01–20–2023 LETTING ITEM 013

FOR INDEX OF SHEETS, SEE SHEET NO. 2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	1
	ILLINOIS	CONTRACT NO. 68E42		

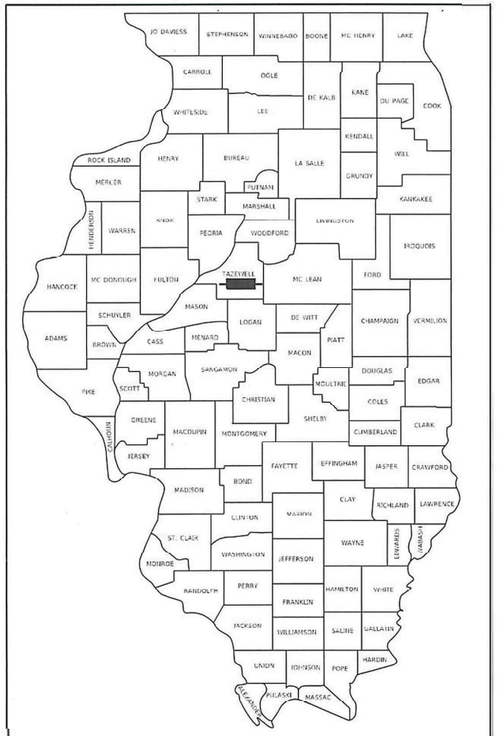
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

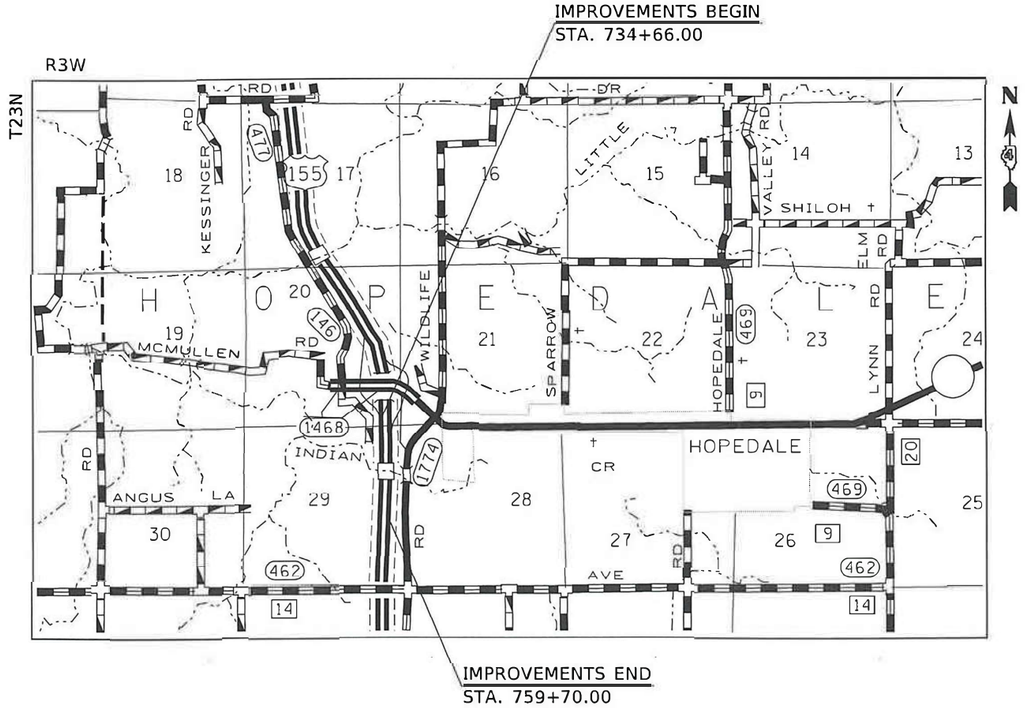
FAI ROUTE 155 (I–155/IL 122)
SECTION (108–B–2)BR
PROJECT NHPP–SR1Z(025)
BRIDGE REPLACEMENT
TAZEWELL COUNTY

C–94–077–18

D-94-055-18



LOCATION OF SECTION INDICATED THUS: –



GROSS LENGTH = 2,504 FT. = 0.47 MILE

NET LENGTH = 2,504 FT. = 0.47 MILE

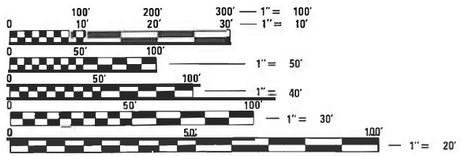
PROJECT DESCRIPTION:
REPLACEMENT OF SN 090-0093 (SB) & 090-0094 (NB) WITH SN 090-0184 (SB) & 090-0185 (NB) CARRYING I-155 OVER INDIAN CREEK, PAVEMENT TAPERS, CROSSOVERS TO MAINTAIN TRAFFIC, MINOR DRAINAGE IMPROVEMENTS, AND ANY OTHER COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT.

