

DESIGN BY: C. EVERS/M. HUDELSON (309) 671-3477 PROJECT ENGINEER: CHRIS MAUSHARD (309) 671-3453

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS

FAU 6578 (AIRPORT ROAD)
SECTION (1-R)RS, (1-VC)BR
PEORIA COUNTY
C-94-112-00
PROJECT NO. ACM-6578(002)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6578	(1-R)RS, (1-VC)BR	PEORIA	142	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 68092		

D-94-078-00 *142+10=152

FOR INDEX OF SHEETS, SEE PAGE 2

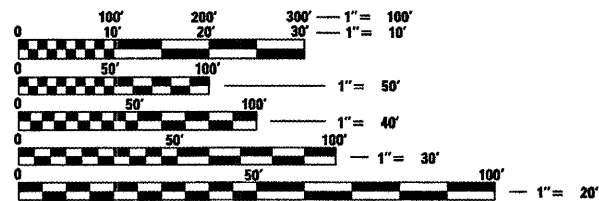
STANDARDS

280001-04	606101-04	701101-02	857001-01
353001-04	606301-04	701106-02	862001-01
	609001-04	701601-06	873001-02
420701-02	609006-04	701426-03	877011-04
442101-07	610001-04	701701-06	877012-01
442201-03	630001-08	701901-01	878001-07
515001-03	631011-05	704001-05	880001-01
542401-01	631031-07	805001-01	880006-01
606001-04	635006-03	814001-02	886001-01
606006-02	635011-02	814006-02	886006-01
601101-01			

Design Designation-
19,270(22) Minor Arterial 1.6(PCC-20)

Class I Road
ADT 11900 (2002)
MU 2%
SU 3%
Minor Arterial (Urban)

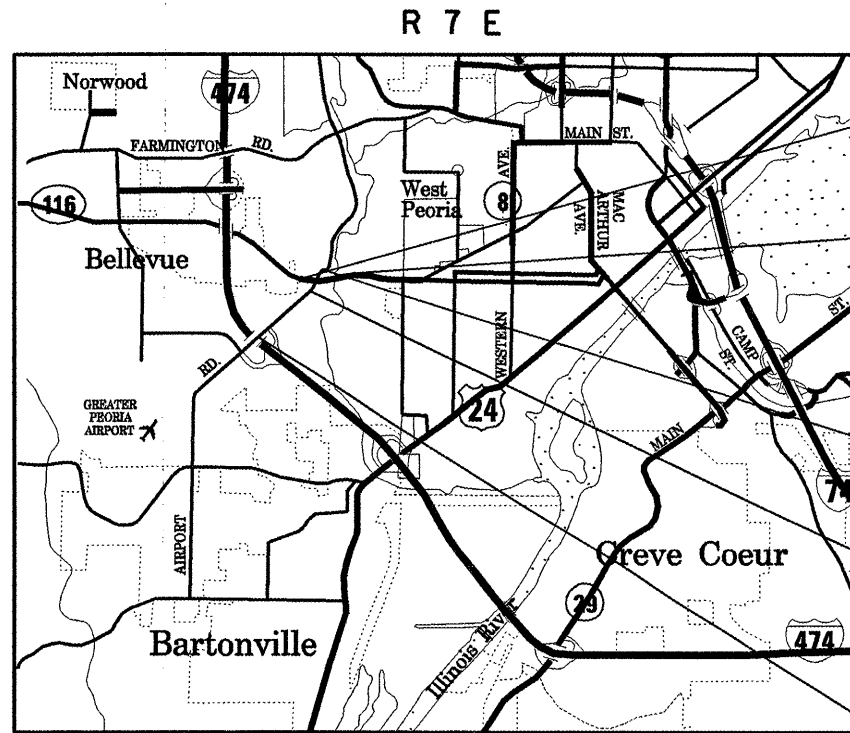
PERMITS 401 & 404 REQUIRED
QC /QA CONCRETE
NPDES PERMIT REQUIRED



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

CATALOG NO. 032288-00D
CONTRACT NO. 68092



SCALE : 1" = 10000'

**THIS PROJECT CONSISTS OF BRIDGE REMOVAL AND REPLACEMENT;
ROADWAY WIDENING; AND POLICY OVERLAY OF EXISTING ROADWAY
AT AIRPORT ROAD OVER KICKAPOO CREEK TRIBUTARY & UNION PACIFIC RAILWAY.**

GROSS LENGTH OF PROJECT 4139.08 ft 0.78 miles
NET LENGTH OF PROJECT 4139.08 ft 0.78 mile

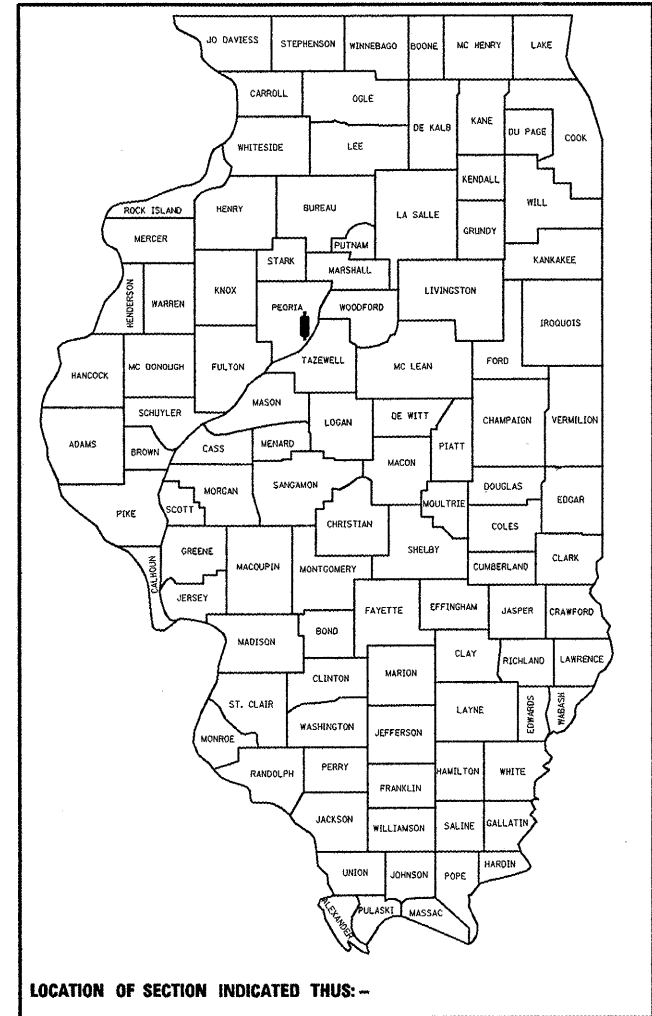
IL 116 LIMITS:
IMPROVEMENT BEGINS
STA. 231 + 70

IMPROVEMENT ENDS
STA. 242 + 02

AIRPORT ROAD LIMITS:
IMPROVEMENT ENDS
STA. 58 + 79

STATION EQUATION
230 + 53.20 (BK) =
43 + 14.12 (AH)

IMPROVEMENT BEGINS
STA. 196 + 00



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *Oct 17, 2008*

John E. Lawrence
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 5, 2008
Eric C. Harn
ENGINEER OF DESIGN AND ENVIRONMENT

December 5, 2008
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

- 1 Cover Sheet
- 2-3 Index of Sheets & General Notes
- 4 Status of Utilities
- 5-11 Summary of Quantities
- 12-16 Typical Sections
- 17-23 Schedule of Quantities
- 24-25 Alignment, Ties & Temporary Benchmarks
- 26-28 Existing & Removal Items
- 29-33 Proposed Plan and Profile
- 34-37 Suggested Stages of Construction
- 38-40 Traffic Control & Protection (Special)
- 41-43 Temporary Erosion Control, Landscaping, & Pavement Markings
- 44 Right-of-Way Plans
- 45-55 Traffic Signal Details
- 55A-60D Lighting Details
- 61-93A Bridge Plans
- 94 Horizontal and Vertical Control
- 95-96 Profile Correction Detail
- 97 Pipe Drain Detail
- 98 Corner Island Details
- 99 IL 116 Left Turn Lane & Median Detail
- 100 Kickapoo Creek Road Spur Detail
- 101 Kickapoo Creek Road Spur Butt Joints
- 102 Paved Ditch Detail
- 103 Combination Concrete Curb & Gutter Transition
- 104-105 Guardrail Aggregate Erosion Control Curb
- 106 Remove Existing Handhole
- 107-109 Cross Sections - Airport Road, Dip Location
- 110-117 Cross Sections - Airport Road, Transition Location
- 118-121 Cross Sections - Airport Road, Intersection
- 122-124 Cross Sections - IL 116
- 125-126 Cross Sections - Kickapoo Creek Spur
- 127-142D District Standards

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 PI0100
- * Color photographs depicting the use area
- * Borrow Area Entry Agreement form-D4 PI0101

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

PAVEMENT STATIONING NUMBERS & 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 (20mm) 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, & 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 considered included in the cost of the associated pavement and/or overlay pay items.

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.

MEDIAN AND ISLAND NOSES

When constructing median and island noses the following criteria should be used:

- Barrier curb shall be used to construct noses when the median or island surrounds a mast arm or other non-breakaway foundation.
- Ramped noses shall be used on medians or islands with breakaway posts.

ENGINEERS FIELD OFFICE

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

SOIL REPORT AVAILABILITY

All soils data collected and processed for the Soils Report made in conjunction with the design of this improvement is on file at the District Office where it is available for the inspection of Contractors or prospective bidders. By submitting a bid, the Contractor acknowledges that the Soils Report has been made available and is aware of the report contents and appendices.

EARTH EXCAVATION - INCIDENTAL TO CURB, GUTTER, & DRIVEWAY

Earth excavation and backfill for proposed curb and gutter and driveway pavements shall be included in the unit cost of the various items.

FILE NAME = c:\projects\harahwy\misc.dgn	USER NAME = everscl	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Index of Sheets & General Notes	F.A.U. RTE. 6758	SECTION (1-R), (1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 2	
PLOT SCALE = 100,0000' / IN.	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 68092
PLOT DATE = 10/20/2008	DATE -	REVISED -									

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

Mixture Use(s):	Surface Course (var depth 1 1/4", 1 1/2", 2")	Leveling Binder (3/4")	Binder Course (profile correction)	Bituminous Shoulder (Surface)	Bituminous Shoulder (lower lifts)	Class D Patching
RAP % (Max)**:	10%	0%	25%	30%	30%	25%
AC/PC:	SBS or SBR 70-22	SBS or SBR 70-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
Design Air Voids:	4.0% @ N=50	2.5% @ 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 only	IL 4.75	IL 19.0	IL 9.5L	IL 19.0L	IL 19.0
Friction Aggregate	Mixture D	NA	NA	Mix C	NA	NA

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

AVAILABILITY OF ELECTRONIC FILES

Micro Station and GEOPAK files of this project will be made available to the Contractor. If there is a conflict between the electronic files and the printed contract plans and documents, the printed contract plans and documents shall take precedence over the electronic files. The Contractor shall accept all risk associated with using the electronic files and shall hold the Department harmless for any errors or omissions in the electronic files and the data contained therein. Errors or delays resulting from the use of the electronic files by the Contractor shall not result in an extension of time for any interim or final completion date or shall not be considered cause for additional compensation. The Contractor shall not use, share, or distribute these electronic files except for the purpose of constructing this contract. Any claims by third parties due to use or errors shall be the responsibility of the Contractor. The Contractor shall include this disclaimer with the transfer of these electronic files to any other parties and shall include appropriate language binding them to similar responsibilities.

UTILITIES - LOCATIONS /INFORMATION ON PLANS

The locations of existing water mains, gas mains, sewers, electric power lines, telephone lines and other utilities as shown on the plans are based on careful field investigation and the best information available, but they are not guaranteed. Unless elevations are shown — all utility locations shown on the cross sections are based on the approximate depth supplied by the utility company. It shall be the Contractor's responsibility to ascertain their exact location from the utility companies and by field inspection.

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

All elevations shown on the plans are established from U. S. G. S. mean sea level datum.

COMMITMENTS

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

A 404401 permit is required.

NPDES permit is required.

Letter of Understanding with Peoria County.

JOB SPECIFIC NOTES

PAVED SHOULDER REMOVAL

The removal of the existing bituminous curb, concrete curb blocks, or SPBGR used as erosion control curb in the areas of shoulder removal shall be considered as included in the agreed unit price bid for PAVED SHOULDER REMOVAL.

COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24

Any voids left between the proposed concrete curb and gutter and the bituminous shoulders left in place shall be filled with CLASS SI CONCRETE or as directed by the Engineer. This work shall be considered included in the agreed unit price bid for COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24.

PAVEMENT STATIONING

The Contractor will not be required to imprint station numbers in the finished surface of IL 116.

BRASS DISC

The brass discs located at IL 116 239+66.49 & 241+95.85 shall be protected during cold milling and paving operations.

LEVEE PRESERVATION

The existing earth levee protecting Meister Plumbing at Rt. Sta. 46+00 +/- shall be protected during construction activities. At no time shall water be allowed to pass through the levee during construction.

It shall be restored to existing conditions and revegetated prior to completion of the contract or as directed by the Engineer.

FILE NAME = c:\projects\harmhwj\misco.dgn	USER NAME = hudelsonne	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Index of Sheets & General Notes	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			6758	(1-R),1-VCIBR	PEORIA	142	3
	PLOT DATE = 10/20/2008	CHECKED -	REVISED -			CONTRACT NO. 68092				
	DATE -	REVISED -	SCALE:			SHEET NO.	OF	SHEETS	STA.	TO STA.

STATUS OF UTILITIES

Comcast

Route	Offset	Location	Type of Utility	Type of Conflict	Disposition
Airport Road	50' Lt.	229 + 10	Power Pole	Pipe Drain	Relocate
Airport Road	60' Lt. to 70' Rt.	46 + 40 to 47 + 00	Underground Cable	Removal & Grading	Caution

AT & T

Route	Offset	Location	Type of Utility	Type of Conflict	Disposition
Airport Road	50' Lt.	47 + 00 to 47 + 40	Buried Telephone	Embankment	Caution
Airport Road	100' Lt. to 150' Lt.	47 + 60 to 47 + 70	Buried Telephone	Embankment	Caution

Ameren (Electric)

Route	Offset	Location	Type of Utility	Type of Conflict	Disposition
Airport Road	50' Lt.	229 + 10	Power Pole	Pipe Drain	Relocate
Airport Road	60' Lt. to 70' Rt.	46 + 40 to 47 + 00	Underground Electric	Removal & Grading	Caution

Illinois-American Water

Route	Offset	Location	Type of Utility	Type of Conflict	Disposition
Airport Road	50' Lt. to 10' Rt.	47 + 60 to 59 + 20	Water Main	Embankment	Caution

FILE NAME =	USER NAME = averscl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Status of Utilities	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\averscl\Desktop\p\Harmon Highway\miso.dgn	DRAWN -	REVISED -	6758			(1-R),(1-VC)BR	PEORIA	192	4	
PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED -	CONTRACT NO. 68092							
PLOT DATE = 12/3/2008	DATE -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE												
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 1000-2A 80% FEDERAL 20% STATE	STRUCTURE X371-5B 80% FEDERAL 20% STATE	ROADWAY 1000-2A 100% COUNTY	SIGNALS Y031-IF 80% FEDERAL 20% STATE	LIGHTING Y030-IE 80% FEDERAL 20% STATE							
20100500	TREE REMOVAL, ACRES	ACRE	1.2	1.2											
20200100	EARTH EXCAVATION	CU YD	209	209											
20200500	EARTH EXCAVATION (WIDENING)	CU YD	241	241											
20400800	FURNISHED EXCAVATION	CU YD	13249	13249											
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	194		194										
21101600	TOPSOIL FURNISH & PLACE, VARIABLE DEPTH	SO YD	713.5	713.5											
21101615	TOP SOIL FURNISH AND PLACE, 4"	SO YD	7242.3	7242.3											
* 25000300	SEEDING, CLASS 3	ACRE	1.64	1.64											
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	147.6	147.6											
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	147.6	147.6											
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	147.6	147.6											
* 25100115	MULCH, METHOD 2	ACRE	1.64	1.64											
* 25100630	EROSION CONTROL BLANKET	SO YD	892.5	892.5											
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	328	328											
28000300	TEMPORARY DITCH CHECKS	EACH	22	22											
28000400	PERIMETER EROSION BARRIER	FOOT	1728	1728											
28100107	STONE RIPRAP, CLASS A4	SO YD	1575		1575										
28100725	STONE DUMPED RIPRAP, CLASS B3	SO YD	352.9	352.9											
28200200	FILTER FABRIC	SO YD	1,927.9	352.9	1575										
35101400	AGGREGATE BASE COURSE, TYPE B	TON	63.8	63.8											
35300500	PORTLAND CEMENT CONCRETE BASE COURSE 10"	SO YD	3,027.1	3,027.1											
40600215	POLYMERIZED BITUMINOUS MATERIAL (PRIME COAT)	TON	15.4	14.9		0.5									
40600300	AGGREGATE (PRIME COAT)	TON	125.6	125.6											
40600895	CONSTRUCTING TEST STRIP	EACH	1	1											
40600982	HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	753.5	753.5											
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SO YD	519.9	519.9											
40600990	TEMPORARY RAMP	SO YD	527.5	527.5											
40603080	HOT - MIX ASPHALT BINDER COURSE, IL - 19 .0, N50	TON	474	474											
40603535	POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	3949.5	3745.2		204.3									
42001165	BRIDGE APPROACH PAVEMENT	SO YD	433.4		433.4										
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SO YD	297.3		297.3										

• SPECIALTY ITEMS

FILE NAME: c:\projects\hwhwy\masc.dgn

USER NAME = eversci	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
PLOT DATE = 10/20/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6578	(1-RRS, (1-VCIBR	PEORIA	142	5
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 68092

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE												
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 1000-2A 80% FEDERAL 20% STATE	STRUCTURE X371-58 80% FEDERAL 20% STATE	ROADWAY 1000-2A 100% COUNTY	SIGNALS Y031-IF 80% FEDERAL 20% STATE	LIGHTING Y030-IE 80% FEDERAL 20% STATE							
44000100	PAVEMENT REMOVAL	SO YD	2326.5	2326.5											
44000157	HOT - MIX ASPHALT SURFACE REMOVAL, 2 "	SO YD	14057.6	14057.6											
44000198	HOT - MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	233.3	233.3											
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1896	1896											
44000700	APPROACH SLAB REMOVAL	SO YD	186.6	186.6											
44000920	BITUMINOUS CONCRETE SHOULDER REMOVAL	SO YD	2,267.2	2,267.2											
44002500	GUTTER OUTLET REMOVAL	EACH	4	4											
44002805	ISLAND REMOVAL	SO FT	1810	1810											
44003000	MEDIAN REMOVAL	FOOT	455	455											
44004000	PAVED DITCH REMOVAL	FOOT	36	36											
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SO YD	1214.8	1214.8											
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SO YD	44	44											
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SO YD	87	87											
44213200	SAW CUTS	FOOT	5767	5767											
48101200	AGGREGATE SHOULDERS, TYPE B	TON	441.4	441.4											
48203029	HOT - MIX ASPHALT SHOULDERS, 8"	SO YD	169.8	169.8											
48203037	HOT - MIX ASPHALT SHOULDERS, 10"	SO YD	901.9	901.9											
48203100	HOT - MIX ASPHALT SHOULDERS	TON	1,739.2	1,708		31.2									
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1											
50157300	PROTECTIVE SHIELD	SO YD	106	106											
50200100	STRUCTURE EXCAVATION	CU YD	530	530											
50300225	CONCRETE STRUCTURES	CU YD	444.7	444.7											
50300255	CONCRETE SUPER STRUCTURES	CU YD	704.9	704.9											
50300260	BRIDGE DECK GROOVING	SO YD	2273	2273											
50300280	CONCRETE ENCASEMENT	CU YD	12	12											
50300300	PROTECTIVE COAT	SO YD	2658	2658											
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1											
50500505	STUD SHEAR CONNECTORS	EACH	8100	8100											
50800105	REINFORCEMENT BARS	POUND	32900	32900											
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	230270	230270											
50800515	BAR SPLICERS	EACH	1427	1427											
51201400	FURNISHING STEEL PILES HP10X42	FOOT	1356	1356											
51202305	DRIVING PILES	FOOT	1356	1356											

• SPECIALTY ITEMS

FILE NAME c:\projects\hormhw\misc.dgn	USER NAME everesc1	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

F.A.U. RTE. 6758	SECTION (1-R), (1-VCIBR)	COUNTY PEORIA	TOTAL SHEETS 192	SHEET NO. 6
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 68092

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE											
CODE NO	ITEM	UNIT		ROADWAY 1000-2A 80% FEDERAL 20% STATE	STRUCTURE X371-5B 80% FEDERAL 20% STATE	ROADWAY 1000-2A 100% COUNTY	SIGNALS Y031-1F 80% FEDERAL 20% STATE	LIGHTING Y030-1E 80% FEDERAL 20% STATE							
51203400	TEST PILE STEEL HP10X42	EACH	1		1										
51205100	TEMPORARY SHEET PILING	L SUM	1		1										
51500100	NAME PLATES	EACH	1		1										
51602000	PERMANENT CASING	FOOT	185		185										
51603000	DRILLED SHAFT IN SOIL	CU YD	65.7		65.7										
51604000	DRILLED SHAFT IN ROCK	CU YD	66		66										
52100520	ANCHOR BOLTS, 1"	EACH	36		36										
52100530	ANCHOR BOLTS, 1 1/4"	EACH	36		36										
54215553	METAL END SECTIONS 18"	EACH	1	1											
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	153		153										
60100965	PIPE DRAINS 18"	FOOT	82	82											
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	236		236										
60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	1	1											
60241800	INLETS, TYPE G-1	EACH	1	1											
60262405	INLETS TO BE ADJUSTED WITH NEW MEDIAN INLET (604101)	EACH	1	1											
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	2	2											
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	6	6											
60500060	REMOVING INLETS	EACH	2	2											
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	24.4	24.4											
60602600	CONCRETE GUTTER, TYPE A (MODIFIED)	FOOT	93	93											
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	3929.4	3929.4											
60607400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24	FOOT	803	803											
60614600	PAVED DITCH (SPECIAL)	FOOT	36	36											
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SO FT	47	47											
60622320	CONCRETE MEDIAN, TYPE SM-4.24	SO FT	563.8	563.8											
60623200	CONCRETE MEDIAN, TYPE SM-6.24	SO FT	432.5	432.5											
60623711	CONCRETE MEDIAN	SO FT	51	51											
60900515	CONCRETE THRUST BLOCKS	EACH	1	1											
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	1	1											
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	2987.5	2987.5											
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	3											

• SPECIALTY ITEMS

FILE NAME c:\projects\harmhwj\mscd.dgn	USER NAME = everac1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE. 6758	SECTION (1-R), (1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 7
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 10/28/2008	CHECKED -	REVISED -			CONTRACT NO. 68092				
		DATE -	REVISED -							

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE											
				ROADWAY 1000-2A 80% FEDERAL 20% STATE	STRUCTURE X311-5 B 80% FEDERAL 20% STATE	ROADWAY 1000-2A 100% COUNTY	SIGNALS Y031-IF 80% FEDERAL 20% STATE	LIGHTING Y030-IE 80% FEDERAL 20% STATE							
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	5	1	4										
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, (SPECIAL) TANGENT	EACH	5	5											
63200305	STEEL PLATE BEAM GUARD RAIL REMOVAL	FOOT	3347.5	3347.5											
66201120	CONCRETE SHOULDER CURB	FOOT	15	15											
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	7	6	1										
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10											
67100100	MOBILIZATION	L SUM	1	1											
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	0.5	0.5										
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1											
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1											
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10											
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	9324	9324											
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	452.4	452.4											
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	26581	26581											
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2468.5	2468.5											
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	4709.5	4709.5											
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1382	1382											
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	256	256											
70300500	PAVEMENT MARKING TAPE, TYPE III	FOOT	12,369	7,193	5176										
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	7,231	5,375.2	1855.8										
70400100	TEMPORARY CONCRETE BARRIER	FOOT	800	800											
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	452.4	452.4											
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	26581	26581											
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	4709.5	4709.5											
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1382	1382											
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	256	256											
78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	2468.5	2468.5											

• SPECIALTY ITEMS

FILE NAME c:\projects\harmhw\misc.dgn	USER NAME = everscl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE. 6758	SECTION (1-R),(1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 172	SHEET NO. 8
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			CONTRACT NO. 68092		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
	PLOT DATE = 10/20/2008	CHECKED -	REVISED -							
		DATE -	REVISED -							

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE											
CODE NO	ITEM	UNIT		ROADWAY 1000-2A 80% FEDERAL 20% STATE	STRUCTURE X371-15B 80% FEDERAL 20% STATE	ROADWAY 1000-2A 100% COUNTY	SIGNALS Y031-IF 80% FEDERAL 20% STATE	LIGHTING Y030-IE 80% FEDERAL 20% STATE							
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	316	316											
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	32	32											
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	5	5											
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	63	63											
• 80500200	SERVICE INSTALLATION, TYPE B	EACH	1				1								
• 81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	1288				731	557							
• 81012800	CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	78				78								
• 81012900	CONDUIT IN TRENCH, 3 1/2" DIA., PVC	FOOT	174				174								
• 81021330	CONDUIT PUSHED, 2" DIA., PVC	FOOT	30				30								
• 81021350	CONDUIT PUSHED, 3" DIA., PVC	FOOT	180				180								
• 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	627					627							
• 81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	4					4							
• 81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	6				6								
• 81400705	HANDHOLE, PORTLAND CEMENT CONCRETE (SPEC IAL)	EACH	1					1							
• 81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRET E	EACH	1				1								
• 81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYP E USE) 1/C NO. 6	FOOT	4071				500	3571							
• 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1540				983	557							
• 82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUN T, 250 WATT	EACH	2					2							
• 82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUN T, 400 WATT	EACH	4					4							
• 83007100	LIGHT POLE, ALUMINUM, 35 FT. M.H., 4 FT. MAST ARM	EACH	2					2							
• 83600100	LIGHT POLE FOUNDATION	EACH	1					1							
• 84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVA GE	EACH	6					6							
• 84200700	LIGHTING FOUNDATION REMOVAL	EACH	4					4							
• 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	1					1							
• 85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1				1								
• 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	221				221								
• 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2056.5				2056.5								

• SPECIALTY ITEMS

FILE NAME c:\projects\harmhw\m1sc.dgn	USER NAME = everael	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/20/2000	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(I-RI,I-VCIBR	PEORIA	142	9
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68092	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE											
CODE NO	ITEM	UNIT		ROADWAY 1000-2A 80% FEDERAL 20% STATE	STRUCTURE X371-5B 80% FEDERAL 20% STATE	ROADWAY 1000-2A 100% COUNTY	SIGNALS Y031-IF 80% FEDERAL 20% STATE	LIGHTING Y030-IE 80% FEDERAL 20% STATE							
• 87301515	ELECTRIC CABLE IN CONDUIT, LEAD-IN, No.18 3 PAIR	FOOT	1707.5				1707.5								
• 87702940	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42 FT.	EACH	2				2								
• 87703000	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 55FT.	EACH	2				2								
• 87800200	CONCRETE FOUNDATION, TYPE D	FOOT	3.5				3.5								
• 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	56				56								
• 87900200	DRILL EXISTING HANDHOLE	EACH	2				1	1							
• 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAS T-ARM MOUNTED	EACH	7				7								
• 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRA CKET MOUNTED	EACH	1				1								
• 88030080	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAS T ARM MOUNTED	EACH	4				4								
• 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRA CKET MOUNTED	EACH	6				6								
• 88200310	TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLAS TIC	EACH	11				11								
• 88500100	INDUCTIVE LOOP DETECTOR	EACH	12				12								
• 88600100	DETECTOR LOOP, TYPE I	FOOT	1546				1546								
• 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1				1								
• 89502380	REMOVE EXISTING HANDHOLE	EACH	10				10								
• 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	5				5								
Z0017202	DOWEL BARS 1 1/2"	EACH	2660	2660											
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIR ECTIVE), TEST LEVEL 3	EACH	1	1											
* Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY RED IRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1											
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1											
XX004093	CONCRETE SLOPEWALL REMOVAL	SO FT	7920		7920										
• XX005703	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT . SPECIAL	L SUM	1				1								
X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	591.4	591.4											
X0321583	PIPE ELBOW 18"	EACH	2	2											
X0323080	DRAINAGE SCUPPERS, DS-12	EACH	6		6										

• SPECIALTY ITEMS

FILE NAME c:\projects\hwh\misc.dgn	USER NAME = everasl	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/28/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R), (1-VC)BR	PEORIA	142	10
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68092	

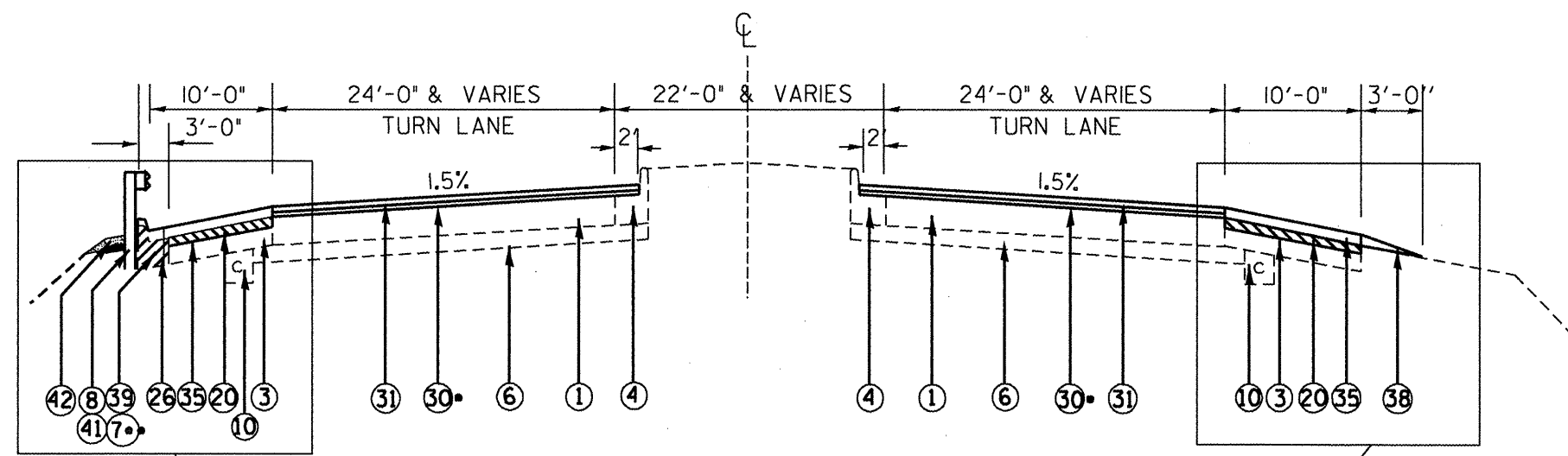
SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE																		
				ROADWAY 1000-2A 80% FEDERAL 20% STATE	STRUCTURE X371-SB 80% FEDERAL 20% STATE	ROADWAY 1000-2A 100% COUNTY	SIGNALS Y031-IF 80% FEDERAL 20% STATE	LIGHTING Y030-IE 80% FEDERAL 20% STATE														
X0324134	BATTERY BACKUP SYSTEM WITH CABINET	EACH	1				1															
X0926268	REINFORCED SOIL SLOPE SYSTEM	SQ FT	7,803		7,803																	
X0712400	TEMPORARY PAVEMENT	SO YD	838	838																		
X0919000	TEMPORARY PAVEMENT REMOVAL	SO YD	838	838																		
X4067107	POLYMERIZED LEVELING BINDER (MACHINE MET HOD), IL-4.75, N50	TON	1078.6	1078.6																		
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTI ON - LOCATION 1	EACH	1		1																	
X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1						1													
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, No. 6 1C	FOOT	1641				765.5		875.5													

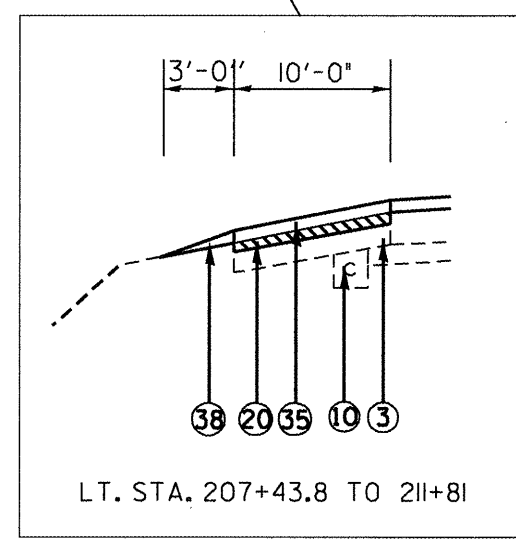
• SPECIALTY ITEMS

FILE NAME c:\projects\hermhwy\misc.dgn	USER NAME = everacl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I.L. RTE. 6758	SECTION (1-R), (1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 11
		DRAWN -	REVISED -							
		CHECKED -	REVISED -							
		DATE -	REVISED -							



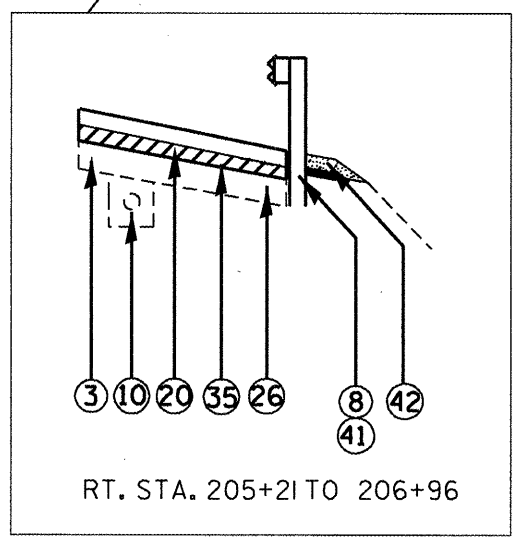
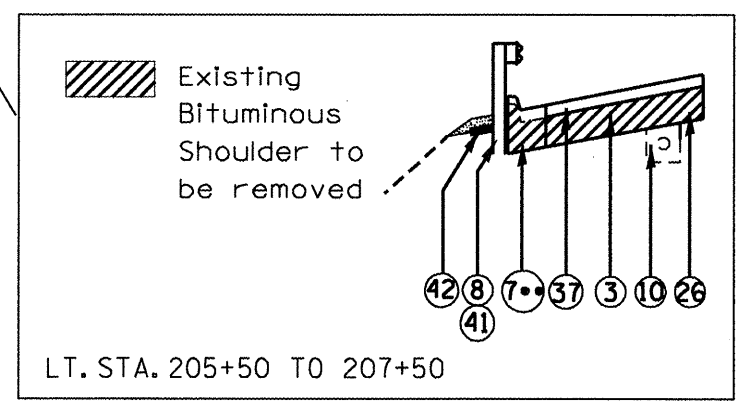
- LEGEND
- 1 EXISTING PCC PAVEMENT 10"
 - 2 EXISTING HOT-MIX ASPHALT OVERLAY
 - 3 EXISTING HOT-MIX ASPHALT SHOULDER 10"
 - 4 EXISTING CURB AND GUTTER
 - 5 EXISTING PCC ABSE COURSE 8"
 - 6 EXISTING STABILIZED SUB BASE 4" (BAM)
 - 7 EXISTING BITUMINOUS CURB
 - 8 EXISTING STEEL PLATE BEAM GUARDRAIL
 - 9 EXISTING PCC MEDIAN

 - 20 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
 - 21 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VAR.
 - 22 PROPOSED MEDIAN REMOVAL
 - 23 PROPOSED PAVEMENT REMOVAL
 - 24 PROPOSED CURB AND GUTTER REMOVAL
 - 25 PROPOSED CURB REMOVAL
 - 26 PROPOSED PAVED SHOULDER REMOVAL
 - 27 PROPOSED PAVED DITCH (SPECIAL)
 - 28 PROPOSED PCC BASE COURSE 10"
 - 29 PROPOSED HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50, VAR.
 - 30 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
 - 31 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 3/4"
 - 32 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
 - 33 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, VAR.
 - 34 PROPOSED HOT-MIX ASPHALT SHOULDERS 2"
 - 35 PROPOSED HOT-MIX ASPHALT SHOULDERS 4.5"
 - 36 PROPOSED HOT-MIX ASPHALT SHOULDERS VAR
 - 37 PROPOSED HOT-MIX ASPHALT SHOULDERS 10"
 - 38 PROPOSED AGGREGATE SHOULDERS, TYPE B
 - 39 PROPOSED COMBINATION CONCRETE CURB AND GUTTER B-6.24
 - 40 PROPOSED CONCRETE GUTTER, TYPE A (MODIFIED)
 - 41 PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
 - 42 PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL



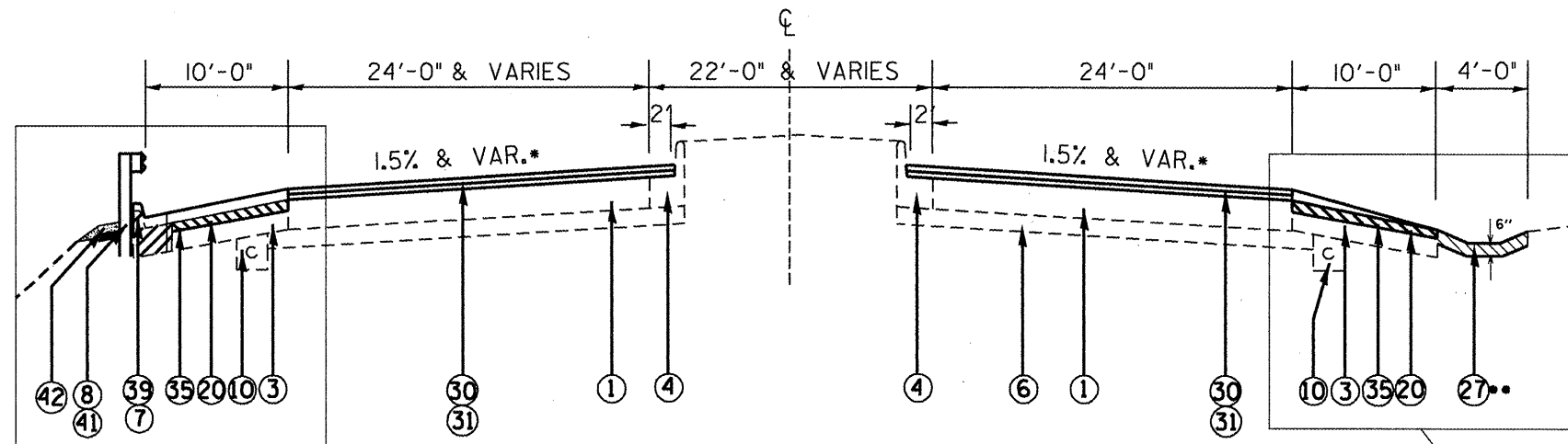
* HMA BINDER CSE (VAR)
Sta. 196+40 to 201+50
See pages 95-96 for details

** Bituminous curb removal shall be included in the contract unit price for PAVED SHOULDER REMOVAL and no extra compensation will be allowed.

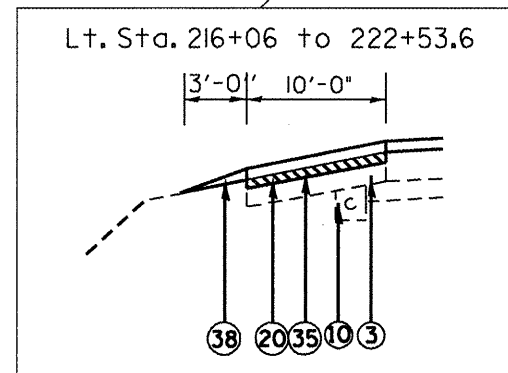
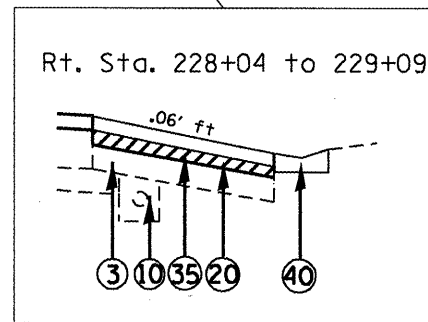


AIRPORT ROAD
STA. 196+00 TO 214+26

FILE NAME = c:\projects\harmhwy\mscdgn	USER NAME = everscl	DESIGNED -	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Typical Sections	F.A.U. RTE. 6758	SECTION (1-R),(1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 12		
PLOT SCALE = 1/8" = 100'-0"	PLOT DATE = 10/20/2008	DRAWN -	REVISIONS -			SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	CONTRACT NO. 68092		
CHECKED -	DATE -	REVISIONS -	REVISIONS -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
REVISIONS -	REVISIONS -	REVISIONS -	REVISIONS -									



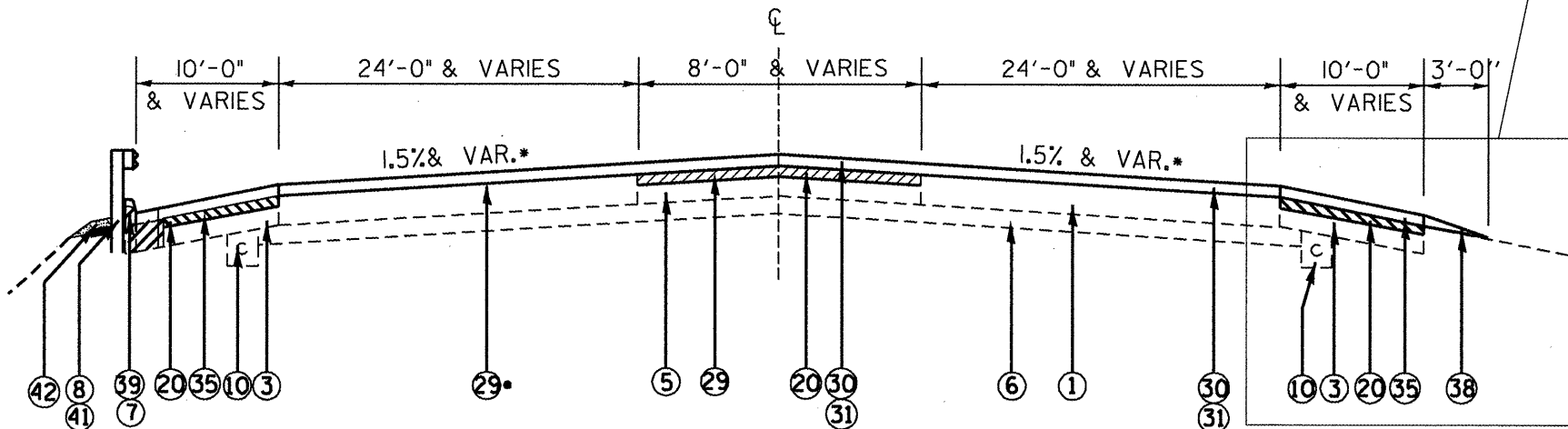
AIRPORT ROAD
Sta. 214+26 to 228+50



• See Cross-Sections for variable slopes and slope transitions.
HMA BINDER CSE (VAR) Sta. 229+75 - 230+50

•• Existing Paved Ditch
to be removed & replaced:
Rt. Sta. 227+00 to 227+16
Rt. Sta. 227+58 to 227+78

See Paved Ditch Detail Sheet 102
Complete SHOULDER REMOVAL & REPLACEMENT
Lt. Sta. 222+00 to 225+70
Lt. Sta. 230+10 TO 230+24
See Bituminous Shoulder removal detail
Lt. Sta. 205+50 to 207+50
Leveling Binder Lt. Sta. 229+75 to 230+50•



AIRPORT ROAD
STA. 228+50 TO 230+53.2 (BK)
STA. EQN. 230+53.2 (BK) = 43+14.12 (AH)
STA. 43+14.12 (AH) TO 43+77

LEGEND

- 1 EXISTING PCC PAVEMENT 10"
- 2 EXISTING HOT-MIX ASPHALT OVERLAY
- 3 EXISTING HOT-MIX ASPHALT SHOULDER 10"
- 4 EXISTING CURB AND GUTTER
- 5 EXISTING PCC ABSE COURSE 8"
- 6 EXISTING STABILIZED SUB BASE 4" (BAM)
- 7 EXISTING BITUMINOUS CURB
- 8 EXISTING STEEL PLATE BEAM GUARDRAIL
- 9 EXISTING PCC MEDIAN
- 20 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- 21 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VAR.
- 22 PROPOSED MEDIAN REMOVAL
- 23 PROPOSED PAVEMENT REMOVAL
- 24 PROPOSED CURB AND GUTTER REMOVAL
- 25 PROPOSED CURB REMOVAL
- 26 PROPOSED PAVED SHOULDER REMOVAL
- 27 PROPOSED PAVED DITCH (SPECIAL)
- 28 PROPOSED PCC BASE COURSE 10"
- 29 PROPOSED HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50, VAR.
- 30 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- 31 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 3/4"
- 32 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- 33 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, VAR.
- 34 PROPOSED HOT-MIX ASPHALT SHOULDERS 2"
- 35 PROPOSED HOT-MIX ASPHALT SHOULDERS 4.5"
- 36 PROPOSED HOT-MIX ASPHALT SHOULDERS VAR
- 37 PROPOSED HOT-MIX ASPHALT SHOULDERS 10"
- 38 PROPOSED AGGREGATE SHOULDERS, TYPE B
- 39 PROPOSED COMBINATION CONCRETE CURB AND GUTTER B-6.24
- 40 PROPOSED CONCRETE GUTTER, TYPE A (MODIFIED)
- 41 PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
- 42 PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL

FILE NAME =
c:\projects\harmhwy\misc.dgn

USER NAME = eversc
PLOT SCALE = 100.0000' / IN.
PLOT DATE = 10/28/2008

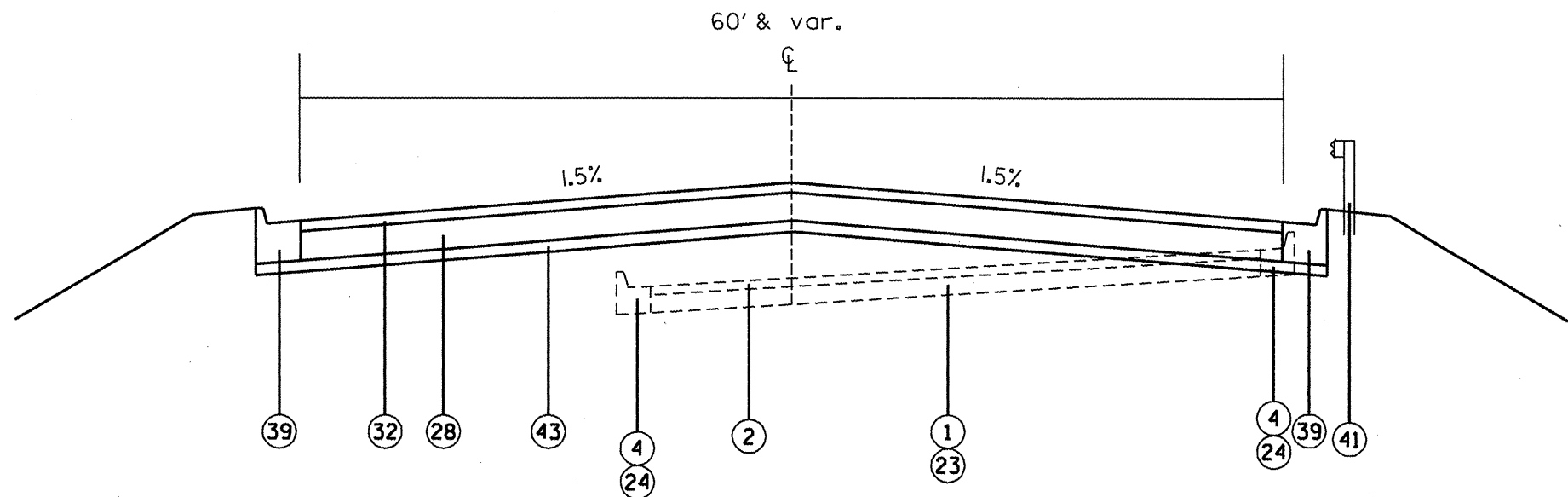
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

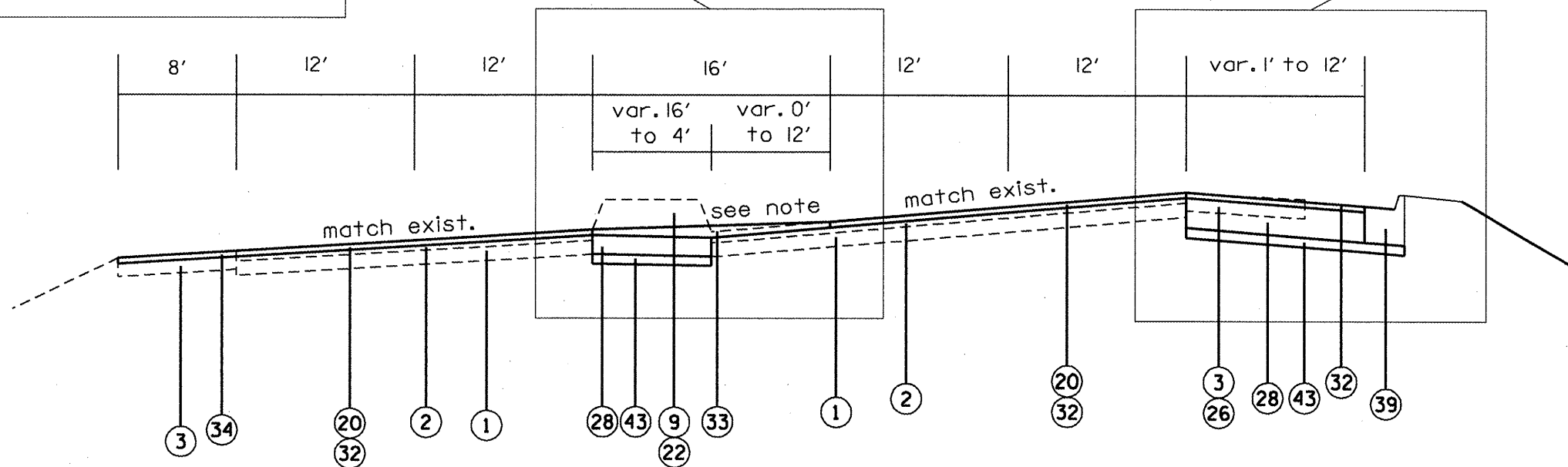
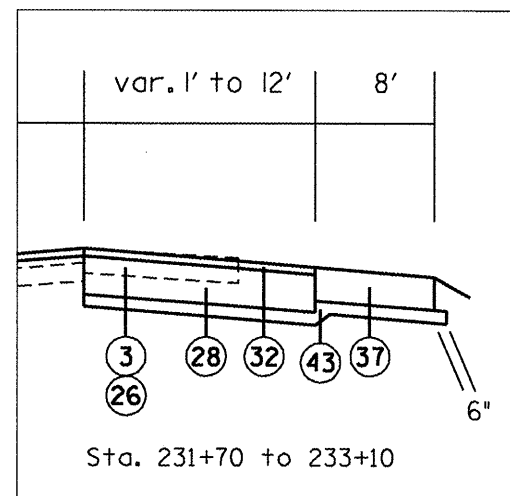
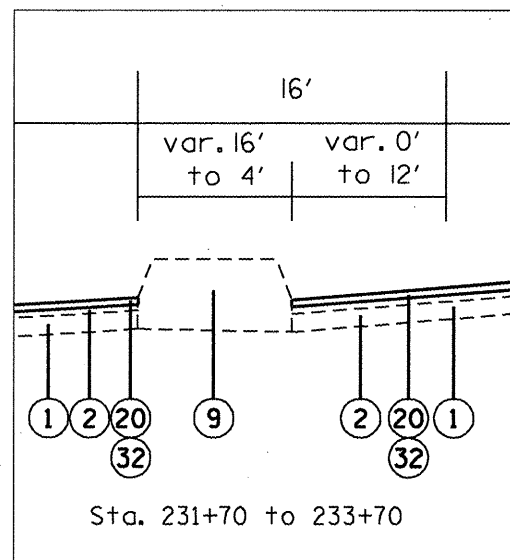
Typical Sections

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(I-R), (I-VC)BR	PEORIA	142	13
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68092	



AIRPORT ROAD
Sta. 47+07 to 49+70



IL 116
Sta. 231+70 to 236+77

note: for turn lane slope - see detail p. 99

LEGEND

- 1 EXISTING PCC PAVEMENT 10"
- 2 EXISTING HOT-MIX ASPHALT OVERLAY
- 3 EXISTING HOT-MIX ASPHALT SHOULDER 10"
- 4 EXISTING CURB AND GUTTER
- 5 EXISTING PCC ABSE COURSE 8"
- 6 EXISTING STABILIZED SUB BASE 4" (BAM)
- 7 EXISTING BITUMINOUS CURB
- 8 EXISTING STEEL PLATE BEAM GUARDRAIL
- 9 EXISTING PCC MEDIAN

- 20 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- 21 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VAR.
- 22 PROPOSED MEDIAN REMOVAL
- 23 PROPOSED PAVEMENT REMOVAL
- 24 PROPOSED CURB AND GUTTER REMOVAL
- 25 PROPOSED CURB REMOVAL
- 26 PROPOSED PAVED SHOULDER REMOVAL
- 27 PROPOSED PAVED DITCH (SPECIAL)
- 28 PROPOSED PCC BASE COURSE 10"
- 29 PROPOSED HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50, VAR.
- 30 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- 31 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 3/4"
- 32 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- 33 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, VAR.
- 34 PROPOSED HOT-MIX ASPHALT SHOULDERS 2"
- 35 PROPOSED HOT-MIX ASPHALT SHOULDERS 4.5"
- 36 PROPOSED HOT-MIX ASPHALT SHOULDERS VAR
- 37 PROPOSED HOT-MIX ASPHALT SHOULDERS 10"
- 38 PROPOSED AGGREGATE SHOULDERS, TYPE B
- 39 PROPOSED COMBINATION CONCRETE CURB AND GUTTER B-6.24
- 40 PROPOSED CONCRETE GUTTER, TYPE A (MODIFIED)
- 41 PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
- 42 PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL

FILE NAME =
c:\projects\harmhwy\msac.dgn

USER NAME = everscl
PLOT SCALE = 100.0000' / IN.
PLOT DATE = 10/20/2008

DESIGNED -
DRAWN -
CHECKED -
DATE -

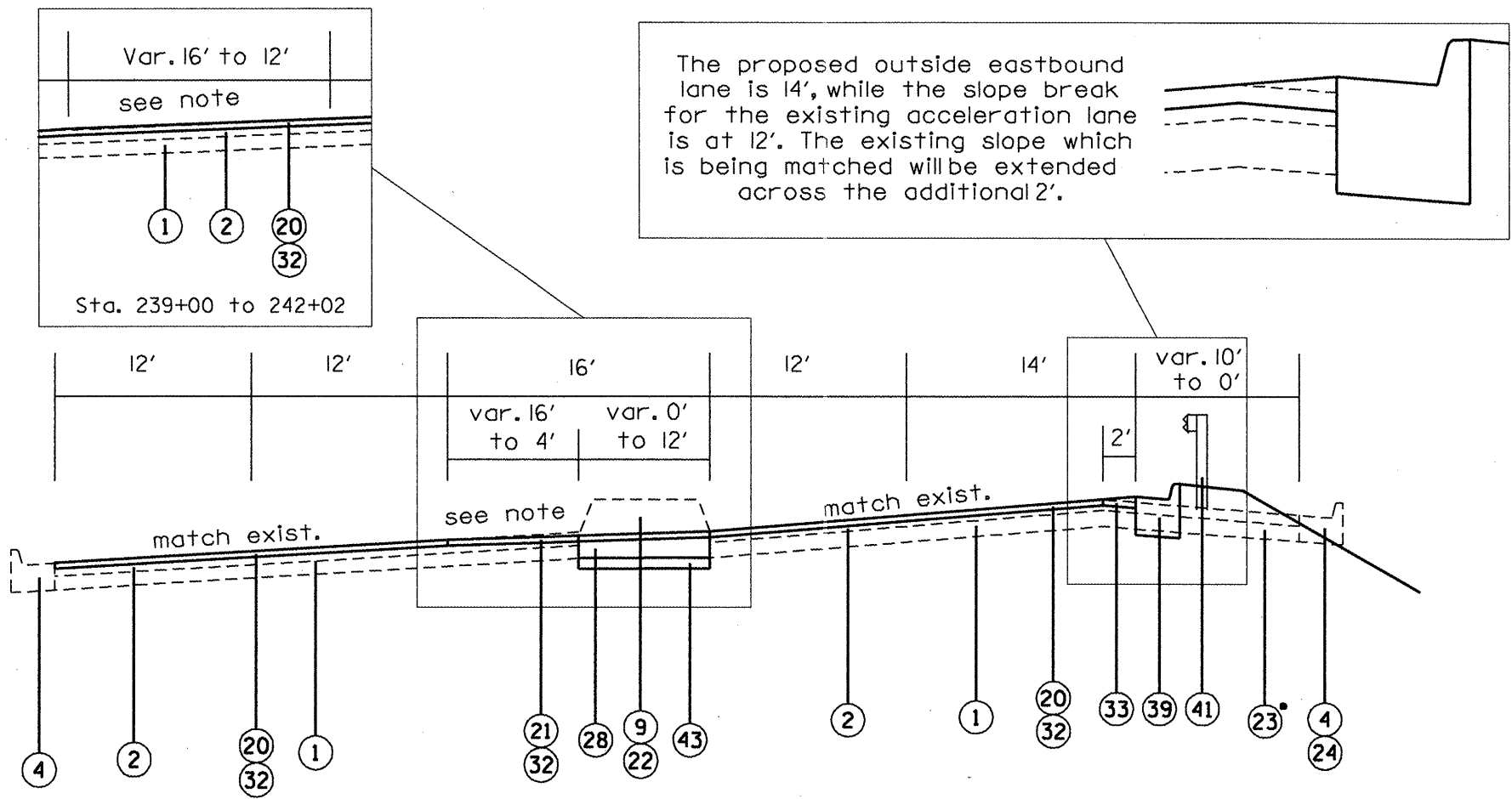
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

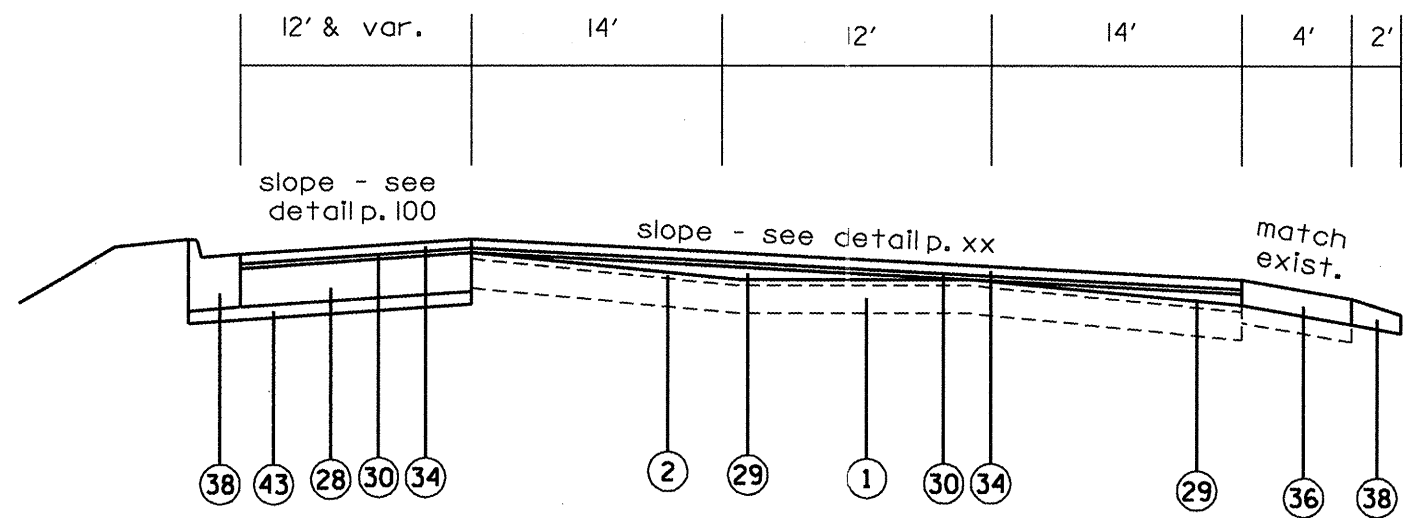
Typical Sections

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R), (1-VC)BR	PEORIA	142	19
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68092	



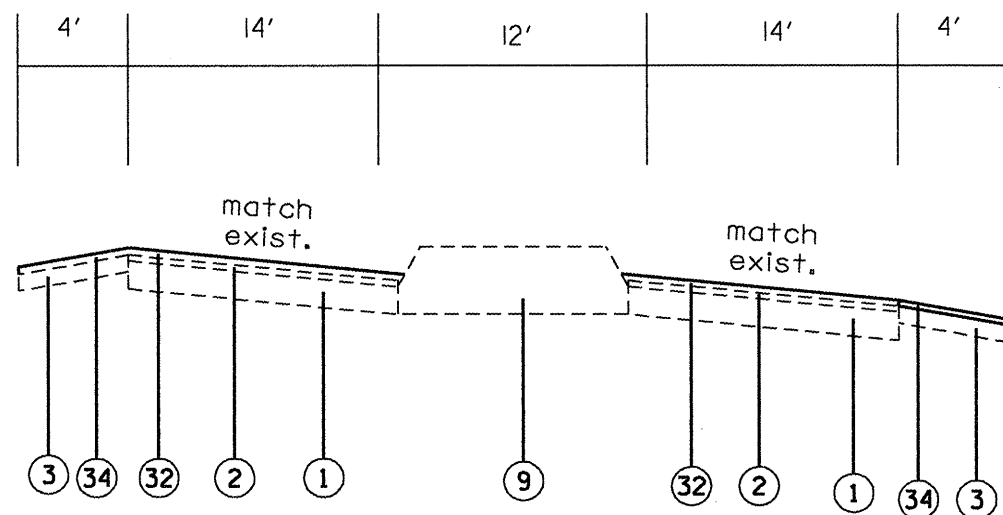
IL 116
Sta. 236+77 to 242+02
note: for turn lane slope - see detail p. 99



KICKAPOO CREEK ROAD SPUR
Sta. 51+00 TO 54+88

- LEGEND
- 1 EXISTING PCC PAVEMENT 10"
 - 2 EXISTING HOT-MIX ASPHALT OVERLAY
 - 3 EXISTING HOT-MIX ASPHALT SHOULDER 10"
 - 4 EXISTING CURB AND GUTTER
 - 5 EXISTING PCC ABSE COURSE 8"
 - 6 EXISTING STABILIZED SUB BASE 4" (BAM)
 - 7 EXISTING BITUMINOUS CURB
 - 8 EXISTING STEEL PLATE BEAM GUARDRAIL
 - 9 EXISTING PCC MEDIAN

 - 20 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
 - 21 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VAR.
 - 22 PROPOSED MEDIAN REMOVAL
 - 23 PROPOSED PAVEMENT REMOVAL
 - 24 PROPOSED CURB AND GUTTER REMOVAL
 - 25 PROPOSED CURB REMOVAL
 - 26 PROPOSED PAVED SHOULDER REMOVAL
 - 27 PROPOSED PAVED DITCH (SPECIAL)
 - 28 PROPOSED PCC BASE COURSE 10"
 - 29 PROPOSED HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50, VAR.
 - 30 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
 - 31 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 3/4"
 - 32 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
 - 33 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, VAR.
 - 34 PROPOSED HOT-MIX ASPHALT SHOULDERS 2"
 - 35 PROPOSED HOT-MIX ASPHALT SHOULDERS 4.5"
 - 36 PROPOSED HOT-MIX ASPHALT SHOULDERS VAR
 - 37 PROPOSED HOT-MIX ASPHALT SHOULDERS 10"
 - 38 PROPOSED AGGREGATE SHOULDERS, TYPE B
 - 39 PROPOSED COMBINATION CONCRETE CURB AND GUTTER B-6.24
 - 40 PROPOSED CONCRETE GUTTER, TYPE A (MODIFIED)
 - 41 PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
 - 42 PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL



KICKAPOO CREEK ROAD SPUR
Sta. 54+88 TO 58+78

LEGEND

- 1 EXISTING PCC PAVEMENT 10"
- 2 EXISTING HOT-MIX ASPHALT OVERLAY
- 3 EXISTING HOT-MIX ASPHALT SHOULDER 10"
- 4 EXISTING CURB AND GUTTER
- 5 EXISTING PCC ABSE COURSE 8"
- 6 EXISTING STABILIZED SUB BASE 4" (BAM)
- 7 EXISTING BITUMINOUS CURB
- 8 EXISTING STEEL PLATE BEAM GUARDRAIL
- 9 EXISTING PCC MEDIAN

- 20 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- 21 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VAR.
- 22 PROPOSED MEDIAN REMOVAL
- 23 PROPOSED PAVEMENT REMOVAL
- 24 PROPOSED CURB AND GUTTER REMOVAL
- 25 PROPOSED CURB REMOVAL
- 26 PROPOSED PAVED SHOULDER REMOVAL
- 27 PROPOSED PAVED DITCH (SPECIAL)
- 28 PROPOSED PCC BASE COURSE 10"
- 29 PROPOSED HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50, VAR.
- 30 PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- 31 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 3/4"
- 32 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- 33 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, VAR.
- 34 PROPOSED HOT-MIX ASPHALT SHOULDERS 2"
- 35 PROPOSED HOT-MIX ASPHALT SHOULDERS 4.5"
- 36 PROPOSED HOT-MIX ASPHALT SHOULDERS VAR
- 37 PROPOSED HOT-MIX ASPHALT SHOULDERS 10"
- 38 PROPOSED AGGREGATE SHOULDERS, TYPE B
- 39 PROPOSED COMBINATION CONCRETE CURB AND GUTTER B-6.24
- 40 PROPOSED CONCRETE GUTTER, TYPE A (MODIFIED)
- 41 PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
- 42 PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL

FILE NAME = c:\projects\harmhwy\misc.dgn	USER NAME = everscl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Typical Sections		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -				6758	(1-R),(1-VC)BR	PEORIA	142	16
	PLOT DATE = 10/20/2008	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 68092	
		DATE -	REVISED -								

TREE REMOVAL, ACRES	
LOCATION	ACRE
LT STA 230+20 TO 44+40	0.3
SW CORNER IL 116/AIRPORT RD	0.9
TOTAL	1.2

PAVEMENT REMOVAL	
LOCATION	SQ YD
STA 230+50 TO 43+70	122.5
STA 47+68 TO 49+70 AND ACCELERATION LANE	2177.3
SPUR LT STA 50+35 TO 51+00	26.7
TOTAL	2326.5

COMBINATION CURB & GUTTER REMOVAL	
LOCATION	FOOT
LT STA. 197+50 TO 201+50	400
RT STA. 197+50 TO 201+50	403
LT STA 202+33 TO 202+41	8
RT STA. 202+02 TO 202+20	35
RT STA 47+26 TO RT 241+81 (IL 116)	703
LT STA 47+34 TO RT 235+20 (IL 116)	220
RT STA 235+50 (IL 116) TO LT 51+27 (SPUR)	127
TOTAL	1896

APPROACH SLAB REMOVAL	
LOCATION	SQ YD
STA 43+70 TO 44+03	93.3
STA 46+42 TO 46+72	93.3
TOTAL	186.6

BITUMINOUS CONCRETE SHOULDER REMOVAL	
LOCATION	SQ YD
Airport Road	
LT STA 196+00 TO 205+50	316.7
LT STA 205+50 TO 207+50	222.2
LT STA 211+81 TO 216+06	141.5
LT STA 222+00 TO 225+70	411.1
LT STA 225+70 TO 230+36	163.4
LT STA 43+70 TO 43+86	17.8
RT STA 200+00 TO 201+00	139.3
RT STA 202+10 TO 203+00	268.8
RT STA 43+47 TO 43+77	60.7
LT STA 43+47 TO 43+77	52.4
IL 116	
RT STA 231+80 TO 235+51	329.8
LT STA 235+10 TO 235+87	68.4
Kickapoo Creek Spur	
LT STA 52+22 TO 53+91	75.1
TOTAL	2267.2

GUTTER OUTLET REMOVAL	
LOCATION	EACH
RT STA 235+45 (IL 116)	1
RT STA 235+84 (IL 116)	1
RT STA 238+95 (IL 116)	1
RT STA 51+18 (SPUR)	1
TOTAL	4

PAVED DITCH REMOVAL	
LOCATION	FOOT
RT STA. 227+00 TO 227+16	16
RT STA. 227+58 TO 227+78	20
TOTAL	36

ISLAND REMOVAL	
LOCATION	SQ FT
AIRPORT RD / IL 116 INTERSECTION	
NORTHWEST CORNER ISLAND	225
SOUTHWEST CORNER ISLAND	435
SOUTHEAST CORNER ISLAND	1150
TOTAL	1810

MEDIAN REMOVAL	
LOCATION	FOOT
STA 201+40 TO 201+50	10
IL 116 STA 233+70 TO 236+40	270
IL 116 STA 237+25 TO 239+00	175
TOTAL	455

REMOVING INLETS	
LOCATION	EACH
LT STA 230+18	1
RT STA 49+87 OFFSET 83.9'	1
TOTAL	2

STEEL PLATE BEAM GUARDRAIL REMOVAL	
LOCATION	FOOT
LT STA 196+00 TO 207+46	1150
LT STA 211+91 TO 216+06	412.5
LT STA 222+67 TO 230+20	750
RT STA 205+21 TO 206+87	175
RT STA 43+30.6 TO 44+07	75
LT STA 47+34 TO LT 48+34	100
RT STA 47+68 TO RT 241+81 (IL 116)	685
TOTAL	3347.5

CONCRETE SHOULDER CURB	
LOCATION	FOOT
LT STA 230+10 TO 230+25	15
TOTAL	15

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
LOCATION	EACH
AIRPORT RD (BRIDGE TO IL 116)	16
IL 116 AND KICK CR. SPUR	47
TOTAL	63

TEMPORARY EROSION CONTROL SEEDING	
LOCATION	POUND
TOTAL SEEDING = 1.64 ACRES 100 POUNDS PER ACRE	
TOTAL	164
X 2 APPLICATIONS	
TOTAL	328

TEMPORARY DITCH CHECKS	
LOCATION	EACH
LT STA 51+50 (SPUR)	1
LT STA 51+75 (SPUR)	1
LT STA 52+00 (SPUR)	1
LT STA 52+25 (SPUR)	1
LT STA 52+50 (SPUR)	1
LT STA 52+75 (SPUR)	1
LT STA 53+00 (SPUR)	1
LT STA 53+25 (SPUR)	1
LT STA 53+50 (SPUR)	1
LT STA 53+75 (SPUR)	1
LT STA 54+00 (SPUR)	1
SUBTOTAL	11
X 2 APPLICATIONS	
TOTAL	22

PERIMETER EROSION BARRIER	
LOCATION	FOOT
STA 235+00 TO 44+25	107
STA 197+50 TO 201+40	390
RT STA 232+87 TO RT STA 234+14	242
RT STA 46+88 TO RT STA 47+95	125
SUBTOTAL	864
X 2 APPLICATIONS	
TOTAL	1728

AGGREGATE BASE CSE, TYPE B	
LOCATION	TON
LT STA. 196+30 TO 201+40	34.5
RT STA. 196+30 TO 201+40	29.3
TOTAL	63.8

CONSTRUCTING TEST STRIP	
LOCATION	EACH
JOBSITE	1
TOTAL	1

BRIDGE APPROACH PAVEMENT	
LOCATION	SQ YD
STA. 43+47 TO 43+77	216.7
STA 47+07 TO 47+37	216.7
TOTAL	433.4

BRIDGE APPROACH PAVEMENT CONNECTOR	
LOCATION	SQ YD
STA. 230+50 TO 43+47	260
STA 47+37 TO 47+43	37.3
TOTAL	297.3

PAVED DITCH (SPECIAL)	
LOCATION	FOOT
RT STA. 227+00 TO 227+16	16
RT STA. 227+58 TO 227+78	20
TOTAL	36

METAL END SECTIONS 18"	
LOCATION	EACH
LT STA 230+18	1
TOTAL	1

PIPE ELBOW 18"	
LOCATION	EACH
LT STA 230+18	1
LT STA 230+18	1
TOTAL	2

INLETS, TYPE G-1	
LOCATION	EACH
RT STA 49+89 OFFSET 63.2'	1
TOTAL	1

FRAMES AND LIDS TO BE ADJUSTED	
LOCATION	EACH
STA 208+07	1
STA 208+25	1
STA 214+25	1
STA 216+70	1
STA 228+17	1
STA 229+10	1
TOTAL	6

