004 ROADWAY	0031 MOWING
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	92,180	46,240	45,940			
50800515	BAR SPLICERS	EACH	1,054	525	529			
51200956	FURNISHING METAL SHELL PILES 12" X 0.179"	FOOT	770		770			
51201400	FURNISHING STEEL PILES HP10X42	FOOT	490	490				
51202305	DRIVING PILES	FOOT	1260	490	770			
51203200	TEST PILE METAL SHELLS	EACH	2		2			
51203400	TEST PILE STEEL HP10X42	EACH	2	2				
51500100	NAME PLATES	EACH	2	1	1			
52100520	ANCHOR BOLTS, 1"	EACH	48	24	24			
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	116			68	48	
54213447	END SECTIONS 12"	EACH	6			4	2	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1			1		
54213870	STEEL END SECTIONS 15"	EACH	6			4	2	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	119	59	60			
60100945	PIPE DRAINS 12"	FOOT	207			133	74	
60900140	TYPE B INLET BOX, STANDARD 609006	EACH	6			4	2	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	550			300	250	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8			4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	8			4	4	
63200310	GUARDRAIL REMOVAL	FOOT	808			404	404	
66500105	WOVEN WIRE FENCE, 4'	FOOT	395			75	320	
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	395			75	320	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	24			10	14	
66700205	PERMANENT SURVEY MARKERS, TYPE 1	EACH	2			1	1	

\* SPECIALTY ITEM

**SUMMARY OF QUANTITIES**

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 HENDERSON				0004
				DIXON		WOLF		100% STATE
				IL RTE 94 STR. NO. 036-0054	IL RTE 94/116 STR. NO. 036-0055	IL RTE 94 0004 ROADWAY	IL RTE 94/116 0004 ROADWAY	IL RTE 94/116 MOWING
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12			6	6	
67100100	MOBILIZATION	L SUM	1			0.5	0.5	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2			1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1			0.5	0.5	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1			0.5	0.5	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1			0.5	0.5	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10			5	5	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2			1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1500			1281	219	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5144			2572	2572	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	96			48	48	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1139			645	494	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	955	63	63	492	337	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	955	63	63	492	337	
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	16339			14524	1815	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	19			10	9	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8			4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	42	21	21			
<del>X0324431</del>	<del>TEMPORARY SOIL RETENTION SYSTEM (TO REMAIN IN PLACE)</del>	<del>SQ FT</del>	<del>803</del>	<del>396</del>	<del>407</del>			
X2503100	MOWING	UNIT	49					49
X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	427			427		
X6670109	PERMANENT SURVEY TIES	EACH	8			4	4	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	14			7	7	
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	107			56	51	

\*SPECIALTY  
ITEM

**SUMMARY OF QUANTITIES**

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 HENDERSON				0004
				DIXON	WOLF	DIXON	WOLF	100% STATE
				IL RTE 94	IL RTE 94/116	IL RTE 94	IL RTE 94/116	IL RTE 94/116
				STR. NO. 036-0054	STR. NO. 036-0055	0004 ROADWAY	0004 ROADWAY	MOWING
Z0004552	APPROACH SLAB REMOVAL	SQ YD	50			25	25	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1			0.5	0.5	
Z0026407	TEMPORARY SHEET PILING	SQ FT	7728			3126	4602	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4			2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4			2	2	
Z0034105	MATERIAL TRANSFER DEVICE	TON	3043			2094	949	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	260	130	130			
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	803	396	407			

⊙ Z0076600 TRAINEES

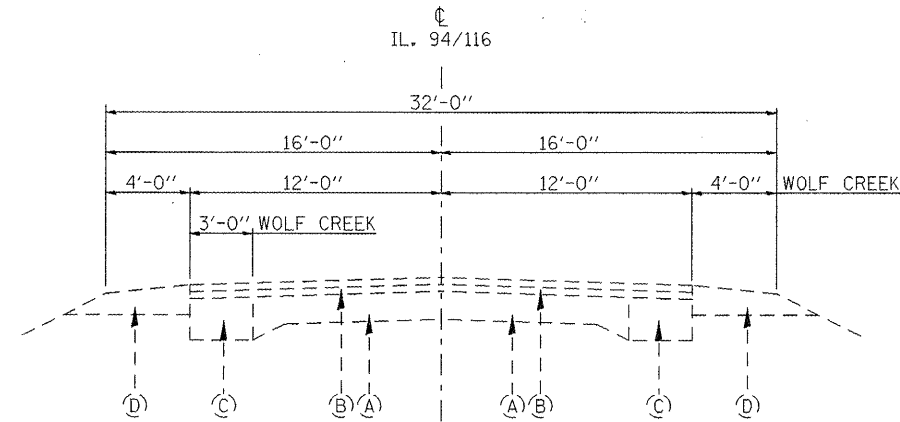
HOUR 1000

1000

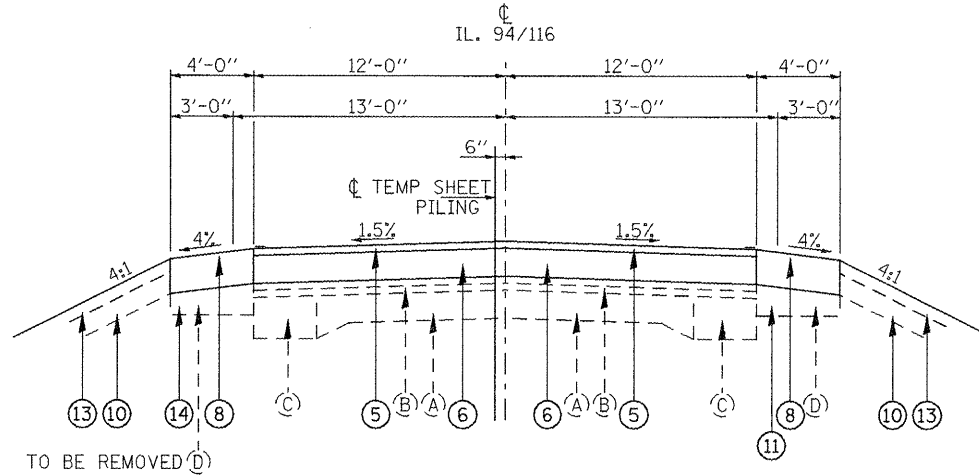
⊙ - 0042

Rev.

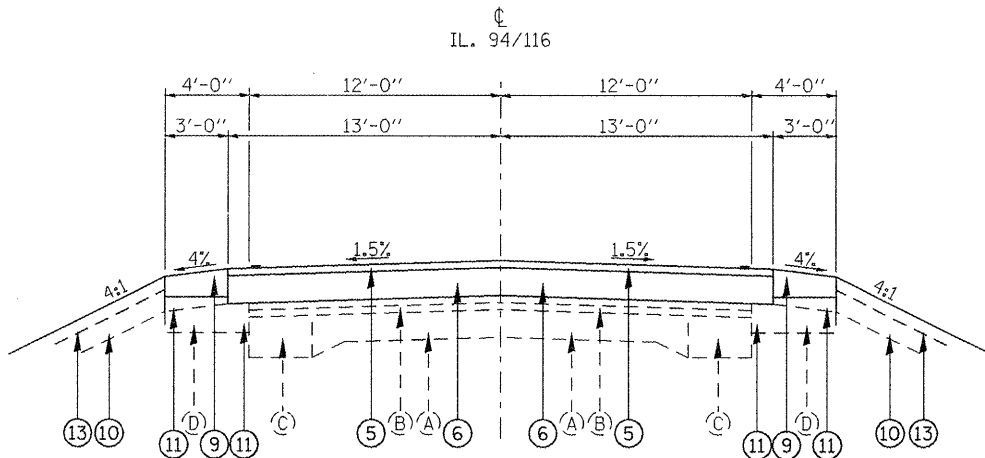
FILE NAME =	USER NAME = johnsonv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pw_work\pwsdot\johnsonv\d8248162\046083-aht-plendgn	DRAWN -	REVISED -	534					109B (BR-2), 109B (BR-3)	HENDERSON	88	9	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	NOT TO SCALE SHEET NO. 5 OF 5 SHEETS STA. TO STA.			CONTRACT NO. 68083						
PLOT DATE = 8/26/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									



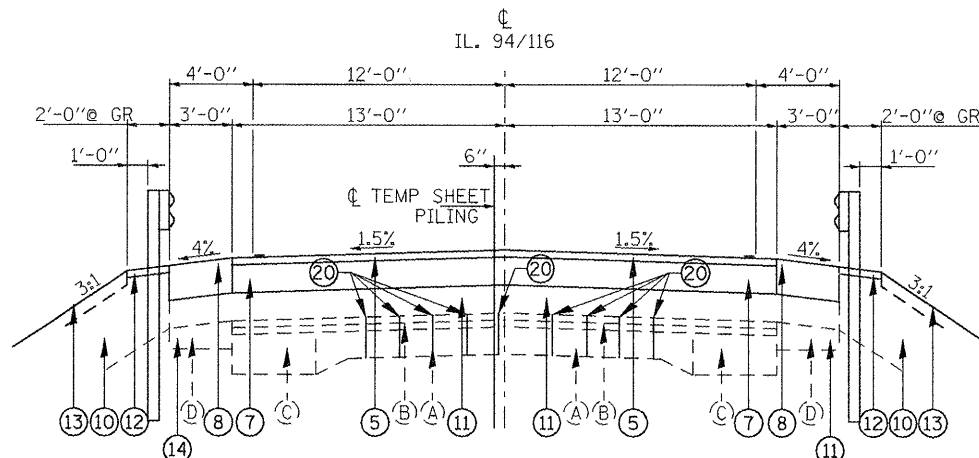
PROP SN (036-0055)  
IL 94 & IL 116 OVER WOLF CREEK  
**EXISTING TYPICAL CROSS SECTION**  
(LOOKING SOUTH)  
STA. 212+10 TO STA. 219+40



PROP SN (036-0055)  
IL 94 & IL 116 OVER WOLF CREEK  
**PROPOSED TYPICAL CROSS SECTION**  
(LOOKING SOUTH)  
STA. 213+00 TO STA. 213+79 &  
STA. 217+06.505 TO STA. 218+00



PROP SN (036-0055)  
IL 94 & IL 116 OVER WOLF CREEK  
**PROPOSED TYPICAL CROSS SECTION**  
(LOOKING SOUTH)  
STA. 212+10 TO STA. 213+00 &  
STA. 218+00 TO STA. 219+40



PROP SN (036-0055)  
IL 94 & IL 116 OVER WOLF CREEK  
**PROPOSED TYPICAL CROSS SECTION**  
(LOOKING SOUTH)  
STA. 213+79 TO STA. 215+83.495

**LEGEND**

- (A) EXISTING CONCRETE PAVEMENT
- (B) EXISTING OVERLAYS (VAR.) 4"±
- (C) EXISTING BIT. WIDENING
- (D) EXISTING RAP SHOULDER 6"-8"
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING AREA CRACK CONTROL TREATMENT, SYSTEM A
- (G) EXISTING CONCRETE GUTTER
- (1) PROPOSED HMA SURFACE REMOVAL, 3/4"
- (2) PROPOSED HMA SURFACE REMOVAL, 2"
- (3) PROPOSED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- (4) PROPOSED HMA SURF. CSE., SUPER D N50, 1 1/2"
- (5) PROPOSED HMA SURF. CSE., SUPER D N50, 2"
- (6) PROPOSED HMA BINDER CSE., VAR. DEPTH 2" TO 14"
- (7) PROPOSED HMA BINDER CSE., 8"
- (8) PROPOSED HMA SHOULDER
- (9) PROPOSED AGGREGATE SHOULDER TY. B, 8"
- (10) EMBANKMENT
- (11) PROPOSED GRANULAR EMBANKMENT, SPECIAL, VAR. DEPTH 6" MIN.
- (12) GUARDRAIL AGGREGATE EROSION CONTROL
- (13) TOPSOIL, EXCAVATION & PLACEMENT, 4"
- (14) PROPOSED HMA BINDER COURSE 8" FOR PHASE I TRAFFIC
- (15) TEMP. CONCRETE BARRIER OR RELOCATED TEMP. CONC. BARRIER
- (16) REMOVE TEMPORARY SHEET PILING OR LEAVE IN PLACE WHEN ALLOWED PER PROVISIONS OF SPECIAL PROVISIONS
- (17) REMOVE (10) DISTURBED BY TEMPORARY SHEET PILING REMOVAL & REPLACE WITH COMPACTED (10) PER TYPICAL CROSS SECTIONS, INCLUDED IN THE COST OF TEMPORARY SHEET PILING
- (18) INSTALL NEW (7) TO PROPOSED GRADES ON (10) SAW CUT AND REMOVE ANY DISTURBED SECTIONS AT EDGES OF 4'-0" ± REPAIR AREA
- (19) INSTALL H.M.A. COURSE 2" AFTER BINDER COURSE IS COMPLETED AT TEMPORARY SHEET PILING REMOVAL AREA/REPAIR AREA
- (20) BREAK UP EXISTING PAVEMENT (A) PER STANDARD SPECIFICATIONS, & GN 205.03 TO DRAIN PROPOSED GRANULAR EMBANKMENT, SPECIAL (10) & BREAK UP EXISTING PAVEMENT (9-6-9) AT TEMPORARY SHEET PILING LOCATION FOR LENGTH SHOWN ON SHEET #57 TO FACILITATE DRIVING OF TEMPORARY SHEET PILING
- (21) EXISTING AGGREGATE SHOULDER 6"-8" TO BE REMOVED

FILE NAME =  
D468883-sht-plan.dgn

USER NAME = johnsontv	DESIGNED -	REVISED -
PLOT SCALE = 150.6849' / 1" =	DRAWN -	REVISED -
PLOT DATE = 8/26/2011	CHECKED -	REVISED -
	DATE -	REVISED -

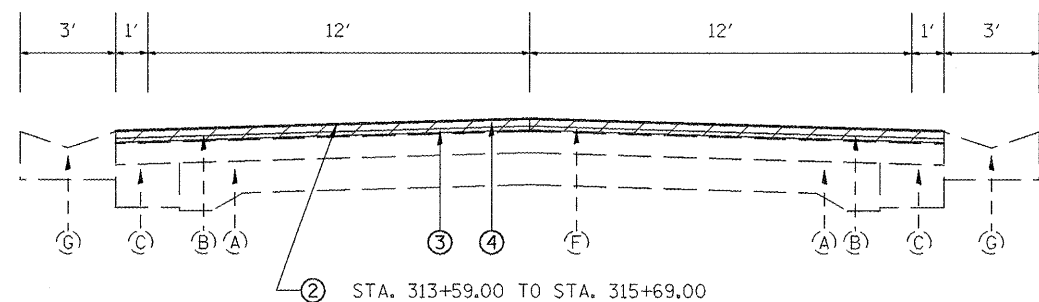
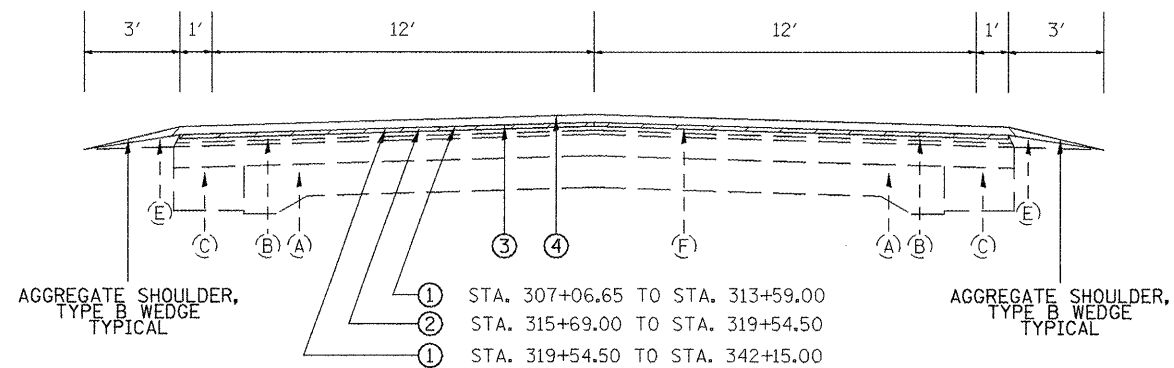
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS  
WOLF CREEK

NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. 212+10 TO STA. 219+40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	(109B)BR1(109-B BR109RS-6	HENDERSON	88	10
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				





**LEGEND**

- (A) EXISTING CONCRETE PAVEMENT
- (B) EXISTING OVERLAYS (VAR.) 4"±
- (C) EXISTING BIT. WIDENING
- (D) EXISTING RAP SHOULDER 6"-8"
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING AREA CRACK CONTROL TREATMENT, SYSTEM A
- (G) EXISTING CONCRETE GUTTER
- ① PROPOSED HMA SURFACE REMOVAL, 3/4"
- ② PROPOSED HMA SURFACE REMOVAL, 2"
- ③ PROPOSED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- ④ PROPOSED HMA SURF. CSE., SUPER D N50, 1 1/2"
- ⑤ PROPOSED HMA SURF. CSE., SUPER D N50, 2"
- ⑥ PROPOSED HMA BINDER CSE., VAR. DEPTH 2" TO 14"
- ⑦ PROPOSED HMA BINDER CSE., 8"
- ⑧ PROPOSED HMA SHOULDER
- ⑨ PROPOSED AGGREGATE SHOULDER TY. B, 8"
- ⑩ EMBANKMENT
- ⑪ PROPOSED GRANULAR EMBANKMENT, SPECIAL, VAR. DEPTH 6" MIN.
- ⑫ GUARDRAIL AGGREGATE EROSION CONTROL
- ⑬ TOPSOIL, EXCAVATION & PLACEMENT, 4"
- ⑭ PROPOSED HMA BINDER COURSE 8" FOR PHASE I TRAFFIC

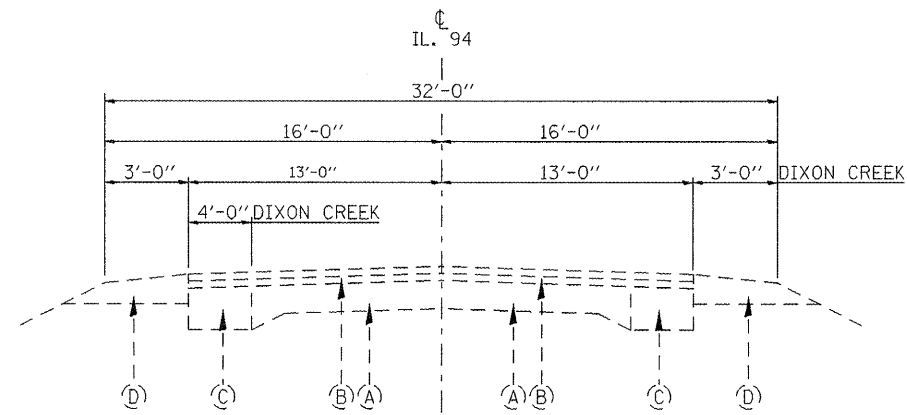
FILE NAME = D:\68083-sht-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
ROADWAY**

NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. 307+06.65 TO STA. 342+15.00

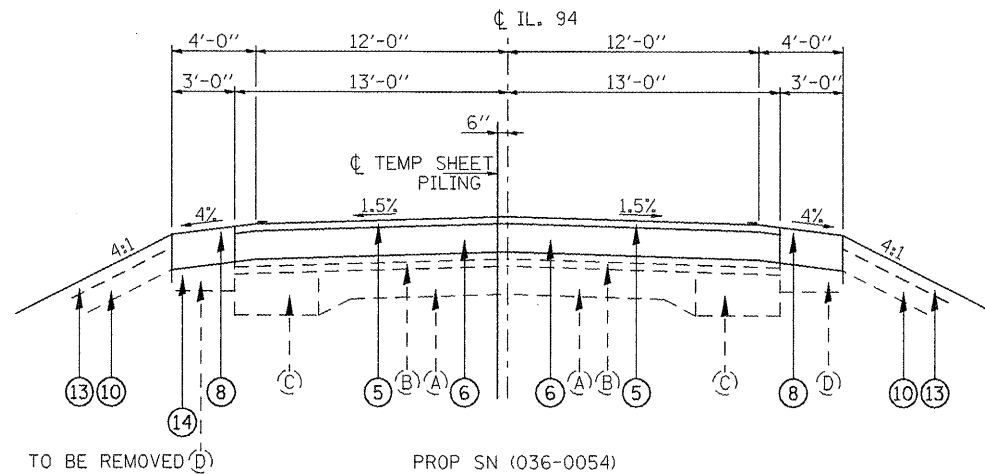
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	(109B)BR(109-B BR)109RS-6	HENDERSON	88	11
CONTRACT NO. 68083			ILLINOIS FED. AID PROJECT	



PROP SN (036-0054)  
IL 94 OVER DIXON CREEK

**EXISTING TYPICAL CROSS SECTION**

(LOOKING SOUTH)  
STA. 342+15 TO STA. 349+75



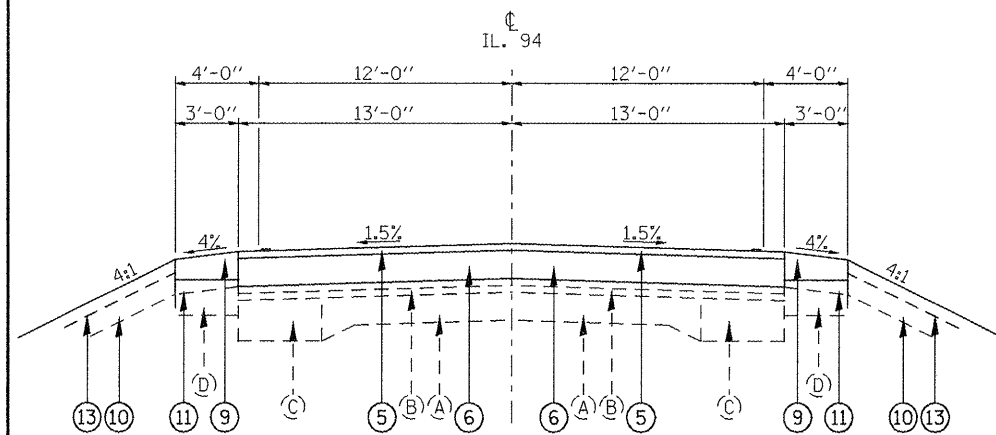
PROP SN (036-0054)  
IL 94 OVER DIXON CREEK

**PROPOSED TYPICAL CROSS SECTION**

(LOOKING SOUTH)  
STA. 343+25 TO STA. 344+59 &  
STA. 348+68 TO STA. 349+75

**LEGEND**

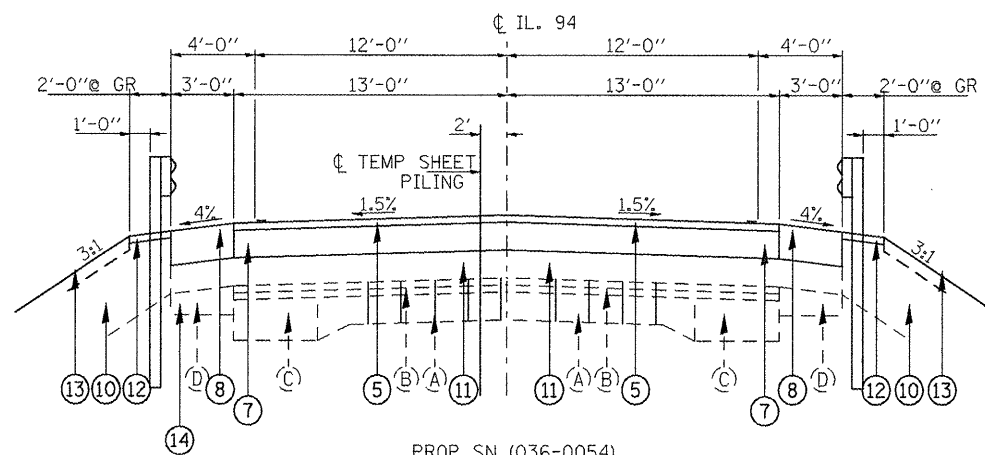
- (A) EXISTING CONCRETE PAVEMENT
- (B) EXISTING OVERLAYS (VAR.) 4"±
- (C) EXISTING BIT. WIDENING
- (D) EXISTING RAP SHOULDER 6"-8"
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING AREA CRACK CONTROL TREATMENT, SYSTEM A
- (G) EXISTING CONCRETE GUTTER
- ① PROPOSED HMA SURFACE REMOVAL, 3/4"
- ② PROPOSED HMA SURFACE REMOVAL, 2"
- ③ PROPOSED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- ④ PROPOSED HMA SURF. CSE., SUPER D N50, 1 1/2"
- ⑤ PROPOSED HMA SURF. CSE., SUPER D N50, 2"
- ⑥ PROPOSED HMA BINDER CSE., VAR. DEPTH 2" TO 14"
- ⑦ PROPOSED HMA BINDER CSE., 8"
- ⑧ PROPOSED HMA SHOULDER
- ⑨ PROPOSED AGGREGATE SHOULDER TY. B, 8"
- ⑩ EMBANKMENT
- ⑪ PROPOSED GRANULAR EMBANKMENT, SPECIAL, VAR. DEPTH 6" MIN.
- ⑫ GUARDRAIL AGGREGATE EROSION CONTROL
- ⑬ TOPSOIL, EXCAVATION & PLACEMENT, 4"
- ⑭ PROPOSED HMA BINDER COURSE 8" FOR PHASE I TRAFFIC



PROP SN (036-0054)  
IL 94 OVER DIXON CREEK

**PROPOSED TYPICAL CROSS SECTION**

(LOOKING SOUTH)  
STA. 342+15 TO STA. 343+25 &  
STA. 349+75 TO STA. 351+15



PROP SN (036-0054)  
IL 94 OVER DIXON CREEK

**PROPOSED TYPICAL CROSS SECTION**

(LOOKING SOUTH)  
STA. 344+59 TO STA. 346+74.50  
STA. 347+97.50 TO STA. 348+68

FILE NAME =  
D468083-shr-plan.dgn

USER NAME = johnsortv	DESIGNED -	REVISED -
PLOT SCALE = 150.6849' / in.	DRAWN -	REVISED -
PLOT DATE = 8/26/2011	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS  
DIXON CREEK

NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. 342+15 TO STA. 351+15

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	(109B)BR(109-B BR)109RS-6	HENDERSON	88	12
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				

HMA SURFACE REMOVAL - BUTT JOINT	
LOCATION	SQ YD
STA. 212+10 TO 213+09.81	266.2
STA. 218+23.75 TO 219+40	310.0
WOLF CREEK - TOTAL	576
Sta. 307+06.65 TO 307+36.65	86.7
Sta. 309+60 - Bituminous Diveway	51.1
Sta. 315+00 - Mailbox Turnout	52.8
Sta. 320+54.50 - Sideroad 900 N	30.6
STA. 342+15 TO 343+03.75	256.4
STA. 349+82.27 TO 351+15	383.5
DIXON CREEK - TOTAL	861
<b>TOTAL</b>	<b>1,438</b>

REMOVAL OF EXISTING STRUCTURES	
LOCATION	UNIT
STA. 216+13.495 TO 216+76.505	1
WOLF CREEK (STRUC. #1) - TOTAL	1
STA. 347+04.50 TO 347+67.50	1
DIXON CREEK (STRUC. #2) - TOTAL	1
<b>TOTAL</b>	<b>2</b>

TREE REMOVAL (6 TO 15 UNITS DIAMETER)			
LOCATION	LT/RT	OFFSET (FT)	UNIT
STA. 215+75	LT	73	12
STA. 216+95	RT	63	14
STA. 217+08	RT	63	12
STA. 217+15	RT	63	8
STA. 217+50	RT	74	8
STA. 217+56	RT	58	14
STA. 218+49	RT	39	8
WOLF CREEK - TOTAL			76
STA. 347+08.9	RT	123	15
STA. 347+11.8	RT	110	15
STA. 347+40.0	RT	80	9
STA. 347+43.7	RT	59	12
DIXON CREEK - TOTAL			51
<b>TOTAL</b>			<b>127</b>

TREE REMOVAL (OVER 15 UNITS DIAMETER)			
LOCATION	LT/RT	OFFSET (FT)	UNIT
STA. 215+96	RT	61	24
STA. 216+13	RT	63	24
STA. 216+37	RT	63	18
STA. 216+77	RT	63	18
STA. 217+33	RT	59	16
STA. 217+62	RT	73	22
STA. 218+34	RT	39	24
WOLF CREEK - TOTAL			146
STA. 347+13.8	RT	99	24
STA. 347+29.7	RT	140	24
STA. 347+35.0	RT	104	24
STA. 347+36.0	RT	95	24
STA. 347+60.7	RT	52	24
DIXON CREEK - TOTAL			120
<b>TOTAL</b>			<b>266</b>

ENGINEER'S FIELD OFFICE TYPE A	
LOCATION	CAL MO
WOLF CREEK	6
DIXON CREEK	6
<b>TOTAL</b>	<b>12</b>

CONSTRUCTION LAYOUT	
LOCATION	L SUM
STA. 210+10 TO 219+40	0.5
WOLF CREEK - TOTAL	0.5
STA. 342+15 TO 351+15	0.5
DIXON CREEK - TOTAL	0.5
<b>TOTAL</b>	<b>1</b>

TEMPORARY RAMP	
LOCATION	SQ YDS
STA. 307+06.65	14.44
STA. 342+15.00	14.44
STA. 320+54.50 - SIDEROAD 900 N	13.06
<b>TOTAL</b>	<b>42</b>

MOBILIZATION	
LOCATION	L SUM
STA. 210+10 TO 219+40	0.5
WOLF CREEK - TOTAL	0.5
STA. 342+15 TO 351+15	0.5
DIXON CREEK - TOTAL	0.5
<b>TOTAL</b>	<b>1</b>

GRANULAR EMBANKMENT, SPECIAL	
LOCATION	CU YD
WOLF CREEK - MAIN LINE	
STA. 213+79 TO 215+83.5	480
NOTE: NONE SOUTH OF STRUCTURE	
WOLF CREEK - TOTAL	480
DIXON CREEK - MAIN LINE	
STA. 344+59 TO 346+74.50	321
STA. 347+97.50 TO 348+68 LT/RT	99
DIXON CREEK - TOTAL	420
<b>TOTAL</b>	<b>900</b>

EROSION CONTROL BLANKET	
LOCATION	SQ YD
LT. STA. 212+00 TO 216+63	208
RT. STA. 212+00 TO 216+63	325
LT. STA. 217+26 TO 219+90	157
RT. STA. 217+26 TO 219+90	239
WOLF CREEK - TOTAL	929
LT. STA. 341+50 TO 346+95	260
RT. STA. 341+50 TO 346+95	520
LT. STA. 347+77 TO 348+28	253
RT. STA. 347+77 TO 348+28	520
DIXON CREEK - TOTAL	1553
<b>TOTAL</b>	<b>2,482</b>

TRAFFIC CONTROL AND PROTECTION SCHEDULE				
LOCATION	STD. 701321-07*	STD. 701326-1	STD. 701201	STD. 701306
	EACH	L SUM	L SUM	L SUM
STA. 212+10 TO 216+13.495	1	0.5	0.5	0.5
STA. 216+76.505 TO 219+40				
WOLF CREEK - TOTAL	1	0.5	0.5	0.5
STA. 342+15 TO 347+04.50	1	0.5	0.5	0.5
STA. 347+67.50 TO 351+15				
DIXON CREEK - TOTAL	1	0.5	0.5	0.5
<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>

\*SEE LINE DIAGRAM OF DISTANCE LOCATION, SHEET #2.

LOCATION	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST
	EACH	EACH
STA. 212+10 TO 219+40	2	2
WOLF CREEK - TOTAL	2	2
STA. 342+15 TO 351+15	2	2
DIXON CREEK - TOTAL	2	2
<b>TOTAL</b>	<b>4</b>	<b>4</b>

LOCATION	WOVEN WIRE FENCE REMOVAL	WOVEN WIRE FENCE, 4'
	FOOT	FOOT
LT. STA. 216+70 TO 219+90	320	320
WOLF CREEK - TOTAL	320	320
LT. STA. 347+36	75	75
DIXON CREEK - TOTAL	75	75
<b>TOTAL</b>	<b>395</b>	<b>395</b>

LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
	FOOT	FOOT
STA. 212+10 TO 216+13.495	337	337
STA. 216+76.505 TO 219+40		
STA. 216+13.495 TO 216+76.505	63	63
WOLF CREEK - TOTAL	400	400
STA. 342+15 TO 347+04.50	492	492
STA. 347+67.50 TO 351+15		
STA. 347+04.50 TO 347+67.50	63	63
DIXON CREEK - TOTAL	555	555
<b>TOTAL</b>	<b>955</b>	<b>955</b>

PERMANENT SURVEY MARKERS	
LOCATION	EACH
18.08' RT. - STA. 216+15.58	1
WOLF CREEK - TOTAL	1
18.08' RT. - STA. 347+05.00	1
DIXON CREEK - TOTAL	1
<b>TOTAL</b>	<b>2</b>

FURNISHING AND ERECTING R.O.W. MARKERS			
LOCATION	OFFSET (FT)	EACH	
A LT. STA. 211+50.00	33.00	1	
B RT. STA. 211+50.00	33.00	1	
C LT. STA. 212+00.00	40.00	1	
D RT. STA. 212+00.00	36.00	1	
E LT. STA. 213+95.02	54.63	1	
F RT. STA. 214+49.11	55.93	1	
G LT. STA. 216+00.00	70.00	1	
H RT. STA. 216+00.00	68.00	1	
I LT. STA. 219+00.00	80.00	1	
J RT. STA. 219+00.00	68.00	1	
K LT. STA. 219+40.00	60.00	1	
L RT. STA. 219+40.00	55.00	1	
M LT. STA. 219+90.00	50.00	1	
N LT. STA. 219+90.00	48.00	1	
WOLF CREEK - TOTAL		14	
A LT. STA. 341+50.00	34.44	1	
B RT. STA. 341+50.00	33.00	1	
C LT. STA. 342+00.00	50.00	1	
D RT. STA. 342+00.00	50.00	1	
E RT. STA. 346+62.13	59.24	1	
F RT. STA. 347+00.00	60	1	
G RT. STA. 347+21.90	58.02	1	
H LT. STA. 347+50.08	60	1	
I RT. STA. 348+00.19	50.92	1	
J RT. STA. 349+95.23	33.24	1	
DIXON CREEK - TOTAL		10	
<b>TOTAL</b>		<b>24</b>	

TEMPORARY SHEET PILING	
LOCATION	SQ YD
STA. 213+50 TO 217+50	4602
WOLF CREEK - TOTAL	4602
STA. 343+75 TO 349+25	3126
DIXON CREEK - TOTAL	3126
<b>TOTAL</b>	<b>7,728</b>

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
LOCATION	SQ YD
STA. 215+83.50 TO 217+06.50	42.7
WOLF CREEK - TOTAL	42.7
STA. 346+75.75 TO 347+97.50	42.7
DIXON CREEK - TOTAL	42.7
<b>TOTAL</b>	<b>85</b>

PERMANENT SURVEY TIES	
LOCATION	EACH
RT. STA. 216+15.58	2
LT. STA. 216+15.58	2
WOLF CREEK - TOTAL	4
RT. STA. 347+05.00	2
LT. STA. 347+05.01	2
DIXON CREEK - TOTAL	4
<b>TOTAL</b>	<b>8</b>

AGGREGATE (PRIME COAT)		
LOCATION	COLD-MILLED	FOG COAT
	TON	TON
DIXON CREEK - MAIN LINE		
STA. 307+06.65 TO 313+59.00	3.77	1.89
STA. 309+60.00- Bituminous Driveway	0.1	0.05
STA. 313+59.00 TO 319+54.50	3.44	1.72
STA. 315+00-Mailbox Turnout & Shoulder	0.11	0.05
STA. 319+54.50 TO 342+15.00	13.06	6.53
STA. 320+54.50-Sideroad 900N	0.53	0.26
DIXON CREEK - TOTAL	21.01	10.5
<b>TOTAL</b>	<b>32</b>	

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	
LOCATION	TON
EAST SHOULDER (INITIAL PLACEMENT)	
474' AGGREGATE RUN @ 0.50 GAL/SY	0.42
WOLF CREEK - TOTAL	0.42
628' AGGREGATE RUN @ 0.50 GAL/SY	0.42
DIXON CREEK - TOTAL	0.42
<b>TOTAL</b>	<b>1</b>

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	
LOCATION	TON
EAST & WEST SHOULDERS	
581.5' BINDER RUN @ 0.10 GAL/SY	0.032
172.5' AGGREGATE TUN @ 0.50 GAL/SY	0.516
WOLF CREEK - TOTAL	0.548
241' BINDER RUN @ 0.10 GAL/SY	0.032
813' AGGREGATE TUN @ 0.50 GAL/SY	0.54
DIXON CREEK - TOTAL	0.572
<b>TOTAL</b>	<b>1</b>

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	
LOCATION	TON
NEXT LEVEL ON BINDER @ 0.10 GAL/SY	
26' WIDTH - STA. 212+10 TO 213+00	0.104
26' WIDTH - STA. 218+00 TO 219+40	0.16
32' WIDTH - STA. 213+00 TO 215+83.50	0.404
32' WIDTH - STA. 217+06.50 TO 218+00	0.132
WOLF CREEK - TOTAL	0.8
26' WIDTH - STA. 342+15 TO 343+25	0.128
26' WIDTH - STA. 349+75 TO 351+15	0.16
32' WIDTH - STA. 343+25 TO 346+74.50	0.496
32' WIDTH - STA. 347+97.50 TO 349+75	0.252
DIXON CREEK - TOTAL	1.036
<b>TOTAL</b>	<b>2</b>

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	
LOCATION	TON
26' WIDTH GRANULAR SPECIAL - 0.50 GAL/SY FOR BINDER APPLICATION	
STA. 213+79 TO 215+83.495	1.36
SOUTH OF STRUCTURE	0
WOLF CREEK - TOTAL	1.36
STA. 344+59 TO 346+47.50	1.244
STA. 347+97.50 TO 348+68	0.408
DIXON CREEK - TOTAL	1.652
<b>TOTAL</b>	<b>3</b>

INCIDENTAL HOT-MIX ASPHALT SURFACING	
LOCATION	TON
ENTRANCE STA. 320+25 - 6"	37
DIXON CREEK - TOTAL	37
<b>TOTAL</b>	<b>37</b>

HOT-MIX ASPHALT SURFACE REMOVAL		
LOCATION	3/4"	2"
	SQ YD	SQ YD
STA. 307+36.65 TO 313+59.00	1797.9	
STA. 313+59.00 TO 315+69.00		606.67
STA. 315+69.00 TO 319+54.50		1113.67
STA. 319+54.50 TO 341+85.00	6443.67	
STA. 20+54.50 - SIDEROAD 900 N	233.33	
<b>TOTAL</b>	<b>8,475</b>	<b>1,720</b>

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	
LOCATION	TON
26' WIDTH BINDER - 0.10 GAL/SY FOR BINDER APPLICATION AT TRANSITION & VARIABLE DEPTH	
STA. 212+84.81 TO 213+79	0.132
STA. 217+06.50 TO 218+68.75	0.188
WOLF CREEK - TOTAL	0.32
STA. 342+57.50 TO 344+59	0.232
STA. 348+68 TO 350+27.27	0.184
DIXON CREEK - TOTAL	0.416
<b>TOTAL</b>	<b>1</b>

HOT-MIX ASPHALT SCHEDULE															
LOCATION	LENGTH	HMA BASE CSE. WID., 8" PHASE I SHOULDER, LT		POLY. LEV. BINDER (MM), IL-4.75, N50	HMA SURFACE CSE., MIX "D", N 50		HMA BINDER CSE., IL-19.0, N50 - MAINLINE				HMA SHOULDERS - LT & RT				
		WOLF CREEK	DIXON CREEK		PAVEMENT 26'		8"		VARIABLE THICKNESS		2"		8"		VARIABLE THICKNESS
				TON	TON	2"	1 1/2"	WOLF CREEK	DIXON CREEK	WOLF CREEK	DIXON CREEK	WOLF CREEK	DIXON CREEK	WOLF CREEK	DIXON CREEK
FOOT	SQ YD	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON
STA. 213+00 TO 216+34	334	148.4													
STA. 216+56 TO 218+00	144	64.0													
STA. 343+25 TO 347+20.33	395.33		131.8												
STA. 347+46.33 TO 349+75	228.67		76.2												
STA. 213+00 TO 215+83.495	283.495				84.7						28.2				
STA. 217+06.505 TO 218+00	93.495				28.1						9.4				
STA. 212+10 TO 213+00	90				29.1										
STA. 218+00 TO 219+40	140				45.3										
STA. 343+25 TO 346+74.50	349.5				104.4						34.8				
STA. 347+97.50 TO 349+75	177.5				52.7						17.6				
STA. 307+06.65 TO 307+36.65	30		3.65			7.34									
STA. 307+36.65 TO 313+59.00	622.35		75.69			152.28									
STA. 313+59.00 TO 315+69.00	210		25.54			51.38									
STA. 315+69.00 TO 319+54.50	385.5		46.89			94.33									
STA. 319+54.50 TO 341+85.00	2230.5		271.28			545.78									
STA. 341+85.00 TO 342+15.00	30		3.65			7.34									
STA. 342+15 TO 343+25	110				35.6										
STA. 349+75 TO 351+25	150				45.3										
STA. 213+09.81 TO 213+79	69.19								116.4					36.5	
STA. 217+06.50 TO 218+23.75	117.25								194.1					42	
STA. 213+79 TO 215+83.5	204.5							264.7				71.1			
STA. 343+03.75 TO 344+59	155.25								188.3						82.8
STA. 348+68 TO 349+82.27	114.27								167.6						50.4
STA. 344+59 TO 346+74.50	215.5							278.9						64.3	
STA. 347+97.50 TO 348+68	70.5							91.2						21.1	
SUB-TOTAL WOLF CREEK	212.4		187.1			264.7		310.5		37.6		71.1		78.5	
SUB-TOTAL DIXON CREEK	208	426.7	238.0	858.45	370.1	355.9		52.4		85.4		133.2			
<b>TOTAL</b>	<b>420</b>	<b>427</b>	<b>1,284</b>		<b>1,301</b>			<b>458</b>							

LOCATION	EACH	TYPE B INLET BOX, STANDARD 609006		PIPE DRAINS 12"	END SECTIONS 12"	STONE RIPRAP, CLASS A3
		OFFSET TO FACE OF CURB	ELEVATION AT TOP OF GRATE			
		FOOT	FOOT	FOOT	EACH	SQ YDS
WOLF CREEK - IL RTE. 94/116						
STA. 215+98.47 LT	1	16	621.66	37	1	1 @ 4 = 4
STA. 216+00.47 RT	1	16	621.67	37	1	1 @ 4 = 4
WOLF CREEK - TOTAL	2			74	2	8
DIXON CREEK - IL RTE. 94						
STA. 346+90.50 LT & RT	2	16	617.77	69	2	2 @ 4 = 8
STA. 347+81.50 LT & RT	2	16	617.32	64	2	2 @ 4 = 8
DIXON CREEK - TOTAL	4			133	4	16
<b>TOTAL</b>	<b>6</b>			<b>207</b>	<b>6</b>	<b>24</b>

TRAFFIC CONTROL SURVEILLANCE	
LOCATION	CAL DA
STA. 212+10 TO 216+13.495	5
STA. 216+76.505 TO 219+40	
WOLF CREEK - TOTAL	
STA. 342+15 TO 347+04.50	5
STA. 347+67.50 TO 351+15	
DIXON CREEK - TOTAL	
TOTAL	10

LOCATION	PIPE CULVERT REMOVAL		PIPE CULVERTS, CL D, TY 1, 15"		STEEL END SECTIONS 15"
	OFFSET (FT)	FOOT	OFFSET (FT)	FOOT	EACH
RT. - STA. 214+62	31	18	43	48	2
WOLF CREEK - TOTAL		18		48	2
LT. - STA. 344+30	26	38	33	44	2
RT. - STA. 350+20	30	44	30	24	2
DIXON CREEK - TOTAL		82		68	4
TOTAL		100		116	6

GUARDRAIL SCHEDULE							
LOCATION	TRAFFIC BARRIER TERMINAL, TY. 1 (SPL.) TANGENT	TRAFFIC BARRIER TERMINAL, TY. 6 (ATTACHED TO STRUCTURE)	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6' POSTS	GUARDRAIL AGGREGATE EROSION CONTROL	GUARDRAIL REMOVAL	GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER - DIRECT APPLIED
WOLF CREEK - MAIN LINE	EACH	EACH	FOOT	TON	FOOT	EACH	EACH
STA. 214+81.45 TO 215+31.45 LT.	1			5.07			1
STA. 215+31.45 TO 215+81.45 LT.			50	5.07	101		
STA. 215+81.45 TO 216+12.10 LT.		1		1.39			
STA. 216+75.10 TO 217+05.75 LT.		1		1.39			
STA. 217+05.75 TO 218+05.75 LT.			100	10.13	101		
STA. 218+05.75 TO 218+55.75 LT.	1			5.07			1
STA. 214+81.45 TO 218+55.75 LT.						5	
STA. 214+84.25 TO 215+34.25 RT.	1			5.07			1
STA. 215+34.25 TO 215+84.25 RT.			50	5.07	101		
STA. 215+84.25 TO 216+14.90 RT.		1		1.39			
STA. 216+77.90 TO 217+08.55 RT.		1		1.39			
STA. 217+08.55 TO 217+58.55 RT.			50	5.07	101		
STA. 217+58.55 TO 218+08.55 RT.	1			5.07			1
STA. 214+84.25 TO 218+08.55 RT.						4	
WOLF CREEK - TOTAL	4	4	250	51.17	404	9	4
DIXON CREEK - MAIN LINE							
STA. 345+73.85 TO 346+23.85 LT.	1			5.07			1
STA. 346+23.85 TO 346+73.85 LT.			50	5.07	101		
STA. 346+73.85 TO 347+04.50 LT.		1		1.39			
STA. 347+67.50 TO 347+98.15 LT.		1		1.39			
STA. 347+98.15 TO 348+98.15 LT.			100	10.13	101		
STA. 348+98.15 TO 349+48.15 LT.	1			5.07			1
STA. 345+73.85 TO 349+48.15 LT.						5	
STA. 345+23.85 TO 345+73.85 RT.	1			5.07			1
STA. 345+73.85 TO 346+73.85 RT.			100	10.13	101		
STA. 346+73.85 TO 347+04.50 RT.		1		1.39			
STA. 347+67.50 TO 347+98.15 RT.		1		1.39			
STA. 347+98.15 TO 348+48.15 RT.			50	5.07	101		
STA. 348+48.15 TO 348+98.15 RT.	1			5.07			1
STA. 345+23.85 TO 348+98.15 RT.						5	
DIXON CREEK - TOTAL	4	4	300	56.24	404	10	4
TOTAL	8	8	550	107	808	19	8

PAVEMENT MARKING REMOVAL	
LOCATION	SQ FT
BRIDGE EDGE LINES ONLY	
LT. STA. 216+13.495 TO 216+76.50	21
WOLF CREEK - TOTAL	21
LT. STA. 347+04.50 TO 347+67.50	21
DIXON CREEK - TOTAL	21
TOTAL	42

RIPRAP SCHEDULE (ROADWAY)		
LOCATION	STONE RIPRAP, CLASS A4	FILTER FABRIC
	SQ YD	SQ YD
LT. STA. 215+50 TO 216+02	122.2	122.2
LT. STA. 216+85 TO 217+25	97.8	97.8
WOLF CREEK - TOTAL	220	220
LT. STA. 347+77.5 TO 351+00	645.0	645.0
DIXON CREEK - TOTAL	645.0	645.0
TOTAL*	865	865

\*NOTE: FOR STRUCTURES QUANTITIES SEE BILL OF MATERIALS.

SHORT-TERM PAVEMENT MARKING		
LOCATION	FT	NO. OF APPLICATIONS
STA. 212+10 TO 219+40	73	3
WOLF CREEK - TOTAL	219	
STA. 307+06.65 TO 349+75	427	3
DIXON CREEK - TOTAL	1281	
TOTAL	1,500	

AGGREGATE DITCH CHECKS	
LOCATION	TONS
LT. STA. 215+50	17
LT. STA. 215+95	17
RT. STA. 216+86.5	17
LT. STA. 217+25	17
LT. & RT. STA. 218+00	34
WOLF CREEK - TOTAL	102
LT. & RT. STA. 343+00 TO 346+94.50	170
LT. & RT. STA. 347+77.50	34
LT. STA. 349+00	17
DIXON CREEK - TOTAL	221
TOTAL	323

AGGREGATE SHOULDERS, TYPE B	
LOCATION	TON
LT. & RT. - STA. 212+10 TO 213+00	25.4
LT. & RT. - STA. 218+00 TO 219+40	39.4
WOLF CREEK - TOTAL	64.8
LT. & RT. - STA. 307+06.65 TO 307+36.65	2.85
LT. & RT. - STA. 307+36.65 TO 313+59	59.12
LT. & RT. - STA. 313+59 TO 319+54.50	36.62
LT. & RT. - STA. 319+54.50 TO 341+85	211.9
LT. & RT. - STA. 341+85 TO 342+15	2.85
LT. & RT. - STA. 342+15 TO 343+25	31.0
LT. & RT. - STA. 349+75 TO 351+15	39.4
DIXON CREEK - TOTAL	324.6
TOTAL	389

CHANGEABLE MESSAGE SIGN	
LOCATION	CAL DA
STA. 210+10 TO 219+40	7
WOLF CREEK - TOTAL	7
STA. 342+15 TO 351+15	7
DIXON CREEK - TOTAL	7
TOTAL	14

WORK ZONE PAVEMENT MARKING REMOVAL				
LOCATION	COLOR	CONDITIONS	FOOT	SQ FT
WOLF CREEK - IL RTE. 94/116				
STA. 213+23.50 TO 219+66.50	WHITE	EAST & WEST EDGE	643	429
STA. 215+83.495 TO 217+06.505	WHITE	EAST EDGE	123	41
STA. 212+10 TO 219+40		SHORT-TERM PAVT MARK		24
WOLF CREEK - TOTAL				494
DIXON CREEK - IL RTE. 94				
STA. 344+14.50 TO 350+57.50	WHITE	EAST & WEST EDGE	643	429
STA. 345+74.50 TO 347+97.50	WHITE	EAST EDGE	223	74
STA. 307+06.65 TO 349+75		SHORT-TERM PAVT MARK		142
DIXON CREEK - TOTAL				645
TOTAL				1,139

MOWING	
LOCATION	UNIT
IL 94	49
TOTAL	49

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	
LOCATION	EACH
75' LT. - STA. 350+95	1
DIXON CREEK - TOTAL	1
TOTAL	1



EARTHWORK							
LOCATION	EARTH EXCAVATION	EARTH EX. ADJUST FOR SHRINKAGE	EMBANKMENT	(-) FURNISHED EX. / (+) WASTE	CHANNEL EXCAVATION	CHANNEL EX. ADJUST FOR SHRINKAGE	TOPSOIL EXCAVATION & PLACEMENT
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
WOLF CREEK							
STA. 212+10 TO 213+00	2.96	2.22	61.67	-59.45			97
STA. 213+00 TO 214+00	58.33	43.75	237.04	-193.29			110
STA. 214+00 TO 215+00	83.33	62.50	398.15	-335.65			110
STA. 215+00 TO 216+26.75	164.82	123.62	676.00	-127.08	567	425.3	113.5
STA. 216+63.25 TO 217+00	268.34	201.26	70.78	+554.98	566	424.5	14.6
STA. 217+00 TO 218+00	1059.33	794.50	100.00	+694.50			110
STA. 218+00 TO 219+00	1924.07	693.05	9.26	+683.79			110
STA. 219+00 TO 219+40	417.04	312.78	2.22	+310.56			43
WOLF CREEK - TOTAL	3978.2	2233.7	1555.1	+1528.4	1133	849.8	708.1
DIXON CREEK							
STA. 342+00 TO 342+15	30.00	22.50	0.28	+22.22			16
STA. 342+15 TO 343+00	248.70	186.53	4.72	+181.81			94
STA. 343+00 TO 344+00	187.04	140.28	29.63	+110.65			111
STA. 344+00 TO 345+00	135.19	101.39	144.44	-43.05			111
STA. 345+00 TO 346+00	66.67	50.00	272.22	-222.22			111
STA. 346+00 TO 346+94.50	77.00	57.75	580.03	-109.78	550	412.50	105
STA. 347+77.50 TO 349+00	224.58	168.44	151.15	+429.04	549	411.75	137.1
STA. 349+00 TO 350+00	222.22	166.67	51.85	+114.82			111
STA. 350+00 TO 350+68	109.56	82.17	32.74	+49.43			75.5
STA. 350+68 TO 351+15	28.72	21.54	11.31	+10.23			52.1
DIXON CREEK - TOTAL	1329.7	997.3	1278.4	+543.2	1099	824.3	923.7
SUB-TOTAL	5307.9	3231.0	2833.5	2071.5	2232.0	1674.1	1631.8
TOTAL	5,310			+2075	2,235		1,635

EPOXY PAVEMENT MARKING - LINE 4"			
LOCATION	WHITE SOLID	YELLOW SOLID	YELLOW SKIP DASH
	FOOT	FOOT	FOOT
WOLF CREEK - IL RTE. 94/116			
STA. 212+10 TO 219+40	1460		190
STA. 212+10 TO 213+75		165	
WOLF CREEK - TOTAL	1460	165	190
DIXON CREEK - IL RTE. 94			
STA. 307+06.65 TO 321+00	2787	2787	
STA. 321+00 TO 332+00	2200	1100	275
STA. 332+00 TO 342+00	2000	1000	250
STA. 342+00 TO 342+15	30	30	
STA. 342+15 TO 351+15	1800		230
STA. 342+15 TO 342+50		35	
DIXON CREEK - TOTAL	8817	4952	755
SUB-TOTAL	10,277	5,117	945
TOTAL	16,339		

AGGREGATE SURFACE COURSE, TYPE B	
LOCATION	TON
STA. 214+62 - ENTRANCE	106.4
WOLF CREEK - TOTAL	106.4
STA. 344+30 - ENTRANCE	81.9
STA. 351+00 - ENTRANCE	61.1
DIXON CREEK - TOTAL	143
TOTAL	249

BRIDGE APPROACH PAVEMENT	
LOCATION	SQ YD
STA. 216+13.50 TO 218+76.50	222.2
WOLF CREEK - TOTAL	222.2
STA. 347+05.75 TO 347+67.50	222.2
DIXON CREEK - TOTAL	222.2
TOTAL	444

PERIMETER EROSION BARRIER	
LOCATION	FOOT
WOLF CREEK	3560
DIXON CREEK	3672
TOTAL	7,232

MATERIAL TRANSFER DEVICE	
LOCATION	TON
WOLF CREEK	
HMA SURFACE CSE	187
HMA BINDER CSE	575
HMA SHOULDERS	187
DIXON CREEK	
HMA SURFACE CSE	1097
HMA BINDER CSE	726
HMA SHOULDERS	271
TOTAL	3,043

LOCATION	MULCH METHOD 2	SEEDING, CL 2	SEEDING, CL 3	TEMPORARY EROSION CONTROL SEEDING	FERTILIZER*		
	ACRE	ACRE	ACRE	POUND	NITROGEN POUND	PHOSPHORUS POUND	POTASSIUM POUND
WOLF CREEK							
STA. 212+10 TO 216+13.495 LT & RT	1.25	0.50	1.00	450	120	120	120
STA. 216+76.505 TO 219+40 LT & RT							
WOLF CREEK - TOTAL	1.25	0.50	1.00	450	120	120	120
DIXON CREEK							
STA. 342+15 TO 347+04.50 LT & RT	1.50	0.50	1.50	525	157	157	157
STA. 347+67.50 TO 351+15 LT & RT							
DIXON CREEK - TOTAL	1.50	0.50	1.50	525	157	157	157
TOTAL	2.75	1.00	2.50	975	277	277	277

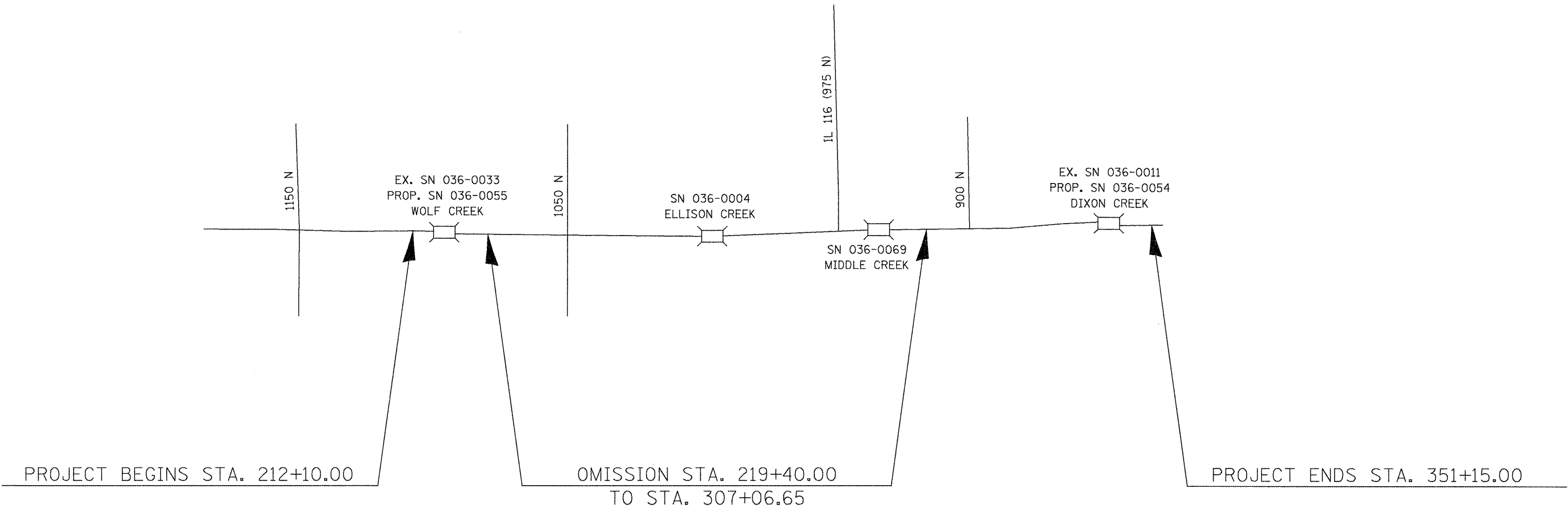
\*FERTILIZER APPLICATION RATE 90 LB/ACRE

TEMPORARY PAVEMENT MARKING				
LOCATION	4"			**24"
	COLOR	CONDITIONS	FOOT	FOOT
WOLF CREEK - IL RTE. 94/116				
*STA. 213+23.50 TO 219+66.50 PHASE I	WHITE	EAST & WEST EDGE	1286	24
*STA. 213+23.50 TO 219+66.50 PHASE II	WHITE	EAST & WEST EDGE	1286	24
WOLF CREEK - TOTAL			2572	48
DIXON CREEK - IL RTE. 94				
*STA. 344+14.50 TO 350+57.50 PHASE I	WHITE	EAST & WEST EDGE	1286	24
*STA. 344+14.50 TO 350+57.50 PHASE II	WHITE	EAST & WEST EDGE	1286	24
DIXON CREEK - TOTAL			2572	48
TOTAL			5,144	96

\*STOP BAR TO STOP BAR @ STD 701321

\*\* 2 STOP BARS PER PHASE





FILE NAME =  
D468083-shr-plan.dgn

USER NAME = johnsonrv  
DRAWN -  
CHECKED -  
DATE -

DESIGNED -  
DRAWN -  
CHECKED -  
DATE -

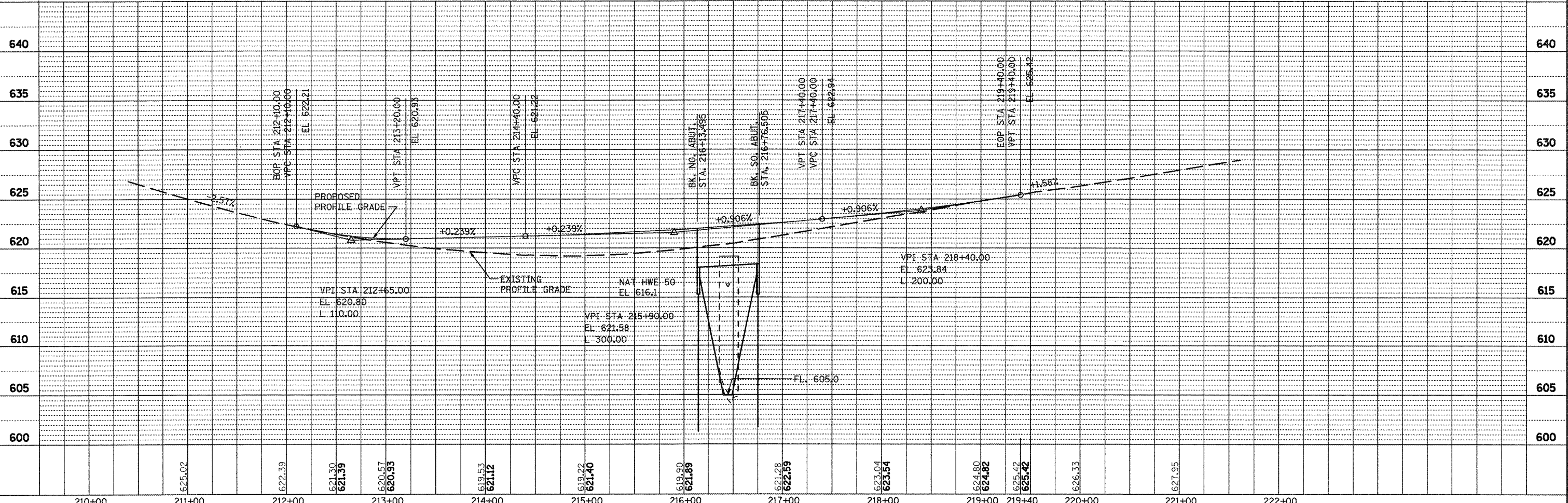
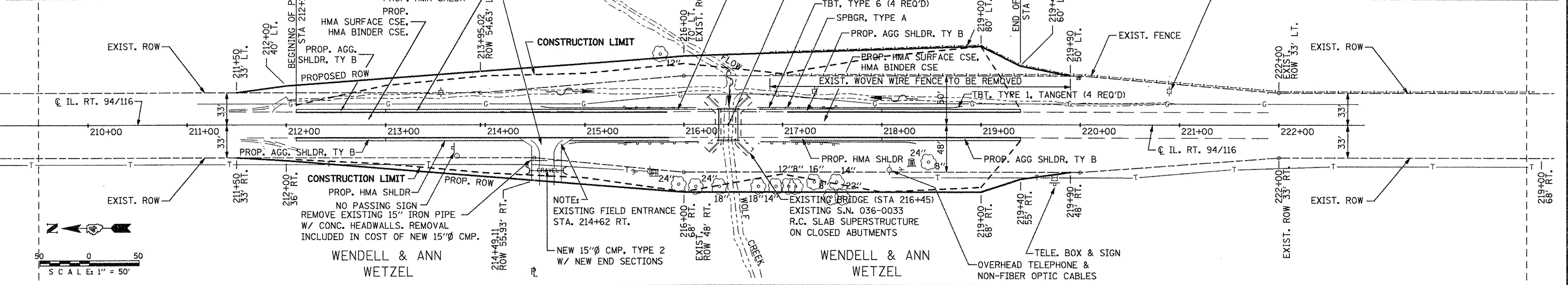
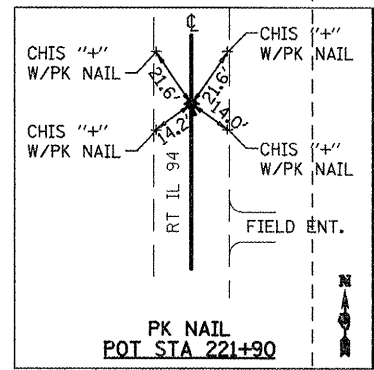
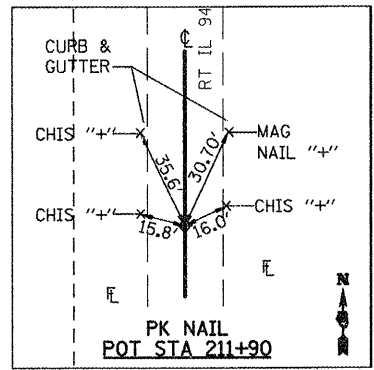
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

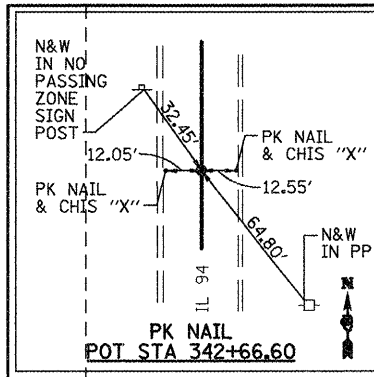
**LINE DIAGRAM**  
NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. 212+10 TO STA. 351+15

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	17
<b>CONTRACT NO. 68083</b>				
ILLINOIS FED. AID PROJECT				

NOTE: CENTER OF ROAD SHEET PILING FOR STAGED CONSTRUCTION RUNS FROM STA 213+50 TO STA 217+50 SEE SHEET 57.