HIGHWAY STANDARDS

280001–07	631031–18	701901–08
420401–13	631032–10	704001–08
420701–03	665001–02	780001–05
442201–03	701101–05	782006–01
515001–04	701106–02	830026–01
542411	701400–11	701426–09
601001–05	701401–13	701428–01
601101–02	701411–09	
630001–12	701416–11	
630301–09	701456–05	
631011–10		

DESIGN DESIGNATION (I–155)

INTERSTATE (2019)
ADT = 12,200
MU = 15.98%
SU = 3.28%



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 20 20 22
Thomas A. Tarason
REGION THREE ENGINEER

December 9, 2022
ENGINEER OF DESIGN AND ENVIRONMENT

December 9, 2022
Stephen McGraw
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: RICH DOTSON 309–671–3455
PROJECT MANAGER: ANNA DEVINE 309–671–3475
CATALOG NO. 035632–00D
CONTRACT NO. 68E42

REV. 12/13/22 REV. 11/4/22

107.00 COMMITMENTS

No Commitments

201.00 TREE REMOVAL RESTRICTION

Due to the potential presence of endangered bats no tree removal will be allowed on this project between April 1st and September 30th.

204.00 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.

406.18 BUTT JOINT CUTTING TIME RESTRICTION

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

INDEX OF SHEETS

440.02 SAW CUT – 18" (450 mm) SHOULDER REMOVAL – IN–PLACE WHEEL SAW GRINDING PERMITTED

A full depth saw cut shall be required at the joint between the pavement that is to be left in place and the existing shoulder that is to be removed. The Contractor may have the option of using a wheel saw to grind up the existing shoulder and leave the finely ground pieces on site under the new shoulder and on the foreslope, with the approval of the Engineer. Maximum size of pieces shall be no more than 3" (75 mm). Larger pieces shall be picked up/removed from the jobsite. No additional compensation will be allowed for variations in assumed thickness. This work shall not be paid for separately, but shall be included in the cost of the removal items.

503.00 CROSSING EXISTING STRUCTURES WITH EQUIPMENT

The following structures, SN 090–0093 and SN 090–0094, may be crossed with the empty MTD with the maximum gross weight restrictions of 40 tons.

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

542.00 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.

USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	
	DRAWN -	REVISED -			
PLOT SCALE = 1:100	CHECKED -	REVISED -		SCALE:	SHEET 1 OF 2 SHEETS STA. TO STA.
PLOT DATE = 10/21/2022	DATE -	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	2
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

STATUS OF UTILITIES

68E42 STATUS OF UTILITIES						
Route	**Location(s)**	**Min. Depth**	**Company**	**Type of Utility**	**Type of conflict**	**Disposion**
IL 155	Along west Right-of-way Line	18" to 30"	Centry Link/ Luman	Buried Fiber, Level 3	Equipment/ Bridge Replacement/Riprap placement	Caution
IL 155	NW of S.N. 090-0093	Aerial*	Ameren Electric	Utility Pole	Removal of utility pole	Caution
IL 155	NW of S.N. 090-0093	Rectifier Box	IDOT	Cathodic Protection System	Remove-No salvage	
*Power is scheduled to be disconnected prior to construction						

MIX DESIGN

The following mixture requirements are applicable for this project:

Location(s):	Mainline Tapers	Cross-Over	Cross-Over				
Mixture Use(s):	Polymer Binder and Surface	Polymer Surface 2"	Polymer Lower Lifts				
AC/PG:	SBS or SBR 76-28	SBS or SBR 76-28	SBS or SBR 76-28				
Design Air Voids:	4.0% @ N=70	4.0% @ N=70	4.0% @ N=70				
Mixture Composition: (Mixture Gradation)	IL 9.5	IL 9.5	IL 19.0				
Friction Aggregate:	Mix D	Mix D	N.A.				
Quality Management Program:	QCQA	QCQA	QCQA				
MTD:	No	No	No				

Note: 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 sizes for PFP and QCP mixes will be **600** tons, unless otherwise agreed to by the Engineer and the paving contractor.*

USER NAME = $USER$	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATUS OF UTILITIES AND MIX DESIGN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	3
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

