11-6-09 Letting, Item 045

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	✡ 49	1
	ILLINOIS CONTRACT NO. 68478			

✡ 49+1=50

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DATA

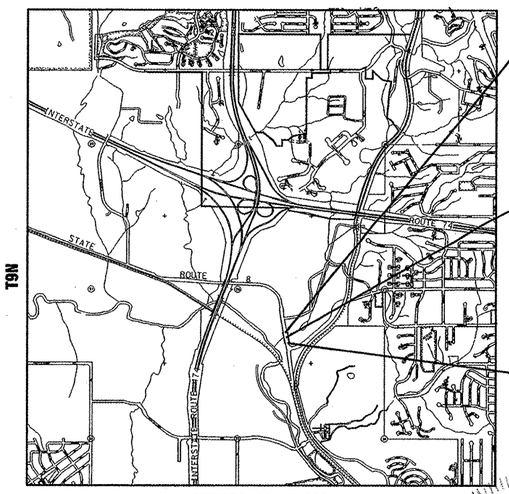
HIGHWAY CLASSIFICATION - MINOR ARTERIAL (URBAN)
DESIGN SPEED - 45 MPH
POSTED SPEED - 55 MPH
ADT: 2500 (2005) % TRUCKS = 6.2
CLASS III TRUCK ROUTE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.U. ROUTE 6658 (IL 8)
SECTION (ZC-15D-BR) BR
PROJECT BRM-6658(003)
BRIDGE REHABILITATION
PEORIA COUNTY

C-94-069-05



IMPROVEMENT BEGINS
STATION 377+00.00

BRIDGE STRUCTURE
STATION 381+08.75

IMPROVEMENT ENDS
STATION 384+61.00

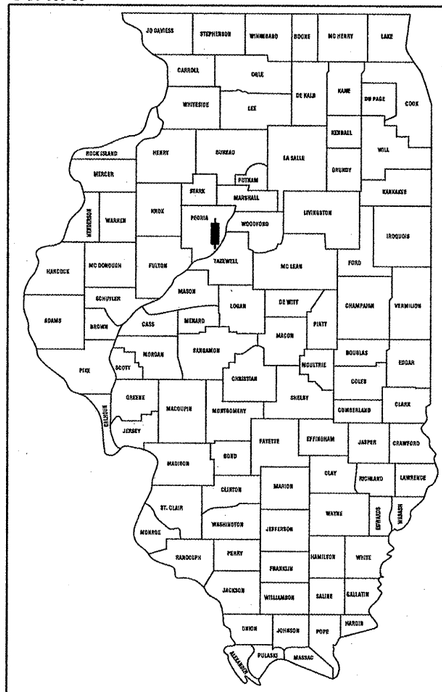
R7E SEC. 26 4th PM

LAYOUT MAP

1/2 MILE 0 1/2 MILE
GRAPHIC SCALE

GROSS LENGTH = 761.00 FT. = 0.144 MILE
NET LENGTH = 761.00 FT. = 0.144 MILE

D-94-060-05



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Aug 10 20 09
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 2 20 09
Charles J. Ingemunson
ENGINEER OF DESIGN AND ENVIRONMENT

October 2 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

DAVID E. ATCHLEY
062-47257
LICENSED PROFESSIONAL ENGINEER
OF
ILLINOIS

SIGNED: David E. Atchley
David E. Atchley I.L.P.E. No. 47257
License Expires 11/30/09
DATED: 7/29/09

SHEETS: 1-13 AND 36-49

CONSULTANT LIAISON ENGINEER: CHRISTOPHER MAUSHARD
PROJECT ENGINEER: CHRISTOPHER MAUSHARD
PHONE: 309-671-3453

CONTRACT NO. 68478 **CATALOG NO. 033059-00D**

HDC ENGINEERING
Professional Design Firm License No. 184-003223 Expires: 04/30/2011
201 West Springfield, Suite 300, P.O. Box 140, Champaign, Illinois 61824-0140
217-352-6976 FAX 217-356-0570

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

1. 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.

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

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

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

4. PROPERTY OWNER ACCESS REQUIREMENT
ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

5. AT LOCATIONS WHERE CLEARING IS INDICATED ON THE PLANS BEYOND THE LIMITS OF THE PROPOSED EXCAVATION OR EMBANKMENT, THE CONTRACTOR SHALL RESTORE THE DISTURBED EARTH BY BLADING AND SHAPING TO BLEND WITH THE ADJACENT GROUND. THE CLEARING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EXCAVATION PAY ITEMS IN THE PLANS. PAYMENT FOR RESEEDING OR RESODDING WILL BE AS PROVIDED IN THE PLANS.

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

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

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

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

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

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

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

FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT *XXX (XX+XOO)*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.

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

9. 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.

10. ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS
THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

11. 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.

12. 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.

13. ENVIRONMENTAL REVIEWS
PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

* BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
* A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
* SIGNED PROPERTY OWNER AGREEMENT FORM-D4 PI0100
* COLOR PHOTOGRAPHS DEPICTING THE USE AREA
* BORROW AREA ENTRY AGREEMENT FORM-D4 PI0101

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

COMMITMENTS
COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

NO COMMITMENTS HAVE BEEN ADOPTED FOR THIS PROJECT.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS:

BITUMINOUS CONCRETE MIXTURE REQUIREMENTS			
Mixture Use(s):	HMA Surface 1-½"	HMA Shoulders (Surface) 1-½"	HMA Shoulders 6-1/2" (Lower Lift)
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0% @ N50	3.0% @ N=30	4.0% @ N=50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5 OR 12.5	IL 19.0
Friction Aggregate	D	C	N/A
RAP% MAX**	15	30	30

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

INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, LISTING OF APPLICABLE HIGHWAY STANDARDS, GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5-6	SCHEDULES OF QUANTITIES
7	ALIGNMENT, TIES, AND BENCHMARKS
8	EXISTING AND PROPOSED PLAN & PROFILE
9-10	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
11	TEMPORARY/PERMANENT EROSION CONTROL SHEET
12	RIGHT-OF-WAY SHEET
13	PAVEMENT MARKING SHEET
14-35	BRIDGE PLANS
36-42	CROSS SECTIONS
43-49	DISTRICT 4 CADD STANDARDS

LIST OF STANDARDS

000001-05	630001-08	701001-02
001001-02	630201-06	701006-03
280001-04	630301-05	701011-02
482001-02	631031-07	701301-03
482011-03	635006-03	701306-02
515001-03	635011-02	701311-03
542401-01	666001-01	701321-10
	667101-01	701326-03
		701331-03
		701901-01
		704001-05
		720011-01
		780001-02
		781001-03

DISTRICT 4 CADD STANDARDS

205001-D4
406101-D4
406301-D4
630101-D4

FILE NAME = 2 Gen-Notes.dgn	USER NAME =	DESIGNED - GWM	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE = N/A	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND COMMITMENTS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	2
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

URBAN
80% FED.
20% STATE

CONSTRUCTION TYPE CODE

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY 1000-2A	STRUCTURE X071-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	221	221	0
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	17	17	0
20200100	EARTH EXCAVATION	CU YD	2750	2750	0
20300100	CHANNEL EXCAVATION	CU YD	950	950	0
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	173	0	173
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	7239	7239	0
* 25000200	SEEDING, CLASS 2	ACRE	1.5	1.5	0
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	135	135	0
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	135	135	0
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	135	135	0
* 25100115	MULCH, METHOD 2	ACRE	1.5	1.5	0
* 25100630	EROSION CONTROL BLANKET	SQ YD	1546	1546	0
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150	150	0
28000300	TEMPORARY DITCH CHECKS	EACH	12	12	0
28000400	PERIMETER EROSION BARRIER	FOOT	292	292	0
28000500	INLET AND PIPE PROTECTION	EACH	2	2	0
28100709	STONE DUMPED RIPRAP, CLASS A5	SQ YD	1747	0	1747
28200200	FILTER FABRIC	SQ YD	1747	0	1747
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	10	10	0
40600115	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1.28	1.28	0
40600300	AGGREGATE (PRIME COAT)	TON	6.39	6.39	0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	89	89	0
40600990	TEMPORARY RAMP	SQ YD	63	63	0
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	174	174	0
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	307	307	0
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	62	62	0
44000100	PAVEMENT REMOVAL	SQ YD	409	409	0
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	2878	2878	0
44000700	APPROACH SLAB REMOVAL	SQ YD	169	169	0
44004250	PAVED SHOULDER REMOVAL	SQ YD	140	140	0
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	44	44	0
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	247	247	0
48203100	HOT-MIX ASPHALT SHOULDERS	TON	88	88	0
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	0	1
50105210	REMOVE EXISTING CULVERTS	FOOT	63	63	0
50200100	STRUCTURE EXCAVATION	CU YD	306	0	306
50300100	FLOOR DRAINS	EACH	14	0	14
50300225	CONCRETE STRUCTURES	CU YD	162.1	0	162.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	305.8	0	305.8
50300260	BRIDGE DECK GROOVING	SQ YD	971	0	971
50300280	CONCRETE ENCASEMENT	CU YD	10.6	0	10.6
50300300	PROTECTIVE COAT	SQ YD	1162	0	1162
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	0	1
50500505	STUD SHEAR CONNECTORS	EACH	3129	0	3129

SUMMARY OF QUANTITIES

URBAN
80% FED.
20% STATE

CONSTRUCTION TYPE CODE

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY 1000-2A	STRUCTURE X071-2A
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	113690	0	113690
50800515	BAR SPLICERS	EACH	880	0	880
51201600	FURNISHING STEEL PILES HP 12x53	FOOT	1844	0	1844
51202305	DRIVING PILES	FOOT	1844	0	1844
51500100	NAME PLATES	EACH	1	0	1
52100520	ANCHOR BOLTS, 1"	EACH	56	0	56
542D1060	PIPE CULVERTS, CLASS D, TYPE 2 15"	FOOT	75	75	0
54213450	END SECTIONS 15"	EACH	2	2	0
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	109	0	109
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	163	0	163
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	475	475	0
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	0
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4	0
63200310	GUARDRAIL REMOVAL	FOOT	150	150	0
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	3	3	0
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1	0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	16	8	8
67100100	MOBILIZATION	L SUM	1	1	0
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	0
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	219	219	0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1870	1870	0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1527	1527	0
70400100	TEMPORARY CONCRETE BARRIER	FOOT	270	270	0
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	105	105	0
72400500	RELOCATE SIGN PANEL ASSEMBLY-TYPE A	EACH	1	1	0
72400710	RELOCATE SIGN PANEL-TYPE 1	SQ FT	19	19	0
* 78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	16	16	0
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	4460	4460	0
* 78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	303	303	0
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	17	17	0
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	0
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	0
X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	35	35	0
X0320678	TREE WHIP MIXTURE	EACH	72	72	0
X0321781	MECHANICAL SPLICE	EACH	36	0	36
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	353	0	353
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION-LOCATION 1	EACH	1	0	1
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION-LOCATION 2	EACH	1	0	1
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	28	28	0
X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1	1	0
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	44	0	44
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	0

* SPECIALTY ITEM

FILE NAME = 3 Sum Quan.dgn	USER NAME =	DESIGNED - QWM	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE = N/A	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

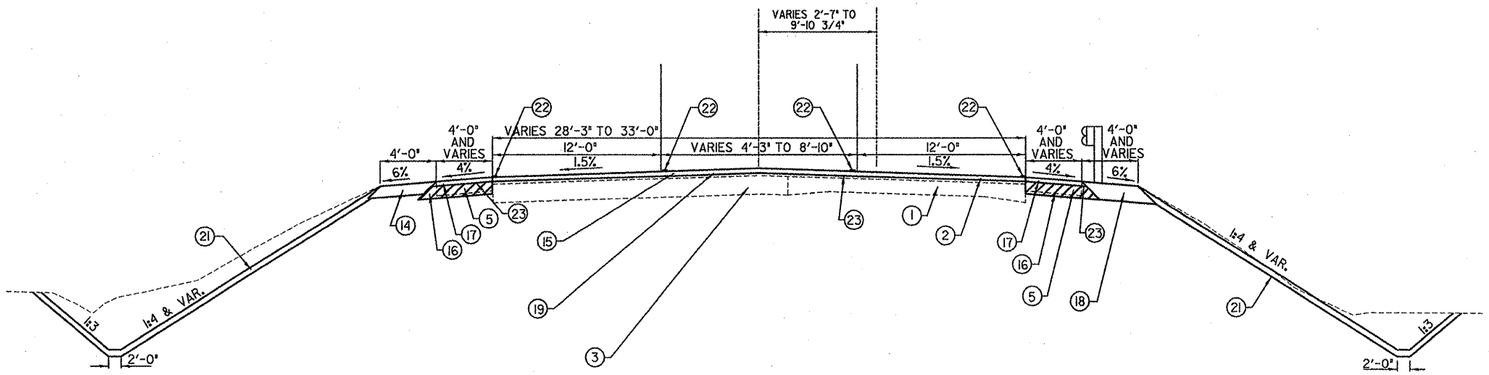
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8658	(ZC-15D-BR) BR	PEORIA	49	3

CONTRACT NO. 68478

ILLINOIS | FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

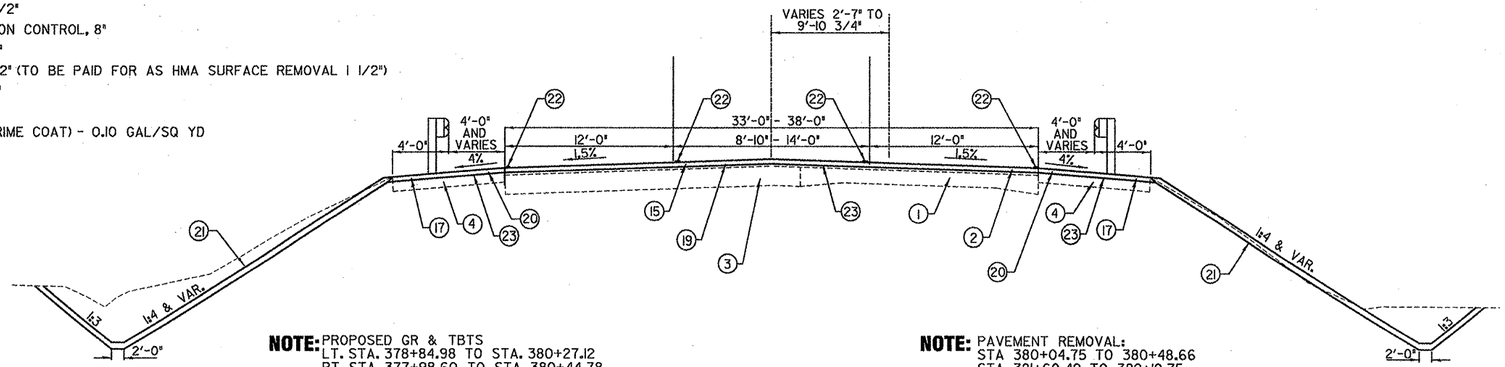


NOTE: PROPOSED GR & TBTS
RT. STA. 377+76.65 TO STA. 377+98.60

LEGEND

1. EXISTING CONCRETE PAVEMENT 9"-6"-9"
2. EXISTING HMA SURFACE 3"
3. EXISTING P.C.C. BASE COURSE 8"
4. EXISTING HMA SHOULDER 8"
5. EXISTING AGGREGATE SHOULDER
14. PROPOSED AGGREGATE SHOULDER, TYPE B, 6"
15. PROPOSED 1 1/2" HMA SURFACE COURSE, MIX "D", N50
16. PROPOSED HMA SHOULDERS, LOWER LIFT, 6 1/2"
17. PROPOSED HMA SHOULDERS SURFACE, 1 1/2"
18. PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL, 8"
19. PROPOSED HMA SURFACE REMOVAL 1 1/2"
20. PROPOSED HMA SHOULDER REMOVAL, 1 1/2" (TO BE PAID FOR AS HMA SURFACE REMOVAL 1 1/2")
21. PROPOSED TOPSOIL FURNISH & PLACE 4"
22. PROPOSED PAVEMENT MARKING
23. POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) - 0.10 GAL/SQ YD

PROPOSED TYPICAL SECTION
STA. 377+00.00 TO STA. 377+98.60
BRIDGE OMISSION STA. 380+35.75 TO STA. 381+73.75



NOTE: PROPOSED GR & TBTS
LT. STA. 378+84.98 TO STA. 380+27.12
RT. STA. 377+98.60 TO STA. 380+44.78
LT. STA. 381+65.12 TO STA. 384+44.76
RT. STA. 381+82.78 TO STA. 383+24.92

NOTE: PROPOSED FLEXIBLE PAVEMENT CONNECTORS:
STA. 379+99.95 TO STA. 380+05.95
STA. 382+03.95 TO STA. 382+09.95

PROPOSED BRIDGE APPROACH PAVEMENT:
STA. 380+05.95 TO STA. 380+35.95
STA. 381+73.95 TO STA. 382+03.95

NOTE: PAVEMENT REMOVAL:
STA 380+04.75 TO 380+48.66
STA 381+60.49 TO 382+12.75

EXISTING FIELD ENTRANCE
STA 383+50.89

PROPOSED TYPICAL SECTION
STA. 377+98.60 TO STA. 380+35.95
STA. 381+73.95 TO STA. 384+30.00

FILE NAME = 4 XS TYP.dgn	USER NAME =	DESIGNED - GWM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ALP	REVISED -			6658	(ZC-15D-BR) BR	PEORIA	49	4
	PLOT SCALE = N/A	CHECKED - DEA/ENC	REVISED -					CONTRACT NO. 68478		
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -		SCALE: ____ SHEET NO. _ OF _ SHEETS STA. ____ TO STA. ____			ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEEDING AND MULCH SCHEDULE

LOCATION STATION TO STATION		PLAN AREA (1:3 SLOPES & FLATTER)	PLAN AREA (SLOPES STEEPER THAN 1:3)	PLAN AREA x SLOPE FACTOR (1:3 SLOPES & FLATTER)	PLAN AREA x SLOPE FACTOR (SLOPES STEEPER THAN 1:3)	PLAN AREA (1:3 SLOPES & FLATTER)	PLAN AREA (SLOPES STEEPER THAN 1:3)	SEEDING, CLASS 2	NITROGEN (90 LB/ACRE)	PHOSPHORUS (90 LB/ACRE)	POTASSIUM (90 LB/ACRE)	TEMPORARY EROSION CONTROL SEEDING (100 LB/ACRE)	MULCH, METHOD 2
	LT/RT	SQ FT	SQ FT	SQ FT	SQ FT	SQ YD	SQ YD	ACRE	POUND	POUND	POUND	POUND	ACRE
STA. 377+00 TO STA. 379+50	RT	13,500		14,228.84		1,580.98		0.3099	27.89	27.89	27.89	31.00	0.31
	LT	13,500		14,228.84		1,580.98		0.3099	27.89	27.89	27.89	31.00	0.31
STA. 379+50 TO STA. 380+27	RT	1,386	2,695	1,460.83	3,013.01	162.31	334.78	0.094	8.46	8.46	8.46	9.40	0.09
	LT	1,540	3,080	1,623.14	3,443.44	180.35	382.60	0.106	9.54	9.54	9.54	10.60	0.11
BRIDGE	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-
STA. 381+52 TO STA. 382+00	RT	576	1,584	607.09	1,770.91	67.45	196.77	0.0495	4.46	4.46	4.46	4.95	0.05
	LT	720	1,680	758.87	1,878.24	84.32	208.69	0.055	4.95	4.95	4.95	5.50	0.06
STA. 382+00 TO STA. 382+50	RT	750	1,650	790.49	1,844.70	87.83	204.97	0.055	4.95	4.95	4.95	5.50	0.06
	LT	700	1,750	737.79	1,956.50	81.98	217.39	0.056	5.04	5.04	5.04	5.60	0.06
STA. 382+50 TO STA. 384+61	RT	9,495		10,007.62		1,111.96		0.2179	19.61	19.61	19.61	21.79	0.22
	LT	10,550		11,119.58		1,235.51		0.242	21.78	21.78	21.78	24.20	0.24
TOTALS		52,717	12,439		13,906		1,545	1.5	135	135	135	150	1.5

EROSION CONTROL BLANKET

STATION TO STATION	LT/RT	EROSION CONTROL BLANKET SQ YD
STA. 379+50 TO STA. 380+27	RT	335
	LT	383
BRIDGE	-	-
	-	-
STA. 381+52 TO STA. 382+00	RT	197
	LT	209
STA. 382+00 TO STA. 382+50	RT	205
	LT	217
	TOTALS	1546

TRAFFIC CONTROL AND PROTECTION

LOCATION/DESCRIPTION	QUANTITY EACH	QUANTITY L SUM
STANDARD 701321	1	
STANDARD 701306		1
TOTAL	1	1

TEMPORARY DITCH CHECKS

LOCATION	OFFSET FT	LT/RT	QUANTITY EACH
STA. 376+43.73	64.11	LT	1
STA. 377+43.73	70.52	LT	1
STA. 378+43.73	77.17	LT	1
STA. 379+43.73	68.70	LT	1
STA. 381+75.26	68.06	LT	1
STA. 382+75.26	73.00	LT	1
STA. 383+75.26	73.28	LT	1
STA. 375+79.09	61.97	RT	1
STA. 376+79.09	61.92	RT	1
STA. 377+79.09	61.62	RT	1
STA. 378+79.09	56.00	RT	1
STA. 379+79.09	47.82	RT	1
TOTAL			12

SUMMARY OF EARTHWORK

DESCRIPTION\LOCATION	STATION TO STATION				LENGTH		EARTH EX. VOLUME (FOR INFORMATION ONLY)	EARTH EX. ADJUSTED FOR SHRINKAGE (FOR INFORMATION ONLY)	EMBANKMENT VOLUME (FOR INFORMATION ONLY)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (FURNISHED EX.) (FOR INFORMATION ONLY)	CHANNEL EXCAVATION
							CU YD	CU YD	CU YD	CU YD	CU YD
US 24											
BEGINNING TO START OF BRIDGE	STA.	377+00	TO	STA.	380+27	327 FT	1763	1322	173	1149	
START OF BRIDGE TO END OF BRIDGE	STA.	380+27	TO	STA.	381+52	125 FT					950
END OF BRIDGE TO END	STA.	381+52	TO	STA.	384+61	309 FT	987	740	83	657	
						TOTAL	2750	2062	256	1806	950

NOTE: A SHRINKAGE FACTOR OF 25% WAS USED TO CALCULATE QUANTITIES OF WASTE MATERIAL.

MOBILIZATION

LOCATION/DESCRIPTION	QUANTITY L SUM
STA. 377+00 TO STA. 384+50	1
TOTAL	1

TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)

LOCATION	QUANTITY EACH
ENTIRE PROJECT	1
TOTAL	1

TOPSOIL FURNISH AND PLACEMENT, 4"

LOCATION STATION TO STATION	LENGTH FT	TOPSOIL PLACEMENT VOLUME SQ YD
STA. 377+00 TO STA. 380+27	327	4243
STA. 380+52 TO STA. 384+61	409	2996
TOTAL		7239

INLET AND PIPE PROTECTION

LOCATION	OFFSET FT	EACH
STA. 382+98.35	60.93 RT	1
STA. 383+81.52	52.07 RT	1
TOTAL		2

RELOCATE SIGN PANEL, TYPE I

LOCATION	LT/RT	QUANTITY SQ FT
STA. 380+25.31	RT	6
STA. 381+88.15	LT	8
STA. 383+78.73	LT	5
TOTAL		19

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

LOCATION	OFFSET FT	LT/RT	QUANTITY UNIT
380+02.96	87.12	LT	14
380+09.86	78.21	LT	10
380+03.60	69.45	LT	10
380+28.72	74.58	LT	12
380+33.72	77.46	LT	7 & 6 & 6
380+33.67	73.31	LT	9 & 11
380+87.80	82.26	LT	8
380+96.55	82.91	LT	6
380+92.30	70.48	LT	8
380+99.57	73.08	LT	9
381+02.24	70.11	LT	6
381+06.34	69.77	LT	10
381+25.52	75.70	LT	10
381+26.83	78.73	LT	10
379+24.09	62.61	RT	8
379+70.80	63.91	RT	7
379+89.47	61.36	RT	14
379+90.46	61.50	RT	7
379+93.93	62.93	RT	8
380+57.82	62.11	RT	12
380+74.42	57.82	RT	13
TOTAL			221

PERIMETER EROSION BARRIER

LOCATION STATION TO STATION	LT/RT	QUANTITY FOOT
STA. 377+00 TO 384+80		292
TOTAL		292

RELOCATE SIGN PANEL ASSEMBLY, TYPE A

LOCATION	LT/RT	QUANTITY EACH
STA. 379+01.13	RT	1
TOTAL		1

TREE REMOVAL (OVER 15 UNITS DIAMETER)

LOCATION	OFFSET FT	LT/RT	QUANTITY UNIT
STA. 380+03.60	69.45	LT	17
TOTAL			17

TREE WHIP MIXTURE

LOCATION STATION TO STATION	LT/RT	QUANTITY EACH
STA. 380+35 TO STA. 380+60	70' RT	11
STA. 381+85 TO STA. 382+35	70' RT	24
STA. 382+75 TO STA. 383+55	85' LT	37
TOTAL		72

PERMANENT SURVEY MARKERS, TYPE 1

LOCATION	QUANTITY EACH
CONTRACTOR TO SET BENCHMARK TABLET ON WINGWALL OF NEW STRUCTURE AND SEND THAT BENCHMARK INFORMATION TO THE DISTRICT SURVEY UNIT	1
TOTAL	1

CHANGEABLE MESSAGE SIGN

LOCATION	QUANTITY CAL DAY
ENTIRE PROJECT	28
TOTAL	28

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

LOCATION	OFFSET FT	LT/RT	QUANTITY EACH
STA 376+00.00	75.00	RT	1
STA 384+64.04	90.00	LT	1
STA 385+00.00	70.36	RT	1
TOTAL			3

ENGINEER'S FIELD OFFICE, TYPE A

LOCATION	QUANTITY CAL MO
ENTIRE SITE	8
TOTAL	8

REMOVE EXISTING CULVERTS

LOCATION	OFFSET FT	LT/RT	QUANTITY FOOT
STA. 383+47.69	54.25	RT	63
TOTAL			63

CONSTRUCTION LAYOUT

LOCATION	QUANTITY L SUM
ENTIRE SITE	1
TOTAL	1

PIPE CULVERTS, CLASS D, TYPE 2, 15"

LOCATION	QUANTITY FOOT
STA. 383+12.82/59.41' RT TO STA. 383+86.92/51.54' RT	75
TOTAL	75

END SECTIONS, 15"

LOCATION	OFFSET FT	LT/RT	QUANTITY FOOT
STA. 383+12.85	59.41	RT	1
STA. 383+86.92	51.54	RT	1
TOTAL			2

FILE NAME = S-6 Schedule of Quantities.dgn	USER NAME =	DESIGNED - GWN	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE = N/A	CHECKED - DEA/ERC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	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.
6658	(ZC-15D-BR) BR	PEORIA	49	5
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)

LOCATION STATION TO STATION					AREA SQ YD	CONV GAL/SQ YD	CONV TON/GAL	QUANTITY TON
STA.	377+00.00	TO	STA.	380+04.75	1720	0.10	0.004	0.688
STA.	379+90.72	TO	STA.	380+26.87	12	0.10	0.004	0.0048
STA.	380+11.30	TO	STA.	380+46.22	13	0.10	0.004	0.0052
STA.	381+63.58	TO	STA.	381+99.87	13	0.10	0.004	0.0052
STA.	381+83.04	TO	STA.	382+19.33	13	0.10	0.004	0.0052
STA.	382+12.75	TO	STA.	384+61.00	1425	0.10	0.004	0.57
							TOTAL	1.28

AGGREGATE (PRIME COAT)

LOCATION STATION TO STATION					AREA SQ YD	CONV LB/SQ YD	CONV LB/TON	QUANTITY TON
STA.	377+00.00	TO	STA.	380+04.75	1720	4	2000	3.44
STA.	379+90.72	TO	STA.	380+26.87	12	4	2000	0.024
STA.	380+11.30	TO	STA.	380+46.22	13	4	2000	0.026
STA.	381+63.58	TO	STA.	381+99.87	13	4	2000	0.026
STA.	381+83.04	TO	STA.	382+19.33	13	4	2000	0.026
STA.	382+12.75	TO	STA.	384+61.00	1425	4	2000	2.85
							TOTAL	6.39

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

LOCATION STATION TO STATION	AREA SQ YD	DEPTH INCH	CONV LB/SQ YD/IN	QUANTITY TON
STA. 377+00.00 TO STA. 380+04.75	1148.2	1½"	112	96
STA. 382+12.75 TO STA. 384+29.22	930.0	1½"	112	78
			TOTAL	174

AGGREGATE SURFACE COURSE, TYPE B

LOCATION	AREA SQ YD	DEPTH INCH	CONV LB/SQ YD/IN	QUANTITY TON
STA. 383+50.89	112	1½"	114	10
			TOTAL	10

BRIDGE APPROACH PAVEMENT

LOCATION STATION TO STATION					QUANTITY SQ YD
STA.	380+05.95	TO	STA.	380+35.95	153.3
STA.	381+73.95	TO	STA.	382+03.95	153.3
				TOTAL	307

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION STATION TO STATION					QUANTITY SQ YD
STA.	380+04.75	TO	STA.	380+10.75	31
STA.	382+07.75	TO	STA.	382+13.75	31
				TOTAL	62

APPROACH SLAB REMOVAL

LOCATION STATION TO STATION	WIDTH FT	QUANTITY SQ YD
STA. 380+28.66 TO STA. 380+48.66	20	84.5
STA. 381+60.49 TO STA. 381+80.49	20	84.5
	TOTAL	169

HMA SURFACE REMOVAL-BUTT JOINT

LOCATION STATION TO STATION	WIDTH FT	QUANTITY SQ YD
STA. 376+70.00 TO STA. 377+00.00	VARIES	89
	TOTAL	89

HMA SURFACE REMOVAL - 1 1/2"

LOCATION STATION TO STATION	WIDTH FT	QUANTITY SQ YD
STA. 377+00.00 TO STA. 380+04.75	VARIES	1511
STA. 382+12.75 TO STA. 384+29.22	54	1320
STA. 384+29.22 TO STA. 384+61.00	8	28
FIELD ENTRANCE STA. 383+50	VARIES	19
	TOTAL	2878

HOT MIX ASPHALT SHOULDERS 6 1/2"

LOCATION STATION TO STATION					LT/RT	LENGTH	HMA SHOULDERS 8" SQ YD
STA.	377+00.00	TO	STA.	377+98.60	LT	98.60	44
STA.	377+00.00	TO	STA.	377+98.60	RT	98.60	44
STA.	378+53.02	TO	STA.	379+32.59	LT	79.57	39
STA.	379+90.72	TO	STA.	380+26.87	LT	36.15	12
STA.	380+11.30	TO	STA.	380+46.22	RT	34.92	13
STA.	381+63.58	TO	STA.	381+99.87	LT	36.29	13
STA.	381+83.04	TO	STA.	382+19.33	RT	36.29	13
STA.	382+74.58	TO	STA.	383+76.60	RT	102.02	38
STA.	383+94.61	TO	STA.	384+61.00	LT	66.39	31
						TOTAL	247

HOT MIX ASPHALT SHOULDERS

LOCATION STATION TO STATION					LT/RT	LENGTH	HMA SHOULDERS 1 1/2" SQ YD	HMA SHOULDERS 1 1/2" TON
STA.	377+98.60	TO	STA.	380+26.87	LT	228.27	268	22.5
STA.	377+98.60	TO	STA.	380+46.22	RT	247.62	248	20.8
STA.	381+63.58	TO	STA.	384+61.00	LT	297.42	260	21.8
STA.	381+83.04	TO	STA.	384+29.22	RT	246.18	270	22.7
						TOTAL	1047	88

PAVEMENT REMOVAL

LOCATION STATION TO STATION					QUANTITY SQ YD
STA.	380+04.75	TO	STA.	380+48.66	203.7
STA.	381+60.49	TO	STA.	382+12.75	205.2
				TOTAL	409

AGGREGATE SHOULDERS TYPE B 6"

LOCATION STATION TO STATION					LT/RT	QUANTITY SQ YD
STA.	377+00.00	TO	STA.	377+98.60	LT	44
					TOTAL	44

PAVED SHOULDER REMOVAL

LOCATION STATION TO STATION					QUANTITY SQ YD
STA.	379+90.72	TO	STA.	380+26.87	48
STA.	380+11.30	TO	STA.	380+46.22	26
STA.	381+63.58	TO	STA.	381+99.87	26
STA.	381+83.04	TO	STA.	382+19.33	40
				TOTAL	140

