

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 68481	

PROJECT LIASON ENGINEER: ANNA GHIDINA (309-671-3474)

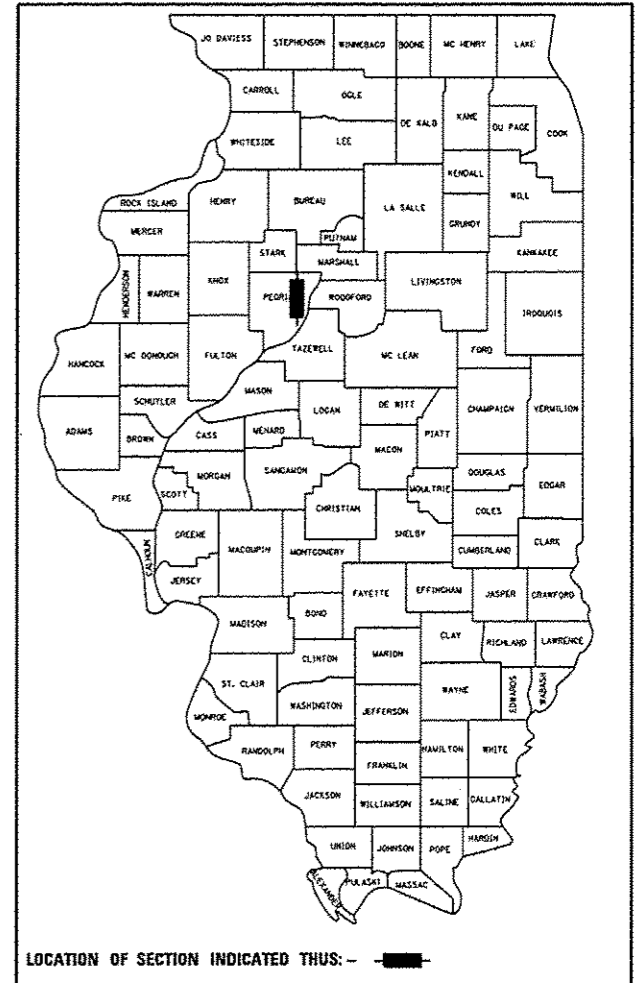
SHEET NO.	INDEX OF SHEETS
1	TITLE SHEET
2	GENERAL NOTES
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4-9	SUMMARY OF QUANTITIES
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69-77	CROSS SECTIONS

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

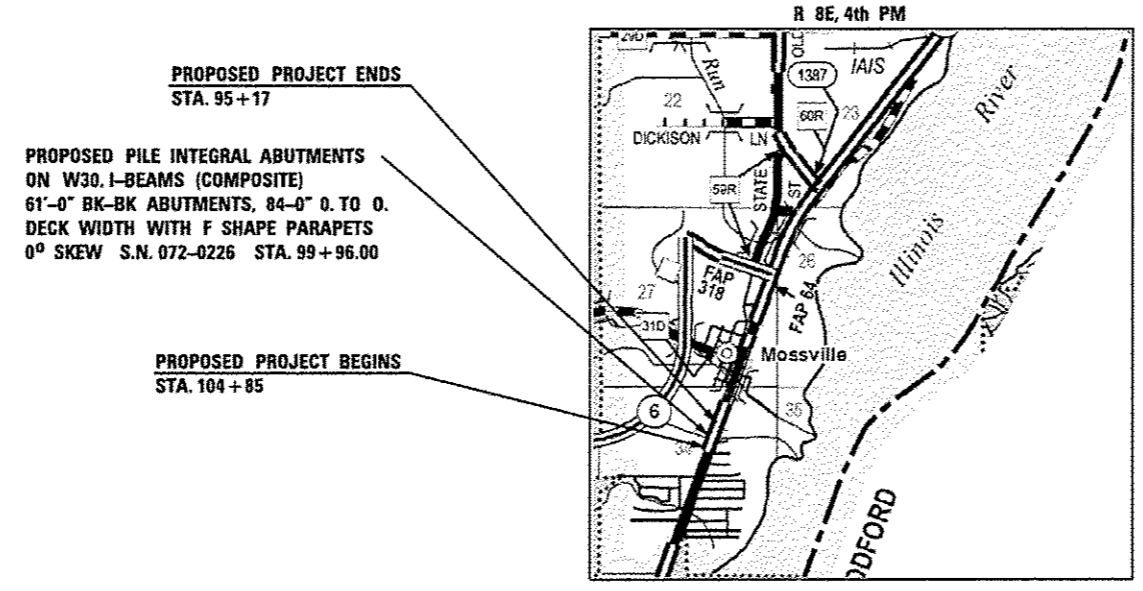
000001-06	701101-04
001001-02	701106-02
280001-07	701422-06
420001-07	701426-06
420401-10	701431-09
515001-03	701901-03
630001-10	704001-07
631031-12	780001-04
635006-03	781001-03
635011-02	

FAP ROUTE 64 (IL RT 29)
SECTION (10B)BR
PROJECT ACF-0064 (010)
PEORIA COUNTY
C-94-072-05

D-94-063-05



ADT = 15,700 (2011); 16590 (2014)
%SU = 1.59 (2010)
%MU = 2.71 (2010)
TOWNSHIP: MEDINA
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL

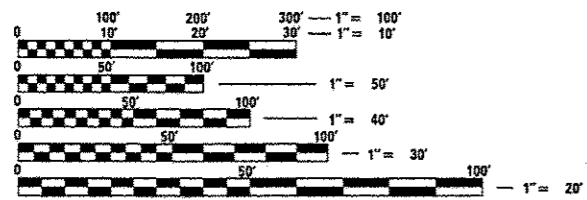
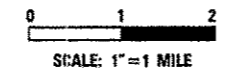


CCQA CONCRETE
NPDES PERMIT REQUIRED

BRIDGE REPLACEMENT
OVER BOYD'S HOLLOW

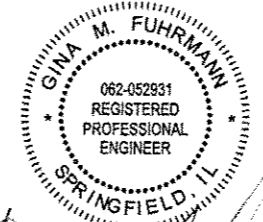
LOCATION MAP

NET LENGTH OF PROJECT = 700 FT. = 0.132 MI.



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

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



[Signature]
Expires 11/30/2013

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED Dec 19 20 12
Jana Eloway
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 9 20 14
John D. Baranzelli, P.E.
REGISTERED ENGINEER OF DESIGN AND ENVIRONMENT
May 9 20 14
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

CATALOG No. 033062-00D
CONTRACT NO. 68481

PROJECT ENGINEER: RICH DOTSON (309-671-3455)

AVAILABILITY OF ELECTRONIC FILES

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

UTILITIES - LOCATIONS / INFORMATION ON PLANS

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

TREE REMOVAL-UTILITY RELOCATION

Tree removal may be necessary prior to utility companies being able to relocate their facilities outside the construction limits. The Contractor should coordinate any contract tree removal activities with the utility companies to eliminate conflicts and potential delays caused by utility tree removal activities or incomplete utility relocation.

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

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

PROPERTY OWNER ACCESS REQUIREMENTS

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

TEMPORARY MATERIAL REQUIREMENTS - UTILITY AND DRIVEWAY CROSSINGS

Incidental hot-mix asphalt surface shall be used for all temporary side road crossings. Aggregate surface course may be used for all driveway crossings except during winter shutdown in accordance with Article 107.09.

TREE REMOVAL

The District Four Tree Committee should be contacted and prior approval obtained for any tree removal beyond the limits/locations included in the plans.

ENVIRONMENTAL REVIEWS

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

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

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

AGGREGATE SHOULDERS, TYPE B

Aggregate Shoulders, Type B shall be required for all granular construction of side roads, entrances and mail box turnouts, whether or not portions of the surfaces thus constructed are to be covered with bituminous surface, except where noted differently on the plans.

PAVEMENT STATIONING NUMBERS & PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inch (20mm) wide, 5 inches (125mm) high and 5/8 inch (15mm) deep.

The pavement station numbers shall be spaced as specified herein:

Interval - 200 feet (English stationing) or 100 meters (metric stationing)

Bottom of Numbers - 6 inches (150 mm) from the inside edge of pavement marking

Location:

- 2,3, & 5 Lane Pavements - right edge of pavement in the direction of increasing stations
- Multi-Lane Divided Roadways - outside edge of pavement in both directions
- Ramps - along baseline edge of pavement

Position - stations shall be placed so that they can be read from the adjacent shoulder

Format - English (Metric) pavement stations shall use this format "XXX (XX+X00)" where X represents the pavement station

This work will not be paid for separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) RATES

Surface Type	Estimated Truck Application Rate	Residual Rate
Milled (HMA or PCC)	0.08 gal/sy (0.0034 ton/sy)	0.04 gal/sy
Existing Pavement	0.05 gal/sy (0.0022 ton/sy)	0.025 gal/sy
Fog Coat (between lifts)	0.05 gal/sy (0.0022 ton/sy)	0.025 gal/sy

Note: Estimated truck application rate is used for estimating quantities.

MIXTURE REQUIREMENTS

Mixture Use(s):	Mainline Surface Course	Leveling Binder	HMA Base Course & Widening	Bituminous Shoulder (Surface Lift)
AC/PG:	SBS or SBR 76-22	SBS or SBR 76-22	PG 64-22	PG 64-22
RAP% (Max):**	10%	10%	15%	15%
Design Air Void:	4.0% @ N=70	4.0% @ N=50	4.0% @ N=70	3.0% @ N=50
Mixture Composition:	IL 0.5 or IL 12.5	IL 4.75	IL 12.5	IL 0.5 or 12.5
Friction Aggregate:	Mixture D	N.A.	N.A.	Mixture C

Note: Individual lift thicknesses of each mix type will be no less than 3 times nominal maximum aggregate size and no more than 6 times nominal maximum aggregate size.

PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the hot-mix asphalt surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

TRANSITION PAYMENT METHOD - NEW/OLD CONSTRUCTION

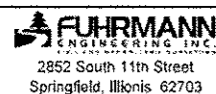
Three meter (10 ft./3m) transitions shall be used to match proposed items of work to existing items in the field unless otherwise shown. The transition shall be paid for at the contract unit price for the proposed item of work specified.

ENGINEERS FIELD OFFICE

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

BUTT JOINT CUTTING TIME RESTRICTION

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



USER NAME * #USER*	DESIGNED -	REVISED -
PLLOT SCALE * #SCALE*	DRAWN -	REVISED -
PLLOT DATE * #DATE* #TIME*	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	11081BR	PEORIA	77	2
FED. ROAD DIST. NO. 4 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 68481	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE
				0004	0040
				S.N.	072-0072
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	58	58	
20200100	EARTH EXCAVATION	CU YD	559	559	
20300100	CHANNEL EXCAVATION	CU YD	1080		1080
21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	1138	1138	
25000210	SEEDING, CLASS 2A	ACRE	0.6	0.6	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	48	48	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	48	48	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	48	48	
25100115	MULCH, METHOD 2	ACRE	0.6	0.6	
25100630	EROSION CONTROL BLANKET	SQ YD	2580	2580	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	2700	2700	
28000305	TEMPORARY DITCH CHECKS	FOOT	210	210	
28000400	PERIMETER EROSION BARRIER	FOOT	1400	1400	
28100105	STONE RIPRAP, CLASS A3	SQ YD	34	34	

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2852 South 11th Street Springfield, Illinois 62703	USER NAME = KEITHBR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 2.0000' / 1" =	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	64	77	4
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE
				0004 S.N.	0040 072-0072
50200100	STRUCTURE EXCAVATION	CU YD	344		344
50300100	FLOOR DRAINS	EACH	6		6
50300225	CONCRETE STRUCTURES	CU YD	123.6		123.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	277.6		277.6
50300260	BRIDGE DECK GROOVING	SQ YD	1106		1106
50300300	PROTECTIVE COAT	SQ YD	1214		1214
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	3612		3612
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	115110		115110
50800515	BAR SPLICERS	EACH	629		629
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	1196		1196
51202305	DRIVING PILES	FOOT	1196		1196
51203200	TEST PILE METAL SHELLS	EACH	2		2
51204650	PILE SHOES	EACH	26		26

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2852 South 11th Street Springfield, Illinois 62703	USER NAME = KEITHBR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 2.0078 / in.	DRAWN -	REVISED -					64	110B1BR	PEORIA	77	6
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	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY 0004 S.N.	BRIDGE 0040 072-0072
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	56		56
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	160		160
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	112.5	112.5	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	408	408	
63801100	MODULAR BLADE-TYPE GLARE SCREENS	FOOT	400	400	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	
67100100	MOBILIZATION	L SUM	1	1	
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	90	90	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	9	9	

* SPECIALTY ITEM

2852 South 11th Street Springfield, Illinois 62703	USER NAME : KEITHBR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE
				0004	0040
				S.N.	072-0072
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	63	63	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	240	240	
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	8264	8264	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2807	2807	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1084	1084	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1070	1070	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
* 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	360	360	
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	63	63	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	7562	7562	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	16	16	
78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	80	80	

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13

* SPECIALTY ITEM

2852 South 11th Street Springfield, Illinois 62703	USER NAME : KEITHBR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLT SCALE : 2.0079 "/>	DRAWN -	REVISED -					64	110B1BR	PEORIA	77	8
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		DATE -	REVISED -									

1503 00 000

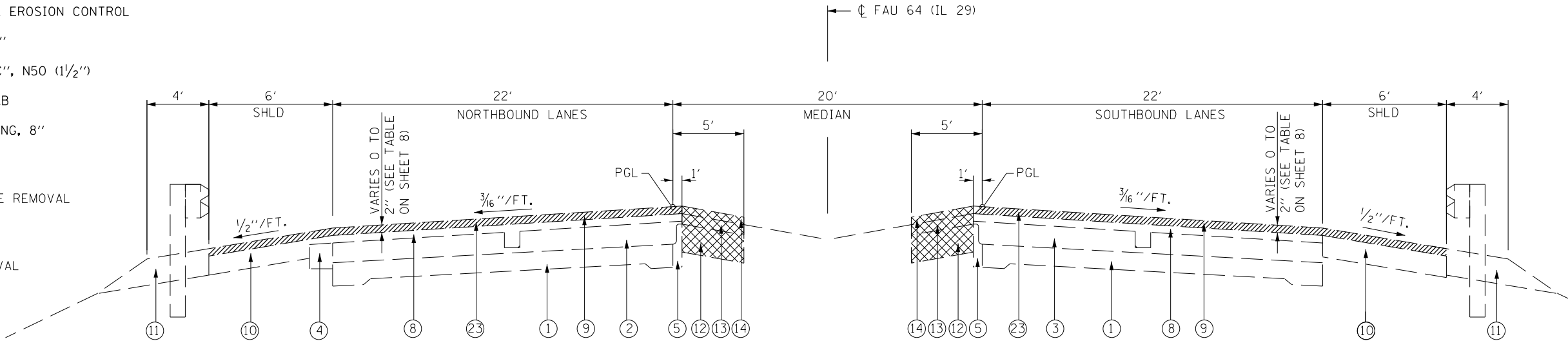
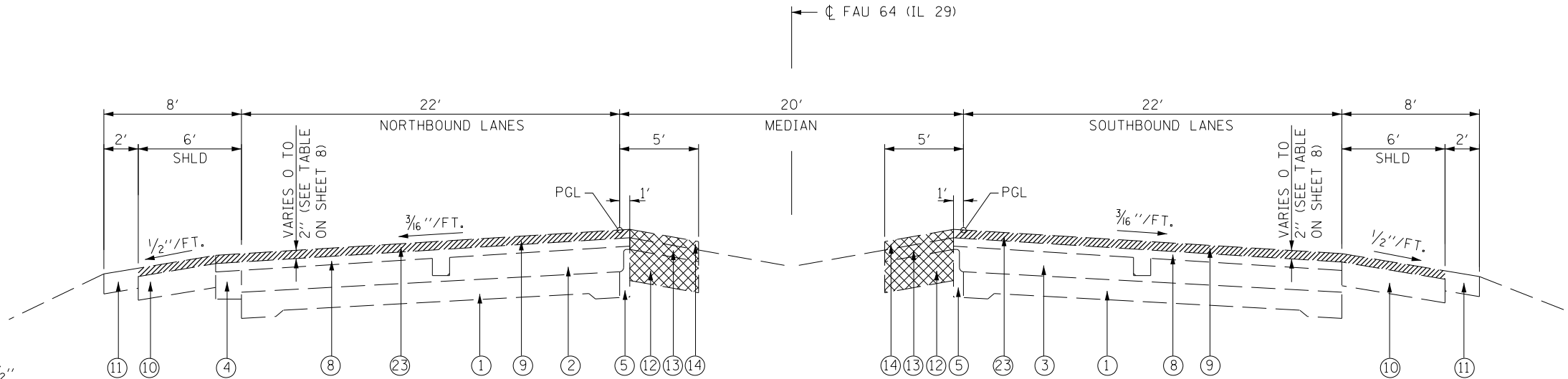
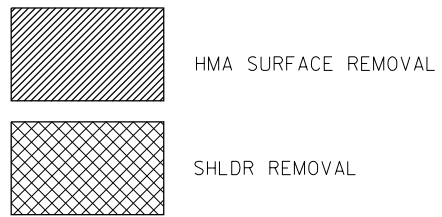
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE
				0004 S.N.	0040 072-0072
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1000	1000	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	96	96	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	216		216
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3268	3268	
X5030270	BRIDGE DECK (SHRINKAGE COMPENSATING CONCRETE)	CU YD	191.7		191.7
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	216		216
X6028300	INLETS TO BE REMOVED, SPECIAL	EACH	1	1	
X7010214	TRAFFIC CONTROL AND PROTECTION, STANDARD 701431 (SPECIAL)	EACH	1	1	
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	33	33	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0034105	MATERIAL TRANSFER DEVICE	TON	288	288	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	263		263
∅ Z0076600	TRAINEES	Hour	500	500	
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	588		588
∅ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	Hour	500	500	
Z0073400	TEMPORARY SUPPORT SYSTEM	EACH	1		1

∅ 0042
* SPECIALTY ITEM

2852 South 11th Street Springfield, Illinois 62703	USER NAME : KEITHBR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE : 2.0078 / 10	CHECKED -	REVISED -					64	110B1R	PEORIA	77	9
	PLOT DATE : 3/18/2014 4:22:03 PM	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 4 [ILLINOIS] FED. AID PROJECT CONTRACT NO. 68481		

LEGEND

- ① EX 9"-7"-9" P.C.C. PAVEMENT
- ② EX BIT OVERLAY 7 3/4" TO 8 3/4"
- ③ EX BIT OVERLAY 8" TO 10"
- ④ EX SURFACE CSE WIDENING
- ⑤ EX M-4.04 CCC & G
- ⑥ EX SIDEWALK
- ⑦ EX BRIDGE PARAPET
- ⑧ EX POLY. LVL. BNR. IL-4.75, N50 3/4"
- ⑨ EX POLY. HMA SURF CSE MIX "D", N70 1 1/2"
- ⑩ EX HMA SHLD 8"
- ⑪ EX AGG SHLD, TY B
- ⑫ EX 6" STABILIZATION SHLD (BAM) - TBR
- ⑬ EX BIT SHLD 1" TO 2" - TBR
- ⑭ EX HMA SHLD 1 1/2" - TBR
- ⑰ PR AGG WEDGE SHLD, TY B
- ⑱ PR POLY. HMA SURF CSE MIX "D", N70 (1 1/2")
- ⑳ PR HMA SURFACE REMOVAL, VARIABLE DEPTH
- ㉑ PR GUARDRAIL AGGREGATE EROSION CONTROL
- ㉒ PR HMA BASE COURSE, 10"
- ㉓ PR HMA SURF CSE MIX "C", N50 (1 1/2")
- ㉔ PR BRIDGE APPROACH SLAB
- ㉕ HMA BASE COURSE WIDENING, 8"



USER NAME = *USER*	DESIGNED -	REVISED -
PLOT SCALE = *SCALE*	DRAWN -	REVISED -
PLOT DATE = *DATE* *TIME*	CHECKED -	REVISED -
	DATE -	REVISED -

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	10
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

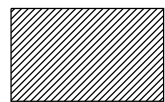
• VARIES 8' TO 10' STA 99+09.50 TO STA 99+29.50 NB ONLY
 STA 100+62.50 TO STA 100+82.50 SB ONLY

** VARIES 2' TO 4' STA 99+09.50 TO STA 99+29.50 NB ONLY
 STA 100+62.50 TO STA 100+82.50 SB ONLY

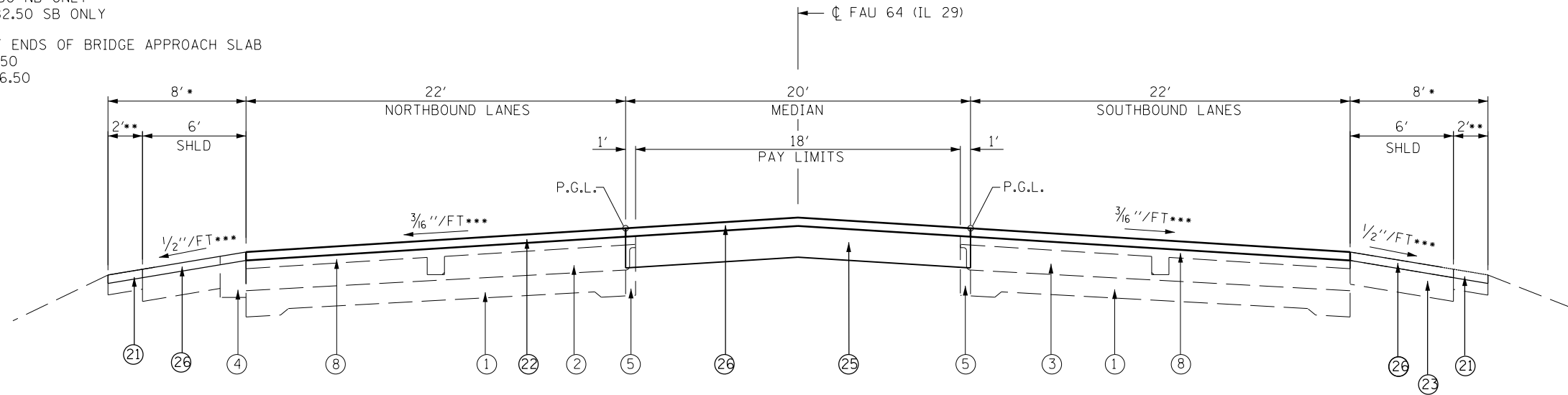
*** VARIES TO MATCH EXISTING CROSSFALL AND AT ENDS OF BRIDGE APPROACH SLAB
 STA 98+65.50 TO STA 99+35.50
 STA 100+56.50 TO STA 101+56.50

LEGEND

- ① EX 9"-7"-9" P.C.C. PAVEMENT
- ② EX BIT OVERLAY 7³/₄" TO 8³/₄"
- ③ EX BIT OVERLAY 8" TO 10"
- ④ EX SURFACE CSE WIDENING
- ⑤ EX M-4.04 CCC & G
- ⑥ EX SIDEWALK
- ⑦ EX BRIDGE PARAPET
- ⑧ EX POLY LVL. BNDR. IL-4.75, N50 3/4"
- ⑨ EX POLY. HMA SURF CSE MIX "D", N70 1 1/2"
- ⑩ EX HMA SHLD 8"
- ⑪ EX AGG SHLD, TY B
- ⑫ EX 6" STABILIZATION SHLD (BAM) - TBR
- ⑬ EX BIT SHLD 1" TO 2" - TBR
- ⑭ EX HMA SHLD 1 1/2" - TBR
- ⑮ PR AGG WEDGE SHLD, TY B
- ⑯ PR POLY. HMA SURF CSE MIX "D", N70 (1 1/2")
- ⑰ PR HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑱ PR GUARDRAIL AGGREGATE EROSION CONTROL
- ⑲ PR HMA BASE COURSE, 10"
- ⑳ PR HMA SURF. CSE. "MIX C", N50 (1 1/2")
- ㉑ PR BRIDGE APPROACH SLAB
- ㉒ HMA BASE COURSE WIDENING, 8"

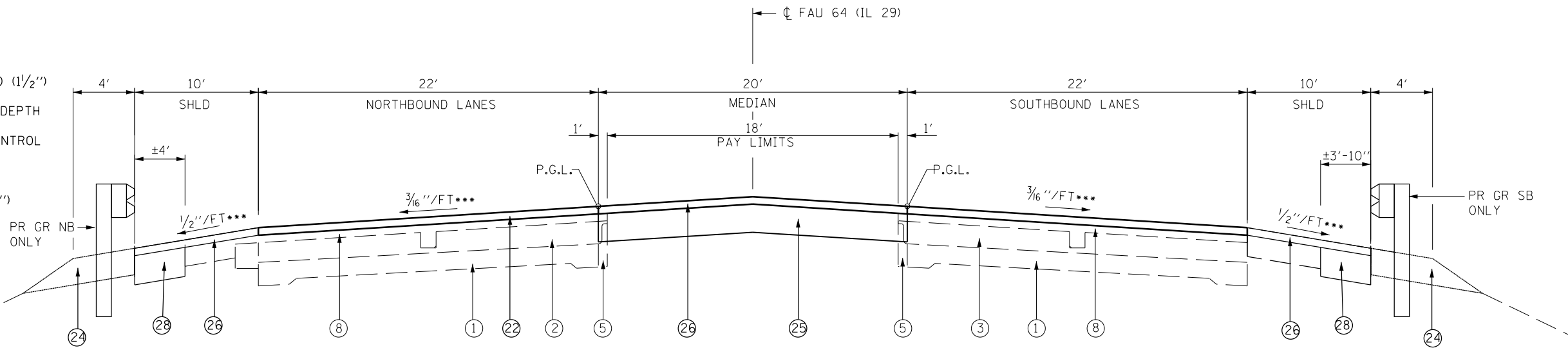


REMOVAL



PROPOSED TYPICAL SECTION #1

STA 96+50 TO STA 97+67
 STA 97+67 TO STA 99+35.50 NB ONLY
 STA 100+56.50 TO STA 102+37.50 SB ONLY
 STA 102+37.50 TO STA 103+50
PROPOSED MEDIAN
 STA 95+11 TO STA 99+35.5
 STA 100+62.5 TO STA 104+85



PROPOSED TYPICAL SECTION #2

STA 97+67 TO STA 99+35.50 SB ONLY
 STA 100+56.50 TO STA 102+37.50 NB ONLY



USER NAME = #USER#	DESIGNED -	REVISED -
DRAWN -	REVISOR -	
CHECKED -	REVISOR -	
DATE -	REVISOR -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	11
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE						
STA	STA	EARTH EXCAVATION 25% SHRINKAGE (CU YD)	EMBANKMENT (FILL) (CU YD)	EARTHWORK BALANCE (CU YD)	EARTH EXCAVATION (CU YD)	
PRESTAGE						
95+11	99+65.5	132.1	0.0	132.1	176.2	
100+26.5	104+85	122.2	0.0	122.2	163.0	
STAGE TOTAL		254.4	0.0	254.4	339.2	
STAGE 1						
96+50	99+65.5	44.7	17.4	27.3	59.7	
100+26.5	103+50	42.5	26.8	15.7	56.7	
STAGE TOTAL		87.2	44.2	43.0	116.3	
STAGE 2						
96+50	99+65.5	34.5	28.3	6.2	46.0	
100+26.5	103+50	42.5	53.6	-11.1	56.7	
STAGE TOTAL		77.0	81.9	-4.9	102.7	
GRAND TOTAL		418.6	126.1	292.5	558.2	
USE					559.0	

TREE REMOVAL SCHEDULE		
STA	LT/RT	TREE REMOVAL (OVER 15 UNIT DIAMETER) UNIT
IL 29		
98+11.00	LT	24
98+68.00	LT	34
TOTALS		58.0
USE		58

TOPSOIL SCHEDULE				
STA	TO	STA	LT/RT	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH (SQ YD)
IL 29				
STAGE 1				
69+50.00		99+26.50	RT	245.4
100+62.50		103+50.00	LT	260.0
STAGE 2				
69+50.00		99+26.50	RT	278.8
100+62.50		103+50.00	LT	353.8
TOTALS				1138.0
USE				1138

RIPRAP A3 SCHEDULE					
STA	TO	STA	LT/RT	STONE RIPRAP, CLASS A3 (SQ YD)	FILTER FABRIC (SQ YD)
IL 29					
99+25.50		99+35.50	RT	17	17
99+25.50		99+35.50	LT	17	17
FROM STRUCTURE					829
TOTALS				33.3	862.3
USE				34	863

HMA SURFACE REMOVAL SCHEDULE				
STA	(FOR ONE ROAD) WIDTH (FOOT)	DEPTH NBL (INCH)	DEPTH SBL (INCH)	HMA SURFACE REMOVAL, VAR DEPTH NBL & SBL (SQ YD)
96+80.00	29	1.5	1.5	1607.9
97+00.00		1.5	1.5	
97+50.00		1.5	0.5	
98+00.00		1.5	0	
98+50.00		1.5	0	
99+00.00		1.5	0.25	
99+29.50	29	1.5	0.25	1659.4
100+62.50		1.5	0	
101+00.00		1.5	0	
101+50.00		1.5	0	
102+00.00		1.5	0	
102+50.00		1.5	0	
103+00.00	29	1.5	0.5	3267.3
103+20.00		1.5	1.5	
TOTALS				3267.3
USE				3268

DITCH CHECK SCHEDULE		
STA	LT/RT	TEMPORARY DITCH CHECKS (FOOT)
IL 29		
96+98.00	LT/RT	30
97+84.00	LT/RT	30
98+58.00	LT/RT	30
99+43.00	LT/RT	30
101+33.00	LT/RT	30
102+15.00	LT/RT	30
103+00.00	LT/RT	30
TOTALS		210.0
USE		210

REMOVAL SCHEDULE								
STA	TO	STA	LT/RT	LENGTH	WIDTH	HMA SURFACE REMOVAL - BUTT JOINT (SQ YD)	PAVEMENT REMOVAL (SQ YD)	PAVED SHOULDER REMOVAL (SQ YD)
96+50.00		96+80.00	RT/LT	30	29	193.3		
95+11.00		99+29.50	RT/LT	418.5	4			372.0
99+29.50		99+87.00	RT/LT	57.5	29		370.56	
100+05.00		100+62.50	RT/LT	57.5	29		370.56	
100+62.50		104+85.00	RT/LT	422.5	4			375.6
103+20.00		103+50.00	RT/LT	30	29	193.3		
TOTALS						386.7	741.1	747.6
USE						387	742	748

PERIMETER EROSION BARRIER SCHEDULE				
STA	STA	LT/RT	PERIMETER EROSION BARRIER (FOOT)	
IL 29				
96+50.00	103+50.00	RT	700	
96+50.00	103+50.00	LT	700	
TOTALS			1400.0	
USE			1400	

SEEDING SCHEDULE											
STA TO STA	LT / RT	AREA (SQ FT)	SEEDING, CLASS 2A (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	MULCH, METHOD 2 (ACRE)	EROSION CONTROL BLANKET (SQ YD)	TEMPORARY EROSION CONTROL SEEDING (POUND)		
96+50	99+65	RT	5,275	0.12	10.9	10.9	0.12	586.11	624		
96+50	99+65	LT	6,190	0.14	12.8	12.79	0.14	687.78	720		
100+26.5	103+50	LT	5,330	0.12	11	11.01	0.12	592.22	624		
100+26.5	103+50	RT	6,425	0.15	13.3	13.27	0.15	713.89	720		
TOTALS			0.53	48.0	48.0	48.0	0.53	2,580.0	2,688.0		
USE			0.6	48	48	48	0.6	2,580	2,700		



USER NAME = *USER*	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = *SCALE*	CHECKED -	REVISED -
PLOT DATE = *DATE*	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	12
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

HMA SCHEDULE

STA	TO	STA	LT/RT	LENGTH	ROADWAY WIDTH (FOOT)	SHOULDER WIDTH (FOOT)	MEDIAN WIDTH (FOOT)	AVG DEPTH (INCH)	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) (TON)	HMA SURFACE COURSE, MIX "C", N50 - MEDIAN (TON)	HMA SURFACE COURSE, MIX "C", N50 - SHOULDERS (TON)	MATERIAL TRANSFER DEVICE (TON)	POLYMERIZED HMA SURFACE COURSE, MIX "D", N70 1.5" (TON)
RIGHT													
95+11.00		96+50.00	RT	139	0	0	18	1.5	0.122	23.35	0.00	0.0	0.0
96+50.00		97+67.00	RT	117	23	6	18	1.5	0.205	19.66	6.55	25.1	25.1
97+67.00		98+00.00	RT	33	23	10	18	1.8	0.058	5.54	3.08	8.5	8.5
98+00.00		98+25.00	RT	25	23	10	18	2.05	0.044	4.20	2.33	7.3	7.3
98+25.00		98+50.00	RT	25	23	10	18	1.75	0.044	4.20	2.33	6.3	6.3
98+50.00		99+35.50	RT	85.5	23	10	18	1.5	0.150	14.36	7.98	18.4	18.4
OMMISSION													
100+62.50		101+00.00	RT	37.5	23	6	18	2	0.066	6.30	2.10	10.7	10.7
101+00.00		101+25.00	RT	25	23	6	18	2.125	0.044	4.20	1.40	7.6	7.6
101+25.00		101+50.00	RT	25	23	6	18	2.375	0.044	4.20	1.40	8.5	8.5
101+50.00		101+75.00	RT	25	23	6	18	2.75	0.044	4.20	1.40	9.8	9.8
101+75.00		102+00.00	RT	25	23	6	18	3.25	0.044	4.20	1.40	11.6	11.6
102+00.00		102+25.00	RT	25	23	6	18	3.375	0.044	4.20	1.40	12.1	12.1
102+25.00		102+50.00	RT	25	23	6	18	3.025	0.044	4.20	1.40	10.8	10.8
102+50.00		102+75.00	RT	25	23	6	18	2.3	0.044	4.20	1.40	8.2	8.2
102+75.00		103+00.00	RT	25	23	6	18	1.9	0.044	4.20	1.40	6.8	6.8
103+00.00		103+50.00	RT	50	23	6	18	1.75	0.087	8.40	2.80	12.5	12.5
103+50.00		104+85.00	RT	135	0	0	18	1.5	0.119	22.68	0.00	0.0	0.0
LEFT													
95+11.00		96+50.00	LT	139	0	0	18	1.5	0.122	23.35	0.00	0.0	0.0
96+50.00		99+35.50	LT	285.5	23	6	18	1.5	0.499	47.96	15.99	61.3	61.3
OMMISSION													
100+62.50		102+00.00	LT	137.5	23	10	18	1.5	0.240	23.10	12.83	29.5	29.5
102+00.00		103+50.00	LT	150	23	6	18	1.5	0.262	25.20	8.40	32.2	32.2
103+50.00		104+85.00	LT	135	0	0	18	1.5	0.119	22.68	0.00	0.0	0.0
TOTALS									2.5	284.6	75.6	287.3	287.3
USE									2	361	288	288	

AGGREGATE WEDGE SHOULDER, TYPE B SCHEDULE

STA	TO	STA	LT/RT	WIDTH (FOOT)	AGGREGATE SHOULDERS, TY B (TON)
IL 29					
96+50.00		98+07.40	RT	4	6.0
100+62.50		103+50.00	RT	4	10.9
96+50.00		99+09.50	LT	4	9.9
101+96.20		103+50.00	LT	4	5.8
TOTALS					32.6
USE					33

MODULAR BLADE -TYPE GLARE SCREENS - SCHEDULE

STA	TO	STA	MODULAR BLADE - TYPE GLARE SCREENS (FOOT)
IL 29			
98+00.00		102+00.00	400
TOTALS			400.0
USE			400

BASE COURSE SCHEDULE

STA	TO	STA	LT/RT	LENGTH	WIDTH	HMA BASE COURSE, 10" (SQ YD)	HMA BASE COURSE WIDENING, 8" (SQ YD)	POLIMERIZED BITUMINOUS MATERIALS PRIME COAT (TON)	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SQ YD)
95+11.00		99+29.50	RT/LT	418.5	18	837.0		0.55	
97+67.00		99+29.50	RT	162.5	5		90.3	0.06	
99+29.50		99+35.50	RT/LT	6.0	84				56.0
100+56.50		100+62.50	RT/LT	6.0	84				56.0
100+62.50		102+37.50	LT	175	5		97.2	0.06	
100+62.50		104+85.00	RT/LT	422.5	18	845.0		0.56	
TOTALS						1682.0	187.5	1.2	112.0
USE						1682	188	2	112

BARRIER SCHEDULE

STA	TO	STA	LT/RT	TEMPORARY CONCRETE BARRIER (FOOT)	RELOCATE TEMPORARY CONCRETE BARRIER (FOOT)	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TL3 (EACH)	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TL3 (EACH)
IL 29							
STAGE 1							
96+60.00		103+44.00	RT	684			
96+71.00		100+71.00	LT	400			
96+50.00			RT			1	
96+50.00			LT			1	
STAGE 2							
96+50.00		103+20.00	RT		670		
99+21.00		103+33.50	LT		400		
103+33.50			RT				1
103+33.50			LT				1
TOTALS				1084.0	1070.0	2.0	2.0
USE				1084	1070	2	2



USER NAME = #USER*
 PLDT SCALE = #SCALE*
 PLDT QATE = #DATE* *TIME*

DESIGNED -
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 CHECKED -
 DATE -

REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

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

F.A.U. RTE. 64	SECTION (108)BR	COUNTY PEORIA	TOTAL SHEETS 77	SHEET NO. 13
CONTRACT NO. 68481				

PAVEMENT MARKING SCHEDULE

STA	TO	STA	NB/SB	LT/RT	SHORT TERM PAVEMENT MARKING (FOOT)	PAVEMENT MARKING TAPE, TYPE IV 4"		WORKZONE PAVEMENT MARKING REMOVAL (SQ FT)	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (FOOT)	MODIFIED URETHANE PAVEMENT MARKING LINE 4"		POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS (SQ FT)	RAISED REFLECTIVE PAVEMENT MARKER (EACH)	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER (EACH)	PAVEMENT MARKING REMOVAL (SQ FT)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)		
						WHITE (FOOT)	YELLOW (FOOT)			WHITE (FOOT)	YELLOW (FOOT)							
STAGE 1																		
86+38		103+04	SB	RT		1666		550										
96+50		103+44	SB	LT			694	229										
98+71		111+00	NB	LT			1251	413										
96+50		99+21	SB	LT/RT										22			22	
100+71		103+04	SB	LT/RT										18			18	
STAGE 2																		
87+88		103+50	SB	LT			1562	515										
96+50		103+50	SB	RT		700		231										
96+50		111+22.00	NB	RT		1487		491										
112+00		113+53	NB	RT		213		70										
96+50.00		103+41.00	NB	RT			691	228										
96+50.00		99+21.00	NB	LT/RT										22			22	
101+09.00		103+41.00	NB	LT/RT										18			18	
STAGE 3																		
96+50		103+50	SB		120			40					8				8	
96+50		103+50	NB		120			40					8				8	
FINAL STRIPING																		
86+38		103+50	SB	LT/RT						1712	1712							
96+50		113+53	NB	LT/RT						1703	1703							
96+50		103+50	NB/SB						360									
MEDIAN																		
EST. CONFLICTING EX PAVEMENT MARKINGS																	1000	
TOTALS					240.0	4066.0	4198.0	2806.3	360.0	3415.0	3415.0	52.0	16.0	80	1000	96		
USE					240	8264	2807	360	6830	52	16	80	1000	96				



USER NAME = \$USER*	DESIGNED -	REVISED -
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PLOT SCALE = \$SCALE*	CHECKED -	REVISED -
PLOT DATE = \$DATE* \$TIME*	DATE -	REVISED -




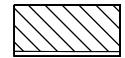
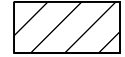
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

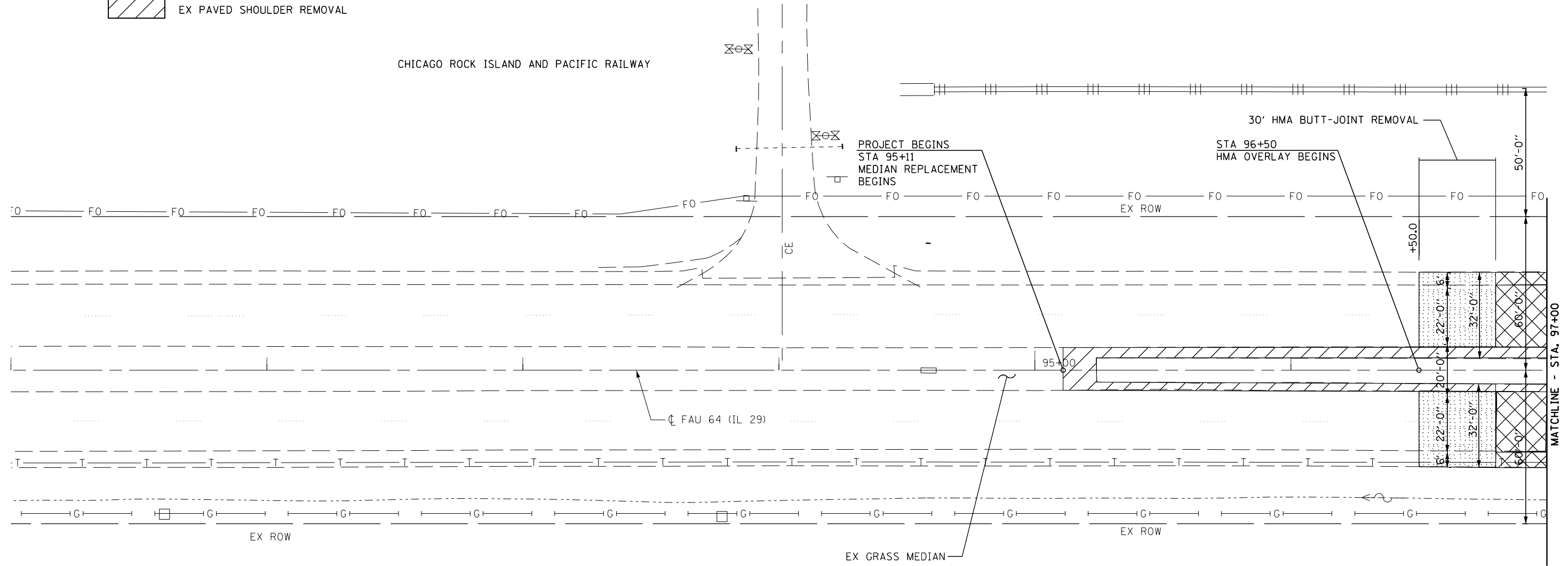
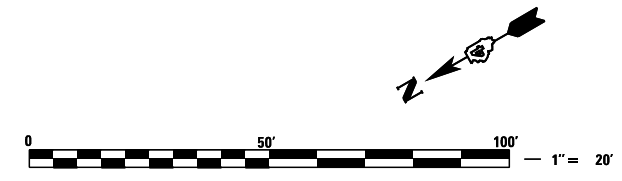
SCHEDULE OF QUANTITIES