FRAMES AND GRATES TO BE ADJUSTED	
LOCATION	EACH
Lt. Sta. 202+40	1
Lt. Sta. 214+50	1
TOTAL	2

FILE NAME =	USER NAME = everscl	DESIGNED -	REVISED -
C:\Documents and Settings\everscl\Desktop\Harmon Highway\misc.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000 / IN.		CHECKED -	REVISED -
PLOT DATE = 11/17/2008		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Schedule of Quantities

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	F.A.U. RTE. 6758	SECTION (I-R),(I-VC)BR	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 17
						CONTRACT NO. 68092	
						FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	

INLETS TO BE ADJUSTED WITH NEW MEDIAN INLET (604101)	
LOCATION	EACH
STA 228+20	1
TOTAL	1

CLASS SI CONCRETE (OUTLET)	
LOCATION	CU YD
LT STA 216+08 TO 216+38	6.1
RT STA 229+30 TO 229+62	6.1
LT STA 211+81 TO 211+93	1.2
LT STA 222+53.5 TO 222+65.5	1.2
RT STA 228+04 TO 228+16	1.2
RT STA 233+29 (IL 116)	2
RT STA 235+50 (IL 116)	2
LT STA 236+06 (IL 116)	2.3
LT STA 53+69 (SPUR)	2.3
TOTAL	24.4

CONCRETE GUTTER, TYPE A (MOD)	
LOCATION	EACH
STA 228+16 TO 229+09	93
TOTAL	93

COMB CONC CURB & GUTTER, TY B-6.24	
LOCATION	FOOT
LT STA 196+00 TO 206+50	1050
LT STA 211+81 TO 216+06	594.4
LT STA 222+53.5 TO 230+20	766.5
RT STA 202+02 TO 202+20	35
RT STA 47+20 TO LT 233+29 (IL 116)	397
LT 236+06 (IL 116) TO LT 53+69 (SPUR)	385
RT 47+54 TO RT 241+81 (IL 116)	701.5
TOTAL	3929.4

COMB CONC CURB & GUTTER, TY B-9.24	
LOCATION	FOOT
STA 197+50 TO 201+00	700
STA 201+00 TO 201+50	103
TOTAL	803

CONCRETE MEDIAN, TYPE SB-6.06	
LOCATION	SQ FT
MEDIAN NOSE 233+70 (IL 116)	47
TOTAL	47

CONCRETE MEDIAN, TYPE SM-4.24	
LOCATION	SQ FT
SOUTHEAST CORNER ISLAND	563.8
TOTAL	563.8

CONCRETE MEDIAN, TYPE SM-6.24	
LOCATION	SQ FT
SOUTHWEST CORNER ISLAND	432.5
TOTAL	432.5

CONCRETE MEDIAN	
LOCATION	SQ FT
STA 201+40 TO 201+50	51
TOTAL	51

CONCRETE THRUST BLOCKS	
LOCATION	EACH
LT STA 230+18	1
TOTAL	1

PERMANENT SURVEY MARKERS, TYPE I	
LOCATION	EACH
44+00 (STRUCTURE)	1
47+74.18 (PC AIRPORT RD)	1
48+85.45 (PI CURVE AIRPORT RD)	1
49+95.21 (PT AIRPORT RD)	1
236+77.52 (PI AIRPORT RD, SPUR)	1
239+66.49 (PT IL 116)	1
51+02.24 (PC SPUR)	1
TOTAL	7

ENGINEER'S FIELD OFFICE, TYPE A	
LOCATION	CAL MO
Jobsite	10
TOTAL	10

TEMPORARY PAVEMENT TEMPORARY PAVEMENT REMOVAL	
LOCATION	SQ YD
LT STA 47+07 TO RT STA 234+49	789.7
SW CORNER ISLAND VOID	48.3
TOTAL	838

TYPE F INLET BOX, STD 610001	
LOCATION	EACH
LT STA 230+18	1
TOTAL	1

INLETS, TYPE A, TYPE 1 FRAME CLOSED LID	
LOCATION	EACH
RT STA 49+87 OFFSET 83.9'	1
TOTAL	1

CLASS B PATCHES, TYPE II, 10"					
LOCATION	Westbound		Median	Eastbound	
	Passing Lane	Driving Lane		Passing Lane	Driving Lane
	SY	SY	SY	SY	SY
Airport Road					
STA 197+50 to 43+77	162.8	340.2	60.00	216.0	325.4
+10% Winter Break-Up	16.3	34	6	21.6	32.5
TOTAL	179.1	374.2	66	237.6	357.9
GRAND TOTAL	1214.8				

CLASS B PATCHES, TYPE III, 10"					
LOCATION	Westbound		Median	Eastbound	
	Passing Lane	Driving Lane		Passing Lane	Driving Lane
	SY	SY	SY	SY	SY
Airport Road					
STA 197+50 to 43+77		24			16
+10% Winter Break-Up		2.4			1.6
TOTAL		26.4			17.6
GRAND TOTAL	44.0				

CLASS D PATCHES, TYPE II, 10"					
LOCATION	Westbound		Median	Eastbound	
	Passing Lane	Driving Lane		Passing Lane	Driving Lane
	SY	SY	SY	SY	SY
IL 116					
STA 231+80 to 235+75	20.4	13.3		10.7	34.7
+10% Winter Break-Up	2	1.3		1.1	3.5
TOTAL	22.4	14.6		11.8	38.2
GRAND TOTAL	87.0				

DOWEL BARS	
LOCATION	EACH
WESTBOUND LANE	1160
MEDIAN	140
EASTBOUND LANE	1360
TOTAL	2660

SAW CUTS	
LOCATION	FOOT
WESTBOUND LANE	2574
MEDIAN	307
EASTBOUND LANE	2886
TOTAL	5767

PIPE DRAINS, 18"	
LOCATION	FOOT
LT STA 230+18	82
TOTAL	82

TEMPORARY CONCRETE BARRIER	
LOCATION	FOOT
Stage II - 43+77 to 47+07	700
Stage II - 47+07 to 48+07	100
TOTAL	800

FILE NAME =	USER NAME = everscl	DESIGNED -	REVISED -
C:\Documents and Settings\everacl\Desktop	p\Harmom Highway\misc.dgn	DRAWN -	REVISED -
Revised 11/2008	PLOT SCALE = 100.0000' / 1" IN.	CHECKED -	REVISED -
	PLOT DATE = 11/18/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Schedule of Quantities

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	F.A.U. RTE. 6758	SECTION (I-RI, I-VCIBR)	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 18
			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 68092		

LANDSCAPING TABLE								
LOCATION	TOPSOIL FURNISH & PLACE VARIABLE DEPTH	TOPSOIL FURNISH & PLACE 4"	SEEDING CLASS 3	MULCH METHOD 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET
	SQ YD	SQ YD	ACRE	ACRE	POUND	POUND	POUND	SQ YD
STA 197+50 TO 201+40 (AR)	713.5		0.15	0.15	13.5	13.5	13.5	
STA 230+00 TO 43+50		892.5	0.18	0.18	16.2	16.2	16.2	892.5
STA 232+50 TO 235+50		434.4	0.09	0.09	8.1	8.1	8.1	
STA 47+07 TO 49+70 LT		4579.9	0.95	0.95	85.5	85.5	85.5	
STA 237+94 TO 241+81 (IL 116) RT		938.8	0.19	0.19	17.1	17.1	17.1	
STA 50+65 TO STA 54+50 (SPUR) LT		396.7	0.08	0.08	7.2	7.2	7.2	
STA 50+65 TO STA 54+50 (SPUR) RT		242.6	0.05	0.05	4.5	4.5	4.5	
TOTAL	713.5	7242.3	1.64	1.64	147.6	147.6	147.6	892.5

EARTHWORK TABLE					
LOCATION	EARTH EXCAVATION (WIDENING) CU YD	EARTH EXCAVATION CU YD	FOR INFORMATION ONLY		FURNISHED EXCAVATION CU YD
			EARTH EXCAVATION (W/SHRINKAGE) CU YD	EMBANKMENT CU YD	
			AIRPORT ROAD (to Sta. 44+00)		
AIRPORT ROAD (to IL 116)	0	139	104	9161	9057
IL 116 RT	191	70	52.5	2725	2673
KICK CREEK SPUR ROAD	50	0	0	122	122
TOTAL	241	209	156.5	13405	13249

PERMANENT AND TEMPORARY PAVEMENT MARKINGS												RAISED REFLECTIVE PAVEMENT MARKERS		
LOCATION	LENGTH	THERMOPLASTIC									PREFORMED PLASTIC TY B 6" WHITE CL	RAISED REFLECTIVE PAVEMENT MARKERS		
		4" WHITE		4" YELLOW	8" WHITE	12" WHITE DIAG	12" YELLOW DIAG	24" WHITE STOP BAR	LETTERS AND SYMBOLS SQ FT	1-WAY CRYSTAL EACH		1-WAY AMBER EACH	2-WAY AMBER EACH	
		LT	RT											
		FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT					
196+00 TO 204+34	834	834	1092	1608	944	219		15	62.4	417	46			
204+34 TO 228+47	2413	2413	2413	4715	378				93.6	1206.5	74	8		
228+47 TO 045+00	395	395	395	1580			279			99	10	12		
045+00 TO 046+75	175	175	175	700			108			148				
46+75 TO 49+70	295	286	375	762	872.5	226.9	53.1	56	78	96	26	11	2	
231+70 TO 236+21	451	332	344	1021	510	30.1	12.6	41	62.4	270	30	4	5	
237+42 TO 242+04	462	305	437	1106	692	75.4	39.6	41	46.8	232	35	6	10	
50+47 TO 54+58	441	572	459	1384	515	108.1	230.2	62	109.2		15	22	0	
54+58 TO 58+81	393	501	574	830				41			0	0	0	
Spur Rumble Strips			798		798									
SUB TOTALS		5813	7062	13706		659.5	722.5				236	63	17	
TOTALS			26581		4709.5		1382	256	452.4	2468.5		316		

FILE NAME =	USER NAME = aversecl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Schedule of Quantities	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
C:\Documents and Settings\everocl\Desktop\Harmon Highway\misc.dgn		DRAWN -	REVISED -			6758	(I-RL)(I-VC)BR	PEORIA	142	19	
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 68092					
PLOT DATE = 11/17/2008		DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

SHORT TERM PAVEMENT MARKING					PAVEMNT MARKING TAPE, TYPE III 4 INCH FOOT	WORK ZONE PAVEMENT MARKING REMOVAL SQ FT
LOCATION	LENGTH FOOT	DASH FOOT	SHLDR DIAG FOOT	ALL APPS FOOT		
Airport Road						
196+00 TO 230+00	3400	680	544			
X 4 APPLICATIONS				4896		
Proposed Structure	330	132		132		
X 1 APPLICATIONS						
Airport Road						
47+07 TO 49+70	263	122				
IL 116						
231+70 TO 236+20	450	157	24			
237+42 TO 242+02	460	92				
Kick. Cr Rd Spur						
50+62 TO 54+88	426	118	36			
X 2 APPLICATIONS				4296		
AIRPORT RD (W OF STRUCTURE) STAGE II					3570	
AIRPORT RD (W OF STRUCTURE) STAGE III					1606	
AIRPORT RD (STRUCTURE TO IL 116) STAGE II					3926	
AIRPORT RD (STRUCTURE TO IL 116) STAGE III					2384	
AIRPORT RD (STRUCTURE TO IL 116) STAGE IV					883	
TOTAL				9324	12369	7231

LOCATION	WIDTH	LENGTH	DEPTH	STONE DUMPED RIP RAP CLASS B3	FILTER FABRIC
	FT	FT	IN	SQ YD	SQ YD
LT STA 216+36 TO 216+40	4	4	8	1.8	1.8
RT STA 229+52 TO 229+72	4	20	8	8.9	8.9
LT STA 230+18	10	10	8	11.1	11.1
RT STA 233+10 (IL 116)	8	100	8	88.9	88.9
RT STA 235+27 (IL 116)	8	185	8	164.4	164.4
LT STA 235+63 (IL 116)	5	65	8	36.1	36.1
RT STA 51+68 (SPUR)	5	50	8	27.8	27.8
LT STA 53+92 (SPUR)	5	25	8	13.9	13.9
TOTAL				352.9	352.9

GUARDRAIL TABLE							
LOCATION	STEEL PLATE BEAM GUARD RAIL TYPE A	TRAFFIC BARRIER TERMINAL TYPE 1 TANGENT SPECIAL	TRAFFIC BARRIER TRERMINAL TYPE 2	TRAFFIC BARRIER TRERMINAL TYPE 6	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL AGGREGATE EROSION CONTROL	GUARDRAIL MARKERS TYPE A
	FOOT	EACH	EACH	EACH	EACH	TON	EACH
LT STA 196+00 TO 196+43.8				1			
LT STA 196+43.8 TO 206+93.8	1050					174.6	7
LT STA 206+93.8 TO 207+43.8		1			1		
RT STA 205+21 TO 205+71		1			1		
RT STA 205+71 TO 206+83.5	112.5					26.7	4
RT STA 206+83.5 TO 206+96			1				
LT STA 211+81 TO 211+93.5			1				
LT STA 211+93.5 TO 215+56	362.5					64.9	4
LT STA 215+56 TO 216+06		1			1		
LT STA 222+53.5 TO 222+66			1				
LT STA 222+66 TO 43+14.75	787.5					135.9	4
LT STA 43+14.75 TO 43+58.5				1			
RT STA 43+01.75 TO 43+51.75		1			1	20.9	4
RT STA 43+51.75 TO 43+95.5				1			
LT STA 46+89 TO 47+42				1			
LT STA 47+42 TO 47+92		1			1	20.9	4
RT 47+26 TO 47+79				1			
RT 47+79 TO 281+41	675					147.5	5
TOTAL	2987.5	5	3	5	5	591.4	32

FILE NAME =	USER NAME = eversal	DESIGNED -	REVISED -
C:\Documents and Settings\eversal\Desktop\Harmon Highway\misc.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 11/17/2008		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Schedule of Quantities

F.A.U. RTE. 6758	SECTION (I-R), (I-VC)BR	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 20
SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 68092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SHOULDER RESURFACING AND REPLACEMENT TABLE												
LOCATION		LENGTH	WIDTH	AREA	HMA SURFACE REMOVAL 2"	HMA SHOULDERS			HMA SHOULDERS 8"	HMA SHOULDERS 10"	AGGREGATE SHOULDERS TYPE B	
						2"	4.5"	Var			8"	VAR
AIRPORT ROAD WB		FEET	FEET	SQ YD	SQ YD	TON	TON	TON	SQ YD	SQ YD	TON	TON
Sta. 196+00	to	Sta. 205+50	950	7.4	781.1	781.1	43.5	113.9	110.5		389	
Sta. 205+50	to	Sta. 206+50	100	7.4	82.2		9.2			82.2		
Sta. 206+50	to	Sta. 207+50	100	10	111.1		12.4			111.1		
Sta. 207+50	to	Sta. 211+81	431	10	478.9	478.9		120.7			65.4	
Sta. 211+81	to	Sta. 216+06	424.6	7.4	349.1	349.1		88				
Sta. 216+06	to	Sta. 222+00	594.4	10	660.4	660.4		166.4			90.3	
Sta. 222+00	to	Sta. 222+54	53.5	10	59.4		6.7			59.4	8.1	
Sta. 222+54	to	Sta. 225+70	316.5	7.4	260.2		29.1			260.2		
Sta. 225+70	to	Sta. 229+71	401	7.4	329.7	329.7		83.1				
Sta. 229+71	to	Sta. 230+36	65	VAR	50.6	50.6		12.8	9.1		9.9	
AIRPORT ROAD EB												
Sta. 196+00	to	Sta. 200+07	407	10	452.2	452.2		114			61.8	
Sta. 200+07	to	Sta. 203+20	313									
Sta. 203+20	to	Sta. 214+50	1130	10	1255.6	1255.6		316.4			171.6	
Sta. 214+50	to	Sta. 228+50	1400	10	1555.6	1555.6		286.7				
Sta. 228+50	to	Sta. 229+55	105	10	116.7	116.7		29.4				
Sta. 229+55	to	Sta. 230+14	59	10	65.6	65.6		16.5			9	
Sta. 230+14	to	Sta. 230+53	39.23	VAR	34.9	34.9		8.8			6	
Sta. Eqn. 230+53.2 (BK) = 43+14.12 (AH)												
Sta. 43+14	to	Sta. 43+34	19.48	VAR	10.8	10.8		2.7			3	
IL116												
RT Sta. 231+80	to	Sta. 233+06	126	8	112.0				112.0			
LT Sta. 231+80	to	Sta. 235+10	330	8	293.3	293.3	32.8					
RT Sta. 235+10	to	Sta. 235+75	65	8	57.8				57.8			
KICKAPOO CR. SPUR ROAD												
RT Sta. 51+53	to	Sta. 54+58	305	4	135.6			50.1			16.3	
RT Sta. 54+58	to	Sta. 57+52	294	4	130.7		14.6					
LT Sta. 53+85	to	Sta. 54+58	73	VAR	64.9			13.8				
LT Sta. 54+58	to	Sta. 57+96	338	4	150.2		16.8					
SUBTOTALS							165.1	1359.4	183.5		425.1	16.3
TOTALS					6434.5		1708		169.8	901.9	441.4	

FILE NAME *	USER NAME = everscl	DESIGNED -	REVISED -
C:\Documents and Settings\everscl\Desktop\Harmon Highway\misc.dgn		DRAWN -	REVISED -
Revised 11/2008	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/17/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Schedule of Quantities

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(I-R), (I-VC)BR	PEORIA	142	21
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 68092	

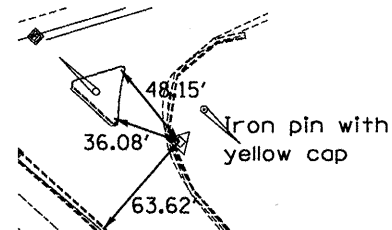
LOCATION	WIDTH	LENGTH	AREA	PCC SURFACE REMOVAL BUTT JOINT	HOT-MIX ASPHALT SURFACE REMOVAL			TEMPORARY RAMP	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	PORTLAND CEMENT CONCRETE BASE COURSE 10"	HOT-MIX ASPHALT BINDER COURSE	POLYMERIZED LEVELING BINDER (MM)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE		
					IL-19.0, N50	IL-4.75, N50	MIX "D", N50					1.75"	2.0"	VAR		
	FT	FT	SQ YD	SQ YD	BUTT JOINT SQ YD	2.0" SQ YD	VAR DEPTH SQ YD	SQ YD	TON	TON	SQ YD	TON	TON	TON	TON	TON
AIRPORT RD EASTBOUND																
196+00 TO 196+30	26	30	86.7	113.3				13.4	0.04	0.36			3.6	8.5		
196+30 TO 196+70	26	40	115.6						0.05	0.48		6.5	4.9	11.3		
196+70 TO 198+62	VAR. 26 TO 38	192	682.7						0.29	2.69		38.2	28.7	66.9		
198+62 TO 200+08	38	146	616.4						0.25	2.34		34.5	25.9	60.4		
200+08 TO 203+45	24	337	1025.8						0.45	4.2			43.1	100.5		
203+45 TO 204+33	26	88	309.1						0.13	1.22			13	30.3		
204+33 TO 206+25	32	192	682.7						0.29	2.69			28.7	66.9		
206+25 TO 207+00	38	75	316.7						0.13	1.2			13.3	31		
207+00 TO 207+25	38	25	105.6						0.04	0.4			4.4	10.3		
207+25 TO 208+77	var	152	605.4						0.25	2.32			25.4	59.3		
208+77 TO 210+64	26	187	540.2						0.24	2.24			22.7	52.9		
210+64 TO 213+70	26	306	884						0.39	3.67			37.1	86.6		
213+70 TO 214+47	var	77	260.1						0.11	1.04			10.9	25.5		
214+47 TO 217+41	26	294	849.3						0.38	3.53			35.7	83.2		
217+41 TO 218+30	var	89	307.8						0.13	1.22			12.9	30.2		
218+30 TO 227+00	26	870	2513.3						1.11	10.44			105.6	246.3		
227+00 TO 230+53	var	353.2	1146.4			117.5			0.49	4.62		13.2	48.1	112.3		
AIRPORT RD WESTBOUND																
196+00 TO 196+30	26	30	86.7	113.3				13.4	0.04	0.36			3.6	8.5		
196+30 TO 196+70	26	40	115.6						0.05	0.48		6.5	4.9	11.3		
196+70 TO 198+62	26	192	554.7						0.25	2.3		31.1	23.3	54.4		
198+62 TO 201+09	26	247	713.6						0.32	2.96		40	30	69.9		
201+09 TO 202+09	var	100	365.4						0.15	1.43			15.3	35.8		
202+09 TO 204+33	38	224	945.8						0.38	3.58			39.7	92.7		
204+33 TO 205+25	32	92	327.1						0.14	1.29			13.7	32.1		
205+25 TO 206+25	26	100	288.9						0.13	1.2			12.1	28.3		
206+25 TO 207+25	26	100	288.9						0.13	1.2			12.1	28.3		
207+25 TO 208+77	var	152	581.9						0.24	2.25			24.4	57		
208+77 TO 210+64	38	187	789.6						0.32	2.99			33.2	77.4		
210+64 TO 213+70	32	306	1088						0.46	4.28			45.7	106.6		
213+70 TO 214+47	var	77	269.3						0.11	1.06			11.3	26.4		
214+47 TO 217+41	32	294	1045.3						0.44	4.12			43.9	102.4		
217+41 TO 218+30	var	89	281.1						0.12	1.14			11.8	27.5		
218+30 TO 229+03	26	1073	3099.8						1.37	12.88			130.2	303.8		
229+03 TO 230+53	28	150.2	467.3			117.5			0.2	1.9		54.6	19.6	45.8		
AIRPORT RD SHOULDERS*						6434.5										
AIRPORT RD																
44+37 TO 49+70	VAR	533	2176.3						0.45	4.35	2176.3				243.7	
SUBTOTALS (THIS PAGE)														2190.6	243.7	0
TOTALS (THIS PAGE)					226.6	0	6669.5	0	26.8	10.07	94.43	2176.3	224.6	938.8	2434.3	

SURFACE TYPE	BITUMINOUS PRIME COAT	AGGREGATE PRIME COAT
	(GAL/SQ YD)	(LB/SQ YD)
ON GRANULAR BASE	0.5	4
ON COLD MILLED SURFACE	0.1	4
EXISTING PAVEMENT	0.05	4
FOG COAT ON NEW BINDER	0.03	2
0.004 TONS PER GALLON FOR BITUMINOUS PRIME COAT		

HMA SURFACE AND BINDER	112 LB/SQ YD IN
ALL OTHER HMA	112 LB/SQ YD IN
COARSE AGGREGATE	2.05 TONS/CU YD

RESURFACING TABLE (2 OF 2)																
LOCATION	WIDTH	LENGTH	AREA	PCC SURFACE REMOVAL BUTT JOINT	HOT-MIX ASPHALT SURFACE REMOVAL			TEMPORARY RAMP	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	PORTLAND CEMENT CONCRETE BASE COURSE 10"	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50	POLYMERIZED LEVELING BINDER (MM) IL-4.75, N50	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50		
					BUTT JOINT	2.0"	VAR DEPTH							1.75"	2.0"	VAR
					SQ YD	SQ YD	SQ YD							TON	TON	TON
I-474 RAMPS																
I-474 Exit Ramp	VAR	104	654.8						0.25	2.31			27.5	64.2		
I-474 Entrance Ramp	VAR	116	508.5						0.2	1.91			21.4	49.8		
SB butt joint	24	30	80	80				13.3	0.04	0.34			3.4	7.8		
NB butt joint	24	30	80	80				13.3	0.04	0.34			3.4	7.8		
IL 116 EASTBOUND																
231+70	TO	231+80	24	10	26.7			26.7	0.01	0.05						3
231+80	TO	233+75	VAR 25 TO 36	195	660.8				0.26	1.32	140.8					74
233+75	TO	235+10	36	135	540				0.22	1.08	180					60.5
235+10	TO	236+24	24	114	304				0.12	0.61						34
236+24	TO	237+70	VAR 24 TO 26	146	405.6				0.16	0.81						45.4
237+70	TO	241+84	26	414	1196				0.48	2.39						134
241+84	TO	241+92	VAR 26 TO 24	8	22.2				0.01	0.04						2.5
241+92	TO	242+02	24	10	26.7			26.7	0.01	0.05						3
IL 116 WESTBOUND																
231+70	TO	231+80	24	10	26.7			26.7	0.01	0.05						3
231+80	TO	241+92	24	1012	2698.7				1.08	5.4						302.3
241+92	TO	242+02	24	10	26.7			26.7	0.01	0.05						3
IL 116 MEDIAN																
232+45	TO	233+78	VAR 0 TO 8	133	59.1				0.02	0.12						6.6
233+78	TO	234+48	16	70	124.4				0.05	0.25	128.4					20.9
234+48	TO	236+70	16	222	394.7				0.16	0.8						66.3
236+70	TO	237+25	16	55	97.8				0.04	0.2						11
237+25	TO	239+00	16	175	311.1			233.3	0.12	0.62	77.8					34.8
239+00	TO	240+88	16	188	334.2				0.13	0.67						37.4
240+88	TO	241+92	VAR 16 TO 12	104	161.8				0.06	0.32						18.1
241+92	TO	242+02	12	10	13.3			13.3	0.01	0.03						1.5
KICKAPOO CREEK SPUR																
50+48	TO	51+03	VAR	55	854.9				0.34	1.71	26.9					95.7
51+03	TO	51+33	VAR	30	233.1			213	0.12	0.7	20.1	6.6	9.8			26.2
51+33	TO	52+04	VAR	71	454.8				0.24	1.36	90.7	41.8	19.1			50.9
52+04	TO	52+47	54	43	258				0.13	0.77	66.9	38	10.8			28.9
52+47	TO	53+90	VAR 41 TO 54	143	754.7				0.39	2.26	119.2	144.1	31.7			84.5
53+90	TO	54+28	40	38	168.9				0.09	0.51		18.9	7.1			18.9
54+28	TO	54+58	40	30	133.3			133.3	0.07	0.4			5.6			14.9
54+58	TO	56+86	28	228	709.3				0.14	1.42						79.4
56+86	TO	58+47	VAR	161	695				0.14	1.39						77.8
58+47	TO	58+81	VAR	34	420.4			420.4	0.17	0.84						47.1
SUBTOTALS (THIS PAGE)													129.6	1298.4	87.2	
SUBTOTALS (PREV. PAGE)																
TOTALS (THIS PAGE)				293.3	753.5	7388.1	233.3	500.7	5.32	31.12	850.8	249.4	139.8	2190.6	243.7	0
TOTALS (PREV. PAGE)				226.6	0	6669.5	0	26.8	10.07	94.43	2176.3	224.6	938.8			1515.2
GRAND TOTAL				519.9	753.5	14057.6	233.3	527.5	15.39	125.55	3027.1	474	1078.6			3949.5

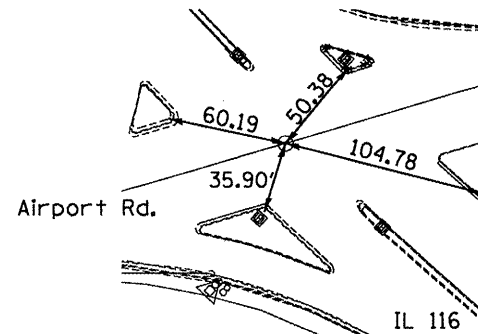
N 1,462,532.6029
E 2,437,837.7928



All marks are chiseled "X" s on the islands or median.

Working Point 203

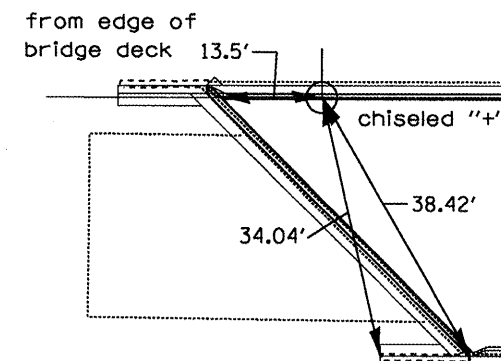
N 1,462,467.3079
E 2,437,713.1688



All marks are chiseled "X" s or square on the islands. Point is a PK with washer.

PI IL 116 and Airport Road
Sta. 49+98.46 Airport Road
Sta. 50+00.00 Creek Spur Road
Sta. 236+77.52 IL 116

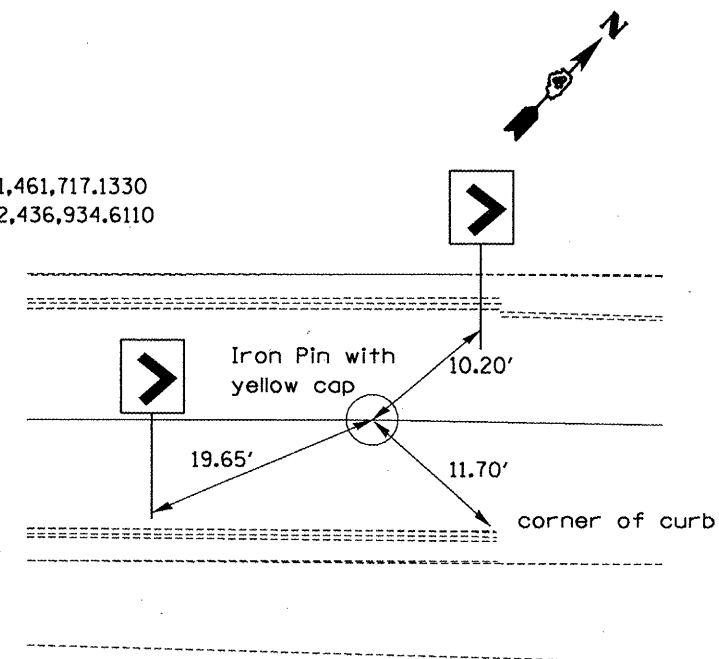
N 1,462,036.6738
E 2,437,300.7555



no mark, corner of wingwalls

POT 44+00.00

N 1,461,717.1330
E 2,436,934.6110



POT 226+52.80

Bench Marks

Brass disc set in top of south west wing wall of SN 072-0037 carrying IL 116 over the Kickapoo Creek. elev. 506.08

Chiseled "L" on top of south west corner of the south east wing wall of SN 072-0059 carrying Airport Road over the rail road. elev. 516.82

Chiseled square in the south west corner of the pcc island located in the north east quadrant of the Airport Road & IL 116 intersection. elev. 502.88

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES, AND BENCHMARKS

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

F.A.U. RTE. 657B	SECTION (1-R/R)S (1-V/C)BR	COUNTY Peoria	TOTAL SHEETS 172	SHEET NO. 24
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO.	

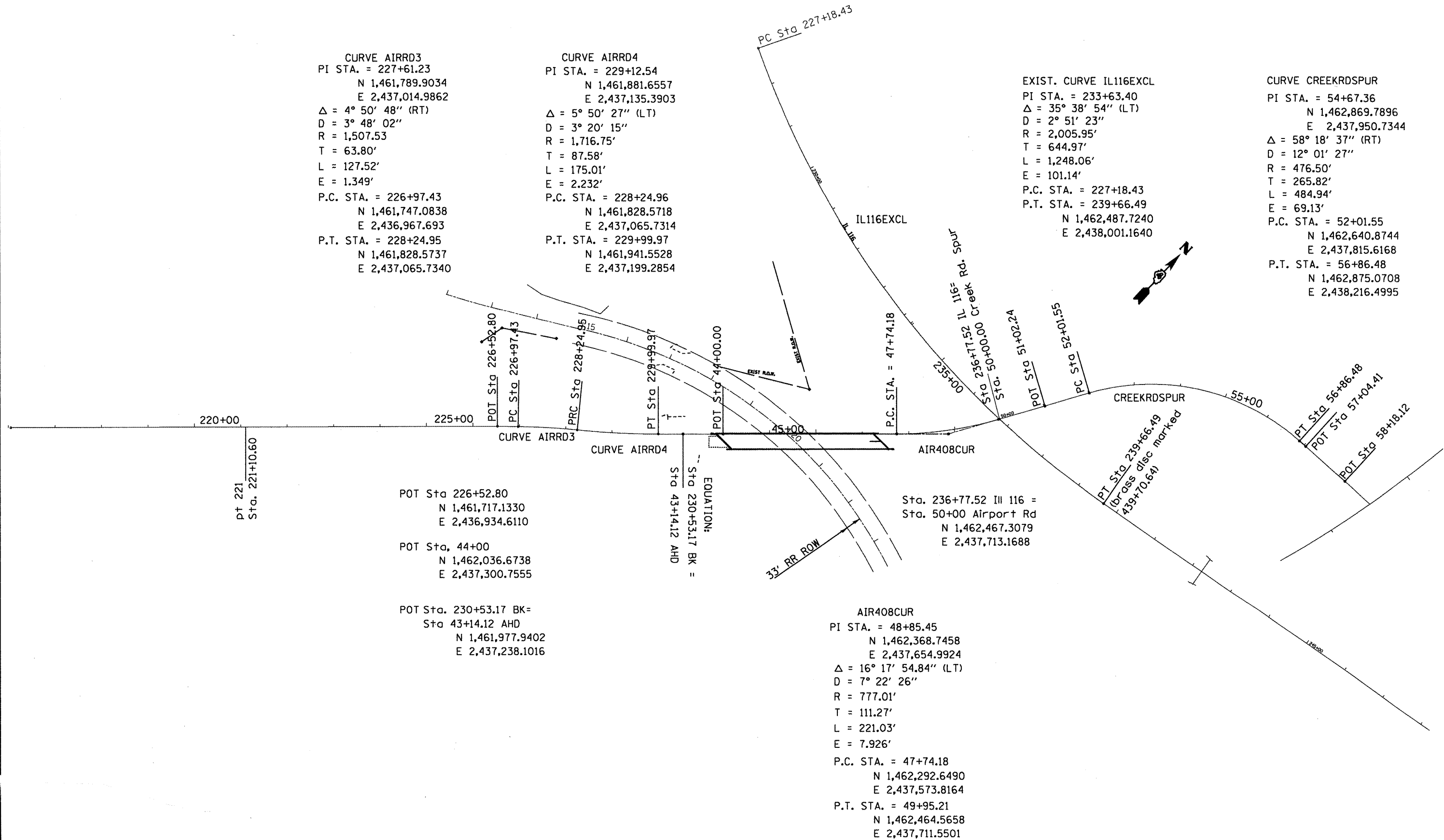
FILE NAME =	USER NAME = lojnedm	DESIGNED -	REVISED -
S:\GEN\DRIFT\STD&PLNS\Squad1\66092 Airport Road\plan01.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

CURVE AIRRD3
 PI STA. = 227+61.23
 N 1,461,789.9034
 E 2,437,014.9862
 $\Delta = 4^\circ 50' 48''$ (RT)
 D = 3° 48' 02"
 R = 1,507.53
 T = 63.80'
 L = 127.52'
 E = 1.349'
 P.C. STA. = 226+97.43
 N 1,461,747.0838
 E 2,436,967.693
 P.T. STA. = 228+24.95
 N 1,461,828.5737
 E 2,437,065.7340

CURVE AIRRD4
 PI STA. = 229+12.54
 N 1,461,881.6557
 E 2,437,135.3903
 $\Delta = 5^\circ 50' 27''$ (LT)
 D = 3° 20' 15"
 R = 1,716.75'
 T = 87.58'
 L = 175.01'
 E = 2.232'
 P.C. STA. = 228+24.96
 N 1,461,828.5718
 E 2,437,065.7314
 P.T. STA. = 229+99.97
 N 1,461,941.5528
 E 2,437,199.2854

EXIST. CURVE IL116EXCL
 PI STA. = 233+63.40
 $\Delta = 35^\circ 38' 54''$ (LT)
 D = 2° 51' 23"
 R = 2,005.95'
 T = 644.97'
 L = 1,248.06'
 E = 101.14'
 P.C. STA. = 227+18.43
 P.T. STA. = 239+66.49
 N 1,462,487.7240
 E 2,438,001.1640

CURVE CREEKRDSPUR
 PI STA. = 54+67.36
 N 1,462,869.7896
 E 2,437,950.7344
 $\Delta = 58^\circ 18' 37''$ (RT)
 D = 12° 01' 27"
 R = 476.50'
 T = 265.82'
 L = 484.94'
 E = 69.13'
 P.C. STA. = 52+01.55
 N 1,462,640.8744
 E 2,437,815.6168
 P.T. STA. = 56+86.48
 N 1,462,875.0708
 E 2,438,216.4995



POT Sta 226+52.80
 N 1,461,717.1330
 E 2,436,934.6110

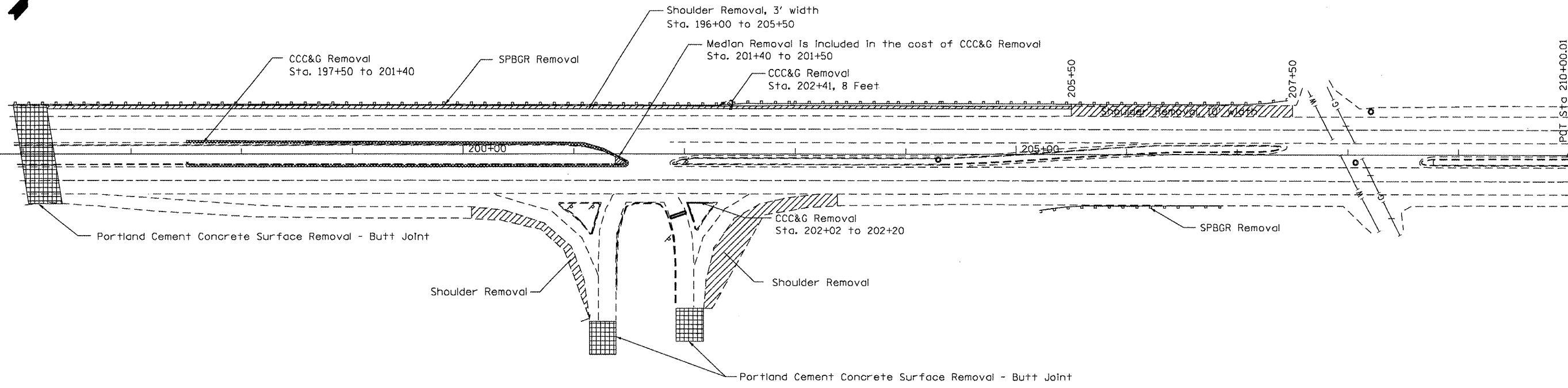
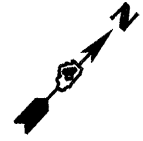
POT Sta, 44+00
 N 1,462,036.6738
 E 2,437,300.7555

POT Sta. 230+53.17 BK=
 Sta 43+14.12 AHD
 N 1,461,977.9402
 E 2,437,238.1016

AIR408CUR
 PI STA. = 48+85.45
 N 1,462,368.7458
 E 2,437,654.9924
 $\Delta = 16^\circ 17' 54.84''$ (LT)
 D = 7° 22' 26"
 R = 777.01'
 T = 111.27'
 L = 221.03'
 E = 7.926'
 P.C. STA. = 47+74.18
 N 1,462,292.6490
 E 2,437,573.8164
 P.T. STA. = 49+95.21
 N 1,462,464.5658
 E 2,437,711.5501

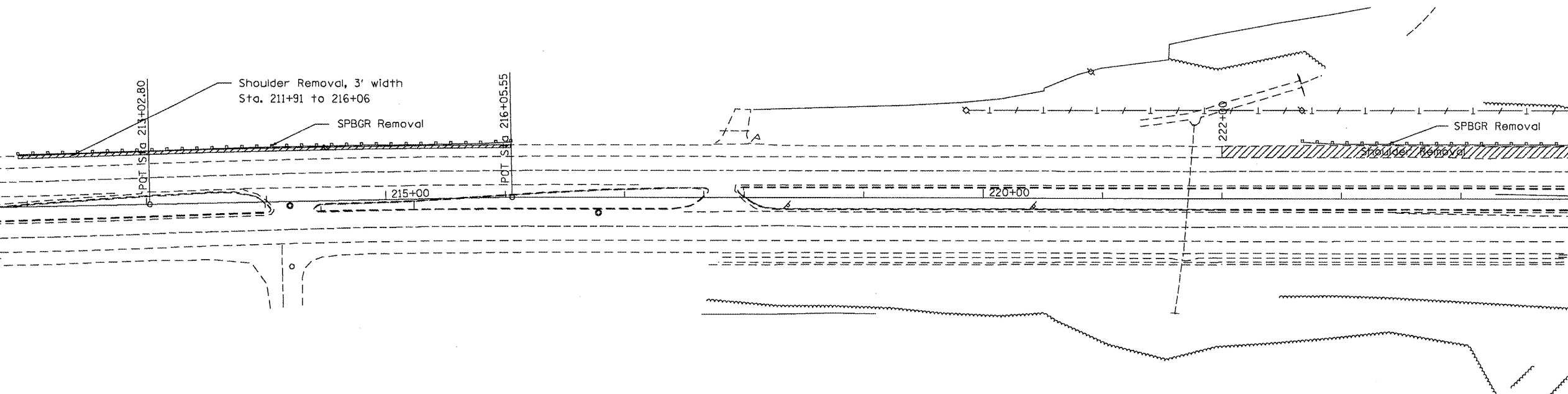
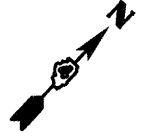
FILE NAME =	USER NAME = laynedm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES, AND BENCHMARKS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\GEN\DRAWING\STO&PLNS\Squad\68092 Airport Road\plan01.dgn		DRAWN -	REVISED -					6578	(1-RIRS (1-VC)BR	Peoria	142	25
PLOT SCALE = 200.0000' / IN.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO.				
PLOT DATE = 10/17/2008		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

POT Sta. 195+00.00



POT Sta. 210+00.01
MATCHLINE STA. 210+00

MATCHLINE STA. 210+00



MATCHLINE STA. 225+00

Construction Begins

FILE NAME =
c:\projects\harmhw\misc.dgn

USER NAME = evercl
PLOT SCALE = 100.0000 / IN.
PLOT DATE = 10/20/2008

DESIGNED -
DRAWN -
CHECKED -
DATE -

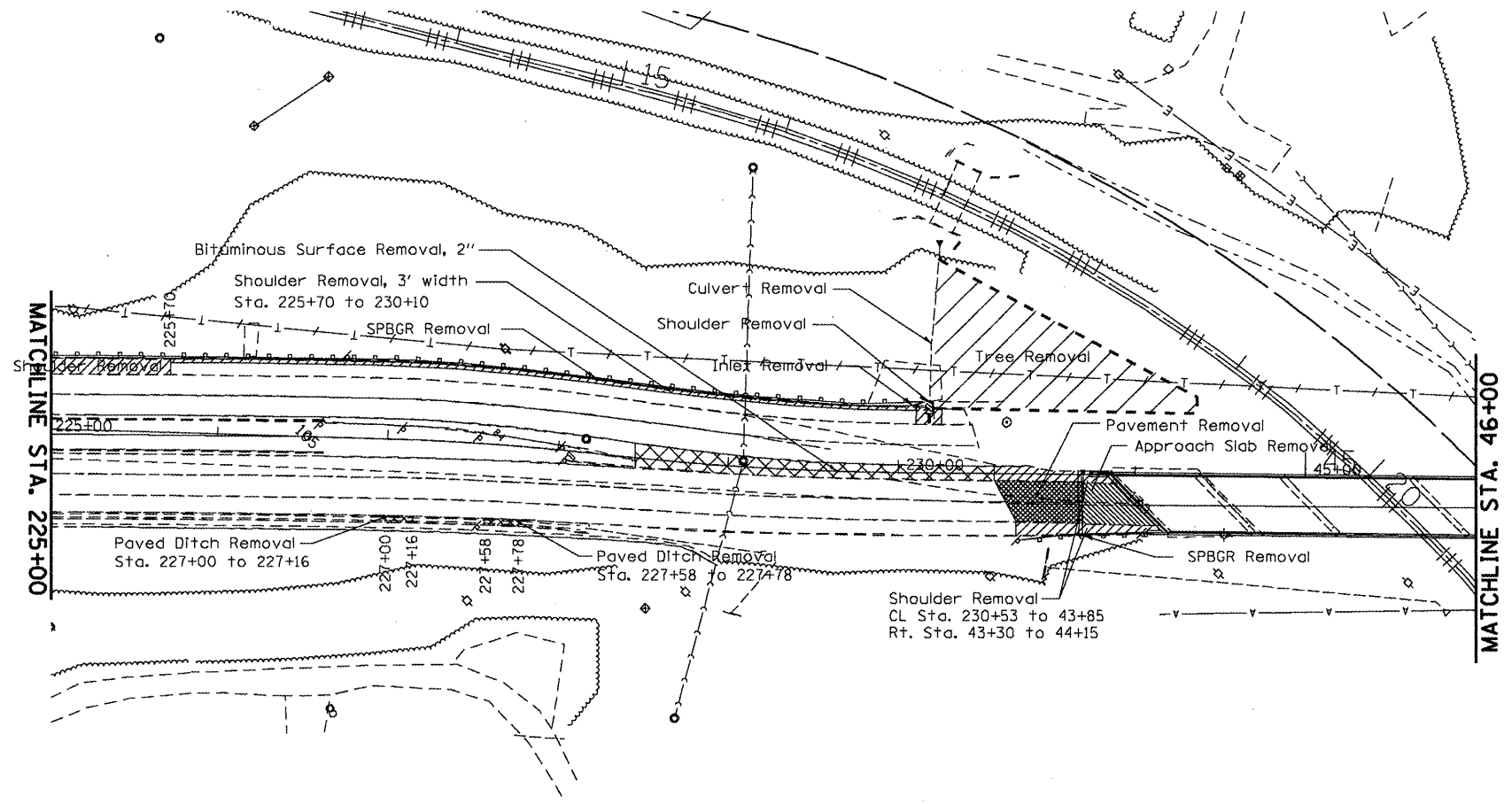
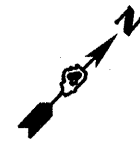
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Existing & Removal Items

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R),(1-VC)BR	PEORIA	142	26
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68092	



FILE NAME =
 c:\projects\harmhwy\misc.dgn

USER NAME = everscl
 PLOT SCALE = 100.0000' / IN.
 PLOT DATE = 10/20/2000

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

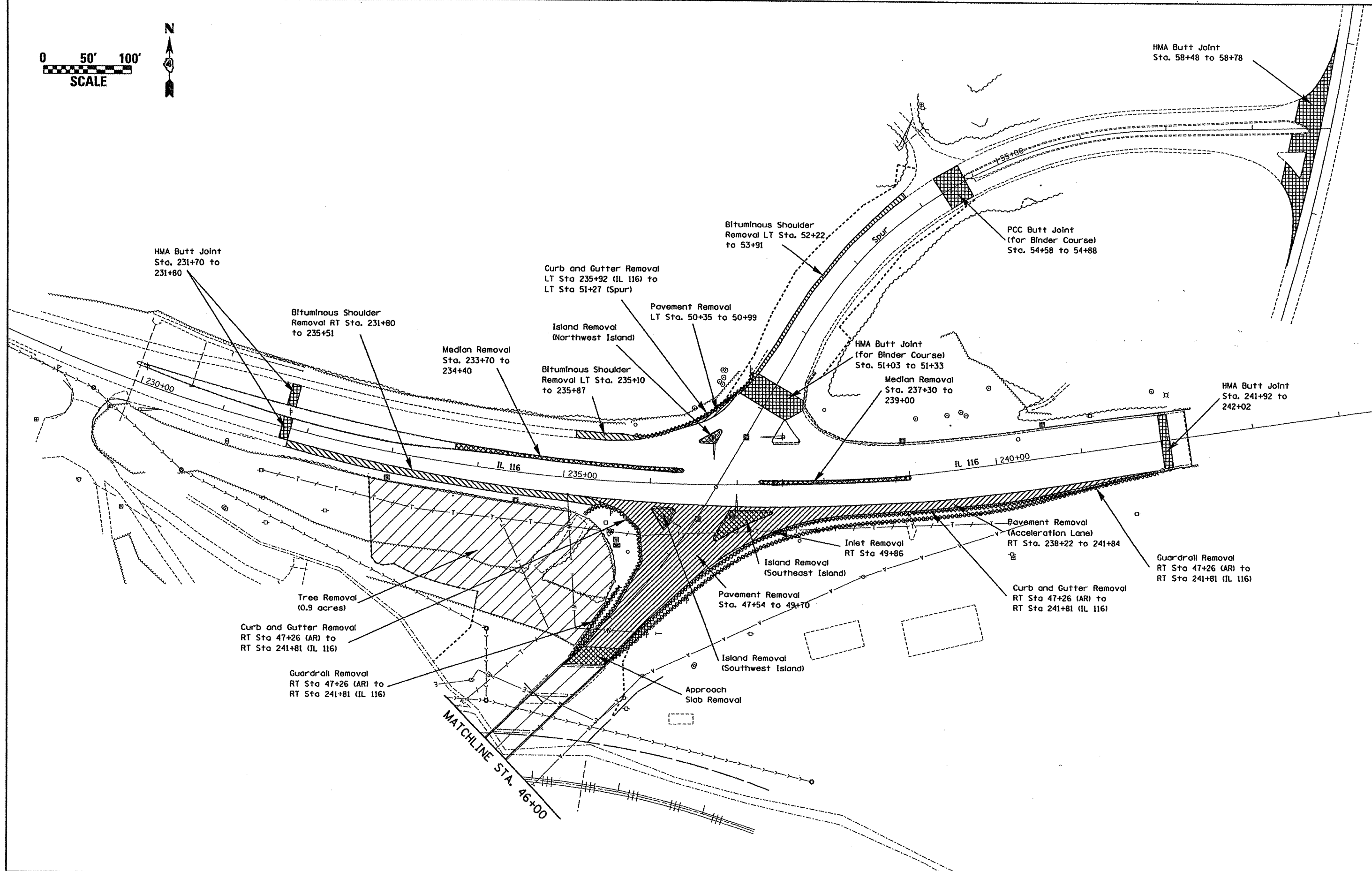
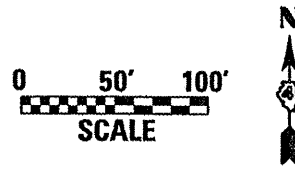
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

Existing & Removal Items

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R),(1-VC)BR	PEORIA	142	27
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68092	



FILE NAME =	USER NAME = eversack	DESIGNED -	REVISED -
C:\Documents and Settings\eversack\Desktop\Herman Highway\misc.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Existing & Removal Items

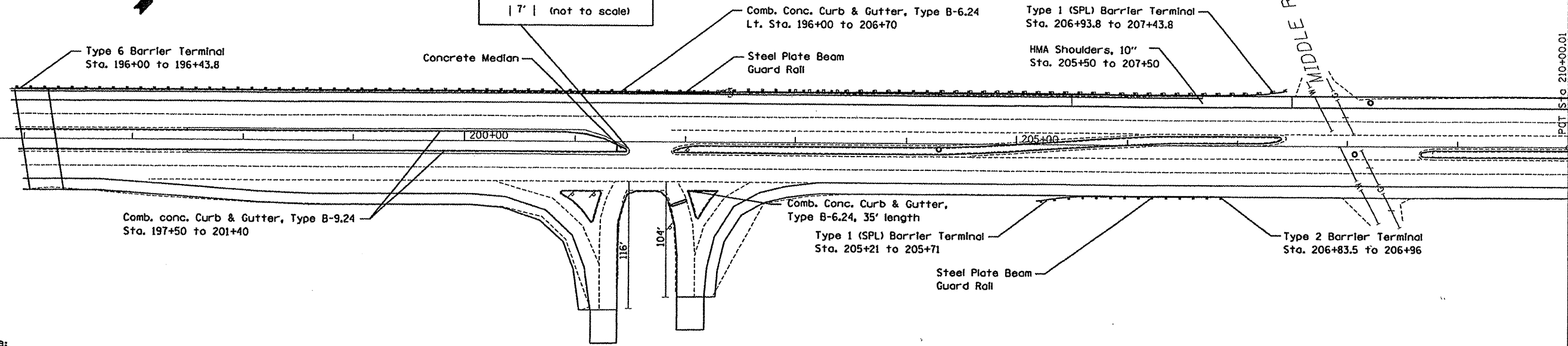
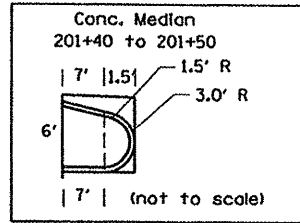
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(I-R),(I-VC)BR	PEORIA	142	28
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68092	

PLAN	DATE
BY	
REVISIONS	
NO. DESCRIPTION	
DATE	
BY	
DATE	
BY	
DATE	

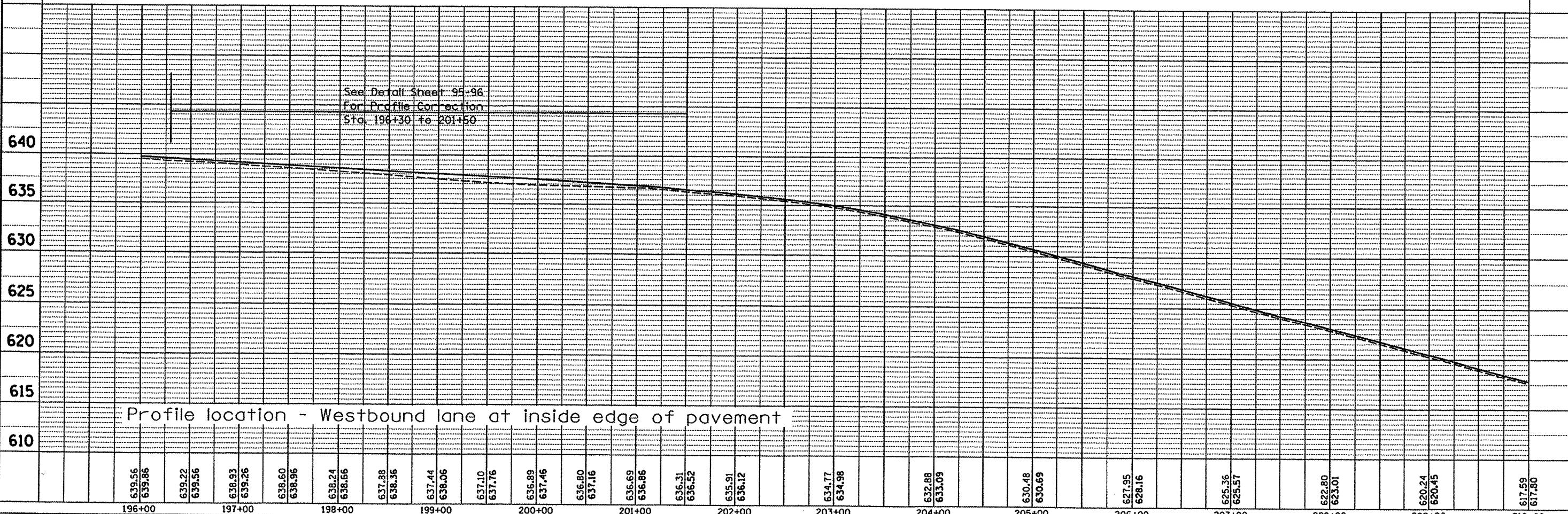
PROFILE	DATE
BY	
REVISIONS	
NO. DESCRIPTION	
DATE	
BY	
DATE	
BY	
DATE	

P.O.T. Sta. 195+00.00 to 210+00.01



Note:
Proposed Hot-Mix Asphalt Binder Course (Var.)
placed Rt. & Lt. Sta. 196+30 to 201+40 for profile correction

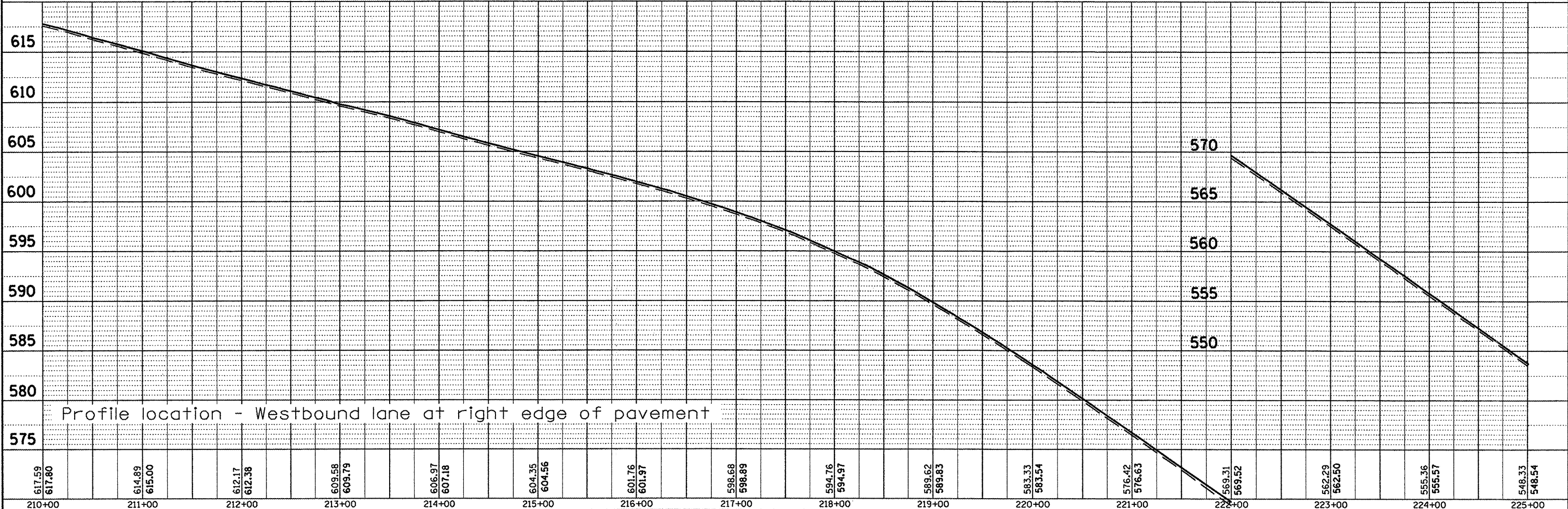
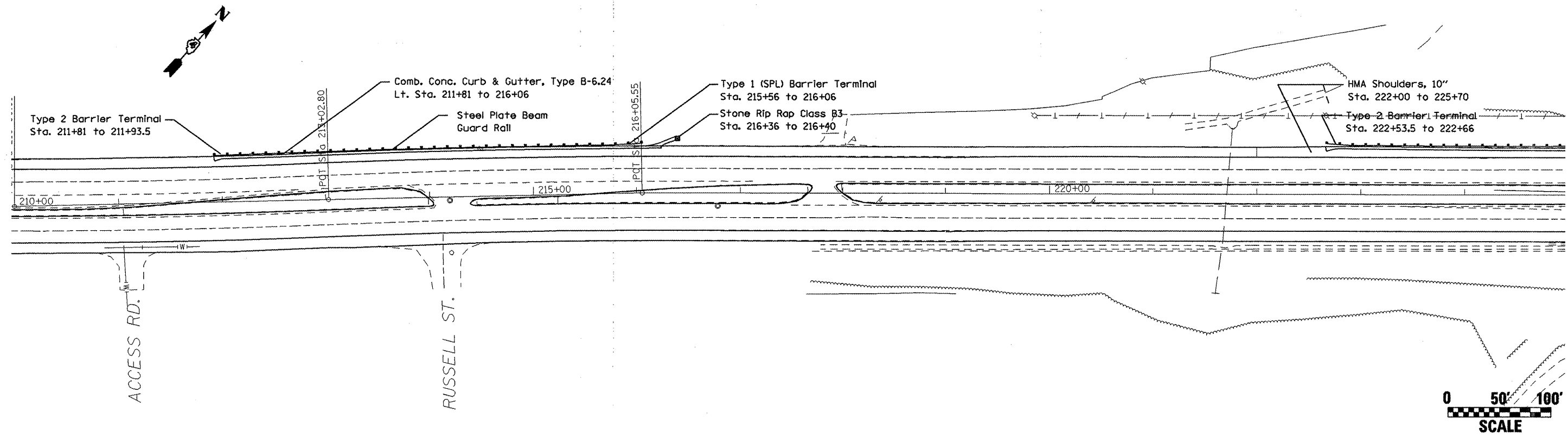
I-474 RAMPs



FILE NAME = C:\Documents and Settings\everac1\Desktop	USER NAME = everac1	DESIGNED -	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Proposed Plan & Profile	SECTION 6578	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 29	CONTRACT NO. 68092
Harmon Highway\masc.dgn		DRAWN -	REVISIONS -							
PLOT SCALE = 1/80.0000 "/> IN.		CHECKED -	REVISIONS -							
PLOT DATE = 11/17/2008		DATE -	REVISIONS -							

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

PROFILE	SUBMITTED	DATE
	PLOTTED	BY
	CHECKED	
	NO. OF WAY CHECKED	
	CADD FILE NAME	



617.59 617.80	614.89 615.00	612.17 612.38	609.58 609.79	606.97 607.18	604.35 604.56	601.76 601.97	598.68 598.89	594.76 594.97	589.62 589.83	583.33 583.54	576.42 576.63	569.31 569.52	562.29 562.50	555.36 555.57	548.33 548.54
210+00	211+00	212+00	213+00	214+00	215+00	216+00	217+00	218+00	219+00	220+00	221+00	222+00	223+00	224+00	225+00

FILE NAME =
c:\projects\harmhwy\misc.dgn

USER NAME = everact
PLOT SCALE = 100.0000' / IN.
PLOT DATE = 10/17/2008

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

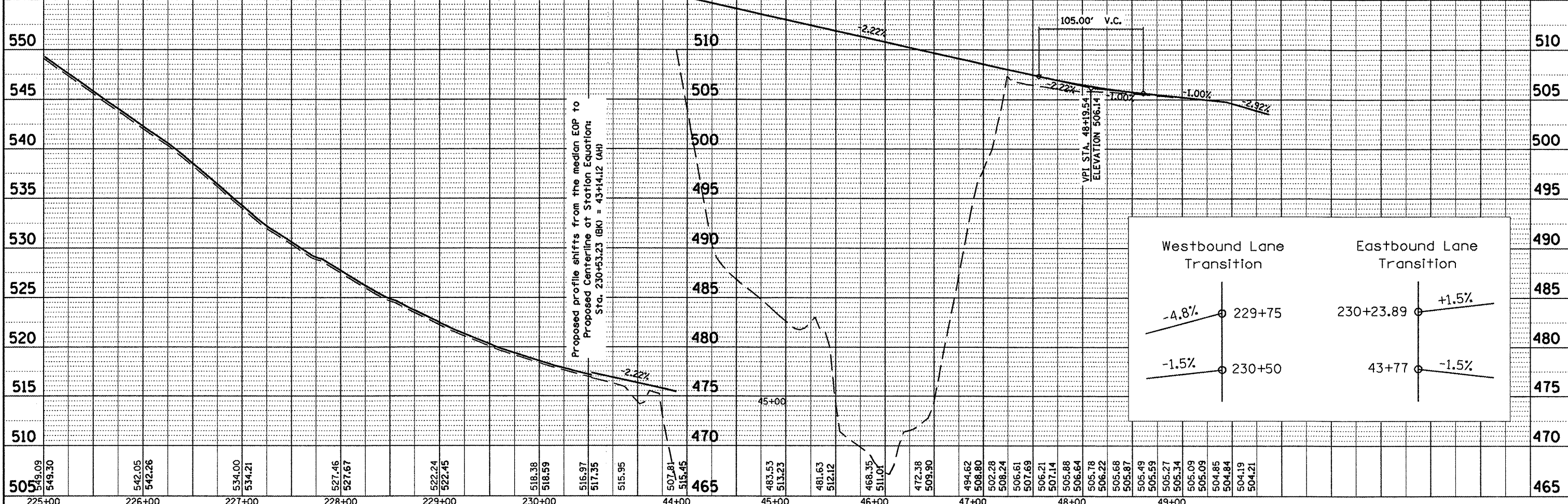
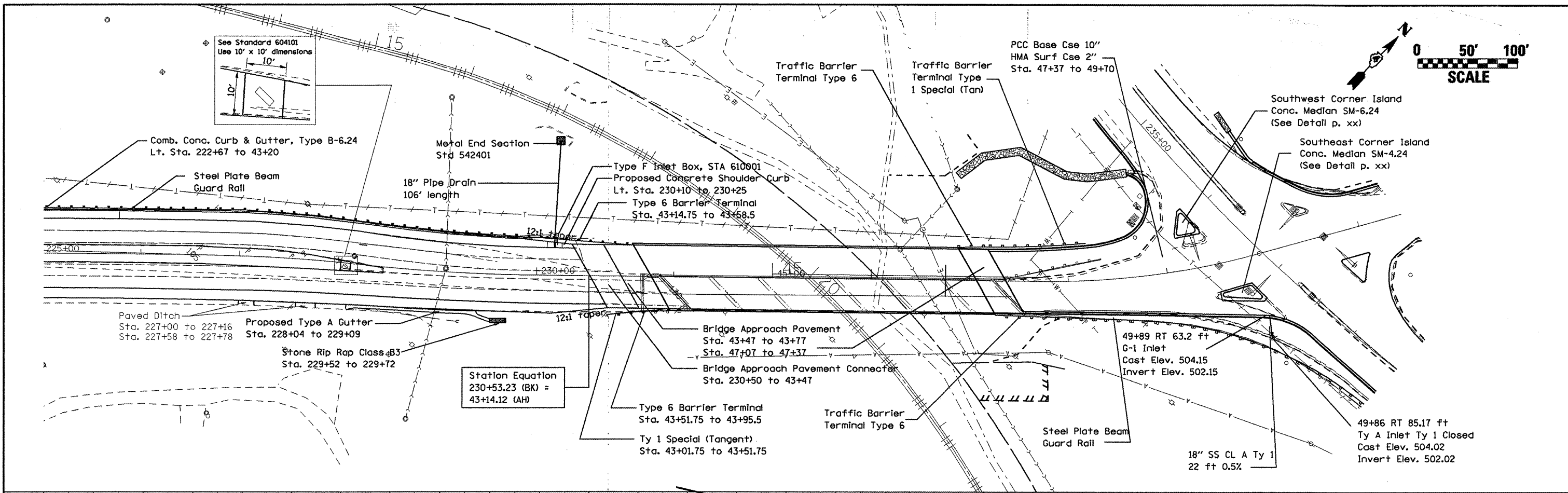
Proposed Plan & Profile

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6578	(1-R),(1-VC)BR	PEORIA	142	30
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68092	

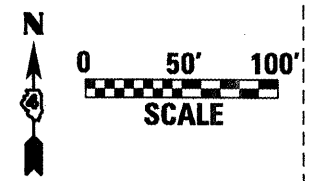
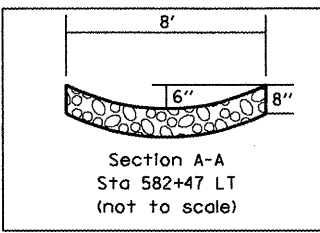
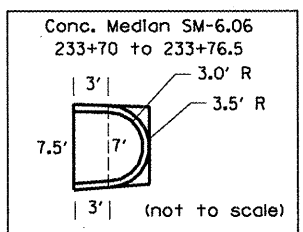
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
PLANNING	
DESIGN	
CHECKING	
DATE	
BY	

DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
PROFILE	
DESIGN	
CHECKING	
DATE	
BY	



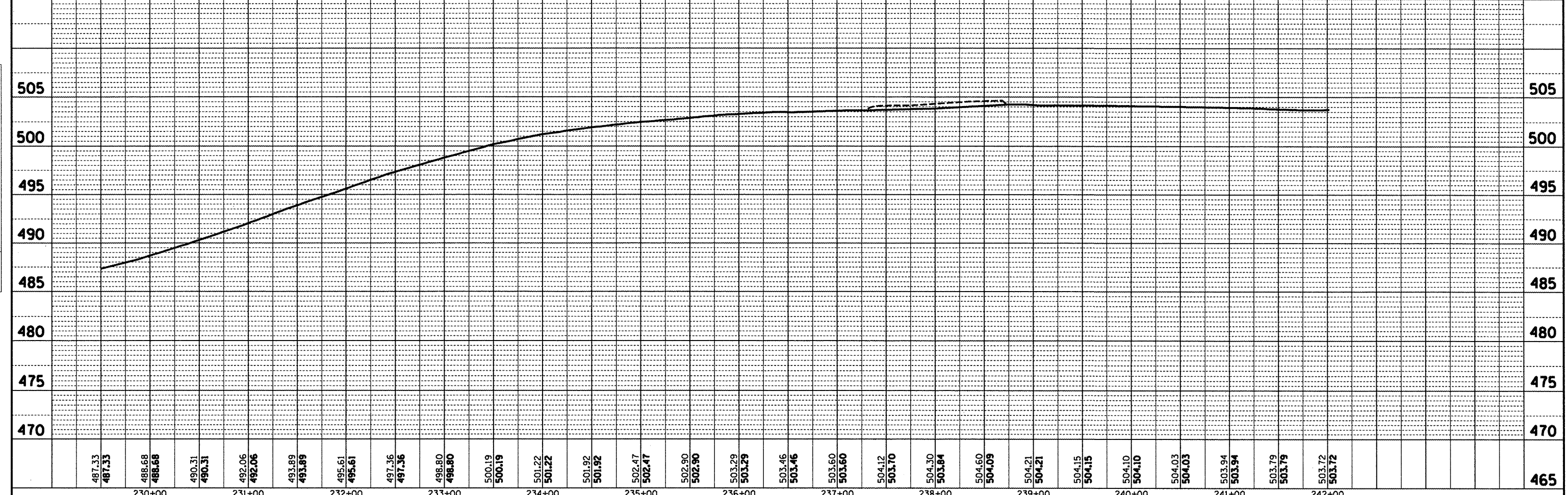
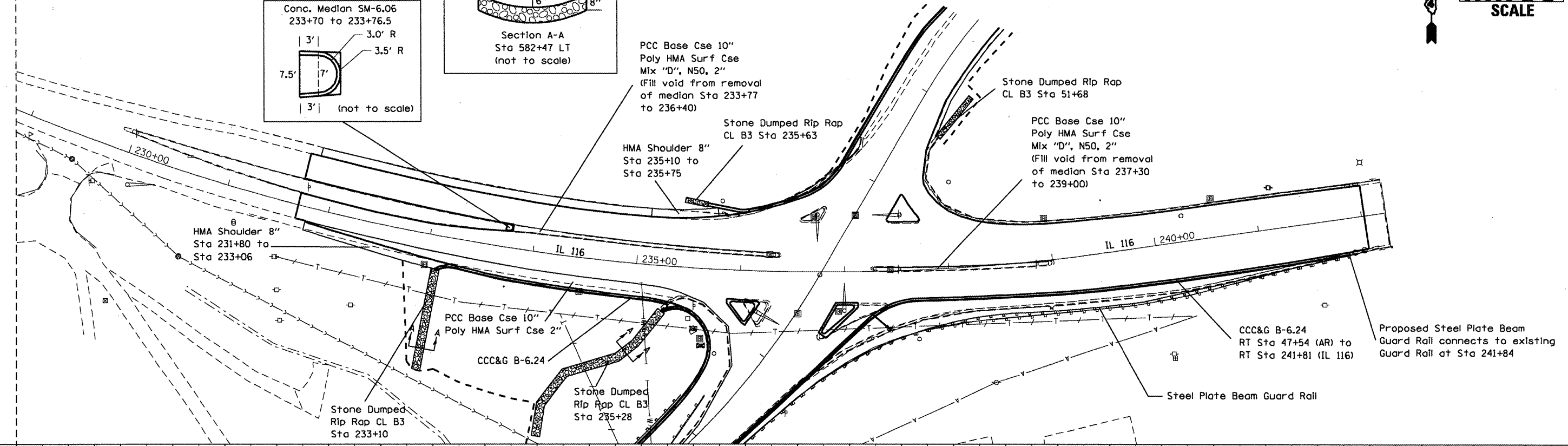
FILE NAME =	USER NAME = evarac1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Proposed Plan & Profile	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cr:\projects\harmhy\m160.dgn		DRAWN -	REVISED -			6578	(1-R), (1-VC)BR	PEORIA	142	31	
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 68092					
PLOT DATE = 10/17/2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

Note: Proposed turn lane width varies from 1' stub at Sta 231+80 to 12' at Sta 233+75



PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	

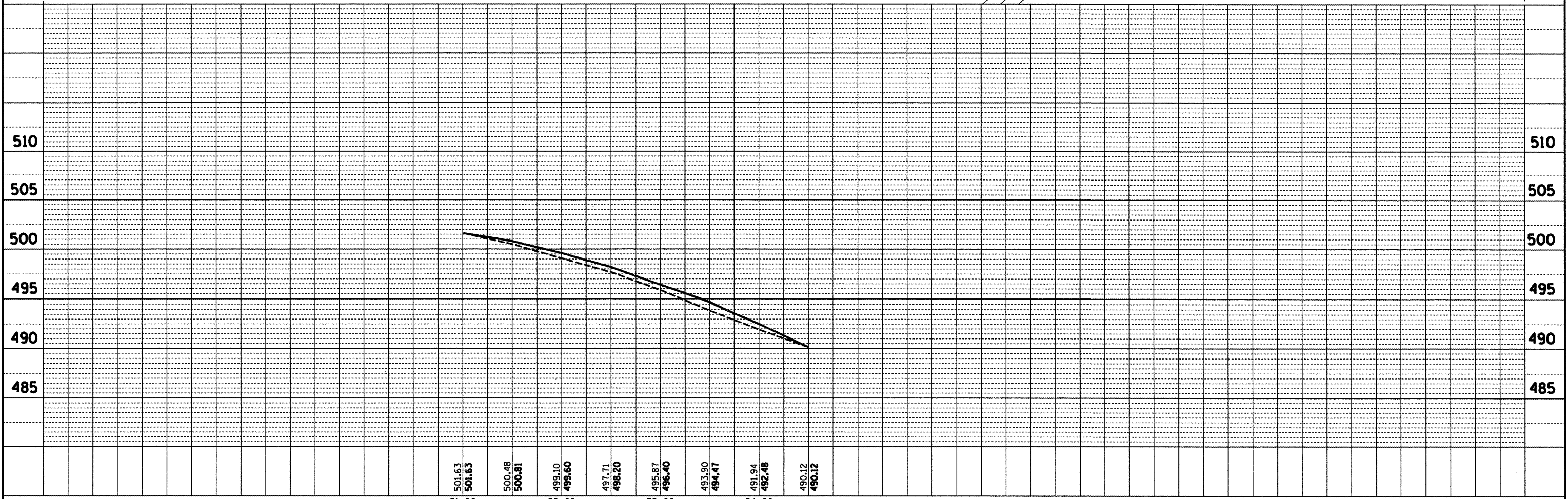
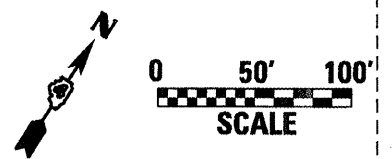
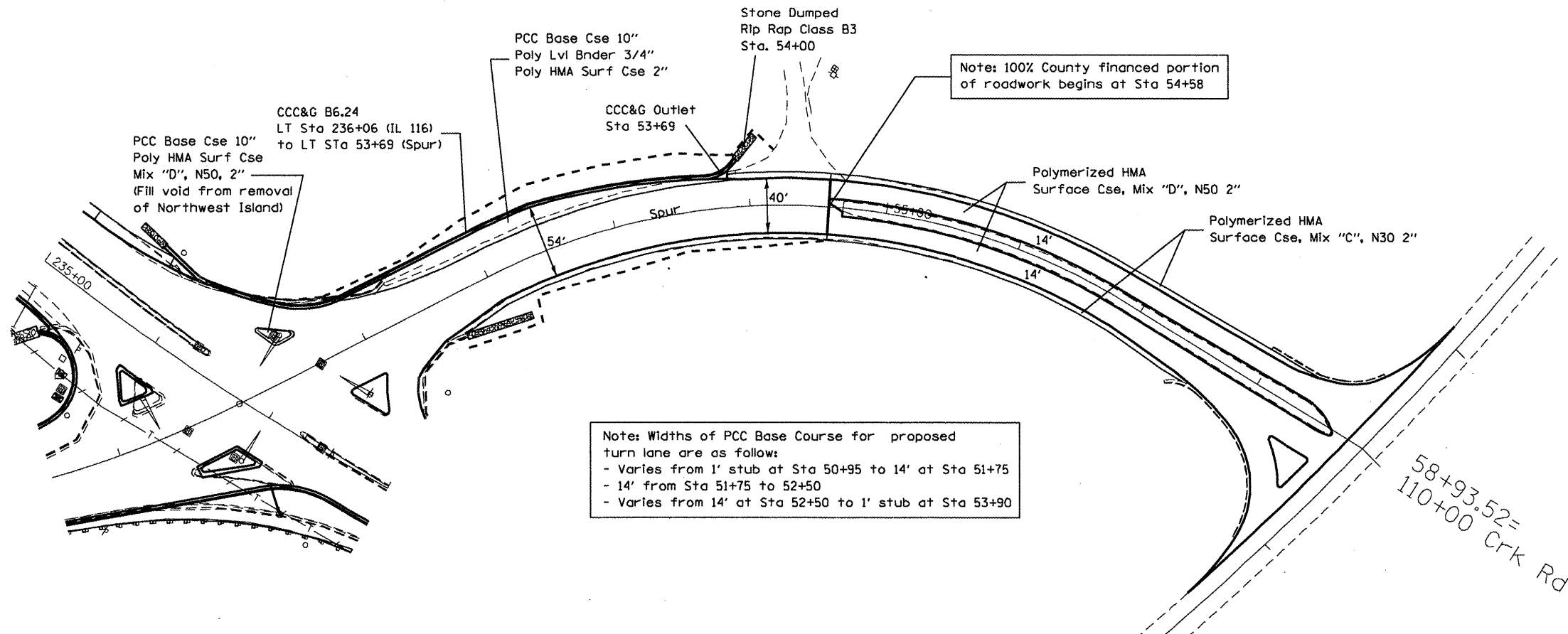
PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	



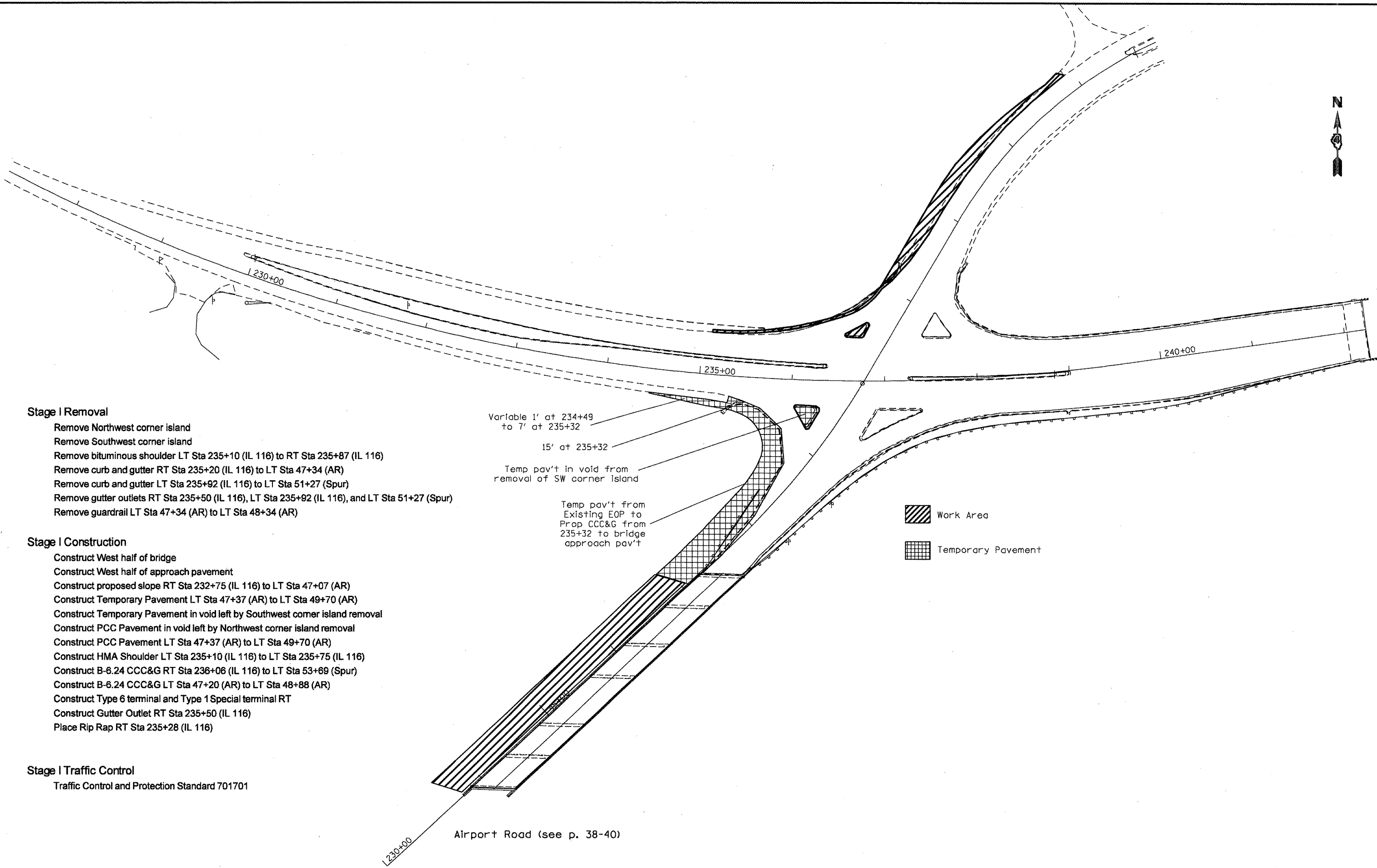
FILE NAME =	USER NAME = eversol	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Proposed Plan & Profile	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\projects\hormhwy\misc.dgn		DRAWN -	REVISED -			6578	(1-R),(1-VCIBR)	PEORIA	172	32
PLOT SCALE = 100.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 68092				
PLOT DATE = 10/20/2008		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	REVISIONS	
	NO. OF DAYS CHECKED	
	STRUCTURE NOTATING CHECK	
	NO.	



