11-17-2023 LETTING ITEM 052

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293*	1
	ILLINOIS	CONTRACT NO. 68C00		

* 293 + 2 = 295 TOTAL SHEETS

STATE OF ILLINOIS

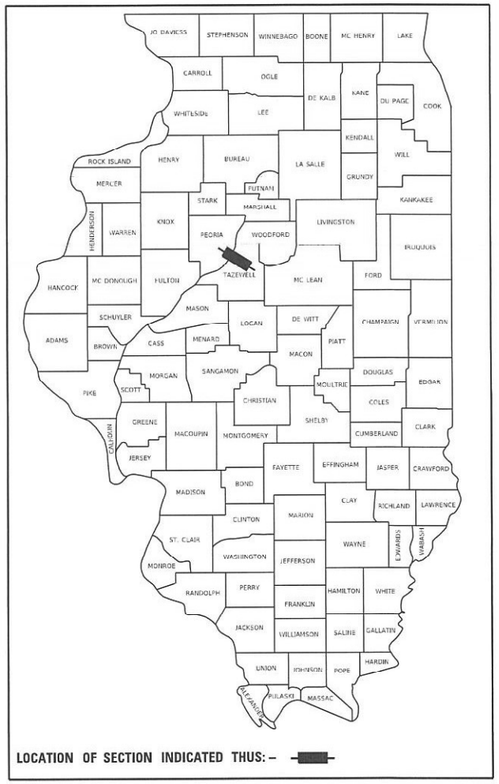
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAP ROUTE 669 (IL 116 /IL 8)
SECTION 13–[(HB,HB–1,2)BR–1]RS–2
PROJECT NHPP–ARSL(797)
3R
TAZEWELL COUNTY

C–94–099–14

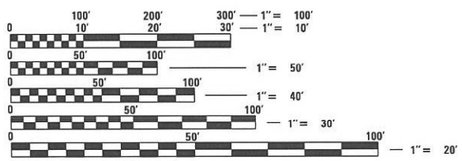
D-94-042-14



LOCATION OF SECTION INDICATED THUS: –

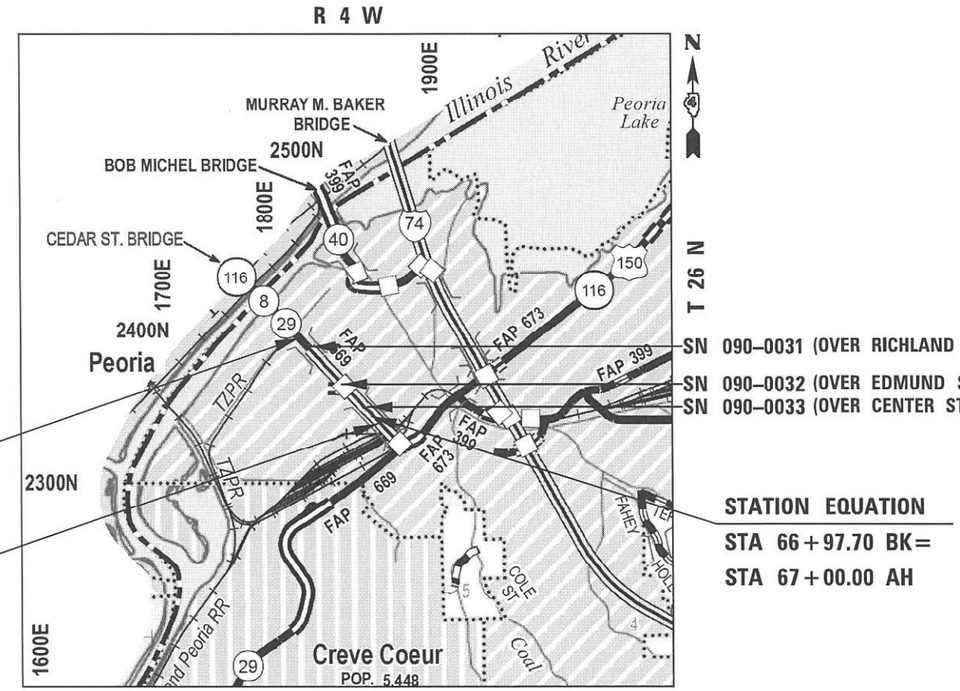
FUNCTIONAL CLASSIFICATION
OTHER PRINCIPAL ARTERIAL

ADT = 12,400 (2021)
SU = 2.02%
MU = 2.62%



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 EXCAVATORS
1–800–892–0123
OR 811



PROJECT BEGINS
STA. 37 + 60.08

PROJECT ENDS
STA. 68 + 47.40

SN 090–0031 (OVER RICHLAND ST.)
SN 090–0032 (OVER EDMUND ST.)
SN 090–0033 (OVER CENTER ST.)

STATION EQUATION
STA 66 + 97.70 BK =
STA 67 + 00.00 AH

GROSS LENGTH = 3085.02 FT. = 0.584 MILE
NET LENGTH = 3085.02 FT. = 0.584 MILE

PROJECT DESCRIPTION:

CEDAR ST. EXTENSION MILL AND OVERLAY FROM EAST END OF CEDAR ST. BRIDGE OVER ILLINOIS RIVER TO CENTER ST.; INCLUDING EDMUND ST. INTERCHANGE AND REHABILITATION OF SN 090–0031, SN 090–0032 AND SN 090–0033.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 24 20 23
Kassil L. Barrett
REGIONAL ENGINEER

October 13, 2023
ENGINEER OF DESIGN AND ENVIRONMENT

October 13, 2023
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: NICOLE FAYANT (309)671–3454
PROJECT MANAGER: ARMARIS AYALA DIAZ (309)671–3473

CATALOG NO. 035138–00D
CONTRACT NO. 68C00

REV. 9/27/23

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2. INDEX OF SHEETS AND HIGHWAY STANDARDS
3–5. GENERAL NOTES AND PROJECT SPECIFIC NOTES
6–18. SUMMARY OF QUANTITIES
19–22. TYPICAL SECTIONS (EXISTING AND PROPOSED)
23–35. SCHEDULE OF QUANTITIES
36–38. ALIGNMENT, TIES, AND BENCHMARKS
39–41. PROPOSED PROFILE CEDAR ST.
42–44. REMOVAL PLAN SHEETS
45–47. PROPOSED PLAN SHEETS
48–75. STAGING DETAILS
76–77. ROAD CLOSURE AND DETOUR DETAILS
78–80. EROSION AND SEDIMENT CONTROL DETAILS
81–83. PROPOSED GUARDRAIL DETAILS
84. PROPOSED DRAINAGE DETAILS
85–89. PAVEMENT MARKING PLANS
90–96. LIGHTING PLANS
97–126. SN 090–0031 STRUCTURE PLANS
127–133. SN 090–0031 OLD PLANS (FOR INFORMATION ONLY)
134–164. SN 090–0032 STRUCTURE PLANS
165–171. SN 090–0032 OLD PLANS (FOR INFORMATION ONLY)
172–201. SN 090–0033 STRUCTURE PLANS
202–207. SN 090–0034 OLD PLANS (FOR INFORMATION ONLY)
208–212. PARAPET TRANSITION DETAILS
213. BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL) DETAIL
214. CONCRETE MEDIAN (SPECIAL) DETAIL
215. PIPE HANDRAIL DETAILS
216–216B. SIGN DETAILS
217–228. DISTRICT 4 CADD STANDARDS
229–293. CROSS SECTIONS

HIGHWAY STANDARDS

000001–08	631031–18
001001–02	701001–02
280001–07	701006–05
420001–10	701101–05
420701–03	701106–02
421001–03	701301–04
421101–10	701411–09
442101–09	701426–09
442201–03	701451–05
515001–04	701456–05
542401–04	701501–06
601101–02	701502–09
602306–03	701606–10
602401–07	701901–08
602601–06	704001–08
604001–05	720001–01
606001–08	720006–04
606301–04	720021–03
606306–04	725001–01
610001–09	728001–01
630001–12	780001–05
630006	781001–04
630301–09	782001–01
631011–10	782006–01

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS

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669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	2
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

AVAILABILITY OF ELECTRONIC FILES

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

COMMITMENTS

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

No commitments have been made on this project.

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.

The required environmental resource documentation shall include the following:

* BDE Form 2289 (Borrow Site Review)
* BDE Form 2290 (Waste/Use Area Review)
* A location map showing the size limits and location of the use area
* Color photographs depicting the use area
* Borrow Area Entry Agreement form – D4 PI0101

Prior to any waste materials being removed from the construction site the required environmental resource surveys shall 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.

Please note that a minimum of four weeks shall be allowed for the District to obtain the required waste site environmental clearances and six weeks for the required borrow site environmental clearances.

BUTT JOINT CUTTING TIME RESTRICTION

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

PAVING SURFACE COURSE

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

FINAL FINISH ON P.C. CONCRETE PAVEMENT, TYPE B

A Type "B" final finish, obtained in accordance with Article 420.09(e)(2) of the Standard Specifications, shall be provided for the Portland Cement Concrete Pavement.

SEEDING – SIDESLOPE RIPPING

All slopes steeper than 3 to 1 and over 15 ft. (4.5 m) in height shall be ripped. This shall consist of ripping between 18 inches to 24 inches (450 mm to 600 mm) deep normal to the slope. The interval of ripping along the slope shall be 12 ft. (3.6 m). This work shall be done after the seed bed has been prepared but before any fertilizer or seed has been applied. The fertilizer and seed shall be applied within a 24–hour period after the ripping has been done. This work will not be paid for separately but will be included in the cost of the various items of seeding involved.

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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GENERAL NOTES (CONTINUED)

POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES

Surface Type	Residual Rate
Milled (HMA or PCC)	0.08 lb /sq ft
Existing Pavement	0.08 lb /sq ft
Fog Coat (between lifts)	0.08 lb /sq ft

HOT–MIX ASPHALT MIXTURE REQUIREMENTS

Location	Mainline	Mainline	Shoulder	Mainline
Mixture Use(s):	Polymer Surface 1.5"	Polymer Binder 1"	Surface 4.5" (2 lifts)	Binder (Variable) (2 lifts when 3" exceeded)
AC/PG:	SB/SBS or SBR 70–28	SB/SBS or SBR 70–28	PG 58–28	PG 58–28
Design Air Voids:	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50
Mixture Composition: (Mixture Gradation):	IL 9.5	IL 4.75	IL 9.5	IL 9.5
Friction Aggregate:	Mix E	N.A.	Mix C	N.A.
Quality Management Program:	QCP	QCP	QCQA	QCQA
MTD (YES OR NO):	Yes	Yes	No	No

Notes:

1) Individual lift thickness of each mix type will be no less than 3 times nominal maximum aggregate size and no more than 6 times nominal maximum aggregate size, unless otherwise approved by the Engineer.

2) For design purposes, mixture weight for all mixes is determined to be 112.0 lb/s.y./in., unless otherwise noted.

3) Sublot size for PFP and QCP mixes will be 600 tons, unless otherwise agreed to by the Engineer and the paving contractor.

CROSSING EXISTING STRUCTURES WITH EQUIPMENT

The following structures can be crossed with an empty MTD with the following maximum gross weight restrictions: SN 090–0031 (40 tons), SN 090–0032 (40 tons), and 090–0033 (40 tons). If the same MTD is used throughout the entire contract, then it must be limited to an empty gross weight $\leq$ 40 tons.

Any structures not listed above shall be verified by the resident prior to beginning work.

ORDERING LENGTH CONFIRMATION – DRAINAGE ITEMS

The Contractor shall consult with the Engineer in regard to the exact length of the box/pipe culverts, storm sewers, and/or pipe drains required prior to ordering these items.

MEDIAN AND ISLAND NOSES

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

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

SIGN POST HOLES

Vertical holes shall be constructed in the island pavement and/or concrete median of the type specified or concrete median surface 4 inches (100 mm). The holes shall be 24 inches (600 mm) in diameter or 24 inches (600 mm) square and they shall be free of any obstruction, except earth, for a depth of 5 feet (1.5 m) at the locations shown on the plans or as directed by the Engineer. Any holes not used for the placement of signs shall be filled and compacted flush with the top of the island pavement, concrete median of the types specified, or concrete median surface 4 inches (100 mm). The top 3 inches (75 mm) of said compacted fill shall consist of a hot–mix asphalt mixture. All holes in which the sign posts are installed at the time of this contract shall be similarly filled.

This work, including any required pavement removal necessary to construct the sign post holes, will not be paid for separately but shall be included in the contract unit price per square foot (square meter) for ISLAND PAVEMENT and/or CONCRETE MEDIAN of the type specified, or CONCRETE MEDIAN SURFACE, 4 inches (100 mm).

TRANSITION PAYMENT METHOD – NEW/OLD CONSTRUCTION

Ten feet (10 ft.) (3 m) 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.

SECURING DRAINAGE STRUCTURE GRATES

Prior to routing traffic onto the shoulders as shown in the staging plans, the Constractor shall secure gratings on shoulder inlets as directed by the Engineer. This work will not be paid for separately, but shall be included in the cost of the traffic control pay item.

SIGNING

Sign locations may vary from the stations shown on the plans in accordance with directions from the Engineer at the time of construction. Sign locations may be adjusted in the field to avoid any found utilities.

All wood post locations shall be verified with the Bureau of Operations, Traffic Section, before installation.

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GENERAL NOTES AND PROJECT SPECIFIC NOTES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
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PROJECT SPECIFIC NOTES

Prior to filling the existing pedestrian underpass at STA. 47 + 85, the Contractor shall verify that power to the underpass has been disconnected. This work will not be paid for separately, but it shall be considered included in the cost of the pay items associated with filling the pedestrian underpass.

The Contractor shall field verify new signs posts lengths prior to sign installation.

Sign placement shall be approved by the Engineer and the Bureau of Operations.

When the area of any sign, or combination of signs is equal to or greater than twenty (20) square feet, two (2) posts are required for installation.

The corrugated median nose shall have a radius of 1 foot.

The removal of the existing Bridge approach pavement/slabs will be measured and paid for as PAVEMENT REMOVAL.

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GENERAL NOTES AND PROJECT SPECIFIC NOTES

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		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	116	116			
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25			
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	158	158			
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	158	158			
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	158	158			
20200100	EARTH EXCAVATION	CU YD	627	627			
20400800	FURNISHED EXCAVATION	CU YD	2001	2001			
20800150	TRENCH BACKFILL	CU YD	10	10			
21101615	TOPSOIL FURNISH & PLACE, 4"	SQ YD	6194	6194			
21400100	GRADING AND SHAPING DITCHES	FOOT	278	278			
25000210	SEEDING, CLASS 2A	ACRE	1.75	1.75			
25000750	MOWING	ACRE	3.25	3.25			
25100630	EROSION CONTROL BLANKET	SQ YD	8356	8356			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	173	173			

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SUMMARY OF QUANTITIES

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				CONSTRUCTION CODE			
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					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
28000305	TEMPORARY DITCH CHECKS	FOOT	1108	1108			
28000400	PERIMETER EROSION BARRIER	FOOT	7440	7440			
28000500	INLET AND PIPE PROTECTION	EACH	2	2			
28100225	STONE RIPRAP, CLASS B3	TON	497	497			
28200200	FILTER FABRIC	SQ YD	1192	1192			
31200100	STABILIZED SUBBASE 4"	SQ YD	1885	1885			
35300710	PORTLAND CEMENT CONCRETE BASE COURSE 12 1/2"	SQ YD	1077	1077			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	11165	11165			
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	33949	33949			
40600982	HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	591	591			
40600990	TEMPORARY RAMP	SQ YD	1378	1378			
40602978	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	554	554			
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1320	1320			
40604170	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N50	TON	1980	1980			

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				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
42000060	WELDED WIRE REINFORCEMENT	SQ YD	198	198			
42001300	PROTECTIVE COAT	SQ YD	2990	2990			
42100615	PAVEMENT REINFORCEMENT	SQ YD	2067	2067			
44000100	PAVEMENT REMOVAL	SQ YD	2803	2803			
44000158	HOT - MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	1218	1218			
44000159	HOT - MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	22984	22984			
44000167	HOT - MIX ASPHALT SURFACE REMOVAL, 4 1/2"	SQ YD	5388	5388			
44003100	MEDIAN REMOVAL	SQ FT	13184	13184			
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	1132	1132			
44004000	PAVED DITCH REMOVAL	FOOT	551	551			
44004250	PAVED SHOULDER REMOVAL	SQ YD	707	707			
44200994	CLASS B PATCHES, TYPE II, 12 INCH	SQ YD	174	174			
44200998	CLASS B PATCHES, TYPE III, 12 INCH	SQ YD	128	128			
44201000	CLASS B PATCHES, TYPE IV, 12 INCH	SQ YD	70	70			

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				CONSTRUCTION CODE			
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					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
44201299	DOWEL BARS 1 1/2"	EACH	706	706			
4420176S	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	36	36			
44213200	SAW CUTS	FOOT	1631	1631			
44213204	TIE BARS 3/4"	EACH	58	58			
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	20	20			
48203100	HOT - MIX ASPHALT SHOULDERS	TON	1800	1800			
50102400	CONCRETE REMOVAL	CU YD	425.1	44. 1	141. 9	99.6	139.5
50104650	SLOPE WALL REMOVAL	SQ YD	353		137	83	133
50104701	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1		1		
50104702	REMOVAL OF EXISTING CONCRETE DECK NO. 2	EACH	1			1	
50104703	REMOVAL OF EXISTING CONCRETE DECK NO. 3	EACH	1				1
50157300	PROTECTIVE SHIELD	SQ YD	1979		651	668	660
50200100	STRUCTURE EXCAVATION	CU YD	1595.9		643	310	642.9
50300225	CONCRETE STRUCTURES	CU YD	601.3	20	236.9	131. 4	213

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SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS! STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB- I,2)BR- I]RS-2	TAZEWELL	293	9
		CONTRACT NO. 68000		
		ILLINOIS FED. AID PROJECT		

REV. 10/3/23

				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1513.2	7.1	538.8	436.3	531
50300260	BRIDGE DECK GROOVING	SQ YD	5033		1717	1463	1853
50300300	PROTECTIVE COAT	SQ YD	6813	467	2175	1889	2282
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	613. 6		203.8	183.6	226. 2
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	130810			130810	
50500505	STUD SHEAR CONNECTORS	EACH	14574		3744	3030	7800
50800105	REINFORCEMENT BARS	POUND	70	70			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	640770	3630	225500	182950	228690
50800515	BAR SPLICERS	EACH	2402		786	832	784
50901760	PIPE HANDRAIL	FOOT	61. 5	61. 5			
51100100	SLOPE WALL 4 INCH	SQ YD	339		123	83	133
51500100	NAME PLATES	EACH	3		1	1	1
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	70		24	20	26
52100520	ANCHOR BOLTS, 1"	EACH	140		48	40	52

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB- I,2)BR- I]RS-2	TAZEWELL	293	10
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

REV. 10/3/23

				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
52200010	TEMPORARY SHEET PILING	SQ FT	1288		371	516	401
52318802	DRAINAGE SYSTEM FOR STRUCTURES	LSUM	1		0.33	0.33	0.34
54248510	CONCRETE COLLAR	CU YD	1.6	1.6			
54262712	METAL FLARED END SECTIONS 12"	EACH	1	1			
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	8	8			
5S0A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	39	39			
55100500	STORM SEWER REMOVAL 12"	FOOT	34	34			
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	1380.7		482.7	368	530
58700300	CONCRETE SEALER	SQ FT	3174		1454	570	1150
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	580		180	166	234
60100945	PIPE DRAINS 12"	FOOT	32	32			
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	841		295	230	316
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1			
60240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	1	1			

				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
	60500060	REMOVING INLETS	EACH	5	5			
	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	1.3	1.3			
	60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	890	890			
	60624600	CORRUGATED MEDIAN	SQ FT	454	454			
*	63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	2563	2563			
*	63000003	STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	FOOT	450	450			
*	63000022	NON-BLOCKED STEEL PLATE BEAM GUARDRAIL, 9 FOOT (2.74M) POSTS	FOOT	2100	2100			
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4	4			
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	10	10			
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4			
	63200310	GUARDRAIL REMOVAL	FOOT	4928	4928			
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	550	550			
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1			
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1			

*= SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	12
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

REV. 9/27/23

				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1			
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10			
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	14	14			
	67000600	ENGINEER'S FIELD LABORATORY	CAL MO	14	14			
	67100100	MOBILIZATION	L SUM	1	1			
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	150	150			
	70107004	PAVEMENT MARKING BLACKOUT TAPE, 4"	FOOT	355	355			
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	252	252			
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1427	1427			
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	9651	9651			
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	361	361			
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	51398	51398			
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	2502	2502			
	70300251	TEMPORARY PAVEMENT MARKING - LINE 8" - PAINT	FOOT	3455	3455			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	13
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

REV. 9/27/23

				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	451	451			
70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	52	52			
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	26757	26757			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	5675	5675			
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	489	489			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5250	5250			
70500100	TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	450	450			
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	7	7			
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	7	7			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	5	5			
* 72000300	SIGN PANEL - TYPE 3	SQ FT	102	102			
* 72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	102	102			
* 72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	12	12			
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	14
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

REV. 9/27/23

				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
	72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	509	509			
	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	15	15			
	73000100	WOOD SIGN SUPPORT	FOOT	66	66			
	73400100	CONCRETE FOUNDATIONS	CU YD	1.4	1.4			
*	78008300	POLYUREA PAVEMENT MARKING TYPE II - LETTERS & SYMBOLS	SQ FT	361	361			
*	78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	23433	23433			
*	78008330	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"	FOOT	2502	2502			
*	78008340	POLYUREA PAVEMENT MARKING TYPE II - LINE 8"	FOOT	3455	3455			
*	78008350	POLYUREA PAVEMENT MARKING TYPE II - LINE 12"	FOOT	451	451			
*	78008370	POLYUREA PAVEMENT MARKING TYPE II - LINE 24"	FOOT	52	52			
*	78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	1225	1225			
*	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	23433	23433			
*	78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	2502	2502			
*	78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	3455	3455			

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SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	15
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

REV. 9/27/23

					CONSTRUCTION CODE			
					ROADWAY	BRIDGE	BRIDGE	BRIDGE
						SN 090-0031	SN 090-0032	SN 090-0033
					0006	0013	0013	0013
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
*	78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	451	451			
*	78011125	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	26	26			
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	109	109			
*	78200011	BARRIER WALL RELFLECTORS, TYPE C	EACH	24	24			
*	78200020	CURB REFLECTORS	EACH	6	6			
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	121	121			
	78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQFT	2869	2869			
*	X0327739	MISCELLANEOUS ELECTRICAL WORK	L SUM	1	1			
	X0549200	CLEANING PAVED DITCH	FOOT	273	273			
	X4201410	BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	SQ YD	2067	2067			
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1202	1202			
	X6060714	CONCRETE MEDIAN (SPECIAL)	SQ FT	6964	6964			
	X6100120	TYPE E INLET BOX, STANDARD 610001 (SPECIAL)	EACH	1	1			
	X6350204	LINEAR DELINEATOR PANELS, 4 INCH	EACH	72	72			

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SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	16
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

REV. 9/27/23

				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
				0006	0013	0013	0013
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1			
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	1274	1274			
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	98410			98410	
Z0003802	REMOVAL OF EXISTING BEARINGS	EACH	50		24		26
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1		
Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.2	L SUM	1			1	
Z0007103	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.3	L SUM	1				1
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1		
Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1			1	
Z0010503	CLEANING AND PAINTING STEEL BRIDGE NO. 3	L SUM	1				1
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	56		38	18	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	25		11	8	6
Z0023500	FILLING EXISTING CULVERTS	CU YD	278	278			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS! STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB- I,2)BR- I]RS-2	TAZEWELL	293	17
		CONTRACT NO. 68000		
		ILLINOIS FED. AID PROJECT		

REV. 10/3/23

				CONSTRUCTION CODE			
				ROADWAY	BRIDGE	BRIDGE	BRIDGE
					SN 090-0031	SN 090-0032	SN 090-0033
			80% FED 20% STATE	0006	0013	0013	0013
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN	URBAN	URBAN	URBAN
	Z0024475	TUBULAR MARKER	EACH	17	17			
	Z0031200	JACKING AND CRIBBING	EACH	4		2		2
	Z0034105	MATERIAL TRANSFER DEVICE	TON	3301	3301			
	Z0062456	TEMPORARY PAVEMENT	SQ YD	50	50			
Ø	Z0076600	TRAINEES	HOUR	2,000	2,000			
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	2,000	2,000			
Ø	0042							

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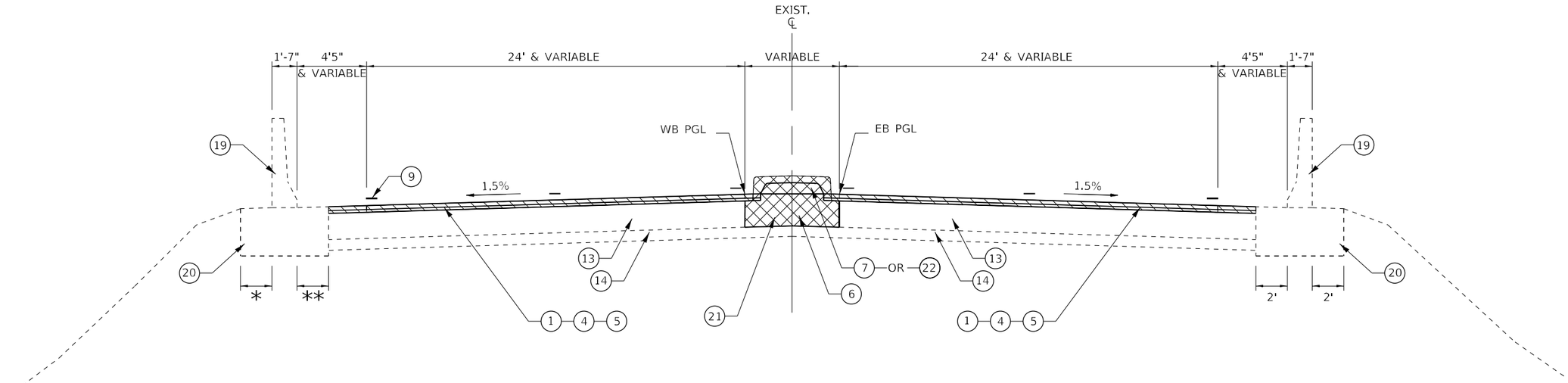
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SUMMARY OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	18
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

REV. 9/18/23



** WIDTH = 2' FROM STA. 37+60.08 TO STA. 38+26.00 LT
6' FROM STA. 38+26.00 TO STA. 39+00.00 LT
2' FROM STA. 39+00.00 TO STA. 40+73.67 LT

* WIDTH = 2' FROM STA. 37+60.08 TO STA. 38+26.00 LT
0' FROM STA. 38+26.00 TO STA. 39+00.00 LT
2' FROM STA. 39+00.00 TO STA. 40+73.67 LT

PROPOSED TYPICAL SECTION
CEDAR ST. EXT.

STA. 37+60.08 TO STA. 40+73.67

CONNECTOR PAVEMENT/APPROACH PAVEMENT/BRIDGE OMISSIONS:
STA. 40+73.67 TO STA. 44+26.61 (SN 090-0031)
STA. 54+61.90 TO STA. 57+48.56 (SN 090-0032)
STA. 64+26.69 TO STA. 67+67.40 (SN 090-0033)

LEGEND:

1. PROPOSED HMA SURFACE REMOVAL, 2½"
2. PROPOSED HMA SURFACE REMOVAL, 4½"
3. PROPOSED HOT-MIX ASPHALT SHOULDERS (4½")
4. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N50 (1.5")
5. PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 (1")
6. PROPOSED MEDIAN REMOVAL
7. PROPOSED CONCRETE MEDIAN (SPECIAL)
8. PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL
9. POLYUREA PAVEMENT MARKING TYPE II
10. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
11. PROPOSED NON-BLOCKED STEEL PLATE BEAM GUARDRAIL, 9 FOOT POSTS
12. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POST
13. EXISTING PCC PAVEMENT, 10"
14. EXISTING STABILIZED SUBBASE, 4"
15. EXISTING BITUMINOUS SHOULDER
16. EXISTING PCC BASE COURSE
17. PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE 12½"
18. PROPOSED TOPSOIL FURNISH AND PLACE, 4"
19. EXISTING CONCRETE BARRIER
20. EXISTING CONCRETE BARRIER BASE
21. EXISTING CORRUGATED CONCRETE MEDIAN OR CONCRETE MEDIAN
22. PROPOSED CORRUGATED MEDIAN

NOTE:

PROPOSED HMA SURFACE REMOVAL, 2½" INCLUDES MILLING APPROXIMATELY A 1' WIDE STRIP OF THE PCC BASE COURSE ON EACH SIDE OF THE MEDIAN.

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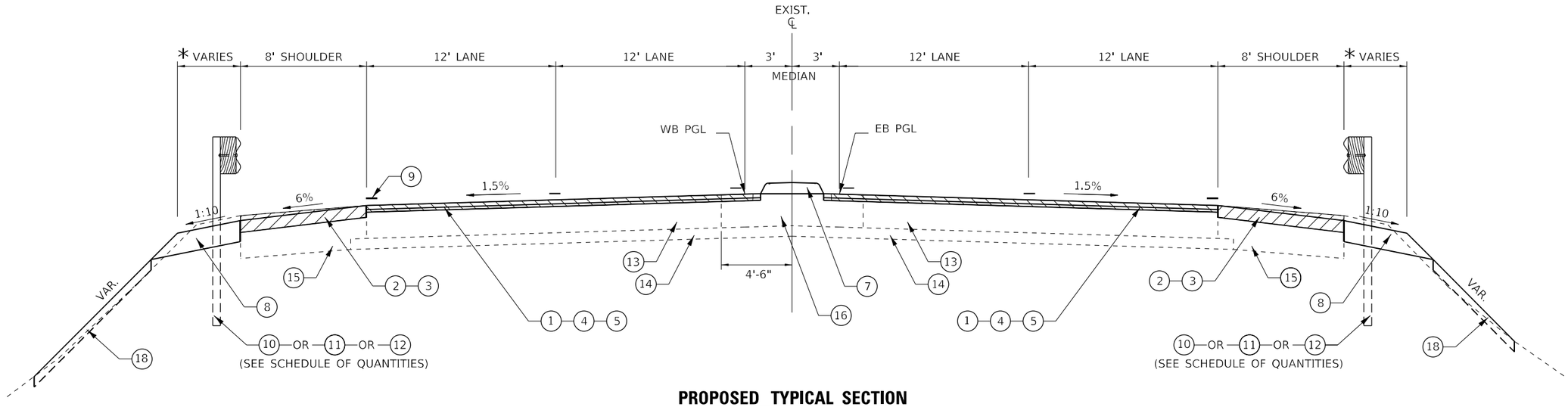
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
CEDAR ST. EXT.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	19
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



PROPOSED TYPICAL SECTION
CEDAR ST. EXT.

STA. 44+26.61 TO STA. 54+61.90

CONNECTOR PAVEMENT/APPROACH PAVEMENT/BRIDGE OMISSIONS:
STA. 40+73.67 TO STA. 44+26.61 (SN 090-0031)
STA. 54+61.90 TO STA. 57+48.56 (SN 090-0032)
STA. 64+26.69 TO STA. 67+67.40 (SN 090-0033)

LEGEND:

1. PROPOSED HMA SURFACE REMOVAL, 2½"
2. PROPOSED HMA SURFACE REMOVAL, 4½"
3. PROPOSED HOT-MIX ASPHALT SHOULDERS (4½")
4. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N50 (1.5")
5. PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 (1")
6. PROPOSED MEDIAN REMOVAL
7. PROPOSED CONCRETE MEDIAN (SPECIAL)
8. PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL
9. POLYUREA PAVEMENT MARKING TYPE II
10. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
11. PROPOSED NON-BLOCKED STEEL PLATE BEAM GUARDRAIL, 9 FOOT POSTS
12. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POST
13. EXISTING PCC PAVEMENT, 10"
14. EXISTING STABILIZED SUBBASE, 4"
15. EXISTING BITUMINOUS SHOULDER
16. EXISTING PCC BASE COURSE
17. PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE 12½"
18. PROPOSED TOPSOIL FURNISH AND PLACE, 4"
19. EXISTING CONCRETE BARRIER
20. EXISTING CONCRETE BARRIER BASE
21. EXISTING CORRUGATED CONCRETE MEDIAN OR CONCRETE MEDIAN
22. PROPOSED CORRUGATED MEDIAN

NOTE:

PROPOSED HMA SURFACE REMOVAL, 2½" INCLUDES MILLING APPROXIMATELY A 2.5' WIDE STRIP OF THE PCC BASE COURSE ON EACH SIDE OF THE MEDIAN.

* RT:
43+17.00 TO 43+56.36 (4')
43+56.36 TO 43+81.34 (4'-2')
48+70.90 TO 48+94.90 (0'-4')
48+94.90 TO 54+94.09 (4')

LT:
43+91.96 TO 44+31.32 (4')
44+31.32 TO 44+56.30 (4'-2')
50+42.34 TO 50+66.34 (0'-4')
50+66.34 TO 55+15.78 (4')

MODEL: Proposed Sheets 1
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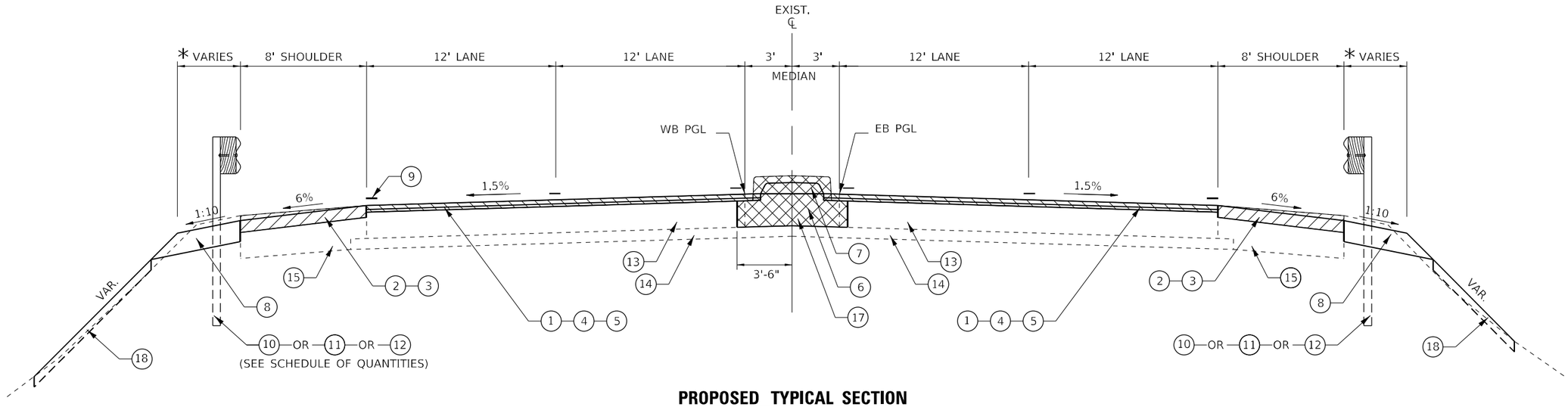
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
CEDAR ST. EXT.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	20
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



PROPOSED TYPICAL SECTION
CEDAR ST. EXT.

STA. 57+48.56 TO STA. 64+26.69
STA. 67+67.40 TO STA. 68+47.40

STA. EQN.: STA. 66+97.70 BK = STA. 67+00.00 AH

CONNECTOR PAVEMENT/APPROACH PAVEMENT/BRIDGE OMISSIONS:
STA. 40+73.67 TO STA. 44+26.61 (SN 090-0031)
STA. 54+61.90 TO STA. 57+48.56 (SN 090-0032)
STA. 64+26.69 TO STA. 67+67.40 (SN 090-0033)

LEGEND:

1. PROPOSED HMA SURFACE REMOVAL, 2½"
2. PROPOSED HMA SURFACE REMOVAL, 4½"
3. PROPOSED HOT-MIX ASPHALT SHOULDERS (4½")
4. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N50 (1.5")
5. PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 (1")
6. PROPOSED MEDIAN REMOVAL
7. PROPOSED CONCRETE MEDIAN (SPECIAL)
8. PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL
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12. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POST
13. EXISTING PCC PAVEMENT, 10"
14. EXISTING STABILIZED SUBBASE, 4"
15. EXISTING BITUMINOUS SHOULDER
16. EXISTING PCC BASE COURSE
17. PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE 12½"
18. PROPOSED TOPSOIL FURNISH AND PLACE, 4"
19. EXISTING CONCRETE BARRIER
20. EXISTING CONCRETE BARRIER BASE
21. EXISTING CORRUGATED CONCRETE MEDIAN OR CONCRETE MEDIAN
22. PROPOSED CORRUGATED MEDIAN

NOTE:

PROPOSED HMA SURFACE REMOVAL, 2½" INCLUDES MILLING APPROXIMATELY A 1' WIDE STRIP OF THE PCC BASE COURSE ON EACH SIDE OF THE MEDIAN.

* RT:
56+94.67 TO 60+56.50 (4')
60+56.50 TO 60+80.50 (4'-0')
64+67.63 TO 64+92.61 (2'-4')
64+92.61 TO 65+32.00 (4')
67+34.49 TO 68+48.72 (4')

LT:
57+15.89 TO 61+52.72 (4')
61+52.72 TO 61+76.72 (4'-0')
63+86.88 TO 64+63.22 (4')
66+68.97 TO 68+47.93 (4')

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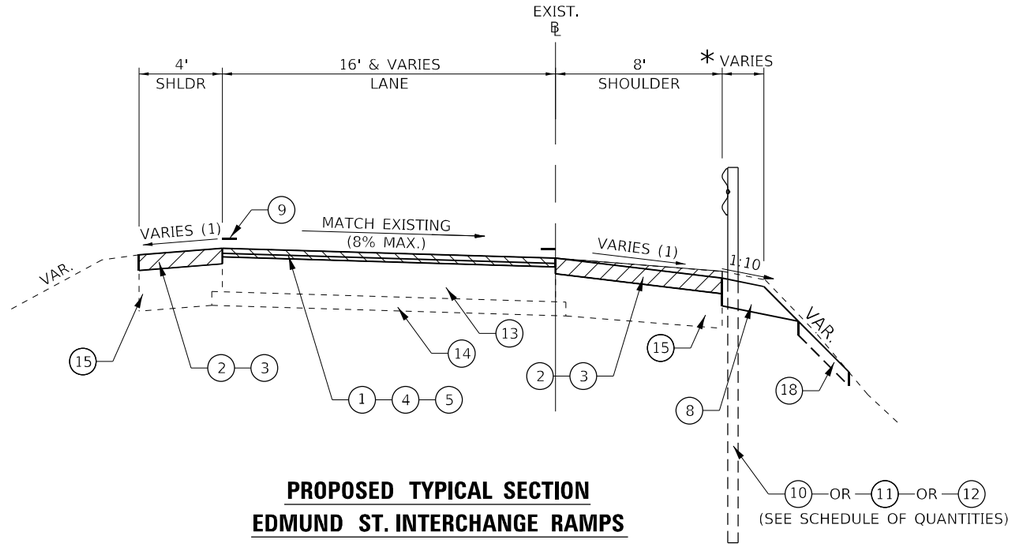
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
CEDAR ST. EXT.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	21
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



PROPOSED TYPICAL SECTION
EDMUND ST. INTERCHANGE RAMPS

RAMP A
RAMP B
RAMP C
RAMP D

LEGEND:

1. PROPOSED HMA SURFACE REMOVAL, 2½"
2. PROPOSED HMA SURFACE REMOVAL, 4½"
3. PROPOSED HOT-MIX ASPHALT SHOULDERS (4½")
4. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N50 (1.5")
5. PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 (1")
6. PROPOSED MEDIAN REMOVAL
7. PROPOSED CONCRETE MEDIAN (SPECIAL)
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11. PROPOSED NON-BLOCKED STEEL PLATE BEAM GUARDRAIL, 9 FOOT POSTS
12. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POST
13. EXISTING PCC PAVEMENT, 10"
14. EXISTING STABILIZED SUBBASE, 4"
15. EXISTING BITUMINOUS SHOULDER
16. EXISTING PCC BASE COURSE
17. PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE 12½"
18. PROPOSED TOPSOIL FURNISH AND PLACE, 4"
19. EXISTING CONCRETE BARRIER
20. EXISTING CONCRETE BARRIER BASE
21. EXISTING CORRUGATED CONCRETE MEDIAN OR CONCRETE MEDIAN
22. PROPOSED CORRUGATED MEDIAN

NOTE:

(1) THE SHOULDER SLOPE IN AREAS OF PAVEMENT SUPERELEVATION SHALL BE ADJUSTED AS FOLLOWS:

HIGH SIDE: WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES WILL NOT BE GREATER THAN 8%.

LOW SIDE: SHOULDER SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE BUT NOT LESS THAN 6%.

THE SHOULDER SLOPES NOTED ON THE CROSS SECTIONS SHALL BE ADJUSTED, AS NECESSARY, TO MEET THESE REQUIREMENTS.

* RAMP A (RT):
3+41.87 TO 3+65.87 (0'-4')
3+65.87 TO 6+52.97 (4')
6+52.97 TO 6+65.47 (4-2')
6+65.47 TO 12+80.17 (2')

RAMP B (RT):
2+86.74 TO 2+99.24 (4'-3')
2+99.24 TO 5+52.47 (3')
5+52.47 TO 5+64.97 (3'-4')
5+64.97 TO 8+26.47 (4')
8+26.47 TO 8+50.47 (4'-0')

RAMP C (RT):
1+29.29 TO 1+81.47 (9.1'-4')
1+81.47 TO 3+38.85 (4')
3+38.85 TO 3+48.65 (4'-3')
3+48.65 TO 4+38.85 (3')
4+38.85 TO 4+51.35 (3'-2')
4+51.35 TO 11+69.22 (2')

RAMP D (RT):
0+42.59 TO 7+82.35 (2')
7+82.35 TO 7+94.85 (2'-4')
7+94.85 TO 9+80.04 (4')
9+80.04 TO 10+03.94 (4'-0')

MODEL: Proposed Sheets 1
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
RAMPS AT EDMUND ST. INTERCHANGE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	22
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LOCATION					20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)	20100500 TREE REMOVAL, ACRES
					UNIT	ACRE
	STA	TO	STA	LT/RT		
RAMP A	8+36	TO	10+36	RT		0.0794
RAMP D	3+80	TO	8+00	RT		0.1437
MAIN LINE	50+65			RT	12	
MAIN LINE	51+50			RT	50	
MAIN LINE	53+20			RT	15	
MAIN LINE	54+95			RT	15	
MAIN LINE	57+75			LT	9	
RAMP C	4+65			RT	15	
				TOTAL:	116	0.25

LOCATION	25000210 SEEDING, CLASS 2A	20101400 NITROGEN FERTILIZER NUTRIENT	20101500 PHOSPHORUS FERTILIZER NUTRIENT	20101600 POTASSIUM FERTILIZER NUTRIENT
	ACRE	POUND	POUND	POUND
ENTIRE JOB SITE	1.75	158	158	158
TOTAL:	1.75	158	158	158

LOCATION	25000750 MOWING
	ACRE
	2 APPS.
RAMP A	0.80
RAMP B	0.79
RAMP C	0.86
RAMP D	0.92
TOTAL:	3.25

EARTHWORK SCHEDULE

LOCATION	20200100 EARTH EXCAVATION	FOR INFORMATION ONLY: EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	FOR INFORMATION ONLY: EMBANKMENT	FOR INFORMATION ONLY: EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	20400800 FURNISHED EXCAVATION
	CU YD	CU YD	CU YD	CU YD	CU YD
MAINLINE- CEDAR ST. EXT.	364.22	273.17	2237.08	-1963.92	
EDMUND ST. RAMP A	47.94	35.96	10.76	25.20	
EDMUND ST. RAMP B	60.32	45.24	7.11	38.13	
EDMUND ST. RAMP C	54.46	40.85	3.10	37.75	
EDMUND ST. RAMP D	99.72	74.79	212.64	-137.85	
TOTALS:	627	470	2471	-2001	2001

MODEL: Proposed Sheets 1
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/28/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	23
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LOCATION	21101615 TOPSOIL FURNISH AND PLACE, 4" SQ YD
MAINLINE- CEDAR ST. EXT.	4834.2
RAMP A	376.7
RAMP B	467.4
RAMP C	92.1
RAMP D	423.5
TOTALS:	6194

EROSION CONTROL SCHEDULE

LOCATION				21400100 GRADING AND SHAPING DITCHES FOOT	25100630 EROSION CONTROL BLANKET SQ YD	28000250 TEMP. EROSION CONTROL SEEDING POUND	28000305 TEMPORARY DITCH CHECKS FOOT	28000400 PERIMETER EROSION BARRIER FOOT	28000500 INLET AND PIPE PROTECTION EACH
STA.	TO	STA.	SIDE						
39+94.00	TO	41+72.50	RT		227	4.7		197	
43+19.00	TO	50+00.00	RT		997	20.7		700	
43+94.00	TO	50+00.00	LT		486	10.1		619	
Ramp A			LT		1,100	22.8	184	720	2
Ramp A			RT	278	285	5.9		434	
RAMP B			LT		1,870	38.7	256	734	
RAMP B			RT		54	1.2		518	
RAMP C			LT		1,230	25.5	290	880	
RAMP C			RT		237	5.0		790	
RAMP D			LT		1,456	30.1	378	670	
RAMP D			RT		219	4.6		364	
62+00.00	TO	64+74.00	LT		77	1.6		294	
62+00.00	TO	65+11.00	RT		118	2.5		330	
66+89.00	TO	68+47.40	LT					127	
67+49.00	TO	68+47.40	RT					63	
TOTALS				278	8,356	173	1,108	7,440	2

*QUANTITY FOR PERIMETER EROSION BARRIER AND TEMPORARY DITCH CHECKS ACCOUNT FOR 2 APPLICATIONS

LOCATION (STA. TO STA.)				28100225 STONE RIPRAP, CLASS B3 TON	28200200 FILTER FABRIC SQ YD
MAINLINE					
48+75.00	TO	51+00.00	RT/RAMP D	55.6	161
51+00.00	TO	52+00.00	LT/RAMP A	27.6	71.4
60+00.00	TO	61+00.00	RT/RAMP C	33.33	73.5
60+50.00	TO	61+50.00	LT/RAMP B	61.13	84.7
68+00.00	TO	68+20.00	RT	47.41	164.4
68+00.00	TO	68+20.00	LT	54.81	142.2
EDMUND ST. RAMP B					
02+14.00	TO	02+72.75	RT	130.15	220.3
EDMUND ST. RAMP D					
08+00.00	TO	09+50.00	RT	86.8	274.5
			TOTAL:	497	1192

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	DRAWN -	REVISED -
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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	24
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

RESURFACING SCHEDULE														
LOCATION (STA. TO STA.)					NOTES	WIDTH	LENGTH	AREA	40600982 HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	44000159 HMA SURF REM, 2 1/2"	40603200 POLYMERIZED HMA BC, IL-4.75, N50	40604170 POLYMERIZED HMA SC, IL-9.5, MIX "E", N50	40600295 POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	Z0034105 MATERIAL TRANSFER DEVICE
											(1")	(1.5")		
						FT	FT	SQ YD	SQ YD	SQ YD	TON	TON	POUND	TON
MAINLINE														
37+60.08		TO	40+73.67		UP TO WALL BASE	VAR	313.59	1,717.36		1,717.36	96.17	144.26	2,473.00	240.43
40+73.67		TO	44+26.61		OMISSION									
44+26.61		TO	54+61.90			50.00	1,035.29	5,751.61		5,751.61	322.09	483.14	8,282.32	805.23
54+61.90		TO	57+48.56		OMISSION									
57+48.56		TO	64+26.69			50.00	678.13	3,767.39		3,767.39	210.97	316.46	5,425.04	527.43
64+26.69		TO	66+97.70	(BK)	OMISSION									
67+00.00	(AH)	TO	67+67.40											
67+67.40		TO	68+47.40		BUTT JOINT	66.50	80.00	591.11	591.11		33.10	49.65	851.20	82.76
EDMUND ST. RAMP A														
RT TURN LANE		TO	00+00.00				188	228.30		228.30	12.78	19.18	328.75	31.96
00+00.00		TO	13+10.00					3450.16		3,450.16	193.21	289.81	4,968.23	483.02
RAMP A GORE AREA								131.35		131.35	7.36	11.03	189.15	18.39
EDMUND ST. RAMP B														
02+45.94		TO	10+87.00					2013.98		2,013.98	112.78	169.17	2,900.13	281.96
RAMP B GORE AREA								107.99		107.99	6.05	9.07	155.51	15.12
EDMUND ST. RAMP C														
RT TURN LANE		TO	00+00.00				108	168.45		168.45	9.43	14.15	242.56	23.58
00+00.00		TO	11+28.31					3218.70		3,218.70	180.25	270.37	4,634.93	450.62
RAMP C GORE AREA								71.03		71.03	3.98	5.97	102.28	9.94
EDMUND ST. RAMP D														
00+87.78		TO	11+14.81					2211.94		2,211.94	123.87	185.80	3,185.19	309.67
RAMP D GORE AREA								146.13		146.13	8.18	12.27	210.42	20.46
								TOTAL:	591	22,984	1,320	1,980	33,949	3,301

BINDER BUILD-UP SCHEDULE						
LOCATION (STA. TO STA.)					AREA	AVGERAGE DEPTH	40602978 HMA BC, IL- 9.5, N50
					SQ YD	IN	TON
MAINLINE							
44+26.61	TO	45+80.00	RT		502.07	1.76	49.48
44+26.61	TO	46+00.00	LT		771.39	1.2	51.84
52+50.00	TO	54+61.90	RT		588.68	2.345	77.30
52+50.00	TO	54+61.90	LT		588.54	2.345	77.29
57+48.56	TO	59+00.00	RT		420.66	2.55	60.07
57+48.56	TO	58+50.00	LT		281.77	1.265	19.96
63+00.00	TO	64+26.69	RT		562.52	2.65	83.48
63+00.00	TO	64+26.69	LT		580.56	2.31	75.10
67+67.40	TO	68+47.40	RT		314.08	2.085	36.67
67+67.40	TO	68+47.40	LT		208.89	1.97	23.04
						TOTAL:	554

TEMPORARY RAMP SCHEDULE					
LOCATION (STA. TO STA.)				LENGTH	40600990 TEMPORARY RAMP STAGE I	40600990 TEMPORARY RAMP STAGE II
				FT	SQ YD	SQ YD
40+68.67	TO	40+73.67		5	17.63	17.43
44+26.61	TO	44+50.61		24	99.33	120.28
54+29.90	TO	54+61.90		32	96.94	133.92
57+48.56	TO	57+82.56		34	110.53	134.30
63+90.69	TO	64+26.69		36	189.01	205.31
67+67.40	TO	67+95.40		28	135.96	117.17
				TOTAL:	1378	

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USER NAME = Armaris.AyalaDiaz	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	25
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LOCATION (STA. TO STA.)			NOTES	44000100 PAVEMENT REMOVAL SQ YD	44004250 PAVED SHOULDER REMOVAL SQ YD
MAINLINE					
39+43.00	TO	40+58.00	REM. TEMP. PAVT. MEDIAN STAGE III	87.11	
40+73.67	TO	41+49.83	AREA OF PROP. CONNECTOR & APPROACH	396.54	41.67
43+35.75	TO	44+26.61	AREA OF PROP. CONNECTOR & APPROACH	606.10	123.12
54+61.90	TO	55+17.67	AREA OF PROP. CONNECTOR & APPROACH	321.77	60.79
56+92.79	TO	57+48.56	AREA OF PROP. CONNECTOR & APPROACH	285.77	60.80
64+26.69	TO	65+07.27	AREA OF PROP. CONNECTOR & APPROACH	606.88	105.10
66+82.45	TO	66+97.70 (BK)	AREA OF PROP. CONNECTOR & APPROACH	498.80	84.21
67+00.00 (AH)	TO	67+67.40			
EDMUND ST. RAMP B					
02+45.94	TO	06+35.12	REMOVAL OF SHOULDER BEYOND 8' WIDTH		131.03
EDMUND ST. RAMP C					
07+19.45	TO	11+28.31	REMOVAL OF SHOULDER BEYOND 8' WIDTH		100.20
			TOTAL:	2,803	707

LOCATION (STA. TO STA.)		X0549200 CLEANING PAVED DITCH FOOT
	OFF SET	
56+42.64 TO 58+70.08	49' TO 143' RT	273.0
	TOTAL:	273

LOCATION (STA. TO STA.)		44003510 MEDIAN REMOVAL PARTIAL DEPTH SQ FT
55+08.20	55+16.90	43.5
56+93.84	57+48.56	273.6
64+26.69	65+05.96	396.4
66+83.76	67+67.40	418.2
	TOTAL:	1132

LOCATION (STA. TO STA.)				NOTES	44004000 PAVED DITCH REMOVAL FOOT
48+72.94	TO	50+58.21	RT	RAMP D	186.5
50+66.82	TO	52+01.54	LT	RAMP A	137.5
60+34.89	TO	61+51.16	RT	RAMP C	118.0
60+80.81	TO	61+88.66	LT	RAMP B	109.0
				TOTAL:	551

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USER NAME = Armaris.AyalaDiaz	DESIGNED -	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	26
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

HMA SHOULDERS SCHEDULE

LOCATION (STA. TO STA.)				WIDTH	LENGTH	AREA	44000158 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	44000167 HMA SURF REM, 4 1/2"	X4401198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	48203100 HOT-MIX ASPHALT SHOULDERS	40600290 BITUMINOUS MATERIALS (TACK COAT)
				FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	TON	POUND
MAINLINE PRE-STAGE SHOULDERS											
46+49.59	TO	54+61.90	RT	VAR.	812.31	353.40	353.40			44.53	508.89
48+41.89	TO	54+97.62	LT	VAR.	655.73	252.50	252.50			31.81	363.60
57+48.56	TO	62+84.65	RT	VAR.	536.09	310.64	310.64			39.14	447.32
57+32.73	TO	63+34.13	LT	VAR.	601.40	164.88	164.88			20.77	237.42
66+87.26	TO	71+83.12	LT	2.50	495.86	136.80	136.80			17.24	197.00
MAINLINE											
37+60.08	TO	40+73.67	LT & RT	8.84	313.59	308.02		308.02		77.62	443.54
47+97.94	TO	54+61.90	RT	8.00	663.96	590.19		418.29	171.90	148.73	849.87
50+11.33	TO	54+61.90	LT	8.00	450.57	400.51		222.14	178.37	100.93	576.73
57+48.56	TO	61+83.29	RT	8.00	434.73	386.43		268.13	118.30	97.38	556.45
57+48.56	TO	62+28.05	LT	8.00	479.49	426.21		352.36	73.85	107.41	613.75
67+67.40	TO	68+47.40	RT	VAR.	80.00	74.89			74.89	18.87	107.84
67+67.40	TO	68+47.40	LT	VAR.	80.00	82.65			82.65	20.83	119.02
EDMUND ST. RAMP A											
01+79.00	TO	12+40.91	RT	8.00	1,061.91	943.92		851.08	92.84	237.87	1359.24
12+40.91	TO	13+10.00	RT	8-6.5	69.09	54.08			54.08		
01+78.73	TO	07+28.72	LT	4.00	549.99	244.44		244.44		61.60	351.99
EDMUND ST. RAMP B											
02+45.94	TO	03+00.00	RT	6.9-8	54.06	44.91			44.91	11.32	64.68
03+00.00	TO	06+45.80	RT	8.00	345.80	307.38		241.73	65.64	77.46	442.62
06+45.80	TO	10+00.00	RT	8-2	354.20	255.06		255.06		64.27	367.28
04+43.00	TO	10+47.00	LT	4.00	604.00	268.44		268.44		67.65	386.56
EDMUND ST. RAMP C											
01+19.50	TO	04+00.00	RT	2-8	280.50	140.66		140.66		35.45	202.54
04+00.00	TO	10+51.56	RT	8.0	651.56	579.16		534.81	44.35	145.95	834.00
10+51.56	TO	11+28.32	RT	8-6.6	76.76	63.13			63.13	15.91	90.91
01+00.00	TO	08+88.00	LT	4.0	788.00	350.22		350.22		88.26	504.32
EDMUND ST. RAMP D											
00+87.78	TO	09+45.00	RT	8.0	857.22	761.97		625.39	136.59	192.02	1097.24
09+45.00	TO	10+33.00	RT	8-4	88.00	60.25		60.25		15.18	86.76
04+58.60	TO	10+13.54	LT	4.0	554.94	246.64		246.64		62.15	355.16
						TOTAL:	1218	5388	1202	1800	11165

LOCATION	48102100 AGGREGATE WEDGE SHOULDER, TYPE B
	TON
EDMUND ST. RAMP A	8
EDMUND ST. RAMP B	4
EDMUND ST. RAMP C	8
TOTAL:	20

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USER NAME = Armaris.AyalaDiaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	27
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

MEDIAN SCHEDULE										
LOCATION (STA. TO STA.)					44003100	Z0062456	35300710	60624600	X6060714	60619200	NOTES
					MEDIAN REMOVAL	TEMPORARY PAVEMENT	PORTLAND CEMENT CONCRETE BASE COURSE 12 1/2"	CORRUGATED MEDIAN	CONCRETE MEDIAN (SPECIAL)	CONCRETE MEDIAN, TYPE SB-6.06	
					SQ FT	SQ YD	SQ YD	SQ FT	SQ FT	SQ FT	
MAINLINE											
39+43.00		TO	40+58.00		454	50.4		454.0			MEDIAN REMOVAL AND TEMP. PAVT. IN PRE-STAGE, CORR. MED. IN STAGE III
40+58.00		TO	40+73.67		109.7		12.2		62.7		MEDIAN REMOVAL AND PCC BC 12.5" IN PRE-STAGE, CONC. MED. (SPL) IN STAGE III
40+73.67		TO	41+48.42		523.3						
43+37.16		TO	43+45.75		59.5						
44+26.61		TO	54+61.90						4,141.2		
55+08.20		TO	55+16.62		59.5						
56+93.84		TO	57+48.56		383						
57+48.56		TO	64+26.69		4,746.9		527.4		2,712.5		MEDIAN REMOVAL AND PCC BC 12.5" IN PRE-STAGE, CONC. MED. (SPL) IN STAGE III
64+26.69		TO	65+05.96		554.9						
66+83.76		TO	66+97.70	(BK)	97.6						
67+00.00	(AH)	TO	67+67.40		471.8						
67+67.40		TO	74+58.00		4,834.2		537.1		48		MEDIAN REMOVAL AND PCC BC 12.5" IN PRE-STAGE
EDMUND ST. RAMP C											
01+26.77		TO	03+17.53		890					890	
TOTAL:					13,184	50	1,077	454	6,964	890	

BRIDGE APPROACH PAVEMENT CONNECTOR SCHEDULE					
LOCATION (STA. TO STA.)				X4201410	31200100	42100615
				BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	STABILIZED SUBBASE 4"	PAVEMENT REINFORCEMENT
				SQ YD	SQ YD	SQ YD
SN 090-0031:						
40+73.67		TO	41+19.83	305.17	276.05	305.17
43+65.75		TO	44+26.61	491.76	454.94	491.76
SN 090-0032:						0.00
54+61.90		TO	54+87.67	183.43	160.96	183.43
57+22.79		TO	57+48.56	183.29	160.81	183.29
SN 090-0033:						0.00
64+26.69		TO	64+77.27	505.01	467.41	505.01
67+14.76		TO	67+67.40	397.94	365.18	397.94
TOTAL:				2067	1885	2067

LOCATION			NOTES	42001300 PROTECTIVE COAT (SQ YD)
MAINLINE				
39+43.00	TO	40+58.00	CORRUGATED MEDIAN	50.4
40+58.00	TO	40+73.67	CONCRETE MEDIAN (SPECIAL)	7.0
40+73.67	TO	41+19.83	CONNECTOR PAVEMENT	305.2
43+65.75	TO	44+26.61	CONNECTOR PAVEMENT	491.8
44+26.61	TO	54+61.90	CONCRETE MEDIAN (SPECIAL)	460.1
54+61.90	TO	54+87.67	CONNECTOR PAVEMENT	183.4
57+22.79	TO	57+48.56	CONNECTOR PAVEMENT	183.3
57+48.56	TO	64+26.69	CONCRETE MEDIAN (SPECIAL)	301.4
64+26.69	TO	64+77.27	CONNECTOR PAVEMENT	505.0
67+14.76	TO	67+67.40	CONNECTOR PAVEMENT	397.9
67+67.40	TO	74+58.00	CONCRETE MEDIAN (SPECIAL)	5.3
EDMUND ST. RAMP C				
01+26.77	TO	03+17.53	CONCRETE MEDIAN TYPE SB-6.06	98.9
			TOTAL:	2,990

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SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	28
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LOCATION	NOTES	44200994	44200998	44201000	44213200	44201299	42000060
		CLASS B PATCHES, TYPE II, 12 INCH	CLASS B PATCHES, TYPE III, 12 INCH	CLASS B PATCHES, TYPE IV, 12 INCH	SAW CUTS	DOWEL BARS 1 1/2"	WELDED WIRE REINFORCEMENT
	SIZE	SQ YD	SQ YD	SQ YD	FOOT	EACH	SQ YD
MAINLINE EB							
	12 X 6	8.0			48.0	20.0	
	12 X 6	8.0			48.0	20.0	
MAINLINE WB							
	12 X 6	8.0			48.0	20.0	
	12 X 6	8.0			48.0	20.0	
EDMUND ST. RAMP A							
	12 X 12		16.0		60.0	20.0	16.0
	12 X 12		16.0		60.0	20.0	16.0
	16 X 10		17.8		68.0	28.0	17.8
	16 X 6	10.7			60.0	28.0	
	12 X 6	8.0			48.0	20.0	
	16 X 8	14.2			64.0	28.0	
EDMUND ST. RAMP C							
	16 X 6	10.7			60.0	28.0	
	16 X 6	10.7			60.0	28.0	
	16 X 6	10.7			60.0	28.0	
	16 X 6	10.7			60.0	28.0	
	21 X 8		18.7		79.0	32.0	18.7
	30 X 20			66.7	130.0	52.0	66.7
EDMUND ST. RAMP D							
	16 X 8	14.2			64.0	28.0	
	16 X 8	14.2			64.0	28.0	
	16 X 6	10.7			60.0	28.0	
	16 X 6	10.7			60.0	28.0	
	12 X 6	8.0			48.0	20.0	
	24 X 8		21.3		88.0	40.0	21.3
	24 X 6		16.0		84.0	40.0	16.0
	24 X 6		16.0		84.0	40.0	16.0
5% WINTER BREAKUP		8.3	6.1	3.3	77.7	33.6	9.4
TOTAL:		174	128	70	1631	706	198

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STATE OF ILLINOIS
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SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	29
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LOCATION				60100945	550A0050	20800150	54248510	50800105	542A1069
PIPE NUM.	U/S STR. NUM.	D/S STR. NUM.	SLOPE (%)	PIPE DRAINS 12"	STORM SEWERS, CLASS A, TYPE 1 12"	TRENCH BACKFILL	CONCRETE CCLLAR	REINFORCEMENT BARS	PIPE CULVERTS, CLASS A, TYPE 2 24"
				FOOT	FOOT	CU YD	CU YD	POUND	FOOT
1	1	3	1.00		39	9			
2	2	3	4.00	6		1			
3	3	EXIST. PIPE		26			0.4		
4	STA. 8+00 RAMP B (2 COLLARS)						1.2	70	8
			TOTAL:	32	39	10	1.6	70	8

LOCATION	54262712
	METAL FLARED END SECTIONS 12"
	EACH
EDMUND ST. RAMP A	1
TOTAL:	1

STR. NUM.	LOCATION		RIM/GRATE ELEV.	NORTH INVERT ELEV.	SOUTH INVERT ELEV.	EAST INVERT ELEV.	WEST INVERT ELEV.	60240215 INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	60219000 MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	X6100120 TYPE E INLET BOX, STANDARD 610001 (SPECIAL)
	STA.	OFFSET		FT	FT	FT	FT	EACH	EACH	
1	40+90.34	0.5' RT	462.39			457.85	457.70	1		
2	40+78.67	29.25' RT (SEE NOTE #2)	461.54 (SEE NOTE #3)		458.95					1 (SEE NOTE #1)
3	40+79.25	38.5' RT	460.60	458.71	456.60	457.31			1	
							TOTAL:	1	1	1

NOTES:
1. SEE PARAPET TRANSITION DETAILS.
2. OFFSET IS PROVIDED TO THE CENTER OF THE STRUCTURE.
3. THE GRATE ELEV. PROVIDED IS FOR THE EDGE OF THE GRATE NEAREST THE EDGE OF PAVEMENT. THE OFFSET OF THIS EDGE OF GRATE IS 27.08' RT. SET INLET BOX AT SHOULDER CROSS SLOPE OF 4%.

LOCATION		NOTES	60500060 REMOVING INLETS	44201765 CLASS D PATCHES, TYPE II, 10 INCH	Z0023500 FILLING EXISTING CULVERTS	55100500 STORM SEWER REMOVAL 12"
			EACH	SQ YD	CU YD	FOOT
MAINLINE						
STA. 40+90.34	RT	SEE PROPOSED DRAINAGE DETAILS	1		1	34
STA. 47+85.00		FILL EXISTING PEDESTRIAN UNDERPASS			270	
STA. 67+61.83	LT	REMOVE EXISTING INLET	1	8.89	2	
STA. 67+83.36	RT	REMOVE EXISTING INLET	1	8.89	3	
EDMUND ST RAMP B						
STA. 06+30.56	RT	REMOVE EXISTING INLET	1	8.89	1	
EDMUND ST RAMP C						
STA. 07+24.32	RT	REMOVE EXISTING INLET	1	8.89	1	
		TOTAL:	5	36	278	34

LOCATION	NOTES	50901760 PIPE HANDRAIL	60600095 CLASS SI CONCRETE (OUTLET)	50102400 CONCRETE REMOVAL
		FOOT	CU YD	CU YD
MAINLINE				
STA. 40+78.00 RT	EXISTING SIGN FOUNDATIONS			0.7
EDMUND ST. RAMP A				
STA. 4+92.00 (44' RT)		61.5	1.3	0.2
TOTAL:		61.5	1.3	0.9

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		CONTRACT NO. 68C00		
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GUARDRAIL SCHEDULE

LOCATION (STA. TO STA.)	63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	63000003 STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	63000022 NON-BLOCKED STEEL PLATE BEAM GUARDRAIL, 9 FOOT POSTS	63100045 TRAFFIC BARRIER TERMINAL, TYPE 2	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	72501000 TERMINAL MARKER - DIRECT APPLIED	X6350204 LINEAR DELINEATOR PANELS, 4 INCH
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH
MAINLINE								
43+17.00 TO 43+81.34 RT/RAMP D		25			1			
43+91.96 TO 44+56.30 LT/RAMP A		25			1			
49+04.90 TO 54+94.09 RT	500.00				1	1	1	5
50+76.34 TO 55+15.78 LT	387.50			1	1			5
56+94.67 TO 60+46.50 RT	300.00			1	1			5
57+15.89 TO 61+42.72 LT	337.50				1	1	1	5
64+67.63 TO 65+32.00 RT/RAMP C		25			1			
63+86.88 TO 64+63.22 LT/RAMP B	37.50				1			
67+34.49 R2 TO 68+48.72 R2 RT	75.00				1			2
66+68.97 TO 66+97.70 (BK) LT					1			
67+00.00 (AH) TO 68+47.90 R2 LT	137.50							2
EDMUND ST. RAMPS								
03+75.87 TO 12+80.17 RAMP A	225.00		625			1	1	11
02+86.74 TO 08+16.47 RAMP B	237.50	275		1				9
01+31.29 TO 11+69.22 RAMP C	162.50	100	725			1	1	17
00+42.59 TO 09+70.04 RAMP D	162.50		750	1				11
TOTAL:	2563	450	2100	4	10	4	4	72

LOCATION (STA. TO STA.)	63200310 GUARDRAIL REMOVAL
	FT
MAINLINE	
48+56.59 TO 55+05.60 RT	649.01
50+63.61 TO 55+25.54 LT	461.93
56+82.05 TO 60+82.82 RT	400.77
57+01.26 TO 61+63.83 LT	462.57
66+55.25 TO 66+97.70 (BK) LT	42.45
67+00.00 (AH) TO 68+47.90 LT	147.90
67+18.25 TO 68+48.72 RT	130.47
EDMUND ST. RAMPS	
RAMP A RT	791.00
RAMP B RT	436.00
RAMP C RT	591.76
RAMP D RT	814.00
TOTAL:	4928

LOCATION	Z0001002 GUARDRAIL AGGREGATE EROSION CONTROL
	TON
MAINLINE- CEDAR ST. EXT.	751.2
RAMP A	106.4
RAMP B	122.8
RAMP C	147.9
RAMP D	145.7
TOTALS:	1274

LOCATION (STA. TO STA.)	70500100 TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A
	FT
STAGE I	
44+18.81 TO 44+68.66 RT/RAMP D	50.00
54+17.71 TO 54+55.18 RT	37.50
57+46.57 TO 57+96.43 RT	50.00
63+80.41 TO 64+30.16 RT/RAMP C	50.00
67+73.88 TO 68+11.14 RT	37.50
STAGE II	
44+31.39 TO 44+68.90 LT/RAMP A	37.50
54+14.20 TO 54+63.89 LT	50.00
57+55.29 TO 57+92.75 LT	37.50
63+75.03 TO 64+24.13 LT/RAMP B	50.00
67+60.63 TO 68+10.44 LT	50.00
TOTAL:	450

NOTE: TEMPORARY GUARDRAIL IS TO BE INSTALLED AT THE END OF THE NOTED STAGE AS A TRANSITION BETWEEN PROPOSED GUARDRAIL TERMINAL AT EACH BRIDGE AND EXISTING GUARDRAIL BEYOND THE TEMPORARY RAMPS.

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		CONTRACT NO. 68C00		
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REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES					
LOCATION	66900200	66901001	66901006	66901003	66900530
	NON-SPECIAL WASTE DISPOSAL	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	REGULATED SUBSTANCES MONITORING	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	SOIL DISPOSAL ANALYSIS
	CU YD	L SUM	CAL DA	L SUM	EACH
SEE SPECIAL PROVISION	550	1	10	1	1
TOTAL:	550	1	10	1	1

LOCATION	67000400	67000600
	ENGINEER'S FIELD OFFICE, TYPE A	ENGINEER'S FIELD LABORATORY
	CAL MO	CAL MO
ENTIRE JOB SITE	14	14
TOTAL:	14	14

LOCATION	70103815
	TRAFFIC CONTROL SURVEILLANCE
	CAL DA
ENTIRE JOB SITE	150
TOTAL:	150

LOCATION	70107025		
	CHANGEABLE MESSAGE SIGN		
	NO. SIGNS	DAYS	CAL DA
PRE-STAGE	2	14	28
STAGE I	2	35	70
STAGE II	2	7	14
	1	14	14
STAGE III	2	28	56
	2	14	28
BRIDGE PAINTING	2	21	42
TOTAL:			252

TEMPORARY IMPACT ATTENUATOR SCHEDULE				
STATION			70600250	70600350
			IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3
STAGE I				
STATION	OFSET (ft)	LT/RT		
37+02.34	4.38	RT	1	
39+66.71	9.18	RT	1	
53+36.35	3.73	RT	1	
63+01.98	9.54	RT	1	
73+03.55	0.44	RT	1	
STAGE II				
STATION	OFSET (ft)			
36+27.68	2.19	LT		1
45+98.54	1.68	LT		1
5911+77.00	4.07	LT		1
69+29.54	0.78	LT		1
73+54.27	10.80	RT		1
STAGE A			1	
STAGE B			1	1
STAGE C				1
TOTAL			7	7

TEMPORARY CONCRETE BARRIER SCHEDULE						
LOCATION				70400100	70400200	70400125
				TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER
STAGE I				FOOT	FOOT	EACH
STA.	TO	STA.	LT/RT			
37+02.34	TO	50+00.00	LT/RT	762.50		87
50+00.00	TO	62+00.00	LT/RT	637.50		69
62+00.00	TO	72+96.72	LT/RT	625.00		90
STAGE II						
STA.	TO	STA.				
36+27.68	TO	50+00.00	LT/RT	50.00	1762.50	90
50+00.00	TO	62+00.00	RT	0.00	1650.00	63
62+00.00	TO	73+54.27	LT/RT	275.00	1612.50	90
STAGE A				175.00		
STAGE B				150.00	50.00	
STAGE C					175.00	
TOTAL				5675	5250	489

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FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 4\Projects\D4_68C00\CADData\CADsheets\Proposed Sheets 1 PH II

USER NAME = Armaris,AyalaDiaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	32
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LOCATION				70300221			70307120		70300241		70300251		70300261	70300281	70300211	70300150		70300100		78300201		70107004
				TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT			TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE		TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT		TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT		TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SHORT TERM PAVEMENT MARKING REMOVAL		SHORT TERM PAVEMENT MARKING		PAVEMENT MARKING REMOVAL - GRINDING		PAVEMENT MARKING BLACKOUT TAPE, 4"
				SOLID YELLOW	SOLID WHITE	SKIP DASH WHITE	SOLID YELLOW	SOLID WHITE	SKIP DASH WHITE	SOLID WHITE	SOLID WHITE	SKIP DASH WHITE	DIAGONAL WHITE	STOP BAR WHITE	WHITE	SOLID	SKIP DASH	SHLDR	SKIP DASH	SOLID	SKIP DASH	SKIP DASH
				FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	SQFT	SQFT	FOOT	FOOT	SQFT	SQFT	FOOT
STAGE I																						
STA.	TO	STA.	LT/RT																			
x	TO	Matchline A	RT				281															
Matchline A	TO	Matchline B	RT				1,500															
Matchline B	TO	Matchline C	RT				1,500	143														36
Matchline C	TO	50+00.00	LT/RT	2,482	2,938	157	311	260												361	168	41
50+00.00	TO	62+00.00	LT	2,400	2,400															400	100	
62+00.00	TO	77+00.00	LT/RT	2,405	2,666	51														411	109	
77+00.00	TO	82+00.00	LT		312																	
STAGE II																						
STA.	TO	STA.	LT/RT																			
x	TO	Matchline A	RT																			
Matchline A	TO	Matchline B	RT																			
Matchline B	TO	Matchline C	LT/RT				374	374								25						98
Matchline C	TO	50+00.00	LT/RT	2,295	2,531	21	706	706								618				466	34	65
50+00.00	TO	62+00.00	RT	1,827	1,840		573	573												400	100	
62+00.00	TO	77+00.00	LT/RT	2,160	1,482		677	677								127				174	146	
77+00.00	TO	82+00.00	LT																			
STAGE III																						
STA.	TO	STA.	LT/RT																			
x	TO	Matchline A	RT													94						
Matchline A	TO	Matchline B	RT													500						
Matchline B	TO	Matchline C	LT/RT													841						
Matchline C	TO	50+00.00	LT/RT				2,688	2,688								2,589	52	138	269			
50+00.00	TO	62+00.00	RT				2,400	2,400								1,819		404	240			
62+00.00	TO	77+00.00	LT/RT				2,542	2,542								1,896		122	254			
77+00.00	TO	82+00.00	LT													104						
STAGE A								827								276	10					31
STAGE B							1,146									382	21					64
STAGE C								868								289	7					20
WINTER SHUTDOWN				10,988	12,445				2,103	399	3,001	454	451	52	361							
SUB-TOTALS:				24,555	26,614	229	14,699	12,059	2,103	399	3,001	454	451	52	361	9,561	91	664	763	2,213	657	355
TOTALS:				51,398			26,757		2,502		3,455		451	52	361	9,651		1,427		2,869		355

NOTE: TYPE IV TAPE SHALL BE USED ON THE BRIDGE OVER THE ILLINOIS RIVER, ON NEW BRIDGE DECKS, AND ON ANY FINAL LIFT OF HMA.

MODEL: Proposed Sheets 1
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT Documents\IDOT Offices\District 4\Projects\10a 68C00\CADData\CADsheets\Proposed Sheets 1 PH II

USER NAME = Armaris.AyalaDiaz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	33
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LOCATION (STA.)	DESCRIPTION	SIGN CODE	7240033C	72000300	72000100	72400710	72800100	73000100		SIGN INFORMATION	
			REMOVE SIGN PANEL - TYPE 3	SIGN PANEL TYPE 3	SIGN PANEL - TYPE 1	RELOCATE SIGN PANEL - TYPE 1	TELESCOPING STEEL SIGN SUPPORT	WOOD SIGN SUPPORT		DISTANCE FROM EOP TO POST*	POST SPACING C-C
								L1**	L2		
			SQ FT	SQ FT	SQ FT	SQ FT	FT	FT	FT	FT	FT
40+64 CL	KEEP RIGHT	R4-7			5.0		14.5				
40+90 RT	CUSTOM GUIDE SIGN	N/A	52.5	52.5						12.1	6.3
48+50 RT	CUSTOM GUIDE SIGN	N/A	24.5	24.5				16.6	16.9	12.9	4.2
48+50 RT	WRONG WAY	R5-1a				6					
62+00 LT	CUSTOM GUIDE SIGN	N/A	24.5	24.5				16.2	16.6	9.9	4.2
62+00 LT	WRONG WAY	R5-1a				6					
		TOTAL:	102	102	5	12	15	66			

*DISTANCE FROM EDGE OF PAVEMENT TO THE CENTER OF POST NEAREST TO THE EDGE OF PAVEMENT
**L1 IS THE LENGTH OF THE POST NEAREST TO THE EDGE OF PAVEMENT

LOCATION (STA.)	DESCRIPTION	72700100	73400100	SIGN INFORMATION					
		STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	CONCRETE FOUNDATIONS	DISTANCE FROM EOP TO POST*	POST SPACING C-C	SIGN SUPPORT SIZE	SIGN POST LENGTH L1**	SIGN POST LENGTH L2	STUB LENGTH
		POUND	CU YD	FT	FT		FT	FT	
40+90 RT	CUSTOM GUIDE SIGN	508.75	1.4	12.1	6.3	W6X15	13.2	15.8	2 @ 2.5
	TOTAL:	509	1.4						

*DISTANCE FROM EDGE OF PAVEMENT TO THE CENTER OF POST NEAREST TO THE EDGE OF PAVEMENT
**L1 IS THE LENGTH OF THE POST NEAREST TO THE EDGE OF PAVEMENT

LOCATION	78100100		78300200
	RAISED REFLECTIVE PAVEMENT MARKER		RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	ONE-WAY CRYSTAL	TWO-WAY AMBER	
	EACH	EACH	EACH
MAINLINE			
STA. 37+60.08 TO 68+47.40	66	5	83
EDMUND ST. RAMP A GORE	10		10
EDMUND ST. RAMP B GORE	8		8
EDMUND ST. RAMP C GORE	10		10
EDMUND ST. RAMP D GORE	10		10
SUBTOTAL:	104	5	121
TOTAL:	109		121

NOTE: NO RRPM'S TO BE PLACED ON BRIDGE DECKS

LOCATION	78200011
	BARRIER WALL REFLECTORS, TYPE C
	EACH
SN 090-0031	8
SN 090-0032	8
SN 090-0033	8
TOTAL:	24

LOCATION		NOTES	Z0024475	78200020
			TUBULAR MARKER	CURB REFLECTORS
			EACH	EACH
MAINLINE				
STA.	40+58.00	MEDIAN NOSE	1	2
STA.	67+70.00	MEDIAN NOSE	1	2
STA.	67+75.00 TO 74+50.00	EVERY 50'	14	
STA.	74+55.00	MEDIAN NOSE	1	2
		TOTAL:	17	6

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USER NAME = Armaris.AyalaDiaz	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	34
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LOCATION				78008310		78008330		78008340		78008350	78008370	78008300	78011025	78011035	78011045	78011065	78011125	78011000
				POLYUREA PAVEMENT MARKING TYPE II - LINE 4"		POLYUREA PAVEMENT MARKING TYPE II - LINE 6"		POLYUREA PAVEMENT MARKING TYPE II - LINE 8"		POLYUREA PAVEMENT MARKING TYPE II - LINE 12"	POLYUREA PAVEMENT MARKING TYPE II - LINE 24"	POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS	GROOVING FOR RECESSED PAVEMENT MARKING 5"	GROOVING FOR RECESSED PAVEMENT MARKING 7"	GROOVING FOR RECESSED PAVEMENT MARKING 9"	GROOVING FOR RECESSED PAVEMENT MARKING 13"	GROOVING FOR RECESSED PAVEMENT MARKING 25"	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS
				SOLID WHITE	SOLID YELLOW	SKIP DASH WHITE	SOLID WHITE	SOLID WHITE	SKIP DASH WHITE	DIAGONAL WHITE	STOP BAR WHITE							
				FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT
MAINLINE EB																		
EB STA.	33+56.00	TO 37+60.08		404	404	101							808	101				
	37+60.08	TO 43+89.50		629	629	157							1259	157				
	43+89.50	TO 46+34.00		245	245	61			61				489	61	61			
	46+34.00	TO 48+09.00	GORE	175	175	44		350		67			350	44	350	67		
	48+09.00	TO 61+59.00		1,350	1,350	338							2700	338				
	61+59.00	TO 63+53.00	GORE	194	194	49		388					388	49	388			
	63+53.00	TO 66+97.70	(BK)	345	345	86			86				689	86	86			
(AH)	67+00.00	TO 68+47.40		147	147	37			37				295	37	37			
	68+47.40	TO 76+00.00		753	753	188							1505	188				
MAINLINE WB																		
WB STA.	34+26.50	TO 37+60.08		334	334	83							667	83				
	37+60.08	TO 41+25.50		365	365	91							731	91				
	41+25.50	TO 47+86.50		661	661	165			165				1322	165	165			
	47+86.50	TO 50+61.50	GORE	275	275	69		550					550	69	550			
	50+61.50	TO 62+04.00		1,143	1,143	286							2285	286				
	62+04.00	TO 63+37.00	GORE	133	133	33		266		51			266	33	266	51		
	63+37.00	TO 66+55.00		318	318	80			80				636	80	80			
	66+55.00	TO 66+97.70	(BK)	43	43	11							85	11				
(AH)	67+00.00	TO 68+47.40		147	147	37							295	37				
	68+47.40	TO 76+00.00		753	753	188							1505	188				
EDMUND ST. RAMP A																		
STA.	RT TURN LANE	TO 00+00.00		188				88	25			31.2	188	0	113	0		95.36
	00+00.00	TO 03+00.00		737	205		108	191		41		15.6	942	108	191	41		47.68
	03+00.00	TO 06+78.00		378	378								756					
EDMUND ST. RAMP B																		
STA.	04+67.00	TO 08+64.50		398	398							24.3	795	0	0	0		135.66
	08+64.50	TO 10+00.00		136	136			136				62.4	271	0	136	0		190.72
	10+00.00	TO 10+87.00		9	61		84	250		116	26	31.2	70	84	250	116	26	95.36
EDMUND ST. RAMP C																		
STA.	RT TURN LANE	TO 00+00.00		108				108				31.2	108	0	108	0		95.36
	00+00.00	TO 04+05.00		1,044	296		102	158		37		15.6	1340	102	158	37		47.68
	04+05.00	TO 08+63.00		458	458								916	0	0	0		
EDMUND ST. RAMP D													0	0	0	0		
STA.	04+70.00	TO 07+63.00		293	293							24.3	586	0	0	0		135.66
	07+63.00	TO 10+40.00		277	277			277				93.6	554	0	277	0		286.08
	10+40.00	TO 11+16.00		7	75		105	240		139	26	31.2	82	105	240	139		95.36
			SUBTOTAL :	12444.7	10988.4	2103.2	398.8	3001.4	453.9	451.0	52.0	360.6	23433.1	2502.0	3455.3	451.0	26.0	1224.9
			TOTAL :	23433		2502		3455		451	52	361	23433	2502	3455	451	26	1225

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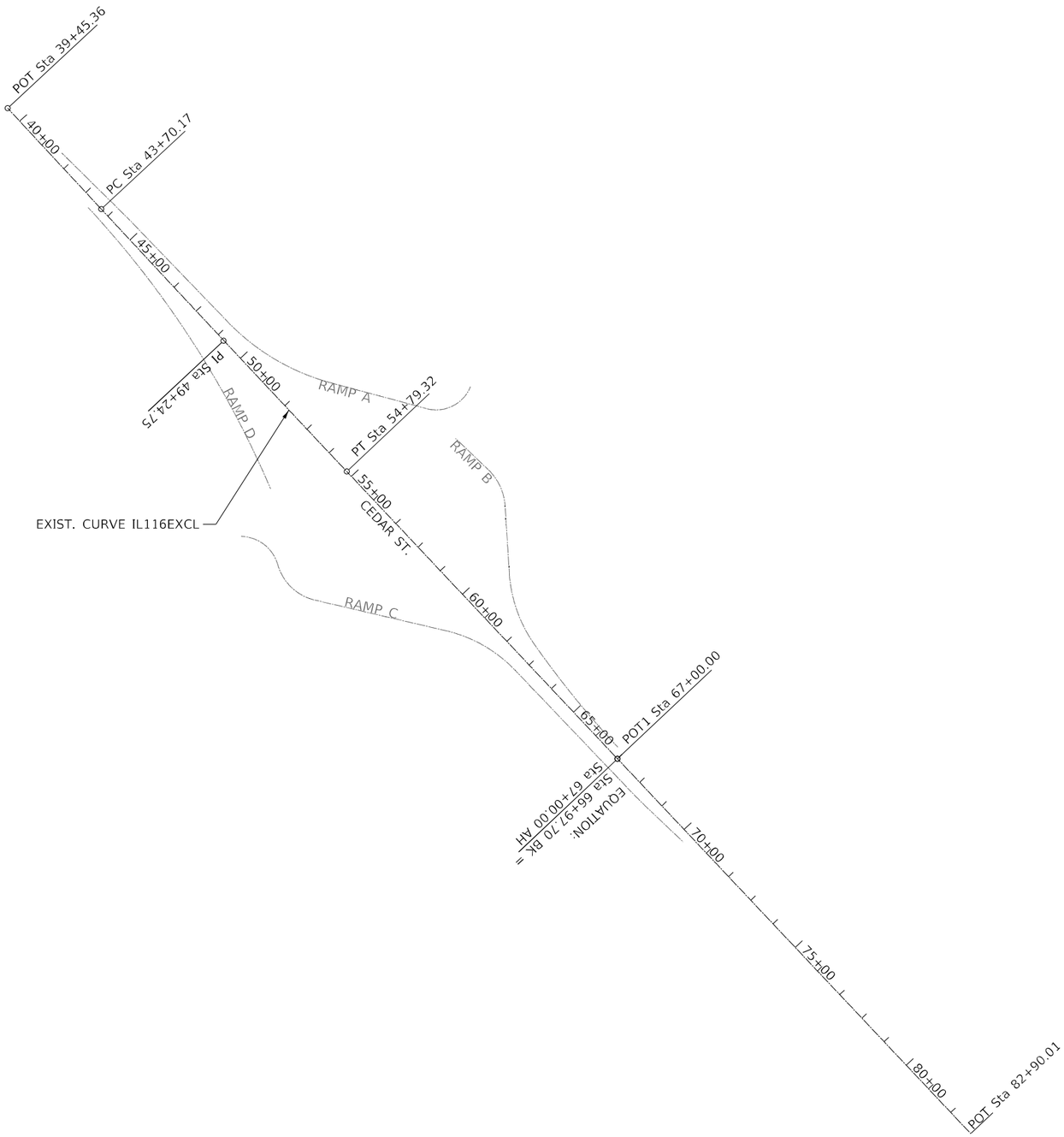
USER NAME = Armaris.AyalaDiaz	DESIGNED -	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	35
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



IL 8/IL 116 (CEDAR ST.):

EXIST. CURVE IL116EXCL
PI STA. = 49+24.75
Δ = 0° 25' 22" (LT)
D = 0° 02' 17"
R = 150,317.74'
T = 554.58'
L = 1,109.15'
E = 1.02'
e = NC
T.R. = NA
S.E. RUN = NA
P.C. STA. = 43+70.17
P.T. STA. = 54+79.32

ALIGNMENT COORDINATE - CEDAR ST.		
DESCRIPTION	GROUND COORDINATES	
	NORTHING	EASTING
POT 39+45.36	1,459,543.6500	2,455,415.2390
PC 43+70.17	1,459,232.3987	2,455,704.3449
PI 49+24.75	1,458,826.0625	2,456,081.7703
PT 54+79.32	1,458,422.5224	2,456,462.1836
POT 66+97.7 (BK) =67+00.00 (AH)	1,457,535.9698	2,457,297.9280
POT 82+90.01	1,456,379.0010	2,458,388.5911

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USER NAME = $USER$	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	36
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

EDMUND ST. RAMP A:

EXIST. CURVE RAMPA2
PI STA. = 6+63.26
Δ = 31° 00' 00" (RT)
D = 8° 18' 14"
R = 689.99'
T = 191.35'
L = 373.32'
E = 26.04'
e = MATCH EXT.
T.R. = NA
S.E. RUN = NA
P.C. STA. = 4+71.91
P.T. STA. = 8+45.23

EXIST. CURVE RAMPA1
PI STA. = 1+01.02
Δ = 83° 04' 55" (RT)
D = 50° 15' 06"
R = 114.02'
T = 101.02'
L = 165.33'
E = 38.31'
e = MATCH EXT. (8% MAX.)
T.R. = NA
S.E. RUN = NA
P.C. STA. = 0+00.00
P.T. STA. = 1+65.33

EDMUND ST. RAMP B:

EXIST. CURVE RAMPB3
PI STA. = 9+19.03
Δ = 42° 45' 38" (LT)
D = 33° 35' 05"
R = 170.60'
T = 66.79'
L = 127.32'
E = 12.61'
e = MATCH EXT.
T.R. = NA
S.E. RUN = NA
P.C. STA. = 8+52.24
P.T. STA. = 9+79.56

EXIST. CURVE RAMPB2
PI STA. = 5+30.96
Δ = 31° 26' 18" (RT)
D = 13° 19' 30"
R = 429.99'
T = 121.02'
L = 235.94'
E = 16.71'
e = MATCH EXT. (8% MAX.)
T.R. = NA
S.E. RUN = NA
P.C. STA. = 4+09.94
P.T. STA. = 6+45.88

EXIST. CURVE RAMPB1
PI STA. = 2+05.31
Δ = 8° 03' 42" (RT)
D = 1° 58' 00"
R = 2,913.54'
T = 205.31'
L = 409.94'
E = 7.22'
e = MATCH EXT.
T.R. = NA
S.E. RUN = NA
P.C. STA. = 0+00.00
P.T. STA. = 4+09.94

EDMUND ST. RAMP C:

EXIST. CURVE RAMPC1
PI STA. = 0+88.66
Δ = 72° 54' 55" (RT)
D = 47° 44' 44"
R = 120.00'
T = 88.66'
L = 152.72'
E = 29.20'
e = MATCH EXT.
T.R. = NA
S.E. RUN = NA
P.C. STA. = 0+00.00
P.T. STA. = 1+52.72

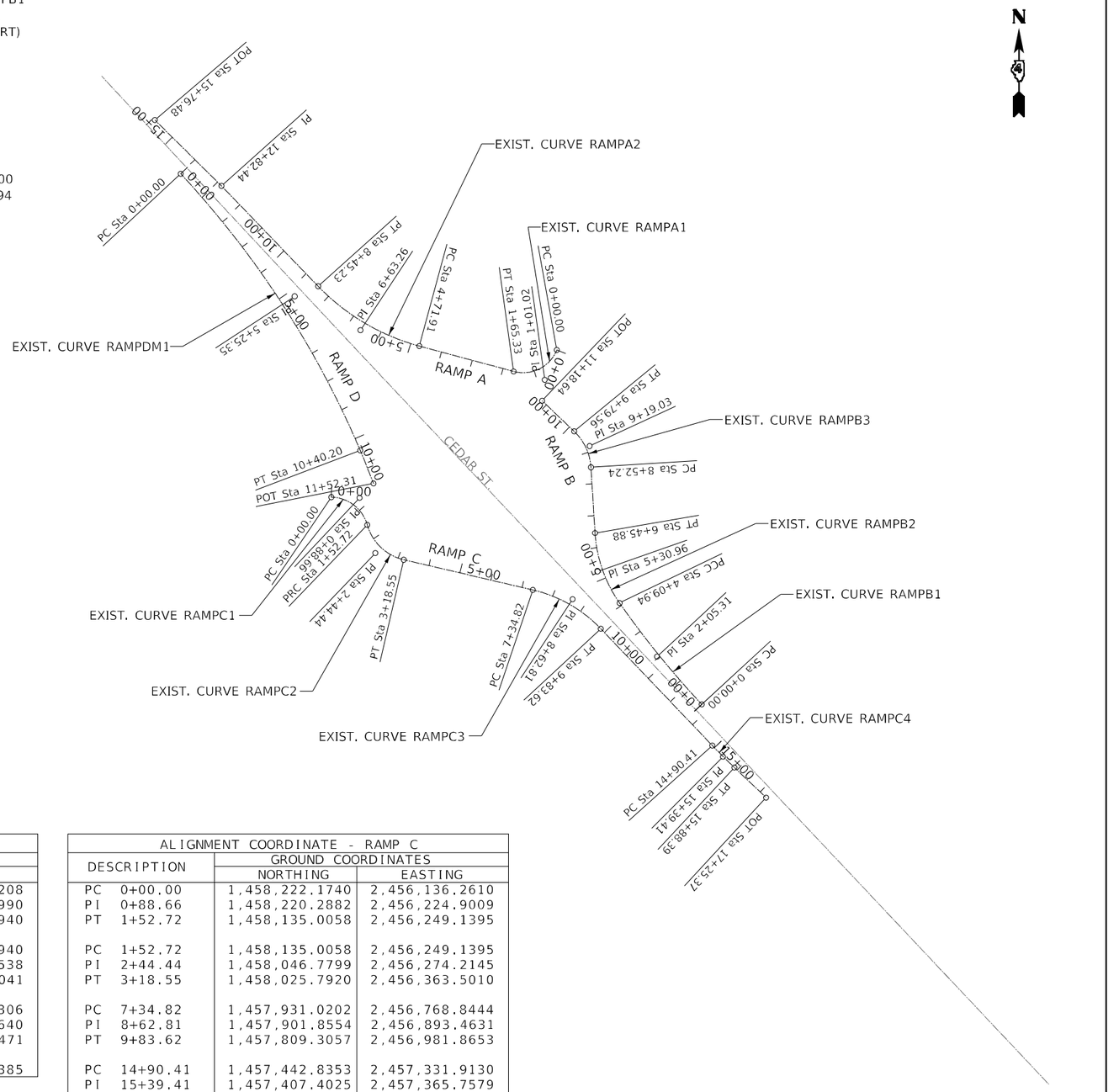
EXIST. CURVE RAMPC2
PI STA. = 2+44.44
Δ = 60° 54' 22" (LT)
D = 36° 43' 40"
R = 156.00'
T = 91.72'
L = 165.83'
E = 24.97'
e = MATCH EXT.
T.R. = NA
S.E. RUN = NA
P.C. STA. = 1+52.72
P.T. STA. = 3+18.55

EXIST. CURVE RAMPC3
PI STA. = 8+62.81
Δ = 33° 08' 27" (RT)
D = 13° 19' 14"
R = 430.13'
T = 127.99'
L = 248.80'
E = 18.64'
e = MATCH EXT. (8% MAX.)
T.R. = NA
S.E. RUN = NA
P.C. STA. = 7+34.82
P.T. STA. = 9+83.62

EXIST. CURVE RAMPC4
PI STA. = 15+39.41
Δ = 2° 48' 25" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 49.00'
L = 97.98'
E = 0.60'
e = MATCH EXT.
T.R. = NA
S.E. RUN = NA
P.C. STA. = 14+90.41
P.T. STA. = 15+88.39

EDMUND ST. RAMP D:

EXIST. CURVE RAMPDM1
PI STA. = 5+25.35
Δ = 19° 49' 16" (RT)
D = 1° 54' 20"
R = 3,006.83'
T = 525.35'
L = 1,040.20'
E = 45.55'
e = MATCH EXT.
T.R. = NA
S.E. RUN = NA
P.C. STA. = 0+00.00
P.T. STA. = 10+40.20



ALIGNMENT COORDINATE - RAMP A		
DESCRIPTION	GROUND COORDINATES	
	NORTHING	EASTING
PC 0+00.00	1,458,683.9699	2,456,843.8769
PI 1+01.02	1,458,590.3093	2,456,806.0256
PT 1+65.33	1,458,616.6038	2,456,708.4877
PC 4+71.91	1,458,696.4036	2,456,412.4754
PI 6+63.26	1,458,746.2102	2,456,227.7211
PT 8+45.23	1,458,884.0582	2,456,095.0081
POT 12+82.44	1,459,198.8340	2,455,791.5790
POT 15+76.48	1,459,405.5173	2,455,582.4413

ALIGNMENT COORDINATE - RAMP D		
DESCRIPTION	GROUND COORDINATES	
	NORTHING	EASTING
PC 0+00.00	1,459,237.2586	2,455,663.5596
PI 5+25.35	1,458,852.3682	2,456,021.1234
PT 10+40.20	1,458,369.0355	2,456,226.9923
POT 11+52.31	1,458,265.0245	2,456,268.8297

ALIGNMENT COORDINATE - RAMP B		
DESCRIPTION	GROUND COORDINATES	
	NORTHING	EASTING
PC 0+00.00	1,457,571.8199	2,457,298.9208
PI 2+05.31	1,457,721.7867	2,457,158.6990
PT 4+09.94	1,457,889.9360	2,457,040.8940
PC 4+09.94	1,457,889.9360	2,457,040.8940
PI 5+30.96	1,457,989.0516	2,456,971.4538
PT 6+45.88	1,458,109.8359	2,456,963.9041
PC 8+52.24	1,458,315.7939	2,456,951.0306
PI 9+19.03	1,458,382.4538	2,456,946.8640
PT 9+79.56	1,458,428.5666	2,456,898.5471
POT 11+18.64	1,458,524.5855	2,456,797.9385

ALIGNMENT COORDINATE - RAMP C		
DESCRIPTION	GROUND COORDINATES	
	NORTHING	EASTING
PC 0+00.00	1,458,222.1740	2,456,136.2610
PI 0+88.66	1,458,220.2882	2,456,224.9009
PT 1+52.72	1,458,135.0058	2,456,249.1395
PC 1+52.72	1,458,135.0058	2,456,249.1395
PI 2+44.44	1,458,046.7799	2,456,274.2145
PT 3+18.55	1,458,025.7920	2,456,363.5010
PC 7+34.82	1,457,931.0202	2,456,768.8444
PI 8+62.81	1,457,901.8554	2,456,893.4631
PT 9+83.62	1,457,809.3057	2,456,981.8653
PC 14+90.41	1,457,442.8353	2,457,331.9130
PI 15+39.41	1,457,407.4025	2,457,365.7579
PT 15+88.39	1,457,373.6696	2,457,401.2974
POT 17+25.37	1,457,279.3662	2,457,500.6512

0 200' 400'

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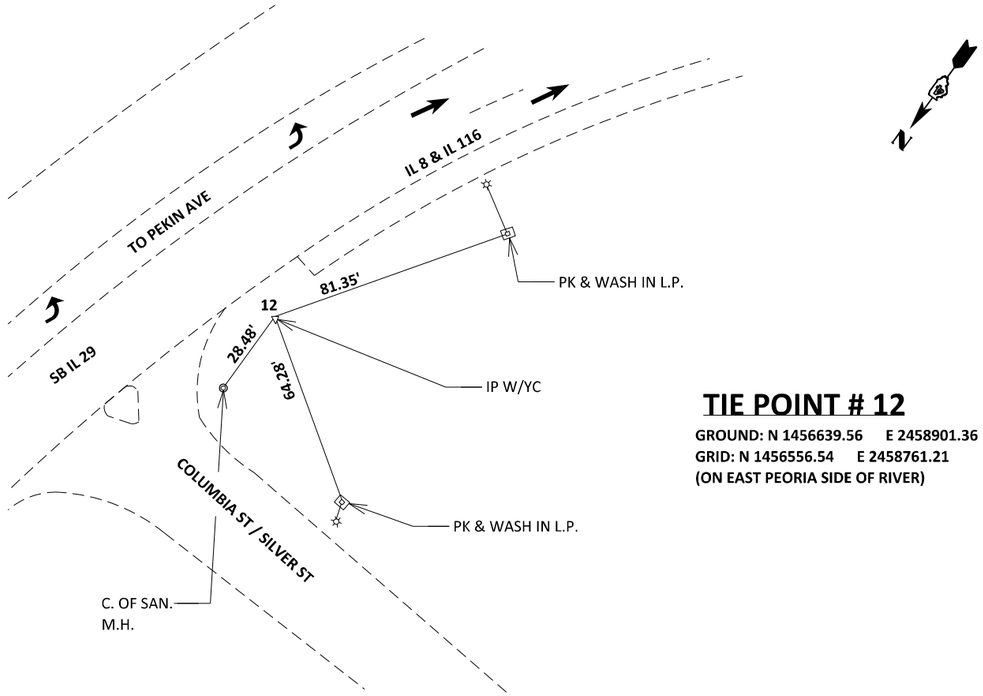
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

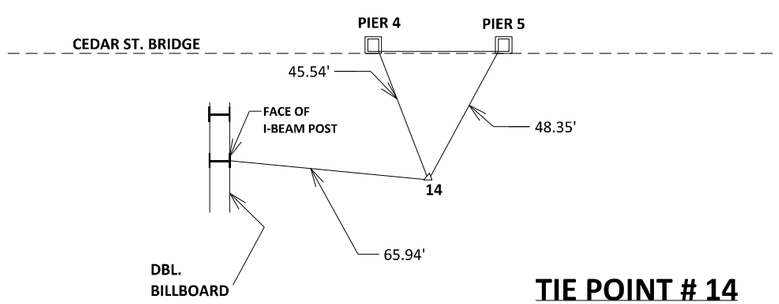
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669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	37
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



TIE POINT # 12

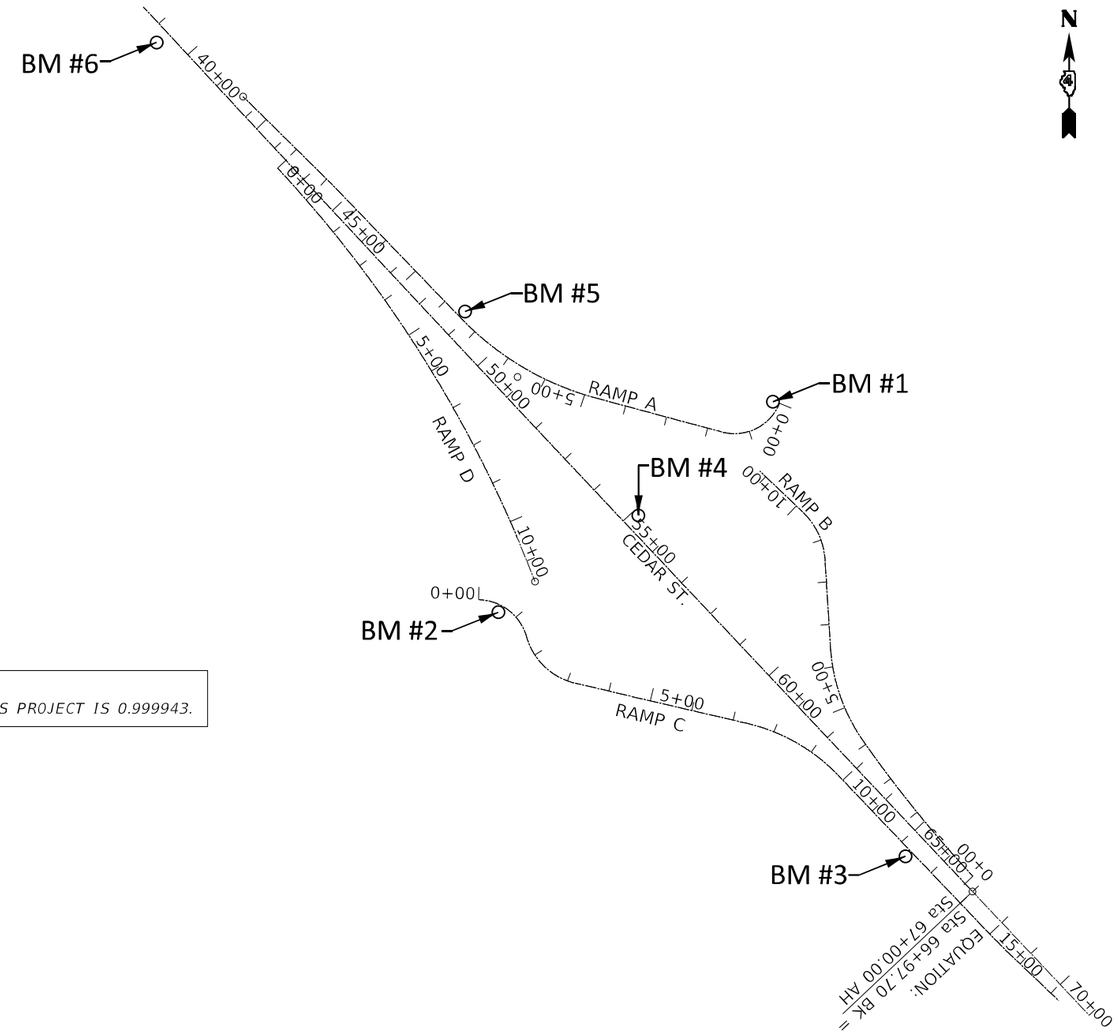
GROUND: N 1456639.56 E 2458901.36
GRID: N 1456556.54 E 2458761.21
(ON EAST PEORIA SIDE OF RIVER)

NOTE:
GRID/GROUND FACTOR ON THIS PROJECT IS 0.999943.



TIE POINT # 14

#5 REBAR WITH IDOT CAP, FLUSH.
GROUND: N 1462207.55 E 2452855.90
GRID: N 1462124.21 E 2452716.10
(ON PEORIA SIDE OF RIVER)



BENCHMARK DATA

BM#1 TOP OF SOUTHWESTERLY BOLT ON LIGHT POLE
EDMUND ST. RAMP A NEAR STA. 0+00 RT
GRID: N 1458602.15120 E 2456694.53950
ELEVATION 449.12

BM#2 TOP OF NORTHEASTERLY BOLT ON LIGHT POLE
EDMUND ST. RAMP C NEAR STA. 0+56 RT
GRID: N 1458116.94100 E 2456047.36200
ELEVATION 444.73

BM#3 FD. CHIS SQUARE SOUTHWESTERLY WINGWALL
SN 090-0033 NEAR STA. 65+33 RT
GRID: N 1457542.03900 E 2457009.85200
ELEVATION 466.21

BM#4 SET CHIS SQUARE NORTHWESTERLY WINGWALL
SN 090-0032 NEAR STA. 55+14 LT
GRID: N 1458337.16870 E 2456372.31320
ELEVATION 464.76

BM#5 TOP OF SOUTHEASTERLY BOLT ON LIGHT POLE
EDMUND ST. RAMP A NEAR STA. 8+50 RT
GRID: N 1458811.73200 E 2455960.47200
ELEVATION 461.03

BM#6 TOP OF SOUTHEASTERLY BOLT ON LIGHT POLE
CEDAR ST. NEAR STA. 39+28 RT
GRID: N 1459449.62100 E 2455239.03400
ELEVATION 462.97

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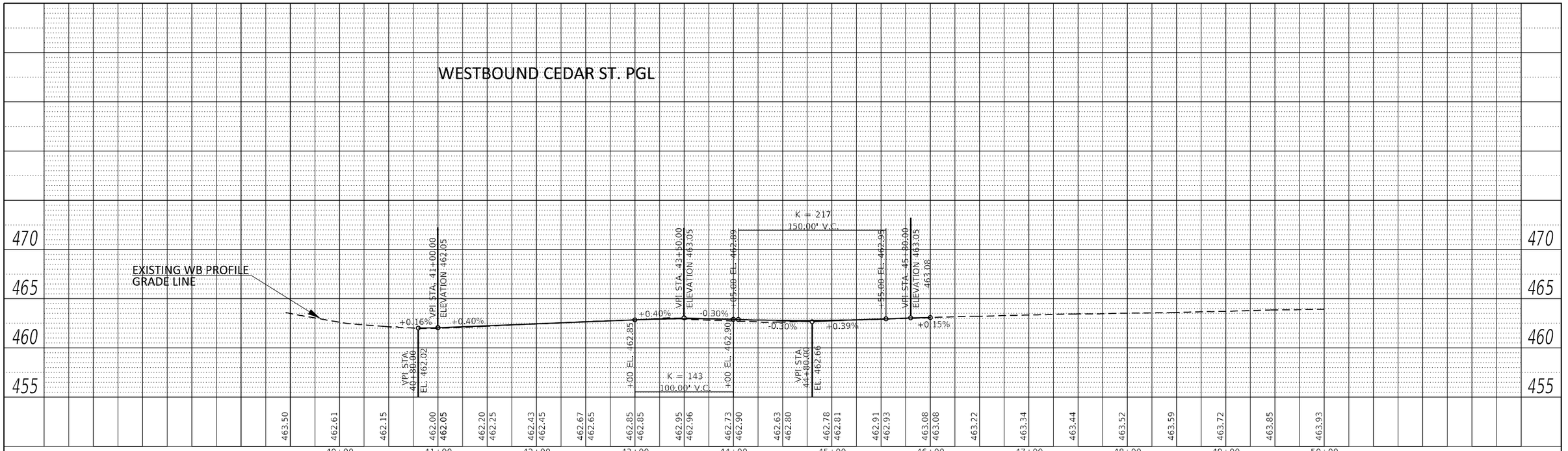
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

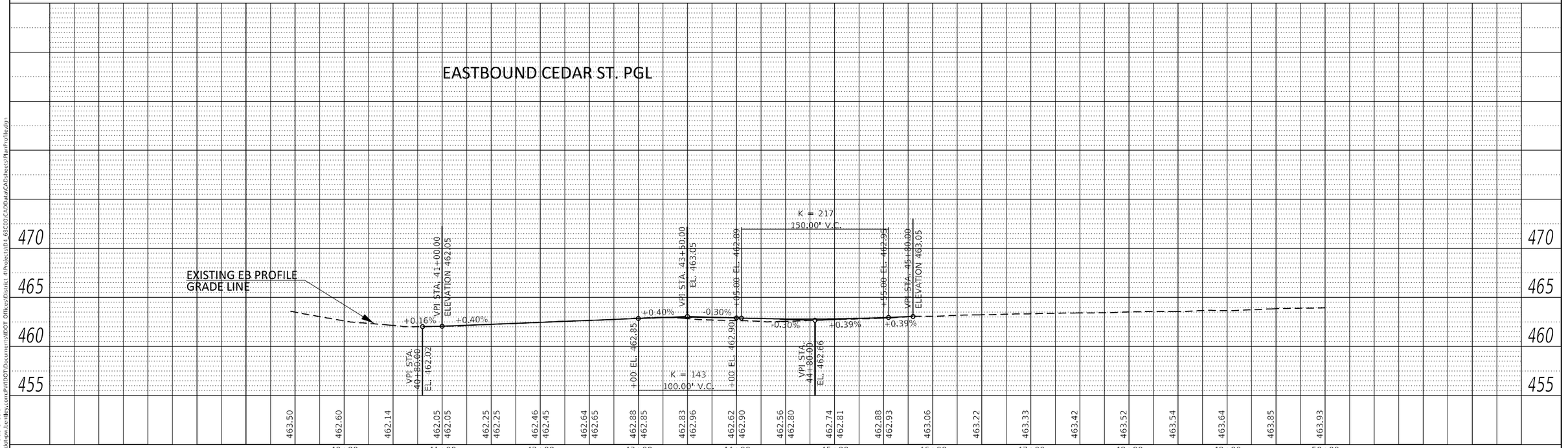
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	38
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

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DESIGN CHECKED
NOTE BOOK
NO.
BY
DATE
DRAWN CHECKED
R.O.W. CHECKED
CADD FILE NAME

PROFILE
SURVEYED
PLOTTED
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NOTE BOOK
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BM. NOTED
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BY
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

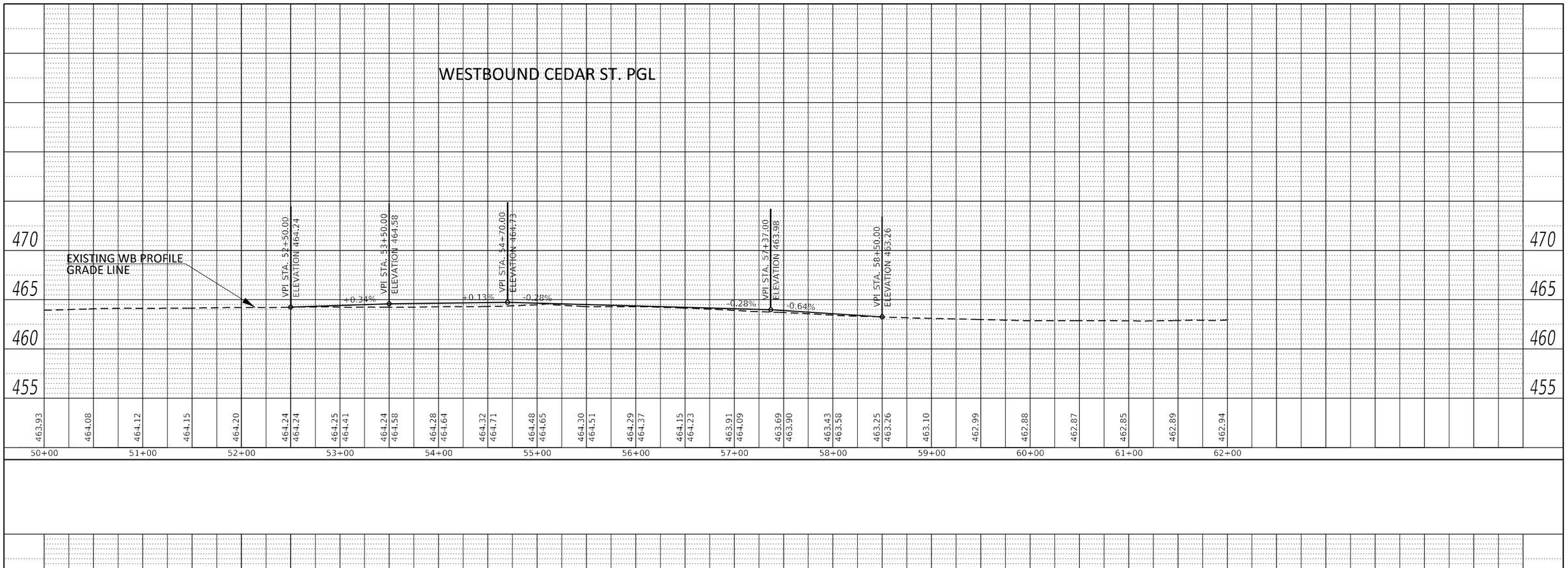
PROPOSED PROFILE
CEDAR ST.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

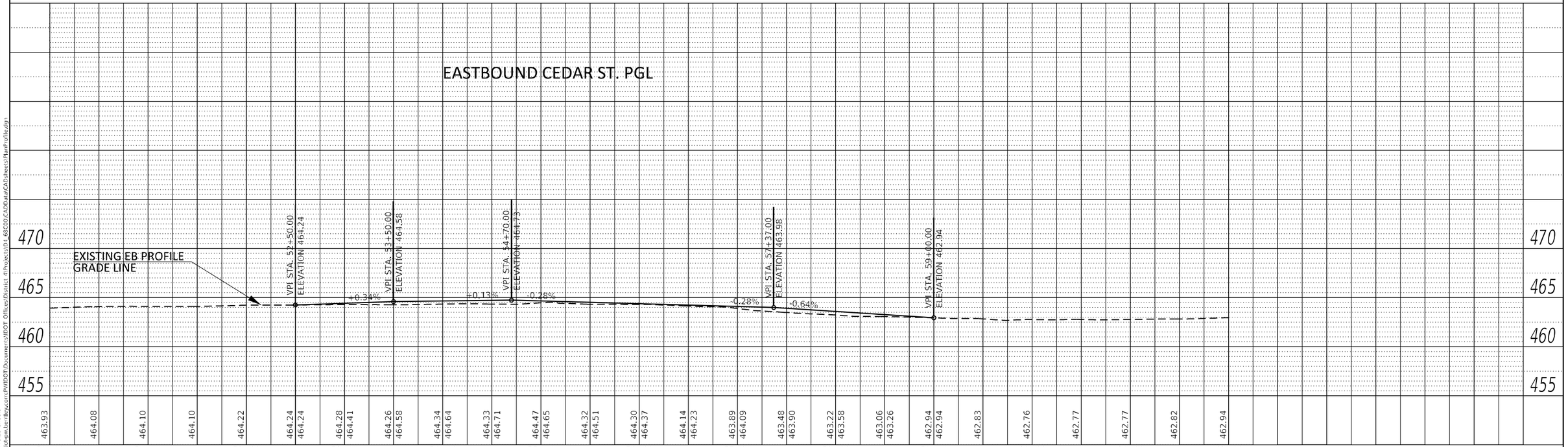
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PROFILE

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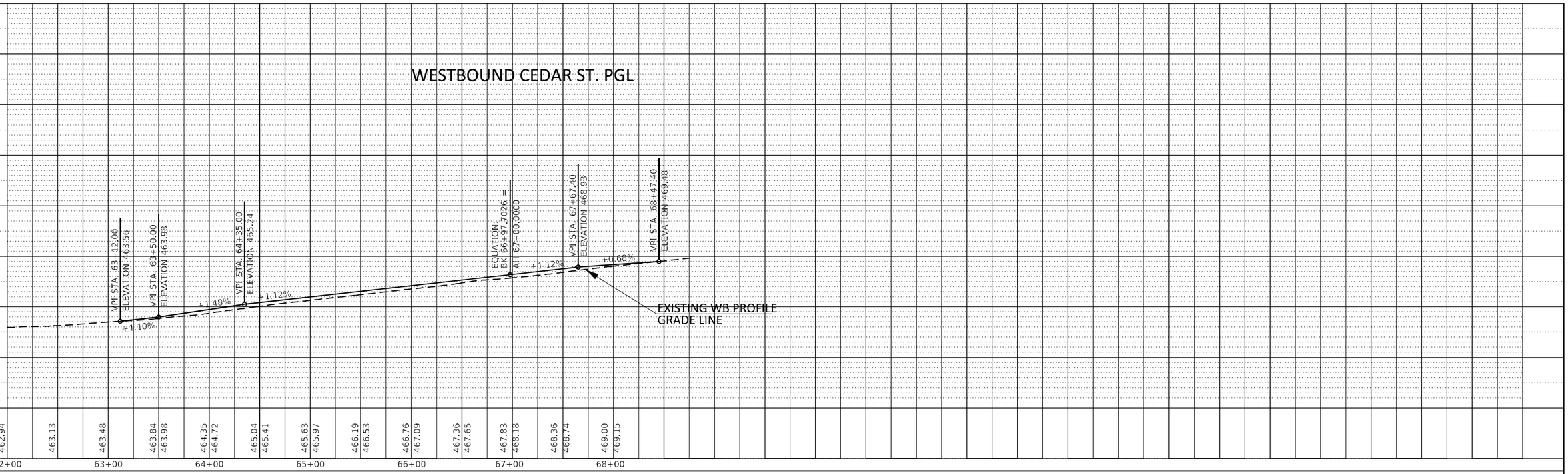
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE
CEDAR ST.

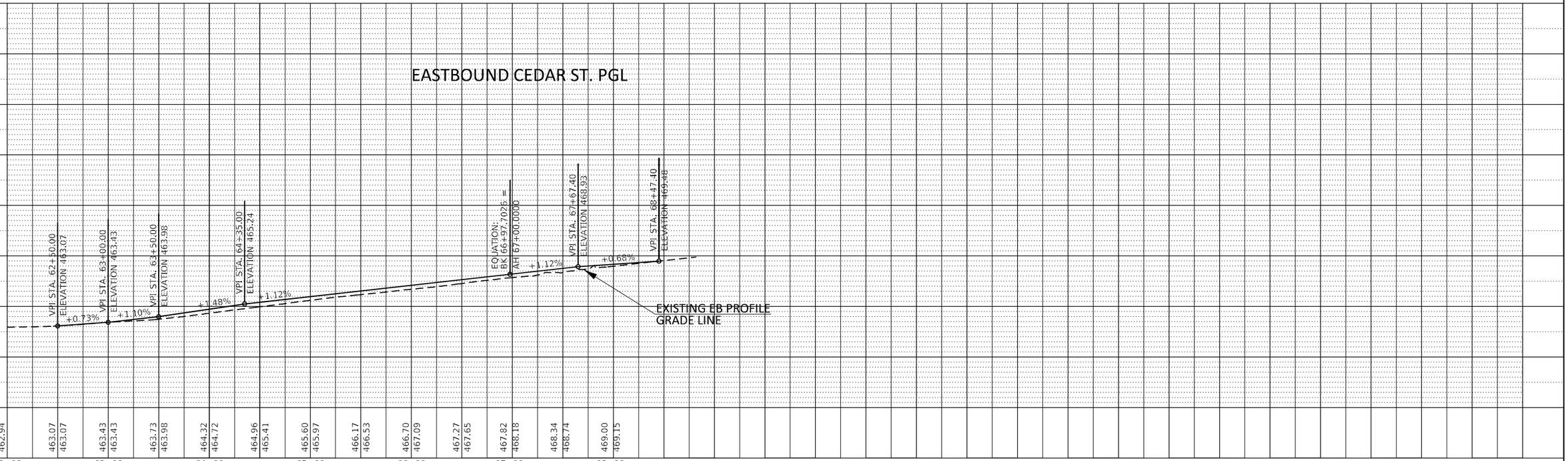
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		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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R.O.W. CHECKED
NOTE BOOK
NO.

BY	DATE



PROFILE
SURVEYED
PLOTTED
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R.O.W. CHECKED
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BY	DATE
BAA, MDTD	
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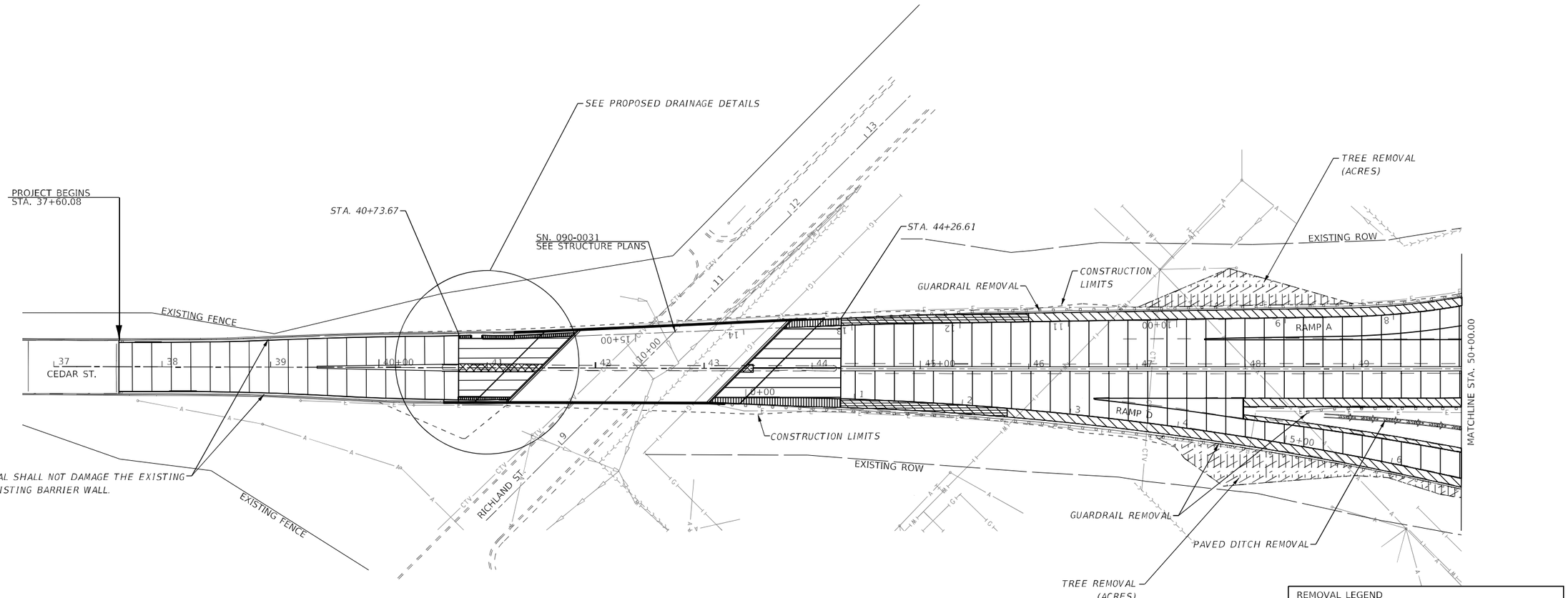
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE
CEDAR ST.

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	41
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



REMOVAL LEGEND

- HMA SURFACE REMOVAL, $2\frac{1}{2}$"
- HMA SURFACE REMOVAL, $4\frac{1}{2}$"
- HMA SURFACE REMOVAL, VARIABLE DEPTH
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- HMA SURFACE REMOVAL BUTT JOINT
- TREE REMOVAL (6 TO 15 UNITS DIAMETER)
- TREE REMOVAL (ACRES)

NOTES:
1. SEE STRUCTURE PLANS FOR REMOVAL ITEMS ON THE STRUCTURES.
2. PAVED SHOULDER REMOVAL INCLUDES THE REMOVAL OF ANY EXISTING HMA CURB.
3. THESE SHEETS DO NOT INCLUDE REMOVAL ITEMS FROM PRE-STAGE.

0 50 100 150
SCALE IN FEET

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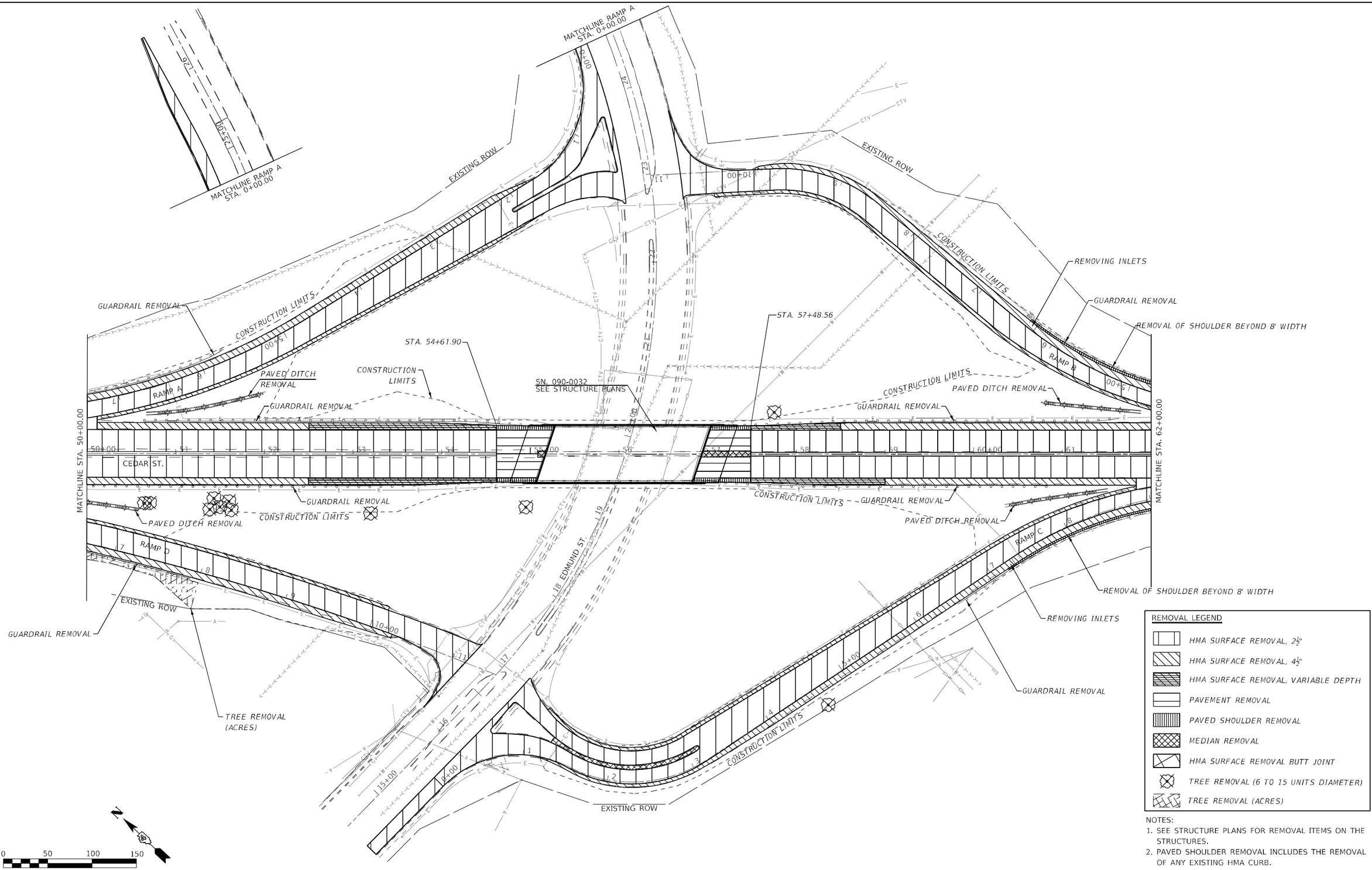
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN SHEETS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	42
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



REMOVAL LEGEND

- HMA SURFACE REMOVAL, 2½"
- HMA SURFACE REMOVAL, 4½"
- HMA SURFACE REMOVAL, VARIABLE DEPTH
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- HMA SURFACE REMOVAL BUTT JOINT
- TREE REMOVAL (6 TO 15 UNITS DIAMETER)
- TREE REMOVAL (ACRES)

NOTES:

1. SEE STRUCTURE PLANS FOR REMOVAL ITEMS ON THE STRUCTURES.
2. PAVED SHOULDER REMOVAL INCLUDES THE REMOVAL OF ANY EXISTING HMA CURB.
3. THESE SHEETS DO NOT INCLUDE REMOVAL ITEMS FROM PRE-STAGE.

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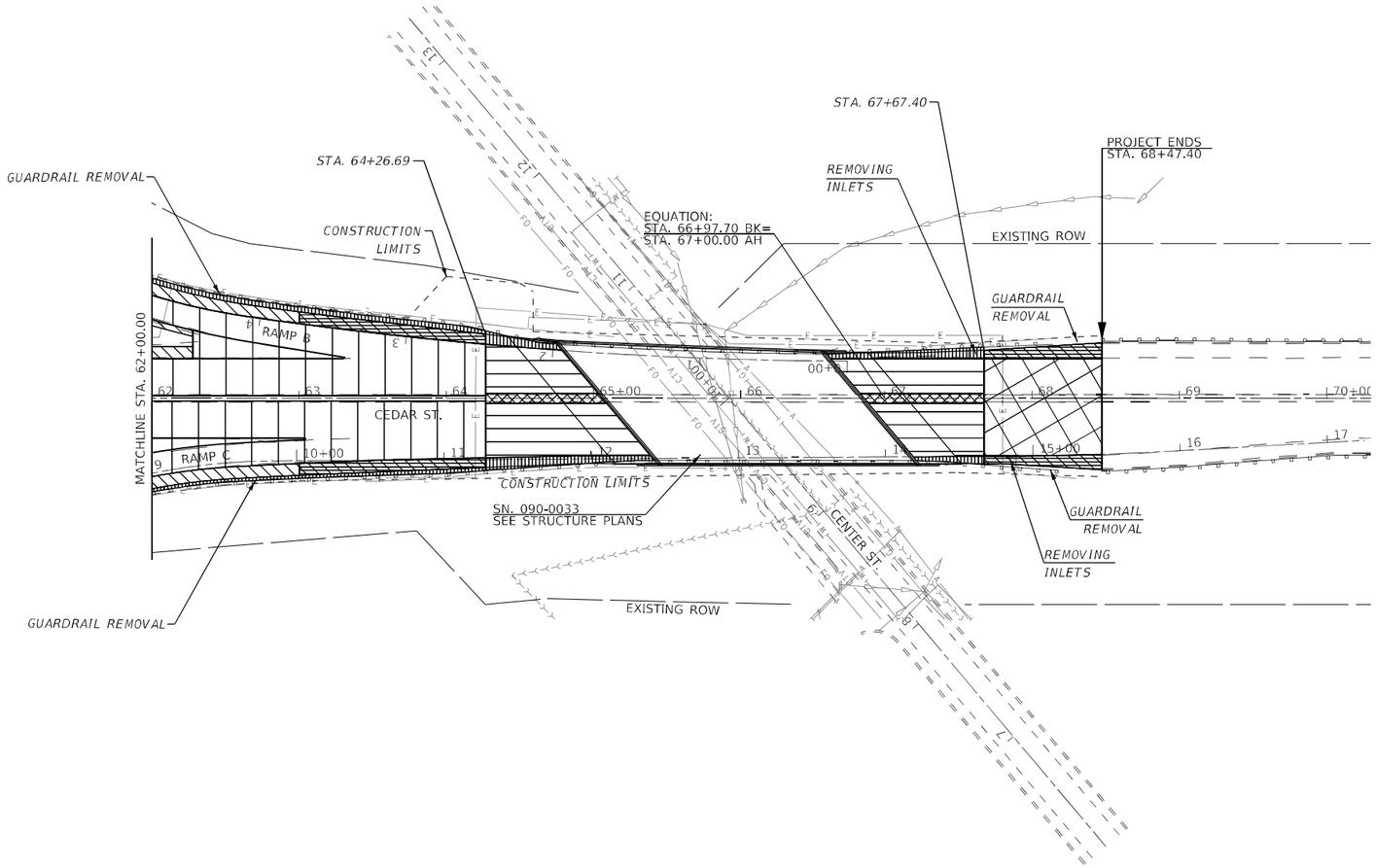
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN SHEETS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	43
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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REMOVAL LEGEND

- HMA SURFACE REMOVAL, 2½"
- HMA SURFACE REMOVAL, 4½"
- HMA SURFACE REMOVAL, VARIABLE DEPTH
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- HMA SURFACE REMOVAL BUTT JOINT
- TREE REMOVAL (6 TO 15 UNITS DIAMETER)
- TREE REMOVAL (ACRES)

NOTES:
1. SEE STRUCTURE PLANS FOR REMOVAL ITEMS ON THE STRUCTURES.
2. PAVED SHOULDER REMOVAL INCLUDES THE REMOVAL OF ANY EXISTING HMA CURB.
3. THESE SHEETS DO NOT INCLUDE REMOVAL ITEMS FROM PRE-STAGE.

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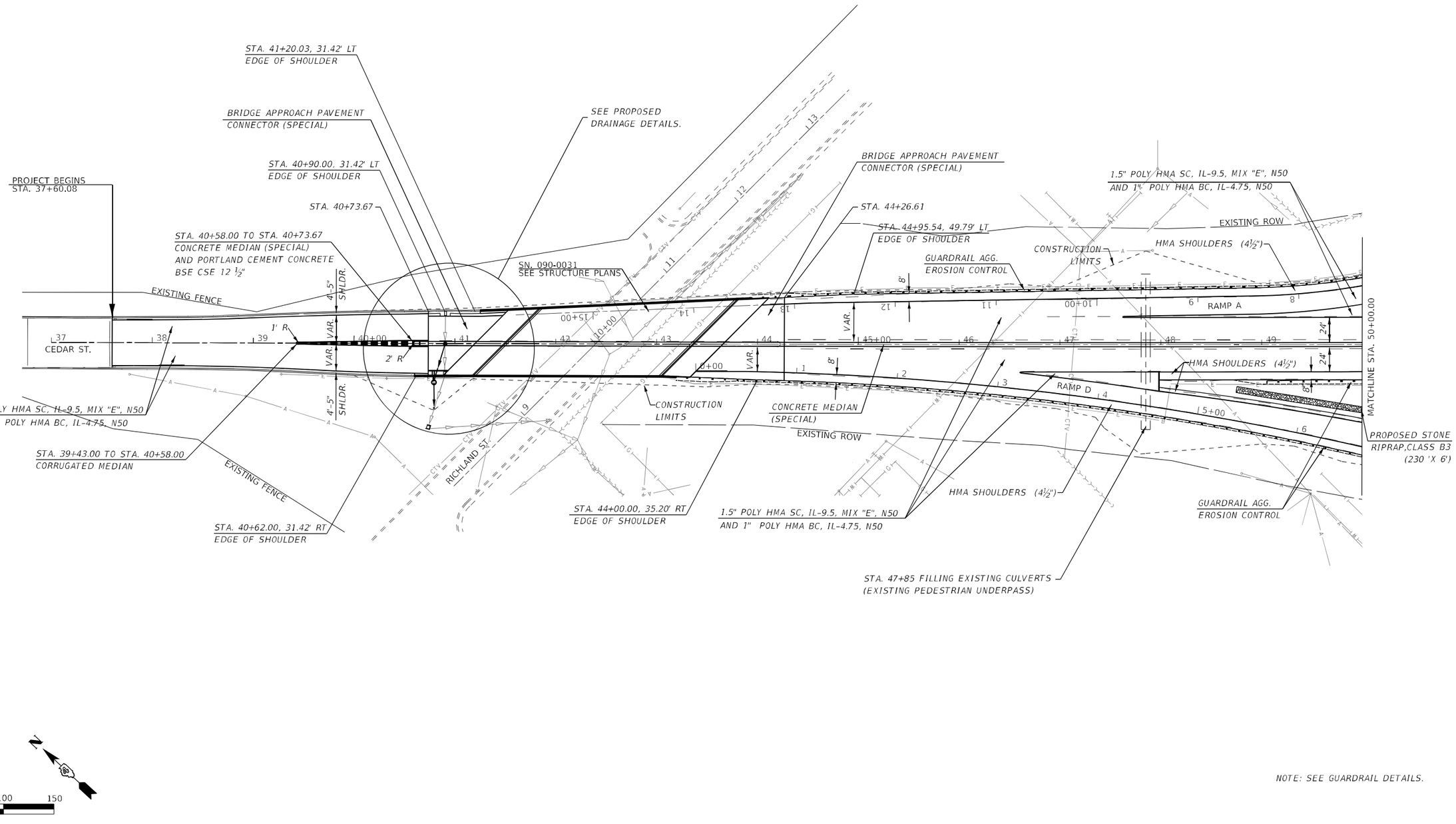
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN SHEETS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	44
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



NOTE: SEE GUARDRAIL DETAILS.

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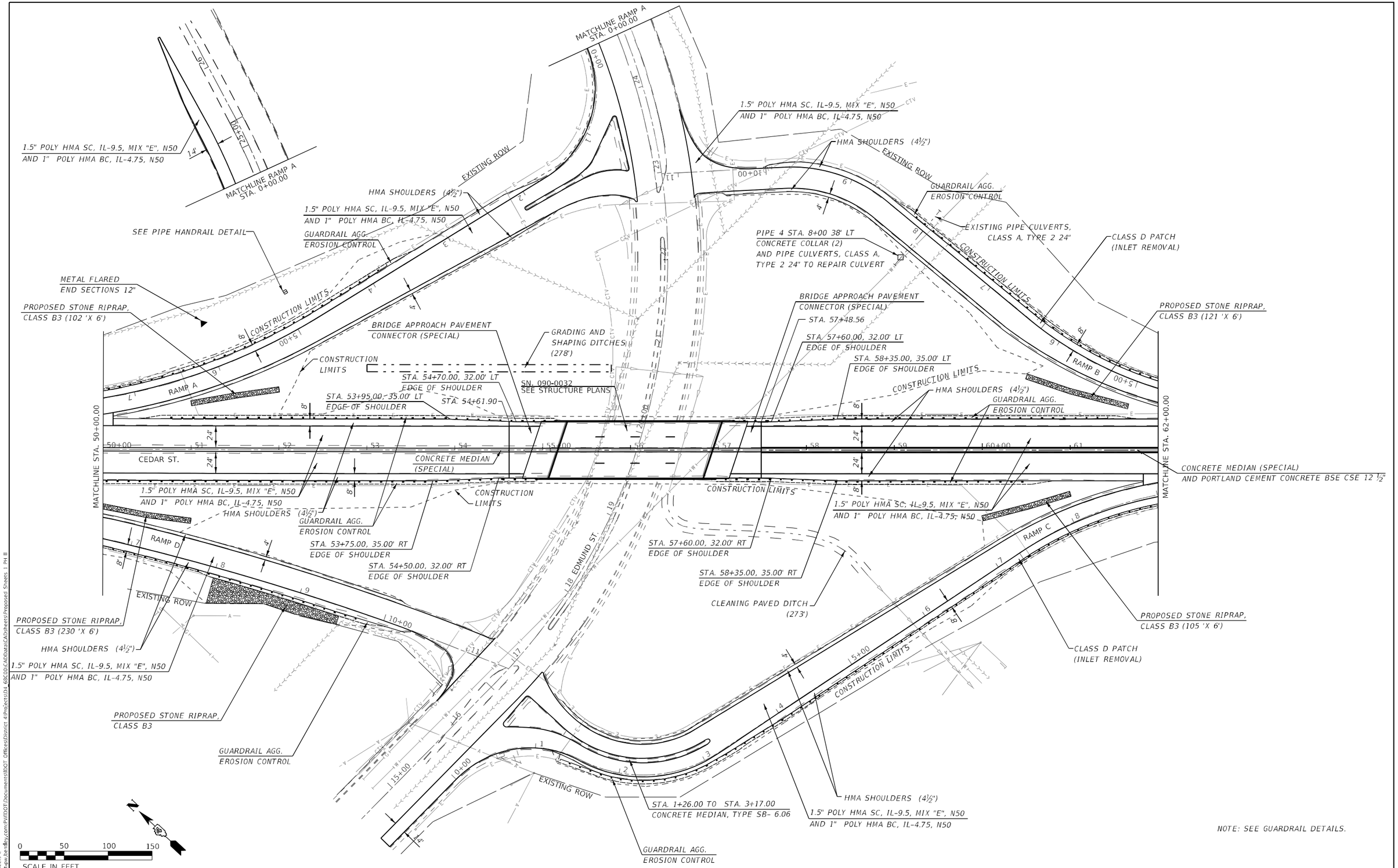
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN SHEETS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	ILLINOIS FED. AID PROJECT			



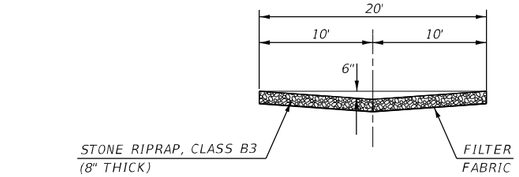
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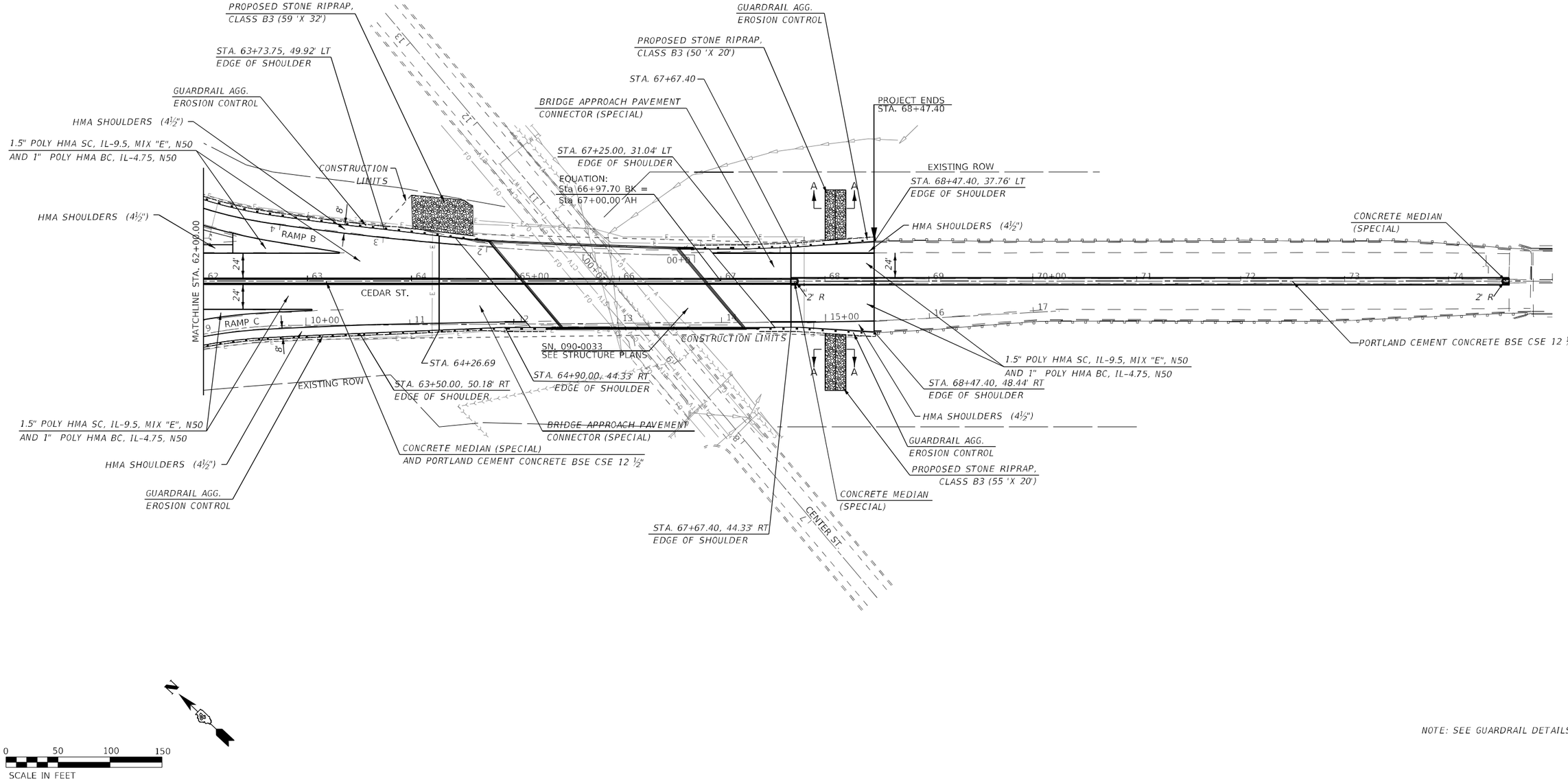
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		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



SECTION A-A



NOTE: SEE GUARDRAIL DETAILS.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

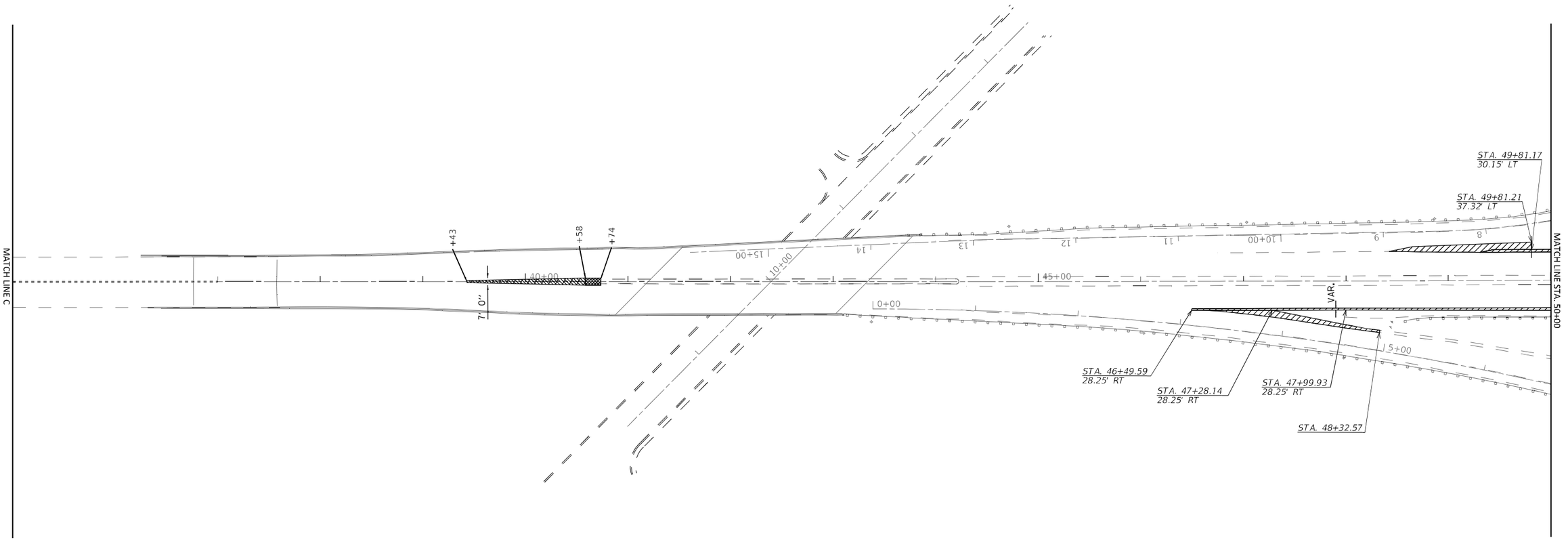
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SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	47
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 2 $\frac{1}{4}$" AND HMA SHOULDERS
- MEDIAN REMOVAL AND PCC BASE COURSE, 12 $\frac{1}{2}$"
- MEDIAN REMOVAL AND TEMPORARY PAVEMENT



NOTE: TRAFFIC CONTROL HIGHWAY STANDARDS 701456, 701411 AND 701606 SHALL BE USED FOR PRE-STAGE WORK.

MODEL: Staging Plan Sheets
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	DRAWN -	REVISED -	
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

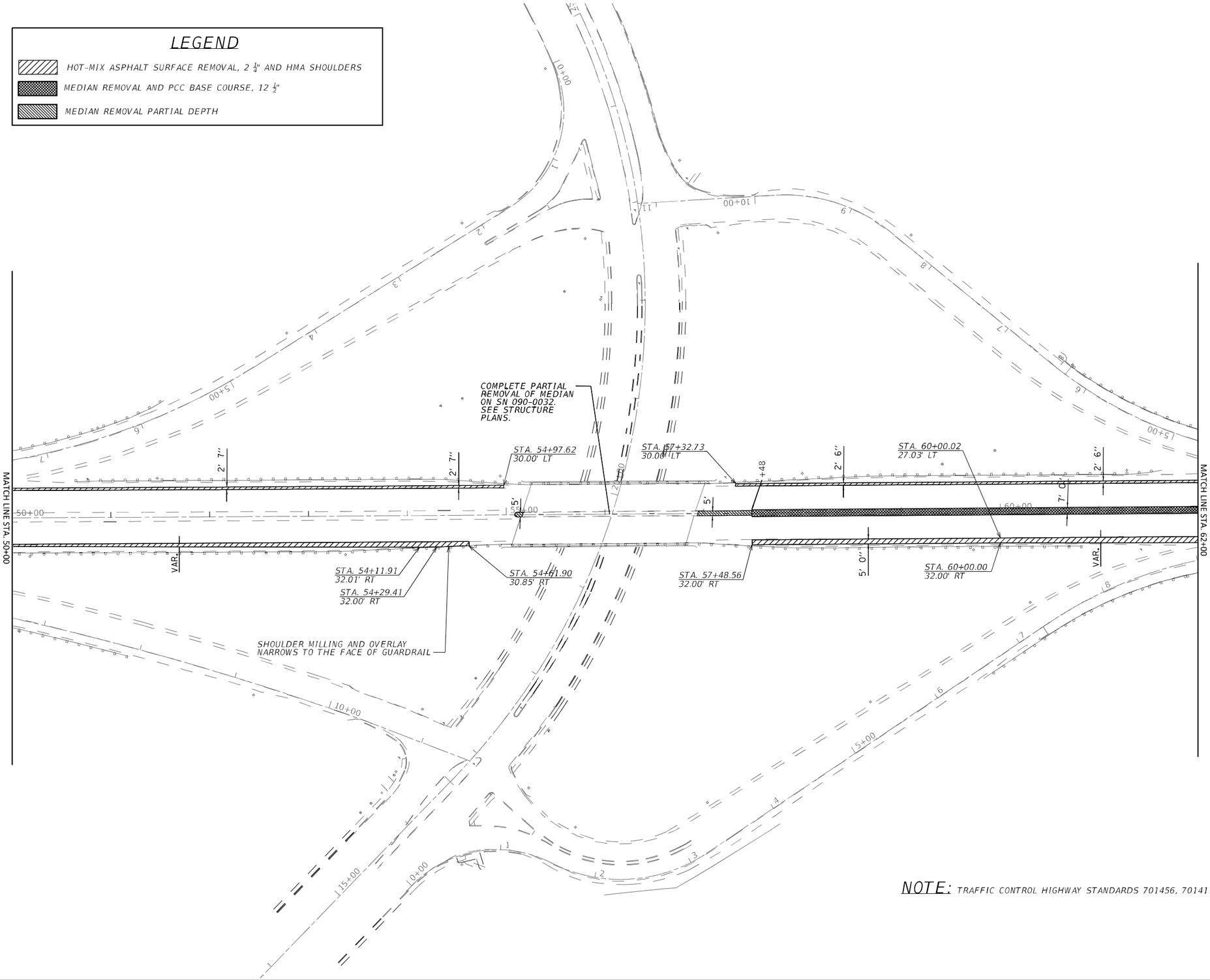
PRE-STAGE DETAILS

SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	48
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" AND HMA SHOULDERS
- MEDIAN REMOVAL AND PCC BASE COURSE, 12 1/2"
- MEDIAN REMOVAL PARTIAL DEPTH



NOTE: TRAFFIC CONTROL HIGHWAY STANDARDS 701456, 701411 AND 701606 SHALL BE USED FOR PRE-STAGE WORK.

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PLOT DATE = 8/28/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

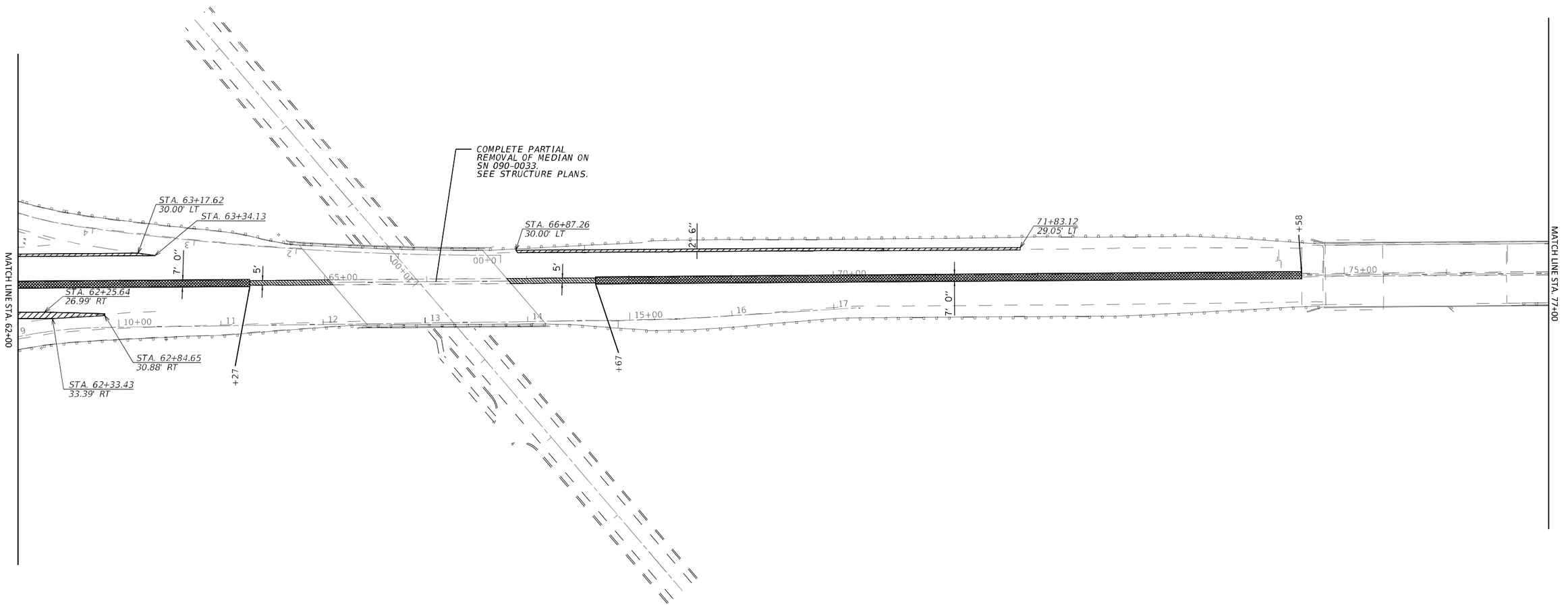
PRE-STAGE DETAILS

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	49
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" AND HMA SHOULDERS
- MEDIAN REMOVAL AND PCC BASE COURSE, 12 1/2"
- MEDIAN REMOVAL PARTIAL DEPTH



NOTE: TRAFFIC CONTROL HIGHWAY STANDARDS 701456, 701411 AND 701606 SHALL BE USED FOR PRE-STAGE WORK.

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PLOT DATE = 8/28/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE DETAILS

SCALE: | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	50
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

STAGE I

CONSTRUCTION

1. CONSTRUCT THE STAGE I PORTION OF EACH STRUCTURE, APPROACH PAVEMENT, AND CONNECTOR PAVEMENT.
2. PATCH TRAFFIC LANES CLOSED TO TRAFFIC.
3. CONSTRUCT TEMPORARY RAMPS AT THE ENDS OF THE CONNECTOR PAVEMENTS. THE TEMPORARY RAMPS SHALL EXTEND ACROSS TRAFFIC LANES AND THE ENTIRE WIDTH OF THE OUTSIDE SHOULDER.
4. INSTALL THE TRAFFIC BARRIER TERMINAL, TYPE 6 AT EACH END OF THE NEW PARAPETS.
5. INSTALL TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A TO CONNECT THE TYPE 6 TERMINALS TO THE EXISTING GUARDRAIL BEYOND THE TEMPORARY RAMPS.

NOTE: SEE THE SCHEDULES OF QUANTITIES FOR LOCATIONS OF TEMPORARY RAMPS AND TEMPORARY STEEL PLATE BEAM GUARDRAIL.

TRAFFIC CONTROL

- SEE THE STAGE I PLAN SHEETS.

MODEL: Staging Plan Sheets
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

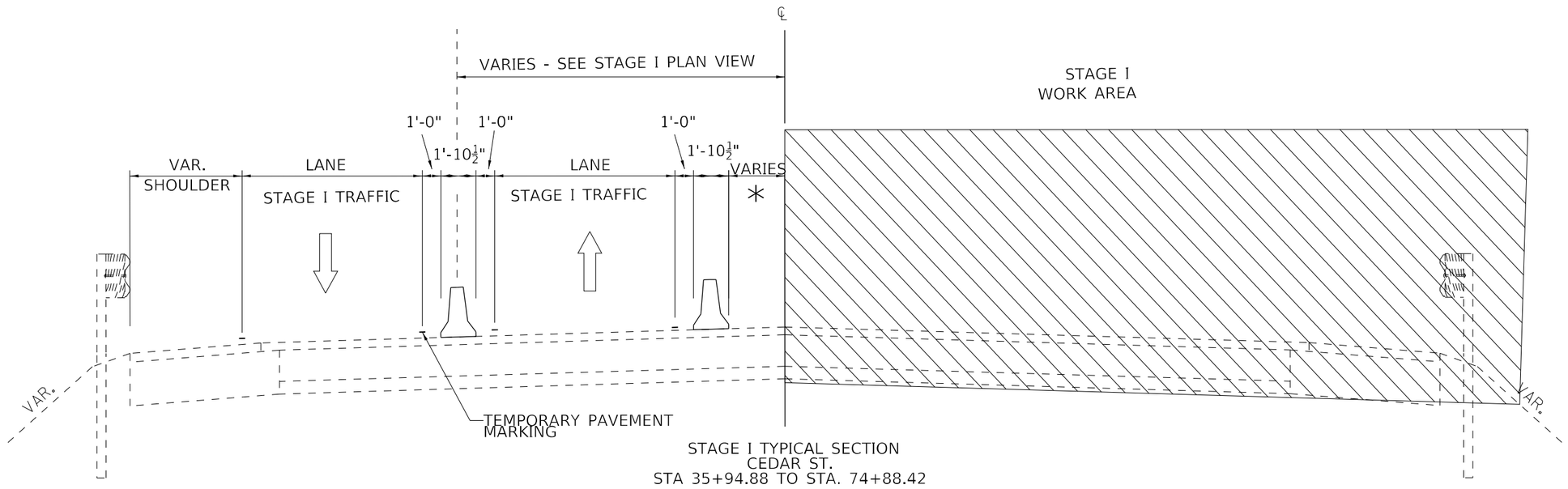
STAGE I TRAFFIC CONTROL

SCALE: | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	51
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

NOTE:

TRAFFIC LANE WITH = 9.750' FROM STA. 35+94.88 TO STA. 44+39.56
TRAFFIC LANE WITH = (9.75' TO 10.75') FROM STA. 44+39.56 TO STA. 46+03.80
TRAFFIC LANE WITH = 10.75' FROM STA. 46+03.80 TO STA. 54+79.32
TRAFFIC LANE WITH = 10.625' FROM STA. 54+79.32 TO STA. 74+88.42



STAGE I TYPICAL SECTION
CEDAR ST.
STA 35+94.88 TO STA. 74+88.42

* SEE STRUCRURE PLANS

MODEL: Staging Plan Sheets
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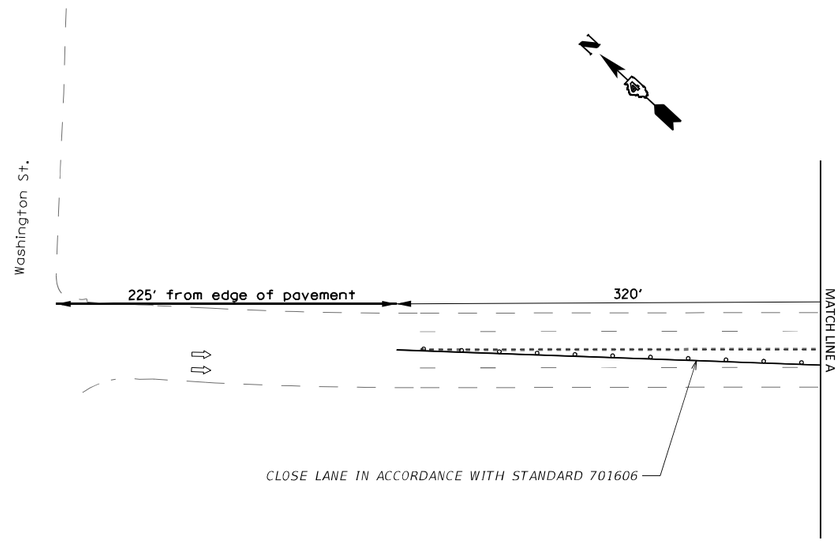
STAGE I TYPICAL SECTION

SCALE: | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	52
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LEGEND

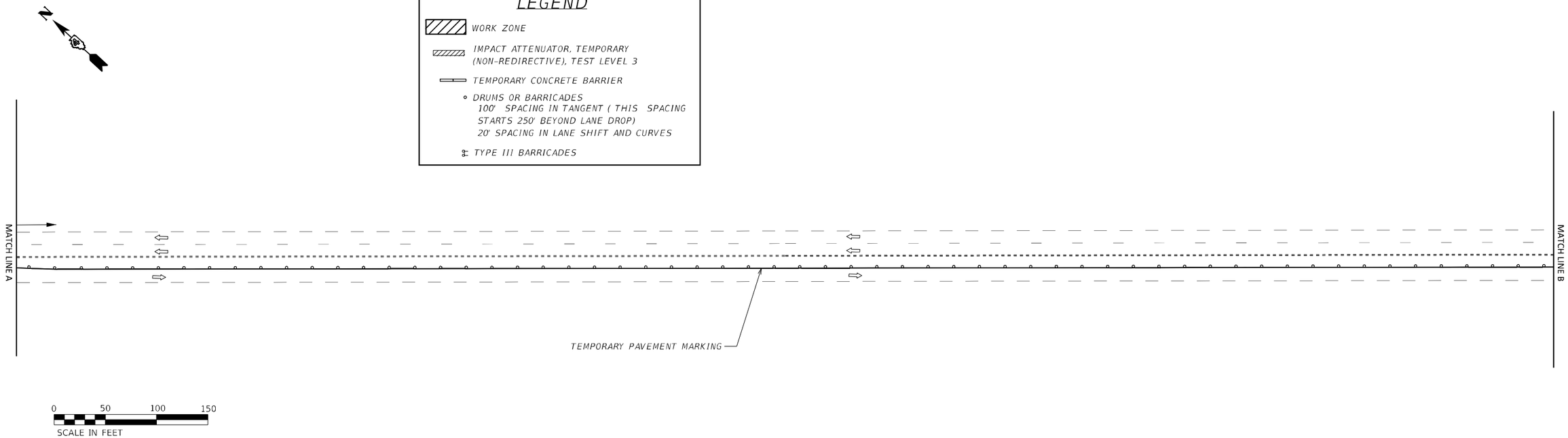
- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES



0 50 100 150
SCALE IN FEET

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES



0 50 100 150
SCALE IN FEET

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PLOT SCALE = 1:100.337	CHECKED -	REVISED -
PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL

SCALE: | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	53
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES



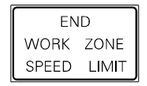
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R2-1-3648

R10-II08p-3618

R2-II06p-3618

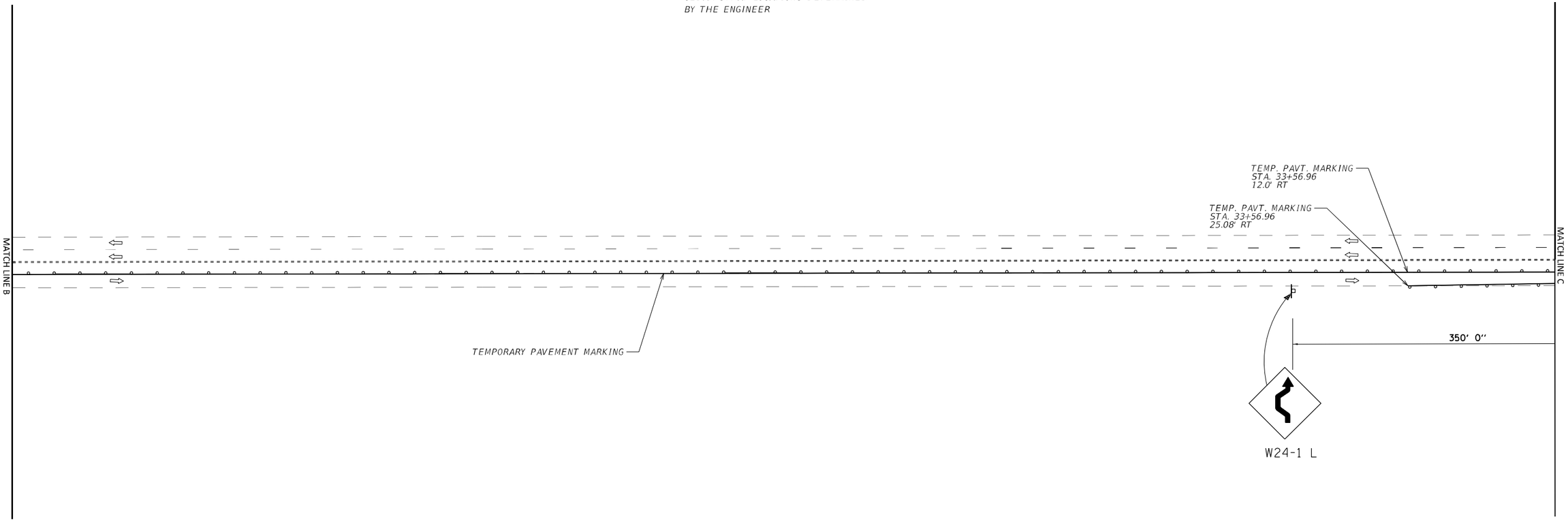
ONE SET OF THESE SIGN SHALL BE INSTALLED NEAR THE BEGINING OF EACH PROPOSED LANE CLOSURE ON CEDAR ST. AT LOCATIONS DETERMINED BY THE ENGINEER



G20-II03-6036

THIS SIGN SHALL BE INSTALLED BEYOND THE END OF EACH PROPOSED LANE CLOSURE ON CEDAR ST. AT LOCATIONS DETERMINED BY THE ENGINEER





0 50 100 150
SCALE IN FEET

MODEL: Staging Plan Sheets
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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

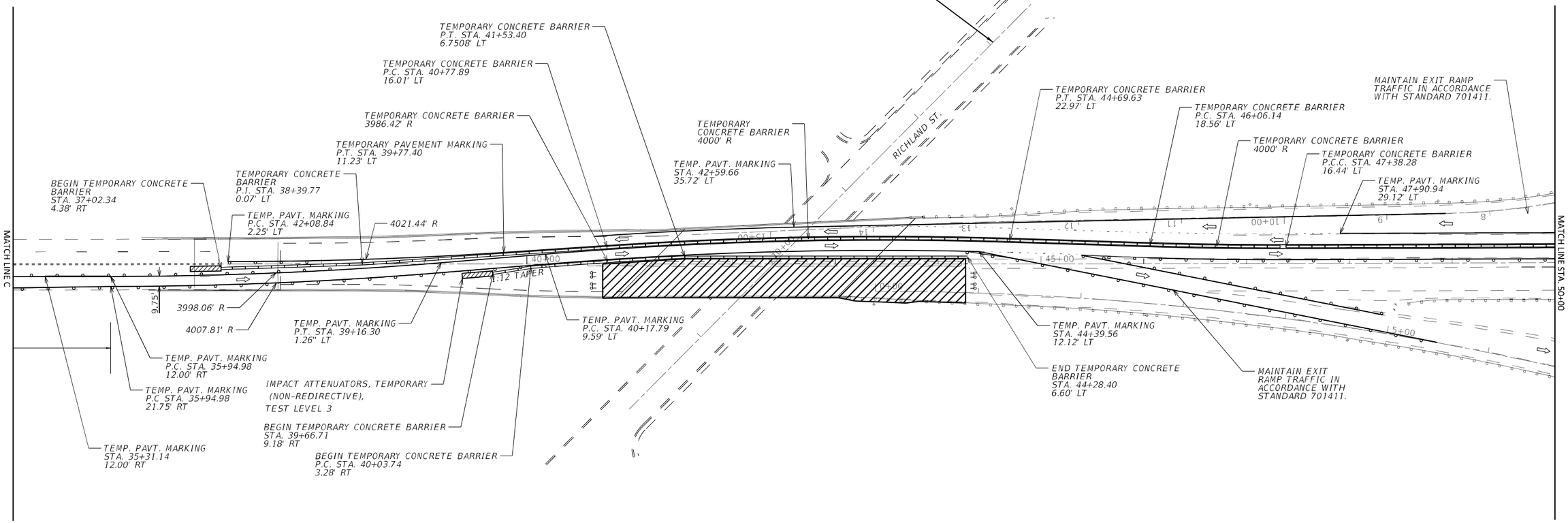
STAGE I TRAFFIC CONTROL

SCALE: | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	54
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES



NOTES:

1) OFFSETS TO TEMPORARY CONCRETE BARRIER ARE GIVEN TO THE CENTER OF THE BARRIER.
2) LAYOUT OF THE TRAFFIC LANES FROM STA. 40+77.89 TO STA. 68+42.40 IS BASED ON THE ALIGNMENT OF THE TEMPORARY CONCRETE BARRIER LOCATED BETWEEN THE LANES.
3) USE ROAD CONSTRUCTION AHEAD SIGNS ON ALL ENTRANCE RAMPS.