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	15
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

LEGEND

-  BRIDGE REMOVAL
-  HMA SURFACE REMOVAL - BUTT JOINT
-  HMA SURFACE REMOVAL VARIABLE DEPTH
-  EX PAVEMENT REMOVAL
-  EX PAVED SHOULDER REMOVAL

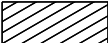



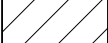



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PLOT SCALE = \$SCALE*	DRAWN -	REVISED -
PLOT DATE = \$DATE* \$TIME*	CHECKED -	REVISED -
	DATE -	REVISED -

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	16
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

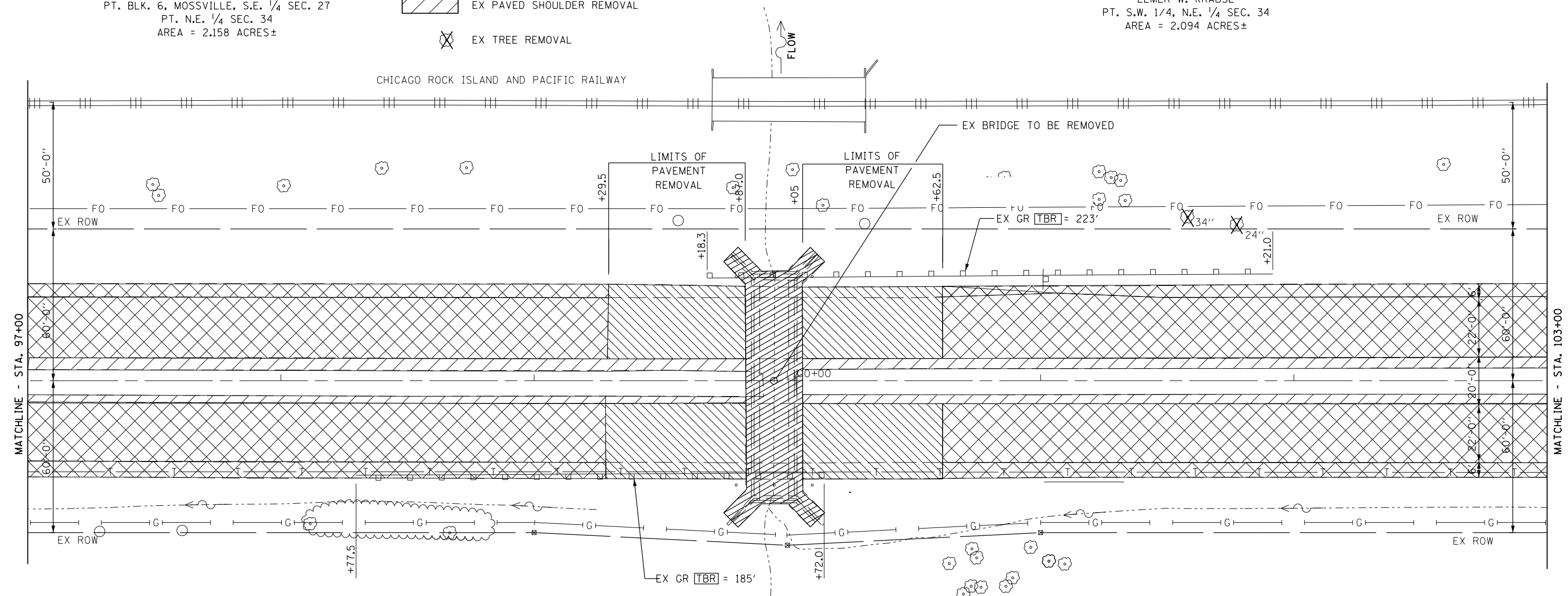
LEGEND

-  BRIDGE REMOVAL
-  HMA SURFACE REMOVAL - BUTT JOINT
-  HMA SURFACE REMOVAL VARIABLE DEPTH
-  EX PAVEMENT REMOVAL
-  EX PAVED SHOULDER REMOVAL
-  EX TREE REMOVAL



MOSES WILLIAM NEAL
PT. BLK. 6, MOSSVILLE, S.E. 1/4 SEC. 27
PT. N.E. 1/4 SEC. 34
AREA = 2.158 ACRES±

ELMER W. KRAUSE
PT. S.W. 1/4, N.E. 1/4 SEC. 34
AREA = 2.094 ACRES±



SEC 34, T 10N, R 8E, 4th PM



USER NAME = *USER*	DESIGNED -	REVISED -
PLOT SCALE = *SCALE*	DRAWN -	REVISED -
PLOT DATE = *DATE* *TIME*	CHECKED -	REVISED -
	DATE -	REVISED -




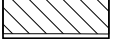
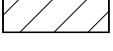
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

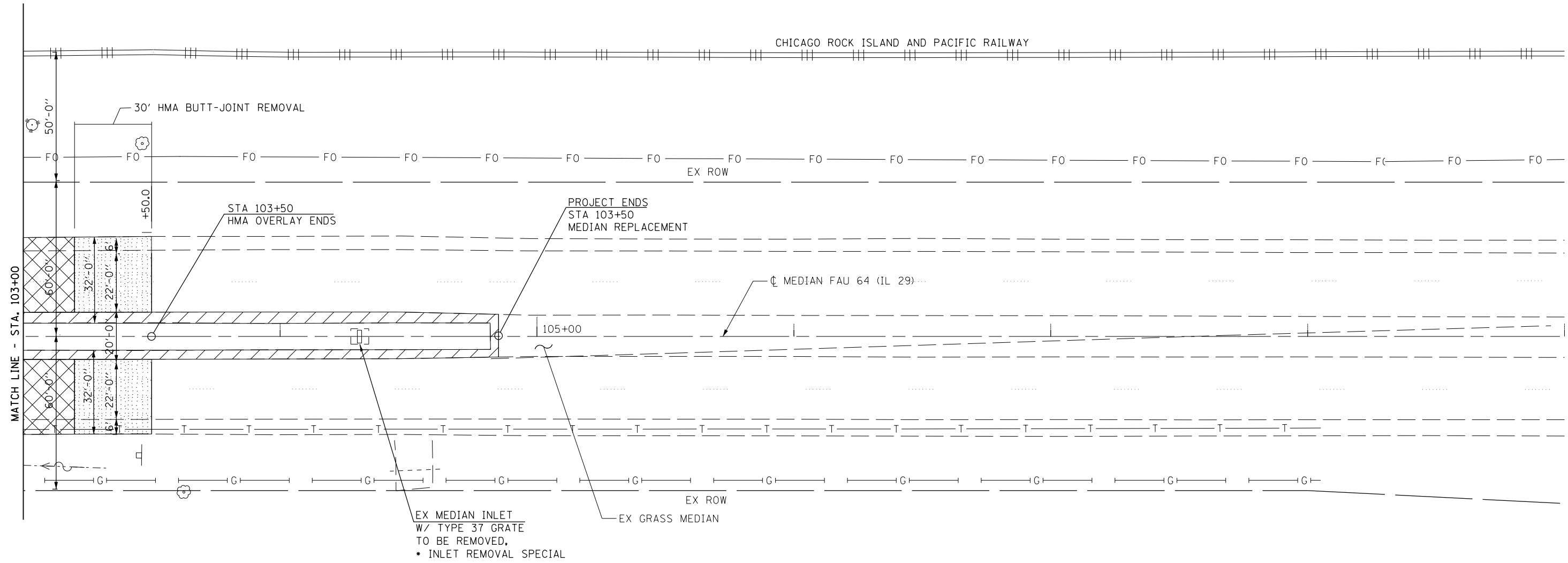
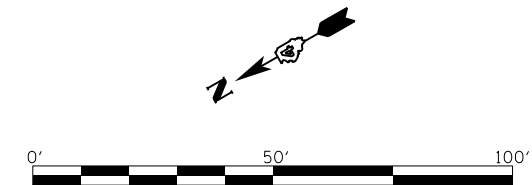
REMOVAL PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	17
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

LEGEND

-  BRIDGE REMOVAL
-  HMA SURFACE REMOVAL - BUTT JOINT
-  HMA SURFACE REMOVAL VARIABLE DEPTH
-  EX PAVEMENT REMOVAL
-  EX PAVED SHOULDER REMOVAL



USER NAME = \$USER*	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE*	DRAWN -	REVISED -
PLOT DATE = \$DATE* \$TIME*	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

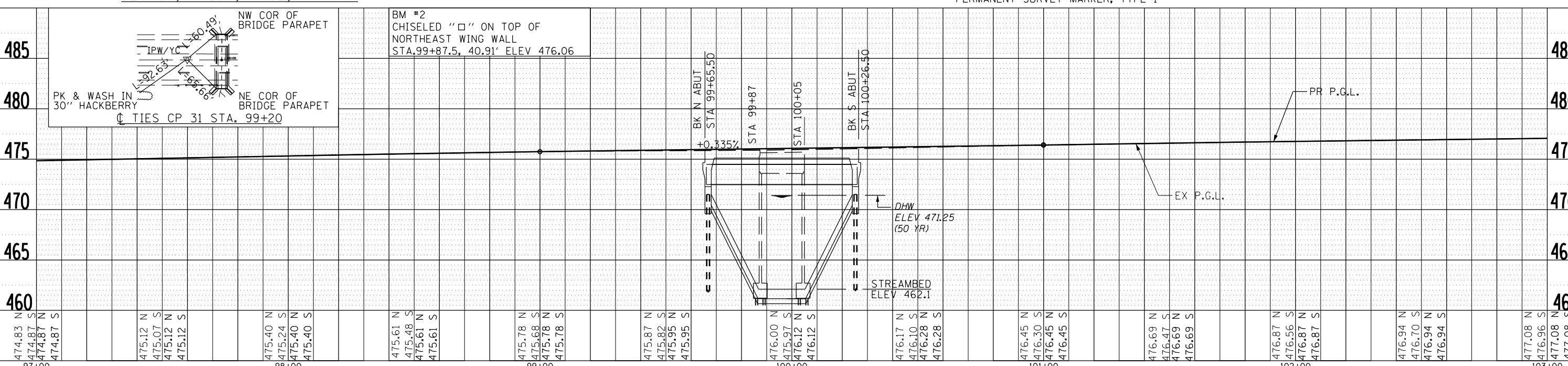
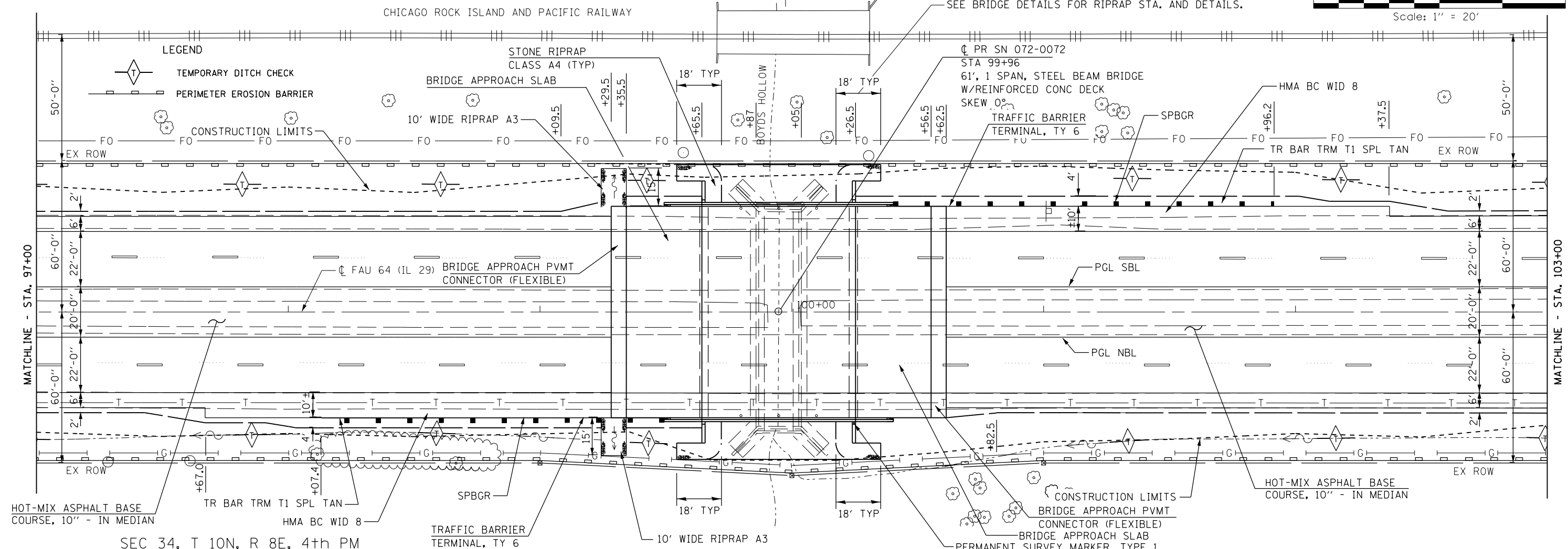
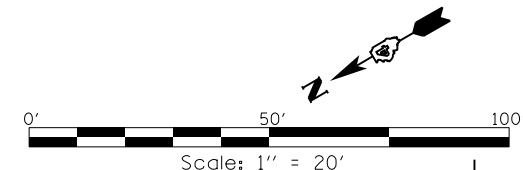
REMOVAL PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	18
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

MOSES WILLIAM NEAL
 PT. BLK. 6, MOSSVILLE, S.E. 1/4 SEC. 27
 PT. N.E. 1/4 SEC. 34
 AREA = 2.158 ACRES±

ELMER W. KRAUSE
 PT. S.W. 1/4, N.E. 1/4 SEC. 34
 AREA = 2.094 ACRES±



474.83 N	475.12 N	475.40 N	475.61 N	475.78 N	475.87 N	476.00 N	476.17 N	476.45 N	476.69 N	476.87 N	476.94 N	477.08 N
474.87 S	475.07 S	475.40 S	475.48 S	475.68 S	475.82 S	475.97 S	476.10 S	476.30 S	476.47 S	476.56 S	476.70 S	476.96 S
474.87 N	475.12 N	475.40 N	475.61 N	475.78 N	475.87 N	476.00 N	476.17 N	476.45 N	476.69 N	476.87 N	476.94 N	477.08 N
474.87 S	475.12 S	475.40 S	475.61 S	475.78 S	475.87 S	476.00 S	476.17 S	476.45 S	476.69 S	476.87 S	476.94 S	477.08 S

FUHRMANN
 ENGINEERING INC.
 2852 South 11th Street
 Springfield, Illinois 62703

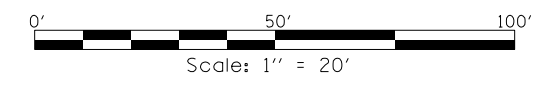
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TIME	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

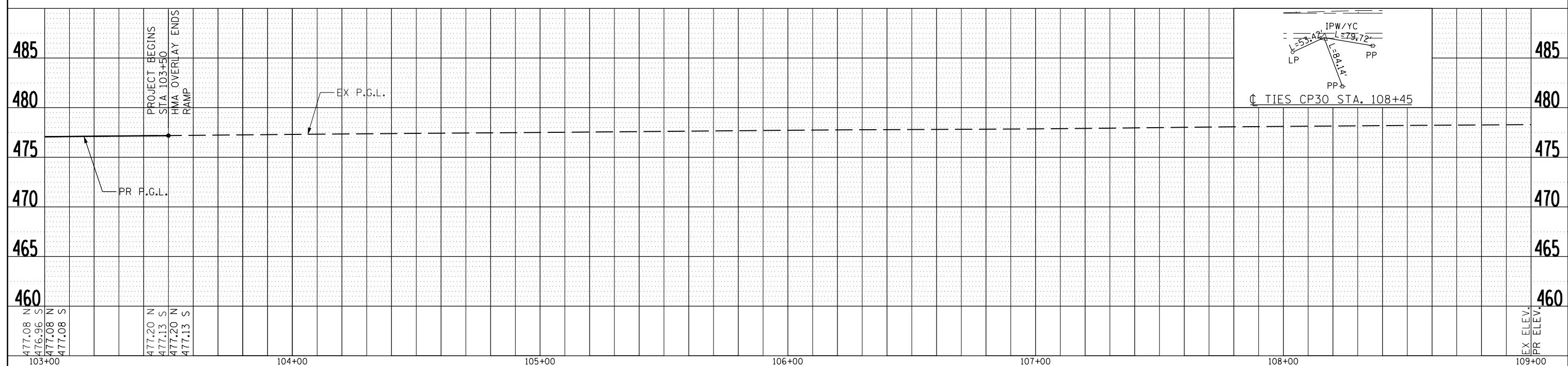
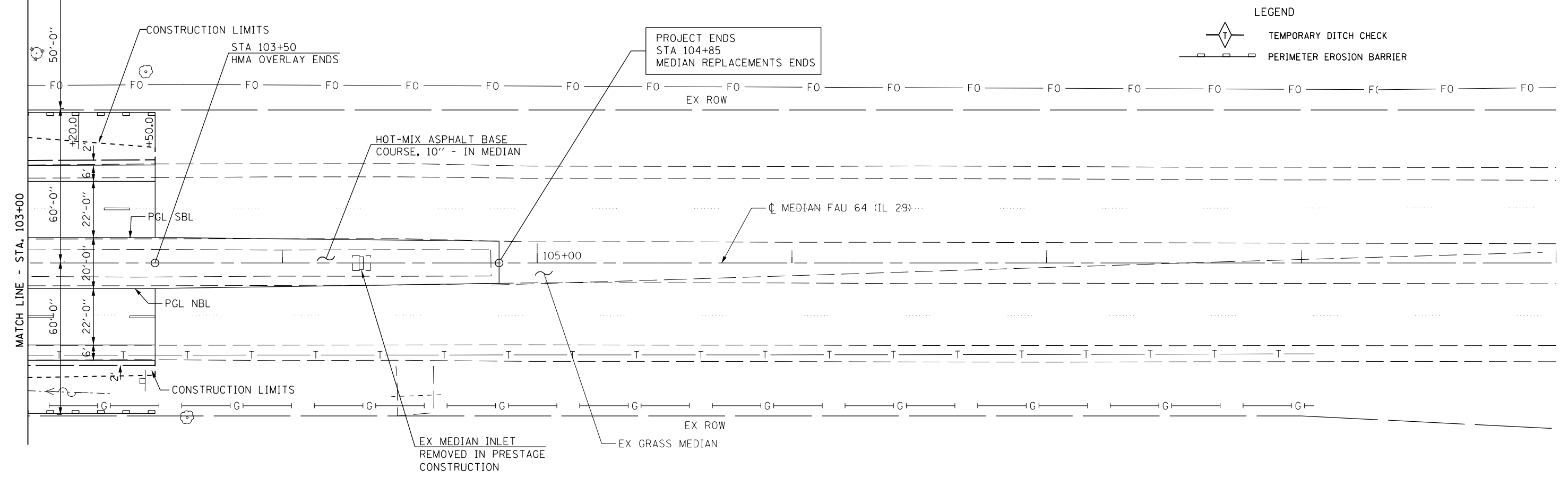
PLAN & PROFILE

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	20
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



CHICAGO ROCK ISLAND AND PACIFIC RAILWAY



477.08 N 476.96 S	477.08 N 477.08 S	477.20 N 477.13 S	477.20 N 477.13 S	103+00	104+00	105+00	106+00	107+00	108+00	109+00	EX ELEV. PR ELEV.				
USER NAME = *USER* DESIGNED - DRAWN - CHECKED - DATE -				REVISIONS: REVISED - REVISED - REVISED - REVISED -				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PLAN & PROFILE			
PLOT SCALE = *SCALE* PLOT DATE = *DATE* *TIME*				SCALE:				SHEET NO. OF SHEETS STA. TO STA.				F.A.U. RT. SECTION COUNTY TOTAL SHEETS SHEET NO. 64 (10B)BR PEORIA 77 21 CONTRACT NO. 68481 FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT			

FUHRMANN ENGINEERING INC.
2852 South 11th Street
Springfield, Illinois 62703

ELEVATIONS						
STATION	PR NB FINAL GRADE	EX NB PGL	PR CL FINAL GRADE	PR CL BASE CSE ELEV	PR SB FINAL GRADE	EX SB PGL
96+50.00	475.51	474.51	474.74	474.62	474.62	474.62
96+75.00	474.70	474.64	474.85	474.73	474.70	474.70
97+00.00	474.87	474.83	475.02	474.90	474.87	474.87
97+25.00	475.00	474.95	475.15	475.02	475.00	475.00
97+50.00	475.12	475.12	475.27	475.15	475.12	475.07
97+75.00	475.26	474.26	475.41	475.29	475.26	475.38
98+00.00	475.40	475.40	475.55	475.43	475.40	475.24
98+25.00	475.51	475.50	475.66	475.53	475.51	475.43
98+50.00	475.61	475.61	475.76	475.64	475.61	475.61
98+75.00	475.70	475.70	475.85	475.72	475.70	475.65
99+00.00	475.78	475.78	475.93	475.81	475.78	475.68
99+25.00	475.86	475.81	476.01	475.89	475.86	475.83
99+35.50	475.90	475.84	476.05	475.93	475.90	475.82
100+56.50	476.31	476.30	476.46	476.34	476.31	476.17
100+75.00	476.37	476.38	486.52	486.40	486.37	476.24
101+00.00	476.45	476.45	476.60	476.48	476.45	476.30
101+25.00	476.57	476.57	476.72	476.60	476.57	476.39
101+50.00	476.69	476.69	476.84	476.72	476.69	476.47
101+75.00	476.78	476.78	476.93	476.81	476.78	476.52
102+00.00	476.87	476.87	477.02	476.90	476.87	476.56
102+25.00	476.91	476.91	477.06	476.94	476.91	476.63
102+50.00	476.94	476.94	477.09	476.97	476.94	476.70
102+75.00	477.01	477.01	477.16	477.04	477.01	476.83
103+00.00	477.08	477.08	477.23	477.11	477.08	476.96
103+25.00	477.14	477.11	477.26	477.13	477.11	477.08
103+50.00	477.20	477.20	477.35	477.23	477.13	477.13

NOTE:
 CONTRACTOR SHALL STAKE AND VERIFY ALL ELEVATIONS
 FOR HMA BASE COURSE 10" SHOWN IN THE PLANS.



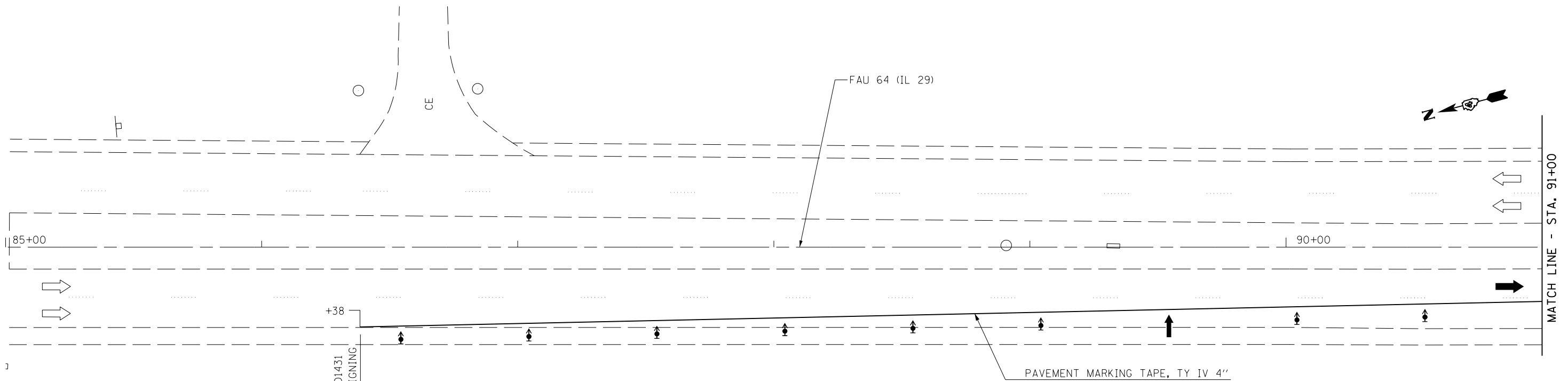
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	DRAWN -	REVISED -
PLOT SCALE = \$SCALE*	CHECKED -	REVISED -
PLOT DATE = \$DATE* \$TIME*	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT ELEVATION TABLE

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	22
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- LDS PANELS
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE IV BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR

SUGGESTED STAGE CONSTRUCTION SEQUENCE

PRESTAGE

1. CONSTRUCT MEDIAN BASE COURSE, 10" STA 96+50 TO 99+29.50 & STA 100+62.50 TO STA 103+50

STAGE I

1. ERECT TRAFFIC CONTROL FOR STAGE I.
2. REMOVE EXISTING BRIDGE AND PAVEMENT RT. CONSTRUCT PROPOSED BRIDGE.
3. CONSTRUCT PROPOSED GUARDRAIL & TERMINALS STA. 98+57.35 RT TO STA. 99+51.10 RT.

GENERAL NOTES

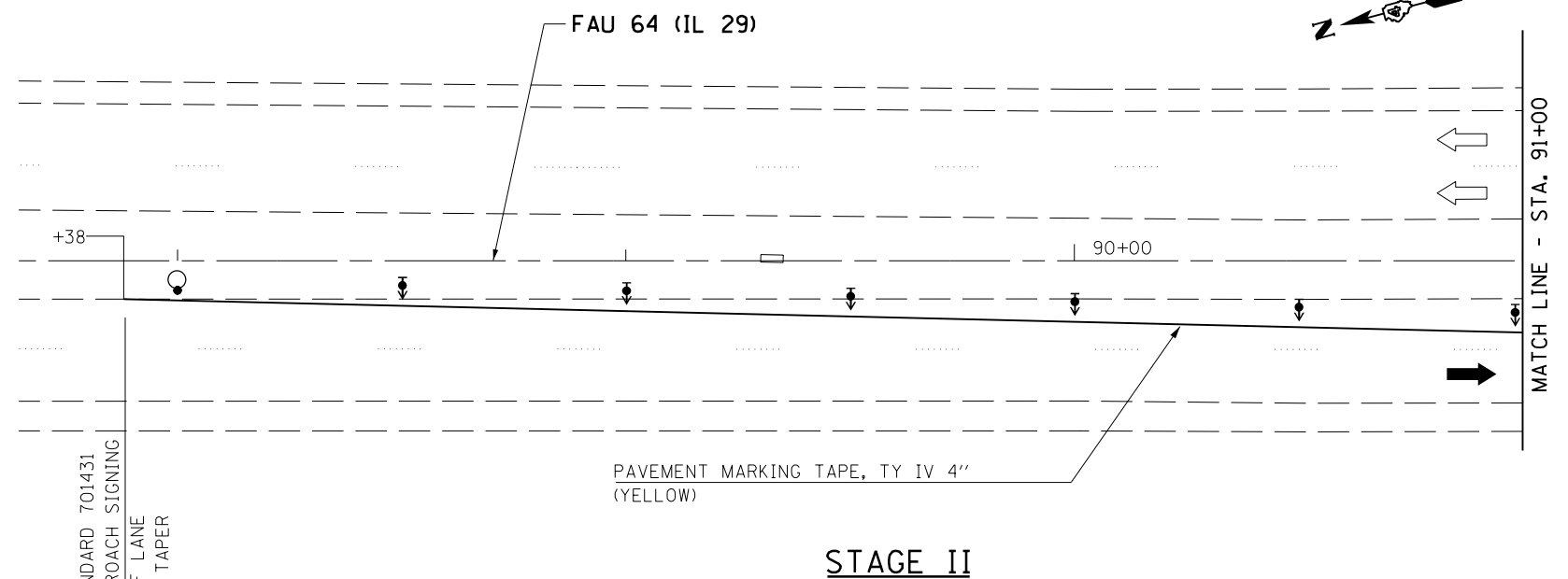
1. EXISTING PAVEMENT MARKING THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING ALL PHASES OF CONSTRUCTION.

STAGE II

1. ERECT TRAFFIC CONTROL FOR STAGE II.
2. REMOVE EXISTING BRIDGE AND PAVEMENT LT.
3. CONSTRUCT PROPOSED BRIDGE.
4. CONSTRUCT PROPOSED GUARDRAIL & TERMINALS STA 100+39.9 LT TO STA 101+46.2 LT.

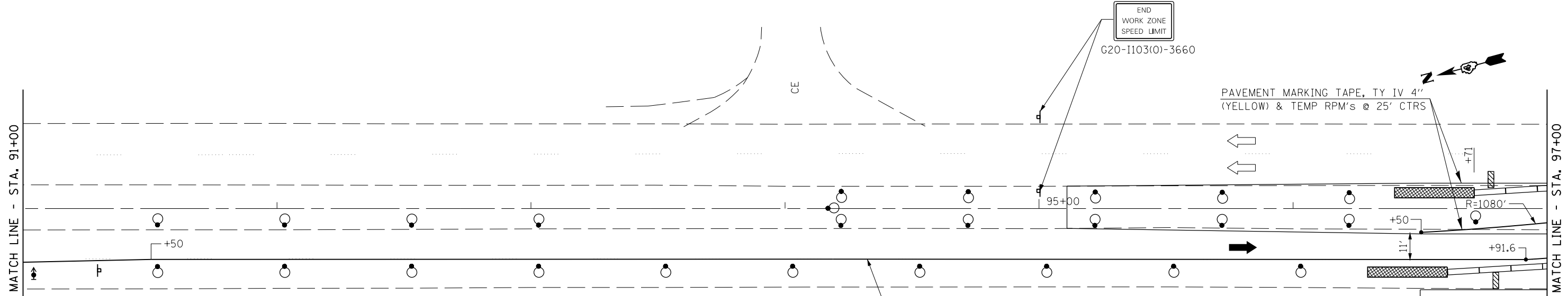
FINAL

1. REMOVE ALL STAGE TRAFFIC CONTROL AND RE-ESTABLISH NORMAL TRAFFIC PATTERNS.
2. COMPLETE HOT MIX ASPHALT SURFACE REMOVAL, AND SURFACE COURSE UNDER TRAFFIC WITH FLAGGERS.
3. FINAL STRIPING, SEEDING AND MISCELLANEOUS CLEANUP.








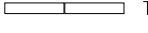



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PLOT DATE = \$DATE* \$TIME*	CHECKED -	REVISED -
	DATE -	REVISED -

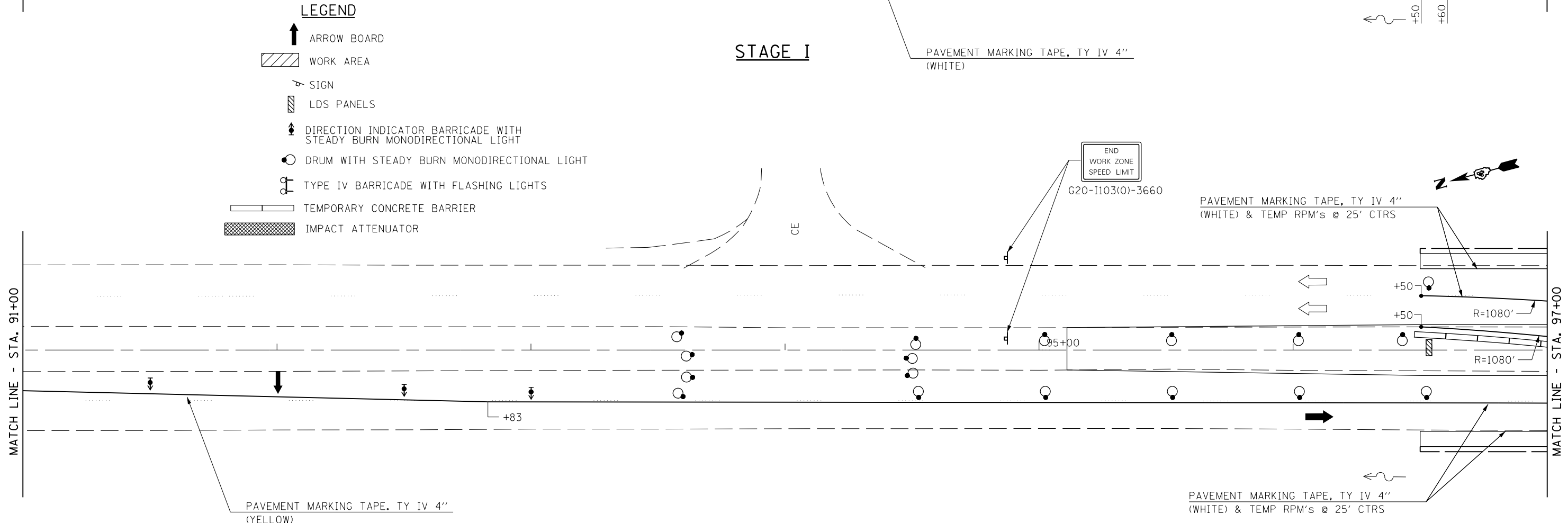
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64	(10B)BR	PEORIA	77	23
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



LEGEND

-  ARROW BOARD
-  WORK AREA
-  SIGN
-  LDS PANELS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE IV BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR

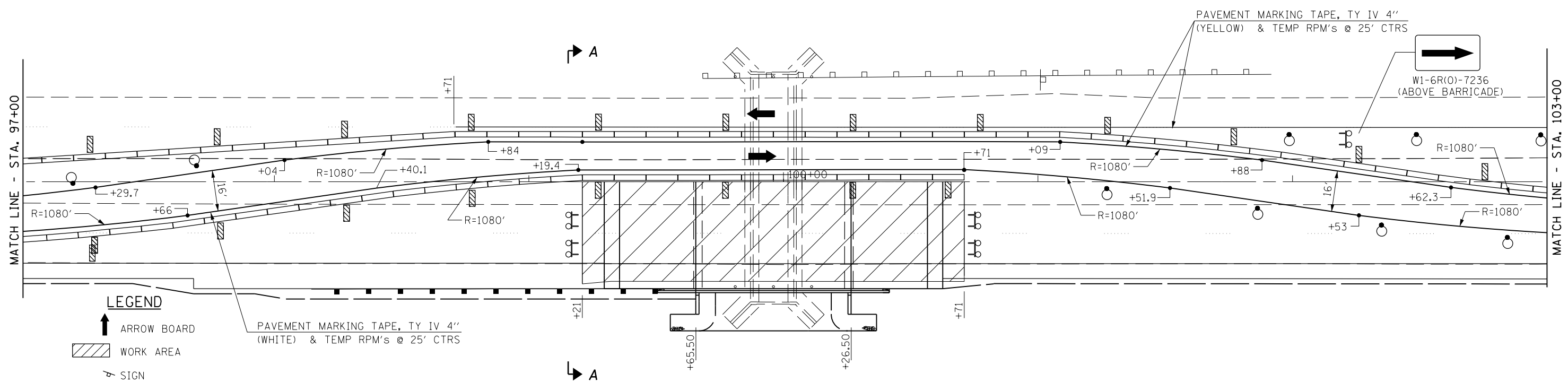
STAGE I



STAGE II

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DRAWN -	REVISOR -	REVISIONS -
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PLOT DATE = \$DATE* \$TIME*	DATE -	REVISIONS -

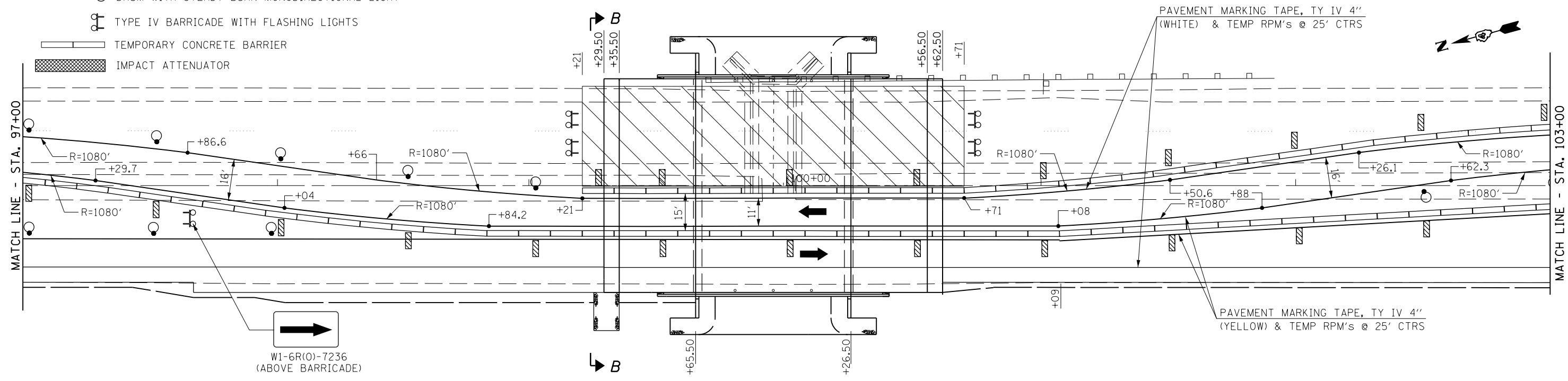
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	24
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- LDS PANELS
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE IV BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR

STAGE I



STAGE II



FUHRMANN
ENGINEERING INC.
2852 South 11th Street
Springfield, Illinois 62703

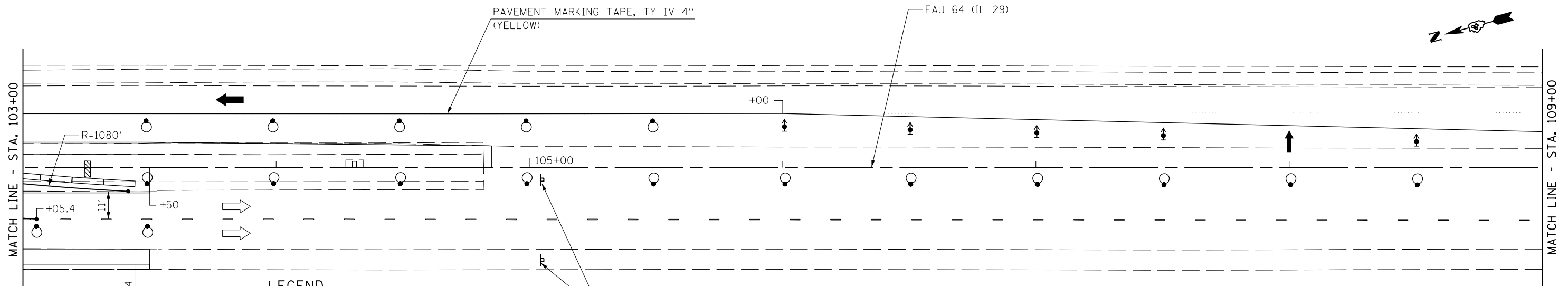
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PLOT DATE = \$DATE* \$TIME*	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN - STAGING

SCALE:	SHEET NO.	OF	SHEETS	STA. 97+00	TO STA. 103+00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	25
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

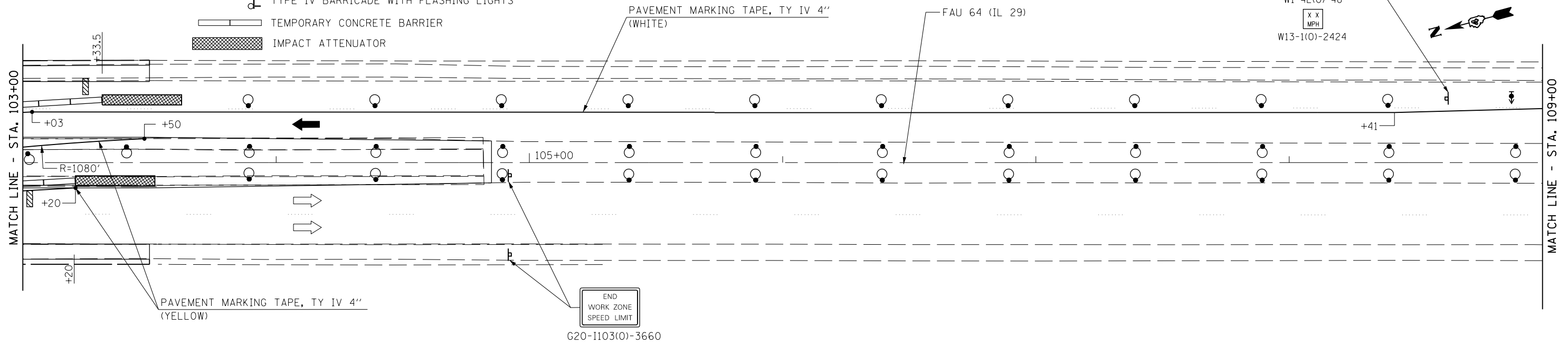


LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- LDS PANELS
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE IV BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR

END WORK ZONE SPEED LIMIT
G20-1103(O)-3660

STAGE I



END WORK ZONE SPEED LIMIT
G20-1103(O)-3660

STAGE II

FUHRMANN ENGINEERING INC.
2852 South 11th Street
Springfield, Illinois 62703

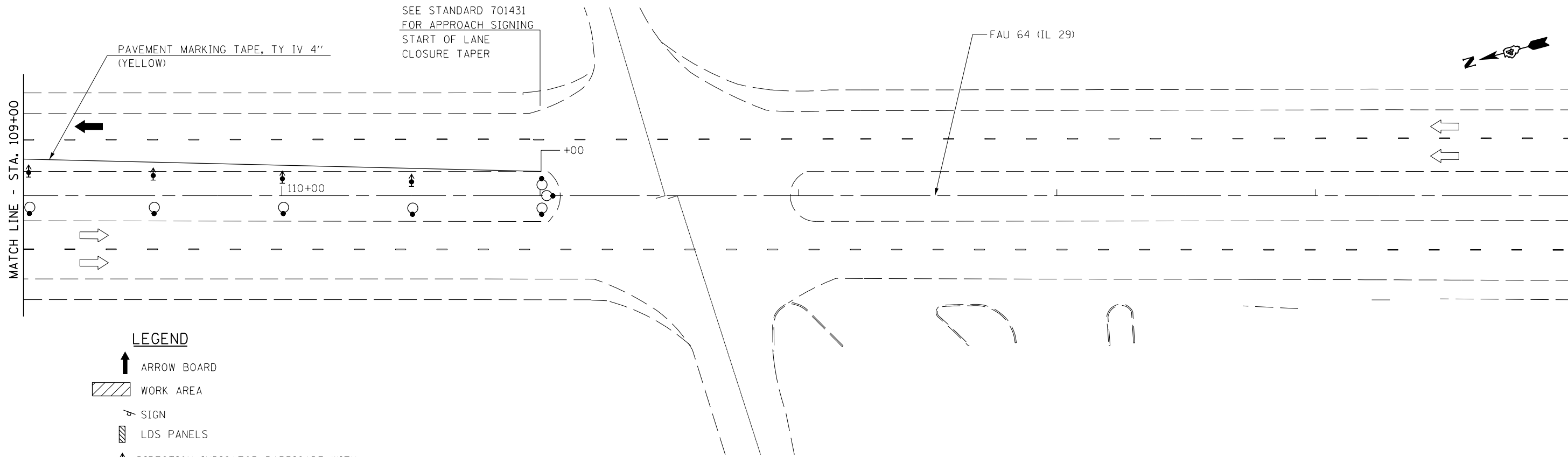
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

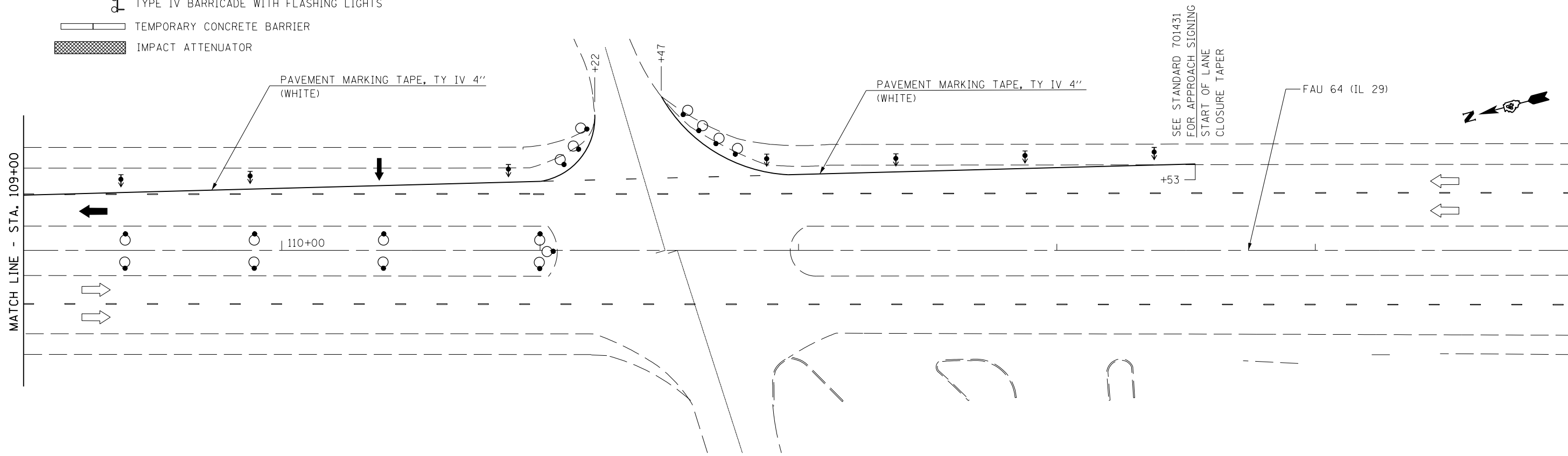
TRAFFIC CONTROL PLAN - STAGING

SCALE:	SHEET NO.	OF SHEETS	STA. 103+00	TO STA. 109+00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	26
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				








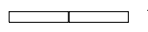
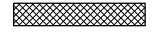


STAGE I



STAGE II

LEGEND

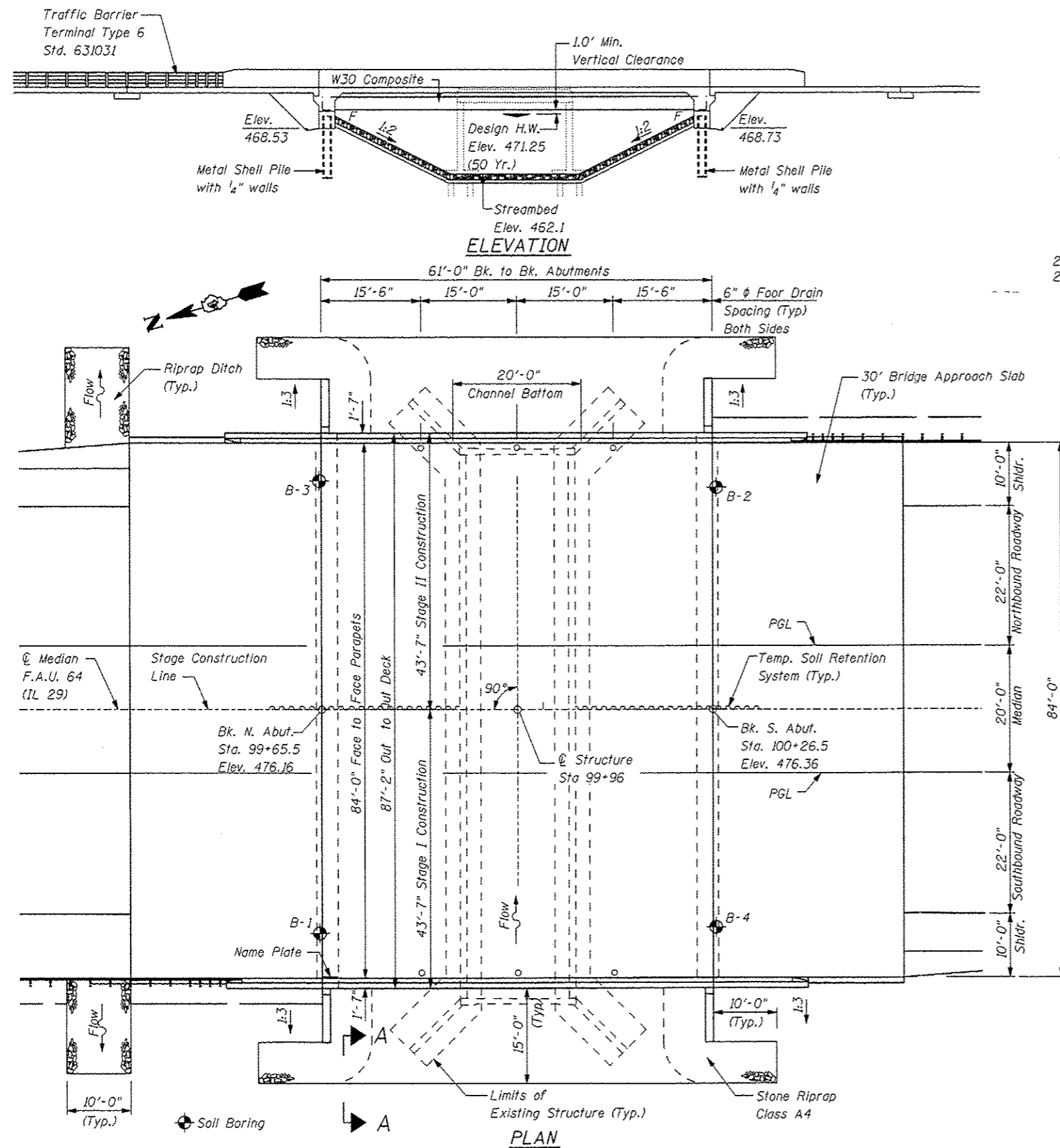
-  ARROW BOARD
-  WORK AREA
-  SIGN
-  LDS PANELS
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE IV BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR

USER NAME = *USER*	DESIGNED -	REVISED -
PLOT SCALE = *SCALE*	DRAWN -	REVISED -
PLOT DATE = *DATE* *TIME*	CHECKED -	REVISED -
	DATE -	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B)BR	PEORIA	77	27
CONTRACT NO. 68481				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

BENCHMARK: chiseled "□" on N.E. Wingwall of SN 072-0072 Elev=476.06

EXISTING STRUCTURE: S.N. 072-0072 to be removed. Built in 1953 as SBI 29, Section 10-B2, at Station 99+96. Single span, Reinforced Concrete Slab. 18'-0" back to back of abutments, 87'-4" deck width, Reinforced Concrete Closed Abutments on Timber Piles. Bridge to be removed. No salvage. One lane of traffic to be maintained in each direction utilizing Crossovers and Stage Construction.



INDEX OF SHEETS

- 1 General Plan and Elevation
- 2 General Data
- 3 Stage Construction Details
- 4 Temporary Concrete Barrier for Stage Construction
- 5-6 Top of Slab Elevations
- 7 Top of North Approach Slab Elevations
- 8 Top of South Approach Slab Elevations
- 9 Superstructure
- 10 Superstructure Details
- 11 Integral Abutment Diaphragm Details
- 12-13 Bridge Approach Slab Details
- 14 Framing Plan
- 15 Bearing and Steel Details
- 16 North Abutment Details
- 17 South Abutment Details
- 18 Bar Splicer Assembly and Mechanical Splicer Details
- 19 Metal Shell Pile Details
- 20-23 Soil Boring Logs
- 24-27 Existing Structure

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi Reinforcement
 $f_y = 50,000$ psi (M270 Grade 50W)

LOADING HL-93

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

DESIGN SPECIFICATIONS

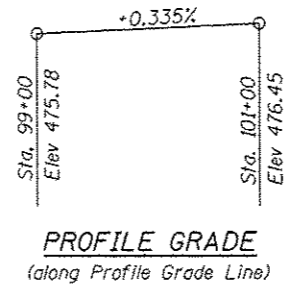
2007 AASHTO LFRD Bridge Design Specifications with 2008 and 2009 Interims

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.159 g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.266 g
 Soil Site Class = E

STATION 99+96.00
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A. RTE. 64 - SEC. (10B)BR
 LOADING HL-93
 STR. NO. 072-0226

NAME PLATE
 See Std. 515001



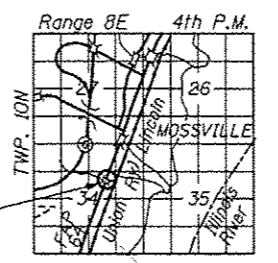
PROFILE GRADE
 (along Profile Grade Lines)

APPROVED
 For Structural Adequacy Only
Martin J. Silvester
 Engineer of Bridges & Structures

03-01-2013
 MARTIN J. SILVESTER
 STRUCTURAL ENGINEER
 LICENSE EXP. DATE 11-30-14



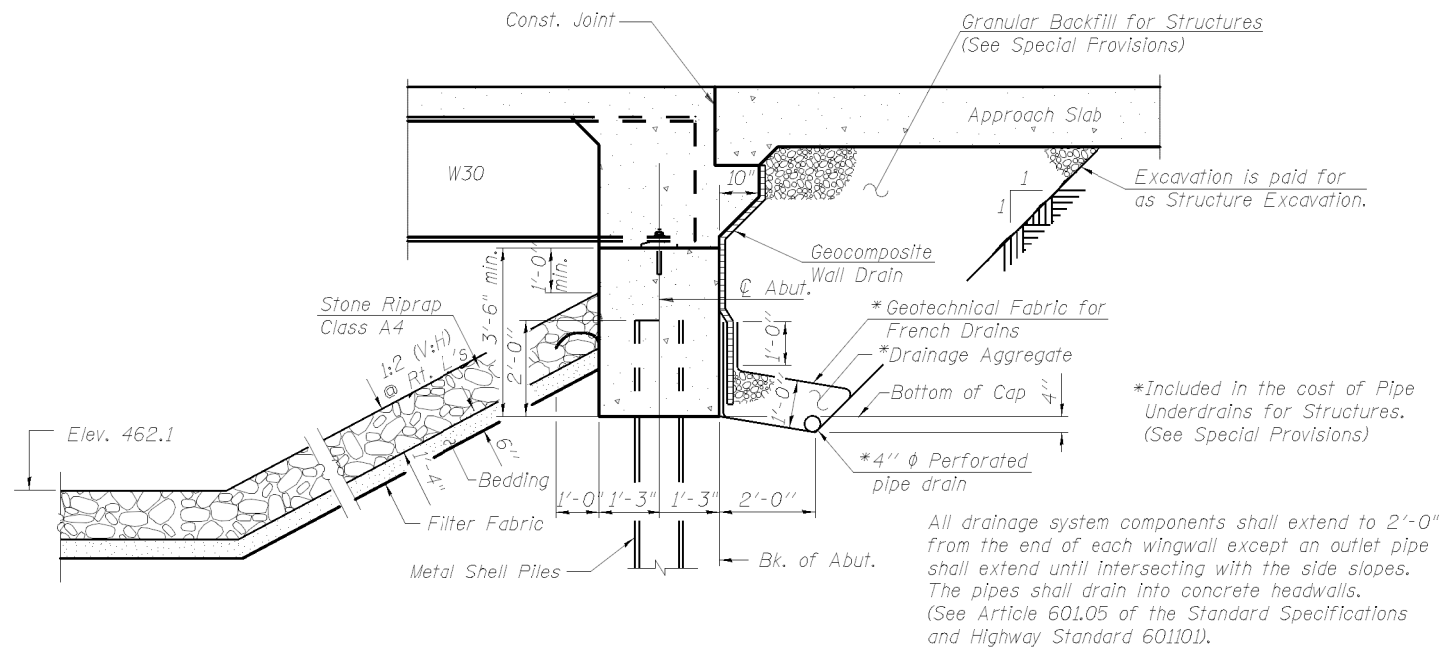
Note:
 See sheet 2 of 27 for Section A-A.



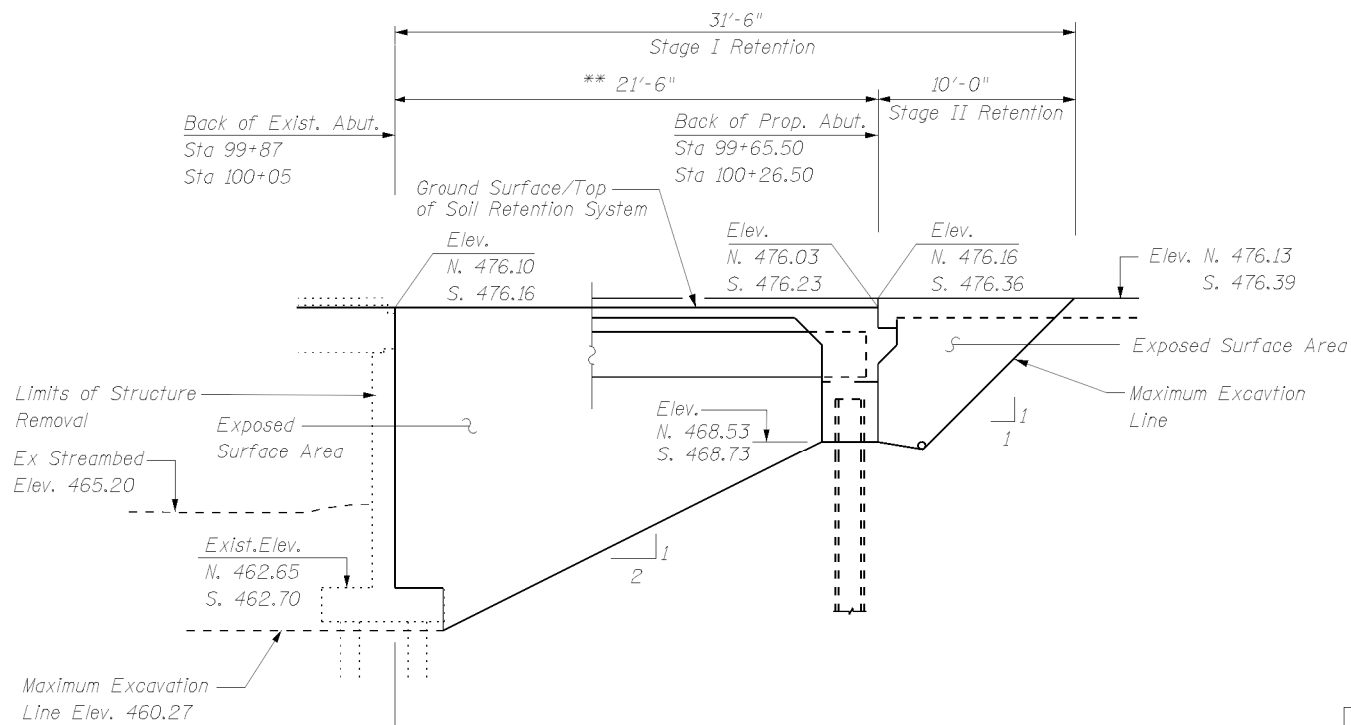
LOCATION SKETCH

GENERAL PLAN AND ELEVATION
ILLINOIS ROUTE 29 OVER BOYDS HOLLOW
F.A.U. RTE. 64 - SEC. (10B)BR
PEORIA COUNTY
STATION 99+96.00
STRUCTURE NO. 072-0226

FILE NAME ...0720226-68481-001-GPE.dgn	USER NAME .USER.	DESIGNED - AB	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION STRUCTURE NO. 072-0226	F.A.U. RTE. 64	SECTION (10B) BR	COUNTY PEORIA	TOTAL SHEETS 77	SHEET NO. 29
PLOT SCALE SCALE	DESIGNED - MJS	REVISD -	CONTRACT NO. 68481							
PLOT DATE 3/1/2013 12:03:52 PM	DRAWN - RMH	REVISD -	ILLINOIS FED. AID PROJECT							
CHECKED - LP	REVISD -									



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

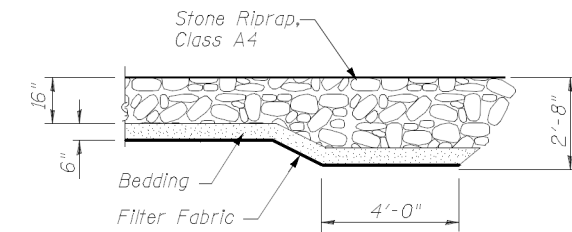


TEMPORARY SOIL RETENTION SYSTEM
(S. Abut. shown, N. Abut. similar)

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

All horizontal dimensions are given along centerline of roadway.

** This Portion of Temporary Soil Retention System shall be removed after completion of Stage I Construction.



SECTION A-A

GENERAL NOTES

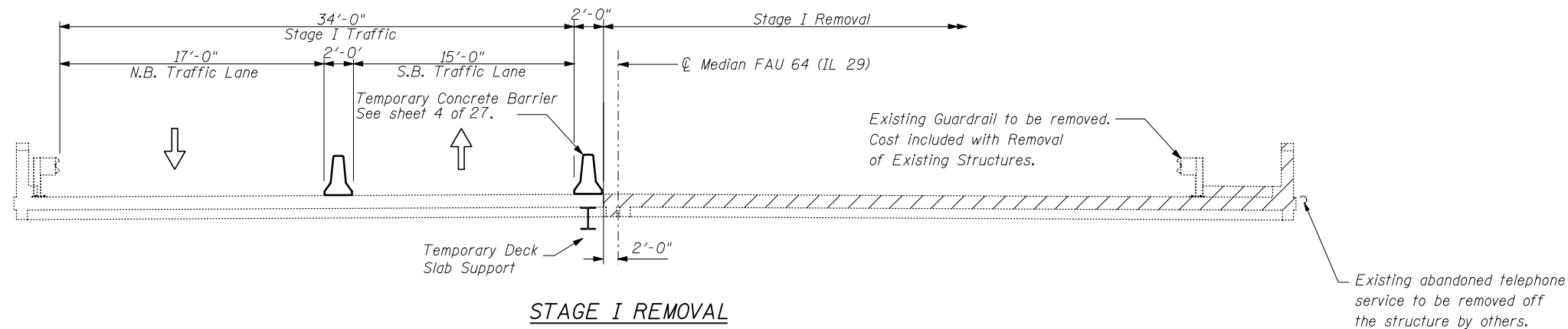
- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164, Type 3, in unpainted areas. Bolts 7/8" diameter, open holes 5/16" diameter, unless otherwise noted.
- Calculated weight of Structural Steel = 103650 lbs.
- All Structural steel shall be AASHTO M270, GRADE 50W.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- Structural steel shall only be painted, for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
- Slipforming of the parapet is not allowed.

TOTAL BILL OF MATERIAL

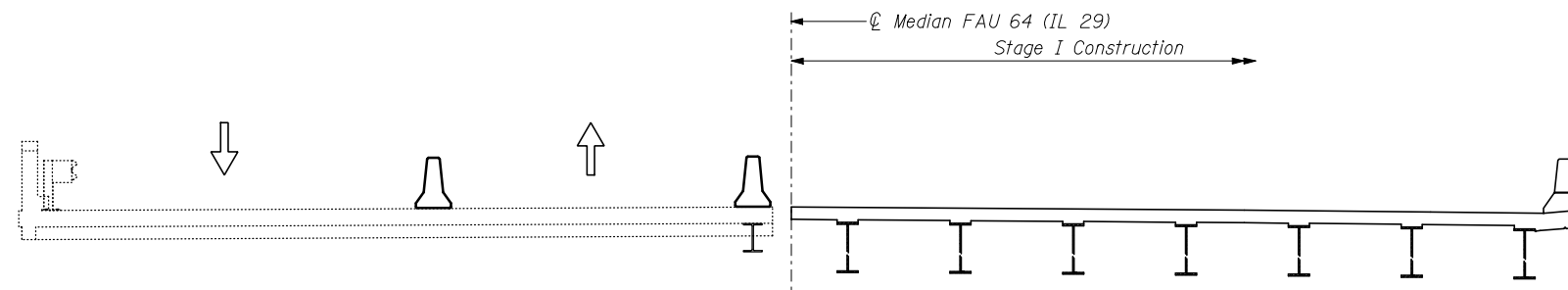
ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		216	216
Stone Riprap, Class A4	Sq. Yd.		829	829
Filter Fabric	Sq. Yd.		829	829
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		344	344
Floor Drains	Each	6		6
Concrete Structures	Cu. Yd.		123.6	123.6
Concrete Superstructure	Cu. Yd.	277.6		277.6
Bridge Deck (Shrinkage Compensating Concrete)	Cu. Yd.	191.7		191.7
* Bridge Deck Grooving	Sq. Yd.	1106		1106
* Protective Coat	Sq. Yd.	1214		1214
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3612		3612
Reinforcement Bars, Epoxy Coated	Pound	96070	19040	115110
Bar Splicers	Each	425	204	629
Furnishing Metal Shell Piles, 14" x 0.250"	Foot		1196	1196
Driving Piles	Foot		1196	1196
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		26	26
Temporary Soil Retention System	Sq. Ft.		588	588
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		56	56
Geocomposite Wall Drain	Sq. Yd.		160	160
Pipe underdrains for Structures 4 inch	Foot		263	263
Temporary Support System	L. Sum		1	1

* Includes Bridge Approach Slabs.

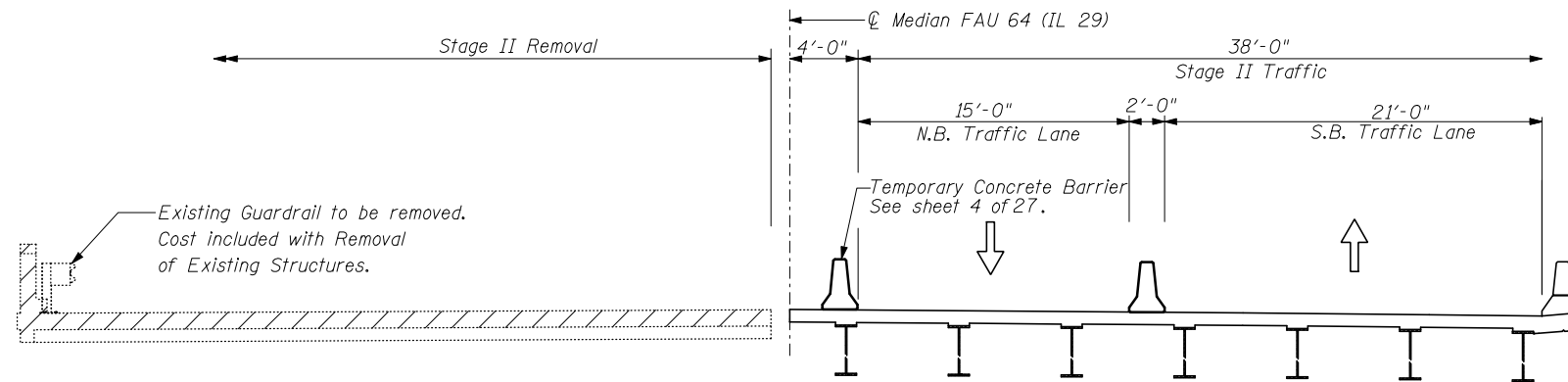
Item	Unit	Qty
Temporary Soil Retention System	Sq. Ft.	588



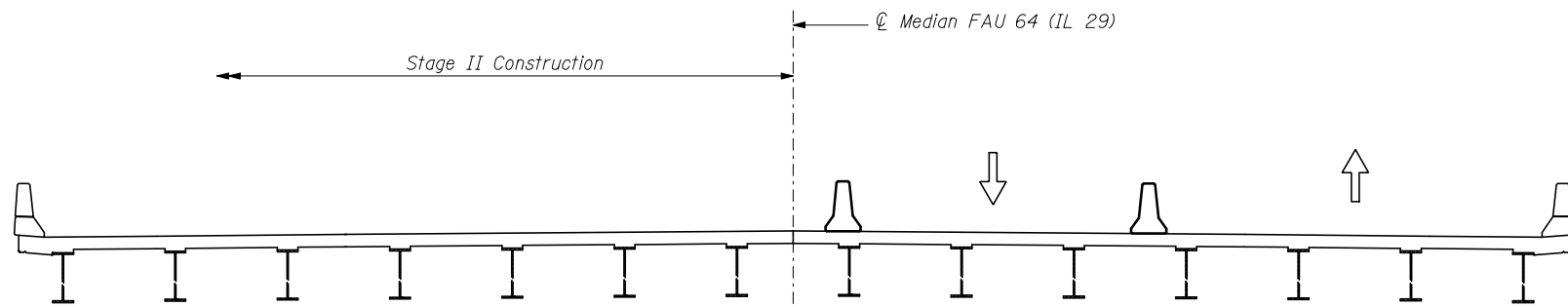
STAGE I REMOVAL



STAGE I CONSTRUCTION

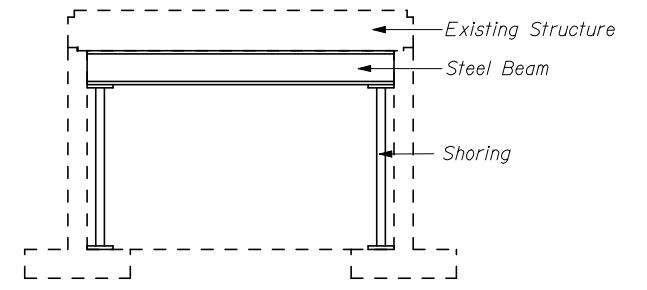


STAGE II REMOVAL



STAGE II CONSTRUCTION

Note:
All staging cross sections are looking South.
For quantity of Temporary Concrete Barrier, see roadway drawings.
Hatched area indicates removal of Existing Structure.
The Contractor shall provide temporary support to the existing deck slab before starting Stage I Removal. See Detail.
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing Superstructure. The Contractor shall saw cut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.



TEMPORARY SUPPORT SYSTEM DETAIL

(See Special Provisions)

FILE NAME = ...\\0720226-68481-003-StgConDtl.s.dgn	USER NAME = .USER.	DESIGNED - AB	REVISED -
		CHECKED - MJS	REVISED -
		DRAWN - RMH	REVISED -
		CHECKED - LP	REVISED -
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PLOT DATE = 12/17/2012 9:55:58 AM			

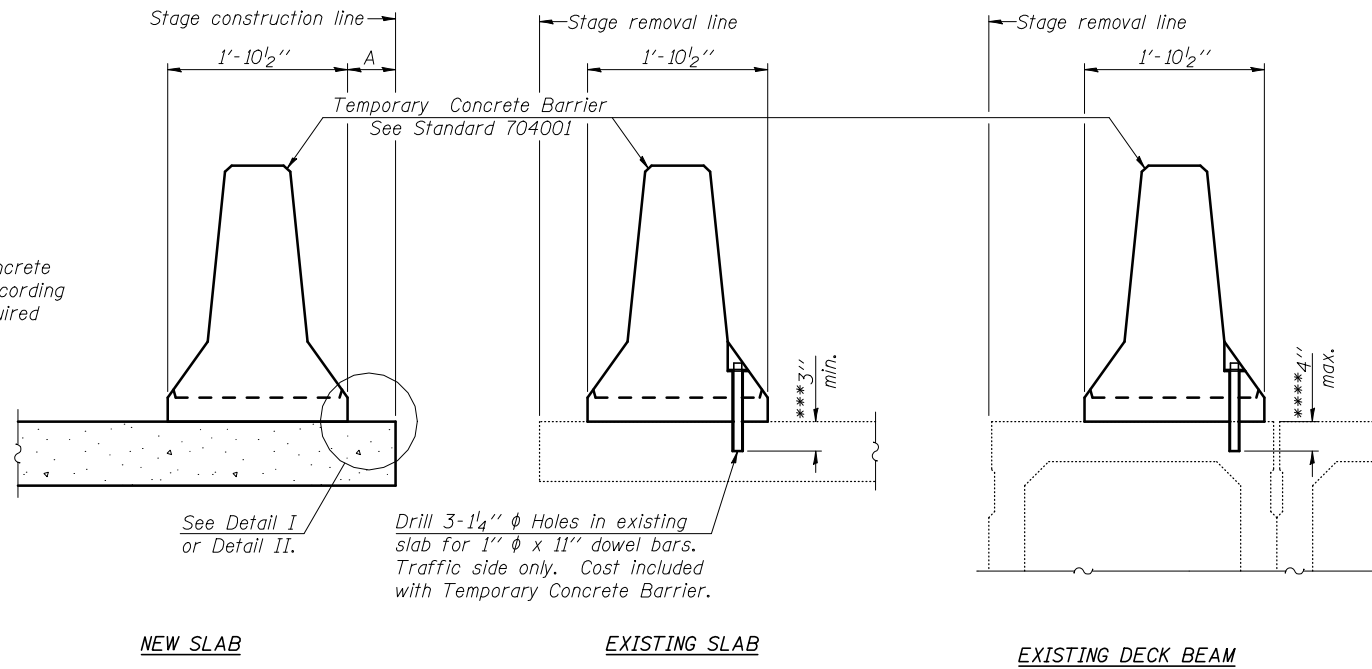
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 072-0226**

SHEET NO. 3 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B) BR	PEORIA	77	31
			CONTRACT NO. 68481	
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

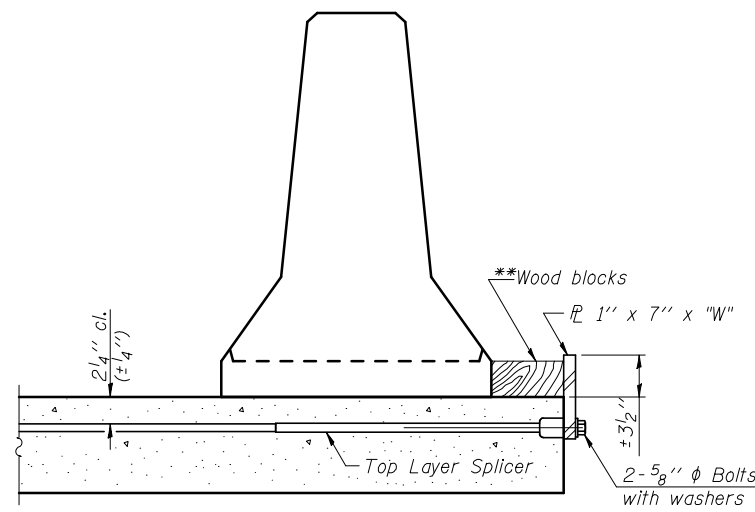
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

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

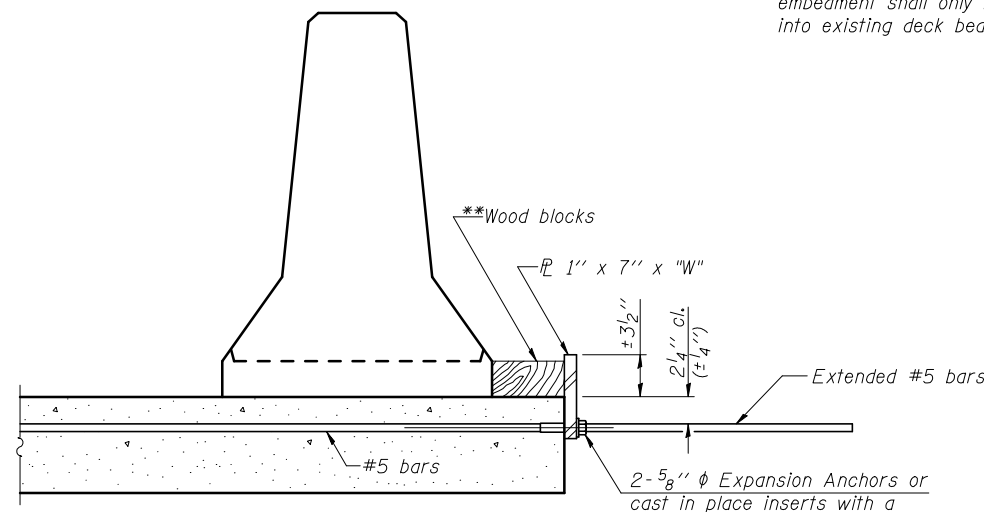
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

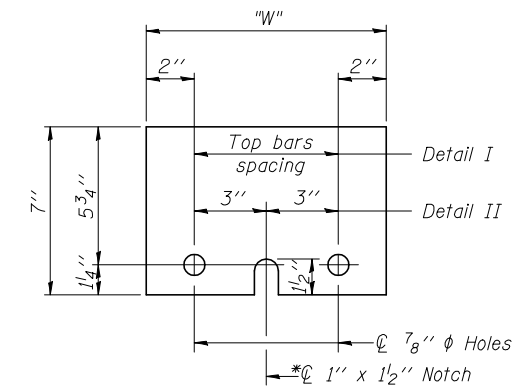
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



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

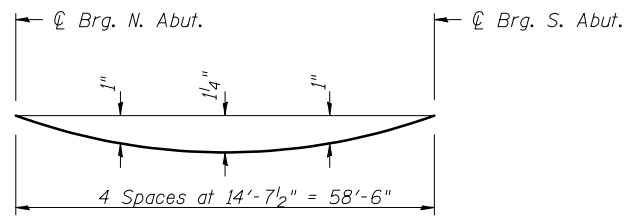
* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27 7-1-10

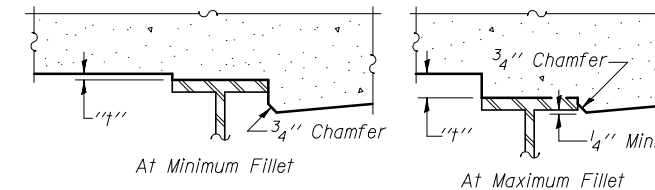
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...\\0720226-68481-004-TempConcBar.dgn		CHECKED -	REVISED -			64	(10B) BR	PEORIA	77	32
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PLOT DATE = 12/17/2012 10:30:36 AM		CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT				



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

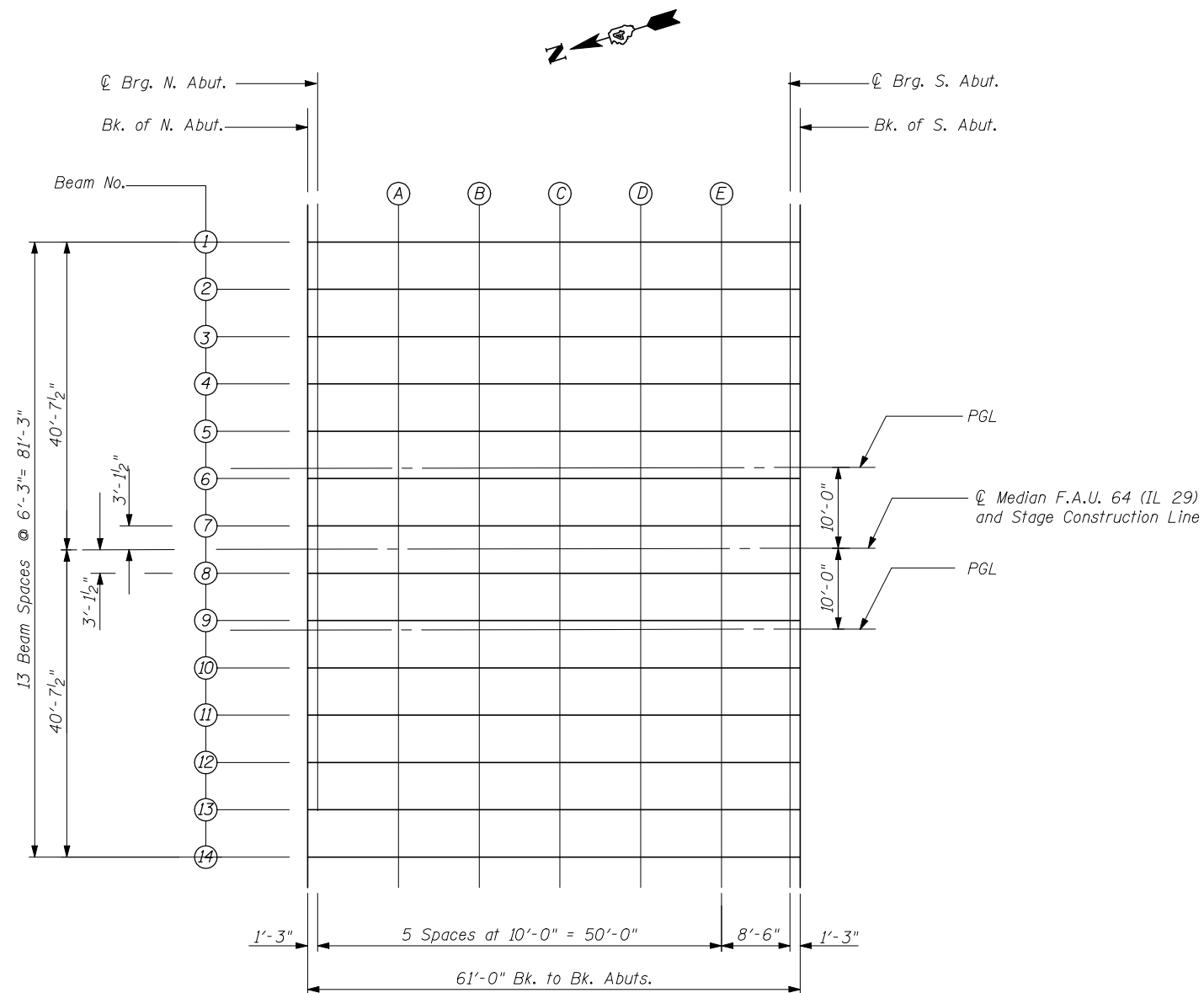
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown. On Sheet 6 of 27



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

FILLET HEIGHTS

Note: Expected Fillet Height "t" varies from 1/2" to 1 3/4"