TEMPORARY RAMPS

LOCATION STATION TO STATION	QUANTITY SQ YD
STA. 379+99.75 TO STA. 380+04.75	21
STA. 382+07.75 TO STA. 382+12.75	21
STA. 384+24.22 TO STA. 384+29.22	21
TOTAL	63

TEMPORARY CONCRETE BARRIER

LOCATION STATION TO STATION	QUANTITY FOOT
STA. 379+70 TO STA. 382+40	270
TOTAL	270

RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION STATION TO STATION	QUANTITY FOOT
STA. 379+70 TO STA. 380+25	55
STA. 381+85 TO STA. 382+35	50
TOTAL	105

GUARDRAIL MARKERS, TYPE A

LOCATION	LT/RT	QUANTITY EACH
STA. 380+44.78	RT	1
STA. 380+90.78	RT	1
STA. 381+36.78	RT	1
STA. 381+82.78	RT	1
STA. 380+27.12	LT	1
STA. 380+73.12	LT	1
STA. 381+19.12	LT	1
STA. 381+65.12	LT	1
TOTAL		8

GUARDRAIL AGGREGATE EROSION CONTROL

LOCATION STATION TO STATION	AREA SQ YD	DEPTH INCH	CONV LB/SQ YD/IN	QUANTITY TON
STA. 377+00.00 TO STA. 377+98.60	76.88	8"	114	35
			TOTAL	35

TERMINAL MARKER - DIRECT APPLIED

LOCATION	LT/RT	QUANTITY EACH
STA. 380+44.78	RT	1
STA. 381+82.78	RT	1
STA. 380+27.12	LT	1
STA. 381+65.12	LT	1
TOTAL		4

GUARDRAIL REMOVAL

LOCATION STATION TO STATION	LT/RT	LENGTH FT
STA. 380+10 TO STA. 380+48	LT	37.5
STA. 380+10 TO STA. 380+48	RT	37.5
STA. 381+62 TO STA. 382+10	LT	37.5
STA. 381+62 TO STA. 382+10	RT	37.5
TOTAL		150

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARE)

LOCATION STATION TO STATION	LT/RT	QUANTITY EACH
STA. 377+65.14 TO STA. 378+15.14	RT	1
STA. 378+84.98 TO STA. 379+34.98	LT	1
STA. 382+74.92 TO STA. 383+24.92	RT	1
STA. 383+94.76 TO STA. 384+44.76	LT	1
TOTAL		4

TRAFFIC BARRIER TERMINAL, TYPE 6

LOCATION STATION TO STATION	LT/RT	QUANTITY EACH
STA. 380+02.64 TO STA. 380+44.78	RT	1
STA. 379+84.98 TO STA. 380+27.12	LT	1
STA. 381+82.78 TO STA. 382+24.92	RT	1
STA. 381+65.12 TO STA. 382+07.26	LT	1
TOTAL		4

STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS

LOCATION STATION TO STATION	LT/RT	QUANTITY FOOT
STA. 378+15.14 TO STA. 380+02.64	RT	187.5
STA. 379+34.98 TO STA. 379+84.98	LT	50
STA. 382+24.92 TO STA. 382+74.92	RT	50
STA. 382+07.26 TO STA. 383+94.76	LT	187.5
TOTAL		475

WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY SQ FT
STA. 377+00 TO STA. 384+00	1527
TOTAL	1527

SHORT TERM PAVEMENT MARKING

LOCATION STATION TO STATION	APPLIED	QUANTITY FOOT
STA. 376+70 TO STA. 384+00	CENTERLINE	219
TOTAL		219

TEMPORARY PAVEMENT MARKING - LINE 4"

LOCATION STATION TO STATION	LT/RT	APPLIED	QUANTITY FOOT
STA. 378+00 TO STA. 384+00	RT	EDGE LINE	600
STA. 377+60 TO STA. 384+30	RT	EDGE LINE	670
STA. 378+00 TO STA. 384+00	LT	EDGE LINE	600
TOTAL			1870

EPOXY PAVEMENT MARKING - LINE 4"

LOCATION STATION TO STATION	LT/RT	APPLIED	QUANTITY FOOT
STA. 376+70 TO STA. 384+29	RT	EDGE LINE	759
STA. 376+70 TO STA. 384+29	LT	EDGE LINE	759
STA. 383+35 TO STA. 384+29	LT	TURN LANE	94
STA. 376+70 TO STA. 383+35	RT	MEDIAN	1330
STA. 376+70 TO STA. 384+29	LT	MEDIAN	1518
TOTAL			4460

EPOXY PAVEMENT MARKING - LINE 12"

LOCATION STATION TO STATION	LT/RT	APPLIED	QUANTITY FOOT
STA. 376+70 TO STA. 383+00	LT	MEDIAN	303
TOTAL			303

EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS

LOCATION STATION TO STATION	LT/RT	APPLIED	QUANTITY SQ FT
STA. 383+34	LT	TURN ARROW	16
TOTAL			16

RAISED REFLECTIVE PAVEMENT MARKERS

LOCATION	QUANTITY EACH
STA. 376+70	1
STA. 377+50	2
STA. 378+30	2
STA. 379+10	2
STA. 379+90	2
STA. 380+70	2
STA. 381+50	2
STA. 382+30	2
STA. 383+10	1
STA. 383+90	1
TOTAL	17

FILE NAME = 5-6 Schedule of Quantities.dgn	USER NAME =	DESIGNED - GWM	REVISED -	
		DRAWN - ALP	REVISED -	
	PLOT SCALE = N/A	CHECKED - DEA/ENC	REVISED -	
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -	

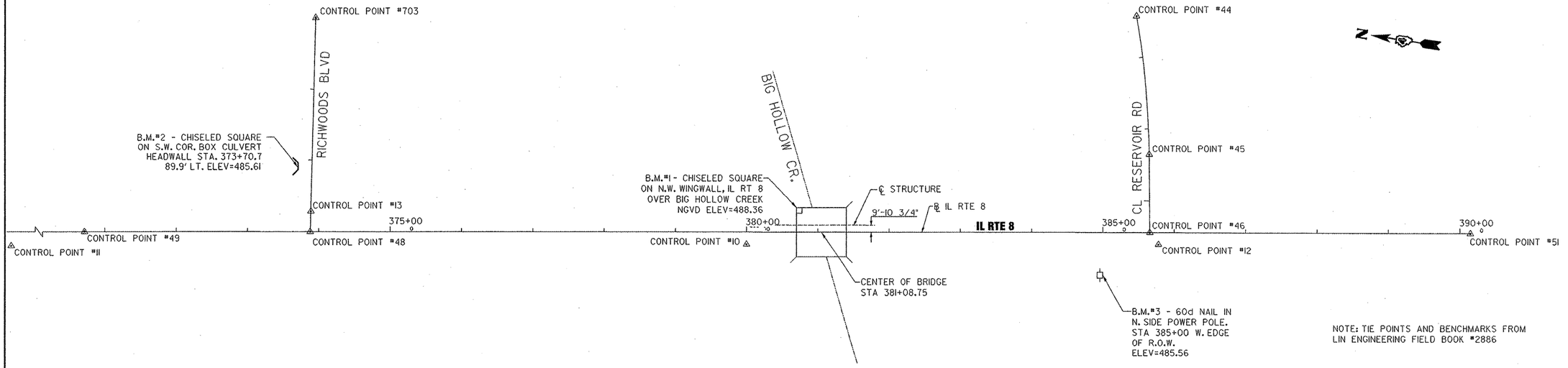
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

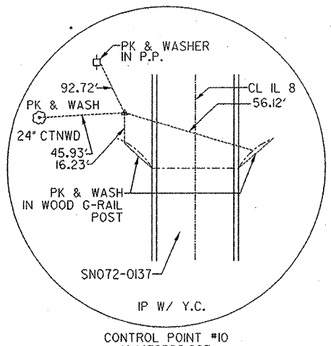
SCALE: ____ | SHEET NO. _ OF __ SHEETS | STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	6
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

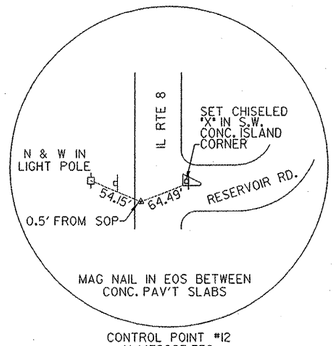
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



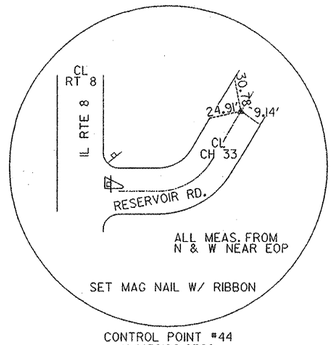
NOTE: TIE POINTS AND BENCHMARKS FROM LIN ENGINEERING FIELD BOOK #2886



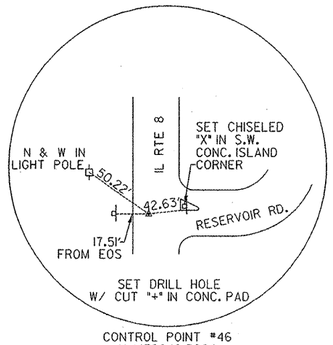
CONTROL POINT #10
N=1479596.993
E=2435938.356
STA 379+99.87/17.21' RT



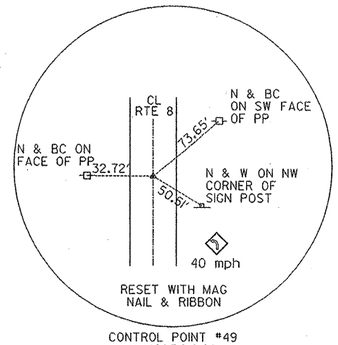
CONTROL POINT #12
N=1479027.750
E=2436028.288
STA 385+77.96/16.78' RT



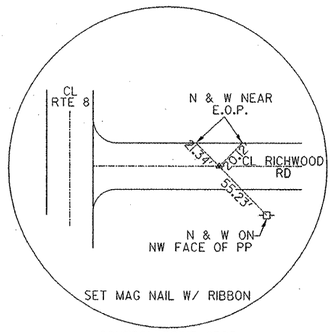
CONTROL POINT #44
N=1479108.0392
E=2436339.4033
STA 385+46.81/303.00' LT



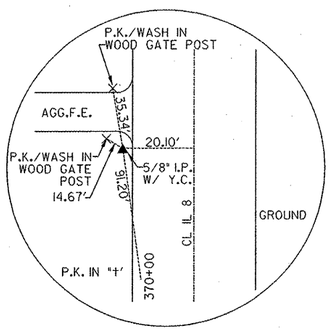
CONTROL POINT #46
N=1479042.3624
E=2436042.9933
STA 385+65.80/0.00.' LT



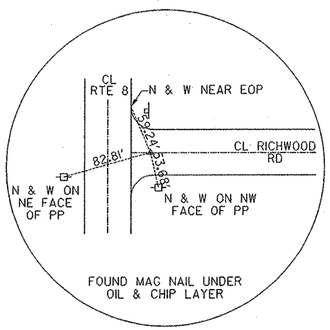
CONTROL POINT #49
N=1480518.8162
E=2435811.5799
STA 370+71.32/0.00' LT



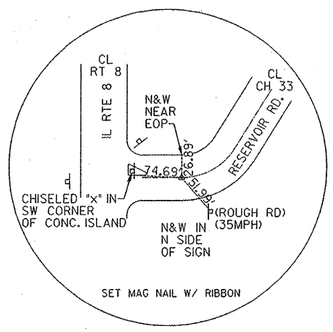
CONTROL POINT #703
N=1480245.1160
E=2436157.5470
STA 373+95.29/299.41' LT



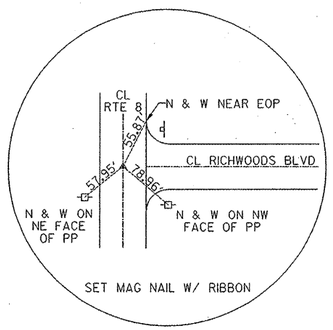
CONTROL POINT #11
N=1480674.063
E=2435767.014
STA 369+09.26/19.71' RT



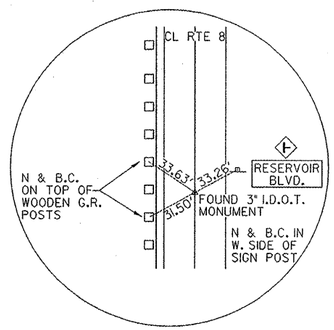
CONTROL POINT #13
N=1480207.7350
E=2435889.4128
STA 373+88.92/29.00' LT



CONTROL POINT #45
N=1479060.3283
E=2436150.3301
STA 385+64.67/108.82' LT



CONTROL POINT #48
N=1480205.9192
E=2435860.6221
STA 373+88.04/0.00' LT



CONTROL POINT #51
N=1478598.7727
E=2436112.5198
STA 390+14.80/0.00' RT

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		DRAWN - ALP	REVISED -
	PLOT SCALE = N/A	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TIES, POINTS, AND BENCHMARKS

SCALE: ____ | SHEET NO. _ OF _ SHEETS | STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	7
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREATER PEORIA SANITARY & SEWAGE DISPOSAL DISTRICT

T19N, R7E, Sec 26 4TH PM

RICHWOODS BLVD
OIL & CHIP SURFACE

BM#2
CH'LD SQUARE ON
SW COR.BOX CULV.
HDWL STA. 373+70.7
89.9' LT
ELEV 485.61

CULTIVATED FIELD

CONSTRUCTION LIMITS

PR ROW

EX ROW

EX AGGREGATE SHOULDER

ASPH

BEGIN IMPROVEMENT STA. 377+00

GRASS

HOT MIX ASPHALT SURFACE COURSE, MIX D, N50

PR HMA SHOULDER, 8"

EX HMA SHOULDERS, 8"

F.A.U. RTE. 6658 IL 8

BEGIN CONSTRUCTION STA. 376+50

30' BUTT JOINT

EX HMA SHOULDER, 8"

PAVEMENT REMOVAL

℄ IL RTE 8 & PG

380+27
176' LT
EX SAN. MANHOLE (INACCESSIBLE)
TOP EXPOSED 4±

EX STRUCTURE (SN-072-0137)
THREE SPAN, PRECAST, PRESTRESSED
CONCRETE DECK BEAMS
℄ IL RTE 8
STRUCTURE

EX TOP OF BANK

TREE REMOVAL (TYP)

RELOCATE EXISTING SIGN, TYPE I

TREE WHIP MIXTURE

HOT MIX ASPHALT SURFACE COURSE, MIX D, N50

PAVEMENT REMOVAL
PR BRIDGE APPROACH PAVEMENT
CONNECTOR (FLEXIBLE)

EX HMA SHOULDERS, 8"
PR HMA SHOULDER, 8"

ASPH CONC

CONC SHOULDER

EX TEL MH

EX ASPH ENTRANCE

EX ROW REMOVE EX CULV

PR AGG SURF CSE B, 1½"

END CONSTRUCTION STA. 384+80
END IMPROVEMENT STA. 384+61

383+80.00
83.21' RT

383+80.00
105.00' RT

383+25.00
82.23' RT

383+25.00
105.00' RT

PR CULV CLASS D
TY 2, 15"

TEMPORARY EASEMENT

BM#3
60D NAIL IN EAST
BASE OF POWER POLE
STA. 383+25.3 106.9' RT
ELEV 485.57

TREE WHIP MIXTURE

60" DIA.
SANITARY
382+86
163' RT

EX SANITARY MANHOLE

GRASS, TREES AND BRUSH

PR STRUCTURE (SN 072-0227)
THREE SPAN, REINFORCED
CONCRETE DECK, WIDE FLANGE
BEAM STRUCTURE 138'-0" LONG,
49'-2" WIDE OUT & OUT ON 21DEG SKEW

BM#1
CHSLD SQUARE ON NW WINGWALL
S.N 072-0137
STA. 380+48.6 15.1' RT CLASS A5, (TYP)
NGVD 488.36'
PROVIDED BY IDOT

RELOCATE EXISTING SIGN PANEL ASSEMBLY, TYPE A

RELOCATE EXISTING SIGN, TYPE I

BIG HOLLOW CREEK

STONE DUMPED RIPRAP

PR ROW MARKER TYP

COUNTY HWY 33
RESERVOIR BLVD

30" CMP

GRASS

NOTE:
1. THE LOCATIONS OF RIGHT OF WAY SHOWN ON THESE PLANS WERE DETERMINED USING RIGHT OF WAY PLANS AND RIGHT OF WAY PLATS PROVIDED BY IDOT.

PROPOSED PLAN SHEET KEY

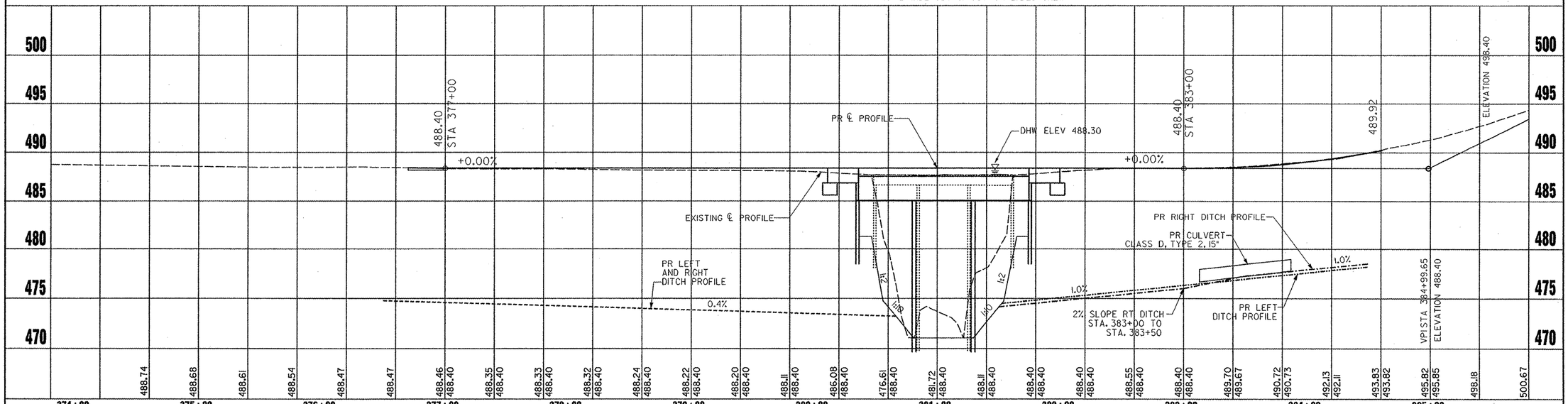
1. PR TBT, TYPE 6
2. PR SPBGR, TYPE A
3. PR TBT, TYPE 1 (SPECIAL) FLARED
4. GUARD RAIL REMOVAL
5. GUARD RAIL AGGREGATE EROSION CONTROL
6. AGGREGATE SHOULDER, 8"

PAVEMENT REMOVAL

PEORIA DISPOSAL COMPANY

PLAN
SURVEYED
PLOTTED
ROADS CHECKED
R.W. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
ROADS CHECKED
R.W. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
DATE
BY



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		DRAWN - ALP	REVISED -
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	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	8

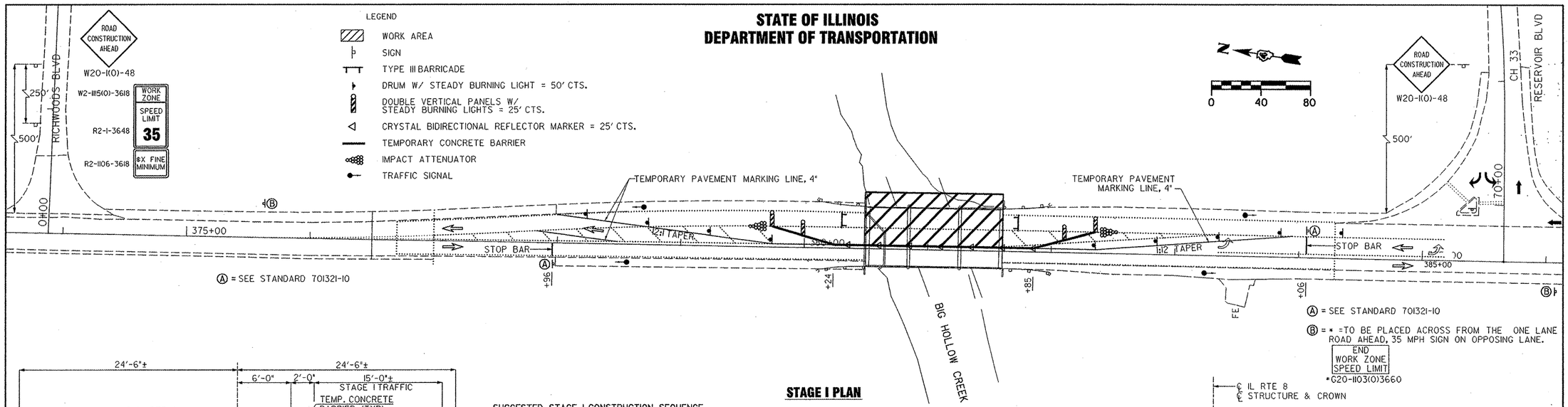
CONTRACT NO. 68478

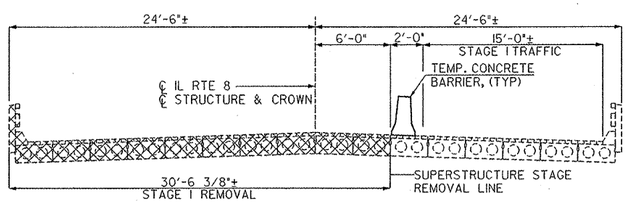
ILLINOIS | FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LEGEND

- WORK AREA
- SIGN
- TYPE III BARRICADE
- DRUM W/ STEADY BURNING LIGHT = 50' CTS.
- DOUBLE VERTICAL PANELS W/ STEADY BURNING LIGHTS = 25' CTS.
- CRYSTAL BIDIRECTIONAL REFLECTOR MARKER = 25' CTS.
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- TRAFFIC SIGNAL



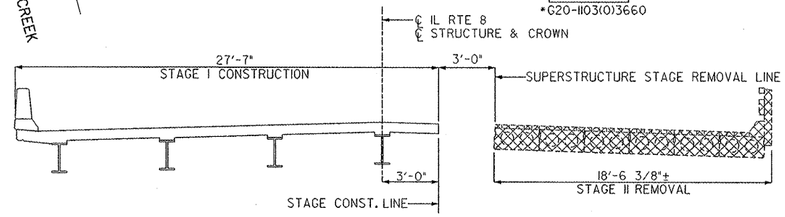


STAGE I REMOVAL & TRAFFIC

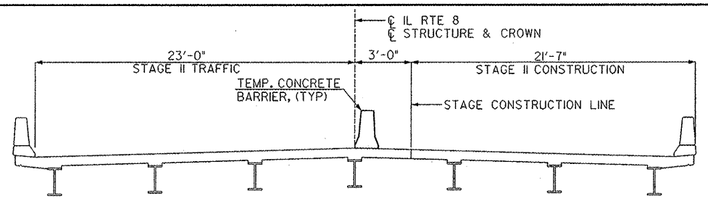
STAGE I PLAN

SUGGESTED STAGE I CONSTRUCTION SEQUENCE

1. CLOSE EXISTING NORTHBOUND LANE WITHIN EXISTING BRIDGE REMOVAL ZONE IN ACCORDANCE WITH STANDARD 701321-10.
2. REMOVE ALL PERMANENT PAINT STRIPING WITHIN CONSTRUCTION LIMITS.
3. DEMO EXISTING BRIDGE STRUCTURE AND REMOVE EXISTING GUARDRAIL WITHIN STAGE I LIMITS.
4. REMOVE EXISTING PAVEMENT AND BRIDGE APPROACH SECTIONS.
5. CONSTRUCT NEW BRIDGE STRUCTURE AND APPROACHES.
6. GRADE SIDE SLOPES AND SWALES AND PLACE RIP RAP WITHIN NEW STRUCTURE CONSTRUCTION.



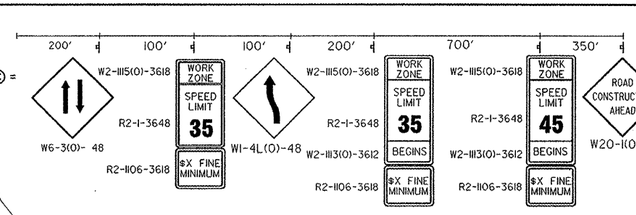
STAGE I CONSTRUCTION & STAGE II REMOVAL

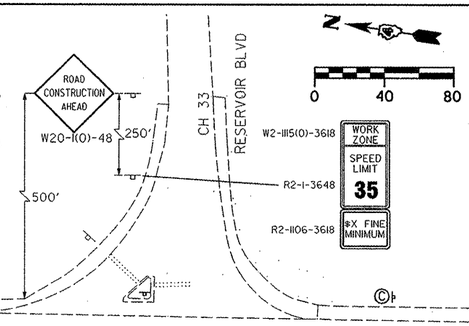


STAGE II CONSTRUCTION & TRAFFIC

* =TO BE PLACED ACROSS FROM THE 45 MPH SIGN ON OPPOSING LANE.

END WORK ZONE SPEED LIMIT
*G20-1103(0)3660
Ⓑ





STAGE II PLAN

SUGGESTED STAGE II CONSTRUCTION SEQUENCE

1. MOVE TRAFFIC BY REMOVING TRAFFIC STANDARD 701321-10 AND INSTALLING TRAFFIC CONTROL.
2. DEMO EXISTING BRIDGE STRUCTURE AND REMOVE EXISTING GUARDRAILS.
3. CONSTRUCT REMAINING NEW BRIDGE STRUCTURE AND APPROACHES.
4. GRADE SIDE SLOPES AND SWALES. PLACE RIP RAP WITHIN REMAINING NEW STRUCTURE CONSTRUCTION.

Ⓑ = * =TO BE PLACED ACROSS FROM THE 35 MPH SIGN ON OPPOSING LANE.

END WORK ZONE SPEED LIMIT
*G20-1103(0)3660

FILE NAME = 9-10 staging and traff ctl.dgn	USER NAME =	DESIGNED - GWM	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE = N/A	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

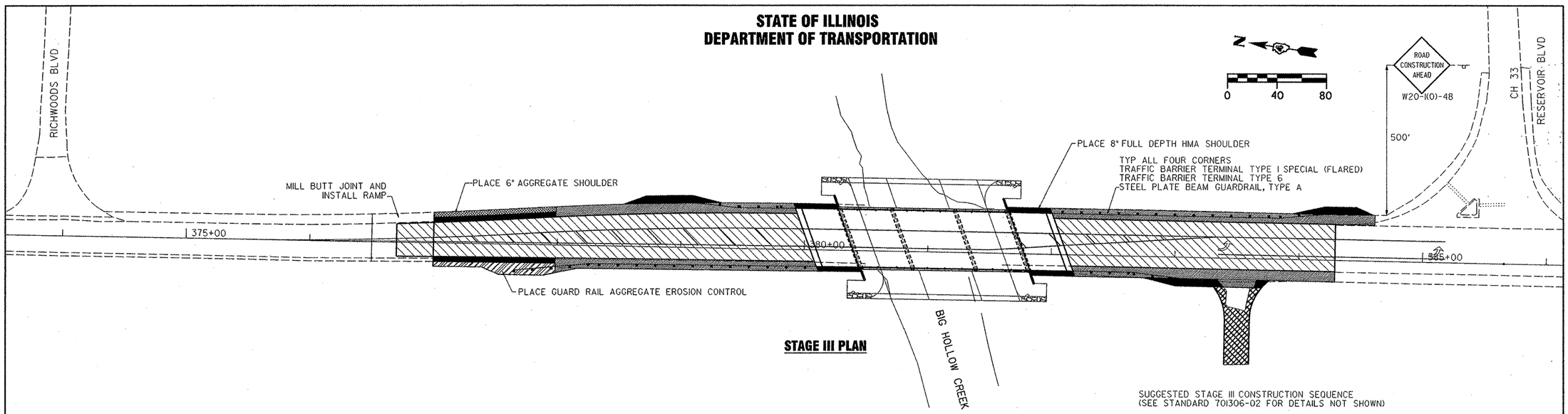
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I AND II CONSTRUCTION DETAIL AND TRAFFIC CONTROL PLAN

SCALE: ____ | SHEET NO. _ OF _ SHEETS | STA. ____ TO STA. ____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	9
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE III PLAN

- MILL AND SURFACE SHOULDERS
- MILL AND SURFACE PAVEMENT
- PLACE 6 1/2" FULL DEPTH HMA WITH I 1/2" HMA SHOULDERS
- PLACE 6" AGGREGATE SHOULDER
- PLACE GUARDRAIL AGGREGATE EROSION CONTROL
- PLACE AGGREGATE SURFACE COURSE, TYPE B, I 1/2

SUGGESTED STAGE III CONSTRUCTION SEQUENCE
(SEE STANDARD 701306-02 FOR DETAILS NOT SHOWN)

1. REMOVE TEMPORARY CONCRETE BARRIER, IMPACT ATTENUATORS, AND TEMPORARY SIGNALS.
2. REMOVE STAGE 2 TEMPORARY PAVEMENT MARKINGS; INSTALL TEMPORARY PAVEMENT MARKINGS.
3. MILL BUTT JOINT AND INSTALL TEMPORARY RAMP.
4. MILL 1½" EXISTING PAVEMENT AND SHOULDER.
5. PLACE 6½" FULL DEPTH HMA.
6. PLACE 1½" HMA SURFACE AND SHOULDER.
7. PLACE AGGREGATE SURFACE COURSE, TYPE B, 1½"
8. PLACE 6' AGGREGATE SHOULDER.
9. PLACE GUARDRAIL AGGREGATE EROSION CONTROL.
10. INSTALL GUARDRAIL, AND TERMINALS.
11. REMOVE TEMPORARY PAVEMENT MARKINGS AND PLACE PAVEMENT MARKINGS.
12. INSTALL GUARDRAIL MARKERS AND TERMINAL MARKERS.

FILE NAME = 9-10 staging and traff ctl.dgn	USER NAME =	DESIGNED - GWM	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE = N/A	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

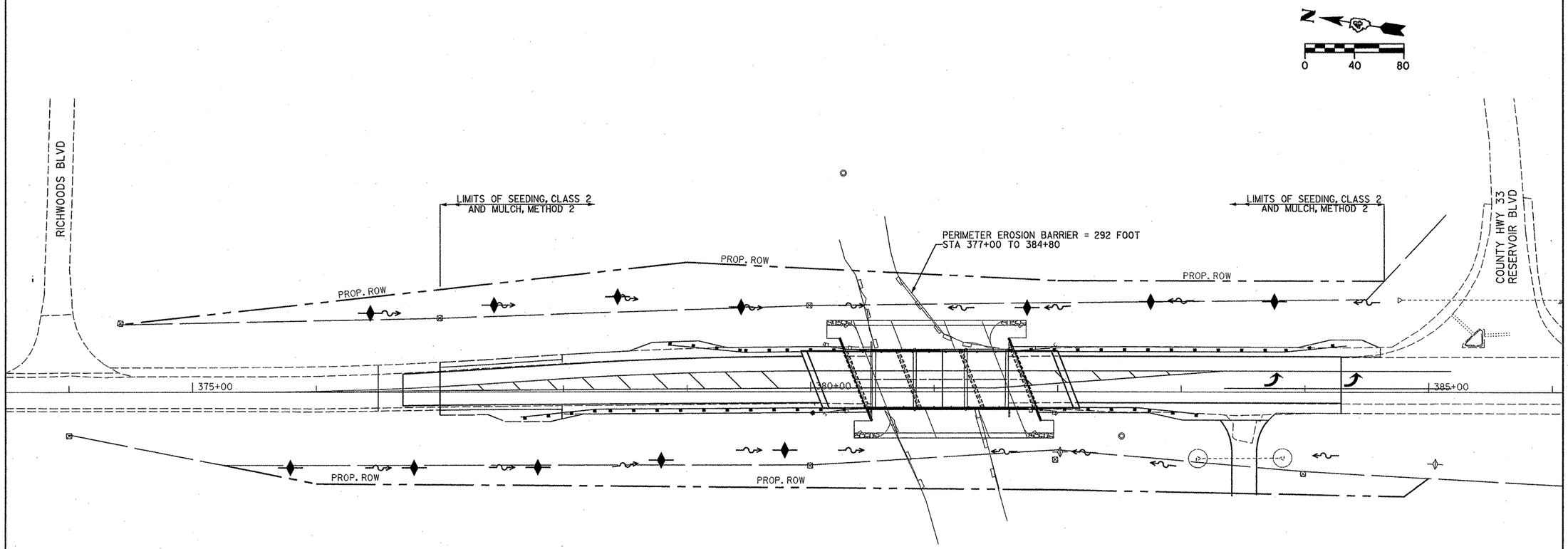
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III CONSTRUCTION DETAIL AND TRAFFIC CONTROL PLAN

SCALE: ____ | SHEET NO. _ OF _ SHEETS | STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6656	(ZC-15D-BR) BR	PEORIA	49	10
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EROSION CONTROL SYSTEMS INSTALLATION SEQUENCE

1. REFER TO THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN SHEETS FOR THE DETAILED SEQUENCE OF CONSTRUCTION AND STAGING PLAN.