				CONSTRUCTION CODE			
				90/10	90/10	90/10	90/10
				ROADWAY	BRIDGE	BRIDGE	SAFETY
CODE			TOTAL	0004	0010	0010	0021
NO.	ITEM	UNIT	QUANTITY	RURAL	SB SN 090-0184	NB SN 090-0185	RURAL
20200100	EARTH EXCAVATION	CU YD	525		264	261	
20400800	FURNISHED EXCAVATION	CU YD	675		357	318	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3181	3181			
21400100	GRADING AND SHAPING DITCHES	FOOT	95	95			
25000300	SEEDING, CLASS 3	ACRE	3.75	3.75			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	337.5	337.5			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	337.5	337.5			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	337.5	337.5			
** 25000750	MOWING	ACRE	4.5	4.5			
25100115	MULCH, METHOD 2	ACRE	3.75	3.75			
25100630	EROSION CONTROL BLANKET	SQ YD	6204	6204			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	128	128			
28000305	TEMPORARY DITCH CHECKS	FOOT	591	591			
28000400	PERIMETER EROSION BARRIER	FOOT	360	360			

** 100% STATE

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	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	4

CONTRACT NO. 68E42

ILLINOIS FED. AID PROJECT

REV. 10/31/22

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90/10 ROADWAY 0004 RURAL	90/10 BRIDGE 0010 SB SN 090-0184	90/10 BRIDGE 0010 NB SN 090-0185	90/10 SAFETY 0021 RURAL
28000500	INLET AND PIPE PROTECTION	EACH	6	6			
28100107	STONE RIPRAP, CLASS A4	SQ YD	3398		1699	1699	
28100109	STONE RIPRAP, CLASS A5	SQ YD	2374		1187	1187	
28100227	STONE RIPRAP, CLASS B4	TON	319		174	145	
28200200	FILTER FABRIC	SQ YD	6467	695	2886	2886	
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	2431	12	1203	1216	
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	3660	3660			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2800	2800			
40603208	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	108	108			
40604162	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	188	188			
42000060	WELDED WIRE REINFORCEMENT	SQ YD	160		80	80	
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	267		133.5	133.5	
44000100	PAVEMENT REMOVAL	SQ YD	90		45	45	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	446	446			

				CONSTRUCTION CODE			
				90/10	90/10	90/10	90/10
				ROADWAY	BRIDGE	BRIDGE	SAFETY
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 RURAL	0010 SB SN 090-0184	0010 NB SN 090-0185	0021 RURAL
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	267	267			
44004250	PAVED SHOULDER REMOVAL	SQ YD	2070		1035	1035	
44200148	PAVEMENT PATCHING, TYPE III, 12 INCH	SQ YD	22	22			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	195	195			
48203100	HOT-MIX ASPHALT SHOULDERS	TON	292	292			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2		1	1	
50105220	PIPE CULVERT REMOVAL	FOOT	384	384			
50200100	STRUCTURE EXCAVATION	CU YD	862		430	432	
50300225	CONCRETE STRUCTURES	CU YD	576.6		290.1	286.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	589.6		294.9	294.7	
50300260	BRIDGE DECK GROOVING	SQ YD	2070		1035	1035	
50300300	PROTECTIVE COAT	SQ YD	2630		1315	1315	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	232.8		116.4	116.4	

USER NAME = $USER$	DESIGNED -	REVISED -	
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PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	6
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

REV. 12/12/22

				CONSTRUCTION CODE			
				90/10	90/10	90/10	90/10
				ROADWAY	BRIDGE	BRIDGE	SAFETY
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 RURAL	0010 SB SN 090-0184	0010 NB SN 090-0185	0021 RURAL
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		0.5	0.5	
50500505	STUD SHEAR CONNECTORS	EACH	12312		6156	6156	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	290920		145510	145410	
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	836		421	415	
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	2040		1024	1016	
51202305	DRIVING PILES	FOOT	2876		1445	1431	
51203200	TEST PILE METAL SHELLS	EACH	4		2	2	
51204650	PILE SHOES	EACH	56		28	28	
51500100	NAME PLATES	EACH	2		1	1	
52100520	ANCHOR BOLTS, 1"	EACH	96		48	48	
5421D018	PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY)	FOOT	356		166	190	
* 54260718	SLOPED METAL END SECTION WITH GRATE, STANDARD 542411, 18", 1:6	EACH	4		2	2	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	286		143	143	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	158		79	79	

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	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	7
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