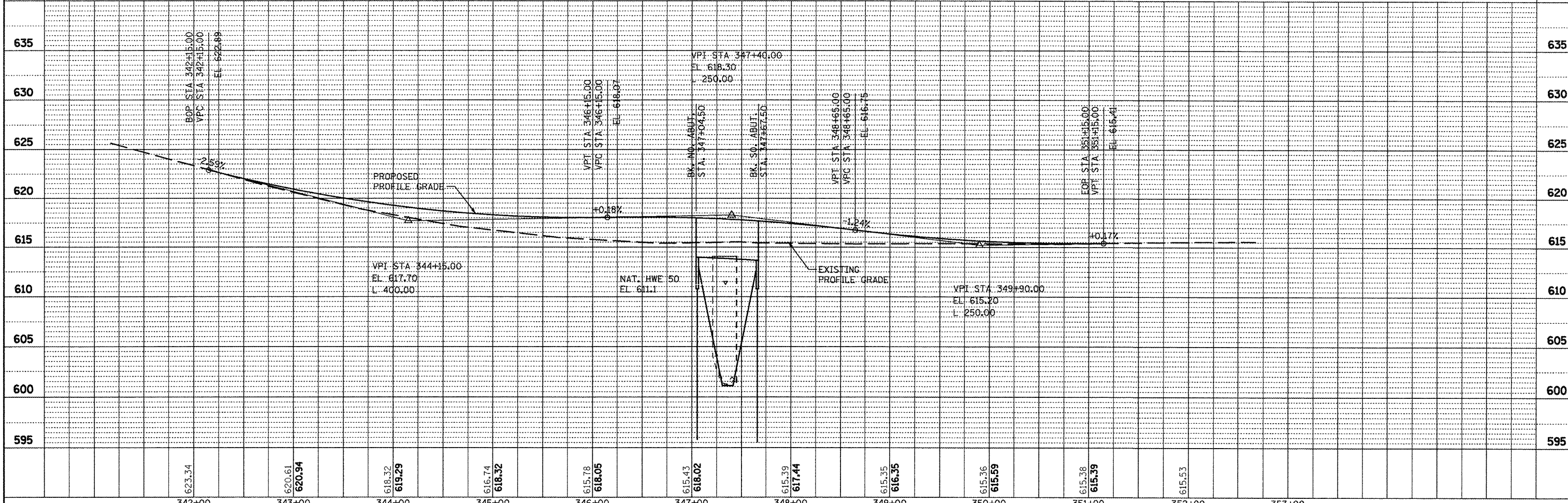
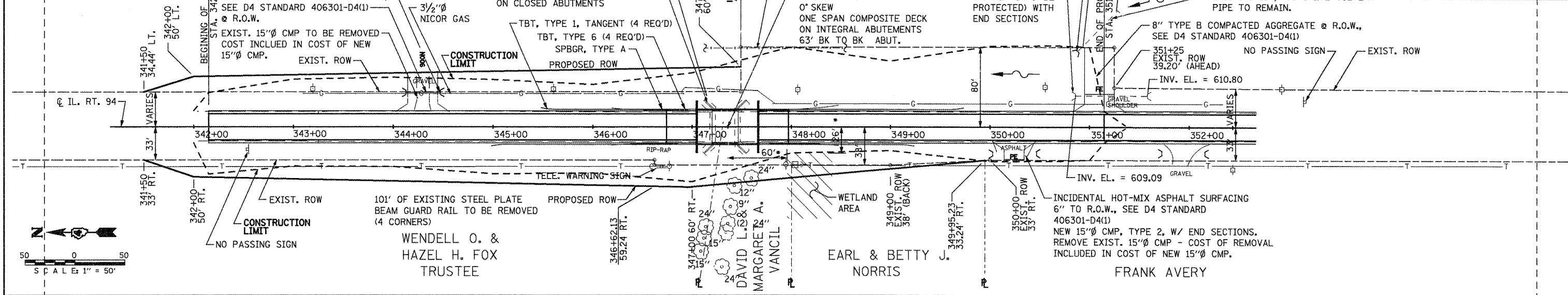
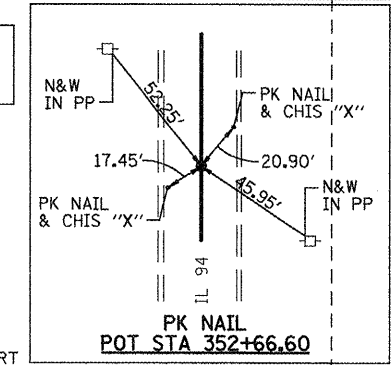
FILE NAME = D488883-shrt-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>				<b>PROPOSED PLAN AND PROFILE</b> <b>WOLF CREEK</b>				F.A.P. RTE. 534	SECTION 109B (BR-2), 109B (BR-3)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 18			
PLOT SCALE = 100.4566' / 1"		DRAWN -	REVISED -					SCALE: PROVIDED				SHEET NO. 1 OF 1 SHEETS				STA. 212+10.00 TO STA. 219+40.00			
PLOT DATE = 8/26/2011		CHECKED -	REVISED -					CONTRACT NO. 68083				ILLINOIS FED. AID PROJECT							
DATE -		REVISED -	REVISED -																



**BENCHMARKS**

ELEVATION	DESCRIPTION
615.26	CHIS " " WW @ NE COR BRIDGE
669.58	CHIS " " EAST ABUT @ SE COR OF BN-SF RR BRIDGE OVER IL 94 - STRONGHURST

**NOTE:** CENTER OF ROAD SHEET PILING FOR STAGED CONSTRUCTION RUNS FROM STA 343+75 TO STA 349+25 SEE SHEET 57.



623.34	620.61	618.32	616.74	615.78	615.43	615.39	615.35	615.36	615.38	615.53	
342+00	343+00	344+00	345+00	346+00	347+00	348+00	349+00	350+00	351+00	352+00	353+00

FILE NAME = D:\68883-shr-plan.dgn  
 USER NAME = johnsonv  
 PLOT SCALE = 100.0000 / in.  
 PLOT DATE = 8/26/2011

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISIED -  
 REVISIED -  
 REVISIED -  
 REVISIED -

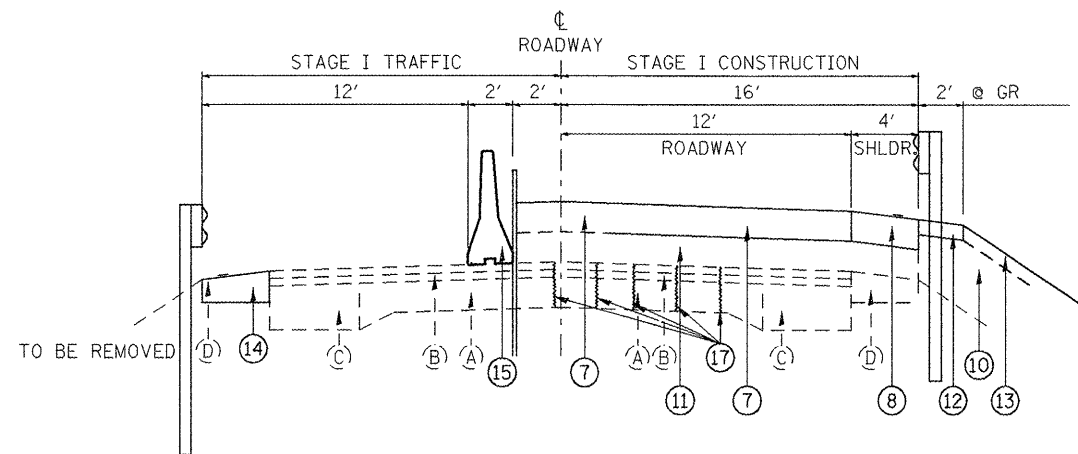
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED PLAN AND PROFILE  
 DIXON CREEK**

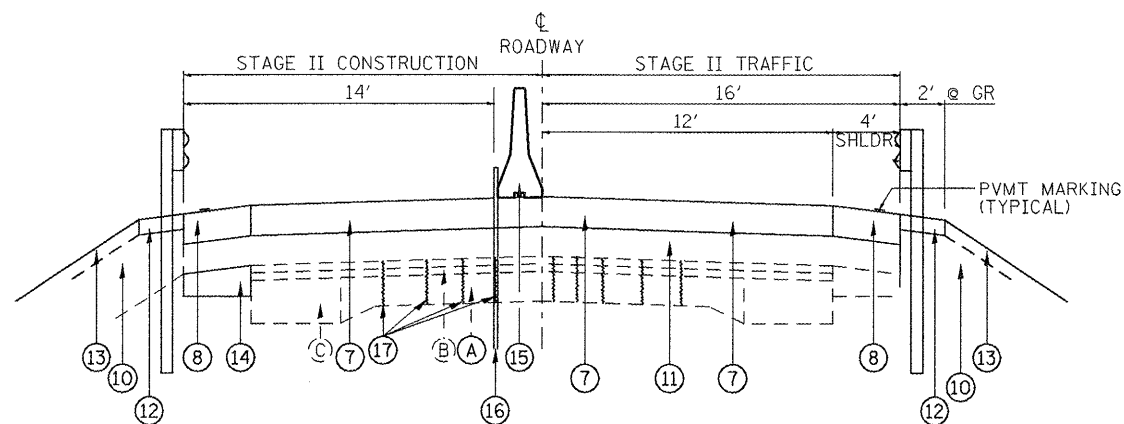
SCALE: PROVIDED SHEET NO. 1 OF 1 SHEETS STA. 342+15.00 TO STA. 351+15.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	19

CONTRACT NO. 68083  
 ILLINOIS FED. AID PROJECT



**TYPICAL SECTION 1 - STAGE I**  
**SHEET PILING / TEMP. CONCRETE BARRIER**  
**STA. 212+10 TO STA. 219+40 WOLF CREEK**  
**STA. 342+15 TO STA. 351+15 DIXON CREEK**

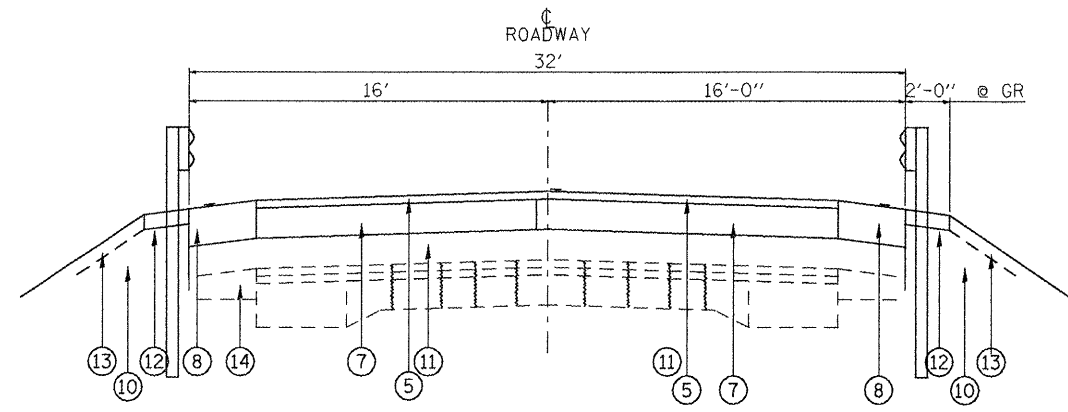


**TYPICAL SECTION 2 - STAGE II**  
**SHEET PILING / TEMP. CONCRETE BARRIER**  
**STA. 212+10 TO STA. 219+40 WOLF CREEK**  
**STA. 342+15 TO STA. 351+15 DIXON CREEK**  
 (LOOKING SOUTH)

**LEGEND**

- (A) EXISTING CONCRETE PAVEMENT
- (B) EXISTING OVERLAYS (VAR.) 4"±
- (C) EXISTING BIT. WIDENING
- (D) EXISTING RAP SHOULDER 6"-8"
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING AREA CRACK CONTROL TREATMENT, SYSTEM A
- (G) EXISTING CONCRETE GUTTER
- ① PROPOSED HMA SURFACE REMOVAL, 3/4"
- ② PROPOSED HMA SURFACE REMOVAL, 2"
- ③ PROPOSED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- ④ PROPOSED HMA SURF. CSE., SUPER D N50, 1 1/2"
- ⑤ PROPOSED HMA SURF. CSE., SUPER D N50, 2"
- ⑥ PROPOSED HMA BINDER CSE., VAR. DEPTH 2" TO 14"
- ⑦ PROPOSED HMA BINDER CSE., 8"
- ⑧ PROPOSED HMA SHOULDER
- ⑨ PROPOSED AGGREGATE SHOULDER TY. B, 8"
- ⑩ EMBANKMENT
- ⑪ PROPOSED GRANULAR EMBANKMENT, SPECIAL, VAR. DEPTH 6" MIN.
- ⑫ GUARDRAIL AGGREGATE EROSION CONTROL
- ⑬ TOPSOIL, EXCAVATION & PLACEMENT, 4"
- ⑭ PROPOSED HMA BINDER COURSE 8" FOR PHASE I TRAFFIC
- ⑮ TEMP. CONCRETE BARRIER OR RELOCATED TEMP. CONC. BARRIER
- ⑯ REMOVE OR CUT TEMPORARY SHEET PILING BELOW SUBGRADE
- ⑰ BREAK UP AND LEAVE IN PLACE EXISTING PAVEMENT PER STANDARD SPECIFICATIONS & ARTICLE 205.03 TO DRAIN PROPOSED GRANULAR EMBANKMENT, SPECIAL, & BREAK UP AND LEAVE IN PLACE EXISTING PAVEMENT AT TEMPORARY SHEET PILING LOCATION FOR LENGTH SHOWN ON SHEET #58 TO FACILITATE DRIVING OF TEMPORARY SHEET PILING

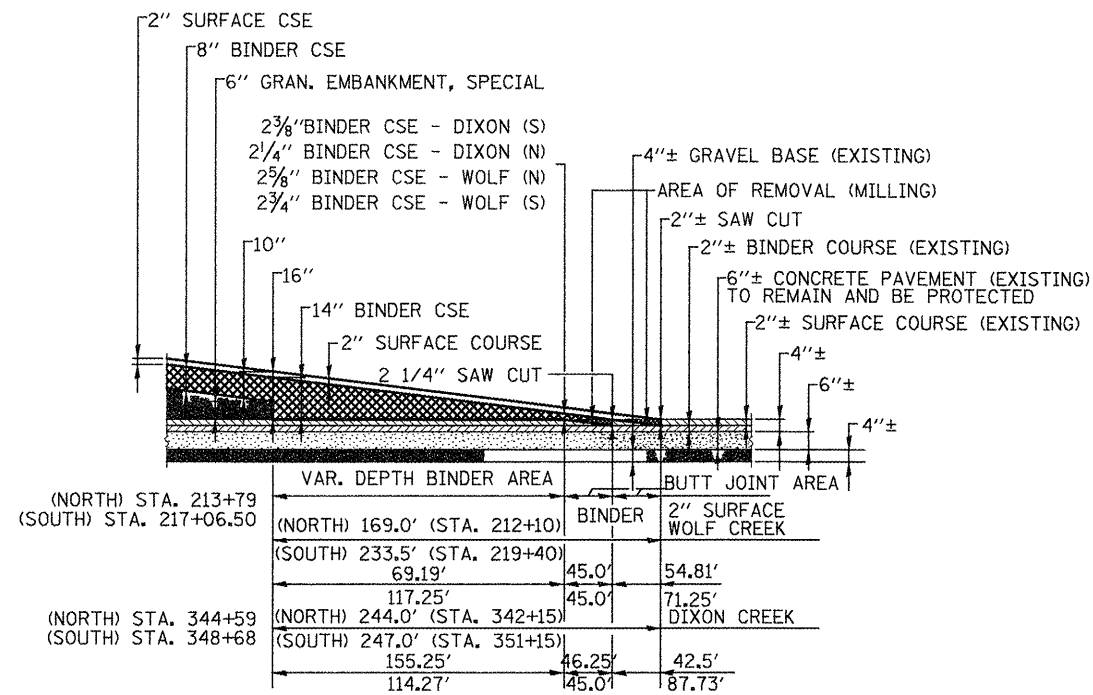
FILE NAME = D468883-sht-plen.dgn	USER NAME = johnsontv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS STAGE CONSTRUCTION</b>		F.A.P. RTE. 534	SECTION (109B)BRy(109-B BRy109RS-6	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 20	
	PLOT SCALE = 1/8" = 1'-0"	DRAWN -	REVISED -		NOT TO SCALE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.		<b>CONTRACT NO. 68083</b>		
	PLOT DATE = 8/26/2011	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



**TYPICAL SECTION 3 - STAGE III**  
(LOOKING SOUTH)

**LEGEND**

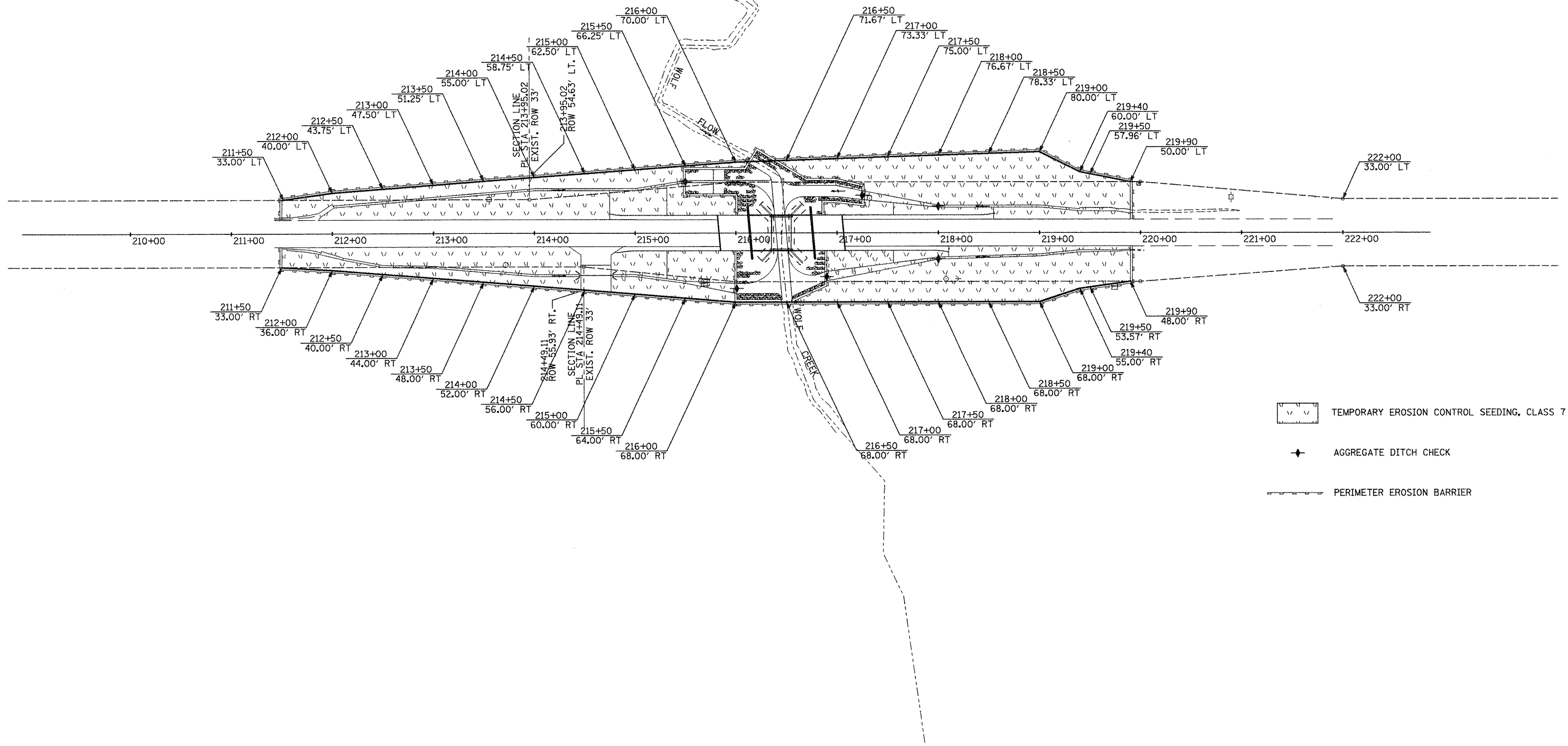
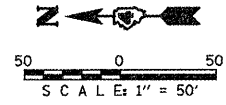
- (A) EXISTING CONCRETE PAVEMENT
- (B) EXISTING OVERLAYS (VAR.) 4"±
- (C) EXISTING BIT. WIDENING
- (D) EXISTING RAP SHOULDER 6"-8"
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING AREA CRACK CONTROL TREATMENT, SYSTEM A
- (G) EXISTING CONCRETE GUTTER
- ① PROPOSED HMA SURFACE REMOVAL, 3/4"
- ② PROPOSED HMA SURFACE REMOVAL, 2"
- ③ PROPOSED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- ④ PROPOSED HMA SURF. CSE., SUPER D N50, 1 1/2"
- ⑤ PROPOSED HMA SURF. CSE., SUPER D N50, 2"
- ⑥ PROPOSED HMA BINDER CSE., VAR. DEPTH 2" TO 14"
- ⑦ PROPOSED HMA BINDER CSE., 8"
- ⑧ PROPOSED HMA SHOULDER
- ⑨ PROPOSED AGGREGATE SHOULDER TY. B, 8"
- ⑩ EMBANKMENT
- ⑪ PROPOSED GRANULAR EMBANKMENT, SPECIAL, VAR. DEPTH 6" MIN.
- ⑫ GUARDRAIL AGGREGATE EROSION CONTROL
- ⑬ TOPSOIL, EXCAVATION & PLACEMENT, 4"
- ⑭ PROPOSED HMA BINDER COURSE 8" FOR PHASE I TRAFFIC
- ⑮ TEMP. CONCRETE BARRIER OR RELOCATED TEMP. CONC. BARRIER
- ⑯ REMOVE OR CUT TEMPORARY SHEET PILING BELOW SUBGRADE
- ⑰ BREAK UP AND LEAVE IN PLACE EXISTING PAVEMENT PER STANDARD SPECIFICATIONS & ARTICLE 205.03 TO DRAIN PROPOSED GRANULAR EMBANKMENT, SPECIAL, & BREAK UP AND LEAVE IN PLACE EXISTING PAVEMENT AT TEMPORARY SHEET PILING LOCATION FOR LENGTH SHOWN ON SHEET #58 TO FACILITATE DRIVING OF TEMPORARY SHEET PILING



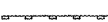


**STAGGERED BUTT JOINT SECTION**

FILE NAME = D468083-ah-t-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS STAGE CONSTRUCTION</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED -		NOT TO SCALE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	534	(109B)BR3(109-B BR)109RS-6	HENDERSON	88
PLOT DATE = 8/26/2011	DATE -	REVISED -	REVISED -	CONTRACT NO. 68083 ILLINOIS FED. AID PROJECT								





-  TEMPORARY EROSION CONTROL SEEDING, CLASS 7
-  AGGREGATE DITCH CHECK
-  PERIMETER EROSION BARRIER

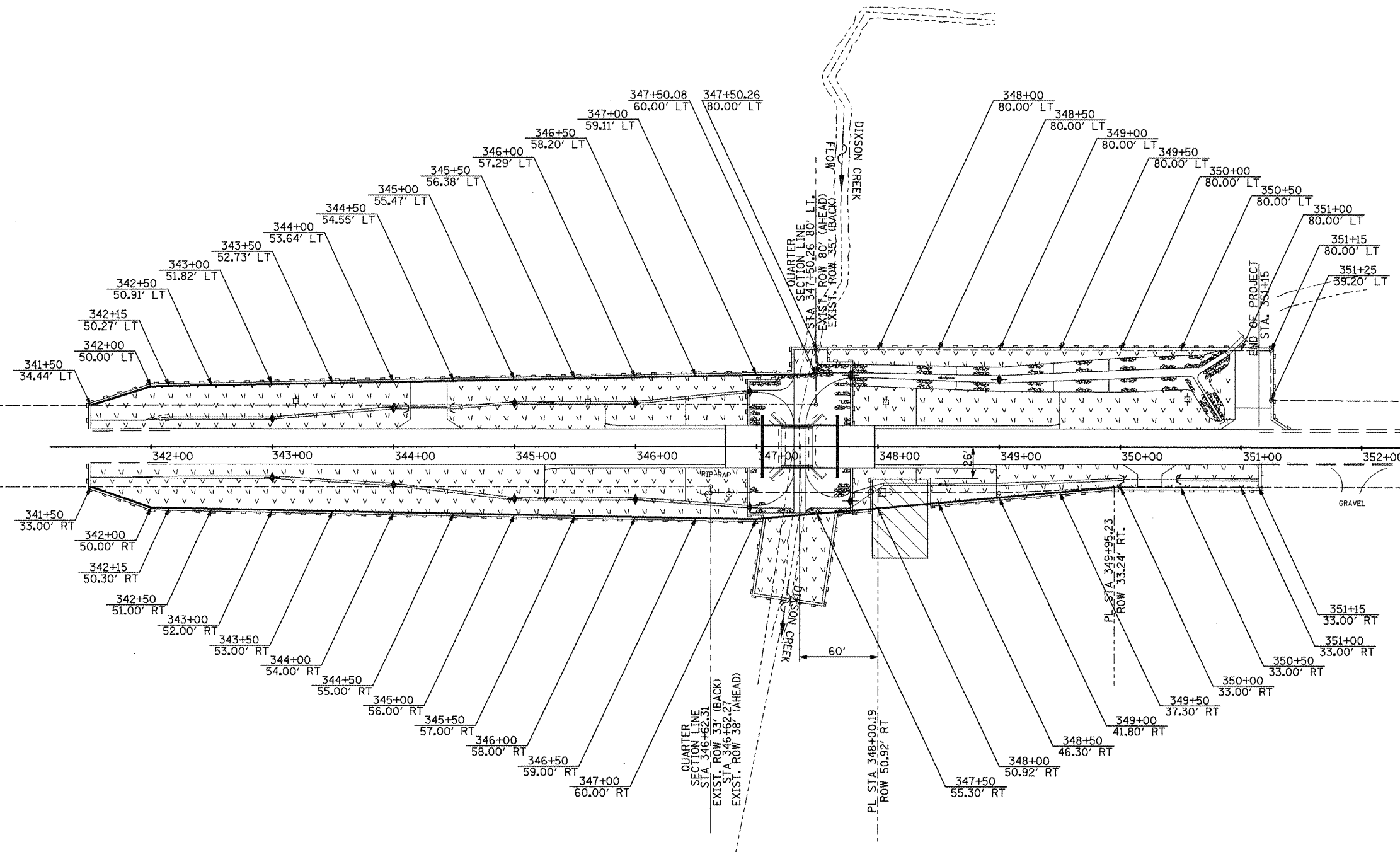
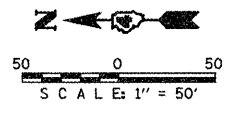
FILE NAME = D468883-aht-plan.dgn	USER NAME = JohnsonTV	DESIGNED -	REVISED -
		DRAWN - MEF	REVISED -
		CHECKED - BGC	REVISED -
		DATE - 11/28/2008	REVISED -



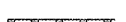


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>EROSION CONTROL PLAN WOLF CREEK</b>		
SCALE: PROVIDED	SHEET NO. 1 OF 1 SHEETS	STA. 211+50 TO STA. 222+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	22
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				





-  TEMPORARY EROSION CONTROL SEEDING, CLASS 7
-  AGGREGATE DITCH CHECK
-  PERIMETER EROSION BARRIER
-  WETLAND AREA (26' WEST OF  $\phi$  ROUTE IL 94 & 60' SOUTH OF  $\phi$  DIXSON CREEK)
-  RIPRAP

FILE NAME =  
D468083-shr-plan.dgn

USER NAME = johnsonv	DESIGNED -	REVISED -
	DRAWN - MEF	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - BGC	REVISED -
PLOT DATE = 8/26/2011	DATE - 11/28/2008	REVISED -

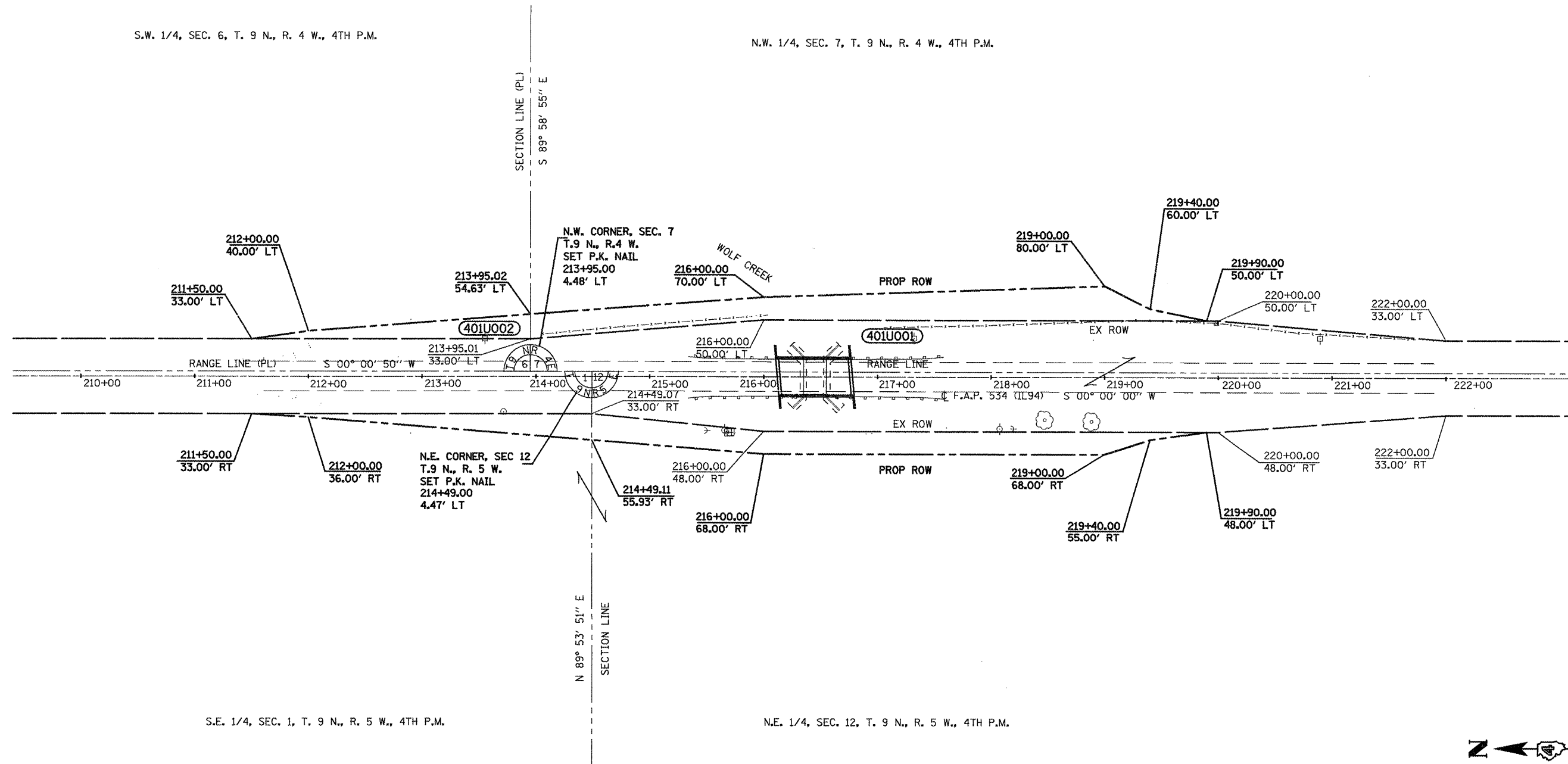
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN  
DIXSON CREEK**

SCALE: PROVIDED    SHEET NO. 1 OF 1 SHEETS    STA. 341+50 TO STA. 351+15

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	23
<b>CONTRACT NO. 68083</b>				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

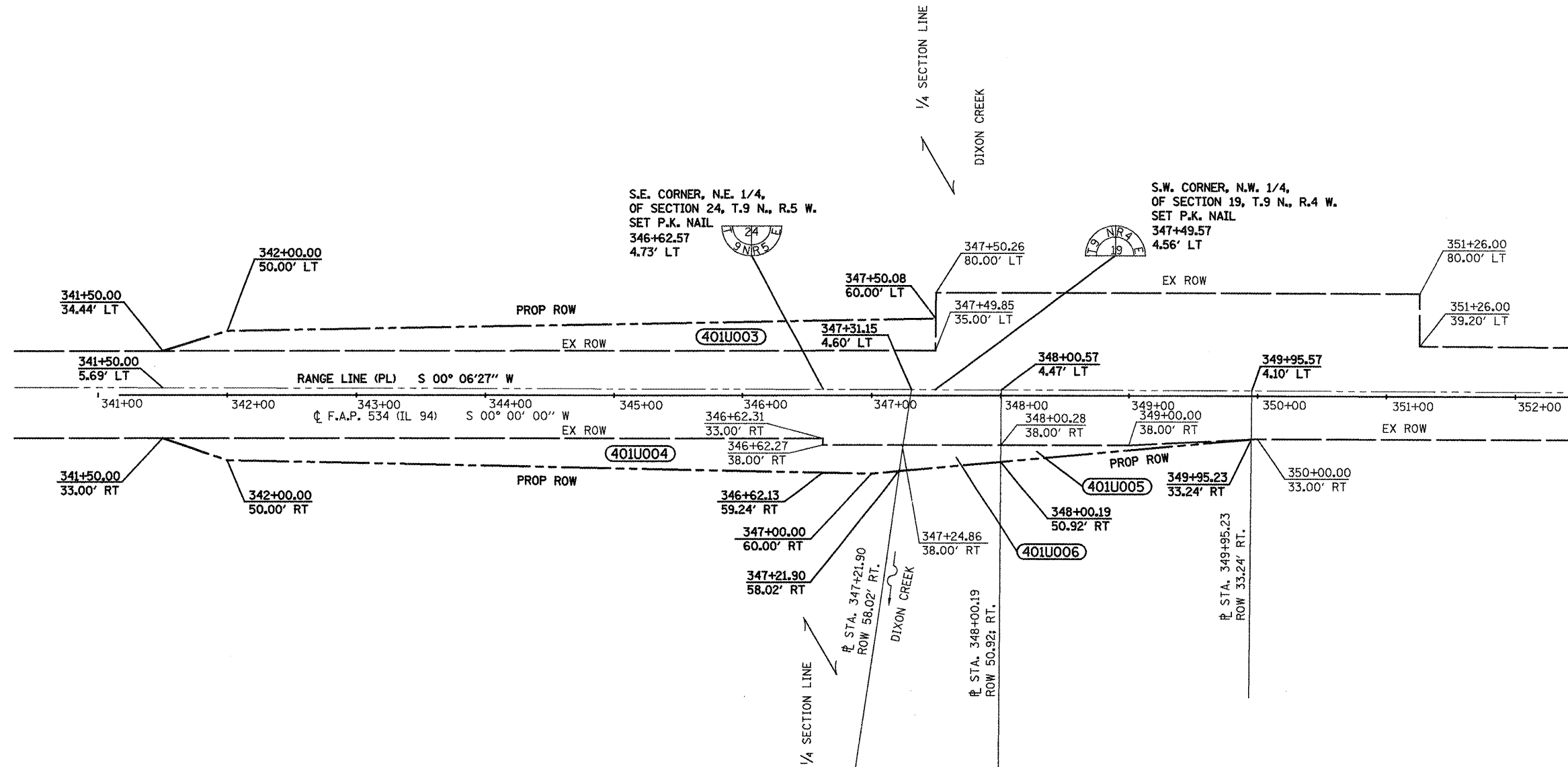


PARCEL NO	OWNER	ROW		SIGNED	RECORDED	DOCUMENT NO.
		SQ FT	ACRES			
401U001	WENDELL & ANN WETZEL	89,890	2.064			
401U002	CHARLES & PHYLLIS COLE	9,945	0.228			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

N.W. 1/4, SEC. 19, T. 9 N., R. 4 W., 4TH P.M.

S.W. 1/4, SEC. 19, T. 9 N., R. 4 W., 4TH P.M.



N.E. 1/4, SEC. 24, T. 9 N., R. 5 W., 4TH P.M.

S.E. 1/4, SEC. 24, T. 9 N., R. 5 W., 4TH P.M.



PARCEL NO	OWNER	ROW		SIGNED	RECORDED	DOCUMENT NO.
		SQ FT	ACRES			
401U003	GULLBERG FARMS, LTD	29,274	0.672			
401U004	WENDELL O. & HAZEL H. FOX	34,105	0.783			
401U005	EARL & BETTY J. NORRIS	9,039	0.208			
401U006	DAVID L. & MARGARET A. VANCIL	4,341	0.100			

FILE NAME =  
D468893-shr-plan.dgn

USER NAME = johnsonv  
PLOT SCALE = 100.0000' / in.  
PLOT DATE = 8/26/2011

DESIGNED -  
DRAWN -  
CHECKED -  
DATE -

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

SCALE: 1:50 SHEET NO. 2 OF 2 SHEETS STA. 341+50 TO STA. 349+95.57

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	25
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				

Bench Mark: Chiseled "□" on wingwall at southwest corner of existing bridge S.N. 036-0033 Elev. 620.21

Existing Structure: S.N. 036-0033, single span 22'-0" Back to Back abutments 33'-0" Out to Out R.C. slab bridge on closed abutments. Built as S.B.I. Rte. 94 Sec. 109B at Sta. 216+45 in 1928 and Rebuilt in 1977. The contractor shall remove the existing structure and replace it with a single span wide flange superstructure on integral abutments. Traffic to be maintained utilizing stage construction.

No Salvage.

**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts 3/4" φ holes 5/8" φ, unless otherwise noted.

Calculated weight of Structural Steel, Grade 50W = 58,610 lbs. Field welding of construction accessories will not be permitted to beams.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams.

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

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

The Contractor shall drive two steel HP10x42 test piles in a permanent location, 1 of each abutment as directed by the Engineer before ordering the remainder of piles.

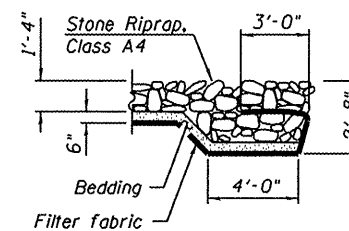
Excavation behind existing abutment walls shall be done before removing the existing superstructure. The Contractor shall sawcut the existing abutments at the stage removal line before stage I removal.

If the Contractor elects to use cantilever forming brackets on the exterior beams, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 (b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

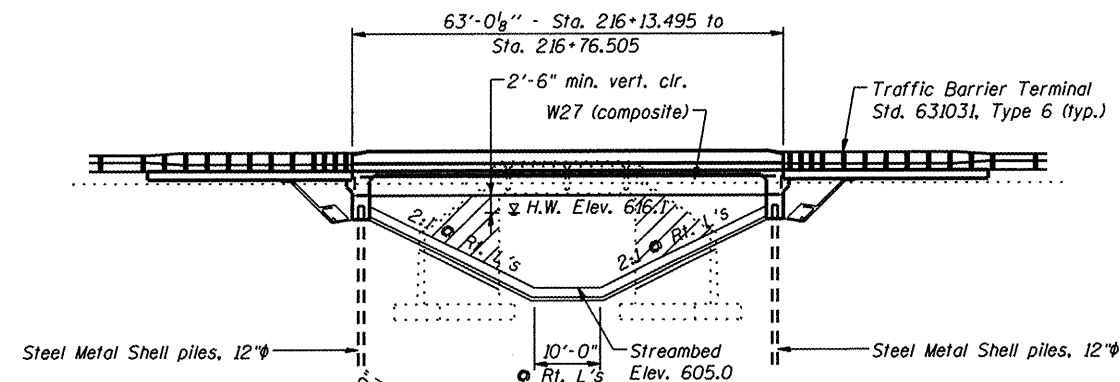
All structural steel shall be AASHTO M 270 Grade 50W.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

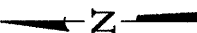
All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel."



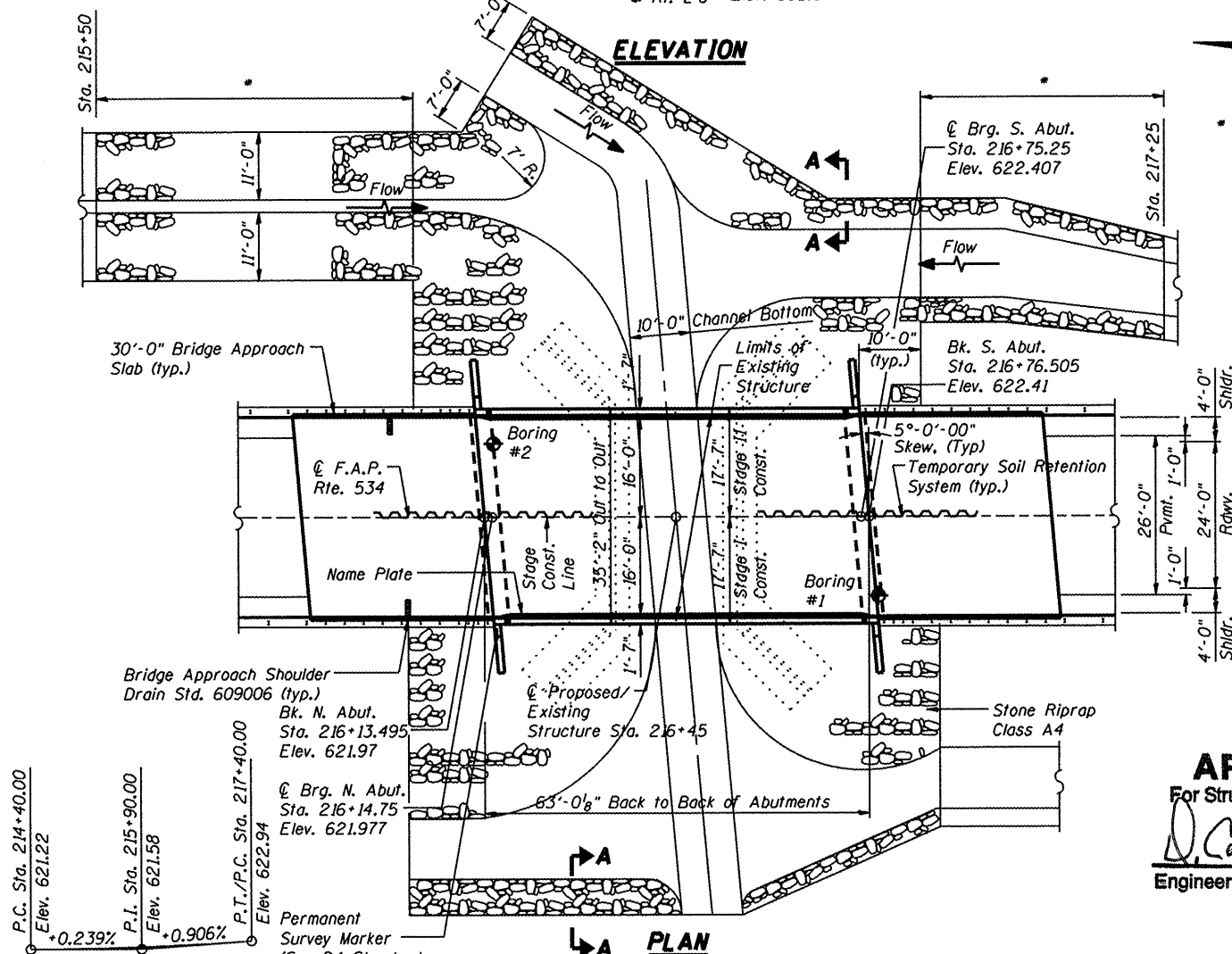
**SECTION A-A**



**ELEVATION**



\* For remaining configuration and relevant excavation quantities See Road Plans



**PLAN**

STATION 216+45  
BUILT 200 BY  
STATE OF ILLINOIS  
F.A.P. RT. 534 SEC. 109B (BR3)  
HENDERSON COUNTY  
LOADING HS20  
STR. NO. 036-0055

**LETTERING FOR NAME PLATE**

Locate Name Plate at  
Corner of Bridge (See Std. 515001)

**APPROVED**  
For Structural Adequacy Only

*D. Carl Pusey (TJD)*  
Engineer of Bridges & Structures

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

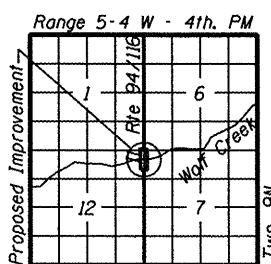
**DESIGN SPECIFICATIONS**  
2002 AASHTO

**DESIGN STRESSES**

**FIELD UNITS**  
f<sub>c</sub> = 3,500 psi  
f<sub>y</sub> = 60,000 psi (reinforcement)  
f<sub>y</sub> = 50,000 psi (structural steel)  
AASHTO M270 Grade 50W

**SEISMIC DATA**

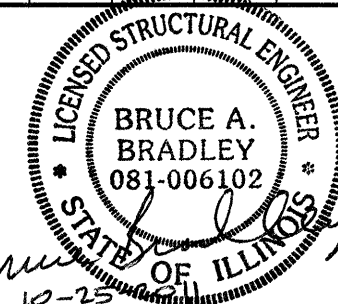
Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 3.8%  
Site Coefficient (S) = 1.0



**LOCATION SKETCH**

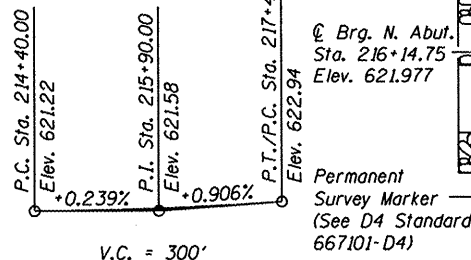
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		100	100
Stone Riprap, Class A4	Sq. Yd.		1217	1217
Filter Fabric	Sq. Yd.		1217	1217
Removal of Existing Structures No. 1	Each			1
Structure Excavation	Cu. Yd.		154	154
Concrete Structures	Cu. Yd.		49.8	49.8
Concrete Superstructure	Cu. Yd.	179.9		179.9
Bridge Deck Grooving	Sq. Yd.	224		224
Protective Coat	Sq. Yd.	566		566
Reinforcement Bars, Epoxy Coated	Pound	42,200	3,740	45,940
Furnishing and Erecting Structural Steel	L. Sum	0.5		0.5
Stud Shear Connectors	Each	900		900
Furnishing Metal Shell Piles 12" x 0.179	Foot		770	770
Driving Piles	Foot		770	770
Test Pile Metal Shells	Each		2	2
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		60.0	60.0
Pipe Underdrains for Structures 4"	Foot		130	130
Bar Splicers	Each	447	82	529
Temporary Soil Retention System	Sq. Ft.		407	407
Anchor Bolts, 1"	Each		24	24



EXPIRES 11-30-2012

**PROFILE GRADE**  
(along & roadway)

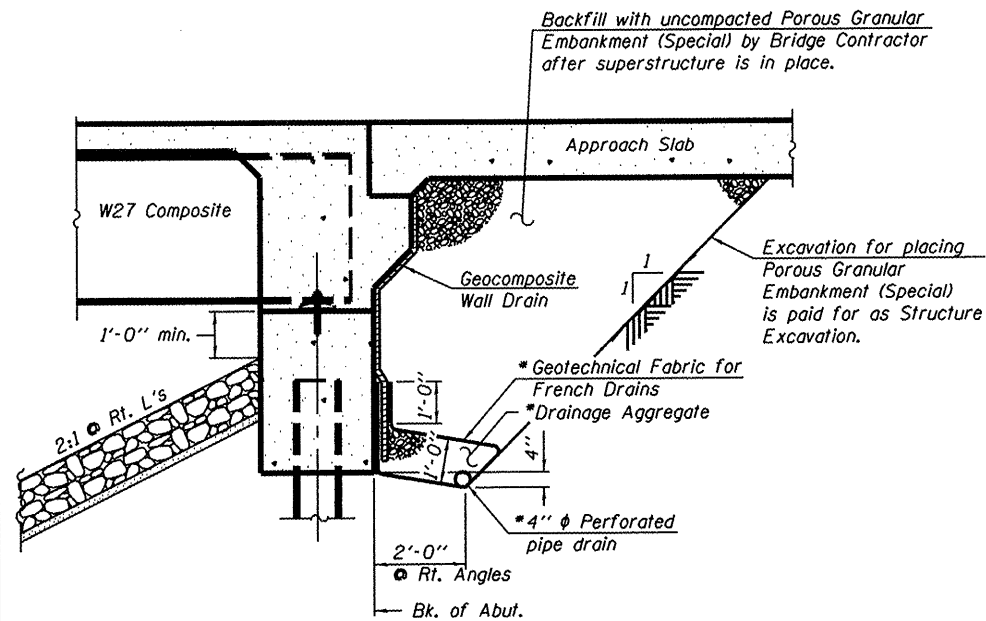


**WATERWAY INFORMATION**

Drainage Area = 5.50 sq. mi. Low Grade Elev. 620.93 @ Sta. 213+20

Flood	Freq. Yr.	0 C.F.S.	Opening Exist.	Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	50	2035	199	356	616.1	2.3	0.2	618.4
Base	100	2380	205	373	616.4	3.8	0.2	620.2
Overtopping	75	2220	201			3.0		619.2
Max. Calc.	500	3230		412	617.1		0.4	617.5

FILE NAME: #FILE#	USER NAME: #USER#	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION IL 94 OVER WOLF CREEK S.N. 036-0055			F.A.P. RTE. 534	SECTION 109B (BR3)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 26
	PLOT SCALE: #SCALE#	DRAWN: -	REVISED: -		SCALE: -	SHEET NO. 1 OF 15 SHEETS	STA. 216+45	CONTRACT NO. 68083				
		CHECKED: -	REVISED: -		(ILLINOIS) FED. AID PROJECT							
		DATE: -	REVISED: -									



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

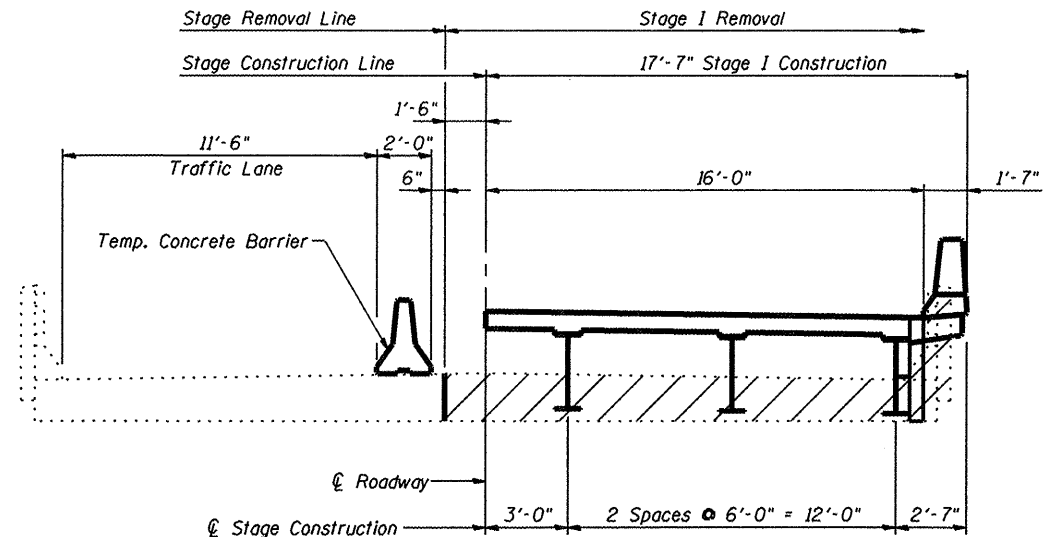
\* Included in the cost of Pipe Underdrains for Structures.