0 50 100 150
SCALE IN FEET

MODEL: Staging Plan Sheets
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	DRAWN -	REVISED -	
PLOT SCALE = 1:100.337	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

STAGE I TRAFFIC CONTROL

SCALE: | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	55
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES

N

W24-1 R

USE TRAFFIC CONTROL HIGHWAY STANDARDS 701606 AS NECESSARY ON EDMUND ST. FOR BRIDGE WORK.

TEMPORARY CONCRETE BARRIER
150301.30' R

TEMPORARY CONCRETE BARRIER
P.T. STA. 54+79.31
16.44' LT

MATCH LINE STA. 50+00

MATCH LINE STA. 62+00

1:12 TAPER

IMPACT ATTENUATORS, TEMPORARY
(NON-REDIRECTIVE),
TEST LEVEL 3

BEGIN TEMPORARY CONCRETE BARRIER
STA. 53+36.36
5.73' RT

TEMPORARY CONCRETE BARRIER
STA. 54+36.06
1.93' LT

END TEMPORARY CONCRETE BARRIER
STA. 57+73.56
1.94' LT

EDMUND ST.

CLOSE RAMP IN
ACCORDANCE WITH
STANDARD 701451.

0 50 100 150
SCALE IN FEET

NOTES:

1) OFFSETS TO TEMPORARY CONCRETE BARRIER ARE GIVEN TO THE CENTER OF THE BARRIER.

2) LAYOUT OF THE TRAFFIC LANES FROM STA. 40+77.89 TO STA. 68+42.40 IS BASED ON THE ALIGNMENT OF THE TEMPORARY CONCRETE BARRIER LOCATED BETWEEN THE LANES.

3) USE ROAD CONSTRUCTION AHEAD SIGNS ON ALL ENTRANCE RAMPS.

MODEL: Staging Plan Sheets
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL

SCALE: | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	56
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES

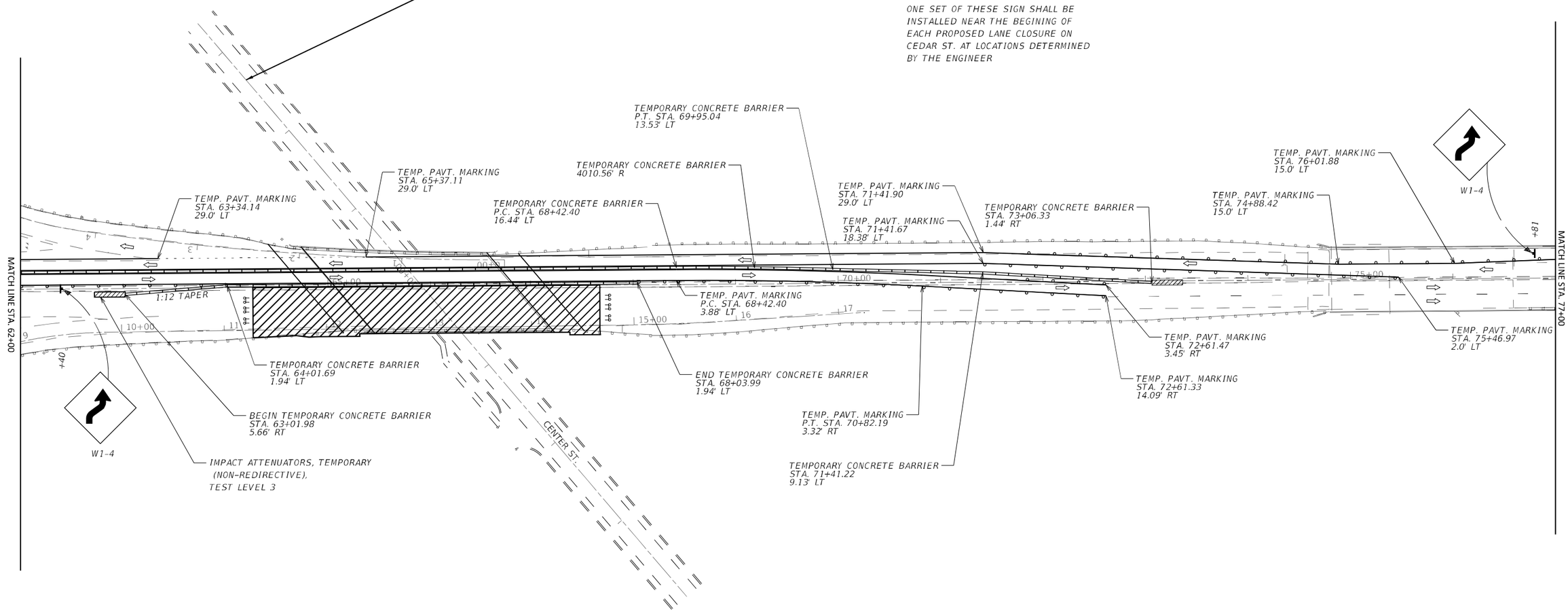
USE TRAFFIC CONTROL HIGHWAY STANDARDS 701501 AS NECESSARY ON CENTER ST. FOR BRIDGE WORK.

WORK ZONE	W21-III5(0)-3618
SPEED LIMIT 40	R2-1-3648
PHOTO ENFORCED	R10-I108p-3618
$XXX FINE MINIMUM	R2-I106p-3618

ONE SET OF THESE SIGN SHALL BE INSTALLED NEAR THE BEGINING OF EACH PROPOSED LANE CLOSURE ON CEDAR ST. AT LOCATIONS DETERMINED BY THE ENGINEER

END WORK ZONE SPEED LIMIT — G20-I103-6036

THIS SIGN SHALL BE INSTALLED BEYOND THE END OF EACH PROPOSED LANE CLOSURE ON CEDAR ST. AT LOCATIONS DETERMINED BY THE ENGINEER



NOTES:
1) OFFSETS TO TEMPORARY CONCRETE BARRIER ARE GIVEN TO THE CENTER OF THE BARRIER.
2) LAYOUT OF THE TRAFFIC LANES FROM STA. 40+77.89 TO STA. 68+42.40 IS BASED ON THE ALIGNMENT OF THE TEMPORARY CONCRETE BARRIER LOCATED BETWEEN THE LANES..
3) USE ROAD CONSTRUCTION AHEAD SIGNS ON ALL ENTRANCE RAMPS.

0 50 100 150
SCALE IN FEET

MODEL: Staging Plan Sheets
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PLOT SCALE = 1:100.337	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL

SCALE: | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	57
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES

MAINTAIN EXIT RAMP TRAFFIC IN ACCORDANCE WITH STANDARD 701411.

TEMP. PAVT. MARKING STA. 80+11.76 28.11' LT

80+00

MATCH LINE STA. 77+00

OAKDALE AVE

HILLTOP CT

SCENIC VIEW CT

HIGHLAND AVE

0 50 100 150

SCALE IN FEET

NOTES:

1) OFFSETS TO TEMPORARY CONCRETE BARRIER ARE GIVEN TO THE CENTER OF THE BARRIER.

2) LAYOUT OF THE TRAFFIC LANES FROM STA. 40+77.89 TO STA. 68+42.40 IS BASED ON THE ALIGNMENT OF THE TEMPORARY CONCRETE BARRIER LOCATED BETWEEN THE LANES.

3) USE ROAD CONSTRUCTION AHEAD SIGNS ON ALL ENTRANCE RAMPS.

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PLOT SCALE = 1:100.337	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL

SCALE: | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	58
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

RICHLAND ST.

CENTER ST.

CEDAR ST.

EDMUND ST.

RAMP CLOSED

RAMP TO CEDAR ST EAST | **CLOSING JUNE 21 8 AM**

PLACE ON EACH SIDE OF RAMP FOR 14 DAYS PRIOR TO CLOSURE. LOCATIONS TO BE DISCUSSED WITH RESIDENT ENGINEER PRIOR TO PLACEMENT.

* DATES ARE FOR EXAMPLE ONLY

RAMP IS CLOSED | **FOR APPROX. XX WEEKS**

PLACE ON EACH SIDE OF RAMP FOR 7 DAYS AFTER CLOSURE.LOCATIONS ARE THE SAME AS THE ADVANCED NOTICE.

RAMP TO RE-OPEN | **APRIL 10**

PLACE ON EACH SIDE OF RAMP FOR 7 DAYS PRIOR TO ANTICIPATED RAMP OPENING.

* DATES ARE FOR EXAMPLE ONLY

MODEL: Staging Plan Sheets
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I ADDITIONAL SIGNING FOR RAMP CLOSURE

SCALE: | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	59
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

STAGE II

CONSTRUCTION

1. CONSTRUCT THE STAGE II PORTION OF EACH STRUCTURE, APPROACH PAVEMENT, AND CONNECTOR PAVEMENT.
2. PATCH TRAFFIC LANES CLOSED TO TRAFFIC.
3. CONSTRUCT TEMPORARY RAMPS AT THE ENDS OF THE CONNECTOR PAVEMENTS. THE TEMPORARY RAMPS SHALL EXTEND ACROSS TRAFFIC LANES AND THE ENTIRE WIDTH OF THE OUTSIDE SHOULDER.
4. INSTALL THE TRAFFIC BARRIER TERMINAL, TYPE 6 AT EACH END OF THE NEW PARAPETS.
5. INSTALL TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A TO CONNECT THE TYPE 6 TERMINALS TO THE EXISTING GUARDRAIL BEYOND THE TEMPORARY RAMPS.

NOTE: SEE THE SCHEDULES OF QUANTITIES FOR LOCATIONS OF TEMPORARY RAMPS AND TEMPORARY STEEL PLATE BEAM GUARDRAIL.

TRAFFIC CONTROL

- SEE THE STAGE II PLAN SHEETS.

MODEL: Staging Plan Sheets
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	DRAWN -	REVISED -	
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

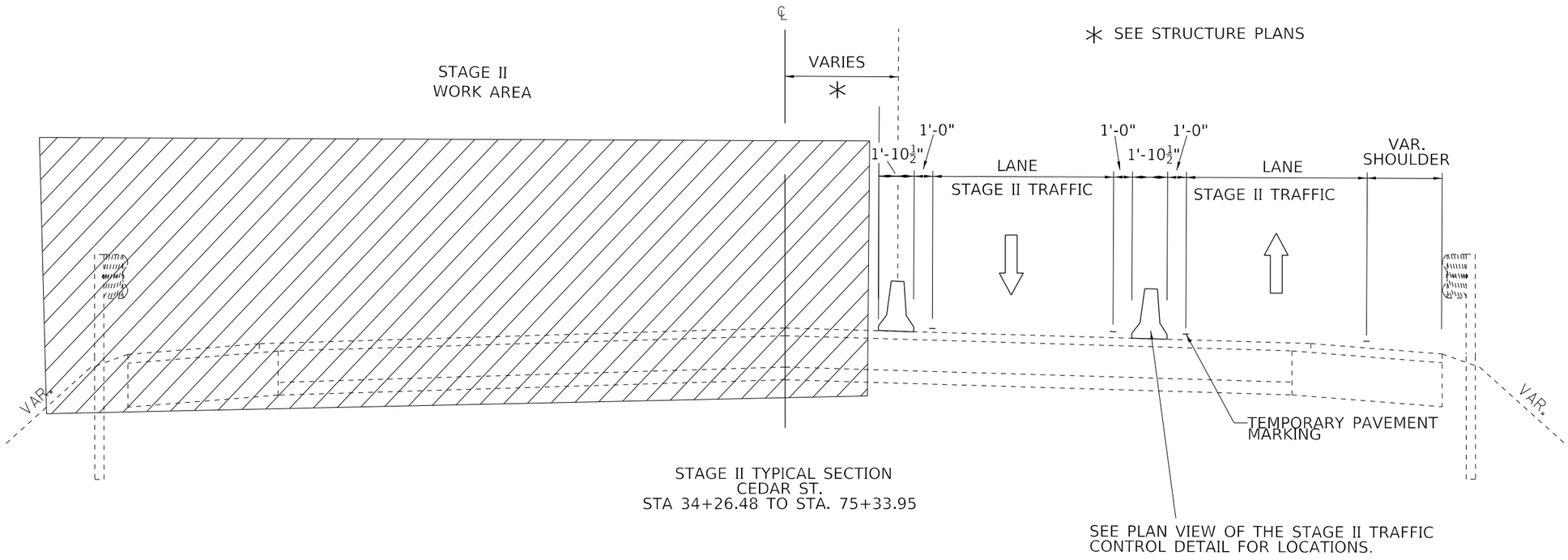
STAGE II TRAFFIC CONTROL

SCALE: | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	60
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

NOTE:

TRAFFIC LANES WIDTH = 10.0' FROM STA. 34+26.48 TO STA. 48+00
TRAFFIC LANES WIDTH = 10.0' TO 9.0' FROM STA. 48+00 TO STA. 53+81.92
TRAFFIC LANES WIDTH = 9.0' FROM STA. 53+81.92 TO STA. 60+00
TRAFFIC LANES WIDTH = 9.0' TO 10.0' FROM STA. STA. 60+00 TO STA. 63+35
TRAFFIC LANES WIDTH = 10.0' FROM STA. 63+35 TO STA. 75+33.95



* SEE STRUCTURE PLANS

STAGE II TYPICAL SECTION
CEDAR ST.
STA 34+26.48 TO STA. 75+33.95

SEE PLAN VIEW OF THE STAGE II TRAFFIC
CONTROL DETAIL FOR LOCATIONS.

MODEL: Staging Plan Sheets
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 4\Projects\04 68C00\CADData\CADSheets\Proposed Sheets PH II

USER NAME = Armaris,AyalaDiaz	DESIGNED -	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/28/2023	DATE -	REVISED -	

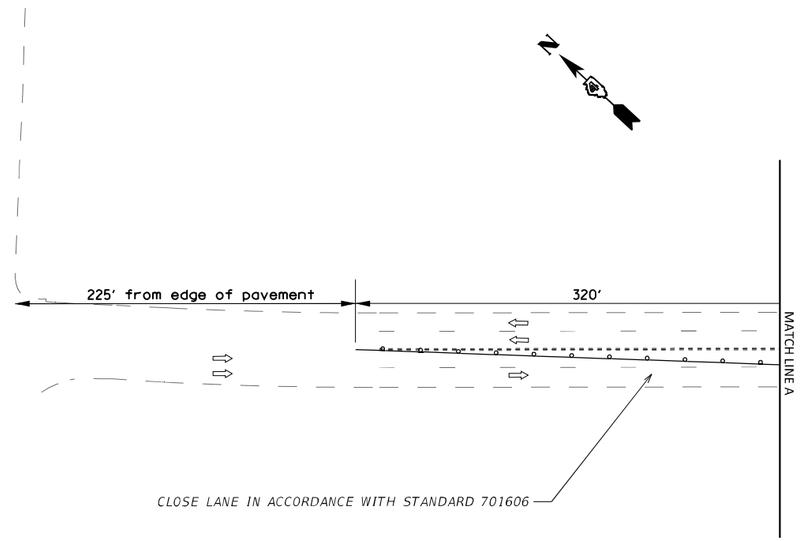
STAGE II TYPICAL SECTION

SCALE: | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	61
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LEGEND

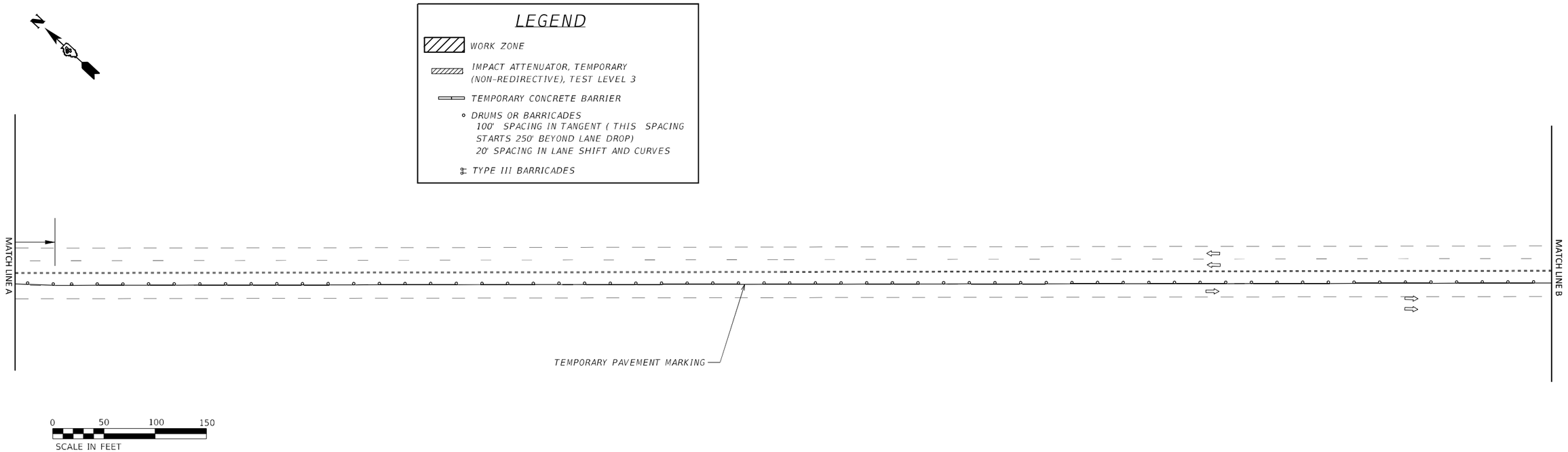
- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES



0 50 100 150
SCALE IN FEET

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES



0 50 100 150
SCALE IN FEET

MODEL: Staging Plan Sheets
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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL

SCALE: | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	62
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LEGEND

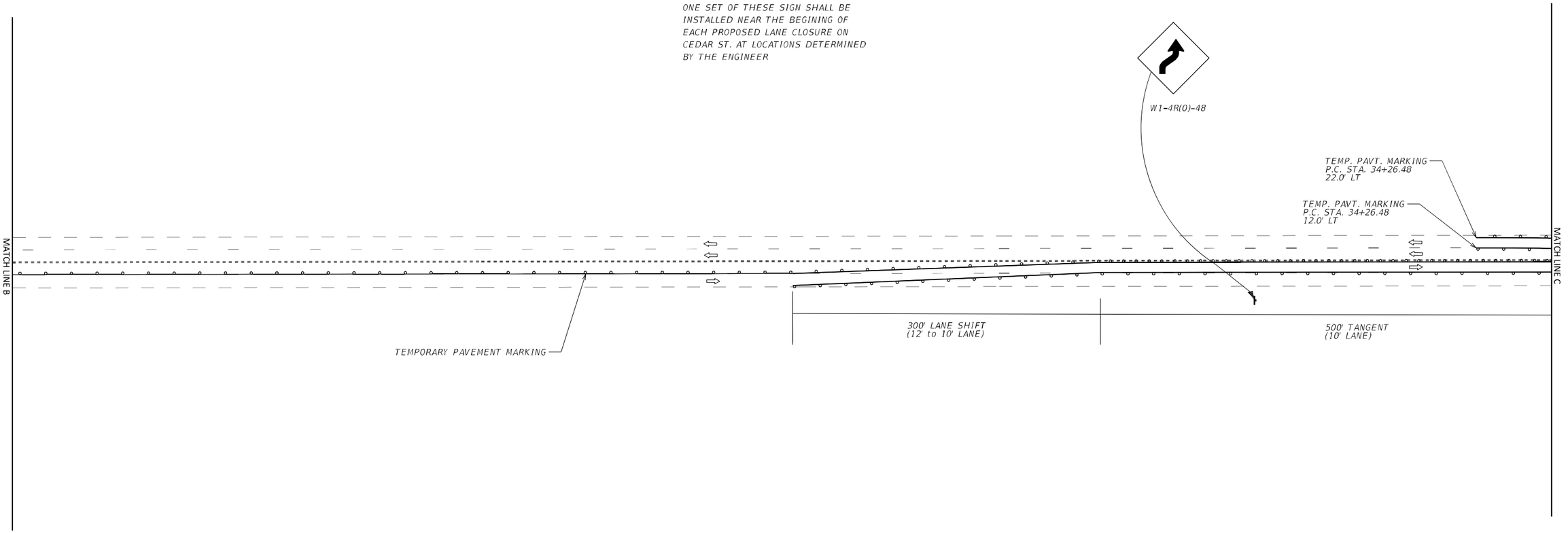
- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES

WORK ZONE	W21-III5(0)-3618
SPEED LIMIT 40	R2-1-3648
PHOTO ENFORCED	R10-II08p-3618
$XXX FINE MINIMUM	R2-II06p-3618

ONE SET OF THESE SIGN SHALL BE INSTALLED NEAR THE BEGINING OF EACH PROPOSED LANE CLOSURE ON CEDAR ST. AT LOCATIONS DETERMINED BY THE ENGINEER

END WORK ZONE SPEED LIMIT — G20-II03-6036

THIS SIGN SHALL BE INSTALLED BEYOND THE END OF EACH PROPOSED LANE CLOSURE ON CEDAR ST. AT LOCATIONS DETERMINED BY THE ENGINEER



0 50 100 150
SCALE IN FEET

MODEL: Staging Plan Sheets
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	DRAWN -	REVISED -
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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

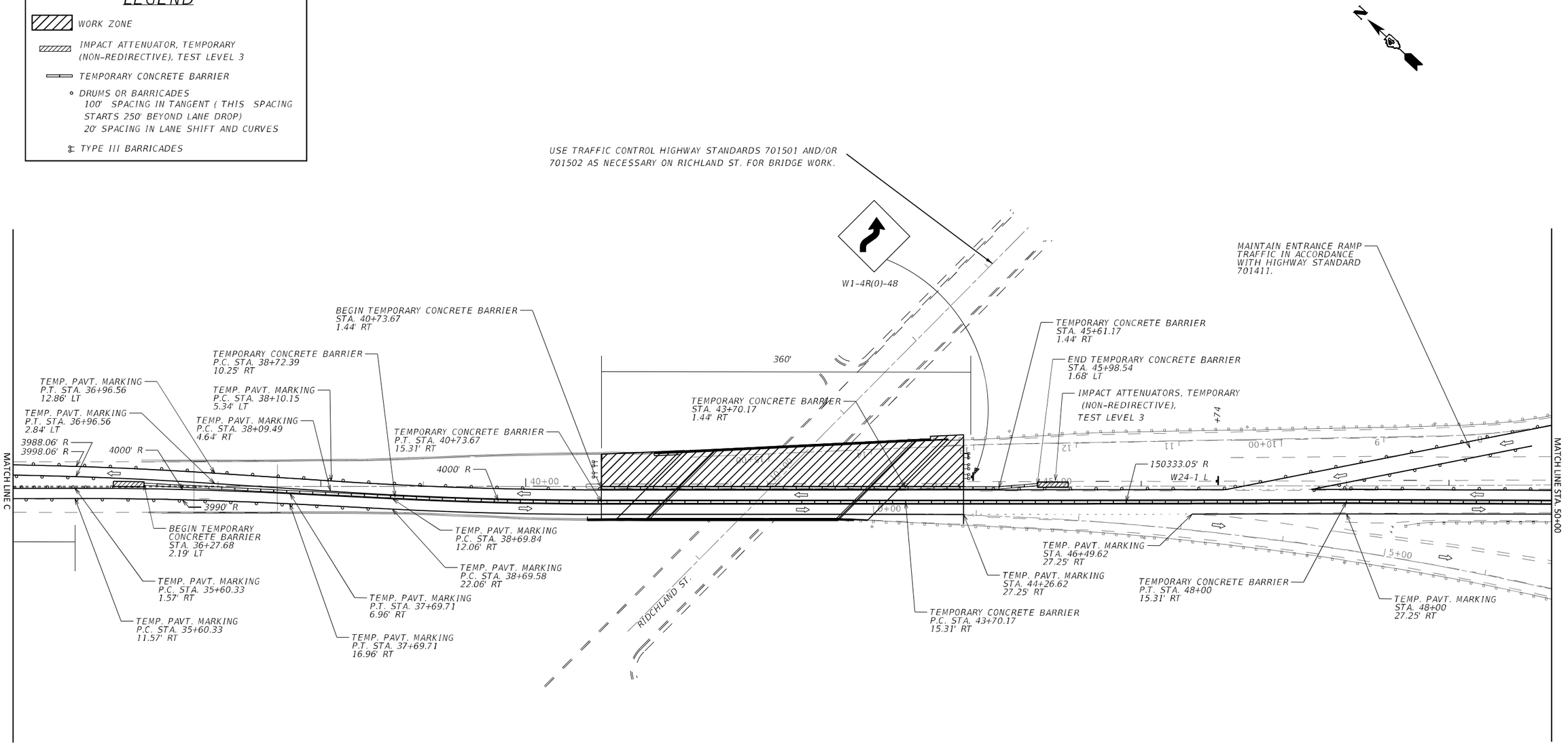
STAGE II TRAFFIC CONTROL

SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	63
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES



NOTES:

1) OFFSETS TO TEMPORARY CONCRETE BARRIER ARE GIVEN TO THE CENTER OF THE BARRIER.

2) LAYOUT OF THE TRAFFIC LANES FROM STA. 38+72.39 TO STA. 70+82.32 IS BASED ON THE ALIGNMENT OF THE TEMPORARY CONCRETE BARRIER LOCATED BETWEEN THE LANES.

3) USE ROAD CONSTRUCTION AHEAD SIGNS ON ALL ENTRANCE RAMPS.

0 50 100 150
SCALE IN FEET

MODEL: Staging Plan Sheets
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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

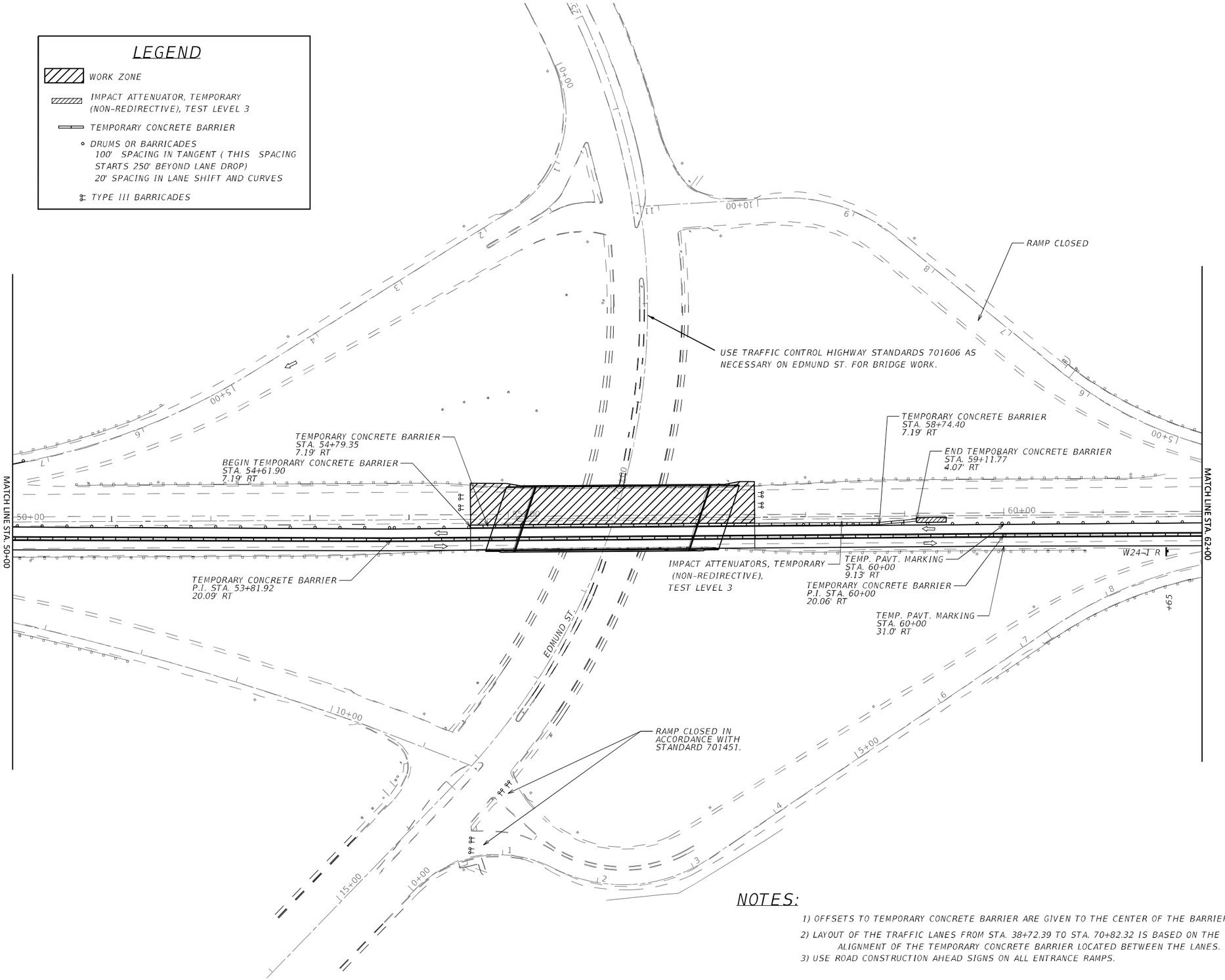
STAGE II TRAFFIC CONTROL

SCALE: | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	64
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES



NOTES:

1) OFFSETS TO TEMPORARY CONCRETE BARRIER ARE GIVEN TO THE CENTER OF THE BARRIER.
2) LAYOUT OF THE TRAFFIC LANES FROM STA. 38+72.39 TO STA. 70+82.32 IS BASED ON THE ALIGNMENT OF THE TEMPORARY CONCRETE BARRIER LOCATED BETWEEN THE LANES.
3) USE ROAD CONSTRUCTION AHEAD SIGNS ON ALL ENTRANCE RAMPS.

MODEL: Staging Plan Sheets
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	DRAWN -	REVISED -	
PLOT SCALE = 1:100.337	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

STAGE II TRAFFIC CONTROL

SCALE: | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	65
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES

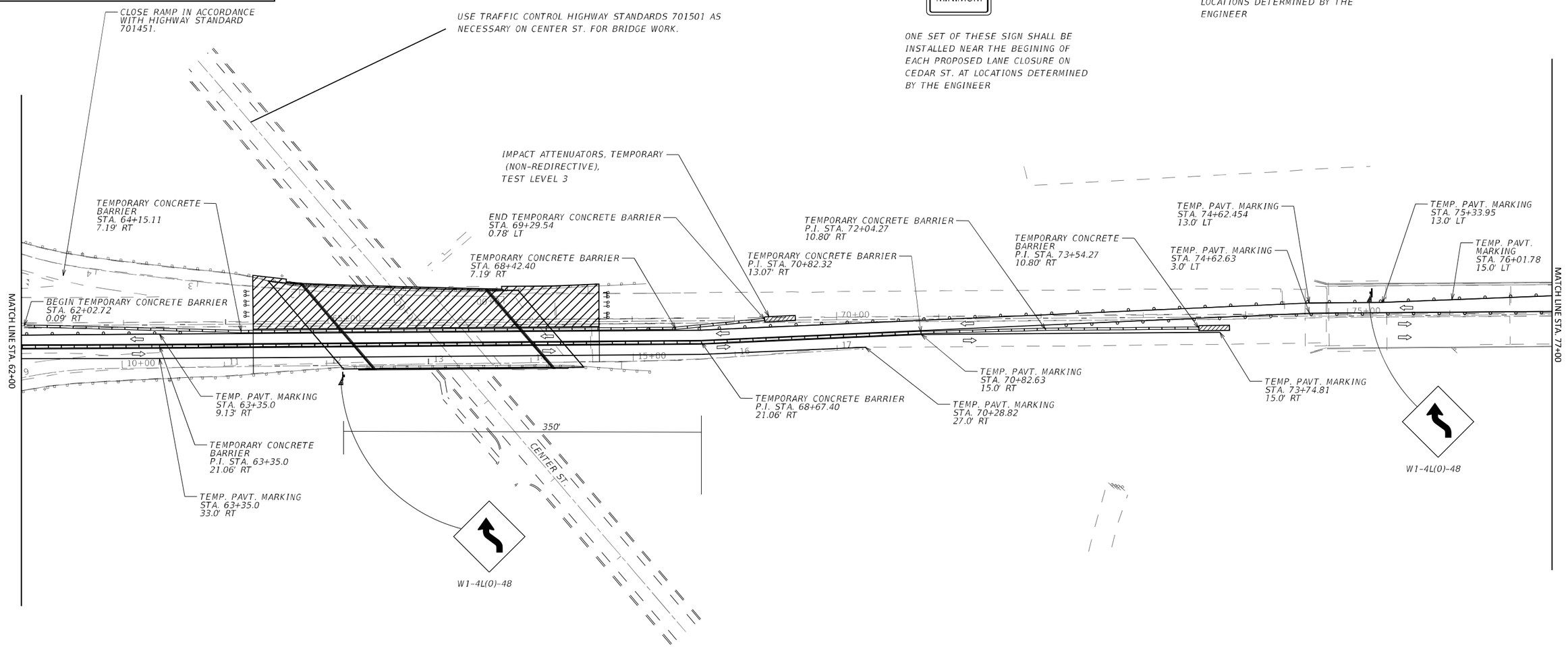
WORK ZONE SPEED LIMIT **40** PHOTO ENFORCED — W21-III5(0)-3618, R2-1-3648, R10-I108p-3618

$XXX FINE MINIMUM — R2-I106p-3618

ONE SET OF THESE SIGN SHALL BE INSTALLED NEAR THE BEGINING OF EACH PROPOSED LANE CLOSURE ON CEDAR ST. AT LOCATIONS DETERMINED BY THE ENGINEER

END WORK ZONE SPEED LIMIT — G20-I103-6036

THIS SIGN SHALL BE INSTALLED BEYOND THE END OF EACH PROPOSED LANE CLOSURE ON CEDAR ST. AT LOCATIONS DETERMINED BY THE ENGINEER



NOTES:

1) OFFSETS TO TEMPORARY CONCRETE BARRIER ARE GIVEN TO THE CENTER OF THE BARRIER.

2) LAYOUT OF THE TRAFFIC LANES FROM STA. 38+72.39 TO STA. 70+82.32 IS BASED ON THE ALIGNMENT OF THE TEMPORARY CONCRETE BARRIER LOCATED BETWEEN THE LANES.

3) USE ROAD CONSTRUCTION AHEAD SIGNS ON ALL ENTRANCE RAMPS.

0 50 100 150
SCALE IN FEET

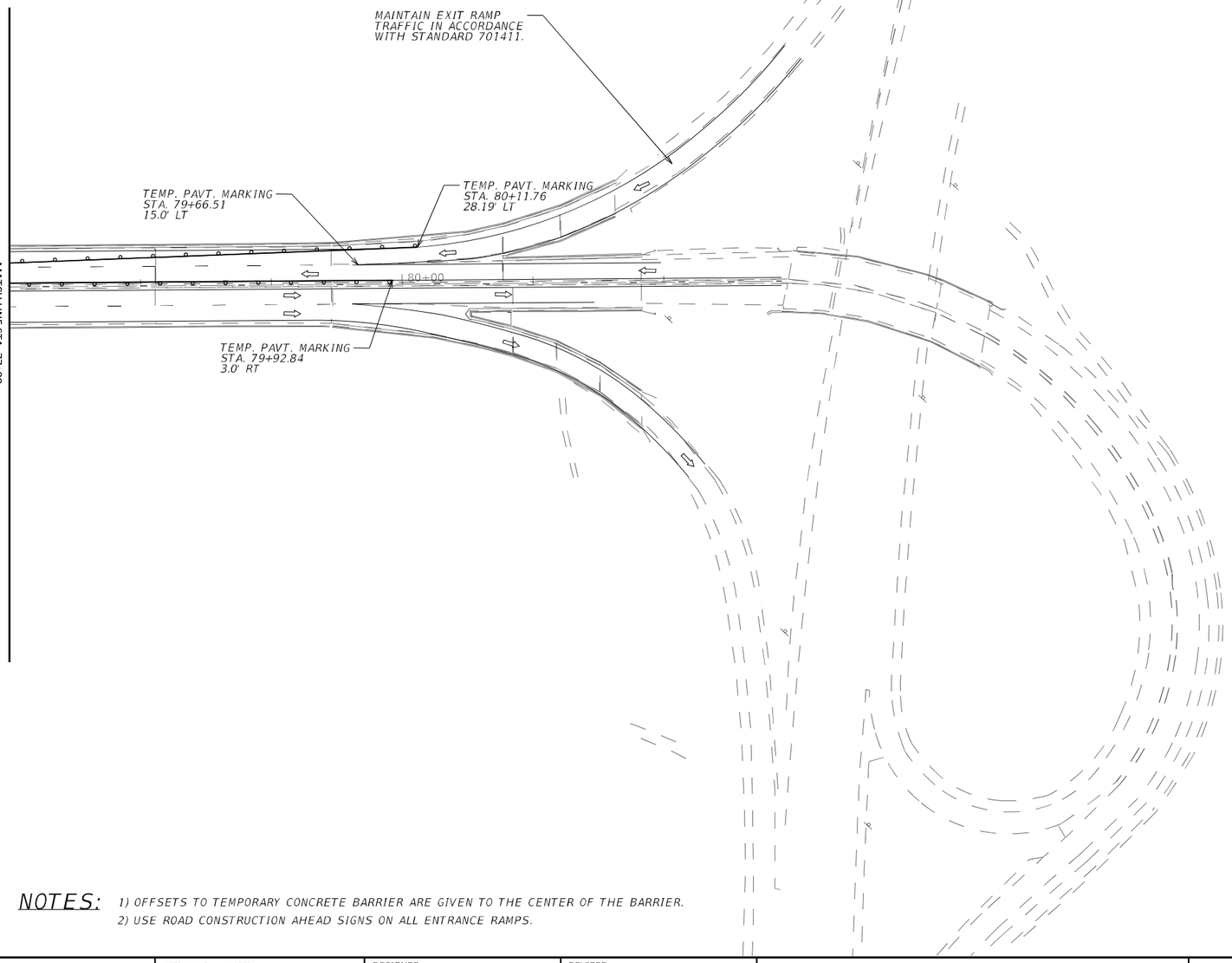
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USER NAME = $USER$	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**STAGE II TRAFFIC CONTROL**	
	DRAWN -	REVISED -			
PLOT SCALE = 1:100	CHECKED -	REVISED -			
PLOT DATE = 8/25/2023	DATE -	REVISED -		SCALE:	SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	66
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER
- DRUMS OR BARRICADES
  - 100' SPACING IN TANGENT (THIS SPACING STARTS 250' BEYOND LANE DROP)
  - 20' SPACING IN LANE SHIFT AND CURVES
- TYPE III BARRICADES



NOTES:
1) OFFSETS TO TEMPORARY CONCRETE BARRIER ARE GIVEN TO THE CENTER OF THE BARRIER.
2) USE ROAD CONSTRUCTION AHEAD SIGNS ON ALL ENTRANCE RAMPS.

0 50 100 150
SCALE IN FEET

MODEL: Staging Plan Sheets
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	DRAWN -	REVISED -
PLOT SCALE = 1:100.337	CHECKED -	REVISED -
PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL

SCALE: | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	67
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

48X48
BLACK ON ORANGE

24X48
BLACK ON ORANGE

INSTALL ON MAIN ST.- NORTH AND SOUTH OF CEDAR ST. RAMPS. LOCATION SHALL BE DISCUSSED WITH RESIDENT ENGINEER PRIOR TO PLACEMENT.

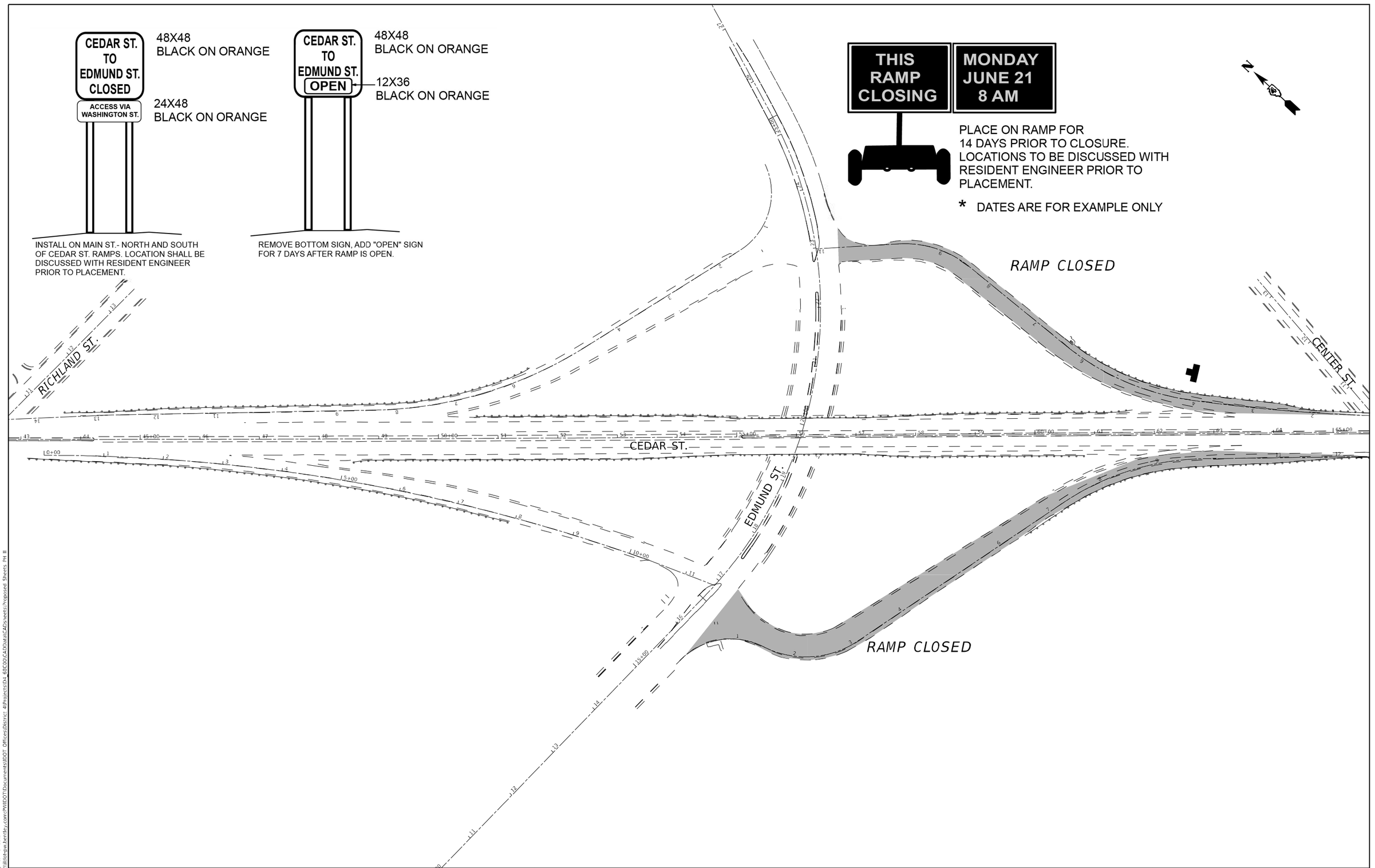
48X48
BLACK ON ORANGE

12X36
BLACK ON ORANGE

REMOVE BOTTOM SIGN, ADD "OPEN" SIGN FOR 7 DAYS AFTER RAMP IS OPEN.

PLACE ON RAMP FOR
14 DAYS PRIOR TO CLOSURE.
LOCATIONS TO BE DISCUSSED WITH RESIDENT ENGINEER PRIOR TO PLACEMENT.

* DATES ARE FOR EXAMPLE ONLY



MODEL: Staging Plan Sheets
FILE NAME: pw:\\dist6-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 4\Projects\D4 68C00\CADData\data\CADsheets\Proposed Sheets PH II

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	DRAWN -	REVISED -	
PLOT SCALE = 1:100.337	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II ADDITIONAL SIGNING FOR RAMP CLOSURES

SCALE: | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	68
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

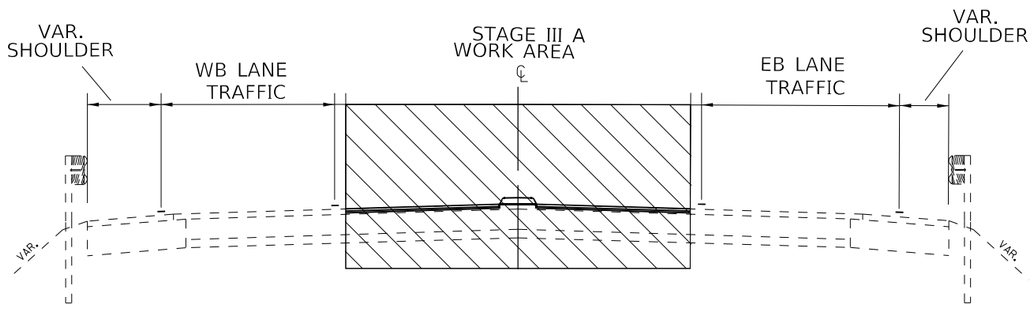
STAGE III

NOTES: STAGE III IS SUB-DIVIDED AS DETAILED BELOW. THE INTENT IS TO ALLOW FOR A "MILL AND FILL"APPROACH TO THE PAVING INSTEAD OF A "MILL WIDE/PAVE WIDE"APPROACH.

STAGE III A

CONSTRUCTION

1. CONSTRUCT RAISED MEDIAN.
2. MILL AND RESURFACE INSIDE LANES.



NOTE:

IT IS ASSUMED THAT TEMPORARY PAVEMENT MARKINGS FROM STAGES I AND II CAN BE USED FOR THE MAJORITY OF THE TEMPORARY MARKINGS REQUIRED IN THIS STAGE.

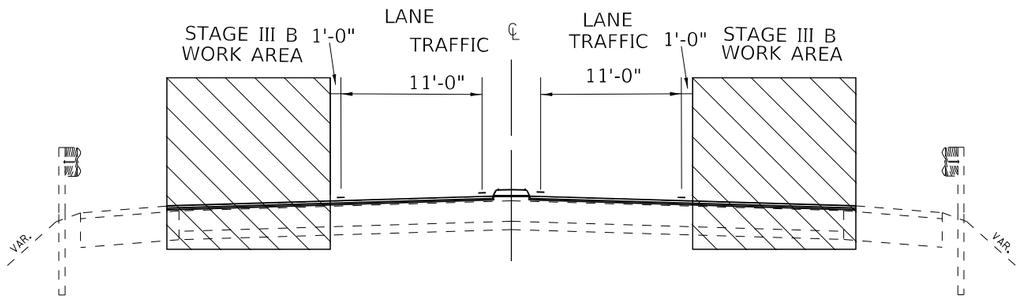
TRAFFIC CONTROL

- CLOSE INSIDE LANES ON CEDAR ST. IN ACCORDANCE WITH STANDARD 701606.

STAGE III B

CONSTRUCTION

- MILL AND OVERLAY OUTSIDE LANES.



TRAFFIC CONTROL

- CLOSE OUTSIDE LANES ON CEDAR ST. IN ACCORDANCE WITH STANDARD 701606.
- USE STANDARD 701411 TO MAINTAIN TRAFFIC ON THE RAMPS.

MODEL: Staging Plan Sheets
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PLOT SCALE = 1:100.337	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III DETAILS

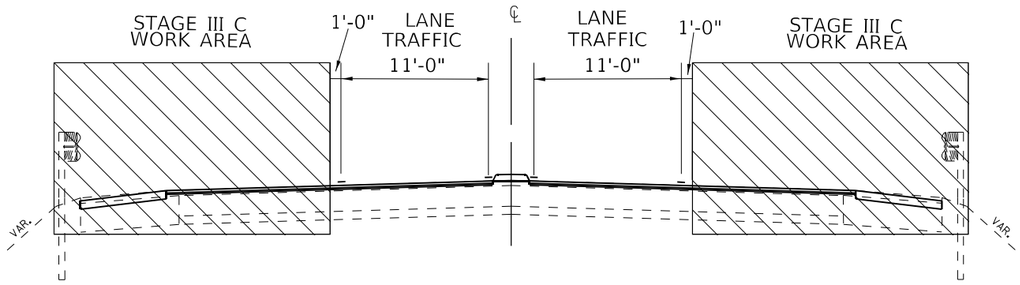
SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	69
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

STAGE III C

CONSTRUCTION

- MILL AND OVERLAY CEDAR ST. SHOULDERS.



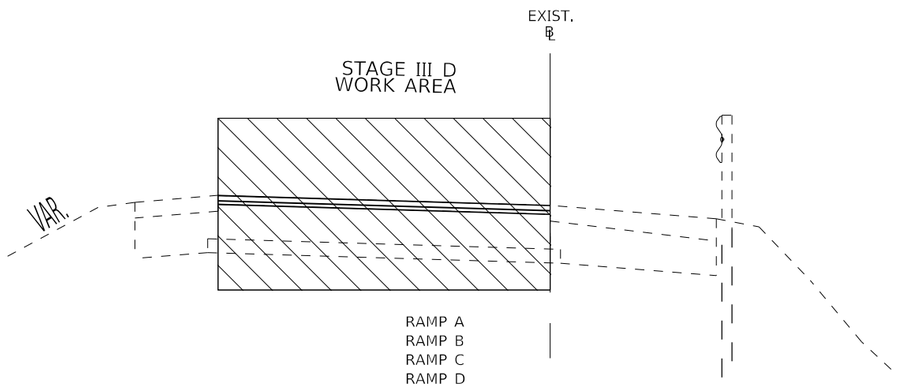
TRAFFIC CONTROL

- CONTINUE THE CLOSURE OF THE OUTSIDE LANES ON CEDAR ST. IN ACCORDANCE WITH STANDARD 701606.
- CONTINUE THE USE OF STANDARD 701411 AT THE RAMPS.

STAGE III D

CONSTRUCTION

- PATCH, MILL, AND OVERLAY RAMP PAVEMENTS.



TRAFFIC CONTROL

- CONTINUE THE CLOSURE OF THE OUTSIDE LANES ON CEDAR ST. IN ACCORDANCE WITH STANDARD 701606.
- CLOSE ALL RAMPS AT EDMUND ST. IN ACCORDANCE WITH HIGHWAY STANDARD 701451. SEE THE SPECIAL PROVISION TITLED "INTERIM COMPLETION DATES" FOR ALLOWED DURATION OF RAMP CLOSURES.

MODEL: Staging Plan Sheets
FILE NAME: pw:\\illdot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 4\Projects\D4 68C00\CADData\CADSheets\Proposed Sheets PH II

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	DRAWN -	REVISED -	
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

STAGE III DETAILS

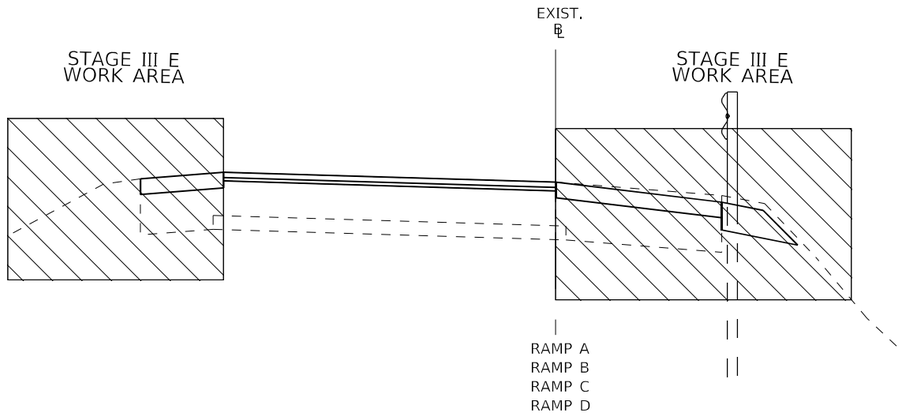
SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	70
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

STAGE III E

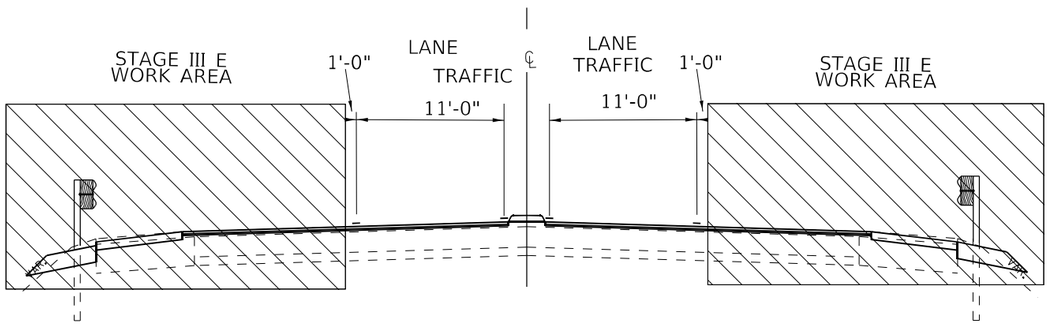
CONSTRUCTION

- MILL AND OVERLAY RAMP SHOULDERS.
- INSTALL ALL GUARDRAIL AND GUARDRAIL AGGREGATE EROSION CONTROL.



TRAFFIC CONTROL

- CONTINUE THE CLOSURE OF THE OUTSIDE LANES ON CEDAR ST. IN ACCORDANCE WITH STANDARD 701606.
- CONTINUE CLOSURE OF ALL RAMPS AT EDMUND ST. IN ACCORDANCE WITH HIGHWAY STANDARD 701451. SEE THE SPECIAL PROVISION TITLED "INTERIM COMPLETION DATES" FOR ALLOWED DURATION OF RAMP CLOSURES.



MODEL: Staging Plan Sheets
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	DRAWN -	REVISED -
PLOT SCALE = 1:100.337	CHECKED -	REVISED -
PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III DETAILS

SCALE: | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	71
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

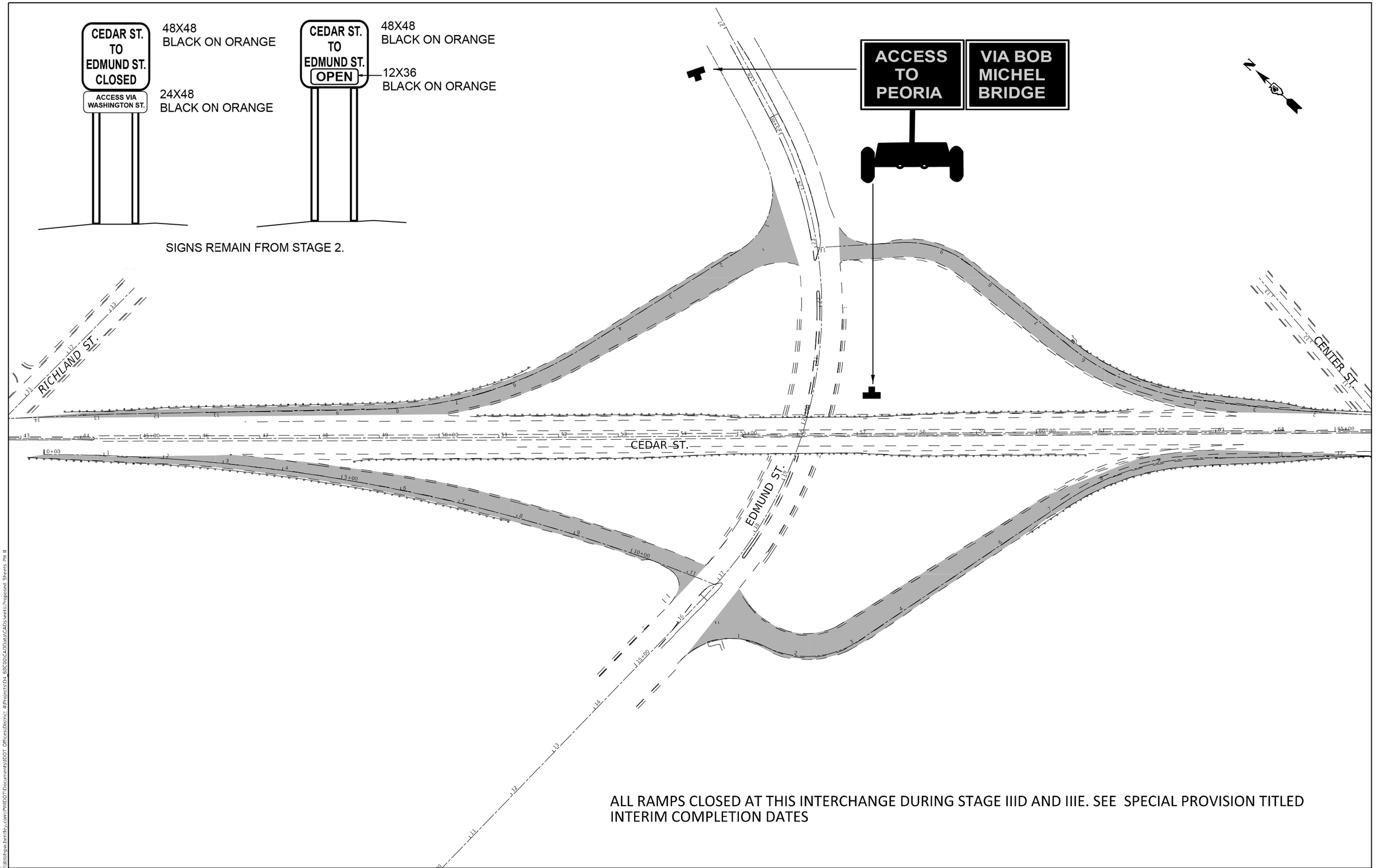
48X48
BLACK ON ORANGE

24X48
BLACK ON ORANGE

48X48
BLACK ON ORANGE

12X36
BLACK ON ORANGE

SIGNS REMAIN FROM STAGE 2.



ALL RAMPS CLOSED AT THIS INTERCHANGE DURING STAGE IIID AND IIIE. SEE SPECIAL PROVISION TITLED INTERIM COMPLETION DATES

MODEL: Staging Plan Sheets
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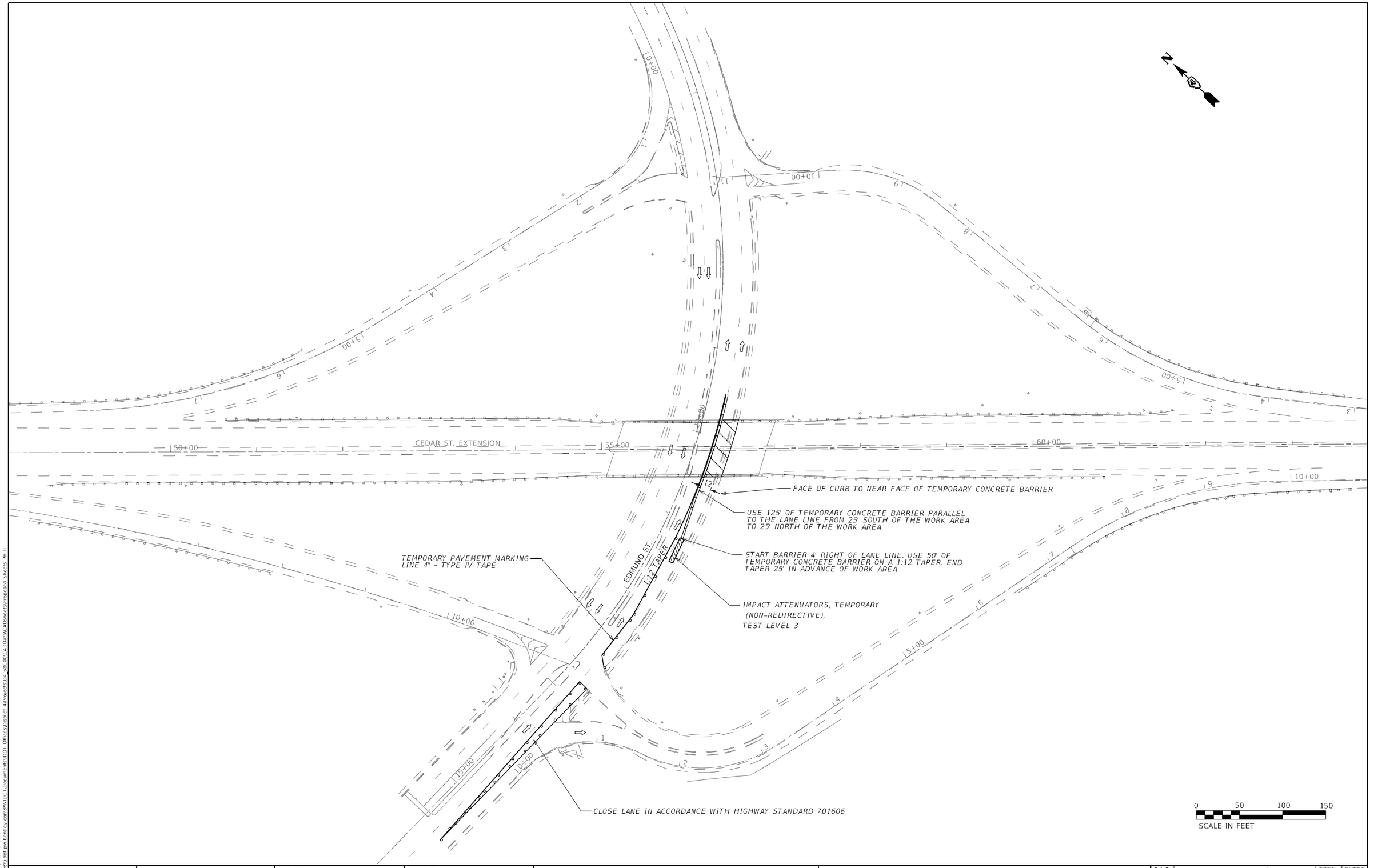
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III ADDITIONAL SIGNING FOR RAMP CLOSURES

SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	72
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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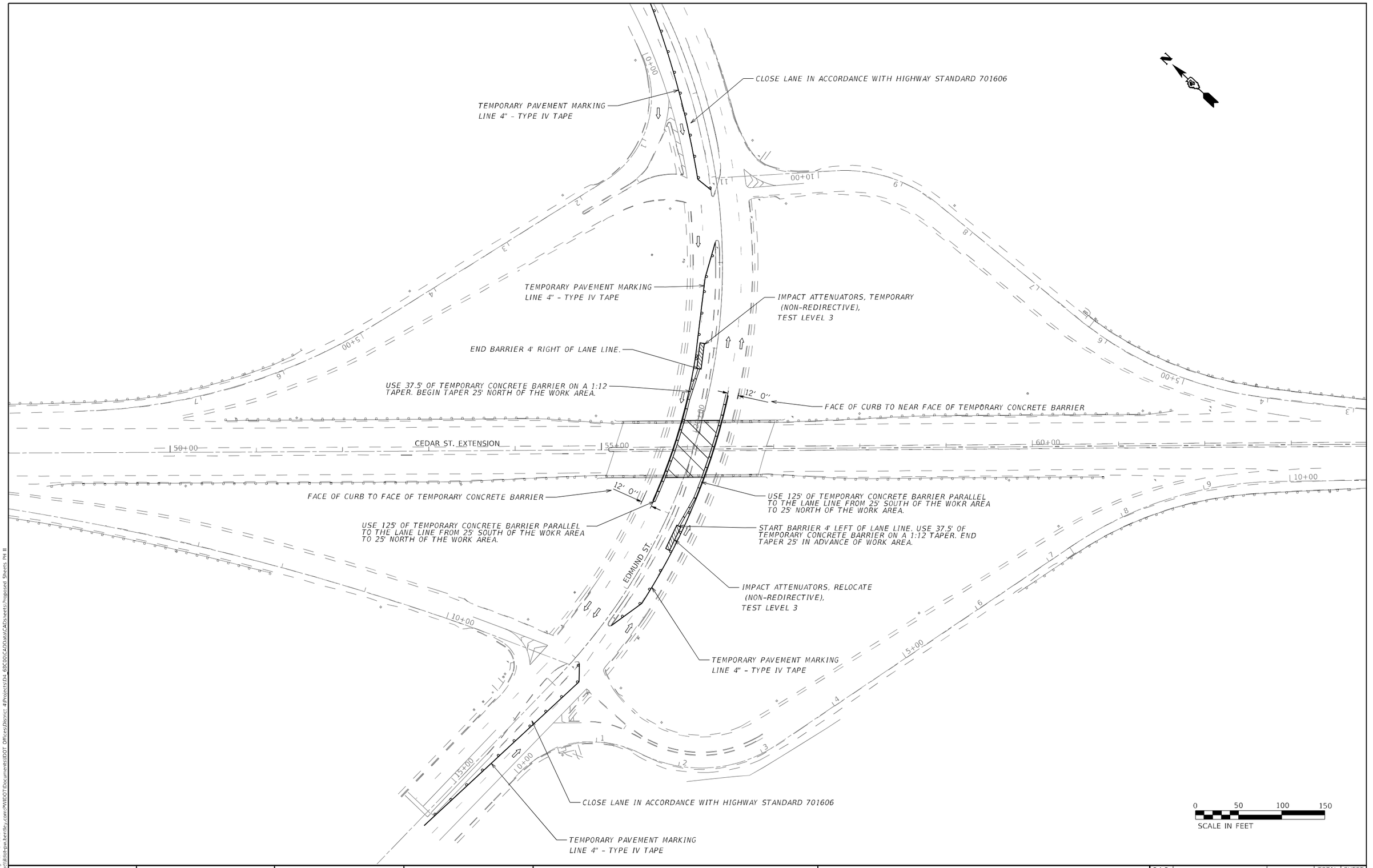
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE A BRIDGE PAINTING ON ENDMUND ST

SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	73
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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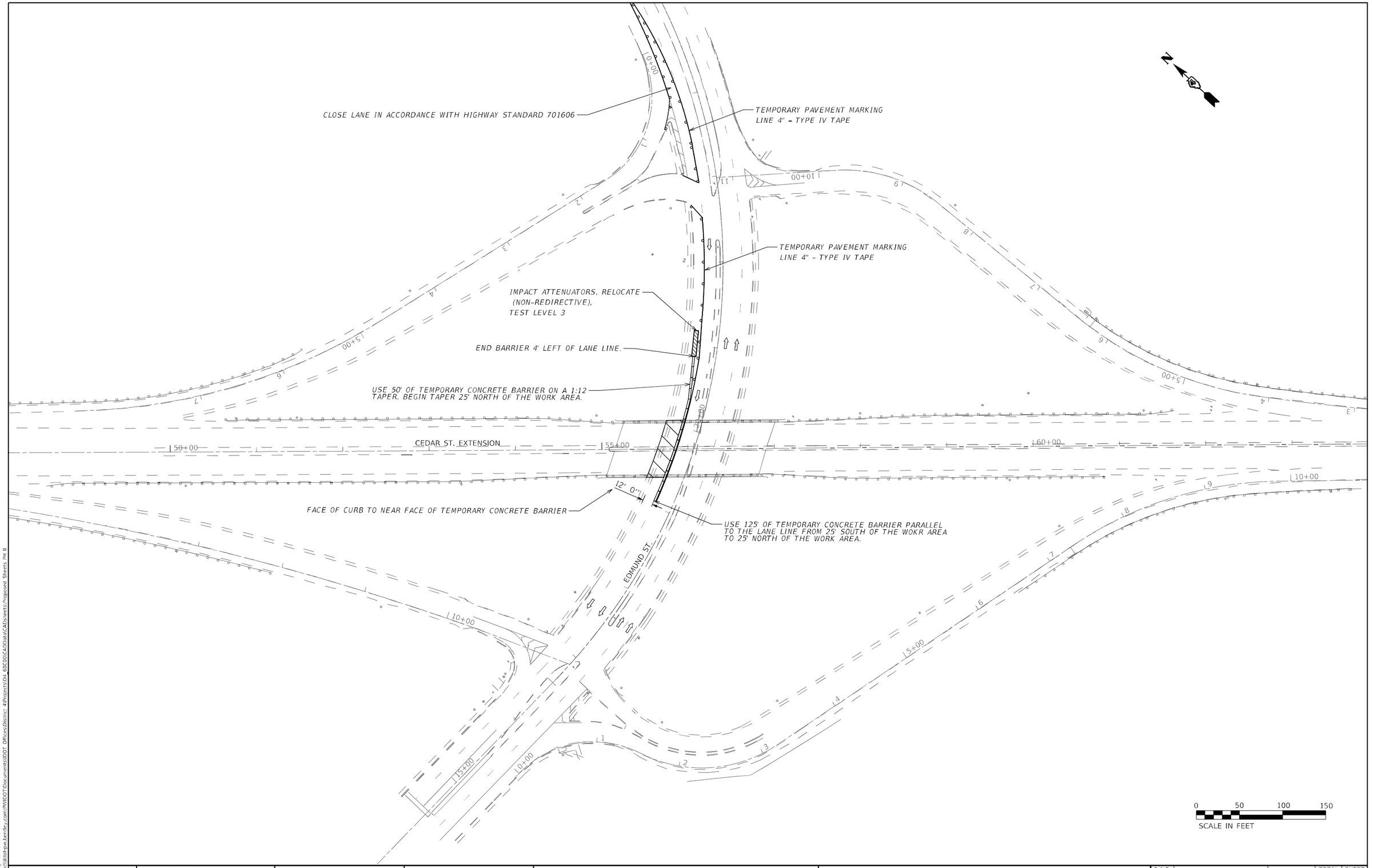
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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE B BRIDGE PAINTING ON ENDMUND ST

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	74
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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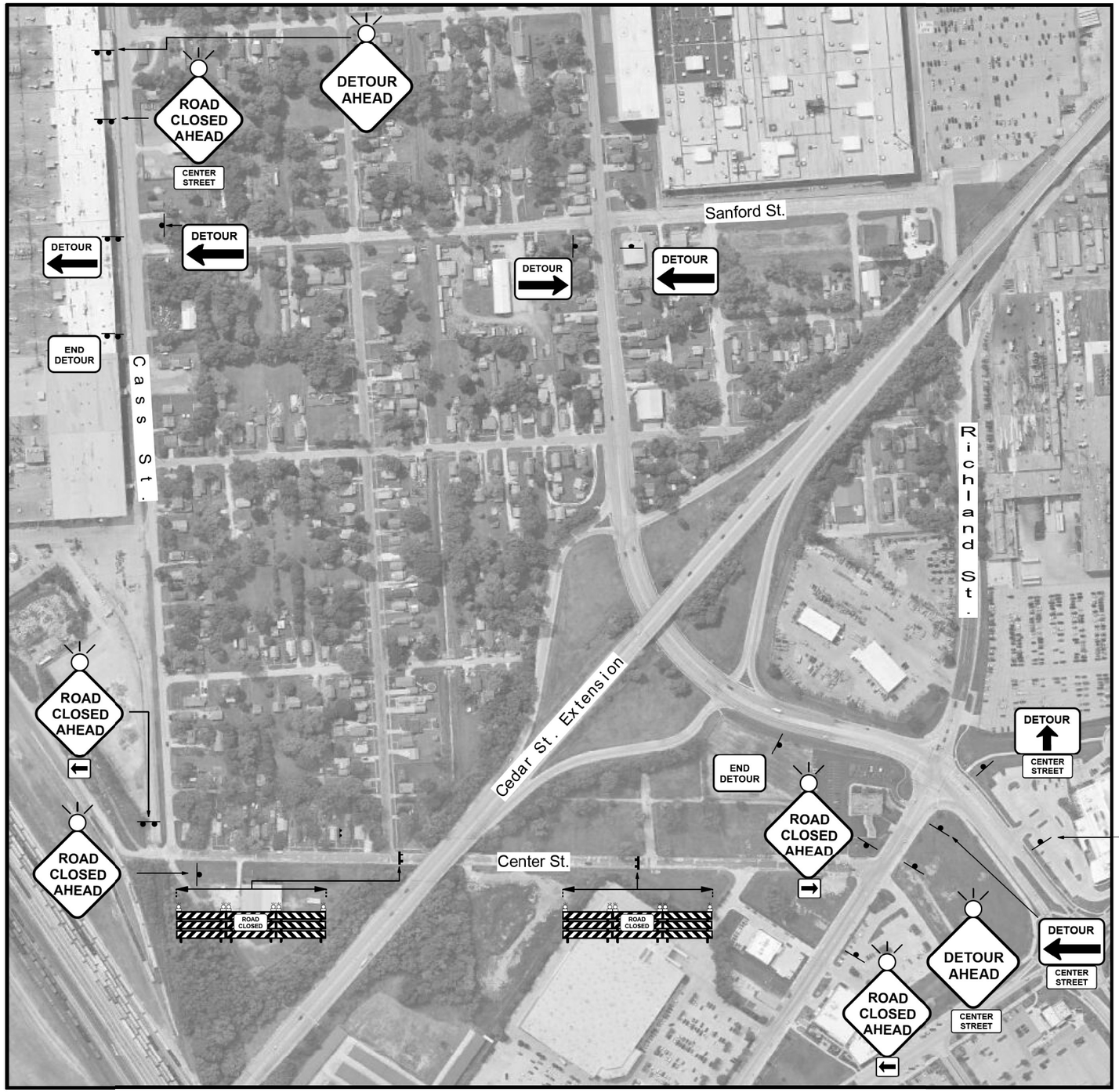
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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE C BRIDGE PAINTING ON ENDMUND ST

SCALE: | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB, HB-1,2,3,VD)BR]RS	TAZEWELL	293	75
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



ALL SIGNS SHALL BE POST MOUNTED UNLESS NOT POSSIBLE.

SIGNS SHALL BE BLACK ON ORANGE.

THE DIRECTIONAL ARROW SIGNS (ARROW ONLY) BEING BLACK ON WHITE.

TWO CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON EACH SIDE OF THE BRIDGE FOR SEVEN DAYS TO ADVANCE WARN FOR CLOSURE.

THE ROAD CLOSURE AND DETOUR ARE TO BE USED FOR THE PROPOSED BRIDGE PAINTING WORK.

SEE THE SPECIAL PROVISIONS "INTERIM COMPLETION DATES" AND "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)."

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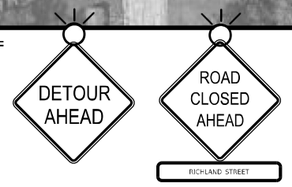
ROAD CLOSURE AND DETOUR DETAILS

SCALE: N/A | SHEET 1 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	76
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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ALL SIGNS SHALL BE POST MOUNTED UNLESS NOT POSSIBLE.

SIGNS SHALL BE BLACK ON ORANGE.

THE DIRECTIONAL ARROW SIGNS (ARROW ONLY) BEING BLACK ON WHITE.

TWO CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON EACH SIDE OF THE BRIDGE FOR SEVEN DAYS TO ADVANCE WARN FOR CLOSURE.

THE ROAD CLOSURE AND DETOUR ARE TO BE USED FOR THE PROPOSED BRIDGE PAINTING WORK.

SEE THE SPECIAL PROVISIONS "INTERIM COMPLETION DATES" AND "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)."

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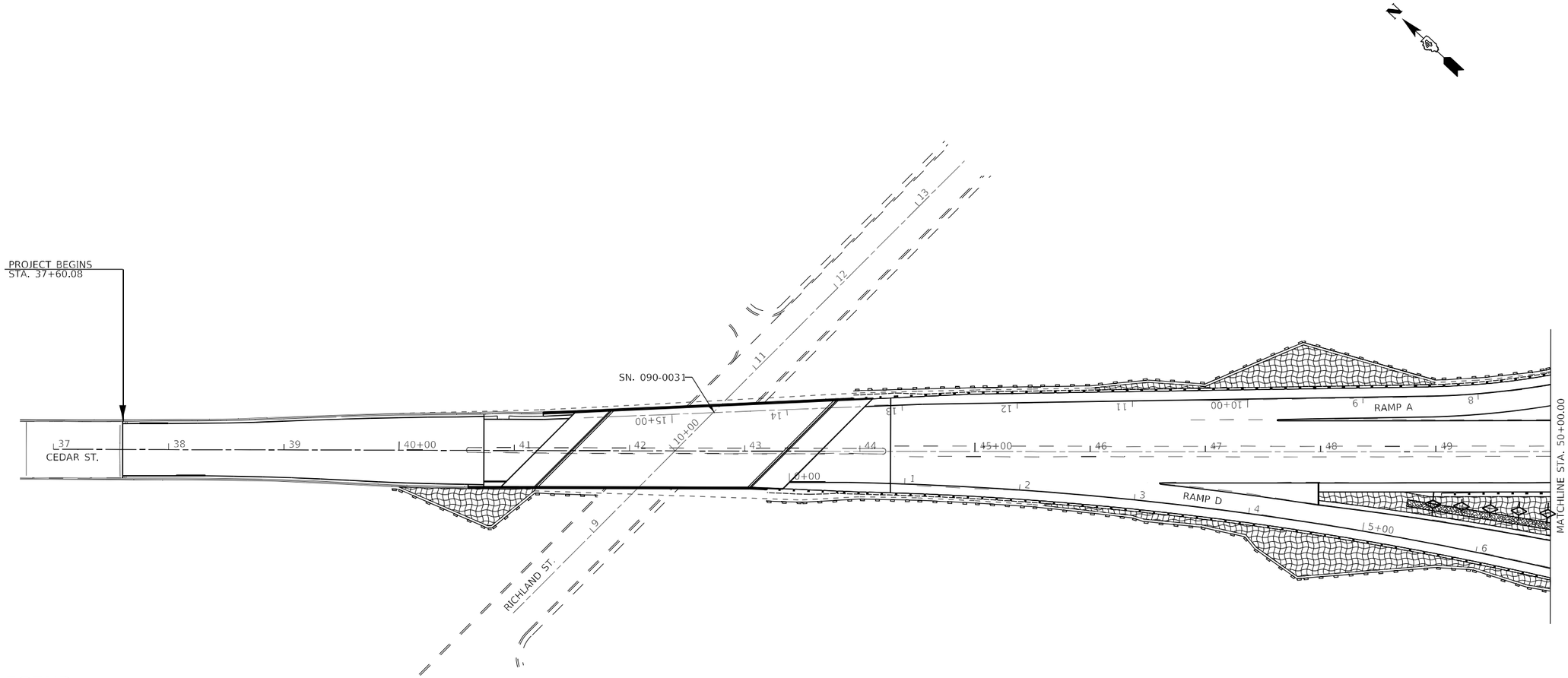
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROAD CLOSURE AND DETOUR DETAILS

SCALE: N/A | SHEET 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	77
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECKS
- EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
- STONE RIPRAP, CLASS B3

0 50 100 150
SCALE IN FEET

MODEL: Clean Sheets
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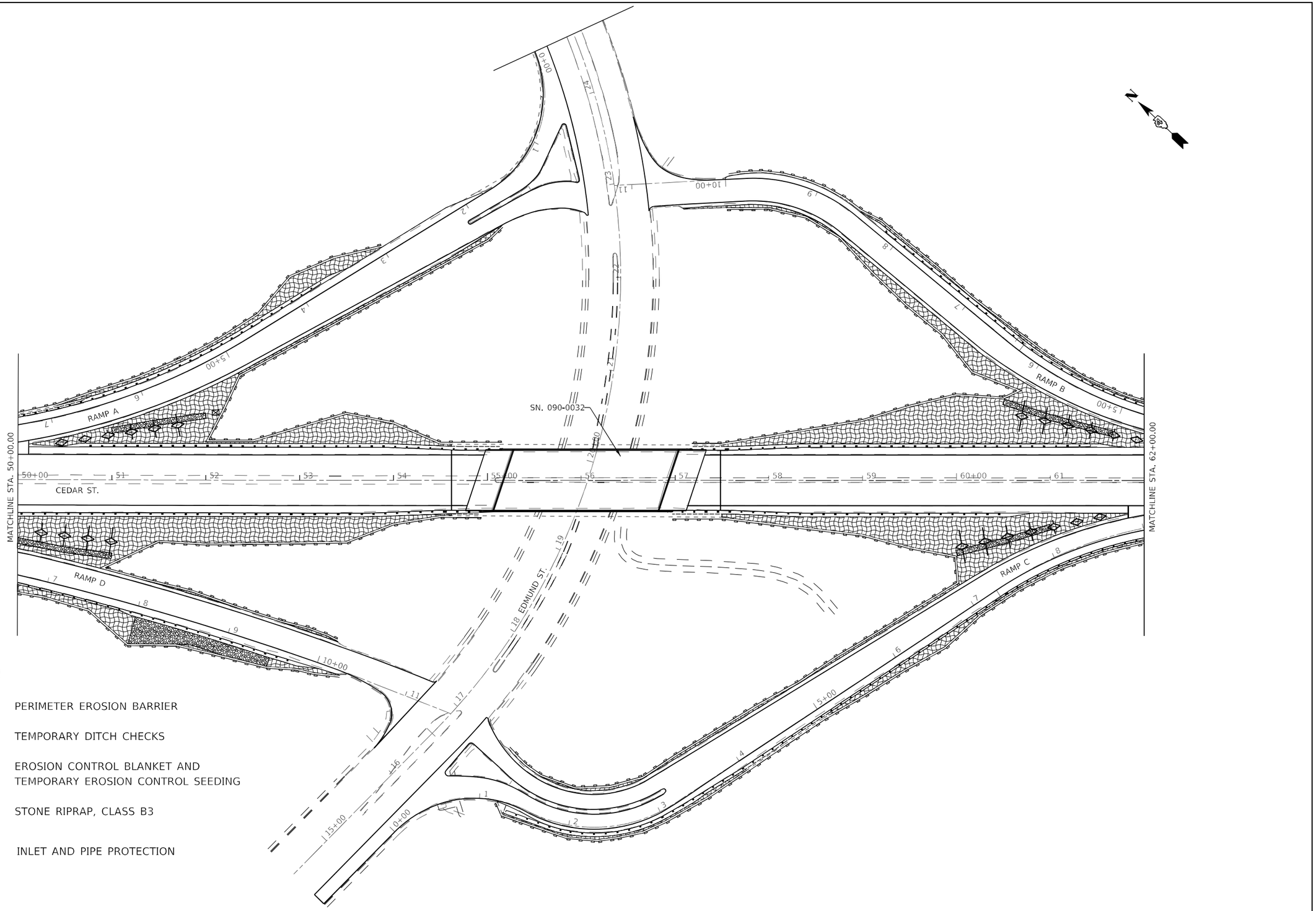
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

SCALE: 1"=100' | SHEET 1 OF 3 SHEETS | STA. 37+60.08 | TO STA. 50+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	78
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECKS
- EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
- STONE RIPRAP, CLASS B3
- INLET AND PIPE PROTECTION

0 50 100 150
SCALE IN FEET

MODEL: Clean Sheets
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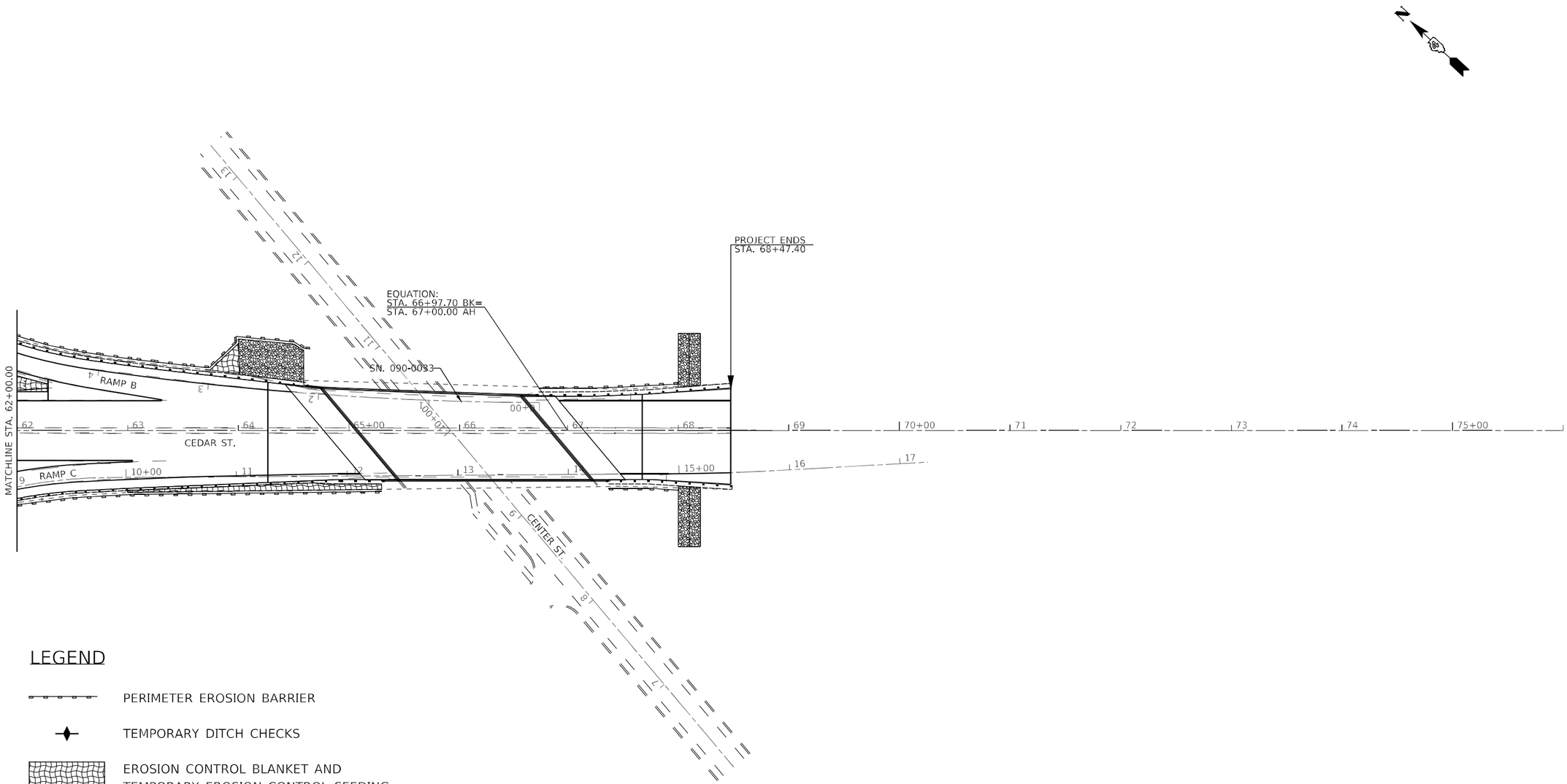
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

SCALE: 1"=100' | SHEET 2 OF 3 SHEETS | STA. 50+00.00 TO STA. 62+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	79
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECKS
- EROSION CONTROL BLANKET AND TEMPORARY EROSION CONTROL SEEDING
- STONE RIPRAP, CLASS B3

0 50 100 150

SCALE IN FEET

MODEL: Clean Sheets
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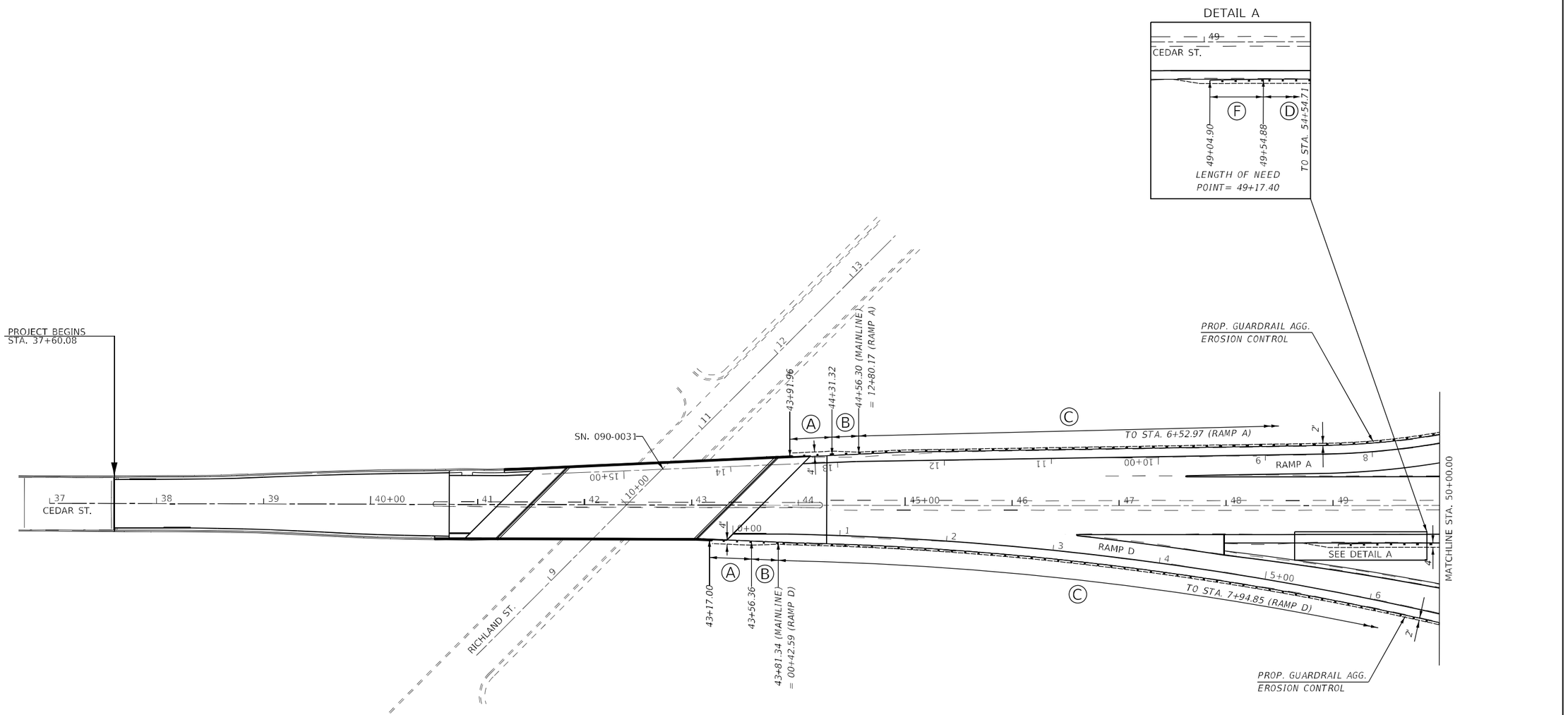
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

SCALE: 1"=100' | SHEET 3 OF 3 SHEETS | STA. 62+00.00 | TO STA. 68+47.40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	80
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



NOTES:

GUARDRAIL AGGREGATE EROSION CONTROL WIDTHS:

RT: 43+17.00 TO 43+56.36 (4')
43+56.36 TO 43+81.34 (4'-2')
48+70.90 TO 48+94.90 (0'-4')
48+94.90 TO 54+94.09 (4')

LT: 43+91.96 TO 44+31.32 (4')
44+31.32 TO 44+56.30 (4'-2')

LEGEND

- (A) TRAFFIC BARRIER TERMINAL, TYPE 6
- (B) SPB GUARDRAIL, TYPE A, 9 FOOT POSTS
- (C) NON-BLOCKED SPB GUARDRAIL, 9 FOOT POSTS
- (D) SPB GUARDRAIL, TYPE A, 6 FOOT POSTS
- (E) TRAFFIC BARRIER TERMINAL, TYPE 2
- (F) TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

MODEL: Proposed Sheets 2
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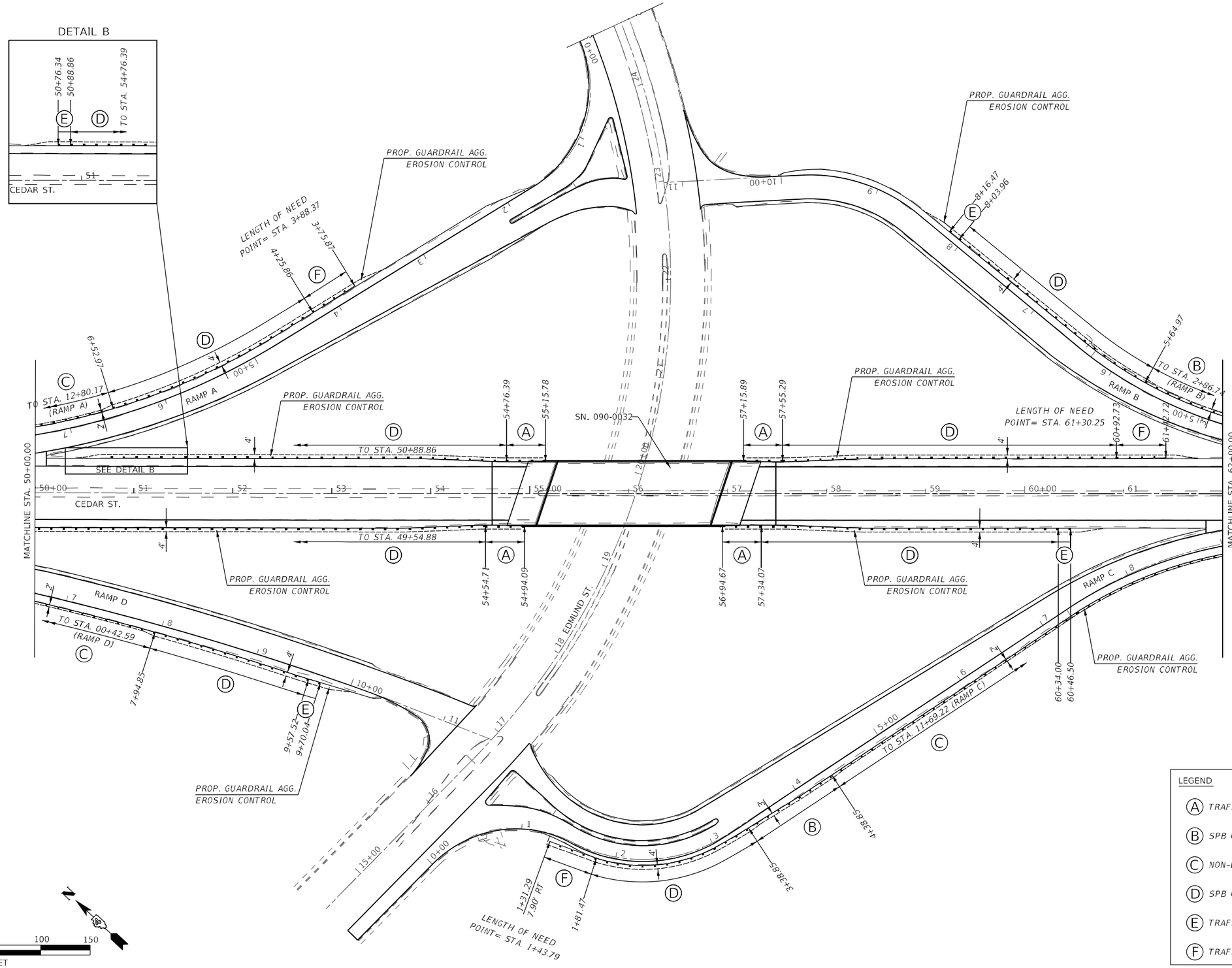
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PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED GUARDRAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	81
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



NOTES:

GUARDRAIL AGGREGATE EROSION CONTROL WIDTHS:

RT: 48+94.90 TO 54+94.09 (4')
56+94.67 TO 60+56.50 (4')
60+56.50 TO 60+80.50 (4'-0')

LT: 50+42.34 TO 50+66.34 (0'-4')
50+66.34 TO 55+15.78 (4')
57+15.89 TO 61+52.72 (4')
61+52.72 TO 61+76.72 (4'-0')

RAMP A (RT):
3+41.87 TO 3+65.87 (0'-4')
3+65.87 TO 6+52.97 (4')
6+52.97 TO 6+65.47 (4-2')
6+65.47 TO 12+80.17 (2')

RAMP B (RT):
2+86.74 TO 2+99.24 (4'-3')
2+99.24 TO 5+52.47 (3')
5+52.47 TO 5+64.97 (3'-4')
5+64.97 TO 8+26.47 (4')
8+26.47 TO 8+50.47 (4'-0')

RAMP C (RT):
1+29.29 TO 1+81.47 (9.1'-4')
1+81.47 TO 3+38.85 (4')
3+38.85 TO 3+48.65 (4'-3')
3+48.65 TO 4+38.85 (3')
4+38.85 TO 4+51.35 (3'-2')
4+51.35 TO 11+69.22 (2')

RAMP D (RT):
0+42.59 TO 7+82.35 (2')
7+82.35 TO 7+94.85 (2'-4')
7+94.85 TO 9+80.04 (4')
9+80.04 TO 10+03.94 (4'-0')

LEGEND

- (A) *TRAFFIC BARRIER TERMINAL, TYPE 6*
- (B) *SPB GUARDRAIL, TYPE A, 9 FOOT POSTS*
- (C) *NON-BLOCKED SPB GUARDRAIL, 9 FOOT POSTS*
- (D) *SPB GUARDRAIL, TYPE A, 6 FOOT POSTS*
- (E) *TRAFFIC BARRIER TERMINAL, TYPE 2*
- (F) *TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT*

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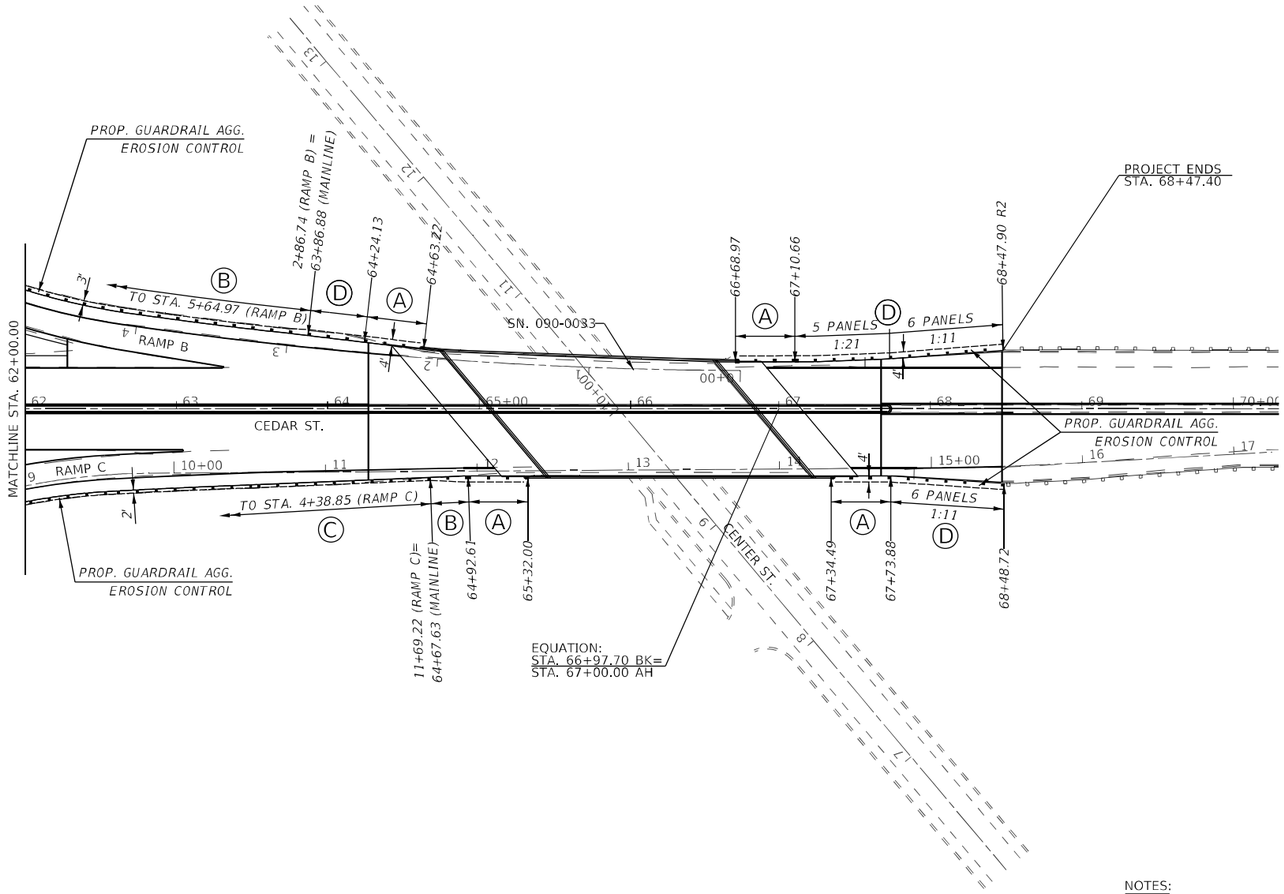
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED GUARDRAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	82
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



NOTES:

GUARDRAIL AGGREGATE EROSION CONTROL WIDTHS:

RT: 64+67.63 TO 64+92.61 (2'-4')
64+92.61 TO 65+32.00 (4')
67+34.49 TO 68+48.72 (4')

LT: 63+86.88 TO 64+63.22 (4')
66+68.97 TO 68+47.93 (4')

LEGEND

- (A) TRAFFIC BARRIER TERMINAL, TYPE 6
- (B) SPB GUARDRAIL, TYPE A, 9 FOOT POSTS
- (C) NON-BLOCKED SPB GUARDRAIL, 9 FOOT POSTS
- (D) SPB GUARDRAIL, TYPE A, 6 FOOT POSTS
- (E) TRAFFIC BARRIER TERMINAL, TYPE 2
- (F) TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED GUARDRAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	83
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

EXISTING INLET
TO REMAIN

EXISTING STORM SEWER
TO REMAIN

CONNECT EXISTING STORM
SEWER TO NEW INLET.

SN. 090-0031

STRUCTURE 1
STA. 40+90.34, 0.5' RT
INLETS, TYPE B, TYPE 1
FRAME, CLOSED LID

PIPE 1
STORM SEWERS, CLASS A, TYPE 1 12"

40+00

41

CEDAR ST.

STRUCTURE 2
STA. 40+78.67, 29.25' RT
TYPE E INLET BOX,
STANDARD 610001 (SPECIAL)

FILLING EXISTING CULVERTS

CTV

E

PIPE 2
PIPE DRAINS 12"

STA. 40+90.34
EXISTING TYPE E INLET BOX TO BE REMOVED

STRUCTURE 3
STA. 40+79.25, 38.5' RT
MANHOLES, TYPE A, 4'-DIAMETER,
TYPE 8 GRATE

STORM SEWER REMOVAL 12"

RICHLAND ST.

9

PIPE 3
PIPE DRAINS 12"

STA. 79+57.09, 64.63' RT
CONCRETE COLLAR
TO CONNECT PROPOSED PIPE
DRAIN TO EXISTING PIPE DRAIN

A

EXISTING PIPE DRAIN
TO REMAIN

N

0 20 40
SCALE IN FEET

NOTE: SEE SCHEDULE OF QUANTITIES FOR ADDITIONAL INFORMATION
ON THE PROPOSED PIPES AND STRUCTURES.

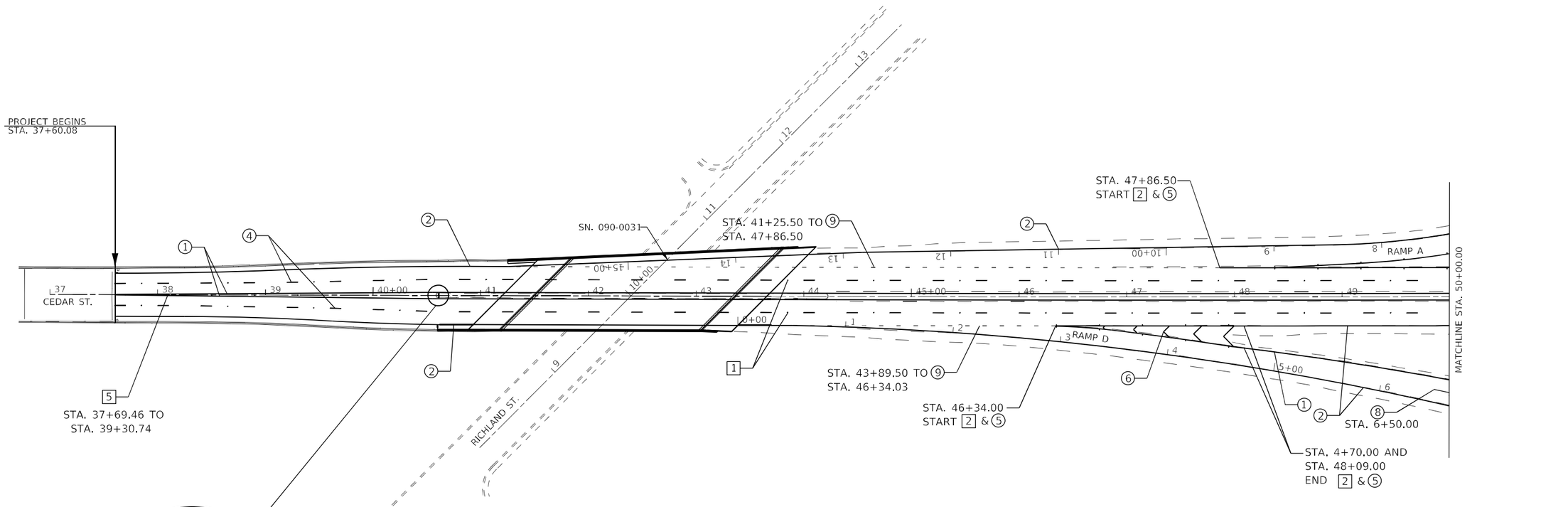
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PLOT DATE = 9/25/2023	DATE -	REVISED -	

PROPOSED DRAINAGE DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	84
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND

1. 100 (4) SOLID (YELLOW)
2. 100 (4) SOLID (WHITE)
3. 2-150 (6) CROSSWALK @ min. 2 m (6.5') c.c. (WHITE)
4. 150 (6) SKIP DASH (WHITE) — 3.05 m (10') / 9.14 m (30') / 3.05 m (10')
5. 200 (8) SOLID (WHITE)
6. 300 (12) DIAGONAL (WHITE) — 45°; 30' (>45 MPH) / 20' (<45 MPH)
7. 600 (24) STOP BAR (WHITE)
8. LETTERS AND ARROWS
9. 200 (8) SKIP DASH (WHITE) — 914 (36) / 2.74 m (9') / 914 (36)

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

RAISED REFLECTIVE PAVEMENT MARKERS (RRPM) LEGEND

1. ONE-WAY CRYSTAL MARKER AT 24.38 m (80') CENTERS
2. ONE-WAY CRYSTAL MARKER AT 12.19 m (40') CENTERS
3. ONE-WAY CRYSTAL MARKER AT 6.10 m (20') CENTERS
4. ONE-WAY AMBER MARKER AT 12.19 m (40') CENTERS
5. TWO-WAY AMBER MARKER AT 12.19 m (40') CENTERS

3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10')

24.38 m (80')

ONE WAY AMBER RRPM

ONE WAY CRYSTAL RRPM

MODEL: Proposed Sheets 2
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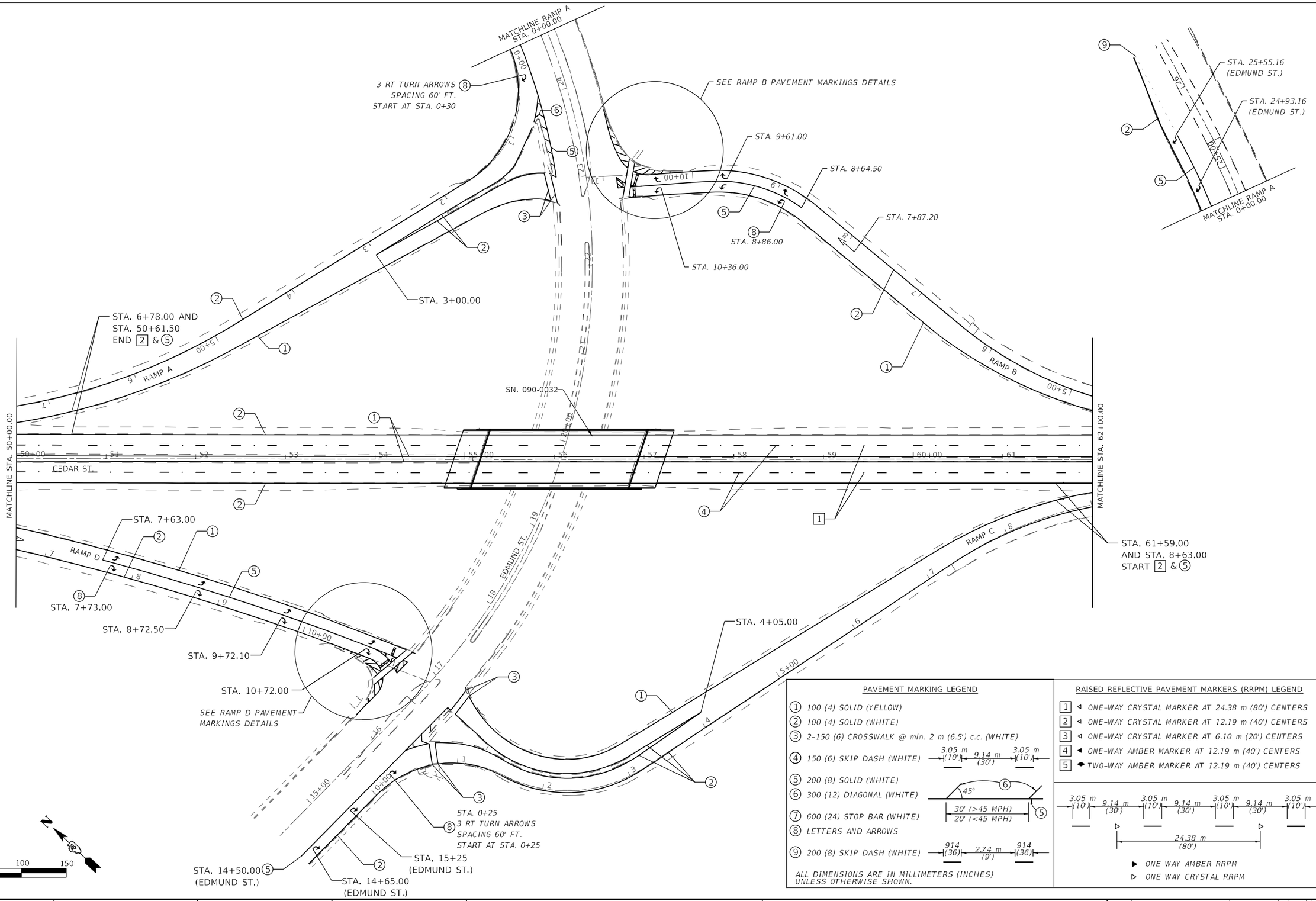
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS PLANS

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	85
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND

1. 100 (4) SOLID (YELLOW)
2. 100 (4) SOLID (WHITE)
3. 2-150 (6) CROSSWALK @ min. 2 m (6.5') c.c. (WHITE)
4. 150 (6) SKIP DASH (WHITE) — 3.05 m (10') / 9.14 m (30') / 3.05 m (10')
5. 200 (8) SOLID (WHITE)
6. 300 (12) DIAGONAL (WHITE) — 45°
7. 600 (24) STOP BAR (WHITE) — 30' (>45 MPH) / 20' (<45 MPH)
8. LETTERS AND ARROWS
9. 200 (8) SKIP DASH (WHITE) — 914 (36) / 2.74 m (9') / 914 (36)

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

RAISED REFLECTIVE PAVEMENT MARKERS (RRPM) LEGEND

1. ONE-WAY CRYSTAL MARKER AT 24.38 m (80') CENTERS
2. ONE-WAY CRYSTAL MARKER AT 12.19 m (40') CENTERS
3. ONE-WAY CRYSTAL MARKER AT 6.10 m (20') CENTERS
4. ONE-WAY AMBER MARKER AT 12.19 m (40') CENTERS
5. TWO-WAY AMBER MARKER AT 12.19 m (40') CENTERS

3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10')
24.38 m (80')

ONE WAY AMBER RRPM
ONE WAY CRYSTAL RRPM

MODEL: Proposed Sheets 2
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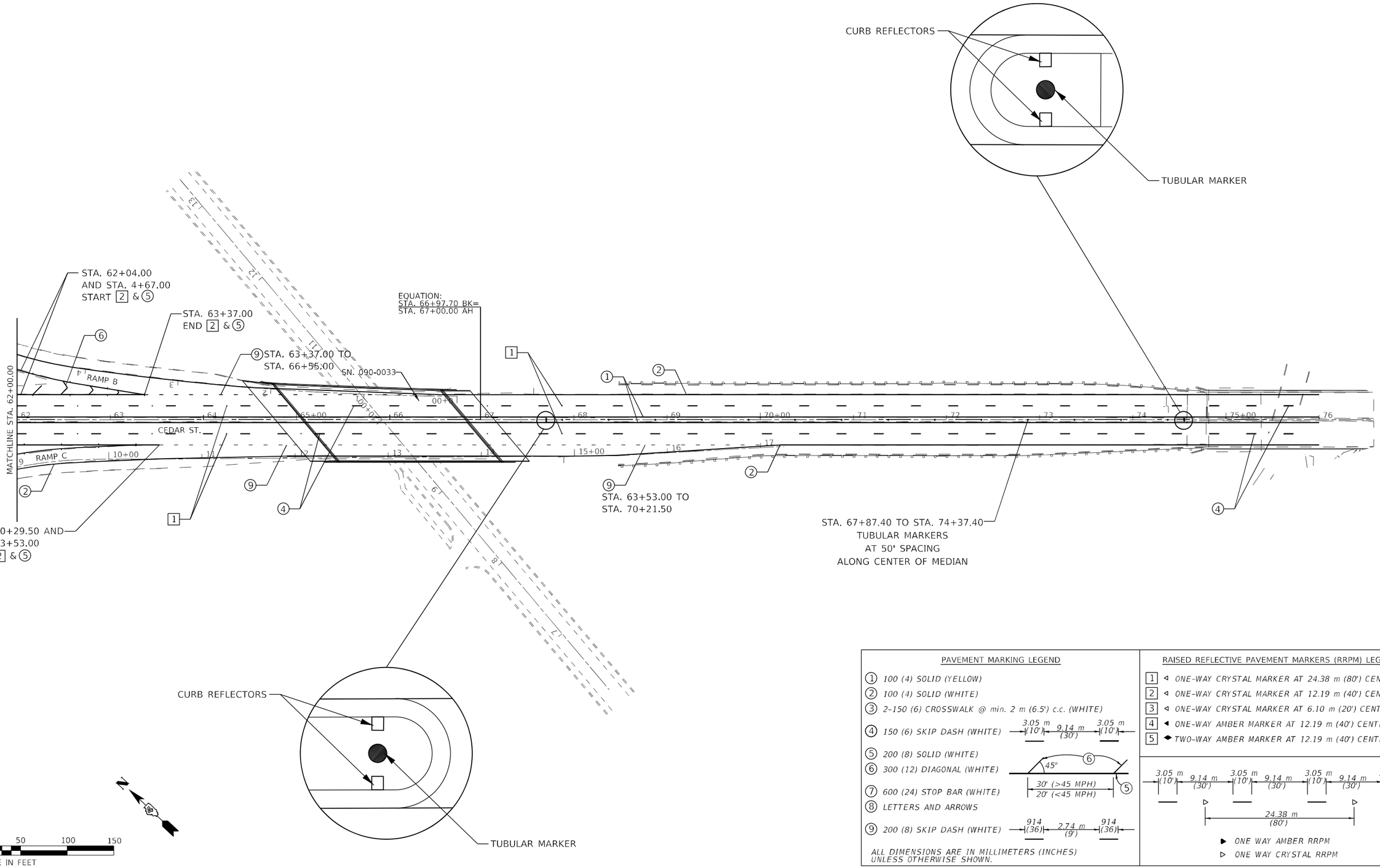
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PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS PLANS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	86
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND

1. *100 (4) SOLID (YELLOW)*
2. *100 (4) SOLID (WHITE)*
3. *2-150 (6) CROSSWALK @ min. 2 m (6.5') c.c. (WHITE)*
4. *150 (6) SKIP DASH (WHITE)* — 3.05 m (10') / 9.14 m (30') / 3.05 m (10')
5. *200 (8) SOLID (WHITE)*
6. *300 (12) DIAGONAL (WHITE)* — 45°
7. *600 (24) STOP BAR (WHITE)* — 30' (>45 MPH) / 20' (<45 MPH)
8. *LETTERS AND ARROWS*
9. *200 (8) SKIP DASH (WHITE)* — 914 (36) / 2.74 m (9') / 914 (36)

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

RAISED REFLECTIVE PAVEMENT MARKERS (RRPM) LEGEND

1. *ONE-WAY CRYSTAL MARKER AT 24.38 m (80') CENTERS*
2. *ONE-WAY CRYSTAL MARKER AT 12.19 m (40') CENTERS*
3. *ONE-WAY CRYSTAL MARKER AT 6.10 m (20') CENTERS*
4. *ONE-WAY AMBER MARKER AT 12.19 m (40') CENTERS*
5. *TWO-WAY AMBER MARKER AT 12.19 m (40') CENTERS*

3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10')

24.38 m (80')

ONE WAY AMBER RRPM

ONE WAY CRYSTAL RRPM

USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS PLANS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	87
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

MODEL: Proposed Sheets 2
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PAVEMENT MARKING LEGEND

1. 100 (4) SOLID (YELLOW)
2. 100 (4) SOLID (WHITE)
3. 2-150 (6) CROSSWALK @ min. 2 m (6.5') c.c. (WHITE)
4. 150 (6) SKIP DASH (WHITE) — 3.05 m (10') / 9.14 m (30') / 3.05 m (10')
5. 200 (8) SOLID (WHITE)
6. 300 (12) DIAGONAL (WHITE) — 45°; 30' (>45 MPH), 20' (<45 MPH)
7. 600 (24) STOP BAR (WHITE)
8. LETTERS AND ARROWS
9. 200 (8) SKIP DASH (WHITE) — 914 (36) / 2.74 m (9') / 914 (36)

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

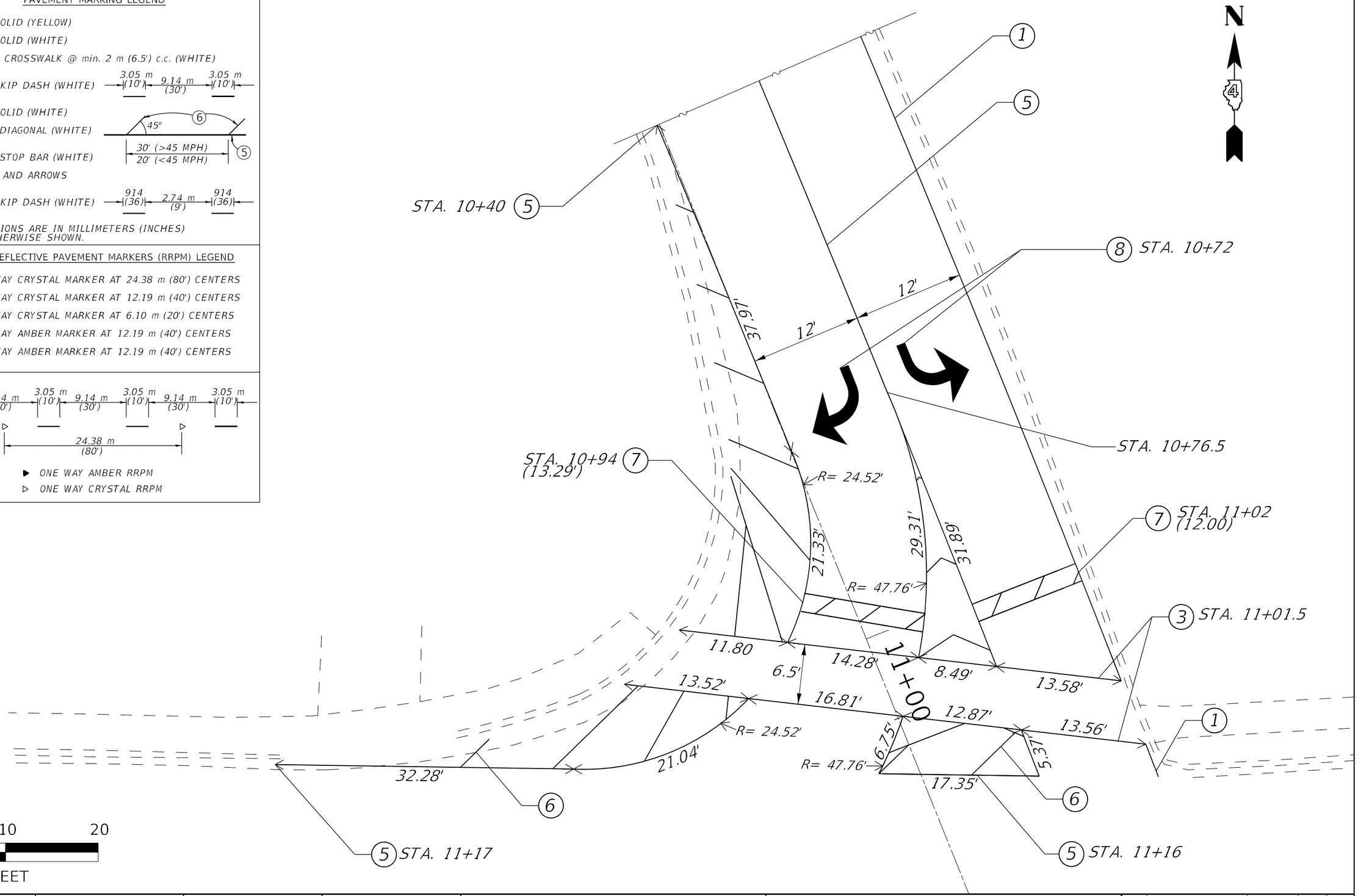
RAISED REFLECTIVE PAVEMENT MARKERS (RRPM) LEGEND

1. ONE-WAY CRYSTAL MARKER AT 24.38 m (80') CENTERS
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4. ONE-WAY AMBER MARKER AT 12.19 m (40') CENTERS
5. TWO-WAY AMBER MARKER AT 12.19 m (40') CENTERS

3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10')

24.38 m (80')

- ONE WAY AMBER RRPM
- ONE WAY CRYSTAL RRPM



USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 8/25/2023	DATE -	REVISED -	

PAVEMENT MARKINGS DETAILS
RAMP D

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	88
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

MODEL: Proposed Sheets 2
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PAVEMENT MARKING LEGEND

1. 100 (4) SOLID (YELLOW)
2. 100 (4) SOLID (WHITE)
3. 2-150 (6) CROSSWALK @ min. 2 m (6.5') c.c. (WHITE)
4. 150 (6) SKIP DASH (WHITE) — 3.05 m (10') / 9.14 m (30') / 3.05 m (10')
5. 200 (8) SOLID (WHITE)
6. 300 (12) DIAGONAL (WHITE) — 45°; 30' (>45 MPH), 20' (<45 MPH)
7. 600 (24) STOP BAR (WHITE)
8. LETTERS AND ARROWS
9. 200 (8) SKIP DASH (WHITE) — 914 (36) / 2.74 m (9') / 914 (36)

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

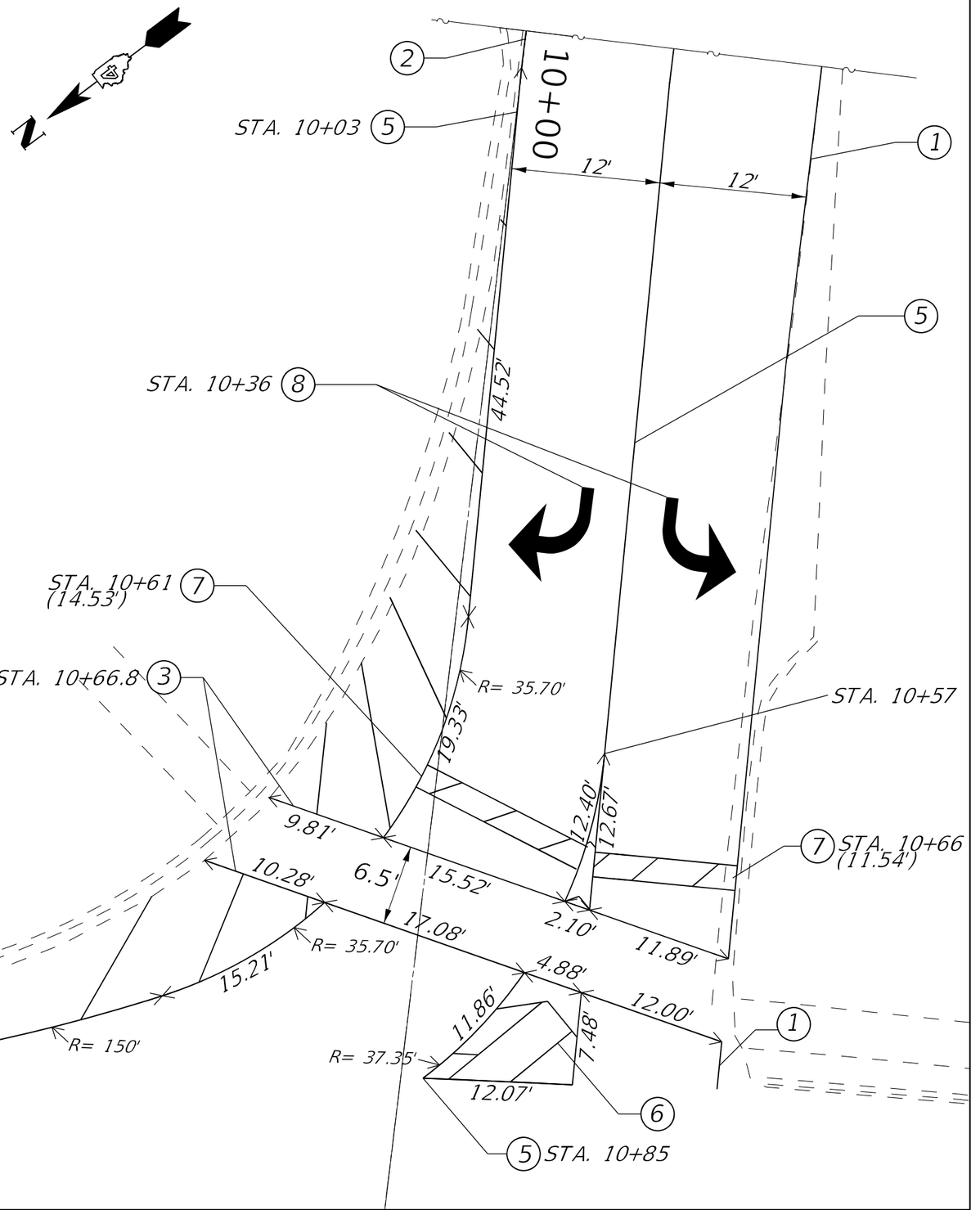
RAISED REFLECTIVE PAVEMENT MARKERS (RRPM) LEGEND

1. ONE-WAY CRYSTAL MARKER AT 24.38 m (80') CENTERS
2. ONE-WAY CRYSTAL MARKER AT 12.19 m (40') CENTERS
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4. ONE-WAY AMBER MARKER AT 12.19 m (40') CENTERS
5. TWO-WAY AMBER MARKER AT 12.19 m (40') CENTERS

3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10') / 9.14 m (30') / 3.05 m (10')

24.38 m (80')

- ONE WAY AMBER RRPM
- ONE WAY CRYSTAL RRPM



0 10 20

SCALE IN FEET

MODEL: Proposed Sheets 2
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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS DETAILS
RAMP B

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	89
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

BILL OF MATERIALS		
DESCRIPTION	UNIT	QTY.
MISCELLANEOUS ELECTRICAL WORK	L SUM	1.0

OVERHEAD LIGHTING CONSTRUCTION NOTES	
1.	EXISTING UTILITY LOCATION INFORMATION IS NOT SHOWN ON THE PLAN SHEETS. THE GENERAL CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES PRIOR TO THE INSTALLATION OF ANY COMPONENTS. THE GENERAL CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS AND TERRAIN PRIOR TO COMMENCING WORK ON THE PROJECT.
2.	THE LOCAITON OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE GENERAL CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
3.	THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE GENERAL CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
4.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
5.	THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03 UNLESS SPECIFIED OTHERWISE.
6.	ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
7.	THE LOCATIONS FOR LIGHT POLES ARE PROVIDED FOR REFERENCE ONLY.
8.	MAINTENANCE OF EXISTING LIGHTING FACILITIES WILL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
9.	THE EXISTING LIGHTING SYSTEM SHALL REMAIN IN OPERATION DURING CONSTRUCTION.
10.	THE CONTRACTOR SHALL DISPOSE OF THE EXISTING HPS LAMPS AT A CERTIFIED RECYCLING FACILITY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR MISCELLANEOUS ELECTRICAL WORK.
11.	THE CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING LIGHT POLES AND LUMINAIRES, FURNISH AND INSTALL NEW WOOD POLES, GUY WIRES, , AERIAL CABLE, CABLE CLAMPS, WIRING, AND ALL OTHER ITEMS REQUIRED TO RE-FEED THE EXISTING LIGHTING CIRCUITS AS SHOWN ON THE PLAN SHEETS. THESE ITEMS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR MISCELLANEOUS ELECTRICAL WORK.
12.	THE CONTRACTOR SHALL ATTACH THE AERIAL CABLE TO THE EXISTING LIGHT POLES USING CONDUIT CLAMPS AND POLE BRACKETS. THE AERIAL CABLE SHALL BE INSTALLED AT A MINIMUM HEIGHT OF 30 FT. AND BE LOCATED INSIDE THE POLE OR CONTAINED WITHIN CONDUIT.
13.	AERIAL CABLE ON WOOD POLES SHALL BE INSTALLED AT A MINIMUM HEIGHT OF 40 FT.
14.	ALL WORK INCLUDING TEMPORARY WOOD POLES AND AERIAL CABLE WILL REMAIN IN PLACE AND BECOME THE PROPERTY OF THE DEPARTMENT UPON PROJECT COMPLETION.

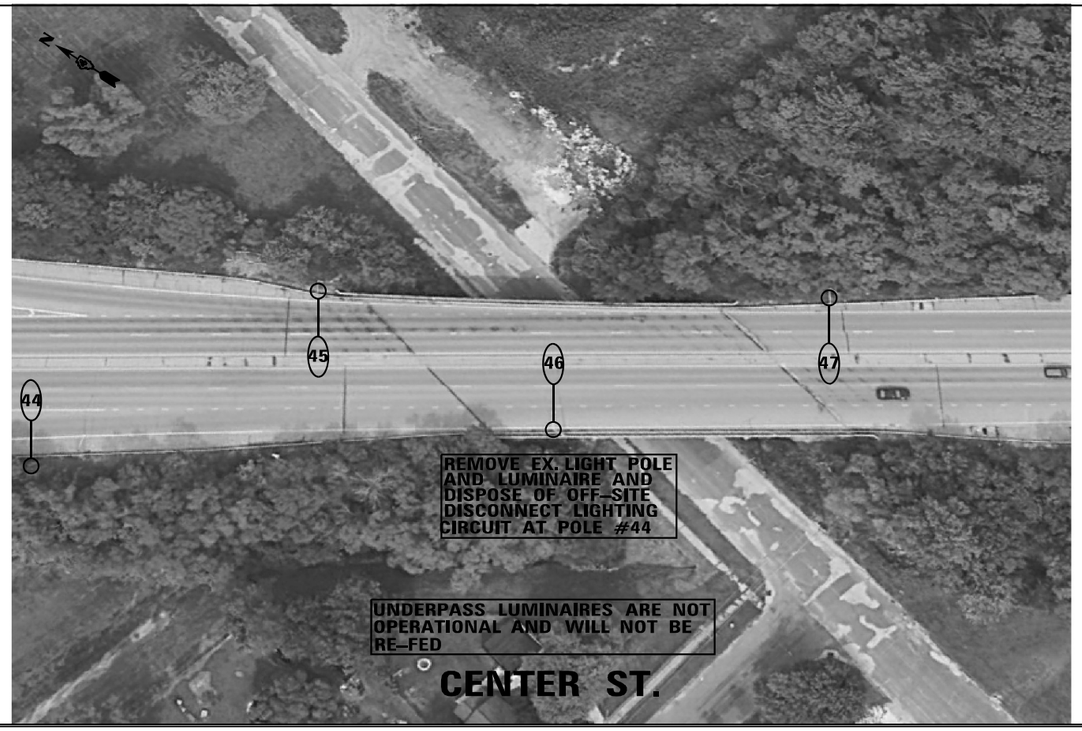
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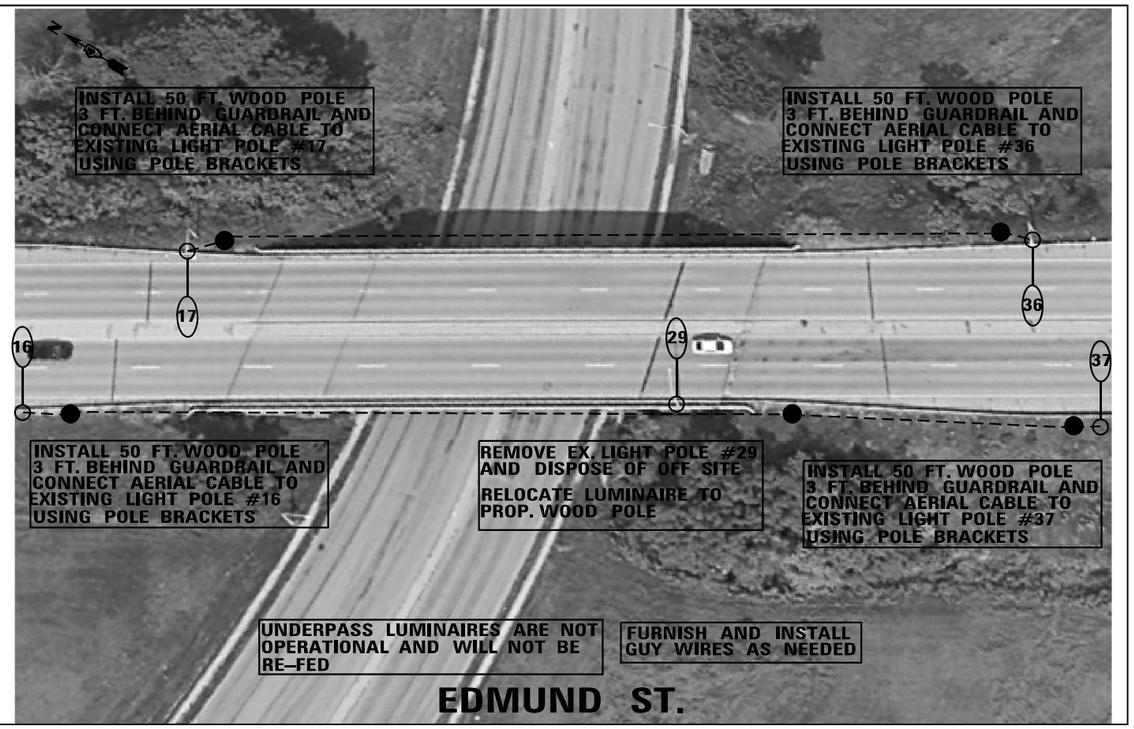
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	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = $DATE$	DATE -	REVISED -	

EXISTING LIGHTING PLANS
CEDAR STREET EXTENSION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	90
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		





LEGEND

- EX. ALUMINUM LIGHT POLE AND LUMINAIRE
- PROP. TRIPLEX AERIAL CABLE WITH MESSENGER #4 (*)
- PROP. WOOD POLE, 50 FT. CLASS 4

(*) THE CONTRACTOR SHALL DETERMINE THE REQUIRED SIZE OF THE PROPOSED AERIAL CABLE AS BASED ON CIRCUIT LOAD

MODEL: $MODELNAME$
FILE NAME: $FILE$

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING PLANS
CEDAR STREET EXTENSION

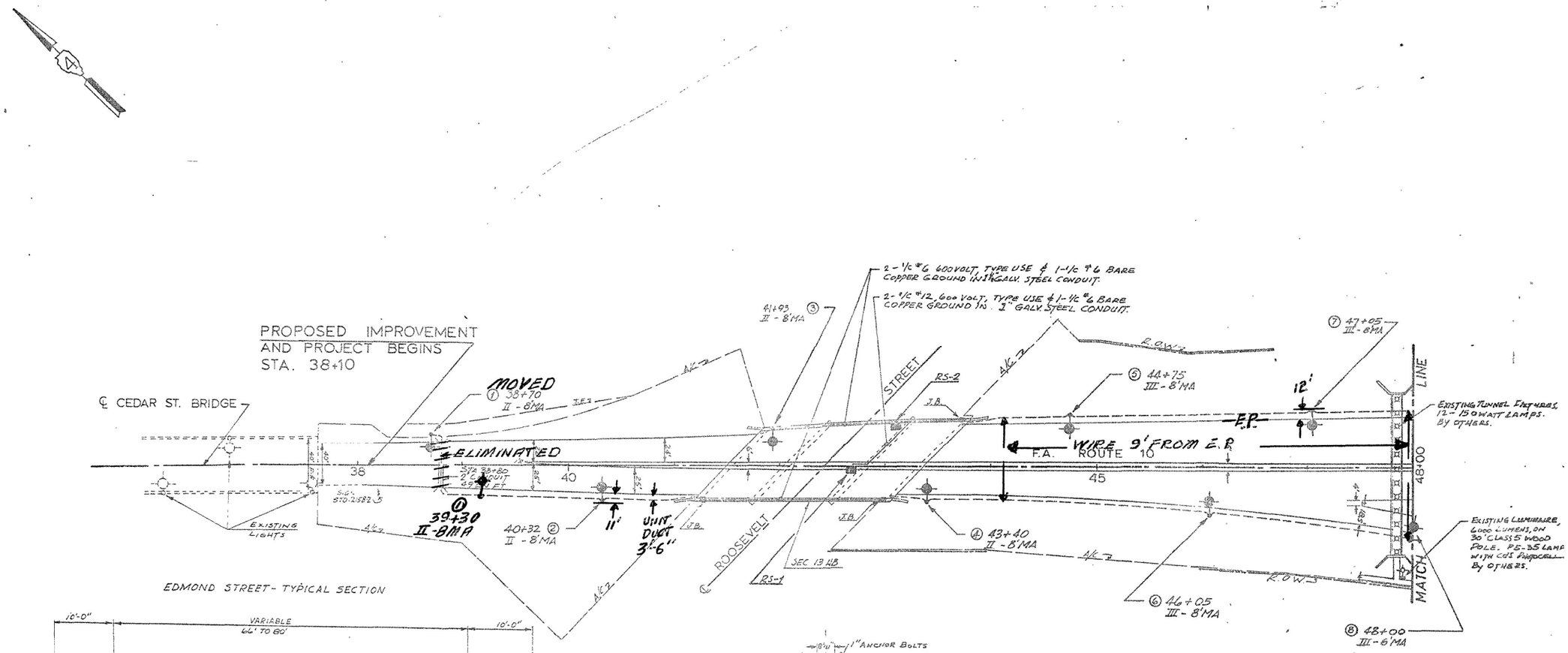
SCALE: | SHEET OF SHEETS | STA. | TO STA.

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		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

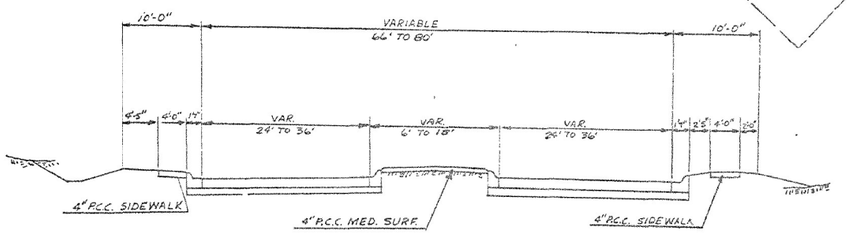
FOR INFORMATION ONLY

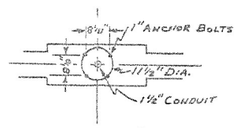
ROUTE NO.	SEC.	COUNTY	SHEET NO.
FA 10	13 HL	TAZEWELL	14 | 4
FED. HIGHWAY NO.	ILLINOIS	PROJECT	U-1315)

Sta 38+10 - 48+00



EDMOND STREET - TYPICAL SECTION





ANCHOR BOLT ARRANGEMENT

LEGEND

- LUMINAIRE, MERCURY VAPOR, WITH BUILT IN REGULATOR BALLAST, 400 WATTS MOUNTED ON A DAVIT TYPE ALUMINUM OR RUST RESISTANT STEEL POLE, 34' MOUNTING HEIGHT. 6'-18' MAST ARM.
- LUMINAIRE, MERCURY VAPOR, WITH BUILT IN REACTOR BALLAST, 175 WATTS MOUNTED UNDER STRUCTURES FOR SIDEWALK LIGHTING.
- 2 - 1/c #6, 600 VOLT CABLE IN POLYETHYLENE DUCT & 1 - 1/c #6 BARE COPPER CONTINUOUS GROUND IN TRENCH OUTSIDE OF DUCT.
- 2" OR 3" GALVANIZED STEEL CONDUIT PUSHED.
- J.B. JUNCTION BOX ATTACHED TO STRUCTURE.

GENERAL NOTE:
INSTALLATION OF GALVANIZED PIPE CONDUIT IN ABUTMENTS FOR ELECTRICAL CONDUIT SHALL BE BY OTHERS. THE SEALING OF THIS CONDUIT WITH PLUMBERS (NON-ASBESTOS) WOOL SHALL BE BY SEC. 150(L) CONTRACTOR, SEE SHEET NO. ___ FOR DETAILS

TWO (2) SIGNS CONFORMING TO STD 2158-2 SHALL BE ERECTED AT LOCATIONS SHOWN ON SHEETS 4 & 7

WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED.

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

NOTES THIS SHEET:
3" CONDUITS IN BOTH ENDS BOTH ABUTMENTS ROOSEVELT ST. STRUCTURE, BY OTHERS.

RS1 & RS-2 UNITS ARE UNDERCUTS SIDEWALK LIGHTS, 175 WATT, MERCURY VAPOR LUMINAIRE, SEE DETAIL SHEET NO. 5 FOR LOCATION.

SEE SHEET NO. 2 FOR ROOSEVELT ST. TYPICAL SECTIONS.

SCALE: 1in. = 50ft.

MODEL: $MODELNAME$
FILE NAME: $FILE$

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING PLANS
CEDAR STREET EXTENSION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	92
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SEC.	COUNTY	SHEET
FA 10	13 HL	TAZEWELL	14 5

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJ. U-131L

Spn 48+00 – 63+00
EDMUND ST. INTERCHANGE

P.C.C. MED. SURF. 4"

*NOTE

2" CONDUIT 47 LIN. FT. 2400

2" CONDUIT 82 LIN. FT.

2" CONDUIT 30 LIN. FT. 6+45

2" CONDUIT 33 LIN. FT. 10+80

2" CONDUIT 51 LIN. FT. 1+30

2" CONDUIT 28 LIN. FT. 5+10

2" CONDUIT 27 LIN. FT. 5+20

2" CONDUIT 85 LIN. FT.

2" CONDUIT 33 LIN. FT.

WIRE 9' FROM E.P.

WIRE UNDER B.L.K.T.P.

12' MAX.

E.P.

RAMP A

RAMP B

RAMP C

RAMP D

EDMUND ST.

JACKSON ST

ALLEY

STORM SEWER M.H.

BURIED CABLE

AC

F.A. ROUTE 10

71'-39'-30"

BACK NO. ABUT. STA. 53+46.62

BACK SO. ABUT. STA. 56+93.84

SEE #29 NOTE

RAMP B STA 8+00 FILL = 4'

MATCH LINE

48+00

63+00

24+60 (19) II - 8'MA

2+15 (12) II-8'MA

4+20 (11) I-8'MA

8+45 = 48+90 ML. (17) III-8'MA

C 135 PRI. (10) II 8'MA

51+80 (15) II-8'MA

50+20 (14) II-8'MA

53+40 (16) II-8'MA

55+00 (17) II-8'MA

18+85 (20) II-8'MA

10+90 (23) II-8'MA

17+60 (28) III-8'MA

PR-II-8'MA (27)

1+30 (29) I-8'MA

2+00 (25) I-8'MA

0+55 (26) II-8'MA

14+50 (25) III-8'MA

16+10 (24) III-8'MA

6+80 (21) I-8'MA

8+90 (22) I-8'MA

23+30 (32) III-8'MA

10+40 (31) II-8'MA

20+70 (30) III-8'MA

22+00 (19) II-8'MA

8+35 (33) II-8'MA

6+25 (34) I-8'MA

4+15 (35) II-8'MA

4+30 (36) II-8'MA

58+35 (32) II-8'MA

56+70 (32) II-8'MA

59+80 (37) II-8'MA

7+30 (22) II-8'MA

9+20 (23) II-8'MA

5+40 (24) I-8'MA

3+50 (30) I-8'MA

ES-1

ES-2

ES-3

ES-4

J.B.

Light #29 - Note.

Previously installed conduit is smashed or clogged with concrete.
Use 2-#12 wires to J.B.
Use 1-#6 ground to 'T' joint at bottom of beam.

NOTES:
4" CONDUITS, BOTH SIDES BOTH ABUTMENTS ON BRIDGE BY SEC. 13HB-1 CONTRACTOR.

SEE SHEET NO. 8 FOR UNDERPASS LIGHTS LOCATIONS AND CONDUIT & WIRING DETAILS.

SEE SHEET NO. 4 FOR EDMUND STREET TYPICAL SECTIONS.

BURIED CABLE
WATER MAIN
GAS MAIN

SCALE: 1in = 50ft.

*NOTE:
UNIT-DUCT AT RAMP INTERSECTIONS LOCATED 1'-0" ± MAX. DISTANCE FROM EXISTING CURB AND GUTTER OR SHLDR. EDGE.

EDMUND ST. INTERCHANGE

MODEL: $MODELNAME$
FILE NAME: $FILE$

USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = $DATE$	DATE -	REVISED -	

EXISTING LIGHTING PLANS
CEDAR STREET EXTENSION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	93
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

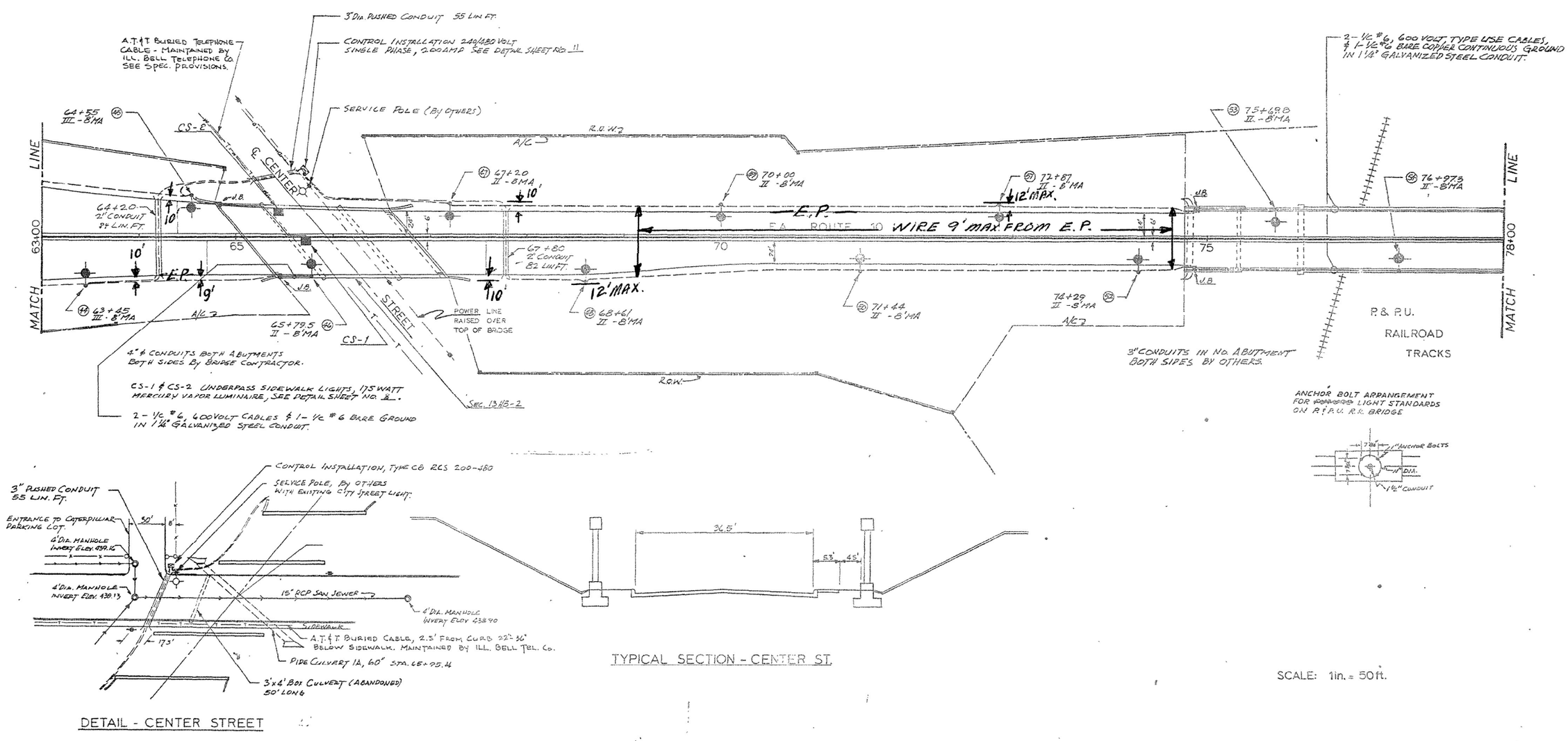
SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A 1013 HL	TAZEWELL	14	6

FED. ROAD DIST. NO. 5 | ILLINOIS | FED. AID PROJECT 4-1916

STA. 63+00 - 78+00

FOR INFORMATION ONLY

EXISTING 6" GAS MAIN- E. SIDE CENTER ST C.I.L.Co.
" 6" WATER " W. " " " CITY, EAST PEORIA.



DETAIL - CENTER STREET

TYPICAL SECTION - CENTER ST.

SCALE: 1in. = 50ft.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING PLANS
CEDAR STREET EXTENSION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

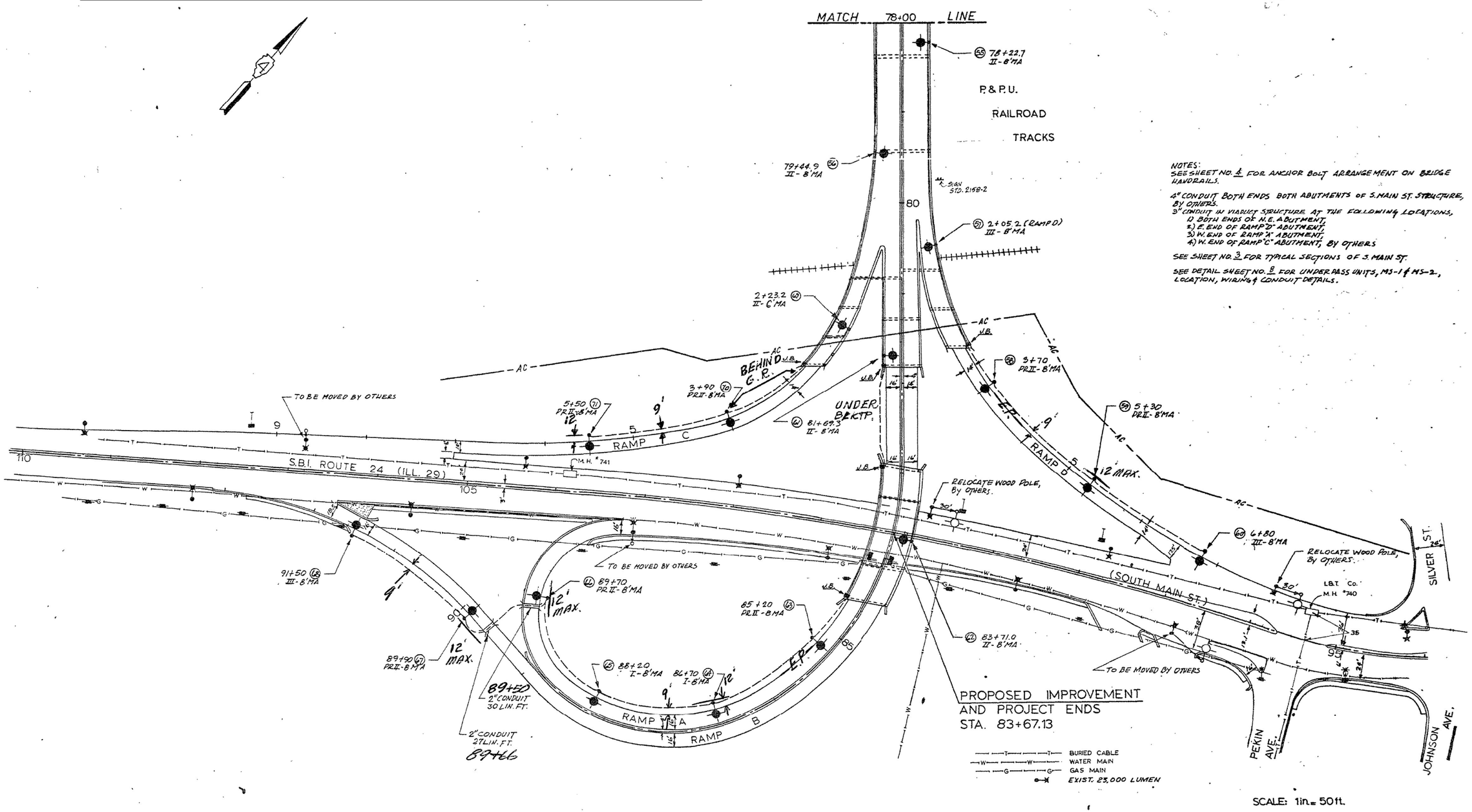
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	94
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

MODEL: $MODELNAME$
FILE NAME: $FILE$

FOR INFORMATION ONLY

FA 10 13 HL TAZEWELL 14 7
U-136

STA 78+00 – 83+67.13
SOUTH MAIN ST. INTERCHANGE



SCALE: 1 in. = 50 ft.

S.B.I. ROUTE 24 INTERCHANGE

NOTES:
SEE SHEET NO. 4 FOR ANCHOR BOLT ARRANGEMENT ON BRIDGE HANDRAILS.

4" CONDUIT BOTH ENDS BOTH ABUTMENTS OF S. MAIN ST. STRUCTURE, BY OTHERS.
3" CONDUIT IN VIADUCT STRUCTURE AT THE FOLLOWING LOCATIONS,
1) BOTH ENDS OF N.E. ABUTMENT,
2) E. END OF RAMP "D" ABUTMENT,
3) W. END OF RAMP "A" ABUTMENT,
4) W. END OF RAMP "C" ABUTMENT, BY OTHERS

SEE SHEET NO. 3 FOR TYPICAL SECTIONS OF S. MAIN ST.

SEE DETAIL SHEET NO. 8 FOR UNDERPASS UNITS, MS-1 & MS-2, LOCATION, WIRING & CONDUIT DETAILS.

MODEL: $MODELNAME$
FILE NAME: $FILE$

USER NAME = $USER$	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = $DATE$	DATE -	REVISED -	

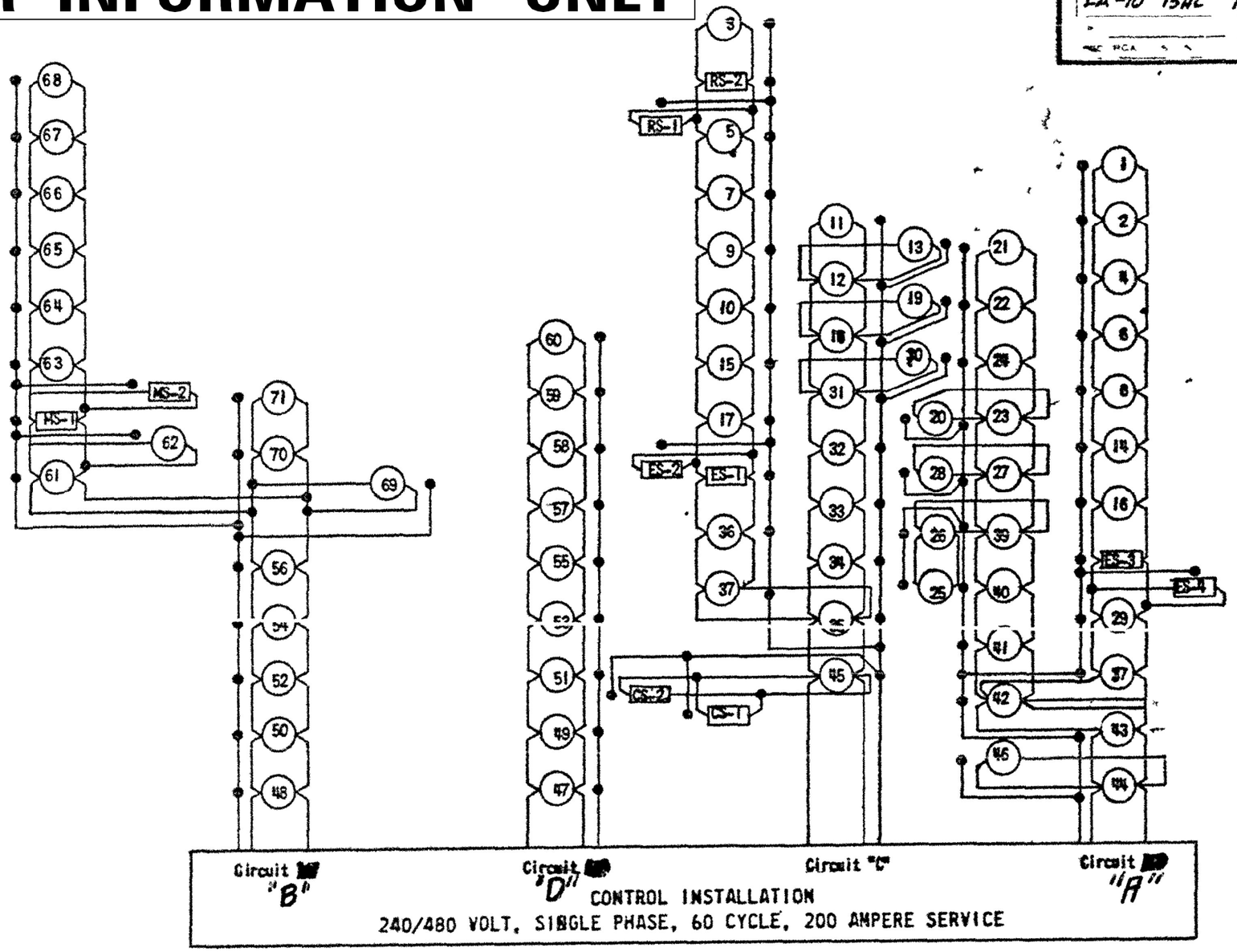
EXISTING LIGHTING PLANS
CEDAR STREET EXTENSION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	95
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

ROUTE NO				
FA-10	13HL	TAZEWELL	IA	9
REC PCA				LA-1311)



CONTROL INSTALLATION

240/480 VOLT, SINGLE PHASE, 60 CYCLE, 200 AMPERE SERVICE

WIRING DIAGRAM

MODEL: $MODELNAME$
FILE NAME: $FILE$

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING PLANS
CEDAR STREET EXTENSION

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	96
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

Bench Mark: BM 6, Top of Southeasterly Bolt on Lightpole, Elev. 462.970 (Approximately 34' Rt. of Sta. 39+30)

Existing Structure: Structure No. 090-0031 was orginally built in 1966 as F.A. Route 10 , Section 13-HB in Tazewell County as a three span continuous steel beam (W36) structure supporting a 7" R.C. slab. The substructure consists of spill-through abutments on concrete piles and multi-column piers on concrete pile-supported concrete footings. The concrete deck was replaced and widened in 1987 under Section 13 (HB) BR. The minimum out-to-out width is 69'-3" and the maximum out-to-out width is 78'-7½". The back-to-back abutment length is 187'-4".

Construction will be completed using Stage Construction.

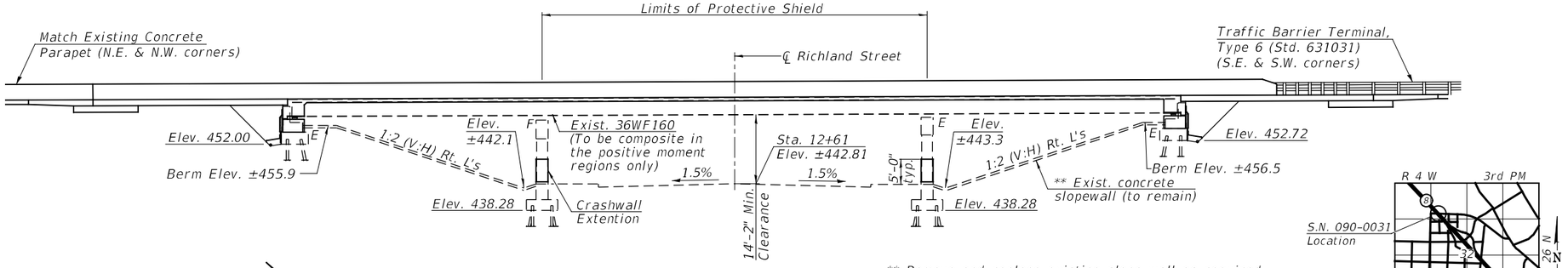
No Salvage

SCOPE OF WORK

1. Set-up Stage I for construction and place traffic in Stage I.
2. Remove upper portion of existing wingwalls for bridge approach slab for Stage I.
3. Remove existing concrete deck and parapets for Stage I.
4. Reconfigure existing abutments and wingwalls to semi-integral abutment configuration for Stage I.
5. Construct new concrete deck. Make new deck composite in positive moment regions only for Stage I.
6. Set-up Stage II for construction and switch traffic over to Stage II.
7. Repeat above steps for Stage II.
8. Repair existing substructure units.
9. Clean and paint existing structural steel.

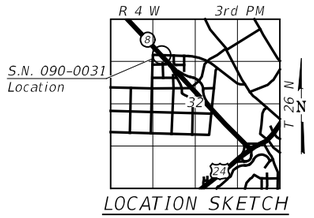
INDEX OF SHEETS

Sheet No.	Description
1	General Plan and Elevation
2	General Data
3	Stage Construction Details
4	Temporary Concrete Barrier
5	Top of Slab Elevations - Location Plan
6-7	Top of Slab Elevations
8	Top of North Approach Slab Elevations
9	Top of South Approach Slab Elevations
10	Superstructure
11-12	Superstructure Details
13	Drainage Scuppers (DS-11)
14	Drainage System
15	Diaphragm Details - North Abutment
16	Diaphragm Details - South Abutment
17	Bridge Approach Slab Details - North Abutment
18	Bridge Approach Slab Details - North Abutment
19	Bridge Approach Slab Details - South Abutment
20	Bridge Approach Slab Details - South Abutment
21	Structural Steel
22	Structural Steel Details
23	Bearing Details
24	Abutment Concrete Removal Details
25	North Abutment
26	South Abutment
27	Pier Repair Details
28	Pier 1 Crashwall Extension
29	Pier 2 Crashwall Extension
30	Bar Splicer Details

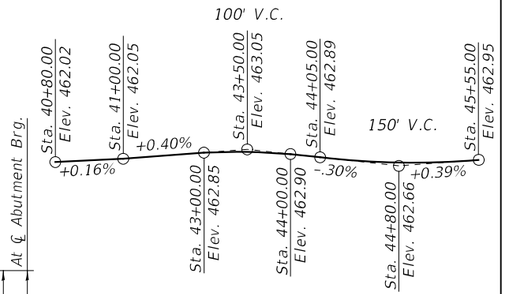


** Remove and replace existing slope wall as required to facilitate construction of proposed abutment.

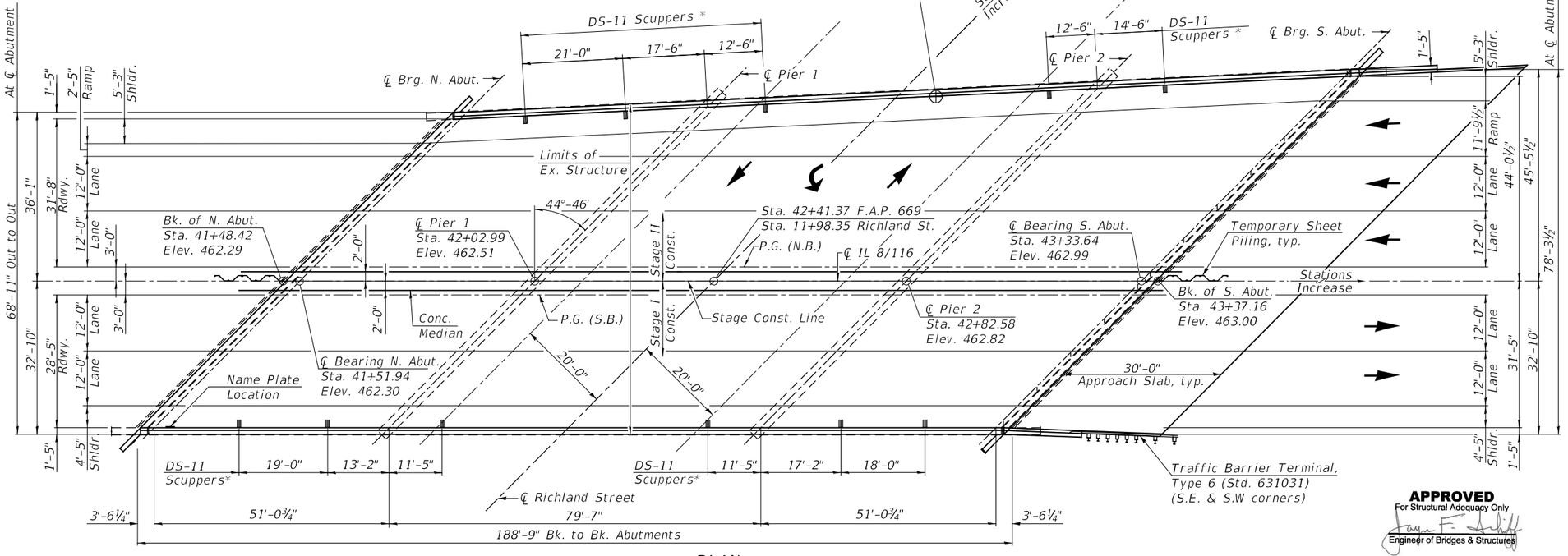
ELEVATION
(Looking East)



LOCATION SKETCH



PROFILE GRADE
(F.A.P. Route 669)
Measured 3' from ℄ bridge on both sides of median at top of concrete deck



PLAN

* Provide drainage system at drainage scuppers over roadway in Span 2

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

MARK A. HENDERSON
563
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

Expires: 11/30/2024
Date: 9/14/2023

GENERAL PLAN
IL 8/116 (F.A.P. 669) OVER RICHLAND STREET
SEC. 13-[(HB,HB-1,2)BR-1]RS-2
TAZEWELL COUNTY
STATION 42+42.79
STRUCTURE NO. 090-0031

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

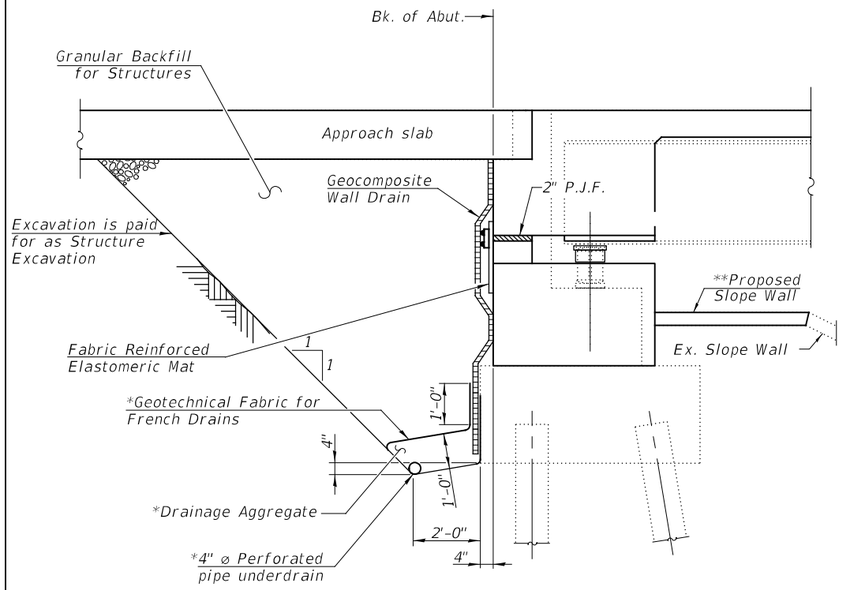
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	CHECKED - DJC	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 090-0031
SHEET NO. 1 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	97
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

MODEL: 68C00-097
FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
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SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ℄'s)

*Included in the cost of Pipe Underdrains for Structures.

