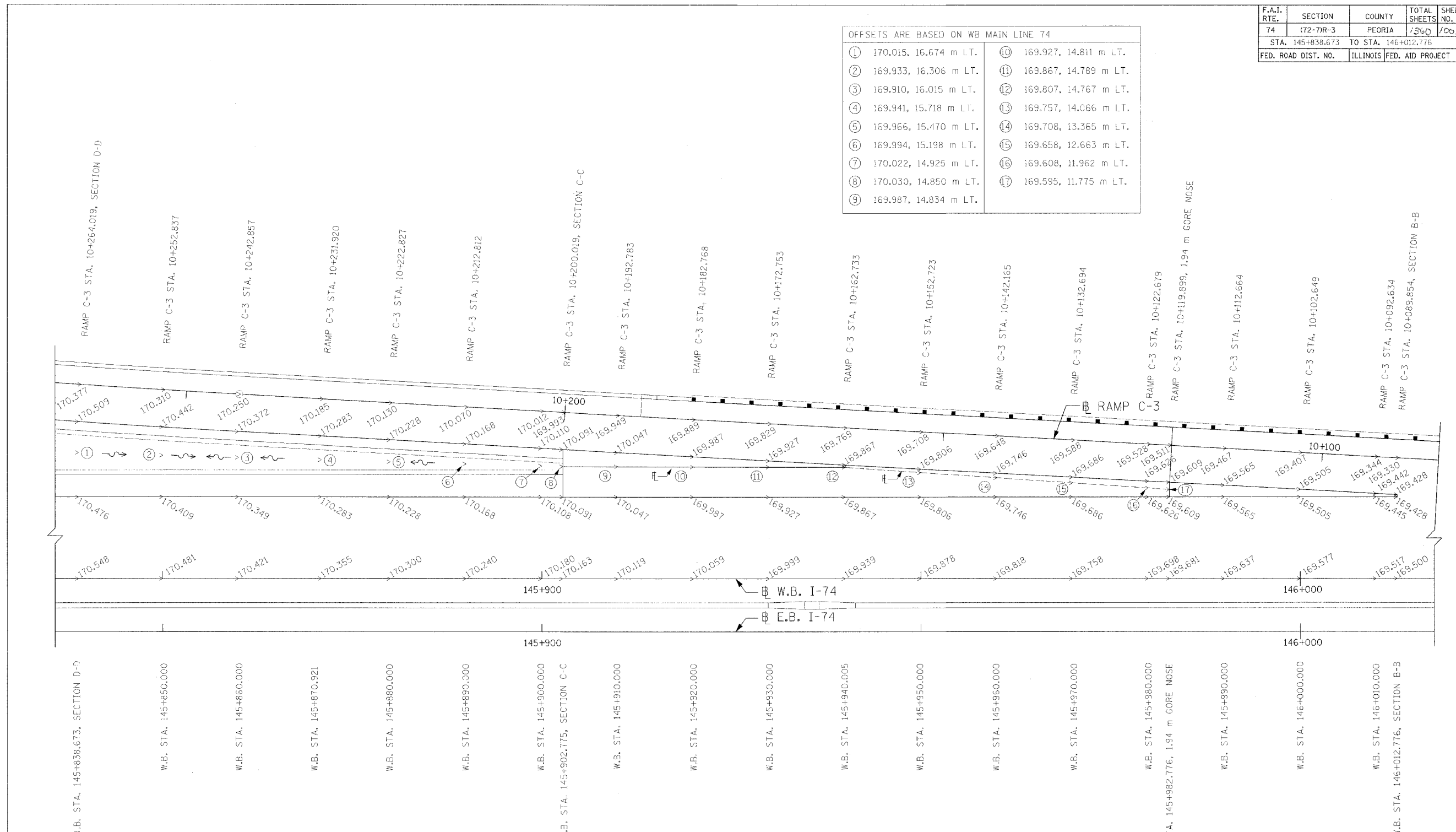


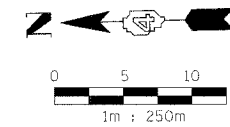
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1360	1001
STA. 145+838.673		TO STA. 146+012.776		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

OFFSETS ARE BASED ON WB MAIN LINE 74

① 170.015, 16.674 m LT.	⑩ 169.927, 14.811 m LT.
② 169.933, 16.306 m LT.	⑪ 169.867, 14.789 m LT.
③ 169.910, 16.015 m LT.	⑫ 169.807, 14.767 m LT.
④ 169.941, 15.718 m LT.	⑬ 169.757, 14.066 m LT.
⑤ 169.966, 15.470 m LT.	⑭ 169.708, 13.365 m LT.
⑥ 169.994, 15.198 m LT.	⑮ 169.658, 12.663 m LT.
⑦ 170.022, 14.925 m LT.	⑯ 169.608, 11.962 m LT.
⑧ 170.030, 14.850 m LT.	⑰ 169.595, 11.775 m LT.
⑨ 169.987, 14.834 m LT.	



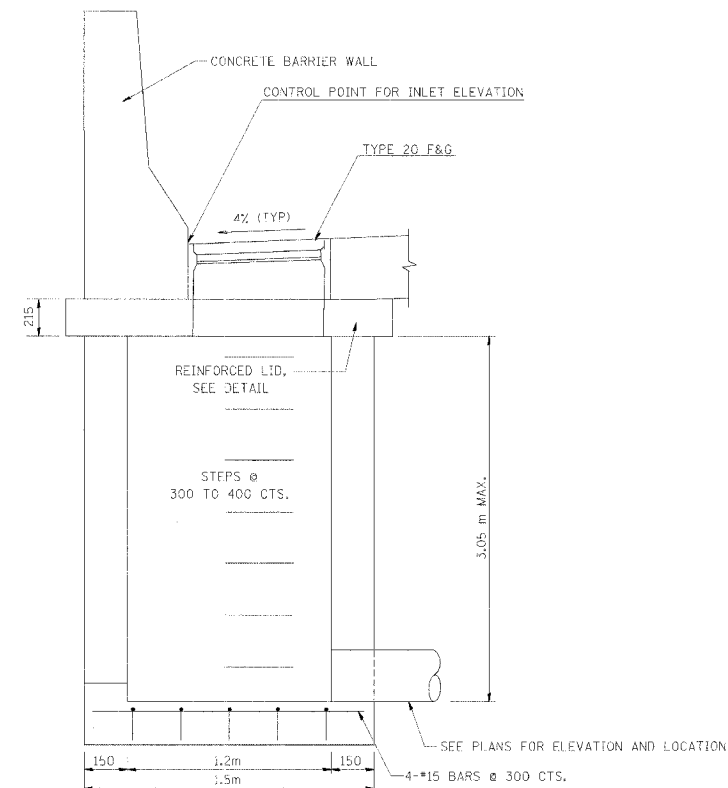
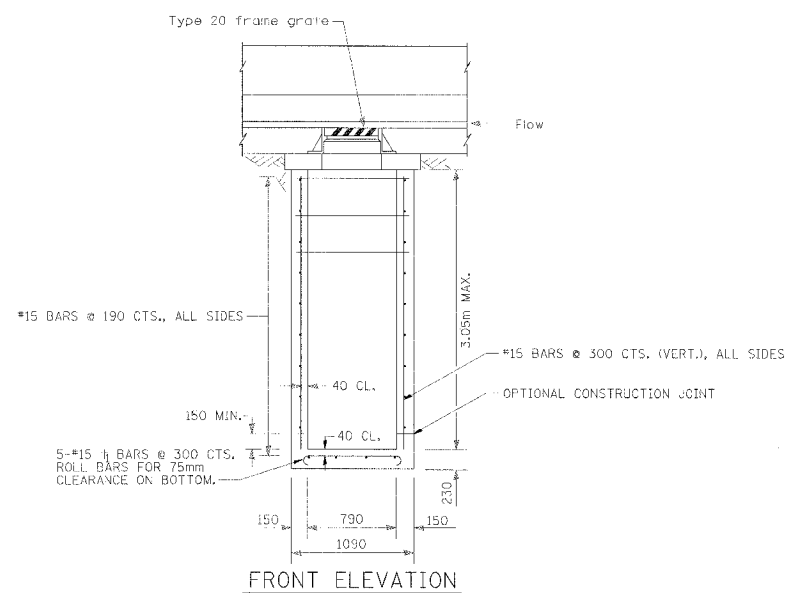
- NOTES:
- SPOT ELEVATIONS ON MAINLINE SECTION ARE PERPENDICULAR TO MAINLINE. SPOT ELEVATIONS ON RAMP ARE PERPENDICULAR TO RAMP.
 - SEE SUPERELEVATION TRANSITION DETAIL AND DATA SHEETS FOR ADDITIONAL INFORMATION.
 - SEE STANDARD 420306-I74 FOR SECTIONS WITH MAINLINE ON TANGENT.
 - SEE DRAINAGE SHEET FOR VANE DRAIN, MANHOLE AND OUTLET DETAILS FOR GORE DRAINAGE BETWEEN WB STA. 145+902.775 TO STA. 145+982.776.
 - SEE DRAINAGE SHEET FOR INLET AT RAMP C-3 STA. 10+250.000, 8.456 m LT.



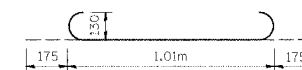
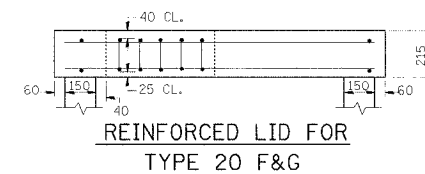
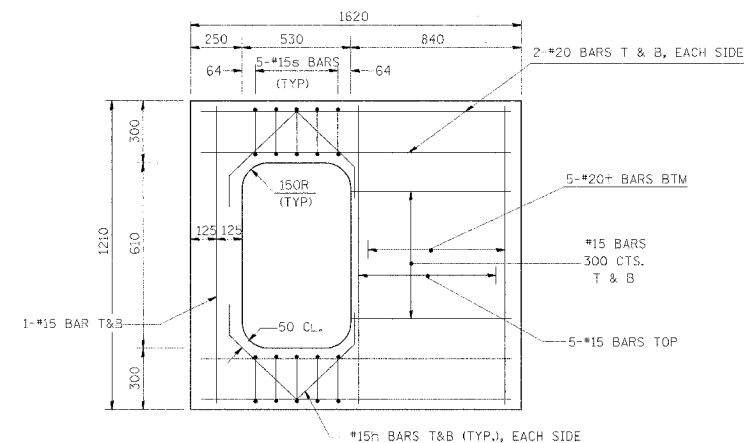
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 RAMP C-3 GORE ELEVATION DETAIL
 FAI ROUTE 74 (I-74)
 STA. 145+838.673 - STA. 146+012.776
 DATE 11/23/04
 DRAWN BY IBT
 CHECKED BY RBY

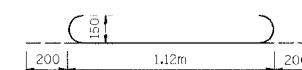
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1360	1003
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DRAINAGE STRUCTURE WITH TYPE 20 F&G
SIDE ELEVATION



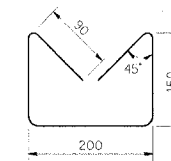
#15 BAR t₁



#20 BAR t

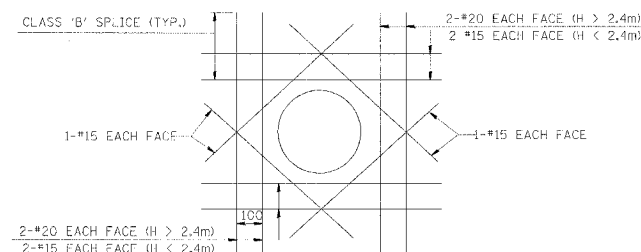


#15 BAR h



#15 BAR s

BAR DETAILS

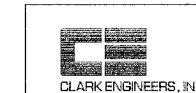


TYPICAL REINFORCEMENT DETAIL AROUND SIDEWALL OPENINGS
(OPENING > 300)

WHERE CLASS 'B' SPLICE LENGTH ANCHORAGE IS NOT POSSIBLE, BARS SHOULD BE HOOKED.

NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE.
2. SEE STANDARD 602701 FOR DETAILS OF STEPS
3. EXPOSED EDGES SHALL BE BEVELED 19mm
4. DETAILS NOT TO SCALE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

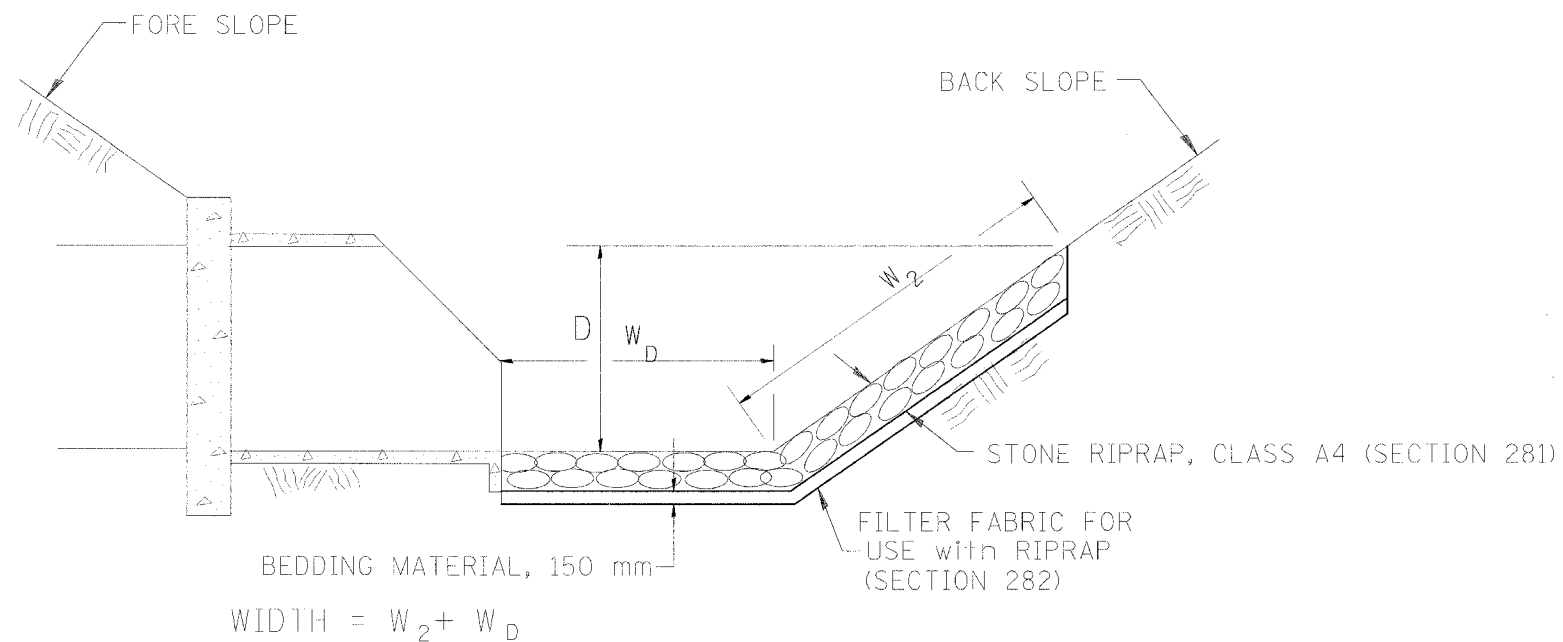
DRAINAGE DETAILS
DRAINAGE STRUCTURE,
TYPE 1A, SPECIAL

DATE 11/23/04

DRAWN BY CAM
CHECKED BY RBY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1360	1009
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CASE 2
(CULVERT & SLOPE)



STONE RIPRAP SCHEDULE									
LOCATION				WIDTH	LENGTH	CASE	FILTER FABRIC FOR USE WITH RIPRAP	STONE RIPRAP, CLASS A4	
				M	M		SQ M	SQ M	
FAI ROUTE 74 WESTBOUND									
STA. 145+981.700	LT	TO	STA. 145+986.300	LT	6	4.6	2	27.60	27.60
STA. 146+217.000	LT	TO	STA. 146+224.200	LT	8	7.2	2	57.60	57.60
							SUBTOTAL	85.20	85.20
							TOTAL	86	86

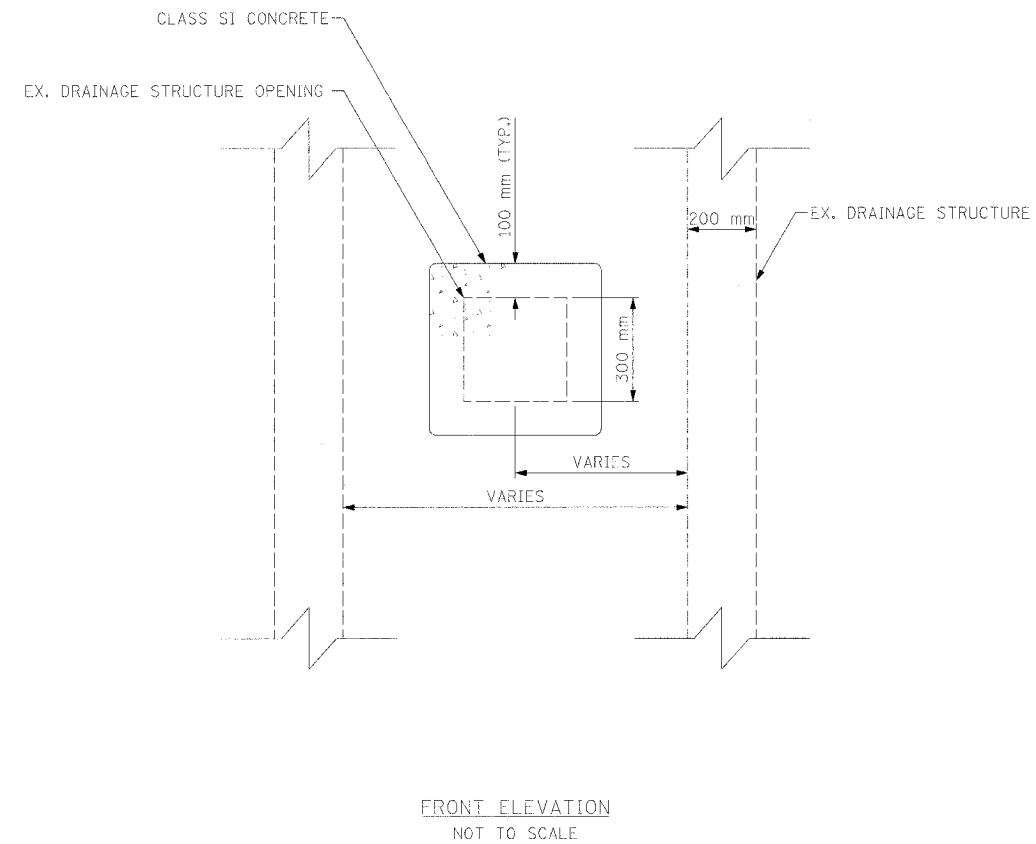
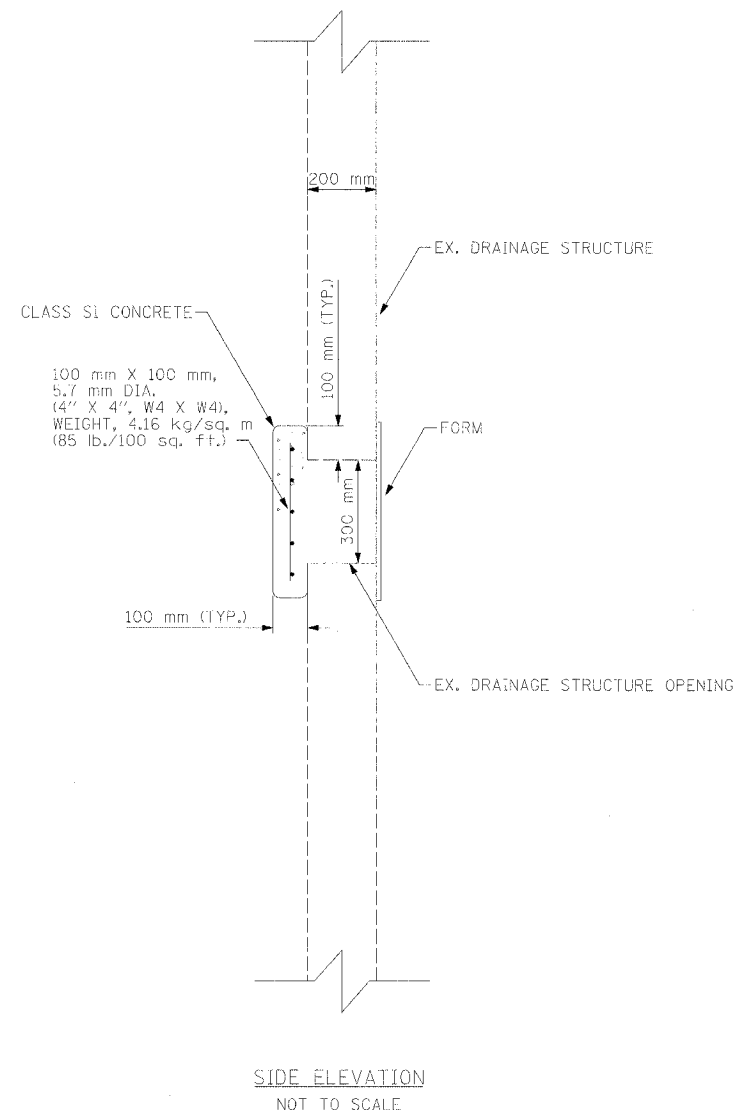
NOTES:

1. All dimensions are in millimeters (inches) unless otherwise noted.
2. See Section 281 of the standards specifications for road and bridge construction for additional information.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		DRAINAGE DETAILS RIPRAP DITCH FOR EROSION PROTECTION
DATE 11/23/04		DRAWN BY CAM CHECKED BY LSA



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-70R-3)	PEORIA	1360	1005
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FRONT ELEVATION
NOT TO SCALE

REVISIONS	
NAME	DATE

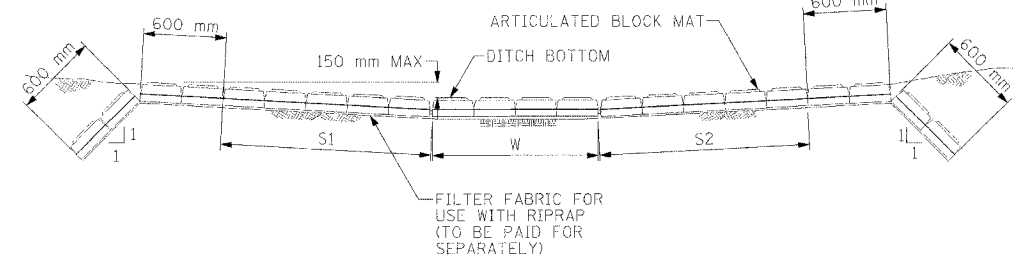
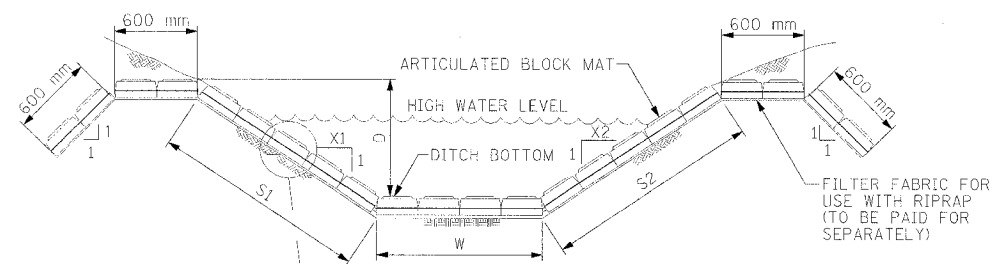
ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS
DRAINAGE STRUCTURE REPAIR DETAIL

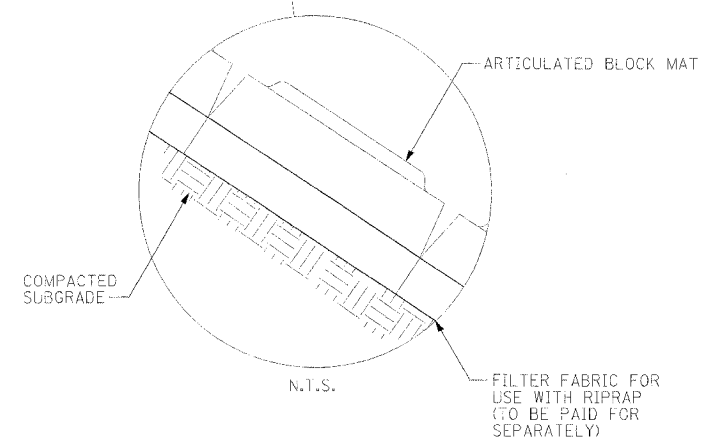
DATE 11/23/04
DRAWN BY CAM
CHECKED BY RDY



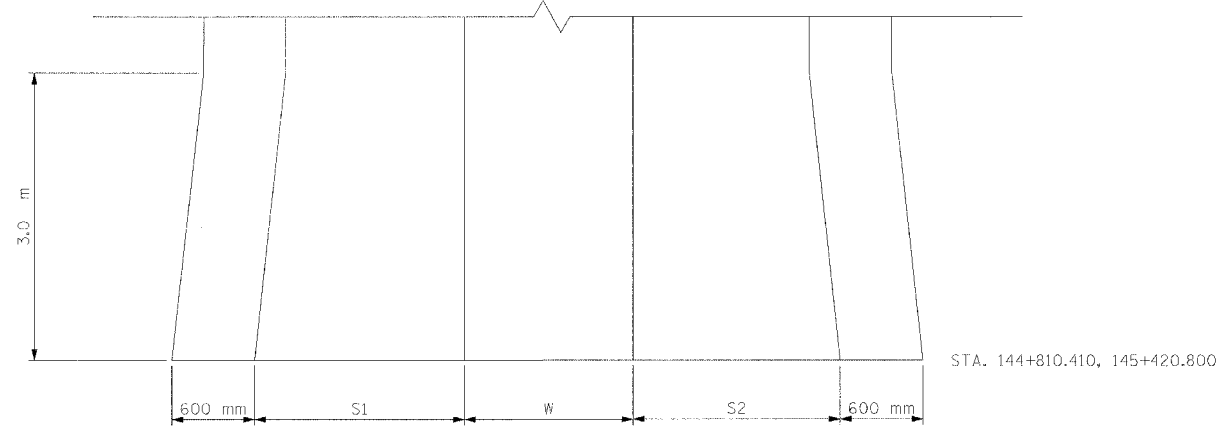
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-73R-3)	PEORIA	1360	1006
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



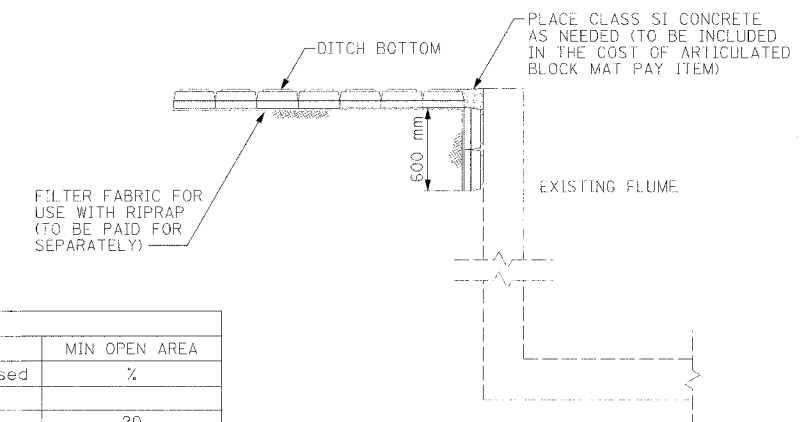
SECTION VIEW - THROUGH ARTICULATED BLOCK MAT AT STA. 144+810.410, 145+420.800
NOT TO SCALE



ARTICULATED BLOCK MAT
NOT TO SCALE



PLAN VIEW
NOT TO SCALE



SECTION VIEW - THROUGH EXISTING FLUME AT STA. 144+810.410, 145+420.800
NOT TO SCALE

ARTICULATED BLOCK MAT SCHEDULE															
LOCATION (STA. TO STA., LT./RT.)		X1	S1	W	S2	X2	D	WIDTH	LENGTH	AREA	MIN BLOCK SIZE	MIN BLOCK MASS	TYPE	MIN OPEN AREA	
			M	M	M	M	M	M	M	SQ M	SM	KG/M2	Open/Closed	%	
FAI ROUTE 74 WESTBOUND															
144+802.973	15.921 L.I. TO 144+810.410	28.752 LT.	3	0.6	0.6	0.6	3	0.190	4.2	15.361	64.52	0.0973	152	Open	20
145+384.431	16.265 LT. TO 145+420.800	31.893 LT.	3	0.6	0.6	0.6	3	0.190	4.2	37.365	156.93	0.0973	152	Open	20
146+136.207	15.363 LT. TO 146+147.126	21.236 LT.	3	0.6	0.6	0.6	3	0.190	4.2	12.156	51.06	0.0973	152	Open	20
RAMP C-3															
10+300.000	17.367 RT. TO 10+598.648	21.711 RT.	3	1.2	0.6	1.2	3	0.380	5.4	296.749	1602.44	0.0973	152	Open	20
10+575.000	21.971 LT. TO 10+625.000	31.286 LT.	3	0.6	0.6	0.6	3	0.190	4.2	50.964	214.05	0.0973	152	Open	20

- NOTES:
- ARTICULATED BLOCK MAT INSTALLATION SHALL BE PER MANUFACTURERS INSTRUCTIONS.
 - ARTICULATED BLOCK MAT CELLS SHALL BE BACKFILLED AND COMPACTED PER MANUFACTURERS INSTRUCTIONS.
 - TOPSOIL FURNISH AND PLACE, 100 mm SHALL BE USED FOR THE TOP 100 mm OF BACKFILL. THE TOPSOIL SHALL BE SEEDDED WITH SEEDING, CLASS 3. WORK TO BE PAID FOR SEPARATELY.
 - ANCHORING OF ARTICULATED BLOCK MAT SHALL BE ACCOMPLISHED BY SIDE SLOPE ANCHORING AS SHOWN IN THE ARTICULATED BLOCK MAT DETAIL.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

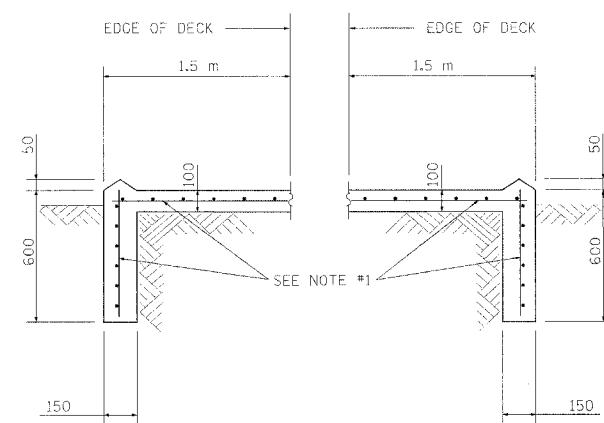
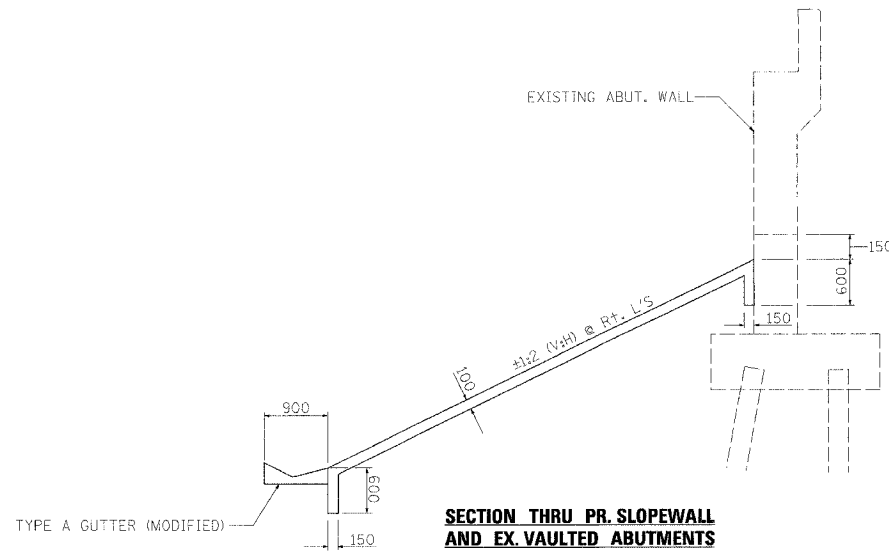
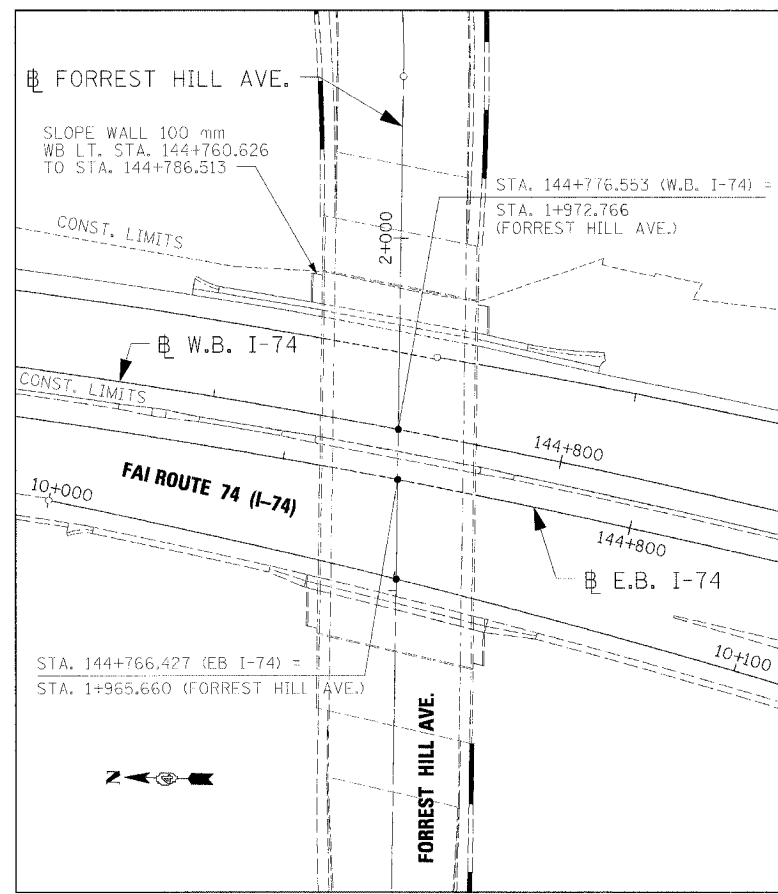
ARTICULATED BLOCK MAT DETAIL

DRAWN BY CAM
CHECKED BY RDY

DATE 11/23/04

11/23/04 10:08:38 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1360	1007
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



BILL OF MATERIAL

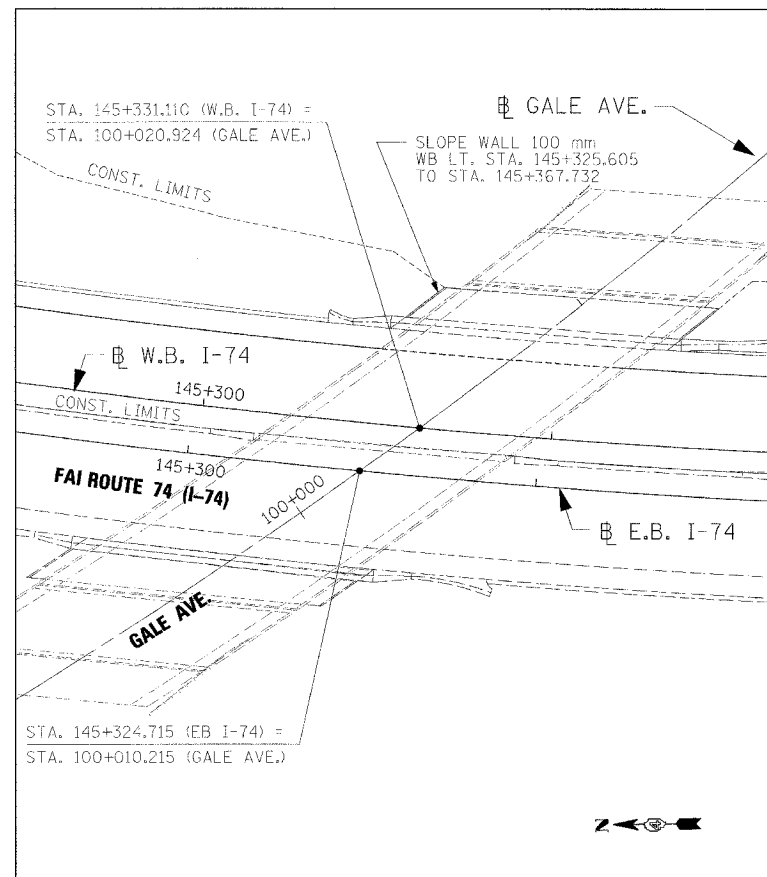
ITEM	UNIT	QUANTITY
SLOPE WALL 100 MM	M2	174

- NOTES:
- SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 152 X 152 - MW25.8 X MW25.8, WITH A MASS OF 2.91 KG/M2. (COST INCLUDED WITH SLOPE WALL 100 MM)
 - ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
 - SEE THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION FOR ADDITIONAL SLOPE WALL INFORMATION.

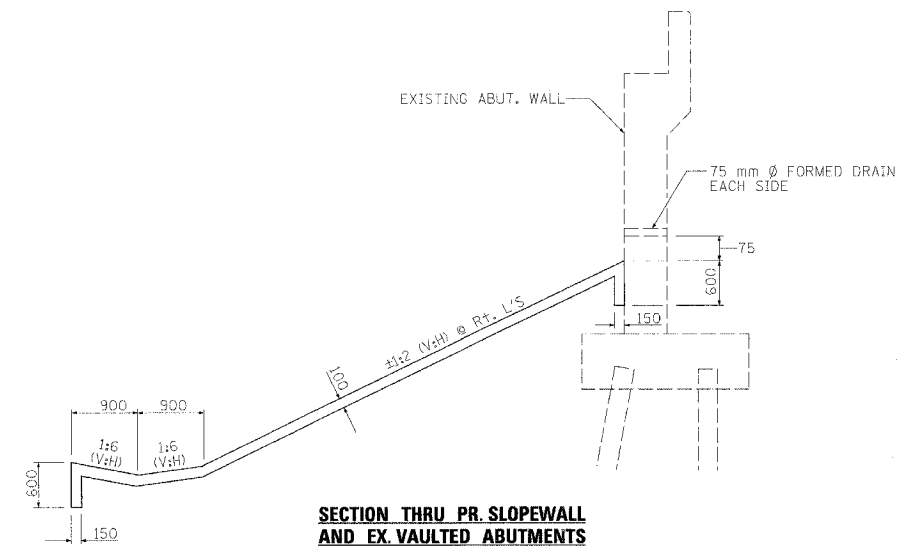
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p>FORREST HILL AVENUE SLOPE WALL 100 MM DETAIL SHEET</p> <p>DRAWN BY CAM CHECKED BY ROY</p> <p>DATE 11/23/04</p>



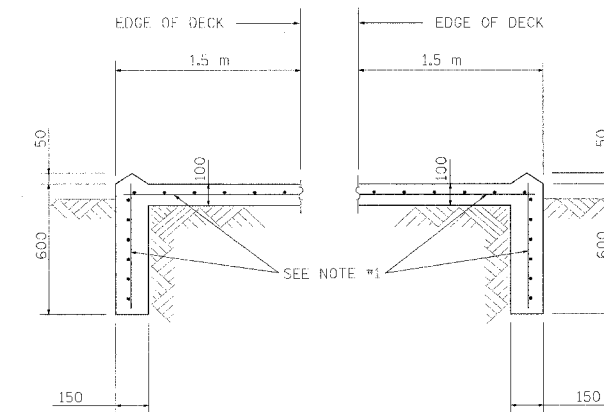
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7R-3)	PEORIA	1360	1008
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PLAN VIEW



SECTION THRU PR. SLOPEWALL AND EX. VAULTED ABUTMENTS



SECTION THROUGH SLOPEWALL PERPENDICULAR TO BRIDGE DECK

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
SLOPE WALL 100 MM	M2	276

NOTES:

- SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 152 X 152 - MW25.8 X MW25.8, WITH A MASS OF 2.91 KG/M2. (COST INCLUDED WITH SLOPE WALL 100 MM)
- ALL DIMENSIONS ARE IN MILLIMETERS (MM) UNLESS OTHERWISE NOTED.
- SEE THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION FOR ADDITIONAL SLOPE WALL INFORMATION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GALE AVENUE
SLOPE WALL 100 MM DETAIL SHEET

DRAWN BY CAM

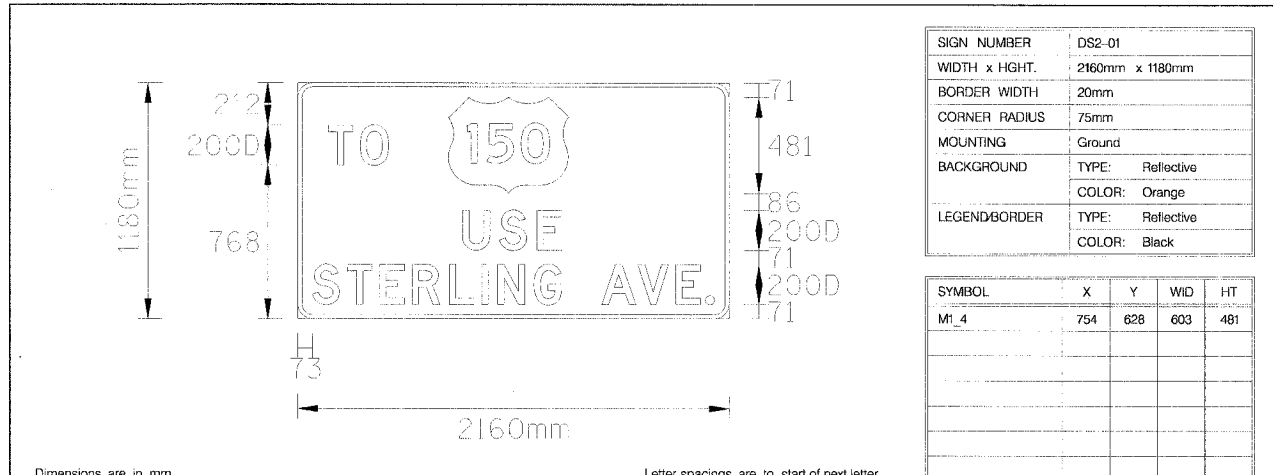
CHECKED BY RDY

DATE 11/23/04



CLARK ENGINEERS, INC.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PEORIA	1360	1009
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• 72(7,8,9,9-1R-2				



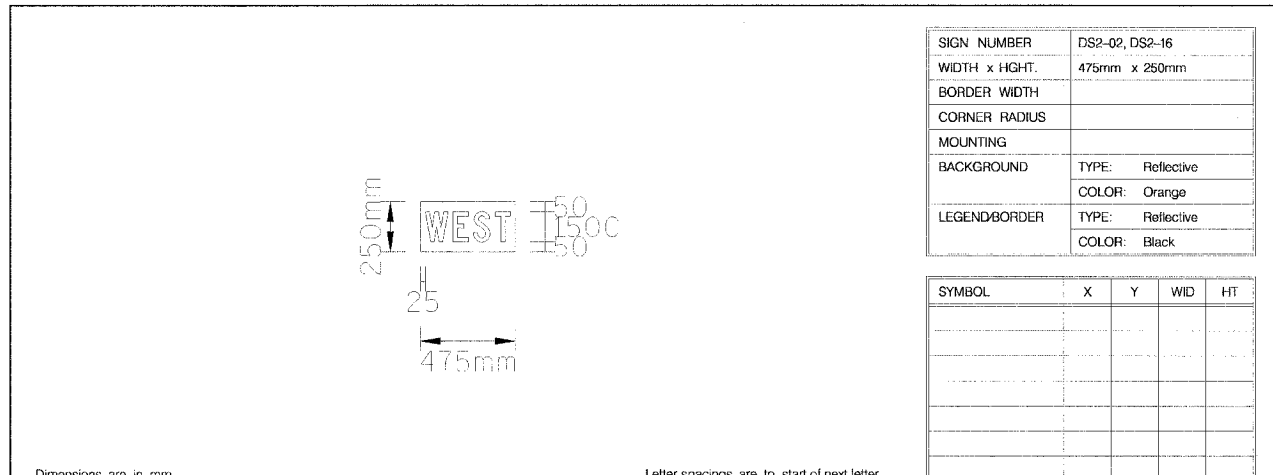
SIGN NUMBER	DS2-01
WIDTH x HGHT.	2160mm x 1180mm
BORDER WIDTH	20mm
CORNER RADIUS	75mm
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black

SYMBOL	X	Y	WID	HT
M1.4	754	628	603	481

Dimensions are in mm Letter spacings are to start of next letter

LETTER POSITIONS (X)													LENGTH	SERIES SIZE		
	T	O											304	D200		
151	161	143	1705													
	U	S	E										494	D200		
825	184	186	124	841												
	S	T	E	R	L	I	N	G	A	V	E		2014	D200		
73	174	162	162	186	162	80	184	138	200	182	190	149	45	73		

DS2-01
TEMPORARY SIGN PANEL ASSEMBLY, 2.55 SQ M.
WB LT. STA. 144+795.000.



SIGN NUMBER	DS2-02, DS2-16
WIDTH x HGHT.	475mm x 250mm
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black


SYMBOL	X	Y	WID	HT

Dimensions are in mm Letter spacings are to start of next letter

LETTER POSITIONS (X)						LENGTH	SERIES SIZE
	W	E	S	T		426	C150
25	138	102	110	76	24		

DS2-02
COMPOSITE TEMPORARY SIGN OVERLAY, 0.12 SQ M.
GALE AVENUE RT. 99+575.000.

DS2-16
COMPOSITE TEMPORARY SIGN OVERLAY, 0.12 SQ M.
GALE AVENUE LT. 100+470.000.

 CLARK ENGINEERS, INC.	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SIGN PANEL DETAILS DRAWN BY RDY CHECKED BY LSA DATE 11/23/04
	NAME	DATE	

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PEORIA	1360	1010
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* DS2-03, DS2-05, DS2-09, DS2-12, DS2-17

SIGN NUMBER	*
WIDTH x HIGHT.	2070mm x 300mm
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black

SYMBOL	X	Y	WID	HT

Dimensions are in mm Letter spacings are to start of next letter

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE
R	A	M	P	C	L	O	S	E	D					D200
72	175	208	205	137	200	175	162	181	185	162	136	72	1926	

SIGN NUMBER	DS2-04, DS2-13
WIDTH x HIGHT.	600mm x 480mm
BORDER WIDTH	15mm
CORNER RADIUS	50mm
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black

SYMBOL	X	Y	WID	HT

Dimensions are in mm Letter spacings are to start of next letter

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE
R	A	M	P	C	L	O	S	E	D					C125
116	90	102	108	70	116								370	
40	90	86	94	96	84	71	39						521	C125

- DS2-03
COMPOSITE TEMPORARY SIGN OVERLAY, 0.62 SQ M.
GALE AVENUE RT. STA. 99+575.00.
- DS2-05
COMPOSITE TEMPORARY SIGN OVERLAY, 0.62 SQ M.
GALE AVENUE RT. STA. 99+861.000.
- DS2-09
COMPOSITE TEMPORARY SIGN OVERLAY, 0.62 SQ M.
GALE AVENUE LT. STA. 100+156.000.
- DS2-12
COMPOSITE TEMPORARY SIGN OVERLAY, 0.62 SQ M.
GALE AVENUE LT. STA. 100+144.000.
- DS2-17
COMPOSITE TEMPORARY SIGN OVERLAY, 0.62 SQ M.
GALE AVENUE LT. STA. 100+470.000.

- DS2-04
TEMPORARY SIGN PANEL ASSEMBLY, 0.29 SQ M.
GALE AVENUE RT. STA. 99+800.000.
- DS2-13
TEMPORARY SIGN PANEL ASSEMBLY, 0.29 SQ M.
GALE AVENUE LT. STA. 100+237.000.

	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SIGN PANEL DETAILS DRAWN BY RDY CHECKED BY LSA DATE 11/23/04
	NAME	DATE	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PEORIA	1320	101
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SIGN NUMBER	DS2-06
WIDTH x HIGHT.	475mm x 250mm
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: NA COLOR: NA

SYMBOL	X	Y	WID	HT

Dimensions are in mm Letter spacings are to start of next letter

LETTER POSITIONS (X)		LENGTH	SERIES/SIZE

DS2-06
SIGN PANEL OVERLAY, SPECIAL, 0.12 SQ M.
GALE AVENUE STA. 100+018.000.

SIGN NUMBER	DS2-07
WIDTH x HIGHT.	600mm x 600mm
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: NA COLOR: NA

SYMBOL	X	Y	WID	HT
MI_1			600	600

Dimensions are in mm Letter spacings are to start of next letter

LETTER POSITIONS (X)		LENGTH	SERIES/SIZE

DS2-07
SIGN PANEL OVERLAY, SPECIAL, 0.36 SQ M.
GALE AVENUE STA. 100+018.000.

REVISIONS	
NAME	DATE

CLARK ENGINEERS, INC.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS

DRAWN BY RDY
CHECKED BY LSA

DATE 11/23/04

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PEORIA	1360	1013
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SIGN NUMBER	DS2-14
WIDTH x HIGHT.	476mm x 250mm
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black

SYMBOL	X	Y	WID	HT

Dimensions are in mm

Letter spacings are to start of next letter

LETTER POSITIONS (X)							LENGTH	SERIES/SIZE
E	A	S	T				400	C150
38	94	120	109	77	38			

DS2-14
 TEMPORARY SIGN ASSEMBLY, 0.12 SQ M
 GALE AVENUE LT. STA. 100+410.000.

SIGN NUMBER	DS2-18
WIDTH x HIGHT.	1150mm x 647mm
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black

SYMBOL	X	Y	WID	HT

Dimensions are in mm

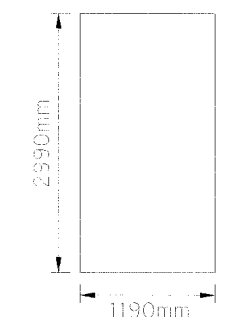
Letter spacings are to start of next letter

LETTER POSITIONS (X)								LENGTH	SERIES/SIZE
E	X	I	T					530	D200
310	162	174	70	124	310				
C	L	O	S	E	D				D200
75	175	162	180	186	162	136	74	1001	

DS2-18
 COMPOSITE TEMPORARY SIGN OVERLAY, 0.75 SQ M
 WB RT. STA. 146+050.000

 CLARK ENGINEERS, INC.	REVISIONS	ILLINOIS DEPARTMENT OF TRANSPORTATION SIGN PANEL DETAILS DRAWN BY RDY CHECKED BY LSA DATE 11/23/04	
	NAME		DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PEORIA	1360	1014
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



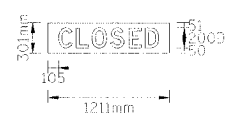
SIGN NUMBER	DS2-19
WIDTH x HGHT.	1190mm x 2990mm
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	Ground
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: N/A COLOR: N/A

SYMBOL	X	Y	WID	HT

Dimensions are in mm Letter spacings are to start of next letter

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE

DS2-19
SIGN PANEL OVERLAY, SPECIAL, 3.56 SO M.
WB RT. STA. 146+300.000.



SIGN NUMBER	DS2-20
WIDTH x HGHT.	1211mm x 301mm
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
BACKGROUND	TYPE: Reflective COLOR: Orange
LEGEND/BORDER	TYPE: Reflective COLOR: Black

SYMBOL	X	Y	WID	HT

Dimensions are in mm Letter spacings are to start of next letter

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
C	L	O	S	E	D					1001	D200
105	175	162	181	185	162	136	105				

DS2-20
COMPOSITE TEMPORARY SIGN OVERLAY, 0.36 SO M.
WB RT. STA. 146+380.000.


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAILS

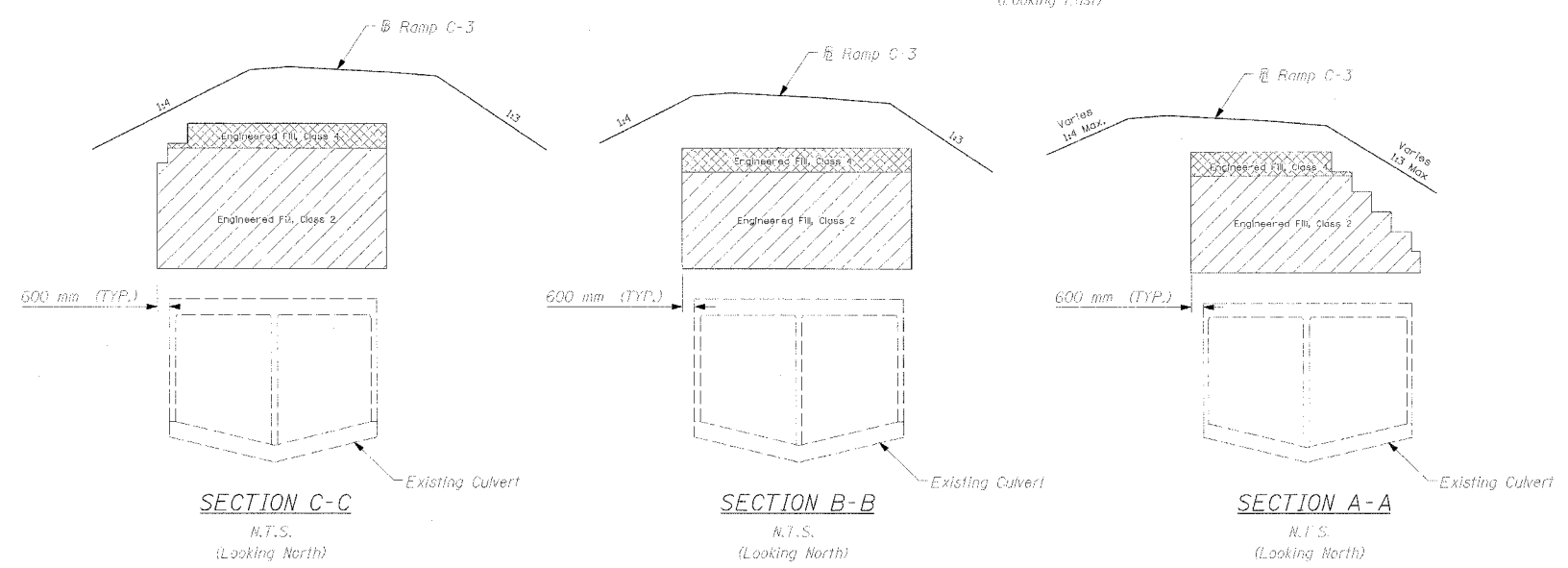
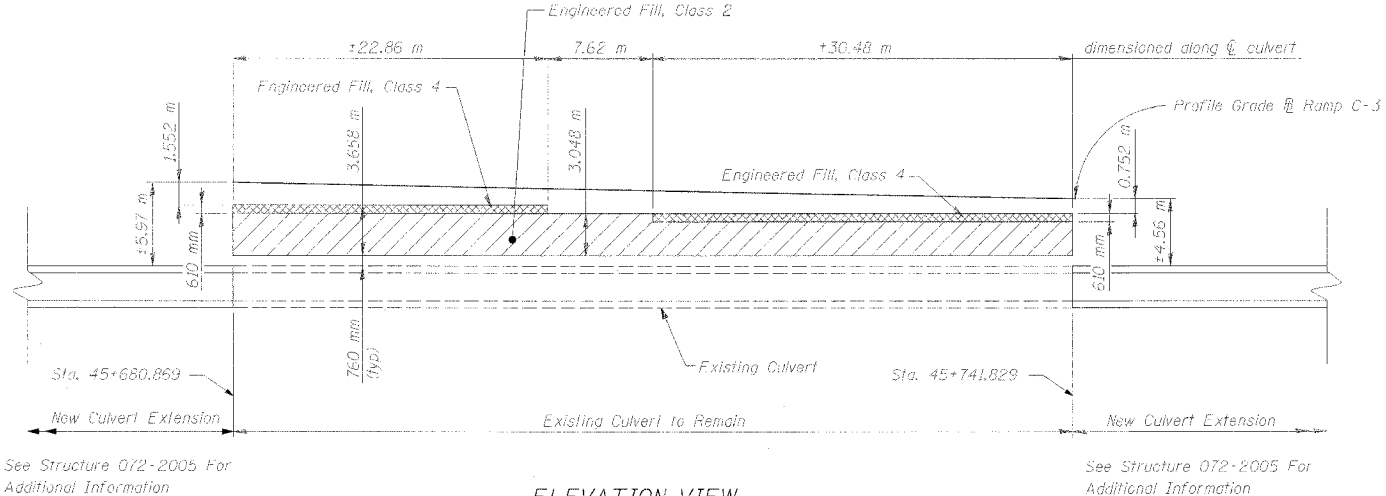
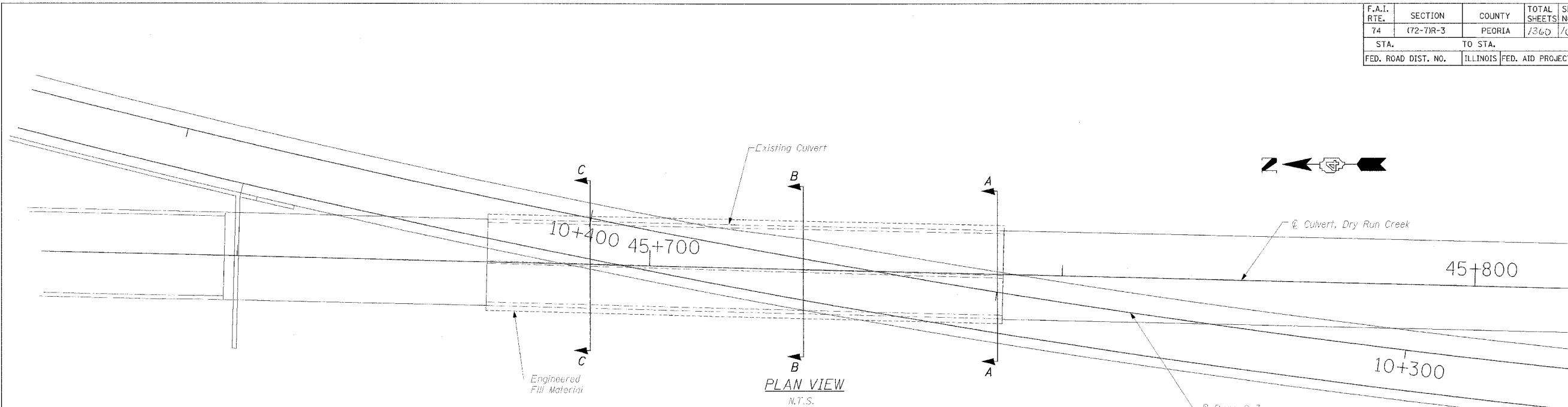
DATE 11/23/04

DRAWN BY ROY
CHECKED BY LSA



CLARK ENGINEERS, INC.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1360	1095
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



- NOTES:
- MINIMUM 1 M FILL OVER ENGINEERED FILL MATERIAL, CLASS 2 & 4.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION ENGINEERED FILL DETAILS CULVERT 072-2005 F.A.I. ROUTE 74 (I-74)
NAME	DATE	

DATE 11/23/04

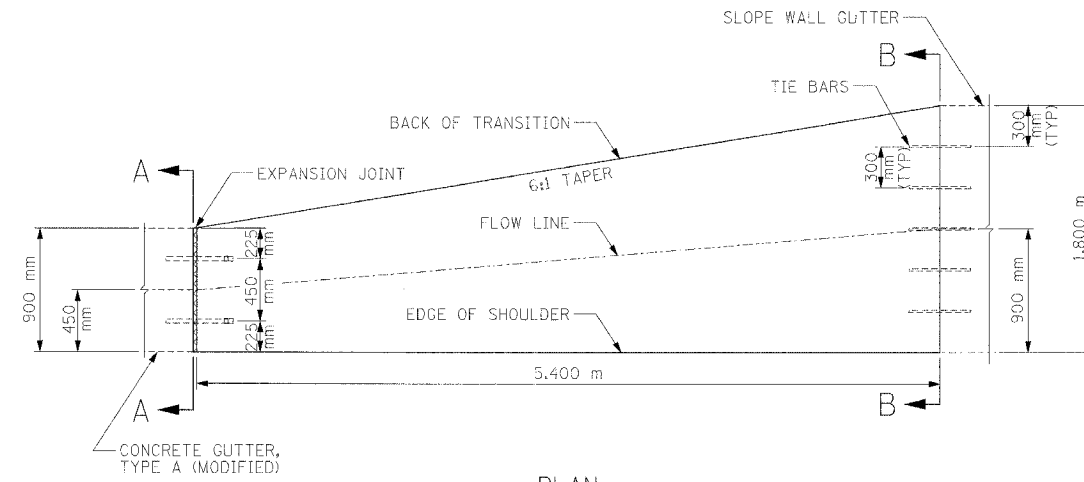
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CHECKED BY RDY



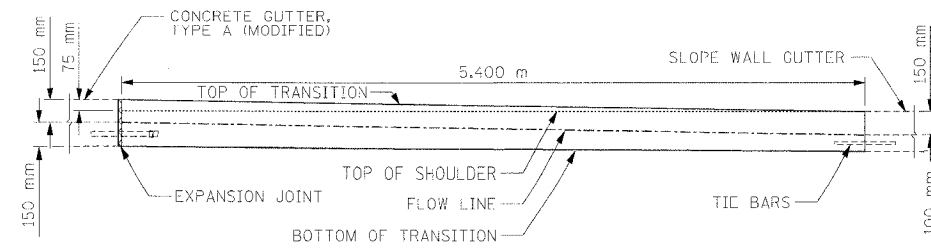
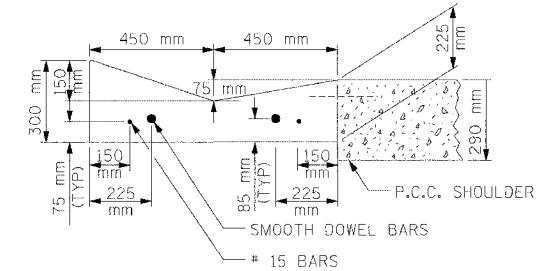
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PEORIA	1360	1016
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

• 72(7,8,9-1)R-2



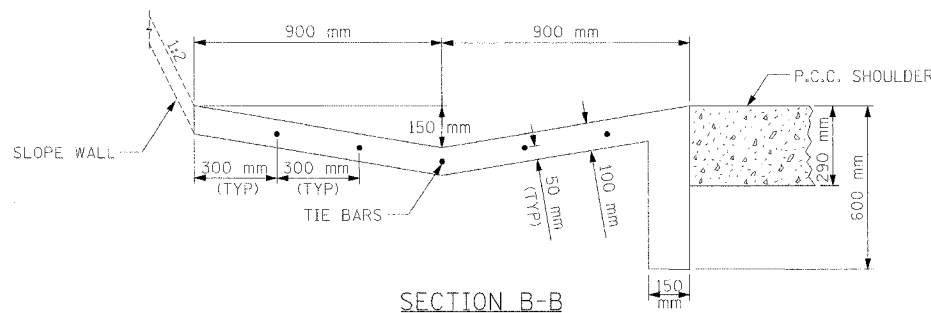
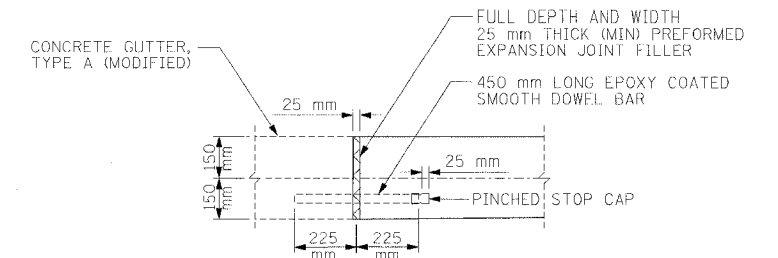
WB LT. STA. 145+320.145 TO STA. 145+325.605 (GALE AVENUE BRIDGE)



WB LT. STA. 145+320.145 TO STA. 145+325.605 (GALE AVENUE BRIDGE)

GUTTER TRANSITION DETAIL

TRANSITION FROM CONCRETE GUTTER, TYPE A (MODIFIED) TO SLOPE WALL GUTTER



NOTES:

1. DETAILS NOT TO SCALE.
2. TRANSITION IS PAID AS CONCRETE GUTTER, TYPE A (MODIFIED).
3. SEE DISTRICT 4 STANDARD 606101-D4 FOR ADDITIONAL INFORMATION.
4. TRANSITION SHALL BE TIED TO THE P.C.C. SHOULDER IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN IN STANDARD 420001.
5. TIE BARS SHALL BE NO. 20 AT 300 mm CENTERS UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE

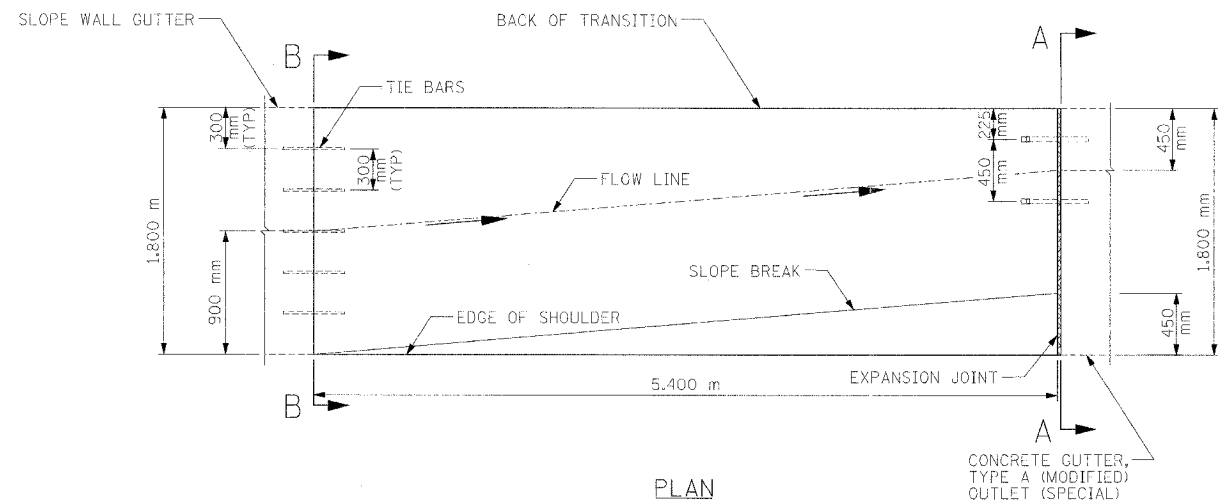
ILLINOIS DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS ROADWAY DETAILS
GUTTER TRANSITION DETAIL (W.B. I-74)

DATE 11/23/04
DRAWN BY ECS
CHECKED BY LSA



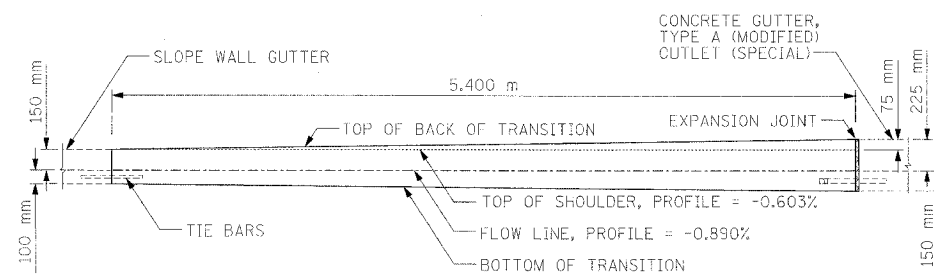
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PEORIA	136	1017
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• (72-7R-3)



PLAN

WB LT. STA. 145+367.732 TO STA. 145+373.193 (GALE AVENUE BRIDGE)



ELEVATION

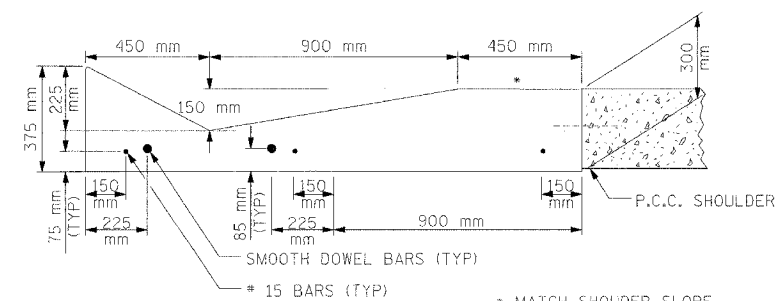
WB LT. STA. 145+367.732 TO STA. 145+373.193 (GALE AVENUE BRIDGE)

GUTTER TRANSITION DETAIL

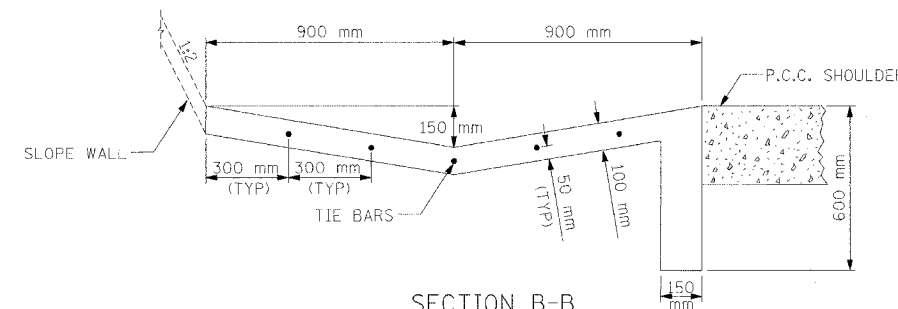
TRANSITION FROM SLOPE WALL GUTTER TO CONCRETE GUTTER, TYPE A (MODIFIED) OUTLET (SPECIAL)

NOTES:

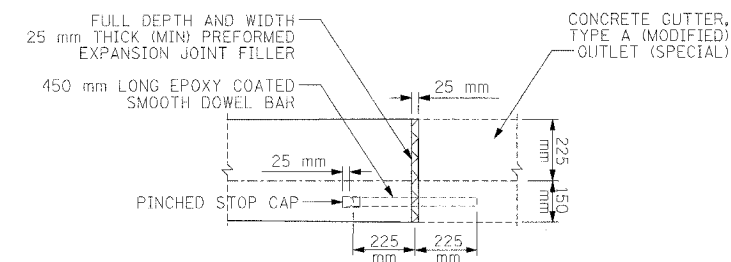
1. DETAILS NOT TO SCALE.
2. TRANSITION IS PAID AS CONCRETE GUTTER, TYPE A (MODIFIED).
3. SEE DISTRICT CADD STANDARD 606101-D4 FOR GUTTER DETAILS NOT SHOWN.
4. TRANSITION SHALL BE TIED TO THE P.C.C. SHOULDER IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN IN STANDARD 420001.
5. TIE BARS SHALL BE NO. 20 AT 300 mm CENTERS UNLESS OTHERWISE SHOWN.