**Note:**

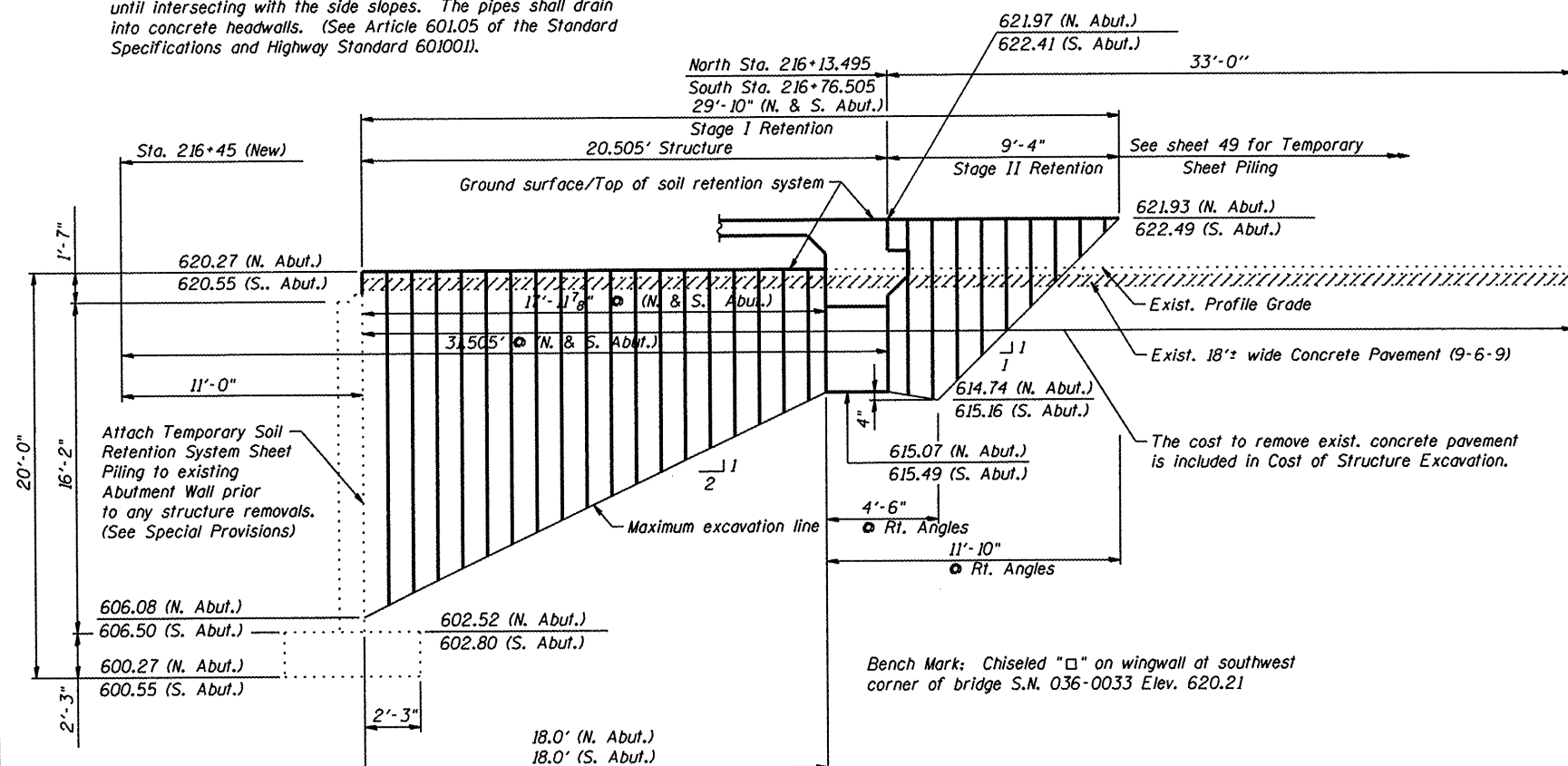
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601001).

**INDEX OF SHEETS**

Sheet No.	Items:
1	General Plan & Elevation
2	Stage Construction Details
3	Temporary Concrete Barrier
4	Top of Slab Elevations
5	Top of Slab Elevations
6	Superstructure
7	Superstructure Details
8	Diaphragm Details
9	Structural Steel
10	North & South Abutments
11	Bar Splicer Assembly Details
12	Cantilever Forming Brackets
13	Bridge Approach Slab Details
14	Bridge Approach Slab Details
15	Boring Logs

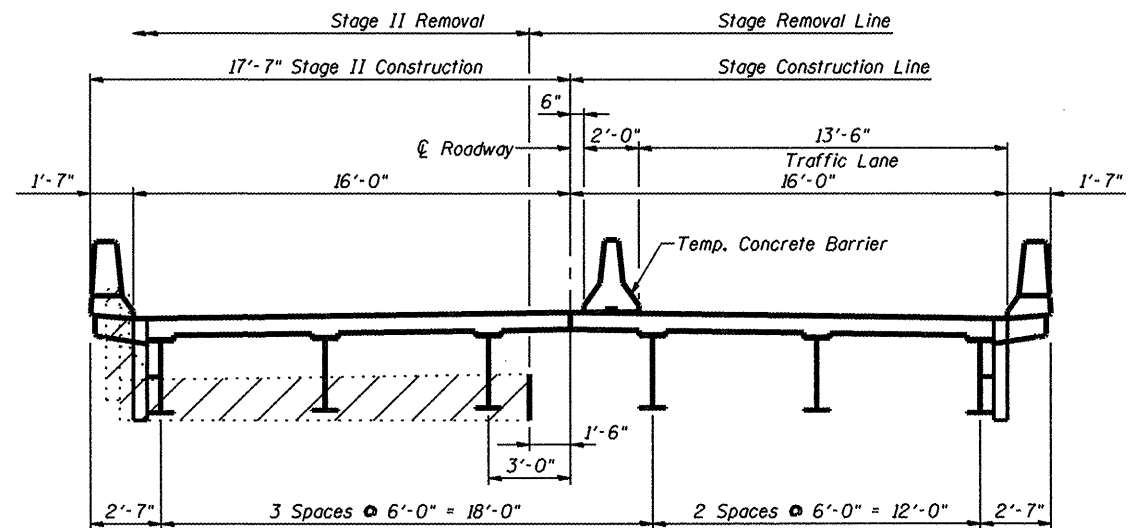


**STAGE I CONSTRUCTION & REMOVAL**  
(Looking South)



**TEMPORARY SOIL RETENTION SYSTEM**

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.



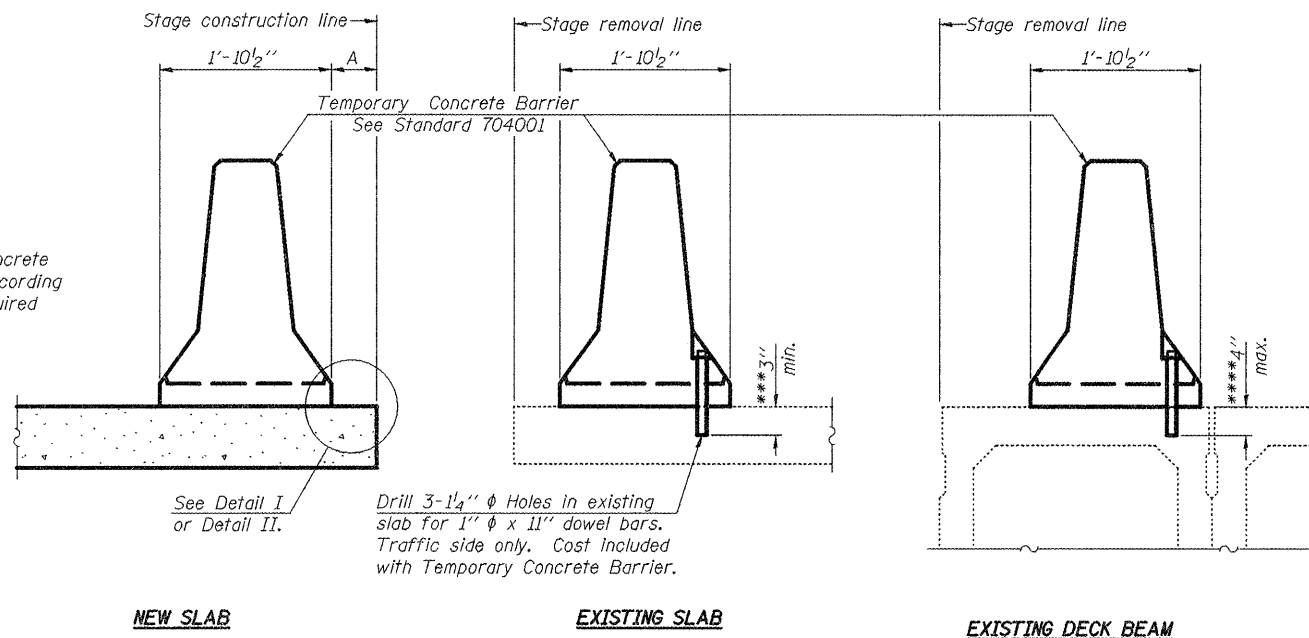
**STAGE II CONSTRUCTION & REMOVAL**  
(Looking South)

See Roadway Plans for quantity of Temporary Concrete Barrier.



FILE NAME * #FILEL*	USER NAME * #USER*	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE CONSTRUCTION DETAILS IL 94 OVER WOLF CREEK S.N. 036-0055</b>	F.A.P. RTE. 534	SECTION 109B (BR3)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 27	
PLOT SCALE * #SCALE*	CHECKED -	REVISED -	SCALE:			SHEET NO. 2 OF 15 SHEETS	STA. 216+45	ILLINOIS FED. AID PROJECT			
DATE	DATE	DATE									

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".



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the top layer of couplers with 2- $\frac{5}{8}$ "  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

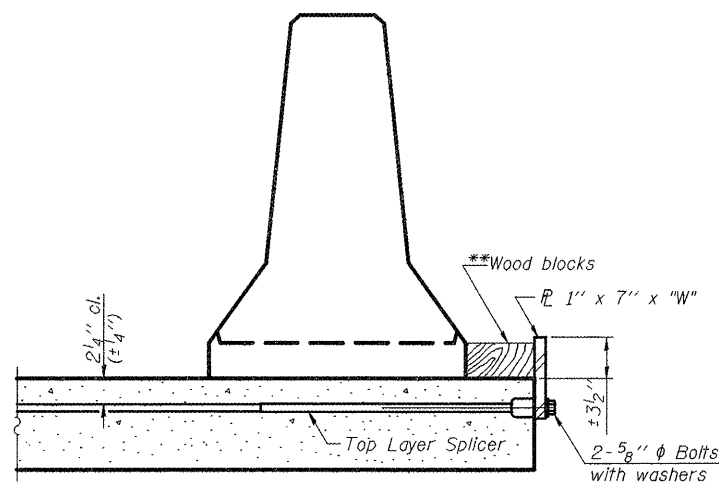
Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the concrete slab or concrete wearing surface with 2- $\frac{5}{8}$ "  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" 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.

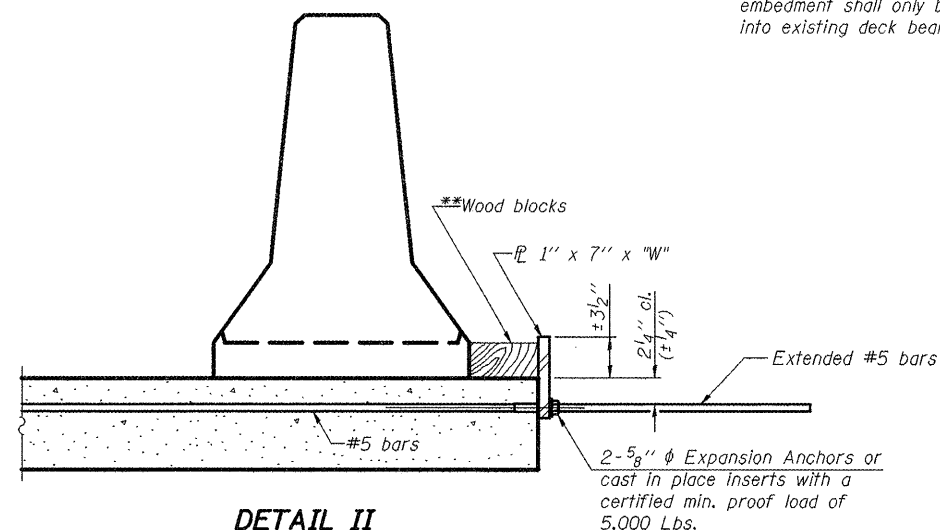
\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

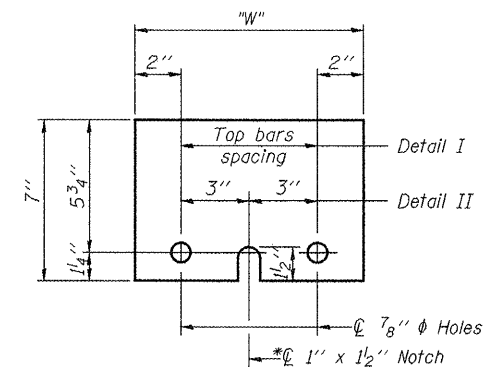
Limits of Temporary Concrete Barrier  
Sta. 213+50 North  
Sta. 217+50 South



**DETAIL I**



**DETAIL II**



**STEEL RETAINER  $\bar{L}$  1" x 7" x "W"**

\* Required only with Detail II

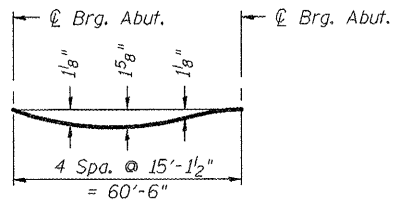
\*\* Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



FILE NAME = D468883-sht-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY CONCRETE BARRIER IL 94 OVER WOLF CREEK S.N. 036-0055</b>	F.A.P. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 100.4566' / in.	DRAWN -	REVISED -			534	109B (BR3)	HENDERSON	88	28	
	PLOT DATE = 8/26/2011	CHECKED -	REVISED -			<b>CONTRACT NO. 68083</b>					
		DATE -	REVISED -			SCALE:	SHEET NO. 3 OF 15 SHEETS	STA. 216+45	ILLINOIS FED. AID PROJECT		



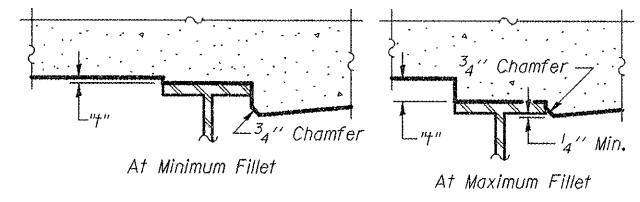


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

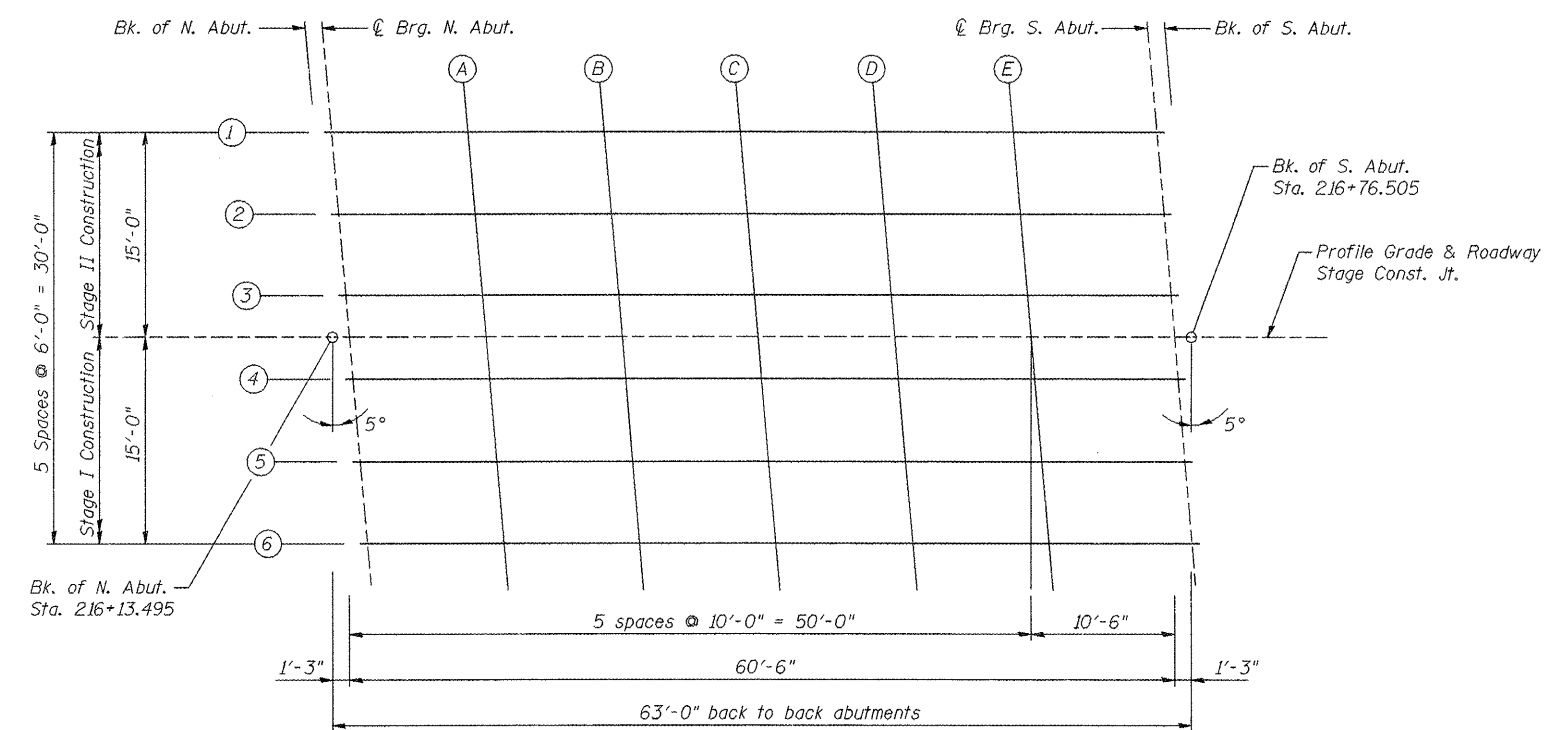
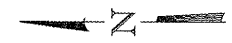
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



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

**FILLET HEIGHTS**



**PLAN**



FILE NAME = D468883-sht-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 1/8" = 100'-0"	CHECKED -	REVISED -
	PLOT DATE = 8/26/2011	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS		
IL 94 OVER WOLF CREEK S.N. 036-0055		
SCALEs	SHEET NO. 4 OF 15 SHEETS	STA. 216+45

F.A.P. RTE. 534	SECTION 109B (BR3)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 29
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				

**BEAM #1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	21612.183	15.000	621.711	621.711
☉ Brg. N. Abut.	21613.438	15.000	621.719	621.719
A	21623.438	15.000	621.782	621.846
B	21633.438	15.000	621.848	621.957
C	21643.438	15.000	621.916	622.044
D	21653.438	15.000	621.987	622.100
E	21663.438	15.000	622.059	622.125
☉ Brg. S. Abut.	21673.938	15.000	622.137	622.137
Bk. of S. Abut.	21675.193	15.000	622.147	622.147

**BEAM #2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	21612.708	9.000	621.824	621.824
☉ Brg. N. Abut.	21613.963	9.000	621.832	621.832
A	21623.963	9.000	621.895	621.959
B	21633.963	9.000	621.961	622.070
C	21643.963	9.000	622.029	622.157
D	21653.963	9.000	622.100	622.213
E	21663.963	9.000	622.172	622.238
☉ Brg. S. Abut.	21674.463	9.000	622.251	622.251
Bk. of S. Abut.	21675.718	9.000	622.260	622.260

**BEAM #3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	21613.233	3.000	621.921	621.921
☉ Brg. N. Abut.	21614.488	3.000	621.929	621.929
A	21624.488	3.000	621.992	621.056
B	21634.488	3.000	622.058	622.167
C	21644.488	3.000	622.127	622.255
D	21654.488	3.000	622.197	622.310
E	21664.488	3.000	622.270	622.336
☉ Brg. S. Abut.	21674.988	3.000	622.349	622.349
Bk. of S. Abut.	21676.243	3.000	622.358	622.358

**☉ ROADWAY & P.G. & STAGED CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	21613.495	0.000	621.969	621.969
☉ Brg. N. Abut.	21614.750	0.000	621.977	621.977
A	21624.750	0.000	622.041	622.105
B	21634.750	0.000	622.107	622.216
C	21644.750	0.000	622.175	622.303
D	21654.750	0.000	622.246	622.359
E	21664.750	0.000	622.319	622.385
☉ Brg. S. Abut.	21675.250	0.000	622.397	622.397
Bk. of S. Abut.	21676.505	0.000	622.406	622.407

**BEAM #4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	21613.757	3.000	621.924	621.924
☉ Brg. N. Abut.	21615.012	3.000	621.932	621.932
A	21625.012	3.000	621.996	622.060
B	21635.012	3.000	622.062	622.171
C	21645.012	3.000	622.130	622.258
D	21655.012	3.000	622.201	622.314
E	21665.012	3.000	622.274	622.340
☉ Brg. S. Abut.	21675.512	3.000	622.353	622.353
Bk. of S. Abut.	21676.767	3.000	622.362	622.362

**BEAM #5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	21614.282	9.000	621.834	621.834
☉ Brg. N. Abut.	21615.537	9.000	621.841	621.841
A	21625.537	9.000	621.905	621.969
B	21635.537	9.000	621.972	622.081
C	21645.537	9.000	622.040	622.168
D	21655.537	9.000	622.111	622.224
E	21665.537	9.000	622.184	622.250
☉ Brg. S. Abut.	21676.037	9.000	622.263	622.263
Bk. of S. Abut.	21677.292	9.000	622.272	622.272

**BEAM #6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	21614.807	15.000	621.727	621.727
☉ Brg. N. Abut.	21616.062	15.000	621.735	621.735
A	21626.062	15.000	621.800	621.864
B	21636.062	15.000	621.866	621.975
C	21646.062	15.000	621.935	622.063
D	21656.062	15.000	622.005	622.118
E	21666.062	15.000	622.078	622.144
☉ Brg. S. Abut.	21676.562	15.000	622.157	622.157
Bk. of S. Abut.	21677.817	15.000	622.167	622.167

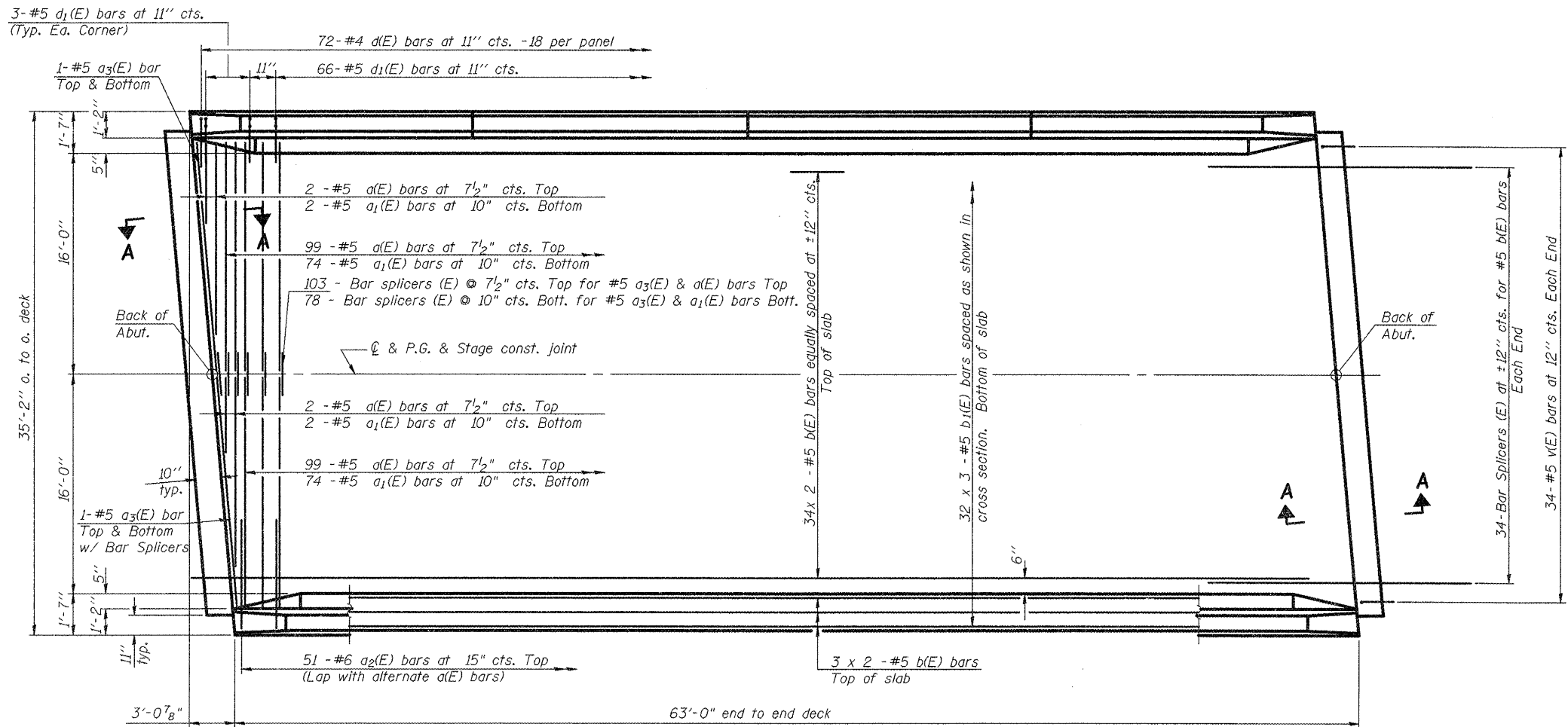


FILE NAME = D468883-shr-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IL 94 OVER WOLF CREEK S.N. 036-0055		
SCALE:	SHEET NO. 5 OF 15 SHEETS	STA. 216+45

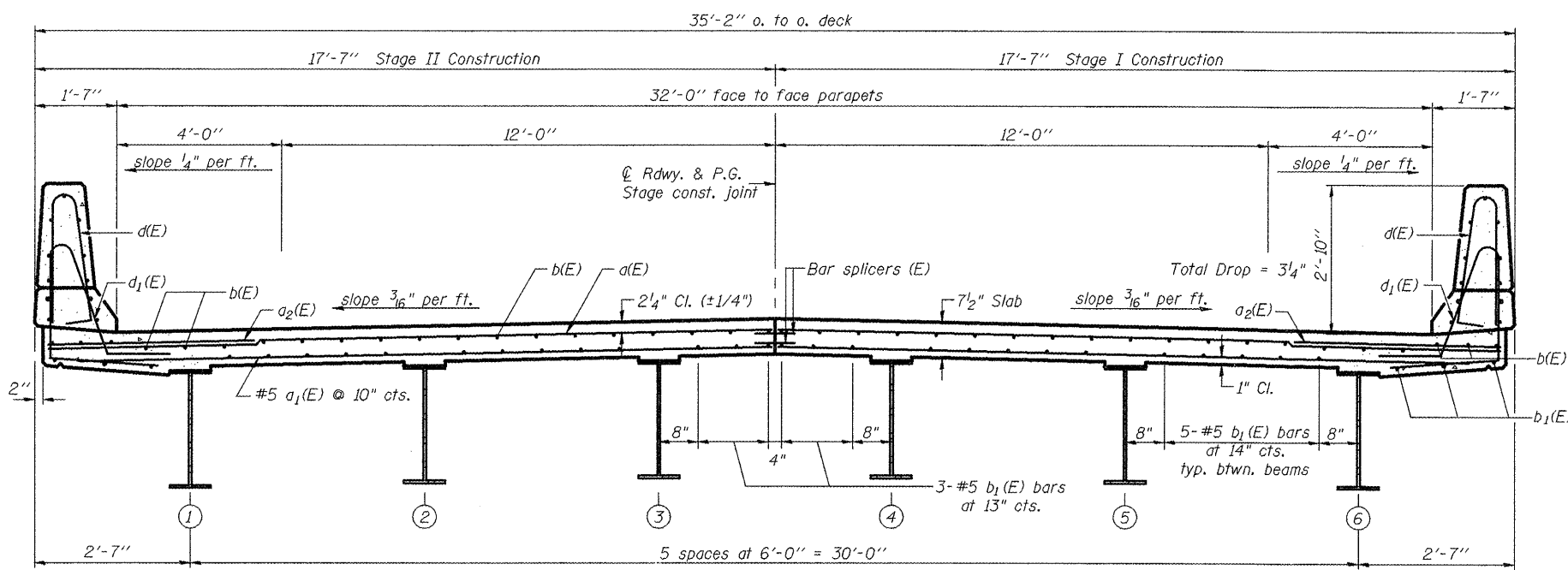
F.A.P. RTE. 534	SECTION 109B (BR3)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 30
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				



**PLAN**

**MIN. BAR LAPS**  
#5 bar = 2'-2"

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



**NEAR PIER**

**CROSS SECTION**

**NEAR MIDSPAN**

Notes:  
See Sheet 7 of 15 for superstructure details and Bill of Material.  
Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
See Sheet 7 of 15 for parapet reinforcement.  
For Section A-A, Detail "A" and diaphragm details see sheet 8 of 15.  
For Bar Splicer details see sheet 11 of 15.



FILE NAME =	USER NAME = johnsontv
D468083-sht-plan.dgn	

PLOT SCALE = 1/8" = 1'-0"	DESIGNED -
PLOT DATE = 8/26/2011	DRAWN -
	CHECKED -
	DATE -

REVISED -	REVISED -
REVISED -	REVISED -
REVISED -	REVISED -

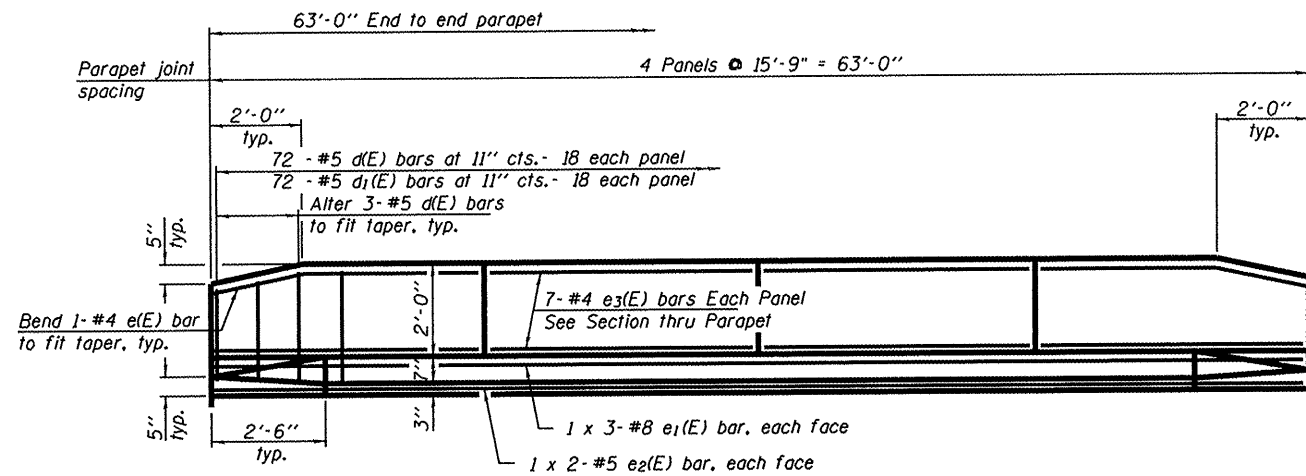
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE**  
**IL 94 OVER WOLF CREEK S.N. 036-0055**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR3)	HENDERSON	88	31
<b>CONTRACT NO. 68083</b>				

SCALE: SHEET NO. 6 OF 15 SHEETS STA. 216+45

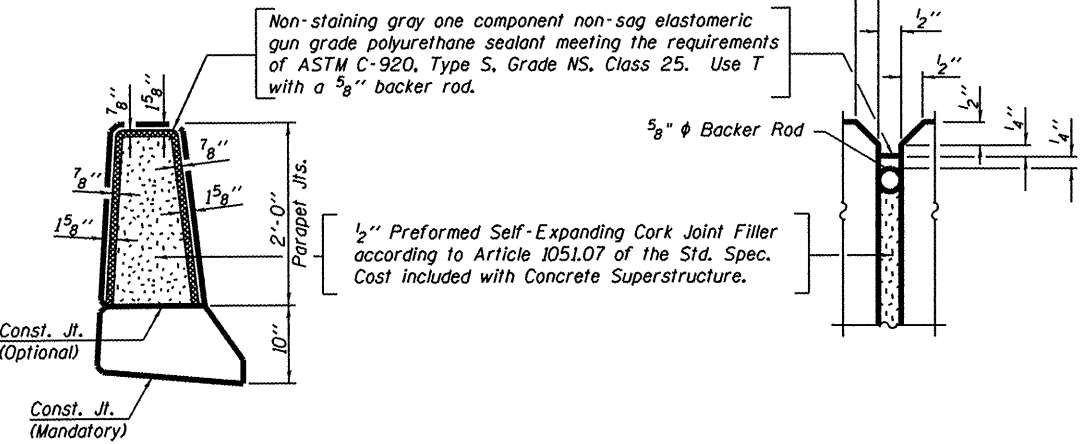
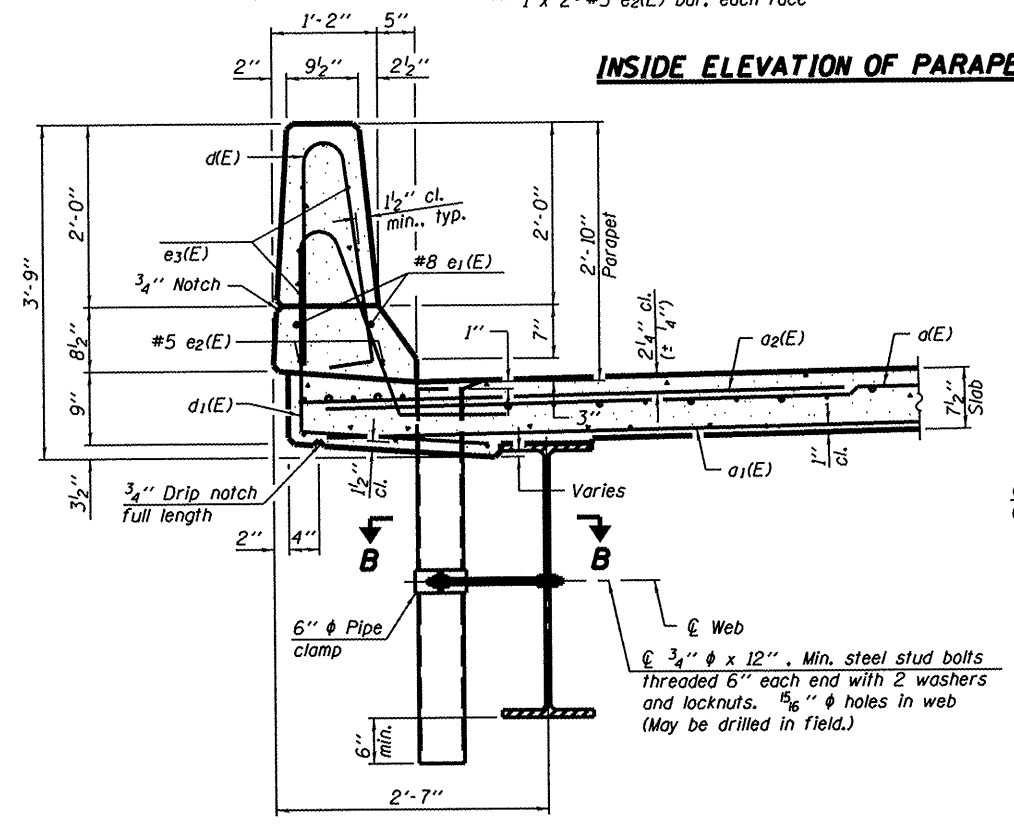
ILLINOIS FED. AID PROJECT



Note:  
 All edges shall have 3/4" chamfer.

**MIN. BAR LAPS**  
 #4 bar = 1'-4"  
 #5 bar = 1'-8"  
 #8 bar = 3'-5"

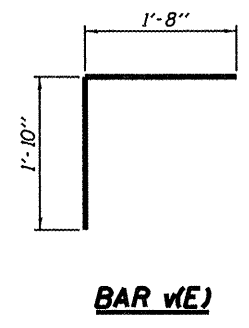
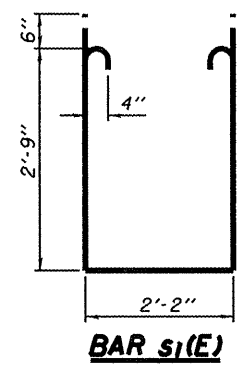
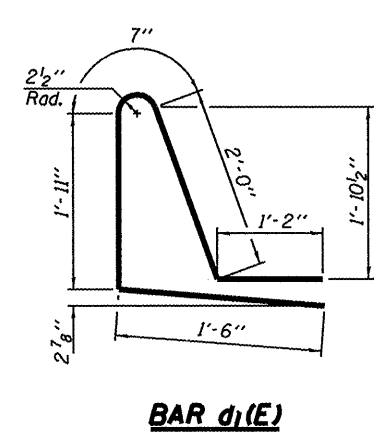
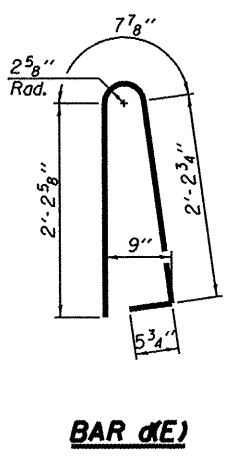
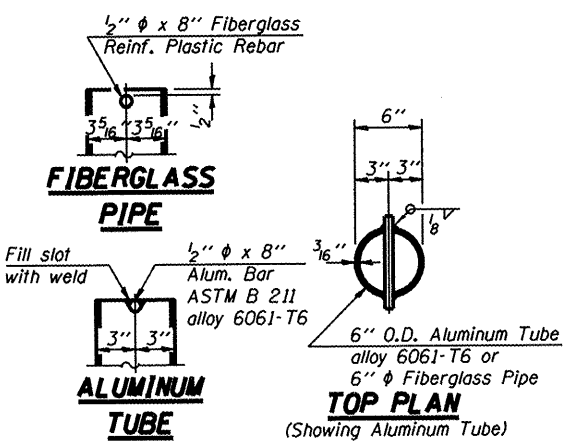
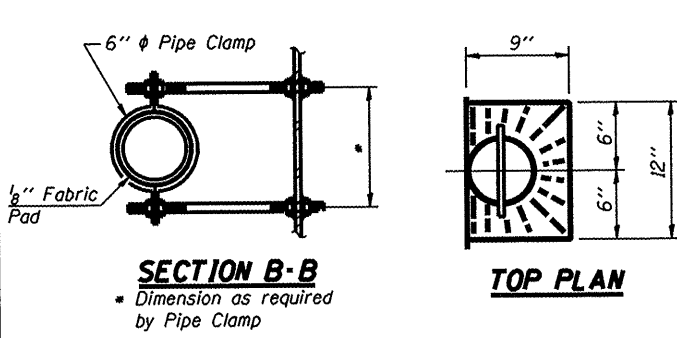
**INSIDE ELEVATION OF PARAPET**



**PARAPET JOINT DETAILS**

Notes:  
 Floor drains need not be painted.  
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

**SECTION THRU PARAPET**

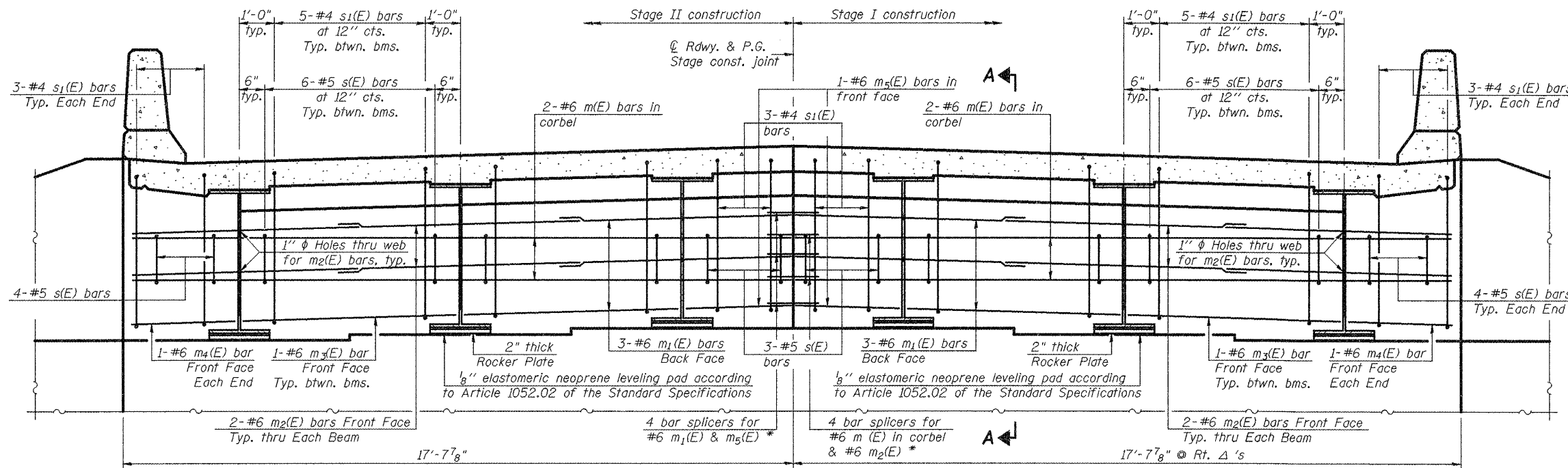


**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	202	#5	17'-1"	—
a1(E)	152	#5	16'-9"	—
a2(E)	102	#6	4'-6"	—
a3(E)	8	#5	17'-3"	—
b(E)	80	#5	32'-2"	—
b1(E)	96	#5	22'-0"	—
m(E)	8	#6	16'-6"	—
m1(E)	12	#6	17'-3"	—
m2(E)	24	#6	8'-2"	—
m3(E)	8	#6	5'-9"	—
m4(E)	4	#6	2'-3"	—
m5(E)	4	#6	2'-8"	—
d(E)	144	#5	5'-7"	⌒
d1(E)	144	#5	7'-2"	⌒
e1(E)	12	#8	23'-2"	—
e2(E)	8	#5	32'-2"	—
e3(E)	56	#4	15'-4"	—
s(E)	76	#5	6'-10"	⌒
s1(E)	62	#4	8'-8"	⌒
v(E)	68	#5	3'-6"	—
Reinforcement Bars, Epoxy Coated		Pound	17,530	
Concrete Superstructure		Cu. Yds.	89.9	

Reinforcement bars designated (E) shall be epoxy coated.  
 Bars indicated thus 1 x -#5 etc. indicates 1 line of bars with lengths per line.

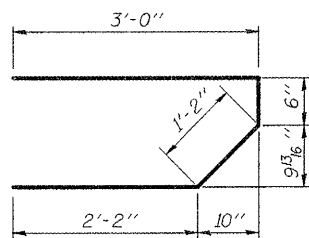




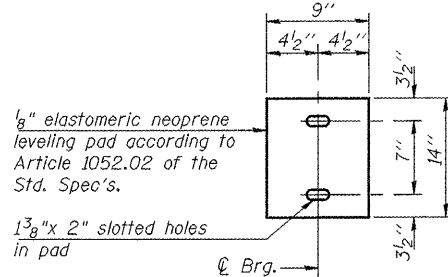
**DIAPHRAGM ELEVATION AT ABUTMENTS**

(South Abutment shown looking South)

Notes:  
 Reinforcement bars in diaphragm are billed with superstructure on sheet 7 of 15.  
 Concrete in diaphragm is included with Concrete Superstructure on sheet 7 of 15.  
 For details of bars s(E) & s1(E) see sheet 7 of 15.  
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.  
 \* For bar splicer details, see sheet 11 of 15.  
 \*\* Included in the cost of Concrete Superstructure.  
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



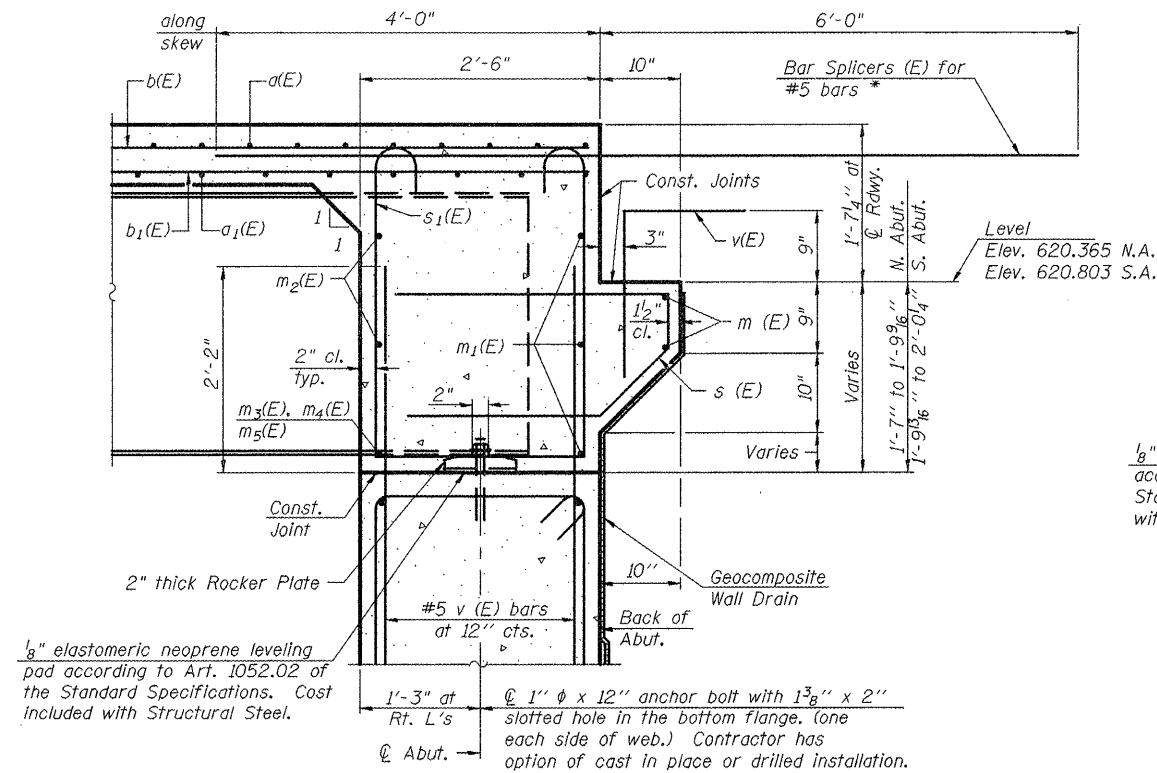
**BAR s(E)**



**PLAN-ELASTOMERIC NEOPRENE LEVELING PAD**

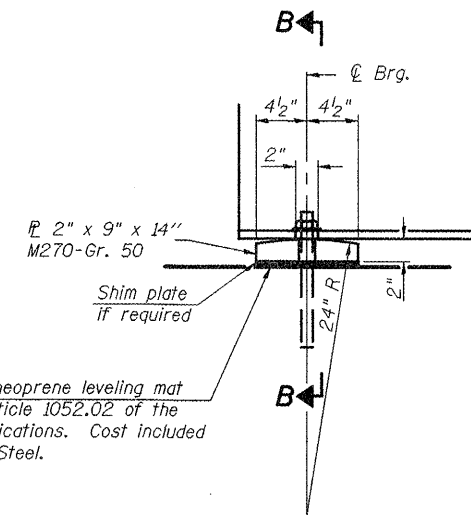
**MIN. BAR LAPS**

#6 bar = 3'-7"



**SECTION A-A**

Dimensions at right angles to abutment, except as shown.



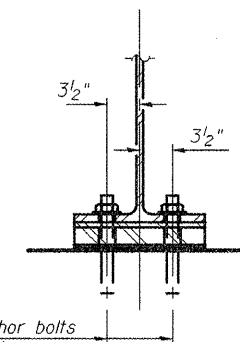
**ELEVATION AT ABUTMENT**

**FIXED BEARING**

Notes:  
 Anchor bolts at fixed bearings may be built into the masonry.  
 See sheet 10 For Anchor Bolt Installation.

**MIN. BAR LAP**

#6 bar = 2'-9"



**SECTION B-B**

1"  $\phi$  x 12" anchor bolts (F1554, Grade 36) with 2 1/4" x 2 1/4" x 5/16" flange washer under nut. 1 3/8" x 2" slotted hole in flange. 1 1/2"  $\phi$  holes in bearing plate.



HDR Engineering, Inc.

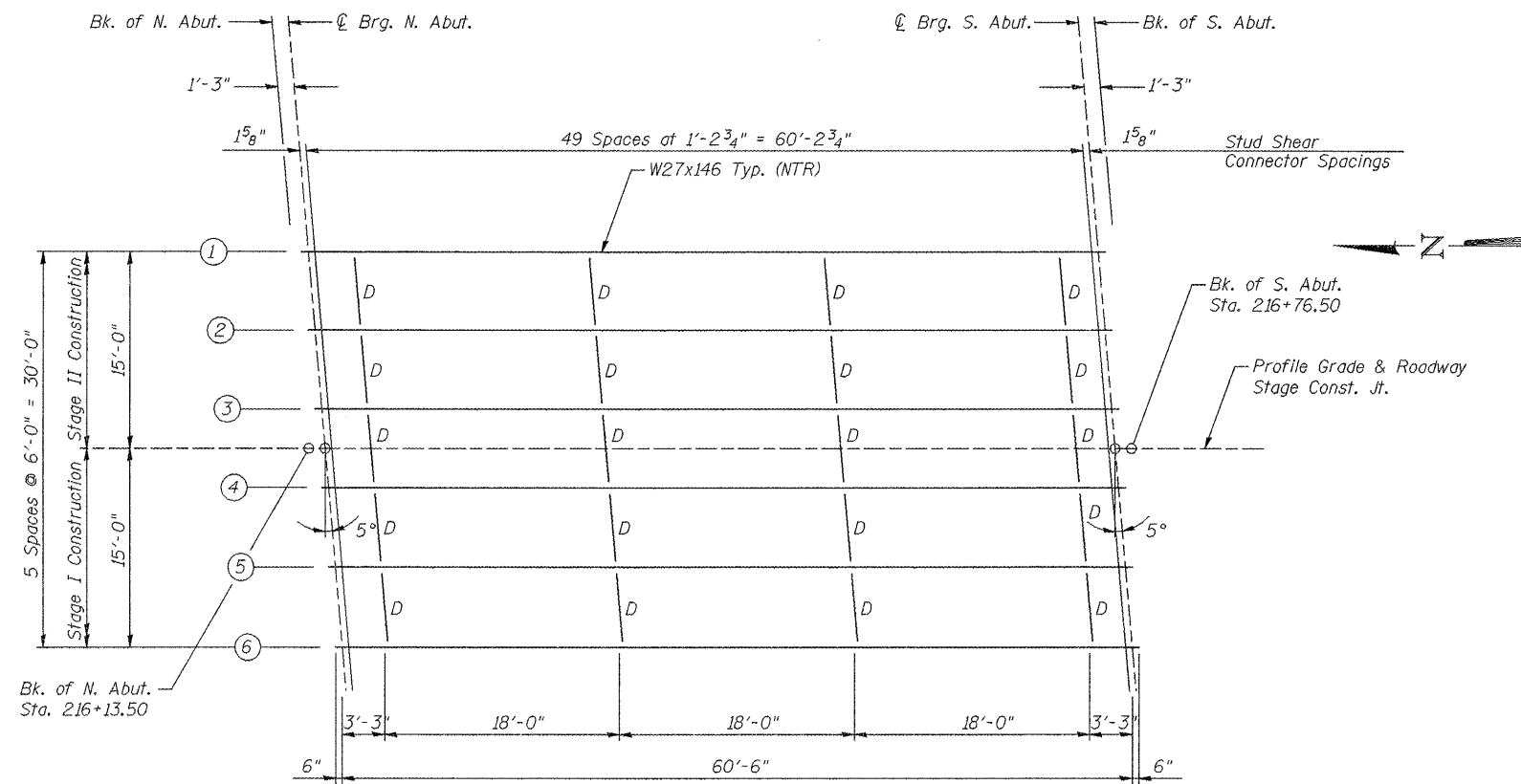
FILE NAME = D468883-shr-plan.dgn	USER NAME = johnortv	DESIGNED -	REVISED -
PLOT SCALE = 1/8" = 1'-0"	CHECKED -	DRAWN -	REVISED -
PLOT DATE = 8/26/2011	DATE -	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS  
 IL 94 OVER WOLF CREEK S.N. 036-0055

SCALE: SHEET NO. 8 OF 15 SHEETS STA. 216+45

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR3)	HENDERSON	88	33
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				

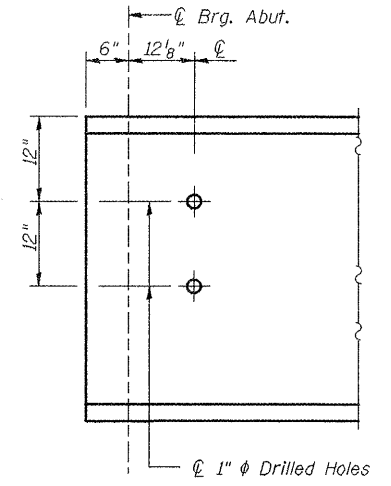


**FRAMING PLAN**

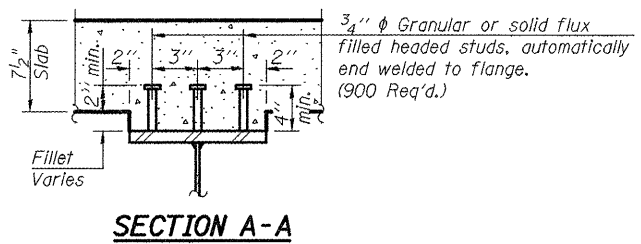
INTERIOR GIRDER MOMENT TABLE		0.5 Sp. 1
Is	(in <sup>4</sup> )	5630
Ic (n)	(in <sup>4</sup> )	14,188
Ic (sn)	(in <sup>4</sup> )	10,237
Ss	(in <sup>3</sup> )	411
Sc (n)	(in <sup>3</sup> )	1252
Sc (sn)	(in <sup>3</sup> )	634
Z	(in <sup>3</sup> )	461
ϕ	(k/ft.)	0.76
Mϕ	(k)	345
sϕ	(k/ft.)	0.45
Msϕ	(k)	200
Mϕ	(k)	423
M (Imp)	(k)	127
5/8[Mϕ+M(Imp)]	(k)	917
Ma	(k)	1901
Mu	(k)	2643
fsϕ non-comp (k.s.i.)		7.9
fsϕ (comp) (k.s.i.)		4.6
fs 5/8 (k+Imp) (k.s.i.)		20.9
fs (Overload) (k.s.i.)		33.4
fs (Total) (k.s.i.)		43.4
VR	(k)	42.8

INTERIOR GIRDER REACTION TABLE		Abuts.
Rϕ	(k)	60.8
Rϕ	(k)	33.5
Imp.	(k)	14.4
R (Total)	(k)	108.7

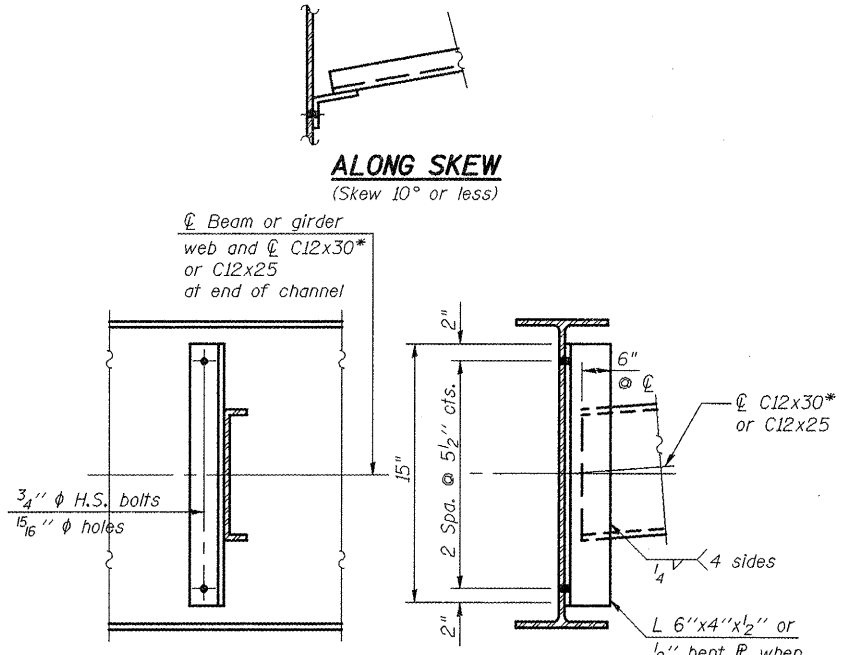
Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).  
 Ic(n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.  
 Ic(sn) and Sc(sn) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)  
 VR is the maximum Live Load + Impact shear range in span.  
 Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.  
 Ma (Applied Moment) = 1.3[Mϕ + Msϕ + 5/8(Mϕ + M(Imp))].  
 The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.  
 fs (Overload) is the sum of the stresses due to Mϕ + Msϕ + 5/8(Mϕ + M(Imp)).  
 fs (Total) (Non-compact section) is the sum of the stresses due to 1.3[Mϕ + Msϕ + 5/8(Mϕ + M(Imp))].  
 Dead Load Reactions at Abutments include 24.5 k for Concrete Diaphragm plus Approach Pavement.  
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



**END OF BEAM DETAIL**  
(12 Required)



**SECTION A-A**



**ALONG SKEW**  
(Skew 10° or less)

**DIAPHRAGM D**  
20 Required

Note:  
 Two hardened washers shall be required over all oversize holes for diaphragms.  
 \* Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.