**Slope Wall shall be reinforced with galvanized welded wire fabric 6 in. x 6 in. W4.0 x W4.0,weighing 58 lbs. per 100 sq. ft.

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).

GENERAL NOTES

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

The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete(SSPC – SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made by either grinding the surface or shimming the bearings.

Slipforming of the parapets is not allowed.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Cleaning and painting of existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures." All beams, bearings, and other structural steel shall be cleaned per Near White Blast Cleaning – SSPC-SP10. The designated areas cleaned per Near White Blast Cleaning shall be painted according to the requirements of paint system 1 – OZ/E/U. 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 Blue, Munsell No. 10B 3/6.

A minimum of four air monitors will be required to monitor abrasive blasting operations at this site. See Special Provision for "Containment and Disposal of Lead Paint Cleaning Residues."

SSPC QP1 and QP2 Contractor Certification is required for this Contract.

Care shall be taken not to damage rubber bearing components during the blasting and cleaning operations. Any damage to these components shall be repaired at the contractor's expense.

A film forming Concrete Sealer shall be applied to the horizontal surfaces of the pier crash wall extensions and penetrating Concrete Sealer shall be applied to the vertical surfaces of the pier crash wall extensions.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		141.9	141.9
Slope Wall Removal	Sq. Yd.		137	137
Removal of Existing Concrete Deck No. 1	Each	1		1
Protective Shield	Sq. Yd.	651		651
Structure Excavation	Cu. Yd.		643	643
Concrete Structures	Cu. Yd.		236.9	236.9
Concrete Superstructure	Cu. Yd.	538.8		538.8
Bridge Deck Grooving	Sq. Yd.	1717		1717
Protective Coat	Sq. Yd.	2175		2175
Concrete Superstructure (Approach Slab)	Cu. Yd.	203.8		203.8
Stud Shear Connectors	Each	3744		3744
Reinforcement Bars, Epoxy Coated	Pound	196,860	28,640	225,500
Bar Splicers	Each	669	117	786
Slope Wall 4 Inch	Sq. Yd.		123.0	123.0
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type 1	Each	24		24
Anchor Bolts, 1"	Each	48		48
Temporary Sheet Piling	Sq. Ft.		371	371
Drainage System for Structures	L. Sum		0.33	0.33
Granular Backfill for Structures	Cu. Yd.		482.7	482.7
Concrete Sealer	Sq. Ft.		1,454	1,454
Geocomposite Wall Drain	Sq. Yd.		180	180
Pipe Underdrains for Structures 4"	Foot		295	295
Removal of Existing Bearings	Each	24		24
Containment and Disposal of Lead Paint Cleaning Residues Bridge No. 1	L. Sum		1	1
Cleaning and Painting Steel Bridge No. 1	L. Sum		1	1
Structural Repair of Concrete (Depth Equal to or Less Than 5 inches)	Sq. Ft.		38	38
Drainage Scuppers, DS-11	Each	11		11
Jacking and Cribbing	Each	2		2

LOADING HS20-44

Allow for 25 psf future wearing surface.

SEISMIC DATA

Seismic Performance Category = A
Bedrock Acceleration Coefficient = 0.04g
Site Coefficient = 1.5

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS (Exist. Construction)

f'c = 3,500 psi
fy = 36,000 psi (Structural Steel)-Original
fy = 36,000 psi (Structural Steel)-1987 Plans
fy = 40,000 psi (Reinforcement)-Original
fy = 60,000 psi (Reinforcement)-1987 Plans

FIELD UNITS (New Construction)

f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Bearing/Side Retainers)

STATION 42+42.79
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.P RTE. 669
LOADING HS20-44
SEC 13-[(HB,HB-1,2)BR-1]RS-2
STRUCTURE NO. 090-0031

NAME PLATE

See Std. 515001

Existing Name Plates shall be cleaned and relocated next to new Name Plate. Cost included with Name Plate.

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

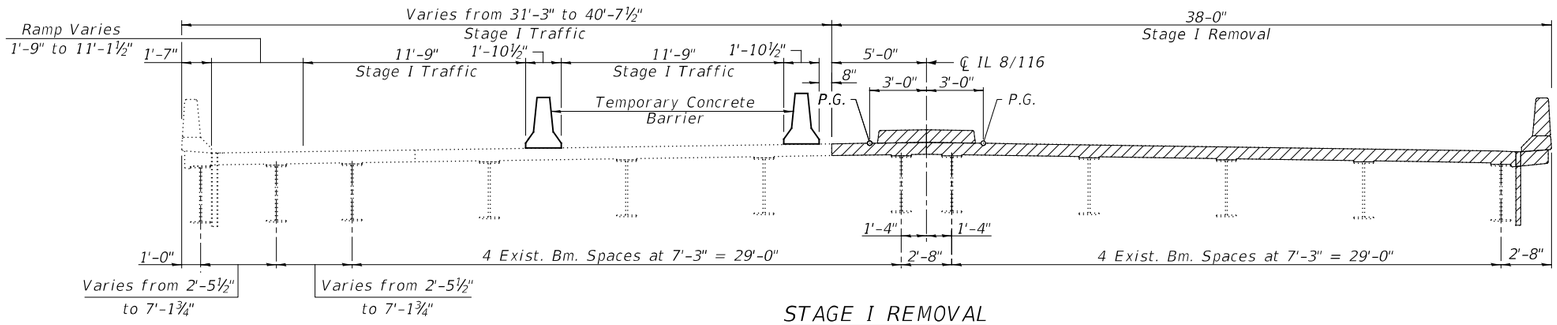
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PLOT DATE = August 24th, 2023 | CHECKED - DJC | REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 090-0031
SHEET NO. 2 OF 30 SHEETS

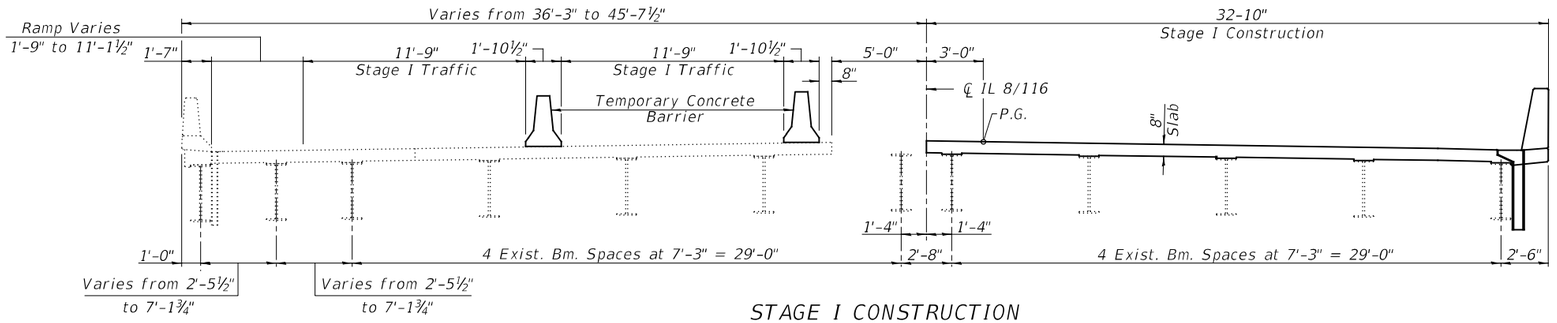
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669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	98
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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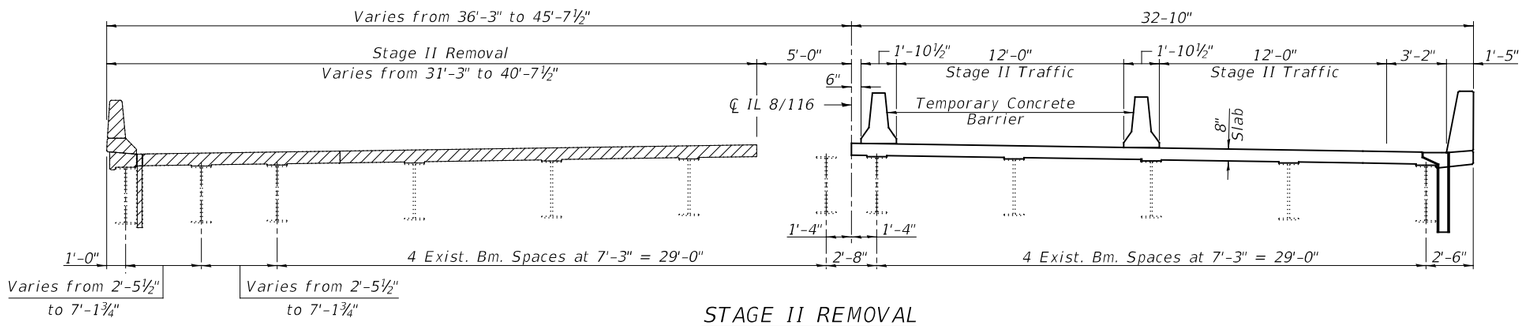
STAGE I REMOVAL

(Looking South)



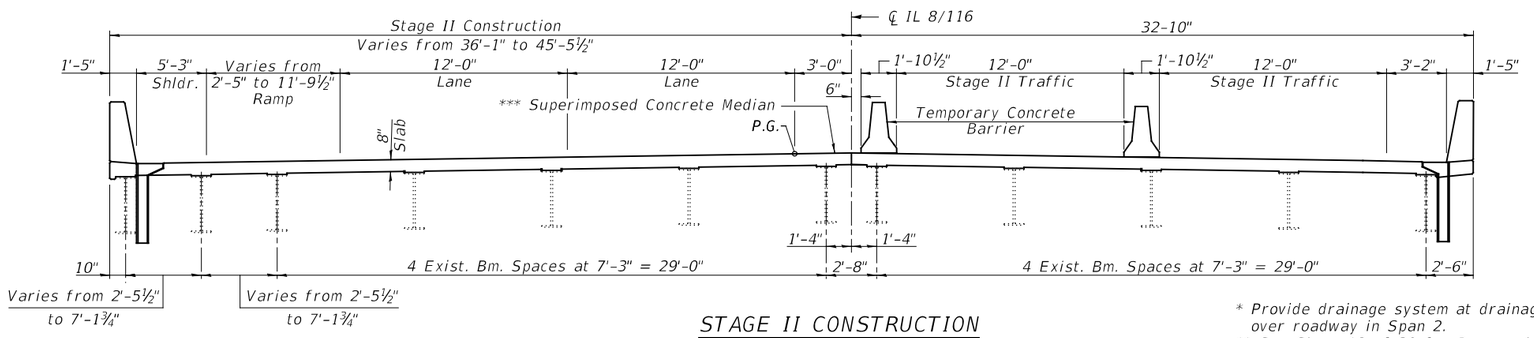
STAGE I CONSTRUCTION

(Looking South)



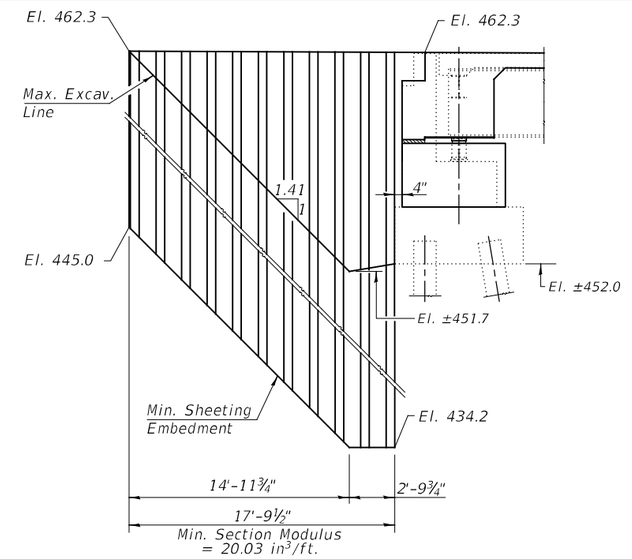
STAGE II REMOVAL

(Looking South)

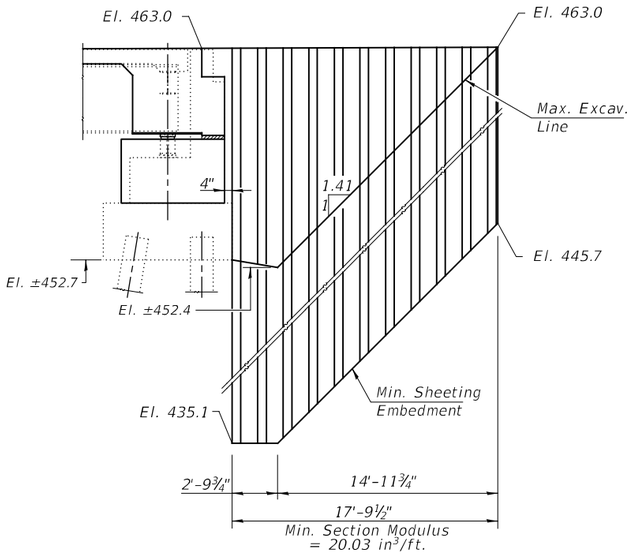


STAGE II CONSTRUCTION

(Looking South)



N. ABUT TEMPORARY SHEET PILING



S. ABUT TEMPORARY SHEET PILING

Note:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

** Provide drainage system at drainage scuppers over roadway in Span 2.*

*** See Sheet 12 of 30 for Proposed Cross Section and Superimposed Concrete Median dimensions.*

**** Concrete Median to be placed at same time the Roadway median is placed. See Roadway plans for traffic control.*

MODEL: 68C00-099
FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn

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IL. Design Firm No. 184-001939

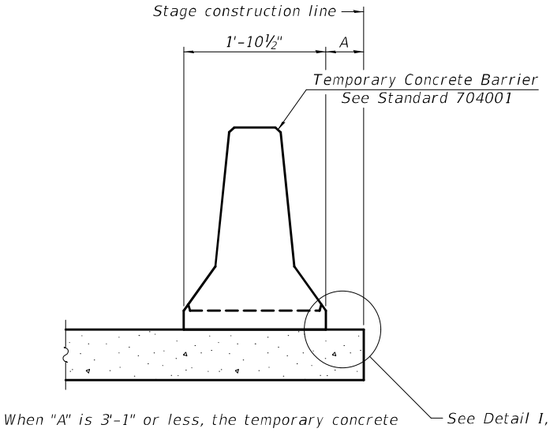
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 090-0031

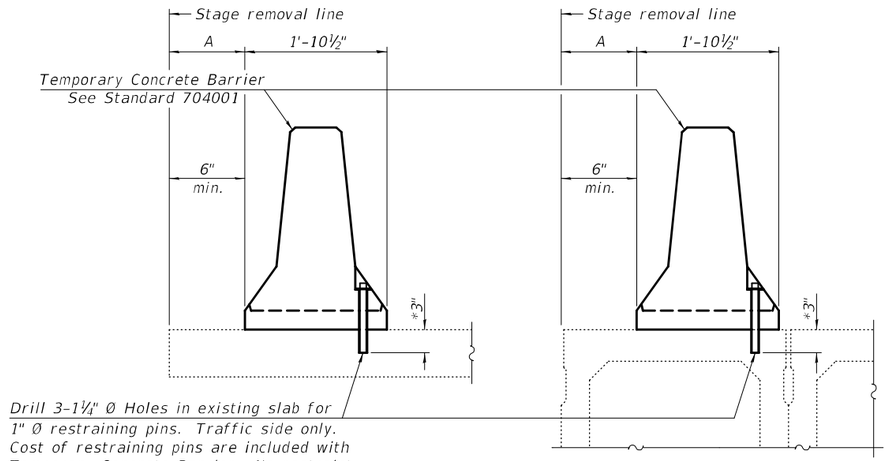
SHEET NO. 3 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	99
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



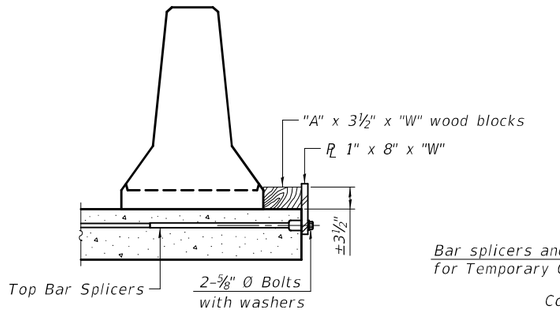
Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

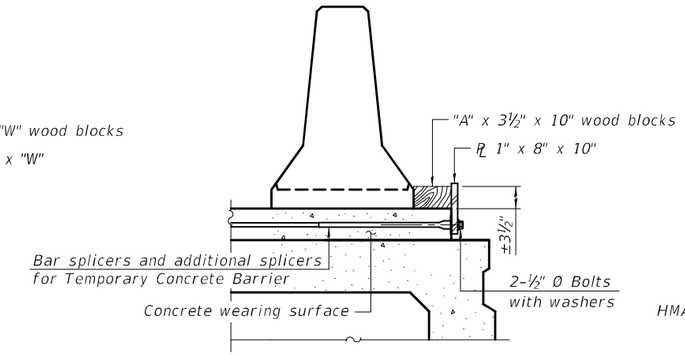
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

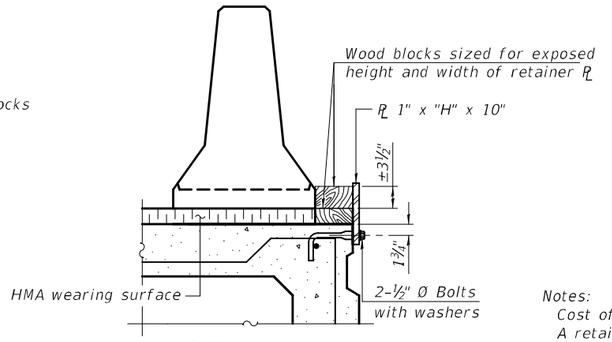
SECTIONS THRU SLAB OR DECK BEAM



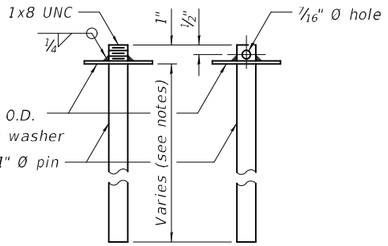
DETAIL I



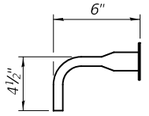
DETAIL II



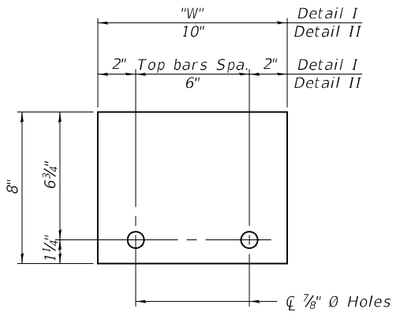
DETAIL III



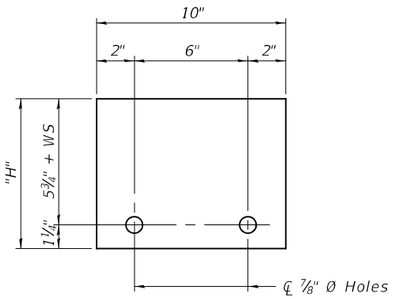
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

10-12-2021

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

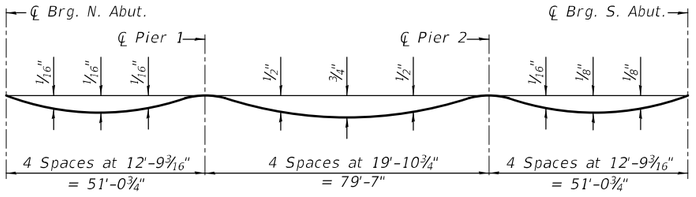
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	CHECKED - DJC	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

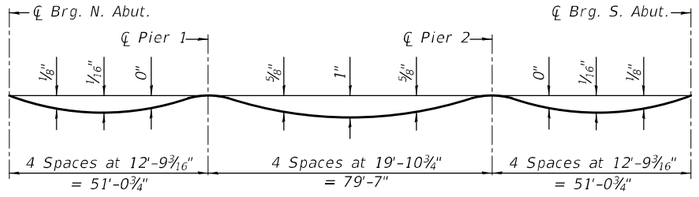
TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 090-0031
SHEET NO. 4 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	100
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

MODEL: 68C00-100
FILE NAME: Z:\0 V and K Jobs\5223-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
8/24/2023 11:21:55 AM



BEAMS 1-9

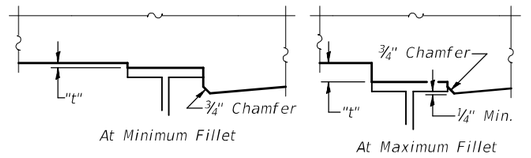


BEAMS 10, 11, 12

DEAD LOAD DEFLECTION DIAGRAMS

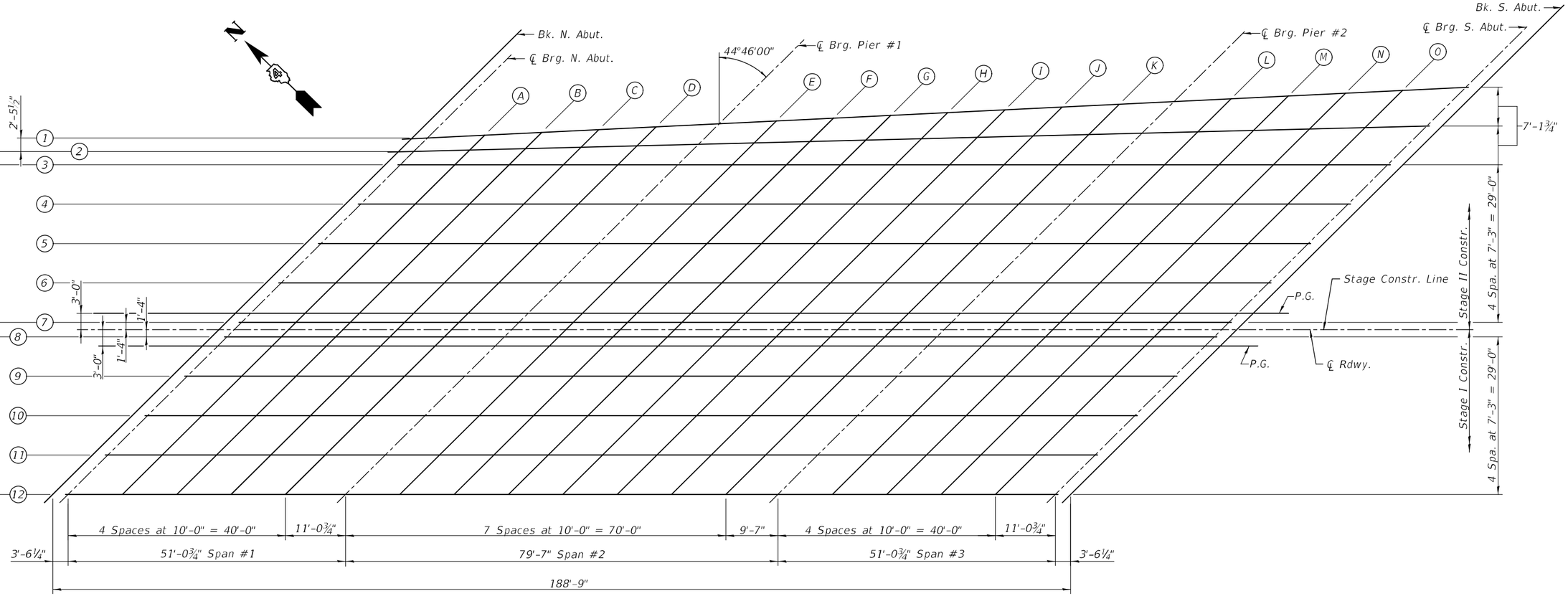
(Includes weight of concrete only.)

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 Sheets 6 & 7 of 30.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 6 & 7 of 30, minus 8" deck thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___
	CHECKED - DJC	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0031
SHEET NO. 5 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	101
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

MODEL: 68C00-101
FILE NAME: Z:\D V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
8/24/2023 11:21:55 AM

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+83.39	-35.07	461.90	461.90
℄ N. Abut.	41+86.91	-35.25	461.91	461.91
A	41+97.42	-35.77	461.95	461.95
B	42+07.93	-36.29	461.98	461.98
C	42+18.44	-36.80	462.02	462.02
D	42+28.95	-37.32	462.05	462.05
℄ Pier 1	42+40.58	-37.89	462.09	462.09
E	42+51.09	-38.40	462.12	462.13
F	42+61.61	-38.92	462.16	462.18
G	42+72.12	-39.43	462.19	462.22
H	42+82.63	-39.95	462.23	462.26
I	42+93.14	-40.47	462.26	462.29
J	43+03.65	-40.98	462.29	462.31
K	43+14.16	-41.50	462.32	462.33
℄ Pier 2	43+24.24	-41.99	462.34	462.34
L	43+34.75	-42.51	462.36	462.36
M	43+45.26	-43.02	462.36	462.36
N	43+55.77	-43.54	462.36	462.36
O	43+66.28	-44.05	462.35	462.35
℄ S. Abut.	43+77.91	-44.62	462.33	462.33
Bk. S. Abut.	43+81.43	-44.81	462.32	462.32

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+80.86	-32.70	461.93	461.93
℄ N. Abut.	41+84.47	-32.78	461.94	461.94
A	41+94.73	-33.05	461.98	461.98
B	42+04.98	-33.31	462.02	462.01
C	42+15.24	-33.57	462.05	462.05
D	42+25.49	-33.83	462.08	462.08
℄ Pier 1	42+36.84	-34.11	462.13	462.13
E	42+47.09	-34.37	462.17	462.18
F	42+57.35	-34.63	462.21	462.24
G	42+67.61	-34.88	462.24	462.29
H	42+77.86	-35.14	462.28	462.33
I	42+88.12	-35.40	462.32	462.36
J	42+98.37	-35.66	462.35	462.38
K	43+08.63	-35.92	462.39	462.40
℄ Pier 2	43+18.46	-36.16	462.42	462.42
L	43+28.71	-36.42	462.44	462.44
M	43+38.97	-36.68	462.45	462.45
N	43+49.22	-36.94	462.45	462.47
O	43+59.48	-37.19	462.45	462.46
℄ S. Abut.	43+70.83	-37.48	462.44	462.44
Bk. S. Abut.	43+74.44	-37.57	462.44	462.44

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+78.51	-30.33	461.95	461.95
℄ N. Abut.	41+82.03	-30.33	461.97	461.97
A	41+92.03	-30.33	462.01	462.01
B	42+02.03	-30.33	462.05	462.05
C	42+12.03	-30.33	462.09	462.09
D	42+22.03	-30.33	462.13	462.13
℄ Pier 1	42+33.09	-30.33	462.17	462.17
E	42+43.09	-30.33	462.21	462.23
F	42+53.09	-30.33	462.25	462.28
G	42+63.09	-30.33	462.29	462.34
H	42+73.09	-30.33	462.33	462.38
I	42+83.09	-30.33	462.37	462.42
J	42+93.09	-30.33	462.41	462.44
K	43+03.09	-30.33	462.45	462.46
℄ Pier 2	43+12.67	-30.33	462.49	462.49
L	43+22.67	-30.33	462.51	462.51
M	43+32.67	-30.33	462.53	462.54
N	43+42.67	-30.33	462.55	462.56
O	43+52.67	-30.33	462.56	462.56
℄ S. Abut.	43+63.74	-30.33	462.56	462.56
Bk. S. Abut.	43+67.26	-30.33	462.55	462.55

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+71.32	-23.08	462.03	462.03
℄ N. Abut.	41+74.84	-23.08	462.05	462.05
A	41+84.84	-23.08	462.09	462.09
B	41+94.84	-23.08	462.13	462.14
C	42+04.84	-23.08	462.17	462.17
D	42+14.84	-23.08	462.21	462.20
℄ Pier 1	42+25.90	-23.08	462.25	462.25
E	42+35.90	-23.08	462.29	462.31
F	42+45.90	-23.08	462.33	462.37
G	42+55.90	-23.08	462.37	462.43
H	42+65.90	-23.08	462.41	462.48
I	42+75.90	-23.08	462.45	462.51
J	42+85.90	-23.08	462.49	462.53
K	42+95.90	-23.08	462.53	462.55
℄ Pier 2	43+05.48	-23.08	462.57	462.57
L	43+15.48	-23.08	462.60	462.60
M	43+25.48	-23.08	462.63	462.63
N	43+35.48	-23.08	462.65	462.65
O	43+45.48	-23.08	462.66	462.67
℄ S. Abut.	43+56.55	-23.08	462.66	462.66
Bk. S. Abut.	43+60.07	-23.08	462.66	462.66

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+64.12	-15.83	462.11	462.11
℄ N. Abut.	41+67.64	-15.83	462.13	462.13
A	41+77.64	-15.83	462.17	462.17
B	41+87.64	-15.83	462.21	462.22
C	41+97.64	-15.83	462.25	462.25
D	42+07.64	-15.83	462.29	462.28
℄ Pier 1	42+18.71	-15.83	462.33	462.33
E	42+28.71	-15.83	462.37	462.39
F	42+38.71	-15.83	462.41	462.45
G	42+48.71	-15.83	462.45	462.51
H	42+58.71	-15.83	462.49	462.56
I	42+68.71	-15.83	462.53	462.59
J	42+78.71	-15.83	462.57	462.61
K	42+88.71	-15.83	462.61	462.63
℄ Pier 2	42+98.29	-15.83	462.65	462.65
L	43+08.29	-15.83	462.69	462.68
M	43+18.29	-15.83	462.72	462.72
N	43+28.29	-15.83	462.74	462.75
O	43+38.29	-15.83	462.76	462.77
℄ S. Abut.	43+49.35	-15.83	462.77	462.77
Bk. S. Abut.	43+52.87	-15.83	462.77	462.77

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+56.93	-8.58	462.19	462.19
℄ N. Abut.	41+60.45	-8.58	462.21	462.21
A	41+70.45	-8.58	462.25	462.25
B	41+80.45	-8.58	462.29	462.30
C	41+90.45	-8.58	462.33	462.33
D	42+00.45	-8.58	462.37	462.36
℄ Pier 1	42+11.52	-8.58	462.41	462.41
E	42+21.52	-8.58	462.45	462.47
F	42+31.52	-8.58	462.49	462.53
G	42+41.52	-8.58	462.53	462.59
H	42+51.52	-8.58	462.57	462.64
I	42+61.52	-8.58	462.61	462.67
J	42+71.52	-8.58	462.65	462.69
K	42+81.52	-8.58	462.69	462.71
℄ Pier 2	42+91.10	-8.58	462.73	462.73
L	43+01.10	-8.58	462.77	462.77
M	43+11.10	-8.58	462.81	462.81
N	43+21.10	-8.58	462.84	462.84
O	43+31.10	-8.58	462.86	462.86
℄ S. Abut.	43+42.16	-8.58	462.87	462.87
Bk. S. Abut.	43+45.68	-8.58	462.88	462.88

NORTHBOUND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+51.40	-3.00	462.26	462.26
℄ N. Abut.	41+54.92	-3.00	462.27	462.27
A	41+64.92	-3.00	462.31	462.32
B	41+74.92	-3.00	462.35	462.36
C	41+84.92	-3.00	462.39	462.39
D	41+94.92	-3.00	462.43	462.43
℄ Pier 1	42+05.98	-3.00	462.47	462.47
E	42+15.98	-3.00	462.51	462.53
F	42+25.98	-3.00	462.55	462.59
G	42+35.98	-3.00	462.59	462.65
H	42+45.98	-3.00	462.63	462.70
I	42+55.98	-3.00	462.67	462.73
J	42+65.98	-3.00	462.71	462.75
K	42+75.98	-3.00	462.75	462.77
℄ Pier 2	42+85.56	-3.00	462.79	462.79
L	42+95.56	-3.00	462.83	462.83
M	43+05.56	-3.00	462.87	462.87
N	43+15.56	-3.00	462.90	462.91
O	43+25.56	-3.00	462.93	462.94
℄ S. Abut.	43+36.63	-3.00	462.95	462.95
Bk. S. Abut.	43+40.15	-3.00	462.96	462.96

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+49.74	-1.33	462.27	462.27
℄ N. Abut.	41+53.26	-1.33	462.29	462.29
A	41+63.26	-1.33	462.33	462.33
B	41+73.26	-1.33	462.37	462.37
C	41+83.26	-1.33	462.41	462.41
D	41+93.26	-1.33	462.45	462.45
℄ Pier 1	42+04.33	-1.33	462.49	462.49
E	42+14.33	-1.33	462.53	462.55
F	42+24.33	-1.33	462.57	462.61
G	42+34.33	-1.33	462.61	462.67
H	42+44.33	-1.33	462.65	462.71
I	42+54.33	-1.33	462.69	462.75
J	42+64.33	-1.33	462.73	462.77
K	42+74.33	-1.33	462.77	462.79
℄ Pier 2	42+83.91	-1.33	462.81	462.81
L	42+93.91	-1.33	462.85	462.85
M	43+03.91	-1.33	462.89	462.89
N	43+13.91	-1.33	462.92	462.93
O	43+23.91	-1.33	462.95	462.96
℄ S. Abut.	43+34.97	-1.33	462.97	462.97
Bk. S. Abut.	43+38.49	-1.33	462.98	462.98

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___	
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0031
SHEET NO. 6 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	102
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

MODEL: 68C00-102
FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
8/24/2023 11:21:56 AM

STAGE CONSTRUCTION LINE & CENTERLINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+48.42	0.00	462.29	462.29
℄ N. Abut.	41+51.94	0.00	462.30	462.30
A	41+61.94	0.00	462.34	462.35
B	41+71.94	0.00	462.38	462.39
C	41+81.94	0.00	462.42	462.43
D	41+91.94	0.00	462.46	462.46
℄ Pier 1	42+03.00	0.00	462.51	462.51
E	42+13.00	0.00	462.55	462.56
F	42+23.00	0.00	462.59	462.62
G	42+33.00	0.00	462.63	462.68
H	42+43.00	0.00	462.67	462.73
I	42+53.00	0.00	462.71	462.76
J	42+63.00	0.00	462.75	462.78
K	42+73.00	0.00	462.79	462.80
℄ Pier 2	42+82.59	0.00	462.83	462.83
L	42+92.59	0.00	462.87	462.86
M	43+02.59	0.00	462.91	462.91
N	43+12.59	0.00	462.94	462.95
O	43+22.59	0.00	462.97	462.97
℄ S. Abut.	43+33.65	0.00	462.99	462.99
Bk. S. Abut.	43+37.17	0.00	463.00	463.00

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+47.10	1.33	462.26	462.26
℄ N. Abut.	41+50.62	1.33	462.28	462.28
A	41+60.62	1.33	462.32	462.32
B	41+70.62	1.33	462.36	462.36
C	41+80.62	1.33	462.40	462.40
D	41+90.62	1.33	462.44	462.43
℄ Pier 1	42+01.68	1.33	462.48	462.48
E	42+11.68	1.33	462.52	462.53
F	42+21.68	1.33	462.56	462.59
G	42+31.68	1.33	462.60	462.65
H	42+41.68	1.33	462.64	462.69
I	42+51.68	1.33	462.68	462.73
J	42+61.68	1.33	462.72	462.75
K	42+71.68	1.33	462.76	462.77
℄ Pier 2	42+81.26	1.33	462.80	462.80
L	42+91.26	1.33	462.84	462.84
M	43+01.26	1.33	462.88	462.88
N	43+11.26	1.33	462.92	462.92
O	43+21.26	1.33	462.94	462.95
℄ S. Abut.	43+32.33	1.33	462.97	462.97
Bk. S. Abut.	43+35.85	1.33	462.97	462.97

SOUTHBOUND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+45.44	3.00	462.23	462.23
℄ N. Abut.	41+48.96	3.00	462.25	462.25
A	41+58.96	3.00	462.29	462.29
B	41+68.96	3.00	462.33	462.33
C	41+78.96	3.00	462.37	462.37
D	41+88.96	3.00	462.41	462.40
℄ Pier 1	42+00.03	3.00	462.45	462.45
E	42+10.03	3.00	462.49	462.50
F	42+20.03	3.00	462.53	462.56
G	42+30.03	3.00	462.57	462.61
H	42+40.03	3.00	462.61	462.66
I	42+50.03	3.00	462.65	462.69
J	42+60.03	3.00	462.69	462.72
K	42+70.03	3.00	462.73	462.74
℄ Pier 2	42+79.61	3.00	462.77	462.77
L	42+89.61	3.00	462.81	462.81
M	42+99.61	3.00	462.85	462.85
N	43+09.61	3.00	462.89	462.89
O	43+19.61	3.00	462.92	462.92
℄ S. Abut.	43+30.67	3.00	462.94	462.94
Bk. S. Abut.	43+34.19	3.00	462.95	462.95

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+39.91	8.58	462.13	462.13
℄ N. Abut.	41+43.43	8.58	462.14	462.14
A	41+53.43	8.58	462.18	462.19
B	41+63.43	8.58	462.22	462.23
C	41+73.43	8.58	462.26	462.26
D	41+83.43	8.58	462.30	462.30
℄ Pier 1	41+94.49	8.58	462.34	462.34
E	42+04.49	8.58	462.38	462.40
F	42+14.49	8.58	462.42	462.46
G	42+24.49	8.58	462.46	462.52
H	42+34.49	8.58	462.50	462.57
I	42+44.49	8.58	462.54	462.60
J	42+54.49	8.58	462.58	462.62
K	42+64.49	8.58	462.62	462.64
℄ Pier 2	42+74.07	8.58	462.66	462.66
L	42+84.07	8.58	462.70	462.70
M	42+94.07	8.58	462.74	462.74
N	43+04.07	8.58	462.78	462.79
O	43+14.07	8.58	462.82	462.82
℄ S. Abut.	43+25.14	8.58	462.85	462.85
Bk. S. Abut.	43+28.66	8.58	462.85	462.85

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+32.72	15.83	461.99	461.99
℄ N. Abut.	41+36.24	15.83	462.00	462.00
A	41+46.24	15.83	462.04	462.05
B	41+56.24	15.83	462.08	462.09
C	41+66.24	15.83	462.12	462.12
D	41+76.24	15.83	462.16	462.16
℄ Pier 1	41+87.30	15.83	462.21	462.21
E	41+97.30	15.83	462.25	462.26
F	42+07.30	15.83	462.29	462.33
G	42+17.30	15.83	462.33	462.39
H	42+27.30	15.83	462.37	462.43
I	42+37.30	15.83	462.41	462.47
J	42+47.30	15.83	462.45	462.49
K	42+57.30	15.83	462.49	462.50
℄ Pier 2	42+66.88	15.83	462.53	462.53
L	42+76.88	15.83	462.57	462.56
M	42+86.88	15.83	462.61	462.61
N	42+96.88	15.83	462.65	462.65
O	43+06.88	15.83	462.68	462.69
℄ S. Abut.	43+17.94	15.83	462.72	462.72
Bk. S. Abut.	43+21.47	15.83	462.73	462.73

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+25.52	23.08	461.85	461.85
℄ N. Abut.	41+29.04	23.08	461.87	461.87
A	41+39.04	23.08	461.91	461.91
B	41+49.04	23.08	461.95	461.95
C	41+59.04	23.08	461.99	461.99
D	41+69.04	23.08	462.03	462.02
℄ Pier 1	41+80.11	23.08	462.07	462.07
E	41+90.11	23.08	462.11	462.13
F	42+00.11	23.08	462.15	462.19
G	42+10.11	23.08	462.19	462.25
H	42+20.11	23.08	462.23	462.30
I	42+30.11	23.08	462.27	462.33
J	42+40.11	23.08	462.31	462.35
K	42+50.11	23.08	462.35	462.37
℄ Pier 2	42+59.69	23.08	462.39	462.39
L	42+69.69	23.08	462.43	462.42
M	42+79.69	23.08	462.47	462.47
N	42+89.69	23.08	462.51	462.52
O	42+99.69	23.08	462.55	462.55
℄ S. Abut.	43+10.75	23.08	462.59	462.59
Bk. S. Abut.	43+14.27	23.08	462.60	462.60

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	41+18.33	30.33	461.70	461.70
℄ N. Abut.	41+21.85	30.33	461.71	461.71
A	41+31.85	30.33	461.75	461.76
B	41+41.85	30.33	461.79	461.80
C	41+51.85	30.33	461.83	461.83
D	41+61.85	30.33	461.87	461.87
℄ Pier 1	41+72.92	30.33	461.92	461.92
E	41+82.92	30.33	461.96	461.97
F	41+92.92	30.33	462.00	462.03
G	42+02.92	30.33	462.04	462.09
H	42+12.92	30.33	462.08	462.13
I	42+22.92	30.33	462.12	462.17
J	42+32.92	30.33	462.16	462.19
K	42+42.92	30.33	462.20	462.21
℄ Pier 2	42+52.50	30.33	462.23	462.23
L	42+62.50	30.33	462.27	462.27
M	42+72.50	30.33	462.31	462.31
N	42+82.50	30.33	462.35	462.36
O	42+92.50	30.33	462.39	462.40
℄ S. Abut.	43+03.56	30.33	462.44	462.44
Bk. S. Abut.	43+07.08	30.33	462.45	462.45

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0031
SHEET NO. 7 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	103
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	41+52.53	-32.97	461.81
A1	41+63.03	-33.47	461.84
A2	41+73.53	-33.98	461.88
S. End of N. Appr.	41+84.04	-34.49	461.92

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	41+46.61	-27.00	461.88
A1	41+56.61	-27.00	461.92
A2	41+66.61	-27.00	461.96
S. End of N. Appr.	41+76.61	-27.00	462.00

P.G. (NORTHBOUND)

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	41+22.81	-3.00	462.14
A1	41+32.81	-3.00	462.18
A2	41+42.81	-3.00	462.22
S. End of N. Appr.	41+52.81	-3.00	462.26

℄ ROADWAY & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	41+19.83	0.00	462.17
A1	41+29.83	0.00	462.21
A2	41+39.83	0.00	462.25
S. End of N. Appr.	41+49.83	0.00	462.29

P.G. (SOUTHBOUND)

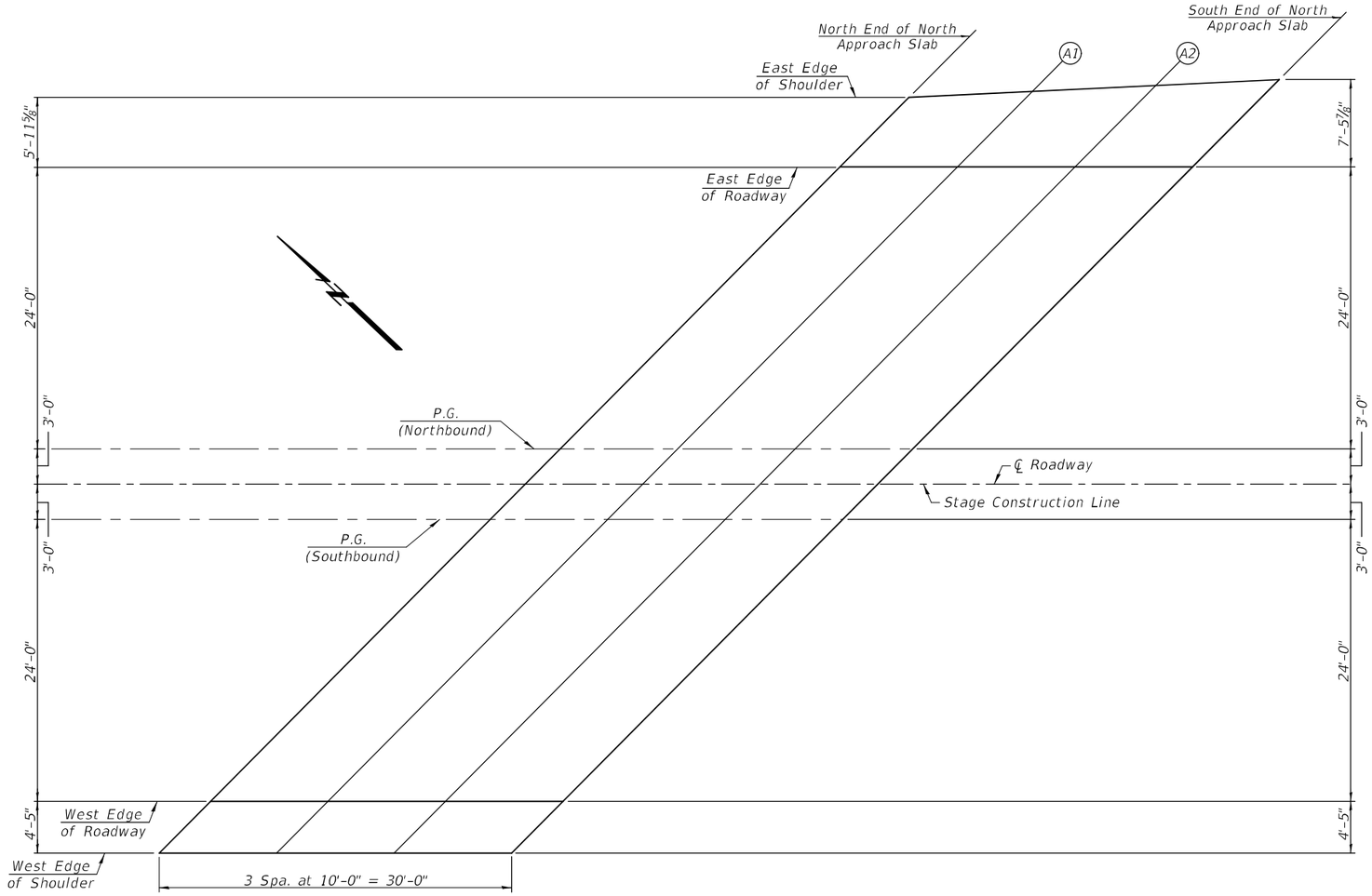
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	41+16.85	3.00	462.12
A1	41+26.85	3.00	462.16
A2	41+36.85	3.00	462.20
S. End of N. Appr.	41+46.85	3.00	462.24

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	40+93.05	27.00	461.68
A1	41+03.05	27.00	461.70
A2	41+13.05	27.00	461.74
S. End of N. Appr.	41+23.05	27.00	461.78

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	40+88.67	31.42	461.59
A1	40+98.67	31.42	461.60
A2	41+08.67	31.42	461.64
S. End of N. Appr.	41+18.67	31.42	461.68



PLAN

MODEL: 68C00-104
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 090-0031
SHEET NO. 8 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	104
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	43+79.47	-44.08	462.33
A3	43+89.99	-44.60	462.31
A4	44+00.50	-45.12	462.27
S. End of S. Appr.	44+11.02	-45.64	462.23

EAST EDGE OF ROADWAY

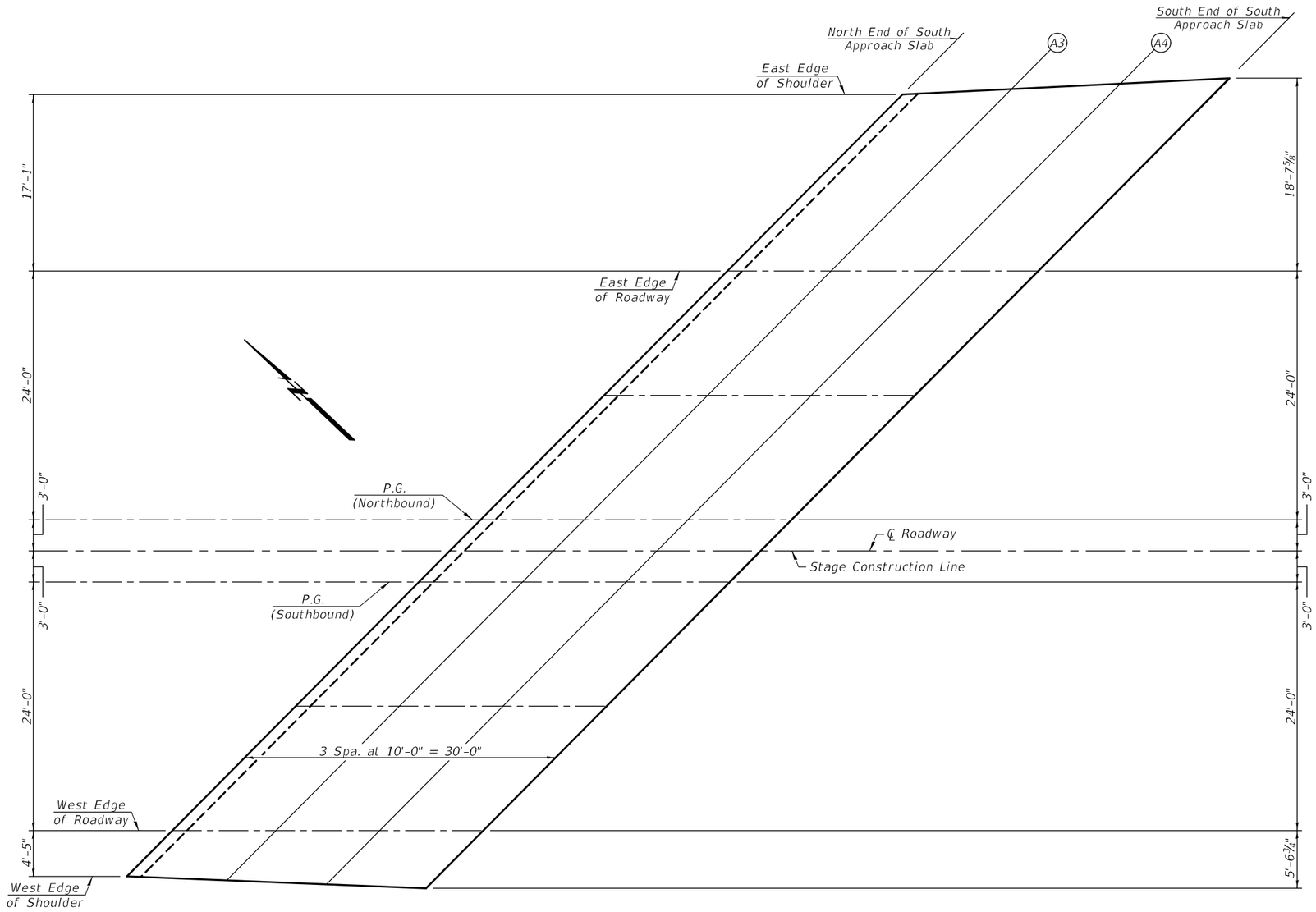
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	43+62.53	-27.00	462.60
A3	43+72.53	-27.00	462.60
A4	43+82.53	-27.00	462.58
S. End of S. Appr.	43+92.53	-27.00	462.56

P.G. (NORTHBOUND)

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	43+38.73	-3.00	462.95
A3	43+48.73	-3.00	462.96
A4	43+58.73	-3.00	462.96
S. End of S. Appr.	43+68.73	-3.00	462.96

℄ ROADWAY & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	43+35.75	0.00	462.99
A3	43+45.75	0.00	463.00
A4	43+55.75	0.00	463.01
S. End of S. Appr.	43+65.75	0.00	463.01



PLAN

P.G. (SOUTHBOUND)

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	43+32.78	3.00	462.94
A3	43+42.78	3.00	462.96
A4	43+52.78	3.00	462.96
S. End of S. Appr.	43+62.78	3.00	462.96

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	43+08.97	27.00	462.52
A3	43+18.97	27.00	462.55
A4	43+28.97	27.00	462.58
S. End of S. Appr.	43+38.97	27.00	462.59

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	43+04.59	31.42	462.42
A3	43+14.21	31.80	462.44
A4	43+23.83	32.18	462.46
S. End of S. Appr.	43+33.45	32.56	462.47

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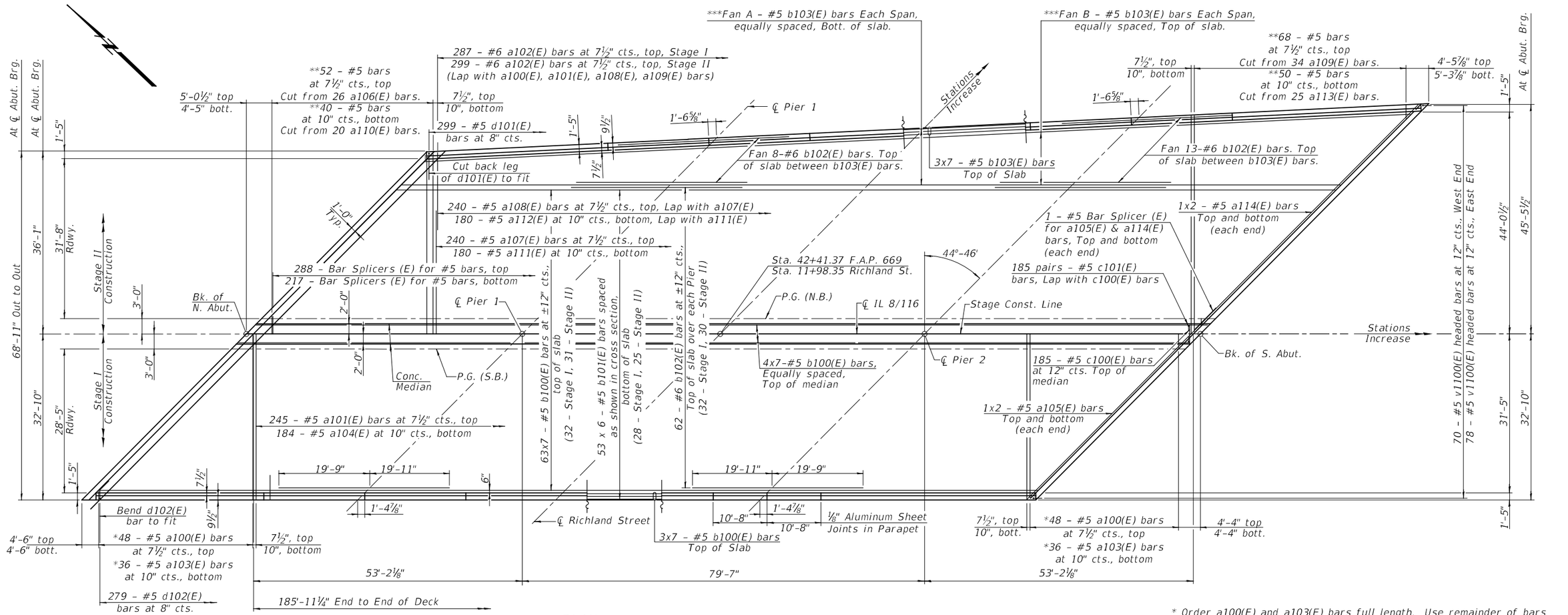
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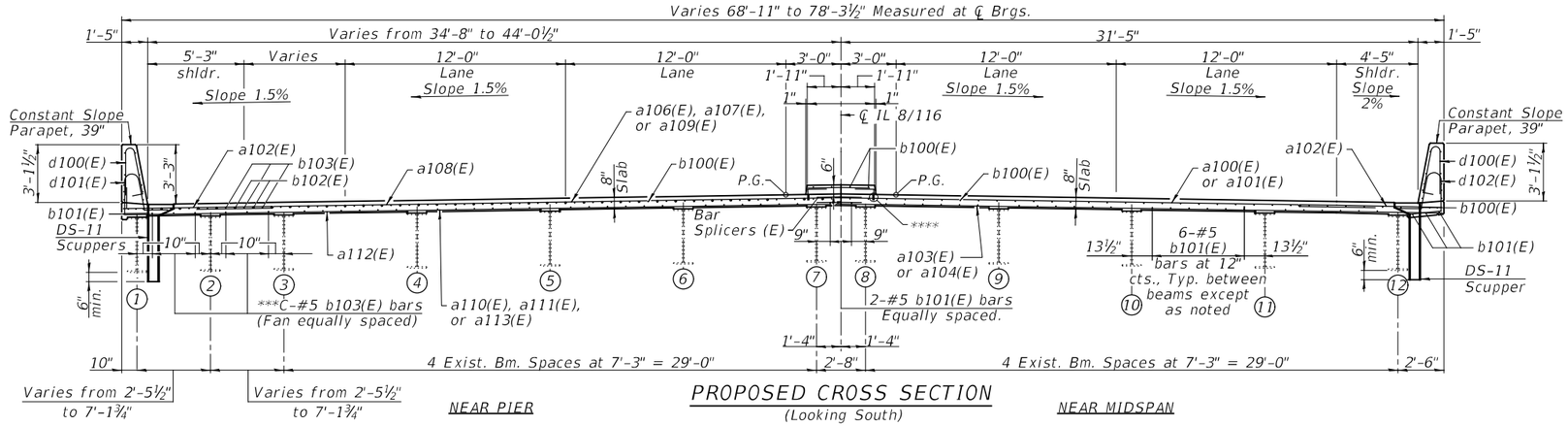
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 090-0031
SHEET NO. 9 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	105
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



PLAN



PROPOSED CROSS SECTION
(Looking South)

* Order a100(E) and a103(E) bars full length. Use remainder of bars in opposite end. See field cutting diagram on Sheet 11 of 30.
** Order a106(E), a109(E), a110(E), & a113(E) bars full length. See field cutting diagram on Sheet 11 of 30.

*** NUMBER OF b103(E) BARS

Span	A	B	C
1	7 x 2	7 x 2	3
2	11 x 3	11 x 3	5
3	15 x 2	14 x 2	7

**** ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.)

MINIMUM BAR LAP

#5 bar = 3'–6"
#6 bar = 3'–7"

Notes:
See Sheet 11 & 12 of 30 for superstructure details, parapet details and Bill of Material.
Bars indicated thus 40x7–#5 etc. indicates 40 lines of bars with 7 lengths per line.
See Sheet 30 of 30 for Bar Splicer Details.
See Sheet 14 of 30 for scupper locations.
Stage I deck pour shall start at the north abutment and proceed south. Stage II deck pour shall start at the south abutment and proceed north.

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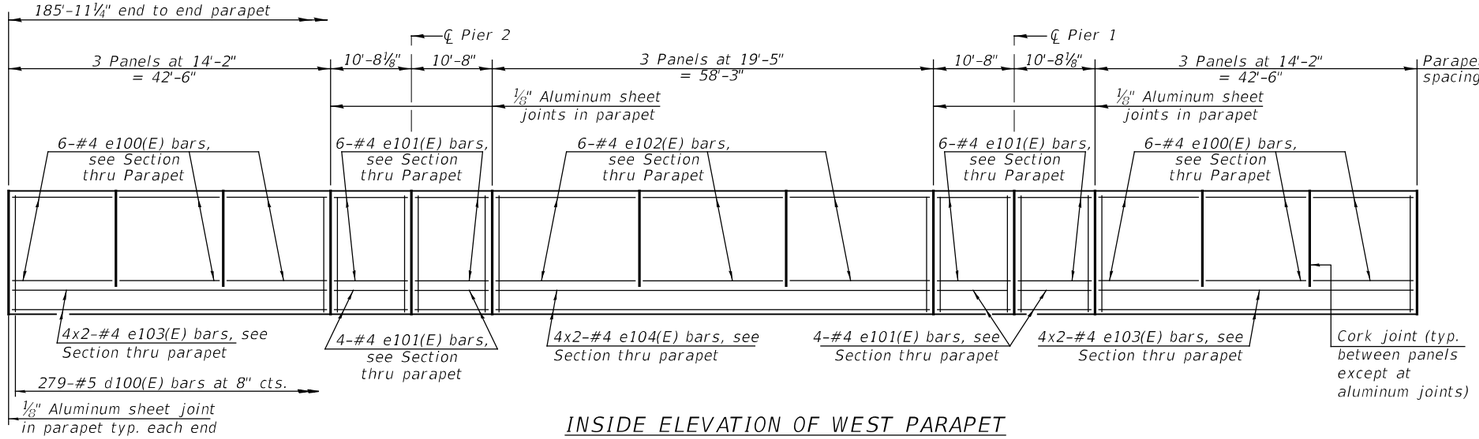
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PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

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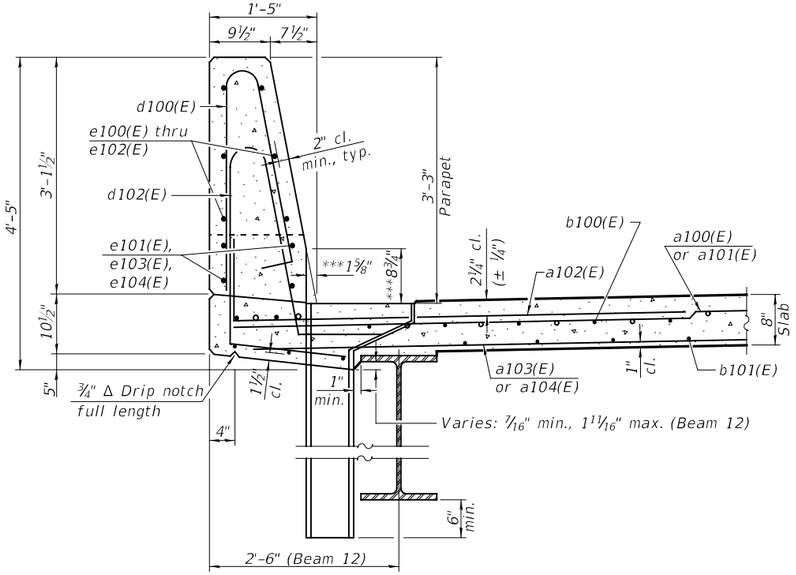
SUPERSTRUCTURE
STRUCTURE NO. 090-0031
SHEET NO. 10 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	106
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

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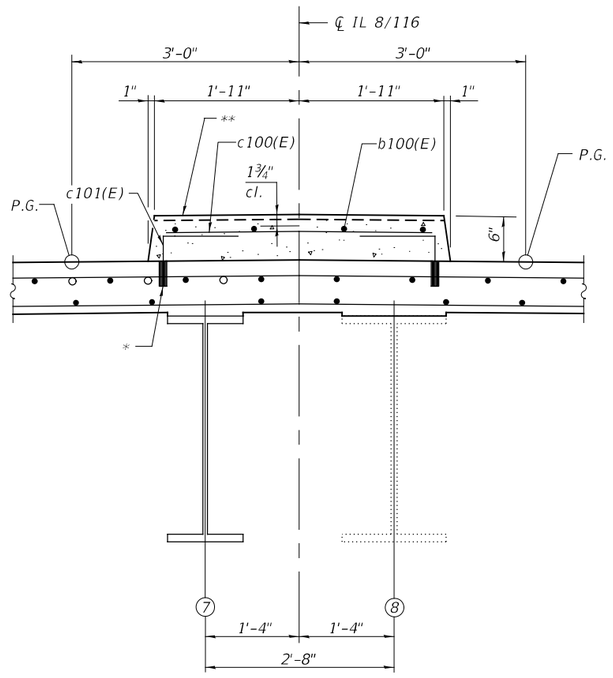


INSIDE ELEVATION OF WEST PARAPET



SECTION THRU PARAPET

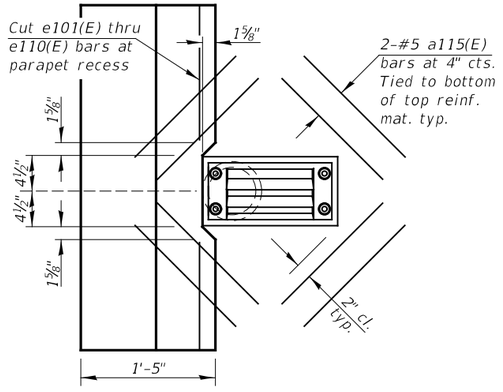
*** Formed block-out required in west parapet at each scupper location.



SECTION THRU SUPERIMPOSED MEDIAN

* ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.) Cost of expansion anchors/inserts included in the cost of Reinforcement Bars, Epoxy Coated.

**¼" x¾" Formed joint with bridge relief joint sealer at 15'-0" cts. (Full width - backer rod not required)



PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

MINIMUM BAR LAP

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

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

MODEL: 68C00-107
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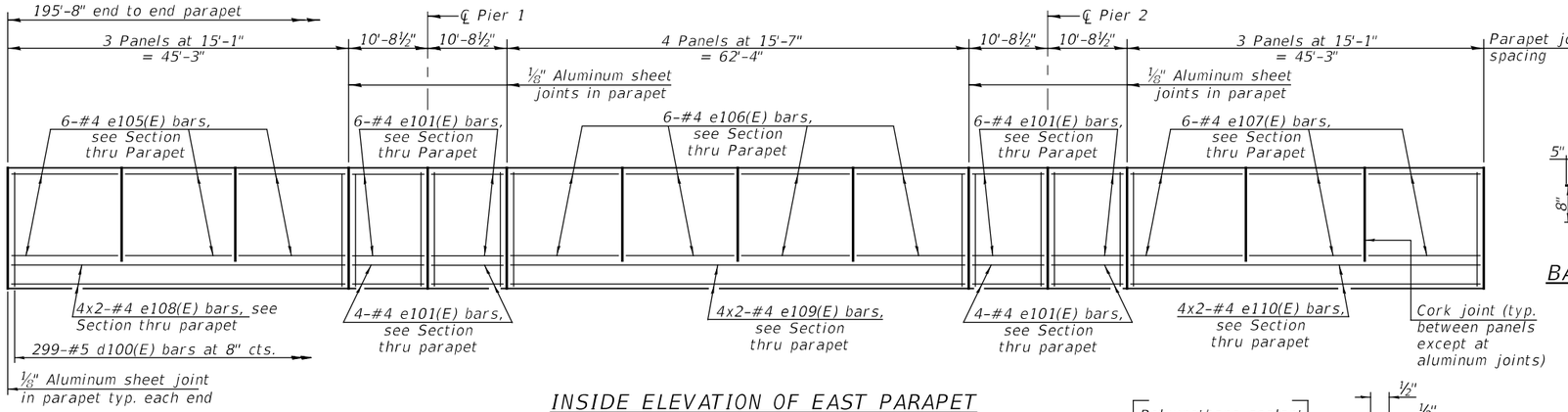
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PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

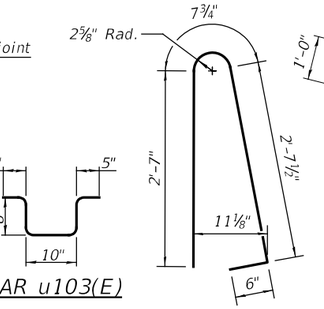
STATE OF ILLINOIS
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SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0031
SHEET NO. 11 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	107
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

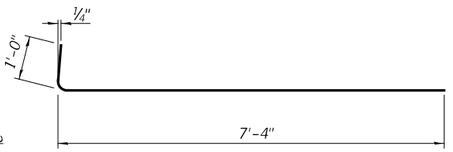


INSIDE ELEVATION OF EAST PARAPET

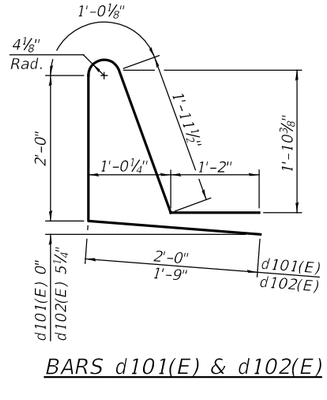


BAR u103(E)

BAR d100(E)



BAR a102(E)



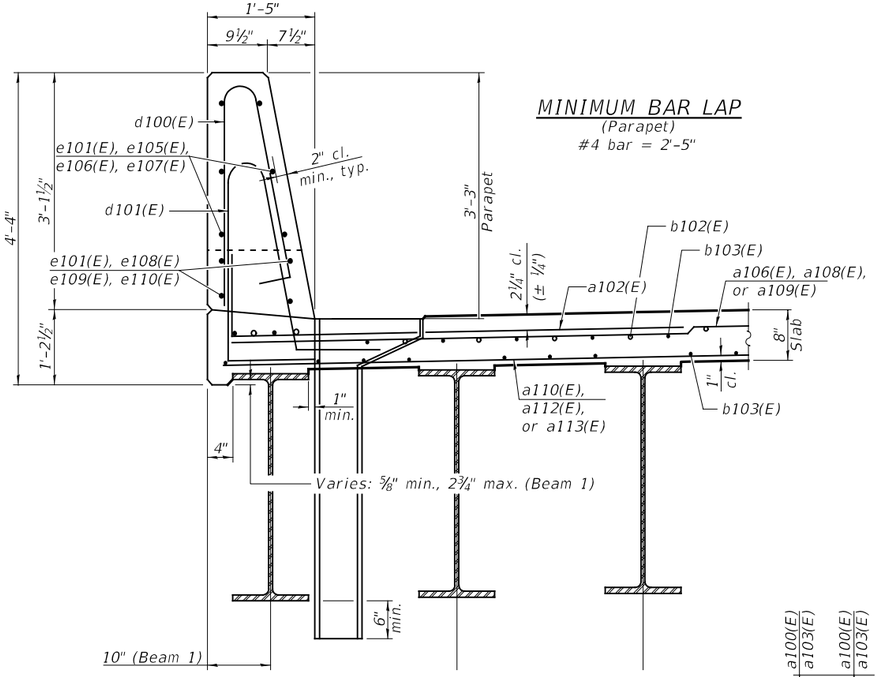
PARAPET JOINT DETAILS

Notes:

The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

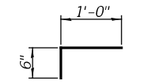


MINIMUM BAR LAP

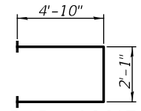
(Parapet)

#4 bar = 2'-5"

SECTION THRU PARAPET

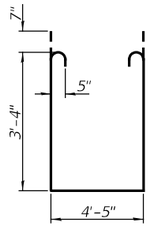


BAR c101(E)

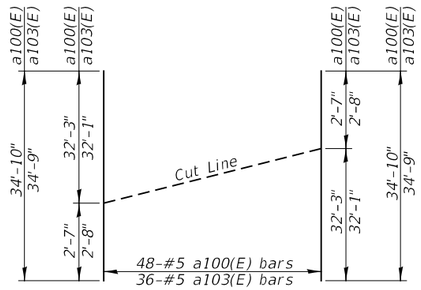


BAR s100(E)

(Headed)

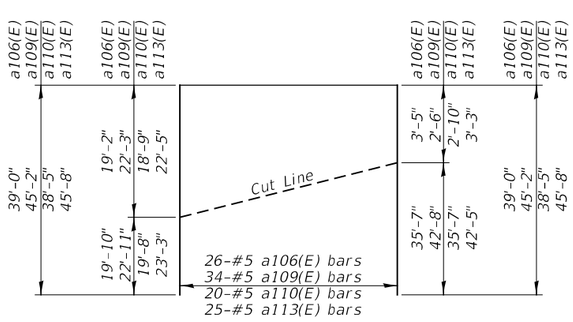


BAR s101(E)



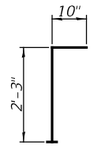
FIELD CUTTING DIAGRAM

Order a100(E) and a103(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



FIELD CUTTING DIAGRAM

Order a106(E), a109(E), a110(E), and a113(E) bars full length and cut as shown above.



BAR v1100(E)

(Headed)

BARS d101(E) & d102(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100(E)	48	#5	34'-10"	
a101(E)	245	#5	32'-8"	
a102(E)	586	#6	8'-4"	
a103(E)	36	#5	34'-9"	
a104(E)	184	#5	32'-8"	
a105(E)	8	#5	24'-10"	
a106(E)	26	#5	39'-0"	
a107(E)	244	#5	24'-8"	
a108(E)	244	#5	21'-10"	
a109(E)	34	#5	45'-2"	
a110(E)	20	#5	38'-5"	
a111(E)	180	#5	21'-1"	
a112(E)	180	#5	25'-4"	
a113(E)	25	#5	45'-8"	
a114(E)	8	#5	33'-8"	
a115(E)	64	#5	1'-6"	
b100(E)	490	#5	29'-7"	
b101(E)	318	#5	33'-9"	
b102(E)	145	#6	39'-8"	
b103(E)	173	#5	35'-6"	
b118(E)	28	#4	29'-2"	
c100(E)	185	#5	3'-7"	
c101(E)	370	#5	1'-6"	⌐
d100(E)	578	#5	6'-5"	
d101(E)	299	#5	8'-2"	
d102(E)	279	#5	7'-11"	
e100(E)	36	#4	13'-10"	
e101(E)	96	#4	10'-4"	
e102(E)	18	#4	19'-1"	
e103(E)	8	#4	22'-4"	
e104(E)	8	#4	30'-2"	
e105(E)	18	#4	14'-9"	
e106(E)	24	#4	15'-3"	
e107(E)	18	#4	15'-3"	
e108(E)	8	#4	23'-8"	
e109(E)	8	#4	32'-3"	
e110(E)	8	#4	24'-5"	
m100(E)	12	#6	3'-2"	
m101(E)	54	#6	9'-10"	
m102(E)	12	#6	26'-11"	
m103(E)	24	#6	24'-8"	
m104(E)	12	#6	33'-7"	
s100(E)	146	#5	11'-9"	
s101(E)	144	#5	12'-3"	
u103(E)	226	#4	3'-0"	
v1100(E)	148	#5	3'-1"	⌐
Reinforcement Bars, Epoxy Coated		Pound	116,470	
Concrete Superstructure		Cu. Yds.	522.5	

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

MODEL: 68C00-108
FILE NAME: 2:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
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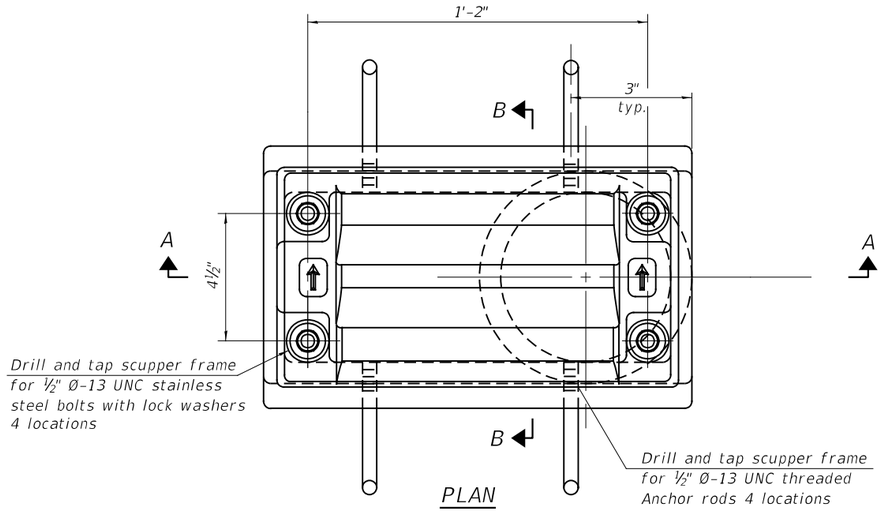
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___ | DESIGNED - KES | REVISED - ___
PLOT SCALE = ___ | CHECKED - DJC | REVISED - ___
PLOT DATE = August 24th, 2023 | DRAWN - JRP | REVISED - ___
CHECKED - DJC | REVISED - ___

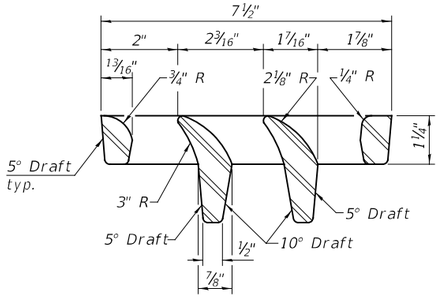
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0031
SHEET NO. 12 OF 30 SHEETS

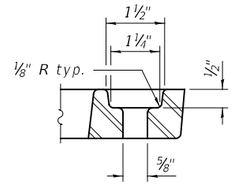
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-((HB,HB-1,2)BR-1)RS-2	TAZEWELL	293	108
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

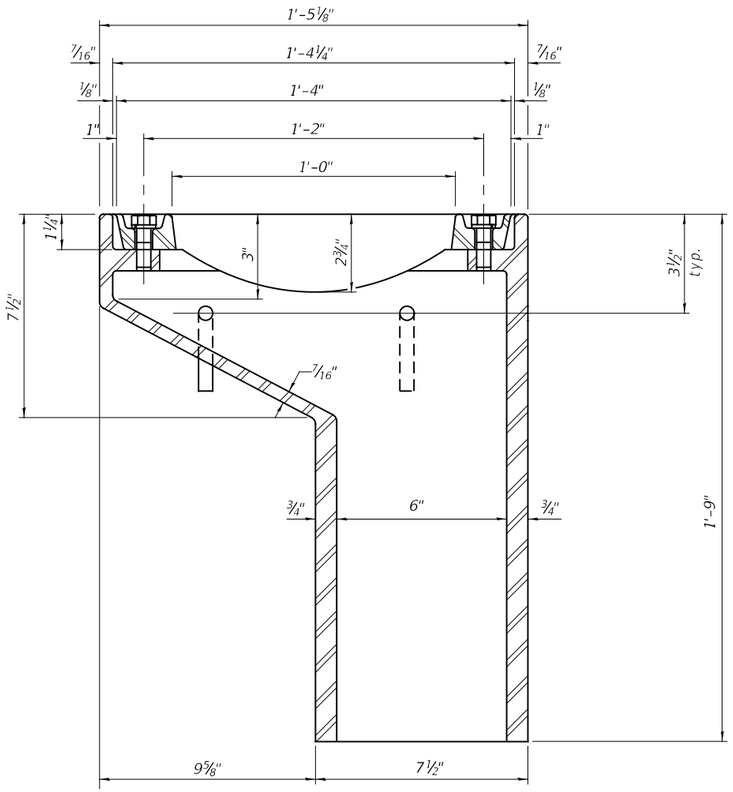
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 2 of 30.

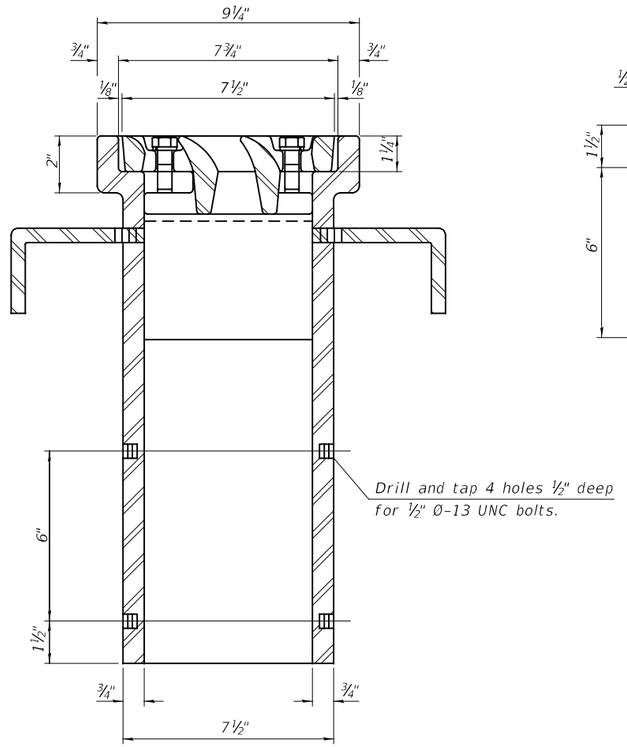
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

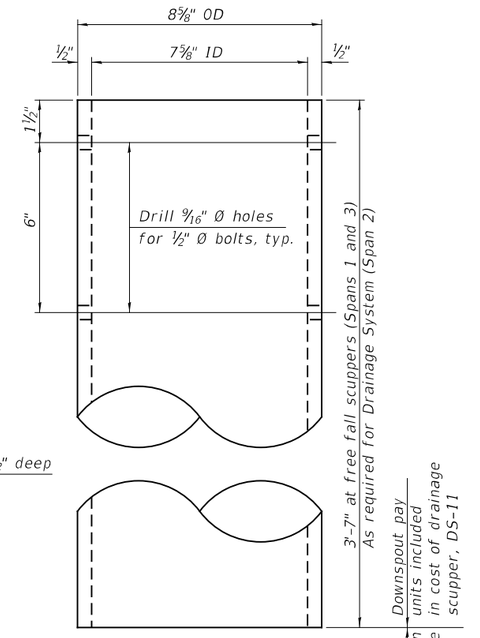


SECTION A-A

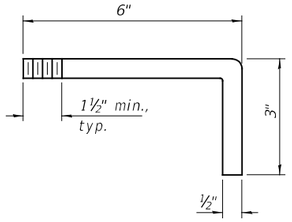
See sheets 11 & 12 of 30 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	11

DS-11 2-1-2023

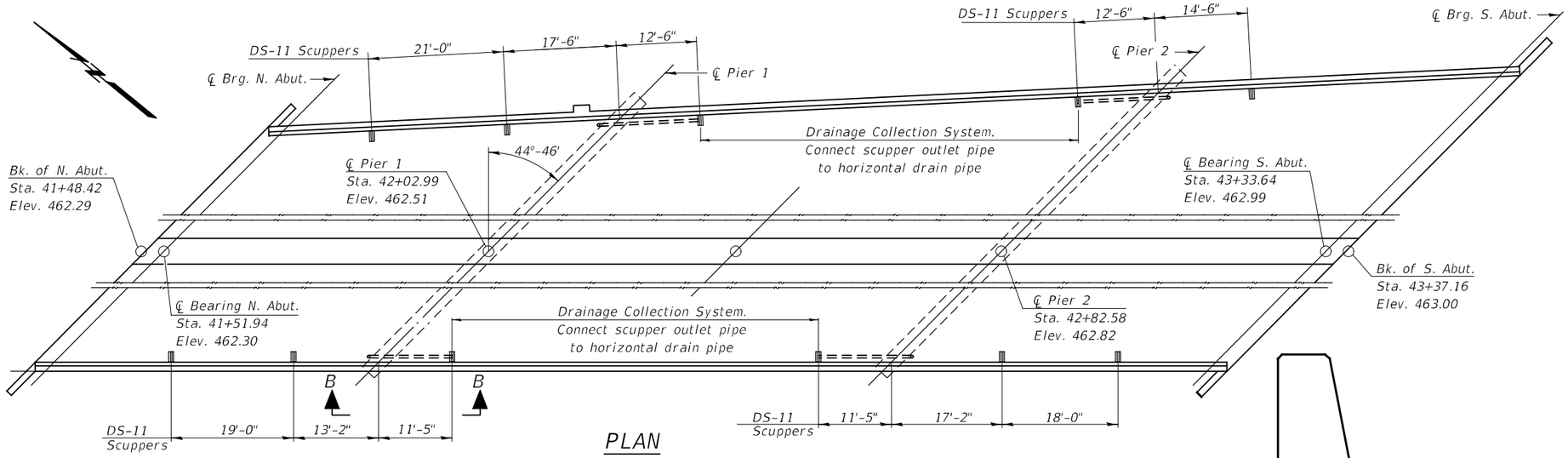
VEENSTRA & KIMM INC. Springfield, IL. Phone: (217)544-8033 IL. Design Firm No. 184-001939	USER NAME = ___	DESIGNED - KES	REVISED - ___
		CHECKED - DJC	REVISED - ___
	PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
	PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 090-0031
SHEET NO. 13 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	109
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

MODEL: 68C00-109
FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
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PLAN

DS-11 Scupper Spacing (Each side of bridge, Measured along front face of parapet)

Notes:

Bolts, expansion anchors, washers, nuts, etc. shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

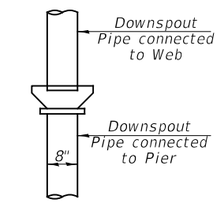
Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

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

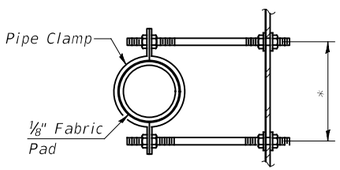
The pipe type shall conform to the requirements specified in the GBSP.

Cost of the Hangars, Pipe, Tees, Elbows, Cleanouts, Wyes, Splash blocks and all appurtenances required for the installation of the drainage collection system, except scuppers, shall be included in and paid for at the contract lump sum price for Drainage System.

Note: Drawing Not to Scale. Follow Dimensions.

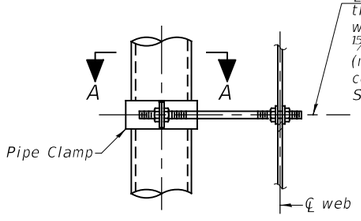


DETAIL 1



SECTION A-A

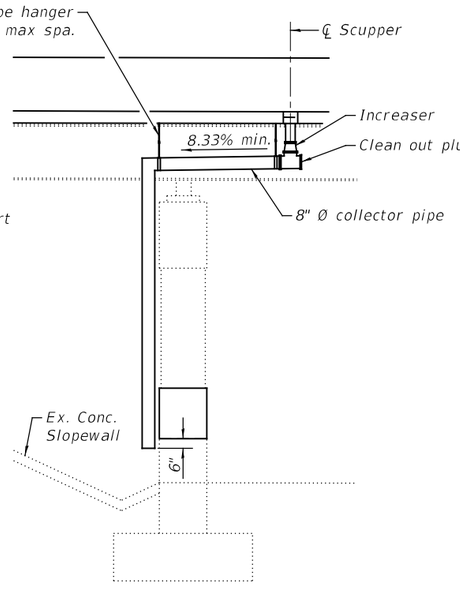
*Dimension as required by Pipe Clamp



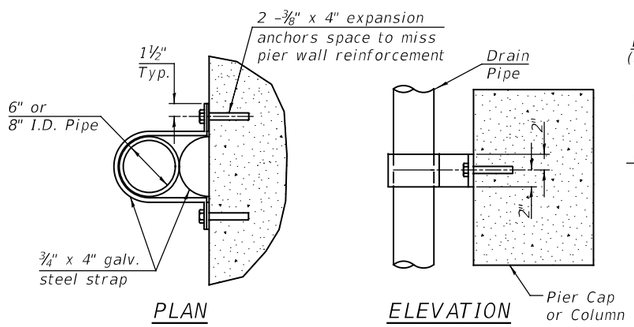
ELEVATION
PIPE CONNECTION TO WEB

DETAIL 2

LONGITUDINAL PIPE SUPPORT DETAIL



VIEW B-B

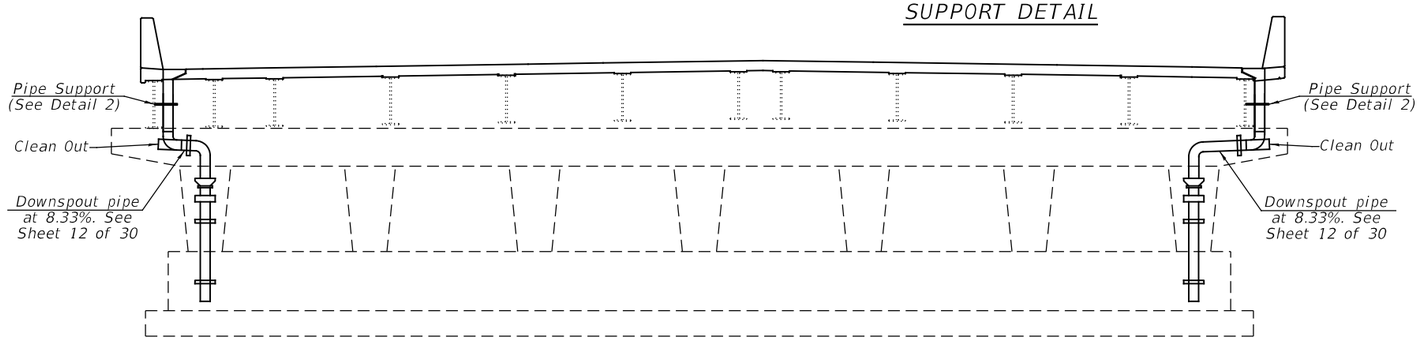


PLAN

ELEVATION

DETAIL 3

(Pipe Connection to Pier)



ELEVATION

(Pier 1 Looking South)
(Pier 2 Looking North)

SCHEDULE DRAINAGE SCUPPERS

Station	Offset
Sta. 41+39.66	31.4' Rt.
Sta. 41+58.66	31.4' Rt.
Sta. 41+83.25	31.4' Rt.
Sta. 42+40.00	31.4' Rt.
Sta. 42+68.58	31.4' Rt.
Sta. 42+86.58	31.4' Rt.
Sta. 42+01.46	35.34' Lt.
Sta. 42+22.43	36.37' Lt.
Sta. 42+52.40	37.84' Lt.
Sta. 43+11.09	40.72' Lt.
Sta. 43+38.05	42.04' Lt.

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System for Structures	L. Sum	0.33

MODEL: 68C00-110
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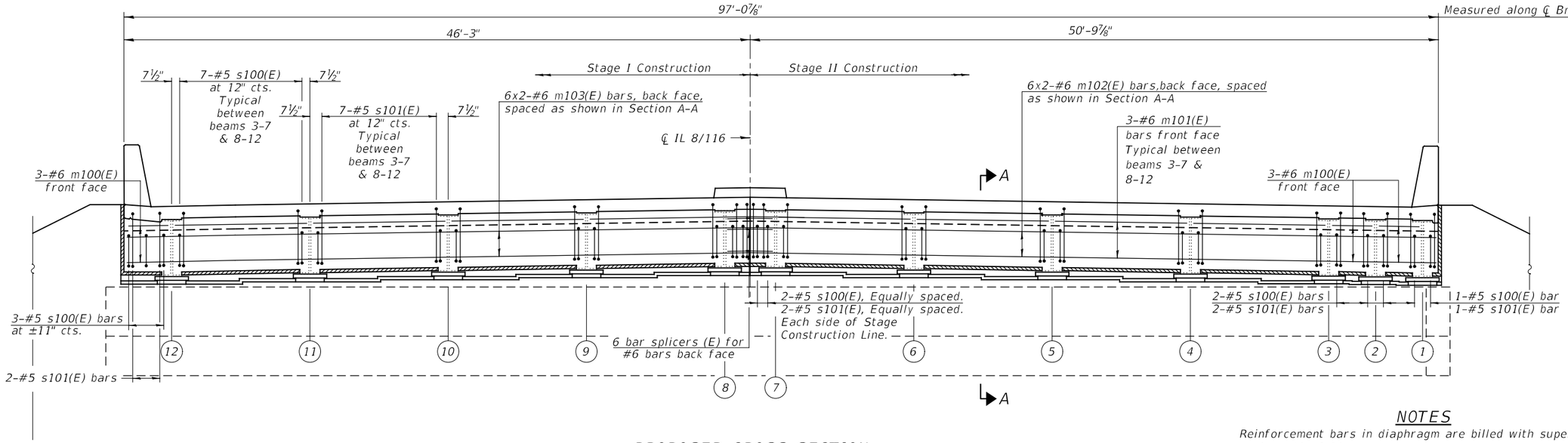
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___ | DESIGNED - KES | REVISED - ___
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PLOT DATE = August 24th, 2023 | CHECKED - DJC | REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS
STRUCTURE NO. 090-0031
SHEET NO. 14 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-((HB,HB-1,2)BR-1)RS-2	TAZEWELL	293	110
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



PROPOSED CROSS SECTION

(Looking North)

MINIMUM BAR LAP

#6 bar = 4'-0"

NOTES

Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 30.

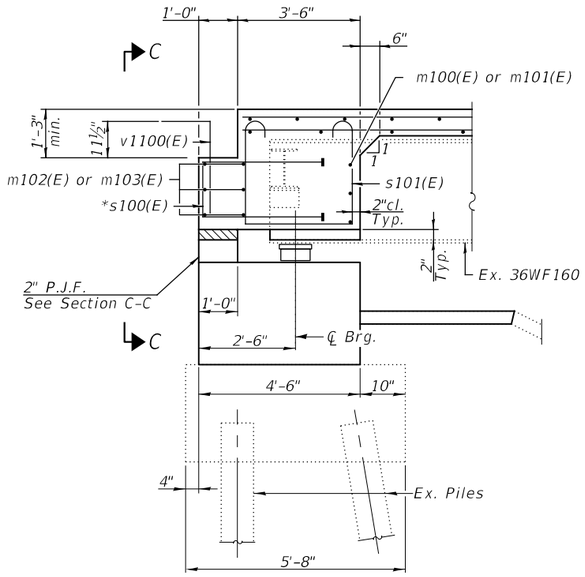
Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 30.

For details of bars s100(E), s101(E), and v1100(E) see sheet 12 of 30.

The s100(E) and s101(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

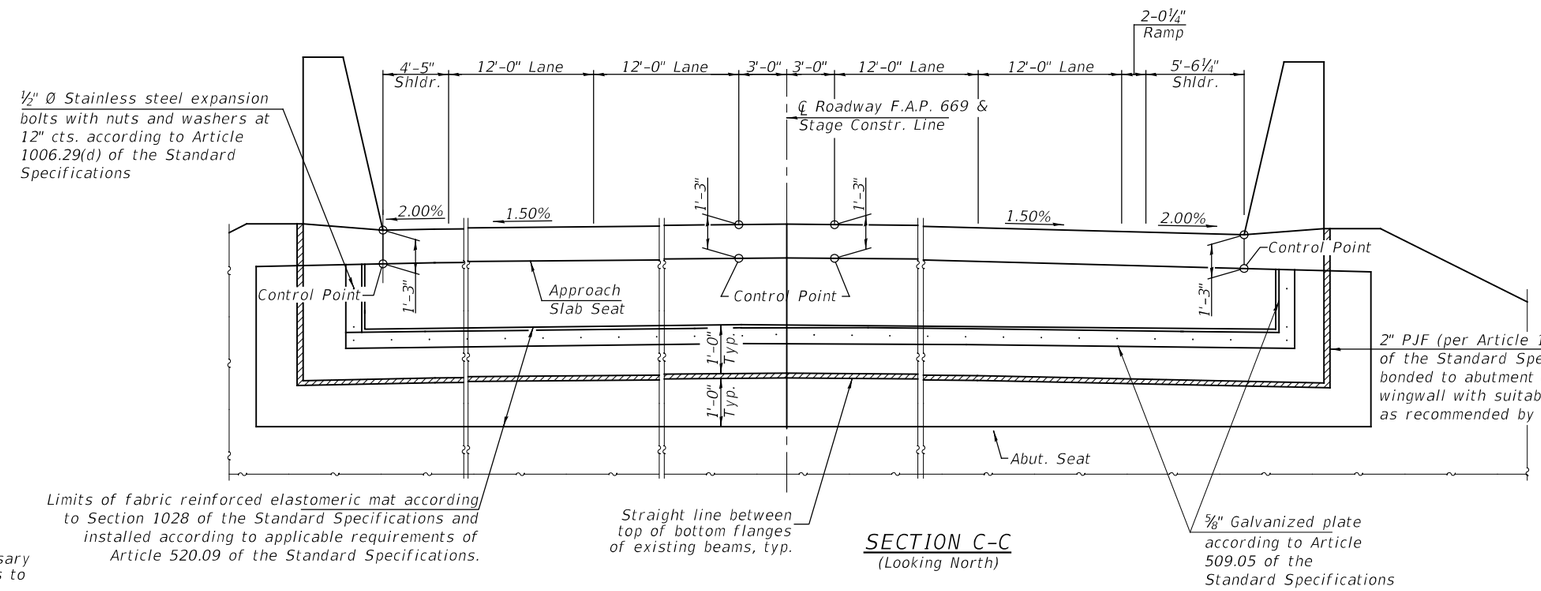
The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details, see sheet 23 of 30.



SECTION A-A

* Field drill holes as necessary in the exisintg diaphragms to place the s100(E) bars



SECTION C-C

(Looking North)

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = __	DESIGNED - KES	REVISED - __
	CHECKED - DJC	REVISED - __
PLOT SCALE = __	DRAWN - JRP	REVISED - __
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - __

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

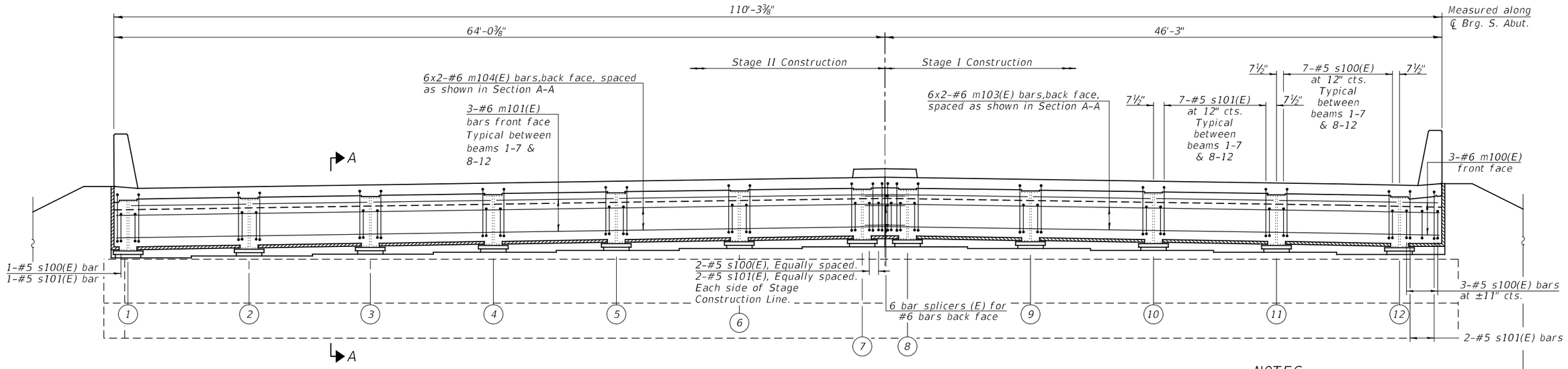
DIAPHRAGM DETAILS - NORTH ABUTMENT
STRUCTURE NO. 090-0031

SHEET NO. 15 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	111
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

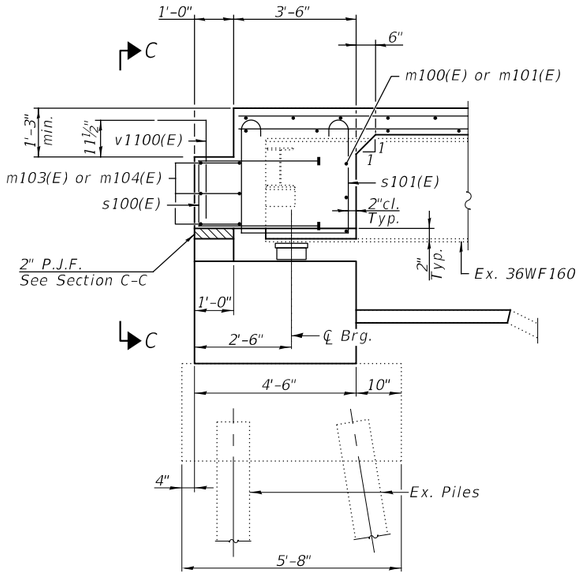
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PROPOSED CROSS SECTION

(Looking South)



SECTION A-A

* Field drill holes as necessary in the exisintg diaphragms to place the s100(E) bars

MINIMUM BAR LAP

#6 bar = 4'-0"

NOTES

Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 30.

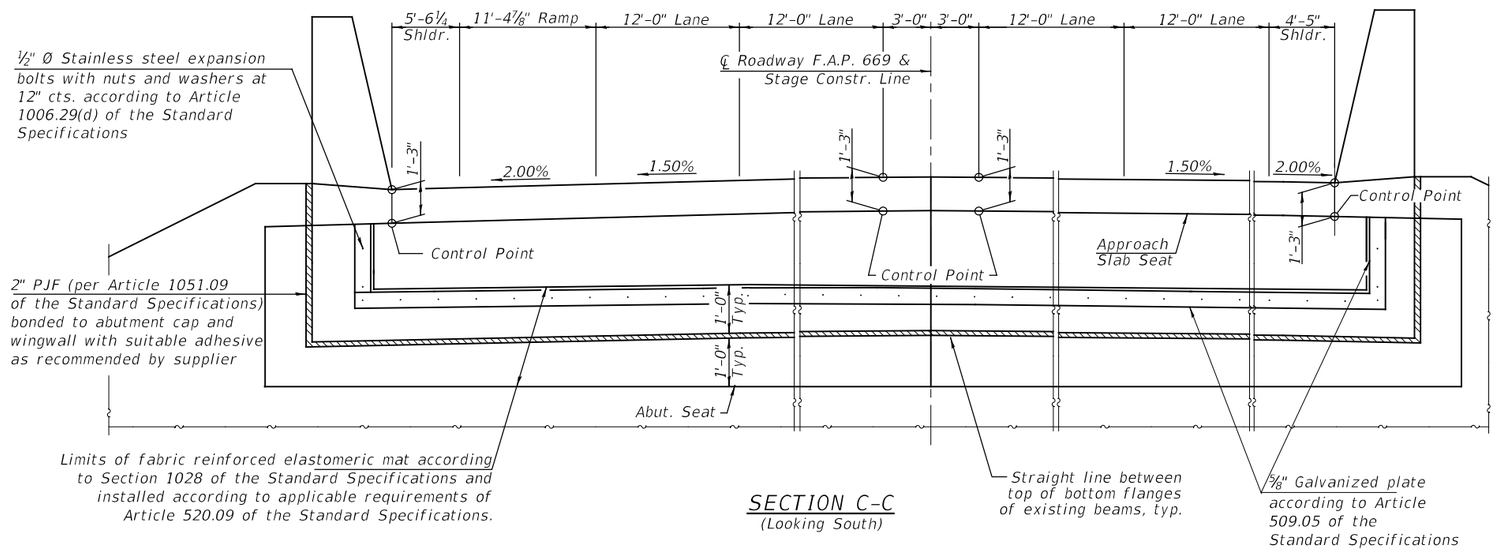
Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 30.

For details of bars s100(E), s101(E), and v1100(E) see sheet 12 of 30.

The s100(E) and s101(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details, see sheet 23 of 30.



SECTION C-C

(Looking South)

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___
	CHECKED - DJC	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

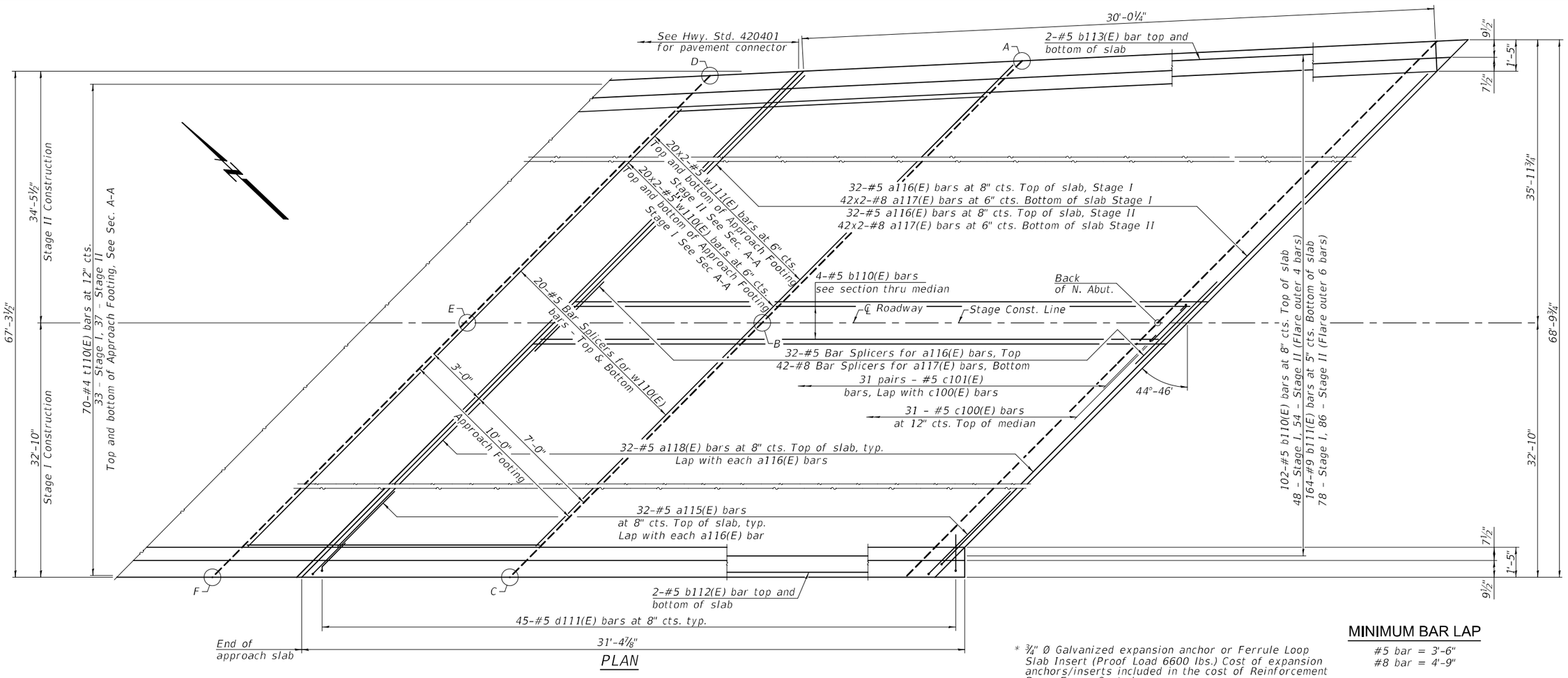
DIAPHRAGM DETAILS - SOUTH ABUTMENT
STRUCTURE NO. 090-0031

SHEET NO. 16 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	112
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

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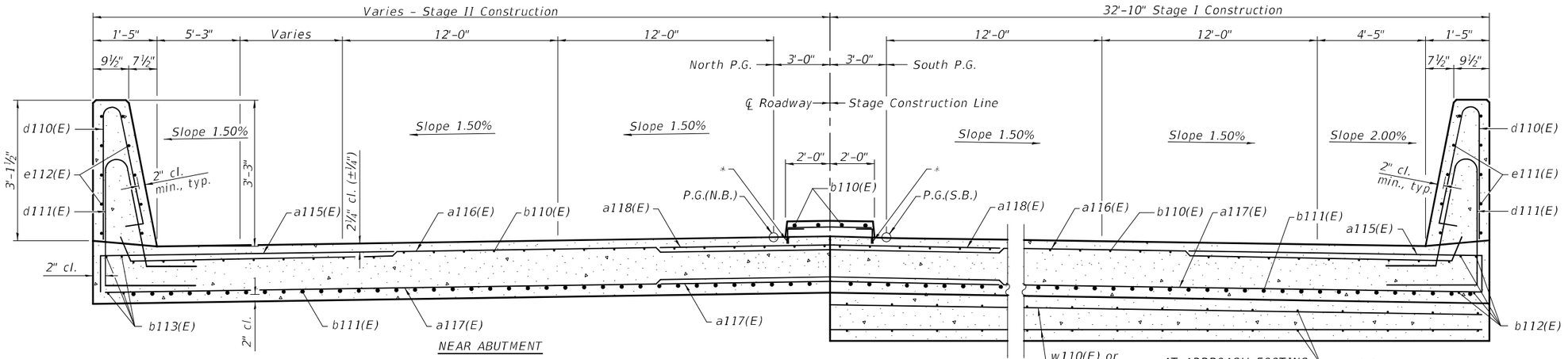


PLAN

* ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.) Cost of expansion anchors/inserts included in the cost of Reinforcement Bars, Epoxy Coated.

MINIMUM BAR LAP

#5 bar = 3'-6"
#8 bar = 4'-9"



NEAR ABUTMENT

CROSS SECTION
(Looking South)

AT APPROACH FOOTING

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	North Approach	
Point	Top	Bottom
A	460.54	459.71
B	460.96	460.13
C	460.32	459.49
D	460.48	459.65
E	460.91	460.08
F	460.29	459.46

BAIA-CIP-39CS-L(>30°) 10-12-2021

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

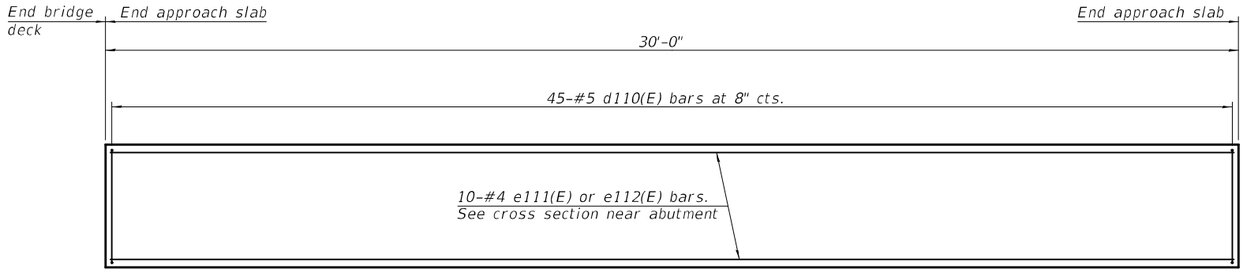
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PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

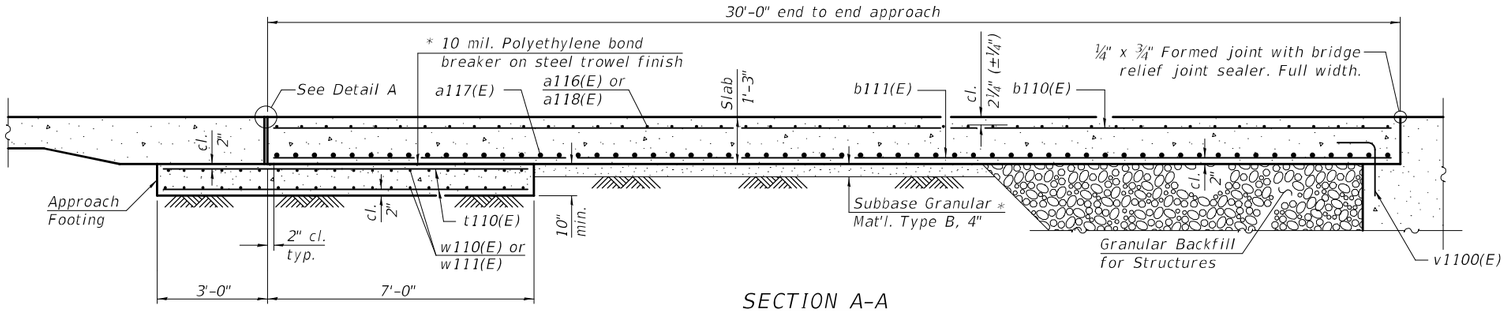
BRIDGE APPROACH SLAB DETAILS - NORTH ABUTMENT
STRUCTURE NO. 090-0031
SHEET NO. 17 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	113
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

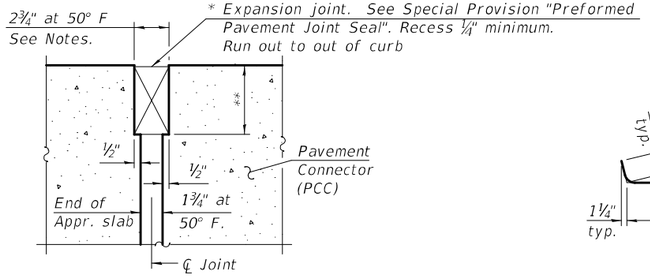
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FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
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INSIDE ELEVATION OF PARAPET



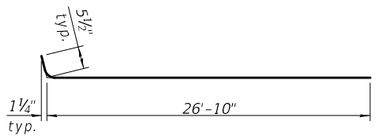
SECTION A-A



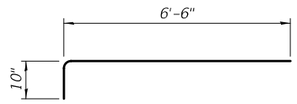
DETAIL A
(at Rt. L's)

* Cost included with Concrete Superstructure (Approach Slab).

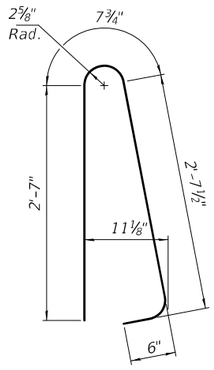
** Per manufacturer recommendations



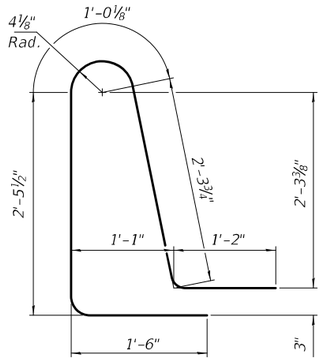
BAR a116(E)



BAR a115(E)



BAR d110(E)



BAR d111(E)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete and Median concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30.

BILL OF MATERIAL
NORTH APPROACH

Bar	No.	Size	Length	Shape
a115(E)	64	#5	7'-4"	
a116(E)	64	#5	27'-4"	
a117(E)	168	#8	27'-7"	
a118(E)	64	#5	26'-11"	
b110(E)	106	#5	29'-7"	
b111(E)	164	#9	29'-7"	
b112(E)	4	#5	29'-7"	
b113(E)	4	#5	31'-2"	
c100(E)	31	#5	3'-7"	
c101(E)	62	#5	1'-6"	
d110(E)	90	#5	6'-5"	
d111(E)	90	#5	8'-6"	
e111(E)	10	#4	29'-8"	
e112(E)	10	#4	29'-8"	
t110(E)	70	#4	13'-7"	
w110(E)	80	#5	24'-8"	
w111(E)	80	#5	26'-2"	
Concrete Superstructure		Cu. Yd.	10.1	
Concrete Superstructure (Approach Slab)		Cu. Yd.	94.6	
Concrete Structures		Cu. Yd.	29.3	
Reinforcement Bars, Epoxy Coated		Pound	43,390	

BAIA-CIP-39CS-L(>30°) 10-12-2021

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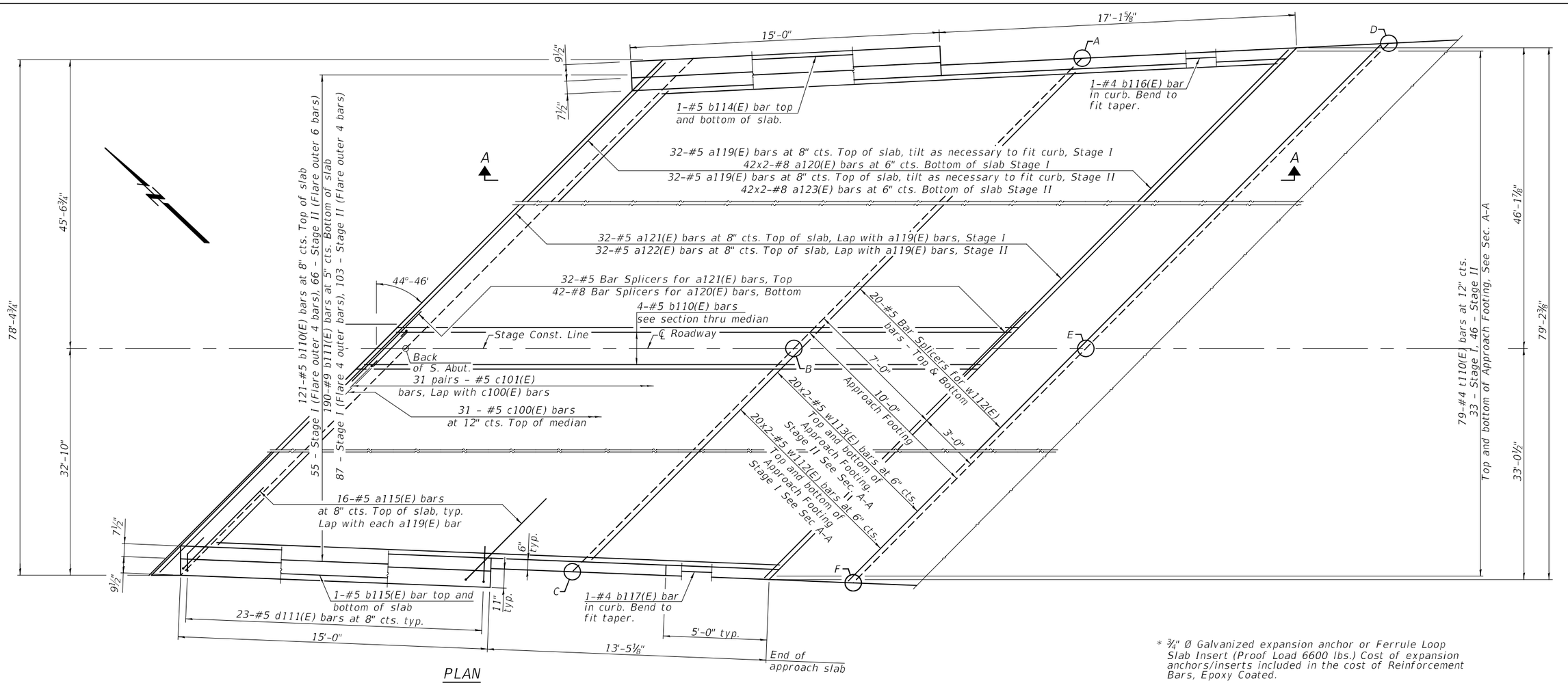
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PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS - NORTH ABUTMENT
STRUCTURE NO. 090-0031
SHEET NO. 18 OF 30 SHEETS

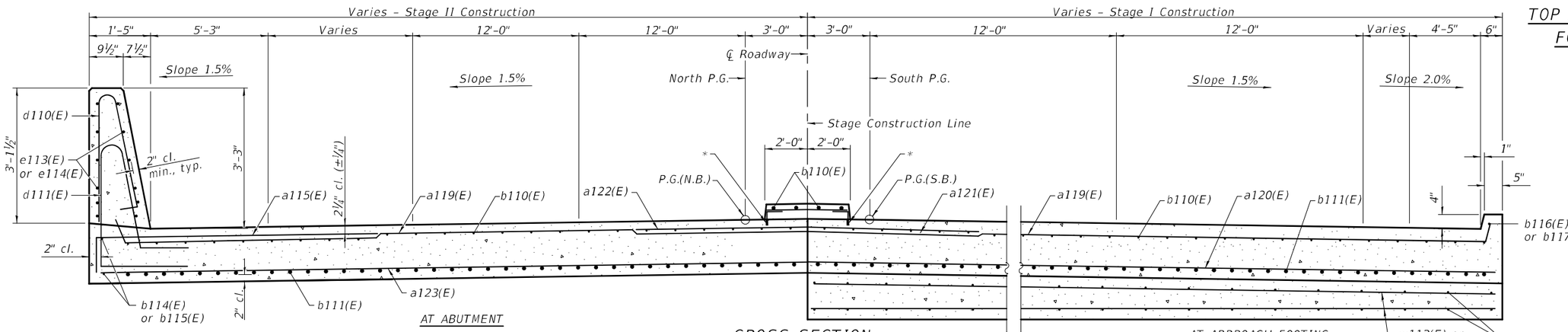
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	114
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

MODEL: 68C00-114
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PLAN

* ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.) Cost of expansion anchors/inserts included in the cost of Reinforcement Bars, Epoxy Coated.



AT ABUTMENT

CROSS SECTION
(Looking South)

AT APPROACH FOOTING

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	East Approach	
Point	Top	Bottom
A	461.01	460.18
B	461.76	460.93
C	460.90	460.07
D	460.96	460.13
E	461.75	460.92
F	461.22	460.39

MINIMUM BAR LAP

#5 bar = 3'-6"
#8 bar = 4'-9"

BAIA-CIP-39CS-L(>30°) 10-12-2021

(Sheet 1 of 2)

MODEL: 68C00-115
FILE NAME: 2:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn

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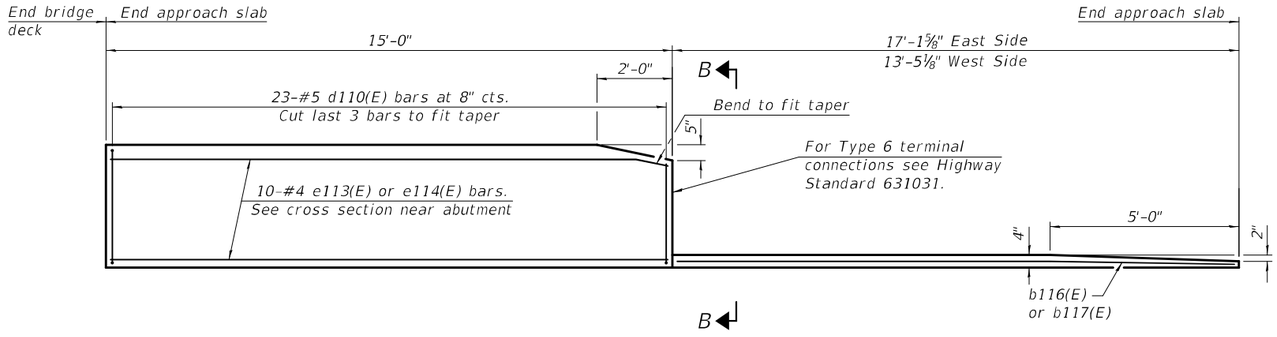
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

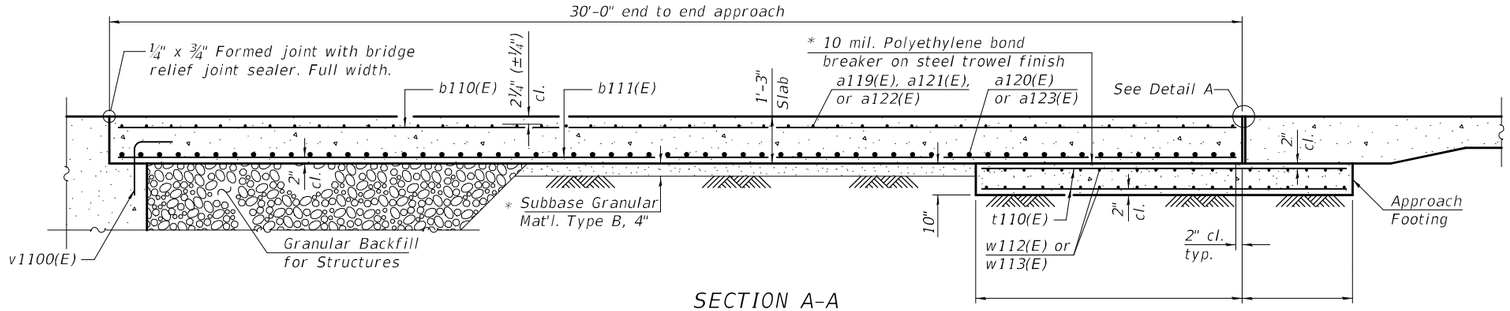
BRIDGE APPROACH SLAB DETAILS - SOUTH ABUTMENT
STRUCTURE NO. 090-0031

SHEET NO. 19 OF 30 SHEETS

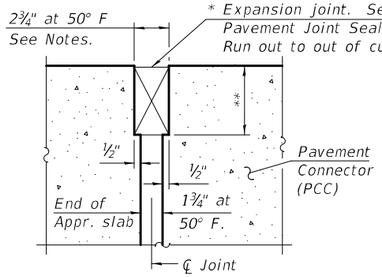
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	115
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF PARAPET AND CURB



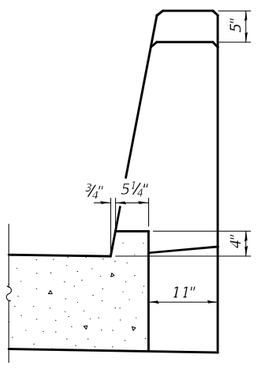
SECTION A-A



DETAIL A
(at Rt. ℄'s)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



VIEW B-B

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete and Median concrete shall be paid for as Concrete Superstructure.

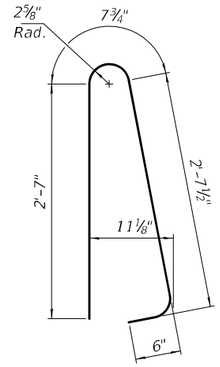
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

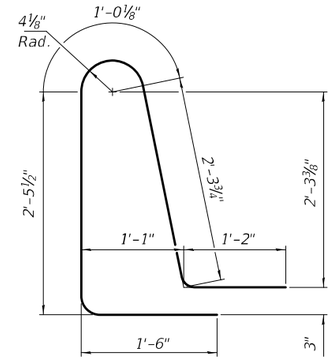
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30.



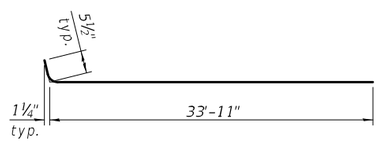
BAR d110(E)



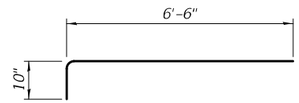
BAR d111(E)

BILL OF MATERIAL
SOUTH APPROACH

Bar	No.	Size	Length	Shape
a115(E)	32	#5	7'-4"	
a119(E)	64	#5	34'-5"	
a120(E)	84	#8	25'-7"	
a121(E)	32	#5	14'-1"	
a122(E)	32	#5	34'-1"	
a123(E)	84	#8	34'-9"	
b110(E)	125	#5	29'-7"	
b111(E)	190	#9	29'-7"	
b114(E)	2	#5	16'-3"	
b115(E)	2	#5	14'-8"	
b116(E)	1	#4	16'-10"	
b117(E)	1	#4	13'-1"	
c100(E)	31	#5	3'-7"	
c101(E)	62	#5	1'-6"	
d110(E)	46	#5	6'-5"	
d111(E)	46	#5	8'-6"	
e113(E)	10	#4	14'-8"	
e114(E)	10	#4	16'-3"	
t110(E)	79	#4	13'-7"	
w112(E)	80	#5	24'-11"	
w113(E)	80	#5	34'-3"	
Concrete Superstructure		Cu. Yd.	6.2	
Concrete Superstructure (Approach Slab)		Cu. Yd.	109.2	
Concrete Structures		Cu. Yd.	34.4	
Reinforcement Bars, Epoxy Coated		Pound	47,530	



BAR a119(E)



BAR a115(E)

BAIA-CIP-39CS-L(>30°) 10-12-2021

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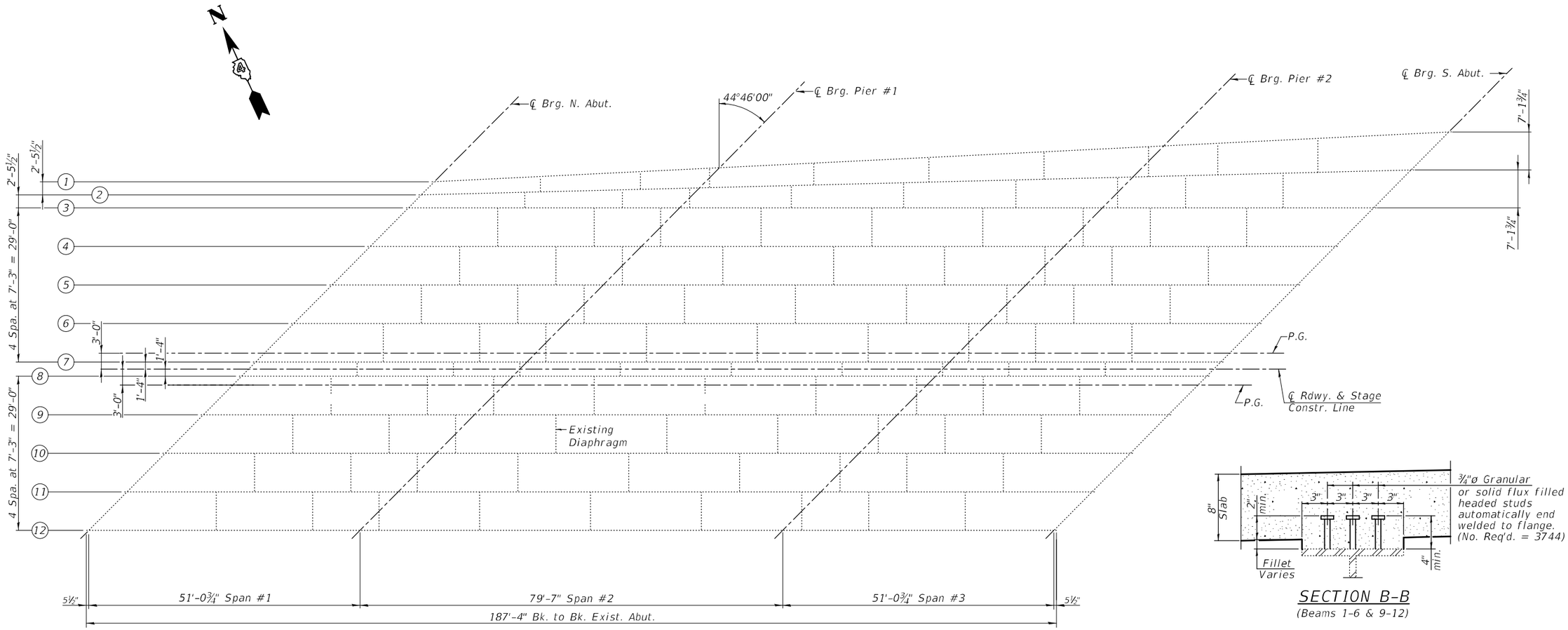
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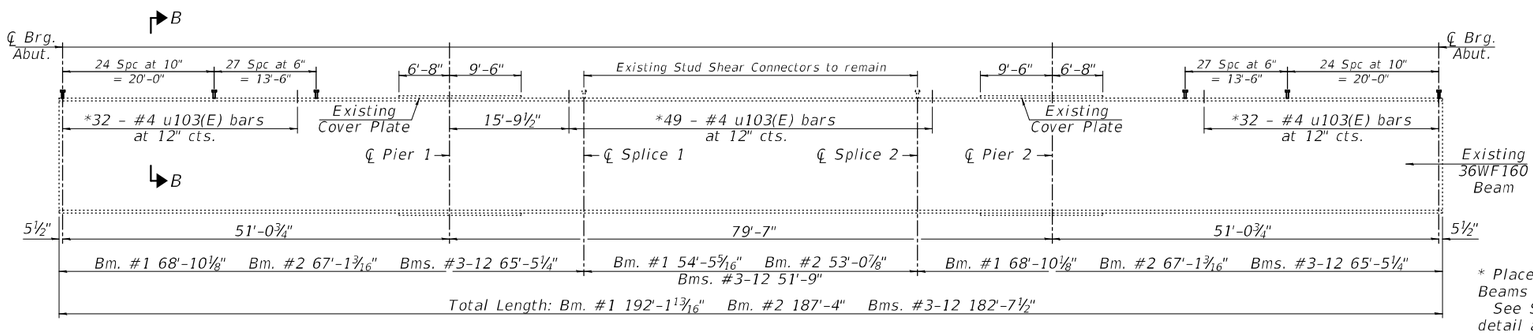
BRIDGE APPROACH SLAB DETAILS - SOUTH ABUTMENT
STRUCTURE NO. 090-0031
SHEET NO. 20 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	116
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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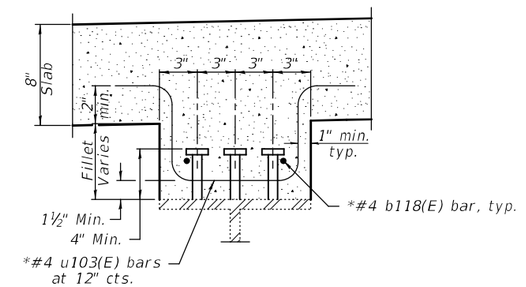


PLAN



ELEVATION
(Beams 1 thru 12)

SECTION B-B
(Beams 1-6 & 9-12)



SECTION B-B
(Beams 7 & 8)

* Place u103(E) and b118(E) bars at Beams 7 and 8.
See Sheet 12 of 37 for u103(E) bar detail and Bill of Material.

BILL OF MATERIAL

Item	Unit	Quantity
Shear Stud Connectors	Each	3744

MODEL: 68C00-117
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	117
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

36WF160 INTERIOR GIRDER MOMENT TABLE						
		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I_s	(in^4)	9739	13875	9739	13875	9739
$I_c(n)$	(in^4)	25527	---	25527	---	25527
$I_c(3n)$	(in^4)	19115	---	19115	---	19115
S_s	(in^3)	541	747	541	747	541
$S_c(n)$	(in^3)	779	---	779	---	779
$S_c(3n)$	(in^3)	711	---	711	---	711
w_D	(k/')	0.972	1.015	0.972	1.015	0.972
M_D	('k)	119	491	280	491	119
s_D	(k/')	0.325	0.325	0.325	0.325	0.325
M_{SD}	('k)	46	136	121	136	46
M_L	('k)	364	294	492	294	364
M_I	('k)	103	78	121	78	103
$\frac{5}{3}$ [$M_L + _I$]	('k)	779	620	1850	620	779
M_a	('k)	1228	1621	1971	1621	1228
* M_u	('k)	2337	---	2337	---	2337
f_s w_D non-comp	(ksi)	2.64	10.07	6.21	10.07	2.64
f_s w_D comp	(ksi)	0.77	-	2.04	-	0.77
f_s $\frac{5}{3}$[$M_L + M_I$]	(ksi)	12.00	9.96	28.50	9.96	12.00
f_s (Overload)	(ksi)	14.66	20.03	36.75	20.02	14.66
** f_s (Total)	(ksi)	---	26.04	---	26.04	---
VR	(k)	41.1	---	---	---	41.1

* Compact section
** Braced non-compact and partially braced section

36WF160 INTERIOR GIRDER REACTION TABLE			
		N. or S. Abut.	Pier 1 or 2
R_D	(k)	66.42	97.3
R_L	(k)	43.17	49.1
R_I	(k)	12.26	12.9
R_{Total}	(k)	121.85	159.3

Note: R_D at the abutments includes approach slab and semi-integral abutment diaphragm dead load

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total and Overload) 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 and Overload) in uncracked sections due to short-term composite live loads ($in.^4$ and $in.^3$).

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

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

M_D: Un-factored moment due to non-composite dead load (kip-ft.).

s_D: Un-factored long-term composite (superimposed) dead load (kips/ft.).

M_{SD}: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L: Un-factored live load moment (kip-ft.)

M_I: Un-factored moment due to impact (kip-ft.).

M_a: Factored design moment (kip-ft.).
$1.3\ [M_D + M_{SD} + \frac{5}{3}(M_L + M_I)]$

M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
$M_D + M_{SD} + \frac{5}{3}(M_L + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.3\ [M_D + M_{SD} + \frac{5}{3}(M_L + M_I)]$

VR: Maximum $_L$ + impact shear range within the composite portion of the span for stud shear connector design (kips).

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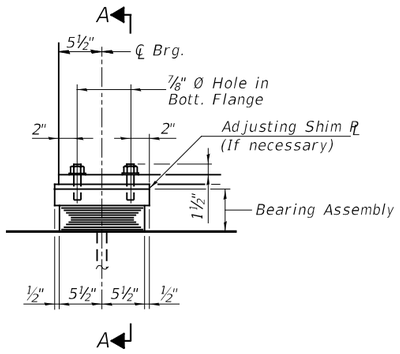
VEENSTRA & KIMM INC.
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IL. Design Firm No. 184-001939

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PLOT SCALE = __	DRAWN - JRP	REVISED - __	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - __	

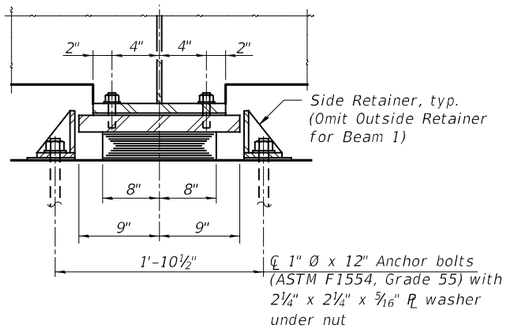
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
STRUCTURE NO. 090-0031
SHEET NO. 22 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	118
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

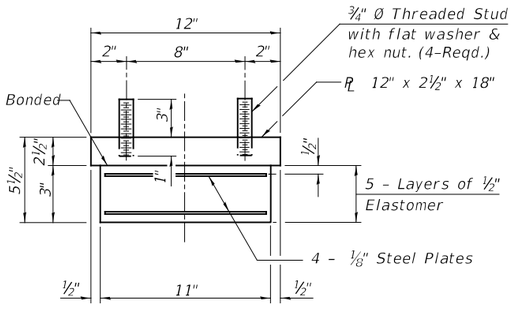


ELEVATION



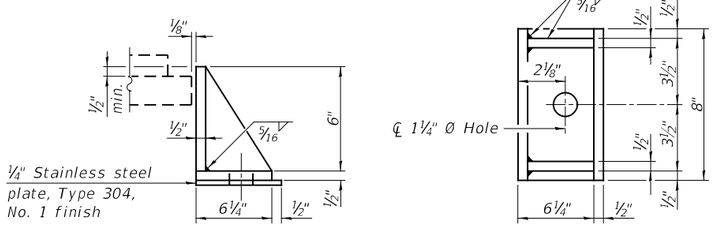
SECTION A-A

TYPE I ELASTOMERIC EXPANSION BEARING



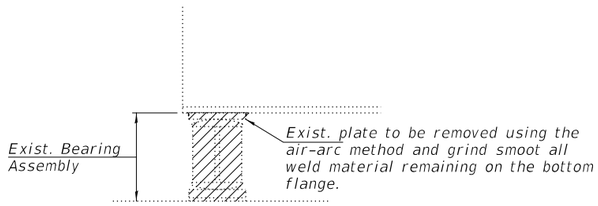
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

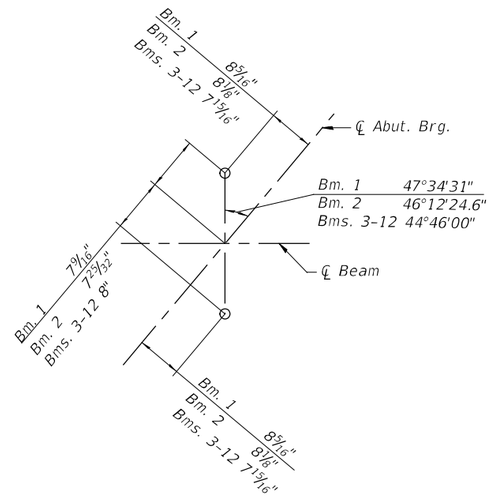


SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



EXISTING BEARING REMOVAL DETAIL



ANCHOR BOLT SETTING DETAIL

Notes:
Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
Anchor Bolts, 1"	Each	48
Removal of Existing Bearings	Each	24

MODEL: 68C00-119
FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
9/13/2023 2:48:25 PM

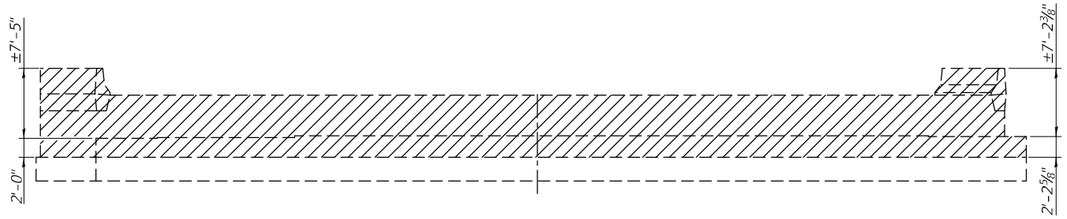
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = __	DESIGNED - KES	REVISED - __
	CHECKED - DJC	REVISED - __
PLOT SCALE = __	DRAWN - JRP	REVISED - __
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - __

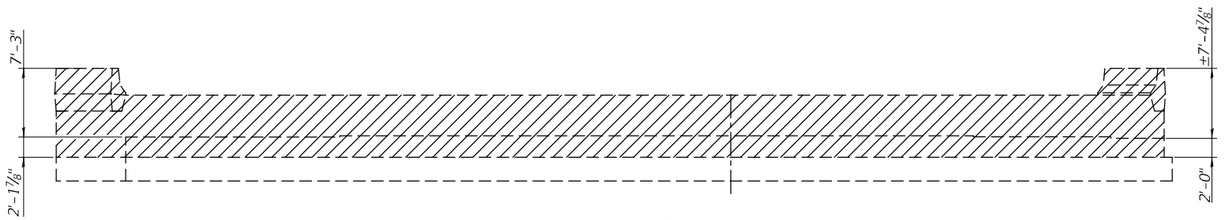
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 090-0031
SHEET NO. 23 OF 30 SHEETS

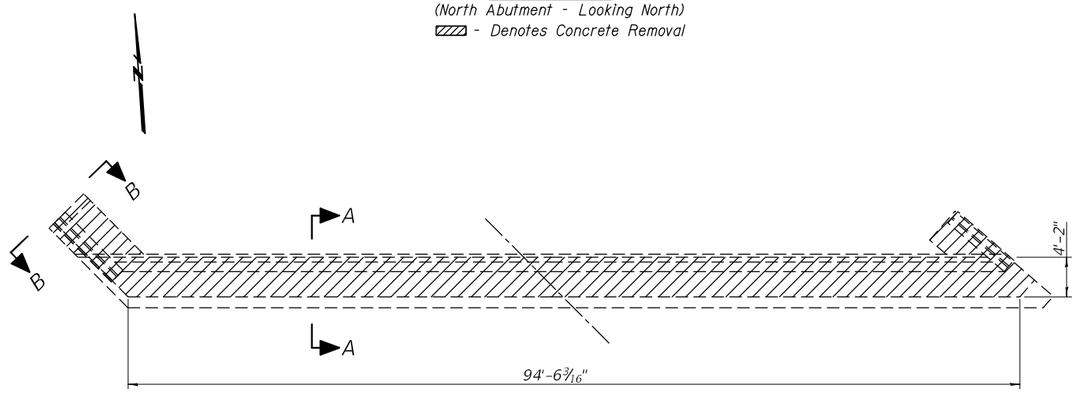
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	119
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



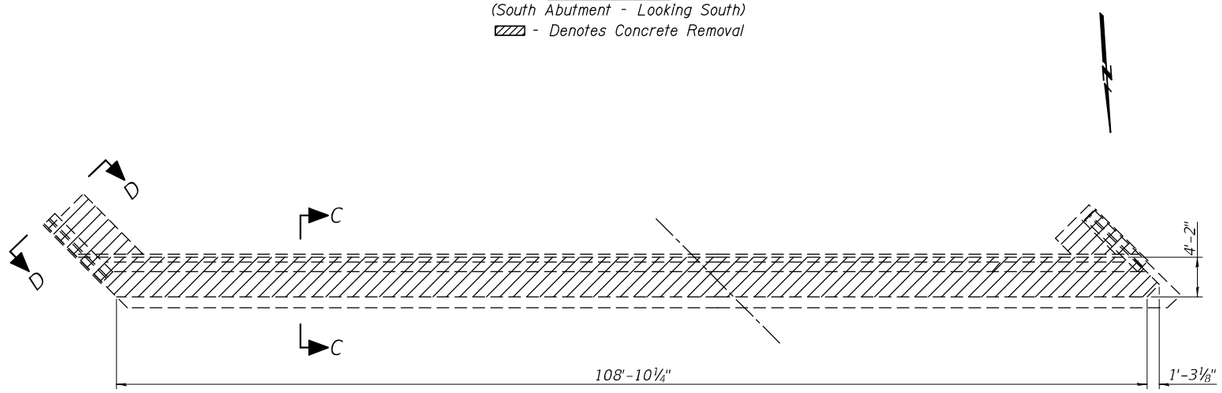
ELEVATION
(North Abutment - Looking North)
▨ - Denotes Concrete Removal



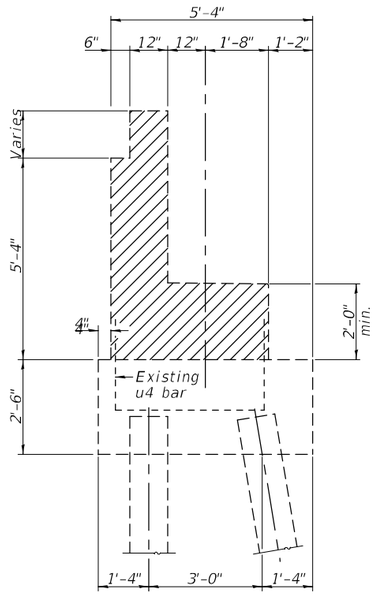
ELEVATION
(South Abutment - Looking South)
▨ - Denotes Concrete Removal



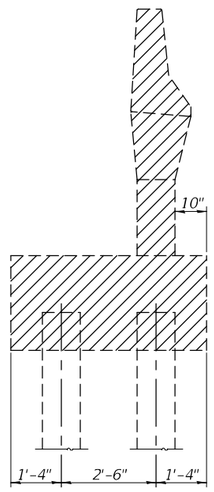
PLAN



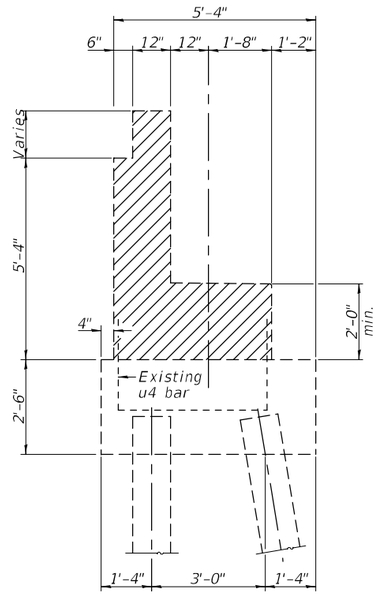
PLAN



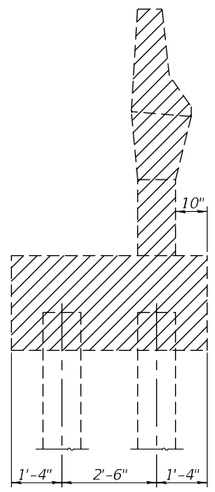
SECTION A-A
(Horiz. dim. @ Rt. ℄'s)



SECTION B-B



SECTION C-C
(Horiz. dim. @ Rt. ℄'s)



SECTION D-D

▨ - Denotes Concrete Removal

Notes:
Existing reinforcing shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	141.9

MODEL: 68C00-120
FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
8/24/2023 11:22:10 AM

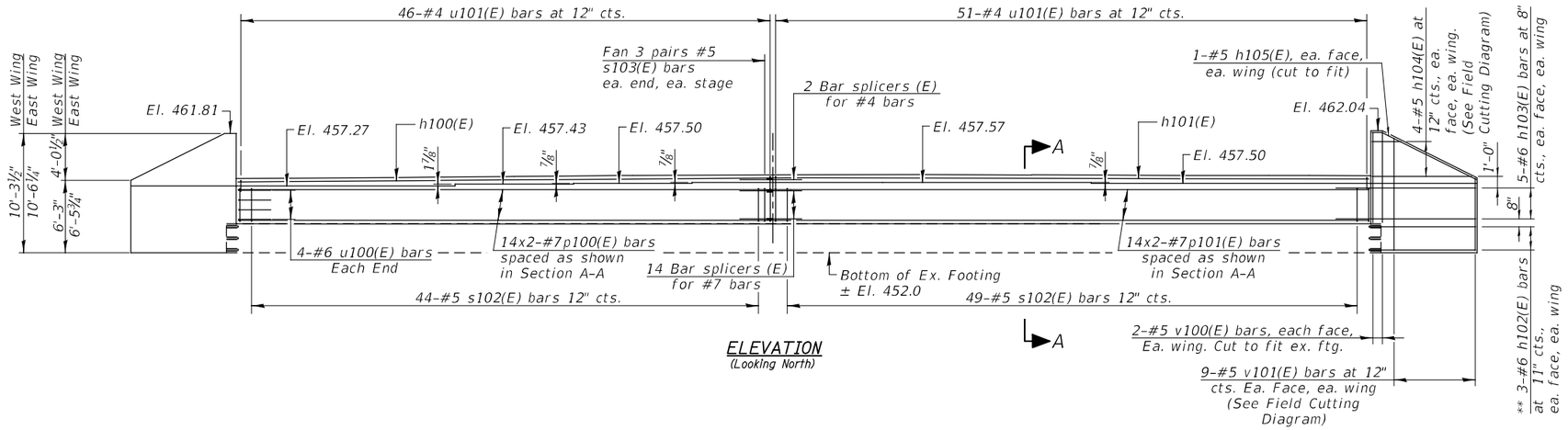
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___
	CHECKED - DJC	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

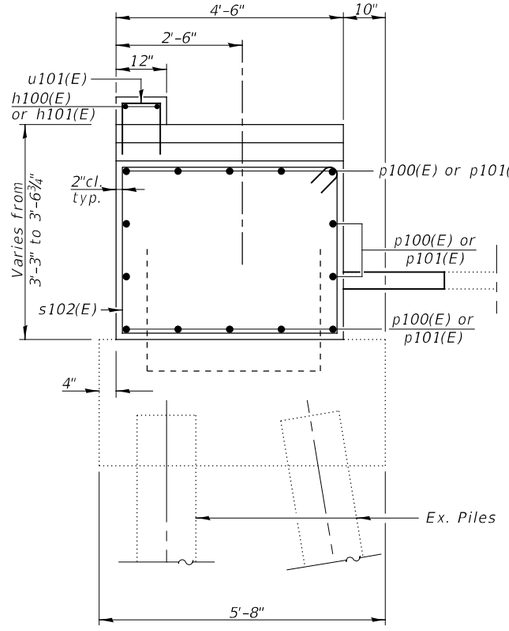
CONCRETE REMOVAL
STRUCTURE NO. 090-0031
SHEET NO. 24 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	120
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

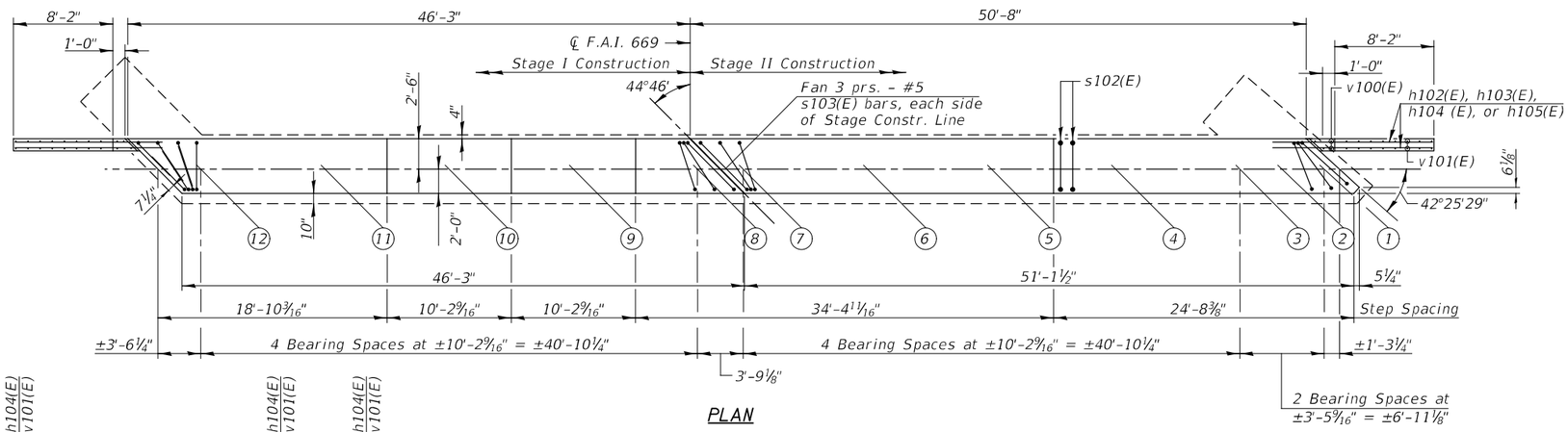


ELEVATION
(Looking North)

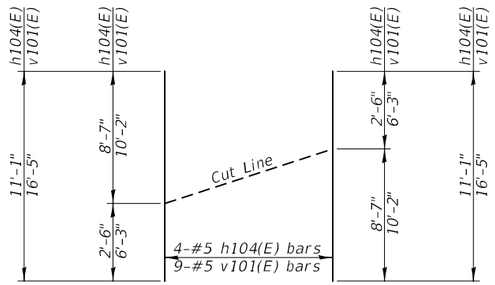
** Epoxy grout h102(E) bars in 12" min. holes according to Section 584 of the Standard Specifications



SECTION A-A
(Horiz. dim. @ Rt. L's)

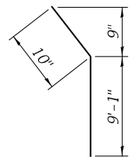


PLAN

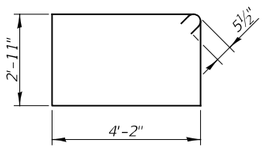


FIELD CUTTING DIAGRAM

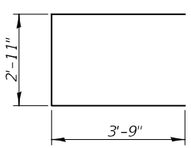
Order h104(E) and v101(E) bars full length. Cut as shown and use remaining bars in opposite face of wingwall.



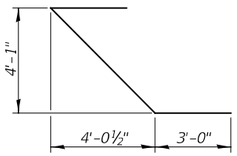
BAR h105(E)



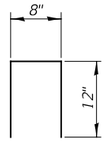
BAR s102(E)



BAR s103(E)



BAR u100(E)



BAR u101(E)

*ADJUSTING SHIM PLATE THICKNESS

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12
North Abut.	none	none	none	5⁄16"	none	⅜"	5⁄8"	none	¼"	none	1 3⁄16"	none

MINIMUM BAR LAP

#4 bar = 2'-0"
#7 bar = 5'-0"

BILL OF MATERIAL
NORTH ABUTMENT

Bar	No.	Size	Length	Shape
h100(E)	4	#4	24'-0"	
h101(E)	4	#4	26'-2"	
h102(E)	12	#6	10'-2"	
h103(E)	16	#6	12'-4"	
h104(E)	8	#5	11'-1"	
h105(E)	4	#5	9'-11"	
p100(E)	28	#7	25'-5"	
p101(E)	28	#7	27'-8"	
s102(E)	93	#5	15'-1"	
s103(E)	24	#5	10'-5"	
u100(E)	8	#6	11'-9"	
u101(E)	97	#4	2'-8"	
v100(E)	8	#5	9'-10"	
v101(E)	18	#5	16'-5"	
Structure Excavation		Cu. Yd.	311	
Concrete Structures		Cu. Yd.	65.4	
Reinforcement Bars, Epoxy Coated		Pound	6,220	

Note:
See Sheet 23 of 30 for Anchor Bolt Setting Detail.

MODEL: 68C00-121
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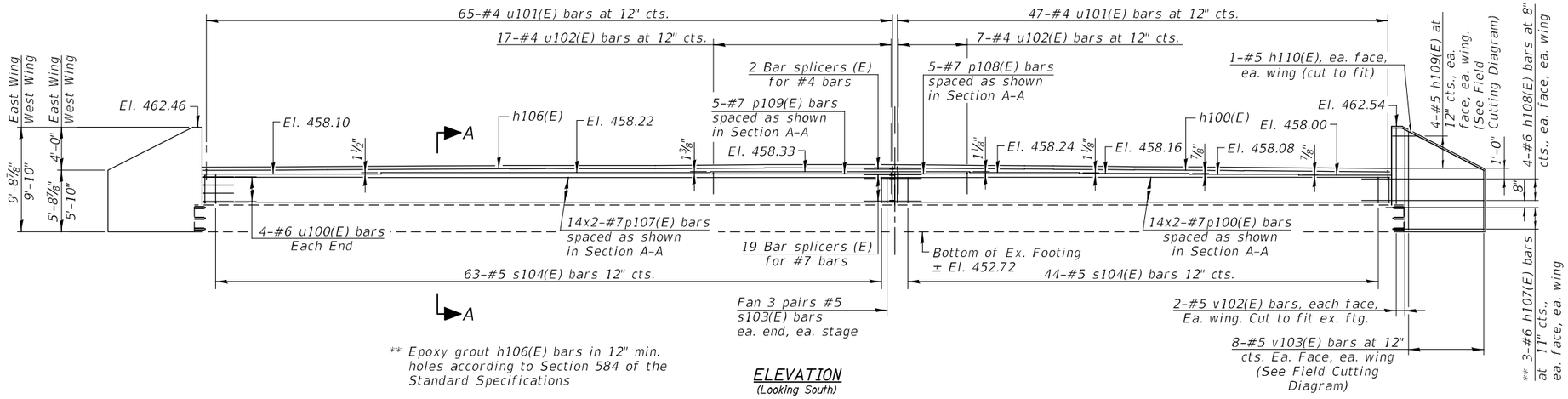
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___
	CHECKED - DJC	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

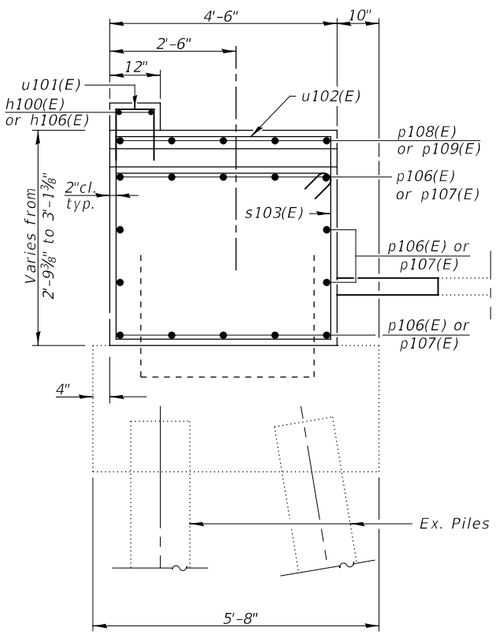
NORTH ABUTMENT
STRUCTURE NO. 090-0031
SHEET NO. 25 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-((HB,HB-1,2)BR-1)RS-2	TAZEWELL	293	121
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

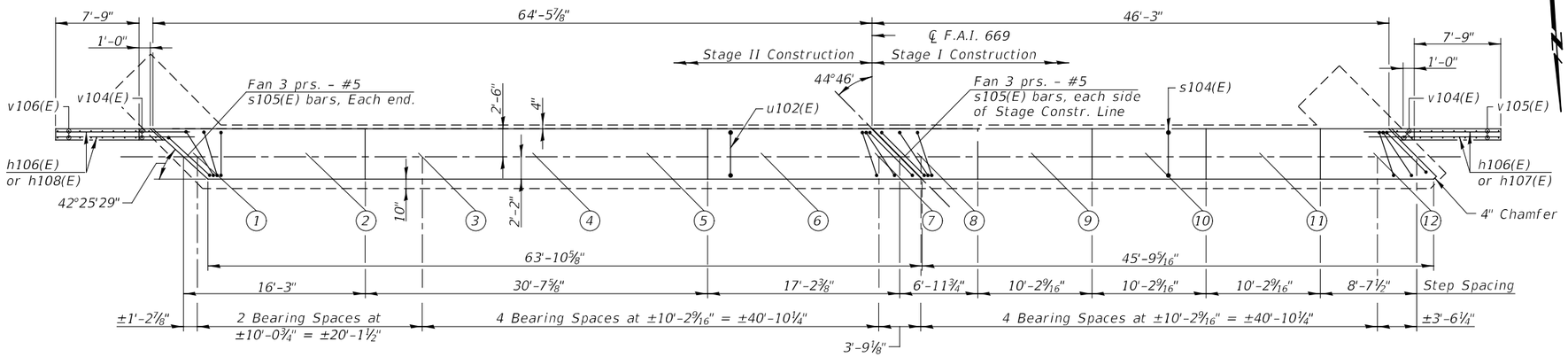


** Epoxy grout h106(E) bars in 12" min. holes according to Section 584 of the Standard Specifications

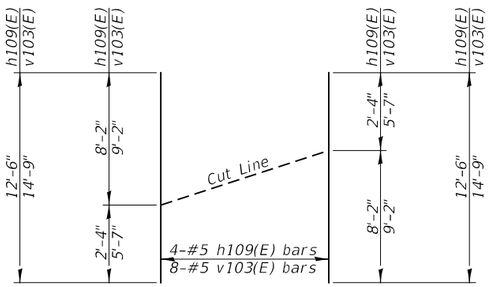
ELEVATION
(Looking South)



SECTION A-A
(Horiz. dim. @ Rt. ∠'s)



PLAN



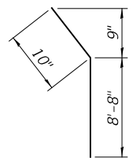
FIELD CUTTING DIAGRAM

Order h109(E) and v103(E) bars full length. Cut as shown and use remaining bars in opposite face of wingwall.

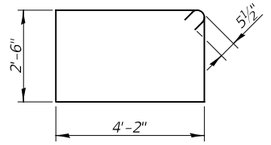
*ADJUSTING SHIM PLATE THICKNESS

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12
North Abut.	none	3/4 "	none	1/2"	1/2"	none	none	none	none	none	none	none

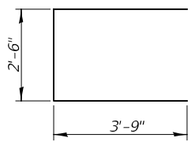
* See sheet 23 of 30 for shim plate placement at bearings.



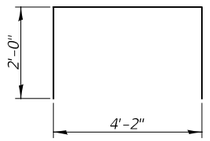
BAR h110(E)



BAR s104(E)



BAR s105(E)



BAR u102(E)

MINIMUM BAR LAP

#4 bar = 2'-0"
#7 bar = 5'-0"

Note:
See Sheet 23 of 30 for Anchor Bolt Setting Detail.

BILL OF MATERIAL
SOUTH ABUTMENT

Bar	No.	Size	Length	Shape
h100(E)	4	#4	24'-0"	
h106(E)	4	#4	33'-1"	
h107(E)	12	#6	9'-8"	
h108(E)	16	#6	12'-2"	
h109(E)	8	#5	12'-6"	
h110(E)	4	#5	9'-6"	
p100(E)	28	#7	25'-6"	
p107(E)	28	#7	34'-7"	
p108(E)	5	#7	9'-1"	
p109(E)	5	#7	18'-10"	
s104(E)	107	#5	14'-3"	
s105(E)	24	#5	10'-0"	
u100(E)	8	#6	11'-9"	
u101(E)	112	#4	2'-8"	
u102(E)	75	#4	8'-2"	
v102(E)	8	#5	9'-6"	
v103(E)	16	#5	14'-9"	
Structure Excavation			Cu. Yd.	332
Concrete Structures			Cu. Yd.	60.0
Reinforcement Bars, Epoxy Coated			Pound	7,410

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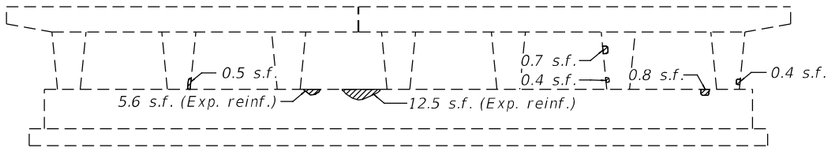
USER NAME = __ | DESIGNED - KES | REVISED - __
CHECKED - DJC | REVISED - __
PLOT SCALE = __ | DRAWN - JRP | REVISED - __
PLOT DATE = August 24th, 2023 | CHECKED - DJC | REVISED - __

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

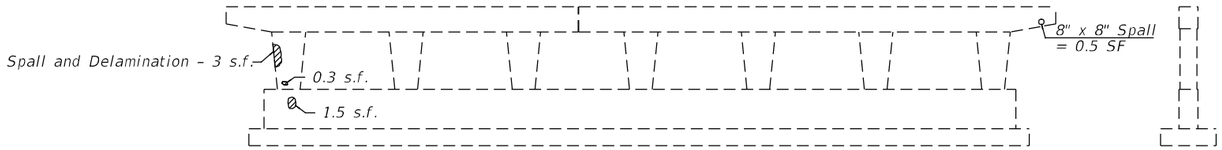
SOUTH ABUTMENT
STRUCTURE NO. 090-0031
SHEET NO. 26 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	122
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

MODEL: 68C00-122
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9/15/2023 2:48:54 PM



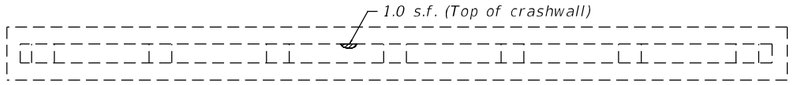
PIER 1 ELEVATION
(Looking North)



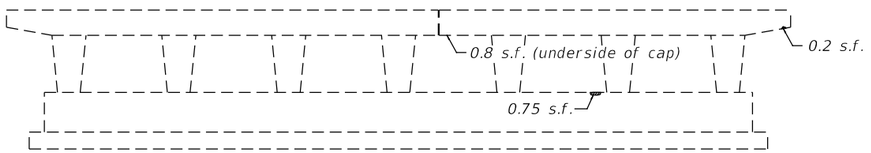
PIER 2 ELEVATION
(Looking North)



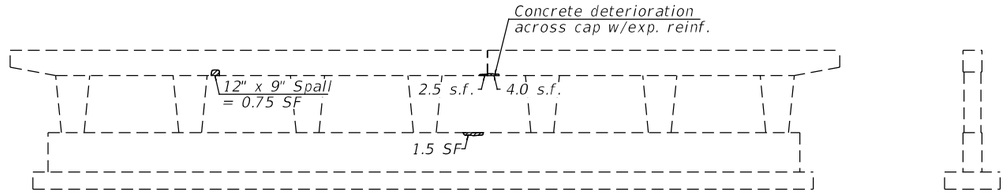
PIER 1 CRASHWALL AND FOOTING PLAN



PIER 2 CRASHWALL AND FOOTING PLAN



PIER 1 ELEVATION
(Looking South)



PIER 2 ELEVATION
(Looking South)

= Structural Repair of Concrete =< 5 Inches

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	38

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Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

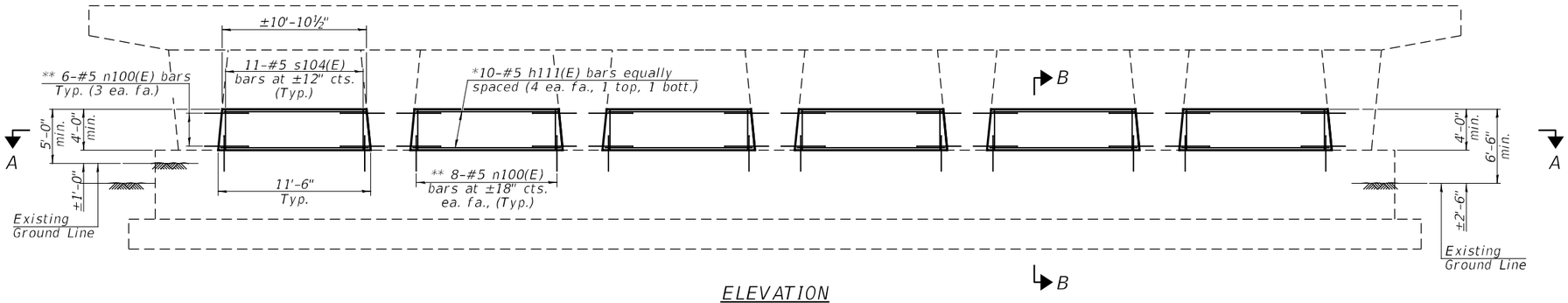
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	CHECKED - DJC	REVISED - __
PLOT SCALE = __	DRAWN - JRP	REVISED - __
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - __

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

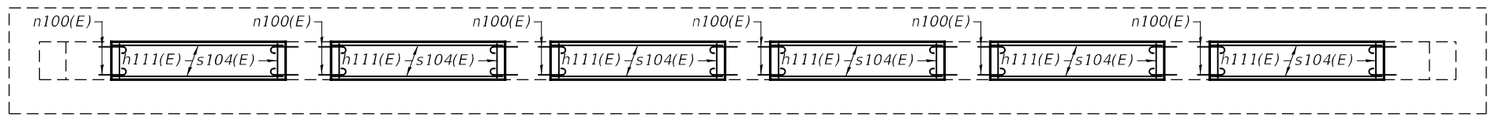
PIER REPAIR DETAILS
STRUCTURE NO. 090-0031
SHEET NO. 27 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	123
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

MODEL: 68C00-123
FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Rich\and Street\CADD Sheets\090-0031.dgn
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ELEVATION
(Pier 1, South Face, Looking North)



SECTION A-A

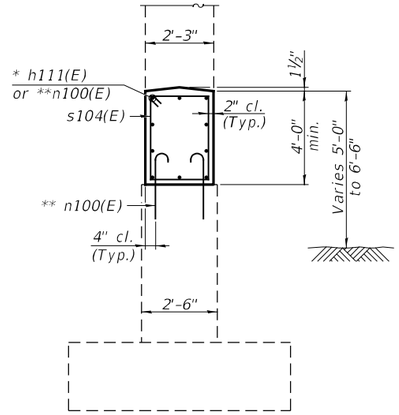
NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.