2. PLACE THE PERIMETER EROSION BARRIER PRIOR TO STARTING ANY WORK.

3. INSTALL TEMPORARY EROSION CONTROL MEASURES IN PLACE PRIOR TO ANY GRADING OR DRAINAGE.

4. MAINTAIN ALL EROSION CONTROL SYSTEMS UNTIL SUCH TIME THAT THEY CAN BE REMOVED AS DIRECTED BY THE ENGINEER.

5. SEED, FERTILIZE AND MULCH AS SOON AS FINAL GRADING AND SHAPING IS COMPLETED.

6. REMOVE AND CLEANUP ALL REMAINING EROSION CONTROL SYSTEMS AS DIRECTED BY THE ENGINEER.

NOTES

1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.

2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.

3. TEMPORARY SEEDING SHALL BE DONE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING EQUAL TO THE PERMANENT SEEDING QUANTITY HAS BEEN ALLOWED FOR THIS PROJECT.

4. PERMANENT SEEDING, FERTILIZING OR MULCHING OF DISTURBED EARTH AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER FINAL GRADING IS COMPLETE FOR EACH STAGE OF THE PROJECT TO EXPEDITE THE ESTABLISHMENT OF VEGETATION AS SOON AS FINAL GRADING IS COMPLETE.

5. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

LEGEND

- INDICATED TEMPORARY DITCH CHECK
- INDICATES INLET AND PIPE PROTECTION
- INDICATES PERIMETER EROSION BARRIER
- FLOW ARROW
- EX DITCH CHECK

FILE NAME = 11 EROSION.dgn	USER NAME =	DESIGNED - GWM	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE = 40'	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY/PERMANENT EROSION CONTROL SHEET

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	11
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

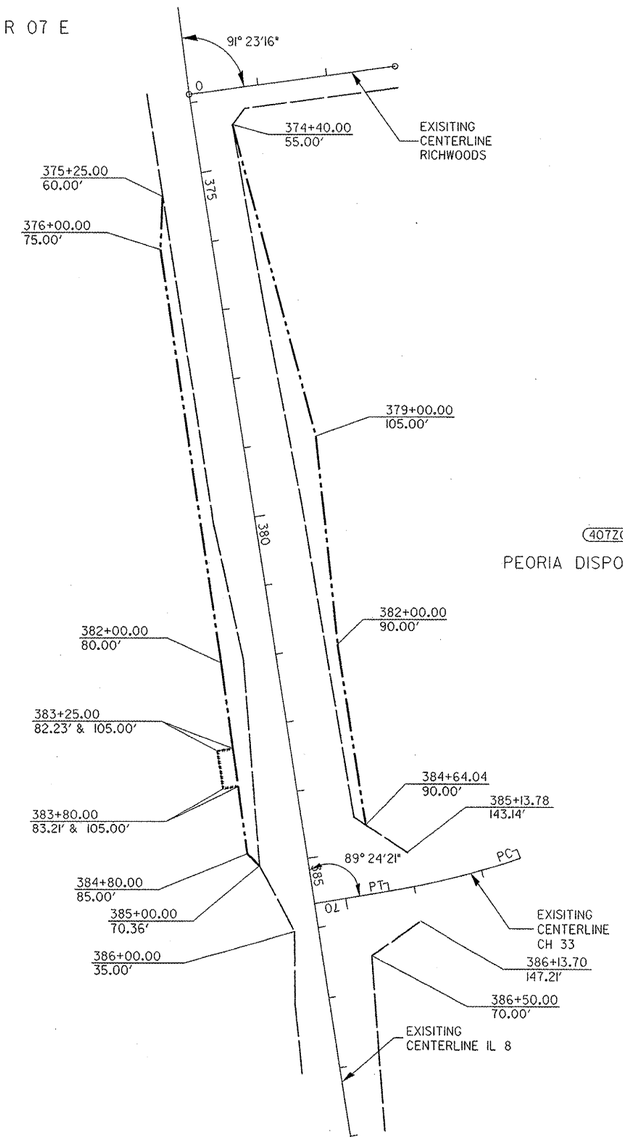
LEGEND

EXISTING RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE

PROPOSED TEMPORARY EASEMENT LINE

T 09 N R 07 E



N

4

407Z001& TE

GREATER PEORIA SANITARY AND
SEWAGE DISPOSAL DISTRICT

407Z002

PEORIA DISPOSAL COMPANY

IL 8 STA 373+88.04 =
RICHWOODS STA 0+00.00

IL8 STA 385+65.80 =
CH 33 STA 70+45.20

EXIST. CURVE RELOCATED CH33
PI STA. = 68+38.97
I = 9° 19' 15" (RT)
D = 4° 46' 29"
R = 1,200.00'
T = 97.82'
L = 195.22'
E = 3.98'
P.C. STA. = 67+41.15
P.T. STA. = 69+36.37

SOUTH QUARTER CORNER
OF SECTION 26

SOUTH LINE OF
SOUTHEAST QUARTER
SECTION 26
N 88° 25'41" W
2,613.01'

P.C. 390+14.81

SOUTHEAST CORNER OF
THE SOUTTHEAST QUARTER
SECTION 26

For Old R.O.W. See Planfile 29 Sheet 7C

PLATFILE 203

FILE NAME: mscrow2/Blue_Creek_Blue_Creek_m32 jobrow8.gpk blorkw8.ipf	USER NAME = $USER$	DESIGNED - ___	REVISED - MLA 06-12-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLANS		
		DRAWN - PCF	REVISED - ___		PROJECT ___	JOB NO. R-94-006-08	
	PLOT SCALE = $SCALE$	CHECKED - ___	REVISED - ___		SCALE: 1"=100'	SHEET NO. 1 OF 1 SHEETS	STA. ___ TO STA. ___
	PLOT DATE = 07/29/09	DATE - 05-31-09	REVISED - ___				

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6685	(ZC-15D-BR)BR	PEORIA	49	12
	(IL 8) Catalog No. 033059-00	CONTRACT NO. 68478		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

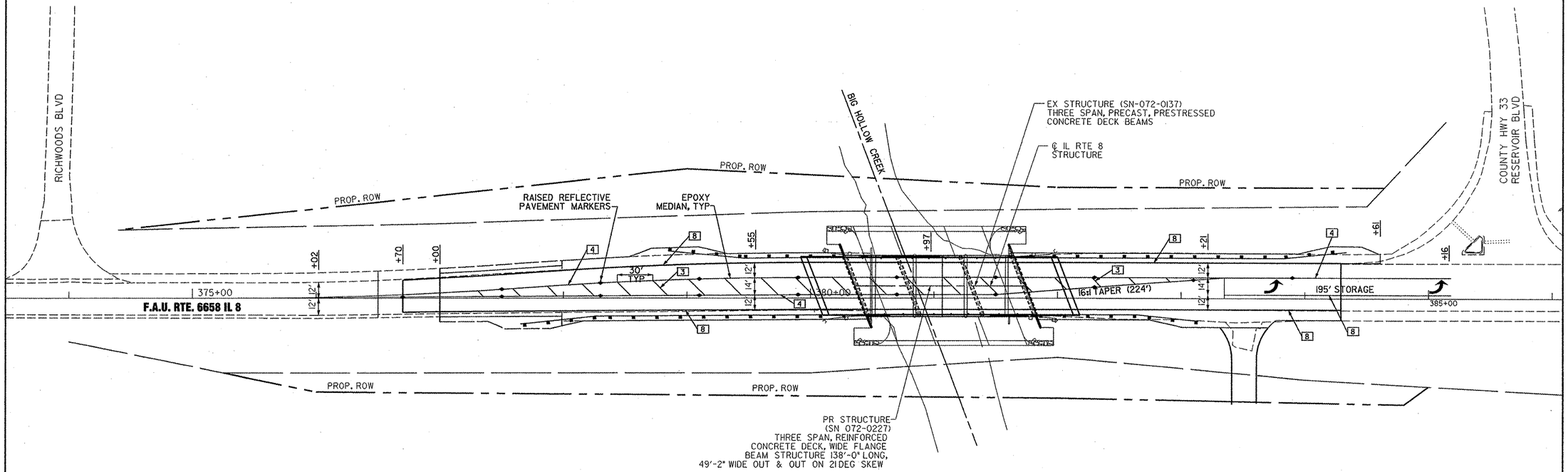
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

N

0 40 80

STRIPING NUMBER LEGEND

- 3 12" DIAGONAL (YELLOW)
- 4 4" DOUBLE YELLOW (NARROW)
- 8 4" SOLID (WHITE)
- RAISED REFLECTIVE PAVEMENT MARKERS



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		DRAWN - ALP	REVISED -
	PLOT SCALE = 40'	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING SHEET

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

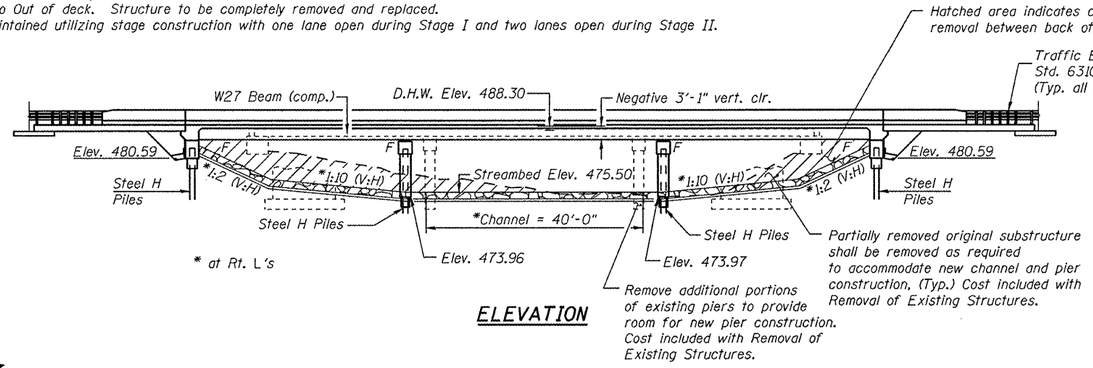
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	13
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

Bench Mark: Chiseled "□" on northwest wingwall of existing S.N. 072-0137. Elev. 488.36.

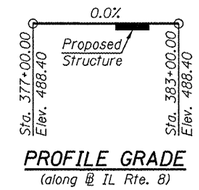
Existing Structure: S.N. 072-0137 was built in 1980 as F.A.S. Route 384, Section ZC-15D-BR. The existing structure is a 3-span PPC deck beam bridge on solid encased pile bent piers and pile bent abutments. 113'-9" Bk. to Bk. abutments and 48'-0" Out to Out of deck. Structure to be completely removed and replaced.
Traffic to be maintained utilizing stage construction with one lane open during Stage I and two lanes open during Stage II.

No Salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



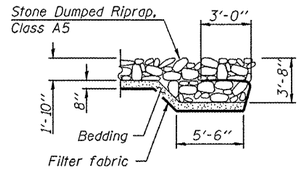
ELEVATION



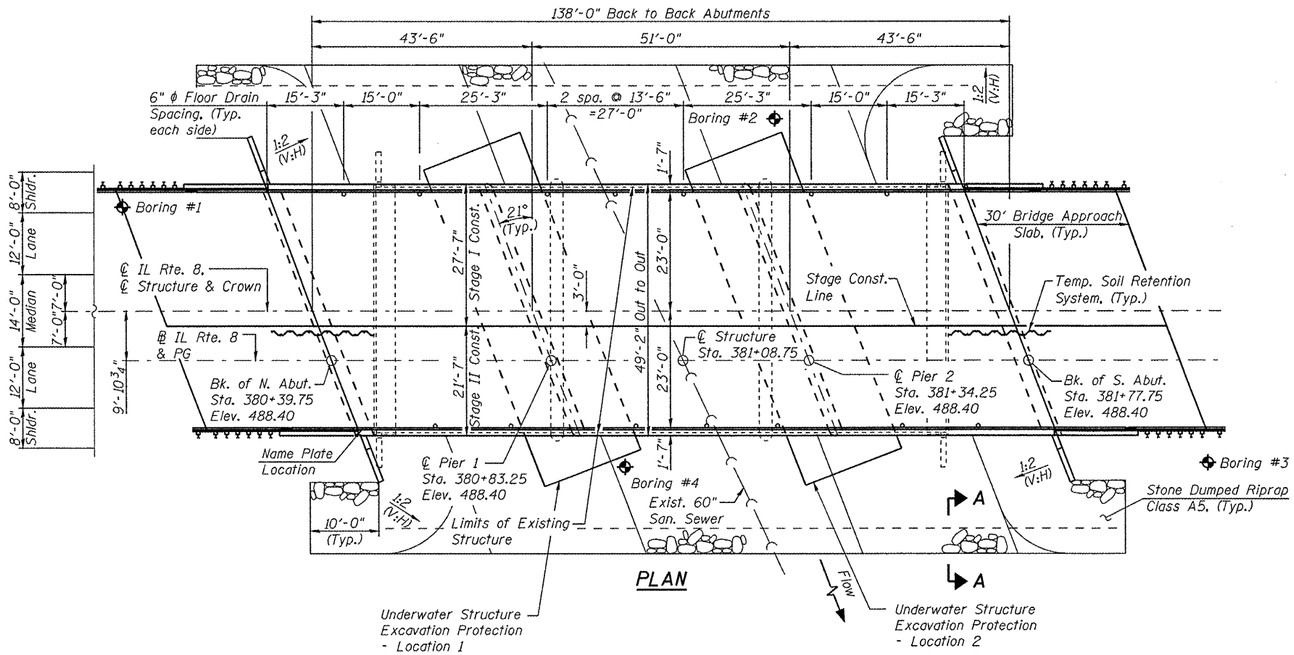
PROFILE GRADE
(along ℄ IL Rte. 8)

INDEX OF SHEETS

1. General Plan
2. General Notes & Details
3. Stage Construction Details
4. Temporary Concrete Barrier
5. Deck Elevations-1
6. Deck Elevations-2
7. Approach Slab Elevations
8. Superstructure
9. Superstructure Details
10. Bridge Approach Slab Details-1
11. Bridge Approach Slab Details-2
12. Concrete End Diaphragms
13. Framing Plan & Steel Details
14. Bearing Details
15. North Abutment
16. South Abutment
17. Pier 1
18. Pier 2
19. Bar Splicer Assembly Details
20. Cantilever Forming Brackets
21. HP Pile Details
22. Subsurface Profile



SECTION A-A



PLAN

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	Pier 1	Pier 2	S. Abut.
	480.6	459.0	459.0	480.6

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications, 4th Edition with 2008 Interim

LOADING HL-93

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

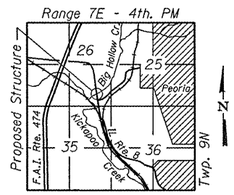
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel, M270 Grade 50)
fy = 36,000 psi (Structural Steel, M270 Grade 36)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = .12g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = .19g
Soil Site Class = D



LOCATION SKETCH

WATERWAY INFORMATION

Existing Low Grade Elev. 488.11 @ Sta. 381+00
Drainage Area = 7.15 sq. mi. Proposed Low Grade Elev. 488.41 @ Sta. 381+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	2057	827	872	486.50	0.50	0.23	487.00	486.73
Design	50	3520	827	872	488.30	1.07	0.53	489.37	488.83
Base	100	4201	827	872	489.30	1.12	0.61	490.42	489.91
Overtopping	15	2100	-	872	488.30	-	0.26	-	488.56
Max. Calc.	500	5922	827	872	491.40	1.18	0.68	492.58	492.08

10 Year Velocity through Exist. Bridge = 4.2 fps 10 Year Velocity through Prop. Bridge = 2.5 fps

LICENSED STRUCTURAL ENGINEER * MICHAEL T. HALEY 81-5991 CHATHAM * STATE OF ILLINOIS

Michael T. Haley 7/30/09
Michael T. Haley — Date
Licensed Structural Engineer
State of Illinois No. 81-5991
Expires 11/30/2010

APPROVED
For Structural Adequacy Only

Ralph E. Anderson
Engineer of Bridges & Structures

GENERAL PLAN
IL ROUTE 8 OVER BIG HOLLOW CREEK
F.A.U. ROUTE 6658
SECTION (ZC-15D-BR)BR
PEORIA COUNTY
STATION 381+08.75
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

Designed By: TBP | Checked By: KHH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

SHEET NO. 1
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	14
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $^{7}/_{8}$ in. ϕ, holes $^{15}/_{16}$ in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 84,430 lbs (AASHTO M270, Grade 50)
8,300 lbs (AASHTO M270, Grade 36)

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $^{1}/_{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4. See Special Provision for "Cleaning and Painting New Metal Structures".

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

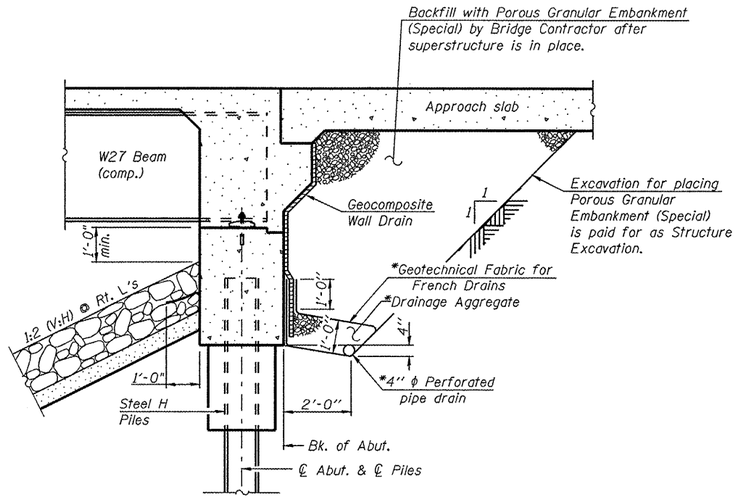
The Contractor is advised that the existing PPC Deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.

Slip Forming of the Parapet is not allowed.

The SSPC QP-1 contractor certification will be required for this contract.

All structural bolting shall be done utilizing Load Indicating Washers according to Article 505.04(f)(2)(a) of the Standard Specifications unless otherwise noted. See Special Provisions.



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	-	173	173
Stone Dumped Riprap, Class A5	Sq. Yd.	-	1747	1747
Filter Fabric	Sq. Yd.	-	1747	1747
Removal of Existing Structures	Each	1	-	1
Structure Excavation	Cu. Yd.	-	306	306
Floor Drains	Each	14	-	14
Concrete Structures	Cu. Yd.	-	162.1	162.1
Concrete Superstructure	Cu. Yd.	305.8	-	305.8
Bridge Deck Grooving	Sq. Yd.	971	-	971
Concrete Encasement	Cu. Yd.	-	10.6	10.6
Protective Coat	Sq. Yd.	1162	-	1162
Furnishing and Erecting Structural Steel	Lump Sum	1	-	1
Stud Shear Connectors	Each	3129	-	3129
Reinforcement Bars, Epoxy Coated	Pound	96730	16960	113690
Bar Splicers	Each	726	154	880
Furnishing Steel Piles HP 12x53	Foot	-	1844	1844
Driving Piles	Foot	-	1844	1844
Name Plates	Each	1	-	1
Anchor Bolts, 1"	Each	-	56	56
Geocomposite Wall Drain	Sq. Yd.	-	109	109
Pipe Underdrains for Structures, 4"	Foot	-	163	163
Mechanical Splice	Each	-	36	36
Temporary Soil Retention System	Sq. Ft.	-	353	353
Underwater Structure Excavation Protection Location 1	Each	-	1	1
Underwater Structure Excavation Protection Location 2	Each	-	1	1
Asbestos Bearing Pad Removal	Each	-	44	44

STATION 381+08.75
BUILT 20 BY
STATE OF ILLINOIS
F.A.U. RT. 6658 SEC. (ZC-15D-BR)BR
LOADING HL-93
STRUCTURE NO. 072-0227

NAME PLATE

See Std. 515001

GENERAL NOTES AND DETAILS
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

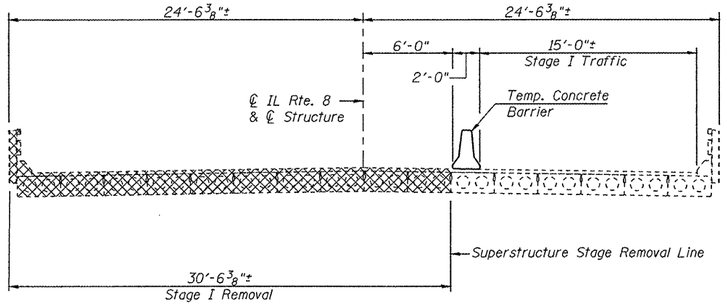
Designed By: TBP | Checked By: KHH | Drawn By: TBP
Date: 03/2009 | Files: 072-0227.dgn

SHEET NO. 2
22 SHEETS

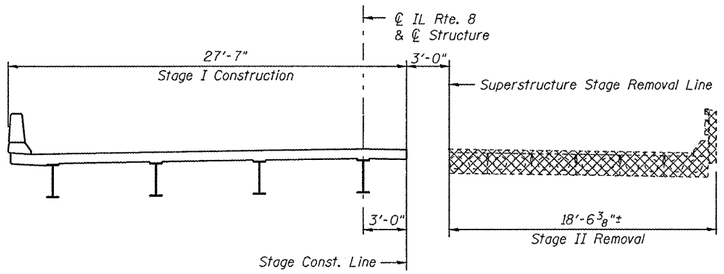
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	15
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

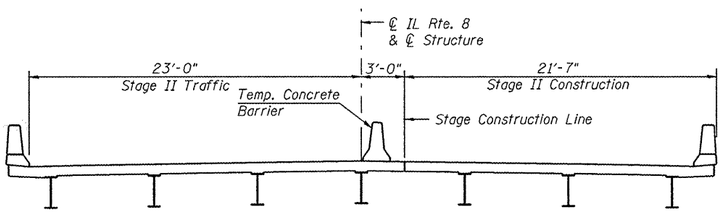
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



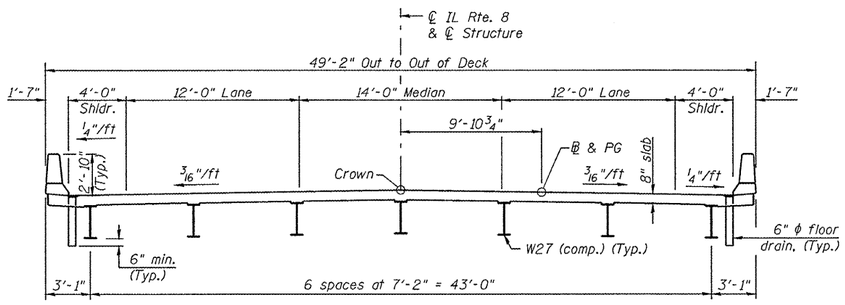
STAGE I REMOVAL & TRAFFIC



STAGE I CONSTRUCTION & STAGE II REMOVAL



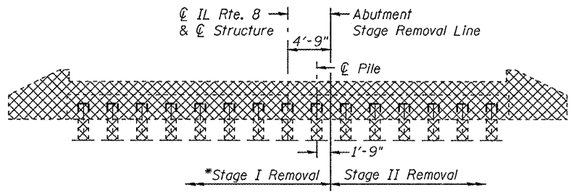
STAGE II CONSTRUCTION & TRAFFIC



PROPOSED CROSS SECTION

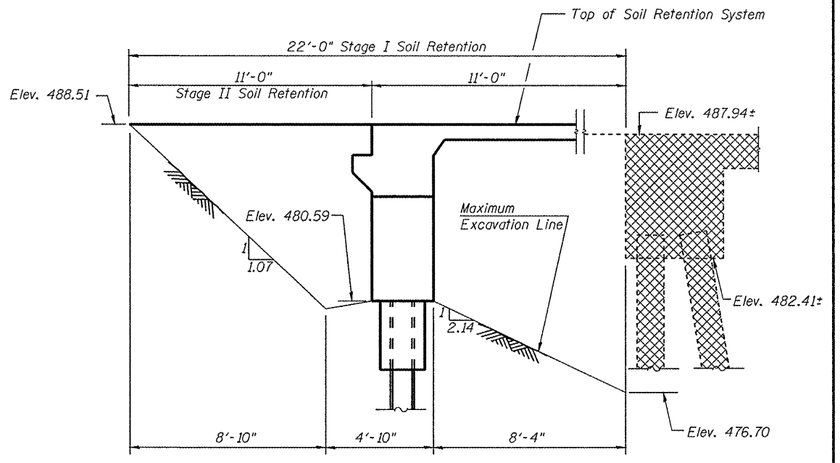
Notes:

1. *Cross Hatched areas indicate removal of existing structure.*
2. *Location of Stage Construction lines is also applicable to substructure.*
3. *See roadway plans for quantity of Temporary Concrete Barrier.*
4. *See sheet 4 of 22 for details of Temporary Concrete Barrier.*
5. *Removal of existing bridge railing and bituminous wearing surface is included with Removal of Existing Structures.*
6. *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.*
7. *All cross sections are Looking South.*



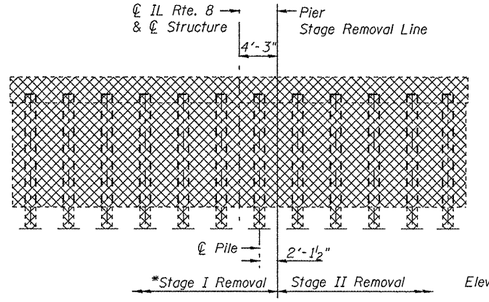
EXISTING ABUTMENT

(South Abutment Shown. North Abutment Mirrored about ℄ Structure)



TEMPORARY SOIL RETENTION SYSTEM AT NORTH ABUTMENT

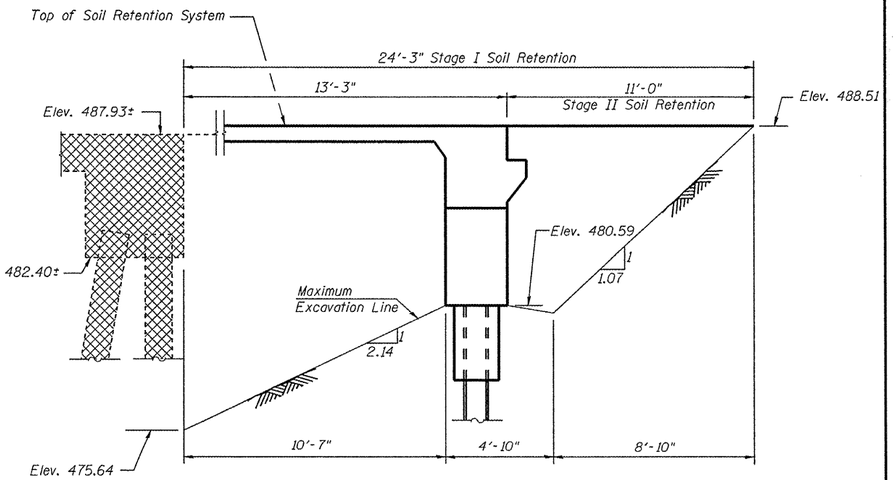
(Dimensions taken along Stage Construction Line)



EXISTING PIERS 1 & 2

(Looking South)

* *Contractor shall take precaution to not expose piles adjacent to the stage removal line under the portion of pier to remain during stage I removal procedure.*



TEMPORARY SOIL RETENTION SYSTEM AT SOUTH ABUTMENT

(Dimensions taken along Stage Construction Line)

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 072-0227

LIN ENGINEERING,LTD.
Consulting Engineers
Chatham, Illinois

Designed By: TBP | Checked By: KMH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

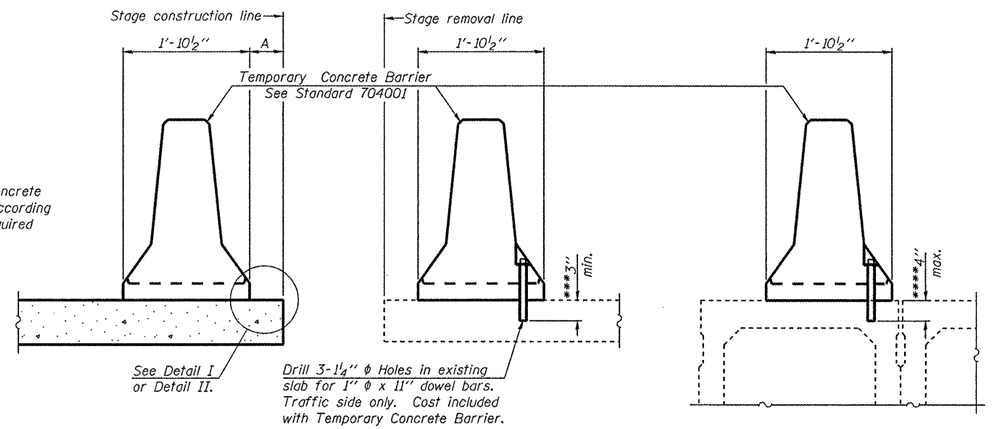
SHEET NO. 3
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	16
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

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

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel ℙ to the concrete slab or concrete wearing surface with 2-$\frac{5}{8}$" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

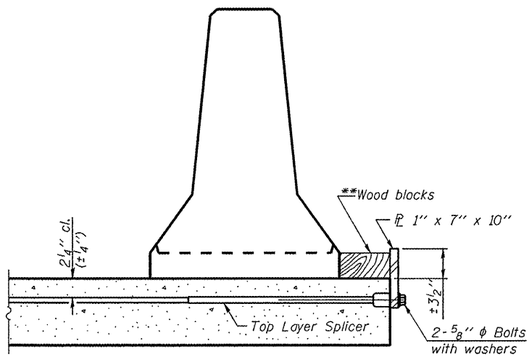
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

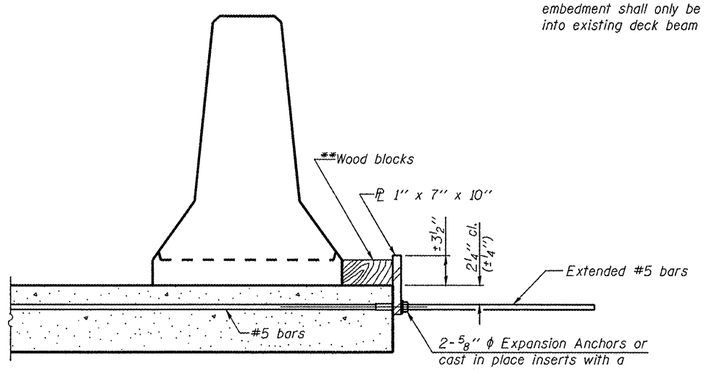
SECTIONS THRU SLAB OR DECK BEAM

*** 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.

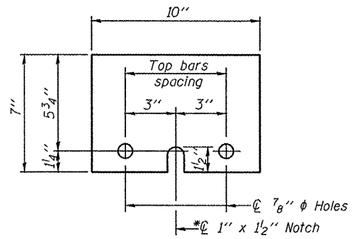
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER ℙ 1" x 7" x 10"