FILE NAME = es:\projects\harmhuy\msa.dgn	USER NAME = eversal	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		Proposed Plan & Profile		F.A.U. RTE. 6578	SECTION (1-R),(1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 172	SHEET NO. 33
PLOT SCALE = 100.0000' / IN. PLOT DATE = 10/20/2008				SCALE:		SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 68092 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



Stage I Removal

- Remove Northwest corner island
- Remove Southwest corner island
- Remove bituminous shoulder LT Sta 235+10 (IL 116) to RT Sta 235+87 (IL 116)
- Remove curb and gutter RT Sta 235+20 (IL 116) to LT Sta 47+34 (AR)
- Remove curb and gutter LT Sta 235+92 (IL 116) to LT Sta 51+27 (Spur)
- Remove gutter outlets RT Sta 235+50 (IL 116), LT Sta 235+92 (IL 116), and LT Sta 51+27 (Spur)
- Remove guardrail LT Sta 47+34 (AR) to LT Sta 48+34 (AR)

Stage I Construction

- Construct West half of bridge
- Construct West half of approach pavement
- Construct proposed slope RT Sta 232+75 (IL 116) to LT Sta 47+07 (AR)
- Construct Temporary Pavement LT Sta 47+37 (AR) to LT Sta 49+70 (AR)
- Construct Temporary Pavement in void left by Southwest corner island removal
- Construct PCC Pavement in void left by Northwest corner island removal
- Construct PCC Pavement LT Sta 47+37 (AR) to LT Sta 49+70 (AR)
- Construct HMA Shoulder LT Sta 235+10 (IL 116) to LT Sta 235+75 (IL 116)
- Construct B-6.24 CCC&G RT Sta 236+06 (IL 116) to LT Sta 53+69 (Spur)
- Construct B-6.24 CCC&G LT Sta 47+20 (AR) to LT Sta 48+88 (AR)
- Construct Type 6 terminal and Type 1 Special terminal RT
- Construct Gutter Outlet RT Sta 235+50 (IL 116)
- Place Rip Rap RT Sta 235+28 (IL 116)

Stage I Traffic Control

Traffic Control and Protection Standard 701701

Variable 1' at 234+49
to 7' at 235+32

15' at 235+32

Temp pav't in void from
removal of SW corner island

Temp pav't from
Existing EOP to
Prop CCC&G from
235+32 to bridge
approach pav't

Work Area

Temporary Pavement

Airport Road (see p. 38-40)

FILE NAME =
c:\projects\harmhw\misc.dgn

USER NAME = aersacl

DESIGNED -

REVISED -

DRAWN -

REVISED -

PLOT SCALE = 1/8" = 1' IN.

DATE = 10/20/2008

CHECKED -

REVISED -

DATE -

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

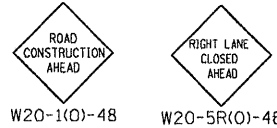
Airport Road - Stage I

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R),(1-VC)BR	PEORIA	142	34
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68092	

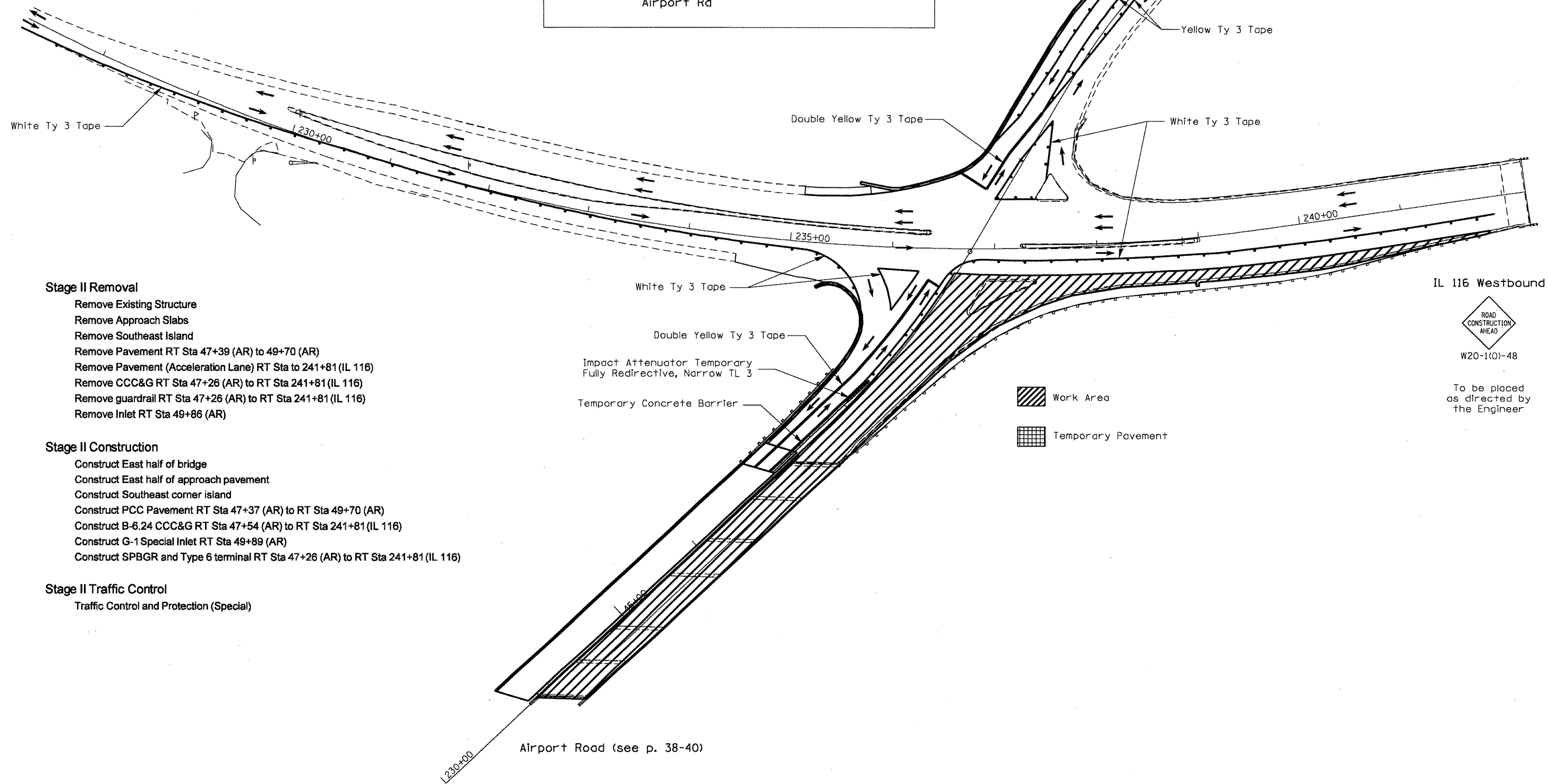
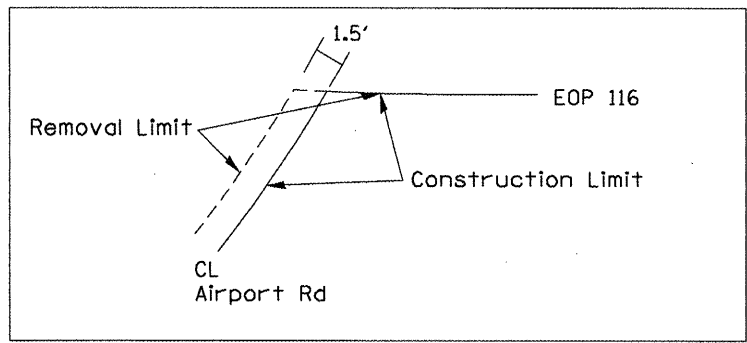
IL 116 Eastbound

Kickapoo Creek Rd. Spur



To be placed as directed by the Engineer

Place sign at intersection with Kickapoo Creek Rd.



Stage II Removal

- Remove Existing Structure
- Remove Approach Slabs
- Remove Southeast Island
- Remove Pavement RT Sta 47+39 (AR) to 49+70 (AR)
- Remove Pavement (Acceleration Lane) RT Sta to 241+81 (IL 116)
- Remove CCC&G RT Sta 47+26 (AR) to RT Sta 241+81 (IL 116)
- Remove guardrail RT Sta 47+26 (AR) to RT Sta 241+81 (IL 116)
- Remove Inlet RT Sta 49+86 (AR)

Stage II Construction

- Construct East half of bridge
- Construct East half of approach pavement
- Construct Southeast corner island
- Construct PCC Pavement RT Sta 47+37 (AR) to RT Sta 49+70 (AR)
- Construct B-6.24 CCC&G RT Sta 47+54 (AR) to RT Sta 241+81 (IL 116)
- Construct G-1 Special Inlet RT Sta 49+89 (AR)
- Construct SPBGR and Type 6 terminal RT Sta 47+26 (AR) to RT Sta 241+81 (IL 116)

Stage II Traffic Control

- Traffic Control and Protection (Special)

IL 116 Westbound



To be placed as directed by the Engineer

FILE NAME = c:\projects\hermhwy\m1sc.dgn

USER NAME = eversci
 PLOT SCALE = 100.0000' / IN.
 PLOT DATE = 10/20/2008

DESIGNED -	REVISER -
DRAWN -	REVISION -
CHECKED -	REVISION -
DATE -	REVISION -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

Airport Road - Stage II

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R),(1-VC)BR	PEORIA	172	35
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 68092	

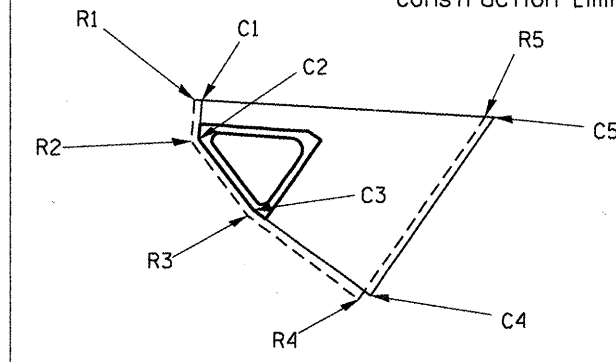
IL 116 Eastbound



W20-1(O)-48 W20-5R(O)-48

To be placed as directed by the Engineer

Stage II Removal Limits & Construction Limits



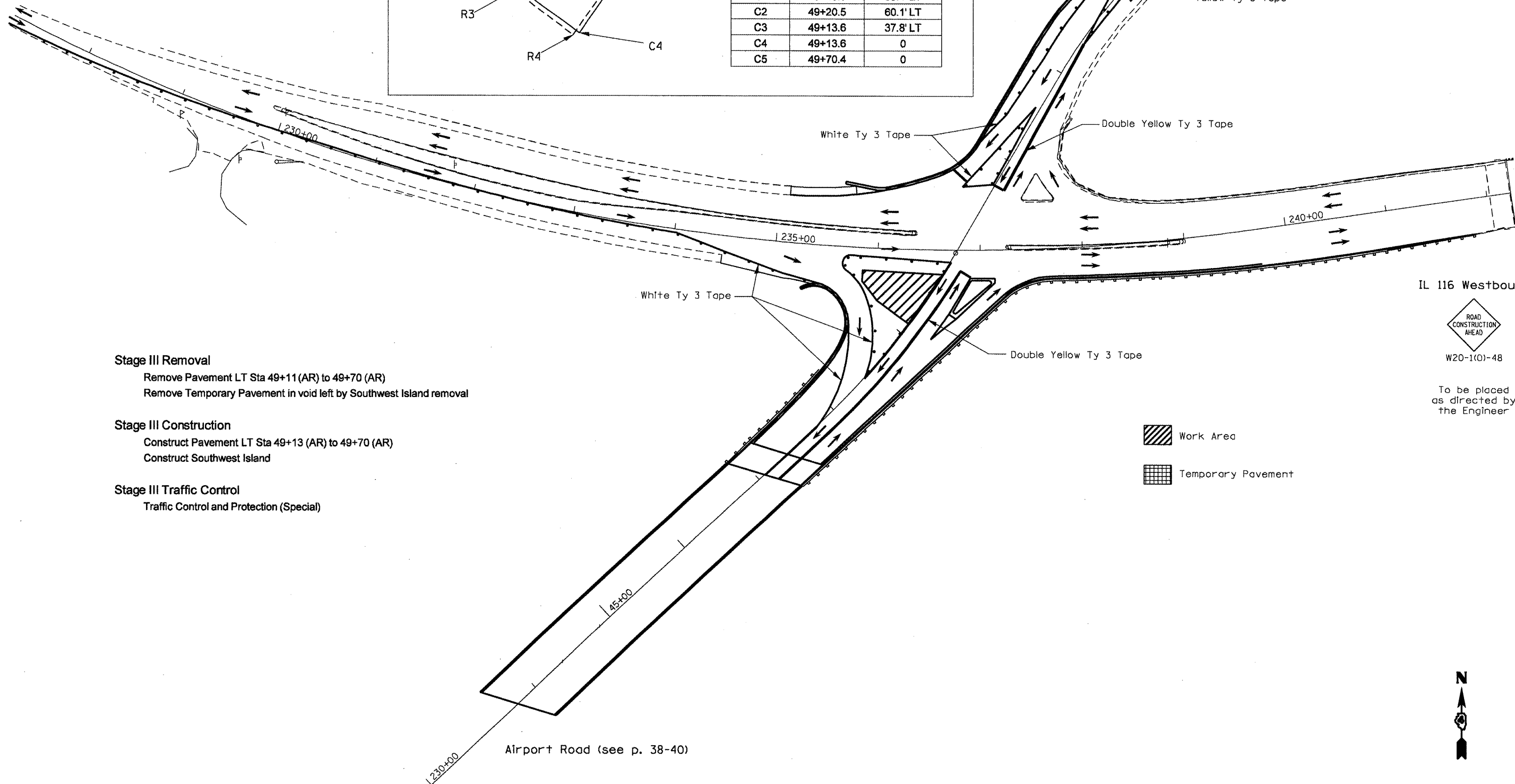
	Station	Offset
R1	49+29.0	66.6' LT
R2	49+19.2	61.1' LT
R3	49+12.0	38.0' LT
R4	49+12.1	1.5' LT
R5	49+69.3	1.5' LT
C1	49+29.9	65.4' LT
C2	49+20.5	60.1' LT
C3	49+13.6	37.8' LT
C4	49+13.6	0
C5	49+70.4	0

Kickapoo Creek Rd. Spur



W20-1(O)-48

Place sign at Intersection with Kickapoo Creek Rd.



Stage III Removal

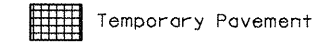
- Remove Pavement LT Sta 49+11 (AR) to 49+70 (AR)
- Remove Temporary Pavement in void left by Southwest Island removal

Stage III Construction

- Construct Pavement LT Sta 49+13 (AR) to 49+70 (AR)
- Construct Southwest Island

Stage III Traffic Control

- Traffic Control and Protection (Special)



IL 116 Westbound



W20-1(O)-48

To be placed as directed by the Engineer



FILE NAME = c:\projects\hamhwy\m116a.dgn

USER NAME = eversal

DESIGNED -

DRAWN -

CHECKED -

DATE -

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Airport Road - Stage III

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

F.A.U. RTE.

6758

SECTION

(1)-R,(1)-VC:BR

COUNTY

PEORIA

TOTAL SHEETS

172

SHEET NO.

36

CONTRACT NO. 68092

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

IL 116 Eastbound



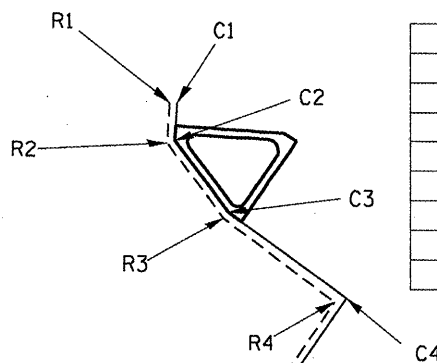
W20-1(O)-48



W20-5R(O)-48

To be placed as directed by the Engineer

Stage III Removal Limits & Construction Limits



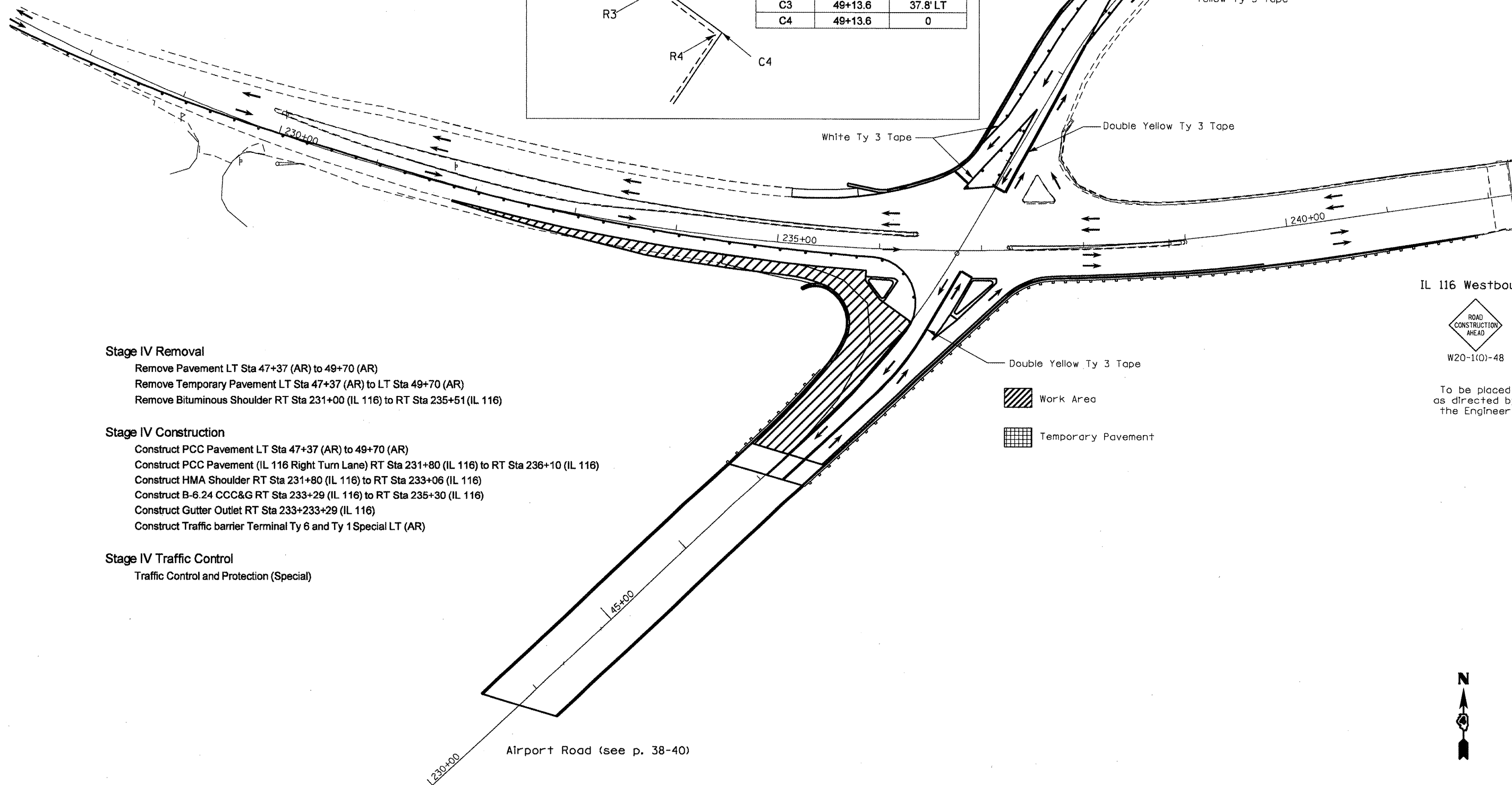
	Station	Offset
R1	49+29.0	66.6' LT
R2	49+19.2	61.1' LT
R3	49+12.0	38.0' LT
R4	49+12.1	1.5' LT
C1	49+29.9	65.4' LT
C2	49+20.5	60.1' LT
C3	49+13.6	37.8' LT
C4	49+13.6	0

Kickapoo Creek Rd. Spur



W20-1(O)-48

Place sign at intersection with Kickapoo Creek Rd.



Stage IV Removal

- Remove Pavement LT Sta 47+37 (AR) to 49+70 (AR)
- Remove Temporary Pavement LT Sta 47+37 (AR) to LT Sta 49+70 (AR)
- Remove Bituminous Shoulder RT Sta 231+00 (IL 116) to RT Sta 235+51 (IL 116)

Stage IV Construction

- Construct PCC Pavement LT Sta 47+37 (AR) to 49+70 (AR)
- Construct PCC Pavement (IL 116 Right Turn Lane) RT Sta 231+80 (IL 116) to RT Sta 236+10 (IL 116)
- Construct HMA Shoulder RT Sta 231+80 (IL 116) to RT Sta 233+06 (IL 116)
- Construct B-6.24 CCC&G RT Sta 233+29 (IL 116) to RT Sta 235+30 (IL 116)
- Construct Gutter Outlet RT Sta 233+233+29 (IL 116)
- Construct Traffic barrier Terminal Ty 6 and Ty 1 Special LT (AR)

Stage IV Traffic Control

- Traffic Control and Protection (Special)

IL 116 Westbound



W20-1(O)-48

To be placed as directed by the Engineer

Work Area

Temporary Pavement



FILE NAME = c:\projects\hcr\hwy\misc.dgn

USER NAME = everscl
 PLOT SCALE = 100.0000' / IN.
 PLOT DATE = 10/20/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

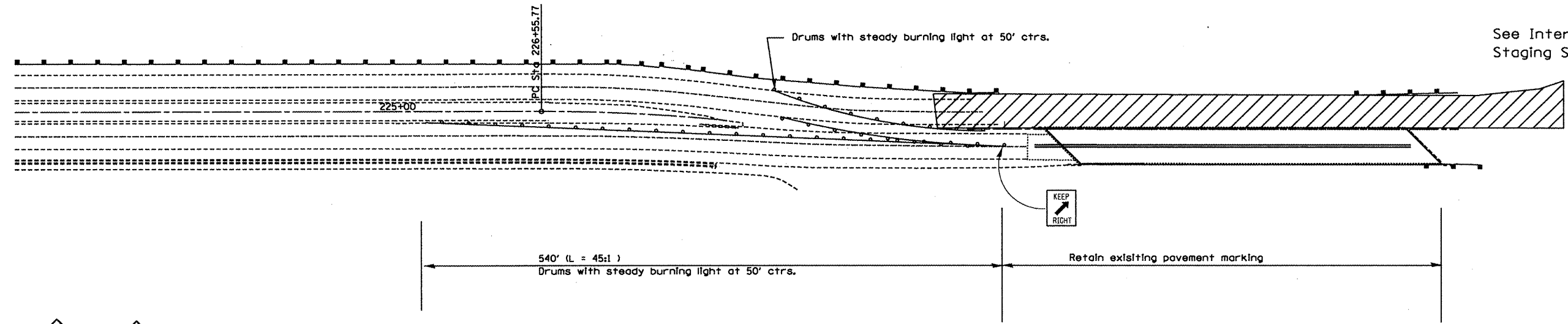
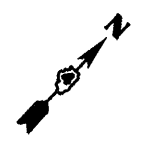
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

Airport Road - Stage IV

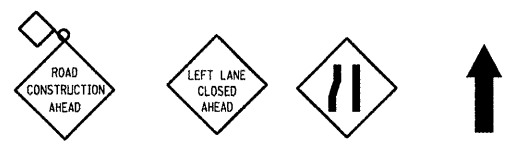
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R),(1-VC)BR	PEORIA	142	37

FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT
CONTRACT NO. 68092



See Intersection Staging Sheets



W20-1(O)-48 W20-5(O)-48 W4-2L(O)-48 Arrow Board
To be placed as directed by the Engineer

GENERAL NOTES

Monodirectional Barrier Wall markers shall be placed at 25' centers. Markers on the right shall be crystal and on the left shall be amber. See Standards 704001.

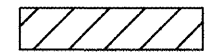
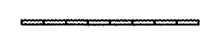




All existing pavement markings which conflict with the revised traffic pattern shall be removed.

All signs shall be post mounted.

Yellow pavement marking tape to be used on the left edge and white on the right edge of the driving lanes.

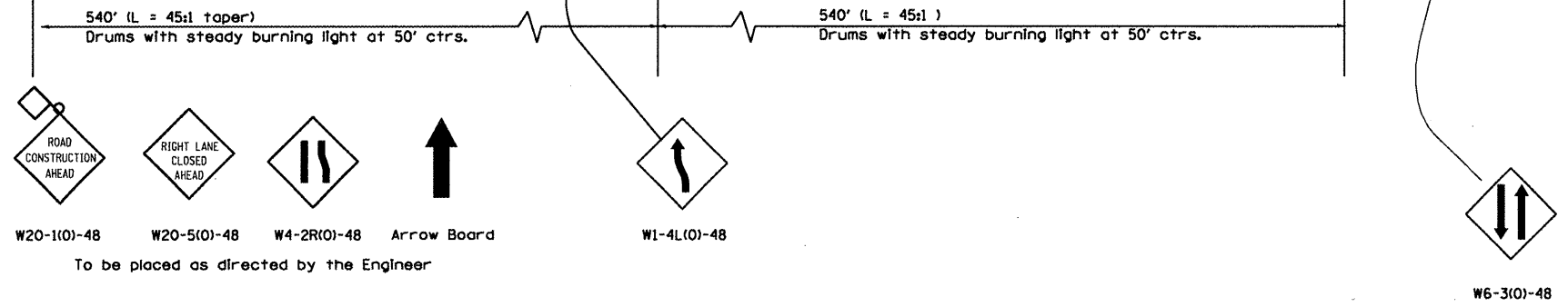
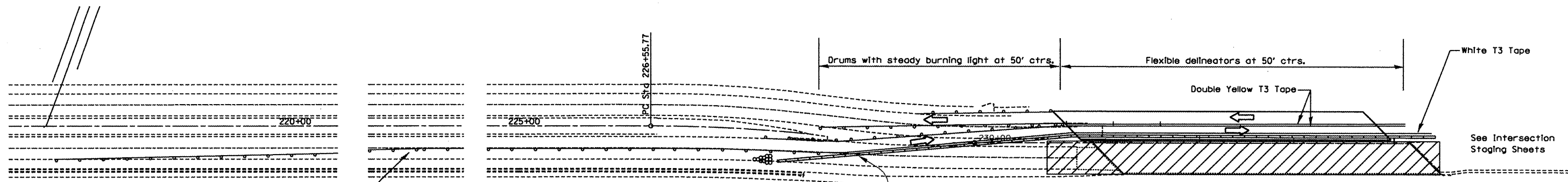
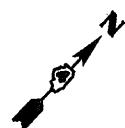
Flashing lights shall be installed above the first two signs of a series in advance of the work area during hours of darkness.

Signs mounted in the median may be omitted when the median is less than 10 feet wide.

-  Work Area
-  Temporary Concrete Barrier
-  Impact Attenuator TL3
Design Speed 45 mph
-  Drum with steady burning monodirectional lights and Type III pavement marking tape.
-  18" x 18" minimum Orange Flag
-  Arrow Board

STAGE I

FILE NAME = S:\GEN\DRIFT\STD&PLNS\Squad\68092 Ar	USER NAME = loyedm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	Report Road\plan01.dgn	DRAWN -	REVISED -			6578	(I-R)RS (I-VC)BR	Peoria	142	38
	PLOT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 68092				
	PLOT DATE = 10/17/2008	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						



To be placed as directed by the Engineer

GENERAL NOTES

Monodirectional Barrier Wall markers shall be placed at 25' centers. Markers on the right shall be crystal and on the left shall be amber. See Standards 704001.

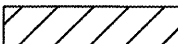


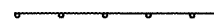


All existing pavement markings which conflict with the revised traffic pattern shall be removed.

All signs shall be post mounted.

Yellow pavement marking tape to be used on the left edge and white on the right edge of the driving lanes.

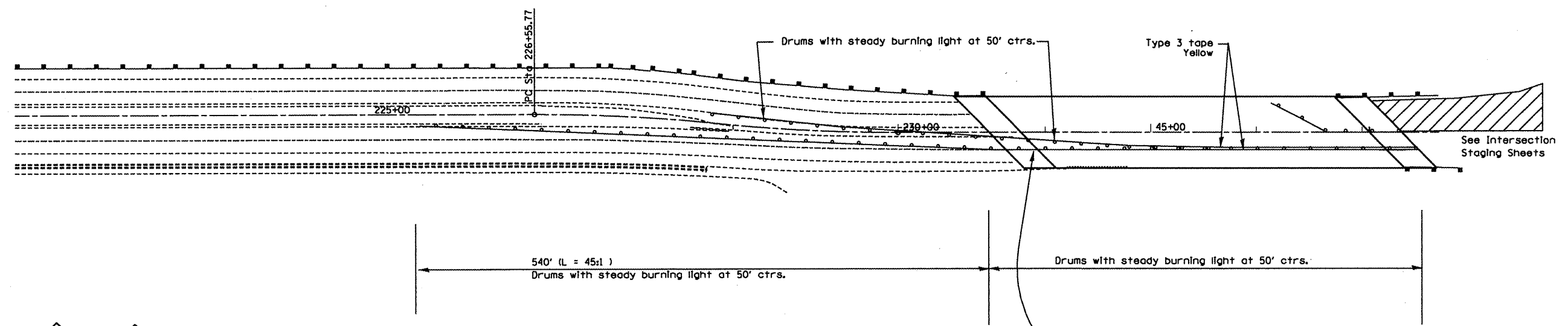
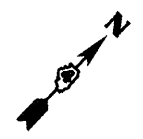
Flashing lights shall be installed above the first two signs of a series in advance of the work area during hours of darkness.





Signs mounted in the median may be omitted when the median is less than 10 feet wide.

-  Work Area
-  Temporary Concrete Barrier
-  Impact Attenuator TL3 Design Speed 45 mph
-  Drum with steady burning monodirectional lights and Type III pavement marking tape.
-  18" x 18" minimum Orange Flag
-  Arrow Board

STAGE II

FILE NAME = S:\GEN\DRIFT\STD&PLNS\Squad1\68092 Ar	USER NAME = loynedm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1/8" = 100' / IN.	CHECKED -	REVISED -			6578	(1-RIRS (1-VCIBR	Peoria	142	39
PLOT DATE = 10/17/2008	DATE -	REVISED -	REVISED -	SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 68092		



 W20-1(O)-48
 W20-5(O)-48
 W4-2L(O)-48
 Arrow Board
 To be placed as directed by the Engineer


 W6-3(O)-48

GENERAL NOTES

Monodirectional Barrier Wall markers shall be placed at 25' centers. Markers on the right shall be crystal and on the left shall be amber. See Standards 704001.


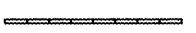

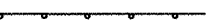


All existing pavement markings which conflict with the revised traffic pattern shall be removed.

All signs shall be post mounted.

Yellow pavement marking tape to be used on the left edge and white on the right edge of the driving lanes.

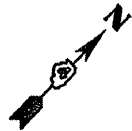
Flashing lights shall be installed above the first two signs of a series in advance of the work area during hours of darkness.

Signs mounted in the median may be omitted when the median is less than 10 feet wide.

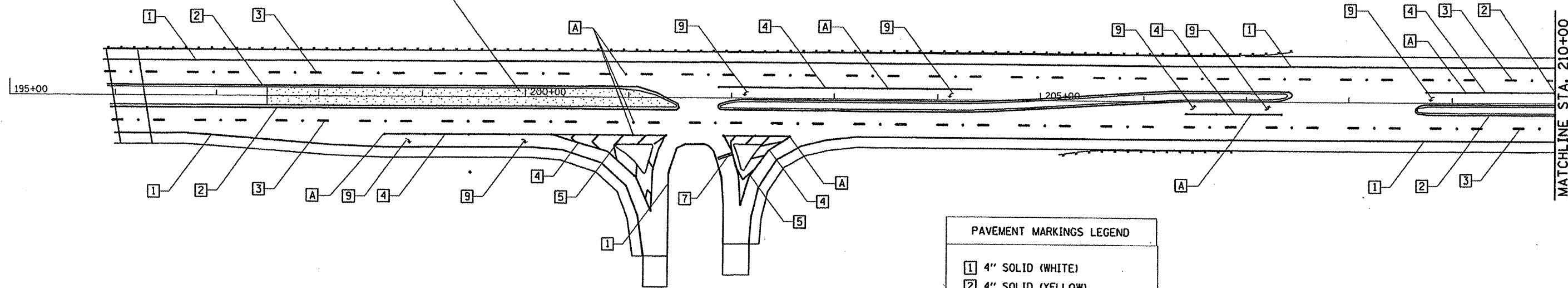
-  Work Area
-  Temporary Concrete Barrier
-  Impact Attenuator TL3
Design Speed 45 mph
-  Drum with steady burning monodirectional lights and Type III pavement marking tape.
-  18" x 18" minimum Orange Flag
-  Arrow Board

STAGE III & IV

FILE NAME =	USER NAME = loynedm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\GEN\DRIFT\STO&PLNS\Squad\68092 Airport Road\plan01.dgn		DRAWN -	REVISED -			6578	(1-RHS (1-VCIBR	Peoria	192	40	
PLOT SCALE = 1/8" = 110.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 68092					
PLOT DATE = 10/17/2008		DATE -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		



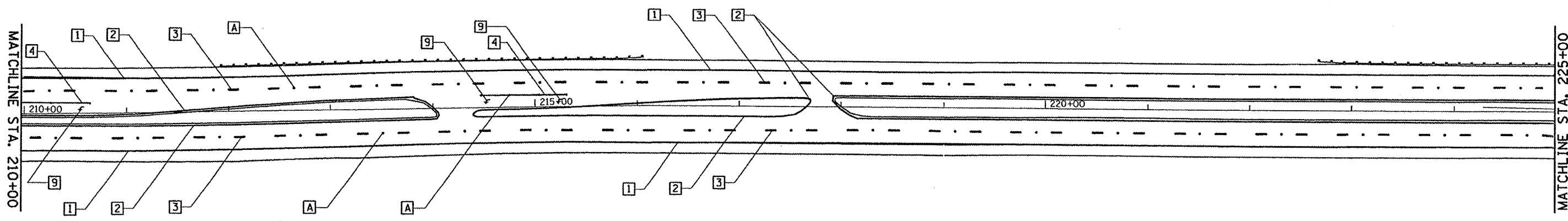
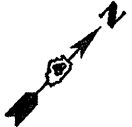
Seeding Class 3
Sta. 197+50 to 201+40



PAVEMENT MARKINGS LEGEND

1	4" SOLID (WHITE)
2	4" SOLID (YELLOW)
3	6" SKIP DASH (WHITE) TAPE
4	8" SOLID (WHITE)
5	12" SOLID (WHITE)
6	12" SOLID (YELLOW)
7	24" SOLID (WHITE)
8	4" DOUBLE SOLID (YELLOW)
9	LETTERS & SYMBOLS (WHITE)
A	1-WAY CRYSTAL
B	1-WAY AMBER
C	2-WAY AMBER

	Perimeter Erosion Barrier
	Temporary Ditch Check
	Seeding Class 3
	Temporary Erosion Control Seeding



FILE NAME =	USER NAME = eversal	DESIGNED -	REVISED -
C:\Documents and Settings\eversal\Desktop\p\Harrison Highway\misc.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

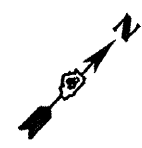
Revised 11/2008

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

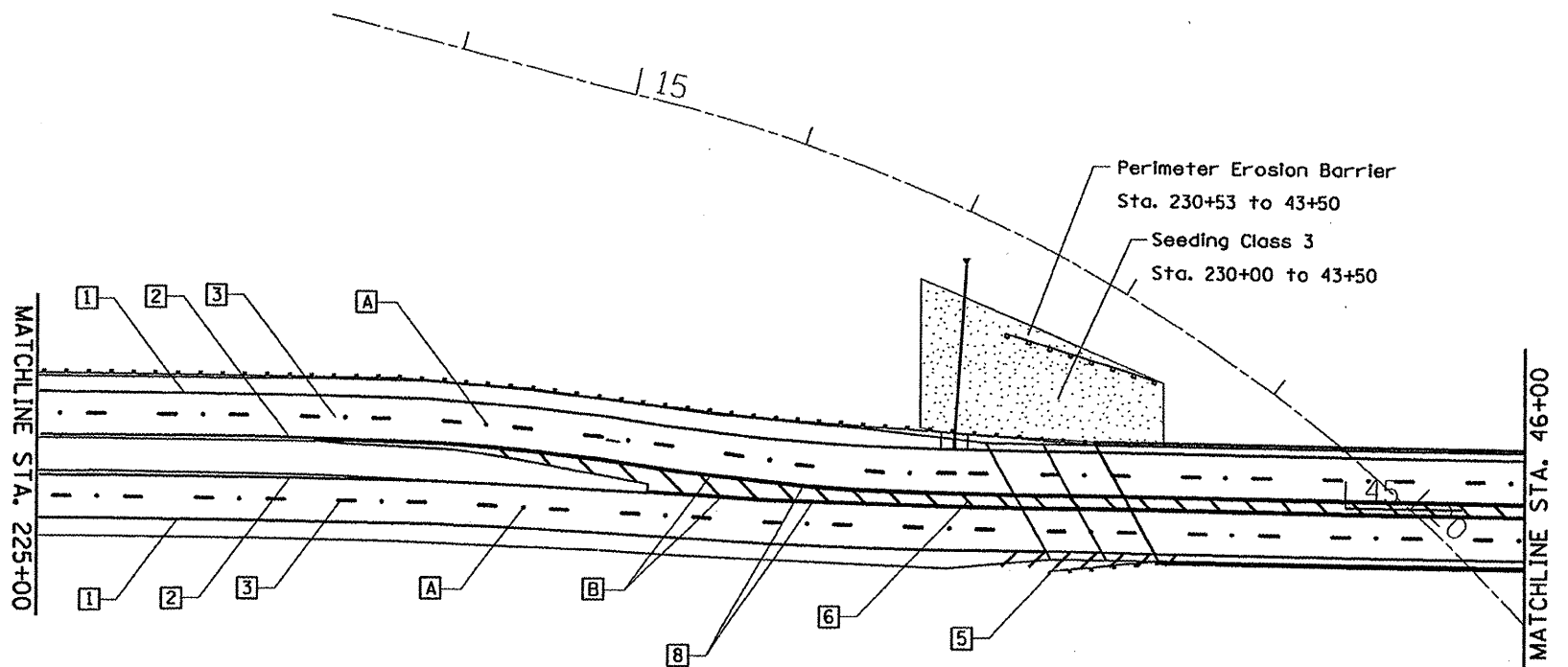
Temporary Erosion Control,
Landscaping & Pavement Markings

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(I-RI, I-VC)BR	PEORIA	142	41
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

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



PAVEMENT MARKINGS LEGEND	
1	4" SOLID (WHITE)
2	4" SOLID (YELLOW)
3	6" SKIP DASH (WHITE) TAPE
4	8" SOLID (WHITE)
5	12" SOLID (WHITE)
6	12" SOLID (YELLOW)
7	24" SOLID (WHITE)
8	4" DOUBLE SOLID (YELLOW)
9	LETTERS & SYMBOLS (WHITE)
A	1-WAY CRYSTAL
B	1-WAY AMBER
C	2-WAY AMBER



	Perimeter Erosion Barrier
	Temporary Ditch Check
	Seeding Class 3
	Temporary Erosion Control Seeding

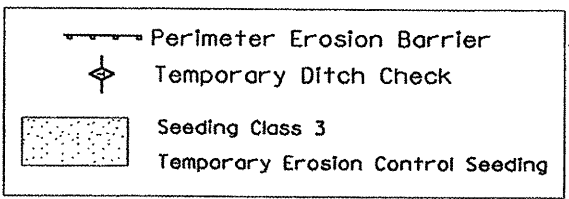
FILE NAME =	USER NAME = everscl	DESIGNED -	REVISED -
C:\Documents and Settings\everscl\Desktop\Harmon Highway/misc.dgn		DRAWN -	REVISED -
Revised 11/2008	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 11/17/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

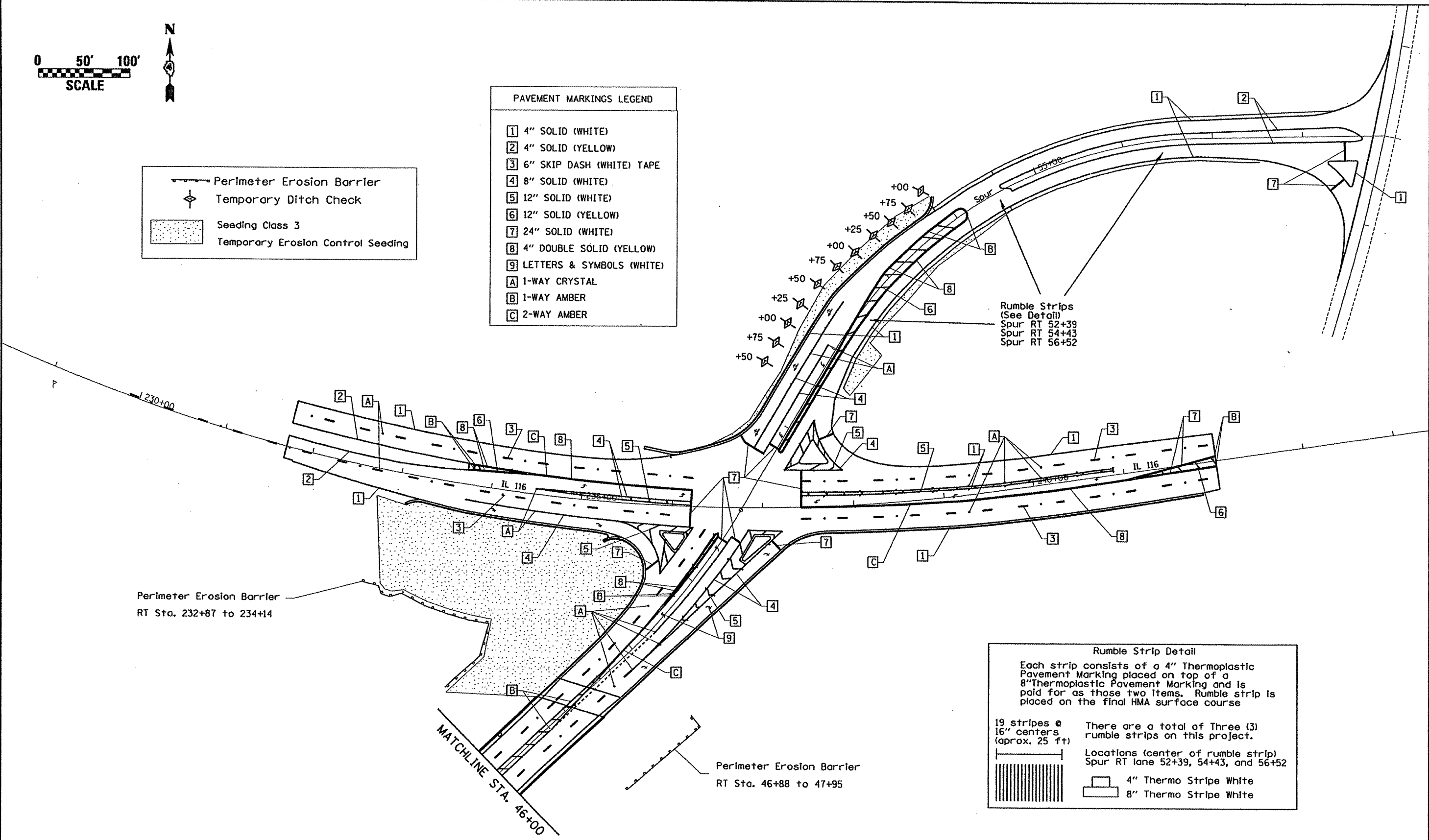
**Temporary Erosion Control,
Landscaping & Pavement Markings**

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(I-R), (I-VC)BR	PEORIA	142	42
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 68092	

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



PAVEMENT MARKINGS LEGEND	
1	4" SOLID (WHITE)
2	4" SOLID (YELLOW)
3	6" SKIP DASH (WHITE) TAPE
4	8" SOLID (WHITE)
5	12" SOLID (WHITE)
6	12" SOLID (YELLOW)
7	24" SOLID (WHITE)
8	4" DOUBLE SOLID (YELLOW)
9	LETTERS & SYMBOLS (WHITE)
A	1-WAY CRYSTAL
B	1-WAY AMBER
C	2-WAY AMBER



Rumble Strips
(See Detail)
Spur RT 52+39
Spur RT 54+43
Spur RT 56+52

Perimeter Erosion Barrier
RT Sta. 232+87 to 234+14

Perimeter Erosion Barrier
RT Sta. 46+88 to 47+95

Rumble Strip Detail

Each strip consists of a 4" Thermoplastic Pavement Marking placed on top of a 8" Thermoplastic Pavement Marking and is paid for as those two items. Rumble strip is placed on the final HMA surface course

19 stripes @ 16" centers (approx. 25 ft)

There are a total of Three (3) rumble strips on this project.

Locations (center of rumble strip)
Spur RT lane 52+39, 54+43, and 56+52

4" Thermo Stripe White
8" Thermo Stripe White

FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -
C:\Documents and Settings\everact\Desktop\Harmon Highway\misc.dgn		DRAWN -	REVISED -
Revised 11/2008	PLOT SCALE = 1/8" = 1' / 1"	CHECKED -	REVISED -
	PLOT DATE = 11/19/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**Temporary Erosion Control,
Landscaping & Pavement Markings**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(I-R),(I-VC)BR	PEORIA	142	43
FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 68092	

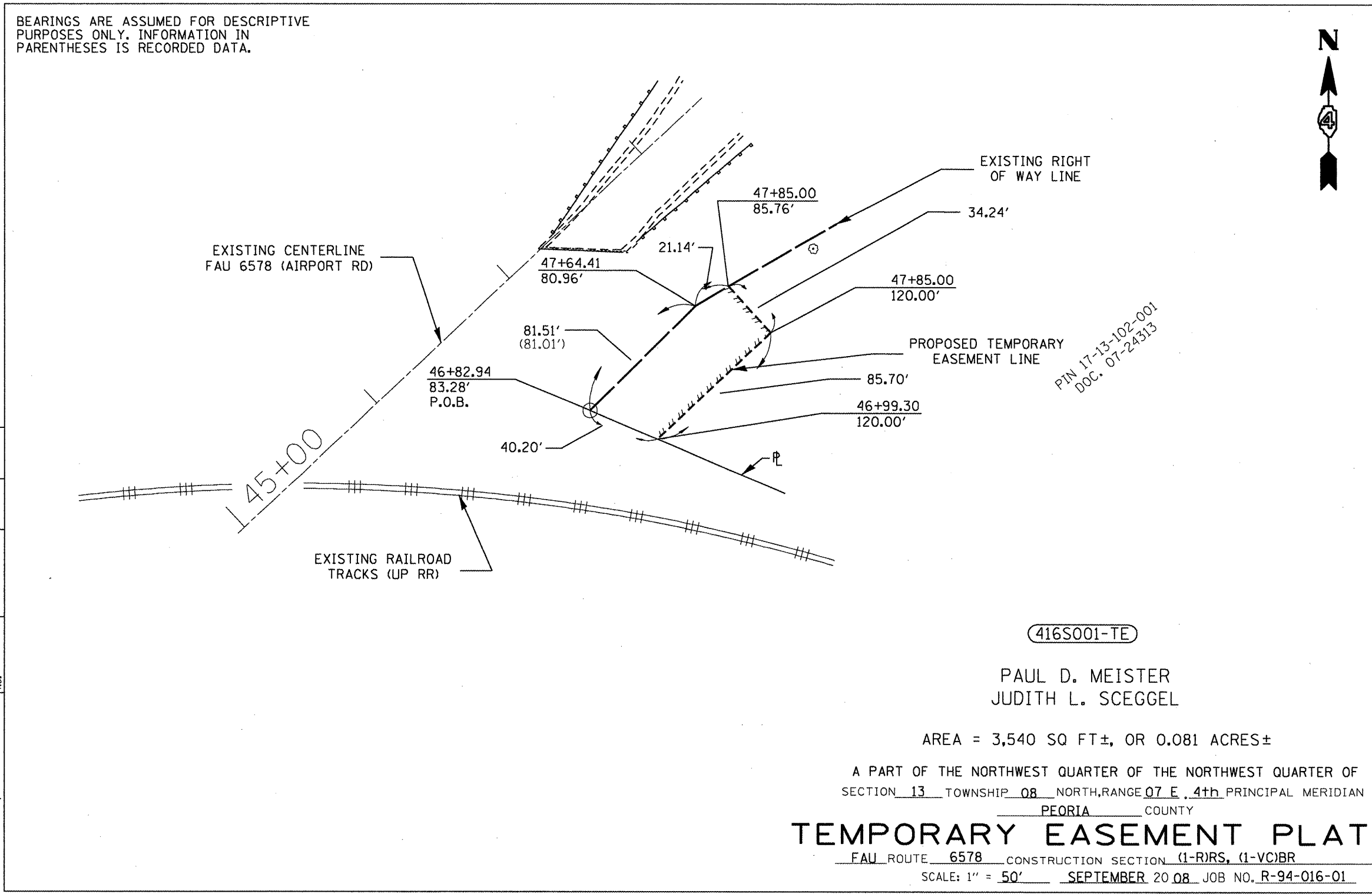
BEARINGS ARE ASSUMED FOR DESCRIPTIVE PURPOSES ONLY. INFORMATION IN PARENTHESES IS RECORDED DATA.



CATALOG NO. : 032288-00
CONTRACT NO. : 68092

DATE	09-08
BY	PCF
COMPUTED	
CHECKED	
INKE	
INK CHECKED	
R. O. W. PLAT	
NOTE BOOK	2824

CADD DRAWING
PROJECT: harmhwy row
FILE: jobrow.gpk
airptrow.ipf
harmhwtairportrdint.m32



PIN 17-13-102-001
DOC. 07-24313

416S001-TE

PAUL D. MEISTER
JUDITH L. SCGGEL

AREA = 3,540 SQ FT±, OR 0.081 ACRES±

A PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 13 TOWNSHIP 08 NORTH, RANGE 07 E, 4th PRINCIPAL MERIDIAN PEORIA COUNTY

TEMPORARY EASEMENT PLAT

FAU ROUTE 6578 CONSTRUCTION SECTION (1-R)RS, (1-VC)BR

SCALE: 1" = 50' SEPTEMBER 20 08 JOB NO. R-94-016-01

Revised: 09-22-08

Signed

Recorded

BOOK

PAGE

DOCUMENT NO.

416S001TE

FILE NAME =
es:\projects\harmhwy\staging.dgn

USER NAME = hudsonne	DESIGNED -	REVISED -
PLOT SCALE = 1/8" = 100.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/20/2008	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROW Plan

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

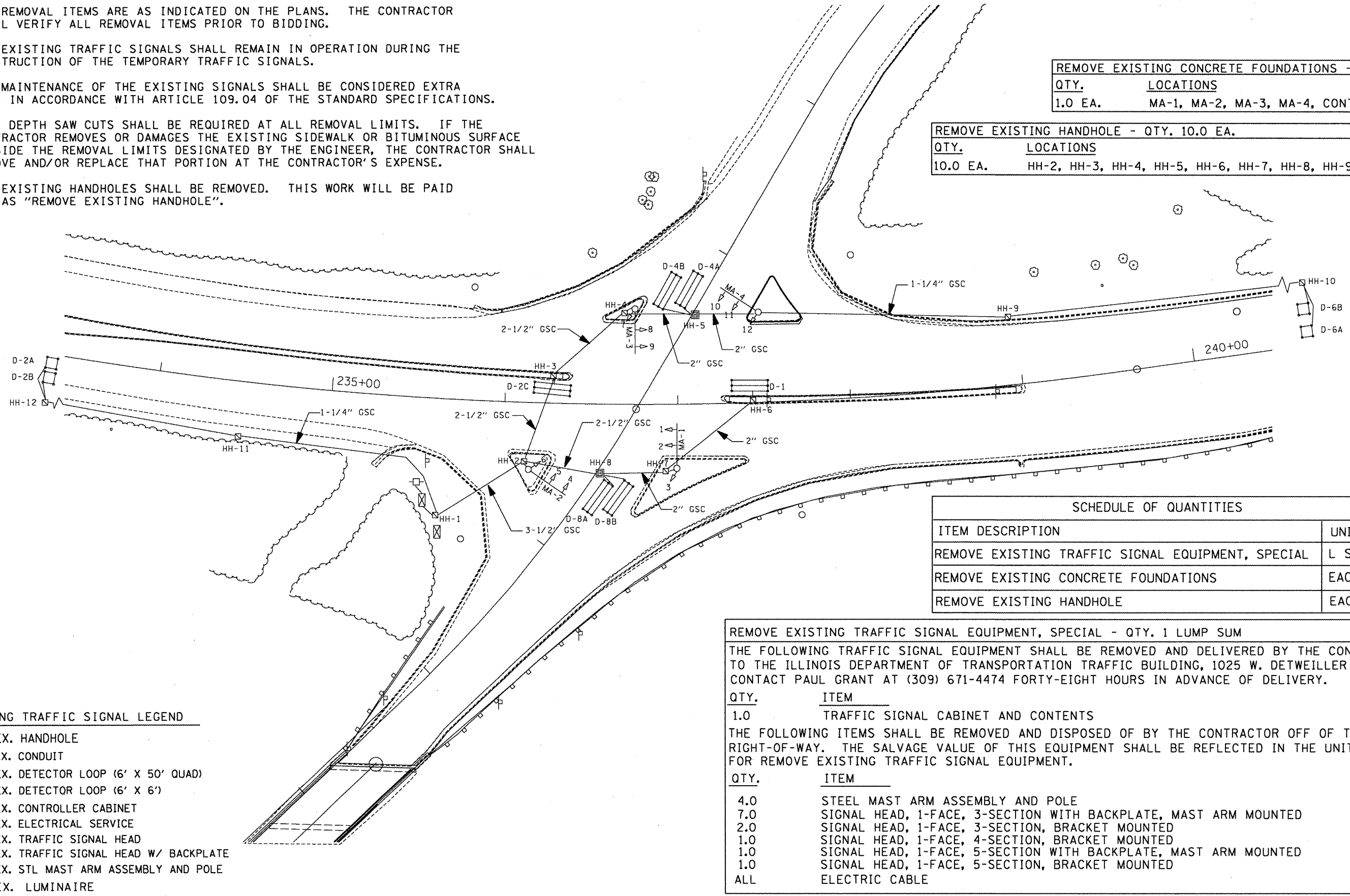
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R),(1-VC)BR	PEORIA	122	44
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68092	

EXISTING TRAFFIC SIGNAL AND REMOVAL NOTES

1. THE REMOVAL ITEMS ARE AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL VERIFY ALL REMOVAL ITEMS PRIOR TO BIDDING.
2. THE EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING THE CONSTRUCTION OF THE TEMPORARY TRAFFIC SIGNALS.
3. ANY MAINTENANCE OF THE EXISTING SIGNALS SHALL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
4. FULL DEPTH SAW CUTS SHALL BE REQUIRED AT ALL REMOVAL LIMITS. IF THE CONTRACTOR REMOVES OR DAMAGES THE EXISTING SIDEWALK OR BITUMINOUS SURFACE OUTSIDE THE REMOVAL LIMITS DESIGNATED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE AND/OR REPLACE THAT PORTION AT THE CONTRACTOR'S EXPENSE.
5. THE EXISTING HANDHOLES SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AS "REMOVE EXISTING HANDHOLE".

REMOVE EXISTING CONCRETE FOUNDATIONS - QTY. 5.0 EA.	
QTY.	LOCATIONS
1.0 EA.	MA-1, MA-2, MA-3, MA-4, CONTROLLER

REMOVE EXISTING HANDHOLE - QTY. 10.0 EA.	
QTY.	LOCATIONS
10.0 EA.	HH-2, HH-3, HH-4, HH-5, HH-6, HH-7, HH-8, HH-9, HH-11, HH-12



SCHEDULE OF QUANTITIES		
ITEM DESCRIPTION	UNIT	QUANTITY
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT, SPECIAL	L SUM	1.0
REMOVE EXISTING CONCRETE FOUNDATIONS	EACH	5.0
REMOVE EXISTING HANDHOLE	EACH	10.0

- EXISTING TRAFFIC SIGNAL LEGEND
- ☐ EX. HANDHOLE
 - EX. CONDUIT
 - ▬ EX. DETECTOR LOOP (6' X 50' QUAD)
 - ⊙ EX. DETECTOR LOOP (6' X 6')
 - ⊠ EX. CONTROLLER CABINET
 - ⊞ EX. ELECTRICAL SERVICE
 - ⬆ EX. TRAFFIC SIGNAL HEAD
 - ⬆ EX. TRAFFIC SIGNAL HEAD W/ BACKPLATE
 - ⊙ EX. STL MAST ARM ASSEMBLY AND POLE
 - ⊗ EX. LUMINAIRE

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT, SPECIAL - QTY. 1 LUMP SUM

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC BUILDING, 1025 W. DETWEILLER DR. PLEASE CONTACT PAUL GRANT AT (309) 671-4474 FORTY-EIGHT HOURS IN ADVANCE OF DELIVERY.