				CONSTRUCTION CODE			
				90/10	90/10	90/10	90/10
				ROADWAY	BRIDGE	BRIDGE	SAFETY
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 RURAL	0010 SB SN 090-0184	0010 NB SN 090-0185	0021 RURAL
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	10	10			
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2		1	1	
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	150	150			
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	388		194	194	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	2512.5	2512.5			
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4			
63200310	GUARDRAIL REMOVAL	FOOT	2769	2769			
63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	25	25			
63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	3775		1875	1900	
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	4898	4898			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	26		13	13	
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	26		13	13	

*= SPECIALTY ITEM

USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	8
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

REV. 11/4/22

				CONSTRUCTION CODE			
				90/10	90/10	90/10	90/10
				ROADWAY	BRIDGE	BRIDGE	SAFETY
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 RURAL	0010 SB SN 090-0184	0010 NB SN 090-0185	0021 RURAL
67100100	MOBILIZATION	L SUM	1		0.5	0.5	
70100410	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	EACH	1		0.5	0.5	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1		0.5	0.5	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1		0.5	0.5	
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1		0.5	0.5	
70107007	PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	1740		870	870	
70107009	PAVEMENT MARKING BLACKOUT TAPE, 9"	FOOT	678		678		
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56		28	28	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	10233		5422	4811	
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	12035	12035			
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	2300	2300			
70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	678	678			
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	26127		13216	12911	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	3225		1600	1625	

USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	9
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

					CONSTRUCTION CODE			
					90/10	90/10	90/10	90/10
					ROADWAY	BRIDGE	BRIDGE	SAFETY
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 RURAL	0010 SB SN 090-0184	0010 NB SN 090-0185	0021 RURAL
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1100		550	550	
	70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	362.5	362.5			
	70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1			
	70500670	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	1	1			
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	7	7			
*	78004630	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 6"	FOOT	12764	12764			
*	78004640	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 8"	FOOT	925	925			
*	78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	12764	12764			
*	78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	925	925			
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8			
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	51	51			
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8	8			
	78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	1649		824.5	824.5	
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	400			400	

*= SPECIALTY ITEM

USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	10
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

REV. 11/4/22

				CONSTRUCTION CODE			
				90/10	90/10	90/10	90/10
				ROADWAY	BRIDGE	BRIDGE	SAFETY
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 RURAL	0010 SB SN 090-0184	0010 NB SN 090-0185	0021 RURAL
X0301728	CONCRETE COLLAR, SPECIAL	CU YD	1	1			
X0301993	REMOVE AND REINSTALL CONCRETE HEADWALL FOR PIPE DRAIN	EACH	10	10			
X0322881	TREE TRIMMING	EACH	1	1			
X2810228	STONE RIPRAP, CLASS B4 (SPECIAL)	TON	773	773			
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	4481		2240.5	2240.5	
X5120003	PRECORING	FOOT	896		448	448	
X6040171	GRATES, (SPECIAL)	EACH	1	1			
X6050310	FILLING INLETS, SPECIAL	EACH	2		2		
X6650208	WOVEN WIRE FENCE REMOVAL AND REPLACEMENT	FOOT	125	125			
X7050167	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	3	3			
X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1				1
X8950425	REMOVE EXISTING TRAFFIC SURVEILLANCE EQUIPMENT	L SUM	1	1			
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	274	274			
Z0004552	APPROACH SLAB REMOVAL	SQ YD	711		355.5	355.5	

MODEL: Default
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USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	11
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

REV. 11/4/22

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90/10 ROADWAY 0004 RURAL	90/10 BRIDGE 0010 SB SN 090-0184	90/10 BRIDGE 0010 NB SN 090-0185	90/10 SAFETY 0021 RURAL
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1		0.5	0.5	
	Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	147	147			
Ø	Z0076600	TRAINEES	HOUR	1,000	1,000			
	Z0062456	TEMPORARY PAVEMENT	SQ YD	6391		3195.5	3195.5	
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000			
	Z0065765	SLOTTED DRAIN 18" WITH VARIABLE SLOT	FOOT	358		179	179	

Ø 0042

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	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

SUMMARY OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	12
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