SECTION A-A



SECTION B-B



EXPANSION JOINT DETAIL
ELEVATION

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		MISCELLANEOUS ROADWAY DETAILS GUTTER TRANSITION DETAIL (W.B. 1-74)

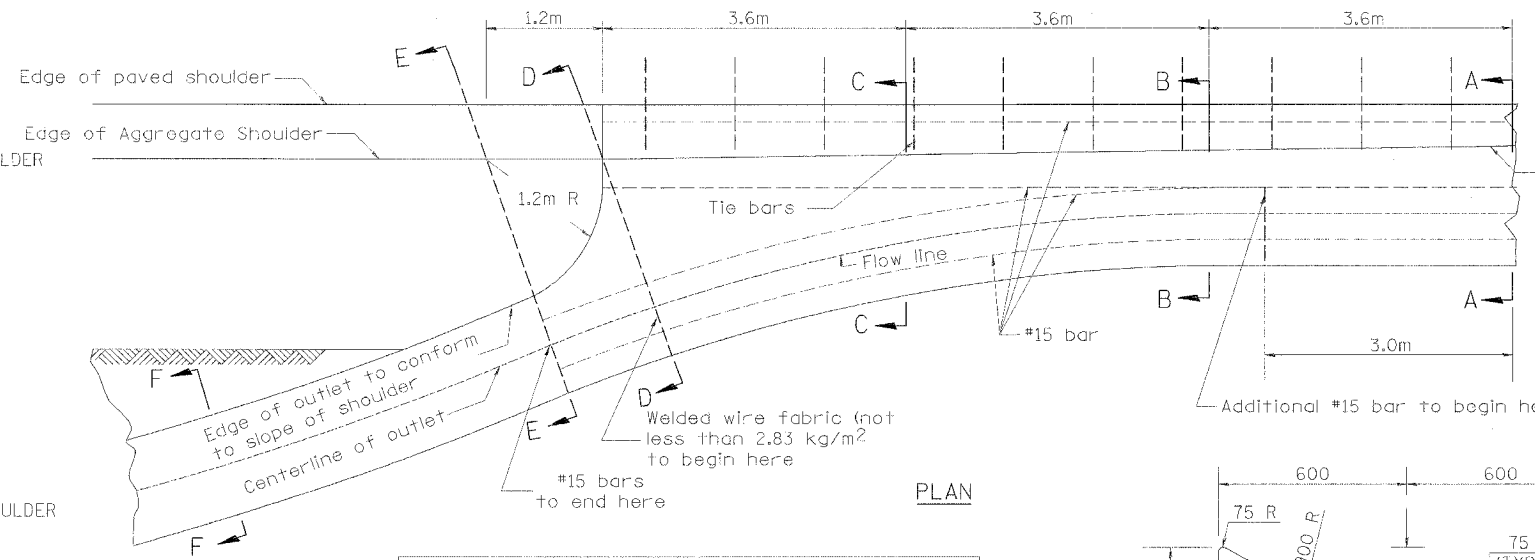
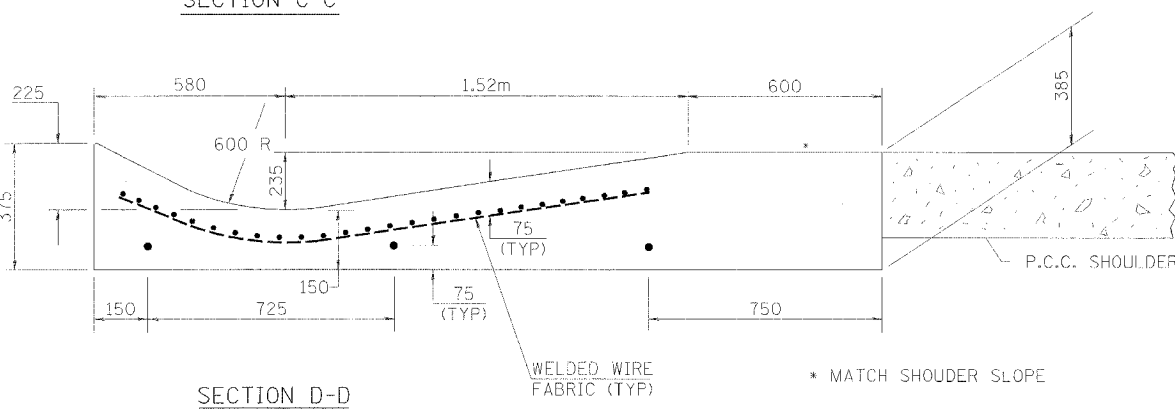
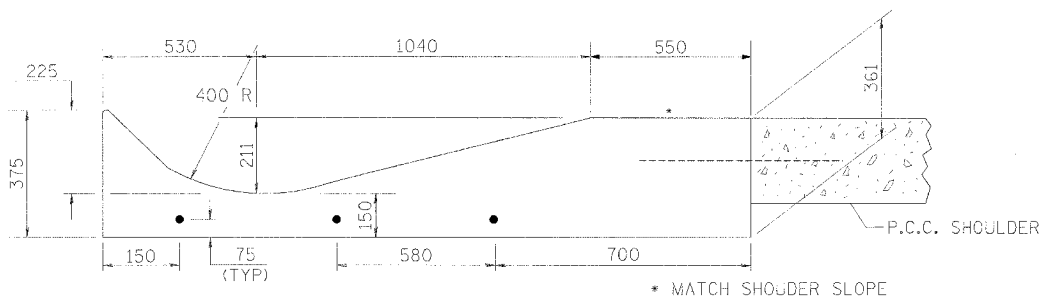
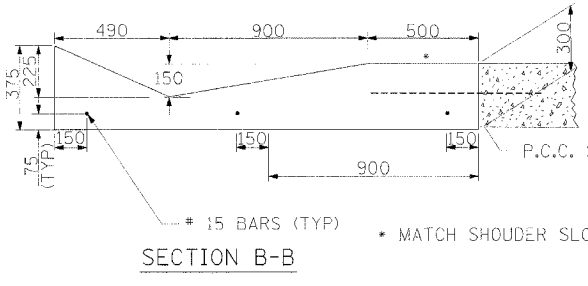
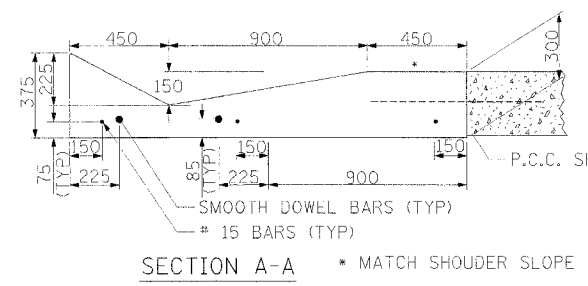


DATE 11/23/04

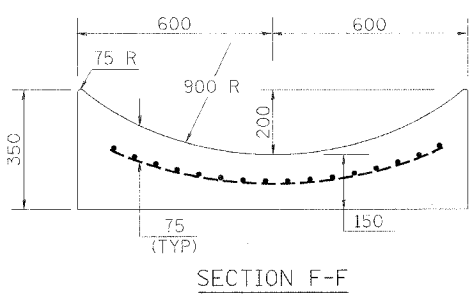
DRAWN BY RDY
CHECKED BY LSA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	*	PEORIA	1360	1018
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

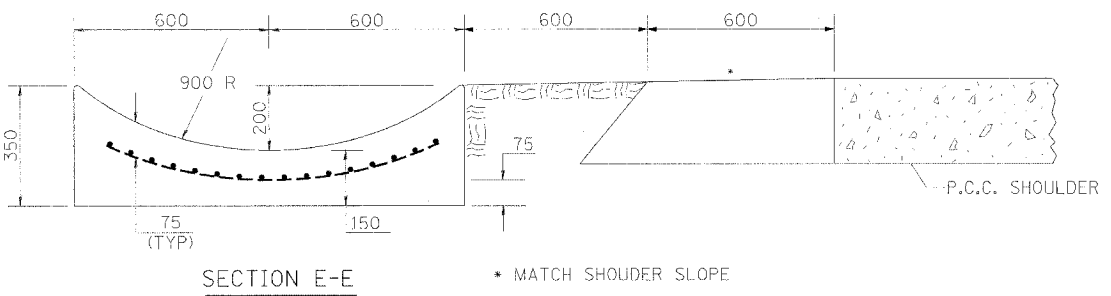
* 72-71R-3



QUANTITY
 Section A-A to E-E= 7.62 m³ (9.97 cu. yd.) concrete.
 Section F-F= 0.26 m³/m (0.104 cu. yd./ft.) concrete.



QUANTITY
 Curtain Wall
 0.081 m³ (0.106 cu. yd.) concrete.



CONCRETE GUTTER, TYPE A (MODIFIED)
 OUTLET (SPECIAL)

WB LT. STA. 145+373.193

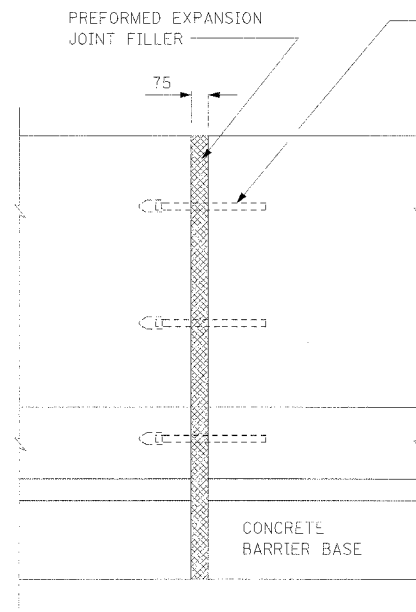
- NOTES:
 1. DETAILS NOT TO SCALE.
 2. SEE DISTRICT CADD STANDARD 606101-D4 FOR DETAILS NOT SHOWN.
 3. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.



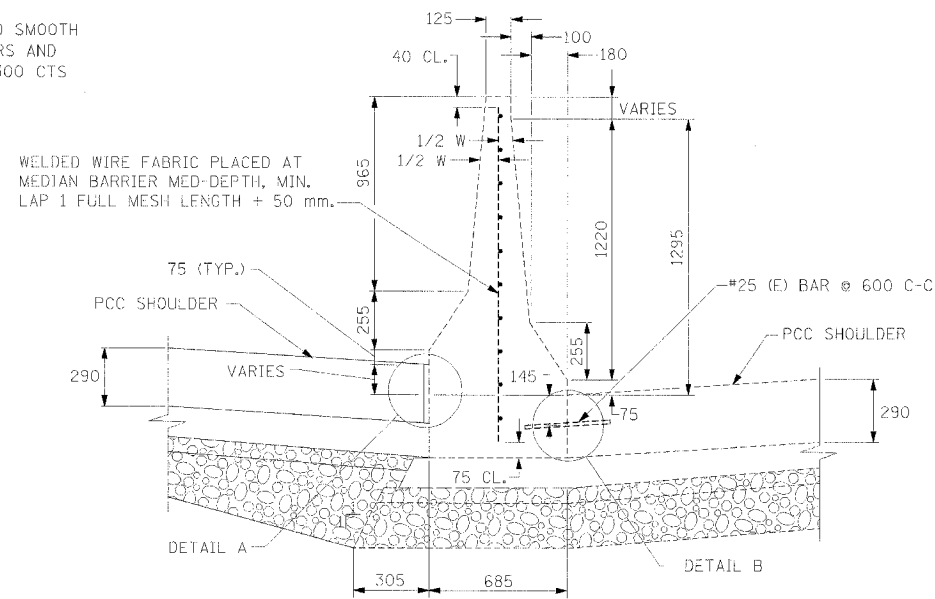
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 MISCELLANEOUS ROADWAY DETAILS
 CONCRETE GUTTER, TYPE A (MODIFIED)
 OUTLET (SPECIAL)
 DRAWN BY CAM
 CHECKED BY ROY
 DATE 11/23/04

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7R-3)	PEORIA	1360	1019
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



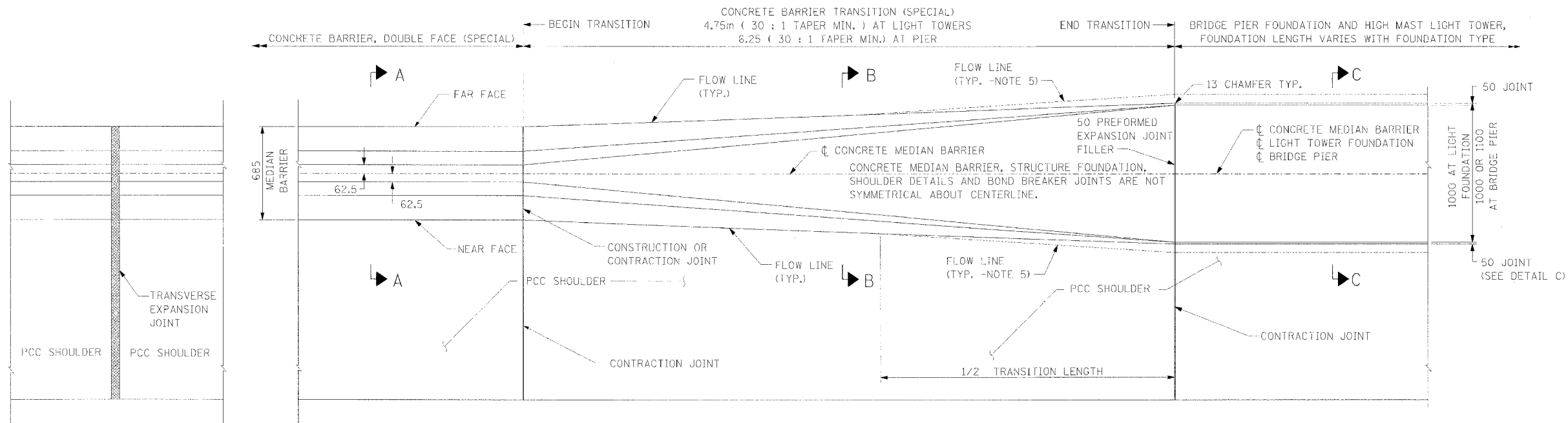
EXPANSION JOINT



SECTION A-A
MEDIAN BARRIER DETAIL
N.T.S.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE SHOWN.
2. FOR SHOULDER AND UNDERDRAIN DETAILS SEE I-74 PROJECT STDS 483001-174 AND 601001-174 AND MAINLINE TYPICAL CROSS SECTIONS.
3. PROPOSED DRAINAGE PROFILE IN THE VICINITY OF SAG VERTICAL CURVES AND ALONG FLAT GRADES SHALL BE CAREFULLY CONTROLLED AND FIELD ADJUSTED IF NECESSARY TO ENSURE POSITIVE DRAINAGE AND AVOID PONDING.
4. REINFORCING SHALL BE SECURELY TIED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS.
5. PCC SHOULDER CONTRACTION JOINTS SHOULD BE ALIGNED WITH MEDIAN BARRIER CONTRACTION JOINTS AND EXPANSION JOINTS.
6. TRANSVERSE EXPANSION JOINT THRU THE PAVEMENT AND THE SHOULDER SHALL BE EXTENDED THRU THE CONCRETE BARRIER.



PLAN

TRANSITION SIMM. & OPPOSITE HAND
OTHER SIDE OF FOUNDATION

REVISIONS	
NAME	DATE



ILLINOIS DEPARTMENT OF TRANSPORTATION

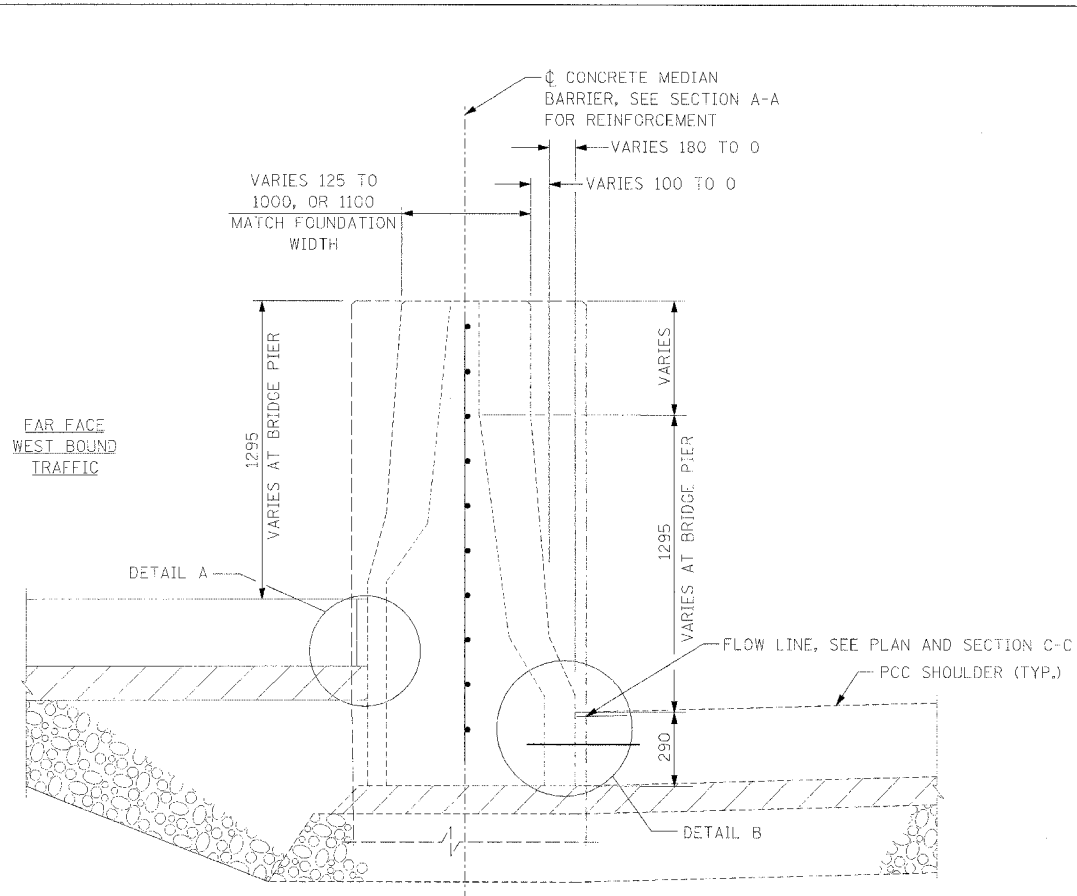
MISCELLANEOUS ROADWAY DETAILS
CONCRETE BARRIER,
DOUBLE FACE (SPECIAL)

DATE 11/23/04

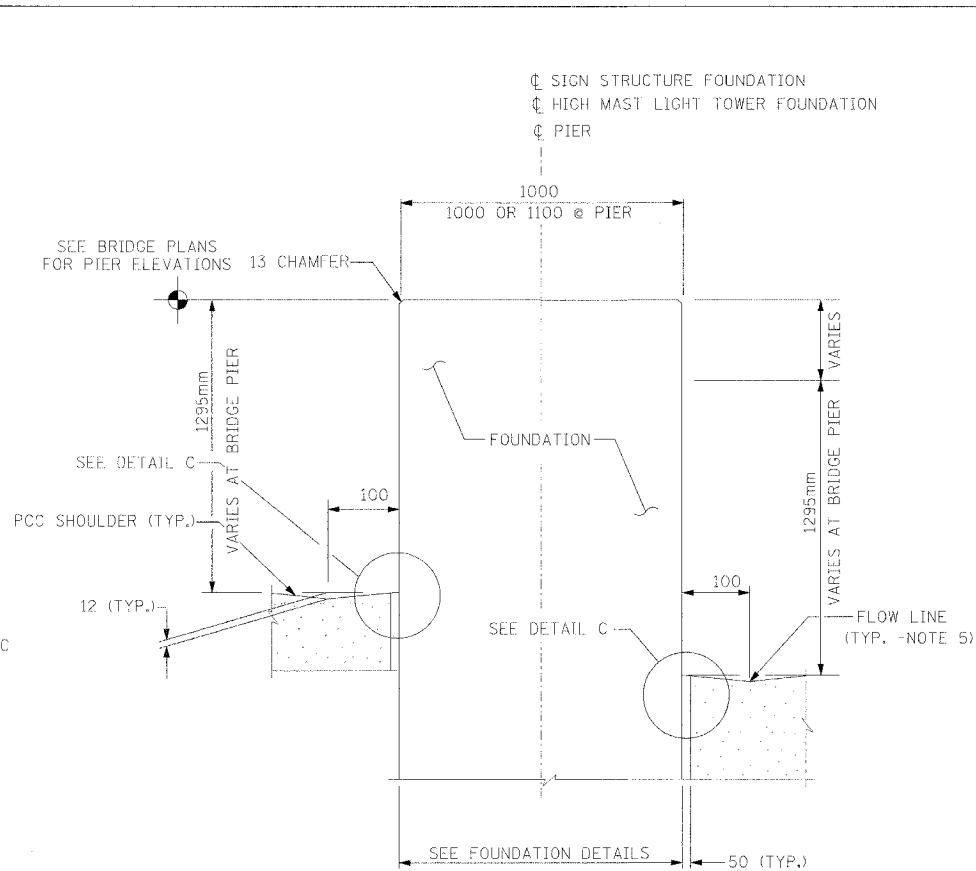
DRAWN BY ECS
CHECKED BY LLV

11/23/04 10:25:38 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1360	1030
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



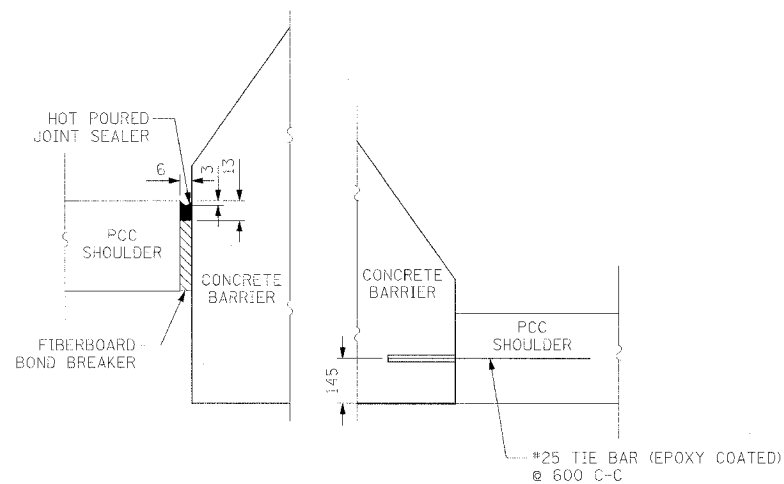
SECTION B-B



SECTION C-C

NOTES:

- ALL DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE SHOWN.
- FOR SHOULDER AND UNDERDRAIN DETAILS SEE I-74 PROJECT STDS 483001-174 AND 601001-174.
- PROPOSED DRAINAGE PROFILE IN THE VICINITY OF SAG VERTICAL CURVES AND ALONG FLAT GRADES SHALL BE CAREFULLY CONTROLLED AND FIELD ADJUSTED IF NECESSARY TO ENSURE POSITIVE DRAINAGE AND AVOID PONDING.
- REINFORCING SHALL BE SECURELY TIED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS.
- PCC SHOULDER CONTRACTION JOINTS SHOULD BE ALIGNED WITH MEDIAN BARRIER CONTRACTION JOINTS AND EXPANSION JOINTS.
- SEE LIGHTING PLANS, BRIDGE PLANS AND SIGN FOUNDATION PLANS FOR OTHER RELEVANT BASE DETAILS.
- THE TIE BARS SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTIONS OF ARTICLE 420.10(b).



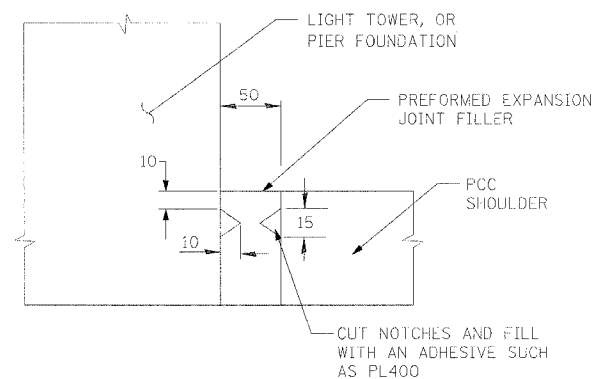
DETAIL A

HIGHER SIDE OF BARRIER

DETAIL B

LOWER SIDE OF BARRIER

TIE BARS SHALL ALWAYS BE TIED TO THE PAVEMENT AT THE LOW SIDE OF THE DIFFERENTIAL BARRIER. EXPANSION JOINTS IN THE BARRIER SHALL BE PROVIDED AT LOCATIONS WHERE THE TIE BARS CHANGE POSITION (EB & WB) TO MAINTAIN BEING ON THE LOW SIDE.



DETAIL C - EXPANSION JOINT

PREFORMED EXPANSION JOINT FILLER SHALL MEET THE REQUIREMENTS OF ARTICLE 1051.08 OR 1051.09. THE EXPANSION JOINT SHALL BE CONSTRUCTED IN ACCORDANCE WITH EXPANSION JOINT SEALING DETAIL SHOWN ON STANDARD 420001 AND AS SHOWN HEREIN.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS ROADWAY DETAILS
CONCRETE BARRIER,
DOUBLE FACE (SPECIAL)

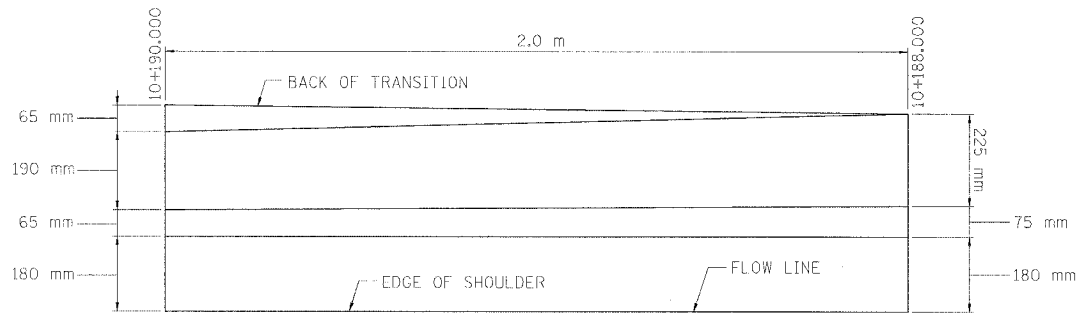
DATE 11/23/04

DRAWN BY ECS
CHECKED BY LLV

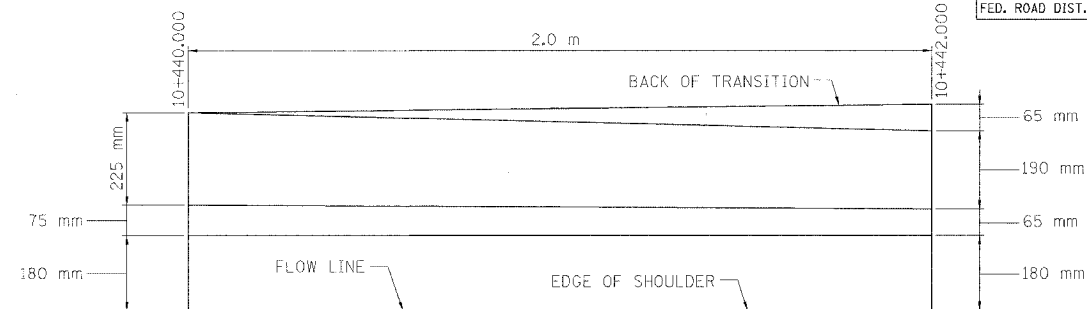


CLARK ENGINEERS, INC.

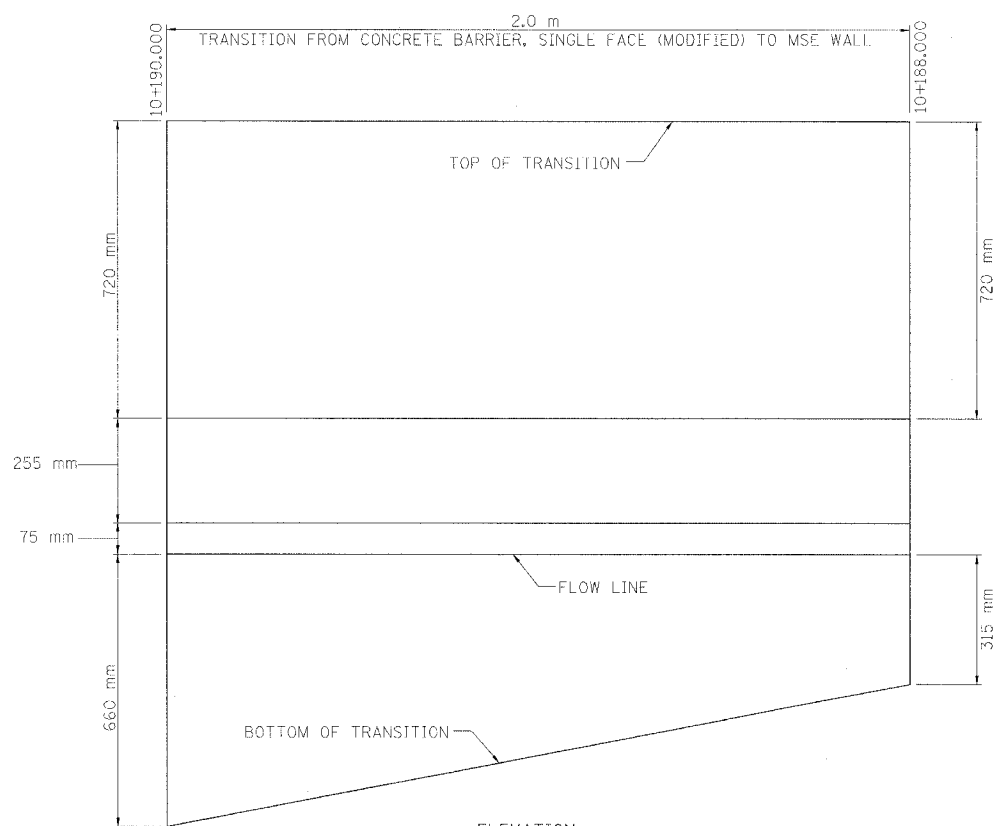
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1360	1031
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PLAN
STA. 10+188.000 TO STA. 10+190.000



PLAN
STA. 10+440.000 TO STA. 10+442.000

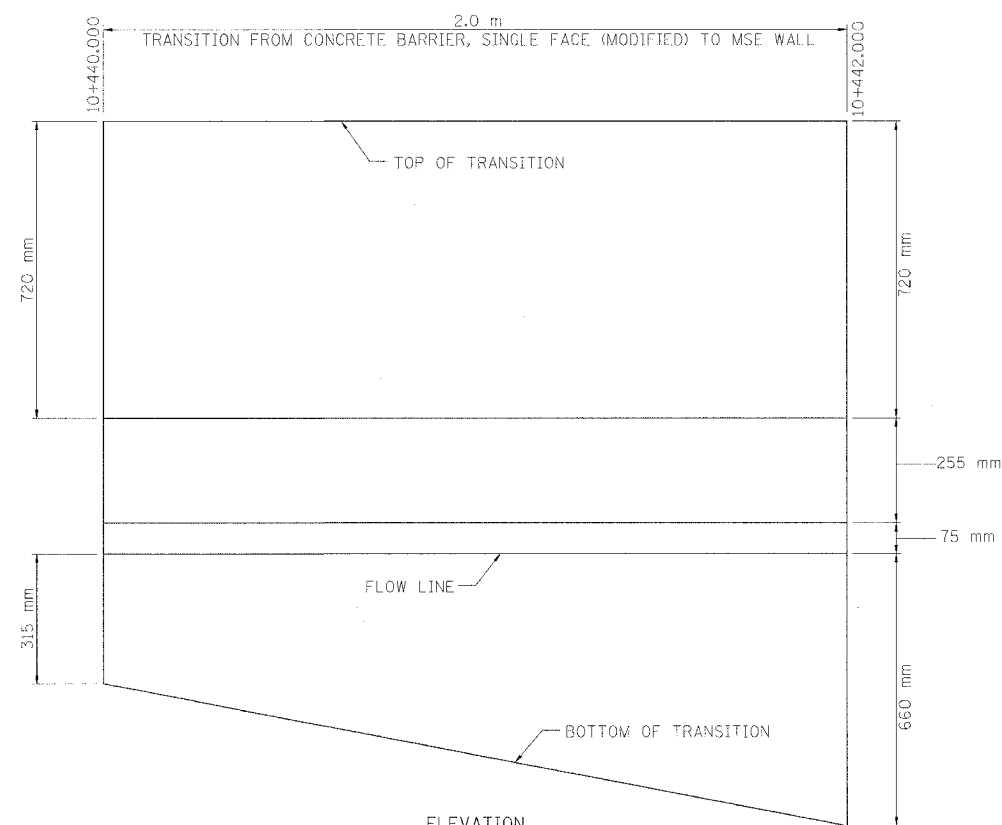


ELEVATION
STA. 10+188.000 TO STA. 10+190.000

RAMP C-3 WALL TRANSITION DETAIL
TRANSITION FROM CONCRETE BARRIER,
SINGLE FACE (MODIFIED) TO MSE WALL

NOTES:

1. TRANSITION IS PAID AS CONCRETE BARRIER, SINGLE FACE (MODIFIED).
2. SEE PROJECT STANDARD 637002-174 AND STRUCTURE #072-8619 FOR ADDITIONAL INFORMATION.



ELEVATION
STA. 10+440.000 TO STA. 10+442.000

RAMP C-3 WALL TRANSITION DETAIL
TRANSITION FROM CONCRETE BARRIER,
SINGLE FACE (MODIFIED) TO MSE WALL

NOTES:

1. TRANSITION IS PAID AS CONCRETE BARRIER, SINGLE FACE (MODIFIED).
2. SEE PROJECT STANDARD 637002-174 AND STRUCTURE #072-8619 FOR ADDITIONAL INFORMATION.

DETAILS NOT TO SCALE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS ROADWAY DETAILS
RAMP C-3 TRANSITION DETAILS

DATE 11/23/04

DRAWN BY CAM
CHECKED BY LSA



DATE	BY	CHECKED	TOTAL SHEETS	SHEET NO.
8-20-60	A. G. ...	A. G. ...	248	90

PROJECT 56-197 CODE L-2252

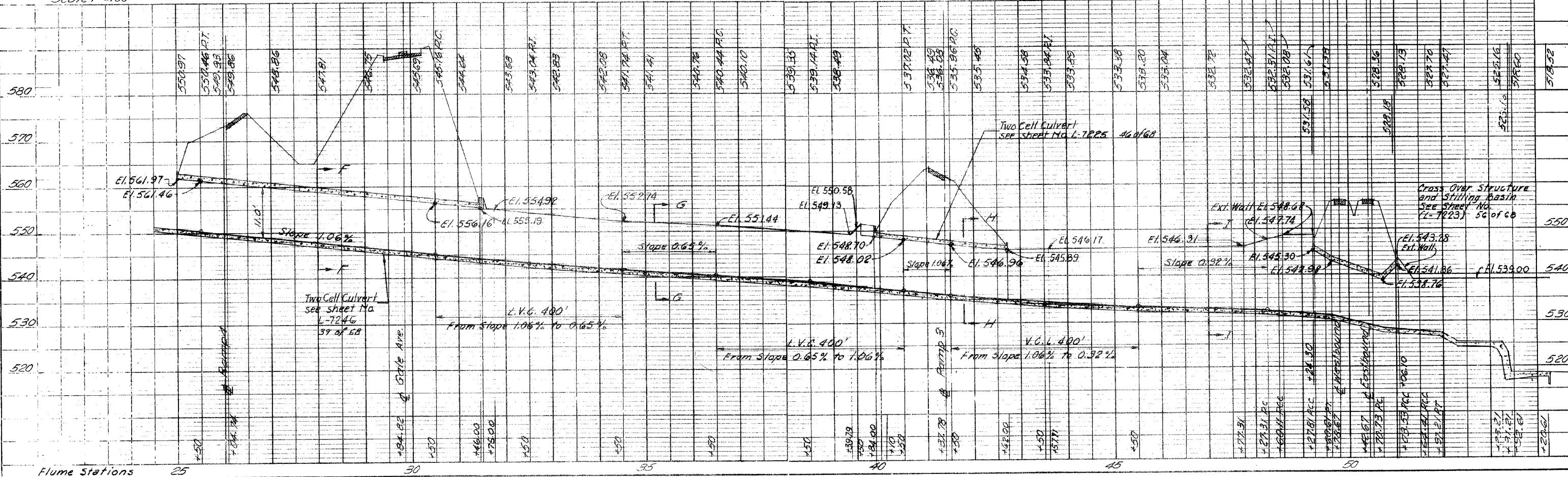
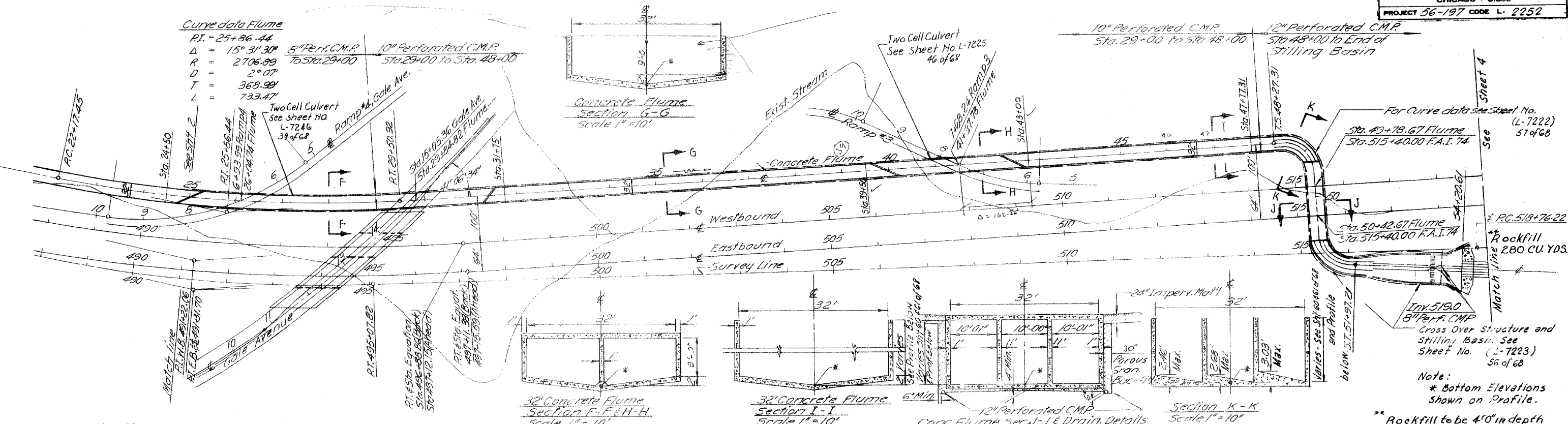
MEISSNER ENGINEERS INC.
CHICAGO U.S.A.

Curve data Flume

P.I. = 25+86.44
 $\Delta = 15^\circ 31' 30''$ 8" Perf. C.M.P. Sta. 29+00 to 31+00
 $R = 2706.89$ 10" Perf. C.M.P. Sta. 29+00 to 31+00
 $D = 2^\circ 07'$
 $T = 368.98$
 $L = 733.47$

DATE: 8-20-60
BY: A. G. ...
CHECKED: A. G. ...

PLAN: SURVEYED, PLOTTED, ALIGNED, CHECKED, NOTE BOOK, FT. OF WAY CHECKED.



DATE: 8-20-60
BY: A. G. ...
CHECKED: A. G. ...

PROFILE: SURVEYED, PLOTTED, ALIGNED, CHECKED, NOTE BOOK, FT. OF WAY CHECKED.

B.M. #47: Chiseled "L" on parapet at S.W. corner of bridge, (S.N. 072-0039), Gate Ave. over I-74. Elev. 180.451

Existing Structure: The existing structures are a two-barrel reinforced concrete box culvert and an attached reinforced concrete flume. They were built as F.A.I. Rte 74, Sec. 72-7-HB-1 in 1965.

The North and South end portions of the existing two-cell box culvert (S.N. 072-2005) will be removed. Also, remove upstream and downstream sections of the existing flume. A north and south extension of the existing box culvert will be built in the removal portions. MSE retaining walls will also be built as a portion of the work on Ramp C-3.

Traffic will be closed on Ramp C-3 during construction.

Sta. 10+300.000 Ramp C-3 = Sta. 145+800.450 W.B F.A.I. 74

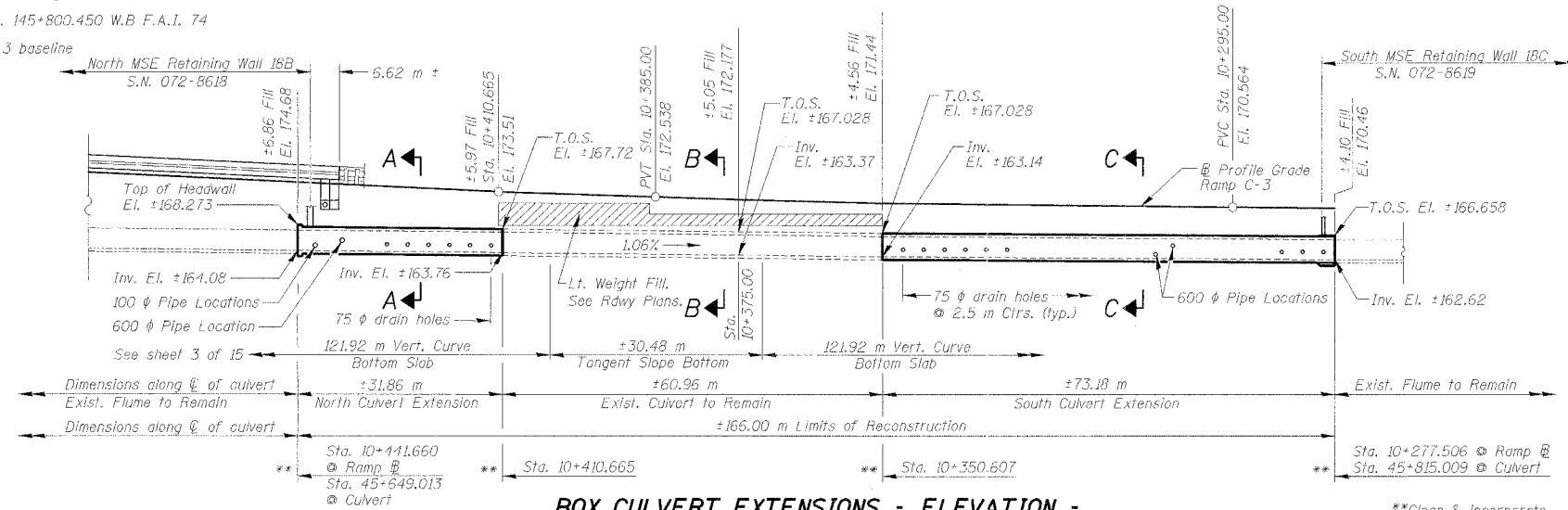
Note: All stationing is on Ramp C-3 baseline unless otherwise noted.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	*	PEORIA	1360	1023
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 1
of 15 SHEETS

* (72-7)R-3 Contract 68200

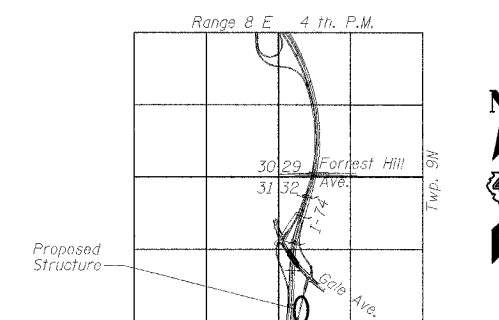


BOX CULVERT EXTENSIONS - ELEVATION -

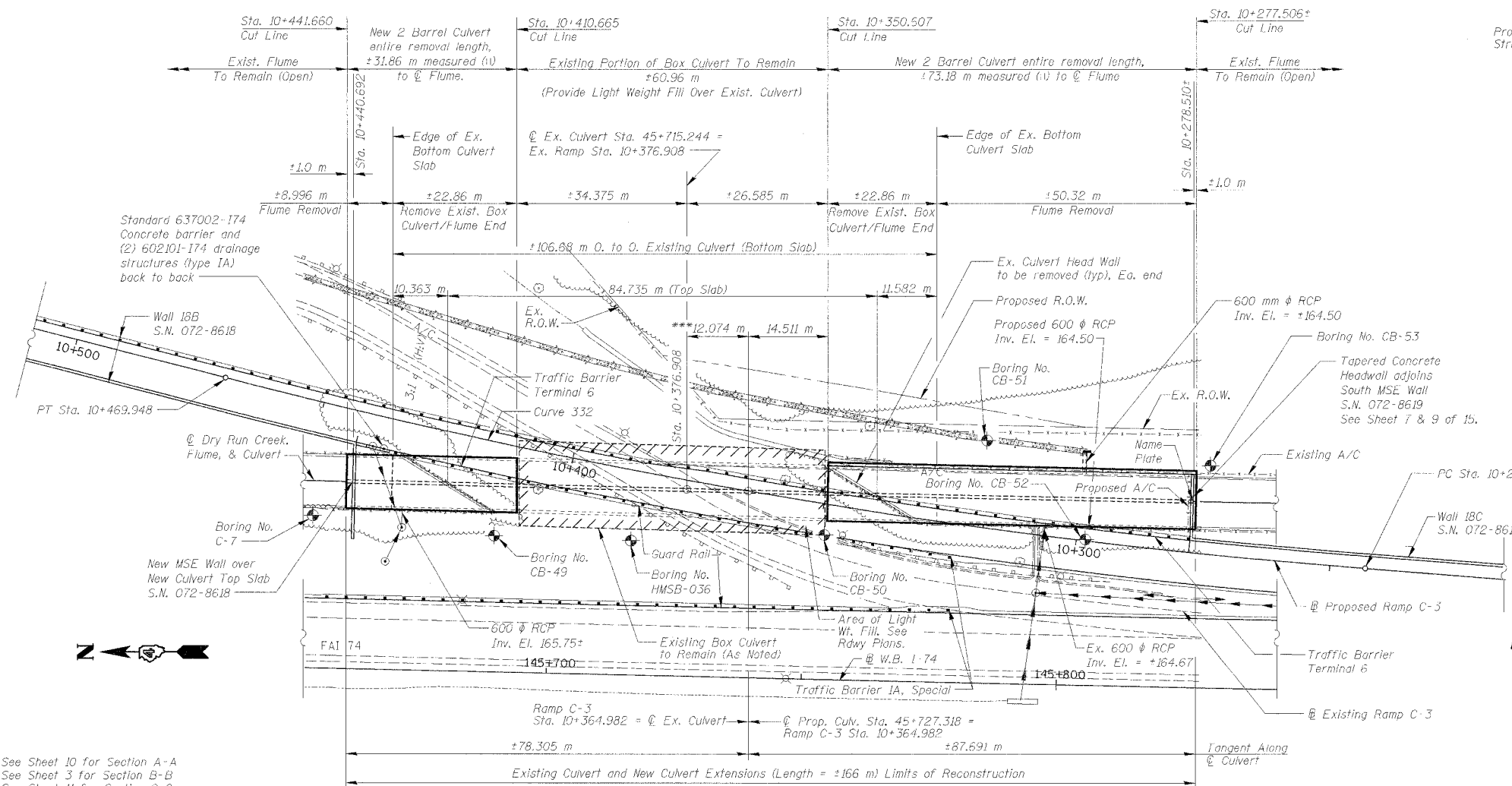
(Looking East)

INDEX OF DRAWINGS

- 1 General Plan and Elevation
- 2 Typical Sections & General Notes
- 3 Profile Grades, Curve Data, & Section B-B
- 4 Plan Top Slab & Bottom Slab - North Culvert Extension
- 5 East, Center, & West Wall Elevation - North Culvert Extension
- 6 Plan Top Slab & Bottom Slab - South Culvert Extension
- 7 East, Center, & West Wall Elevation - South Culvert Extension
- 8 Headwall & Wall Opening Details - North Culvert Extension
- 9 Headwall & Wall Opening Details - South Culvert Extension
- 10 Section A-A Thru - North Culvert Extension
- 11 Section C-C Thru - South Culvert Extension
- 12 Bar Details
- 13-15 Boring Logs



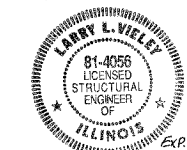
LOCATION SKETCH



PLAN

(Soil Boring Locations Indicated as such: ⊕)

***Distance between centerline of existing and new Ramp base lines as measured along centerline of culvert.



Larry L. Vieley DATE: 01/28/05
LARRY L. VIELEY
ILLINOIS REGISTERED STRUCTURAL ENGINEER
NO. 081-004056
LICENSE EXPIRES: NOVEMBER 30, 2006

**GENERAL PLAN & ELEVATION
NORTH & SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005**

DESIGNED	LLV
CHECKED	P.JL
DRAWN	MGM
CHECKED	LLV

See Sheet 10 for Section A-A
See Sheet 3 for Section B-B
See Sheet 11 for Section C-C

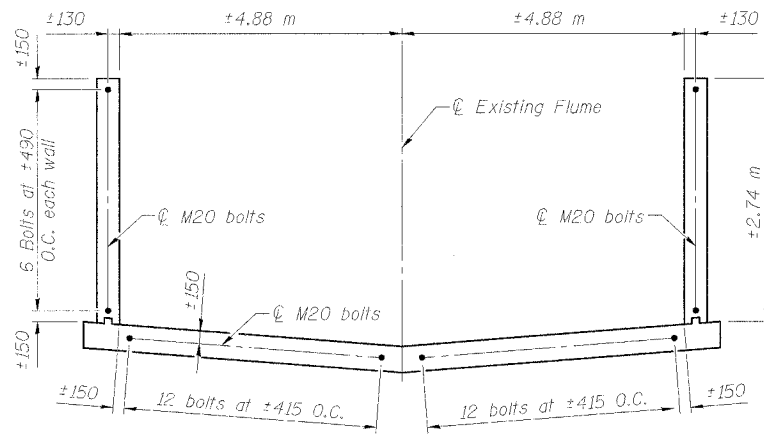
All dimensions are in millimeters (mm) unless noted otherwise.

CLARK ENGINEERS, INC.
111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 2 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1024	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

* (72-7)R-3 Contract 68200

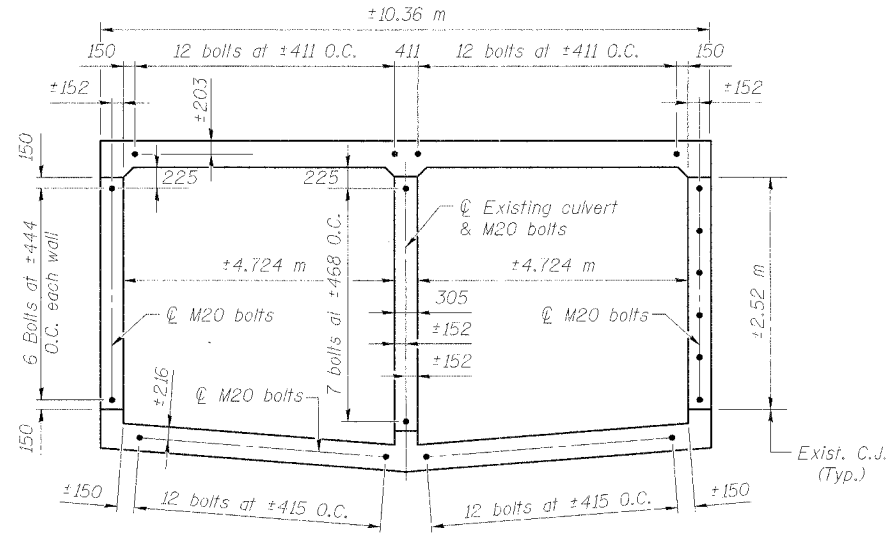


**CROSS SECTION AT EXISTING FLUME
UPSTREAM END OF NORTH CULVERT EXTENSION**

M20 Expansion bolt Layout, Looking North

Notes:

1. See Detail on sheet 8 of 15
2. Number of bolts = 36 this location

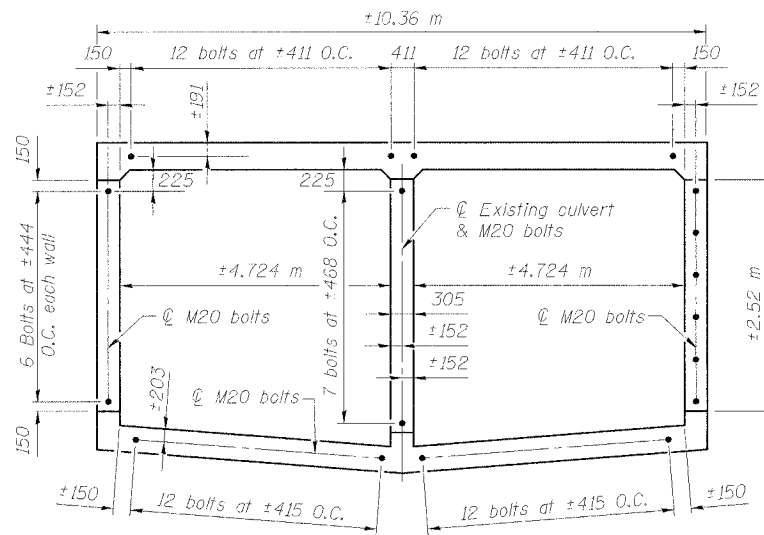


**CROSS SECTION AT EXISTING CULVERT
DOWNSTREAM END OF NORTH CULVERT EXTENSION**

M20 Expansion bolt Layout, Looking South

Notes:

1. See Detail on sheet 8 of 15
2. Number of bolts = 67 this location

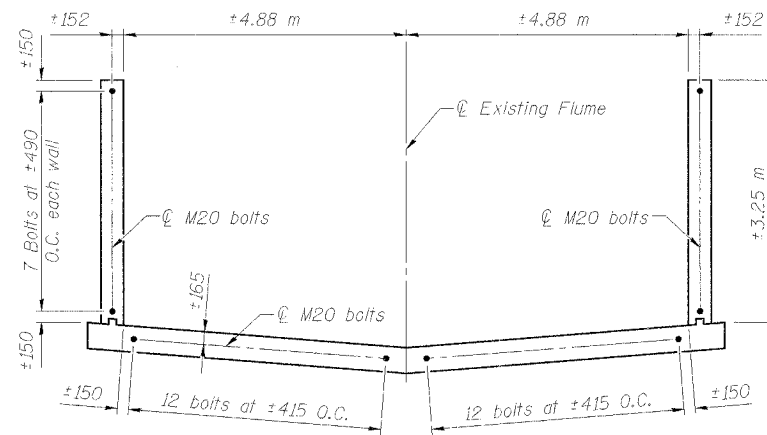


**CROSS SECTION AT EXISTING CULVERT
UPSTREAM END OF SOUTH CULVERT EXTENSION**

M20 Expansion bolt Layout, Looking North

Notes:

1. See Detail on sheet 9 of 15
2. Number of bolts = 67 this location



**CROSS SECTION AT EXISTING FLUME
DOWNSTREAM END OF SOUTH CULVERT EXTENSION**

M20 Expansion bolt Layout, Looking South

Notes:

1. See Detail on sheet 9 of 15
2. Number of bolts = 38 this location

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars shall conform to the requirements of AASHTO M 31M or M 322M Grade 400.

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

All construction joints shall be bonded.

Coordinate construction of MSF walls built adjacent to culvert extensions.

DESIGN SPECIFICATIONS

2002 AASHTO

LOADING MS18 & ALT.

Allow 2.4 kN/m² for future wearing surface

DESIGN STRESSES

FIELD UNITS

NEW CONSTRUCTION

$f'_c = 24$ MPa
 $f_y = 400$ MPa (Reinf.)

EXISTING BOX CULVERT

$f'_c = 24$ MPa
 $f_y = 300$ MPa (Reinf.)

Max Soil Pressure under bottom slab
South Extension: 110 kPa
North Extension: 149 kPa

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.043 g
Site Coefficient (S) = 1.5

TOTAL BILL OF MATERIAL

North and South Culvert Extensions

Item	Unit	Quantity
Concrete Removal	m ³	698.6
Concrete Box Culverts	m ³	1,541.7
Reinforcement Bars	kg	151,950
Name Plates	each	1
Expansion Bolts M20	each	208
Reinforcement Bars, Epoxy Coated	kg	790

STATION 10+364.98
BUILT 200 BY
STATE OF ILLINOIS
F.A.I. ROUTE 74 SECTION (72-7)R-3
LOADING MS18 & ALT.
STR. NO. 072-2005

NAME PLATES

See Std. 515001

TYPICAL SECTIONS & GENERAL NOTES
NORTH & SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005

DESIGNED	LLV
CHECKED	P-JL
DRAWN	MGM
CHECKED	LLV

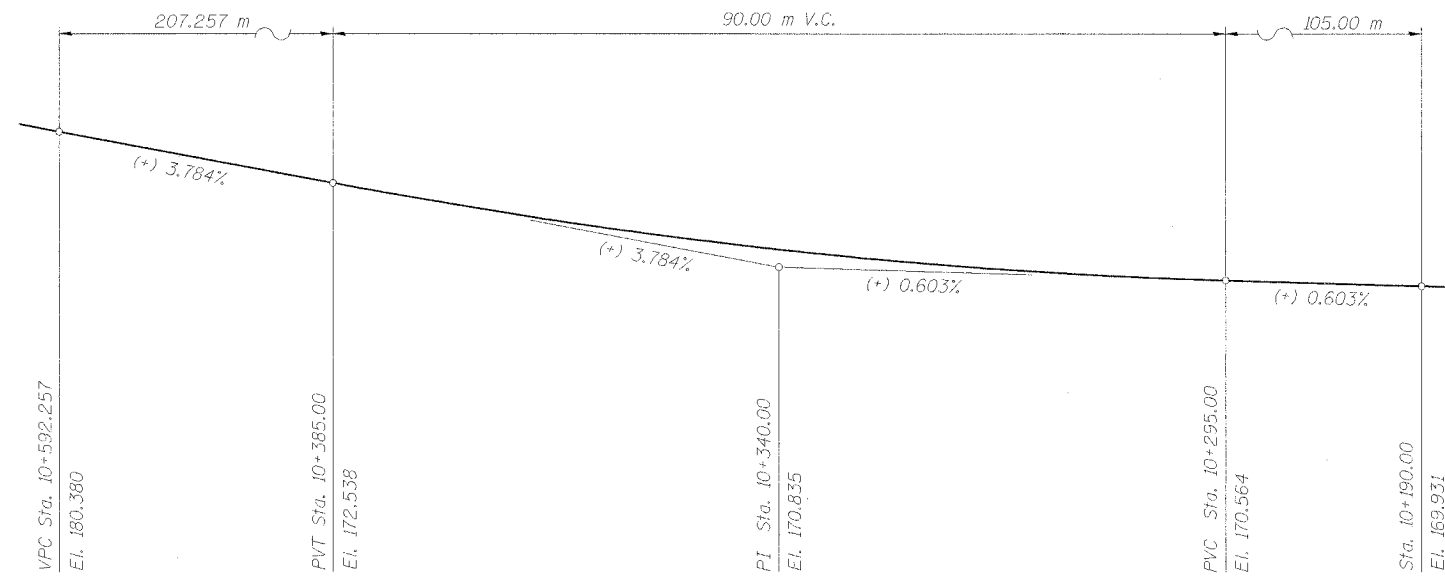


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FAX(309)676-5445

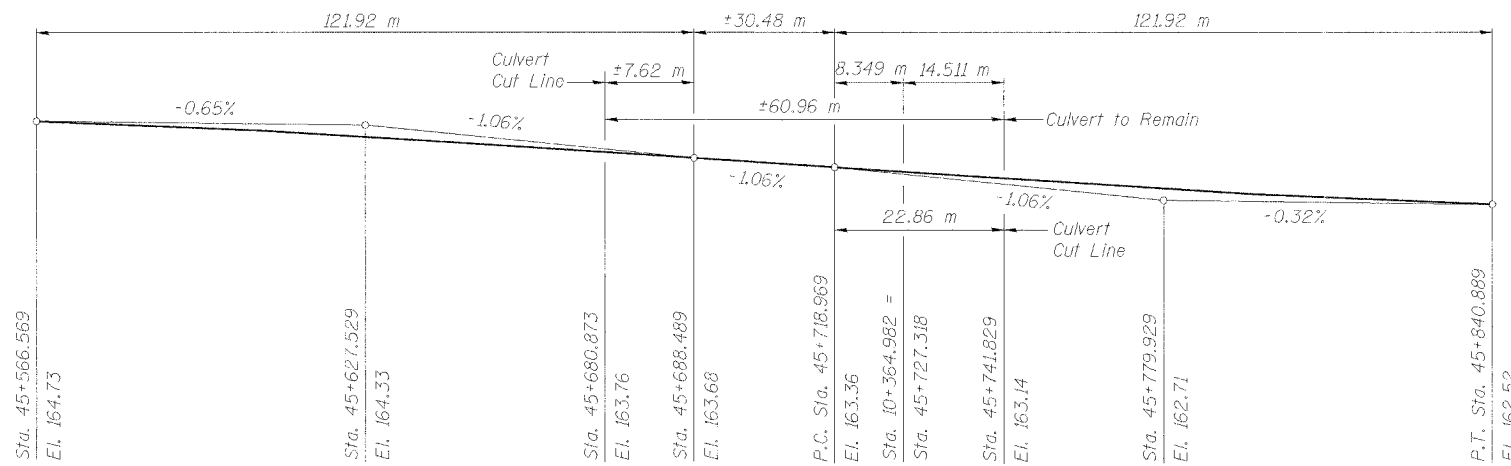
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1025	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

* (72-7)R-3 Contract 68200



B PROFILE GRADE OF RAMP C-3

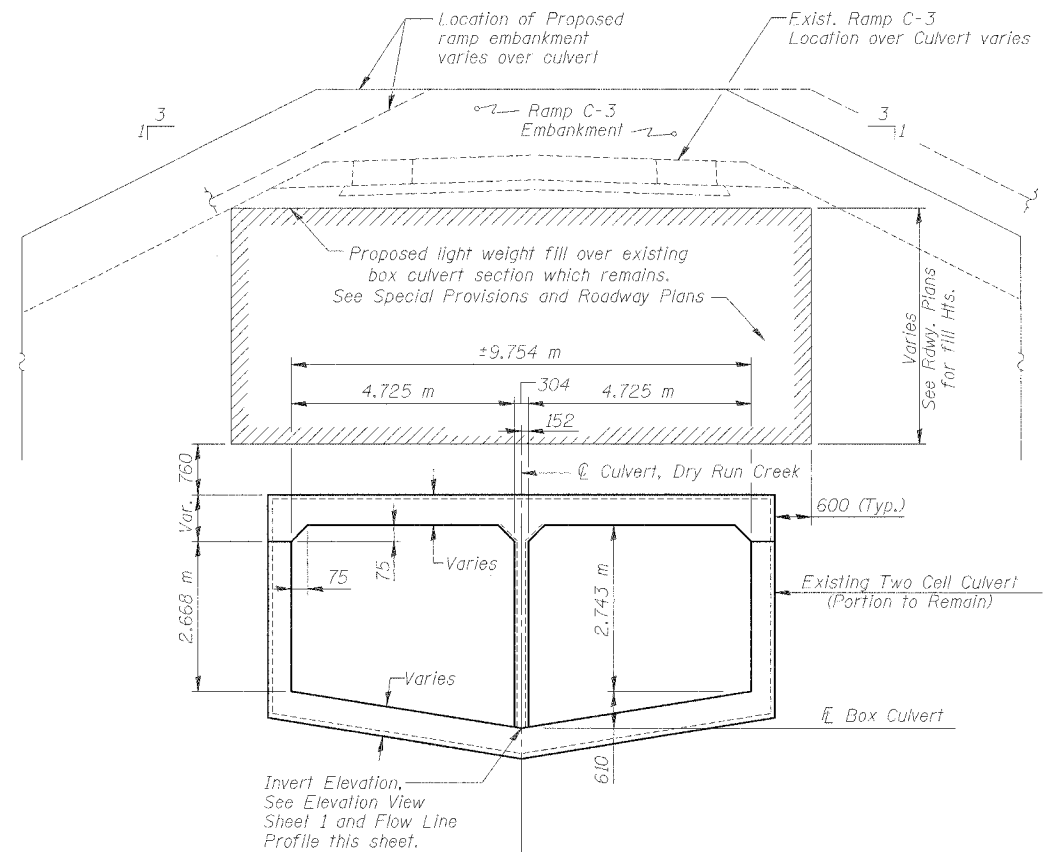


CULVERT FLOW LINE PROFILE

North End
Stations are measured along Culvert \mathcal{C} ,
unless noted otherwise
See Station Equation

CULVERT FLOW LINE PROFILE

South End
Stations are measured along Culvert \mathcal{C}
@ Sta. 10+364.982 = Sta. 45+727.318
at Flow Line/ \mathcal{C} of Culvert.



SECTION B-B

From Sta. 45+680.873 to Sta. 45+741.829

**PROPOSED HORIZONTAL
CURVE DATA**

Curve No. 332
Alignment = Ramp C-3
Design Speed = 80 km/h
P.I. Sta. = 10+356.775
R (m) = 1293.773
T (m) = 113.756
L (m) = 226.928
E (m) = 4.991
S.E. = 2.70%
Transition In = 10+238 to 10+245
Transition Out = 10+466 to 10+478
P.C. Sta. = 10+243.019
P.T. Sta. = 10+469.948

**PROFILE GRADES,
CURVE DATA, & SECTION B-B
NORTH & SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005**

DESIGNED	LLV
CHECKED	PJL
DRAWN	MGM
CHECKED	LLV



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All Dimensions are in millimeters (mm) unless noted otherwise.

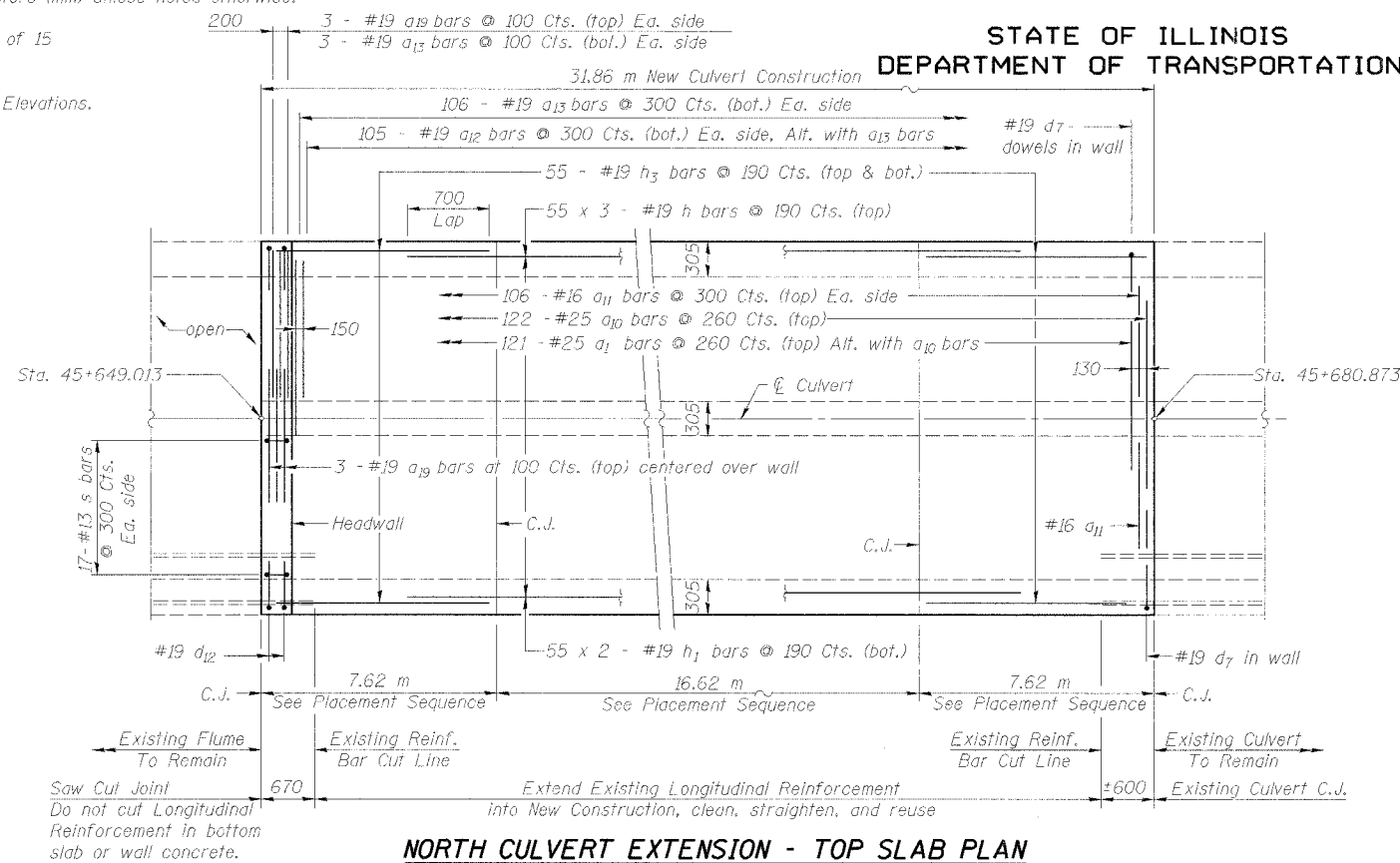
See Cross Section Sheet 10 of 15 for Reinforcement Location.

See Sheet 5 of 15 for Wall Elevations.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

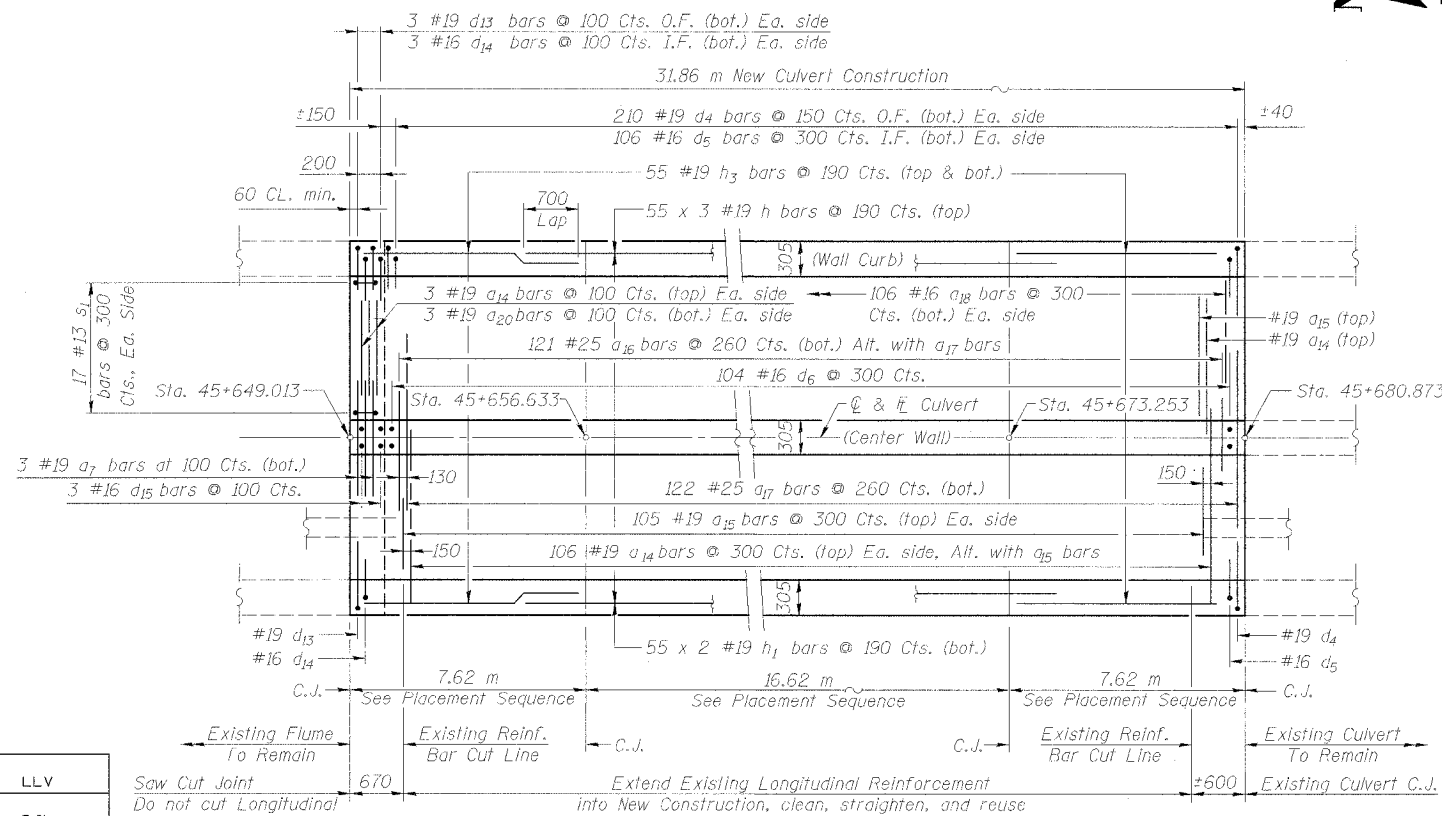
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1026	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

* (72-7)R-3 Contract 68200



NORTH CULVERT EXTENSION - TOP SLAB PLAN

C.J. = Construction Joint, See Placement Sequence



NORTH CULVERT EXTENSION - BOTTOM SLAB PLAN

C.J. = Construction Joint, See Placement Sequence

BILL OF MATERIAL

For North Culvert Extension
Culvert Sta. 45+649.013 to Sta. 45+680.873

Bar	No.	Size	Length (m)	Shape
a1	121	#25	3.60	—
a7	3	#19	4.80	—
a10	122	#25	4.80	—
a11	212	#16	2.53	—
a12	210	#19	3.18	—
a13	218	#19	5.45	—
a14	218	#19	5.50	—
a15	210	#19	3.28	—
a16	121	#25	3.60	—
a17	122	#25	4.80	—
a18	212	#16	2.57	—
a19	9	#19	3.87	—
a20	6	#19	3.45	—
d4	420	#19	2.65	—
d5	212	#16	1.57	—
d6	104	#16	2.77	—
d7	420	#19	2.61	—
d12	6	#19	2.85	—
d13	6	#19	2.89	—
d14	6	#16	1.81	—
d15	3	#16	3.25	—
h	330	#19	6.46	—
h1	220	#19	9.35	—
h2	116	#16	9.19	—
h3	440	#19	7.57	—
h4	116	#16	7.57	—
s	34	#13	2.14	—
s1	34	#13	2.14	—
v	432	#19	2.50	—
v3	216	#16	3.15	—
v4	214	#16	3.74	—
x	8	#19	2.22	—
Item	Unit	Qty.		
Reinforcement Bars	kg	49,050		
Concrete Box Culverts	m ³	499.9		
Concrete Removal	m ³	240.0		

Bars indicated thus:
55 x 3 #19 bars indicates 55 lines of #19 bars with 3 lengths per line, typ.

PLACEMENT SEQUENCE

- Center portion of slabs are placed first.
- 7 days shall pass between time of center portion placement and end portions of culvert slabs.

DESIGNED	LLV
CHECKED	PJL
DRAWN	MGM
CHECKED	LLV

Saw Cut Joint
Do not cut Longitudinal Reinforcement in bottom slab or wall concrete.