Concrete Sealer is to be applied only to the new concrete crash-walls.

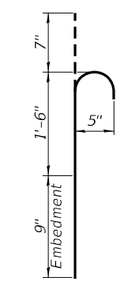
*Order h111(E) bars full length and cut in field to fit

*** Unsound concrete on top of existing crashwall to be removed prior to placing new concrete. Existing reinforcing exposed during removal shall be cleaned and incorporated into new construction. Cost included with Concrete Structures.

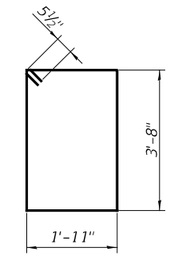


SECTION B-B

** Epoxy grout n100(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



BAR n100(E)



BAR s104(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h111(E)	60	#5	11'-2"	
n100(E)	168	#5	2'-10"	
s104(E)	66	#5	12'-1"	
Concrete Structures			Cu. Yd.	22.4
Reinforcement Bars, Epoxy Coated			Pound	2,030
Concrete Sealer			Sq. Ft.	684

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IL. Design Firm No. 184-001939

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PLOT SCALE = __	DRAWN - JRP	REVISED - __
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - __

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 CRASH WALL DETAILS
STRUCTURE NO. 090-0031
SHEET NO. 28 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	124
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

MODEL: 68C00-124
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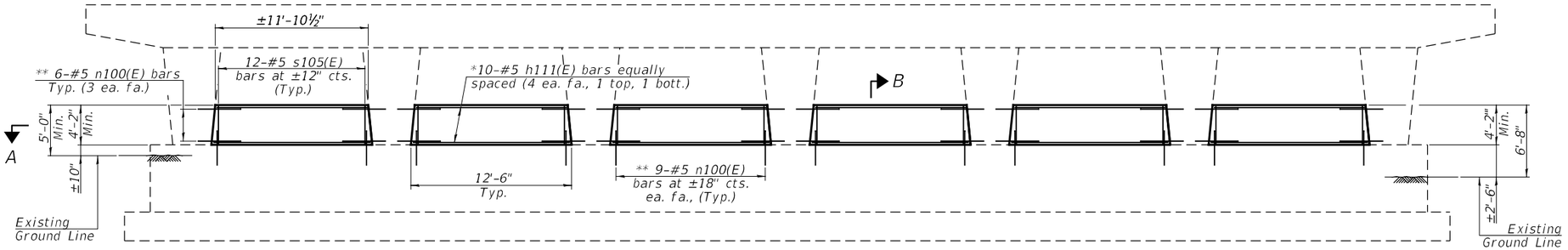
NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.

Concrete Sealer is to be applied only to the new concrete crash-walls.

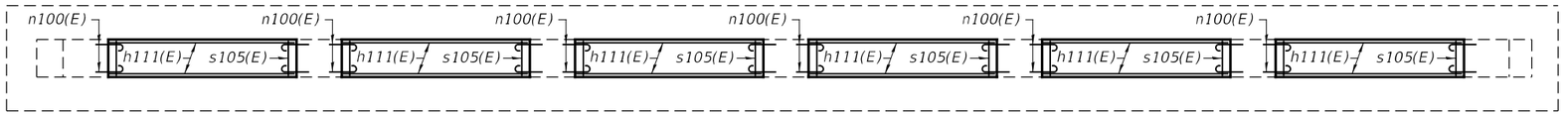
*Order h111(E) bars full length and cut in field to fit

*** Unsound concrete on top of existing crashwall to be removed prior to placing new concrete. Existing reinforcing exposed during removal shall be cleaned and incorporated into new construction. Cost included with Concrete Structures.

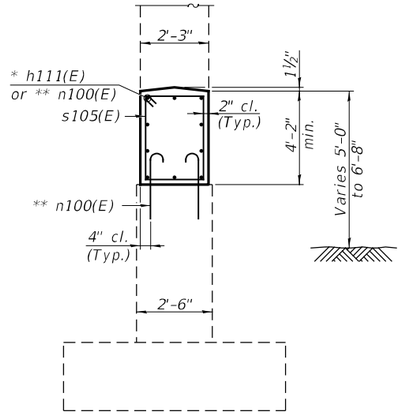


ELEVATION

(Pier 2, North Face, Looking South)

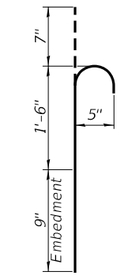


SECTION A-A

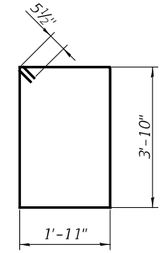


SECTION B-B

** Epoxy grout n100(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



BAR n100(E)



BAR s105(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h111(E)	60	#5	15'-8"	
n100(E)	180	#5	2'-10"	
s105(E)	72	#5	12'-5"	
Concrete Structures			Cu. Yd.	25.4
Reinforcement Bars, Epoxy Coated			Pound	2,450
Concrete Sealer			Sq. Ft.	770

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IL. Design Firm No. 184-001939

USER NAME = __	DESIGNED - KES	REVISED - __	
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PLOT SCALE = __	DRAWN - JRP	REVISED - __	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - __	

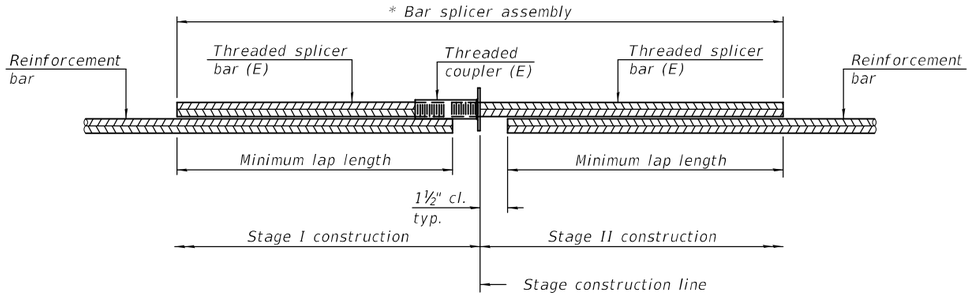
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 CRASH WALL DETAILS
STRUCTURE NO. 090-0031
SHEET NO. 29 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	125
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

MODEL: 68C00-125
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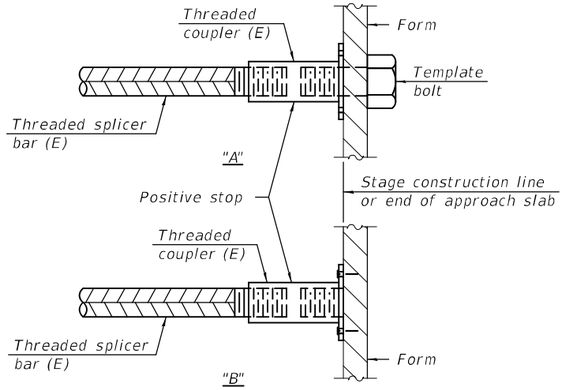
STANDARD BAR SPLICER ASSEMBLY PLAN

(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1½" + thread length

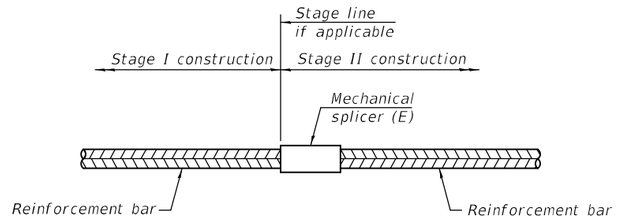
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	509	3'-6"
Abutment Diaphragm	#6	12	4'-0"
Approach Slab (Footing)	#5	80	3'-6"
Approach Slab (Top)	#5	64	3'-6"
Approach Slab (Bottom)	#8	84	4'-9"
Abutments	#7	33	5'-0"
Abutments	#4	4	2'-11"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

BSD-1 1-1-2020

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

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	CHECKED - DJC	REVISED - __
PLOT SCALE = __	DRAWN - JRP	REVISED - __
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - __

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 090-0031
SHEET NO. 30 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	126
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

MODEL: 68C00-126
FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
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FOR INFORMATION ONLY

Bench Mark: B.M. chisled "□" on North wing wall of No. Abutment. Elev. 462.50

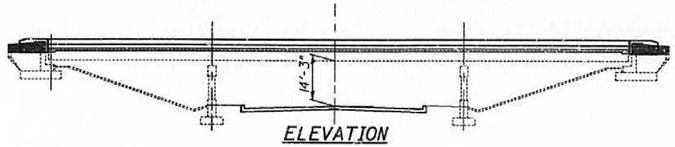
Existing Structure: Built in 1966 as F.A Route 10, Section 13-HB, S.N. 090-0031 A three span continous steel beam (W36) structure supporting a 7" R.C. slab. The minimum Out to Out width of structure is 69'-0" and the maximum is 78'-6 7/8". The length of Structure is 187'-4". The contractor shall remove and replace the existing R.C. deck. The existing steel beams & substruct. shall remain in place. Construction equipment traffic shall be maintained during the rehabilitation of structure.

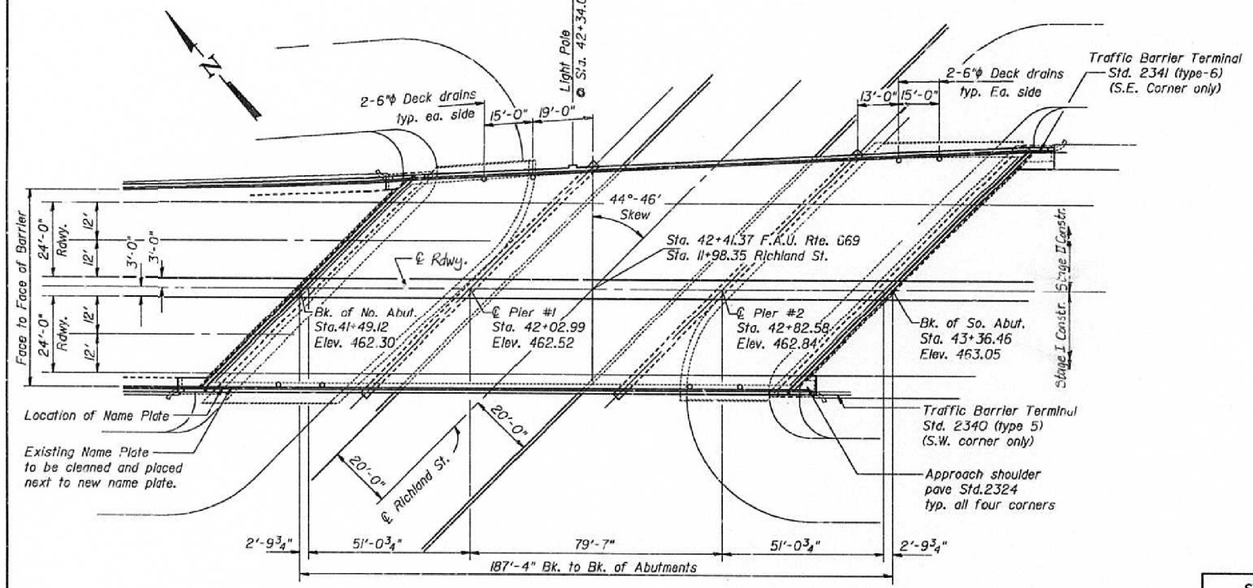
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.			24A	3

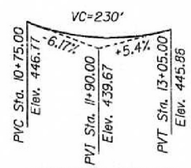
SHEET NO. 1
13 SHEETS

ELEVATION

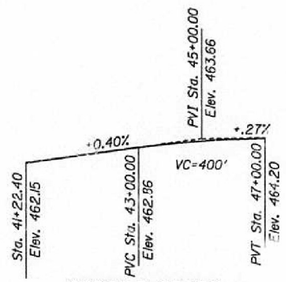




PLAN



PROFILE GRADE
(Richland St.)



PROFILE GRADE
(F.A. Route 669)
Measured along edge of median ℄ top of bituminous overlay

DESIGNED	Eric Gowdy	
CHECKED	Patrick M Petrone	
P.W. Sweet		
DRAWN	John F. Schneller Jr.	
CHECKED	PMP EEG	

Dec. 28, 1987

EXAMINED Graj L Kasper ENGINEER OF BRIDGE DESIGN
PASSED James T Kaylor ENGINEER OF BRIDGES AND STRUCTURES
APPROVED DIRECTOR OF HIGHWAYS

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts 3/4"ϕ, open holes 15/16"ϕ, unless otherwise noted.

Tightening and inspection of all high strength bolt connections shall conform to the requirements of the latest issue of the Specification for Structural Joints using A325 (M164) or A490 (M253) bolts for slip-critical connections. Except tightening methods using either the load indicating washers or the calibrated wrench are not allowed.

All new structural steel shall receive one shop coat of the lead and chromate free alkyd joint system primer and two field coats of aluminum paint.

Field welding of construction accessories will not be permitted to the bottom flange of the existing beams nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		21.9	21.9
Removal of Existing Concrete Deck	Each	1		1
Floor Drains	Each	8		8
Protective Coat	Sq. Yd.	168		168
Class X Concrete	Cu. Yd.		21.6	21.6
Class X Concrete Superstructure	Cu. Yd.	421.3		421.3
Structural Steel	Lbs.	2,340		2,340
Stud Shear Connectors	Each	2,368		2,368
Reinforcement Bars	Lbs.		2,620	2,620
Reinforcement Bars (Epoxy Coated)	Lbs.	101,700		101,700
Name Plates	Each	1		1
Neoprene Expansion Joint (2")	Lin. Ft.	207		207

STATION 42+42.79
BUILT 198 BY
STATE OF ILLINOIS
F.A. RT. 669 SEC. 13(HB)BR

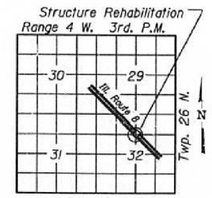
LOADING HS20
STR. NO. 090-0031

NAME PLATE
See Std. 2113

DESIGN SPECIFICATIONS
AASHTO (1983) and applicable Interims (1984, 1985 and 1986)

LOADING HS 20-44
Allow 25#/sq. ft. for future wearing surface.

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
fy = 36,000 psi (Struct. Steel)



LOCATION SKETCH

GENERAL PLAN
ILL. ROUTE 8 OVER RICHLAND ST.
F.A. ROUTE 669 SECTION 13 (HB) BR
TAZEWELL COUNTY
STATION 42+42.79
STRUCTURE NUMBER 090-0031

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___	
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

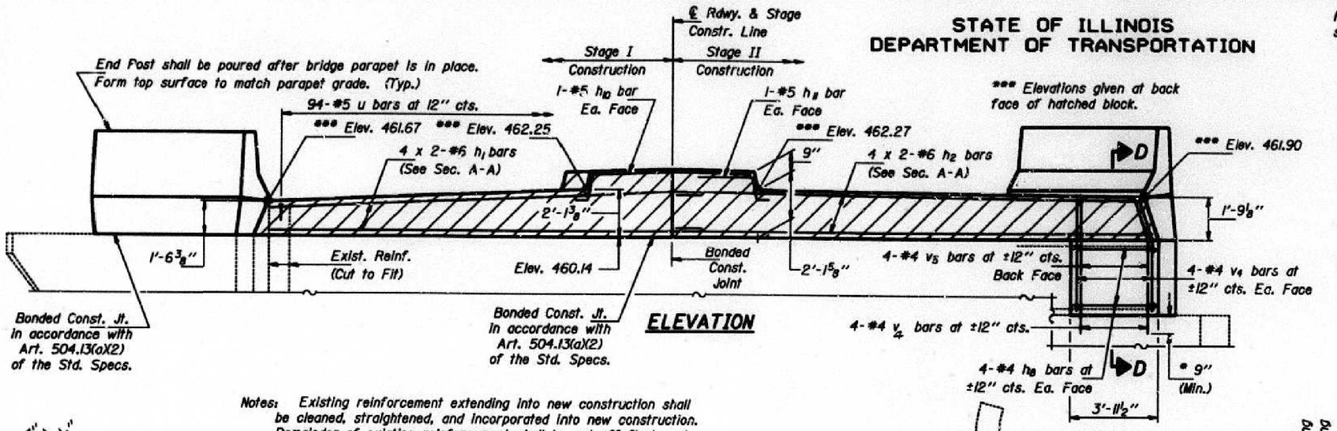
EXISTING 1988 GENERAL PLAN & ELEVATION SHEET
STRUCTURE NO. 090-0031
SHEET NO. 1 OF 7 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	127
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

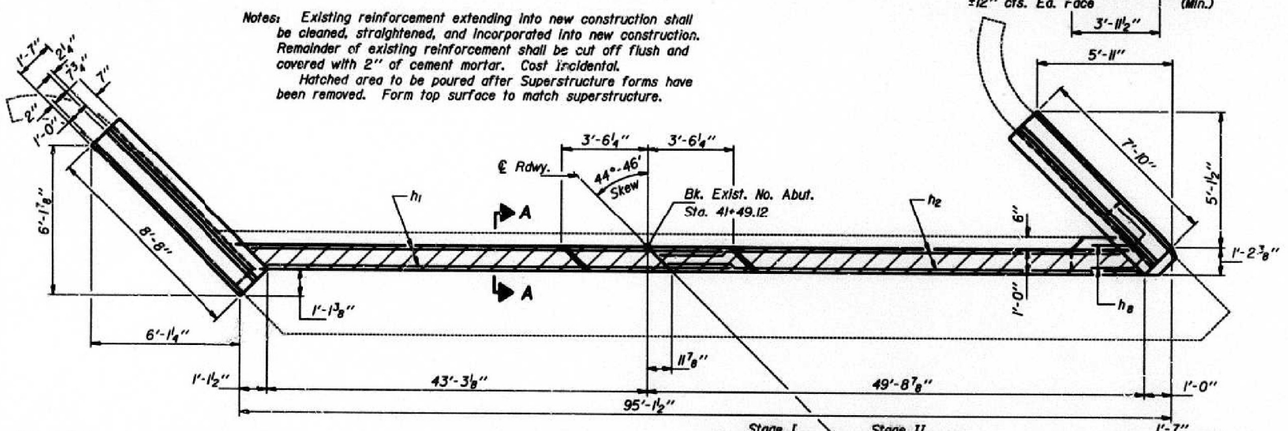
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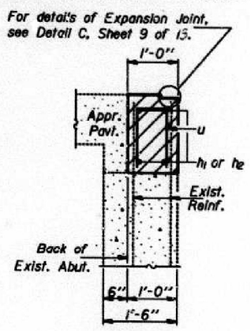
Notes: Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into new construction. Remainder of existing reinforcement shall be cut off flush and covered with 2" of cement mortar. Cost incidental.
Hatched area to be poured after Superstructure forms have been removed. Form top surface to match superstructure.



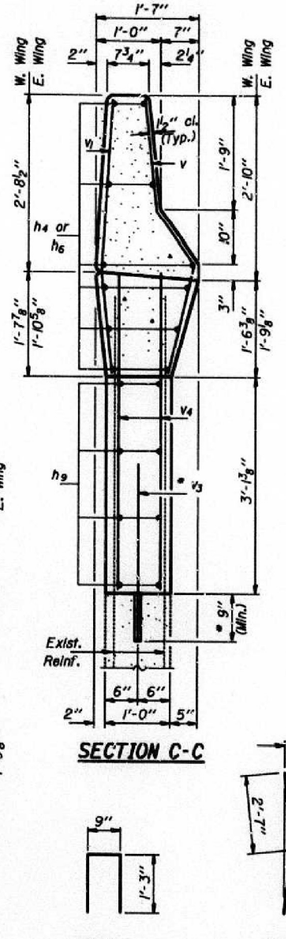
* Drill 7/8"ϕ holes and epoxy grout v3 bars, 9" min. depth. See Special Provisions.

MIN. BAR LAP
#5 bars = 1'-8"
#6 bars = 2'-0"

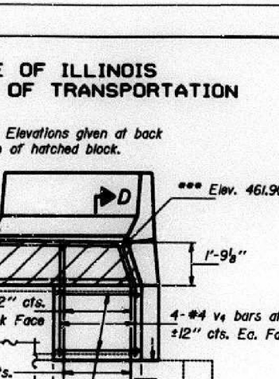
PLAN



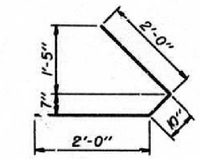
SECTION A-A



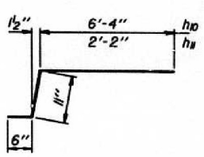
SECTION C-C



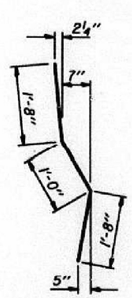
SECTION B-B



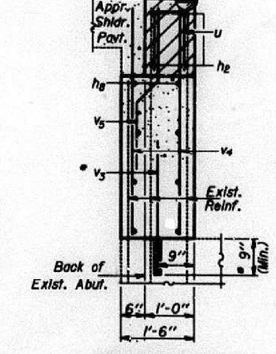
BAR h8



BARS h10 & h11

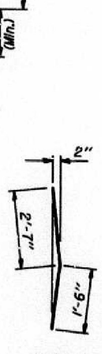


BAR v

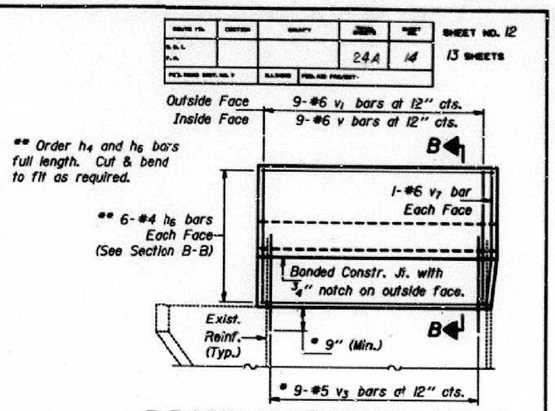


SECTION D-D

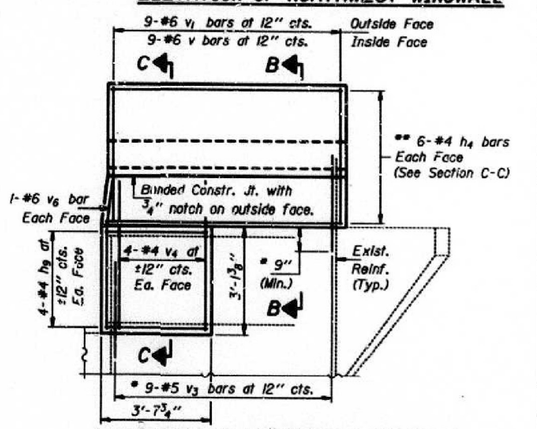
BAR u



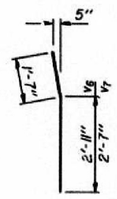
BAR v1



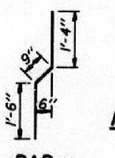
ELEVATION OF NORTHWEST WINGWALL



ELEVATION OF NORTHEAST WINGWALL



BARS v6 & v7



BAR v5

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1	8	#6	23'-3"	
h2	8	#6	25'-6"	
h4	12	#4	8'-0"	
h5	12	#4	8'-5"	
h8	8	#4	3'-10"	
h9	8	#4	3'-4"	
h10	2	#5	7'-9"	
h11	2	#5	3'-7"	
u	94	#5	3'-3"	
v	18	#6	4'-4"	
v1	18	#6	4'-1"	
v3	22	#5	2'-9"	
v4	16	#4	4'-8"	
v5	4	#4	3'-7"	
v6	2	#4	4'-6"	
v7	2	#6	4'-2"	
Reinforcement Bars			Lbs.	1150
Class X Concrete			Cu. Yd.	11.0
Concrete Removal			Cu. Yd.	11.0

NORTH ABUTMENT
F.A. RT. 669 SECTION 13(HB)BR
TAZEWELL COUNTY
STA. 42+42.79

DESIGNED Eric Gowdy
CHECKED Patrick McPherson
DRAWN John F. Schneller Jr.
CHECKED PMP EEG

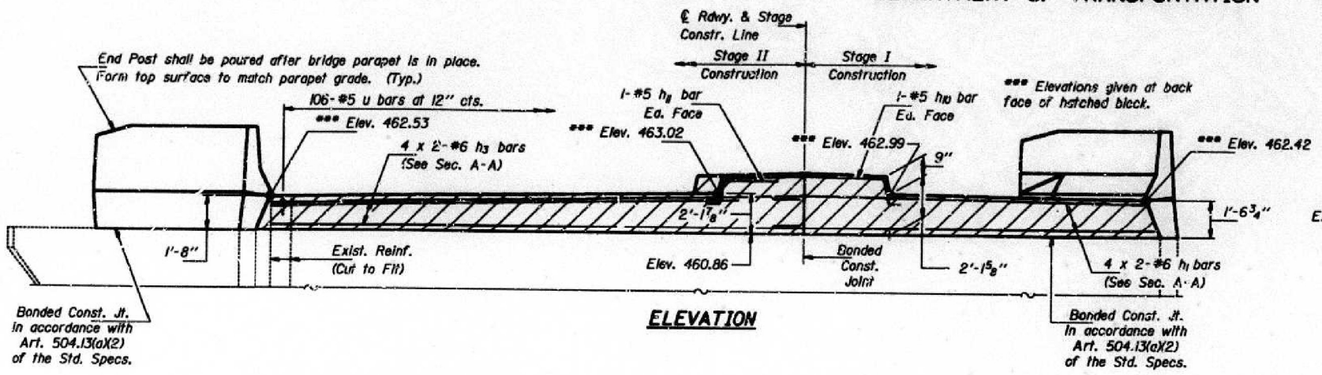
EXAMINED Dec 28, 1987
PASSED
APPROVED
DIRECTOR OF HIGHWAYS

SHEET NO. 12
13 SHEETS

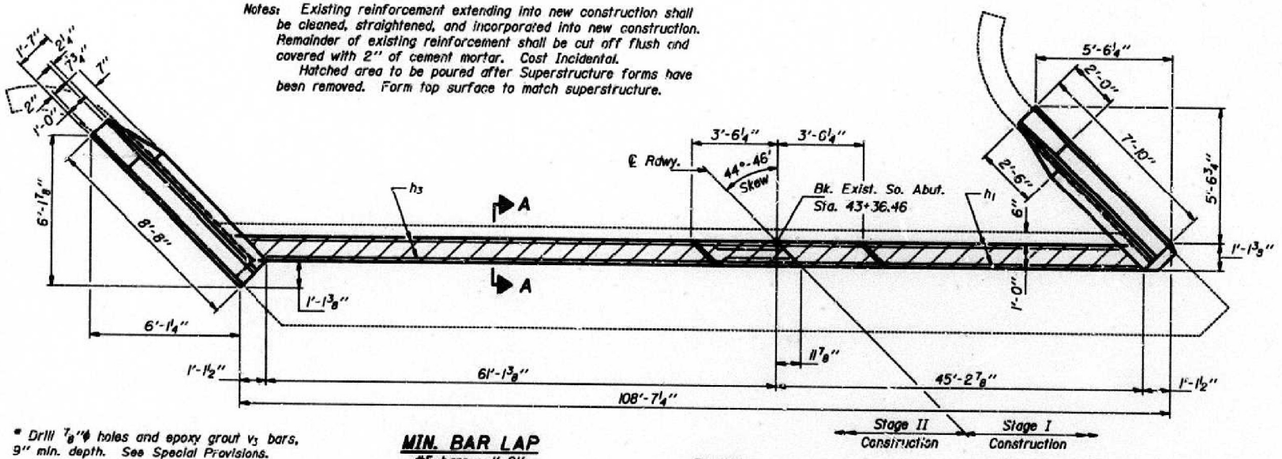
			24A	14

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



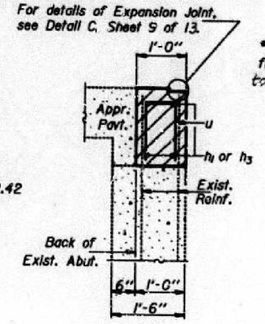
ELEVATION



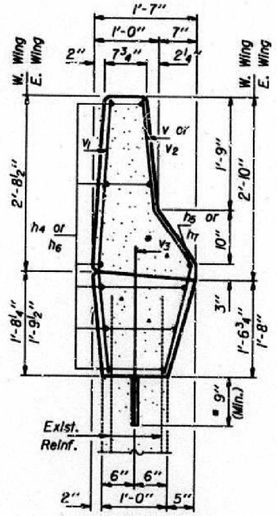
* Drill ⅞"℄ holes and epoxy grout v3 bars, 9" min. depth. See Special Provisions.

MIN. BAR LAP
#5 bars = 1'-8"
#6 bars = 2'-0"

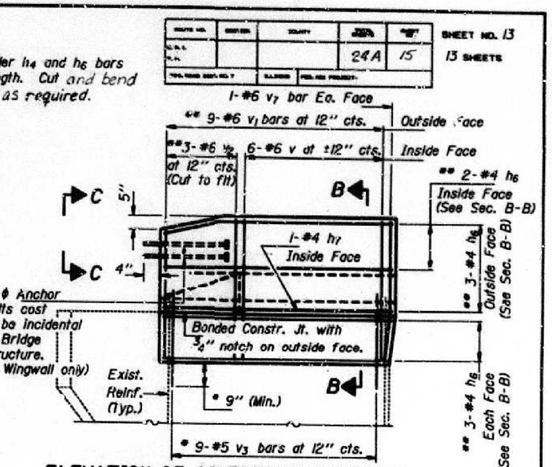
PLAN



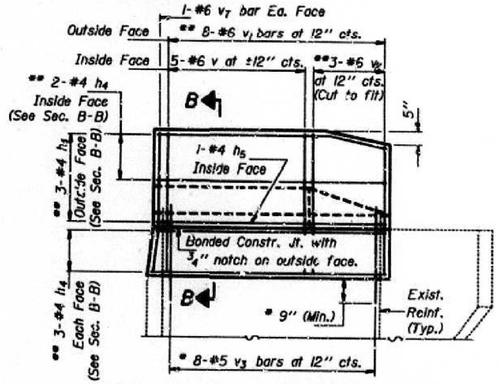
SECTION A-A



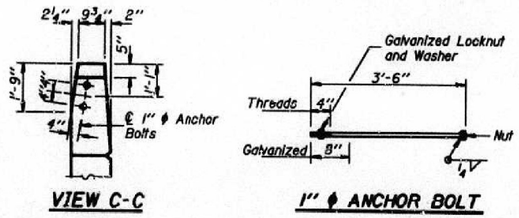
SECTION B-B



ELEVATION OF SOUTHEAST WINGWALL

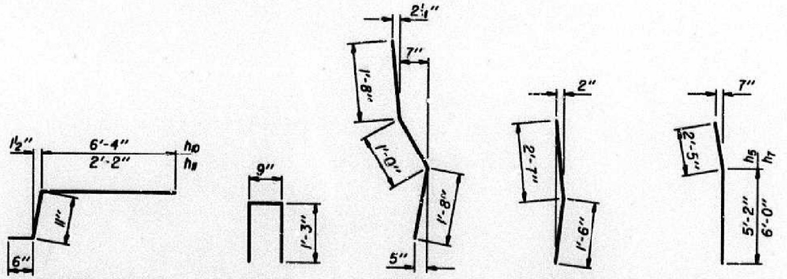


ELEVATION OF SOUTHWEST WINGWALL



VIEW C-C

1" ℄ ANCHOR BOLT



BARS h10 & h8 | BAR u | BAR v | BAR v1 | BARS h5 & h7 | BARS v2 & v7

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1	8	#6	23'-3"	
h3	8	#6	32'-0"	
h4	11	#4	8'-0"	
h5	1	#4	7'-7"	
h6	11	#4	8'-5"	
h7	1	#4	8'-5"	
h10	2	#5	7'-9"	
h11	2	#5	3'-7"	
u	106	#5	3'-3"	
v	11	#6	4'-4"	
v1	17	#6	4'-1"	
v2	6	#6	4'-2"	
v3	17	#5	2'-9"	
v7	4	#6	4'-2"	
Reinforcement Bars			Lbs.	1470
Class X Concrete			Cu. Yd.	10.6
Concrete Removal			Cu. Yd.	10.9

DESIGNED Eric Gowdy
CHECKED Patrick Mattern
DRAWN John F. Schaeffer Jr.
CHECKED PMP EEG

Dec 28, 1987
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridge Structure
APPROVED Director of Highways

SOUTH ABUTMENT
F.A. RT. 669 SECTION 13(HB)BR
TAZEWELL COUNTY
STA. 42+42.79

MODEL: 68C00-129
FILE NAME: Z:\0 V and K Jobs\5223-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031.dgn
8/24/2023 11:22:23 AM

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___	
	CHECKED - DJC	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

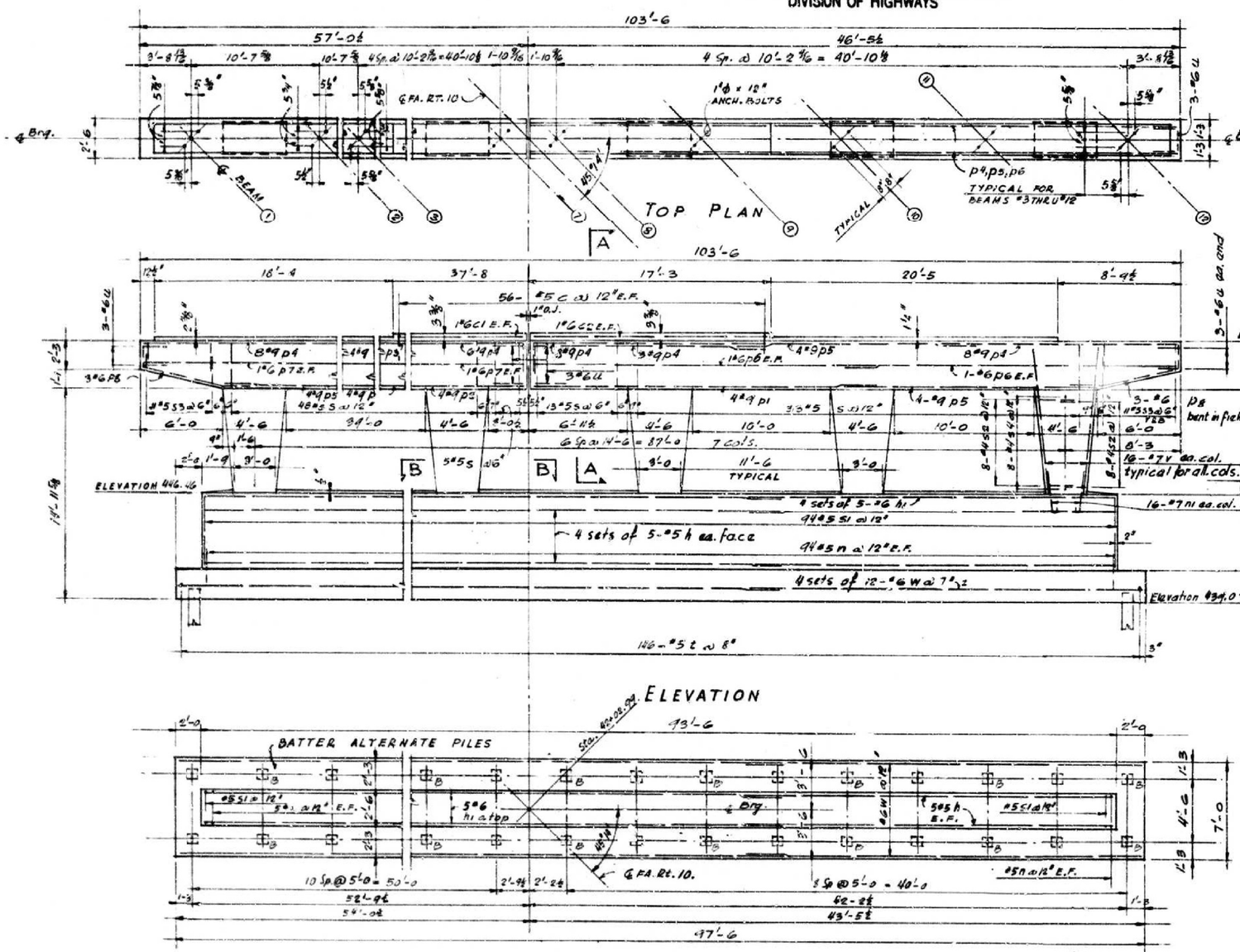
EXISTING 1988 PLAN SHEET
STRUCTURE NO. 090-0031
SHEET NO. 3 OF 7 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	129
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

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

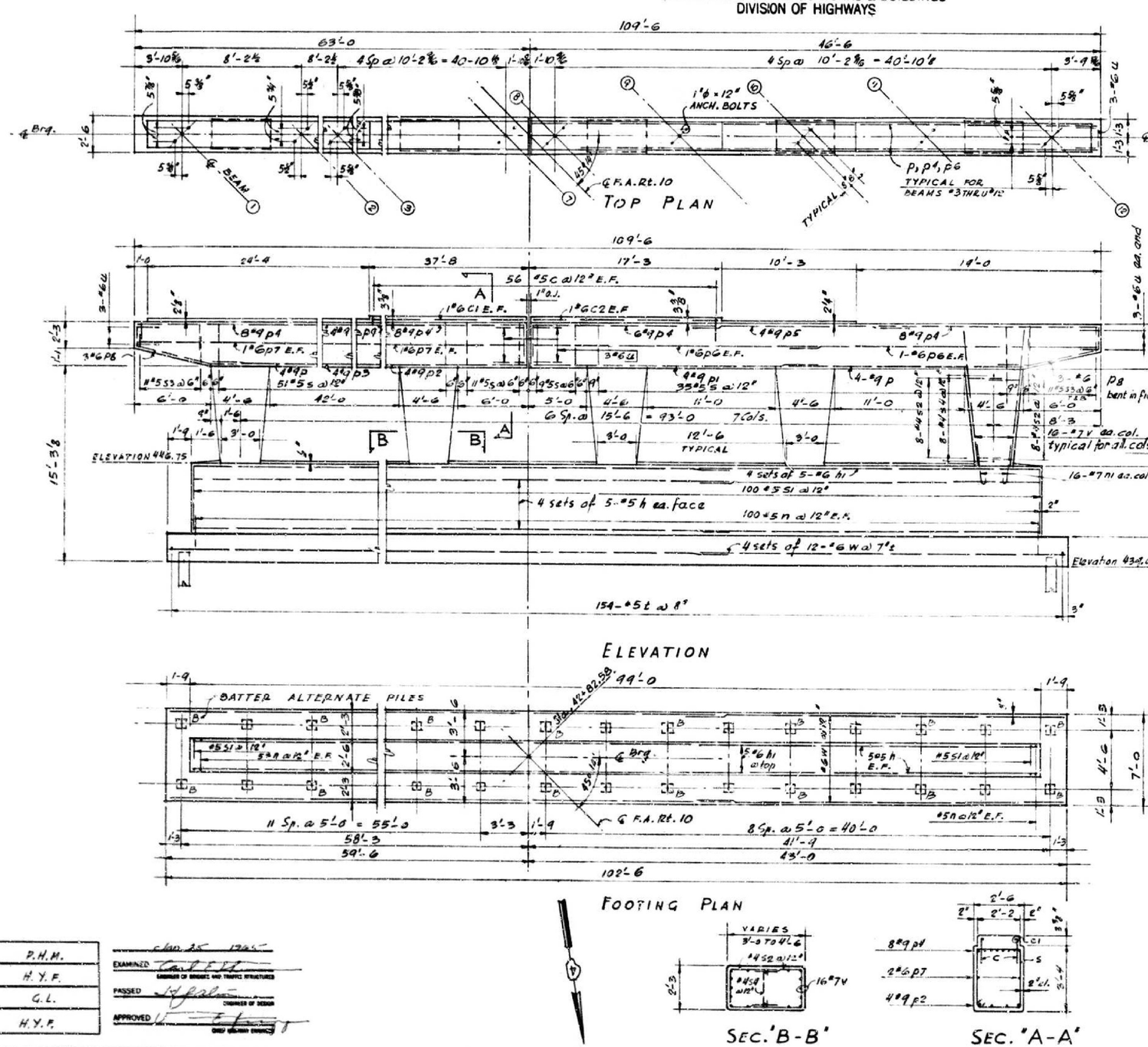
ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A. 10	13-HB	TAZEWELL	30	11
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



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

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 10	13-HB	TAZEWELL	30	12
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		



BAR S4 | BAR p4 | BAR n, n1

BAR S

BAR u | BAR S1, S2, S3

ALL BAR DIMENSIONS ARE OUT TO OUT.

PIER #2
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
ha	40	#5	25-6	
h1a	20	6	25-6	
c	112	5	1-7	
c1	2	6	37-4	
c2	2	6	16-10	
na	200	5	2-9	
n1a	112	7	9-10	
p	8	9	18-9	
p1	4	9	25-9	
p2	4	9	24-9	
p3	4	9	17-6	
p4	30	9	18-9	
p5	4	9	16-6	
p6	4	6	24-0	
p7	4	6	38'-6	
p8	6	6	7-6	
p9	4	9	33-6	
s	106	5	11-2	
s1	100	5	12-10	
s2	112	4	6-11	
s3	48	5	6-2	
s4	56	4	2'-11	
ta	154	5	8'-0	
ua	12	6	4-7	
va	112	7	10-6	
wa	48	6	26-5	

CLASS 'A' CONCRETE	161.7 CU YDS.
REINFORCEMENT BARS	16,830 LBS.
CLASS 'A' EXCAVATION	209 CU YDS.
CONCRETE PILES	1722 LIN FT.
TEST PILES	1 EA.

NOTE: BAR MARKS WITH SUBSCRIPT 'a' ARE SHOWN ONLY IN BILL OF MATERIAL TO DIFFERENTIATE BETWEEN PIER & ABUTMENT REINFORCEMENT.

PILE DATA

TYPE	CONCRETE
CAPACITY	30 TONS* MIN.
ESTIMATED LENGTH	42' ea. #
NO. REQUIRED	42 #

*INCLUDES 13T FOR NEGATIVE SKIN FRICTION
*PILES SHALL PENETRATE TO AT LEAST EL. 398.0
*INCLUDES ONE TEST PILE

DESIGNED	P.H.M.
CHECKED	H.Y.F.
DRAWN	G.L.
CHECKED	H.Y.F.

Jan 25 1945
EXAMINED — ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

PIER NO. 2

F.A. ROUTE 10 SECTION 13-HB

F.A. ROUTE 10 OVER ROOSEVELT STREET

STATION 42+41.37

TAZEWELL COUNTY

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

FOR INFORMATION ONLY

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

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 10	13 HB	TAZEWELL	30	14
FED. ROAD DIST. No.	ILLINOIS	PROJECT		

PLAN - STRUCTURAL STEEL

BEAM ELEVATION

ALL BEAMS 36 WF 160

DIAPHRAGM LENGTHS
(CENTER TO CENTER OF BEAMS)

MARK	LENGTH	MARK	LENGTH
a	2'-10 1/2"	j	2'-11 3/8"
b	3'-3 3/8"	k	3'-4 13/16"
c	3'-7 5/8"	l	3'-8 1/4"
d	4'-1 1/4"	m	4'-2 1/2"
e	4'-7 1/2"	n	4'-8 3/4"
f	5'-1 11/16"	o	5'-3 1/4"
g	5'-7 5/8"	p	5'-9 1/16"
h	5'-11"	q	6'-0 7/8"
i	6'-4 7/16"	r	6'-6 3/8"

NOTE: DIAPHRAGMS "a" THRU "i" SET NORMAL TO BEAM NO. 2. DIAPHRAGMS "j" THRU "r" SET NORMAL TO BEAM NO. 3.

COVER PLATE DETAIL

SPLICE DETAIL

1 3/12" Anchor Bolts to be grouted into drilled holes after Beams are in place, or bolts of fixed pier may be built into the masonry.

"D" 1/8" coeff. of exp. for every 15° below the normal temperature of 50°F. "D" 1/8" less coeff. of exp. for every 15° above the normal temperature of 50°F.

In lieu of shop rivets angles may be attached in the shop with 3/4" high strength bolts or 4" C.F.W.

In General run all Diaphragms Level.

SECTION: AT ABUTMENT, AT PIER # 2, AT PIER # 1

PINTLE DETAIL

PLAN: AT ABUTMENT, AT PIER # 2, AT PIER # 1

DIAPHRAGM D1.

DIAPHRAGM D.

ROCKER DETAIL AT ABUTMENTS & PIER # 2

BOLSTER DETAIL AT PIER # 1

SUPERSTRUCTURE
STRUCTURAL STEEL
F.A. ROUTE 10 SECTION 13 HB
F.A. ROUTE 10 OVER ROOSEVELT ST.
STATION 42 + 41.37
TAZEWELL COUNTY

DESIGNED	H.E.K.	P.H.M.
CHECKED	H.Y.F.	
DRAWN	P.H.M.	H.Y.F.
CHECKED	H.Y.F.	

EXAMINED
PASSED
APPROVED

389-1

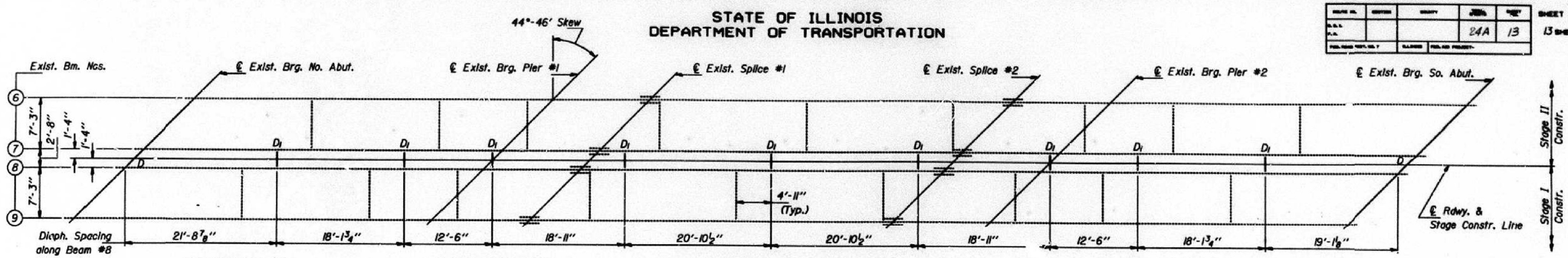
WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

FOR INFORMATION ONLY

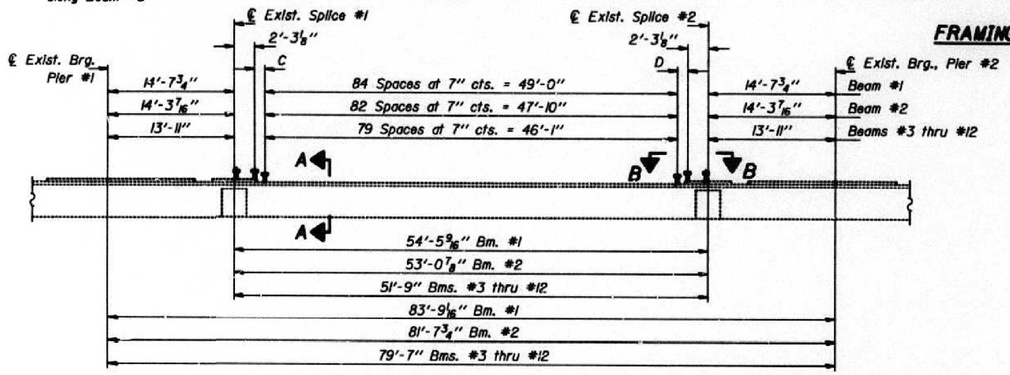
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

			24A	13

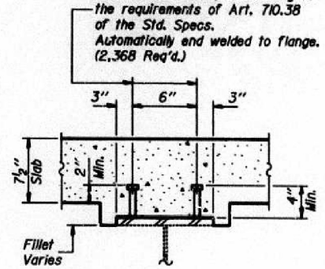
SHEET NO. 11
13 SHEETS



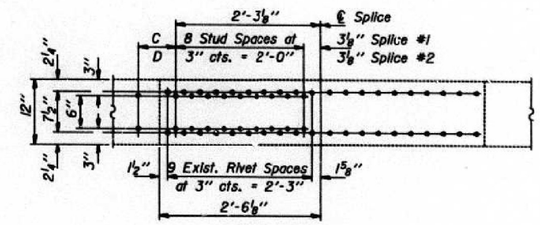
FRAMING PLAN



ELEVATION



SECTION A-A



SECTION B-B

DIMENSIONS "C" & "D"

Bm. \ Dim.	C	D
#1	5 5/8"	5 1/16"
#2	4 5/16"	4 5/16"
#3-#12	6 1/8"	6 1/8"

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. #1 or 0.6 Sp. #3	Pier #1 or Pier #2	.5 Sp. #2
Is	(in⁴)	9760.0	13896.1	9760.0
Ic	(in⁴)	——	——	23606.4
Ss	(in³)	542.0	748.7	542.0
Sc	(in³)	——	——	756.6
Z	(in³)	625	——	——
D	(K/ft.)	1.18	1.18	0.874
• Mℓ	('K)	144.4	562.1	258.8
sℓ	(K/ft.)	——	——	0.306
• Msℓ	('K)	——	——	113.3
• Mℓ	('K)	330.2	324.0	534.2
• M (Imp)	('K)	95.7	85.1	130.5
5/3(Mℓ+I)	('K)	710.0	682.0	1108.2
Ma	('K)	1110.7	1617.3	1924.4
Mu	('K)	1875	——	3210
• fsℓ non-comp(k.s.i.)		3.2	9.0	5.7
• fsℓ(comp)	(k.s.i.)	——	——	1.8
fs5/3(ℓ+I)	(k.s.i.)	15.7	10.9	17.6
fs (Overload)	(k.s.i.)	18.9	19.9	25.1
•• fs (Total)	(k.s.i.)	——	25.9	——
• VR	(K)	54.2	——	57.3

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

Ic and Sc are the moment of inertia and section modulus of the composite section used in computing fs (Total & Overload).

VR is the maximum Live Load + Impact shear range in span.

Ma (Applied Moment) = 1.3[Mℓ + Msℓ + 5/3(Mℓ + I)].

fs (Overload) is the sum of the stresses due to Mℓ + Msℓ + 5/3(Mℓ + I).

fs (Total) (Non-compact section) is the sum of the stresses due to 1.3[Mℓ + Msℓ + 5/3(Mℓ + I)].

Mℓ - Moment due to dead loads on non-composite section.

Msℓ - Moment due to dead loads on composite section.

Mℓ - Moment due to live loads on non-composite or composite section.

I - Live load impact.

Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.

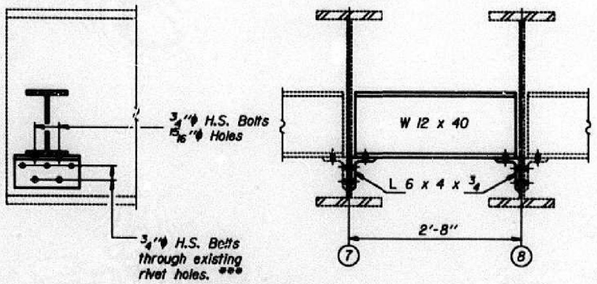
The fully plastic moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.

* Service Load Values.

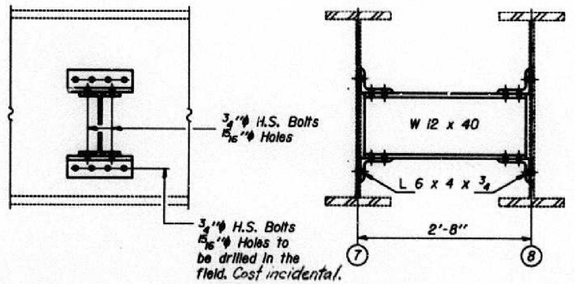
** Non-compact section.

INTERIOR BEAM REACTION TABLE			
		Abuts.	Pier 1 or 2
Rℓ	(K)	19.1	88.1
Rℓ	(K)	28.4	39.3
Imp.	(K)	8.3	10.3
R (Total)	(K)	55.8	137.7

*** Removal of existing rivets shall be incidental to the cost of Structuural Steel.



DIAPHRAGM D
(2 Required)



DIAPHRAGM
(9 Required)

Note: Two hardened washers shall be required over all 15/16"ϕ holes and existing rivet holes. All contact surfaces of joints shall be free of paint or lacquer.

DESIGNED Eric Gowdy
CHECKED Patrick M Petrone
DRAWN John F. Schneller Jr.
CHECKED PMP EEG

Dec. 28, 1987
EXAMINED
PASSED
APPROVED
ENGINEER OF BRIDGES AND STRUCTURES
DIRECTOR OF HIGHWAYS

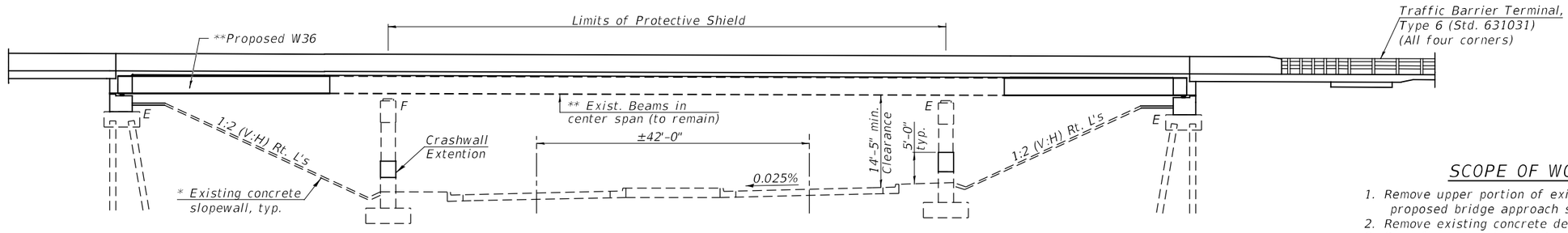
STRUCTURAL STEEL
F.A. RT. 669 SECTION 13(HB)BR
TAZEWELL COUNTY
STA. 42+42.79

Bench Mark: BM 4, Chiseled "□" on East Wingwall of North Abutment, Elev. 464.761

Existing Structure: Structure No. 090-0032 was orginally built in 1966 as F.A. Route 10, Section 13-HB-1 in Tazewell County as a three span steel beam (W36) superstructure supporting a 7" R.C. slab. Steel pin and link connections are located 10"-0" from Pier 1 in the north span, and 10"-0" from Pier 2 in the south span. The substructure consists of reinforced concrete stub abutments on concrete piles and multi-column piers on concrete pile-supported concrete footings. The out-to-out width is 66'-0" and the back-to-back abutment length is 177'-2½".

Construction will be completed utilizing Stage Construction.

No Salvage

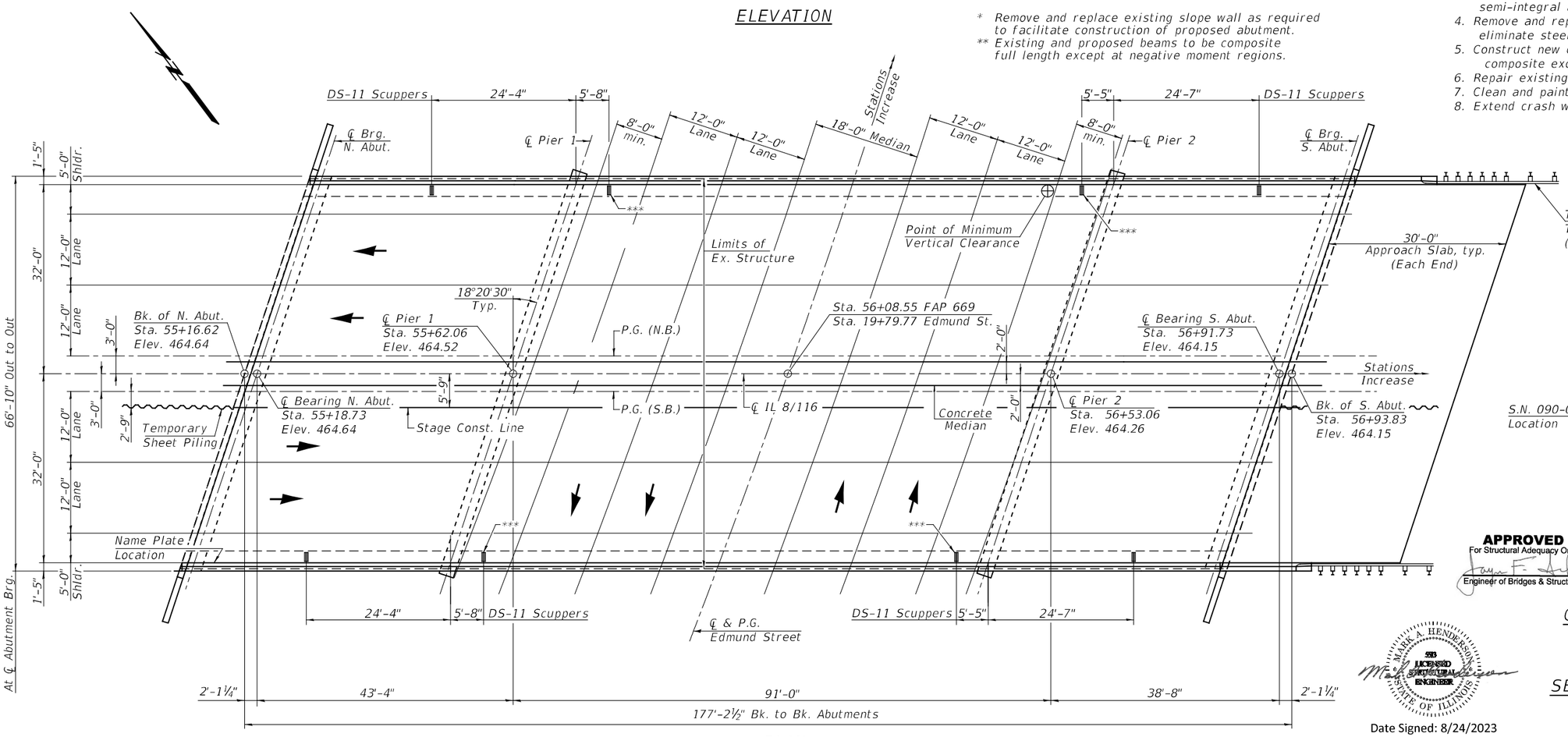


ELEVATION

* Remove and replace existing slope wall as required to facilitate construction of proposed abutment.
** Existing and proposed beams to be composite full length except at negative moment regions.

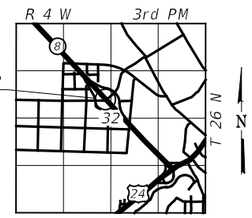
SCOPE OF WORK

1. Remove upper portion of existing wingwalls for proposed bridge approach slab.
2. Remove existing concrete deck and parapets.
3. Reconfigure existing abutments and wingwalls to semi-integral abutment configuration.
4. Remove and replace steel beams in end spans to eliminate steel pin & link connections.
5. Construct new concrete deck. Make new deck composite except at negative moment regions.
6. Repair existing substructure units.
7. Clean and paint existing structural steel.
8. Extend crash walls at both piers.



PLAN

*** Connect DS-11 Drainage Scuppers to drainage system.



LOCATION SKETCH

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

MARK A. HENDERSON
093
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

Date Signed: 8/24/2023
Exp. Date: 11/30/2024

GENERAL PLAN & ELEVATION
IL 8/116 (F.A.P. 669) OVER EDMUND STREET
SEC. 13-[(HB,HB-1,2)BR-1]RS-2
TAZEWELL COUNTY
STATION 56+05.23
STRUCTURE NO. 090-0032

MODEL: 68C00-134
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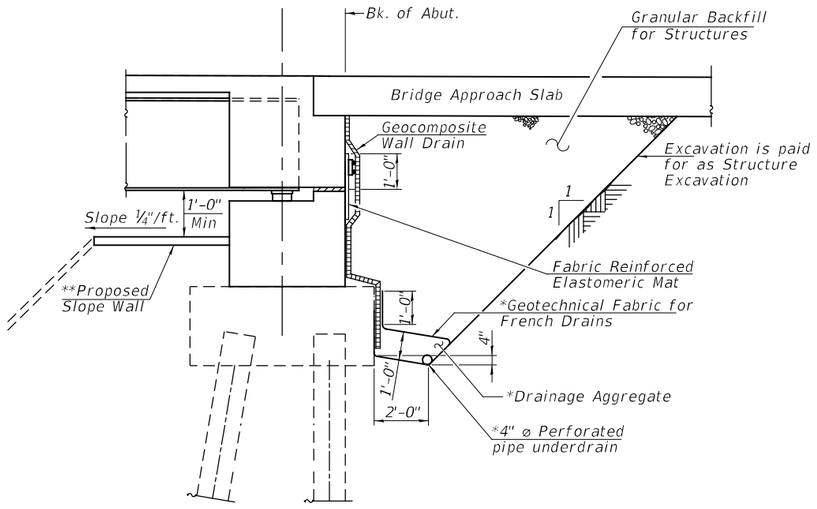
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___
	CHECKED - KES	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 090-0032
SHEET NO. 1 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	134
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ℄'s)

* Included in the cost of Pipe Underdrains for Structures.

** Slope Wall shall be reinforced with galvanized welded wire fabric, 6 in. x 6 in. W4.0 x W4.0,weighing 58 lbs. per 100 sq. ft.

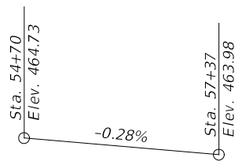
Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

STATION 56+05.23
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.P RTE. 669
LOADING HS20-44
SEC 13-[(HB,HB-1,2)BR-1]RS-2
STRUCTURE NO. 090-0032

NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.



PROFILE GRADE

(F.A.P. Route 669)
Measured 3' from ℄ bridge on both sides of median at top of concrete deck

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts ⅞" Ø unless noted otherwise.

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

The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring new concrete deck, all heavy or loose rust, mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications. As directed by the engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made by either grinding the surface or shimming the bearings.

Slipforming of the parapets is not allowed.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type 1.

Cleaning and painting of the existing and new structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures." All existing steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1 - OZ/E/U. 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 Blue (Munsell No. 10B 3/6).

A minimum of four air monitors will be required to monitor abrasive blasting operations at this site. See Special Provision for "Containment and Disposal of Lead Paint Cleaning Residues."

SSPC QP1 and QP2 Contractor Certification is required for this Contract.

Care shall be taken not to damage rubber bearing or joint components during blasting and cleaning operations. Any damage to these components shall be repaired at the contractor's expense.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

A film forming Concrete Sealer shall be applied to the horizontal surfaces of the pier crash wall extensions and penetrating Concrete Sealer shall be applied to the vertical serfaces of the pier crash wall extensions.

LOADING HS20-44

Allow for 25 psf future wearing surface.

SEISMIC DATA

Seismic Performance Category A
Bedrock Acceleration Coefficient = 0.04g
Site Coefficient = 1.5

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

FIELD UNITS (Exist. Construction)

f'c = 3,500 psi
fy = 36,000 psi (Structural Steel)
fy = 40,000 psi (Reinforcement)

FIELD UNITS (New Construction)

f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Structural Steel)
fy = 36,000 psi (Bearing/Side Retainers)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		99.6	99.6
Slope Wall Removal	Sq. Yd.		83	83
Removal of Existing Concrete Deck No. 2	Each	1		1
Protective Shield	Sq. Yd.	668		668
Structure Excavation	Cu. Yd.		310	310
Concrete Structures	Cu. Yd.		131.4	131.4
Concrete Superstructure	Cu. Yd.	436.3		436.3
Bridge Deck Grooving	Sq. Yd.	1463		1463
Protective Coat	Sq. Yd.	1889		1889
Concrete Superstructure (Approach Slab)	Cu. Yd.	183.6		183.6
Stud Shear Connectors	Each	3030		3030
Furnishing and Erecting Structural Steel	Pound	130,810		130,810
Reinforcement Bars, Epoxy Coated	Pound	165,210	17,740	182,950
Slope Wall 4"	Sq. Yd.		83	83
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each	20		20
Anchor Bolts, 1"	Each	40		40
Drainage System for Structures	L. Sum	0.33		0.33
Granular Backfill for Structures	Cu. Yd.		368	368
Concrete Sealer	Sq. Ft.		570	570
Geocomposite Wall Drain	Sq. Yd.		166	166
Pipe Underdrains for Structures 4"	Foot		230	230
Containment and Disposal of Lead Paint Cleaning Residues Bridge No. 2	L. Sum	1		1
Cleaning and Painting Bridge No. 2	L. Sum.	1		1
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	18		18
Drainage Scuppers, DS-11	Each	8		8
Bar Splicers	Each	832		832
Temporary Sheet Piling	Sq. Ft.		516	516
Structural Steel Removal	Pound	98,410		98,410

INDEX OF SHEETS

Sheet No.	Description
1	General Plan and Elevation
2	General Data
3	Stage Construction
4	Temporary Concrete Barrier
5	Top of Slab Elevations - Location Plan
6-7	Top of Slab Elevations
8	Top of North Approach Slab Elevations
9	Top of South Approach Slab Elevations
10	Superstructure
11	Superstructure Details
12	Superstructure Details
13	Drainage Scuppers DS-11
14	Drainage System
15	Diaphragm Details (North Abutment)
16	Diaphargm Details (South Abutment)
17	Approach Slab Details (North Abutment)
18	Approach Slab Details (North Abutment)
19	Approach Slab Details (South Abutment)
20	Approach Slab Details (South Abutment)
21	Structural Steel Removal
22	Structural Steel
23	Structural Steel Details
24	Bearing Details
25	Abutment Concrete Removal Details
26	North Abutment
27	South Abutment
28	Pier Repair Details
29	Pier 1 Crashwall
30	Pier 2 Crashwall
31	Bar Splicer Details

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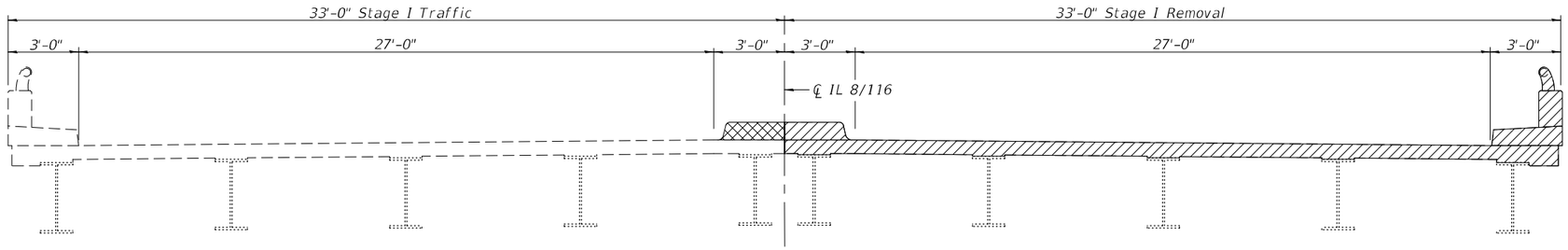
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IL. Design Firm No. 184-001939

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PLOT DATE = August 24th, 2023 | CHECKED - MAH | REVISED - __

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 090-0032
SHEET NO. 2 OF 31 SHEETS

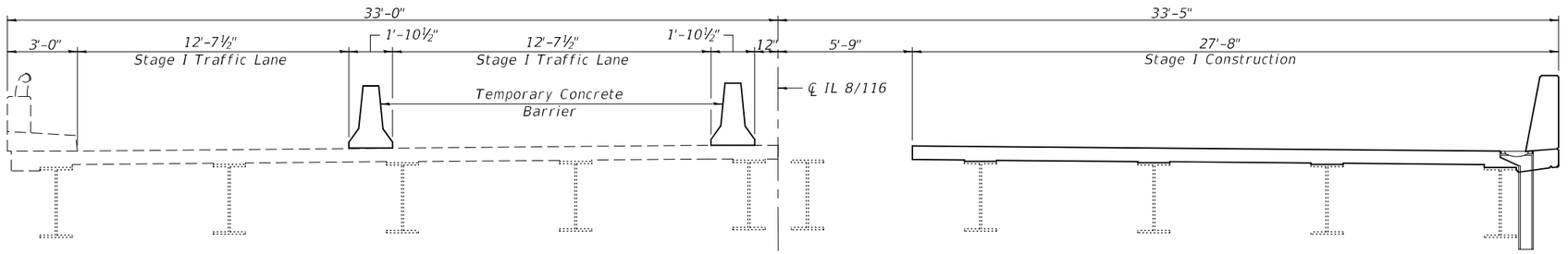
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669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	135
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



STAGE I REMOVAL

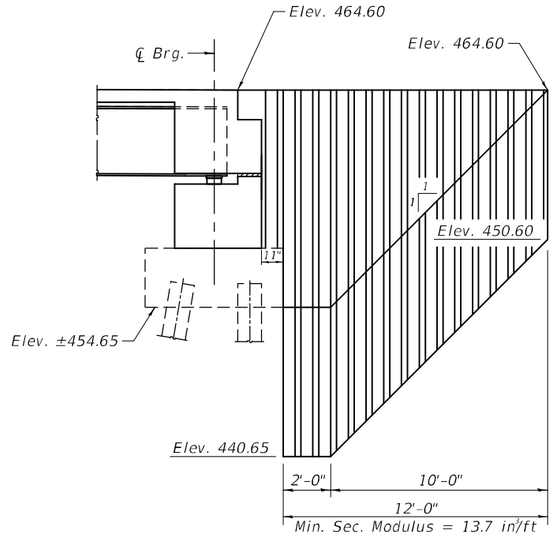
(Looking South)

Indicates Pre-Stage I Removal. See Roadway Plans for traffic control. Cost included with "Removal of Existing Concrete Deck No. 2".



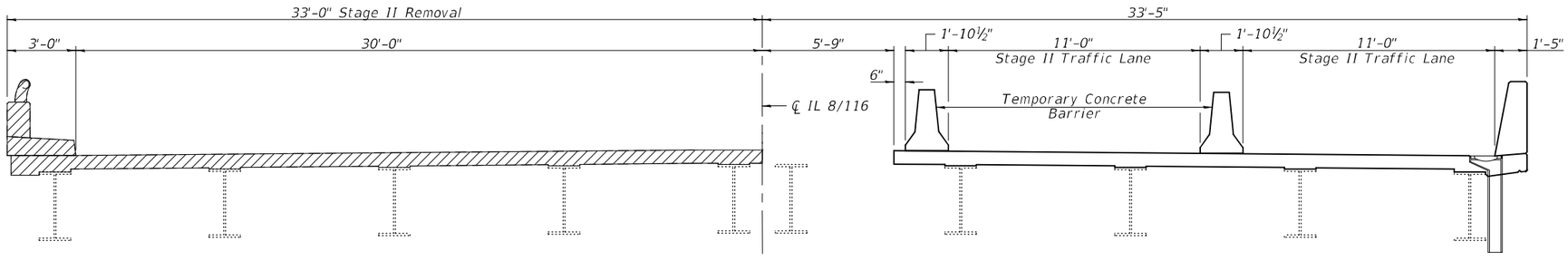
STAGE I CONSTRUCTION

(Looking South)



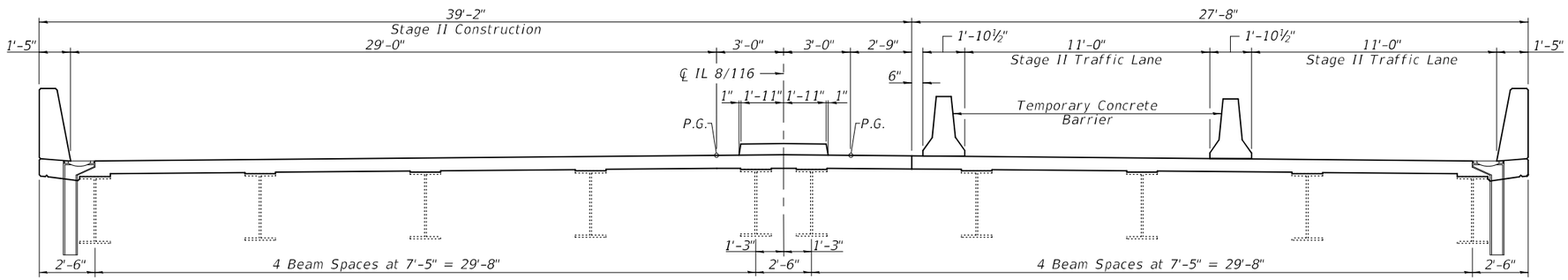
N. ABUT. TEMPORARY SHEET PILING

(Horiz. dim. @ Rt. ℄'s)



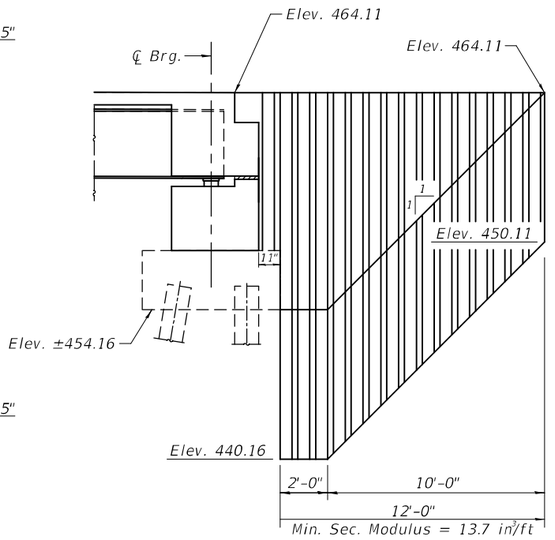
STAGE II REMOVAL

(Looking South)



PROPOSED CROSS SECTION

(Looking South)



S. ABUT. TEMPORARY SHEET PILING

(Horiz. dim. @ Rt. ℄'s)

Note:

Hatched area indicates Removal of Existing Concrete Deck. For quantity of Temporary Concrete Barrier, see roadway plans.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

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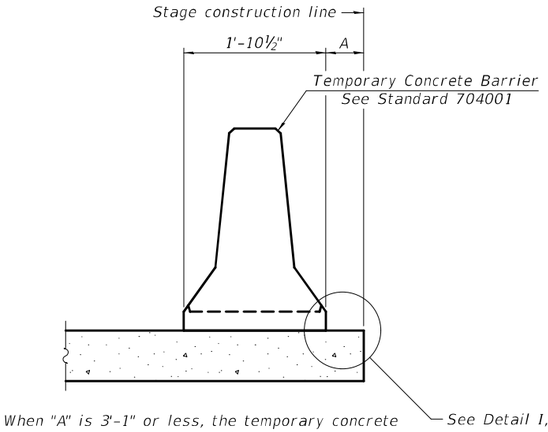
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
STRUCTURE NO. 090-0032
SHEET NO. 3 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

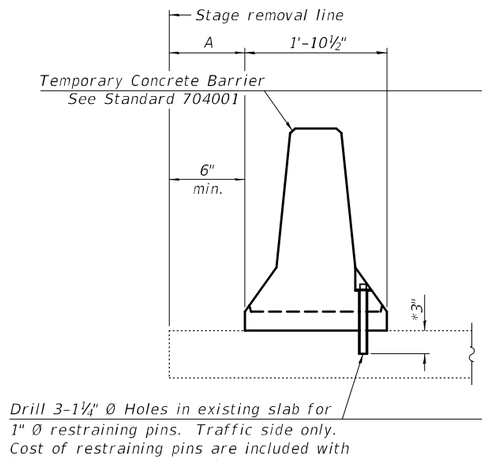
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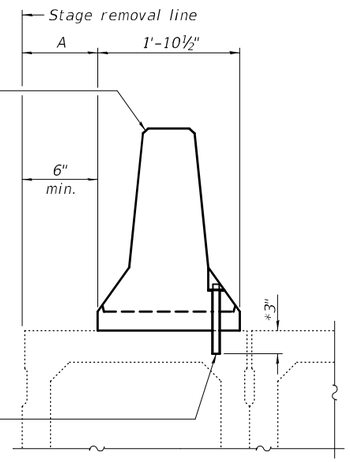
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

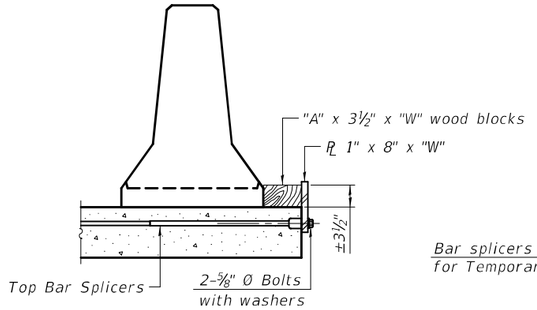
EXISTING SLAB



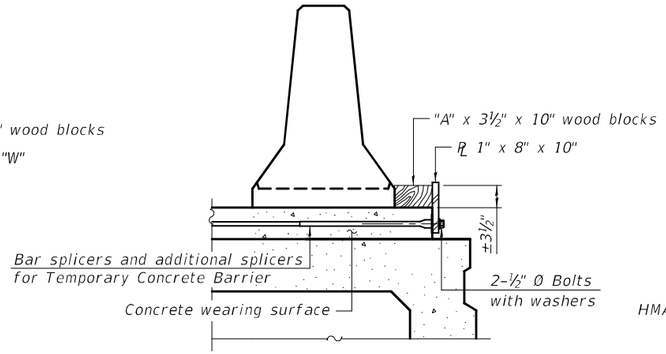
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

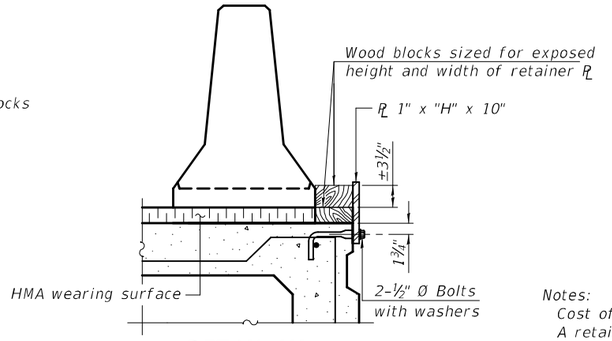
SECTIONS THRU SLAB OR DECK BEAM



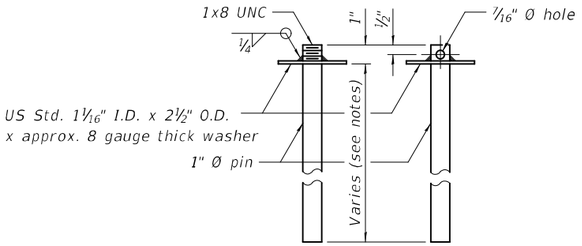
DETAIL I



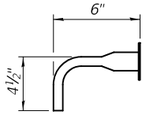
DETAIL II



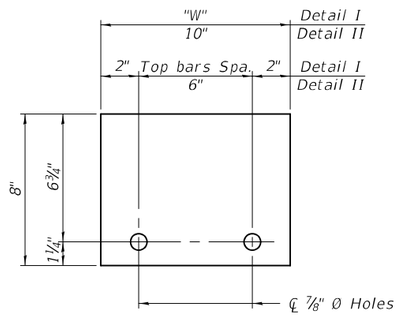
DETAIL III



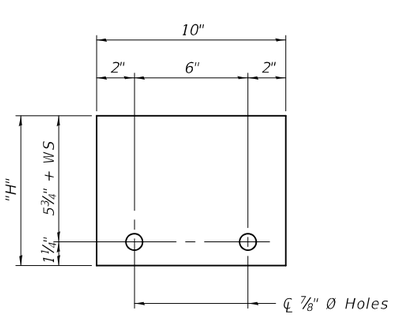
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

10-12-2021

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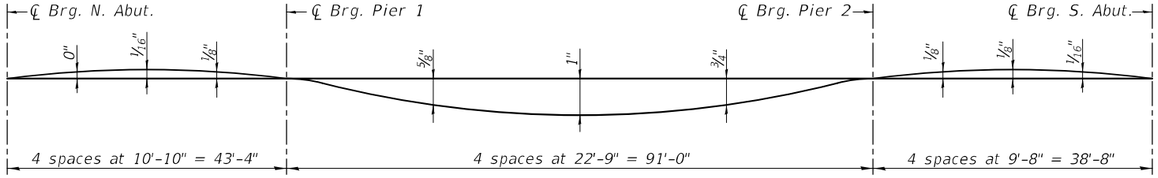
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 090-0032
SHEET NO. 4 OF 31 SHEETS

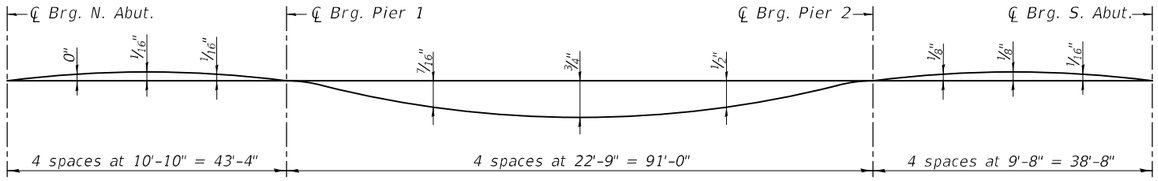
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	137
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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DEAD LOAD DEFLECTION DIAGRAM

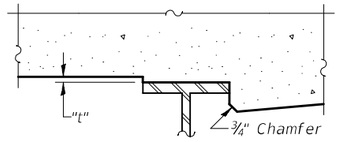
(Includes weight of concrete only. Beams 1-4 & 7-10)



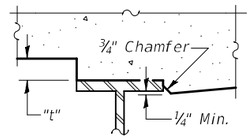
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only. Beams 5 & 6, NB PGL, SB PGL, ℄ Rdwy, Stage Cons. Line)

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 sheets 6 & 7 of 31.



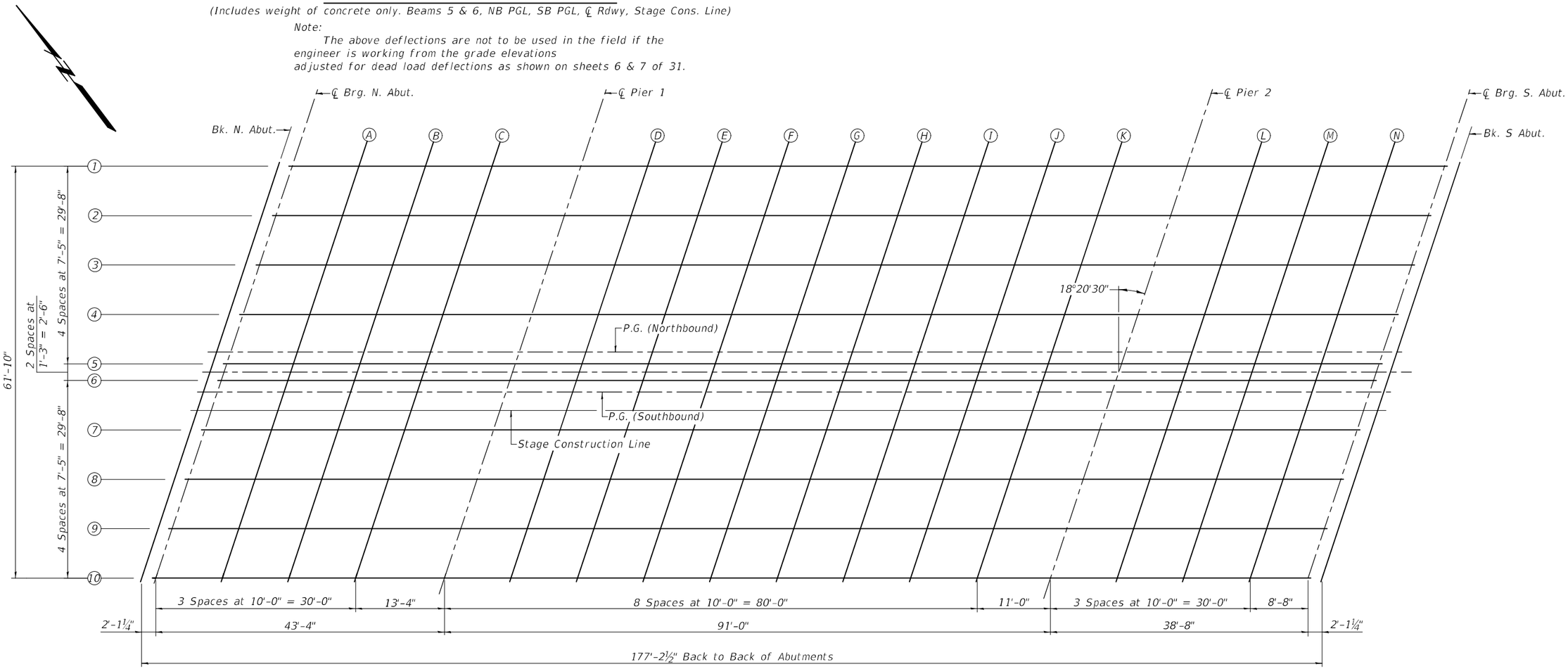
At Minimum Fillet



At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 6 and 7 of 31, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

MODEL: 68C00-138
FILE NAME: W:\esp-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
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IL. Design Firm No. 184-001939

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	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0032
SHEET NO. 5 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	138
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+26.87	-30.92	464.13	464.13
℄ Brg. N. Abut.	55+28.97	-30.92	464.13	464.13
A	55+38.97	-30.92	464.10	464.10
B	55+48.97	-30.92	464.07	464.06
C	55+58.97	-30.92	464.04	464.03
℄ Pier 1	55+72.31	-30.92	464.01	464.01
D	55+82.31	-30.92	463.98	464.00
E	55+92.31	-30.92	463.95	464.00
F	56+02.31	-30.92	463.92	463.99
G	56+12.31	-30.92	463.89	463.98
H	56+22.31	-30.92	463.87	463.96
I	56+32.31	-30.92	463.84	463.93
J	56+42.31	-30.92	463.81	463.87
K	56+52.31	-30.92	463.78	463.81
℄ Pier 2	56+63.31	-30.92	463.75	463.75
L	56+73.31	-30.92	463.72	463.71
M	56+83.31	-30.92	463.69	463.68
N	56+93.31	-30.92	463.67	463.66
℄ Brg. S. Abut.	57+01.98	-30.92	463.64	463.64
Bk. of S. Abut.	57+04.08	-30.92	463.64	463.64

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+24.41	-23.50	464.27	464.27
℄ Brg. N. Abut.	55+26.51	-23.50	464.26	464.26
A	55+36.51	-23.50	464.24	464.23
B	55+46.51	-23.50	464.21	464.20
C	55+56.51	-23.50	464.18	464.17
℄ Pier 1	55+69.85	-23.50	464.14	464.14
D	55+79.85	-23.50	464.11	464.14
E	55+89.85	-23.50	464.09	464.13
F	55+99.85	-23.50	464.06	464.13
G	56+09.85	-23.50	464.03	464.12
H	56+19.85	-23.50	464.00	464.10
I	56+29.85	-23.50	463.97	464.07
J	56+39.85	-23.50	463.95	464.01
K	56+49.85	-23.50	463.92	463.95
℄ Pier 2	56+60.85	-23.50	463.89	463.89
L	56+70.85	-23.50	463.86	463.85
M	56+80.85	-23.50	463.83	463.82
N	56+90.85	-23.50	463.80	463.80
℄ Brg. S. Abut.	56+99.52	-23.50	463.78	463.78
Bk. of S. Abut.	57+01.62	-23.50	463.77	463.77

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+21.95	-16.08	464.39	464.39
℄ Brg. N. Abut.	55+24.06	-16.08	464.38	464.38
A	55+34.06	-16.08	464.35	464.35
B	55+44.06	-16.08	464.33	464.32
C	55+54.06	-16.08	464.30	464.29
℄ Pier 1	55+67.39	-16.08	464.26	464.26
D	55+77.39	-16.08	464.23	464.25
E	55+87.39	-16.08	464.21	464.25
F	55+97.39	-16.08	464.18	464.25
G	56+07.39	-16.08	464.15	464.24
H	56+17.39	-16.08	464.12	464.22
I	56+27.39	-16.08	464.09	464.19
J	56+37.39	-16.08	464.07	464.12
K	56+47.39	-16.08	464.04	464.07
℄ Pier 2	56+58.39	-16.08	464.01	464.01
L	56+68.39	-16.08	463.98	463.97
M	56+78.39	-16.08	463.95	463.94
N	56+88.39	-16.08	463.92	463.92
℄ Brg. S. Abut.	56+97.06	-16.08	463.90	463.90
Bk. of S. Abut.	56+99.16	-16.08	463.89	463.89

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+19.49	-8.67	464.51	464.51
℄ Brg. N. Abut.	55+21.59	-8.67	464.50	464.50
A	55+31.60	-8.67	464.47	464.47
B	55+41.60	-8.67	464.44	464.44
C	55+51.60	-8.67	464.42	464.41
℄ Pier 1	55+64.93	-8.67	464.38	464.38
D	55+74.93	-8.67	464.35	464.37
E	55+84.93	-8.67	464.32	464.37
F	55+94.93	-8.67	464.30	464.37
G	56+04.93	-8.67	464.27	464.36
H	56+14.93	-8.67	464.24	464.34
I	56+24.93	-8.67	464.21	464.30
J	56+34.93	-8.67	464.18	464.24
K	56+44.93	-8.67	464.16	464.18
℄ Pier 2	56+55.93	-8.67	464.12	464.12
L	56+65.93	-8.67	464.10	464.09
M	56+75.93	-8.67	464.07	464.06
N	56+85.93	-8.67	464.04	464.04
℄ Brg. S. Abut.	56+94.60	-8.67	464.02	464.02
Bk. of S. Abut.	56+96.70	-8.67	464.01	464.01

P.G. (Northbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+17.61	-3.00	464.60	464.60
℄ Brg. N. Abut.	55+19.72	-3.00	464.59	464.59
A	55+29.72	-3.00	464.56	464.56
B	55+39.72	-3.00	464.53	464.53
C	55+49.72	-3.00	464.51	464.50
℄ Pier 1	55+63.05	-3.00	464.47	464.47
D	55+73.05	-3.00	464.44	464.46
E	55+83.05	-3.00	464.41	464.45
F	55+93.05	-3.00	464.39	464.44
G	56+03.05	-3.00	464.36	464.42
H	56+13.05	-3.00	464.33	464.40
I	56+23.05	-3.00	464.30	464.37
J	56+33.05	-3.00	464.27	464.32
K	56+43.05	-3.00	464.25	464.27
℄ Pier 2	56+54.05	-3.00	464.21	464.21
L	56+64.05	-3.00	464.19	464.18
M	56+74.05	-3.00	464.16	464.15
N	56+84.05	-3.00	464.13	464.13
℄ Brg. S. Abut.	56+92.72	-3.00	464.11	464.11
Bk. of S. Abut.	56+94.83	-3.00	464.10	464.10

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+17.03	-1.25	464.62	464.62
℄ Brg. N. Abut.	55+19.14	-1.25	464.62	464.62
A	55+29.14	-1.25	464.59	464.59
B	55+39.14	-1.25	464.56	464.56
C	55+49.14	-1.25	464.53	464.53
℄ Pier 1	55+62.47	-1.25	464.50	464.50
D	55+72.47	-1.25	464.47	464.49
E	55+82.47	-1.25	464.44	464.48
F	55+92.47	-1.25	464.41	464.47
G	56+02.47	-1.25	464.39	464.45
H	56+12.47	-1.25	464.36	464.43
I	56+22.47	-1.25	464.33	464.39
J	56+32.47	-1.25	464.30	464.35
K	56+42.47	-1.25	464.27	464.29
℄ Pier 2	56+53.47	-1.25	464.24	464.24
L	56+63.47	-1.25	464.21	464.21
M	56+73.47	-1.25	464.19	464.18
N	56+83.47	-1.25	464.16	464.15
℄ Brg. S. Abut.	56+92.14	-1.25	464.13	464.13
Bk. of S. Abut.	56+94.25	-1.25	464.13	464.13

℄ Roadway

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+16.62	0.00	464.65	464.64
℄ Brg. N. Abut.	55+18.72	0.00	464.64	464.64
A	55+28.72	0.00	464.61	464.61
B	55+38.72	0.00	464.58	464.58
C	55+48.72	0.00	464.55	464.55
℄ Pier 1	55+62.06	0.00	464.52	464.52
D	55+72.06	0.00	464.49	464.51
E	55+82.06	0.00	464.46	464.50
F	55+92.06	0.00	464.43	464.49
G	56+02.06	0.00	464.41	464.47
H	56+12.06	0.00	464.38	464.45
I	56+22.06	0.00	464.35	464.41
J	56+32.06	0.00	464.32	464.37
K	56+42.06	0.00	464.29	464.31
℄ Pier 2	56+53.06	0.00	464.26	464.26
L	56+63.06	0.00	464.23	464.23
M	56+73.06	0.00	464.21	464.20
N	56+83.06	0.00	464.18	464.17
℄ Brg. S. Abut.	56+91.73	0.00	464.15	464.15
Bk. of S. Abut.	56+93.83	0.00	464.15	464.15

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+16.21	1.25	464.63	464.63
℄ Brg. N. Abut.	55+18.31	1.25	464.62	464.62
A	55+28.31	1.25	464.59	464.59
B	55+38.31	1.25	464.56	464.56
C	55+48.33	1.25	464.54	464.53
℄ Pier 1	55+61.64	1.25	464.50	464.50
D	55+71.64	1.25	464.47	464.49
E	55+81.64	1.25	464.44	464.48
F	55+91.64	1.25	464.42	464.47
G	56+01.64	1.25	464.39	464.45
H	56+11.64	1.25	464.36	464.43
I	56+21.64	1.25	464.33	464.40
J	56+31.64	1.25	464.30	464.35
K	56+41.64	1.25	464.28	464.30
℄ Pier 2	56+52.64	1.25	464.24	464.24
L	56+62.64	1.25	464.22	464.21
M	56+72.64	1.25	464.19	464.18
N	56+82.64	1.25	464.16	464.16
℄ Brg. S. Abut.	56+91.31	1.25	464.14	464.14
Bk. of S. Abut.	56+93.42	1.25	464.13	464.13

MODEL: 68C00-139
FILE NAME: \\vkspr-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
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VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0032
SHEET NO. 6 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	139
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

P.G. (Southbound)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+15.63	3.00	464.60	464.60
℄ Brg. N. Abut.	55+17.73	3.00	464.60	464.60
A	55+27.73	3.00	464.57	464.57
B	55+37.73	3.00	464.54	464.54
C	55+47.73	3.00	464.51	464.51
℄ Pier 1	55+61.06	3.00	464.48	464.48
D	55+71.06	3.00	464.45	464.46
E	55+81.06	3.00	464.42	464.45
F	55+91.06	3.00	464.39	464.44
G	56+01.06	3.00	464.36	464.43
H	56+11.06	3.00	464.34	464.41
I	56+21.06	3.00	464.31	464.37
J	56+31.06	3.00	464.28	464.32
K	56+41.06	3.00	464.25	464.27
℄ Pier 2	56+52.06	3.00	464.22	464.22
L	56+62.06	3.00	464.19	464.18
M	56+72.06	3.00	464.16	464.16
N	56+82.06	3.00	464.14	464.13
℄ Brg. S. Abut.	56+90.73	3.00	464.11	464.11
Bk. of S. Abut.	56+92.84	3.00	464.11	464.11

Stage Construction Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+14.71	5.75	464.56	464.56
℄ Brg. N. Abut.	55+16.82	5.75	464.56	464.56
A	55+26.82	5.75	464.53	464.53
B	55+36.82	5.75	464.50	464.50
C	55+46.82	5.75	464.47	464.47
℄ Pier 1	55+60.15	5.75	464.44	464.44
D	55+70.15	5.75	464.41	464.42
E	55+80.15	5.75	464.38	464.42
F	55+90.15	5.75	464.35	464.41
G	56+00.15	5.75	464.32	464.39
H	56+10.15	5.75	464.30	464.37
I	56+20.15	5.75	464.27	464.33
J	56+30.15	5.75	464.24	464.28
K	56+40.15	5.75	464.21	464.23
℄ Pier 2	56+51.15	5.75	464.18	464.18
L	56+61.15	5.75	464.15	464.15
M	56+71.15	5.75	464.13	464.12
N	56+81.15	5.75	464.10	464.09
℄ Brg. S. Abut.	56+89.82	5.75	464.07	464.07
Bk. of S. Abut.	56+91.92	5.75	464.07	464.07

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+13.75	8.67	464.52	464.52
℄ Brg. N. Abut.	55+15.85	8.67	464.52	464.52
A	55+25.85	8.67	464.49	464.49
B	55+35.85	8.67	464.46	464.45
C	55+45.85	8.67	464.43	464.42
℄ Pier 1	55+59.18	8.67	464.40	464.40
D	55+69.18	8.67	464.37	464.39
E	55+79.18	8.67	464.34	464.39
F	55+89.18	8.67	464.31	464.38
G	55+99.18	8.67	464.28	464.37
H	56+09.18	8.67	464.26	464.35
I	56+19.18	8.67	464.23	464.32
J	56+29.18	8.67	464.20	464.26
K	56+39.18	8.67	464.17	464.20
℄ Pier 2	56+50.18	8.67	464.14	464.14
L	56+60.18	8.67	464.11	464.10
M	56+70.18	8.67	464.08	464.07
N	56+80.18	8.67	464.06	464.05
℄ Brg. S. Abut.	56+88.85	8.67	463.03	464.03
Bk. of S. Abut.	56+90.96	8.67	463.03	464.03

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+11.29	16.08	464.42	464.42
℄ Brg. N. Abut.	55+13.39	16.08	464.41	464.41
A	55+23.39	16.08	464.38	464.38
B	55+33.39	16.08	464.36	464.35
C	55+43.39	16.08	464.33	464.32
℄ Pier 1	55+56.73	16.08	464.29	464.29
D	55+66.73	16.08	464.26	464.28
E	55+76.73	16.08	464.24	464.28
F	55+86.73	16.08	464.21	464.28
G	55+96.73	16.08	464.18	464.27
H	56+06.73	16.08	464.15	464.25
I	56+16.73	16.08	464.12	464.22
J	56+26.73	16.08	464.10	464.15
K	56+36.73	16.08	464.07	464.10
℄ Pier 2	56+47.73	16.08	464.04	464.04
L	56+57.73	16.08	464.01	464.00
M	56+67.73	16.08	463.98	463.97
N	56+77.73	16.08	463.95	463.95
℄ Brg. S. Abut.	56+86.40	16.08	463.93	463.93
Bk. of S. Abut.	56+88.50	16.08	463.92	463.92

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+08.83	23.50	464.31	464.31
℄ Brg. N. Abut.	55+10.93	23.50	464.31	464.31
A	55+20.93	23.50	464.28	464.28
B	55+30.93	23.50	464.25	464.25
C	55+40.93	23.50	464.22	464.22
℄ Pier 1	55+54.27	23.50	464.19	464.19
D	55+64.27	23.50	464.16	464.18
E	55+74.27	23.50	464.13	464.18
F	55+84.27	23.50	464.10	464.17
G	55+94.27	23.50	464.07	464.16
H	56+04.27	23.50	464.05	464.14
I	56+14.27	23.50	464.02	464.11
J	56+24.27	23.50	463.99	464.05
K	56+34.27	23.50	463.96	463.99
℄ Pier 2	56+45.27	23.50	463.93	463.93
L	56+55.27	23.50	463.90	463.89
M	56+65.27	23.50	463.88	463.87
N	56+75.27	23.50	463.85	463.84
℄ Brg. S. Abut.	56+83.94	23.50	463.82	463.82
Bk. of S. Abut.	56+86.04	23.50	463.82	463.82

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of N. Abut.	55+06.37	30.92	464.19	464.19
℄ Brg. N. Abut.	55+08.47	30.92	464.18	464.18
A	55+18.47	30.92	464.16	464.15
B	55+28.47	30.92	464.13	464.12
C	55+38.47	30.92	464.10	464.09
℄ Pier 1	55+51.81	30.92	464.06	464.06
D	55+61.81	30.92	464.03	464.06
E	55+71.81	30.92	464.01	464.05
F	55+81.81	30.92	463.98	464.05
G	55+91.81	30.92	463.95	464.04
H	56+01.81	30.92	463.92	464.02
I	56+11.81	30.92	463.89	463.99
J	56+21.81	30.92	463.87	463.93
K	56+31.81	30.92	463.84	463.87
℄ Pier 2	56+42.81	30.92	463.81	463.81
L	56+52.81	30.92	463.78	463.77
M	56+62.81	30.92	463.75	463.74
N	56+72.81	30.92	463.72	463.72
℄ Brg. S. Abut.	56+81.48	30.92	463.70	463.70
Bk. of S. Abut.	56+83.58	30.92	463.69	463.69

MODEL: 68C00-140
FILE NAME: \\vkspr-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
8/24/2023 11:06:37 AM

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = __	DESIGNED - DJC	REVISED - __	
	CHECKED - KES	REVISED - __	
PLOT SCALE = __	DRAWN - JRP	REVISED - __	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - __	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090–0032
SHEET NO. 7 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	140
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations
N. End of N. Appr.	54+98.28	-32.00	464.19
A1	55+08.28	-32.00	464.16
A2	55+18.28	-32.00	464.14
S. End of N. Appr.	55+28.28	-32.00	464.11

EAST EDGE OF PAVEMENT

Location	Station	* Offset	Theoretical Grade Elevations
N. End of N. Appr.	54+96.62	-27.00	464.30
A1	55+06.62	-27.00	464.27
A2	55+16.62	-27.00	464.24
S. End of N. Appr.	55+26.62	-27.00	464.21

* Offset given from ℄ Roadway

P.G. (NORTHBOUND)

Location	Station	* Offset	Theoretical Grade Elevations
N. End of N. Appr.	54+88.67	-3.00	464.68
A1	54+98.67	-3.00	464.65
A2	55+08.67	-3.00	464.62
S. End of N. Appr.	55+18.67	-3.00	464.59

℄ ROADWAY

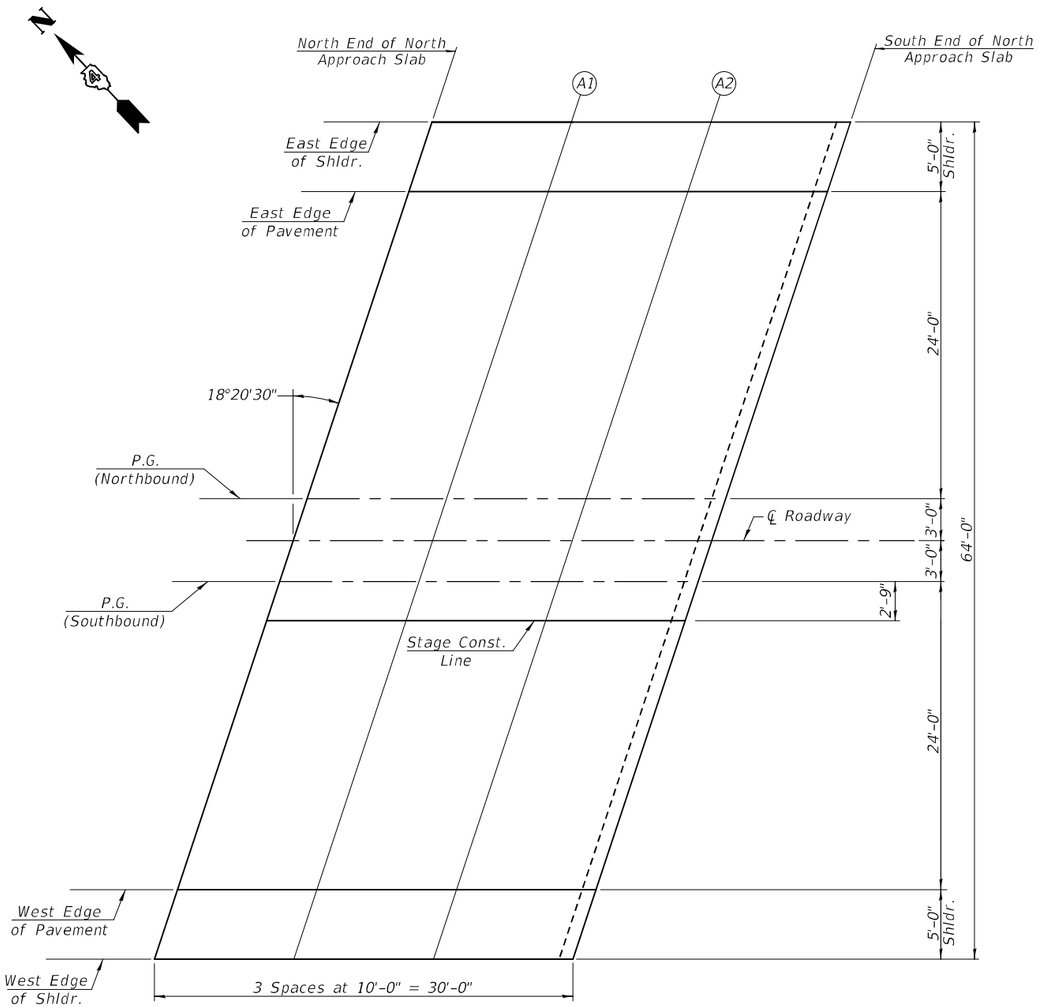
Location	Station	* Offset	Theoretical Grade Elevations
N. End of N. Appr.	54+87.67	0.00	464.73
A1	54+97.67	0.00	464.70
A2	55+07.67	0.00	464.67
S. End of N. Appr.	55+17.67	0.00	464.64

P.G. (SOUTHBOUND)

Location	Station	* Offset	Theoretical Grade Elevations
N. End of N. Appr.	54+86.68	3.00	464.68
A1	54+96.68	3.00	464.66
A2	55+06.68	3.00	464.63
S. End of N. Appr.	55+16.68	3.00	464.60

STAGE CONST. LINE

Location	Station	* Offset	Theoretical Grade Elevations
N. End of N. Appr.	54+85.77	5.75	464.65
A1	54+95.77	5.75	464.62
A2	55+05.77	5.75	464.59
S. End of N. Appr.	55+15.77	5.75	464.56



PLAN

WEST EDGE OF PAVEMENT

Location	Station	* Offset	Theoretical Grade Elevations
N. End of N. Appr.	54+78.72	27.00	464.35
A1	54+88.72	27.00	464.32
A2	54+98.72	27.00	464.29
S. End of N. Appr.	55+08.72	27.00	464.26

WEST EDGE OF SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations
N. End of N. Appr.	54+77.06	32.00	464.25
A1	54+87.06	32.00	464.22
A2	54+97.06	32.00	464.19
S. End of N. Appr.	55+07.06	32.00	464.17

MODEL: 68C00-141
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VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___
	CHECKED - KES	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 090-0032
SHEET NO. 8 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	141
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations
N. End of S. Appr.	57+03.39	-32.00	463.62
A3	57+13.39	-32.00	463.59
A4	57+23.39	-32.00	463.56
S. End of S. Appr.	57+33.39	-32.00	463.53

EAST EDGE OF PAVEMENT

Location	Station	* Offset	Theoretical Grade Elevations
N. End of S. Appr.	57+01.73	-27.00	463.72
A3	57+11.73	-27.00	463.69
A4	57+21.73	-27.00	463.67
S. End of S. Appr.	57+31.73	-27.00	463.64

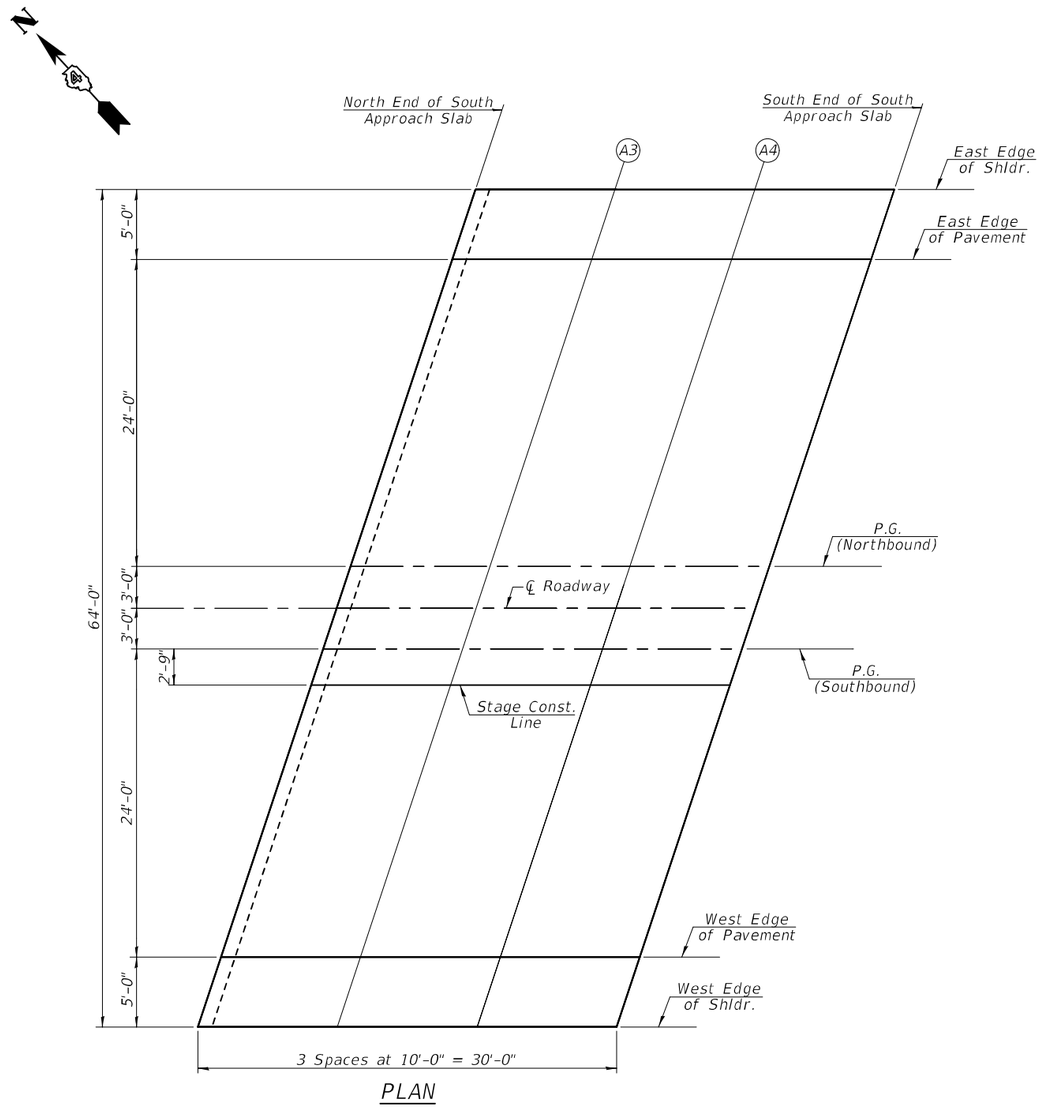
P.G. (NORTHBOUND)

Location	Station	* Offset	Theoretical Grade Elevations
N. End of S. Appr.	56+93.77	-3.00	464.10
A3	57+03.77	-3.00	464.08
A4	57+13.77	-3.00	464.05
S. End of S. Appr.	57+23.77	-3.00	464.02

℄ ROADWAY

Location	Station	* Offset	Theoretical Grade Elevations
N. End of S. Appr.	56+92.78	0.00	464.15
A3	57+02.78	0.00	464.12
A4	57+12.78	0.00	464.10
S. End of S. Appr.	57+22.78	0.00	464.07

* Offset given from ℄ Roadway



PLAN

P.G. (SOUTHBOUND)

Location	Station	* Offset	Theoretical Grade Elevations
N. End of S. Appr.	56+91.78	3.00	464.11
A3	57+01.78	3.00	464.08
A4	57+11.78	3.00	464.05
S. End of S. Appr.	57+21.78	3.00	464.03

STAGE CONST. LINE

Location	Station	* Offset	Theoretical Grade Elevations
N. End of S. Appr.	56+90.87	5.75	464.07
A3	57+00.87	5.75	464.04
A4	57+10.87	5.75	464.02
S. End of S. Appr.	57+20.87	5.75	463.99

WEST EDGE OF PAVEMENT

Location	Station	* Offset	Theoretical Grade Elevations
N. End of S. Appr.	56+83.83	27.00	463.77
A3	56+93.83	27.00	463.74
A4	57+03.83	27.00	463.72
S. End of S. Appr.	57+13.83	27.00	463.69

WEST EDGE OF SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations
N. End of S. Appr.	56+82.17	32.00	463.68
A3	56+92.17	32.00	463.65
A4	57+02.17	32.00	463.62
S. End of S. Appr.	57+12.17	32.00	463.59

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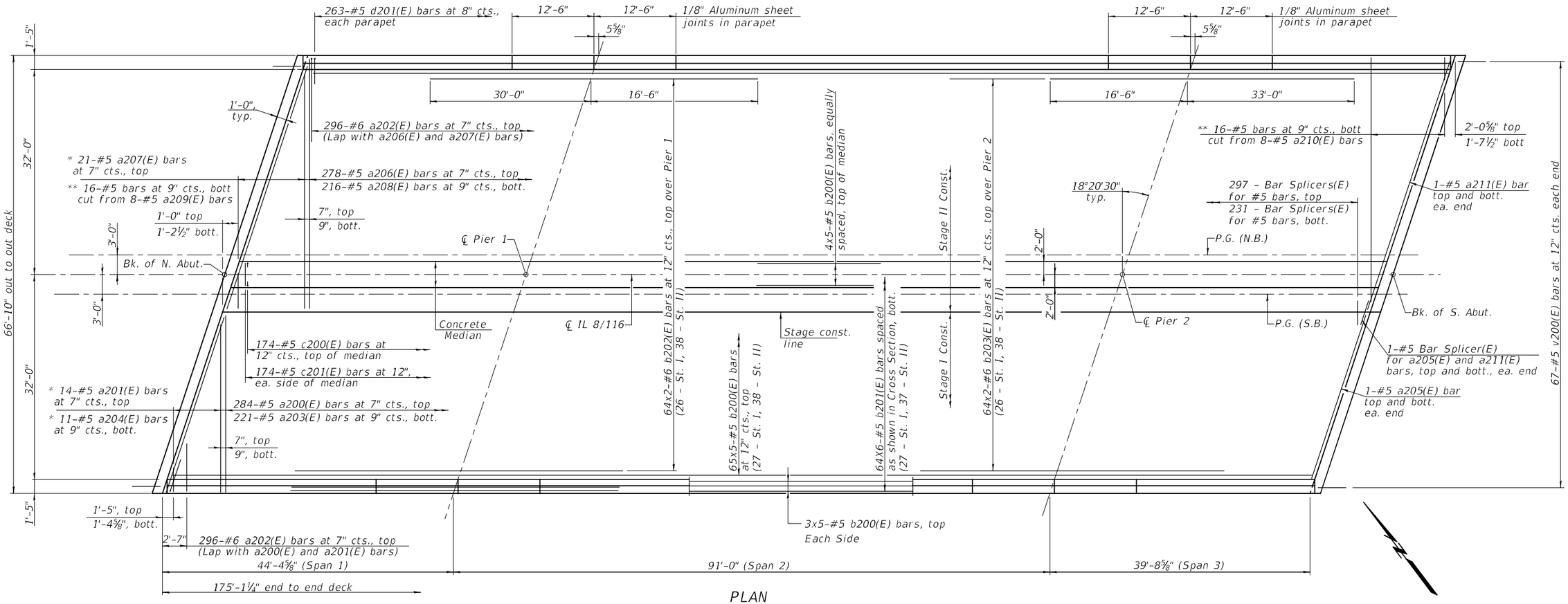
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

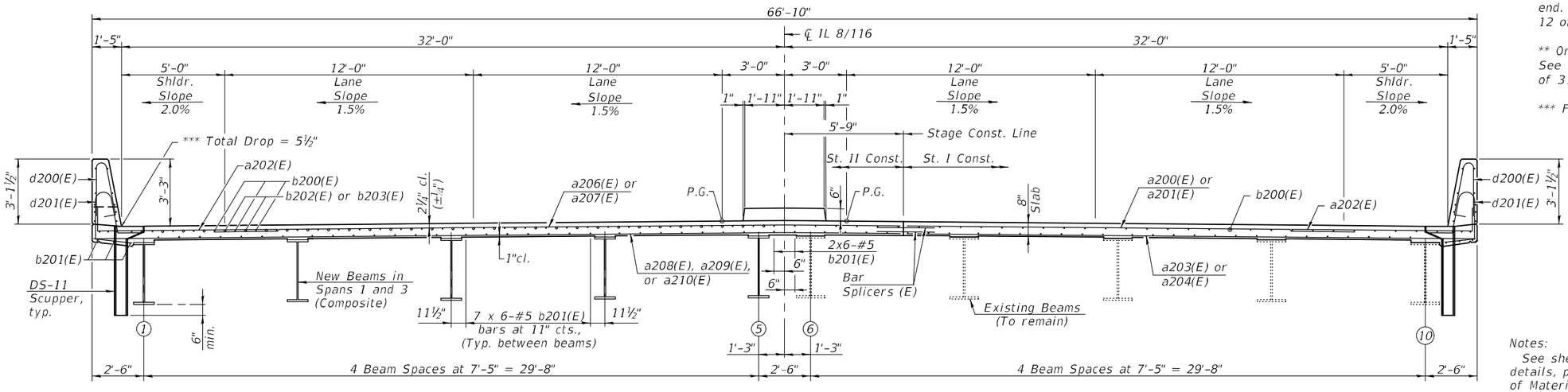
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 090-0032
SHEET NO. 9 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	142
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



PLAN



Near Piers

CROSS SECTION
(Looking south)

Near Midspan

* Order a201(E), a204(E), and a207(E) bars full length. Use remainder of bars in opposite end. See Field Cutting Diagram on sheet 12 of 31.

** Order a209(E) and a210(E) bars full length. See Field Cutting Diagram on sheet 12 of 31.

*** From P.G.

MINIMUM BAR LAP

#5 bar = 3'-6"
#6 bar = 3'-7"

Notes:
See sheet 11 and 12 of 31 for superstructure details, parapet details, median details and Bill of Material.
Bars indicated thus 3x6-#5 etc. indicates 3 lines of bars with 6 lengths per line.
See sheet 12 of 31 for Deck Pouring Sequence.
See sheet 31 of 31 for Bar Splicer Details.

MODEL: 68C00-143
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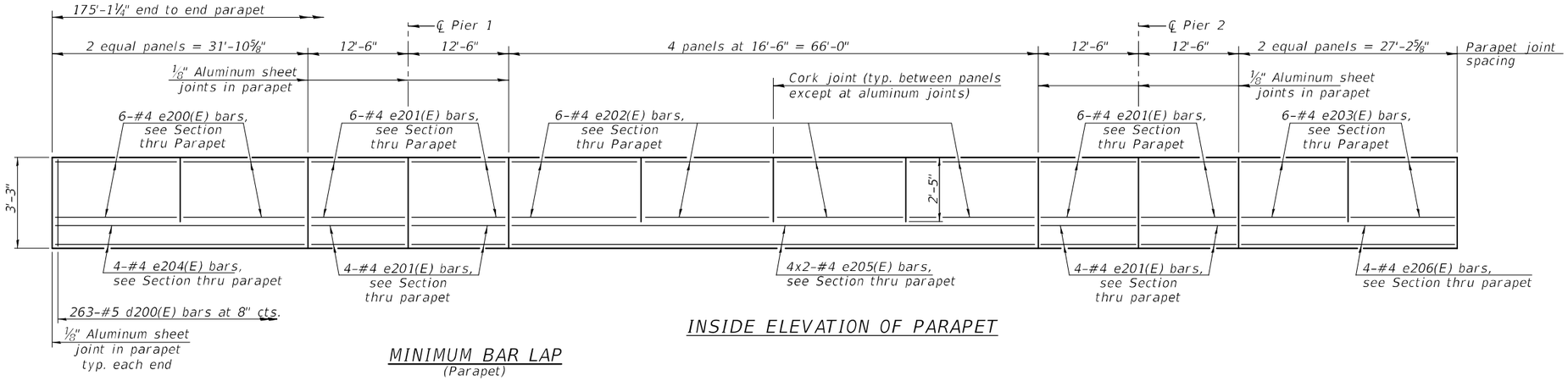
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IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 090-0032
SHEET NO. 10 OF 31 SHEETS

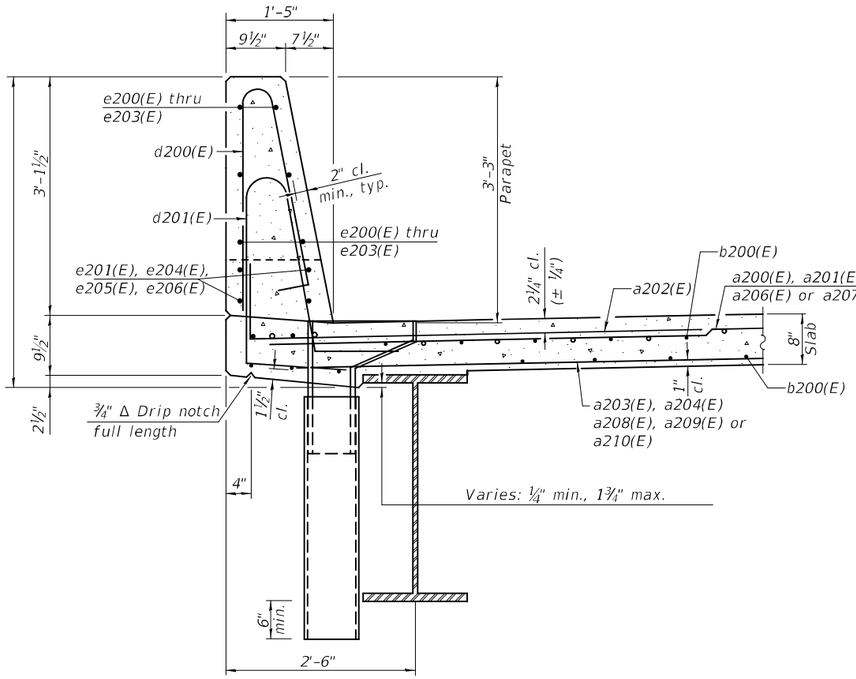
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669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	143
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



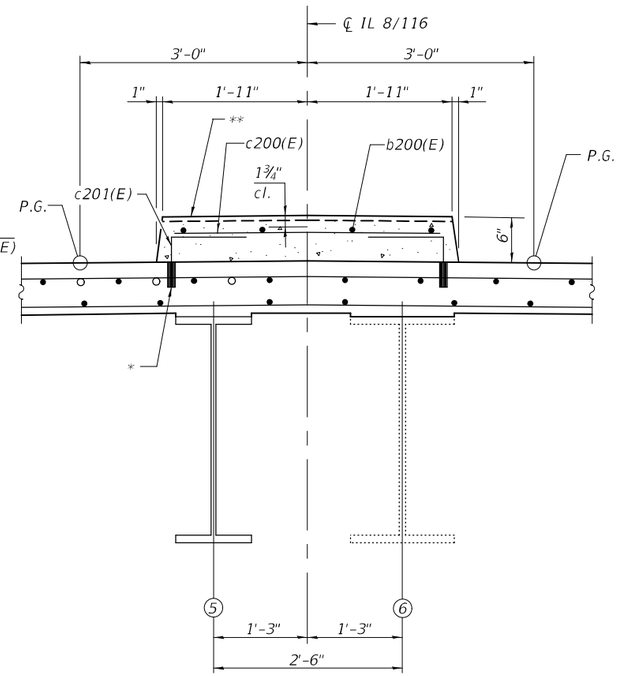
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

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



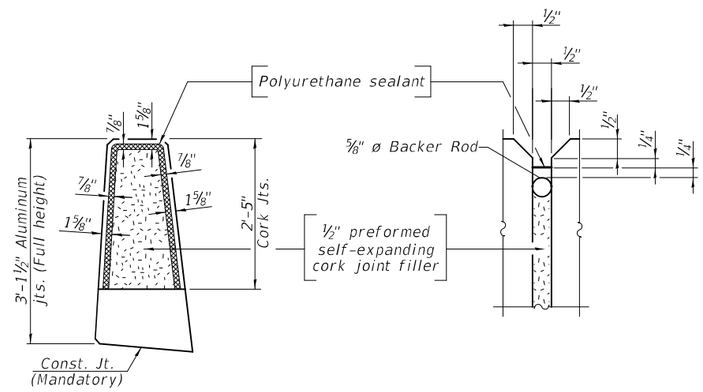
SECTION THRU PARAPET



SECTION THRU SUPERIMPOSED MEDIAN

* ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.) Cost of expansion anchors/inserts included in the cost of Reinforcement Bars, Epoxy Coated.

** ¼" x ¾" Formed joint with bridge relief joint sealer at piers and at 12'-6" from piers in each span. (Full width - backer rod not required)



PARAPET JOINT DETAILS

Notes:

The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

Notes:
Bars indicated thus 4 x 2-#4 etc. indicates 4 lines of bars with 2 lengths per line.

MODEL: 68C00-144
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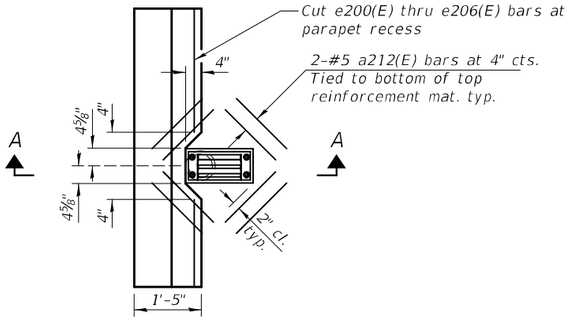
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Springfield, IL. Phone: (217)544-8033
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PLOT SCALE = ___ | CHECKED - KES | REVISED - ___
PLOT DATE = August 24th, 2023 | DRAWN - JRP | REVISED - ___
CHECKED - MAH | REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

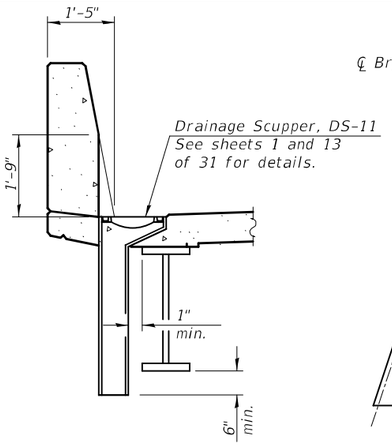
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0032
SHEET NO. 11 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	144
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

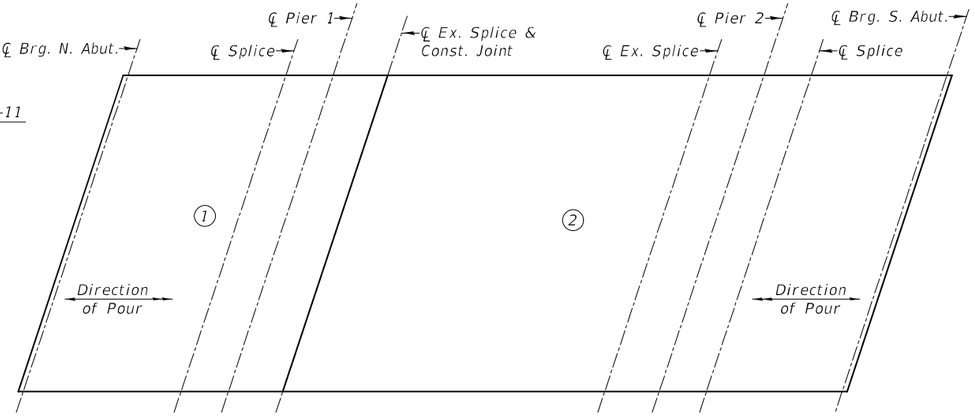


PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



SECTION A-A



DECK POURING SEQUENCE

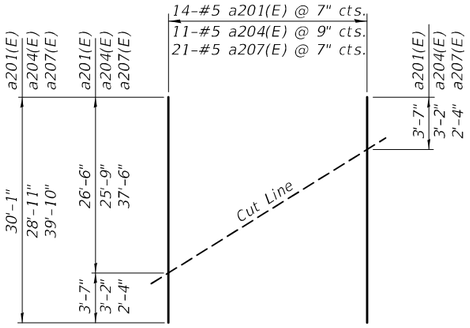
When the deck pour sequence is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence shown, the next pour shall not be made until both of the following are met:

1. A least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

SUPERSTRUCTURE BILL OF MATERIAL

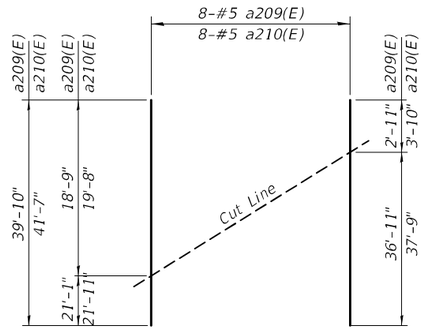
Bar	No.	Size	Length	Shape
a200(E)	284	#5	27'-4"	
a201(E)	14	#5	30'-1"	
a202(E)	592	#6	8'-4"	L
a203(E)	221	#5	27'-0"	
a204(E)	11	#5	28'-11"	
a205(E)	4	#5	28'-9"	
a206(E)	278	#5	38'-10"	
a207(E)	21	#5	39'-10"	
a208(E)	216	#5	38'-6"	
a209(E)	8	#5	39'-10"	
a210(E)	8	#5	41'-7"	
a211(E)	4	#5	40'-11"	
a212(E)	64	#5	1'-6"	
b200(E)	375	#5	37'-10"	
b201(E)	384	#5	32'-1"	
b202(E)	128	#6	25'-1"	
b203(E)	128	#6	26'-7"	
c200(E)	174	#5	3'-6"	
c201(E)	348	#5	1'-4"	⌐
d200(E)	526	#5	6'-5"	
d201(E)	526	#5	7'-8"	
d202(E)	3	#6	4'-10"	L
d203(E)	6	#6	8'-11"	
e200(E)	24	#4	15'-7"	
e201(E)	80	#4	12'-2"	
e202(E)	48	#4	16'-2"	
e203(E)	24	#4	13'-3"	
e204(E)	8	#4	31'-6"	
e205(E)	16	#4	34'-0"	
e206(E)	8	#4	26'-10"	
m200(E)	10	#6	28'-9"	
m201(E)	28	#6	7'-5"	
m202(E)	42	#6	7'-5"	
m203(E)	18	#6	2'-3"	
m204(E)	12	#6	2'-3"	
m205(E)	10	#6	40'-11"	
s200(E)	124	#5	6'-7"	
s201(E)	124	#5	9'-6"	
v200(E)	134	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Pound	97650	
Concrete Superstructure		Cu. Yds.	424.1	
Bridge Deck Grooving		Sq. Yds.	1089	
Protective Coat		Sq. Yds.	1423	

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



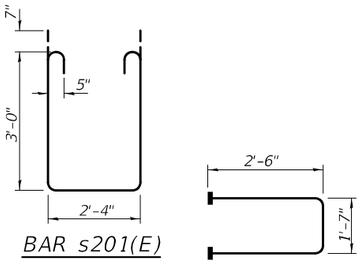
FIELD CUTTING DIAGRAM

Order a201(E), a204(E), and a207(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



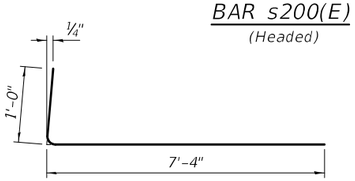
FIELD CUTTING DIAGRAM

Order a209(E) and a210(E) bars full length and cut as shown above.

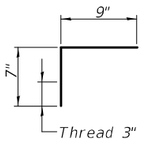


BAR s201(E)

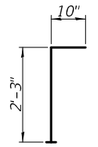
BAR s200(E)
(Headed)



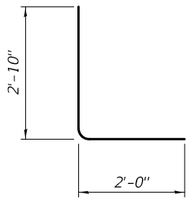
BAR a202(E)



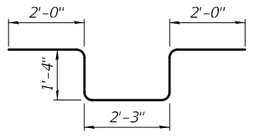
BAR c201(E)



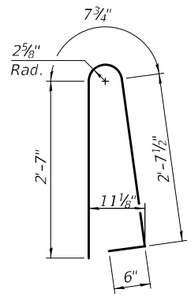
BAR v200(E)
(Headed)



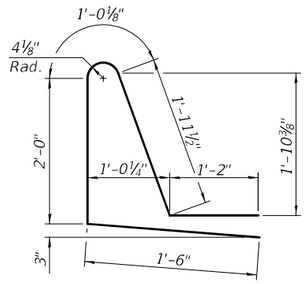
BAR d202(E)



BAR d203(E)



BAR d200(E)



BARS d201(E)

MODEL: 68C00-145
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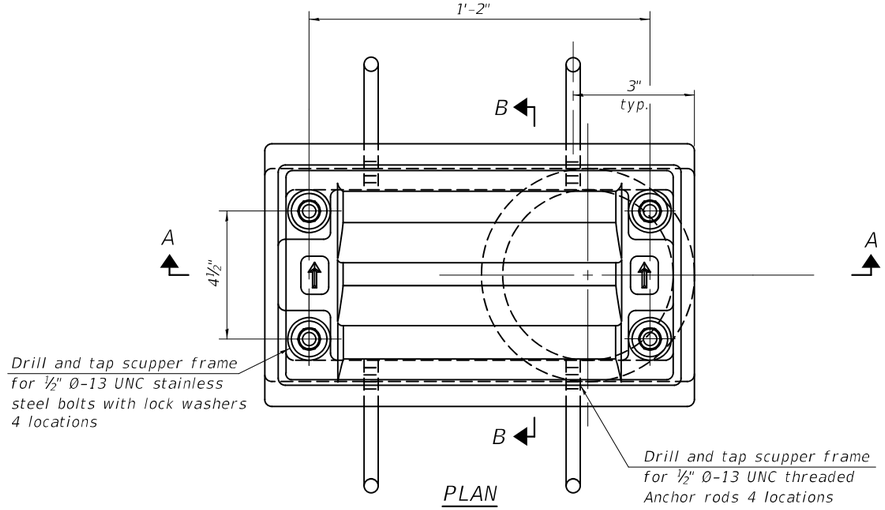
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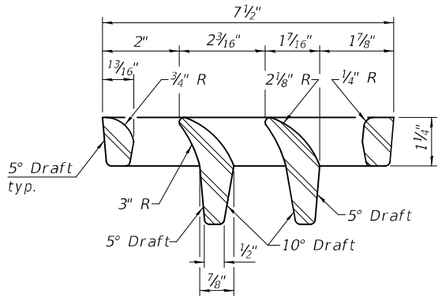
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0032
SHEET NO. 12 OF 31 SHEETS

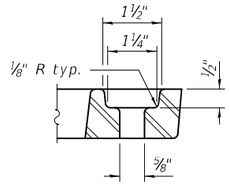
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	145
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

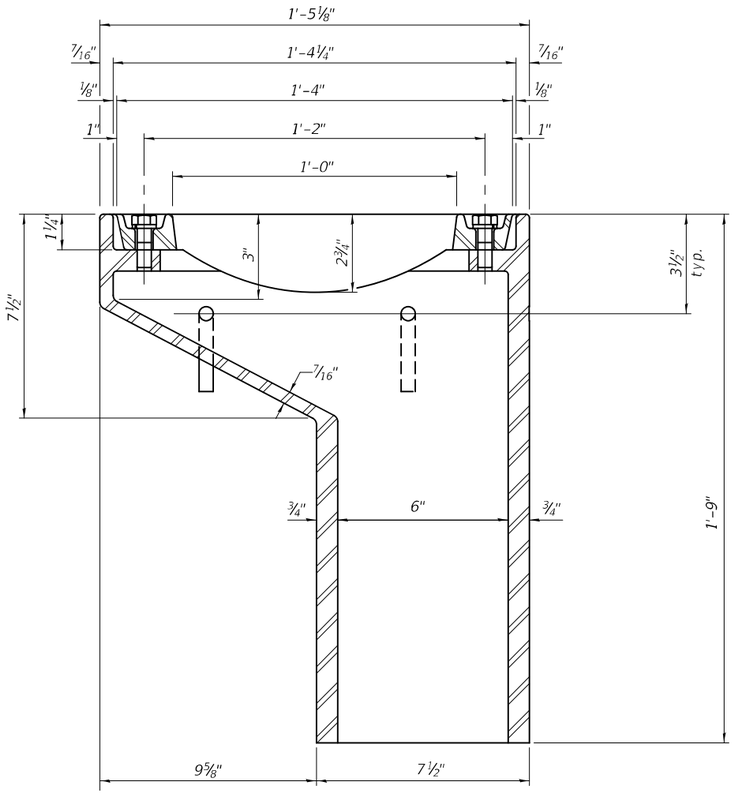
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 2 of 31.

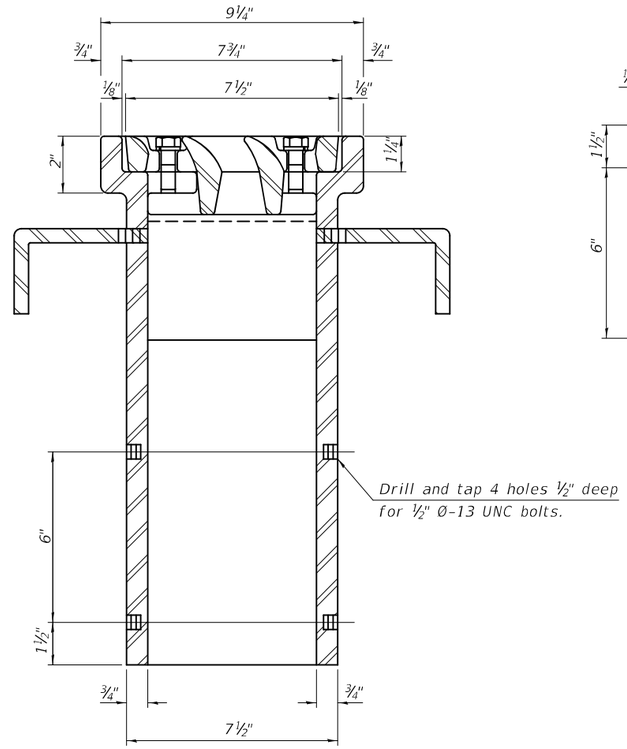
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

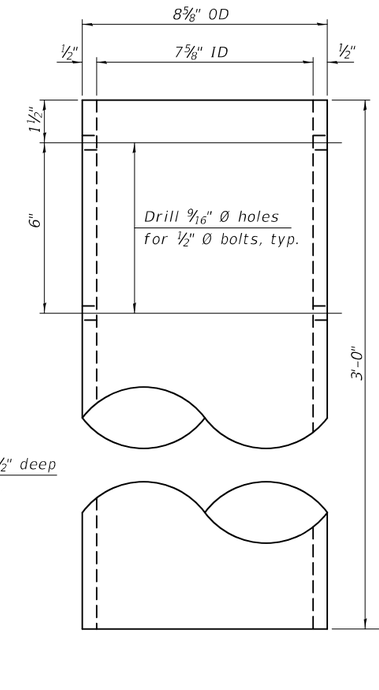


SECTION A-A

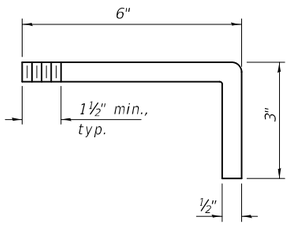
See sheet 11 of 31 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	8

DS-11

2-1-2023

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___
	CHECKED - KES	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 090-0032
SHEET NO. 13 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	146
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

MODEL: 68C00-146
FILE NAME: \\vksp-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
8/24/2023 11:06:40 AM

Notes:

Bolts, expansion anchors, washers, nuts, etc. shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

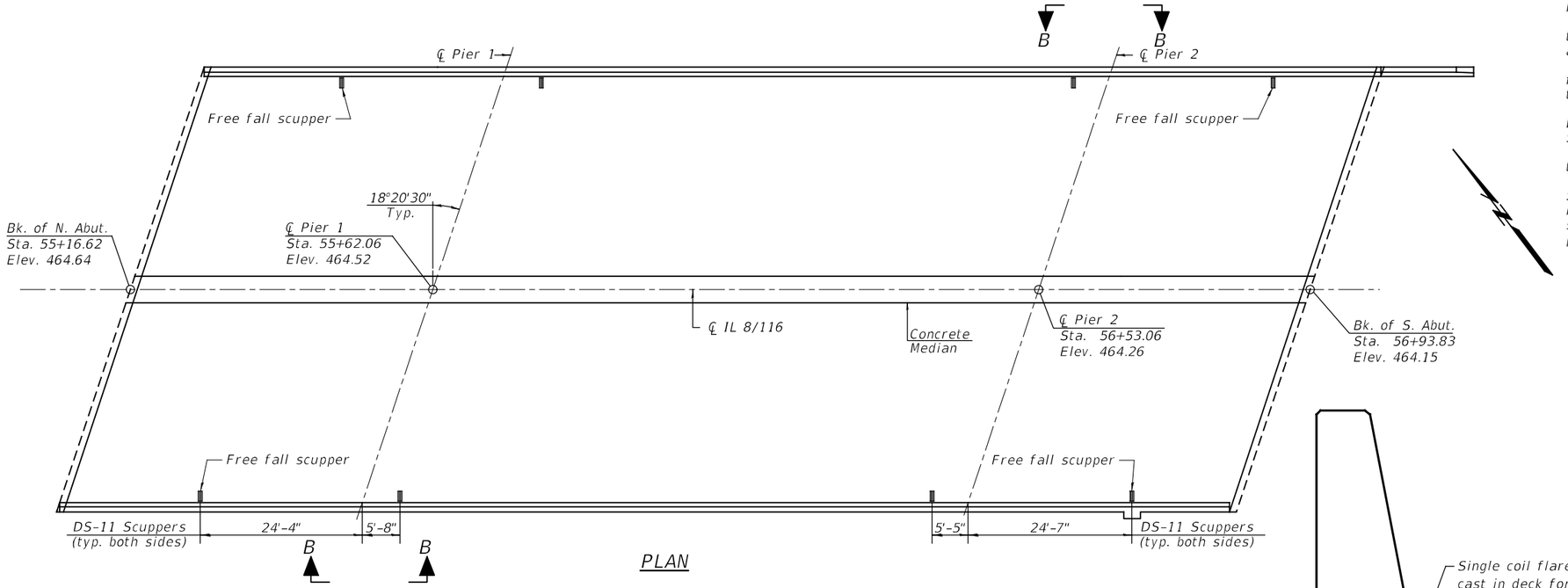
Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

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

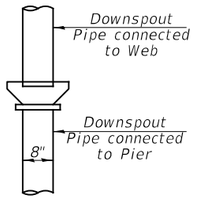
The pipe type shall conform to the requirements specified in the GBSP.

Cost of the Hangars, Pipe, Tees, Elbows, Cleanouts, Wyes, Splash blocks and all appurtenances required for the installation of the drainage collection system, except scuppers, shall be included in and paid for at the contract lump sum price for Drainage System.

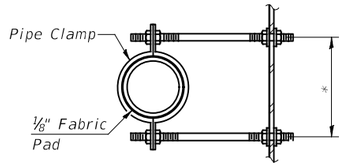
Note: Drawing Not to Scale. Follow Dimensions.



PLAN

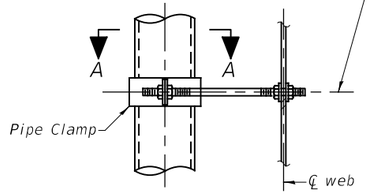


DETAIL 1



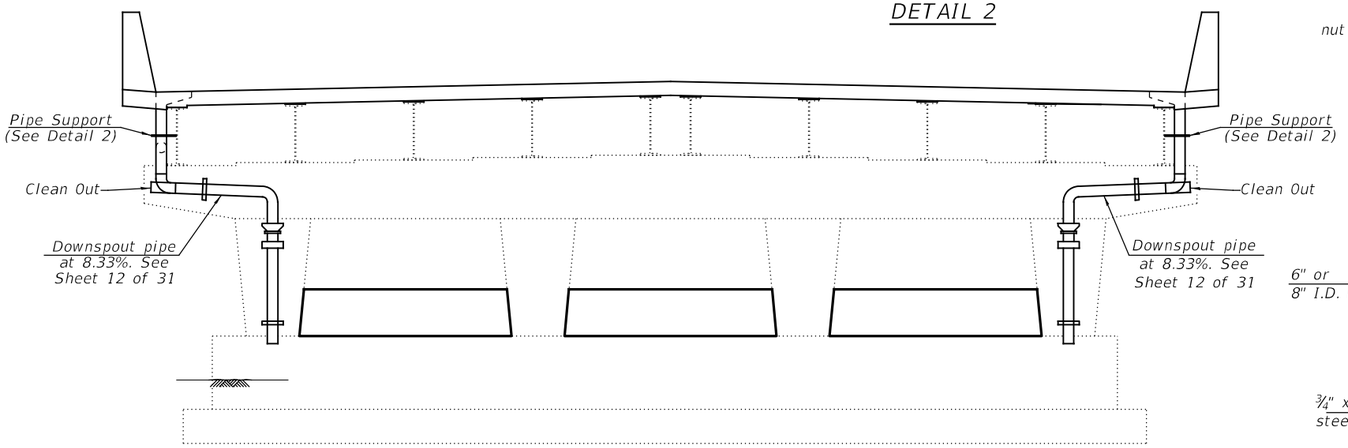
SECTION A-A

*Dimension as required by Pipe Clamp



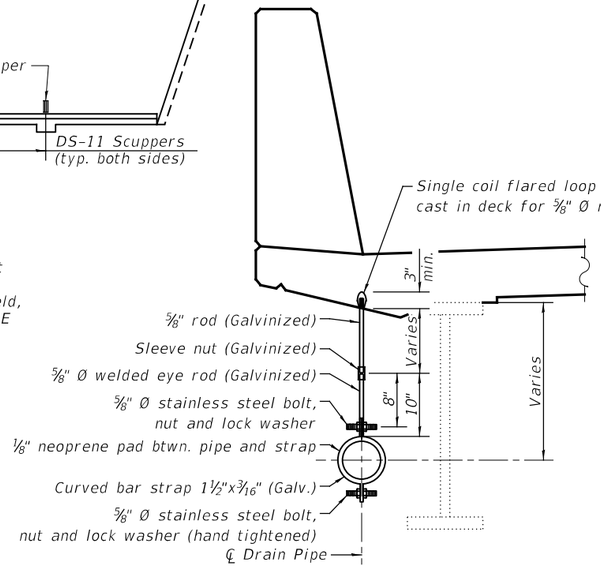
ELEVATION
PIPE CONNECTION TO WEB

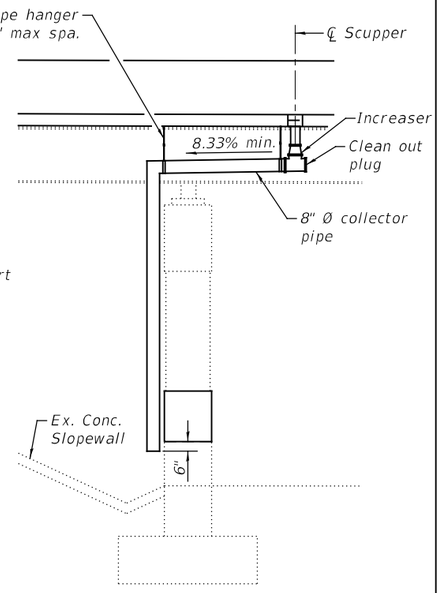
DETAIL 2



ELEVATION

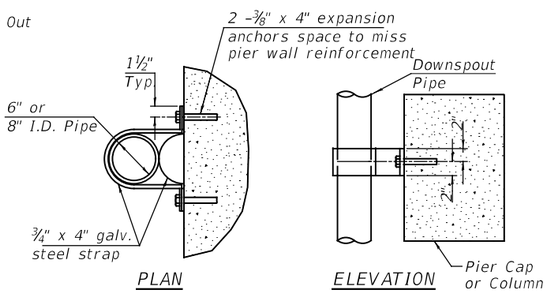
(Pier 1 Looking South)
(Pier 2 Looking North)





VIEW B-B

LONGITUDINAL PIPE SUPPORT DETAIL



PLAN ELEVATION

DETAIL 3

(Pipe Connection to Pier)

SCHEDULE DRAINAGE SCUPPERS

Station	Offset	Type
Sta. 55+27.06	32' RT	DS-11
Sta. 55+48.28	32' LT	DS-11
Sta. 55+57.06	32' RT	DS-11
Sta. 55+78.28	32' LT	DS-11
Sta. 56+37.06	32' RT	DS-11
Sta. 56+58.28	32' LT	DS-11
Sta. 56+67.06	32' RT	DS-11
Sta. 56+88.28	32' LT	DS-11

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System for Structures	L. Sum	0.33

MODEL: 68C00-147
FILE NAME: Z:\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PinICADD Sheets\090-0032.dgn
8/28/2023 4:10:38 PM

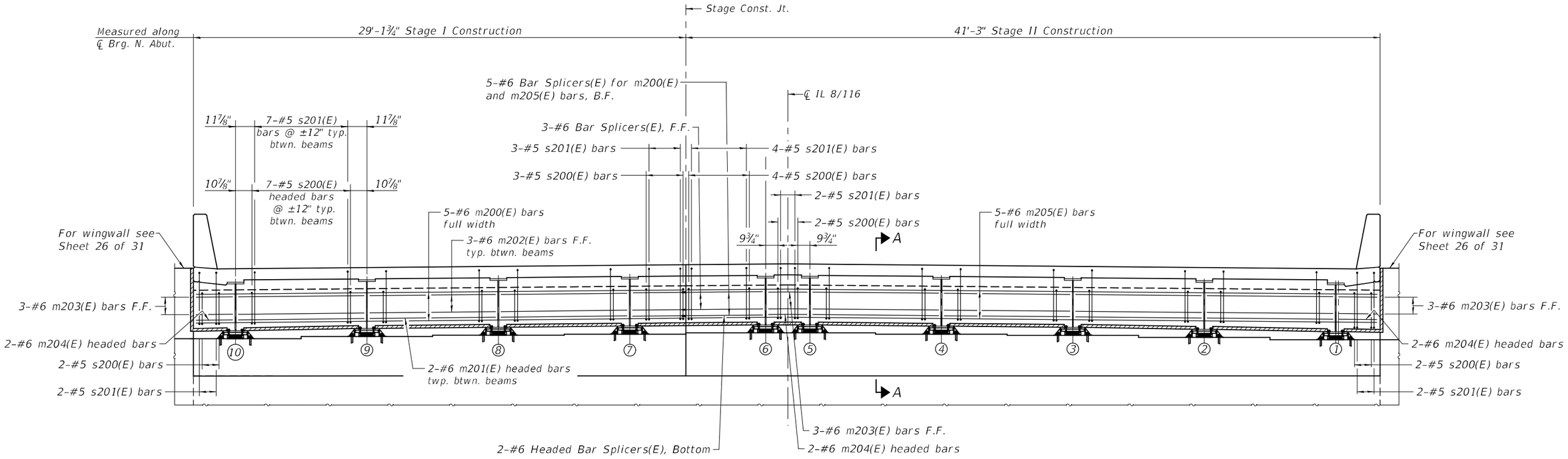
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___ | DESIGNED - DJC | REVISED - ___
PLOT SCALE = ___ | CHECKED - KES | REVISED - ___
PLOT DATE = August 24th, 2023 | DRAWN - JRP | REVISED - ___
CHECKED - MAH | REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

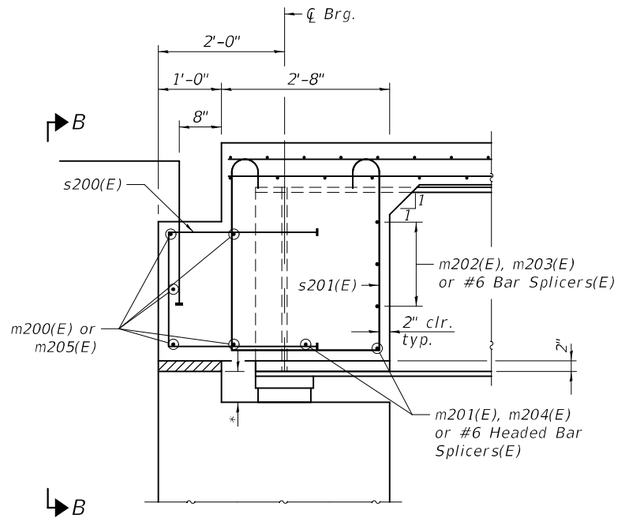
DRAINAGE SYSTEM
STRUCTURE NO. 090-0032
SHEET NO. 14 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-((HB,HB-1,2)BR-1)RS-2	TAZEWELL	293	147
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



DIAPHRAGM ELEVATION AT NORTH ABUTMENT

(Looking North)



SECTION A-A

NOTES

Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 31.

Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 31.

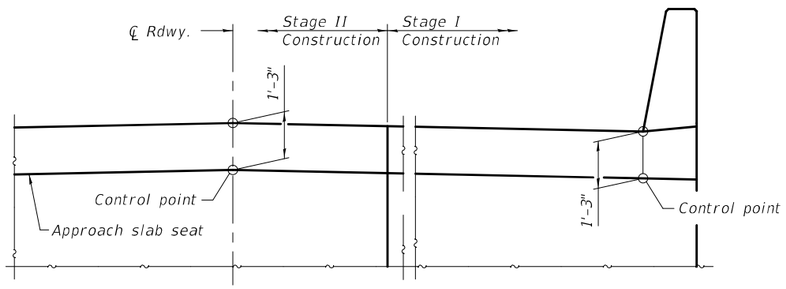
For details of bars s200(E), s201(E) and v200(E) see sheet 12 of 31.

The s200(E) and s201(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

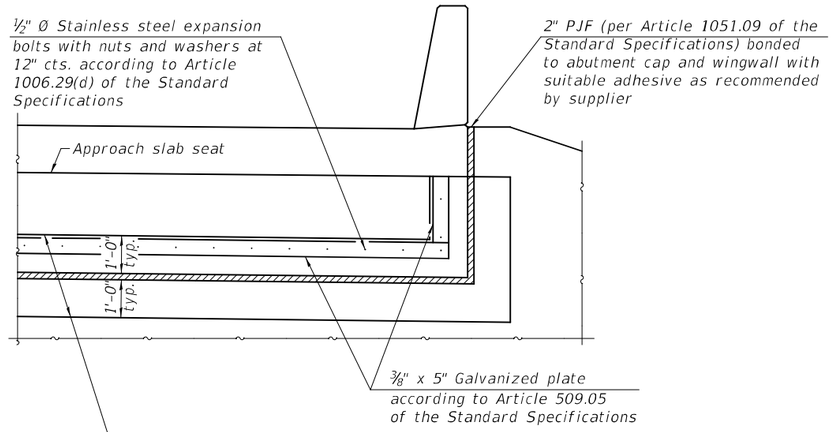
The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details, see sheet 24 of 31.

* Varies see sheet 26 of 31.



VIEW B-B



ABUTMENT JOINT DETAILS - ELEVATION

Note:
Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

MODEL: 68C00-148
FILE NAME: \\vksp-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street Plin\CADD Sheets\090-0032.dgn
8/24/2023 11:06:42 AM

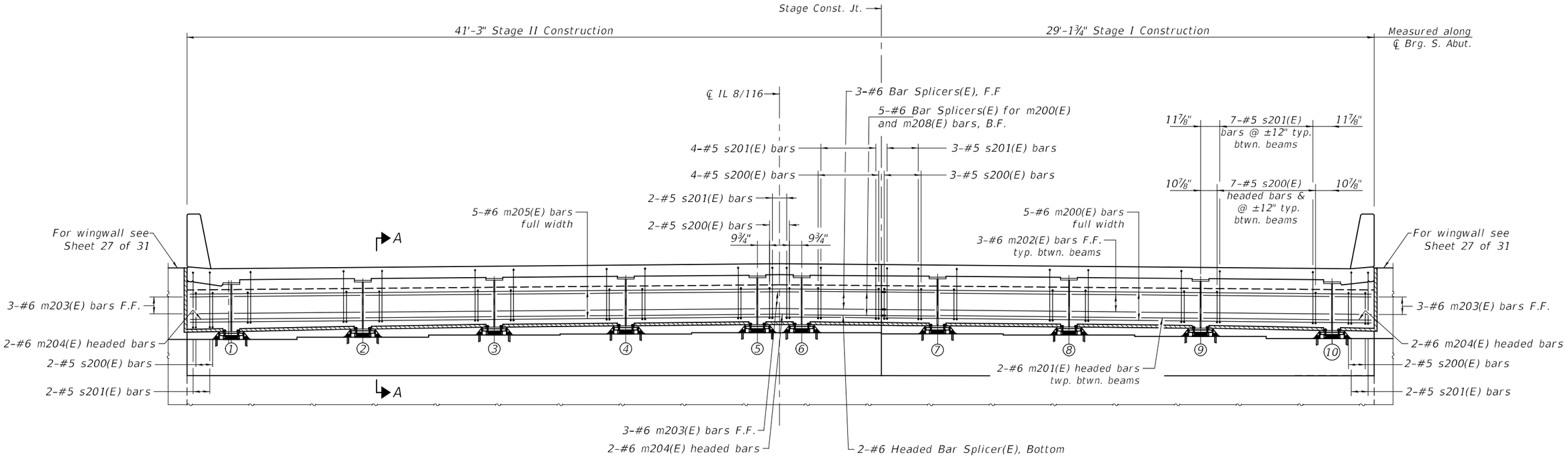
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___
	CHECKED - KES	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

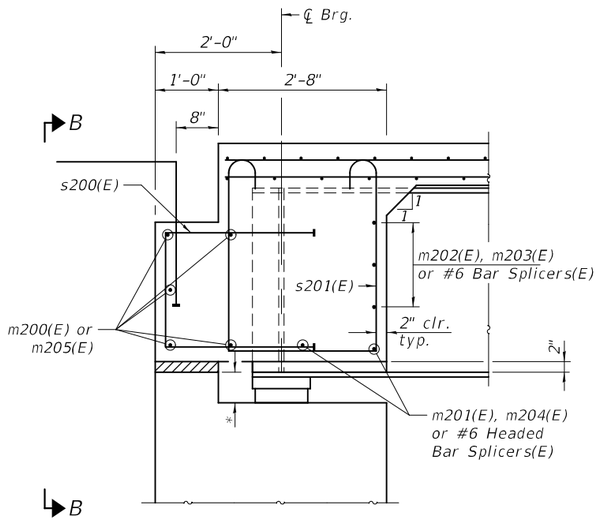
DIAPHRAGM DETAILS (NORTH ABUTMENT)
STRUCTURE NO. 090-0032
SHEET NO. 15 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	148
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



DIAPHRAGM ELEVATION AT SOUTH ABUTMENT

(Looking South)



SECTION A-A

NOTES

Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 31.

Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 31.

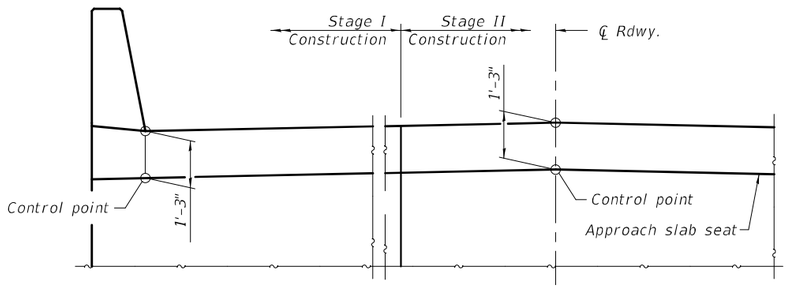
For details of bars s200(E), s201(E), and v200(E) see sheet 12 of 31.

The s200(E) and s201(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

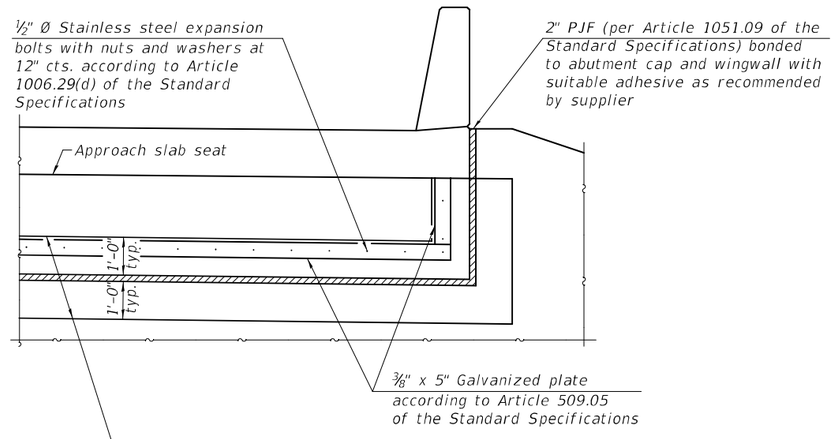
The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details, see sheet 24 of 31.

* Varies see sheet 26 of 31



VIEW B-B



ABUTMENT JOINT DETAILS - ELEVATION

Note:

Cost of fabric reinforced elastomeric mat, galvanized plate, stainless steel expansion bolts with nuts and washers and installation are included in the cost of Concrete Superstructure.

MODEL: 68C00-149
FILE NAME: \\vksp-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
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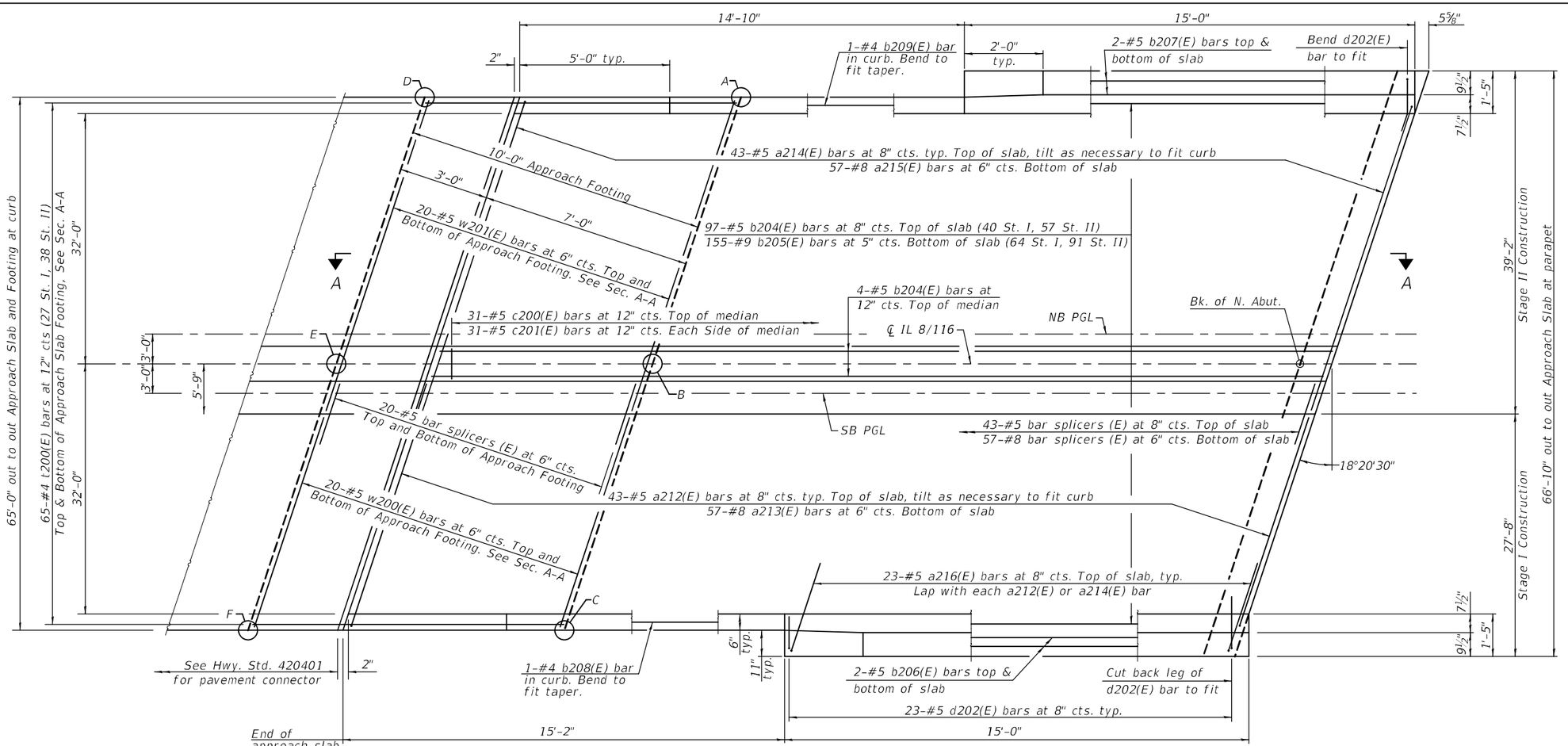
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS (SOUTH ABUTMENT)
STRUCTURE NO. 090-0032
SHEET NO. 16 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	149
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



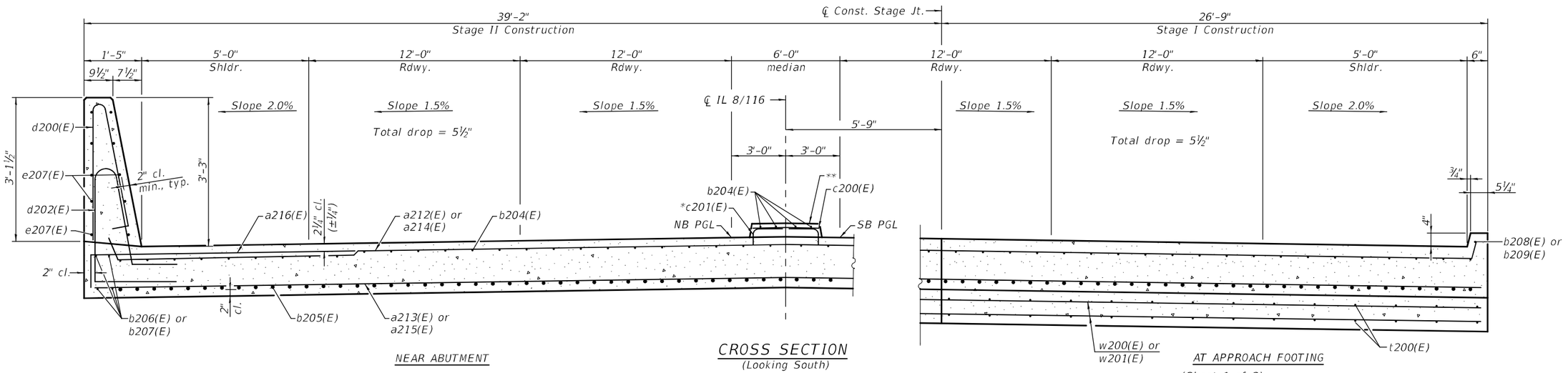
* ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.) Cost of expansion anchors/inserts included in the cost of Reinforcement Bars, Epoxy Coated.