REV. 11/28/22 REV. 11/4/22

PAVEMENT SCHEDULE

LOCATION	LENGTH	DL & PL WIDTH	INSIDE SHLDR WIDTH	OUTSIDE SHLDR WIDTH	HMA SURFACE REMOVAL - BUTT JOINT	POLY. HMA SURFACE COURSE, IL-9.5, MIX "D", N70	POLY. HMA BINDER COURSE, IL-9.5, N70	POLY. BIT. MATERIALS (TACK COAT)	HMA SHOULDERS		PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	WELDED WIRE REINFORCEMENT
						2"	VARIES	0.08 LB/SQ FT	2"	VARIES		
	FOOT	FOOT	FOOT	FOOT	SQ. YD.	TON	TON	POUND	TON	TON	SQ. YD.	SQ. YD.
SOUTHBOUND I-155												
STA. 742+57.6 TO 743+15.5	57.9	24.0	6.0	10.0	257.4	17.3		185.3	11.5			
STA. 743+15.5 TO 744+32.6	117.1	24.0	6.0	10.0	520.4	35.0	40.8	749.4	23.3	27.2		
STA. 744+32.6 TO 744+47.6	15.0	24.0	6.0	10.0							66.7	40.0
STA. 744+47.6 TO 746+92.4												
STA. 746+92.4 TO 747+07.4	15.0	24.0	6.0	10.0							66.7	40.0
STA. 747+07.4 TO 747+67.0	59.6	24.0	6.0	10.0	264.8	17.8	13.3	381.3	11.9	8.9		
STA. 747+67.0 TO 748+47.4	80.4	24.0	6.0	10.0	357.3	24.0		257.3	16.0			
NORTHBOUND I-155												
STA. 742+57.6 TO 743+15.5	57.9	24.0	6.0	10.0	257.4	17.3		185.3	11.5			
STA. 743+15.5 TO 744+32.6	117.1	24.0	6.0	10.0	520.4	35.0	40.8	749.4	23.3	27.2		
STA. 744+32.6 TO 744+47.6	15.0	24.0	6.0	10.0							66.7	40.0
STA. 744+47.6 TO 746+92.4												
STA. 746+92.4 TO 747+07.4	15.0	24.0	6.0	10.0							66.7	40.0
STA. 747+07.4 TO 747+67.0	59.6	24.0	6.0	10.0	264.8	17.8	13.3	381.3	11.9	8.9		
STA. 747+67.0 TO 748+47.4	80.4	24.0	6.0	10.0	357.3	24.0		257.3	16.0			
PRE-STAGE												
SOUTHBOUND I-155												
STA. 744+20.0 TO 744+81.0	61.0		6.0					29.3	4.6			
STA. 746+77.0 TO 751+16.0	439.0		6.0					210.7	32.8			
NORTHBOUND I-155												
STA. 748+47.4 TO 750+16.3	168.9		6.0					81.1	12.6			
SUBTOTAL					*2800.0*	*188.2*	*108.3*	*3467.8*	*175.4*	*72.2*	*266.7*	*160.0*
CROSSOVER TABLE								*192.0*	*44.8*			
TOTAL					**2800.0**	**188.0**	**108.0**	**3660.0**	**292.0**		**267.0**	**160.0**

REMOVAL SCHEDULE

LOCATION	LENGTH	DL & PL WIDTH	INSIDE SHLDR WIDTH	OUTSIDE SHLDR WIDTH	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	APPROACH SLAB REMOVAL	HMA SURFACE REMOVAL, 2"
	FOOT	FOOT	FOOT	FOOT	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.
SOUTHBOUND I-155								
STA. 744+32.6 TO 744+40.0	7.4	24.0	6.0	10.0	19.7	13.2		
STA. 744+40.0 TO 744+80.0	40.0	24.0	6.0	10.0			177.8	
STA. 744+80.0 TO 746+58.0								
STA. 746+58.0 TO 746+98.0	40.0	24.0	6.0	10.0			177.8	
STA. 746+98.0 TO 747+07.4	9.4	24.0	6.0	10.0	25.1	16.7		
NORTHBOUND I-155								
STA. 744+32.6 TO 744+40.0	7.4	24.0	6.0	10.0	19.7	13.2		
STA. 744+40.0 TO 744+80.0	40.0	24.0	6.0	10.0			177.8	
STA. 744+80.0 TO 746+58.0								
STA. 746+58.0 TO 746+98.0	40.0	24.0	6.0	10.0			177.8	
STA. 746+98.0 TO 747+07.4	9.4	24.0	6.0	10.0	25.1	16.7		
PRE-STAGE								
SOUTHBOUND I-155								
STA. 744+20.0 TO 744+81.0	61.0		6.0					40.7
STA. 746+77.0 TO 751+16.0	439.0		6.0					292.7
NORTHBOUND I-155								
STA. 748+47.4 TO 750+16.3	168.9		6.0					112.6
SUBTOTAL					*89.7*	*59.8*	*711.1*	*445.9*
CROSSOVER TABLE						*2009.9*		
TOTAL					**90.0**	**2070.0**	**711.0**	**446.0**