PLAN

FILE NAME =	USER NAME = .USER.	DESIGNED - AB	REVISED -
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THE UPCHURCH GROUP, INC.	PLOT SCALE = *SCALE*	DRAWN - LP	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0226**

SHEET NO. 5 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B) BR	PEORIA	77	33
			CONTRACT NO. 68481	
ILLINOIS FED. AID PROJECT				

STAGE CONSTRUCTION LINE AND C MEDIAN F.A.U. 64 (IL-29)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	99+65.50	0.00	476.16	476.16
C Brg. N. Abut.	99+66.75	0.00	476.16	476.16
A	99+76.75	0.00	476.19	476.25
B	99+86.75	0.00	476.23	476.33
C	99+96.75	0.00	476.26	476.37
D	100+06.75	0.00	476.29	476.38
E	100+16.75	0.00	476.33	476.38
C Brg. S. Abut.	100+25.25	0.00	476.36	476.36
Bk. S. Abut.	100+26.50	0.00	476.36	476.36

BEAM 1 AND 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	99+65.50	40.625	475.43	475.43
C Brg. N. Abut.	99+66.75	40.625	475.43	475.43
A	99+76.75	40.625	475.46	475.52
B	99+86.75	40.625	475.50	475.60
C	99+96.75	40.625	475.53	475.64
D	100+06.75	40.625	475.56	475.65
E	100+16.75	40.625	475.60	475.65
C Brg. S. Abut.	100+25.25	40.625	475.63	475.63
Bk. S. Abut.	100+26.50	40.625	475.63	475.63

BEAM 2 AND 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	99+65.50	34.375	475.56	475.56
C Brg. N. Abut.	99+66.75	34.375	475.56	475.56
A	99+76.75	34.375	475.59	475.65
B	99+86.75	34.375	475.63	475.73
C	99+96.75	34.375	475.66	475.77
D	100+06.75	34.375	475.69	475.78
E	100+16.75	34.375	475.73	475.78
C Brg. S. Abut.	100+25.25	34.375	475.76	475.76
Bk. S. Abut.	100+26.50	34.375	475.76	475.76

BEAM 3 AND 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	99+65.50	28.125	475.69	475.69
C Brg. N. Abut.	99+66.75	28.125	475.69	475.69
A	99+76.75	28.125	475.72	475.78
B	99+86.75	28.125	475.76	475.86
C	99+96.75	28.125	475.79	475.90
D	100+06.75	28.125	475.82	475.91
E	100+16.75	28.125	475.86	475.91
C Brg. S. Abut.	100+25.25	28.125	475.89	475.89
Bk. S. Abut.	100+26.50	28.125	475.89	475.89

BEAM 4 AND 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	99+65.50	21.875	475.82	475.82
C Brg. N. Abut.	99+66.75	21.875	475.82	475.82
A	99+76.75	21.875	475.85	475.91
B	99+86.75	21.875	475.89	475.99
C	99+96.75	21.875	475.92	476.03
D	100+06.75	21.875	475.95	476.04
E	100+16.75	21.875	475.99	476.04
C Brg. S. Abut.	100+25.25	21.875	476.02	476.02
Bk. S. Abut.	100+26.50	21.875	476.02	476.02

BEAM 5 AND 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	99+65.50	15.625	475.91	475.91
C Brg. N. Abut.	99+66.75	15.625	475.91	475.91
A	99+76.75	15.625	475.94	476.00
B	99+86.75	15.625	475.98	476.08
C	99+96.75	15.625	476.01	476.12
D	100+06.75	15.625	476.04	476.13
E	100+16.75	15.625	476.08	476.13
C Brg. S. Abut.	100+25.25	15.625	476.11	476.11
Bk. S. Abut.	100+26.50	15.625	476.11	476.11

BEAM 6 AND 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	99+65.50	9.375	476.01	476.01
C Brg. N. Abut.	99+66.75	9.375	476.01	476.01
A	99+76.75	9.375	476.04	476.10
B	99+86.75	9.375	476.08	476.18
C	99+96.75	9.375	476.11	476.22
D	100+06.75	9.375	476.14	476.23
E	100+16.75	9.375	476.18	476.23
C Brg. S. Abut.	100+25.25	9.375	476.21	476.21
Bk. S. Abut.	100+26.50	9.375	476.21	476.21

BEAM 7 AND 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	99+65.50	3.125	476.11	476.11
C Brg. N. Abut.	99+66.75	3.125	476.11	476.11
A	99+76.75	3.125	476.14	476.20
B	99+86.75	3.125	476.18	476.28
C	99+96.75	3.125	476.21	476.32
D	100+06.75	3.125	476.24	476.33
E	100+16.75	3.125	476.28	476.33
C Brg. S. Abut.	100+25.25	3.125	476.31	476.31
Bk. S. Abut.	100+26.50	3.125	476.31	476.31

PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	99+65.50	10.00	476.00	476.00
C Brg. N. Abut.	99+66.75	10.00	476.00	476.00
A	99+76.75	10.00	476.03	476.09
B	99+86.75	10.00	476.07	476.17
C	99+96.75	10.00	476.10	476.21
D	100+06.75	10.00	476.13	476.22
E	100+16.75	10.00	476.17	476.22
C Brg. S. Abut.	100+25.25	10.00	476.20	476.20
Bk. S. Abut.	100+26.50	10.00	476.20	476.20

**STAGE CONSTRUCTION LINE
AND \odot MEDIAN F.A.U. 64 (IL 29)**

Location	Station	Offset	Theoretical Grade Elevations
Begin of N Appr. Pav't	99+35.50	0.00	476.06
A	99+45.50	0.00	476.09
B	99+55.50	0.00	476.13
End of N Appr. Pav't	99+65.50	0.00	476.16

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Begin of N Appr. Pav't	99+35.50	42.00	475.29
A	99+45.50	42.00	475.32
B	99+55.50	42.00	475.36
End of N Appr. Pav't	99+65.50	42.00	475.39

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Begin of N Appr. Pav't	99+35.50	32.00	475.50
A	99+45.50	32.00	475.53
B	99+55.50	32.00	475.57
End of N Appr. Pav't	99+65.50	32.00	475.60

PGL

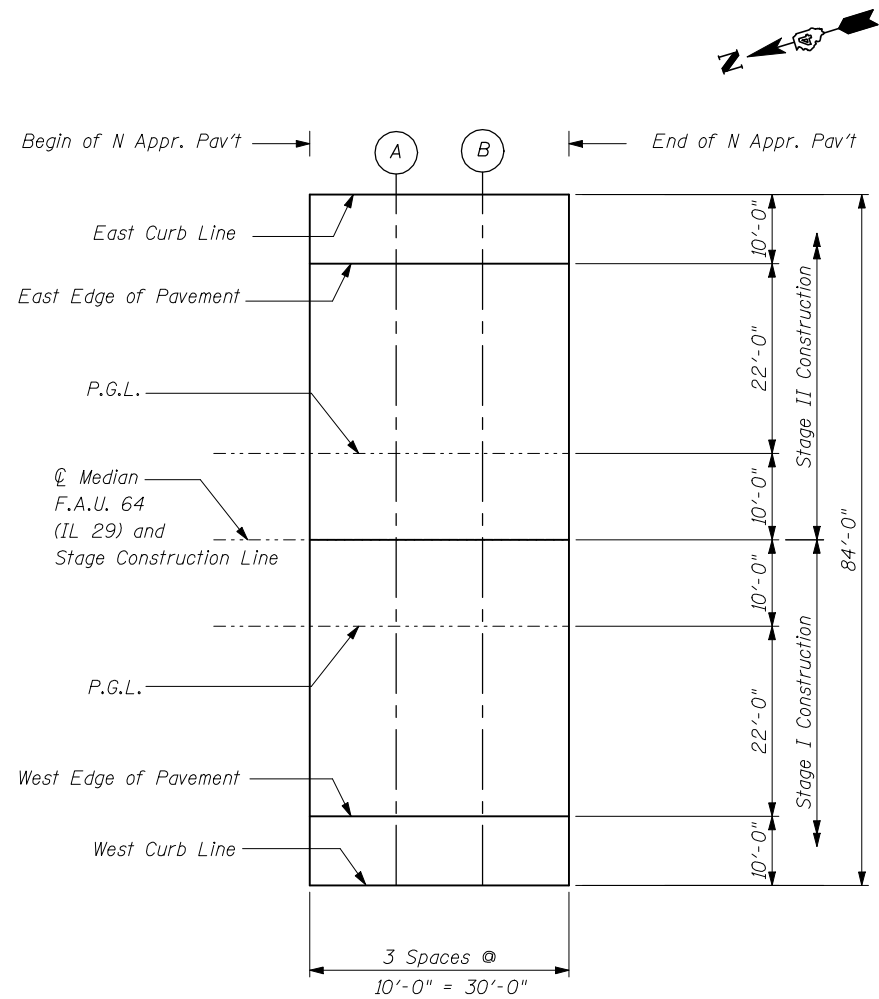
Location	Station	Offset	Theoretical Grade Elevations
Begin of N Appr. Pav't	99+35.50	10.00	475.90
A	99+45.50	10.00	475.93
B	99+55.50	10.00	475.97
End of N Appr. Pav't	99+65.50	10.00	476.00

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Begin of N Appr. Pav't	99+35.50	32.00	475.50
A	99+45.50	32.00	475.53
B	99+55.50	32.00	475.57
End of N Appr. Pav't	99+65.50	32.00	475.60

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Begin of N Appr. Pav't	99+35.50	42.00	475.29
A	99+45.50	42.00	475.32
B	99+55.50	42.00	475.36
End of N Appr. Pav't	99+65.50	42.00	475.39



PLAN

STAGE CONSTRUCTION LINE
AND C MEDIAN F.A.U. 64 (IL 29)

Location	Station	Offset	Theoretical Grade Elevations
Begin of S. Appr. Pav't	100+26.50	0.00	476.36
A	100+36.50	0.00	476.39
B	100+46.50	0.00	476.43
End of S. Appr. Pav't	100+56.50	0.00	476.46

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Begin of S. Appr. Pav't	100+26.50	42.00	475.59
A	100+36.50	42.00	475.62
B	100+46.50	42.00	475.66
End of S. Appr. Pav't	100+56.50	42.00	475.69

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Begin of S. Appr. Pav't	100+26.50	32.00	475.80
A	100+36.50	32.00	475.83
B	100+46.50	32.00	475.87
End of S. Appr. Pav't	100+56.50	32.00	475.90

PGL

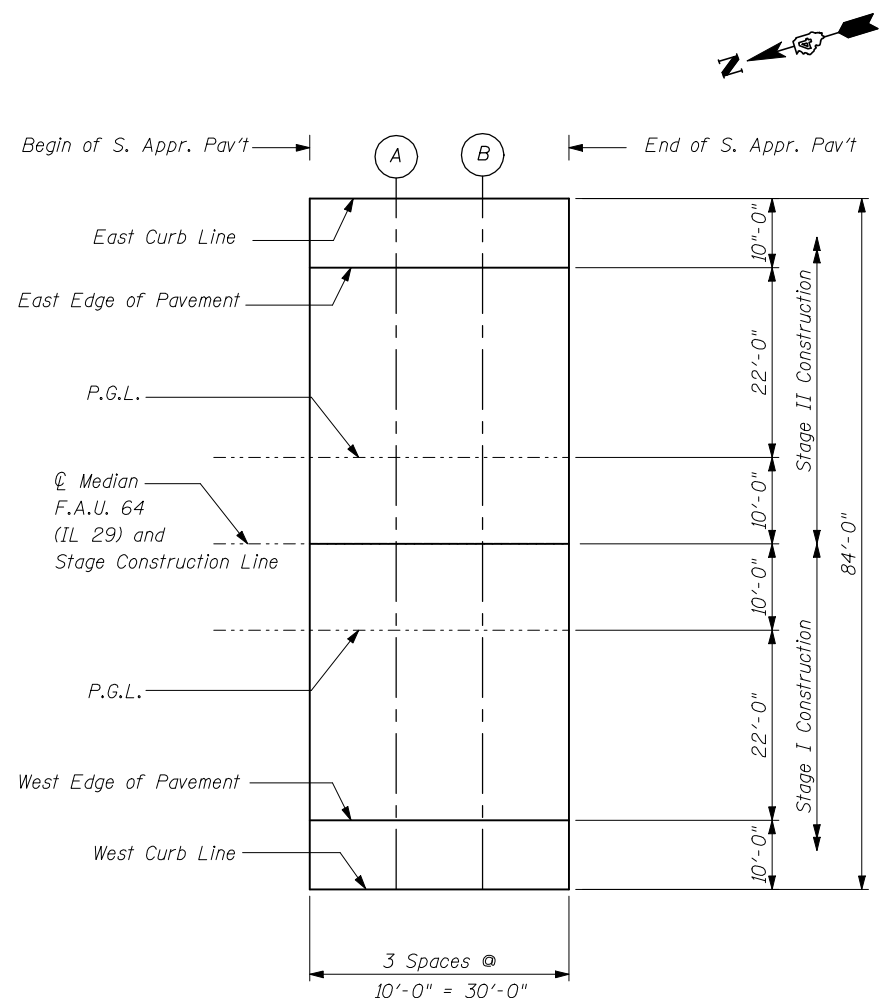
Location	Station	Offset	Theoretical Grade Elevations
Begin of S. Appr. Pav't	100+26.50	10.00	476.20
A	100+36.50	10.00	476.23
B	100+46.50	10.00	476.27
End of S. Appr. Pav't	100+56.50	10.00	476.30

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Begin of S. Appr. Pav't	100+26.50	32.00	475.80
A	100+36.50	32.00	475.83
B	100+46.50	32.00	475.87
End of S. Appr. Pav't	100+56.50	32.00	475.90

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Begin of S. Appr. Pav't	100+26.50	42.00	475.59
A	100+36.50	42.00	475.62
B	100+46.50	42.00	475.66
End of S. Appr. Pav't	100+56.50	42.00	475.69



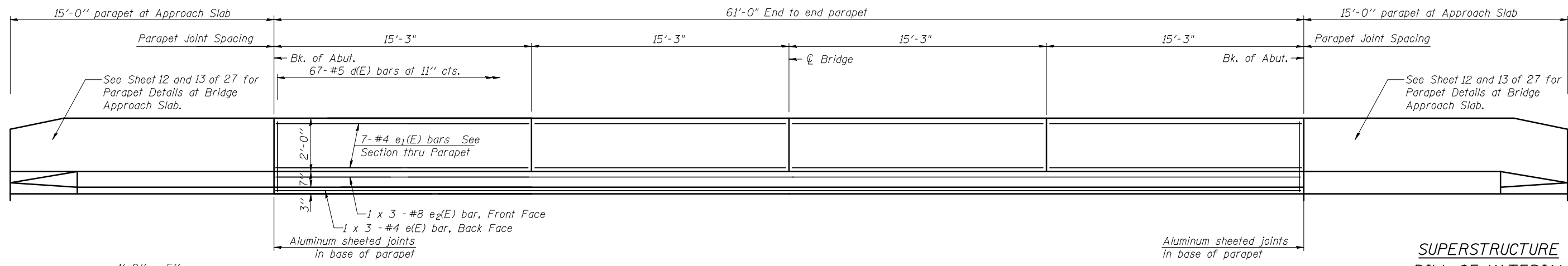
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

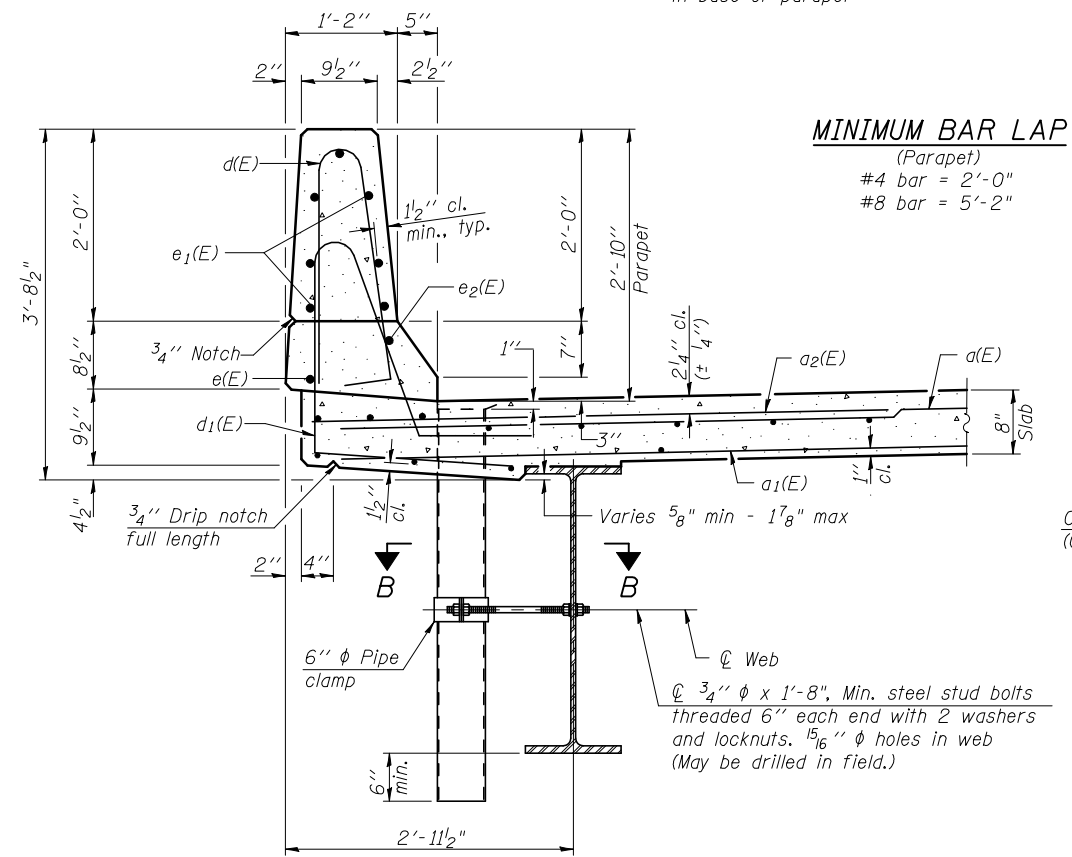
**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 072-0226**

SHEET NO. 8 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B) BR	PEORIA	77	36
			CONTRACT NO. 68481	
ILLINOIS FED. AID PROJECT				

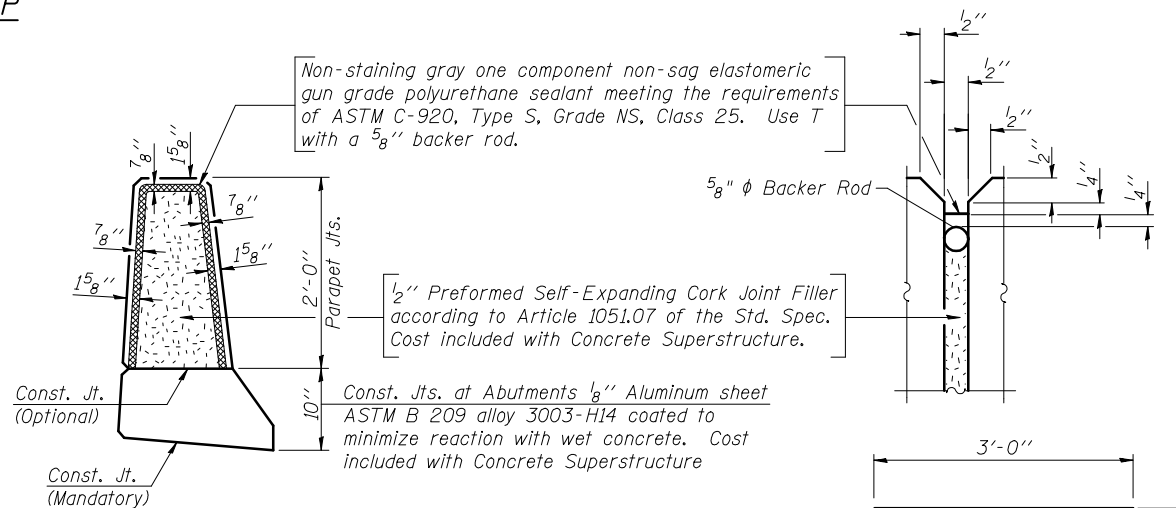


INSIDE ELEVATION OF PARAPET



MINIMUM BAR LAP

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

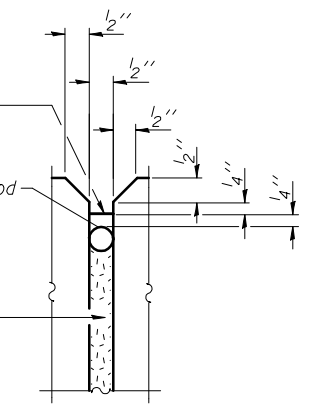


PARAPET JOINT DETAILS

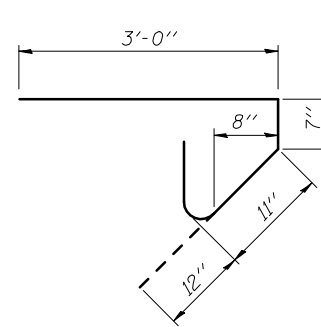
Notes:
 Floor Drains need not to be painted.

Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

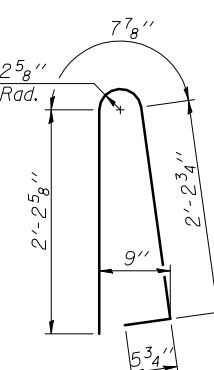
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.



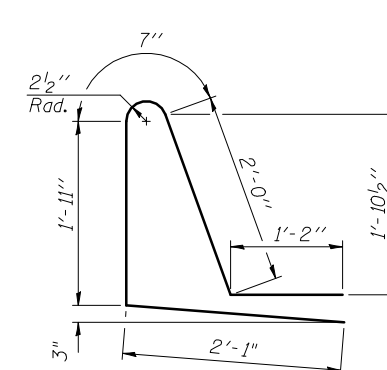
BAR s(E)



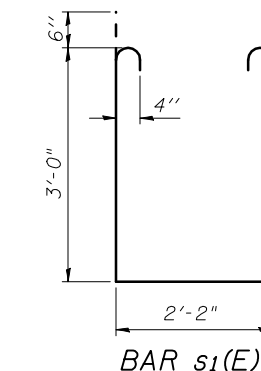
BAR d1(E)



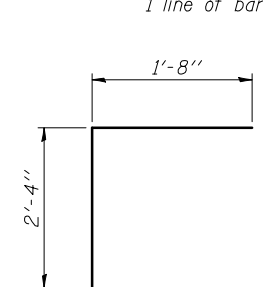
BAR d(E)



BAR d1(E)



BAR s1(E)

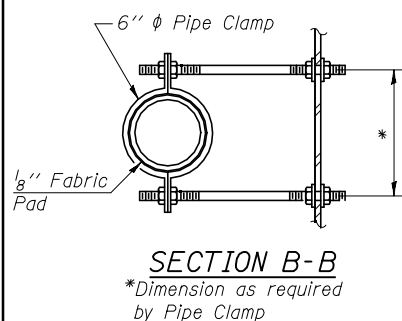


BAR v(E)

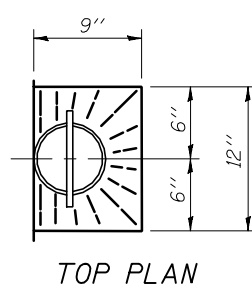
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	226	#5	43'-0"	—
a1(E)	148	#5	43'-0"	—
a2(E)	224	#6	6'-6"	—
b(E)	180	#5	31'-8"	—
b1(E)	252	#5	21'-11"	—
d(E)	134	#5	5'-7"	⌋
d1(E)	134	#5	7'-9"	⌋
e(E)	6	#4	21'-8"	—
e1(E)	56	#4	14'-11"	—
e2(E)	6	#8	23'-8"	—
m(E)	40	#6	23'-4"	—
m1(E)	56	#6	9'-0"	—
m2(E)	24	#6	6'-0"	—
m3(E)	4	#6	2'-8"	—
m4(E)	4	#6	2'-10"	—
s(E)	168	#5	5'-6"	⌋
s1(E)	168	#4	9'-2"	⌋
v(E)	176	#5	4'-0"	⌋
Reinforcement Bars, Epoxy Coated			Pound	38690
Concrete Superstructure			Cu. Yds.	13.6
Bridge Deck (Shrinkage Compensating Concrete)			Cu. Yds.	191.7

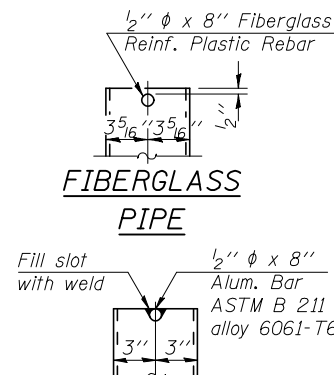
Bars indicated thus 1 x 3 -#8 etc. indicates 1 line of bars with 3 lengths per line.



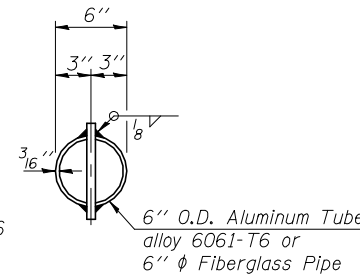
SECTION B-B
 *Dimension as required by Pipe Clamp



TOP PLAN

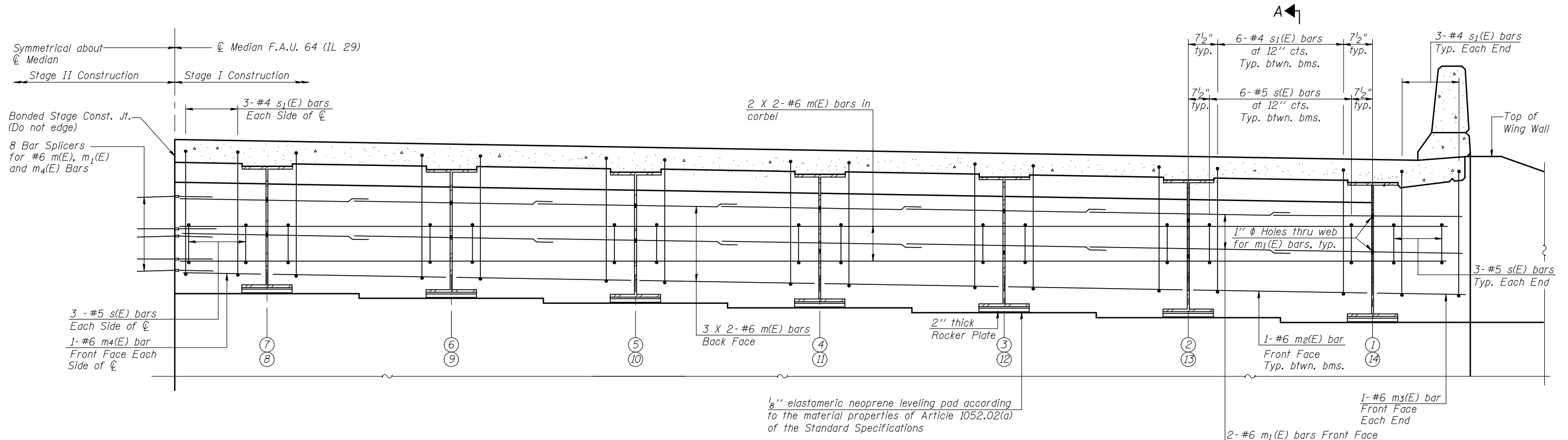


FIBERGLASS PIPE



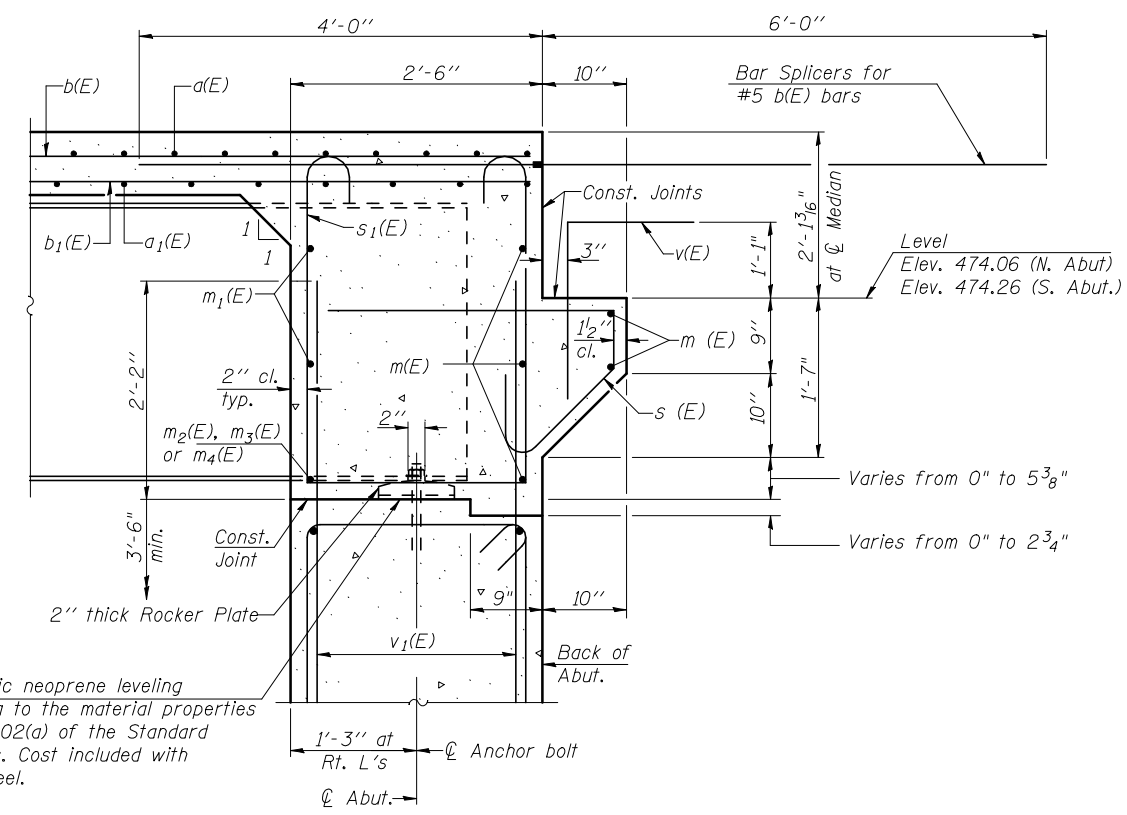
ALUMINUM TUBE

TOP PLAN (Showing Aluminum Tube)



PARTIAL END DIAPHRAGM AT SOUTH ABUTMENT

(Looking South)
(North Abutment Similar)



SECTION A-A

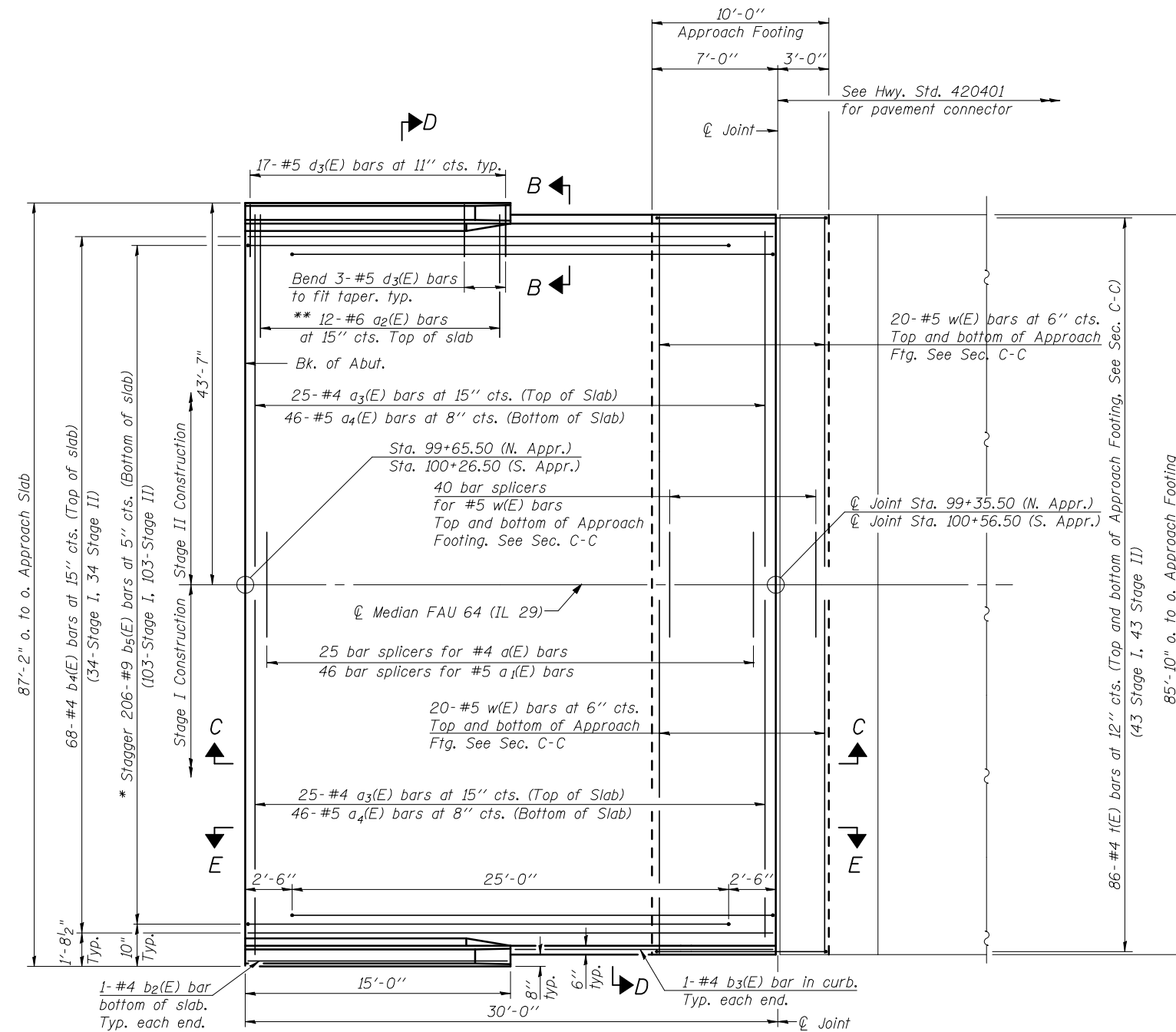
MIN. BAR LAP
#6 bar = 3'-4"

- Notes:
- Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 27.
 - Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 27.
 - For details of bars s(E) & s1(E) see sheet 10 of 27.
 - The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 - Pour Abutment Diaphragms monolithically with Slab.
 - For Bar Splicer Details see Sheet 18 of 27.

FILE NAME = ...\\0720226-68481-011-EndDiaphragm.dgn	USER NAME = _USER_	DESIGNED - AB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTEGRAL ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 072-0226	F.A.U. RTE. 64	SECTION (10B) BR	COUNTY PEORIA	TOTAL SHEETS 77	SHEET NO. 39	
THE UPCHURCH GROUP, INC.	PLOT SCALE = #SCALE#	DRAWN - RMH	REVISED -			SHEET NO. 11 OF 27 SHEETS		CONTRACT NO. 68481		ILLINOIS FED. AID PROJECT	
PLOT DATE = 12/17/2012 10:00:25 AM	CHECKED - LP	REVISIONS	REVISIONS								



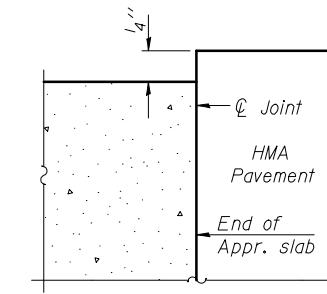
Notes:
See sheet 13 of 27 for Sections C-C & D-D and View E-E.
a(E), a₁(E), and w(E) bar spacings measured along \varnothing Rdwy.



PLAN

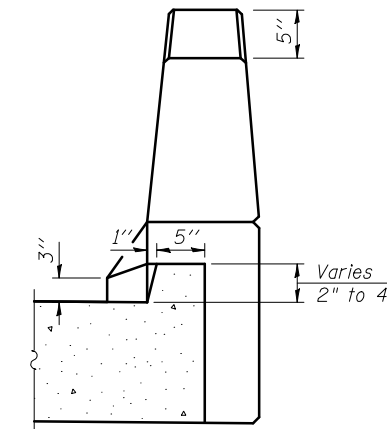
(S. Appr shown, N. Appr similar)

- * Tilt #9 b₁(E) bars as required to maintain clearance.
- ** Space between a(E) bars, typ. ea. parapet.