**TOP OF BEAM ELEVATIONS**

Beam	ϕ Brg. N. Abut.	ϕ Brg. S. Abut.
Bm 1	616.115	616.533
Bm 2	616.228	616.647
Bm 3	616.323	616.745
Bm 4	616.328	616.749
Bm 5	616.237	616.659
Bm 6	616.131	616.553

For fabrication only.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL  
IL 94 OVER WOLF CREEK S.N. 036-0055

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR3)	HENDERSON	88	34

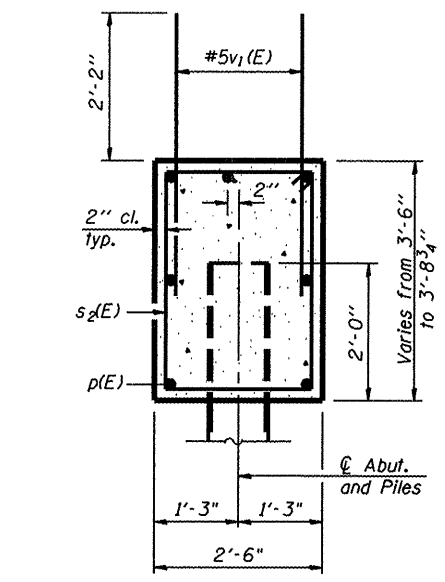
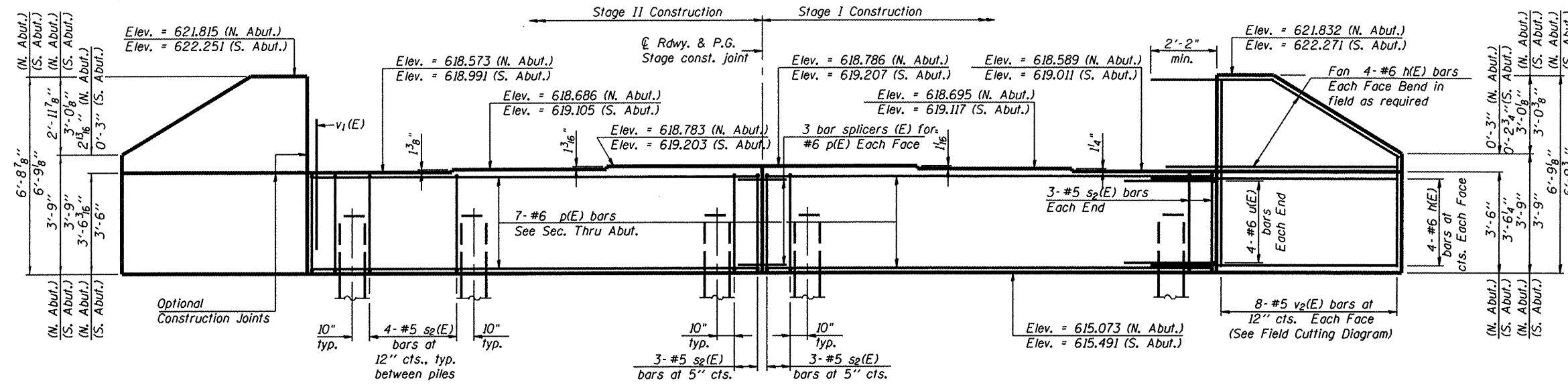
CONTRACT NO. 68083  
ILLINOIS FED. AID PROJECT

FILE NAME	USER NAME	DESIGNED	REVISED
D:\68083-sht-plan.dgn	johntony	-	-
PLOT SCALE	CHECKED	DRAWN	REVISED
100.4566' / 1"	-	-	-
PLOT DATE	DATE	CHECKED	REVISED
8/26/2011	-	-	-

SCALE: SHEET NO. 9 OF 15 SHEETS STA. 216+45



Notes: Four steps monolithically with cap.  
Reinforcement bars designated (E)  
shall be epoxy coated.

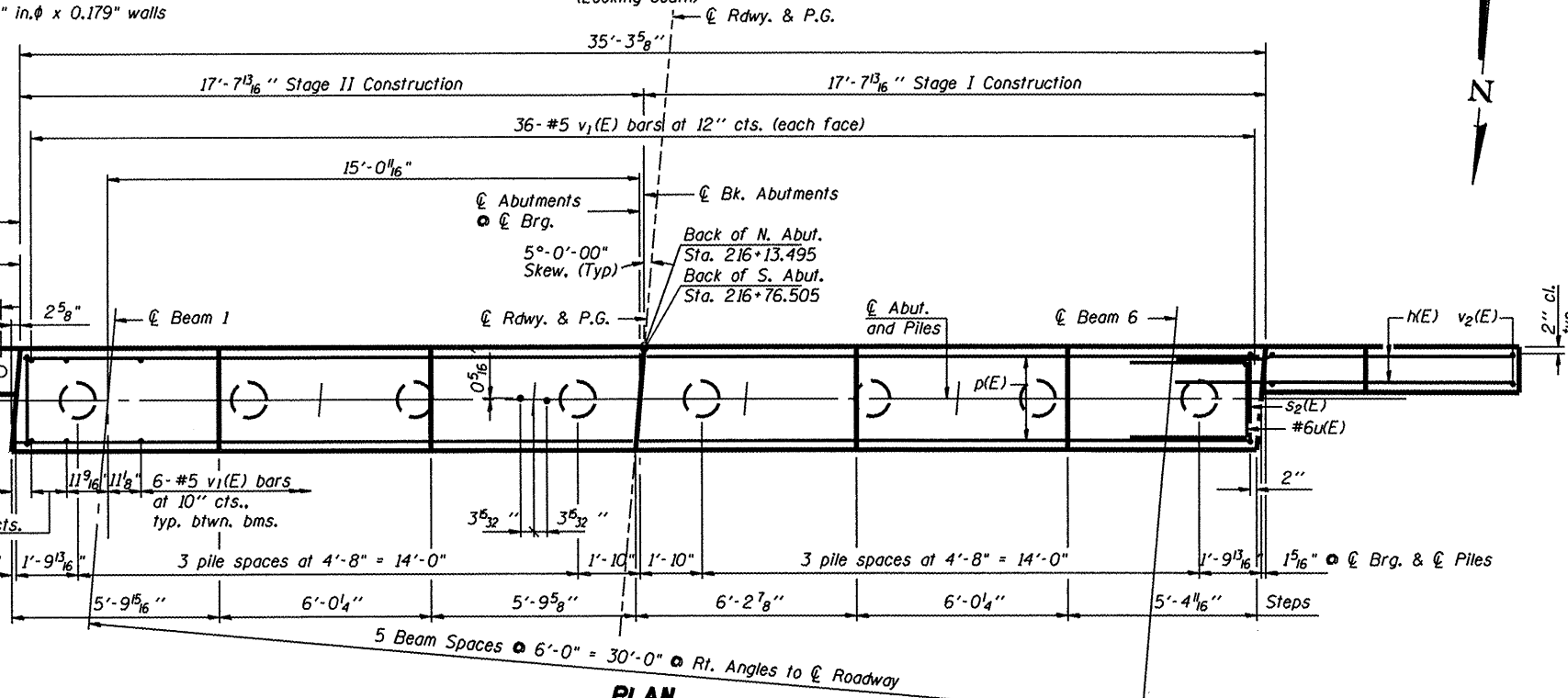


**SEC. THRU ABUT.**  
(Dimensions at Rt. L's unless otherwise shown)

**PILE DATA**

Type & Size: Metal Shell - 12" in.  $\phi$  x 0.179" walls  
Nominal Required Bearing: 330 kips  
Allowable Resistance Available: 110 kips  
Est. Length: 55 Ft.  
No. Required: 14 x 2 Test Piles

**ELEVATION**  
(Looking south)



**MIN. BAR LAPS**

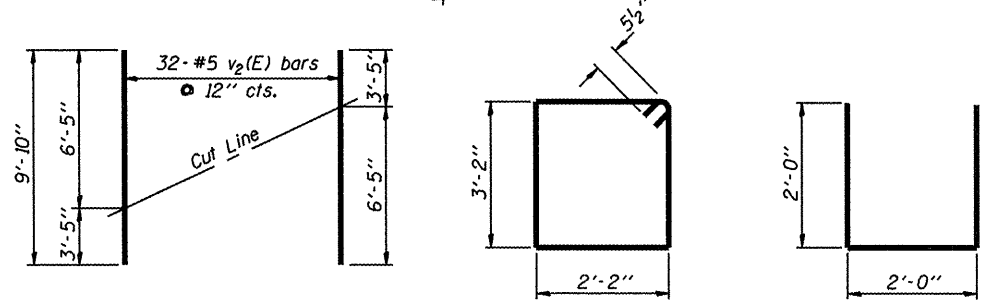
- #4 bar = 1'-4"
- #5 bar = 1'-8"
- #6 bar = 2'-0"
- #8 bar = 3'-5"

**BILL OF MATERIAL**  
**TWO ABUTMENTS**

Bar	No.	Size	Length	Shape	
N(E)	64	#6	10'-8"	—	
p(E)	28	#6	17'-3"	—	
s2(E)	72	#5	11'-7"	□	
u(E)	16	#6	6'-0"	—	
v1(E)	144	#5	4'-4"	—	
v2(E)	32	#5	9'-10"	—	
Concrete Structures				Cu. Yd.	30.0
Reinforcement Bars, Epoxy Coated				Pound	3740
Structure Excavation				Cu. Yd.	154
Furnish Metal Shell Piles 12" x 0.179				Foot	770
Driving Piles				Foot	770
Test Pile Metal Shells				Each	2

Notes:  
Space reinforcement in cap to miss anchor bolts.  
Reinforcement bars designated (E) shall be epoxy coated.  
Four steps monolithically with cap.  
See sheet 11 of 15 for bar splicer details.

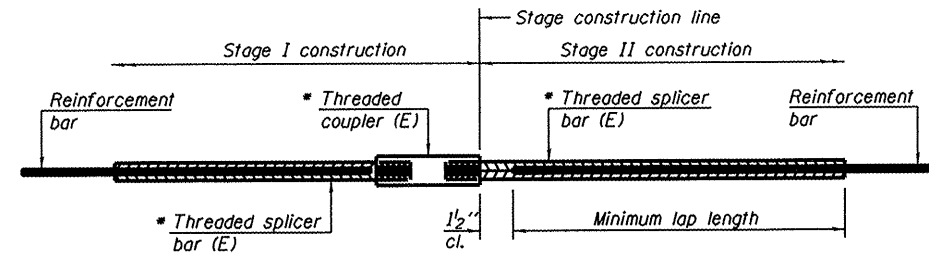
**PLAN**  
(South Abut. Shown)  
(North Abut. Similar)



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



FILE NAME: #FILE#	USER NAME: #USER#	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH AND SOUTH ABUTMENTS IL 94 OVER WOLF CREEK S.N. 036-0055	F.A.P. RTE.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:	
		DRAWN: -	REVISED: -			534	109B (BR3)	HENDERSON	88	35	
		CHECKED: -	REVISED: -			CONTRACT NO. 68083					
		DATE: -	REVISED: -			ILLINOIS FED. AID PROJECT					



**STANDARD BAR SPLICER ASSEMBLY**

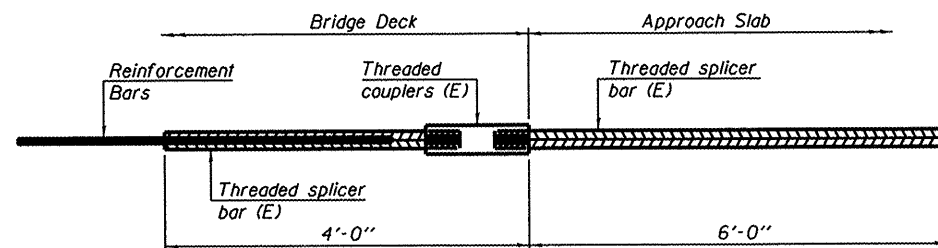
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

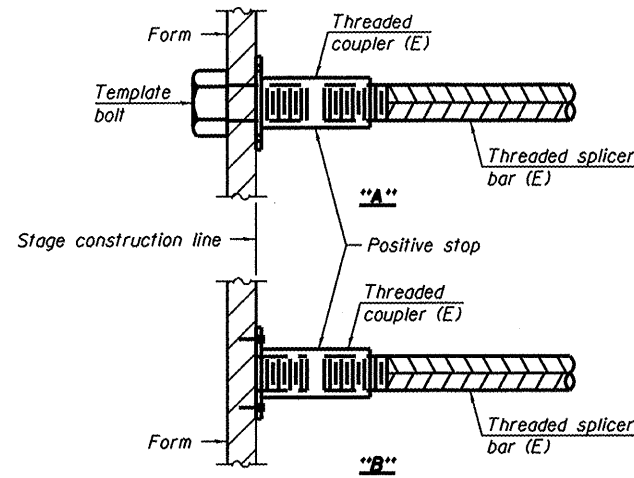
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	249	
N. Diaphragm	#6	8	
S. Diaphragm	#6	8	
N. Abut.	#8	7	
S. Abut.	#8	7	
N. Approach Slab	#4	25	
N. Approach Slab	#5	66	
S. Approach Slab	#4	25	
S. Approach Slab	#5	66	



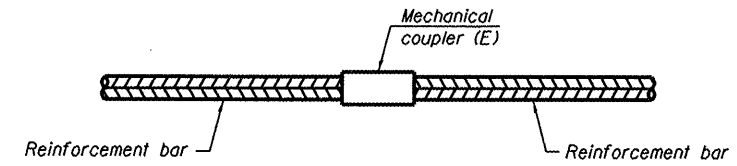
**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required = 68



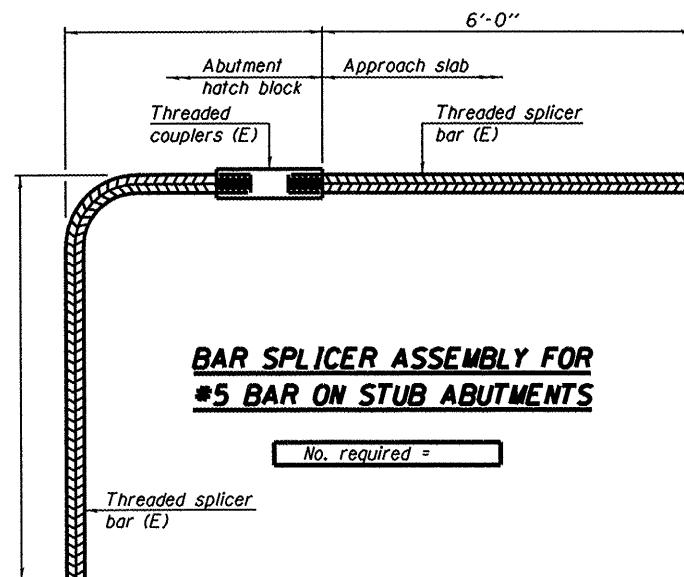
**INSTALLATION AND SETTING METHODS**

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



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

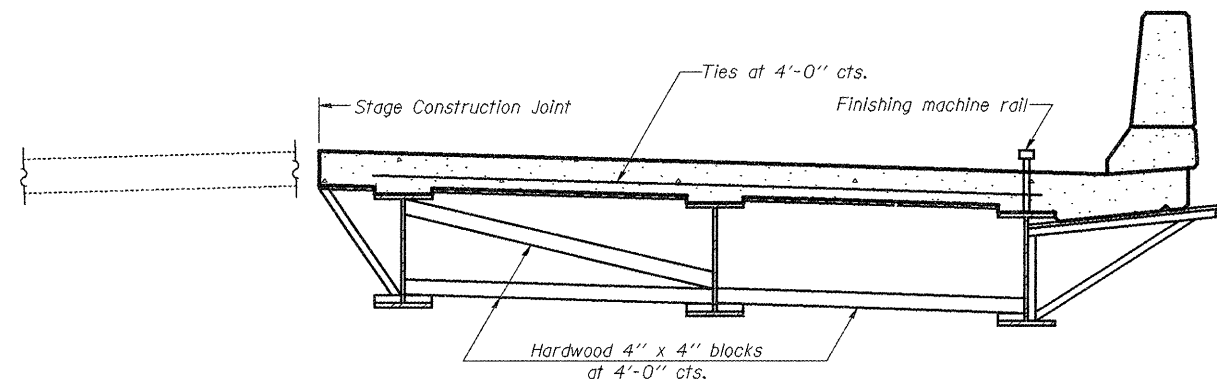
No. required =

**NOTES**

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

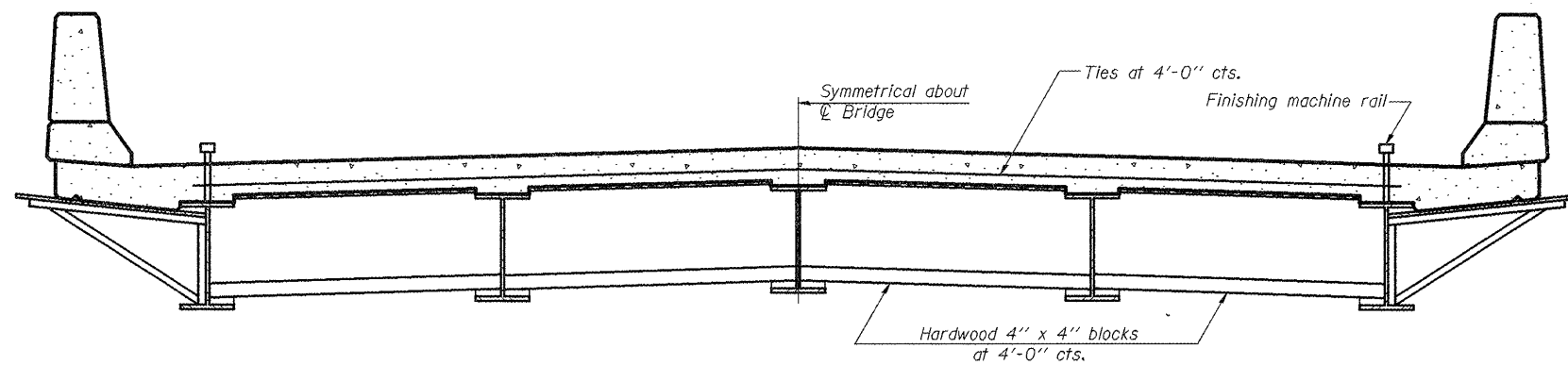


FILE NAME : #FILEL*	USER NAME : #USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY DETAILS IL 94 OVER WOLF CREEK S.N. 036-0055	F.A.P. RTE. 534	SECTION 109B (BR3)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 36	
	PLOT SCALE : #SCALE*	DRAWN -	REVISED -			SCALE:	SHEET NO. 11 OF 15 SHEETS	STA. 216+45	CONTRACT NO. 68083		
		CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					
		DATE -	REVISED -								



**FORM BRACES FOR  
STAGE CONSTRUCTION**

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b), except as modified below and in the details shown on this sheet.  
 The finishing machine rails shall be placed on the top flange of the exterior beams.  
 The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.  
 For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR  
STANDARD CONSTRUCTION**



FILE NAME = D:\68883-aht-plan.dgn	USER NAME = johnsoniv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.4566' / 1" =	CHECKED -	REVISED -
	PLOT DATE = 8/26/2011	DATE -	REVISED -

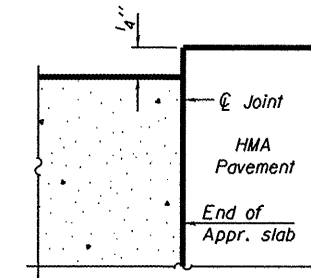
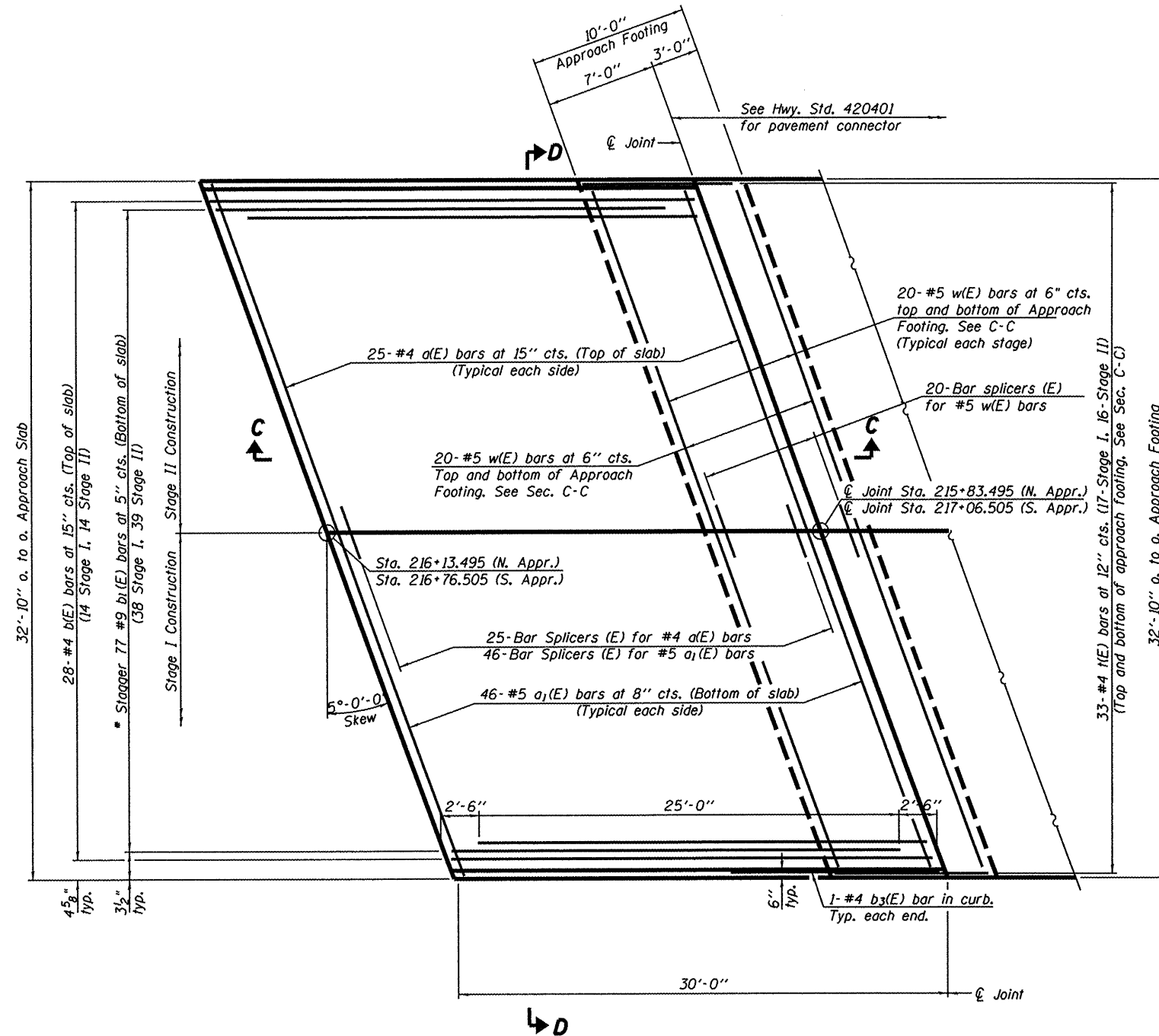
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CANTILEVER FORMING BRACKETS</b>		
<b>IL 94 OVER WOLF CREEK S.N. 036-0055</b>		
SCALE:	SHEET NO. 12 OF 15 SHEETS	STA. 216+45

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR3)	HENDERSON	88	37
<b>CONTRACT NO. 68083</b>				
ILLINOIS FED. AID PROJECT				

Notes:  
See sheet 14 of 15 for Sections C-C & D-D and View E-E.  
a(E) and a<sub>1</sub>(E) bar spacings measured along  $\text{\textcircled{C}}$  Rdwy.

\*\*\* Cost included with Concrete Superstructure.



**FLEXIBLE PAVEMENT**

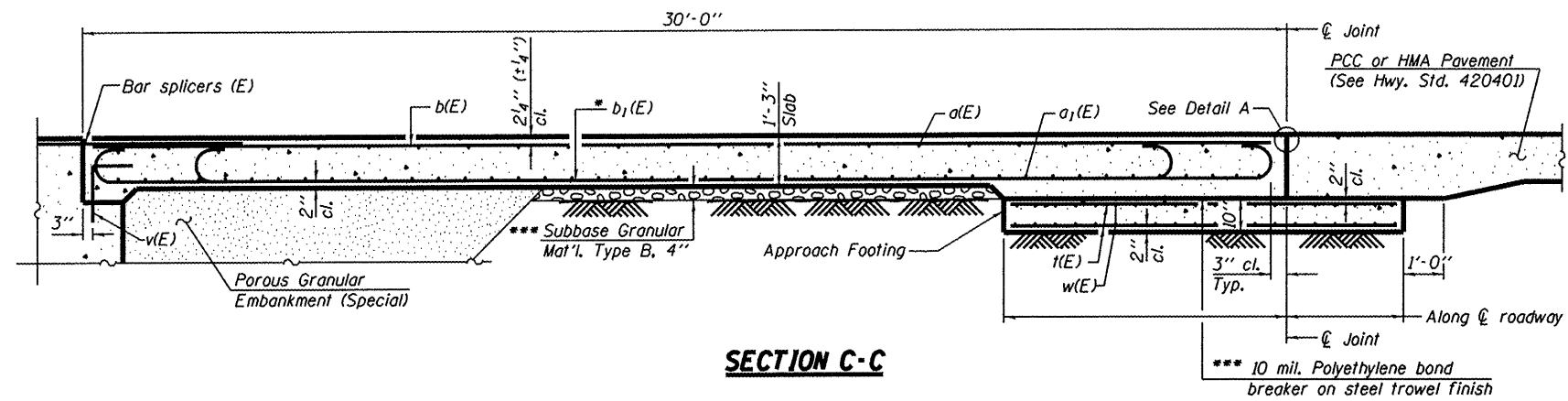
**DETAIL A**

**PLAN**

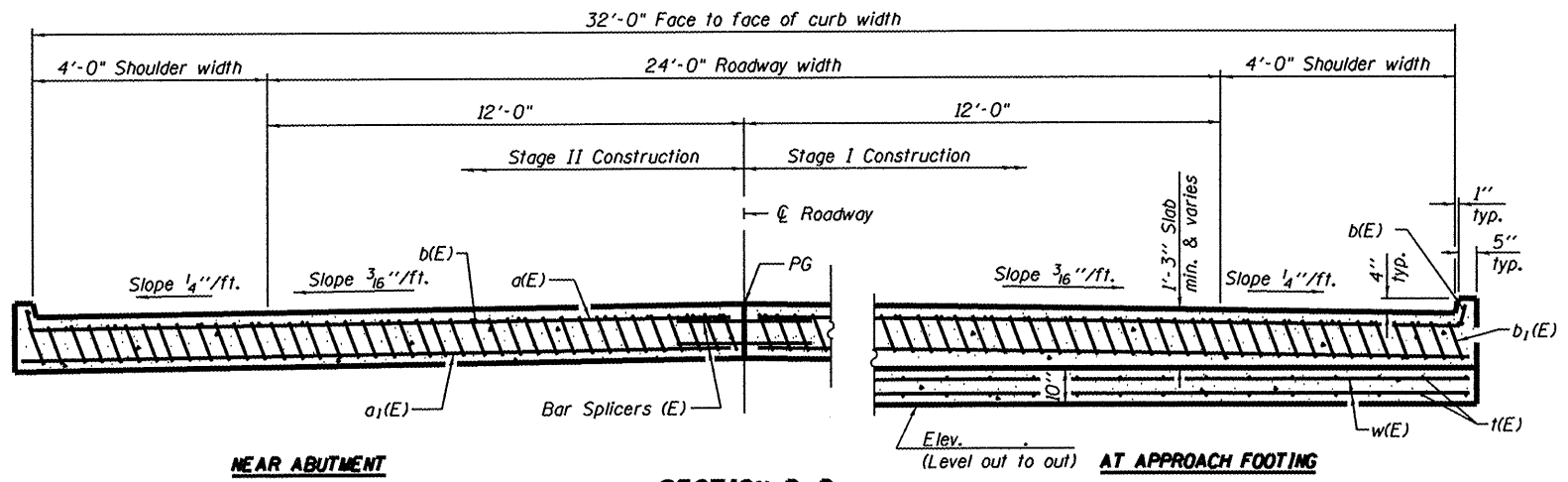
\* Tilt #9 b<sub>1</sub>(E) bars as required to maintain clearance.  
\*\* Space between a(E) bars, typ. each parapet.



FILE NAME *	USER NAME * #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE APPROACH SLAB DETAILS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		<b>IL 94 OVER WOLF CREEK S.N. 036-0055</b>		534	109B (BR3)	HENDERSON	88	38
		CHECKED -	REVISED -		<b>CONTRACT NO. 68083</b>		<b>ILLINOIS FED. AID PROJECT</b>				
		DATE -	REVISED -		SCALE:	SHEET NO. 13 OF 15 SHEETS	STA. 216+45				



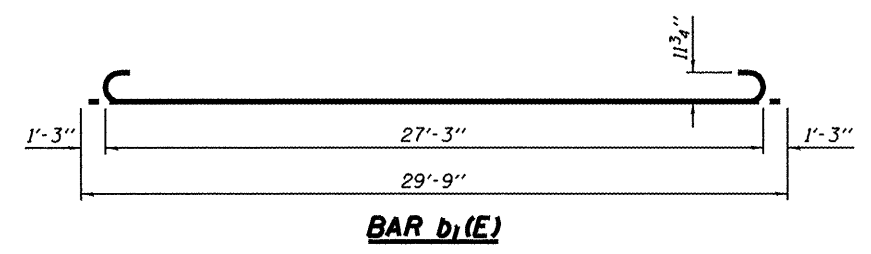
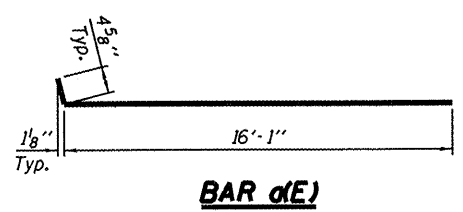
Notes:  
 See sheet 13 of 15 for Detail A.  
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
 Approach footing concrete shall be paid for as Concrete Structures.  
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
 For v(E) bar details, see sheet 7 of 15.  
 The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.  
 For bar splicer details, see sheet 11 of 15.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 15.



\* Tilt #9 b<sub>1</sub>(E) bars as required to maintain clearance.  
 \*\*\* Cost included with Concrete Superstructure.

**TWO APPROACHES  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	100	#4	16'-7"	—
a <sub>1</sub> (E)	184	#5	16'-2"	—
b(E)	56	#4	29'-8"	—
b <sub>1</sub> (E)	156	#9	29'-9"	—
1(E)	132	#4	9'-8"	—
w(E)	160	#5	16'-3"	—
Concrete Superstructure		Cu. Yd.	90	
Concrete Structures		Cu. Yd.	19.8	
Reinforcement Bars, Epoxy Coated		Pound	24,670	



FILE NAME * #FILEL*	USER NAME * #USER*	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS IL 94 OVER WOLF CREEK S.N. 036-0055	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE * #SCALE*	DRAWN -	REVISD -			534	109B (BR3)	HENDERSON	88	39	
	DATE	CHECKED -	REVISD -			SCALE: SHEET NO. 14 OF 15 SHEETS STA. 216+45		CONTRACT NO. 68083			
		DATE	REVISD -			ILLINOIS FED. AID PROJECT					

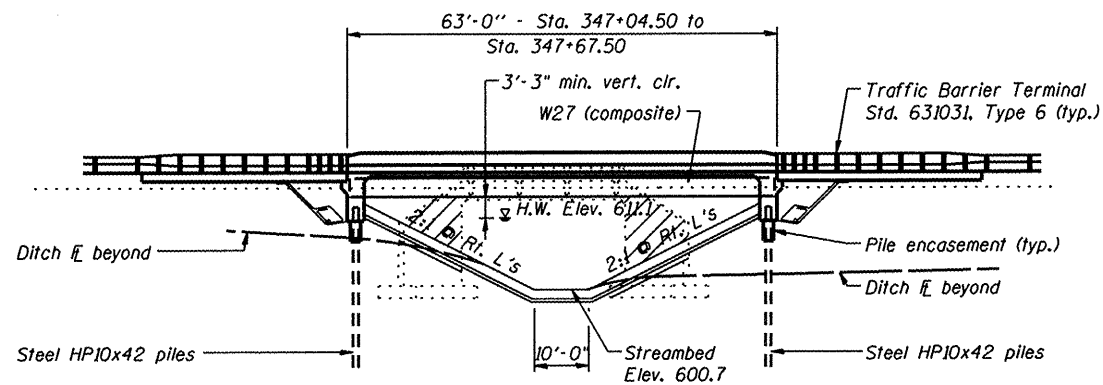




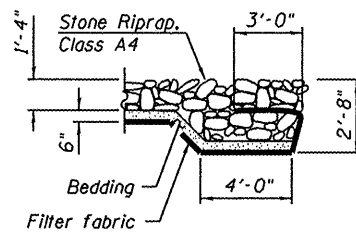
Bench Mark: Chiseled "□" on wingwall at northeast corner of existing bridge S.N. 036-0011 Elev. 615.26

Existing Structure: S.N. 036-0011, single span 26'-0" Back to Back abutments 33'-0" Out to Out R.C. slab bridge on closed abutments. Built as S.B.I. Rte. 94 Sec. 109B at Sta. 347+33.30 in 1928 and Rebuilt in 1977. The contractor shall remove the existing structure and replace it with a single span wide flange superstructure on integral abutments. Traffic to be maintained utilizing stage construction.

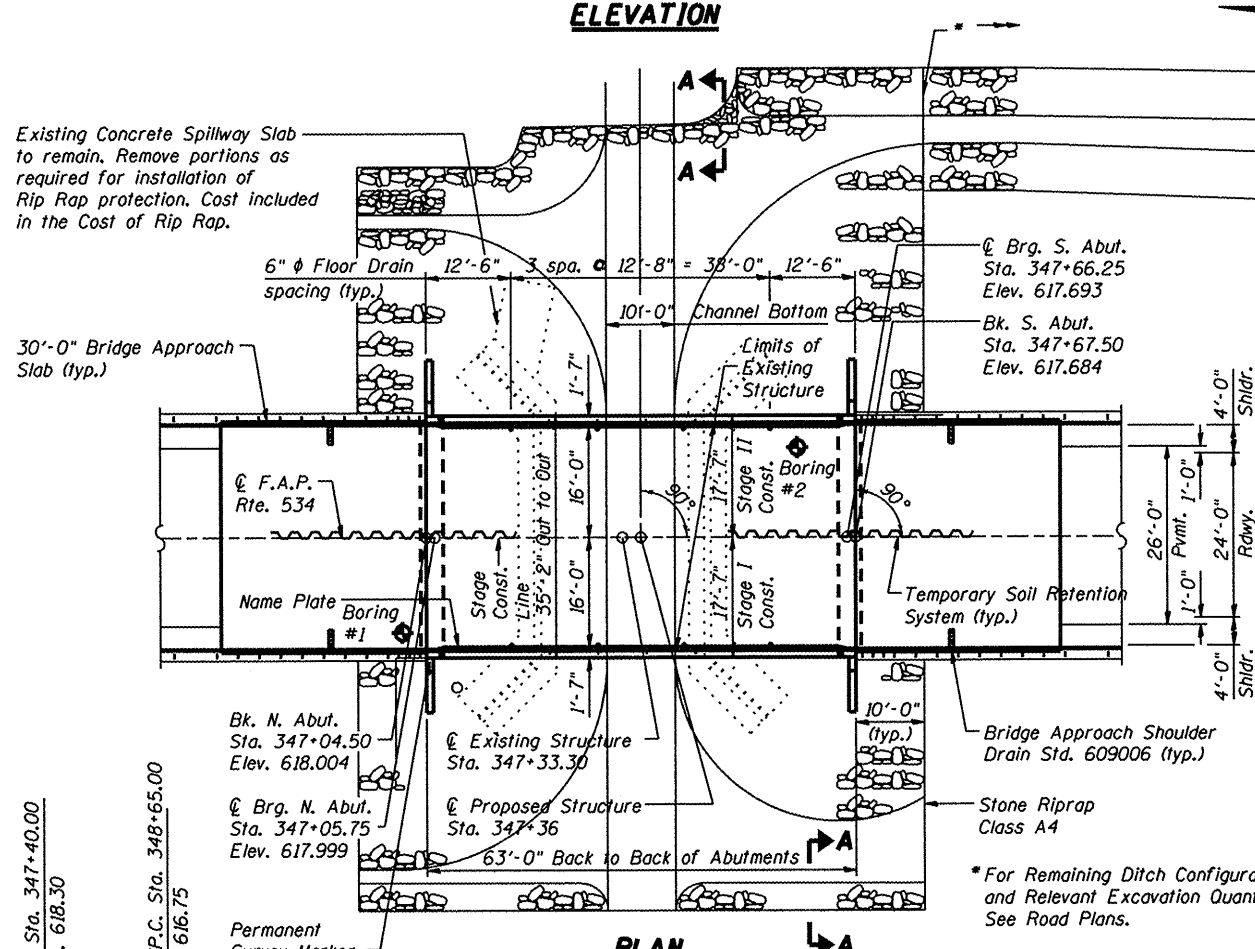
No Salvage.



**ELEVATION**



**SECTION A-A**



**PLAN**

STATION 347+36  
BUILT 200 BY  
STATE OF ILLINOIS  
F.A.P. RT. 534 SEC. 109B (BR2)  
HENDERSON COUNTY  
LOADING HS20  
STR. NO. 036-0054

**LETTERING FOR NAME PLATE**

Locate Name Plate at  
Corner of Bridge (See Std. 515001)

**LOADING HS20-44**

Allow 50#/sq. ft. for future wearing surface.

**DESIGN SPECIFICATIONS**

2002 AASHTO

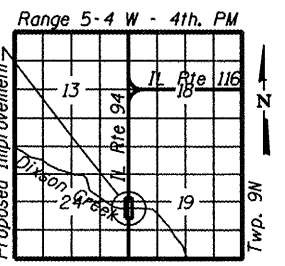
**DESIGN STRESSES**

**FIELD UNITS**

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)  
 $f_y = 50,000$  psi (structural steel)  
AASHTO M270 Grade 50W

**SEISMIC DATA**

Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 3.8%g  
Site Coefficient (S) = 1.5



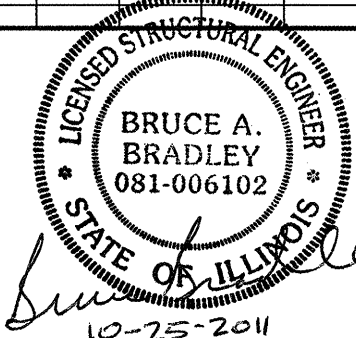
**LOCATION SKETCH**

**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts  $\frac{3}{4}$ "  $\phi$  holes  $\frac{5}{8}$ "  $\phi$ , unless otherwise noted.  
Calculated weight of Structural Steel: Grade 50W = 58,390 lbs.  
Field welding of construction accessories will not be permitted to beams.  
The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams.  
Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60.  
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.  
The Contractor shall drive two steel HP10x42 test piles in a permanent location. 1 at each abutment as directed by the Engineer before ordering the remainder of piles.  
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.  
If the Contractor elects to use cantilever forming brackets on the exterior beams, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 (b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.  
All structural steel shall be AASHTO M 270 Grade 50W.  
Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.  
All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel."

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		69	69
Stone Rip Rap, Class A4	Sq. Yd.		1023	1023
Filter Fabric	Sq. Yd.		1023	1023
Removal of Existing Structures No. 2	Each		1	1
Structure Excavation	Cu. Yd.		138	138
<b>Concrete Structures</b>	Cu. Yd.		50.9	50.9
Concrete Superstructure	Cu. Yd.	182.5		182.5
Bridge Deck Grooving	Sq. Yd.	224		224
Protective Coat	Sq. Yd.	566		566
Reinforcement Bars, Epoxy Coated	Pound	42,060	4180	46,240
Furnishing and Erecting Structural Steel	L. Sum	0.5		0.5
Stud Shear Connectors	Each	900		900
Furnishing Steel Piles HP10x42	Foot		490	490
Driving Piles	Foot		490	490
Test Pile Steel HP10x42	Each		2	2
Name Plates	Each		1	1
Geocomposite Wall Drain	Sq. Yd.		59.1	59.1
Pipe Underdrains for Structures 4"	Foot		130	130
Bar Splitters	Each	443		525
Temporary Soil Retention System	Sq. Ft.		396	396
Anchor Bolts, 1"	Each		24	24
Floor Drains	Each		8	8



EXPIRES 11-30-2012

**WATERWAY INFORMATION**

Drainage Area = 4.00 sq. mi. Low Grade Elev. 615.32 @ Sta. 350+67

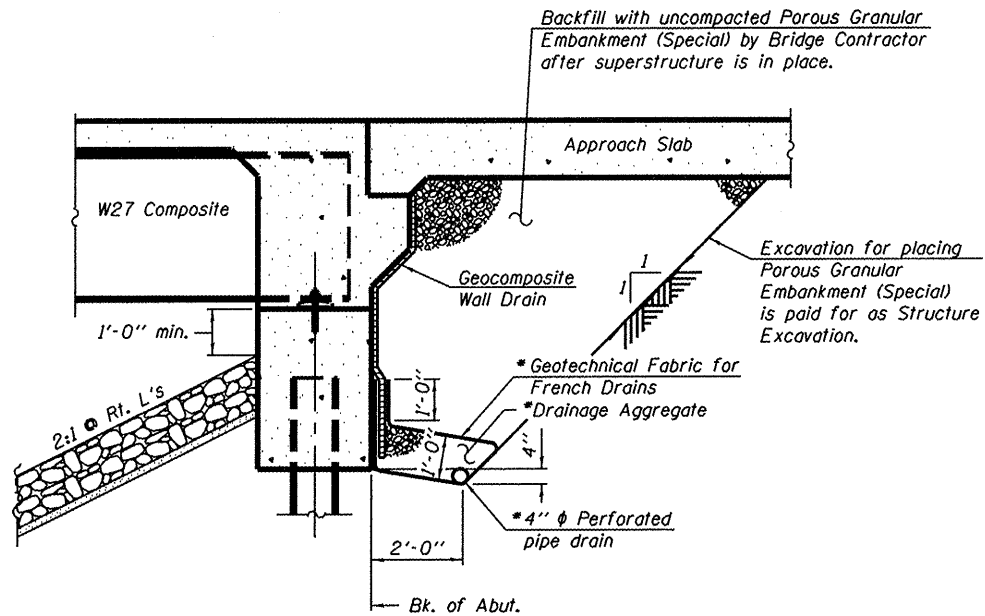
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater EL.	
			Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.	
Design	50	1720	225	320	611.1	1.1	0.1	612.8	611.2	
Base	100	2015	235	347	611.6	2.5	0.2	614.6	611.8	
Overtopping	500	2740	254			2.6		615.3		
Max. Calc.	500	2740		385	612.3		0.5		612.8	

**APPROVED**  
For Structural Adequacy Only  
*Carl Peyer (RD)*  
Engineer of Bridges & Structures

**PROFILE GRADE**  
(along roadway)



FILE NAME: \\D468083-sht-plan.dgn	USER NAME: #USER#	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION IL 94 OVER DIXON CREEK S.N. 036-0054			F.A.P. RTE. 534	SECTION 109B (BR2)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 41
#FILE#	PLOT SCALE: #SCALE#	DRAWN: -	REVISED: -		SCALE: 1" = 10'-0"	SHEET NO. 1 OF 15 SHEETS	STA. 347+36	CONTRACT NO. 69083 (ILLINOIS) FED. AID PROJECT				
		CHECKED: -	REVISED: -									
		DATE: -	REVISED: -									



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

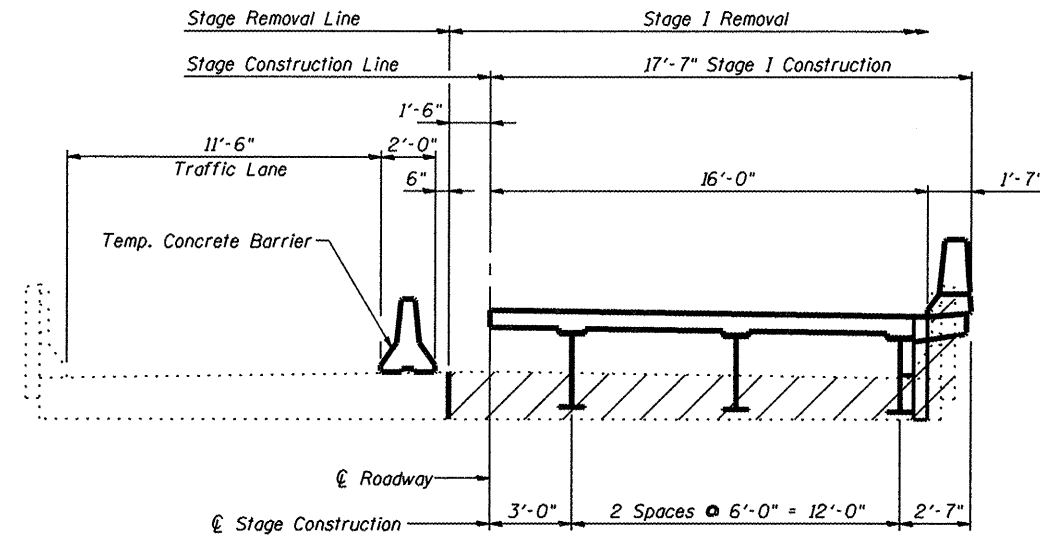
\* Included in the cost of Pipe Underdrains for Structures.

**Note:**

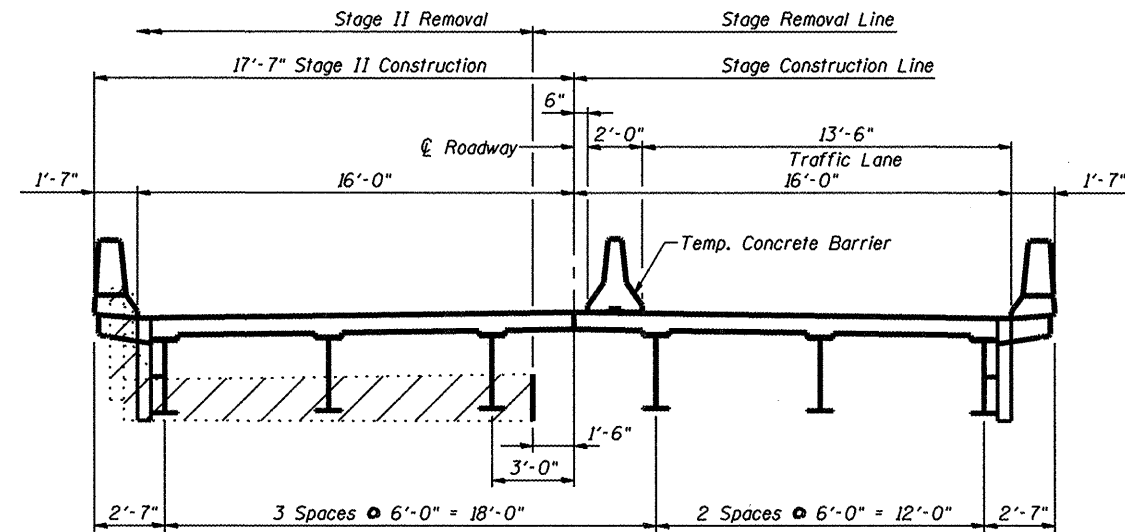
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601001).

**INDEX OF SHEETS**

Sheet No.	Items:
1	General Plan & Elevation
2	Stage Construction Details
3	Temporary Concrete Barrier
4	Top of Slab Elevations
5	Top of Slab Elevations
6	Superstructure
7	Superstructure Details
8	Diaphragm Details
9	Structural Steel
10	North & South Abutments
11	Bar Splicer Assembly Details
12	Cantilever Forming Brackets
13	Bridge Approach Slab Details
14	Bridge Approach Slab Details
15	Boring Logs

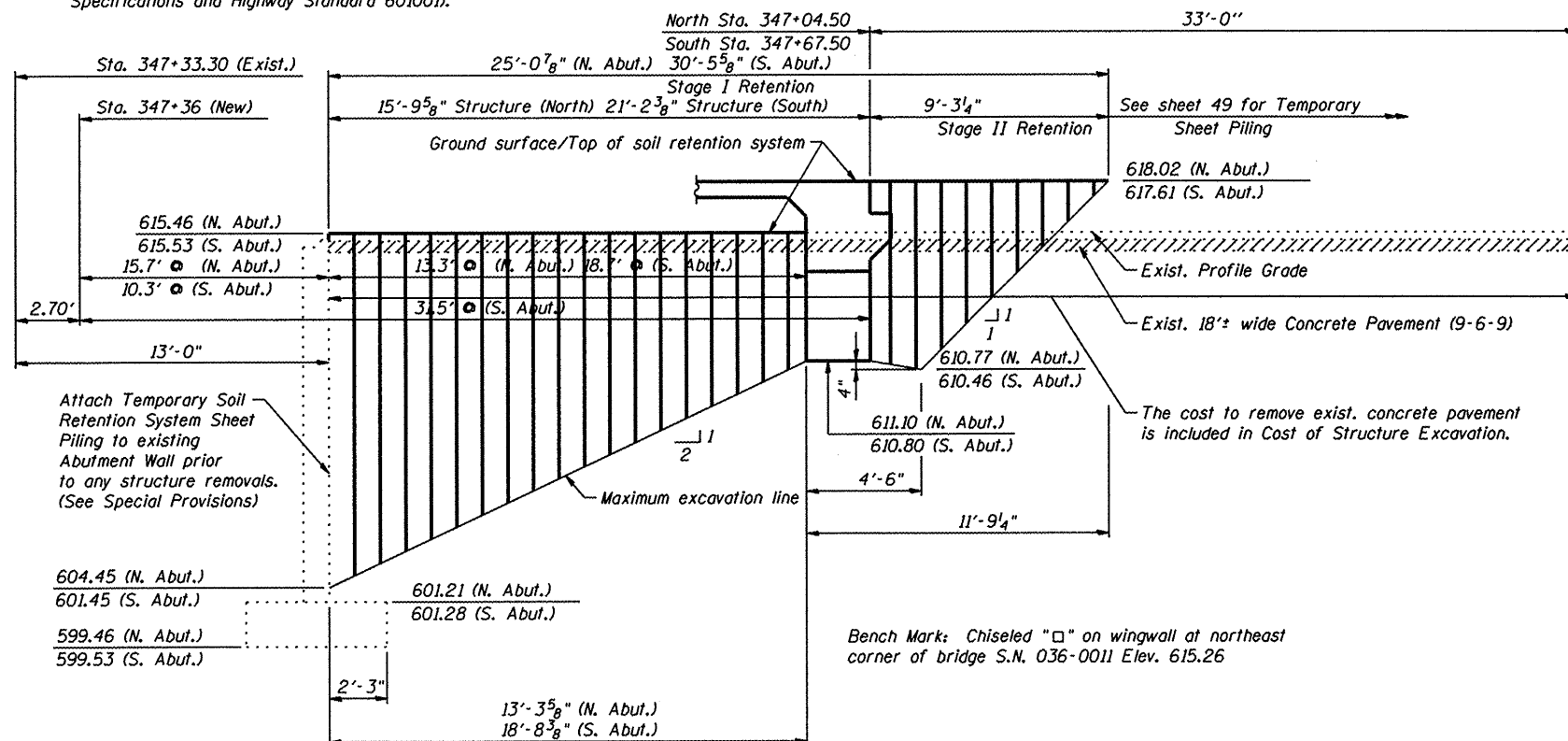


**STAGE I CONSTRUCTION & REMOVAL**  
(Looking South)



**STAGE II CONSTRUCTION & REMOVAL**  
(Looking South)

See Roadway Plans for quantity of Temporary Concrete Barrier.



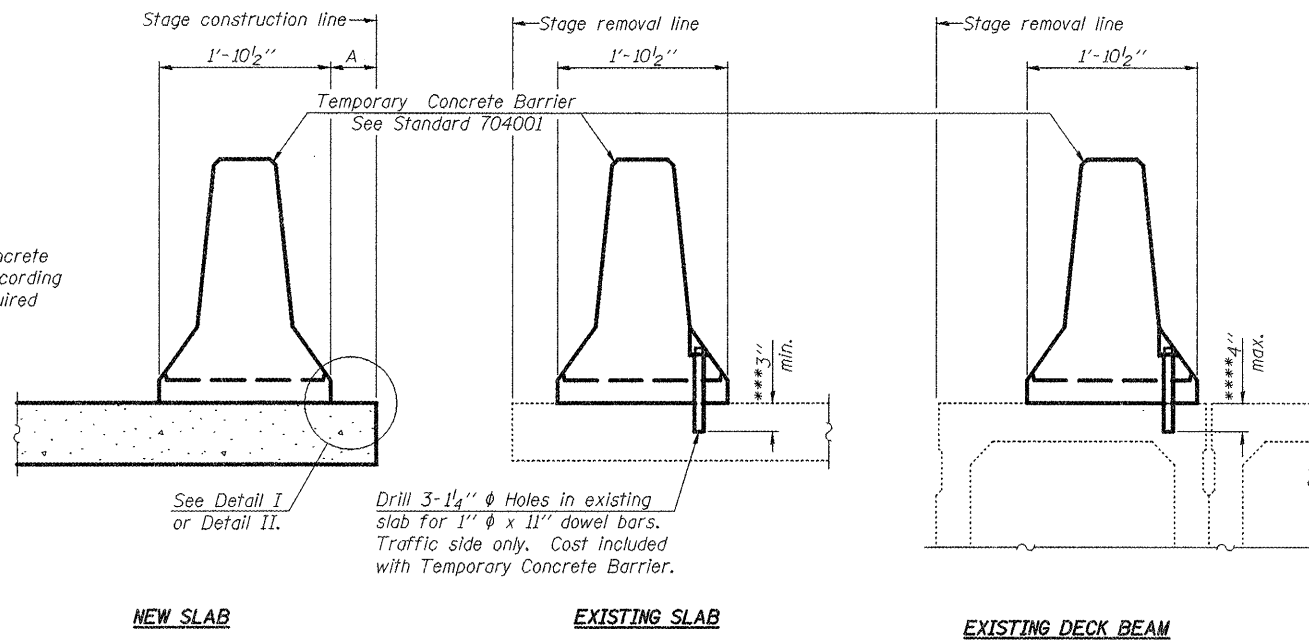
**TEMPORARY SOIL RETENTION SYSTEM**

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE CONSTRUCTION DETAILS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		<b>IL 94 OVER DIXON CREEK S.N. 036-0054</b>		534	109B (BR2)	HENDERSON	88	42
		CHECKED -	REVISED -		SCALE: SHEET NO. 2 OF 15 SHEETS STA. 347+36		<b>CONTRACT NO. 69083</b>				
		DATE -	REVISED -		(ILLINOIS) FED. AID PROJECT						

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".



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

**Detail I - With Bar Splicer or Couplers:**  
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

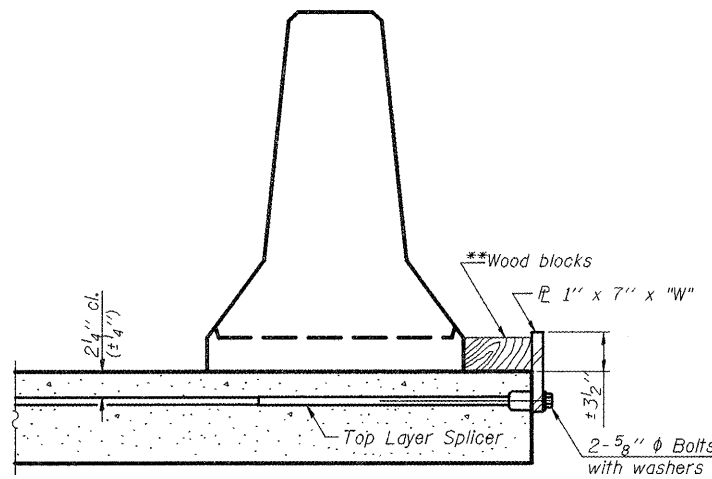
**Detail II - With Extended Reinforcement Bars:**  
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" 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.