**PLAN TOP SLAB & BOTTOM SLAB
NORTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005**



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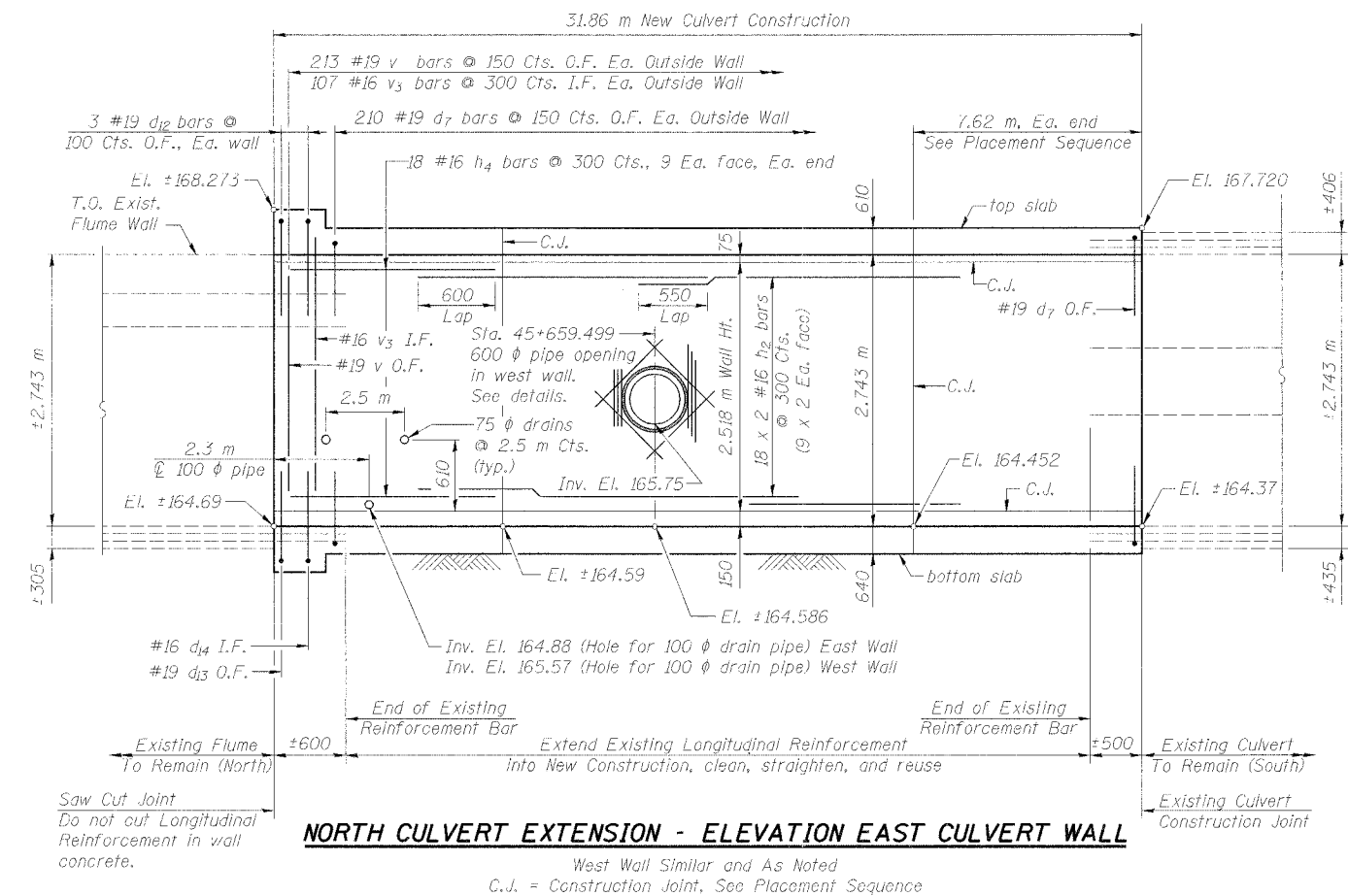
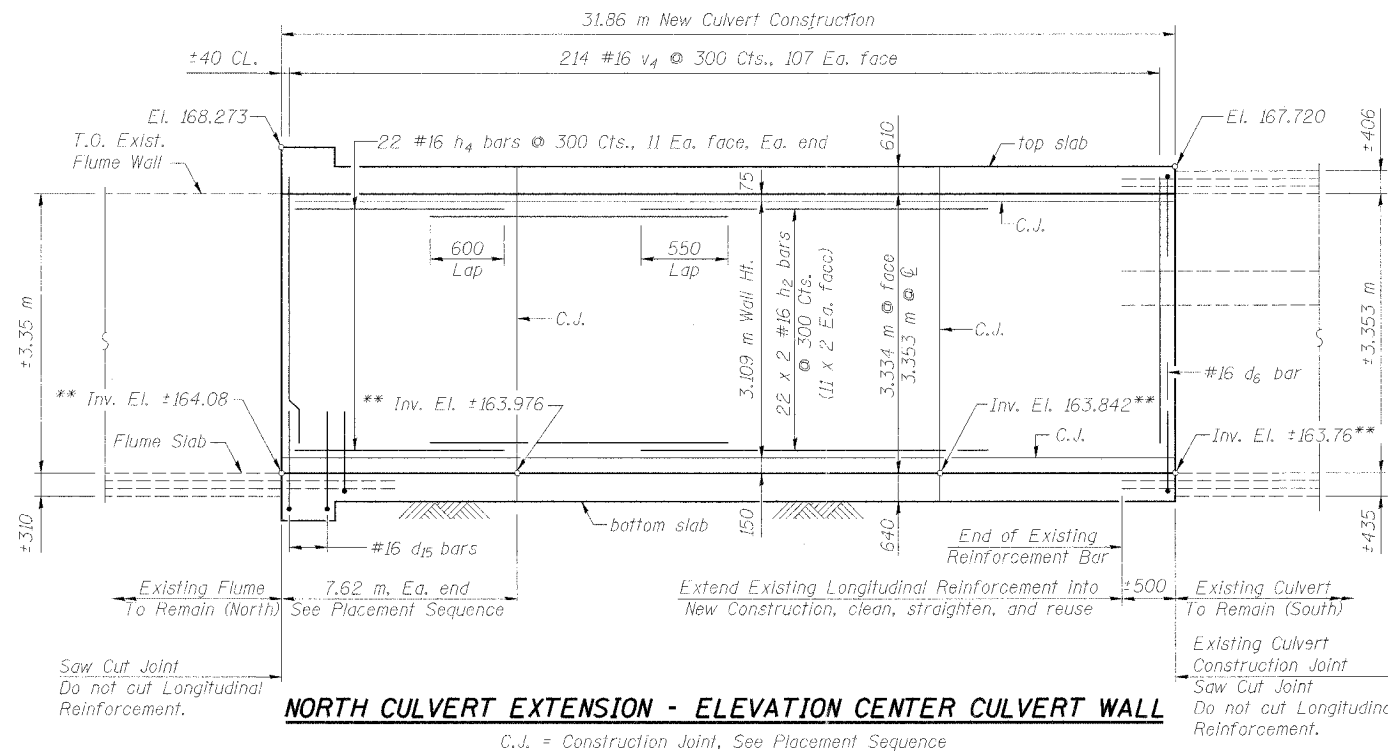
** See Culvert Cross Section Sheet 10 of 15 for Invert El. location.

See Sheet 8 of 15 for details at ends of Culvert Extension and wall opening for 600 φ pipe.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1027	
FED. ROAD DIST. NO. 7	BALTIMORE	FED. AID PROJECT			

* (72-7)R-3 Contract 68200



PLACEMENT SEQUENCE

- Center portion of walls are placed first.
- 7 days shall pass between time of center portion placement and end portions of culvert walls.

**EAST, CENTER & WEST WALL ELEVATION
NORTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005**

DESIGNED	LLV
CHECKED	PJL
DRAWN	MGM
CHECKED	LLV



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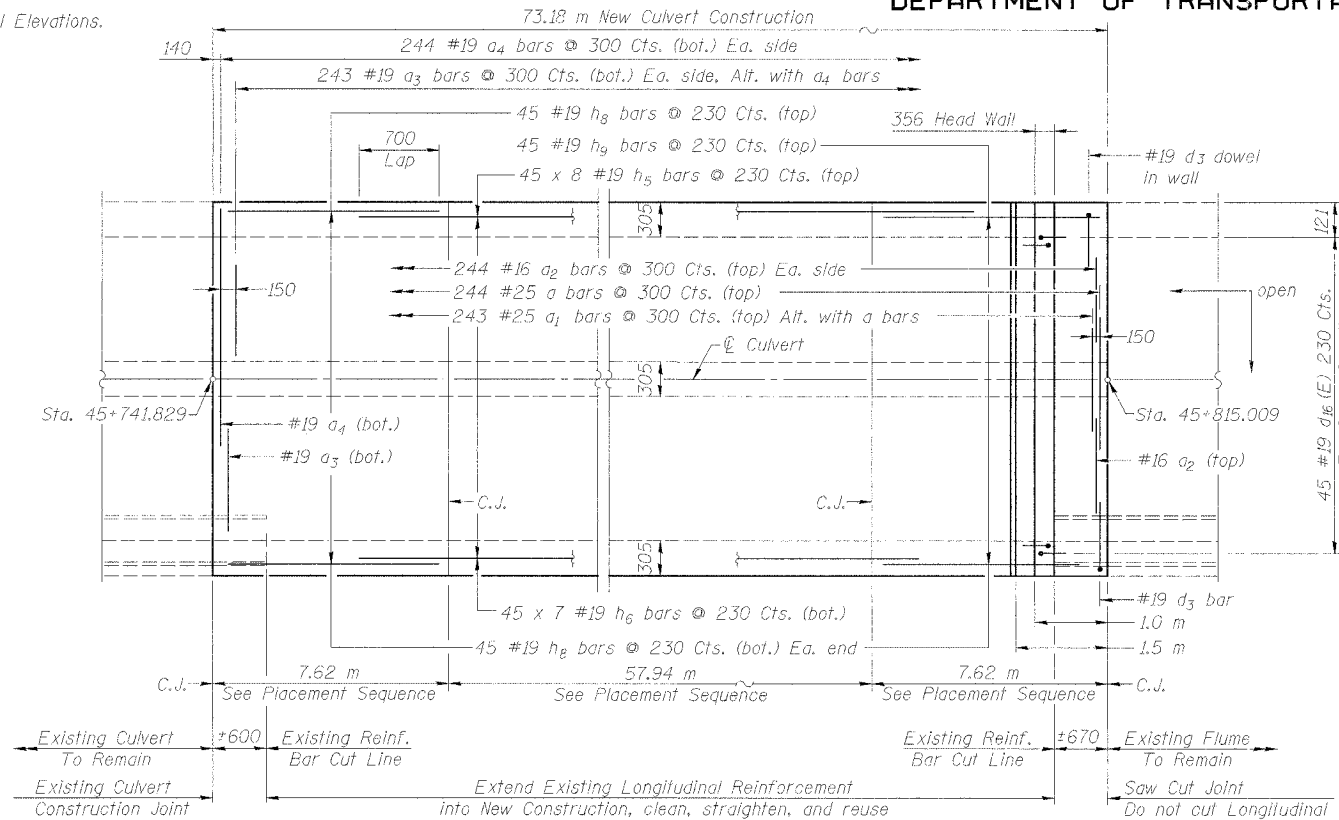
See Cross Section Sheet 11 of 15 for Reinforcement Location.

See Sheet 7 of 15 for Wall Elevations.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

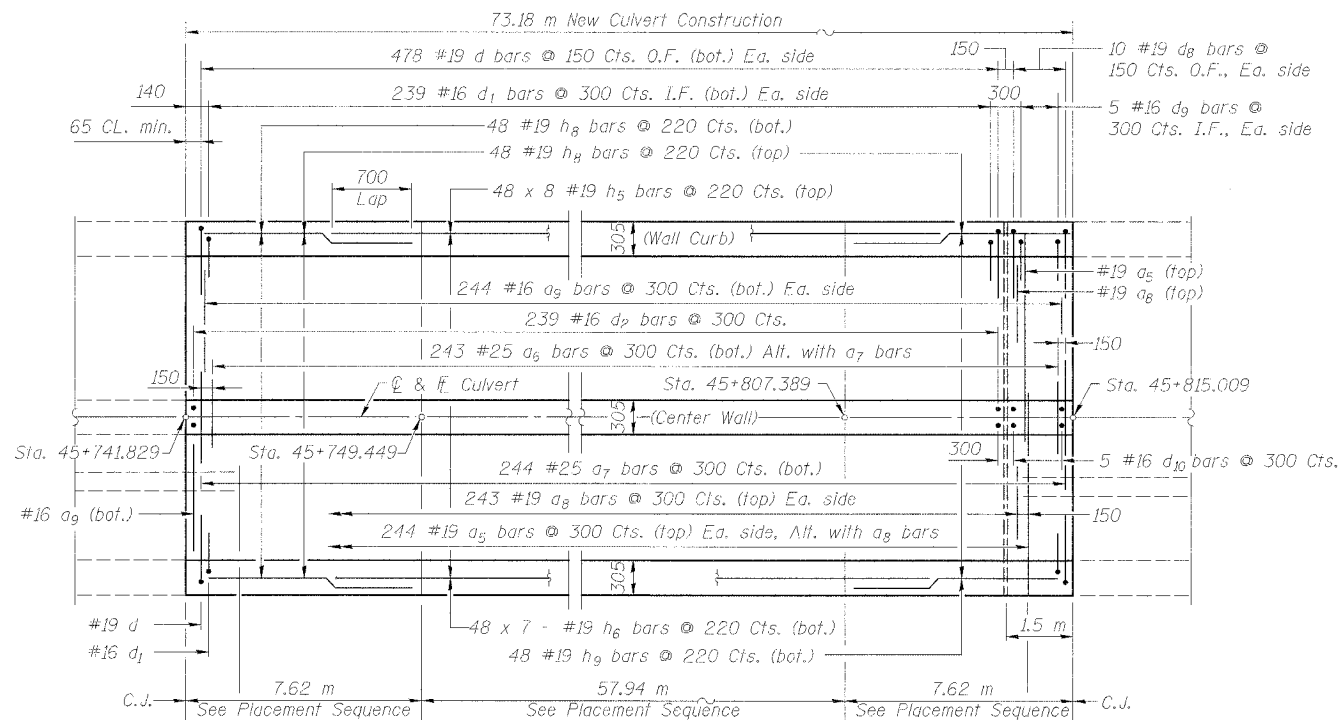
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1028	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

* (72-7)R-3 Contract 68200



SOUTH CULVERT EXTENSION - TOP SLAB PLAN

C.J. = Construction Joint, See Placement Sequence



SOUTH CULVERT EXTENSION - BOTTOM SLAB PLAN

C.J. = Construction Joint, See Placement Sequence

DESIGNED	LLV
CHECKED	PJL
DRAWN	MGM
CHECKED	LLV

BILL OF MATERIAL

For South Culvert Extension
Culvert Sta. 45+741.829 to Sta. 45+815.009

Bar	No.	Size	Length (m)	Shape
a	244	#25	4.80	
a1	243	#25	3.60	
a2	488	#16	2.53	
a3	486	#19	3.18	
a4	488	#19	5.45	
a5	488	#19	5.50	
a6	243	#25	3.60	
a7	244	#25	4.80	
a8	486	#19	3.28	
a9	488	#16	2.57	
d	956	#19	2.58	
d1	478	#16	1.49	
d2	239	#16	2.61	
d3	956	#19	2.55	
d8	20	#19	2.73	
d9	10	#16	1.64	
d10	5	#16	2.91	
d11	20	#19	2.70	
d16 (E)	90	#19	1.93	
h5	744	#19	8.00	
h6	651	#19	9.05	
h7	406	#16	8.92	
h8	279	#19	7.57	
h9	93	#19	7.63	
h10	116	#16	7.57	
h11 (E)	6	#16	10.28	
h12 (E)	7	#16	7.70	
h13 (E)	2	#16	8.52	
v	988	#19	2.50	
v1	492	#16	3.08	
v2	488	#16	3.67	
v5 (E)	32	#16	3.94	
x	16	#19	2.22	
Item	Unit	Qty.		
Reinforcement Bars	kg	102,900		
Concrete Box Culverts	m ³	1,041.8		
Concrete Removal	m ³	458.6		
Reinforcement Bars, Epoxy Coated	kg	790		

Bars indicated thus:
55 x 3 #19 bars indicates 55 lines of #19 bars with 3 lengths per line, typ.

Reinforcement bars designated (E) shall be epoxy coated.

PLACEMENT SEQUENCE

- Center portion of slabs are placed first.
- 7 days shall pass between time of center portion placement and end portions of culvert slabs.

**PLAN TOP SLAB & BOTTOM SLAB
SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005**



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All Dimensions are in millimeters (mm) unless noted otherwise.

** See Culvert Cross Section Sheet 11 of 15 for Invert El. location.

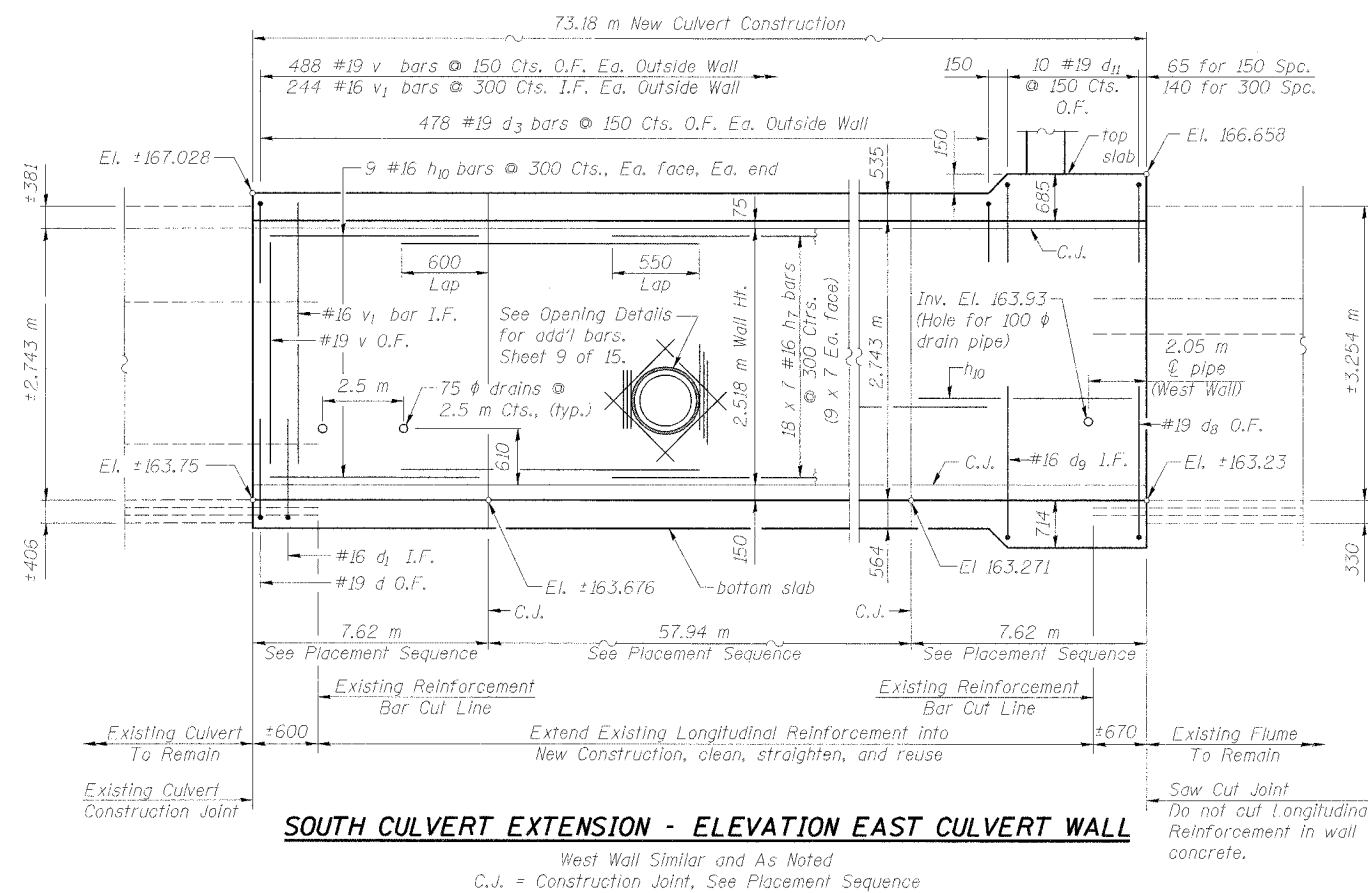
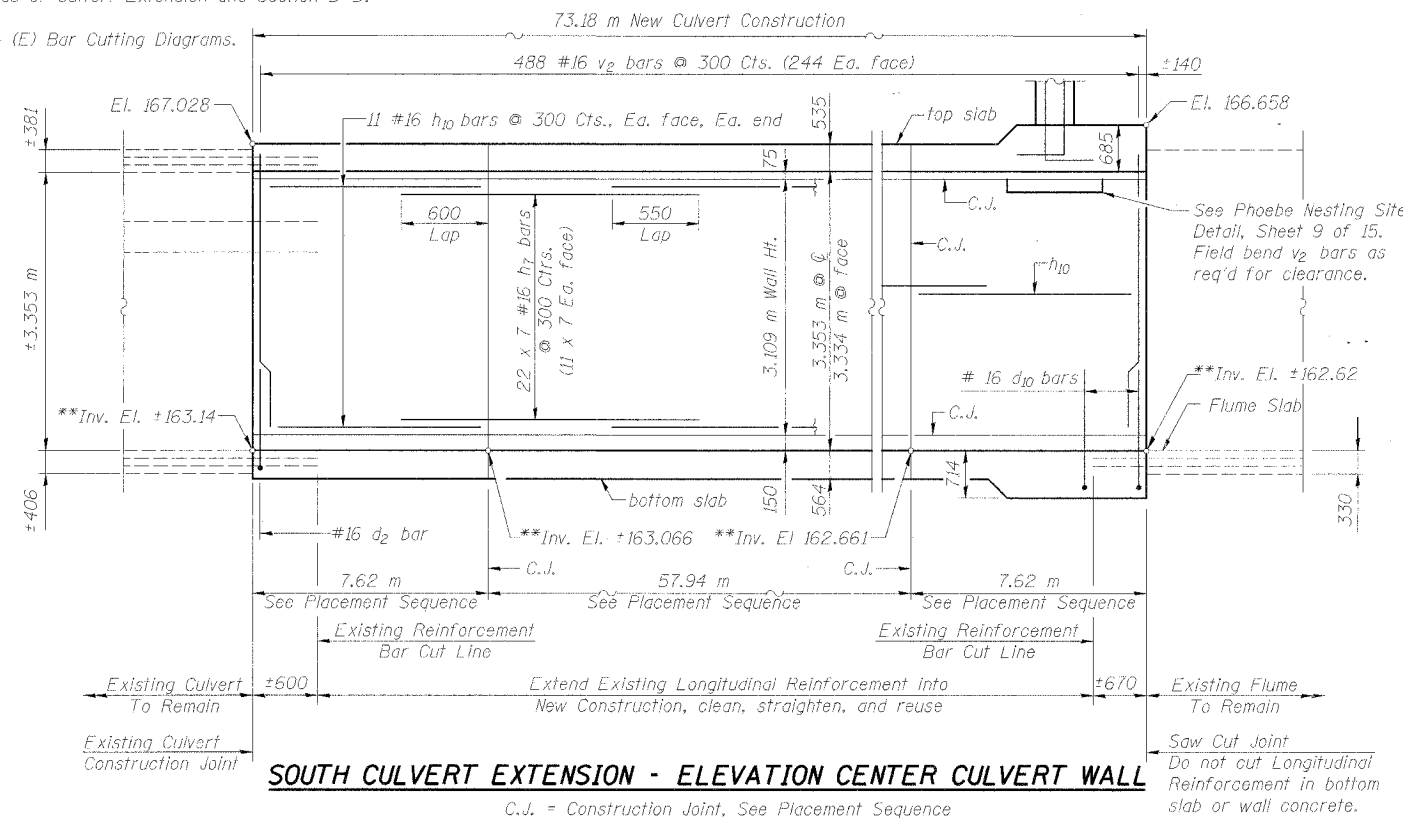
See Sheet 9 of 15 for details at ends of Culvert Extension and Section D-D.

See Sheet 12 of 15 for h_{12} (E) & v_5 (E) Bar Cutting Diagrams.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

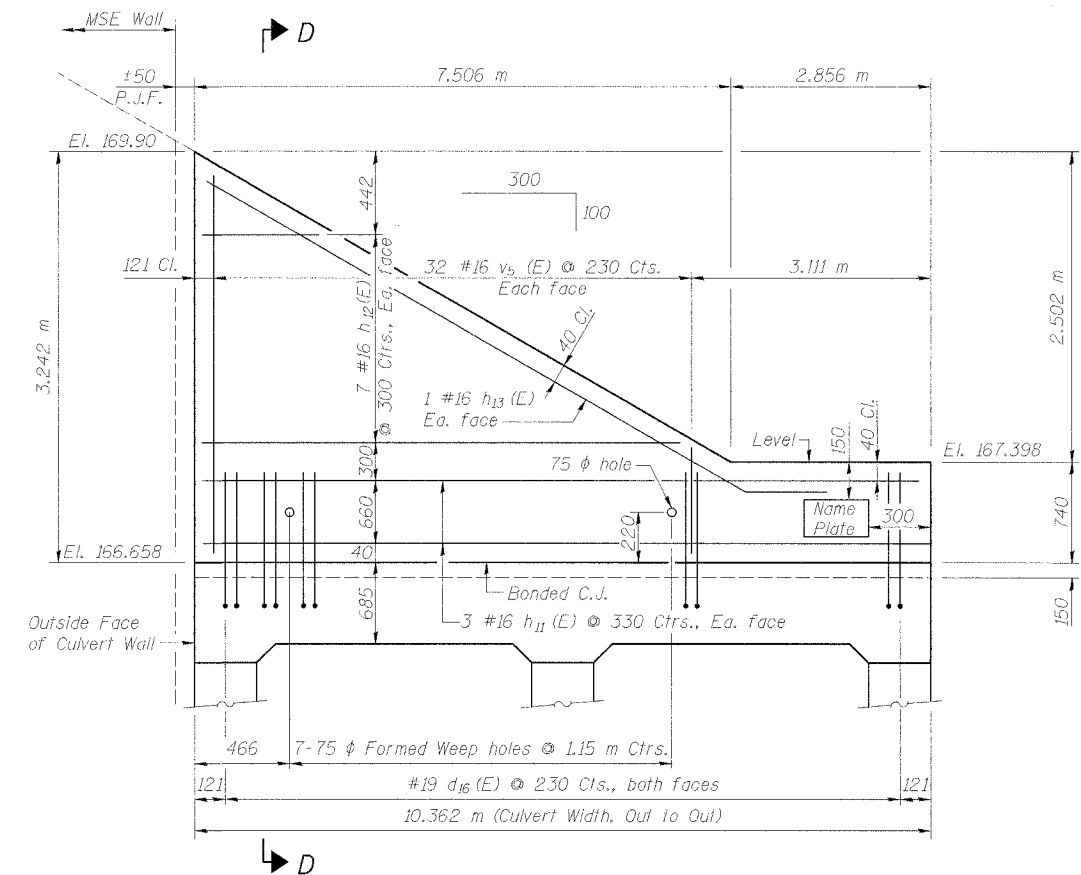
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1029	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

* (72-7)R-3 Contract 68200



PLACEMENT SEQUENCE

- Center portion of walls are placed first.
- 7 days shall pass between time of center portion placement and end portions of culvert walls.



DESIGNED	LLV
CHECKED	P.JL
DRAWN	MGM
CHECKED	LLV

EAST, CENTER, & WEST WALL ELEVATION
SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005



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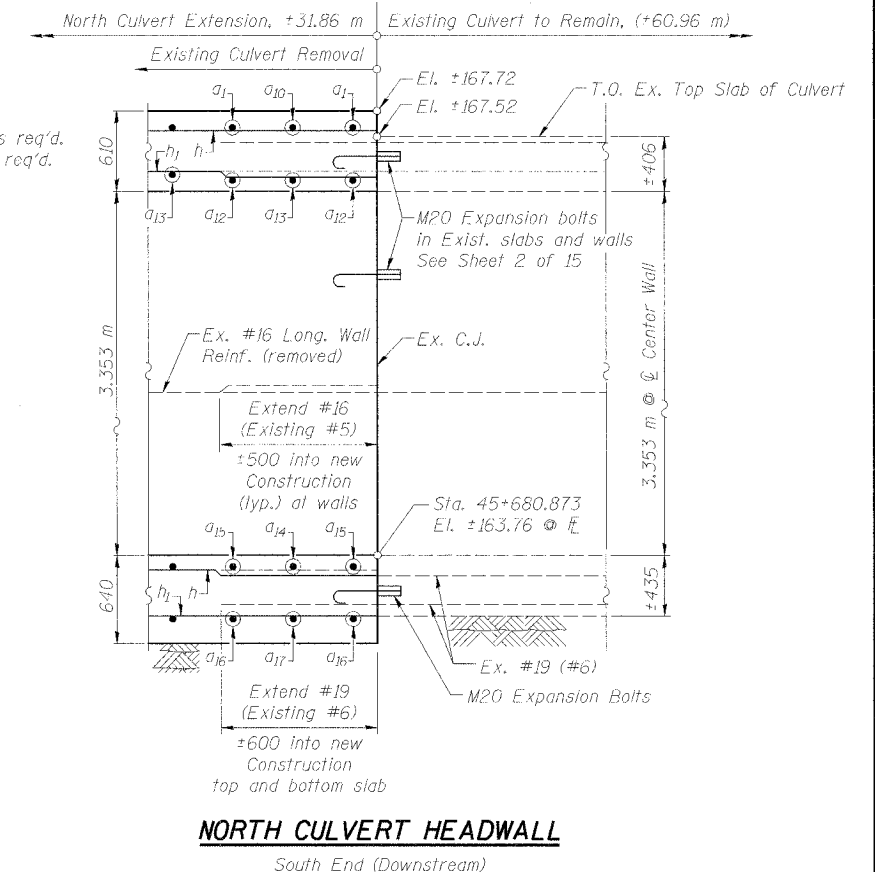
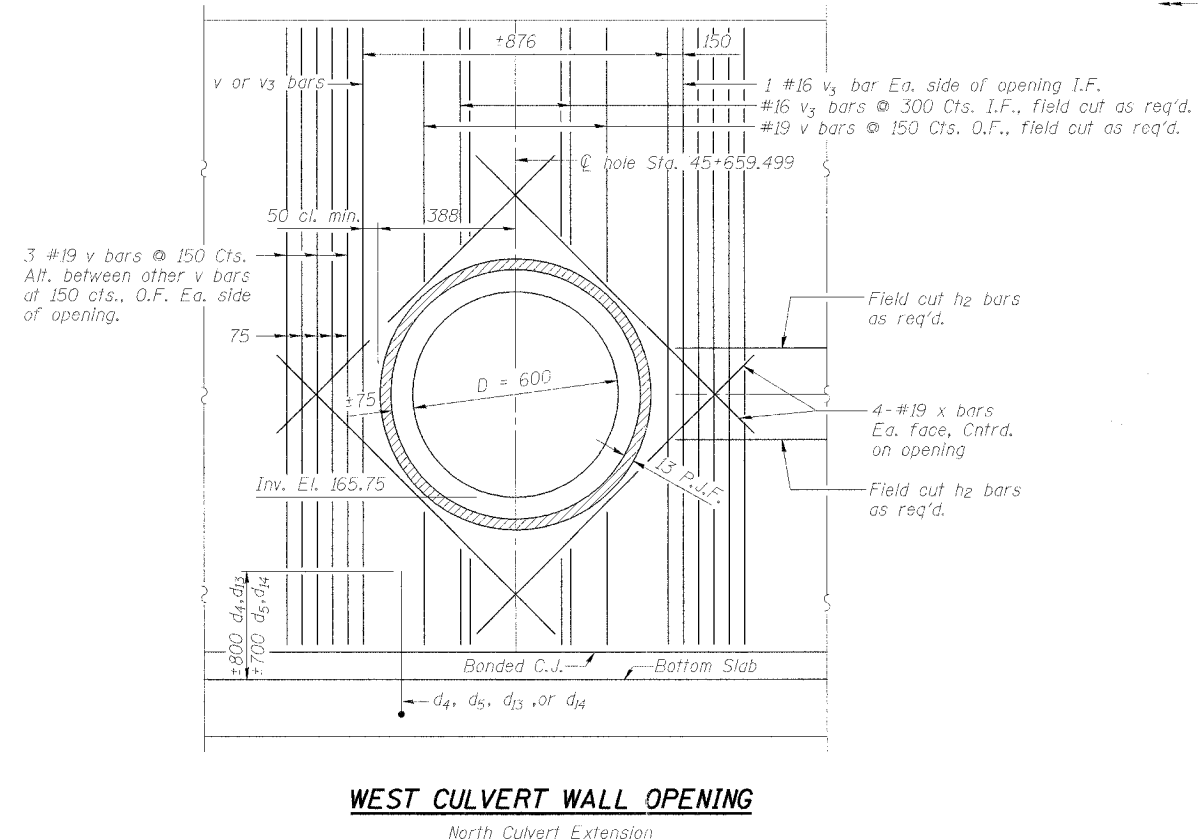
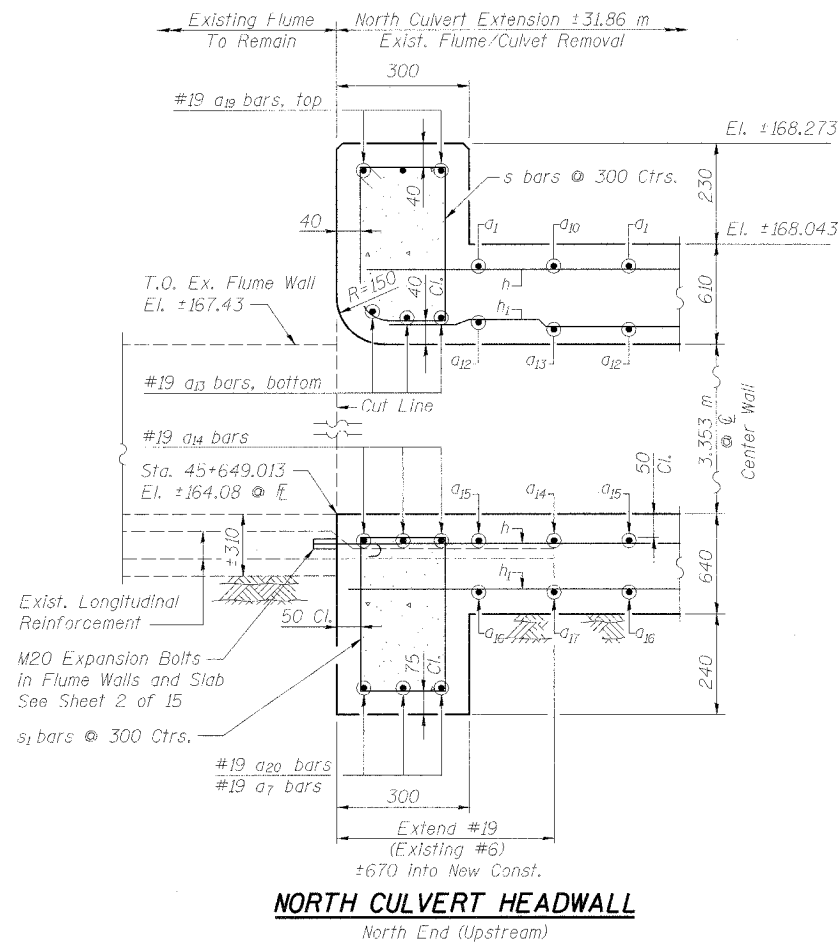
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1030	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

* (72-TIR-3) Contract 68200



HEADWALL & WALL OPENING DETAILS
NORTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005

DESIGNED	LLV
CHECKED	P.JL
DRAWN	MGM
CHECKED	LLV



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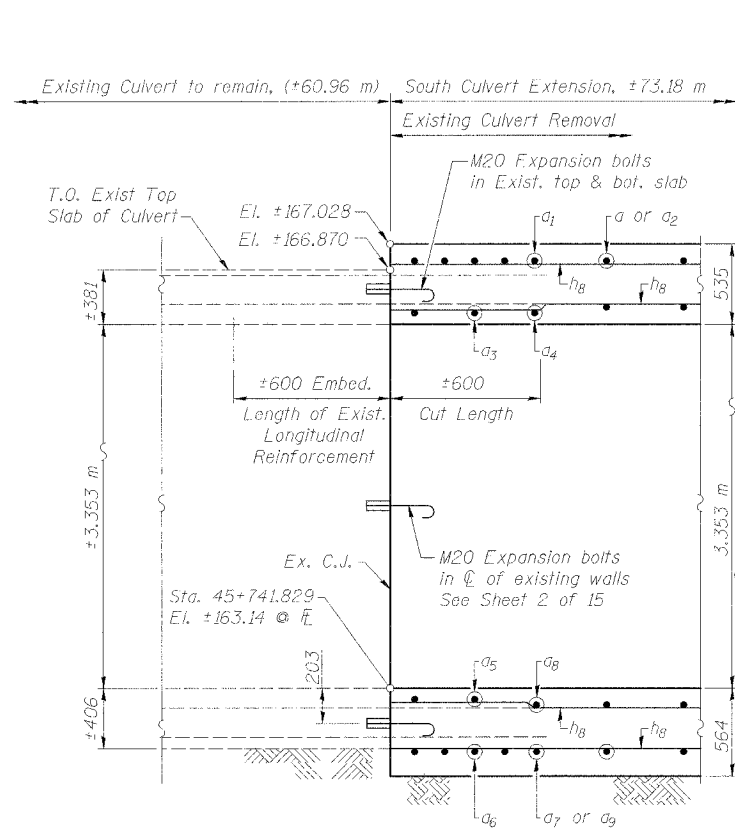
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

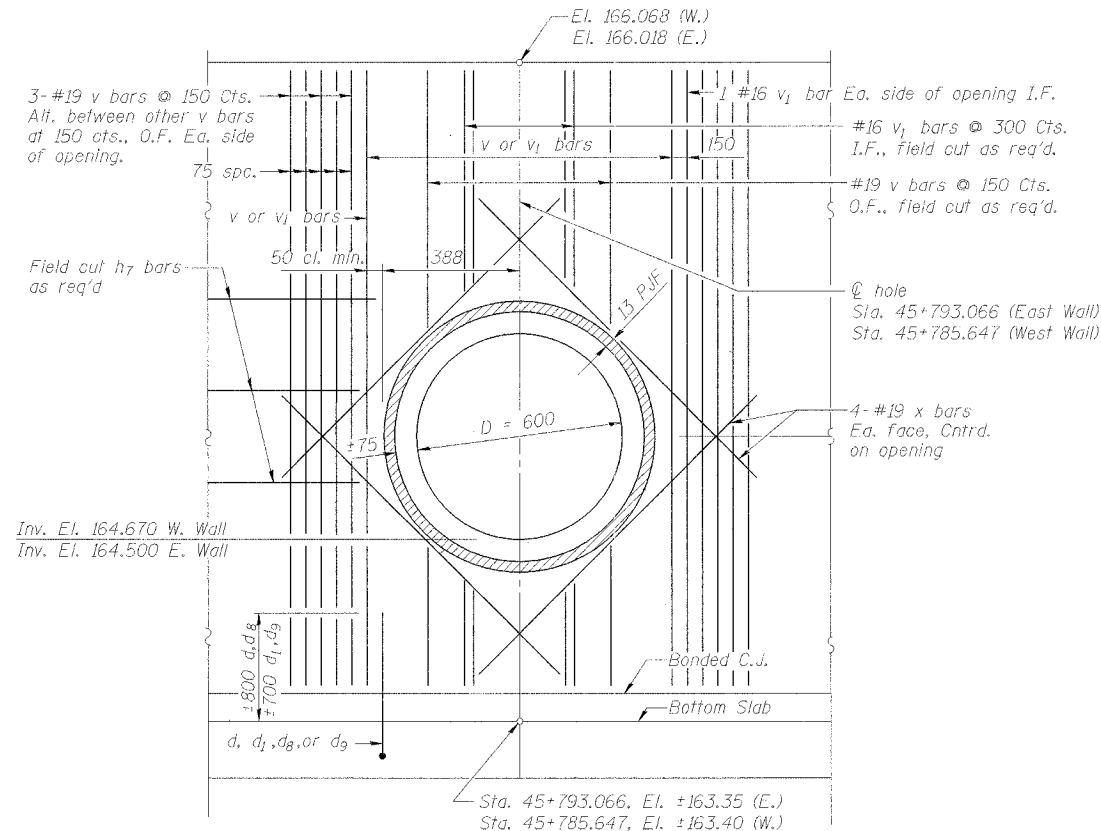
ROUTE NO.	SECTION	COUNTY	FED. AID DIST. NO.	SHEET NO.	SHEET NO. 9 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1031	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

* (72-TR-3) Contract 68200



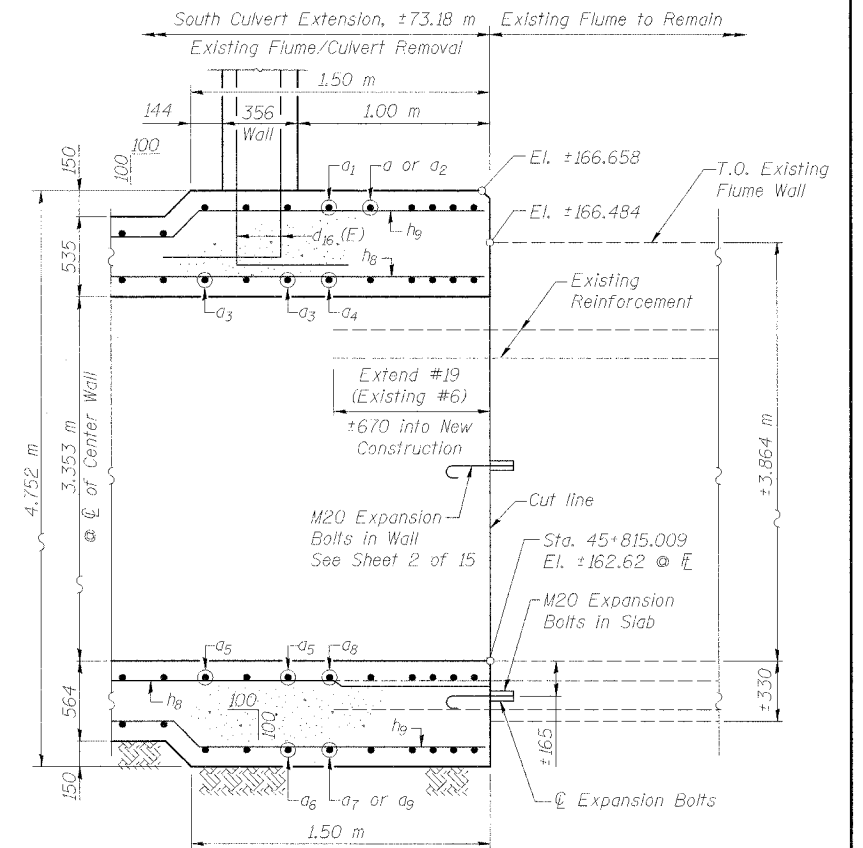
SOUTH CULVERT HEADWALL

North End (Upstream)



CULVERT WALL OPENING

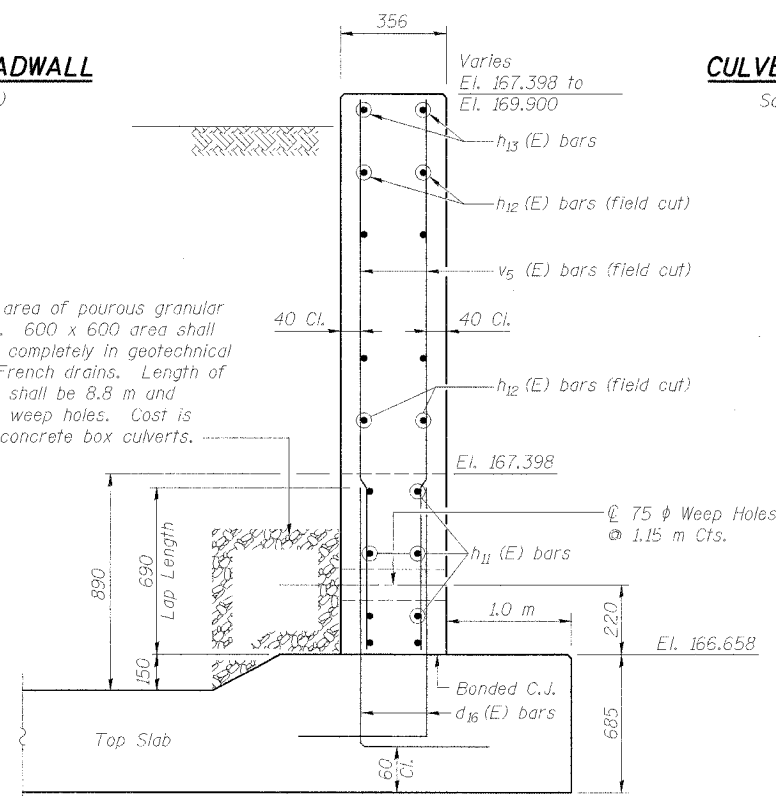
South Culvert Extension



SOUTH CULVERT HEADWALL

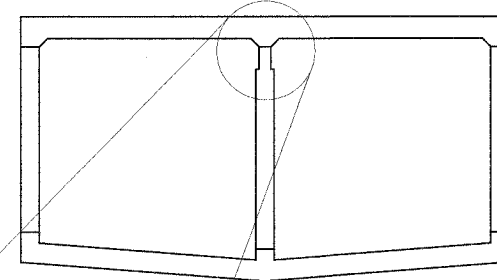
South End (Downstream)

600 x 600 area of porous granular embankment. 600 x 600 area shall be wrapped completely in geotechnical fabric for French drains. Length of embankment shall be 8.8 m and centered on weep holes. Cost is included in concrete box culverts.



SECTION D-D SOUTH HEADWALL

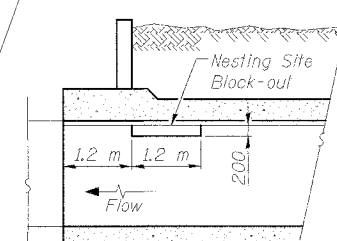
South Culvert Extension



NOTCH DETAIL

SECTION THRU BARREL

Near Downstream End



LONGITUDINAL SECTION

NOTE: Notch is formed by rough-finishing board attached to and removed with formwork

**PHOEBE NESTING SITE DETAILS
ON BOX CULVERT**

**HEADWALL & WALL OPENING DETAILS
SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005**

DESIGNED	LLV
CHECKED	P.JL
DRAWN	MGM
CHECKED	LLV



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FAX(309)676-5445

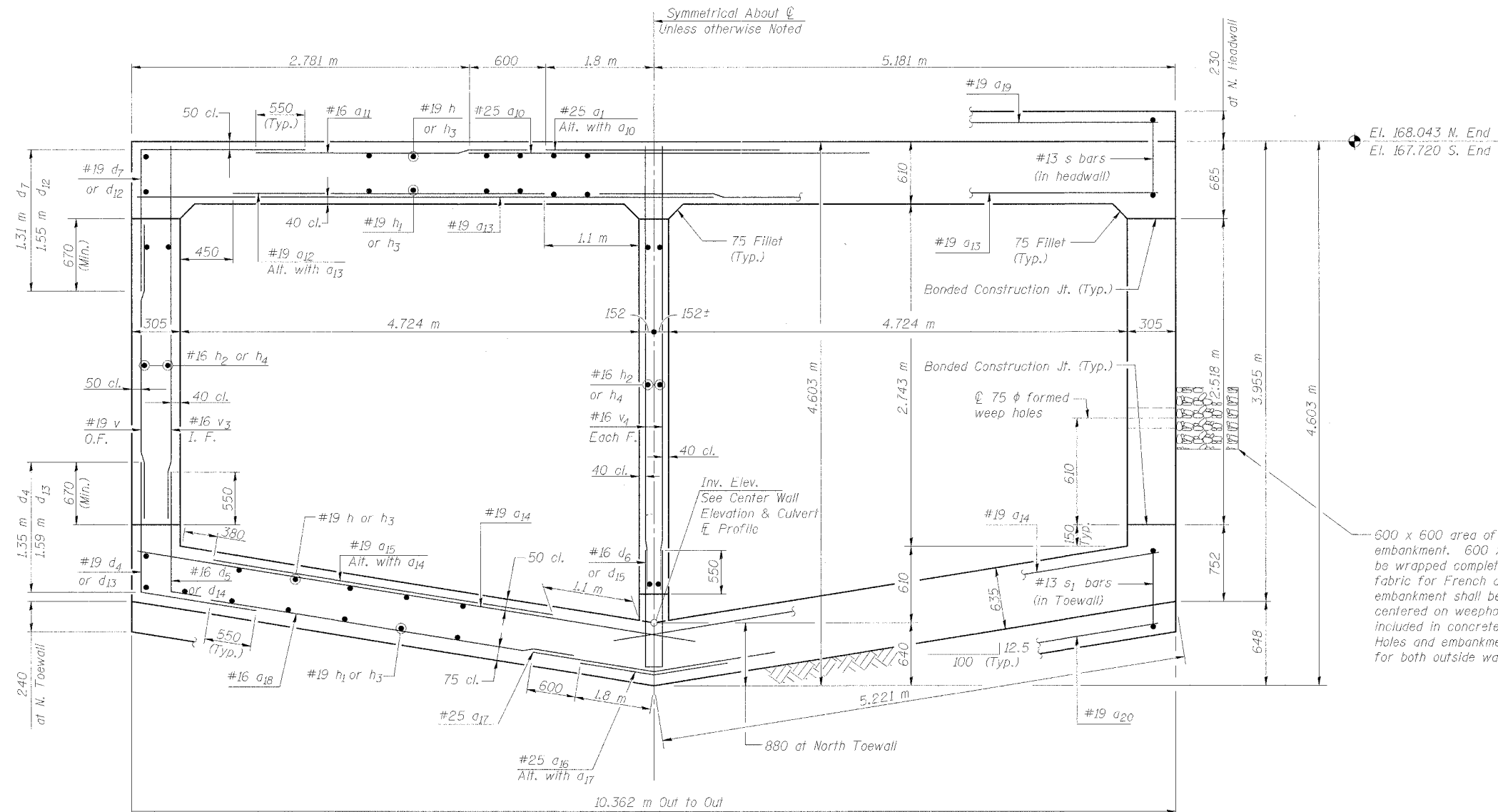
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All Dimensions are in millimeters (mm) unless noted otherwise.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1032	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

* (72-TIR-3) Contract 68200



SECTION A-A THRU NORTH CULVERT EXTENSION

(Looking North)

**SECTION A-A THRU
NORTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005**

DESIGNED	LLV
CHECKED	PJL
DRAWN	MGM
CHECKED	LLV



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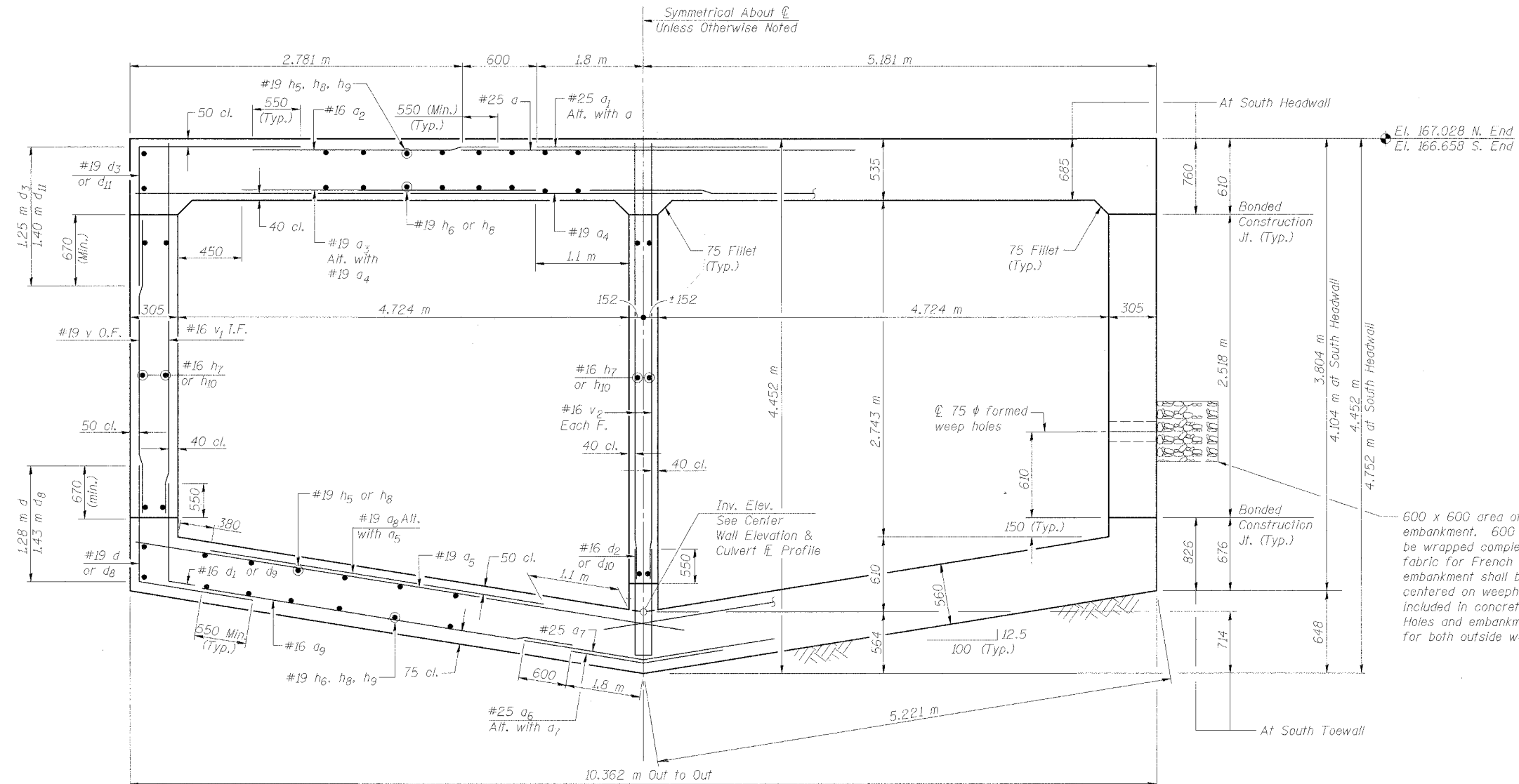
See sheet 9 of 15 for Phoebe Nesting Site Detail at Center Wall.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	*	PEORIA	1360	1033
F.A.I. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 11
of 15 SHEETS

* 72-71R-3 Contract 68200



SECTION C-C THRU SOUTH CULVERT EXTENSION

(Looking North)

**SECTION C-C THRU
SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-71R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005**

DESIGNED	LLV
CHECKED	P.JL
DRAWN	MGM
CHECKED	LLV



111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

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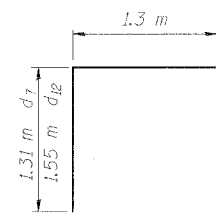
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

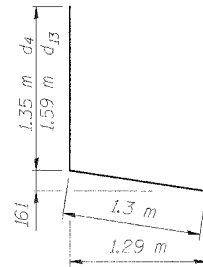
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 12
of 15 SHEETS

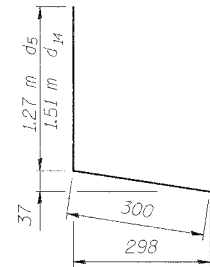
* (72-7)R-3 Contract 68200



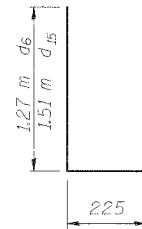
BARS d_7 & d_{12}



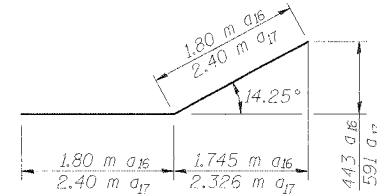
BARS d_4 & d_{13}



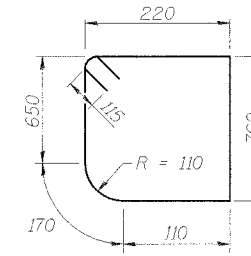
BARS d_5 & d_{14}



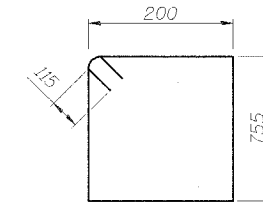
BARS d_6 & d_{15}



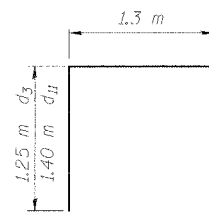
BARS a_{16} & a_{17}



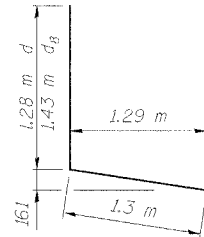
BAR s



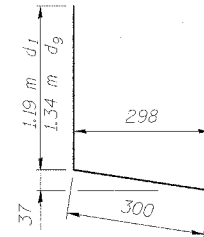
BAR s_1



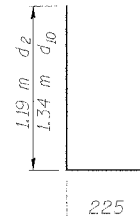
BARS d_3 & d_{11}



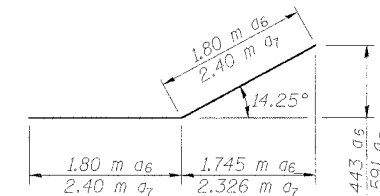
BARS d & d_8



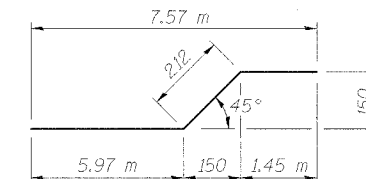
BARS d_1 & d_9



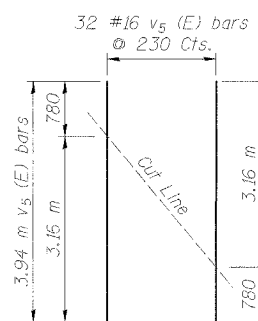
BARS d_2 & d_{10}



BARS a_6 & a_7

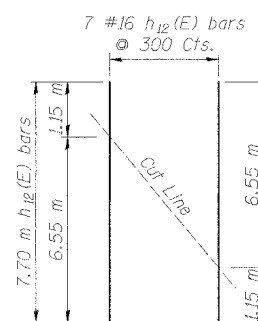


BAR h_9



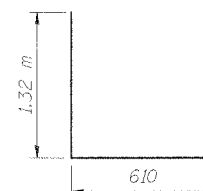
BAR CUTTING DIAGRAM

Order v_5 (E) bars full length. Cut as shown.
Use remainder of bars in the opposite face of wall.

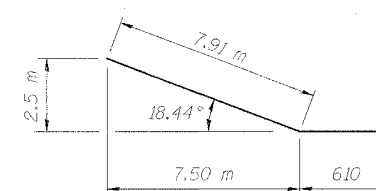


BAR CUTTING DIAGRAM

Order h_{12} (E) bars full length. Cut as shown.
Use remainder of bars in the opposite face of wall.



BAR d_{16} (E)



BAR h_{13} (E)

DESIGNED	LLV
CHECKED	PJL
DRAWN	MGM
CHECKED	LLV

BAR DETAILS
NORTH & SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005



111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 13 of 15 SHEETS
F.A.I. 74	*	PEORIA	1360	1035	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

* (72-7)R-3 Contract 68200

BORING LOG

PROJECT NO. 3-380-D1 BORING NO. CB 49

PROJECT FAL-74 IMPROVEMENTS - GALE AVENUE CORRIDOR

LOCATION CULVERT WBI-74BL 145+688.1 26.8mL PEORIA & TAZEWELL COUNTIES, ILLINOIS
STRUCTURE STATION OFFSET STATE

DRILLING CONTRACTOR WANG ENGINEERING, INC.

DATE OF DRILLING: STARTED 10-19-94 COMPLETED 10-19-94 SURFACE ELEVATION 168.59

DRILLED BY R. BELL LOGGED BY K. OLSON

Elev.	CLASSIFICATION	Depth	GROUNDWATER DATA				DRILLING METHOD			
			N	Qu	W	Yd	DATE	DEPTH		
	1.0 IN. ROOT MAT						DD	10-19	DRY	
	FILL: BR SAND, A-1-b W/ SILTY CLAY, A-6 LUMPS	4 3 3								
167.12		7 12 9								
	GR TO GR BR LOAM TO CLAY LOAM, A-4 TO A-6 SILT, A-4 SEAMS	6 6 8								
		5 8 9								
	GR TO GR BR LOAM TO CLAY LOAM, A-4 TO A-6	4 6 9								
		5 7 9								
	SILT, A-4 SEAMS	13								
		5 9 9								
	SILT, A-4 SEAMS	8								
		5 6 8								

BORING LOG

PROJECT NO. 3-380-D1 BORING NO. CB 49 (CONT)

PROJECT FAL-74 IMPROVEMENTS - GALE AVENUE CORRIDOR

LOCATION CULVERT WBI-74BL 145+688.1 26.8mL PEORIA & TAZEWELL COUNTIES, ILLINOIS
STRUCTURE STATION OFFSET STATE

DRILLING CONTRACTOR WANG ENGINEERING, INC.

DATE OF DRILLING: STARTED 10-19-94 COMPLETED 10-19-94 SURFACE ELEVATION 168.59

DRILLED BY R. BELL LOGGED BY K. OLSON

Elev.	CLASSIFICATION	Depth	GROUNDWATER DATA				DRILLING METHOD			
			N	Qu	W	Yd	DATE	DEPTH		
	BR SAND, A-1-b	14 16 16					DD	10-19	DRY	
		10 11 11								
153.35	END OF BORING									

BORING LOG

PROJECT NO. 3-380-D1 BORING NO. CB 50

PROJECT FAL-74 IMPROVEMENTS - GALE AVENUE CORRIDOR

LOCATION CULVERT WBI-74BL 145+753.5 27.8mL PEORIA & TAZEWELL COUNTIES, ILLINOIS
STRUCTURE STATION OFFSET STATE

DRILLING CONTRACTOR WANG ENGINEERING, INC.

DATE OF DRILLING: STARTED 10-19-94 COMPLETED 10-19-94 SURFACE ELEVATION 169.09

DRILLED BY R. BELL LOGGED BY K. OLSON

Elev.	CLASSIFICATION	Depth	GROUNDWATER DATA				DRILLING METHOD			
			N	Qu	W	Yd	DATE	DEPTH		
	TOPSOIL FILL: BK BR CLAY LOAM, A-4						DD	10-19	DRY	
169.66		8 8 8								
	FILL: BR SAND, A-1-b	1 5 7 6								
168.31		8 10								
	FILL: GR SILTY CLAY LOAM, A-6	2 4 3 5								
167.55		6 5 10								
	FILL: BR SAND, A-1-b	3 9 8 9								
165.66		3 2 2								
	GR TO GR BR LOAM TO CLAY LOAM, A-4 TO A-6	5 2 4 4								
		4 5 7								
		4 6 8								

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

- A-1 to A-7 Engineering classifications of soil samples in accordance with AASHTO M 145 (and subgroups) standard specification.
- BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.
- q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.
- STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).
- WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

- Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
- 50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
- Yd Dry unit weight of soil specimen in kilograms per cubic meter.
- REC. Length of sample recovered in millimeters.

DESIGNED	LLV
CHECKED	P.J.L.
DRAWN	M.G.M.
CHECKED	LLV

**BORING LOGS
NORTH & SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005**



111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph: (309) 676-8464
Fax: (309) 676-5445

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. /5
F.A.I. 74	*	PEORIA	1360	1037	of 15 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. PROJ. NO.			

* (72-TR-3) Contract 68200

CLAUDE H. HURLEY COMPANY BORING LOG

PROJECT NO. 3-380-D1 BORING NO. CB 53

PROJECT F.A.I. 74 IMPROVEMENTS - GALE AVENUE CORRIDOR

LOCATION CULVERT NBI-74BC 145+826.0 43.0mL PEORIA & TAZEWELL COUNTIES, ILLINOIS

DRILLING CONTRACTOR HANG ENGINEERING, INC.

DATE OF DRILLING: STARTED 10-20-94 COMPLETED 10-20-94 SURFACE ELEVATION 265.55

DRILLED BY R. BELL LOGGED BY K. OLSON

Elev.	CLASSIFICATION	Depth	GROUNDWATER DATA				DRILLING METHOD							
			N	Qu	W	Yd	DATE	DEPTH	HOUR	RID TYPE				
166.33	TOPSOIL FILL: BK BR CLAY LOAM, A-4	7	-	15	-	-	-	-	-	DB	10-20	DRY	-	CMP-55
166.33	FILL: BR SILTY CLAY LOAM, A-5	7	420	6	-	-	-	-	-	DC	10-21	8.0	1d	AMP-25
165.72	FILL: GR SILTY CLAY LOAM, A-5	4	285	9	-	-	-	-	-	GR	10-21	DRY	-	CMP-55
164.96	FILL: BR SAND, A-1-b	4	-	6	-	-	-	-	-	BR	10-21	DRY	-	CMP-55
164.20		2	115	17	-	-	-	-	-	BR	10-21	DRY	-	CMP-55
161.15	GR TO GR BR LOAM TO CLAY LOAM, A-4 TO A-6 W/ SILT, A-4 SEAMS	3	105	17	-	-	-	-	-	GR	10-21	DRY	-	CMP-55
160.39	GR BR STRATIFIED SILT, A-4	12	-	12	-	-	-	-	-	GR	10-21	DRY	-	CMP-55
159.62		12	-	12	-	-	-	-	-	GR	10-21	DRY	-	CMP-55

Illinois Department of Transportation SOIL BORING LOG

Page 1 of 1 Date 5/3/02

ROUTE F.A.I. 74 DESCRIPTION High Mast Light Pole Foundation LOGGED BY JBR

SECTION 72-6.7.8.9-1.90-11.90-12.13.14 LOCATION SEC. 7, TWP. 3, R. 10E.

COUNTY Peoria & Tazewell DRILLING METHOD NSA HAMMER TYPE AUTO

STRUCT. NO. _____ SURFACE WATER Elev. _____ m

Station _____ Stream Bed Elev. _____ m

BORING NO. HNS-036 GROUNDWATER Elev. _____ m

Station 145+715 First Encounter _____ m

Offset 34.00m N of ER BR Upon Completion _____ m

Ground Surface Elev. 176.05 m After 24 Hrs. not taken _____ m

Elev.	CLASSIFICATION	Depth	N	Qu	W	Yd	DRILLING METHOD							
							DATE	DEPTH	HOUR	RID TYPE				
165.53	Brown CLAY LOAM w/ some sand	2	197	18.0	-	-	-	-	-	BR	10-21	DRY	-	CMP-55
164.83	Brown FINE SAND	3	10	15.0	-	-	-	-	-	BR	10-21	DRY	-	CMP-55
164.07	Gray SILTY CLAY	4	158	14.0	-	-	-	-	-	BR	10-21	DRY	-	CMP-55
163.30	Light Brown & Light Gray SANDY CLAY LOAM w/ trace of silt	5	230	10.0	-	-	-	-	-	BR	10-21	DRY	-	CMP-55
162.54	Gray FINE SAND w/ trace of clay	6	13	13.0	-	-	-	-	-	BR	10-21	DRY	-	CMP-55
161.78	Dark Gray SILTY CLAY	7	99	22.0	-	-	-	-	-	BR	10-21	DRY	-	CMP-55
161.02	Gray CLAY LOAM FILL	8	39	14.0	-	-	-	-	-	BR	10-21	DRY	-	CMP-55

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 (ASTM 1206) B65, from 13T (Rev. 8-99)

RSV ENGINEERING, INC. BORING LOG SCHAUMBURG, ILLINOIS

JOB NO. 98600 CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION BORING NO: C-7

PROJECT: Interstate Route 74 Improvements - Peoria, Illinois STATION: 10+447

LOCATION: Culvert at Ramp C-3 Over Dry Run Creek SN 072-2005 OFFSET: 22m Lt

BORING RIG & METHOD: CME-450 (ATV) w/ Hoikow Stem Augers SURF ELEV: 167.65

SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
75mm Root Zone Material, FILL: Br Organic Silty CLAY	167.40		0.00-0.30		Auger			21
FILL: Br Sandy CLAY	166.98		0.30-0.76	305	3-3	77*		17
FILL: Gr Clayey SAND, little (+) c-f Gravel	166.40		1.07-1.52	305	4-5	259	15	14
					6			
Very Stiff to Hard Br to Gr Silty CLAY, little c-f Sand			1.83-2.29	432	9-10	460	15	14
					4			
			2.59-3.05	457	7-10	440	15	12
					9			
Medium Dense Br SAND	163.89		3.35-3.81	457	12-14	297	15	12
	163.69							
Very Stiff to Hard Gr Silty CLAY, little c-f Sand, trace m-f Gravel			4.11-4.57	457	8-12	373	15	13
					5			
			4.88-5.33	457	9-12	412	15	14
	162.16							
Very Stiff Gr Silty CLAY, little c-f Sand, trace c-f Gravel			5.64-6.10	406	6-11	249	15	15
					8			
	160.85		6.40-6.86	457	9-14	259	15	14
					10			
Medium Dense to Dense Gr SAND, trace Clay			7.16-7.62	330	14-17			9
	159.42							
			7.92-8.38	457	9-15	431*		15
					15			
Hard Gr Silty CLAY, little c-f Sand			8.09-9.14	457	10-12	440	15	13
					9			
			9.45-9.91	457	14-17	431*		14
	157.41							
					19			
Dense Br SAND			10.21-10.67	457	19-18			7
					15			
	156.22		10.97-11.43	381	19-25			12

Boring terminated at 11.4m

REMARKS: * Denotes Calibrated Penetrometer Estimate

WATER	2.7m ELEV. 164.90 DURING DRILLING	CORE SIZE	mm	DATE	May 23, 00
WATER	m ELEV. AT COMPLETION	CASING LENGTH	m	DRILLER	Stafford
WATER	0.9m ELEV. 166.73 AFTER 48 HRS	CASING DIAMETER	mm	INSPECTOR	Reed

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups)	Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.	Penetrometer Estimate	An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
BLOWS/150mm	Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.	50 mm ST	50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
q _u , kPa	Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.	Yd	Dry unit weight of soil specimen in kilograms per cubic meter.
STRAIN, %	Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).	REC.	Length of sample recovered in millimeters.
WATER CONTENT, %	Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.		