** ¼" x¾" Formed joint with bridge relief joint sealer at 15'-0" cts. (Full width - backer rod not required)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach		
Point	Top	Bottom
A	462.91	462.08
B	463.46	462.62
C	462.97	462.14
D	462.94	462.11
E	463.49	462.65
F	463.00	462.17

PLAN



NEAR ABUTMENT

CROSS SECTION
(Looking South)

AT APPROACH FOOTING

(Sheet 1 of 2)

MODEL: 68C00-150
FILE NAME: \\wksp-fs1.vkdom.net\Shared\D V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
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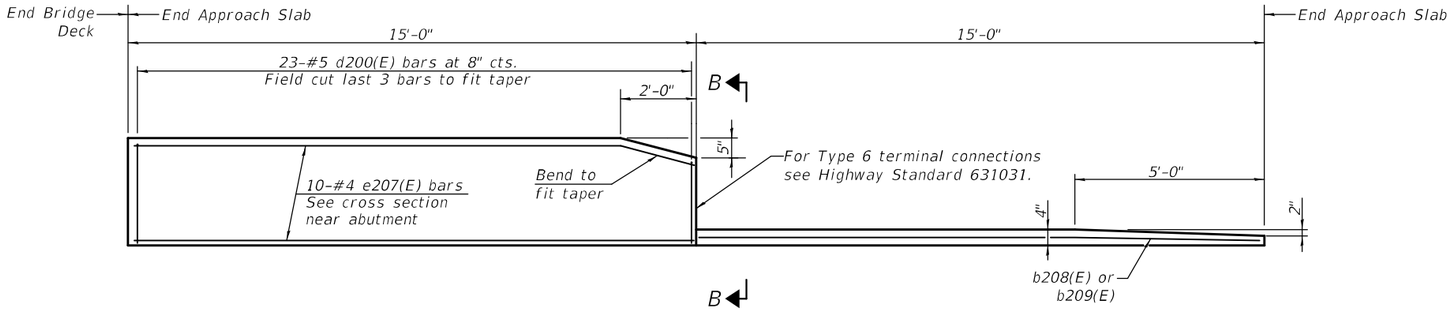
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___
	CHECKED - KES	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

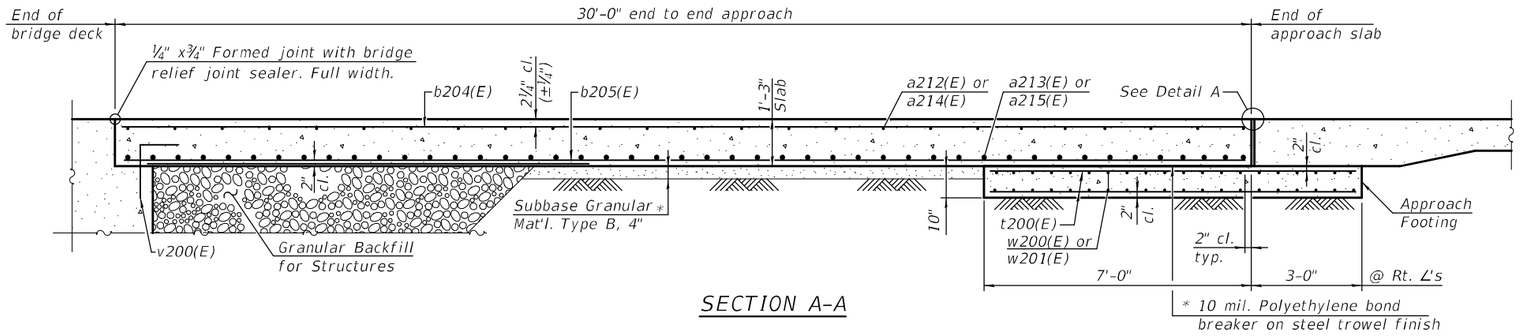
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS (NORTH ABUTMENT)
STRUCTURE NO. 090-0032
SHEET NO. 17 OF 31 SHEETS

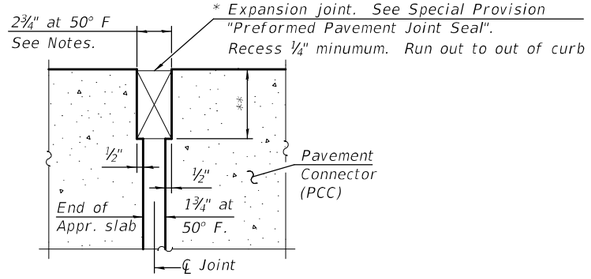
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



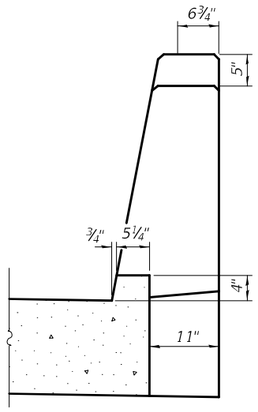
INSIDE ELEVATION OF PARAPET AND CURB



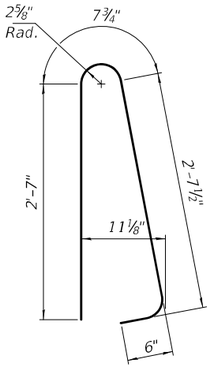
SECTION A-A



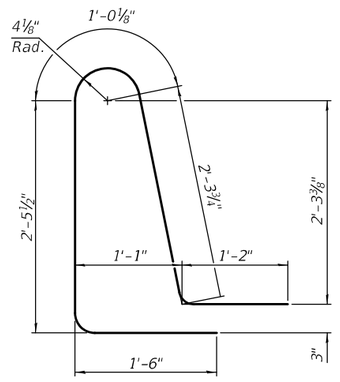
DETAIL A
(@ Rt. ℄'s)



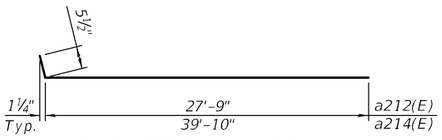
VIEW B-B



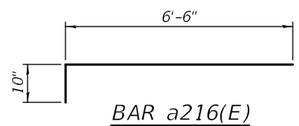
BAR d200(E)



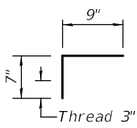
BAR d202(E)



BAR a212(E) or a214(E)



BAR a216(E)



BAR c201(E)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

Parapet concrete and median concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 31.

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a212(E)	43	#5	28'-3"	
a213(E)	57	#8	27'-11"	
a214(E)	43	#5	40'-4"	
a215(E)	57	#8	40'-0"	
a216(E)	46	#5	7'-4"	
b204(E)	101	#5	29'-8"	
b205(E)	155	#9	29'-8"	
b206(E)	4	#5	14'-3"	
b207(E)	4	#5	14'-8"	
b208(E)	1	#4	14'-10"	
b209(E)	1	#4	14'-6"	
c200(E)	31	#5	3'-6"	
c201(E)	62	#5	1'-4"	
d200(E)	46	#5	6'-5"	
d202(E)	46	#5	8'-6"	
e207(E)	20	#4	14'-8"	
t200(E)	130	#4	10'-2"	
w200(E)	40	#5	27'-10"	
w201(E)	40	#5	39'-11"	
Concrete Superstructure		Cu. Yd.	6.1	
Bridge Deck Grooving		Sq. Yd.	187	
Protective Coat		Sq. Yd.	233	
Concrete Superstructure (Approach Slab)		Cu. Yd.	91.8	
Concrete Structures		Cu. Yd.	21.2	
Reinforcement Bars, Epoxy Coated		Pound	37,490	

MODEL: 68C00-151
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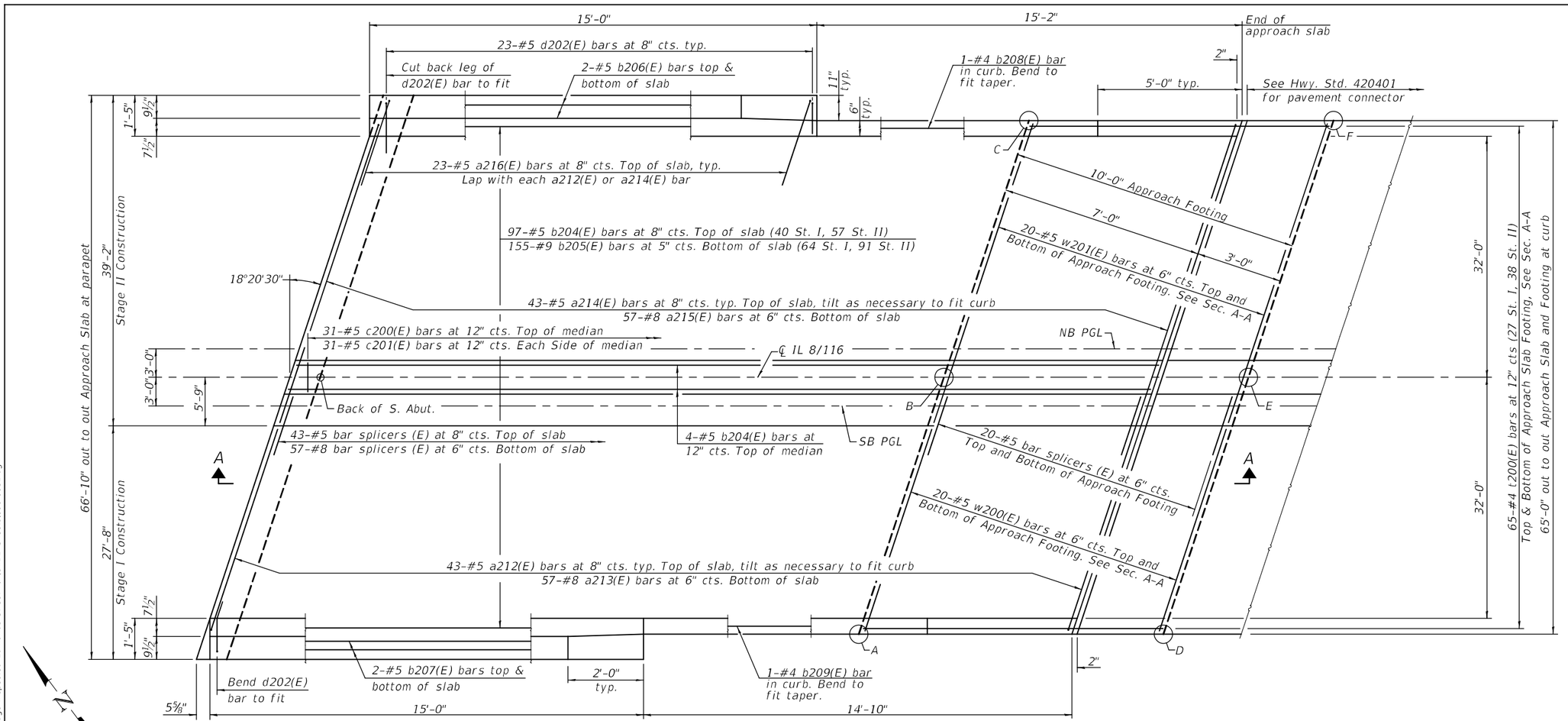
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS (NORTH ABUTMENT)
STRUCTURE NO. 090-0032
SHEET NO. 18 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	151
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



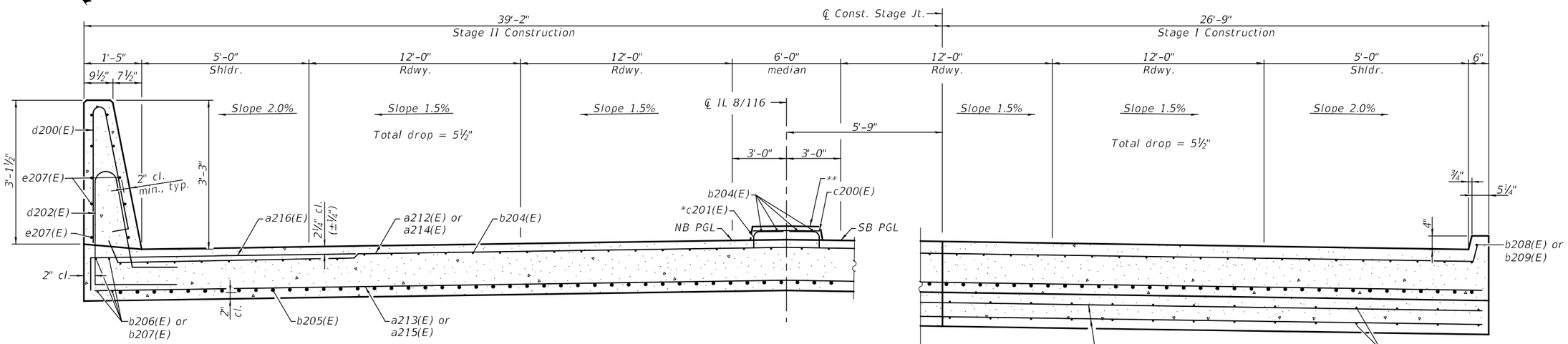
* ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.) Cost of expansion anchors/inserts included in the cost of Reinforcement Bars, Epoxy Coated.

** ¼" x ¾" Formed joint with bridge relief joint sealer at 15'-0" cts. (Full width – backer rod not required)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach		
Point	Top	Bottom
A	462.35	461.52
B	462.84	462.00
C	462.29	461.46
D	462.32	461.49
E	462.81	461.97
F	462.26	461.43

PLAN



NEAR ABUTMENT

CROSS SECTION (Looking South)

AT APPROACH FOOTING

(Sheet 1 of 2)

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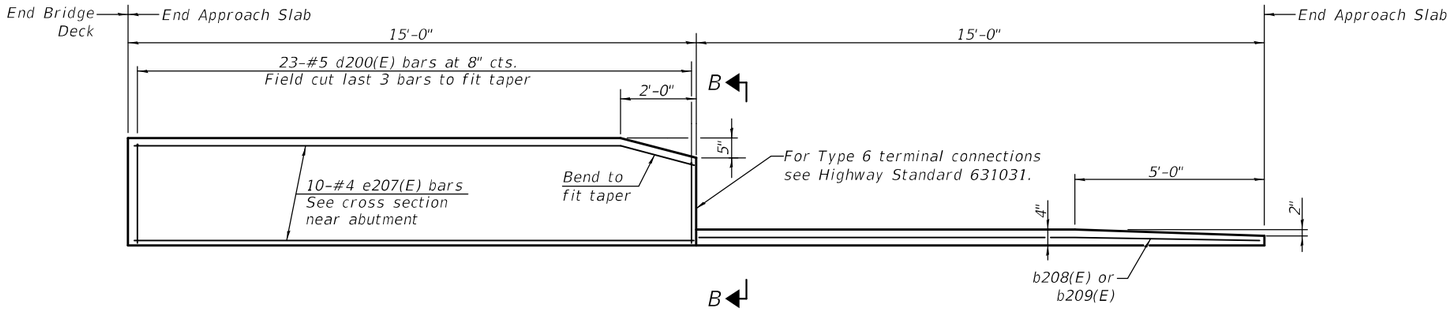
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PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

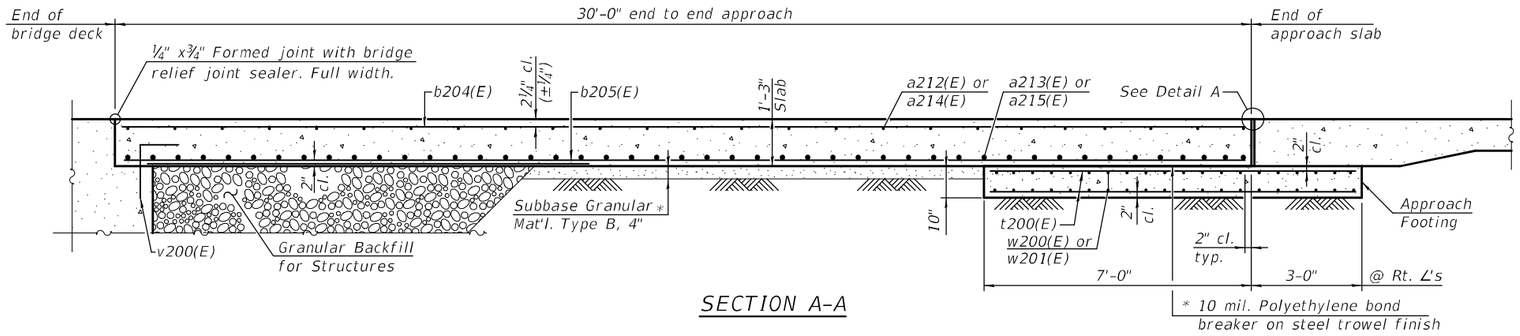
APPROACH SLAB DETAILS (SOUTH ABUTMENT)
STRUCTURE NO. 090-0032
SHEET NO. 19 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	152
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

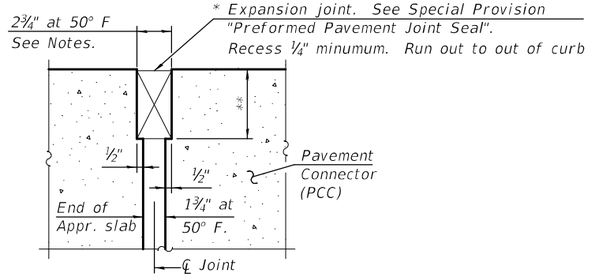
MODEL: 68C00-152
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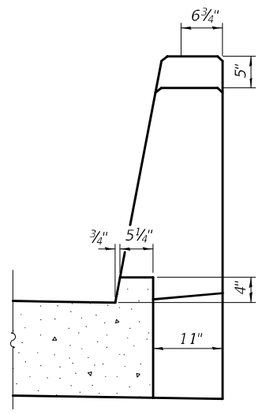
INSIDE ELEVATION OF PARAPET AND CURB



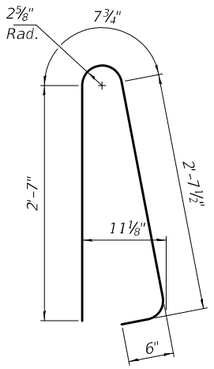
SECTION A-A



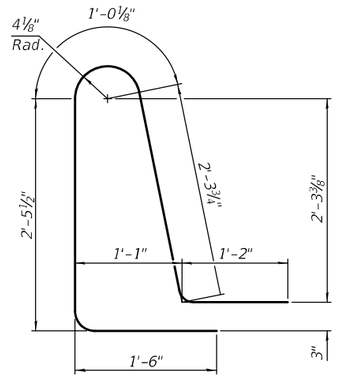
DETAIL A
(@ Rt. ℄'s)



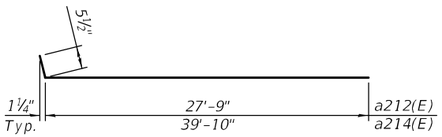
VIEW B-B



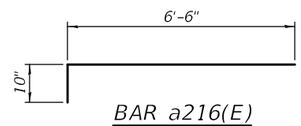
BAR d200(E)



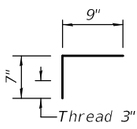
BAR d202(E)



BAR a212(E) or a214(E)



BAR a216(E)



BAR c201(E)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

Parapet concrete and median concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 31.

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

ONE APPROACH BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a212(E)	43	#5	28'-3"	
a213(E)	57	#8	27'-11"	
a214(E)	43	#5	40'-4"	
a215(E)	57	#8	40'-0"	
a216(E)	46	#5	7'-4"	
b204(E)	101	#5	29'-8"	
b205(E)	155	#9	29'-8"	
b206(E)	4	#5	14'-3"	
b207(E)	4	#5	14'-8"	
b208(E)	1	#4	14'-10"	
b209(E)	1	#4	14'-6"	
c200(E)	31	#5	3'-6"	
c201(E)	62	#5	1'-4"	
d200(E)	46	#5	6'-5"	
d202(E)	46	#5	8'-6"	
e207(E)	20	#4	14'-8"	
t200(E)	130	#4	10'-2"	
w200(E)	40	#5	27'-10"	
w201(E)	40	#5	39'-11"	
Concrete Superstructure		Cu. Yd.	6.1	
Bridge Deck Grooving		Sq. Yd.	187	
Protective Coat		Sq. Yd.	233	
Concrete Superstructure (Approach Slab)		Cu. Yd.	91.8	
Concrete Structures		Cu. Yd.	21.2	
Reinforcement Bars, Epoxy Coated		Pound	37,490	

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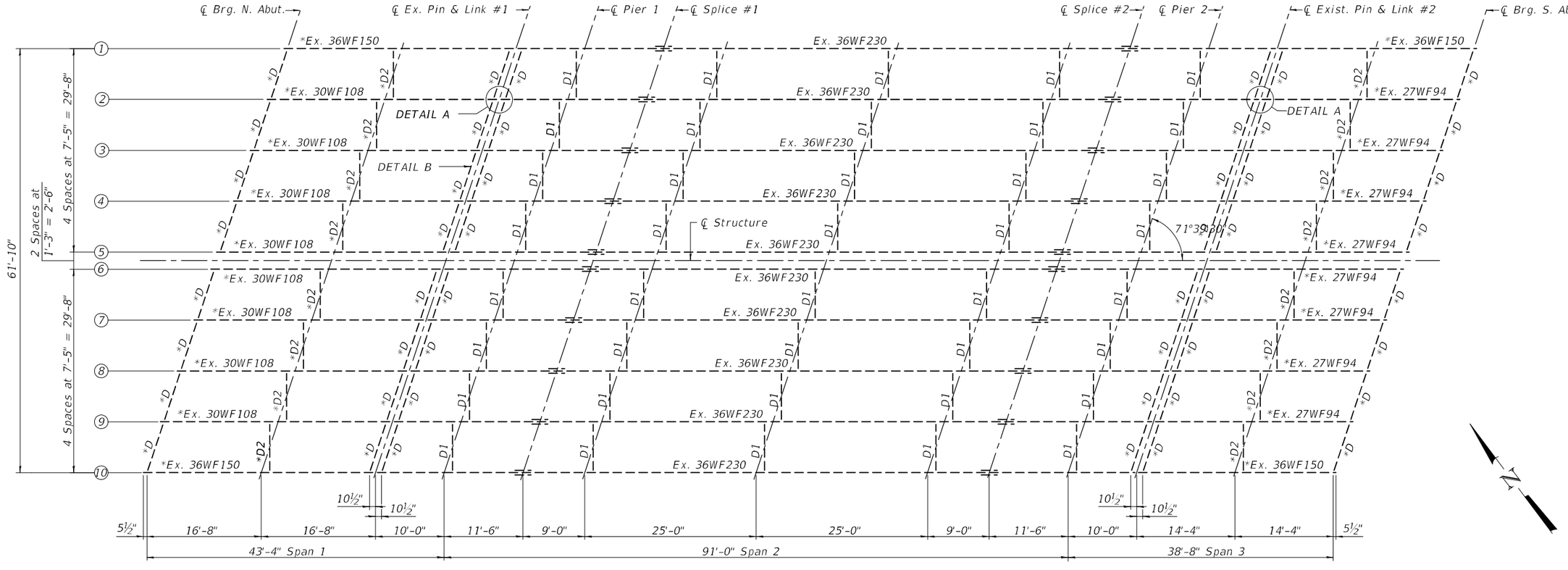
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS (SOUTH ABUTMENT)
STRUCTURE NO. 090-0032
SHEET NO. 20 OF 31 SHEETS

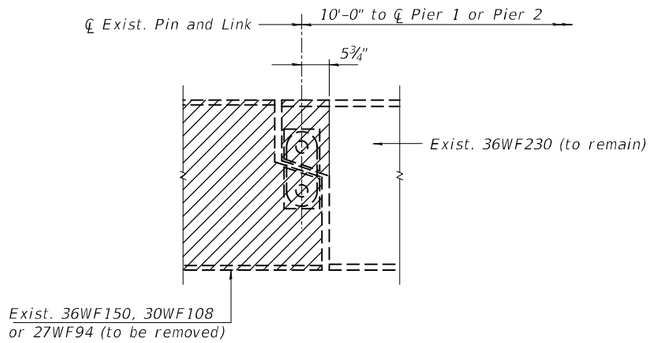
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	153
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

MODEL: 68C00-153
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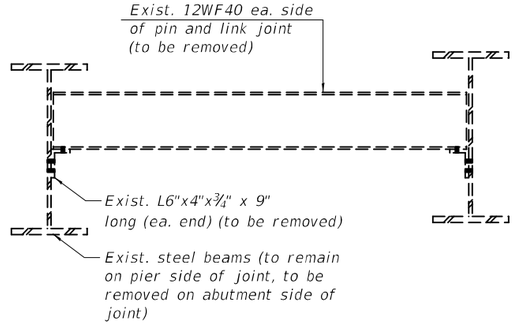


EXISTING FRAMING PLAN

* Existing structural steel to be removed
D – Existing 12WF40 Diaphragm to be removed
D1 – Existing 16WF36 Diaphragm to remain
D2 – Exising 12WF36 Diaphragm to remain



DETAIL A



DETAIL B

Indicates Existing Steel Removal

BILL OF MATERIAL

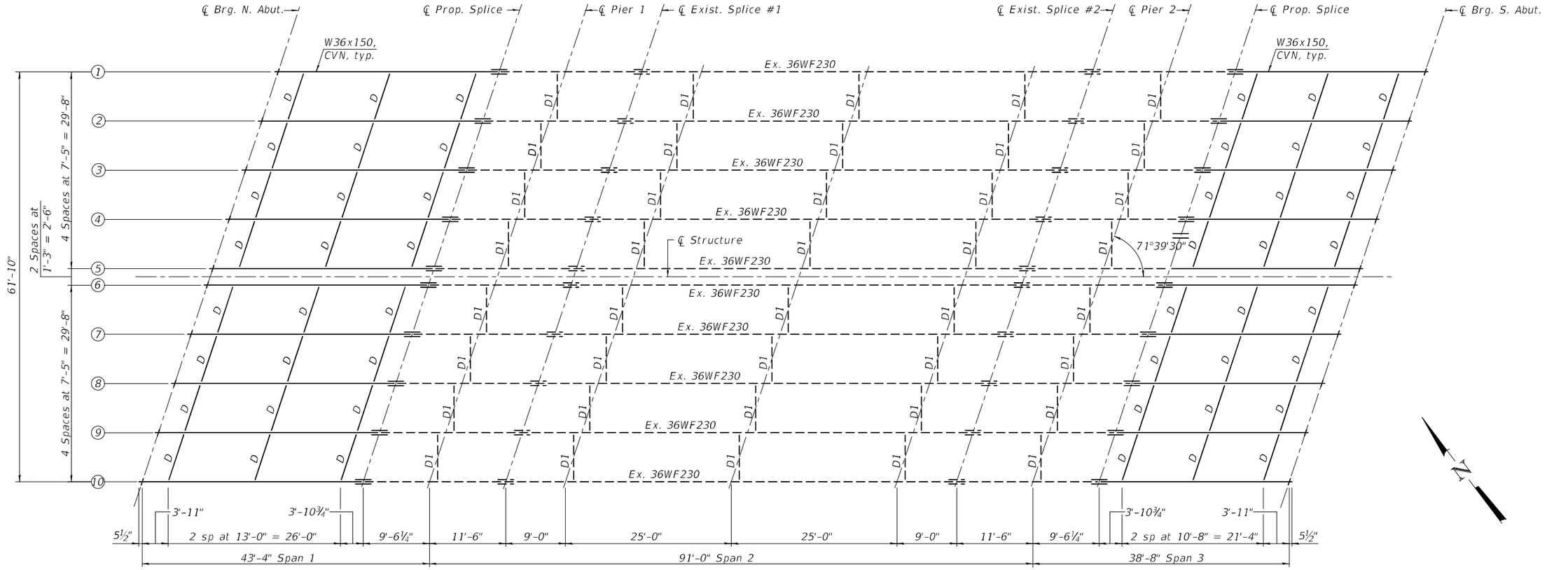
Item	Unit	Quantity
Structural Steel Removal	Pound	98,410

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USER NAME = ___	DESIGNED - DJC	REVISED - ___	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL REMOVAL STRUCTURE NO. 090–0032	
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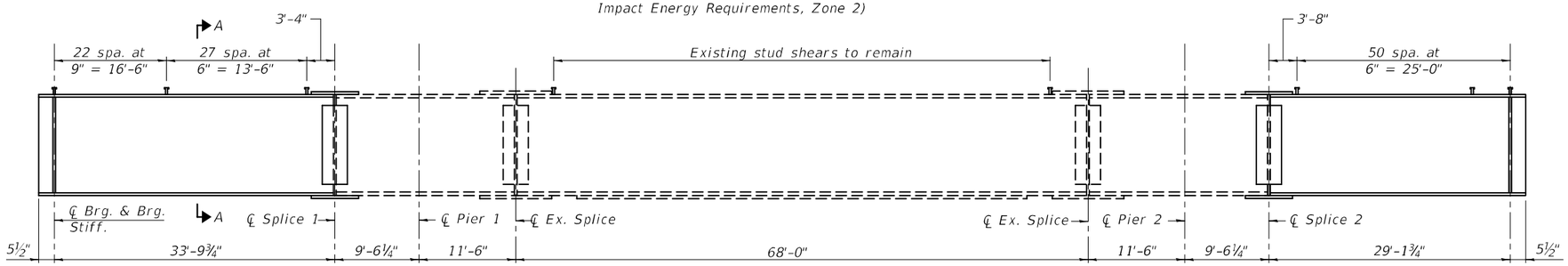
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	154
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

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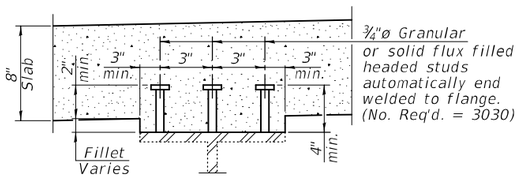
FRAMING PLAN

(CVN denotes Charpy V-Notch Impact Energy Requirements, Zone 2)



GIRDER ELEVATION

Notes:
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.



SECTION A-A

TOP OF BEAM ELEVATIONS

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10
℄ Brg. N. Abut.	463.40	463.54	463.65	463.77	463.89	463.89	463.79	463.68	463.58	463.46
℄ Brg. S. Abut.	462.91	463.05	463.17	463.29	463.41	463.41	463.30	463.20	463.09	462.97

BILL OF MATERIAL

Item	Unit	Quantity
Furnishing and Erecting Structural Steel	Pound	130,810
Stud Shear Connectors	Each	3030

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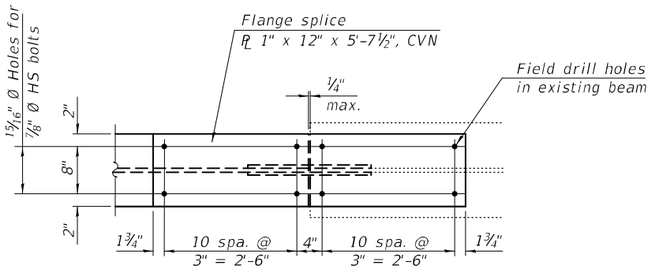
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DEPARTMENT OF TRANSPORTATION

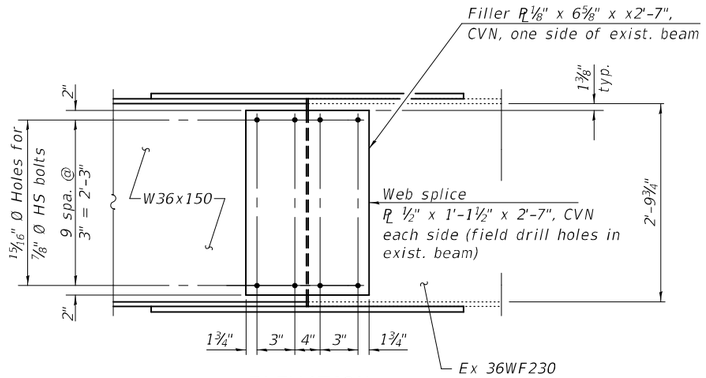
STRUCTURAL STEEL
STRUCTURE NO. 090-0032
SHEET NO. 22 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	155
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

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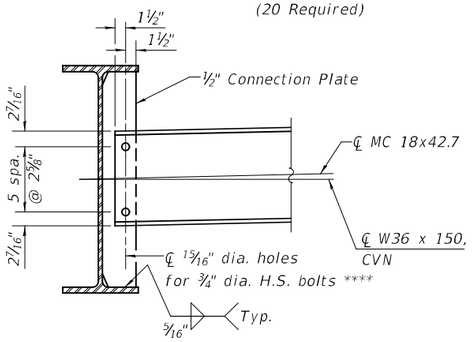
PLAN



ELEVATION

SPLICE DETAIL

(20 Required)



DIAPHRAGM D

(48 Required for SN 090-0032)

Notes:

Two hardened washers required for each set of oversized holes.

Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilitzed, shall be provided at no additional cost to the department.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.

**** Use 13/16" x 1⅞" vertical slotted holes in connection plate at the West side of Beam 6. Provide 5/16" plate washers for slotted holes. The bolts for slotted holes in the connection plate at Beam 6 shall be finger tightened prior to deck pour to Stage II Construction. The bolts shall be fully tightened after completion of the deck pour for Stage II Construction.

INTERIOR BEAM MOMENT TABLE						
		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I_s	(in^4)	9040	14988	19279	14988	9040
$I_c(n)$	(in^4)	24400	--	47824	--	24400
$I_c(3n)$	(in^4)	18145	--	34570	--	18145
S_s	(in^3)	504	837	1244	837	504
$S_c(n)$	(in^3)	740	--	1656	--	740
$S_c(3n)$	(in^3)	672	--	1612	--	672
D_L	(k/')	0.953	1.045	1.098	1.045	0.953
M_{DL}	('k)	31	-567	562	-562	9
s_L	(k/')	.325	.325	.325	.325	.325
M_{SL}	('k)	19	-154	184	-151	9
M_L	('k)	295	-298	657	298	248
M_I	('k)	88	-78	151	78	74
	('k)	638	-627	1346	-627	537
M_a	('k)	895	-1752	2720	-1742	722
* M_u	('k)	2220	2829	4968	2829	2220
f_s DL non-comp	(ksi)	0.74	8.13	5.42	8.06	0.21
f_s DL comp	(ksi)	0.34	2.21	1.37	2.17	0.16
f_s [$M_L + M_I$]	(ksi)	10.35	8.99	9.75	8.99	8.71
f_s (Overload)	(ksi)	11.43	19.33	16.54	19.22	9.08
** f_s (Total)	(ksi)	-	-	-	-	-
VR	(k)	50.2	-	-	-	54.6

* Compact section

** Braced non-compact and partially braced section

INTERIOR BEAM REACTION TABLE					
		N. Abut	Pier 1	Pier 2	S. Abut
R_{DL}	(k)	49.3	108.9	107.6	44.5
R_L	(k)	43.1	55.3	54.7	42.3
R_I	(k)	12.8	14.4	14.4	12.7
R_{Total}	(k)	105.2	178.6	176.7	99.5

Note: R_{DL} includes approach slab and semi-integral abutment diaphragm dead load

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total and Overload) 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 and Overload) in uncracked sections due to short-term composite live loads (in.^{4} and in.^{3}).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s(Total and Overload) due to long term composite (superimposed) dead loads (in.^{4} and in.^{3}).

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

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

s_L: Un-factored long-term composite (superimposed) dead load (kips/ft.).

M_{SL}: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L: Un-factored live load moment (kip-ft.)

M_I: Un-factored moment due to impact (kip-ft.).

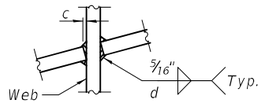
M_a: Factored design moment (kip-ft.).
1.3 [M_{DL} + M_{SL} + ⅗(M_L + M_I)]

M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
M_{DL} + M_{SL} + ⅗(M_L + M_I)

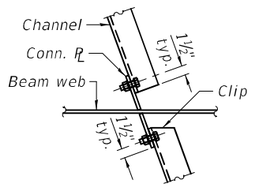
f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.3 [M_{DL} + M_{SL} + ⅗(M_L + M_I)]

VR: Maximum L + impact shear range within the composite portion of the span for stud shear connector design (kips).

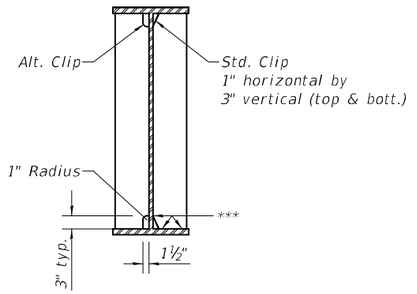


WEB WELD DETAIL

d = 5/16" + c

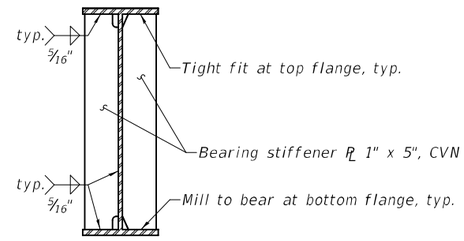


DETAIL A



WELD LIMITS AND CLIP DETAILS

***Stop weld ¼" (7/8") from edges as shown, typ.



BEARING STIFFENER

(40 Required S.N. 090-0032)

MODEL: 68C00-156
FILE NAME: \\vksp-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnICADD Sheets\090-0032.dgn
8/24/2023 11:06:53 AM

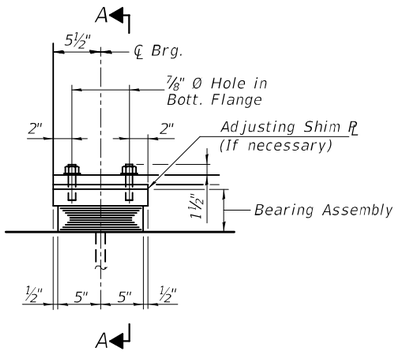
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

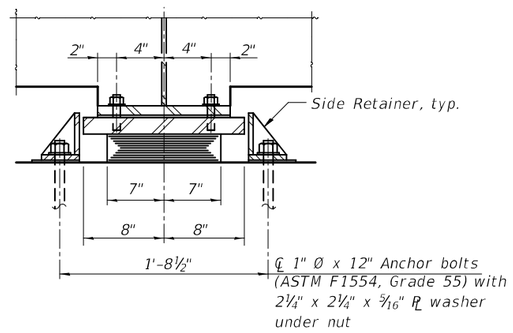
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 090-0032
SHEET NO. 23 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	156
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

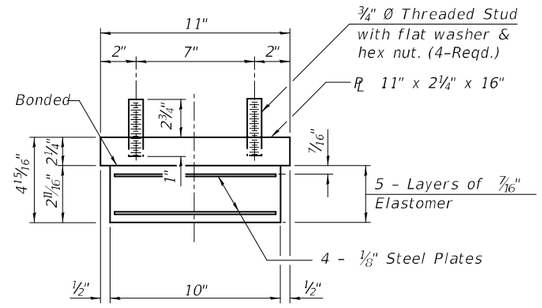


ELEVATION



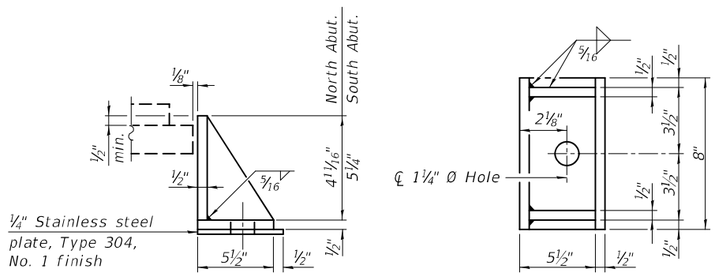
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. – NORTH ABUTMENT



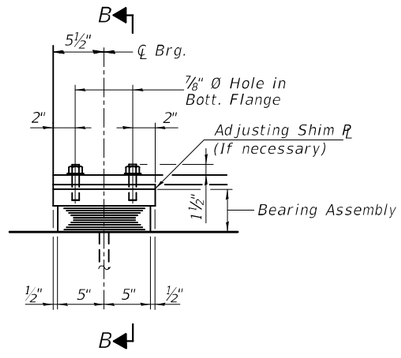
BEARING ASSEMBLY
NORTH ABUTMENT

Note:
Shim plates shall not be placed under Bearing Assembly.

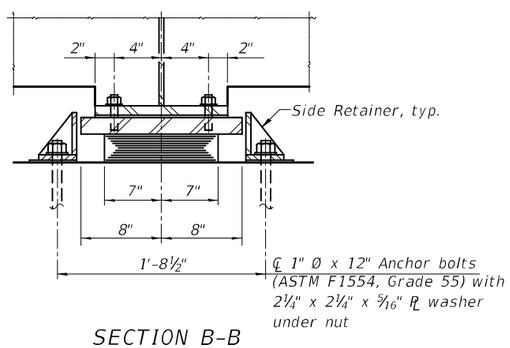


SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

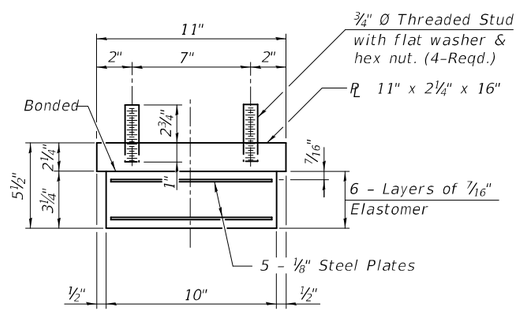


ELEVATION



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG. – SOUTH ABUTMENT



BEARING ASSEMBLY
SOUTH ABUTMENT

Note:
Shim plates shall not be placed under Bearing Assembly.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Two ⅛" in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

All steel for the bearings side retainers, shim plates, anchor bolts, and connection bolts shall be hot dipped galvanized.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 36.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	20
Anchor Bolts, 1"	Each	40

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

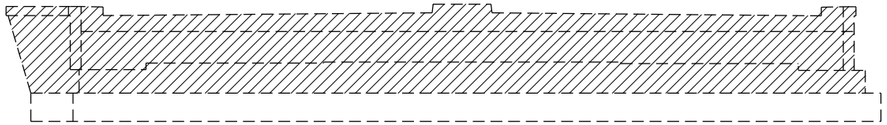
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	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

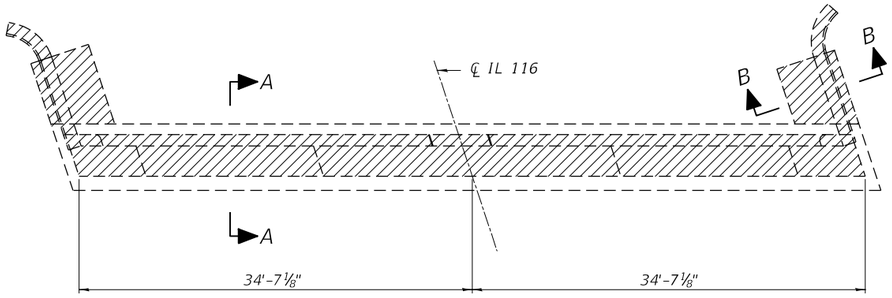
BEARING DETAILS
STRUCTURE NO. 090–0032
SHEET NO. 24 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	157
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

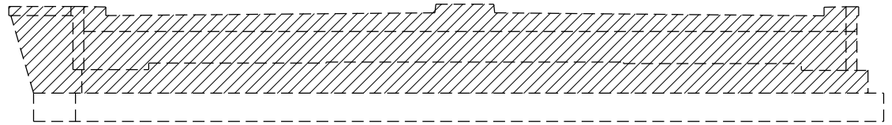
MODEL: 68C00-157
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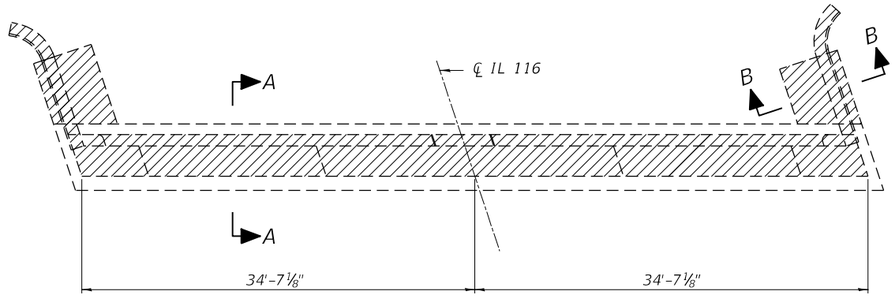
REMOVAL ELEVATION
(North Abutment - Looking North)



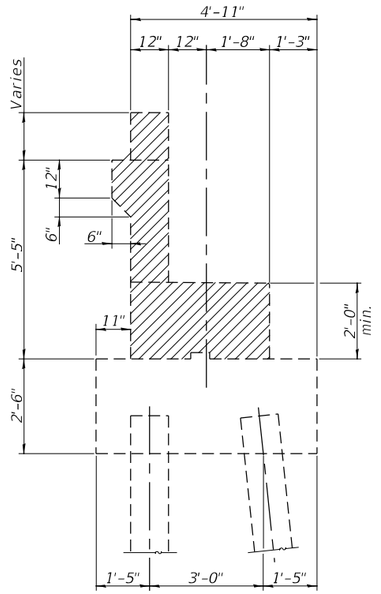
REMOVAL PLAN
(North Abutment)



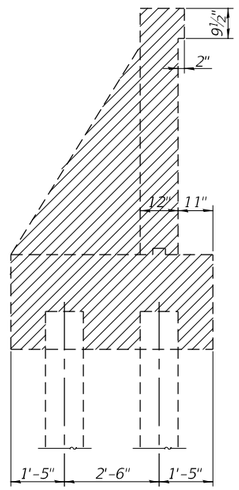
REMOVAL ELEVATION
(South Abutment - Looking South)



REMOVAL PLAN
(South Abutment)



SECTION A-A
(Horiz. dim. @ Rt. ∠'s)



SECTION B-B
(Horiz. dim. @ Rt. ∠'s)

▨ - Denotes concrete removal

Notes:
Existing reinforcing extending from abutment footing and cap to be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	99.6

MODEL: 68C00-158
FILE NAME: Z:\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street Pln\CADD Sheets\090-0032.dgn
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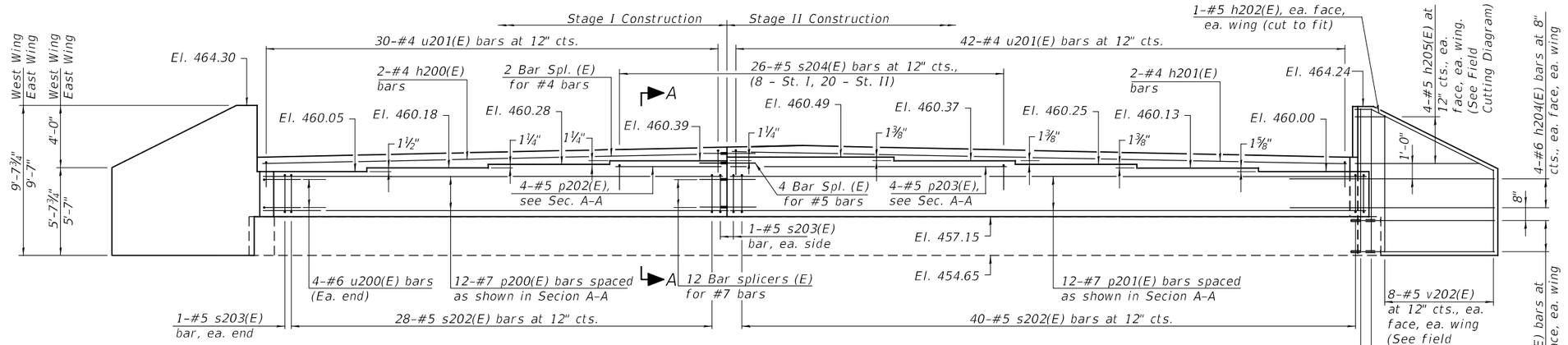
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___
	CHECKED - KES	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

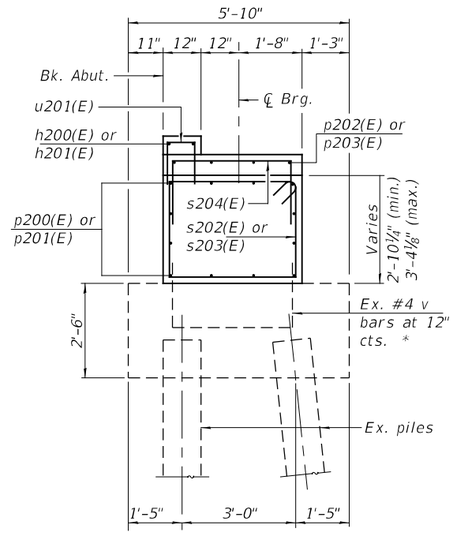
ABUTMENT CONCRETE REMOVAL DETAILS
STRUCTURE NO. 090-0032
SHEET NO. 25 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	158
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



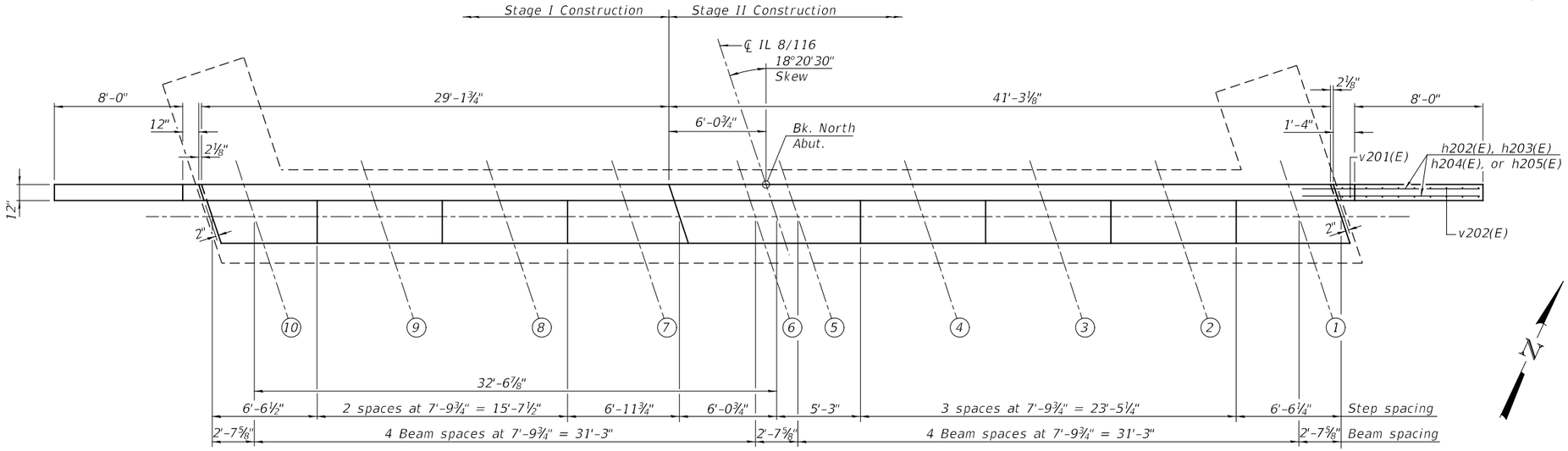
ELEVATION
(Looking North)

** Epoxy grout h203(E) bars in 12" minimum drilled holes according to Section 584 of the Standard Specifications.

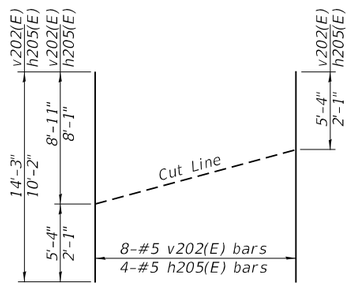


SECTION A-A
(Horiz. dim. @ Rt. ∠'s)

* Existing reinforcement extending from the existing footing to be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with Concrete Removal.

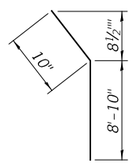


PLAN

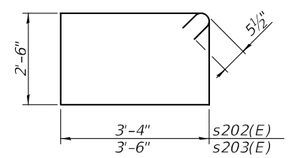


FIELD CUTTING DIAGRAM

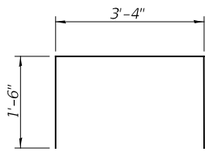
Order v202(E) and h205(E) bars full length. Cut as shown and use remaining bars in opposite face of wingwall.



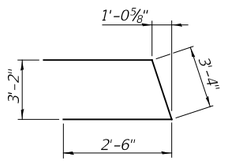
BAR h202(E)



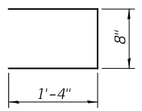
BAR s202(E) & s203(E)



BAR s204(E)



BAR u200(E)



BAR u201(E)

BILL OF MATERIAL
NORTH ABUTMENT

Bar	No.	Size	Length	Shape
h200(E)	2	#4	28'-9"	
h201(E)	2	#4	40'-11"	
h202(E)	4	#5	9'-8"	
h203(E)	12	#6	10'-0"	
h204(E)	16	#6	12'-2"	
h205(E)	8	#5	10'-2"	
p200(E)	12	#7	28'-9"	
p201(E)	12	#7	40'-11"	
p202(E)	4	#5	7'-4"	
p203(E)	4	#5	19'-7"	
s202(E)	68	#5	12'-7"	
s203(E)	4	#5	12'-11"	
s204(E)	28	#5	6'-4"	
u200(E)	8	#6	8'-4"	
u201(E)	72	#4	3'-4"	
v201(E)	8	#5	9'-3"	
v202(E)	16	#5	14'-3"	
Structure Excavation			Cu. Yd.	155
Concrete Structures			Cu. Yd.	36.2
Reinforcement Bars, Epoxy Coated			Pound	4220

MODEL: 68C00-159
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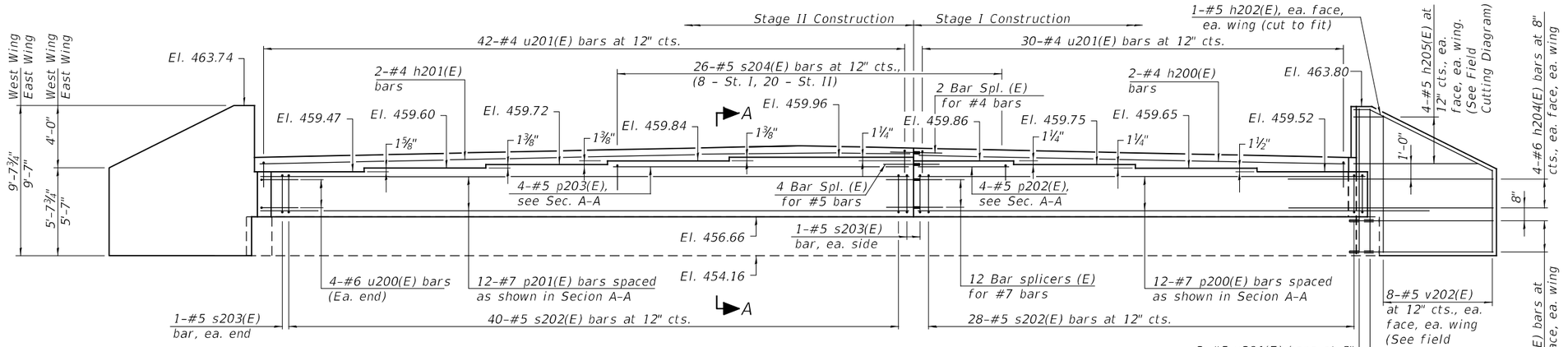
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___ | DESIGNED - DJC | REVISED - ___
PLOT SCALE = ___ | CHECKED - KES | REVISED - ___
PLOT DATE = August 24th, 2023 | DRAWN - JRP | REVISED - ___
CHECKED - MAH | REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

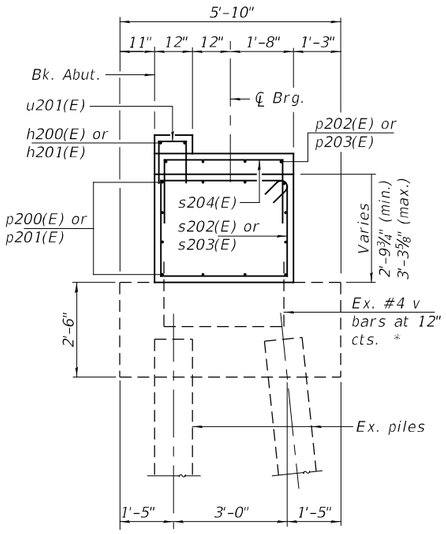
NORTH ABUTMENT
STRUCTURE NO. 090-0032
SHEET NO. 26 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	159
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



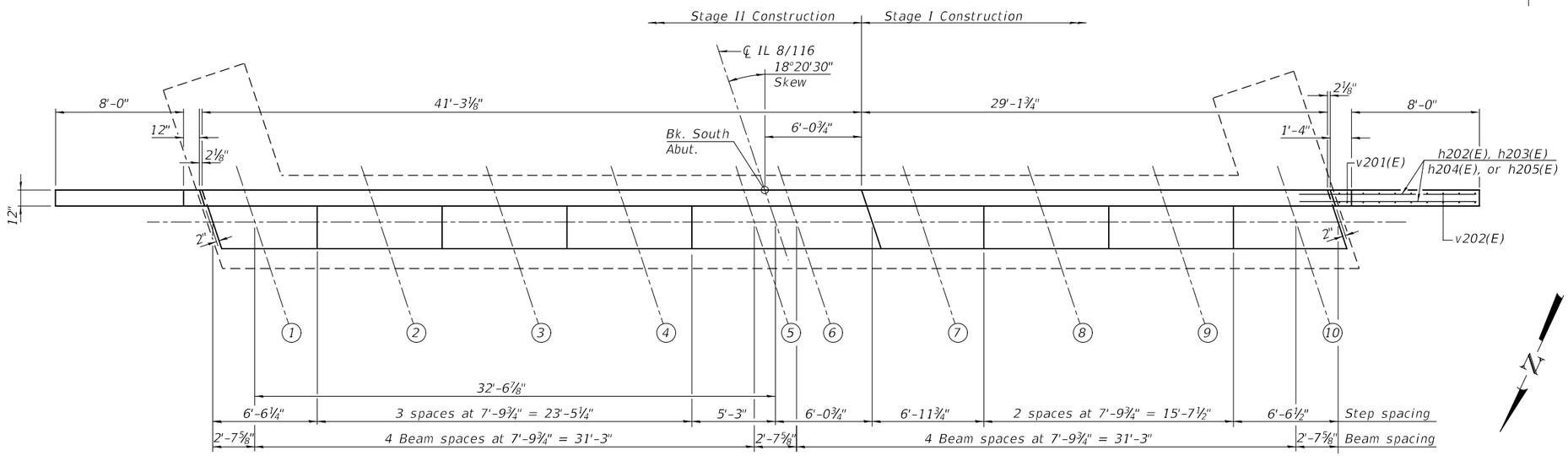
ELEVATION
(Looking South)

** Epoxy grout h203(E) bars in 12" minimum drilled holes according to Section 584 of the Standard Specifications.

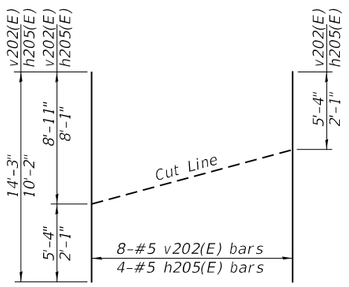


SECTION A-A
(Horiz. dim. @ Rt. ℄'s)

* Existing reinforcement extending from the existing footing to be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with Concrete Removal.

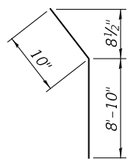


PLAN

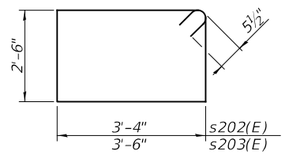


FIELD CUTTING DIAGRAM

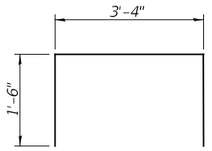
Order v202(E) and h205(E) bars full length. Cut as shown and use remaining bars in opposite face of wingwall.



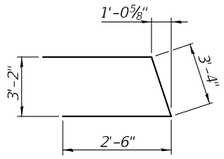
BAR h202(E)



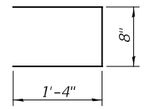
BAR s202(E) & s203(E)



BAR s204(E)



BAR u200(E)



BAR u201(E)

BILL OF MATERIAL
SOUTH ABUTMENT

Bar	No.	Size	Length	Shape
h200(E)	2	#4	28'-9"	
h201(E)	2	#4	40'-11"	
h202(E)	4	#5	9'-8"	
h203(E)	12	#6	10'-0"	
h204(E)	16	#6	12'-2"	
h205(E)	8	#5	10'-2"	
p200(E)	12	#7	28'-9"	
p201(E)	12	#7	40'-11"	
p202(E)	4	#5	7'-4"	
p203(E)	4	#5	19'-7"	
s202(E)	68	#5	12'-7"	
s203(E)	4	#5	12'-11"	
s204(E)	28	#5	6'-4"	
u200(E)	8	#6	8'-4"	
u201(E)	72	#4	3'-4"	
v201(E)	8	#5	9'-3"	
v202(E)	16	#5	14'-3"	
Structure Excavation			Cu. Yd.	155
Concrete Structures			Cu. Yd.	36.2
Reinforcement Bars, Epoxy Coated			Pound	4220

MODEL: 68C00-160
FILE NAME: Z:\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
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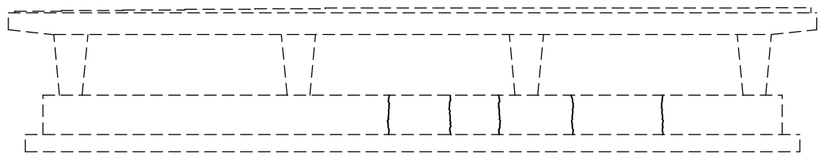
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = __	DESIGNED - DJC	REVISED - __	
	CHECKED - KES	REVISED - __	
PLOT SCALE = __	DRAWN - JRP	REVISED - __	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - __	

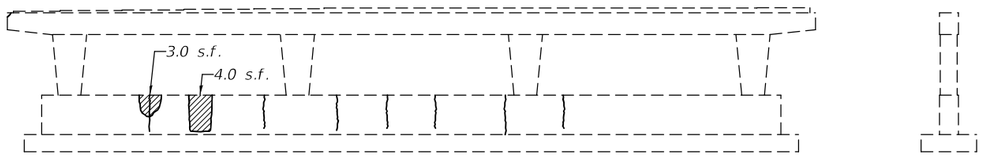
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 090-0032
SHEET NO. 27 OF 31 SHEETS

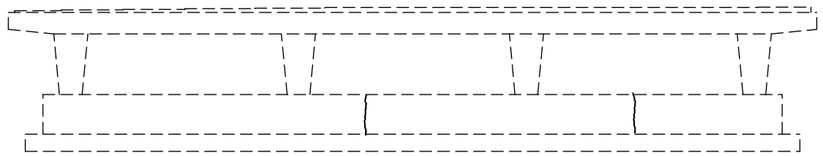
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	160
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



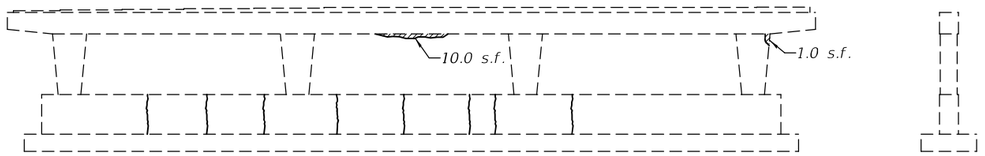
ELEVATION
(Pier 1 Looking North)



ELEVATION
(Pier 2 Looking North)



ELEVATION
(Pier 1 Looking South)



ELEVATION
(Pier 2 Looking South)

= Structural Repair of Concrete =< 5 Inches

** Unsound concrete on top of existing crashwall to be removed prior to placing new concrete. Existing reinforcing exposed during removal shall be cleaned and incorporated into new construction. Cost included with Concrete Structures shown on the crashwall extension sheets.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	18.0

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS
STRUCTURE NO. 090–0032
SHEET NO. 28 OF 31 SHEETS

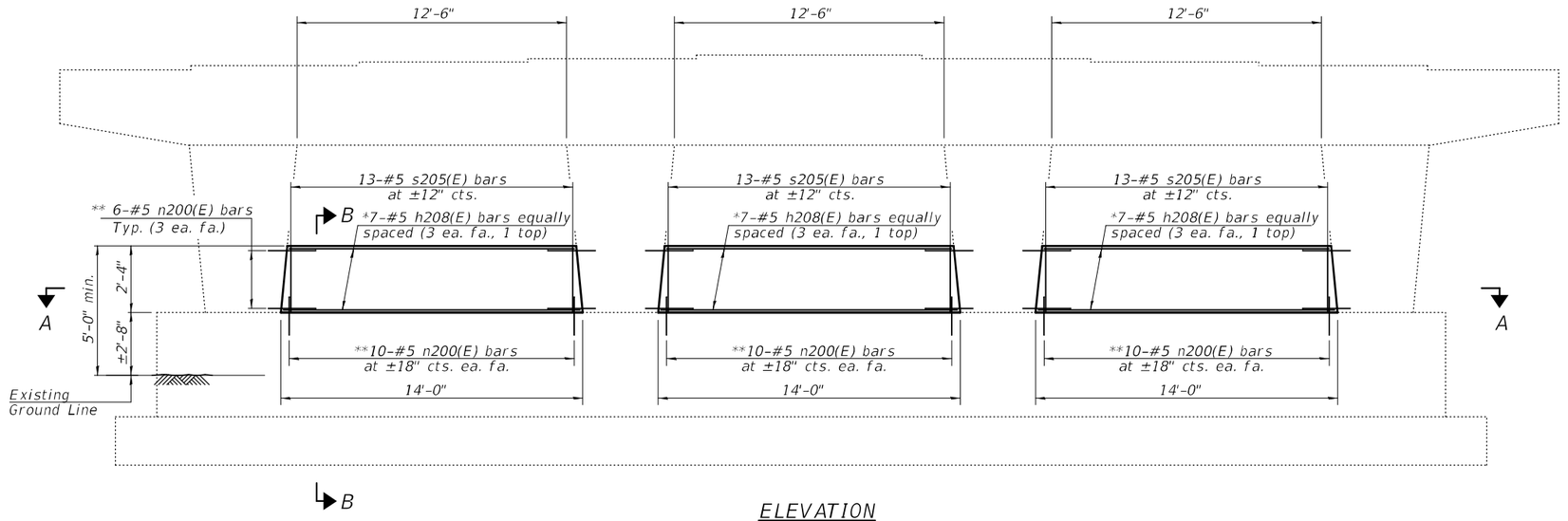
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	161
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

MODEL: 68C00-161
FILE NAME: \\vksp-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
8/24/2023 11:06:56 AM

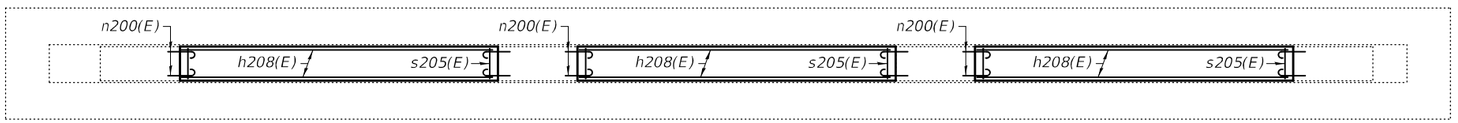
NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.

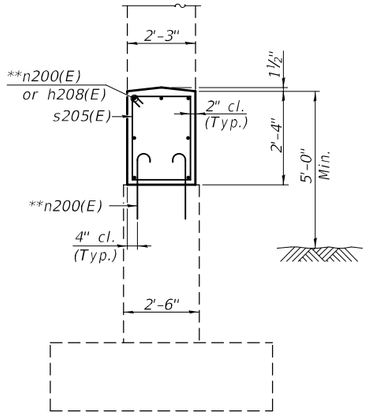
*Order h208(E) bars full length and cut in field to fit.



ELEVATION

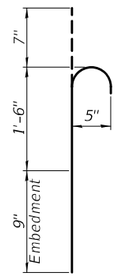


SECTION A-A

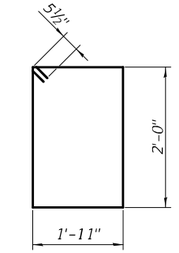


SECTION B-B

**Epoxy grout n200(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



BAR n200(E)



BAR s205(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h208(E)	21	#5	13'-8"	———
n200(E)	96	#5	2'-10"	⊂—
s205(E)	39	#5	8'-9"	□
Concrete Structures			Cu. Yd.	8.3
Concrete Sealer			Sq. Ft.	285
Reinforcement Bars, Epoxy Coated			Pound	940

MODEL: 68C00-162
FILE NAME: \\wksp-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn

8/24/2023 11:06:57 AM

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

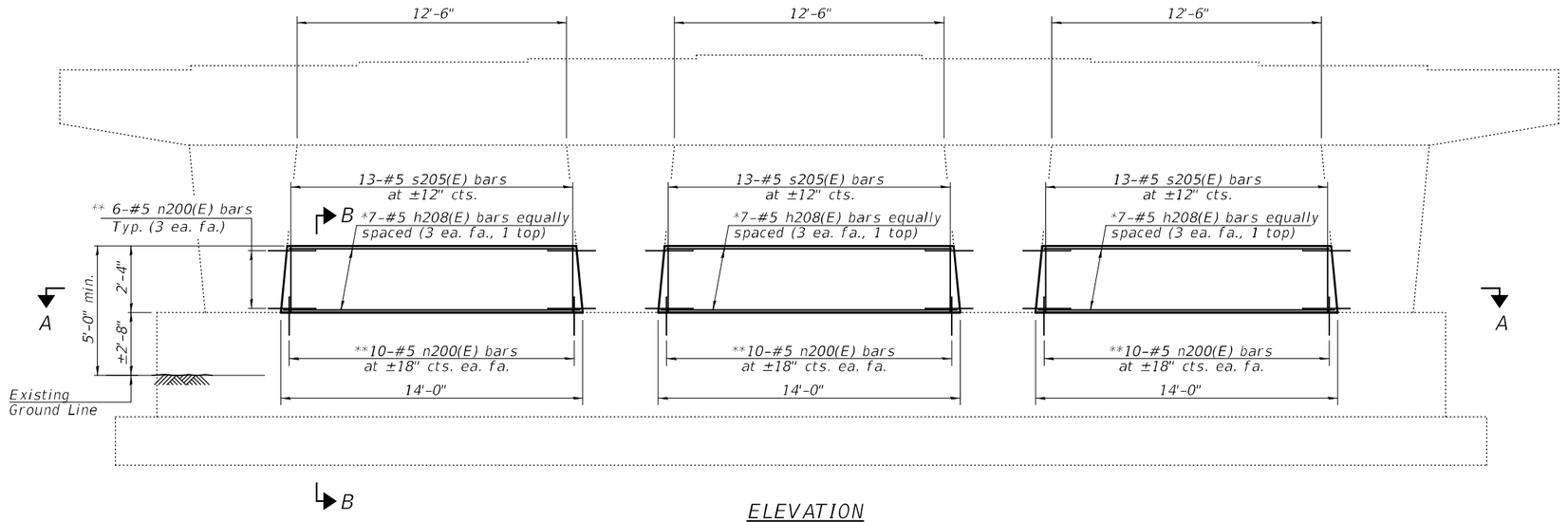
PIER 1 CRASH WALL
STRUCTURE NO. 090-0032
SHEET NO. 29 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	162
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

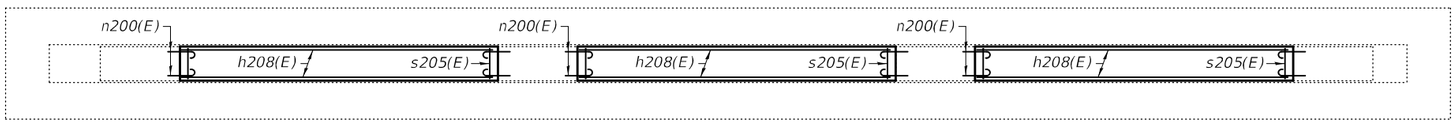
NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.

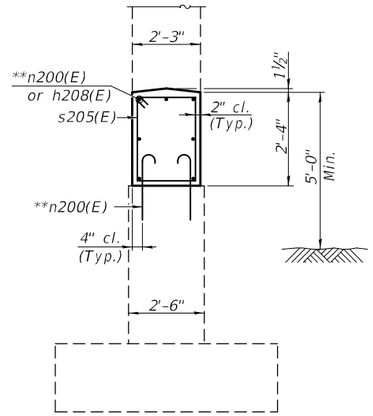
*Order h208(E) bars full length and cut in field to fit.



ELEVATION

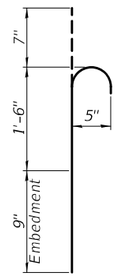


SECTION A-A

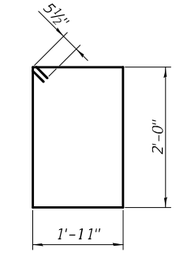


SECTION B-B

**Epoxy grout n(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



BAR n200(E)



BAR s205(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h208(E)	21	#5	13'-8"	———
n200(E)	96	#5	2'-10"	⊂—
s205(E)	39	#5	8'-9"	□
Concrete Structures			Cu. Yd.	8.3
Concrete Sealer			Sq. Ft.	285
Reinforcement Bars, Epoxy Coated			Pound	940

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

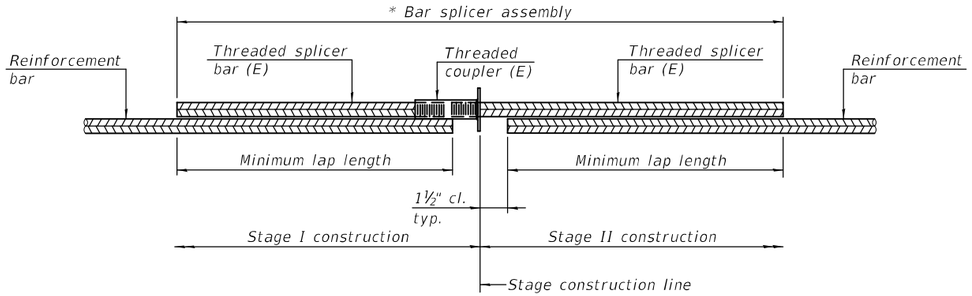
USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 CRASH WALL
STRUCTURE NO. 090-0032
SHEET NO. 30 OF 31 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	163
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

MODEL: 68C00-163
FILE NAME: \\wksp-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
8/24/2023 11:06:57 AM

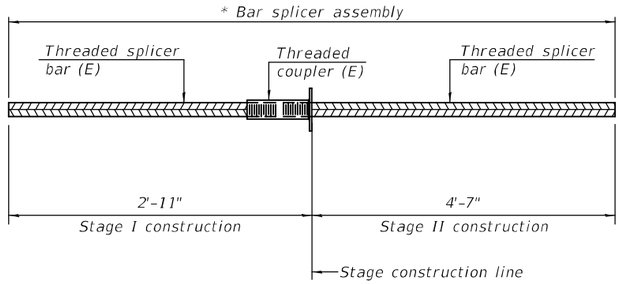


STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

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

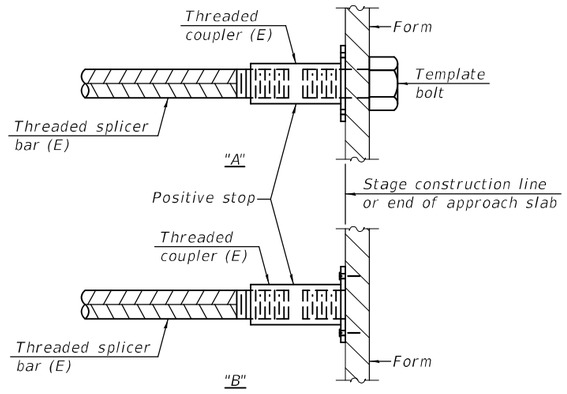


STANDARD BAR SPLICER ASSEMBLY PLAN AT ABUTMENT DIAPHRAGM

Only bar splicer assemblies as presented on the approved QPL list may be used.

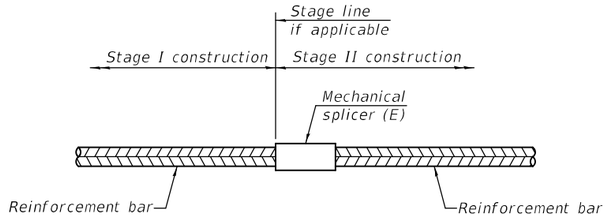
Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	532	3'-6"
N. Abut. Diaph. (Back Face)	#6	5	4'-0"
N. Abut. Diaph. (Front Face)	#6	3	**
N. Abut. Diaph. (Front Face)	#6 headed	2	**
S. Abut. Diaph. (Back Face)	#6	5	4'-0"
S. Abut. Diaph. (Front Face)	#6	3	**
S. Abut. Diaph. (Front Face)	#6 headed	2	**
N. Appr. Pavement	#5	83	3'-4"
N. Appr. Pavement	#8	57	4'-9"
S. Appr. Pavement	#5	83	3'-4"
S. Appr. Pavement	#8	57	4'-9"

** See "STANDARD BAR SPLICER ASSEMBLY PLAN AT ABUTMENT DIAPHRAGM"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

MODEL: 68C00-164
FILE NAME: W:\kspr-fs1.vktom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnCADD Sheets\090-0032.dgn
8/24/2023 11:06:57 AM

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 090-0032
SHEET NO. 31 OF 31 SHEETS

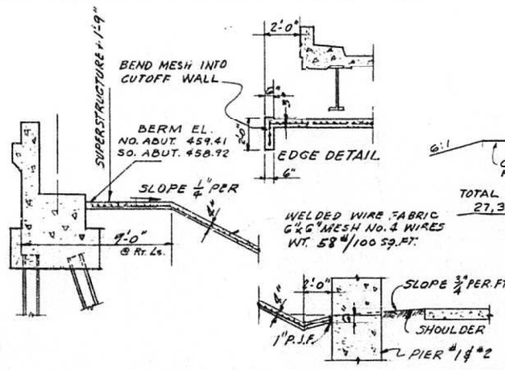
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(H8,HB-1,2)BR-1]RS-2	TAZEWELL	293	164
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

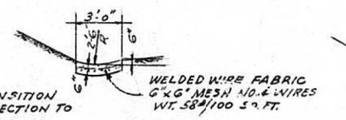
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A. 10	13-HB-1	TAZEWELL	55	23
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT F-131(33)		

SH. 1 OF 10

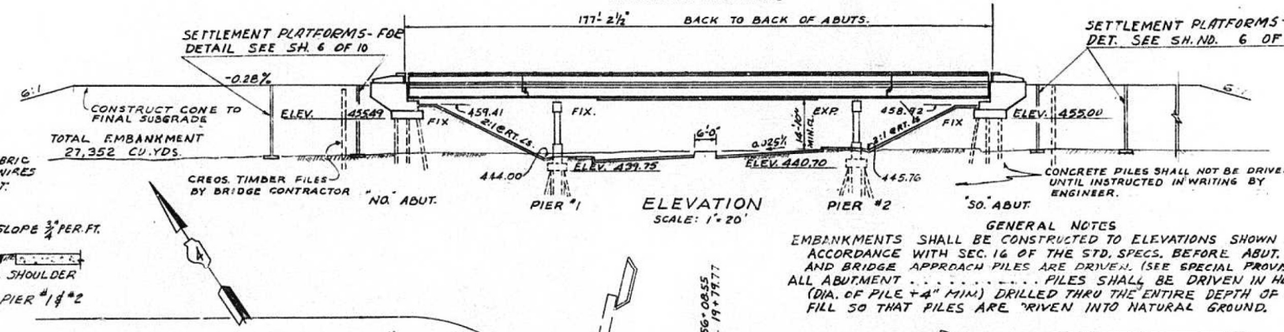


SLOPEWALL DETAILS
AND GUTTER SECTION AT PIER



USE 10' TRANSITION FROM ONE SECTION TO THE OTHER

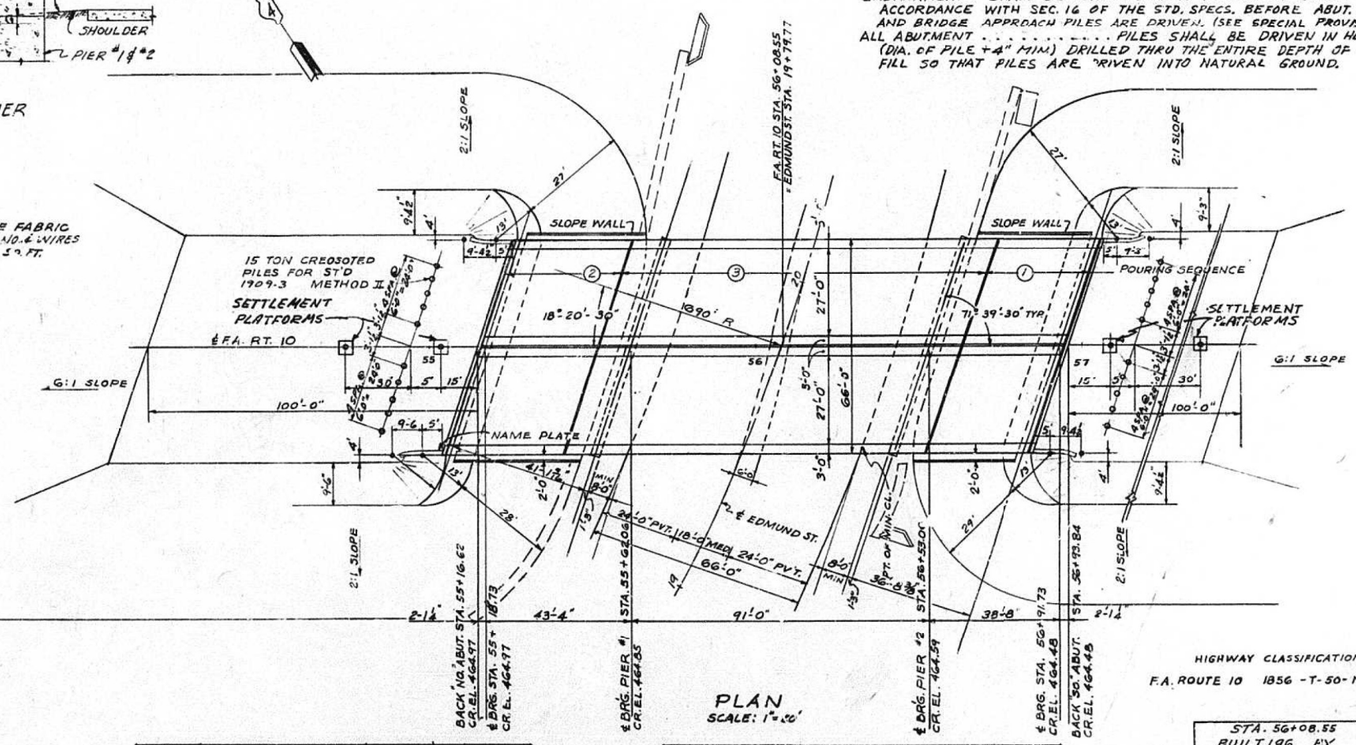
DETAIL OF PAVED DITCH
SECTION AWAY FROM PIER



ELEVATION
SCALE: 1"=20'

GENERAL NOTES

EMBANKMENTS SHALL BE CONSTRUCTED TO ELEVATIONS SHOWN IN ACCORDANCE WITH SEC. 16 OF THE STD. SPECS. BEFORE ABUT. AND BRIDGE APPROACH PILES ARE DRIVEN. (SEE SPECIAL PROVISIONS.)
ALL ABUTMENT . . . . . PILES SHALL BE DRIVEN IN HOLES (DIA. OF PILE + 4" MIN.) DRILLED THRU THE ENTIRE DEPTH OF FILL SO THAT PILES ARE DRIVEN INTO NATURAL GROUND.

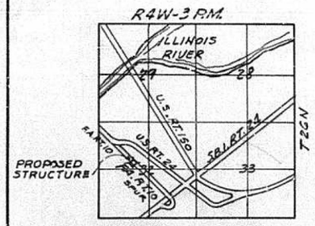


PLAN
SCALE: 1"=20'

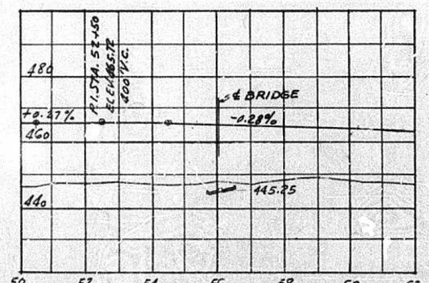
SEE SHEET NO. 13 FOR EDMUND ST. CURVE DATA

PILE DATA
BRIDGE APPROACH SLAB

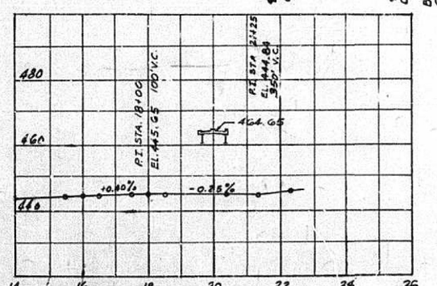
TYPE	CREOSOTED
CAPACITY	15 TON
ESTIMATED LENGTH	15'
NO. REQ'D.	20



LOCATION SKETCH



PROFILE ALONG F.A.RT. 10
SCALE 1"=200' HORIZ. 1"=20' VERT.



PROFILE ALONG EDMUND ST.
SCALE 1"=200' HORIZ. 1"=20' VERT.

HIGHWAY CLASSIFICATION
F.A. ROUTE 10 1856-T-50-1975

STA. 56+08.55
BUILT 196 BY
STATE OF ILLINOIS
F.A.RT. 10 SEC. 13-HB-1
F.A. PROJ. F-131 (33)
LOADING H20-S16

LETTERING FOR NAME PLATE
SEE STD. 2113-1

DESIGN STRESSES
fc 1400 #/SQ.IN. (SUPER. & NO EARTH PRESSURE)
fc 1000 #/SQ.IN. (SUB. WITH EARTH PRESSURE)
n=10
fs 20000 #/SQ.IN. REINF.
fs 20,000 #/SQ.IN. STRUCT.
LOADING H20-S16-44

H.Y. FUKUDA
No. 2349

GENERAL NOTES

CLASS "X" CONCRETE SHALL BE USED THROUGHOUT. COARSE AGGREGATE WHICH IS TO BE USED IN PARAPET HANDRAIL AND END POSTS SHALL BE FREE OF CHERT, FLINT, LIMONITE, LIGNITE, AND SOFT SANDSTONE.

THE CONCRETE FLOOR SLAB SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 51.19 OF THE STANDARD SPECIFICATIONS AND SHALL BE POURED IN ONE CONTINUOUS OPERATION BETWEEN THE LIMITS OF THE CONSTRUCTION JOINTS SHOWN.

ALL CURBS AND SLABS OUTSIDE OF LONGITUDINAL BONDED CONSTRUCTION JOINTS SHALL BE POURED MONOLITHICALLY.

RAILINGS SHALL BE ADJUSTED TO TRUE ALIGNMENT AFTER SAFETY WALKS HAVE BEEN POURED.

ALL ROCKERS, BOLSTERS, BEARING PLATE, LEAD PLATES, PINTLES AND ANCHOR BOLTS SHALL BE FABRICATED AND SET IN ACCORDANCE WITH ARTICLE 51.15 OF THE STANDARD SPECIFICATIONS AND ARE INCLUDED IN THE QUANTITIES OF STRUCTURAL STEEL. ESTIMATED WEIGHT 14,980 LBS.

ANCHOR BOLTS SHALL BE SET BEFORE RIVETING DIAPHRAGMS OVER SUPPORTS.

ROADWAY EXPANSION GUARDS SHALL BE ASSEMBLED IN THE SHOP IN THE PROPER POSITION WITH THE ADJACENT ENDS IN PLACE AND SHALL BE LEFT ASSEMBLED FOR SHOP INSPECTION.

EXPANSION GUARDS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH ARTICLE 51.13 (d) OF THE STANDARD SPECIFICATIONS AND ARE INCLUDED IN QUANTITIES OF STRUCTURAL STEEL.

EXCEPT AS OTHERWISE NOTED, ALL STRUCTURAL STEEL SHALL RECEIVE ONE SHOP COAT OF RED LEAD PAINT AND TWO FIELD COATS OF ALUMINUM PAINT. SEE ARTICLES 56.1 TO 56.5 OF THE STANDARD SPECIFICATIONS. ALL PAINT SHALL BE FURNISHED AND APPLIED BY THE CONTRACTOR.

THE CONTRACTOR SHALL DRIVE TWO CONCRETE TEST PILES AT PERMANENT LOCATIONS, ONE IN THE NORTH ABUTMENT, AND ONE AT PIER 2, AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF THE PILES.

ALL THE BEAMS AND COVER PLATES SHALL CONFORM TO A.S.T.M. DESIGNATION A36, STRUCTURAL STEEL FOR WELDING.

PERMANENT FORMS WILL NOT BE PERMITTED IN FORMING THE CONCRETE FLOOR.

UNLESS OTHERWISE SHOWN ON THE PLANS, REINFORCEMENT BARS SHALL BE LAPPED 20 BAR DIAMETERS.

TOTAL BILL OF MATERIAL SEC. 13-HB-1

ITEM		SUPERST.	SUBST.	TOTAL
CLASS "X" CONCRETE	CU.YDS.	358.8	385.2	744.0
REINFORCEMENT BARS	LBS.	81,120	33,280	114,400
STRUCTURAL STEEL	LBS.	448,960	—	448,960
ALUMINUM HANDRAIL	LIN. FT.	350	—	350
FURNISHING CONCRETE PILES	LIN. FT.	—	5815	5815
DRIVING CONCRETE PILES	LIN. FT.	—	5,815	5,815
FURNISHING CREOSOTED PILES (15')	LIN. FT.	—	300	300
DRIVING TIMBER PILES	LIN. FT.	—	300	300
TEST PILES (CONCRETE)	EACH	—	2	2
SLOPE WALL (4")	SQ. YDS.			712
CLASS A EXCAVATION FOR STRUCTURES	CU. YDS.	--	350	350
NAME PLATE	EACH	1	—	1
PROTECTIVE COAT	SQ. YDS.	1,510		1,510
* BRIDGE SEAT SEALANT	LUMPSUM		1	1
SETTLEMENT PLATFORMS	EACH			4

* APPLIED AT ABUTMENTS ONLY

DESIGNED	H.Y. FUKUDA
CHECKED	M.E.K.
DRAWN	H.Y. FUKUDA
CHECKED	H.E.K P.H.M.

Feb 14 64
EXAMINED
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

STATE OF ILLINOIS
THOMAS J. SHIVELY
DECATUR
2349
REGISTERED PROFESSIONAL ENGINEER

GENERAL PLAN & ELEVATION

F.A. ROUTE 10 SECTION 13 HB-1

F.A. PROJECT F-131(33)

F.A. ROUTE 10 OVER EDMUND STREET

STATION 56+08.55

TAZEWELL COUNTY

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

2-1½-64 J.J.T. Revised quant. of class 'X' conc. from 734 to 744 cu.yds. Omitted 'Bill of mat. Sec. 13HF-1.

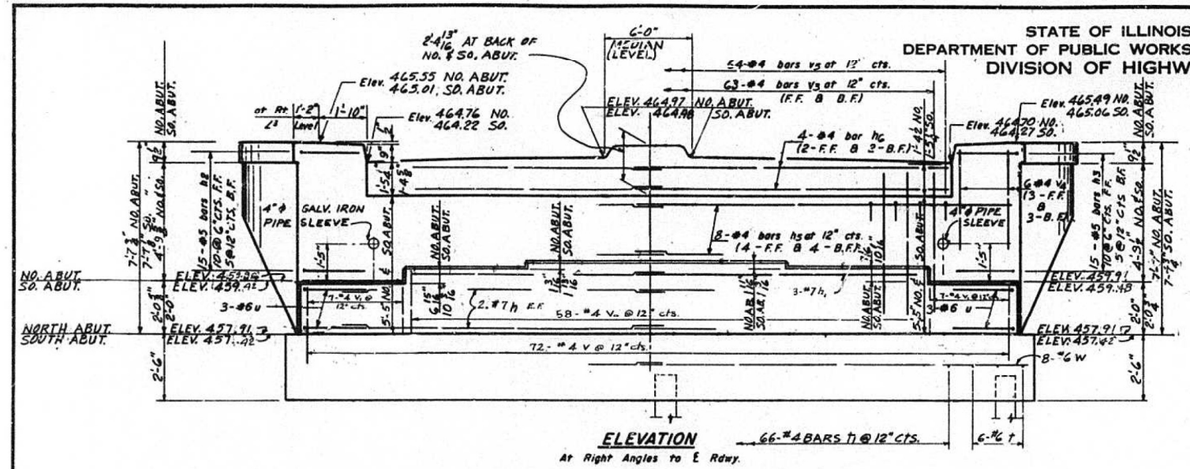
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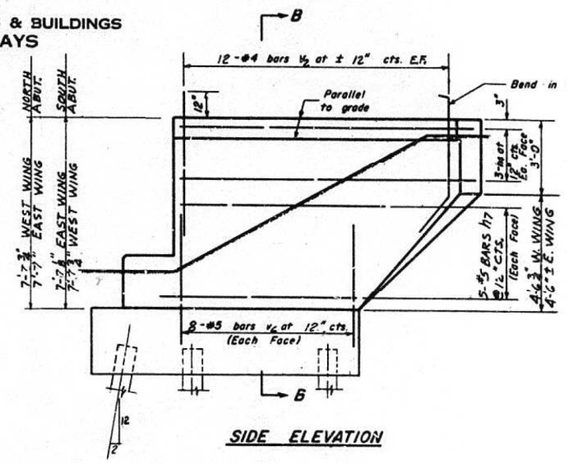
FOR INFORMATION ONLY

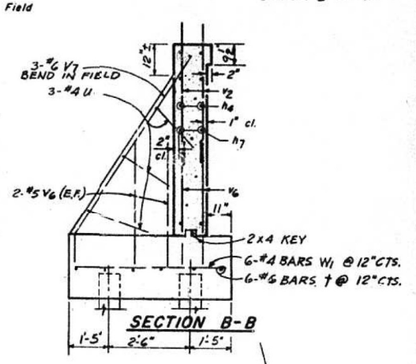
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 10	13-HB-1	TAZEWELL	55	24
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT	( )	

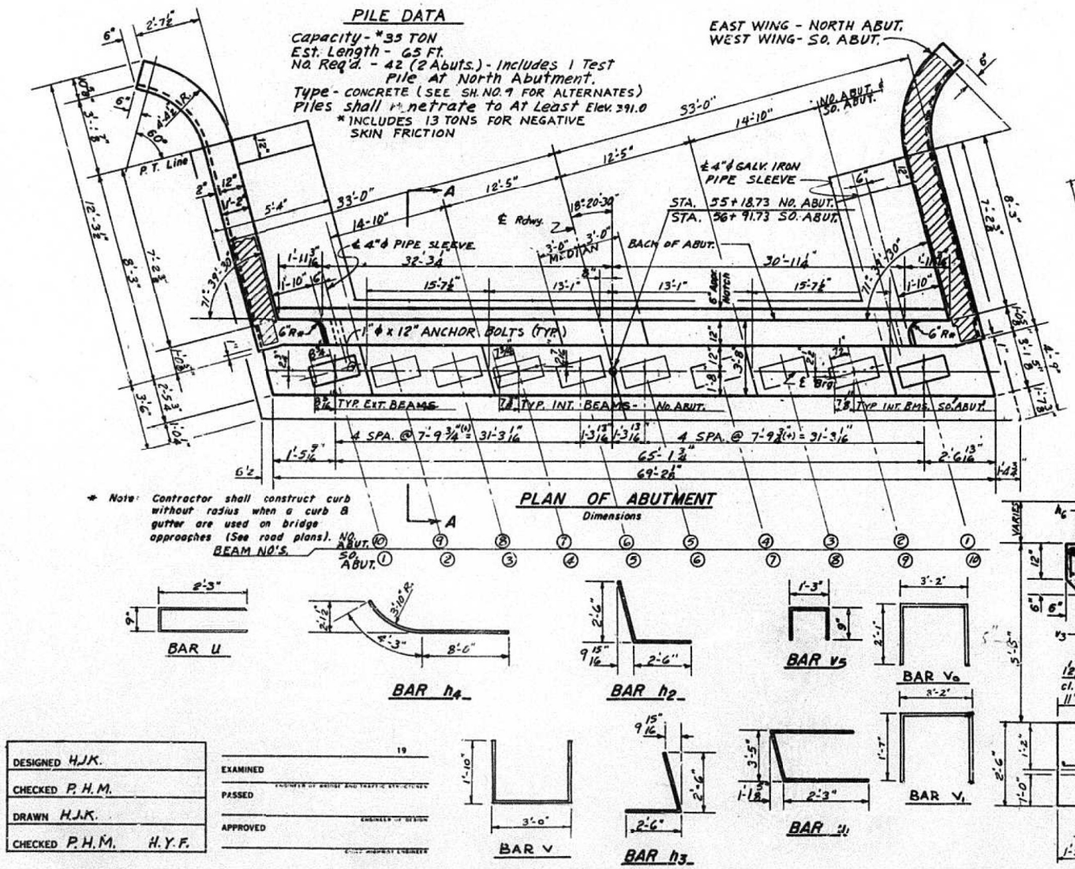
SH. NO. 2 OF 10



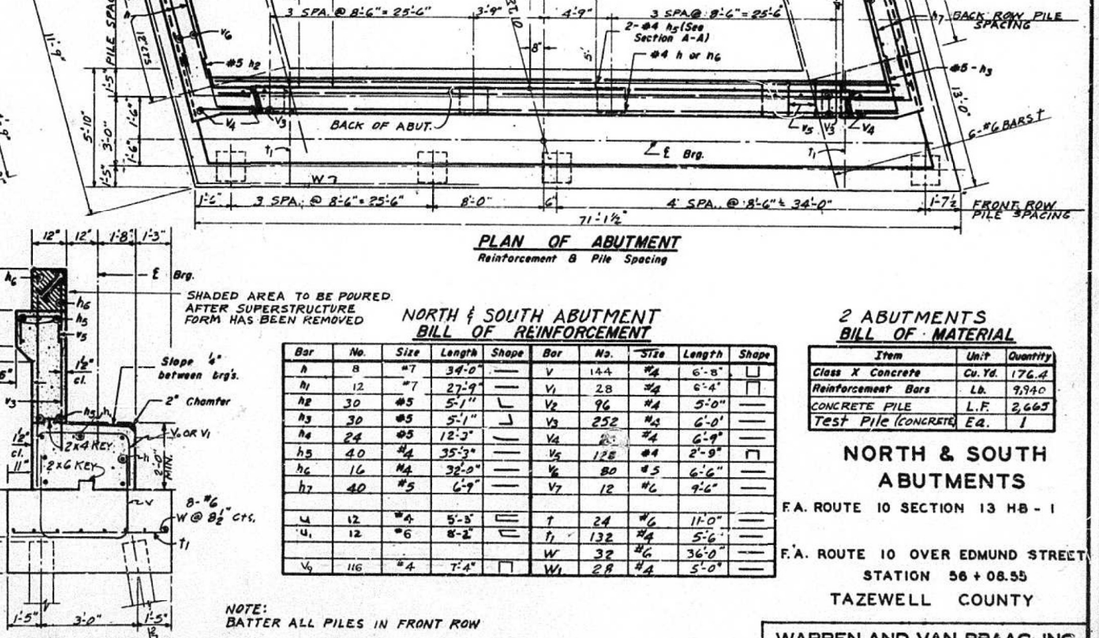


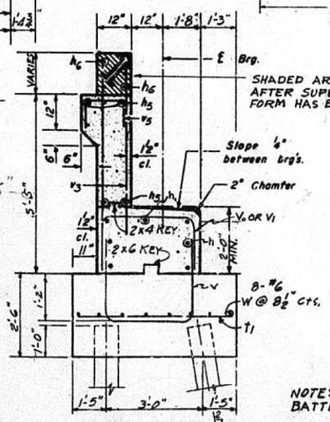


PILE DATA
Capacity - *33 TON
Est. Length - 65 Ft.
No. Req'd. - 42 (2 Abuts.) - Includes 1 Test Pile at North Abutment.
Type - CONCRETE (SEE SH. NO. 9 FOR ALTERNATES)
Piles shall penetrate to At Least Elev. 391.0
* INCLUDES 13 TONS FOR NEGATIVE SKIN FRICTION



* Note: Contractor shall construct curb without radius when a curb & gutter are used on bridge approaches (See road plans).





NOTE:
BATTER ALL PILES IN FRONT ROW

NORTH & SOUTH ABUTMENT
BILL OF REINFORCEMENT

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
h	8	#7	34'-0"		V	144	#4	6'-8"	
h1	12	#7	27'-9"		V1	28	#4	6'-4"	
h2	30	#5	5'-1"		V2	96	#4	5'-0"	
h3	30	#5	5'-1"		V3	252	#3	6'-0"	
h4	24	#5	12'-3"		V4	8	#4	6'-9"	
h5	40	#4	35'-3"		V5	128	#4	2'-9"	
h6	16	#4	32'-0"		V6	80	#5	6'-6"	
h7	40	#5	6'-9"		V7	12	#6	9'-6"	
t	12	#4	5'-5"		t	24	#6	11'-0"	
t1	12	#6	8'-2"		t1	132	#4	5'-6"	
					W	32	#6	36'-0"	
V4	116	#4	7'-4"		W1	28	#4	5'-0"	

2 ABUTMENTS
BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yd.	176.4
Reinforcement Bars	Lb.	9,940
CONCRETE PILE	L.F.	2,665
Test Pile (CONCRETE)	Ea.	1

NORTH & SOUTH ABUTMENTS

F.A. ROUTE 10 SECTION 13 HB - 1

F.A. ROUTE 10 OVER EDMUND STREET
STATION 56 + 08.55
TAZEWELL COUNTY

DESIGNED	H.J.K.
CHECKED	P. H. M.
DRAWN	H.J.K.
CHECKED	P. H. M. H.Y.F.

EXAMINED 19
PASSED
APPROVED

SBA-2

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

2-14-64 J.M.J. Lowered sill seat elev. by .08' & increased vert. dim. by 1".

MODEL: 68C00-166
FILE NAME: \\wksp-is1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street Pin\CADD Sheets\090-0032.dgn
8/24/2023 11:07:05 AM

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 090-0032
SHEET NO. 2 OF 7 SHEETS

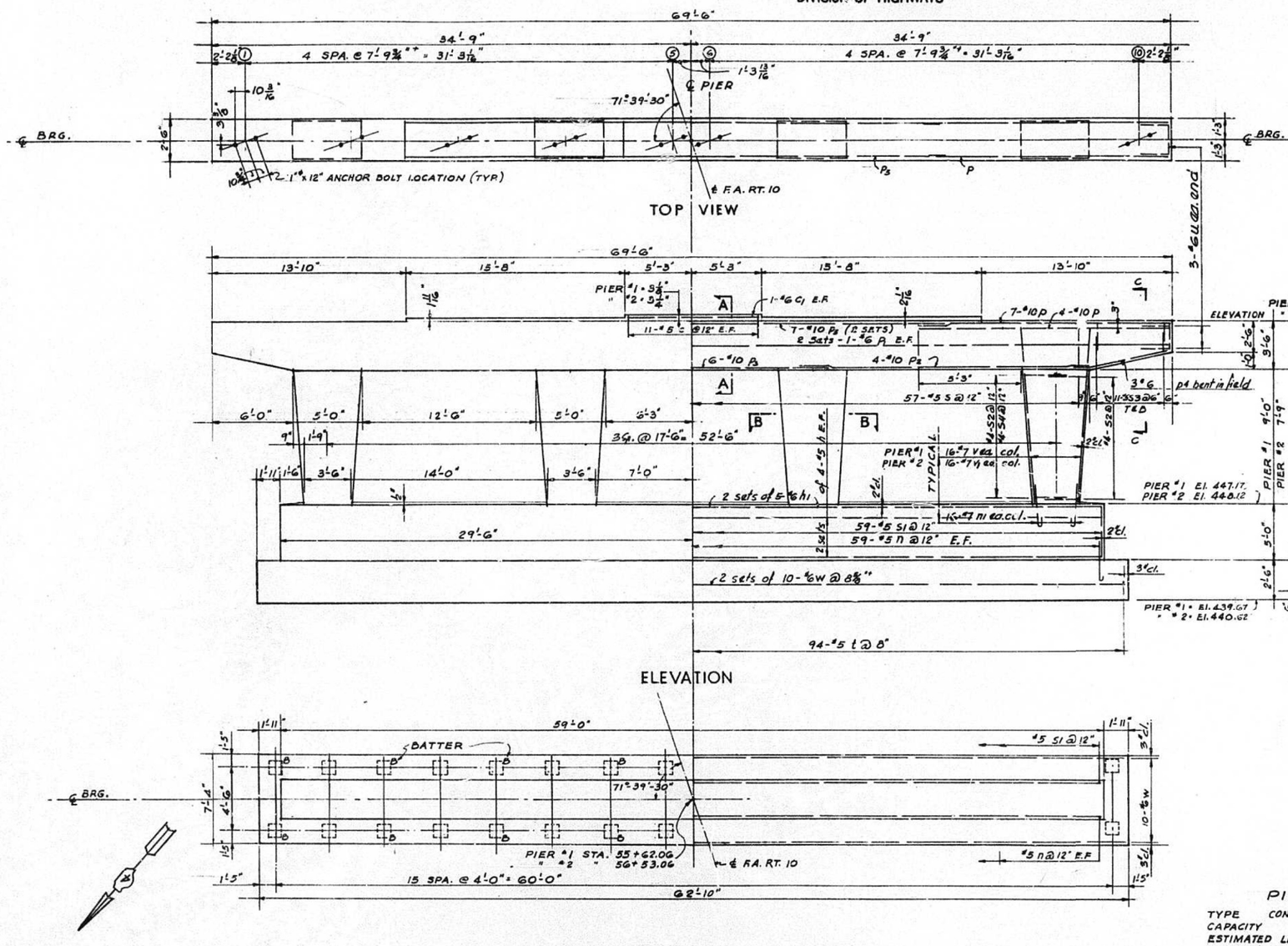
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	166
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

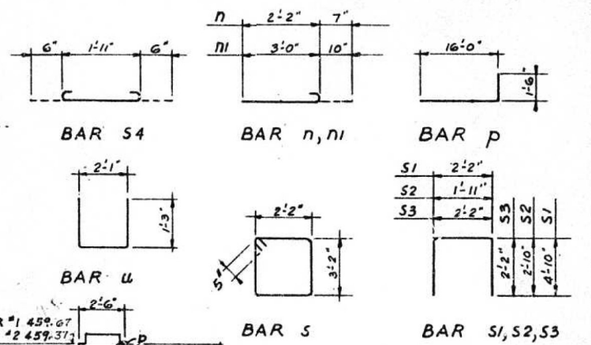
FOR INFORMATION ONLY

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

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A. 10	13-HB-1	TAZEWELL	55	25
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

SH. 3 OF 10





ALL BAR DIMENSIONS ARE OUT TO OUT.

PIER NO. 1 & 2

BILL OF MATERIAL (2 PIERS)

BAR	NO.	SIZE	LENGTH	SHAPE
ha	32	#5	30'-0"	
h1a	20	#6	30'-0"	
c	44	#5	1'-0"	
C1	4	#6	10'-2"	
h	236	#5	2'-9"	
h1	128	#7	3'-10"	
P	44	#10	17'-6"	
P1	8	#6	35'-6"	
P2	16	#10	21'-0"	
P3	12	#10	19'-8"	
P4	12	#6	7'-6"	
P5	28	#10	22'-10"	
S	114	#5	11'-6"	
S1	118	#5	11'-10"	
S2	136	#4	7'-7"	
S3	88	#5	6'-6"	
S4	68	#4	2'-11"	
ta	180	#5	6'-10"	
t1a	12	#6	4'-7"	
Va	64	#7	12'-0"	
V1a	64	#7	10'-9"	
Wa	40	#6	31'-11"	
CLASS "A" CONCRETE			C.Y. 203.8	
REINFORCEMENT BARS			LBS. 28,340	
CLASS "A" EXCAVATION			C.Y. 350.0	
CONCRETE PILES			L.F. 3150	
TEST PILES			EA. 1	

NOTE: BAR MARKS WITH SUBSCRIPT "a" ARE SHOWN ONLY IN BILL OF MATERIAL TO DIFFERENTIATE BETWEEN PIER & ABUTMENT REINFORCEMENT.

PILE DATA

TYPE	CONCRETE - SEE SH. NO. 9 FOR ALTERNATES
CAPACITY	35 TON (MIN.)*
ESTIMATED LENGTH	50 FT.†
Nº REQ'D.	64 **

* INCLUDES 13 TONS NEGATIVE SKIN FRICTION
† PILES SHALL PENETRATE TO AT LEAST EL. 391.0
** INCLUDES 1 TEST PILE AT PIER #2

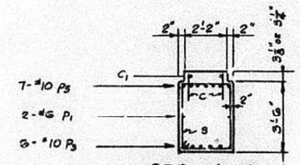
PIER NO. 1 & 2
F. A. ROUTE 10 SECTION 13-HB-1
F. A. ROUTE 10 OVER EDMUND STREET
STATION 58+08.55
TAZEWELL COUNTY

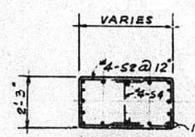
WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS · DECATUR, ILLINOIS

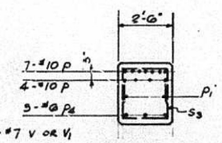
DESIGNED	H.Y.F.
CHECKED	P.H.M.
DRAWN	H.Y.F. G.L.
CHECKED	P.H.M.

SBP-2

EXAMINED — ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF BRIDGES
APPROVED — CHIEF ENGINEER







2-14-64 J.T.J. Lowered all elevations by .08'

MODEL: 68C00-167
FILE NAME: \\vkspr-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street PlnICADD Sheets\090-0032.dgn
8/24/2023 11:07:11 AM

VEENSTRA & KIMM INC. Springfield, IL. Phone: (217)544-8033 IL. Design Firm No. 184-001939	USER NAME = ___	DESIGNED - DJC	REVISED - ___
		CHECKED - KES	REVISED - ___
	PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
	PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 090-0032
SHEET NO. 3 OF 7 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	167
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

FOR INFORMATION ONLY

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

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A. 10	13 HB-1	TAZEWELL	55	26
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

SH 4 OF 10

NOTE:
FOR LOCATION OF ALL CURB & PARAPET CONSTRUCTION JOINTS SEE SH. #6 OF 10

CONSTRUCTION JOINTS IN PARAPET ONLY

℄ SPAN #2

CONSTRUCTION JOINTS IN CURB & PARAPET

EXTERIOR 36WF150

℄ BRG. NO 1 & 30' ABUTS.

℄ BRG PIERS #1 & #2

18'-9"

BOTTOM COVER ℄ 15½" ± 1"

SPAN #1 33'-4" INTERIOR 30WF108
SPAN #3 28'-8" INTERIOR 27WF94
SPAN #1 43'-4"
SPAN #3 38'-8"

10'-0"

SPAN #2 91'-0" 36WF230 COMPOSITE

ELEVATION
SCALE: 3/16" = 1'-0"

174-#4 BARS d @ 12" CTRS. (FACE OF CURB)
348-#4 BARS d_1 @ 12" CTRS.- 174-F.F. OF PARAPET
174-TOP OF CURB

¼" ALUM SHEET IN CURB ONLY

JOINT FILLER IN PARAPET ONLY- SEE DETAIL THIS SHEET

45'-6"

SEE CROSS SECTION

℄ SPAN #2

10-#5 BARS b_6 - SPAN #1, 10-#5 b_7 SPAN #3
5 IN TOP OF CURB & 5 IN MEDIAN

3 SETS OF [6-#4 BARS b_8 SPAN #1 (PARAPET)
6-#4 BARS b_9 SPAN #3 (PARAPET)]

6-#4 b_8 (IN PARAPET)
5-#4 b_3 (TOP OF CURB)

6'-0"
3-#4 b_2 (TOP OF CURB)

3 SETS OF 5-#4 BARS b_4 (TOP OF CURB)

7 SETS OF 6-#4 BARS b_8 IN PARAPET

6-#4 BARS b_2 (PARAPET)

SPAN #1 / SPAN #3 — 19-#6 BARS a_2 @ 15" CTS. (BOT. OF SLAB)
15-#6 BARS a_2 @ 15" CTS. (BOTTOM)

SLOPE ⅜" PER FT.

2'-0" ± 2'-0"

TYPICAL DRAIN

5 SPA. @ 7'-0" = 35'-0"
4 SPA. @ 7'-6" = 30'-0"

5:3 SCUPPER SPACING SPAN #1
5:6 SCUPPER SPACING SPAN #3

SPAN #1 / SPAN #3 — 19-#6 BARS a_1 @ 15" CTS. (TOP OF SLAB)
14-#6 BARS a_1 @ 15" CTS. (TOP OF SLAB)

16-a_1 @ 7½" (TOP)
16-a_2 @ 7½" (BOT)
CUT a_1 & a_2 BARS TO FIT

79-#6 BARS a_1 @ 15" CTRS. (TOP)
79-#6 BARS a_2 @ 15" CTRS. (BOTTOM)

SPAN #1 / SPAN #3 — 20-#6 BARS a @ 15" CTS. ALT. WITH a_1
13-#6 BARS a @ 15" CTS. ALT. WITH a_1

80-#6 BARS a @ 15" CTRS.
ALTERNATE WITH #6 BARS a_1

16-#6 BARS a_1 @ 7½" CTRS. (TOP OF SLAB)
16-#6 BARS a_2 @ 7½" CTRS. (BOTTOM OF SLAB)
USE REMAINDER OF a_1 & a_2 BARS @ OPP. END.

#6 a_1 Top & Bot. — #6 a_1 Top & Bot.

#5 a_1 Top & Bottom

5-#4 BARS b_2 IN TOP OF MEDIAN

1½" OPEN JOINT

5-#4 BARS b_2 IN TOP OF MEDIAN

3 SETS OF 5-#4 BARS b_4 IN MEDIAN- SPACED AS SHOWN IN CROSS SECTION

44-#6 BARS b_1 @ 6" CTRS. (TOP OF SLAB) SPACED BETWEEN b BARS OVER PIERS

4 SETS OF 2-#5 BARS b_6 @ 18" CTRS. (TOP) 2-#5 BARS b_7 @ 18" CTRS. (TOP) 45-#5 BARS b_4 @ b_7 SPACED AS SHOWN IN CROSS SECTION - BOTTOM OF SLAB

30" MEDIAN

℄ F.A. RT. 10

℄ BRG. NO. 2 & 30" ABUTS.

174-#4 BARS d @ 12" CTRS. (FACE OF MEDIAN)
174-#4 BARS d_2 @ 12" CTRS. (TOP OF MEDIAN)

10'-11"

6'-0"

⅛" ALUM. SHEET IN MEDIAN TO TOP OF SLAB

℄ BRG. PIERS #1 & #2

10'-5"

SPAN #1 43'-4"
SPAN #3 38'-8"

SPAN #2 91'-0"

QUARTER PLAN
SCALE: 3/16" = 1'-0"

3'-0" — 27'-0" (2⅜" CROWN) — 3'-0"

SLOPE 2⅜" IN 24'-0"

SLOPE 0.01¼

℄ F.A. RT. 10 SYM. @ ℄

LONGITUDINAL BONDED CONSTRUCTION JOINT. DO NOT EDGE

1" OPEN JOINT

b_2, b_5, b_8 OR b_9

b_2, b_4, b_5, b_6, OR b_7

BOTTOM OF PARA. JT. FILLER

BOTTOM EDGE OF ⅛" ALUM. SHEET (3003-H14)

½" DRIP NOTCH FULL LENGTH

4"x12" OPENINGS FOR SPANS #1 & #3

BEAMS #1 & 10 FOR SPANS 1 & 3, 36WF150 NON-COMPOSITE

b_2, b_3, b_4, b_6 OR b_7

7" SLAB

CROWN ELEV.

b_1, b_6, OR b_7

1'-0" — 10-#5 b_9 @ 12" cts. — 1'-0" Typ.

① ② ③ ④ ⑤ ⑥ ⑦ BEAM NO.

USE ALTERNATE TRUSSED BARS NORMAL TO SEPARATION JOINT EXCEPT FOR SKEWED PORTION AT ENDS OF BRIDGE & AT HINGE
4 SPACES @ 7'-5" = 29'-8"

2'-1" — 1'-3"

SPAN #1 INT. BEAMS #2 TO #9 = 30WF108
SPAN #3 INT. BEAMS #2 TO #9 = 27WF94
AT SPANS #1 & #3

CROSS SECTION
SCALE: 3/8" = 1'-0"

COMPOSITE SECTIONS AT +M REGION
ALL BEAMS #1 THRU 10 36WF230 & 15½" x 1" Bot. Cov. Pl.

SPAN #2

DESIGNED	H.J.K.
CHECKED	P.H.M.
DRAWN	H.J.K.
CHECKED	P.H.M. H.Y.F.

EXAMINED — ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

℄ EXPANSION JOINT

5" 10'-0" TO ℄ BRG. PIER #1 OR PIER #2

2"

BAR b_6 OR b_7 — BAR b_1

2-#6 BARS a_1 PARALLEL TO JOINT

36WF150 (EXT. BEAM) — 36WF230

HINGE DETAIL

AFTER ALL STRUCTUPAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS NOT TO EXCEED 10'-0". FROM THESE ELEVATIONS SUBTRACT THE INCREMENT OF DEFLECTIONS FOR THESE POINTS, DETERMINED FROM THE D.L. DEFLECTION DIAGRAM. THE ELEVATIONS SO ATTAINED SUBTRACTED FROM THE THEORETICAL GRADE ELEVATIONS, MINUS FLOOR THICKNESS EQUALS THE FILLET HEIGHT ABOVE TOP OF BEAM.

METHOD OF DETERMINING FILLET HEIGHT "t"

20'-0" — 8" — BAR b_1

℄ BM. NO. 1 OR 10

3'-7" — 3'-0" — 3'-8" — 3'-0" — 3'-8" — 3'-0" — 3'-8" — 3'-0" — 2'-11"

4½" — 4½" — 4½" — 4½" — 32'-6" — 4½" — 4½" — 4½" — 4½"

BAR a

℄ BM. No. 5 OR 6

32'-6"

BAR a_2 ℄ Bm No 5 or 6

NOTE.
ALL BAR DIMENSIONS ARE OUT TO OUT.

TWO COMPONENT NON-STAINING GRAY SEALING COMPOUND WITH POLYSULFIDE LIQUID POLYMERS - GUN GRADE WITH PRIMER

½" PREFORMED CORK-ASPHALT JOINT FILLER. ASTM DESIGNATION D1751 COST INCIDENTAL

TOP OF ⅛" ALUMINUM SHEET IN CURB CONSTRUCTION JOINT

12" — 12" — 1¼" — ½" — TOP OF CURB

DETAIL OF JOINT IN PARAPET-TYPE I HANDRAIL

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a	230	#6	33'-9"	
a_1	344	#6	32'-6"	
a_2	322	#6	36'-3"	
b	512	#5	28'-6"	
b_1	176	#6	20'-8"	
b_2	64	#4	5'-8"	
b_3	20	#4	10'-0"	
b_4	60	#4	27'-0"	
b_5	44	#4	10'-0"	
b_6	152	#5	33'-4"	
b_7	152	#5	28'-8"	
b_8	120	#4	11'-0"	
b_9	36	#4	9'-5"	
d	696	#4	1'-0"	
d_1	696	#4	2'-8"	
d_2	348	#4	2'-2"	

CLASS "X" CONCRETE CU YDS.	355.7
REINFORCEMENT BARS LBS.	80,860
*STRUCTURAL STEEL LBS.	448,960
NAME PLATE EA.	1

* WEIGHT OF ROCKERS, BOLSTERS, BEARING PLATES, LEAD ℄S, & ANCHOR BOLTS INCLUDED IN WEIGHT OF STRUCTURAL STL. ESTIMATED WT. 14,980

SUPERSTRUCTURE

F.A. ROUTE 10 SECTION 13 - HB - 1

F.A. ROUTE 10 OVER EDMUND STREET

STATION 56 + 08.55

TAZEWELL COUNTY

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

2-14-64 J.M.J. added typ. spacing for b bars & revised drain openings from 3'-6" to 4'x12", class "X" conc. from 345.7 to 355.7 cu. yds.

MODEL: 68C00-168
FILE NAME: \\vksp-fs1.vkdom.net\Shared\0 V and K Jobs\5233-012 Cedar Street Extension SN 090-0032 BCR Third Bridge Inspected Edmunds Street Plnt\CADD Sheets\090-0032.dgn
8/24/2023 11:07:17 AM

FOR INFORMATION ONLY

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

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. RT. 10	13HB-1	TAZEWELL	55	27
FED. ROAD DIST. No.	ILLINOIS			

SH NO. 5 OF 10

PLAN STRUCTURAL STEEL

BEAM ELEVATION

SECTION: AT ABUTMENTS, AT PIER #2, AT PIER #1

PLAN: AT ABUTMENTS, AT PIER #2, AT PIER #1

FIXED BEARING DETAIL DATA

BEAM SIZE	ℓ_t	l_b	t_t	t_b	a	b	C.F.W.
36WF150	13½"	21"	1⅜"	1"	3½"	G2½"	5/8"
30WF108	11½"	19"	1⅜"	¾"	3"	5½"	½"
27 WF 94	11"	18½"	1¼"	¾"	2¾"	5½"	½"
36WF 230	17½"	25"	2¼"	1½"	2¾"	2@6"	5/8"

1" LINK
40 REQ'D.

PIN PLATE
10 REQ'D. - 2½" THICK FOR 36WF230
8 REQ'D. - 2" " " 36WF150
16 REQ'D. - 1½" " " 30WF108
16 REQ'D. - 1½" " " 27WF94

HINGE DETAIL

SECTION

PIN DETAIL
40 REQ'D.

SECTION A-A"

COVER PL DETAIL

SPLICE DETAIL

PINTLE DETAIL

DIAPHRAGM D.

DIAPHRAGM D1. & D2

ROCKER DETAIL

BOLSTER DETAIL

In General run all Diaphragms Level.

SUPERSTRUCTURE
STRUCTURAL STEEL

F. A. ROUTE 10 SECTION 13-HB-1

F. A. ROUTE 10 OVER EDMUND STREET

STATION 56+08.55

TAZEWELL COUNTY

DESIGNED	P. H. M.
CHECKED	H. Y. F.
DRAWN	P. H. M.
CHECKED	H. Y. F.

SBS-1

EXAMINED — ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF BRIDGES
APPROVED — CHIEF HIGHWAY ENGINEER

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___	
	CHECKED - KES	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 090-0032
SHEET NO. 5 OF 7 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	169
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

MODEL: 68C00-169
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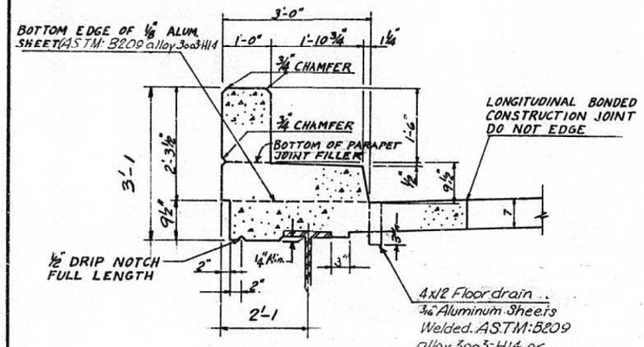
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FOR INFORMATION ONLY

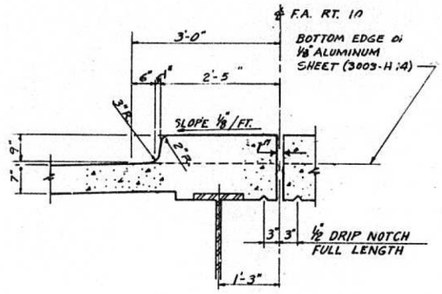
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 10	13 HB-1	TAZEWELL	55	23
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

SH. NO. 6 OF 10



CURB DETAIL



MEDIAN DETAIL

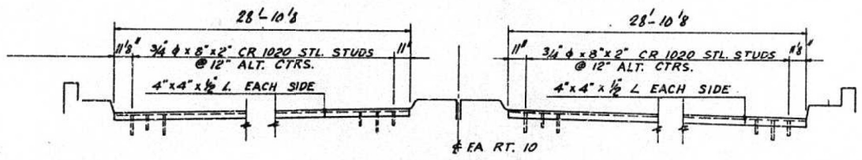
ELEVATIONS - TOP OF BEAMS

BEAM NO.	℄ BRG NO. AB.	℄ PIN #1.	℄ BRG. PIER #1.	℄ SPLICE #1.	℄ SPLICE #2.	℄ BRG. PIER #2.	℄ PIN #2.	℄ BRG. SO. AB.
1	464.04	463.95	463.92	463.88	463.69	463.66	463.63	463.55
2	464.11	464.02	463.99	463.95	463.76	463.73	463.70	463.62
3	464.18	464.09	464.06	464.02	463.83	463.80	463.77	463.69
4	464.25	464.16	464.13	464.09	463.90	463.87	463.84	463.76
5	464.31	464.22	464.19	464.15	463.96	463.93	463.90	463.82
6	464.31	464.22	464.19	464.15	463.96	463.93	463.90	463.82
7	464.27	464.18	464.15	464.11	463.92	463.89	463.86	463.78
8	464.21	464.12	464.09	464.05	463.86	463.83	463.80	463.72
9	464.15	464.06	464.03	463.99	463.80	463.77	463.74	463.66
10	464.09	464.00	463.97	463.93	463.74	463.71	463.68	463.60

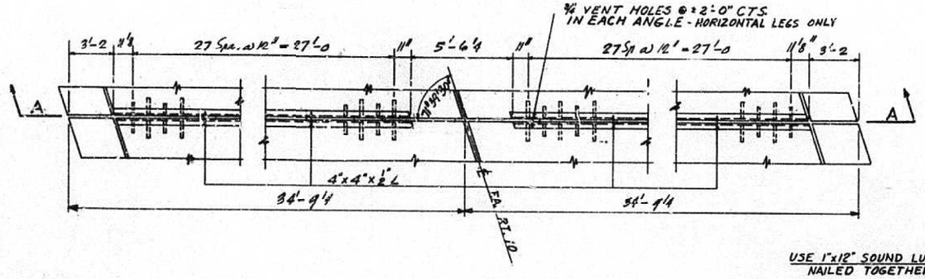
'L' DIMENSIONS OF SHIM PLATES

REFER TO SEC. ON SH. NO. 7 OF 10

BEAM NO.	NO. AB.	PIER #1.	PIER #2	SO. AB.
1	0	0	0	0
2	0	7/8"	7/8"	0
3	7/8"	0	0	7/8"
4	0	7/8"	7/8"	0
5	3/4"	0	0	5/8"
6	3/4"	0	0	5/8"
7	1/4"	5/8"	3/4"	0
8	3/4"	0	0	5/8"
9	0	1 3/8"	1 3/8"	0
10	0	5/8"	3/4"	0



SECTION A-A



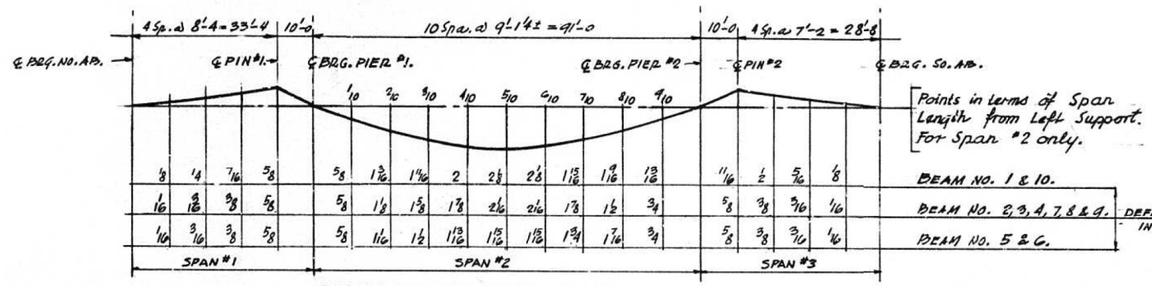
EXPANSION GUARD

PLAN AT NO. & SO. ABUTMENTS AND PINS #1 & #2.
REFER TO CROSS SEC. ON SH. NO. 5 OF 10

DETAIL OF SETTLEMENT PLATFORM

GENERAL NOTES FOR SETTLEMENT PLATFORM

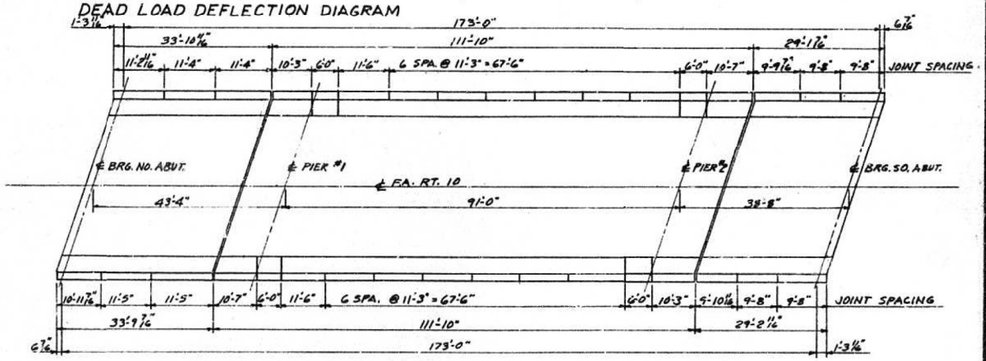
1. SETTLEMENT PLATFORM SHALL CONSIST OF: COMPLETE PLATFORM, WOODEN BASE, BOLTS, WASHERS, NUTS, FLOOR FLANGE, 4'-0" LGTHS. 2 1/2" PIPE, 2 1/2" COUPLINGS, & 1-2 1/2" PIPE CAP.
2. FOUR PLATFORMS ASSEMBLED AS INDICATED REQUIRE THE FOLLOWING MATERIAL.
   20 ea 2 1/2" PIPE COUPLINGS.
   20 ea 4'-0" LGTHS. 2 1/2" STD. BLACK PIPE THREADED AT BOTH ENDS.



Points in terms of Span Length from Left Support. For Span #2 only.

DEFLECTION IN INCHES
BEAM NO. 1 & 10.
BEAM NO. 2, 3, 4, 7, 8 & 9.
BEAM NO. 5 & 6.

DEAD LOAD DEFLECTION DIAGRAM



CONSTRUCTION JOINT SPACING FOR CURBS & PARAPETS

MISCELLANEOUS DETAILS

F.A. ROUTE 10 SECTION 13-HB-1

F.A. ROUTE 10 OVER EDMUND STREET
STATION 56+08.55
TAZEWELL COUNTY

DESIGNED	P.H.M & H.Y.F.	EXAMINED	ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
CHECKED	H.Y.F.	PASSED	ENGINEER OF DESIGN
DRAWN	H.J.K. & G.L.	APPROVED	CHIEF HIGHWAY ENGINEER
CHECKED	H.Y.F.		

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

2-14-64 J.M.J. Lowered top of beam elev. by .08'

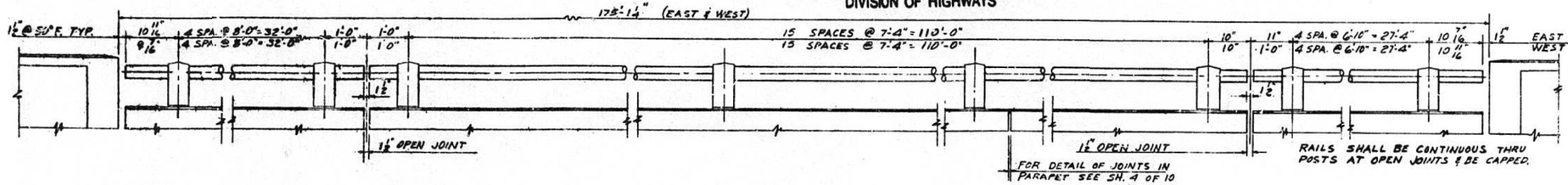
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8/24/2023 11:07:30 AM

FOR INFORMATION ONLY

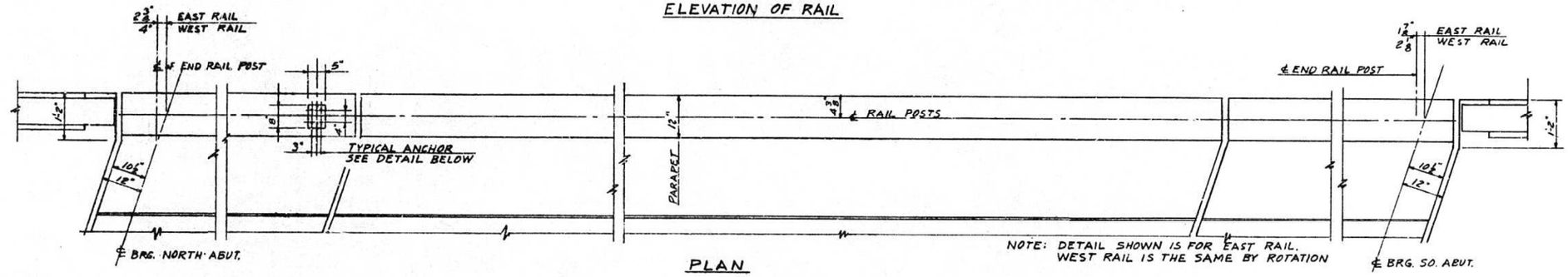
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 10	13 HB-1	TAZEWELL	55	29
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT	( )	

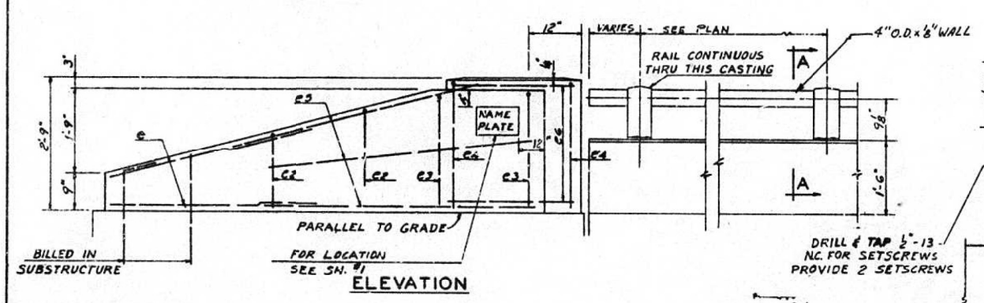
SH. NO. 7 OF 10



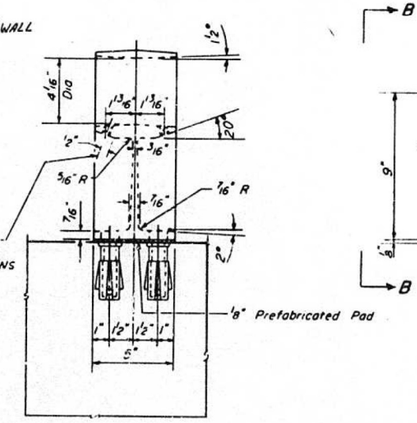
ELEVATION OF RAIL



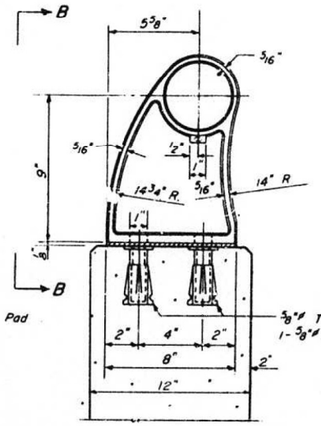
PLAN



ELEVATION



VIEW B-B



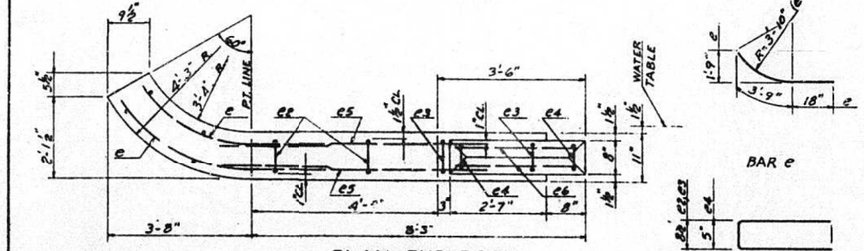
SECTION A-A



CAST END CAP
DRIVE FIT TYPE
12 - Required
Incidental to item "Aluminum Handrail"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
C	16	#4	5'-3"	
C2	8	#4	3'-6"	
C3	8	#4	3'-4"	
C4	8	#4	3'-7"	
C5	24	#4	6'-0"	
C6	16	#4	3'-0"	
CLASS "X" CONCRETE			CU YDS.	3.1
REINFORCEMENT BARS			LBS.	260
ALUMINUM HANDRAIL			L.F.	350



RAIL POST DETAILS

Note:
Aluminum handrail will be paid for at the contract unit price per lineal foot for ALUMINUM HANDRAIL, measured as specified, which price shall be payment in full for all materials, fabrication, transportation and erection.

NOTES
- All Posts shall be placed normal to parapet
- All Posts shall be of Aluminum conforming to ASTM Specification B-108 alloy SG-70B-T6.
- All Rail Tubing shall be of Aluminum conforming to ASTM Specification B-235 alloy 6061-T6.
- Aluminum handrail shall be measured in lineal feet. The length paid for shall be the overall length along the top longitudinal railing member through all posts and gaps.
- Rail Tubing may be cut to Span 1, 2 or 3 post Spaces
- For material composition of Prefabricated Pad, See Art. 5.4.9 (f), (Bearings and Anchorage), of the Std Specs
- Set Screws shall be of Aluminum conforming to ASTM Specification B-211 alloy 2024-T4

HANDRAIL DETAILS

F.A. ROUTE 10 SECTION 13-HB-1

F.A. ROUTE 10 OVER EDMUND STREET
STATION 56+08.55
TAZEWELL COUNTY

DESIGNED	HJK
CHECKED	
DRAWN	HJK
CHECKED	
	SBH-1

EXAMINED — ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF BRIDGES
APPROVED — CHIEF HIGHWAY ENGINEER

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

MODEL: 68C00-171
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8/24/2023 11:07:36 AM

VEENSTRA & KIMM INC. Springfield, IL. Phone: (217)544-8033 IL. Design Firm No. 184-001939	USER NAME = ___	DESIGNED - DJC	REVISED - ___
		CHECKED - KES	REVISED - ___
	PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
	PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
STRUCTURE NO. 090-0032
SHEET NO. 7 OF 7 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	171
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

Bench Mark: BM 3, Chiseled "□" on South Wingwall of West Abutment, Elev. 466.208

Existing Structure: Structure No. 090-0033 was orginally built in 1962 as F.A. Route 10, Section 13-HB-2 in Tazewell County as a three span continuous steel beam (W36) superstructure supporting a 7" R.C. slab. The substructure consists of spill-through abutments on steel H-piles and multi-column piers on steel H-pile-supported concrete footings. The minimum out-to-out width is 78'-0⅝" and the maximum out-to-out width is 84'-9¼". The back-to-back abutment length is 177'-9⅝".

Construction will be completed using Stage Construction.

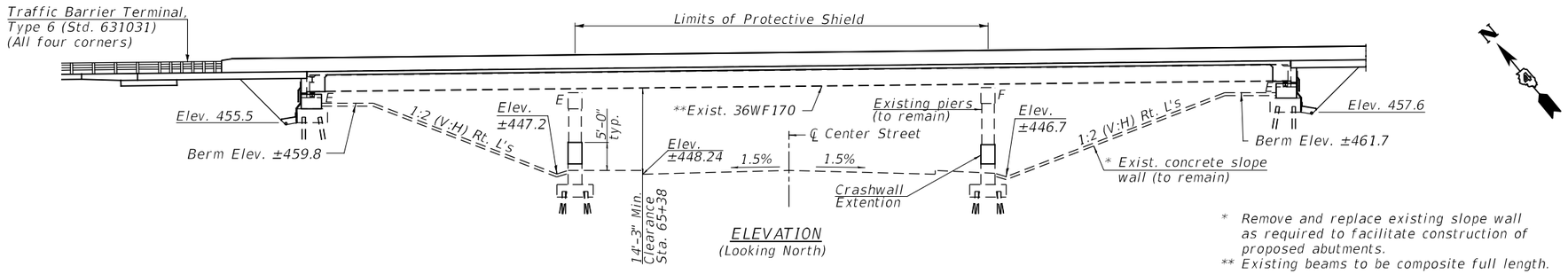
No Salvage.

SCOPE OF WORK

1. Remove upper portion of existing wingwalls for bridge approach slab.
2. Remove existing concrete deck and parapets.
3. Reconfigure existing abutments and wingwalls to semi-integral abutment configuration.
4. Construct new concrete deck. Make new deck composite for full length.
5. Repair existing substructure units.
6. Clean and paint existing structural steel.
7. Extend crash walls at both piers.

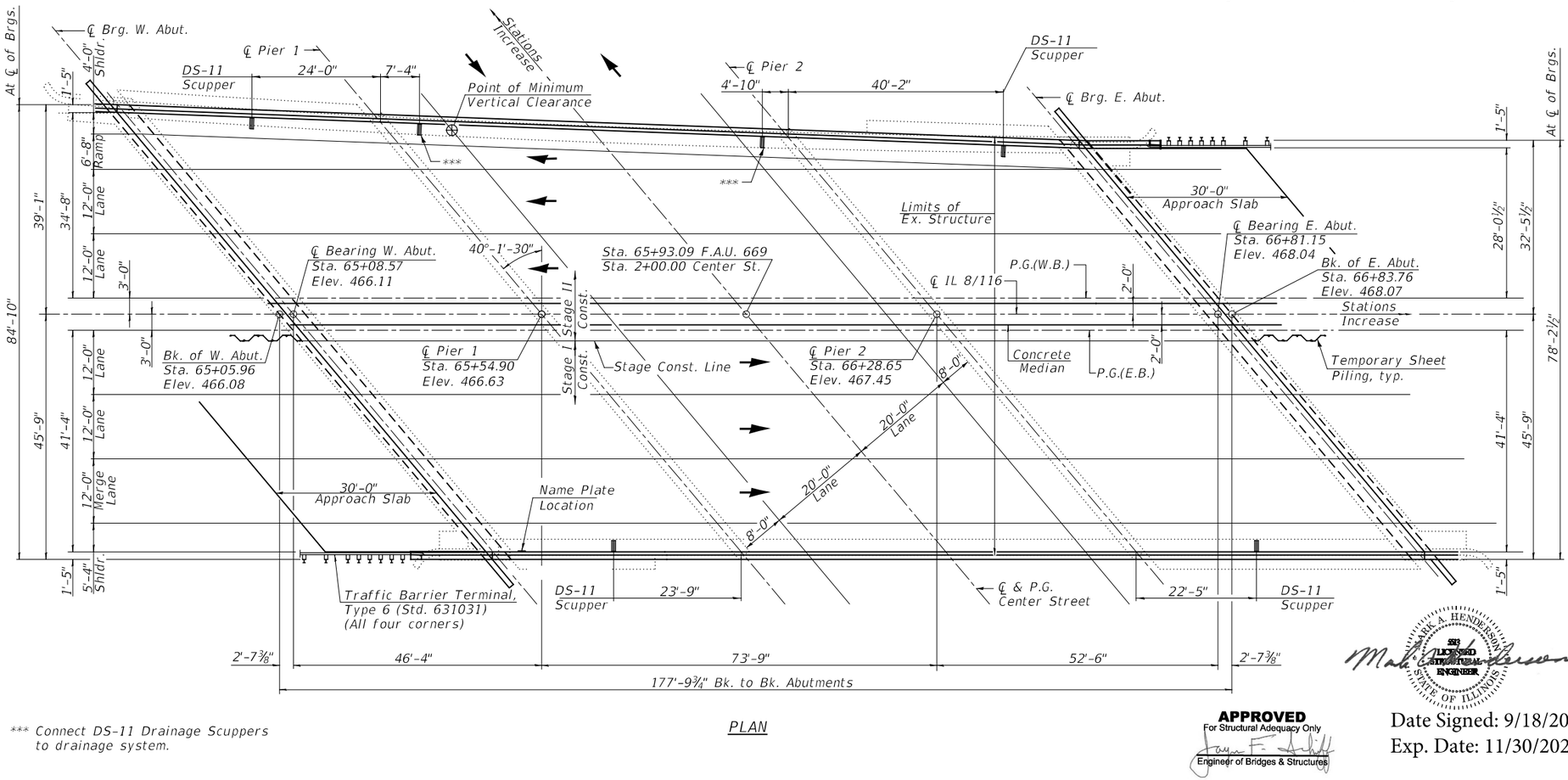
INDEX OF SHEETS

Sheet No.	Description
1	General Plan and Elevation
2	General Data
3	Stage Construction Details
4	Temporary Concrete Barrier
5	Top of Slab Elevations - Location Plan
6-8	Top of Slab Elevations
9	Top of West Approach Slab Elevations
10	Top of East Approach Slab Elevations
11	Superstructure
12-13	Superstructure Details
14	Drainage Scuppers (DS-11)
15	Drainage System
16	Diaphragm Details - West Abutment
17	Diaphragm Details - East Abutment
18-19	Bridge Approach Slab Details - West Abutment
20-21	Bridge Approach Slab Details - East Abutment
22	Structural Steel
23	Structural Steel Details
24	Bearing Details
25	Abutment Concrete Removal Details
26	West Abutment
27	East Abutment
28	Pier 1 Crashwall Extension
29	Pier 2 Crashwall Extension
30	Bar Splicer Details



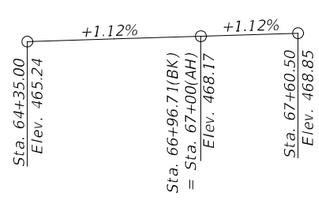
ELEVATION
(Looking North)

* Remove and replace existing slope wall as required to facilitate construction of proposed abutments.
** Existing beams to be composite full length.

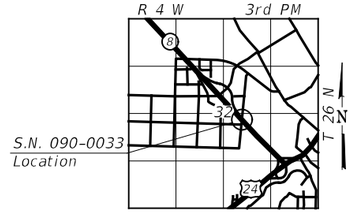


PLAN

*** Connect DS-11 Drainage Scuppers to drainage system.



PROFILE GRADE
(℄ F.A.P. Route 669)
Measured 3' from ℄ bridge on both sides of median at top of concrete deck



LOCATION SKETCH

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

MARK A. HENDERSON
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

Date Signed: 9/18/2023
Exp. Date: 11/30/2024

GENERAL PLAN
IL 8/116 (F.A.P. 669) OVER CENTER STREET
SEC. 13-[(HB,HB-1,2)BR-1]RS-2
TAZEWELL COUNTY
STATION 65+94.86
STRUCTURE NO. 090-0033

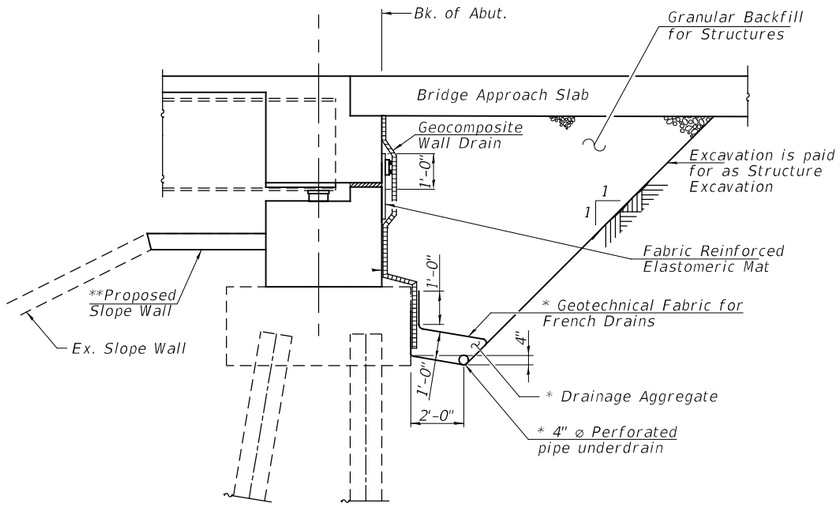
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9/18/2023 9:43:25 AM

VEENSTRA & KIMM INC. Springfield, IL. Phone: (217)544-8033 IL. Design Firm No. 184-001939	USER NAME = ___	DESIGNED - KES	REVISED - ___
		CHECKED - MAH	REVISED - ___
	PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
	PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 090-0033
SHEET NO. 1 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	172
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ℄'s)

*Included in the cost of Pipe Underdrains for Structures.

**Slope Wall shall be reinforced with galvanized welded wire fabric, 6 in. x 6 in. W4.0 x W4.0,weighing 58 lbs. per 100 sq. ft.

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).

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 Standard). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications. As directed by the engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made by either grinding the surface or shimming the bearings.

Slipforming of the parapets is not allowed.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Cleaning and painting of existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures." All beams, bearings, and other structural steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The designated areas cleaned per Near White Blast Cleaning shall be painted according to the requirements of paint system 1 - OZ/E/U. 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 Blue, Munsell No. 10B 3/6.

A minimum of four air monitors will be required to monitor abrasive blasting operations at this site. See Special Provision for "Containment and Disposal of Lead Paint Cleaning Residues."

SSPC QP1 and QP2 Contractor Certification is required for this Contract.

Care shall be taken not to damage rubber bearing components during the blasting and cleaning operations. Any damage to these components shall be repaired at the contractor's expense.

A film forming Concrete Sealer shall be applied to the horizontal surfaces of the pier crash wall extensions and penetrating Concrete Sealer shall be applied to the vertical surfaces of the pier crash wall extensions.

STATION 65+94.86
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.P RTE. 669
LOADING HS20-44
SEC 13-[(HB,HB-1,2)BR-1]RS-2
STRUCTURE NO. 090-0033

NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plate.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		139.5	139.5
Slope Wall Removal	Sq. Yd.		133	133
Removal of Existing Concrete Deck No. 3	Each	1		1
Protective Shield	Sq. Yd.	660		660
Structure Excavation	Cu. Yd.		642.9	642.9
Concrete Structures	Cu. Yd.		213.0	213.0
Concrete Superstructure	Cu. Yd.	531.0		531.0
Bridge Deck Grooving	Sq. Yd.	1853		1853
Protective Coat	Sq. Yd.	2282		2282
Concrete Superstructure (Approach Slab)	Cu. Yd.	226.2		226.2
Stud Shear Connectors	Each	7800		7800
Reinforcement Bars, Epoxy Coated	Pound	197,940	30,750	228,690
Bar Splicers	Each	662	122	784
Slope Wall 4 Inch	Sq. Yd.		133	133
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type 1	Each	26		26
Anchor Bolts, 1"	Each	52		52
Temporary Sheet Piling	Sq. Ft.		401	401
Drainage System for Structures	L. Sum	0.34		0.34
Granular Backfill for Structures	Cu. Yd.		530	530
Concrete Sealer	Sq. Ft.		1150	1150
Geocomposite Wall Drain	Sq. Yd.		234	234
Pipe Underdrains for Structures 4"	Foot		316	316
Removal of Existing Bearings	Each	26		26
Containment and Disposal of Lead Paint Cleaning Residues Bridge No. 3	L. Sum		1	1
Cleaning and Painting Steel Bridge No. 3	L. Sum		1	1
Drainage Scuppers, DS-11	Each	6		6
Jacking and Cribbing	Each	2		2

LOADING HS20-44

Allow for 25 psf future wearing surface.

SEISMIC DATA

Seismic Performance Category = A
Bedrock Acceleration Coefficient = 0.04g
Soil Coefficient = 1.5

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

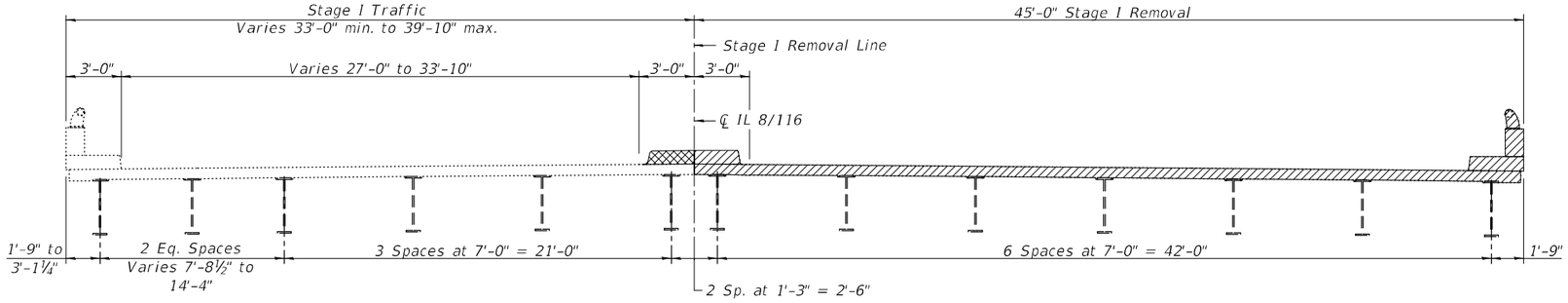
DESIGN STRESSES

FIELD UNITS (Exist. Construction)

f'c = 3,500 psi
fy = 36,000 psi (Structural Steel)
fy = 40,000 psi (Reinforcement)

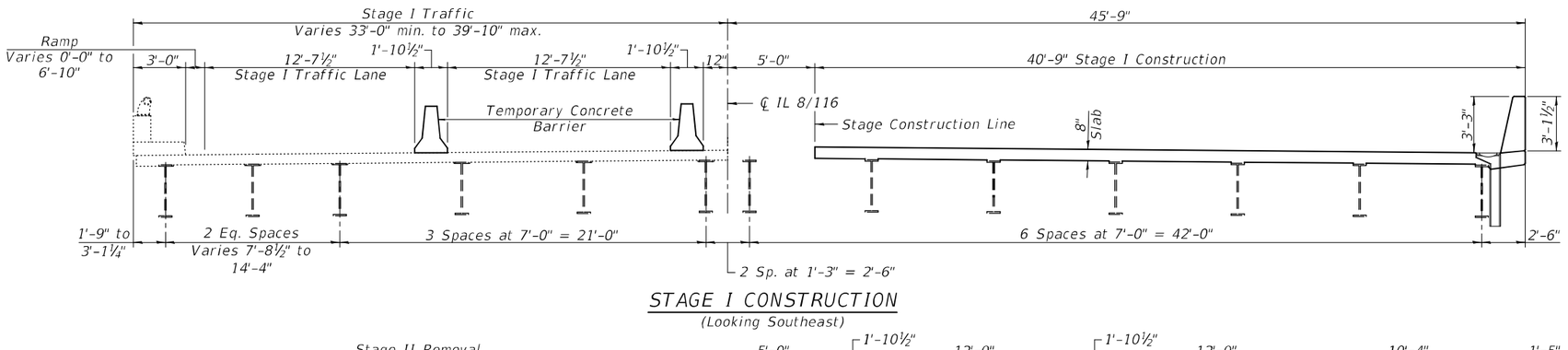
FIELD UNITS (New Construction)

f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Bearing/Side Retainers)

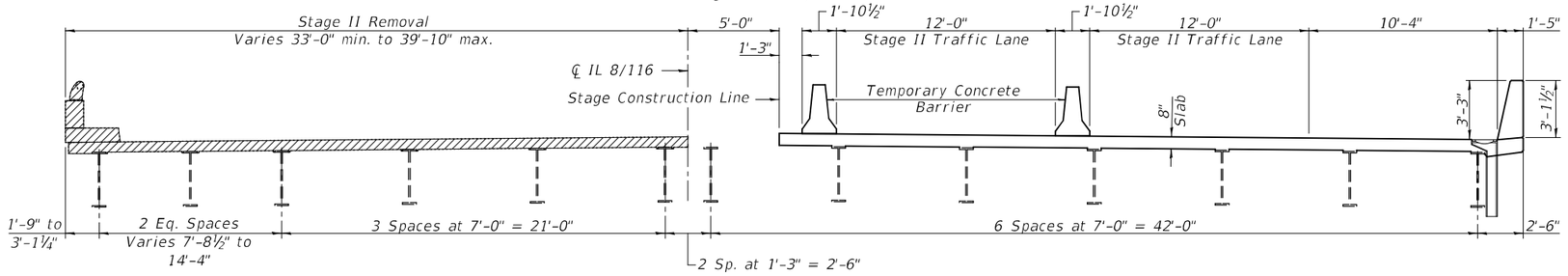


STAGE I REMOVAL
(Looking Southeast)

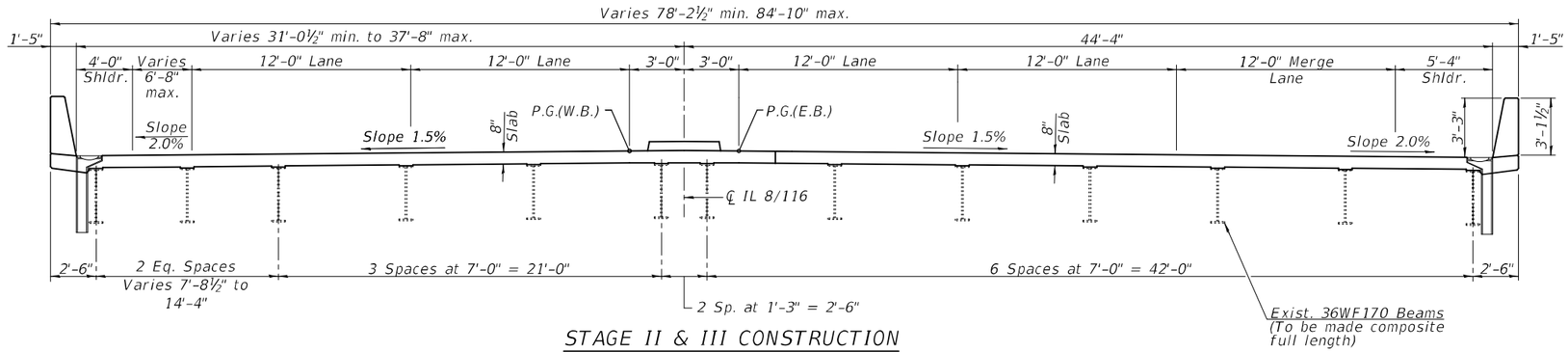
Indicates Pre-Stage I Removal. See Roadway Plans for traffic control. Cost included with "Removal of Existing Concrete Deck No. 3".