FLEXIBLE PAVEMENT

DETAIL A

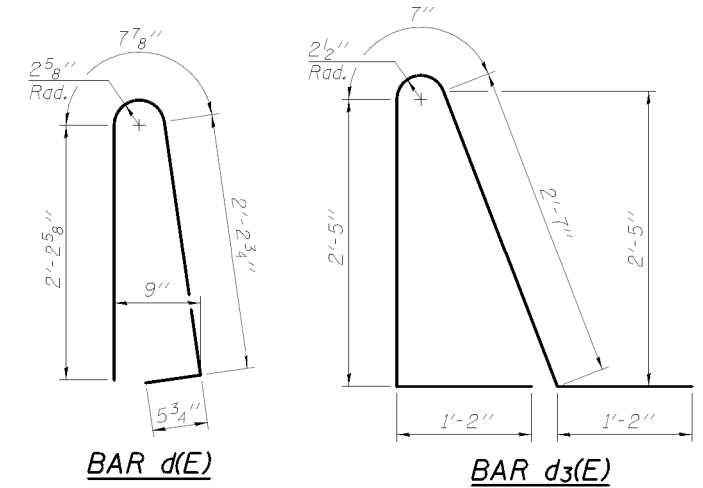
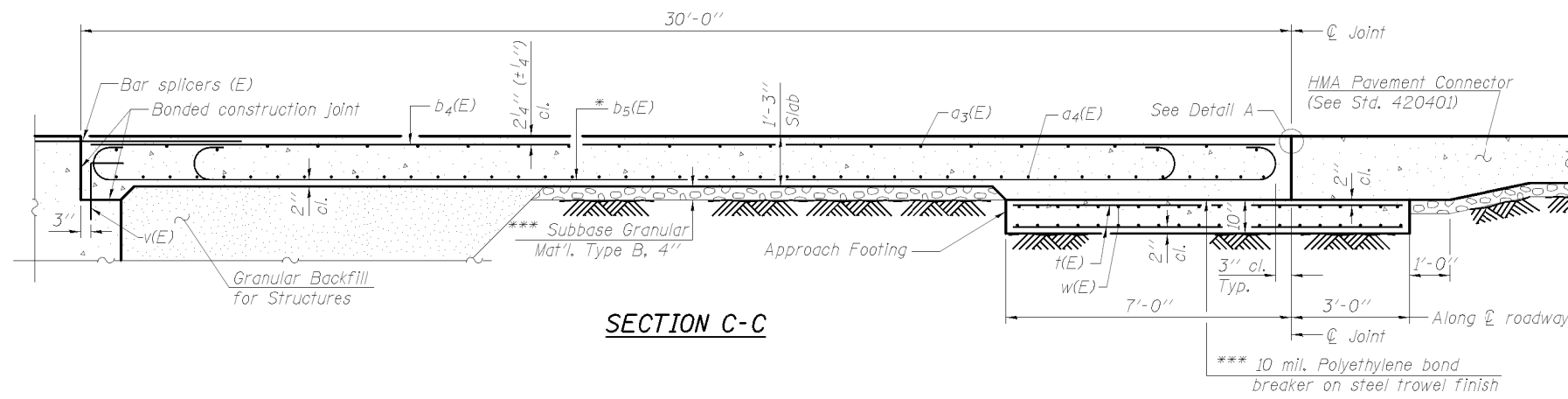


VIEW B-B

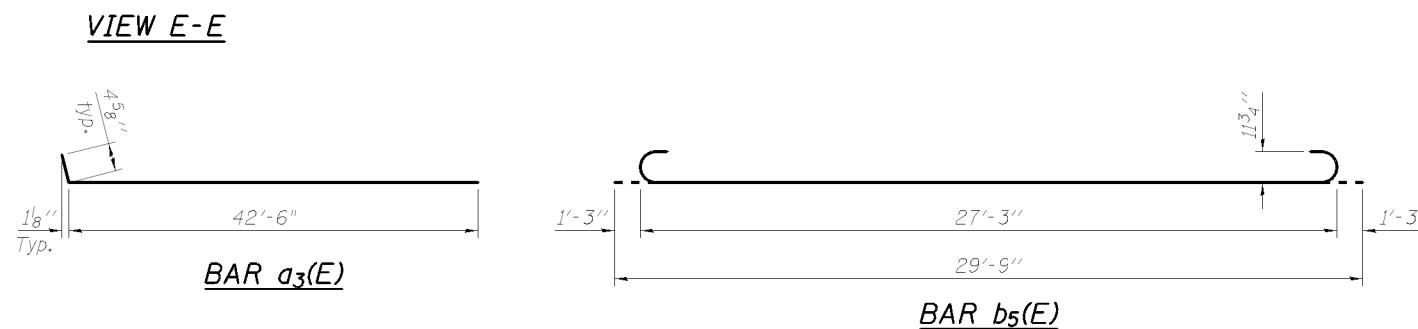
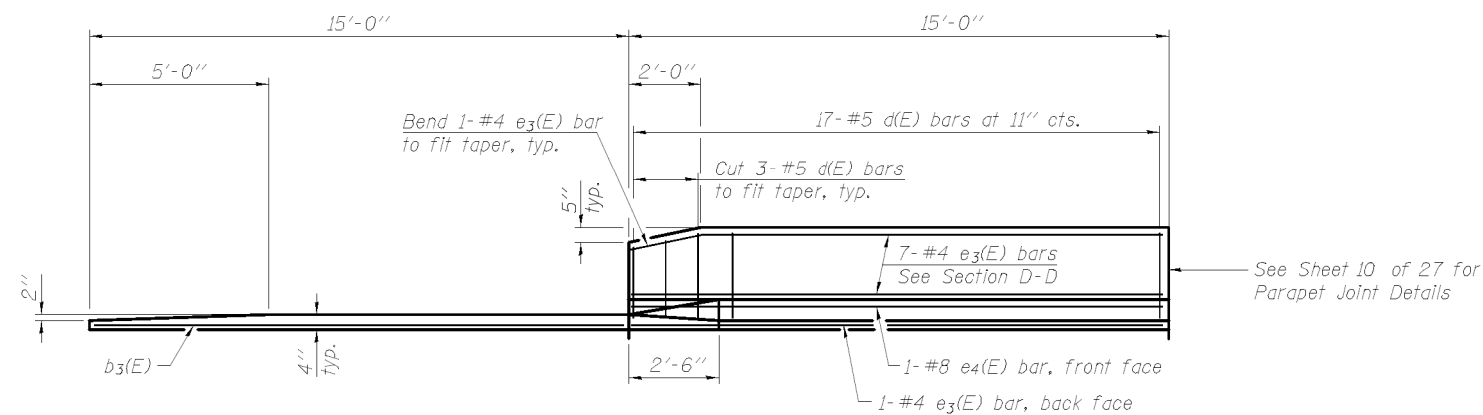
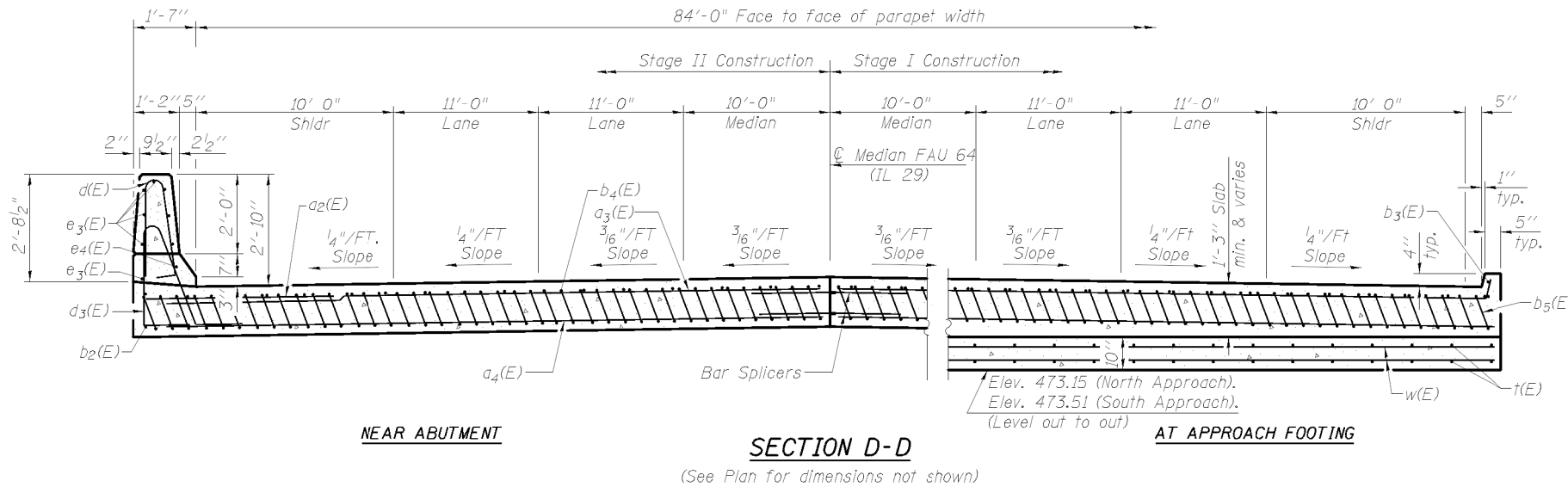
(Sheet 1 of 2)

FILE NAME = ...\\0720226-68481-012-ApprSlab01s.dgn	USER NAME = _USER_	DESIGNED - AB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 072-0226	F.A.U. RTE. = 64	SECTION = (10B) BR	COUNTY = PEORIA	TOTAL SHEETS = 77	SHEET NO. = 40
	PLOT SCALE = #SCALE#	DRAWN - RMH	REVISED -			CONTRACT NO. 68481				
THE UPCHURCH GROUP, INC.	PLOT DATE = 3/1/2013 11:27:01 AM	CHECKED - LP	REVISED -	SHEET NO. 12 OF 27 SHEETS			ILLINOIS FED. AID PROJECT			

Notes:
 See sheet 12 of 27 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 10 of 27.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 15 of 27.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 27.
 For additional parapet details, see sheet 10 of 27.



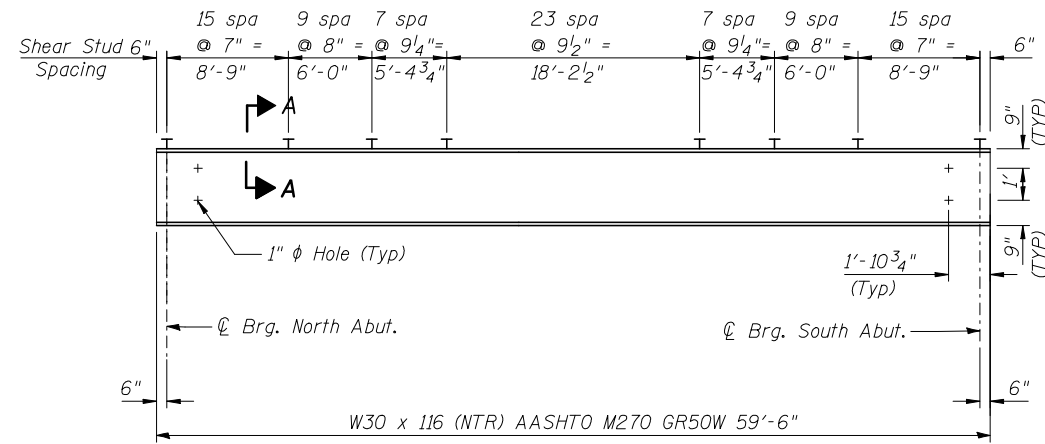
* Tilt #9 b1(E) bars as required to maintain clearance.
 *** Cost Included with Concrete Superstructure.



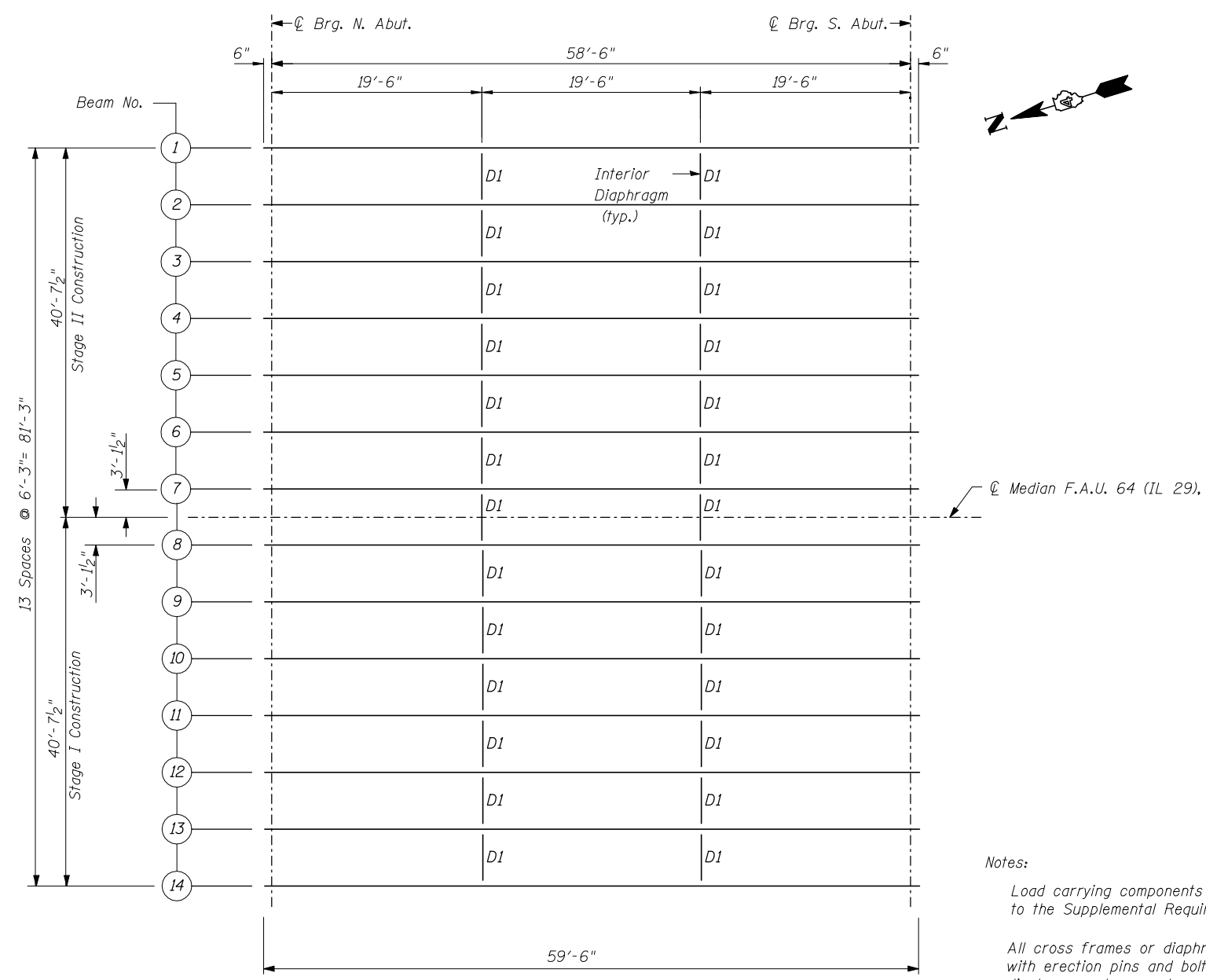
**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a3(E)	100	#4	42'-11"	—
a4(E)	184	#5	42'-7"	—
b2(E)	4	#4	14'-8"	—
b3(E)	4	#4	14'-4"	—
b4(E)	136	#4	29'-8"	—
b5(E)	412	#9	29'-9"	—
d(E)	68	#5	5'-7"	U
d3(E)	68	#5	7'-11"	U
e3(E)	32	#4	14'-8"	—
e4(E)	4	#8	14'-8"	—
t(E)	172	#4	9'-8"	—
w(E)	160	#5	42'-7"	—
Concrete Superstructure			Cu. Yd.	264
Concrete Structures			Cu. Yd.	53
Reinforcement Bars, Epoxy Coated			Pound	65600

(Sheet 2 of 2)



ELEVATION



FRAMING PLAN

		0.5 Span
I_s	(in ⁴)	4930
$I_c(n)$	(in ⁴)	13147
$I_c(3n)$	(in ⁴)	9909
$I_c(cr)$	(in ⁴)	-
S_s	(in ³)	329
$S_c(n)$	(in ³)	477
$S_c(3n)$	(in ³)	440
$S_c(cr)$	(in ³)	-
Z	(in ³)	378
$DC1$	(k/')	0.780
M_{DC1}	(k)	334
$DC2$	(k/')	0.064
M_{DC2}	(k)	27
DW	(k/')	0.300
M_{DW}	(k)	128
$M_L + IM$	(k)	691
M_u (Strength I)	(k)	1853
$\phi_r M_n$	(k)	2466
f_s DC1	(ksi)	12.2
f_s DC2	(ksi)	0.8
f_s DW	(ksi)	3.4
f_s (L+IM)	(ksi)	17.4
f_s (Service II)	(ksi)	39.0
$0.95R_n F_y f$	(ksi)	45.5
$\phi_r F_n$	(ksi)	-
V_r	(k)	41.1

	Abut.
R_{DC1}	(k) 23.79
R_{DC2}	(k) 1.95
R_{DW}	(k) 9.15
$R_L + IM$	(k) 68.34
R_{Total}	(k) 103.23

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

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

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

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

$DC1$: Un-factored non-composite dead load (kips/ft.).

M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).

$DC2$: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW : Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).

$M_L + IM / S_c(n)$ or $M_L + IM / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).

$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (L + IM)$

$0.95R_n F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

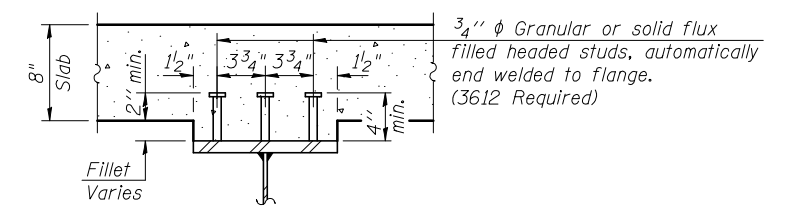
f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

$1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (L + IM)$

$\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).

V_r : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14
☉ Brg. N. Abut.	474.71	474.84	474.97	475.10	475.19	475.29	475.39	475.39	475.29	475.19	475.10	474.97	474.84	474.71
☉ Brg. S. Abut.	474.91	475.04	475.17	475.30	475.39	475.49	475.59	475.59	475.49	475.39	475.30	475.17	475.04	474.91

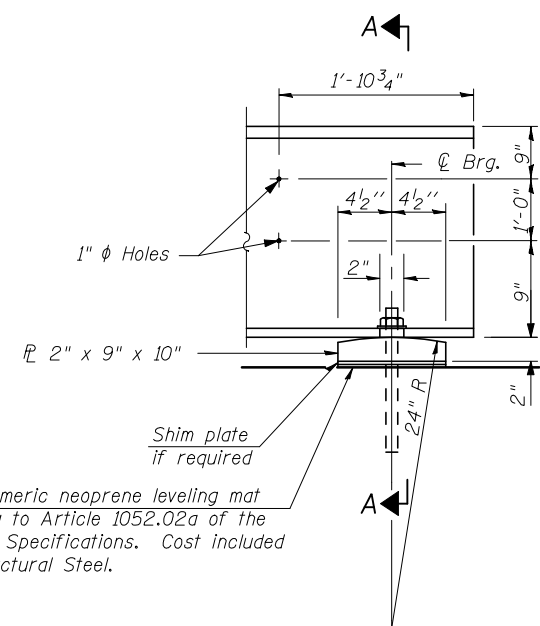


SECTION A-A

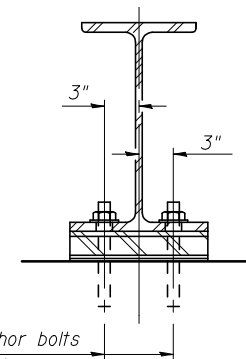
Notes:

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness Zone 2.

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



ELEVATION AT ABUTMENT
(28 - Required)

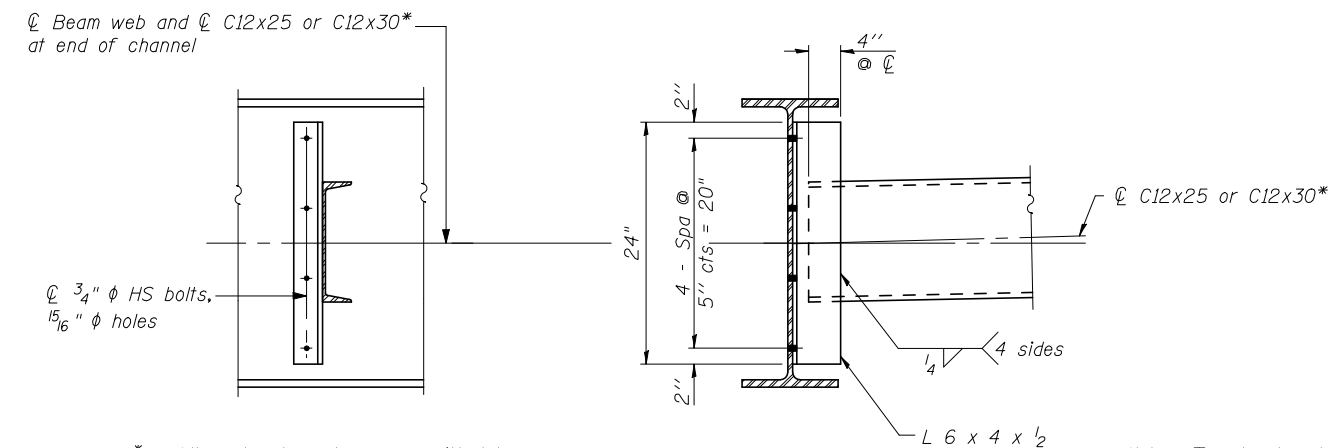


4 1/2" φ 1" x 12" ASTM F1554 (Grade 36) Anchor bolts with 2 1/4" x 2 1/4" x 5/16" R washer under nut. 1 3/8" x 2" slotted hole in flange. 1 1/2" φ holes in bearing plate.

SECTION A-A

FIXED BEARING

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
All steel plates, angles, and channels shall be AASHTO M270 GR 50W.



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

INTERIOR DIAPHRAGM D1
(26 Required)

FILE NAME =	USER NAME = .USER.	DESIGNED - MT	REVISED -
...\\0720226-68481-015-Brg&St1D1.s.dgn		CHECKED - MJS	REVISED -
		DRAWN - RMH	REVISED -
		CHECKED - LP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

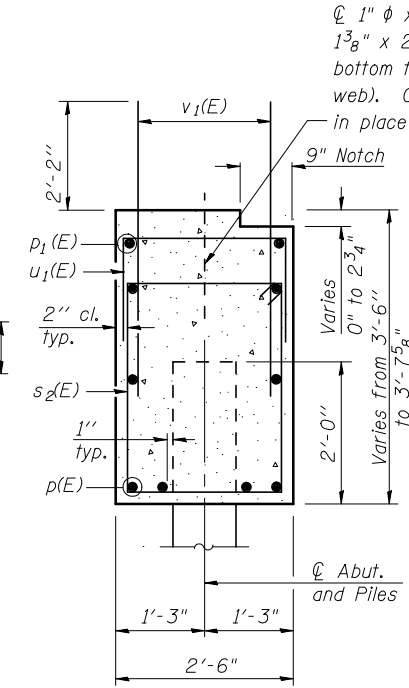
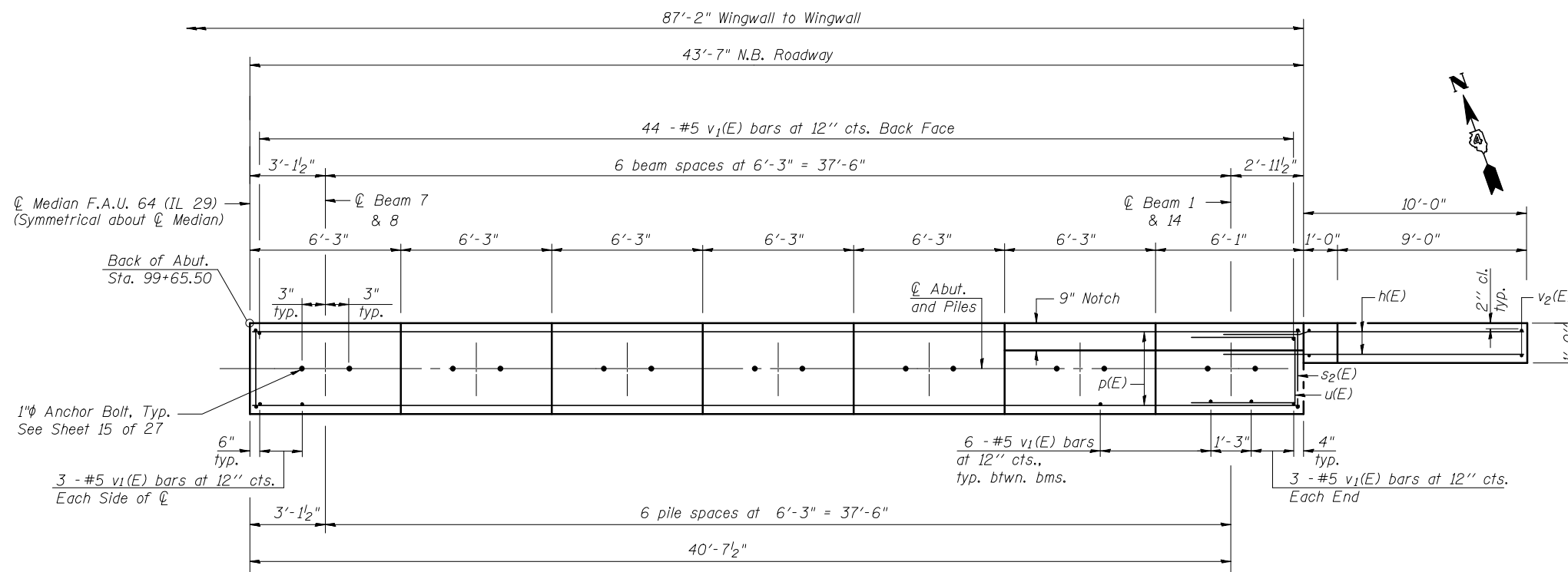
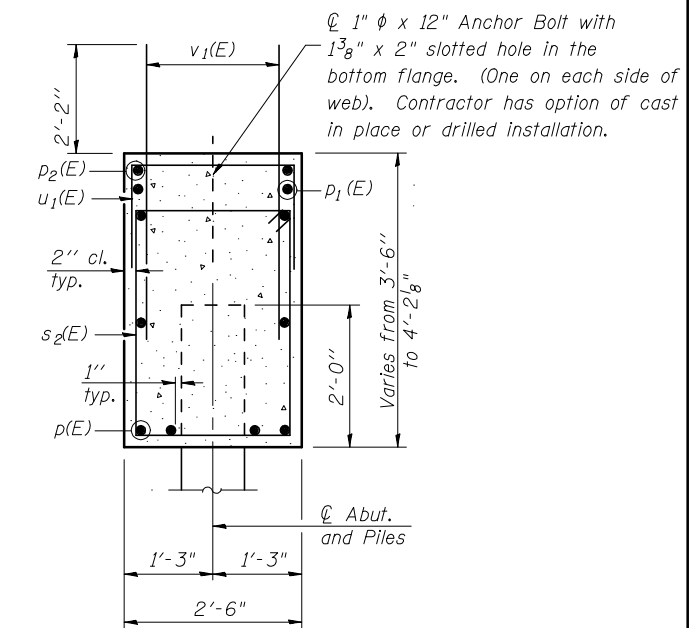
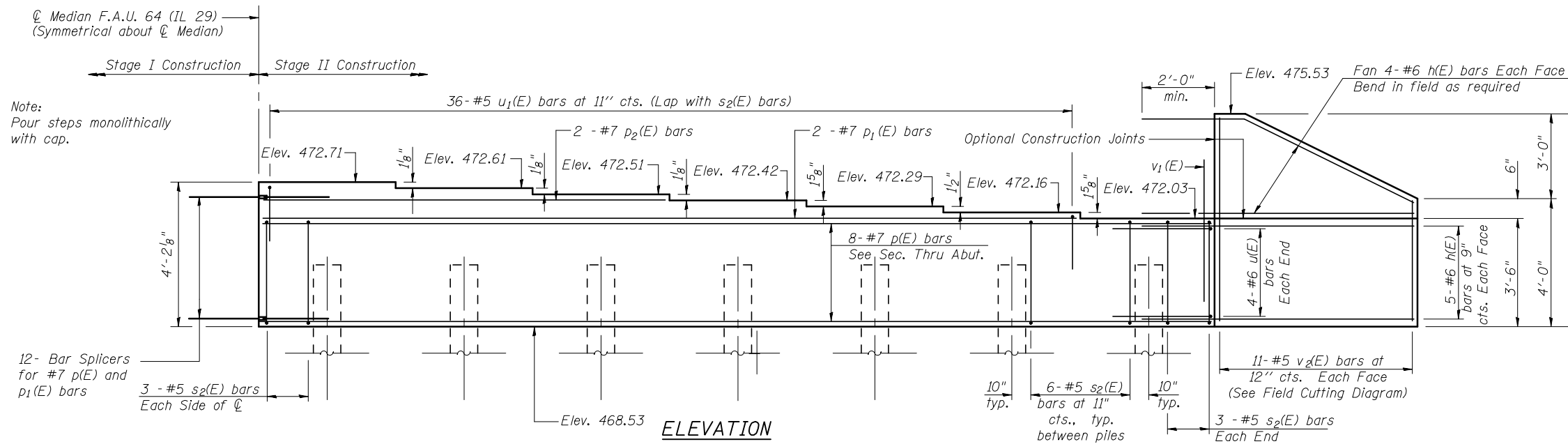
BEARING AND STEEL DETAILS
STRUCTURE NO. 072-0226

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B) BR	PEORIA	77	43
			CONTRACT NO. 68481	

SHEET NO. 15 OF 27 SHEETS

ILLINOIS FED. AID PROJECT

THE UPCHURCH GROUP, INC.



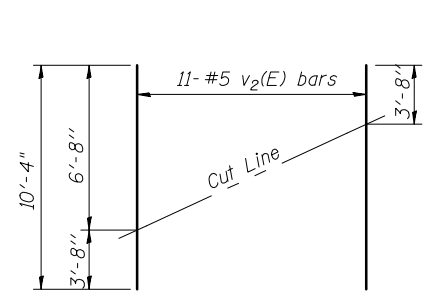
BILL OF MATERIAL

Bar No.	Size	Length	Shape
$h(E)$	36 #6	12'-0"	—
$p(E)$	16 #7	43'-3"	—
$p_1(E)$	4 #7	37'-2"	—
$p_2(E)$	4 #7	18'-5"	—
$s_2(E)$	84 #5	11'-1"	□
$u(E)$	8 #6	10'-1"	—
$u_1(E)$	72 #5	6'-8"	—
$v_1(E)$	172 #5	4'-4"	—
$v_2(E)$	44 #5	10'-4"	—
Structure Excavation	Cu. Yd.	172	
Concrete Structures	Cu. Yd.	35.3	
Reinforcement Bars, Epoxy Coated	Pound	5410	
Furnishing Metal Shell Piles 14"x.250"	Foot	598	
Driving Piles	Foot	598	
Test Pile Metal Shells	Each	1	
Pile Shoes	Each	13	

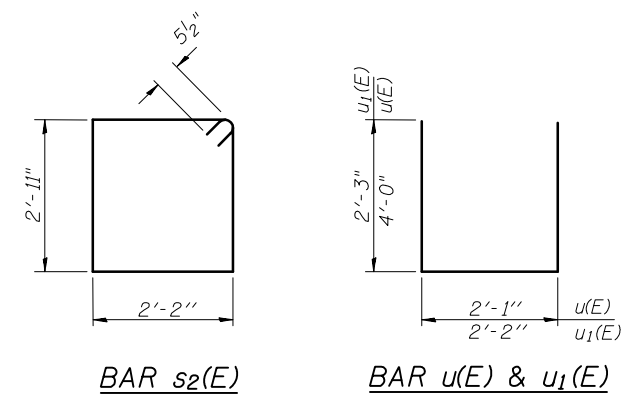
For details of Bar Splicers, see sheet 18 of 27.
For details of piles see sheet 19 of 27.

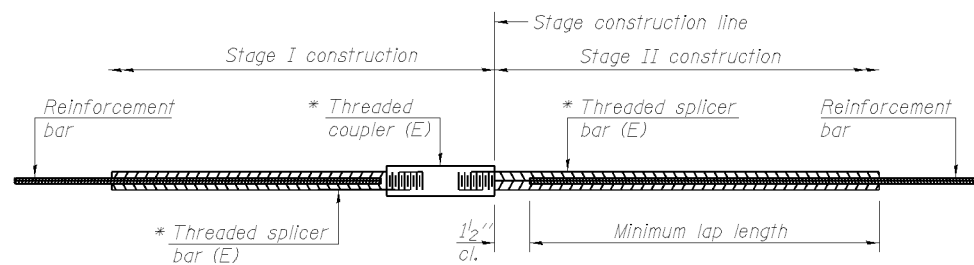
PILE DATA

Type: Metal Shell Piles, 14" x 0.250" with pile shoes
 Nominal Required Bearing: 330 Kips
 Factored Resistance Available: 180 Kips
 Est. Length: 46 Ft
 No. Production Piles: 13
 No. Test Piles: 1



Order $v_2(E)$ full length. Cut as shown and use remainder of bars in opposite face.





STANDARD BAR SPLICER ASSEMBLY

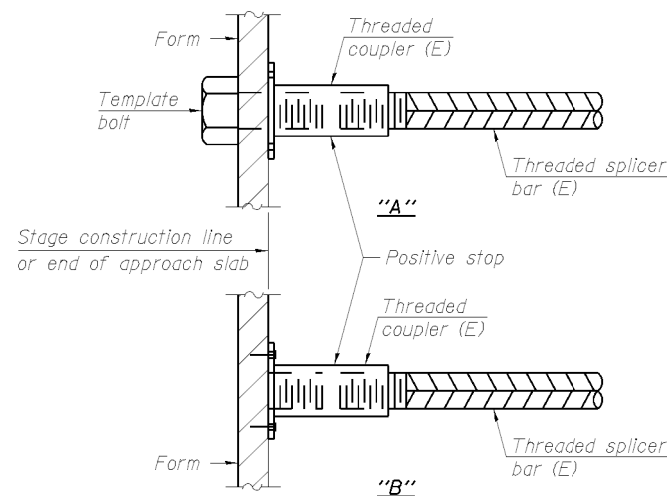
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

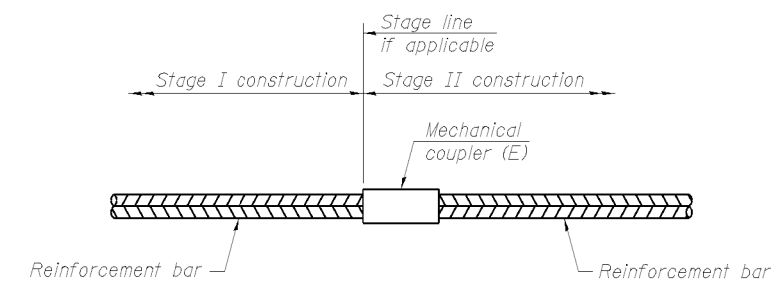
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	187	3
End Diaphragms	#6	16	3
Abutments	#7	24	3
Bridge Approach Slab	#4	50	3
Bridge Approach Slab	#5	172	3



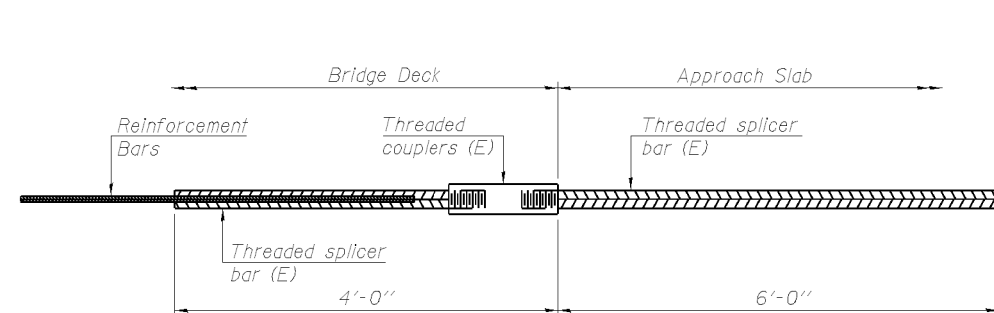
INSTALLATION AND SETTING METHODS

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



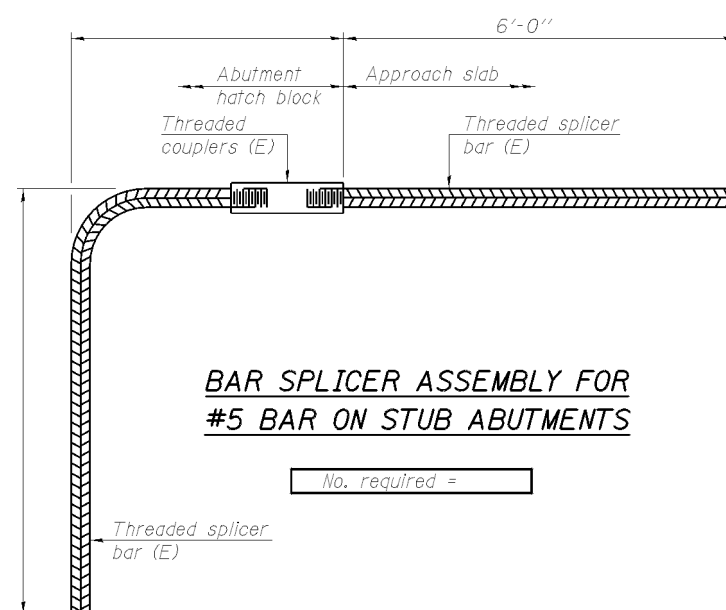
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 180



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

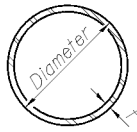
No. required =

NOTES

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

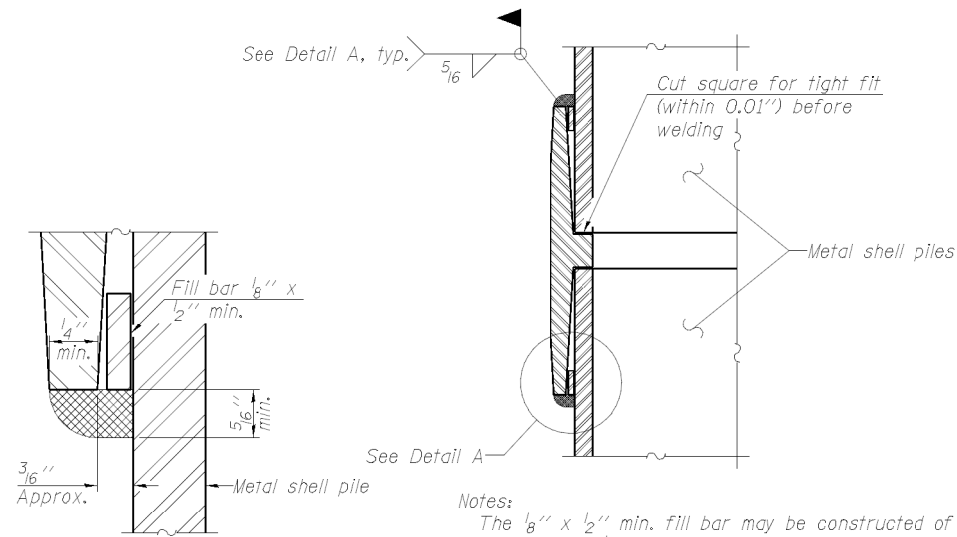
BSD-1

1-27-12



METAL SHELL PILE TABLE

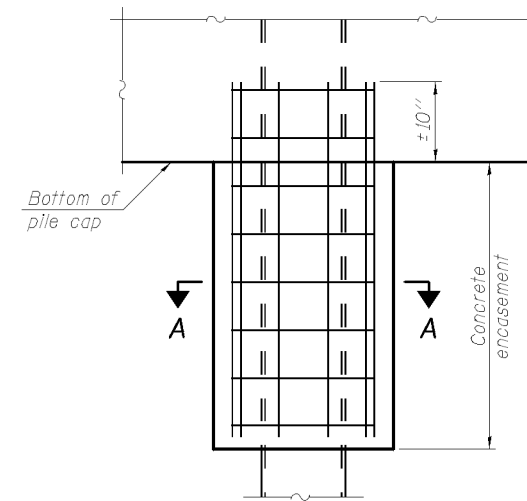
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



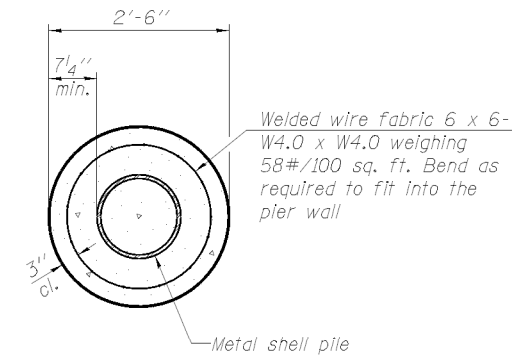
DETAIL A

Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



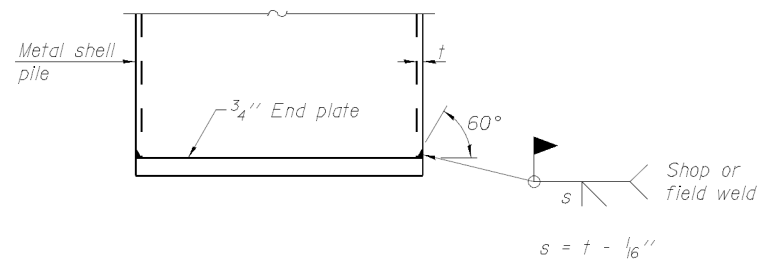
ELEVATION



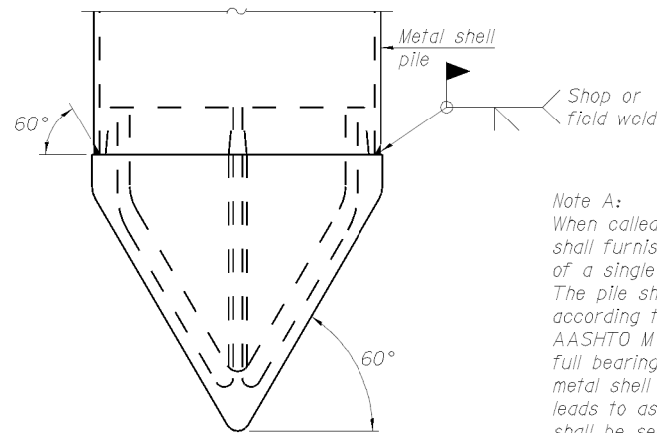
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS



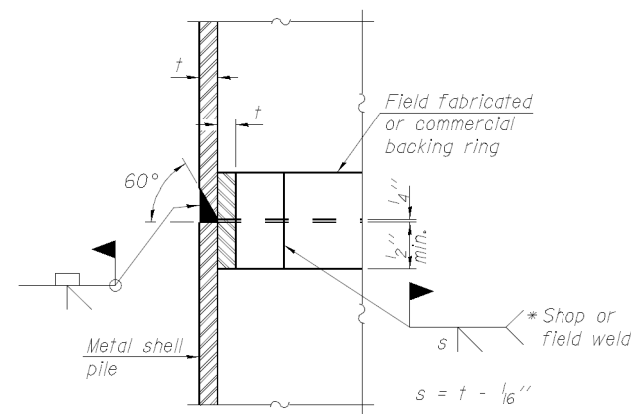
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

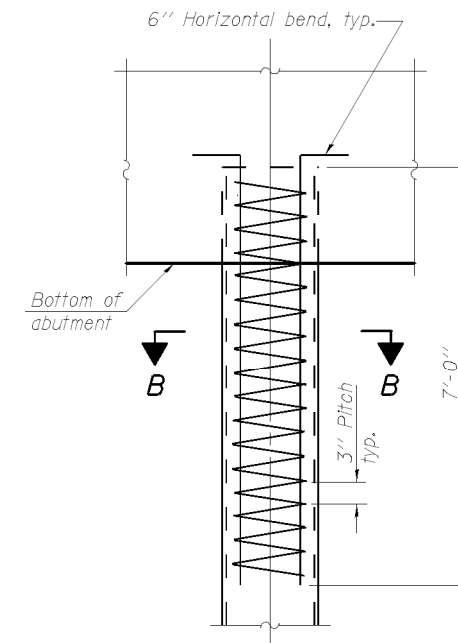
(See Note A)

Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.



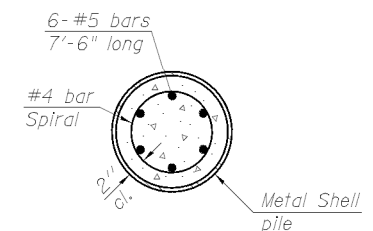
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.