DESIGNED	LLV
CHECKED	P.JL
DRAWN	MGM
CHECKED	LLV

BORING LOGS
NORTH & SOUTH CULVERT EXTENSION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. ROUTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STATION 10+277.51 TO
STA. 10+441.66 (RAMP C-3)
STRUCTURE NUMBER 072-2005

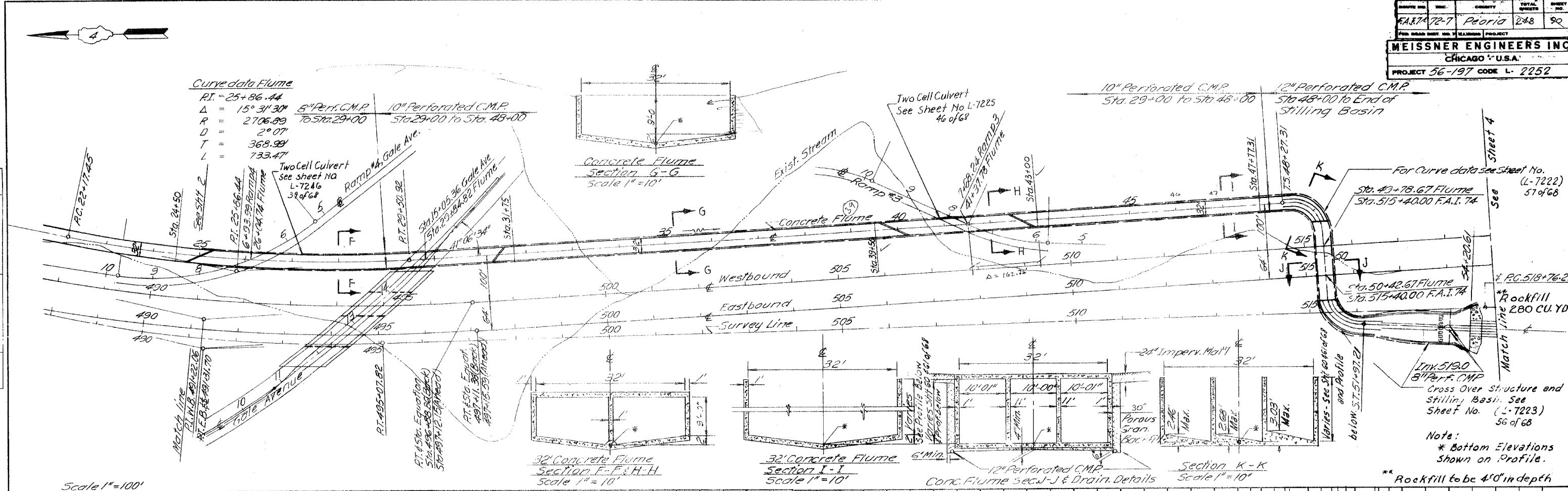


111 NE Jefferson Ave.
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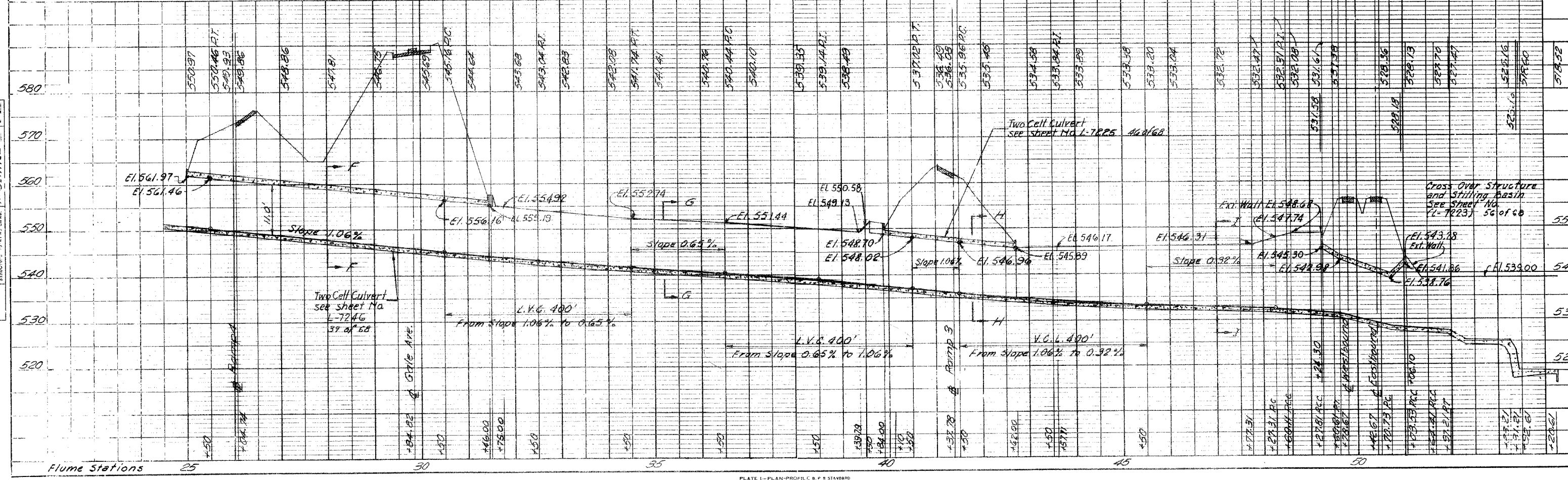
ROUTE NO.	72-7	COUNTY	Peoria	TOTAL SHEETS	248	SHEET NO.	90
MEISSNER ENGINEERS INC. CHICAGO U.S.A.							
PROJECT 56-197 CODE L-2252							

Curve data Flume
 P.I. = 25+86.44
 Δ = 15° 31' 30"
 R = 2706.89
 D = 2° 07'
 T = 368.98
 L = 733.47

DATE: 9-80
 BY: A. Bernitez
 SURVEYED: []
 PLOTTED: []
 CHECKED: []
 NOTE BOOK NO. []
 PLAN NO. []



DATE: 9-80
 BY: A. Bernitez
 SURVEYED: []
 PLOTTED: []
 CHECKED: []
 NOTE BOOK NO. []
 PROFILE NO. []



B.M. #47: Chiseled "L" on parapet at S.W. corner of bridge, S.N. 072-0039, Gate Ave. over I-74. Elev. 180.151

Existing Structure: The existing culvert (S.N. 072-2005) is a two-barrel reinforced concrete box culvert with an attached reinforced concrete flume. They were built as F.A.I. Rte 74, Sec. 12-1-HB-1 in 1965.

A North MSE retaining wall will be built to retain Ramp C-3 in areas where there is no existing or new culvert extension. The MSE wall will be built in conjunction with a new extension to the existing box culvert.

Traffic will be closed on Ramp C-3 during construction.

Sta. 10+300.000 Ramp C-3 = Sta. 145+800.450 W.R. F.A.I. 74

Note: All stationing is on Ramp C-3 baseline unless otherwise noted.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

POLICE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	72-7R-3	PEORIA	1360	1039
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract No. 68200

TABLE OF ELEVATIONS

Station @ Ramp C-3	Offset Left of h (m)	Finish Grade Elev. At Front Face Of Wall	Elev. At Bottom Of Coping/T.O. Exp. CIP Face	Elevation At Bottom Of Wall
10+442.153	6.5	167.45	171.22	165.20
10+450.000	6.5	168.25	174.52	165.20
10+460.900	6.5	168.75	174.90	165.20
10+470.000	6.5	169.48	175.26	165.73
10+480.000	6.5	170.25	175.60	166.30
10+490.000	6.5	171.68	175.98	166.87
10+500.000	6.5	172.00	176.36	167.44
10+510.000	6.5	173.00	176.73	168.01
10+520.000	6.5	174.00	177.12	168.58
10+530.000	6.5	175.21	177.49	169.15
10+540.000	6.5	176.05	177.87	169.72
10+550.000	6.5	176.85	178.25	170.29
10+560.000	6.83	177.66	178.61	170.86
10+570.000	7.34	178.48	178.98	171.43
10+575.000	7.59	178.99	179.16	171.72

DESIGN SPECIFICATIONS

2002 AASHTO

DESIGN STRESSES

FIELD UNITS

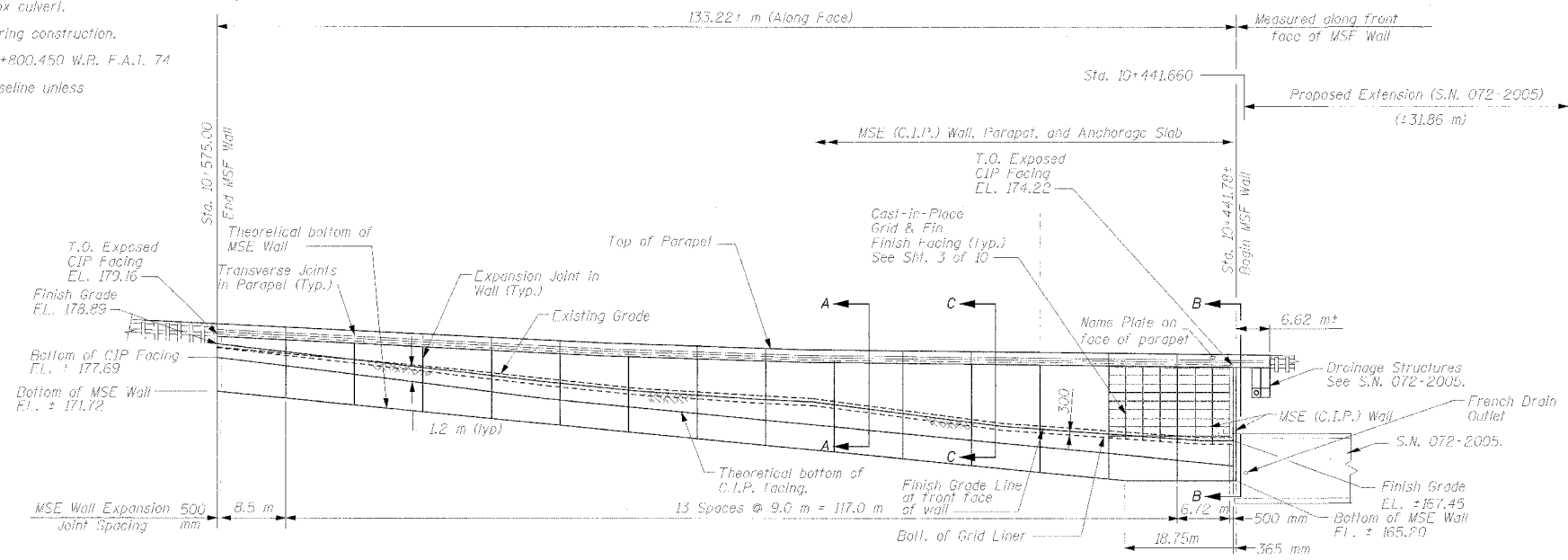
NEW CONSTRUCTION

$f'_c = 24 \text{ MPa}$ (28 day) Conc.
 $f_y = 400 \text{ MPa}$ (Reinf.)

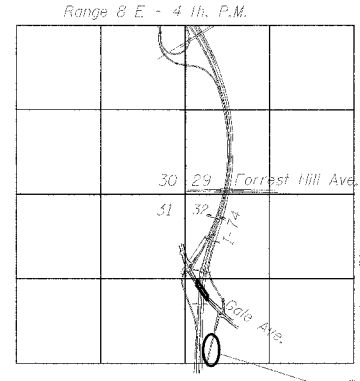
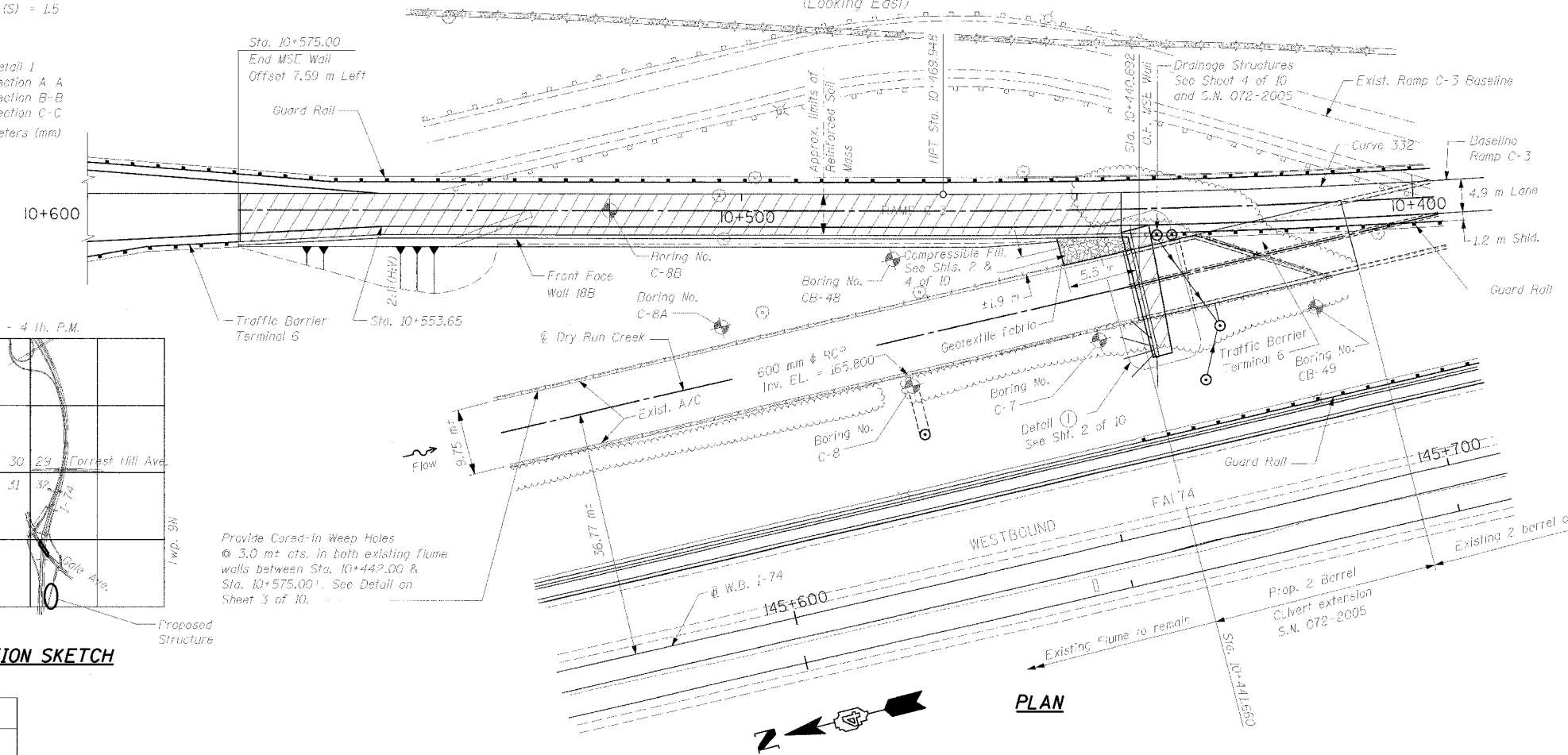
SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.043 g
Site Coefficient (S) = L5

See Sheet #2 of 10 for Detail 1
See Sheet #3 of 10 for Section A-A
See Sheet #4 of 10 for Section B-B
See Sheet #5 of 10 for Section C-C
All dimensions are in millimeters (mm) unless noted otherwise.



ELEVATION OF NORTH MSE RETAINING WALL
(Looking East)



LOCATION SKETCH

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

GERALD E. KOYLASS
ILLINOIS LICENSED STRUCTURAL ENGINEER NO. 5264
EXP. DATE: NOVEMBER 30, 2006
Date: 1/27/05

PLAN & ELEVATION OF NORTH MSE WALL
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+442.15 TO STA. 10+575 (RAMP C-3)
STRUCTURE NUMBER 072-8618 - WALL 18B

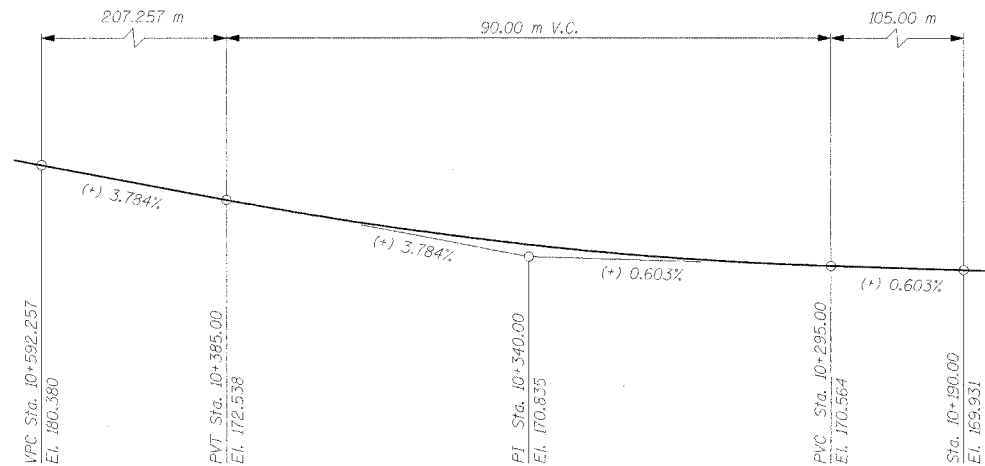
CLARK ENGINEERS, INC.
111 NE Jefferson Ave.
Peoria, Illinois 61602
PH: 309.676-8464
FAX: 309.676-5445

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(72-7)R-3	PEORIA	1360	1040
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
OF 10 SHEETS

Contract No. 68200



B PROFILE GRADE OF RAMP C-3

PROPOSED HORIZONTAL CURVE DATA	
CURVE NO.	332
ALIGNMENT	RAMP C-3
DESIGN SPEED	80 km/h
P.I. STA.	10+356.775
R (m)	1293.773
T (m)	113.756
L (m)	226.928
E (m)	4.991
S.F.	2.70%
TRANSITION IN	10+238-10+245
TRANSITION OUT	10+466-10+478
P.C. STA.	10+243.019
P.T. STA.	10+469.948

GENERAL NOTES

- The Contractor shall coordinate and verify all drainage and roadway information with corresponding plans before beginning construction.
- Reinforcement bars shall conform to the requirements of AASHTO M31M or M322M Grade 400.
- All dimensions are in millimeters unless noted otherwise.
- The geosynthetic material serving as the sacrificial facing shall be protected from ultraviolet deterioration prior to the placement of the CIP concrete facing.
- Sawed contraction joints shall be placed in the anchorage slab to radially match the transverse joints in the pavement. See Std. 483001 & 420001-03 for contraction and expansion joint details in anchorage slab. Parapet joints shall be located at every other sawed anchorage slab joint. Parapet contraction joints shall be aluminum sheeled full height if cast-in-place, saw-cut full height if slip formed.
- CIP wall panels to be designed by Contractor and included in Mechanically Stabilized Earth Retaining Wall with CIP facing. See Special Provisions.
- Maximum applied bearing pressure = 259 kPa
- All construction joints shall be bonded.
- Plan dimensions and details relative to existing structure have been taken from existing structure plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- The CIP facing shall not be placed until all sacrificial fascia elements, within the limits of the pour, have been erected and allowed to settle for at least thirty calendar days, unless otherwise indicated on the plans.

STA. 10+442.15 - STA. 10+575
BUILT 20-- BY
STATE OF ILLINOIS
F.A.I. ROUTE 74 (72-7) R-3
LOADING MS18
STR. NO. 072-8618

NAME PLATE
See Sid. 515001

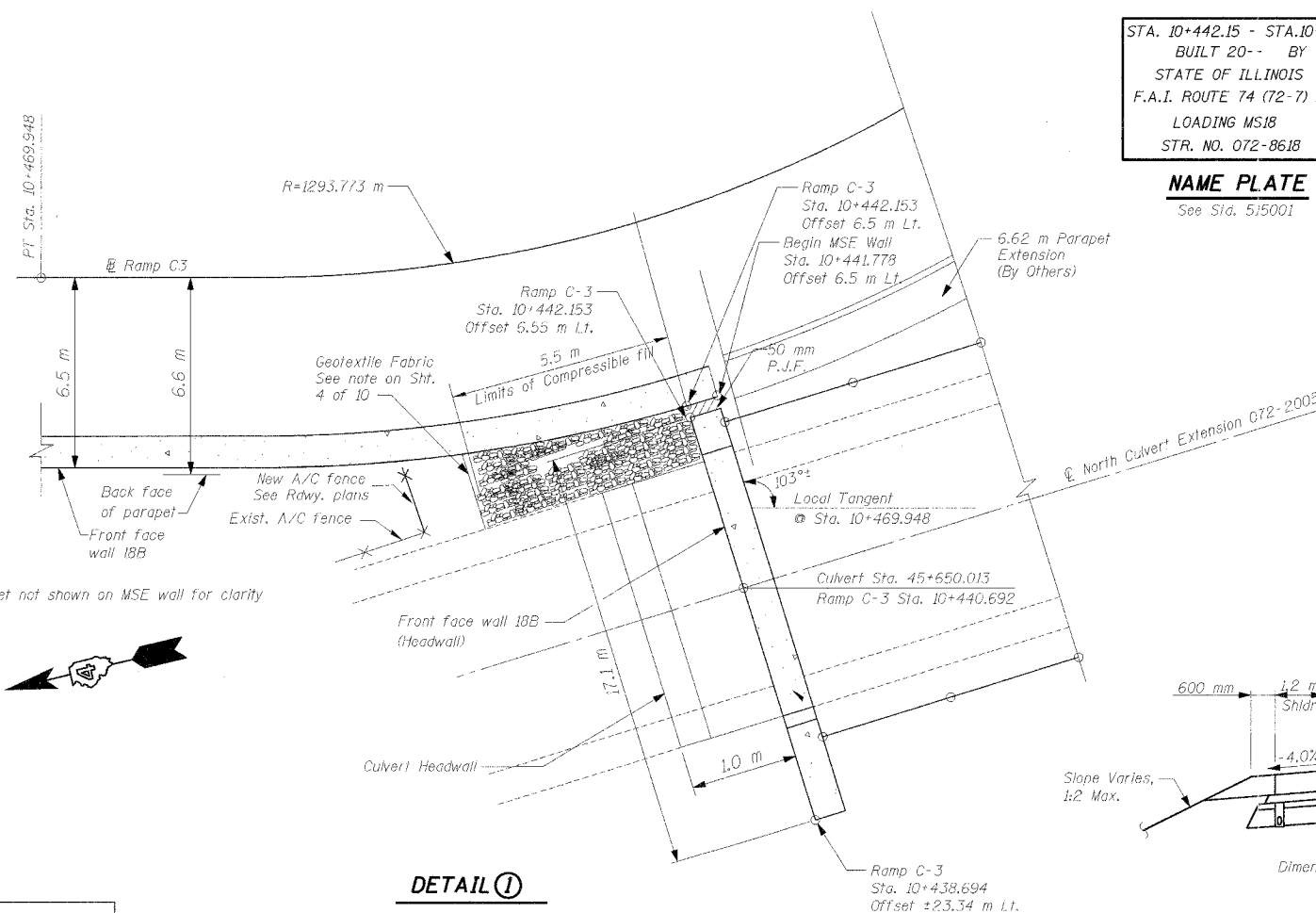
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Reinforcement Bars, Epoxy Coated	kg	12,430
Concrete Superstructure	m ³	40.8
Concrete Structures	m ³	137.9
Structure Excavation	m ³	7.119
French Drains	m ³	26
Form Liner Grid and Fin Surface	m ²	606.5
Mechanically Stabilized Earth Retaining Walls with Cast-In-Place Facing	m ²	727.4
Compressible Fill Material	m ³	33
Woop Holes Cored	Each	45

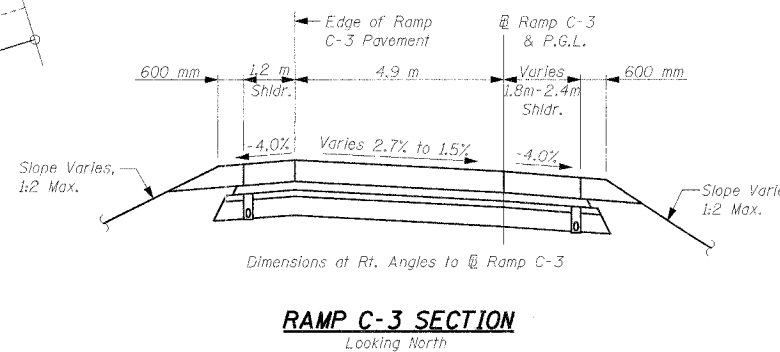
**GENERAL NOTES, DESIGN DATA AND
TOTAL BILL OF MATERIALS
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+442.15 TO STA. 10+575 (RAMP C-3)
STRUCTURE NUMBER 072-8618 - WALL 18B**



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Peoria, Illinois 61602
PH(309)676-8464
FAX(309)676-5445



DETAIL ①



RAMP C-3 SECTION
Looking North

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

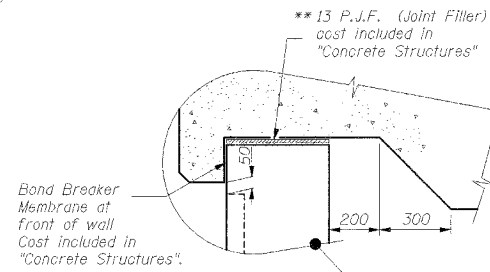
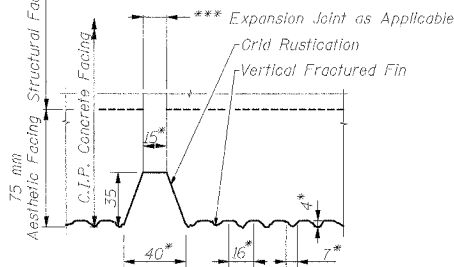
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

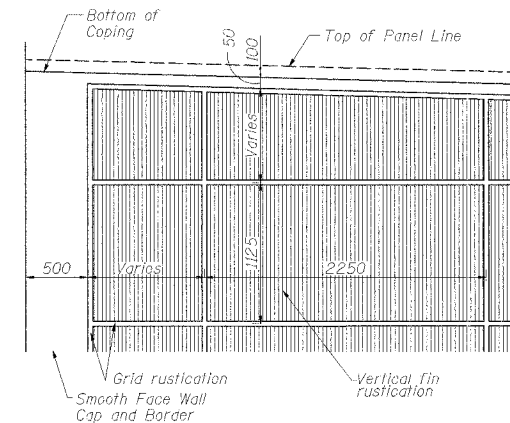
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 OF 10 SHEETS
F.A.I. 74	(72-7)R-3	PEORIA	1360	1041	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

* Dimensions subject to minor variations within the group of approved forminers.

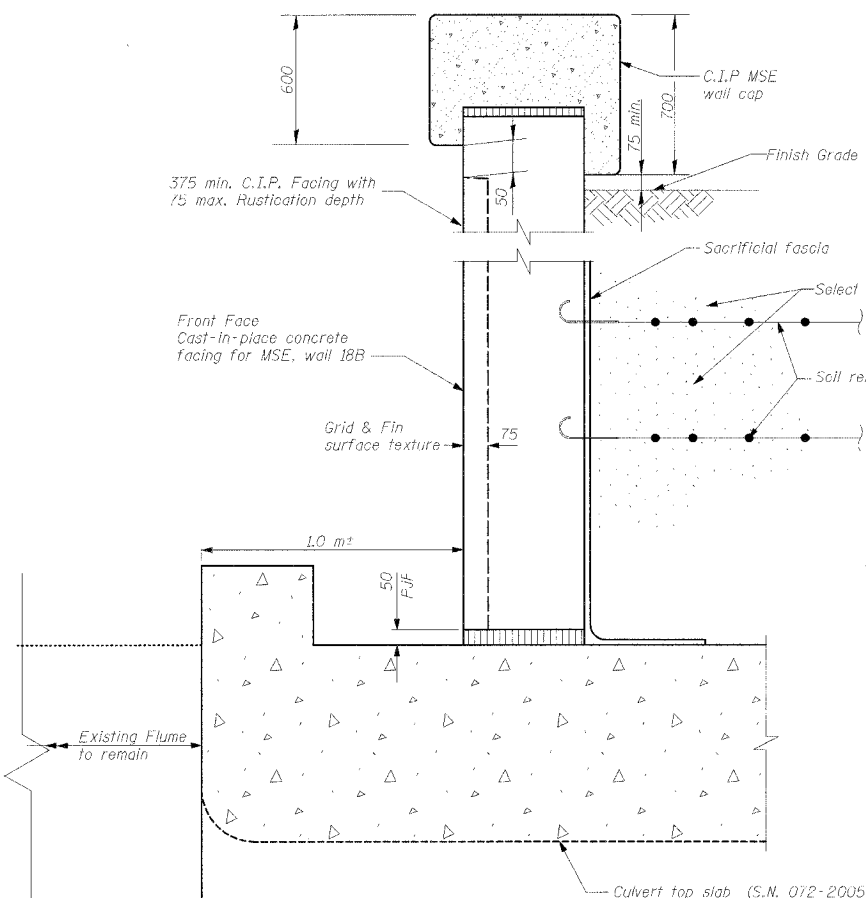
*** All expansion joints/construction joints to fall within 40mm grid rustications.



GRID AND FIN RUSTICATION DETAIL

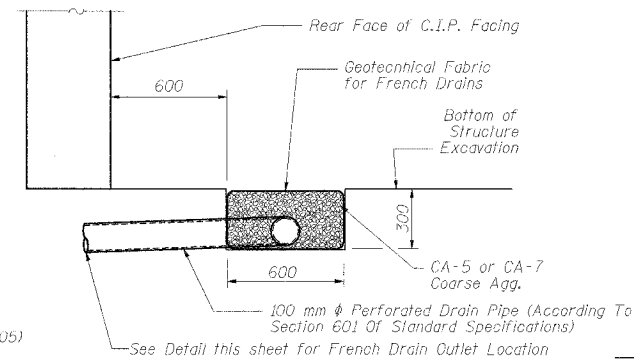


ELEVATION: RUSTICATION DETAIL



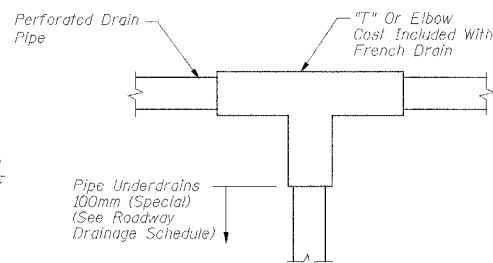
SECTION D-D

WALL DETAILS OVER NEW CULVERT TOP SLAB

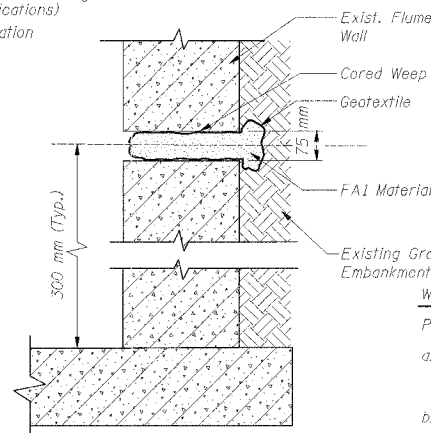


FRENCH DRAIN DETAIL

The French Drain Installation shall follow Section 601 of the Standard Specifications except that the trench will be filled with CA-5 or CA-7 coarse aggregate. The trench shall be lined with Geotechnical Fabric for French Drains and have a 100 mm diameter drain pipe located near the base of the excavation. The cost of the Geotechnical Fabric and Drain Pipe is included with the pay item French Drains.

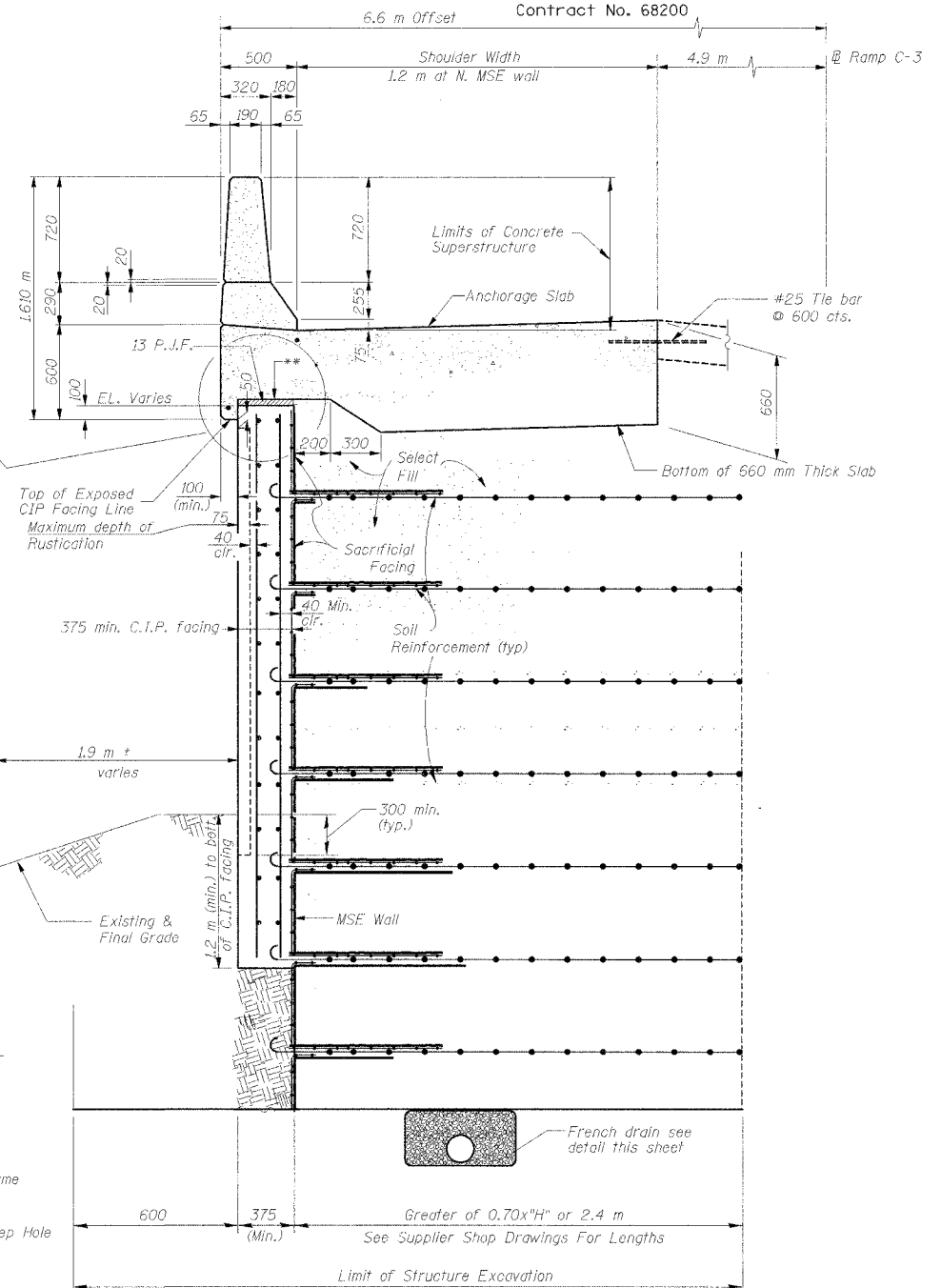


FRENCH DRAIN OUTLET



WEEP HOLE DETAIL

(45 Each)



SECTION A-A THRU PARAPET ABOVE C.I.P. MSE WALL FACING NORTH MSE WALL

(Looking North)

WEEP HOLE NOTES:

Proposed weep hole installation procedure:

- Core the hole (75 mm Ø) thru the existing wall at the location shown (every 3.0 m). Locate and clear existing reinforcement.
- Drill out approximately 0.6-0.7 liter of soil behind the wall
- Roll 1.7-1.8 liter of FA1 material in geotextile, wrap it all around, make the roll approximately 70 mm in diameter and tie the roll securely with elastic.
- Push the roll into the cored hole all the way.

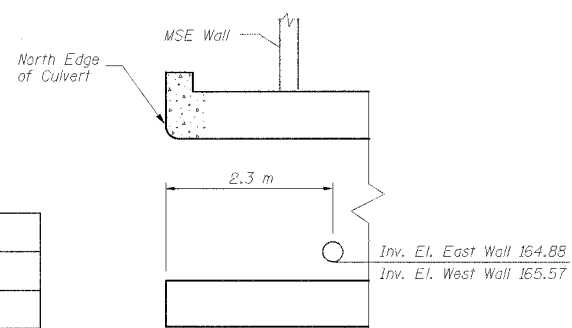
**NORTH MSE WALL DETAILS
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+442.15 TO STA. 10+575 (RAMP C-3)
STRUCTURE NUMBER 072-8618 - WALL 18B**



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FAX(309)676-5445

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

FRENCH DRAIN LOCATION



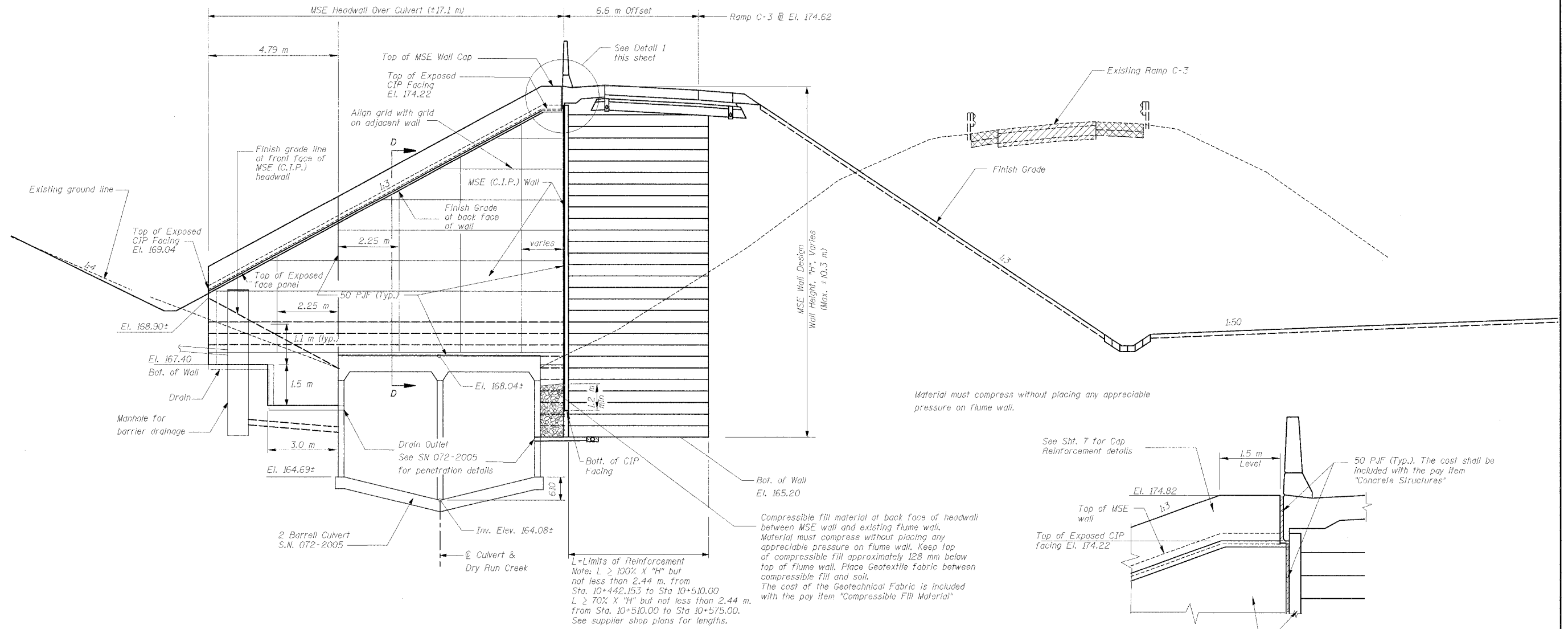
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

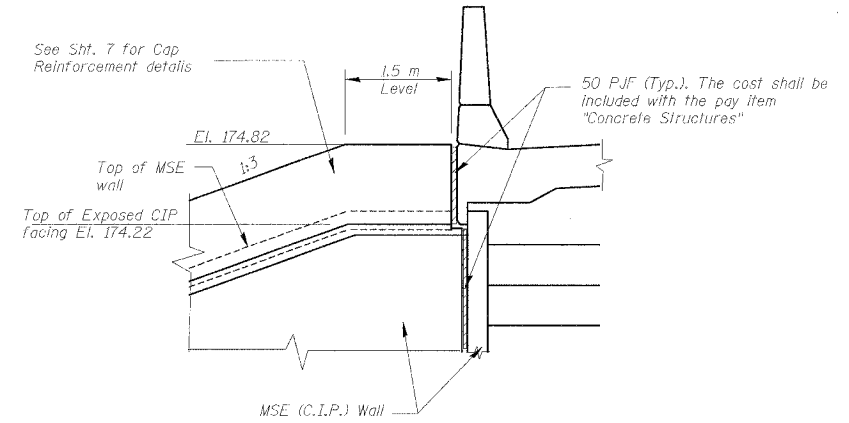
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F.A.I. 74	(72-7)R-3	PEORIA	1360	1042
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4
OF 10 SHEETS

Contract No. 68200



SECTION B-B AT STA. 10+440.000
(Looking North)



Detail 1

**NORTH MSE WALL CROSS SECTION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+442.15 TO STA. 10+575 (RAMP C-3)
STRUCTURE NUMBER 072-8618 - WALL 18B**

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	



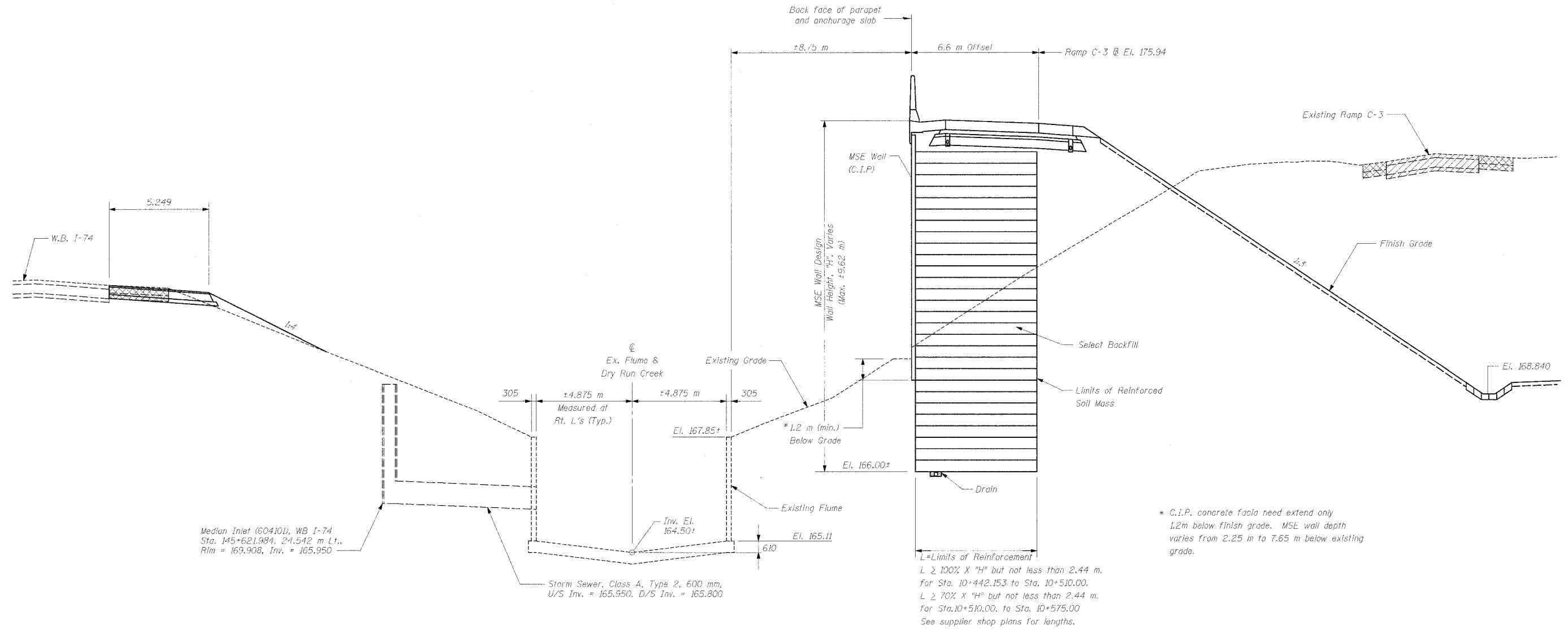
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.I. 74	(72-7)R-3	PEORIA	1360	1043	OF 10 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract No. 68200



SECTION C-C AT STA. 10+475.000

(Looking North)

* C.I.P. concrete fascia need extend only 1.2m below finish grade. MSE wall depth varies from 2.25 m to 7.65 m below existing grade.

L=Limits of Reinforcement
 $L \geq 100\% \times "H"$ but not less than 2.44 m. for Sta. 10+442.153 to Sta. 10+510.00.
 $L \geq 70\% \times "H"$ but not less than 2.44 m. for Sta. 10+510.00. to Sta. 10+575.00
 See supplier shop plans for lengths.

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

**NORTH MSE WALL CROSS SECTION
 RAMP C-3 OVER DRY RUN CREEK
 F.A.I. RTE 74(I-74) SECTION (72-7)R-3
 PEORIA COUNTY
 STA. 10+442.15 TO STA. 10+575 (RAMP C-3)
 STRUCTURE NUMBER 072-8618 - WALL 18B**



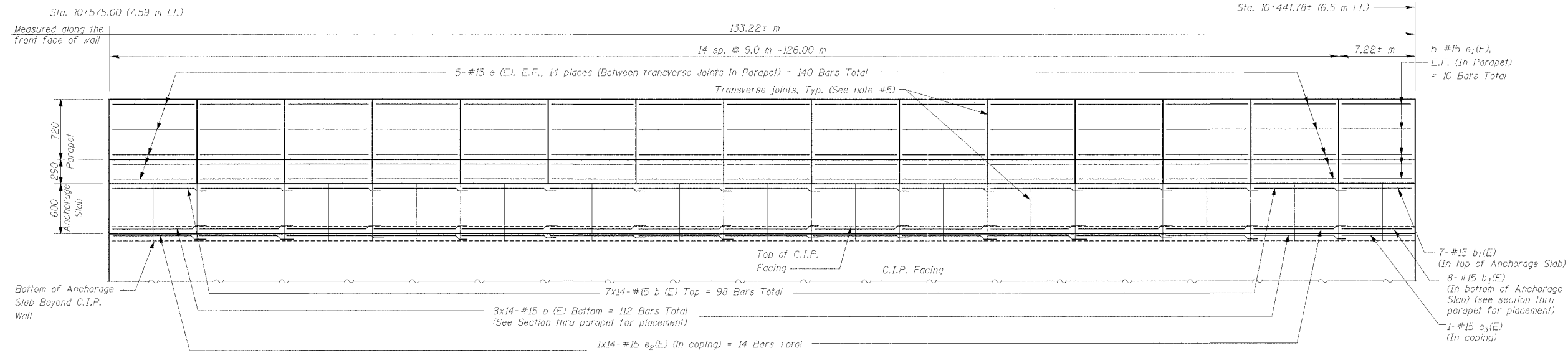
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Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

DWG NO. 072-8618-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

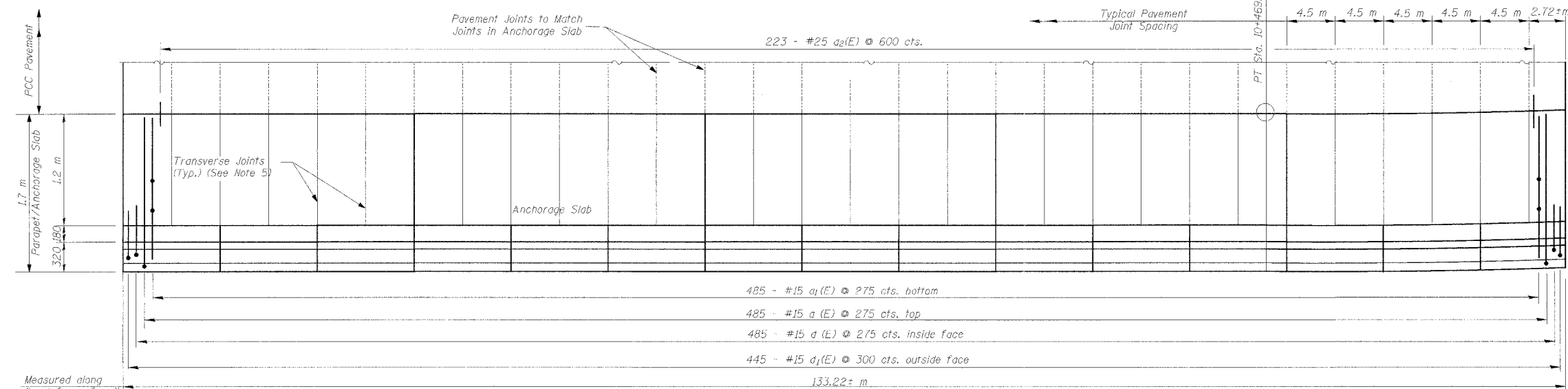
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F.A.I. 74	(72-7)R-3	PEORIA	1360	1044	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 68200



FRONT ELEVATION OF PARAPET & ANCHORAGE SLAB

(Looking South)



PLAN OF PARAPET & ANCHORAGE SLAB

NOTES:

- Longitudinal bars in the Anchorage Slab shall be continuous through the sawed joints. Longitudinal bars in the parapet shall not pass through the parapet joints. Maintain 50 mm end clearance. Bars may be field cut to fit where distance between joints varies with horizontal curvature.
- Bars indicated 1x2-#15 etc. indicates 1 line of bars with 2 lengths per line.
- Reinforcement bars designated (E) shall be epoxy coated.
- Contractor shall ensure that the top of P.J.F. is clear of select fill or other debris before placing Anchorage Slab concrete.
- Sawed contraction joints shall be placed in the anchorage slab to radially match the transverse joints in the pavement. See Std. 483001 & 420001-03 for contraction and expansion joint details in anchorage slab. Parapet joints shall be located at every other sawed anchorage slab joint. Parapet contraction joints shall be aluminum sheeted full height if cast-in-place, saw-cut full height if slip formed.
- At 165 mm deep sawed Contraction Joints in anchorage slab, shift a(E) bars as required for 100 mm horizontal clearance from joint and field bend b(E) & b1(E) bars in top of anchorage slab to provide 220 mm clearance from top of slab.
- Lap splice for #15(F) shall be 640 mm

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
a (E)	485	#15	2.03	┌
a1(E)	485	#15	1.65	└
a2(E)	223	#25	1.00	—
b (E)	210	#15	9.64	—
b1(E)	15	#15	7.17	—
b2(E)	14	#15	6.74	—
b3(E)	7	#15	4.9	—
d (E)	485	#15	1.61	┌
d1(E)	445	#15	2.19	└
e (E)	140	#15	8.9	—
e1(E)	10	#15	7.12	—
e2(E)	14	#15	9.64	—
e3(E)	1	#15	7.17	—
s (E)	6	#15	1.57	┌
s1(E)	55	#15	1.63	└
Concrete Superstructure			m ³	40.8
Concrete Structures			m ³	137.9
Reinforcement Bars, Epoxy Coated			kg	12,430



SECTIONS AND DETAILS
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+442.15 TO STA. 10+575 (RAMP C-3)
STRUCTURE NUMBER 072-8618 - WALL 18B

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

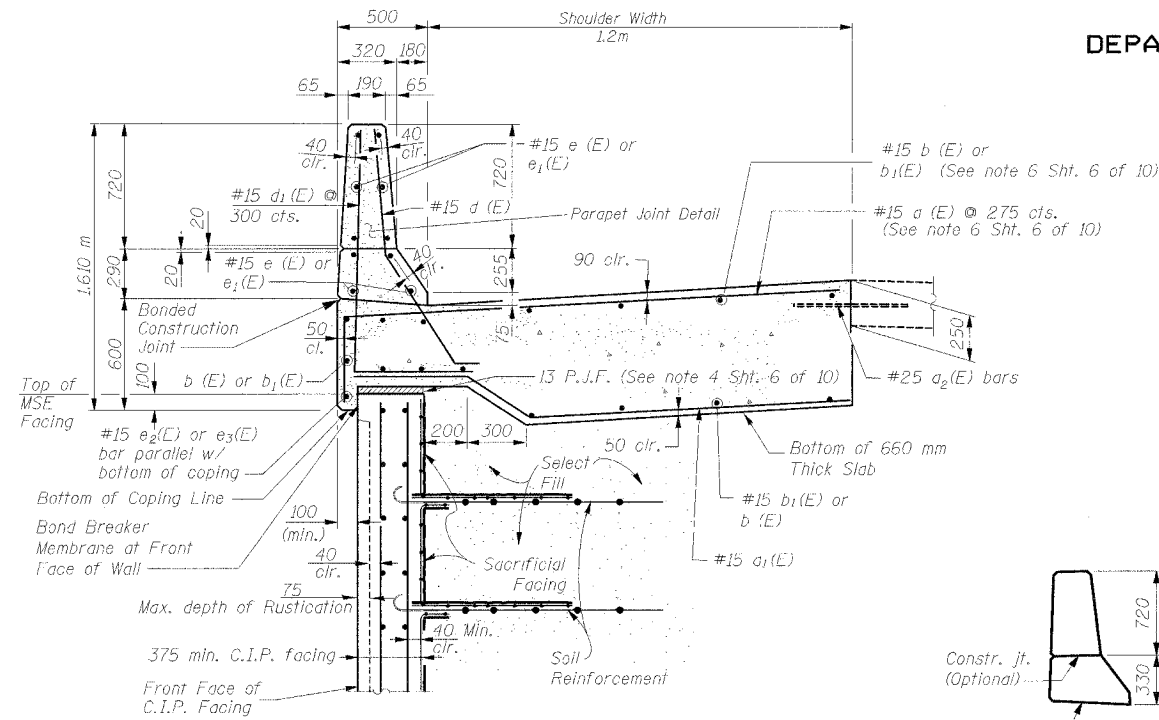


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Ph(309)676-8464
FAX(309)676-5445

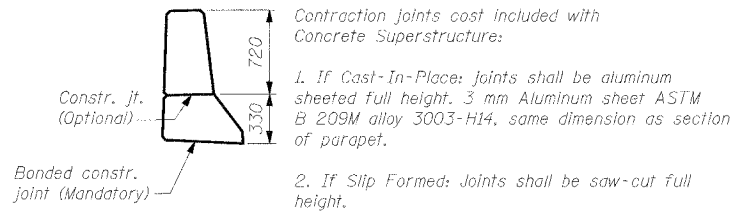
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 OF 10 SHEETS
F.A.I. 74	(72-7)R-3	PEORIA	1340	1045	
FED. ROAD DIST. NO. 7	SUBPHASE	FED. AID PROJECT			

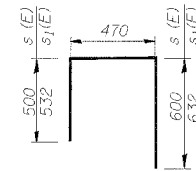
Contract No. 68200



DETAIL AT TOP OF MSE WALL

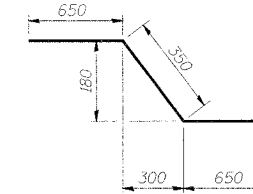


Parapet Joint Detail

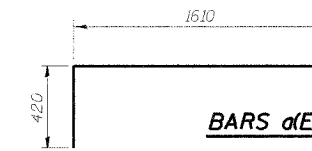


BARS s(E) & s1(E)

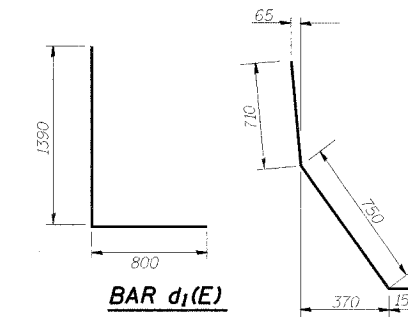
Note: Contractor to verify MSE wall thickness prior to fabricating bars s(E) & s1(E)



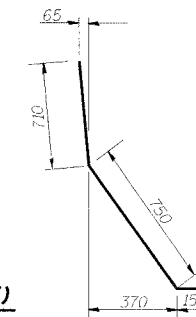
BAR a1(E)



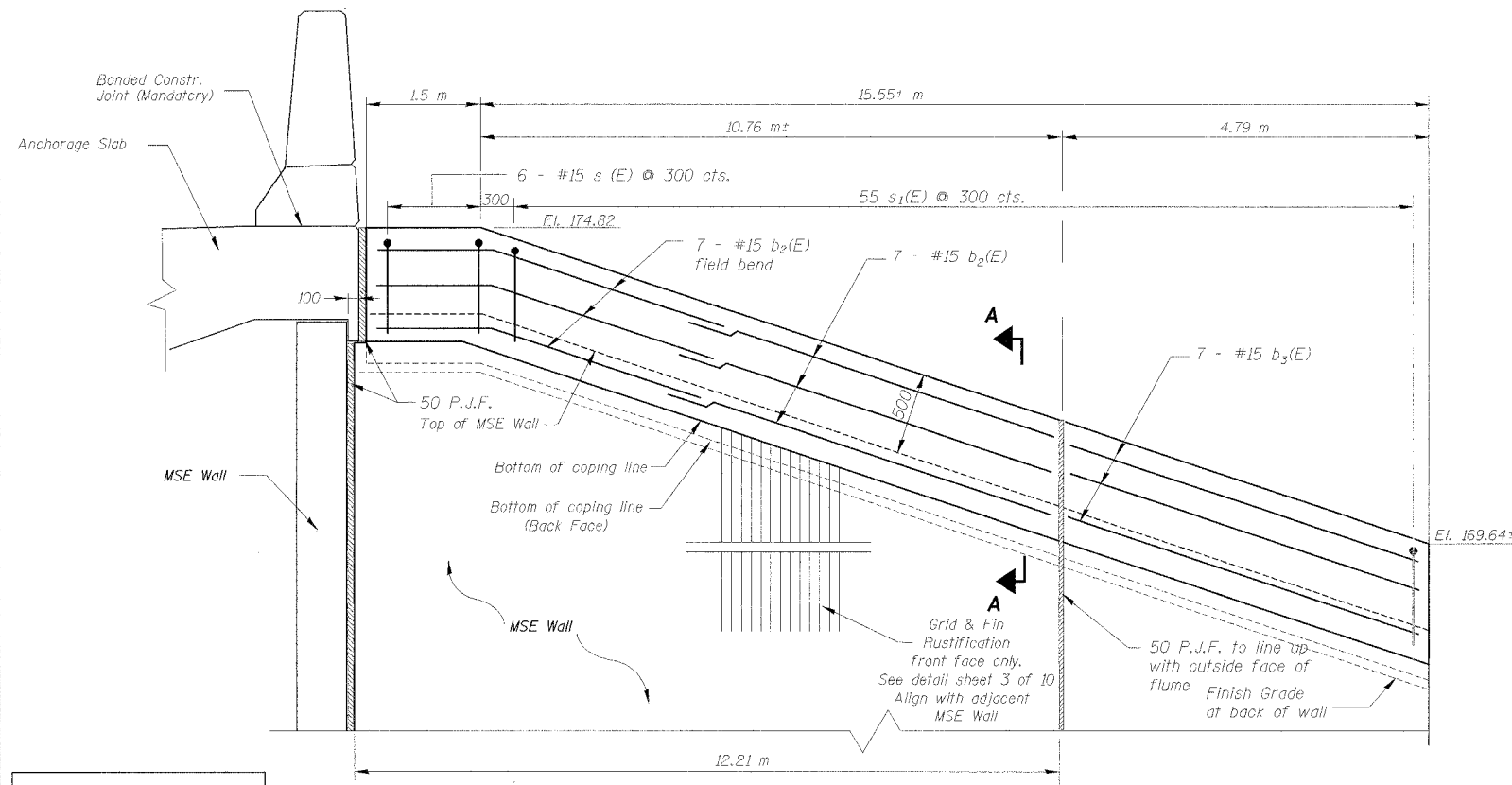
BARS d(E)



BAR d1(E)

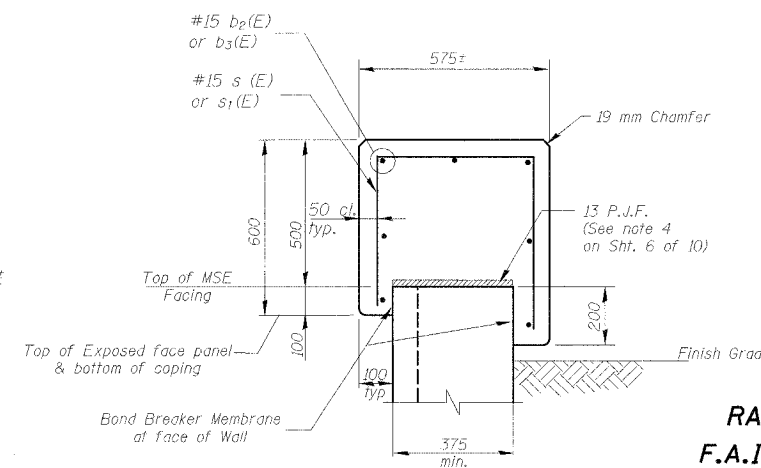


BAR d(E)



ELEVATION C.I.P. MSE WALL CAP

(Over Culvert looking south)
Chain Link Fence not shown for clarity



SECTION A-A

**SECTIONS AND DETAILS
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+442.15 TO STA. 10+575 (RAMP C-3)
STRUCTURE NUMBER 072-8618 - WALL 18B**

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	



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Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8 OF 10 SHEETS
F.A.I. 74	(72-7)R-3	PEORIA	1360	1046	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 68200

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: C-7						
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		STATION: 10+447						
LOCATION: Culvert at Ramp C-3 Over Dry Run Creek SN 072-2005		OFFSET: 22m Lt						
BORING RIG & METHOD: CME-450 (ATV) w/ Hollow Stem Augers		SURF ELEV: 167.65						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
75mm Root Zone Material, FILL, Br Organic Silty CLAY	167.40		0.00-0.30		Auger			21
FILL: Br Sandy CLAY	166.98		0.30-0.76	305	2-3-3	77*		17
FILL: Gr Clayey SAND, little (+) c-f Gravel	166.40		1.07-1.52	305	2-4-5	259	15	14
			1.83-2.29	432	6-9-10	460	15	14
Very Stiff to Hard Br to Gr Silty CLAY, little c-f Sand			2.59-3.05	457	4-7-10	440	15	12
	163.89		3.35-3.81	457	9-12-14	297	15	12
Medium Dense Br SAND	163.69		4.11-4.57	457	3-8-12	373	15	13
Very Stiff to Hard Gr Silty CLAY, little c-f Sand, trace m-f Gravel			4.88-5.33	457	5-9-12	412	15	14
	162.16		5.64-6.10	406	3-6-11	249	15	15
Very Stiff Gr Silty CLAY, little c-f Sand, trace c-f Gravel			6.40-6.86	457	8-9-14	259	15	14
	160.55		7.16-7.62	330	10-14-17			9
Medium Dense to Dense Gr SAND, trace Clay			7.92-8.38	457	6-9-15	431**		15
	159.42		8.69-9.14	457	15-10-12	440	15	13
Hard Gr Silty CLAY, little c-f Sand			9.45-9.91	457	9-14-17	431**		14
	157.41		10.21-10.67	457	18-10-16			7
Dense Br SAND			10.97-11.43	381	15-19-25			12
Boring terminated at 11.4m								
REMARKS: * Denotes Calibrated Penetrometer Estimate								
WATER 2.7 m ELEV 164.90 DURING DRILLING ✓ CORE SIZE mm DATE: May 23, 00								
WATER m ELEV AT COMPLETION ▼ CASING LENGTH m DRILLER: Stafford								
WATER 0.9 m ELEV 166.73 AFTER 1/4 HRS ✓ CASING DIAMETER mm INSPECTOR: Reed								

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: C-8						
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		STATION: 10+475						
LOCATION: Culvert at Ramp C-3 Over Dry Run Creek SN 072-2005		OFFSET: 28m Lt						
BORING RIG & METHOD: CME-450 (ATV) w/ Hollow Stem Augers		SURF ELEV: 167.90						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
50mm Root Zone Material, Dark Br Organic Silty CLAY	167.59		0.00-0.30		Auger			33
FILL: Br Silty CLAY	166.98		0.30-0.76	457	5-5-5	153*		24
			1.07-1.52	457	5-5-7	287	15	12
Very Stiff Gr Silty CLAY, little c-f Sand			1.83-2.29	356	4-6-7	297	15	12
	165.25		2.59-3.05	356	7-12-11			16
Medium Dense Br to Gr Silty SAND			3.35-3.81	381	5-7-11	239	15	12
	164.70		4.11-4.57	457	5-9-9	182	15	13
			4.88-5.33	457	8-12-17	373	15	12
Very Stiff to Stiff Gr Silty CLAY, little c-f Sand, trace c-f Gravel, random Silt and Sand seams noted			5.64-6.10	457	7-9-9	134	15	13
			6.40-6.86	457	6-12-12	153	15	12
	160.13		7.16-7.62	457	7-5-7	144	15	11
			7.92-8.38	457	3-3-7	77	15	15
Medium Stiff to Stiff Gr Silty CLAY, little c-f Sand, trace m-f Gravel			8.69-9.14	432	2-3-7	163	15	14
	158.30		9.45-9.91	457	8-17-30			4
			10.21-10.67	356	7-10-21			4
Dense Gr SAND, little (+) m-f Gravel			10.97-11.43	457	18-19-26			3
			11.73-12.19	406	12-18-23			4
Boring terminated at 12.2								
REMARKS: * Denotes Calibrated Penetrometer Estimate								
WATER Dry m ELEV DURING DRILLING ✓ CORE SIZE mm DATE: May 23, 00								
WATER m ELEV AT COMPLETION ▼ CASING LENGTH m DRILLER: Stafford								
WATER Dry m ELEV AFTER 1/4 HRS ✓ CASING DIAMETER mm INSPECTOR: Reed								

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: C-8A						
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		STATION: 10+503						
LOCATION: Culvert at Ramp C-3 Over Dry Run Creek SN 072-2005		OFFSET: 19.8m Lt						
BORING RIG & METHOD: CME-450(ATV) w/Hollow Stem Augers		SURF ELEV: 169.36						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
100mm Root Zone Material, FILL: Dark Br Organic Silty CLAY	168.14		0.00-0.30		Auger			13
FILL: Dark Gr to Br Silty SAND, little (+) c-f Gravel			0.30-0.76	203	3-6-5			12
	166.99		1.07-1.52	356	6-9-9	680	15	8
Hard Br to Gr Silty CLAY, little c-f Sand, trace m-f Gravel			1.83-2.29	406	8-9-10	469	15	9
	165.92		2.59-3.05	457	8-10-10			13
Medium Dense Br and Gr Silty SAND, little c-f Gravel			3.35-3.81	457	6-11-14	239	15	10
Very Stiff to Stiff Gr Silty CLAY, little c-f Sand, trace c-f Gravel, random Sand seams noted			4.11-4.57	356	4-4-5	153	15	13
	163.27		4.88-5.33	457	3-7-5	207	15	15
Medium Stiff to Stiff Gr Silty CLAY, little c-f Sand, trace c-f Gravel			5.64-6.10	406	4-6-6	287	15	14
Soft Gr Silty CLAY, trace c-f Sand			6.40-6.86	457	4-8-9	134	15	16
	162.41		7.16-7.62	457	6-9-10	153	15	12
Stiff Gr Silty CLAY, little c-f Sand			7.92-8.38	457	7-9-10	172	15	14
	159.66		8.69-9.14	457	6-7-9	163	15	13
Very Dense Gr SILT, trace Clay	159.82		9.45-9.91	406	17-25-43			4
Very Dense Gr m-f SAND			10.21-10.67	356	13-15-12			3
Medium Dense to Dense Gr SAND, trace(+) to little(-) m-f Gravel			10.97-11.43	381	10-16-19			4
Boring terminated at 11.4m								
REMARKS: * Denotes Calibrated Penetrometer Estimate								
WATER Dry m ELEV DURING DRILLING ✓ CORE SIZE mm DATE: May 25, 00								
WATER m ELEV AT COMPLETION ▼ CASING LENGTH m DRILLER: Olson								
WATER Dry m ELEV AFTER 1/4 HRS ✓ CASING DIAMETER mm INSPECTOR: Reed								

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups)	Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.	Penetrometer Estimate	An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
BLOWS/150mm	Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.	50 mm ST	50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
q _u , kPa	Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.	Yd	Dry unit weight of soil specimen in kilograms per cubic meter.
STRAIN, %	Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).	REC.	Length of sample recovered in millimeters.
WATER CONTENT, %	Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.		

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

BORING LOGS
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+442.15 TO STA. 10+575 (RAMP C-3)
STRUCTURE NUMBER 072-8618 - WALL 18B



111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
Fax(309)676-5445

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	1976 SHEETS	SHEET NO.	SHEET NO. 10 OF 10 SHEETS
F.A.I. 74	72-71R-3	PEORIA	1360	104B	
FED. ROAD DIST. NO. 7	ILLINOIS	PAVING PROJECT			

Contract No. 68200

CLAUDE H. HURLEY COMPANY											
BORING LOG						BORING NO. CB 49 (CONT)					
PROJECT NO. 3-280-D1											
PROJECT FAI-74 IMPROVEMENTS - GALE AVENUE CORRIDOR											
LOCATION CHEVERT				STATION WBI-74RL 145+666.1		26.8mL		PEORIA & TAZEWELL COUNTIES, ILLINOIS			
DRILLING CONTRACTOR WANG ENGINEERING, INC.											
DATE OF DRILLING STARTED 10-19-94				COMPLETED 10-19-94		SURFACE ELEVATION 168.59					
DRILLED BY R. BELL				LOGGED BY K. OLSON							
Elev.	CLASSIFICATION	Depth	N Rp0.15m	Q _u kPa	w %	γ _d kgm ³	GROUNDWATER DATA			DRILLING METHOD	
							DATE	DEPTH	HOUR	RIS TYPE	CHE-55
8							DD	10-19	DRY	-	RISER TYPE DEPTH 0.15E HSD-15.2m
12							-	10-19	DRY	0	CASING TYPE DEPTH
16							-	10-20	5.8	1d	SAMPLER TYPE AU-SS
	BM SAND, A-1-b	14	10		2		CLASSIFICATION				
		16									
		29									
			7								
		15	11		4						
			11								
	153.25	END OF BORING									
		16									
		17									
		18									
		19									
		20									
		21									
		22									
		23									
		24									
		25									
		26									

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups)	Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.	Penetrometer Estimate	An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
BLOWS/150mm	Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.	50 mm ST	50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
q _u , kPa	Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.	γ _d	Dry unit weight of soil specimen in kilograms per cubic meter.
DESIGNED	GEK	REC.	Length of sample recovered in millimeters.
CHECKED			
DRAWN	GEK		
CHECKED			
STRAIN, %	Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).		
WATER CONTENT, %	Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.		

BORING LOG
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+442.15 TO STA. 10+575 (RAMP C-3)
STRUCTURE NUMBER 072-8618 - WALL 18B



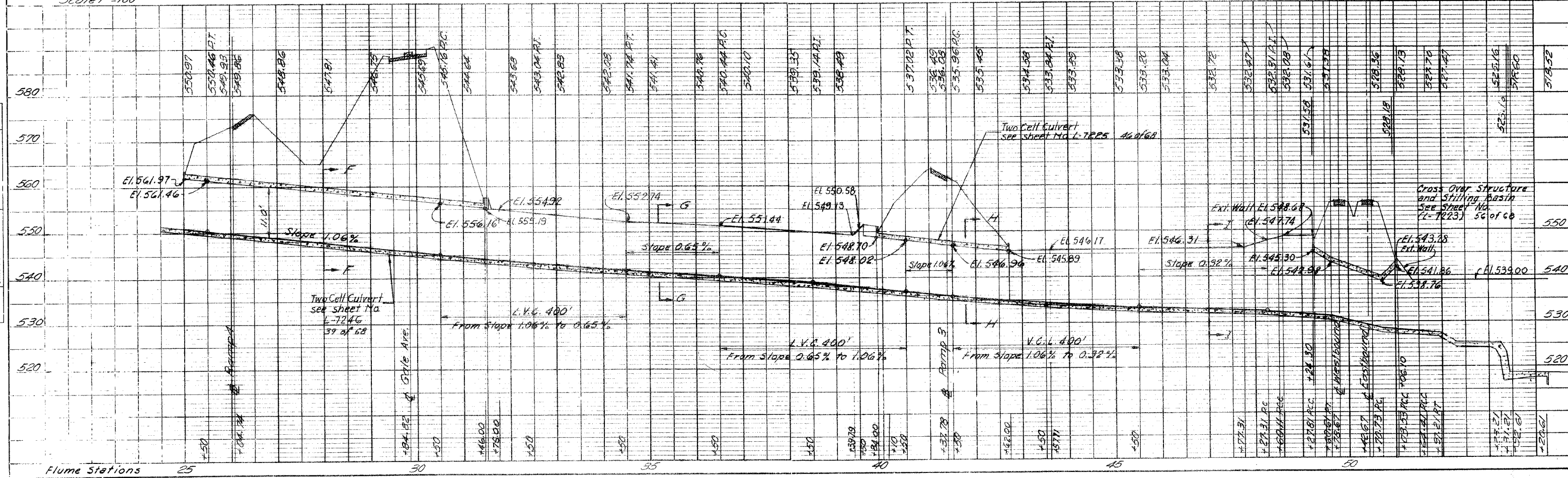
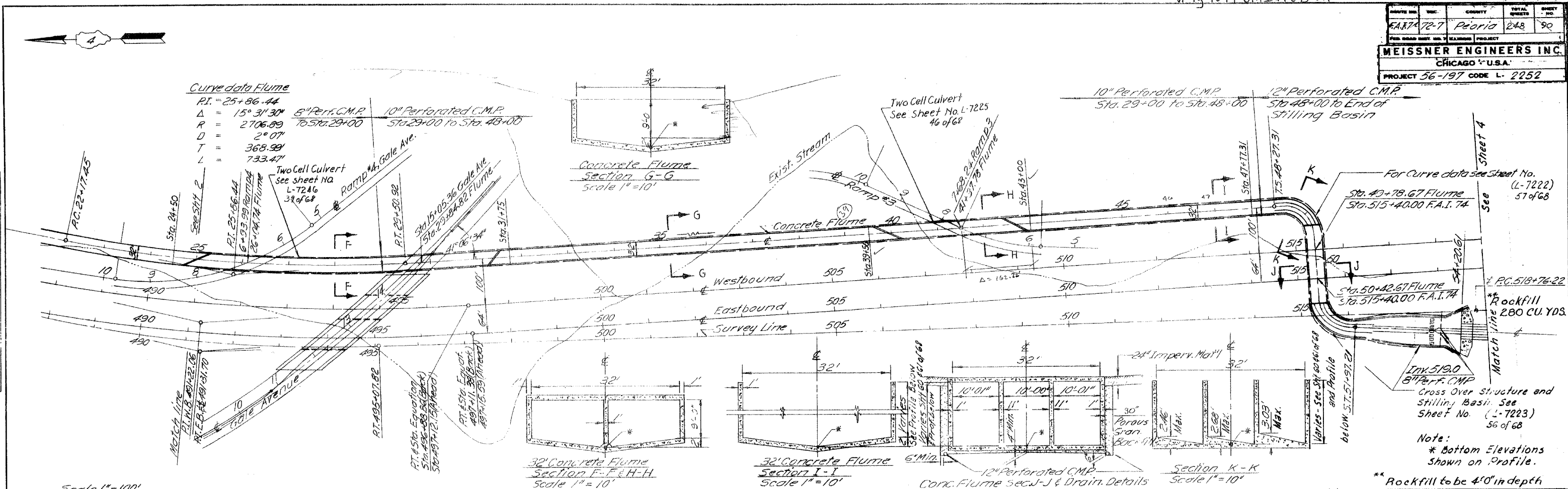
111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

Pg 1049 OMITTED

DATE	NO.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.R. 72-7		Peoria	248	90
MEISSNER ENGINEERS INC.				
CHICAGO U.S.A.				
PROJECT 56-197 CODE L-2252				

DATE	BY
9-80	A. Bernier
9-80	A. Bernier
SURVEYED	
ALIGNED CHECKED	
RT. OF WAY CHECKED	
PLAN	NO.
NO.	