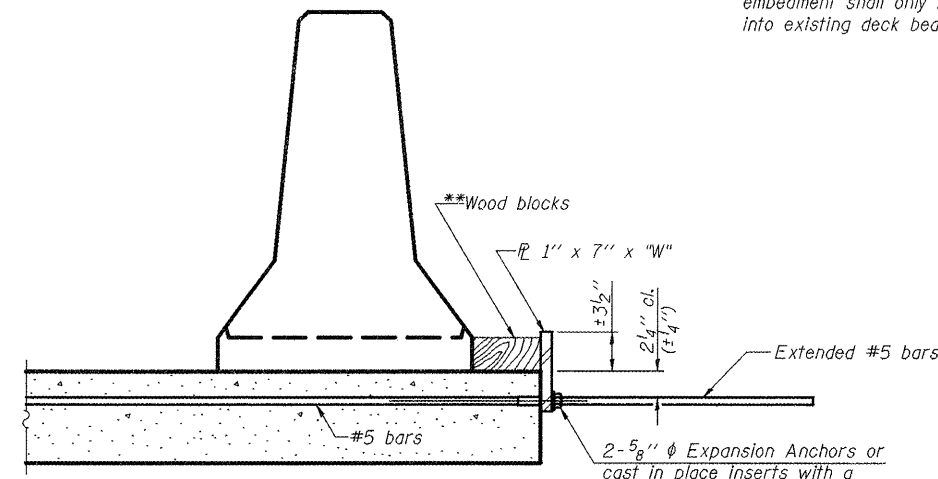
\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

Limits of Temporary Concrete Barrier  
Sta. 343+75 North  
Sta. 349+25 South



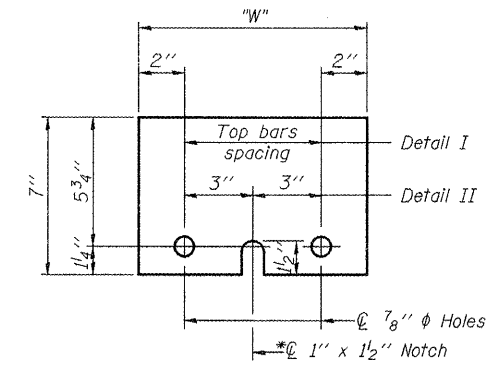
**DETAIL I**



**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.

"W" = Top bars spacing + 4"



**STEEL RETAINER PL 1" x 7" x "W"**

\* Required only with Detail II



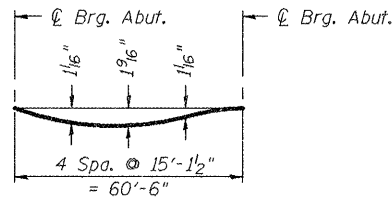
FILE NAME = D:\68083-sht-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -
PLOT SCALE = 100.4566' / 1in.		DRAWN -	REVISED -
PLOT DATE = 8/26/2011		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER  
IL 94 OVER DIXON CREEK S.N. 036-0054

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR2)	HENDERSON	88	43
CONTRACT NO. 68083			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 3 OF 15 SHEETS STA. 347+36

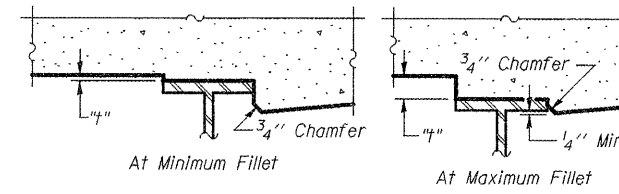


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

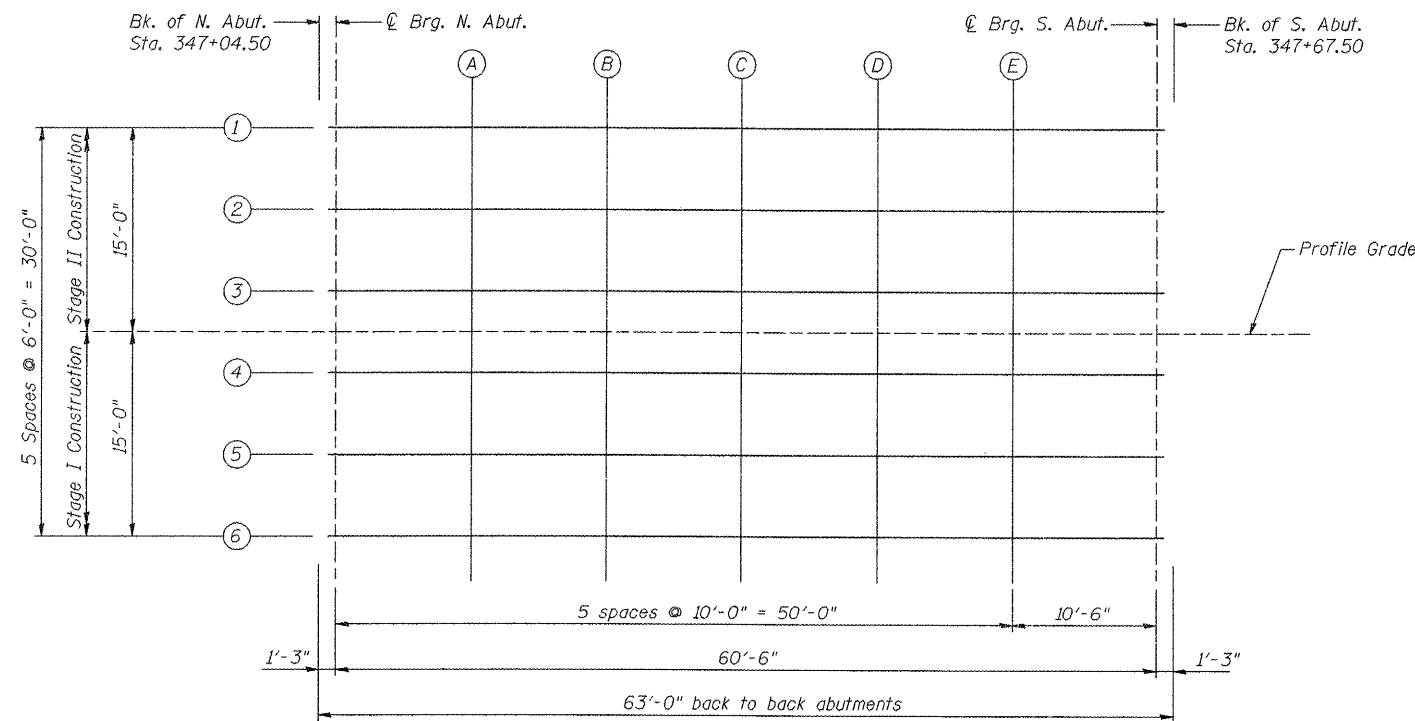
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



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

**FILLET HEIGHTS**



**PLAN**



HDR Engineering, Inc.

FILE NAME = D468883-ah-1-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED -
	PLOT DATE = 8/26/2011	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS  
IL 94 OVER DIXON CREEK S.N. 036-0054

SCALE: SHEET NO. 4 OF 15 SHEETS STA. 347+36

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR2)	HENDERSON	88	44
CONTRACT NO. 68083			ILLINOIS FED. AID PROJECT	

**BEAM #1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	34704.500	15.000	617.754	617.754
⊘ Brg. N. Abut.	34705.750	15.000	617.749	617.749
A	34715.750	15.000	617.713	617.777
B	34725.750	15.000	617.671	617.780
C	34735.750	15.000	617.623	617.751
D	34745.750	15.000	617.570	617.683
E	34755.750	15.000	617.511	617.577
⊘ Brg. S. Abut.	34766.250	15.000	617.443	617.443
Bk. of S. Abut.	34767.500	15.000	617.434	617.434

**BEAM #2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	34704.500	9.000	617.863	617.863
⊘ Brg. N. Abut.	34705.750	9.000	617.859	617.859
A	34715.750	9.000	617.822	617.886
B	34725.750	9.000	617.780	617.889
C	34735.750	9.000	617.733	617.861
D	34745.750	9.000	617.679	617.792
E	34755.750	9.000	617.620	617.686
⊘ Brg. S. Abut.	34766.250	9.000	617.552	617.552
Bk. of S. Abut.	34767.500	9.000	617.543	617.543

**BEAM #3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	34704.500	3.000	617.957	617.957
⊘ Brg. N. Abut.	34705.750	3.000	617.953	617.953
A	34715.750	3.000	617.916	617.980
B	34725.750	3.000	617.874	617.983
C	34735.750	3.000	617.826	617.954
D	34745.750	3.000	617.773	617.886
E	34755.750	3.000	617.714	617.780
⊘ Brg. S. Abut.	34766.250	3.000	617.646	617.646
Bk. of S. Abut.	34767.500	3.000	617.637	617.637

**⊘ ROADWAY & P.G. & STAGED CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	34704.500	0.000	618.004	618.004
⊘ Brg. N. Abut.	34705.750	0.000	617.999	617.999
A	34715.750	0.000	617.963	618.027
B	34725.750	0.000	617.921	618.030
C	34735.750	0.000	617.873	618.001
D	34745.750	0.000	617.820	617.933
E	34755.750	0.000	617.761	617.827
⊘ Brg. S. Abut.	34766.250	0.000	617.693	617.693
Bk. of S. Abut.	34767.500	0.000	617.684	617.684

**BEAM #4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	34704.500	3.000	617.957	617.957
⊘ Brg. N. Abut.	34705.750	3.000	617.953	617.953
A	34715.750	3.000	617.916	617.980
B	34725.750	3.000	617.874	617.983
C	34735.750	3.000	617.826	617.954
D	34745.750	3.000	617.773	617.886
E	34755.750	3.000	617.714	617.780
⊘ Brg. S. Abut.	34766.250	3.000	617.646	617.646
Bk. of S. Abut.	34767.500	3.000	617.637	617.637

**BEAM #5**

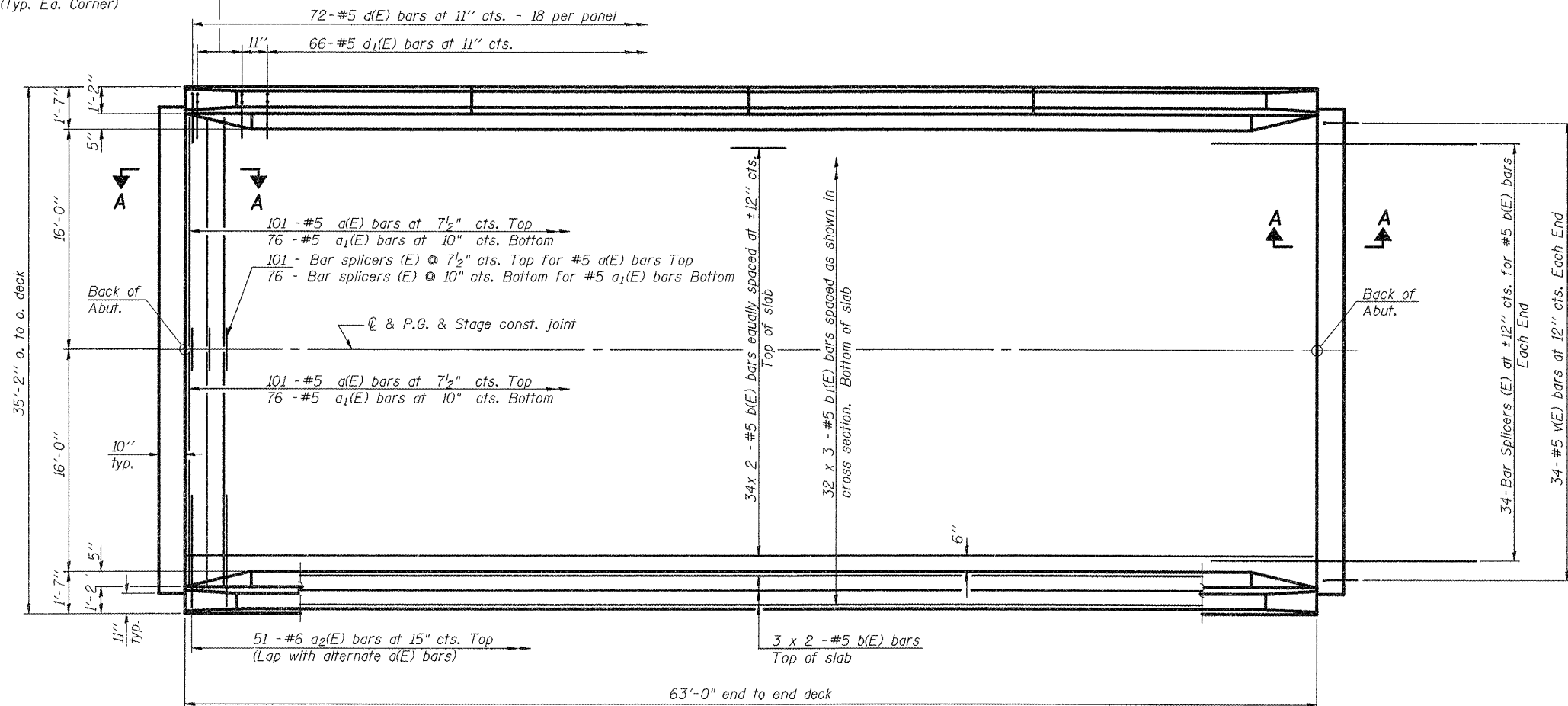
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	34704.500	9.000	617.863	617.863
⊘ Brg. N. Abut.	34705.750	9.000	617.859	617.859
A	34715.750	9.000	617.822	617.886
B	34725.750	9.000	617.780	617.889
C	34735.750	9.000	617.733	617.861
D	34745.750	9.000	617.679	617.792
E	34755.750	9.000	617.620	617.686
⊘ Brg. S. Abut.	34766.250	9.000	617.552	617.552
Bk. of S. Abut.	34767.500	9.000	617.543	617.543

**BEAM #6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	34704.500	15.000	617.754	617.754
⊘ Brg. N. Abut.	34705.750	15.000	617.749	617.749
A	34715.750	15.000	617.713	617.777
B	34725.750	15.000	617.671	617.780
C	34735.750	15.000	617.623	617.751
D	34745.750	15.000	617.570	617.683
E	34755.750	15.000	617.511	617.577
⊘ Brg. S. Abut.	34766.250	15.000	617.443	617.443
Bk. of S. Abut.	34767.500	15.000	617.434	617.434



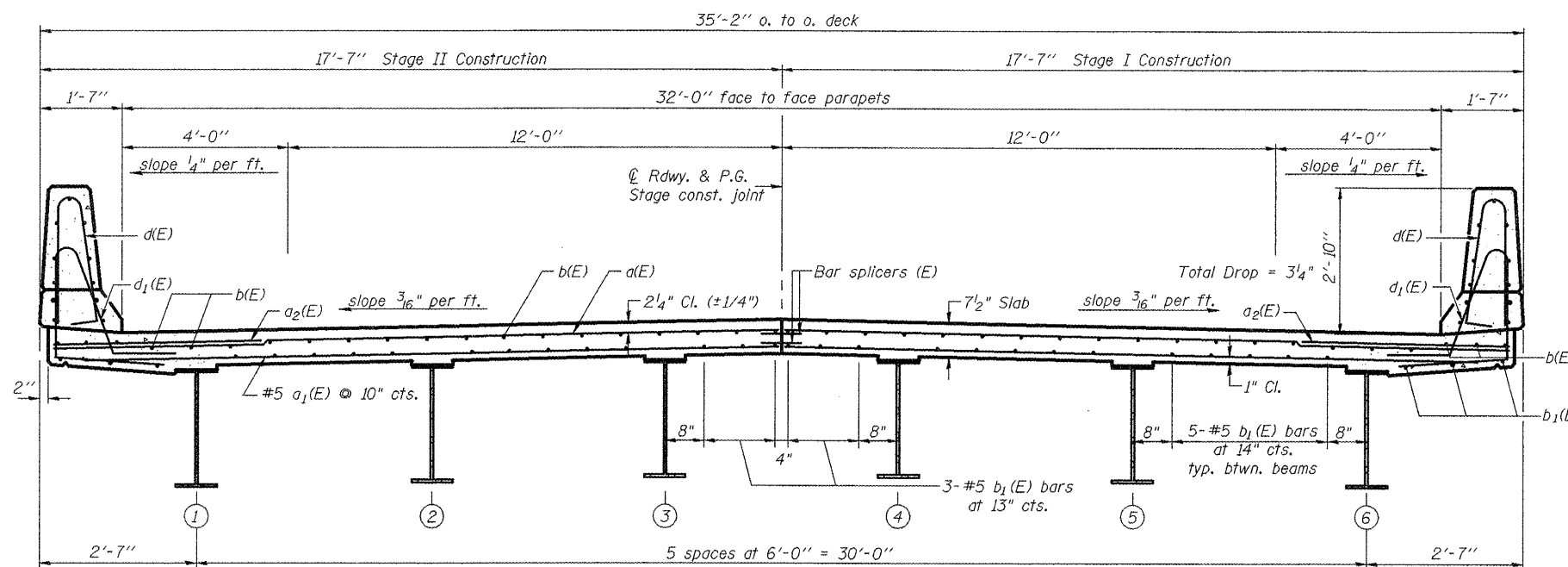
3-#5 d<sub>1</sub>(E) bars at 11" cts.  
(Typ. Ea. Corner)



**PLAN**

**MIN. BAR LAPS**

#5 bar = 2'-2"



**NEAR PIER**

**CROSS SECTION**

(Looking South)

**NEAR MIDSPAN**

**Notes:**

- See Sheet 7 of 15 for superstructure details and Bill of Material.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
- See Sheet 7 of 15 for parapet reinforcement.
- For Section A-A, Detail "A" and diaphragm details see sheet 8 of 15.
- For Bar Splicer details see sheet 12 of 15.



FILE NAME =	USER NAME = johnsontv	DESIGNED -	REVISED -
D468883-shr-plan.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.4566' / 1"	CHECKED -	REVISED -
	PLOT DATE = 8/26/2011	DATE -	REVISED -

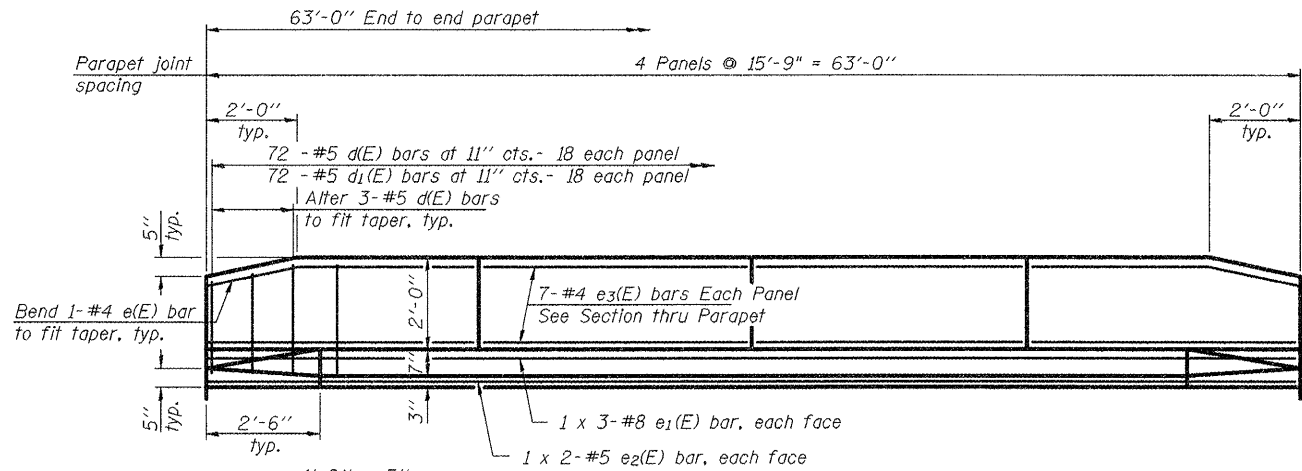
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**SUPERSTRUCTURE**  
**IL 94 OVER DIXON CREEK S.N. 036-0054**

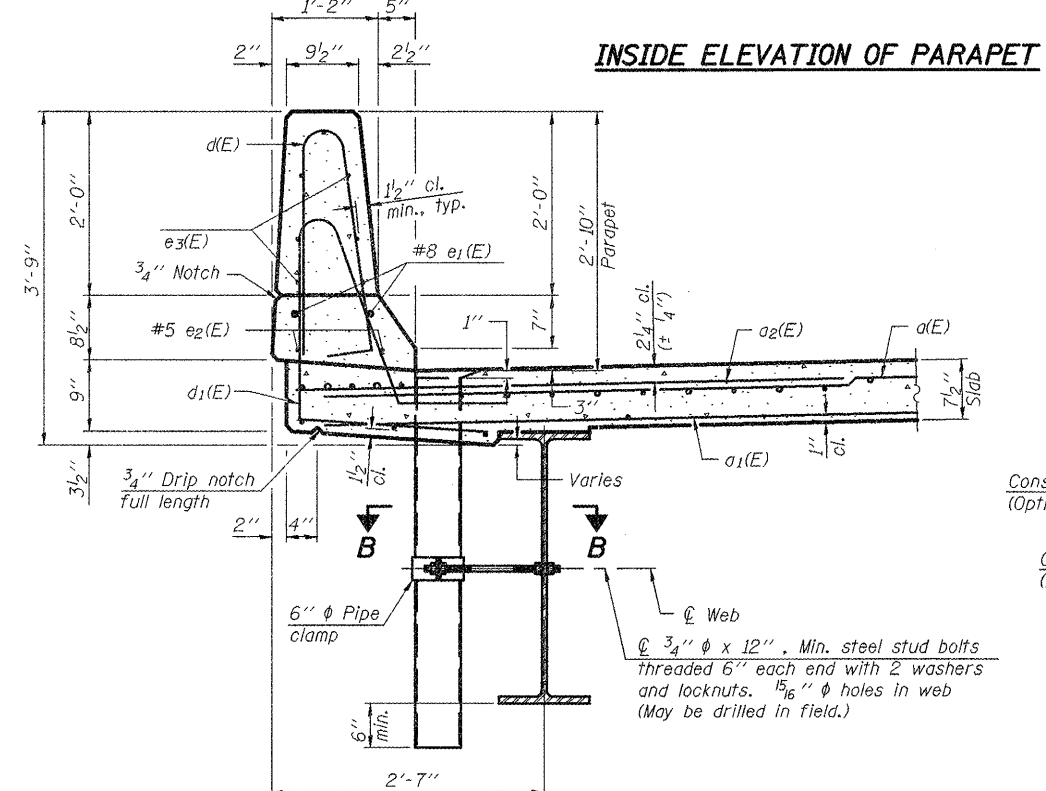
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR2)	HENDERSON	88	46
<b>CONTRACT NO. 68083</b>				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 6 OF 15 SHEETS STA. 347+36

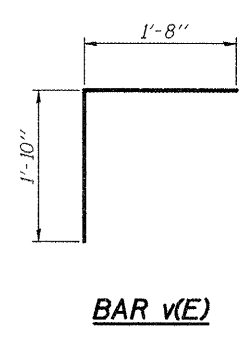
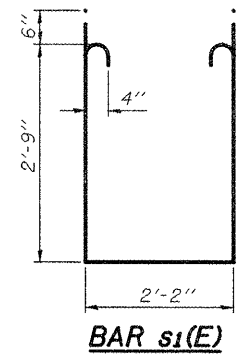
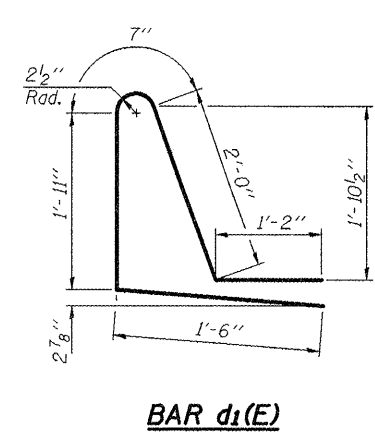
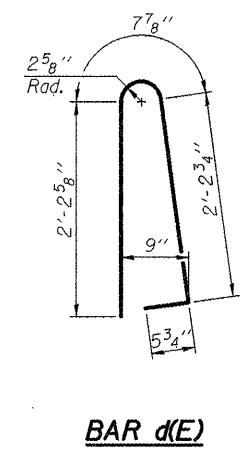
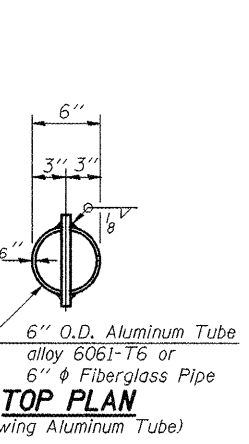
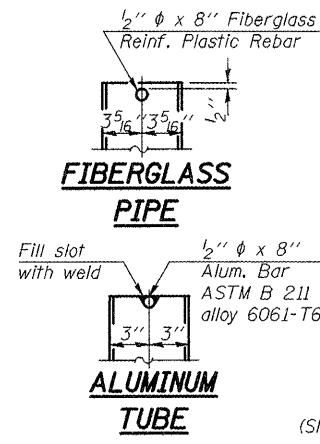
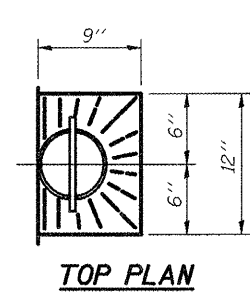
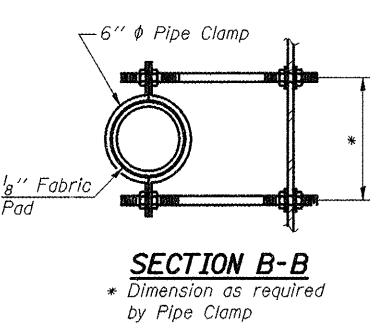




**INSIDE ELEVATION OF PARAPET**



**SECTION THRU PARAPET**



Note:  
All edges shall have 3/4" chamfer.

**MIN. BAR LAPS**

- #4 bar = 1'-4"
- #5 bar = 1'-8"
- #8 bar = 3'-5"

**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	202	#5	17'-1"	U
a1(E)	152	#5	16'-9"	U
a2(E)	102	#6	4'-6"	U
b(E)	80	#5	32'-2"	U
b1(E)	96	#5	22'-0"	U
m(E)	8	#6	16'-6"	U
m1(E)	12	#6	17'-3"	U
m2(E)	24	#6	8'-2"	U
m3(E)	8	#6	5'-9"	U
m4(E)	4	#6	2'-3"	U
m5(E)	4	#6	2'-8"	U
d(E)	144	#5	5'-7"	L
d1(E)	144	#5	7'-2"	L
e1(E)	12	#8	23'-2"	U
e2(E)	8	#5	32'-2"	U
e3(E)	56	#4	15'-4"	U
s(E)	76	#5	6'-10"	U
s1(E)	64	#4	8'-8"	U
v(E)	68	#5	3'-6"	L
Reinforcement Bars, Epoxy Coated			Pound	17,390
Concrete Superstructure			Cu. Yds.	87.5

Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 1 x -#5 etc. indicates 1 line of bars with lengths per line.

Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.

1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.

**PARAPET JOINT DETAILS**

Notes:  
Floor drains need not be painted.  
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

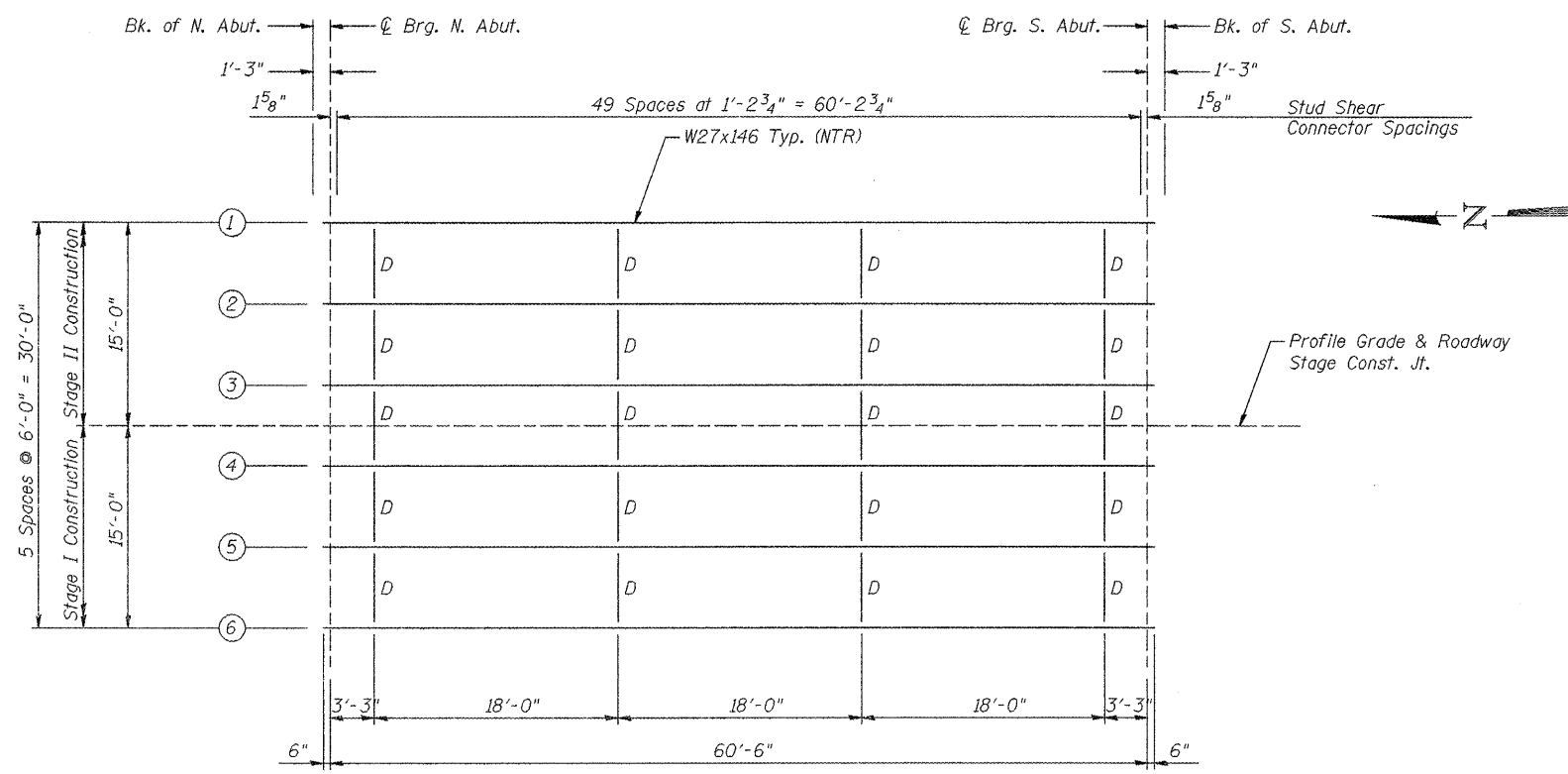
SUPERSTRUCTURE DETAILS  
IL 94 OVER DIXON CREEK S.N. 036-0054

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR2)	HENDERSON	88	47
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				

FILE NAME = D468083-sht-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -
PLOT SCALE = 100.4566' / 1" = 1/8"	CHECKED -	REVISED -	REVISED -
PLOT DATE = 8/26/2011	DATE -	REVISED -	REVISED -

SCALE: SHEET NO. 7 OF 15 SHEETS STA. 347+36



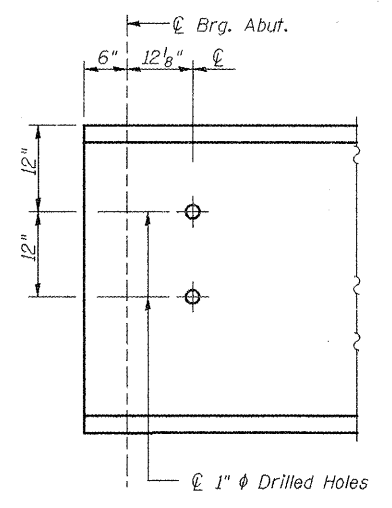


**FRAMING PLAN**

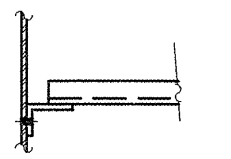
INTERIOR GIRDER MOMENT TABLE		0.5 Sp. 1
Is	(in <sup>4</sup> )	5630
Ic (n)	(in <sup>4</sup> )	14,188
Ic (3n)	(in <sup>4</sup> )	10,237
Ss	(in <sup>3</sup> )	411
Sc (n)	(in <sup>3</sup> )	1252
Sc (3n)	(in <sup>3</sup> )	634
Z	(in <sup>3</sup> )	461
Ip	(k/ft.)	0.76
Mp	(k)	345
sp	(k/ft.)	0.45
Msp	(k)	200
Mt	(k)	423
M (Imp)	(k)	127
5 <sub>3</sub> [Mt + M(Imp)]	(k)	917
Ma	(k)	1901
Mu	(k)	2643
fs <sub>2</sub> non-comp (k,s,i.)		7.9
fs <sub>2</sub> (comp) (k,s,i.)		4.6
fs <sub>3</sub> (t + Imp) (k,s,i.)		20.9
fs (Overload) (k,s,i.)		33.4
fs (Total) (k,s,i.)		43.4
VR	(k)	42.8

INTERIOR GIRDER REACTION TABLE		Abuts.
Rp	(k)	60.8
Rt	(k)	33.5
Imp.	(k)	14.4
R (Total)	(k)	108.7

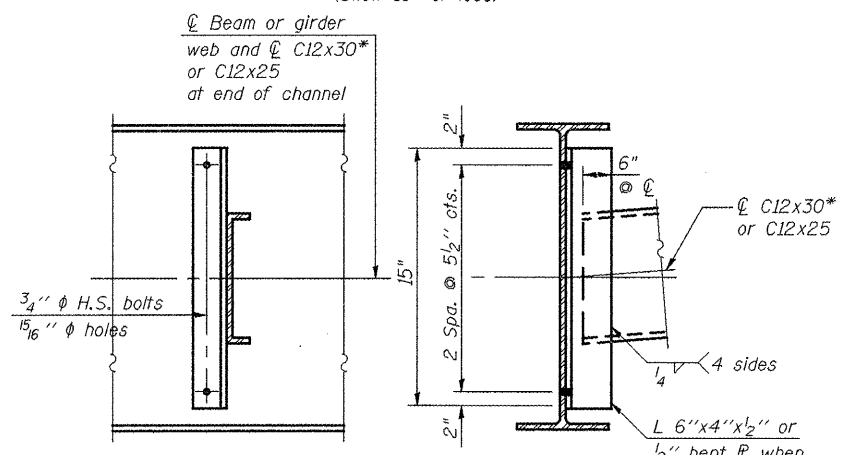
Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).  
 Ic<sub>(n)</sub> and Sc<sub>(n)</sub> are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.  
 Ic<sub>(3n)</sub> and Sc<sub>(3n)</sub> are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)  
 VR is the maximum Live Load + Impact shear range in span.  
 Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.  
 Ma (Applied Moment) = 1.3[Mp + MsP + 5<sub>3</sub>(Mt + M(Imp))].  
 The Plastic Moment capacity (Mu) is computed according to AASHTO 10.4B.1 and 10.50.1.1.  
 fs (Overload) is the sum of the stresses due to Mp + MsP + 5<sub>3</sub>(Mt + M(Imp)).  
 fs (Total) (Non-compact section) is the sum of the stresses due to 1.3[Mp + MsP + 5<sub>3</sub>(Mt + M(Imp))].  
 Dead Load Reactions at Abutments include 24.5 k for Concrete Diaphragm plus Approach Pavement.  
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



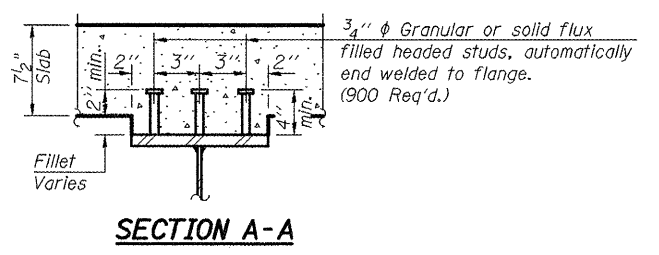
**END OF BEAM DETAIL**  
(12 Required)



**ALONG SKEW**  
(Skew 10° or less)



**DIAPHRAGM D**  
20 Required



**SECTION A-A**

Note:  
 Two hardened washers shall be required over all oversize holes for diaphragms.  
 \* Alternate channels are permitted to facilitate material acquisition.  
 Calculated weight of structural steel is based on the lighter section.

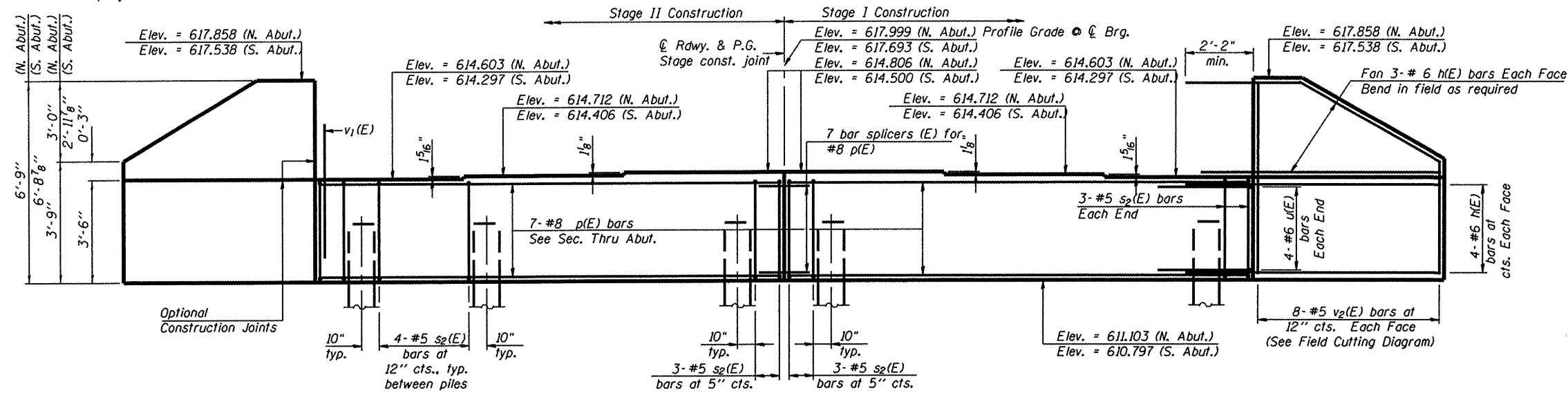
**TOP OF BEAM ELEVATIONS**

Beam	C Brg. N. Abut.	C Brg. S. Abut.
Bm 1	617.061	616.755
Bm 2	617.170	616.864
Bm 3	617.264	616.958
Bm 4	617.264	616.958
Bm 5	617.170	616.864
Bm 6	617.061	616.755

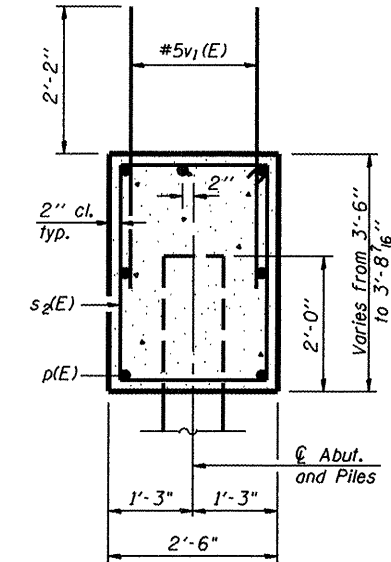
For fabrication only.



Notes: Four steps monolithically with cap.  
Reinforcement bars designated (E)  
shall be epoxy coated.



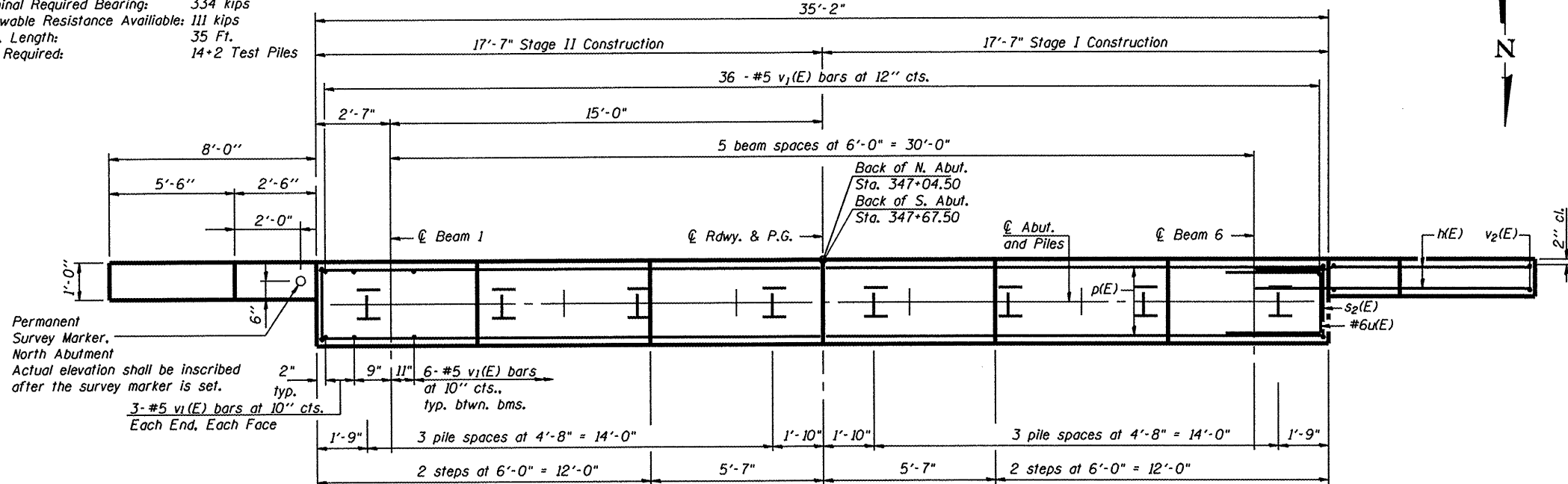
**ELEVATION**  
(Looking south)



**SEC. THRU ABUT.**  
(Dimensions at Rt. L's unless otherwise shown)

**PILE DATA**

Type & Size: Steel HP 10x42  
Nominal Required Bearing: 334 kips  
Allowable Resistance Available: 111 kips  
Est. Length: 35 Ft.  
No. Required: 14+2 Test Piles



**PLAN**  
(South Abut. Shown)  
(North Abut. Similar)

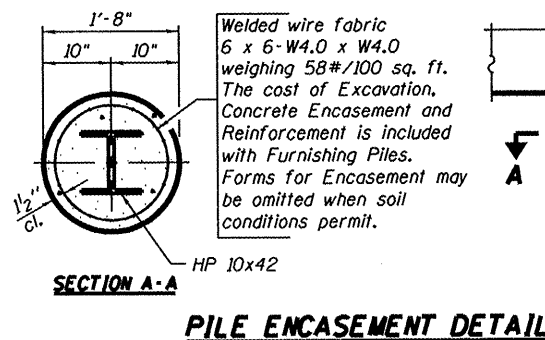
**MIN. BAR LAPS**

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

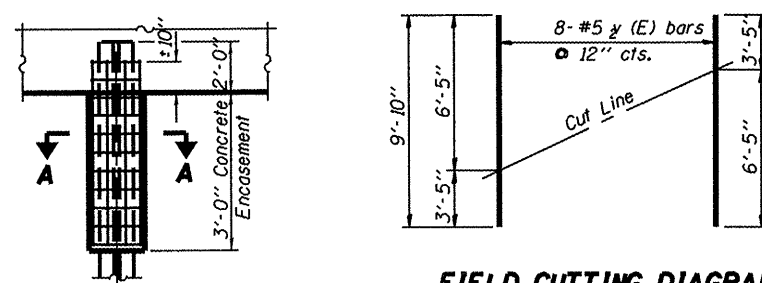
**BILL OF MATERIAL**  
**TWO ABUTMENTS**

Bar	No.	Size	Length	Shape
h(E)	56	#6	10'-8"	—
p(E)	28	#8	17'-3"	—
s2(E)	72	#5	11'-7"	□
u(E)	16	#6	6'-0"	┌
v1(E)	144	#5	4'-4"	—
v2(E)	32	#5	9'-10"	—
Concrete Structures		Cu. Yd.	30.0	
Reinforcement Bars, Epoxy Coated		Pound	4180	
Structure Excavation		Cu. Yd.	138	
Furnish Steel Piles HP10x42		Foot	490	
Driving Piles		Foot	490	
Test Pile Steel HP10x42		Each	2	

Notes:  
Space reinforcement in cap to miss anchor bolts.  
Reinforcement bars designated (E) shall be epoxy coated.  
Four steps monolithically with cap. See sheet 11 of 15 for bar splicer details.

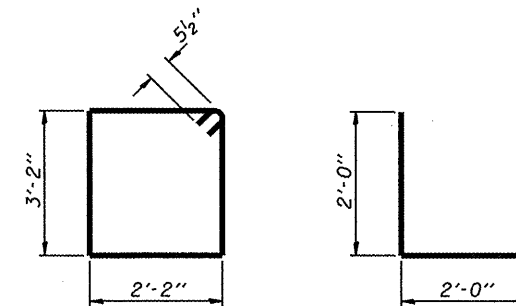


**PILE ENCASEMENT DETAIL**



**FIELD CUTTING DIAGRAM**

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

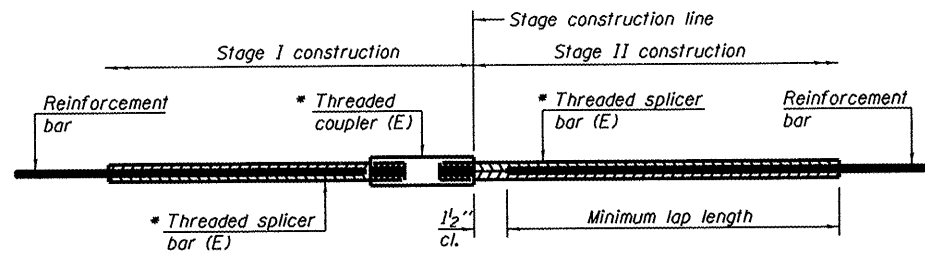


**BAR s2(E)**

**BAR u(E)**



FILE NAME * #FILE#	USER NAME * #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>NORTH AND SOUTH ABUTMENTS IL 94 OVER DIXON CREEK S.N. 036-0054</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -			534	109B (BR2)	HENDERSON	88	50	
		CHECKED -	REVISED -			SCALE: SHEET NO. 10 OF 15 SHEETS STA. 347+36		CONTRACT NO. 68083		ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -								



**STANDARD BAR SPLICER ASSEMBLY**

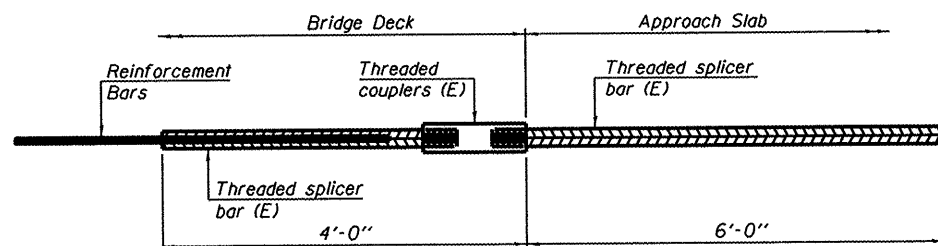
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

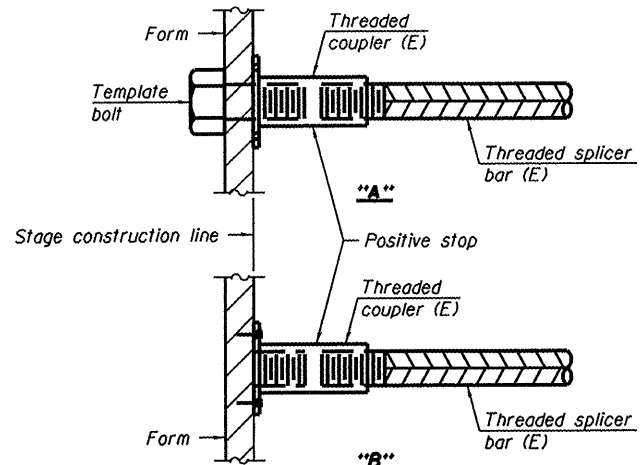
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	245	
N. Diaphragm	#6	8	
S. Diaphragm	#6	8	
N. Abut.	#8	7	
S. Abut.	#8	7	
N. Approach Slab	#4	25	
N. Approach Slab	#5	66	
S. Approach Slab	#4	25	
S. Approach Slab	#5	66	



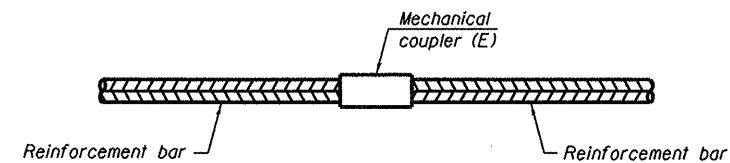
**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required = 68



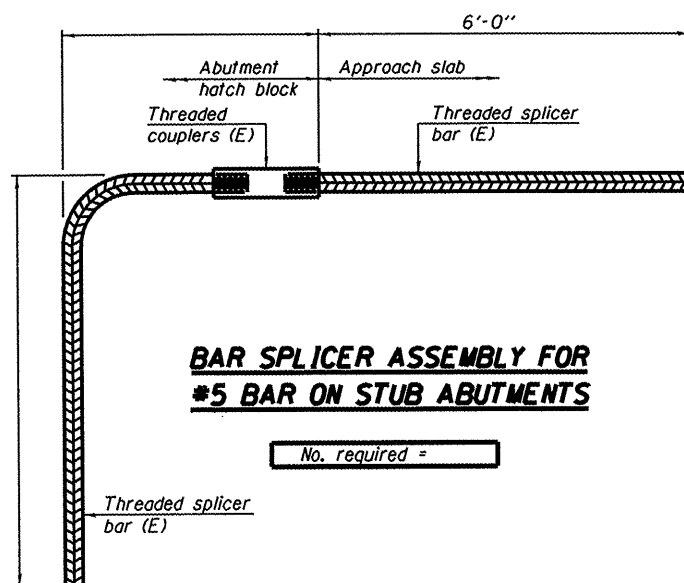
**INSTALLATION AND SETTING METHODS**

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



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

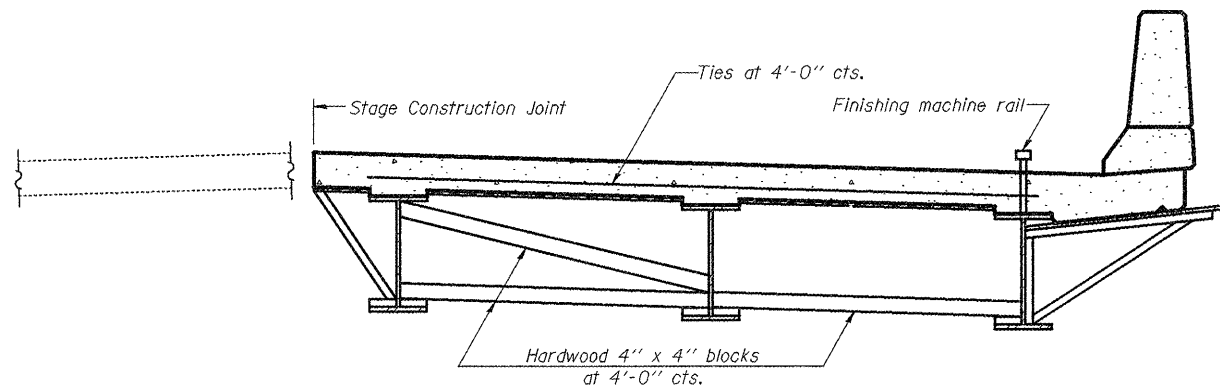
No. required =

**NOTES**

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

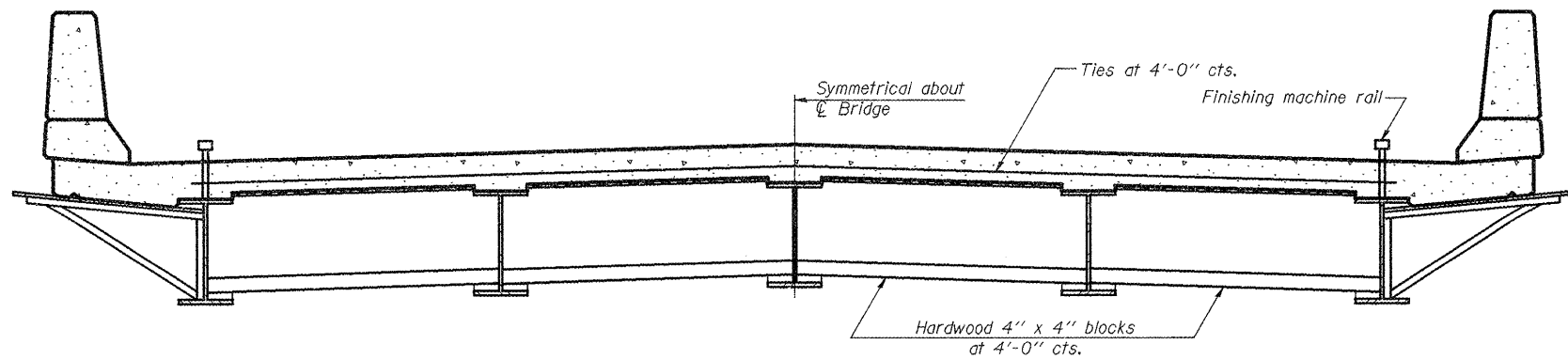


FILE NAME *	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY DETAILS IL 94 OVER DIXON CREEK S.N. 036-0054	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -			534	109B (BR2)	HENDERSON	88	51	
PLOT SCALE * #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 68083					
DATE		DATE	REVISED -			SCALE:	SHEET NO. 11 OF 15 SHEETS	STA. 347+36	ILLINOIS FED. AID PROJECT		



**FORM BRACES FOR  
STAGE CONSTRUCTION**

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b), except as modified below and in the details shown on this sheet.  
 The finishing machine rails shall be placed on the top flange of the exterior beams.  
 The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.  
 For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR  
STANDARD CONSTRUCTION**



FILE NAME = D468083-shtrplan.dgn	USER NAME = johnsoniv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.4566' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 8/26/2011	DATE -	REVISED -

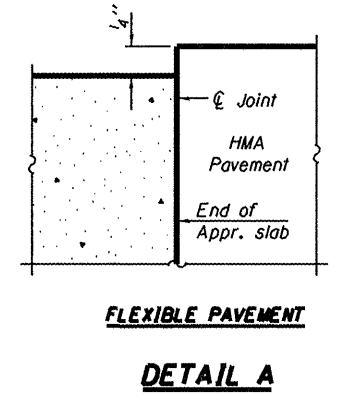
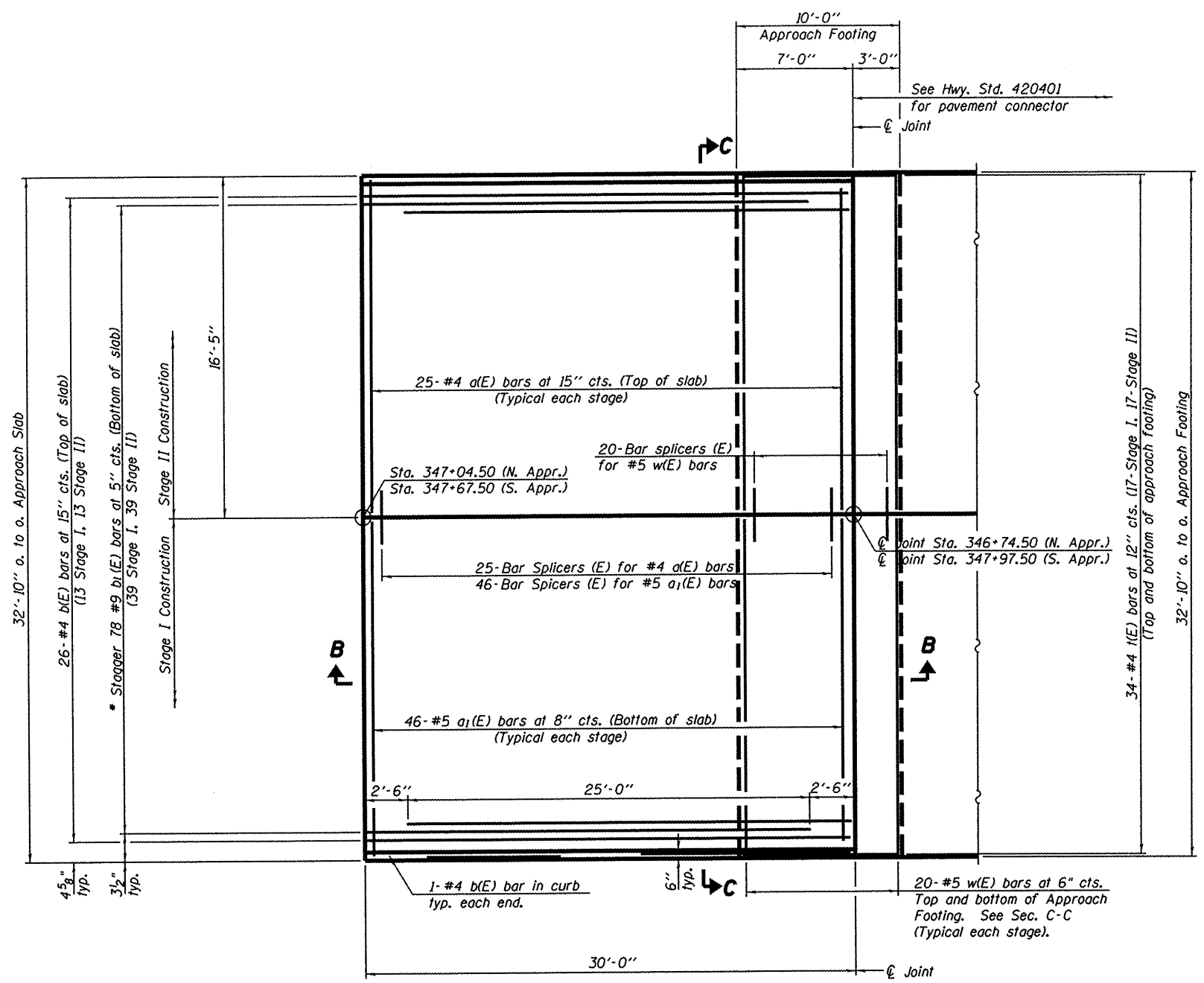
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CANTILEVER FORMING BRACKETS</b>	
<b>IL 94 OVER DIXON CREEK S.N. 036-0054</b>	
SCALE:	SHEET NO. 12 OF 15 SHEETS STA. 347+36

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR2)	HENDERSON	88	52
<b>CONTRACT NO. 68083</b>				
ILLINOIS FED. AID PROJECT				



Notes:  
 See sheet 14 of 15 for Sections B-B & C-C  
 a(E) and a<sub>1</sub>(E) bar spacings measured along  $\phi$  Rdwy.



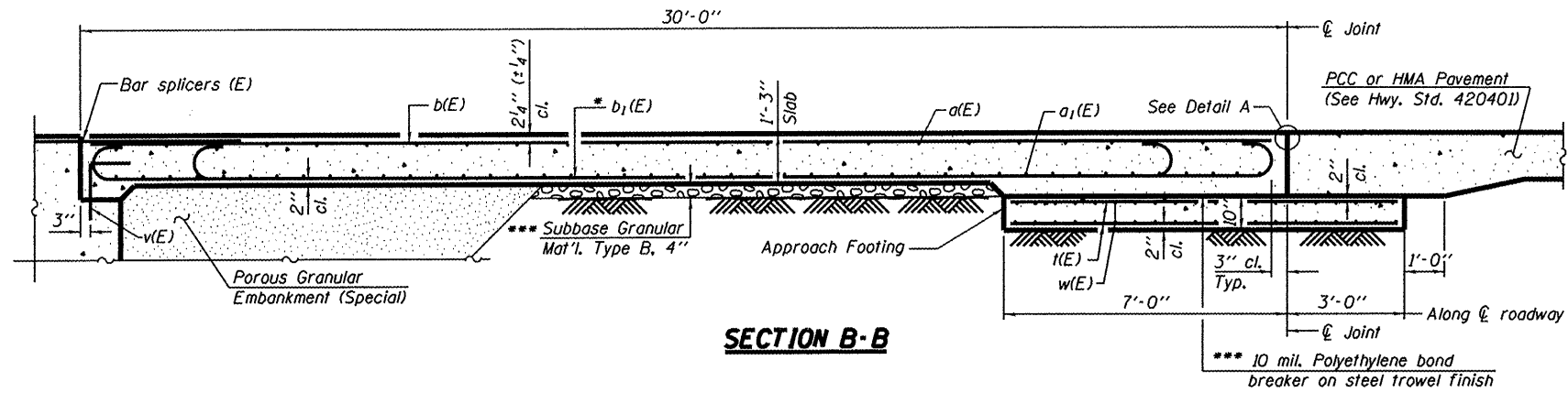
**PLAN**

\* Till #9 b<sub>1</sub>(E) bars as required to maintain clearance.