RUMBLE STRIPS TABLE

LOCATION	SHOULDER RUMBLE STRIPS, 16 INCH
	FOOT
SOUTHBOUND I-155	
INSIDE SHLDR	
STA. 734+66.0 TO 744+33.0	967.0
STA. 747+07.0 TO 758+70.0	1163.0
OUTSIDE SHLDR	
STA. 742+57.0 TO 744+33.0	176.0
STA. 747+07.0 TO 748+50.0	143.0
NORTHBOUND I-155	
INSIDE SHLDR	
STA. 735+66.0 TO 744+33.0	867.0
STA. 747+07.0 TO 759+70.0	1263.0
OUTSIDE SHLDR	
STA. 742+57.0 TO 744+33.0	176.0
STA. 747+07.0 TO 748+50.0	143.0
SUBTOTAL	*4898.0*
TOTAL	**4898.0**

AGGREGATE SHOULDER TABLE

LOCATION	AGGREGATE SHOULDERS, TYPE B
	TON
SOUTHBOUND I-155	
INSIDE SHLDR	
STA. 735+66.0 TO 740+90.0	34.8
STA. 746+92.4 TO 747+67.0	2.8
STA. 747+67.0 TO 748+47.4	2.3
STA. 751+16.0 TO 758+70.0	50.1
NORTHBOUND I-155	
INSIDE SHLDR	
STA. 735+66.0 TO 743+20.0	50.1
STA. 750+49.0 TO 758+70.0	54.5
SUBTOTAL	*194.7*
TOTAL	**195.0**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	13
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

GUARDRAIL TABLE

LOCATION						LENGTH OF NEED STATION		GUARDRAIL REMOVAL	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 2	SPBGR TYPE A 6 FT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL REFLECTORS, TYPE A	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL AGGREGATE EROSION CONTROL
						ALIGNMENT	STA.	FOOT	FOOT	EACH	EACH	FOOT	EACH	EACH	EACH	TON
SOUTHBOUND																
RT. STA . 742+80									25.0							
LT.		STA.	741+13.2	TO	741+63.2	I-155	741+35.0	66.50		1.0					1.0	19.0
		STA.	741+63.2	TO	744+25.7							262.5		5.0		
		STA.	744+25.7	TO	744+62.6								1.0			
RT.		STA.	740+00.7	TO	740+50.7	I-155	740+13.2	242.0		1.0					1.0	68.8
		STA.	740+50.7	TO	744+25.7							375.0		6.0		
		STA.	744+25.7	TO	744+62.6								1.0			
RT.		STA.	746+77.4	TO	747+14.3	I-155	748+43.3	251.0					1.0			16.7
		STA.	747+14.3	TO	748+51.8							137.5		3.0		
		STA.	748+51.8	TO	748+64.3						1.0					
NORTHBOUND																
LT.	RAMP B	STA.	104+52.8	TO	104+40.3	RAMP B	104+39.2	914.0			1.0					19.0
	RAMP B	STA.	104+40.3	TO	100+00.0							440.3		12.0		
	I-155	STA.	739+66.0	TO	744+25.7							459.7				
	I-155	STA.	744+25.7	TO	744+62.6								1.0			
LT.		STA.	746+77.4	TO	747+14.3	I-155	753+24.0	603.0					1.0			12.0
		STA.	747+14.3	TO	752+89.3							575.0		9.0		
		STA.	752+89.3	TO	753+39.3					1.0					1.0	
RT.		STA.	746+77.4	TO	747+14.3	I-156	750+09.2	380.0					1.0			12.0
		STA.	747+14.3	TO	749+76.8							262.5		5.0		
		STA.	749+76.8	TO	750+26.8					1.0					1.0	
SUBTOTAL								*2456.5*	*25.0*	*4.0*	*2.0*	*2512.5*	*6.0*	*40.0*	*4.0*	*147.5*
TEMPORARY GUARDRAIL TABLE SUBTOTAL								*312.5*						*11.0*	*3.0*	*126.7*
TOTAL								**2769.0**	**25.0**	**4.0**	**2.0**	**2512.5**	**6.0**	**51.0**	**7.0**	**274.0**