DATE	BY
9-80	A. Bernier
9-80	A. Bernier
SURVEYED	
PLOTTED	
B.M. CHECKED	
STRUCTURE 70' BY 15' UNID.	
PROFILE	NO.
NO.	



B.M. #47: Chiseled "L" on parapet at S.W. corner of bridge, S.N. 072-0039, Gale Ave. over I-74. Elev. 160.151

Existing Structure: The existing structures are a two-barrel reinforced concrete box culvert (S.N. 072-2005) and an attached reinforced concrete flume. They were built as F.A.I. Rte 74, Sec. 72-7-HB-1 in 1965.

A South MSE retaining wall will be built to retain Ramp C-3 in areas where there is no existing or new culvert extension. The MSE wall will be built in conjunction with a new extension to the existing box culvert.

Traffic will be closed on Ramp C-3 during construction.

Sta. 10+300.000 Ramp C-3 = Sta. 145+800.460 W.R. F.A.I. 74

Note: All stationing is on Ramp C-3 baseline unless otherwise noted.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET SIZE	SHEET NO.
F.A.I. 74	(72-7)R-3	PEORIA	1360	1057	1
Contract No. 68200					OF 9 SHEETS

TABLE OF ELEVATIONS

Ramp C-3 Station	Offset Right Of @ (m)	Finish Grade Elev. At Front Face Of Wall	Elev. At Bottom Of Coping/T.O. Exp. Face Panel
10+190.00	2.8	169.07	169.28
10+193.15	2.8	167.50	169.29
10+200.00	2.8	167.40	169.31
10+225.00	2.8	167.30	169.49
10+250.00	2.8	167.00	169.64
10+277.94	2.8	166.70	169.81

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications

DESIGN STRESSES

FIELD UNITS

NEW CONSTRUCTION
 $f'_c = 24 \text{ MPa (28 day) Conc.}$
 $f_y = 400 \text{ MPa (Reinf.)}$

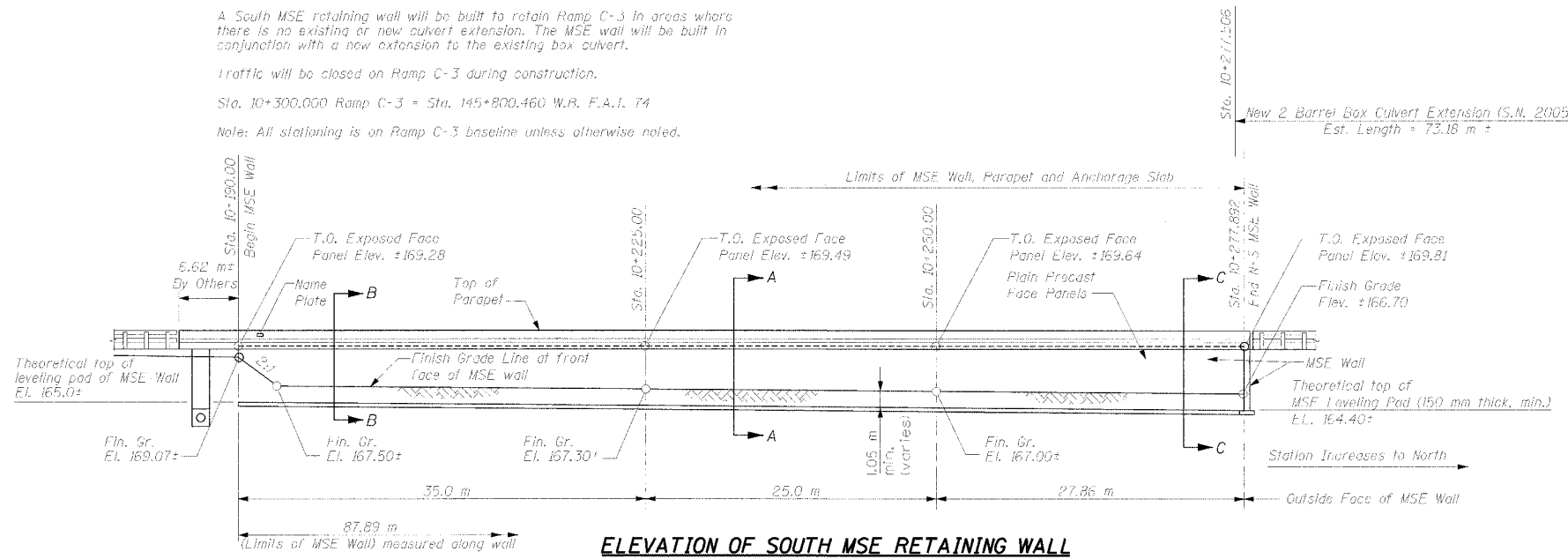
SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.043 g
 Site Coefficient (S) = 1.5

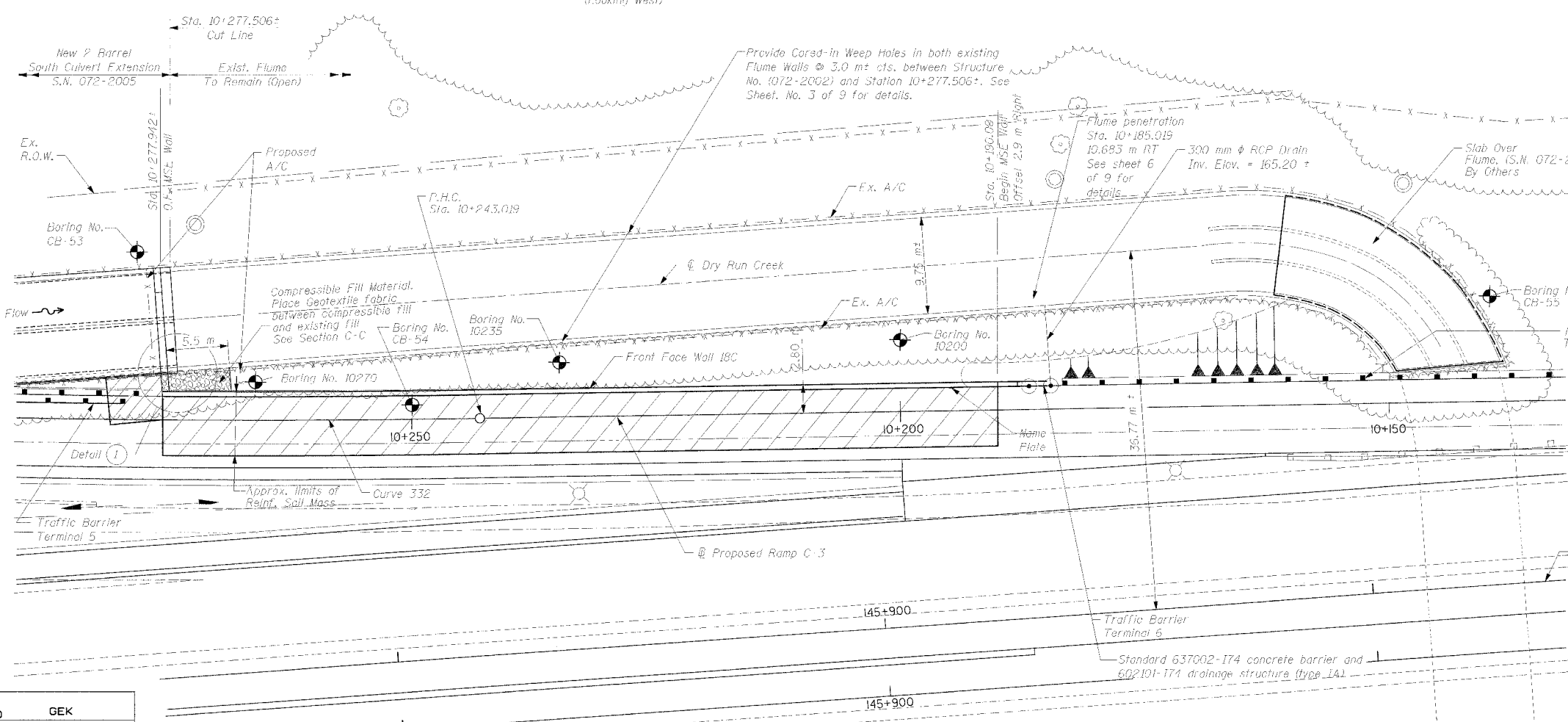


[Signature]

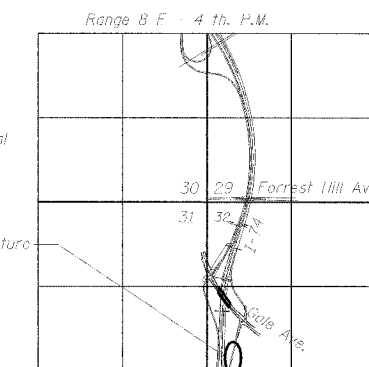
GERALD E. KOYLASS Date 1/7/05
 ILLINOIS LICENSED STRUCTURAL ENGINEER NO. 5264
 EXP. DATE: NOVEMBER 30, 2006



ELEVATION OF SOUTH MSE RETAINING WALL
(Looking West)



All dimensions are in millimeters (mm) unless noted otherwise.
 See sheet 2 & 9 for Detail I.
 See sheet 3 & 9 for Section AA.
 See sheet 4 & 9 for Sections BB and CC.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
 - SOUTH MSE WALL
 RAMP C-3 OVER DRY RUN CREEK
 F.A.I. RTE 74(I-74) SECTION (72-7)R-3
 PEORIA COUNTY
 STA. 10+190.00 TO STA. 10+277.94 (RAMP C-3)
 STRUCTURE NUMBER 072-8619 - WALL 18C

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

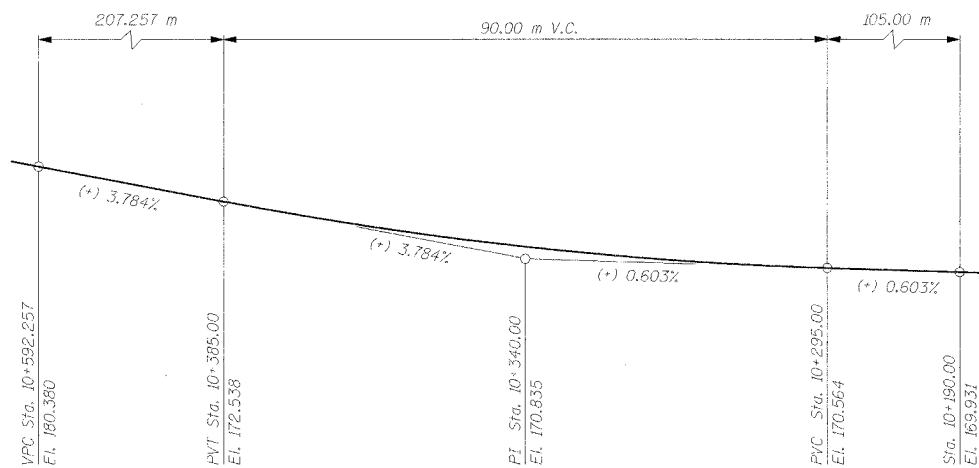
PLAN



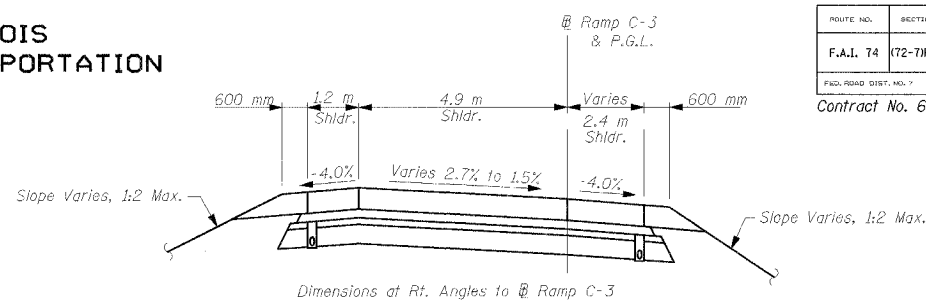
1116 Jefferson Ave.
 Peoria, Illinois 61602
 PH(309)676-8464
 FAX(309)676-5445

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HORIZONTAL CURVE DATA	
CURVE NO.	332
ALIGNMENT	RAMP C-3
DESIGN SPEED	80 km/h
P.I. STA.	10+356.775
R (m)	1293.773
T (m)	113.756
L (m)	226.928
E (m)	4.991
S.E.	2.70%
TRANSITION IN	10+238-10+245
TRANSITION OUT	10+466-10+478
P.C. STA.	10+243.019
P.T. STA.	10+469.948



B PROFILE GRADE OF RAMP C-3



RAMP C-3 SECTION
LOOKING NORTH

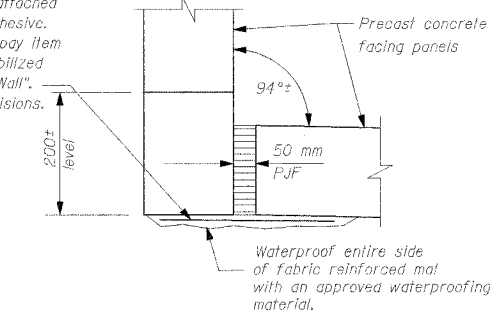
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Reinforcement Bars, Epoxy Coated	kg	12,960
Concrete Superstructure	m ³	27.0
Concrete Structures	m ³	85.0
Structure Excavation	m ³	1,357
French Drains	m ³	16
Mechanically Stabilized Earth Retaining Wall	m ²	435.2
Compressible Fill Material	m ³	25
Weep Holes Cored	Each	39
Concrete Removal	m ³	0.3
Reinforcement Bars	kg	110

STA. 10+190.00-STA.10+277.94
BUILT 20-- BY
STATE OF ILLINOIS
F.A.I. ROUTE 74 (72-7) R-3
LOADING MS1B
STR. NO. 072-8619

NAME PLATE
See Std. 515001

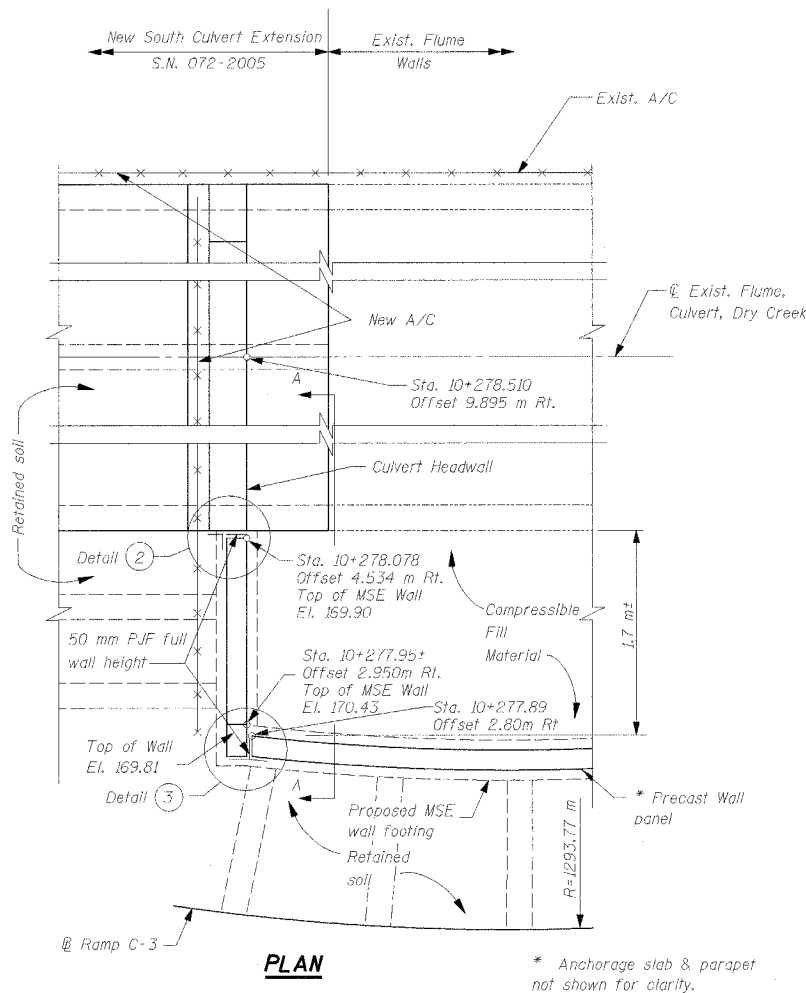
3 mm fabric reinforced elastomeric mat attached with approved adhesive. Cost included in pay item "Mechanically Stabilized Earth Retaining Wall". See Special Provisions.



DETAIL 3

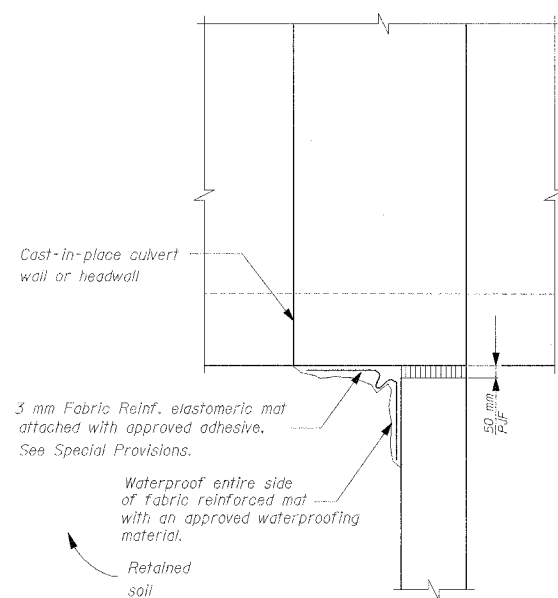
GENERAL NOTES

- The Contractor shall coordinate and verify all drainage and roadway information with corresponding plans before beginning construction.
- Reinforcement bars shall conform to the requirements of AASHTO M31M or M322M Grade 400.
- All dimensions are in millimeters unless noted otherwise.
- Sawed contraction joints shall be placed in the anchorage slab to radially match the transverse joints in the pavement. See Std. 483001 & 420001-03 for contraction and expansion joint details in anchorage slab. Parapet joints shall be located at every other sawed anchorage slab joint. Parapet contraction joints shall be aluminum sheeted full height if cast-in-place, saw-cut full height if slip formed.
- Maximum applied bearing pressure = 148 kPa
- All construction joints shall be bonded.
- The anchorage slab and parapet shall not be placed until the MSE wall has been erected and allowed to settle for at least thirty calendar days, unless otherwise indicated on the plans.
- Plan dimensions and details relative to existing structure have been taken from existing structure plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

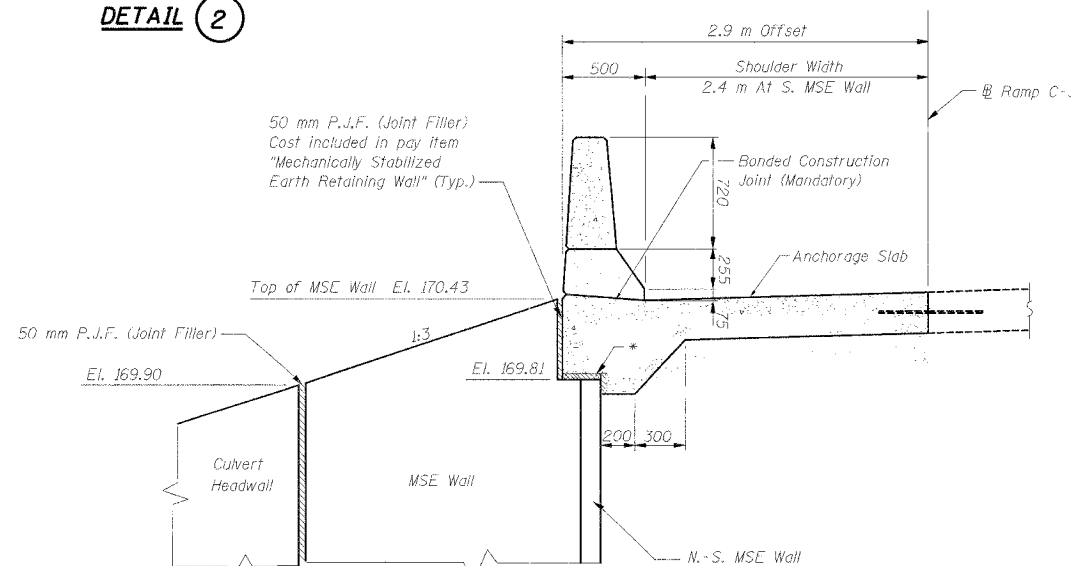


PLAN

DETAIL 1

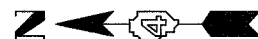


DETAIL 2



SECTION A-A

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	



SOUTH MSE WALL DETAILS

RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+190.00 TO STA. 10+277.94 (RAMP C-3)
STRUCTURE NUMBER 072-8619 - WALL 18C



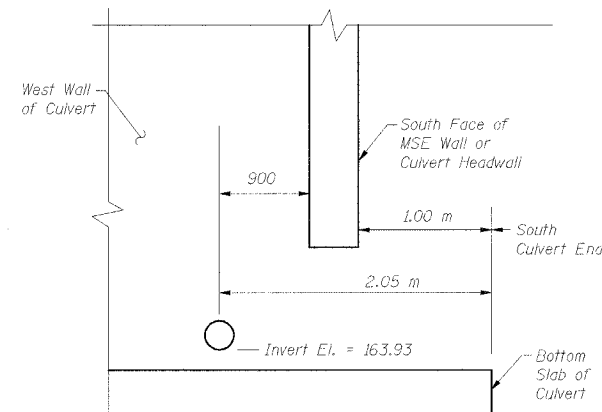
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Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

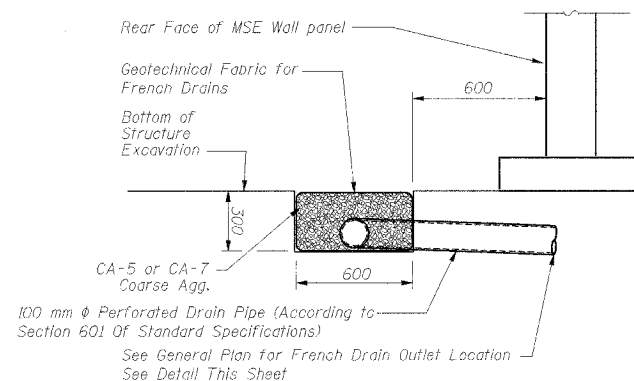
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(72-7)R-3	PEORIA	1360	1053
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
OF 9 SHEETS

Contract No. 68200

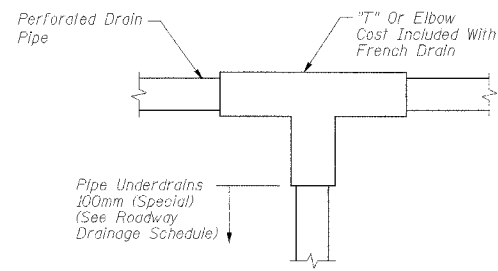


FRENCH DRAIN OUTLET LOCATION

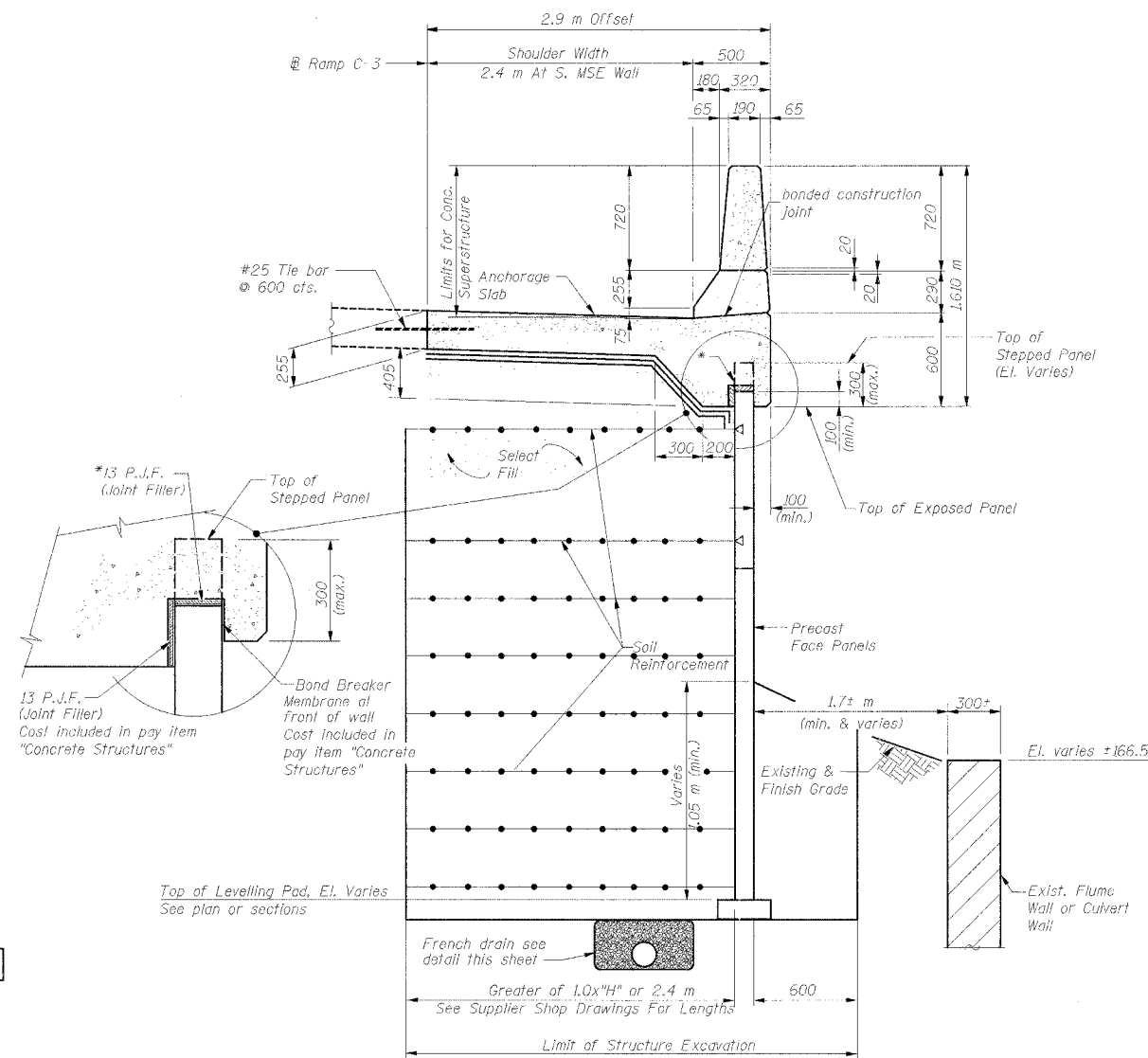


FRENCH DRAIN DETAIL

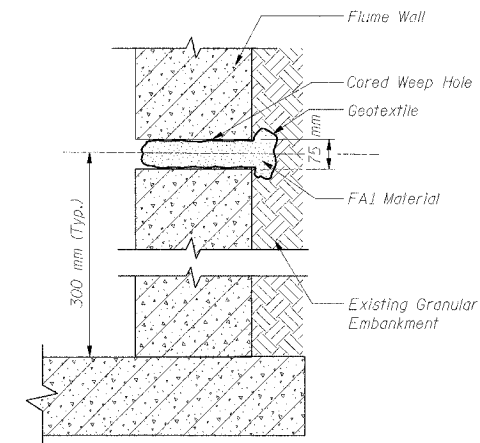
The French Drain Installation shall follow Section 601 of the Standard Specifications except that the trench will be filled with CA-5 or CA-7 coarse aggregate. The trench shall be lined with Geotechnical Fabric for French Drains and have a 100 mm diameter drain pipe located near the base of the excavation. The cost of the Geotechnical Fabric and Drain Pipe is included with the pay item French Drains.



FRENCH DRAIN OUTLET



SECTION A-A THRU PARAPET ABOVE PRECAST MSE WALL FACING SOUTH MSE WALL (Looking North)



WEEP HOLE DETAIL

WEEP HOLE NOTES:

Proposed weep hole installation procedure:

- Core the hole (75 mm diameter) thru the existing wall at the location shown (every 3.0 m). Locate and clear existing reinforcement.
- Drill out approximately 0.6-0.7 liter of soil behind the wall.
- Roll 1.7-1.8 liter of FA1 material in geotextile, wrap it all around, make the roll approximately 70 mm in diameter and tie the roll securely with elastic.
- Push the roll into the cored hole all the way.

**SOUTH MSE WALL CROSS SECTION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+190.00 TO STA. 10+277.94 (RAMP C-3)
STRUCTURE NUMBER 072-8619 - WALL 18C**



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Ph(309)676-8464
FAX(309)676-5445

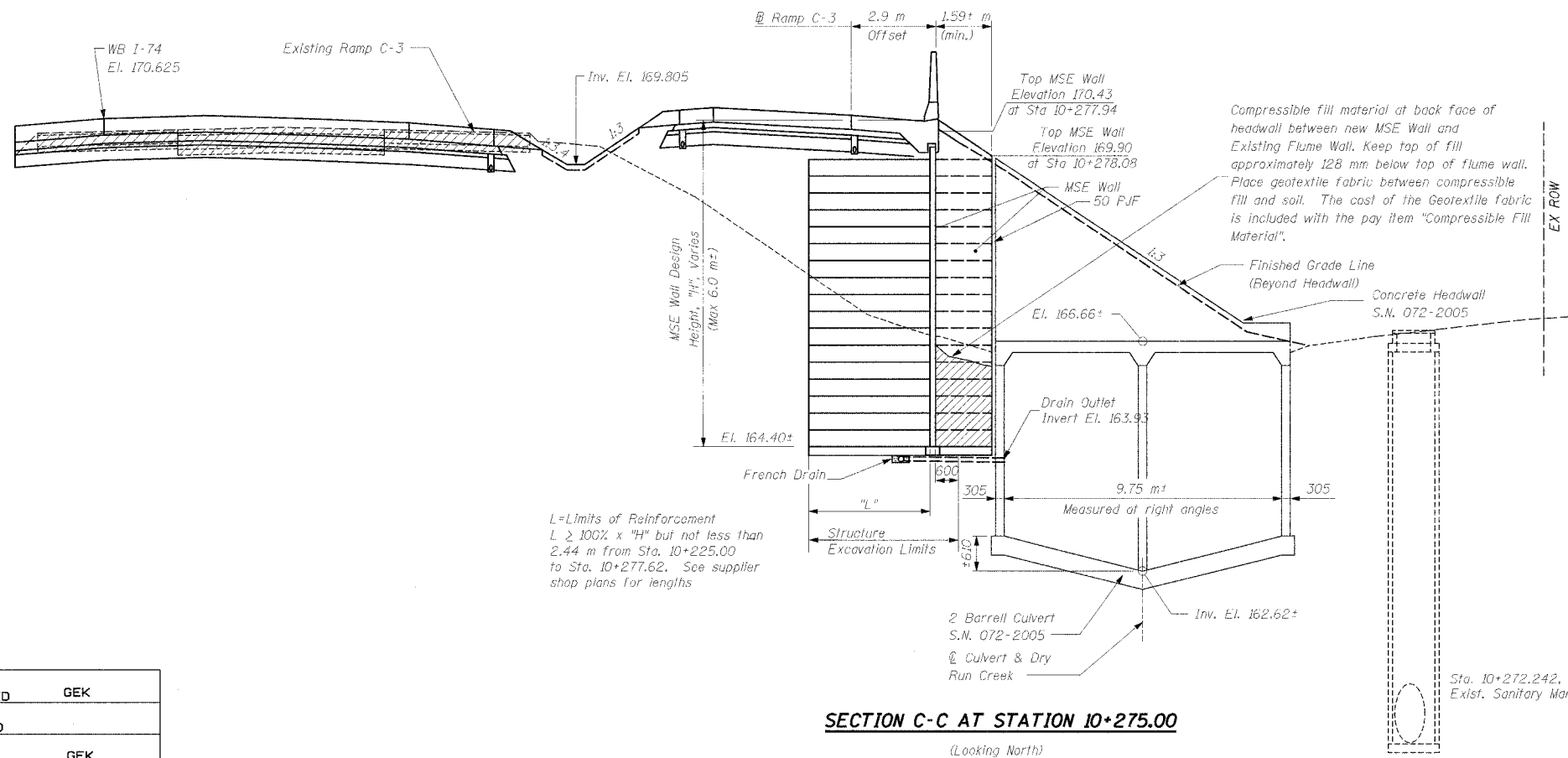
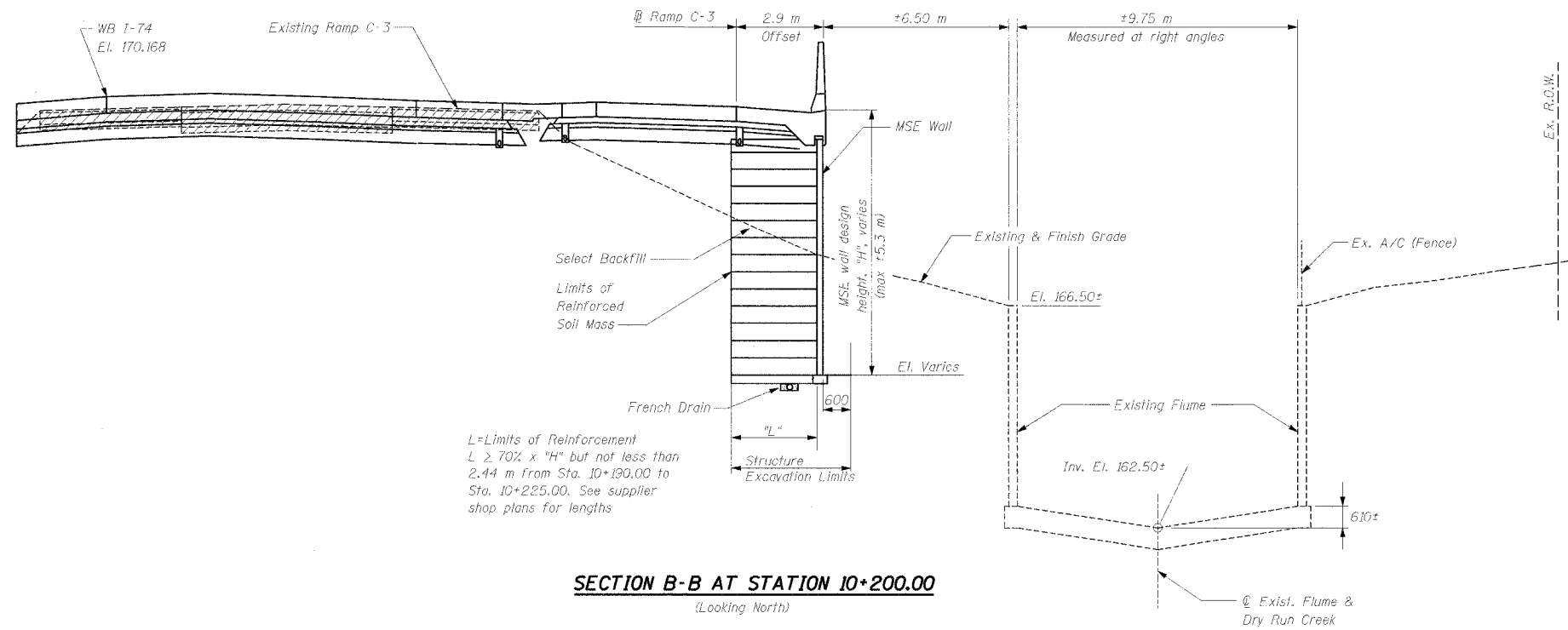
DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(72-7)R-3	PEORIA	1360	1054
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4
OF 9 SHEETS

Contract No. 68200



**SOUTH MSE WALL CROSS SECTION
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+190.00 TO STA. 10+277.94 (RAMP C-3)
STRUCTURE NUMBER 072-8619 - WALL 18C**

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	



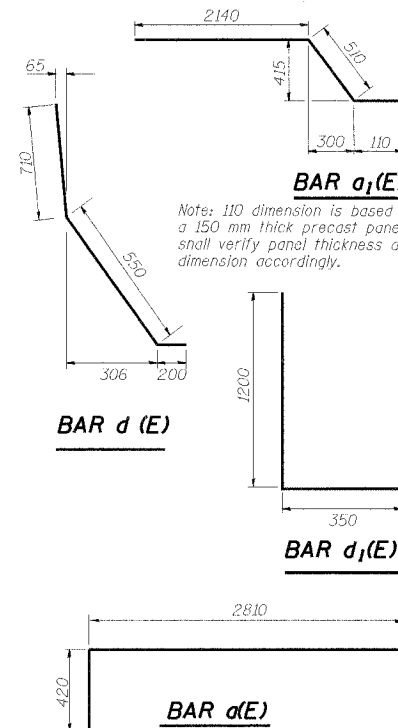
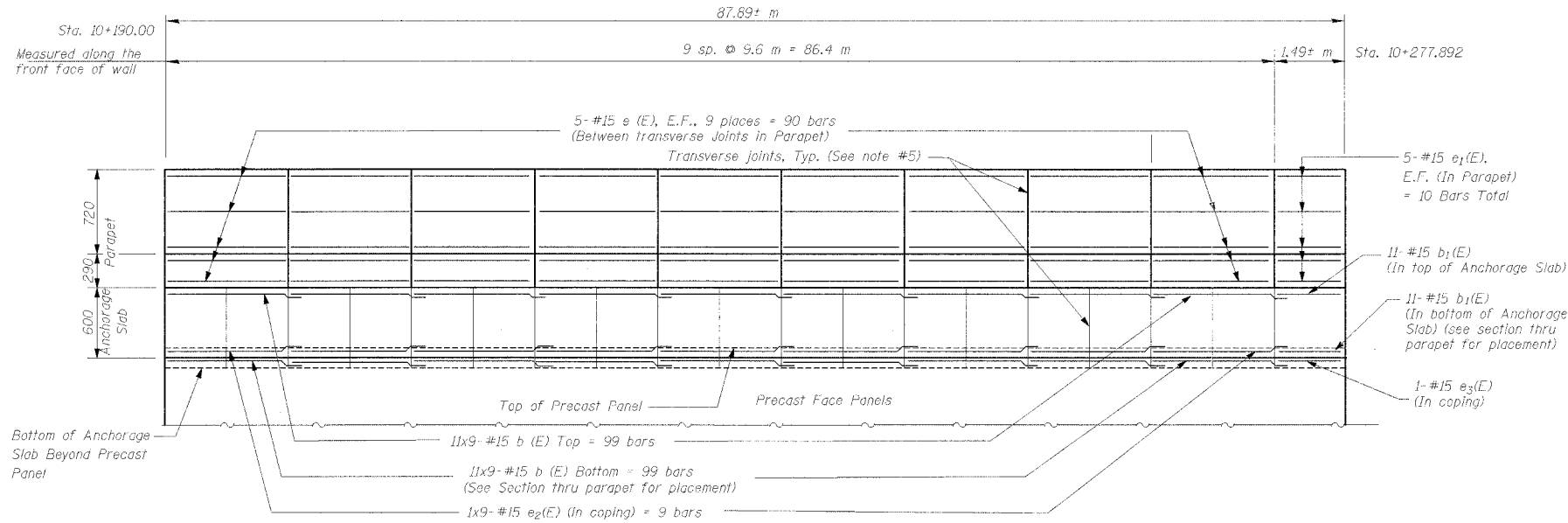
111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

Ex. 1050 mm Sanitary Sewer

10/28/05 08:24:01 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 5 OF 9 SHEETS
F.A.I. 74	472-71R-3	PEORIA	1360	1055	
FED. ROAD DIST. NO. 7	ILLINOIS	IND. AID PROJECT			
Contract No. 68200					

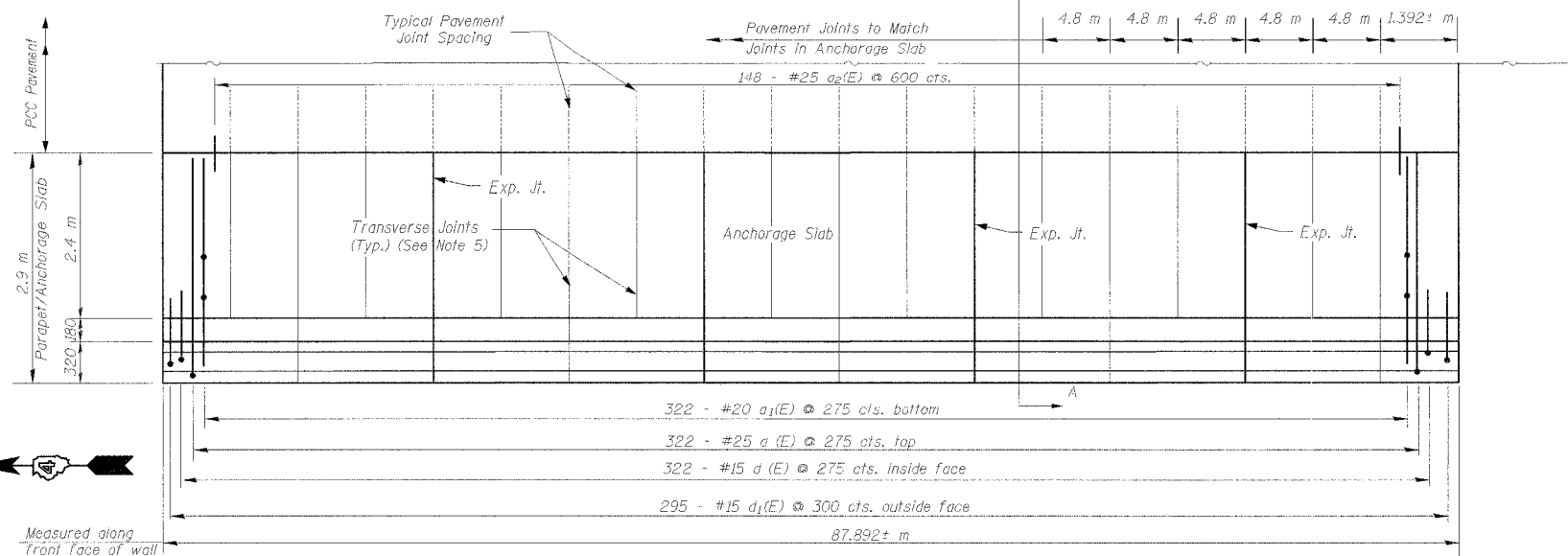


BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
a (E)	322	#25	3.23	┌
a ₁ (E)	322	#20	2.76	┌
a ₂ (E)	148	#25	1.00	┌
b (E)	198	#15	10.25	—
b ₁ (E)	22	#15	1.44	—
d (E)	322	#15	1.46	┌
d ₁ (E)	295	#15	1.55	┌
e (E)	90	#15	9.5	—
e ₁ (E)	10	#15	1.39	—
e ₂ (E)	9	#15	10.25	—
e ₃ (E)	1	#15	1.44	—
Concrete Superstructure			m ³	27.0
Concrete Structures			m ³	84.0
Reinforcement Bars, Epoxy Coated			kg	12,960

FRONT ELEVATION OF PARAPET & ANCHORAGE SLAB

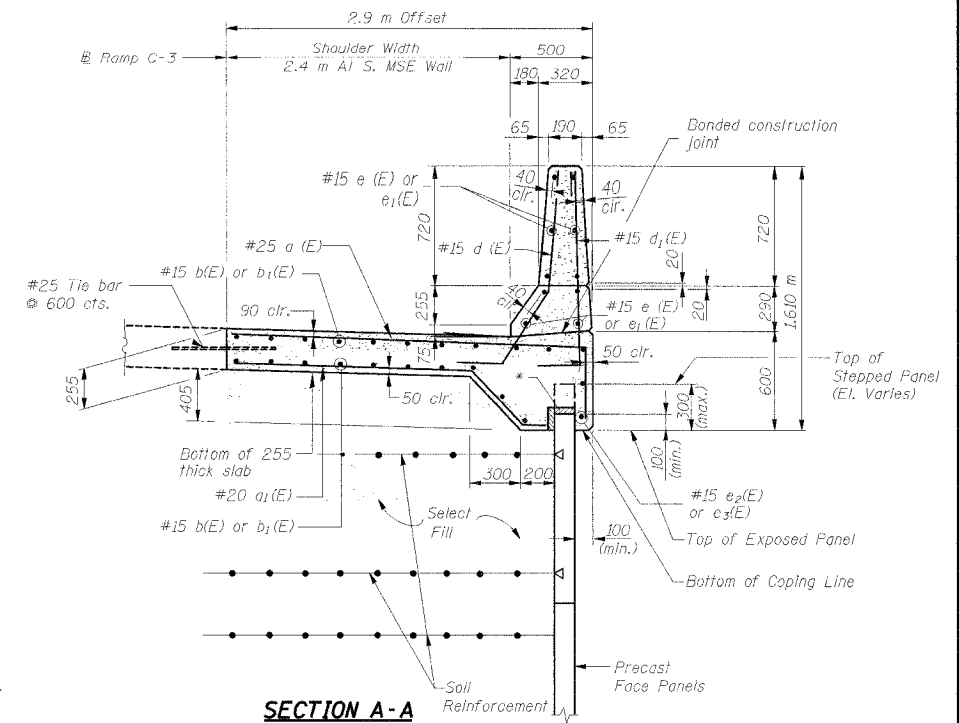
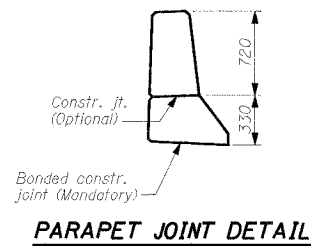
(Looking West)



PLAN OF PARAPET & ANCHORAGE SLAB

NOTES:

- Longitudinal bars in the Anchorage Slab shall be continuous through the sawed joints. Longitudinal bars in the parapet shall not pass through the parapet joints. Maintain 50 mm end clearance. Bars may be field cut to fit where distance between joints varies with horizontal curvature.
- Bars indicated 1x2-#15 etc. indicates 1 line of bars with 2 lengths per line.
- Reinforcement bars designated (E) shall be epoxy coated.
- Contractor shall ensure that the top of P.J.F. is clear of select fill or other debris before placing Anchorage Slab concrete.
- Sawed contraction joints shall be placed in the anchorage slab to radially match the transverse joints in the pavement. See Sta. 483001 & 420001-03 for contraction and expansion joint details in anchorage slab. Parapet joints shall be located at every other sawed anchorage slab joint. Parapet contraction joints shall be aluminum sheeted full height if cast-in-place, saw-cut full height if slip formed.
- At 60 mm deep sawed Contraction Joints in anchorage slab, shift d(E) bars as required for 100 mm horizontal clearance from joint and field bend b(E) & b₁(E) bars in top of anchorage slab to provide 110 mm clearance from top of slab.
- Lap splice for #15(E) shall be 640 mm



SECTIONS AND DETAILS
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+190.00 TO STA. 10+277.94 (RAMP C-3)
STRUCTURE NUMBER 072-8619 - WALL 18C



111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
Fax(309)676-5445

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

Contraction joints cost included with Concrete Superstructure:

1. If Cast-In-Place: joints shall be aluminum sheeted full height, 3 mm Aluminum sheet ASTM B 209M alloy 3003-H14, same dimension as section of parapet.

2. If Slip Formed: joints shall be saw-cut full height.

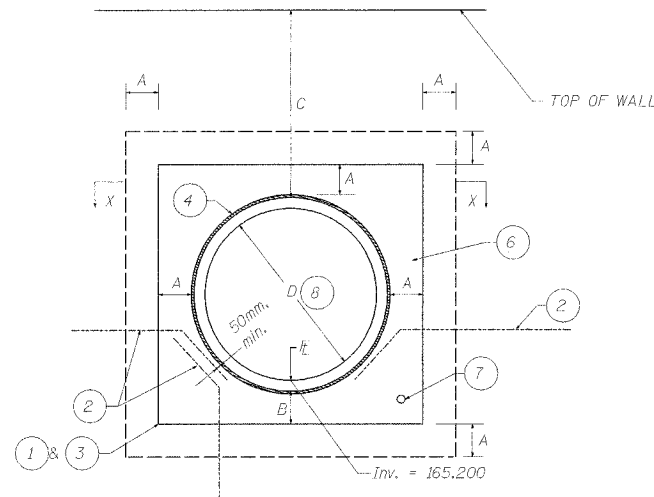
11/10/05 10:28:05 AM 12.12.05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

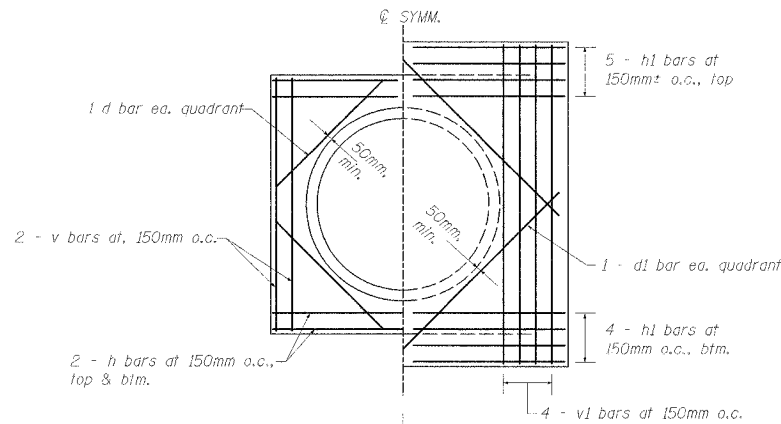
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	472-71R-3	PEORIA	1360	1056
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 6
OF 9 SHEETS

Contract No. 68200



DETAIL A
FRONT ELEVATION VIEW
(IN FLUME AT NEW PIPE PENETRATION)
Sta. 10+185.019, 10.683 m RT



SHOWING PORTION OF COLLAR PROTRUDING THROUGH WALL
SHOWING PORTION OF COLLAR BEHIND WALL
TYPICAL NEW REINFORCEMENT EACH FACE
OF WALL (SEE ALSO 2)

NOTE:
- ALL REINFORCEMENT BARS ARE NO. 15
- MAINTAIN min. 50mm EDGE CLEARANCE

NEW COLLAR REINFORCING

KEY NOTES

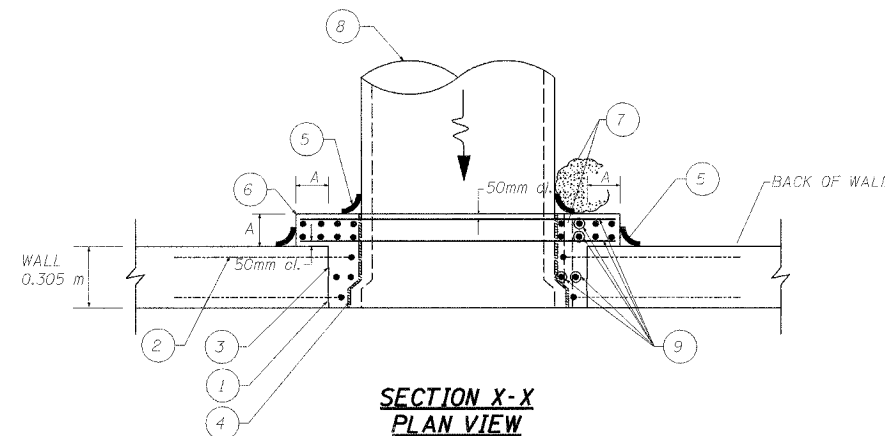
- Removal of existing concrete structures shall be in accordance with Article 501.03 of the Standard Specifications. Saw cut the perimeter of the area to be removed, on both faces of concrete. Clean and incorporate newly exposed reinforcement bars into the new work.
- Cut existing bars at center of opening and field bend to provide a 50 mm min. clearance to edges of new concrete.
- Bonded construction joint between new and old concrete at perimeter of cut opening.
- 25 mm preformed joint filler shall be used in accordance with Article 503.10(b) of the Standard Specifications, continuous full perimeter and depth of pipe penetration through the new collar.
- The entire backside perimeter of joints between pipe and collar, and between collar and existing concrete, mastic joint sealer shall be used, in accordance with Section 1055 of the Standard Specifications.
- New concrete collar.
- 75 mm drain hole through collar with fabric wrapped granular drainage pocket behind wall in accordance with Article 502.10 of the Standard Specifications.
- New storm sewer.
- New reinforcement: See Table & Reinforcement Detail.

DIMENSIONS

A = 305 mm, min.
D = New storm sewer size, see table
E = New storm sewer invert elevation at discharge through wall, see table
B = 305 mm, min., except do not cut below top of floor slab.
C = Exist. wall above top of new pipe outer barrel (ignoring pipe bell) ±. See table.

NOTES:

Costs of 1 & 2 included in concrete removal.
Costs of 3, 4, 5, 6, & 7 included in concrete structures.
Excavation will not be measured for payment.



SECTION X-X
PLAN VIEW

BILL OF MATERIALS

LOCATION	D	C	FL. Elev	Ref	# 15 Reinforcing Bars (number & Length in mm)										Reinforcement Bars kg	Concrete Structures m ³	Concrete Removal m ³			
					d	v	h	d1	v1	h1	kg	m ³	m ³							
	mm	m		Detail	No	∅L	No	∅L	No	∅L	No	∅L	No	∅L	No	∅L				
Flume																				
C3 10+185.019	305	0.792	165.20	A	4	650	4	920	4	920	8	1070	16	1525	18	1525	110	1.0	0.3	
																Totals	110	1.0	0.3	

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

STORM SEWER PIPE PENETRATION DETAILS
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+190.00 TO STA. 10+277.94 (RAMP C-3)
STRUCTURE NUMBER 072-8619 - WALL 18C



111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(72-7)R-3	PEORIA	1360	1059
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 8
OF 9 SHEETS

Contract No. 68200



Illinois Department of Transportation
Division of Highways
1907

SOIL BORING LOG

Page 1 of 1

Date 3/18/04

ROUTE FAI-74 DESCRIPTION Ramp C-3 Culvert/MSE Wall LOGGED BY JAR
SECTION 72-6.7.8.9-1.90-11.90-12.53.14 LOCATION . SEC. . TWP. . RNG.
COUNTY Peoria & Tazewell DRILLING METHOD HISA HAMMER TYPE AUTO

STRUCT. NO. Station	DEPTH TWS HS	UCS S	MOIST S	Surface Water Elev. Stream Bed Elev.	DEPTH TWS HS	UCS S	MOIST S	Groundwater Elev. First Encounter Upon Completion After 24 Hrs.	DEPTH TWS HS	UCS S	MOIST S
BORING NO. 10270 Station 10+270 Offset 1.50m RT BL Ramp C-3 Ground Surface Elev. 166.54 m											
Brown CLAY LOAM								Gray CLAY LOAM TILL (continued)			
	1				1	197	15.6				
	2	173	22.2		2	395	13.7				
	2	B			6	10					
Brown/Gray SANDY CLAY LOAM 165.17	2				9						
	5	144	13.8		38	431	11.6				
	5	P			23	P					
Brown Med.-Use SAND 164.40	5				3						
	3				2						
	3	7.3			5						
	5				8						
	10				12						
	11				16						
Gray CLAY LOAM TILL 162.88	2				9						
	4	173	12.1		11						
	4	B			13						
	5				12						
	2	96	12.1		18						
	5	P			22						
	1				3	190	14.8				
	3				3	B					
	6.0										

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

CLAUDE H. HURLEY COMPANY BORING LOG													
PROJECT NO. 3-380-D1					BORING NO. CE 54								
PROJECT FAI-74 IMPROVEMENTS - GALE AVENUE CORRIDOR													
LOCATION		CONVERT		STATION		OFFSET		STATE					
WSI-74BL 145+853.6		26.36L		PEORIA & TAZEWELL COUNTIES, ILLINOIS									
DRILLING CONTRACTOR: WANG ENGINEERING, INC.													
DATE OF DRILLING: STARTED 10-21-04					COMPLETED 10-21-04								
SURFACE ELEVATION 166.54													
DRILLED BY: R. BELL					LOGGED BY: K. OLSON								
Elev	CLASSIFICATION	Depth	N	Cu	W	Td	GROUNDWATER DATA			DRILLING METHOD			
							Bp0.15m	KPa	%	RIG TYPE	DATE	DEPTH	HOUR
	TOPSOIL FILL: BR BR ORGANIC SILT, A-7-5 W/ FIBERS		AU		42								
166.78	FILL: BR SILTY CLAY LOAM, A-6	1											
		2		165	28								
		6											
165.63	FILL: BR SAND, A-1-b	1											
		4			9								
		5											
164.87	FILL: GR SAND, A-2-4	2			13								
		6											
		8											
		7											
164.10	GR CLAY LOAM TO SILTY LOAM, A-4 TO A-6	2			17								
		2		115									
		3											
	SILT, A-4 SEAMS	3			17								
		3		190									
		3											
162.58	GR SILTY LOAM, A-4 W/ BK BR TO BLK ORGANIC SILTY CLAY, A-7-5 INCLUSIONS	1			17								
		2		105									
		4											
161.82	GR SILTY LOAM, A-4	5			16								
		2		135									
		4											
161.09	GR TO GR BR LOAM TO CLAY LOAM, A-4 TO A-6	3			14								
		5		260									
		6											
160.28	GR SILTY LOAM, A-4 W/ OCC SILT & SAND SEAMS	6			11								
		11		910									
159.84	GR LOAM, A-4	24			13								
		7											

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups)	Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.	Penetrometer Estimate	An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
BLOWS/150mm	Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.	50 mm ST	50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
q _u , kPa	Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.	Yd	Dry unit weight of soil specimen in kilograms per cubic meter.
STRAIN, %	Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).	REC.	Length of sample recovered in millimeters.
WATER CONTENT, %	Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.		

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

BORING LOGS
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+190.00 TO STA. 10+277.94 (RAMP C-3)
STRUCTURE NUMBER 072-8619 - WALL 18C



111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445

10/25/03 09:00 AM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(72-7)R-3	PEORIA	1360	1059
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 9
OF 9 SHEETS

Contract No. 68200

CLAUDE H. HURLEY COMPANY

BORING LOG

PROJECT NO. 3-380-D1 BORING NO. _____
 PROJECT FAT-74 IMPROVEMENTS - GALE AVENUE CORRIDOR
 LOCATION CULVERT EXHBI-74CL 146+655.8 23.7m L PEORIA & TAZEWELL COU
 STRUCTURE STATION OFFSET STATE
 DRILLING CONTRACTOR HANG ENGINEERING, INC.
 DATE OF DRILLING: STARTED 10-18-94 COMPLETED 10-18-94 SURFACE ELEVATION _____
 DRILLED BY R. BELL LOGGED BY K. OLSON

Elev	CLASSIFICATION	Depth	N Bp0.15m	Qu KPa	W %	Yd Kgpm ³	GROUNDWATER DATA			DRILLING					
							DATE	DEPTH	HOUR	RIG TYPE	DEPTH				
	TOPSOIL FILL: DK BR CLAY LOAM, A-4														
167.00	FILL: BR SILTY CLAY LOAM, A-6														
166.39															
	FILL: BR SAND, A-1-b														
164.56	FILL: GR CLAY LOAM TO SILTY LOAM, A-4														
163.34	FILL: BR & GR SILTY CLAY, A-7-6 W/ BLK ORGANIC CLAY, A-7-5 INCLUSIONS & FIBERS														
162.58	GR SILT, A-4														
161.82	GR CLAY LOAM TO SILTY LOAM, A-4														
154.20															

CLAUDE H. HURLEY COMPANY

BORING LOG

PROJECT NO. 3-380-D1 BORING NO. CB 55 (CONT)
 PROJECT FAT-74 IMPROVEMENTS - GALE AVENUE CORRIDOR
 LOCATION CULVERT EXHBI-74CL 146+655.8 23.7m L PEORIA & TAZEWELL COUNTIES, ILLINOIS
 STRUCTURE STATION OFFSET STATE
 DRILLING CONTRACTOR HANG ENGINEERING, INC.
 DATE OF DRILLING: STARTED 10-18-94 COMPLETED 10-18-94 SURFACE ELEVATION 167.31
 DRILLED BY R. BELL LOGGED BY K. OLSON

Elev	CLASSIFICATION	Depth	N Bp0.15m	Qu KPa	W %	Yd Kgpm ³	GROUNDWATER DATA			DRILLING METHOD					
							DATE	DEPTH	HOUR	RIG TYPE	DEPTH				
	BR SAND, A-3														
152.83	END OF BORING														

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups)	Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.	Penetrometer Estimate	An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
BLOWS/150mm	Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.	50 mm ST	50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
q _u , kPa	Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.	Yd	Dry unit weight of soil specimen in kilograms per cubic meter.
STRAIN, %	Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).	REC.	Length of sample recovered in millimeters.
WATER CONTENT, %	Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.		

DESIGNED	GEK
CHECKED	
DRAWN	GEK
CHECKED	

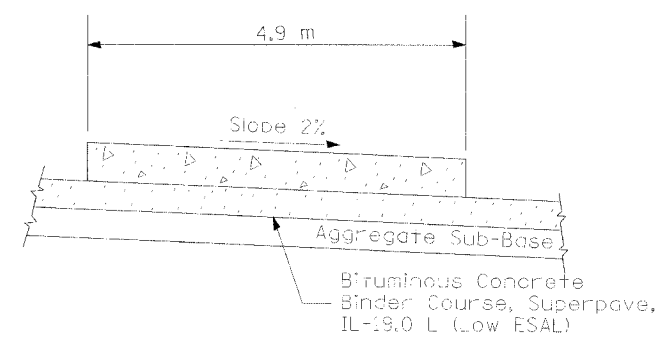
BORING LOGS
RAMP C-3 OVER DRY RUN CREEK
F.A.I. RTE 74(I-74) SECTION (72-7)R-3
PEORIA COUNTY
STA. 10+190.00 TO STA. 10+277.94 (RAMP C-3)
STRUCTURE NUMBER 072-8619 - WALL 18C



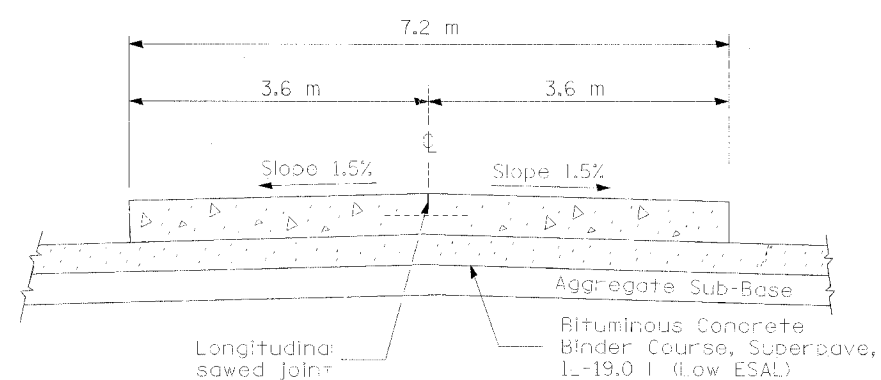
111 NE Jefferson Ave.
 Peoria, Illinois 61602
 Ph(309)676-8464
 FAX(309)676-5445

11/17/94 11:35 AM

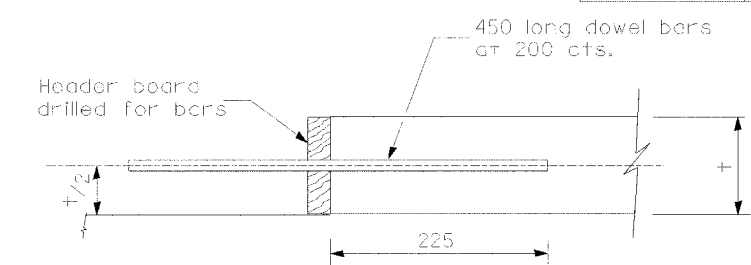
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1060
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



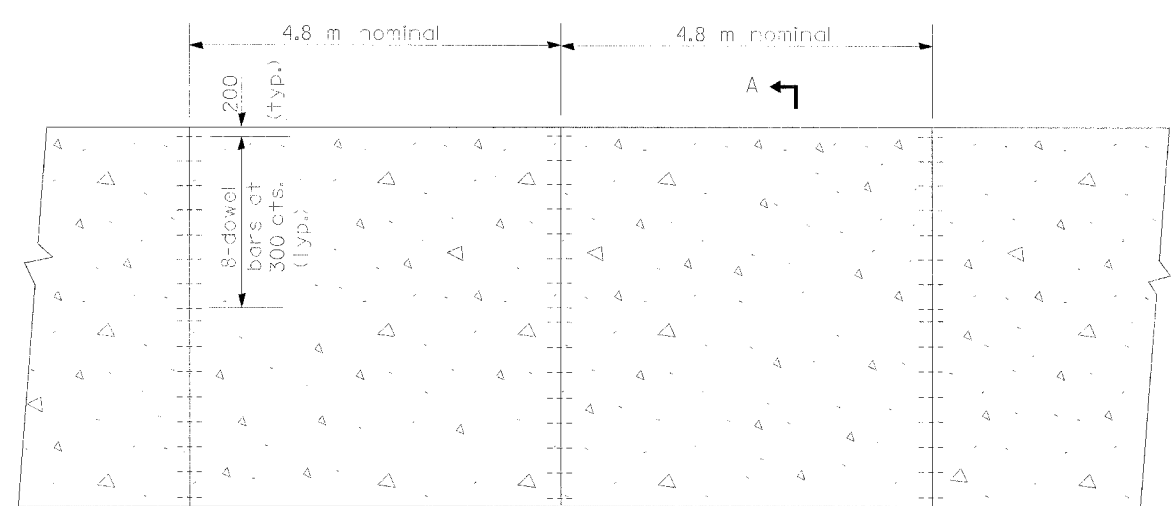
SECTION A-A
(TYPICAL 1-LANE RAMP WITH SHOULDERS)



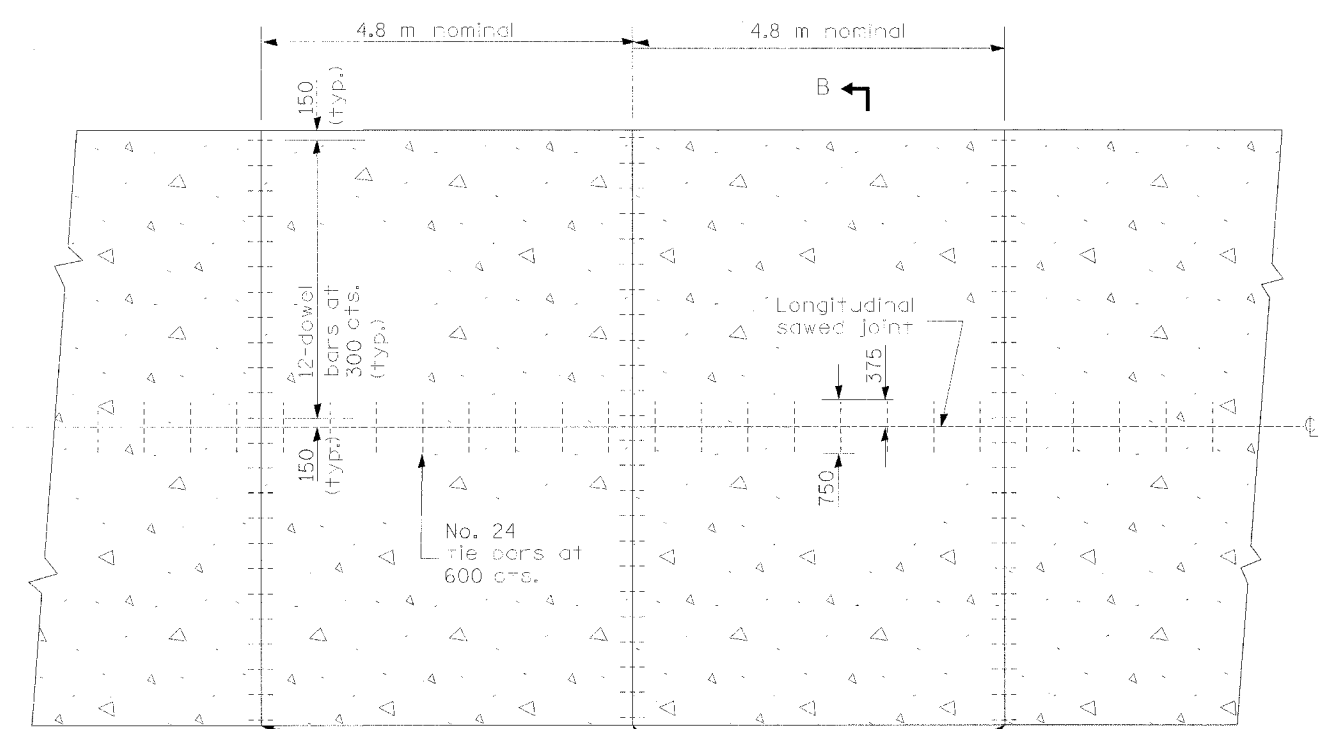
SECTION B-B
(TYPICAL 2-LANE RAMP WITH SHOULDERS)



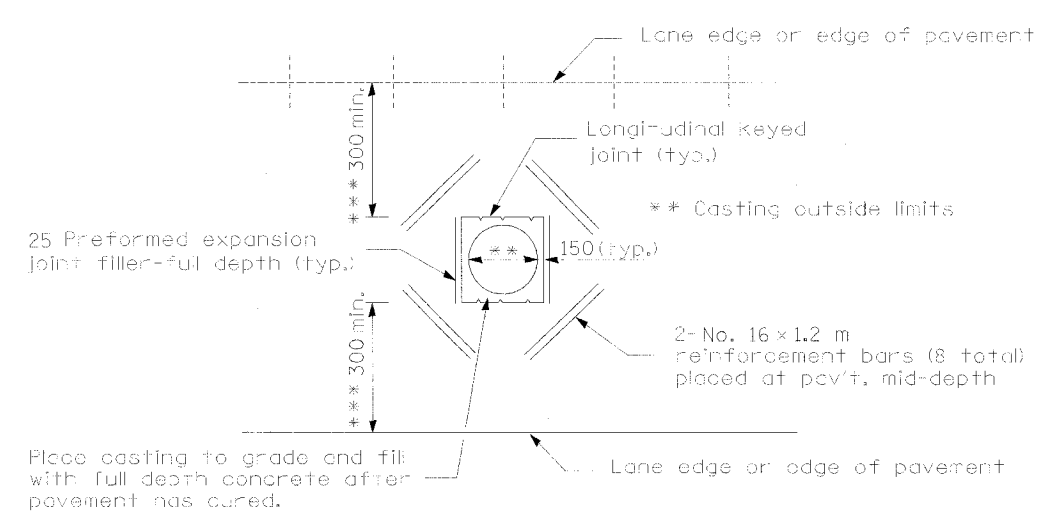
TRANSVERSE CONSTRUCTION JOINT



1-LANE RAMP PLAN



2-LANE RAMP PLAN



DETAIL OF ADDED REINFORCEMENT FOR PAVEMENT BLOCKS-OUTS

GENERAL NOTES

Details of joints as shown on Standard 420001 except as otherwise shown herein.
All dimensions are in millimeters unless otherwise shown.

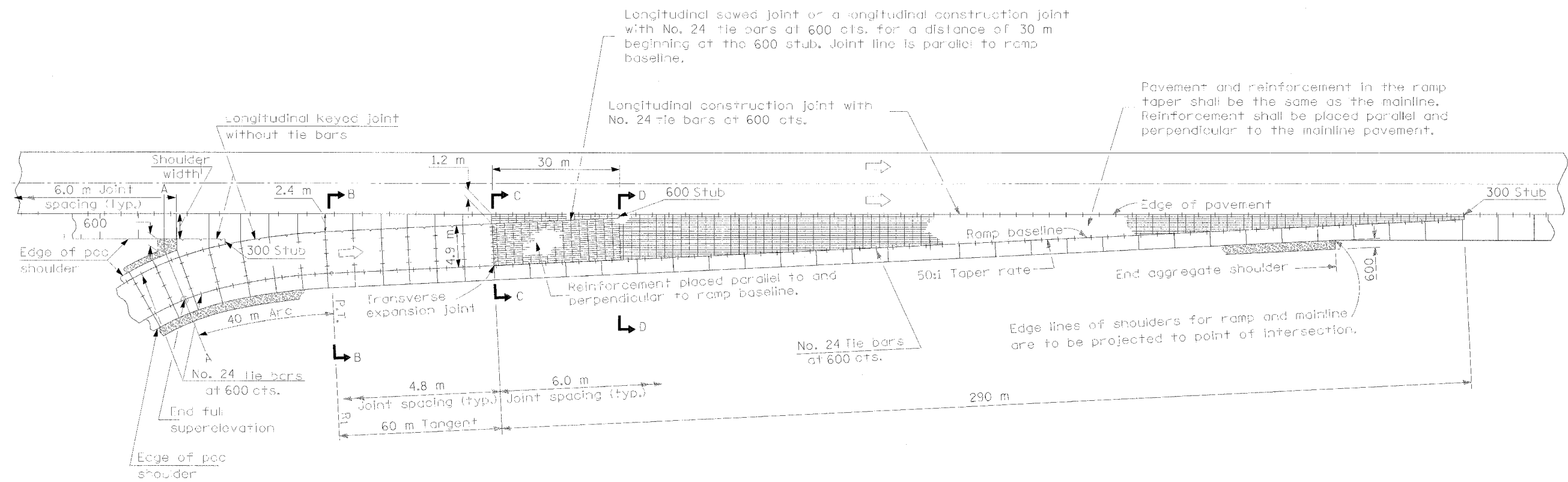
A longitudinal sawed joint or a longitudinal construction joint with No. 24 tie bars at 600 cts. shall be provided when the width of ramp pavement exceeds 4.9 m.

*** When the 300 minimum cannot be achieved, the transverse joints shall be extended to either the longitudinal joint or edge of pavement.