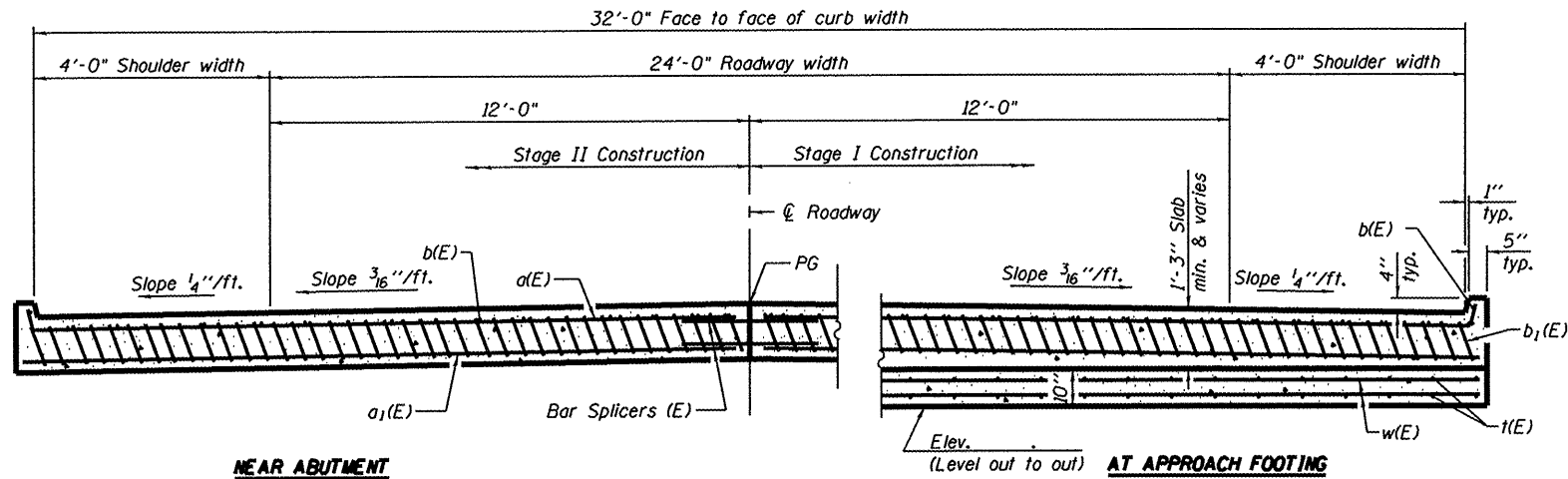


FILE NAME *	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS IL 94 OVER DIXON CREEK S.N. 036-0054	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -			534	109B (BR2)	HENDERSON	88	53	
		CHECKED -	REVISED -			CONTRACT NO. 68083					
		DATE -	REVISED -			SCALE:	SHEET NO. 13 OF 15 SHEETS	STA. 347+36	ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



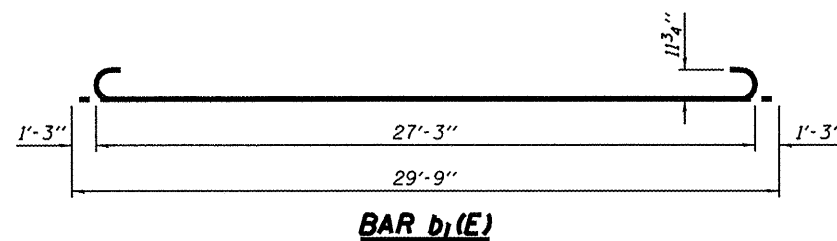
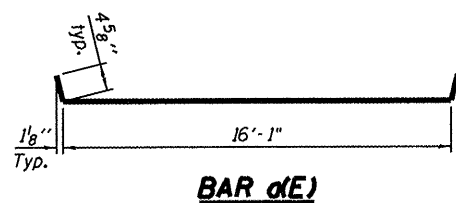
Notes:  
See sheet 13 of 15 for Detail A.  
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For v(E) bar details, see sheet 7 of 15.  
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
For bar splicer details, see sheet 11 of 15.  
Cost of excavation for approach footing included with Concrete Structures.  
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 15.



\* Tilt #9 b<sub>1</sub>(E) bars as required to maintain clearance.  
\*\*\* Cost included with Concrete Superstructure.

**TWO APPROACHES  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	100	#4	16'-7"	—
a <sub>1</sub> (E)	184	#5	16'-2"	—
b(E)	56	#4	29'-8"	—
b <sub>1</sub> (E)	156	#9	29'-9"	—
k(E)	132	#4	9'-8"	—
w(E)	160	#5	16'-2"	—
Concrete Superstructure			Cu. Yd.	95.0
Concrete Structures			Cu. Yd.	20.9
Reinforcement Bars, Epoxy Coated			Pound	24,670



HDR  
HDR Engineering, Inc.

FILE NAME * #FILE#	USER NAME * #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS IL 94 OVER DIXON CREEK S.N. 036-0054	F.A.P. RTE. 534	SECTION 109B (BR2)	COUNTY MENDERSON	TOTAL SHEETS 88	SHEET NO. 54	
	PLOT SCALE * #SCALE#	CHECKED -	REVISED -			SCALE:	SHEET NO. 14 OF 15 SHEETS	STA. 347+36	CONTRACT NO. 69083		ILLINOIS FED. AID PROJECT
	DATE	DATE	DATE								

**Illinois Department of Transportation**  
 SOIL BORING LOG  
 Page 1 of 2  
 Date 7/10/01

ROUTE: FAP 534 GL 94 DESCRIPTION: IL 94 over Dixon Creek LOGGED BY: KRW  
 SECTION: G09B BR-2 LOCATION: NY 1/4, SW 1/4, SEC. 15, TWP. 36, R. 14E, 4th P.M.  
 COUNTY: HENDERSON DRILLING METHOD: HSA HAMMER TYPE: Auto

Drilling 036-001  
 STRUCT. NO. Prop. 036-0054 Station: 347+30  
 Boring No. 1  
 Station: 347+30  
 Offset: 14.00 FT  
 Ground Surface Elev.: 615.29

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMP.	REMARKS
0	Surface Water Elev. 601.89	+		
0	Stream Bed Elev. 601.89	+		
0	Groundwater Elev. 603.3	+		
0	First Encounter Upon Completion 602.4	+		
0	After 24 hrs. 602.4	+		
0	Gray SILTY SAND (continued)			
1				
2				
3	Brown SILTY CLAY LOAM w/Gravel			
3				
4				
4	Gray SILTY SAND			
4				
5				
6				
7	Gray SILTY CLAY w/sand			
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-B)up, S-Shear, P-Penetrometer.  
 The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D2922)

BSS, Form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
 SOIL BORING LOG  
 Page 2 of 2  
 Date 7/10/01

ROUTE: FAP 534 GL 94 DESCRIPTION: IL 94 over Dixon Creek LOGGED BY: KRW  
 SECTION: G09B BR-2 LOCATION: NY 1/4, SW 1/4, SEC. 15, TWP. 36, R. 14E, 4th P.M.  
 COUNTY: HENDERSON DRILLING METHOD: HSA HAMMER TYPE: Auto

Drilling 036-001  
 STRUCT. NO. Prop. 036-0054 Station: 347+30  
 Boring No. 1  
 Station: 347+30  
 Offset: 14.00 FT  
 Ground Surface Elev.: 615.29

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMP.	REMARKS
0	Surface Water Elev. 601.89	+		
0	Stream Bed Elev. 601.89	+		
0	Groundwater Elev. 603.3	+		
0	First Encounter Upon Completion 602.4	+		
0	After 24 hrs. 602.4	+		
0	Gray CLAY SHALE (continued)			
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-B)up, S-Shear, P-Penetrometer.  
 The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D2922)

BSS, Form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
 SOIL BORING LOG  
 Page 1 of 2  
 Date 7/10/01

ROUTE: FAP 534 GL 94 DESCRIPTION: IL 94 over Dixon Creek LOGGED BY: KRW  
 SECTION: G09B BR-2 LOCATION: NY 1/4, SW 1/4, SEC. 15, TWP. 36, R. 14E, 4th P.M.  
 COUNTY: HENDERSON DRILLING METHOD: HSA HAMMER TYPE: Auto

Drilling 036-001  
 STRUCT. NO. Prop. 036-0054 Station: 347+30  
 Boring No. 2  
 Station: 347+30  
 Offset: 13.00 FT  
 Ground Surface Elev.: 615.08

DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMP.	REMARKS
0	Surface Water Elev. 601.89	+		
0	Stream Bed Elev. 601.89	+		
0	Groundwater Elev. 595.6	+		
0	First Encounter Upon Completion 602.4	+		
0	After 24 hrs. 604.1	+		
0	Gray SILTY SAND w/say (continued)			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-B)up, S-Shear, P-Penetrometer.  
 The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D2922)

BSS, Form 137 (Rev. 8-99)

**Illinois Department of Transportation**  
 SOIL BORING LOG  
 Page 2 of 2  
 Date 7/10/01

ROUTE: FAP 534 GL 94 DESCRIPTION: IL 94 over Dixon Creek LOGGED BY: KRW  
 SECTION: G09B BR-2 LOCATION: NY 1/4, SW 1/4, SEC. 15, TWP. 36, R. 14E, 4th P.M.  
 COUNTY: HENDERSON DRILLING METHOD: HSA HAMMER TYPE: Auto

Drilling 036-001  
 STRUCT. NO. Prop. 036-0054 Station: 347+30  
 Boring No. 2  
 Station: 347+30  
 Offset: 13.00 FT  
 Ground Surface Elev.: 615.08

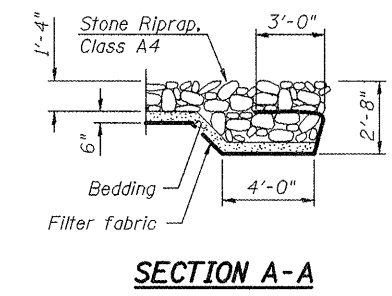
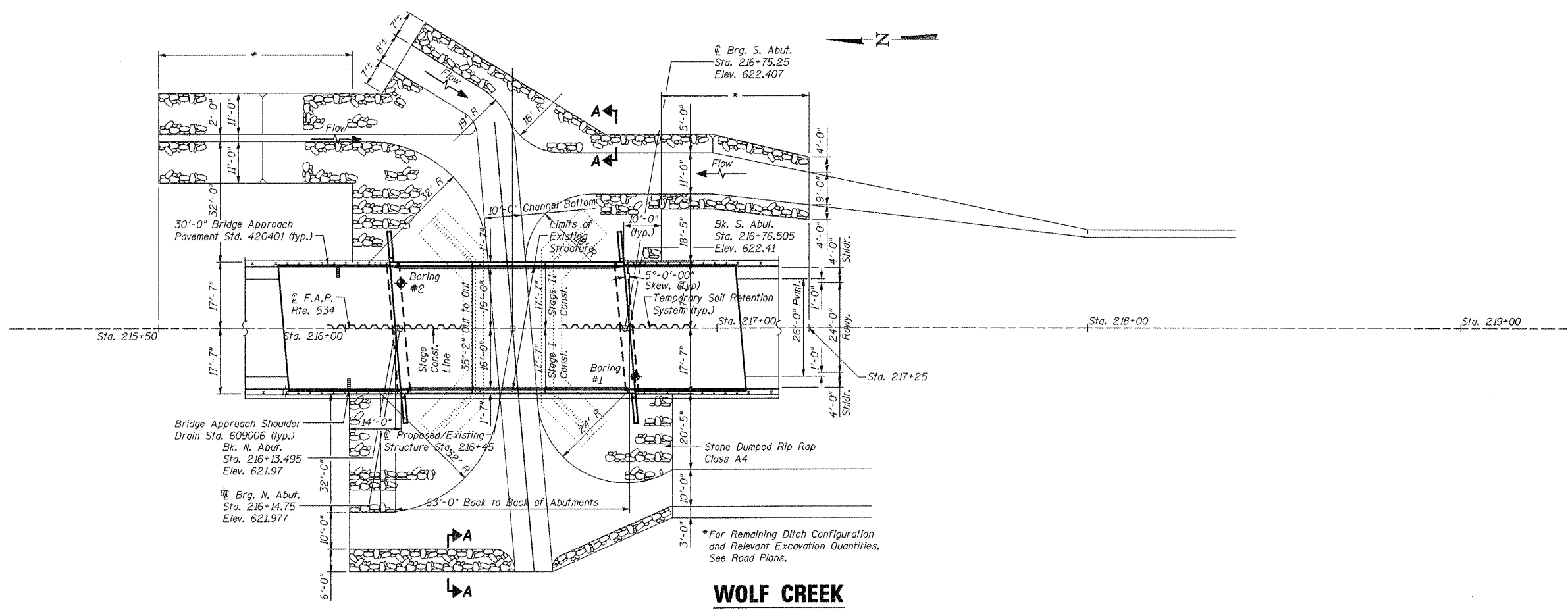
DEPTH (ft)	SOIL DESCRIPTION	WATER	TEMP.	REMARKS
0	Surface Water Elev. 601.89	+		
0	Stream Bed Elev. 601.89	+		
0	Groundwater Elev. 595.6	+		
0	First Encounter Upon Completion 602.4	+		
0	After 24 hrs. 604.1	+		
0	Gray CLAY SHALE (continued)			
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-B)up, S-Shear, P-Penetrometer.  
 The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D2922)

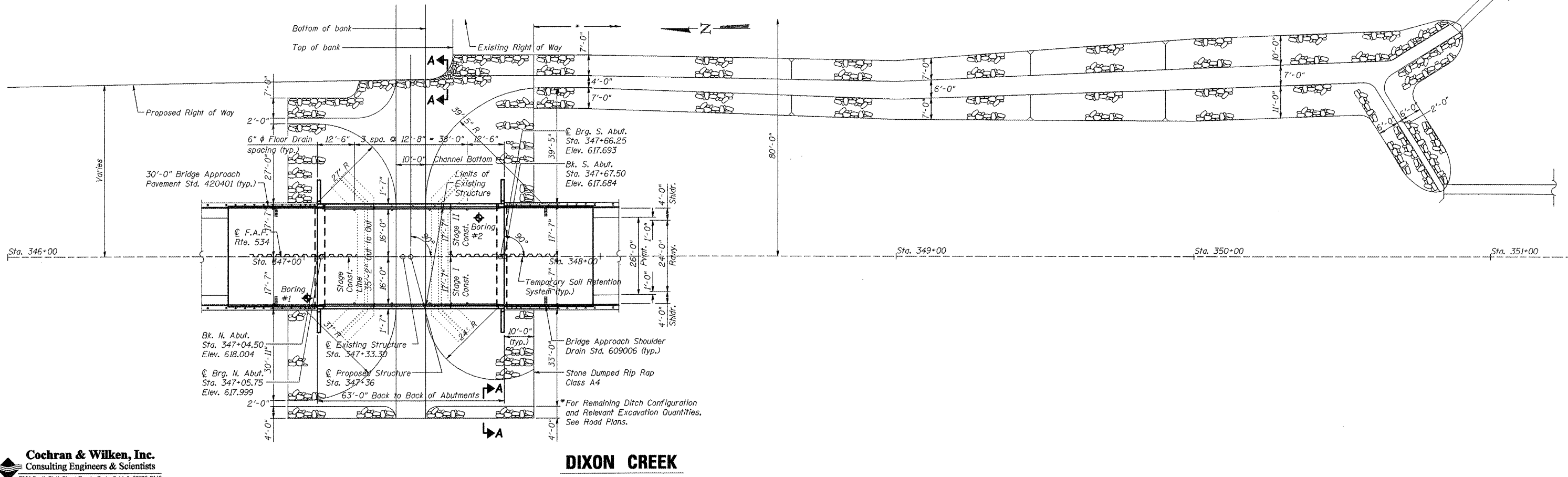
BSS, Form 137 (Rev. 8-99)



FILE NAME = D468883-sht-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BORING LOGS IL 94 OVER DIXON CREEK S.N. 036-0054</b>			F.A.P. RTE. 534	SECTION 109B (BR2)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 55
	PLOT SCALE = 1/8" = 100'-0000" / in.	DRAWN -	REVISED -		SCALE:	SHEET NO. 15 OF 15 SHEETS	STA. 347+36	CONTRACT NO. 68083				
	PLOT DATE = 8/26/2011	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



**WOLF CREEK**



**DIXON CREEK**

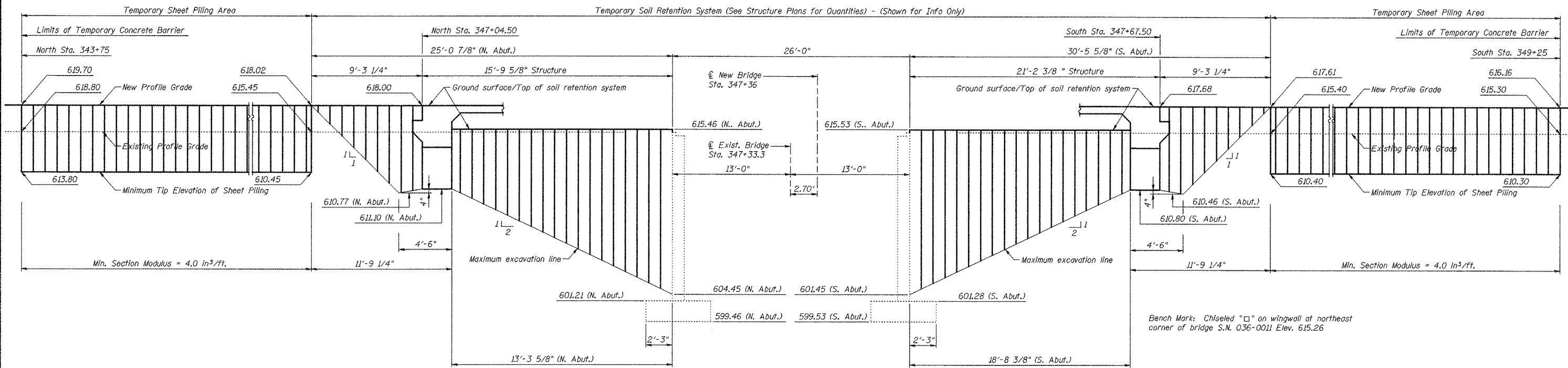
**Cochran & Wilken, Inc.**  
 Consulting Engineers & Scientists  
 5201 South Sixth Street Road, Springfield, IL 62703-6143  
 Ph. (217) 585-8300

FILE NAME = D468083-shr-Plan.dgn	USER NAME = johnsonv	DESIGNED - DRAWN - MEF	REVISED - REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - BGC	REVISIONS -	REVISIONS -
PLOT DATE = 8/26/2011	DATE - 11/28/2008	REVISIONS -	REVISIONS -

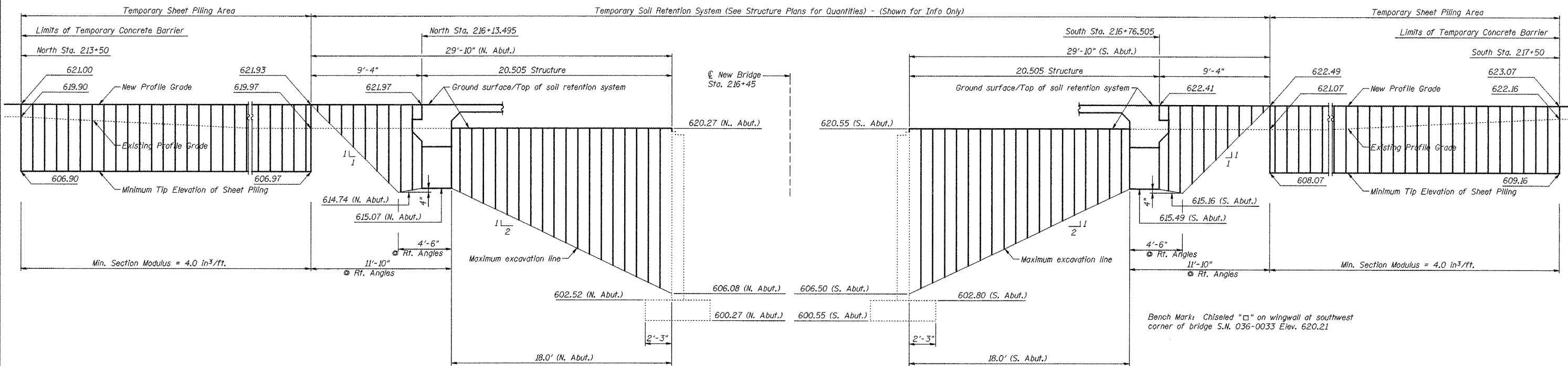
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DITCH RIP RAP**  
 NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	(109B)BR(109-B)BR109RS-6	HENDERSON	88	56
<b>CONTRACT NO. 68083</b>				
ILLINOIS FED. AID PROJECT				



**DIXON ELEVATION**



**WOLF ELEVATION**

**Cochran & Wilken, Inc.**  
 Consulting Engineers & Scientists  
 6201 South Sixth Street Road, Springfield, IL 62703-6143  
 Ph. (217) 685-8300

FILE NAME = D468883-shr-p1an.dgn	USER NAME = johnsonv	DESIGNED - DRAWN - MEF CHECKED - BGC DATE - 11/28/2008	REVISED - REVISED - REVISED - REVISED -
-------------------------------------	----------------------	---	--

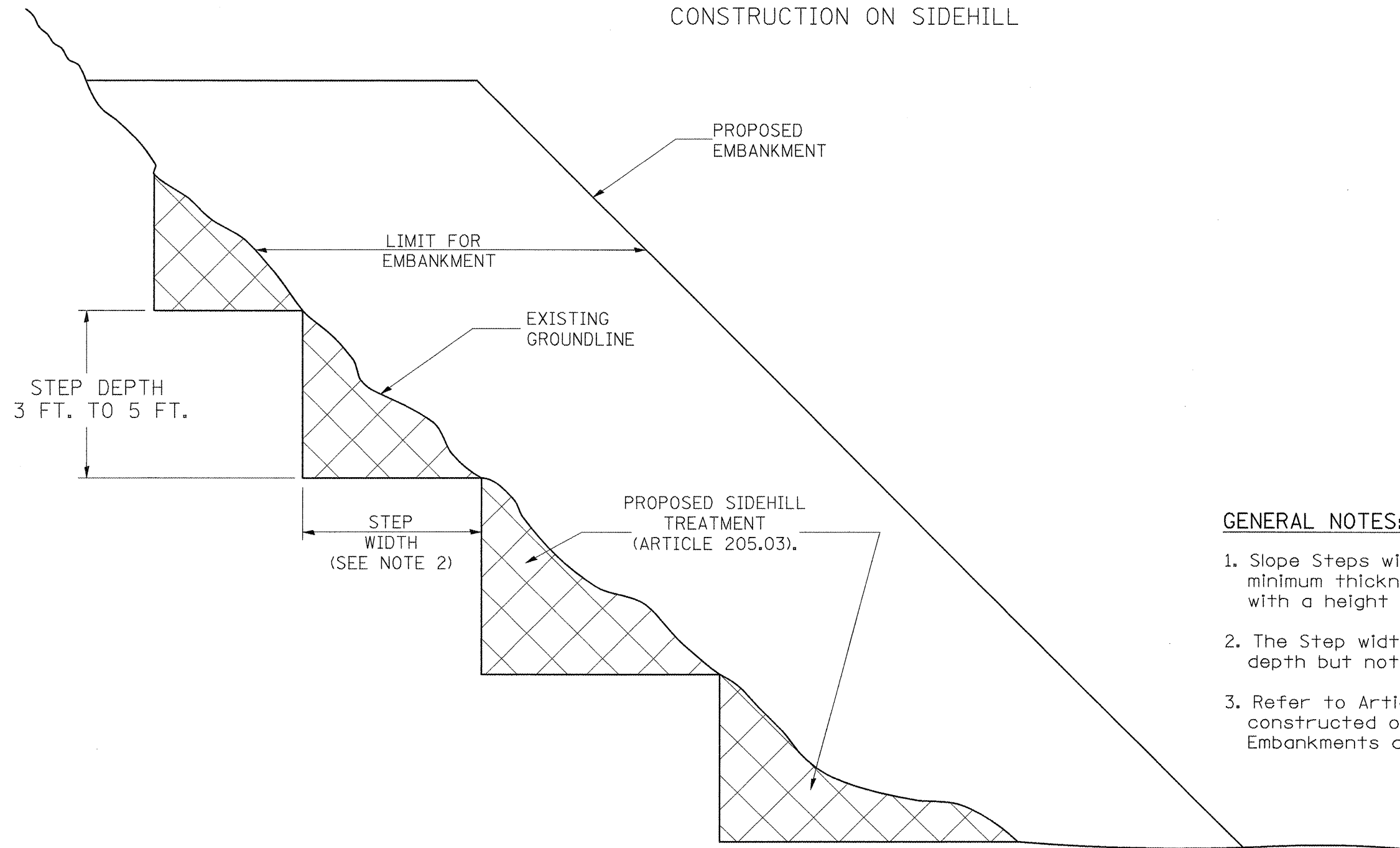
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>TEMPORARY SHEET PILING</b>	
NOT TO SCALE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	(109B)BR(109-B)BR109RS-6	HENDERSON	88	57
<b>CONTRACT NO. 68083</b>				
ILLINOIS FED. AID PROJECT				

# SLOPE STEPS DETAIL

## TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



### GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "silver fills" and on a fills with a height of 10'(3.0m).
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

### REPLACEMENT MATERIAL:



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

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

1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE	T.P.	
	BOX, REVISED GENERAL NOTES.		
10-16-06	REVISED TO 2007 SPEC.	M.A.	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

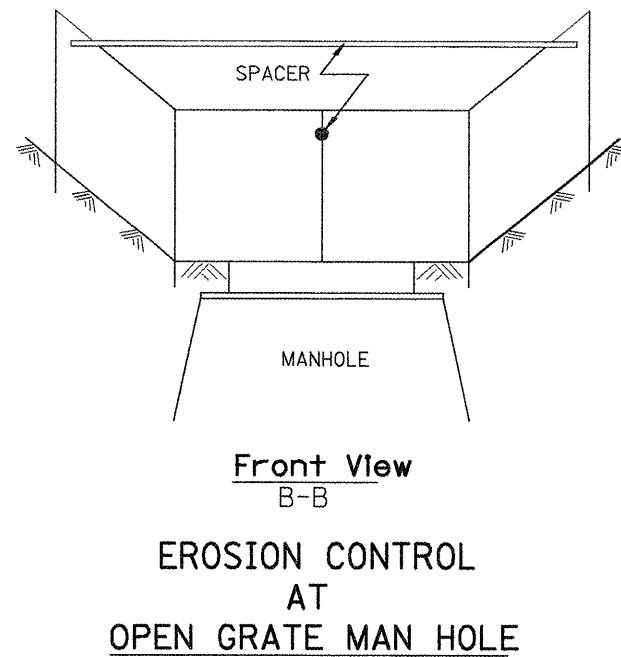
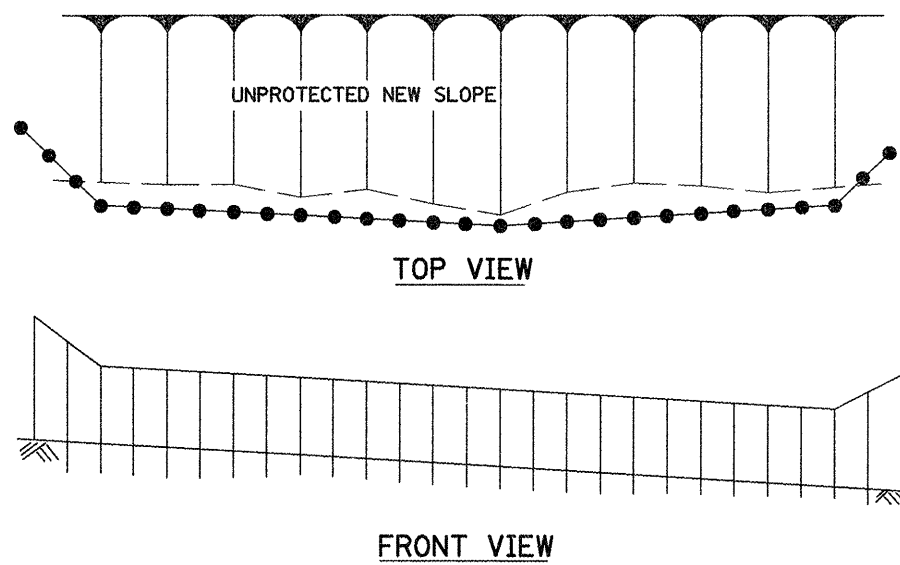
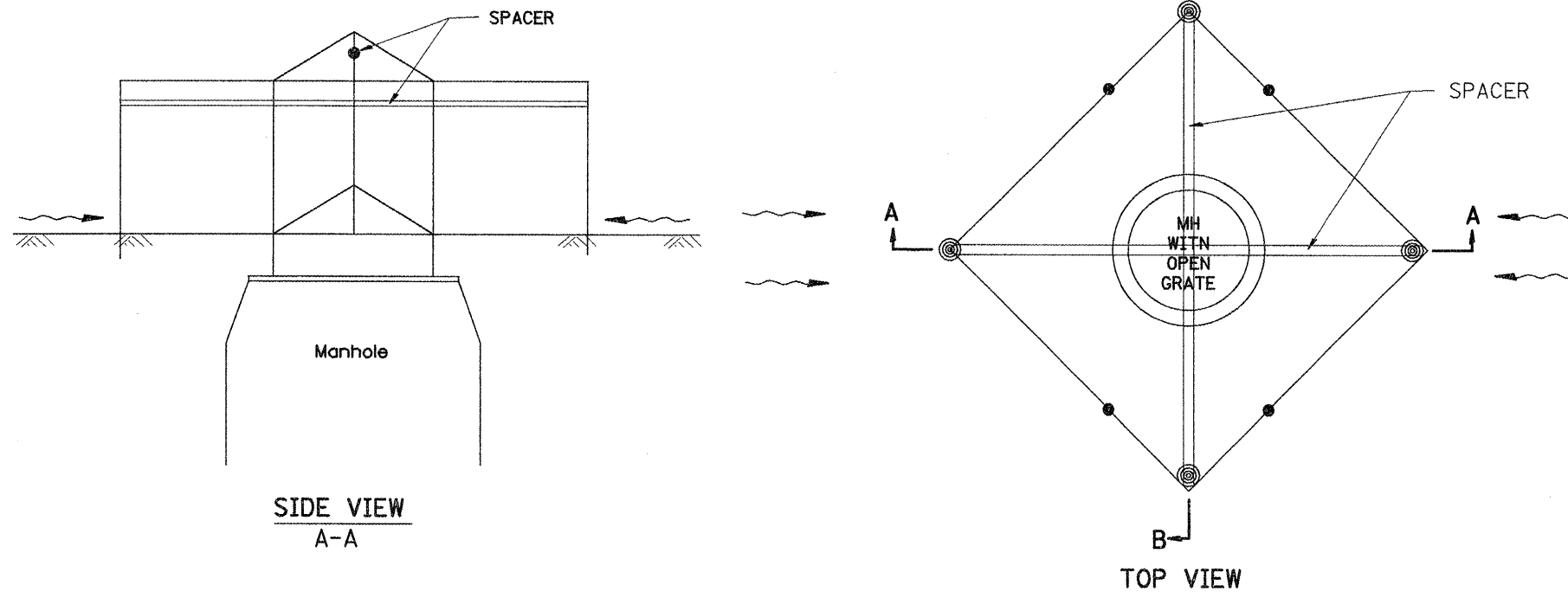
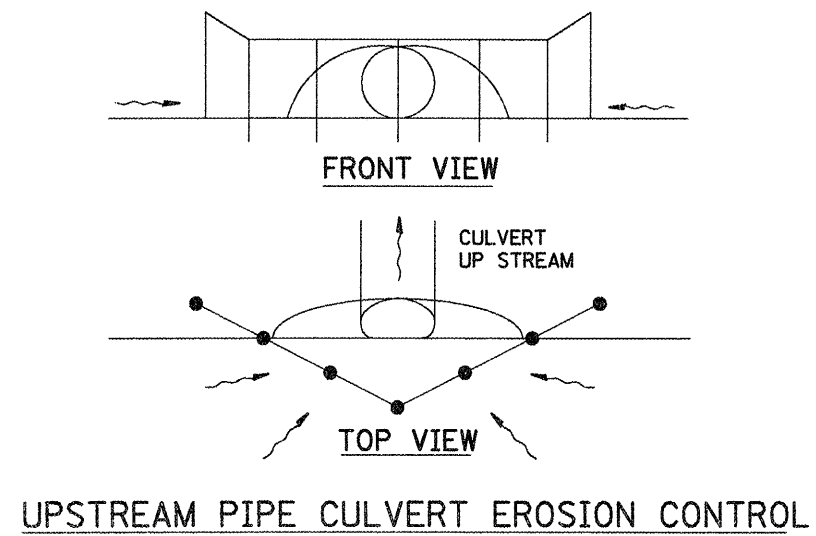
NOT TO SCALE

**SLOPE STEPS DETAIL**

CADD STD. 205001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	58
CONTRACT NO. 68083				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				





**GENERAL NOTES:**

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

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

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

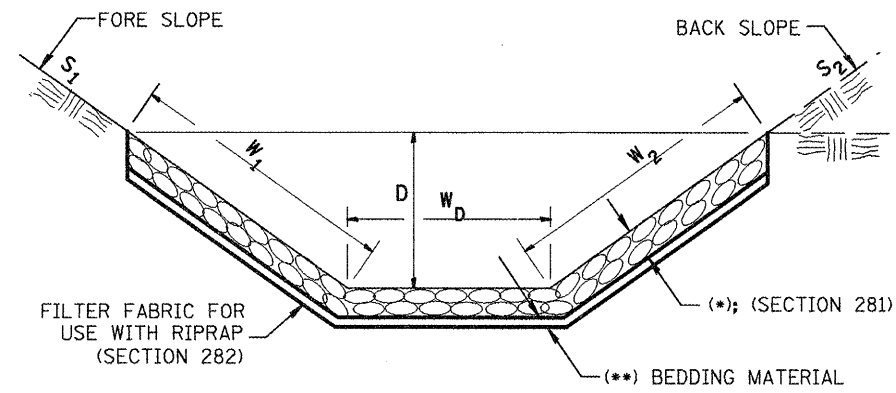
TYPICAL APPLICATION OF SILT FILTER FENCE

CADD STD. 280001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	59
CONTRACT NO. 68083				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



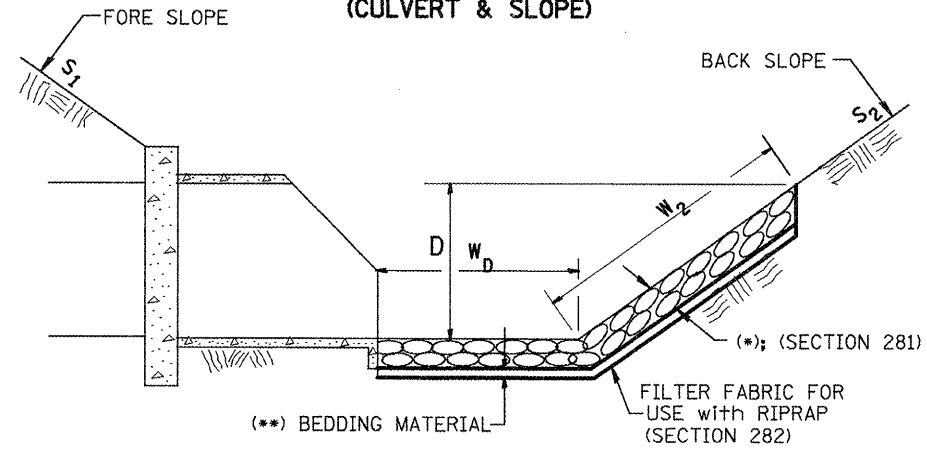
**CASE 1  
(DITCH)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	ln ft (m)	ln ft (m)	tons (m tons)	sq yds (m <sup>2</sup> )
TOTAL				

(1) WIDTH = W<sub>1</sub> + W<sub>2</sub> + W<sub>d</sub>

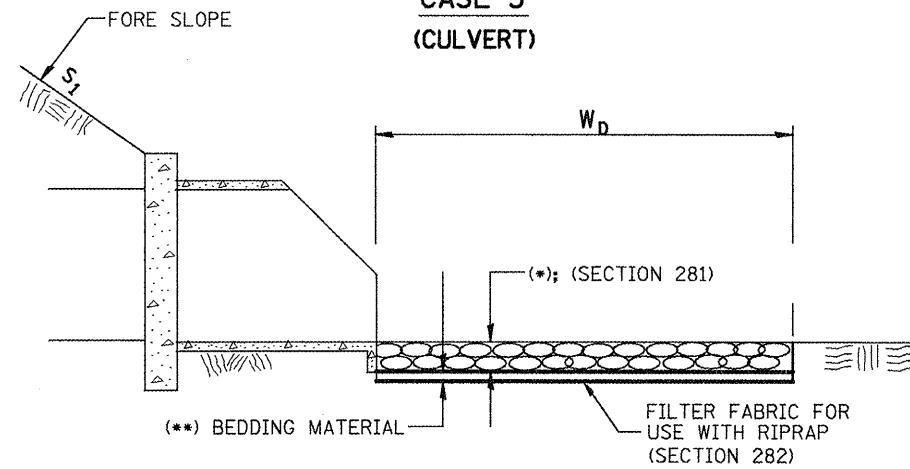
**CASE 2  
(CULVERT & SLOPE)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	ln ft (m)	ln ft (m)	tons (m tons)	sq yds (m <sup>2</sup> )
TOTAL				

(1) WIDTH = W<sub>2</sub> + W<sub>d</sub>

**CASE 3  
(CULVERT)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	ln ft (m)	ln ft (m)	tons (m tons)	sq yds (m <sup>2</sup> )
TOTAL				

(1) WIDTH = W<sub>d</sub>

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.

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.

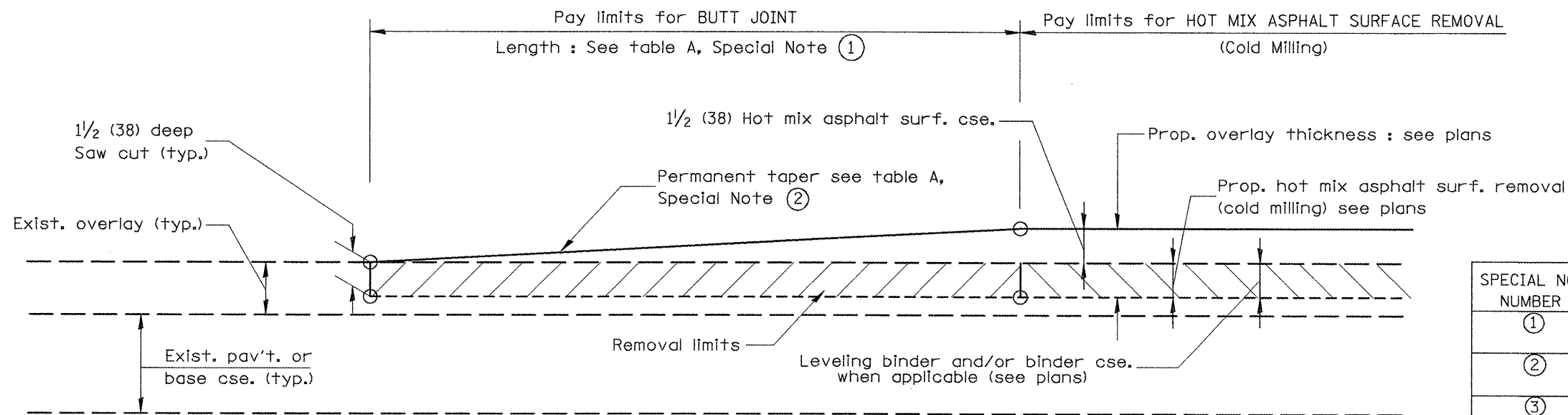
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RIPRAP DITCH FOR EROSION PROTECTION

NOT TO SCALE

CADD STD. 281001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	61
CONTRACT NO. 68083			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



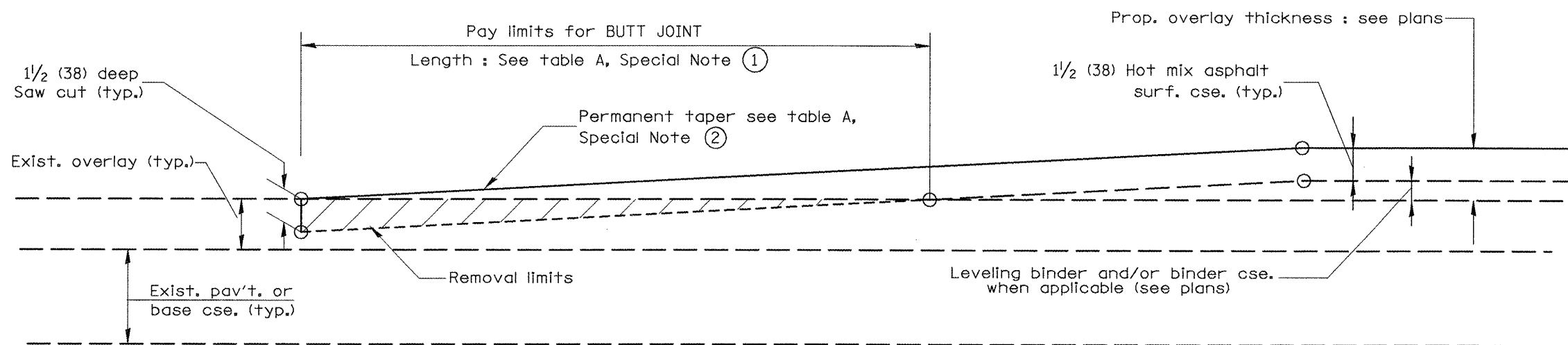
**CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)**

**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.

01-01-97	RENUM. C-23.01, NEW REVISION BOX	T.P.		
04-01-97	CORRECTION TO DEPTH	J.A.		
09-15-05	REVISED DESIGNER NOTE	M.M.A.		
10-16-06	REVISED TO 2007 SPEC.	M.A.		

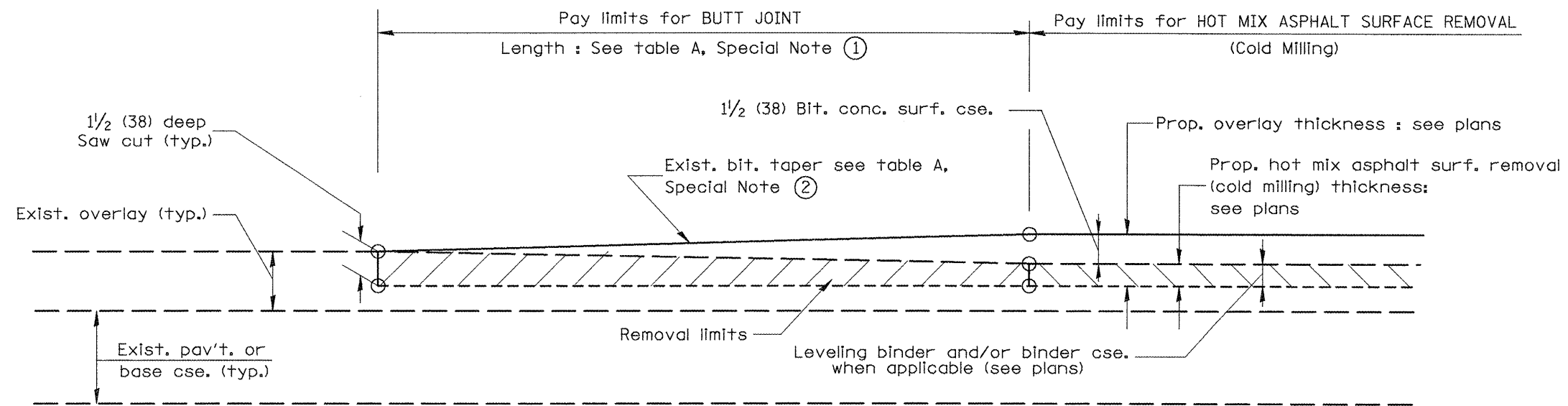
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINTS**

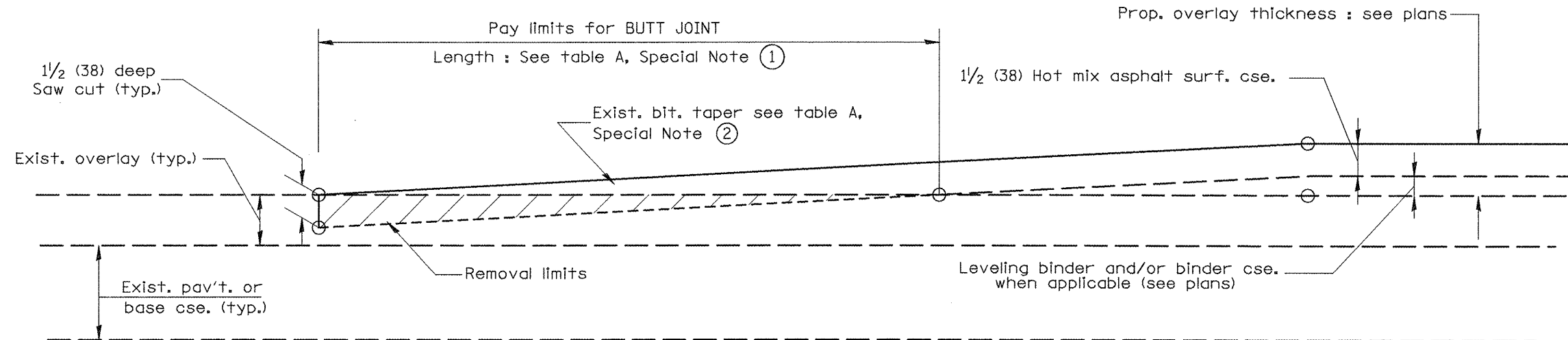
NOT TO SCALE

SHT. 1 OF 3  
CADD STD. 406101-D4

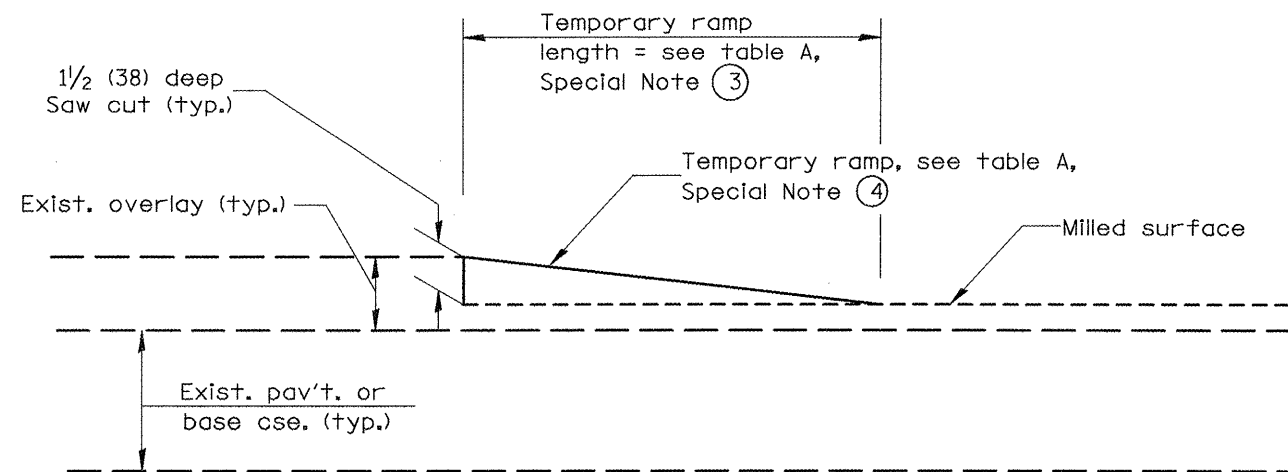
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	62
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 68083				



**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.

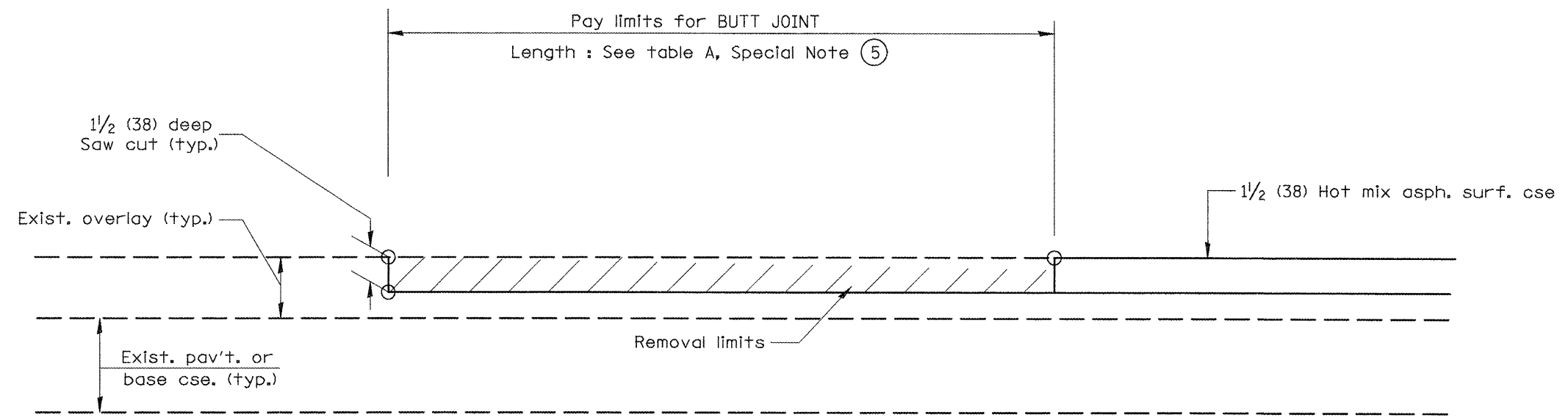

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

BUTT JOINTS

SHT. 2 OF 3  
CADD STD. 406101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	63
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68083	



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

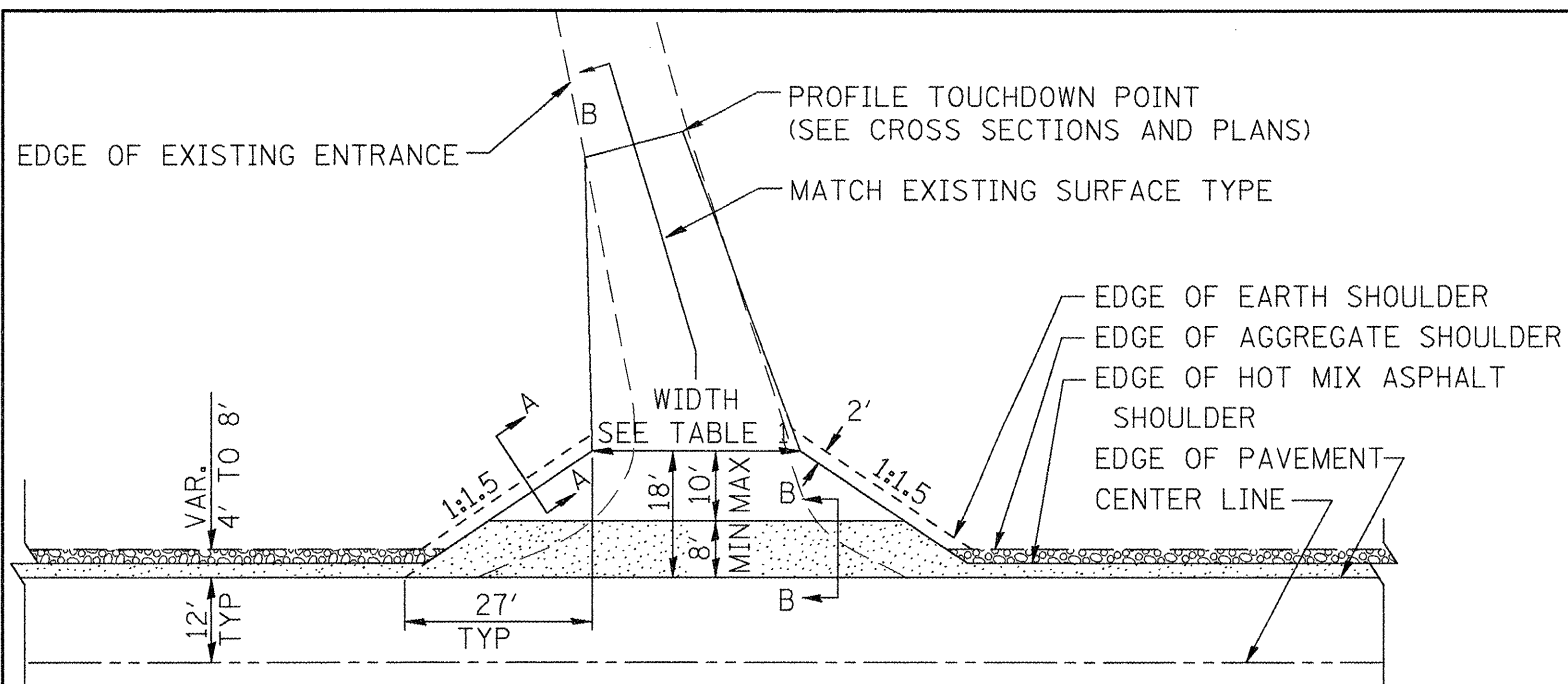
All dimensions are in inches (millimeters) unless otherwise noted.

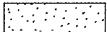


**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINTS**  
NOT TO SCALE  
SHT. 3 OF 3  
CADD STD. 406101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	64
CONTRACT NO. 68083			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	

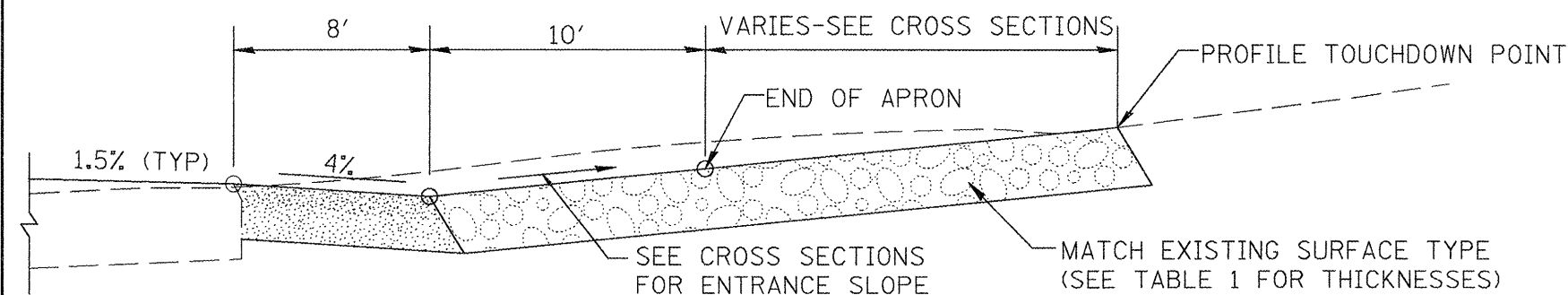




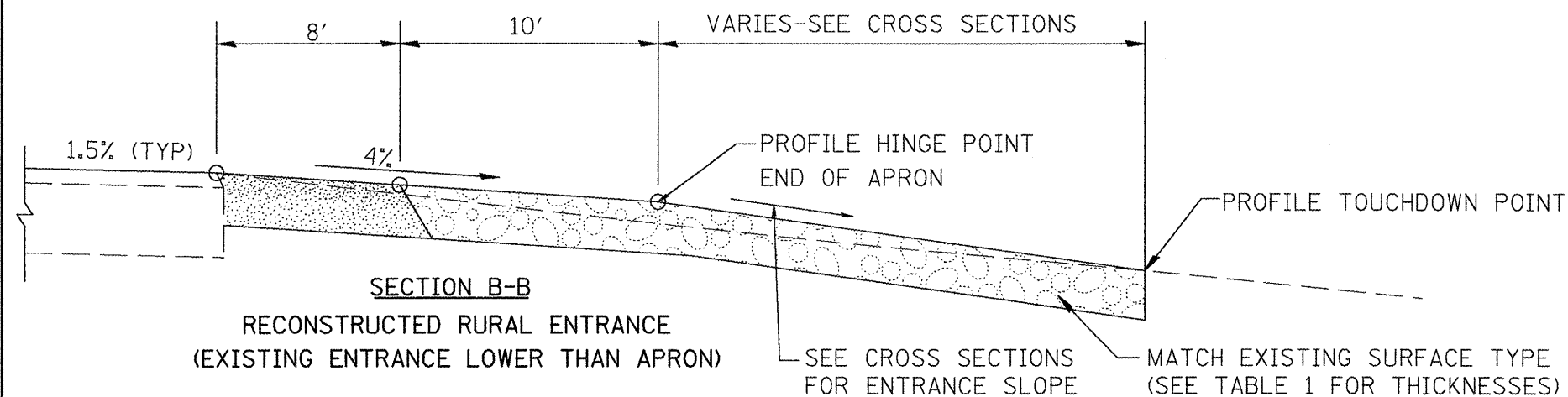
 HOT MIX ASPHALT SHOULDER, 8"  
 AGGREGATE SHOULDER, TYPE B, 6"

**PLAN**

**COMMERCIAL / FARM-RELATED ENTRANCE**

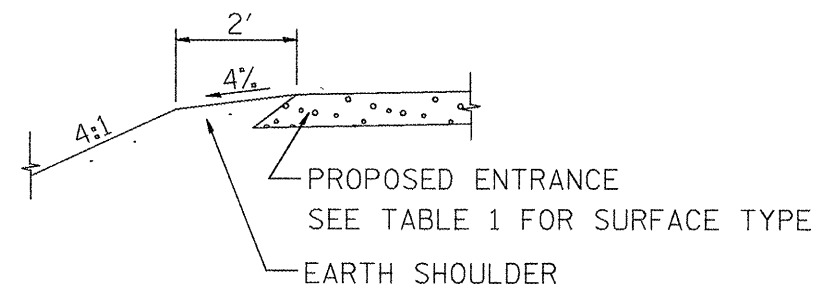


**SECTION B-B**  
 RECONSTRUCTED RURAL ENTRANCE  
 (EXISTING ENTRANCE HIGHER THAN APRON)



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

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"		



**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.

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

01-01-97	RENUM. C-103.06, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
07-01-97	REVISE DESIGNER NOTES	J.A.			
01-17-03	ADJUST DESIGN, CHANGE ENTRANCE	JATR			
09-15-05	RADIUS FOR FLARE	M.M.A.			