* Required only with Detail II

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

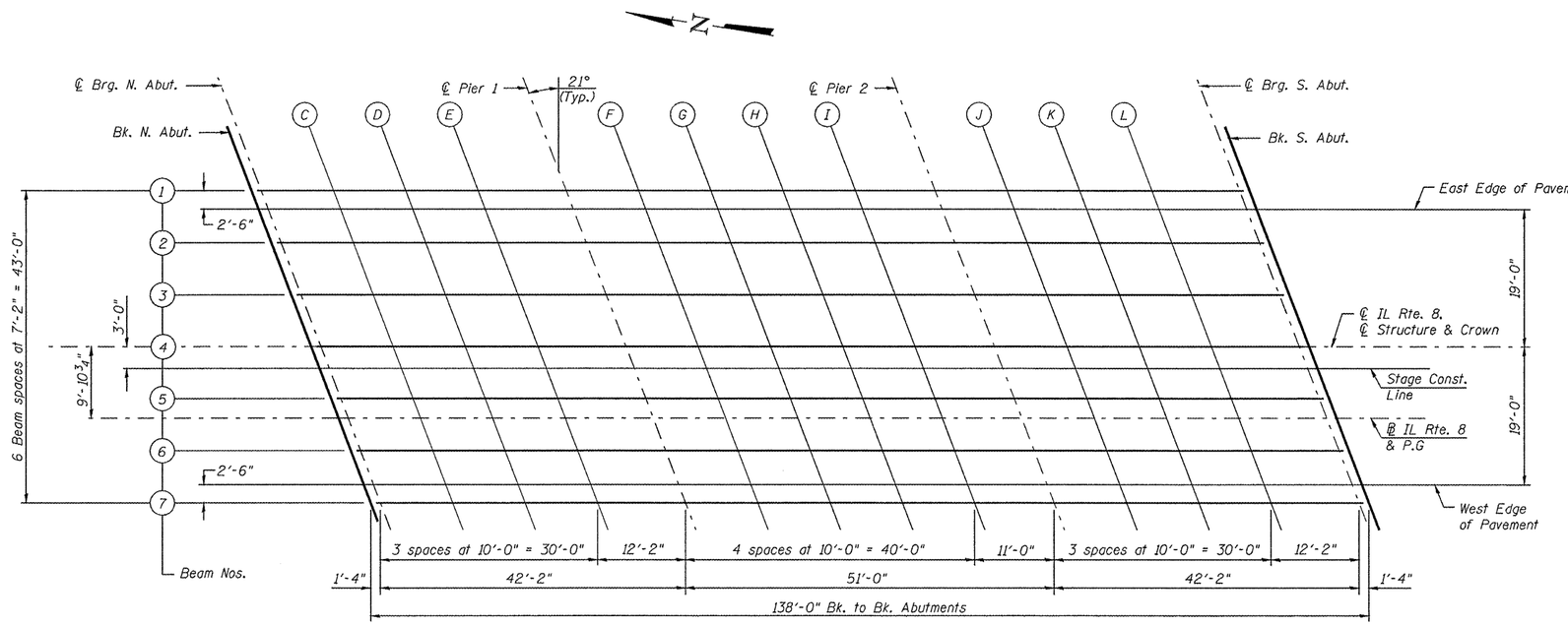
TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 072-0227

LIN ENGINEERING,LTD. Consulting Engineers, Chatham, Illinois	SHEET NO. 4	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
Designed By: TBP · Checked By: KHM · Drawn By: TBP · Date: 03/2009 · File: 072-0227.dgn	22 SHEETS	6658	(ZC-15D-BR)BR	PEORIA	49 / 17
				CONTRACT NO. 68478	
		FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

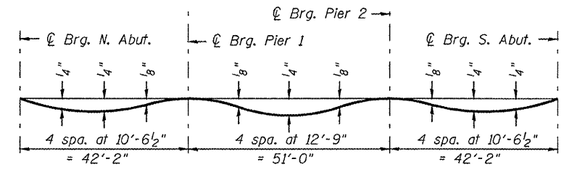
R-27 10-1-08

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



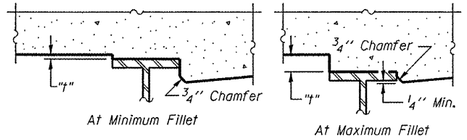
PLAN



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 this sheet and sheet 6 of 22.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet and sheet 6 of 22, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+27.70	-31.40	488.21	488.21
℄ Brg. N. Abut.	380+29.03	-31.40	488.21	488.21
C	380+39.03	-31.40	488.21	488.22
D	380+49.03	-31.40	488.21	488.23
E	380+59.03	-31.40	488.21	488.22
℄ Pier 1	380+71.20	-31.40	488.21	488.21
F	380+81.20	-31.40	488.21	488.22
G	380+91.20	-31.40	488.21	488.23
H	381+01.20	-31.40	488.21	488.23
I	381+11.20	-31.40	488.21	488.22
℄ Pier 2	381+22.20	-31.40	488.21	488.21
J	381+32.20	-31.40	488.21	488.22
K	381+42.20	-31.40	488.21	488.23
L	381+52.20	-31.40	488.21	488.23
℄ Brg. S. Abut.	381+64.36	-31.40	488.21	488.21
Bk. S. Abut.	381+65.70	-31.40	488.21	488.21

EAST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+28.66	-28.90	488.26	488.26
℄ Brg. N. Abut.	380+29.99	-28.90	488.26	488.26
C	380+39.99	-28.90	488.26	488.28
D	380+49.99	-28.90	488.26	488.28
E	380+59.99	-28.90	488.26	488.27
℄ Pier 1	380+72.16	-28.90	488.26	488.26
F	380+82.16	-28.90	488.26	488.27
G	380+92.16	-28.90	488.26	488.28
H	381+02.16	-28.90	488.26	488.28
I	381+12.16	-28.90	488.26	488.27
℄ Pier 2	381+23.16	-28.90	488.26	488.26
J	381+33.16	-28.90	488.26	488.27
K	381+43.16	-28.90	488.26	488.28
L	381+53.16	-28.90	488.26	488.28
℄ Brg. S. Abut.	381+65.32	-28.90	488.26	488.26
Bk. S. Abut.	381+66.66	-28.90	488.26	488.26

Note: All offsets are measured from ℄ IL Rte. 8 & P.G.

DECK ELEVATIONS-1
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

Designed By: TBP | Checked By: KMH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

SHEET NO. 5
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	18
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 2

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+30.45	-24.23	488.33	488.33
℄ Brg. N. Abut.	380+31.78	-24.23	488.33	488.33
C	380+41.78	-24.23	488.33	488.35
D	380+51.78	-24.23	488.33	488.35
E	380+61.78	-24.23	488.33	488.34
℄ Pier 1	380+73.95	-24.23	488.33	488.33
F	380+83.95	-24.23	488.33	488.34
G	380+93.95	-24.23	488.33	488.35
H	381+03.95	-24.23	488.33	488.35
I	381+13.95	-24.23	488.33	488.34
℄ Pier 2	381+24.95	-24.23	488.33	488.33
J	381+34.95	-24.23	488.33	488.34
K	381+44.95	-24.23	488.33	488.35
L	381+54.95	-24.23	488.33	488.35
℄ Brg. S. Abut.	381+67.11	-24.23	488.33	488.33
Bk. S. Abut.	381+68.45	-24.23	488.33	488.33

BEAM 3

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+33.20	-17.06	488.44	488.44
℄ Brg. N. Abut.	380+34.53	-17.06	488.44	488.44
C	380+44.53	-17.06	488.44	488.46
D	380+54.53	-17.06	488.44	488.47
E	380+64.53	-17.06	488.44	488.46
℄ Pier 1	380+76.70	-17.06	488.44	488.44
F	380+86.70	-17.06	488.44	488.45
G	380+96.70	-17.06	488.44	488.46
H	381+06.70	-17.06	488.44	488.47
I	381+16.70	-17.06	488.44	488.45
℄ Pier 2	381+27.70	-17.06	488.44	488.44
J	381+37.70	-17.06	488.44	488.45
K	381+47.70	-17.06	488.44	488.47
L	381+57.70	-17.06	488.44	488.46
℄ Brg. S. Abut.	381+69.87	-17.06	488.44	488.44
Bk. S. Abut.	381+71.20	-17.06	488.44	488.44

℄ IL RTE. 8, ℄ STRUCTURE, CROWN & BEAM 4

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+35.95	-9.90	488.55	488.55
℄ Brg. N. Abut.	380+37.28	-9.90	488.55	488.55
C	380+47.28	-9.90	488.55	488.57
D	380+57.28	-9.90	488.55	488.58
E	380+67.28	-9.90	488.55	488.57
℄ Pier 1	380+79.45	-9.90	488.55	488.55
F	380+89.45	-9.90	488.55	488.56
G	380+99.45	-9.90	488.55	488.58
H	381+09.45	-9.90	488.55	488.58
I	381+19.45	-9.90	488.55	488.57
℄ Pier 2	381+30.45	-9.90	488.55	488.55
J	381+40.45	-9.90	488.55	488.56
K	381+50.45	-9.90	488.55	488.58
L	381+60.45	-9.90	488.55	488.58
℄ Brg. S. Abut.	381+72.62	-9.90	488.55	488.55
Bk. S. Abut.	381+73.95	-9.90	488.55	488.55

STAGE CONSTRUCTION LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+37.10	-6.90	488.51	488.51
℄ Brg. N. Abut.	380+38.43	-6.90	488.51	488.51
C	380+48.43	-6.90	488.51	488.53
D	380+58.43	-6.90	488.51	488.53
E	380+68.43	-6.90	488.51	488.52
℄ Pier 1	380+80.60	-6.90	488.51	488.51
F	380+90.60	-6.90	488.51	488.52
G	381+00.60	-6.90	488.51	488.53
H	381+10.60	-6.90	488.51	488.53
I	381+20.60	-6.90	488.51	488.52
℄ Pier 2	381+31.60	-6.90	488.51	488.51
J	381+41.60	-6.90	488.51	488.52
K	381+51.60	-6.90	488.51	488.53
L	381+61.60	-6.90	488.51	488.53
℄ Brg. S. Abut.	381+73.77	-6.90	488.51	488.51
Bk. S. Abut.	381+75.10	-6.90	488.51	488.51

BEAM 5

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+38.70	-2.73	488.44	488.44
℄ Brg. N. Abut.	380+40.03	-2.73	488.44	488.44
C	380+50.03	-2.73	488.44	488.46
D	380+60.03	-2.73	488.44	488.47
E	380+70.03	-2.73	488.44	488.46
℄ Pier 1	380+82.20	-2.73	488.44	488.44
F	380+92.20	-2.73	488.44	488.45
G	381+02.20	-2.73	488.44	488.46
H	381+12.20	-2.73	488.44	488.47
I	381+22.20	-2.73	488.44	488.45
℄ Pier 2	381+33.20	-2.73	488.44	488.44
J	381+43.20	-2.73	488.44	488.45
K	381+53.20	-2.73	488.44	488.47
L	381+63.20	-2.73	488.44	488.46
℄ Brg. S. Abut.	381+75.37	-2.73	488.44	488.44
Bk. S. Abut.	381+76.70	-2.73	488.44	488.44

P.G. & ℄ IL RTE. 8

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+39.75	0.00	488.40	488.40
℄ Brg. N. Abut.	380+41.08	0.00	488.40	488.40
C	380+51.08	0.00	488.40	488.42
D	380+61.08	0.00	488.40	488.42
E	380+71.08	0.00	488.40	488.41
℄ Pier 1	380+83.25	0.00	488.40	488.40
F	380+93.25	0.00	488.40	488.41
G	381+03.25	0.00	488.40	488.42
H	381+13.25	0.00	488.40	488.42
I	381+23.25	0.00	488.40	488.41
℄ Pier 2	381+34.25	0.00	488.40	488.40
J	381+44.25	0.00	488.40	488.41
K	381+54.25	0.00	488.40	488.42
L	381+64.25	0.00	488.40	488.42
℄ Brg. S. Abut.	381+76.42	0.00	488.40	488.40
Bk. S. Abut.	381+77.75	0.00	488.40	488.40

BEAM 6

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+41.45	4.44	488.33	488.33
℄ Brg. N. Abut.	380+42.79	4.44	488.33	488.33
C	380+52.79	4.44	488.33	488.35
D	380+62.79	4.44	488.33	488.35
E	380+72.79	4.44	488.33	488.34
℄ Pier 1	380+84.95	4.44	488.33	488.33
F	380+94.95	4.44	488.33	488.34
G	381+04.95	4.44	488.33	488.35
H	381+14.95	4.44	488.33	488.35
I	381+24.95	4.44	488.33	488.34
℄ Pier 2	381+35.95	4.44	488.33	488.33
J	381+45.95	4.44	488.33	488.34
K	381+55.95	4.44	488.33	488.35
L	381+65.95	4.44	488.33	488.35
℄ Brg. S. Abut.	381+78.12	4.44	488.33	488.33
Bk. S. Abut.	381+79.45	4.44	488.33	488.33

WEST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+43.24	9.10	488.26	488.26
℄ Brg. N. Abut.	380+44.58	9.10	488.26	488.26
C	380+54.58	9.10	488.26	488.28
D	380+64.58	9.10	488.26	488.28
E	380+74.58	9.10	488.26	488.27
℄ Pier 1	380+86.74	9.10	488.26	488.26
F	380+96.74	9.10	488.26	488.27
G	381+06.74	9.10	488.26	488.28
H	381+16.74	9.10	488.26	488.28
I	381+26.74	9.10	488.26	488.27
℄ Pier 2	381+37.74	9.10	488.26	488.26
J	381+47.74	9.10	488.26	488.27
K	381+57.74	9.10	488.26	488.28
L	381+67.74	9.10	488.26	488.28
℄ Brg. S. Abut.	381+79.91	9.10	488.26	488.26
Bk. S. Abut.	381+81.24	9.10	488.26	488.26

BEAM 7

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	380+44.20	11.60	488.21	488.21
℄ Brg. N. Abut.	380+45.54	11.60	488.21	488.21
C	380+55.54	11.60	488.21	488.22
D	380+65.54	11.60	488.21	488.23
E	380+75.54	11.60	488.21	488.22
℄ Pier 1	380+87.70	11.60	488.21	488.21
F	380+97.70	11.60	488.21	488.22
G	381+07.70	11.60	488.21	488.23
H	381+17.70	11.60	488.21	488.23
I	381+27.70	11.60	488.21	488.22
℄ Pier 2	381+38.70	11.60	488.21	488.21
J	381+48.70	11.60	488.21	488.22
K	381+58.70	11.60	488.21	488.23
L	381+68.70	11.60	488.21	488.23
℄ Brg. S. Abut.	381+80.87	11.60	488.21	488.21
Bk. S. Abut.	381+82.20	11.60	488.21	488.21

All offsets are measured from ℄ IL Rte. 8 & P.G.

DECK ELEVATIONS-2
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

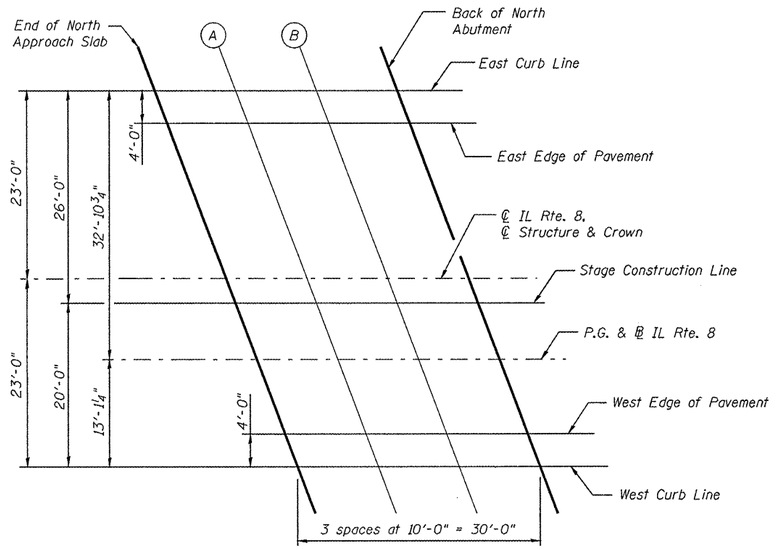
Designed By: TBP	Checked By: KRH	Drawn By: TBP
Date: 03/2009	File: 072-0227.dgn	

SHEET NO. 6
22 SHEETS

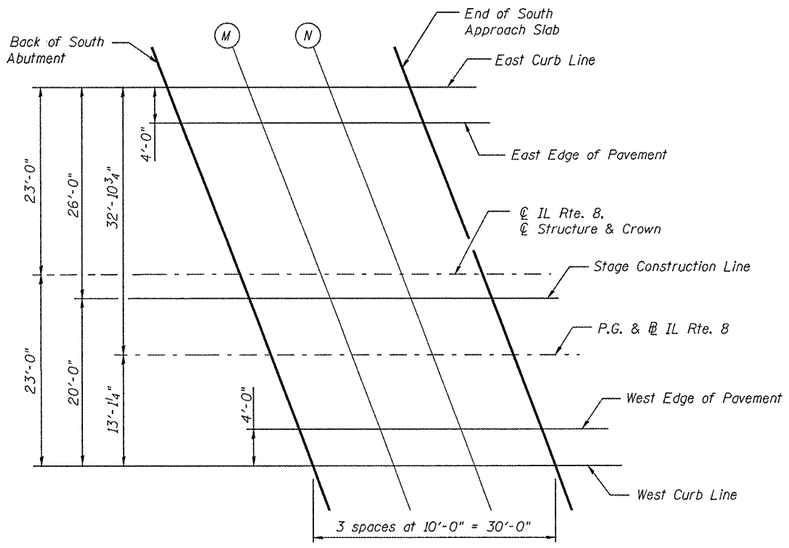
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	19
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN-NORTH APPROACH



PLAN-SOUTH APPROACH

EAST CURB LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	379+97.12	-32.90	488.17
A	380+07.12	-32.90	488.17
B	380+17.12	-32.90	488.17
Bk. N. Abut.	380+27.12	-32.90	488.17
Bk. S. Abut.	381+65.12	-32.90	488.17
M	381+75.12	-32.90	488.17
N	381+85.12	-32.90	488.17
End S. Appr. Slab	381+95.12	-32.90	488.17

EAST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	379+98.66	-28.90	488.26
A	380+08.66	-28.90	488.26
B	380+18.66	-28.90	488.26
Bk. N. Abut.	380+28.66	-28.90	488.26
Bk. S. Abut.	381+66.66	-28.90	488.26
M	381+76.66	-28.90	488.26
N	381+86.66	-28.90	488.26
End S. Appr. Slab	381+96.66	-28.90	488.26

℄ IL RTE. 8, ℄ STRUCTURE & CROWN

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	380+05.95	-9.90	488.55
A	380+15.95	-9.90	488.55
B	380+25.95	-9.90	488.55
Bk. N. Abut.	380+35.95	-9.90	488.55
Bk. S. Abut.	381+73.95	-9.90	488.55
M	381+83.95	-9.90	488.55
N	381+93.95	-9.90	488.55
End S. Appr. Slab	382+03.95	-9.90	488.55

STAGE CONSTRUCTION LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	380+07.10	-6.90	488.51
A	380+17.10	-6.90	488.51
B	380+27.10	-6.90	488.51
Bk. N. Abut.	380+37.10	-6.90	488.51
Bk. S. Abut.	381+75.10	-6.90	488.51
M	381+85.10	-6.90	488.51
N	381+95.10	-6.90	488.51
End S. Appr. Slab	382+05.10	-6.90	488.51

P.G. & ℗ IL RTE. 8

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	380+09.75	0.00	488.40
A	380+19.75	0.00	488.40
B	380+29.75	0.00	488.40
Bk. N. Abut.	380+39.75	0.00	488.40
Bk. S. Abut.	381+77.75	0.00	488.40
M	381+87.75	0.00	488.40
N	381+97.75	0.00	488.40
End S. Appr. Slab	382+07.75	0.00	488.40

WEST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	380+13.24	9.10	488.26
A	380+23.24	9.10	488.26
B	380+33.24	9.10	488.26
Bk. N. Abut.	380+43.24	9.10	488.26
Bk. S. Abut.	381+81.24	9.10	488.26
M	381+91.24	9.10	488.26
N	382+01.24	9.10	488.26
End S. Appr. Slab	382+11.24	9.10	488.26

WEST CURB LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	380+14.78	13.10	488.17
A	380+24.78	13.10	488.17
B	380+34.78	13.10	488.17
Bk. N. Abut.	380+44.78	13.10	488.17
Bk. S. Abut.	381+82.78	13.10	488.17
M	381+92.78	13.10	488.17
N	382+02.78	13.10	488.17
End S. Appr. Slab	382+12.78	13.10	488.17

Note:
All offsets are measured from ℗ IL Rte. 8 & P.G.

APPROACH SLAB ELEVATIONS
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

Designed By: TBP | Checked By: KHH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

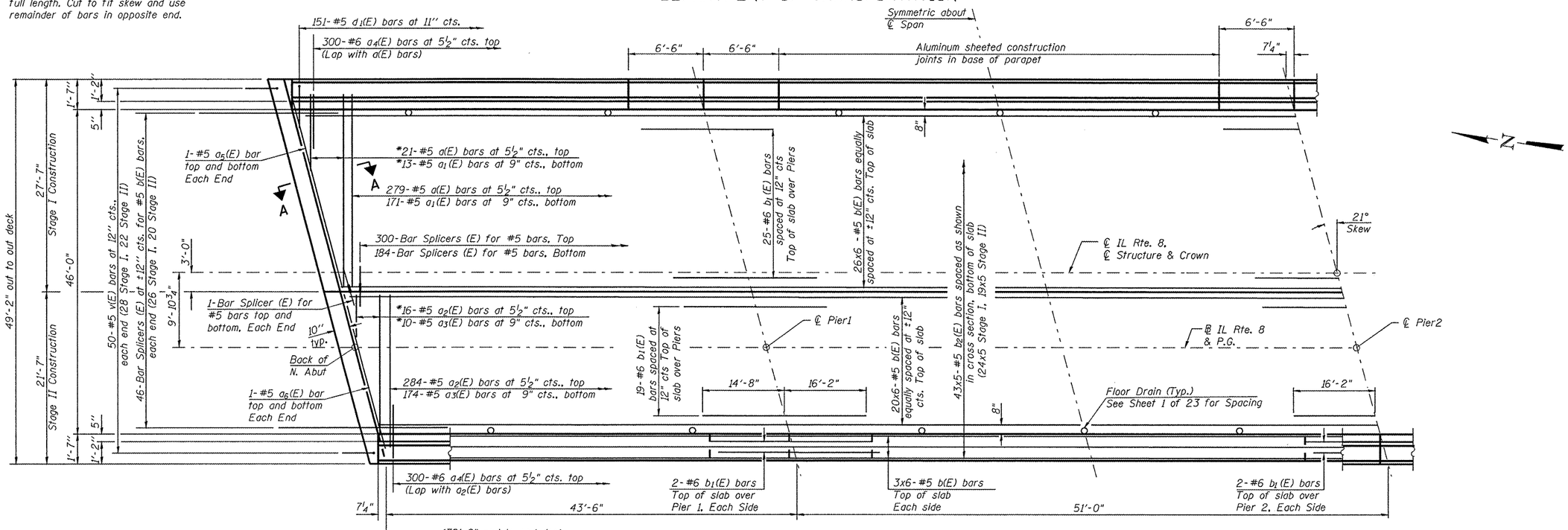
SHEET NO. 7
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	20
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

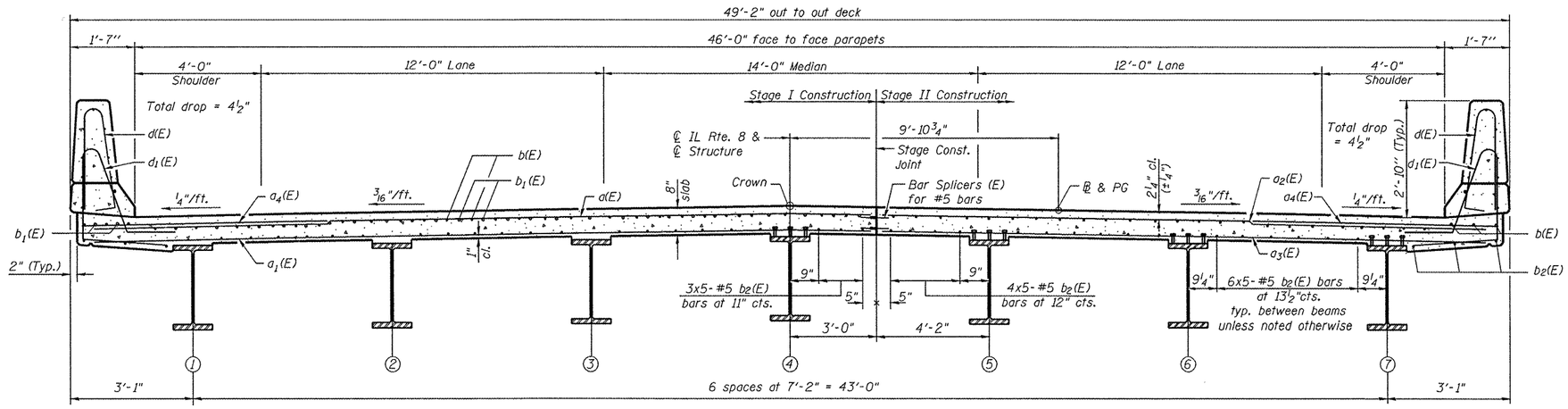
D-94-060-05

* Order a(E), a_1(E), a_2(E) and a_3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL PLAN



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking South)
(Floor Drains not shown for clarity)

Notes:
See sheet 9 of 22 for superstructure details and Bill of Material.
Bars indicated thus 43x5-#5 etc. indicates 43 lines of bars with 5 lengths per line.
See sheet 9 of 22 for parapet reinforcement.
See sheet 12 of 22 for Section A-A.
See sheet 19 of 22 for Bar Splicer Details.

MIN. BAR LAP
#5 bar= 1'-8"

SUPERSTRUCTURE
STRUCTURE NO. 072-0227

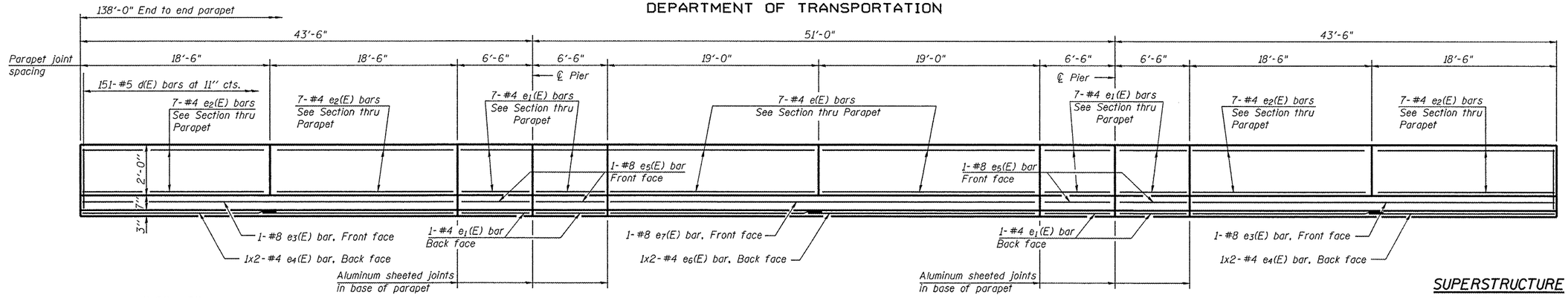
LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois
Designed By: TBP | Checked By: KHH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

SHEET NO. 8
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	21
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

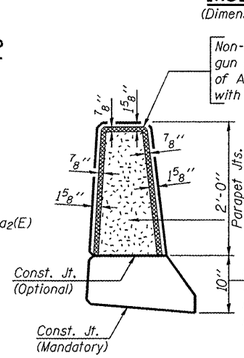


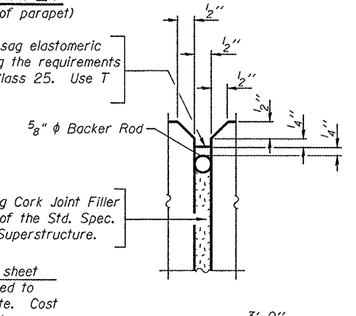
MINIMUM BAR LAP

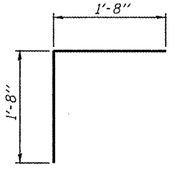
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"

INSIDE ELEVATION OF PARAPET

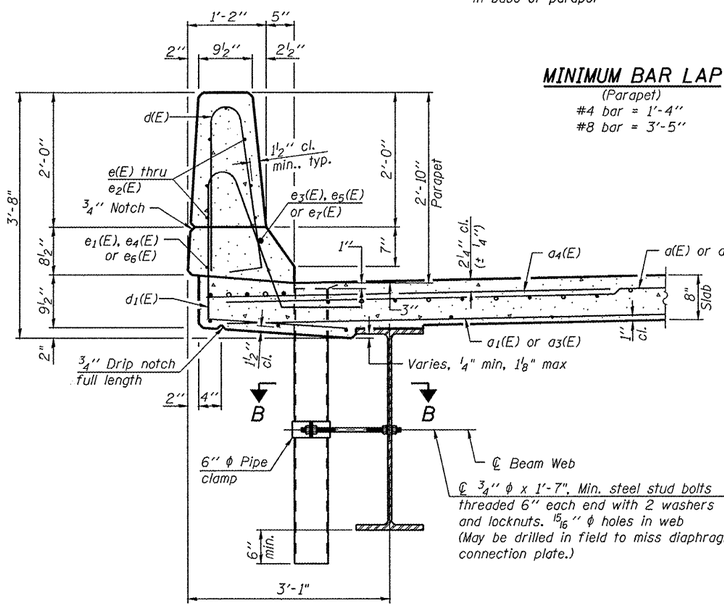
(Dimensions measured along inside face of parapet)







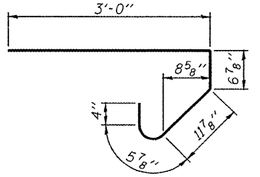
BAR v(E)



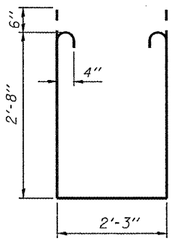
SECTION THRU PARAPET

PARAPET JOINT DETAILS

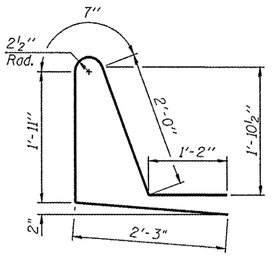
Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



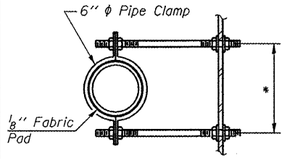
BAR s(E)



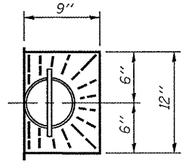
BAR s1(E)



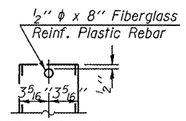
BAR d1(E)



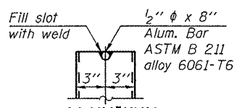
SECTION B-B
*Dimension as required by Pipe Clamp



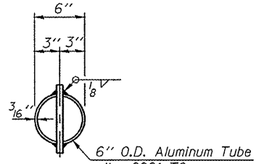
TOP PLAN



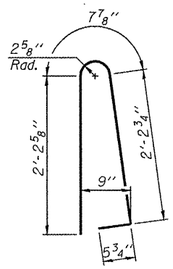
FIBERGLASS PIPE



ALUMINUM TUBE



TOP PLAN
(Showing Aluminum Tube)



BAR d(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	300	#5	27'-1"	
a1(E)	184	#5	26'-9"	
a2(E)	300	#5	21'-1"	
a3(E)	184	#5	20'-9"	
a4(E)	600	#6	6'-0"	
a5(E)	4	#5	27'-6"	
a6(E)	4	#5	22'-7"	
b(E)	312	#5	24'-5"	
b1(E)	96	#6	30'-10"	
b2(E)	215	#5	28'-11"	
d(E)	302	#5	5'-7"	
d1(E)	302	#5	7'-11"	
e(E)	28	#4	18'-8"	
e1(E)	64	#4	6'-2"	
e2(E)	56	#4	18'-2"	
e3(E)	4	#8	36'-8"	
e4(E)	8	#4	19'-0"	
e5(E)	8	#8	6'-2"	
e6(E)	4	#4	19'-6"	
e7(E)	2	#8	37'-8"	
m(E)	10	#6	22'-10"	
m1(E)	10	#6	29'-3"	
m2(E)	12	#6	9'-5"	
m3(E)	16	#6	9'-3"	
m4(E)	10	#6	6'-1"	
m5(E)	2	#6	3'-10"	
m6(E)	2	#6	2'-7"	
m7(E)	4	#6	2'-8"	
s(E)	110	#5	5'-5"	
s1(E)	96	#4	8'-7"	
v(E)	100	#5	3'-4"	
Reinforcement Bars, Epoxy Coated			Pound	57930
Concrete Superstructure			Cu. Yds.	229.6

Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

Designed By: TBP	Checked By: KMH	Drawn By: TBP
Date: 03/2009	File: 072-0227.dgn	

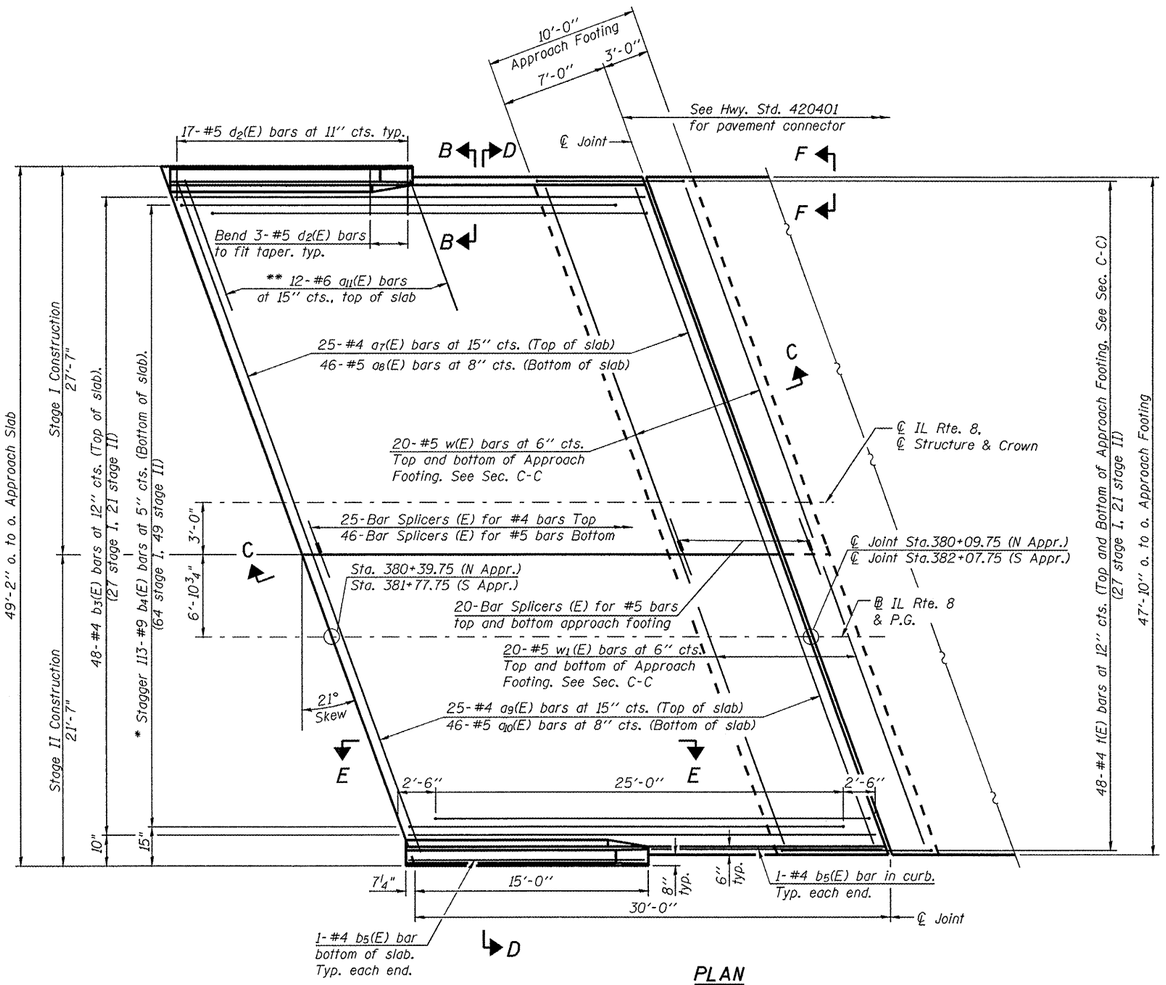
SHEET NO. 9
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	22
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

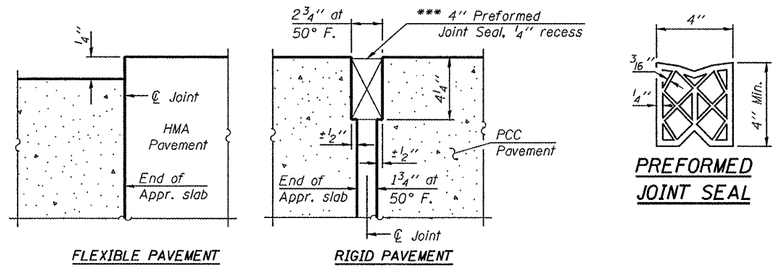
Notes:
See sheet 11 of 22 for Sections C-C & D-D and View E-E.
a_7(E) thru a_{11}(E), w(E) and w_1(E) bar spacings measured parallel to ℄ Rdwy.