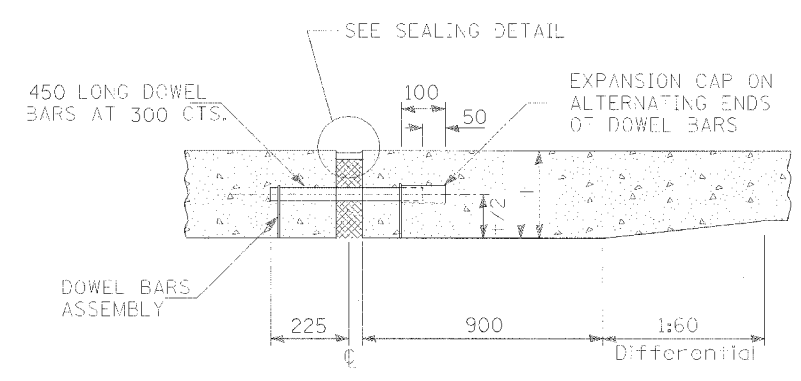
REVISIONS	
NAME	DATE
INC. COMMENTS	3/7/02
REM. ENGL.	3/22/02
REM. C-JOINT	12/9/02
H.S. 2004	9/26/03

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-74 PROJECT STANDARD 420101-I74
JOINED PCC PAVEMENT FOR RAMPS
DATE 9/21/03
DRAWN BY
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1061
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

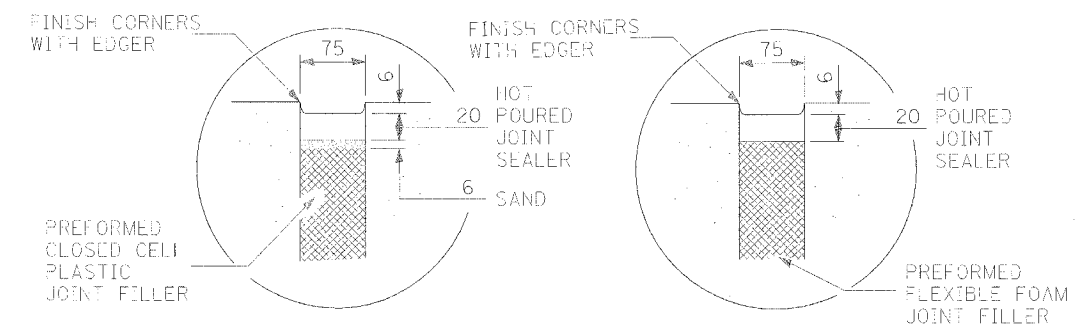


PLAN



TRANSVERSE EXPANSION JOINT *

* FOR EXPANSION JOINTS FORMED USING A CONSTRUCTION HEADER, THE EXPANSION CAPS SHALL BE INSTALLED ON THE EXPOSED END OF EACH BAR ONCE THE HEADER HAS BEEN REMOVED AND THE JOINT FILLER MATERIAL HAS BEEN INSTALLED



SEALING DETAIL

GENERAL NOTES

Detail of ramp terminal as shown on Standard 420206 except as otherwise shown herein.
 All pavement joints shall be detailed as shown on Standard 420001 and I-74 Project Standard 483001-I74 except as otherwise shown herein.

The mainline pavement/shoulder thickness and the ramp pavement/shoulder thickness should be transitioned at the transverse expansion joint and at the longitudinal keyed joint.

A longitudinal sawed joint or a longitudinal construction joint with No. 24 tie bars at 600 cts. shall be provided when the width of ramp pavement exceeds 4.9 m.

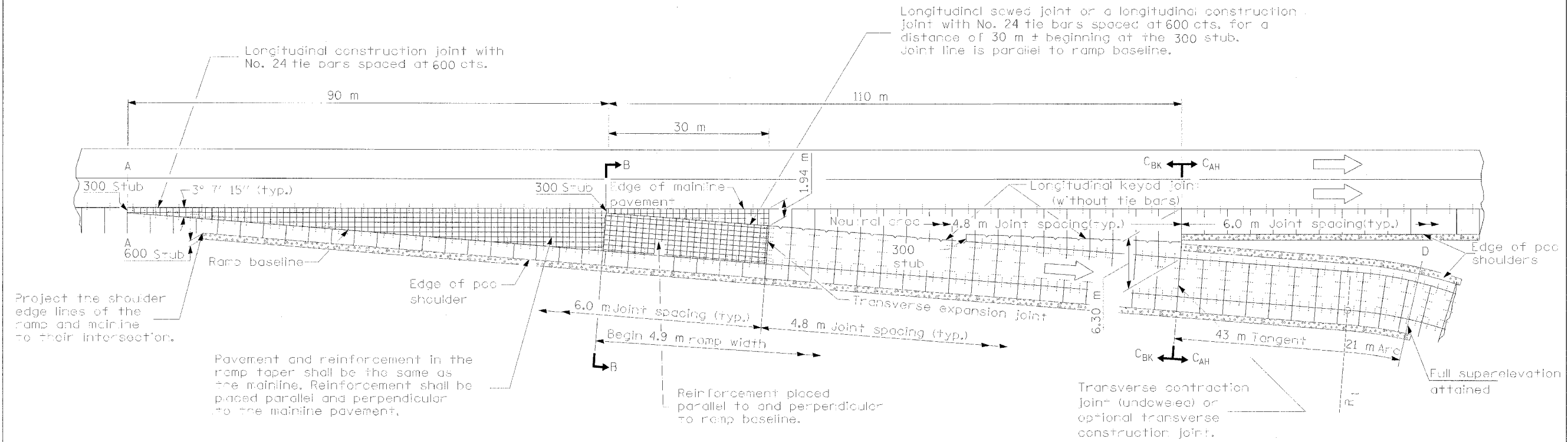
See I-74 Project Standard 483001-I74 for ramp shoulder details.

All dimensions are in millimeters unless otherwise shown.

REVISIONS	
NAME	DATE
INC. COMMENTS	3/7/02
REM. ENGL.	3/22/02
REM. C. JOINT	4/17/02
ADD 3RD NOTE	8/15/02
H.S. 2004	9/26/03

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-74 PROJECT STANDARD 420206-I74
 TYPICAL ENTRANCE
 RAMP TERMINAL
 (JOINTED PCC RAMP ADJACENT TO CRC PAVEMENT)
 DRAWN BY
 DATE 02/26/2002
 CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1062
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



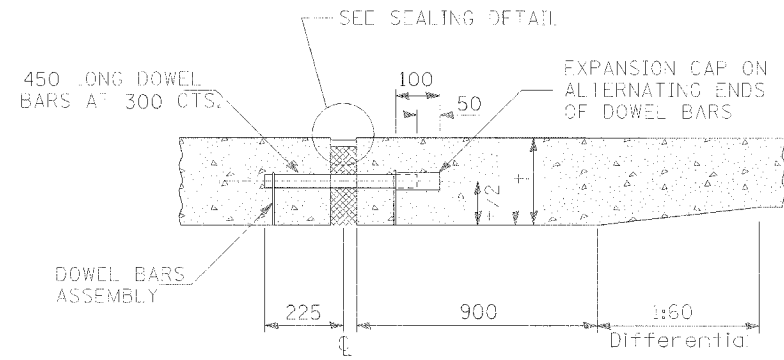
PLAN

BK = Back
AH = Ahead

GENERAL NOTES

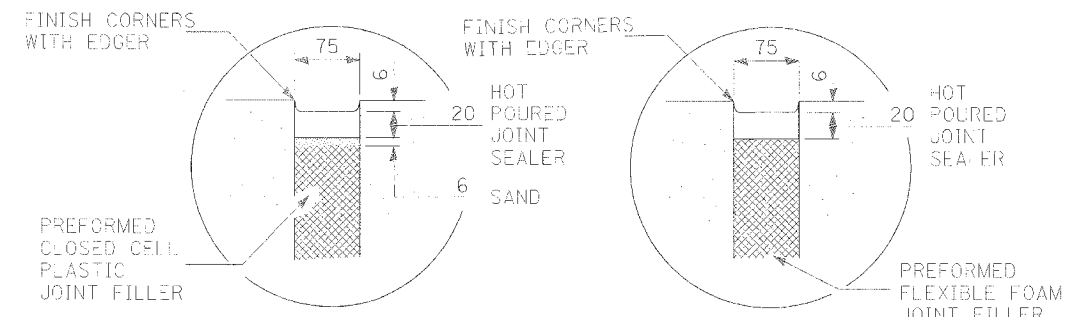
- Detail of ramp terminal as shown on Standard 420306 except as otherwise shown herein.
- All pavement joints shall be detailed as shown on Standard 420001 and I-74 Project Standard 483001-174, except as otherwise shown herein.
- The mainline pavement/shoulder thickness and the ramp pavement/shoulder thickness should be transitioned at the transverse expansion joint and at the longitudinal keyway joint.
- A longitudinal sawed joint or a longitudinal construction joint with No. 24 tie bars at 600 cts. shall be provided when the width of ramp pavement exceeds 4.9 m.
- See I-74 Project Standard 483001-174 for ramp shoulder details.

All dimensions are in millimeters unless otherwise shown.



TRANSVERSE EXPANSION JOINT *

* FOR EXPANSION JOINTS FORMED USING A CONSTRUCTION HEADER, THE EXPANSION CAPS SHALL BE INSTALLED ON THE EXPOSED END OF EACH BAR ONCE THE HEADER HAS BEEN REMOVED AND THE JOINT FILLER MATERIAL HAS BEEN INSTALLED

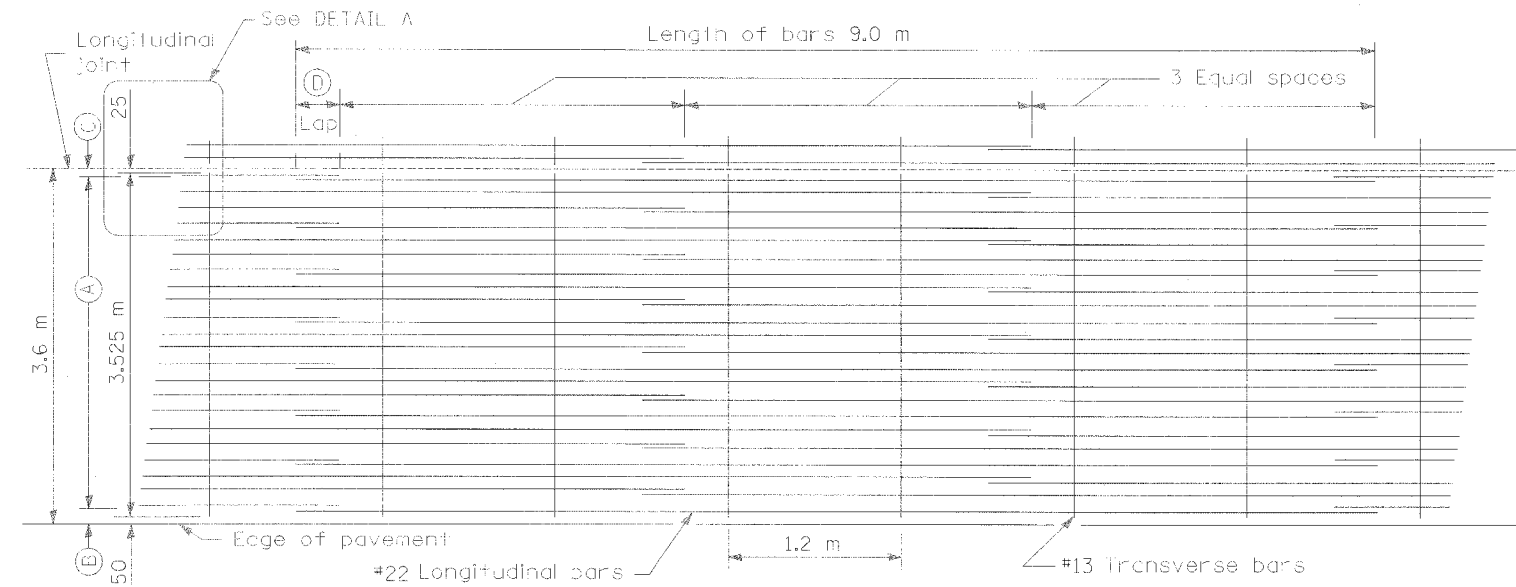


SEALING DETAIL

REVISIONS	
NAME	DATE
INC. COMMENTS	3/7/02
REM. ENCL.	3/22/02
REM. C. JOINT	4/17/02
ADD 3RD NOTE	8/15/02
JOINT SPACING	5/6/03
H.S. 2004	9/26/03

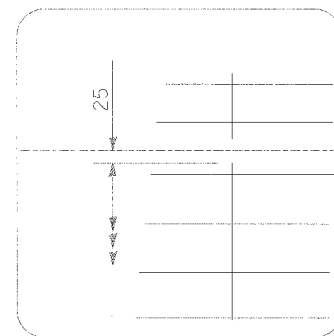
ILLINOIS DEPARTMENT OF TRANSPORTATION
I-74 PROJECT STANDARD 420306-174
TYPICAL EXIT
RAMP TERMINAL
(Jointed PCC Ramp Adjacent To CRC Pavement)
DATE 02/26/2002
DRAWN BY
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1063
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

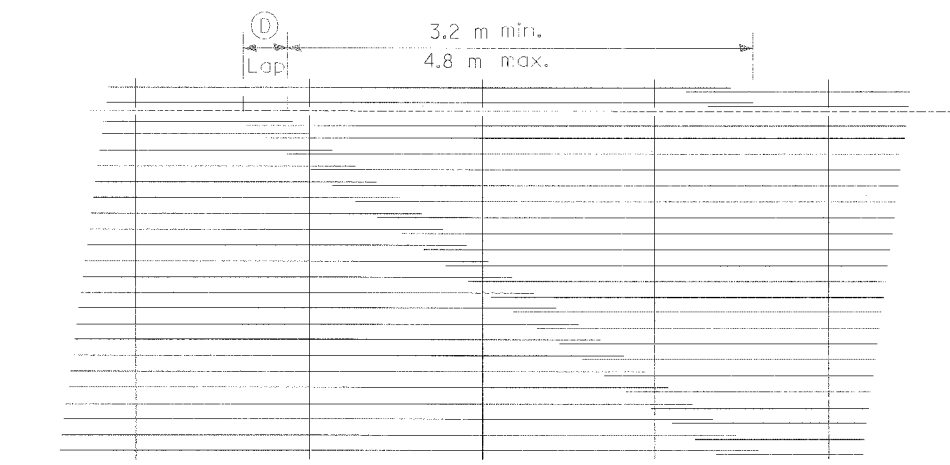


LAP DETAIL I

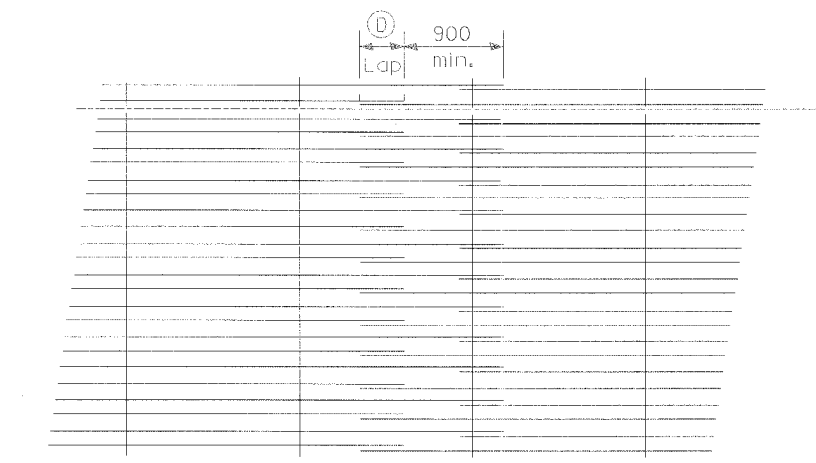
METRIC (mm)					
Bar Size	Pavement Thickness	(A) (Approx. Spacing)	(B)	(C)	(D)
#22	290	21 spaces (22 bars) @ 163	100	75	660



DETAIL A



LAP DETAIL II



LAP DETAIL III

GENERAL NOTES

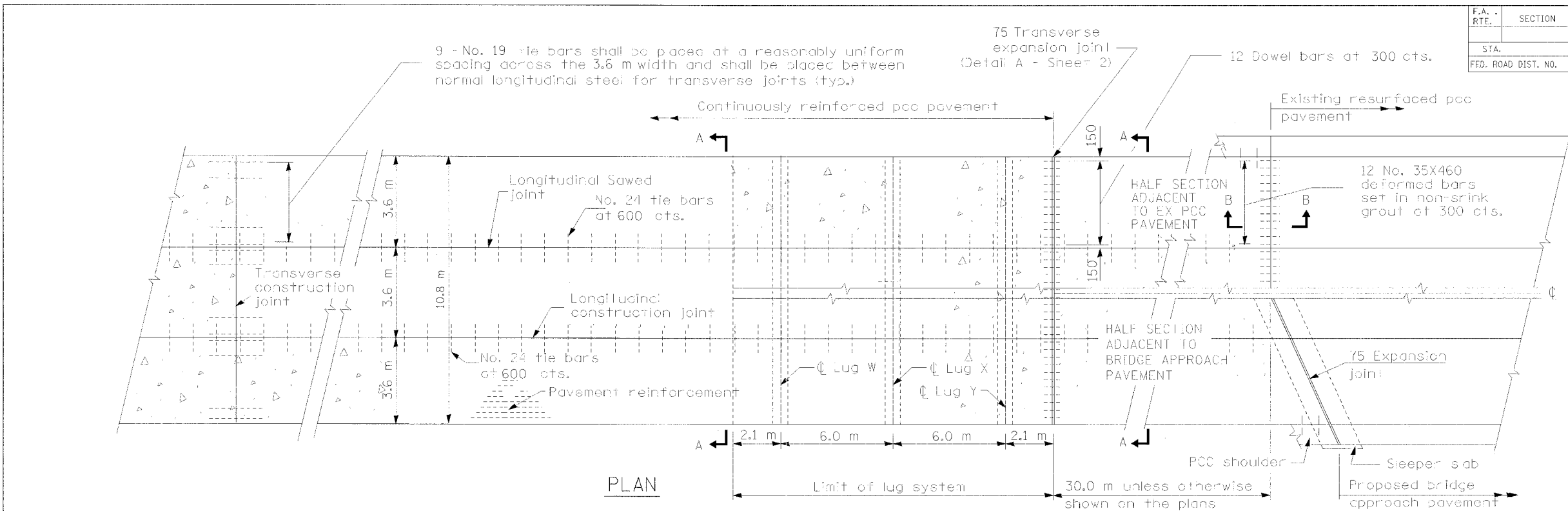
Except as noted or shown the dimensions and notes specified for LAP DETAIL I are typical for LAP DETAIL II and III.

The (B) dimension and the distance from the end of the transverse bar to the edge of pavement may be increased by 25 mm for slip form paving.

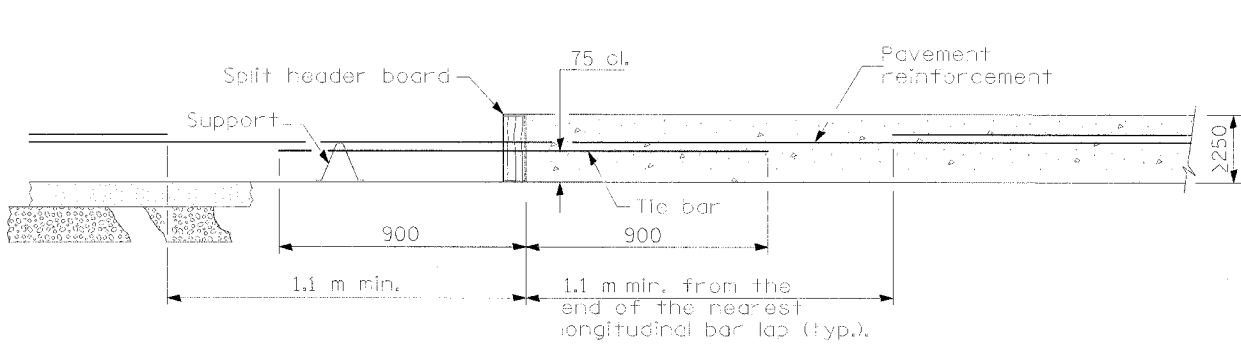
All dimensions are in millimeters unless otherwise shown.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
REVISED TABLE	3/7/02	I-74 PROJECT STANDARD 421001-174
H.S. 2003	9/26/03	
		BAR REINFORCEMENT FOR CRC PAVEMENT
		DATE 9/21/01

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1064
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

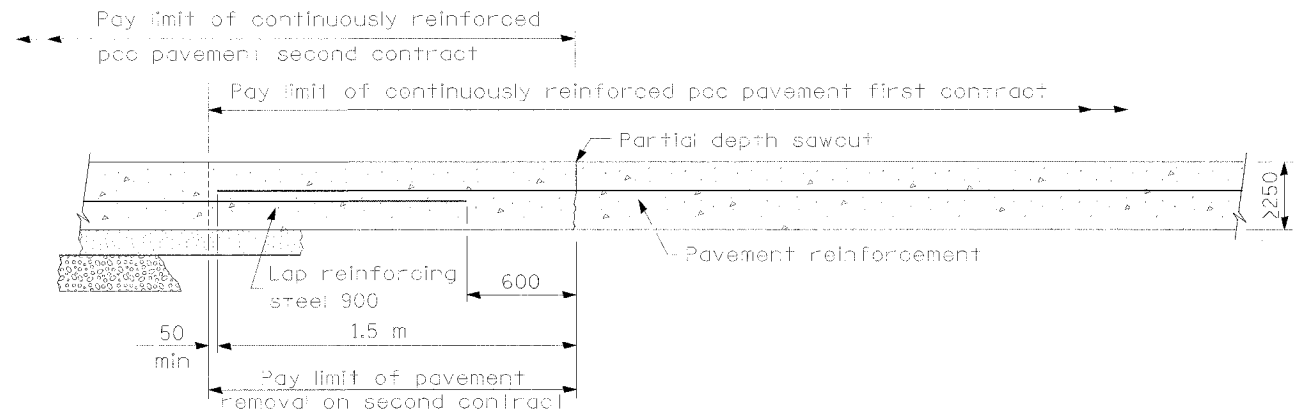


PLAN



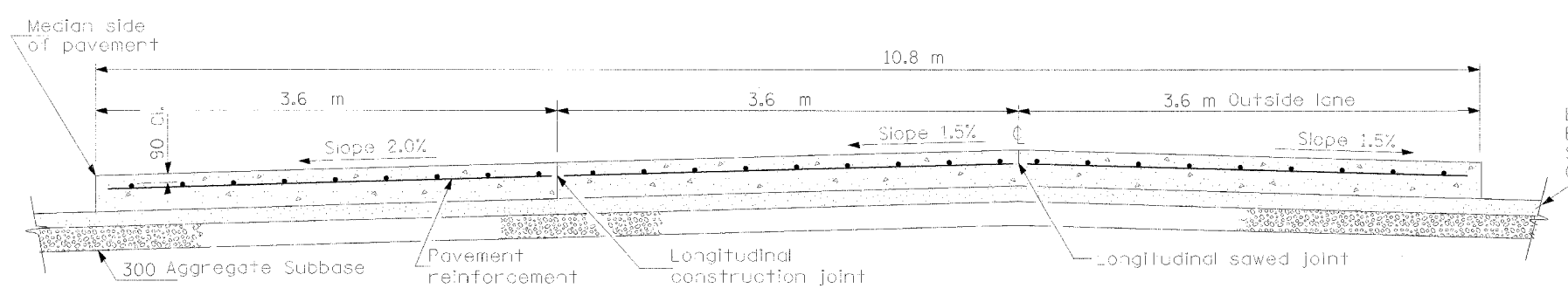
TRANSVERSE CONSTRUCTION JOINT

(Pavement Constructed in the Same Contract)



TRANSVERSE TERMINAL JOINT

(Continuation of a Pavement Constructed in a Previous Contract)



SECTION A-A
(TYPICAL 3-LANE, 1-WAY WITH SHOULDERS)

Bituminous Concrete Binder Course, Superpave, IL-19.0L (Low ESAL)

GENERAL NOTES

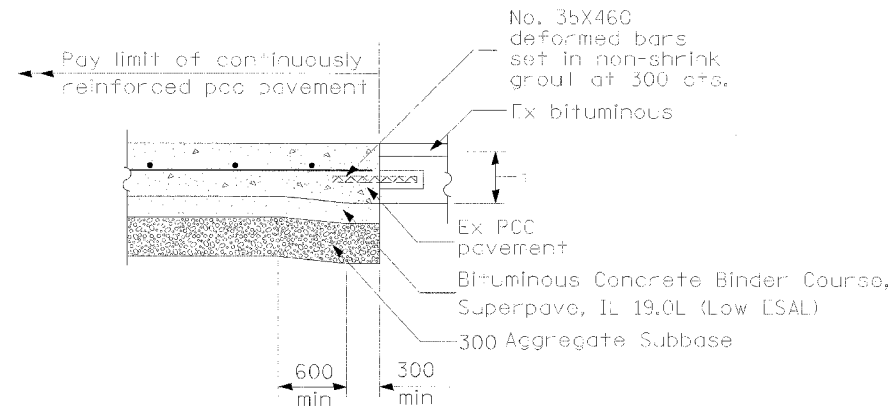
See Project Standard 421001-I74 for details of I-74 pavement reinforcement.
Detail of joints as shown on Standard 420001 except as otherwise shown herein.
All dimensions are in millimeters unless otherwise shown.

REVISIONS	
NAME	DATE
INC. COMMENTS	3/7/02
REM. ENGL.	3/22/02
H.S. 2004	9/30/03
NOTE - 30M	10/6/03
SEC B-B & TERM JT	11/4/04

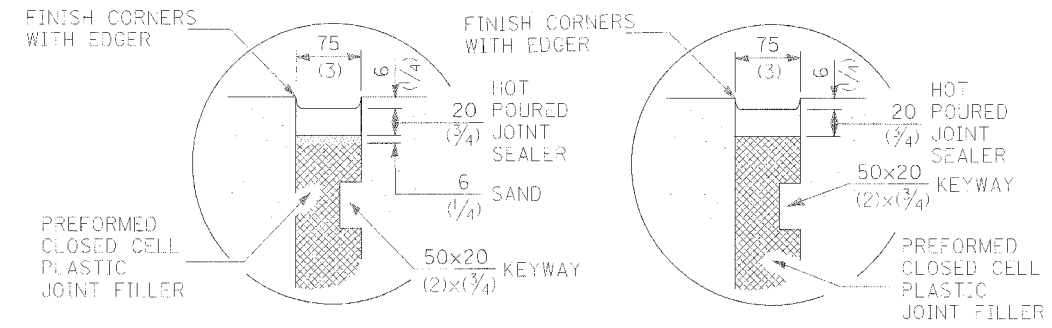
ILLINOIS DEPARTMENT OF TRANSPORTATION
I-74 PROJECT STANDARD 421206-I74
10.8 m
CRC PAVEMENT
(WITH LUG SYSTEM) (Sheet 1 of 2)
DRAWN BY
DATE 09/21/01
CHECKED BY

11/20/04 10:30 AM

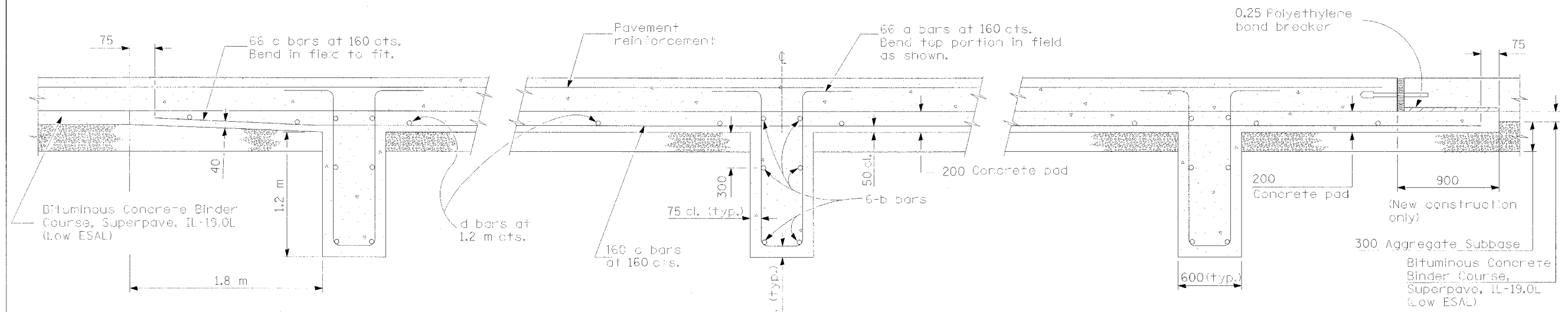
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1065
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SECTION B-B
(Showing reinforcement)



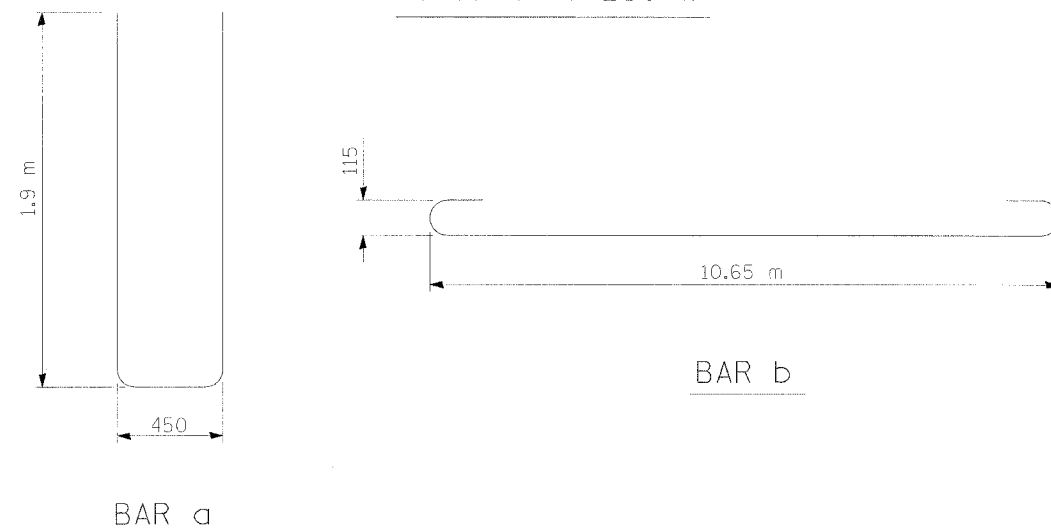
DETAIL A
SEALING DETAIL



SECTION AT LUG W

SECTION AT LUG X

SECTION AT LUG Y



MATERIALS REQUIRED FOR (1) ONE LUG SYSTEM
(Excluding Pavement Concrete and Pavement Reinforcement)

Bar	No.	Size	Length	Shape
a	198	No. 25	4.25 m	
b	18	No. 16	11.30 m	
c	198	No. 16	6.10 m	
c	42	No. 13	3.52 m	

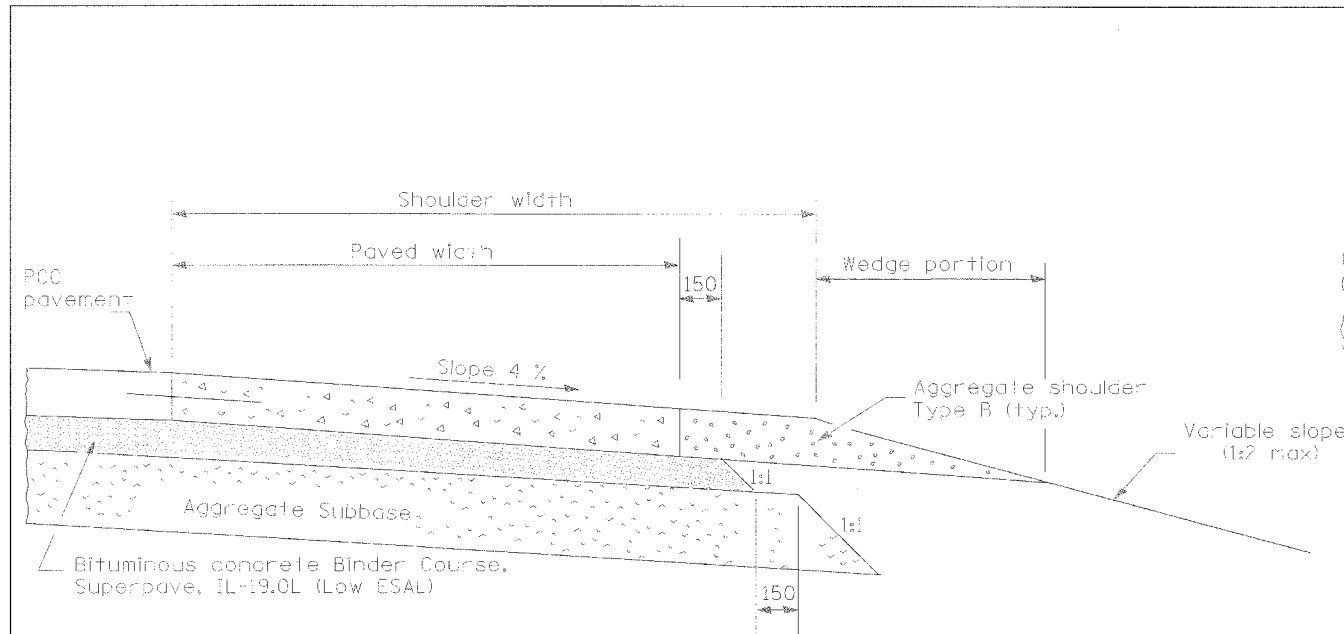
Concrete, m ³	23.3
Reinforcing Bars, kg	5695
Concrete Pad, m ²	155.5
Aggregate Subbase, m ²	168.5

All dimensions are in millimeters unless otherwise shown.

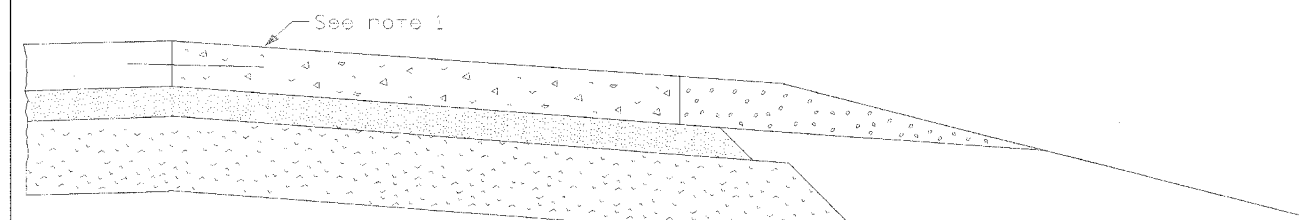
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION I-74 PROJECT STANDARD 421206-174 10.8 m CRC PAVEMENT (WITH LUG SYSTEM) (Sheet 2 of 2) DRAWN BY CHECKED BY
NAME	DATE	
INC. COMMENTS	3/7/02	
REM. ENGL.	3/22/03	
H.S. 2004	9/30/03	
NOTE - 30M	10/6/03	
REV & ADD SEC B-B	11/4/04	
		DATE 09/21/01

11/20/06-174-174 11/20/06-174-174

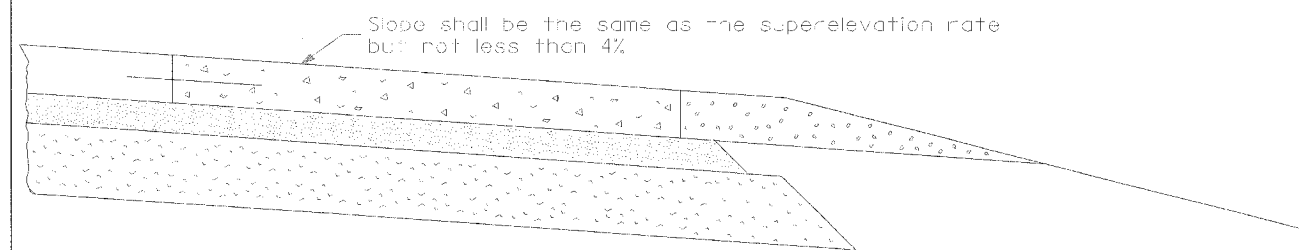
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1066
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SHOULDER FOR TANGENT PAVEMENT



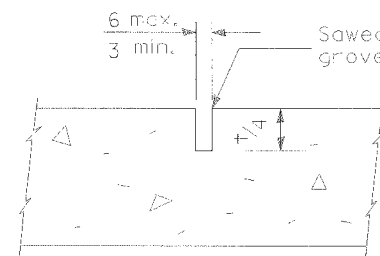
SHOULDER FOR SUPERELEVATED PAVEMENT (Outside of curve)



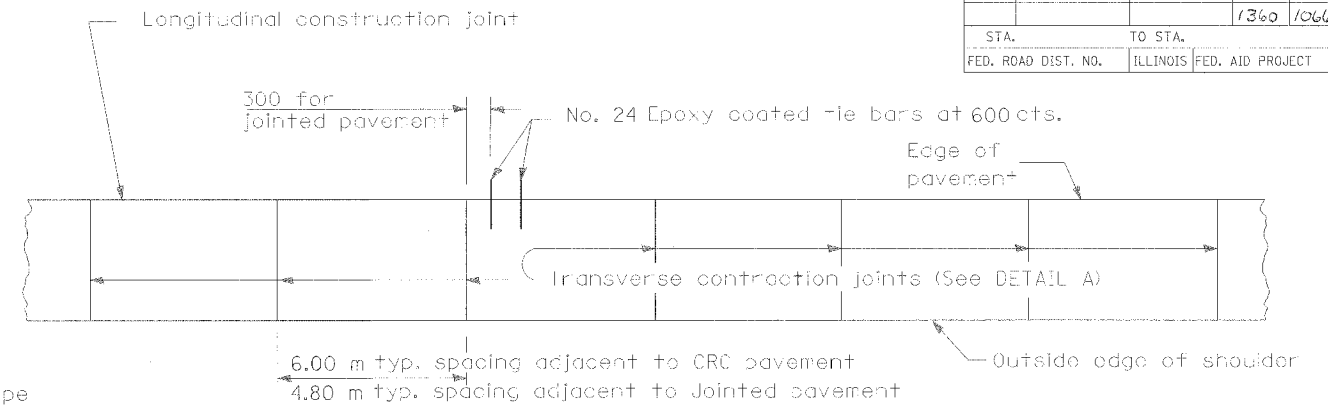
SHOULDER FOR SUPERELEVATED PAVEMENT (Inside of curve)

NOTES

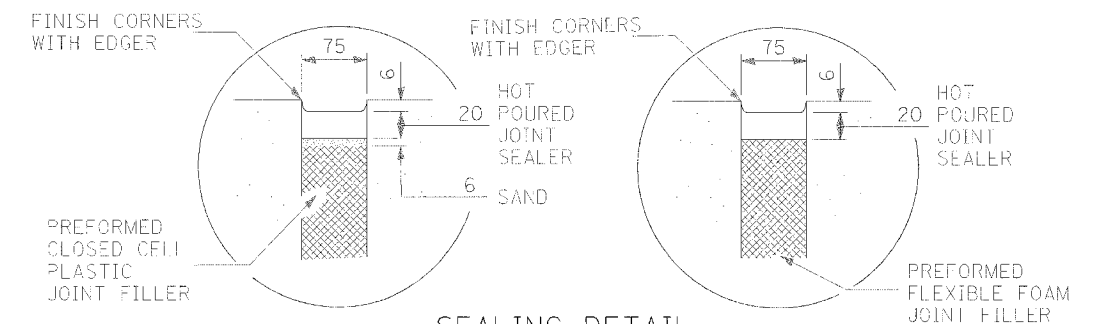
Note 1: When the superelevation rate of the pavement is between 3% and 4%, the shoulder shall be sloped at 4%. When the superelevation rate of the pavement exceeds 4%, the shoulder shall be sloped so that the algebraic difference between pavement and shoulder slopes will not be greater than 8%.



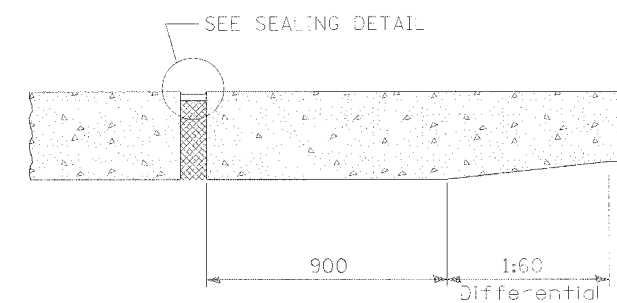
**DETAIL A
TRANSVERSE CONTRACTION JOINT**



PLAN

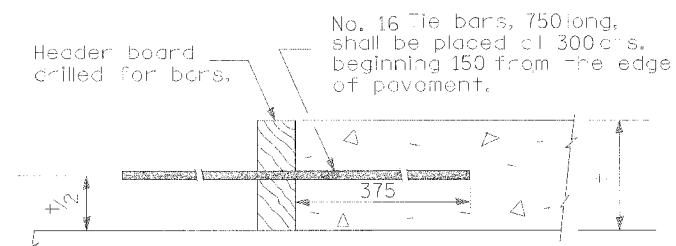


SEALING DETAIL



TRANSVERSE EXPANSION JOINT *

* TRANSITION FOR PAVEMENT WITH UNEQUAL THICKNESS AS APPLICABLE



TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

Except as noted or shown, the dimensions and notes specified for the shoulder of the tangent pavement are typical for the shoulders of superelevated pavement.

Transverse expansion joints thru the pavement, shall be extended thru the PCC shoulder.

Longitudinal construction joint(s) or longitudinal sawed joint(s) as shown on Standard 420001 shall be provided when the width of paved shoulder exceeds 4.5 m so that width between longitudinal joints does not exceed 4.5 m.

Details of joints as shown on Standard 420001 except as otherwise shown herein.

All dimensions are in millimeters unless otherwise shown.

REVISIONS	
NAME	DATE
INC. COMMENTS	3/1/02
REV. ENCL.	3/22/02
REV. TITLE	7/25/03
H.S. 2004	9/26/03

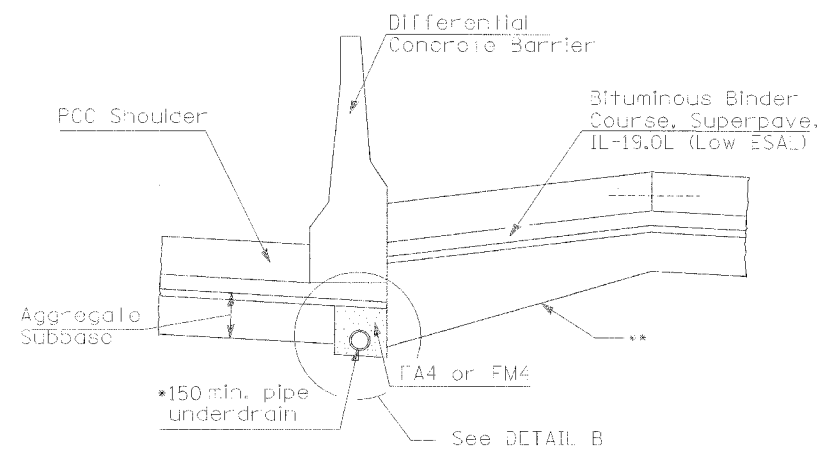
ILLINOIS DEPARTMENT OF TRANSPORTATION

I-74 PROJECT STANDARD 483001-I74

PCC SHOULDER FOR MAINLINE AND RAMPS

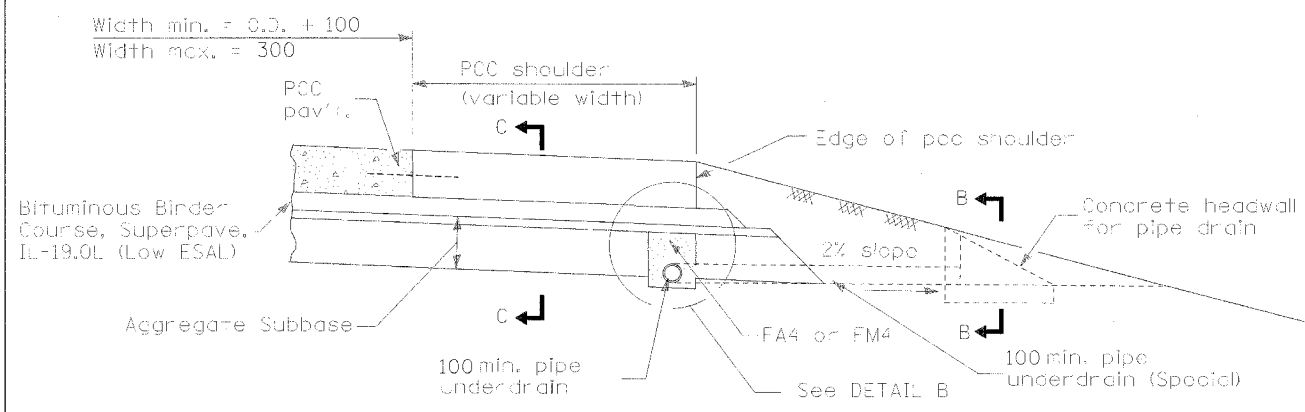
DATE 09/21/01
DRAWN BY
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1067
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

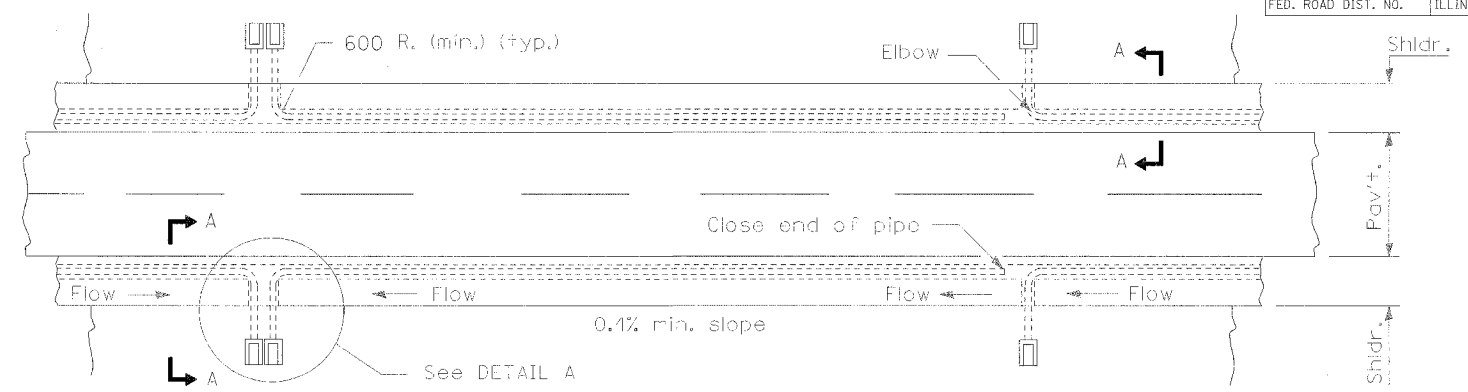


- * Pipe Underdrain shall be placed in the first stage constructed
- ** Transition bottom of aggregate subbase from edge of pavement to match elevation of aggregate subbase on lower side of barrier

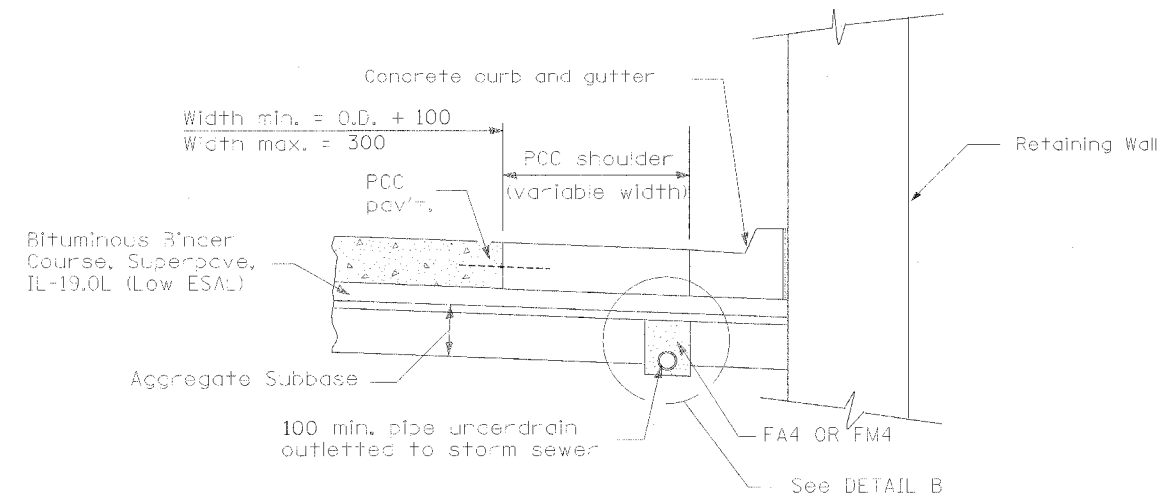
AT LOCATION WITH DIFFERENTIAL BARRIER



SECTION A-A

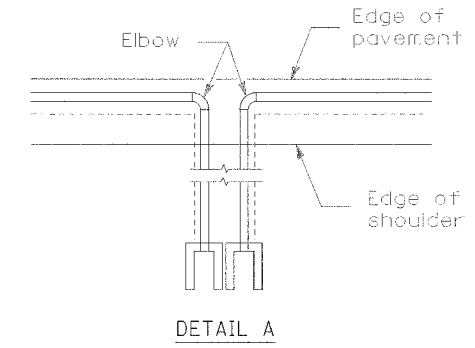


PLAN

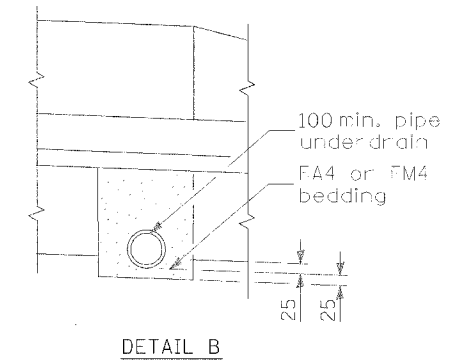


SECTION A-A

AT LOCATION WITH RETAINING WALLS

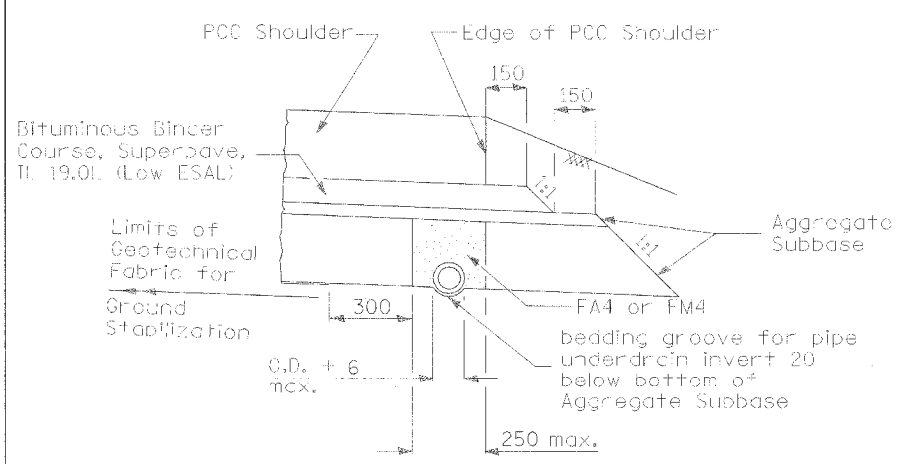


DETAIL A

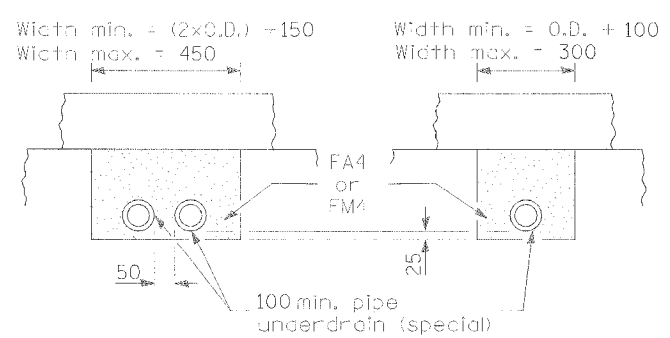


DETAIL B

All dimensions are in millimeters unless otherwise shown.



TRENCH FOR CORRUGATED POLYETHYLENE TUBING ALTERNATE



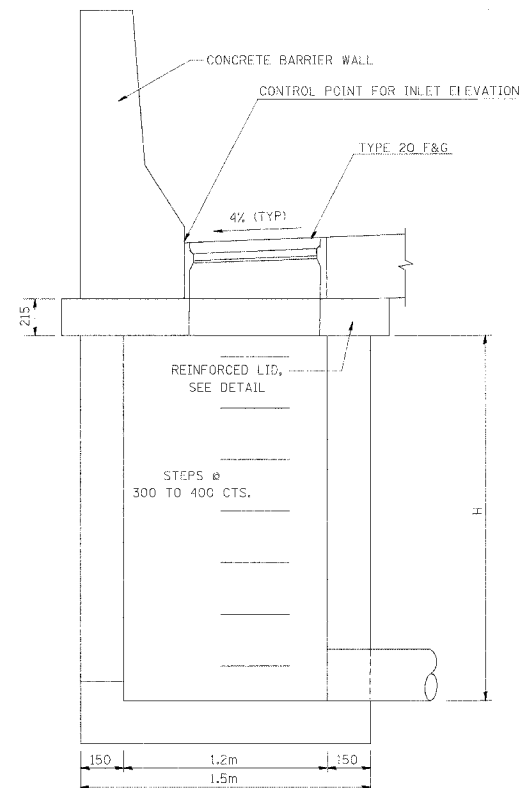
SECTION C-C (Sag locations)

SECTION C-C

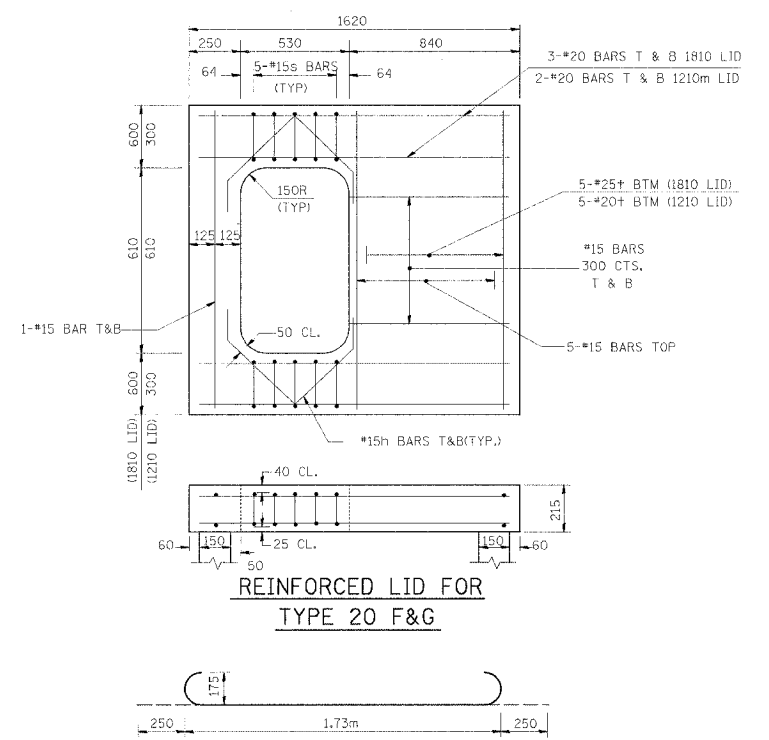
REVISIONS	
NAME	DATE
INC. COMMENTS	3/7/02
REM. ENGL.	3/22/02
FA4 OR FM4	4/17/02
DETAIL B	12/10/03

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-74 PROJECT STANDARD 601001-I74
 SUB-SURFACE DRAINS
 DRAWN BY
 CHECKED BY
 DATE 09/21/01

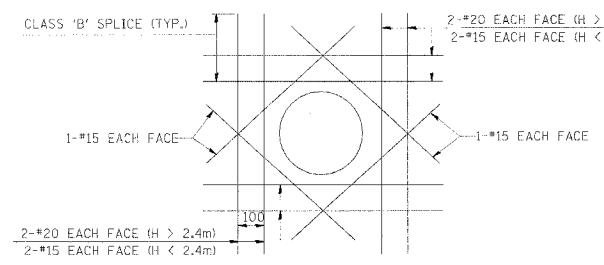
F. A. L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1068
STA.	TO STA.			
FED. ROAD DIST. NO.	DISTRICT	FED. AID PROJECT		



DRAINAGE STRUCTURE WITH TYPE 20 F&G

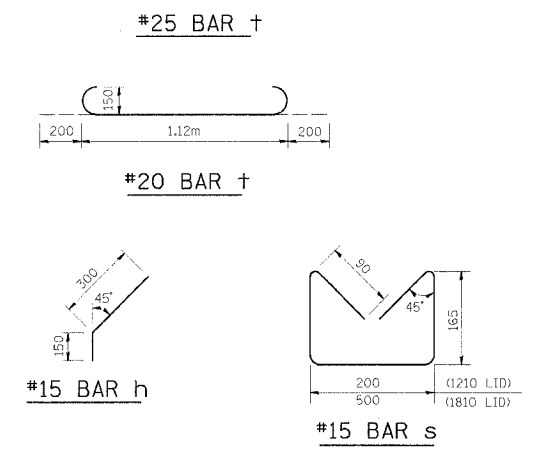


REINFORCED LID FOR TYPE 20 F&G



TYPICAL REINFORCEMENT DETAIL AROUND SIDEWALL OPENINGS (OPENING > 300)

WHERE CLASS 'B' SPLICE LENGTH ANCHORAGE IS NOT POSSIBLE, BARS SHOULD BE HOOKED.



BAR DETAILS

- NOTES:
- DRAINAGE STRUCTURE SHALL CONFORM TO HIGHWAY STANDARD 602101 EXCEPT AS NOTED.
 - REINFORCEMENT FOR STRUCTURE WALLS AND BASE SLAB SHALL BE IN ACCORDANCE WITH STD. 602101 FOR DEPTHS UP TO H=2.4m

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-74 PROJECT STANDARD 602101-I74
 DRAINAGE STRUCTURE
 TYPE 1A & 1B
 1.2m x 0.9m AND 1.2m X 1.5m
 FOR H < 2.4m

SCALE: VERT. NONE
 HORIZ. NONE
 DATE 1/15/01

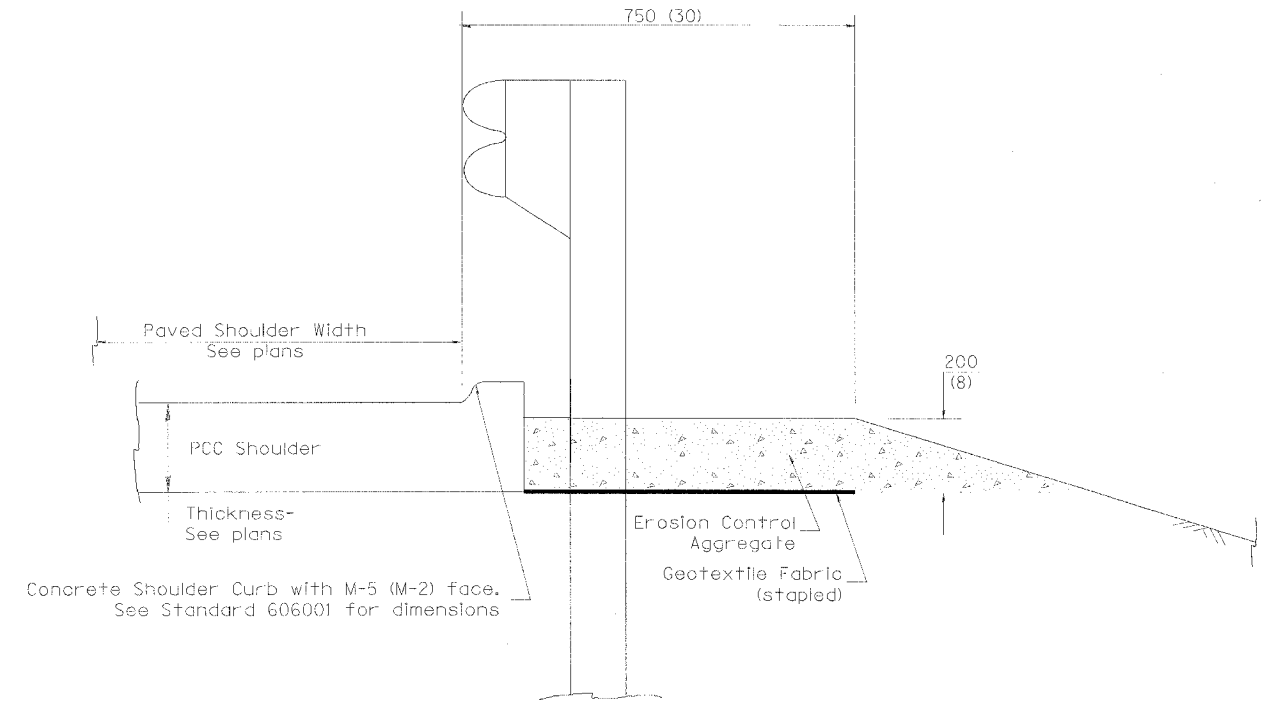
DRAWN BY MAL/CAD
 CHECKED BY

Designer Notes:
 1. THE 1.2 m x 0.9 m DRAINAGE STRUCTURE WILL BE PAID AS "DRAINAGE STRUCTURE, TYPE 1A WITH ONE TYPE 20 FRAME AND GRATE".
 2. THE 1.2 m x 1.5 m DRAINAGE STRUCTURE WILL BE PAID AS "DRAINAGE STRUCTURE, TYPE 1B WITH ONE TYPE 20 FRAME AND GRATE".

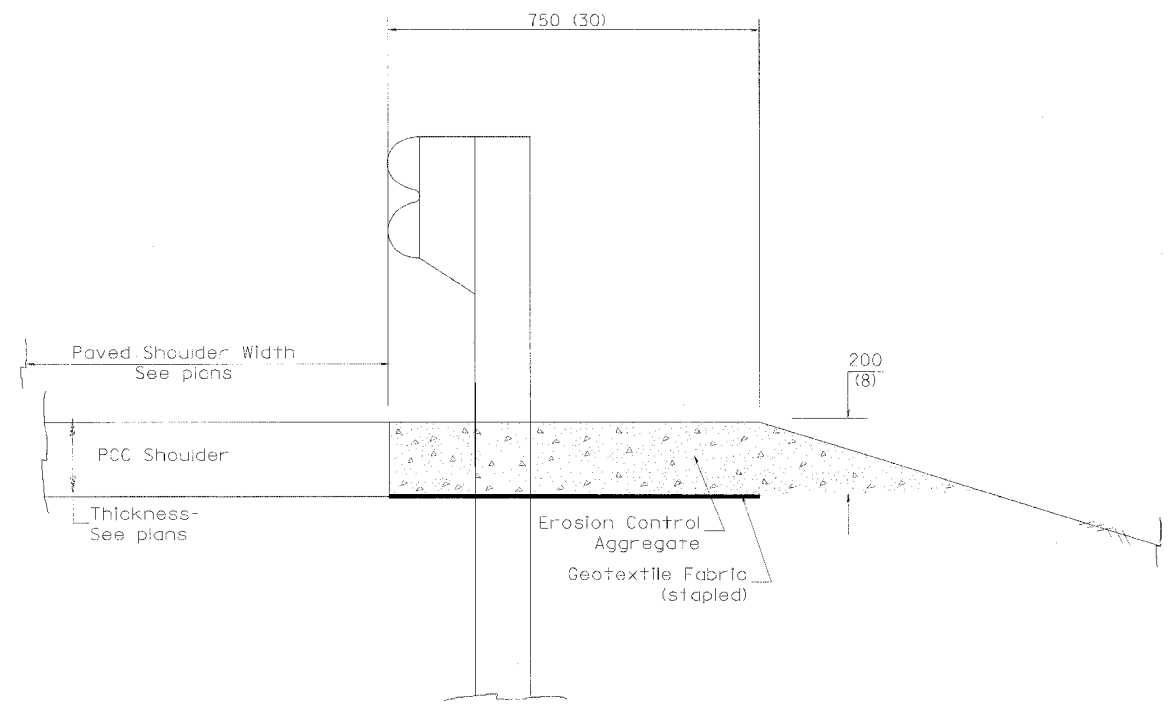
602101-I74.dgn

I:\PROJECTS\I74\602101\602101-I74.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1062
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION WITH CONCRETE SHOULDER CURB



TYPICAL SECTION WITHOUT CONCRETE SHOULDER CURB

DESIGNER NOTE:

1. Use CONCRETE SHOULDER CURB at guardrail installations where grades are equal to or greater than 1% and at inlets.
2. Use GUARDRAIL AGGREGATE EROSION CONTROL at guardrail installations where grades are less than 1% (Include District Special Provision)
3. Include State Standard 606001 showing M-5 (M-2) curb face. Include State Standards 609001, 609006 or 610001 if applicable.
4. Include the following District Cadd Standards as needed: Slope Drains for Exposed Pipes; Slope Drains for Buried Pipes; Seepage Collars for Buried Pipes; Seepage Collars for Buried Pipes; Slope Drains for Exposed Pipes; Concrete Thrust Blocks and Pipe Elbow.

GENERAL NOTES: CONCRETE SHOULDER CURB

1. Concrete shoulder curb shall be constructed in accordance with Section 662 of the Standard Specifications.

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-74 PROJECT STANDARD 630101-174

GUARDRAIL AGGREGATE
EROSION CONTROL TREATMENT
& CONCRETE SHOULDER CURB

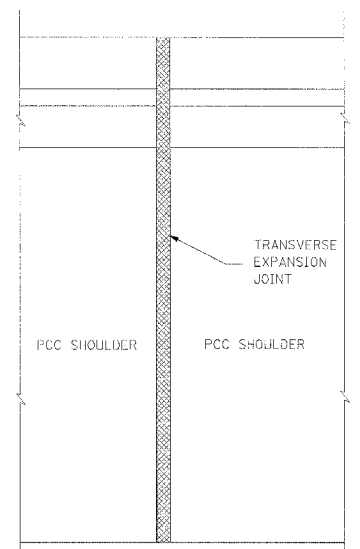
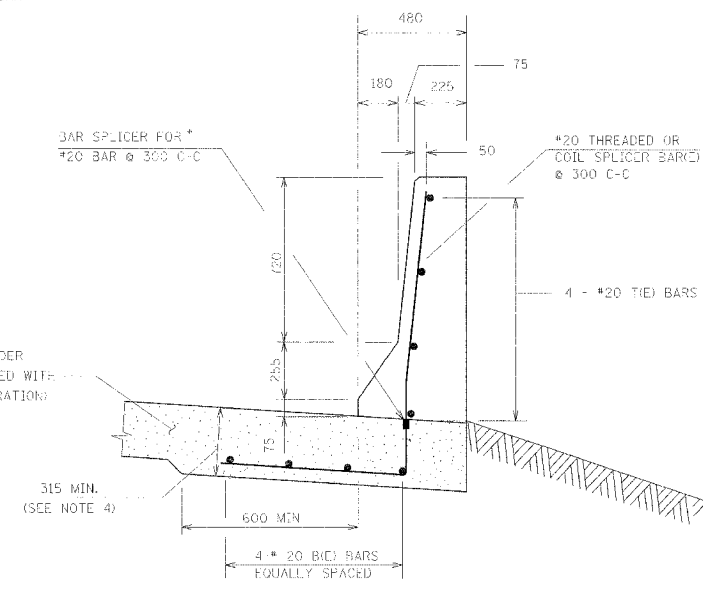
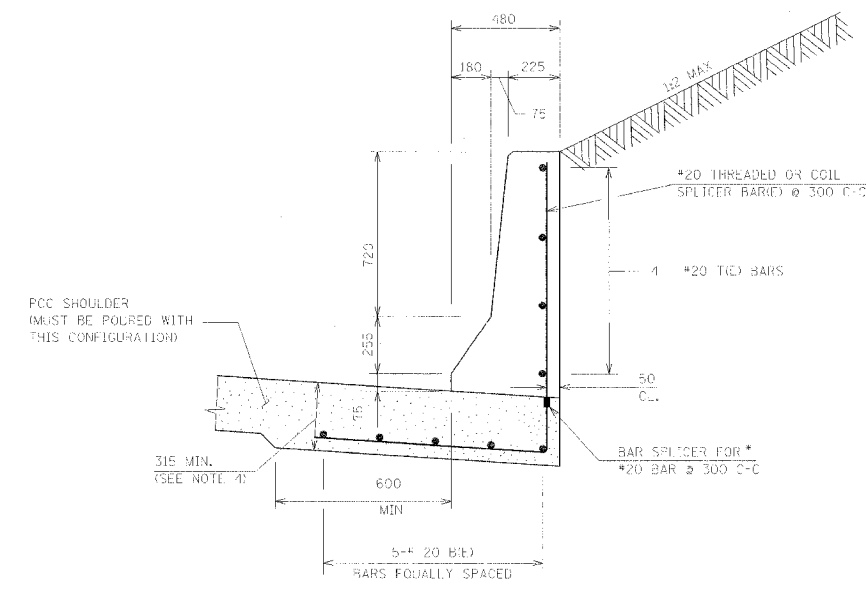
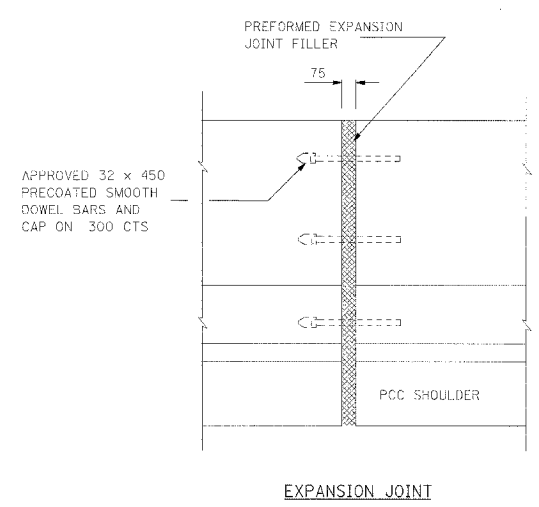
SCALE: NOT DRAWN TO SCALE
DATE: 12/19/00

DRAWN BY CADD
CHECKED BY

DATE	REVISIONS	BY
3/28/01		

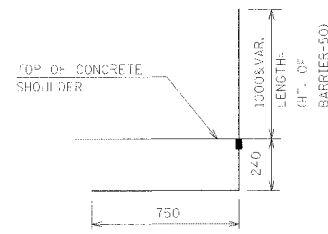
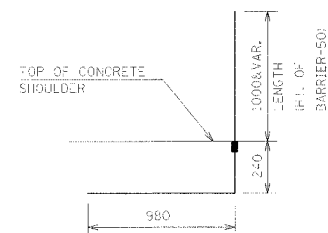
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1070
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* THE BAR SPLICER SHALL BE CAPABLE OF DEVELOPING A MINIMUM OF 125% OF THE YIELD STRENGTH OF A #20 BAR



CONCRETE BARRIER, SINGLE FACE (MODIFIED)
CUT SECTION

CONCRETE BARRIER, SINGLE FACE (MODIFIED)
FILL SECTION



REINFORCING BARS 6.1 m SECTION				
BAR	NO.	SIZE	LENGTH	SHAPE
BIE	5	#20	6.00 m	—
TIE	4	#20	6.00 m	—
REINFORCING BARS (EPOXY COATED)			Kg	128
BAR SPLICERS			EACH	21

REINFORCING BARS 6.1 m SECTION				
BAR	NO.	SIZE	LENGTH	SHAPE
BIE	4	#20	6.00 m	—
TIE	4	#20	6.00 m	—
REINFORCING BARS (EPOXY COATED)			Kg	114
BAR SPLICERS			EACH	21

** LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.

** LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.

NOTES:

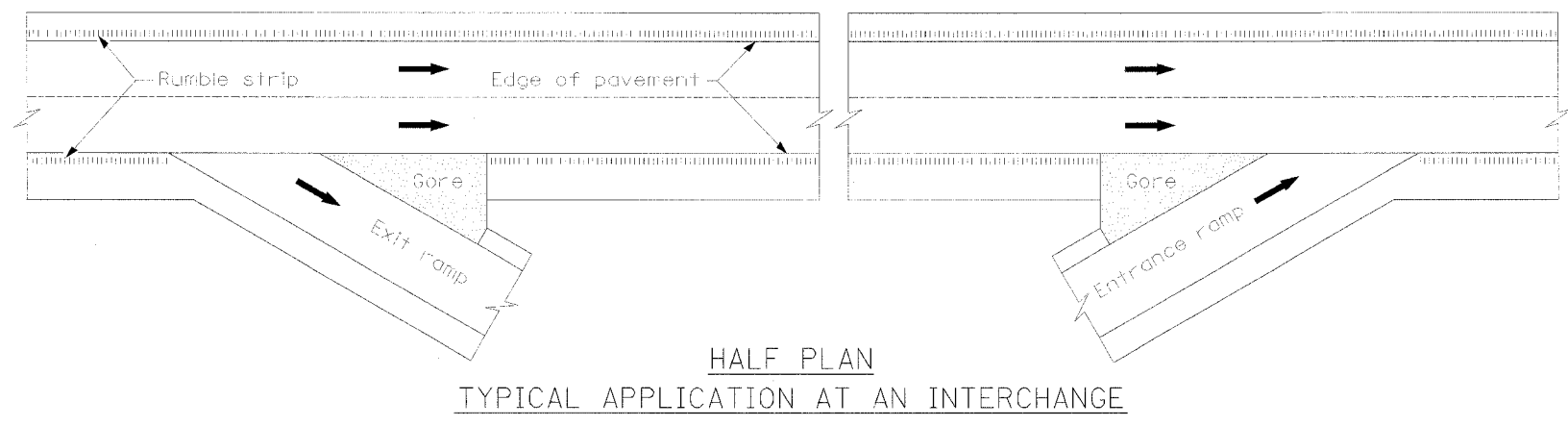
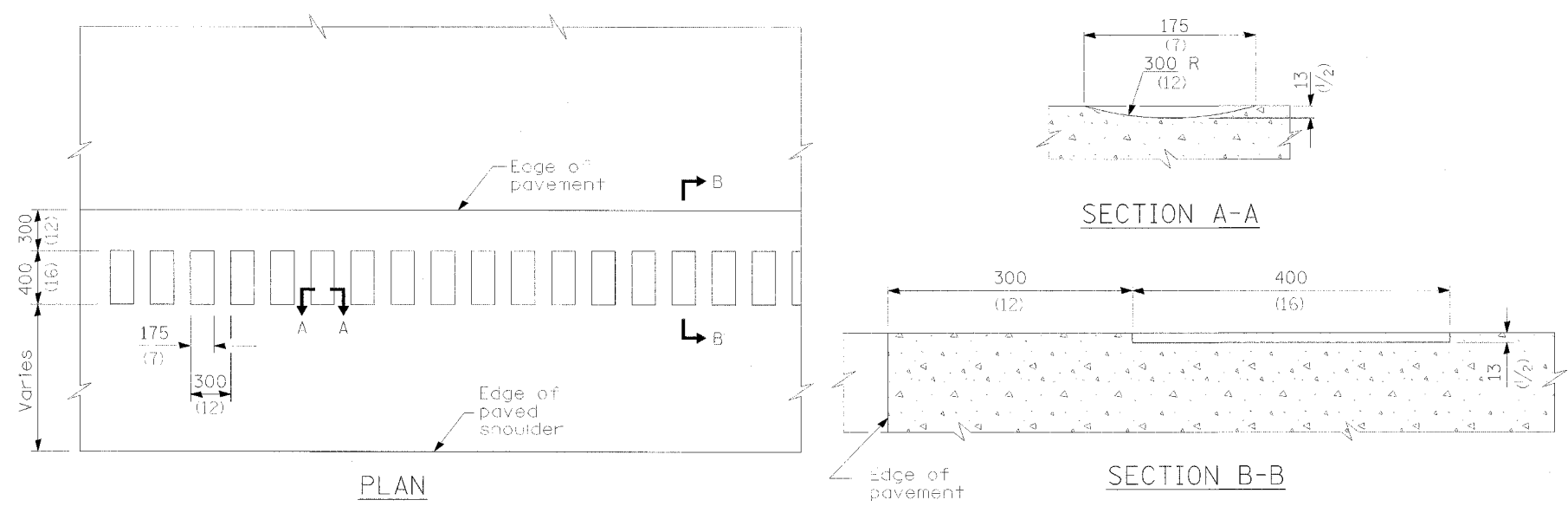
- FOR ADDITIONAL SHOULDER DETAILS SEE I-74 PROJECT STDS 483001-174 AND 601001-174
- A 25 RADIUS CAN BE SUBSTITUTED FOR THE 13 CHAMFER AT THE TOP OF THE BARRIER WALL.
- THE FURNISHING AND PLACING OF REINFORCING BARS AND BAR SPLICERS AND THE THICKENED PCC SHOULDER WHEN REQUIRED SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE SPECIFIED.
- ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS. BARS CANNOT BE MUCKED INTO PLACE.
- TRANSVERSE EXPANSION JOINT THRU THE PAVEMENT AND THE SHOULDER SHALL BE EXTENDED THRU THE CONCRETE BARRIER.