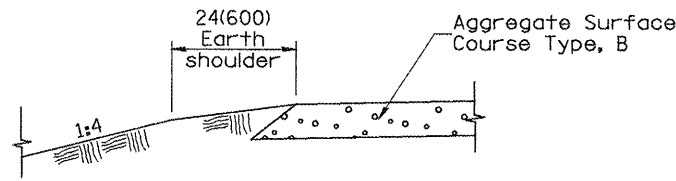
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**RURAL ENTRANCES FOR "3R" PROJECTS**

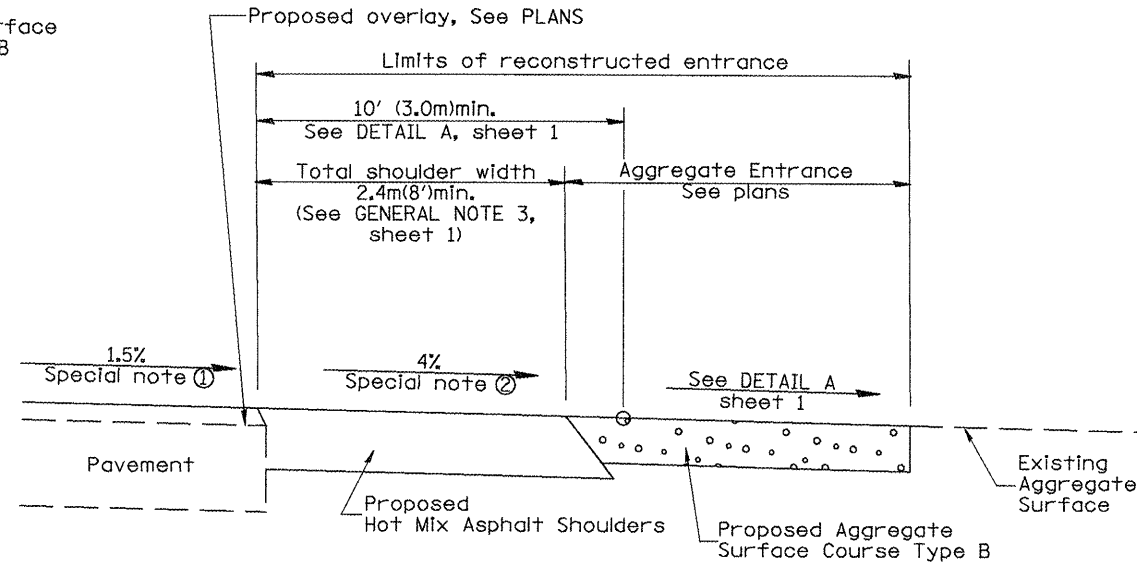
NOT TO SCALE

SHT. 1 OF 2  
 CADD STD. 406301-D4

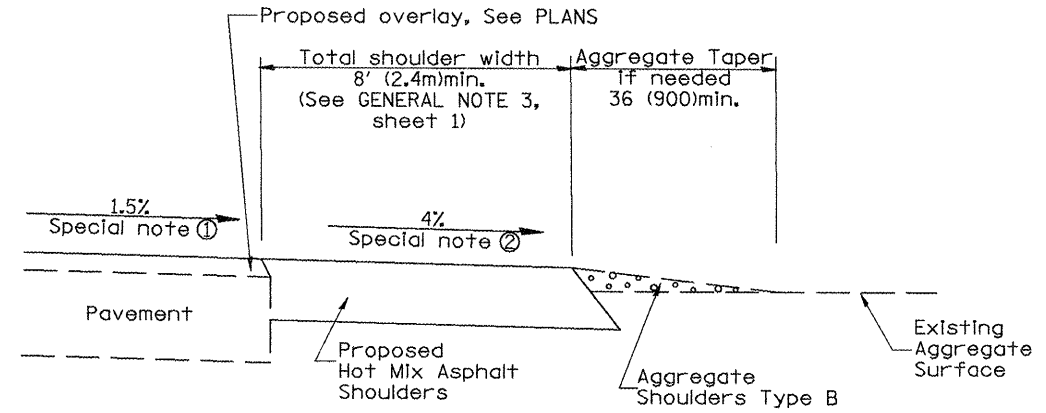
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	65
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 68083				



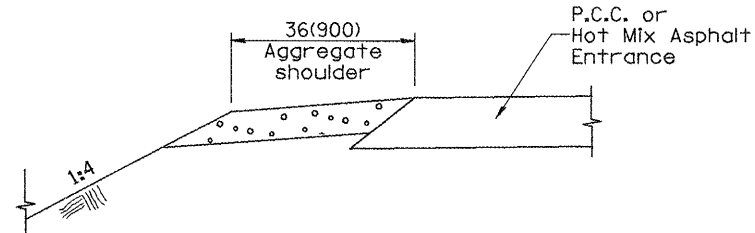
**SECTION A-A**  
SHOULDER TREATMENT FOR AGGREGATE ENTRANCES



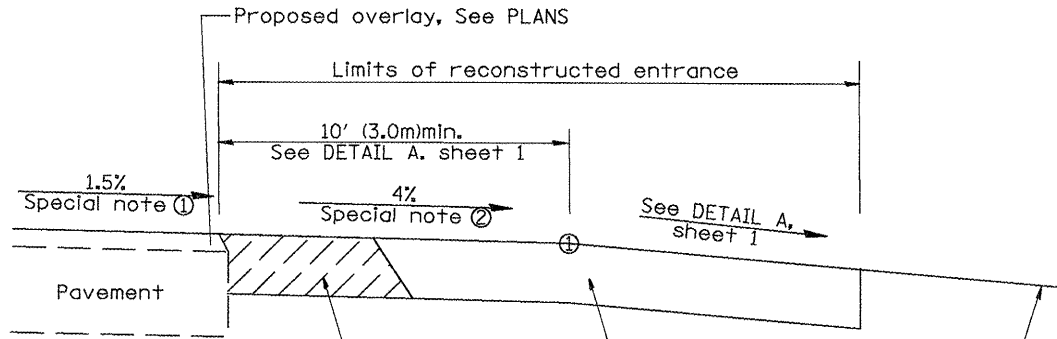
**SECTION B-B**  
RECONSTRUCTED AGGREGATE ENTRANCE



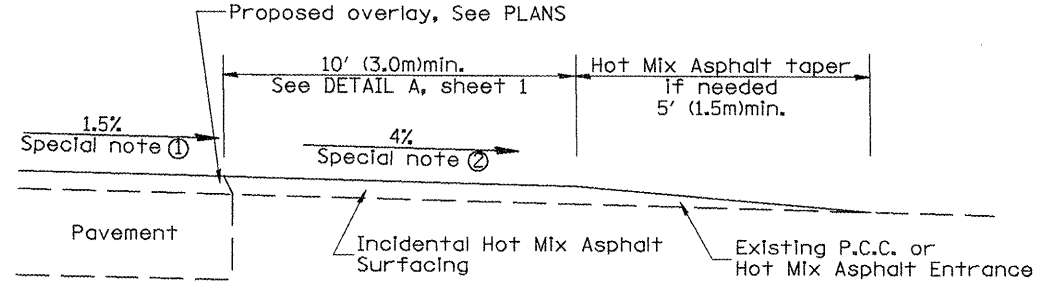
**SECTION B-B**  
EXISTING AGGREGATE ENTRANCE



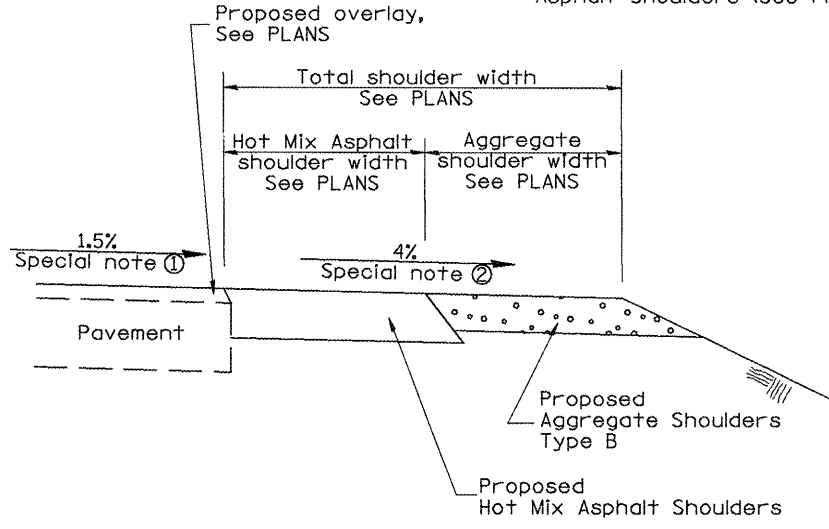
**SECTION C-C**  
SHOULDER TREATMENT FOR P.C.C. OR HOT MIX ASPHALT ENTRANCES



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



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



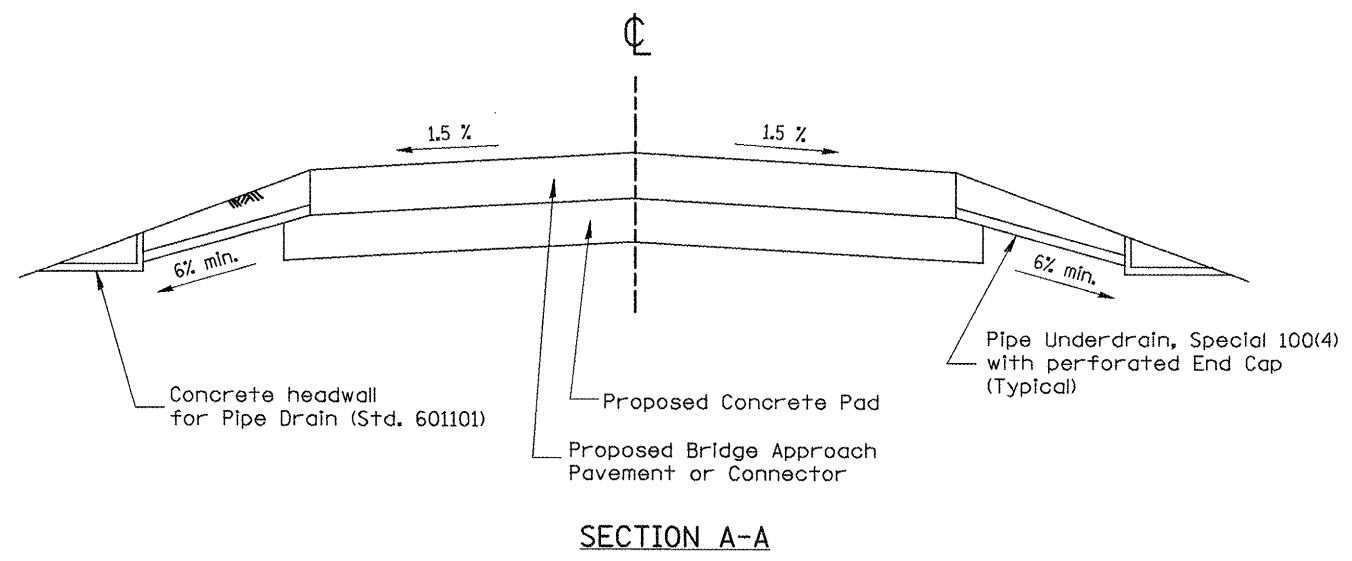
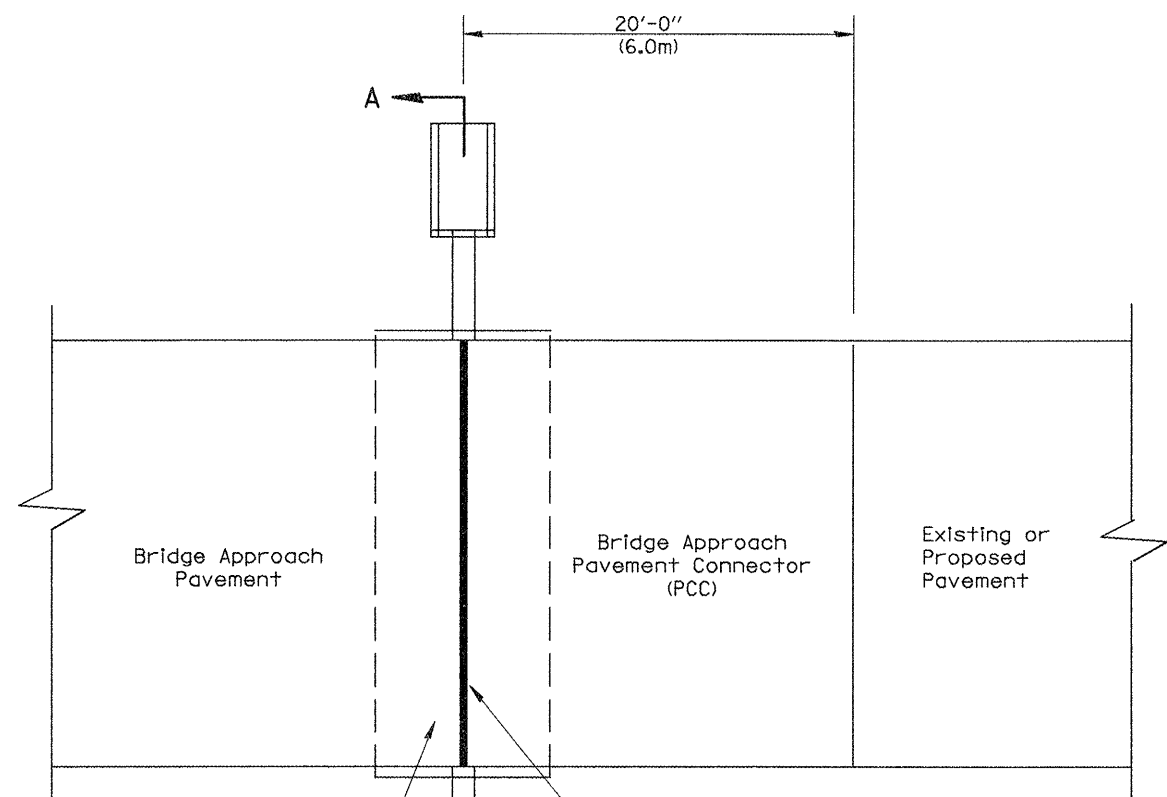
**SECTION E-E**  
MAINLINE SHOULDER TREATMENT

**SPECIAL NOTES**

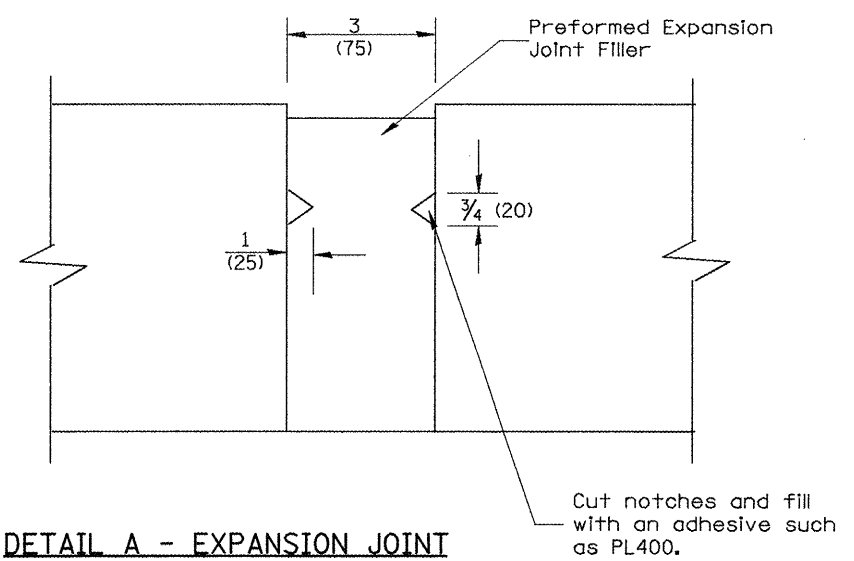
- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on super-elevated horizontal curves.
- ② The shoulder slope shall control the entrance profile for a distance of 10' (3.0m) minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through super-elevated 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 dimensions are in inches (millimeters) unless otherwise noted.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	66
CONTRACT NO. 68083				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



Expansion Joint (Detail A)  
Concrete Pad (Std. 420401)



**DETAIL A - EXPANSION JOINT**

Preformed Expansion Joint Filler shall meet the requirements of Article 1051.08 or 1051.09. The expansion joint shall be constructed in accordance with Expansion Joint Sealing Detail shown on Standard 420001 and as shown herein.

**GENERAL NOTES:**

1. All work shall be done in accordance with Standard 420401 except as shown herein.
2. The concrete headwalls and pipe underdrain special will be in accordance with Section 601.
3. The bridge approach pavement connector (pcc) shall be constructed similar to section G-G for existing construction rigid pavement as shown standard 420401. Adjacent to PCC base course or pavement deformed bars will be required. Adjacent to bituminous pavement deformed bars will not be required.

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

01-01-97	RENUM. H-6.09, NEW REVISION BOX, NOTES	T.P.			
02-22-97	REVISED SECTION A-A				
03-01-97	CORRECT STD. NO. IN NOTES	J.A.			
10-16-06	REVISED TO 2007 SPEC.	M.A.			

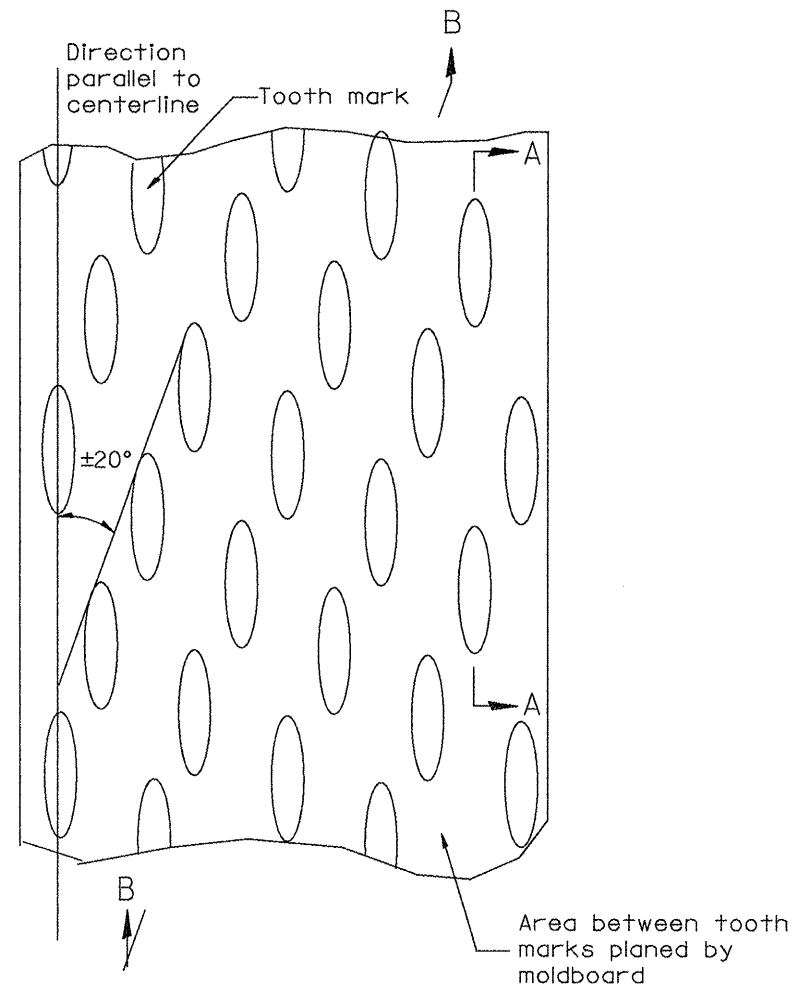
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH DETAIL**

NOT TO SCALE

CADD STD. 420401-D4

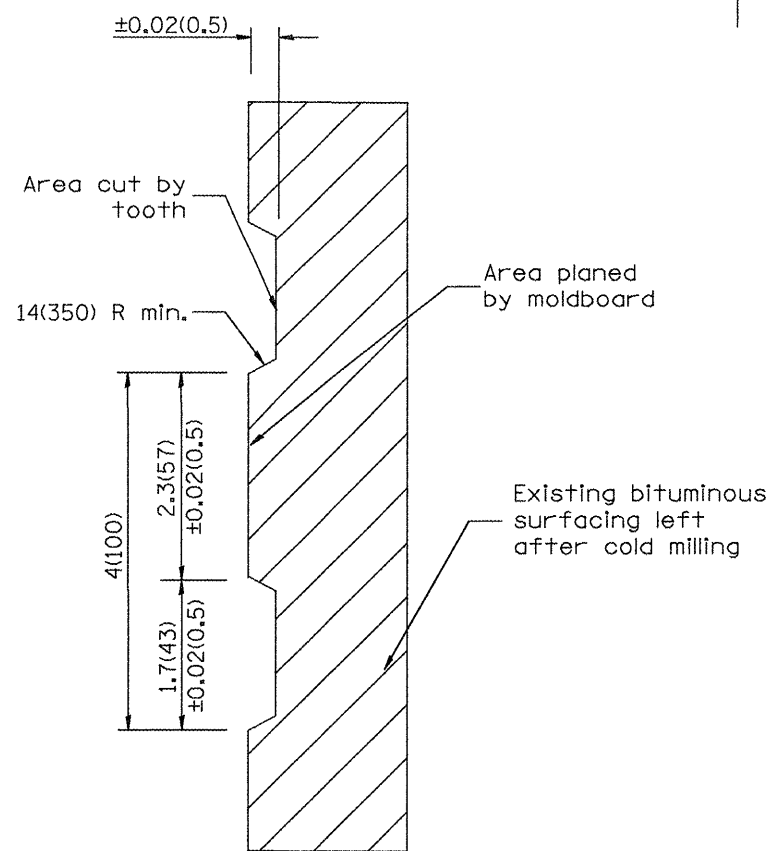
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR2)	HENDERSON	88	67
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68083	



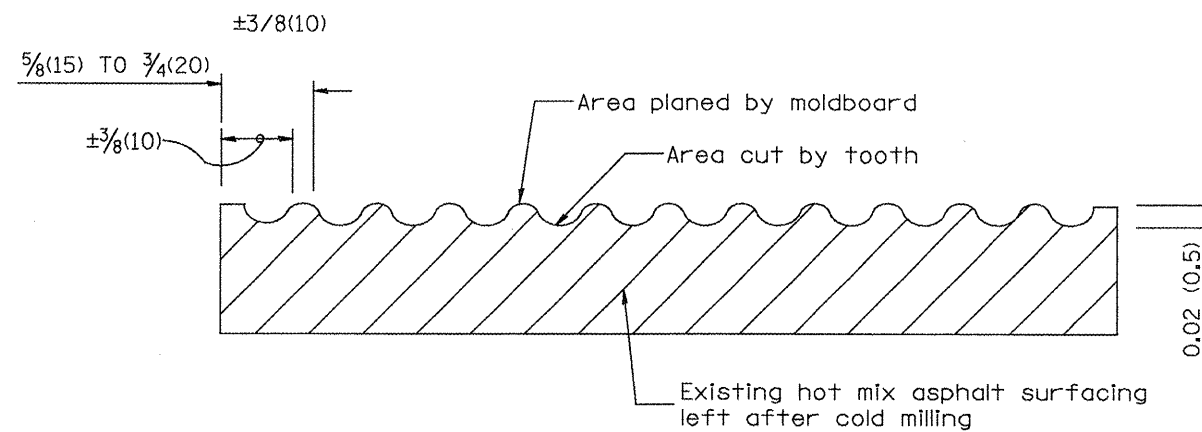
PLAN

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.

01-01-97	RENUM. C-104.01, NEW REVISION BOX	T.P.
04-20-98	REMOVED MILLING DETAIL FROM STANDARD	J.A.
09-08-98	CORRECT NOTE LEADER PLACEMENT	R.W.
10-16-06	REVISED TO 2007 SPEC.	M.A.

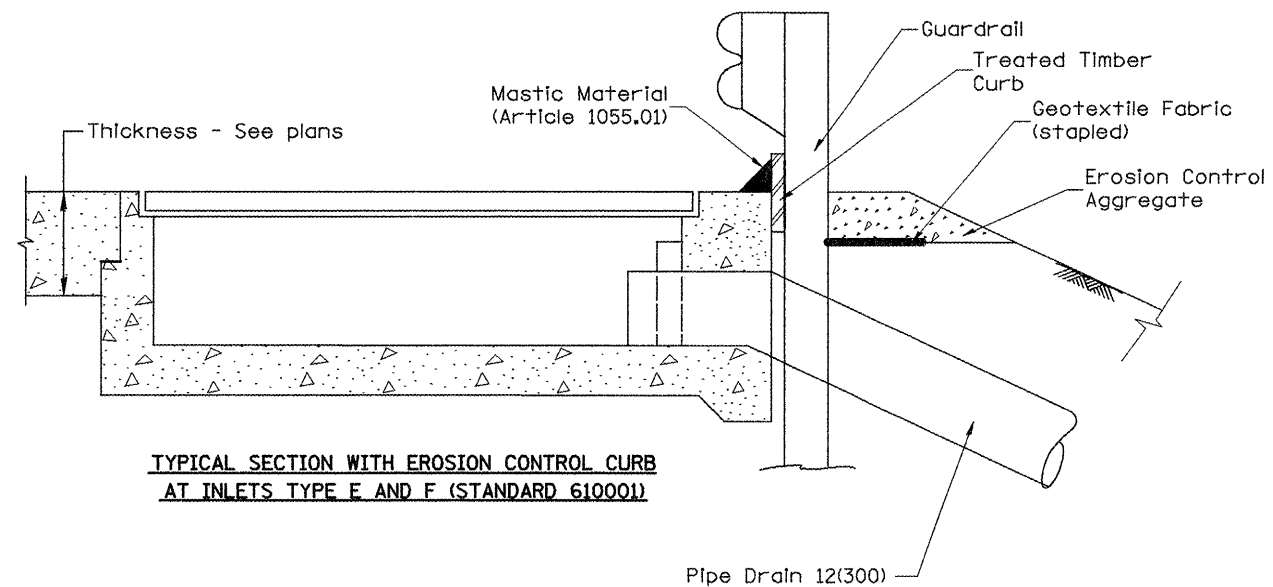
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

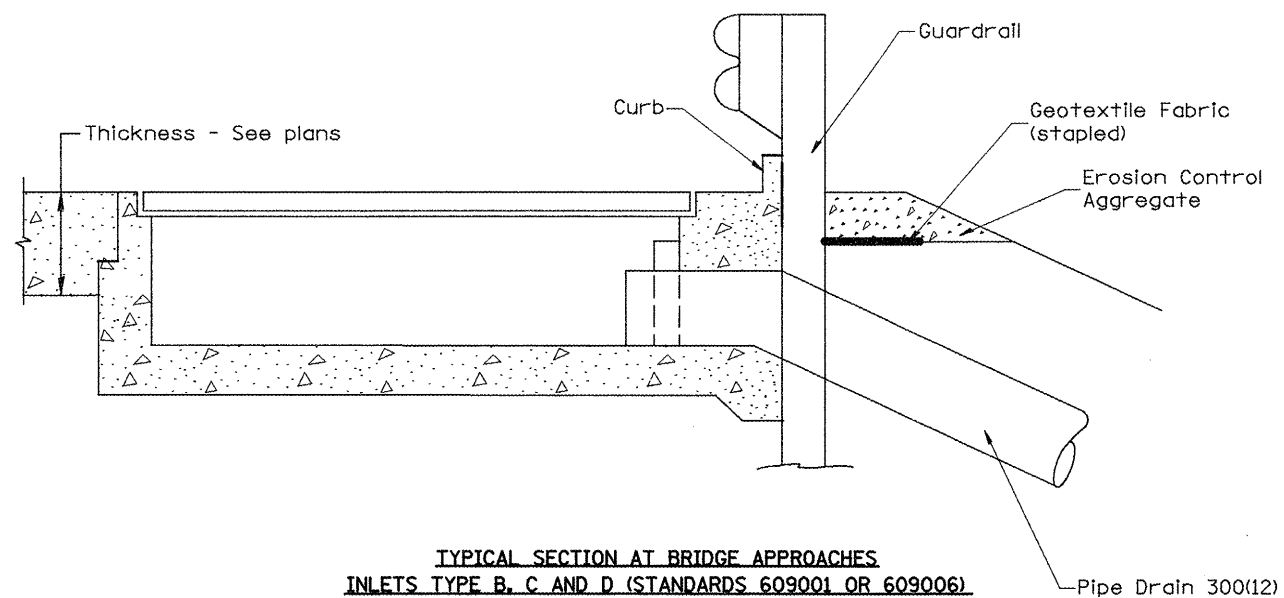
NOT TO SCALE

CADD STD. 440001-D4

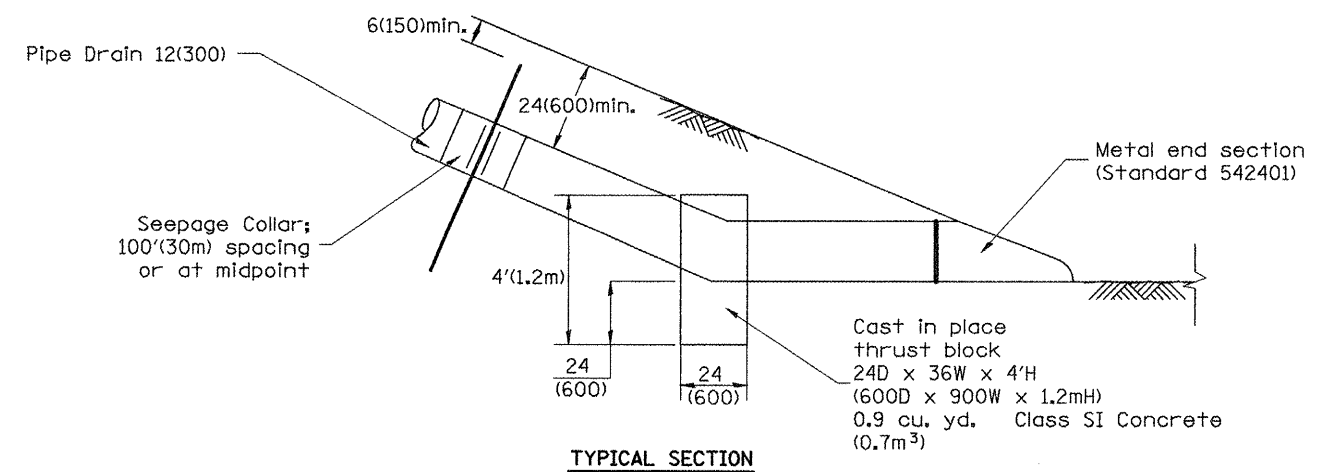
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	68
CONTRACT NO. 68083				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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



**TYPICAL SECTION AT BRIDGE APPROACHES  
INLETS TYPE B, C AND D (STANDARDS 609001 OR 609006)**



**TYPICAL SECTION**

**GENERAL NOTES**

1. The material for Pipe Drains shall be bituminous coated galvanized corrugated steel culvert pipe or bituminous coated corrugated aluminum alloy pipe in accordance with Article 601.02(f) or 601.02(i).
2. An approved mastic material (Article 1055.01) shall be applied to the inside of the connecting bands.

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

**QUANTITIES**

CALC. BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

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

01-01-97	RENUM. H-1.04, NEW REVISION BOX, REVISED TITLE	T.P.			
	BOX, REVISED DESIGNER NOTES, ADDED QUANTITY				
	CALCULATION BOX				
10-16-06	REVISED TO 2007 SPEC.	M.A.			

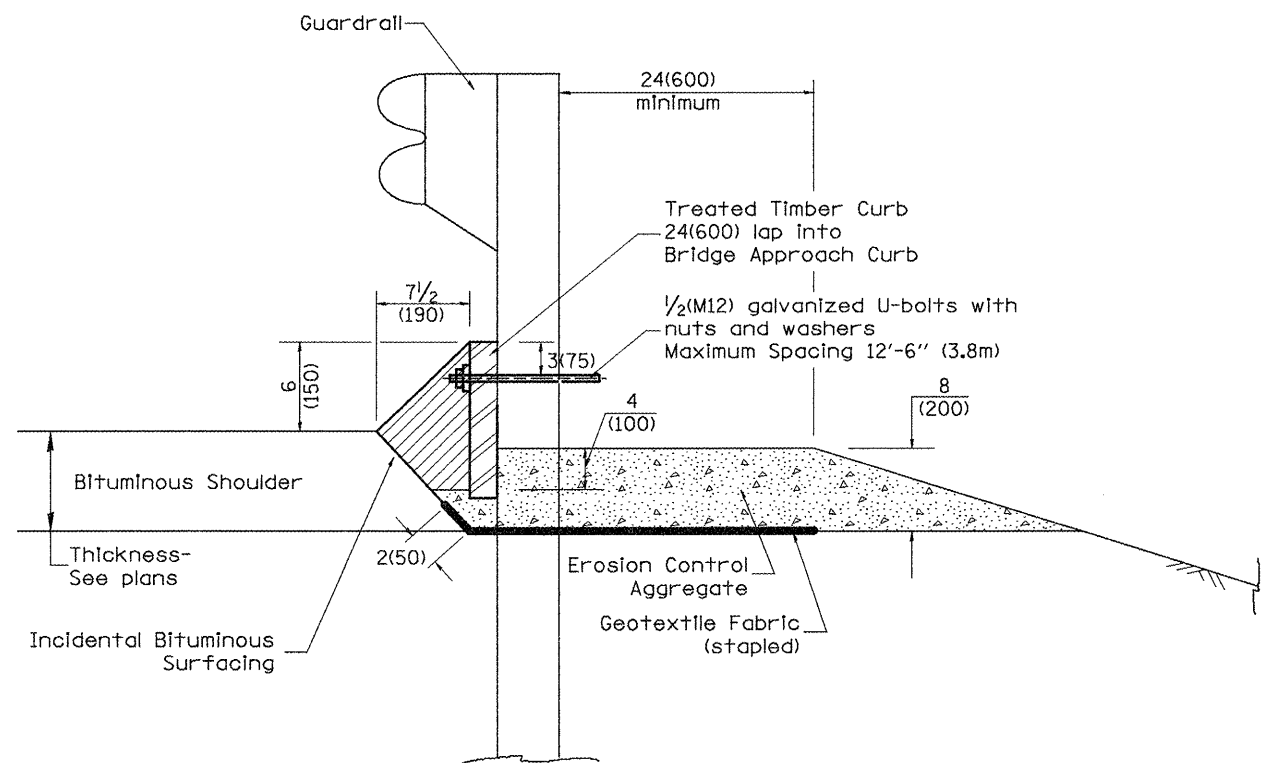
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SLOPE DRAIN DETAILS FOR BURIED PIPES**

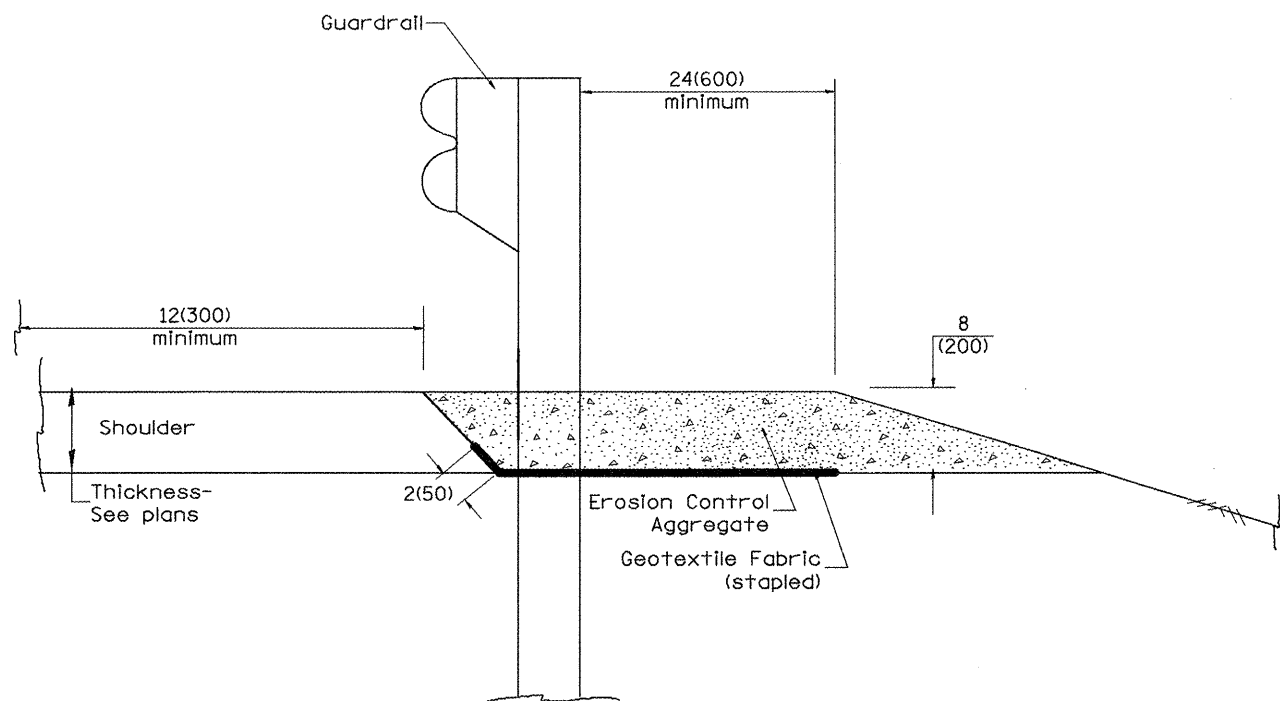
NOT TO SCALE

CADD STD. 601101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	69
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 68083				



**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/m<sup>3</sup>)

**GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL**

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

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

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GUARDRAIL EROSION CONTROL TREATMENTS**

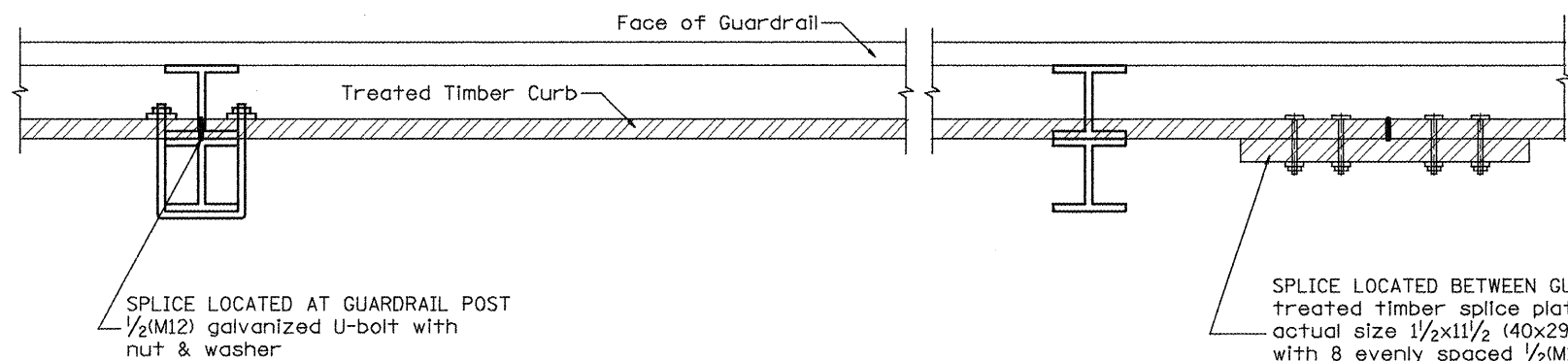
NOT TO SCALE

SHT. 1 OF 2  
CADD STD. 630101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	70
CONTRACT NO. 68083				

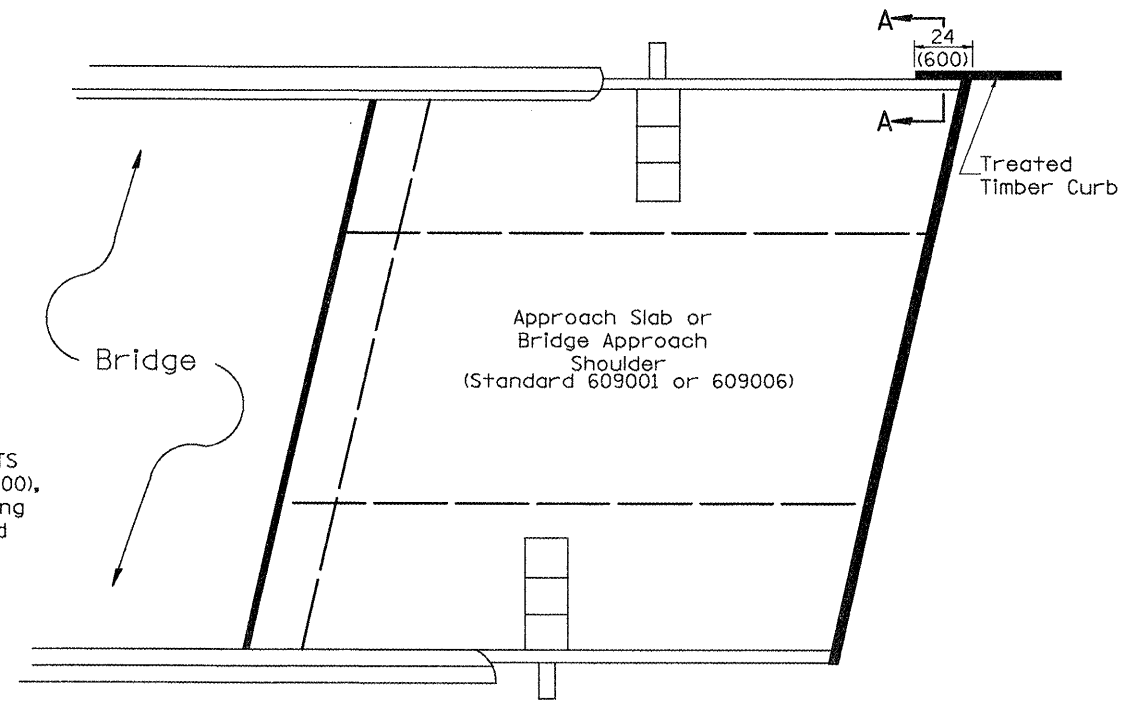
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



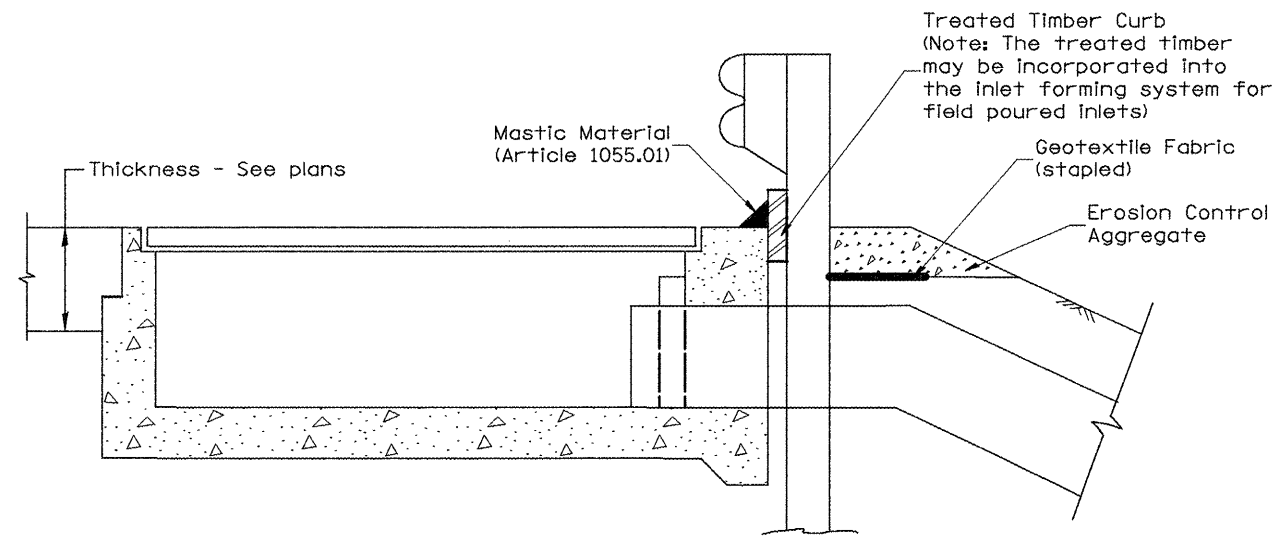


**DETAIL A**  
(Typical Treated Timber Splices)

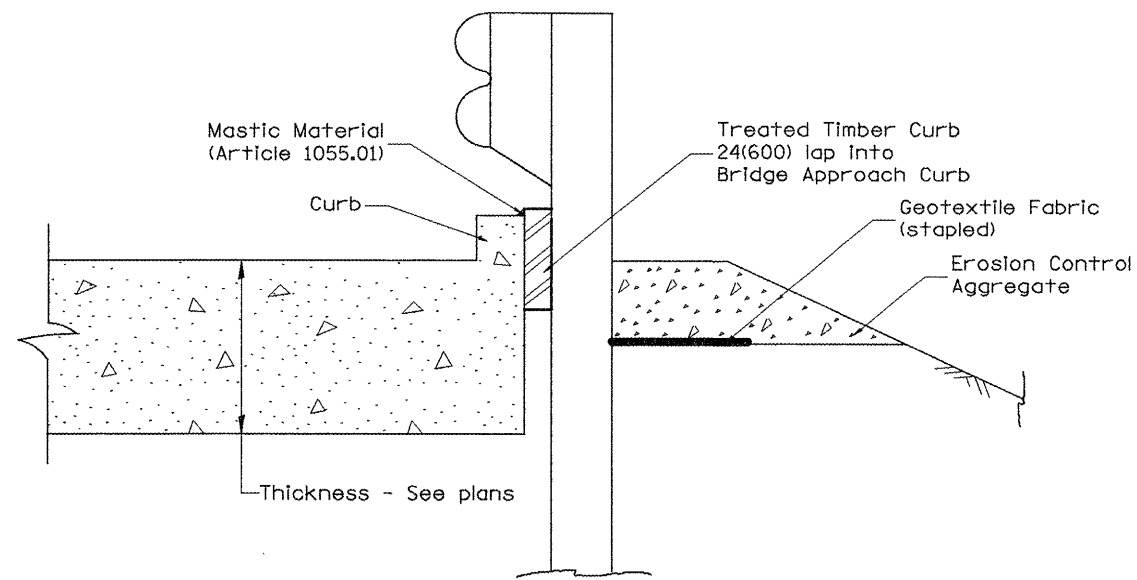
SPLICE LOCATED BETWEEN GUARDRAIL POSTS  
treated timber splice plate 2x12 (50x300),  
actual size 1 1/2 x 1 1/2 (40x290), 24(600) long  
with 8 evenly spaced 1/2(M12) galvanized  
bolts with nuts & washers.



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



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



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

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

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GUARDRAIL EROSION CONTROL TREATMENTS**

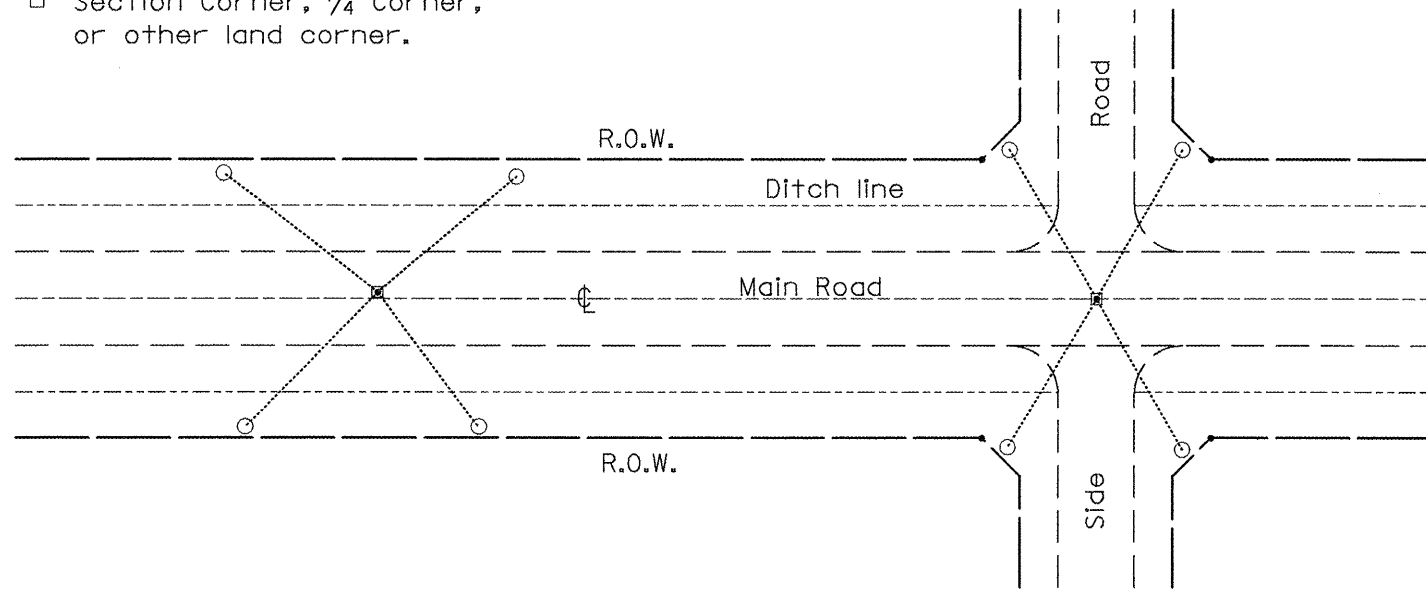
NOT TO SCALE

SHT. 2 OF 2  
CADD STD. 630101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	71
CONTRACT NO. 68083				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**PERMANENT SURVEY TIES**

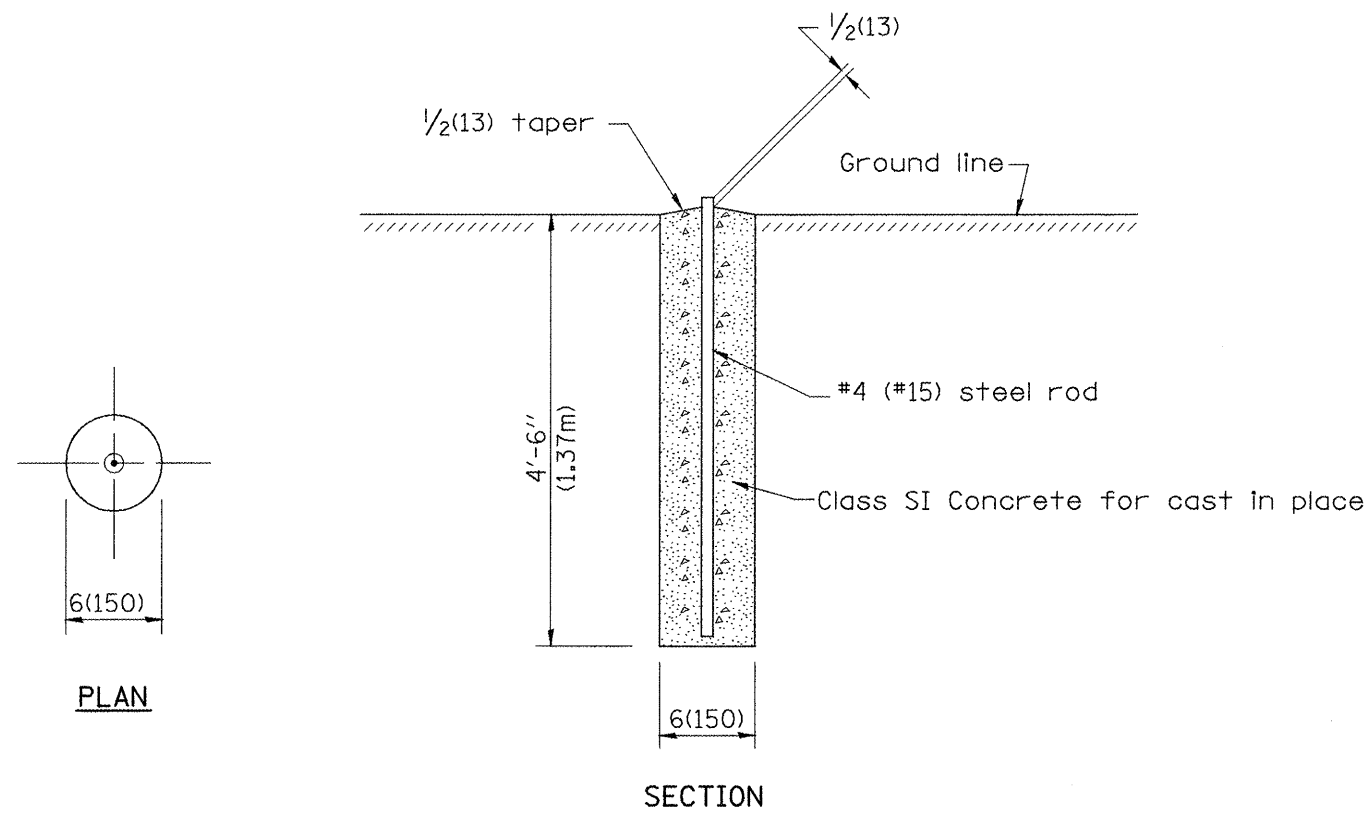
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



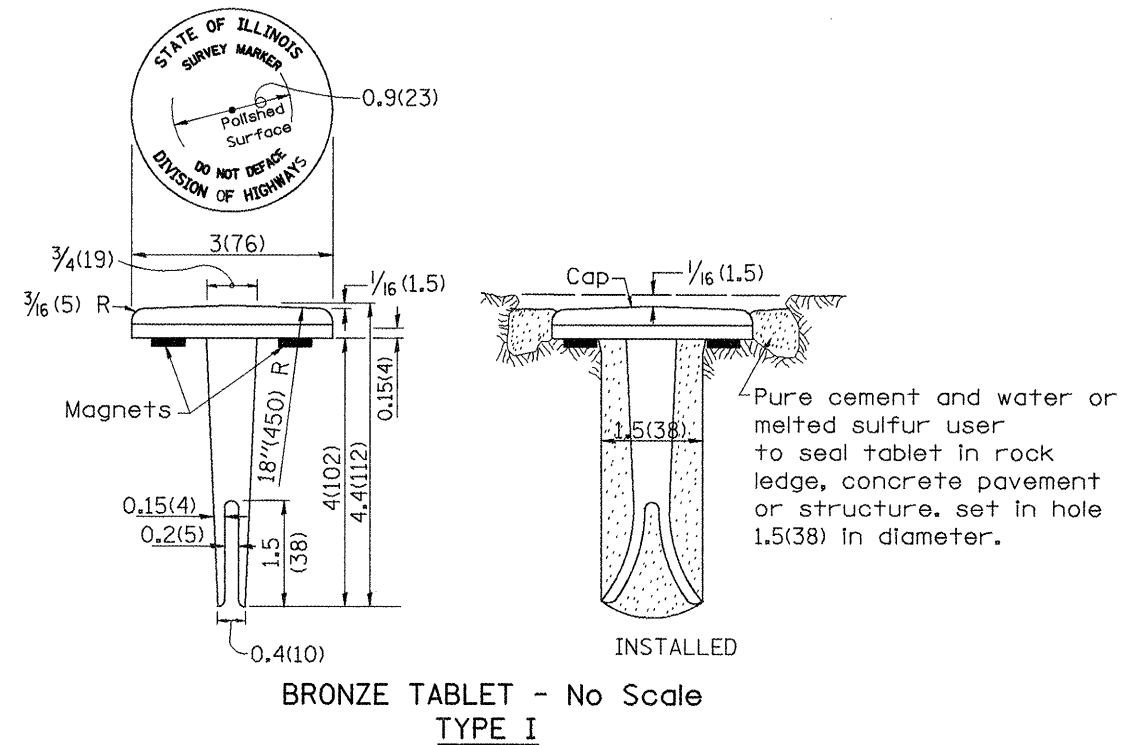
**TYPICAL APPLICATION**

**GENERAL NOTES**

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



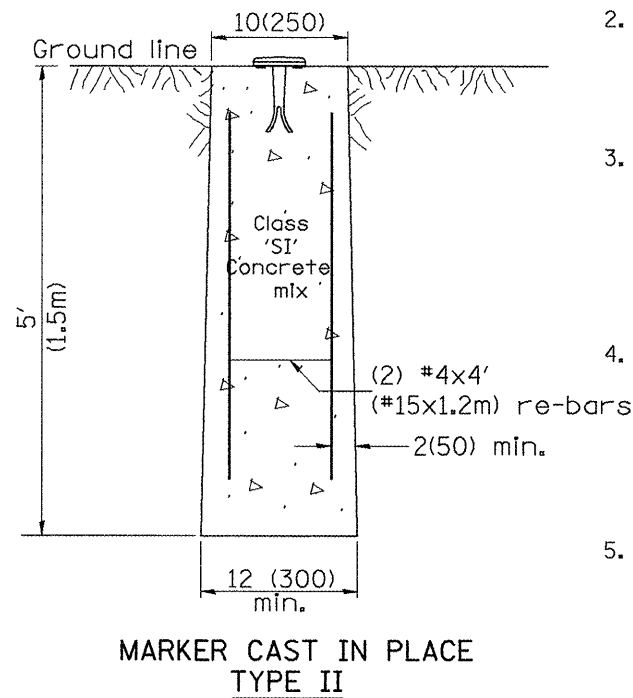
**PERMANENT SURVEY MARKERS**



**BRONZE TABLET - No Scale TYPE I**

**GENERAL NOTES**

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



**MARKER CAST IN PLACE TYPE II**

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

01-01-97	RENUM. D-3.01, NEW REVISION BOX, REVISED	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
	TITLE BOX, ADD DESIGNER NOTE				
07-07-98	ADD DESIGNER NOTE	J.A.			
05-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.			