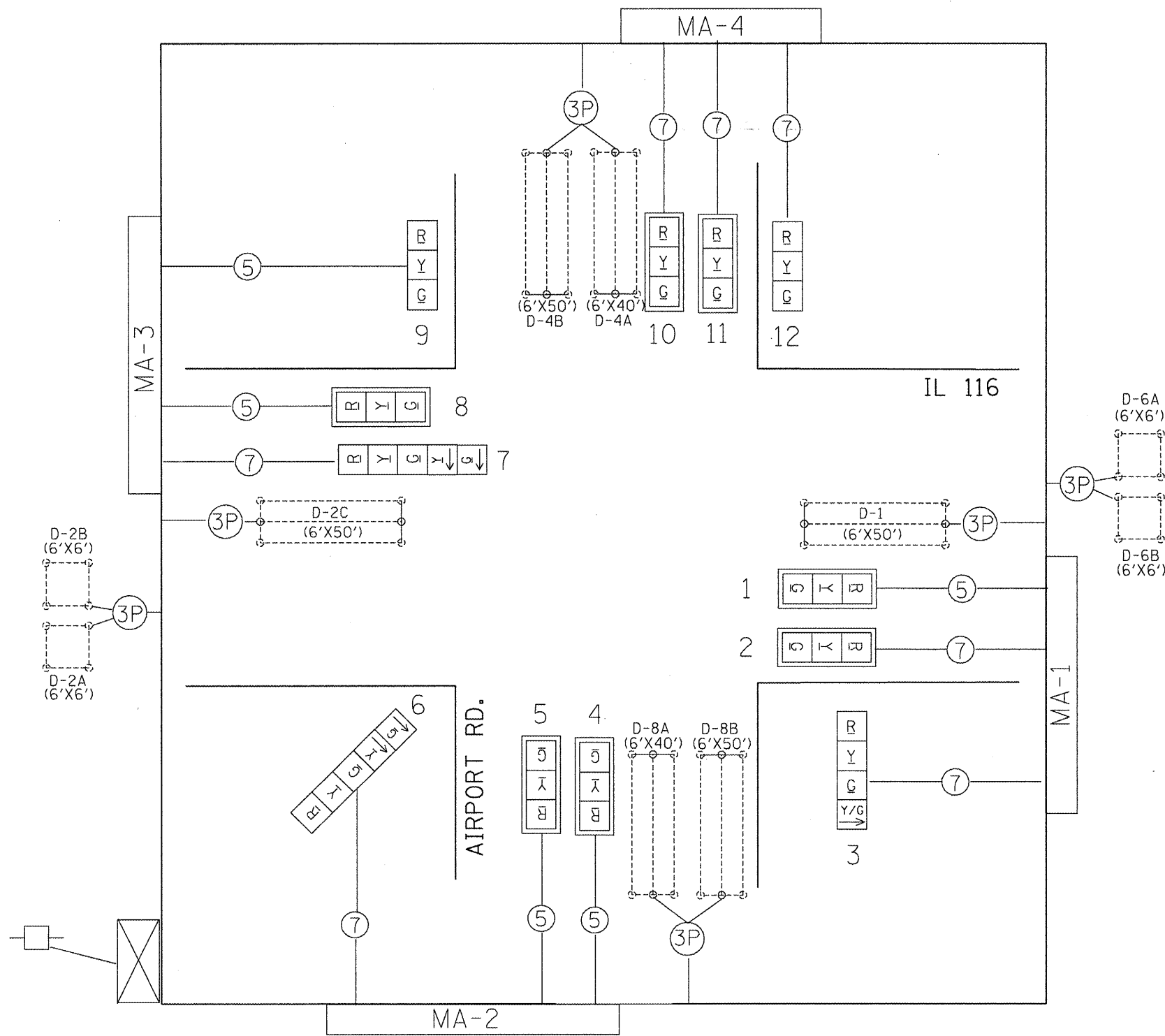
QTY.	ITEM
1.0	TRAFFIC SIGNAL CABINET AND CONTENTS

THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF OF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

QTY.	ITEM
4.0	STEEL MAST ARM ASSEMBLY AND POLE
7.0	SIGNAL HEAD, 1-FACE, 3-SECTION WITH BACKPLATE, MAST ARM MOUNTED
2.0	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
1.0	SIGNAL HEAD, 1-FACE, 4-SECTION, BRACKET MOUNTED
1.0	SIGNAL HEAD, 1-FACE, 5-SECTION WITH BACKPLATE, MAST ARM MOUNTED
1.0	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
ALL	ELECTRIC CABLE

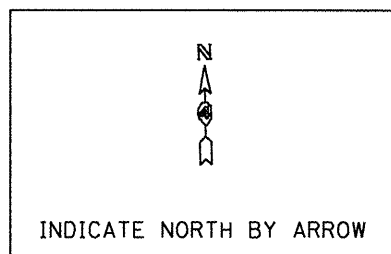
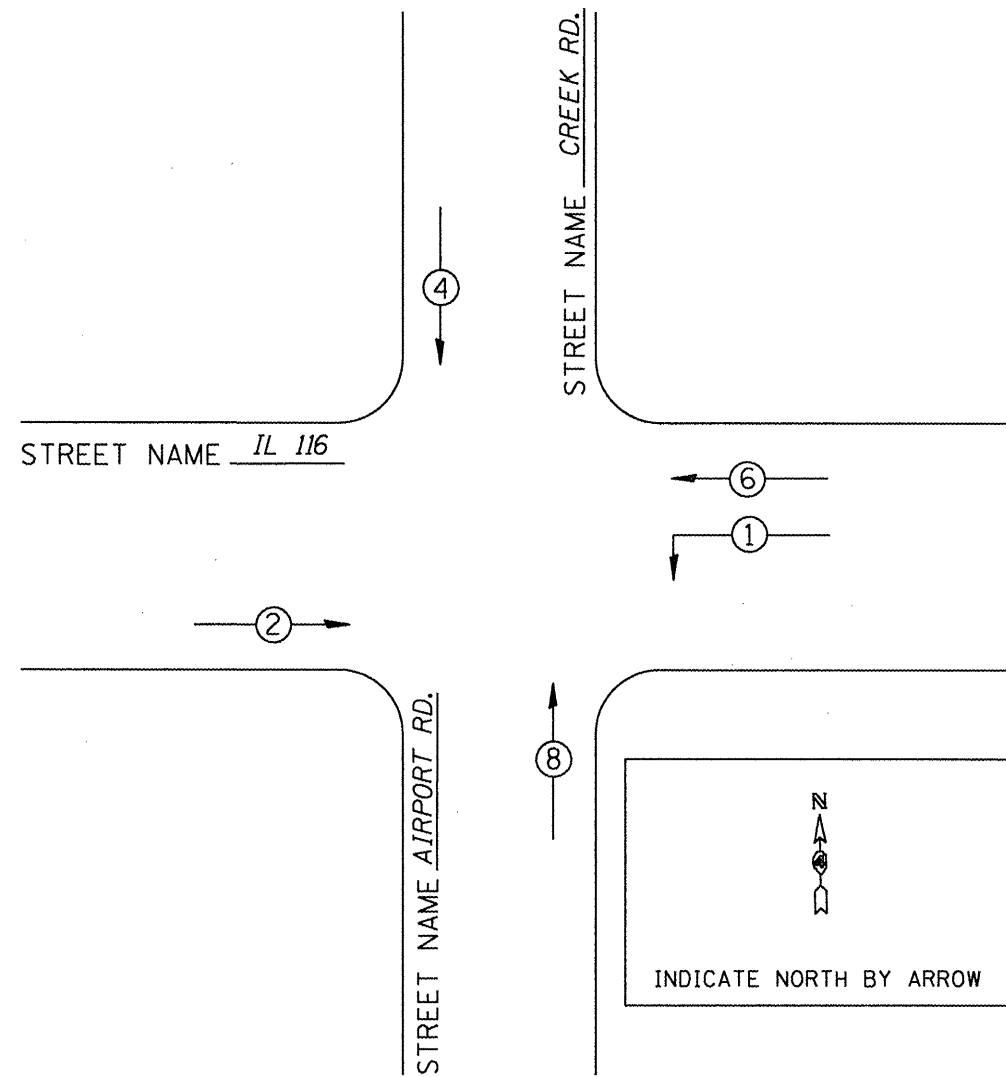
NOT TO SCALE
TRAFFIC SIGNALS
SHEET 1 OF 11

EXISTING CABLE DIAGRAM



EXISTING PHASE DIAGRAM

NAME OF INTERSECTION IL 116 & AIRPORT RD.
 EXISTING CONTROLLER: FULL ACTUATED CONTROLLER
 (TS-2), TYPE IV CABINET, TS-1 BACKPANEL



LEGEND

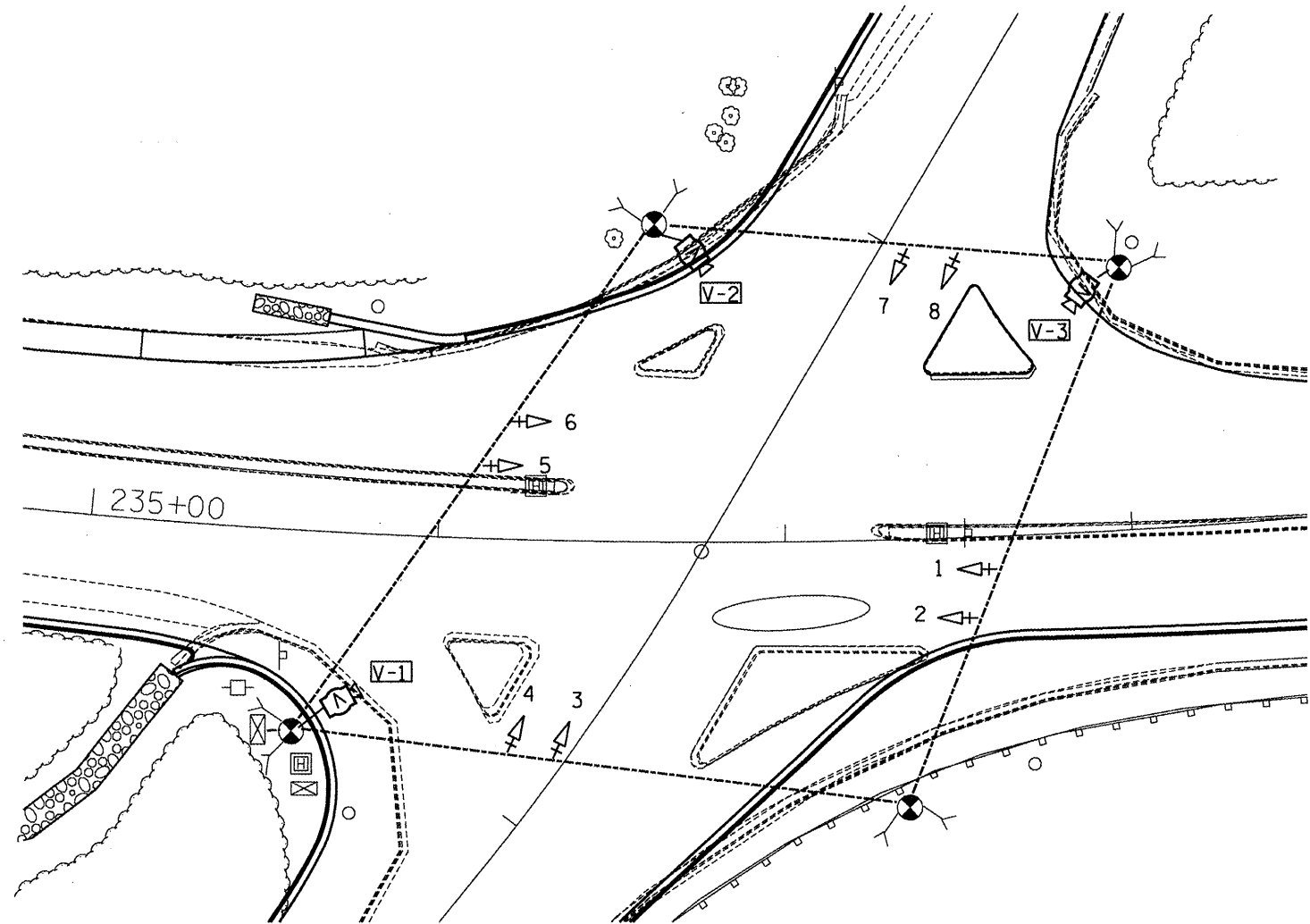
← * → VEHICULAR MOVEMENT
 * NUMBER REFERS TO ASSOCIATED PHASE

TRAFFIC SIGNALS LEGEND

- EX. 3 SEC. SIGNAL HEAD W/BACKPLATE
- EX. 3 SEC. SIGNAL HEAD
- EX. CONTROLLER (SIGNAL)
- #18 3-PR DETECTOR LOOP CABLE
- 5/C NO. 14 SIGNAL CABLE
- 7/C NO. 14 SIGNAL CABLE
- EX. DETECTOR LOOP (6'X6')
- EX. DETECTOR LOOP (6'X50' QUAD)
- EX. SERVICE INSTALLATION

NOT TO SCALE
 TRAFFIC SIGNALS
 SHEET 2 OF 11

FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. EXISTING TRAFFIC SIGNAL CABLE PLAN AND PHASE DIAGRAM	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\laynedm\Local Settings\Temporary Internet Files\OLK85\68092	Settings\Temporary Internet Files\OLK85\68092	DRAWN 16 Airport Rd. Signals and Light	REVISED Revised 10-14-08.dgn			6578	(1-RIRS (1-VC)BR	Peoria	142	46
PLOT SCALE = 5/8" = 1' / IN.	CHECKED -	DATE -	REVISED -		SCALE: _____	SHEET NO. _____ OF _____ SHEETS		STA. _____ TO STA. _____		FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT
PLOT DATE = 10/17/2008	DATE -	REVISED -	REVISED -							CONTRACT NO. 68092



THE CONTRACTOR SHALL COORDINATE THE PLACEMENT OF WOOD POLES, GUY WIRES, AND OTHER TEMPORARY TRAFFIC SIGNAL EQUIPMENT WITH THE ENGINEER TO PREVENT CONFLICTS WITH CONSTRUCTION STAGING AND OVERHEAD UTILITIES.

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL SPAN WIRE AND CABLE
- ⊗ TEMPORARY WOOD POLE
- ▷ TEMPORARY TRAFFIC SIGNAL HEAD
- ▷+ TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
- Ⓜ TEMPORARY VIDEO CAMERA (FURNISHED BY DEPT.)

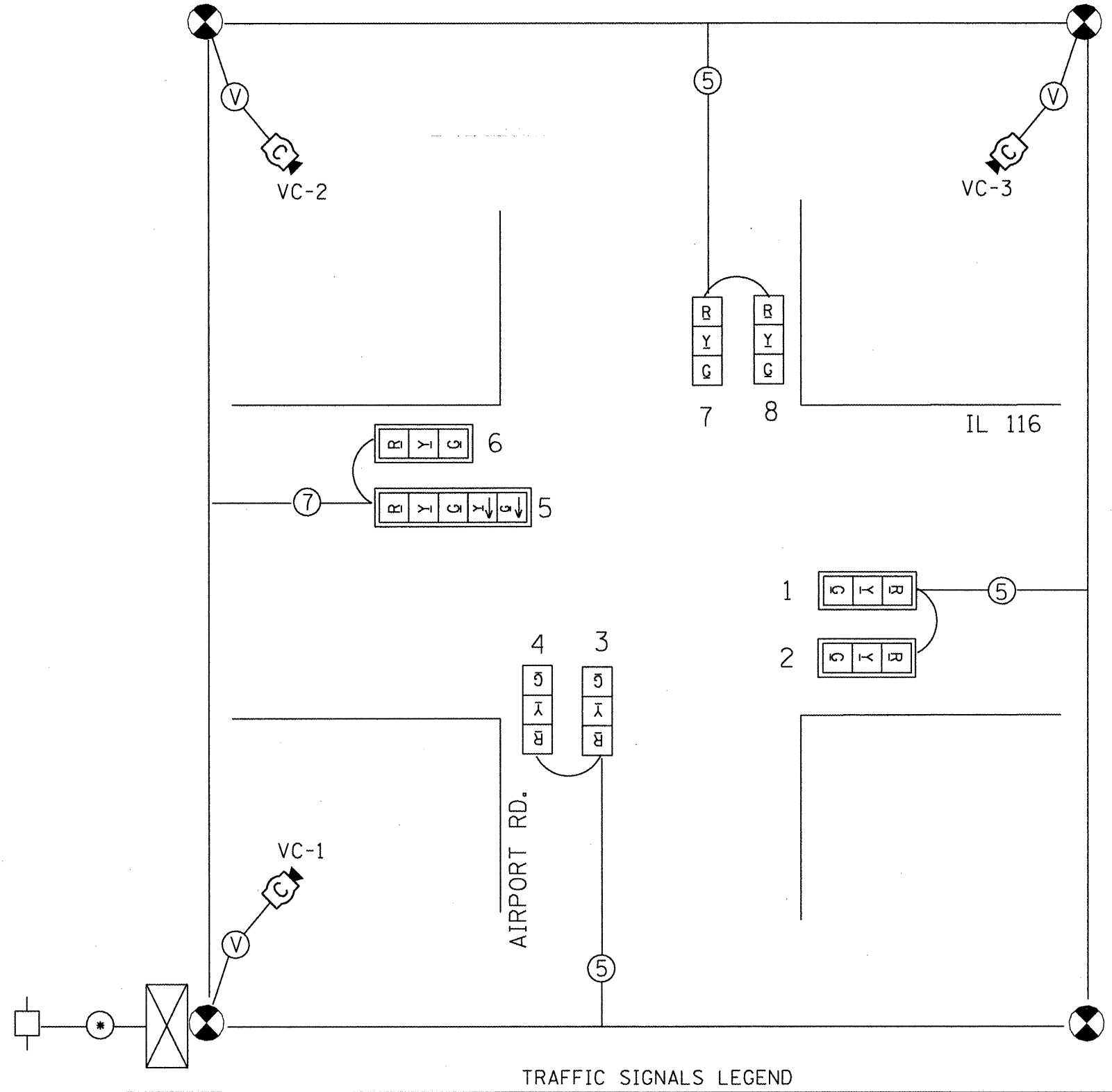
TEMPORARY TRAFFIC SIGNAL CONSTRUCTION NOTES

- T1. THE CONTRACTOR SHALL PROVIDE AND INSTALL EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE ALL CABLES, SIGNAL HEADS, CONDUIT, CONTROLLER AND CABINET, WOOD POLES, GUY WIRE, VIDEO DETECTION, SERVICE, AND ALL OTHER EQUIPMENT REQUIRED FOR THE INSTALLATION.
- T2. A THREE CAMERA VEHICLE VIDEO DETECTION SYSTEM SHALL BE USED TO PROVIDE DETECTION FOR THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THE DEPARTMENT SHALL FURNISH A THREE CAMERA VIDEO DETECTION SYSTEM (CAMERAS WITH BRACKETS AND PROCESSOR) FOR USE WITH THE TEMPORARY INSTALLATION. THE CONTRACTOR SHALL FURNISH ALL CABLE, HARDWARE, BRACKETS, AND ACCESSORIES REQUIRED FOR A COMPLETELY FUNCTIONAL SYSTEM.
- T3. THE EXISTING CONTROLLER IS A NEMA TS-2, FULL ACTUATED, MICROPROCESSOR BASED CONTROLLER THAT IS CAPABLE OF SUPPLYING 225 SECONDS OF CYCLE LENGTH AND INDIVIDUAL PHASE LENGTH SETTINGS UP TO 99 SECONDS.
- T4. ALL TRAFFIC SIGNAL EQUIPMENT SCHEDULED FOR REMOVAL MAY BE USED FOR TEMPORARY TRAFFIC SIGNALS. ANY MAINTENANCE OF THIS EQUIPMENT WHEN USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL EQUIPMENT (EXISTING AND PROVIDED BY THE DEPARTMENT) SHALL BE DELIVERED IN GOOD WORKING CONDITION UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- T5. AERIAL TRAFFIC SIGNAL CABLE SHALL BE FURNISHED AND INSTALLED AS SHOWN ON THE PLAN SHEETS. ALL EXISTING TRAFFIC SIGNAL CABLE WILL BE REMOVED. EXISTING TRAFFIC SIGNAL HEADS MAY BE USED IN THE TEMPORARY INSTALLATION.
- T6. THE TEMPORARY TRAFFIC SIGNAL SPAN WIRES AND CABLES SHALL BE ATTACHED TO THE WOOD POLES IN A MANNER APPROVED BY THE ENGINEER. ALL CABLES SHALL MAINTAIN A 18 FT. MINIMUM CLEARANCE ABOVE THE HIGHEST POINT OF THE ROADWAY.
- T7. ALL TRAFFIC SIGNAL SECTIONS SHALL HAVE 12" LENSES.
- T8. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- T9. THE CONTRACTOR SHALL FURNISH ENOUGH SLACK CABLE TO RELOCATE THE HEADS TO ANY POSITION REQUIRED FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS.
- T10. THE CONTRACTOR SHALL PROVIDE ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO RELOCATE THE TEMPORARY TRAFFIC SIGNAL HEADS IN ACCORDANCE WITH THE PROPOSED CONSTRUCTION STAGING.
- T11. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS.
- T12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE VIDEO DETECTION SYSTEM TO ACCOMMODATE CONSTRUCTION STAGING (INCLUDING CAMERA AIMING AND PROGRAMMING).
- T13. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.

NOT TO SCALE
TRAFFIC SIGNALS
SHEET 3 OF 11

FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. TEMPORARY TRAFFIC SIGNALS	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
C:\Documents and Settings\laynedm\Local Settings\Temporary Internet Files\OLK85\68092	Settings\Temporary Internet Files\OLK85\68092	DRAWN 16 Airport Rd Signals and Light	REVISED Revised 10-14-08.dgn			6578	(1-R)RS (1-VC)BR	Peoria	142	47	
PLOT SCALE = 56.5714 "/ IN.	CHECKED -	REVIS	REVISED -			CONTRACT NO. 68092					
PLOT DATE = 10/17/2008	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

TEMPORARY CABLE DIAGRAM

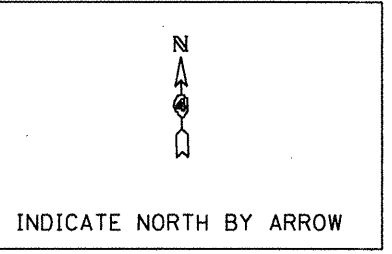
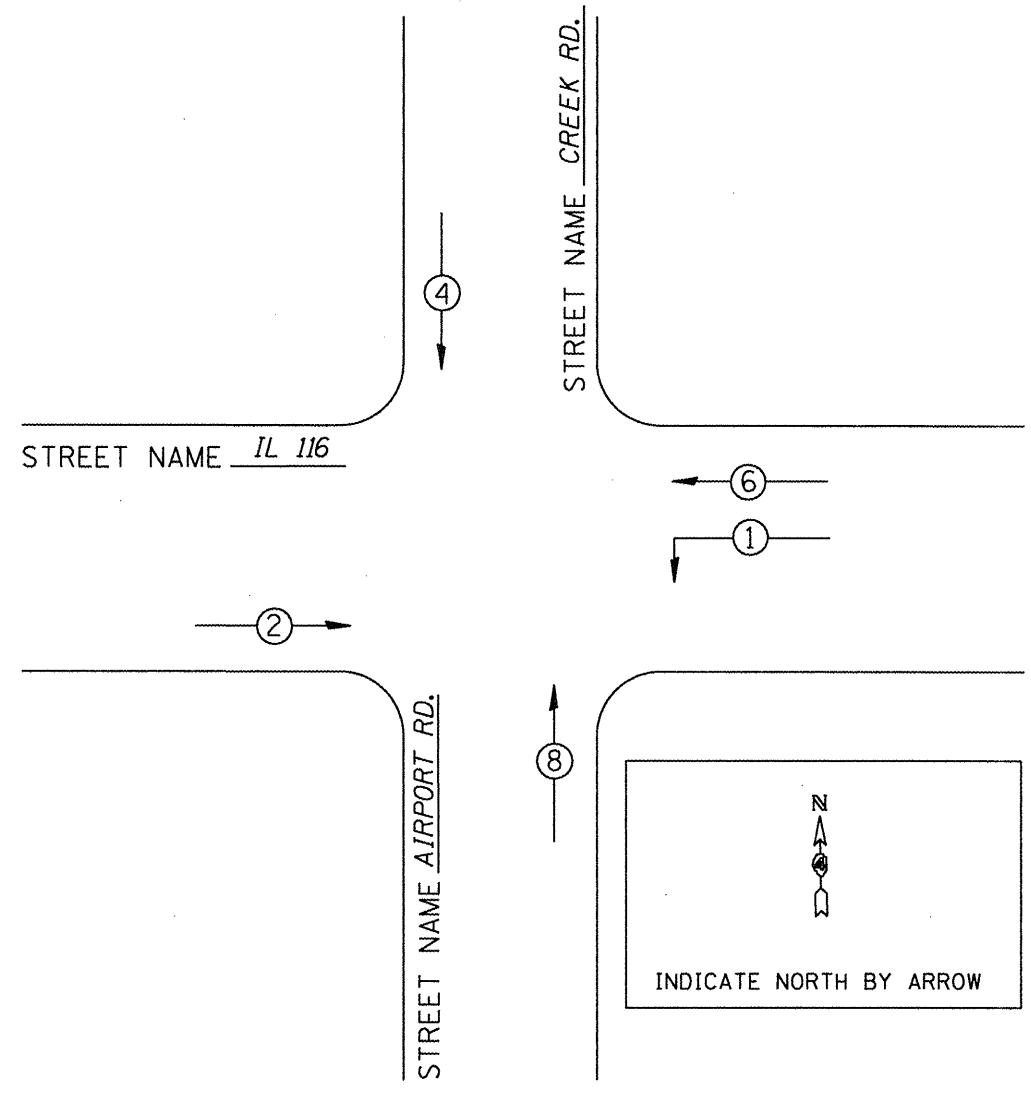


TRAFFIC SIGNALS LEGEND

- TEMP. CONTROLLER (SIGNAL)
- TEMP. 3 SEC. SIGNAL HEAD W/BACKPLATE
- TEMP. 3 SEC. SIGNAL HEAD
- TEMP. 5/C NO. 14 SIGNAL CABLE
- TEMP. VIDEO DETECTION CABLE
- TEMP. VIDEO DETECTION CAMERA
- TEMP. SERVICE INSTALLATION
- TEMP. CABLE (1/C NO. 6) X 3

TEMPORARY PHASE DIAGRAM

NAME OF INTERSECTION IL 116 & AIRPORT RD.
 EXISTING CONTROLLER: FULL ACTUATED CONTROLLER (TS-2), TYPE IV CABINET, TS-1 BACKPANEL



LEGEND

VEHICULAR MOVEMENT

* NUMBER REFERS TO ASSOCIATED PHASE

NOT TO SCALE
 TRAFFIC SIGNALS
 SHEET 4 OF 11

FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND PHASE DIAGRAM	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\lejnedm\Local Settings\Temporary Internet Files\OLK85\68092	Settings\Temporary Internet Files\OLK85\68092	DRAWN 16 Airport_Rd Signals and Light	REVISED Revised 10-14-08.dgn			657B	(1-R)RS (1-VC)BR	Peoria	142	48
PLOT SCALE = 56.5714 "/>										
PLOT DATE = 10/17/2008	DATE -	REVISED -	REVISED -	SCALE: -----	SHEET NO. -- OF -- SHEETS	STA. ----- TO STA. -----	FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT			
CONTRACT NO. 68092										

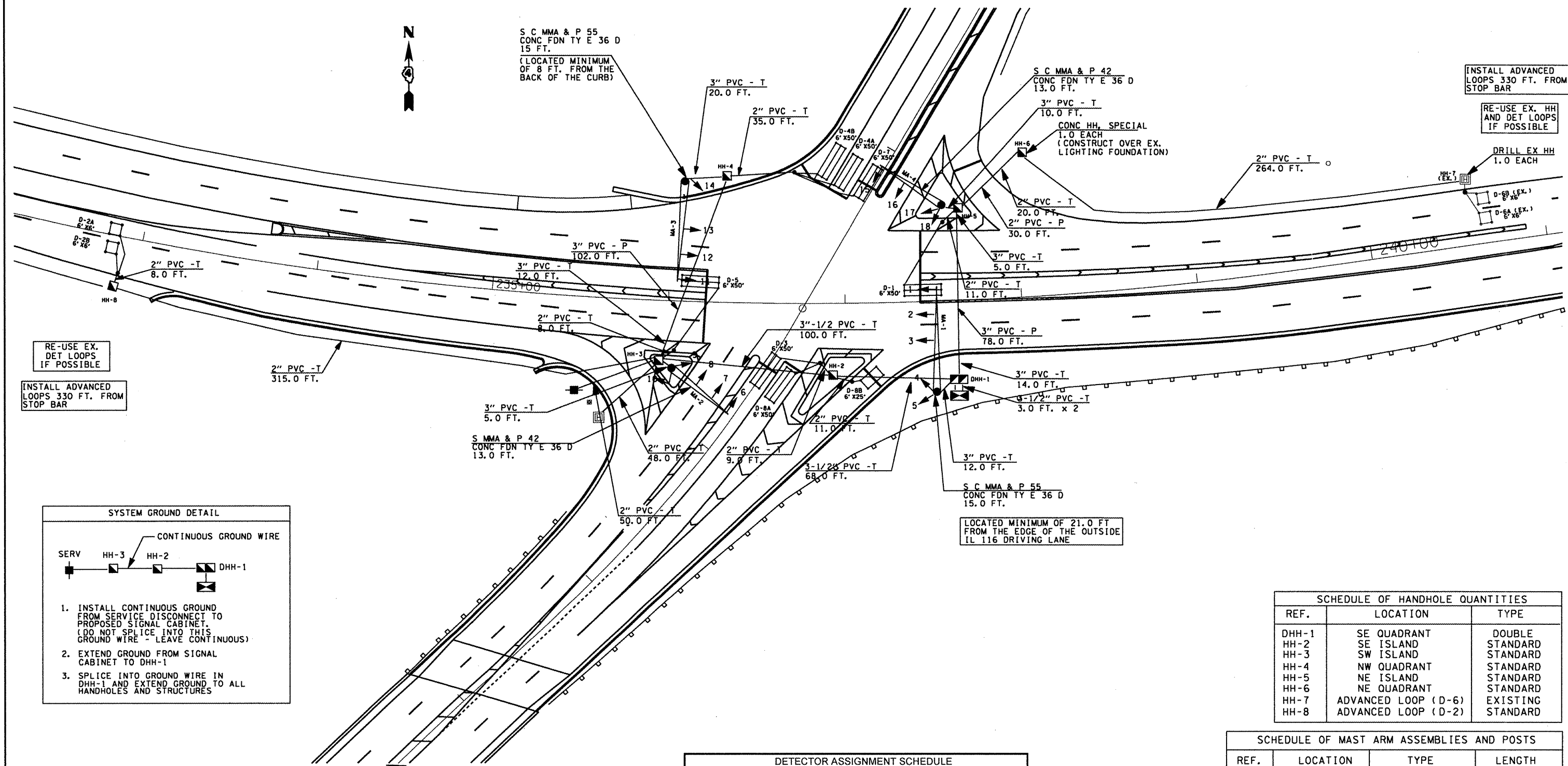
CONSTRUCTION NOTES

1. ALL TRAFFIC SIGNAL SECTIONS SHALL HAVE 12" SINGLE LED LENSES.
2. THE RED SECTIONS OF THE SIGNAL HEADS SHARING THE SAME MAST ARM SHALL BE LEVEL WITH ONE ANOTHER AND MAINTAIN A 16 FT. MINIMUM CLEARANCE FROM THE HIGHEST POINT OF THE ROADWAY.
3. THE PROPOSED MAST ARM MOUNTED TRAFFIC SIGNAL HEADS SHALL BE MOUNTED DIRECTLY OVER THE CENTER OF THEIR RESPECTIVE LANES.
4. ALL TRAFFIC SIGNAL HEAD BRACKETS ARE TO BE ALUMINUM WITH A NATURAL FINISH.
5. ALL TRAFFIC SIGNAL POSTS ARE TO BE GALVANIZED STEEL.
6. THE #18 3-PAIR TWISTED/SHIELDED CABLE SHALL HAVE THE SAME SLACK AS OTHER SIGNAL CABLE AND WILL BE MEASURED FOR PAYMENT.
7. ALL DETECTOR LOOPS SHALL UTILIZE A SEPARATE PAIR OF LEAD-INS.
8. A TYPE II SPLICE SHALL BE USED FOR ALL DETECTOR LEAD-INS.
9. THE PROPOSED DETECTOR LOOPS SHALL BE CUT IN THE EXISTING PAVEMENT, MILLED SURFACE, OR BINDER COURSE BEFORE THE FINAL OVERLAY. THE RISER AREA SHALL BE CHIPPED OUT AND FILLED WITH EPOXY. THIS WORK SHALL BE INCLUDED IN PRICE FOR DETECTOR LOOPS.
10. ALL DETECTOR LOOPS SHALL BE INSTALLED IN THE CENTER OF THEIR RESPECTIVE TRAVEL LANES. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR VERIFICATION OF DETECTOR PLACEMENT BEFORE INSTALLATION.
11. THE REMOVAL AND REPLACEMENT OF BITUMINOUS SHOULDER FOR INSTALLATION OF THE DETECTOR LOOP LEAD-IN SHALL BE INCLUDED IN THE PRICE FOR DETECTOR LOOPS.
12. PROPOSED HANDHOLES SHALL BE CAST IN PLACE CONCRETE HANDHOLES.
13. THE HANDHOLE SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE MEDIAN, SIDEWALK, OR GROUND LINE.
14. THE LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY TRAFFIC SIGNAL COMPONENTS.
15. COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC PUSHED OR TRENCHED.
16. THE TRAFFIC SIGNAL CONTROLLER SHALL BE ORIENTED SO THAT THE DOOR IS FACING AWAY FROM TRAFFIC.
17. THE DOUBLE HANDHOLE SHALL NOT BE USED IN LIEU OF THE CONTROLLER FOUNDATION PAD.
18. THE CONTRACTOR MAY ELECT TO PUSH A CONDUIT THAT IS SHOWN TO BE TRENCHED ON THE PLANS. HOWEVER, THIS WORK WILL BE MEASURED FOR PAYMENT AND PAID FOR AS CONDUIT IN TRENCH OF THE TYPE AND SIZE SPECIFIED AND TRENCH AND BACKFILL FOR ELECTRICAL WORK.
19. THE LOCATIONS FOR HANDHOLES, TRAFFIC SIGNAL POST FOUNDATIONS, AND MAST ARM FOUNDATIONS ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
20. ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION.
21. THE EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING THE CONSTRUCTION OF THE TEMPORARY AND/OR PROPOSED TRAFFIC SIGNALS.
22. ANY MAINTENANCE OF EXISTING TRAFFIC SIGNALS SHALL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
23. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FT. MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
25. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE CONDUITS.
26. ALL TRAFFIC SIGNAL MAST ARMS, POSTS, HANDHOLE LIDS AND RINGS, HANDHOLE FRAMES, CONTROLLER CABINETS, AND PHOTOCCELL RELAYS SHALL BE GROUNDED IN ACCORDANCE WITH NEC REQUIREMENTS.
27. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING DEPARTMENT LIGHTING AND TRAFFIC SIGNAL FACILITIES. THIS WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC, RANDY LANINGA, AT (309) 671-4477 TO OBTAIN APPROVAL FOR ALL MAST ARM AND TRAFFIC SIGNAL POST FOUNDATION LOCATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE LIABLE FOR ALL COSTS REQUIRED TO REMOVE OR RELOCATE FACILITIES THAT WERE CONSTRUCTED WITHOUT OBTAINING LOCATION APPROVAL.

SCHEDULE OF QUANTITIES			
ITEM DESCRIPTION	UNIT	TRAFFIC SIGNALS	OVERHEAD LIGHTING
SERVICE INSTALLATION, TYPE B	EACH	1	
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	731	557
CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	78	
CONDUIT IN TRENCH, 3 1/2" DIA., PVC	FOOT	174	
CONDUIT PUSHED, 2" DIA., PVC	FOOT	30	
CONDUIT PUSHED, 3" DIA., PVC	FOOT	180	
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT		627
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH		4
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	6	
HANDHOLE, PORTLAND CEMENT CONCRETE, SPECIAL	EACH		1
DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1	
ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE) 1/C NO. 6	FOOT	500	3571
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	983	557
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH		2
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH		4
LIGHT POLE, ALUMINUM, 35 FT. M.H., 4 FT. MAST ARM	EACH		2
LIGHT POLE FOUNDATION	EACH		1
REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH		6
LIGHTING FOUNDATION REMOVAL	EACH		4
RELOCATE EXISTING LIGHTING UNIT	EACH		1
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1	
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	221	
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	2056.5	
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 3 PAIR	FOOT	1707.5	
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	2	
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 55 FT.	EACH	2	
CONCRETE FOUNDATION, TYPE D	FOOT	3.5	
CONCRETE FOUNDATION, TYPE E, 36-INCH DIAMETER	FOOT	56	
DRILL EXISTING HANDHOLE	EACH	1	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	7	
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1	
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4	
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	6	
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	11	
INDUCTIVE LOOP DETECTOR	EACH	12	
DETECTOR LOOP, TYPE I	FOOT	1546	
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	
REMOVE EXISTING HANDHOLE	EACH	10	
REMOVE EXISTING CONCRETE FOUNDATION	EACH	5	
BATTERY BACKUP SYSTEM WITH CABINET	EACH	1	
TEMPORARY LIGHTING SYSTEM	L SUM		1
ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 6 1C	FOOT	765.5	875.5
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT, SPECIAL	L SUM	1	

NOT TO SCALE
TRAFFIC SIGNALS
SHEET 5 OF 11



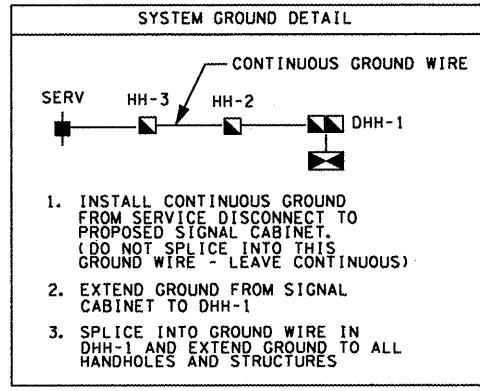
RE-USE EX. DET LOOPS IF POSSIBLE

INSTALL ADVANCED LOOPS 330 FT. FROM STOP BAR

INSTALL ADVANCED LOOPS 330 FT. FROM STOP BAR

RE-USE EX. HH AND DET LOOPS IF POSSIBLE

LOCATED MINIMUM OF 21.0 FT FROM THE EDGE OF THE OUTSIDE IL 116 DRIVING LANE



SCHEDULE OF HANDHOLE QUANTITIES

REF.	LOCATION	TYPE
DHH-1	SE QUADRANT	DOUBLE STANDARD
HH-2	SE ISLAND	STANDARD
HH-3	SW ISLAND	STANDARD
HH-4	NW QUADRANT	STANDARD
HH-5	NE ISLAND	STANDARD
HH-6	NE QUADRANT	STANDARD
HH-7	ADVANCED LOOP (D-6)	EXISTING
HH-8	ADVANCED LOOP (D-2)	STANDARD

SCHEDULE OF MAST ARM ASSEMBLIES AND POSTS

REF.	LOCATION	TYPE	LENGTH
MA-1	SE QUADRANT	S C MAA & P	60 FT.
MA-2	SW QUADRANT	S C MAA & P	42 FT.
MA-3	NW QUADRANT	S C MAA & P	55 FT.
MA-4	NE QUADRANT	S C MAA & P	42 FT.

DETECTOR ASSIGNMENT SCHEDULE

DETECTOR LOOP	ASSIGNED PHASE	NO. OF CHANNELS REQUIRED
D-1	1	1
D-2A, D-2B	2	2
D-3	3	1
D-4A, D-4B	4	2
D5	5	1
D-6A, D-6B	6	2
D7	7	1
D-8A, D-8B	8	2
TOTAL NUMBER OF CHANNELS REQUIRED:		12

SCHEDULE OF SIGNAL HEADS

QTY	UNIT	ITEM	LOCATION
7.0	EA.	SH, LED, 1F, 3-SEC, MAM	2, 3, 7, 8, 12, 13, 16
1.0	EA.	SH, LED, 1F, 3-SEC, BM	10
4.0	EA.	SH, LED, 1F, 4-SEC, MAM	1, 6, 11, 15
6.0	EA.	SH, LED, 1F, 5-SEC, BM	4, 5, 9, 14, 17, 18
11.0	EA.	TRAFFIC SIGNAL BACKPLATE LOUVERED	1, 2, 3, 6, 7, 8, 11, 12, 13, 15, 16

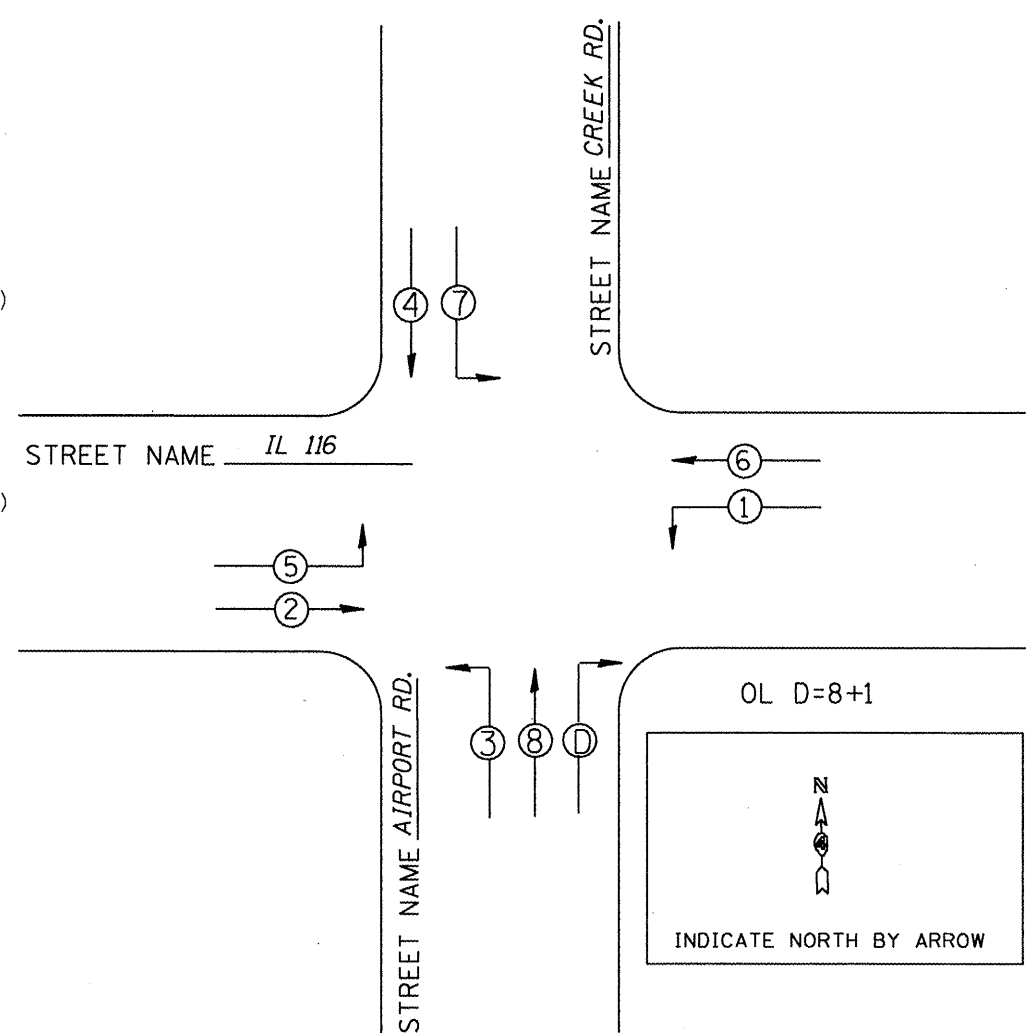
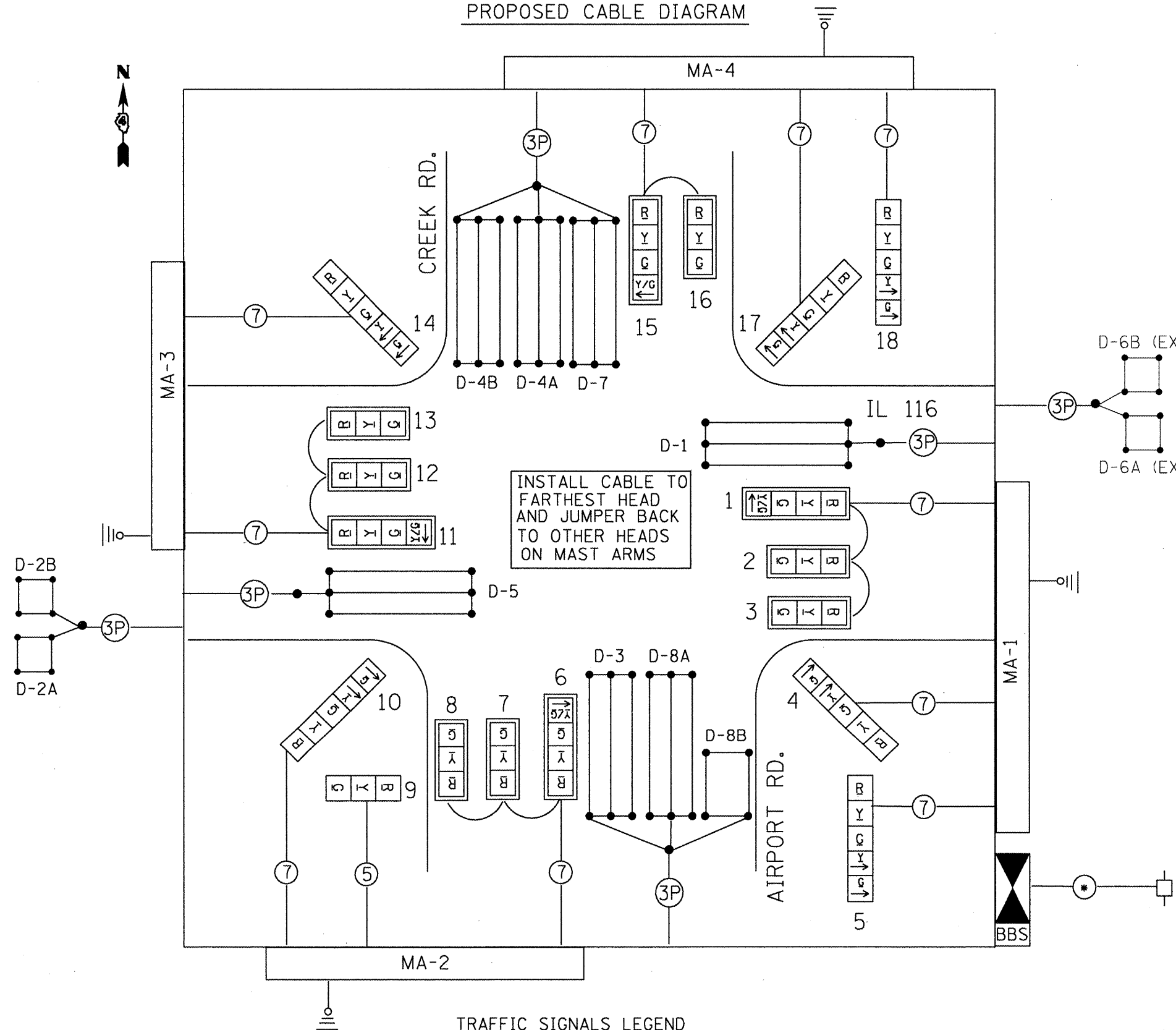
- TRAFFIC SIGNAL LEGEND**
- PROP. CONDUIT
 - PROP. CONCRETE HANDHOLE
 - ▣ PROP. DOUBLE CONCRETE HANDHOLE
 - ⊕ PROP. SIGNAL HEAD WITH BACKPLATE
 - ▶ PROP. SIGNAL HEAD
 - ⊠ PROP. TRAFFIC SIGNAL CONTROLLER
 - PROP. TRAFFIC SIGNAL POST
 - PROP. SERVICE INSTALLATION
 - PROP. STL MAST ARM ASSEMBLY AND POLE

NOT TO SCALE
TRAFFIC SIGNALS
SHEET 6 OF 11

PROPOSED CABLE DIAGRAM

PROPOSED PHASE DIAGRAM

NAME OF INTERSECTION IL 116 & AIRPORT/CREEK RD.
 PROPOSED CONTROLLER: FULL ACTUATED CONTROLLER
 (TS-2), TYPE IV CABINET, TS-2 BACKPANEL (16 POSITION)



TRAFFIC SIGNALS LEGEND

- PROP. CONTROLLER
- PROP. 5/C NO. 14 SIGNAL CABLE
- PROP. SERVICE INSTALLATION
- PROP. SIGNAL HEAD W/BACKPLATE
- PROP. 7/C NO. 14 SIGNAL CABLE
- PROP. DETECTOR LOOP (6'X6')
- PROP. SIGNAL HEAD
- PROP. (1/C NO. 6) X 3
- PROP. DETECTOR LOOP (6'X50')

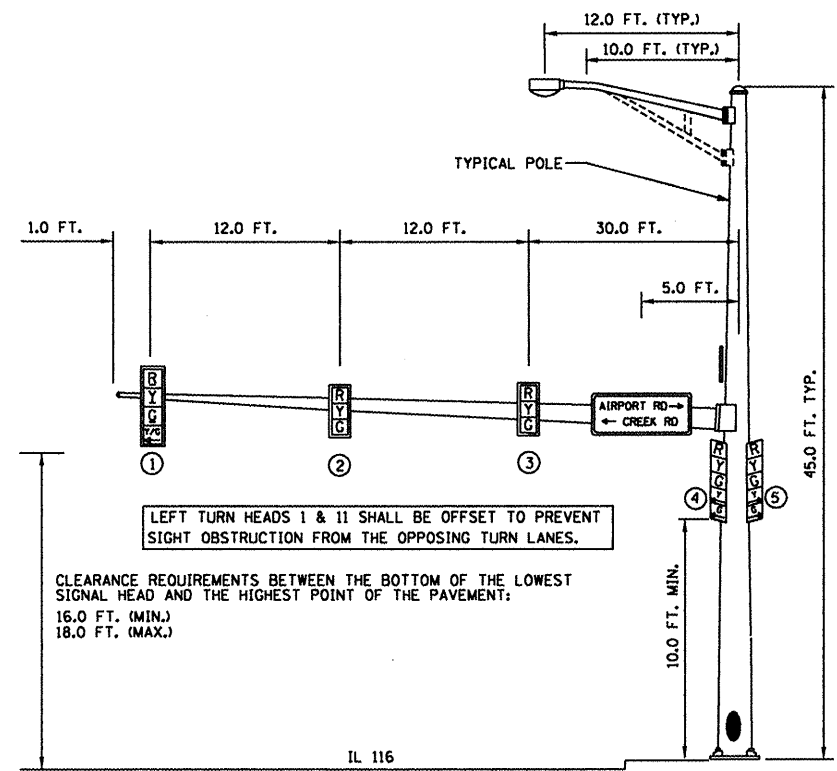
LEGEND

VEHICULAR MOVEMENT

* NUMBER REFERS TO ASSOCIATED PHASE

ALL TRAFFIC SIGNAL MAST ARMS, CONTROLLER CABINETS, HANDHOLES (LIDS AND FRAMES), AND EXPOSED METALLIC CONDUITS SHALL BE GROUNDED AND SAFETY BONDED IN ACCORDANCE WITH NEC REQUIREMENTS.

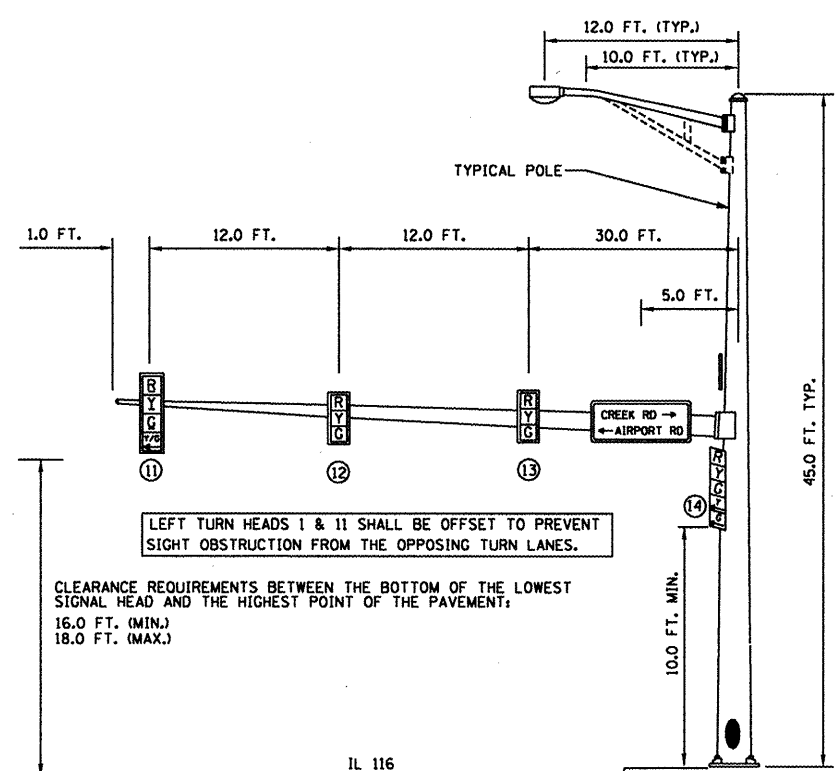
NOT TO SCALE
 TRAFFIC SIGNALS
 SHEET 7 OF 11



EASTBOUND TRAFFIC SIGNAL
SOUTHEAST CORNER OF IL 116 & AIRPORT RD.

LEFT TURN HEADS 1 & 11 SHALL BE OFFSET TO PREVENT SIGHT OBSTRUCTION FROM THE OPPOSING TURN LANES.

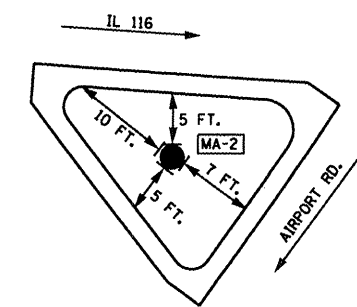
CLEARANCE REQUIREMENTS BETWEEN THE BOTTOM OF THE LOWEST SIGNAL HEAD AND THE HIGHEST POINT OF THE PAVEMENT:
16.0 FT. (MIN.)
18.0 FT. (MAX.)



WESTBOUND TRAFFIC SIGNAL
NORTHWEST CORNER OF IL 116 & AIRPORT RD.

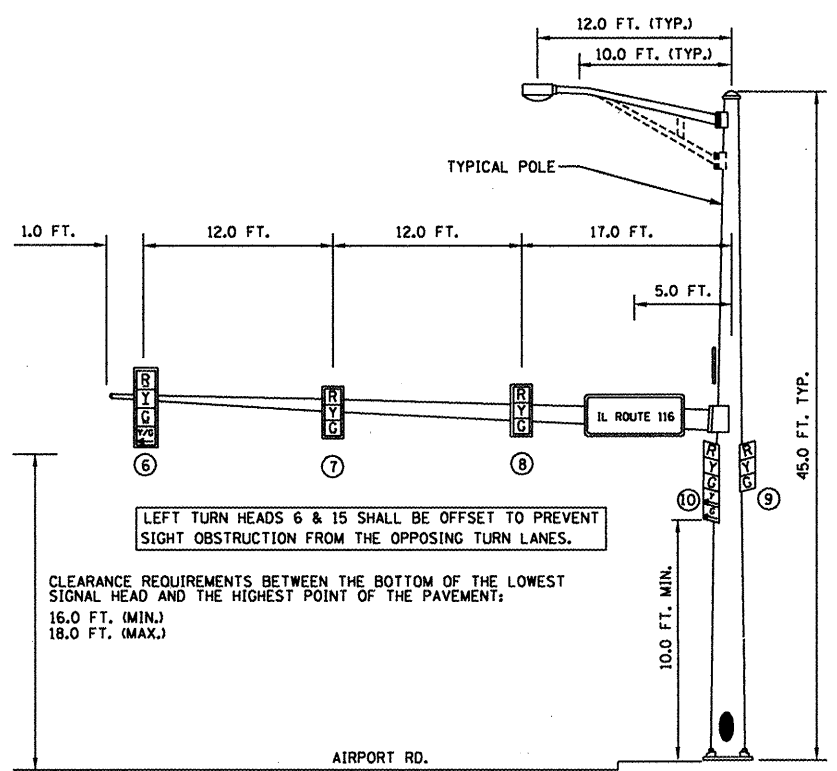
LEFT TURN HEADS 1 & 11 SHALL BE OFFSET TO PREVENT SIGHT OBSTRUCTION FROM THE OPPOSING TURN LANES.

CLEARANCE REQUIREMENTS BETWEEN THE BOTTOM OF THE LOWEST SIGNAL HEAD AND THE HIGHEST POINT OF THE PAVEMENT:
16.0 FT. (MIN.)
18.0 FT. (MAX.)



NOTE: MAST ARM SHALL BE LOCATED A MINIMUM DISTANCE OF 5' FROM THE FACE OF THE MAST ARM TO THE FACE OF THE CURB.

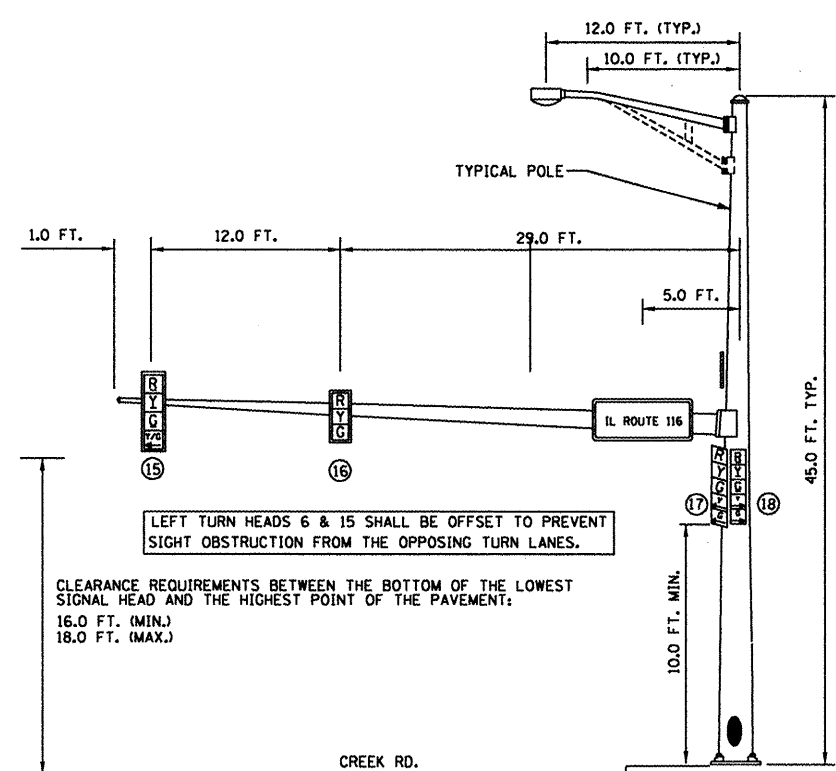
SOUTHWEST CORNER OF IL 116 & AIRPORT RD.
MAST ARM PLACEMENT WITHIN ISLAND



SOUTHBOUND TRAFFIC SIGNAL
SOUTHWEST CORNER OF IL 116 & AIRPORT RD.

LEFT TURN HEADS 6 & 15 SHALL BE OFFSET TO PREVENT SIGHT OBSTRUCTION FROM THE OPPOSING TURN LANES.

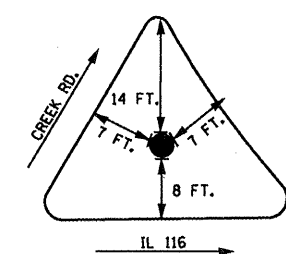
CLEARANCE REQUIREMENTS BETWEEN THE BOTTOM OF THE LOWEST SIGNAL HEAD AND THE HIGHEST POINT OF THE PAVEMENT:
16.0 FT. (MIN.)
18.0 FT. (MAX.)



NORTHBOUND TRAFFIC SIGNAL
NORTHEAST CORNER OF IL 116 & AIRPORT RD.

LEFT TURN HEADS 6 & 15 SHALL BE OFFSET TO PREVENT SIGHT OBSTRUCTION FROM THE OPPOSING TURN LANES.

CLEARANCE REQUIREMENTS BETWEEN THE BOTTOM OF THE LOWEST SIGNAL HEAD AND THE HIGHEST POINT OF THE PAVEMENT:
16.0 FT. (MIN.)
18.0 FT. (MAX.)

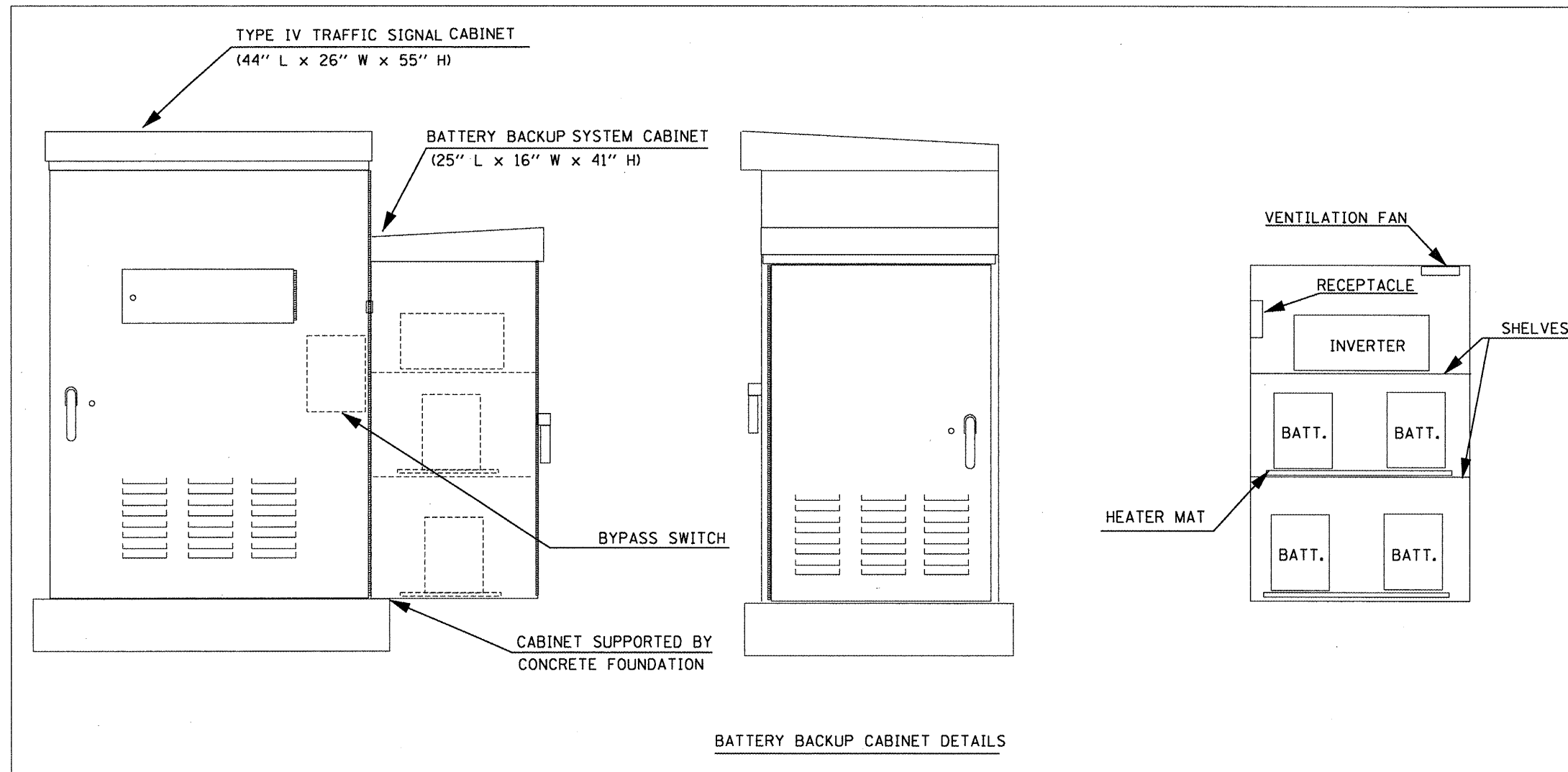


NOTE: MAST ARM SHALL BE LOCATED A MINIMUM DISTANCE OF 5' FROM THE FACE OF THE MAST ARM TO THE FACE OF THE CURB.

NORTHEAST CORNER OF IL 116 & AIRPORT RD.
MAST ARM PLACEMENT WITHIN ISLAND

NOT TO SCALE
TRAFFIC SIGNALS
SHEET 8 OF 11

FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. PROPOSED TRAFFIC SIGNAL MAST ARM DETAIL	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\laynedm\Local Settings\Temporary Internet Files\OLK85\688	DRAWN: Airport_Rd_Signals and Lights	REVISED	REVISED			6578	(1-R)RS (1-VC)BR	Peoria	142	52
PLOT SCALE = 56.5714' / IN.	CHECKED -	REVISED -	REVISED -			CONTRACT NO. 68092				
PLOT DATE = 10/17/2008	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

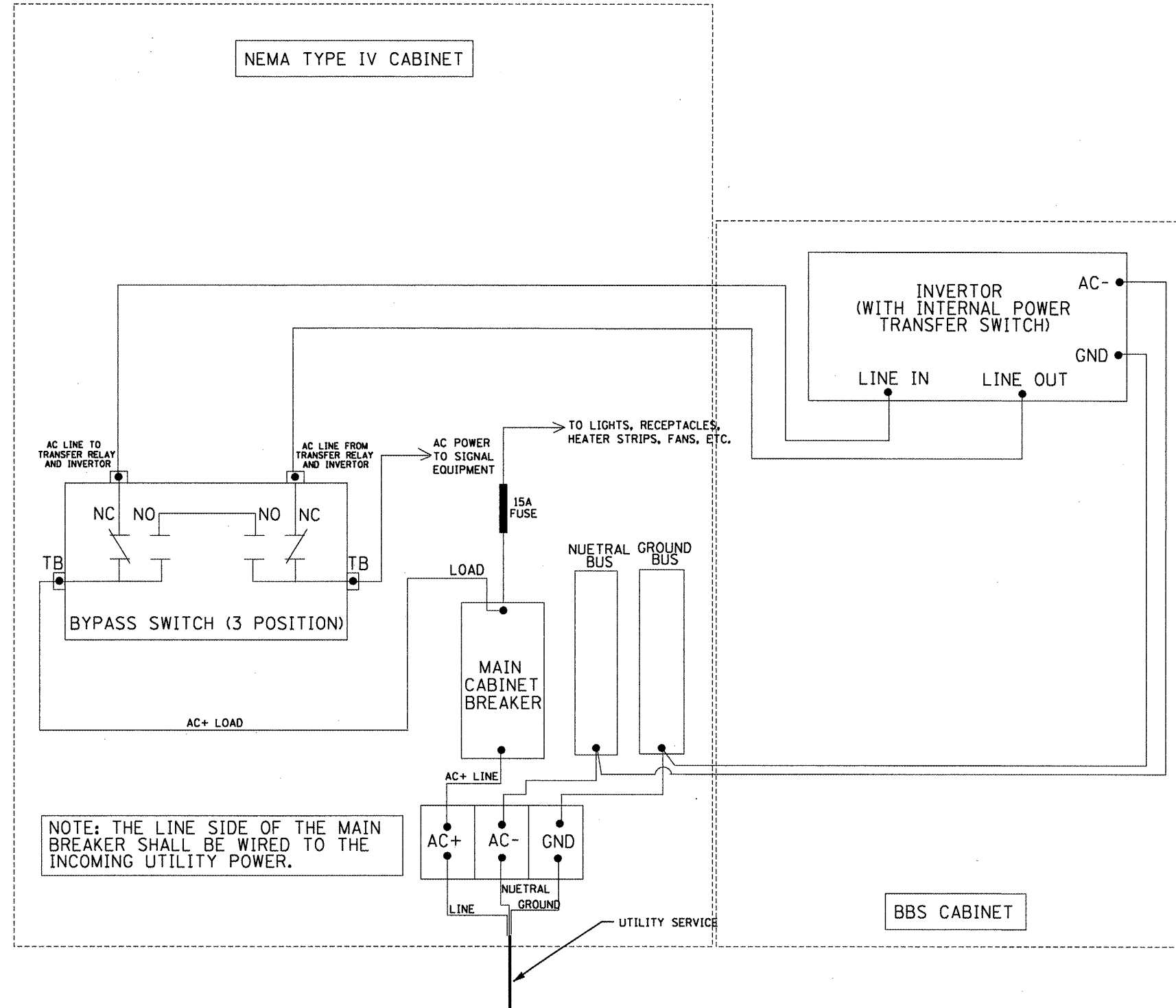


NOTES

1. THE BATTERY BACKUP SYSTEM CABINET SHALL BE A NEMA TYPE 3R CABINET WITH MINIMUM OUTSIDE DIMENSIONS OF 41" (H) X 25" (W) X 16" (D). THE CABINET SHALL BE EQUIPPED WITH A THREE POINT LATCHING MECHANISM, TWO SHELVES, THERMOSTATICALLY CONTROLLED VENTILATION FAN, AND A POWER RECEPTACLE. THE CABINET SHALL BE MOUNTED TO THE SIDE OF THE EXISTING TYPE IV CABINET WITH THE BOTTOM OF THE CABINET SUPPORTED BY THE CONCRETE FOUNDATION.
2. ALL CABINET LIGHTS, HEATER STRIPS, VENTILATION FANS, AND SERVICE RECEPTACLES SHALL BE BYPASSED WHEN THE BATTERY BACKUP UNIT IS OPERATING IN BATTERY MODE.
3. THE BATTERY BACKUP UNITS CONTACTS SHALL BE WIRED TO PROVIDE LOCAL CONTROLLER ALARMS (AS AVAILABLE IN THE EXISTING CABINETS).
4. THE BYPASS SWITCH SHALL BE INSTALLED IN THE TYPE IV CABINET.

NOT TO SCALE
TRAFFIC SIGNALS
SHEET 9 OF 11

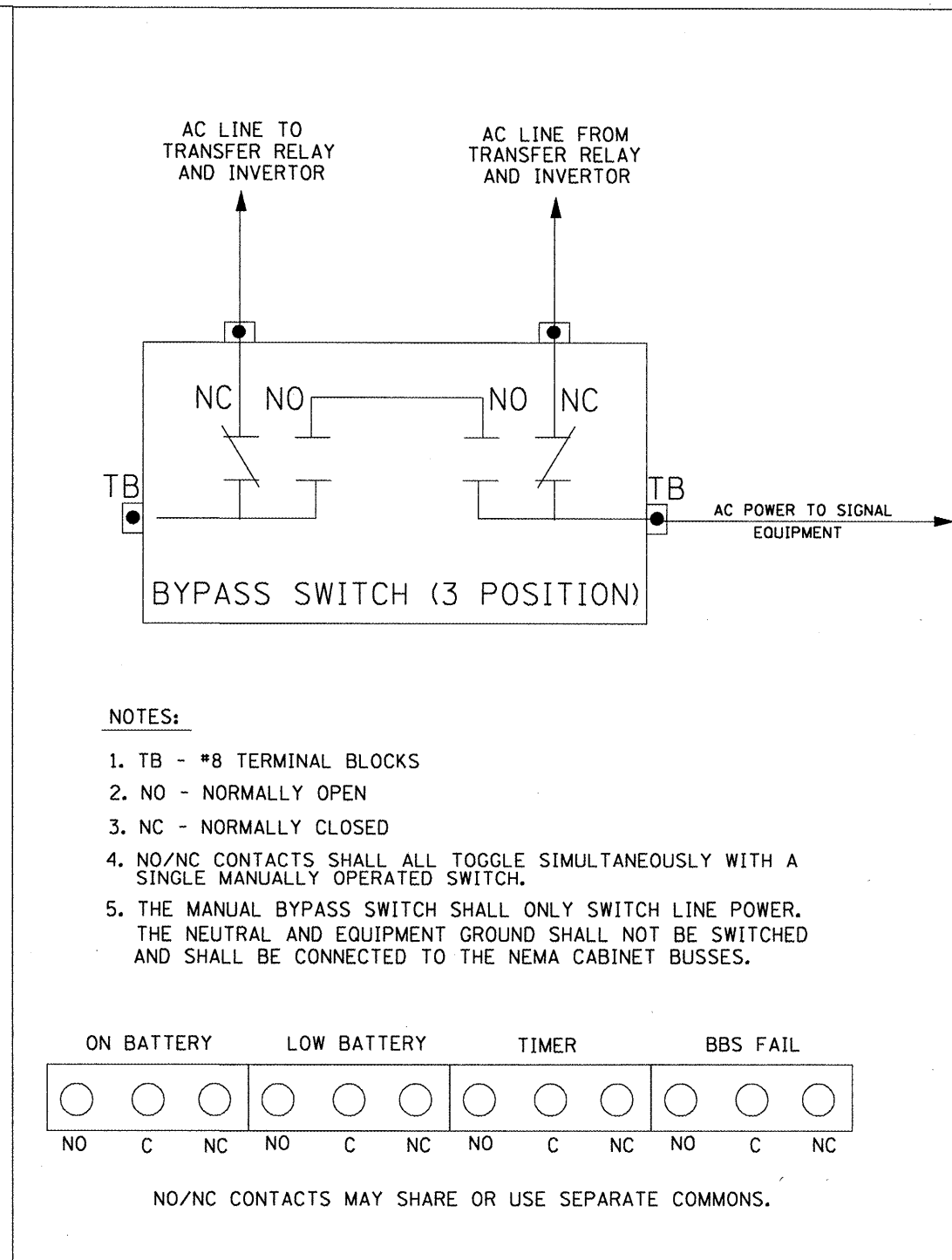
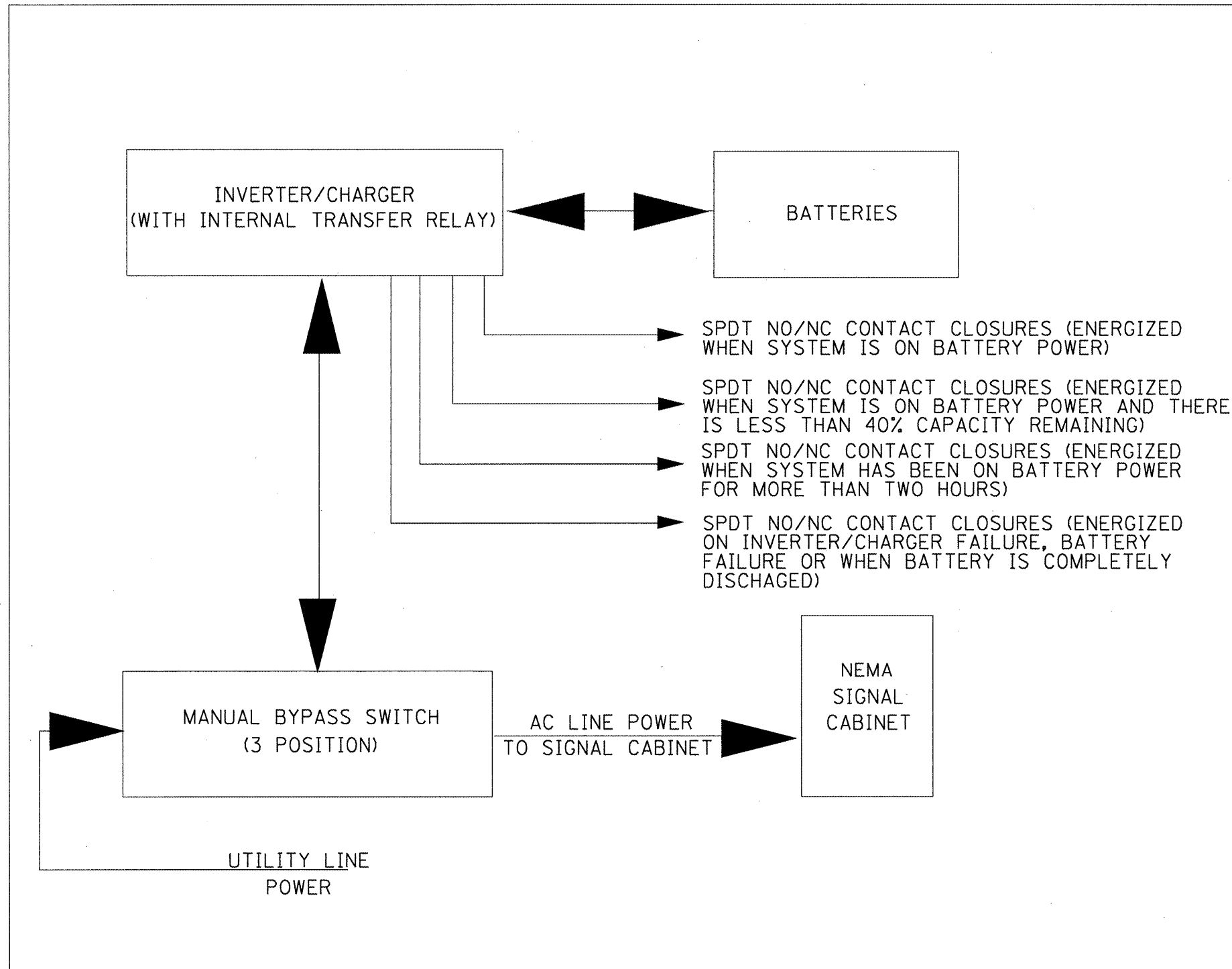
FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. BATTERY BACKUP SYSTEM CABINET DETAIL			F.A.J. RTE. 6578	SECTION (1-R)RS (1-VC)BR	COUNTY Peoria	TOTAL SHEETS 142	SHEET NO. 53
C:\Documents and Settings\laynedm\Local Settings\Temporary Internet Files\OLK85\68092	Settings\Temporary Internet Files\OLK85\68092	DRAWN 16 Airport Rd Signals and Lights	REVISED Revised 10-14-08.dgn		SCALE: _____	SHEET NO. ____ OF ____ SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____	(ILLINOIS) FED. AID PROJECT	CONTRACT NO. 68092		
PLOT SCALE = 56.5714" / IN.	CHECKED -	REVISED -	REVISED -									
PLOT DATE = 10/17/2008	DATE -	REVISED -	REVISED -									



NOTE: THE LINE SIDE OF THE MAIN BREAKER SHALL BE WIRED TO THE INCOMING UTILITY POWER.