ALL DIMENSIONS ARE IN MILLIMETER UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
EXPANSION JOINT	10/7/03

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-74 PROJECT STANDARD 637002-174
CONCRETE BARRIER,
SINGLE FACE (MODIFIED)
DRAWN BY
CHECKED BY
DATE 08/15/02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1071
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



HALF PLAN
TYPICAL APPLICATION AT AN INTERCHANGE

GENERAL NOTES

On Portland cement concrete shoulders, no shoulder rumble strip shall be located closer than 150 mm (6") to a transverse joint.

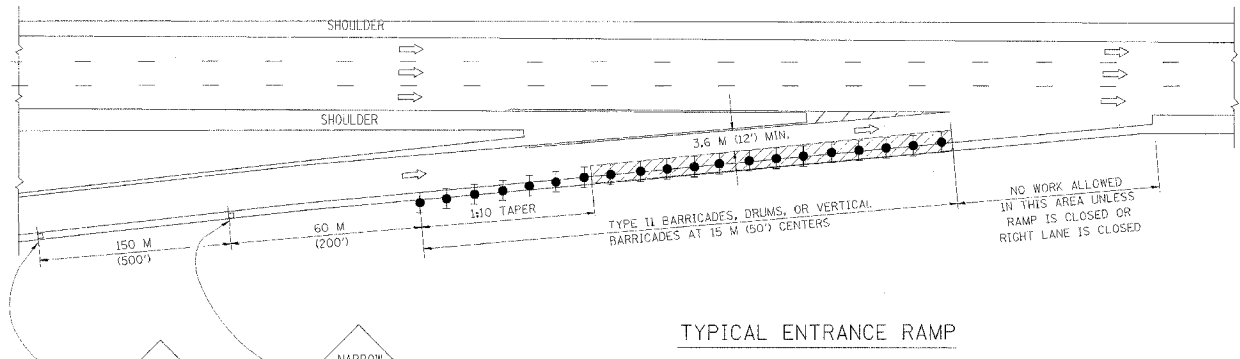
Omit shoulder rumble strips across structures.

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

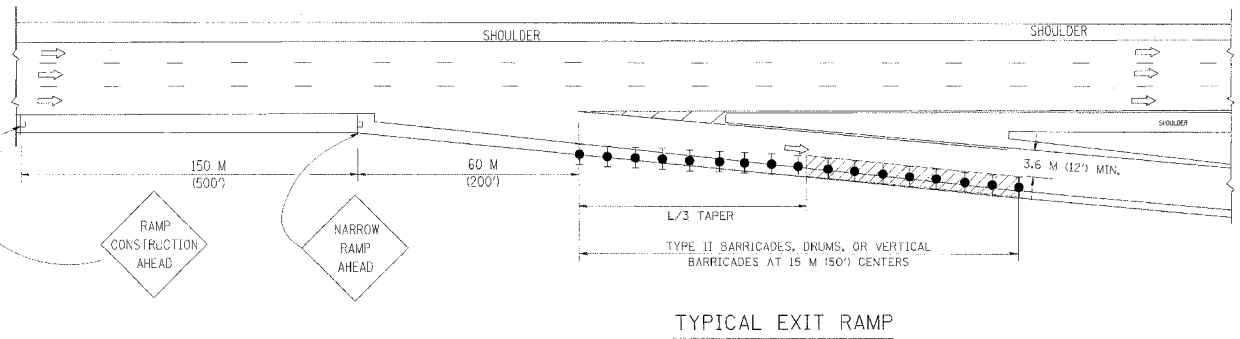
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		I-74 PROJECT STANDARD 642001-I74
		I-74 SHOULDER RUMBLE STRIPS
		DRAWN BY
		CHECKED BY
		DATE 06/10/04

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	107a
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

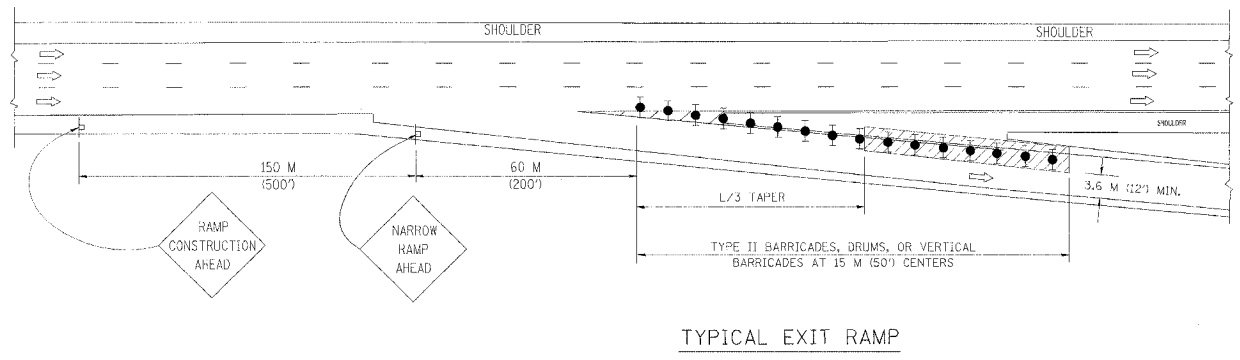
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



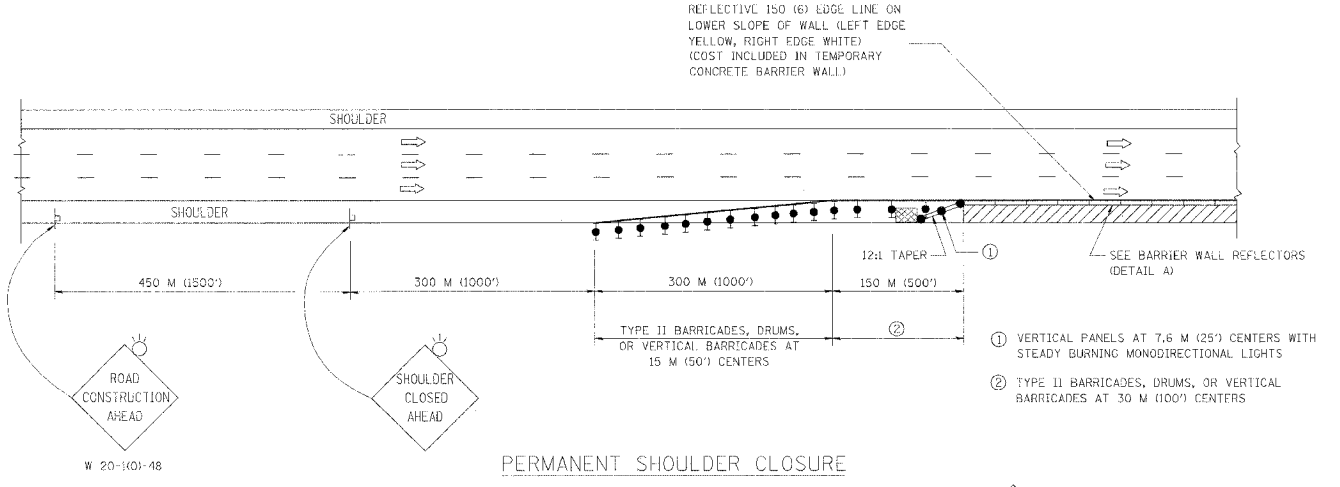
TYPICAL EXIT RAMP

GENERAL NOTES

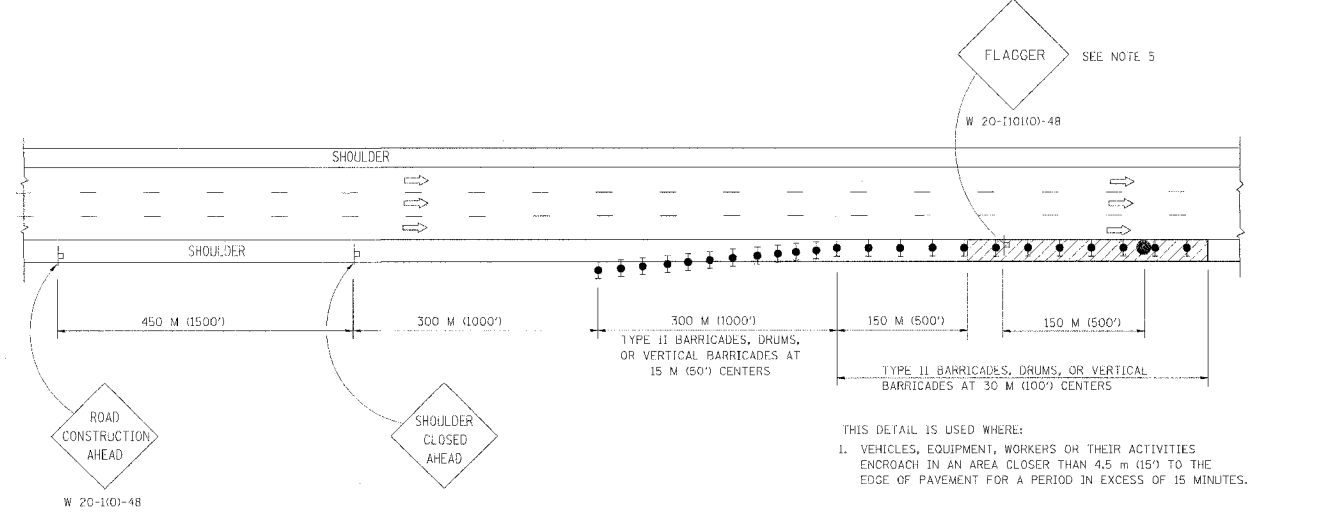
- THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS	
80 KM/H (45 MPH) OR GREATER:	METRIC: $L = 0.65(W)(S)$	ENGLISH: $L = (W)(S)$
	W = WIDTH OF OFFSET IN METERS (FEET)	S = NORMAL POSTED SPEED KM/H (MPH)
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
- THE IMPACT ATTENUATOR IS NOT REQUIRED WHEN THE TEMPORARY BARRIER END SECTION IS OUTSIDE THE CLEAR ZONE OR IS TIED INTO THE EXISTING GUARDRAIL.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE 60 M (200') IN ADVANCE OF THE WORKERS.

SHOULDER CLOSURE DETAILS



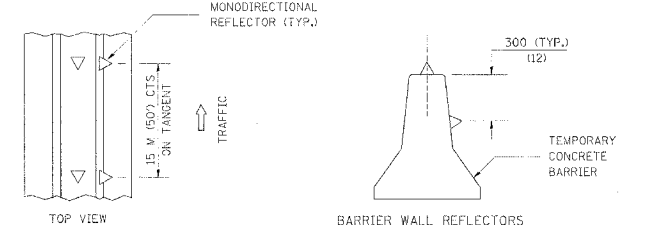
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

SYMBOLS

- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- VERTICAL PANEL WITH STEADY BURN MONODIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR



DETAIL B

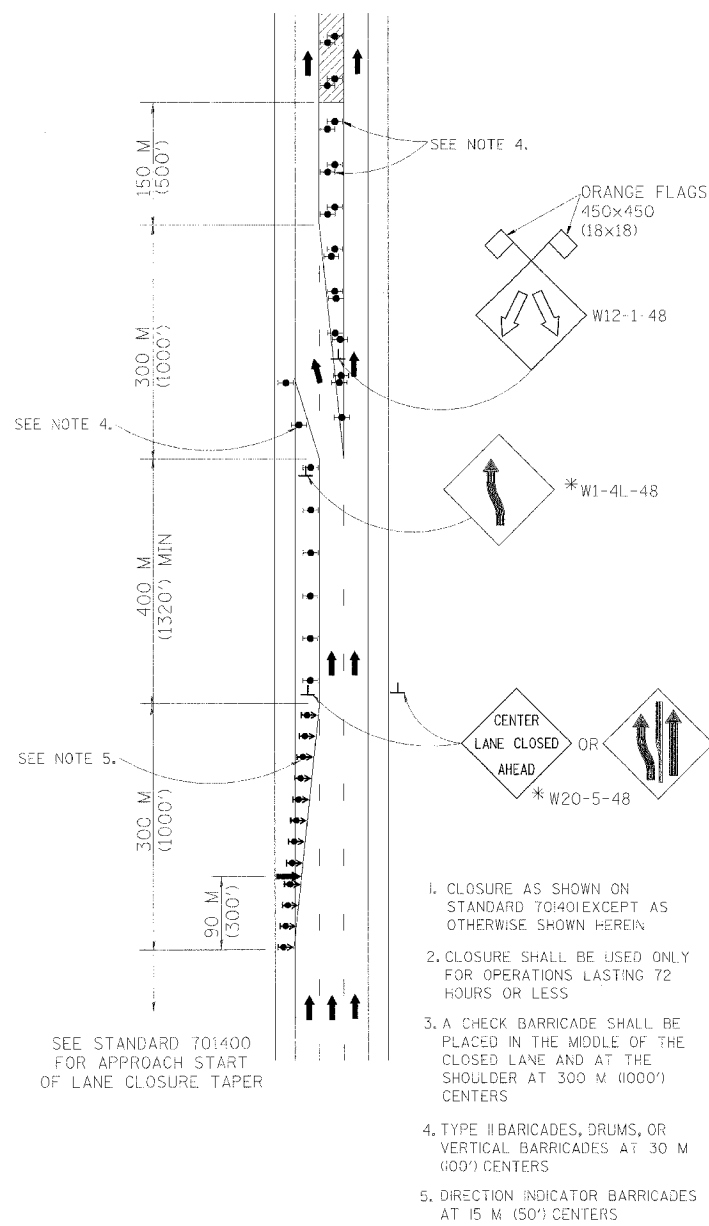
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
REM. END SECTION	4/17/02
REM. ARROWBOARD	8/30/02
MODIFY TO RAMP CONST.	8/30/02
HS 04-2004	4/27/04

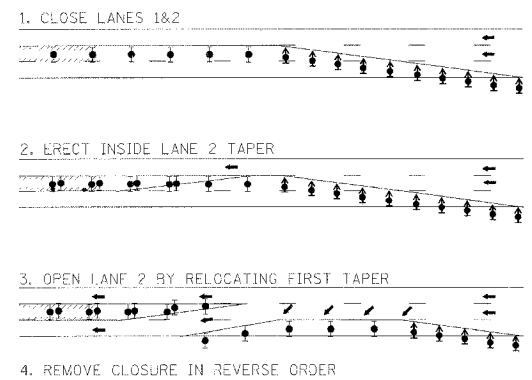
ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-74 PROJECT STANDARD 701101-I74
 TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES
 PARTIAL RAMP CLOSURES
 DRAWN BY
 DATE 03/28/02
 CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
			1360 / 673
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

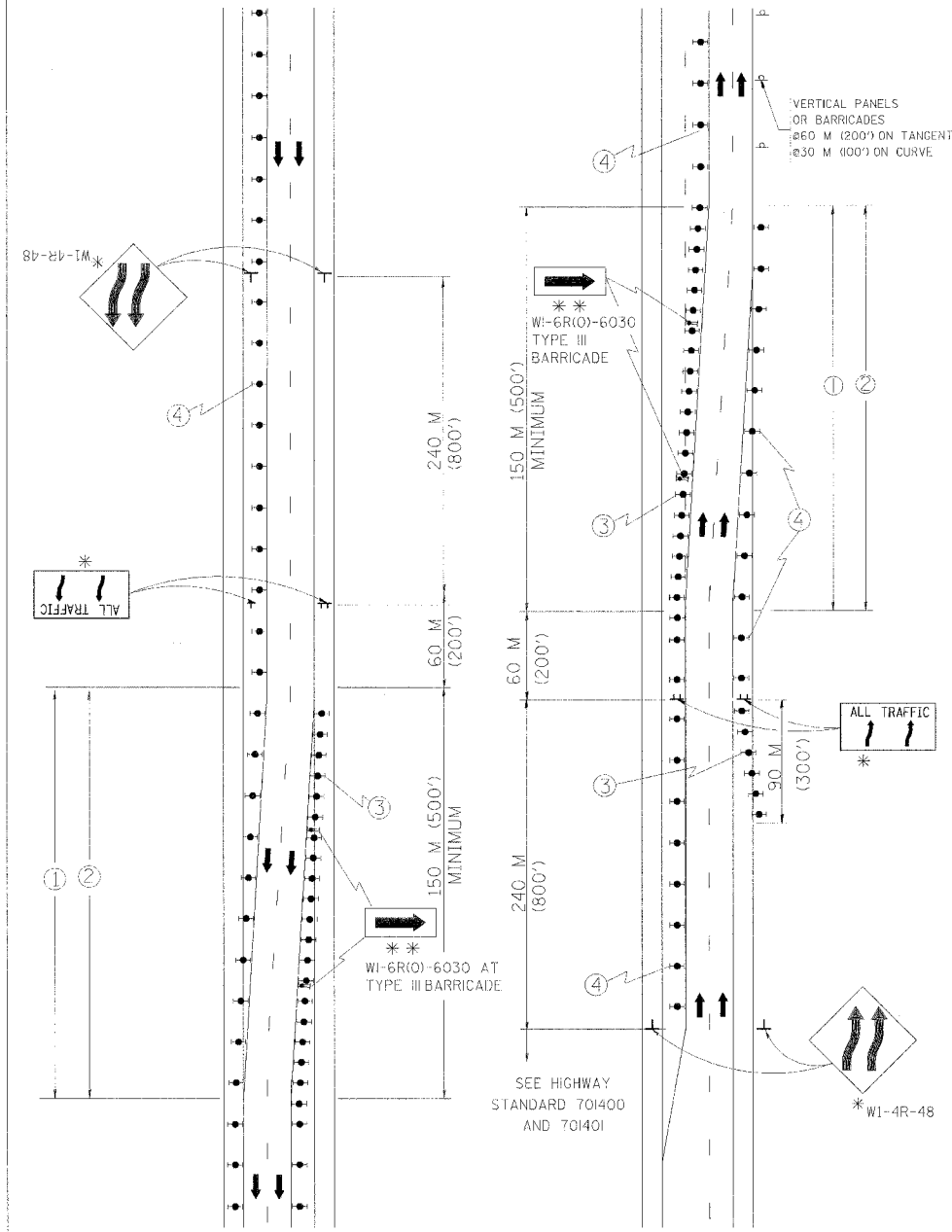
CENTER LANE CLOSURE



INSTALLATION SEQUENCE

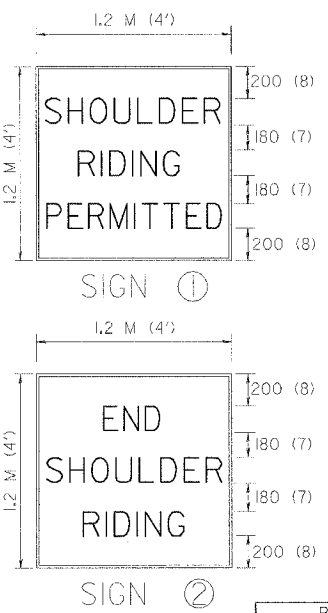
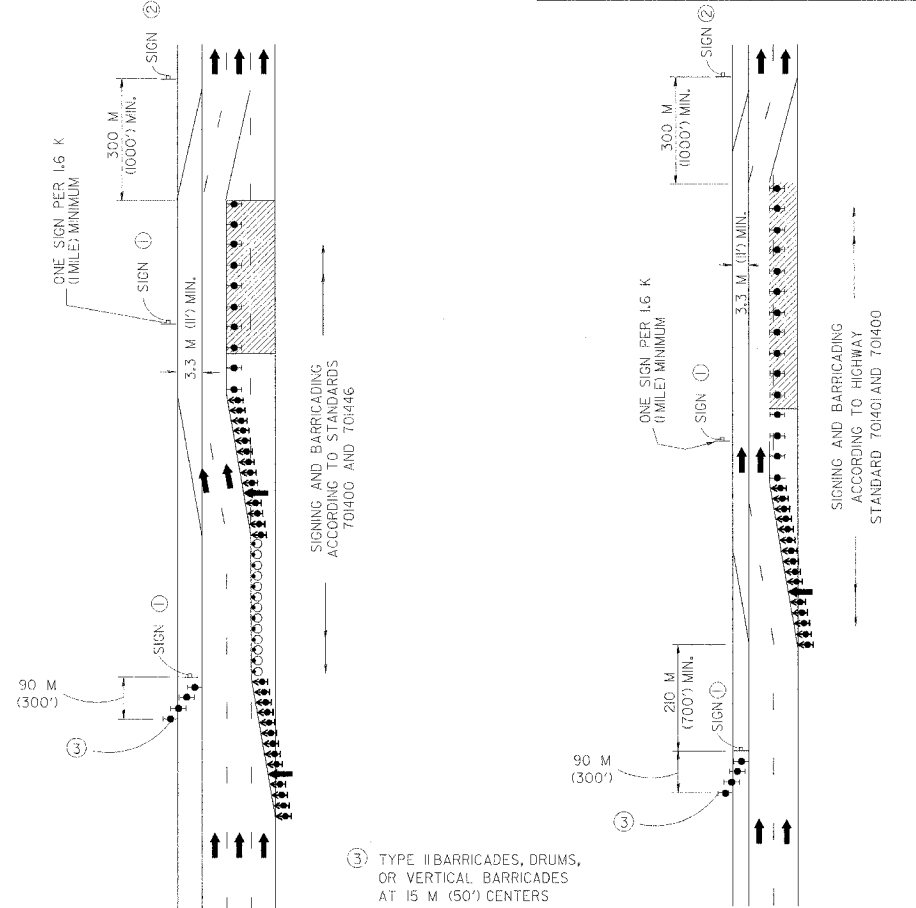


MULTI-LANE WEAVE



- ① TEMPORARY PAVEMENT MARKING TO BE INSTALLED: CONTINUOUS YELLOW LEFT EDGE LINE, LANE LINES 3 M-9 M (10'-30') SKIP-DASH, WHITE, CONTINUOUS WHITE RIGHT EDGE LINE.
 - ② EXISTING PAVEMENT MARKING TO BE REMOVED.
 - ③ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 15 M (50') C-C SPACING.
 - ④ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT AT 30 M (100') C-C SPACING.
- ALL TRAFFIC 1.2 m x 2.4 m (4'x8'); 25 (1) BORDER; 250 (10) CAPITAL LETTERS
BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

SHOULDER LANE



- ### SYMBOLS
- ARROW BOARD
 - WORK AREA
 - SIGN WITH 450x450 (18x18) ORANGE FLAG ATTACHED *
 - SIGN ON PORTABLE OR PERMANENT SUPPORT *
 - TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
 - DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- * ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').

GENERAL NOTE

WORK ZONE SPEED LIMIT SIGNS AND FLAGGER SIGNS SHALL BE AS SHOWN ON STANDARD 701401

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

150 (6) SERIES 'C' LEGEND
BLACK LEGEND
WHITE REFLECT. BACKGROUND
25 (1) BORDER

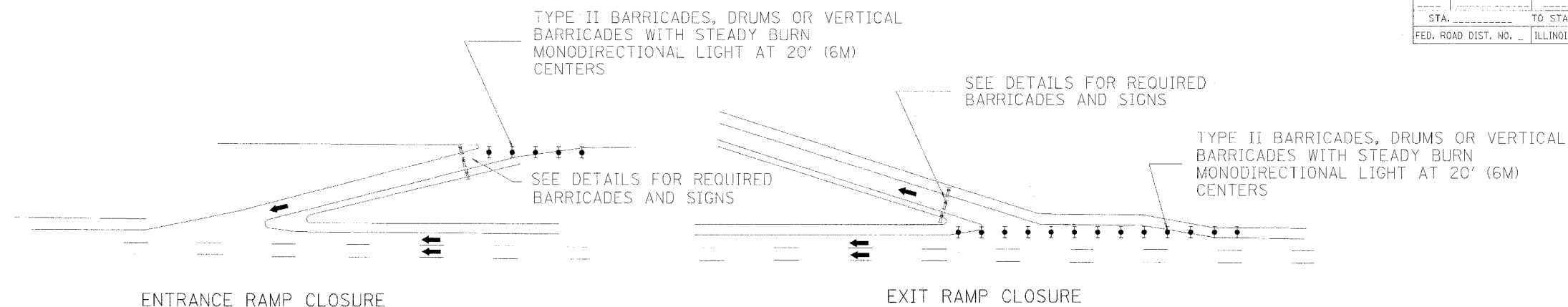
REVISIONS	
NAME	DATE
HS 04-2004	4/27/04
MULTI-LANE WEAVE TAPER LENGTH	10/21/04
DEL PS 701401-74 ADD HS 701406	10/22/04

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-74 PROJECT STANDARD 701403-I74
TRAFFIC CONTROL DETAILS FOR FREEWAY
CENTER LANE CLOSURE
MULTI-LANE WEAVE
SHOULDER LANE

DATE 7/18/02

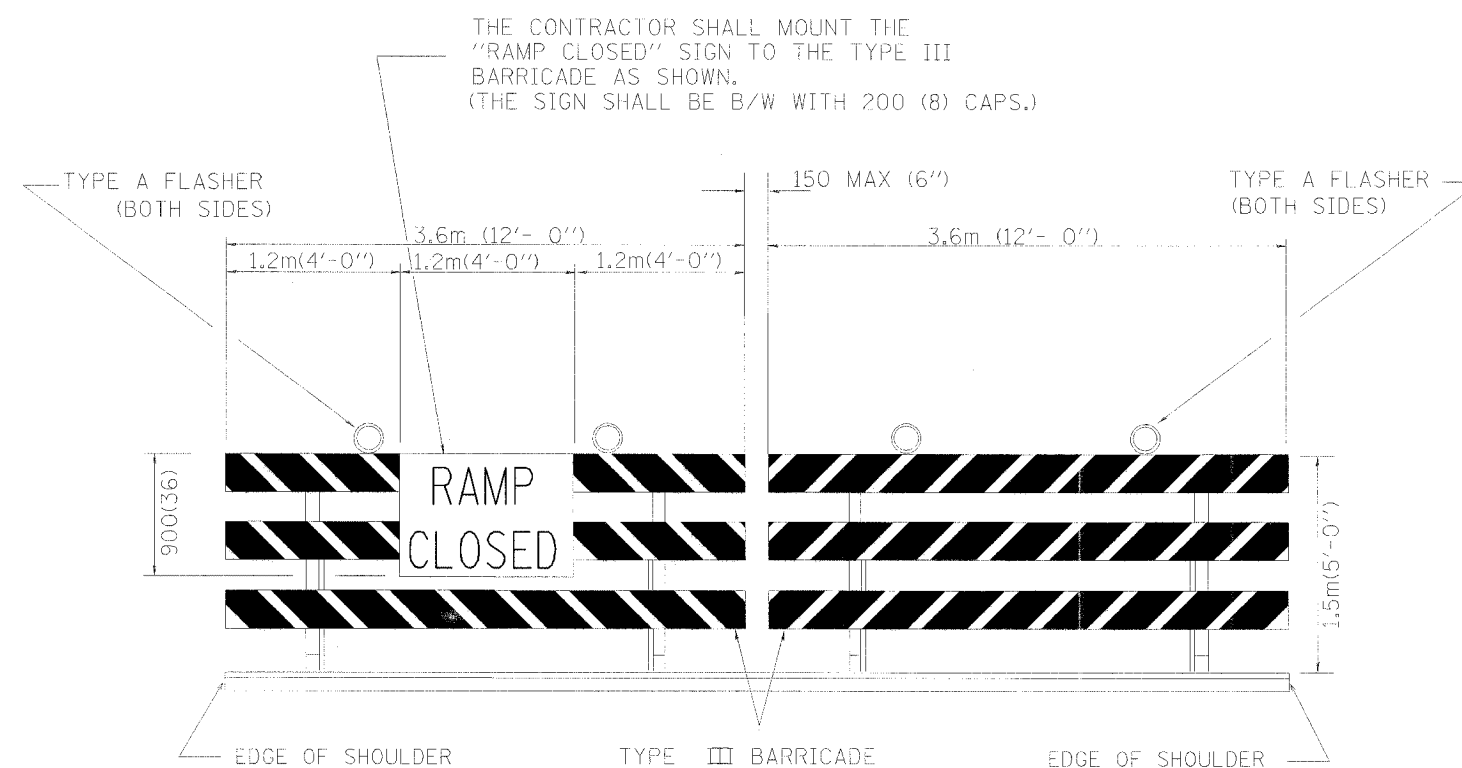
DRAWN BY
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1077
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



ENTRANCE RAMP CLOSURE

EXIT RAMP CLOSURE



DETAIL FOR REQUIRED BARRICADES & SIGNS



PLACE 150 M (500') IN ADVANCE OF RAMP

BLACK LEGEND ON ORANGE REFLECTORIZED BACKGROUND

RAMP CLOSED AHEAD SIGN

NOTES:

REFLECTORIZED STRIPING MAY BE OMITTED ON THE BACK SIDE OF THE BARRICADES. IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGN MAY BE MOUNTED ON AN NCHRP 350 TEMPORARY SIGN SUPPORT DIRECTLY IN FRONT OF THE BARRICADE.

CONES MAY BE SUBSTITUTED FOR TYPE I AND TYPE II BARRICADES AND DRUMS DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 700 (28') IN HEIGHT.

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

REVISIONS	
NAME	DATE
HS 04-2004	4/27/04

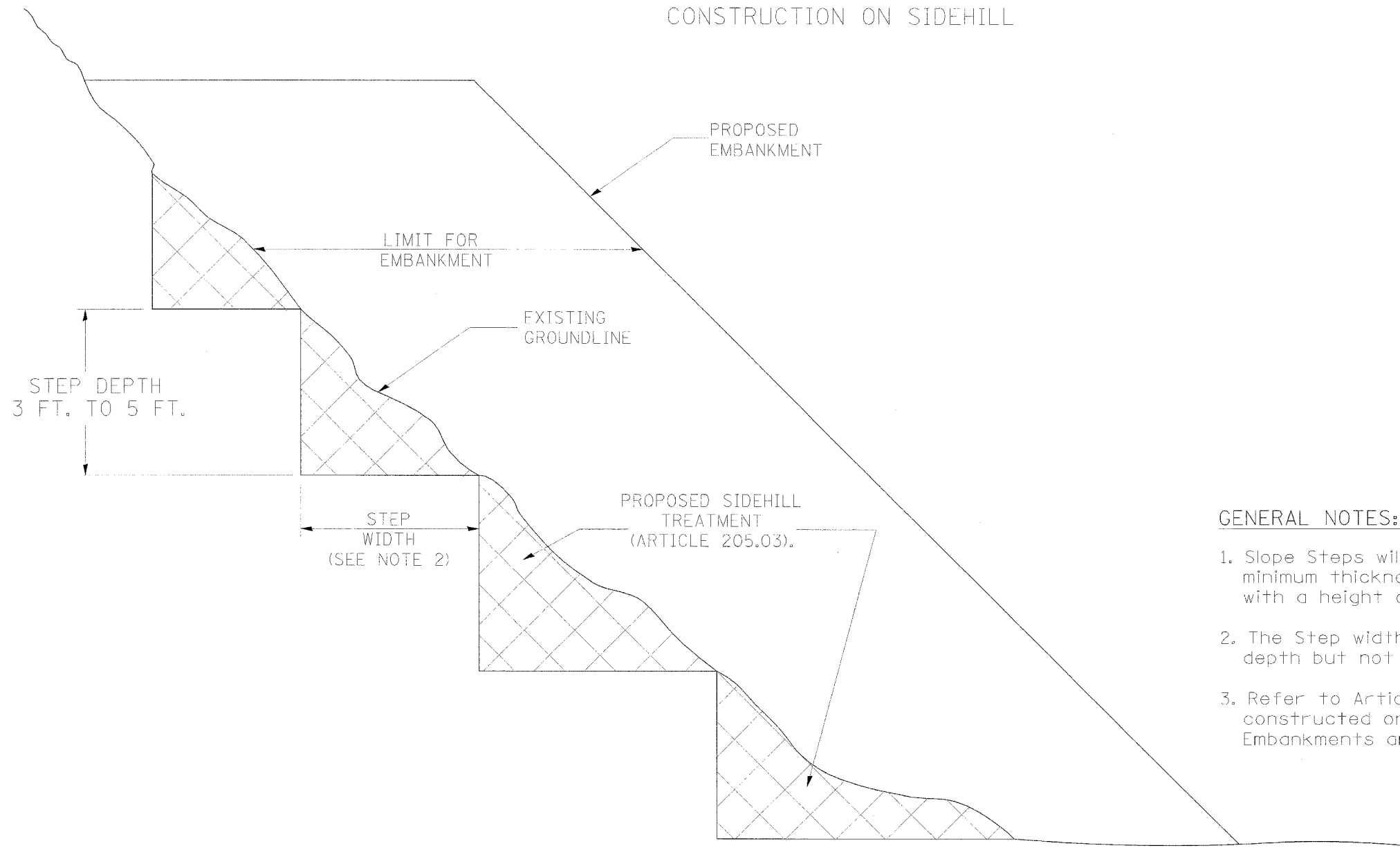
ILLINOIS DEPARTMENT OF TRANSPORTATION
I-74 PROJECT STANDARD 701411-I74
ENTRANCE AND EXIT RAMP
CLOSURE DETAILS

DRAWN BY
CHECKED BY
DATE 10/9/01

F.A. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1075
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 300(i2) minimum thickness "silver fills" and on a fills with a height of 3.0m(10').
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

DESIGNER NOTE:
 1. EACH PROJECT SHOULD BE REVIEWED INDEPENDENTLY FOR TREATMENT REQUIRED.
 2. REFER TO THIS DETAIL WITH NOTE ON APPLICABLE TYPICAL SECTIONS.

REPLACEMENT MATERIAL:
 STANDARD EMBANKMENT (IN ACCORDANCE WITH 205 OF THE STANDARD SPECIFICATION).

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.

SLOPE STEPS DETAIL

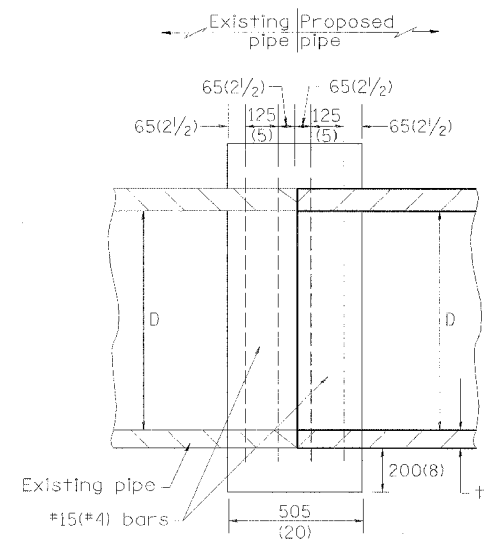
CADD STD. NO. 205001-D4
 SCALE: NOT DRAWN TO SCALE
 DATE **DATE**
 DRAWN BY: CADD
 CHECKED BY:

205001-D4

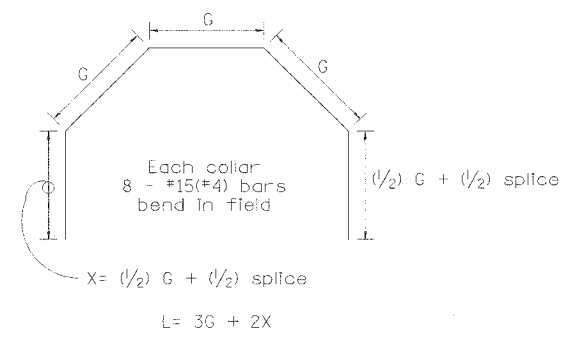
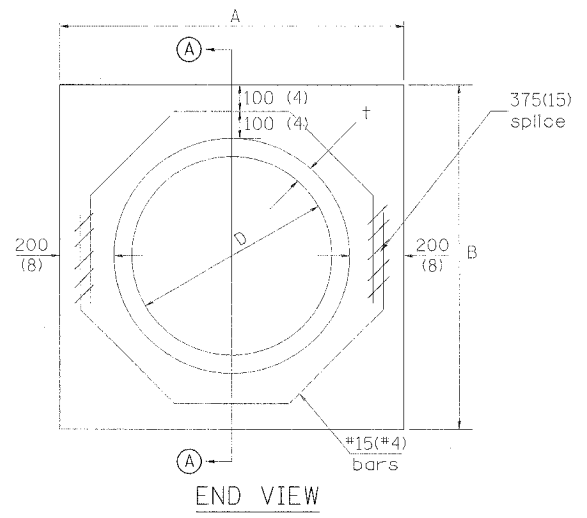
DATE

DGN-ONLY

11/15/97 10:45 AM



SECTION A - A



Each Collar								
Reinforcement Bars								
D	t	A	B	CL. SI CONC.	G	X	L	Weight
m (in)	m (in)	m (ft)	m (ft)	m ³ (cu. yd)	m (in)	m (in)	m (ft)	kg (lb)
300 (12)	51 (2.00)	0.814 (2.67)	0.814 (2.67)	0.270 (0.4)	253 (9 15/16)	317 (12 7/16)	1.393 (4.57)	11 (24)
375 (15)	57 (2.25)	0.902 (2.96)	0.902 (2.96)	0.315 (0.4)	290 (11 3/8)	335 (13 3/16)	1.541 (5.05)	12 (27)
450 (18)	64 (2.50)	0.991 (3.25)	0.991 (3.25)	0.362 (0.5)	327 (12 13/16)	354 (13 7/8)	1.689 (5.54)	14 (30)
525 (21)	70 (2.75)	1.079 (3.54)	1.079 (3.54)	0.411 (0.5)	364 (14 1/4)	372 (14 5/8)	1.836 (6.02)	15 (32)
600 (24)	76 (3.00)	1.167 (3.83)	1.167 (3.84)	0.460 (0.6)	401 (15 1/16)	391 (15 5/16)	1.984 (6.51)	16 (35)
675 (27)	83 (3.25)	1.259 (4.13)	1.259 (4.13)	0.516 (0.7)	438 (17 1/4)	409 (16 1/16)	2.131 (6.99)	17 (37)
750 (30)	89 (3.50)	1.347 (4.42)	1.347 (4.42)	0.570 (0.7)	475 (18 1/16)	428 (16 3/4)	2.279 (7.48)	18 (40)
825 (33)	95 (3.75)	1.436 (4.71)	1.436 (4.71)	0.624 (0.8)	512 (20 1/8)	446 (17 1/2)	2.426 (7.96)	19 (43)
900 (36)	102 (4.00)	1.524 (5.00)	1.524 (5.00)	0.682 (0.9)	549 (21 9/16)	465 (18 3/16)	2.574 (8.44)	20 (45)
1050 (42)	114 (4.50)	1.701 (5.58)	1.701 (5.58)	0.800 (1.0)	622 (24 7/16)	501 (19 3/4)	2.869 (9.41)	23 (50)
1200 (48)	127 (5.00)	1.881 (6.17)	1.881 (6.17)	0.930 (1.2)	696 (27 5/16)	538 (21 3/16)	3.164 (10.38)	25 (55)

GENERAL NOTES

1. THE COLLAR SHALL BE CONSTRUCTED ENTIRELY OF CLASS SI CONCRETE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 503 OF THE STANDARD SPECIFICATIONS. REINFORCEMENT BARS SHALL CONFORM TO SECTION 508.

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

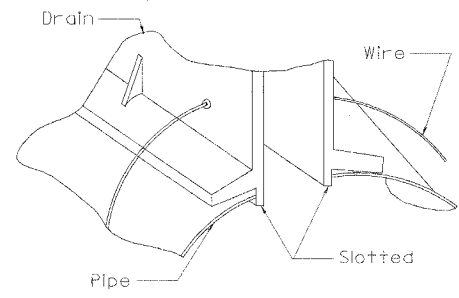
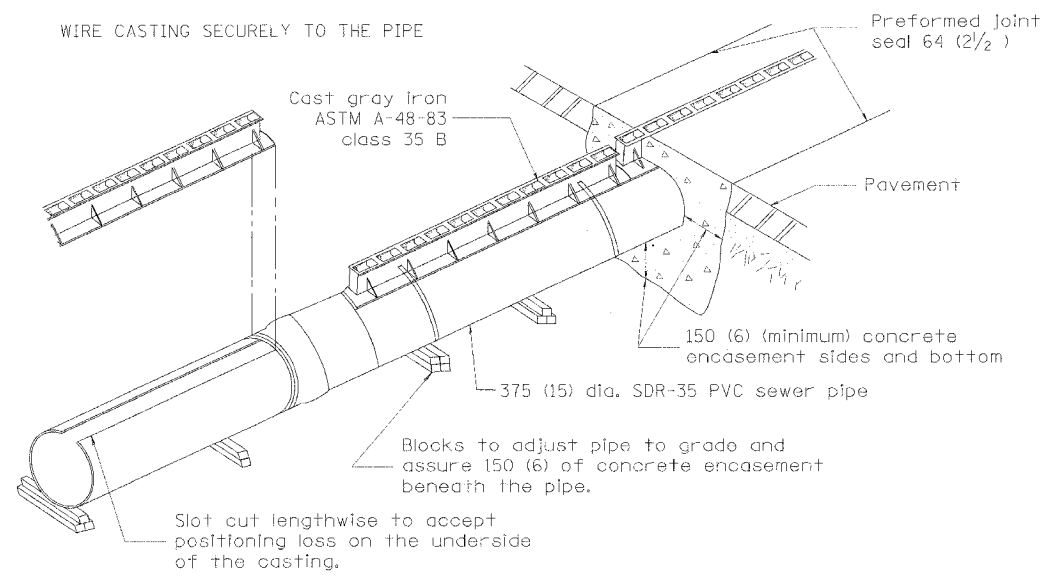
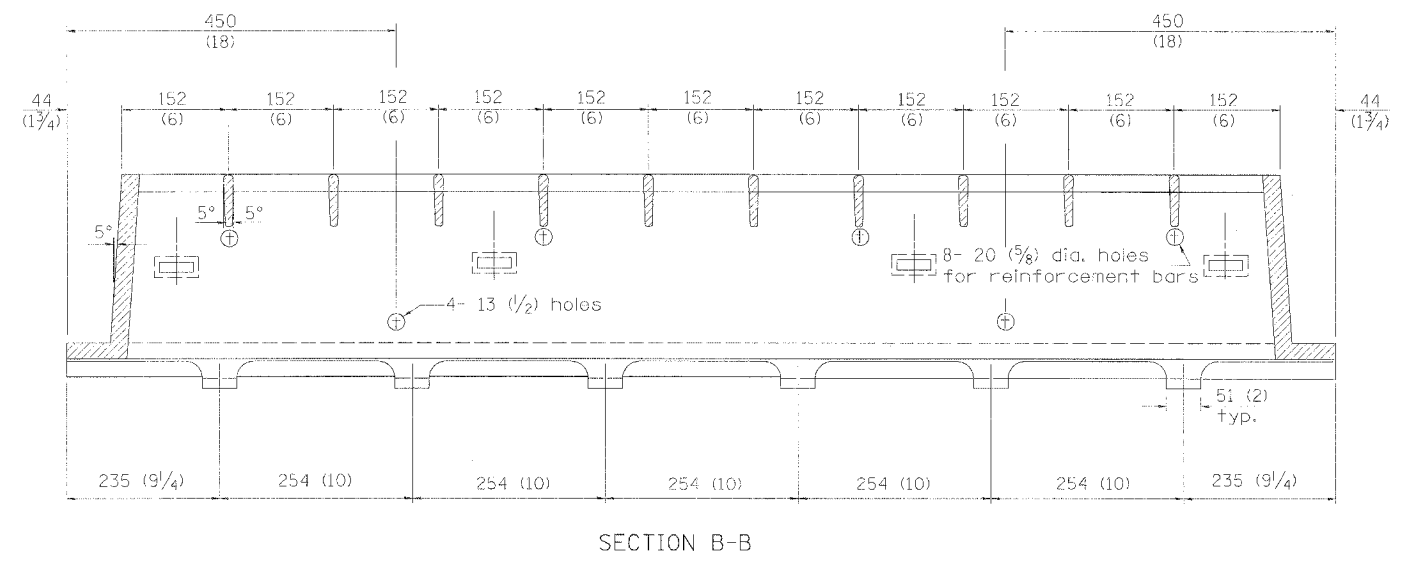
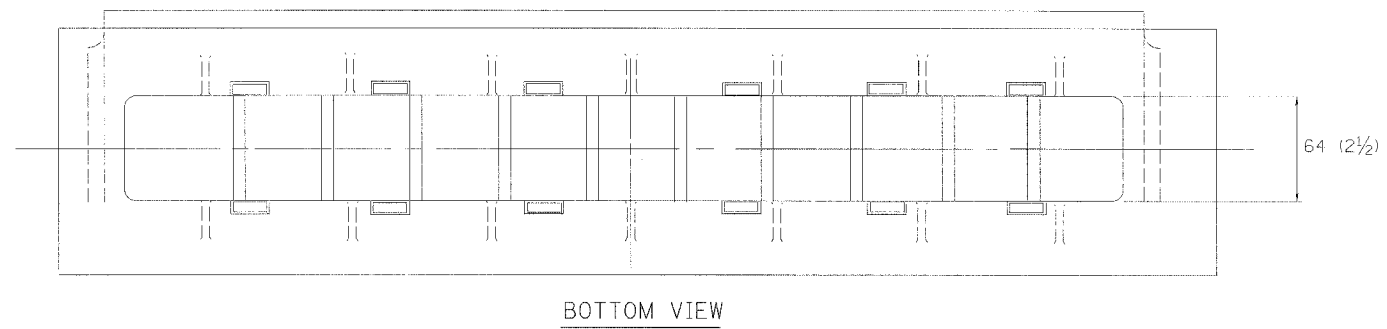
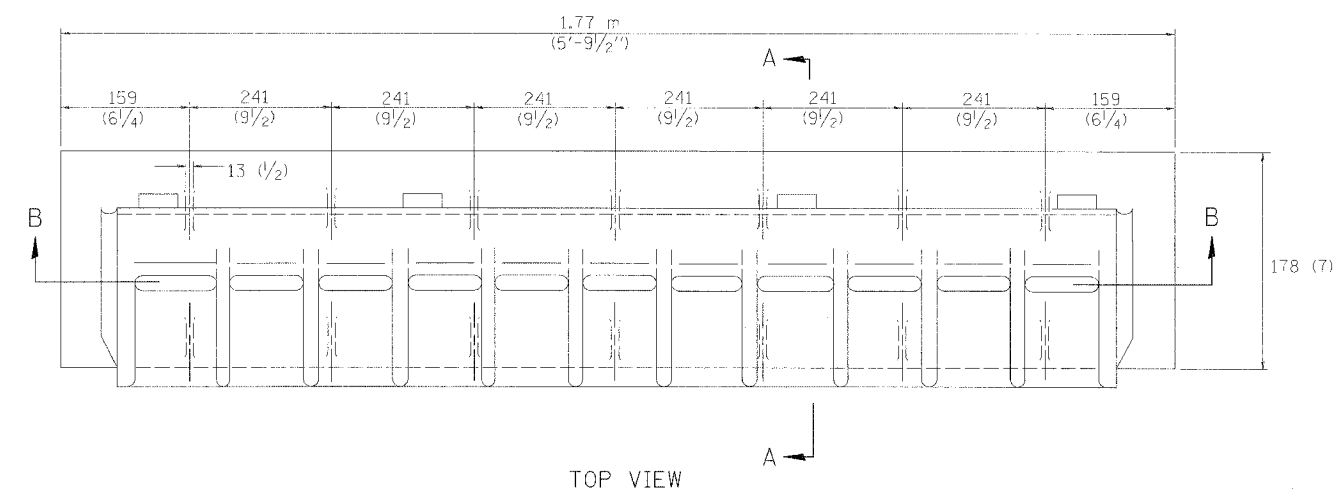
QUANTITIES	
CALC. BY: R. J. D.	2-2-98 DATE
CHECKED BY: R. D. H.	2-6-98 DATE

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

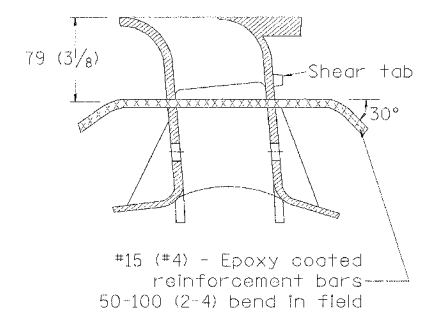
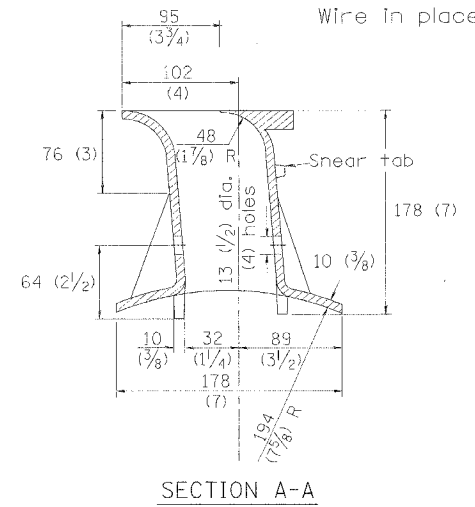
DATE	REVISIONS	BY
1-1-97	RENUM. B-8.03, NEW REVISION BOX ADDED QUANTITY CALCULATION BOX, REVISED TITLE BOX	T.P.
4-1-97	CORRECT BAR	J.A.
2-10-98	REVISE QUANTITIES	J.A.
9-1-00	CORRECT WEIGHT	J.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
PIPE CULVERT EXTENSION COLLAR (WITHOUT END SECTION)
 CADD STANDARD 542016-D4
 SCALE: NOT DRAWN TO SCALE
 DATE: **DATE**
 DRAWN BY: CADD
 CHECKED BY:

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
			1360 / 1077
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



NOTE:
Saw slot in pipe. Insert slotted drain in pipe. Wire in place.



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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

SLOTTED VANE DRAIN

CADD STANDARD 601701-D4
SCALE: NOT TO SCALE
DATE: \$\$DATE\$\$

DATE	REVISIONS	BY
1-1-97	RENUM. B-4.10, NEW REVISION BOX	T.P.

601701-D4

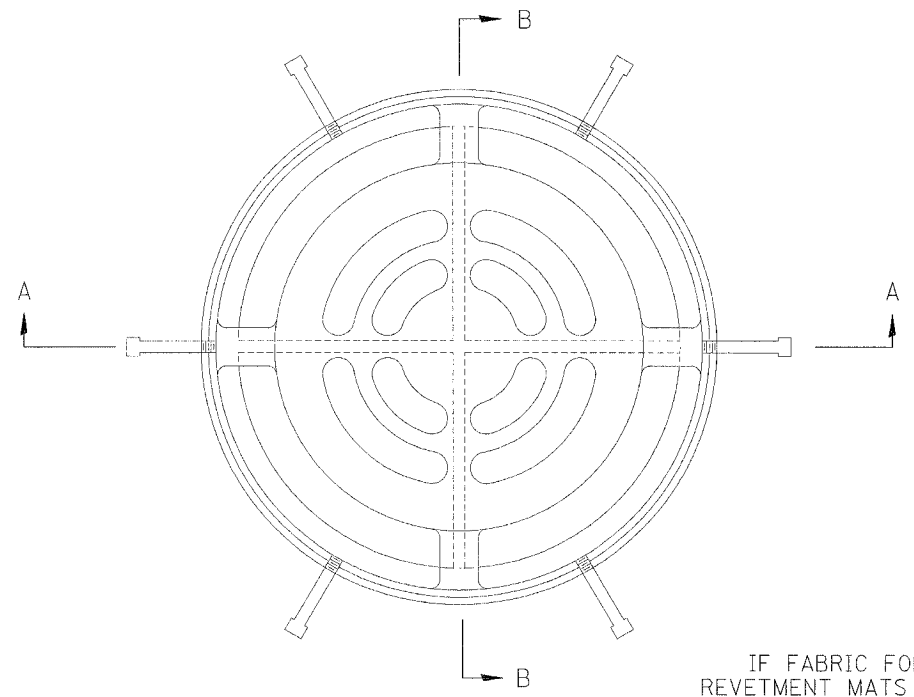
R3599

Designer Note: 1. This drawing is based upon c 1985 Neenah drawing (New Products D -0002). Contact Neenah for new shop drawing prior to inclusion in plans.

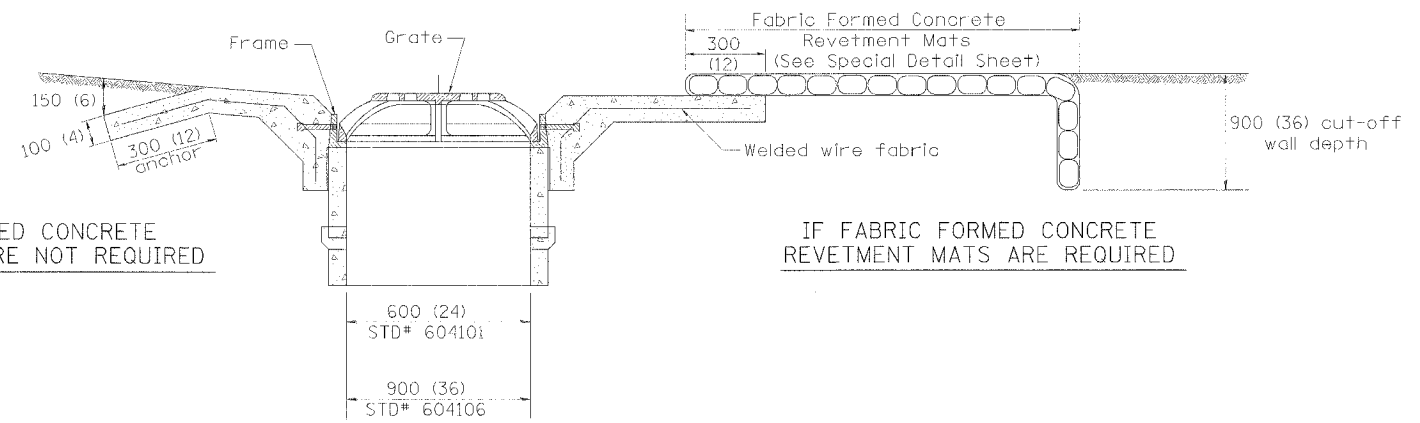
\$\$\$DATE\$\$\$

06-ONLY*

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET No.
			1360 / 1078
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



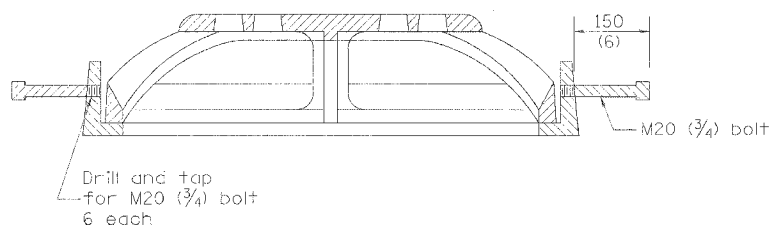
PLAN
(STD# 604101 & 604106)



IF FABRIC FORMED CONCRETE REVETMENT MATS ARE NOT REQUIRED

IF FABRIC FORMED CONCRETE REVETMENT MATS ARE REQUIRED

SECTION B-B
(STD# 604101 & 604106)



SECTION A-A
(STD# 604101 & 604106)

GENERAL NOTES

- The applicable portions of Highway Standards 604101 and/or 604106 shall apply, except as noted herein.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. B-4.09, NEW REVISION BOX, REVISED DESIGNER NOTES.	T.P.

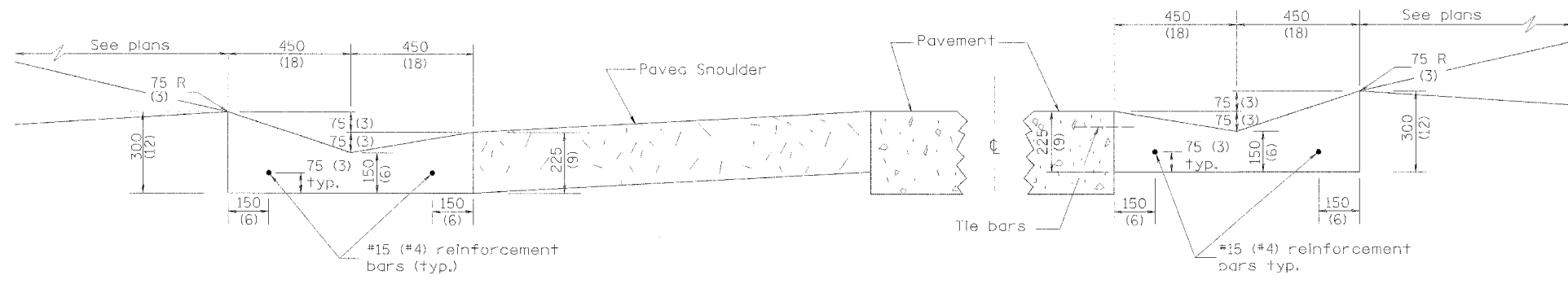
MEDIAN INLET (604101), SPECIAL AND
MEDIAN INLET (604106), SPECIAL
CADD STANDARD 604101-D4
SCALE NOT TO SCALE
DATE **DATE**
DRAWN BY CADD
CHECKED BY

604101-D4

Designer Notes: 1. This is to be used to supplement Standard 604101 and/or 604106.
 2. If fabric formed concrete revetment mats are used, include District CADD drawing.
 3. Include District Special Provision.
 DATE

EQU-DWG-Y

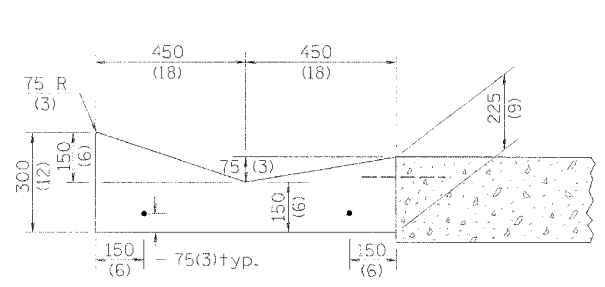
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1079
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



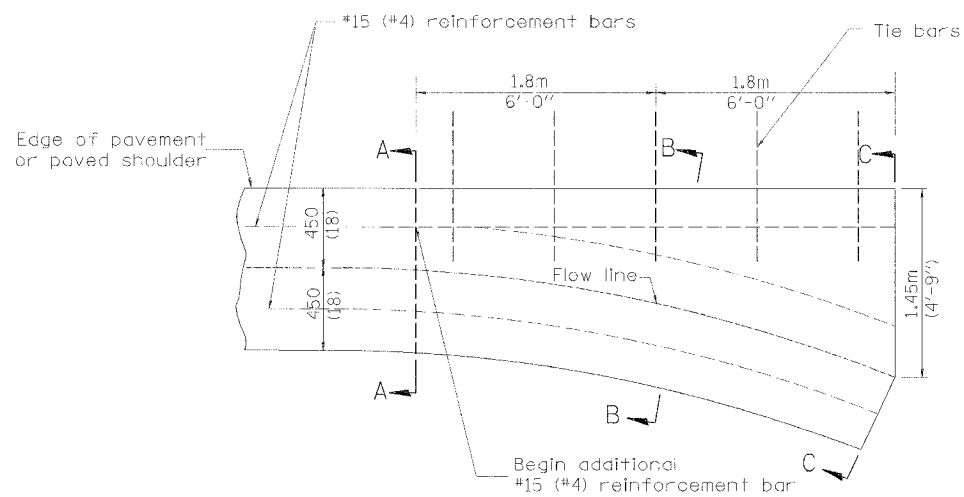
SHOULDER EDGE GUTTER

PAVEMENT EDGE GUTTER

TYPE A GUTTER (MODIFIED)



SECTION A-A

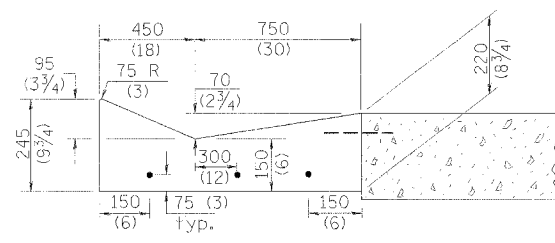


PLAN

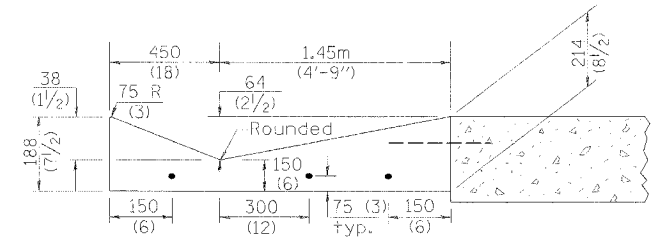
QUANTITY	
Section C-C to A-A	m ³ (cu. yd.) concrete.

GENERAL NOTES:

1. TYPE A GUTTER (MODIFIED) shall conform to the applicable portions of Section 606.
2. Tie bars shall be No. 20 (No. 6) at 600mm (24") centers unless otherwise shown.
3. Gutter, gutter inlets, gutter outlets, and gutter entrances shall be tied to rigid pavement in accordance with details shown on Standard 420001.
4. Joints shall be constructed in accordance with Article 606.06.
5. Welded wire fabric shall conform to Article 1006.10(c)(1), and shall not be less than 2.83 kg/m² (58 lbs/100 sq.ft.).



SECTION B-B



SECTION C-C

INLET

DESIGNER NOTE:
1. INCLUDE STATE STANDARD 420001.
2. INCLUDE DISTRICT SPECIAL PROVISION.

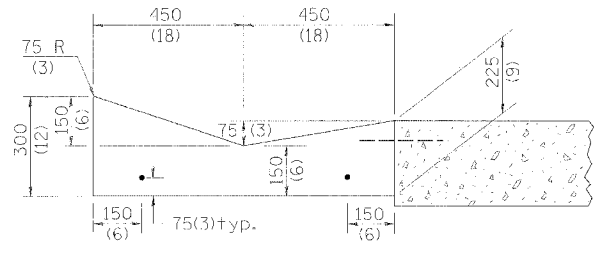
QUANTITIES	
CALC. BY:	DATE:
CHECKED BY:	DATE:
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION	

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

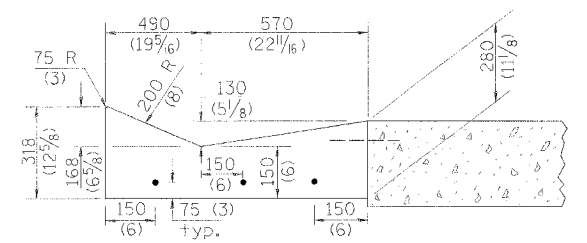
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
TYPE A GUTTER, (MODIFIED)	
(INLET, OUTLET & ENTRANCE)	
CADD STANDARD 606101-D4 SHEET 1 OF 3	
SCALE: NOT DRAWN TO SCALE	DRAWN BY: CADD
DATE: \$\$\$DATE\$\$\$	CHECKED BY:

DATE	REVISIONS	BY
1-1-97	RENUM. A-1.02, NEW REVISION BOX, ELIMINATED EXPANSION ANCHOR TIES.	T.P.

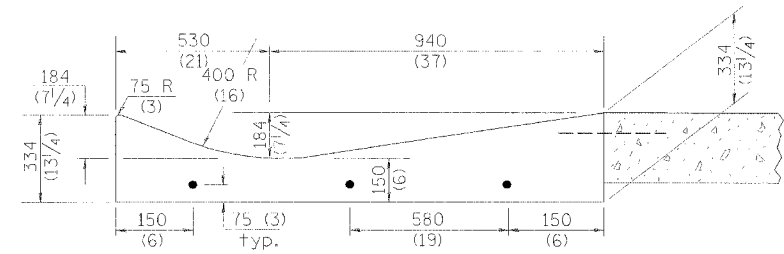
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1360	1080
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



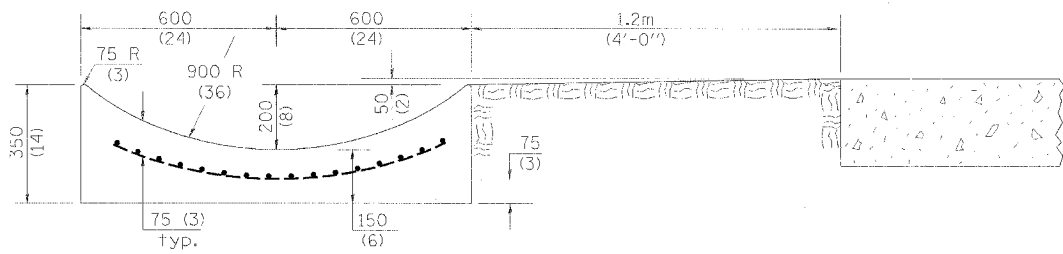
SECTION A-A



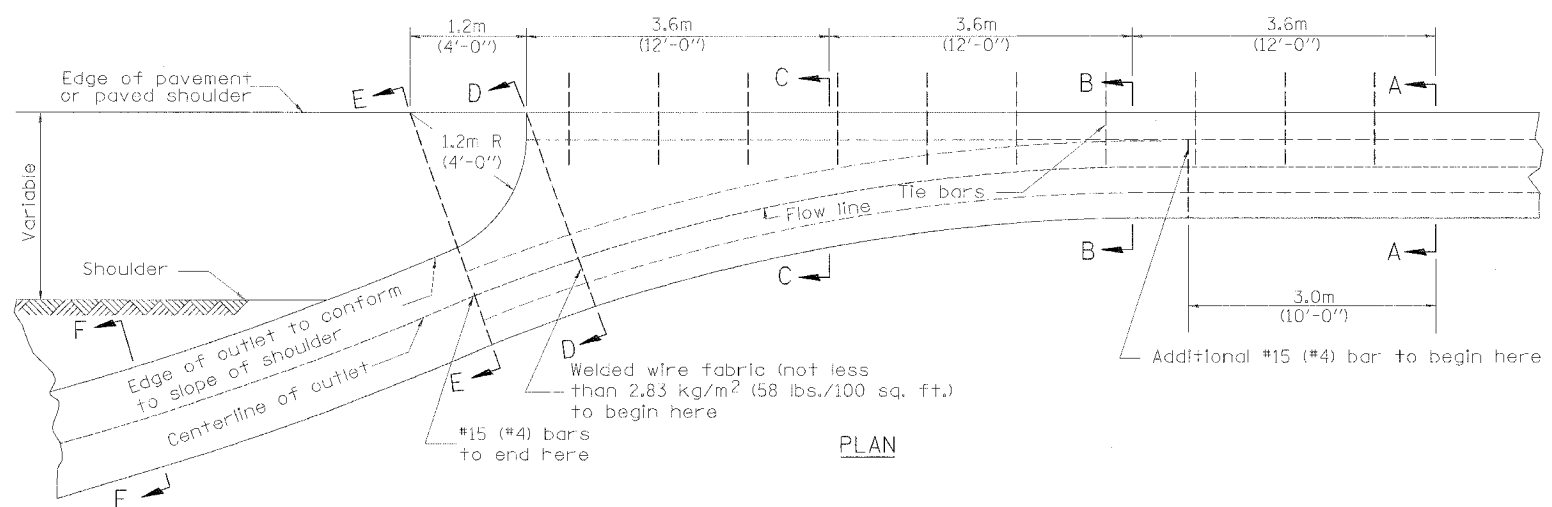
SECTION B-B



SECTION C-C



SECTION E-E

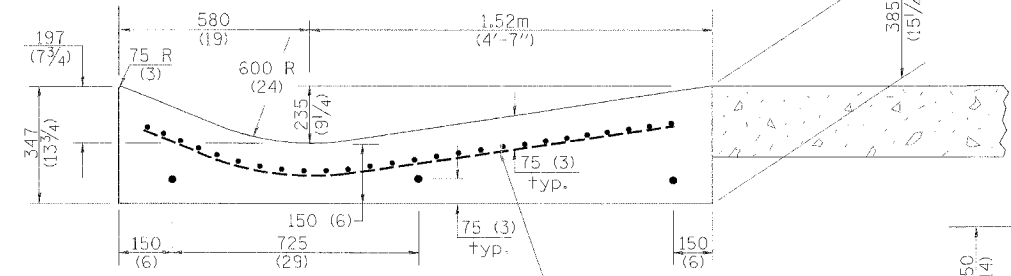


PLAN

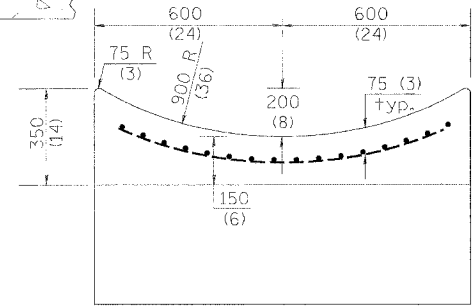
QUANTITY

Section A-A to E-E= m³ (cu. yd.) concrete.
 Section F-F= m³ (cu. yd./ft.) concrete.

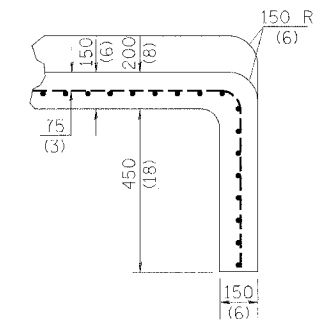
If the average grade of pavement for the distance from section A-A to section D-D exceeds 2%, this distance shall be increased 1.8 m (6 ft.) for each 1% increase in grade. A quantity adjustment is required.



SECTION D-D



SECTION F-F



SECTIONS AT END OF OUTLET (CURTAIN WALL)

QUANTITY

Curtain Wall
m³ (cu. yd.) concrete.