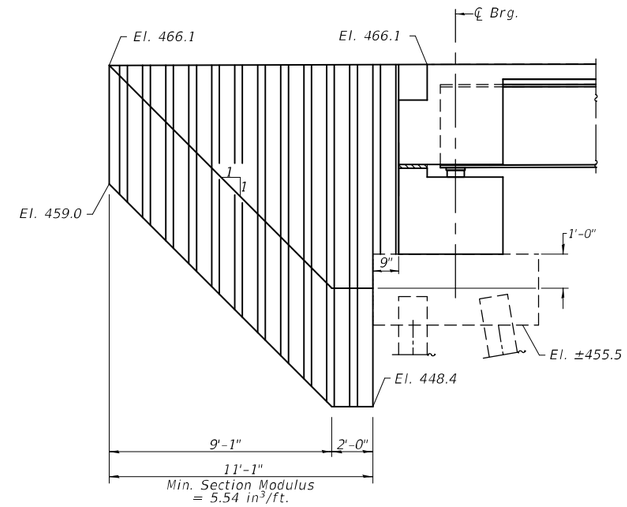
STAGE I CONSTRUCTION
(Looking Southeast)



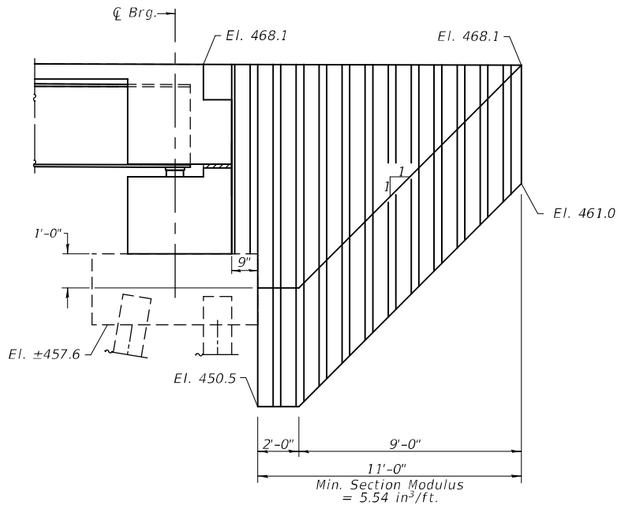
STAGE II REMOVAL
(Looking Southeast)



STAGE II & III CONSTRUCTION
(Looking Southeast)



W. ABUT TEMPORARY SHEET PILING
(Horiz. dim. @ Rt. ℄'s)



E. ABUT TEMPORARY SHEET PILING
(Horiz. dim. @ Rt. ℄'s)

Note:
Hatched area indicates Removal of Existing Concrete Deck. For quantity of Temporary Concrete Barrier, see roadway plans.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

MODEL: 68C00-174
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
8/24/2023 11:46:08 AM

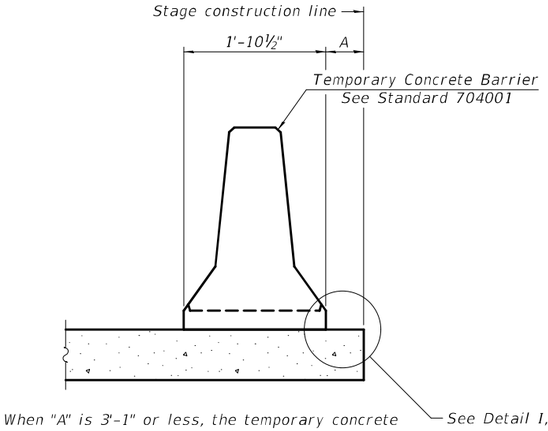
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___
	CHECKED - MAH	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

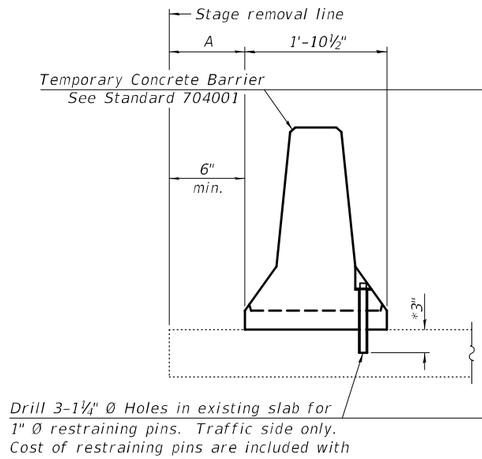
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 090-0033
SHEET NO. 3 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	174
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



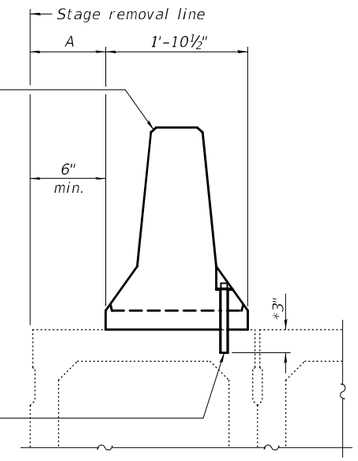
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

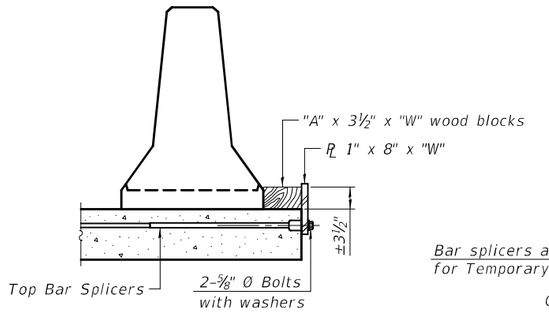
EXISTING SLAB



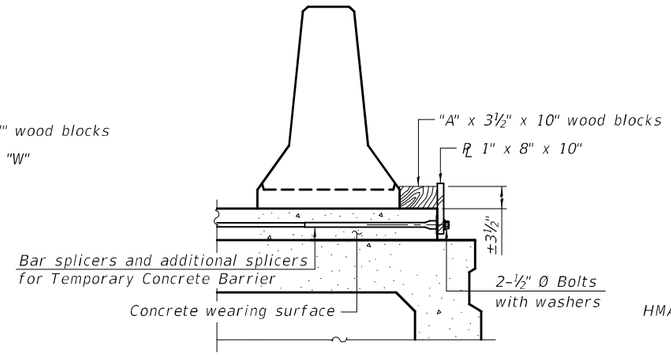
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

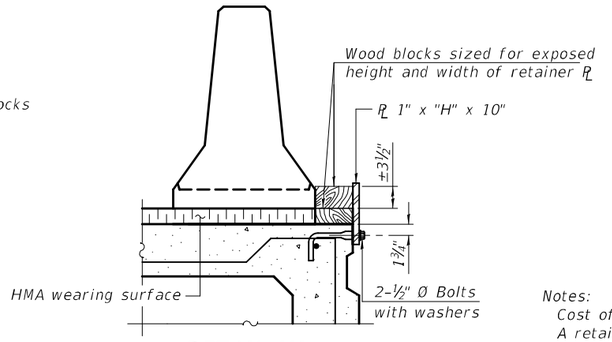
SECTIONS THRU SLAB OR DECK BEAM



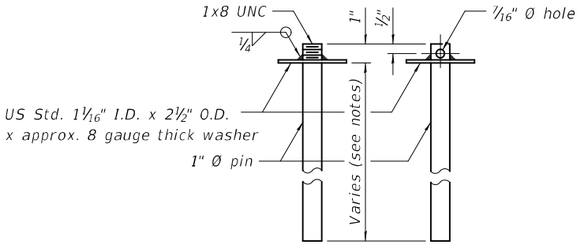
DETAIL I



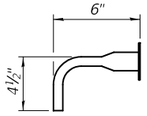
DETAIL II



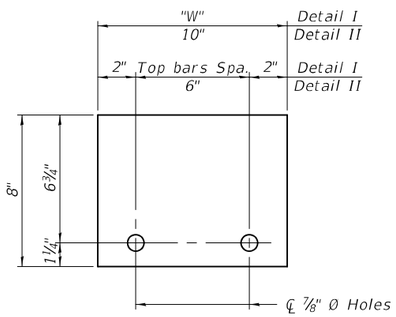
DETAIL III



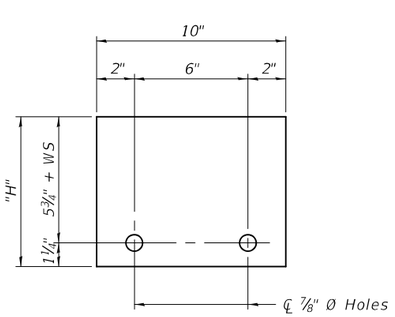
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

10-12-2021

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

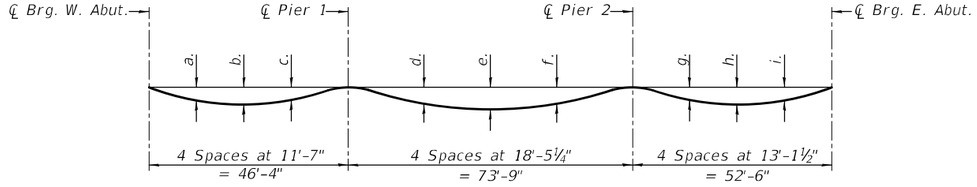
TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 090-0033

SHEET NO. 4 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	175
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

MODEL: 68C00-175
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn

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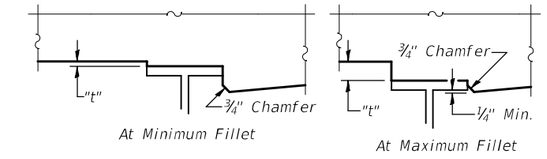
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

DEAD LOAD DEFLECTION TABLE

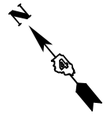
Beam	a.	b.	c.	d.	e.	f.	g.	h.	i.
1, 3, 11, 12, 13	1/16"	1/16"	0"	1/16"	3/4"	1/16"	1/16"	3/16"	3/16"
2	1/16"	0"	0"	1/16"	5/8"	3/8"	1/16"	1/4"	3/16"
4 – 10	1/16"	1/16"	0"	3/8"	5/8"	3/8"	1/16"	1/8"	1/8"

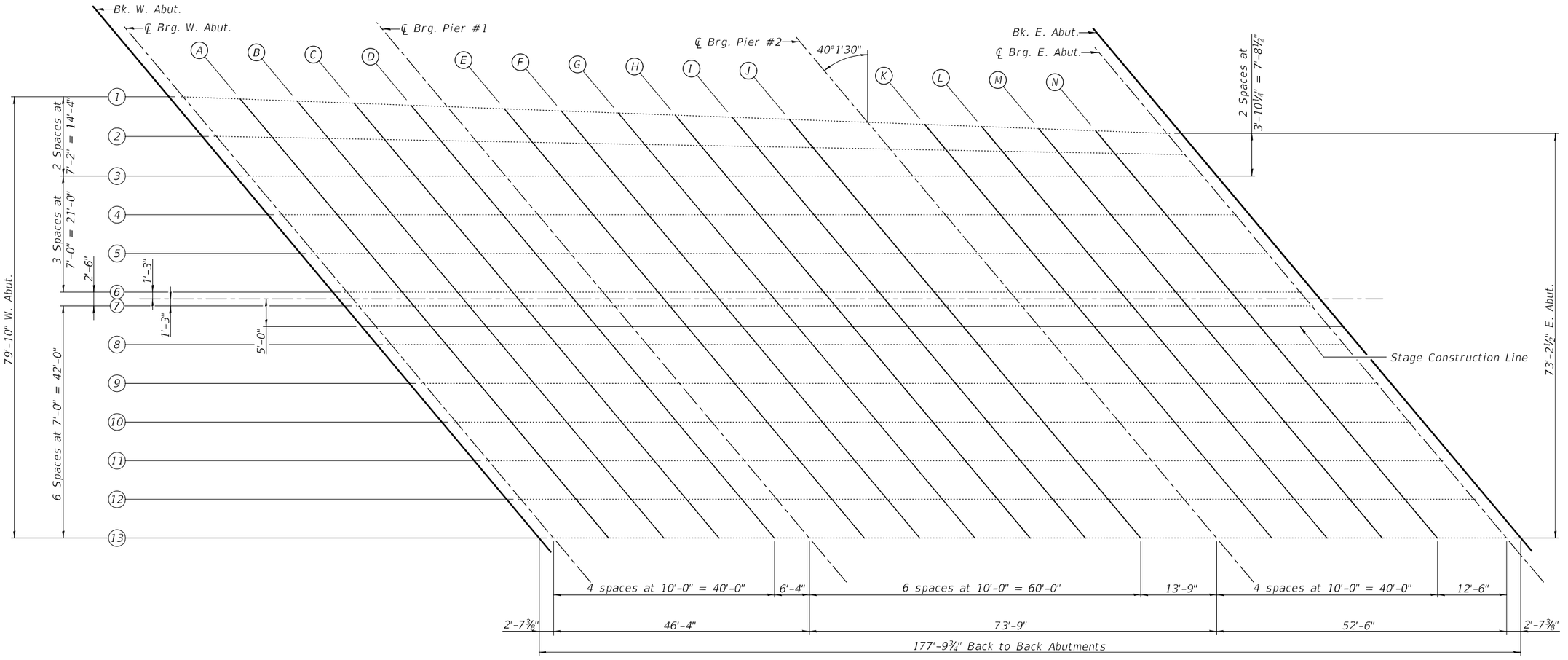
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 6, 7, & 8 of 30.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 6, 7, & 8 of 30, minus 8" deck thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS





PLAN

MODEL: 68C00-176
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
8/24/2023 11:46:09 AM

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Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

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	CHECKED - MAH	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - LOCATION PLAN
STRUCTURE NO. 090-0033
SHEET NO. 5 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	176
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	64+75.15	-36.68	465.14	465.14
℄ Brg. W. Abut.	64+77.85	-36.58	465.17	465.17
A	64+88.17	-36.20	465.29	465.29
B	64+98.49	-35.81	465.41	465.41
C	65+08.81	-35.43	465.53	465.53
D	65+19.14	-35.05	465.66	465.66
℄ Pier 1	65+25.67	-34.80	465.74	465.74
E	65+36.00	-34.42	465.86	465.87
F	65+46.32	-34.04	465.98	466.01
G	65+56.64	-33.65	466.10	466.14
H	65+66.96	-33.27	466.22	466.27
I	65+77.42	-32.88	466.36	466.40
J	65+87.61	-32.50	466.48	466.50
℄ Pier 2	66+01.80	-31.97	466.65	466.65
K	66+12.12	-31.59	466.77	466.77
L	66+22.45	-31.21	466.89	466.90
M	66+32.77	-30.82	467.01	467.02
N	66+43.09	-30.44	467.13	467.14
℄ Brg. E. Abut.	66+55.99	-29.96	467.30	467.30
Bk. of E. Abut.	66+58.69	-29.86	467.33	467.33

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	64+81.21	-29.47	465.35	465.35
℄ Brg. W. Abut.	64+83.87	-29.42	465.38	465.38
A	64+94.03	-29.23	465.50	465.50
B	65+04.19	-29.04	465.61	465.61
C	65+14.35	-28.84	465.73	465.73
D	65+24.51	-28.65	465.85	465.85
℄ Pier 1	65+30.95	-28.53	465.92	465.92
E	65+41.11	-28.34	466.04	466.05
F	65+51.27	-28.15	466.16	466.18
G	65+61.43	-27.96	466.27	466.31
H	65+71.59	-27.77	466.39	466.43
I	65+81.75	-27.58	466.51	466.54
J	65+91.91	-27.39	466.62	466.64
℄ Pier 2	66+05.89	-27.11	466.79	466.79
K	66+16.05	-26.92	466.91	466.91
L	66+26.21	-26.73	467.02	467.04
M	66+36.37	-26.55	467.14	467.15
N	66+46.53	-26.34	467.26	467.27
℄ Brg. E. Abut.	66+59.23	-26.10	467.41	467.41
Bk. of E. Abut.	66+61.89	-26.05	467.44	467.44

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	64+87.27	-22.25	465.54	465.54
℄ Brg. W. Abut.	64+89.89	-22.25	465.57	465.57
A	64+99.89	-22.25	465.68	465.68
B	65+09.89	-22.25	465.79	465.79
C	65+19.89	-22.25	465.90	465.90
D	65+29.89	-22.25	466.01	466.01
℄ Pier 1	65+36.22	-22.25	466.09	466.09
E	65+46.22	-22.25	466.20	466.21
F	65+56.22	-22.25	466.31	466.34
G	65+66.22	-22.25	466.42	466.46
H	65+76.22	-22.25	466.53	466.58
I	65+86.22	-22.25	466.65	466.68
J	65+96.22	-22.25	466.76	466.78
℄ Pier 2	66+09.97	-22.25	466.91	466.91
K	66+19.97	-22.25	467.02	467.03
L	66+29.97	-22.25	467.14	467.15
M	66+39.97	-22.25	467.25	467.26
N	66+49.97	-22.25	467.36	467.37
℄ Brg. E. Abut.	66+62.47	-22.25	467.50	467.50
Bk. of E. Abut.	66+65.08	-22.25	467.53	467.53

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	64+93.15	-15.25	465.71	465.71
℄ Brg. W. Abut.	64+95.76	-15.25	465.74	465.74
A	65+05.76	-15.25	465.85	465.85
B	65+15.76	-15.25	465.96	465.97
C	65+25.76	-15.25	466.07	466.07
D	65+35.76	-15.25	466.19	466.18
℄ Pier 1	65+42.10	-15.25	466.26	466.26
E	65+52.10	-15.25	466.37	466.38
F	65+62.10	-15.25	466.48	466.52
G	65+72.10	-15.25	466.59	466.64
H	65+82.10	-15.25	466.70	466.75
I	65+92.10	-15.25	466.82	466.86
J	66+02.10	-15.25	466.93	466.95
℄ Pier 2	66+15.85	-15.25	467.08	467.08
K	66+25.85	-15.25	467.19	467.20
L	66+35.85	-15.25	467.31	467.32
M	66+45.85	-15.25	467.42	467.43
N	66+55.85	-15.25	467.53	467.54
℄ Brg. E. Abut.	66+68.35	-15.25	467.67	467.67
Bk. of E. Abut.	66+70.96	-15.25	467.70	467.70

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	64+99.03	-8.25	465.88	465.88
℄ Brg. W. Abut.	65+01.64	-8.25	465.91	465.91
A	65+11.64	-8.25	466.02	466.03
B	65+21.64	-8.25	466.13	466.14
C	65+31.64	-8.25	466.24	466.25
D	65+41.64	-8.25	466.35	466.35
℄ Pier 1	65+47.98	-8.25	466.43	466.43
E	65+57.98	-8.25	466.54	466.56
F	65+67.98	-8.25	466.65	466.69
G	65+77.98	-8.25	466.76	466.81
H	65+87.98	-8.25	466.88	466.93
I	65+97.98	-8.25	466.99	467.03
J	66+07.98	-8.25	467.10	467.12
℄ Pier 2	66+21.73	-8.25	467.25	467.25
K	66+31.73	-8.25	467.37	467.37
L	66+41.73	-8.25	467.48	467.49
M	66+51.73	-8.25	467.59	467.60
N	66+61.73	-8.25	467.70	467.71
℄ Brg. E. Abut.	66+74.23	-8.25	467.84	467.84
Bk. of E. Abut.	66+76.84	-8.25	467.87	467.87

PROFILE GRADE (WESTBOUND)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+03.44	-3.00	466.01	466.01
℄ Brg. W. Abut.	65+06.05	-3.00	466.04	466.04
A	65+16.05	-3.00	466.15	466.15
B	65+26.05	-3.00	466.26	466.26
C	65+36.05	-3.00	466.37	466.37
D	65+46.05	-3.00	466.48	466.48
℄ Pier 1	65+52.39	-3.00	466.56	466.56
E	65+62.39	-3.00	466.67	466.68
F	65+72.39	-3.00	466.78	466.81
G	65+82.39	-3.00	466.89	466.93
H	65+92.39	-3.00	467.00	467.05
I	66+02.39	-3.00	467.12	467.15
J	66+12.39	-3.00	467.23	467.25
℄ Pier 2	66+26.14	-3.00	467.38	467.38
K	66+36.14	-3.00	467.49	467.49
L	66+46.14	-3.00	467.61	467.61
M	66+56.14	-3.00	467.72	467.73
N	66+66.14	-3.00	467.83	467.84
℄ Brg. E. Abut.	66+78.64	-3.00	467.97	467.97
Bk. of E. Abut.	66+81.25	-3.00	468.00	468.00

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+04.91	-1.25	466.05	466.05
℄ Brg. W. Abut.	65+07.52	-1.25	466.08	466.08
A	65+17.52	-1.25	466.19	466.19
B	65+27.52	-1.25	466.30	466.31
C	65+37.52	-1.25	466.41	466.42
D	65+47.52	-1.25	466.52	466.52
℄ Pier 1	65+53.86	-1.25	466.60	466.60
E	65+63.86	-1.25	466.71	466.72
F	65+73.86	-1.25	466.82	466.85
G	65+83.86	-1.25	466.93	466.99
H	65+93.86	-1.25	467.05	467.09
I	66+03.86	-1.25	467.16	467.19
J	66+13.86	-1.25	467.27	467.29
℄ Pier 2	66+27.61	-1.25	467.42	467.42
K	66+37.61	-1.25	467.54	467.54
L	66+47.61	-1.25	467.65	467.65
M	66+57.61	-1.25	467.76	467.77
N	66+67.61	-1.25	467.87	467.88
℄ Brg. E. Abut.	66+80.11	-1.25	468.01	468.01
Bk. of E. Abut.	66+82.72	-1.25	468.04	468.04

CENTERLINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+05.96	0.00	466.08	466.08
℄ Brg. W. Abut.	65+08.57	0.00	466.11	466.11
A	65+18.57	0.00	466.22	466.23
B	65+28.57	0.00	466.33	466.34
C	65+38.57	0.00	466.45	466.45
D	65+48.57	0.00	466.56	466.56
℄ Pier 1	65+54.91	0.00	466.63	466.63
E	65+64.91	0.00	466.74	466.75
F	65+74.91	0.00	466.85	466.88
G	65+84.91	0.00	466.96	467.01
H	65+94.91	0.00	467.08	467.12
I	66+04.91	0.00	467.19	467.22
J	66+14.91	0.00	467.30	467.32
℄ Pier 2	66+28.66	0.00	467.45	467.45
K	66+38.66	0.00	467.57	467.57
L	66+48.66	0.00	467.68	467.69
M	66+58.66	0.00	467.79	467.80
N	66+68.66	0.00	467.90	467.91
℄ Brg. E. Abut.	66+81.16	0.00	468.04	468.04
Bk. of E. Abut.	66+83.77	0.00	468.07	468.07

MODEL: 68C00-177
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
8/24/2023 11:46:09 AM

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___	
	CHECKED - MAH	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0033
SHEET NO. 6 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	177
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+07.01	1.25	466.07	466.07
℄ Brg. W. Abut.	65+09.62	1.25	466.10	466.10
A	65+19.62	1.25	466.21	466.22
B	65+29.62	1.25	466.33	466.33
C	65+39.62	1.25	466.44	466.44
D	65+49.62	1.25	466.55	466.55
℄ Pier 1	65+55.95	1.25	466.62	466.62
E	65+65.95	1.25	466.73	466.75
F	65+75.95	1.25	466.85	466.87
G	65+85.95	1.25	466.96	467.00
H	65+95.95	1.25	467.07	467.11
I	66+05.95	1.25	467.18	467.21
J	66+15.95	1.25	467.29	467.31
℄ Pier 2	66+29.70	1.25	467.45	467.45
K	66+39.70	1.25	467.56	467.56
L	66+49.70	1.25	467.67	467.68
M	66+59.70	1.25	467.78	467.79
N	66+69.70	1.25	467.90	467.90
℄ Brg. E. Abut.	66+82.20	1.25	468.04	468.04
Bk. of E. Abut.	66+84.82	1.25	468.06	468.06

PROFILE GRADE (EASTBOUND)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+08.48	3.00	466.06	466.06
℄ Brg. W. Abut.	65+11.09	3.00	466.09	466.09
A	65+21.09	3.00	466.20	466.21
B	65+31.09	3.00	466.32	466.32
C	65+41.09	3.00	466.43	466.43
D	65+51.09	3.00	466.54	466.54
℄ Pier 1	65+57.42	3.00	466.61	466.61
E	65+67.42	3.00	466.72	466.74
F	65+77.42	3.00	466.84	466.87
G	65+87.42	3.00	466.95	466.99
H	65+97.42	3.00	467.06	467.10
I	66+07.42	3.00	467.17	467.21
J	66+17.42	3.00	467.28	467.30
℄ Pier 2	66+31.17	3.00	467.44	467.44
K	66+41.17	3.00	467.55	467.55
L	66+51.17	3.00	467.66	467.67
M	66+61.17	3.00	467.77	467.79
N	66+71.17	3.00	467.89	467.90
℄ Brg. E. Abut.	66+83.67	3.00	468.03	468.03
Bk. of E. Abut.	66+86.29	3.00	468.05	468.05

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+10.16	5.00	466.05	466.05
℄ Brg. W. Abut.	65+12.77	5.00	466.08	466.08
A	65+22.77	5.00	466.19	466.20
B	65+32.77	5.00	466.31	466.31
C	65+42.77	5.00	466.42	466.42
D	65+52.77	5.00	466.53	466.53
℄ Pier 1	65+59.10	5.00	466.60	466.60
E	65+69.10	5.00	466.71	466.73
F	65+79.10	5.00	466.82	466.86
G	65+89.10	5.00	466.94	466.98
H	65+99.10	5.00	467.05	467.09
I	66+09.10	5.00	467.16	467.20
J	66+19.10	5.00	467.27	467.29
℄ Pier 2	66+32.85	5.00	467.43	467.43
K	66+42.85	5.00	467.54	467.54
L	66+52.85	5.00	467.65	467.66
M	66+62.85	5.00	467.76	467.77
N	66+72.85	5.00	467.87	467.88
℄ Brg. E. Abut.	66+85.35	5.00	468.01	468.01
Bk. of E. Abut.	66+87.97	5.00	468.04	468.04

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+12.89	8.25	466.03	466.03
℄ Brg. W. Abut.	65+15.50	8.25	466.06	466.06
A	65+25.50	8.25	466.18	466.18
B	65+35.50	8.25	466.29	466.29
C	65+45.50	8.25	466.40	466.40
D	65+55.50	8.25	466.51	466.51
℄ Pier 1	65+61.83	8.25	466.58	466.58
E	65+71.83	8.25	466.69	466.71
F	65+81.83	8.25	466.81	466.84
G	65+91.83	8.25	466.92	466.97
H	66+01.83	8.25	467.03	467.08
I	66+11.83	8.25	467.14	467.18
J	66+21.83	8.25	467.25	467.28
℄ Pier 2	66+35.58	8.25	467.41	467.41
K	66+45.58	8.25	467.52	467.52
L	66+55.58	8.25	467.63	467.64
M	66+65.58	8.25	467.74	467.76
N	66+75.58	8.25	467.86	467.87
℄ Brg. E. Abut.	66+88.08	8.25	468.00	468.00
Bk. of E. Abut.	66+90.70	8.25	468.03	468.03

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+18.77	15.25	465.99	465.99
℄ Brg. W. Abut.	65+21.38	15.25	466.02	466.02
A	65+31.38	15.25	466.14	466.14
B	65+41.38	15.25	466.25	466.25
C	65+51.38	15.25	466.36	466.36
D	65+61.38	15.25	466.47	466.47
℄ Pier 1	65+67.71	15.25	466.54	466.54
E	65+77.71	15.25	466.66	466.67
F	65+87.71	15.25	466.77	466.80
G	65+97.71	15.25	466.88	466.93
H	66+07.71	15.25	466.99	467.04
I	66+17.71	15.25	467.10	467.14
J	66+27.71	15.25	467.22	467.24
℄ Pier 2	66+41.46	15.25	467.37	467.37
K	66+51.46	15.25	467.48	467.48
L	66+61.46	15.25	467.59	467.60
M	66+71.46	15.25	467.71	467.72
N	66+81.46	15.25	467.82	467.83
℄ Brg. E. Abut.	66+93.96	15.25	467.96	467.96
Bk. of E. Abut.	66+96.57	15.25	467.99	467.99

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+24.65	22.25	465.96	465.96
℄ Brg. W. Abut.	65+27.26	22.25	465.99	465.99
A	65+37.26	22.25	466.10	466.10
B	65+47.26	22.25	466.21	466.21
C	65+57.26	22.25	466.32	466.32
D	65+67.26	22.25	466.43	466.43
℄ Pier 1	65+73.59	22.25	466.50	466.50
E	65+83.59	22.25	466.62	466.63
F	65+93.59	22.25	466.73	466.76
G	66+03.59	22.25	466.84	466.89
H	66+13.59	22.25	466.95	467.00
I	66+23.59	22.25	467.06	467.10
J	66+33.59	22.25	467.18	467.20
℄ Pier 2	66+47.34	22.25	467.33	467.33
K	66+57.34	22.25	467.44	467.44
L	66+67.34	22.25	467.55	467.56
M	66+77.34	22.25	467.67	467.68
N	66+87.34	22.25	467.78	467.79
℄ Brg. E. Abut.	66+99.84	22.25	467.92	467.92
Bk. of E. Abut.	67+02.45	22.25	467.95	467.95

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+30.53	29.25	465.92	465.92
℄ Brg. W. Abut.	65+33.14	29.25	465.95	465.95
A	65+43.14	29.25	466.06	466.06
B	65+53.14	29.25	466.17	466.17
C	65+63.14	29.25	466.28	466.28
D	65+73.14	29.25	466.39	466.39
℄ Pier 1	65+79.47	29.25	466.46	466.46
E	65+89.47	29.25	466.58	466.59
F	65+99.47	29.25	466.69	466.72
G	66+09.47	29.25	466.80	466.85
H	66+19.47	29.25	466.91	466.96
I	66+29.47	29.25	467.02	467.06
J	66+39.47	29.25	467.14	467.16
℄ Pier 2	66+53.22	29.25	467.29	467.29
K	66+63.22	29.25	467.40	467.40
L	66+73.22	29.25	467.51	467.52
M	66+83.22	29.25	467.63	467.64
N	66+93.22	29.25	467.74	467.75
℄ Brg. E. Abut.	67+05.72	29.25	467.88	467.88
Bk. of E. Abut.	67+08.33	29.25	467.91	467.91

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+36.40	36.25	465.88	465.88
℄ Brg. W. Abut.	65+39.02	36.25	465.91	465.91
A	65+49.02	36.25	466.02	466.02
B	65+59.02	36.25	466.13	466.14
C	65+69.02	36.25	466.24	466.24
D	65+79.02	36.25	466.35	466.35
℄ Pier 1	65+85.35	36.25	466.43	466.43
E	65+95.35	36.25	466.54	466.55
F	66+05.35	36.25	466.65	466.68
G	66+15.35	36.25	466.76	466.81
H	66+25.35	36.25	466.87	466.92
I	66+35.35	36.25	466.99	467.02
J	66+45.35	36.25	467.10	467.12
℄ Pier 2	66+59.10	36.25	467.25	467.25
K	66+69.10	36.25	467.36	467.36
L	66+79.10	36.25	467.48	467.48
M	66+89.10	36.25	467.59	467.60
N	66+99.10	36.25	467.70	467.71
℄ Brg. E. Abut.	67+11.60	36.25	467.84	467.84
Bk. of E. Abut.	67+14.21	36.25	467.87	467.87

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___	
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0033
SHEET NO. 7 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	178
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

MODEL: 68C00-178
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
8/24/2023 11:46:10 AM

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	65+42.28	43.25	465.82	465.82
℄ Brg. W. Abut.	65+44.90	43.25	465.85	465.85
A	65+54.90	43.25	465.96	465.96
B	65+64.90	43.25	466.07	466.08
C	65+74.90	43.25	466.18	466.18
D	65+84.90	43.25	466.29	466.29
℄ Pier 1	65+91.23	43.25	466.37	466.37
E	66+01.23	43.25	466.48	466.49
F	66+11.23	43.25	466.59	466.62
G	66+21.23	43.25	466.70	466.75
H	66+31.23	43.25	466.81	466.86
I	66+41.23	43.25	466.93	466.96
J	66+51.23	43.25	467.04	467.06
℄ Pier 2	66+64.98	43.25	467.19	467.19
K	66+74.98	43.25	467.30	467.30
L	66+84.98	43.25	467.42	467.42
M	66+94.98	43.25	467.53	467.54
N	67+04.98	43.25	467.64	467.65
℄ Brg. E. Abut.	67+17.48	43.25	467.78	467.78
Bk. of E. Abut.	67+20.09	43.25	467.81	467.81

MODEL: 68C00-179
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___
	CHECKED - MAH	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0033

SHEET NO. 8 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	179
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

8/24/2023 11:46:10 AM

NORTH EDGE OF SHOULDER & RAMP

Location	Station	* Offset	Theoretical Grade Elevations
W. End of W. Appr.	64+42.14	-41.83	464.66
A1	64+53.29	-40.46	464.82
A2	64+64.44	-39.04	464.97
E. End of W. Appr.	64+75.59	-37.72	465.12

NORTH EDGE OF ROADWAY

Location	Station	* Offset	Theoretical Grade Elevations
W. End of W. Appr.	64+54.59	-27.00	465.10
A1	64+64.59	-27.00	465.21
A2	64+74.59	-27.00	465.32
E. End of W. Appr.	64+84.59	-27.00	465.44

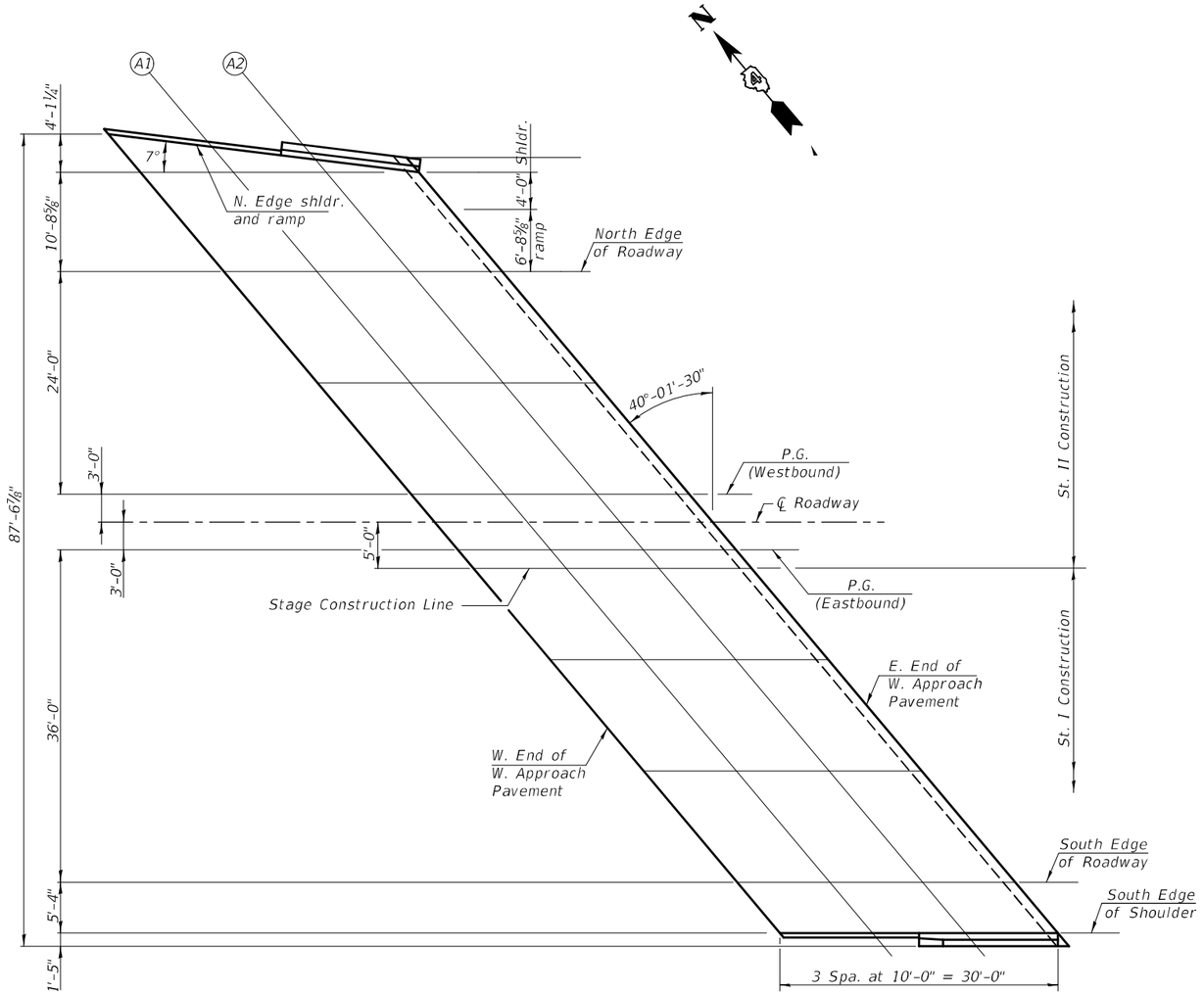
P.G. (WESTBOUND)

Location	Station	* Offset	Theoretical Grade Elevations
W. End of W. Appr.	64+74.75	-3.00	465.69
A1	64+84.75	-3.00	465.80
A2	64+94.75	-3.00	465.91
E. End of W. Appr.	65+04.75	-3.00	466.02

℄ ROADWAY

Location	Station	* Offset	Theoretical Grade Elevations
W. End of W. Appr.	64+77.27	0.00	465.76
A1	64+87.27	0.00	465.87
A2	64+97.27	0.00	465.98
E. End of W. Appr.	65+07.27	0.00	466.09

* Offset measured from ℄ of Roadway



PLAN

P.G. (EASTBOUND)

Location	Station	* Offset	Theoretical Grade Elevations
W. End of W. Appr.	64+79.79	3.00	465.74
A1	64+89.79	3.00	465.85
A2	64+99.79	3.00	465.97
E. End of W. Appr.	65+09.79	3.00	466.08

STAGE CONSTRUCTION LINE

Location	Station	* Offset	Theoretical Grade Elevations
W. End of W. Appr.	64+81.47	5.00	465.73
A1	64+91.47	5.00	465.84
A2	65+01.47	5.00	465.95
E. End of W. Appr.	65+11.47	5.00	466.07

SOUTH EDGE OF ROADWAY

Location	Station	* Offset	Theoretical Grade Elevations
W. End of W. Appr.	65+10.02	39.00	465.54
A1	65+20.02	39.00	465.65
A2	65+30.02	39.00	465.76
E. End of W. Appr.	65+40.02	39.00	465.87

SOUTH EDGE OF SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations
W. End of W. Appr.	65+14.50	44.33	465.48
A1	65+24.50	44.33	465.60
A2	65+34.50	44.33	465.71
E. End of W. Appr.	65+44.50	44.33	465.82

MODEL: 68C00-160
FILE NAME: 2:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
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VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___
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PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 090-0033
SHEET NO. 9 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	180
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

NORTH EDGE OF SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations
W. End of E. Appr.	66+56.43	-30.99	467.28
A3	66+66.43	-30.99	467.39
A4	66+76.43	-30.99	467.50
E. End of E. Appr.	66+86.43	-30.99	467.61

NORTH EDGE OF ROADWAY

Location	Station	* Offset	Theoretical Grade Elevations
W. End of E. Appr.	66+59.78	-27.00	467.40
A3	66+69.78	-27.00	467.51
A4	66+79.78	-27.00	467.62
E. End of E. Appr.	66+89.78	-27.00	467.73

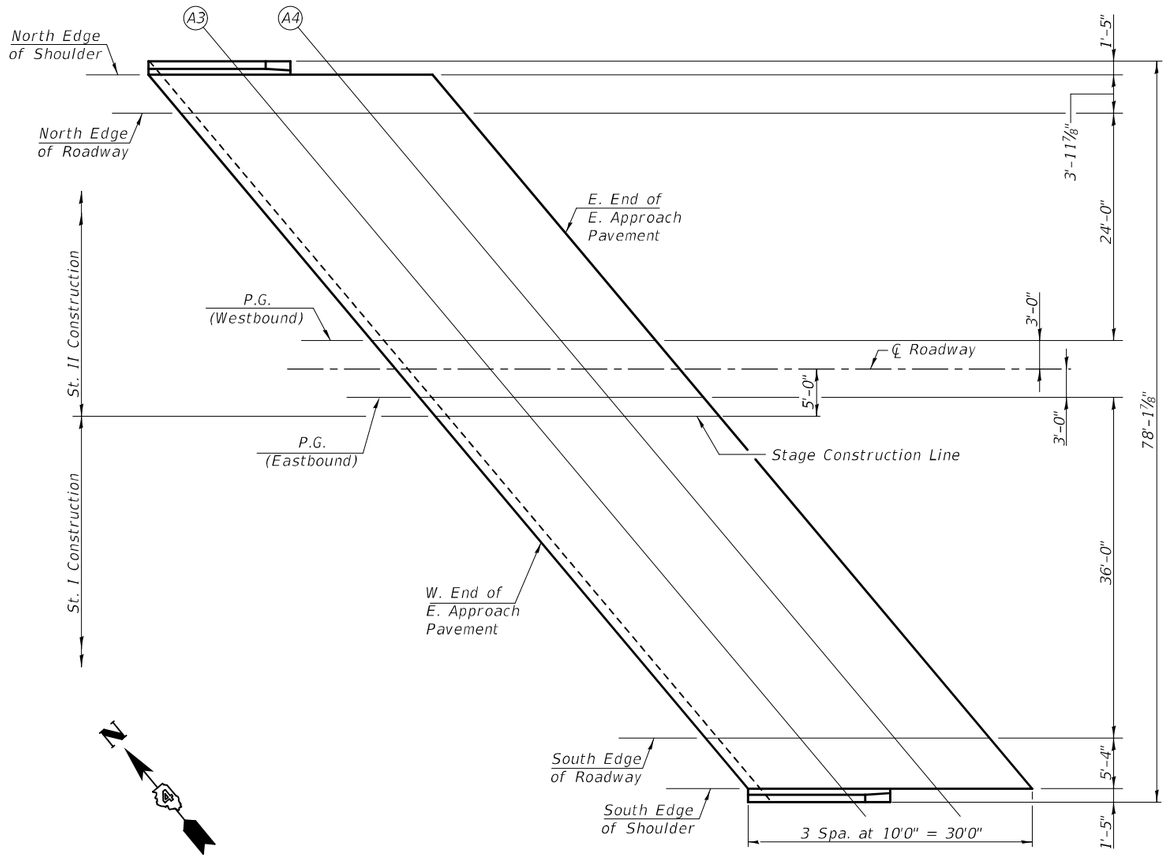
P.G. (WESTBOUND)

Location	Station	* Offset	Theoretical Grade Elevations
W. End of E. Appr.	66+79.93	-3.00	467.98
A3	66+89.93	-3.00	468.10
A4	66+99.93	-3.00	468.21
E. End of E. Appr.	67+09.93	-3.00	468.32

℄ ROADWAY

Location	Station	* Offset	Theoretical Grade Elevations
W. End of E. Appr.	66+82.45	0.00	468.06
A3	66+92.45	0.00	468.17
A4	67+02.45	0.00	468.28
E. End of E. Appr.	67+12.45	0.00	468.39

* Offset measured from ℄ of Roadway



PLAN

P.G. (EASTBOUND)

Location	Station	* Offset	Theoretical Grade Elevations
W. End of E. Appr.	66+84.97	3.00	468.04
A3	66+94.97	3.00	468.15
A4	67+04.97	3.00	468.26
E. End of E. Appr.	67+14.97	3.00	468.38

STAGE CONSTRUCTION LINE

Location	Station	* Offset	Theoretical Grade Elevations
W. End of E. Appr.	66+86.65	5.00	468.03
A3	66+96.65	5.00	468.14
A4	67+06.65	5.00	468.25
E. End of E. Appr.	67+16.65	5.00	468.36

SOUTH EDGE OF ROADWAY

Location	Station	* Offset	Theoretical Grade Elevations
W. End of E. Appr.	67+15.21	39.00	467.84
A3	67+25.21	39.00	467.95
A4	67+35.21	39.00	468.06
E. End of E. Appr.	67+45.21	39.00	468.17

SOUTH EDGE OF SHOULDER

Location	Station	* Offset	Theoretical Grade Elevations
W. End of E. Appr.	67+19.69	44.33	467.78
A3	67+29.69	44.33	467.89
A4	67+39.69	44.33	468.01
E. End of E. Appr.	67+49.69	44.33	468.12

MODEL: 68C00-181
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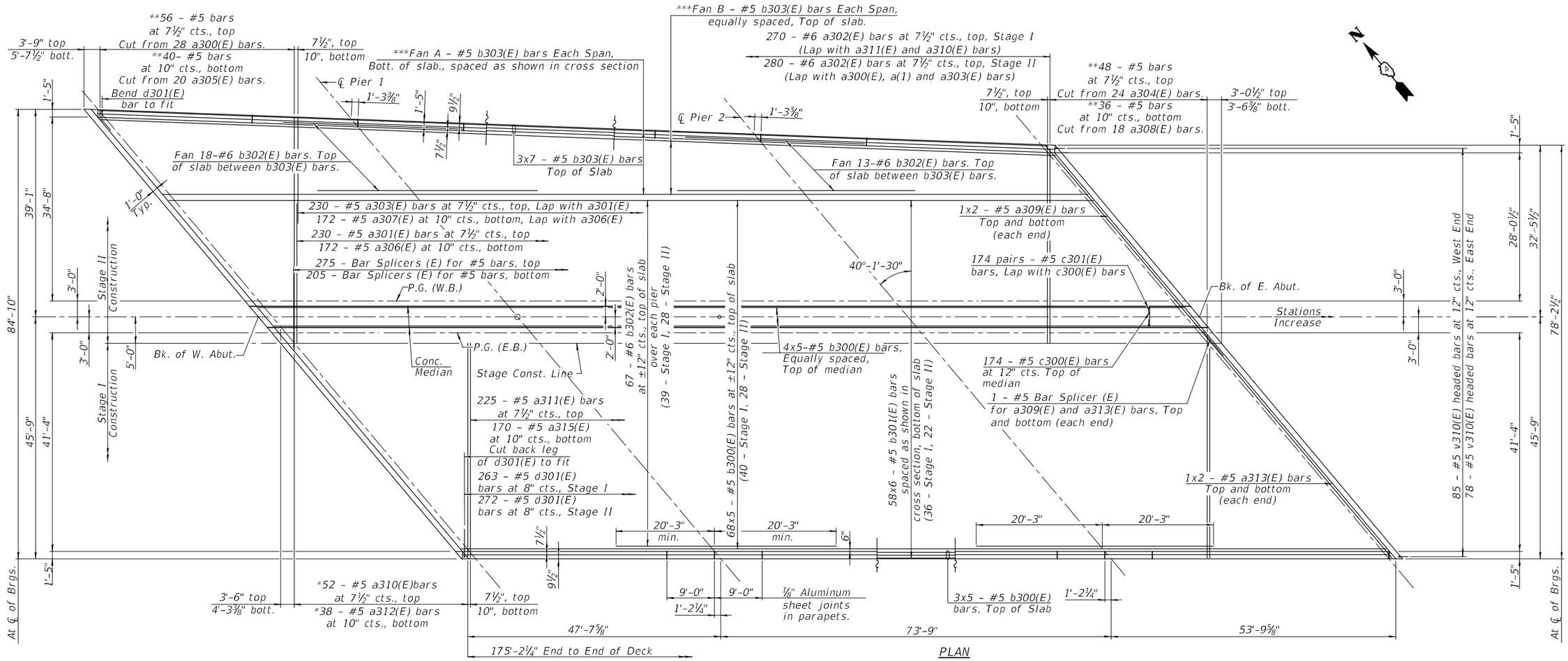
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Springfield, IL. Phone: (217)544-8033
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

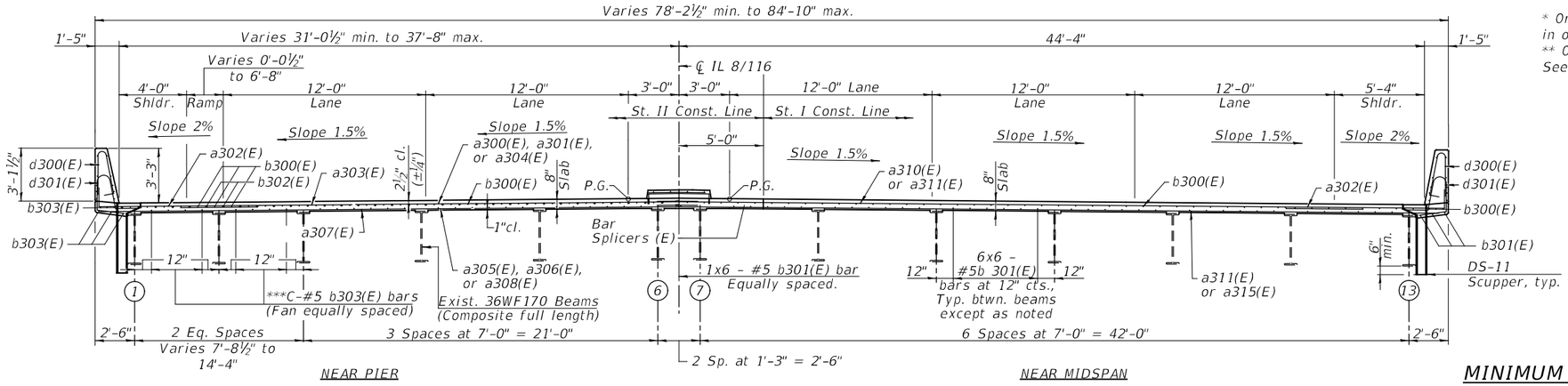
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 090-0033
SHEET NO. 10 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	181
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



PLAN



NEAR PIER NEAR MIDSPAN

CROSS SECTION
(Looking East)

* Order a310(E) and a312(E) bars full length. Use remainder of bars in opposite end. See field cutting diagram on Sheet 13 of 30.
** Order a300(E), a304(E), a305(E), & a308(E) bars full length. See field cutting diagram on Sheet 13 of 30.

*** NUMBER OF b303(E) BARS

Span	A	B	C
1	17 x 2	15 x 2	7
2	15 x 3	13 x 3	6
3	11 x 2	9 x 2	4

MINIMUM BAR LAP

#5 bar = 3'-6"

Notes:
See Sheet 12 & 13 of 30 for superstructure details, parapet details, median details, and Bill of Material.
Bars indicated thus 40x7-#5 etc. indicates 40 lines of bars with 7 lengths per line.
See Sheet 30 of 30 for Bar Splicer Details.
See Sheet 15 of 30 for scupper locations.

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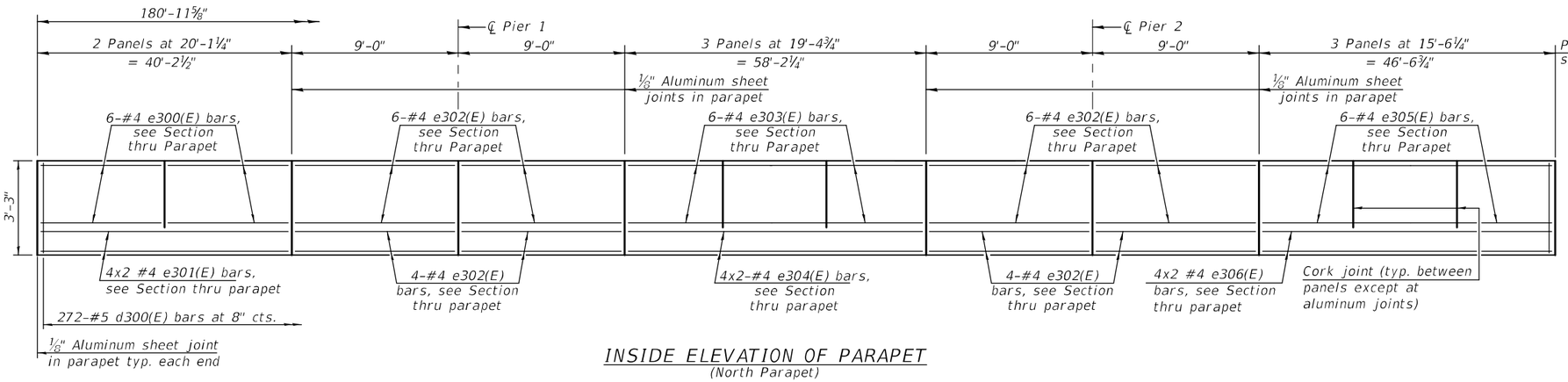
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

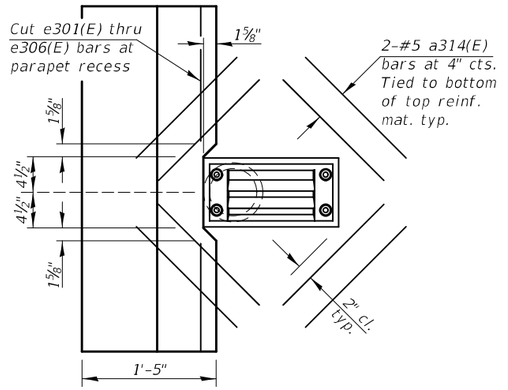
SUPERSTRUCTURE
STRUCTURE NO. 090-0033
SHEET NO. 11 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	182
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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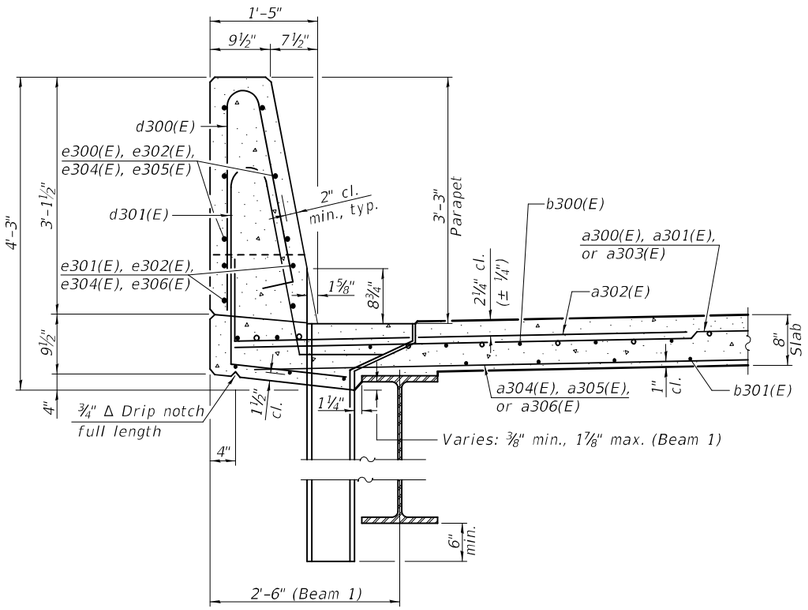


INSIDE ELEVATION OF PARAPET
(North Parapet)

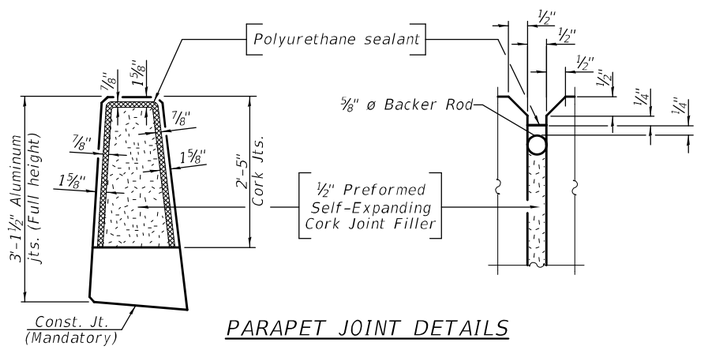


PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

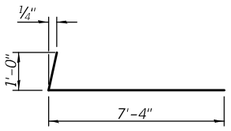


SECTION THRU PARAPET

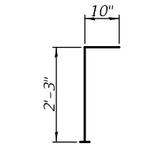


PARAPET JOINT DETAILS

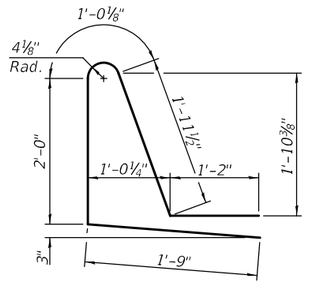
Notes:
The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



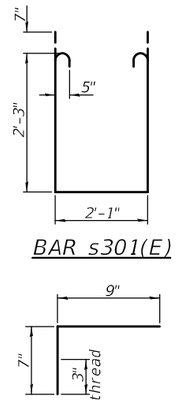
BAR a302(E)



BAR v310(E)
(Headed)

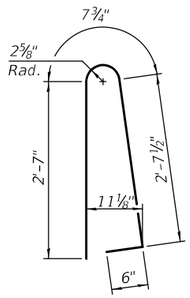


BAR d301(E)

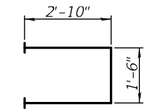


BAR s301(E)

BAR c301(E)



BAR d300(E)



BAR s300(E)
(Headed)

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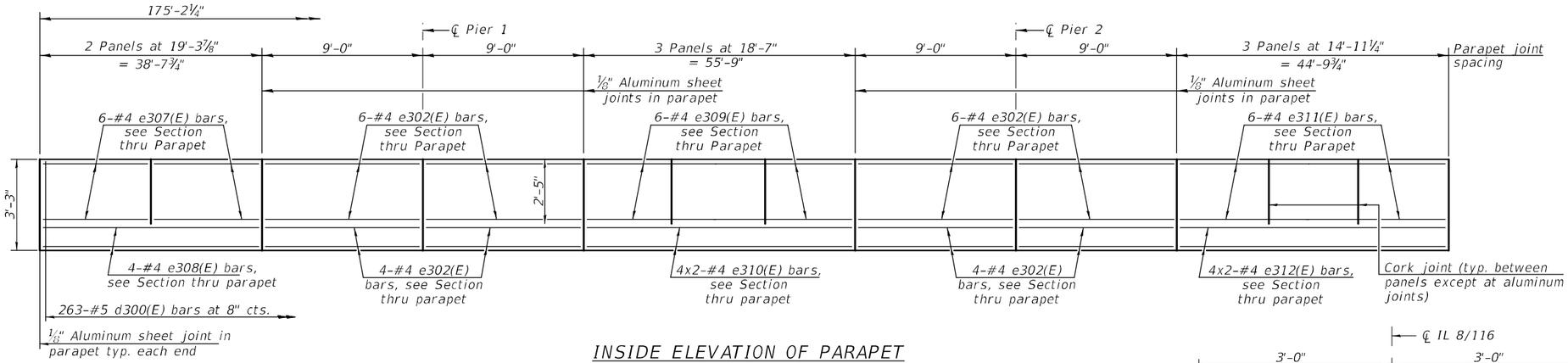
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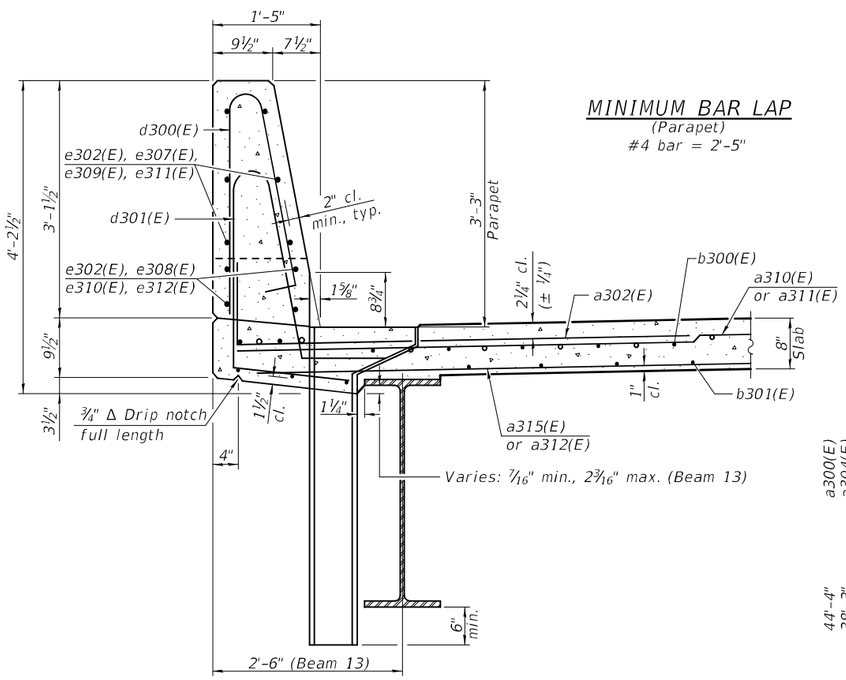
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0033
SHEET NO. 12 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

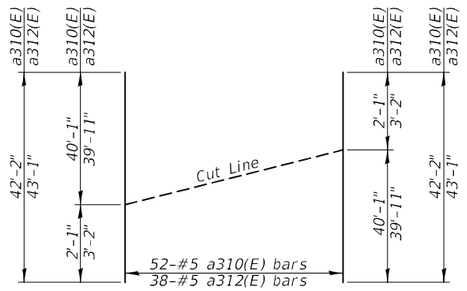


INSIDE ELEVATION OF PARAPET
(South Parapet)

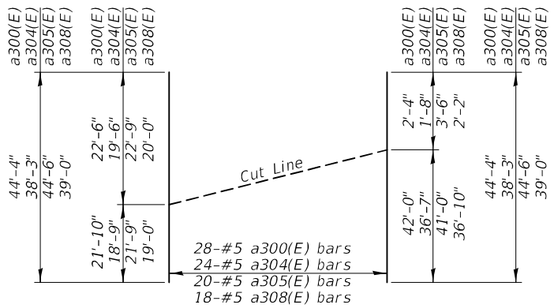


SECTION THRU PARAPET

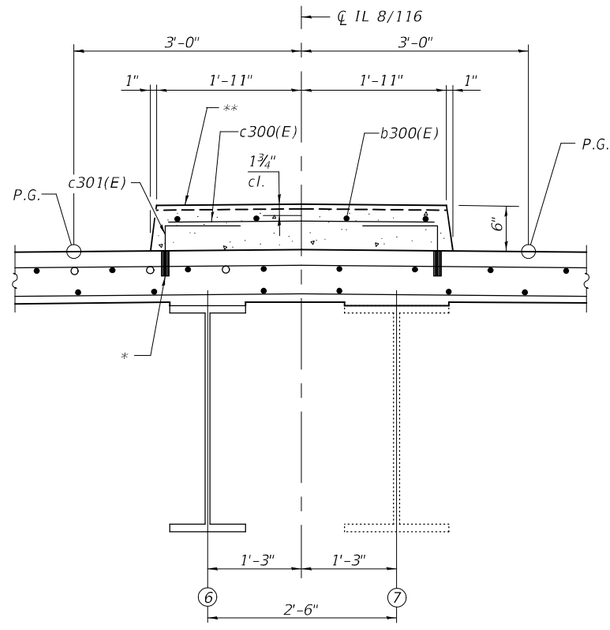
MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"



FIELD CUTTING DIAGRAM
Order a310(E) and a312(E) bars full length. Cut as shown and use remainder of bars in opposite end of the deck.



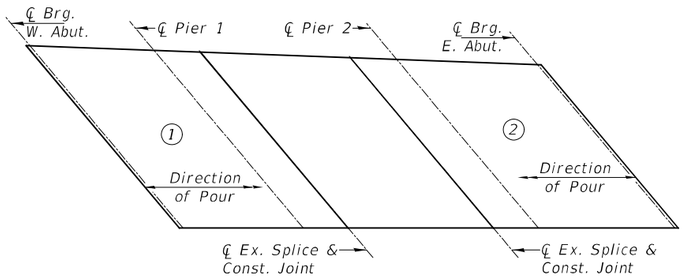
FIELD CUTTING DIAGRAM
Order a300(E), a304(E), a305(E) and a308(E) bars full length and cut as shown above.



SECTION THRU SUPERIMPOSED MEDIAN

* ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.) Cost of expansion anchors/inserts included in the cost of Reinforcement Bars, Epoxy Coated.

** ¼" x ¾" Formed joint with bridge relief joint sealer at piers and at 12'-6" from piers in each span. (Full width - backer rod not required)



DECK POURING SEQUENCE

When the deck pour sequence is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence shown, the next pour shall not be made until both of the following are met:

1. A least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a300(E)	28	#5	44'-4"	
a301(E)	230	#5	25'-6"	
a302(E)	550	#6	8'-4"	
a303(E)	230	#5	20'-8"	
a304(E)	24	#5	38'-3"	
a305(E)	20	#5	44'-6"	
a306(E)	172	#5	22'-0"	
a307(E)	172	#5	23'-0"	
a308(E)	18	#5	39'-0"	
a309(E)	8	#5	30'-6"	
a310(E)	52	#5	42'-2"	
a311(E)	225	#5	40'-5"	
a312(E)	38	#5	43'-1"	
a313(E)	8	#5	28'-3"	
a314(E)	48	#5	1'-6"	
a315(E)	170	#5	39'-10"	
b300(E)	375	#5	37'-9"	
b301(E)	348	#5	32'-1"	
b302(E)	165	#6	40'-6"	
b303(E)	209	#5	28'-10"	
c300(E)	174	#5	3'-7"	
c301(E)	348	#5	1'-4"	
d300(E)	535	#5	6'-5"	
d301(E)	535	#5	7'-11"	
e300(E)	12	#4	19'-9"	
e301(E)	8	#4	23'-2"	
e302(E)	80	#4	8'-8"	
e303(E)	18	#4	19'-0"	
e304(E)	8	#4	30'-2"	
e305(E)	18	#4	15'-2"	
e306(E)	8	#4	24'-4"	
e307(E)	12	#4	19'-0"	
e308(E)	4	#4	38'-3"	
e309(E)	18	#4	18'-3"	
e310(E)	8	#4	29'-0"	
e311(E)	18	#4	14'-7"	
e312(E)	8	#4	23'-6"	
m300(E)	12	#6	2'-10"	
m301(E)	54	#6	8'-10"	
m302(E)	6	#6	4'-8"	
m303(E)	6	#6	4'-0"	
m304(E)	12	#6	30'-8"	
m305(E)	24	#6	28'-6"	
m306(E)	12	#6	26'-7"	
m307(E)	6	#6	4'-7"	
s300(E)	160	#5	7'-2"	
s301(E)	160	#5	7'-10"	
v310(E)	163	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Pound	111,270	
Concrete Superstructure		Cu. Yds.	523.2	

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

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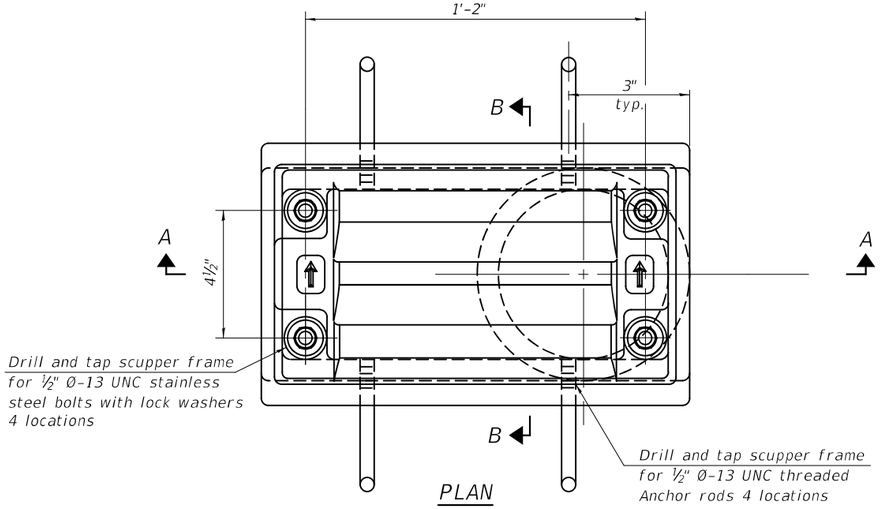
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IL. Design Firm No. 184-001939

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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

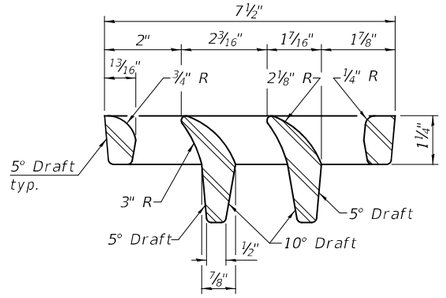
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0033
SHEET NO. 13 OF 30 SHEETS

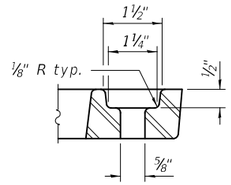
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669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	184
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

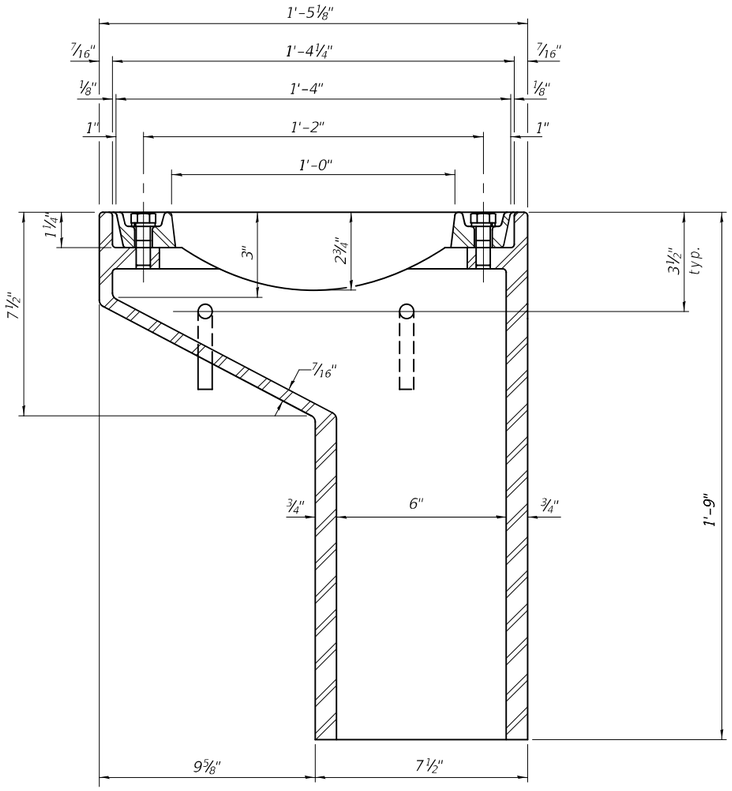
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 15 of 30.

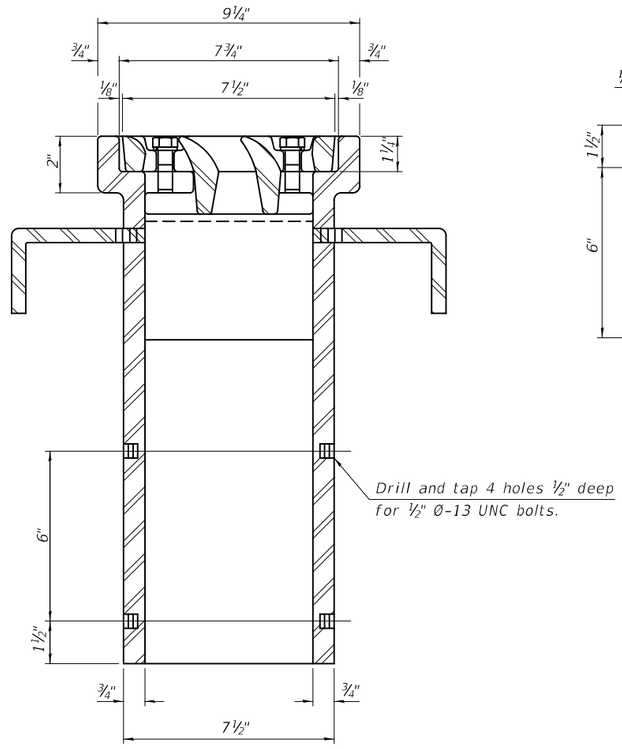
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

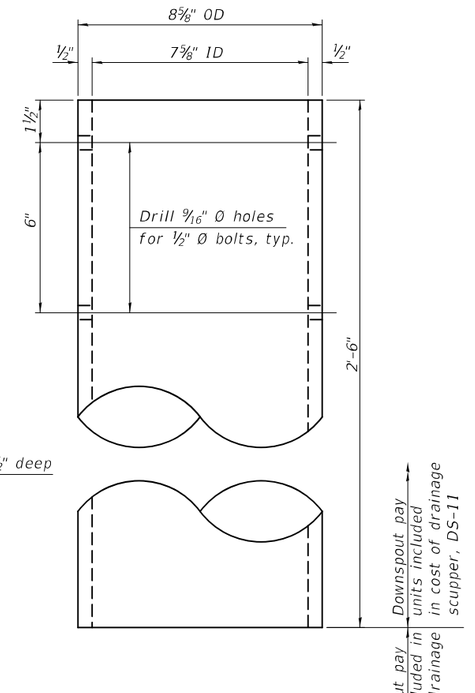


SECTION A-A

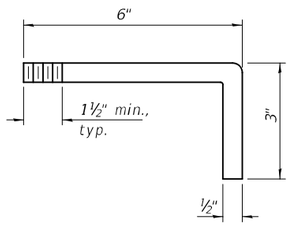
See sheet 14 of 30 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	6

DS-11 2-1-2023

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IL. Design Firm No. 184-001939

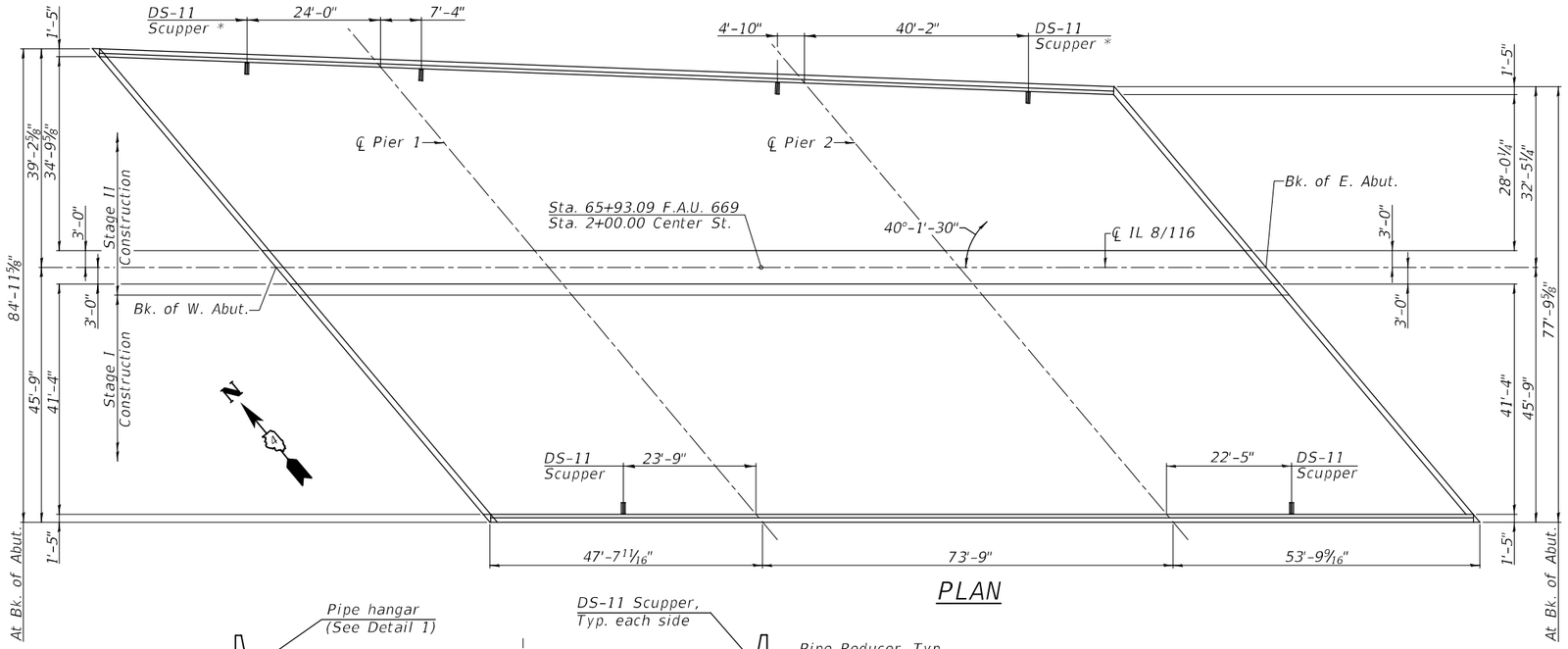
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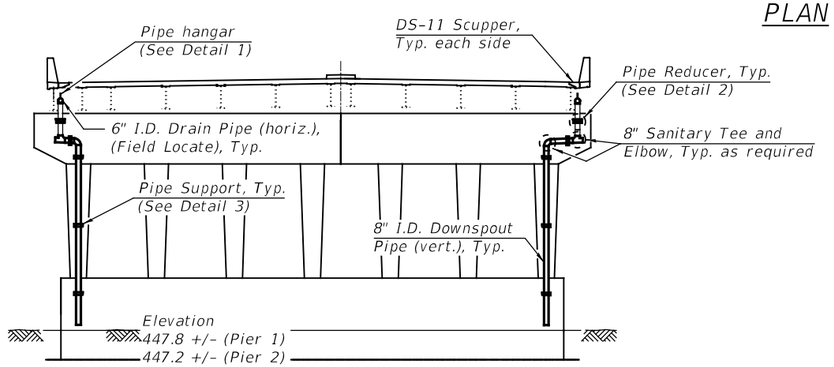
DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 090-0033
SHEET NO. 14 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	185
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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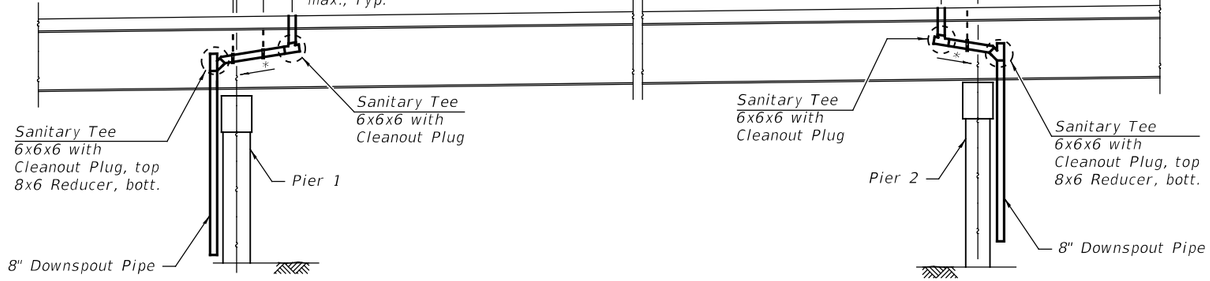


PLAN



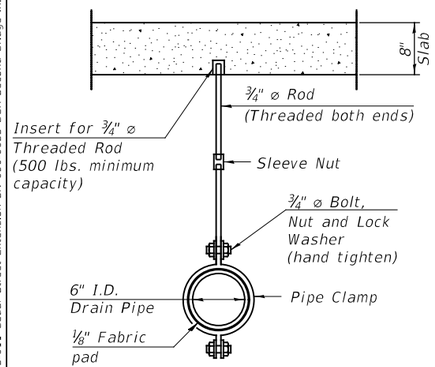
ELEVATION

Pier 1 Looking South (Pier 2 Similar)



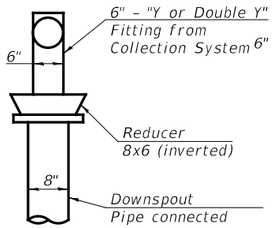
DRAINAGE COLLECTION SYSTEM ELEVATION

* Slope 1"/ft minimum



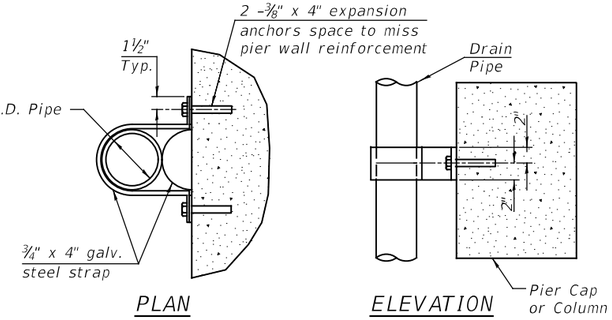
DETAIL 1

Pipe Hangar



DETAIL 2

Pipe Size Change



DETAIL 3

Pipe Connection to Pier

Notes:

Bolts, expansion anchors, washers, nuts, etc. shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

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

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

The pipe type shall conform to the requirements specified in the GBSP.

Cost of the Hangars, Pipe, Tees, Elbows, Cleanouts, Wyes, and all appurtenances required for the installation of the drainage collection system, except scuppers, shall be included in and paid for at the contract lump sum price for Drainage System.

Note: Drawing Not to Scale. Follow Dimensions.

SCHEDULE
DRAINAGE SCUPPERS

Station	Offset
Sta. 65+00.82	36.7' Lt.
Sta. 65+32.11	35.6' Lt.
Sta. 65+68.35	44.3' Rt.
Sta. 65+96.11	33.2' Lt.
Sta. 66+41.13	31.5' Lt.
Sta. 66+88.35	44.3' Rt.

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System for Structures	L. Sum	0.34
Drainage Scupper, DS-11	Each	6

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

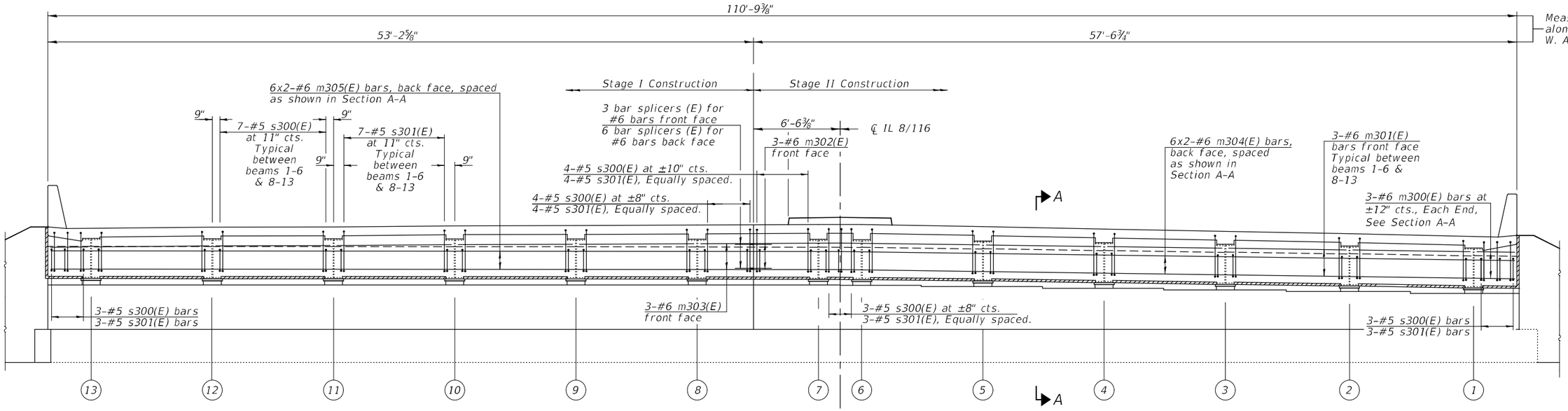
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PLOT SCALE = ___ | DRAWN - JRP | REVISED - ___
PLOT DATE = August 24th, 2023 | CHECKED - MAH | REVISED - ___
CHECKED - DJC | REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM
STRUCTURE NO. 090-0033
SHEET NO. 15 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	186
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

MODEL: 68C00-186
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
8/28/2023 4:23:55 PM



DIAPHRAGM ELEVATION AT WEST ABUTMENT

(Looking West – Along Centerline of Bearing)

NOTES

Reinforcement bars in diaphragm are billed with superstructure on Sheet 13 of 30.

Concrete in diaphragm is included with Concrete Superstructure on Sheet 13 of 30.

For details of bars s300(E), s301(E), and v310(E) see Sheet 12 of 30.

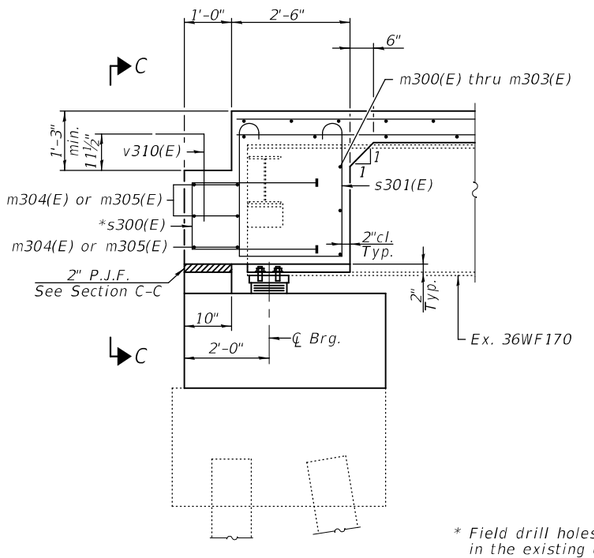
The s300(E) and s301(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details, see Sheet 24 of 30.

MINIMUM BAR LAP

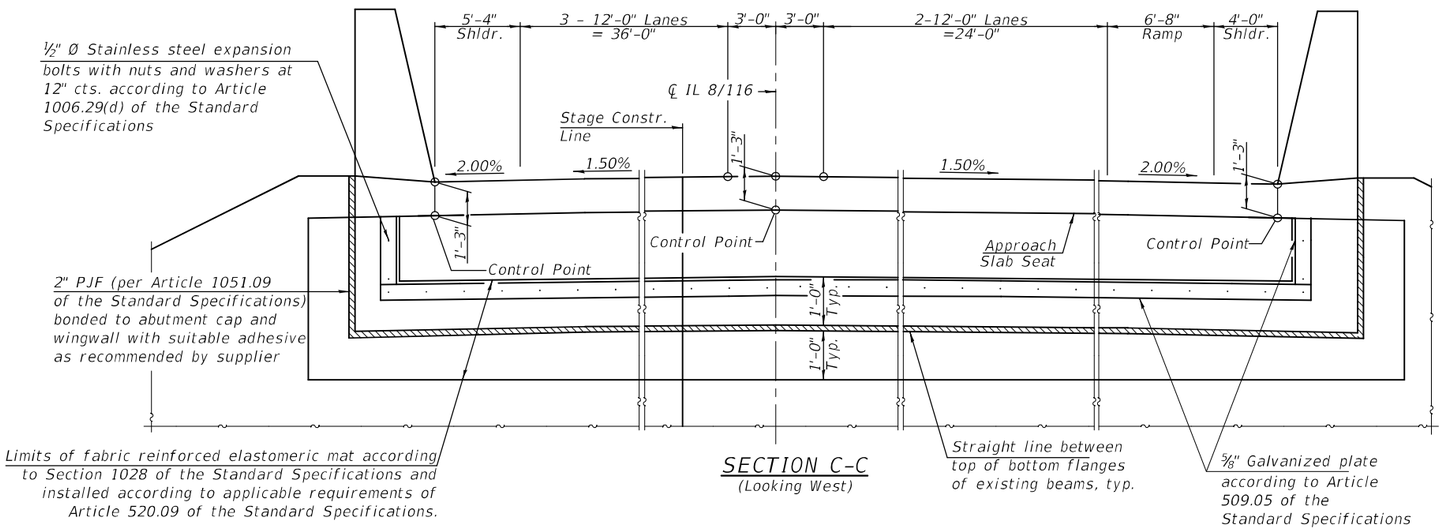
#6 bar = 4'-0"



SECTION A-A

(Dimensions at rt. ∠'s)

* Field drill holes as necessary in the existing diaphragms to place the s300(E) bars



SECTION C-C

(Looking West)

MODEL: 68C00-187
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
8/24/2023 11:46:15 AM

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

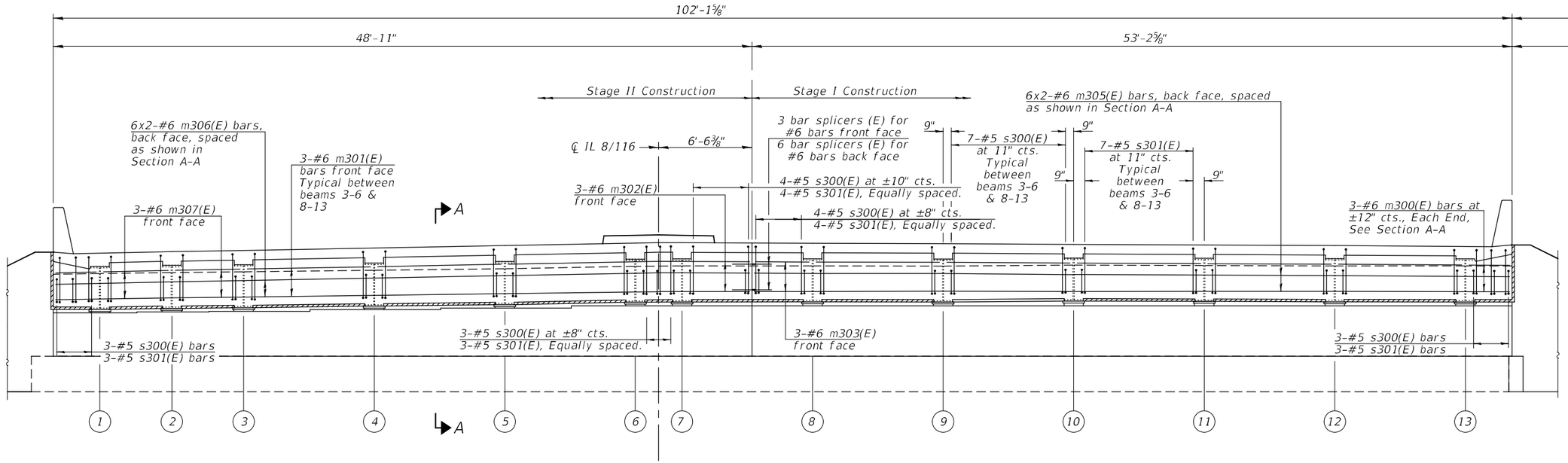
USER NAME = ___	DESIGNED - KES	REVISED - ___	
	CHECKED - MAH	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS - WEST ABUTMENT
STRUCTURE NO. 090-0033

SHEET NO. 16 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	187
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



DIAPHRAGM ELEVATION AT EAST ABUTMENT

(Looking East - Along Centerline of Bearing)

NOTES

Reinforcement bars in diaphragm are billed with superstructure on Sheet 13 of 30.

Concrete in diaphragm is included with Concrete Superstructure on Sheet 13 of 30.

For details of bars s300(E), s301(E), and v310(E) see Sheet 12 of 30.

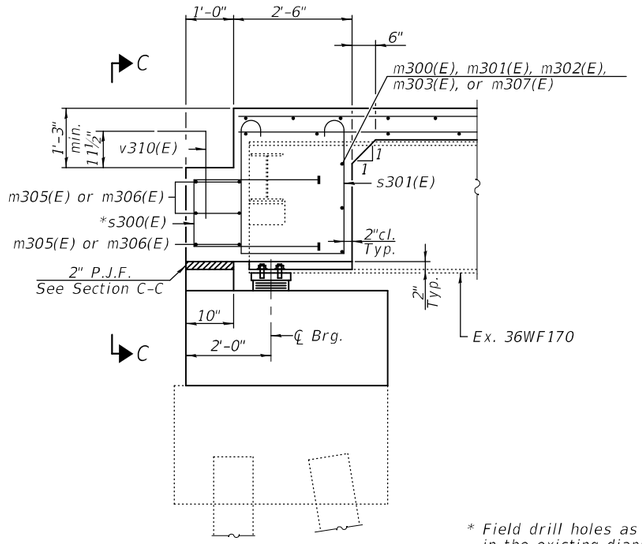
The s300(E) and s301(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details, see Sheet 24 of 30.

MINIMUM BAR LAP

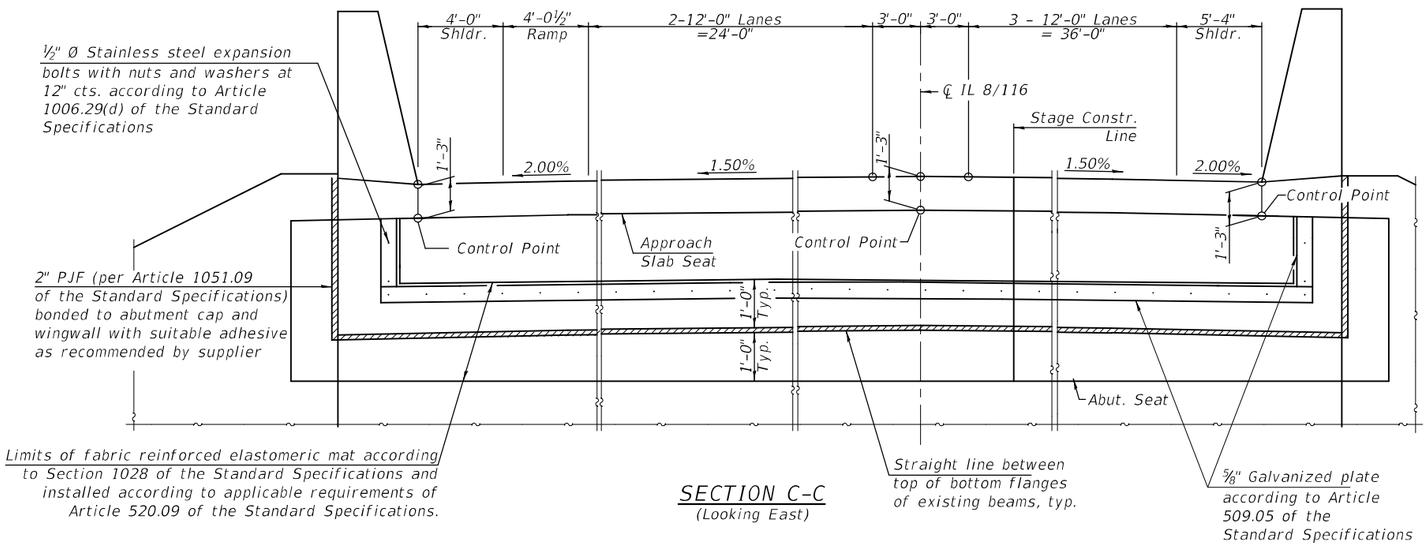
#6 bar = 4'-0"



SECTION A-A

(Dimensions at rt. L's)

* Field drill holes as necessary in the existing diaphragms to place the s300(E) bars



SECTION C-C

(Looking East)

MODEL: 68C00-188
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
8/24/2023 11:46:15 AM

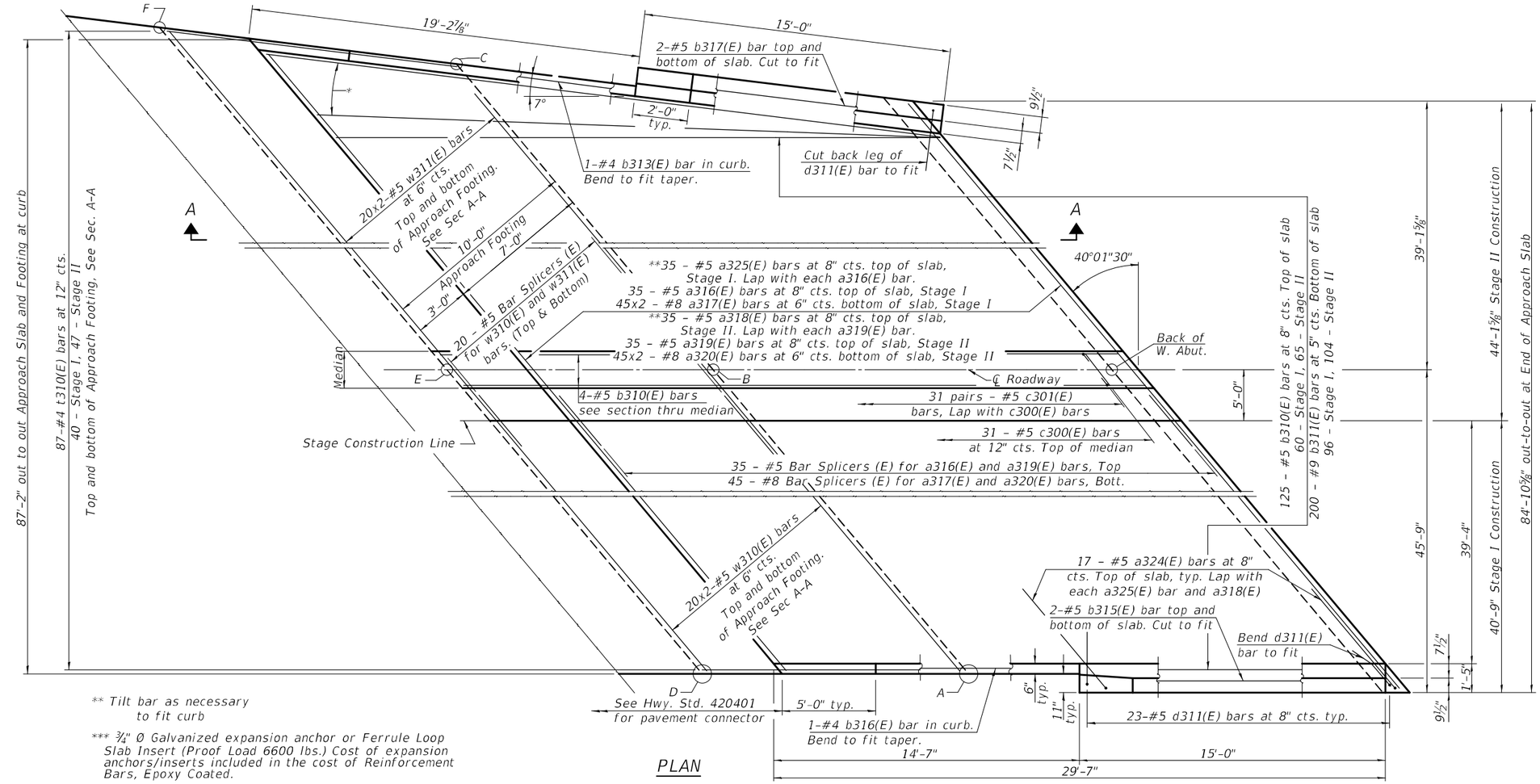
VEENSTRA & KIMM INC. Springfield, IL. Phone: (217)544-8033 IL. Design Firm No. 184-001939	USER NAME = ___	DESIGNED - KES	REVISED - ___
		CHECKED - MAH	REVISED - ___
	PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
	PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS EAST ABUTMENT
STRUCTURE NO. 090-0033
SHEET NO. 17 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	188
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

* Fan 4 – b310(E) bars. Top of Slab
Fan 7 – b311(E) bars. Bott. of Slab



** Tilt bar as necessary to fit curb

*** ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.) Cost of expansion anchors/inserts included in the cost of Reinforcement Bars, Epoxy Coated.

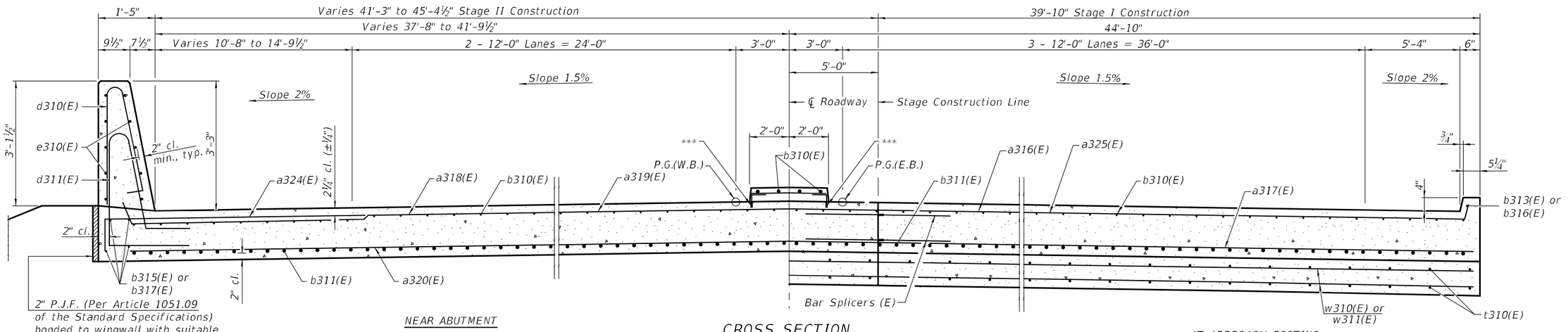
PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach	
Point	Top	Bottom
A	464.33	463.50
B	464.61	463.78
C	463.54	462.70
D	464.19	463.36
E	464.47	463.64
F	463.34	462.51

MINIMUM BAR LAP

#5 bar = 3'-6"
#8 bar = 5'-2"



2" P.J.F. (Per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

NEAR ABUTMENT

CROSS SECTION
(Looking East)

AT APPROACH FOOTING

(Sheet 1 of 2)

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

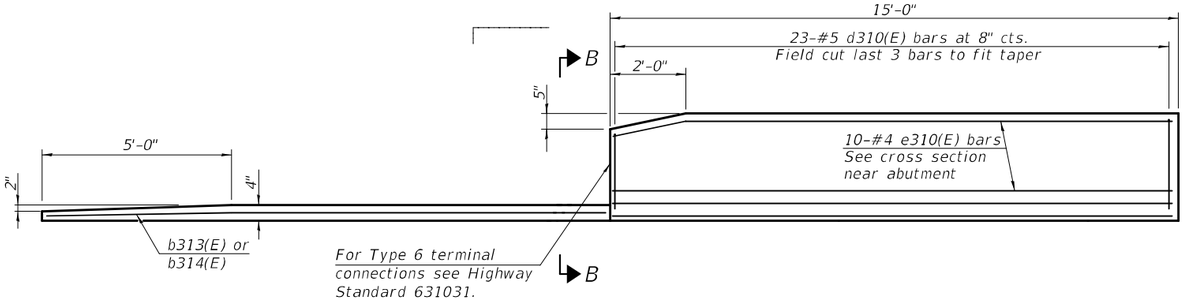
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	CHECKED - MAH	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

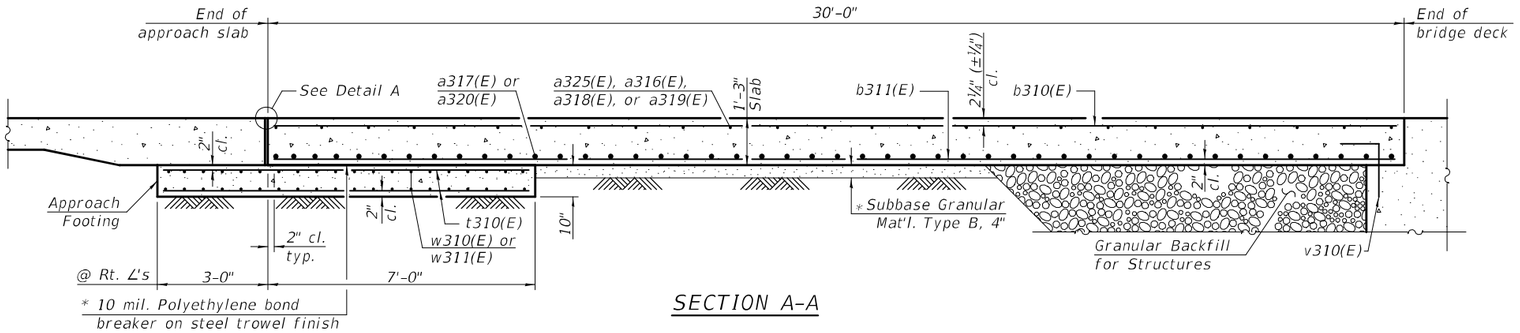
BRIDGE APPROACH SLAB DETAILS - WEST ABUTMENT
STRUCTURE NO. 090-0033
SHEET NO. 18 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	189
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

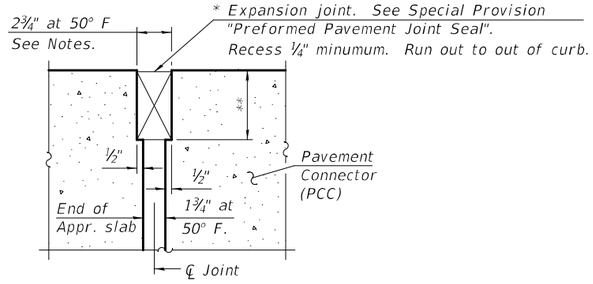
MODEL: 68C00-189
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INSIDE ELEVATION OF PARAPET AND CURB



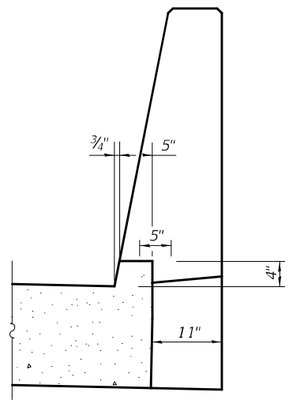
SECTION A-A



DETAIL A
(@ Rt. ℄'s)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



VIEW B-B

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

Parapet concrete and Median concrete shall be paid for as Concrete Superstructure.

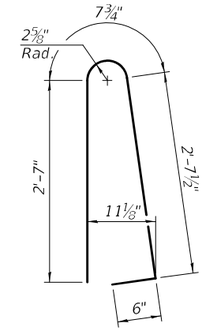
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

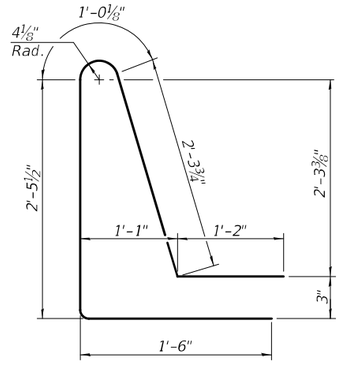
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

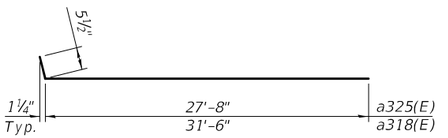
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30.



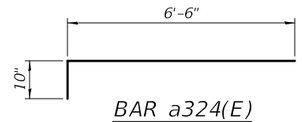
BAR d310(E)



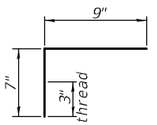
BAR d311(E)



BAR a325(E) or a318(E)



BAR a324(E)



BAR c301(E)

BILL OF MATERIAL
WEST APPROACH

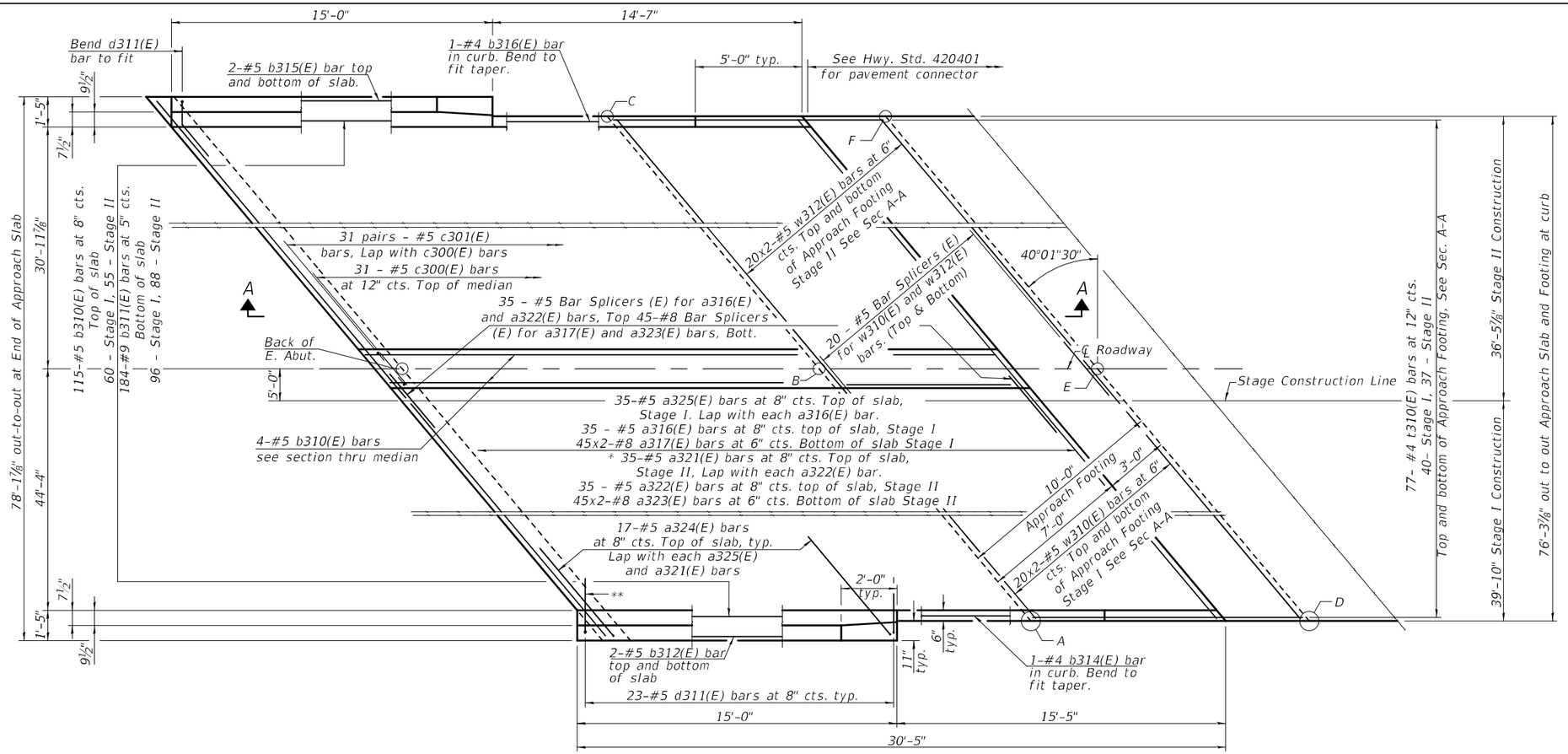
Bar	No.	Size	Length	Shape
a316(E)	35	#5	27'-8"	
a317(E)	90	#8	28'-6"	
a318(E)	35	#5	32'-0"	
a319(E)	35	#5	33'-6"	
a320(E)	90	#8	33'-5"	
a324(E)	34	#5	7'-4"	
a325(E)	35	#5	28'-1"	
b310(E)	133	#5	29'-8"	
b311(E)	207	#9	29'-8"	
b313(E)	1	#4	18'-2"	
b315(E)	4	#5	15'-4"	
b316(E)	1	#4	14'-6"	
b317(E)	4	#5	14'-0"	
c300(E)	31	#5	3'-7"	
c301(E)	62	#5	1'-4"	
d310(E)	46	#5	6'-5"	
d311(E)	46	#5	8'-6"	
e310(E)	20	#4	14'-8"	
t310(E)	87	#4	12'-8"	
w310(E)	80	#5	27'-8"	
w311(E)	80	#5	32'-11"	
Concrete Superstructure		Cu. Yd.	3.9	
Concrete Superstructure (Approach Slab)		Cu. Yd.	119.6	
Concrete Structures		Cu. Yd.	35.0	
Reinforcement Bars, Epoxy Coated		Pound	51,610	

MODEL: 68C00-190
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
8/24/2023 11:46:17 AM

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS - WEST ABUTMENT STRUCTURE NO. 090-0033	
	CHECKED - MAH	REVISED - ___			
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___			
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___		SHEET NO. 19 OF 30 SHEETS	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	190
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



PLAN

*** ¾" Ø Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lbs.) Cost of expansion anchors/inserts included in the cost of Reinforcement Bars, Epoxy Coated.

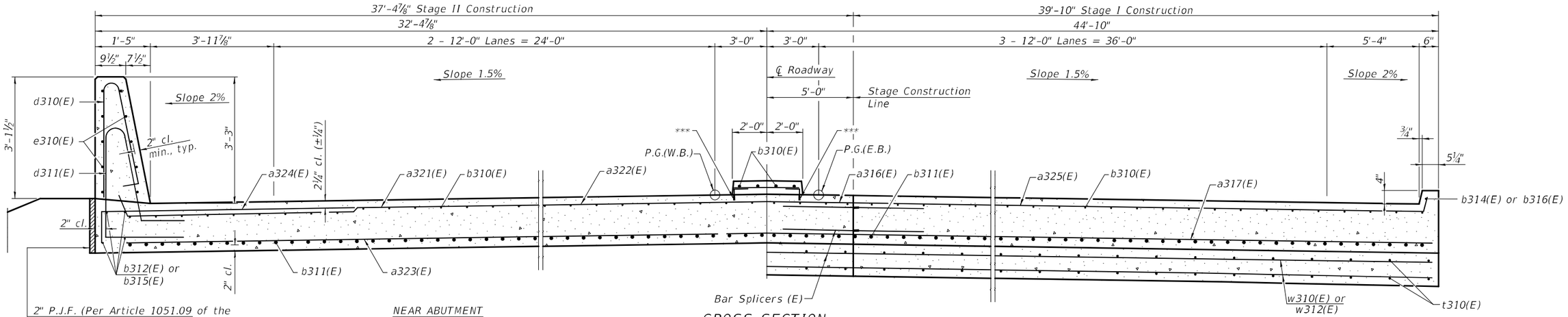
* Tilt as necessary to fit curb.
** Cut back leg of d311(E) bar to fit

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	East Approach	
Point	Top	Bottom
A	466.76	465.93
B	467.04	466.21
C	466.25	465.42
D	466.91	466.08
E	467.19	466.36
F	466.39	465.56

MINIMUM BAR LAP

#5 bar = 3'-6"
#8 bar = 5'-2"



2" P.J.F. (Per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.

NEAR ABUTMENT

CROSS SECTION
(Looking East)

AT APPROACH FOOTING

(Sheet 1 of 2)

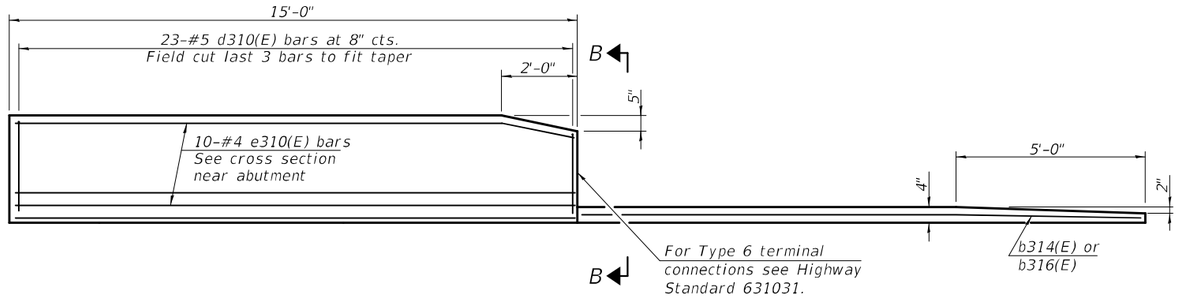
VEENSTRA & KIMM INC. Springfield, IL. Phone: (217)544-8033 IL. Design Firm No. 184-001939	USER NAME = ___	DESIGNED - KES	REVISED - ___
		CHECKED - MAH	REVISED - ___
	PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
	PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

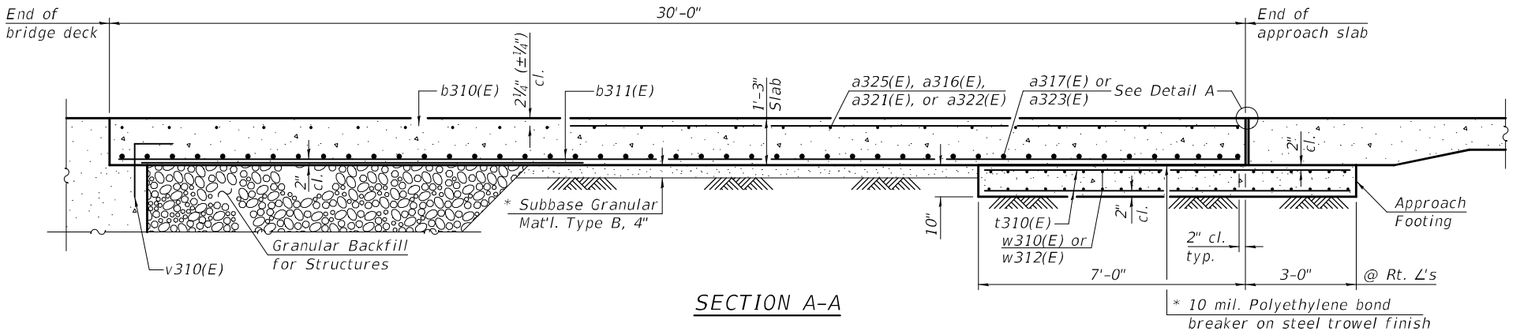
BRIDGE APPROACH SLAB DETAILS - EAST ABUTMENT
STRUCTURE NO. 090-0033
SHEET NO. 20 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	191
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

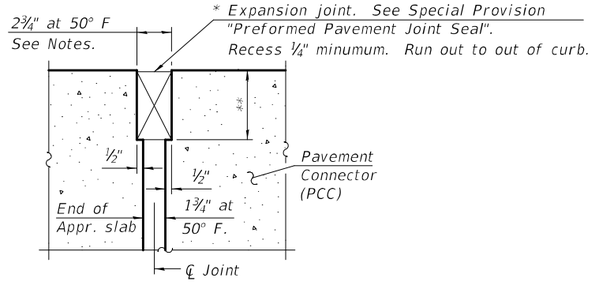
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INSIDE ELEVATION OF PARAPET AND CURB



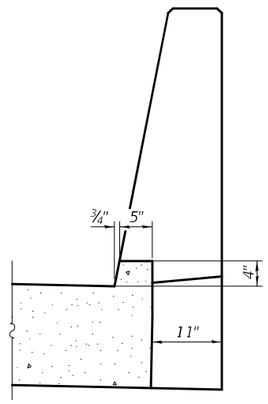
SECTION A-A



DETAIL A
(@ Rt. ℄'s)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



VIEW B-B

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement.

Parapet concrete and Median concrete shall be paid for as Concrete Superstructure.

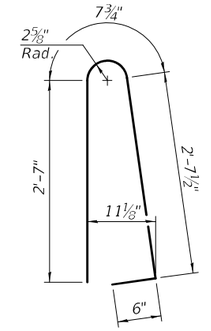
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

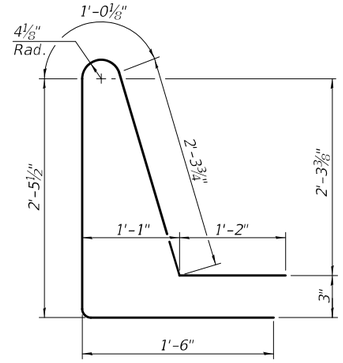
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30.



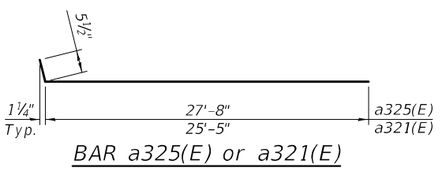
BAR d310(E)



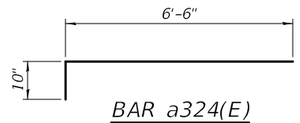
BAR d311(E)

BILL OF MATERIAL
EAST APPROACH

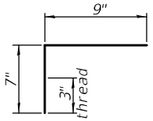
Bar	No.	Size	Length	Shape
a316(E)	35	#5	27'-8"	
a317(E)	90	#8	28'-6"	
a321(E)	35	#5	25'-11"	
a322(E)	35	#5	25'-6"	
a323(E)	90	#8	26'-4"	
a324(E)	34	#5	7'-4"	
a325(E)	35	#5	28'-1"	
b310(E)	119	#5	29'-8"	
b311(E)	184	#9	29'-8"	
b312(E)	4	#5	13'-7"	
b314(E)	1	#4	15'-0"	
b315(E)	4	#5	15'-4"	
b316(E)	1	#4	14'-6"	
c300(E)	31	#5	3'-7"	
c301(E)	62	#5	1'-4"	
d310(E)	46	#5	6'-5"	
d311(E)	46	#5	8'-6"	
e310(E)	20	#4	14'-8"	
t310(E)	77	#4	12'-8"	
w310(E)	80	#5	27'-8"	
w312(E)	80	#5	25'-6"	
Concrete Superstructure		Cu. Yd.	3.9	
Concrete Superstructure (Approach Slab)		Cu. Yd.	106.6	
Concrete Structures		Cu. Yd.	30.8	
Reinforcement Bars, Epoxy Coated		Pound	45,940	



BAR a325(E) or a321(E)



BAR a324(E)



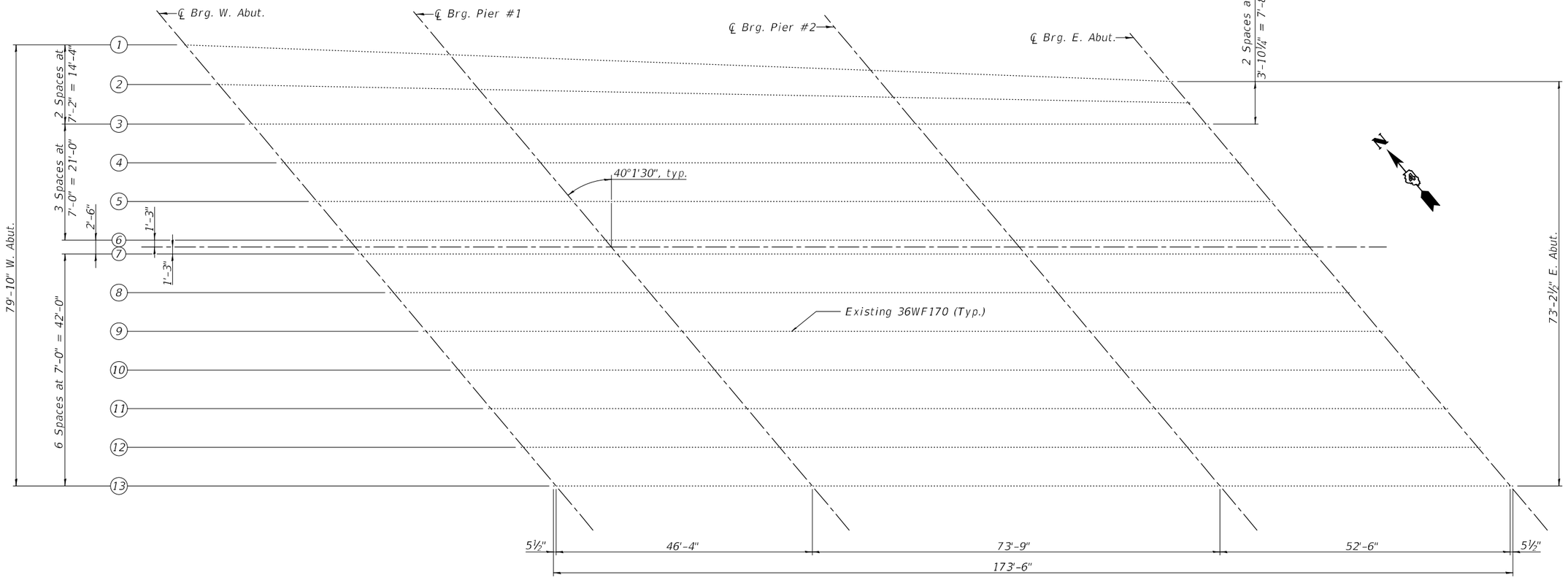
BAR c301(E)

MODEL: 68C00-192
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8/24/2023 11:46:18 AM

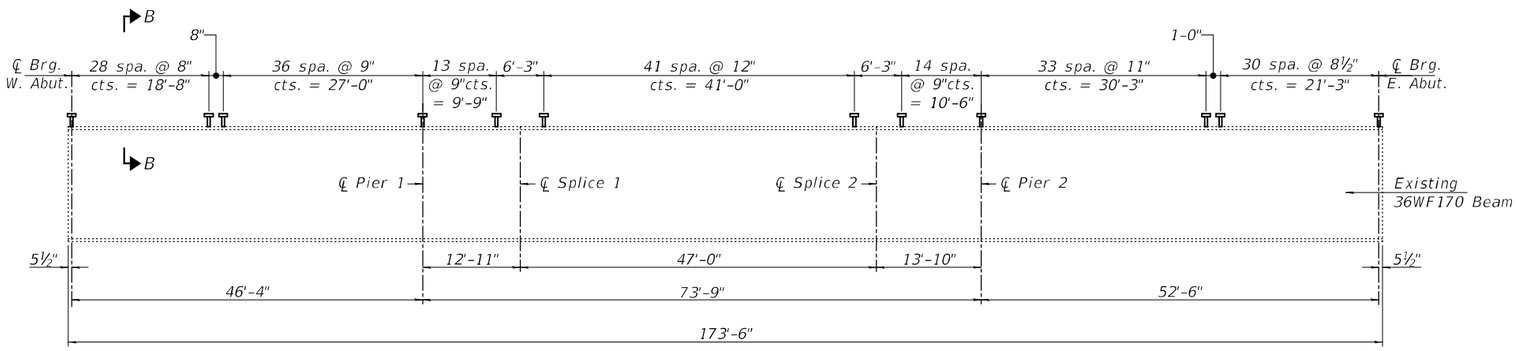
VEENSTRA & KIMM INC.
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IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS - EAST ABUTMENT STRUCTURE NO. 090-0033	
	CHECKED - MAH	REVISED - ___			
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___			
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___		SHEET NO. 21 OF 30 SHEETS	

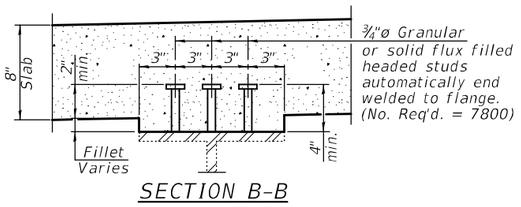
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	192
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



PLAN



ELEVATION
(Beams 1 thru 13)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Quantity
Shear Stud Connectors	Each	7800

MODEL: 68C00-193
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
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IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___
	CHECKED - MAH	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
STRUCTURE NO. 090-0033
SHEET NO. 22 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	193
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

	INTERIOR GIRDER MOMENT TABLE					
		0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I_s	(in^4)	10470	10470	10470	10470	10470
$I_c(n)$	(in^4)	26778	26778	26778	26778	26778
$I_c(3n)$	(in^4)	19927	19927	19927	19927	19927
S_s	(in^3)	579	579	579	579	579
$S_c(n)$	(in^3)	826	826	826	826	826
$S_c(3n)$	(in^3)	752	752	752	752	752
ρ	(k/')	0.943	0.943	0.943	0.943	0.943
$M\rho$	('k)	96.1	367.0	257.1	401.2	151.4
$s\rho$	(k/')	0.350	0.350	0.350	0.350	0.350
$Ms\rho$	('k)	35.9	136.3	95.3	149.0	56.4
M_L	('k)	294.0	302.8	398.0	315.8	347.0
M_I	('k)	85.9	81.8	100.3	83.7	97.9
$\frac{5}{3}[M_L + _I]$	('k)	633.2	641.0	830.8	665.8	741.5
M_a	('k)	994.8	1487.6	1538.2	1580.8	1234.1
* M_u	('k)	2478	–	2478	–	2478
f_s ρ non-comp	(ksi)	2.0	7.6	5.3	8.3	3.1
f_s ρ comp	(ksi)	0.6	2.2	1.5	2.4	0.9
f_s $\frac{5}{3}[M_L + M_I]$	(ksi)	9.2	9.3	12.1	9.7	10.8
f_s (Overload)	(ksi)	11.8	19.1	18.9	20.4	14.8
** f_s (Total)	(ksi)	–	24.8	–	26.5	–
VR	(k)	53.5	55.5	55.5	54.3	53.0

* Compact section
** Braced non-compact and partially braced section

INTERIOR GIRDER REACTION TABLE			
		N. Abut	S. Abut
$R\rho$	(k)	60.7	65.1
R_L	(k)	41.2	41.9
R_I	(k)	12.0	11.8
R_{Total}	(k)	113.9	118.8

Note: $R\rho$ includes approach slab and semi-integral abutment diaphragm dead load

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total and Overload) 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 and Overload) in uncracked sections due to short-term composite live loads ($in.^4$ and $in.^3$).

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

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

$M\rho$: Un-factored moment due to non-composite dead load (kip-ft.).

$s\rho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).

$M_S\rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L: Un-factored live load moment (kip-ft.)

M_I: Un-factored moment due to impact (kip-ft.).

M_a: Factored design moment (kip-ft.).
$1.3\ [M\rho + M_S\rho + \frac{5}{3}(M_L + M_I)]$

M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
$M\rho + M_S\rho + \frac{5}{3}(M_L + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.3\ [M\rho + M_S\rho + \frac{5}{3}(M_L + M_I)]$

VR: Maximum L + impact shear range within the composite portion of the span for stud shear connector design (kips).

MODEL: 68C00-194
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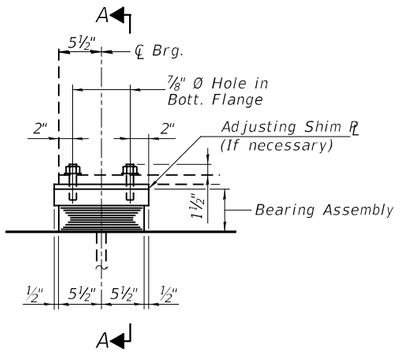
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Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = __	DESIGNED - KES	REVISED - __
	CHECKED - MAH	REVISED - __
PLOT SCALE = __	DRAWN - JRP	REVISED - __
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - __

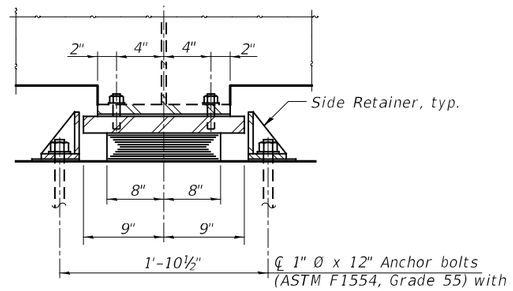
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 090-0033
SHEET NO. 23 OF 30 SHEETS

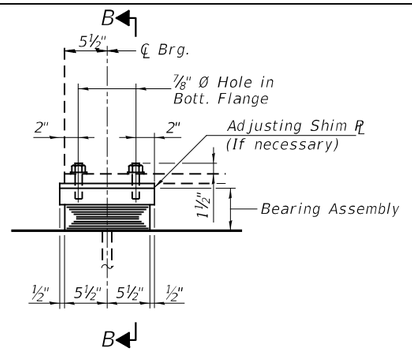
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	194
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



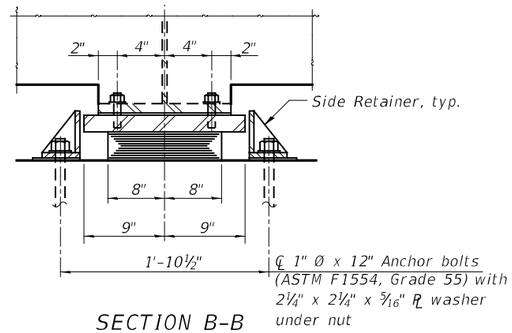
ELEVATION



SECTION A-A

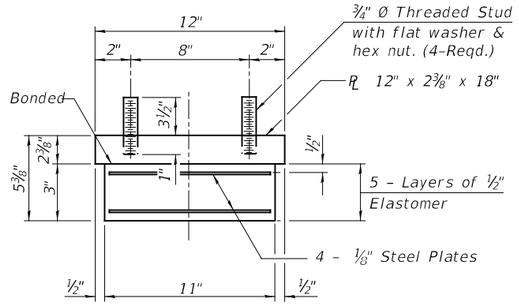


ELEVATION



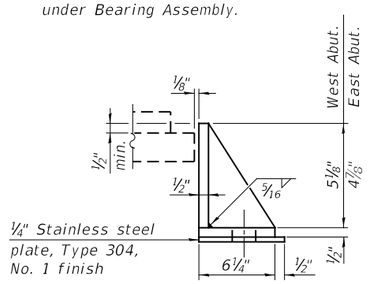
SECTION B-B

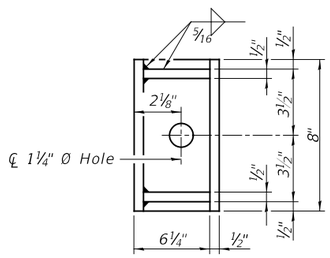
TYPE I ELASTOMERIC EXP. BRG. - WEST ABUTMENT



BEARING ASSEMBLY
WEST ABUTMENT

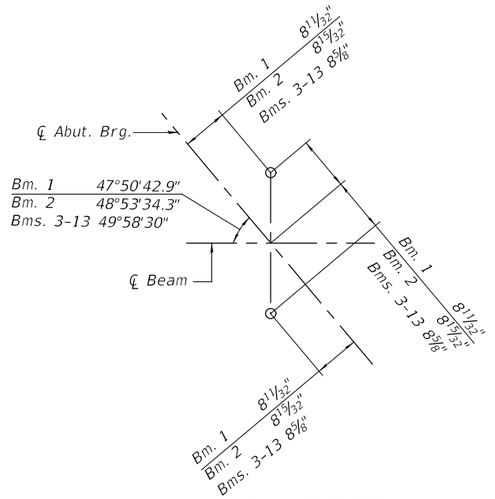
Note:
Shim plates shall not be placed under Bearing Assembly.





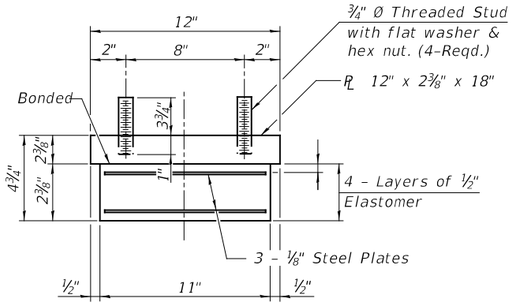
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



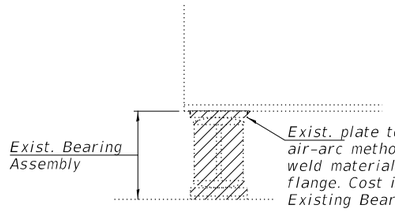
ANCHOR BOLT
SETTING DETAIL

TYPE I ELASTOMERIC EXP. BRG. - EAST ABUTMENT



BEARING ASSEMBLY
EAST ABUTMENT

Note:
Shim plates shall not be placed under Bearing Assembly.



EXISTING BEARING REMOVAL DETAIL

*ADJUSTING SHIM PLATE THICKNESS

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13
West Abut.	none	none	none	none	none	none	½"	¾"	⅞"	⅝"	¼"	none	½"
East Abut.	none	13/16"	none	none	none	none	¼"	⅜"	¼"	1"	¾"	½"	0"

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

All steel for the bearings side retainers, shim plates, anchor bolts, and connection bolts shall be hot dipped galvanized.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	26
Anchor Bolts, 1"	Each	52
Removal of Existing Bearings	Each	26

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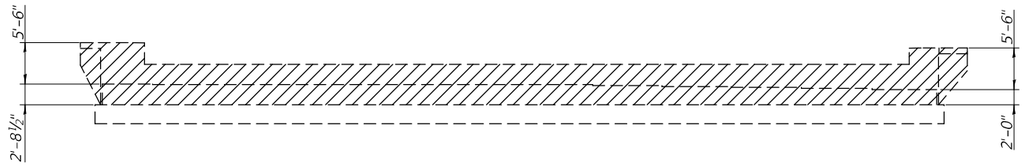
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	CHECKED - MAH	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

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DEPARTMENT OF TRANSPORTATION

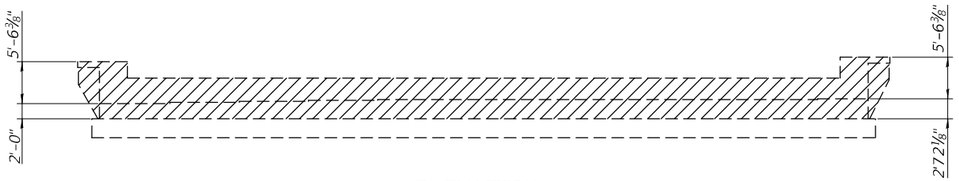
BEARING DETAILS
STRUCTURE NO. 090-0033
SHEET NO. 24 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	195
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

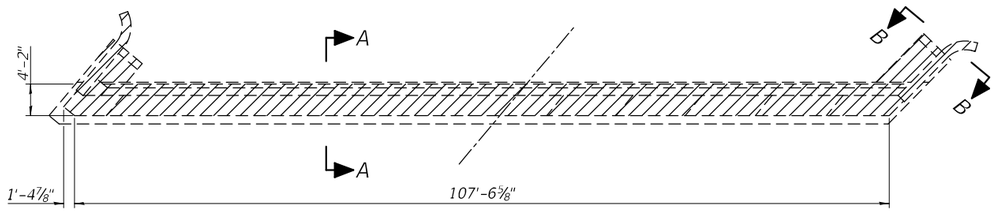
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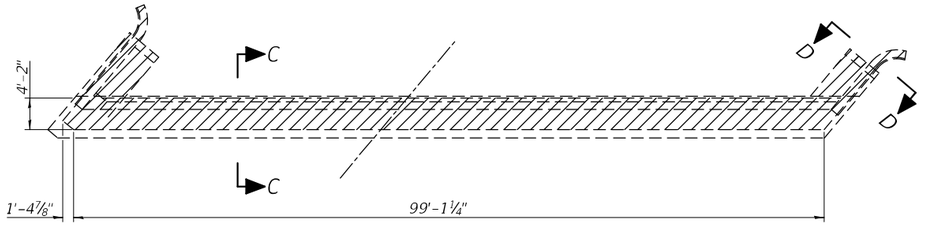
ELEVATION
(West Abutment - Looking West)
▨ - Denotes Concrete Removal



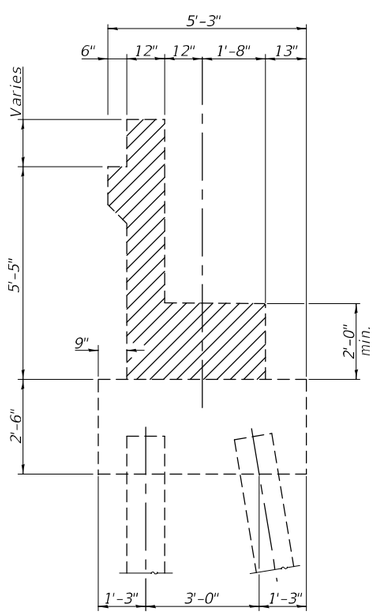
ELEVATION
(East Abutment - Looking East)
▨ - Denotes Concrete Removal



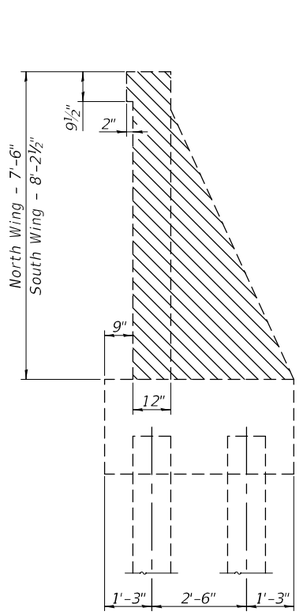
PLAN



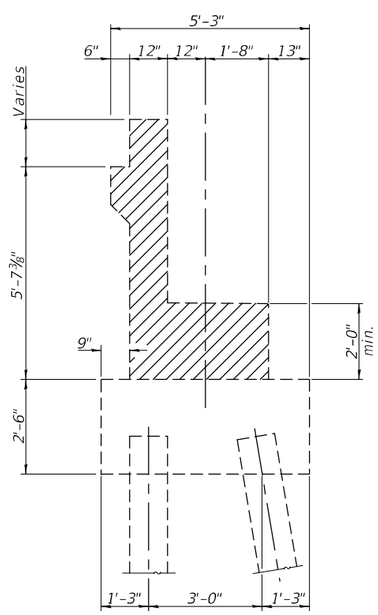
PLAN



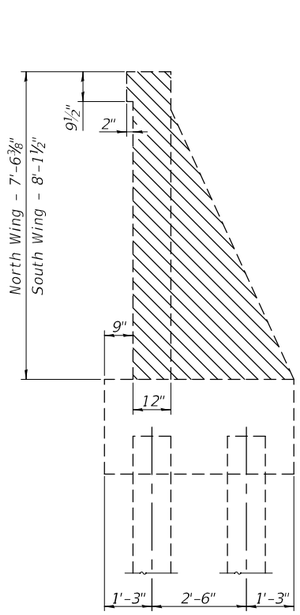
SECTION A-A
(Horiz. dim. @ Rt. ∠'s)



SECTION B-B



SECTION C-C
(Horiz. dim. @ Rt. ∠'s)



SECTION D-D

▨ - Denotes Concrete Removal

Notes:
Existing reinforcing extending from abutment footing to be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with Concrete Removal.

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	139.5

MODEL: 68C00-196
FILE NAME: z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
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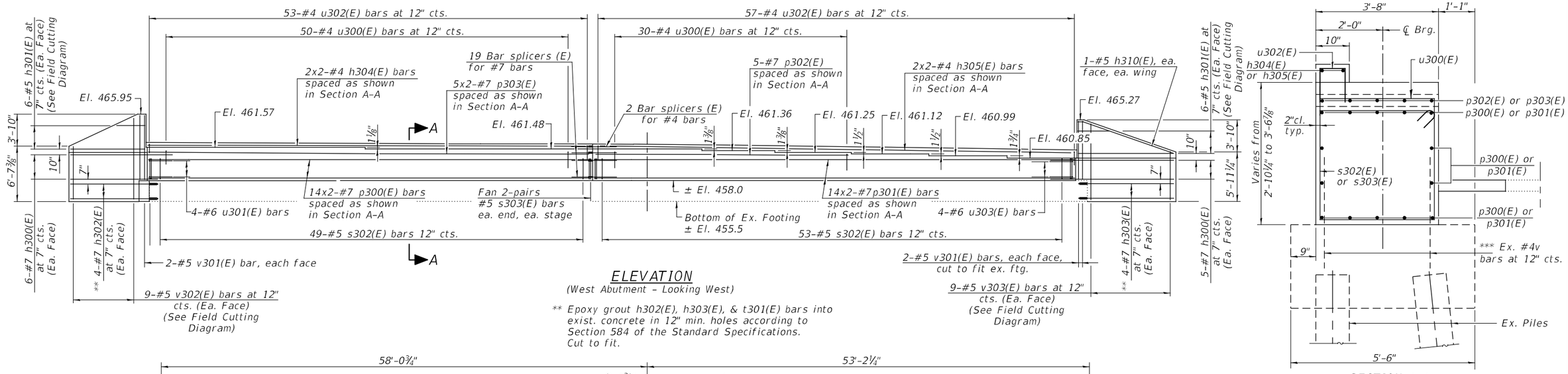
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	CHECKED - MAH	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL
STRUCTURE NO. 090-0033
SHEET NO. 25 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	196
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



ELEVATION

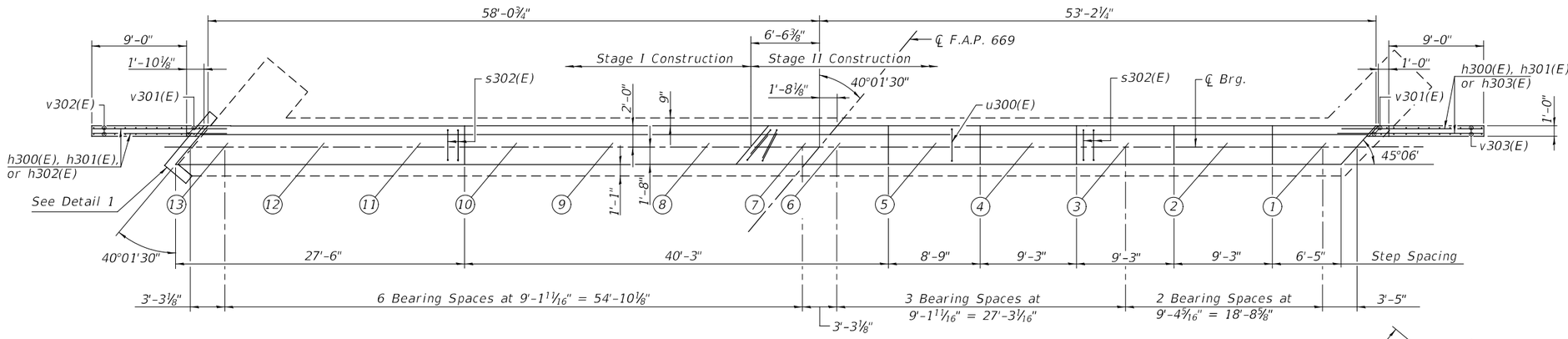
(West Abutment – Looking West)

** Epoxy grout h302(E), h303(E), & t301(E) bars into exist. concrete in 12" min. holes according to Section 584 of the Standard Specifications. Cut to fit.

SECTION A-A

(Horiz. dim. @ Rt. ℄'s)

*** Exist. reinf. extending from the exist. footing to be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with Concrete Removal.

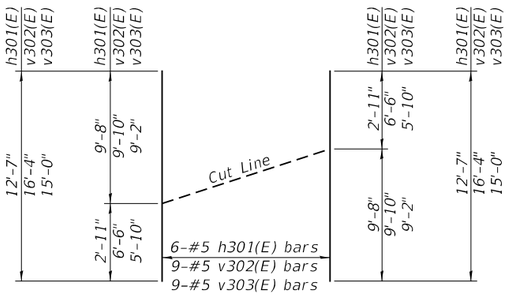


PLAN

(West Abutment)

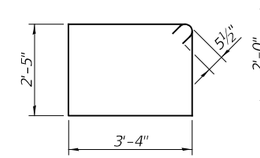
MINIMUM BAR LAP

#4 bar = 2'-0"
#7 bar = 5'-0"

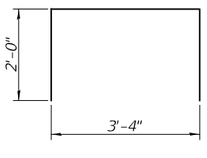


FIELD CUTTING DIAGRAM

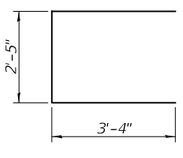
Order h301(E), v302(E), and v303(E) bars full length. Cut as shown and use remaining bars in opposite face of wingwall.



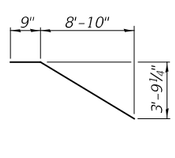
BAR s302(E)



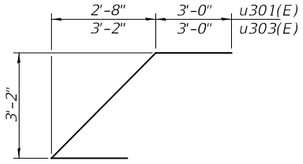
BAR u300(E)



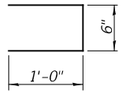
BAR s303(E)



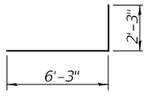
BAR h310(E)



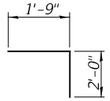
BAR u301(E) & u303(E)



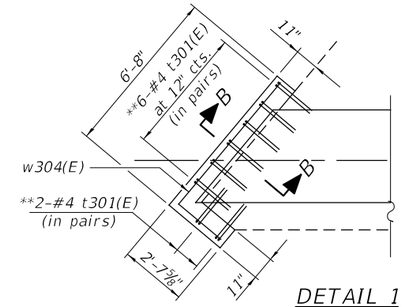
BAR u302(E)



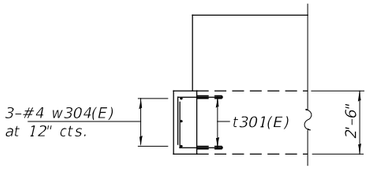
BAR w304(E)



BAR t301(E)



DETAIL 1



SECTION B-B

ABUTMENT FOOTING EXTENSION

BILL OF MATERIAL
WEST ABUTMENT

Bar	No.	Size	Length	Shape
h300(E)	22	#7	14'-6"	——
h301(E)	12	#5	12'-7"	——
h302(E)	8	#7	12'-0"	——
h303(E)	8	#7	11'-9"	——
h304(E)	4	#4	27'-9"	——
h305(E)	4	#4	30'-0"	——
h310(E)	4	#5	10'-5"	——
p300(E)	28	#7	29'-0"	——
p301(E)	28	#7	31'-4"	——
p302(E)	5	#7	30'-3"	——
p303(E)	10	#7	29'-0"	——
s302(E)	102	#5	12'-5"	
s303(E)	16	#5	9'-1"	
t301(E)	16	#4	3'-9"	
u300(E)	80	#4	7'-4"	
u301(E)	4	#6	10'-2"	
u302(E)	110	#4	2'-6"	
u303(E)	4	#6	10'-6"	
v301(E)	8	#5	7'-8"	——
v302(E)	9	#5	16'-4"	——
v303(E)	9	#5	15'-0"	——
w304(E)	3	#4	8'-6"	
Structure Excavation			Cu. Yd.	358.3
Concrete Structures			Cu. Yd.	61.1
Reinforcement Bars, Epoxy Coated			Pound	8,340

Notes:
Bars indicated thus 14x2-#7 etc. indicates 14 lines of bars with 2 lengths per line.
See Sheet 24 of 30 for Anchor Bolt Setting Detail.

MODEL: 68C00-197
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
9/18/2023 1:21:55 PM

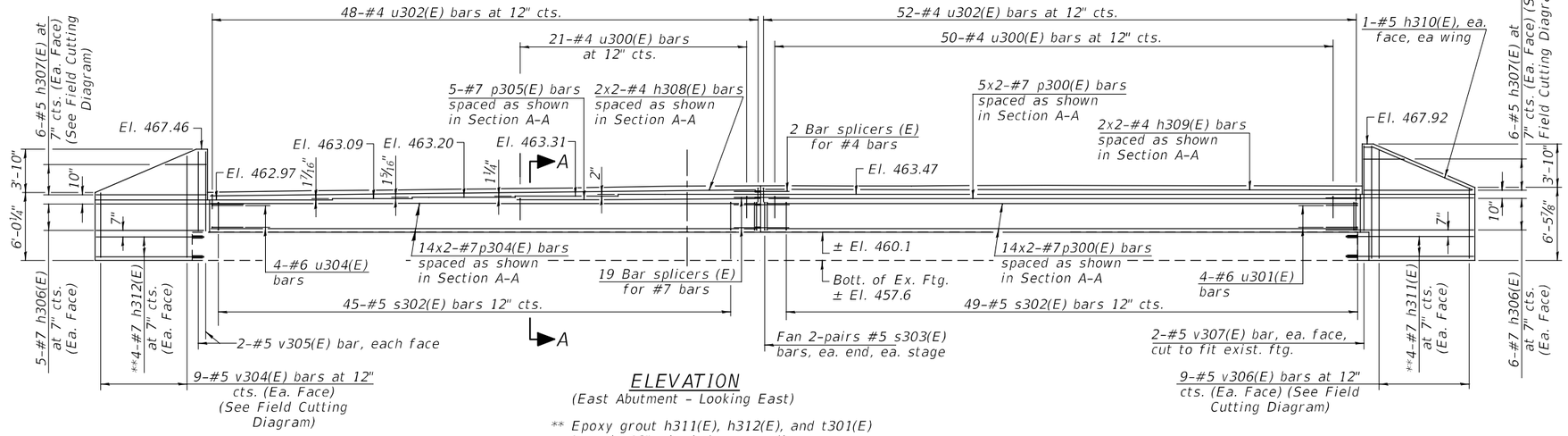
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___ | DESIGNED - KES | REVISED - ___
PLOT SCALE = ___ | CHECKED - MAH | REVISED - ___
PLOT DATE = August 24th, 2023 | DRAWN - JRP | REVISED - ___
CHECKED - DJC | REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 090-0033
SHEET NO. 26 OF 30 SHEETS

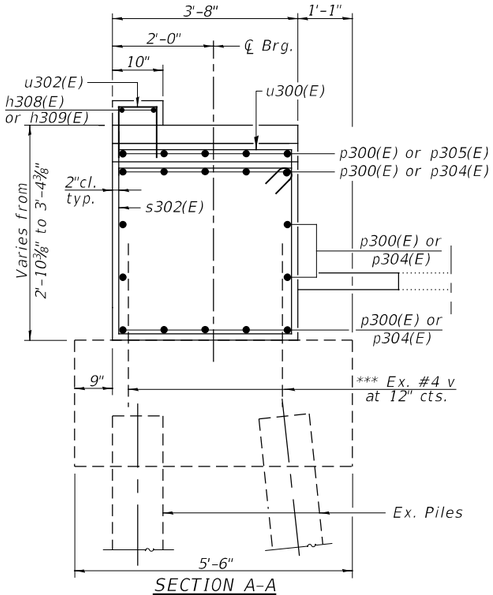
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	197
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



ELEVATION

(East Abutment – Looking East)

** Epoxy grout h311(E), h312(E), and t301(E) bars in 12" min. holes according to Section 584 of the Standard Specifications. Cut to fit.



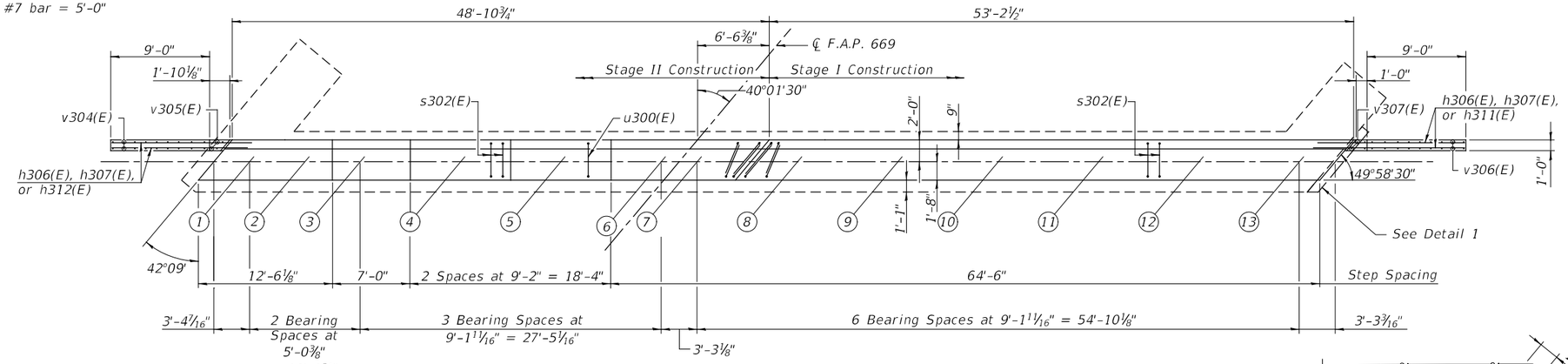
SECTION A-A

(Horiz. dim. @ Rt. ∠'s)

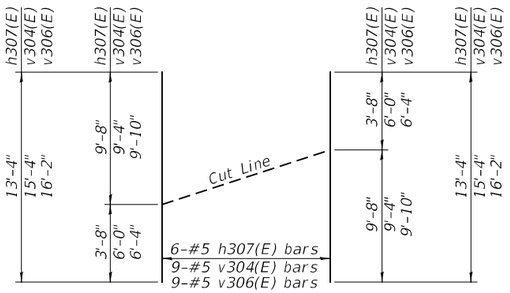
*** Exist. reinf. extending from exist. footing to be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with Concrete Removal.

MINIMUM BAR LAP

#4 bar = 2'-0"
#7 bar = 5'-0"

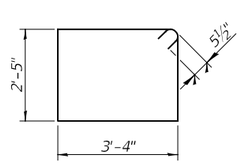


PLAN

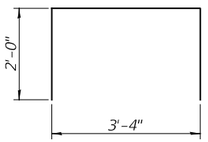


FIELD CUTTING DIAGRAM

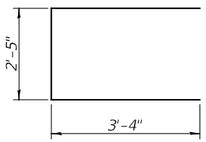
Order h307(E), v304(E), and v306(E) bars full length. Cut as shown and use remaining bars in opposite face of wingwall.



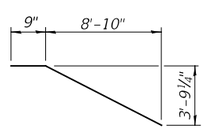
BARS s302(E)



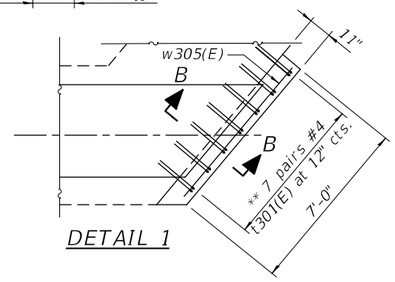
BAR u300(E)



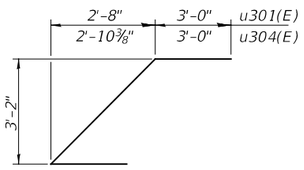
BAR s303(E)



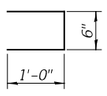
BAR h310(E)



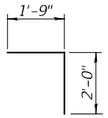
DETAIL 1



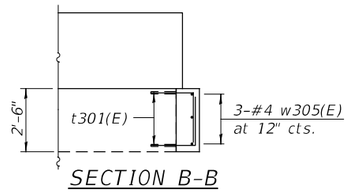
BAR u301(E) & u304(E)



BAR u302(E)



BAR t301(E)



SECTION B-B

ABUTMENT FOOTING EXTENSION

BILL OF MATERIAL
EAST ABUTMENT

Bar	No.	Size	Length	Shape
h306(E)	22	#7	13'-9"	——
h307(E)	12	#5	13'-4"	——
h308(E)	4	#4	25'-4"	——
h309(E)	4	#4	27'-6"	——
h310(E)	4	#5	10'-5"	——
h311(E)	8	#7	11'-7"	——
h312(E)	8	#7	10'-4"	——
p300(E)	38	#7	29'-0"	——
p304(E)	28	#7	26'-11"	——
p305(E)	5	#7	23'-2"	——
s302(E)	94	#5	12'-5"	
s303(E)	16	#5	9'-1"	
t301(E)	14	#4	3'-9"	
u300(E)	71	#4	7'-4"	
u301(E)	4	#6	10'-2"	
u302(E)	100	#4	2'-6"	
u304(E)	4	#6	10'-4"	
v304(E)	9	#5	15'-4"	——
v305(E)	4	#5	7'-1"	——
v306(E)	9	#5	16'-2"	——
v307(E)	4	#5	10'-0"	——
w305(E)	3	#4	6'-9"	——
Structure Excavation		Cu. Yd.	284.6	
Concrete Structures		Cu. Yd.	55.4	
Reinforcement Bars, Epoxy Coated		Pound	7,780	

Notes:
Bars indicated thus 14x2-#7 etc. indicates 14 lines of bars with 2 lengths per line.
See Sheet 24 of 30 for Anchor Bolt Setting Detail.

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

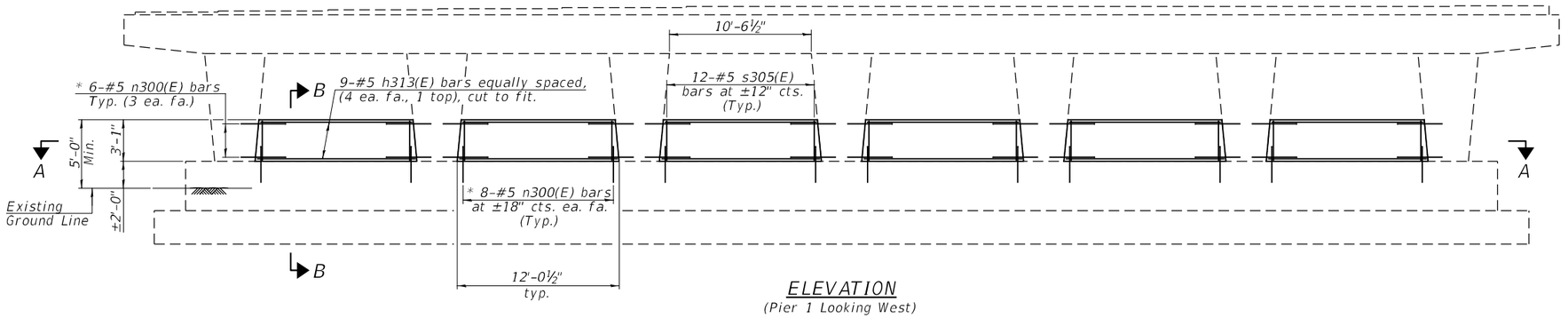
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PLOT SCALE = ___ | CHECKED - MAH | REVISED - ___
PLOT DATE = August 24th, 2023 | DRAWN - JRP | REVISED - ___
CHECKED - DJC | REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

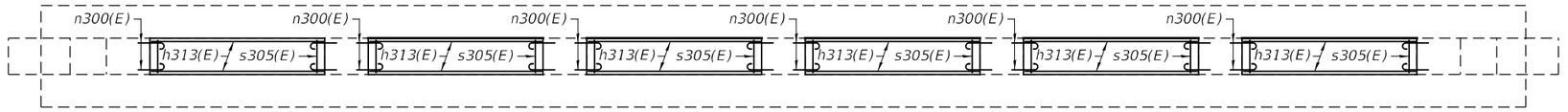
EAST ABUTMENT
STRUCTURE NO. 090-0033
SHEET NO. 27 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-((HB,HB-1,2)BR-1)RS-2	TAZEWELL	293	198
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

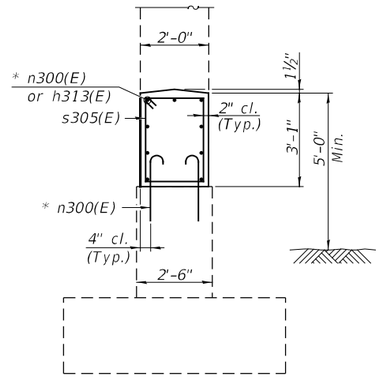
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ELEVATION
(Pier 1 Looking West)

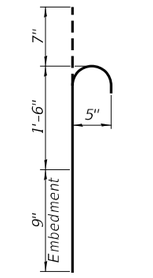


SECTION A-A

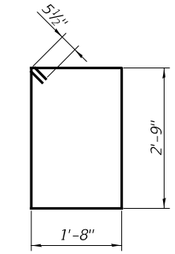


SECTION B-B

* Epoxy grout n300(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



BAR n300(E)



BAR s305(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h313(E)	54	#5	11'-9"	
n300(E)	168	#5	2'-10"	
s305(E)	72	#5	9'-9"	
Concrete Structures			Cu. Yd.	15.8
Reinforcement Bars, Epoxy Coated			Pound	1,890
Concrete Sealer			Sq. Ft.	590

NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.

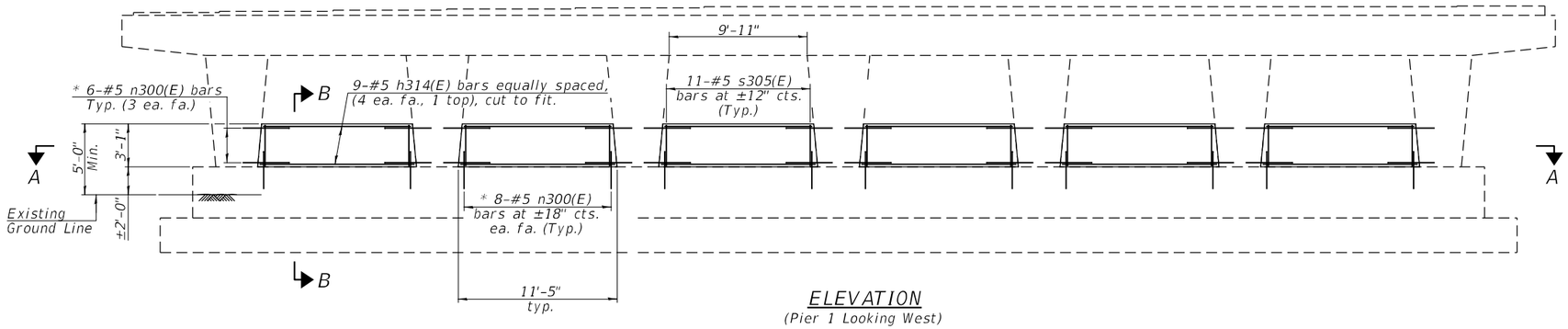
Concrete Sealer is to be applied only to the new concrete crash-walls.

MODEL: 68C00-199
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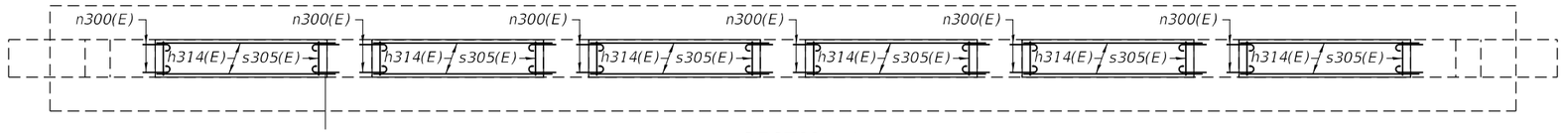
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 CRASH WALL STRUCTURE NO. 090-0033	
	CHECKED - MAH	REVISED - ___			
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___			
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___		SHEET NO. 28 OF 30 SHEETS	

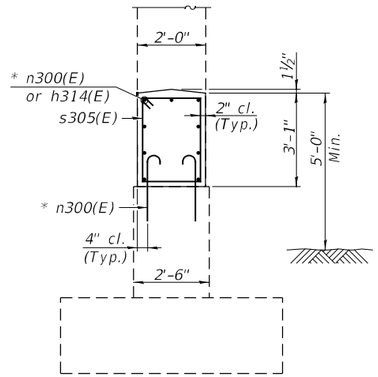
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-1(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	199
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



ELEVATION
(Pier 1 Looking West)

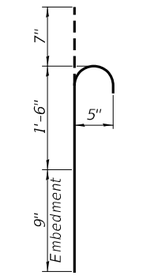


SECTION A-A

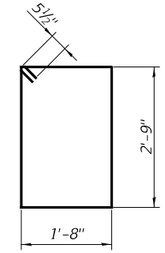


SECTION B-B

* Epoxy grout n300(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.



BAR n300(E)



BAR s305(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h314(E)	54	#5	11'-1"	
n300(E)	168	#5	2'-10"	
s305(E)	72	#5	9'-9"	
Concrete Structures			Cu. Yd.	14.9
Reinforcement Bars, Epoxy Coated			Pound	1,860
Concrete Sealer			Sq. Ft.	560

NOTES

The cost of epoxy grouting reinforcement bars into existing concrete shall be included with Reinforcement Bars, Epoxy Coated.

Concrete Sealer is to be applied only to the new concrete crash-walls.

MODEL: 68C00-200
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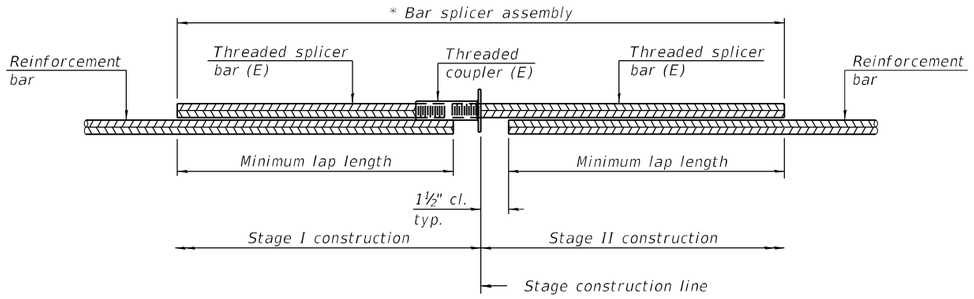
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - KES	REVISED - ___	
	CHECKED - MAH	REVISED - ___	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 CRASH WALL
STRUCTURE NO. 090-0033
SHEET NO. 29 OF 30 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-((HB,HB-1,2)BR-1)RS-2	TAZEWELL	293	200
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



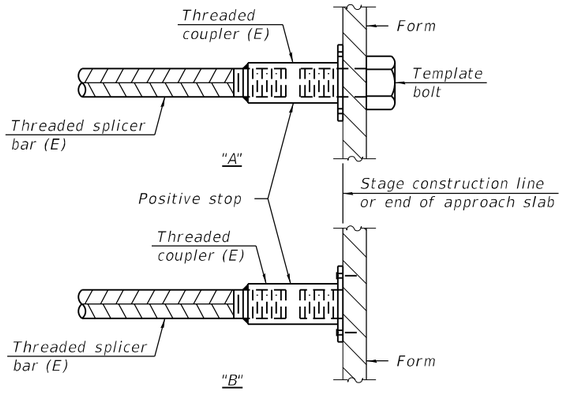
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

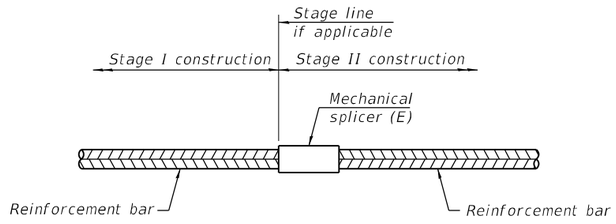
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	484	3'-6"
Abutment Diaphragm	#6	18	4'-0"
Approach Slab (Footing)	#5	80	3'-2"
Approach Slab (Top)	#5	70	3'-0"
Approach Slab (Bottom)	#8	90	4'-9"
Abutments	#7	38	5'-0"
Abutments	#4	4	2'-11"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

BSD-1

2-1-2023

MODEL: 68C00-201
FILE NAME: Z:\0 V and K Jobs\5233-011 Cedar Street Extension SN 090-0033 BCR Second Bridge Inspected Center Street\CADD Sheets\090-0033.dgn
9/18/2023 8:53:00 AM

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME =	DESIGNED - KES	REVISED -	
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PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 090-0033
SHEET NO. 30 OF 30 SHEETS

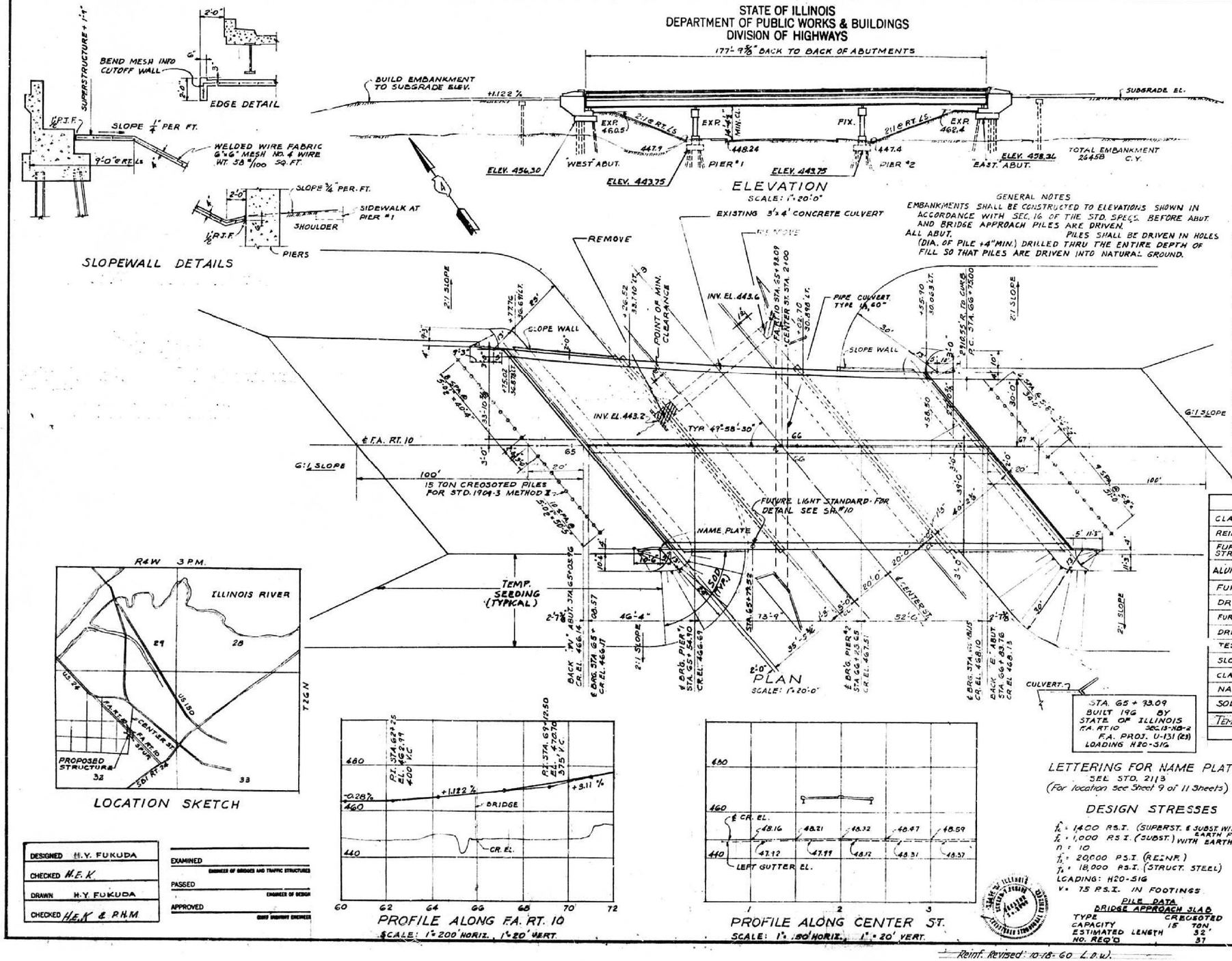
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	201
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

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

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A. 10	13-HB-2	TAZEWELL	28	6
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

SH. 1 OF 11



SLOPEWALL DETAILS

GENERAL NOTES

EMBANKMENTS SHALL BE CONSTRUCTED TO ELEVATIONS SHOWN IN ACCORDANCE WITH SEC. 16 OF THE STD. SPECS. BEFORE ABUT. AND BRIDGE APPROACH PILES ARE DRIVEN.
ALL ABUT. PILES SHALL BE DRIVEN IN HOLES (DIA. OF PILE +4" MIN.) DRILLED THRU THE ENTIRE DEPTH OF FILL SO THAT PILES ARE DRIVEN INTO NATURAL GROUND.

GENERAL NOTES

CLASS "X" CONCRETE SHALL BE USED THROUGHOUT.

THE CONCRETE FLOOR SLAB SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 51.19 OF THE STANDARD SPECIFICATIONS AND SHALL BE POURED IN ONE CONTINUOUS OPERATION BETWEEN THE LIMITS OF THE CONSTRUCTION JOINTS SHOWN.

ALL CURBS AND SLABS OUTSIDE OF LONGITUDINAL BONDED CONSTRUCTION JOINTS SHALL BE POURED MONOLITHICALLY.

RAILINGS SHALL BE ADJUSTED TO TRUE ALIGNMENT AFTER SAFETY WALKS HAVE BEEN POURED.

ALL ROCKERS, BOLSTERS, BEARING PLATE, LEAD PLATES, PINTLES AND ANCHOR BOLTS SHALL BE FABRICATED AND SET IN ACCORDANCE WITH ARTICLE 51.15 OF THE STANDARD SPECIFICATIONS AND ARE INCLUDED IN THE QUANTITIES OF STRUCTURAL STEEL. ESTIMATED WEIGHT 15,810 LBS.

ANCHOR BOLTS SHALL BE SET BEFORE RIVETING DIAPHRAGMS OVER SUPPORTS.

ROADWAY EXPANSION GUARDS SHALL BE ASSEMBLED IN THE SHOP IN THE PROPER POSITION WITH THE ADJACENT ENDS IN PLACE AND SHALL BE LEFT ASSEMBLED FOR SHOP INSPECTION.

EXPANSION GUARDS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH ARTICLE 51.13 (d) OF THE STANDARD SPECIFICATIONS AND ARE INCLUDED IN QUANTITIES OF STRUCTURAL STEEL.

EXCEPT AS OTHERWISE NOTED, ALL STRUCTURAL STEEL SHALL RECEIVE ONE SHOP COAT OF RED LEAD PAINT AND TWO FIELD COATS OF ALUMINUM PAINT. SEE ARTICLES 56.1 TO 56.5 OF THE STANDARD SPECIFICATIONS. ALL PAINT SHALL BE FURNISHED AND APPLIED BY THE CONTRACTOR.

THE CONTRACTOR SHALL DRIVE ONE STEEL TEST PILE AT PERMANENT LOCATION, IN THE WEST ABUTMENT, AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF THE PILES.

THE CONTRACTOR SHALL DRIVE TWO STEEL TEST PILES AT PERMANENT LOCATIONS, ONE IN PIER NO. 1 AND ONE IN PIER NO. 2 AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF THE PILES.

UNLESS OTHERWISE SHOWN ON THE PLANS, REINFORCEMENT BARS SHALL BE LAPPED 20 BAR DIAMETERS.

TOTAL BILL OF MATERIAL

ITEM		SUPERST.	SUBST.	TOTAL
CLASS 'X' CONCRETE	CU. YD.	379.5	542.7	922.5
REINFORCEMENT BARS	78650 LBS.	~~80,700~~	46,190	~~126,890~~ 124,840
FURNISHING & ERECTING STRUCTURAL STEEL	LBS.	46,4750	——	46,4750
ALUMINUM HANDRAIL	LIN. FT.	356	——	356
FURNISHING STEEL PILES (BBP36)	LIN. FT.	——	7,380	7,380
DRIVING STEEL PILES	LIN. FT.	——	7,380	7,380
FURNISHING CREOSOTED PILES	LIN. FT.	——	1,184	1,184
DRIVING TIMBER PILES	LIN. FT.	——	1,184	1,184
TEST PILES (STEEL) (BBP36)	EACH	——	3	3
SLOPE WALLS, 4 INCH	SQ. YD.	——	960	960
CLASS 'A' EXCAVATION FOR STRUCT.	CU. YD.	——	385	385
NAME PLATE	EACH	1	——	1
SODDING	SQ. YD.	——	——	630
TEMPORARY SEEDING	ACRE	——	——	0.4

LOCATION SKETCH

PROFILE ALONG F.A. RT. 10
SCALE: 1"=200' HORIZ., 1"=20' VERT.

PROFILE ALONG CENTER ST.
SCALE: 1"=80' HORIZ., 1"=20' VERT.

LETTERING FOR NAME PLATE
SEE STD. 2113
(For location see Sheet 9 of 11 Sheets)

DESIGN STRESSES

f_c = 1,400 P.S.I. (SUPERST. & SUBST. WITHOUT EARTH PRESSURE
f_c = 1,000 P.S.I. (SUBST.) WITH EARTH PRES.
n = 10
f_s = 20,000 P.S.I. (REINF.)
f_s = 18,000 P.S.I. (STRUCT. STEEL)
LOADING: H20-S16
v = 75 P.S.I. IN FOOTINGS

PILE DATA
BRIDGE APPROACH SLAB
TYPE: CREOSOTED
CAPACITY: 15 TON
ESTIMATED LENGTH: 32'
NO. REQ'D: 37

GENERAL PLAN & ELEVATION

F.A. ROUTE 10 SECTION 13-HB-2
F.A. PROJECT U-131 ( )
F.A. ROUTE 10 OVER CENTER STREET
STATION 65+93.09
TAZEWELL COUNTY

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

Reinf. Revised: 10-18-60 L.D.W.