NOT TO SCALE
TRAFFIC SIGNALS
SHEET 10 OF 11

FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. BATTERY BACKUP SYSTEM CABINET WIRING DIAGRAM	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\lojnedm\Local Settings\Temporary Internet Files\OLK85\688	Settings\Temporary Internet Files\OLK85\688	DRAWN 16 Airport Rd Signals and Light	REVISED Revised 10-14-08.dgn			6578	(1-R)RS (1-VC)BR	Pearla	192	54
PLOT SCALE = 5/8" = 1" IN.	CHECKED -	REVIS	REVIS			CONTRACT NO. 68092				
PLOT DATE = 10/17/2008	DATE -	REVIS	REVIS			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____										



NOT TO SCALE
TRAFFIC SIGNALS
SHEET 11 OF 11

GENERAL NOTES

1. ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS DIRECTED BY THE ENGINEER.
2. POLE NUMBERS SHOWN ON PERMANENT LIGHTING PLANS REFLECT THE OLD AS-BUILT LIGHTING PLANS.
3. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
4. PROPOSED LIGHT POLES SHALL BE INSTALLED 20 FEET FROM EDGE OF PAVEMENT OR 5 FEET BEHIND GUARDRAIL AS APPLICABLE. LIGHT POLE FOUNDATIONS SHALL BE INSTALLED PLUMB AND FLUSH WITH THE PROPOSED GRADE AND SHALL MEET THE HEIGHT REQUIREMENTS OF ARTICLE 836.03 OF THE STANDARD SPECIFICATIONS.
5. LIGHT POLES MOUNTED ON THE BRIDGE PARAPET WALL SHALL BE PROVIDED WITH VIBRATION ISOLATION MOUNTING PADS ACCORDING TO ARTICLE 1069.07 OF THE STANDARD SPECIFICATIONS. A STAINLESS STEEL SCREEN SHALL BE INSTALLED TO SEAL THE OPENING BELOW THE POLE BASE FROM RODENT ENTRY.
6. ALL STEEL PARTS AND FITTINGS PLACED ON THE BRIDGE SHALL BE STAINLESS STEEL, INCLUDING NUTS, BOLTS, AND WASHERS (UNLESS NOTED OTHERWISE). CONDUIT CLAMPS SHALL BE STAINLESS STEEL OR ENGINEER APPROVED EQUAL.
7. CONDUIT ON THE BRIDGE AND WING WALLS SHALL BE SUPPORTED AT INTERVALS NOT TO EXCEED 6 FT.
8. CONDUIT EXPANSION/DEFLECTION FITTINGS SHALL BE PROVIDED AT ALL BRIDGE EXPANSION JOINTS. LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT SHALL BE USED TO EXIT PARAPET WALLS ON BRIDGES WITH INTEGRAL ABUTMENTS WHERE CONDUIT PENETRATES THE GROUND.
9. THE CONTRACTOR SHALL NOT DRILL INTO OR WELD METAL PARTS ONTO BRIDGE STRUCTURAL MEMBERS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE ALL EXISTING CABLE RUNS PRIOR TO THE START OF CONSTRUCTION. CABLE LOCATIONS SHALL BE SPRAY PAINTED AND/OR STAKED AS DIRECTED BY THE ENGINEER IN ORDER TO MINIMIZE DAMAGE TO THE EXISTING CABLES DURING GRADING OPERATIONS. THE CONTRACTOR SHALL MARK UP AND MAINTAIN AN AS-BUILT DRAWING OF THE CABLE RUNS THROUGHOUT THE INTERSECTION. THE CONTRACTOR SHALL REPAINT AND REESTABLISH UNDERGROUND CABLE MARKINGS THROUGHOUT THE INTERSECTION AS DIRECTED BY THE ENGINEER TO MINIMIZE DAMAGE TO CABLES THROUGHOUT THE DURATION OF THE PROJECT.
11. EXISTING LIGHTING UNITS SHALL REMAIN IN PLACE UNLESS NOTED OTHERWISE. EXISTING LIGHTING UNITS TO REMAIN SHALL BE FULLY OPERATIONAL DURING AND AFTER CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE EXISTING LIGHTING UNITS TO REMAIN WORK IN CONJUNCTION WITH THE TEMPORARY AND PROPOSED LIGHTING UNITS, AS APPLICABLE, AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
12. ALL NECESSARY MODIFICATIONS TO EXISTING TRAFFIC SIGNAL CONTROLLER TO FEED THE PROPOSED 400W HPS LUMINAIRES, INCLUDING ALL LABOR, HARDWARE, AND APPURTENANCES SHALL BE INCLUDED IN THE TRAFFIC SIGNAL WORK.

TEMPORARY LIGHTING NOTES

1. ALL EXISTING LIGHT POLES SHALL OPERATE FROM DUSK TO DAWN DAILY FOR THE DURATION OF THIS PROJECT. REMOVE SPECIFIC LIGHT POLES DURING SPECIFIC STAGES OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS TAKEN ACCEPTANCE OF THE SYSTEM. ALL EXISTING CIRCUITS AND CABLES TO THE LIGHT POLES SHALL BE MAINTAINED AS NEEDED AND THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
3. THE TEMPORARY LIGHTING UNITS, INCLUDING WOOD POLES AND AERIAL CABLE, SHALL BE REMOVED ONCE THE PROPOSED LIGHTING IS INSTALLED AND THE TEMPORARY LIGHTING IS NO LONGER NECESSARY. THE WOOD POLES, AERIAL CABLE, AND ALL ASSOCIATED HARDWARE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF SITE AT THE CONTRACTOR'S EXPENSE.
4. THE MINIMUM HEIGHT OF AERIAL CABLE SPANS SHALL BE 20 FEET ABOVE THE TOP OF PAVEMENT OR GRADE. ANY AERIAL CABLE SPANS SAGGING BELOW 20 FEET SHALL BE ADJUSTED AT NO ADDITIONAL COST.
5. ALL RELOCATIONS AND ADJUSTMENTS TO TEMPORARY FACILITIES, INCLUDING EXISTING LIGHTING UNITS TO SERVE AS TEMPORARY LIGHTING, OR RECONNECTIONS OF THE TEMPORARY AERIAL CABLE DUE TO STAGING OR CONSTRUCTION SHALL BE MADE AT NO ADDITIONAL COST.
6. POLES AND FACILITIES THAT ARE PERMANENT LIGHTING UNITS AND TO ALSO FUNCTION AS TEMPORARY LIGHTING SHALL BE CAREFULLY PROTECTED FROM DAMAGE. ANY DAMAGE SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE

GIVEN CONDITIONS	
ROADWAY DATA:	Pavement Width <u>36 FT</u>
	Number Of Lanes <u>3</u>
	Median Width <u>3 FT</u>
	IES Surface Classification <u>R3</u>
	Q-Zero Value <u>.07</u>
LIGHT POLE DATA:	Mounting Height <u>40 FT</u>
	Mast Arm Length <u>15 FT</u>
	Pole Set-Back From Edge Of Pavement <u>20 FT</u>
LUMINAIRE DATA:	Lamp Type <u>HPS</u>
	Lamp Lumens <u>28000</u>
	IES Vertical Distribution <u>M</u>
	IES Control Of Distribution <u>FC</u>
	IES Lateral Distribution <u>3</u>
	Total Light Loss Factor <u>0.7</u>
LAYOUT DATA:	Spacing <u>220 FT</u>
	Configuration <u>Staggered</u>
	Luminaire Overhang Over Edge Of Pavement Lane <u>-5 FT</u>

NOTE: Variations from the above specified IES distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

PERFORMANCE REQUIREMENTS	
NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.	
ILLUMINATION:	Average Horizontal Illumination, (E_{Ave}) <u>9.0 Lux</u>
	Uniformity Ratio, (E_{Ave}/E_{Min}) <u>3.0</u>
LUMINANCE:	Average Luminance: (L_{Ave}) <u>0.6 Cd/m²</u>
	Uniformity Ratios: (L_{Ave}/L_{Min}) <u>3.5</u>
	(L_{Max}/L_{Min}) <u>6.0</u>
	Maximum Veiling Luminance Ratio: (L_v/L_{Ave}) <u>0.3</u>

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

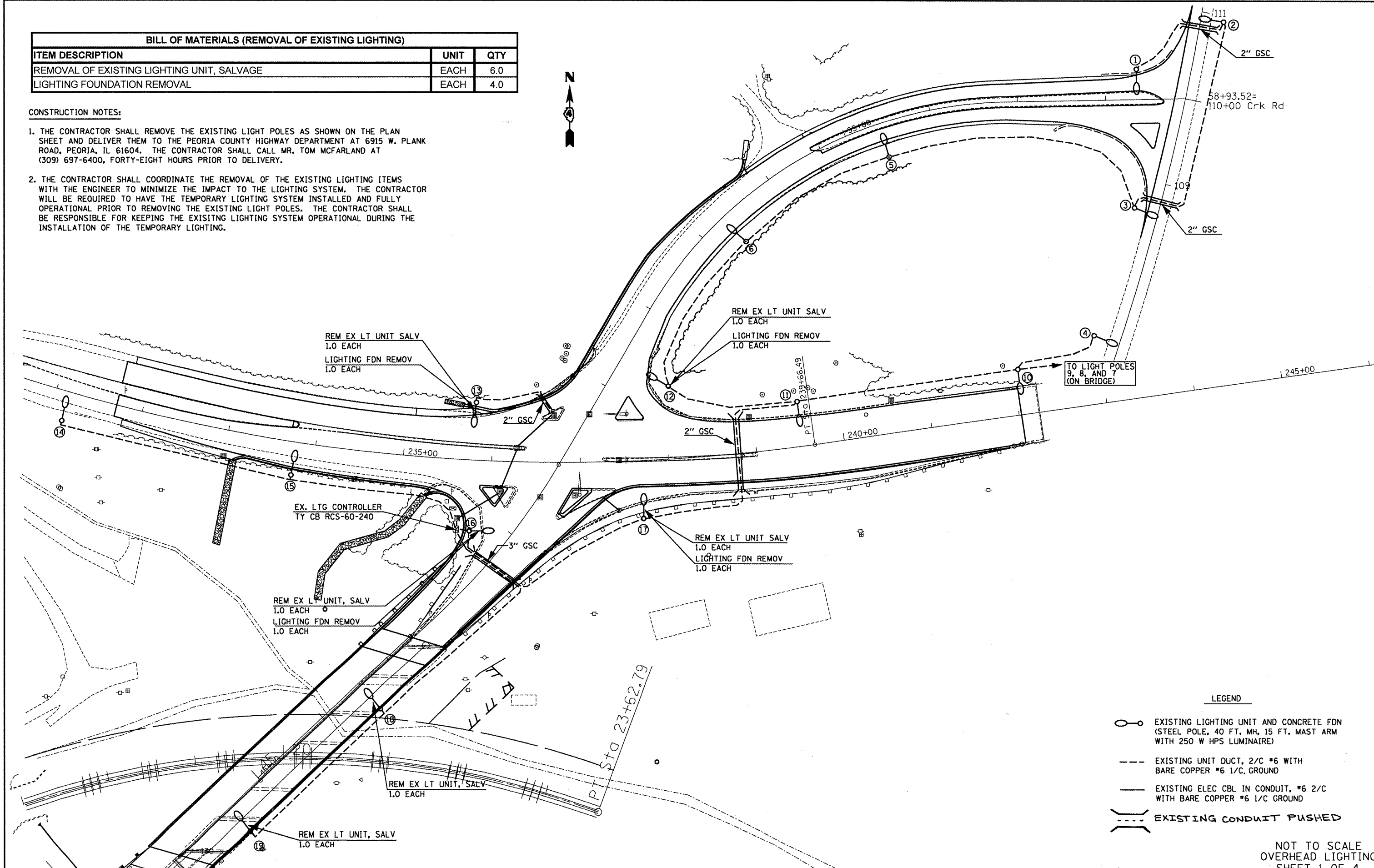
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6578	(1-R)RS, (1-VC)BR	PEORIA	142	55A
CONTRACT # 68092				



BILL OF MATERIALS (REMOVAL OF EXISTING LIGHTING)		
ITEM DESCRIPTION	UNIT	QTY
REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	6.0
LIGHTING FOUNDATION REMOVAL	EACH	4.0

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL REMOVE THE EXISTING LIGHT POLES AS SHOWN ON THE PLAN SHEET AND DELIVER THEM TO THE PEORIA COUNTY HIGHWAY DEPARTMENT AT 6915 W. PLANK ROAD, PEORIA, IL 61604. THE CONTRACTOR SHALL CALL MR. TOM MCFARLAND AT (309) 697-6400, FORTY-EIGHT HOURS PRIOR TO DELIVERY.
2. THE CONTRACTOR SHALL COORDINATE THE REMOVAL OF THE EXISTING LIGHTING ITEMS WITH THE ENGINEER TO MINIMIZE THE IMPACT TO THE LIGHTING SYSTEM. THE CONTRACTOR WILL BE REQUIRED TO HAVE THE TEMPORARY LIGHTING SYSTEM INSTALLED AND FULLY OPERATIONAL PRIOR TO REMOVING THE EXISTING LIGHT POLES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE EXISTING LIGHTING SYSTEM OPERATIONAL DURING THE INSTALLATION OF THE TEMPORARY LIGHTING.



LEGEND

- EXISTING LIGHTING UNIT AND CONCRETE FDN (STEEL POLE, 40 FT. MH, 15 FT. MAST ARM WITH 250 W HPS LUMINAIRE)
- EXISTING UNIT DUCT, 2/C #6 WITH BARE COPPER #6 1/C GROUND
- EXISTING ELEC CBL IN CONDUIT, #6 2/C WITH BARE COPPER #6 1/C GROUND
- EXISTING CONDUIT PUSHED

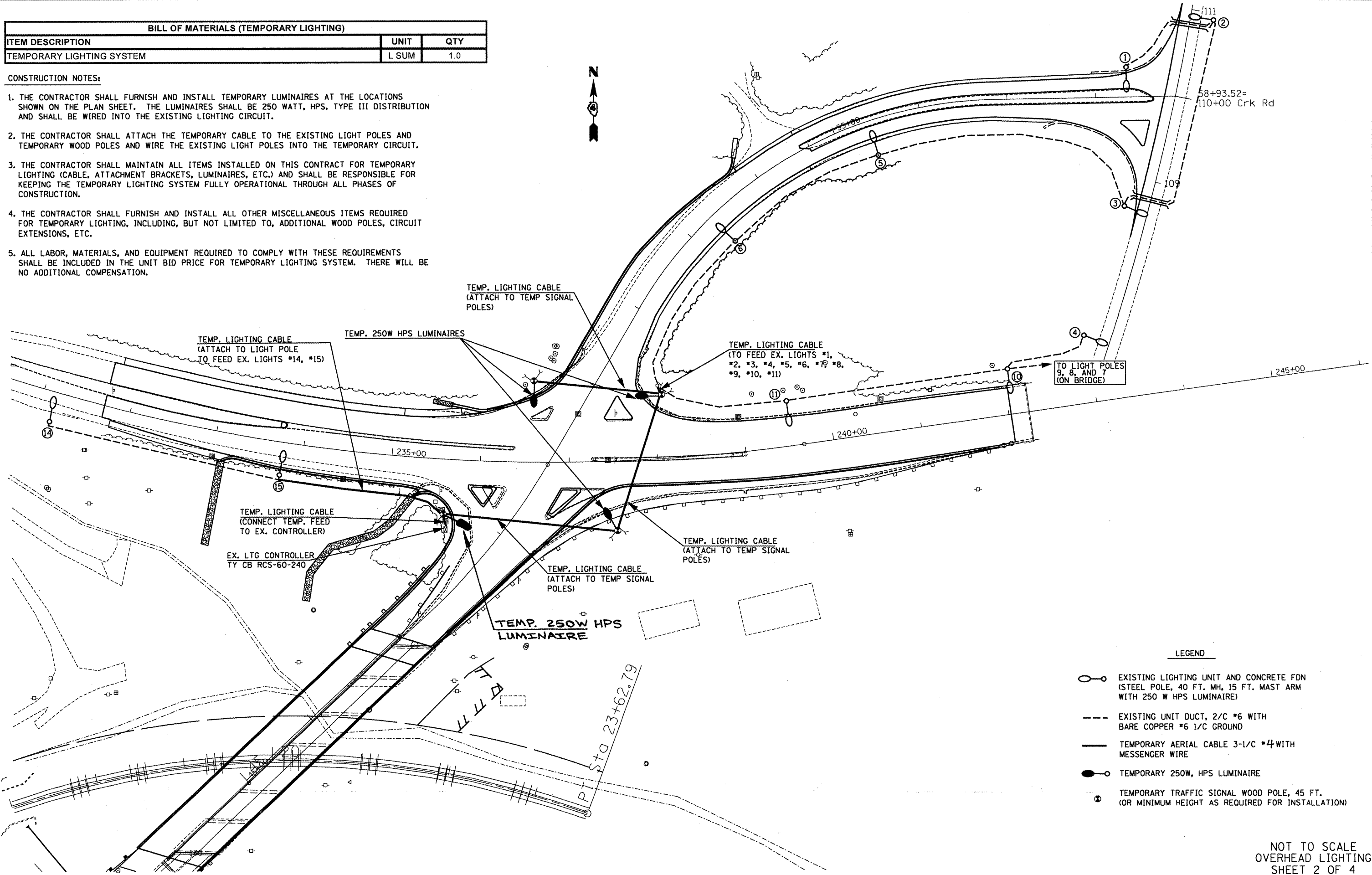
NOT TO SCALE
OVERHEAD LIGHTING
SHEET 1 OF 4

FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. EXISTING LIGHTING SYSTEM	F.A.J. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\laynedm\Local Settings\Temporary Internet Files\OLK85\6808	Settings\Temporary Internet Files\OLK85\6808	DRAWN 6	REVISED 10-14-08.dgn			6578	(1-R)RS (1-V)BR	Peoria	142	56
PLOT SCALE = 56.5714" / IN.	CHECKED -	REVISED -	SCALE: _____			SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____	ILLINOIS FED. AID PROJECT	CONTRACT NO. 68092
PLOT DATE = 10/17/2008	DATE	REVISED								

BILL OF MATERIALS (TEMPORARY LIGHTING)		
ITEM DESCRIPTION	UNIT	QTY
TEMPORARY LIGHTING SYSTEM	L SUM	1.0

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY LUMINAIRES AT THE LOCATIONS SHOWN ON THE PLAN SHEET. THE LUMINAIRES SHALL BE 250 WATT, HPS, TYPE III DISTRIBUTION AND SHALL BE WIRED INTO THE EXISTING LIGHTING CIRCUIT.
2. THE CONTRACTOR SHALL ATTACH THE TEMPORARY CABLE TO THE EXISTING LIGHT POLES AND TEMPORARY WOOD POLES AND WIRE THE EXISTING LIGHT POLES INTO THE TEMPORARY CIRCUIT.
3. THE CONTRACTOR SHALL MAINTAIN ALL ITEMS INSTALLED ON THIS CONTRACT FOR TEMPORARY LIGHTING (CABLE, ATTACHMENT BRACKETS, LUMINAIRES, ETC.) AND SHALL BE RESPONSIBLE FOR KEEPING THE TEMPORARY LIGHTING SYSTEM FULLY OPERATIONAL THROUGH ALL PHASES OF CONSTRUCTION.
4. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL OTHER MISCELLANEOUS ITEMS REQUIRED FOR TEMPORARY LIGHTING, INCLUDING, BUT NOT LIMITED TO, ADDITIONAL WOOD POLES, CIRCUIT EXTENSIONS, ETC.
5. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TEMPORARY LIGHTING SYSTEM. THERE WILL BE NO ADDITIONAL COMPENSATION.



LEGEND

- EXISTING LIGHTING UNIT AND CONCRETE FDN (STEEL POLE, 40 FT. MH, 15 FT. MAST ARM WITH 250 W HPS LUMINAIRE)
- EXISTING UNIT DUCT, 2/C #6 WITH BARE COPPER #6 1/C GROUND
- TEMPORARY AERIAL CABLE 3-1/C #4 WITH MESSENGER WIRE
- TEMPORARY 250W, HPS LUMINAIRE
- TEMPORARY TRAFFIC SIGNAL WOOD POLE, 45 FT. (OR MINIMUM HEIGHT AS REQUIRED FOR INSTALLATION)

NOT TO SCALE
OVERHEAD LIGHTING
SHEET 2 OF 4

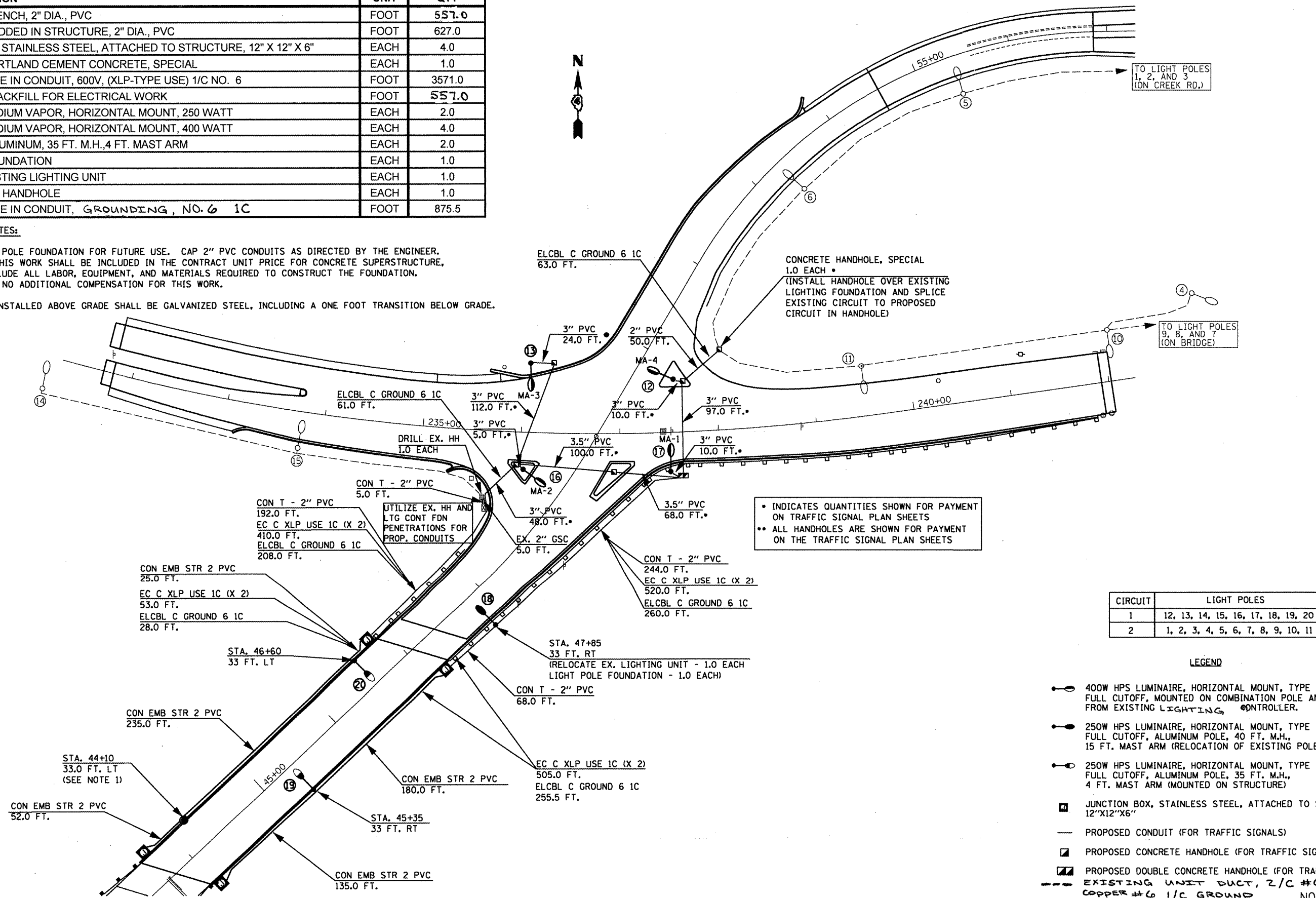
FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. TEMPORARY LIGHTING SYSTEM	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
C:\Documents and Settings\laynedm\Local Settings\Temporary Internet Files\OLK85680	Settings\Temporary Internet Files\OLK85680	DRAWN BY Airport Rd Signals and Light	REVISED Revised 12-14-08.dgn			6578	(1-R/R5 (1-VC)BR	Pearla	142	57	
PLOT SCALE = 56.5714' / IN.		CHECKED -	REVISED -			CONTRACT NO. 68092		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
PLOT DATE = 10/17/2008		DATE -	REVISED -			SCALE: SHEET NO. OF SHEETS STA. TO STA.					

BILL OF MATERIALS (PROPOSED LIGHTING)

ITEM DESCRIPTION	UNIT	QTY
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	557.0
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	627.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	4.0
HANDHOLE, PORTLAND CEMENT CONCRETE, SPECIAL	EACH	1.0
ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE) 1/C NO. 6	FOOT	3571.0
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	557.0
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	2.0
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	4.0
LIGHT POLE, ALUMINUM, 35 FT. M.H., 4 FT. MAST ARM	EACH	2.0
LIGHT POLE FOUNDATION	EACH	1.0
RELOCATE EXISTING LIGHTING UNIT	EACH	1.0
DRILL EXISTING HANDHOLE	EACH	1.0
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	875.5

CONSTRUCTION NOTES:

1. PROVIDE LIGHT POLE FOUNDATION FOR FUTURE USE. CAP 2" PVC CONDUITS AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE SUPERSTRUCTURE, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO CONSTRUCT THE FOUNDATION. THERE WILL BE NO ADDITIONAL COMPENSATION FOR THIS WORK.
2. ALL CONDUIT INSTALLED ABOVE GRADE SHALL BE GALVANIZED STEEL, INCLUDING A ONE FOOT TRANSITION BELOW GRADE.



• INDICATES QUANTITIES SHOWN FOR PAYMENT ON TRAFFIC SIGNAL PLAN SHEETS
 • ALL HANDHOLES ARE SHOWN FOR PAYMENT ON THE TRAFFIC SIGNAL PLAN SHEETS

CIRCUIT	LIGHT POLES
1	12, 13, 14, 15, 16, 17, 18, 19, 20
2	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11

LEGEND

- 400W HPS LUMINAIRE, HORIZONTAL MOUNT, TYPE III, FULL CUTOFF, MOUNTED ON COMBINATION POLE AND FED FROM EXISTING LIGHTING CONTROLLER.
- 250W HPS LUMINAIRE, HORIZONTAL MOUNT, TYPE III, FULL CUTOFF, ALUMINUM POLE, 40 FT. M.H., 15 FT. MAST ARM (RELOCATION OF EXISTING POLE)
- 250W HPS LUMINAIRE, HORIZONTAL MOUNT, TYPE III, FULL CUTOFF, ALUMINUM POLE, 35 FT. M.H., 4 FT. MAST ARM (MOUNTED ON STRUCTURE)
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"X12"X6"
- PROPOSED CONDUIT (FOR TRAFFIC SIGNALS)
- PROPOSED CONCRETE HANDHOLE (FOR TRAFFIC SIGNALS)
- PROPOSED DOUBLE CONCRETE HANDHOLE (FOR TRAFFIC SIGNALS)
- EXISTING UNIT DUCT, 2/C #6 WITH BARE COPPER #6 1/C GROUND

NOT TO SCALE
 OVERHEAD LIGHTING
 SHEET 3 OF 4

CONCRETE FOUNDATION DETAIL

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

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

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

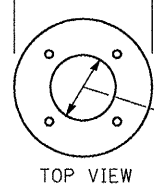
The foundation height shall not exceed four inches in accordance with AASHTO standards.

The foundation conduit shall be filled with pea-gravel to restrict rodent entry.

Use dirt removed from foundation to meet 1.52m (5 ft.) chord fill around foundation top. Grade dirt level with bottom of concrete chamfer.

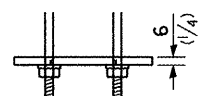
- ④ If the required anchor rod length above top of foundation is less than 75 (3), anchor rods may be lowered below 150 (6).

380 (15) O.D.
450 (18) O.D.
508 (20) O.D.



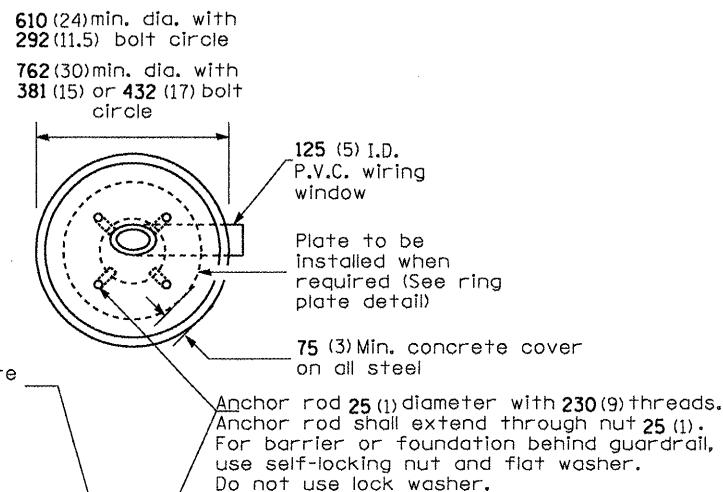
TOP VIEW

230 (9) I.D. with 292 (11.5) bolt circle
305 (12) I.D. with 381 (15) bolt circle
356 (14) I.D. with 432 (17) bolt circle



RING PLATE DETAIL

(When rock is encountered and foundation is shallower)



610 (24) min. dia. with 292 (11.5) bolt circle
762 (30) min. dia. with 381 (15) or 432 (17) bolt circle

125 (5) I.D. P.V.C. wiring window

Plate to be installed when required (See ring plate detail)

75 (3) Min. concrete cover on all steel

Anchor rod 25 (1) diameter with 230 (9) threads. Anchor rod shall extend through nut 25 (1). For barrier or foundation behind guardrail, use self-locking nut and flat washer. Do not use lock washer.

19 (3/4) Chamfer

Finished grade

Varies

610 (24) min.

381 (15)

Formed

(15)

Shaft depth (See table)

#6 Bare copper wire

Anchor rod length (See table)

125 (5) I.D. P.V.C. wireway window. Fill with fine aggregate

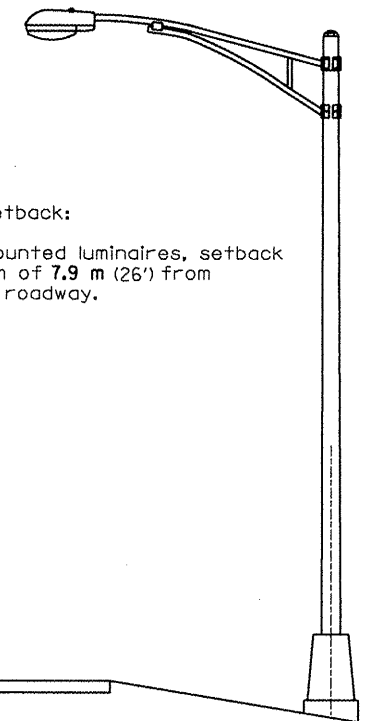
Cast bronze clamp
16 mm x 3 m (5/8" x 10') Copper clad grounding electrode. When foundation is set in rock, install ground electrode in cable trench.

See Ring Plate Detail

CONCRETE FOUNDATION

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

POLE SETBACK DETAIL



Pole Foundation Setback:

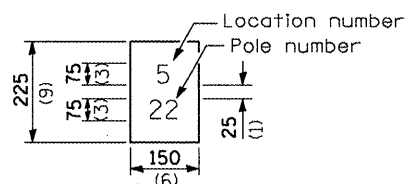
For horizontal mounted luminaires, setback shall be a minimum of 7.9 m (26') from centerline of the roadway.

Pole Setback

Notes:

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

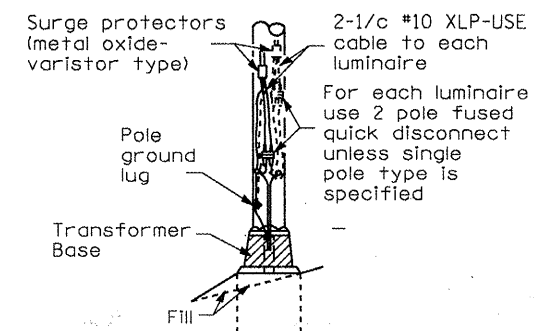
LIGHT POLE IDENTIFICATION DETAIL



The contractor shall furnish and install a light pole identification of each new light pole, as shown above, incidental to the respective light pole pay item. The numerals shall be 100(4) series "D", black, screened on silver-white type A pressure sensitive reflective sheeting conforming to the requirements of section 1091 of the Standard Specifications for Traffic Control Items. The numerals shall conform to the FHWA "Standard Alphabets for Highway Signs".

The light pole identification shall be applied to sign base material as specified in section 1069.06 of the Standard Specifications, approximately 180 (7) above the adjacent pavement grade visible to approaching traffic.

FRANGIBLE BASE MOUNTING DETAIL

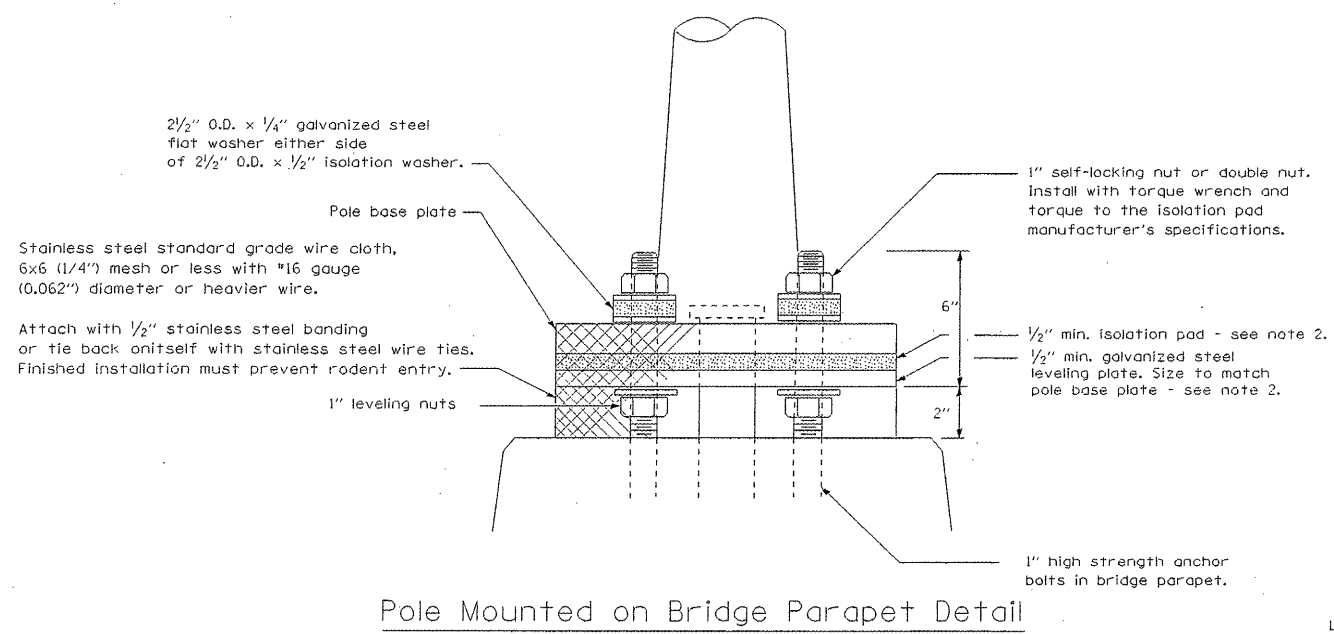
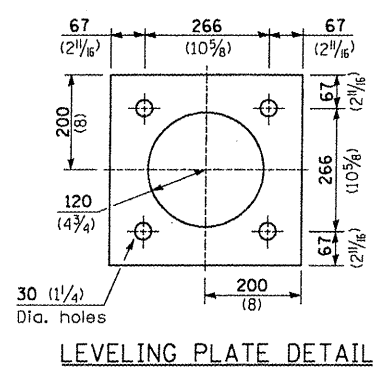
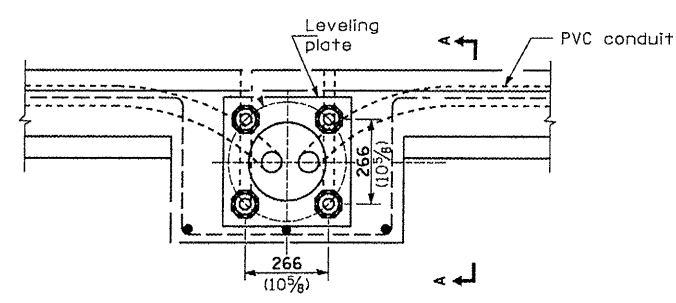
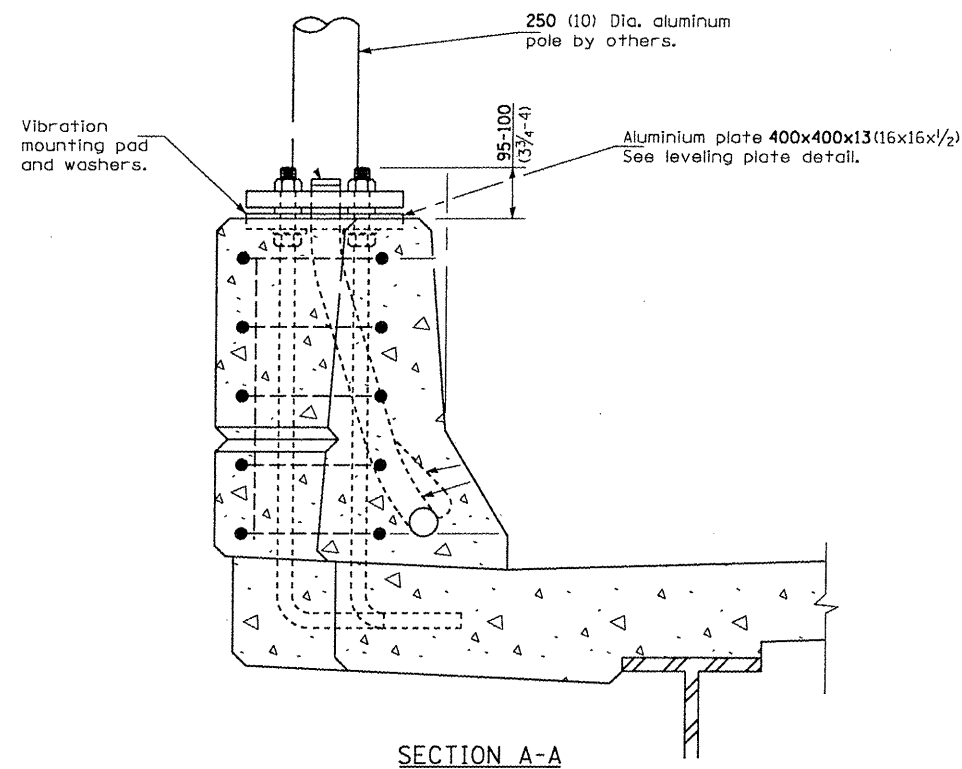


Surge protectors (metal oxide varistor type)
2-1/c #10 XLP-USE cable to each luminaire
For each luminaire use 2 pole fused quick disconnect unless single pole type is specified
Pole ground lug
Transformer Base
Fill

EXISTING TRANSFORMER BASE

NOT TO SCALE
OVERHEAD LIGHTING
SHEET 4 OF 4

FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. PROPOSED LIGHTING SYSTEM DETAILS	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\laynedm\Local Settings\Temporary Internet Files\OLK85\688	DRAWN16 Airport Rd Signals and Light	REVISED Revised 10-14-88.dgn	6578			(1-RRS (1-VC)BR	Peoria	142	59	
PLOT SCALE = 56.5714 / IN.	CHECKED -	REVISED -	CONTRACT NO. 68092							
PLOT DATE = 10/17/2008	DATE -	REVISED -	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							



GENERAL NOTES

- Locate poles over bridge piers where possible.
- The vibration isolation pad and leveling plate shall match the footprint of the pole base plate.
- Thickness of isolation pad and washers shall be according to the isolation pad manufacturer's recommendations based upon pole height and loading.
- Should the length of the exposed anchor bolts be too short on an existing bridge to mount the poles as shown, then the leveling plate shall be mounted directly on the concrete and leveled with stainless steel washers. Remove concrete as directed by the Engineer to fully thread the top nut.

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

NOTE: A LIGHTPOLE OF 35 FT. OR LESS IN HEIGHT WILL REQUIRE A SMALLER SHAFT DIAMETER AND A SMALLER BOLT CIRCLE DIAMETER. THIS WILL ALSO CHANGE THE BOLT SPACING AND LEVELING PLATE.

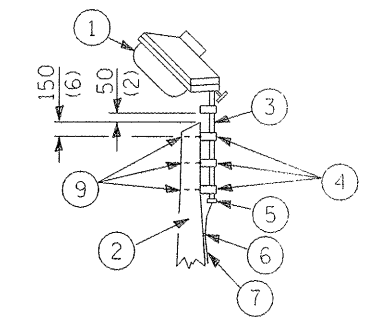
FILE NAME =	USER NAME = brucebm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 116 & AIRPORT RD. PROPOSED LIGHTING LEVELING PLATE AND VIBRATION ISOLATION PAD DETAIL	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\leynedm\Local Settings\Temporary Internet Files\OLKBS\68020	Settings\Temporary Internet Files\OLKBS\68020	DRAWING Detail.dwg	REVISED -			6578	11-RRS (1-VC)BR	Peoria	142	100
PLOT SCALE = 56.5714 "/ IN.	CHECKED -	REVISED -	CONTRACT NO. 68092			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT DATE = 10/17/2008	DATE -	REVISED -	SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____							

NOTE:

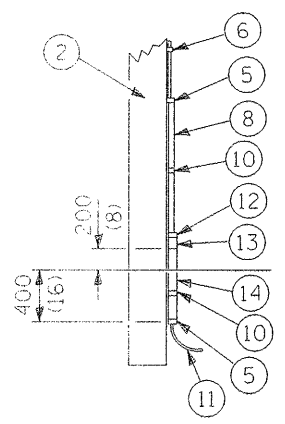
Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.

Connect luminaire equipment ground to ACSR messenger.



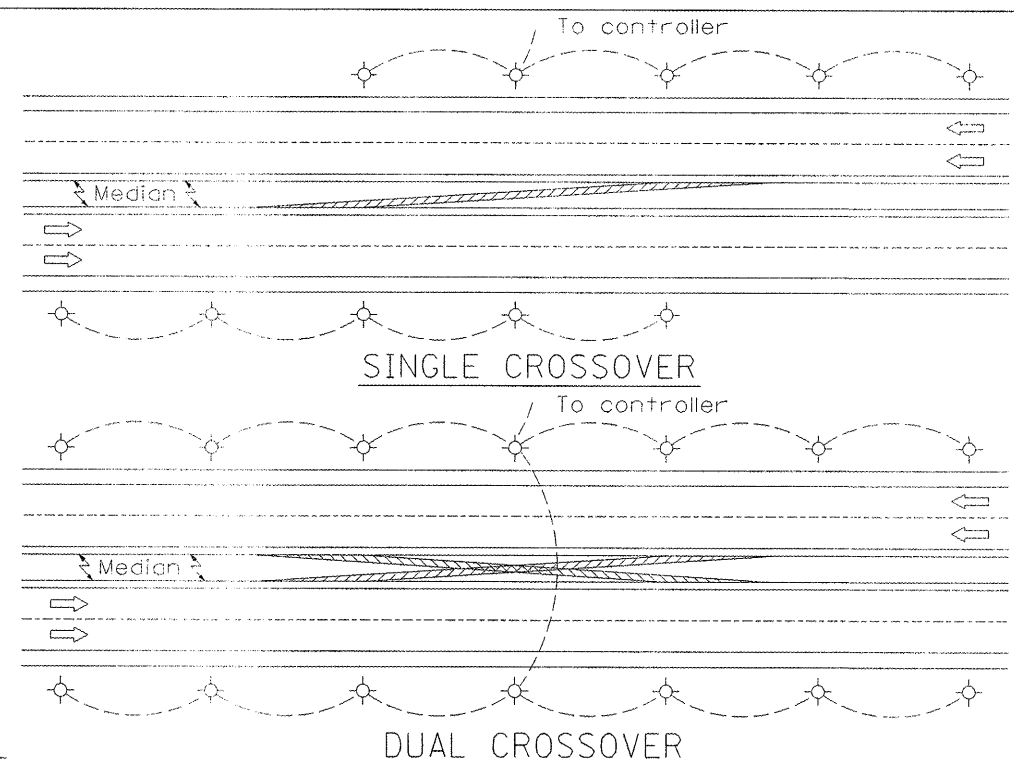
- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type USE cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length
- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer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



POLE, WOOD

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

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

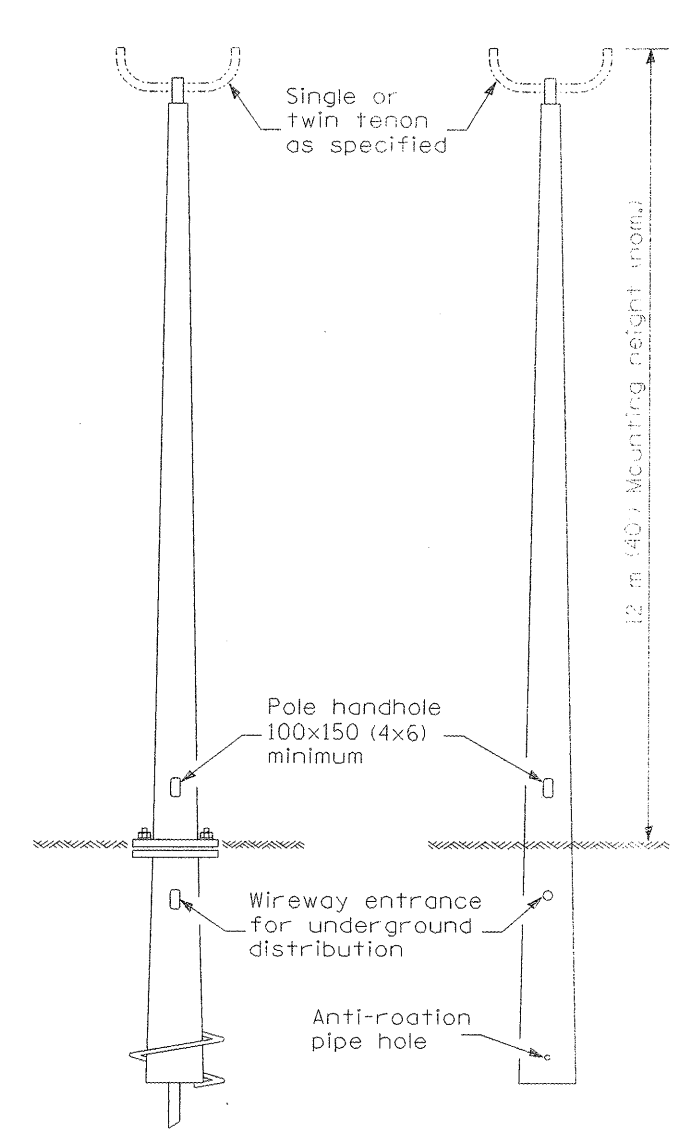


NOTE:

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

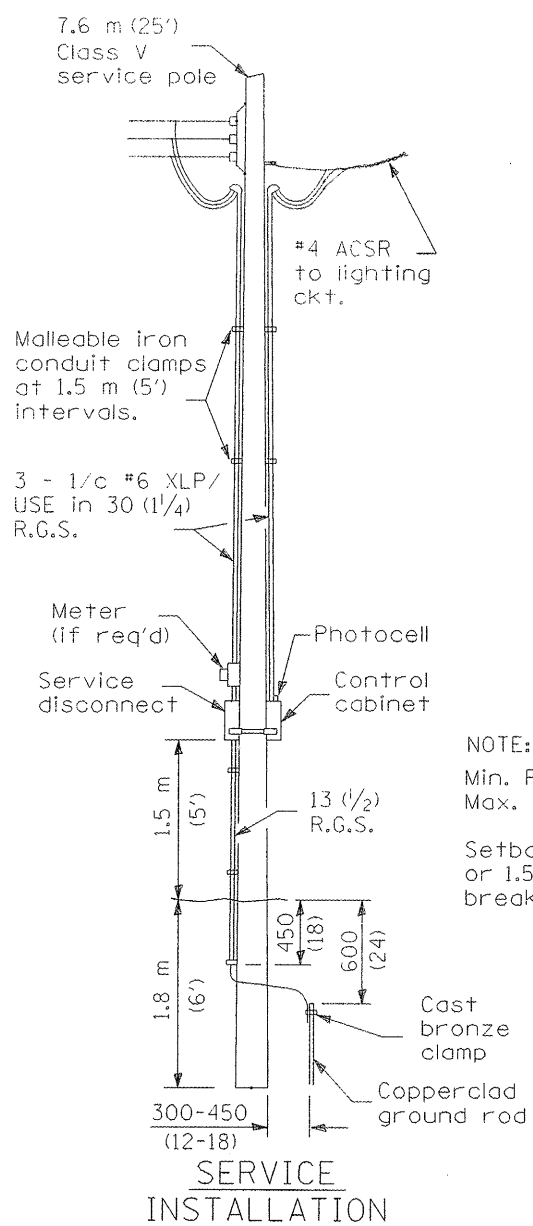
Setback shall be min. 9 m (30') or 1.5 m (5') back of ditch, unless breakaway type pole is used.

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



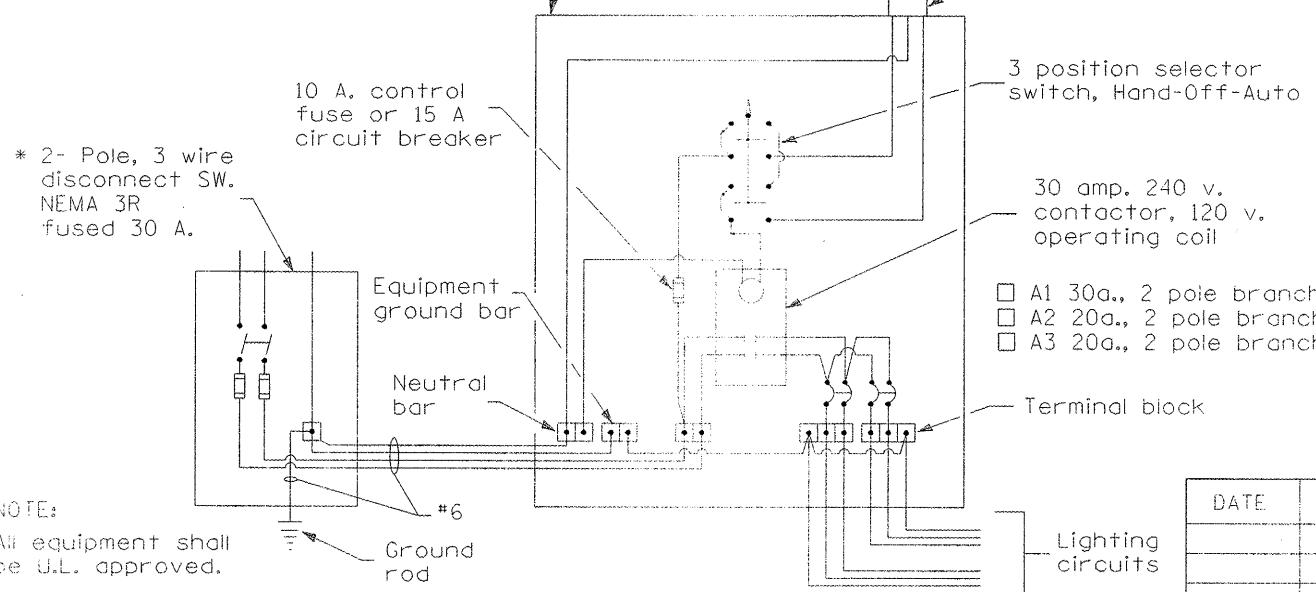
ANCHOR BASE W/ METAL FOUNDATION **BUTT BASE**

POLE, FIBERGLASS BREAKAWAY TYPE



SERVICE INSTALLATION

Cast aluminum cabinet
450 H. x 300 W. x 200 D.
(18 H. x 12 W. x 8 D.)
Aluminum door with standard traffic signal lock & key and 400 x 250 x 13 (16x10x 1/2) mounting panel



NOTE:

All equipment shall be U.L. approved.

* 30 A. or 60 A., dependent upon utility co. rules.

WIRING DIAGRAM

DATE	REVISIONS

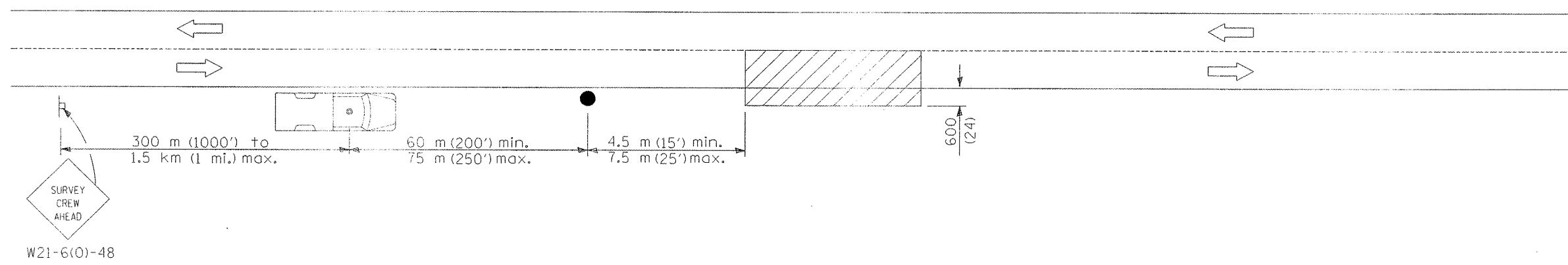
TEMPORARY ROADWAY LIGHTING

CONTRACT NO. 68092





LGT014.M32

SHEET NO. 60A





SYMBOLS

-  Work area
-  Sign on portable or permanent support
-  Truck with flashing amber light and dual emergency flashers
-  Flagger with traffic control sign

TYPICAL APPLICATIONS
Utility operations

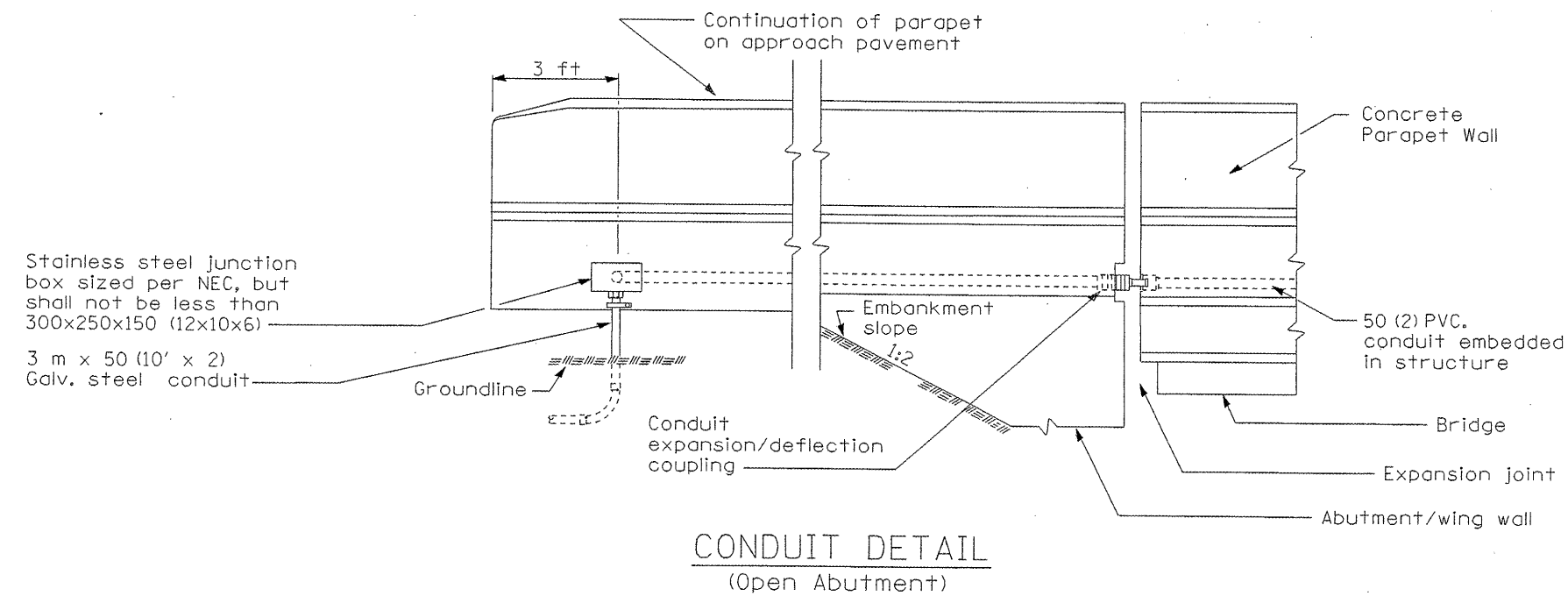
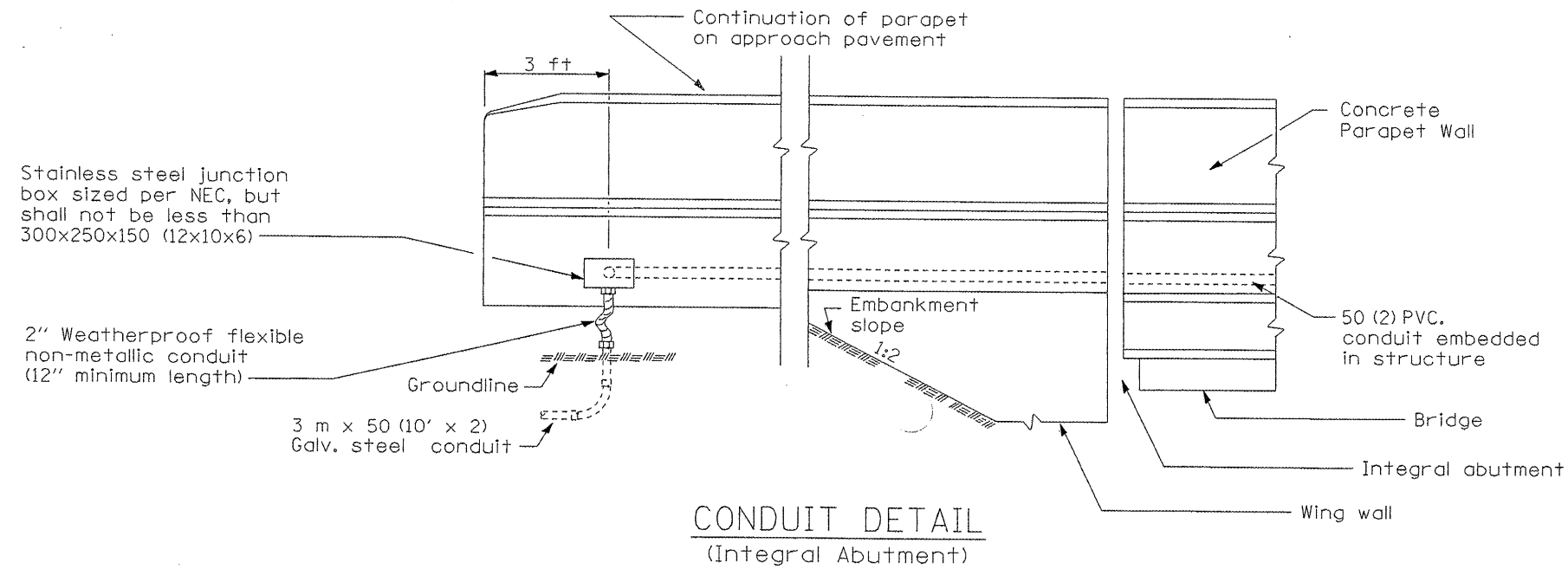
All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS

DETAIL FOR
NIGHTTIME LIGHTING
INSPECTION

SHEET NO. 60B
CONTRACT NO. 6809Z
LGT017.M32

60B



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

DATE	REVISIONS
7-31-08	Updated

CONDUIT EXITING
PARAPET ON
APPROACH PAVEMENT

F.A.U. RTE.	CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
6578	68092	PEORIA	142	60C

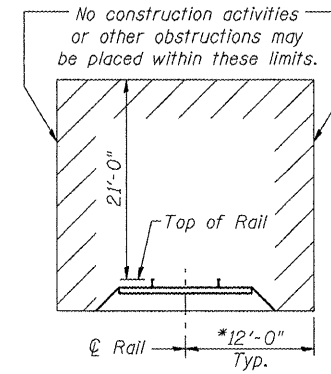
60C

Bench Mark: Chiseled "L" on top of southwest corner of the southeast wingwall of existing structure, at Sta. 44+07.88, 33.35' Rt.; Elev. 516.82'.

Existing Structure: S.N. 072-0058, originally built in 1934 as F.A.S. 389, Section 1-VC. The existing structure is 36'-0" out to out and measures 341'-10" back to back of abutments. The existing superstructure, replaced and widened in 1970, consists of a six span composite deck supported by continuous wide flange beams. The existing abutments are spill-thru pile bents supported by concrete counterforts on a spread footing. The existing multi-column piers are also supported by spread footings. The existing structure is to be removed and replaced. The north half of the proposed structure is to be built while maintaining traffic on the existing structure. Traffic will then be routed to the newly constructed portion of the proposed bridge while the remaining structure is built.

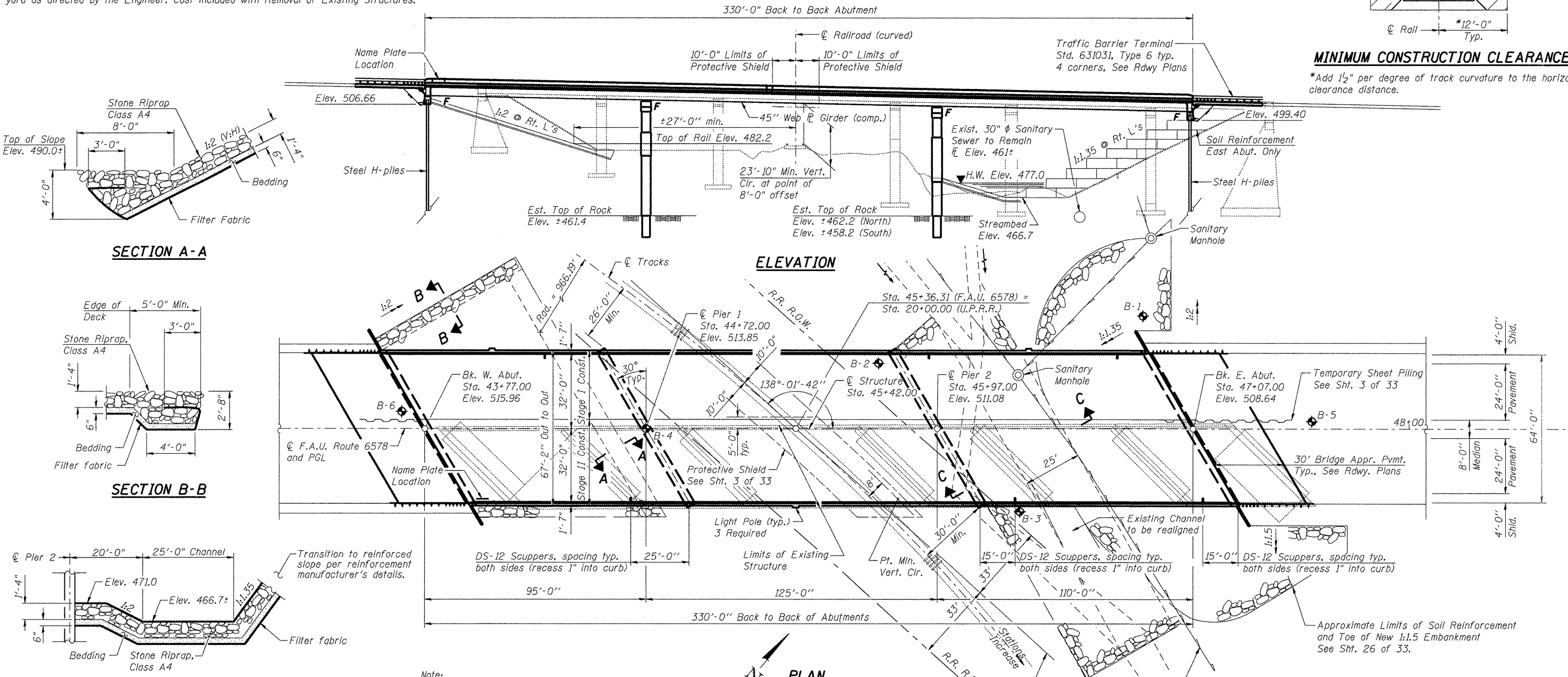
The existing aluminum handrail shall be salvaged and delivered to the District's maintenance yard as directed by the Engineer. Cost included with Removal of Existing Structures.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



MINIMUM CONSTRUCTION CLEARANCES

*Add 1/2" per degree of track curvature to the horizontal clearance distance.



SECTION A-A

SECTION B-B

SECTION C-C

ELEVATION

PLAN

Note:
1. No deck drains will be permitted in the span over track within 10 ft. of a railroad pole line.

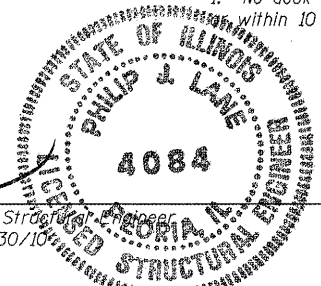
APPROVED
For Structural Adequacy Only

Ralph E. Anderson
Engineer of Bridges & Structures

**GENERAL PLAN & ELEVATION
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

Philip J. Lane
Philip J. Lane, Illinois Structural Engineer
No. 4084, Expires 11/30/10
Date: 12/3/08



STS | AECOM
111 NE Jefferson Avenue
Peoria, IL 61602
T 309.678.8464
F 309.678.6445
IL Design Firm Reg.
No. 164-001518
www.stsconsultants.com

SHEET NO. 1	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OF	6578	(1-R)RS(1-VC)BR	PEORIA	142	61
33 SHEETS	STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

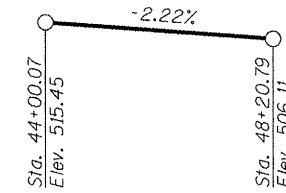
- Fasteners shall be AASHTO M164 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ " ϕ , holes $\frac{13}{16}$ " ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 524,880 pounds.
- All structural steel shall be AASHTO M 270 Grade 50W.
- No field welding is permitted except as specified in the contract documents.
- Slip forming of parapets is not allowed on this contract.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, 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.
- Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ " (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- Two $\frac{1}{8}$ " adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
- The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
- The proposed grade separation project shall not change the quantity and/or characteristics of the flow in the Railroad ditches and/or drainage structures.
- Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.