F-MS 1-27-12

FILE NAME =	USER NAME = _USER_
...\\0720226-68481-019-ConcretePiles.dgn	
PLOT SCALE = #SCALE#	
PLOT DATE = 2/14/2014 8:50:46 AM	

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
 STRUCTURE NO. 010-0226

SHEET NO. 19 OF 27 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(10B) BR	PEORIA	77	47
CONTRACT NO. 68481			ILLINOIS FED. AID PROJECT	



SOIL BORING LOG

Page 1 of 2

Date 9/22/09

ROUTE FAU 64 (IL 29) DESCRIPTION IL 29 Over Boyd's Hollow LOGGED BY MAG

SECTION (10B) BR LOCATION Medina Road District, SEC. 34, TWP. 10N, RNG. 8E, 4th PM, Latitude N40° 48 31.3, Longitude W89° 34 14.8

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-0072 existing
Station 99+96
BORING NO. B-4 W side of S Abut
Station 100+27
Offset 34.00ft RT
Ground Surface Elev. 475.50 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONFINED COMPRESSIVE STRENGTH (tsf)	MOISTURE CONTENT (%)	SOIL TYPE
0				Surface Water Elev. Dry ft
0				Stream Bed Elev. 464.50 ft
0				Groundwater Elev.: First Encounter 462.0 ft
0				Upon Completion N/A ft
0				After - Hrs. N/A ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONFINED COMPRESSIVE STRENGTH (tsf)	MOISTURE CONTENT (%)	SOIL TYPE
0				Asphalt Pavement 8 inches thick 474.83
0				Gray SAND (fill) 474.00
0	1	0.5	28	Brown SAND (fill), trace gravel
0	2	B		Medium Stiff to Very Soft Brown and Gray, Wet LOAM, trace gravel (continued)
0				1 Foot Very Loose, Brown, Fine to Coarse, SAND, trace gravel at 21.0'
0	4			Light Brown SILTY LOAM, trace gravel
0	2	0.4	15	
0	2	S		
0				2-inch Medium to Coarse, SAND lens at 6'
0	1	0.4	22	Trace organics
0	1			Stiff Dark Brown, Moist CLAY, and silt, trace sand, gravel 2-inch Fine to Medium SAND lens at 8.5'
0	2	1.0	22	
0	3	B		Loose Brown, Fine to Coarse, Wet SAND Drill Method switched to Mud Rotary at 30.0'
0				2-inch Brown, Coarse, SAND lens at 11.5'
0	1	0.3	22	
0	1	B		Soft to Very Soft Brown, Moist SILTY LOAM, trace gravel 2-inch Brown, Coarse, SAND lens at 14.5'
0	1	<0.25	24	
0	1	P		2-inch Brown, Coarse, SAND lens at 14.5' trace coal at 14.5'
0				Medium Stiff to Very Soft Brown and Gray, Wet LOAM, trace gravel
0	1	0.8	22	
0	2	B		
0				Very Stiff Brown and Gray, Moist LOAM
0	1	0.3	25	
0	2	B		

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 9/22/09

ROUTE FAU 64 (IL 29) DESCRIPTION IL 29 Over Boyd's Hollow LOGGED BY MAG

SECTION (10B) BR LOCATION Medina Road District, SEC. 34, TWP. 10N, RNG. 8E, 4th PM, Latitude N40° 48 31.3, Longitude W89° 34 14.8

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-0072 existing
Station 99+96
BORING NO. B-4 W side of S Abut
Station 100+27
Offset 34.00ft RT
Ground Surface Elev. 475.50 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONFINED COMPRESSIVE STRENGTH (tsf)	MOISTURE CONTENT (%)	SOIL TYPE
0				Surface Water Elev. Dry ft
0				Stream Bed Elev. 464.50 ft
0				Groundwater Elev.: First Encounter 462.0 ft
0				Upon Completion N/A ft
0				After - Hrs. N/A ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONFINED COMPRESSIVE STRENGTH (tsf)	MOISTURE CONTENT (%)	SOIL TYPE
0				Very Stiff Brown and Gray, Moist LOAM (continued)
0				Very Dense Gray, Coarse, Wet SAND, and gravel (continued) 414.00
0				Hard Blue and Gray, Dry SILTY LOAM 100/4" 5.3 P 16
0	3			
0	3	0.6	41	
0	2	B		2-inch Gray SAND lens at 44.5' 430.50 -45
0				Medium Stiff to Soft Gray, Moist SILT, trace gravel, organics, wood, coal 100/2" 21
0				
0	6			
0	5	0.4	26	
0	8	B		
0				End of Boring 404.00 100/2" 18
0				
0	21			
0	100/5.5"		5	Very Dense Gray, Coarse, Wet SAND, and gravel 422.00
0				
0				
0	31			
0	21		12	
0	33			

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)

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	CONTRACT	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
29	10-B2	Peoria	13	8	3 SHEETS
F.A.U. R.T. 29		ILLINOIS		FED. AID PROJECT	

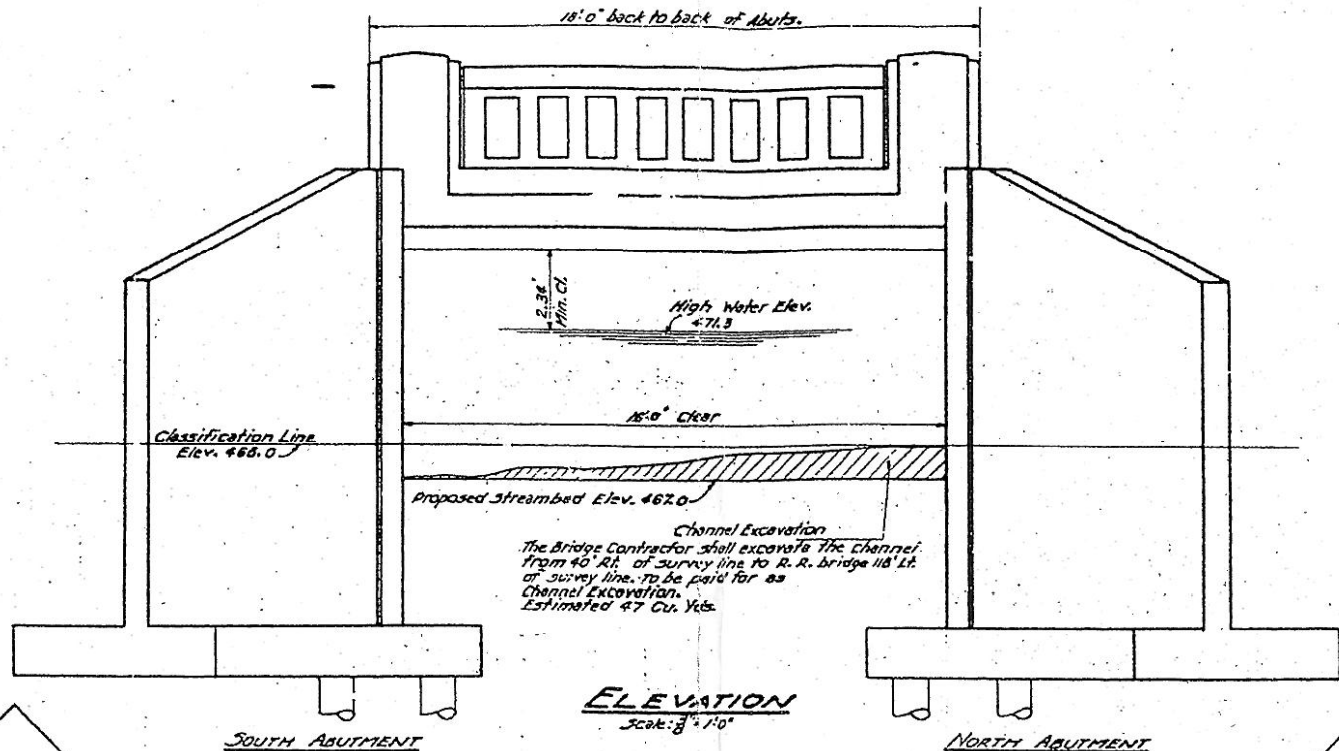
B.M. 3 a cut in S.W. Wingwall of Highway
Bridge Lt. Sta. 100+01 Elev. 472.03

Existing R.C. Slab 16'-0" face to face of Abut. 40' Rwy. Closed
R.C. Abut. to be widened as shown on plans.

Existing R.C. Slab (36' Lt. of Survey Line) 16'-0"
face to face of Abut. 26' Rwy. Closed R.C. Abut.
to be removed by Bridge Contractor before
constructing new bridge.

BORING DATA

465.0	Sandy & Gravel	465.1	Gravel and sand clay string
452.5	Clay silt fine sand	445.0	Gravel hard string
449.0	Sand and silt	435.8	Sand and silt
440.0	Sand small gravel mixed with silt clay	425.0	Sand small gravel mixed with silt clay
425.0	Sta. 99+90	425.0	Sta. 100+01



GENERAL NOTES

Class-X Concrete shall be used throughout except in Handrails.
Handrail Concrete shall be used in Handrails.
The Concrete floor slab shall be finished in accordance with
Art. 51.18(a) of the Standard Specifications.
For backfill behind abutments below the top of Superstructure,
see Art. 50.10 of the Standard Specifications.
Boring Data are shown only as a guide to bidders
in estimating soil conditions which may be encountered in the work.
The following surfaces of the bridge shall be waterproofed,
back of proposed abutment and wingwalls.
Waterproofing shall be done in accordance with Art. 51.20
of the Standard Specifications.
The Contractor shall drive one test pile (in permanent location)
as directed by the Engineer before ordering remainder of Piles.
All Piles shall be untreated.
Handrails shall not be poured until after the rebarwork
has been removed.

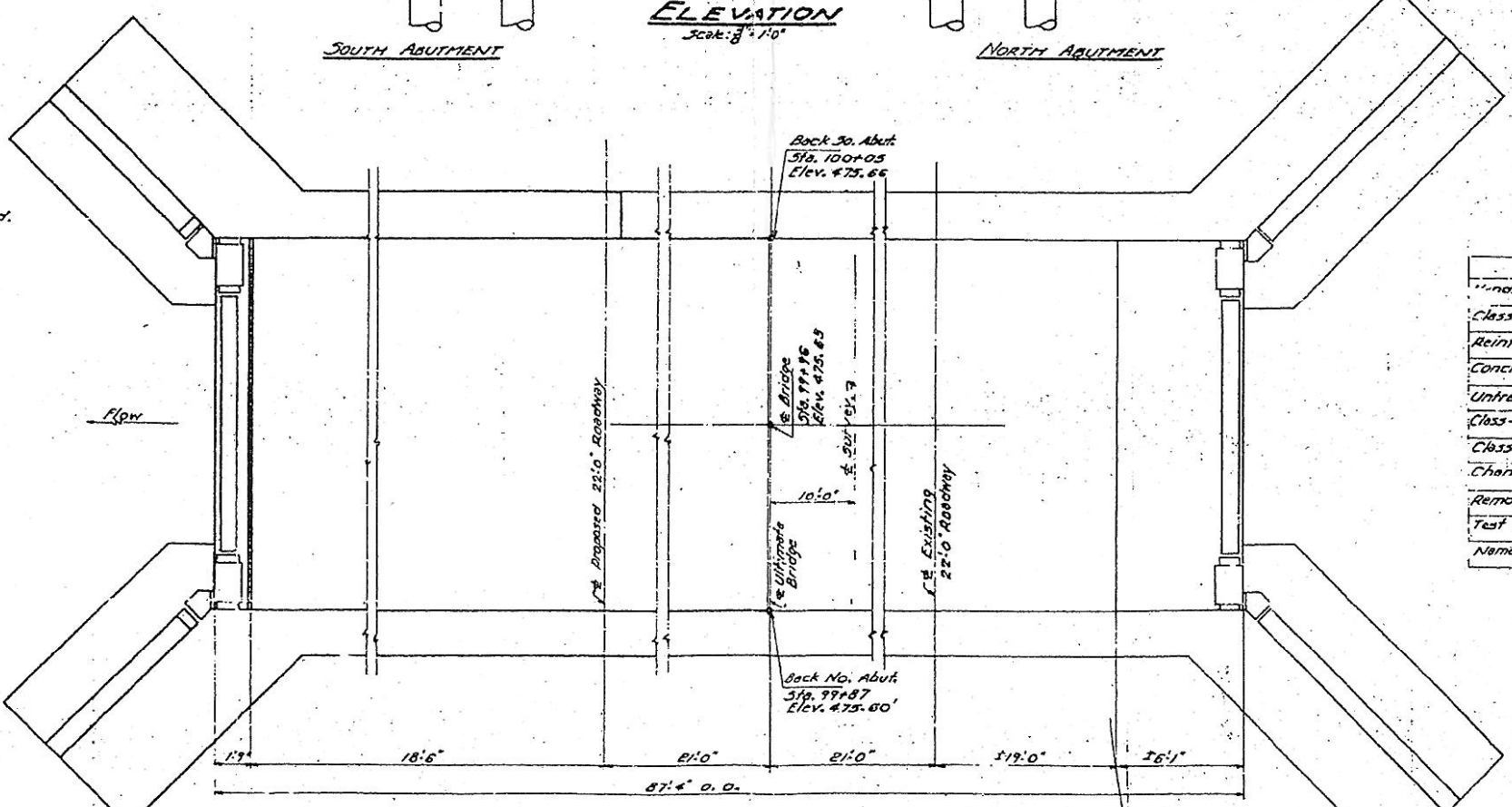
STATION 99+96
BUILT 195 BY
STATE OF ILLINOIS
S.B.I. Rt. 29-SEC. 10-B2
LOADING H-20

LETTERING FOR NAME PLATE
See Standard 2113

WATERWAY INFORMATION

Drainage Area
Character
Opening Required
Proposed Bridge Opening

1000 Acres
Rolling, Hilly, Wooded, Cultivated.
60 Sq. Ft.
61 Sq. Ft.



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER.	SUB.	TOTAL
Handrail Concrete	Cu. Yds.	1.3		1.3
Class-X Concrete	Cu. Yds.	26.8	58.4	85.2
Reinforcement Bars	Lbs.	6200	4010	10210
Concrete Removal	Cu. Yds.	2.0	1.0	3.0
Untreated Timber Piles (37' lg.)	Lin. Ft.		1221	1221
Class-A Excavation for Structures	Cu. Yds.			210
Class-B Excavation for Structures	Cu. Yds.			210
Channel Excavation	Cu. Yds.			47
Removal of Existing Structure	Each			1
Test Piles	Each		1	1
Name Plates	Each	1		1

DESIGNED *Walter E. Fisher*
CHECKED *Carl E. Thompson*
DRAWN *W. E. F.*
CHECKED *Carl E. Thompson*

EXAMINED *E. J. Hane*
PASSED *E. J. Hane*
APPROVED *P. N. Baker*

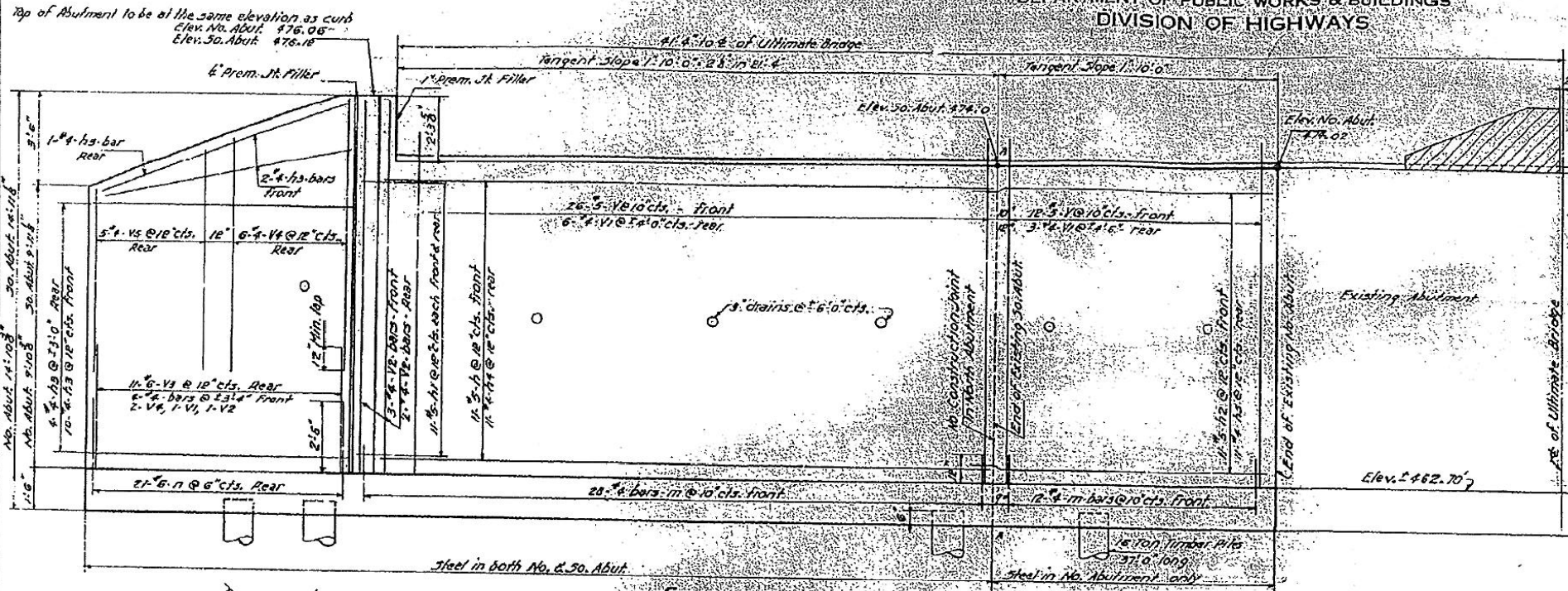
1953

STRESSES

f_c ... 2000 psi Reinf.
f_c ... 1400 psi Super.
f_c ... 800 psi Sub.
D ... 10'

GENERAL PLAN & ELEVATION

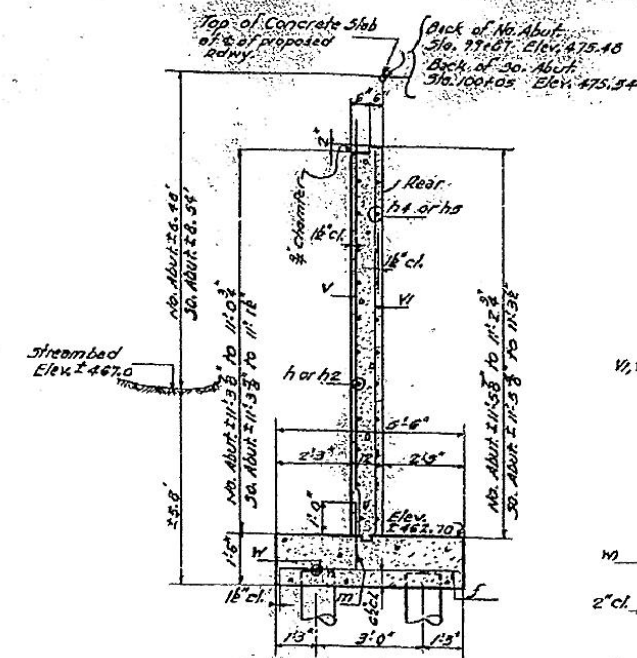
S.B.I. Rt. 29 (F.A. Rt. 30) SECTION 10-B2
PEORIA COUNTY
STATION 99+96



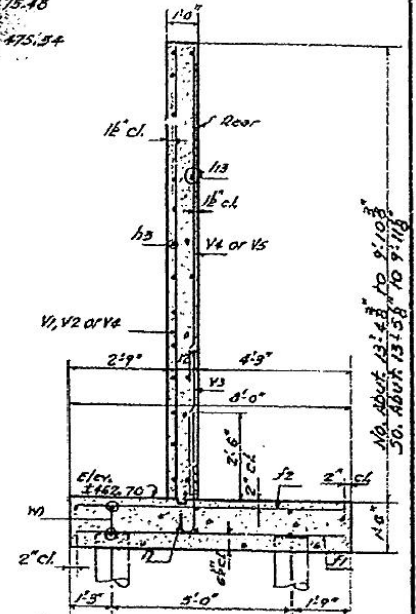
ELEVATION

Note: The top of the proposed footings and the proposed bridge seats shall be at the same elevation as the existing structure. The portions of the existing structure to be removed by the bridge contraction exposed steel shall not be cut off. This work will be paid for per cu. yd. as concrete removal. Estimated 0.6 CU. YDS.

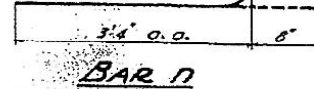
SECTION THRU ABUTMENT



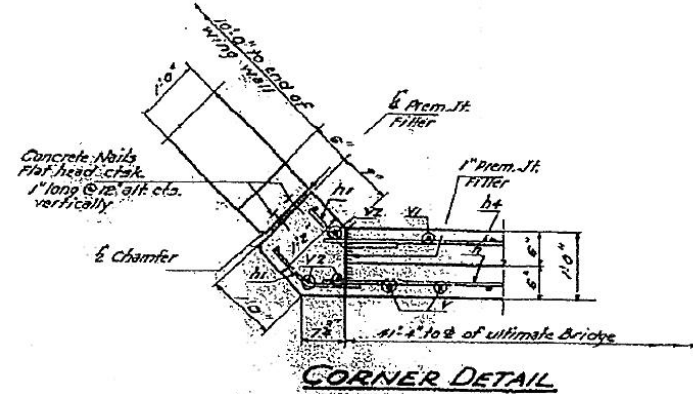
SECTION THRU WING WALL



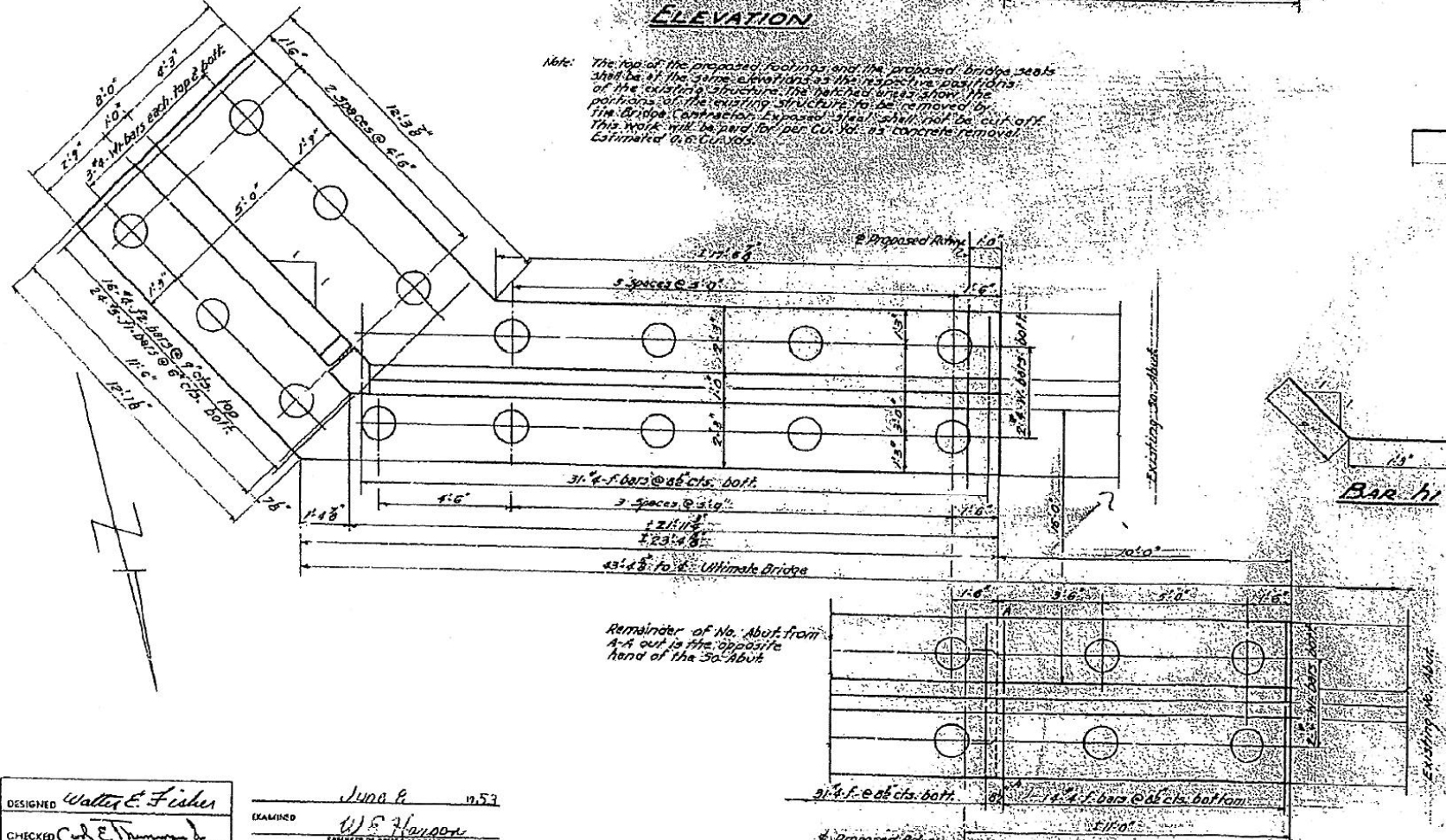
Note: Key at the bottom of the Abutment and Wing walls shall be 2' x 4' and shall extend the full length of the wall.



BAR H



CORNER DETAIL



PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
J	76	#4	3'3"	—
J1	48	#5	7'6"	—
J2	32	#6	7'6"	—
L	22	#5	21'6"	—
L1	44	#5	2'0"	—
L2	11	#5	11'0"	—
L3	34	#4	10'3"	—
L4	22	#4	21'6"	—
L5	11	#4	11'0"	—
M	68	#4	2'0"	—
N	42	#5	1'0"	—
V	64	#5	12'5"	—
V1	17	#4	11'0"	—
V2	12	#4	13'5"	—
V3	22	#6	11'9"	—
V4	16	#4	9'6"	—
V5	10	#4	7'6"	—
W	4	#4	21'6"	—
W1	12	#4	18'0"	—

Class X Concrete Cu. Yds. 58.4
Reinforcement Bars Lbs. 4010
Concrete Removal Cu. Yds. 1.0
Untreated Timber Piles (37') Lin. Ft. 1221
Test Piles Each 1

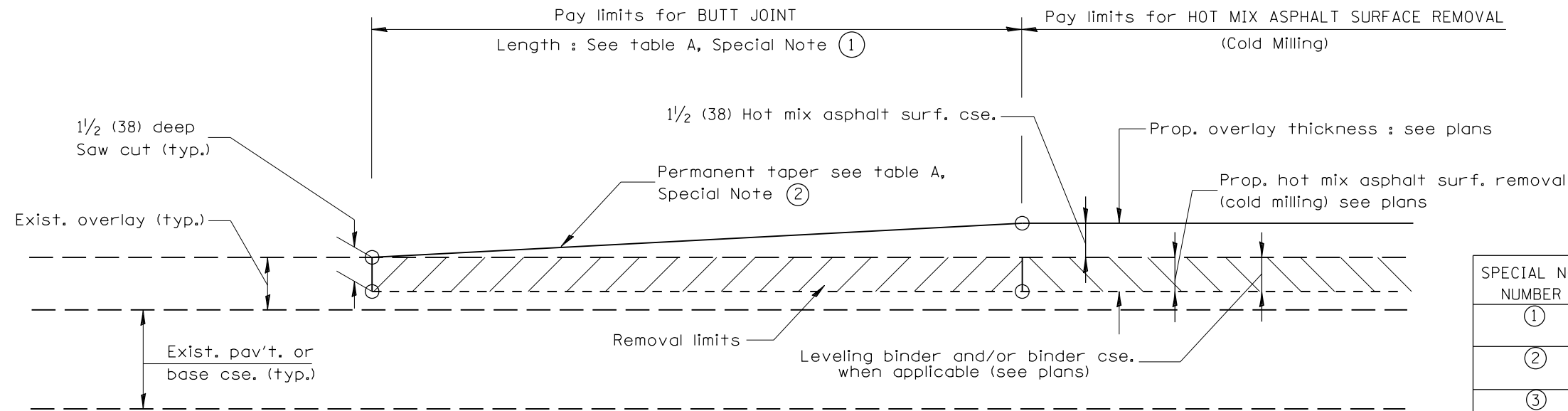
DESIGNED *Walter E. Fisher*
CHECKED *Carl E. Hanson*
DRAWN *W. E. Fisher*
CHECKED *C.E.T.*

EXAMINED *W. E. Hanson*
PASSED *E. Blumenthal*
APPROVED *J. M. Baker*

SUBSTRUCTURE

S.B.I. RT. 29 (FA. RT. 30) SECTION 10-52
PEORIA COUNTY
STATION 99+96

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



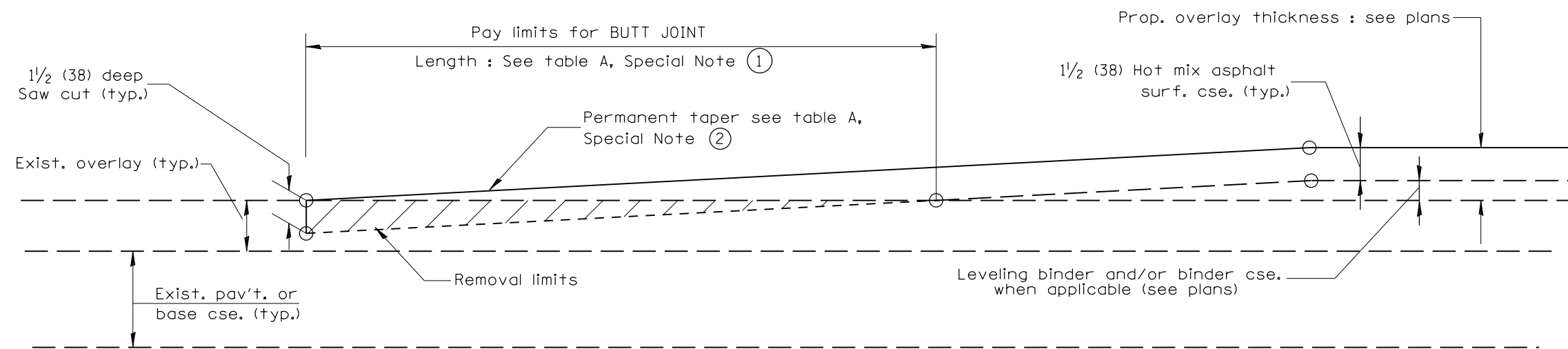
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

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

GENERAL NOTES

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



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

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

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

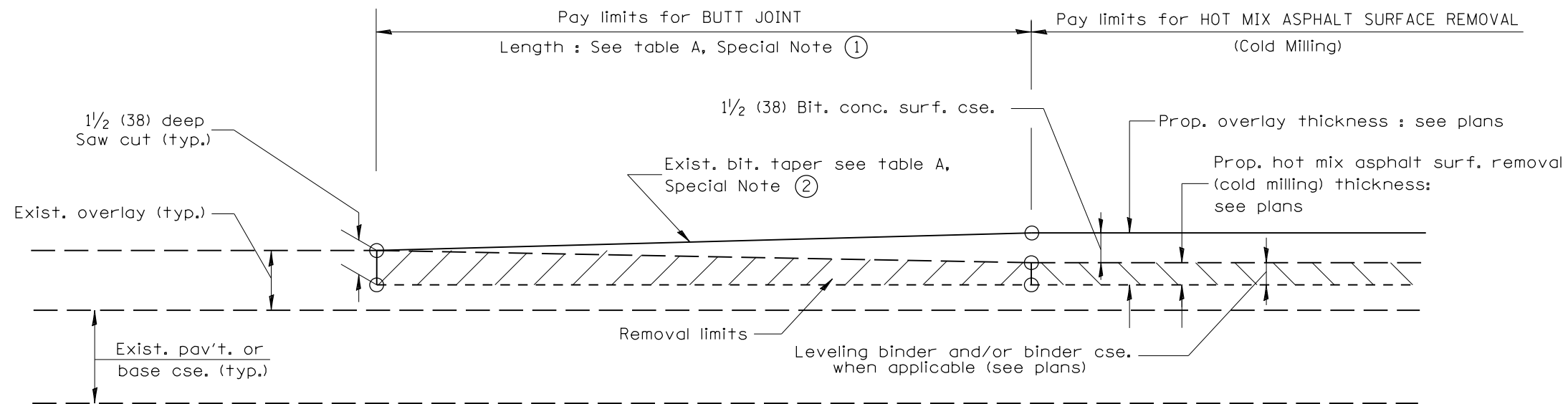
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

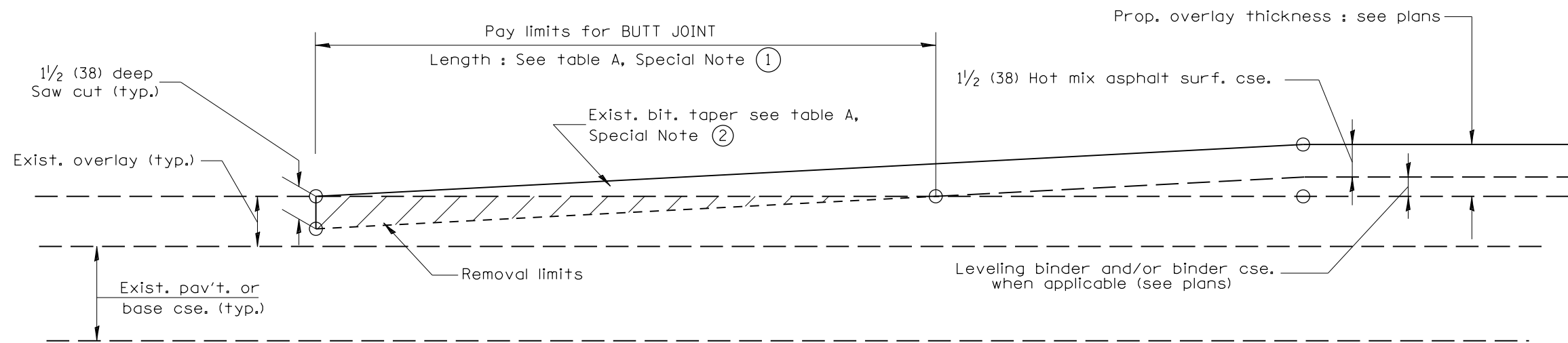
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SHT. 1 OF 3
CADD STD. 406101-D4

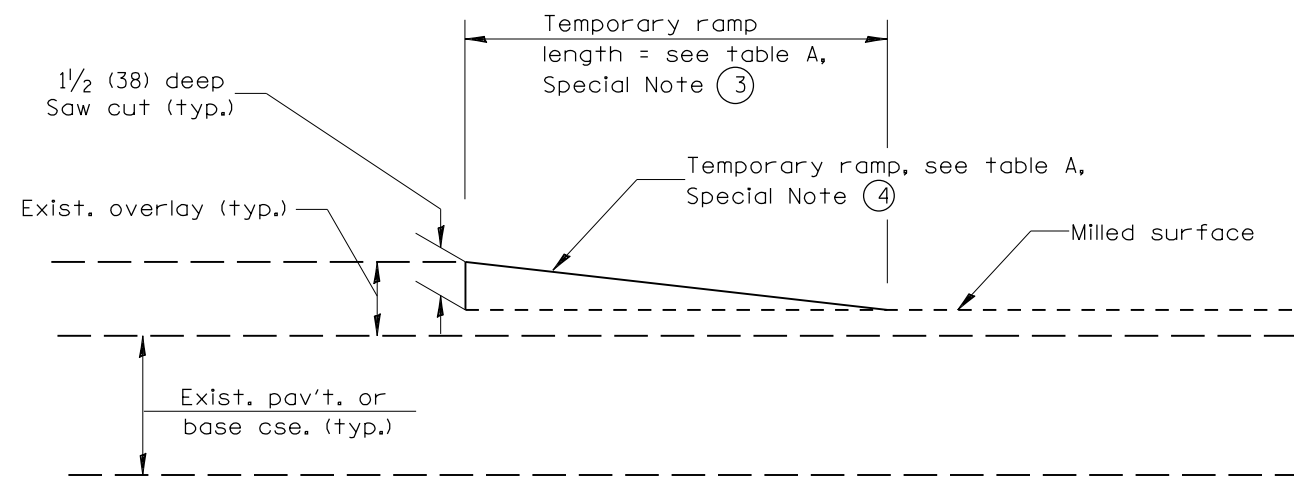
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	56
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68481	



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



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



DETAIL TEMPORARY RAMP

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

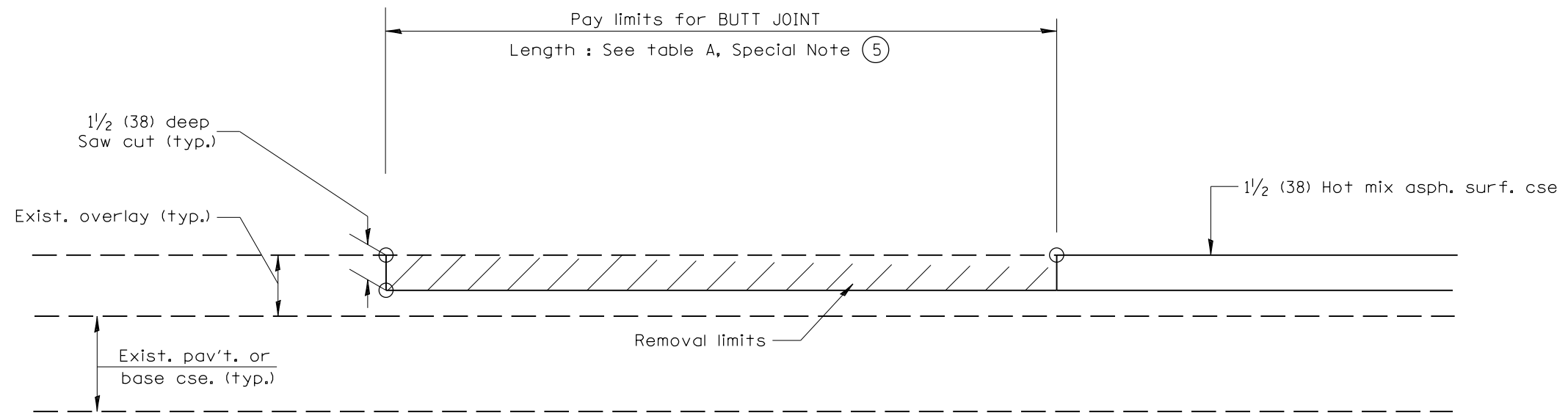
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

NOT TO SCALE

SHT. 2 OF 3
 CADD STD. 406101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	57
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68481	



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

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

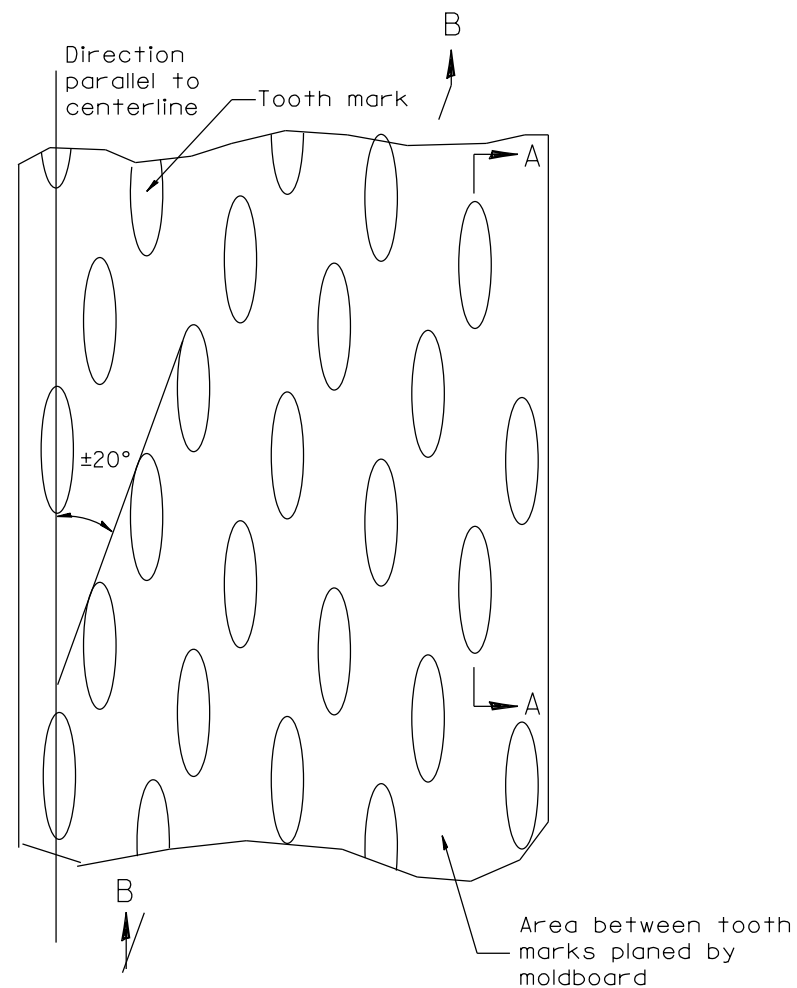
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

NOT TO SCALE

SHT. 3 OF 3
CADD STD. 406101-D4

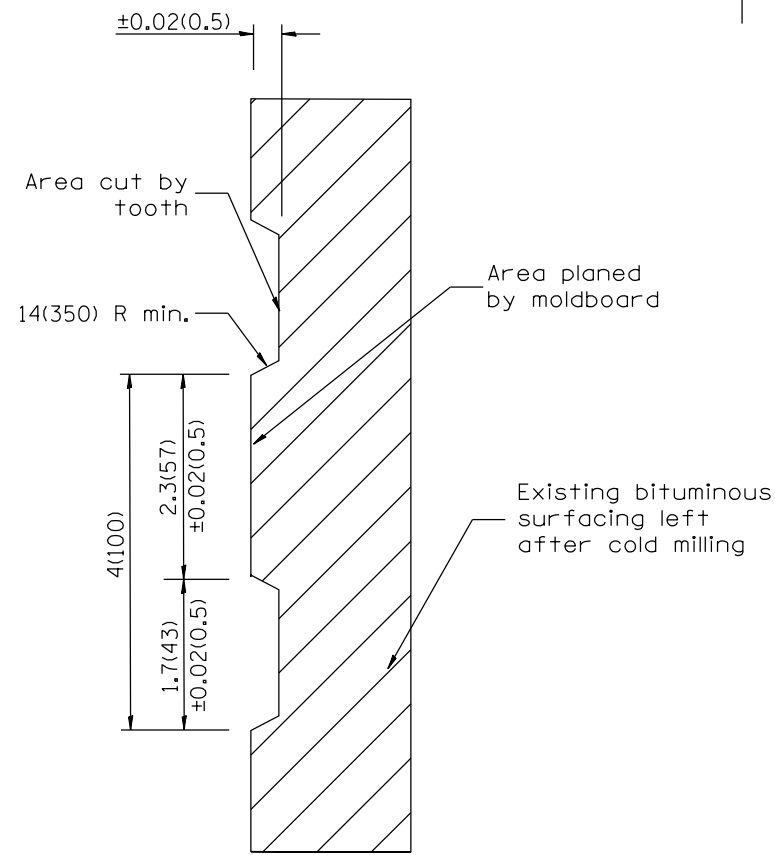
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	58
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 68481				