DESIGNED H.Y. FUKUDA
CHECKED M.E.K.
DRAWN H.Y. FUKUDA
CHECKED M.E.K. & P.H.M.

EXAMINED — ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___ | DESIGNED - KES | REVISED - ___
PLOT SCALE = ___ | CHECKED - MAH | REVISED - ___
PLOT DATE = August 24th, 2023 | DRAWN - JRP | REVISED - ___
CHECKED - DJC | REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 090-0033
SHEET NO. 1 OF 6 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	202
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

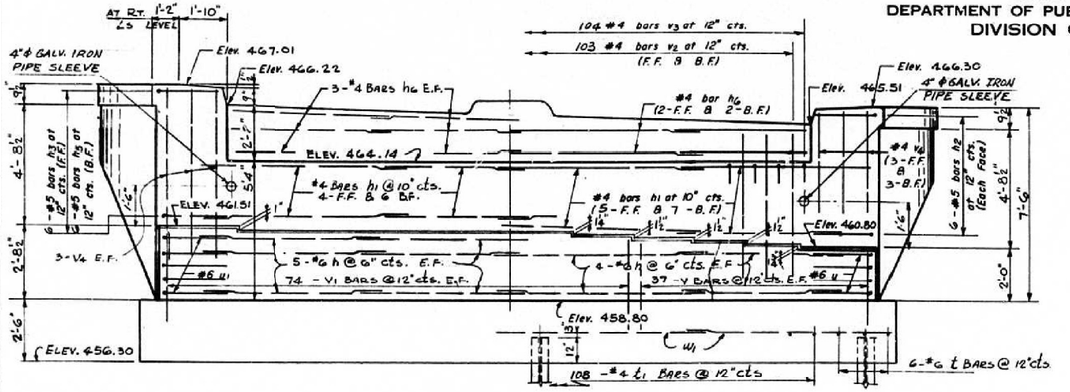
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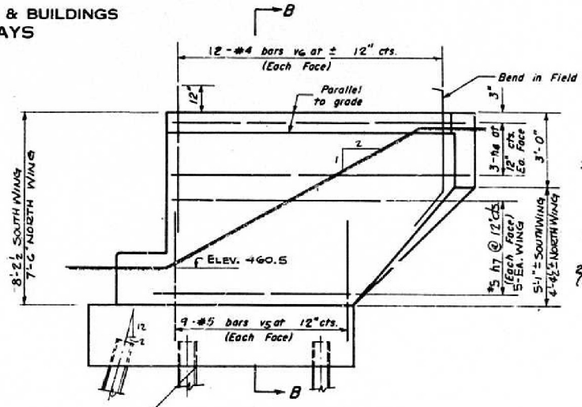
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.RT.10	13-HB-2	TAZEWELL	28	7
FED. ROAD DIST. No.7	ILLINOIS	PROJECT	( )	

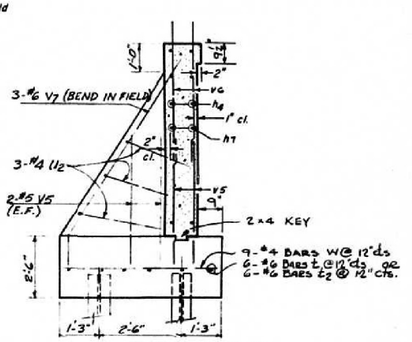
SH. NO. 2 OF 11



ELEVATION
At Right Angles to ℄ Rdwy

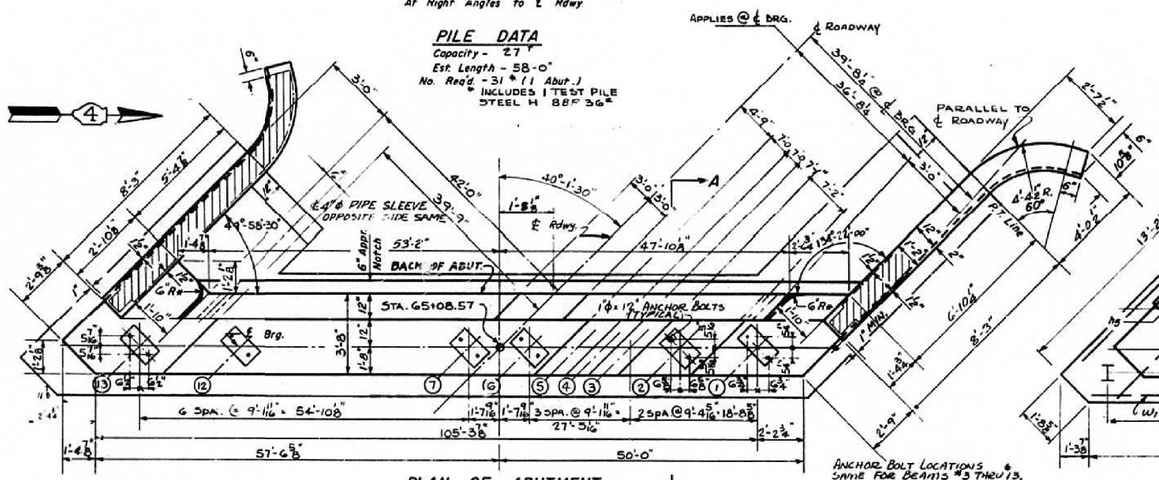


SIDE ELEVATION

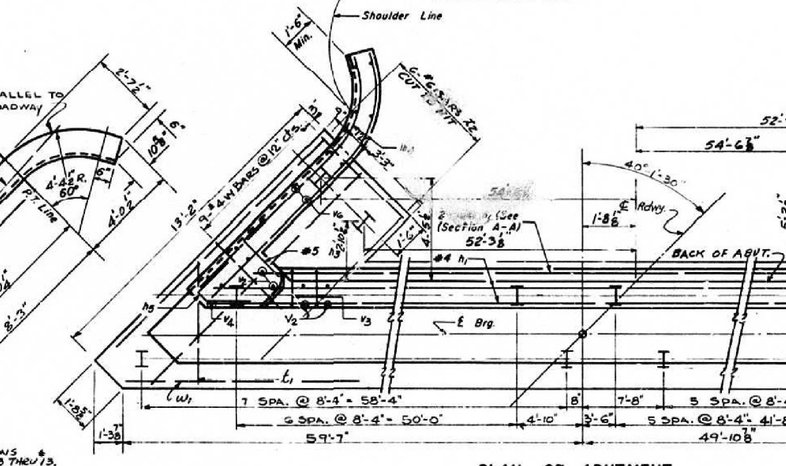


SECTION B-B

PILE DATA
Capacity - 27 T
Est. Length - 58'-0"
No. Req'd. - 31 * (1 Abut.)
* INCLUDES 1 TEST PILE STEEL H 8BP 36*

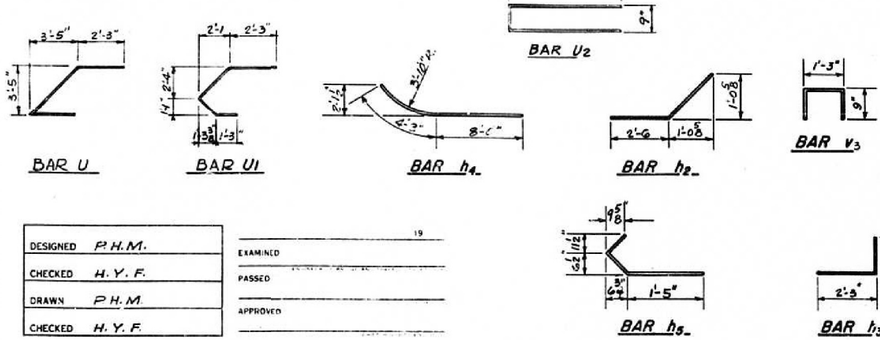


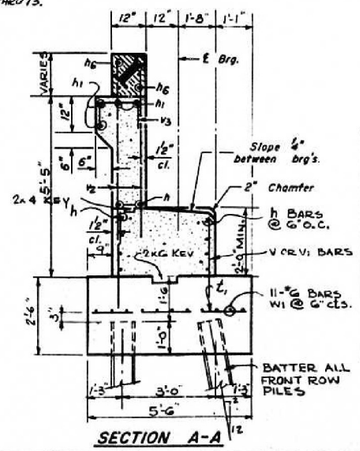
PLAN OF ABUTMENT
Dimensions



PLAN OF ABUTMENT
Reinforcement & Pile Spacing

* Note: Contractor shall construct curb without radius when a curb & gutter are to be used on bridge approaches (See Road Plans).





BILL OF REINFORCEMENT

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
h	36	#6	28'-9"		U	4	#6	9'-4"	
h1	44	#4	28'-9"		U1	5	#6	8'-2"	
h2	12	#5	4'-0"		V	74	#4	3'-0"	
h3	6	#5	3'-6"		V1	148	#4	3'-8"	
h4	12	#5	12'3"		V2	206	#4	5'-9"	
h5	6	#5	3'-6"		V3	104	#4	2'-9"	
h6	20	#4	27'-0"		V4	12	#4	6'-6"	
h7	20	#5	10'-2"		V5	44	#5	5'-0"	
					V6	48	#4	6'-6"	
					V7	6	#6	9'-0"	
t	6	#6	11'-6"		U2	6	#4	5'-3"	
t1	108	#4	5'-3"		W	18	#4	2'-3"	
t2	6	#6	12'-10"		W1	44	#6	29'-0	

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu.Yd.	128.8
Reinforcement Bars	Lb.	7959
STEEL H PILE	L.F.	1736
TEST PILE	EA.	1

WEST ABUTMENT

F.A. ROUTE 10 SECTION 13 HB-2

F.A. ROUTE 10 OVER CENTER STREET
STATION 65 + 93.09
TAZEWELL COUNTY

DESIGNED	P.H.M.
CHECKED	H.Y.F.
DRAWN	P.H.M.
CHECKED	H.Y.F.

EXAMINED 19
PASSED
APPROVED

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS ∘ DECATUR, ILLINOIS

SBA-5

REVISED 9-29-30: "PILE DATA" REMOVED "PILES SHALL PENETRATE TO AT LEAST ELEV. 400.00" - Q.J.M.

SH. 2 OF 11

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME =	DESIGNED - KES	REVISED -
	CHECKED - MAH	REVISED -
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 090-0033
SHEET NO. 2 OF 6 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	203
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

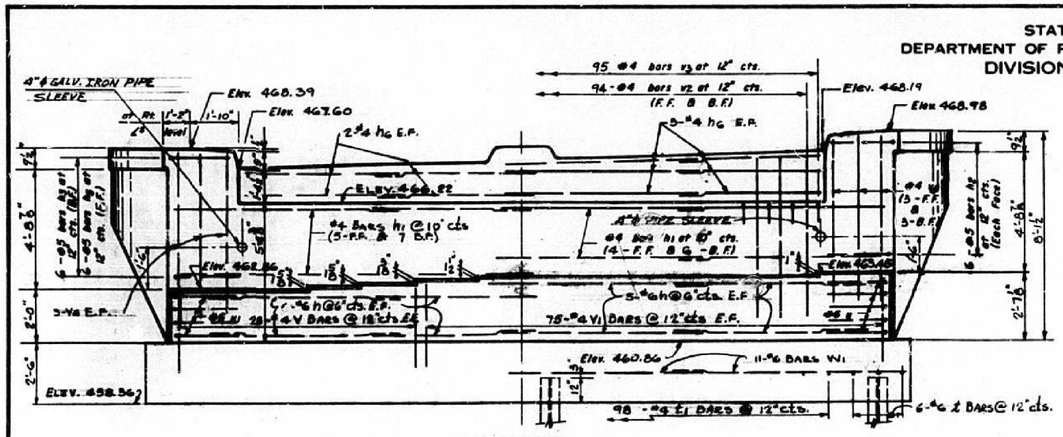
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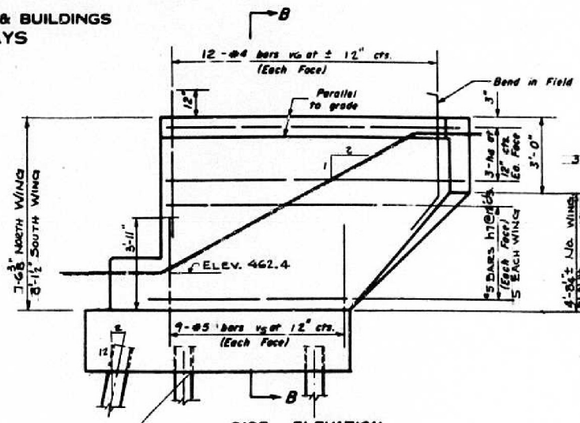
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET No.
F.A.RT. 10	13-HB-2	TAZEWELL	28	8
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT	( )	

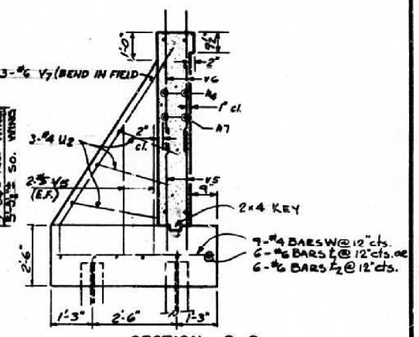
SH. No. 8 OF 11



ELEVATION
At Right Angles to ℄ Rdwy.

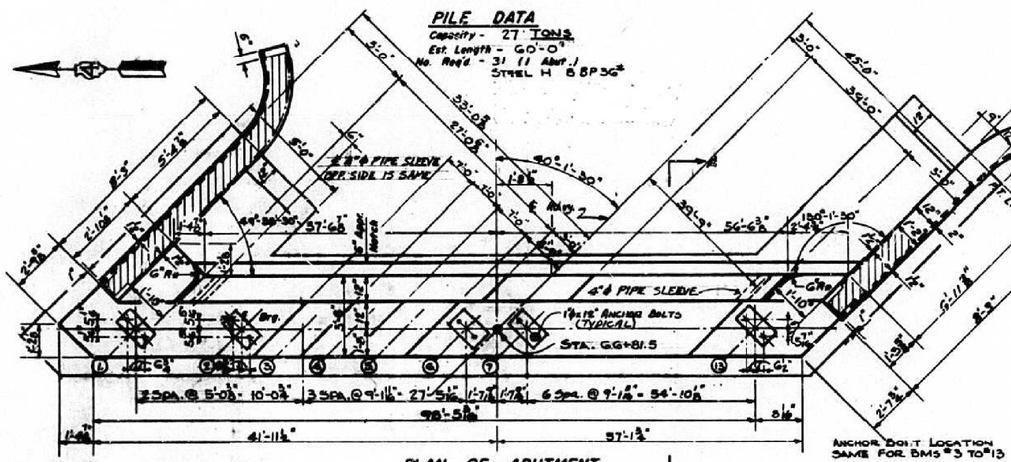


SIDE ELEVATION



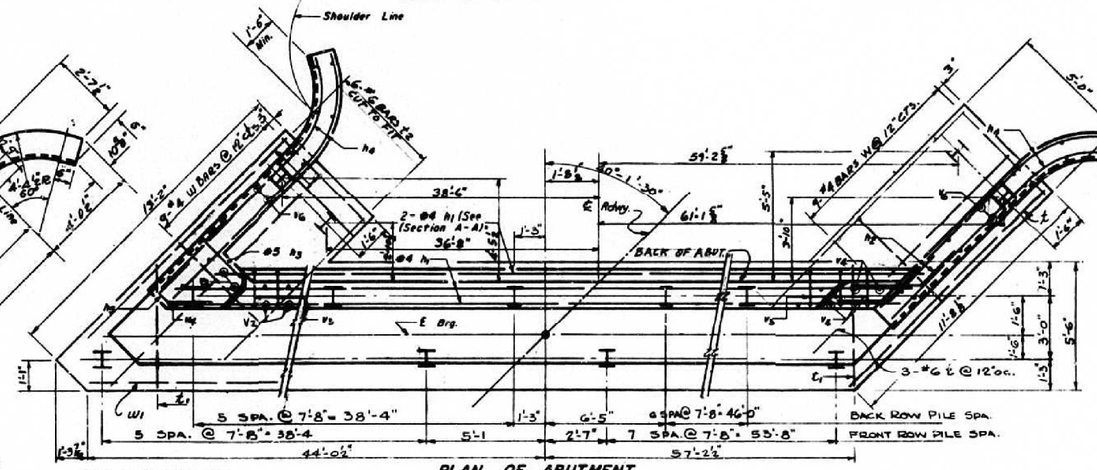
SECTION B-B

PILE DATA
Capacity - 27 TONS
Est. Length - 60'-0"
No. Req'd - 31 (1 Abut.)
STEEL H BP 36#



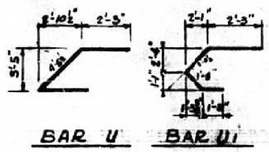
PLAN OF ABUTMENT
Dimensions

* Note: Contractor shall construct curb without radius when a curb & gutter are to be used on bridge approaches (See Road Plans).

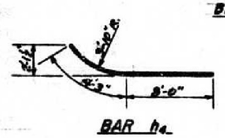


PLAN OF ABUTMENT
Reinforcement & Pile Spacing

BAR U2



BAR U BAR U1



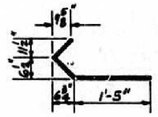
BAR h4



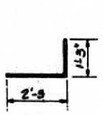
BAR h2



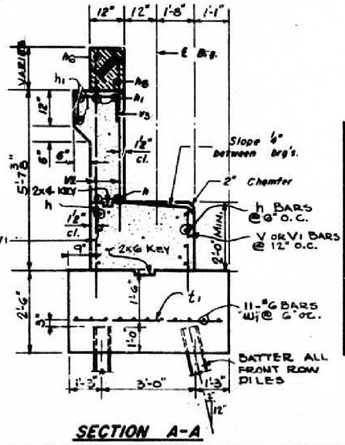
BAR V3



BAR h5



BAR h3



SECTION A-A

BILL OF REINFORCEMENT

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
h	36	#6	26'-4"	—	U	5	#6	9'-0"	⌐
h1	44	#4	26'-4"	—	U1	4	#6	8'-2"	⌐
h2	12	#5	4'-0"	⟋	V	56	#4	3'-0"	—
h3	6	#5	3'-6"	⌐	V1	150	#4	3'-6"	—
h4	12	#5	12'-3"	—	V2	188	#4	5'-8"	—
h5	6	#5	3'-6"	⌒	V3	95	#4	2'-9"	⊓
h6	20	#6	24'-3"	—	V4	12	#4	6'-6"	—
h7	20	#5	10'-2"	—	V5	44	#5	5'-0"	—
					V6	48	#4	6'-3"	—
					V7	6	#6	9'-6"	—
t2	6	#6	12'-10"	—	U2	6	#4	5'-3"	⊐
t	6	#6	11'-6"	—	W	18	#4	4'-8"	—
t1	98	#4	5'-3"	—	W1	44	#6	26'-9"	—

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yd.	120.3
Reinforcement Bars	Lb.	7,420
STEEL "H" PILE	L. F.	1,860

EAST ABUTMENT

F.A. ROUTE 10 SECTION 13 - HB - 2

F.A. ROUTE 10 OVER CENTER STREET
STATION 65 + 93.09
TAZEWELL COUNTY

DESIGNED	R.H.M.	
CHECKED	H.Y.F.	
DRAWN	R.H.M.	
CHECKED	H.Y.F.	

EXAMINED 19
PASSED
APPROVED

S.B.A.-5

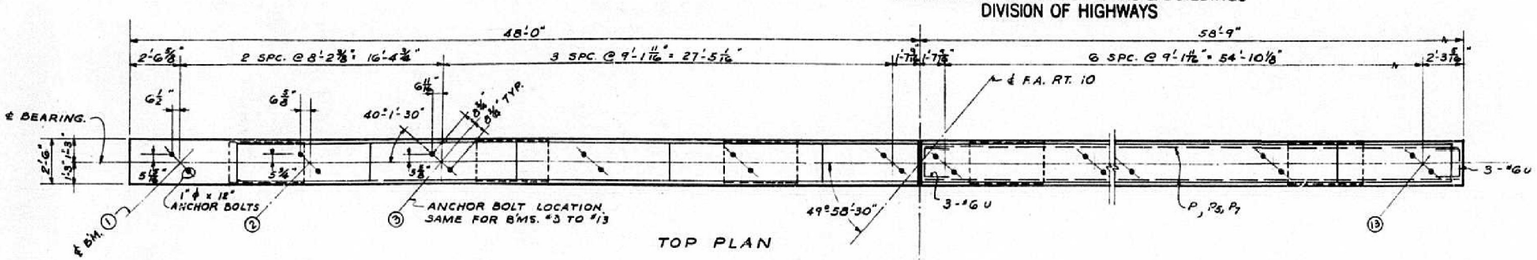
REVISION: 9-29-60 - "PILE DATA" - REMOVED " PILES SHALL PENETRATE TO AT LEAST ELEV. 400.00 - INCLUDES 8 TONS FOR NEGATIVE SKIN FRICTION" A.J.M.

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS DECATUR, ILLINOIS

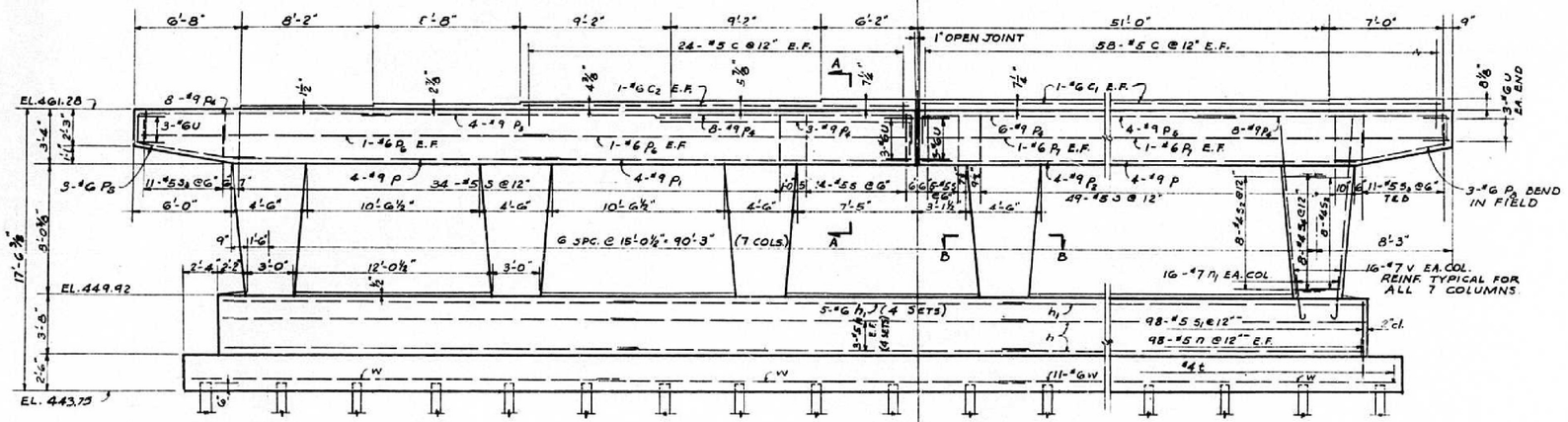
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FOR INFORMATION ONLY

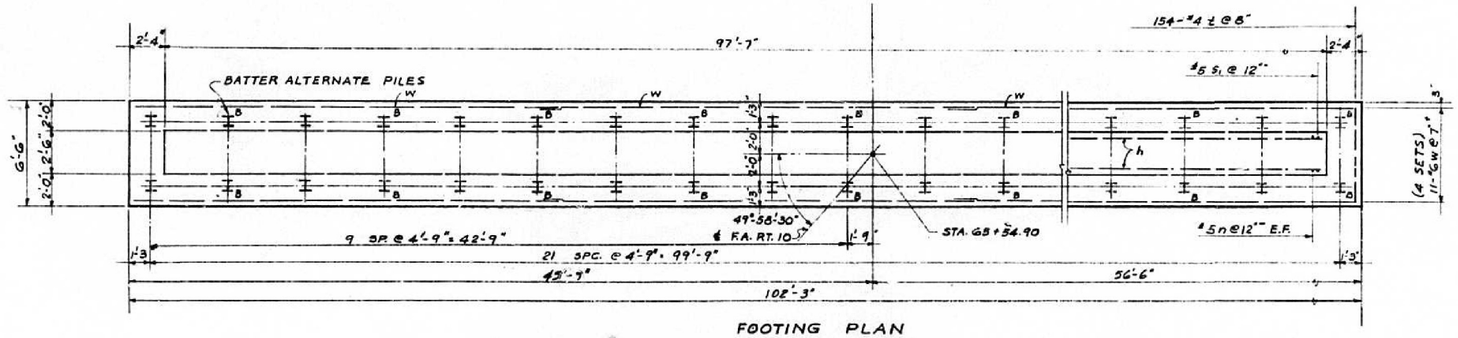
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



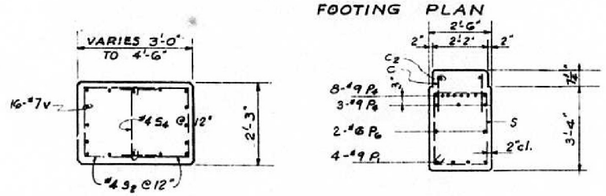
TOP PLAN

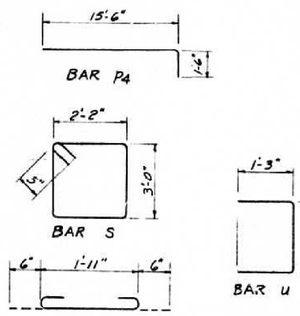


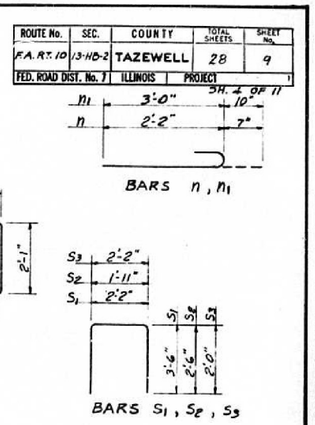
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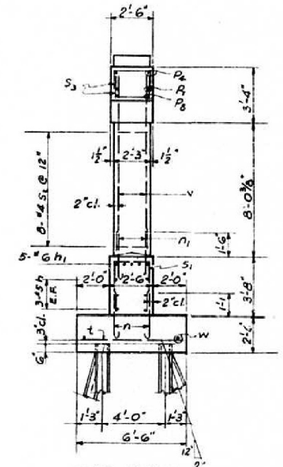
FOOTING PLAN







ALL BARS ARE DIMENSIONED OUT TO OUT.



END VIEW

BILL OF MATERIAL
1 PIER

BAR	NO.	SIZE	LENGTH	SHAPE
ha	24	#5	25'-3"	
hia	20	#6	25'-3"	
C	164	#5	1'-7"	
C1	4	#6	30'-0"	
C2	2	#6	24'-2"	
n	196	#5	2'-9"	
n1	112	#7	3'-10"	
P	8	#9	20'-0"	
P1	4	#9	24'-5"	
P2	4	#9	36'-4"	
P3	4	#9	21'-0"	
P4	33	#9	17'-0"	
P5	4	#9	31'-9"	
P6	4	#6	24'-5"	
P7	4	#6	29'-10"	
P8	6	#6	7'-6"	
S	102	#5	11'-2"	
S1	98	#5	9'-2"	
S2	112	#3	6'-11"	
S3	44	#5	6'-2"	
S4	56	#4	2'-11"	
ta	154	#4	6'-0"	
Va	12	#6	4'-7"	
Ya	112	#7	10'-0"	
Wa	44	#6	26'-9"	

CLASS "X" CONCRETE	CU. YDS.	148.8
REINFORCEMENT BARS	LBS.	15,530
CLASS "A" EXCAVATION	CU. YDS.	195
STEEL "H" PILES	LIN. FT.	1935
TEST PILES		1 EACH

NOTE: BAR MARKS WITH SUBSCRIPT "a" ARE SHOWN ONLY IN BILL OF MATERIAL TO DIFFERENTIATE BETWEEN PIER AND ABUTMENT REINFORCEMENT.

PILE DATA

TYPE	STEEL "H" 8"BP36
CAPACITY	25 TONS
ESTIMATED LENGTH	45'
NO. REQ'D	44

† INCLUDES ONE TEST PILE

PIER Nº 1

F.A. ROUTE 10 SECTION 13-HB-2

F.A. ROUTE 10 OVER CENTER STREET
STATION 65+93.09
TAZEWELL COUNTY

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

ROUTE No.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. RT. 10	13-HB-2	TAZEWELL	28	9
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		SH. 4 OF 11

DESIGNED	H.Y.F.
CHECKED	P.H.M.
DRAWN	H.Y.F.
CHECKED	P.H.M.

EXAMINED — ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

REVISION: 9-29-60 - "PILE DATA" - REMOVED "MIN." FOLLOWING 25 TONS; REMOVED "INCLUDES 4' FOR NEGATIVE SKIN FRICTION; PILES SHALL PENETRATE TO AT LEAST EL. 400.00'

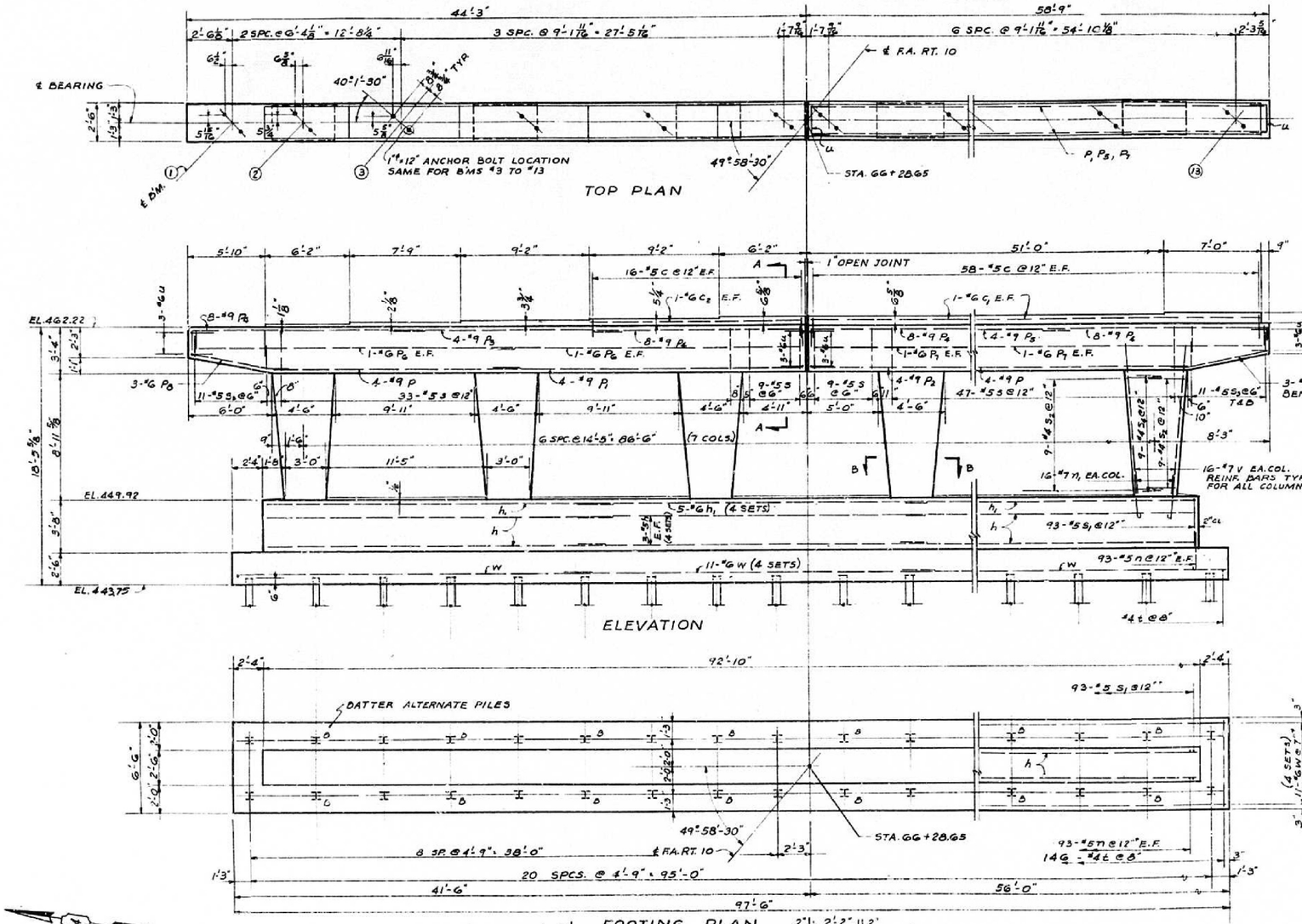
4 OF 11

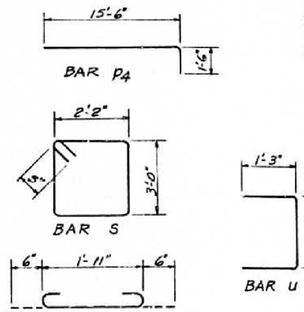
FOR INFORMATION ONLY

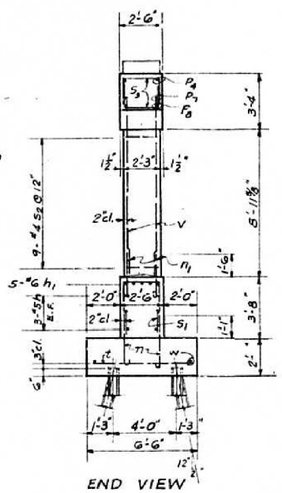
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

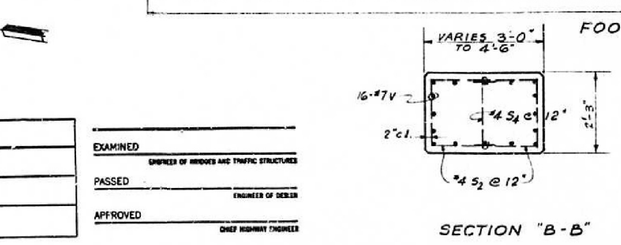
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F.A. RT. 10	13-HB-2	TAZEWELL	28	10
FED. ROAD DIST. No. 7	ILLINOIS	PROJECT		

SH. 5 OF 11









BILL OF MATERIAL
1 PIER

BAR	NO.	SIZE	LENGTH	SHAPE
ha	24	#5	24'-4"	
h1a	20	#6	24'-4"	
C	148	#5	1'-7"	
C1	4	#6	30'-0"	
C2	2	#6	15'-0"	
n	186	#5	2'-9"	
n1	112	#7	3'-10"	
P	8	#9	17'-8"	
P1	4	#9	22'-5"	
P2	4	#9	32'-0"	
P3	4	#9	12'-0"	
P4	32	#9	17'-0"	
P5	4	#9	31'-9"	
P6	4	#6	22'-8"	
P7	4	#6	29'-10"	
P8	6	#6	7'-6"	
S	98	#5	11'-2"	
S1	93	#5	9'-2"	
S2	126	#4	6'-11"	
S3	44	#5	6'-2"	
S4	63	#4	2'-11"	
ta	146	#4	6'-0"	
ua	12	#6	4'-7"	
va	112	#7	10'-11"	
wa	44	#6	25'-8"	

CLASS X CONCRETE	CU. YDS.	144.8
REINFORCEMENT BARS	LBS.	15,290
CLASS A EXCAVATION	CU. YDS.	190.
STEEL "H" PILES	LIN. FT.	1845
TEST PILES		1 EACH

NOTE: BAR MARKS WITH SUBSCRIPT "a" ARE SHOWN ONLY IN BILL OF MATERIAL TO DIFFERENTIATE BETWEEN PIER AND ABUTMENT REINFORCEMENT.

PILE DATA

TYPE	STEEL "H"	8" BP 36
CAPACITY		25 TON
ESTIMATED LENGTH		45'
Nº REQ'D.		42 ***

*** INCLUDES ONE TEST PILE

PIER Nº 2

F.A. ROUTE 10 SECTION 13-HB-2

F.A. ROUTE 10 OVER CENTER STREET
STATION 65+93.09
TAZEWELL COUNTY

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS - DECATUR, ILLINOIS

DESIGNED	H.Y.F.
CHECKED	P.H.M.
DRAWN	H.Y.F.
CHECKED	P.H.M.

EXAMINED
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

REVISION 9-29-60 - "PILE DATA" REMOVED "MIN." FOLLOWING 25 TONS; REMOVED "INCLUDES 4' NEGATIVE SKIN FRICTION; PILES SHALL PENETRATE TO AT LEAST EL. 400.0."

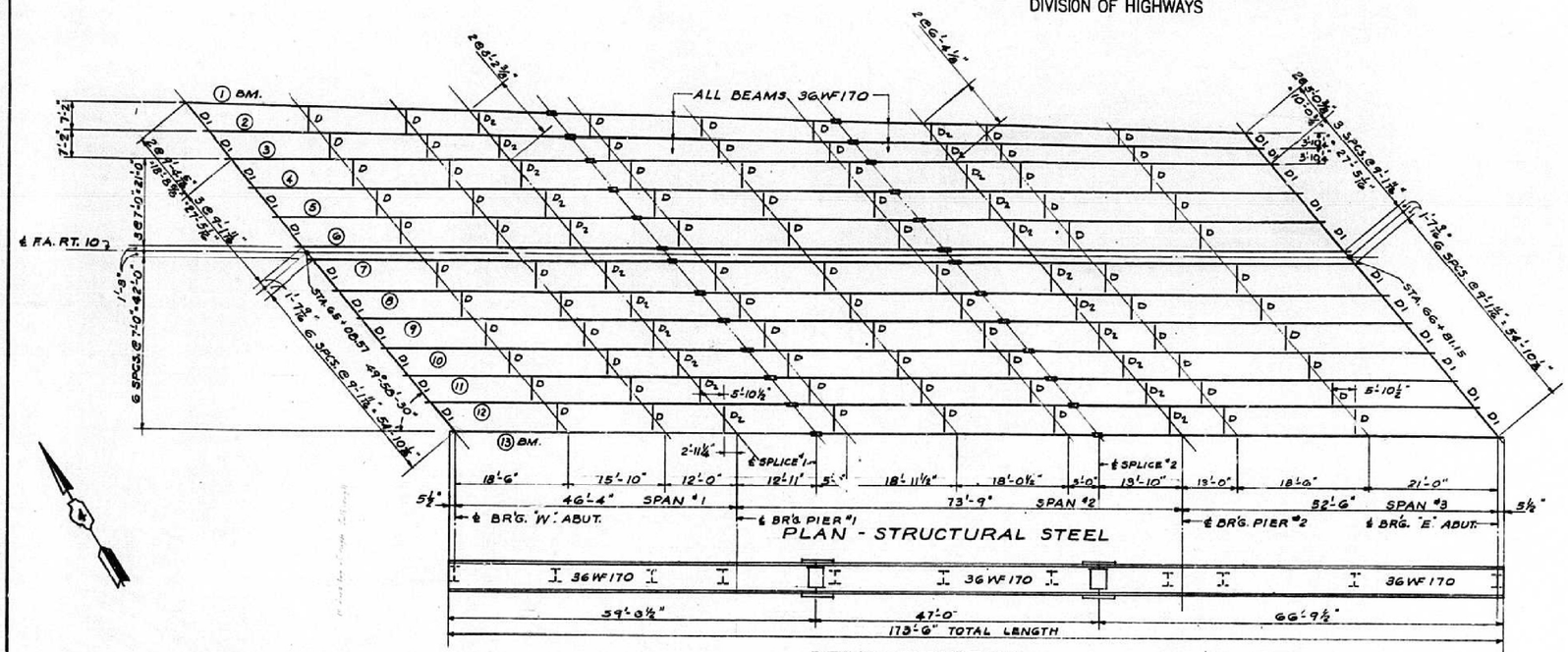
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FOR INFORMATION ONLY

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

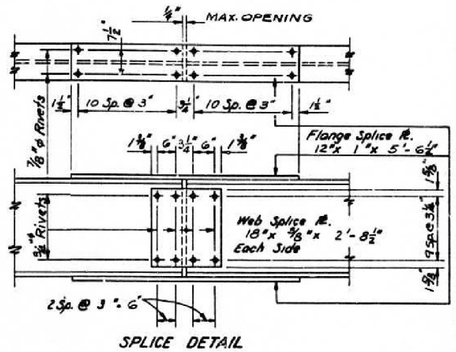
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F.A. RT 10	13-HB-2	TAZEWELL	28	12
FED. ROAD DIST. No. 7		ILLINOIS		

SH. 7 OF 11

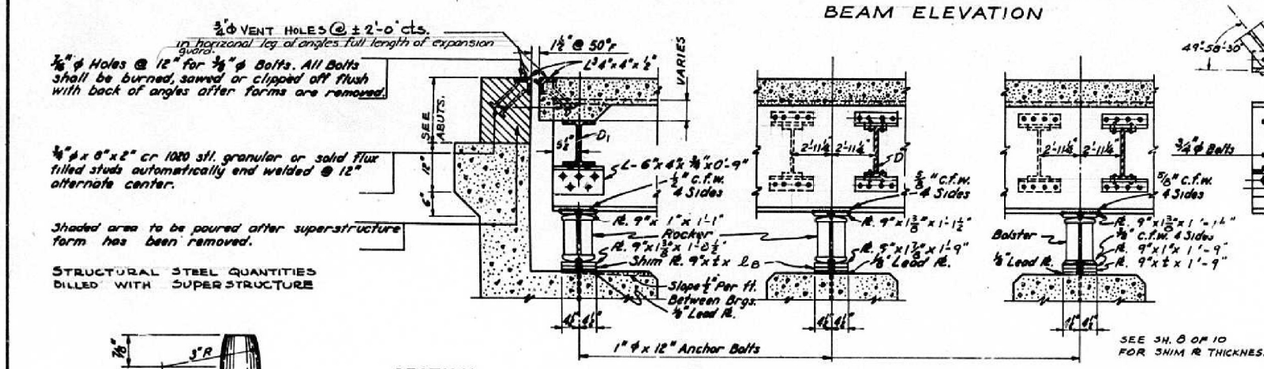


PLAN - STRUCTURAL STEEL

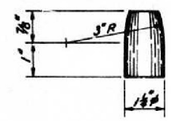
BEAM ELEVATION



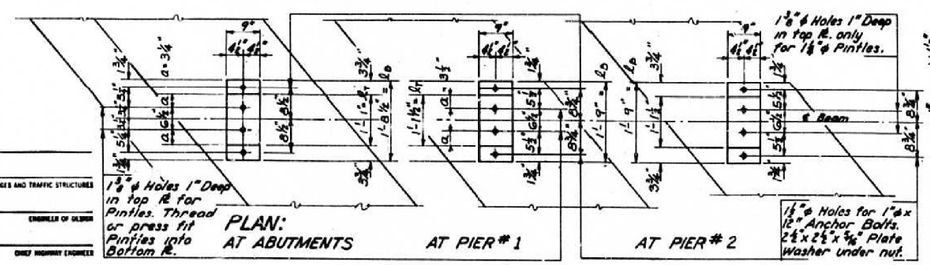
SPLICE DETAIL



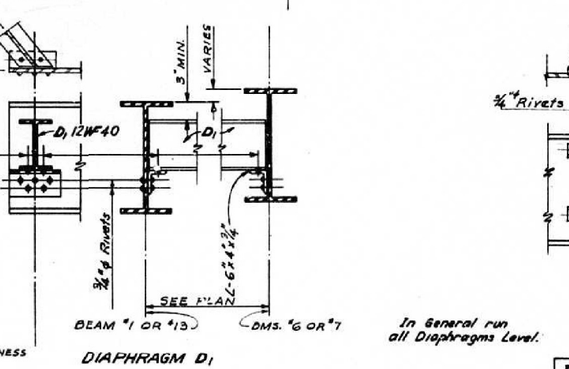
SECTION: AT ABUTMENTS AT PIER # 1 AT PIER # 2



PINTLE DETAIL

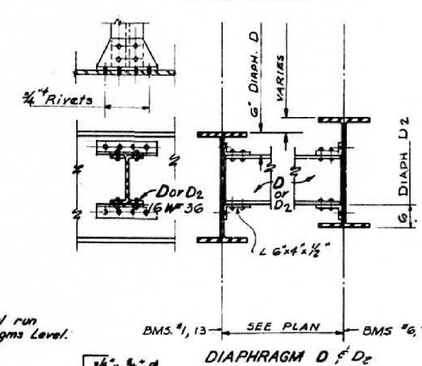


PLAN: AT ABUTMENTS AT PIER # 1 AT PIER # 2

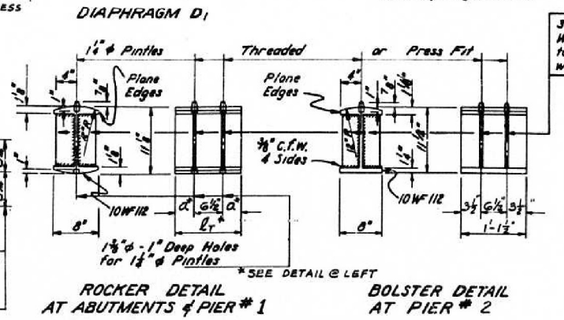


DIAPHRAGM D1

In General run all Diaphragms Level.



DIAPHRAGM D & D2



ROCKER DETAIL AT ABUTMENTS & PIER # 1

BOLSTER DETAIL AT PIER # 2

3½"x ⅝" Pl. Weld all sides to 10 WF 112 with ⅜" C.F.W.

SUPERSTRUCTURE STRUCTURAL STEEL

F.A. ROUTE 10 SECTION 13-HB-2

F.A. ROUTE 10 OVER CENTER STREET

STATION 65+93.09

TAZEWELL COUNTY

DESIGNED	H.Y.F.
CHECKED	P.H.M.
DRAWN	H.Y.F.
CHECKED	P.H.M.

EXAMINED — ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF BUREAU
APPROVED — CHIEF HIGHWAY ENGINEER

SBS-1

WARREN AND VAN PRAAG, INC.
CONSULTING ENGINEERS · DECATUR, ILLINOIS

7 OF 11

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VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

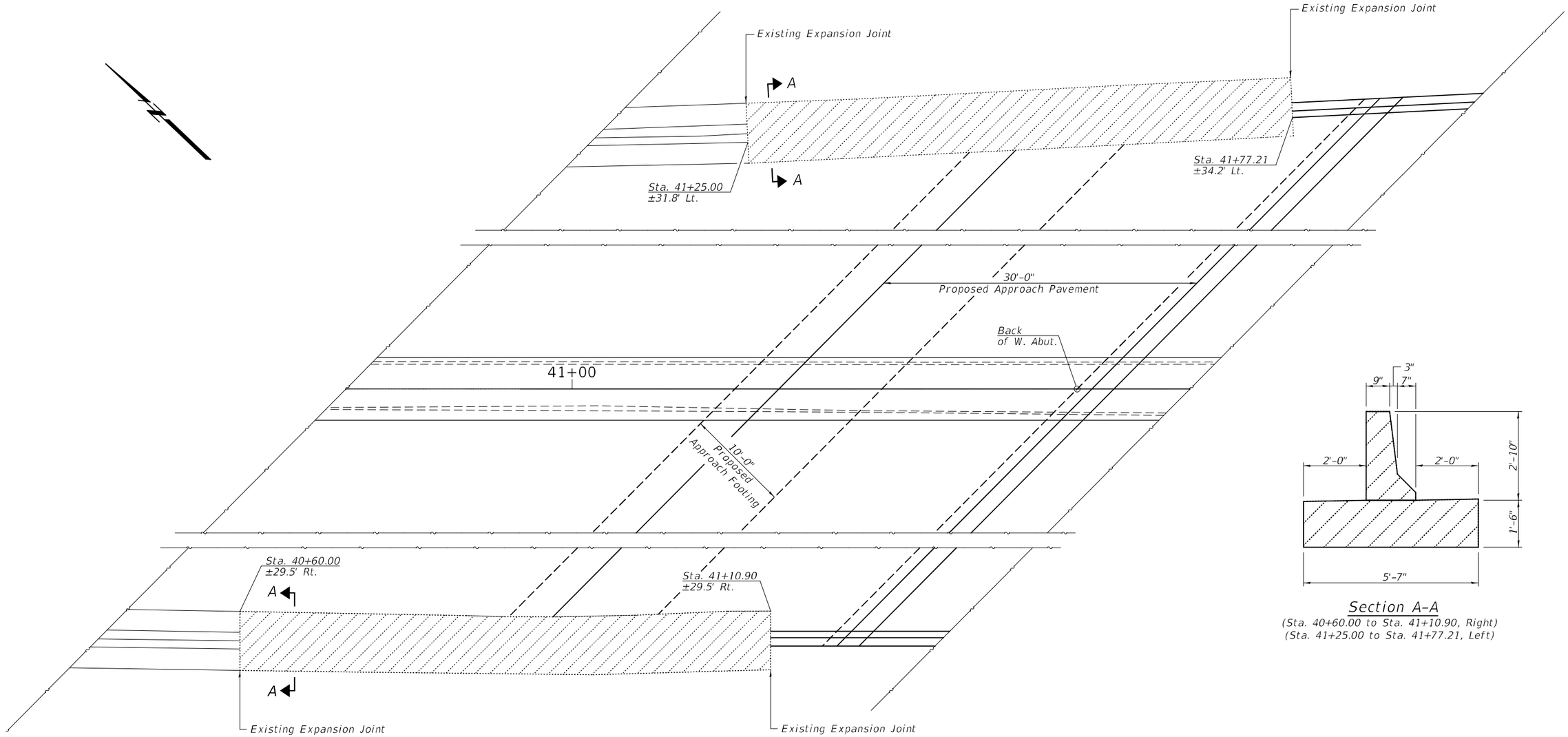
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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - DJC	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 090-0033
SHEET NO. 6 OF 6 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	207
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

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PLAN - NORTH APPROACH

Section A-A
(Sta. 40+60.00 to Sta. 41+10.90, Right)
(Sta. 41+25.00 to Sta. 41+77.21, Left)

▨ - Concrete Removal Limits

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	43.2

MODEL: 68C00-208
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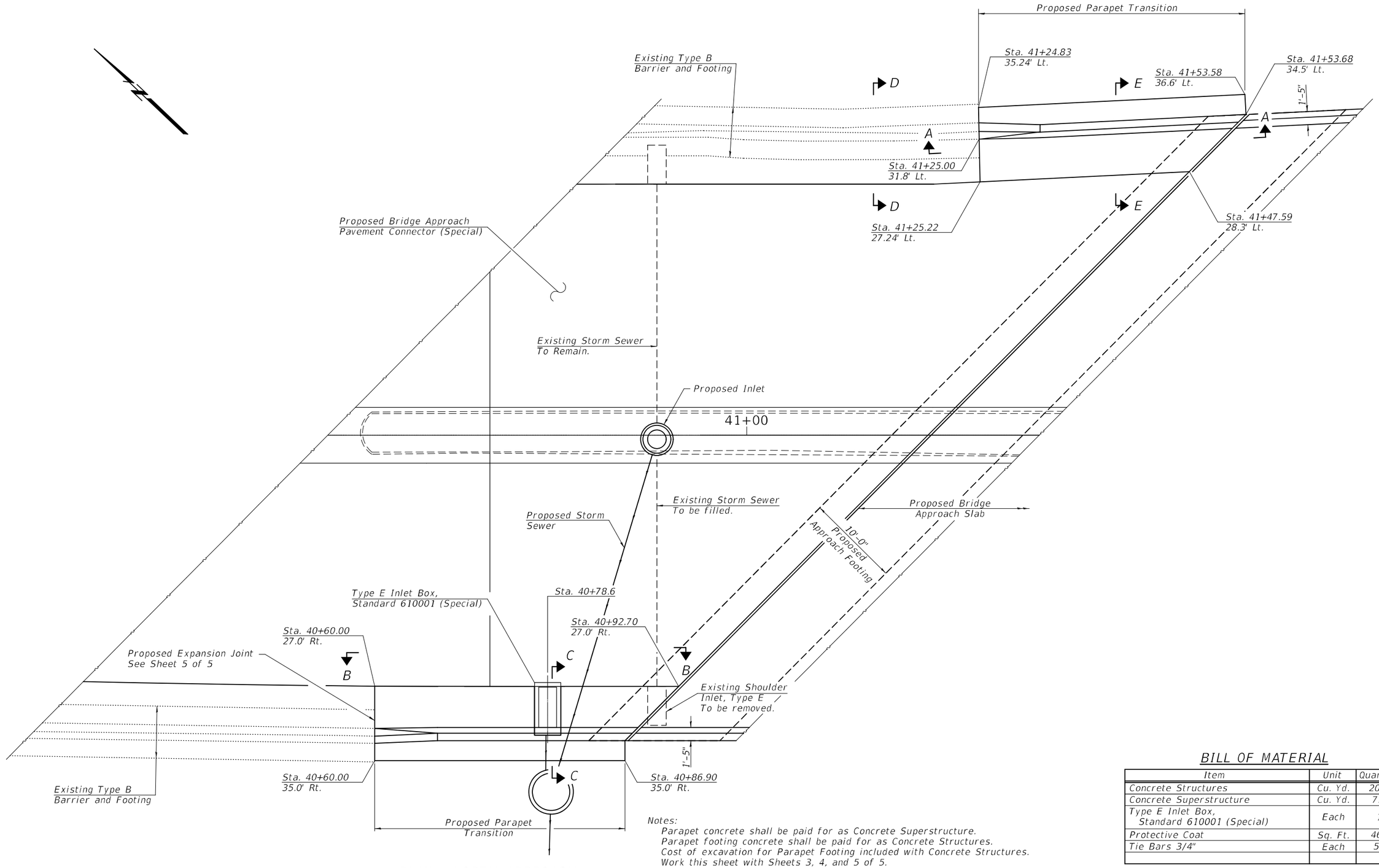
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Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

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PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPE B BARRIER REMOVAL – NORTH ABUTMENT
SN 090–0031
SHEET NO. 1 OF 5 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	208
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



PLAN - NORTH APPROACH

Notes:
Parapet concrete shall be paid for as Concrete Superstructure.
Parapet footing concrete shall be paid for as Concrete Structures.
Cost of excavation for Parapet Footing included with Concrete Structures.
Work this sheet with Sheets 3, 4, and 5 of 5.

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Structures	Cu. Yd.	20.0
Concrete Superstructure	Cu. Yd.	7.1
Type E Inlet Box, Standard 610001 (Special)	Each	1
Protective Coat	Sq. Ft.	467
Tie Bars 3/4"	Each	58

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

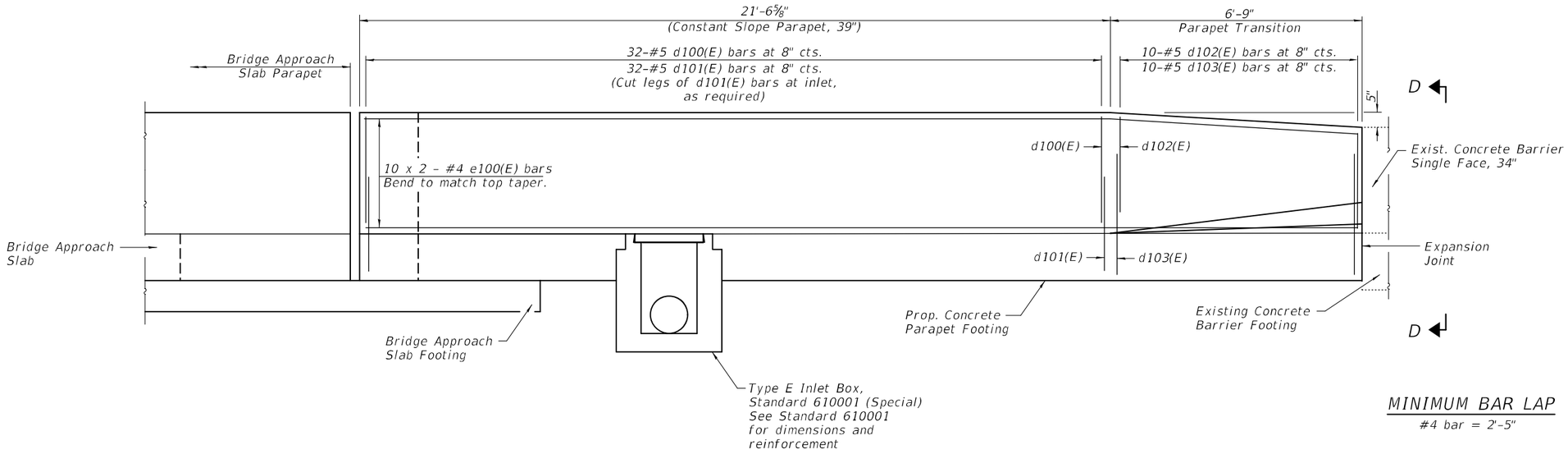
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PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET TRANSITION – NORTH ABUTMENT
SN 090–0031
SHEET NO. 2 OF 5 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

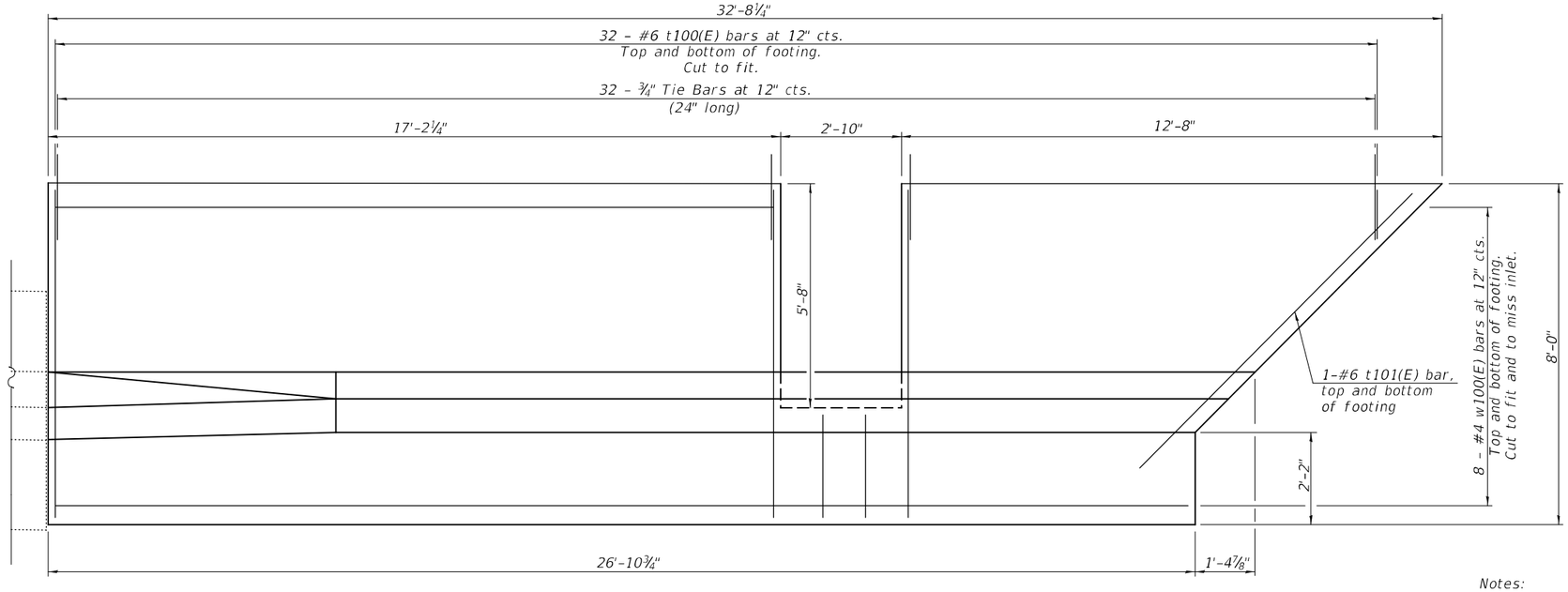
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SECTION B-B

MINIMUM BAR LAP

#4 bar = 2'-5"



PLAN -WEST FOOTING

Notes:

Bars indicated thus 10 x 2-#4 etc. indicates 10 lines of bars with 2 lengths per line.

Work this sheet with Sheet 5 of 5.

See Sheet 5 of 5 for Expansion Joint Detail.

MODEL: 68C00-210
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VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

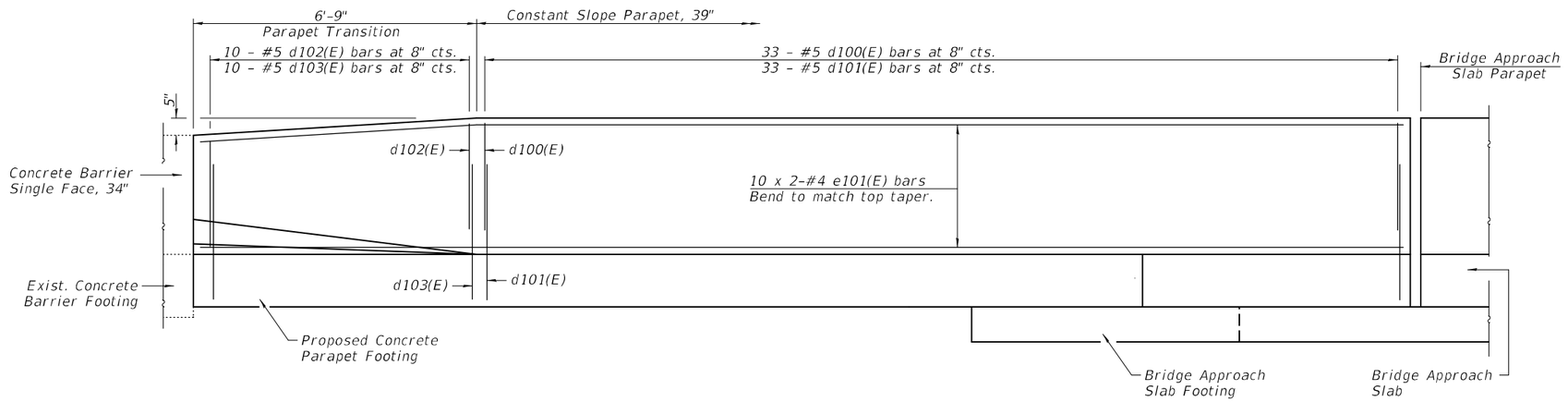
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PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET TRANSITION DETAILS – NORTH ABUTMENT
SN 090-0031

SHEET NO. 3 OF 5 SHEETS

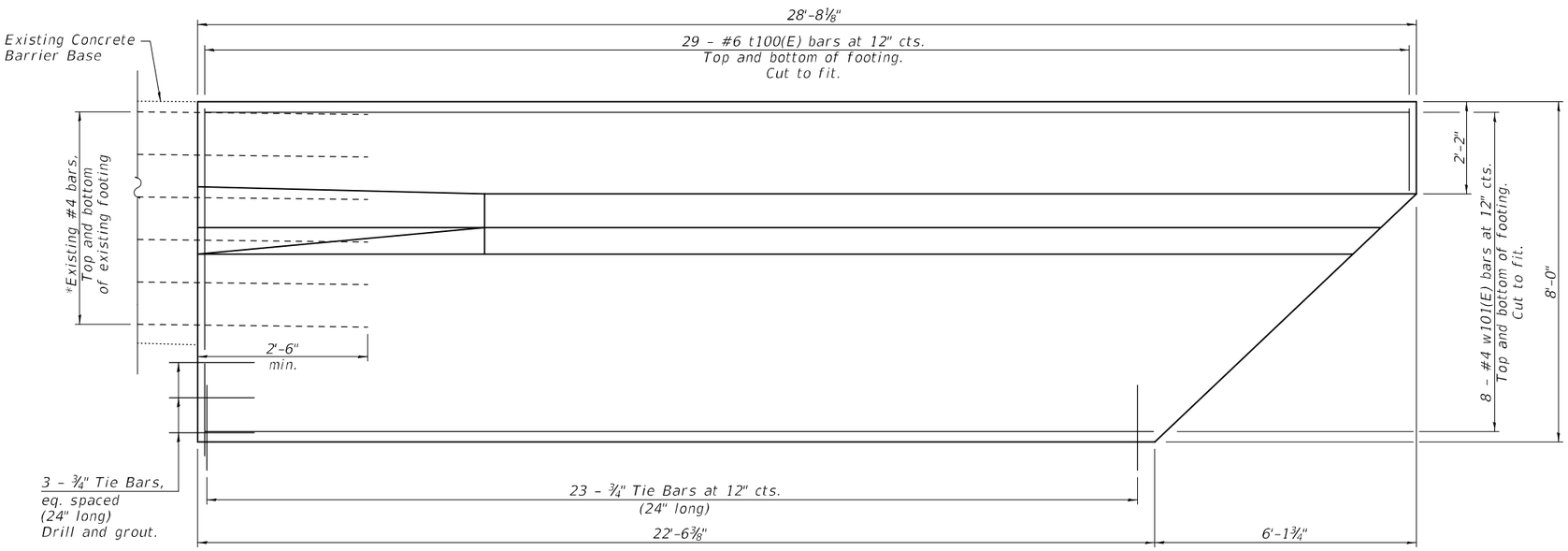
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669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	210
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



SECTION A-A

MINIMUM BAR LAP

#4 bar = 2'-5"



FOOTING - EAST PLAN

* Existing reinforcement extending from the footing shall be incorporated into new construction. Reinforcement shall be cleaned and straightened. Cost included with "Concrete Removal".

Notes:
Bars indicated thus 10 x 2-#4 etc. indicates 10 lines of bars with 2 lengths per line.
Work this sheet with Sheet 5 of 5.
See Sheet 5 of 5 for Expansion Joint Detail.

MODEL: 68C00-211
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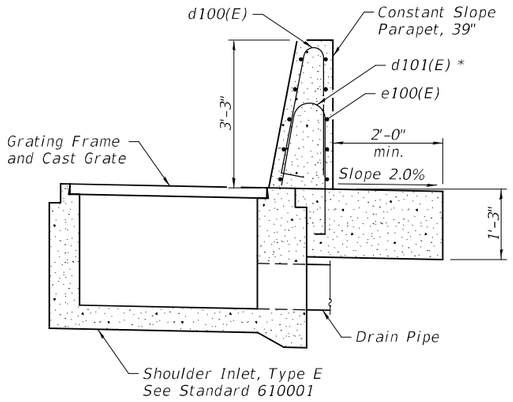
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___
	CHECKED - KES	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

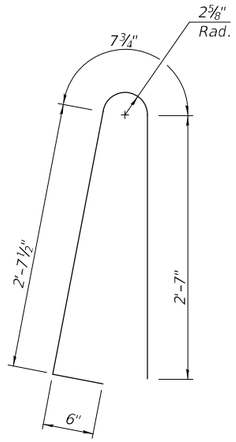
PARAPET TRANSITION DETAILS – NORTH ABUTMENT
SN 090–0031
SHEET NO. 4 OF 5 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	211
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

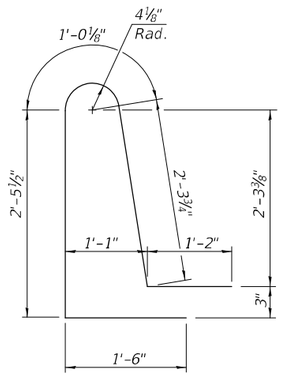


SECTION C-C

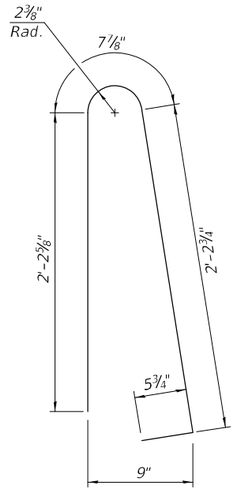
* Field cut d101(E) bar as required at inlet.



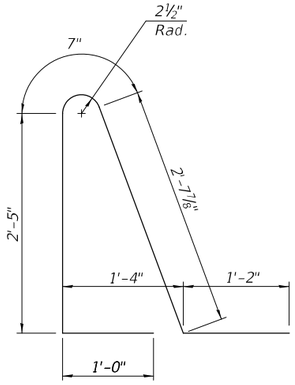
BAR d100(E)



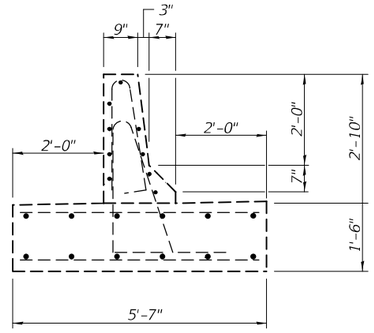
BAR d101(E)



BAR d102(E)

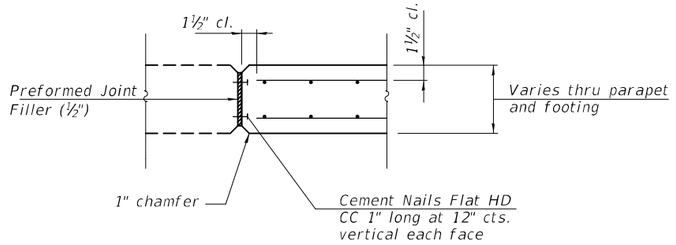


BAR d103(E)



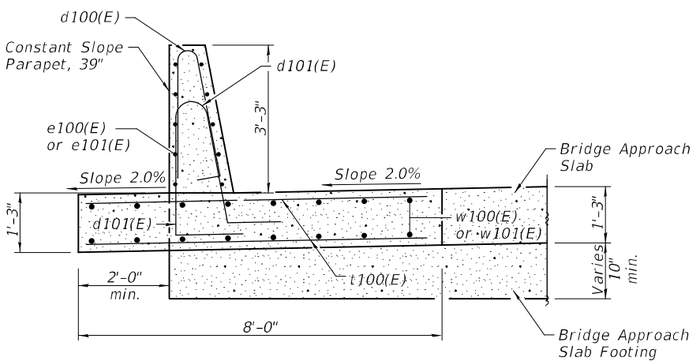
SECTION D-D

(Existing Concrete Barrier Single Face, 34")



EXPANSION JOINT

(Joint at exist. parapet shown, joint at approach slab similar)



SECTION E-E

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d100(E)	55	#5	6'-5"	
d101(E)	55	#5	8'-6"	
d102(E)	20	#5	5'-7"	
d103(E)	20	#5	7'-10"	
e100(E)	20	#4	15'-3"	
e101(E)	20	#4	15'-6"	
t100(E)	122	#6	7'-8"	
t101(E)	2	#6	10'-0"	
w100(E)	16	#4	32'-4"	
w101(E)	16	#4	28'-4"	
Reinforcement Bars, Epoxy Coated			Pound	3630

Reinforcement bars designated (E) shall be epoxy coated.

MODEL: 68C00-212
FILE NAME: Z:\0 V and K Jobs\5233-010 Cedar Street Extension SN 090-0031 BCR First Bridge Inspected Richland Street\CADD Sheets\090-0031 Parapet Transition.dgn
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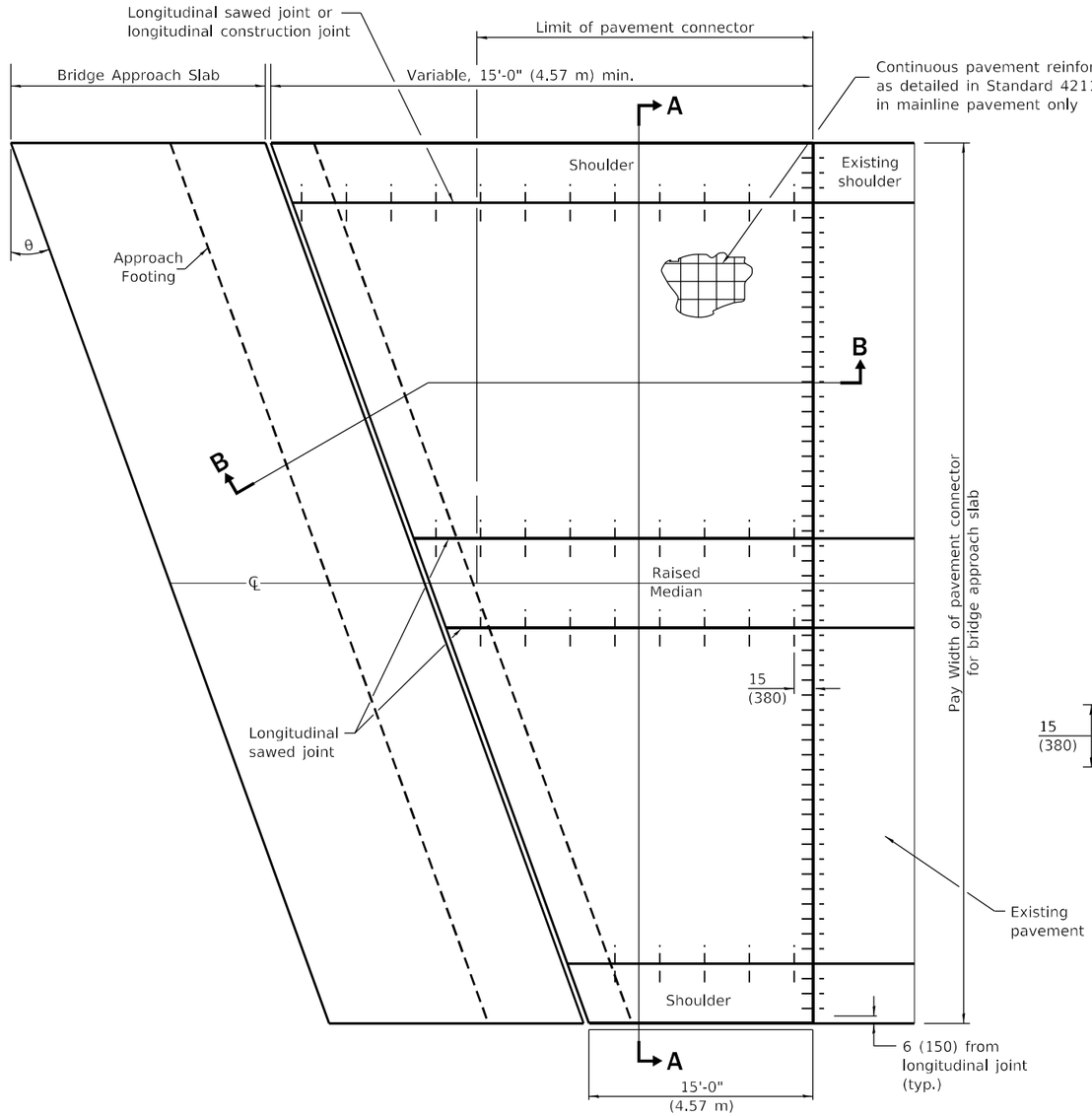
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ___	DESIGNED - DJC	REVISED - ___
	CHECKED - KES	REVISED - ___
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
PLOT DATE = August 24th, 2023	CHECKED - MAH	REVISED - ___

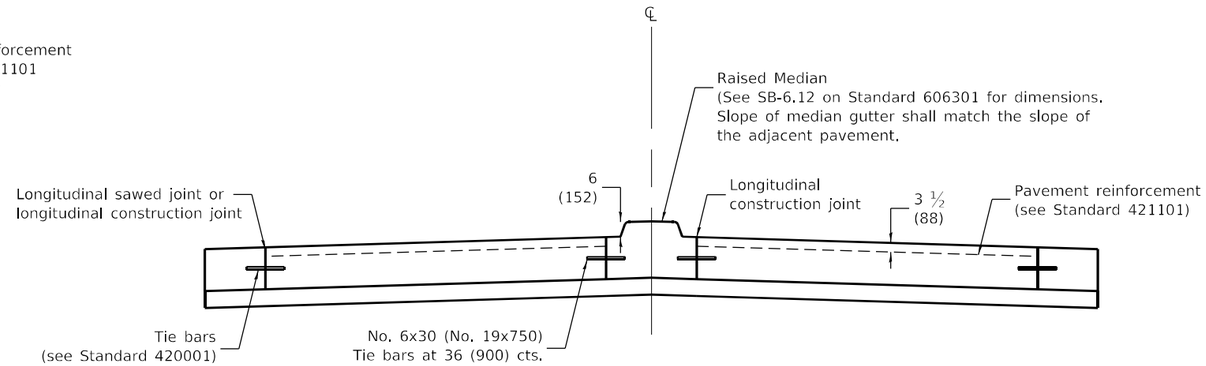
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET TRANSITION DETAILS – NORTH ABUTMENT
SN 090-0031
SHEET NO. 5 OF 5 SHEETS

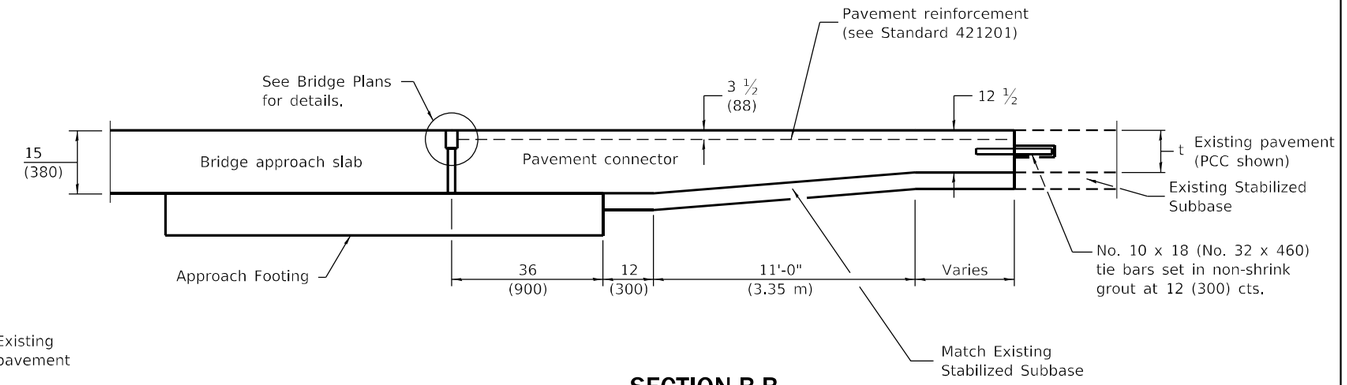
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669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	212
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



PLAN



SECTION A-A



SECTION B-B

GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.

See Standard 420001 for pavement joint details not shown.

See Standard 421101 for pavement reinforcement.

See bridge plans for details of bridge approach slab, approach footing and joint treatment.

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

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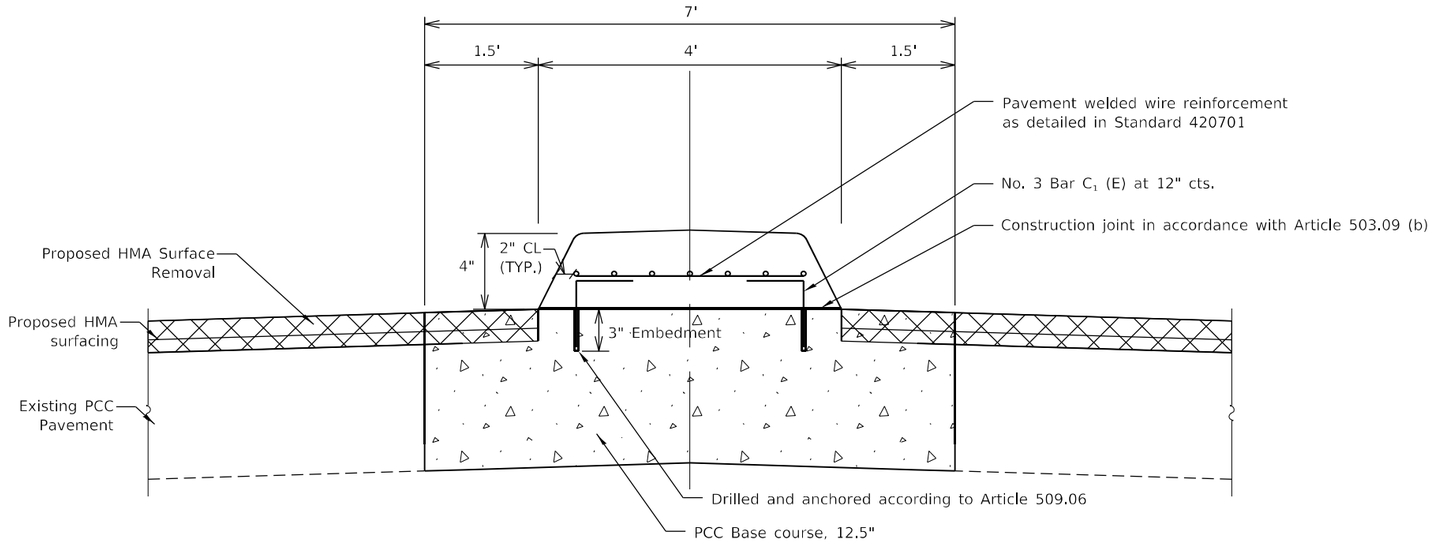
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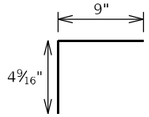
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL) DETAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	213
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

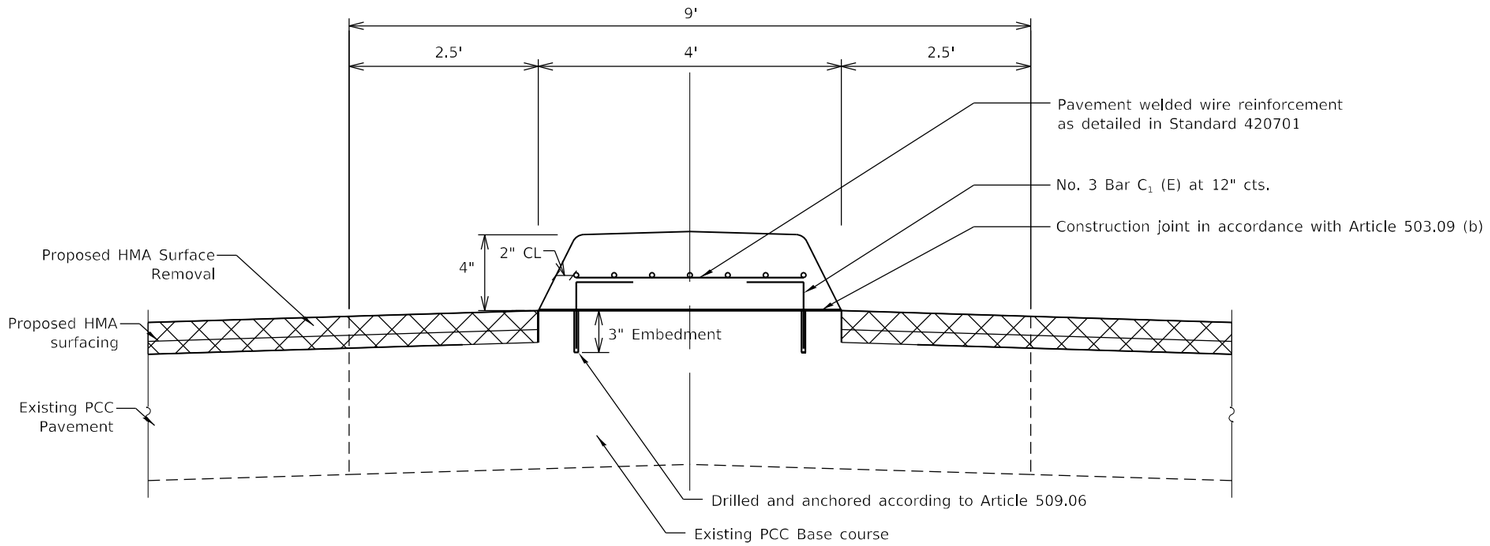




Bar C_1 (E)

NOTES:

1. This work shall be in accordance with Section 606 of the Standard Specifications and these details.
2. The raised median shape shall be in accordance with Highway Standard 606301.
3. Concrete Median (Special) will be measured for payment in place and the area computed in square feet. The areas of ramped nose and the areas of median transitions at the bridge approach pavement connectors will be included in the measured quantity of CONCRETE MEDIAN (SPECIAL).
4. The median noses on Concrete Median (Special) shall have a radius of 2 feet. The noses shall have a ramp length of 6 feet.
5. Approaching each connector pavement, the Concrete Median (Special) shall be transitioned from a 4" tall mountable style median to a 6" tall barrier style (as used on the connector pavement) over a length of 6 feet.
6. This work will be paid for at the contract unit price per square foot for CONCRETE MEDIAN (SPECIAL).
7. Furnishing and installing reinforcing bars and welded wire reinforcement shall be considered included in the cost of CONCRETE MEDIAN (SPECIAL).



MODEL: Proposed Sheets 1
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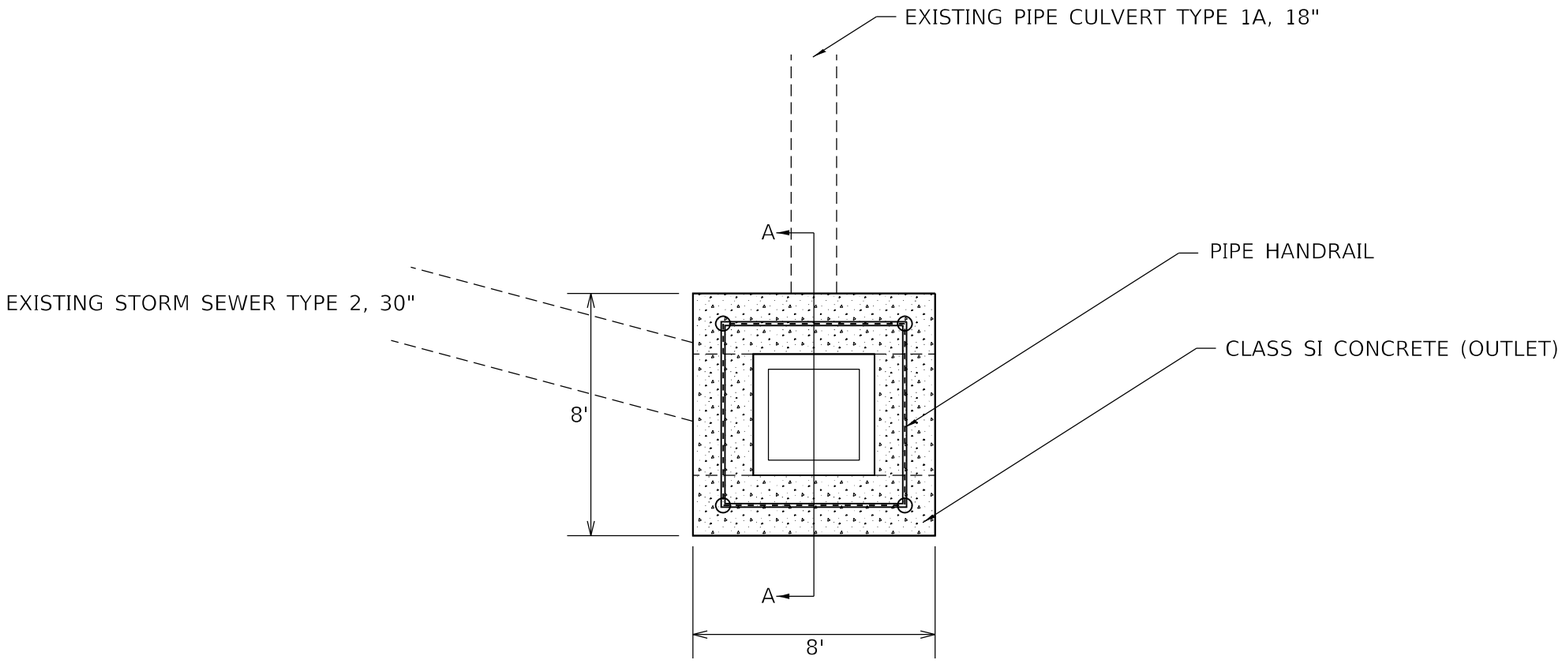
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

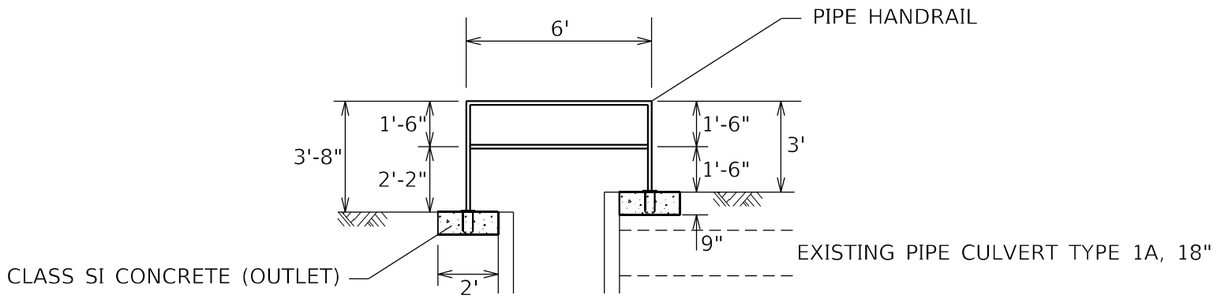
CONCRETE MEDIAN (SPECIAL) DETAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	214
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



PLAN



SECTION A-A

EXISTING INLET
RAMP A STA. 4+92 44' RT

NOTES:

1. SEE DISTRICT STANDARD 510001 FOR DETAILS OF PIPE HANDRAIL FASTENING.
2. ALL DIMENSIONS ARE TO THE CENTER OF THE POST/RAIL.

MODEL: Proposed Sheets 1
FILE NAME: p:\Wide-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 4\Projects\D4_68C00\CADData\CAD\sheets\Proposed Sheets 1 Pkt.ll

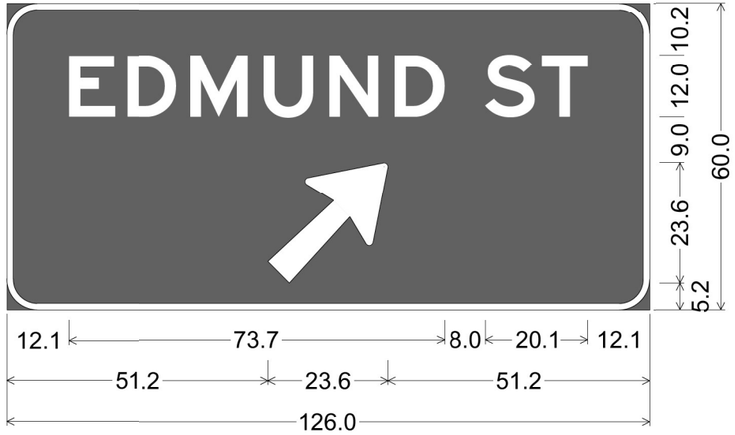
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIPE HANDRAIL DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

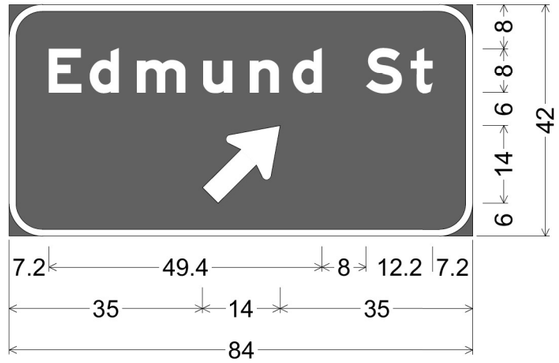


6.0" Radius, 1.3" Border, White on Green;
"EDMUND ST", E 2K; Arrow 133 - 30.0" 45°;
Table of letter and object lefts

E 12.1	**D** 23.5	**M** 36.0	**U** 50.4	**N** 63.3	**D** 76.1	**S** 93.8	**T** 104.9

↗ 51.2

STA. 40+90 RT



6.0" Radius, 1.3" Border, White on Green;
"Edmund St", E Mod 2K;
Standard Arrow Custom 17.9" X 10.9" 45°;
Table of widths and spaces

7.2	**E** 5.9	1.5	**d** 5.2	3.2	**m** 8.8	3.2	**u** 5.3	3.2	**n** 5.3	2.5	**d** 5.3	
	8.0	**S** 6.4	1.6	**t** 4.2	7.2							

35.0	↗ 14.0	35.0

STA. 48+50 RT &
STA. 62+00 LT

MODEL: Proposed Sheets 1
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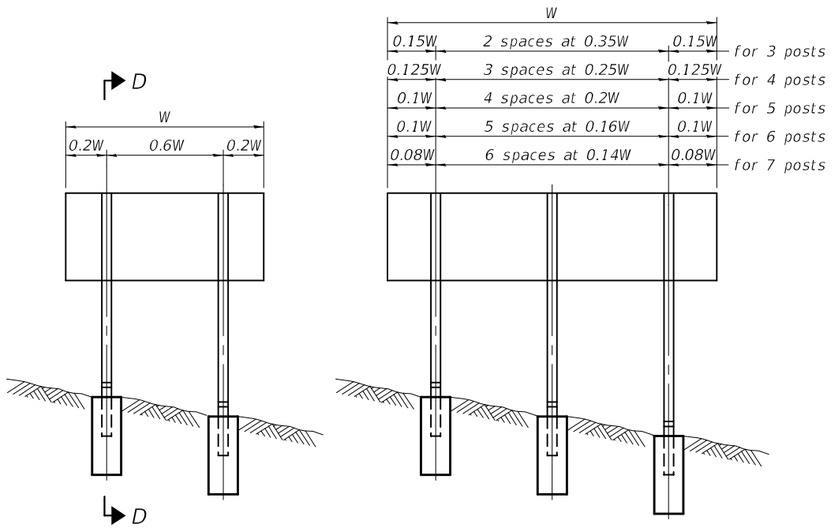
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PLOT DATE = 8/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

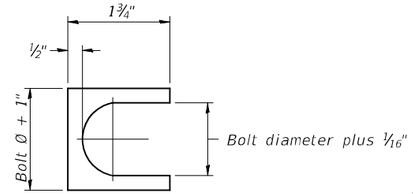
SIGN DETAILS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

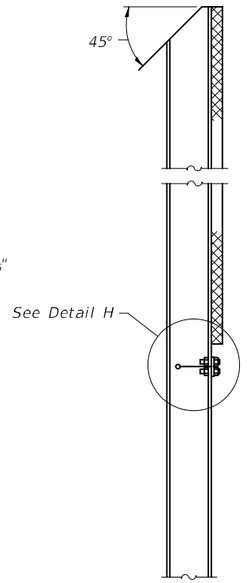


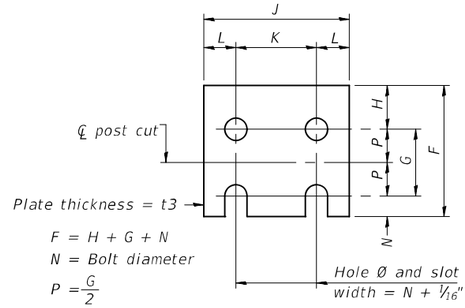
ELEVATION



SHIM DETAIL

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

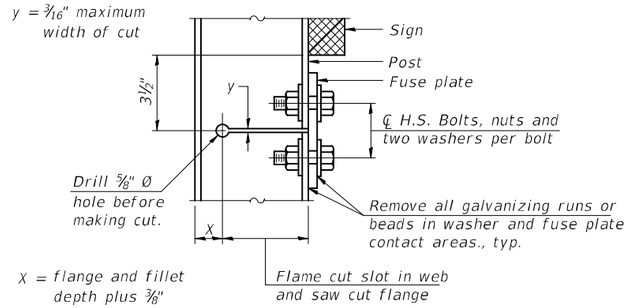




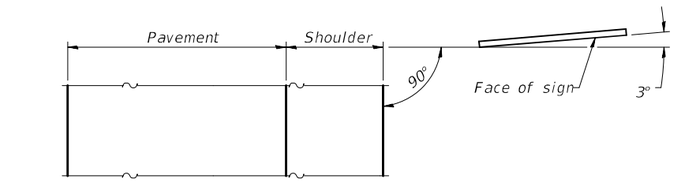
FUSE PLATE DETAIL

(Install with notches down.)

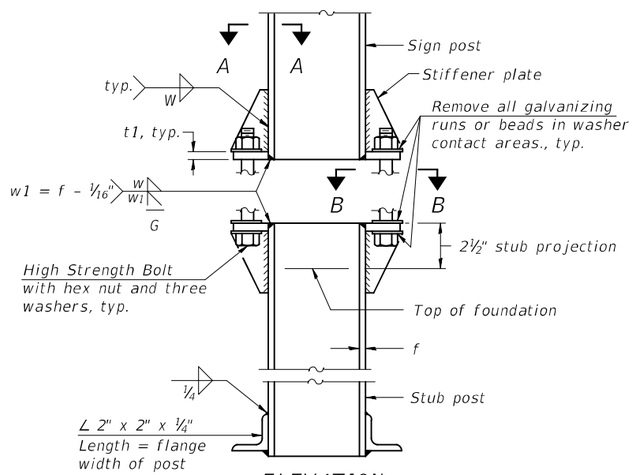
FUSE PLATE DATA		
N = Bolt Diameter	G	H
½"	2"	1⅛"
⅝"	2¼"	1¼"
¾"	2½"	1⅜"
⅞"	2¾"	1½"
1"	3"	1⅝"
1⅛"	3¼"	1¾"
1¼"	3½"	1⅞"



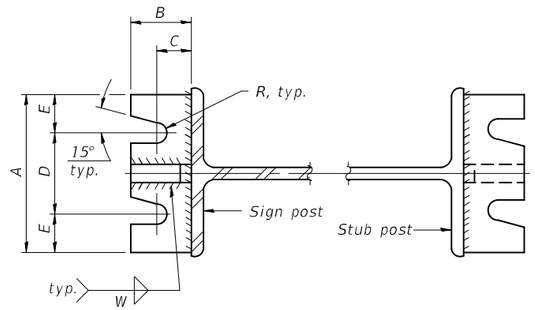
DETAIL H



LOCATION SKETCH

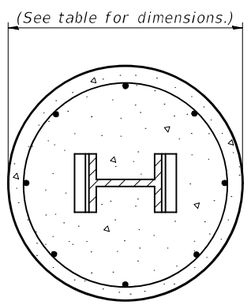


ELEVATION
SIGN POST & STUB POST

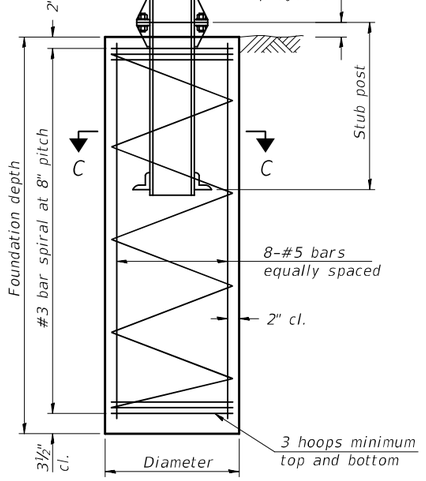


SECTION A-A

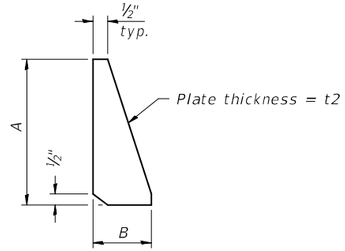
SECTION B-B



SECTION C-C



SECTION D-D



STIFFENER PLATE DETAIL

Diameter

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

BAW-A-1 2-17-2017

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

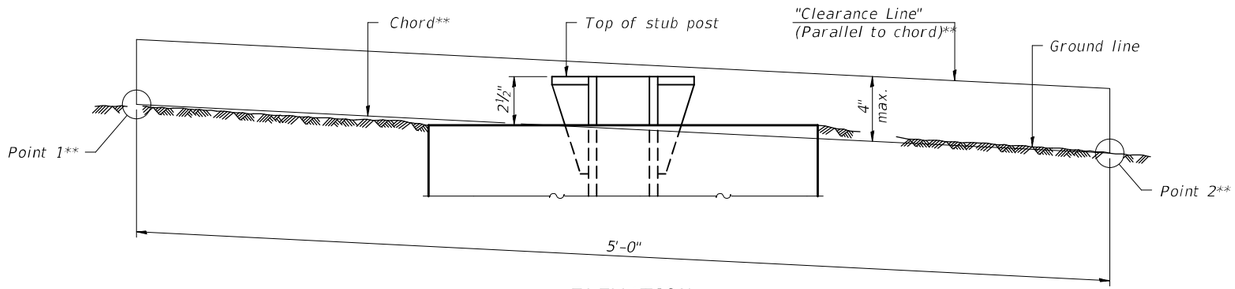
BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[HB,HB-1,2)BR-1]RS-2	Tazewell	293	216A
		CONTRACT NO. 68C00		
		ILLINOIS FED. AID PROJECT		

POST	CONCRETE FOUNDATION TABLE								POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA			
	Foundation			Reinforcement				Stub Post														
	Diameter	*Minimum Depth	Concrete (1) cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Bar Spirals Length	lbs. (2)	Length	Bolt Size	A	B	C	D	E	t1	t2	R	W	J	K	L	t3
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-3"	⅝" x 3¼"	6"	2¼"	1¼"	3½"	1¼"	¾"	½"	11/32"	¼"	4"	2¼"	⅞"	¼"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-6"	⅝" x 3¼"	6"	2¼"	1¼"	3½"	1¼"	¾"	½"	11/32"	¼"	6"	3½"	1¼"	⅜"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-6"	¾" x 3¾"	6"	2½"	1⅜"	3¼"	1⅜"	1"	½"	13/32"	5/16"	5¼"	2¾"	1¼"	⅜"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2½"	105'-0"	92	3'-0"	¾" x 3¾"	6"	2½"	1⅜"	3¼"	1⅜"	1"	½"	13/32"	5/16"	5¾"	2¾"	1½"	½"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2½"	112'-0"	98	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	5¾"	2¾"	1½"	⅝"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2½"	119'-0"	107	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	6½"	3½"	1½"	⅝"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8½"	145'-0"	113	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	6¾"	3½"	1⅝"	½"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8½"	153'-0"	122	3'-6"	1" x 4½"	7½"	3"	1¾"	4"	1¾"	1¼"	¾"	17/32"	⅜"	6¾"	3½"	1⅝"	½"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8½"	162'-0"	130	3'-6"	1" x 4½"	7½"	3"	1¾"	4"	1¾"	1¼"	¾"	17/32"	⅜"	7"	3½"	1¾"	½"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE																			
	Sign Height																			
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"
W6x9	½" x 1½"	½" x 1½"	½" x 1½"	½" x 1½"	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——
W6x15	½" x 1¾"	½" x 1¾"	½" x 1¾"	⅝" x 2"	⅝" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	——	——	——	——	——	——	——	——	——	——	——	——
W8x18	½" x 1¾"	½" x 1¾"	½" x 1¾"	½" x 1¾"	⅝" x 2"	⅝" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	——	——	——	——	——	——	——	——	——	——	——
W10x22	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2"	⅝" x 2"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	——	——	——	——	——	——	——	——
W10x26	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	——	——	——	——	——	——	——
W12x26	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	——	——	——	——	——	——
W14x30	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2"	⅝" x 2"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	——	——	——	——	——
W14x38	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	⅞" x 2½"	⅞" x 2½"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"
W16x45	——	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	⅞" x 2½"	⅞" x 2½"	⅞" x 2½"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"



ELEVATION
GROUND LINE & STUB POST

** For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

(1) Quantity includes all concrete necessary for one foundation.

(2) Includes reinforcement bars and spiral hooping for one foundation.

BAW-A-2 2-17-2017

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

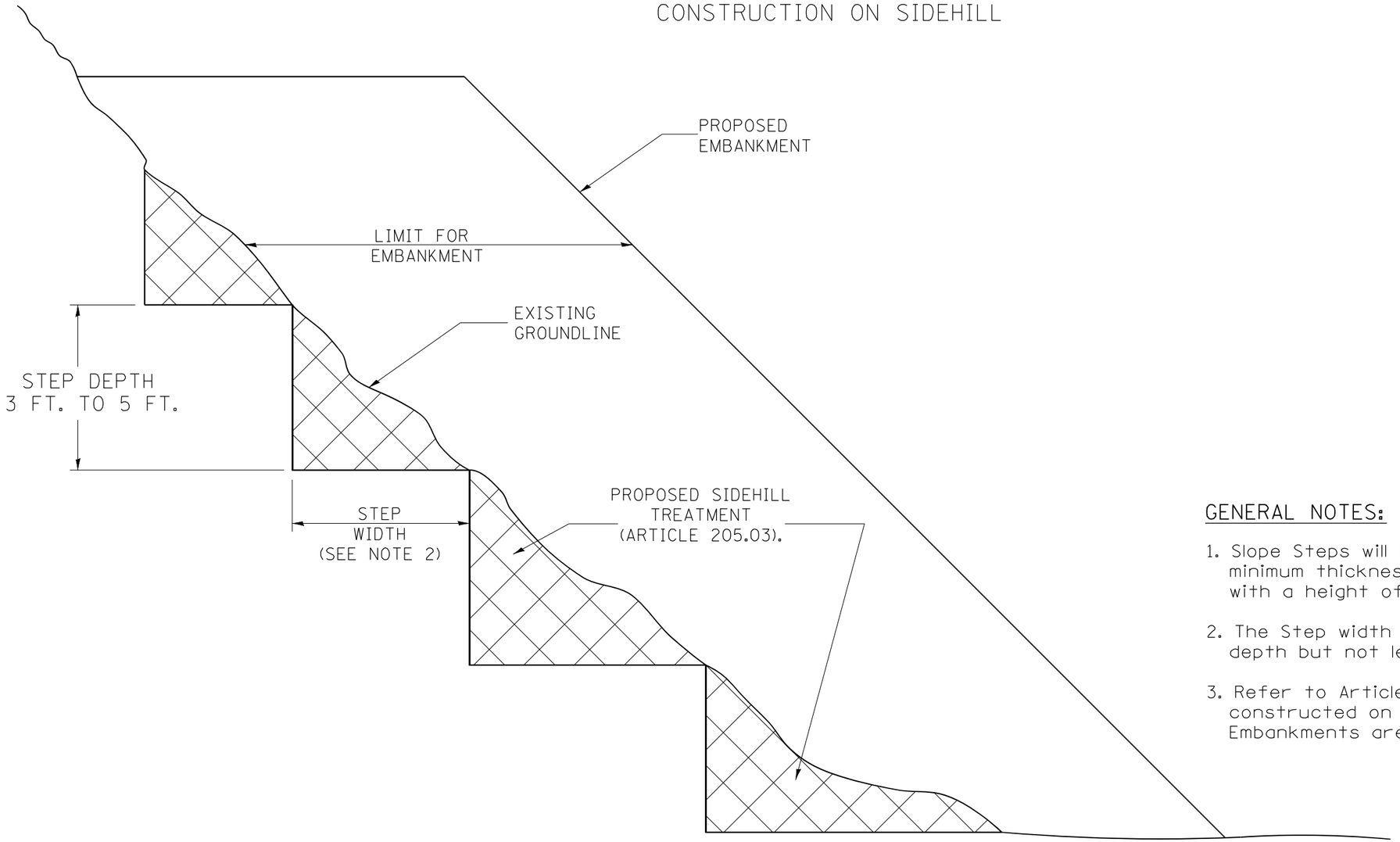
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BREAK-AWAY WIDE FLANGE
STEEL SIGN POST TABLES

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	Tazewell	293	216B
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT
CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "sliver fills" and on all fills with a height of 10 feet or greater.

2. The Step width shall be twice the Step depth but not less than 6 feet.

3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

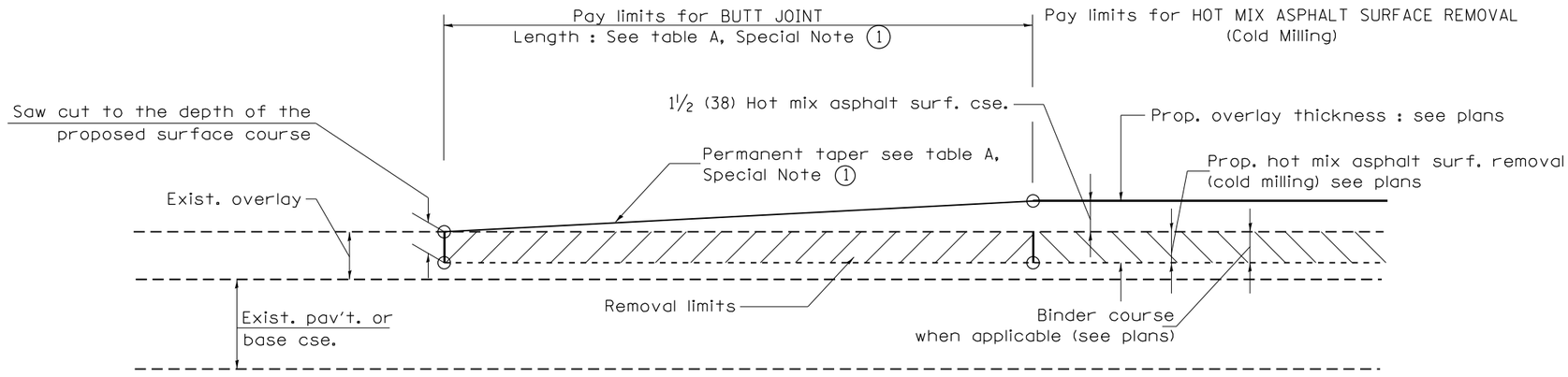
REPLACEMENT MATERIAL:

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

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

1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE	T.P.	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SLOPE STEPS DETAIL NOT TO SCALE	CADD STD. 205001-D4
	BOX, REVISED GENERAL NOTES.				
10-16-06	REVISED TO 2007 SPEC.	M.A.			
5-30-18	MINOR CORRECTION	R.D.			

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	217
		CONTRACT NO. 68C00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



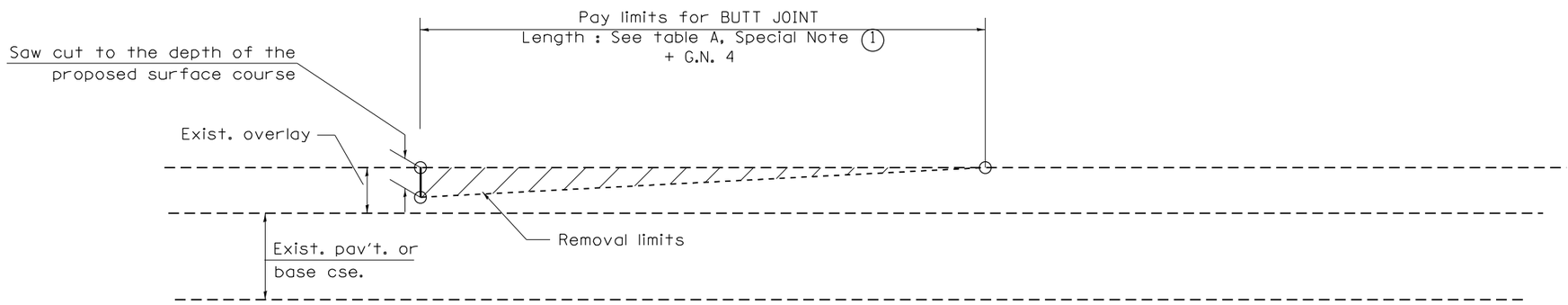
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
TAPER RATES

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
(1)	BUTT JOINT TAPER RATE	1:480	1:240
(2)	TEMPORARY RAMP TAPER RATE	1:80	1:40

GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.



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

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

01-01-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
04-01-97	CORRECTION TO DEPTH	J.A.
09-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.
08-21-13	MAJOR MODIFICATIONS	R.D.
04-12-16	MINOR CORRECTIONS	R.D.
02-14-17	ADDED NOTE 5	R.D.
07-16-19	Wording and Spelling corrections	R.D.

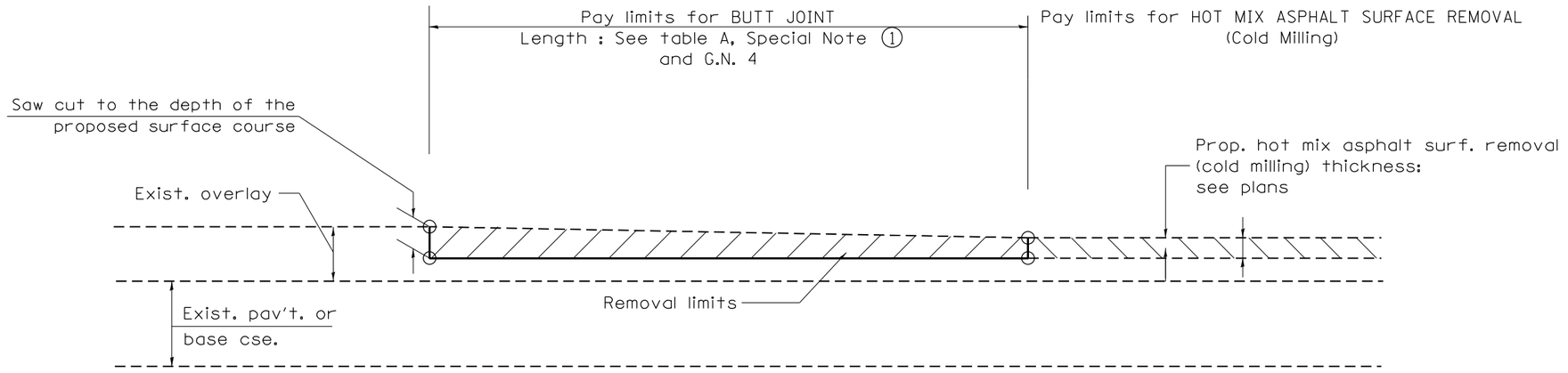
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

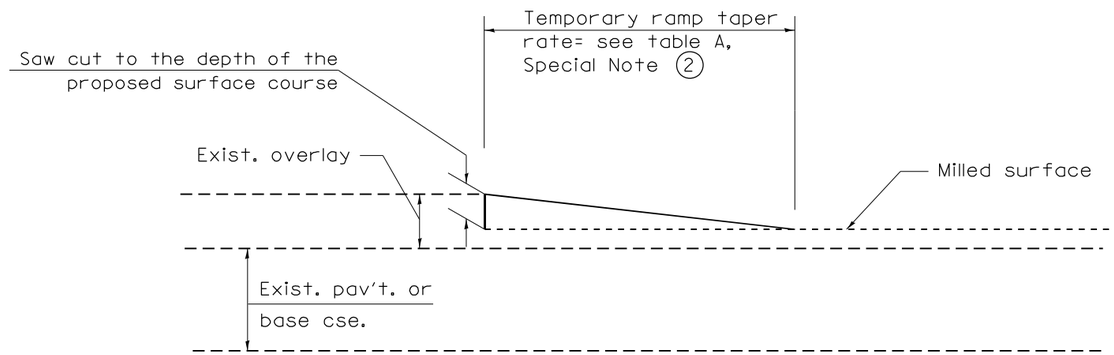
NOT TO SCALE

SHT. 1 OF 3
CADD STD. 406101-D4

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	218
		CONTRACT NO. 68C00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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



DETAIL TEMPORARY RAMP

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

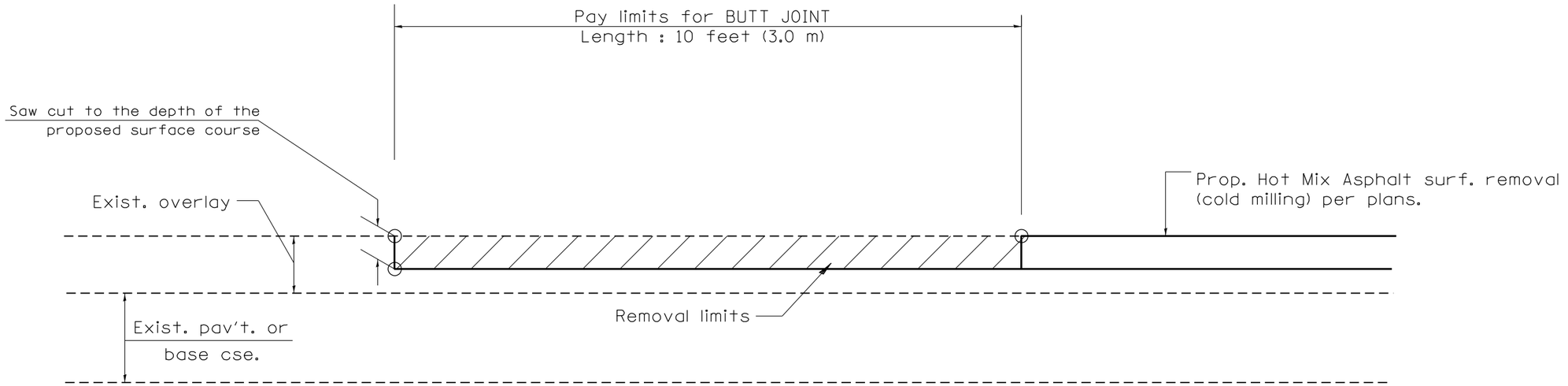
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

NOT TO SCALE

SHT. 2 OF 3
CADD STD. 406101-D4

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	219
		CONTRACT NO. 68C00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING) TIE-IN TO EXISTING BITUMINOUS TAPER

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

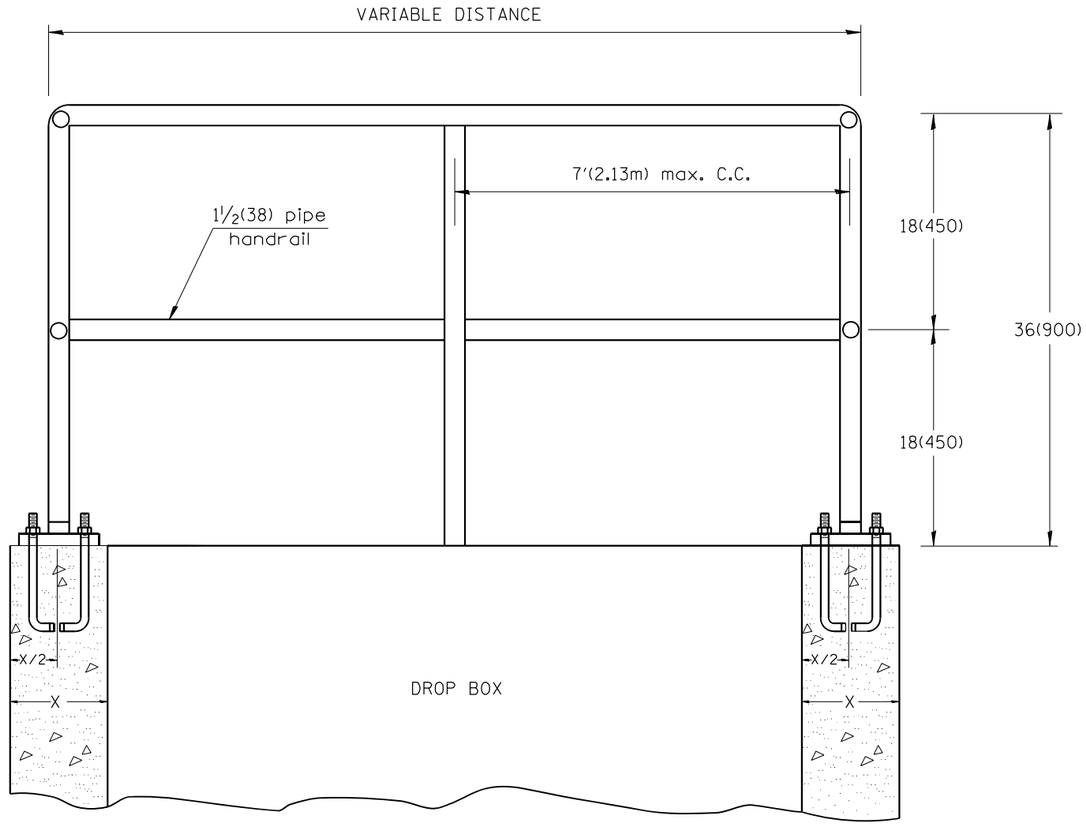
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

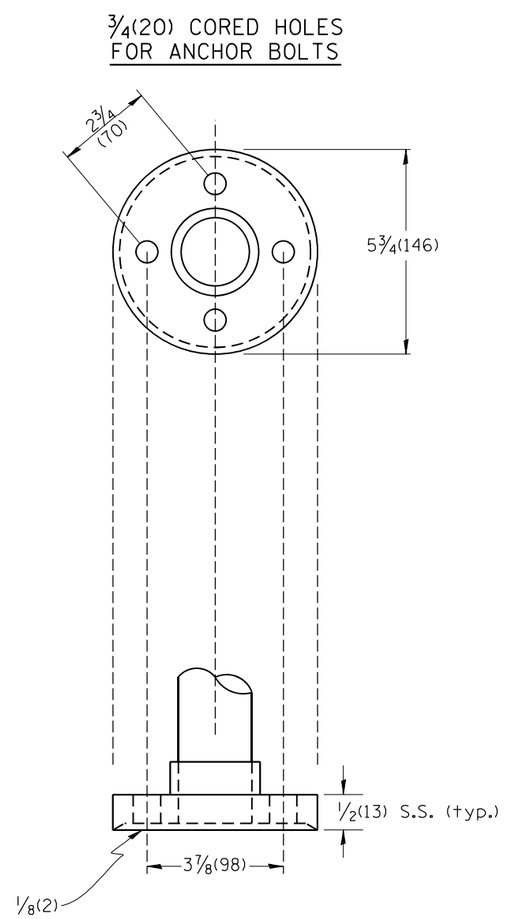
BUTT JOINTS

NOT TO SCALE

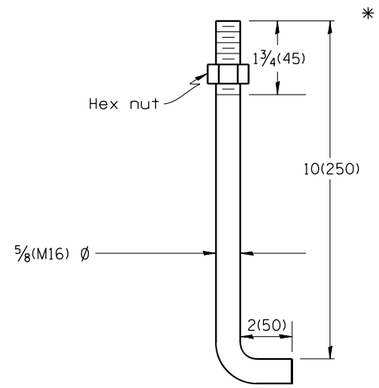
SHT. 3 OF 3
CADD STD. 406101-D4

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	220
		CONTRACT NO. 68C00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





CAST IRON OR STRUCTURAL STEEL FITTING



BUILT-IN ANCHOR BOLT
⅝(M16) Ø, 12(300) LONG
(SEE GENERAL NOTE 3)

GENERAL NOTES:

1. Article 509.04 of the Standard Specifications shall apply.
2. Connection of railing to posts shall be made be continuous welding or with using standard pipe fitting.
3. An equivalent epoxy anchor stud can be used in place of anchor shown. Anchor bolt holes shall be ¾(20) in diameter and 5(125) deep. They shall be predrilled with an electric hammer drill to a depth of 4(100) prior to use of a pnuematic drill for the remaining 4(100). A two component encapsulated epoxy such as "Parabond" or an equivalent shall be used. Installation shall be according to Manufacturer's recommendations.
4. The pipe handrail shall be galvanized by the hot dip process.

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

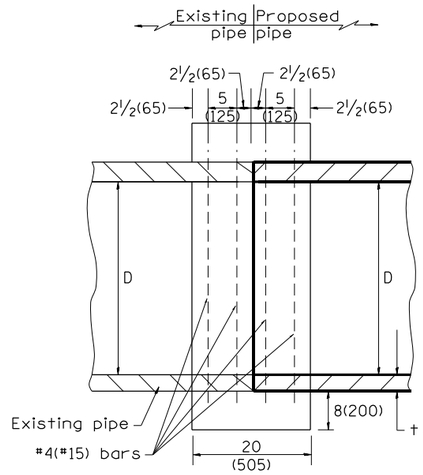
01-01-97	RENUM. B-11.01, METRICS, NEW REVISION BOX,	T.P.
	REVISED TITLE BOX, REVISED NOTES	
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

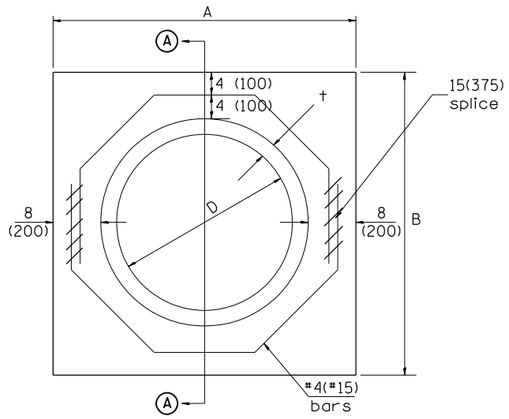
DETAIL OF PIPE HANDRAIL FASTENING

NOT TO SCALE — CADD STD. 510001-D4

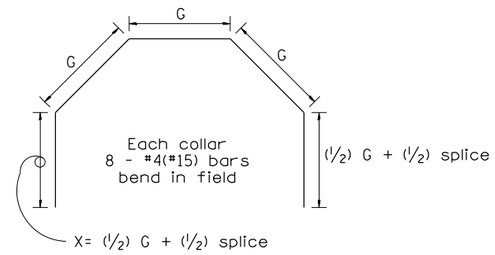
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	221
		CONTRACT NO. 68C00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SECTION A - A



END VIEW



L= 3G + 2X

D	t	A	B	Each Collar				
					Reinforcement Bars			
				CL. SI CONC.	G	X	L	Weight
in (mm)	in (mm)	ft (m)	ft (m)	cu. yd. (m^3)	in (mm)	in (mm)	ft (m)	lb (kg)
12 (300)	2.00 (51)	2.67 (0.814)	2.67 (0.814)	0.4 (0.270)	9 15/16 (253)	12 7/16 (317)	4.57 (1.393)	24 (11)
15 (375)	2.25 (57)	2.96 (0.902)	2.96 (0.902)	0.4 (0.315)	11 3/8 (290)	13 3/16 (335)	5.05 (1.541)	27 (12)
18 (450)	2.50 (64)	3.25 (0.991)	3.25 (0.991)	0.5 (0.362)	12 13/16 (327)	13 7/8 (354)	5.54 (1.689)	30 (14)
21 (525)	2.75 (70)	3.54 (1.079)	3.54 (1.079)	0.5 (0.411)	14 1/4 (364)	14 5/8 (372)	6.02 (1.836)	32 (15)
24 (600)	3.00 (76)	3.83 (1.167)	3.84 (1.167)	0.6 (0.460)	15 11/16 (401)	15 5/16 (391)	6.51 (1.984)	35 (16)
27 (675)	3.25 (83)	4.13 (1.259)	4.13 (1.259)	0.7 (0.516)	17 1/4 (438)	16 1/16 (409)	6.99 (2.131)	37 (17)
30 (750)	3.50 (89)	4.42 (1.347)	4.42 (1.347)	0.7 (0.570)	18 11/16 (475)	16 3/4 (428)	7.48 (2.279)	40 (18)
33 (825)	3.75 (95)	4.71 (1.436)	4.71 (1.436)	0.8 (0.624)	20 1/8 (512)	17 1/2 (446)	7.96 (2.426)	43 (19)
36 (900)	4.00 (102)	5.00 (1.524)	5.00 (1.524)	0.9 (0.682)	21 9/16 (549)	18 3/16 (465)	8.44 (2.574)	45 (20)
42 (1050)	4.50 (114)	5.58 (1.701)	5.58 (1.701)	1.0 (.800)	24 7/16 (622)	19 3/4 (501)	9.41 (2.869)	50 (23)
48 (1200)	5.00 (127)	6.17 (1.881)	6.17 (1.881)	1.2 (0.930)	27 5/16 (696)	21 3/16 (538)	10.38 (3.164)	55 (25)

GENERAL NOTES

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

2. This work shall be paid for by the cubic yard (cubic meter) for CONCRETE COLLAR and by the pound (kg) for REINFORCEMET BARS.

QUANTITIES

CALC. BY: R. J. D. 2-2-98 DATE:

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

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

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

01-01-97	RENUM. B-8.03, NEW REVISION BOX, REVISED	T.P.
	TITLE BOX, ADDED QUANTITY CALCULATION BOX	
04-01-97	CORRECT BAR	J.A.
02-10-98	REVISE QUANTITIES	J.A.
09-01-00	CORRECT WEIGHT	J.A.
10-16-06	REV. TO 2007 SPEC., CORRECT mm UNITS	M.A.
2-15-11	ADDED GENERAL NOTE #2	R.D.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

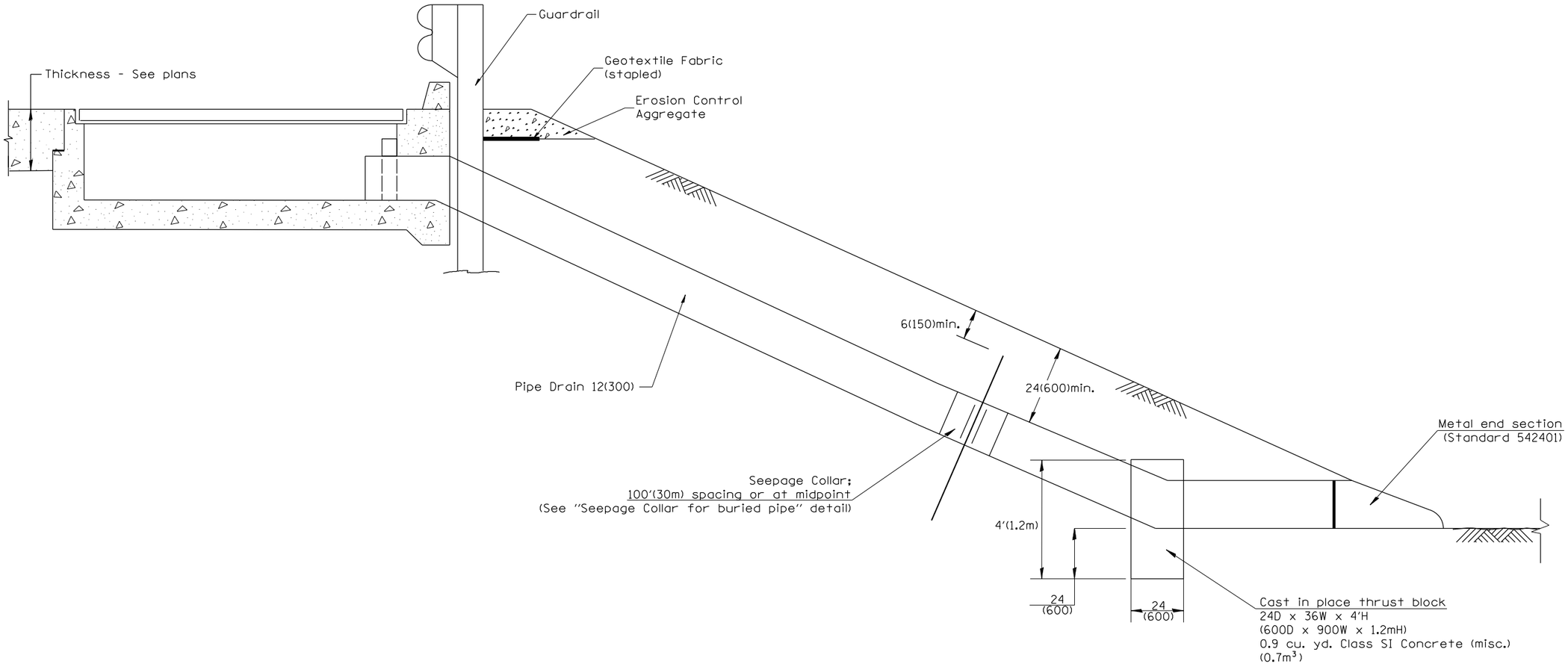
PIPE CULVERT EXTENSION COLLAR (WITHOUT END SECTION)

NOT TO SCALE

CADD STD. 542016-D4

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	222
		CONTRACT NO. 68C00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SLOPE DRAIN FOR BURIED PIPES



GENERAL NOTES

1. The material for Pipe Drains shall be bituminous coated galvanized corrugated steel culvert pipe or bituminous coated corrugated aluminum alloy pipe in accordance with Article 601.02(b) or 601.02(e) or Polyvinyl Chloride (PVC) pipe in accordance with Article 601.02 (s).

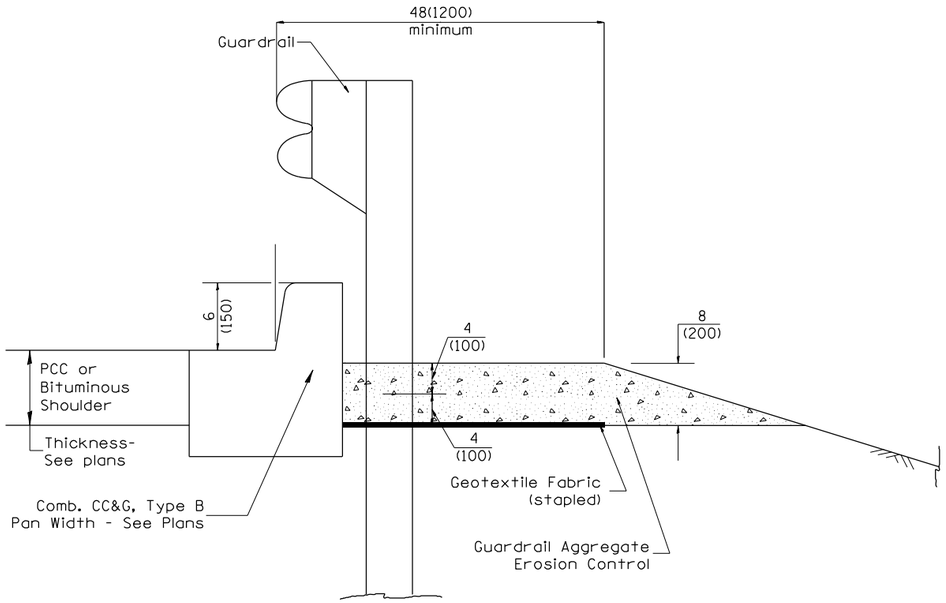
2. An approved mastic material (Article 1055.01) shall be applied to the inside of the connecting bands.

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

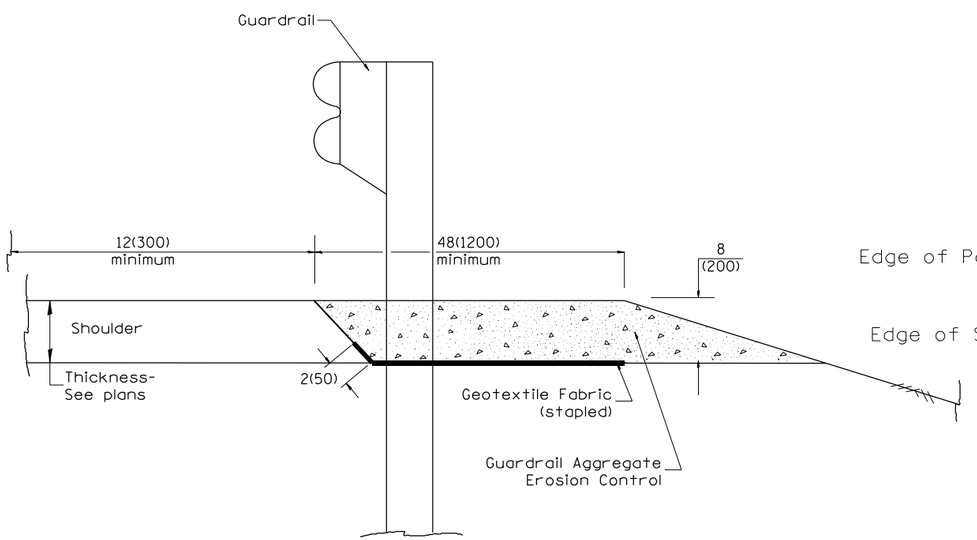
QUANTITIES
CALC. BY: _____ DATE:
CHECKED BY: _____ DATE:
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION

01-01-97	RENUM. H-1.04, NEW REVISION BOX, REVISED TITLE	T.P.	7-15-15	DELETED BC&D DETAIL FOR APPROACH DRAINS	R.D.	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SLOPE DRAIN DETAIL FOR BURIED PIPES
	BOX, REVISED DESIGNER NOTES, ADDED QUANTITY						NOT TO SCALE CADD STD. 601101-D4
	CALCULATION BOX						
10-16-06	REVISED TO 2007 SPEC.	M.A.					

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	223
		CONTRACT NO. 68C00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.

2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.

3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.

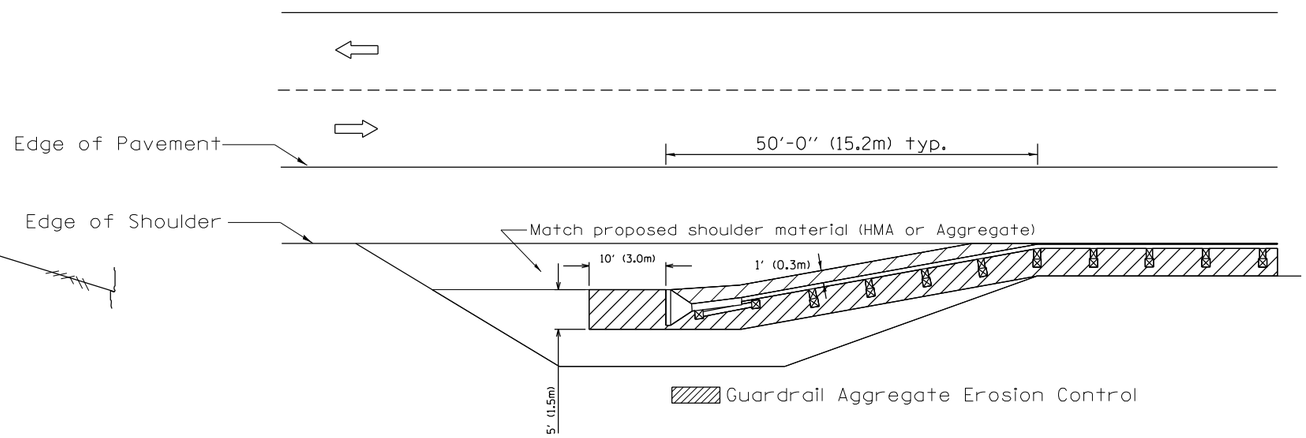
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.

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

6. Materials shall meet the following requirements:

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

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

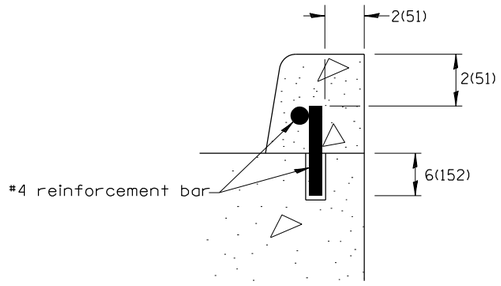


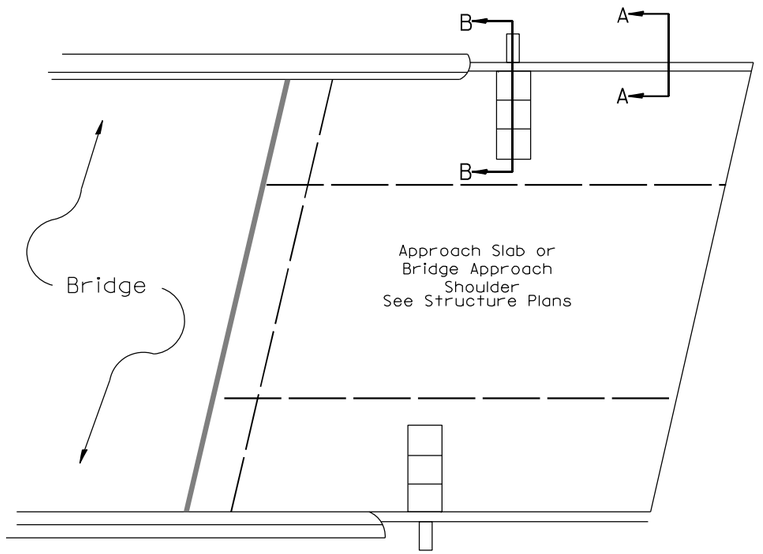
All dimensions are in inches (millimeters) unless otherwise noted.

03-07-11	ADDED DETAIL SHOWING PLAN VIEW	R.D.	5-30-18	CHANGE B CURB TO CC&G	R.D.	**STATE OF ILLINOIS**	**GUARDRAIL EROSION CONTROL TREATMENTS**		F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-10-12	REVISED CURB "B" AND AGGREGATE	R.D.	07-16-19	SPELLING CORRECTIONS	R.D.	**DEPARTMENT OF TRANSPORTATION**		SHT. 1 OF 2	669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	224
07-15-15	ADDRESSED SHOULDER INLET CURB	R.D.					NOT TO SCALE	CADD STD. 630101-D4			CONTRACT NO. 68C00		
01-26-17	REVISED	R.D.							FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DETAIL ''A''

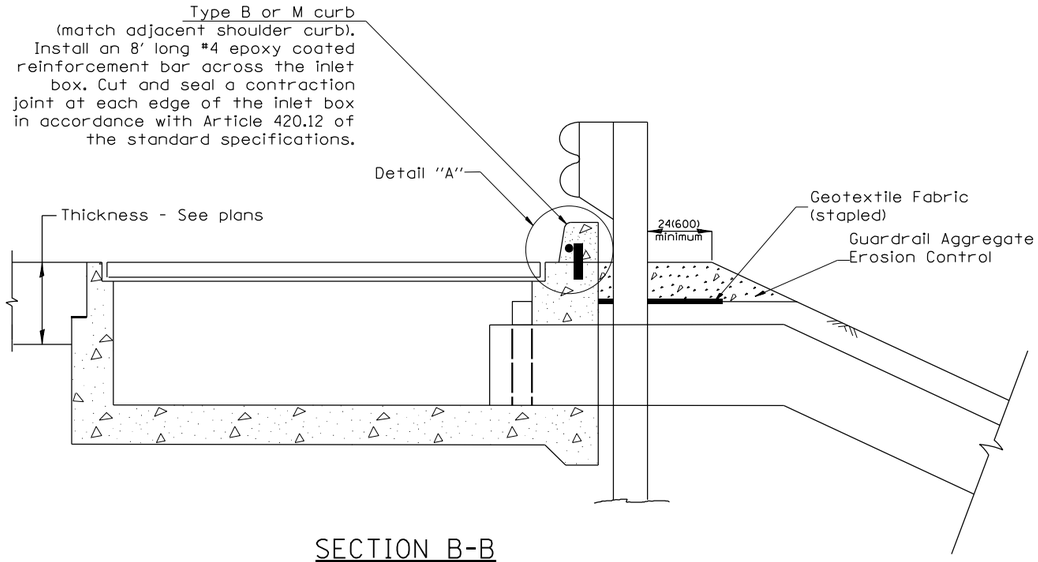
#4 reinforcement bars may be cast in PCC apron and precast inlet box or drilled and anchored with an approved chemical adhesive at 2' spacing. Cost of curb and reinforcement are included in the cost of shoulder inlet.





PLAN VIEW

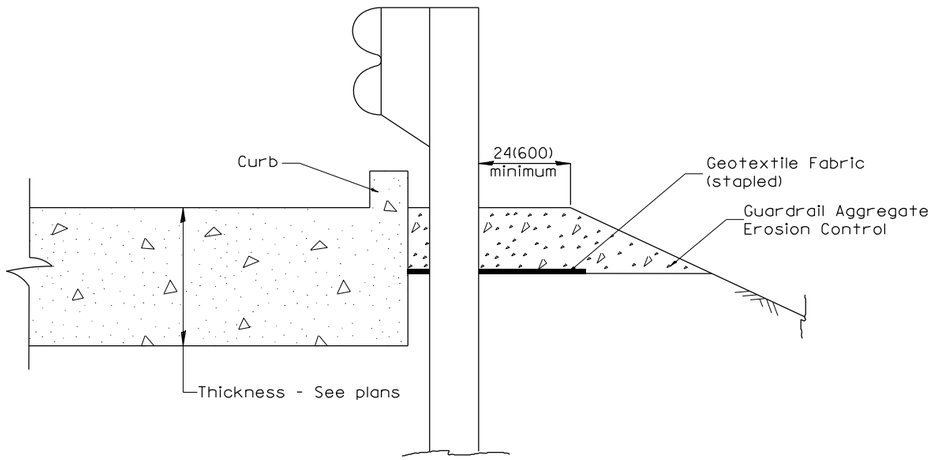
APPROACH SLAB OR SHOULDER PLACEMENT



SECTION B-B

TYPICAL SECTION AT INLETS

TYPE E, F & G (HIGHWAY STANDARD 610001)



SECTION A-A

TYPICAL SECTION WITH BRIDGE APPROACH CURB

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

NOT TO SCALE

SHT. 2 OF 2
CADD STD. 630101-D4

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	225
		CONTRACT NO. 68C00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATION	A	B	C*	D**
40+90 RT	10.5	5	7	10
48+50 RT	7	3.5	7	11.5
62+00 LT	7	3.5	7	8.5

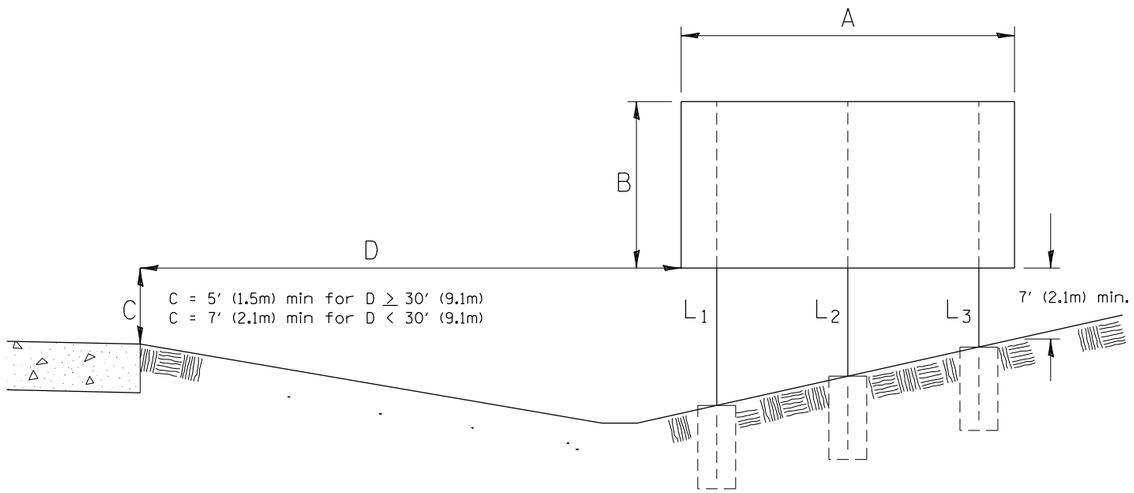
C * (A) For signs less than 30'(9.1m) from edge of pavement, the bottom edge of Sign shall be set level at an elevation of at least 7'(2.1m) above grade Elevation at edge of pavement.

(B) For signs 30'(9.1m) and greater from edge of pavement, the bottom edge of sign shall be set level at an elevation of at least 5'(1.5m) above grade elevation at edge of pavement.

(C) For signs on rising embankmentslopes, the bottom edge of the sign shall be set so as to obtain at least 7'(2.1 m) between the top of the stub post and the slot at the fuse plate on the far post. This may be reduced to 5'(1.5m) when the distance from the edge of pavement is 30'(9.1m) or greater and the slope is 1:2 or steeper or where it would be unlikely for an out of control vehicle to reach the post.

D ** All signs will be placed 35'(10.7m) or more off of main line wherever possible, except when placed behind guardrail. Signs on ramps will be placed 18'(5.5m) or more off the edge of pavement.

In general, the location of shoulder mounted signs may vary in order to take advantage of flatter cross sections which can result in considerable cost savings.



L_1 is always the post nearest to the edge of pavement. (See Sign Structures Manual)

7' (2.1m) min. between top of stud post & fuse plate. May be reduced to 5' (1.5m) when D = 30' (9.1m) & the slope is 1:2 or steeper or where it would be unlikely for an out of control vehicle to reach the post.

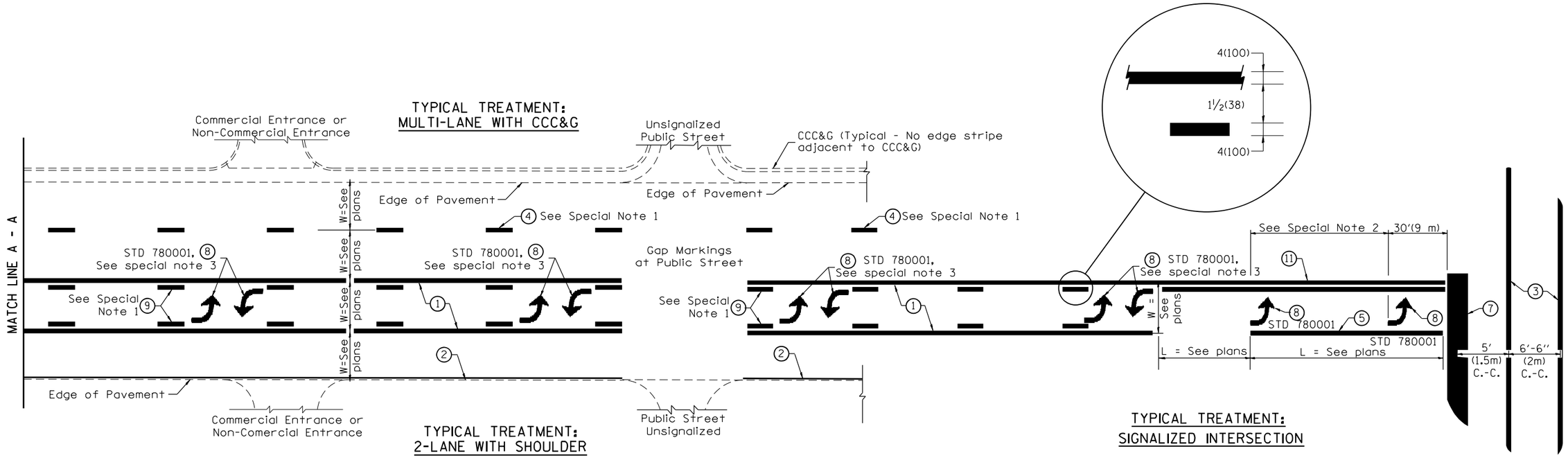
All post sizes and support lengths shown on plans shall be verified in field prior to construction.

All post sizes will be verified by the I.D.O.T. Shoulder Mounted Sign Post Stress Analysis (See Special Provisions).

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

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

01-01-97	RENUM. E-3.01, METRICS, NEW REVISION BOX, REVISED	T.P.				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING SCHEDULE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TITLE BOX, ADDED GENERAL NOTES							669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	226
10-16-06	REVISED TO 2007 SPEC.	M.A.								CONTRACT NO. 68C00		
							NOT TO SCALE	CADD STD. 720001-D4	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND

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

1. 4(100) Solid (Yellow)
2. 4(100) Solid (White)
3. 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
   2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
4. 6(150) Skip-Dash (White) — 10' (3.05m) / 30' (9.14m) / 10' (3.05m) (See Special Note 1)
5. 8(200) Solid (White)
6. 12(300) Diagonal (White) (Item 6 is shown on Std. 780001)
7. 24(600) Stop Bar (White)
8. Letters & Arrows — 33' (10m) (See Std. 780001 and Special Notes 2 & 3)
9. 4(100) Skip-Dash (Yellow) — 10' (3.05m) / 30' (9.14m) / 10' (3.05m) (See Special Note 1)
10. 12(300) Diagonal (Yellow) (See Table A) — 45°
11. 4(100) Double Solid (Yellow) — 11(280) C.-C. — See Table A

SPECIAL NOTES

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

GENERAL NOTES

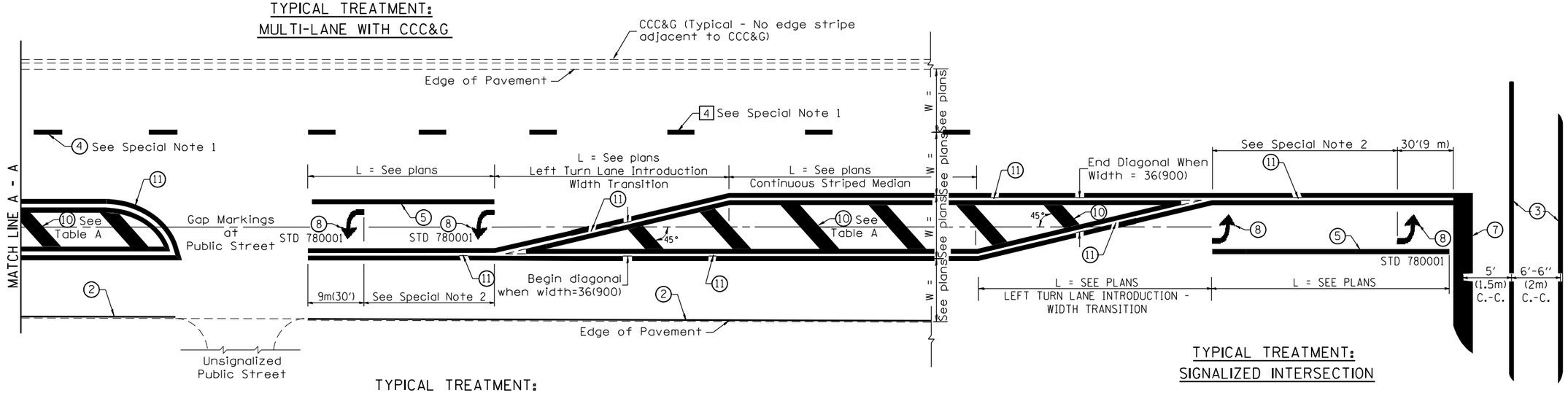
1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.
3. Refer to Article 780.13 for letter, number and symbol areas (sq. ft.)
4. Areas are grooved 1" beyond each edge for the following symbols:
   Through Arrow= 14.8 sq. ft.
   Large Left or Right Arrow= 21.9 sq. ft.
   2 Arrow Combination Left (or Right) and Through= 34.9 sq. ft.
   Wrong Way Arrow= 29.5 sq. ft.
   Railroad Crossing Symbol= 69.8 sq. ft.
   (For further information, refer to BDE Special Provision: Grooving for Recessed Pavement Markings)

01-01-97	RENUM. F-8.03, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.		
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.	2/29/16	ADDED GROOVING AREAS	R.D.	
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.	07-16-19	SPELLING CORRECTIONS	R.D.	
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	227
		CONTRACT NO. 68C00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



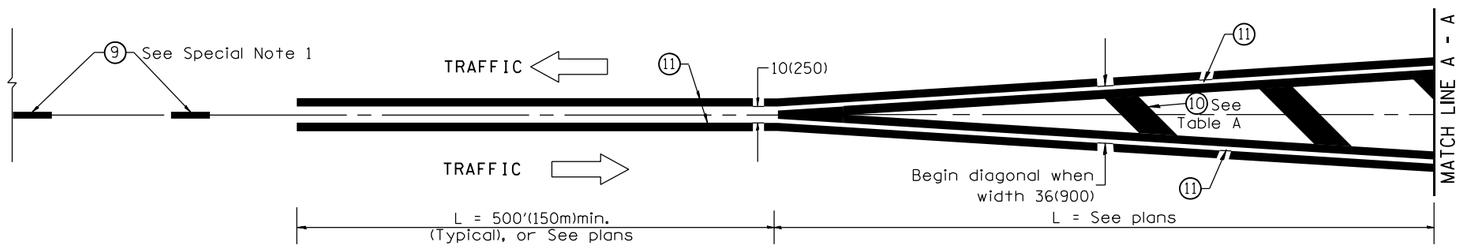
TYPICAL MEDIAN TRANSITIONS

FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A

RECOMMENDED SPACING BETWEEN DIAGONAL LINES

SPEED LIMIT RANGE	CONTINUOUS	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



MEDIAN INTRODUCTION - WIDTH TRANSITIONS

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

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS NOT TO SCALE SHT. 2 OF 2 CADD STD. 780001-D4	F.A.P RTE. 669 | SECTION 13-[(HB,HB-1,2)BR-1]RS-2 | COUNTY TAZEWELL | TOTAL SHEETS 293 | SHEET NO. 228 CONTRACT NO. 68C00 FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

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

465
460
455
450

MATCH EXISTING
MATCH EXISTING
ELEC
EXIST. FENCE
EXIST. FENCE

40 + 50.00

465
460
455

MATCH EXISTING
MATCH EXISTING
ELEC
EXIST. FENCE
EXIST. FENCE

40 + 00.00

465
460
455

MATCH EXISTING
MATCH EXISTING
ELEC
EXIST. FENCE
EXIST. FENCE

NOTE: PROJECT BEGINS AND PROPOSED MILLING
AND RESURFACING BEGINS AT STA. 37+60.08.