TOTAL BILL OF MATERIAL

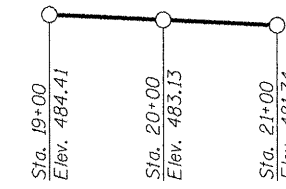
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu Yd		194	194
Stone Riprap, Class A4	Sq Yd	1,575		1,575
Filter Fabric	Sq Yd	1,575		1,575
Removal Of Existing Structures	Each		1	1
Protective Shield	Sq Yd		106	106
Structure Excavation	Cu Yd		530	530
Concrete Structures	Cu Yd		444.7	444.7
Concrete Superstructure	Cu Yd	704.9		704.9
Bridge Deck Grooving	Sq Yd	2,273		2,273
Concrete Encasement	Cu Yd		12.0	12.0
Protective Coat	Sq Yd	2,658		2,658
Furnishing And Erecting Structural Steel	L Sum		1	1
Stud Shear Connectors	Each	8,100		8,100
Reinforcement Bars	Pound		32,900	32,900
Reinforcement Bars, Epoxy Coated	Pound	172,160	58,110	230,270
Bar Splicers	Each	1,303	124	1,427
Temporary Sheet Piling	L Sum		1	1
Furnishing Steel Piles HPI0x42	Foot		1,356	1,356
Driving Piles	Foot		1,356	1,356
Test Pile Steel HPI0x42	Each		1	1
Name Plates	Each	1		1
Drilled Shaft In Soil	Cu Yd		65.7	65.7
Drilled Shaft In Rock	Cu Yd		66.0	66.0
Permanent Casing	Foot		185	185
Anchor Bolts, 1"	Each		36	36
Anchor Bolts, 1 1/4"	Each		36	36
Geocomposite Wall Drain	Sq Yd		153	153
Pipe Underdrains For Structures, 4"	Foot		236	236
Underwater Structure Excavation Protection - Location 1	Each		1	1
Drainage Scupper, DS-12	Each	6		6
Reinforced Soil Slope System	Sq Ft		7803	7803

INDEX OF SHEETS

Sheet	Description
1	General Plan & Elevation
2	General Notes, Design Data, Index of Sheets, & Total Bill of Material
3	Stage Construction & Substructure Layout
4	Top of Slab Elevations
5	Top of Slab Elevations
6	Top of Slab Elevations
7	Top of Slab Elevations
8	Top of Slab Elevations
9	Top of Slab Elevations
10	Top of Approach Slab Elevations
11	Superstructure Details
12	Parapet Details
13	Diaphragm & Light Pole Foundation Details
14	Structural Steel
15	Girder Details
16	Girder Details
17	West Abutment Details
18	East Abutment Details
19	Pier #1 Details
20	Pier #2 Details
21	Pier Details
22	Pile Details
23	Bar Splicer Assembly Details
24	Temporary Concrete Barrier for Stage Construction
25	Drainage Scupper, DS-12
26	Reinforced Soil Slope System Plan & Elevation
26A	Reinforced Soil Slope System Details
27	Boring Logs
28	Boring Logs
29	Boring Logs
30	Boring Logs
31	Boring Logs
32	Boring Logs
33	Boring Logs



PROFILE GRADE
(Along Roadway)



PROFILE GRADE
(Along Track)

LOADING HL 93

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

DESIGN SPECIFICATIONS

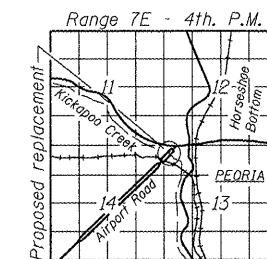
2007 LRFD Bridge Design Specifications, 4th. Edition

DESIGN STRESSES

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Bedrock Acceleration Coefficient (A) = 0.05g
Site Coefficient (S) = 1.2



LOCATION SKETCH

GENERAL NOTES, DESIGN DATA, INDEX OF SHEETS, & TOTAL BILL OF MATERIAL AIRPORT ROAD OVER U.P.R.R. AND KICKAPOO CREEK TRIBUTARY STATION 45+42.00

STATION 45+42
BUILT BY
STATE OF ILLINOIS
F.A. RT. 6578 SEC. (1-R)RS(1-VC)BR
LOADING HL93
STRUCTURE NO. 072-0201

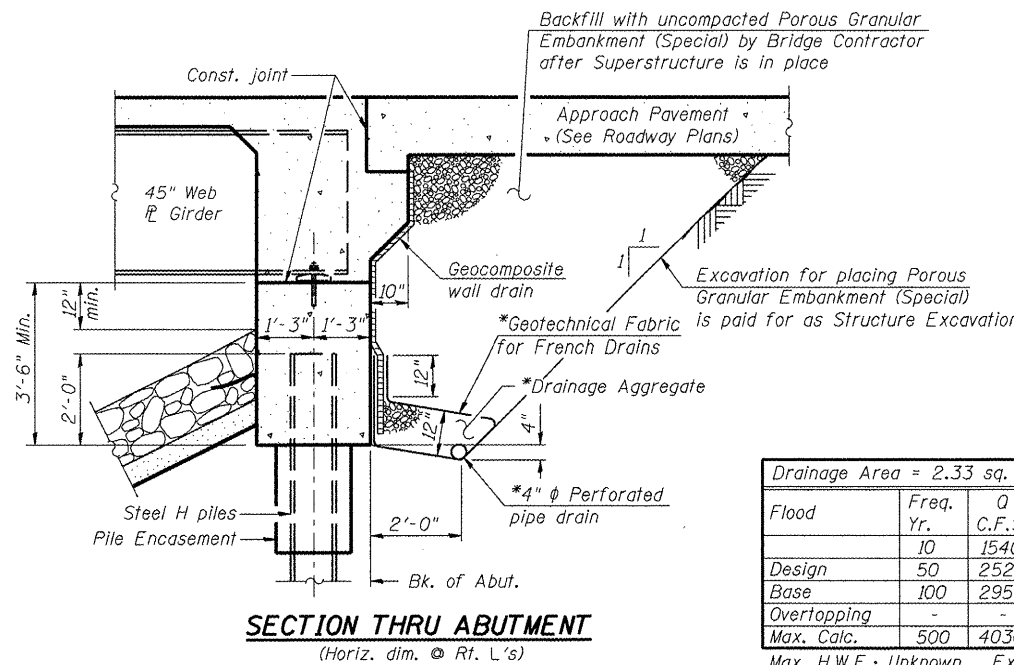
NAME PLATE
See Std. 515001

WATERWAY INFORMATION

Drainage Area = 2.33 sq. mi. Low Grade Elev. 504.98' @ Sta. 48+33

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Prop. Exist.	Nat. H.W.E. Prop.	H.W.E. Exist.	Head - Ft. Prop.	Head - Ft. Exist.	Headwater El. Prop.	Headwater El. Exist.
Design	10	1540	330	319	474.6	474.7	0.3	0.0	474.9	474.7
Base	100	2520	475	462	476.8	477.0	0.3	0.0	477.1	477.0
Overtopping	100	2950	531	522	477.6	477.9	0.3	0.0	477.9	477.9
Max. Calc.	500	4030	678	670	479.6	480.0	0.3	0.3	479.9	480.3

Max. H.W.E.: Unknown Exist. 10-yr. Velocity: 4.7 ft./sec. Prop. 10-yr. Velocity 4.8 ft./sec.



* 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 60110).

DESIGN SCOUR TABLE

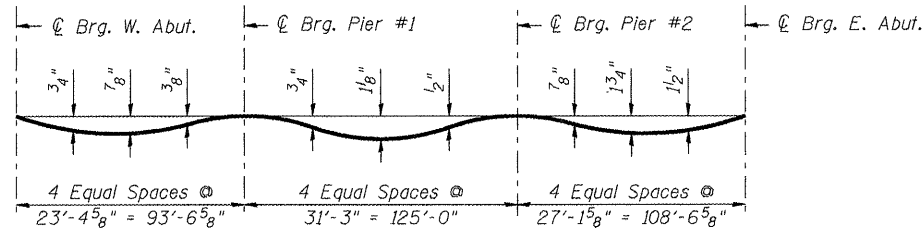
Design Scour Elevation	W. Abut.	Pier 1	Pier 2	E. Abut.
	506.6	478	462.2	499.4

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS | AECOM
111 NE Jefferson Avenue
Peoria, IL 61602
T 309.676.8464
F 309.676.5445
IL Design Firm Reg. No. 184-001518
www.stsconsultants.com

SHEET NO. 2	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OF	6578	(1-R)RS(1-VC)BR	PEORIA	142	62
33 SHEETS	STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

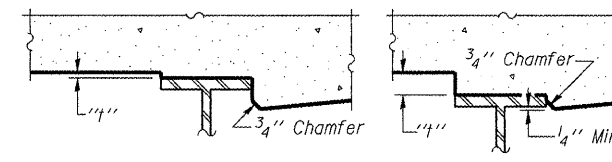
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

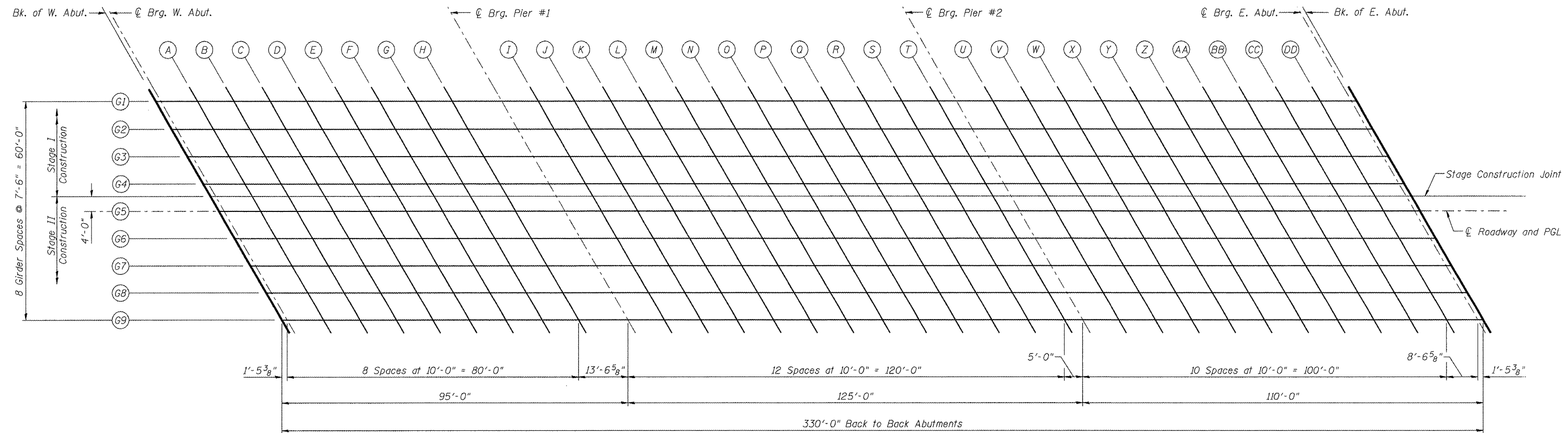
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



At Minimum Fillet At Maximum Fillet

To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sht. 5, 6, 7, 8, and 9 of 33. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS



**PLAN LAYOUT FOR
TOP OF SLAB ELEVATIONS**



**TOP OF SLAB ELEVATIONS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 4 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	64
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER G1

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+59.68	-30	515.75	515.75
☉ Brg. W. Abutment	43+61.12	-30	515.71	515.71
A	43+71.12	-30	515.49	515.52
B	43+81.12	-30	515.27	515.33
C	43+91.12	-30	515.05	515.12
D	44+01.12	-30	514.83	514.90
E	44+11.12	-30	514.60	514.67
F	44+21.12	-30	514.38	514.43
G	44+31.12	-30	514.16	514.19
H	44+41.12	-30	513.94	513.95
☉ Brg. Pier #1	44+54.68	-30	513.64	513.64
I	44+64.68	-30	513.42	513.43
J	44+74.68	-30	513.19	513.22
K	44+84.68	-30	512.97	513.03
L	44+94.68	-30	512.75	512.83
M	45+04.68	-30	512.53	512.62
N	45+14.68	-30	512.31	512.40
O	45+24.68	-30	512.08	512.18
P	45+34.68	-30	511.86	511.94
Q	45+44.68	-30	511.64	511.69
R	45+54.68	-30	511.42	511.44
S	45+64.68	-30	511.20	511.20
T	45+74.68	-30	510.97	510.97
☉ Brg. Pier #2	45+79.68	-30	510.86	510.86
U	45+89.68	-30	510.64	510.66
V	45+99.68	-30	510.42	510.46
W	46+09.68	-30	510.20	510.28
X	46+19.68	-30	509.97	510.09
Y	46+29.68	-30	509.75	509.89
Z	46+39.68	-30	509.53	509.69
AA	46+49.68	-30	509.31	509.46
BB	46+59.68	-30	509.09	509.22
CC	46+69.68	-30	508.86	508.96
DD	46+79.68	-30	508.64	508.69
☉ Brg. E. Abutment	46+88.24	-30	508.45	508.45
Bk. of E. Abutment	46+89.68	-30	508.42	508.42

GIRDER G2

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+64.01	-22.5	515.80	515.80
☉ Brg. W. Abutment	43+65.45	-22.5	515.77	515.77
A	43+75.45	-22.5	515.55	515.58
B	43+85.45	-22.5	515.32	515.38
C	43+95.45	-22.5	515.10	515.17
D	44+05.45	-22.5	514.88	514.95
E	44+15.45	-22.5	514.66	514.73
F	44+25.45	-22.5	514.44	514.49
G	44+35.45	-22.5	514.21	514.24
H	44+45.45	-22.5	513.99	514.00
☉ Brg. Pier #1	44+59.01	-22.5	513.69	513.69
I	44+69.01	-22.5	513.47	513.48
J	44+79.01	-22.5	513.25	513.28
K	44+89.01	-22.5	513.03	513.08
L	44+99.01	-22.5	512.80	512.88
M	45+09.01	-22.5	512.58	512.67
N	45+19.01	-22.5	512.36	512.46
O	45+29.01	-22.5	512.14	512.23
P	45+39.01	-22.5	511.92	511.99
Q	45+49.01	-22.5	511.69	511.75
R	45+59.01	-22.5	511.47	511.50
S	45+69.01	-22.5	511.25	511.26
T	45+79.01	-22.5	511.03	511.03
☉ Brg. Pier #2	45+84.01	-22.5	510.92	510.92
U	45+94.01	-22.5	510.69	510.71
V	46+04.01	-22.5	510.47	510.52
W	46+14.01	-22.5	510.25	510.33
X	46+24.01	-22.5	510.03	510.14
Y	46+34.01	-22.5	509.81	509.95
Z	46+44.01	-22.5	509.58	509.74
AA	46+54.01	-22.5	509.36	509.51
BB	46+64.01	-22.5	509.14	509.27
CC	46+74.01	-22.5	508.92	509.01
DD	46+84.01	-22.5	508.70	508.74
☉ Brg. E. Abutment	46+92.57	-22.5	508.51	508.51
Bk. of E. Abutment	46+94.01	-22.5	508.47	508.47

**TOP OF SLAB ELEVATIONS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED P.J.L.
CHECKED E.L.V.
DRAWN M.G.M.
CHECKED P.J.L.

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 5 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	65
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER G3

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+68.34	-15	515.85	515.85
☉ Brg. W. Abutment	43+69.78	-15	515.82	515.82
A	43+79.78	-15	515.60	515.63
B	43+89.78	-15	515.38	515.43
C	43+99.78	-15	515.16	515.23
D	44+09.78	-15	514.93	515.01
E	44+19.78	-15	514.71	514.78
F	44+29.78	-15	514.49	514.54
G	44+39.78	-15	514.27	514.30
H	44+49.78	-15	514.05	514.06
☉ Brg. Pier #1	44+63.34	-15	513.75	513.75
I	44+73.34	-15	513.52	513.53
J	44+83.34	-15	513.30	513.33
K	44+93.34	-15	513.08	513.13
L	45+03.34	-15	512.86	512.93
M	45+13.34	-15	512.64	512.73
N	45+23.34	-15	512.41	512.51
O	45+33.34	-15	512.19	512.28
P	45+43.34	-15	511.97	512.04
Q	45+53.34	-15	511.75	511.80
R	45+63.34	-15	511.53	511.55
S	45+73.34	-15	511.30	511.31
T	45+83.34	-15	511.08	511.08
☉ Brg. Pier #2	45+88.34	-15	510.97	510.97
U	45+98.34	-15	510.75	510.77
V	46+08.34	-15	510.53	510.57
W	46+18.34	-15	510.30	510.38
X	46+28.34	-15	510.08	510.20
Y	46+38.34	-15	509.86	510.00
Z	46+48.34	-15	509.64	509.79
AA	46+58.34	-15	509.42	509.57
BB	46+68.34	-15	509.19	509.33
CC	46+78.34	-15	508.97	509.07
DD	46+88.34	-15	508.75	508.80
☉ Brg. E. Abutment	46+96.90	-15	508.56	508.56
Bk. of E. Abutment	46+98.34	-15	508.53	508.53

GIRDER G4

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+72.67	-7.5	515.91	515.91
☉ Brg. W. Abutment	43+74.11	-7.5	515.88	515.88
A	43+84.11	-7.5	515.65	515.69
B	43+94.11	-7.5	515.43	515.49
C	44+04.11	-7.5	515.21	515.28
D	44+14.11	-7.5	514.99	515.06
E	44+24.11	-7.5	514.77	514.83
F	44+34.11	-7.5	514.54	514.59
G	44+44.11	-7.5	514.32	514.35
H	44+54.11	-7.5	514.10	514.11
☉ Brg. Pier #1	44+67.67	-7.5	513.80	513.80
I	44+77.67	-7.5	513.58	513.59
J	44+87.67	-7.5	513.36	513.39
K	44+97.67	-7.5	513.13	513.19
L	45+07.67	-7.5	512.91	512.99
M	45+17.67	-7.5	512.69	512.78
N	45+27.67	-7.5	512.47	512.56
O	45+37.67	-7.5	512.25	512.34
P	45+47.67	-7.5	512.02	512.10
Q	45+57.67	-7.5	511.80	511.85
R	45+67.67	-7.5	511.58	511.61
S	45+77.67	-7.5	511.36	511.37
T	45+87.67	-7.5	511.14	511.14
☉ Brg. Pier #2	45+92.67	-7.5	511.02	511.02
U	46+02.67	-7.5	510.80	510.82
V	46+12.67	-7.5	510.58	510.63
W	46+22.67	-7.5	510.36	510.44
X	46+32.67	-7.5	510.14	510.25
Y	46+42.67	-7.5	509.91	510.06
Z	46+52.67	-7.5	509.69	509.85
AA	46+62.67	-7.5	509.47	509.62
BB	46+72.67	-7.5	509.25	509.38
CC	46+82.67	-7.5	509.03	509.12
DD	46+92.67	-7.5	508.80	508.85
☉ Brg. E. Abutment	47+01.23	-7.5	508.61	508.61
Bk. of E. Abutment	47+02.67	-7.5	508.58	508.58

**TOP OF SLAB ELEVATIONS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 F 309.676.5445 IL Design Firm Reg. No. 184-001618 www.stsconsultants.com	SHEET NO. 6 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	66
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION JOINT

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+74.69	-4	515.93	515.93
⊙ Brg. W. Abutment	43+76.13	-4	515.90	515.90
A	43+86.13	-4	515.68	515.71
B	43+96.13	-4	515.46	515.51
C	44+06.13	-4	515.24	515.31
D	44+16.13	-4	515.01	515.09
E	44+26.13	-4	514.79	514.86
F	44+36.13	-4	514.57	514.62
G	44+46.13	-4	514.35	514.38
H	44+56.13	-4	514.13	514.14
⊙ Brg. Pier #1	44+69.69	-4	513.82	513.82
I	44+79.69	-4	513.60	513.61
J	44+89.69	-4	513.38	513.41
K	44+99.69	-4	513.16	513.21
L	45+09.69	-4	512.94	513.01
M	45+19.69	-4	512.71	512.81
N	45+29.69	-4	512.49	512.59
O	45+39.69	-4	512.27	512.36
P	45+49.69	-4	512.05	512.12
Q	45+59.69	-4	511.83	511.88
R	45+69.69	-4	511.60	511.63
S	45+79.69	-4	511.38	511.39
T	45+89.69	-4	511.16	511.16
⊙ Brg. Pier #2	45+94.69	-4	511.05	511.05
U	46+04.69	-4	510.83	510.84
V	46+14.69	-4	510.61	510.65
W	46+24.69	-4	510.38	510.46
X	46+34.69	-4	510.16	510.28
Y	46+44.69	-4	509.94	510.08
Z	46+54.69	-4	509.72	509.87
AA	46+64.69	-4	509.50	509.65
BB	46+74.69	-4	509.27	509.41
CC	46+84.69	-4	509.05	509.15
DD	46+94.69	-4	508.83	508.88
⊙ Brg. E. Abutment	47+03.25	-4	508.64	508.64
Bk. of E. Abutment	47+04.69	-4	508.61	508.61

PGL & CENTERLINE ROADWAY & GIRDER G5

Location	Station	Offset (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+77.00	0	515.96	515.96
⊙ Brg. W. Abutment	43+78.44	0	515.93	515.93
A	43+88.44	0	515.71	515.74
B	43+98.44	0	515.49	515.54
C	44+08.44	0	515.26	515.34
D	44+18.44	0	515.04	515.12
E	44+28.44	0	514.82	514.89
F	44+38.44	0	514.60	514.65
G	44+48.44	0	514.38	514.40
H	44+58.44	0	514.15	514.16
⊙ Brg. Pier #1	44+72.00	0	513.85	513.85
I	44+82.00	0	513.63	513.64
J	44+92.00	0	513.41	513.44
K	45+02.00	0	513.19	513.24
L	45+12.00	0	512.97	513.04
M	45+22.00	0	512.74	512.84
N	45+32.00	0	512.52	512.62
O	45+42.00	0	512.30	512.39
P	45+52.00	0	512.08	512.15
Q	45+62.00	0	511.86	511.91
R	45+72.00	0	511.63	511.66
S	45+82.00	0	511.41	511.42
T	45+92.00	0	511.19	511.19
⊙ Brg. Pier #2	45+97.00	0	511.08	511.08
U	46+07.00	0	510.86	510.87
V	46+17.00	0	510.63	510.68
W	46+27.00	0	510.41	510.49
X	46+37.00	0	510.19	510.30
Y	46+47.00	0	509.97	510.11
Z	46+57.00	0	509.75	509.90
AA	46+67.00	0	509.52	509.68
BB	46+77.00	0	509.30	509.43
CC	46+87.00	0	509.08	509.18
DD	46+97.00	0	508.86	508.91
⊙ Brg. E. Abutment	47+05.56	0	508.67	508.67
Bk. of E. Abutment	47+07.00	0	508.64	508.64

**TOP OF SLAB ELEVATIONS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 7 OF 33 SHEETS	F.A.U. RTE. 6578	SECTION (1-R)RS(1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 67
	STRUCTURE NO. 072-0201		CONTRACT NO. 68092			
	FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER G6

Location	Station	Offset Right (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+81.33	7.5	515.72	515.72
☉ Brg. W. Abutment	43+82.77	7.5	515.68	515.68
A	43+92.77	7.5	515.46	515.49
B	44+02.77	7.5	515.24	515.30
C	44+12.77	7.5	515.02	515.09
D	44+22.77	7.5	514.80	514.87
E	44+32.77	7.5	514.57	514.64
F	44+42.77	7.5	514.35	514.40
G	44+52.77	7.5	514.13	514.16
H	44+62.77	7.5	513.91	513.92
☉ Brg. Pier #1	44+76.33	7.5	513.61	513.61
I	44+86.33	7.5	513.39	513.40
J	44+96.33	7.5	513.16	513.19
K	45+06.33	7.5	512.94	513.00
L	45+16.33	7.5	512.72	512.80
M	45+26.33	7.5	512.50	512.59
N	45+36.33	7.5	512.28	512.37
O	45+46.33	7.5	512.05	512.14
P	45+56.33	7.5	511.83	511.91
Q	45+66.33	7.5	511.61	511.66
R	45+76.33	7.5	511.39	511.41
S	45+86.33	7.5	511.17	511.17
T	45+96.33	7.5	510.94	510.94
☉ Brg. Pier #2	46+01.33	7.5	510.83	510.83
U	46+11.33	7.5	510.61	510.63
V	46+21.33	7.5	510.39	510.43
W	46+31.33	7.5	510.17	510.25
X	46+41.33	7.5	509.94	510.06
Y	46+51.33	7.5	509.72	509.86
Z	46+61.33	7.5	509.50	509.66
AA	46+71.33	7.5	509.28	509.43
BB	46+81.33	7.5	509.06	509.19
CC	46+91.33	7.5	508.83	508.93
DD	47+01.33	7.5	508.61	508.66
☉ Brg. E. Abutment	47+09.89	7.5	508.42	508.42
Bk. of E. Abutment	47+11.33	7.5	508.39	508.39

GIRDER G7

Location	Station	Offset Right (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+85.66	15	515.47	515.47
☉ Brg. W. Abutment	43+87.10	15	515.44	515.44
A	43+97.10	15	515.22	515.25
B	44+07.10	15	514.99	515.05
C	44+17.10	15	514.77	514.84
D	44+27.10	15	514.55	514.62
E	44+37.10	15	514.33	514.39
F	44+47.10	15	514.11	514.16
G	44+57.10	15	513.88	513.91
H	44+67.10	15	513.66	513.67
☉ Brg. Pier #1	44+80.66	15	513.36	513.36
I	44+90.66	15	513.14	513.15
J	45+00.66	15	512.92	512.95
K	45+10.66	15	512.69	512.75
L	45+20.66	15	512.47	512.55
M	45+30.66	15	512.25	512.34
N	45+40.66	15	512.03	512.13
O	45+50.66	15	511.81	511.90
P	45+60.66	15	511.58	511.66
Q	45+70.66	15	511.36	511.41
R	45+80.66	15	511.14	511.17
S	45+90.66	15	510.92	510.93
T	46+00.66	15	510.70	510.70
☉ Brg. Pier #2	46+05.66	15	510.59	510.59
U	46+15.66	15	510.36	510.38
V	46+25.66	15	510.14	510.19
W	46+35.66	15	509.92	510.00
X	46+45.66	15	509.70	509.81
Y	46+55.66	15	509.48	509.62
Z	46+65.66	15	509.25	509.41
AA	46+75.66	15	509.03	509.18
BB	46+85.66	15	508.81	508.94
CC	46+95.66	15	508.59	508.68
DD	47+05.66	15	508.37	508.41
☉ Brg. E. Abutment	47+14.22	15	508.18	508.18
Bk. of E. Abutment	47+15.66	15	508.14	508.14

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

**TOP OF SLAB ELEVATIONS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 8 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	68
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
FED. ROAD DIST. NO. _ [ILLINOIS] FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER G8

Location	Station	Offset Right (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+89.99	22.5	515.22	515.22
☉ Brg. W. Abutment	43+91.43	22.5	515.19	515.19
A	44+01.43	22.5	514.97	515.00
B	44+11.43	22.5	514.75	514.80
C	44+21.43	22.5	514.53	514.60
D	44+31.43	22.5	514.30	514.38
E	44+41.43	22.5	514.08	514.15
F	44+51.43	22.5	513.86	513.91
G	44+61.43	22.5	513.64	513.67
H	44+71.43	22.5	513.42	513.43
☉ Brg. Pier #1	44+84.99	22.5	513.11	513.11
I	44+94.99	22.5	512.89	512.90
J	45+04.99	22.5	512.67	512.70
K	45+14.99	22.5	512.45	512.50
L	45+24.99	22.5	512.23	512.30
M	45+34.99	22.5	512.00	512.10
N	45+44.99	22.5	511.78	511.88
O	45+54.99	22.5	511.56	511.65
P	45+64.99	22.5	511.34	511.41
Q	45+74.99	22.5	511.12	511.17
R	45+84.99	22.5	510.89	510.92
S	45+94.99	22.5	510.67	510.68
T	46+04.99	22.5	510.45	510.45
☉ Brg. Pier #2	46+09.99	22.5	510.34	510.34
U	46+19.99	22.5	510.12	510.14
V	46+29.99	22.5	509.90	509.94
W	46+39.99	22.5	509.67	509.75
X	46+49.99	22.5	509.45	509.57
Y	46+59.99	22.5	509.23	509.37
Z	46+69.99	22.5	509.01	509.16
AA	46+79.99	22.5	508.79	508.94
BB	46+89.99	22.5	508.56	508.70
CC	46+99.99	22.5	508.34	508.44
DD	47+09.99	22.5	508.12	508.17
☉ Brg. E. Abutment	47+18.55	22.5	507.93	507.93
Bk. of E. Abutment	47+19.99	22.5	507.90	507.90

GIRDER G9

Location	Station	Offset Right (Feet)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abutment	43+94.32	30	514.98	514.98
☉ Brg. W. Abutment	43+95.76	30	514.95	514.95
A	44+05.76	30	514.72	514.75
B	44+15.76	30	514.50	514.56
C	44+25.76	30	514.28	514.35
D	44+35.76	30	514.06	514.13
E	44+45.76	30	513.84	513.90
F	44+55.76	30	513.61	513.66
G	44+65.76	30	513.39	513.42
H	44+75.76	30	513.17	513.18
☉ Brg. Pier #1	44+89.32	30	512.87	512.87
I	44+99.32	30	512.65	512.66
J	45+09.32	30	512.42	512.46
K	45+19.32	30	512.20	512.26
L	45+29.32	30	511.98	512.06
M	45+39.32	30	511.76	511.85
N	45+49.32	30	511.54	511.63
O	45+59.32	30	511.31	511.41
P	45+69.32	30	511.09	511.17
Q	45+79.32	30	510.87	510.92
R	45+89.32	30	510.65	510.68
S	45+99.32	30	510.43	510.43
T	46+09.32	30	510.20	510.20
☉ Brg. Pier #2	46+14.32	30	510.09	510.09
U	46+24.32	30	509.87	509.89
V	46+34.32	30	509.65	509.69
W	46+44.32	30	509.43	509.51
X	46+54.32	30	509.21	509.32
Y	46+64.32	30	508.98	509.12
Z	46+74.32	30	508.76	508.92
AA	46+84.32	30	508.54	508.69
BB	46+94.32	30	508.32	508.45
CC	47+04.32	30	508.10	508.19
DD	47+14.32	30	507.87	507.92
☉ Brg. E. Abutment	47+22.88	30	507.68	507.68
Bk. of E. Abutment	47+24.32	30	507.65	507.65

**TOP OF SLAB ELEVATIONS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 F 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 9 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	69
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB

EAST APPROACH SLAB

NORTH CURB LINE

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations
W. End, W. Appr. Pav't.	43+28.52	-32	516.40
WW	43+38.52	-32	516.18
XX	43+48.52	-32	515.95
Back of West Abutment	43+58.52	-32	515.73

CENTERLINE ROADWAY AND PGL

Location	Station	Offset (Feet)	Theoretical Grade Elevations
W. End, W. Appr. Pav't.	43+47.00	0	516.63
WW	43+57.00	0	516.41
XX	43+67.00	0	516.18
Back of West Abutment	43+77.00	0	515.96

NORTH CURB LINE

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations
Back of East Abutment	46+88.52	-32	508.41
YY	46+98.52	-32	508.18
ZZ	47+08.52	-32	507.96
E. End, E. Appr. Pav't.	47+18.52	-32	507.74

CENTERLINE ROADWAY AND PGL

Location	Station	Offset (Feet)	Theoretical Grade Elevations
Back of East Abutment	47+07.00	0	508.64
YY	47+17.00	0	508.41
ZZ	47+27.00	0	508.19
E. End, E. Appr. Pav't.	47+37.00	0	507.97

NORTH EDGE OF PAVEMENT

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations
W. End, W. Appr. Pav't.	43+30.83	-28	516.43
WW	43+40.83	-28	516.21
XX	43+50.83	-28	515.98
Back of West Abutment	43+60.83	-28	515.76

SOUTH EDGE OF PAVEMENT

Location	Station	Offset Right (Feet)	Theoretical Grade Elevations
W. End, W. Appr. Pav't.	43+63.17	28	515.71
WW	43+73.17	28	515.49
XX	43+83.17	28	515.27
Back of West Abutment	43+93.17	28	515.04

NORTH EDGE OF PAVEMENT

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations
Back of East Abutment	46+90.83	-28	508.44
YY	47+00.83	-28	508.21
ZZ	47+10.83	-28	507.99
E. End, E. Appr. Pav't.	47+20.83	-28	507.77

SOUTH EDGE OF PAVEMENT

Location	Station	Offset Right (Feet)	Theoretical Grade Elevations
Back of East Abutment	47+23.17	28	507.72
YY	47+33.17	28	507.50
ZZ	47+43.17	28	507.27
E. End, E. Appr. Pav't.	47+53.17	28	507.05

STAGE CONSTRUCTION JOINT

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations
W. End, W. Appr. Pav't.	43+44.69	-4	516.60
WW	43+54.69	-4	516.38
XX	43+64.69	-4	516.16
Back of West Abutment	43+74.69	-4	515.93

SOUTH CURB LINE

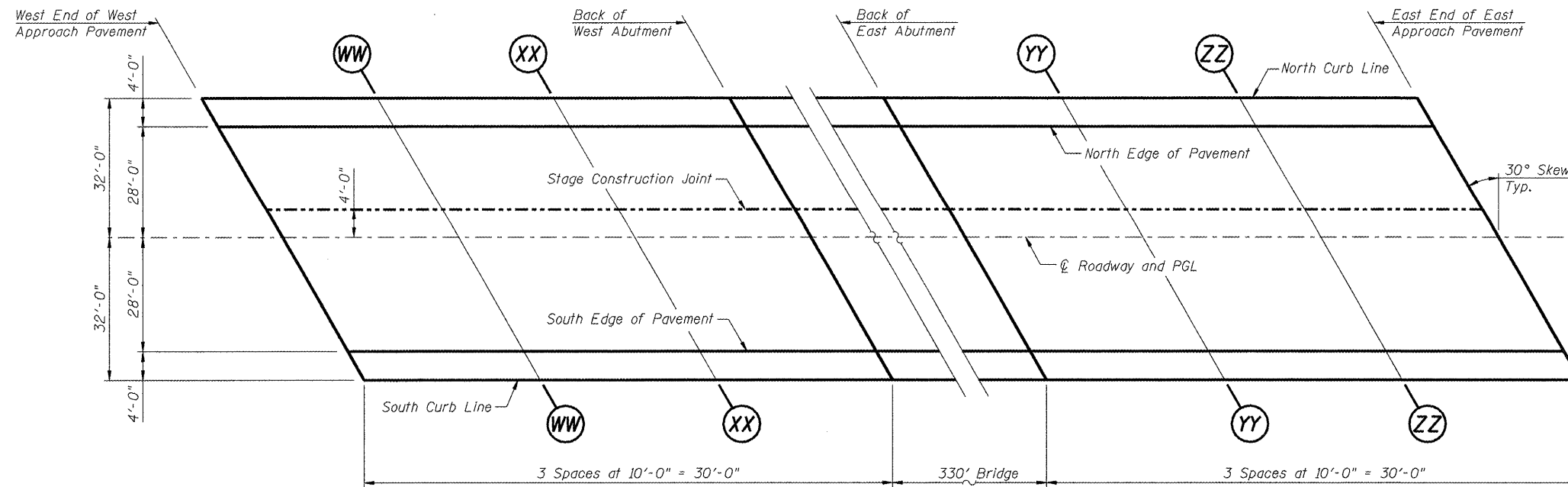
Location	Station	Offset Right (Feet)	Theoretical Grade Elevations
W. End, W. Appr. Pav't.	43+65.48	32	515.58
WW	43+75.48	32	515.36
XX	43+85.48	32	515.13
Back of West Abutment	43+95.48	32	514.91

STAGE CONSTRUCTION JOINT

Location	Station	Offset Left (Feet)	Theoretical Grade Elevations
Back of East Abutment	47+04.69	-4	508.61
YY	47+14.69	-4	508.39
ZZ	47+24.69	-4	508.16
E. End, E. Appr. Pav't.	47+34.69	-4	507.94

SOUTH CURB LINE

Location	Station	Offset Right (Feet)	Theoretical Grade Elevations
Back of East Abutment	47+25.48	32	507.59
YY	47+35.48	32	507.36
ZZ	47+45.48	32	507.14
E. End, E. Appr. Pav't.	47+55.48	32	506.92



PLAN

**TOP OF APPROACH
SLAB ELEVATIONS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

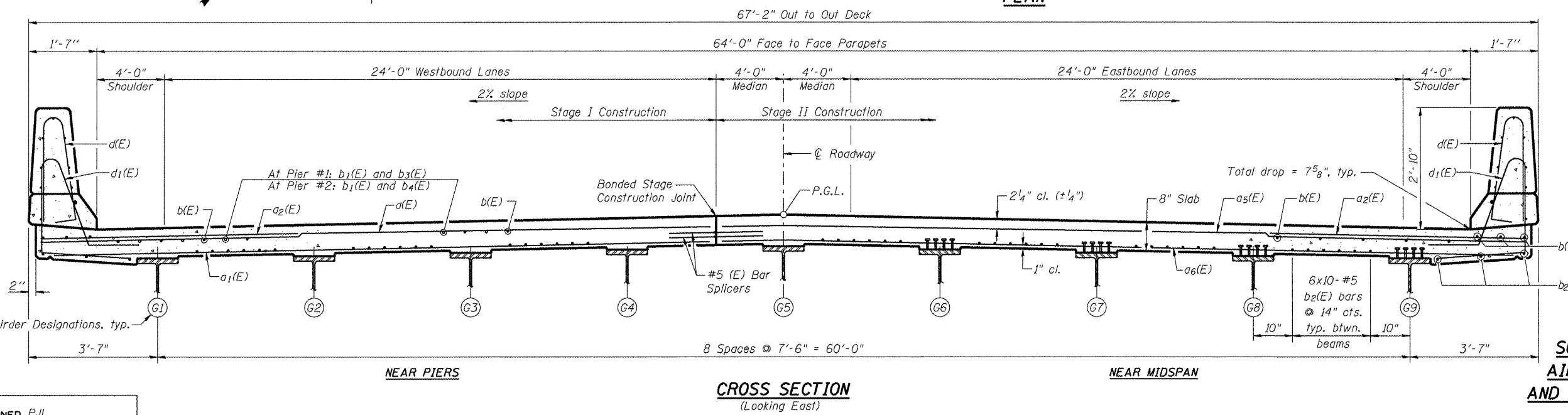
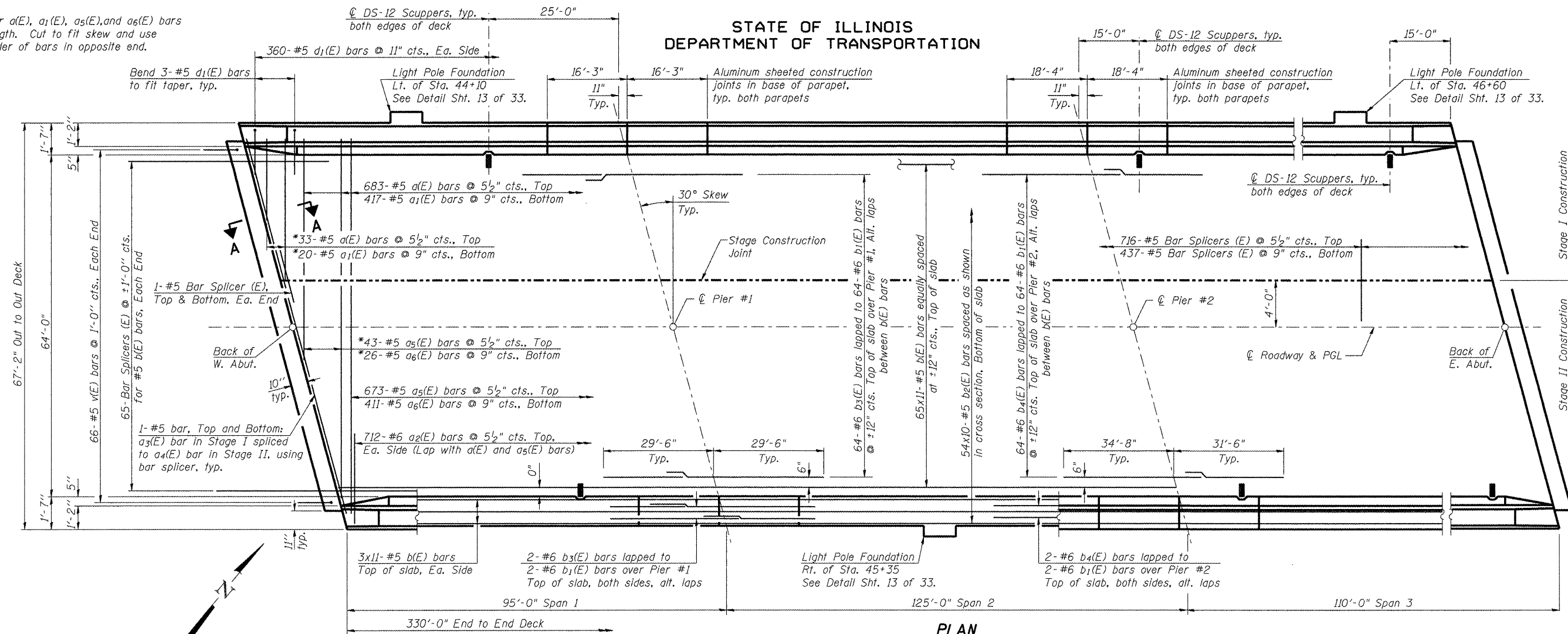
STS | AECOM
111 NE Jefferson Avenue
Peoria, IL 61602
T 309.676.8464
F 309.676.5445
IL Design Firm Reg.
No. 184-001518
www.stsconsultants.com

SHEET NO. 10
OF
33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6578	(1-R)RS(1-VC)BR	PEORIA	142	70
STRUCTURE NO. 072-0201			CONTRACT NO. 68092	
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

* Order a(E), a₁(E), a₅(E), and a₆(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



MINIMUM BAR LAPS
(Slab)
#5 bars = 2'-2"
#6 bars = 2'-7"

SUPERSTRUCTURE DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

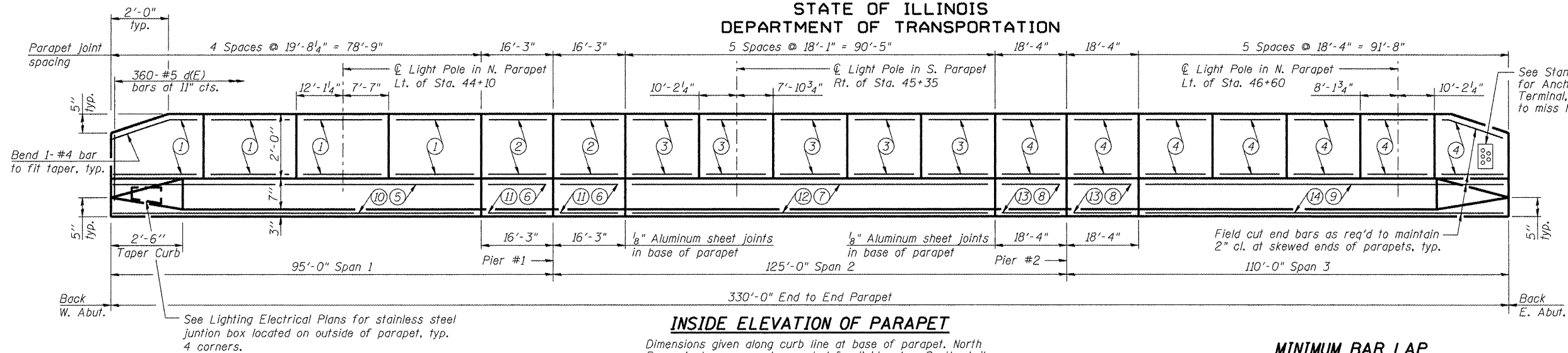
DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

- Notes:
- See Sht. 12 of 33 for Superstructure Details and Bill of Material.
 - Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 - See Sht. 12 of 33 for Parapet Reinforcement, and Slab and Parapet Details at Scuppers.
 - See Sht. 13 of 33 for Section A-A.

STS AECOM	SHEET NO. 11 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	71
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

111 NE Jefferson Avenue
Peoria, IL 61602
T 309.676.8464
Fax 309.676.5445
IL Design Firm Reg.
No. 184-001518
www.stsconsultants.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	716	#5	29'-3"	—
a1(E)	437	#5	28'-10"	—
a2(E)	1424	#6	6'-0"	—
a3(E)	4	#5	32'-3"	—
a4(E)	4	#5	42'-6"	—
a5(E)	716	#5	37'-3"	—
a6(E)	437	#5	36'-10"	—
a7(E)	48	#5	2'-0"	—
b(E)	781	#5	32'-0"	—
b1(E)	136	#6	37'-3"	—
b2(E)	540	#5	35'-0"	—
b3(E)	68	#6	24'-4"	—
b4(E)	68	#6	31'-6"	—
d(E)	720	#5	5'-7"	—
d1(E)	720	#5	8'-0"	—
d2(E)	9	#6	4'-5"	—
d3(E)	15	#6	8'-11"	—
e(E)	56	#4	19'-4"	—
e1(E)	28	#4	15'-11"	—
e2(E)	70	#4	17'-9"	—
e3(E)	98	#4	18'-0"	—
e4(E)	6	#8	28'-5"	—
e5(E)	4	#8	15'-11"	—
e6(E)	6	#8	32'-4"	—
e7(E)	4	#8	18'-0"	—
e8(E)	6	#8	32'-9"	—
e9(E)	6	#4	27'-0"	—
e10(E)	4	#4	15'-11"	—
e11(E)	6	#4	30'-11"	—
e12(E)	4	#4	18'-0"	—
e13(E)	6	#4	31'-4"	—
m(E)	4	#6	32'-9"	—
m1(E)	6	#6	34'-0"	—
m2(E)	36	#6	11'-2"	—
m3(E)	16	#6	8'-2"	—
m4(E)	4	#6	3'-8"	—
m5(E)	4	#6	42'-2"	—
m6(E)	6	#6	43'-2"	—
s(E)	124	#5	7'-9"	—
s1(E)	124	#4	12'-2"	—
v(E)	132	#5	3'-4"	—
Reinforcement Bars, Epoxy Coated	Pound		172,160	
Concrete Superstructure	Cu. Yds.		704.9	

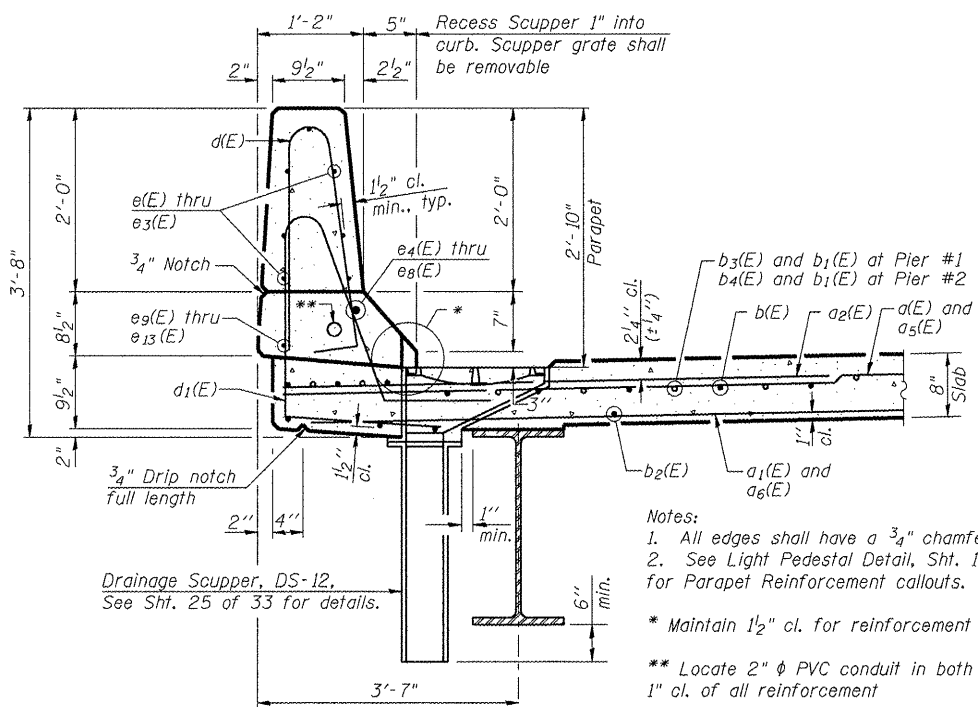
PARAPET HORIZONTAL REINFORCEMENT CALLOUTS

Reinforcement shall not pass thru joints. See Section thru Parapet for placement.

Top of Parapet 7-#4 bars	1 7-#4 e(E) bars Typ. 4 Panels	2 7-#4 e1(E) bars Typ. 2 Panels	3 7-#4 e2(E) bars Typ. 5 Panels	4 7-#4 e3(E) bars Typ. 7 Panels
Front Face Top of Curb 1-#8 bar	5 1x3-#8 e4(E) bars Typ. 2 Panels	6 1-#8 e5(E) bars Typ. 2 Panels	7 1x3-#8 e6(E) bars Typ. 2 Panels	8 1-#8 e7(E) bars Typ. 2 Panels
Back Face Bottom of Curb 1-#4 bar	10 1x3-#4 e9(E) bars Typ. 2 Panels	11 1-#4 e10(E) bars Typ. 2 Panels	12 1x3-#4 e11(E) bars Typ. 2 Panels	13 1-#4 e12(E) bars Typ. 2 Panels
	14 1x3-#4 e13(E) bars			

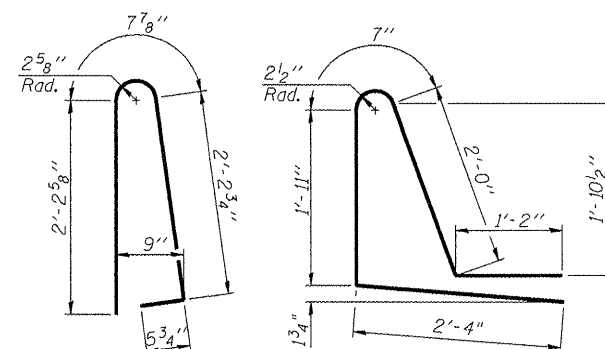
INSIDE ELEVATION OF PARAPET

Dimensions given along curb line at base of parapet. North Parapet shown, except as noted for light poles. South similar. See Sht. 13 of 33 for Light Pole Foundation Details.



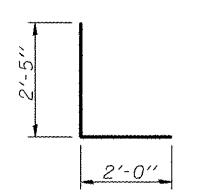
MINIMUM BAR LAP

(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"

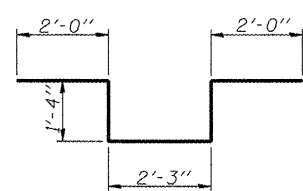


BAR d(E)

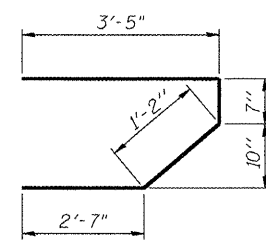
BAR d1(E)



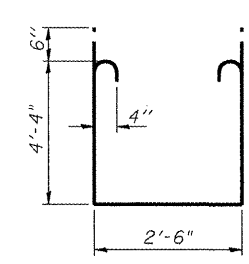
BAR d2(E)



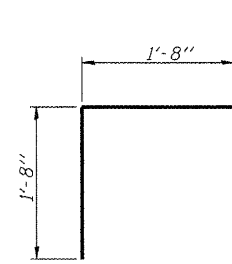
BAR d3(E)



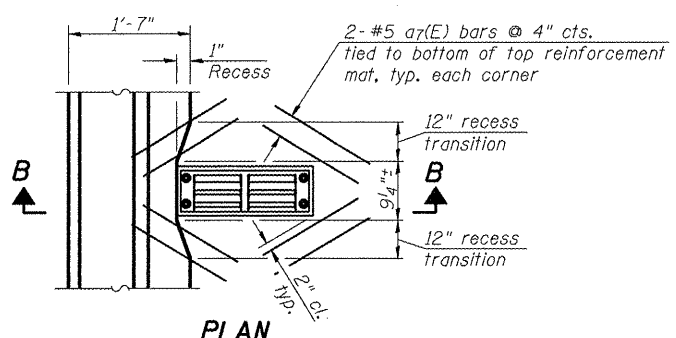
BAR s(E)



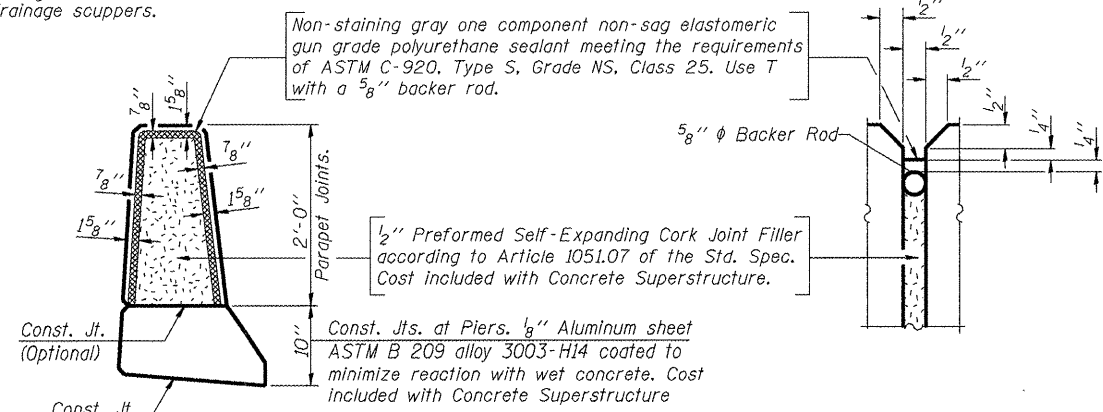
BAR s1(E)



BAR v(E)



Note: Cut longitudinal reinforcement to clear drainage scuppers.



PARAPET JOINT DETAILS

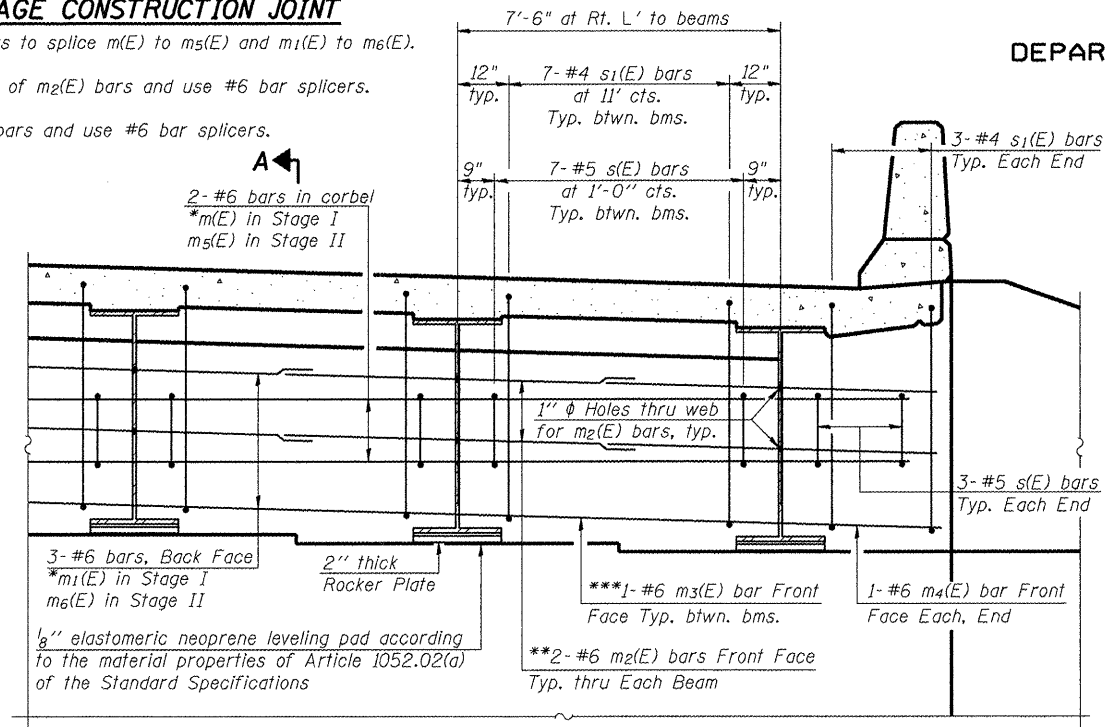
DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 12 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	72
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

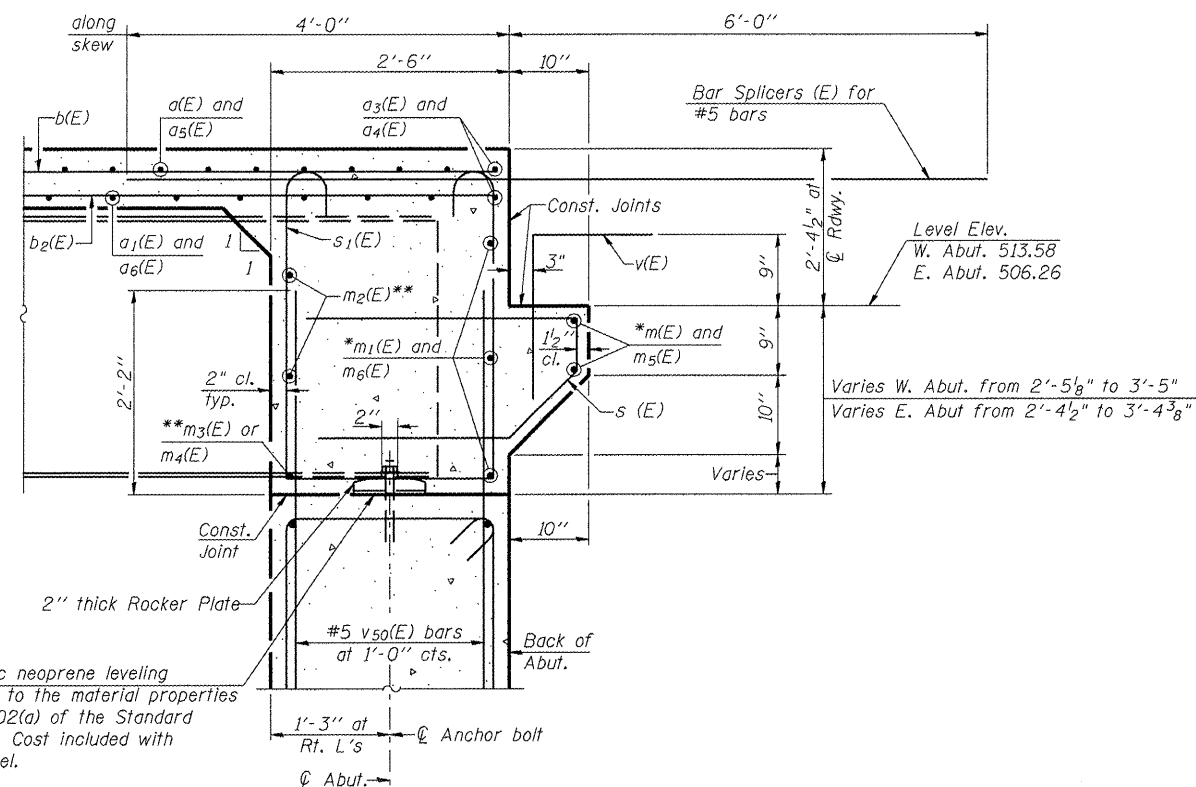
**PARAPET DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

NOTE AT STAGE CONSTRUCTION JOINT

- * Use #6 bar splicers to splice m(E) to m₅(E) and m₁(E) to m₆(E).
- ** Increase bar laps of m₂(E) bars and use #6 bar splicers.
- *** Field cut m₃(E) bars and use #6 bar splicers.



DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A

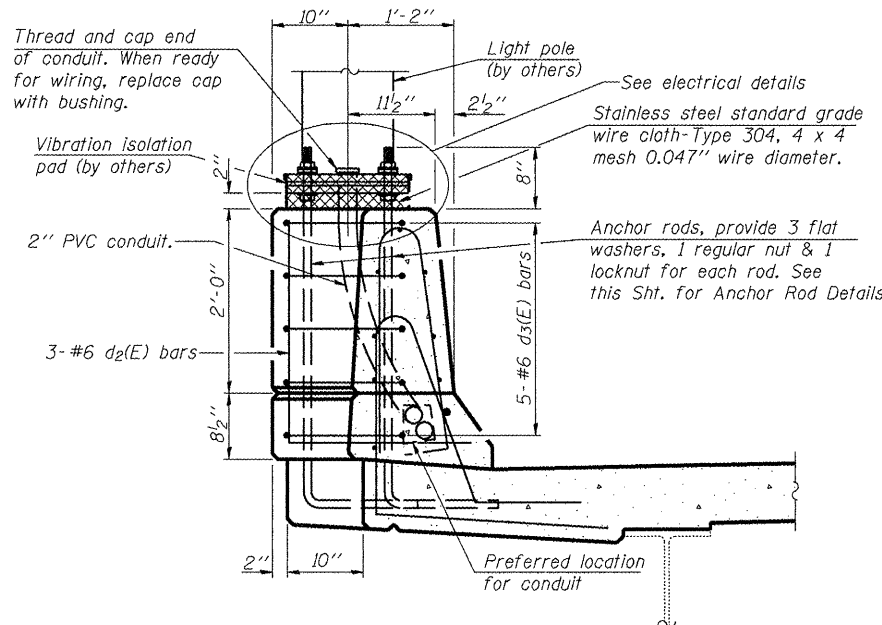
Dimensions at right angles to abutment, except as shown.

MINIMUM BAR LAP

(Diaphragm)
#6 bar = 2'-7"

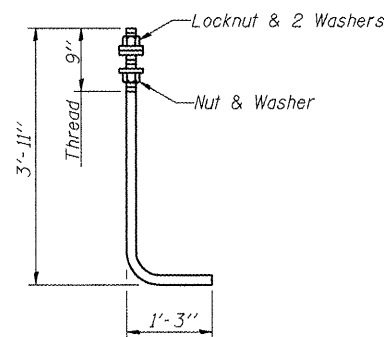
DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



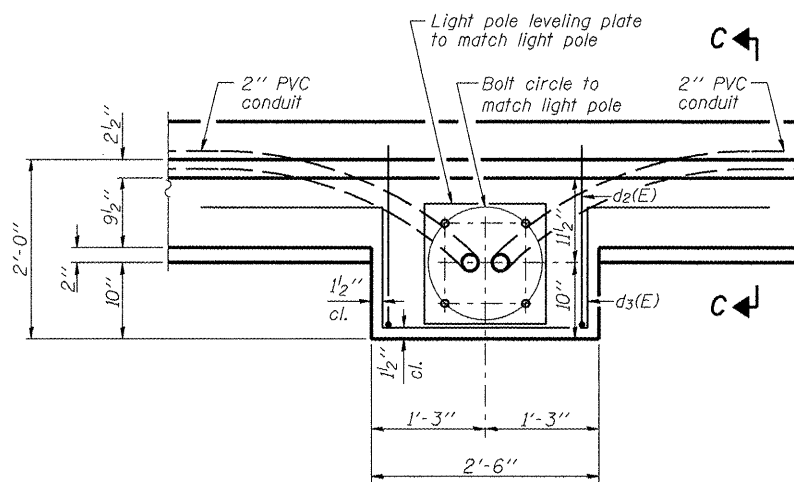
SECTION C-C

Note: Cost of Anchor Rods, Leveling Plate, and Conduit is included with Concrete Superstructures.



ANCHOR ROD

1" Diameter (or as otherwise specified for light poles).
Coordinate with Lighting Plans. (ASTM F 1554 Grade 105)



LIGHT POLE FOUNDATION PLAN

(3 Required)

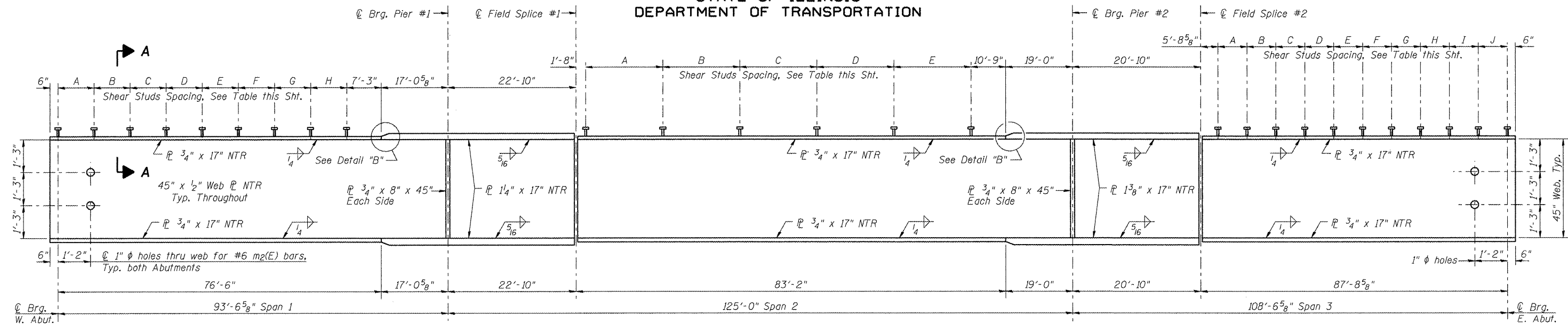
NOTES

1. Reinforcement bars in diaphragm are billed with superstructure on Sht. 12 of 33.
2. Concrete in diaphragm is included with Concrete Superstructure on Sht. 12 of 33.
3. For details of bars s(E) & s₁(E) see Sht. 12 of 33.
4. 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.
5. See Abutment Details, Sht. 17 and 18 of 33 for v₅₀(E) bars.

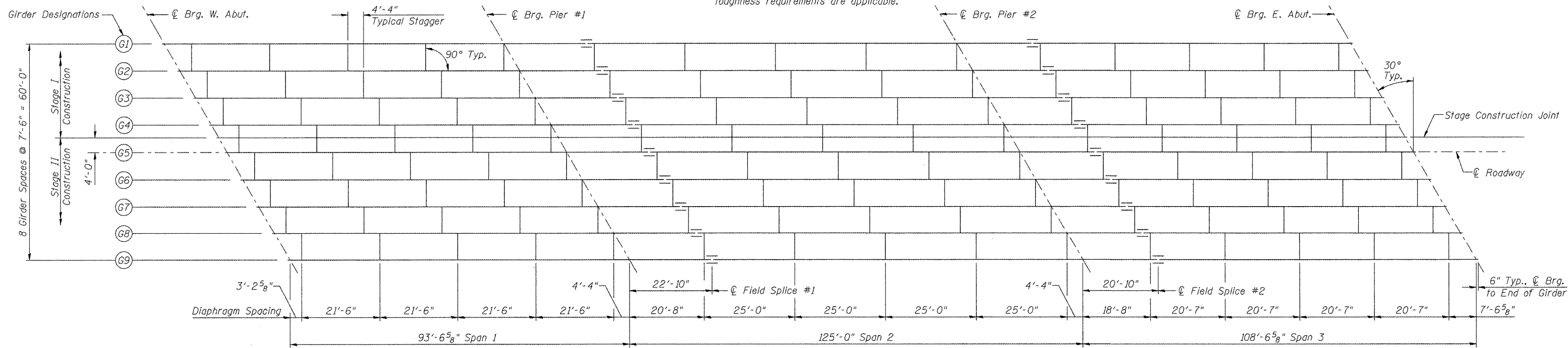
**DIAPHRAGM AND LIGHT
POLE FOUNDATION DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 13 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	73
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



GIRDER ELEVATION
"NTR" denotes plates to which notch toughness requirements are applicable.

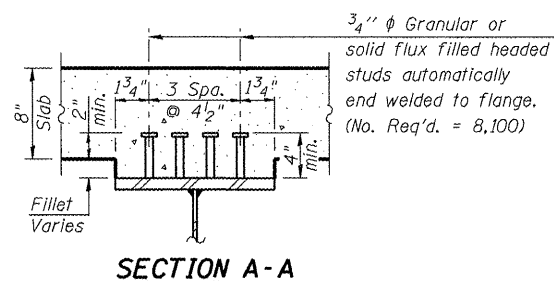
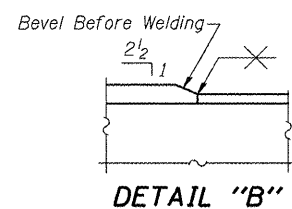


Note:
See Sht. 16 of 33 for Bearing Stiffener, Field Splice,
and Diaphragm Details.

SHEAR STUD ROW SPACING (WEST TO EAST)

Space	Span 1	Span 2	Span 3
A	3 Spaces @ 9" = 2'-3"	6 Spaces @ 5" = 2'-6"	6 Spaces @ 5" = 2'-6"
B	7 Spaces @ 10" = 5'-10"	11 Spaces @ 12" = 11'-0"	12 Spaces @ 13" = 13'-0"
C	8 Spaces @ 12" = 8'-0"	45 Spaces @ 13" = 48'-9"	12 Spaces @ 14" = 14'-0"
D	5 Spaces @ 14" = 5'-10"	6 Spaces @ 12" = 6'-0"	11 Spaces @ 15" = 13'-9"
E	5 Spaces @ 15" = 6'-3"	6 Spaces @ 5" = 2'-6"	8 Spaces @ 14" = 9'-4"
F	7 Spaces @ 16" = 9'-4"		9 Spaces @ 13" = 9'-9"
G	27 Spaces @ 13" = 29'-3"		7 Spaces @ 12" = 7'-0"
H	6 Spaces @ 5" = 2'-6"		6 Spaces @ 11" = 5'-6"
I			5 Spaces @ 10" = 4'-2"
J			4 Spaces @ 9" = 3'-0"
TOTALS	68 Spaces, 69 Rows	74 Spaces, 75 Rows	80 Spaces, 81 Rows

FRAMING PLAN

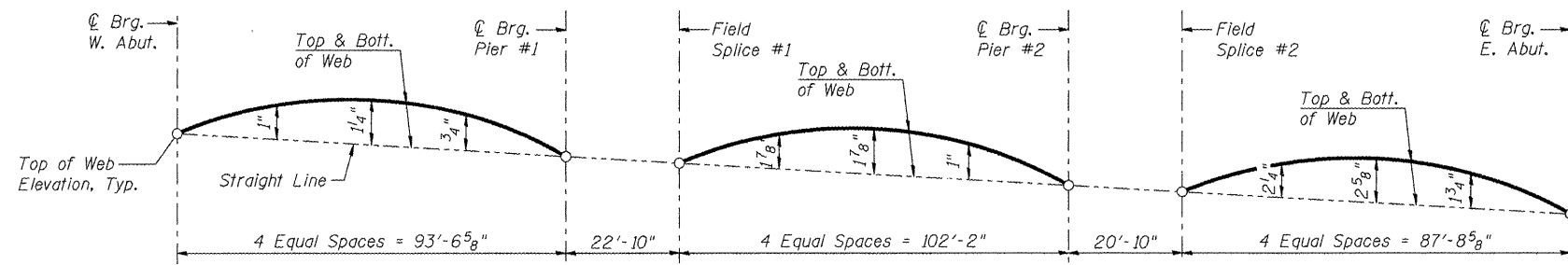


DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

**STRUCTURAL STEEL
AIRPORT ROAD OVER U.P.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 14 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	74
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



CAMBER DIAGRAM

Note: For Top of Web Elevations, see table this sheet.

TOP OF WEB ELEVATIONS

Girder	℄ Brg. @ W. Abut.	℄ Brg. @ Pier #1	Field Splice #1	℄ Brg. @ Pier #2	Field Splice #2	℄ Brg. @ E. Abut.
G1	514.92	512.80	512.29	510.02	509.56	507.66
G2	514.98	512.86	512.34	510.07	509.61	507.72
G3	515.03	512.91	512.40	510.13	509.66	507.77
G4	515.08	512.97	512.45	510.18	509.72	507.82
* G5	515.14	513.02	512.50	510.23	509.77	507.88
G6	514.89	512.77	512.26	509.99	509.53	507.63
G7	514.65	512.53	512.01	509.74	509.28	507.38
G8	514.40	512.28	511.76	509.50	509.03	507.14
G9	514.15	512.04	511.52	509.25	508.79	506.89

* At PGL & Centerline Roadway

	0.4 Sp. 1	Pier #1	0.5 Sp. 2	Pier #2	0.6 Sp. 3	
I_s	(in ⁴)	17,141	26,530	17,141	28,940	17,141
$I_c(n)$	(in ⁴)	41,088	-	41,088	-	41,088
$I_c(3n)$	(in ⁴)	30,723	-	30,723	-	30,723
S_s	(in ³)	737	1,117	737	1,212	737
$S_c(n)$	(in ³)	1,008	-	1,008	-	1,008
$S_c(3n)$	(in ³)	924	-	924	-	924
DC1	(k/')	0.977	1.034	0.977	1.049	0.977
M_{DC1}	(k)	523	1,197	526	1,491	753
DC2	(k/')	0.150	0.150	0.150	0.150	0.150
M_{DC2}	(k)	90	169	104	208	129
DW	(k/')	0.375	0.375	0.375	0.375	0.375
M_{DW}	(k)	225	423	261	521	322
$M_k + I$	(k)	1,289	1,262	1,398	1,375	1,497
M_u (Strength I)	(k)	3,360	4,551	3,626	5,312	4,205
$\phi_r M_n, \phi_r M_{nc}$	(k)	5,410	5,150	5,410	5,571	5,410
f_s DC1	(ksi)	8.5	12.9	8.6	14.8	12.3
f_s DC2	(ksi)	1.2	1.8	1.4	2.1	1.7
f_s DW	(ksi)	2.9	4.5	3.4	5.2	4.2
f_s 1.3(k+I)	(ksi)	19.9	17.6	21.6	17.7	23.2
f_s (Service II)	(ksi)	32.6	36.8	34.9	39.7	41.3
V_r	(k)	17.7	28.9	22.1	29.8	19.9

	W. Abut.	Pier #1	Pier #2	E. Abut.	
R_{DC1}	(k)	32.7	116.3	129.6	38.9
R_{DC2}	(k)	5.2	17.9	19.8	6.2
R_{DW}	(k)	13.0	44.7	49.4	15.6
$M_k + I_M$	(k)	98.3	161.8	167.5	103.1
R_{Total}	(k)	149.2	340.7	366.3	163.8

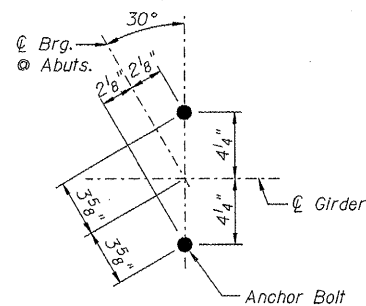
- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_k + I_M$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_k + I_M$
- $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- $\phi_r M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
- f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_k + I_M$
- V_r : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

GIRDER DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

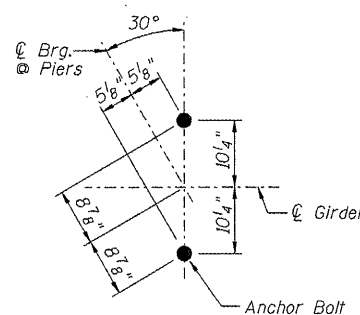
STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 15 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	75
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



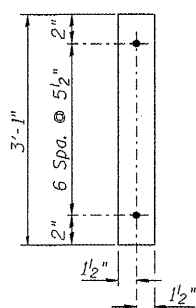
ANCHOR BOLT LAYOUT

(At Abutments) Use $5/8"$ x $9"$ x $17"$ Shim PL at Girder G3 both abutments under $2"$ thick PL

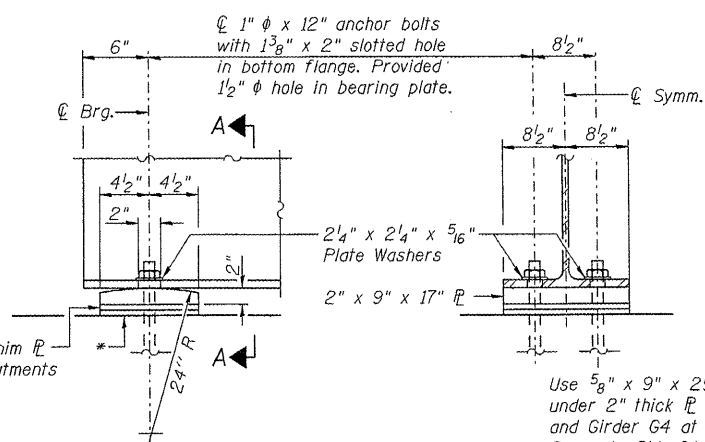


ANCHOR BOLT LAYOUT

(At Piers)



DETAIL A



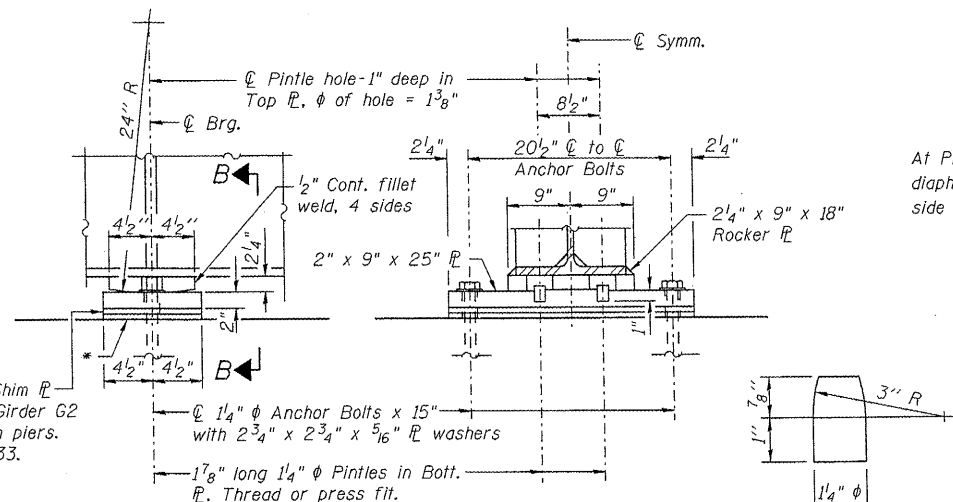
ELEVATION

SECTION A-A

FIXED BEARING AT ABUTMENT

(18 Required)

* $1/8"$ elastomeric neoprene leveling mat according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.