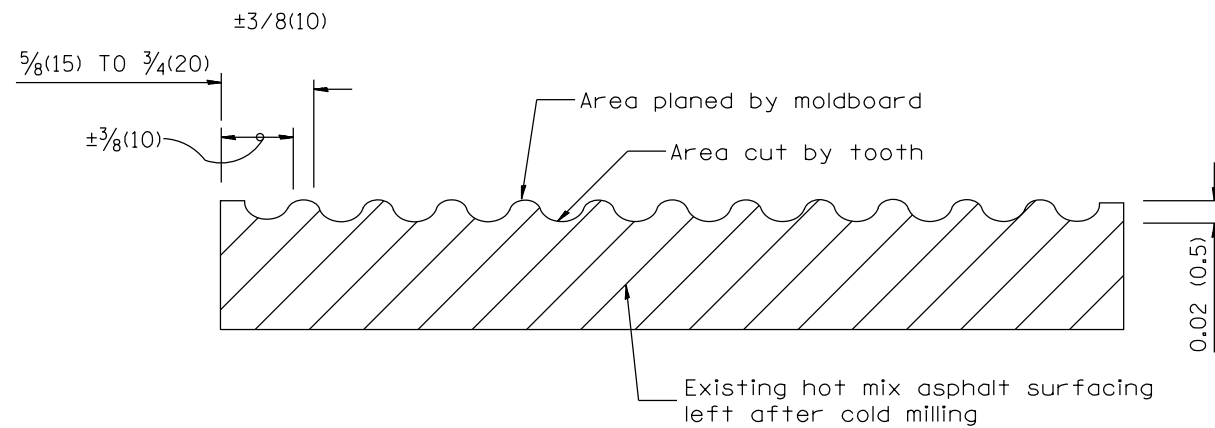
PLAN

General notes:

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



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

DESIGNER NOTES:
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

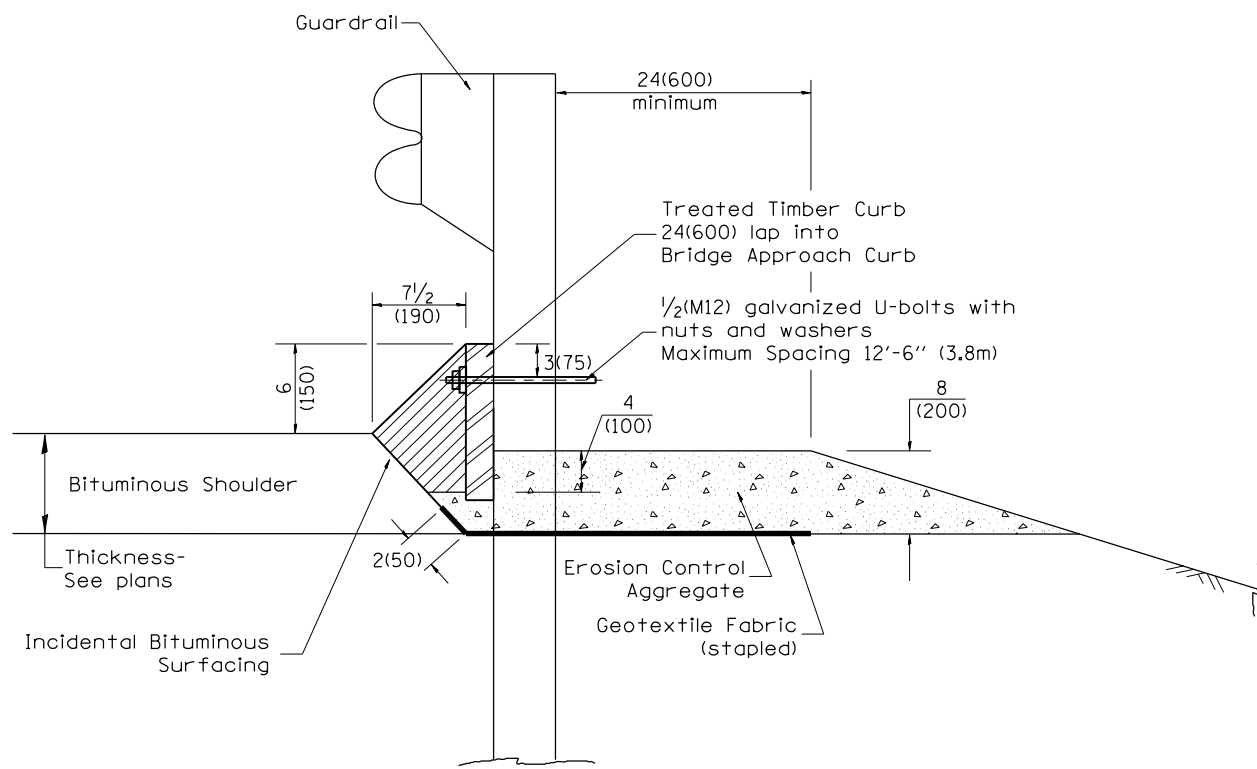
NOT TO SCALE

CADD STD. 440001-D4

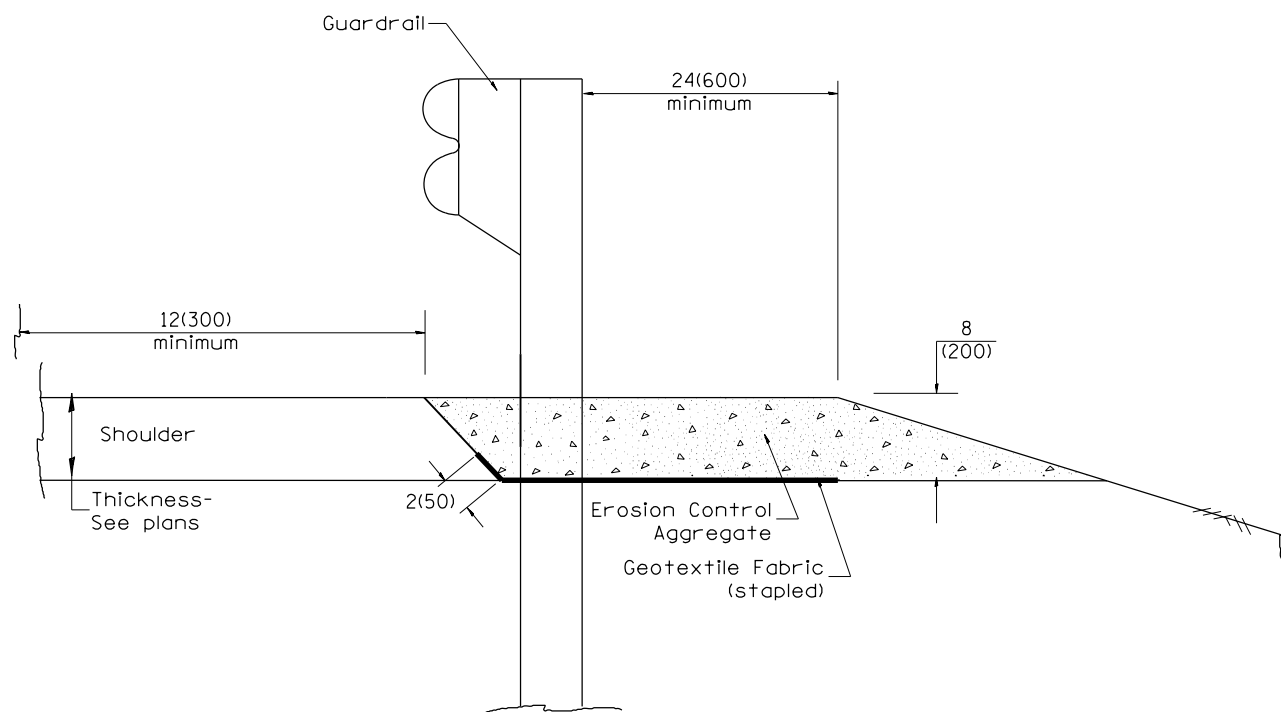
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	59
CONTRACT NO. 68481				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DESIGNER NOTES:

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



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

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

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

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

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

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

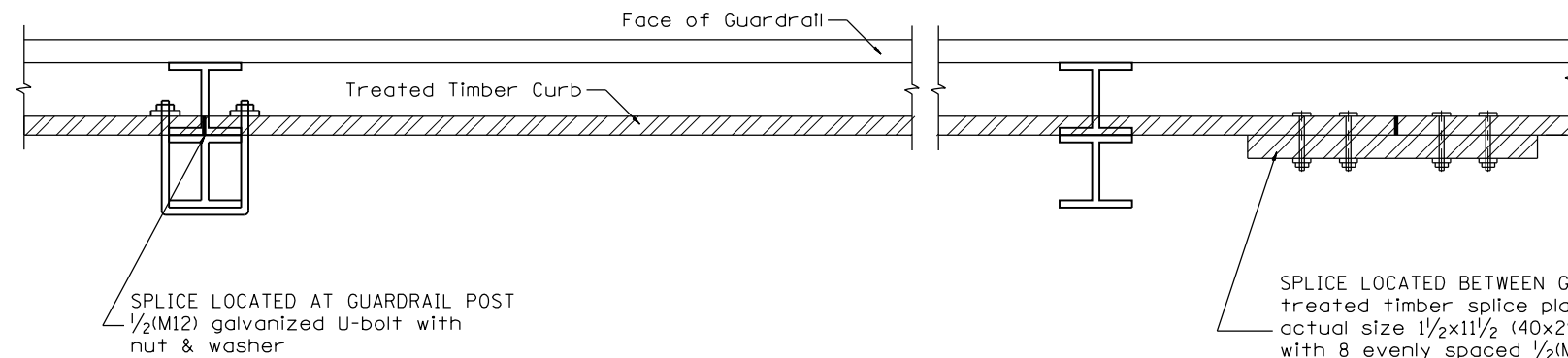
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

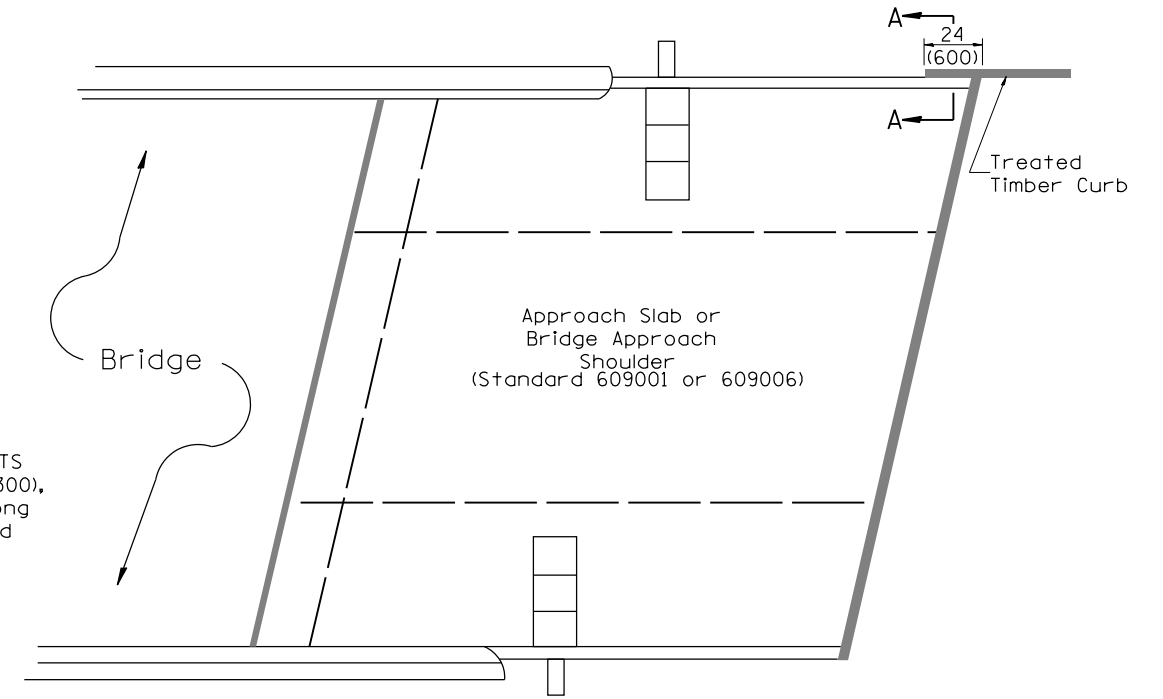
NOT TO SCALE

SHT. 1 OF 2
CADD STD. 630101-D4

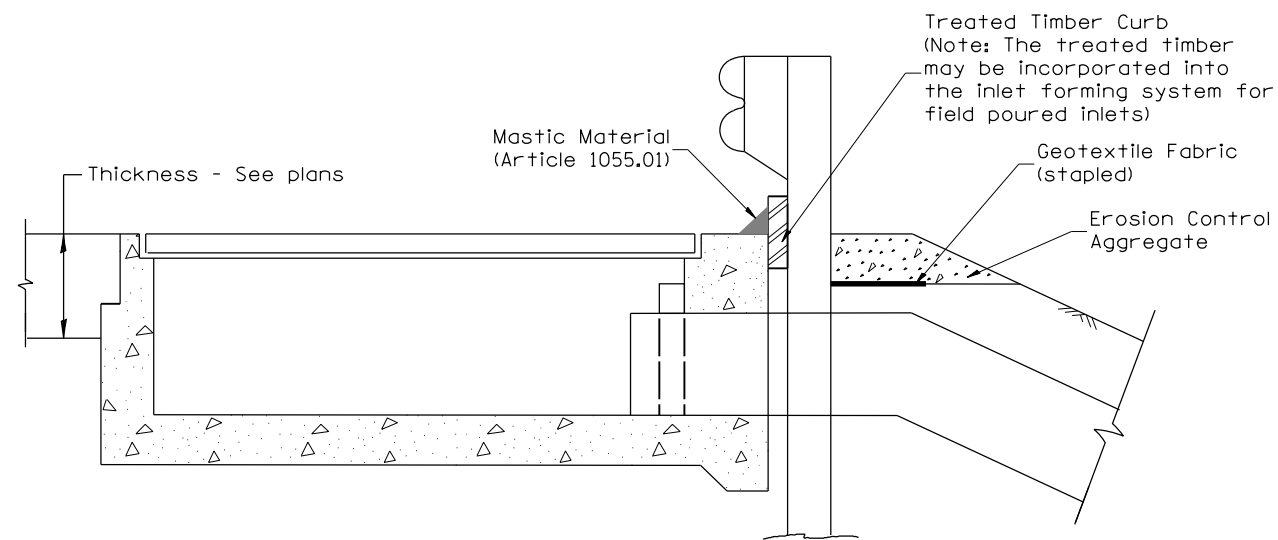
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	60
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68481	



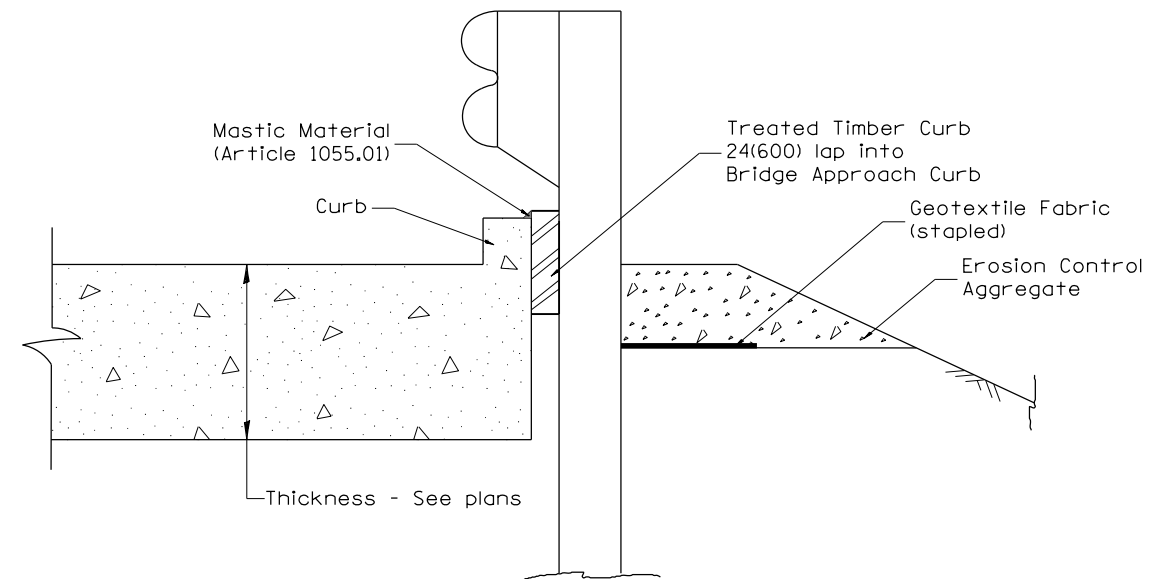
DETAIL A
(Typical Treated Timber Splices)



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



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

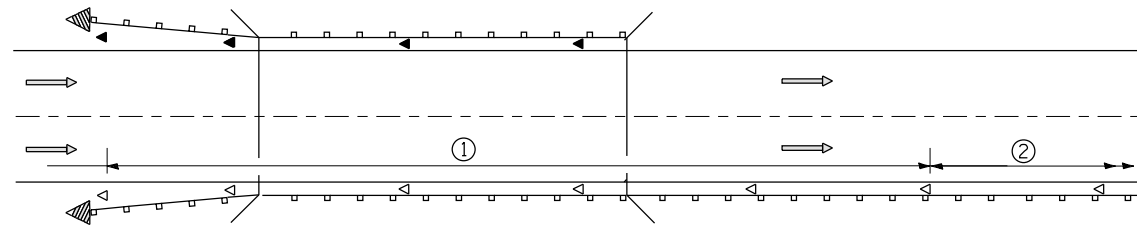


SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

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

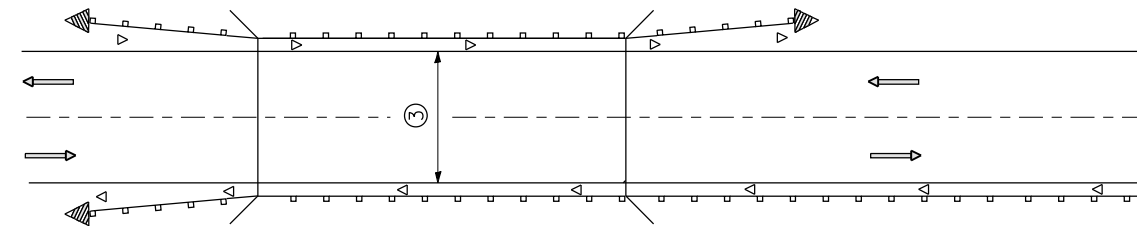
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				GUARDRAIL EROSION CONTROL TREATMENTS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
								64	(1018)BR	PEORIA	77	61
				NOT TO SCALE				SHT. 2 OF 2 CADD STD. 630101-D4		CONTRACT NO. 68481		
								FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DESIGNER NOTES:
 1. INCLUDE APPROPRIATE SPECIAL PROVISIONS FOR "GUARD RAIL DELINEATION POLICY: 1. TERMINAL MARKER, 2. TERMINAL MARK POST, AND 3. GUARDRAIL AND BARRIER WALL MARKERS."
 FROM INTERIM SPECIAL PROVISIONS 94-74; "GUARDRAIL AND BARRIER WALL DELINEATION."
 2. IF POST MOUNT TERMINAL MARKER IS USED, INCLUDE STATE STD. T20011.



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

ONE-WAY TRAFFIC



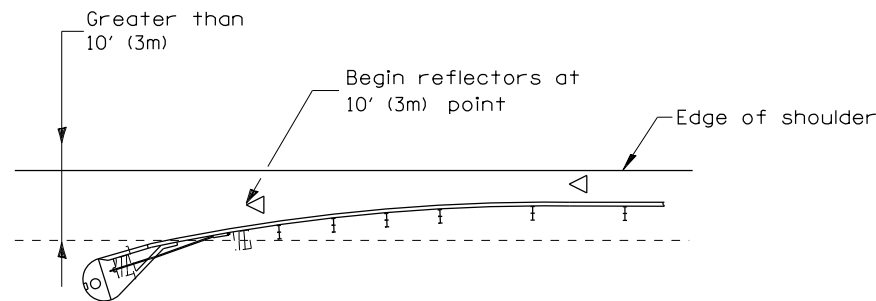
- ③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 24 (610) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

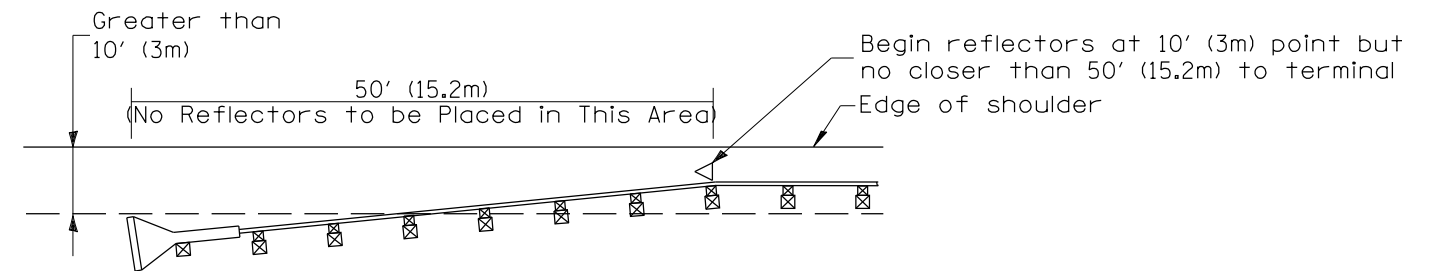
- ◁ Monodirectional silver
- ◄ Monodirectional amber
- ◄ Terminal Marker - Black/Yellow
Left or Right as appropriate



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

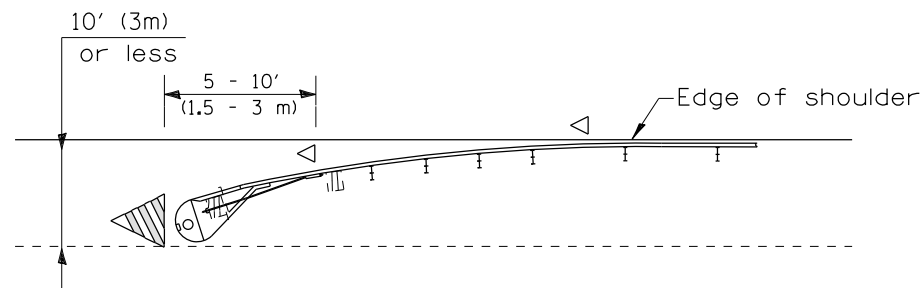
Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

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



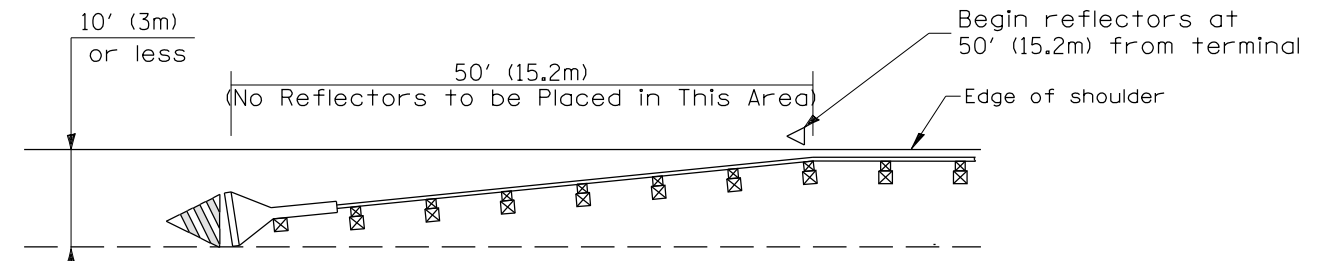
NOTE: Omit terminal marker when terminal over (10') from edge of paved shoulder or break point of unpaved shoulder.

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



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

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



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

TERMINAL MARKER PLACEMENT

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

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

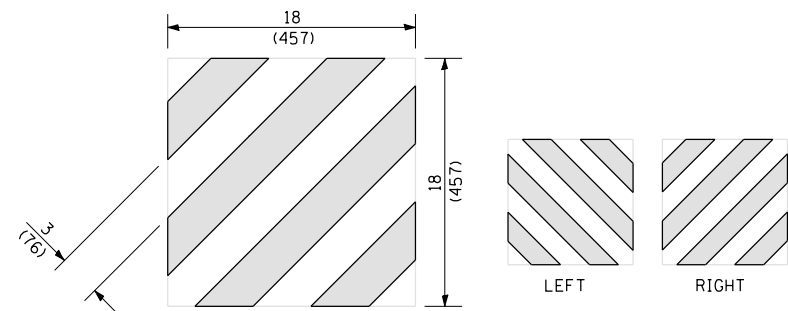
GUARDRAIL AND BARRIER WALL DELINEATION

NOT TO SCALE

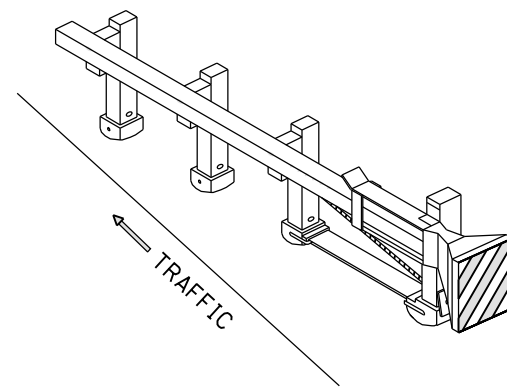
SHT. 1 OF 3
CADD STD. 635101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	62
CONTRACT NO. 68481				

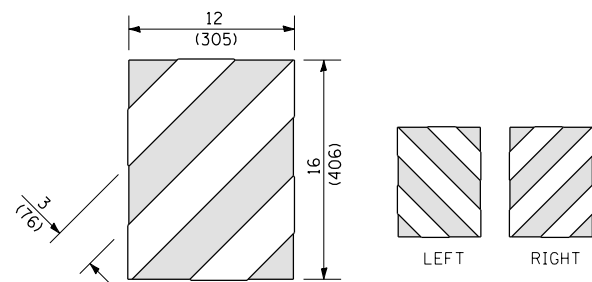
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



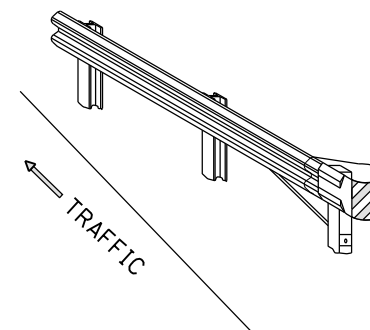
For Traffic Barrier Terminal Type 1 (Special)



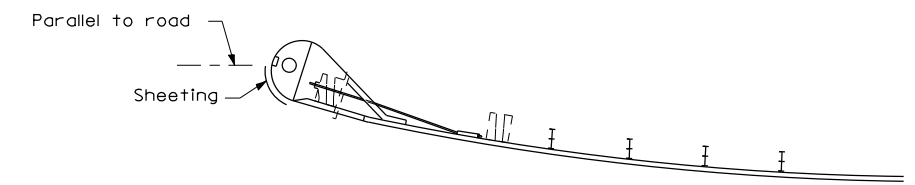
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



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



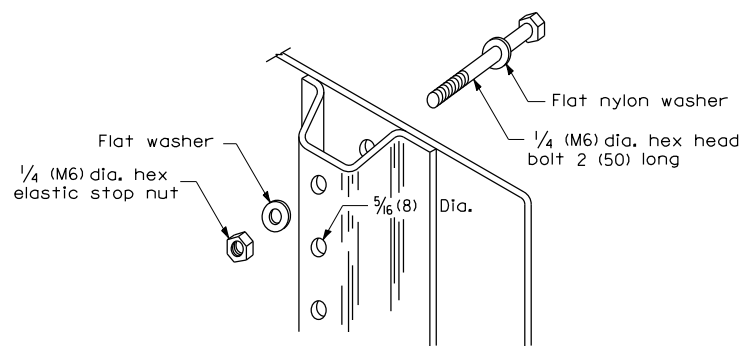
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type (*)
• See Plans for Type



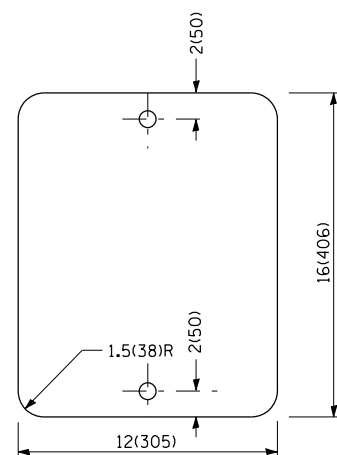
Sheeting Position for
Traffic Barrier Terminal Type (*)
• See Plans for Type

TERMINAL MARKER DETAILS

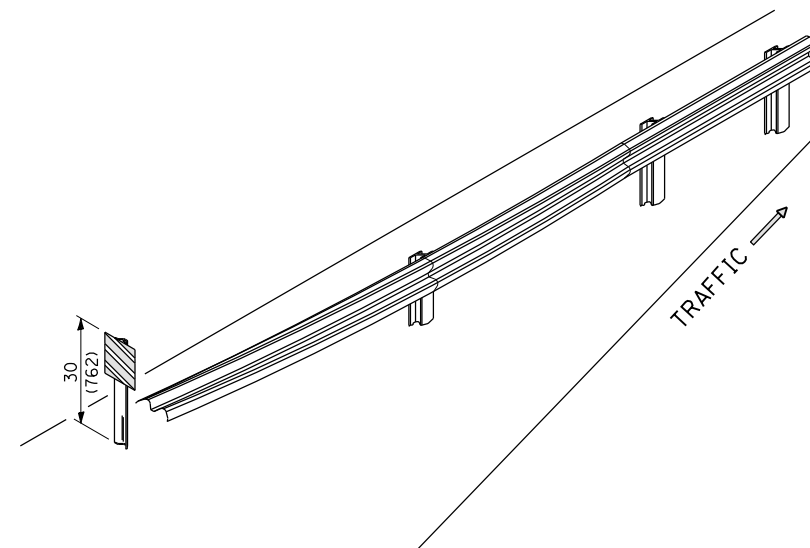
- Color: Black / Yellow reflectorized
- OM - I100 (L or R) Direct applied reflective sheeting
- OM - I200 (L or R) Post mounted



DETAIL OF MOUNTING TERMINAL MARKER TO POST



STANDARD TERMINAL MARKER



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

POST MOUNTED TERMINAL MARKER ASSEMBLY

TERMINAL MARKER TREATMENTS

GENERAL NOTES

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

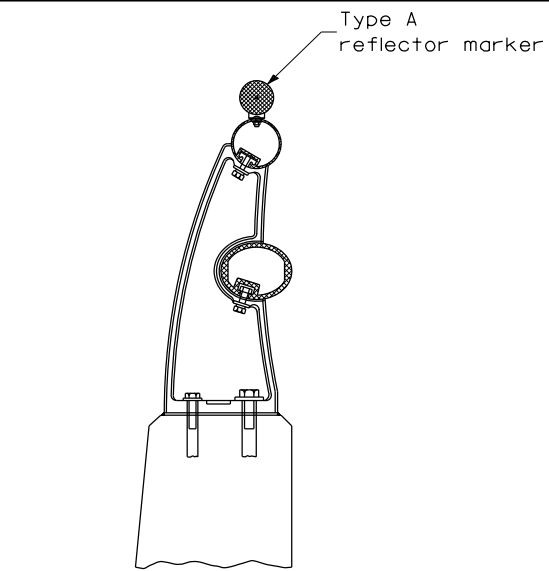
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL AND BARRIER WALL DELINEATION

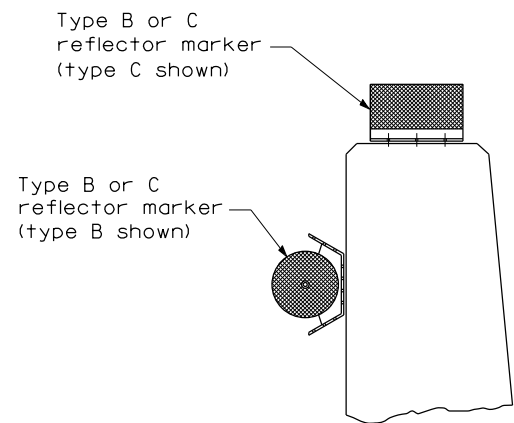
NOT TO SCALE

SHT. 2 OF 3
CADD STD. 635101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEOTIA	77	63
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68481	

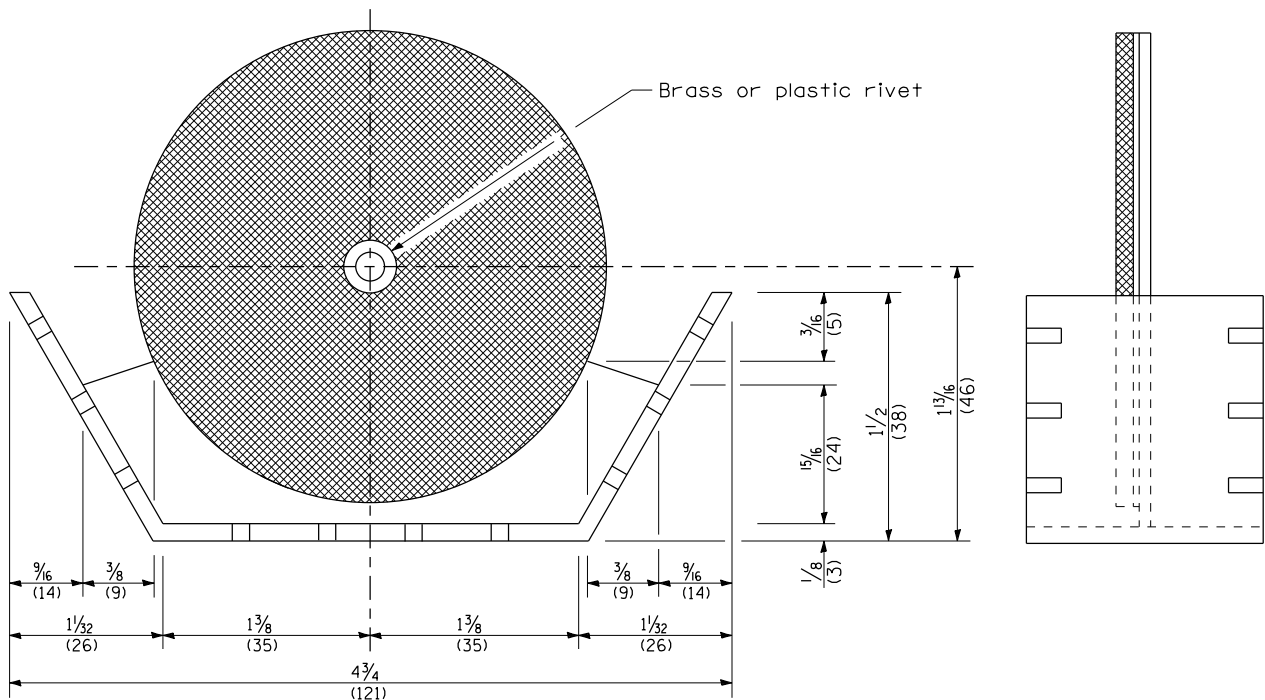
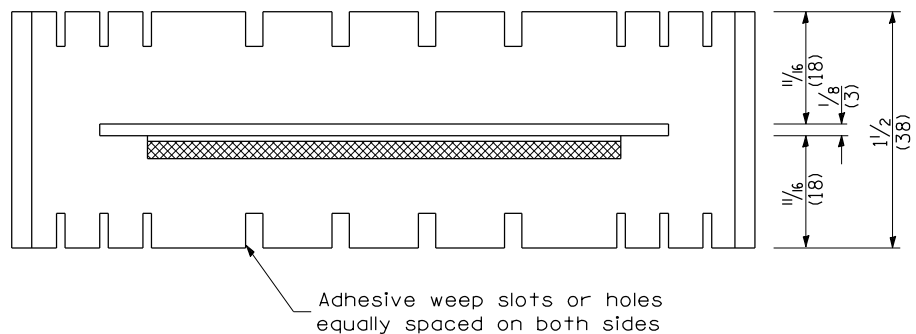


TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR

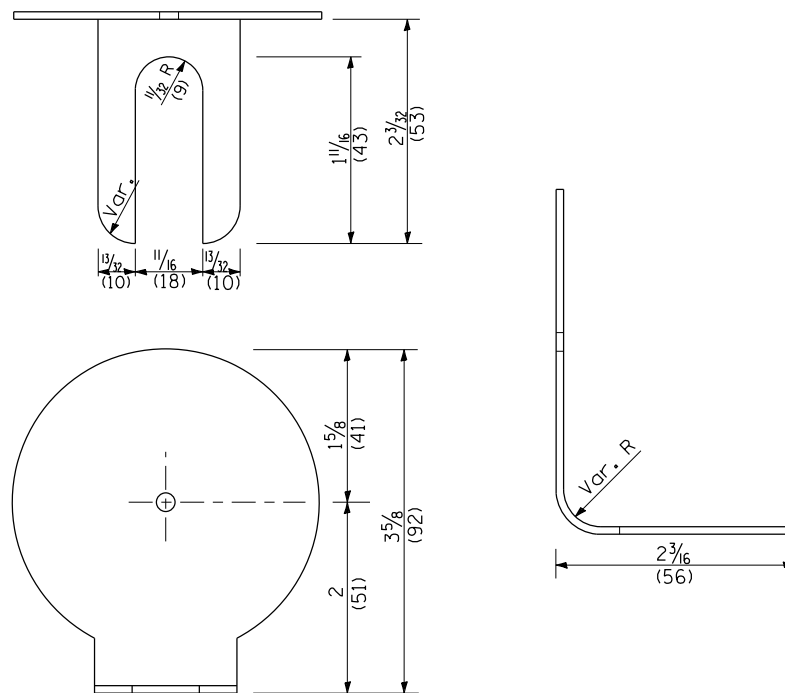


TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

REFLECTOR MOUNTING

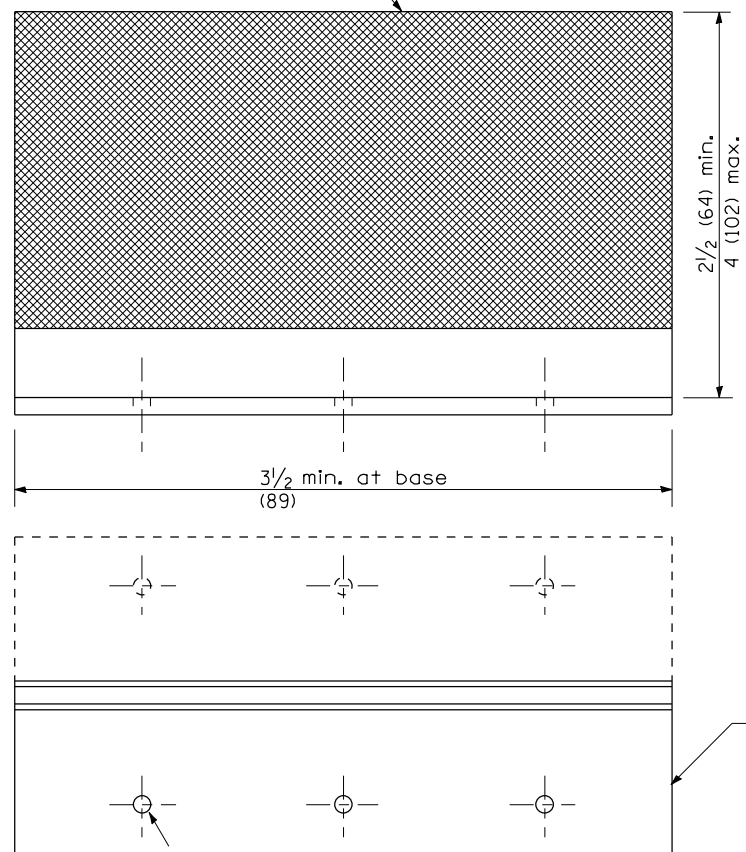


REFLECTOR MARKER TYPE B



REFLECTOR MARKER TYPE A

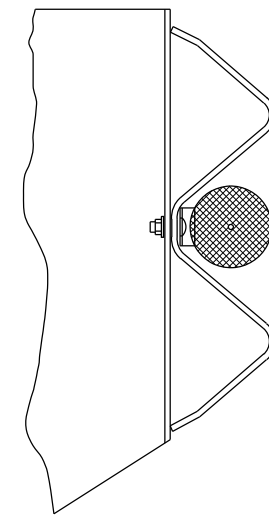
Min. reflective area 6 1/2 sq. in. (4,194 mm²) each side. May be rectangular or slight trapezoid.