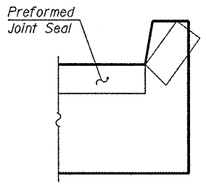
PLAN

* Tilt #9 b_4(E) bars as required to maintain clearance.
** Alternate with a_7(E) & a_9(E) bars, typ. each parapet.

*** Cost included with Concrete Superstructure.

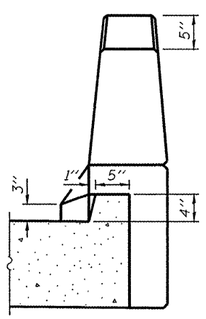


DETAIL A



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



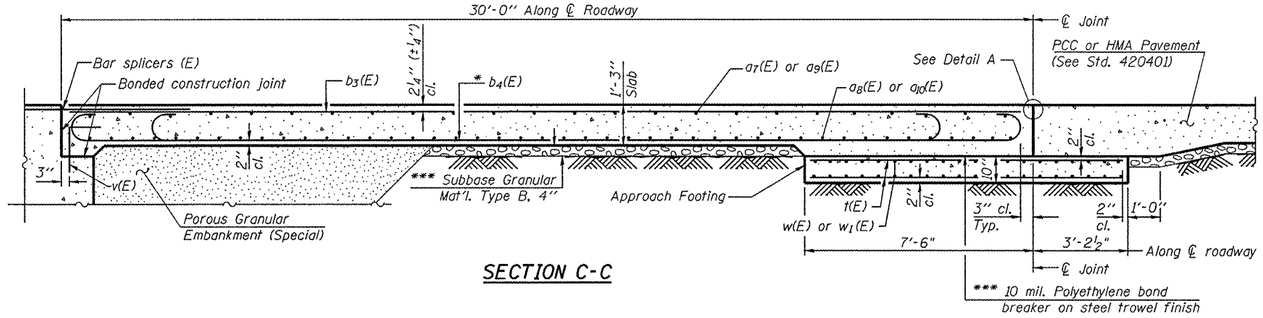
VIEW B-B

BRIDGE APPROACH SLAB DETAILS-1
STRUCTURE NO. 072-0227

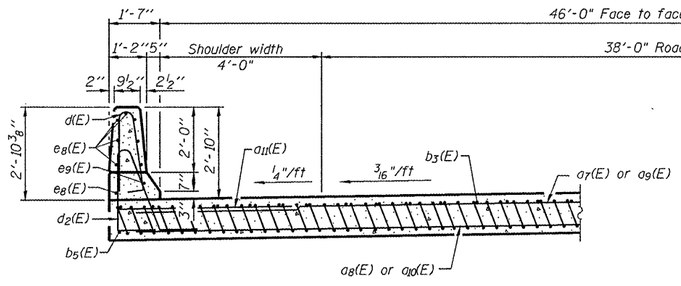
LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO. 10	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Designed By: TBP · Checked By: KHH · Drawn By: TBP	22 SHEETS	6658	(ZC-15D-BR)BR	PEORIA	49	23
Date: 03/2009 · File: 072-0227.dgn				CONTRACT NO. 68478		
		FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

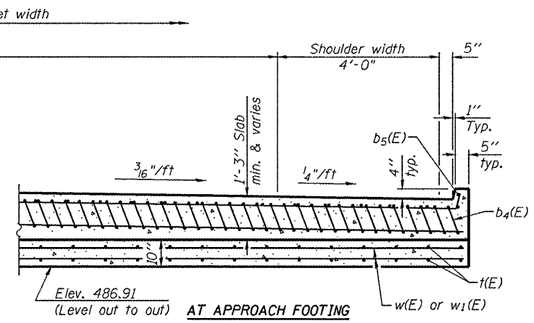
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION C-C



NEAR ABUTMENT

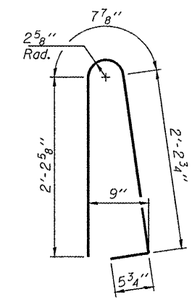


AT APPROACH FOOTING

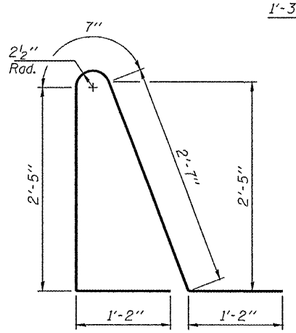
SECTION D-D
(See Plan for dimensions not shown)

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

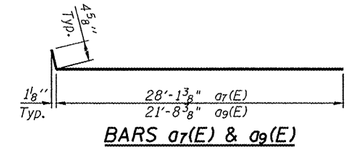


BAR d(E)

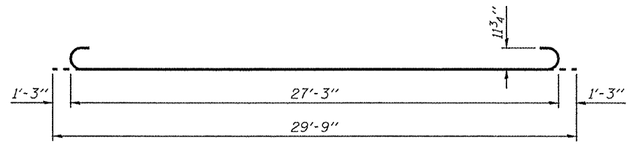


BAR $d_2(E)$

Notes:
See sheet 10 of 22 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 12 of 22.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 19 of 22.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 22.



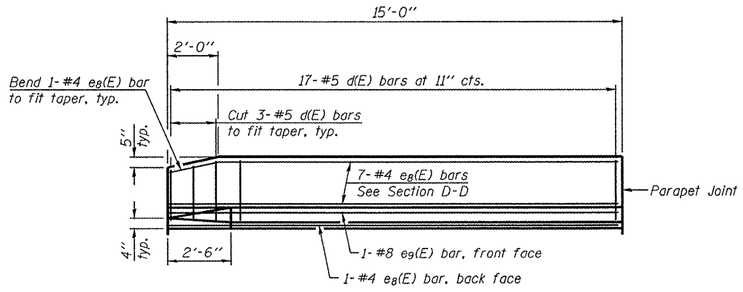
BARS $a_7(E)$ & $a_9(E)$



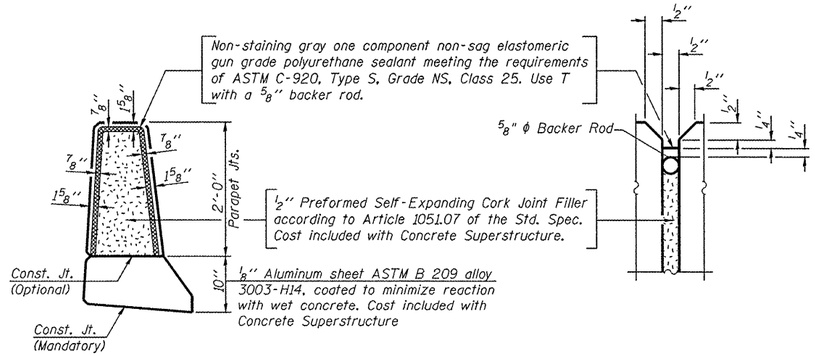
BAR $b_4(E)$

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_7(E)$	50	#4	28'-6"	
$a_8(E)$	92	#5	28'-6"	
$a_9(E)$	50	#4	22'-1"	
$a_{10}(E)$	92	#5	22'-1"	
$a_{11}(E)$	48	#6	6'-0"	
$b_3(E)$	96	#4	29'-8"	
$b_4(E)$	226	#9	29'-9"	
$b_5(E)$	8	#4	14'-8"	
d(E)	68	#5	5'-7"	
$d_2(E)$	68	#5	7'-11"	
$e_8(E)$	32	#4	14'-8"	
$e_9(E)$	4	#8	14'-8"	
t(E)	192	#4	10'-4"	
w(E)	80	#5	28'-6"	
$w_1(E)$	80	#5	22'-1"	
Concrete Superstructure		Cu. Yd.	76.2	
Concrete Structures		Cu. Yd.	16.3	
Reinforcement Bars, Epoxy Coated		Pound	38800	



VIEW E-E



PARAPET JOINT DETAILS

BRIDGE APPROACH SLAB DETAILS-2
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

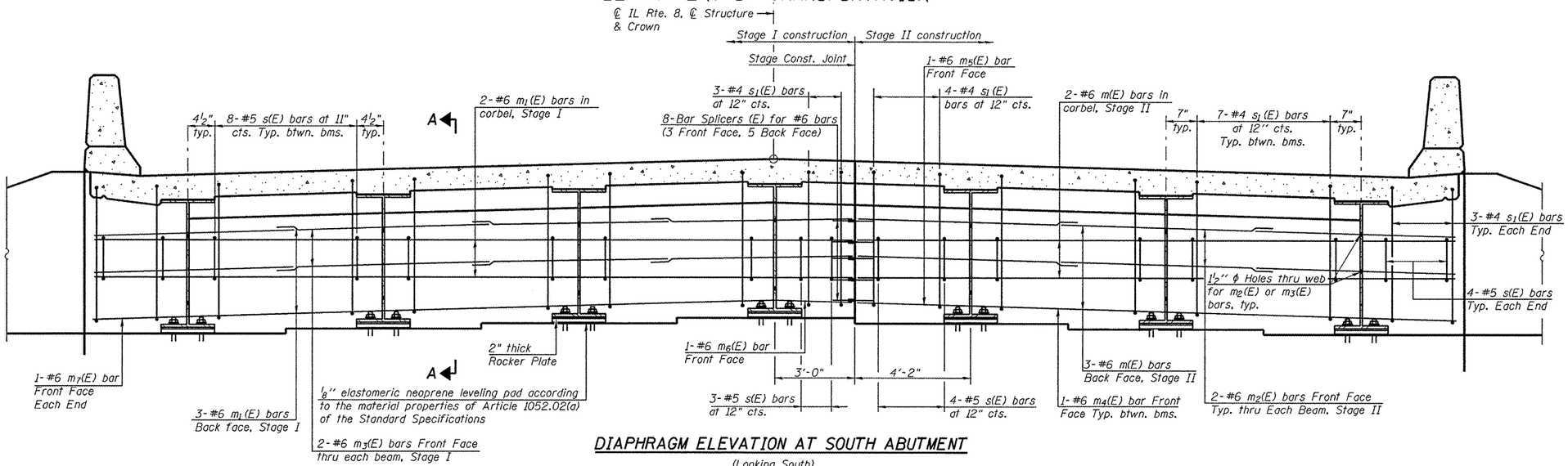
Designed By: TBP | Checked By: KHH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

SHEET NO. 11
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	24
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DIAPHRAGM ELEVATION AT SOUTH ABUTMENT

(Looking South)
(All horizontal dimensions at right angles to ℄ Structure)
(North Abutment mirrored about ℄ Structure)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 22.

Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 22.

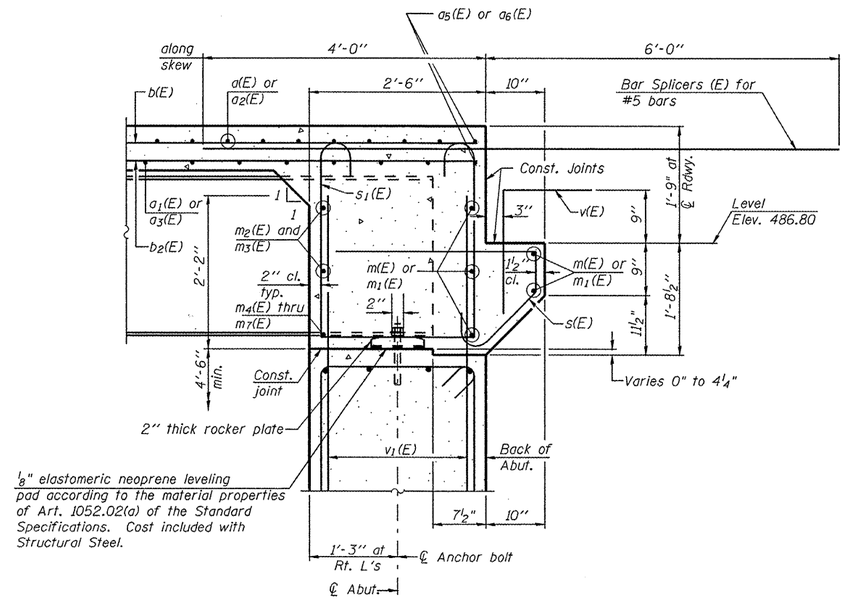
For details of bars s(E) & s_1(E) see sheet 9 of 22.

The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

For location of holes thru web, see sheet 13 of 22.

MIN. BAR LAP

#6 bar = 2'-9"



SECTION A-A

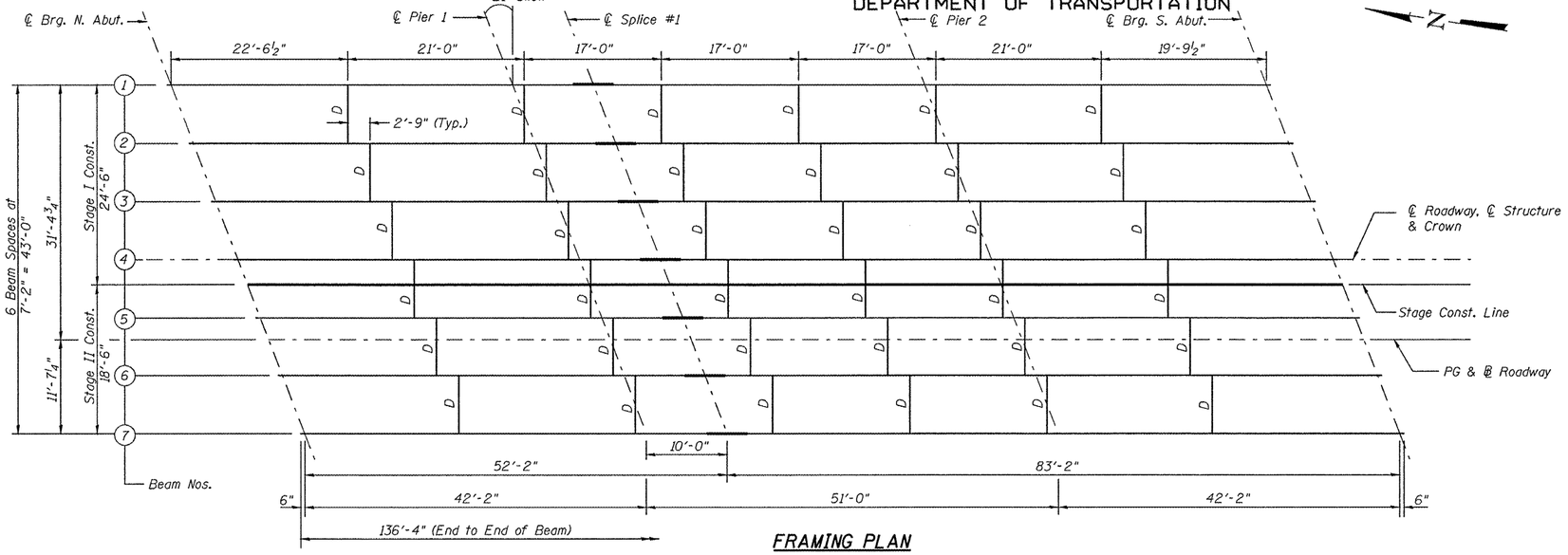
(Dimensions at right angles to abutment, except as shown.)

CONCRETE END DIAPHRAGMS STRUCTURE NO. 072-0227

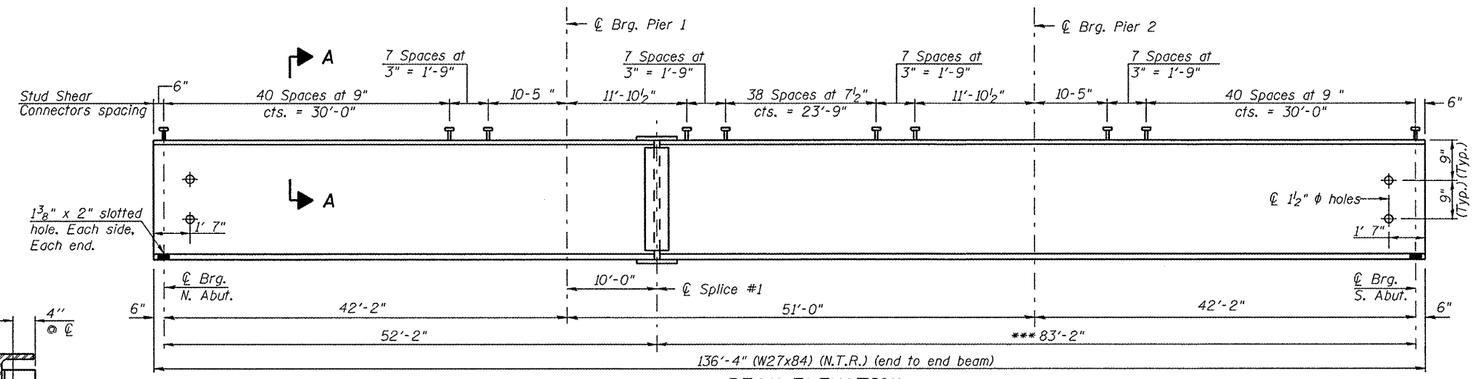
LIN ENGINEERING, LTD. Consulting Engineers, Chatham, Illinois	SHEET NO. 12	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Designed By: TBP · Checked By: KHH · Drawn By: TBP	22 SHEETS	6658	(ZC-15D-BR)BR	PEORIA	49	25
Date: 03/2009 · Files: 072-0227.dgn				CONTRACT NO. 68478		
		FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

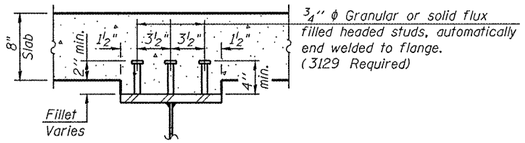
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



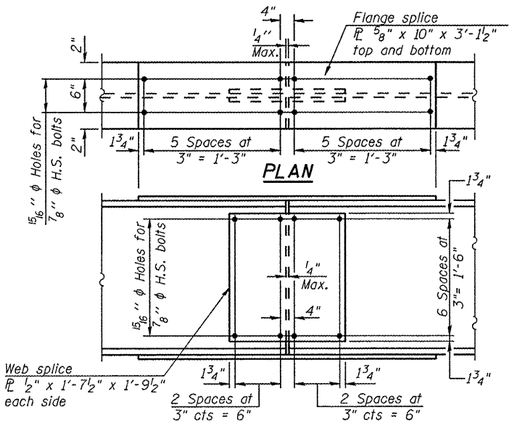
FRAMING PLAN



BEAM ELEVATION

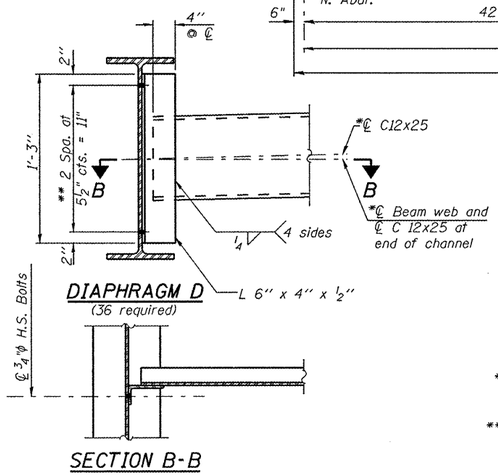


SECTION A-A



ELEVATION

SPLICE DETAIL
(7 Required)



DIAPHRAGM D
(36 required)

SECTION B-B

Notes:
Two hardened washers required for each set of oversized holes.
* C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on C12x25. The alternate, if utilized, shall be provided at no additional cost to the Department.
** ¾" ϕ HS bolts, 15/16" ϕ holes. Diaphragms at stage construction line shall be finger tightened prior to the deck slab pouring and then fully tightened after completion of the pour.
*** The contractor shall submit plans showing bracing details for transporting, erection, and deck forming for the section to the Engineer for approval.

TOP OF BEAM ELEVATIONS

(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7
℄ Brg. N. Abut.	487.49	487.62	487.73	487.84	487.73	487.62	487.49
℄ Brg. Pier 1	487.46	487.58	487.70	487.80	487.70	487.58	487.46
℄ Splice 1	487.45	487.57	487.69	487.79	487.69	487.57	487.45
℄ Brg. Pier 2	487.47	487.59	487.71	487.81	487.71	487.59	487.47
℄ Brg. S. Abut.	487.49	487.62	487.73	487.84	487.73	487.62	487.49

NOTES:

1. All beams and splice plates shall be M270 Grade 50 (NTR).
2. All diaphragms and connecting plates shall be M270 Grade 36.
3. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.
4. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

FRAMING PLAN & STEEL DETAILS
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

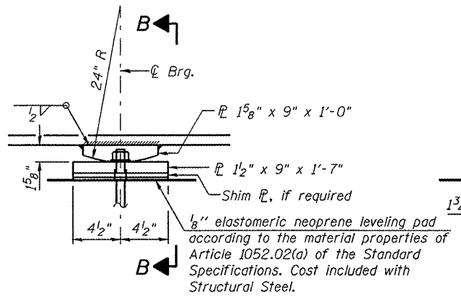
Designed By: TBP | Checked By: KHH | Drawn By: TBP
Date: 03/2009 | Files: 072-0227.dgn

SHEET NO. 13
22 SHEETS

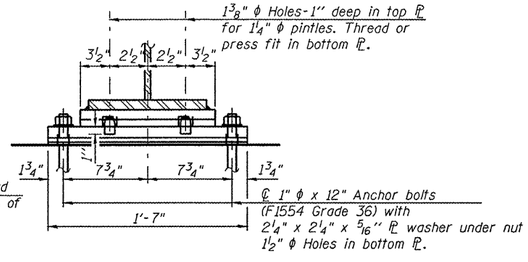
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	26
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

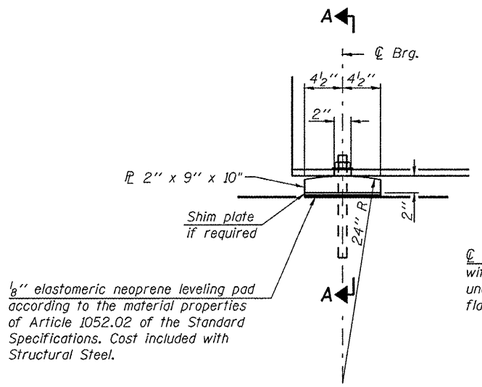
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

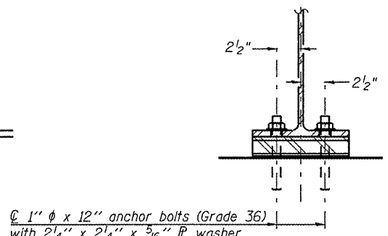


ELEVATION AT PIER



SECTION B-B

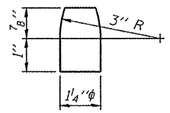




SECTION A-A

ELEVATION AT ABUTMENT

FIXED BEARINGS



PINTLE

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.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

All bearing plates shall be M270 Grade 50.

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	0.5 Sp. 2
I_s	(in^4)	2850	2850	2850
$I_c(n)$	(in^4)	9566	-	9566
$I_c(3n)$	(in^4)	7220	-	7220
S_s	(in^3)	213	213	213
$S_c(n)$	(in^3)	352	-	352
$S_c(3n)$	(in^3)	319	-	319
DC1	(k/')	0.824	0.824	0.824
M_{DC1}	('k)	104	180	88
DC2	(k/')	0.129	0.129	0.129
M_{DC2}	('k)	18	23	19
DW	(k/')	0.329	0.329	0.329
M_{DW}	('k)	47	58	49
M_{L+IM}	('k)	420	236	433
M_u (Strength I)	('k)	958	754	965
* $\phi_f M_n$, $\phi_f M_{nc}$	('k)	1782	972	1798
f_s DC1	(ksi)	5.86	10.14	4.96
f_s DC2	(ksi)	0.68	1.30	0.71
f_s DW	(ksi)	1.77	3.27	1.84
f_s 1.3(L+IM)	(ksi)	18.61	17.28	19.19
f_s (Service II)	(ksi)	26.92	31.99	26.70
V_r	(k)	20.7	-	16.9

* Compact sections

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R_{DC1}	(k)	13.9	42.7
R_{DC2}	(k)	2.2	6.6
R_{DW}	(k)	5.6	16.7
R_{L+IM}	(k)	70.6	91.8
R_{Total}	(k)	92.3	157.8

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (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) 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) due to long-term composite (superimposed) 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.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

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

$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

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

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	56

BEARING DETAILS
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois
Designed By: TBP | Checked By: KMH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

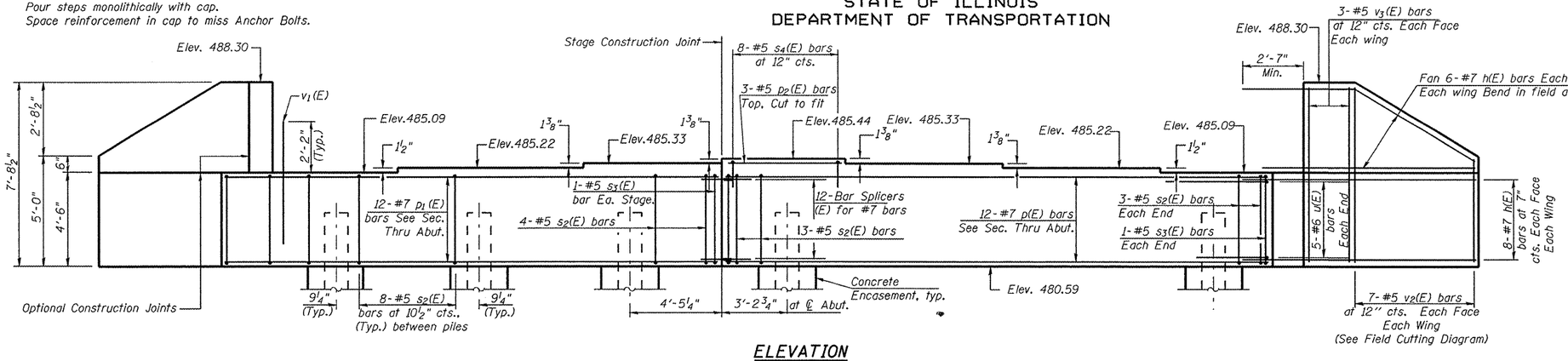
SHEET NO. 14
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	27
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

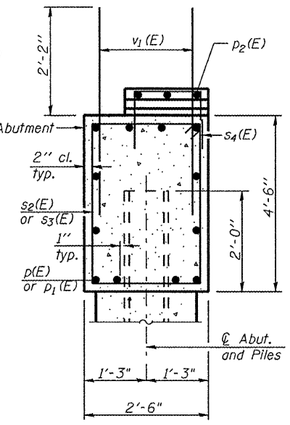
D-94-060-05

Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss Anchor Bolts.

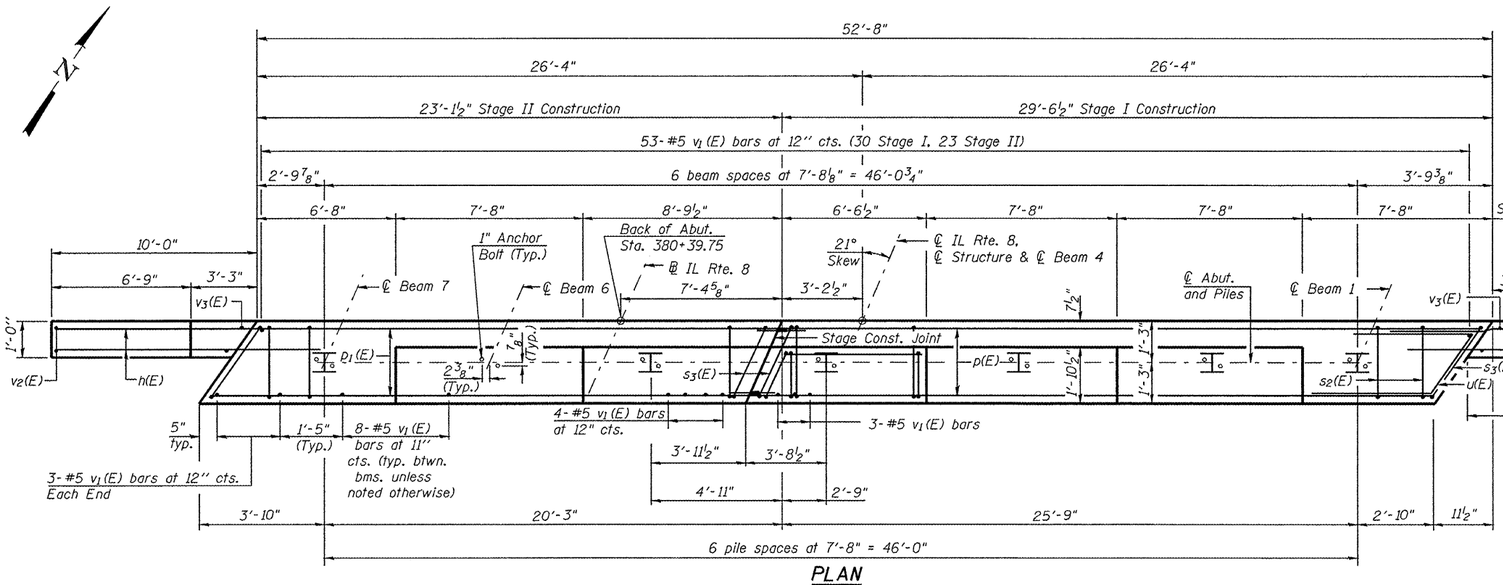
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION
(Looking North)



SEC. THRU ABUT.