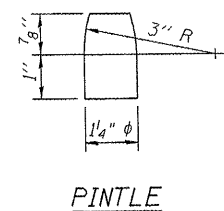
ELEVATION

SECTION B-B

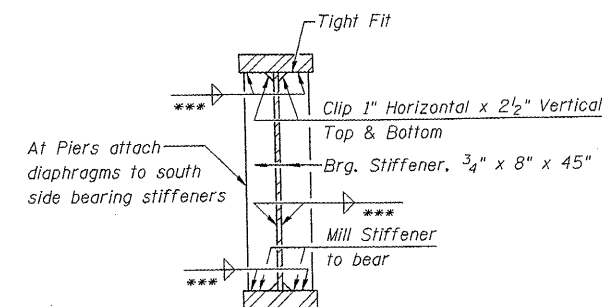
FIXED BEARING AT PIERS

(18 Required)

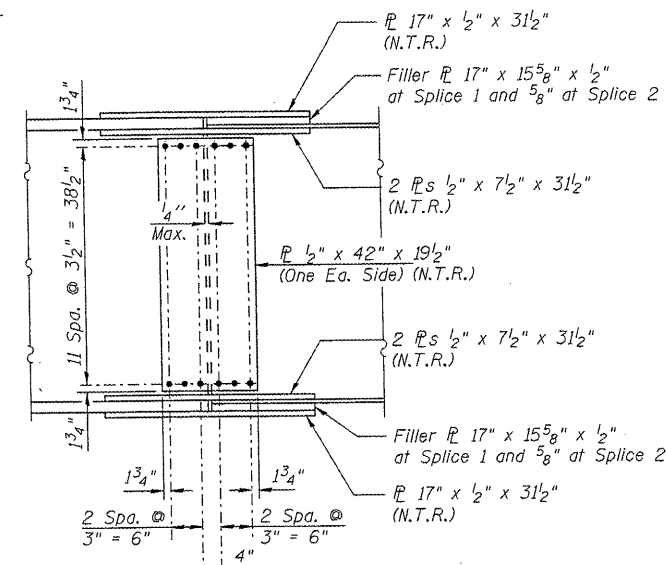
* $1/8"$ elastomeric neoprene leveling mat according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.



PINTLE



SECTION AT PIERS



FIELD SPLICE DETAIL

(18 Required)

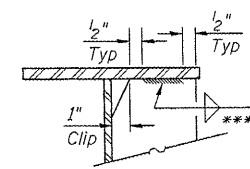
NOTES FOR DIAPHRAGMS AT STAGE CONSTRUCTION JOINT

- To accommodate the deflection during Stage II deck placement, use $15/16"$ wide x $17/8"$ tall long slot holes in the $1/2"$ x $37"$ x $10 1/2"$ plates at both ends of diaphragm. (Right side of Girder G4 and left side of Girder G5).
- The long slotted holes shall be covered with a $3"$ wide x $37"$ tall x $3/8"$ thick plate washer with $15/16"$ diameter holes at $5 1/2"$ vertical centers. See Detail A.
- Bolts in slots shall be finger tight until the second stage pour is complete, and position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing main members.
- Use $15/16"$ diameter oversized holes with hardened washers in the $1/2"$ x $45"$ x $5"$ connecting plates.

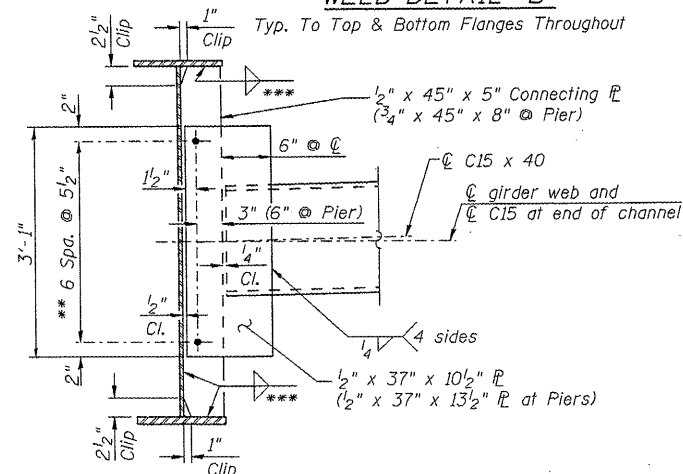
GENERAL NOTES

- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 ($F_y=36$ ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- 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.
- $3/4"$ minimum bearing seat step height provide $5/8"$ thick shim plates at G2 and G4 both piers.

*** Minimum fillet weld sizes for Connection Plates and Bearing Stiffeners per AWS Welding Code: $1/4"$ fillet weld for base metal less than or equal to $3/4"$ thick and $5/16"$ fillet weld for base metal greater than $3/4"$ thick. See also Weld Detail "B" this sheet.



WELD DETAIL "B"



INTERIOR DIAPHRAGM

(120 Diaphragms Required)

Notes:

- Two hardened washers required for each set of oversized holes.

** $3/4"$ diameter HS bolts. $15/16"$ diameter holes except as noted at Stage Construction Joint, this sheet.

DESIGNED P.J.L.
CHECKED LLV
DRAWN MGM
CHECKED P.J.L.

STS | AECOM

111 NE Jefferson Avenue
Peoria, IL 61602
T 309.676.8464
F 309.676.5445
IL Design Firm Reg.
No. 184-001518
www.stsconsultants.com

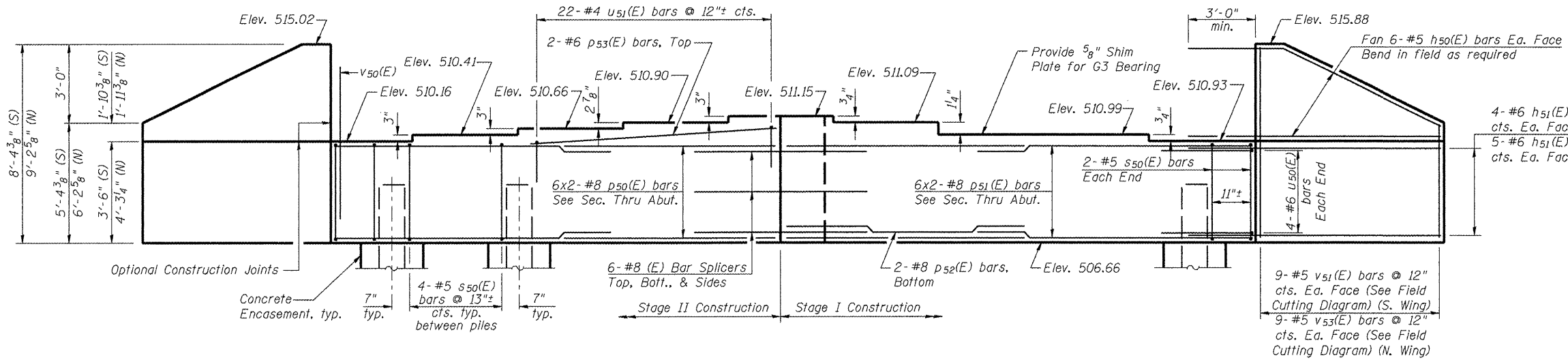
SHEET NO. 16
OF
33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6578	(1-R)RS(1-VC)BR	PEORIA	142	76
STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

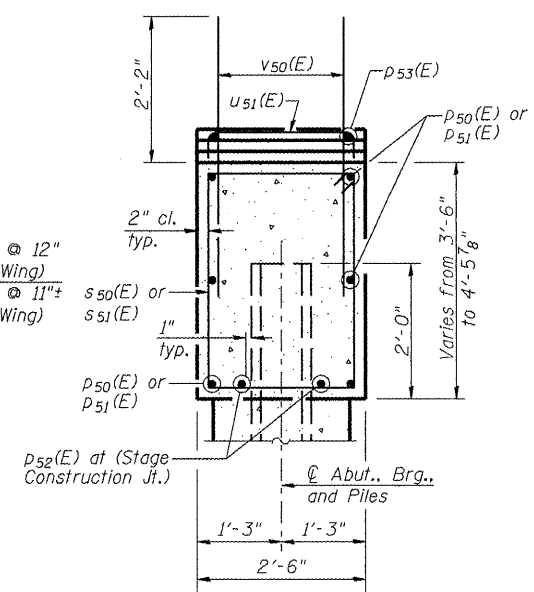
GIRDER DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

Notes: Pour steps monolithically with cap.
See Sht. 16 of 33 for Anchor Bolt Placement.
Space reinforcement to miss anchor bolts.

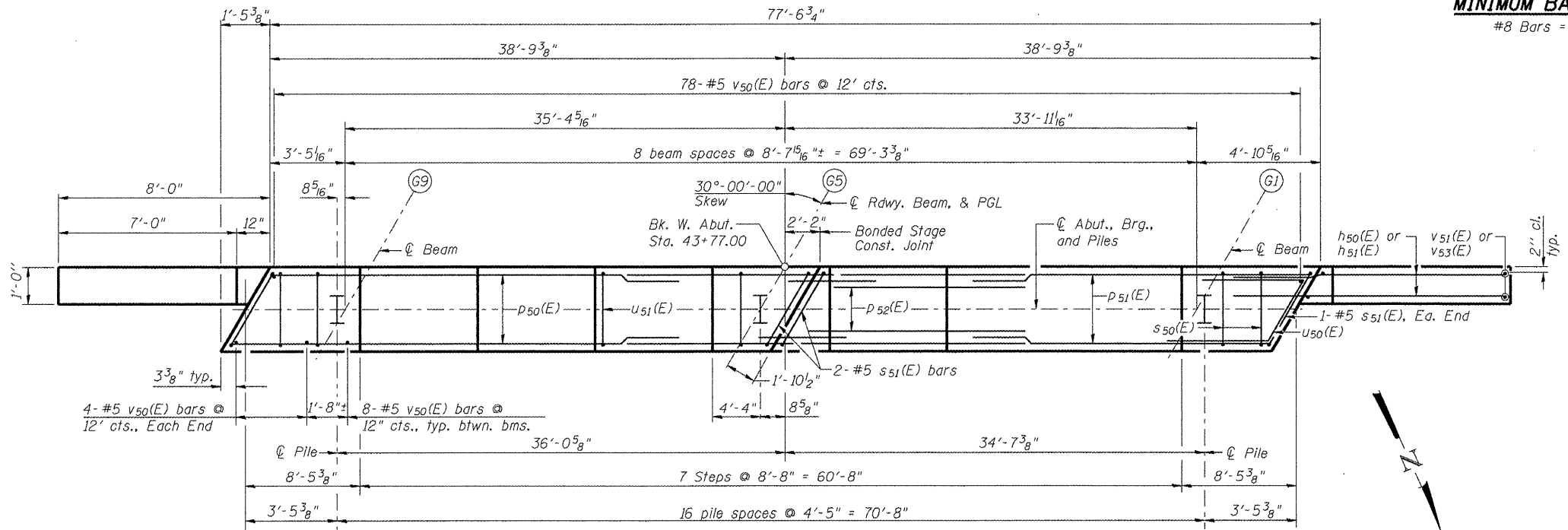
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



SECTION THRU ABUTMENT
(At Right Angles)



PLAN

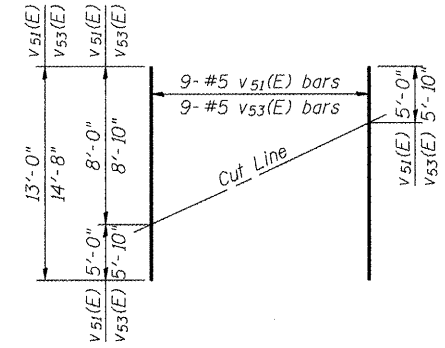
MINIMUM BAR LAPS
#8 Bars = 6'-4"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h50(E)	24	#5	11'-6"	—
h51(E)	18	#6	11'-7"	—
p50(E)	12	#8	23'-6"	—
p51(E)	12	#8	21'-4"	—
p52(E)	2	#8	15'-6"	—
p53(E)	2	#6	24'-3"	—
s50(E)	68	#5	11'-7"	□
s51(E)	4	#5	12'-3"	□
u50(E)	8	#6	7'-10"	┘
u51(E)	22	#4	5'-2"	┘
v50(E)	150	#5	4'-4"	—
v51(E)	9	#5	13'-0"	—
v53(E)	9	#5	14'-8"	—
Structure Excavation		Cu. Yd.	265.2	
Concrete Structures		Cu. Yd.	34.1	
Reinforcement Bars, Epoxy Coated		Pound	4,170	
Furnishing Steel Piles, HP10x42		Foot	608	
Driving Piles		Foot	608	
Test Pile Steel, HP10x42		Each	1	
Concrete Encasement		Cu. Yd.	6.0	

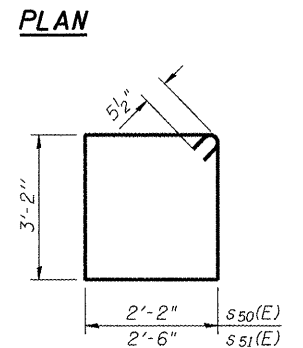
Notes:
1. For Bar Splicer Details, see Sht. 23 of 33.
2. For Pile Details and Concrete Encasement Details, see Sht. 22 of 33.

PILE DATA
Type: Steel HP 10x42
Nominal Required Bearing: 270 K
Factored Resistance Available: 135 K
Est. Length: 38 feet
No. Production Piles: 16
No. Test Piles: 1

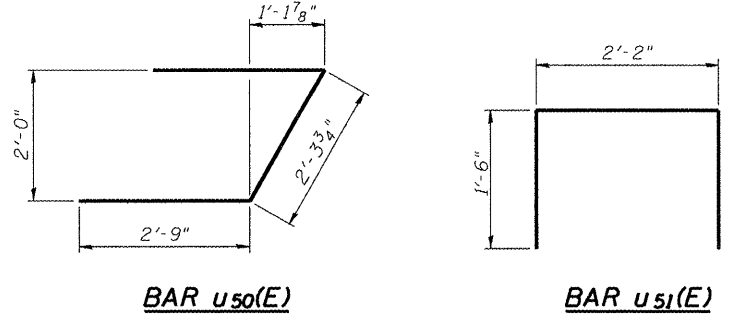


FIELD CUTTING DIAGRAM

Order v51(E) and v53(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s50(E) & s51(E)



BAR u50(E)

BAR u51(E)

DESIGNED	LLV
CHECKED	PJL
DRAWN	MGM
CHECKED	LLV

STS | AECOM

111 NE Jefferson Avenue
Peoria, IL 61602
T 309.676.8464
F 309.676.5445
IL Design Firm Reg.
No. 184-001516
www.stsconsultants.com

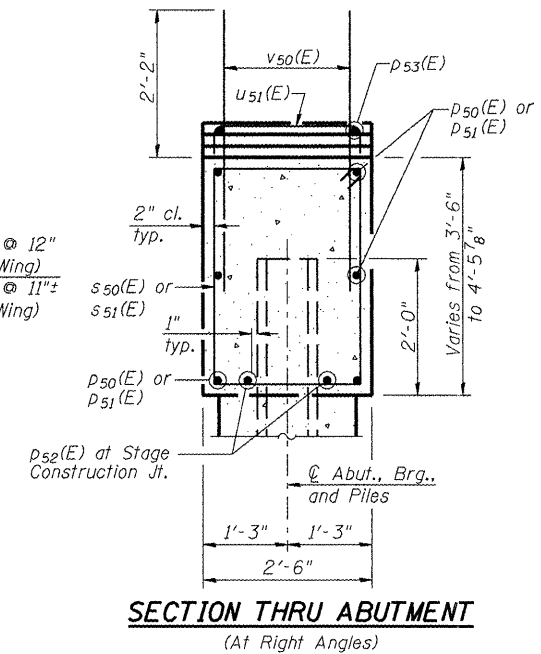
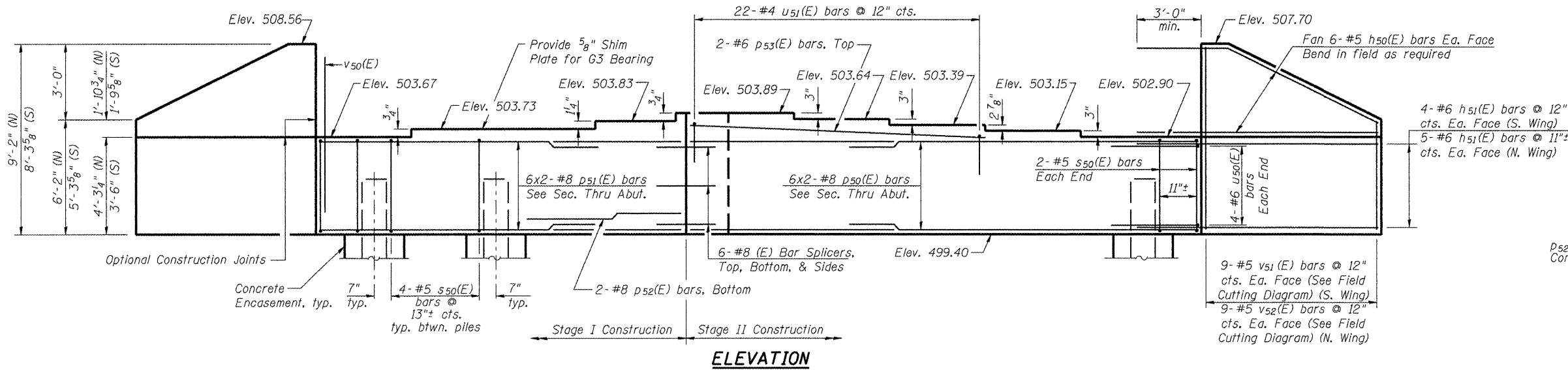
SHEET NO. 17
OF
33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6578	(1-R)RS(1-VC)BR	PEORIA	142	77
STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

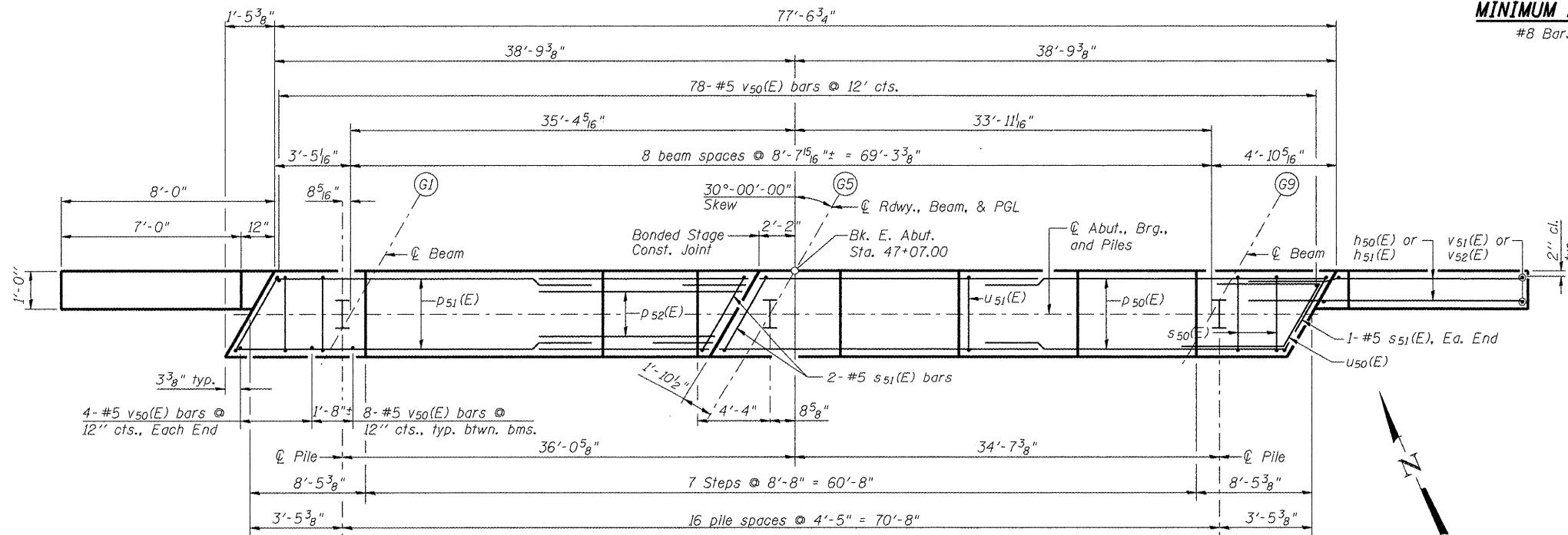
WEST ABUTMENT DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

Notes: Four steps monolithically with cap.
See Sht. 16 of 33 for Anchor Bolt Placement.
Space reinforcement to miss anchor bolts.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



MINIMUM BAR LAPS
#8 Bars = 6'-4"

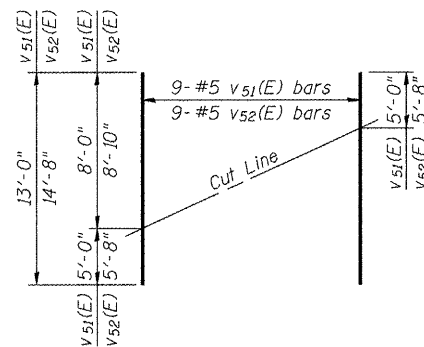


BILL OF MATERIAL

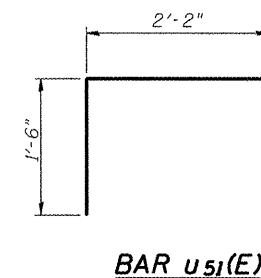
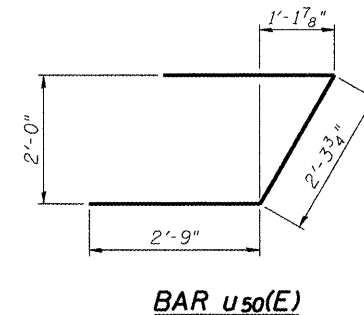
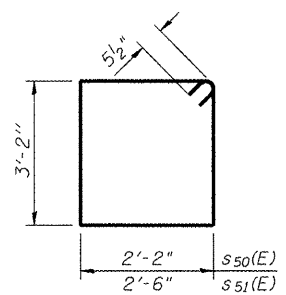
Bar	No.	Size	Length	Shape
h50(E)	24	#5	11'-6"	—
h51(E)	18	#6	11'-7"	—
p50(E)	12	#8	23'-6"	—
p51(E)	12	#8	21'-4"	—
p52(E)	2	#8	15'-6"	—
p53(E)	2	#6	24'-3"	—
s50(E)	68	#5	11'-7"	□
s51(E)	4	#5	12'-3"	□
u50(E)	8	#6	7'-10"	┌
u51(E)	22	#4	5'-2"	┌
v50(E)	150	#5	4'-4"	—
v51(E)	9	#5	13'-0"	—
v52(E)	9	#5	14'-8"	—
Structure Excavation	Cu. Yd.		172.9	
Concrete Structures	Cu. Yd.		34.1	
Reinforcement Bars, Epoxy Coated	Pound		4,170	
Furnishing Steel HP10x42 Piles.	Foot		748	
Driving Piles	Foot		748	
Concrete Encasement	Cu. Yd.		6.0	

PILE DATA

Type: Steel HP 10x42
Nominal Required Bearing: 244 K
Factored Resistance Available: 122 K
Est. Length: 44 feet
No. Production Piles: 17
No. Test Piles: 0



PLAN



**EAST ABUTMENT DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

Notes:

1. For Bar Splicer Details, see Sht. 23 of 33.
2. For Pile Details and Concrete Encasement Details, see Sht. 22 of 33.

DESIGNED	LLV
CHECKED	PJL
DRAWN	MGM
CHECKED	LLV

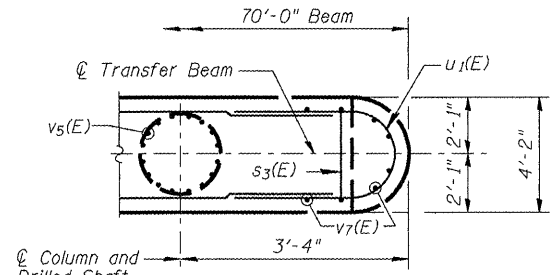
FIELD CUTTING DIAGRAM

Order v51(E) and v52(E) full length. Cut as shown and use remainder of bars in opposite face.

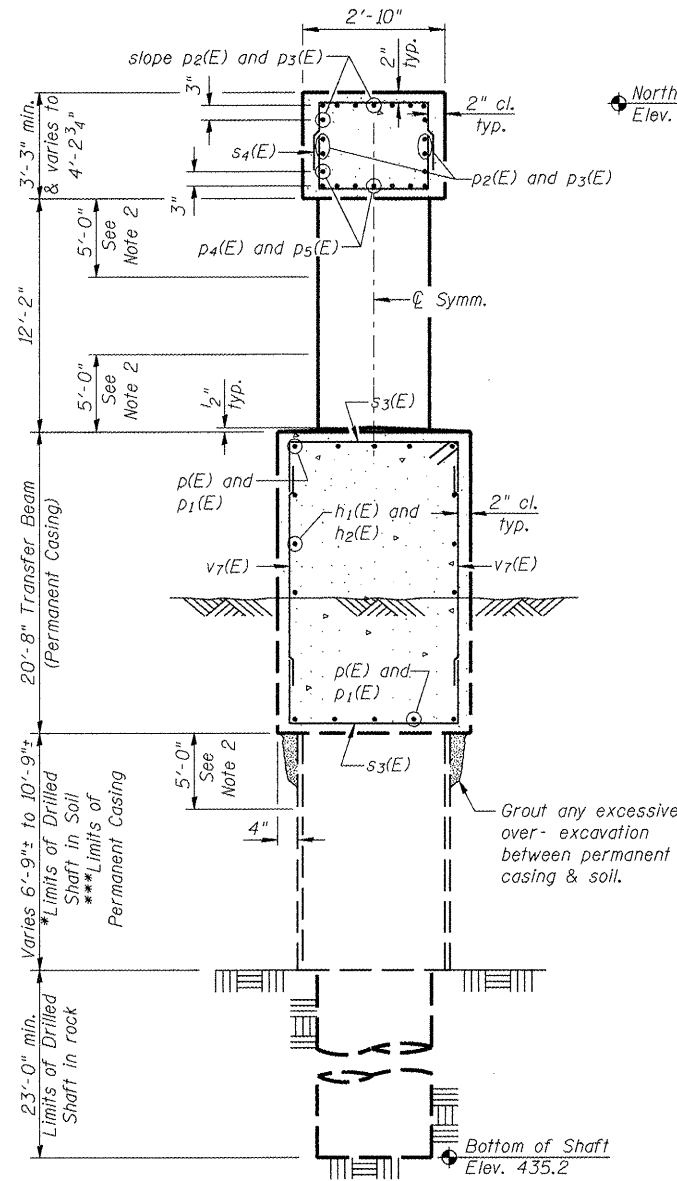
BARS s50(E) & s51(E)

STS AECOM	111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 18	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		OF 33 SHEETS	6578	(1-R)RS(1-VC)BR	PEORIA	142	78
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092			
		ILLINOIS		FED. AID PROJECT			

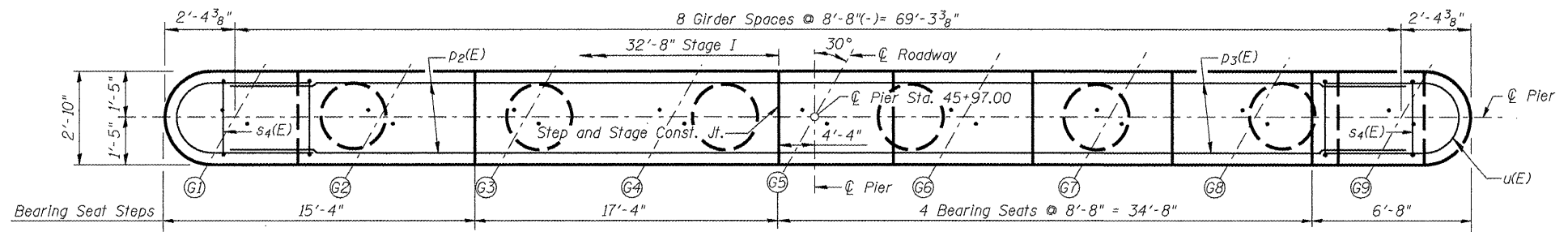
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



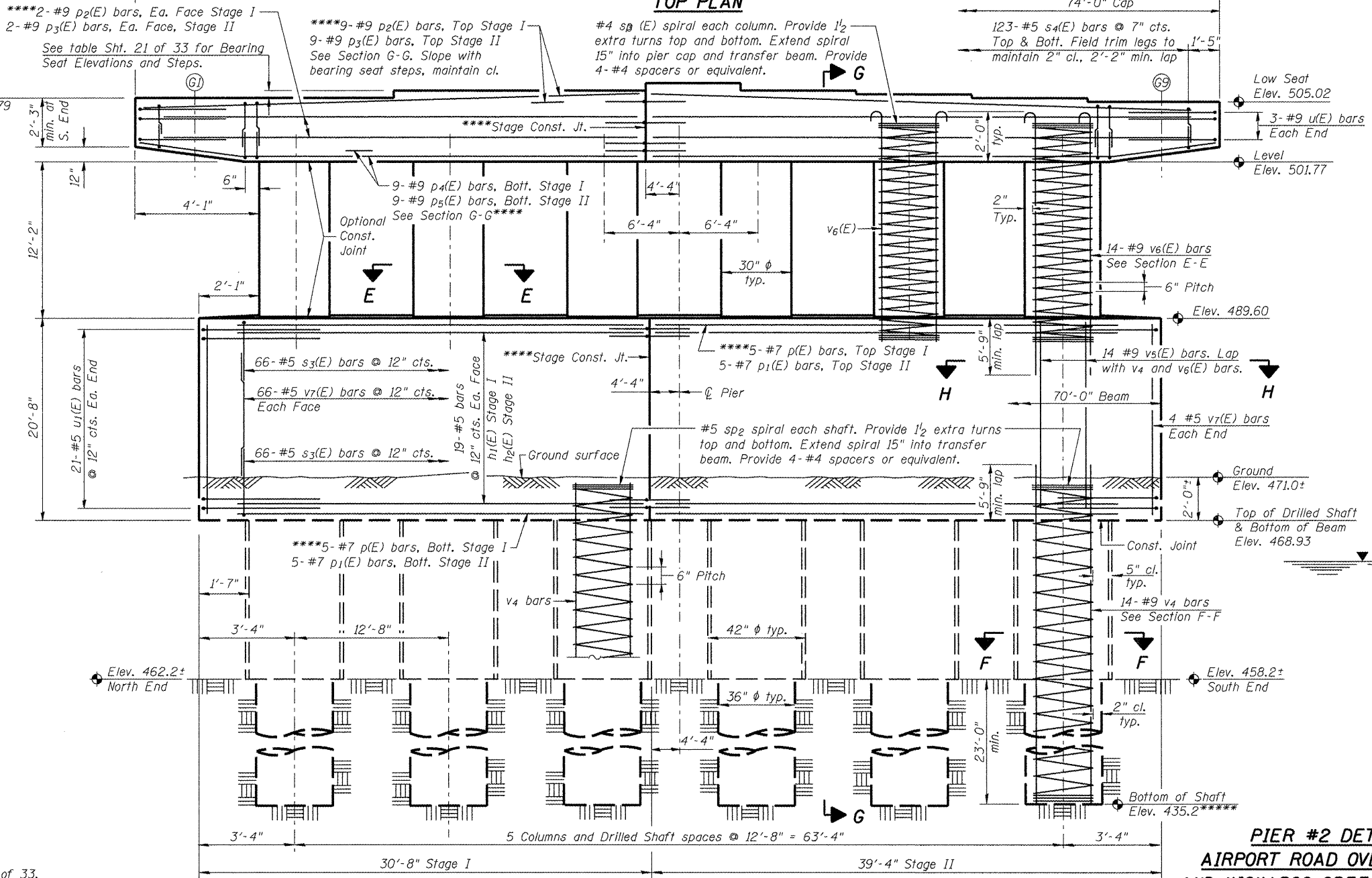
SECTION H-H
Typ. Both Ends



SECTION G-G



TOP PLAN



ELEVATION
(Looking East)

PIER #2 DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

* See note, Sht. 21 of 33.

***Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications. Pay limits for the Permanent Casing shall be based on the minimum length shown.

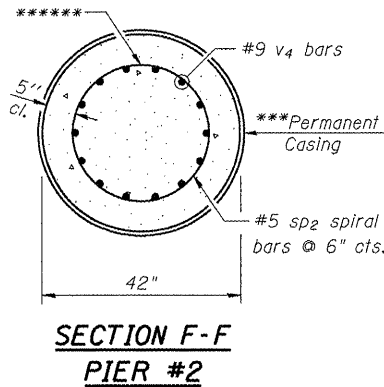
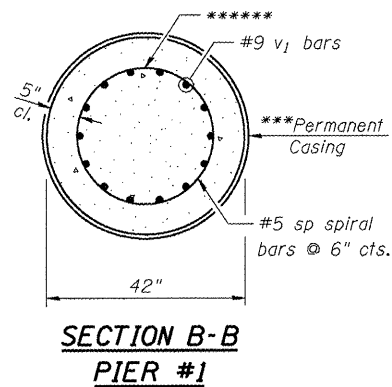
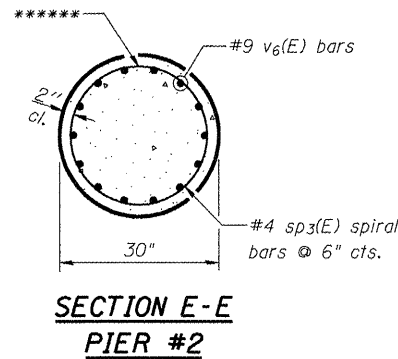
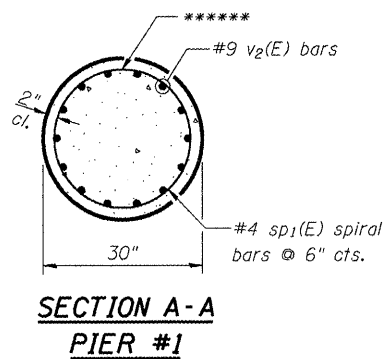
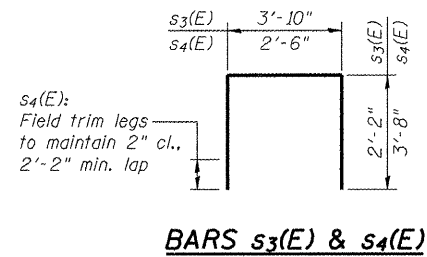
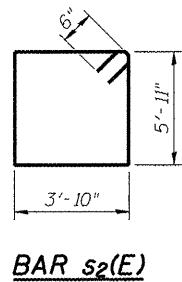
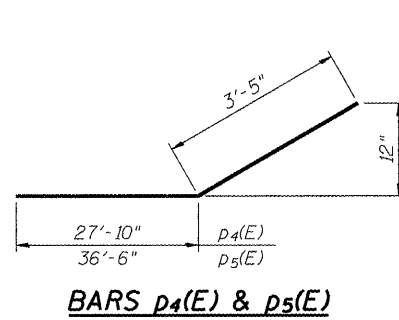
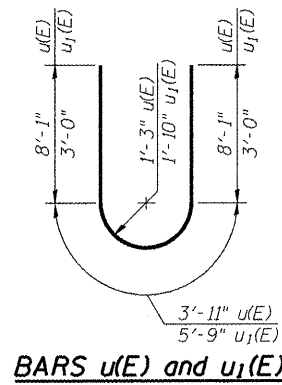
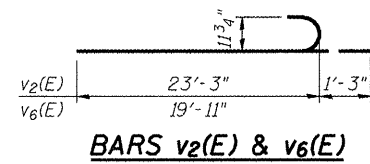
**** Use Bar Splicers at Stage Construction Joint.

1. See Sht. 21 of 33 for notes, Section E-E, Section F-F, Bar Bends, and Bill of Material.
2. No spiral or vertical bar splices are permitted in these regions

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 20 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	80
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PIER #1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₁ (E)	10	#5	28'-7"	—
h ₂ (E)	10	#5	37'-3"	—
p(E)	10	#7	28'-7"	—
p ₁ (E)	10	#7	37'-3"	—
p ₂ (E)	13	#9	31'-3"	—
p ₃ (E)	13	#9	39'-11"	—
p ₄ (E)	9	#9	31'-3"	—
p ₅ (E)	9	#9	39'-11"	—
s ₂ (E)	66	#5	20'-6"	□
s ₄ (E)	246	#5	9'-10"	□
sp	6	#5	40'-3"	≡
sp ₁ (E)	6	#4	17'-6"	≡
u(E)	6	#9	20'-1"	≡
u ₁ (E)	14	#5	11'-9"	≡
v ₁	84	#9	44'-9"	—
v ₂ (E)	84	#9	24'-6"	≡
v ₃ (E)	8	#5	5'-11"	—
Concrete Structures	Cu. Yd.	112.9		
Reinforcement Bars	Pound	17,500		
Reinforcement Bars, Epoxy Coated	Pound	20,020		
Drilled Shaft in Soil	Cu. Yd.	47.0		
Drilled Shaft in Rock	Cu. Yd.	26.7		
Permanent Casing	Foot	132		
Structure Excavation	Cu. Yd.	46		

- Notes:
1. Cast steps monolithically with cap.
2. Space cap reinforcement to miss anchor bolts. See Sht. 16 of 33 for Anchor Bolt Placement.
3. Minimum lap for spirals = 3'-0" for #5 sp and 2'-5" for #4 sp₁(E)

PIER #1 BEARING SEATS

Girder	Seat Elev.	Step Height
G1	508.59	0"
G2	508.59	1' ⁴ / ₈ "
G3	508.69	0"
G4	508.69	1' ³ / ₈ "
G5	508.80	3"
G6	508.55	2' ⁷ / ₈ "
G7	508.31	3"
G8	508.06	2' ⁷ / ₈ "
G9	507.82	2' ⁷ / ₈ "

PIER #2 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₁ (E)	38	#5	28'-7"	—
h ₂ (E)	38	#5	37'-3"	—
p(E)	10	#7	28'-7"	—
p ₁ (E)	10	#7	37'-3"	—
p ₂ (E)	13	#9	31'-3"	—
p ₃ (E)	13	#9	39'-11"	—
p ₄ (E)	9	#9	31'-3"	—
p ₅ (E)	9	#9	39'-11"	—
s ₃ (E)	132	#5	8'-2"	□
s ₄ (E)	246	#5	9'-10"	□
sp ₂	6	#5	35'-0"	≡
sp ₃ (E)	6	#4	14'-8"	≡
u(E)	6	#9	20'-1"	≡
u ₁ (E)	42	#5	11'-9"	≡
v ₄	84	#9	39'-6"	—
v ₅ (E)	84	#9	20'-8"	—
v ₆ (E)	84	#9	21'-2"	—
v ₇ (E)	140	#5	20'-8"	—
Concrete Structures	Cu. Yd.	263.6		
Reinforcement Bars	Pound	15,400		
Reinforcement Bars, Epoxy Coated	Pound	29,750		
Drilled Shaft in Soil	Cu. Yd.	18.7		
Drilled Shaft in Rock	Cu. Yd.	39.3		
Permanent Casing	Foot	53		
Underwater Structure Excavation Protection Location 1	Each	1		
Structure Excavation	Cu. Yd.	46		

- Notes:
1. Cast steps monolithically with cap.
2. Space cap reinforcement to miss anchor bolts. See Sht. 16 of 33 for Anchor Bolt Placement.
3. Minimum lap for spirals = 3'-0" for #5 sp₂ and 2'-5" for #4 sp₃(E)

PIER #2 BEARING SEATS

Girder	Seat Elev.	Step Height
G1	505.79	0"
G2	505.79	1' ³ / ₈ "
G3	505.90	0"
G4	505.90	1' ⁴ / ₈ "
G5	506.00	2' ⁷ / ₈ "
G6	505.76	3"
G7	505.51	2' ⁷ / ₈ "
G8	505.27	3"
G9	505.02	3"

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

** Length is height of spiral.

*** Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications. Pay limits for the Permanent Casing shall be based on the minimum length shown.

**** Use Bar Splicers at Stage Construction Joint.

***** 3/4" minimum bearing seat step height provide 5/8" thick shim plates at G2 and G4 both piers.

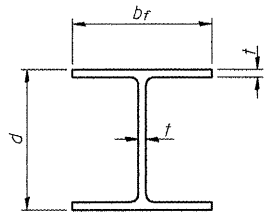
***** See Shts. 19 & 20 of 33 for 5'-0" long splice exclusion regions at ends or columns and drilled shafts. When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. The spirals shall be also provided with 1/2 extra turns at the top and bottom ends of spirals. These additional turns shall either be welded together according to AWS D1.4 or shall both terminate with a 135° standard hook.

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM	111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 F 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 21	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		OF 33 SHEETS	6578	(1-R)RS(1-VC)BR	PEORIA	142	81
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092			
		FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT			

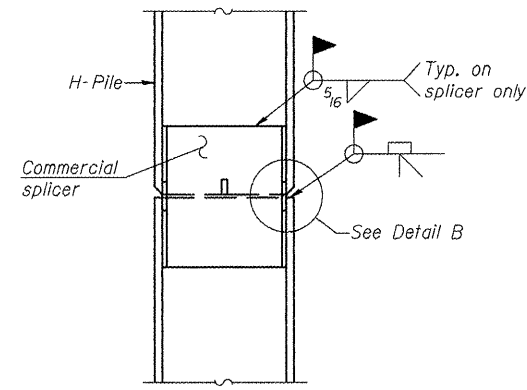
**PIER DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

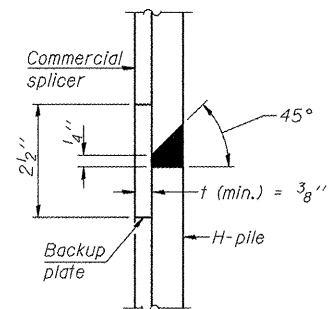


STEEL PILE TABLE

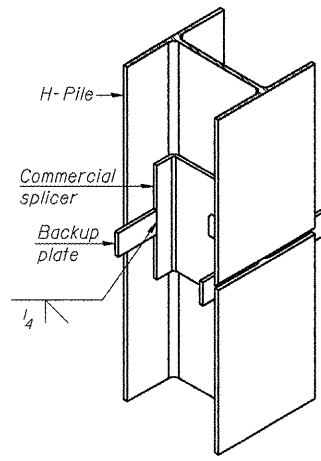
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION

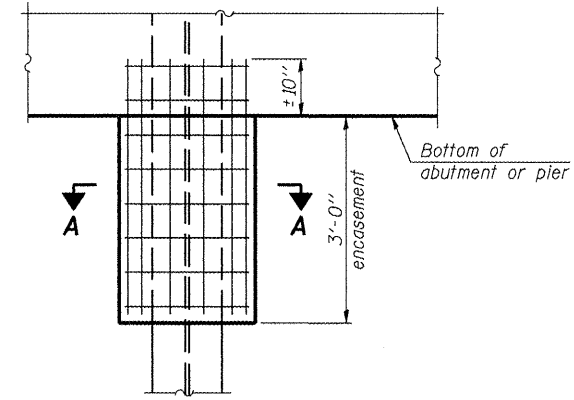


DETAIL "B"



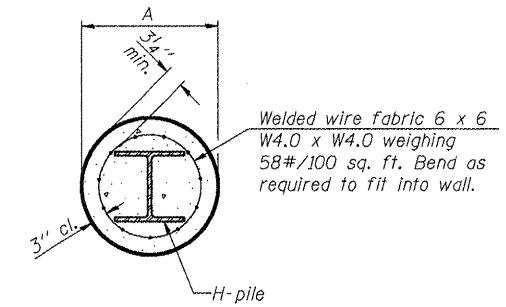
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



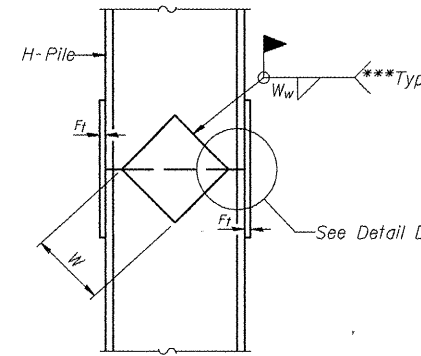
ELEVATION

PILE ENCASEMENT

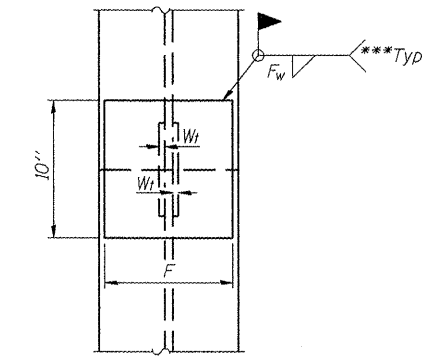


SECTION A-A

Note: Forms for encasement may be omitted when soil conditions permit.



ELEVATION

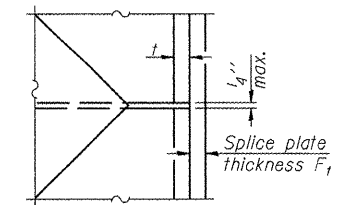


END VIEW

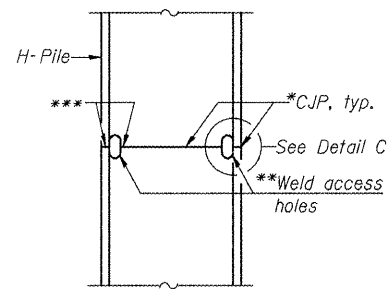
Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x63	10"	5/8"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

WELDED PLATE FIELD SPLICE

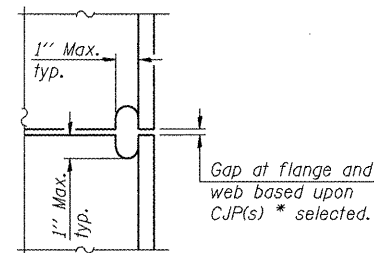
Note: The steel H-piles shall be according to AASHTO M270 Grade 50.



DETAIL D



ELEVATION



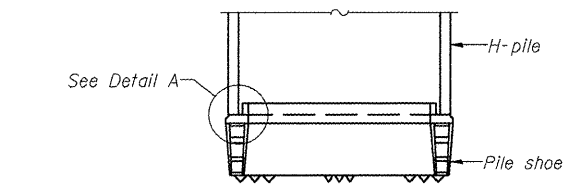
DETAIL C

COMPLETE PENETRATION WELD SPLICE

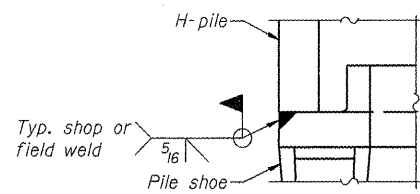
*Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code-Steel.

**Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code-Steel.

***Interrupt welds 1/4" from end of each pile.



ELEVATION



DETAIL A

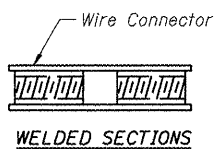
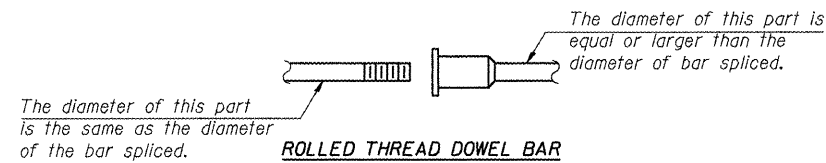
H-PILE SHOE ATTACHMENT

PILE DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

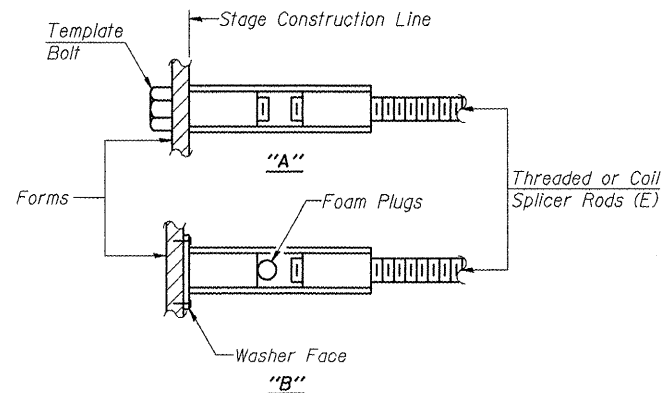
STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 22	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	OF	6578	(1-R)RS(1-VC)BR	PEORIA	142	82
	33 SHEETS	STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

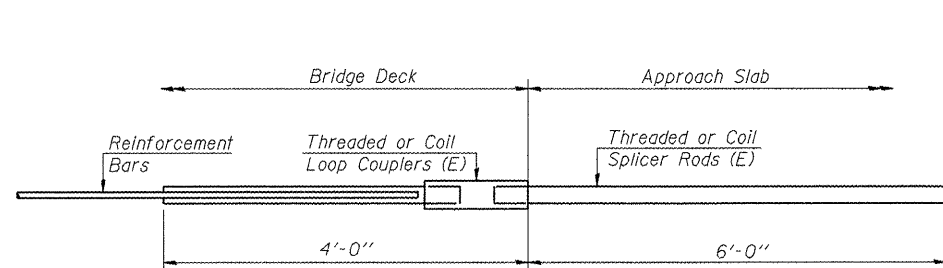
"A": Set bar splicer assembly by means of a template bolt.
"B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

NOTES

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

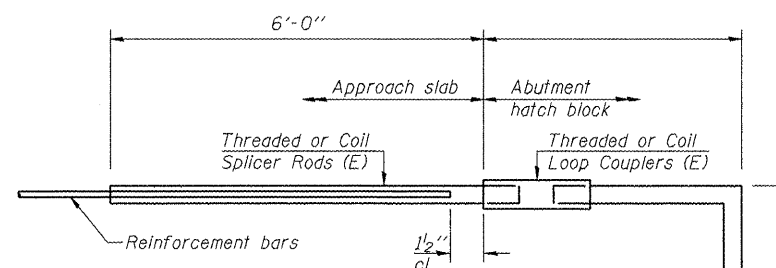
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



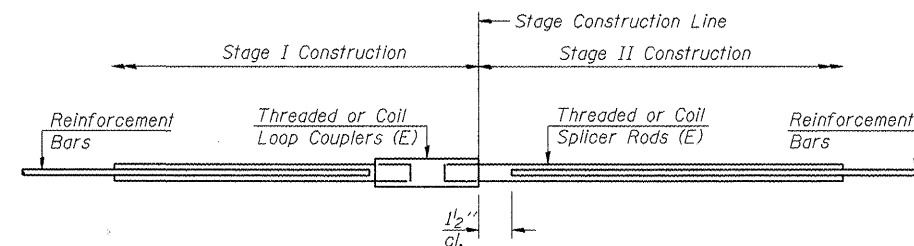
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	12.3 kips - tension
No. Required =	130



FOR STUB ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	12.3 kips - tension
No. Required =	



STANDARD

Bar Size	No. Assemblies Required	Location
#5	1,157	Deck Top & Bottom
#6	16	Abut. Diaphragm
#8	12	Abutment Caps
#9	44	Pier Caps
#7	20	Pier Transfer Beams
#5	48	Pier Transfer Beams

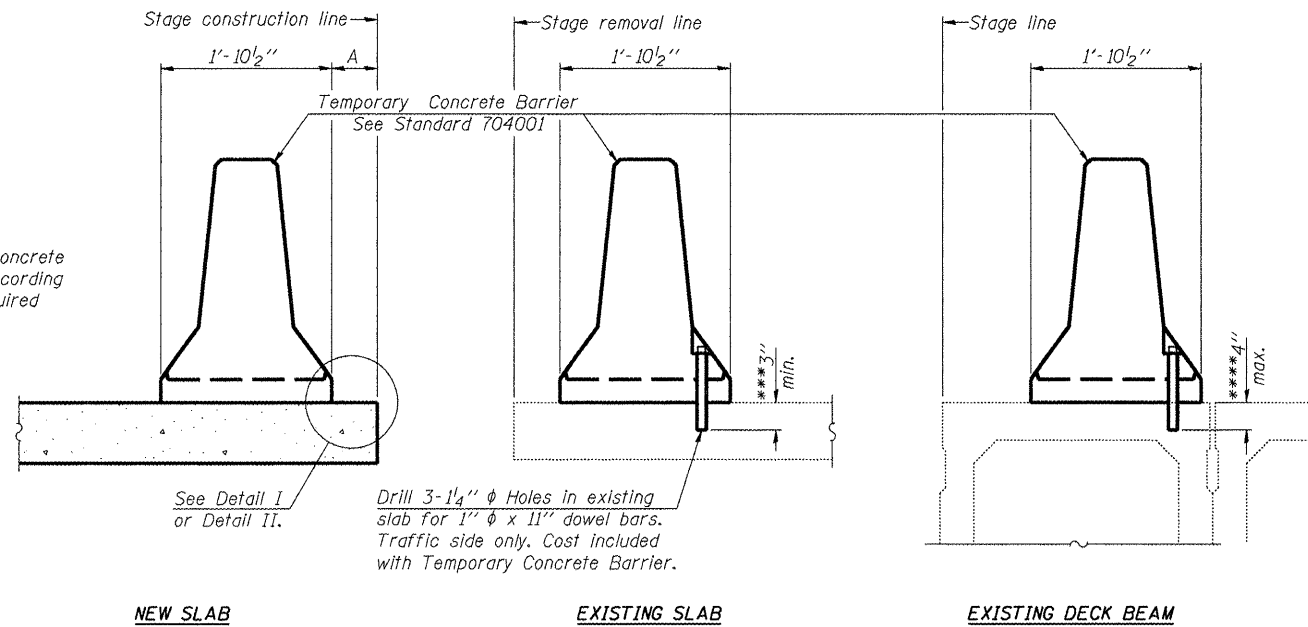
**BAR SPLICER ASSEMBLY DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 23 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	83
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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".



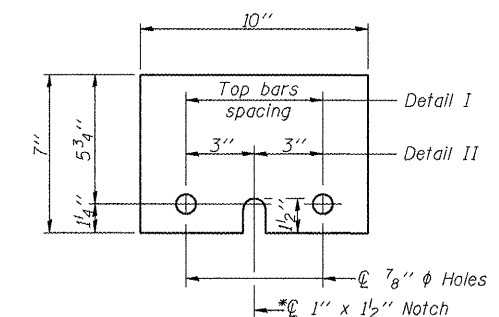
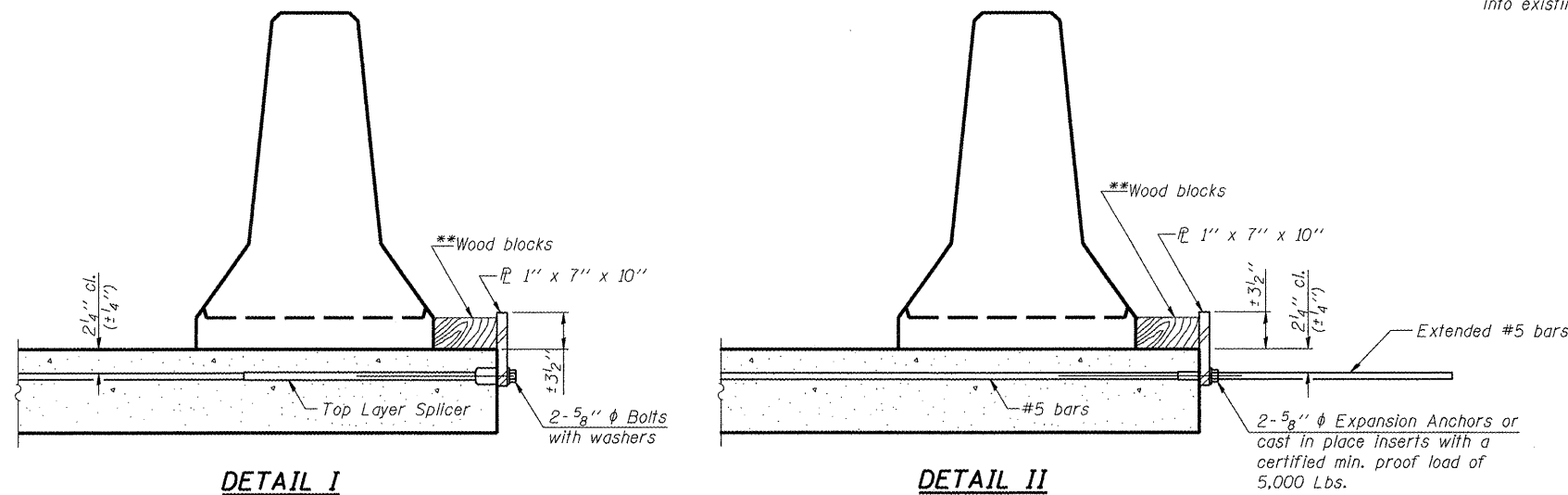
SECTIONS THRU SLAB OR DECK BEAM

NOTES

- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{r} to the top layer of couplers with 2- $\frac{5}{8}$ " ϕ bolts screwed to coupler at approximate \bar{c} of each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{r} to the concrete slab or concrete wearing surface with 2- $\frac{5}{8}$ " ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{c} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

- ***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.

Note: See Roadway Plans for Quantity



STEEL RETAINER \bar{r} 1" x 7" x 10"
*Required only with Detail II

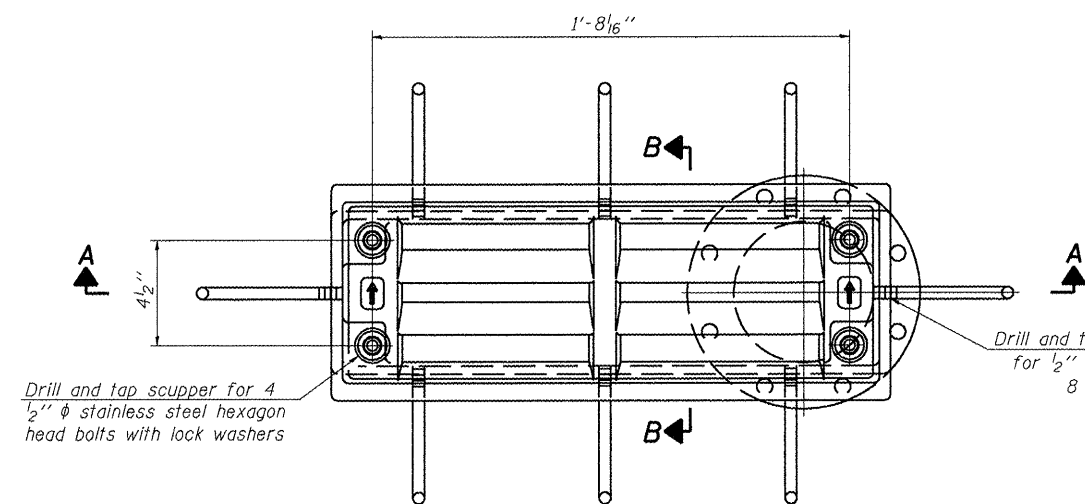
**Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

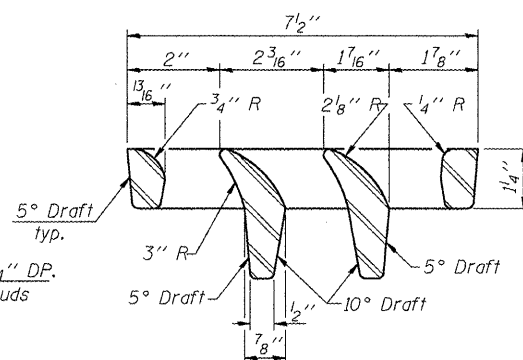
DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 24	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	OF	6578	(1-R)RS(1-VC)BR	PEORIA	142	84
	33 SHEETS	STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

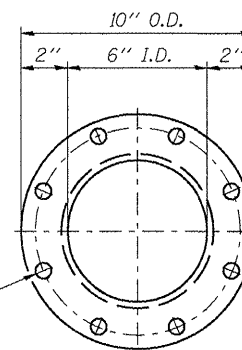


PLAN



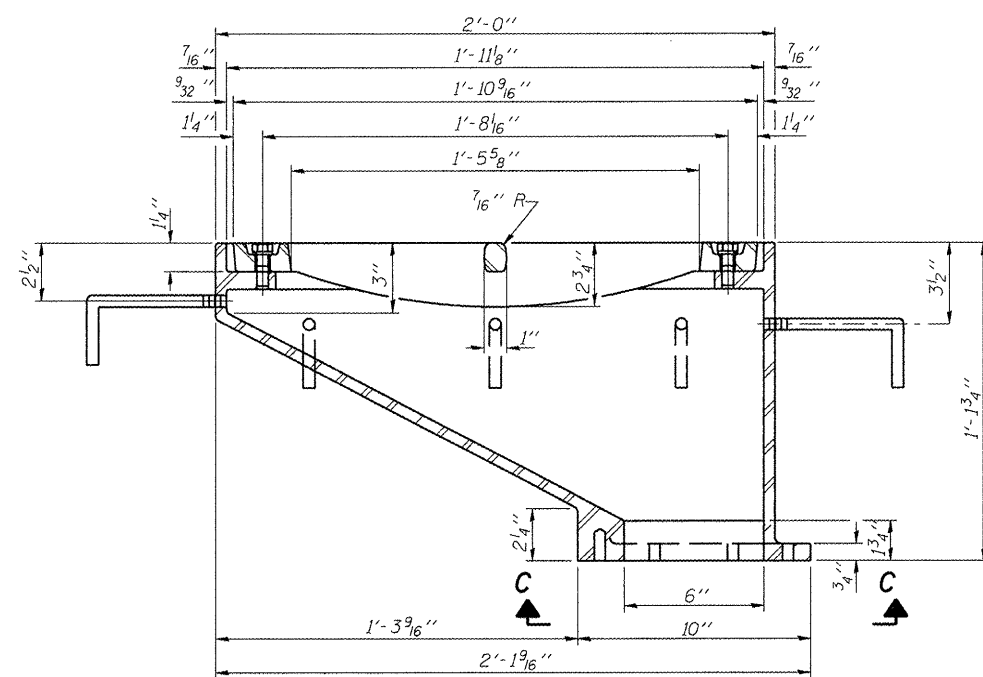
VANE GRATE DETAIL

8- 9/16\"/>



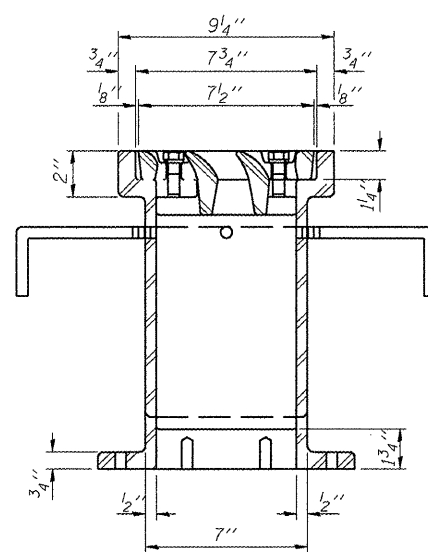
Drill and tap scupper for 4 1/2\"/>

Drill and tap 1/2\"/>

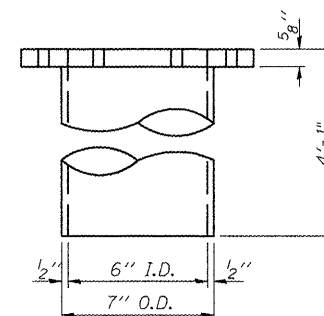


SECTION A-A

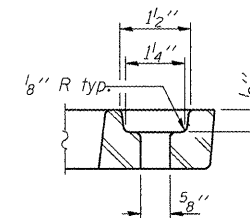
See Sht. 12 of 33 for scupper location relative to parapet.



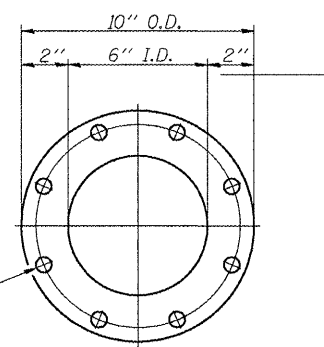
SECTION B-B



DOWNSPOUT

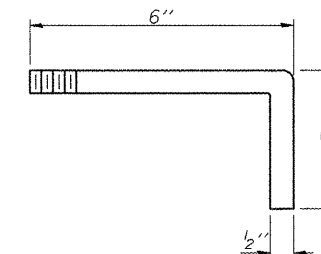


BOLT HOLE DETAIL



VIEW C-C

Drill and tap 8 holes for 1/2\"/>



ANCHOR STUD DETAIL

NOTES

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

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

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

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

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

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

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

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

DRAINAGE SCUPPER, DS-12
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

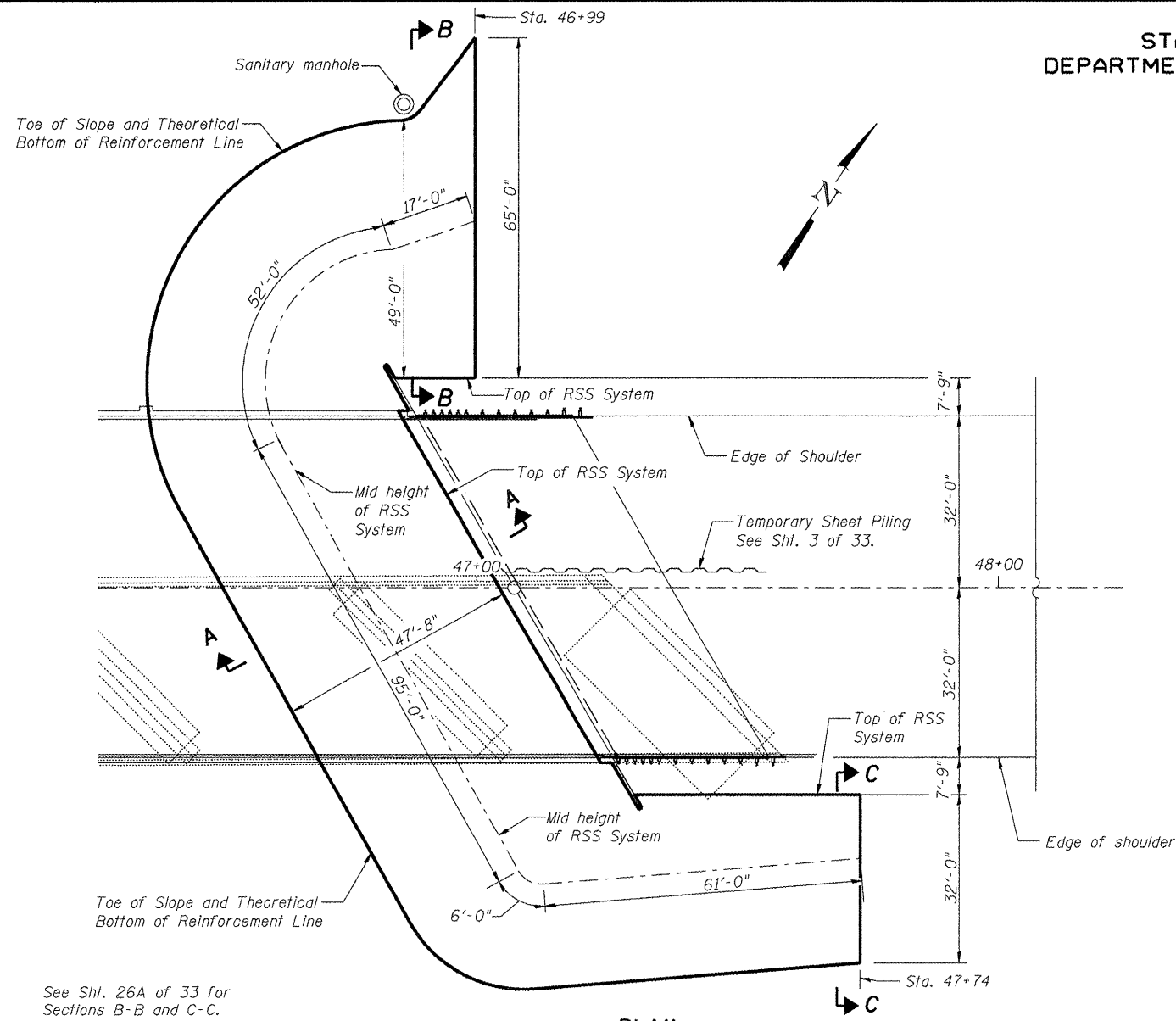
DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	6

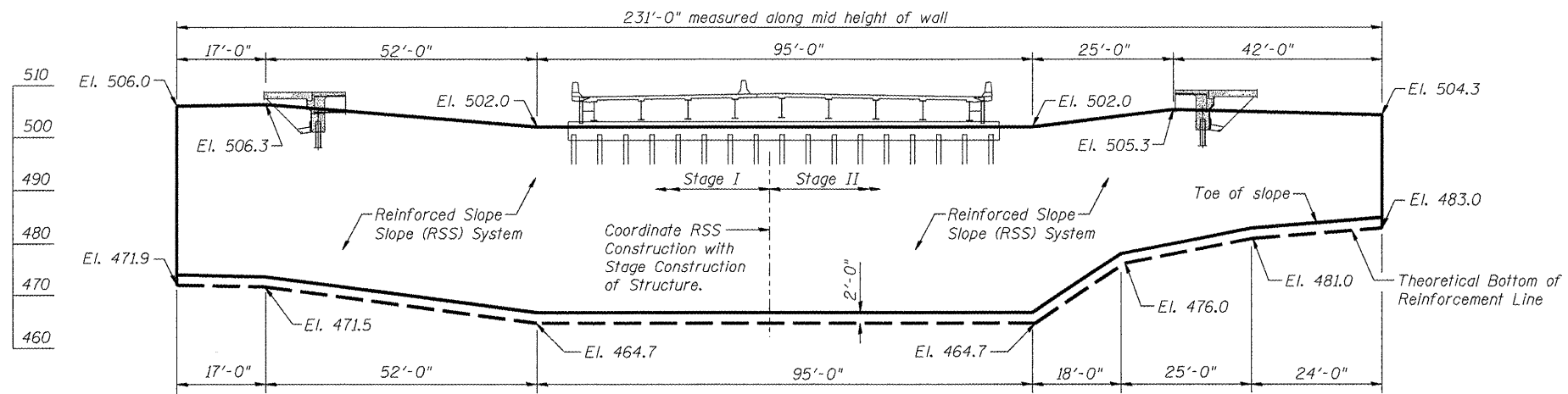
STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.6464 Fax 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 25	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	OF	6578	(1-R)RS(1-VC)BR	PEORIA	142	85
	33 SHEETS	STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

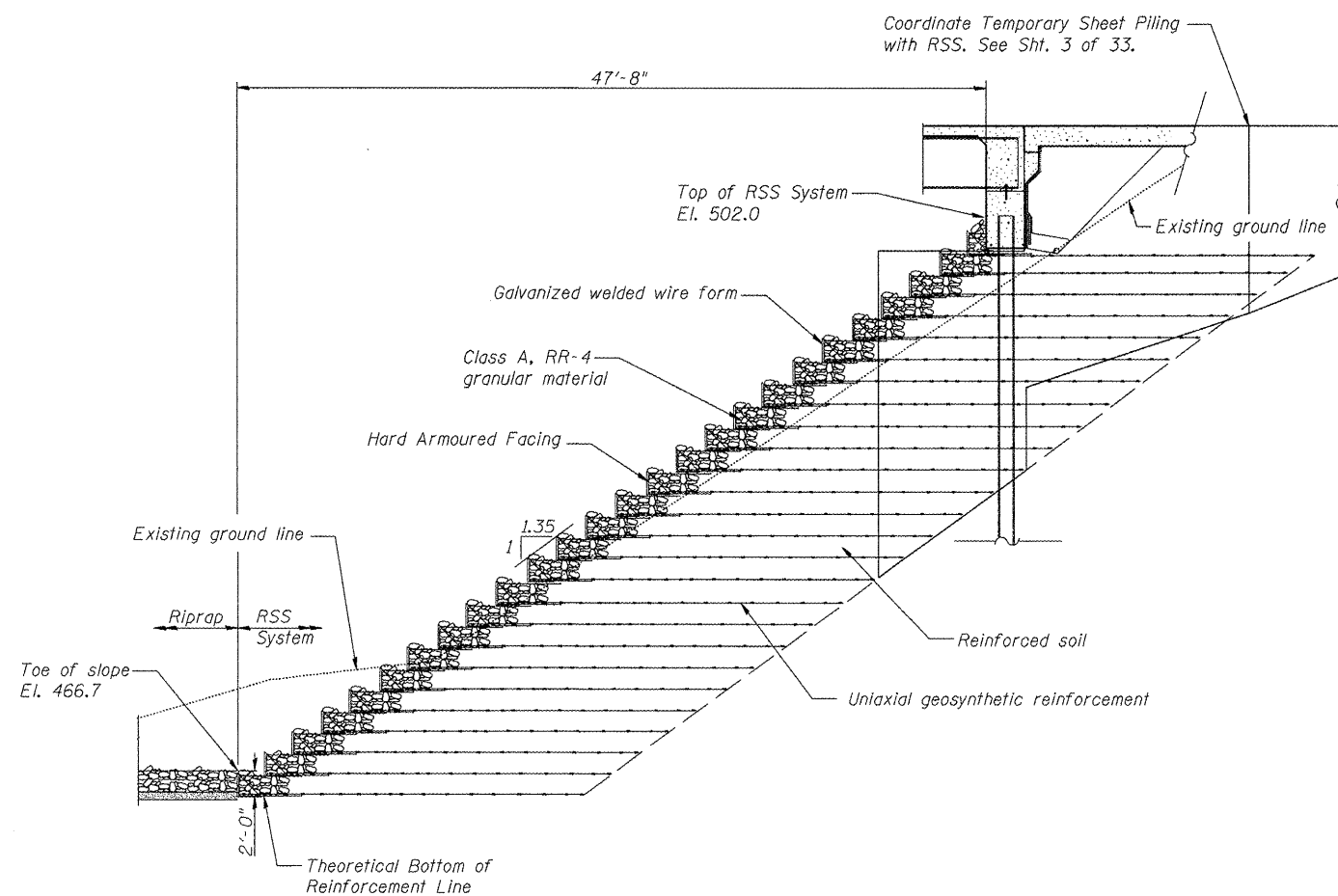
See Sht. 26A of 33 for Sections B-B and C-C.