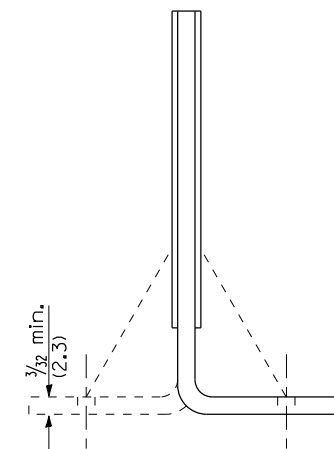
REFLECTOR MARKER TYPE C

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

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



TYPICAL GUARDRAIL MOUNTING WITH REFLECTOR MARKER TYPE A



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

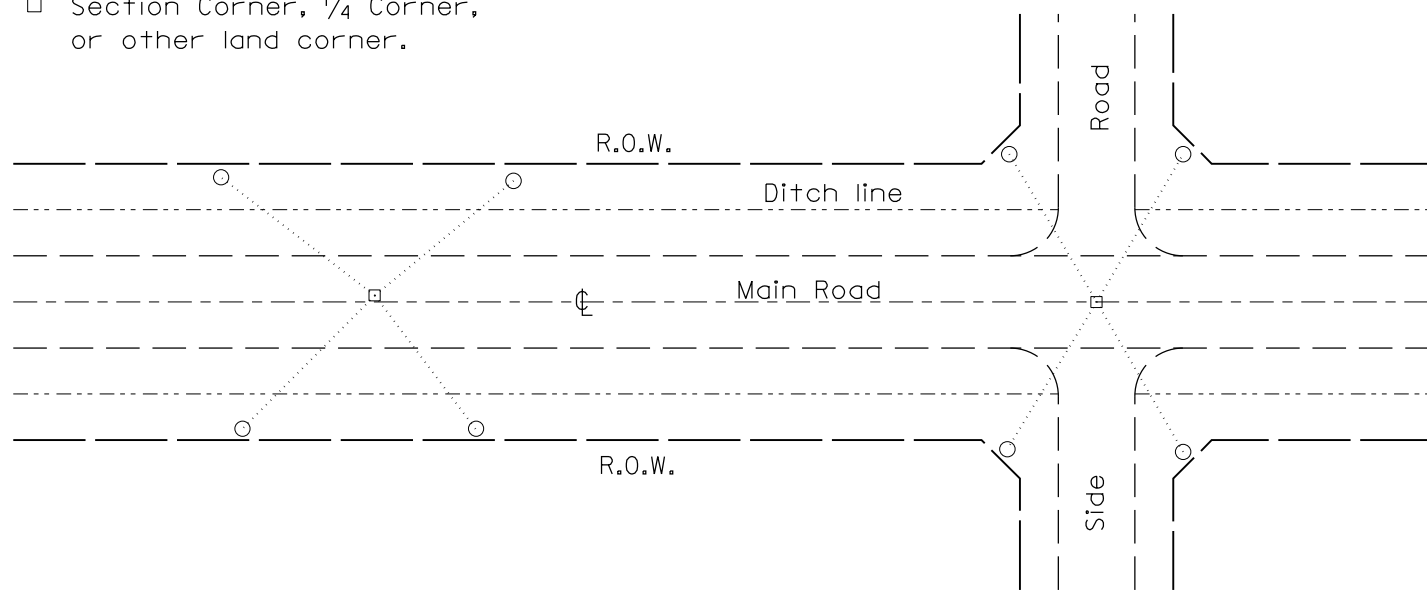
REFLECTORS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	64
CONTRACT NO. 68481				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PERMANENT SURVEY TIES

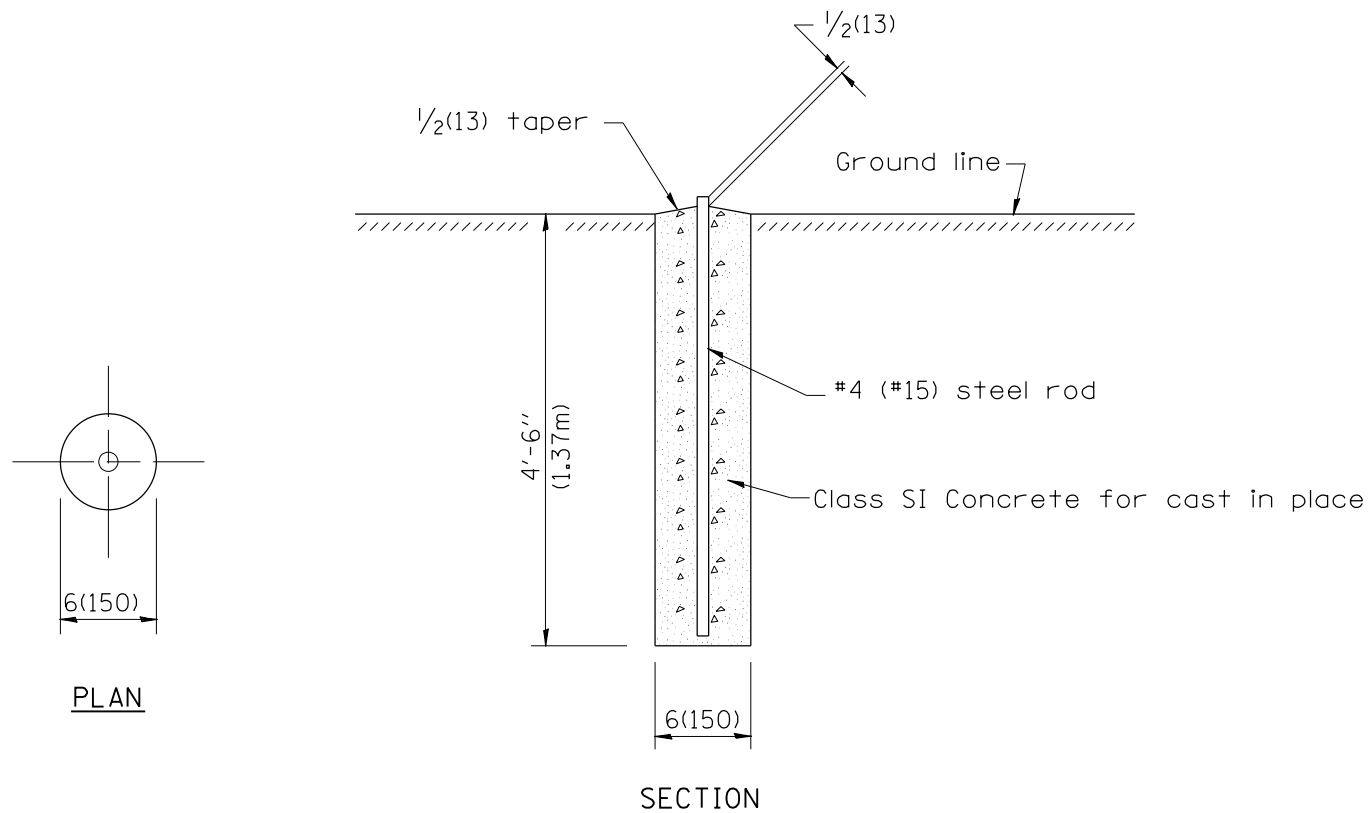
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

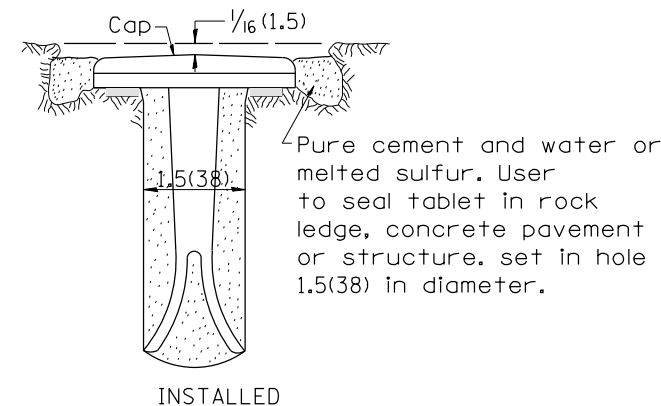
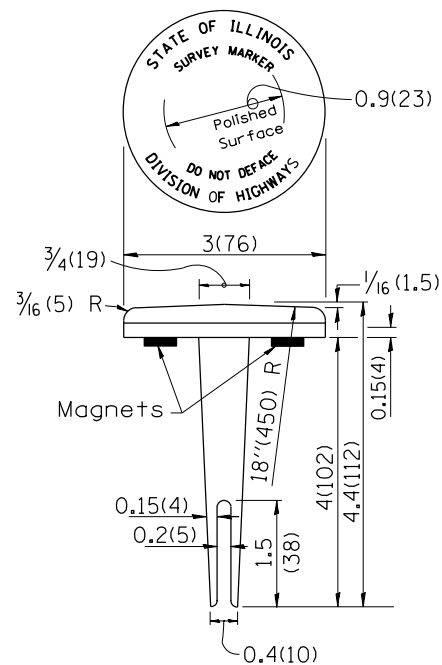
GENERAL NOTES

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



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

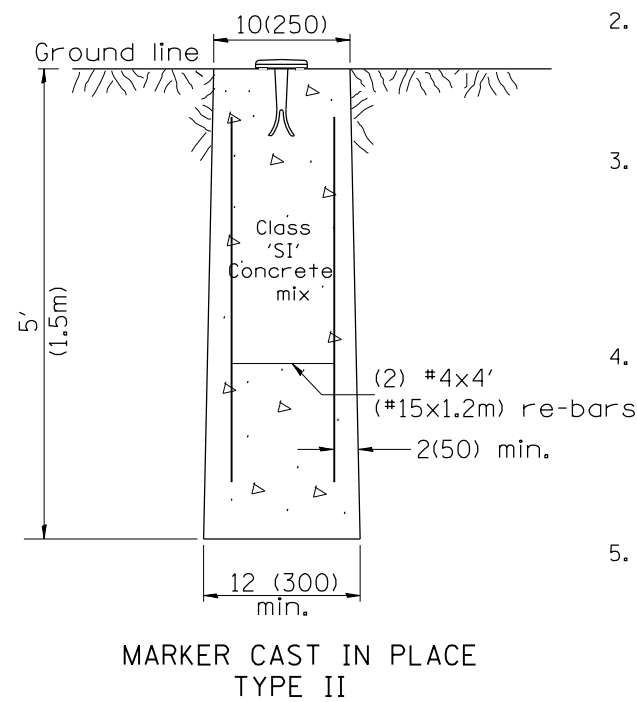
PERMANENT SURVEY MARKERS



TYPE I

GENERAL NOTES

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



MARKER CAST IN PLACE TYPE II

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

01-01-97	RENUM. D-3.01, NEW REVISION BOX, REVISED	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
	TITLE BOX, ADD DESIGNER NOTE		01-04-11	REVISED FOR CORRECTIONS	R.D.
07-07-98	ADD DESIGNER NOTE	J.A.			
05-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

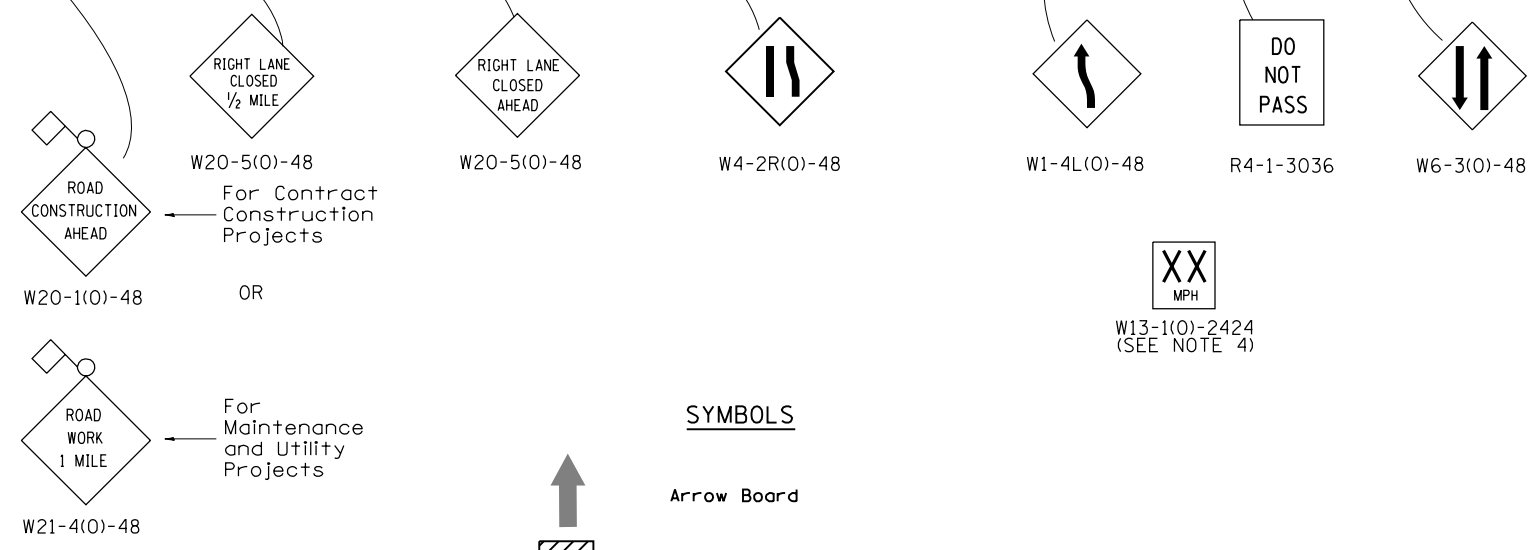
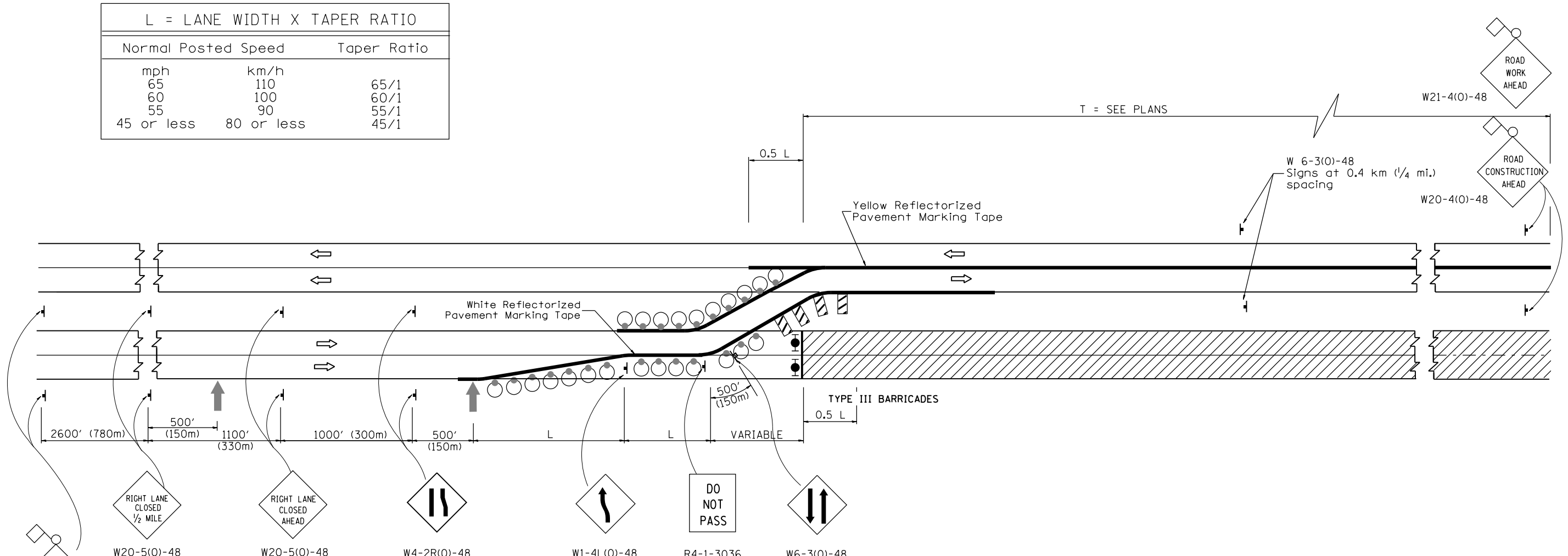
NOT TO SCALE

CADD STD. 667101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	65
CONTRACT NO. 68481				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DESIGNER NOTES:
 1. This drawing is applicable for use with stage construction where a 2-lane facility is being upgraded to 4-lanes
 2. Check with the District Bureau of Operations prior to using this drawing.
 3. Include District Special Provision.

L = LANE WIDTH X TAPER RATIO		
Normal Posted Speed		Taper Ratio
mph	km/h	
65	110	65/1
60	100	60/1
55	90	55/1
45 or less	80 or less	45/1



W13-1(0)-2424

 (SEE NOTE 4)

- SYMBOLS**
- Arrow Board
 - Work Area
 - 450x450 (18x18) minimum Orange Flag
 - Sign on Portable or Permanent Support
 - Drum with Steady Burning Light
 - Vertical Panel
 - Barricade

GENERAL NOTES

- This Standard is used where, at anytime, any vehicle, equipment, workers or their activities require the closure of two adjacent lanes and a temporary crossover is provided by making use of one lane of pavement normally used by opposing flow of traffic and positive barrier is not used to separate the opposing traffic.
- Reflective, solid edge lines and a double yellow center-line shall be used when the closure time exceeds four days or when the normal posted speed outside the area of operations exceeds 50 mph (80kph). ReflectORIZED Pavement Marking tape shall be used for marking the edge lines and center line on existing pavement. Either tape or reflectORIZED pavement marking paint shall be used for markings on the paved crossovers. Raised Reflective Pavement Markers at 25 ft. (7.5m) centers shall also be installed to provide additional delineation. All existing pavement markings which conflict with the revised traffic pattern shall be removed.
- All drums and vertical panels shall be at 50 ft. (15m) centers.
- The speed limit to be shown on the advisory speed plate shall be 10 mph (15kph) below the normal posted speed limit or 45 mph (80kph), whichever is less.
- Signs mounted in the median may be omitted when the median is less than 10 ft (3m), wide.
- Steady burning lights will not be required on drums for day operations. All drum lights shall be mono-directional.
- All signs shall be post mounted if the closure time exceeds four days.
- Flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series.
- Longitudinal dimensions may be adjusted to fit field conditions.
- Form BT 725 is required.

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

01-01-97	RENUM. F-6.22, NEW REVISION BOX, REVISED	T.P.							
	DESIGNER NOTES								
10-16-06	REVISED TO 2007 SPEC.	M.A.							

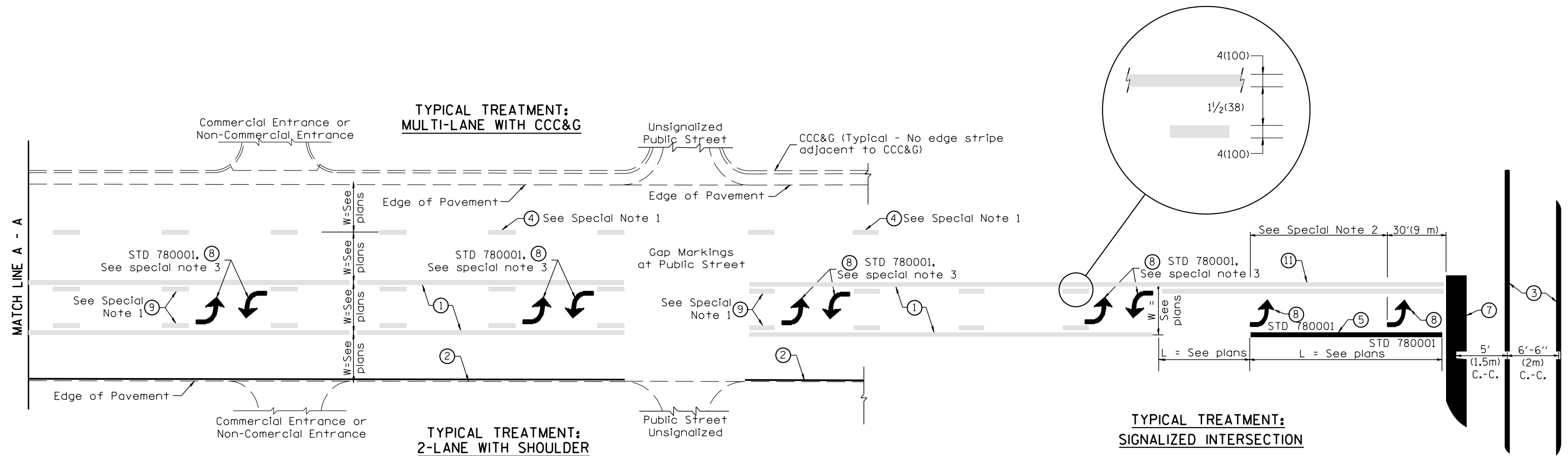
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANE CLOSURE, MULTILANE DIVIDED, WITH CROSSOVER FOR SPEEDS ≥ 45MPH (STANDARD 701416 SPECIAL)

NOT TO SCALE CADD STD. 701416-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(18)BR	PEORIA	77	66
CONTRACT NO. 68481				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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



TYPICAL PAVEMENT MARKING LEGEND

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

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

SPECIAL NOTES

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

GENERAL NOTES

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

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

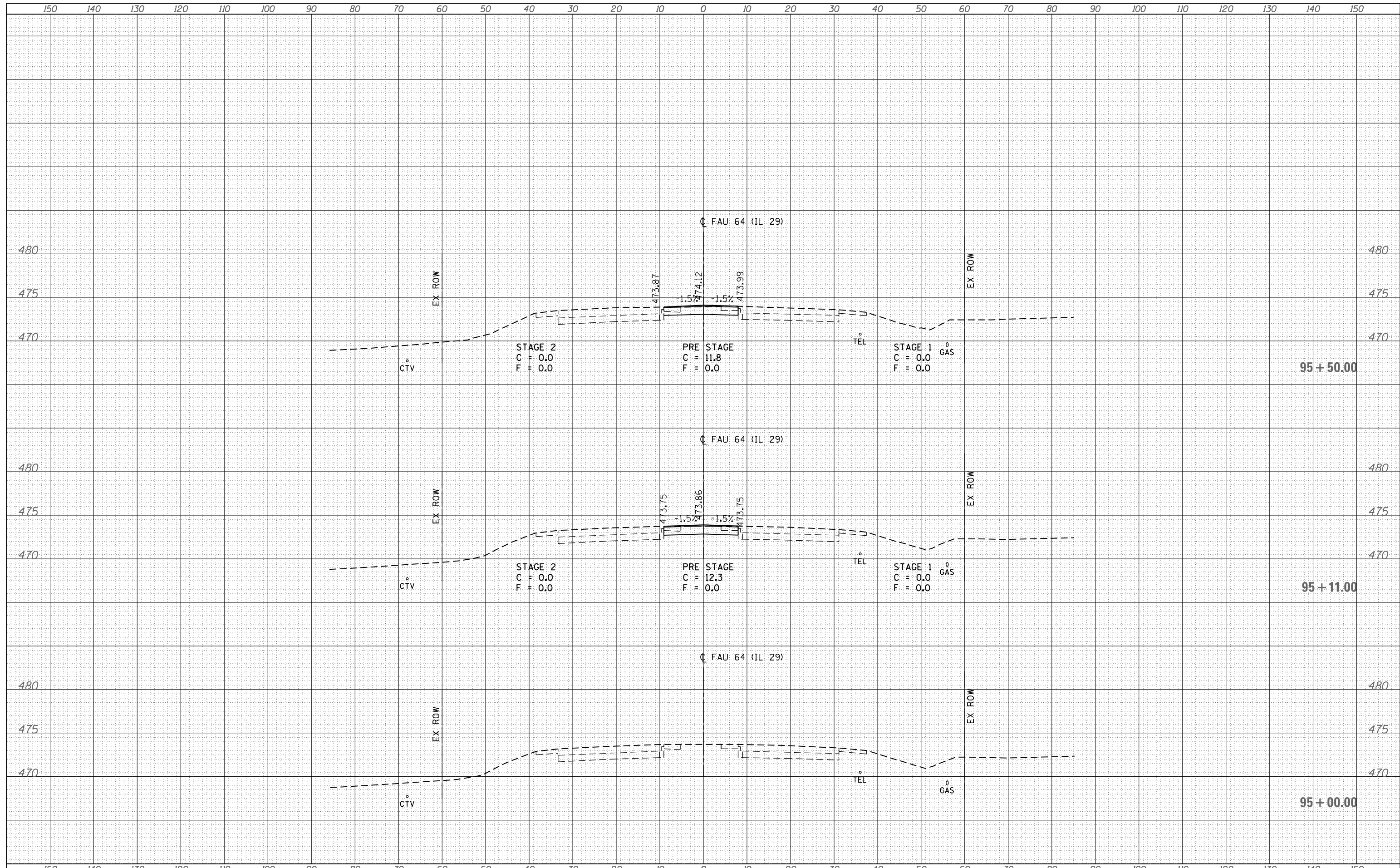
TYPICAL PAVEMENT MARKINGS

SHT. 1 OF 2
CADD STD. 780001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	67
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68481	

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



FILE NAME = 69.dgn
 USER NAME = kesthbr

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

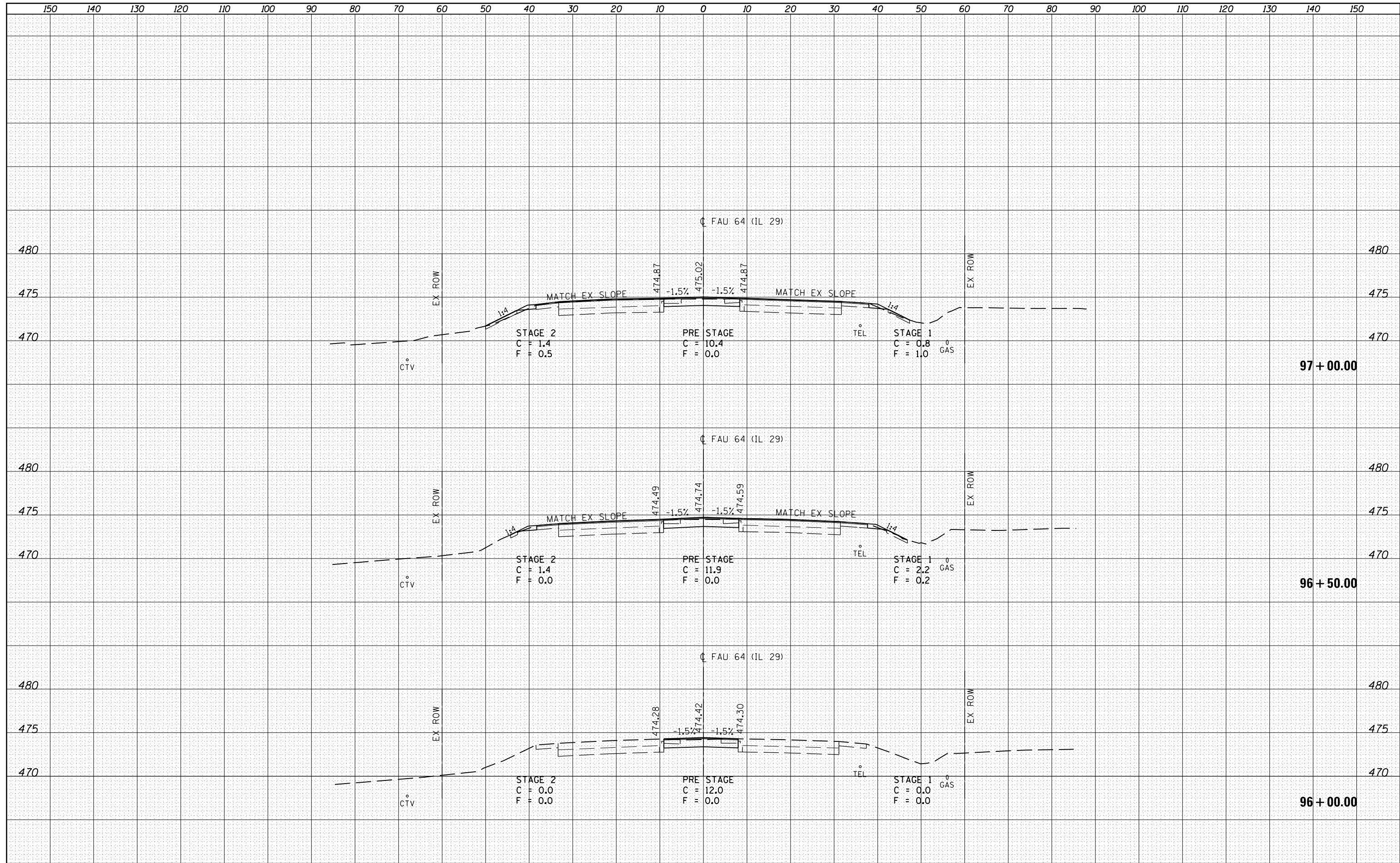
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 95+00.00 TO STA. 95+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(108)BR	PEORIA	77	69
CONTRACT NO. 68481			ILLINOIS FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

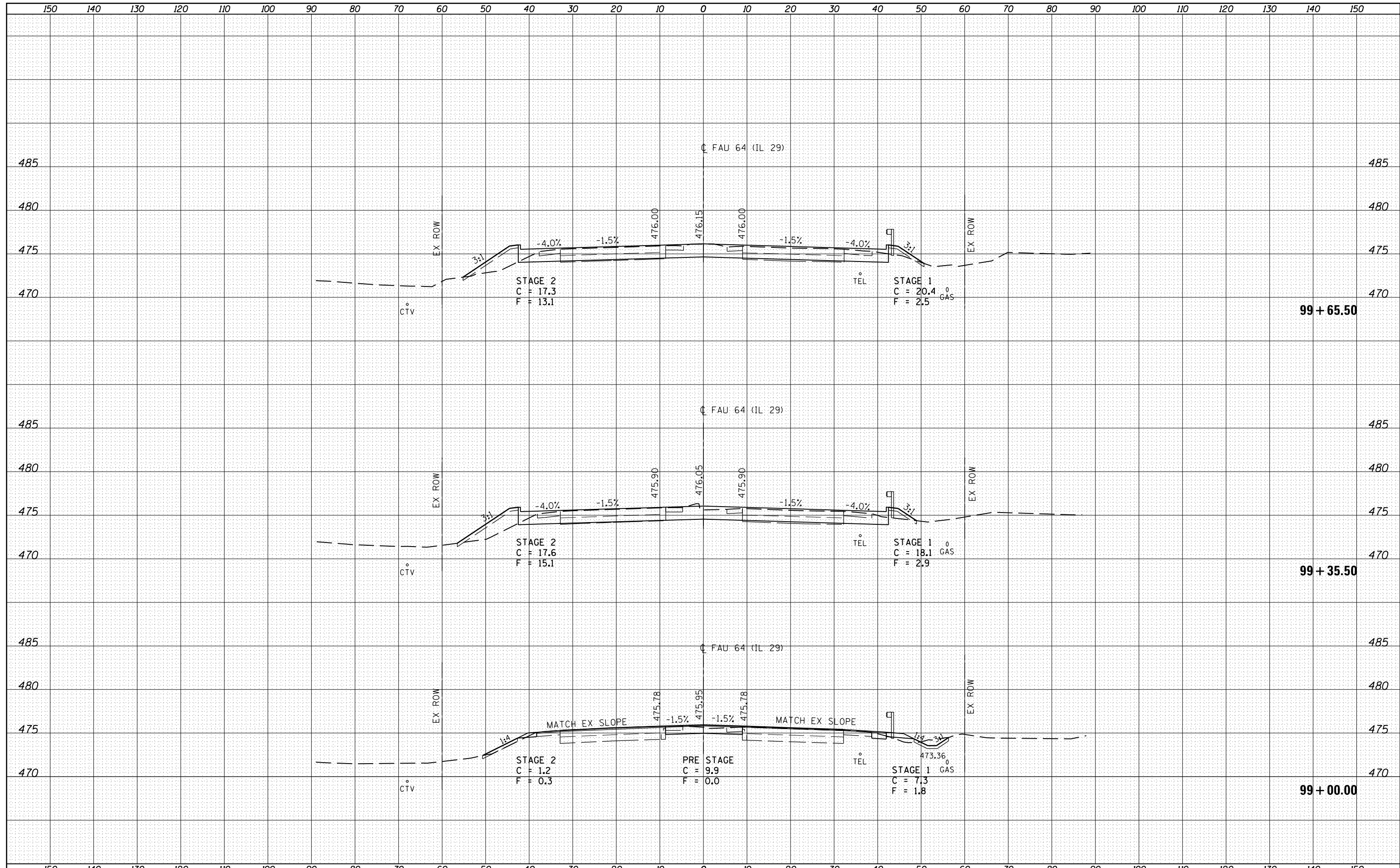
DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILEL		DRAWN -	REVISED -		64	(108)BR	PEORIA	77	70				
PLOT SCALE = *SCALE*		CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. 96+00.00 TO STA. 97+00.00				CONTRACT NO. 68481				
PLOT DATE = *DATE*		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

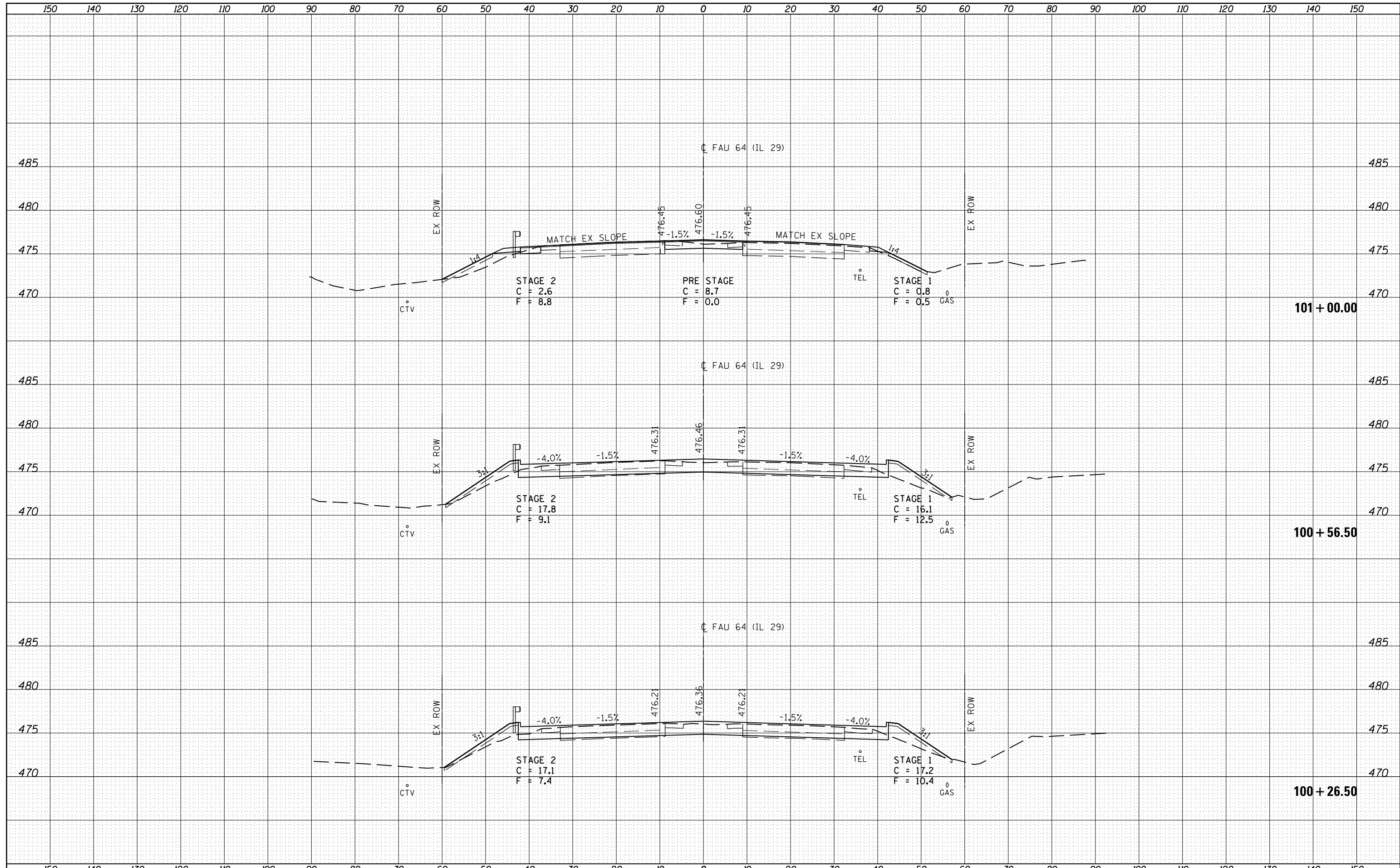
DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
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NO.	



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILEL		DRAWN -	REVISED -					64	(108)BR	PEORIA	77	72
XS.SHEET		CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. 99+00.00 TO STA. 99+65.50			CONTRACT NO. 68481				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

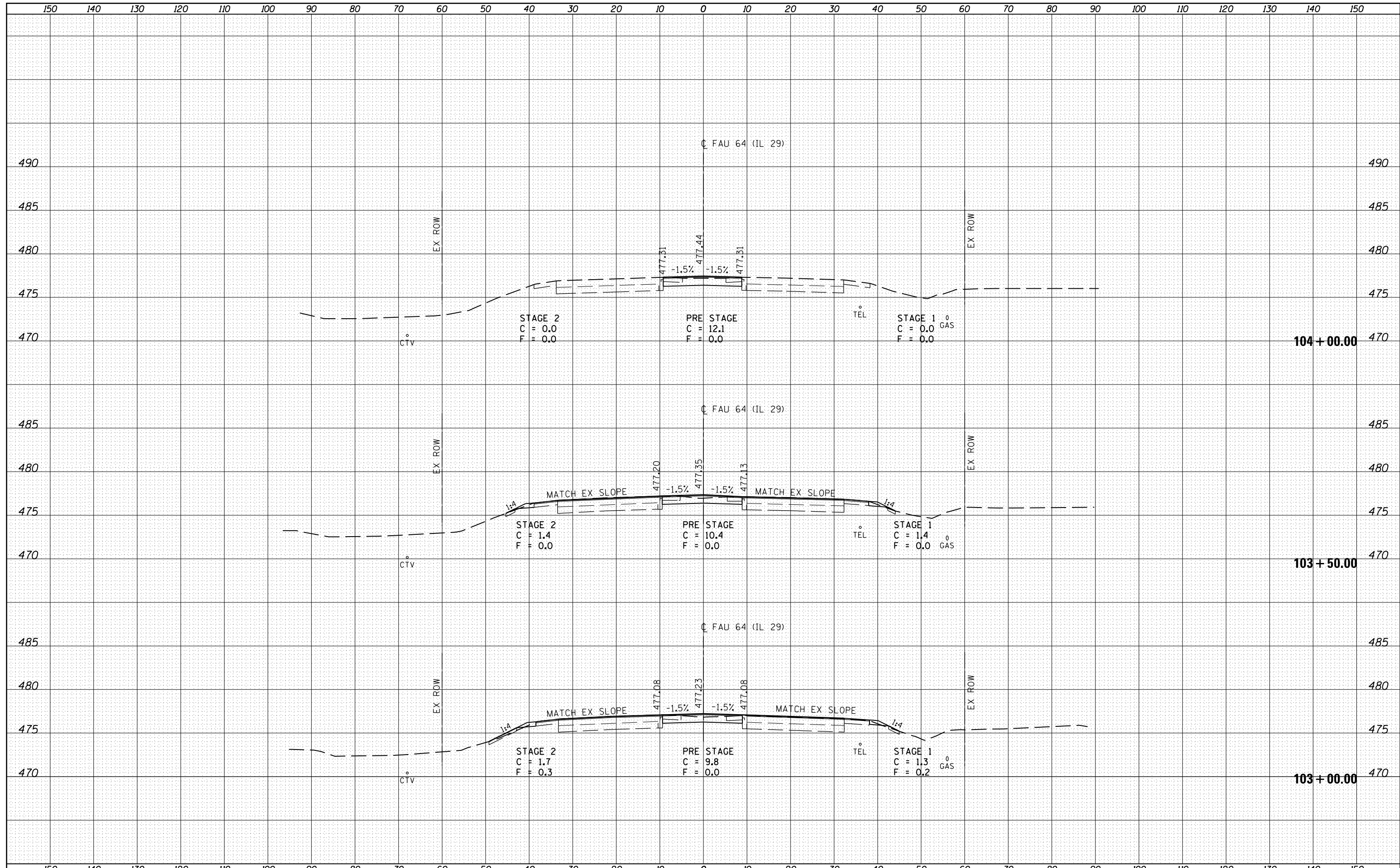
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.P. RTE. 64	SECTION (108)BR	COUNTY PEORIA	TOTAL SHEETS 77	SHEET NO. 73
FILEL		DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 100+26.50	TO STA. 101+00.00	CONTRACT NO. 68481	
		CHECKED -	REVISED -									
XS.SHEET		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

DATE	
BY	
FINAL SURVEY	
SURVEYED	
NOTE BOOK	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
NOTE BOOK	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILEL		DRAWN -	REVISED -		64	(108)BR	PEORIA	77	75				
XS.SHEET	PLOT SCALE = *SCALE*	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 103+00.00	TO STA. 104+00.00	CONTRACT NO. 68481		
	PLOT DATE = *DATE*	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