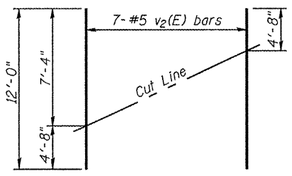


PLAN

BILL OF MATERIAL

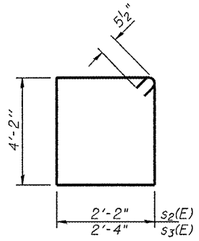
Bar	No.	Size	Length	Shape
h(E)	56	#7	13'-0"	
p(E)	12	#7	29'-3"	
p1(E)	12	#7	22'-10"	
p2(E)	3	#5	7'-1"	
s2(E)	53	#5	13'-7"	
s3(E)	4	#5	13'-11"	
s4(E)	8	#5	5'-10"	
u(E)	10	#6	7'-5"	
v1(E)	106	#5	4'-4"	
v2(E)	14	#5	12'-0"	
v3(E)	12	#5	7'-4"	
Structure Excavation		Cu. Yd.	153	
Concrete Structures		Cu. Yd.	27.5	
Reinforcement Bars, Epoxy Coated		Pound	4510	
Furnishing Steel Piles HP12x53		Foot	427	
Driving Piles		Foot	427	
Concrete Encasement		Cu. Yd.	2.5	

For details of Bar Splicers, see sheet 19 of 22.
For details of piles and Concrete Encasement, see sheet 21 of 22.
For Drainage details, see sheet 2 of 22.

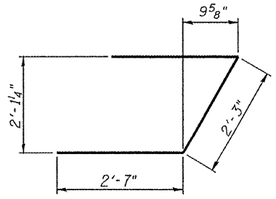


FIELD CUTTING DIAGRAM

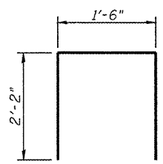
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)



BAR u(E)



BAR s4(E)

PILE DATA

Type: Steel HP12x53
Nominal Required Bearing: 419 kips
Factored Resistance Available: 210 kips
Est. Length: 61 ft
No. Production Piles: 7

NORTH ABUTMENT
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

Designed By: TBP | Checked By: KHH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

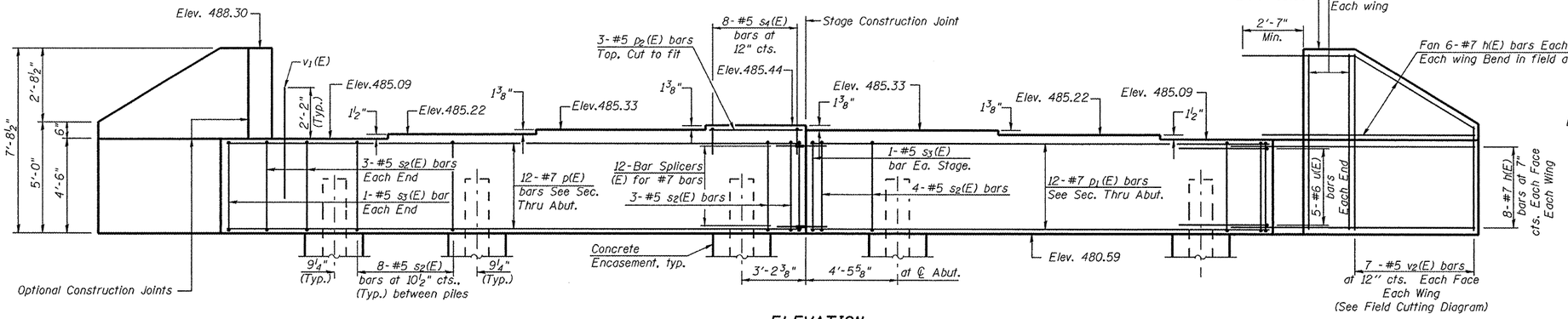
SHEET NO. 15
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	28
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

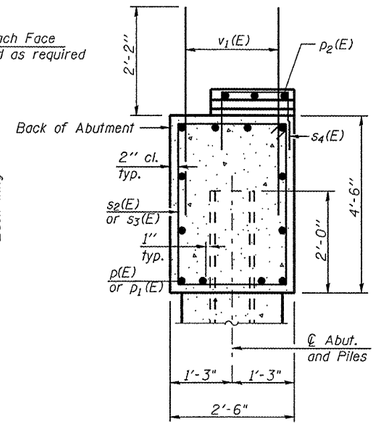
D-94-060-05

Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss Anchor Bolts.

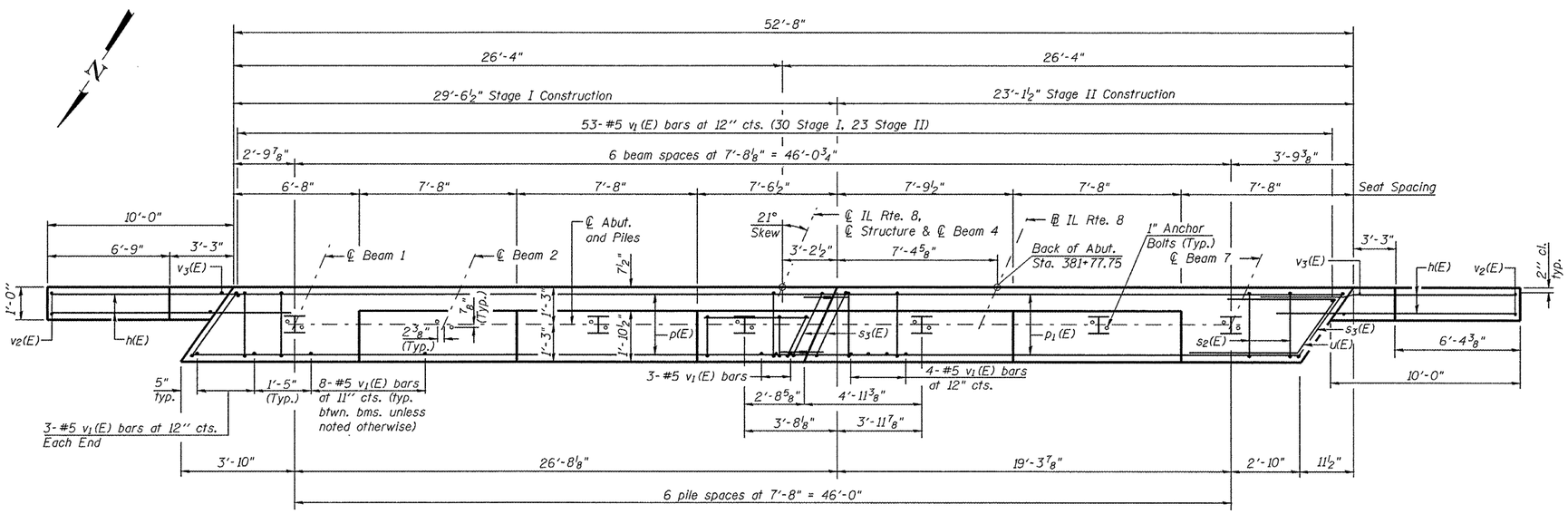
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION
(Looking South)



SEC. THRU ABUT.

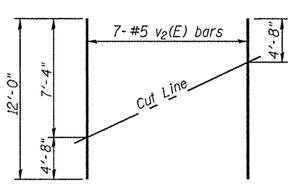


PLAN

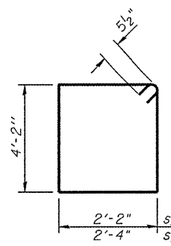
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	56	#7	13'-0"	
p(E)	12	#7	29'-3"	
$p_1(E)$	12	#7	22'-10"	
$p_2(E)$	3	#5	7'-1"	
$s_2(E)$	53	#5	13'-7"	
$s_3(E)$	4	#5	13'-11"	
$s_4(E)$	8	#5	5'-10"	
u(E)	10	#6	7'-5"	
$v_1(E)$	106	#5	4'-4"	
$v_2(E)$	14	#5	12'-0"	
$v_3(E)$	12	#5	7'-4"	
Structure Excavation		Cu. Yd.	153	
Concrete Structures		Cu. Yd.	27.5	
Reinforcement Bars, Epoxy Coated		Pound	4510	
Furnishing Steel Piles HP12x53		Foot	441	
Driving Piles		Foot	441	
Concrete Encasement		Cu. Yd.	2.5	

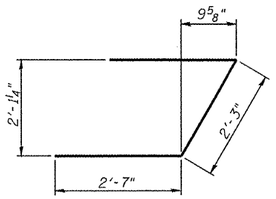
For details of Bar Splicers, see sheet 19 of 22.
For details of piles and Concrete Encasement, see sheet 21 of 22.
For Drainage Details, see sheet 2 of 22.



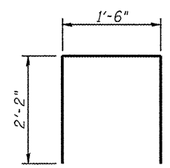
FIELD CUTTING DIAGRAM
Order $v_2(E)$ full length. Cut as shown and use remainder of bars in opposite face.



BARS $s_2(E)$ & $s_3(E)$



BAR u(E)



BAR $s_4(E)$

PILE DATA
Type: Steel HP 12x53
Nominal Required Bearing: 419
Factored Resistance Available: 210
Est. Length: 63 ft
No. Production Piles: 7

SOUTH ABUTMENT
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois
Designed By: TBP | Checked By: KMH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

SHEET NO. 16
22 SHEETS

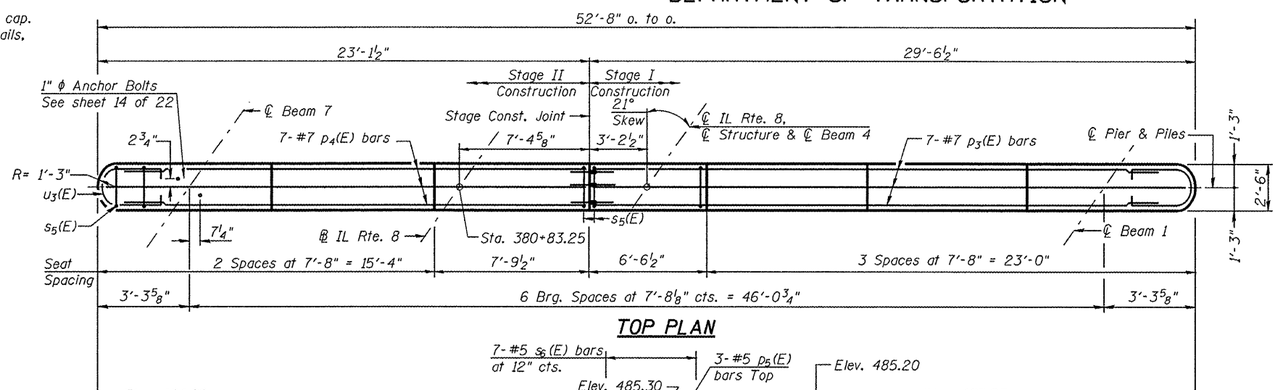
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	29
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

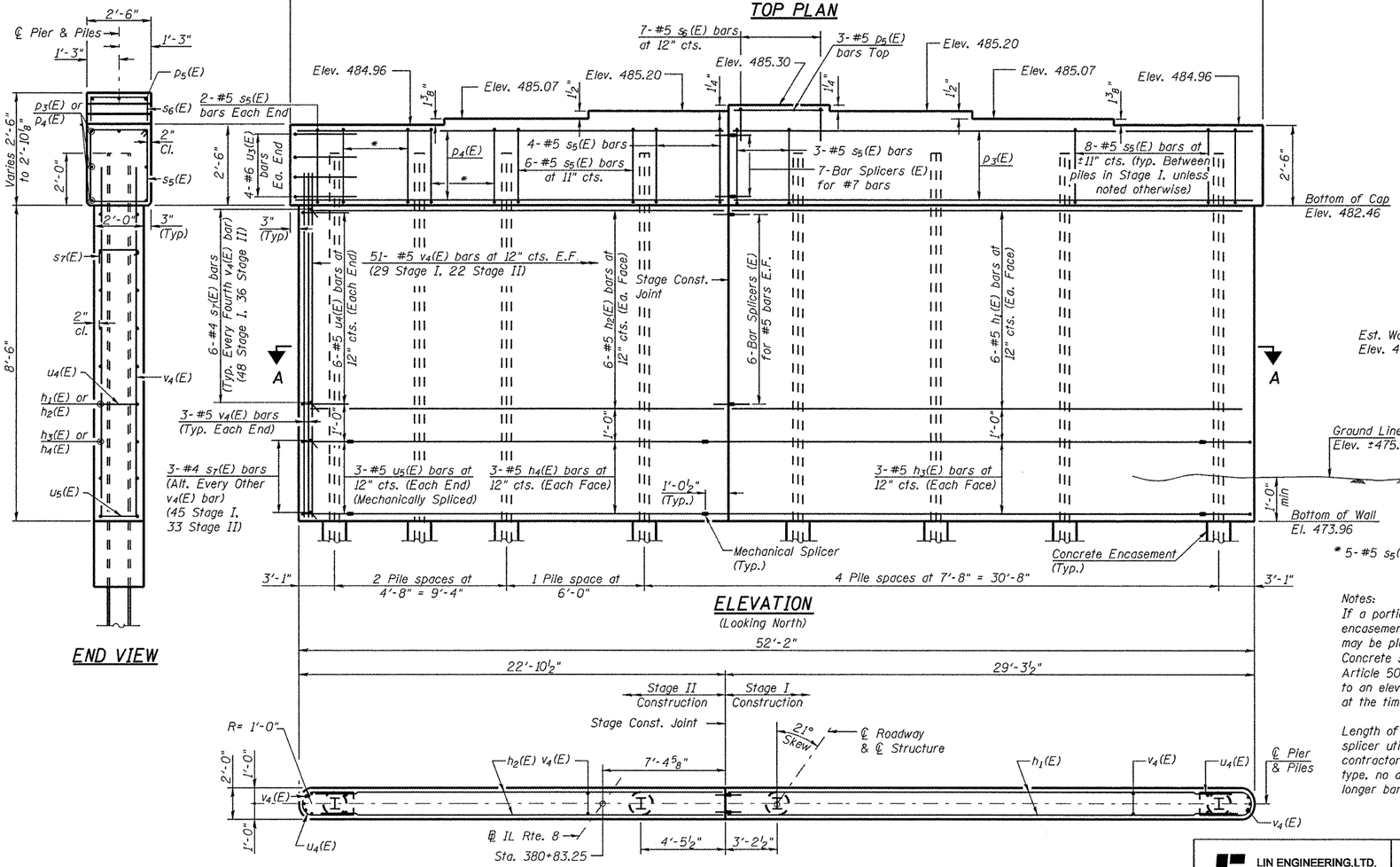
Notes:

1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For Concrete Encasement details, see sheet 21 of 22.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TOP PLAN

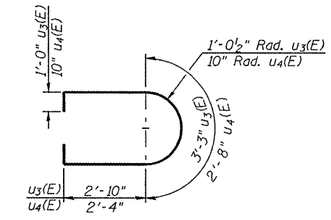


* 5- #5 s5(E) bars at 10" cts.

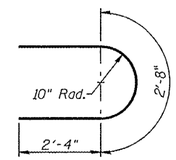
ELEVATION
(Looking North)

END VIEW

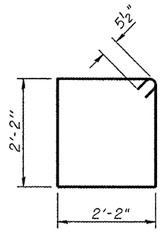
SECTION A-A



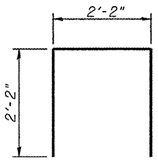
BARS u3(E) and u4(E)



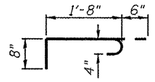
BAR u5(E)



BAR s5(E)



BAR s6(E)



BAR s7(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_1(E)$	12	#5	27'-10"	
$h_2(E)$	12	#5	21'-5"	
$h_3(E)$	6	#5	27'-0"	
$h_4(E)$	6	#5	18-6"	
$p_3(E)$	7	#7	27'-10"	
$p_4(E)$	7	#7	21'-5"	
$p_5(E)$	3	#5	6'-2"	
$s_5(E)$	51	#5	9'-7"	
$s_6(E)$	7	#5	6'-6"	
$s_7(E)$	162	#4	2'-10"	
$u_3(E)$	8	#6	10'-11"	
$u_4(E)$	12	#5	9'-0"	
$u_5(E)$	6	#5	7'-4"	
$v_4(E)$	108	#5	10'-6"	
Concrete Structures		Cu. Yd.	45.4	
Concrete Encasement		Cu. Yd.	2.8	
Reinforcement Bars, Epoxy Coated		Pound	3970	
Furnishing Steel Piles, HP 12x53		Foot	488	
Driving Piles		Foot	488	
Underwater Structure Excavation Protection - Location 1		Each	1	
Mechanical Splice		Each	18	

Notes:
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

Length of reinforcement based on mechanical splicer utilizing butt connections. If the contractor elects to use another connection type, no additional payment shall be made for longer bar requirements.

PILE DATA

Type: Steel HP 12x53
Nominal Required Bearing: 419 kips
Factored Resistance Available: 210 kips
Est. Length: 61 Ft.
No. Production Piles: 8

PIER 1
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

Designed By: TBP | Checked By: KMH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

SHEET NO. 17
22 SHEETS

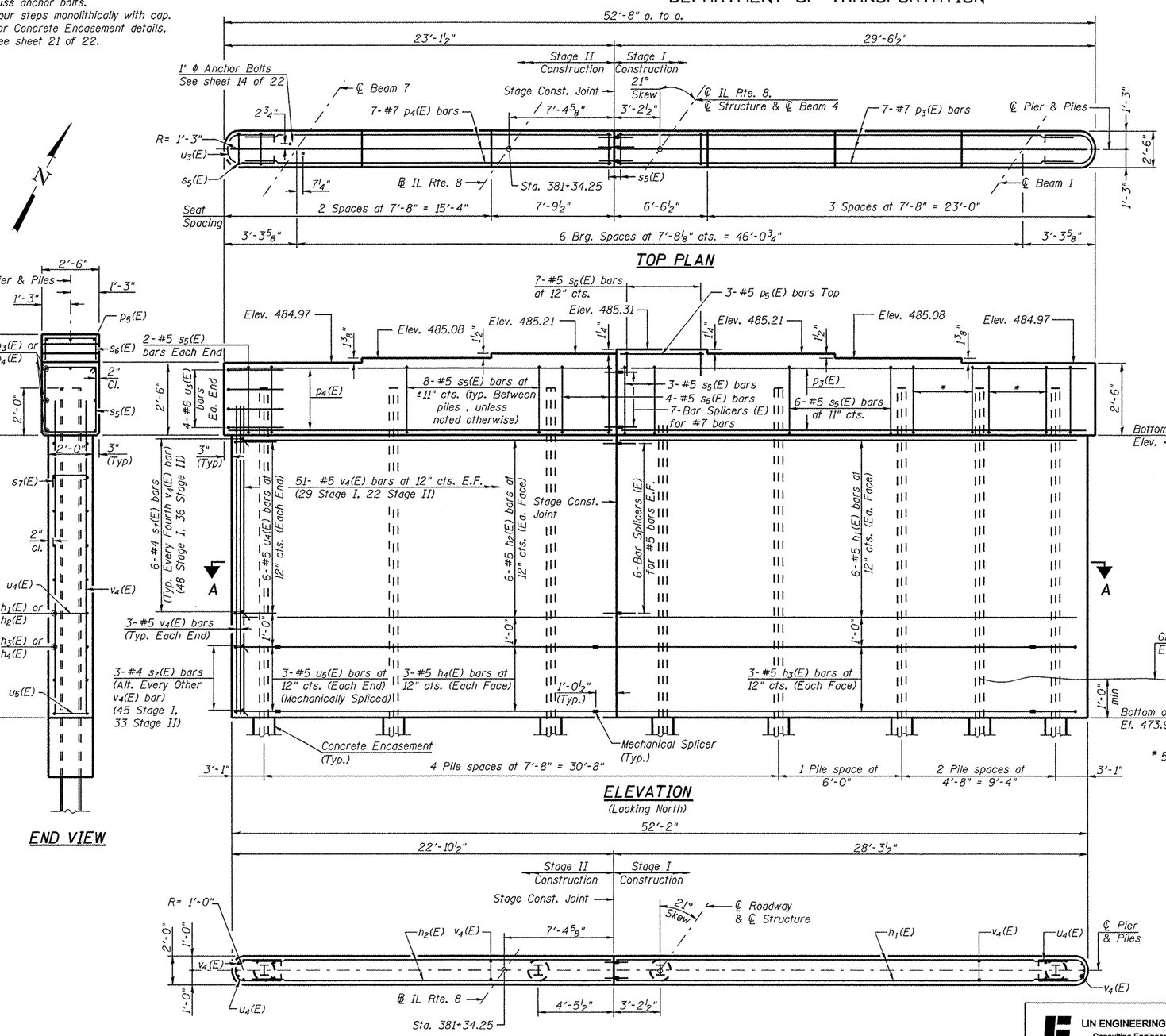
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	30
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

D-94-060-05

Notes:

1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For Concrete Encasement details, see sheet 21 of 22.

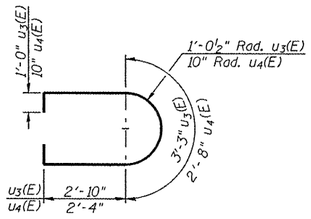
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



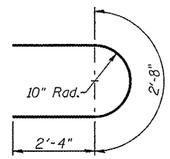
END VIEW

ELEVATION
(Looking North)

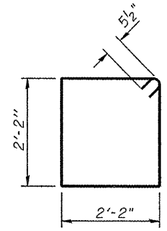
SECTION A-A



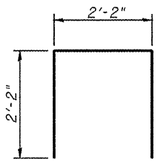
BARS u3(E) and u4(E)



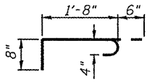
BAR u5(E)



BAR s5(E)



BAR s6(E)



BAR s7(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	12	#5	27'-10"	
h2(E)	12	#5	21'-5"	
h3(E)	6	#5	27'-0"	
h4(E)	6	#5	18-6"	
p3(E)	7	#7	27'-10"	
p4(E)	7	#7	21'-5"	
p5(E)	3	#5	6'-2"	
s5(E)	51	#5	9'-7"	
s6(E)	7	#5	6'-6"	
s7(E)	162	#4	2'-10"	
u3(E)	8	#6	10'-11"	
u4(E)	12	#5	9'-0"	
u5(E)	6	#5	7'-4"	
v4(E)	108	#5	10'-6"	
Concrete Structures		Cu. Yd.	45.4	
Concrete Encasement		Cu. Yd.	2.8	
Reinforcement Bars, Epoxy Coated		Pound	3970	
Furnishing Steel Piles, HP 12x53		Foot	488	
Driving Piles		**Foot**	**488**	
Underwater Structure Excavation Protection - Location 2		Each	1	
Mechanical Splice		Each	18	

* 5-#5 s5(E) bars at 10" cts.

Notes:
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

Length of reinforcement based on mechanical splicer utilizing butt connections. If the contractor elects to use another connection type, no additional payment shall be made for longer bar requirements.

PILE DATA

Type: Steel HP 12x53
Nominal Required Bearing: 419 kips
Factored Resistance Available: 210 kips
Est. Length: 61 Ft.
No. Production Piles: 8

PIER 2
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

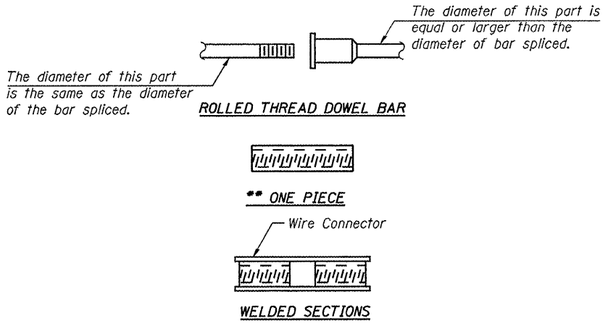
Designed By: TBP | Checked By: KHH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

SHEET NO. 18
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	31
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

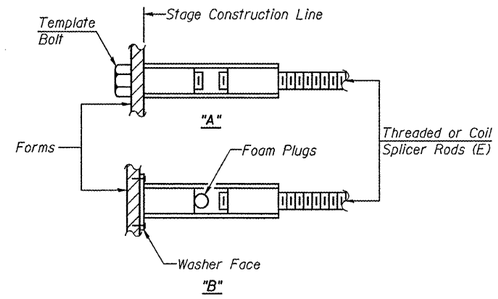
D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

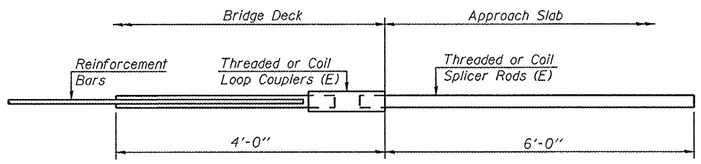
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times fy \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times fy \times A_t$

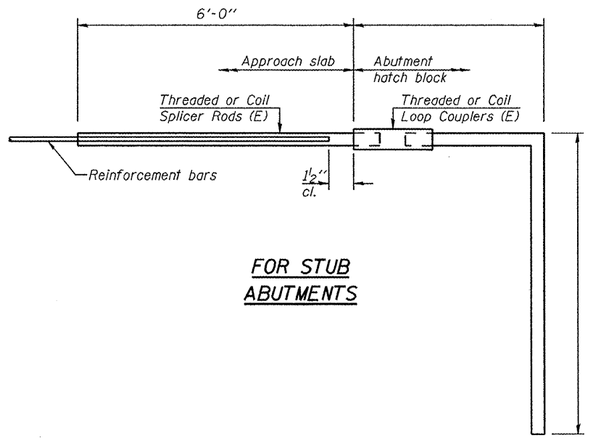
Where fy = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



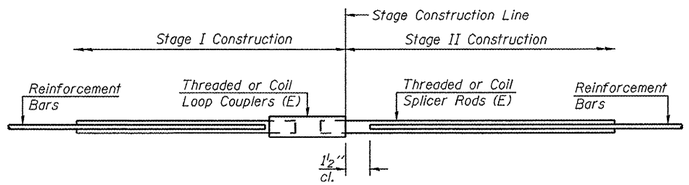
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 92



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	488	Deck Slab
#4	50	Approach Slab
#5	172	Approach Slab
#6	16	End Diaphragm
#7	24	Abutments
#5	24	Piers
#7	14	Piers

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

Designed By: TBP | Checked By: KHH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

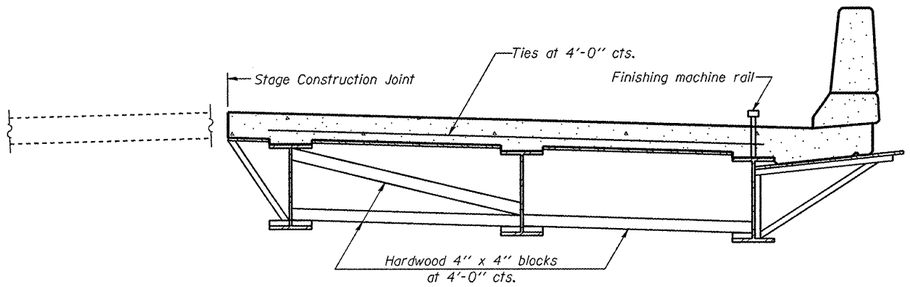
SHEET NO. 19
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	32
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

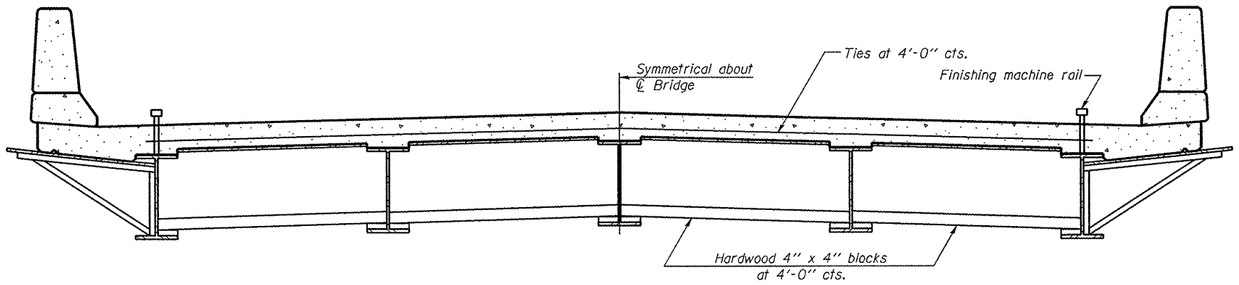
BSD-1 10-1-08

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FORM BRACES FOR
STAGE CONSTRUCTION



FORM BRACES FOR
STANDARD CONSTRUCTION

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.