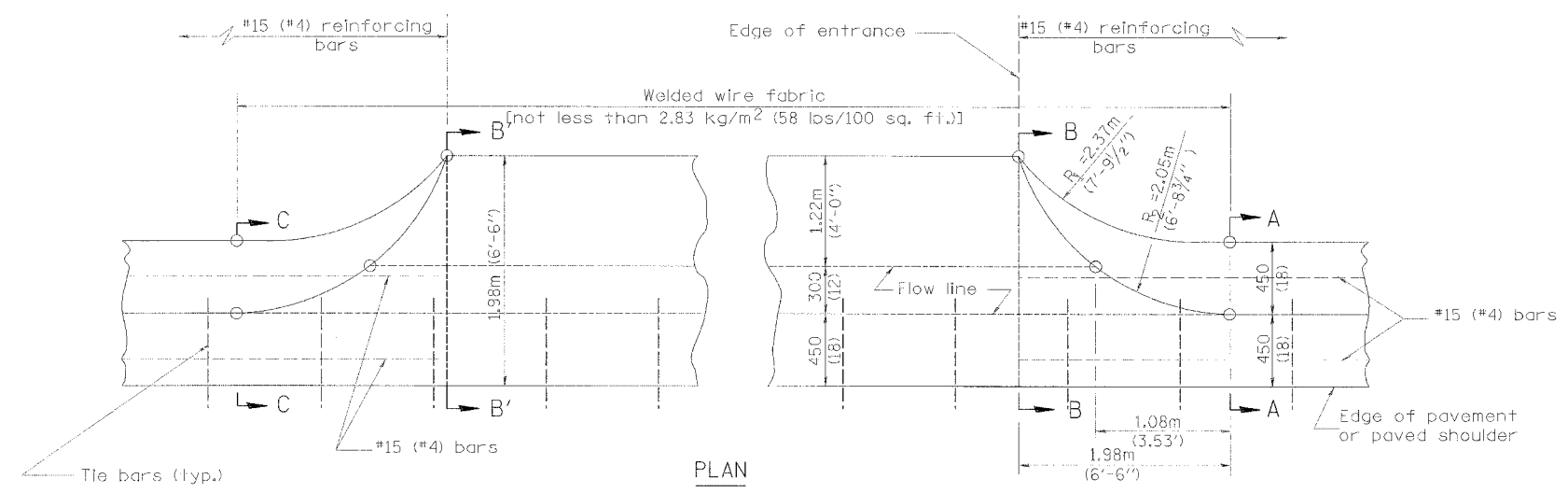
QUANTITIES

CALC. BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____

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

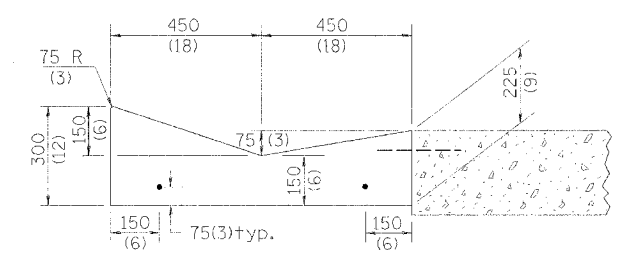
All dimensions are in millimeters (inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD
 TYPE A GUTTER, (MODIFIED)
 (INLET, OUTLET & ENTRANCE)
 CADD STANDARD 606101-D4 SHEET 2 OF 3
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
 DATE: **DATE** CHECKED BY

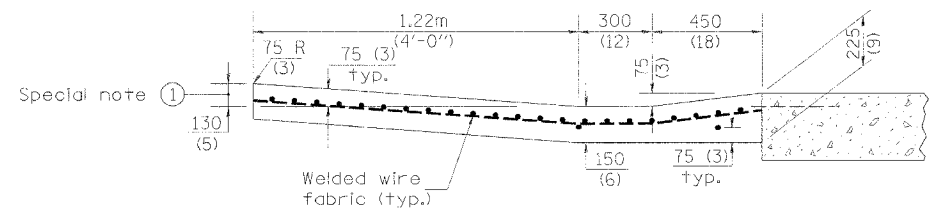


TYPICAL URBAN ENTRANCE

QUANTITY URBAN ENTRANCE	
Section B'-B' to B-B=	m ³ /m (cu. yd./ft.)
Section C-C to B'-B' + B-B to A-A=	m ³ (cu. yd.)

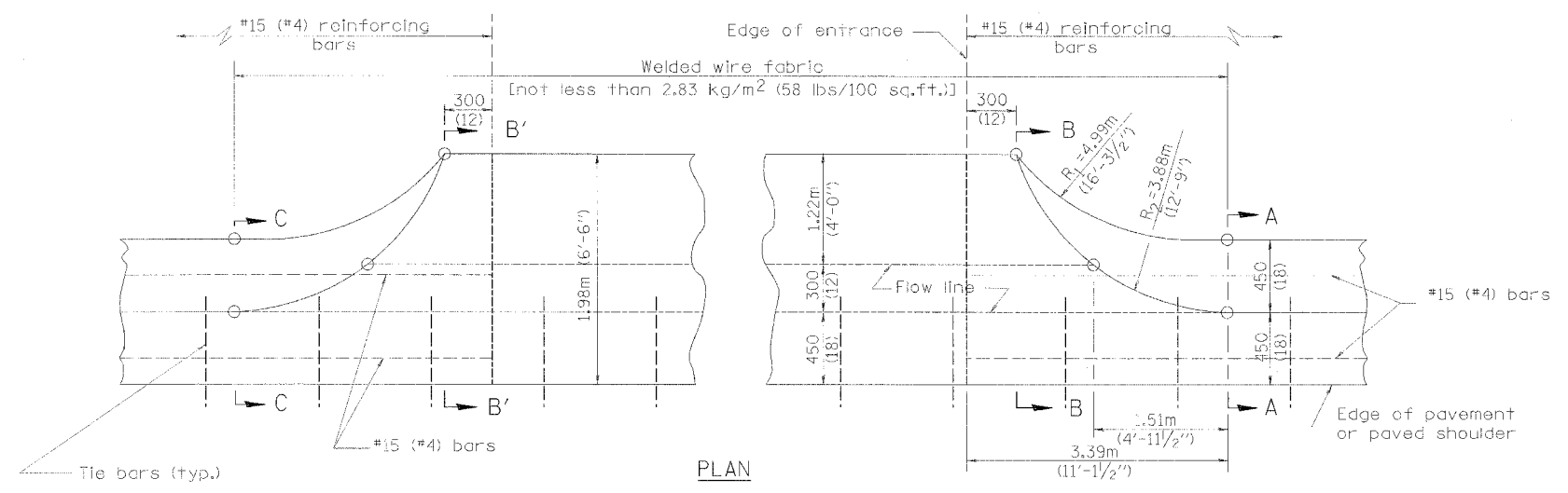


SECTION A-A & C-C



SECTION B-B & B'-B'

- SPECIAL NOTES:**
- ① Section B-B & B'-B': 125 (5) is the normal dimension. If specified in the plans, the following shall be used for improved entrance match-up: Minimum - 75 (3) Maximum - 225 (9)



TYPICAL RURAL ENTRANCE

QUANTITY RURAL ENTRANCE	
Section B'-B' to B-B=	m ³ /m (cu. yd./ft.)
Section C-C to B'-B' + B-B to A-A=	m ³ (cu. yd.)

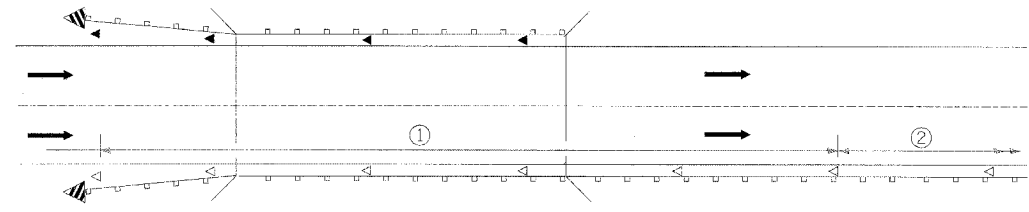
ENTRANCE

QUANTITIES	
CALC. BY:	DATE:
CHECKED BY:	DATE:
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION	

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

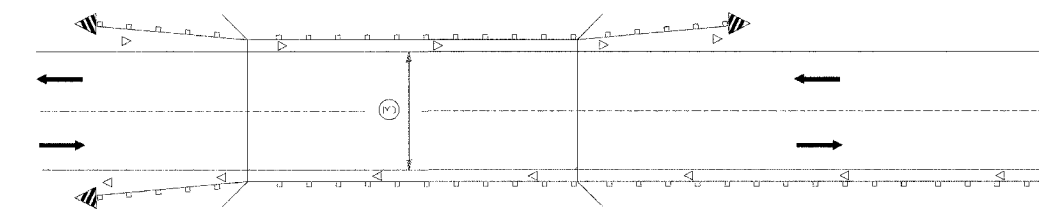
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
TYPE A GUTTER, (MODIFIED) (INLET, OUTLET & ENTRANCE)	
CADD STANDARD 606101-D4	SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
DATE	CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
			1360 / 082
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



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

ONE-WAY TRAFFIC



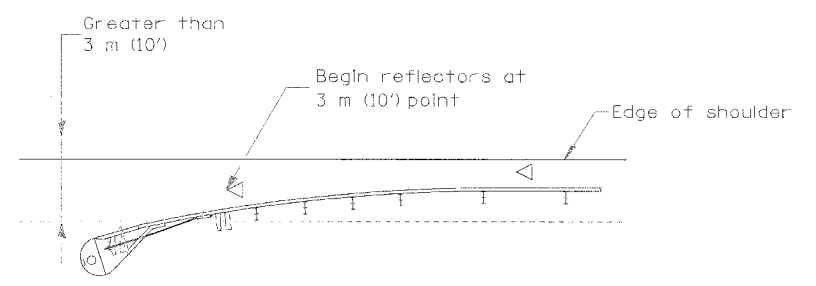
- ③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 610 (24) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

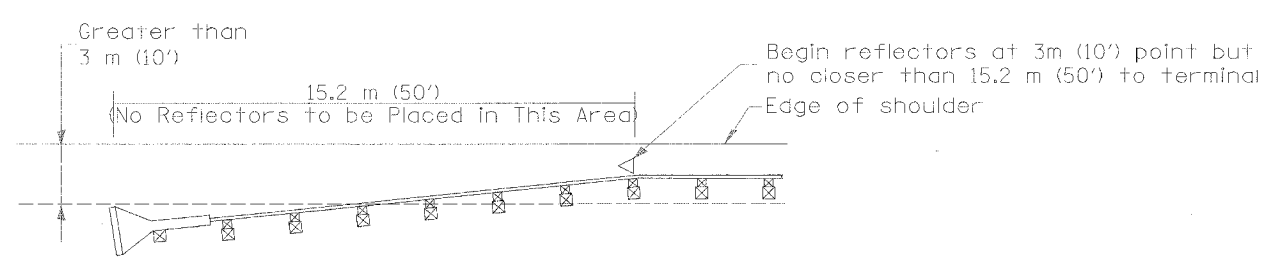
- ◁ Monodirectional silver
- ◄ Monodirectional amber
- ▴ Terminal Marker - Black/Yellow
Left or Right as appropriate



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

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

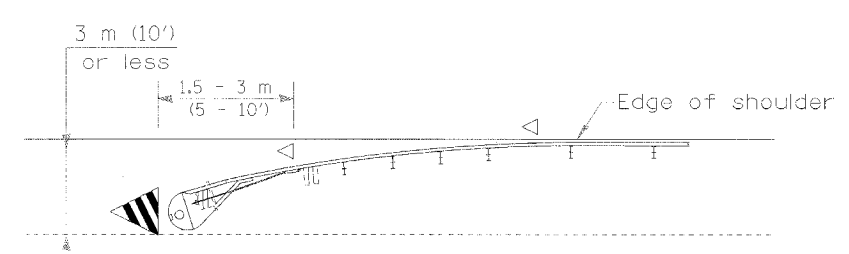
[Terminal over 3 m (10') from edge of shoulder]
*See Plans for Type



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

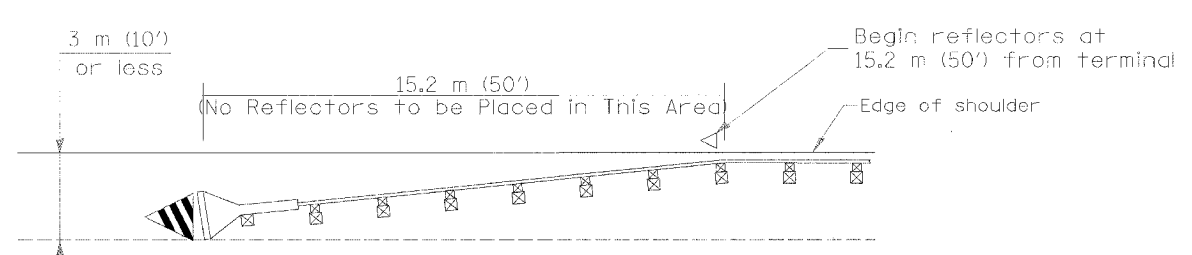
Traffic Barrier Terminal Type 1 (Special)

[Terminal over 3 m (10') from edge of shoulder]



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

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



Traffic Barrier Terminal Type 1(Special)

[Terminal 3 m (10') or less from edge of shoulder]

TERMINAL MARKER PLACEMENT

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

GUARDRAIL AND
BARRIER WALL DELINEATION

CADD STD. NO. 635101-D4 SHEET 1 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE **DATE** CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. E-10.02, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. SPEC. *	J.A.

635101-D4 (1)

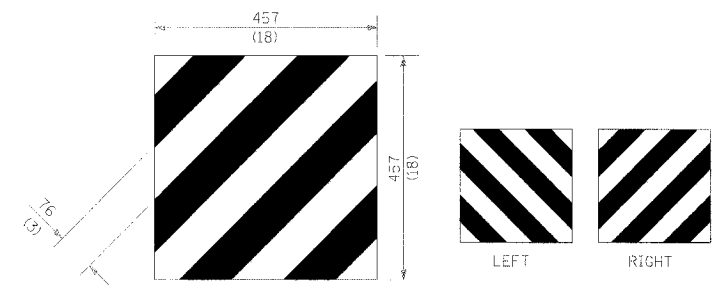
DESIGNER NOTE: 1. INCLUDE APPROPRIATE SPECIAL PROVISIONS FOR "GUARD RAIL DELINEATION POLICY: 1. TERMINAL MARKER, 2. TERMINAL MARK POST, AND 3. GUARDRAIL AND BARRIER WALL MARKERS." FROM INTERIM SPECIAL PROVISIONS 94-74; "GUARDRAIL AND BARRIER WALL DELINEATION." 2. IF POST MOUNT TERMINAL MARKER IS USED,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

***DATE**

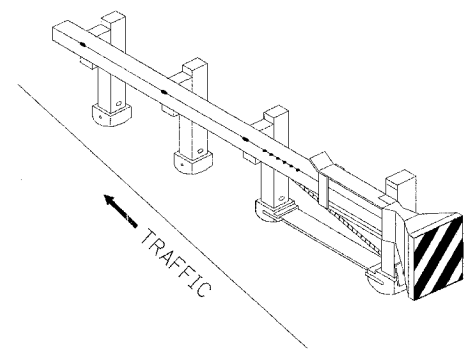
DGN-DML

... ILLUSTRATION 4 BRIDGE RAIL REFLECTORS 12/2/02 10:51:14 AM

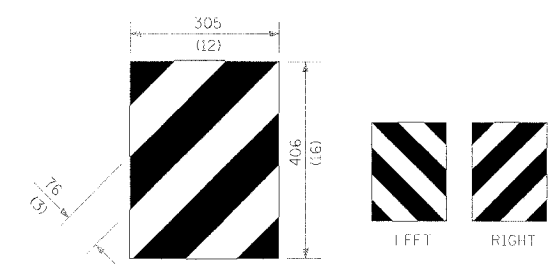
F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1362	1083
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



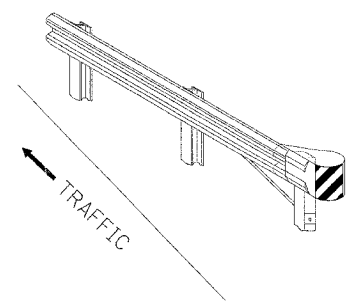
For Traffic Barrier Terminal Type 1 (Special)



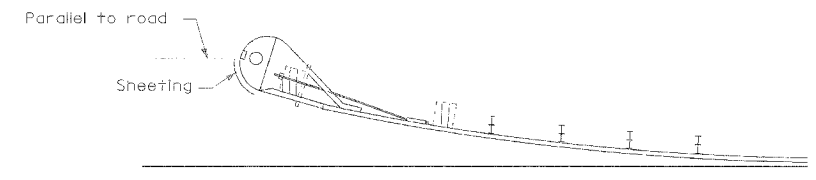
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



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



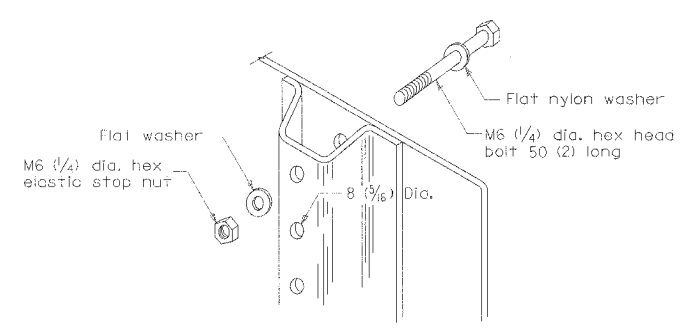
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type (*)
* See Plans for Type



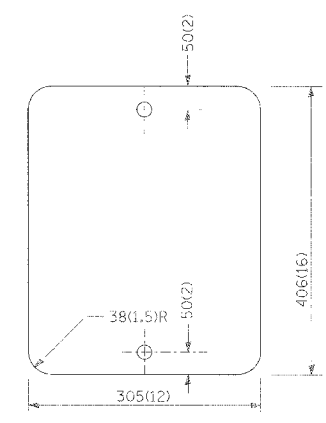
Sheeting Position for
Traffic Barrier Terminal Type (*)
* See Plans for Type

TERMINAL MARKER DETAILS

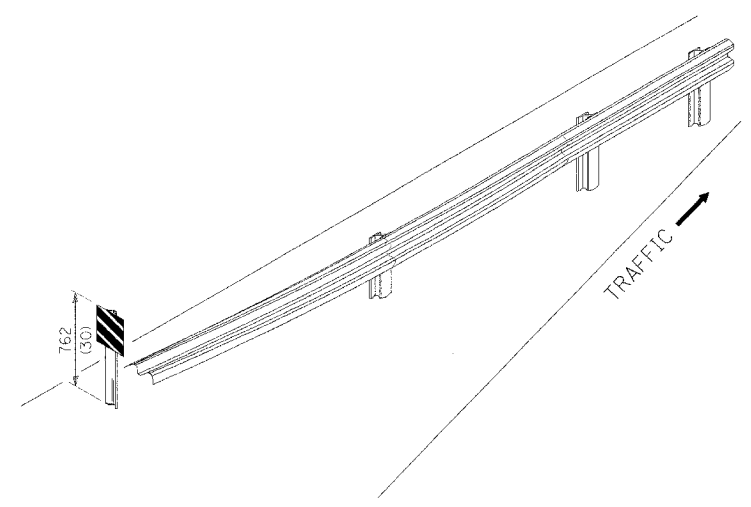
- Color: Black / Yellow reflectorized
- OM - I100 (L or R) Direct applied reflective sheeting
- OM - I200 (L or R) Post mounted



DETAIL OF MOUNTING TERMINAL MARKER TO POST



STANDARD TERMINAL MARKER



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

TERMINAL MARKER TREATMENTS

GENERAL NOTES

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

GUARDRAIL AND
BARRIER WALL DELINEATION

CADD STD. NO. 635101-D4 SHEET 2 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE **DATE** CHECKED BY

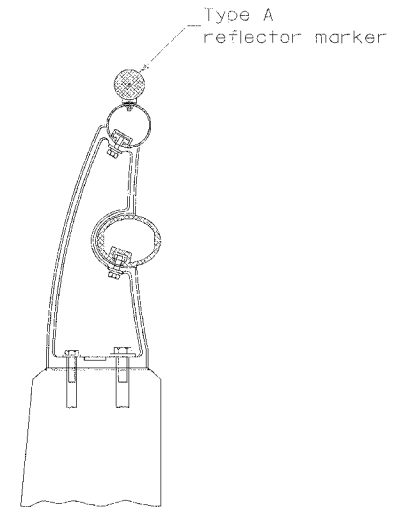
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\$\$\$\$DATE\$\$\$

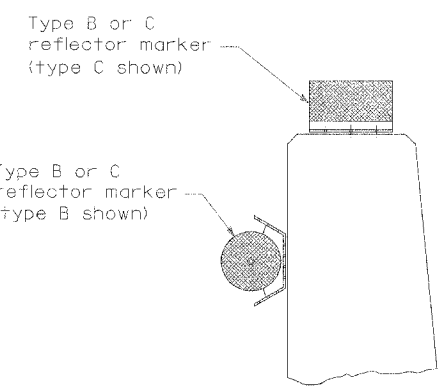
DGA-DNI Y

... VISUPELL - STANDARD (3/30) (09) 12/14/04 10:51:19 AM

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

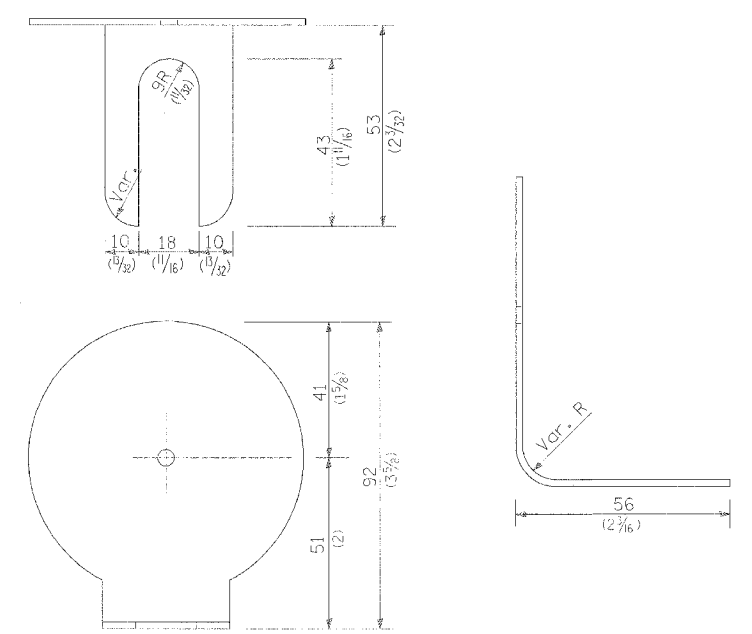


TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR

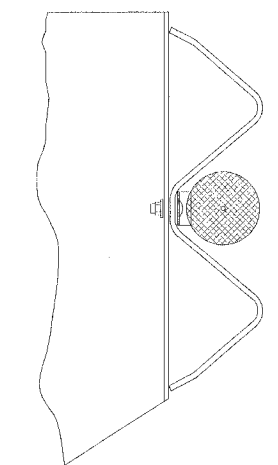


TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

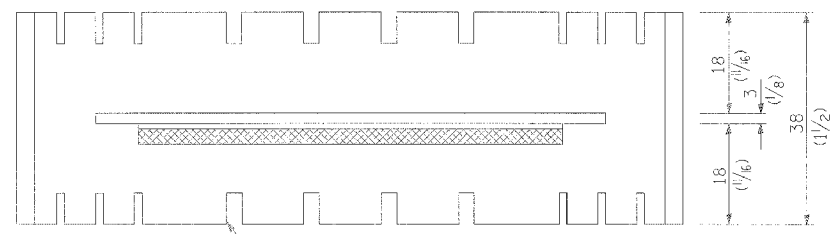
REFLECTOR MOUNTING



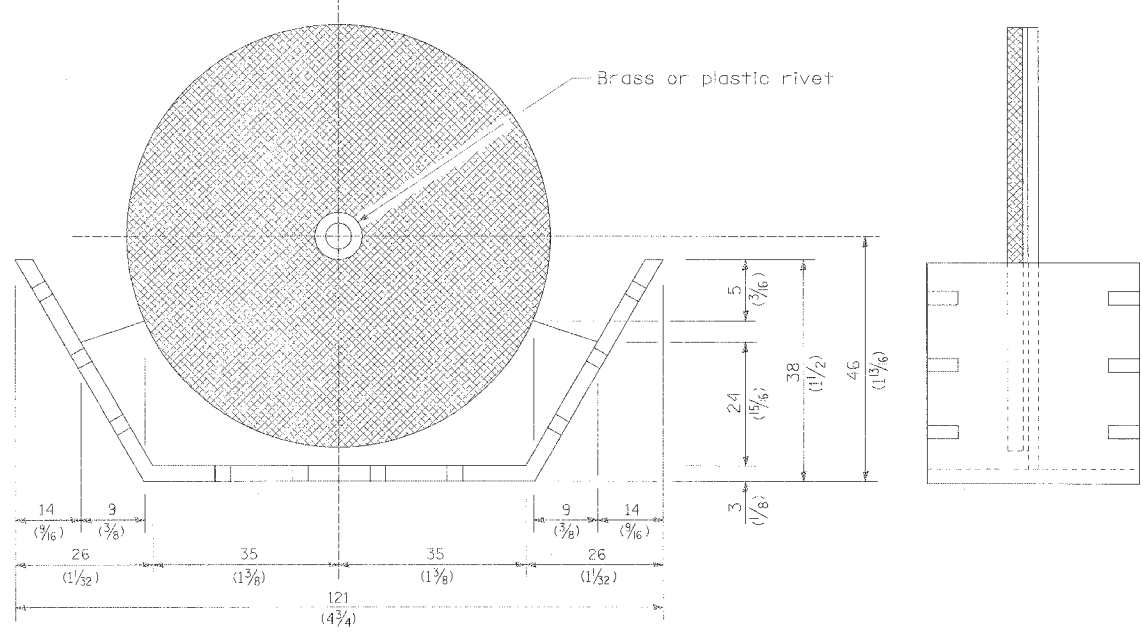
REFLECTOR MARKER TYPE A



TYPICAL GUARDRAIL MOUNTING WITH REFLECTOR MARKER TYPE A

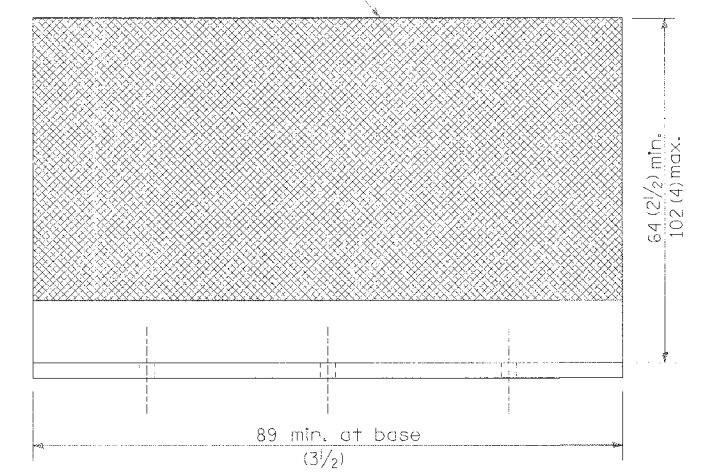


Adhesive weep slots or holes equally spaced on both sides

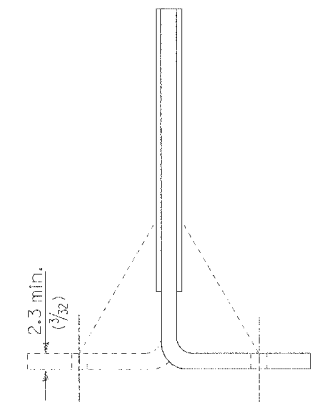


REFLECTOR MARKER TYPE B

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

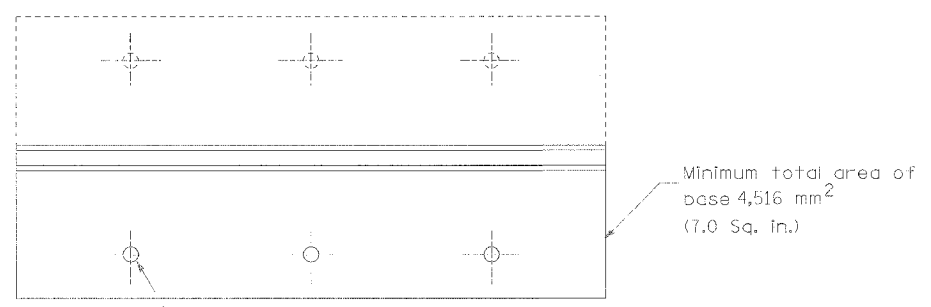


REFLECTOR MARKER TYPE C



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

REFLECTORS



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL AND BARRIER WALL DELINEATION	
CADD STD. NO. 635101-D4	SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
DATE **DATE**	CHECKED BY

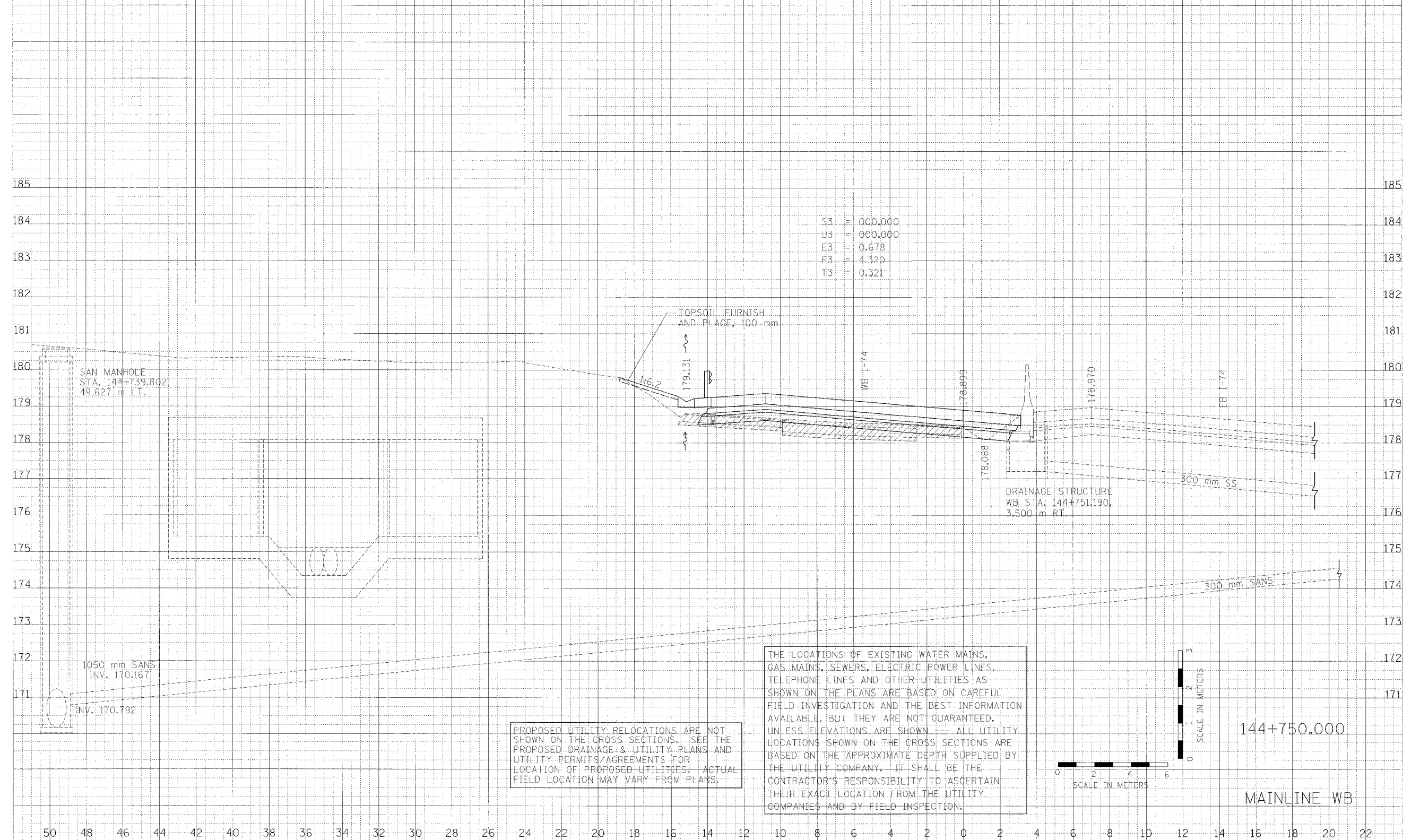
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STA. FED. ROAD DIST. NO.		TO STA. ILLINOIS FED. AID PROJECT		
14	16	18	20	22

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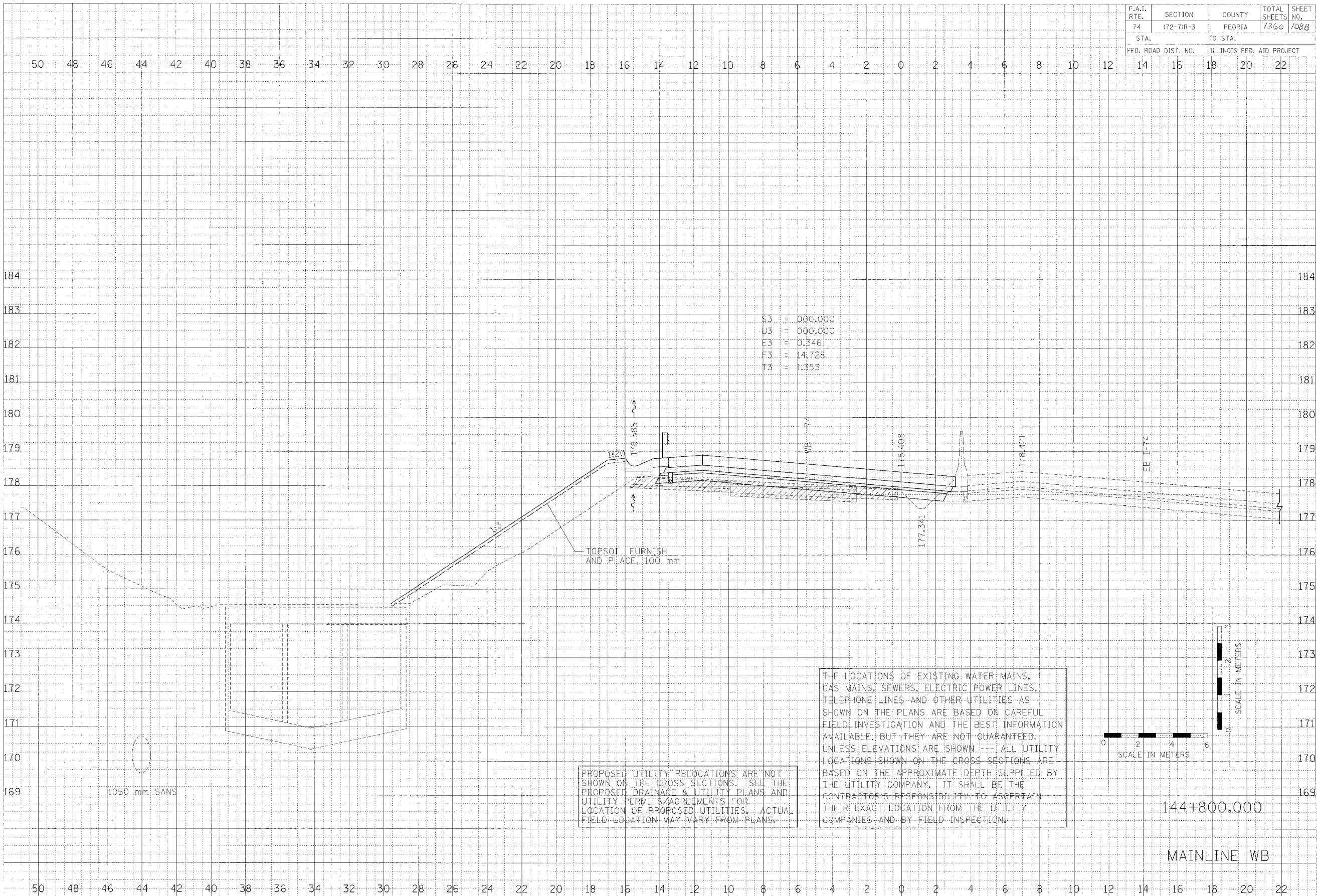
DATE
BY
CHECKED
DESIGNED
DRAWN
NOTED
APPROVED
SCALE

CLARK ENGINEERS, INC.

DATE
BY
CHECKED
DESIGNED
DRAWN
NOTED
APPROVED
SCALE



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	172-71R-3	PEORIA	1360	1088
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



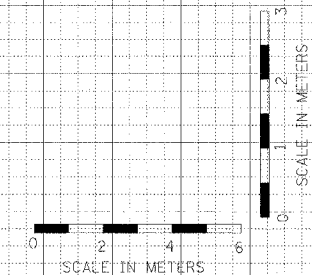
FINAL SURVEY PLOTTED
NOTE BOOK
DATE



ORIGINAL SURVEY PLOTTED
NOTE BOOK
DATE

PROPOSED UTILITY RELOCATIONS ARE NOT SHOWN ON THE CROSS SECTIONS. SEE THE PROPOSED DRAINAGE & UTILITY PLANS AND UTILITY PERMITS/AGREEMENTS FOR LOCATION OF PROPOSED UTILITIES. ACTUAL FIELD LOCATION MAY VARY FROM 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.



144+800.000
MAINLINE WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
74	(12-7R-3)	PEORIA	1360 / 1089
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	
14	16	18	20

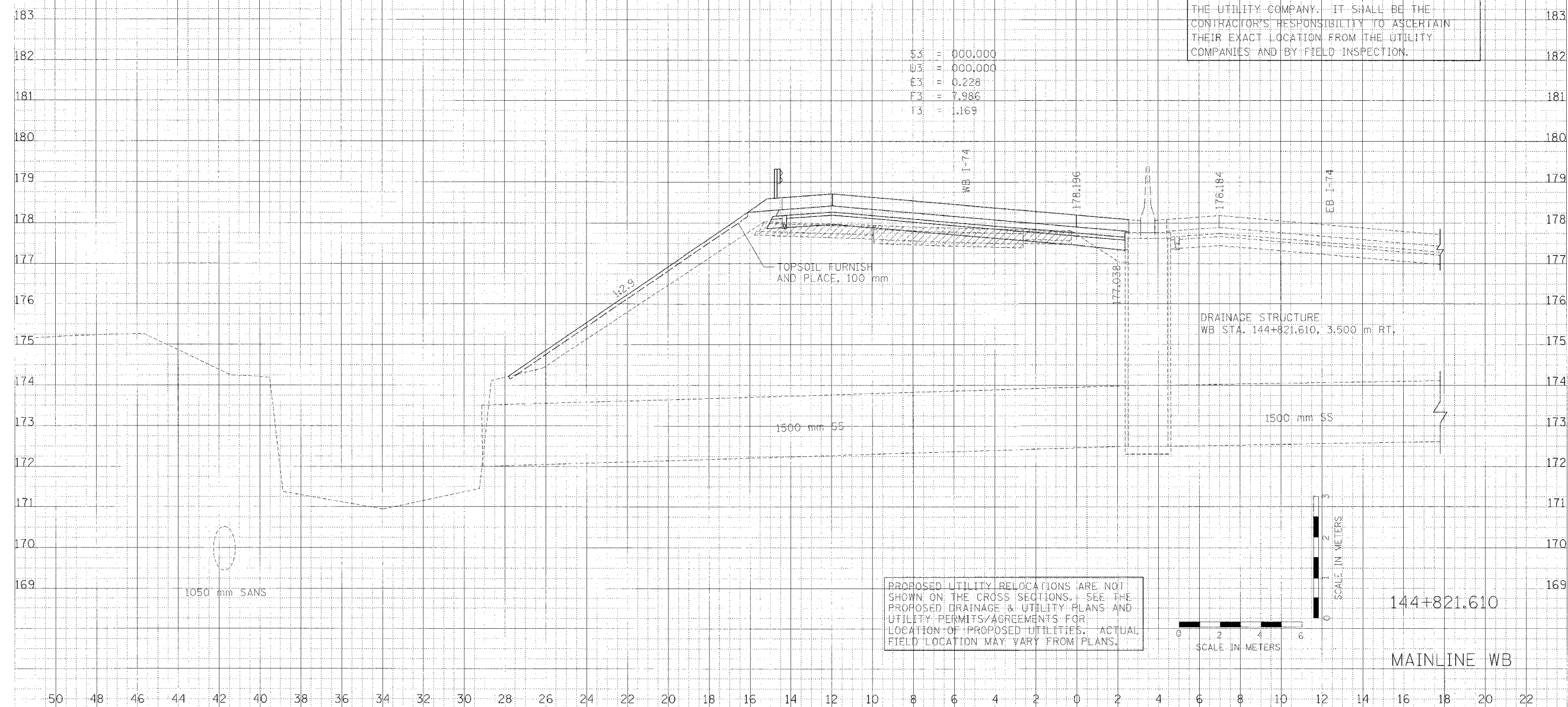
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DATE	BY	CHK'D
DATE	BY	CHK'D

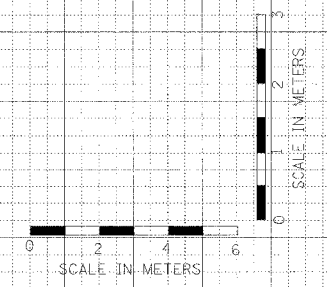
CLARK ENGINEERS, INC.

DATE	BY	CHK'D
DATE	BY	CHK'D
DATE	BY	CHK'D

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.



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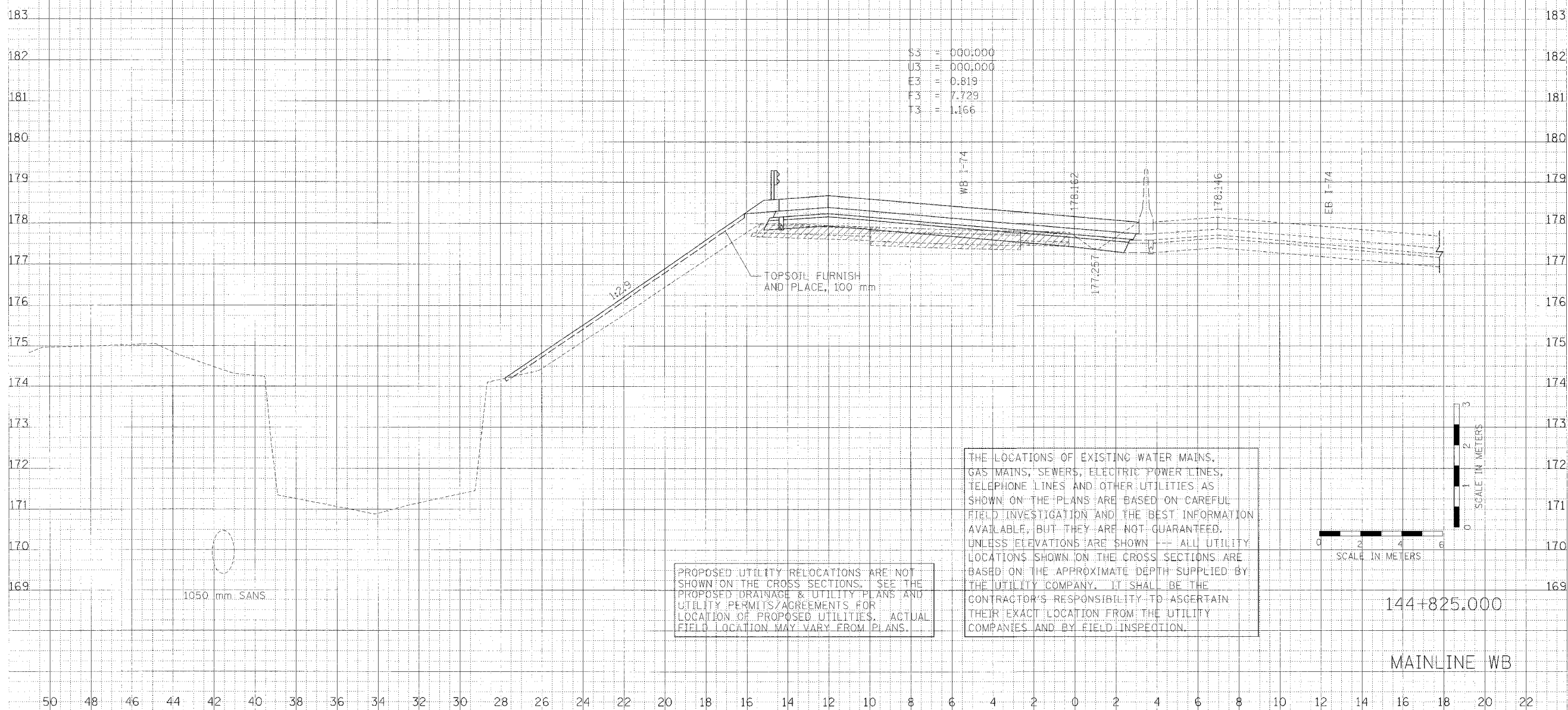
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7R-3	PEORIA	1360	1090
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2 0 2 4 6 8 10 12 14 16 18 20 22

DATE	BY	SCALE
DATE	BY	SCALE

CLARK ENGINEERS, INC.

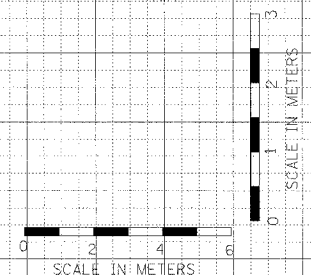
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DATE	BY	SCALE



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 U3 = 000:000
 E3 = 0.819
 F3 = 7.729
 T3 = 1.166

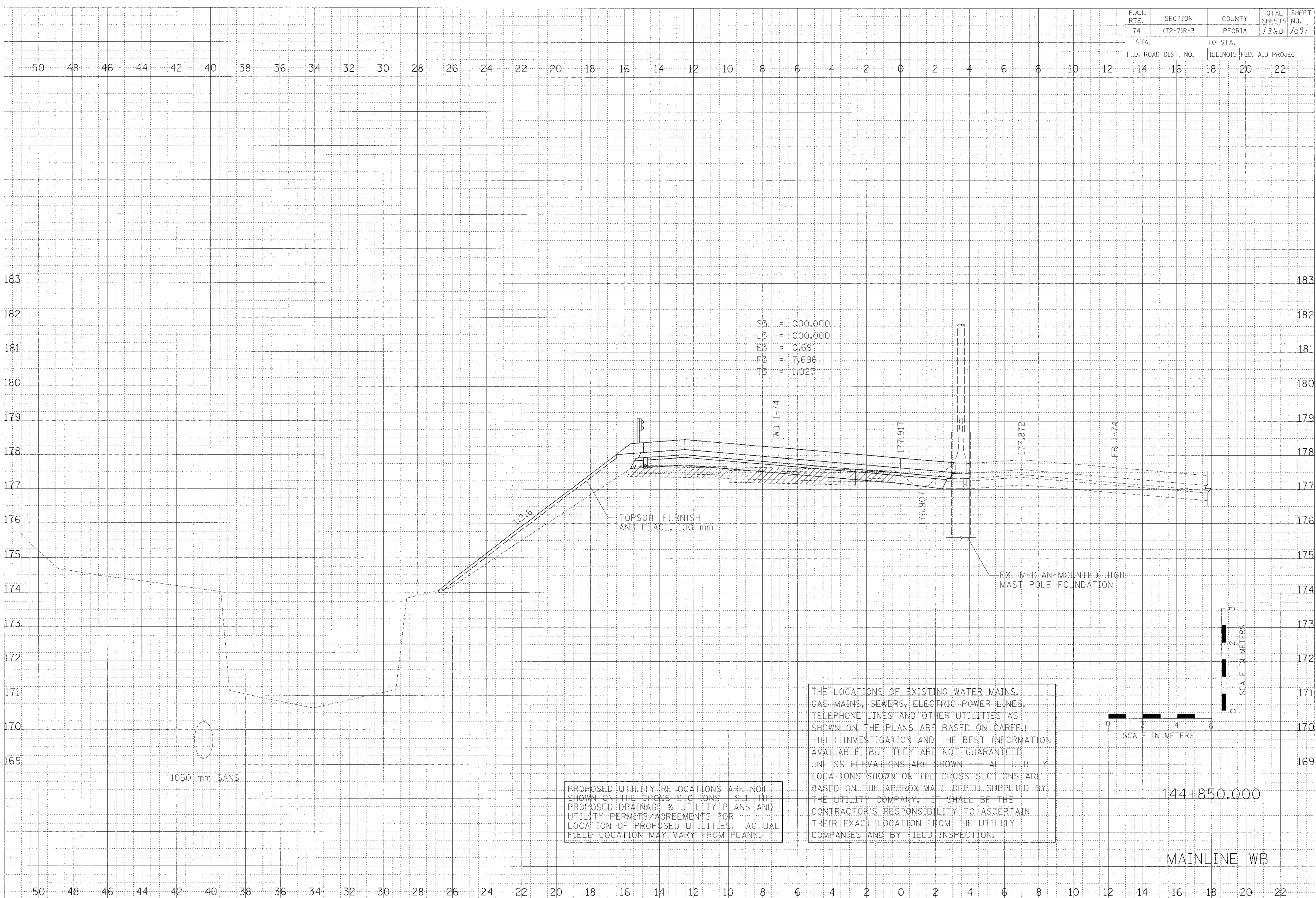
PROPOSED UTILITY RELOCATIONS ARE NOT SHOWN ON THE CROSS SECTIONS. SEE THE PROPOSED DRAINAGE & UTILITY PLANS AND UTILITY PERMITS/AGREEMENTS FOR LOCATION OF PROPOSED UTILITIES. ACTUAL FIELD LOCATION MAY VARY FROM PLANS.

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144+825.000
 MAINLINE WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1360	1091
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



S3 = 000.000
 U3 = 000.000
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 T3 = 1.027

DATE: _____ BY: _____
 SURVEYED: _____
 CHECKED: _____
 APPROVED: _____
 DRAWN: _____

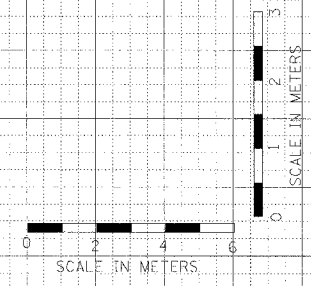
CLARK ENGINEERS, INC.

DATE: _____ BY: _____
 SURVEYED: _____
 CHECKED: _____
 APPROVED: _____
 DRAWN: _____

1050 mm SANS

PROPOSED UTILITY RELOCATIONS ARE NOT SHOWN ON THE CROSS SECTIONS. SEE THE PROPOSED DRAINAGE & UTILITY PLANS AND UTILITY PERMITS/AGREEMENTS FOR LOCATION OF PROPOSED UTILITIES. ACTUAL FIELD LOCATION MAY VARY FROM PLANS.

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144+850.000

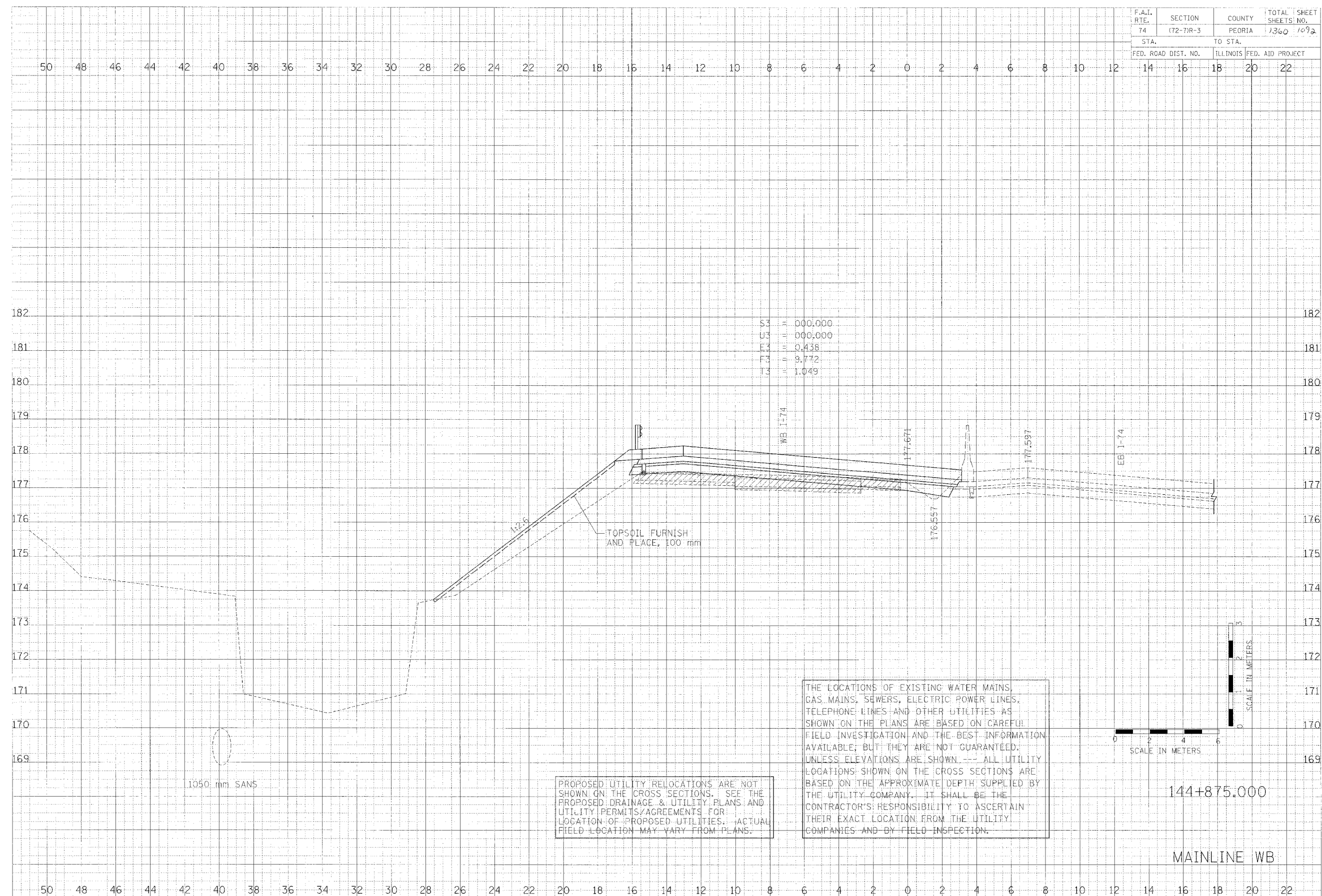
MAINLINE WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-71R-3)	PEORIA	1360	1092
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
14	16	18	20	22

DATE	BY
DATE	BY
DATE	BY

CLARK ENGINEERS, INC.

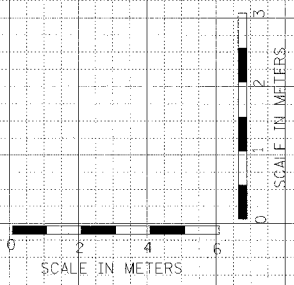
DATE	BY
DATE	BY
DATE	BY



S3	000.000
U3	000.000
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T3	9.772
T3	1.049

PROPOSED UTILITY RELOCATIONS ARE NOT SHOWN ON THE CROSS SECTIONS. SEE THE PROPOSED DRAINAGE & UTILITY PLANS AND UTILITY PERMITS/AGREEMENTS FOR LOCATION OF PROPOSED UTILITIES. ACTUAL FIELD LOCATION MAY VARY FROM PLANS.

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144+875.000

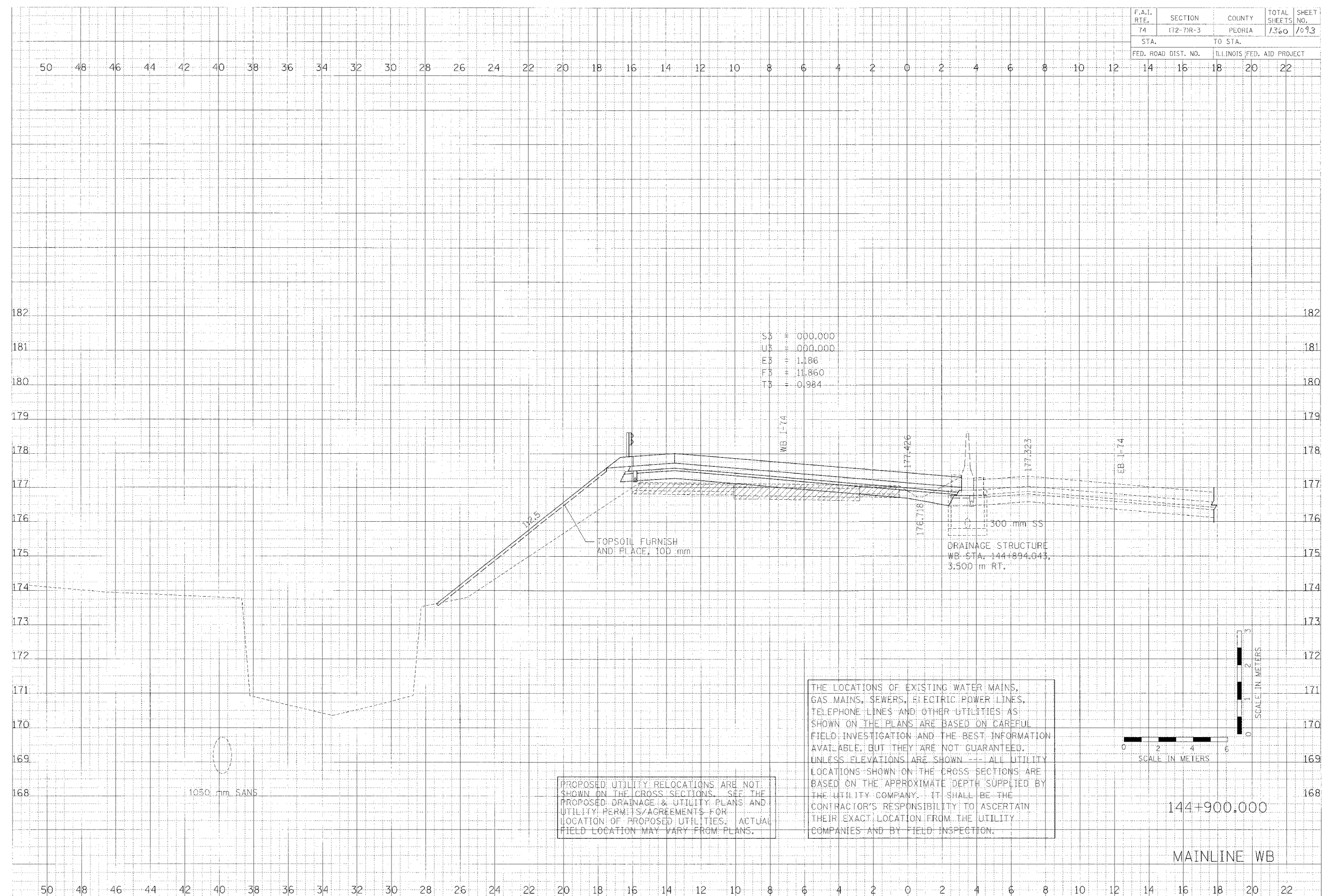
MAINLINE WB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	172-71R-3	PEORIA	1360	1093
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	BY
DATE	BY
DATE	BY

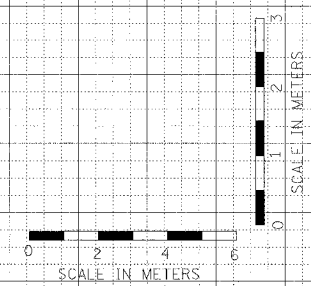
CLARK ENGINEERS, INC.

DATE	BY
DATE	BY
DATE	BY



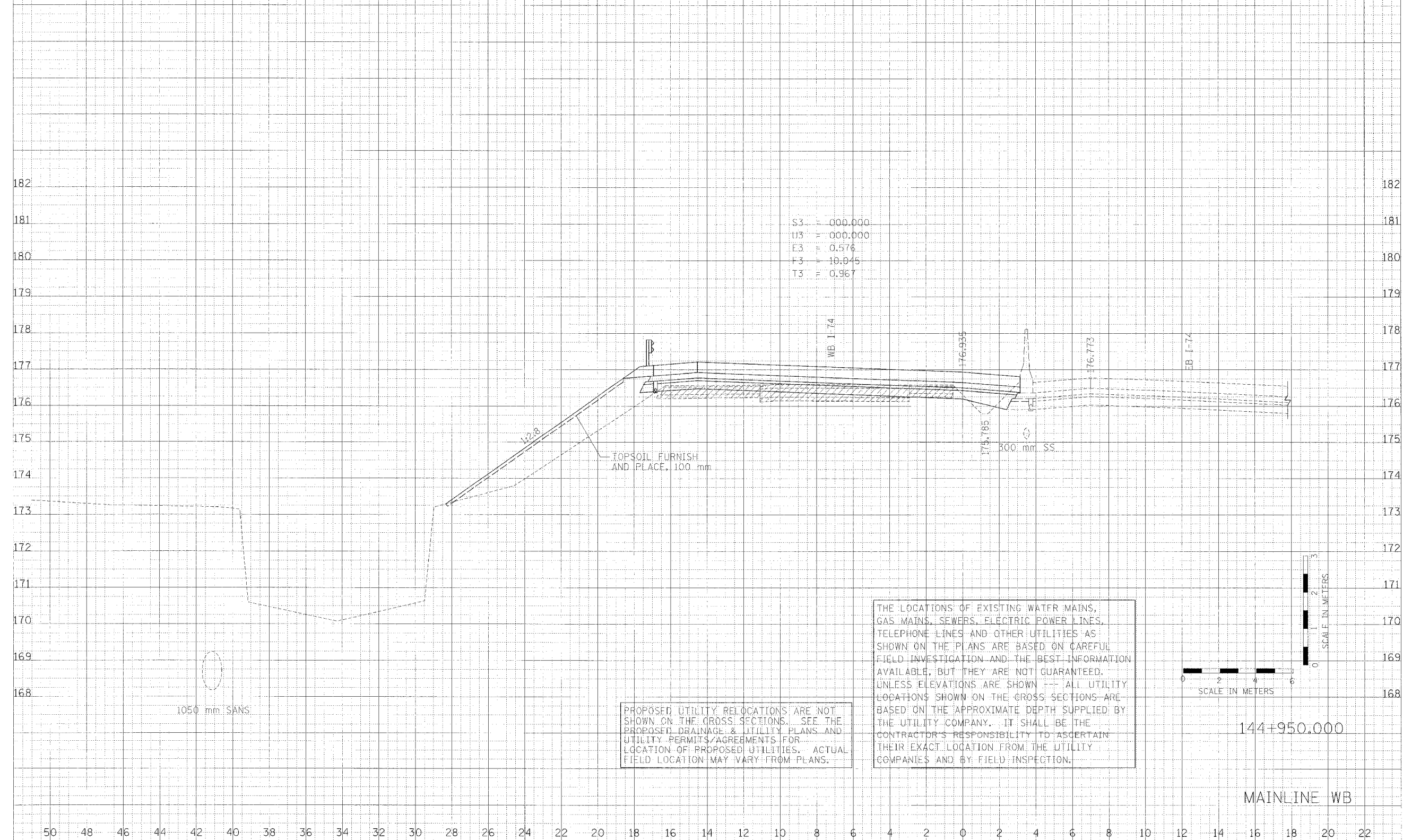
PROPOSED UTILITY RELOCATIONS ARE NOT SHOWN ON THE CROSS SECTIONS. SEE THE PROPOSED DRAINAGE & UTILITY PLANS AND UTILITY PERMITS/AGREEMENTS FOR LOCATION OF PROPOSED UTILITIES. ACTUAL FIELD LOCATION MAY VARY FROM PLANS.

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



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS, NO.
74	172-74R-3	PEORIA	1360 / 1095
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2 0 2 4 6 8 10 12 14 16 18 20 22



S3	=	000.000
U3	=	000.000
E3	=	0.576
F3	=	10.945
T3	=	0.967

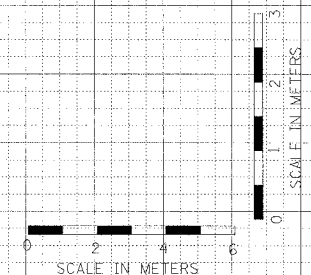
THIS SURVEY WAS PLANNED BY DATE
 THE SURVEY WAS PLANNED BY DATE
 THE SURVEY WAS PLANNED BY DATE

CLARK ENGINEERS, INC.

THIS SURVEY WAS PLANNED BY DATE
 THE SURVEY WAS PLANNED BY DATE
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144+950.000

MAINLINE WB

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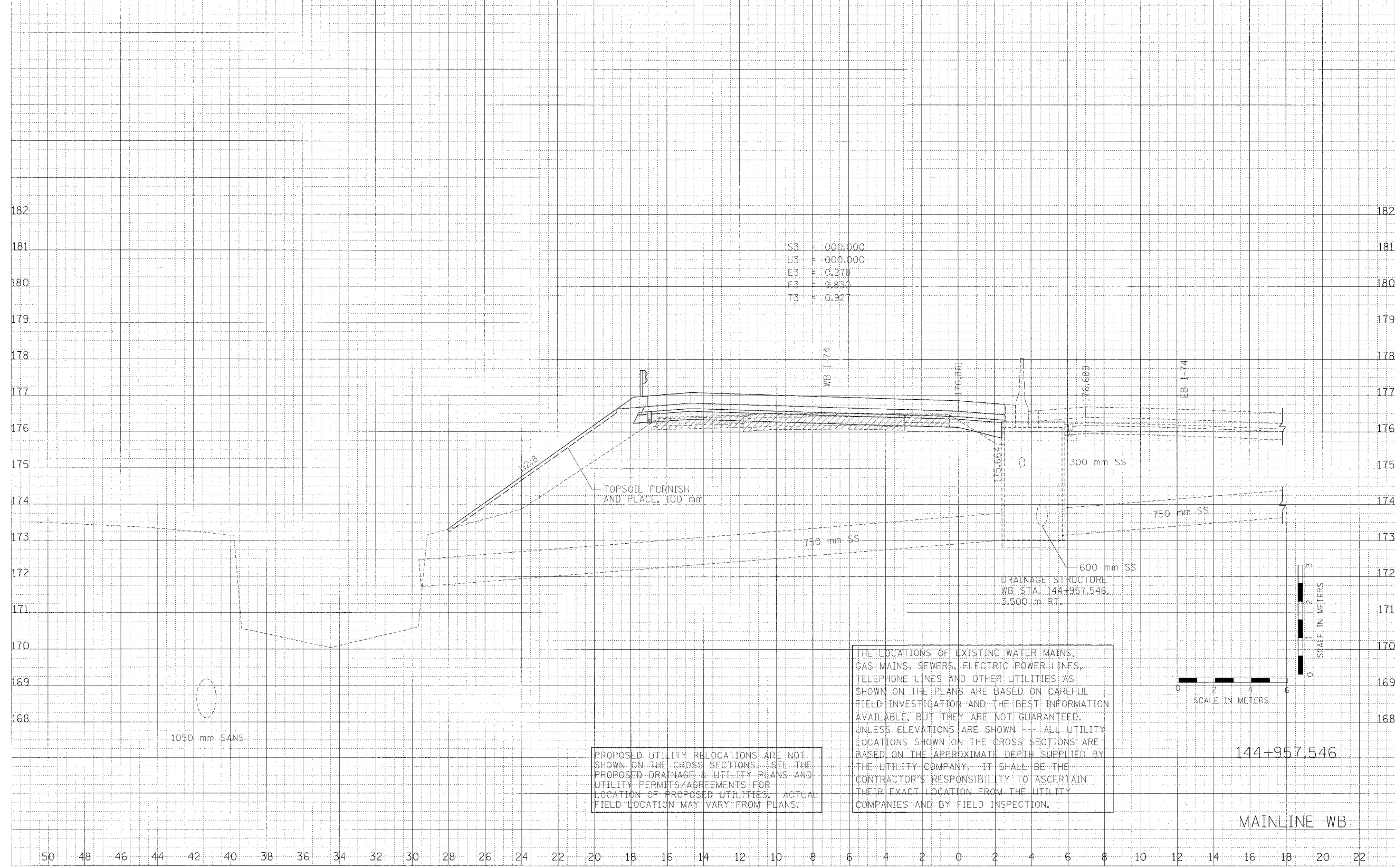
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1360	10%
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
14	16	18	20	22

50 48 46 44 42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2 0 2 4 6 8 10 12 14 16 18 20 22

DATE: _____ BY: _____
 CHECKED: _____
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 AREAS: _____
 REVISIONS: _____



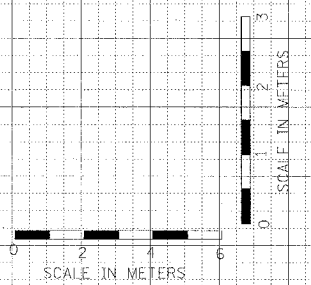
DATE: _____ BY: _____
 CHECKED: _____
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 AREAS: _____
 REVISIONS: _____



S3	F	000.000
U3	F	000.000
E3	F	0.278
F3	F	9.830
T3	F	0.927

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144+957.546

MAINLINE WB

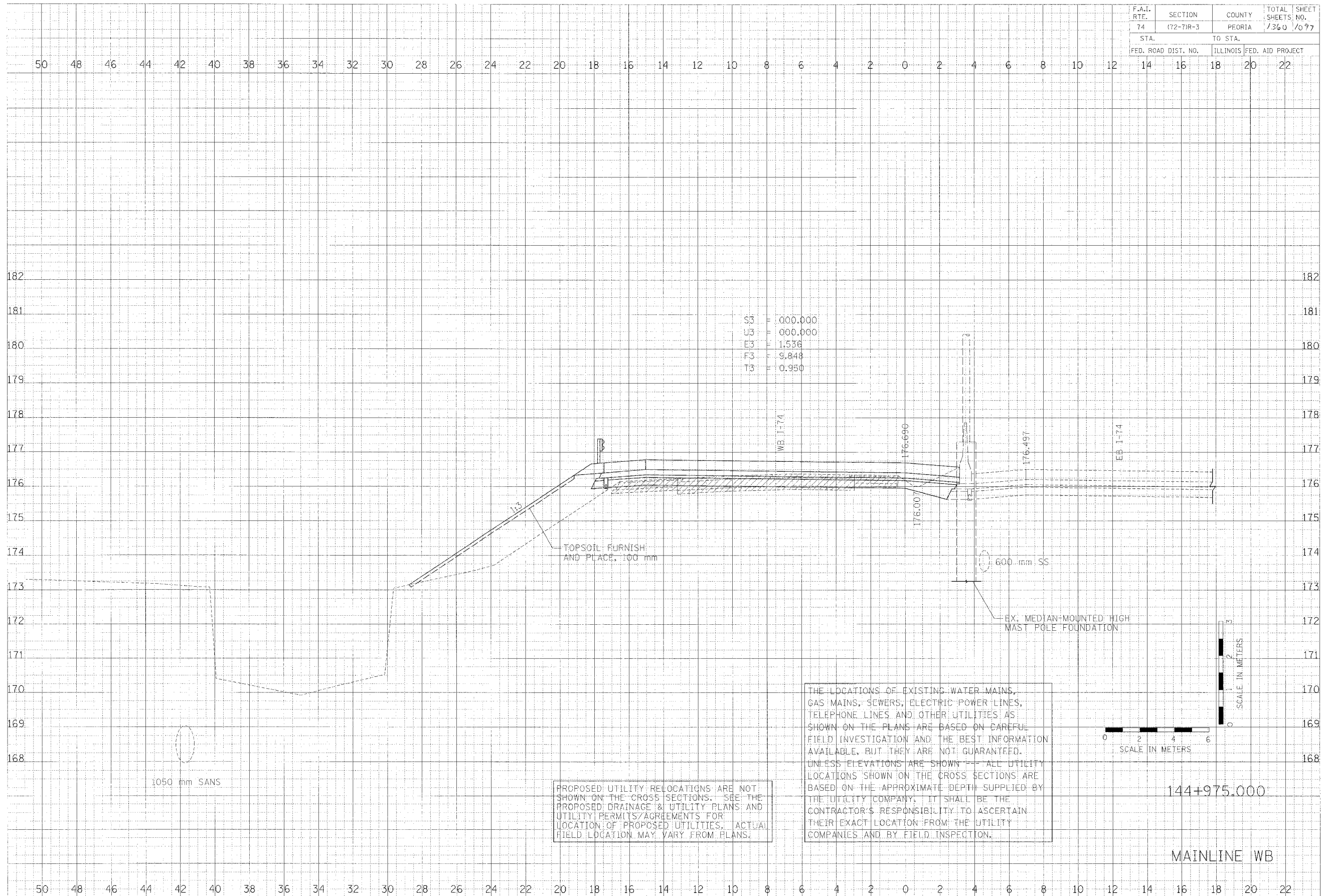
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS, NO.
74	(72-71R-3)	PEORIA	1360 / 077
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	

FINAL SURVEY	DATE
BY	
APPROVED	
DATE	
BY	
APPROVED	
DATE	
BY	
APPROVED	
DATE	

CLARK ENGINEERS, INC.

ORIGINAL SURVEY	DATE
BY	
APPROVED	
DATE	
BY	
APPROVED	
DATE	
BY	
APPROVED	
DATE	



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SCALE IN METERS

SCALE IN METERS

144+975.000

MAINLINE WB