TEMPORARY GUARDRAIL TABLE

LOCATION						LENGTH OF NEED STATION	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6A	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	GUARDRAIL REFLECTORS, TYPE A	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL AGGREGATE EROSION CONTROL	GUARDRAIL REMOVAL
						STA.	EACH	EACH	EACH	FOOT	EACH	EACH	TON	FOOT
SOUTHBOUND														
LT.	STA.	740+88.4	TO	744+00.9										312.5
LT.	STA.	742+63.4	TO	743+13.4	742+89.6	1.0					1.0	1.0	17.6	
LT.	STA.	743+13.4	TO	744+00.9						87.5	2.0			
LT.	STA.	746+69.7	TO	747+06.6	745+25.5				1.0		1.0		44.8	
LT.	STA.	747+06.6	TO	748+19.1						112.5	1.0			
LT.	STA.	748+19.1	TO	748+69.1		1.0					1.0	1.0		
NORTHBOUND														
RT.	STA.	742+18.8	TO	742+68.8	742+33.5		1.0				1.0		64.3	
RT.	STA.	742+68.8	TO	744+31.2						162.5	3.0			
RT.	STA.	744+31.2	TO	744+68.1		1.0					1.0	1.0		
SUBTOTAL							*3.0*	*1.0*	*1.0*	*362.5*	*11.0*	*3.0*	*126.7*	*312.5*
TOTAL							**3.0**	**1.0**	**1.0**	**362.5**	**SEE GUARDRAIL TABLE**			

CROSSOVER TABLE											
LOCATION	SUBBASE GRANULAR MATERIAL, TYPE A	PAVED SHOULDER REMOVAL	PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY)	SLOTTED DRAIN 18" WITH VARIABLE SLOT	SLOPED METAL END SECTION WITH GRATE, STANDARD 542411, 18", 1:6	TEMPORARY PAVEMENT	TEMPORARY PAVEMENT REMOVAL	HMA SURFACE REMOVAL, 3"	HMA SHOULDERS	POLY. BIT. MATERIALS (TACK COAT)
									3"	0.08 LB/SQ FT
	TON	SQ. YD.	FOOT	FOOT	EACH	SQ. YD.	SQ. YD.	SQ. YD.	TON	POUND
NORTH CROSSOVER										
STA. 734+66.0 TO STA. 744+20.0	1203.4	1004.9	166.0	179.0	2.0	3195.4	2240.3	133.3	22.4	96.00
SOUTH CROSSOVER										
STA. 750+16.0 TO STA. 759+70.0	1215.7	1004.9	190.0	179.0	2.0	3195.4	2240.3	133.3	22.4	96.00
SUBTOTAL	*2419.0*	*2009.9*	*356.0*	*358.0*	*4.0*	*6390.9*	*4480.6*	*266.7*	*44.8*	*192.0*
DRAINAGE TABLE	*12.1*									
TOTAL	**2431.0**	**SEE REMOVAL TABLE**	**356.0**	**358.0**	**4.0**	**6391.0**	**4481.0**	**267.0**	**SEE PAVEMENT TABLE**	

EARTHWORK TABLE						
LOCATION	TOPSOIL FURNISH AND PLACE, 4"	EARTH EXCAVATION	FURNISHED EXCAVATION	INFORMATION ONLY		
				EARTH EXCAVATION ADJUST FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	SQ. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.
NORTH CROSSOVER						
STA. 734+66.0 TO STA. 744+20.0	1364.4	264.0	357.0	198.0	555.0	-357.0
SOUTH CROSSOVER						
STA. 750+16.0 TO STA. 759+70.0	1341.4	261.0	318.3	195.8	514.0	-318.3
SUBTOTAL	*2705.8*	*525.0*	*675.3*	*393.8*	*1069.0*	*-675.3*
DRAINAGE TABLE	*475.0*					
TOTAL	**3181**	**525.0**	**675.0**			

STAGING TABLE						
LOCATION				TEMPORARY CONCRETE BARRIER	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	RELOCATE TEMPORARY CONCRETE BARRIER
				FOOT	FOOT	FOOT
STAGE I						
STA.	737+66.4	TO	741+35.8	375.0	375.0	
STA.	741+35.8	TO	752+73.3	1137.5	1137.5	
STA.	752+73.3	TO	756+60.3	387.5	387.5	
WINTER SHUTDOWN (SEASON I)						
NORTH CROSSOVER						275.0
SOUTH CROSSOVER						275.0
STAGE II						
STA.	738+11.4	TO	741+85.1	100.0	375.0	275.0
STA.	741+85.1	TO	752+97.6	1112.5	1112.5	
STA.	752+97.6	TO	756+79.4	112.5	387.5	275.0
TOTAL				**3225.0**	**3775.0**	**1100.0**