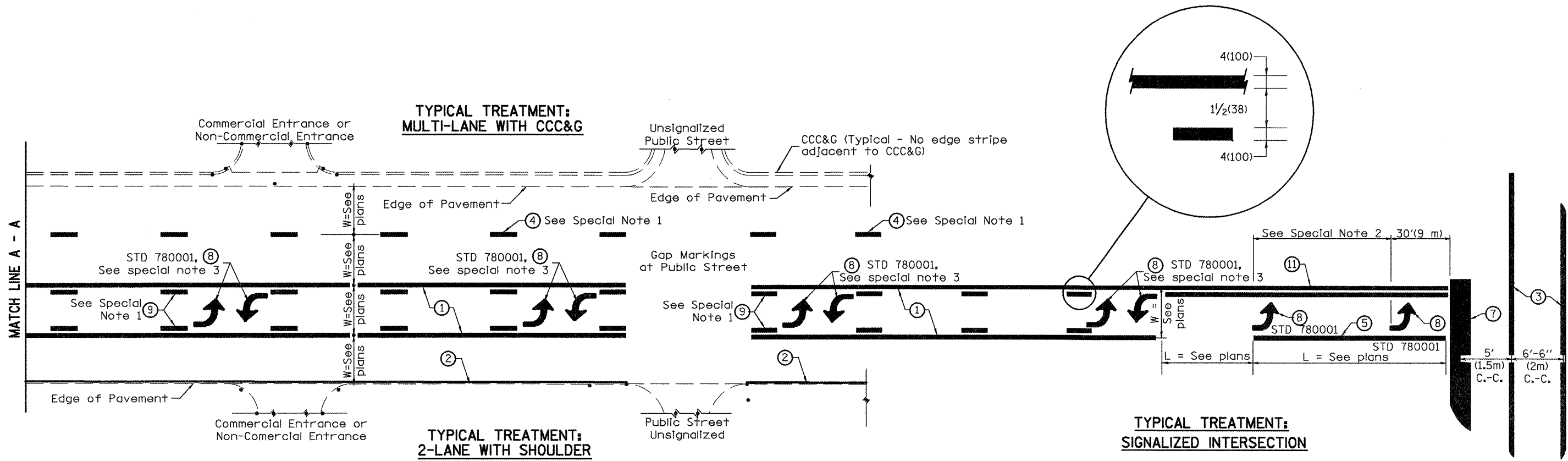
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PERMANENT SURVEY TIE &  
PERMANENT SURVEY MARKERS TY.I - TY.II**

NOT TO SCALE

CADD STD. 667101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	72
CONTRACT NO. 68083				
FED. ROAD DIST. NO. [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.

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

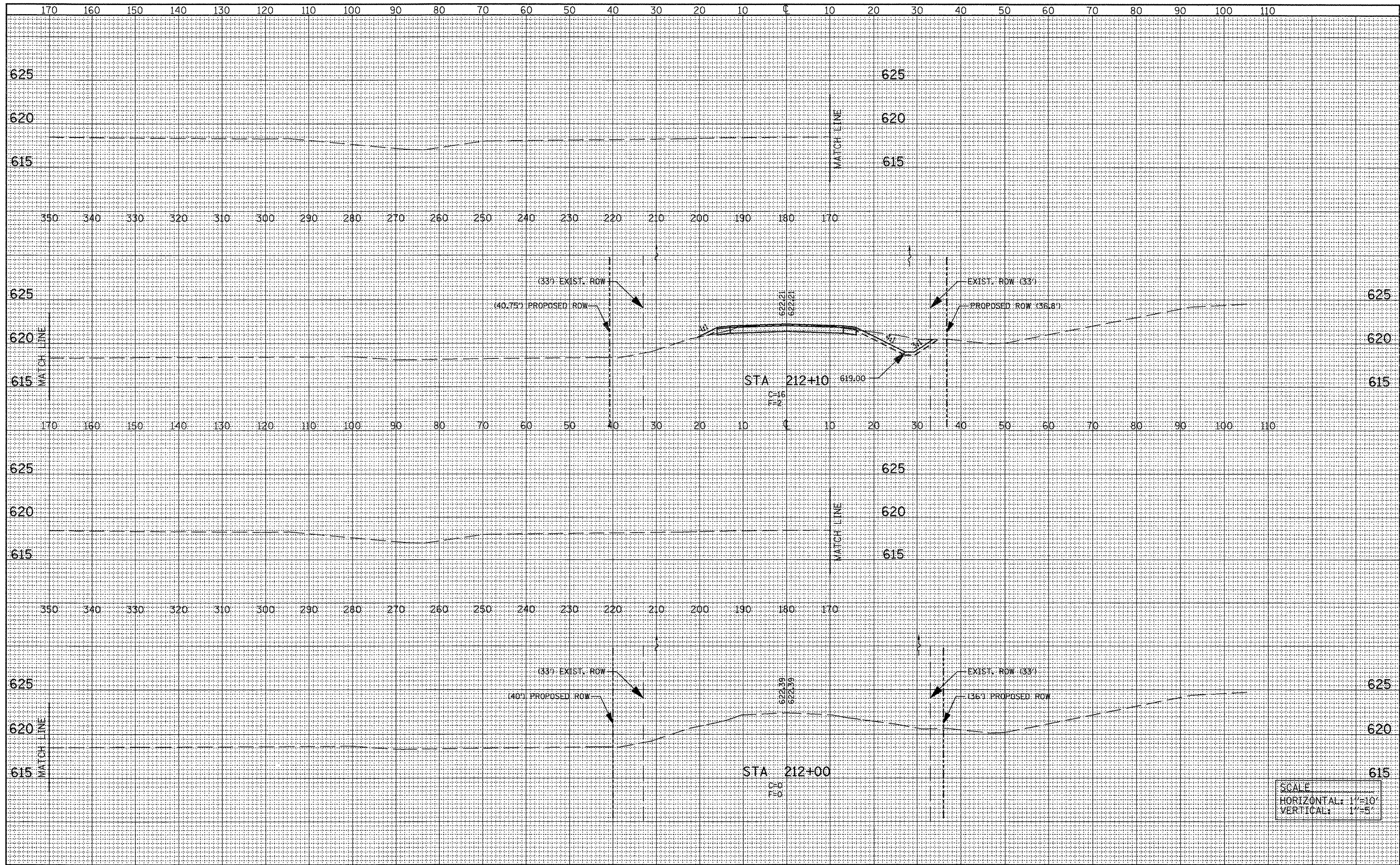
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL PAVEMENT MARKINGS**  
SHT. 1 OF 2  
CADD STD. 780001-D4  
NOT TO SCALE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	73
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68083	







FILE NAME = D468083-shr-plan.dgn  
 USER NAME = johnsonv  
 PLOT SCALE = 100.4566' / 1" = 100.4566  
 PLOT DATE = 8/26/2011

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

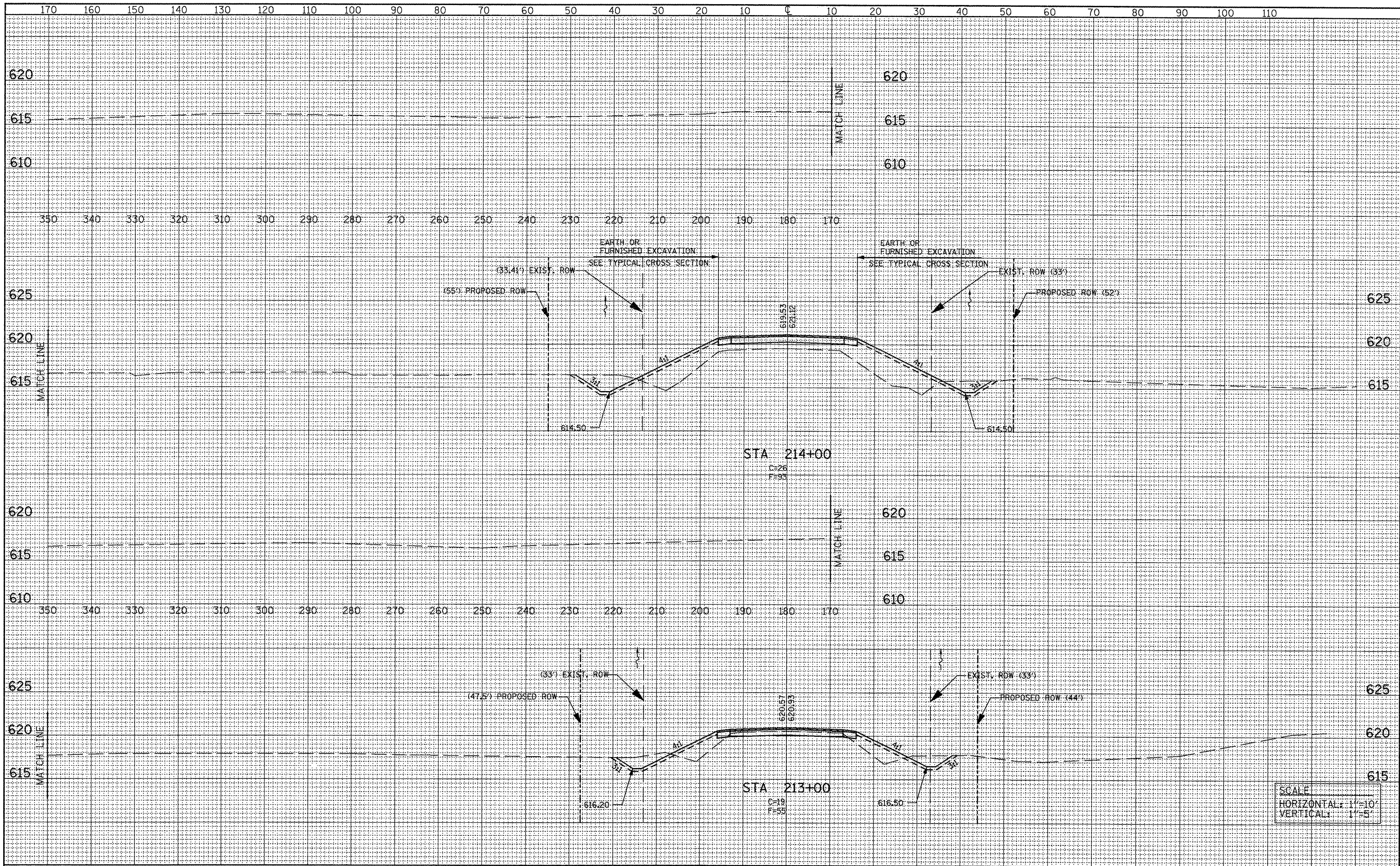
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 WOLF CREEK**

SCALE: PROVIDED    SHEET NO. 1 OF 6 SHEETS    STA. 212+00.00 TO STA. 212+10.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	75
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				





SCALE  
 HORIZONTAL: 1"=10'  
 VERTICAL: 1"=5'

FILE NAME =  
 0468983-ah-plot.dgn

USER NAME = johnsortv  
 DESIGNED -  
 DRAWN -  
 PLOT SCALE = 100.4566' / in.  
 CHECKED -  
 PLOT DATE = 8/26/2011  
 DATE -

REVISIED -  
 REVISIED -  
 REVISIED -  
 REVISIED -

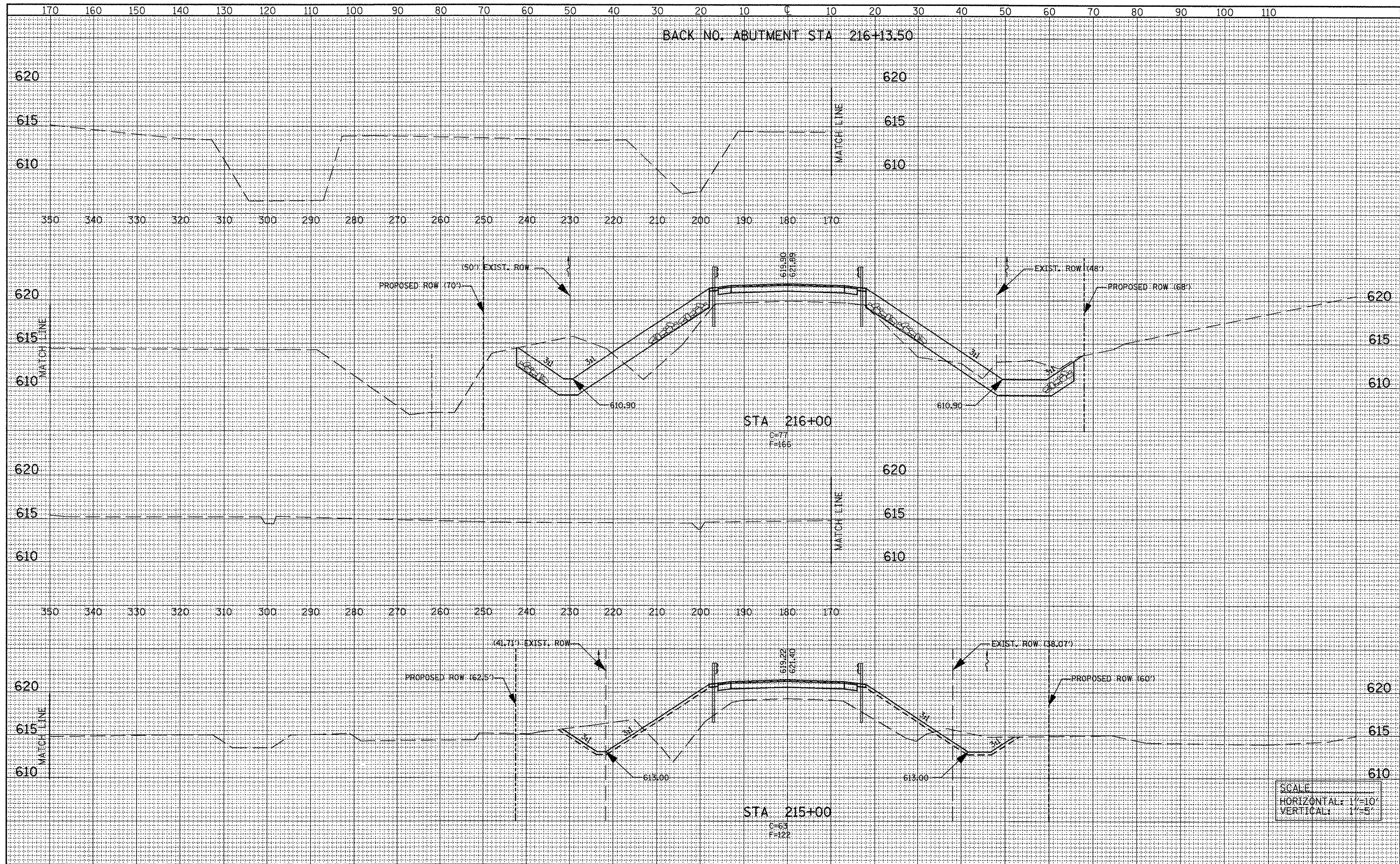
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
 WOLF CREEK  
 SCALE: PROVIDED SHEET NO. 2 OF 6 SHEETS STA. 213+00.00 TO STA. 214+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	76

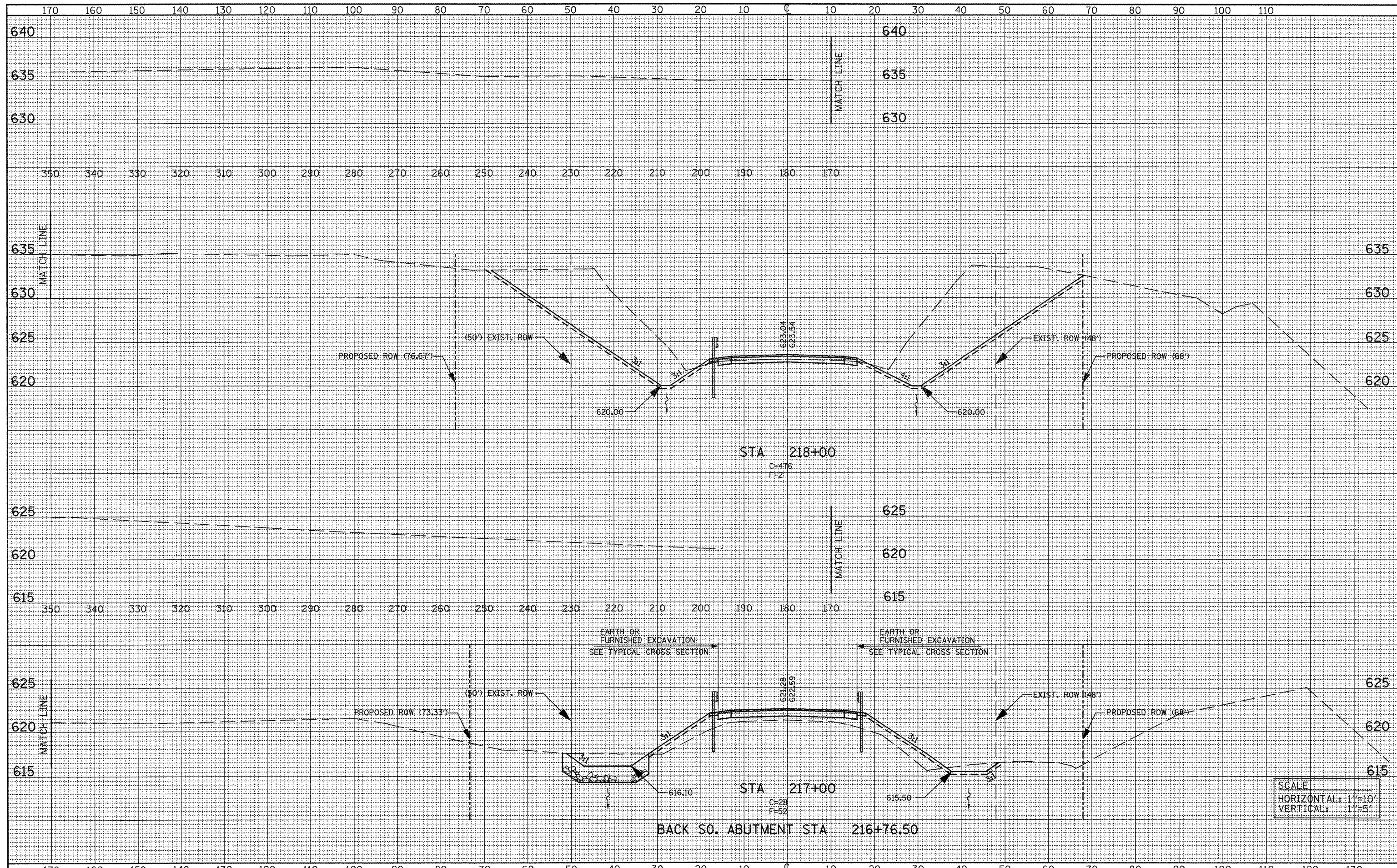
CONTRACT NO. 68083  
 ILLINOIS FED. AID PROJECT





FILE NAME = D468883-shr-plan.dgn	USER NAME = johnsontv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS WOLF CREEK</b>		F.A.P. RTE. 534	SECTION 1098 (BR-2), 1098 (BR-3)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 77	
PLOT SCALE = 100.4566' / 1" =		DRAWN -	REVISED -		SCALE: PROVIDED	SHEET NO. 3 OF 6 SHEETS	STA. 215+00.00 TO STA. 216+00.00	CONTRACT NO. 68083		ILLINOIS FED. AID PROJECT		
PLOT DATE = 8/26/2011		CHECKED -	REVISED -									
		DATE -	REVISED -									





FILE NAME =  
D468883-aht-plan.dgn

USER NAME = johnantv	DESIGNED -	REVISED -
PLOT SCALE = 100.4566' / in.	DRAWN -	REVISED -
PLOT DATE = 8/26/2011	CHECKED -	REVISED -
	DATE -	REVISED -

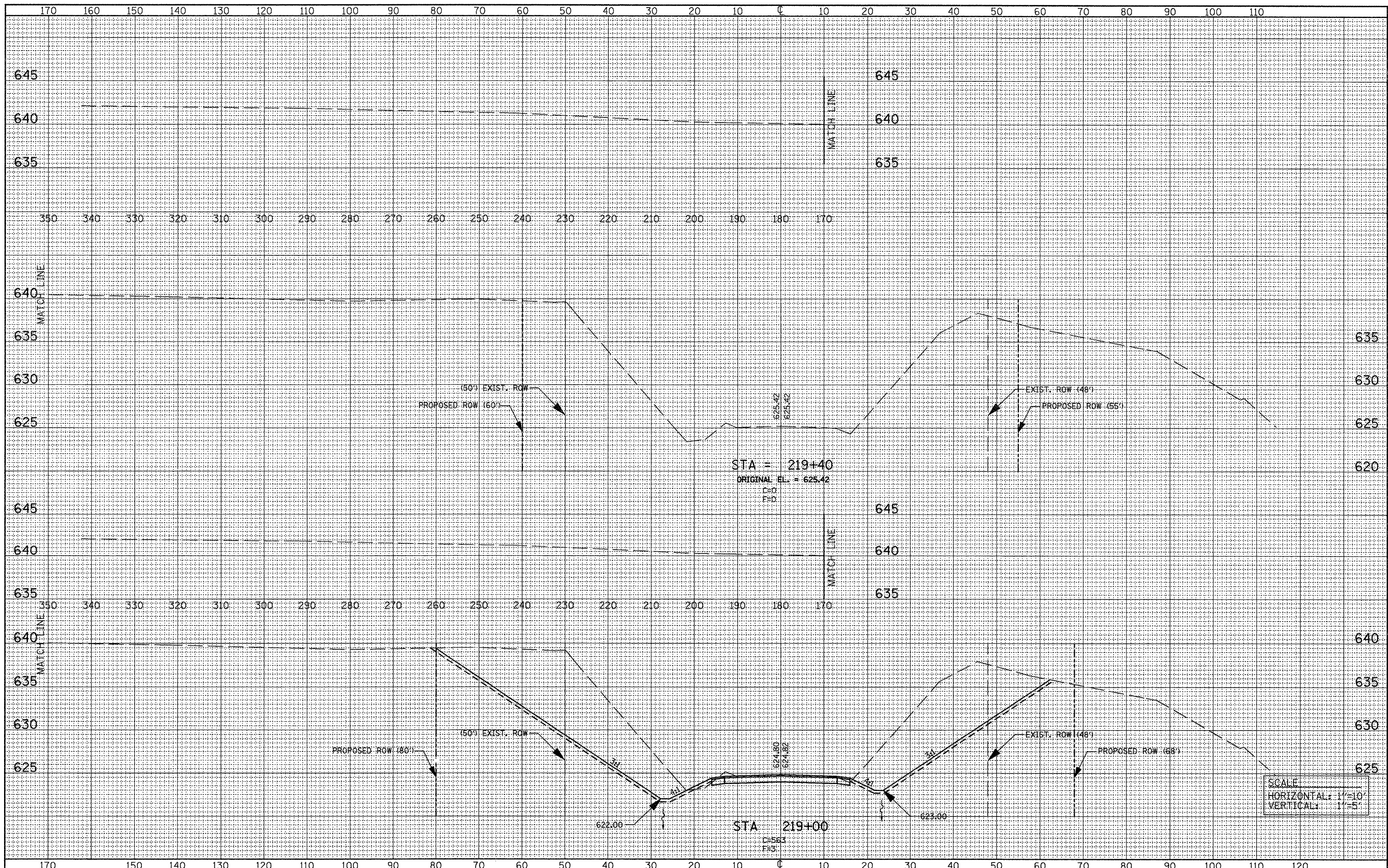
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
WOLF CREEK**

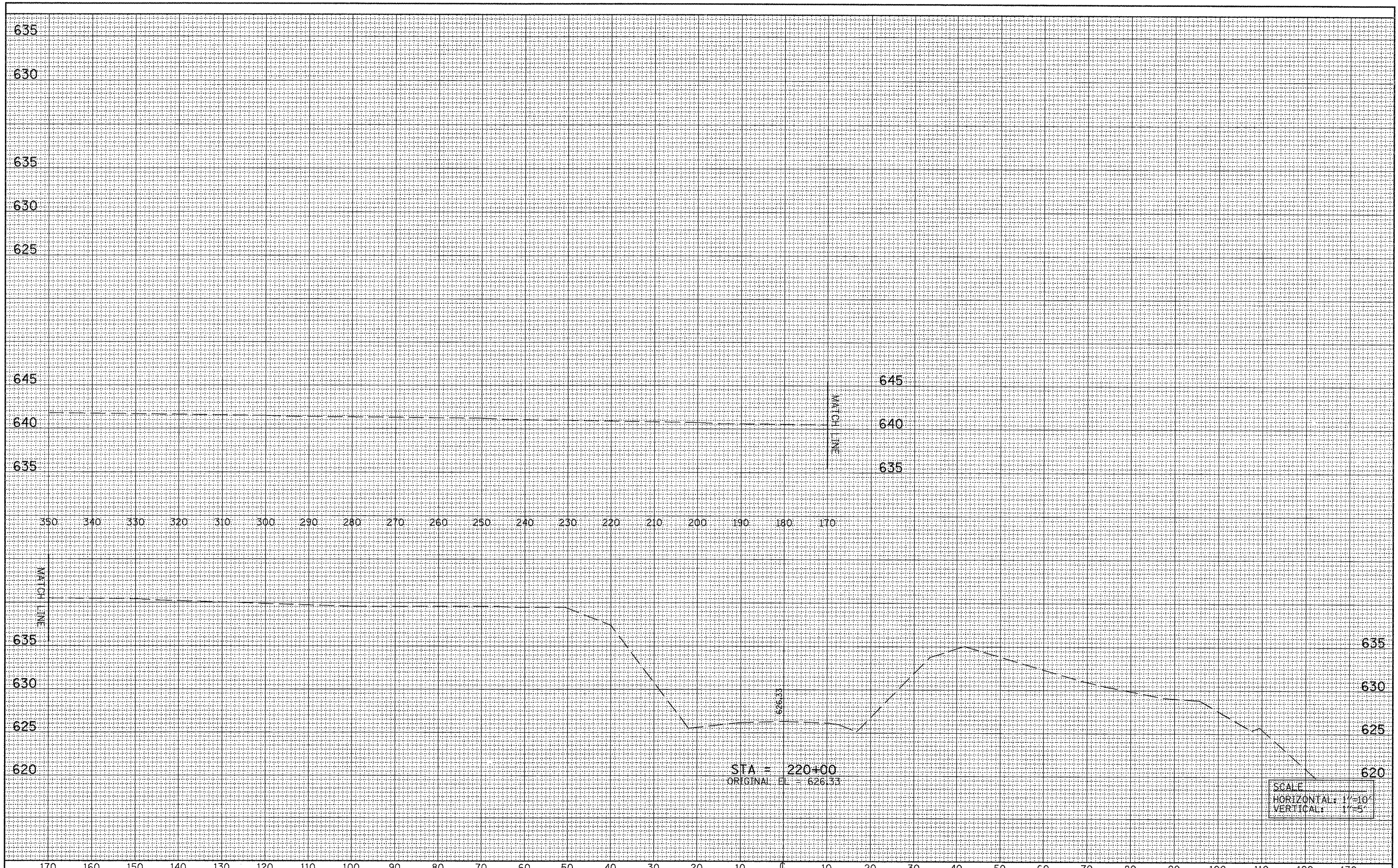
SCALE: PROVIDED    SHEET NO. 4 OF 6 SHEETS    STA. 217+00.00 TO STA. 218+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	78
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				







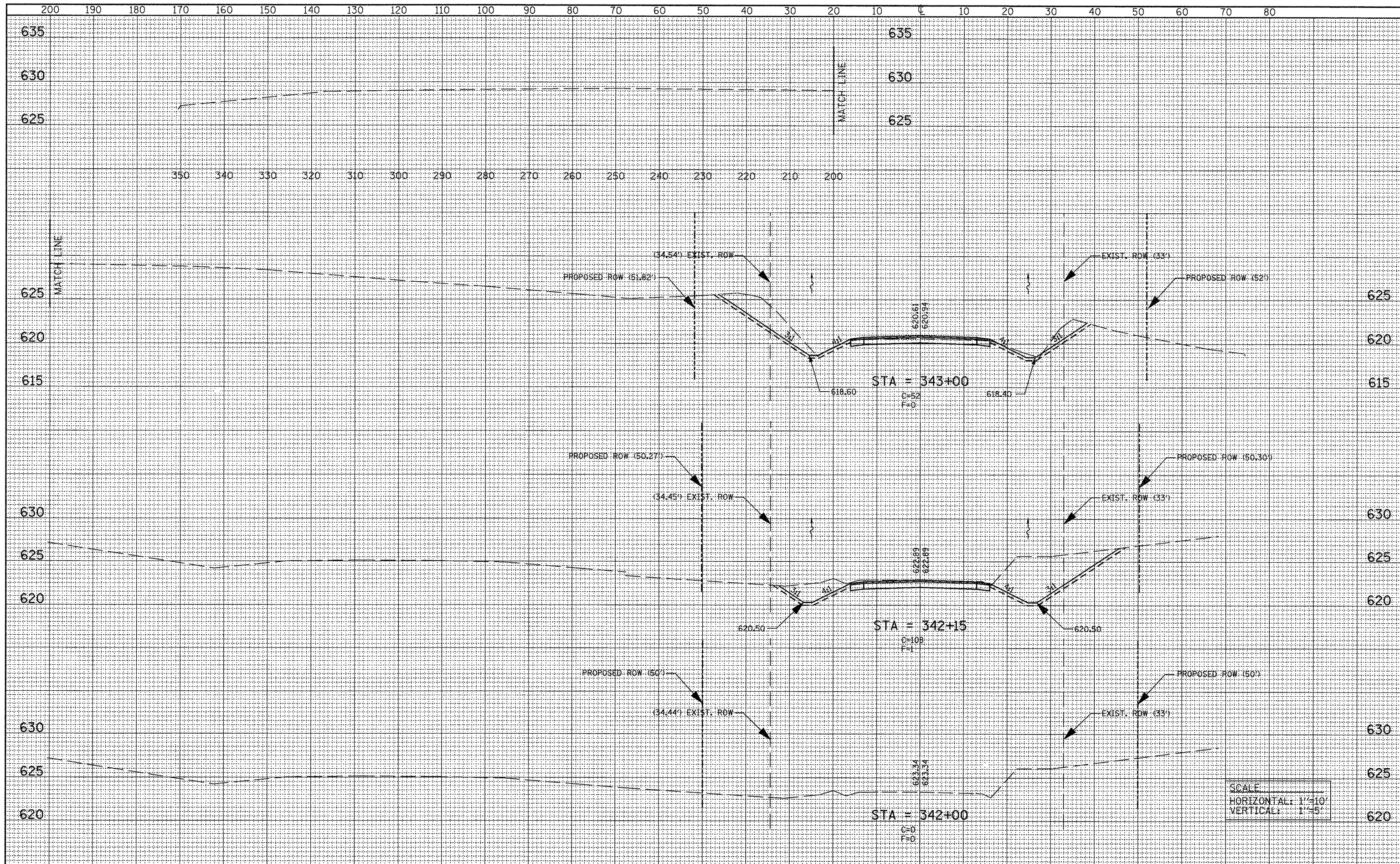


STA = 220+00  
 ORIGINAL EL = 626.33

SCALE  
 HORIZONTAL: 1"=10'  
 VERTICAL: 1"=5'

FILE NAME = D469883-shr-plan.dgn	USER NAME = johnaontv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b> <b>WOLF CREEK</b>	F.A.P. RTE. 534	SECTION 109B (BR-2), 109B (BR-3)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 80	
	PLOT SCALE = 100.0000' / 1in.	DRAWN -	REVISED -			SCALE: PROVIDED	SHEET NO. 6 OF 6 SHEETS	STA. 219+40.00 TO STA. 220+00.00	CONTRACT NO. 68083		
	PLOT DATE = 8/26/2011	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					
		DATE -	REVISED -								





FILE NAME =  
D468083-sht-plan.dgn

USER NAME = johnsontv  
DESIGNED -  
DRAWN -  
PLOT SCALE = 100.4566' / 1in.  
CHECKED -  
PLOT DATE = 8/26/2011  
DATE -

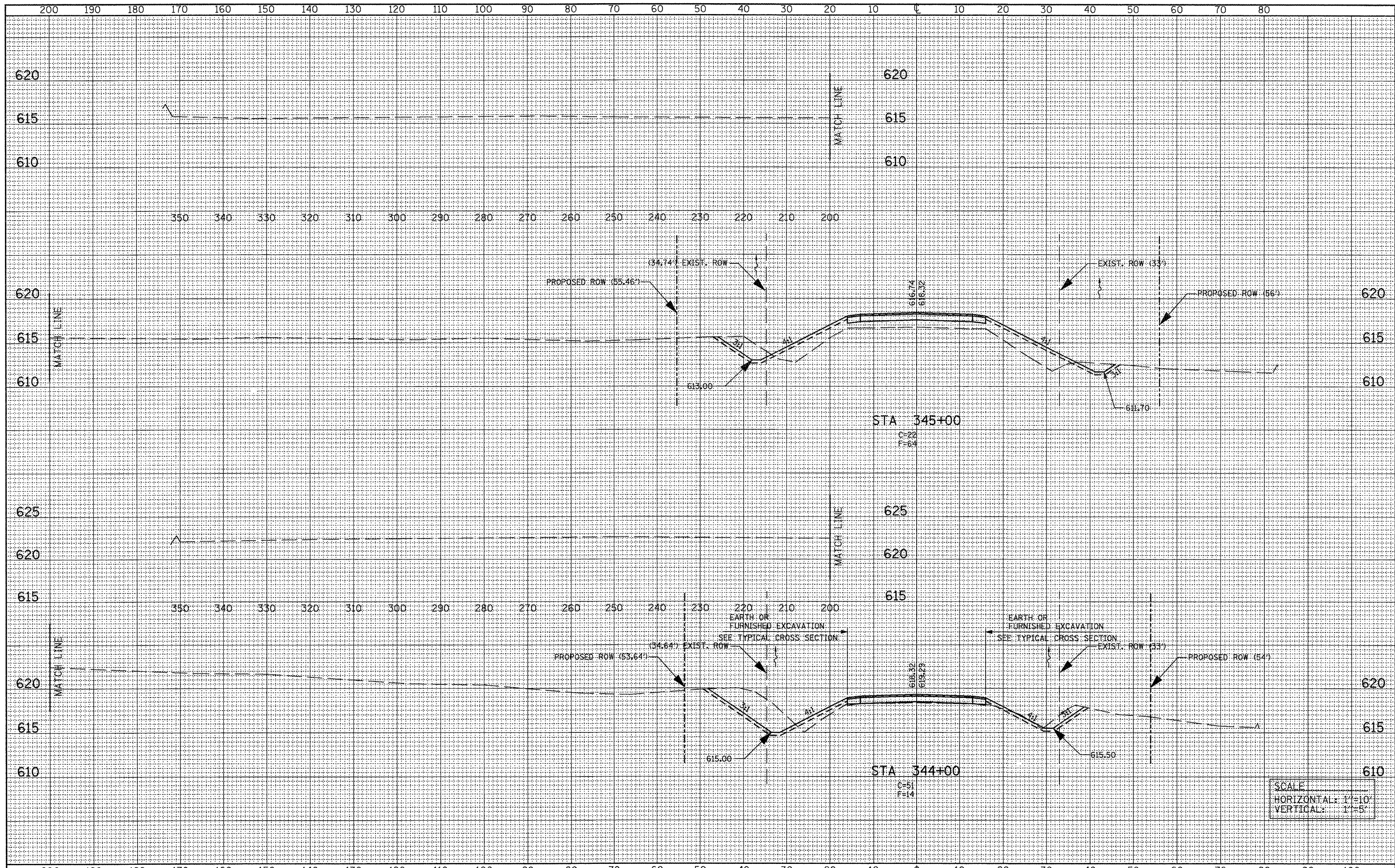
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
DIXON CREEK**  
SCALE: PROVIDED SHEET NO. 1 OF 6 SHEETS STA. 342+00.00 TO STA. 343+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	81
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				





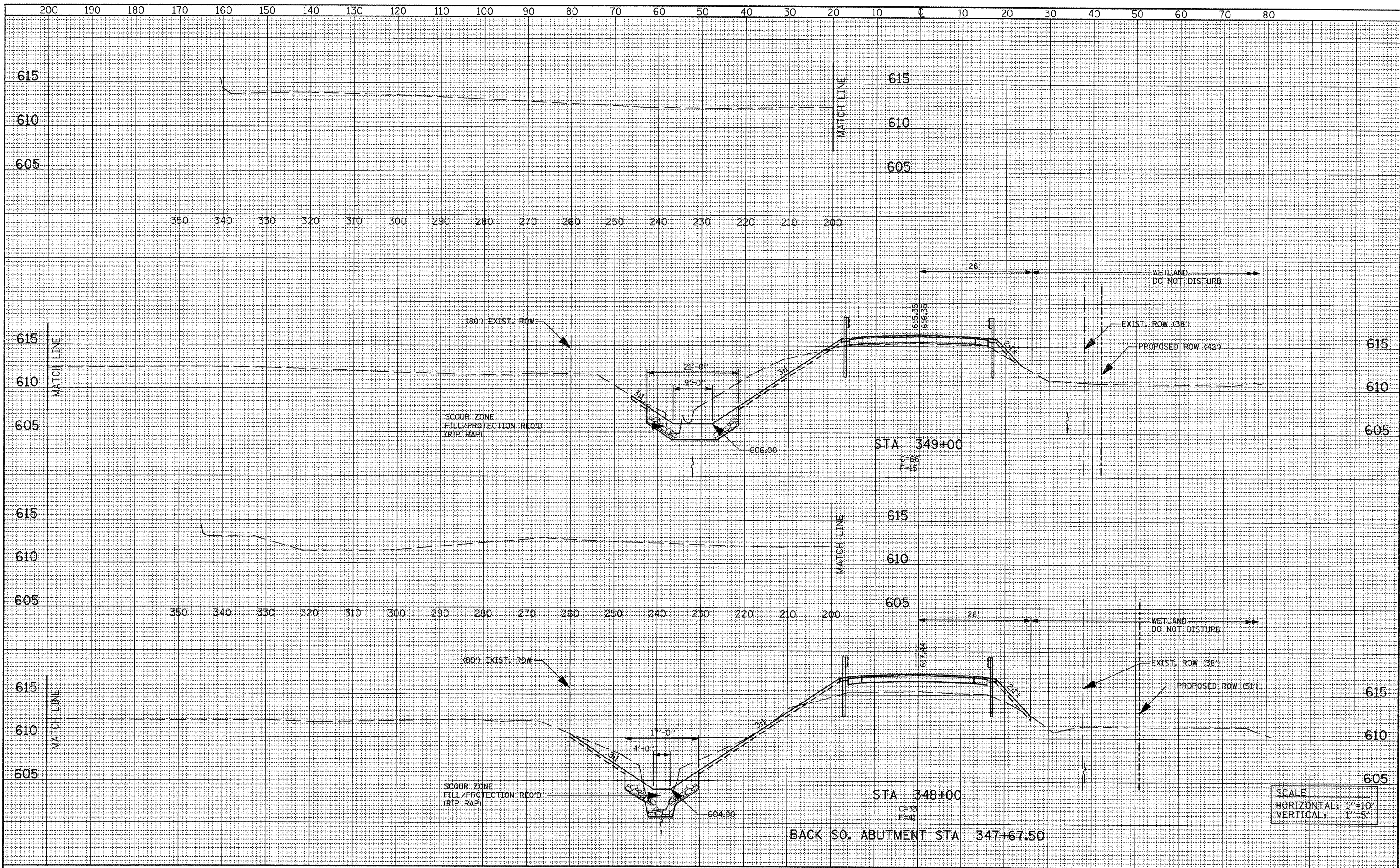
SCALE  
 HORIZONTAL: 1"=10'  
 VERTICAL: 1"=5'

FILE NAME = D468083-sht-plen.dgn	USER NAME = johnsortv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS DIXON CREEK</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		SCALE: PROVIDED	SHEET NO. 2 OF 6 SHEETS	STA. 344+00.00 TO STA. 345+00.00	534	109B (BR-2), 109B (BR-3)	HENDERSON	88	82
		CHECKED -	REVISED -		CONTRACT NO. 68083							
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							









SCALE  
 HORIZONTAL: 1"=10'  
 VERTICAL: 1"=5'

FILE NAME =  
 D:\68083-sht-plan.dgn

USER NAME = johnsonv  
 PLOT SCALE = 100.4566' / in.  
 PLOT DATE = 8/26/2011

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

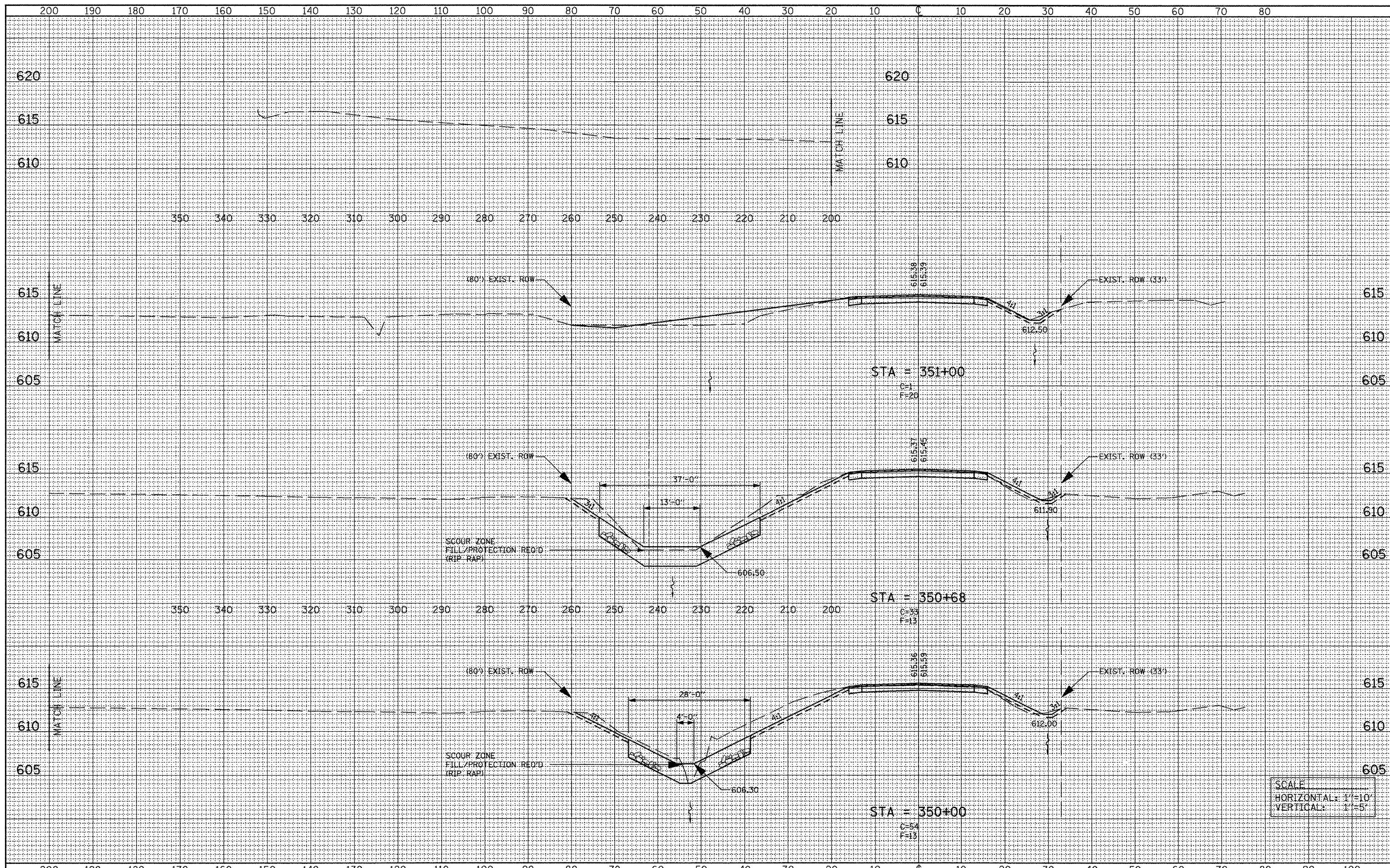
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 DIXON CREEK**

SCALE: PROVIDED SHEET NO. 4 OF 6 SHEETS STA. 348+00.00 TO STA. 349+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	84
CONTRACT NO. 68083			ILLINOIS FED. AID PROJECT	

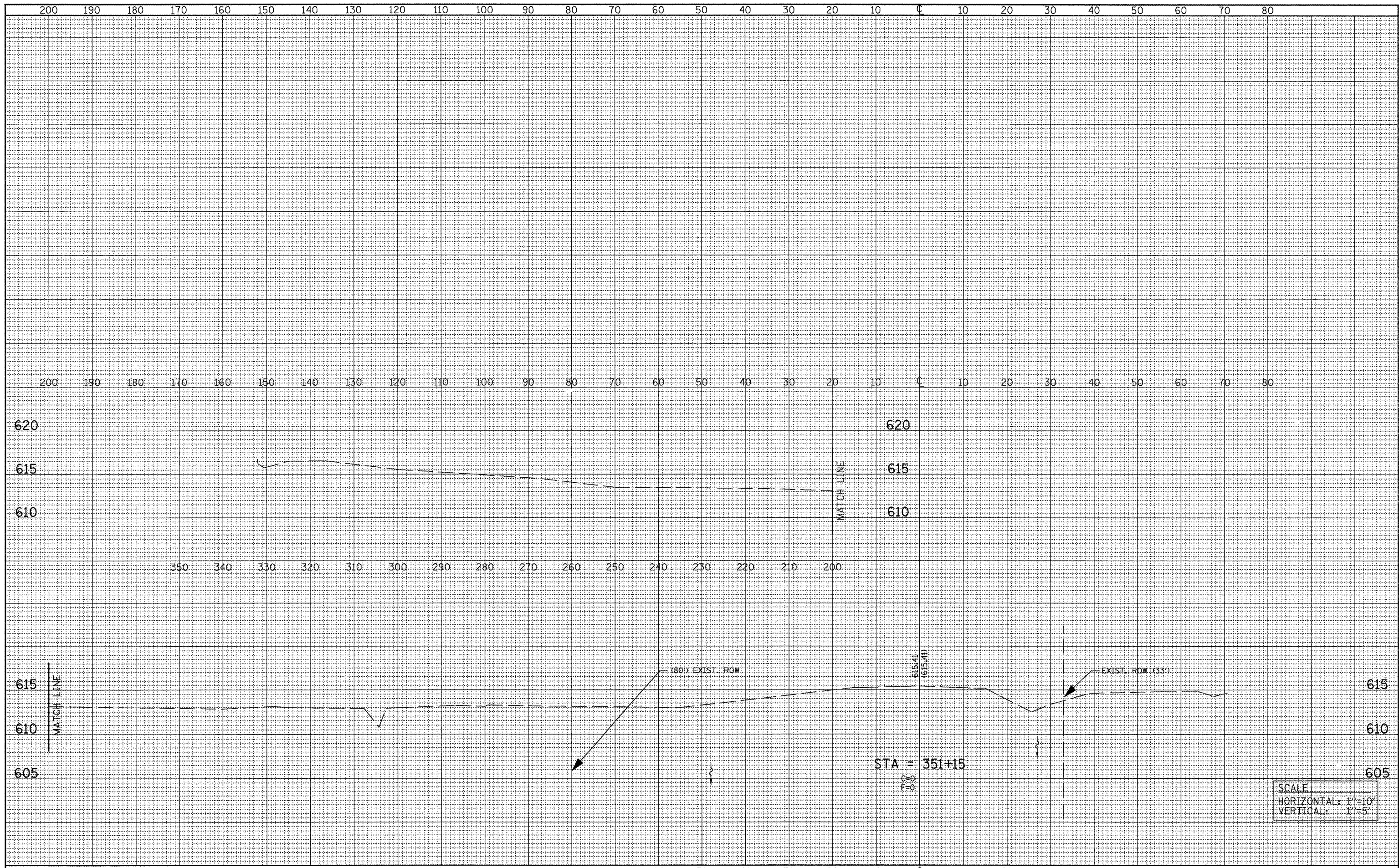




SCALE  
 HORIZONTAL: 1"=10'  
 VERTICAL: 1"=5'

FILE NAME = D468883-sht-plan.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS DIXON CREEK</b>			F.A.P. RTE. 534	SECTION 109B (BR-2), 109B (BR-3)	COUNTY HENDERSON	TOTAL SHEETS 88	SHEET NO. 85
PLOT SCALE = 100,4566' / 1in.	CHECKED -	REVISED -	REVISED -		SCALE: PROVIDED	SHEET NO. 5 OF 6 SHEETS	STA. 350+00.00 TO STA. 351+00.00	CONTRACT NO. 68083				
PLOT DATE = 8/26/2011	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							





FILE NAME =  
D468883-sht-plan.dgn

USER NAME = jahneortv  
 PLOT SCALE = 100.4566' / 1"   
 PLOT DATE = 8/26/2011

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

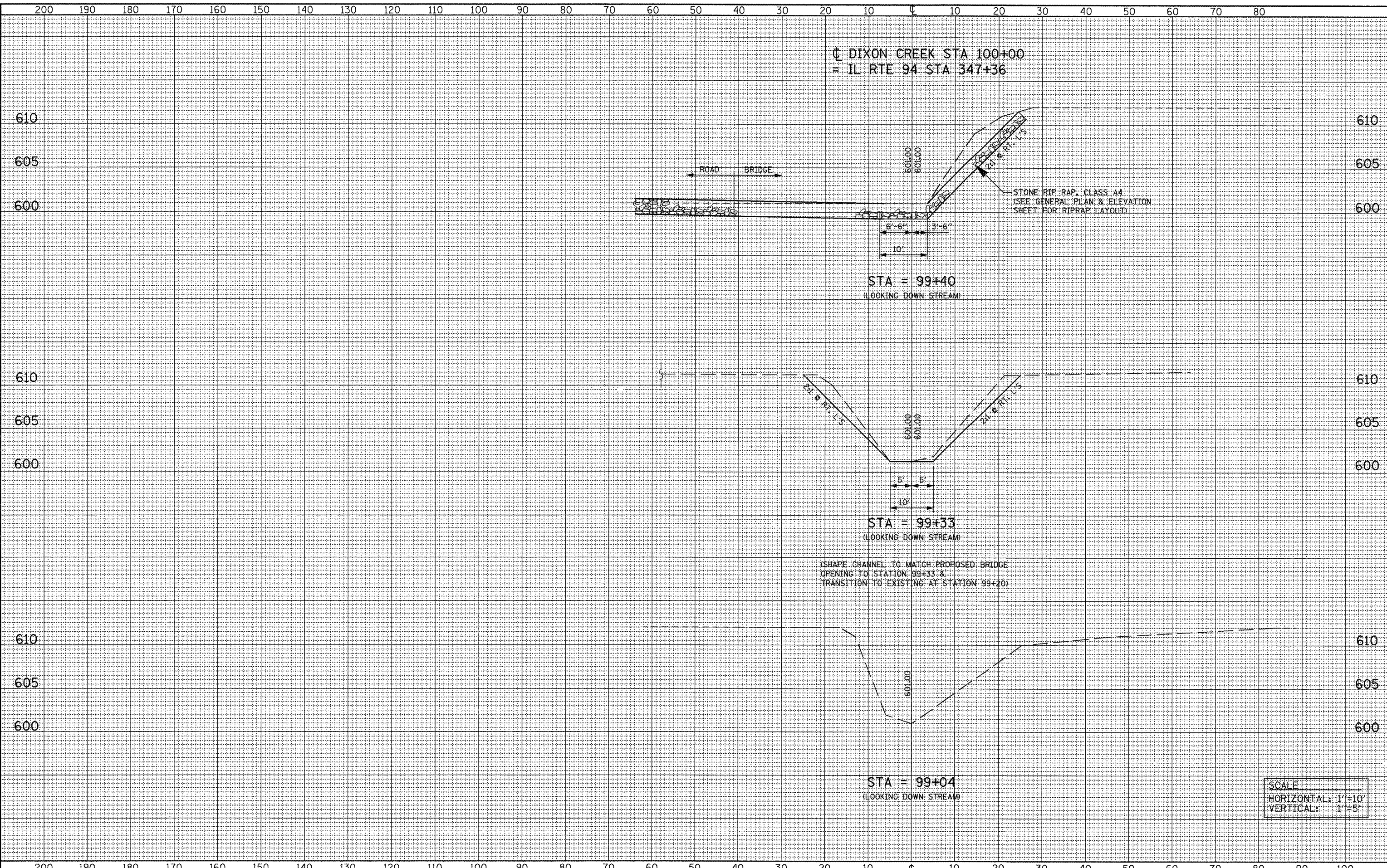
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
DIXON CREEK**

SCALE: PROVIDED    SHEET NO. 6 OF 6 SHEETS    STA. 351+5.00 TO STA. 351+15.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	86
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				





STONE RIP-RAP, CLASS A4  
(SEE GENERAL PLAN & ELEVATION SHEET FOR RIPRAP LAYOUT)

SHAPE CHANNEL TO MATCH PROPOSED BRIDGE  
OPENING TO STATION 99+33.8  
TRANSITION TO EXISTING AT STATION 99+20

SCALE  
HORIZONTAL: 1"=10'  
VERTICAL: 1"=5'

FILE NAME =  
D468883-shr-plandgn

USER NAME = johnsonv  
DESIGNED -  
DRAWN -  
CHECKED -  
DATE -

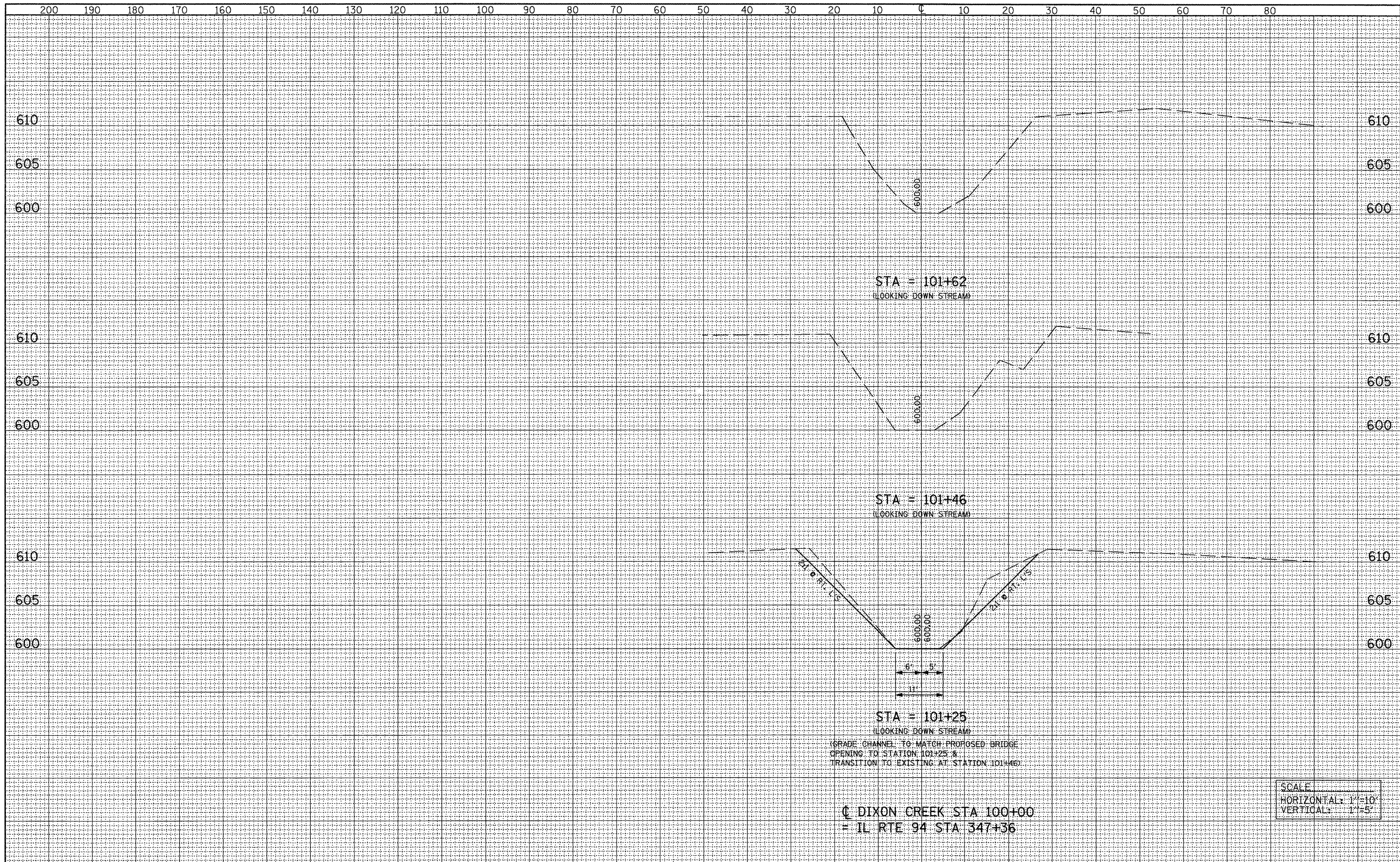
REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
DIXON CREEK STREAM  
SCALE: PROVIDED SHEET NO. 1 OF 2 SHEETS STA. 342+00.00 TO STA. 343+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	87
CONTRACT NO. 68083				
ILLINOIS FED. AID PROJECT				





FILE NAME =  
D468083-shr-plan.dgn

USER NAME = johnsonv  
DESIGNED -  
DRAWN -  
PLOT SCALE = 100.0000 / / in.  
CHECKED -  
PLOT DATE = 8/26/2011  
DATE -

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
DIXON CREEK STREAM**  
SCALE: PROVIDED SHEET NO. 2 OF 2 SHEETS STA. 342+00.00 TO STA. 343+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	109B (BR-2), 109B (BR-3)	HENDERSON	88	88
<b>CONTRACT NO. 68083</b>				
ILLINOIS FED. AID PROJECT				