39 + 50.00

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

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

BY	DATE

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

BY	DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 39+50.00 | TO STA. 40+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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TEMPLATE	AREAS	
AREAS	AREAS CHECKED	
AREAS CHECKED	BY	DATE

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SURVEYED	PLOTTED	
PLOTTED	TEMPLATE	
TEMPLATE	AREAS	
AREAS	AREAS CHECKED	
AREAS CHECKED	BY	DATE

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

465 460 455 450 445

462.05 462.05 MATCH EXISTING 1.50 % 2.0% ELEC EXIST. FENCE EXIST. FENCE CTV

41+00.00

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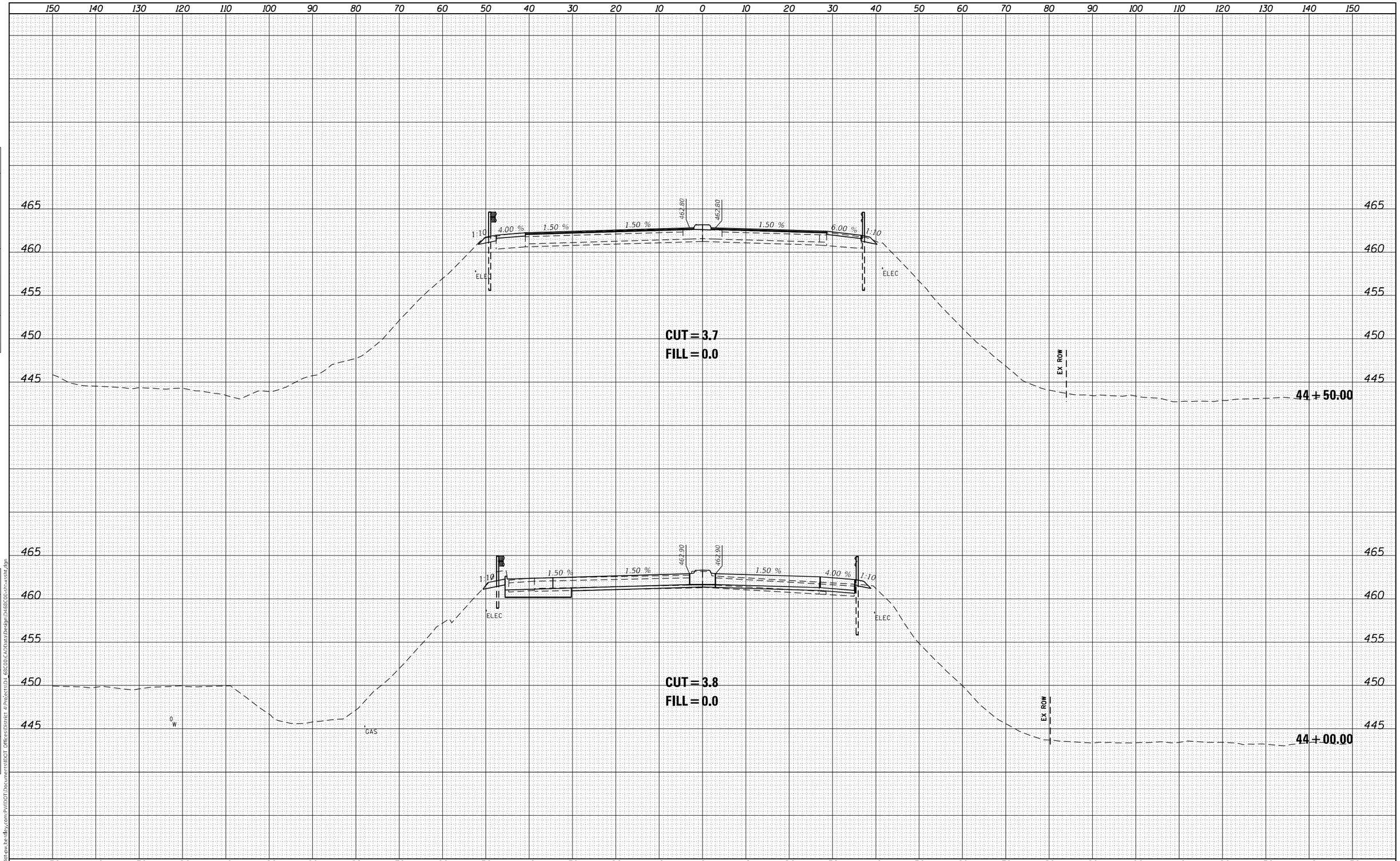
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 41+00.00 | TO STA. 41+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	230
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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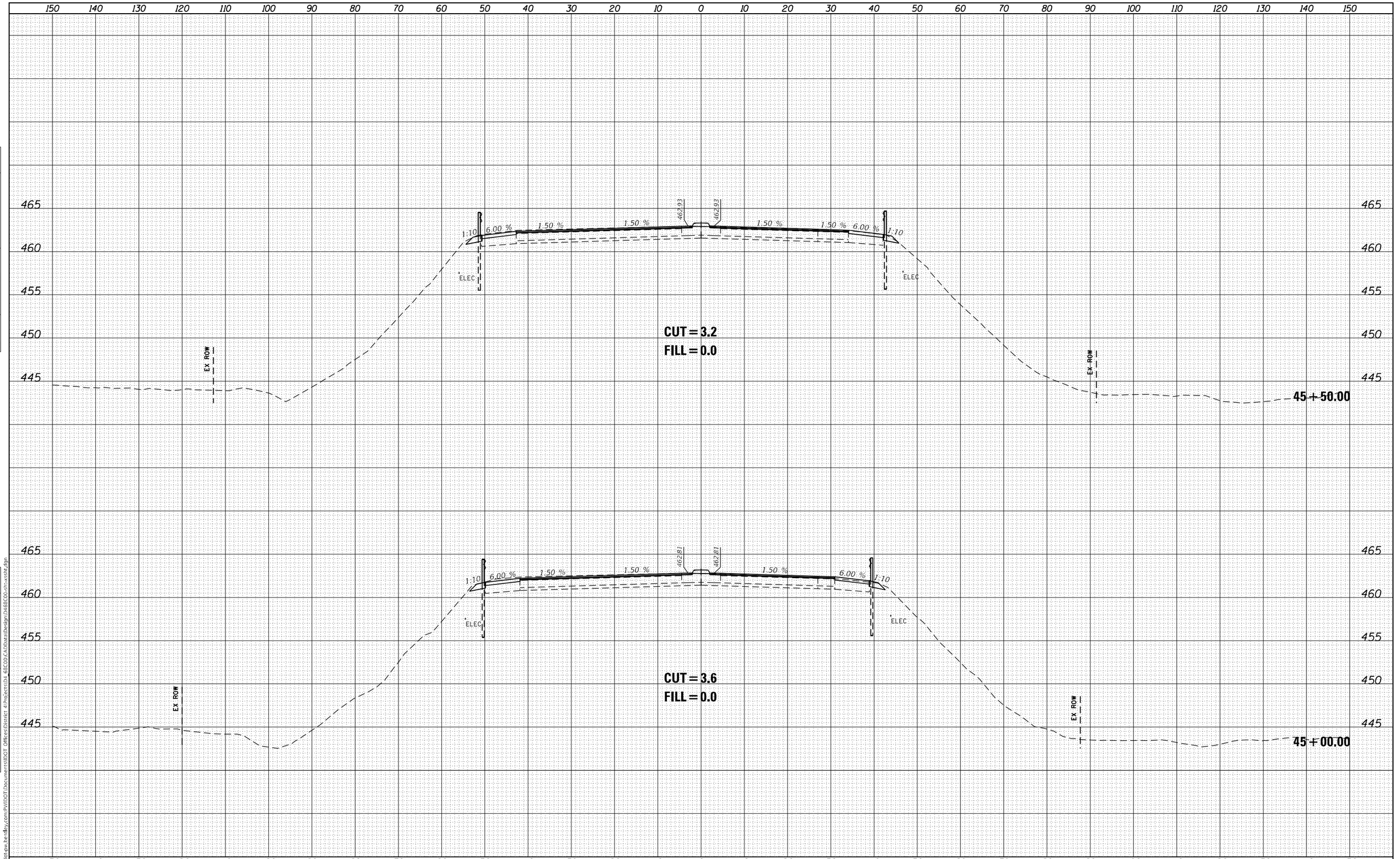
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	231
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY
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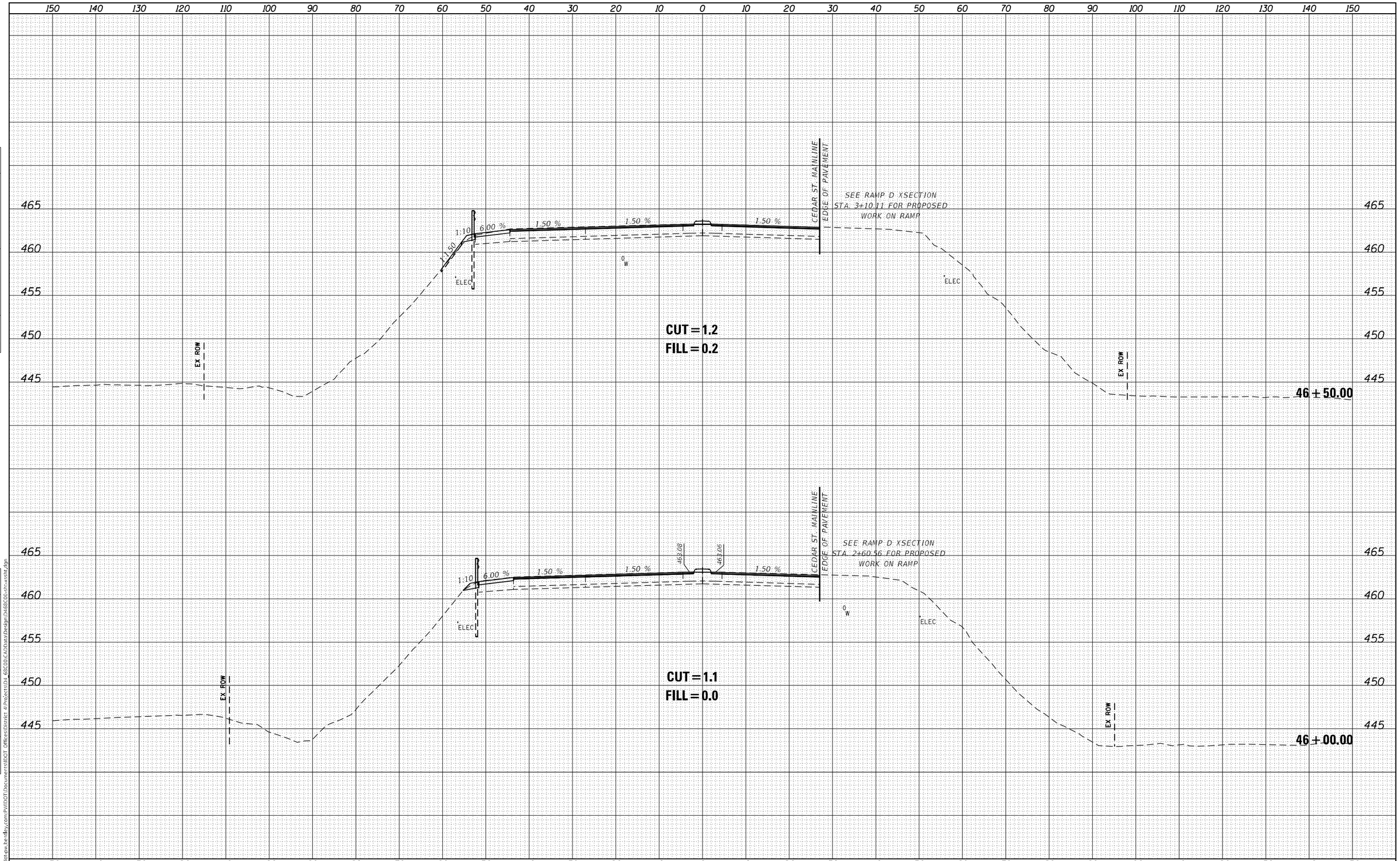
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 45+00.00 TO STA. 45+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	232
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

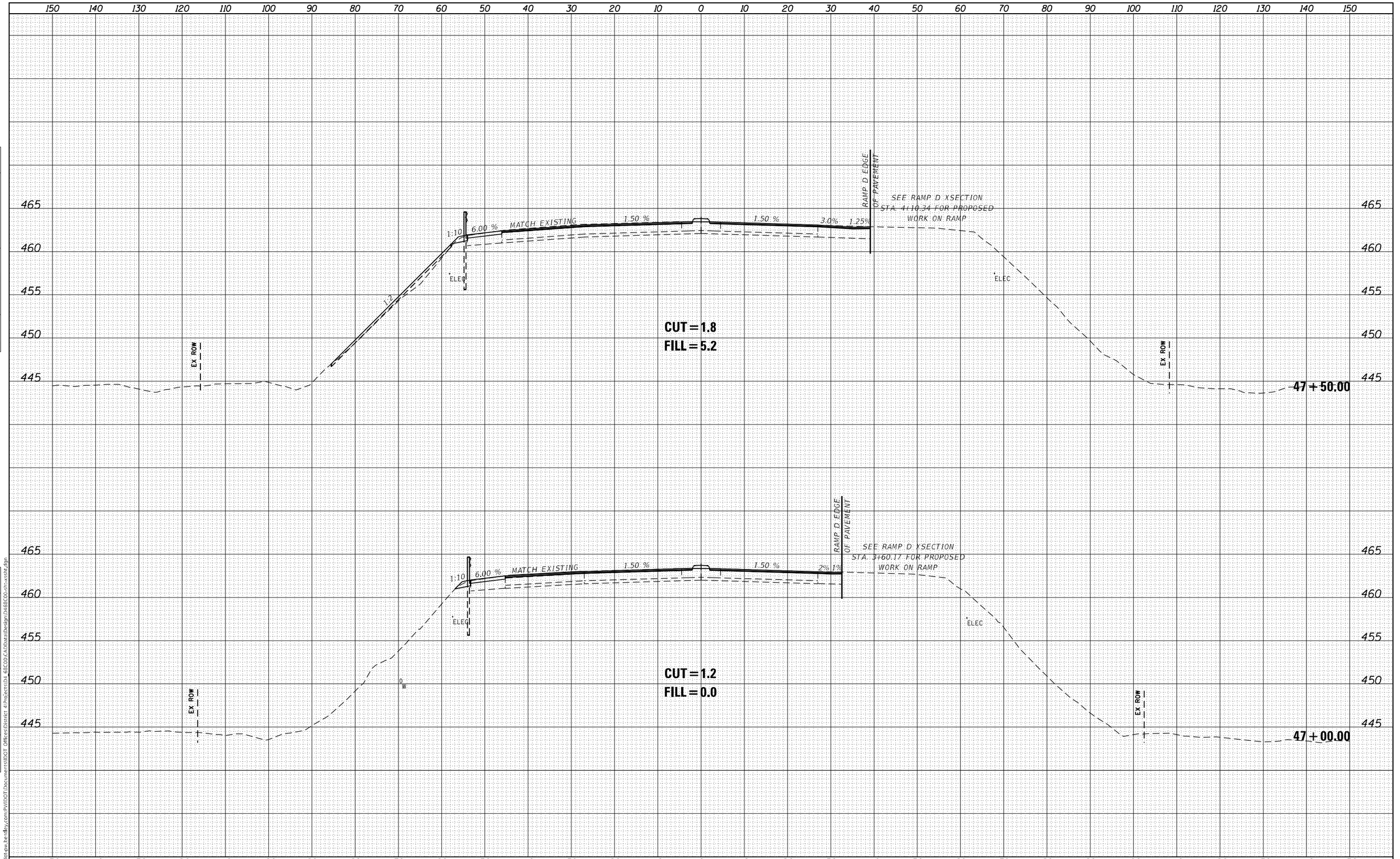
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669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	233
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

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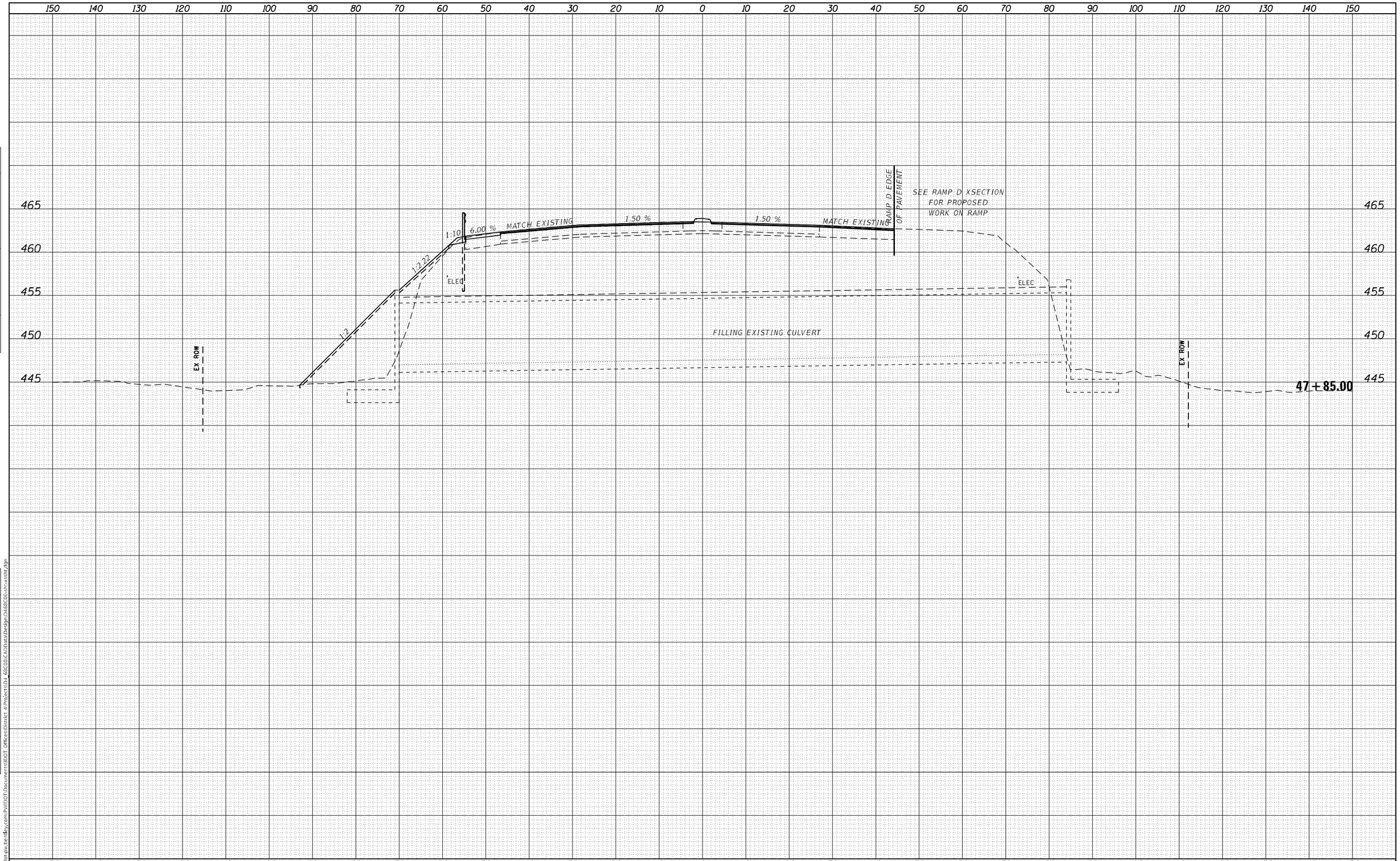
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 47+00.00 | TO STA. 47+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

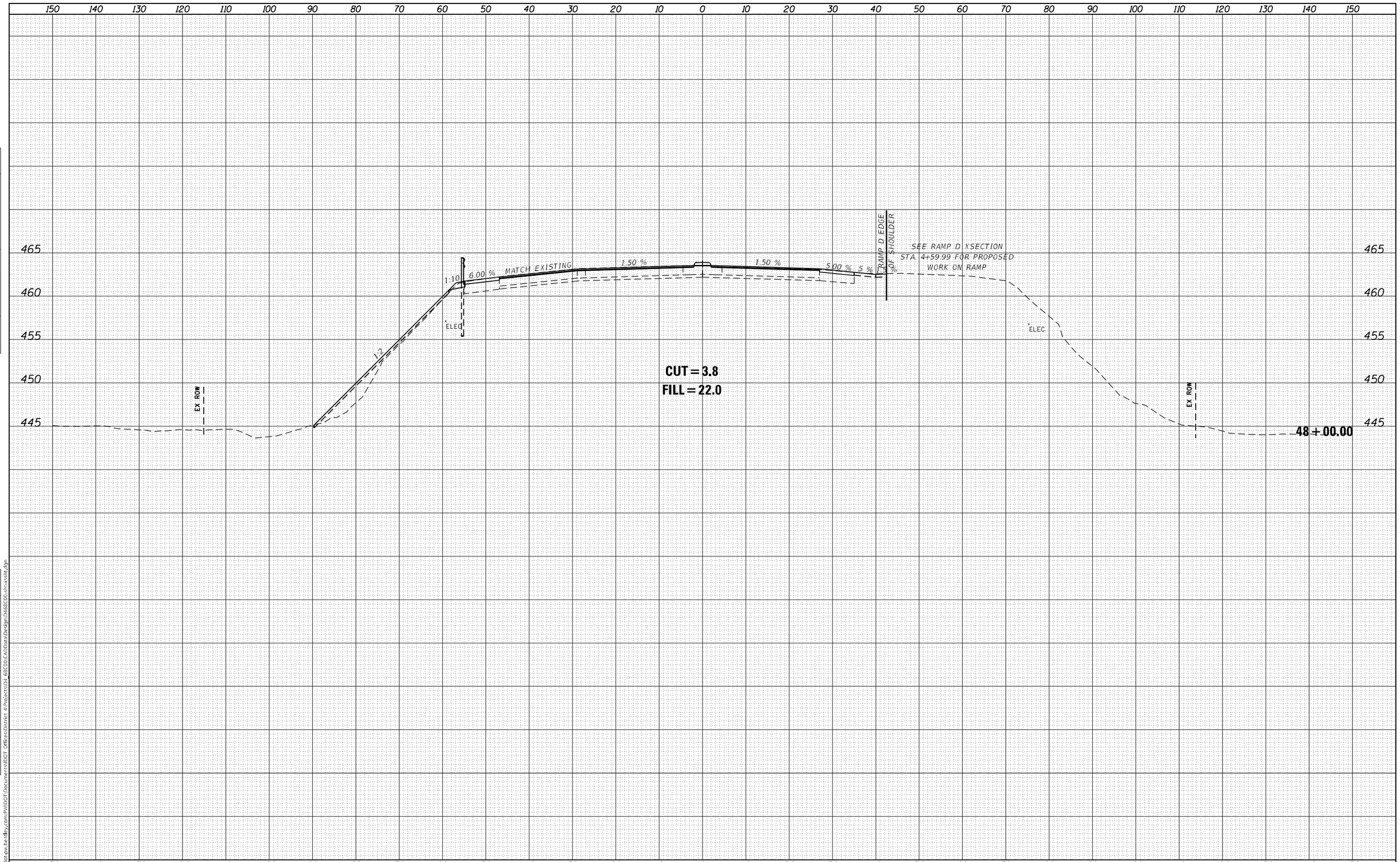
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY
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ORIGINAL SURVEY
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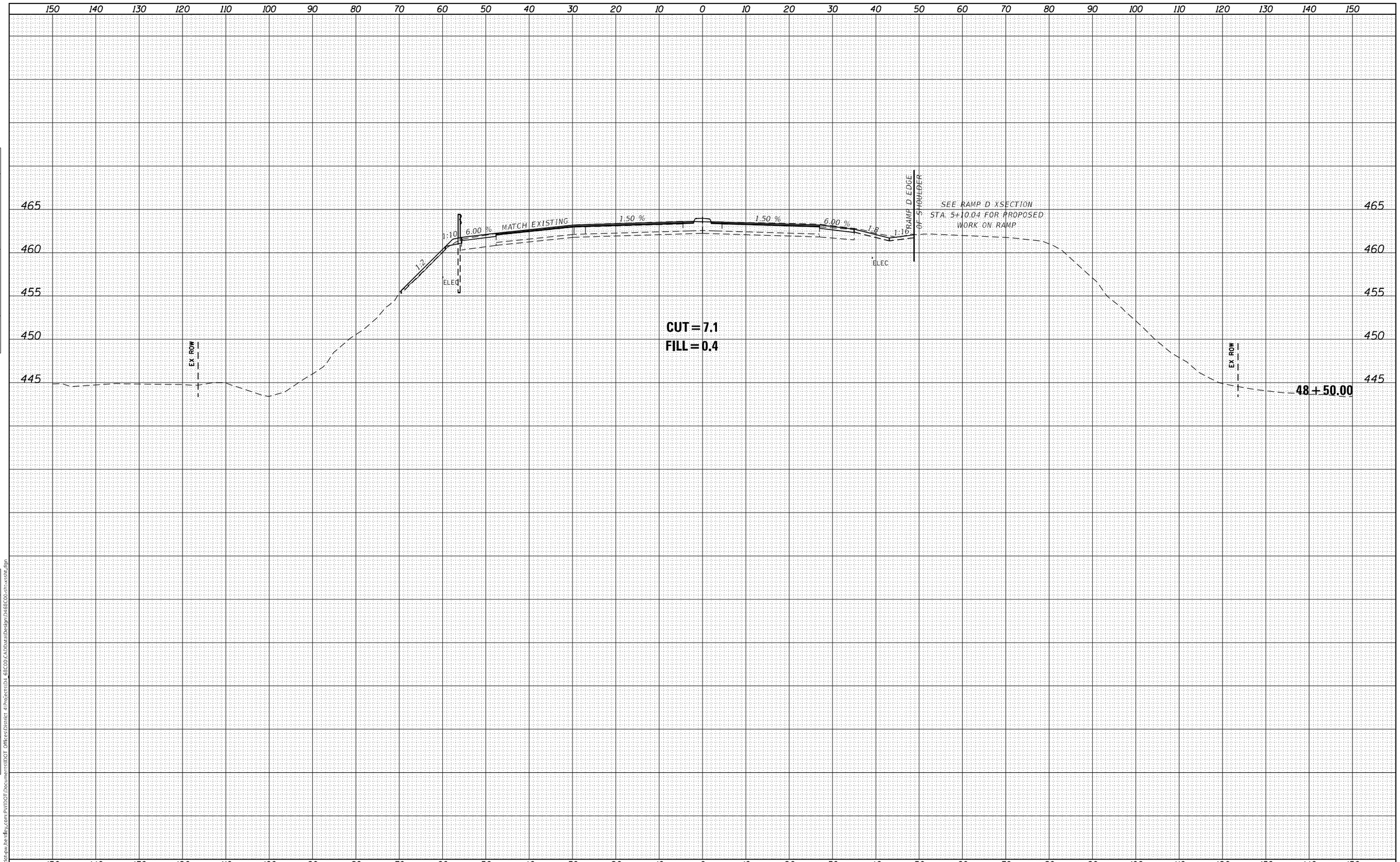
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 47+95.00 TO STA. 48+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	236
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



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

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

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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

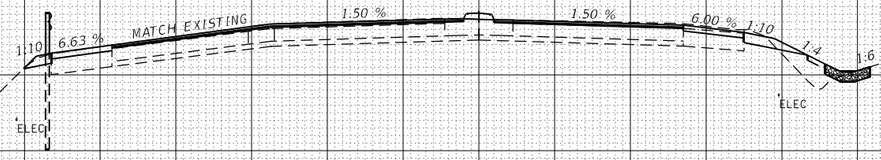
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 48+25.00 | TO STA. 48+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	237
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

465
460
455
450
445



EX ROW

EX ROW

CUT = 6.3

FILL = 7.0

49 + 00.00

USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

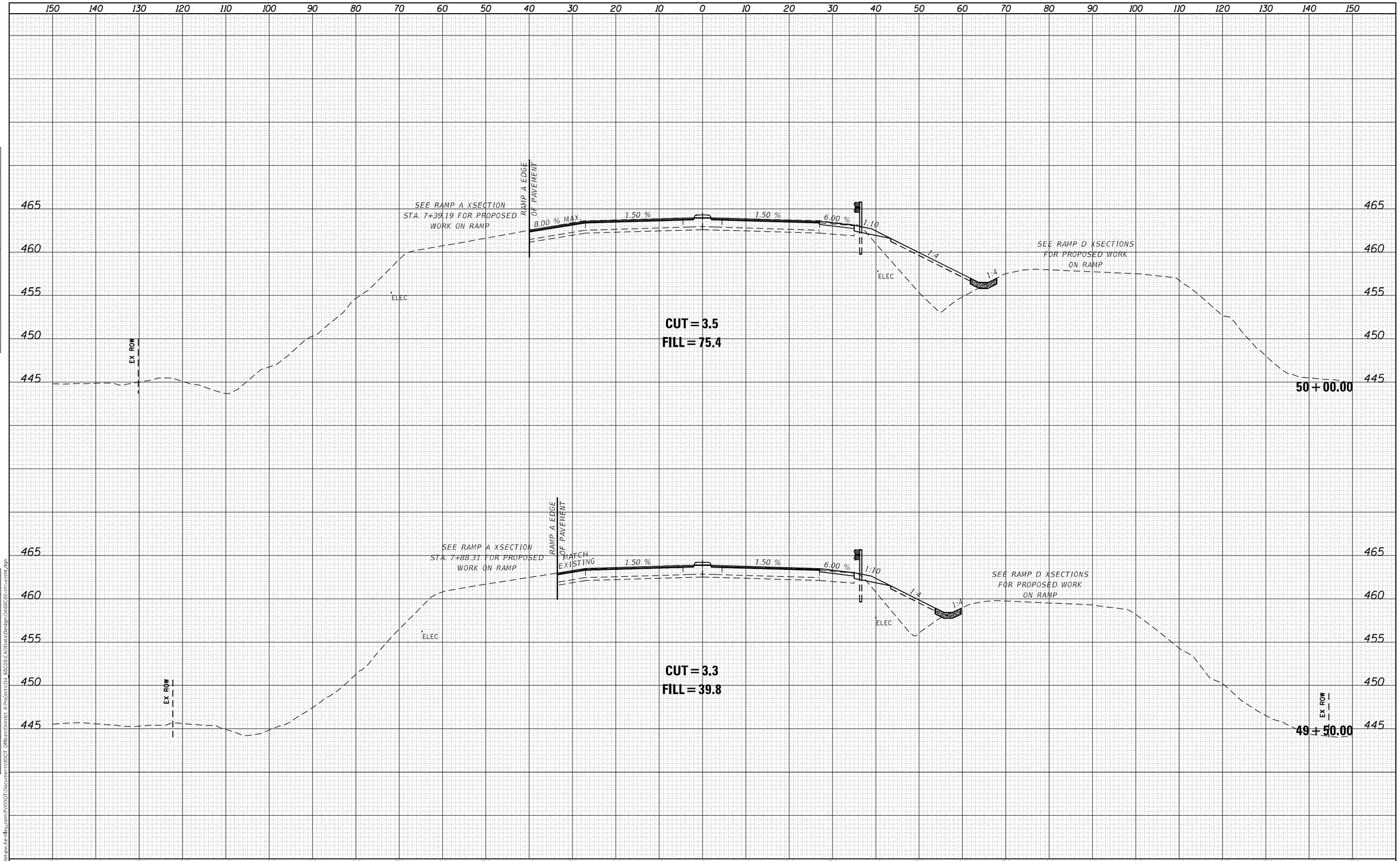
SCALE: | SHEET OF SHEETS | STA. 48+75.00 | TO STA. 49+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	238
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

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

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FINAL SURVEY

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

ORIGINAL SURVEY

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

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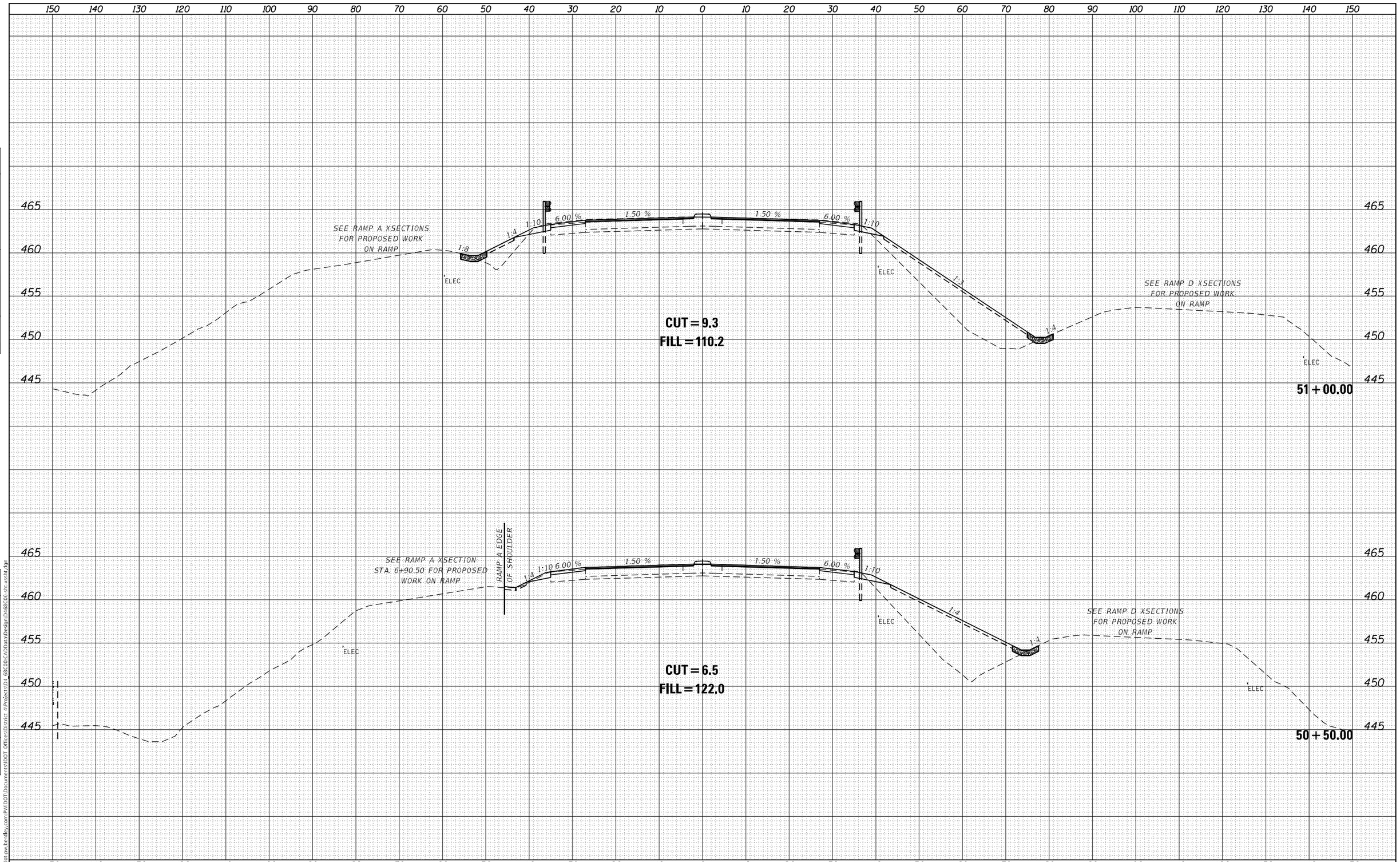
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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 49+50.00 | TO STA. 50+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	239
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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

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

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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 50+50.00 | TO STA. 51+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	240
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

465
460
455
450

SEE RAMP A XSECTIONS
FOR PROPOSED WORK
ON RAMP

1:10 6.00 % 1.50 % 1.50 % 6.00 % 1:10

ELEC ELEC

1:2

CUT = 4.4
FILL = 19.3

52 + 00.00

SEE RAMP A XSECTIONS
FOR PROPOSED WORK
ON RAMP

1:4 1:2 1:10 6.00 % 1.50 % 1.50 % 6.00 % 1:10

ELEC ELEC

1:2

SEE RAMP D XSECTIONS
FOR PROPOSED WORK
ON RAMP

CUT = 6.3
FILL = 58.1

51 + 50.00

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

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

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

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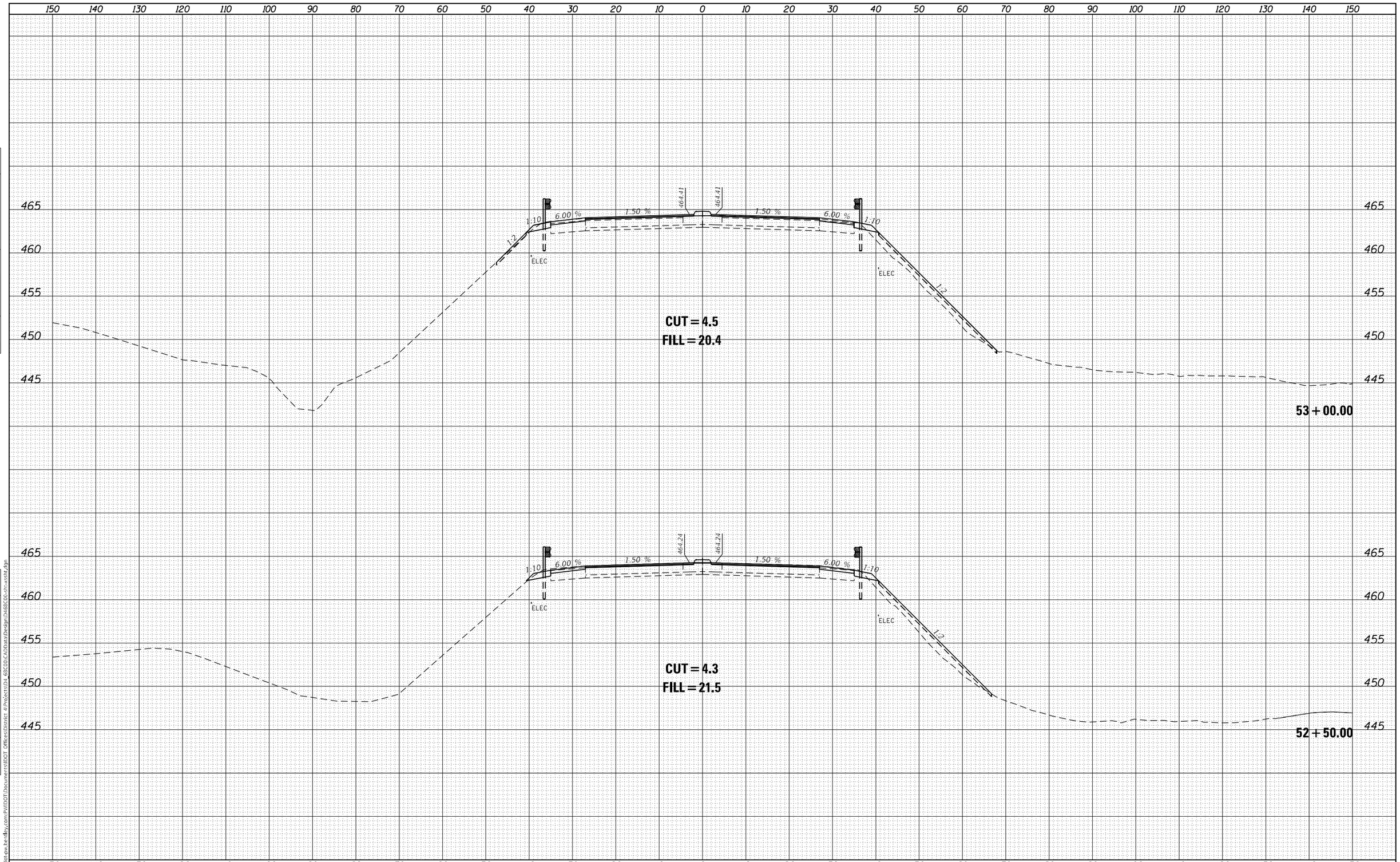
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	DRAWN -	REVISED -	
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 51+50.00 | TO STA. 52+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	241
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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

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

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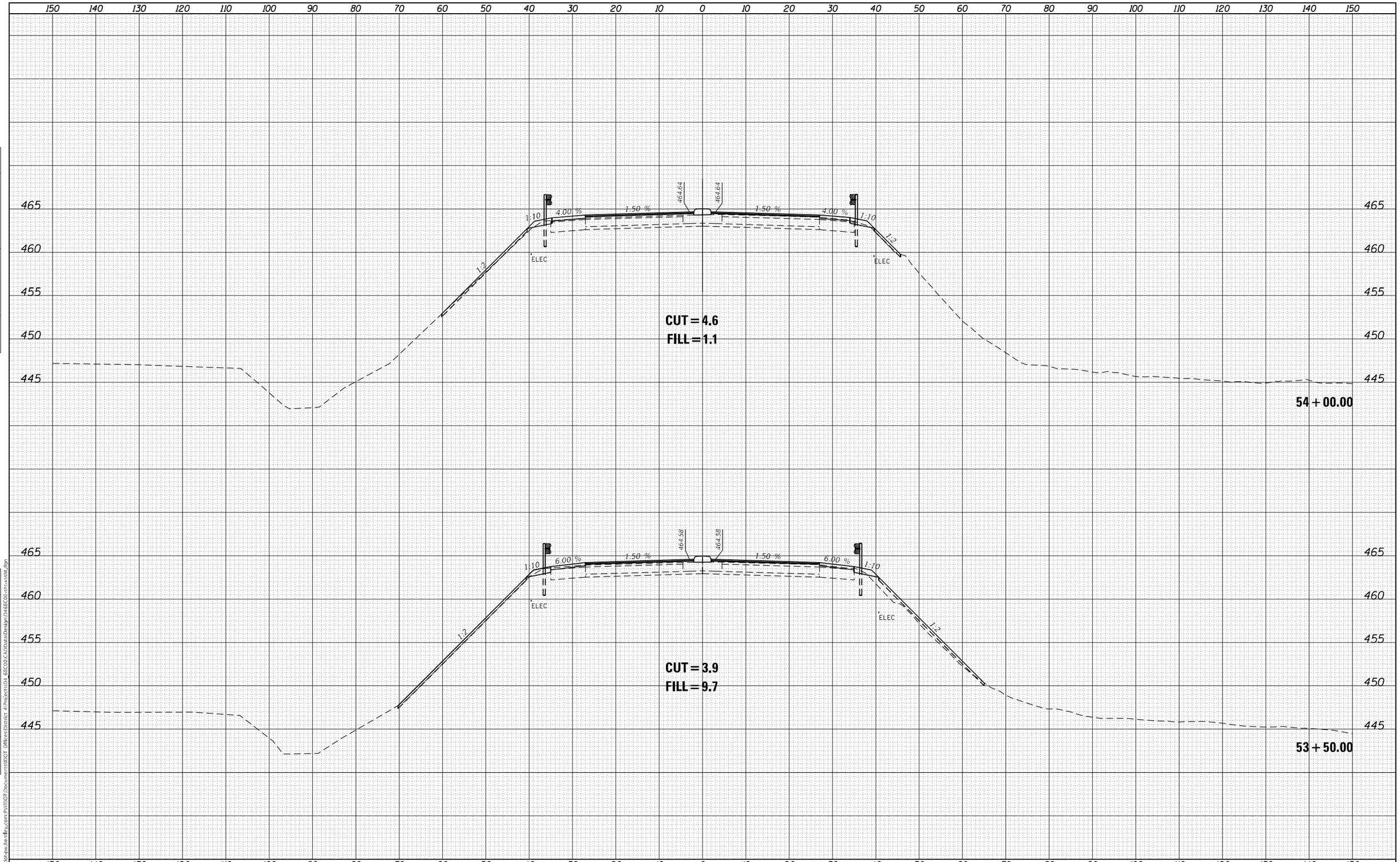
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 52+50.00 | TO STA. 53+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	242
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

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

ORIGINAL SURVEY

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

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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

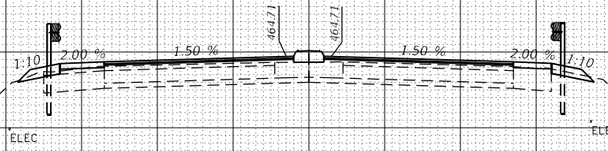
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 53+50.00 TO STA. 54+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	243
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

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



CUT = 2.3
FILL = 0.0

54 + 50.00

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

465 460 455 450 445

MODEL: Default
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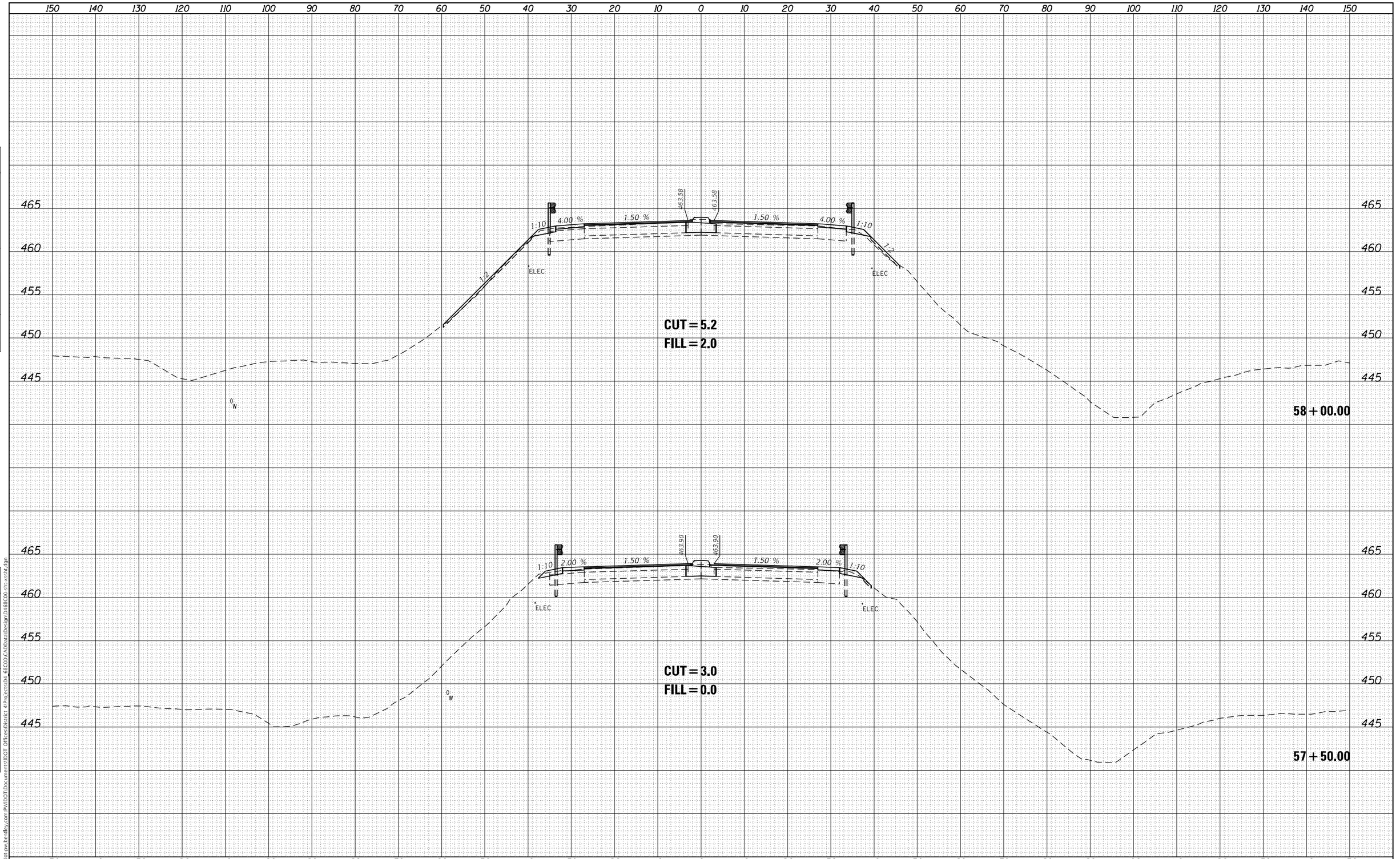
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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 54+50.00 | TO STA. 55+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	244
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY

NOTE BOOK	SURVEYED	BY
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY

NOTE BOOK	SURVEYED	BY
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

MODEL: Default
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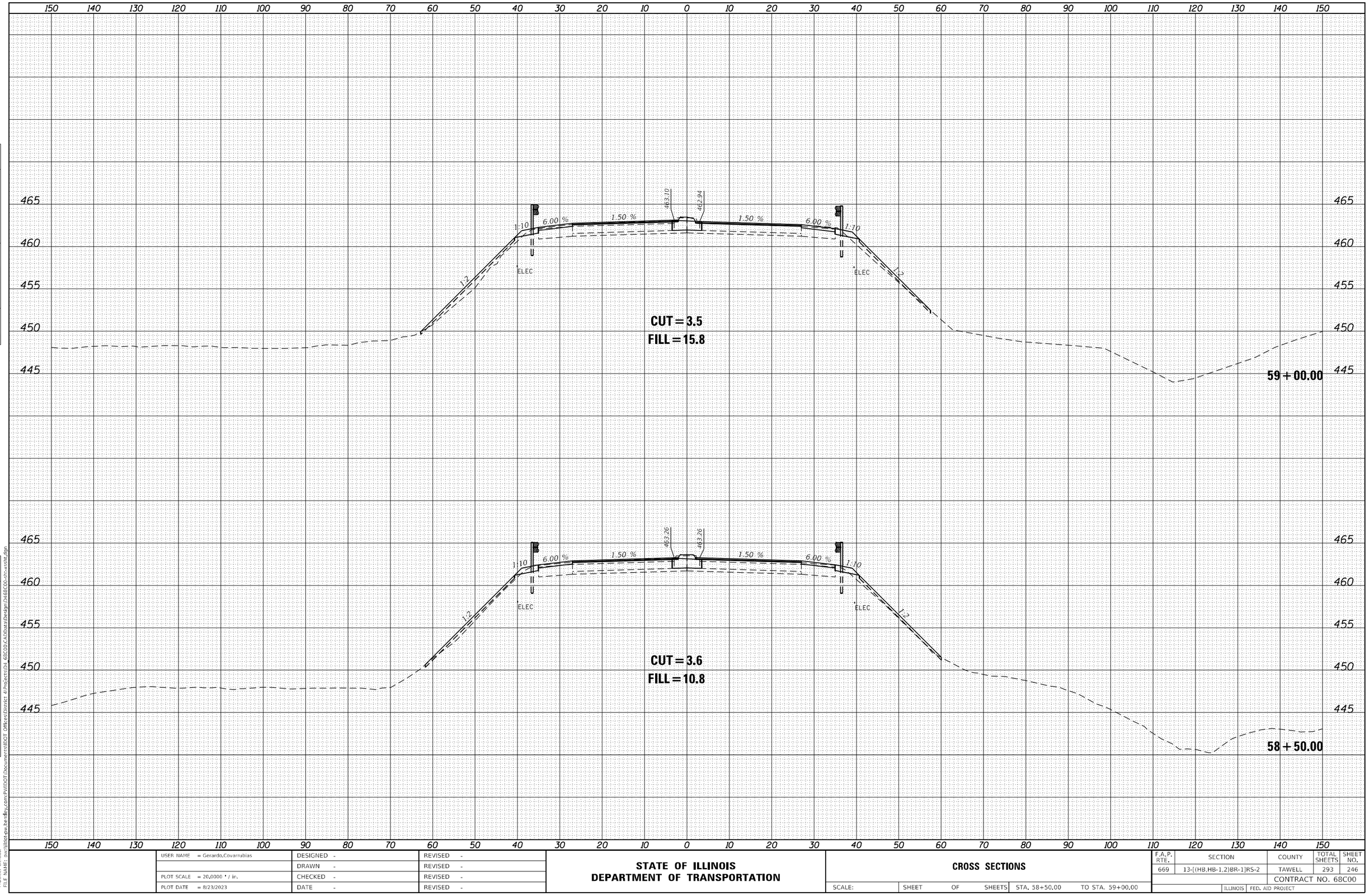
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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 57+50.00 | TO STA. 58+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	245
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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

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

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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

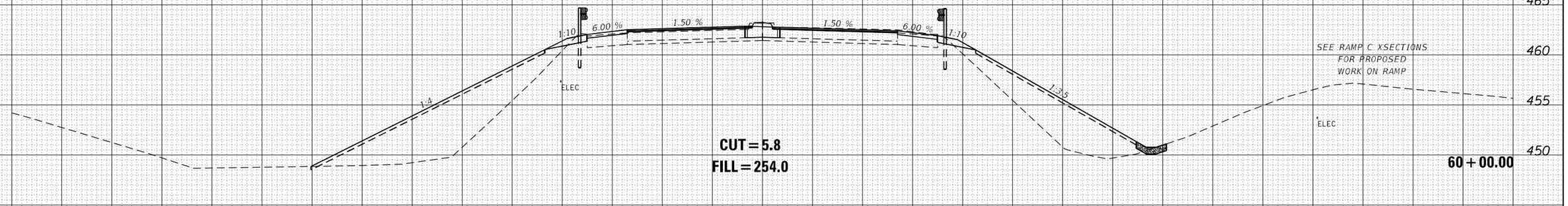
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 58+50.00 | TO STA. 59+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	246
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

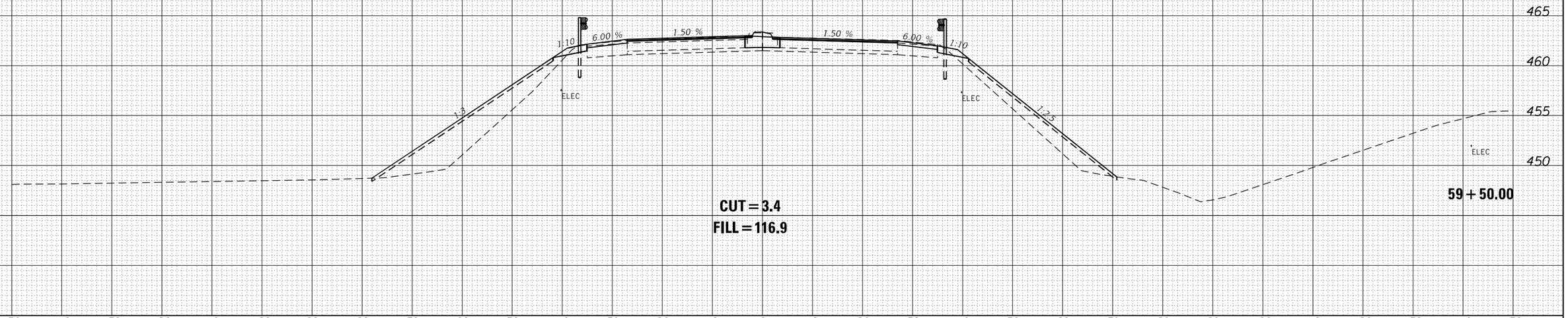
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465
460
455
450



CUT = 5.8
FILL = 254.0

60 + 00.00



CUT = 3.4
FILL = 116.9

59 + 50.00

USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 59+50.00 | TO STA. 60+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	247
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

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

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

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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

465 460 455 450

SEE RAMP B XSECTIONS FOR PROPOSED WORK ON RAMP

ELEC

1:4

1:10

6.00 %

1.50 %

1.50 %

6.00 %

1:4

ELEC

SEE RAMP C XSECTIONS FOR PROPOSED WORK ON RAMP

ELEC

EX ROW

61+00.00

CUT = 7.4

FILL = 55.8

465 460 455 450

SEE RAMP B XSECTIONS FOR PROPOSED WORK ON RAMP

1:4

1:10

6.00 %

1.50 %

1.50 %

6.00 %

1:10

1:4

ELEC

SEE RAMP C XSECTIONS FOR PROPOSED WORK ON RAMP

ELEC

60+50.00

CUT = 7.3

FILL = 182.4

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

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

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

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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 60+50.00 TO STA. 61+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	248
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

465
460
455
450

SEE RAMP B XSECTIONS FOR PROPOSED WORK ON RAMP

10.00 % 6.00 % 1.50 % 1.50 % 5.20 %

RAMP C EDGE OF PAVEMENT

SEE RAMP C XSECTION STA. 9+00.00 FOR PROPOSED WORK ON RAMP

ELEC

EX ROW

CUT = 3.6
FILL = 0.0

62 + 00.00

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

465
460
455
450

SEE RAMP B XSECTIONS FOR PROPOSED WORK ON RAMP

1:4 1:10 6.00 % 1.50 % 1.50 % 6.00 % 1:4 1:4

SEE RAMP C XSECTIONS FOR PROPOSED WORK ON RAMP

ELEC

EX ROW

CUT = 10.3
FILL = 4.4

61 + 50.00

USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

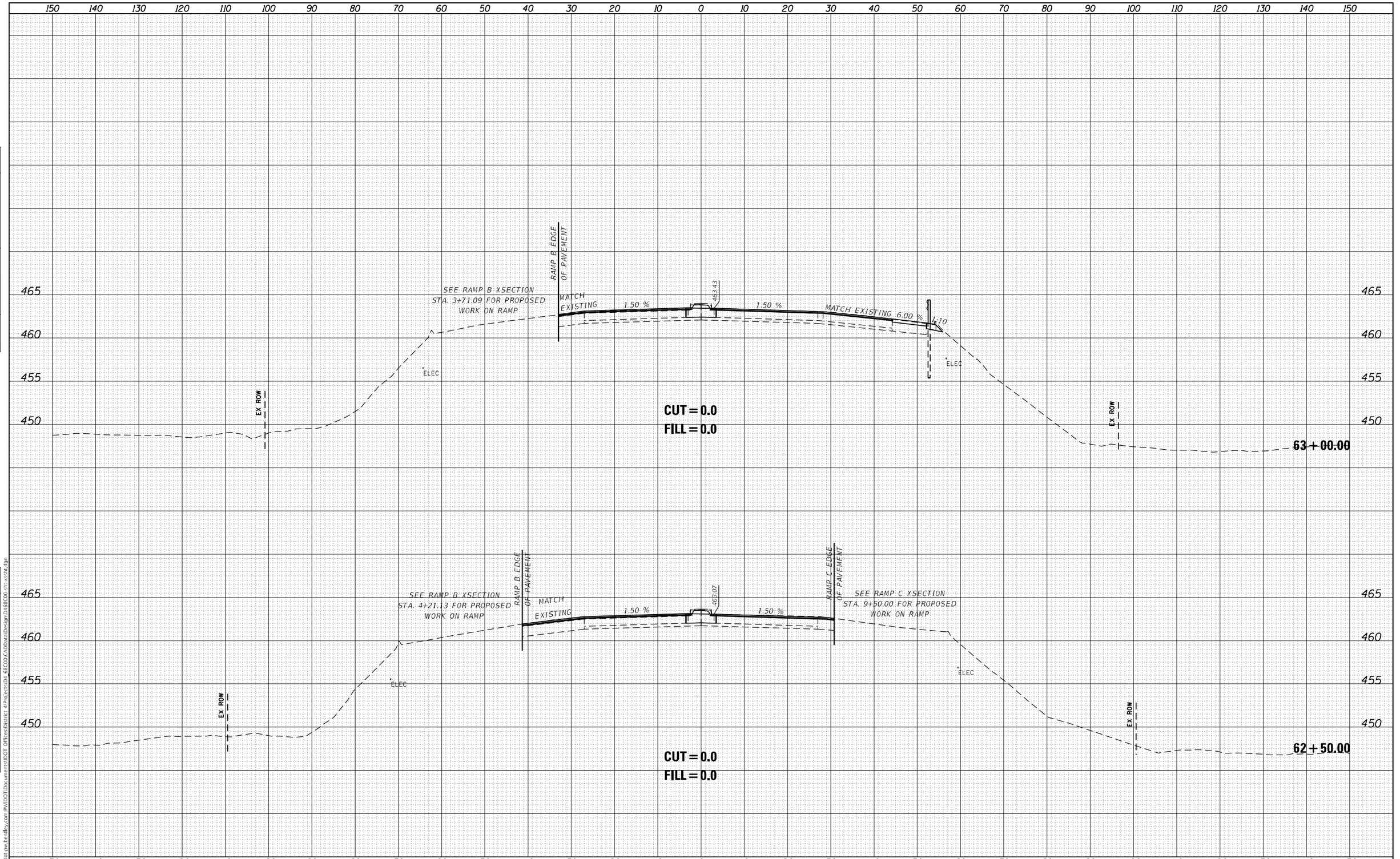
SCALE: | SHEET OF SHEETS | STA. 61+50.00 TO STA. 62+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	249
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY NOTE BOOK
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

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

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 4\Projects\D4 68C00\CADData\Design\D468C00-sht-xssht.dgn



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

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

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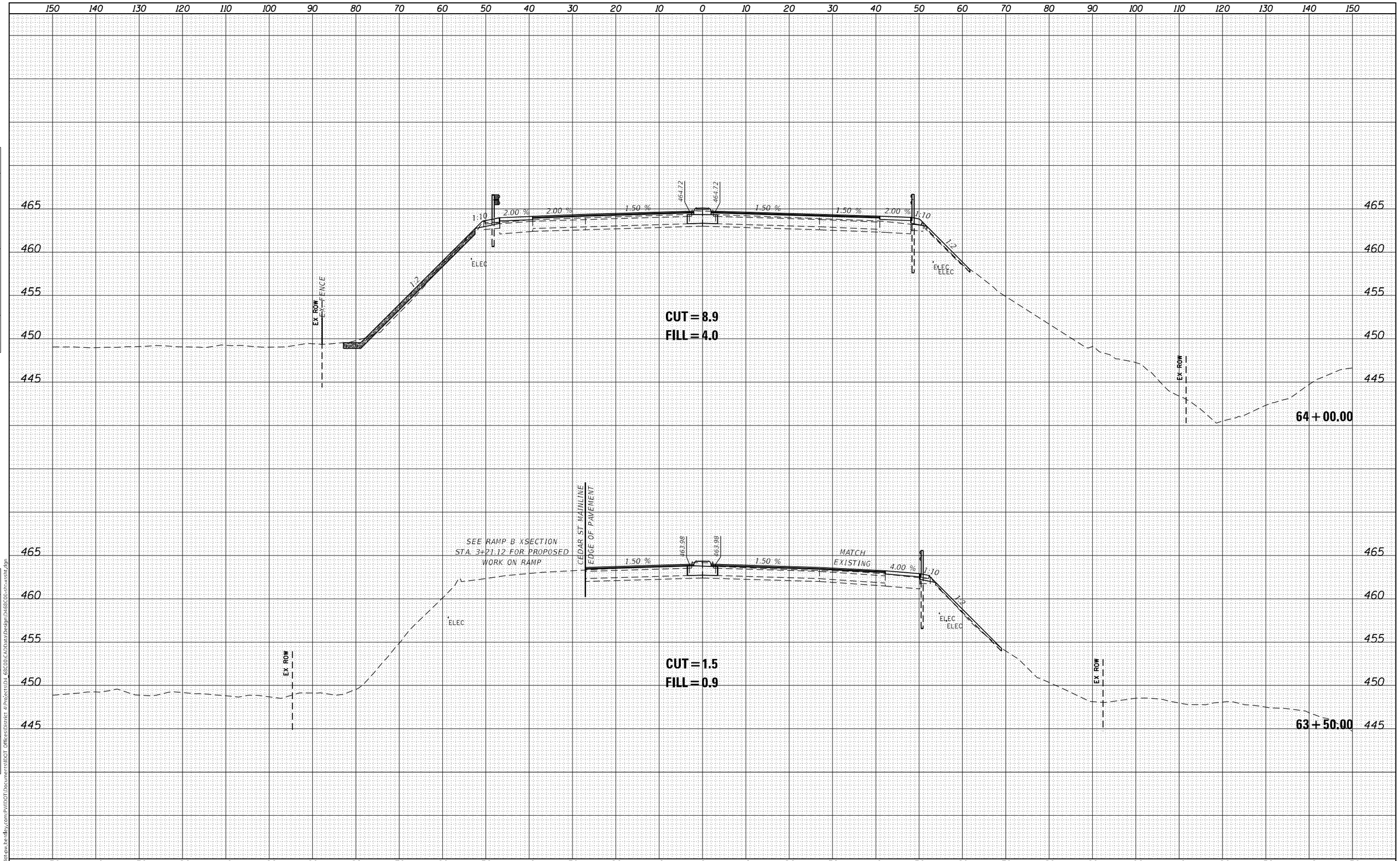
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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 62+50.00 | TO STA. 63+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	250
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 63+50.00 TO STA. 64+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	251
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

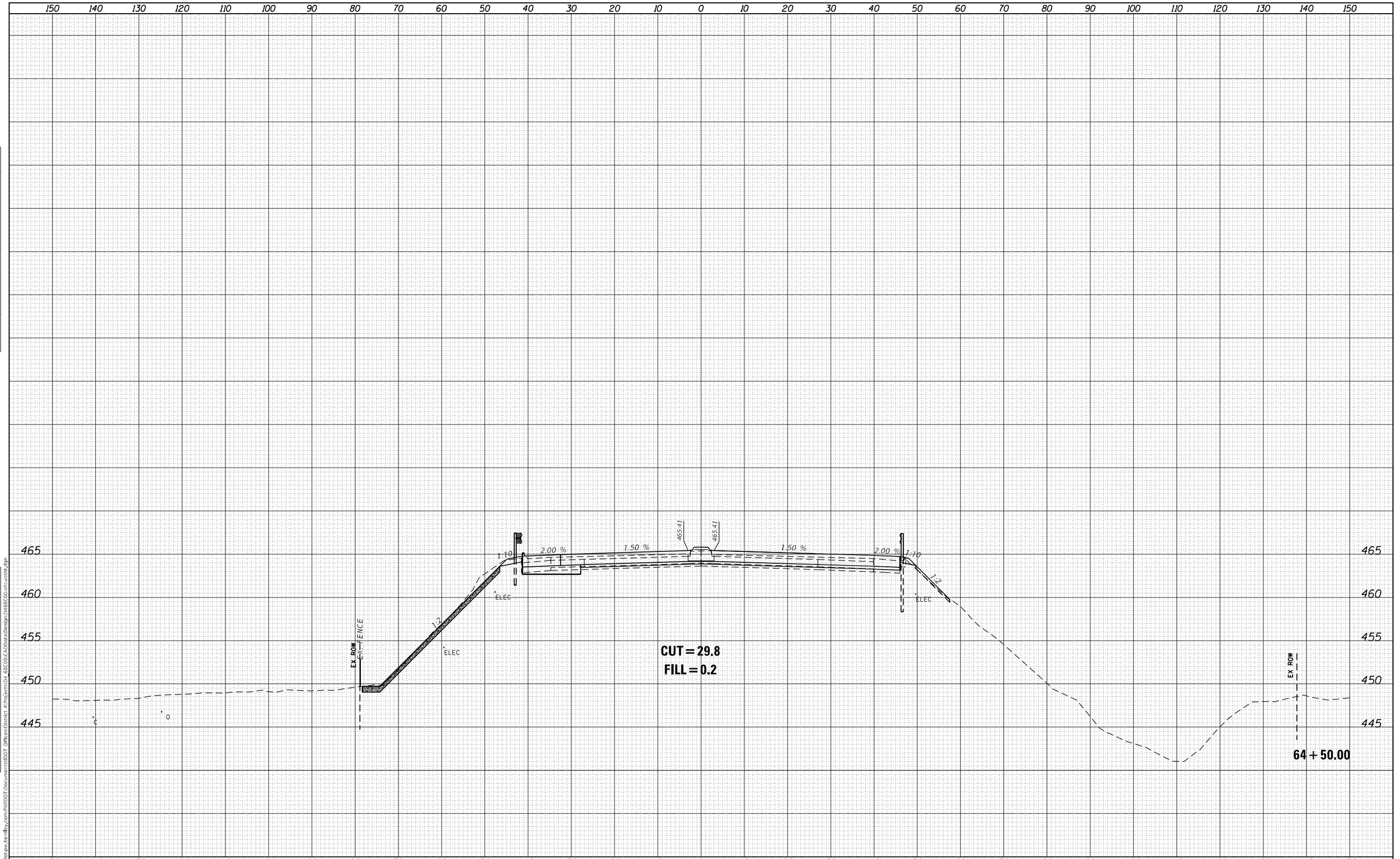
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

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

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 4\Projects\D4 68C00\CADData\Design\D468C00-sht-xssht.dgn

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

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



MODEL: Default
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USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 64+50.00 | TO STA. 65+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	252
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

475 470 465 460 455 450 445

PROJECT ENDS STA. 68+47.40

1:10 4.00 % 1.50 % 1.50 % 2.00 % 4.00 % 1:10

EX ROW

CUT = 7.0
FILL = 0.0

68 + 00.00

EX ROW

FINAL SURVEY	NOTE BOOK	NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY

DATE

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

470 465 460 455 450 445

468.74 468.74

1:10 2.0 % 1.50 % 1.50 % 2.0 % 1:10

ELEC

ELEC

EX ROW

CUT = 7.9
FILL = 0.0

67 + 50.00

GAS

ORIGINAL SURVEY	NOTE BOOK	NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY

DATE

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

MODEL: Default
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USER NAME = Armaris.AyalaDiaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/25/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 67+50.00 TO STA. 68+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAWELL	293	253
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

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

450

MATCH EXISTING

ELEC

450

0 + 80.00

450

MATCH EXISTING

ELEC

450

0 + 50.00

EX ROW

450

MATCH EXISTING

450

0 + 00.00

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

DATE	BY	
		SURVEYED
		PLOTTED
		TEMPLATE
		AREAS
		AREAS CHECKED

FINAL SURVEY — NOTE BOOK — NO.

ORIGINAL SURVEY — NOTE BOOK — NO.

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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. +00.00 | TO STA. +80.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	254
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

450

EX ROW

4.00 % MATCH EXISTING

MATCH EXISTING 6.00 %

ELEC

ELEC

450

2+00.00

EX ROW

445

MATCH EXISTING

MATCH EXISTING

ELEC

ELEC

1+50.00 445

EX ROW

445

MATCH EXISTING

ELEC

1+00.00 445

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

FINAL SURVEY

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

ORIGINAL SURVEY

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

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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 1+00.00 | TO STA. 2+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	255
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

450

445

4.00 %

MATCH EXISTING

6.00 %

1:10

1:4

ELEC

EX ROW

450

3+50.00

445

CUT = 5.9

FILL = 0.0

445

4.00 %

MATCH EXISTING

6.00 %

ELEC

EX ROW

3+00.00

445

445

4.00 %

MATCH EXISTING

6.00 %

ELEC

EX ROW

2+50.00

445

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

FINAL SURVEY

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

NOTE BOOK
NO.

BY

DATE

ORIGINAL SURVEY

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

NOTE BOOK
NO.

BY

DATE

MODEL: Default
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 2+50.00 | TO STA. 3+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	256
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

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

450

445

4.00 %

MATCH EXISTING

6.00 %

1:10

1:2

CUT = 2.3

FILL = 0.2

EX ROW

4 + 50.00

450

445

4.00 %

MATCH EXISTING

6.00 %

1:10

1:4

ELEC

CUT = 3.4

FILL = 1.9

EX ROW

4 + 00.00

450

445

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

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

BY

DATE

ORIGINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

BY

DATE

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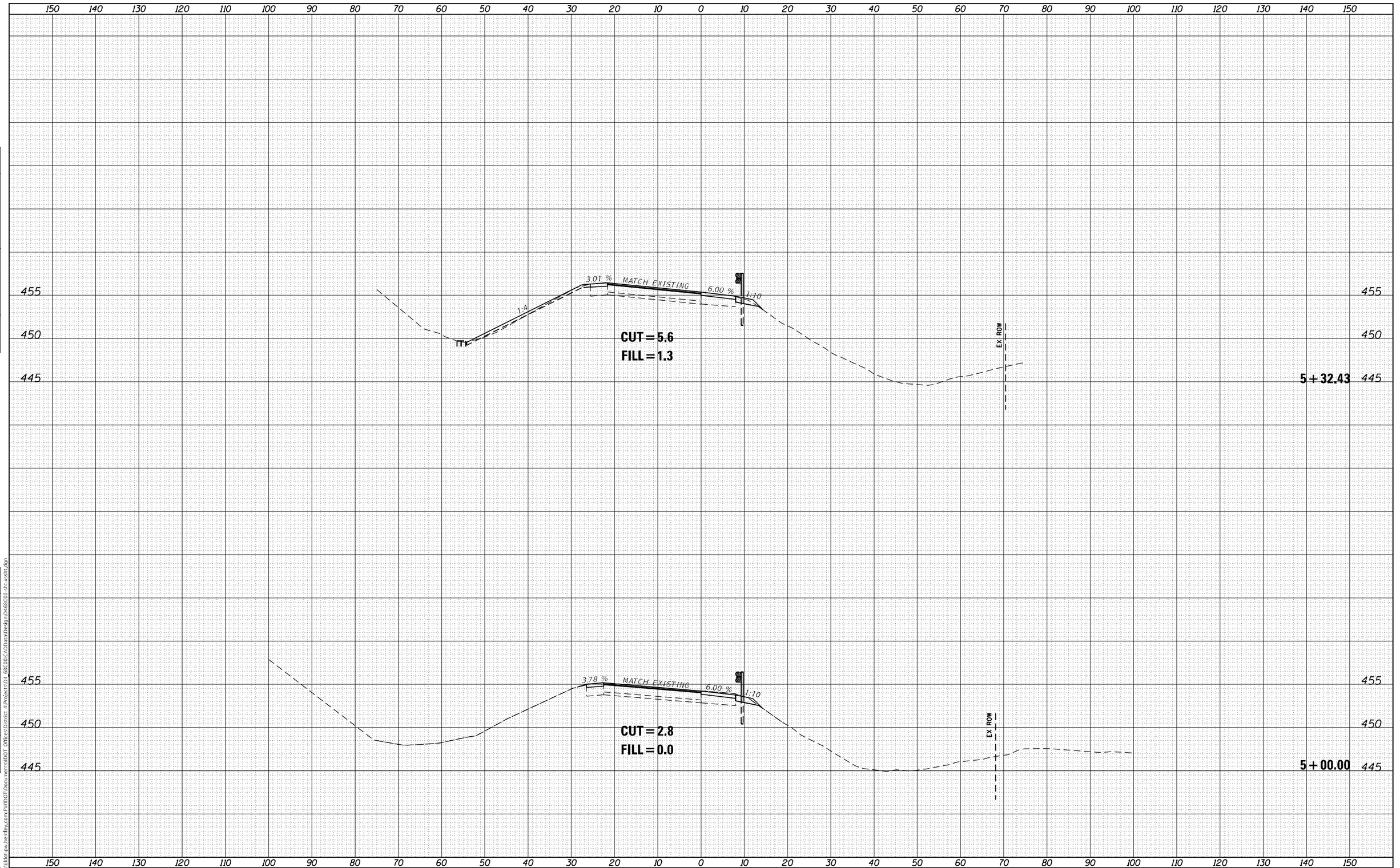
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 4+00.00 | TO STA. 4+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	257
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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

BY	DATE

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

BY	DATE

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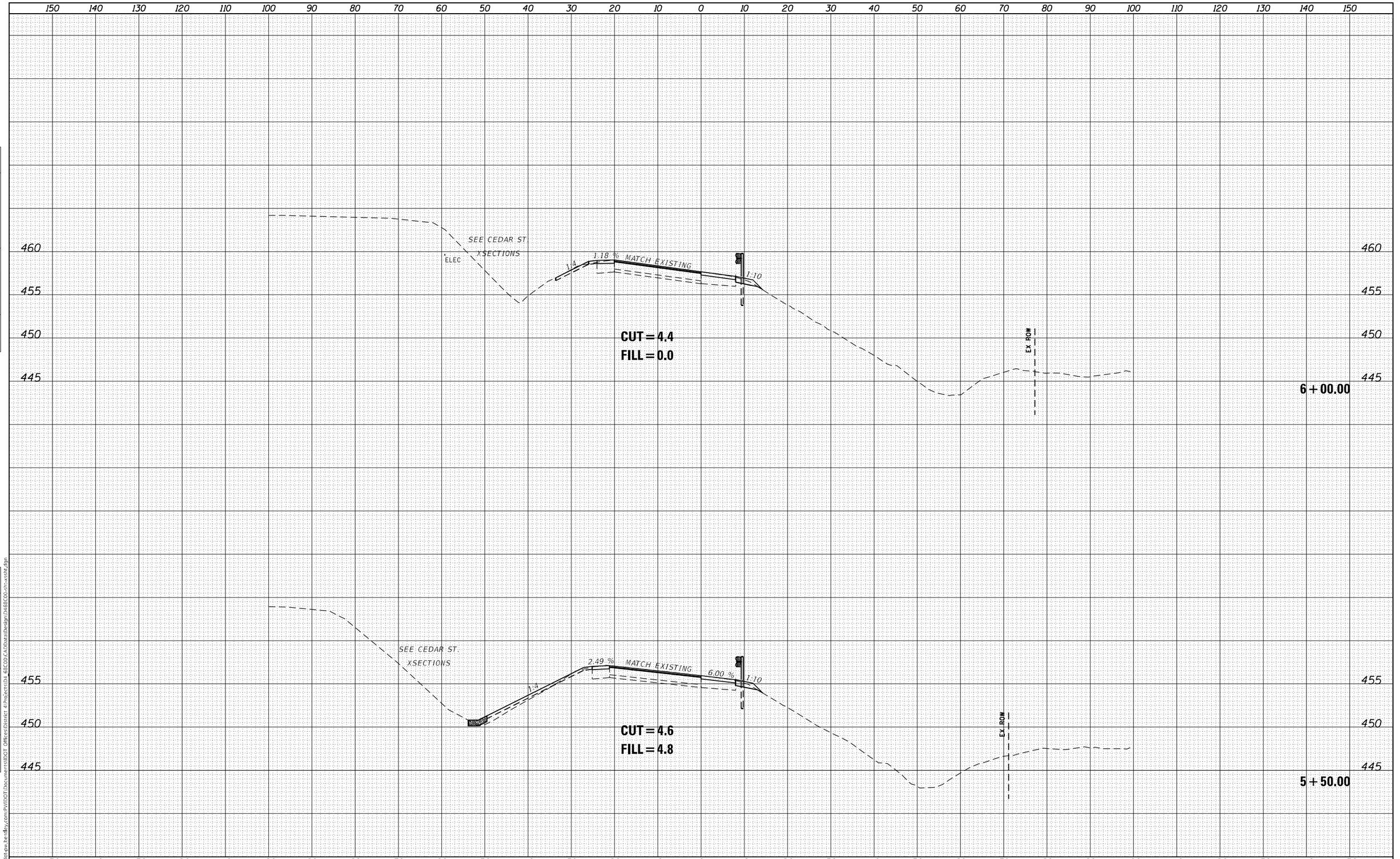
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PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 5+00.00 | TO STA. 5+32.43

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	258
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

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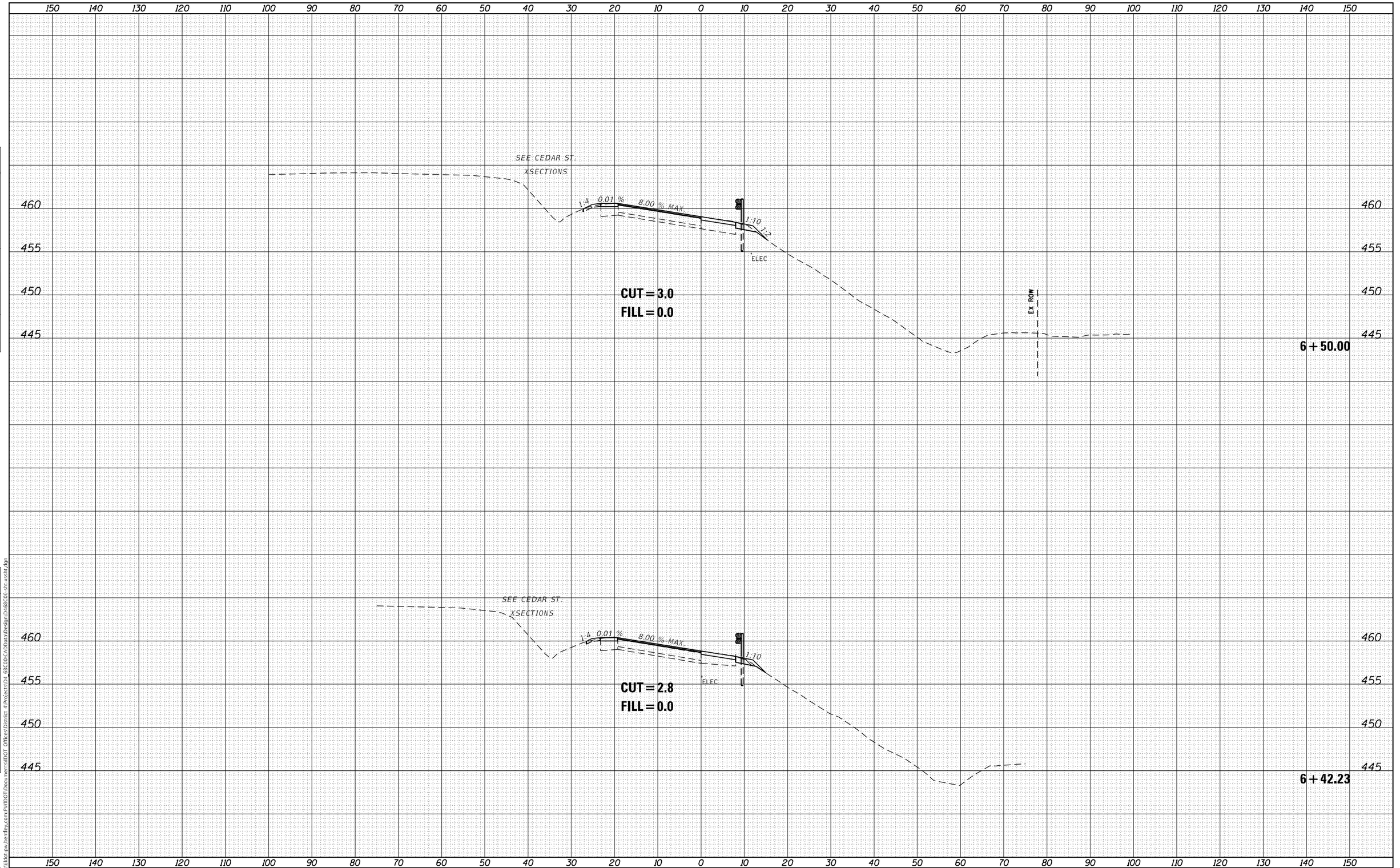
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PLOT DATE = 8/24/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 5+50.00 | TO STA. 6+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	259
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/24/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 6+42.23 | TO STA. 6+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	260
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

460
455
450
445

SEE CEDAR ST.
XSECTIONS

RAMP A EDGE OF SHOULDER

0.01% 8.00 % MAX.

4:1

ELEC

EX ROW

CUT = 1.4
FILL = 0.0

7 + 00.00

460
455
450
445

SEE CEDAR ST.
XSECTIONS

0.47 % 8.00 % MAX.

4:1

ELEC

EX ROW

CUT = 1.7
FILL = 0.0

6 + 90.50

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

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

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

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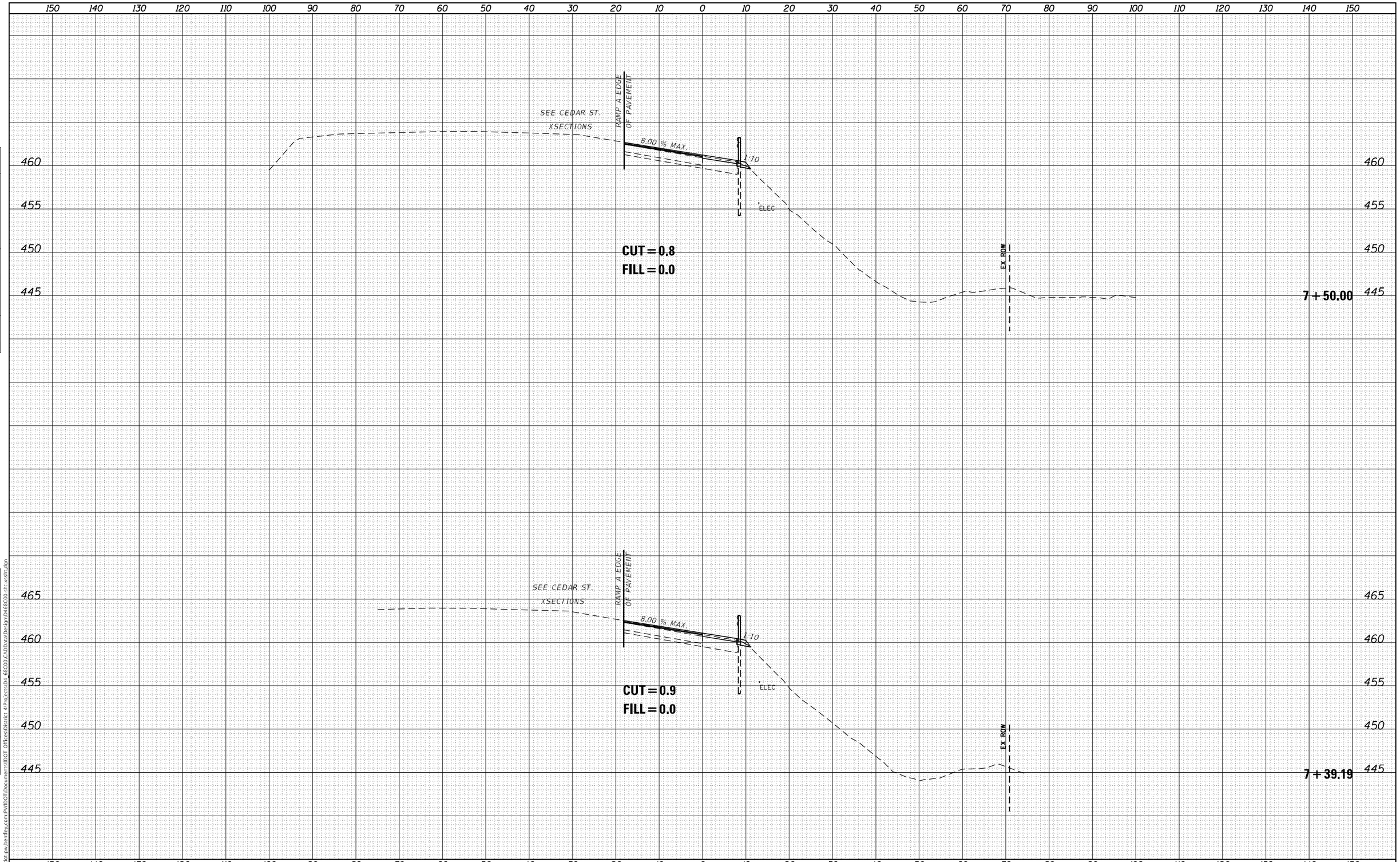
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 6+90.50 | TO STA. 7+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	261
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

NO.	NOTE BOOK	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY

NO.	NOTE BOOK	BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

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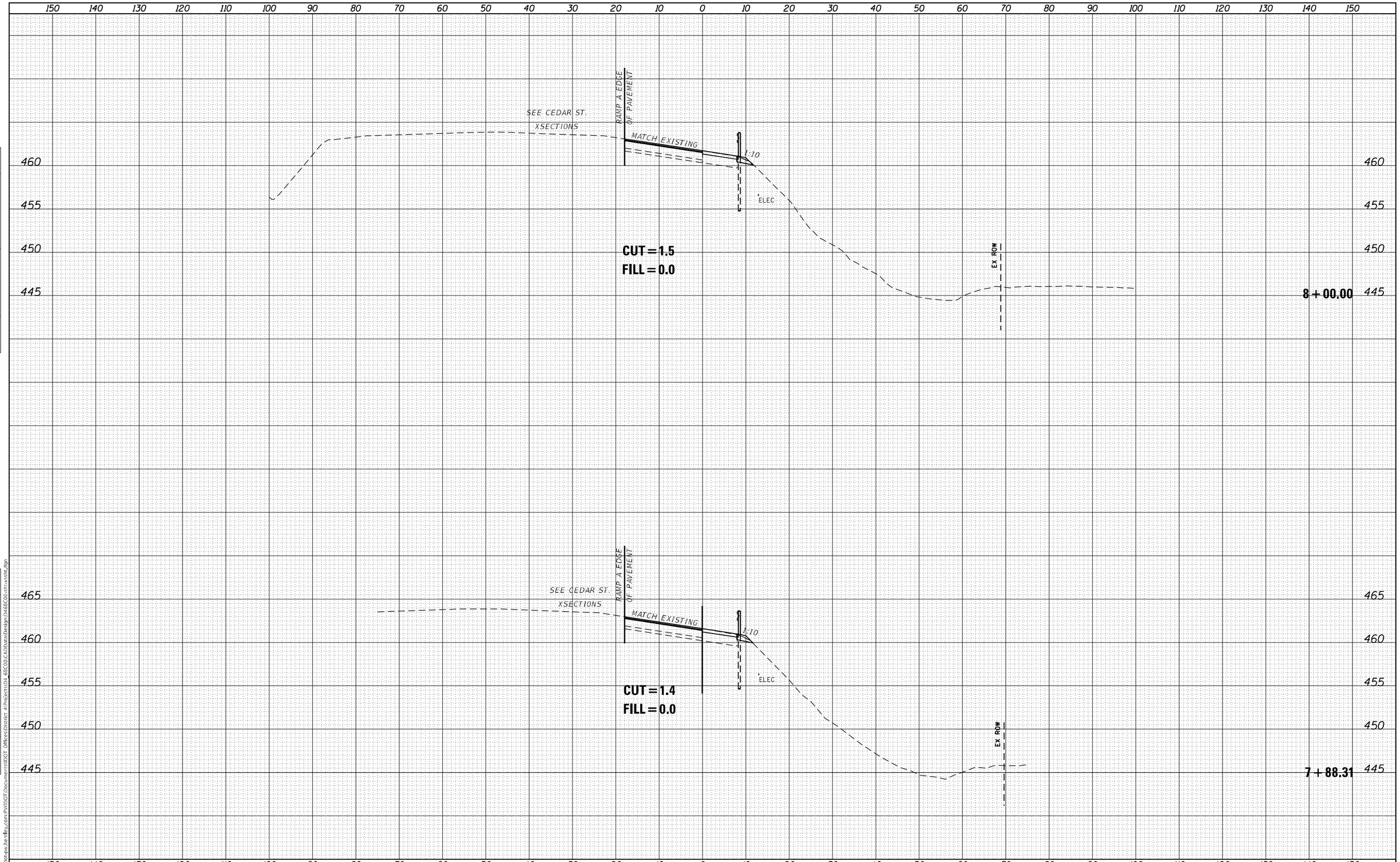
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PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 7+39.19 | TO STA. 7+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	262
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 7+88.31 | TO STA. 8+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	263
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

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

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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

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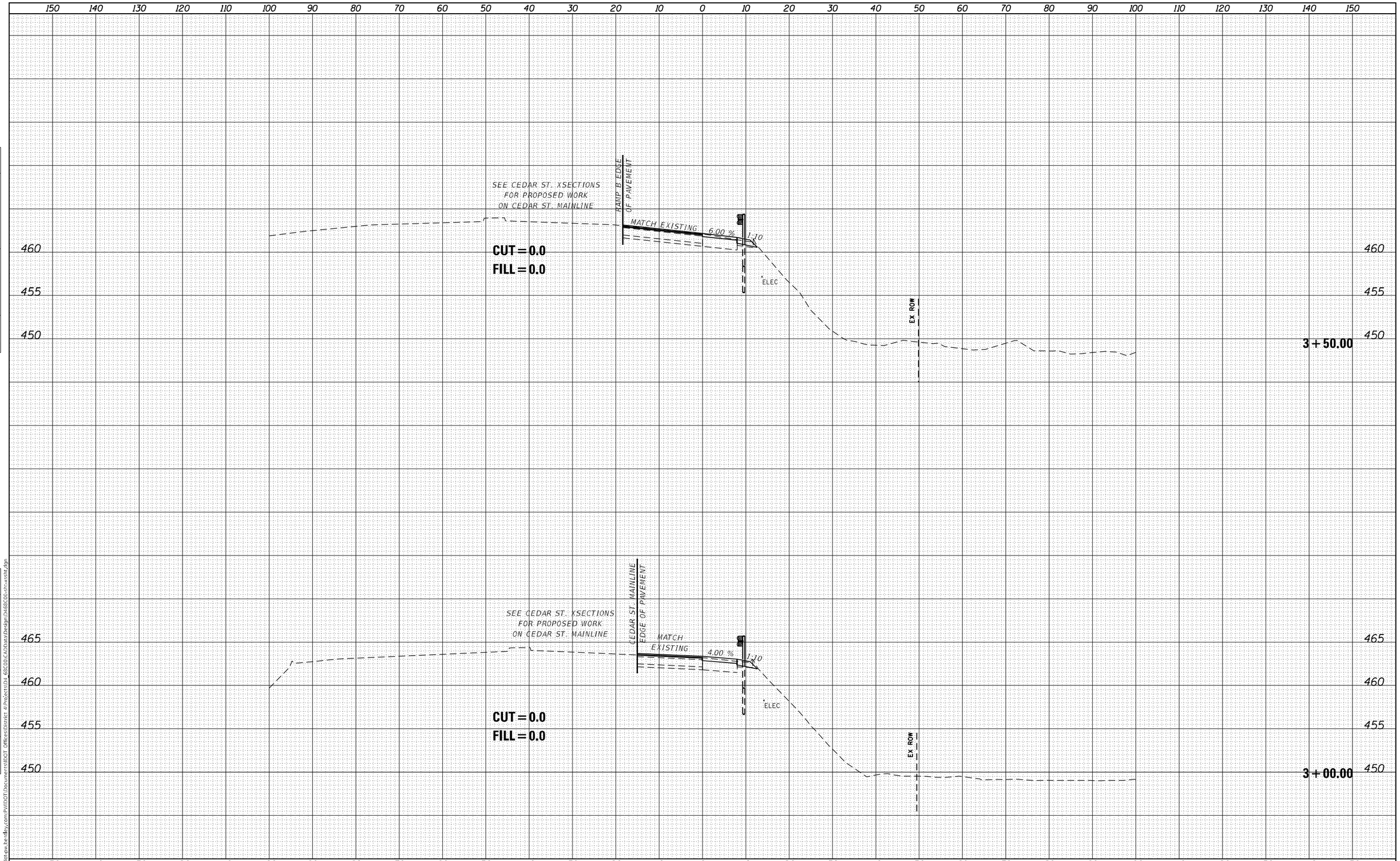
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP A

SCALE: | SHEET OF SHEETS | STA. 8+37.14 | TO STA. 8+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	264
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



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

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

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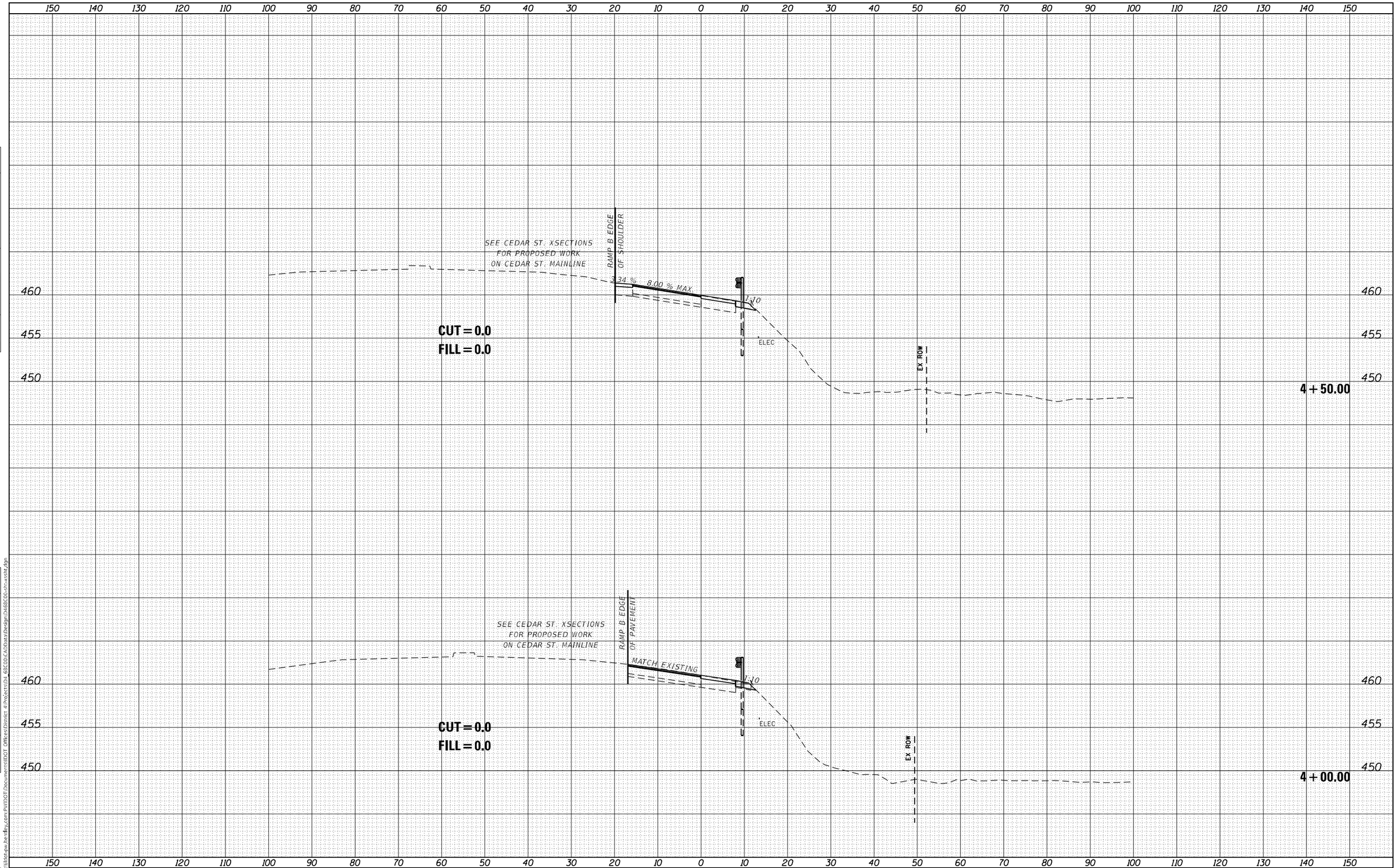
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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/24/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP B

SCALE: | SHEET OF SHEETS | STA. 3+00.00 | TO STA. 3+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	265
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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

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

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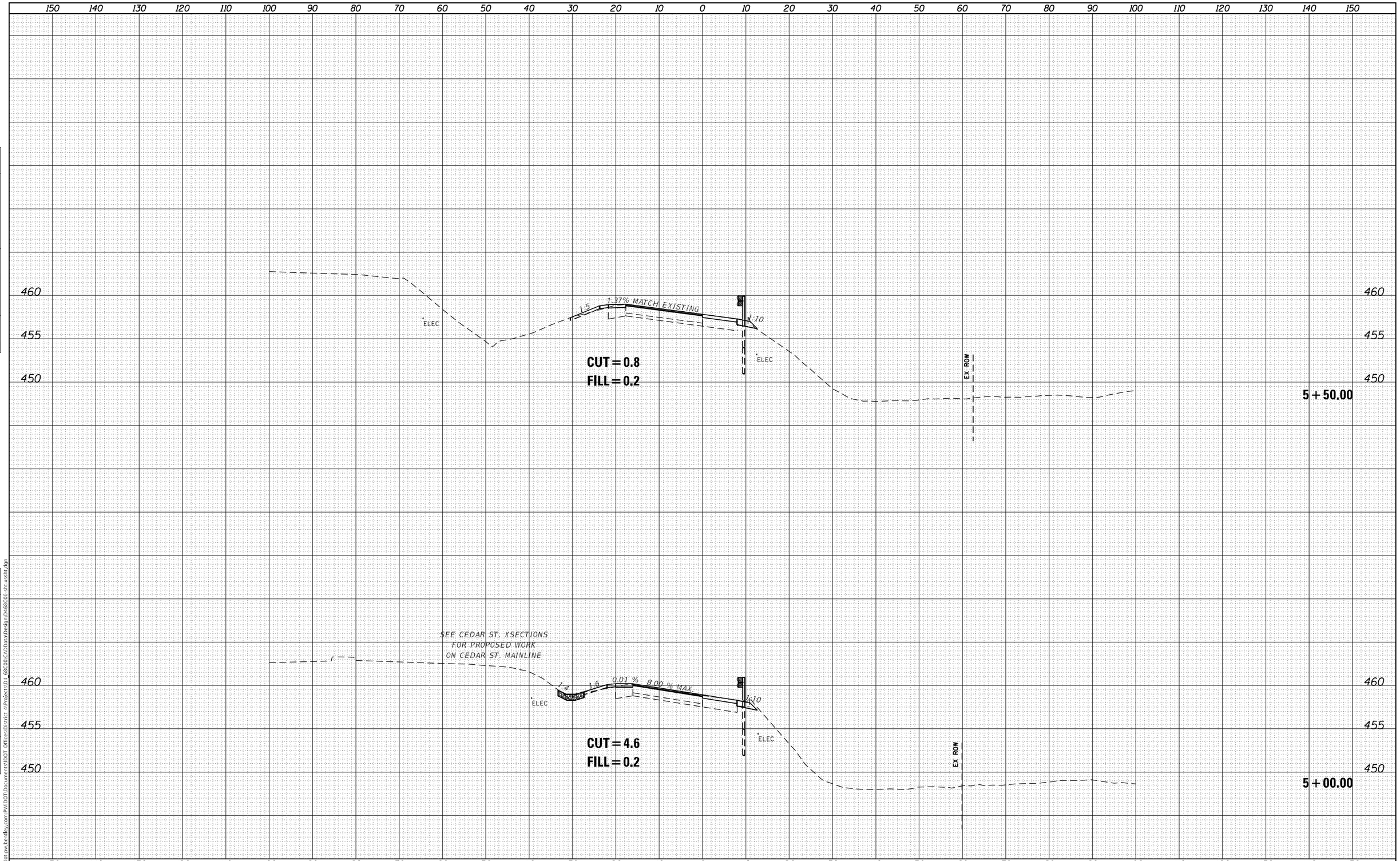
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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/24/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP B

SCALE: | SHEET OF SHEETS | STA. 4+00.00 | TO STA. 4+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	266
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
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BY
DATE

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

MODEL: Default
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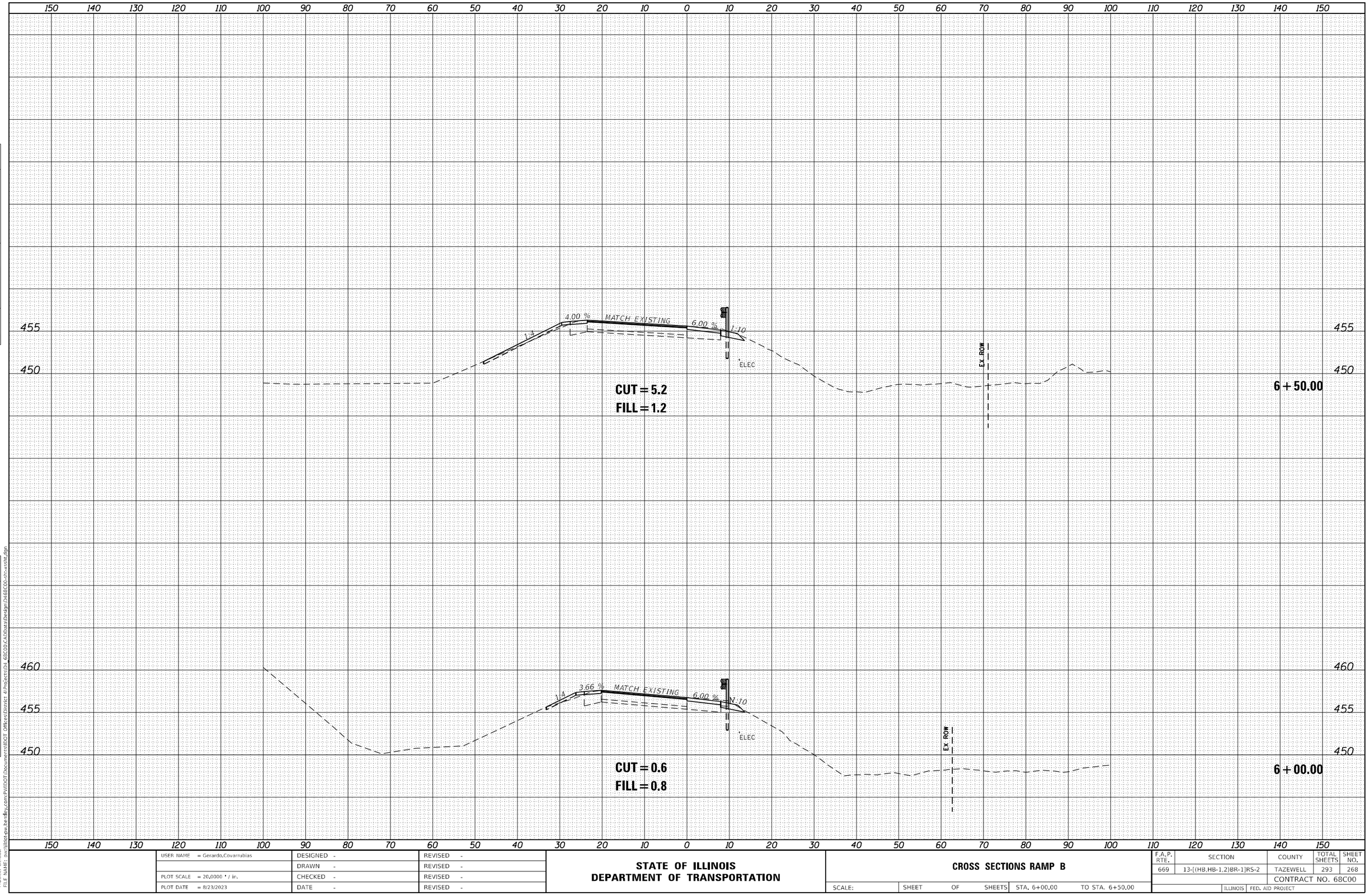
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP B

SCALE: | SHEET OF SHEETS | STA. 5+00.00 | TO STA. 5+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	267
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY
NOTE BOOK
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PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
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AREAS CHECKED
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DATE

MODEL: Default
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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

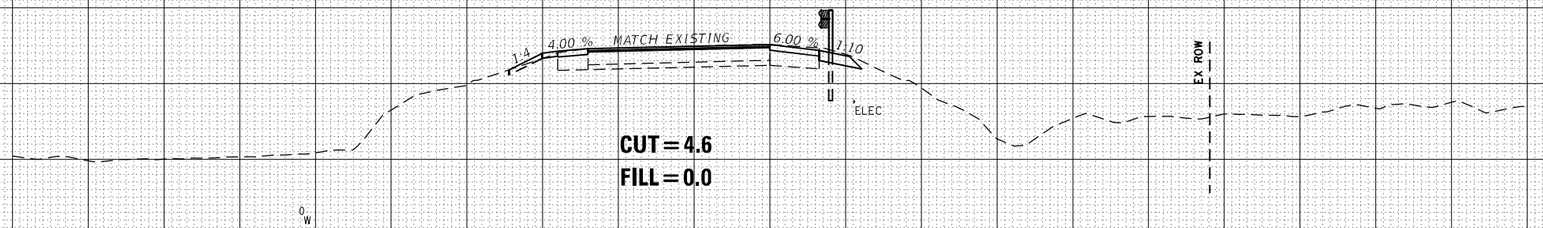
CROSS SECTIONS RAMP B

SCALE: | SHEET OF SHEETS | STA. 6+00.00 | TO STA. 6+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	268
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

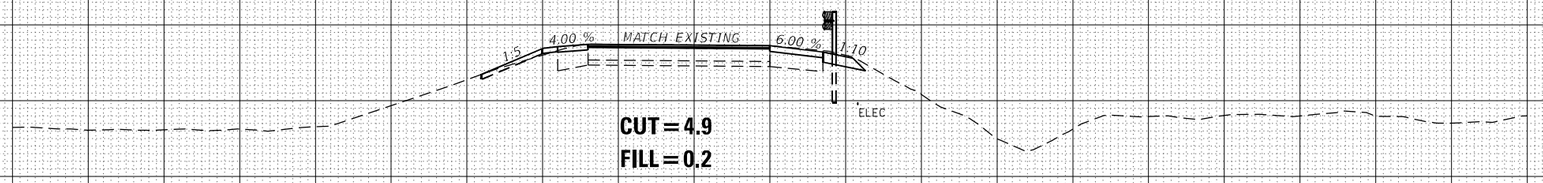
450



CUT = 4.6
FILL = 0.0

8 + 00.00

450

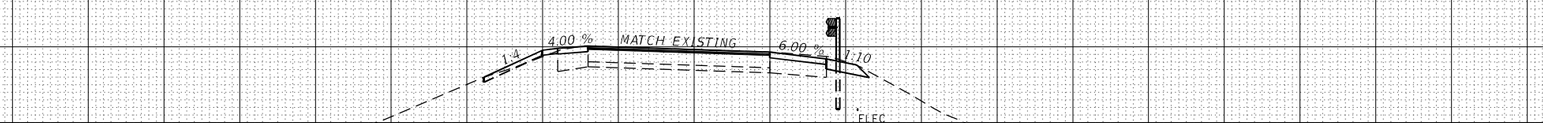


CUT = 4.9
FILL = 0.2

7 + 50.00

455

450



CUT = 4.4
FILL = 0.1

7 + 00.00

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

USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP B

SCALE: | SHEET OF SHEETS | STA. 7+00.00 TO STA. 8+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	269
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			

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

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

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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

455
450

MATCH EXISTING
3.17 %
EX ROW
ELEC
CTV

9 + 50.00

CUT = 0.0
FILL = 0.0

455
450

MATCH EXISTING
2.88 %
EX ROW
ELEC

9 + 00.00

CUT = 0.0
FILL = 0.0

455
450

4.00 %
MATCH EXISTING
4.38 %
EX ROW
ELEC

8 + 50.00

CUT = 0.7
FILL = 0.0

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

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

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

MODEL: Default
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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/24/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP B

SCALE: | SHEET OF SHEETS | STA. 8+50.00 | TO STA. 9+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	270
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

EX ROW

MATCH EXISTING

C

ELEC ELEC

CUT = 0.0

FILL = 0.0

ELEC

10 + 50.00

450

4.00 %

MATCH EXISTING

C

CUT = 0.0

FILL = 0.0

ELEC

EX ROW

10 + 00.00

450

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

FINAL SURVEY

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

ORIGINAL SURVEY

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

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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP B

SCALE: | SHEET OF SHEETS | STA. 10+00.00 | TO STA. 11+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	271
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

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

445

MATCH EXISTING

CUT = 0.0
FILL = 0.0

MATCH EXISTING

EX ROW

ELEC

445

1 + 00.00

445

MATCH EXISTING

CUT = 0.0
FILL = 0.0

EX ROW

ELEC

445

0 + 50.00

445

MATCH EXISTING

CUT = 0.0
FILL = 0.0

EX ROW

ELEC

445

0 + 00.00

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

USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -	
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP C

SCALE: | SHEET OF SHEETS | STA. +00.00 | TO STA. 1+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	272
	CONTRACT NO. 68C00			
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY
NOTE BOOK
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SURVEYED
PLOTTED
TEMPLATE
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AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
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SURVEYED
PLOTTED
TEMPLATE
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AREAS CHECKED
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DATE

MODEL: Default
FILE NAME: p:\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 4\Projects\D4 68C00\CADData\Design\D468C00-sht-xssht.dgn

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

445

EX ROW

MATCH EXISTING

MATCH EXISTING 4.00 %

ELEC

CUT = 5.2

FILL = 0.0

445

1 + 50.00

445

EX ROW

MATCH EXISTING

MATCH EXISTING 4.00 %

ELEC

ELEC

CUT = 6.9

FILL = 0.0

445

1 + 35.00

445

EX ROW

MATCH EXISTING

MATCH EXISTING 4.0%

ELEC

ELEC

CUT = 0.0

FILL = 0.0

445

1 + 25.00

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

USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -	
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP C

SCALE: | SHEET OF SHEETS | STA. 1+25.00 | TO STA. 1+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	273
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	

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

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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

450

445

MATCH EXISTING

MATCH EXISTING 4.0% 1:10

EX ROW

ELEC

3 + 00.00

CUT = 3.4

FILL = 0.0

450

445

MATCH EXISTING

MATCH EXISTING 4.0% 1:10

EX ROW

ELEC

2 + 50.00

CUT = 2.8

FILL = 0.0

445

MATCH EXISTING

MATCH EXISTING 4.0% 1:10

EX ROW

ELEC

2 + 00.00

CUT = 3.1

FILL = 0.0

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

FINAL SURVEY

SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	
NOTE BOOK	
NO.	

BY | DATE

ORIGINAL SURVEY

SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	
NOTE BOOK	
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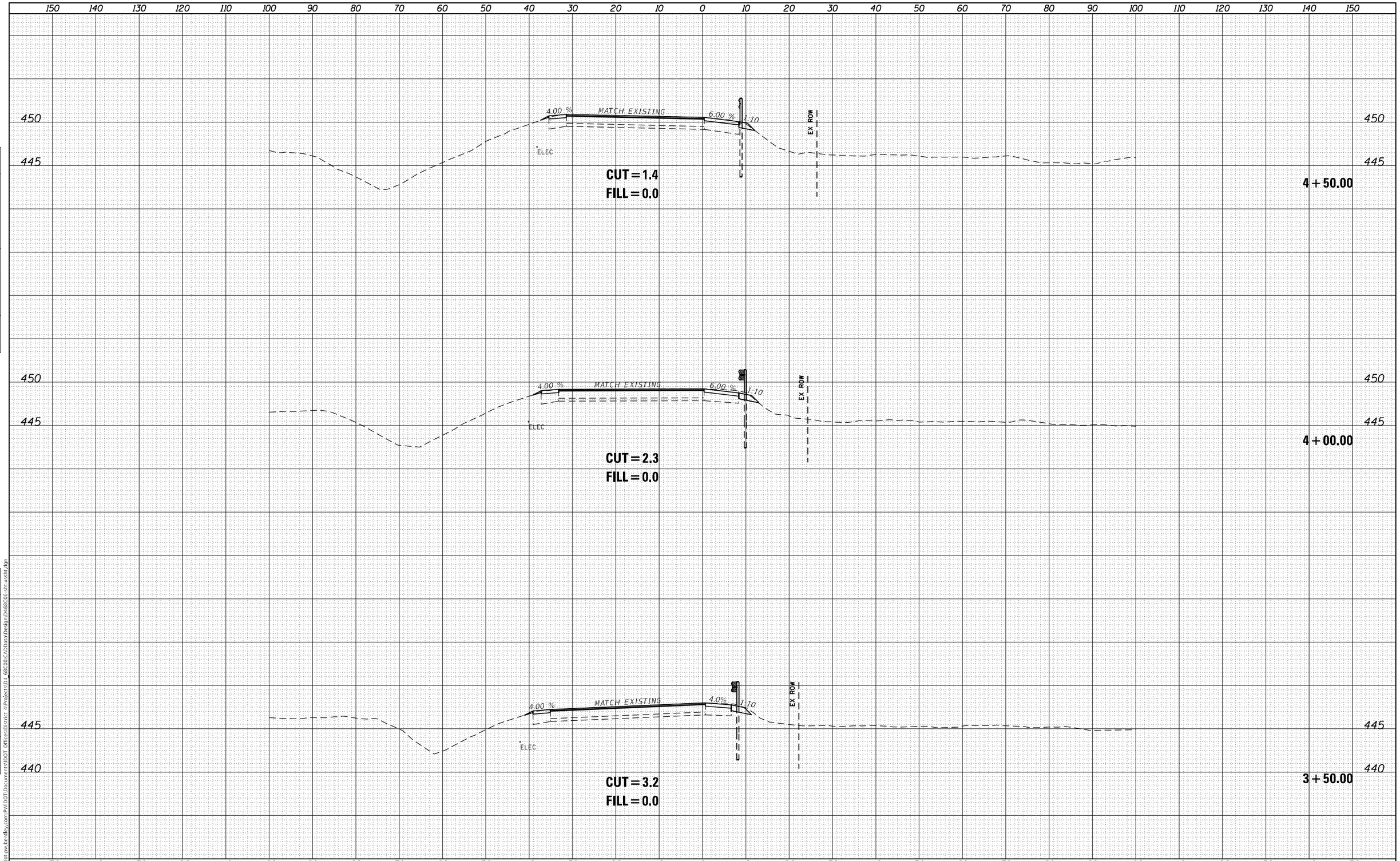
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP C

SCALE: | SHEET OF SHEETS | STA. 2+00.00 | TO STA. 3+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	274
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY	NOTE BOOK	NO.
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AREAS CHECKED		

ORIGINAL SURVEY	NOTE BOOK	NO.
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PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

DATE	BY

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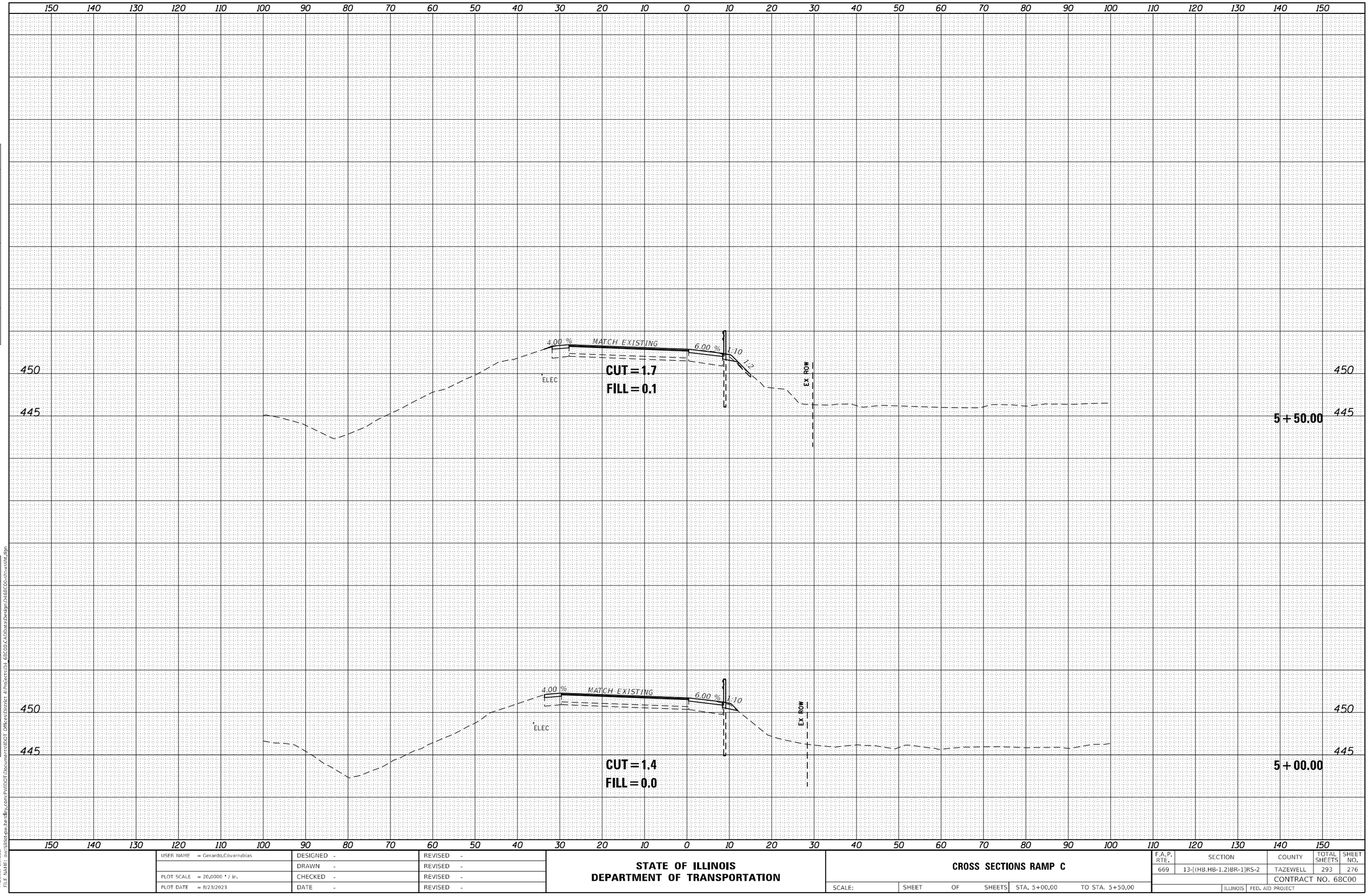
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PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP C

SCALE: | SHEET OF SHEETS | STA. 3+50.00 | TO STA. 4+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	275
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

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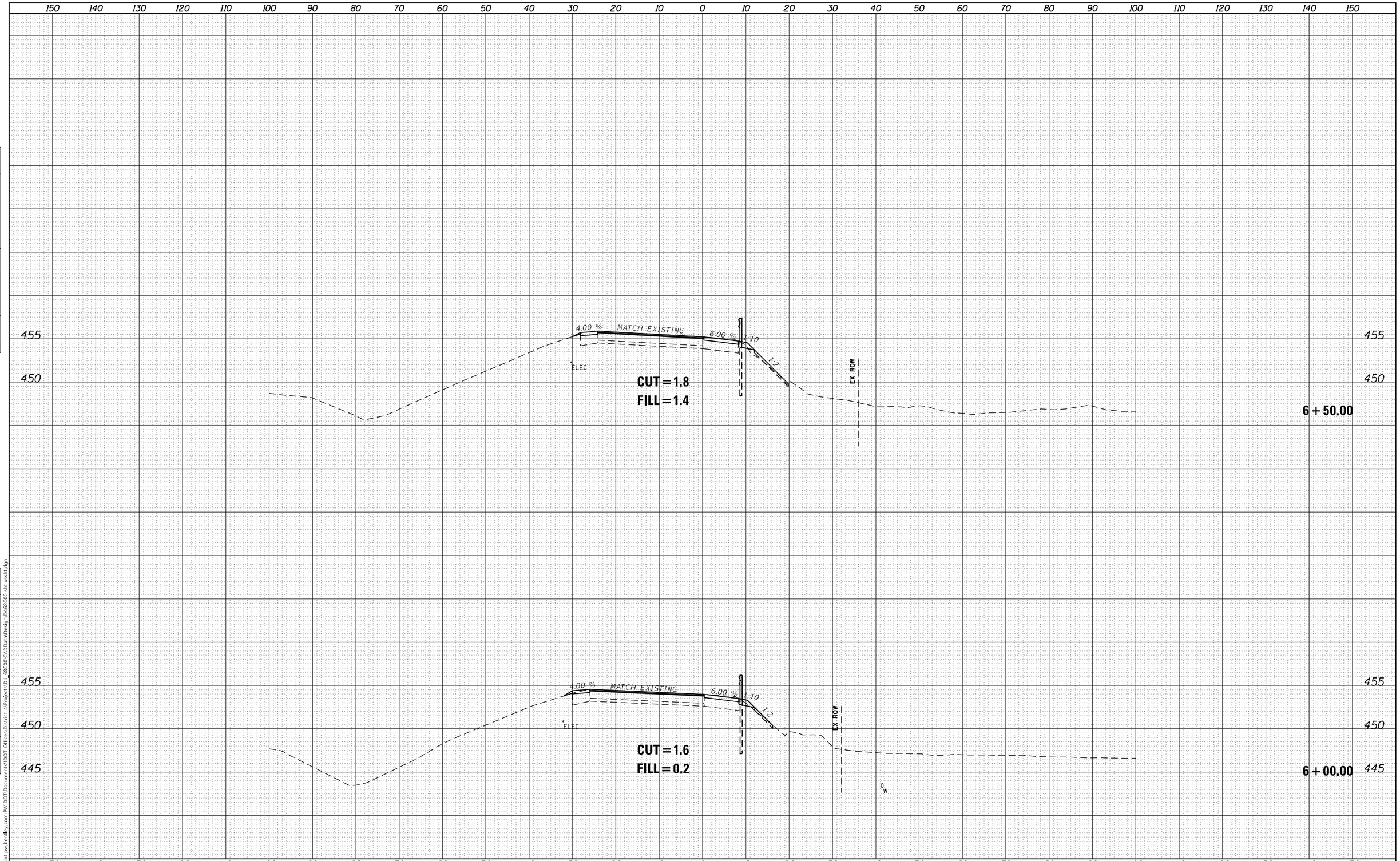
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PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP C

SCALE: | SHEET OF SHEETS | STA. 5+00.00 | TO STA. 5+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	276
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP C

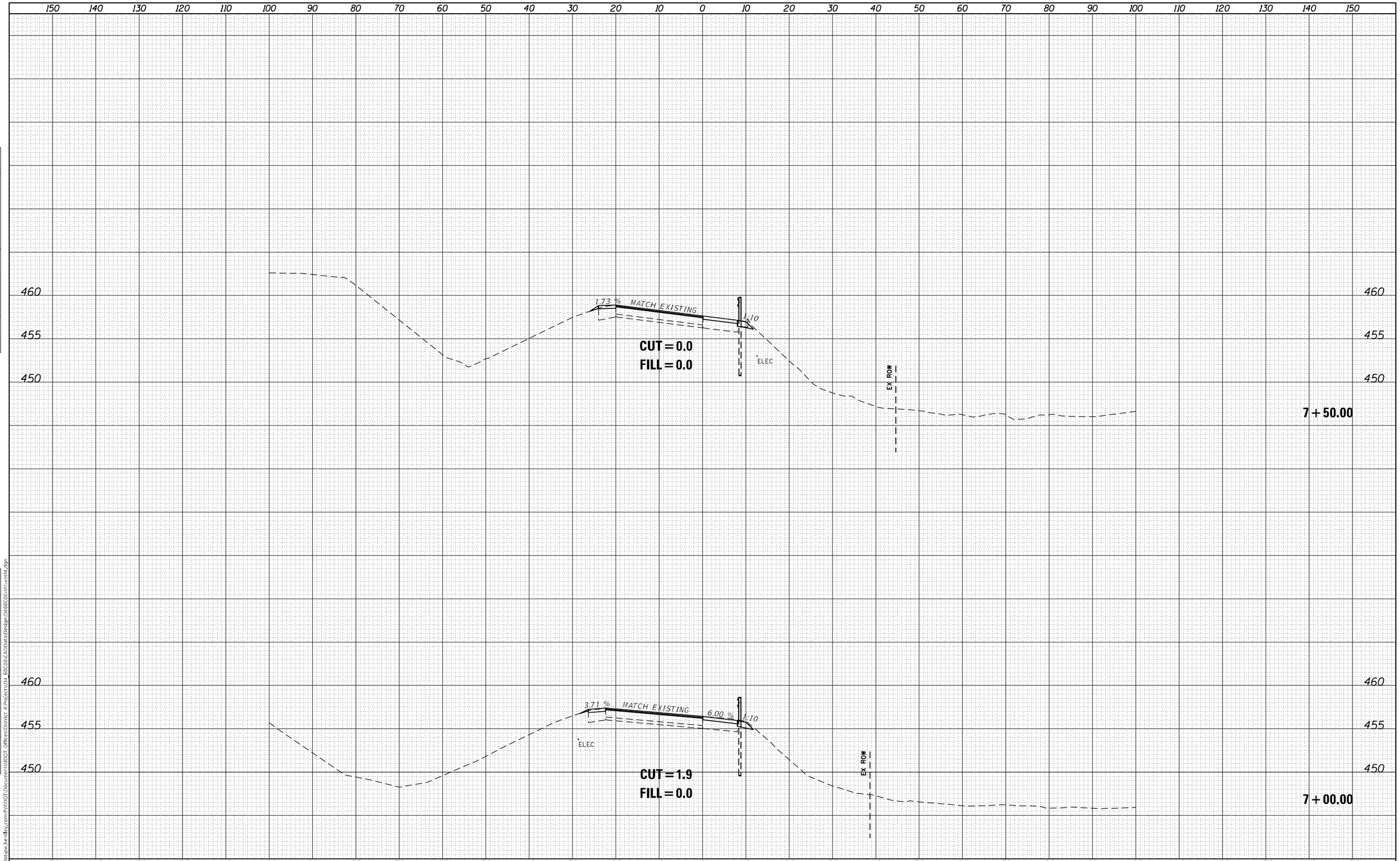
SCALE: | SHEET OF SHEETS | STA. 6+00.00 | TO STA. 6+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	277
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

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

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FINAL SURVEY
NOTE BOOK
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SURVEYED
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ORIGINAL SURVEY
NOTE BOOK
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SURVEYED
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	DRAWN -	REVISED -	
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

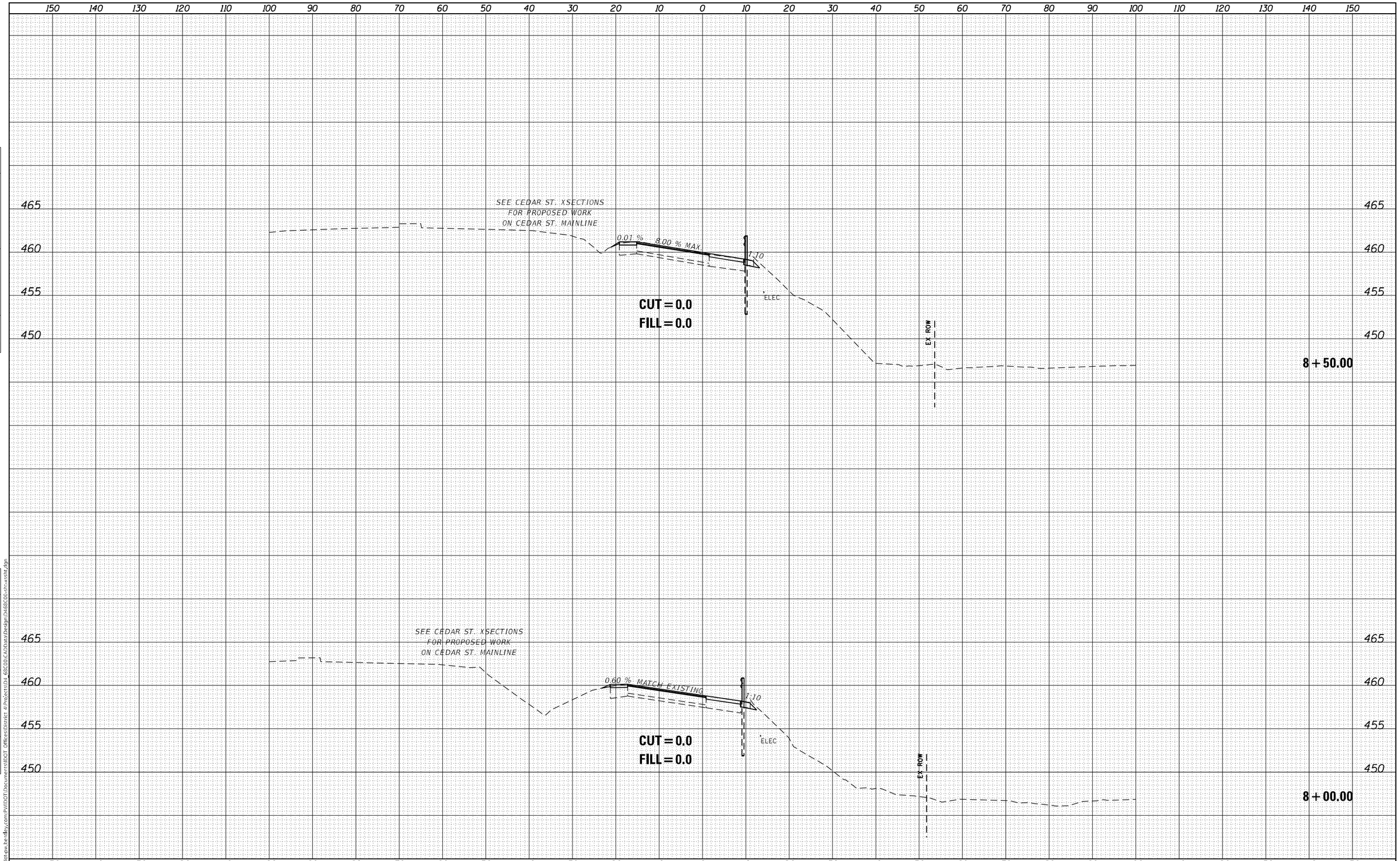
CROSS SECTIONS RAMP C

SCALE: | SHEET OF SHEETS | STA. 7+00.00 | TO STA. 7+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	278
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

DATE	BY	
		SURVEYED
		PLOTTED
		TEMPLATE
		AREAS
		AREAS CHECKED

FINAL SURVEY — NOTE BOOK — NO.



ORIGINAL SURVEY		
		SURVEYED
		PLOTTED
		TEMPLATE
		AREAS
		AREAS CHECKED

NOTE BOOK — NO.

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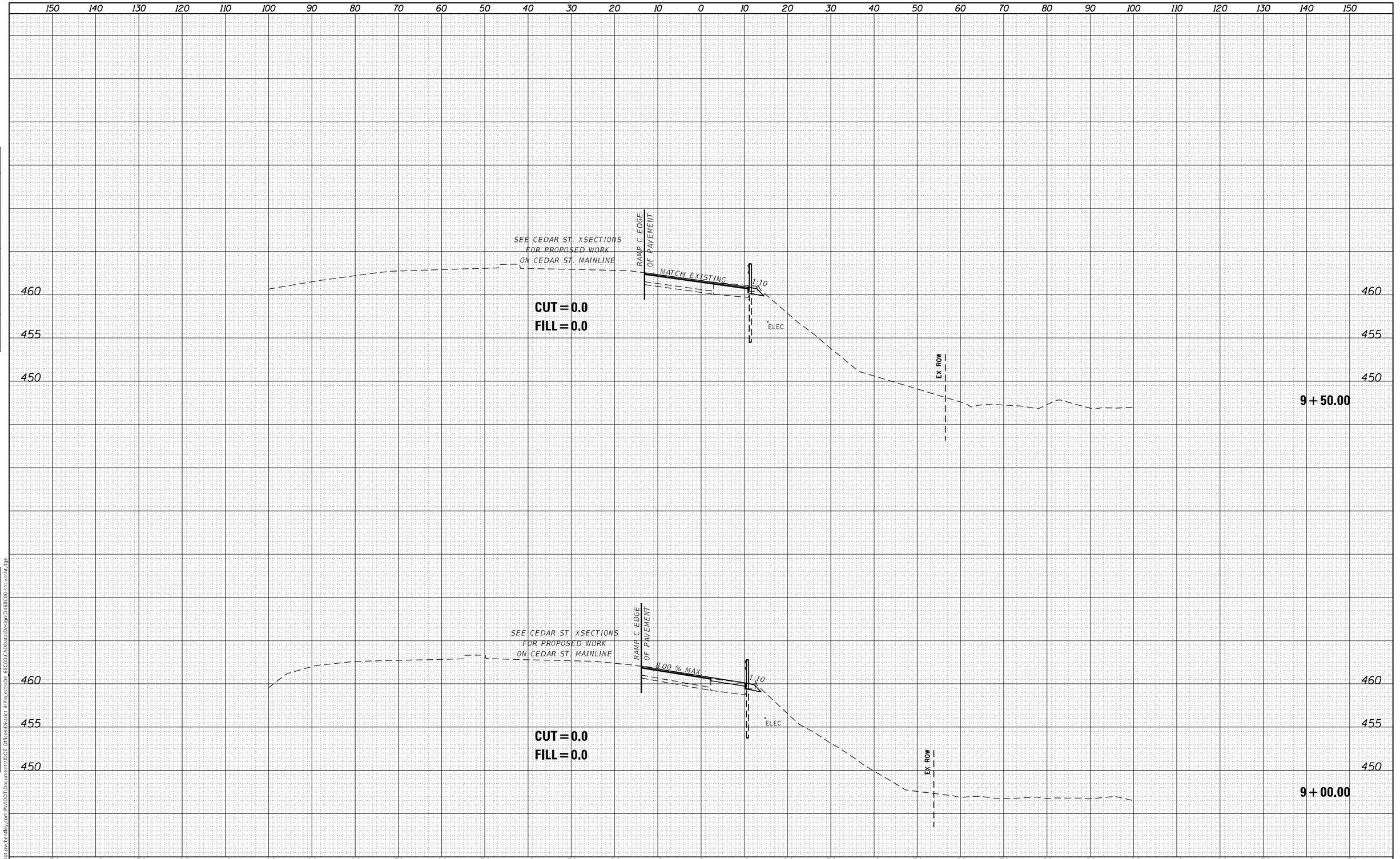
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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP C

SCALE: | SHEET OF SHEETS | STA. 8+00.00 | TO STA. 8+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	279
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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

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

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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP C

SCALE: | SHEET OF SHEETS | STA. 9+00.00 | TO STA. 9+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	280
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

460
455
450

10+50.00

SEE CEDAR ST. XSECTIONS
FOR PROPOSED WORK
ON CEDAR ST. MAINLINE

RAMP C EDGE OF PAVEMENT

MATCH EXISTING 6.00 % 1.10

ELEC

CUT=0.0
FILL=0.0

EX ROW

460
455
450

10+00.00

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

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

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

MODEL: Default
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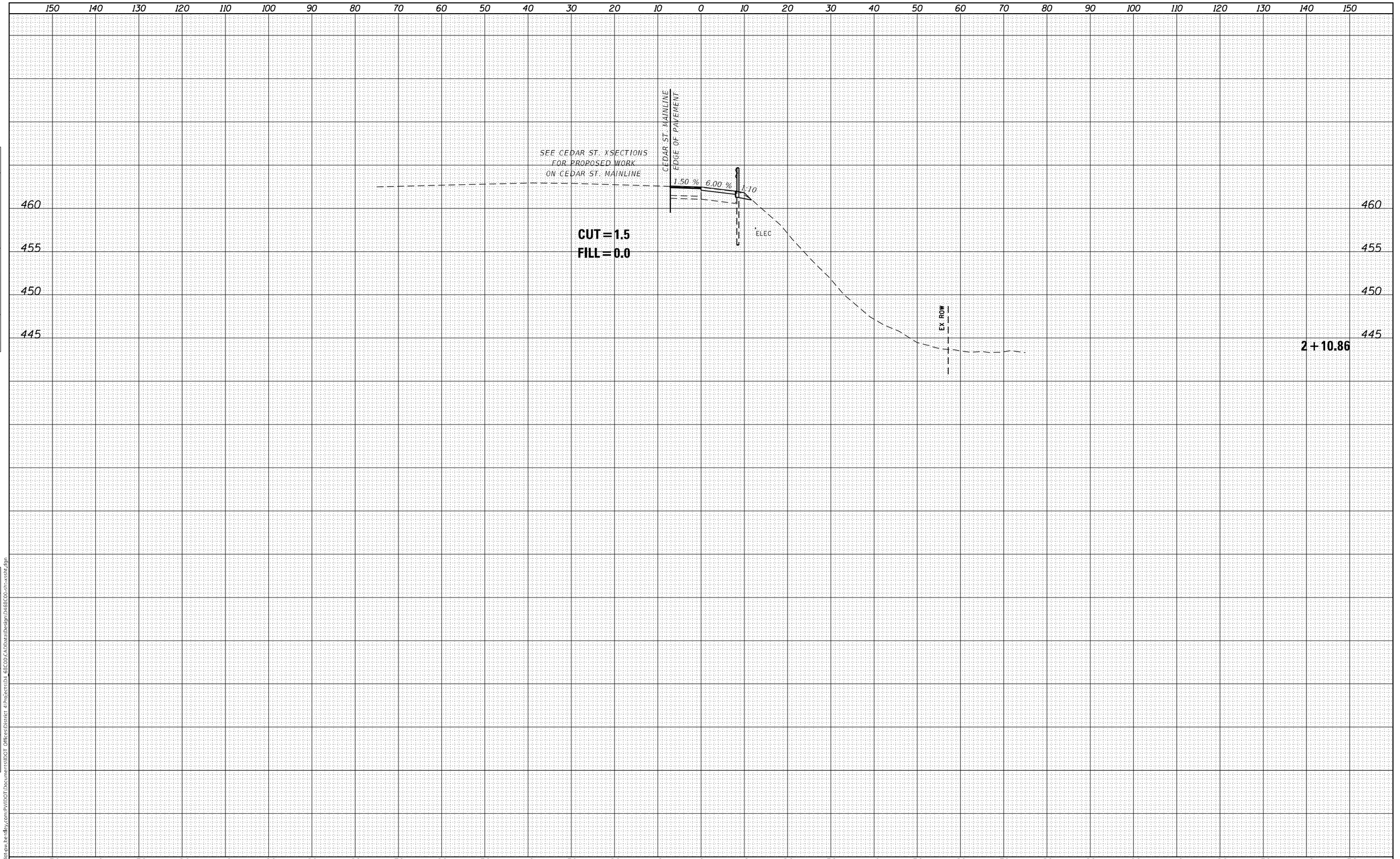
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP C

SCALE: | SHEET OF SHEETS | STA. 10+00.00 | TO STA. 10+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	281
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

NO.	NOTE BOOK	SURVEY(ED)	BY
		PLOTTED	
		TEMPLATE	
		AREAS	
		AREAS CHECKED	

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEY(ED)	BY	DATE
		PLOTTED		
		TEMPLATE		
		AREAS		
		AREAS CHECKED		

MODEL: Default
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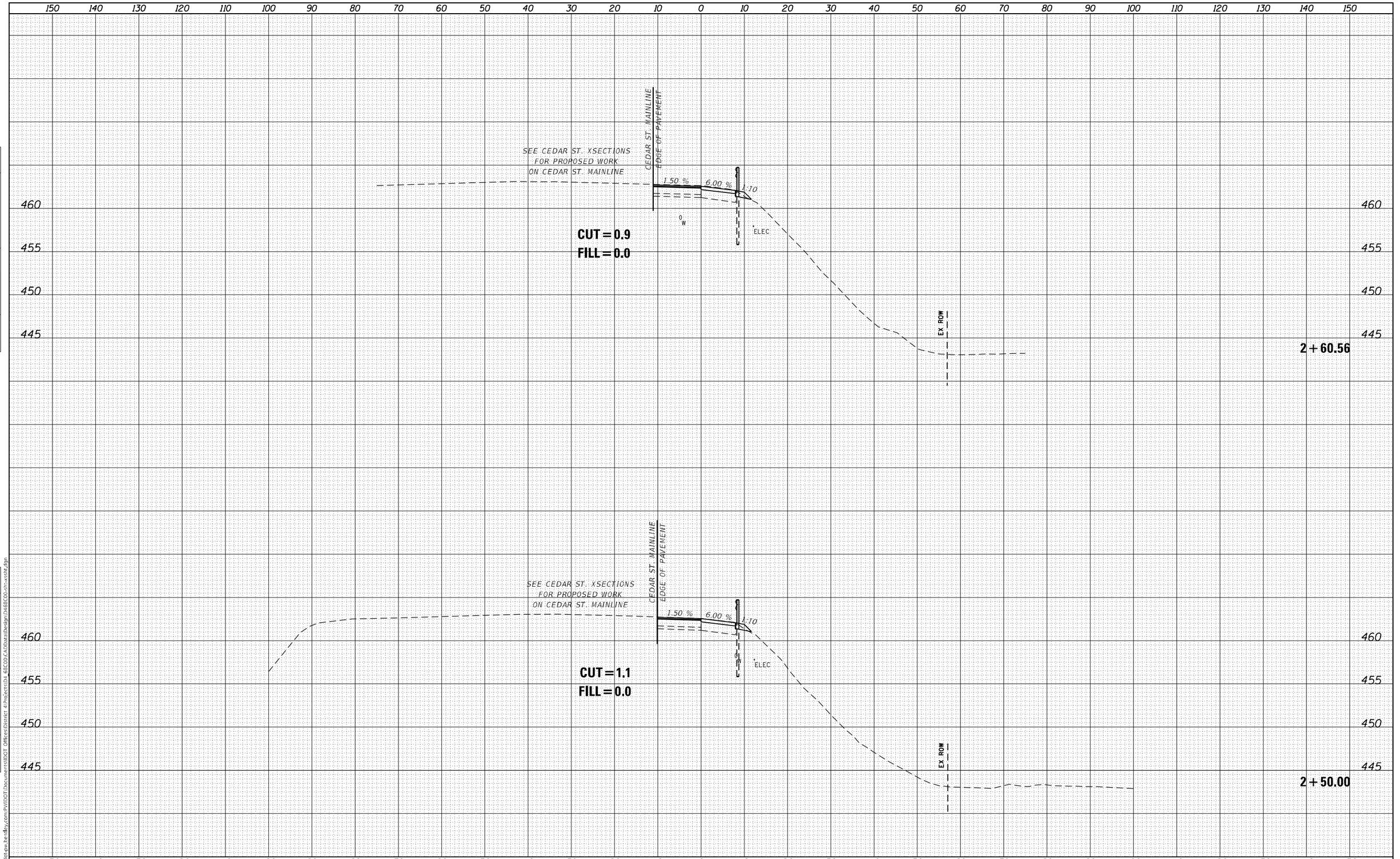
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PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 2+00.00 | TO STA. 2+10.86

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	282
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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

BY	DATE

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

BY	DATE

MODEL: Default
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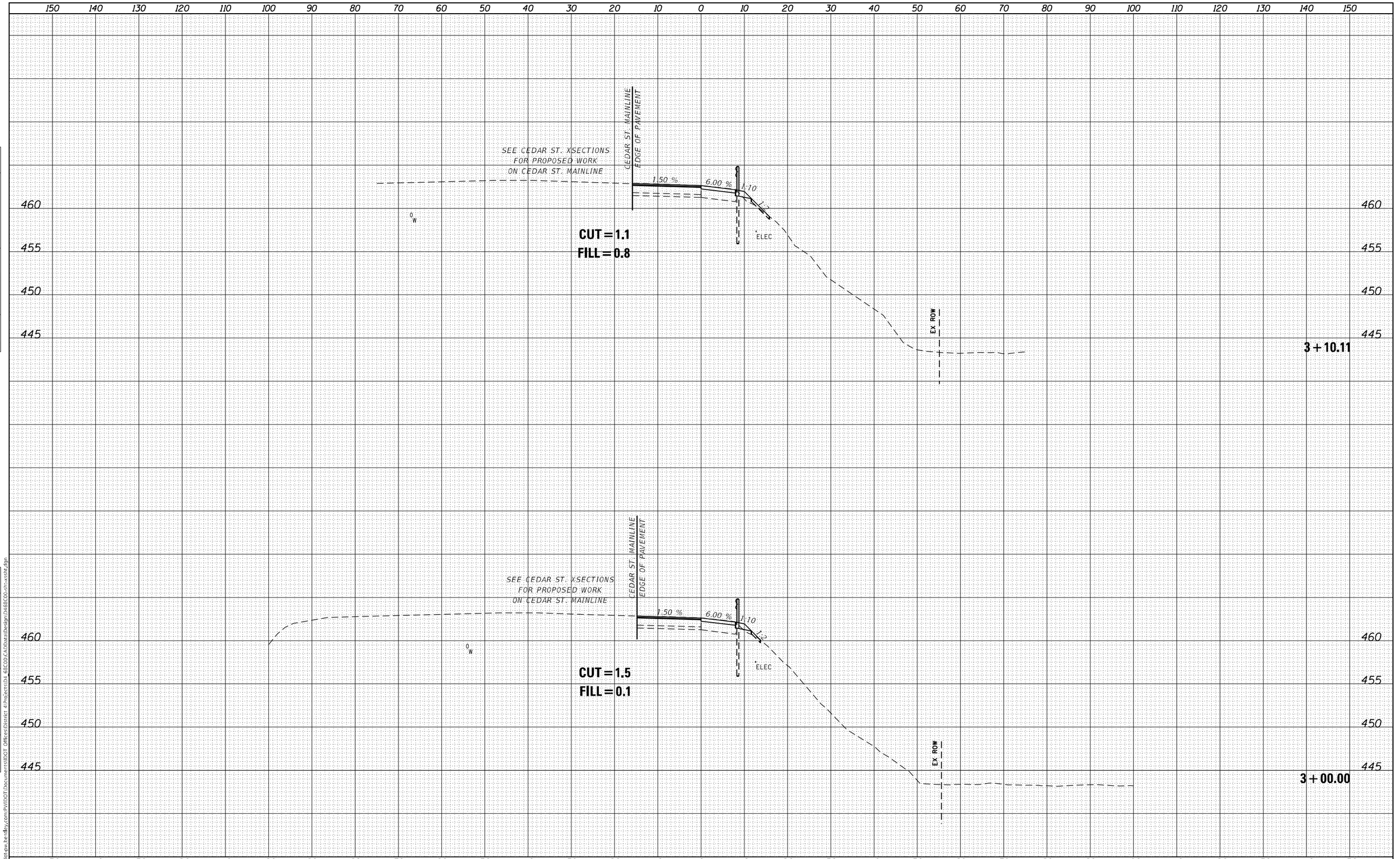
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 2+50.00 | TO STA. 2+60.56

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	283
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

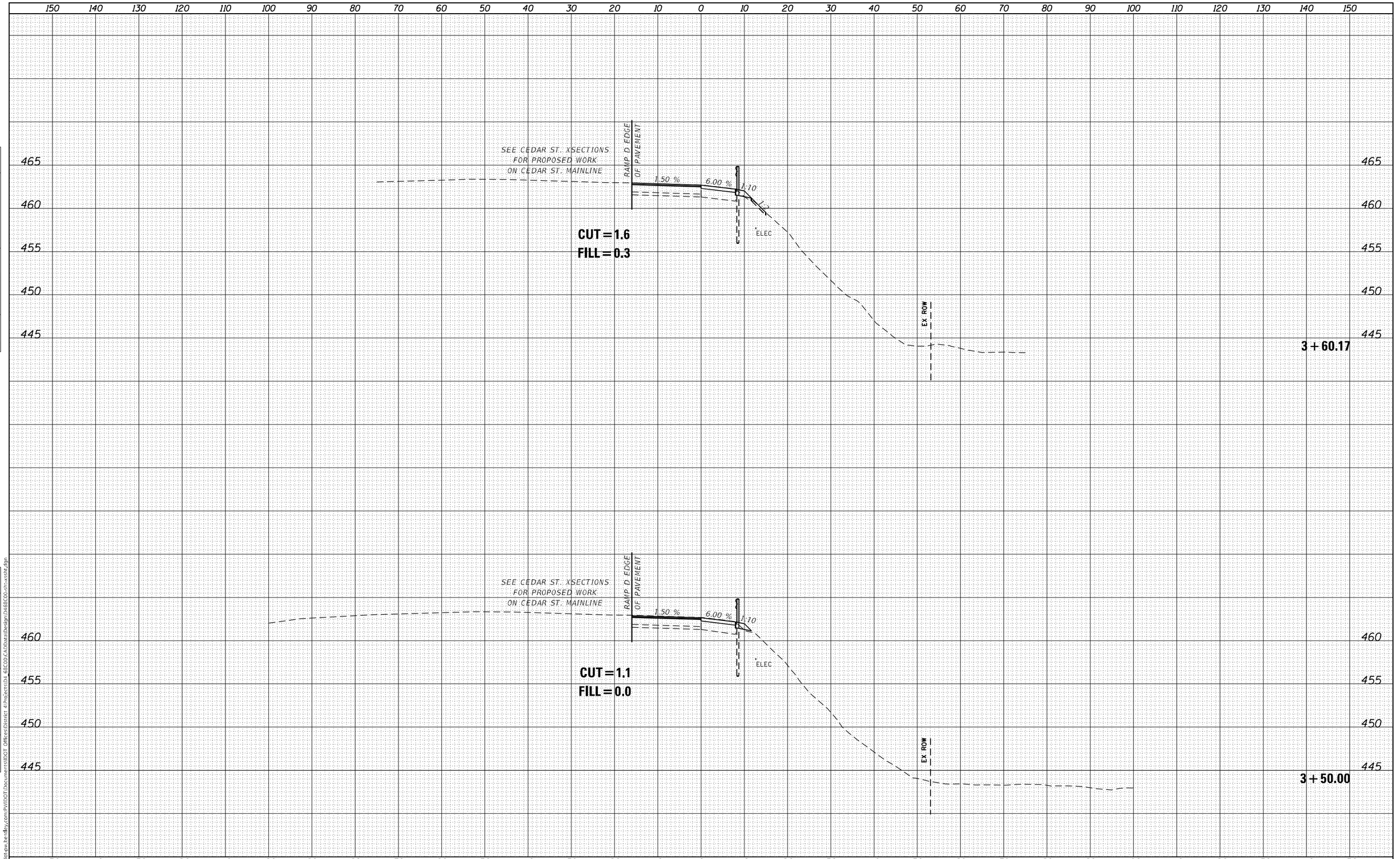
SCALE: | SHEET OF SHEETS | STA. 3+00.00 | TO STA. 3+10.11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	284
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

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

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

BY	DATE

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

BY	DATE

MODEL: Default
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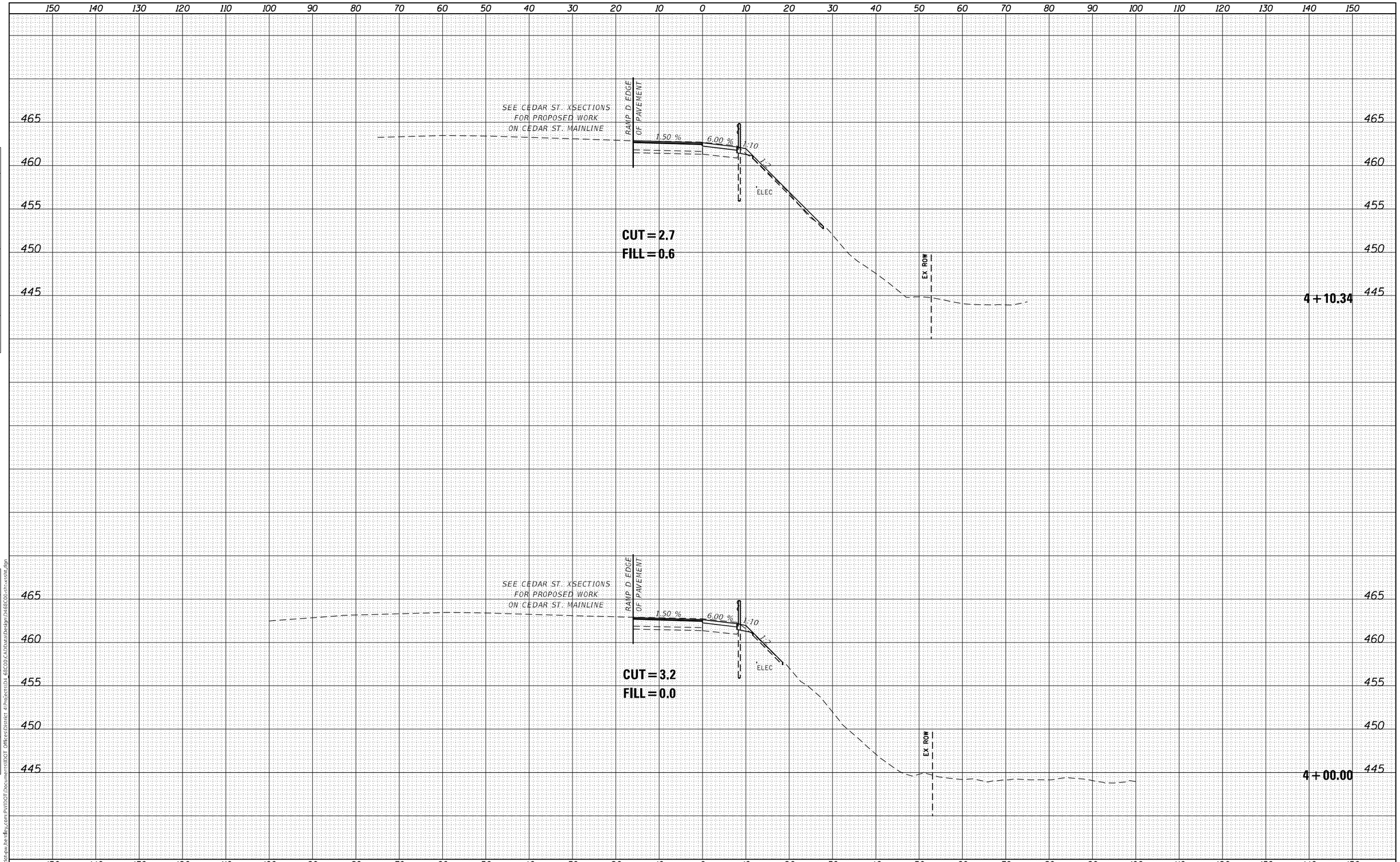
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PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 3+50.00 | TO STA. 3+60.17

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	285
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

MODEL: Default
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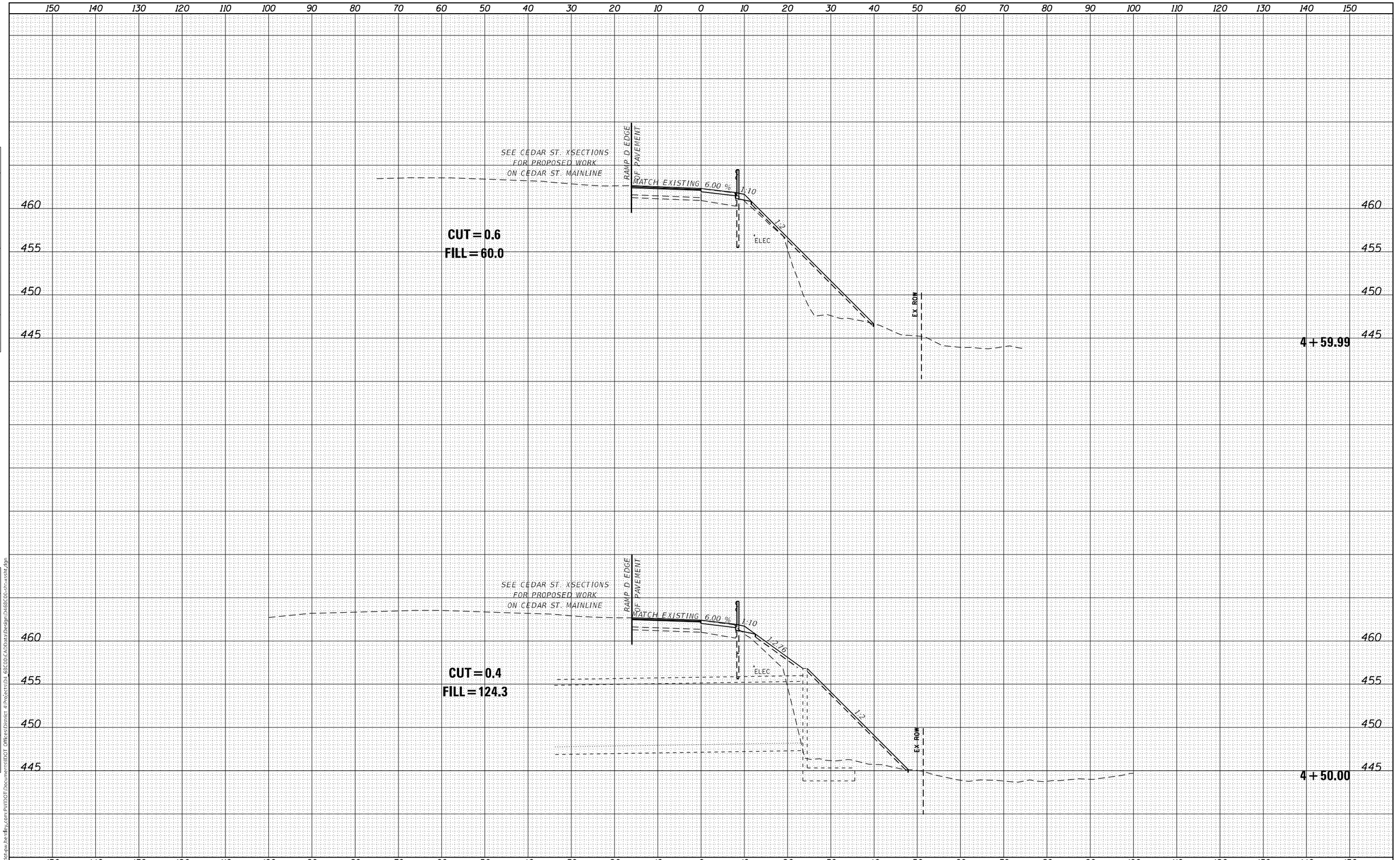
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/23/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 4+00.00 | TO STA. 4+10.34

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	286
		CONTRACT NO. 68C00		
		ILLINOIS	FED. AID PROJECT	



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

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

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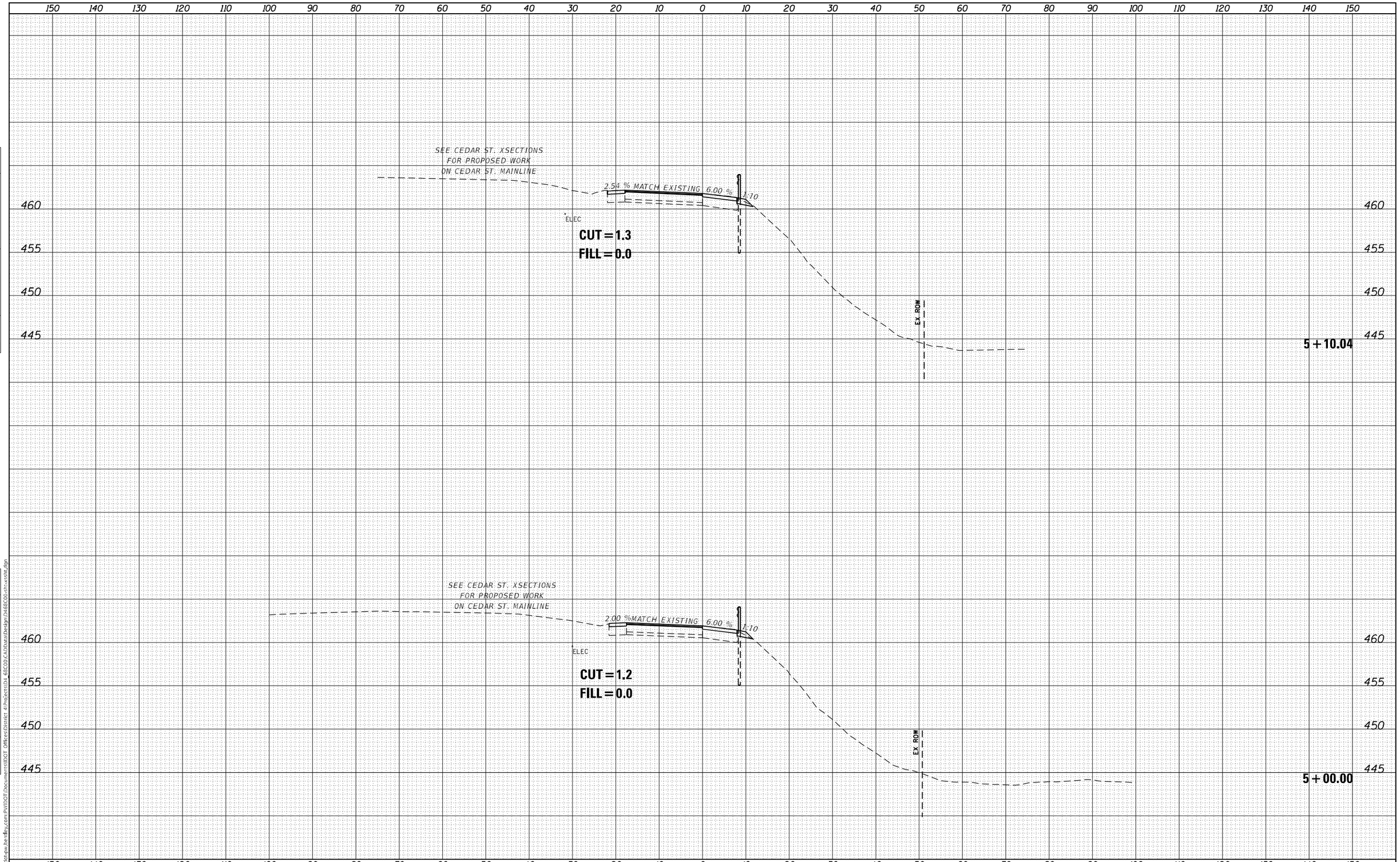
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 4+50.00 | TO STA. 4+59.99

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	287
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

DATE	BY	
		SURVEYED
		PLOTTED
		TEMPLATE
		AREAS
		AREAS CHECKED

NOTE BOOK
NO.

ORIGINAL SURVEY

DATE	BY	
		SURVEYED
		PLOTTED
		TEMPLATE
		AREAS
		AREAS CHECKED

NOTE BOOK
NO.

MODEL: Default
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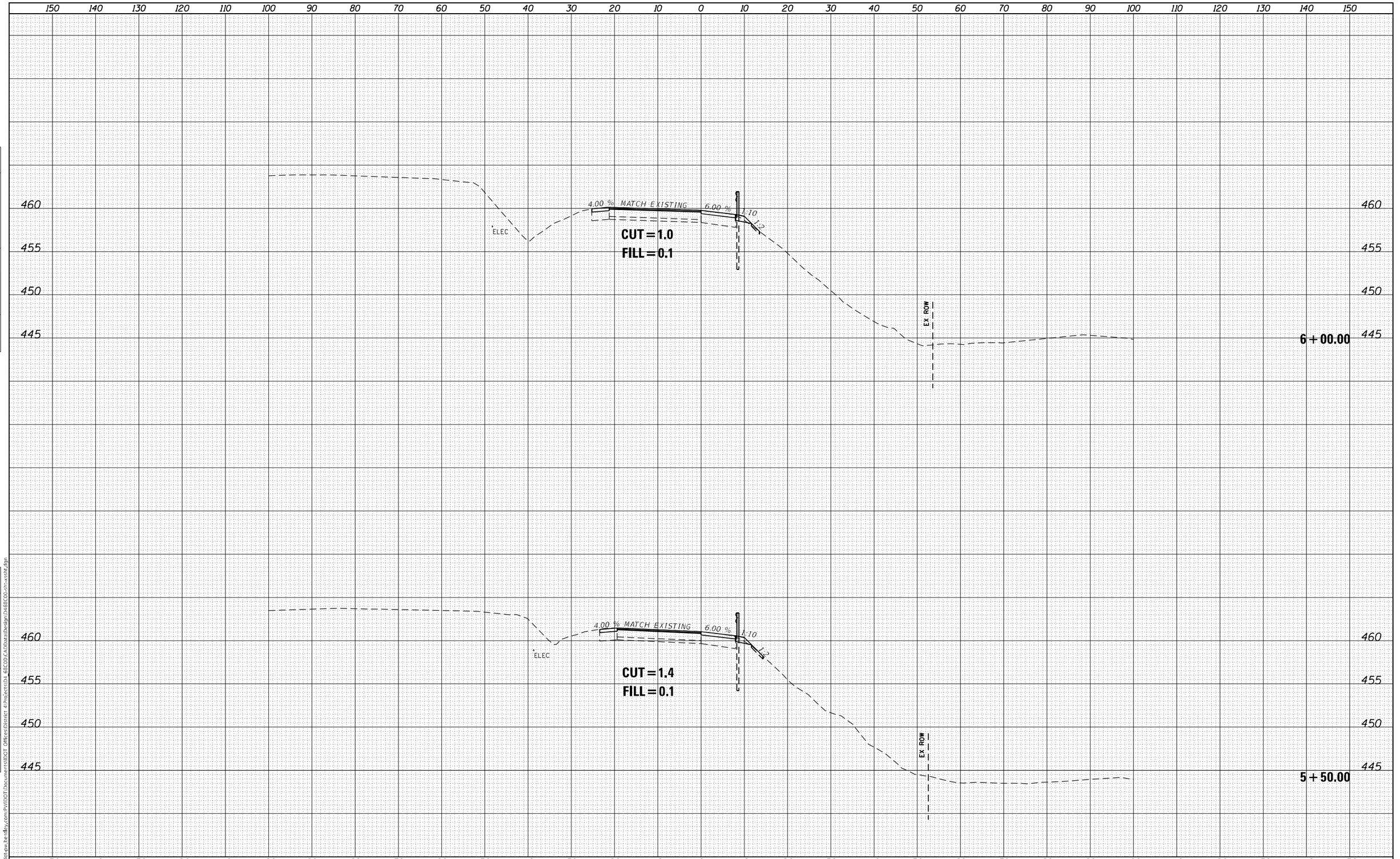
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 5+00.00 | TO STA. 5+10.04

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	288
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



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

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

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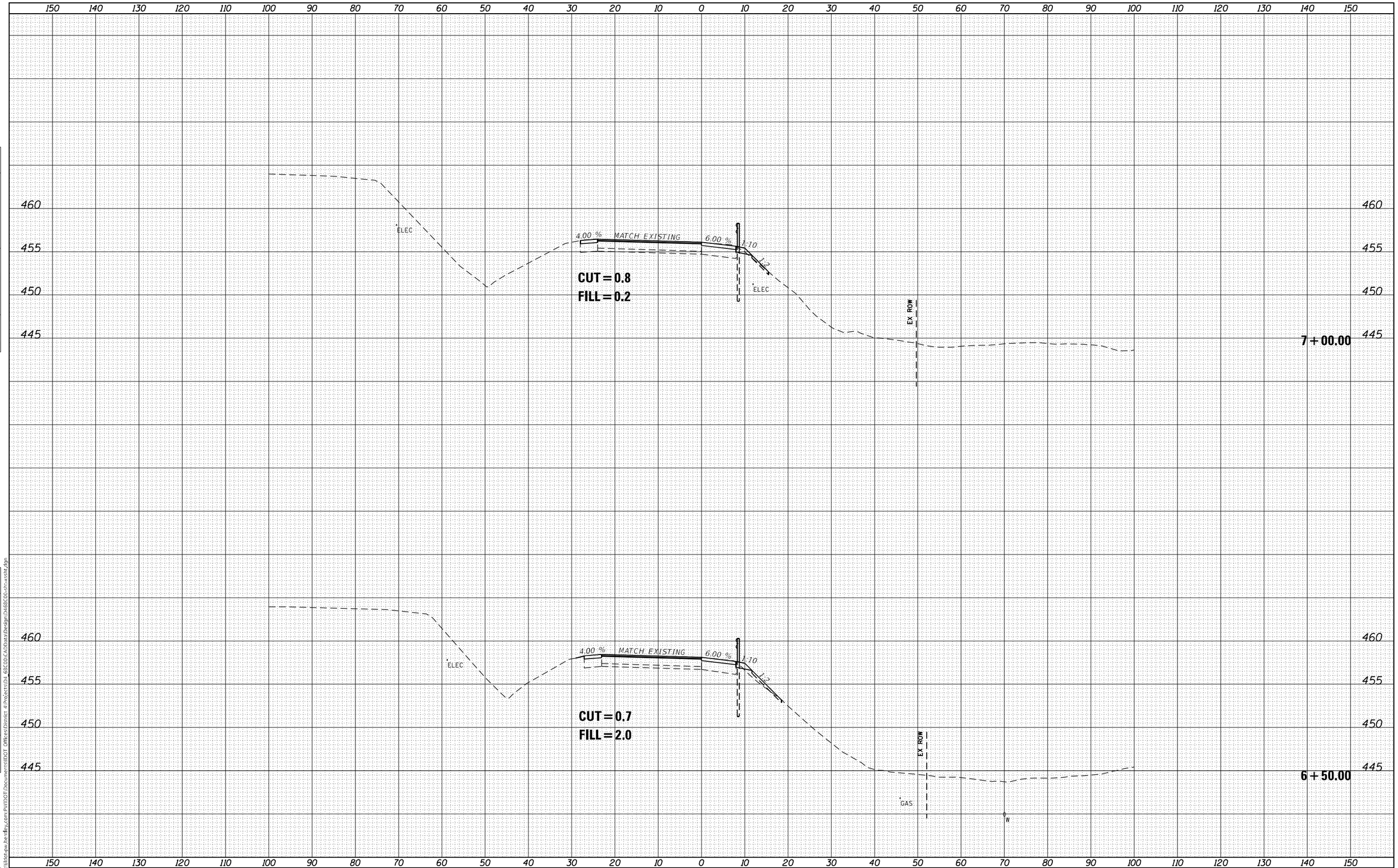
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 5+50.00 | TO STA. 6+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	289
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

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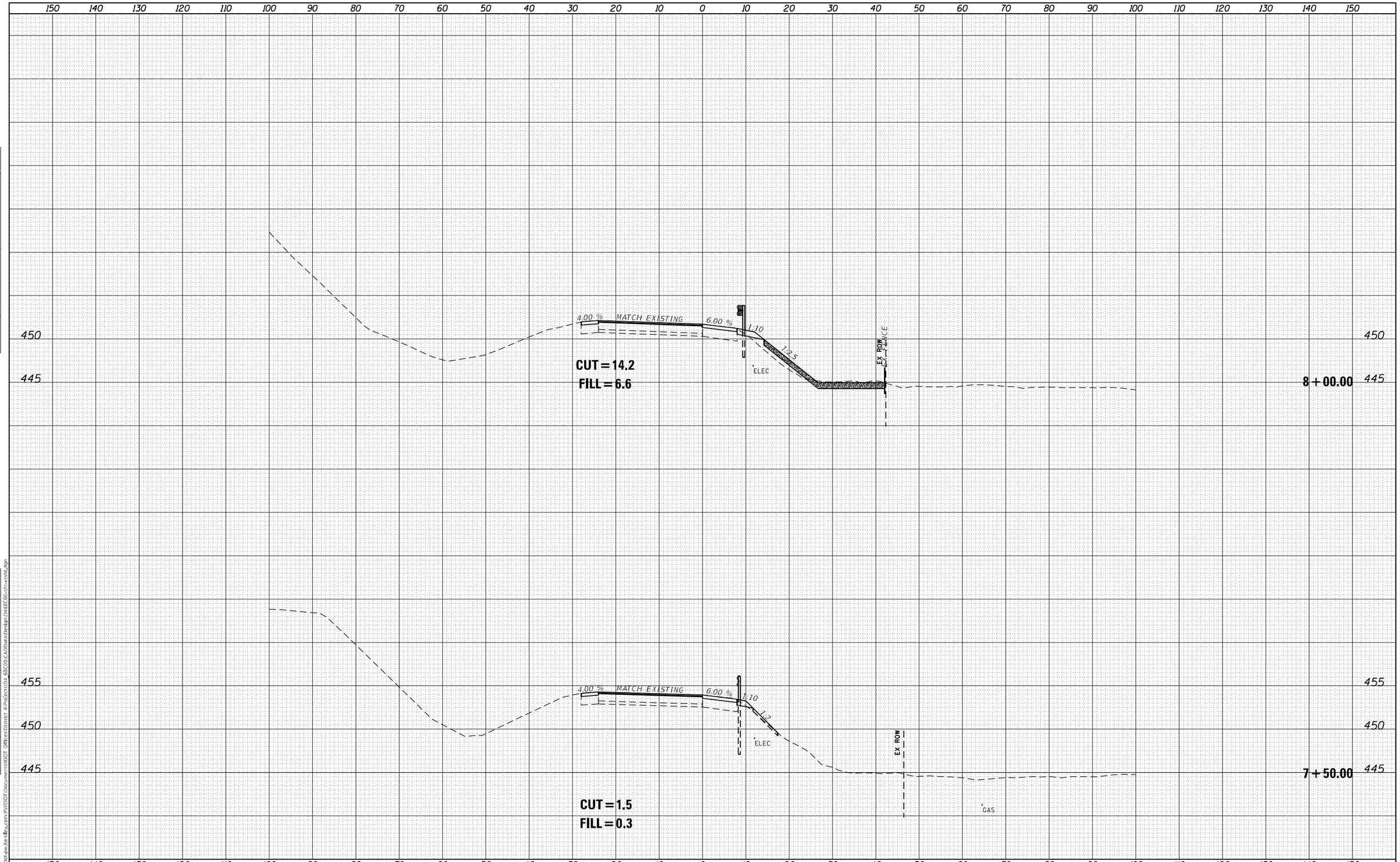
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 6+50.00 | TO STA. 7+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	290
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		



USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

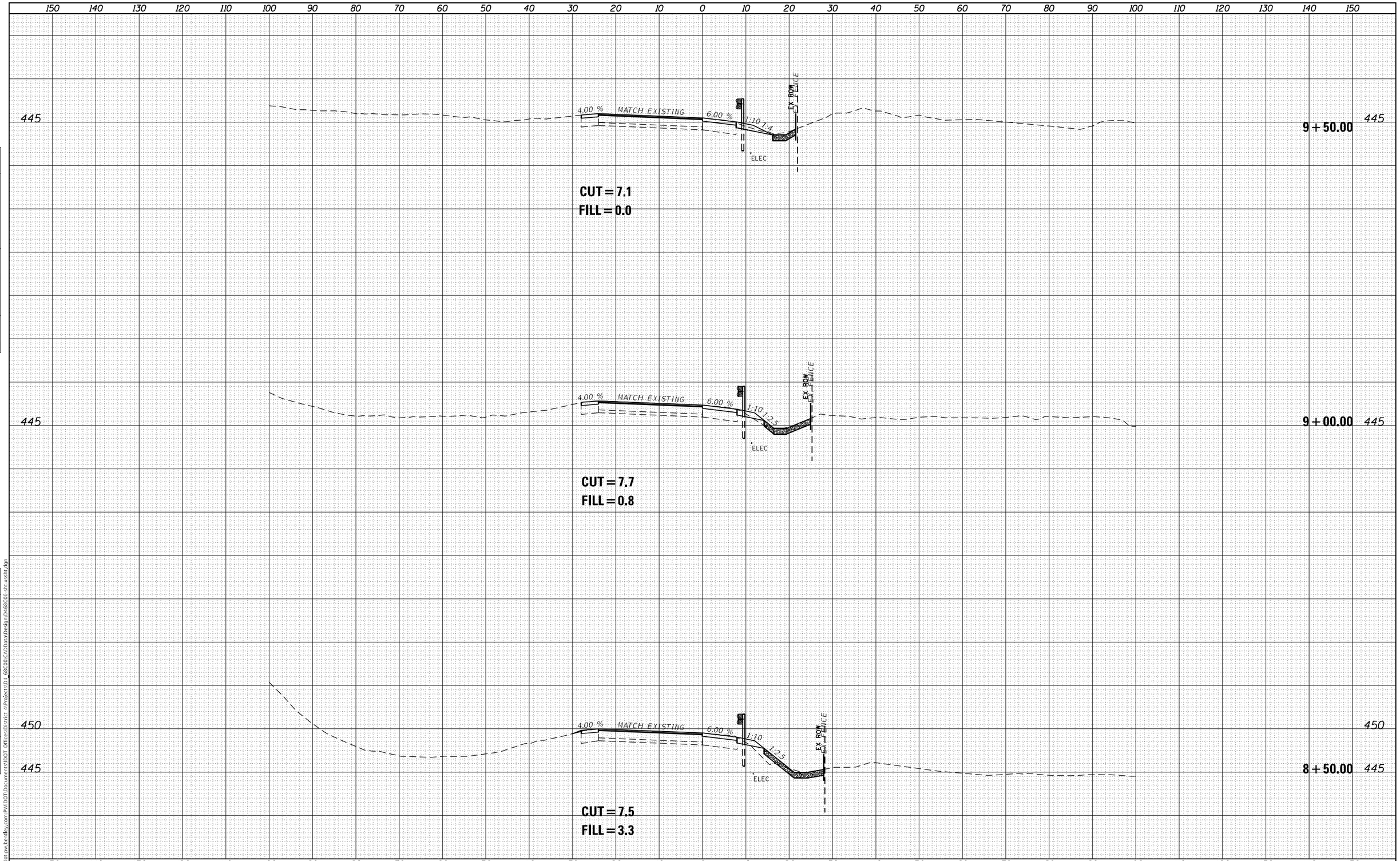
SCALE: | SHEET OF SHEETS | STA. 7+50.00 | TO STA. 8+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	291
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

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

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

BY	DATE

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

BY	DATE

MODEL: Default
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 8+50.00 | TO STA. 9+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	292
		CONTRACT NO. 68C00		
	ILLINOIS	FED. AID PROJECT		

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

445

MATCH EXISTING

EX. ROW

ELEC

445

10 + 50.00

CUT = 2.5
FILL = 0.0

445

4.00 %

MATCH EXISTING

6.00 %

EX. ROW

ELEC

445

10 + 00.00

CUT = 1.8
FILL = 0.0

445

4.00 %

MATCH EXISTING

6.00 % 1:10

EX. ROW

ELEC

445

9 + 80.00

CUT = 4.4
FILL = 0.0

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

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

MODEL: Default
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/23/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS RAMP D

SCALE: | SHEET OF SHEETS | STA. 9+80.00 | TO STA. 10+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	13-[(HB,HB-1,2)BR-1]RS-2	TAZEWELL	293	293
		CONTRACT NO. 68C00		
	ILLINOIS FED. AID PROJECT			