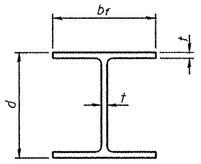
CANTILEVER FORMING BRACKETS
STRUCTURE NO. 072-0227

LIN ENGINEERING,LTD. Consulting Engineers Chatham, Illinois	SHEET NO.20	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
Designed By: TBP / Checked By: KHH / Drawn By: TBP	22 SHEETS	6658	(ZC-15D-BR)BR	PEORIA	49 / 33
Date: 03/2009 / File: 072-0227.dgn				CONTRACT NO. 68478	
		FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

SB-1 10-1-08

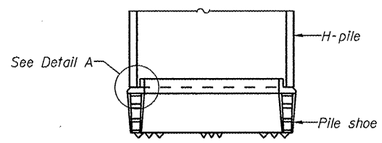
D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

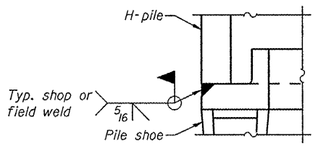


STEEL PILE TABLE

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

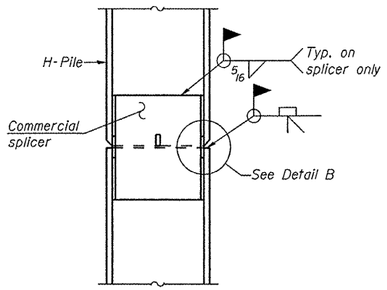


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



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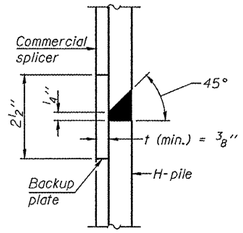
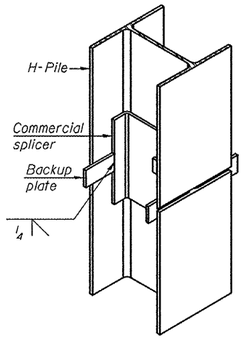
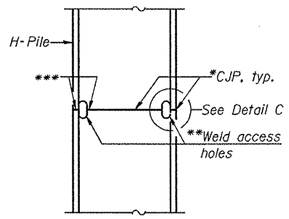


DETAIL "B"

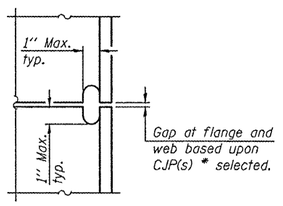


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION



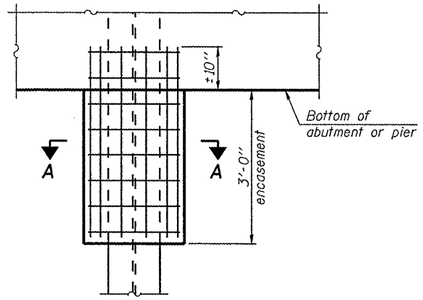
DETAIL C

COMPLETE PENETRATION WELD SPLICE

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

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

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



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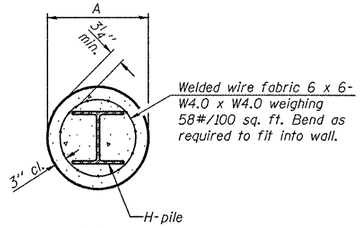
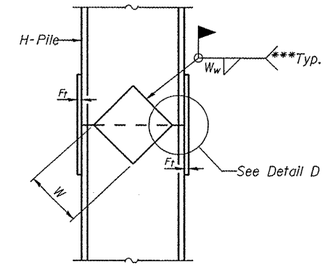


Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

PILE ENCASEMENT



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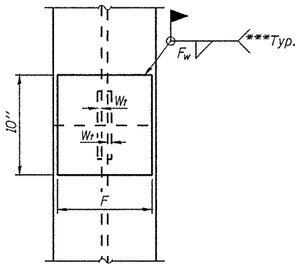
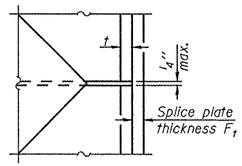


END VIEW



DETAIL D

Designation	F	F_t	F_w	W	W_f	W_w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

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

HP PILE DETAILS
STRUCTURE NO. 072-0227

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

Designed By: TBP | Checked By: KMH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

SHEET NO. 21
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	34
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

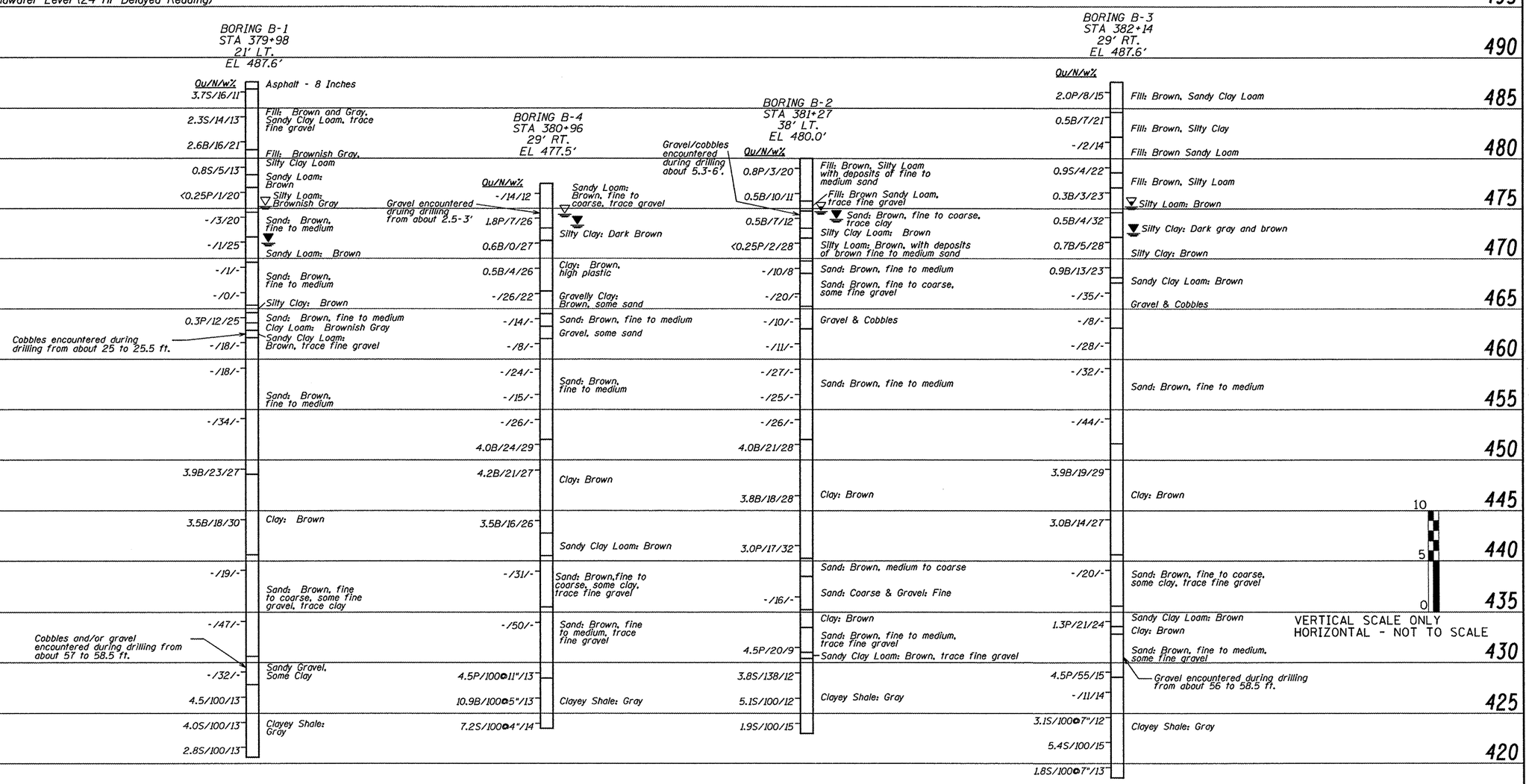
F-HP 10-1-08

D-94-060-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LEGEND

N = SPT N-VALUE (AASHTO T206)
Qu = Unconfined Compressive Strength in tons per sq. ft. (tsf)
Failure Mode (B=bulge, S=shear, P=penetrometer)
w% = Moistrure Content Percentage
▼ = Groundwater Level First Encountered
▽ = Groundwater Level Upon Completion
▽ = Groundwater Level (24 Hr Delayed Reading)



DESIGNED	HZS- IDOT R3/D4 1/6/2009
CHECKED	-
DRAWN	HZS-IDOT R3/D4 1/6/2009
CHECKED	-

SUBSURFACE PROFILE
STRUCTURE NO. 072-0227

LIN ENGINEERING,LTD.
Consulting Engineers
Chatham, Illinois

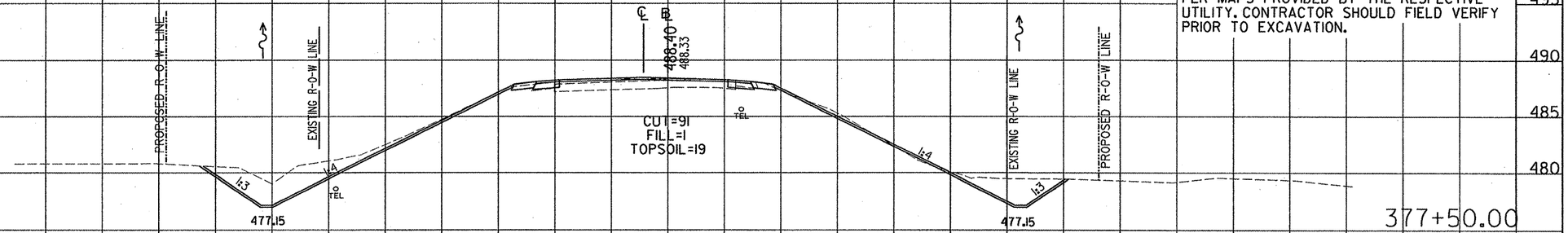
Designed By: TBP | Checked By: KMH | Drawn By: TBP
Date: 03/2009 | File: 072-0227.dgn

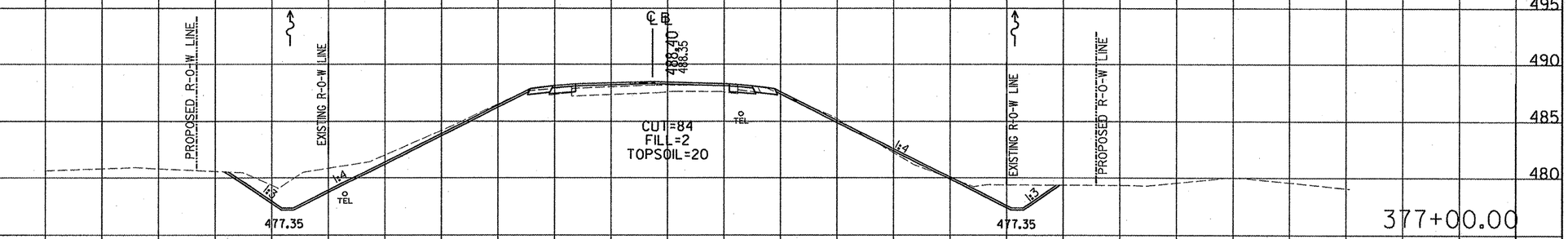
SHEET NO. 22
22 SHEETS

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR)BR	PEORIA	49	35
		CONTRACT NO. 68478		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

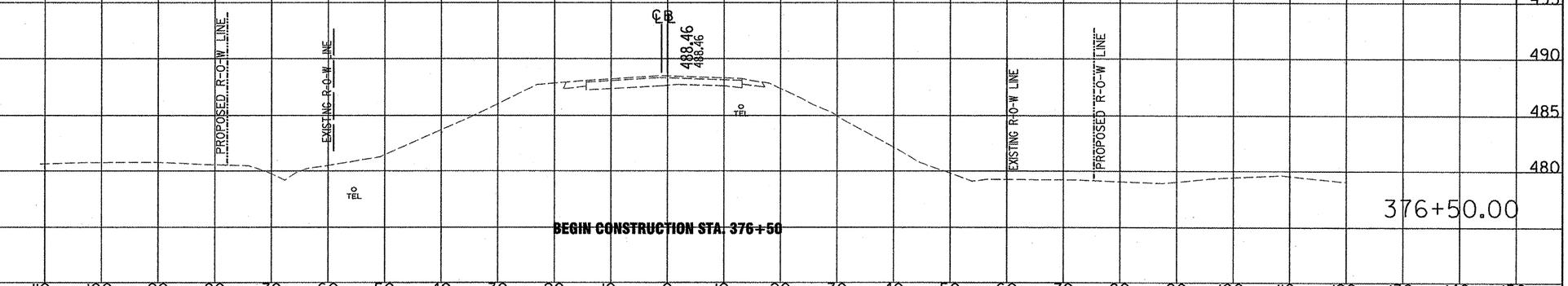
D-94-060-05

NOTE:
TELEPHONE AND FIBER OPTIC LINES SHOWN ARE APPROXIMATE AND DEPICTED PER MAPS PROVIDED BY THE RESPECTIVE UTILITY. CONTRACTOR SHOULD FIELD VERIFY PRIOR TO EXCAVATION.





BEGIN IMPROVEMENT STA. 377+00



BEGIN CONSTRUCTION STA. 376+50

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CHECKED
QUANTITIES CHECKED
NOTE BOOK
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CADD FILE NAME
BY
DATE

PROFILE
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PLOTTED
CHECKED
QUANTITIES CHECKED
NOTE BOOK
NO.
STRUCTURE QUANTITIES ENTRD
BY
DATE

FILE NAME = 36-42 XS.dgn	USER NAME =	DESIGNED - GWM	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE =	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

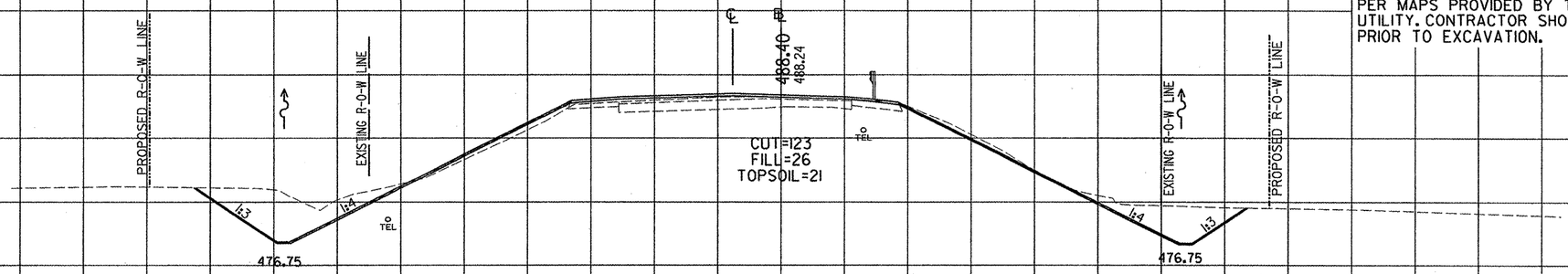
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

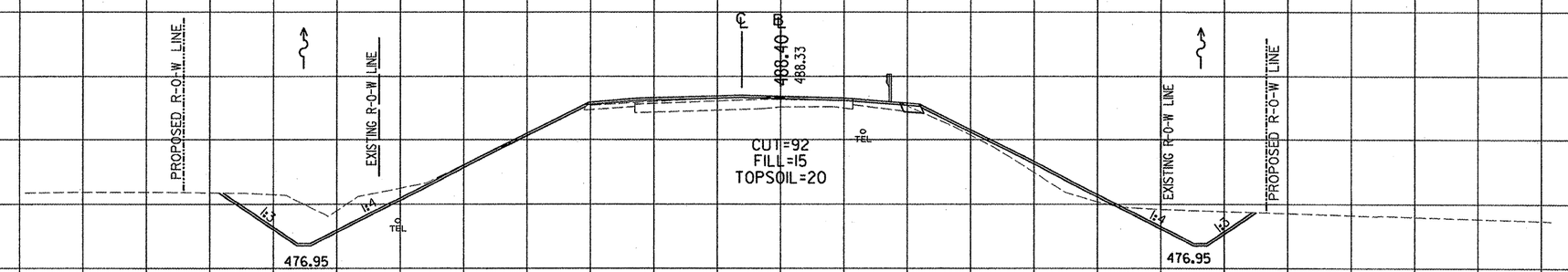
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

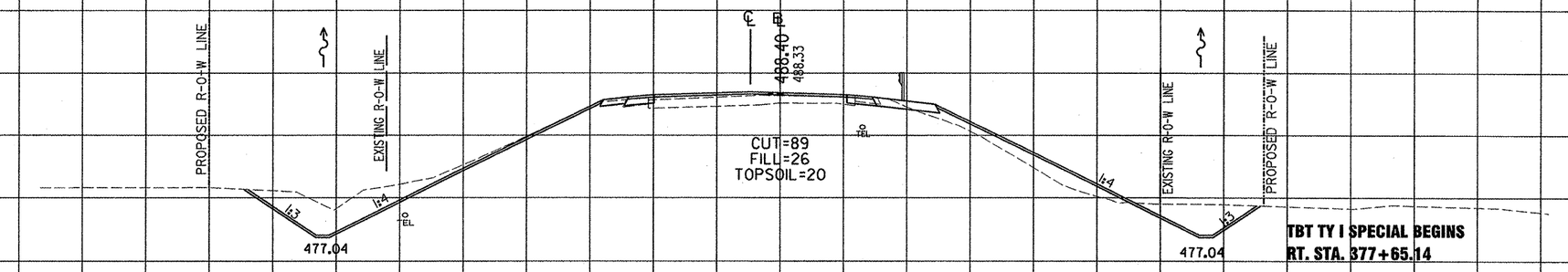
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	36
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

NOTE:
TELEPHONE AND FIBER OPTIC LINES SHOWN ARE APPROXIMATE AND DEPICTED PER MAPS PROVIDED BY THE RESPECTIVE UTILITY. CONTRACTOR SHOULD FIELD VERIFY PRIOR TO EXCAVATION.



SPBGR TY A BEGINS
RT. STA. 378+15.14





TBT TY I SPECIAL BEGINS
RT. STA. 377+65.14

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	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

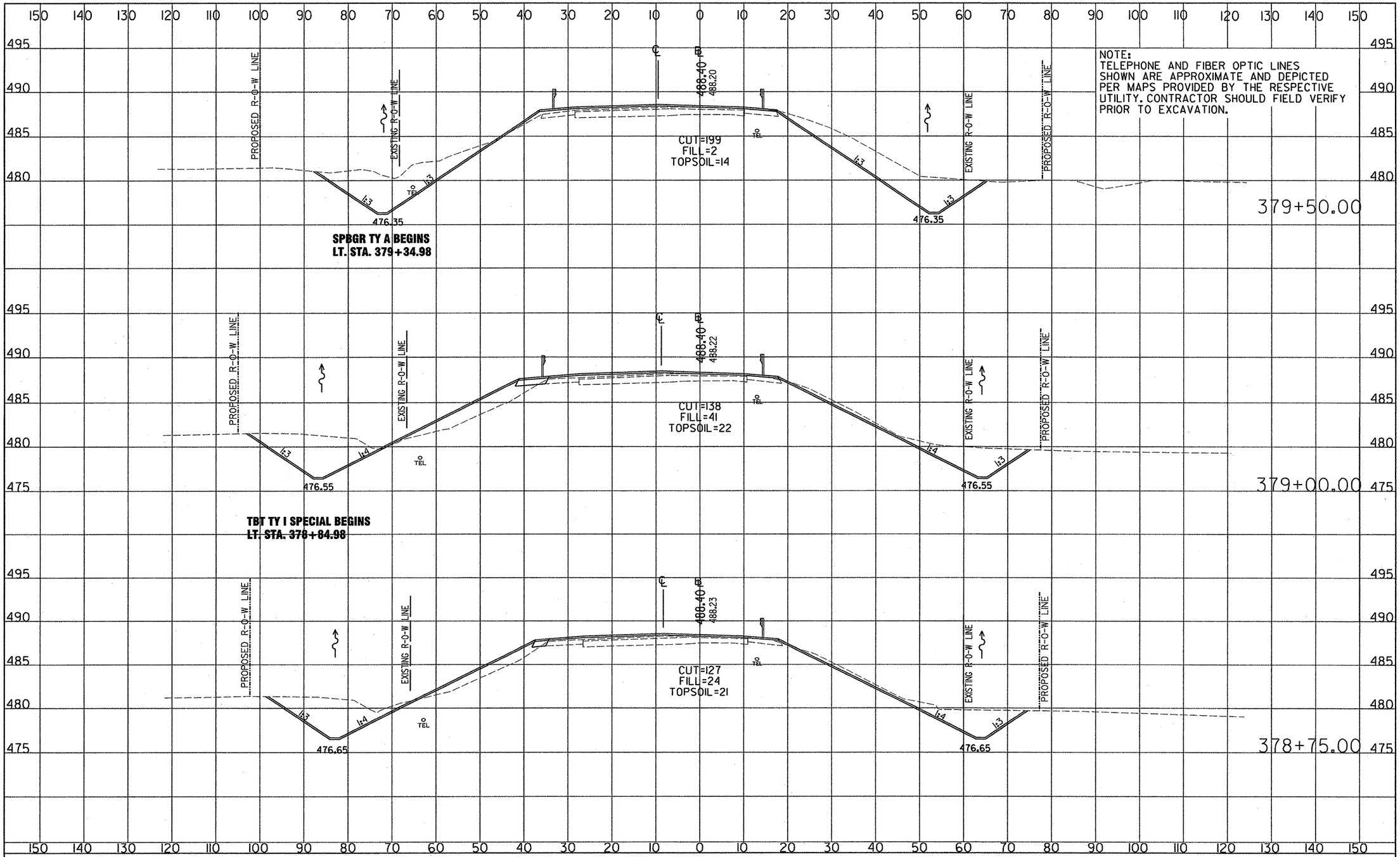
CROSS SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	37
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

PLAN: DATE | BY | REVISED - PLOTTED - GRADES CHECKED - ALIGNMENT CHECKED - ROADWAY CHECKED - STRUCTURE NOTATION CHECKED | NOTE BOOK NO. | ODOT FILE NAME

PROFILE: DATE | BY | REVISED - PLOTTED - GRADES CHECKED - ALIGNMENT CHECKED - ROADWAY CHECKED - STRUCTURE NOTATION CHECKED | NOTE BOOK NO.



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	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6656	(ZC-15D-BR) BR	PEORIA	49	38
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

NOTE:
TELEPHONE AND FIBER OPTIC LINES SHOWN ARE APPROXIMATE AND DEPICTED PER MAPS PROVIDED BY THE RESPECTIVE UTILITY. CONTRACTOR SHOULD FIELD VERIFY PRIOR TO EXCAVATION.

381+00.00

PROPOSED R-O-W LINE
EXISTING R-O-W LINE
EXISTING R-O-W LINE
PROPOSED R-O-W LINE
TEL
TEL
℄ 488.40 BL
476.61
CUT=0
FILL=0
TOPSOIL=0

380+50.00

PROPOSED R-O-W LINE
EXISTING R-O-W LINE
EXISTING R-O-W LINE
PROPOSED R-O-W LINE
TEL
TEL
℄ 488.40 BL
487.33
CUT=0
FILL=0
TOPSOIL=0

BACK OF ABUTMENT STA. 380+39.75

TBT TY 6 ENDS
~~LT. STA. 380+27.12~~

TBT TY 6 ENDS
~~RT. STA. 380+44.78~~

380+00.00

PROPOSED R-O-W LINE
EXISTING R-O-W LINE
EXISTING R-O-W LINE
PROPOSED R-O-W LINE
TEL
TEL
℄ 488.40 BL
488.11
CUT=270
FILL=3
TOPSOIL=20
PCC BRIDGE APPROACH SLAB
1:3
1:2
1:2
1:3
~~476.15~~
~~476.15~~

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

495 490 485 480 475

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ALIGNMENT CHECKED
STRUCTURE SIGNATURE COPIED
NOTE BOOK
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FILE NAME = 36-42 XS.dgn	USER NAME =	DESIGNED - GWM	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE =	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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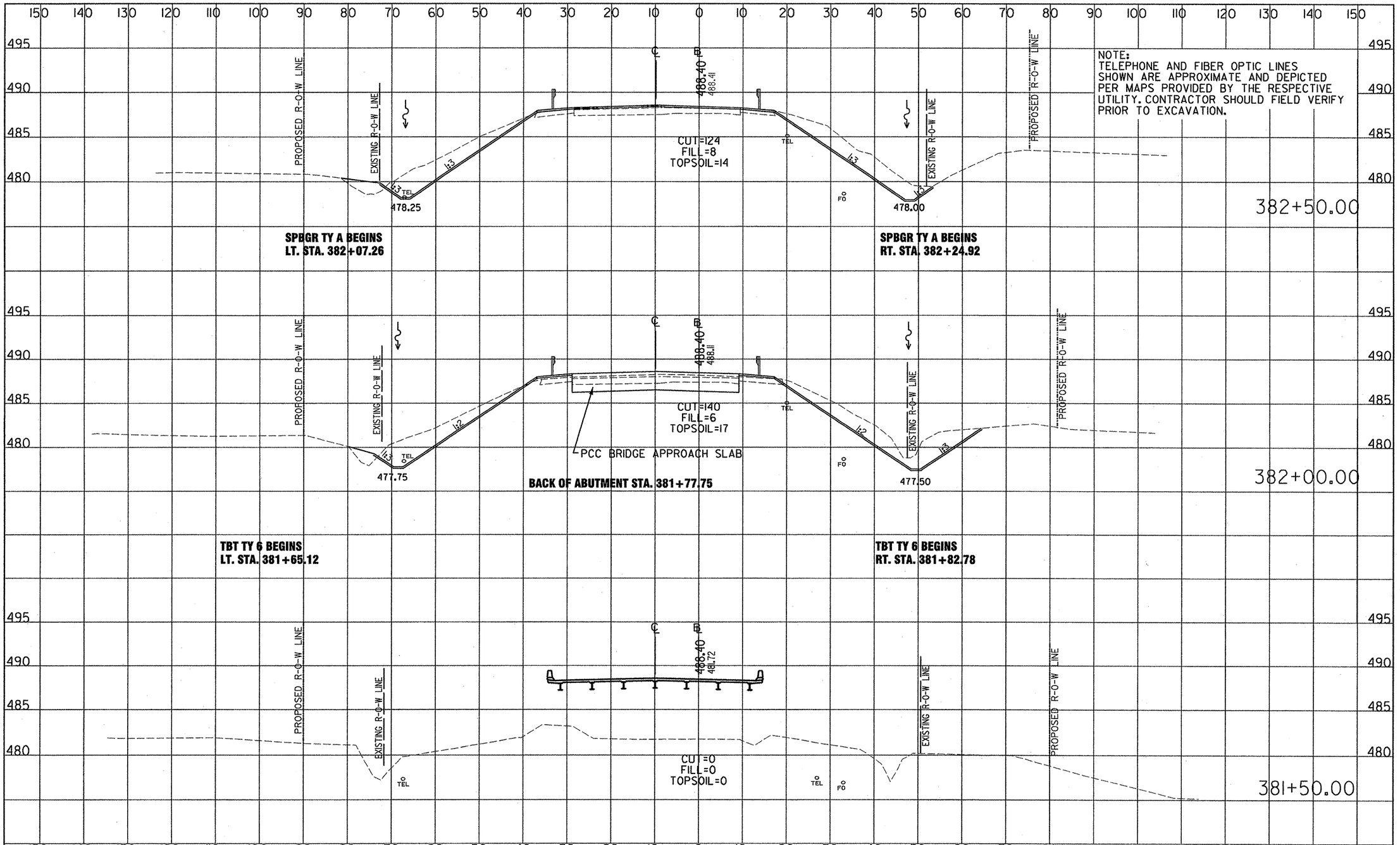
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		



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ELEMENT CHECKED
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DATE

PROFILE
SURVEYED
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ELEMENT CHECKED
RELEASED FOR BID
AS BUILT REVISED
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NOTE BOOK
NO. ____
BY
DATE

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	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	40
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

NOTE:
TELEPHONE AND FIBER OPTIC LINES SHOWN ARE APPROXIMATE AND DEPICTED PER MAPS PROVIDED BY THE RESPECTIVE UTILITY. CONTRACTOR SHOULD FIELD VERIFY PRIOR TO EXCAVATION.

PROPOSED R-O-W LINE
EXISTING R-O-W LINE
PROPOSED TE

488.95 EB
488.95

CUT=98
FILL=20
TOPSOIL=20

1:4
1:3

479.75 TEL
480.00 FO

384+00.00

TBT TY I SPECIAL BEGINS
LT. STA. 383+94.76

488.55 EB
488.55

CUT=55
FILL=3
TOPSOIL=9

FE

US FL 479.82 STA. 383+88 52.5 RT.
DS FL 478.68 STA. 383+12 60.5 RT.

PIPE CULVERT, CL D, TYPE 2 15"

479.25 TEL

383+50.00

TBT TY I SPECIAL ENDS
RT. STA. 383+24.92

488.40 EB
488.40

CUT=79
FILL=2
TOPSOIL=20

478.75 TEL
478.50 FO

383+00.00

TBT TY I SPECIAL BEGINS
RT. STA. 382+74.92

PLAN — CERTIFIED / PLOTTED / ALIGNMENT CHECKED / ALL NOTES CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — CERTIFIED / PLOTTED / ADLERS CHECKED / ALL NOTES CHECKED / STRUCTURE NO'S ATTACHED / NOTE BOOK / NO. / BY / DATE

FILE NAME = 36-42 XS.dgn	USER NAME =	DESIGNED - GWM	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE =	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/29/09	DATE - 07/29/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	41
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

NOTE:
TELEPHONE AND FIBER OPTIC LINES SHOWN ARE APPROXIMATE AND DEPICTED PER MAPS PROVIDED BY THE RESPECTIVE UTILITY. CONTRACTOR SHOULD FIELD VERIFY PRIOR TO EXCAVATION.

385+00.00

EXISTING R-O-W LINE

℄ B

490.72

TEL

FO

EXISTING R-O-W LINE

END CONSTRUCTION STA. 384+80

384+50.00

PROPOSED R-O-W LINE

EXISTING R-O-W LINE

℄ B

489.70

489.70

TEL

1:4

1:4

1:3

1:3

CUT=61
FILL=12
TOPSOIL=18

480.25

480.50

EXISTING R-O-W LINE

PROPOSED R-O-W LINE

END IMPROVEMENT STA. 384+61

TBT TY I SPECIAL ENDS
LT. STA. 384+44.76

384+33.50

PROPOSED R-O-W LINE

EXISTING R-O-W LINE

℄

489.07

489.07

TEL

1:4

1:4

1:3

1:3

CUT=86
FILL=14
TOPSOIL=18

479.88

480.13

EXISTING R-O-W LINE

PROPOSED R-O-W LINE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

495 490 485 480

PLAN
DRAWN
PLOTTED
ALIGNMENT CHECKED
ELEVATIONS CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
DRAWN
PLOTTED
BORINGS CHECKED
ELEVATIONS CHECKED
STRUCTURE WITH PIKE CURVE
NOTE BOOK
NO.
BY
DATE

FILE NAME = 36-42 XS.dgn	USER NAME =	DESIGNED - GWM	REVISED -
		DRAWN - ALP	REVISED -
	PLOT SCALE =	CHECKED - DEA/ENC	REVISED -
	PLOT DATE = 07/20/09	DATE - 07/20/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

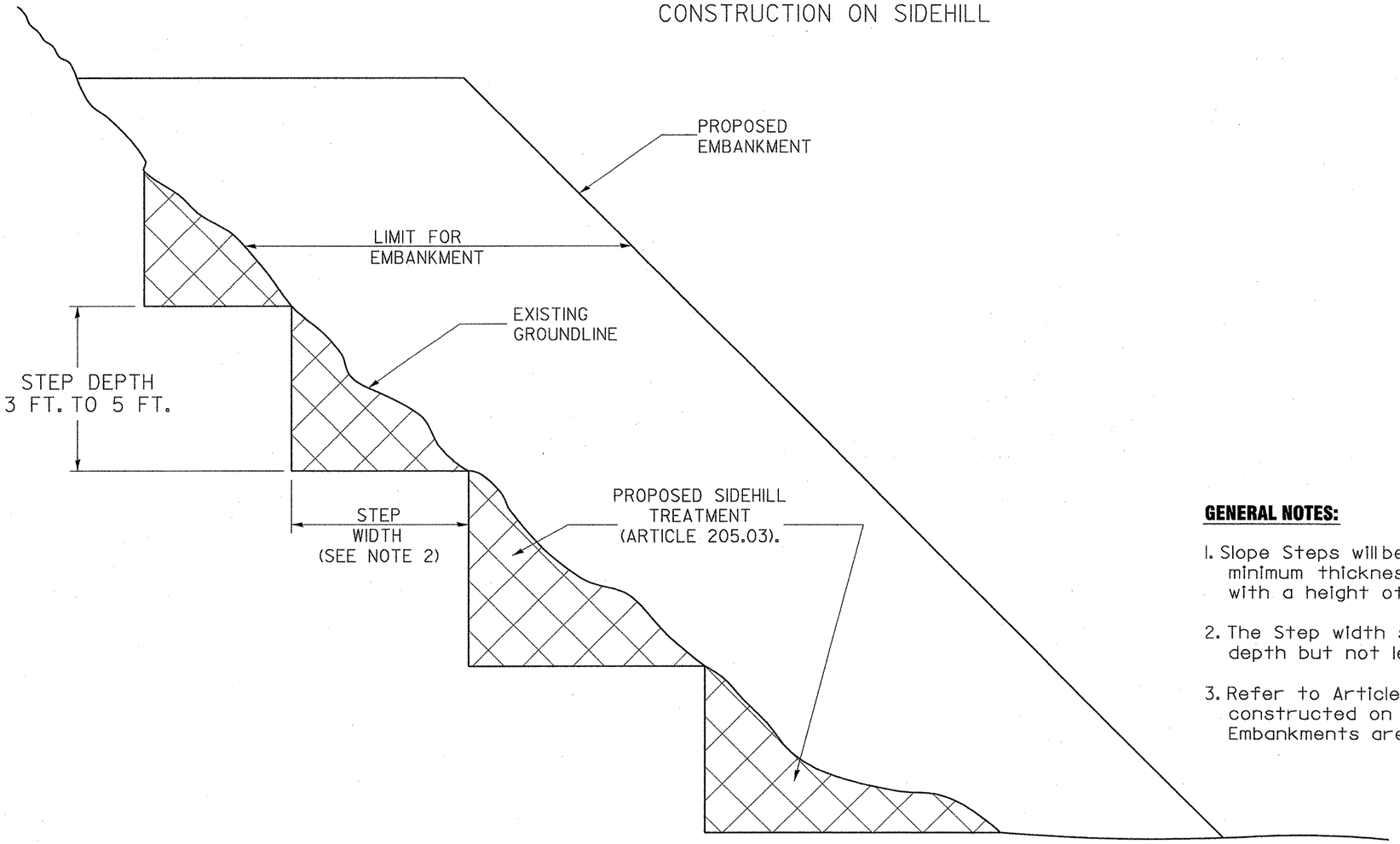
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	(20-15D-BR) BR	PEORIA	49	42
		CONTRACT NO. 68478		
	ILLINOIS	FED. AID PROJECT		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6858	(ZC-15D-BR) BR	PEORIA	49	43
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 68478				

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT
CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

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

REPLACEMENT MATERIAL:

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

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

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

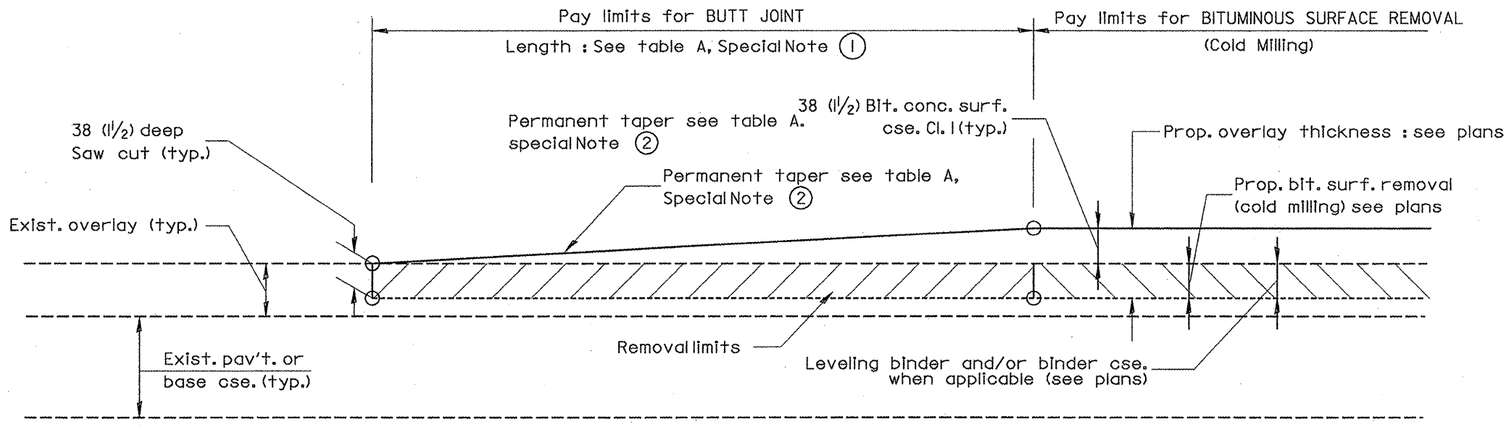
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

SLOPE STEPS DETAIL

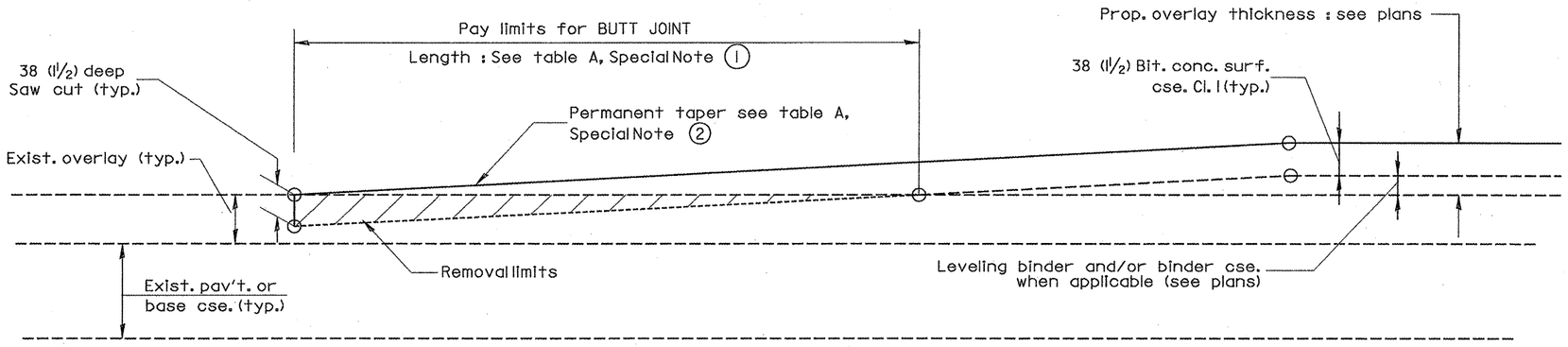
CADD STD. NO. 205001-D4
SCALE: NOT DRAWN TO SCALE
DATE: 07/29/09
DRAWN BY CADD
CHECKED BY

CONTRACT NO. 68478

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	44
STA. _____	TO STA. _____			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



CASE 1 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)



CASE 2 : NO BITUMINOUS SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

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

GENERAL NOTES

1. The work shall be done in accordance with Article 406.18 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.03 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.06.