ELEVATION
Looking East

Note: All horizontal dimensions are along mid height of RSS System.

DESIGNED	DDB
CHECKED	PJL
DRAWN	MGM
CHECKED	DDB



SECTION A-A

QUANTITIES

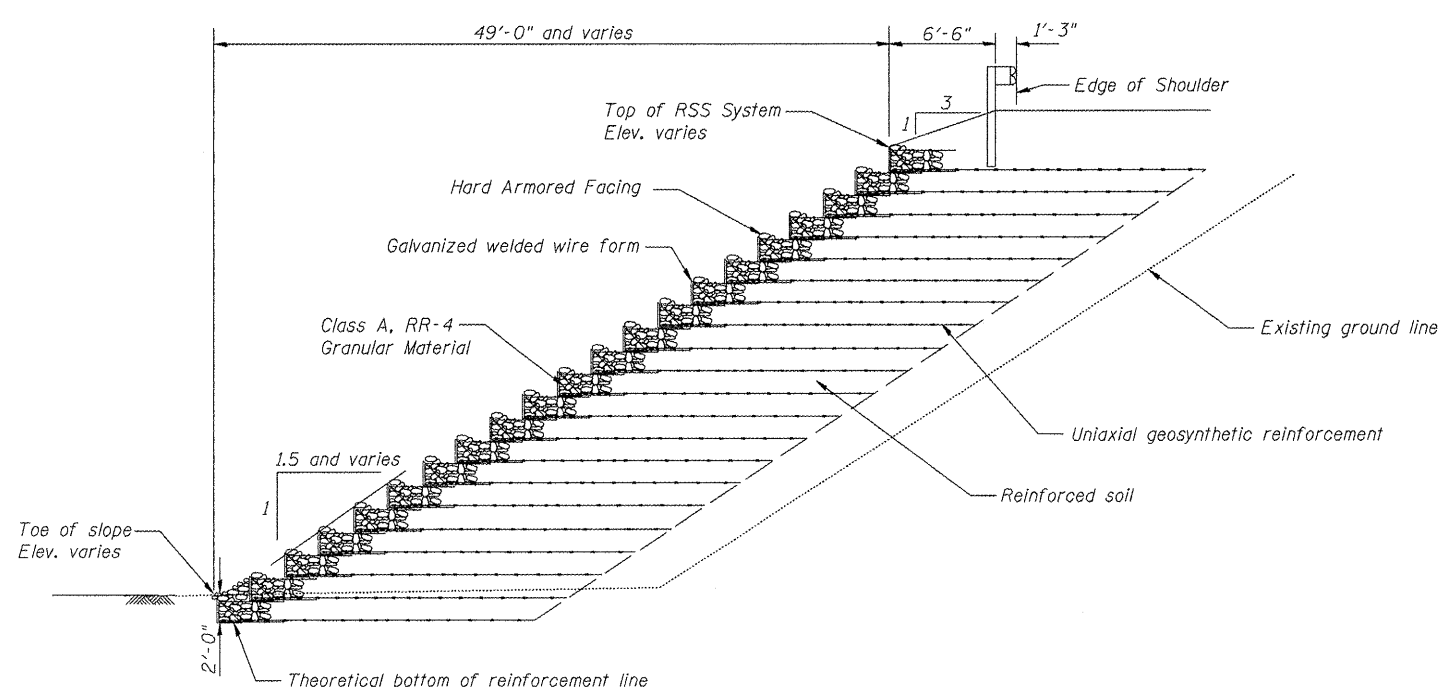
Item	Unit	Quantity
Reinforced Soil Slope System	Sq. Yd.	7863

Quantity calculated on vertical projected area (from Top of Slope to Theoretical Bottom of Reinforcement Line) along mid height of RSS.

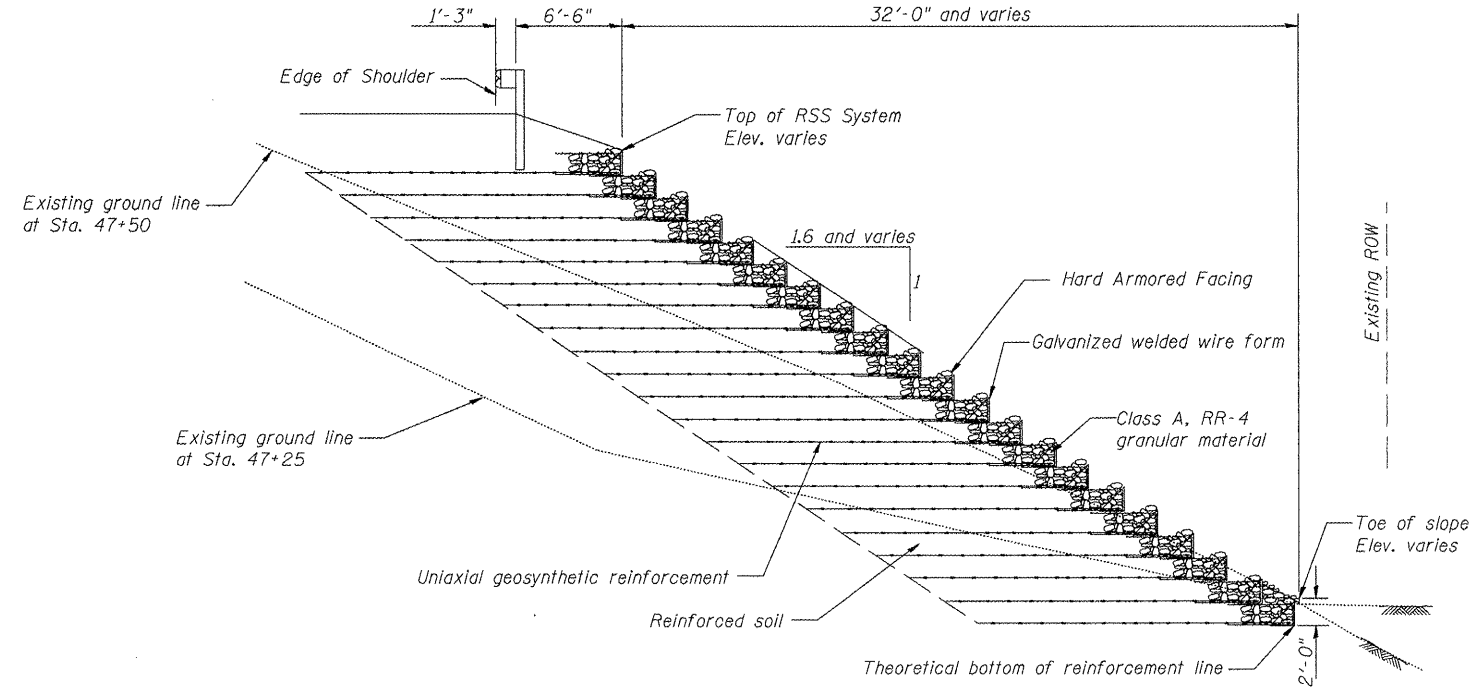
REINFORCED SOIL SLOPE
SYSTEM PLAN AND ELEVATION
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 F 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 26 OF 33 SHEETS	F.A.U. RTE. 6578	SECTION (1-R)RS(1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 86
	STRUCTURE NO. 072-0201		CONTRACT NO. 68092		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

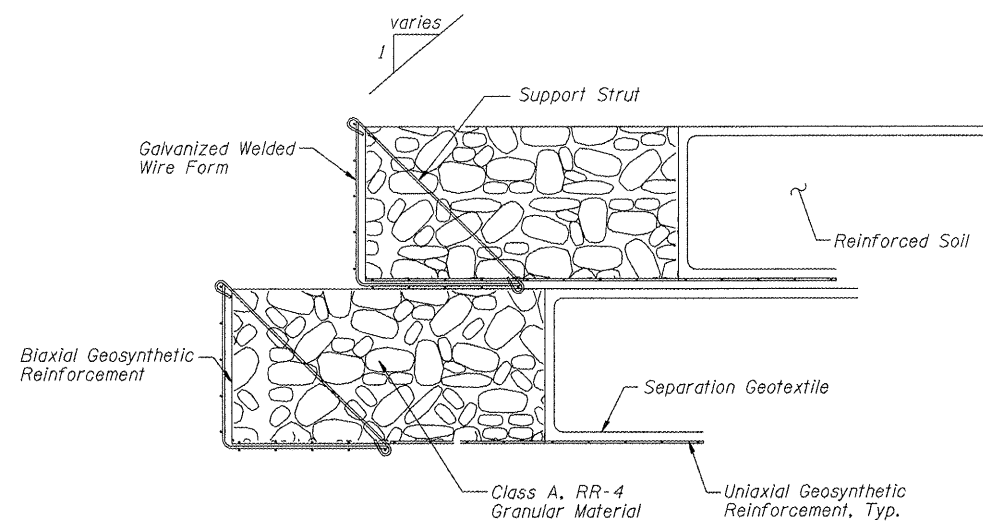


SECTION B-B

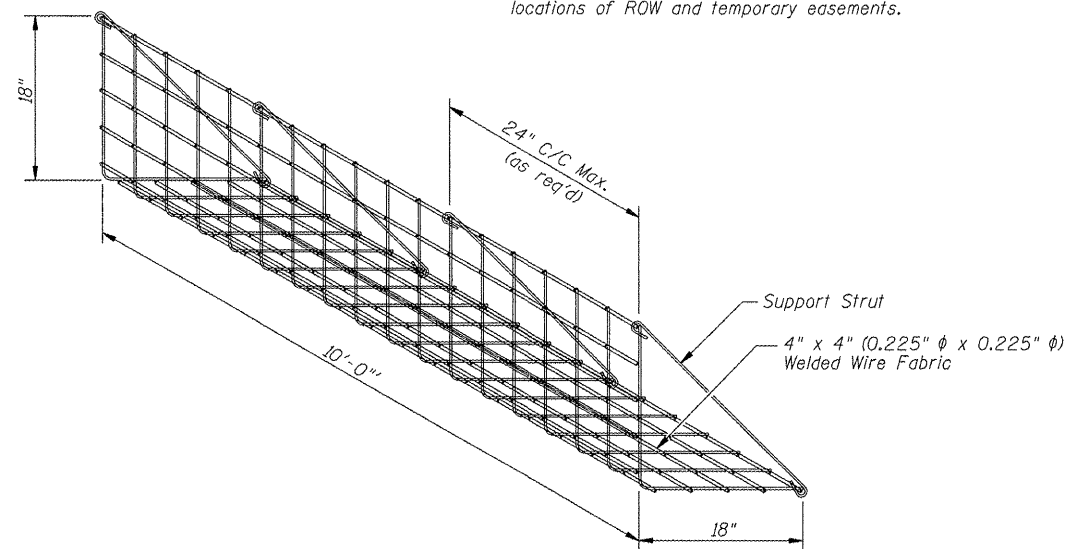


SECTION C-C

See roadway plan and sections for locations of ROW and temporary easements.



TYPICAL CONNECTION DETAIL



WELDED WIRE FORM FACING UNIT, TYPICAL DETAIL

**REINFORCED SOIL SLOPE
SYSTEM DETAILS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED	DDB
CHECKED	PJL
DRAWN	MGM
CHECKED	DDB

SOIL PROPERTIES

Soil Description	Cohesion (psf)	Friction Angle (degrees)	Unit Weight (pcf)
Retained Soil	100	26.5	120
Reinforced Soil	0	29	125
Foundation Soil	100	26.5	125

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 F 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 26A	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	OF 33 SHEETS	6578	(1-R)RS(1-VC)BR	PEORIA	142	87
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2
Date 7/5/07

ROUTE FAU 6578 (Airport Rd) DESCRIPTION Airport Rd over Kickapoo Cr Trib & UPRR LOGGED BY JAR & DLR

SECTION (1-VC)BR LOCATION SEC. TWP. RNG.
Latitude Longitude

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0201(prop) Station 45+42

BORING NO. 1 (N.ABUT) Station 46+80
Offset 53.00ft LT
Ground Surface Elev. 473.40 ft

DEPTH (ft)	DIAMETER (ft)	UNIT	MOISTURE (%)	TEST	REMARKS
0					Surface Water Elev. _____ ft Stream Bed Elev. _____ ft
					Groundwater Elev.: First Encounter <u>466.9</u> ft Upon Completion <u>WASHED</u> ft After <u>24</u> Hrs. <u>469.9</u> ft
0					Brown & Gray SILTY CLAY LOAM
3					
7	2.8		18		
7		P			
469.40					
0					Brown/Gray LOAM
2					
2	1.0		13		shelby tube 4'-6.5'
6		P			
466.90					
0					Gray LOAM (gravelly)
3					
3			25		shelby tube 6.5'-9'
3					
2					
2	1.0		24		shelby tube 9'-10.5'
10		P			
2					gravels @ 10.5'
461.90					
0					Gray to Lt. Gray SHALE
12					
52			12		
489.3					
					Borehole continued with rock coring.
-15					
-20					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T205)

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Page 2 of 2
Date 7/5/07

ROUTE FAU 6578 (Airport Rd) DESCRIPTION Airport Rd over Kickapoo Cr Trib & UPRR LOGGED BY JAR & DLR

SECTION (1-VC)BR LOCATION SEC. TWP. RNG.
Latitude Longitude

COUNTY Peoria CORING METHOD NWD4 x 5' Dual tube

STRUCT. NO. 072-0201(prop) Station 45+42

BORING NO. 1 (N.ABUT) Station 46+80
Offset 53.00ft LT
Ground Surface Elev. 473.40 ft

CORING BARREL TYPE & SIZE NWD4 x 5' Dual tube
Core Diameter 2.1 in
Top of Rock Elev. 461.90 ft
Begin Core Elev. 459.40 ft

DEPTH (ft)	DIAMETER (ft)	UNIT	MOISTURE (%)	TEST	REMARKS
0					Gray to Lt. Gray SHALE (continued) Geomechanics Class of Rock Mass(GCRM)= 29, Poor Rock
10.6%					10.6% M
15.5'					numerous thin limestone seams from 15.5' to 16.7' (seams are 1/2" to 1")
456.40					GCRM=41, Fair Rock
8.3%					8.3% M
455.40					GCRM= 18, Poor Rock
2			98	41	
453.15					GCRM= 34, Poor Rock
8.6%					8.6% M
19'					numerous thin limestone seams from 19' to 22.7' (seams are 1/4" to 2")
8.8%					8.8% M
7.4%					7.4% M
450.40					GCRM=48, Fair Rock
3			94	90	
8.4%					8.4% M
8.5%					8.5% M
8.8%					8.8% M
7.9%					7.9% M
7.6%					7.6% M
8.1%					8.1% M
8.1%					8.1% M
445.40					End of Boring
-30					

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

BBS, form 138 (Rev. 8-99)

**BORING LOGS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00**

DESIGNED <u>PJL</u>
CHECKED <u>LLV</u>
DRAWN <u>MGM</u>
CHECKED <u>PJL</u>

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 F 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 27 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	88
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2
Date 7/16/07

ROUTE FAU 6578 (Airport Rd) DESCRIPTION Airport Rd over Kickapoo Cr Trib & UPRR LOGGED BY JAR

SECTION (1-VC)BR LOCATION SEC. TWP. RNG.
Latitude Longitude

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0201(prop)
Station 45+42

BORING NO. 5 (N.ABUT)
Station 47+65
Offset 4.00ft LT
Ground Surface Elev. 506.47 ft (ft) (1/6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	DIAMETER (in)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	UNIFIED CLASSIFICATION	FIELD NOTES
0	Surface Water Elev. _____ ft						
0	Stream Bed Elev. _____ ft						
0	Groundwater Elev. _____ ft						
0	First Encounter _____ ft						
0	Upon Completion _____ ft						
0	After _____ Hrs.						
0	Ok. Brown SILTY CLAY LOAM						
1							
1		1.0		7			
1		P					
502.47	Brown SILTY CLAY LOAM						
1							
1		1.3		26			
2		B					
499.97	Brown & Gray CLAY LOAM						
2							
2		3.0		15			
3		P					
2							
2		2.8		19			
3		P					
474.97	Brown & Gray LOAM						
2							
2		2.5		19			
2		P					
1							
1		1.8		13			
4		P					
2							
3		2.1		28			
4		B					
1							
4		3.0		14			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2
Date 7/16/07

ROUTE FAU 6578 (Airport Rd) DESCRIPTION Airport Rd over Kickapoo Cr Trib & UPRR LOGGED BY JAR

SECTION (1-VC)BR LOCATION SEC. TWP. RNG.
Latitude Longitude

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0201(prop)
Station 45+42

BORING NO. 5 (N.ABUT)
Station 47+65
Offset 4.00ft LT
Ground Surface Elev. 506.47 ft (ft) (1/6") (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	DIAMETER (in)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	UNIFIED CLASSIFICATION	FIELD NOTES
0	Surface Water Elev. _____ ft						
0	Stream Bed Elev. _____ ft						
0	Groundwater Elev. _____ ft						
0	First Encounter _____ ft						
0	Upon Completion _____ ft						
0	After _____ Hrs.						
0	Brown & Gray LOAM (continued)						
4		B					
1	sandy @ 41.5'						
7		0.6		28			
8		B					
2							
5		2.0		19			
7		P					
459.97	Gray SHALE						
33							
100@6'							
55							
85							
15@1"							
63							
454.22	End of Boring						
100@3'							
11							
55							
60							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

BORING LOGS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 Fax 309.676.5446 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 31 OF 33 SHEETS	F.A.U. RTE. 6578	SECTION (1-R)RS(1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 142	SHEET NO. 92
	STRUCTURE NO. 072-0201		CONTRACT NO. 68092			
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Illinois Department
of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Page 3 of 3

Date 7/18/07

ROUTE FAU 6578 (Airport Rd) DESCRIPTION Airport Rd over Kickapoo Cr Trib & UPRR LOGGED BY JAR

SECTION (1-VC)BR LOCATION SEC. TWP. RNG. Latitude Longitude

COUNTY Peoria CORING METHOD

STRUCT. NO. 072-0201(prop) CORING BARREL TYPE & SIZE NWD4 x 5' Dual tube
Station 45+42
BORING NO. 6 (S.ABLT) Core Diameter 2.1 in
Station 43+69.5 Top of Rock Elev. 473.50 ft
Begin Core Elev. 472.00 ft
Offset 12.00ft LT
Ground Surface Elev. 515.00 ft

REMARKS	DEPTH (ft)	ROCK TYPE	UNIT WEIGHT (pcf)	COMPRESSION (psi)	STRENGTH (psi)
Gray SHALE (continued)	1		90	57	51.0
Geomechanics Class of Rock Mass(GCRM)= 29, Poor Rock	6.7% M				
	6.8% M				10.1
	469.01				
	5.6% M				29.1
	6.3% M				38.9
GCRM=49, Fair Rock	6.0% M				44.3
	7.2% M		97	83	36.9
	7.1% M				49.3
Limestone(fragments) 49', 53' & 56'	8.4% M				14.5
	8.1% M				24.8
	7.4% M				42.9
	7.0% M				59.4
	6.7% M				49.1
	6.3% M				113.0
	462.00				
	7.4% M		58	22	44.6
GCRM=25, Poor Rock	7.6% M				14.4
	7.4% M				57.8
	457.00				
End of Boring					
	-60				

Color pictures of the cores Yes
Cores will be stored for examination until Construction complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, Form 138 (Rev. 8-99)

BORING LOGS
AIRPORT ROAD OVER U.P.R.R.
AND KICKAPOO CREEK TRIBUTARY
STATION 45+42.00

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS AECOM 111 NE Jefferson Avenue Peoria, IL 61602 T 309.676.8464 F 309.676.5445 IL Design Firm Reg. No. 184-001518 www.stsconsultants.com	SHEET NO. 33 OF 33 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		6578	(1-R)RS(1-VC)BR	PEORIA	142	93A
		STRUCTURE NO. 072-0201		CONTRACT NO. 68092		
		FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				

93A

NORTHWEST CORNER 350' RADIUS			
POINT #	STATION	OFFSET	ELEVATION
A1	235+80	51.20 LT	501.6
A2	235+90	52.88 LT	501.85
A3	236+00	54.81 LT	501.7
A4	236+10	56.96 LT	501.75
A5	236+20	59.36 LT	501.78
A6	236+30	62.00 LT	501.81
A7	236+40	64.88 LT	501.84
A8	236+50	68.02 LT	501.88
A9	236+58.92	71.02 LT	501.91

NORTHWEST CORNER 75' RADIUS			
POINT #	LOCATION*	CHORD OFFSET	ELEVATION
B1	0	0	501.91
B2	7.4	6.35	501.91
B3	14.8	10.22	501.89
B4	22.2	12.36	501.91
B5	29.6	13.05	501.79
B6	37	12.36	501.71
B7	44.3	10.22	501.61
B8	51.7	6.35	501.48
B9	59.1	0	501.35

SPUR STA 50+52.2 OFF 51.54' LT
 LONG CHORD C=59.1'
 MID ORDINATE M=13.05'
 * DISTANCE ALONG CHORD
 SPUR STA 51+00.5 OFF 33.85' LT

SOUTHWEST CORNER 150' RADIUS (116)			
POINT #	STATION	OFFSET	ELEVATION
C1	235+09.7	31.71 RT	502.8
C2	235+19.1	32.30 RT	502.83
C3	235+28.6	33.58 RT	502.86
C4	235+38.2	35.55 RT	502.89
C5	235+47.7	38.24 RT	502.92

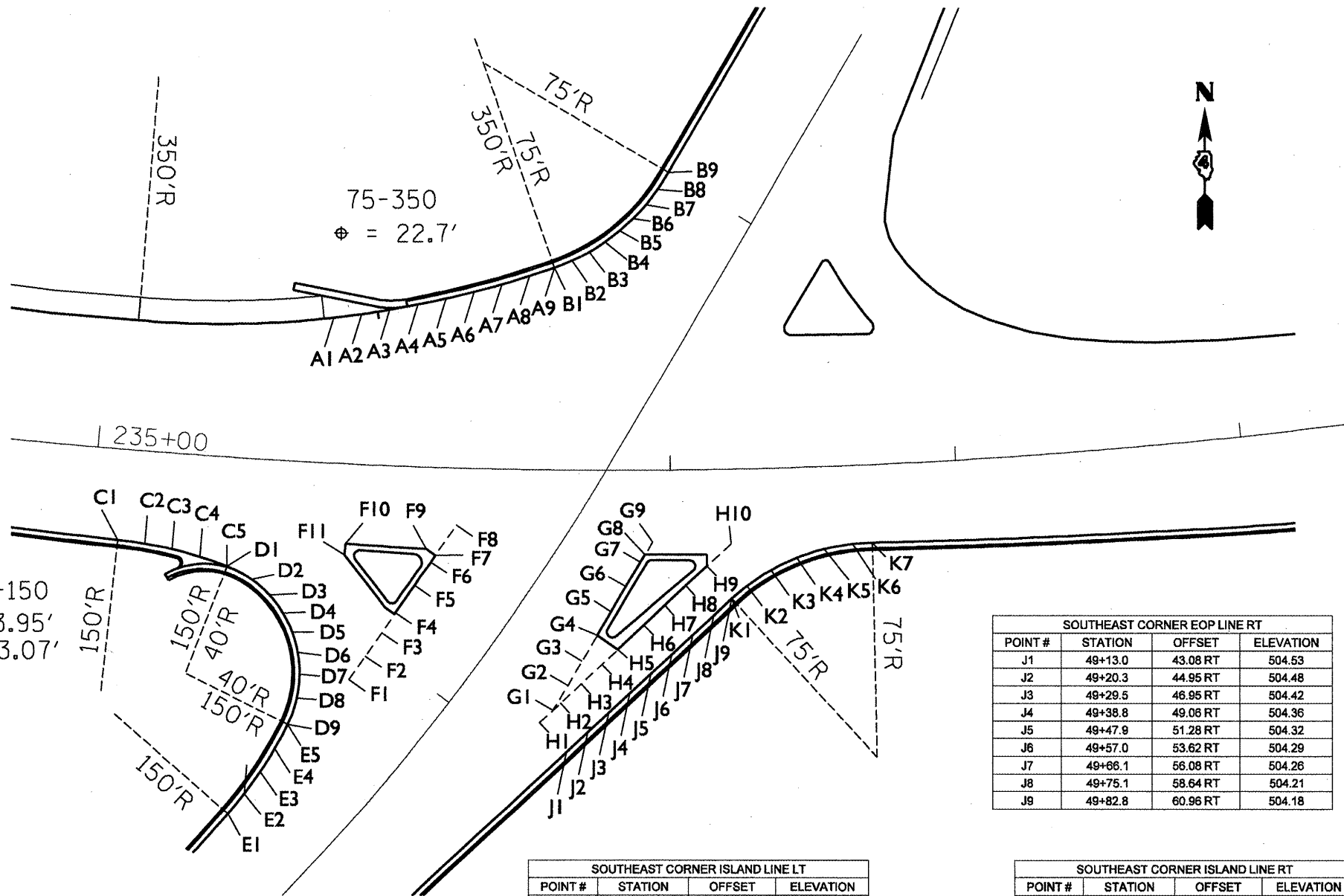
SOUTHWEST CORNER 40' RADIUS			
POINT #	LOCATION*	CHORD OFFSET	ELEVATION
D1	0	0	502.92
D2	6.4	2.02	503
D3	12.9	3.44	503.09
D4	19.3	4.27	503.21
D5	25.7	4.55	503.58
D6	32.1	4.27	503.95
D7	38.6	3.44	504.35
D8	45	2.02	504.77
D9	51.4	0	505.19

IL 116 STA 235+47.7 OFF 38.24' RT
 LONG CHORD C=51.4'
 MID ORDINATE M=4.55'
 * DISTANCE ALONG CHORD
 AIR. RD. STA 48+57.7 OFF 38.92' LT

SOUTHWEST CORNER 150' RADIUS (AIRPORT RD)			
POINT #	STATION	OFFSET	ELEVATION
E1	48+18.5	33.53 LT	505.82
E2	48+28.4	34.17 LT	505.81
E3	48+38.2	35.28 LT	505.49
E4	48+48.0	36.87 LT	505.34
E5	48+57.7	38.92 LT	505.19

SOUTHWEST CORNER ISLAND LINE RT			
POINT #	STATION	OFFSET	ELEVATION
F1	48+83.8	33.32 LT	505
F2	48+94.2	33.81 LT	504.89
F3	49+04.7	34.16 LT	504.78
F4	49+13.6	33.85 LT	504.68
F5	49+25.6	34.00 LT	504.51
F6	49+36.1	34.10 LT	504.36
F7	49+39.9	34.10 LT	504.3
F8	49+49.7	34.00 LT	504.16 (EX)

ISLAND CORNER
 ISLAND CORNER
 EOP IL 116 (EX)



SOUTHEAST CORNER EOP LINE RT			
POINT #	STATION	OFFSET	ELEVATION
J1	49+13.0	43.08 RT	504.53
J2	49+20.3	44.95 RT	504.48
J3	49+29.5	46.95 RT	504.42
J4	49+38.8	49.06 RT	504.36
J5	49+47.9	51.28 RT	504.32
J6	49+57.0	53.62 RT	504.29
J7	49+66.1	56.08 RT	504.26
J8	49+75.1	58.64 RT	504.21
J9	49+82.8	60.96 RT	504.18

SOUTHEAST CORNER ISLAND LINE LT			
POINT #	STATION	OFFSET	ELEVATION
G1	49+19.5	30.60 RT	504.72
G2	49+29.1	29.70 RT	504.68
G3	49+38.7	28.93 RT	504.63
G4	49+48.7	28.25 RT	504.59
G5	49+58.0	27.75 RT	504.54
G6	49+67.6	27.35 RT	504.50
G7	49+77.3	27.07 RT	504.46
G8	49+80.4	27.00 RT	504.44
G9	49+85.4	26.93 RT	504.42 (EX)

ISLAND CORNER
 ISLAND CORNER
 EOP IL 116 (EX)

SOUTHEAST CORNER ISLAND LINE RT			
POINT #	STATION	OFFSET	ELEVATION
H1	49+15.0	29.41 RT	504.74
H2	49+22.9	31.27 RT	504.71
H3	49+32.3	33.24 RT	504.67
H4	49+41.7	35.34 RT	504.64
H5	49+48.7	36.98 RT	504.6
H6	49+60.2	39.87 RT	504.57
H7	49+69.5	42.31 RT	504.54
H8	49+78.6	44.87 RT	504.5
H9	49+87.8	47.57 RT	504.46
H10	49+98.5	50.69 RT	504.43 (EX)

ISLAND CORNER
 ISLAND CORNER
 EOP IL 116 (EX)

SOUTHEAST CORNER 75' RADIUS			
POINT #	LOCATION*	CHORD OFFSET	ELEVATION
K1	0	0	504.18
K2	6.6	2.16	504.15
K3	13.3	3.67	504.17
K4	19.9	4.55	504.19
K5	26.5	4.85	504.21
K6	33.2	4.55	504.24
K7	39.8	3.67	504.26
K8	46.4	2.16	504.28
K9	53.1	0	504.30 (EX)

AIR. RD. STA 49+82.8 OFF 60.96' RT
 INLET AR STA 49+89 OFF 63.2' RT
 LONG CHORD C=53.1'
 MID ORDINATE M=4.85'
 * DISTANCE ALONG CHORD
 IL 116 STA 237+69.5 OFF 37.27' RT

FILE NAME = c:\projects\hermhey\misc.dgn

USER NAME = eversal
 PLOT SCALE = 50.0000' / IN.
 PLOT DATE = 10/20/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

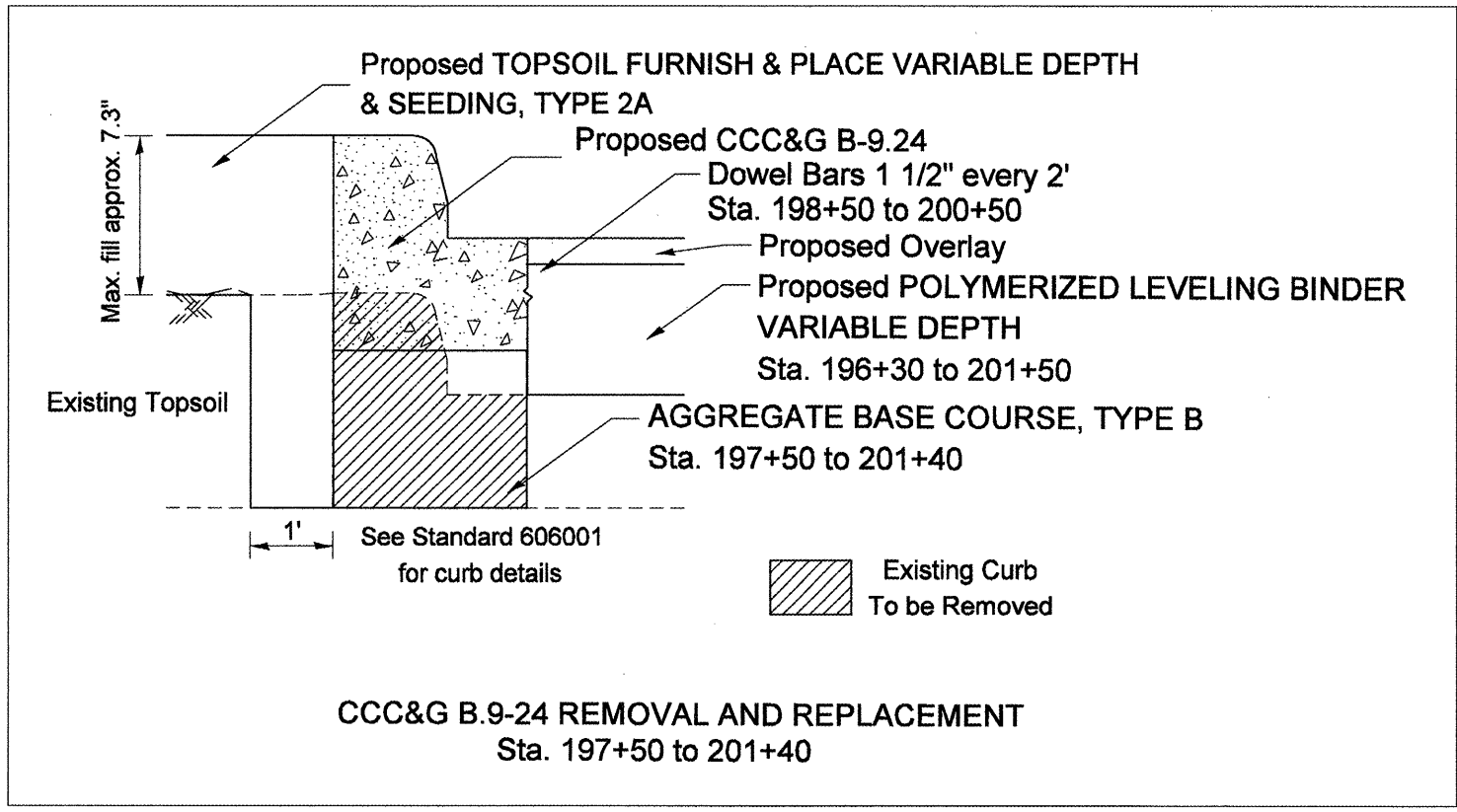
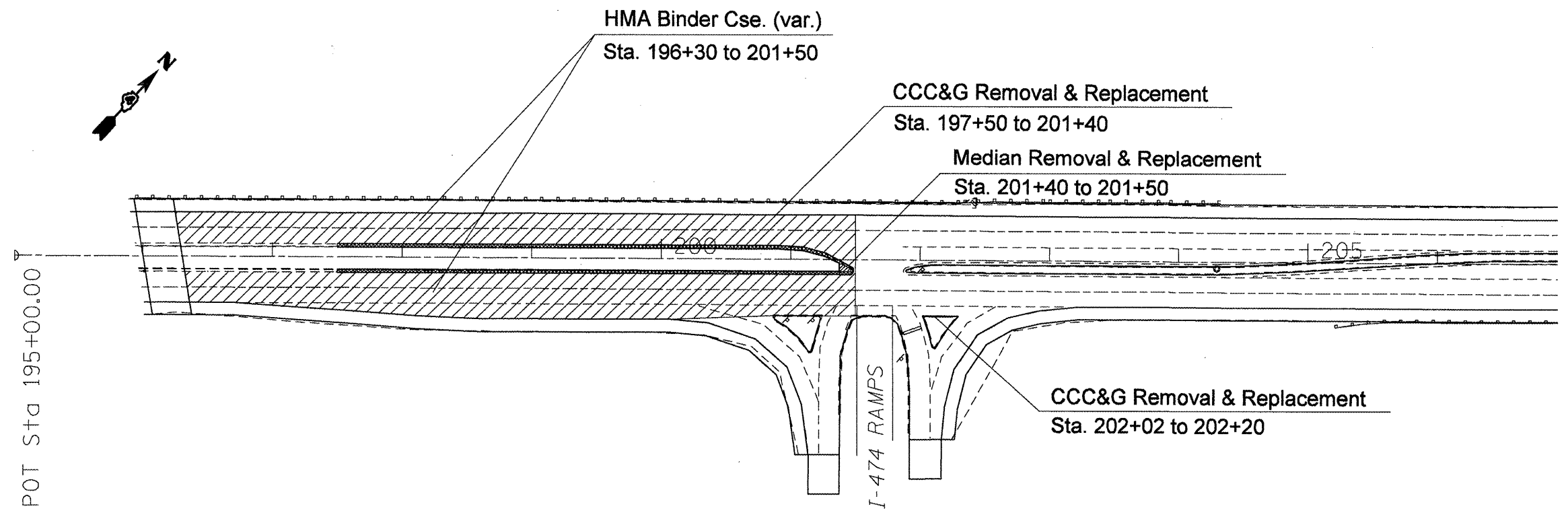
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

Horizontal & Vertical Control

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R),(1-VC)BR	PEORIA	142	94
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

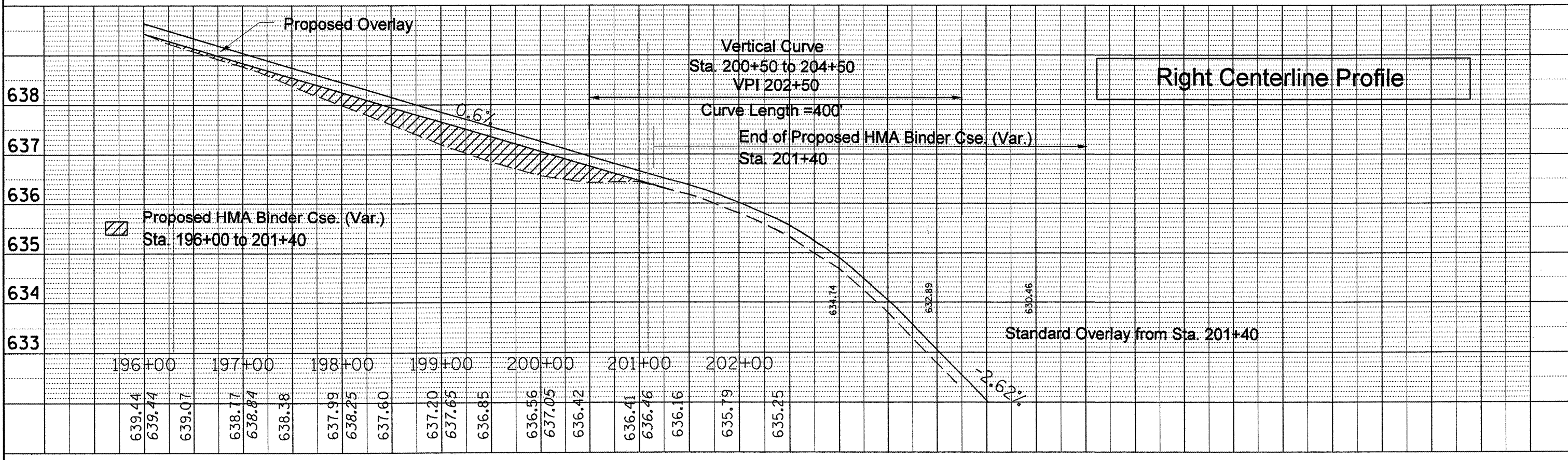
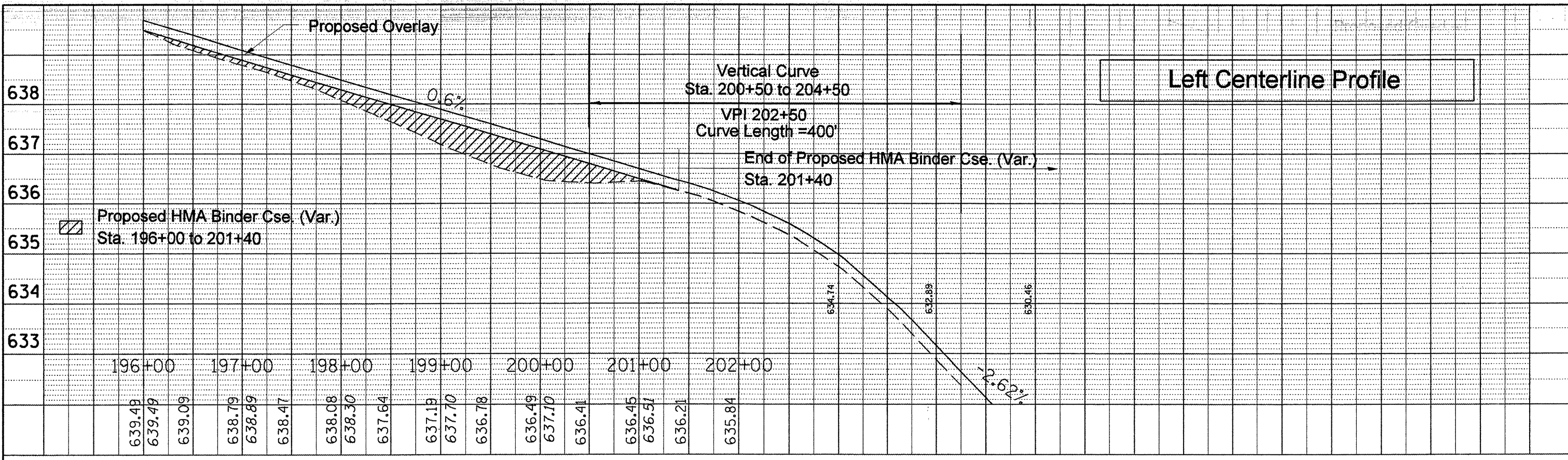
CONTRACT NO. 68092

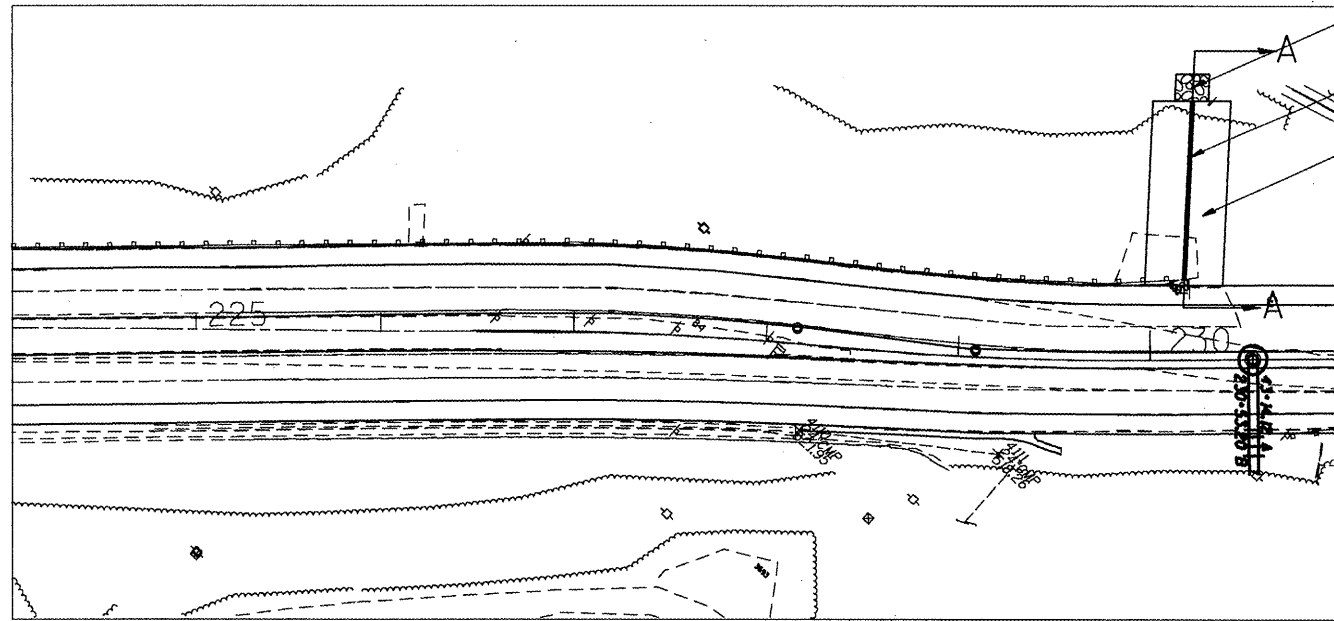


Note:
TOPSOIL FURNISH & PLACE VARIABLE DEPTH varies from 0" to 6" in depth. See profile correction sheet for exact depth.

DATE	
BY	
APPROVED	
PLANNED	
NOTED	
NO.	
FILE NAME	

DATE	
BY	
APPROVED	
PLANNED	
NOTED	
NO.	
FILE NAME	

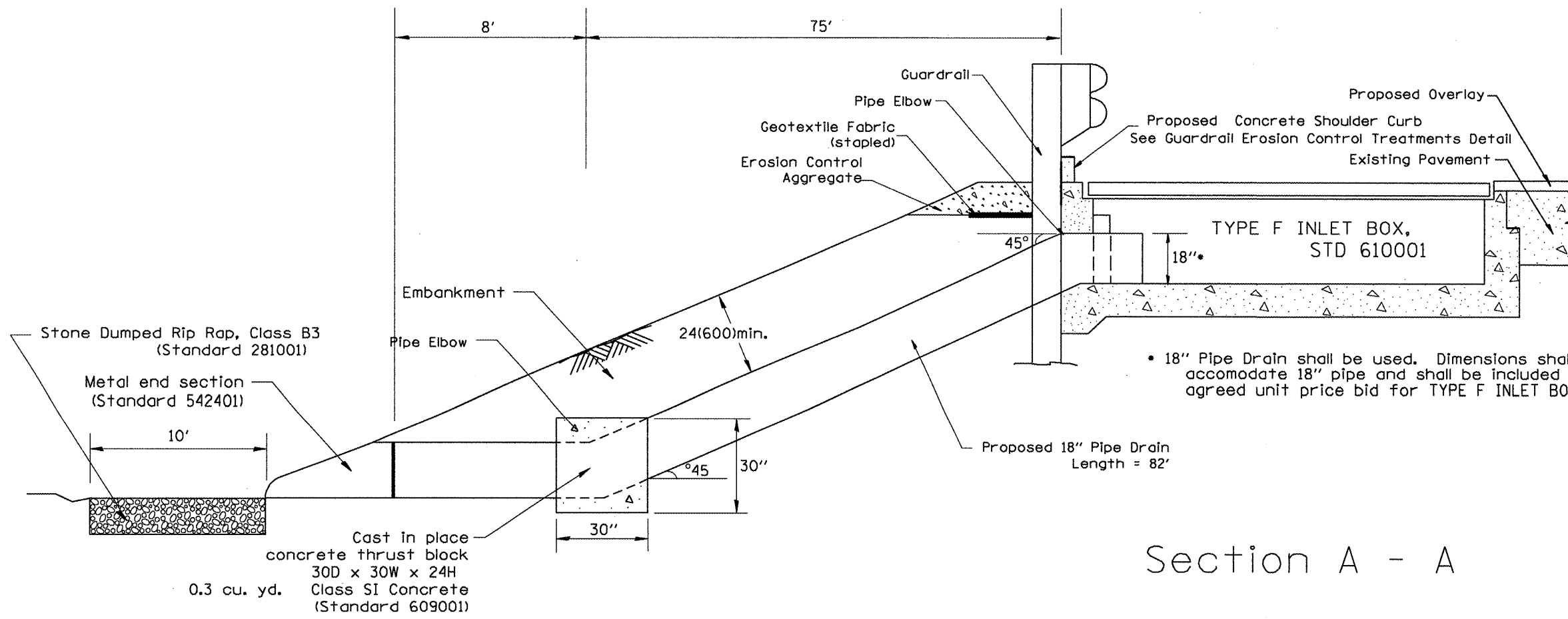




PROPOSED STONE DUMPED RIP RAP, CLASS A3, 10' x 10'

PROPOSED 18" PIPE DRAIN, 82' LENGTH

PROPOSED EMBANKMENT



• 18" Pipe Drain shall be used. Dimensions shall be adjusted to accommodate 18" pipe and shall be included in the agreed unit price bid for TYPE F INLET BOX, STD 610001.

Section A - A

FILE NAME =	USER NAME = everscl
at\projects\harmhwy\misc.dgn	

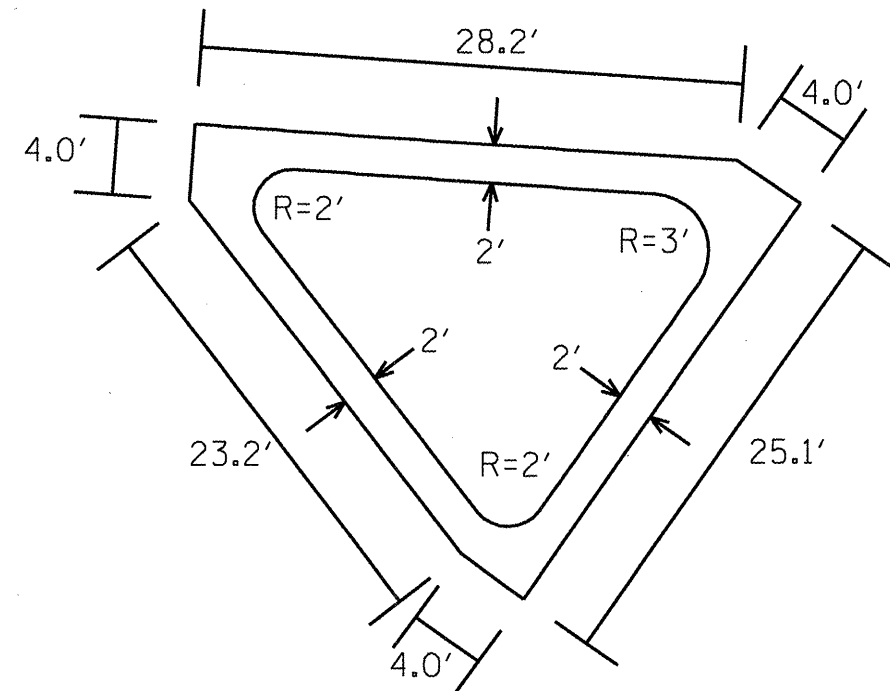
DESIGNED -	REVISIONS -
DRAWN -	REVISIONS -
CHECKED -	REVISIONS -
DATE -	REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

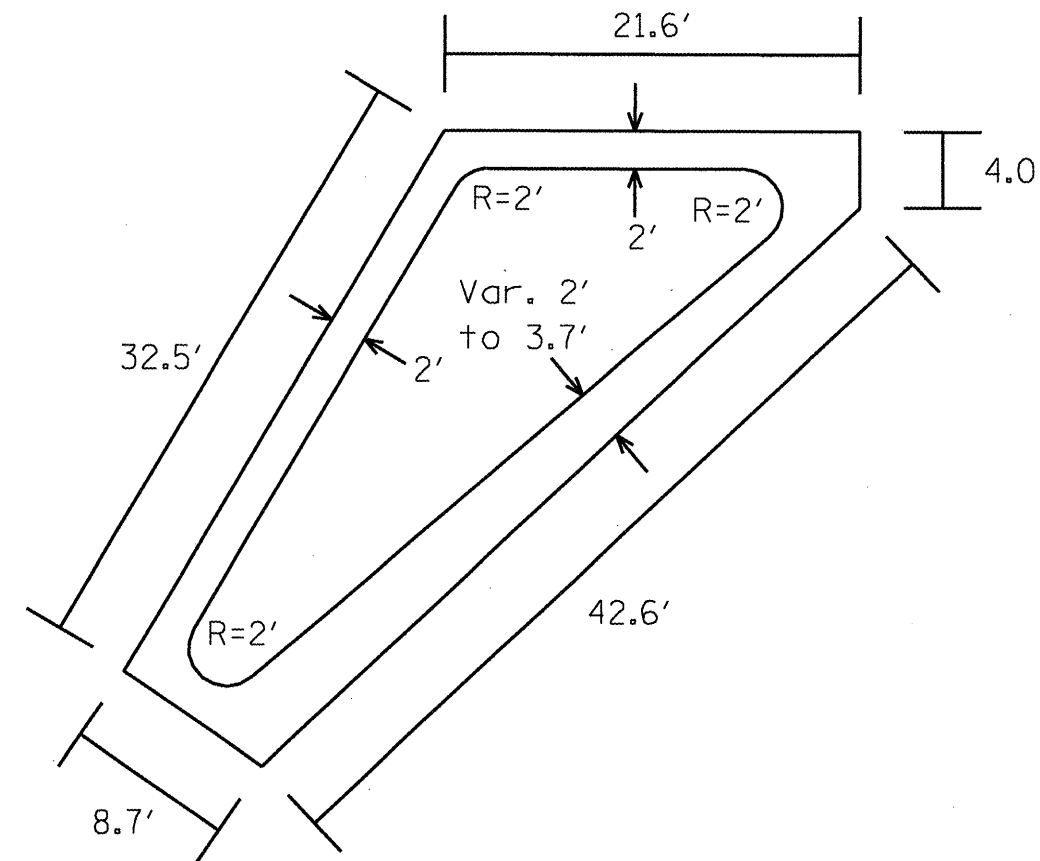
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R),(1-VCIBR)	PEORIA	142	97
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

Airport Rd. / IL 116 Intersection
Southwest Corner Island



Total Area =
432.5 SQ FT

Airport Rd. / IL 116 Intersection
Southeast Corner Island



Total Area =
563.8 SQ FT

FILE NAME =	es:\projects\hermhwy\misc\dgn
-------------	-------------------------------

USER NAME =	everscl
PLOT SCALE =	100.0000' / IN.
PLOT DATE =	10/20/2008

DESIGNED -	REVISOR -
DRAWN -	REVISOR -
CHECKED -	REVISOR -
DATE -	REVISOR -

DESIGNED -	REVISOR -
DRAWN -	REVISOR -
CHECKED -	REVISOR -
DATE -	REVISOR -

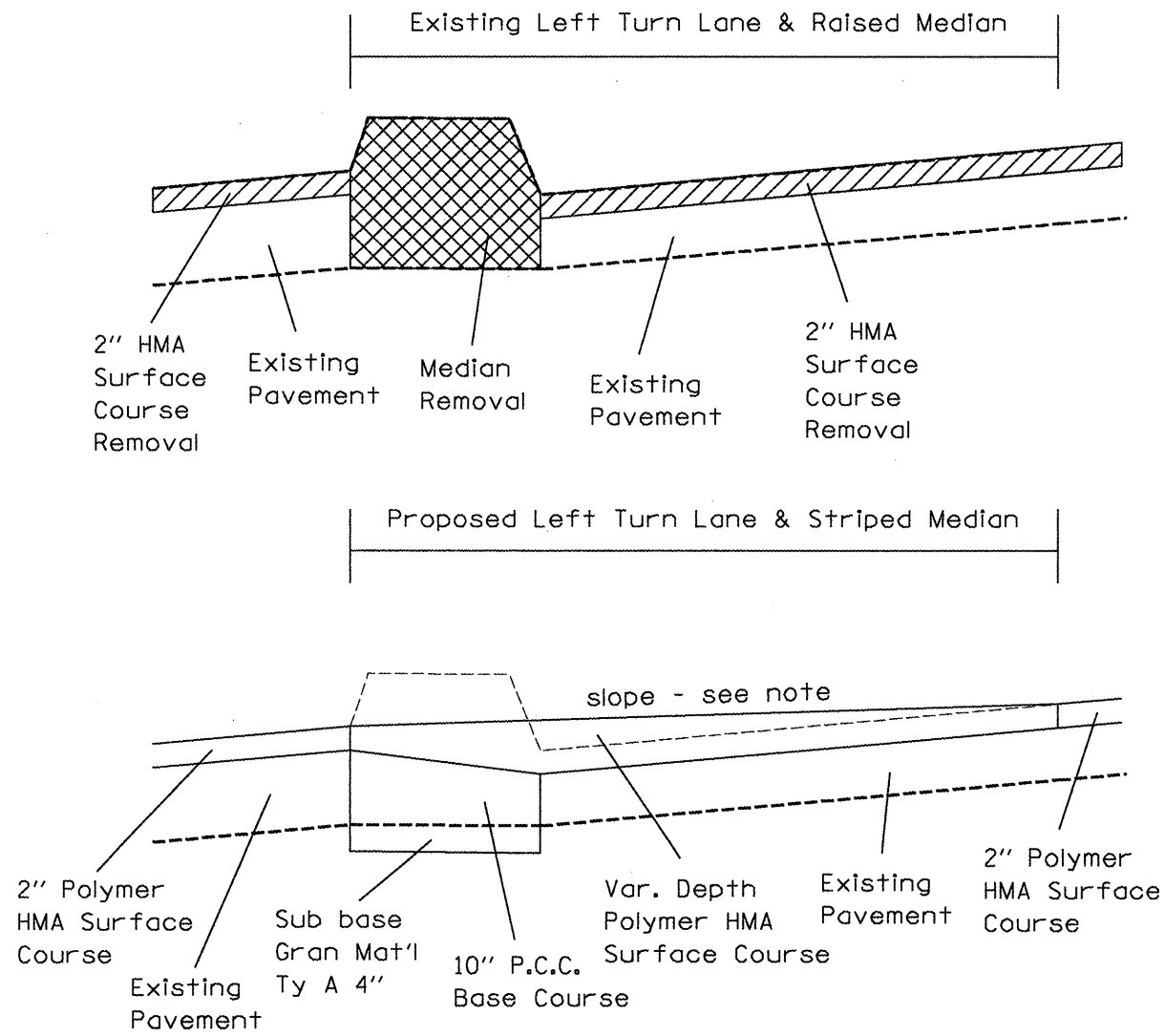
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Corner Island Details

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6758	(1-R),(1-VC)BR	PEORIA	142	98
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68092	

West of Airport Rd. / IL 116 Intersection
Sta. 233+78 to 236+70

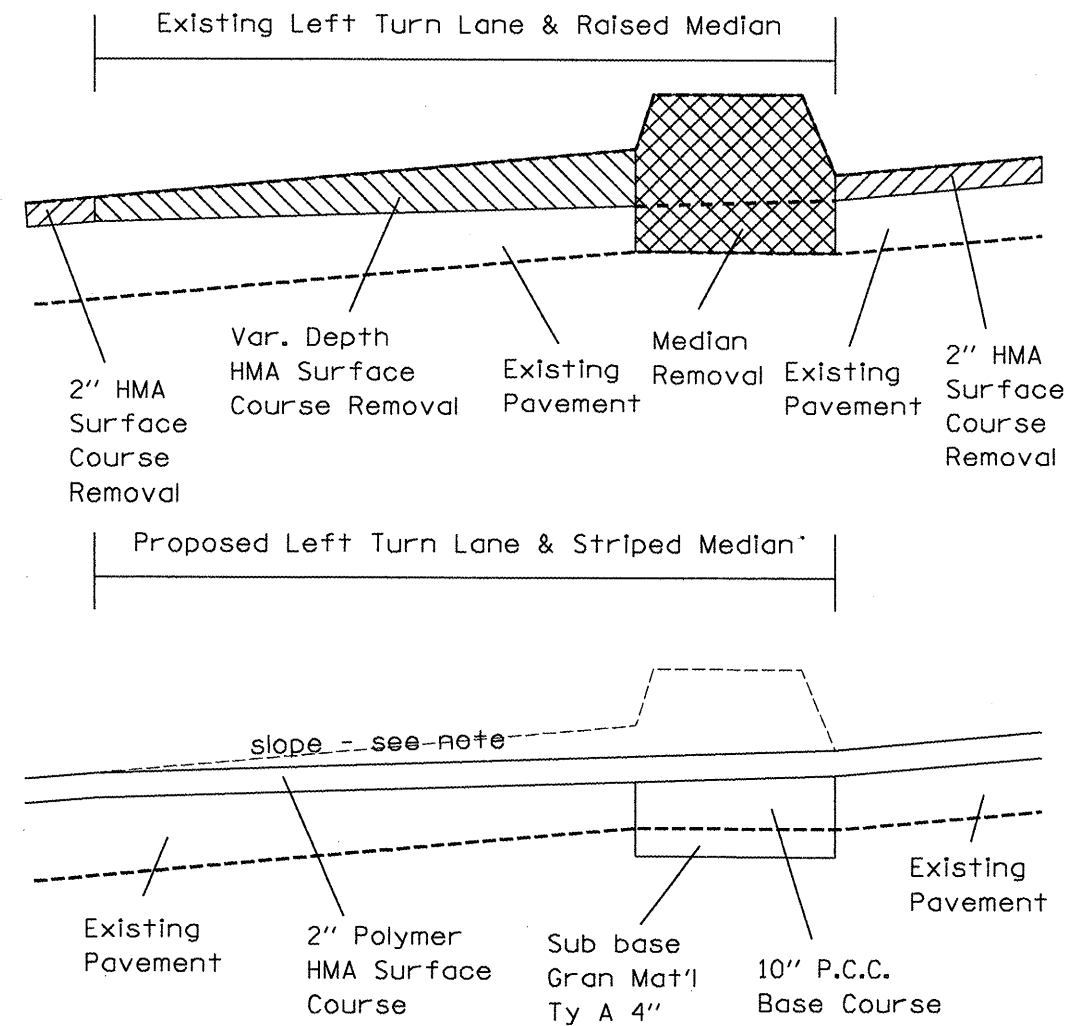


Note:
Constant Slope across Turn Lane
established by var. surf. cse

station	var. surface depth	slope
234+00	2" to 3.9"	1.6%
234+50	2" to 4.5"	1.2%
235+00	2" to 3.7"	1.5%
235+50	2" to 3.7"	1.8%
236+00	2" to 4.0"	2.0%

Not to Scale

East of Airport Rd. / IL 116 Intersection
Sta. 237+25 to 239+00



Note:
Constant Slope across Turn Lane
established by var. depth milling

station	var. milling depth	slope
237+50	2" to 3.0"	1.9%
238+00	2" to 3.6"	1.4%
238+50	2" to 3.1"	1.6%

Not to Scale

FILE NAME =
c:\projects\harshway\misc.dgn

USER NAME = everscl	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 10/20/2008	CHECKED -	REVISED -
	DATE -	REVISED -

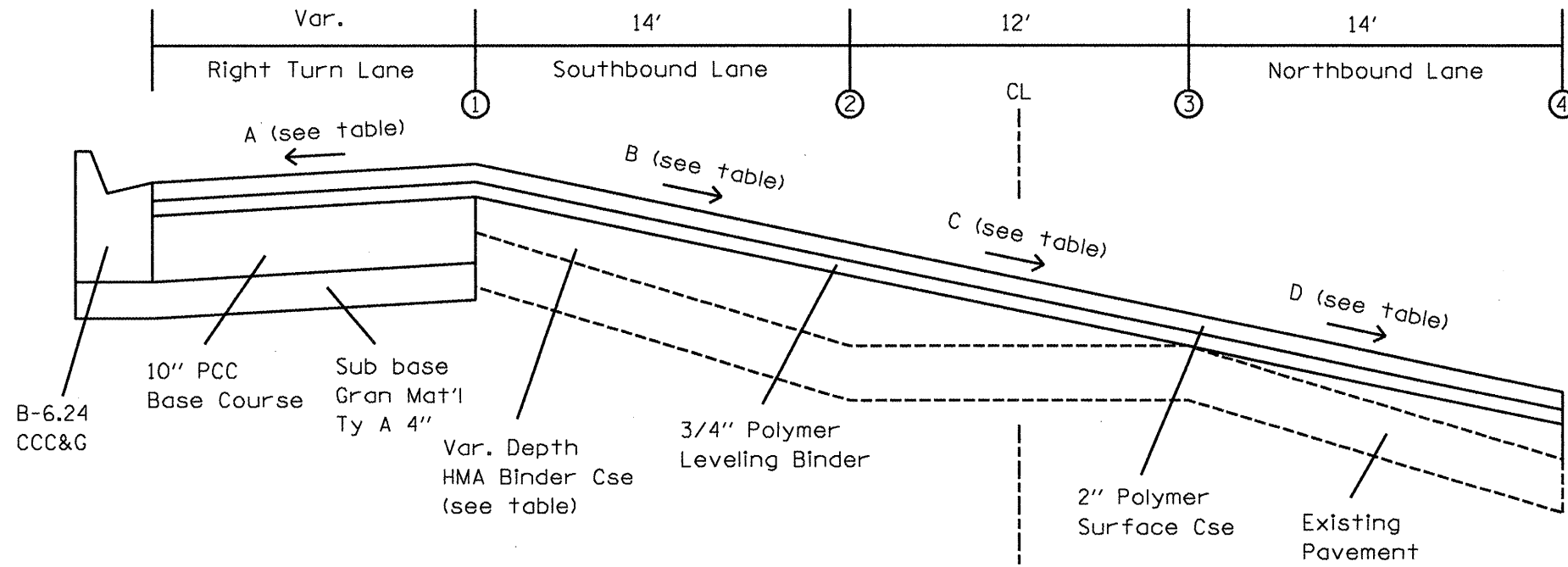
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 116 Left Turn Lane & Median Details

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

F.A.U. RTE. 6758	SECTION (1-R), (1-VC)BR	COUNTY PEORIA	TOTAL SHEETS 742	SHEET NO. 99
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68092	

Kickapoo Creek Road Spur Slope Correction and Proposed Right Turn Lane

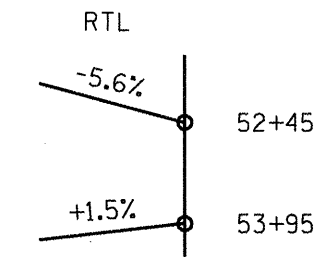


Station	Proposed Variable HMA Binder Course Depth (inches)				Roadway Slope (Existing)*				Roadway Slope (Proposed)*			
	Location 1 Ex. EOP LT	Location 2 6' LT of CL	Location 3 6' RT of CL	Location 4 Ex. EOP RT	Slope A	Slope B	Slope C	Slope D	Slope A	Slope B	Slope C	Slope D
51+00	0.0	0.0	0.0	0.0	2" surface removal and 2" HMA surface course - match existing slopes							
51+50	2.0	2.3	0.0	0.0	X	-1.5%	-1.5%	-4.2%	1.5%	-1.5%	-1.5%	-4.2%
52+00	4.0	6.5	0.0	0.9	X	-5.2%	-0.1%	-6.1%	1.5%	-3.7%	-3.7%	-5.6%
52+50	4.5	7.2	0.0	5.5	X	-7.2%	-0.6%	-8.2%	1.4%	-5.6%	-5.6%	-5.6%
53+00	3.8	7.1	0.0	4.9	X	-7.6%	-0.7%	-7.9%	-1.0%	-5.6%	-5.6%	-5.6%
53+50	5.1	8.1	0.0	4.5	X	-7.4%	0.0%	-8.3%	-3.4%	-5.6%	-5.6%	-5.6%
54+00	3.8	7.5	0.0	5.0	X	-7.8%	-0.4%	-8.1%	X	-5.6%	-5.6%	-5.6%
54+88	0.0	0.0	0.0	0.0	X	-7.0%	0.0%	-8.3%	X	-7.0%	0.0%	-8.3%

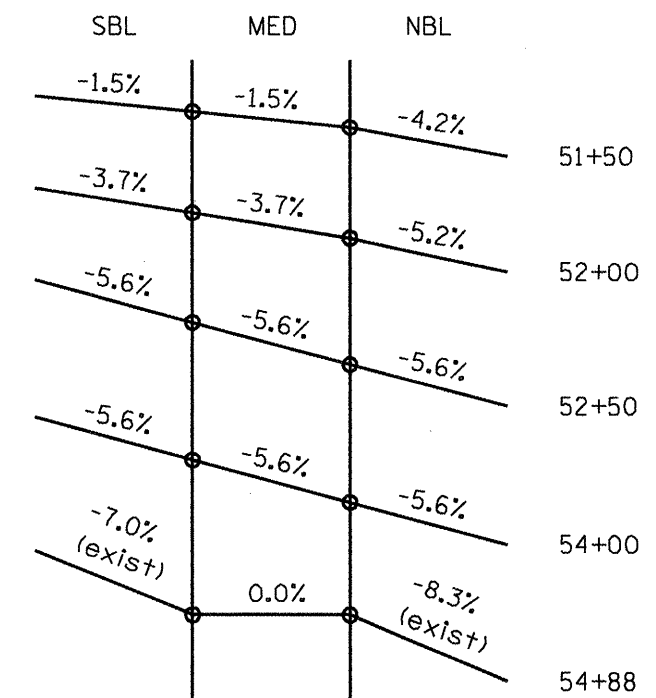
* Note: Roadway slopes are positive or negative relative to the proposed LT edge of pavement

Not to Scale

Kickapoo Creek Road Spur Slope Transitions



Right Turn Lane from Kickapoo Creek Road Spur southbound to IL 116 westbound cross slope transitions from -5.6% at 52+45 to +1.5% at 53+95



SBL and MED Transition from -1.5% AT 51+50 to -5.6% at 52+50
 NBL Transitions from matching the right turn lane slope to -5.6% at 51+87 (aprox.).
 SBL, MED, & NBL Transition from -5.6% at 54+00 to matching existing at 54+50.

Not to Scale