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

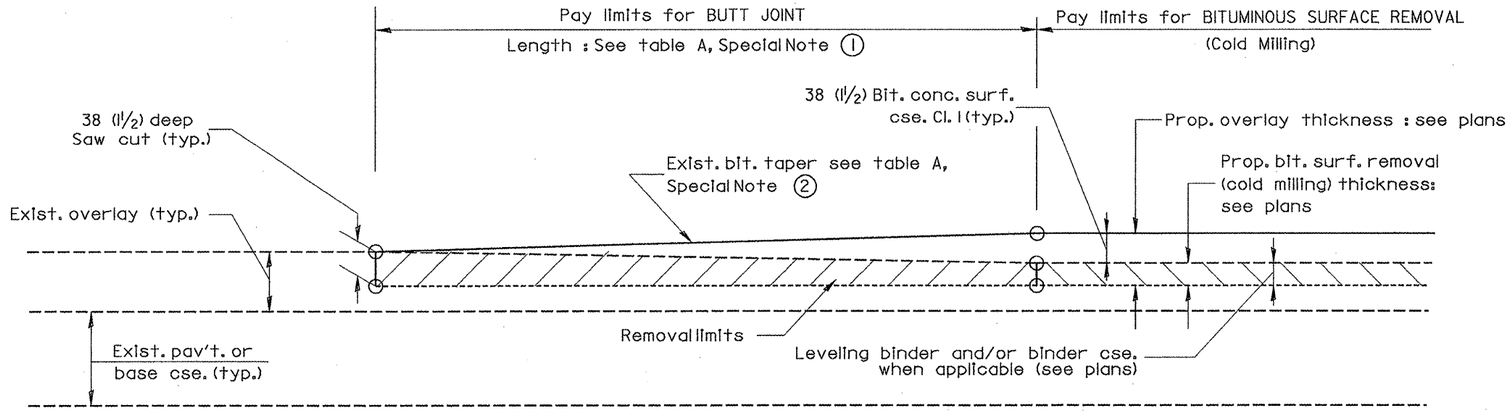
CADD STD NO. 406101-D4 SHEET 1 OF 3

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

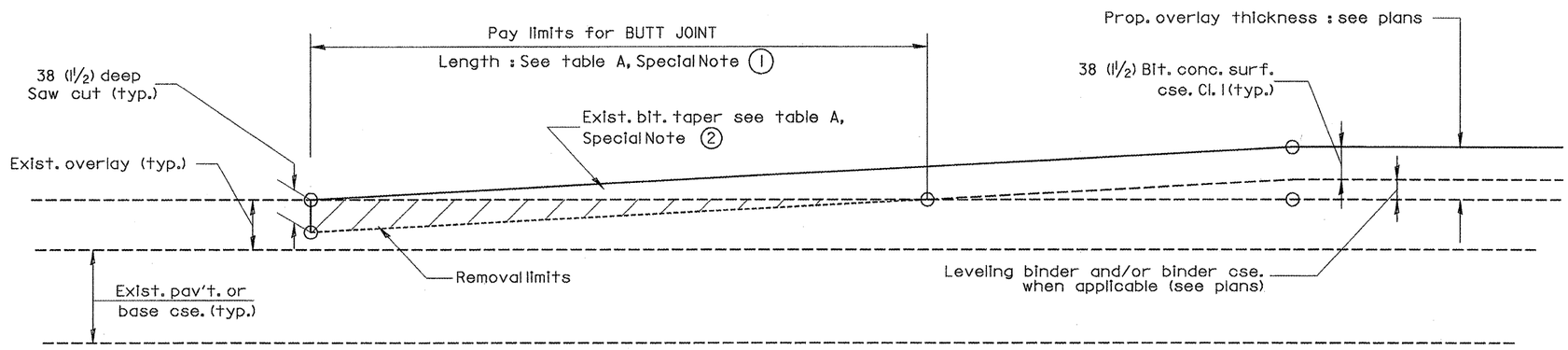
DATE: 07/29/09 CHECKED BY

CONTRACT NO. 68476

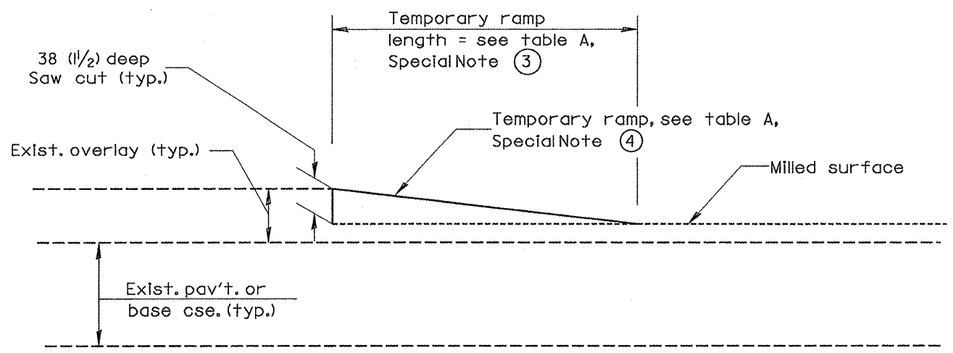
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	(ZC-15D-BR) BR	PEORIA	49	45
STA.	TO STA.			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



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



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



DETAIL TEMPORARY RAMP

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

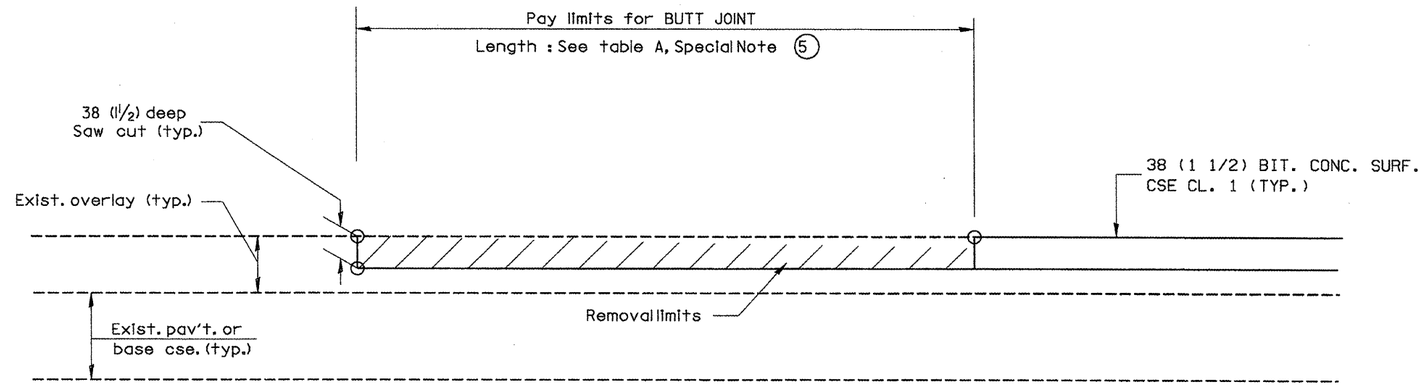
CADD STD NO. 406101-D4 SHEET 2 OF 3

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

DATE: 07/29/09 CHECKED BY

CONTRACT NO. 66478

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	(ZC-15B-BR) BR	PEORIA	49	45a
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

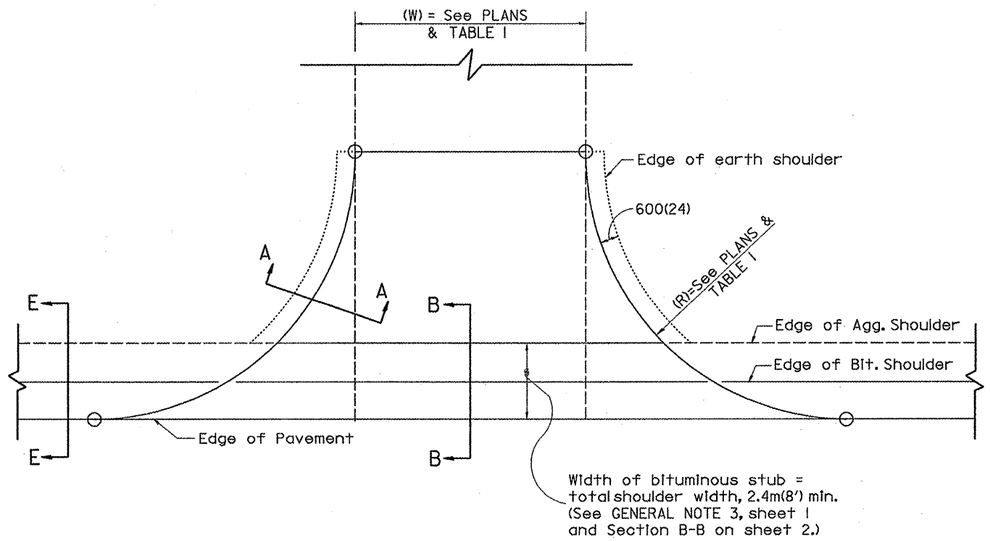
CADD STD NO. 406101-D4 SHEET 3 OF 3

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

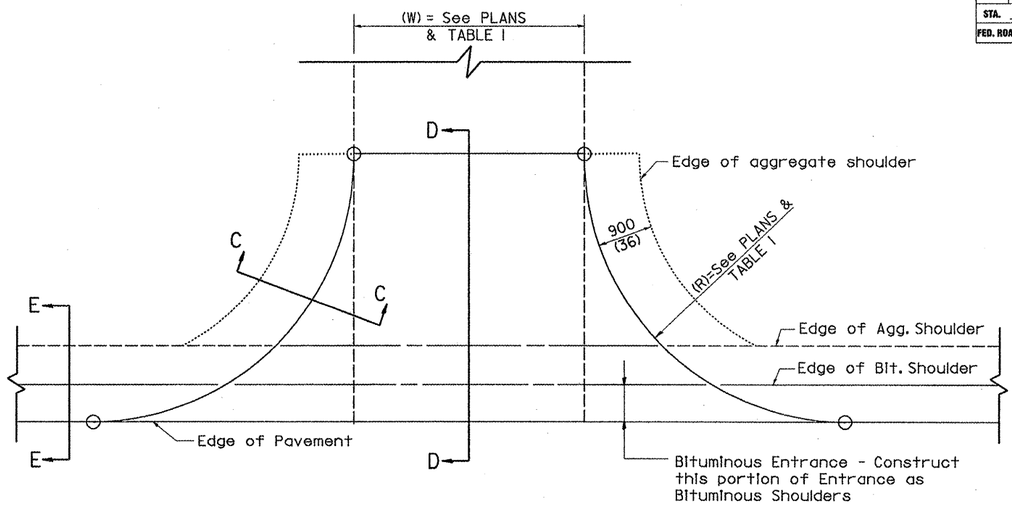
DATE: 07/29/09 CHECKED BY

CONTRACT NO. 68478

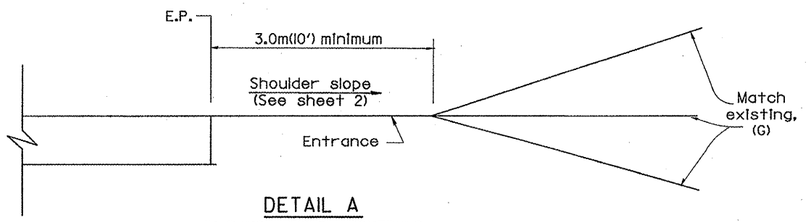
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-150-BR) BR	PEORIA	49	46
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



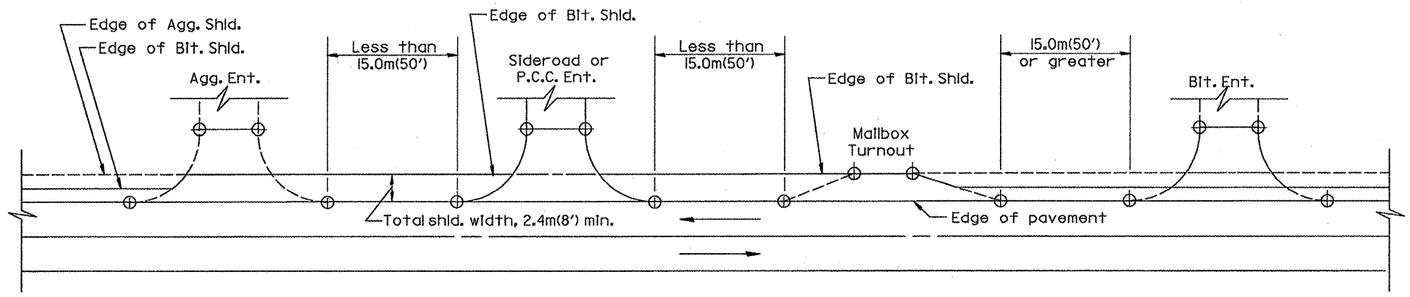
PLAN
AGGREGATE ENTRANCE



PLAN
PCC OR BITUMINOUS ENTRANCE



DETAIL A
ENTRANCE PROFILE CONTROLS



DETAIL B
SHOULDER TREATMENT FOR CLOSELY SPACED SIDEROADS, ENTRANCES, AND/OR MAILBOX TURNOUTS
(SEE GENERAL NOTE 2, SHEET 1)

TABLE I

RURAL ENTRANCE DESIGN

ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT		COMMERCIAL			
					1-WAY OPERATION		2-WAY OPERATION	
WIDTH (W)	3.6m(12') MIN.	7.2m(24') MAX.	6.1m(20') MIN.	9.0m(30') MAX.	4.3m(14') MIN.	7.2m(24') MAX.	7.2m(24') MIN.	10.7m(35') MAX.
RADIUS (R)	3.0m(10') MIN.	12.0m(40') MAX.	3.0m(10') MIN.	12.0m(40') MAX.	6.1m(20') MIN.	15.0m(50') MAX.	6.1m(20') MIN.	15.0m(50') MAX.
MAX. GRADE (G)	12%		12%		10%			

GENERAL NOTES

1. Entrances shall slope away from the pavement edge at a rate equal to the shoulder slope for a minimum distance of 3.0m(10'). See DETAIL 'A'.
2. The total shoulder width, 2.4m(8') minimum, shall be paved between sideroads, entrances and/or mailbox turnouts, at locations where the distance between radius or taper control points is less than 15.0m(50'). See DETAIL 'B'.
3. The width of bituminous stub for field entrances shall be equal to the bituminous shoulder width unless otherwise shown.

All slopes ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

DATE	REVISIONS	BY
1-1-97	RENUM. C-103.06, NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

RURAL ENTRANCES FOR "3R" PROJECTS

SHEET 1 OF 2

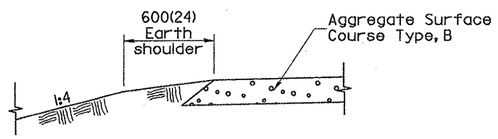
CADD STD NO. 406301-D4

SCALE: NOT DRAWN TO SCALE — DRAWN BY CADD

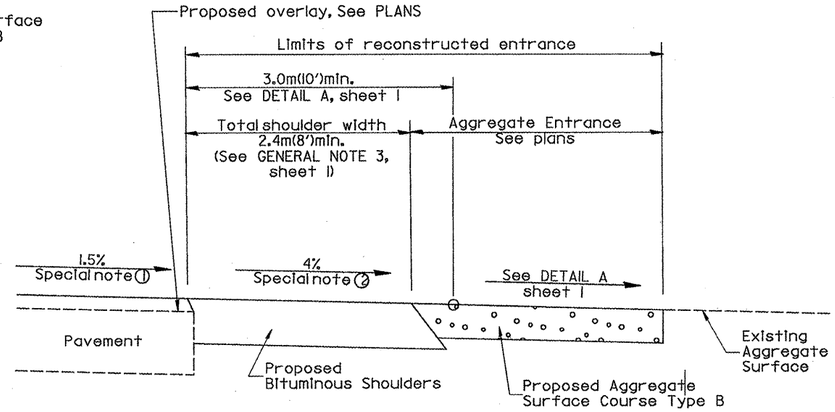
DATE: 07/29/09 — CHECKED BY: T. PICKERING

CONTRACT NO. 68478

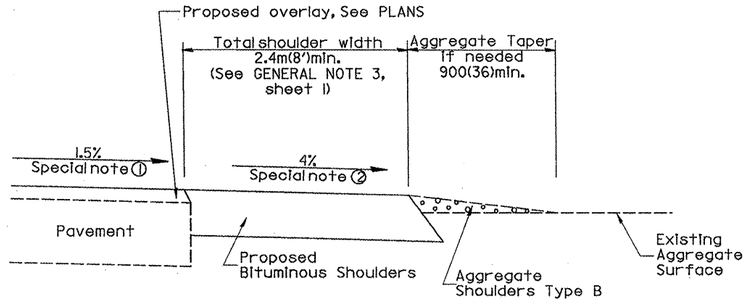
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	47
STA.		TO STA.		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



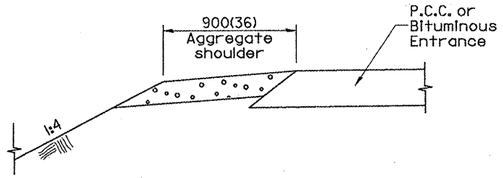
SECTION A-A
SHOULDER TREATMENT FOR AGGREGATE ENTRANCES



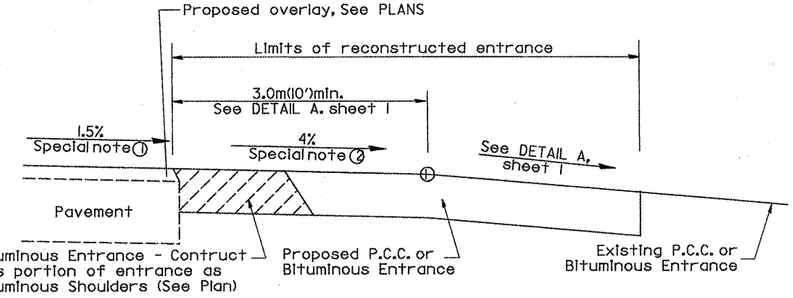
SECTION B-B
RECONSTRUCTED AGGREGATE ENTRANCE



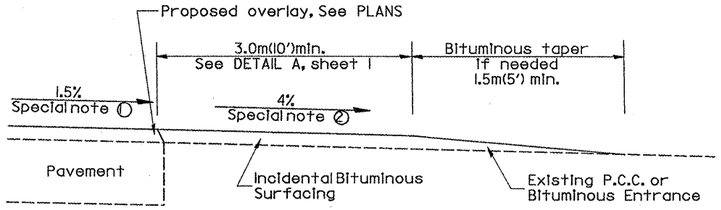
SECTION B-B
EXISTING AGGREGATE ENTRANCE



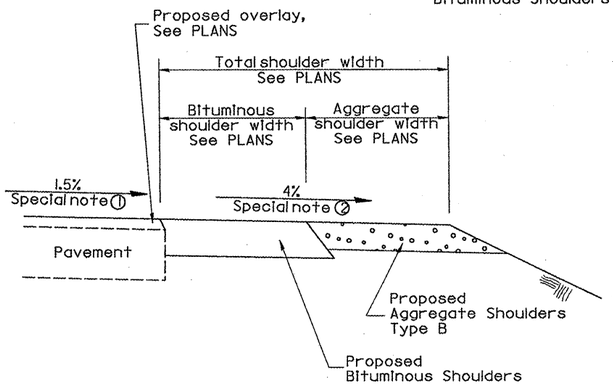
SECTION C-C
SHOULDER TREATMENT FOR P.C.C. OR BITUMINOUS ENTRANCES



SECTION D-D
RECONSTRUCTED P.C.C. OR BITUMINOUS ENTRANCE



SECTION D-D
EXISTING P.C.C. OR BITUMINOUS ENTRANCE



SECTION E-E
MAINLINE SHOULDER TREATMENT

SPECIAL NOTES

① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.

② The shoulder slope shall control the entrance profile for a distance of 3.0m(10') minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 1.8(6) and wider and 12% for shoulders 1.2m(4') and less. Where 300(12) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

RURAL ENTRANCES FOR "3R" PROJECTS

CADD STD NO. 406301-D4 SHEET 2 OF 2

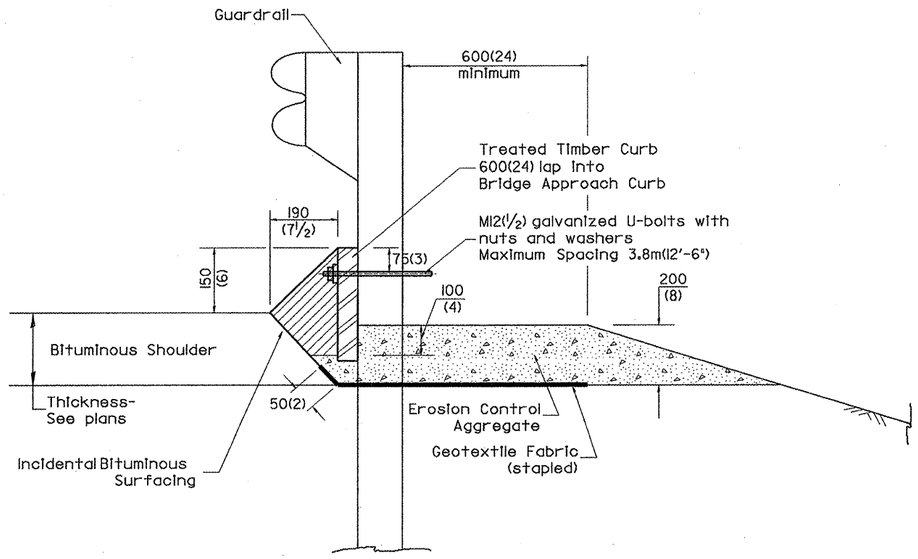
SCALE: NOT DRAWN TO SCALE

DRAWN BY CADD

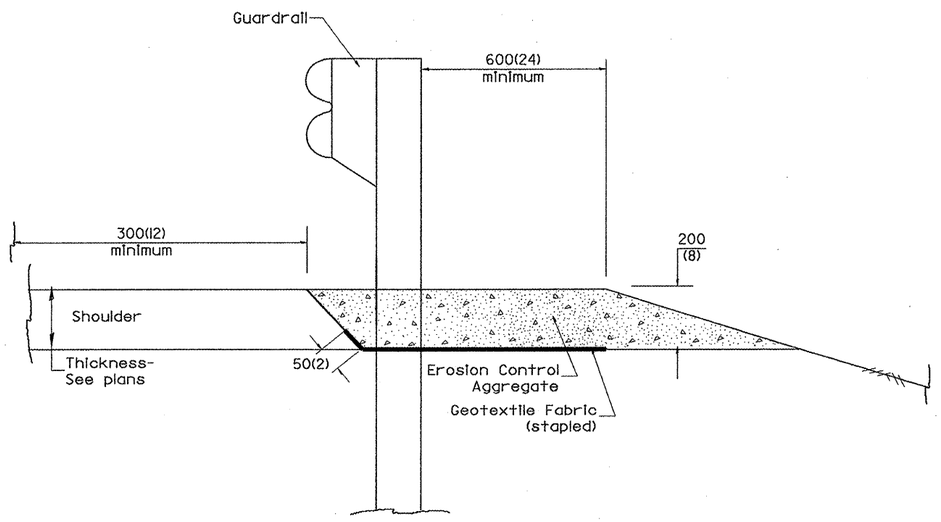
DATE: 07/29/09

CHECKED BY: T. PICKERING

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	48
STA. _____	TO STA. _____			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 68478				



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 6.4 kg/m ^{3} (0.40 lbs./cu. ft.)

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 300(12) minimum overlap. A knife cut for guardrail post installation is necessary.

4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.

5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.

6. Materials shall meet the following requirements:

   A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.

   B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

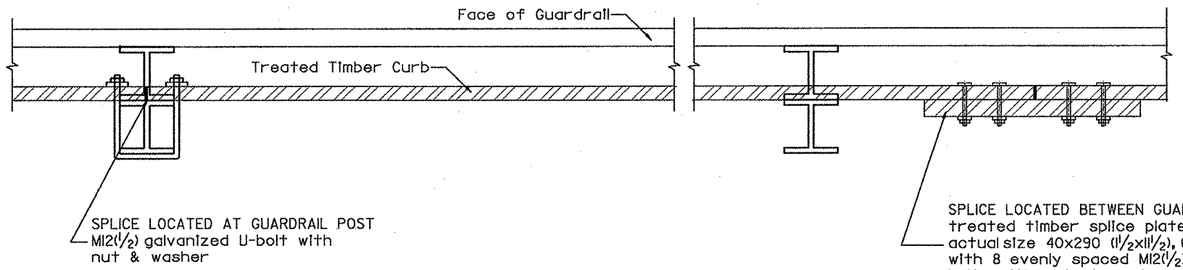
GUARDRAIL EROSION CONTROL TREATMENTS

CADD STD NO. 630101-D4(1)
SCALE: NOT DRAWN TO SCALE
DATE: 07/29/09

SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

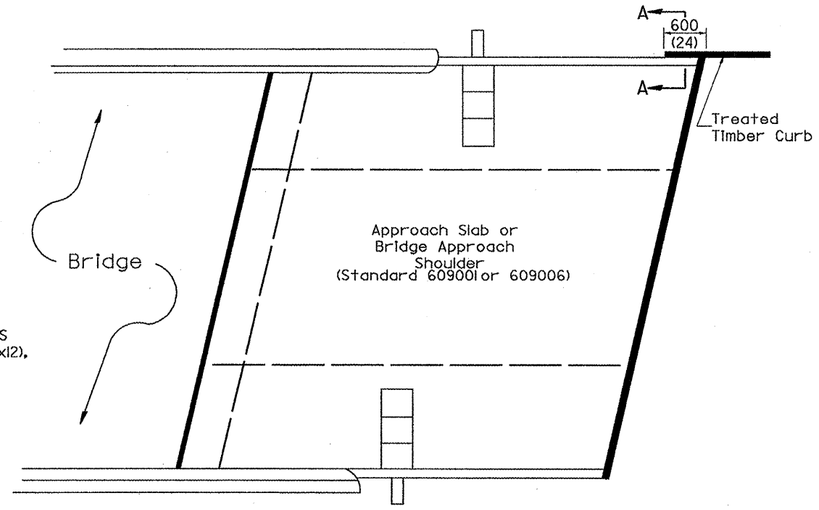
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(ZC-15D-BR) BR	PEORIA	49	49
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68478



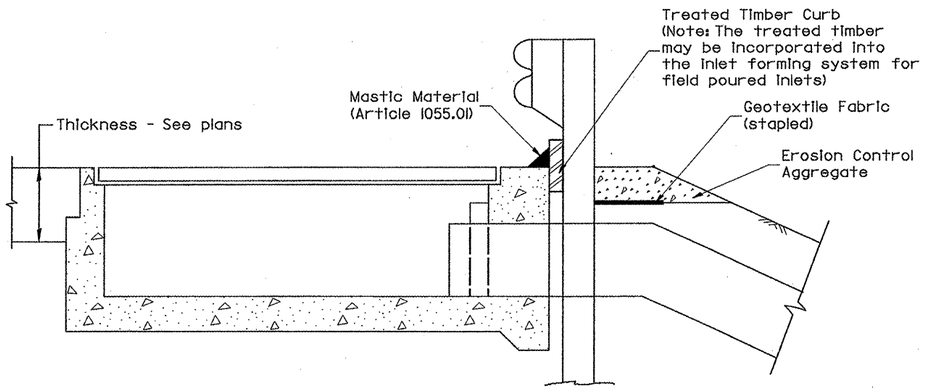
DETAIL A

(Typical Treated Timber Splices)

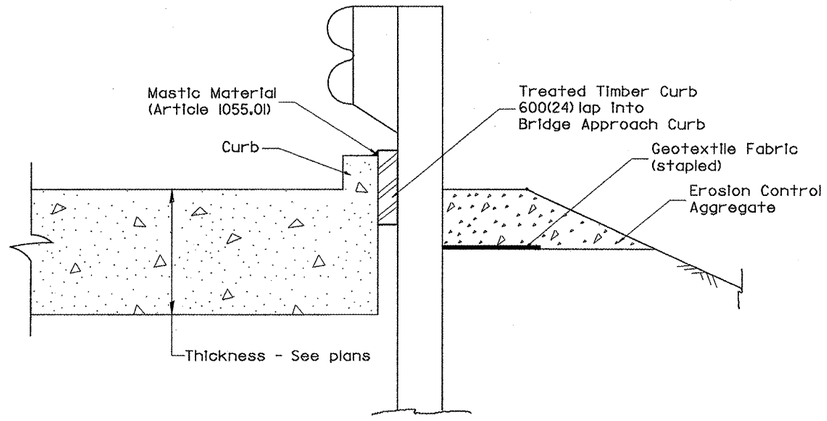


PLAN VIEW

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 millimeters
(inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL EROSION CONTROL TREATMENTS

CADD STD NO. 630101-D4(2)
SCALE: NOT DRAWN TO SCALE
DATE: 07/29/09

SHEET 2 OF 2
DRAWN BY CADD
CHECKED BY