PIPE UNDERDRAIN EXTENSIONS					
LOCATION		PIPE UNDERDRAINS 4" (SPECIAL)	CONCRETE HEADWALL FOR PIPE DRAINS	PIPE UNDERDRAIN REMOVAL	REMOVE AND REINSTALL CONCRETE HEADWALL FOR PIPE DRAIN
		FOOT	EACH	FOOT	EACH
NORTH CROSSOVER					
STA.	740+00	123.0		123.0	2.00
STA.	742+75	1.0			1.00
SOUTH CROSSOVER					
STA.	752+00	2.0			1.00
STA.	753+00	6.0		6.0	2.00
STA.	756+62	13.0		13.0	2.00
STA.	757+00	5.0		5.0	2.00
NB SN 090-0184			1.0		
SB SN 090-0183			1.0		
SUBTOTAL		*150.0*	*2.0*	*147.0*	*10.0*
TOTAL		**150.0**	**2.0**	**147.0**	**10.0**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	15
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

SHORT-TERM PAVEMENT MARKING TABLE

LOCATION	PAVEMENT MARKING REMOVAL - GRINDING	PAVEMENT MARKING REMOVAL - WATER BLASTING	PAVEMENT MARKING BLACKOUT TAPE, 7"	PAVEMENT MARKING BLACKOUT TAPE, 9"	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE		SHORT TERM PAVEMENT MARKING REMOVAL
	EDGE LINE (4")	EDGE LINE	CENTERLINE SKIPS	RAMP GORE	WHITE	YELLOW	
	SQ FT	SQ FT	FOOT	FOOT	FOOT	FOOT	SQ FT
SOUTHBOUND I-155							
PRE-STAGE							
LN Closure Taper			250.0			1300.0	579.2
TC Lane Shift			120.0		650.0		286.7
Ramp C Gore				339.0	165.0	100.0	342.6
STAGE I							
Approach TC			250.0			2000.0	812.5
RT STA. 739+95 TO 753+94	466.3				1400.0	1279.0	893.0
LT STA. 740+75 TO 755+00	475.0						
STAGE II							
LN Closure Taper			250.0			2000.0	812.5
Ramp C Gore				339.0	165.0	100.0	342.6
LT STA. 736+65 TO 738+70	68.3				2008.0	2049.0	1352.3
LT STA. 755+50 TO 757+00	50.0						
NORTHBOUND I-155							
PRE-STAGE							
LN Closure Taper			250.0			1300.0	579.2
TC Lane Shift			120.0		650.0		286.7
STAGE I							
LN Closure Taper			250.0			2185.0	874.2
RT STA. 736+68 TO 738+55	62.3				2066.0	2109.0	1391.7
RT STA. 755+75 TO 757+64	63.0						
STAGE II							
LN Closure Taper			250.0			2000.0	812.5
RT STA. 740+75 TO 742+50	58.3						
RT STA. 742+50 TO 748+50		200.0					
RT STA. 748+50 TO 753+50	166.7				1317.0	1284.0	867.0
LT STA. 741+12 TO 742+50	46.0						
LT STA. 742+50 TO 748+50		200.0					
LT STA. 748+50 TO 754+30	193.3						
SUBTOTAL	*1649.3*	*400.0*	*1740.0*	*678.0*	*8421.0*	*17706.0*	*10232.5*
TOTAL	**1649.0**	**400.0**	**1740.0**	**678.0**	**26127.0**		**10233.0**

PAVEMENT MARKING TABLE

LOCATION	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 6"			GROOVING FOR RECESSED PAVEMENT MARKING 7"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 8"		GROOVING FOR RECESSED PAVEMENT MARKING 9"	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	WHITE	YELLOW	WHITE		RAMP GORE	DASH			
	SOLID	SOLID	SKIP						
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH
SOUTHBOUND I-155									
RT STA. 729+93.0 TO 741+00.0					290.0	204.0	494.0		
RT STA. 741+00.0 TO 762+50.0	2150.0			2150.0				4.0	4.0
LT STA. 729+50.0 TO 762+50.0		3300.0		3300.0					
STA. 708+75.0 TO 762+50.0			1340.0	1340.0					
NORTHBOUND I-155									
RT STA. 733+00.0 TO 760+00.0		2700.0		2700.0				4.0	4.0
LT STA. 732+90.0 TO 739+46.0					356.0	75.0	431.0		
LT STA. 739+46.0 TO 760+00.0	2054.0			2054.0					
STA. 732+90.0 TO 781+50.0			1220.0	1220.0					
SUBTOTAL	*4204.0*	*6000.0*	*2560.0*	*12764.0*	*646.0*	*279.0*	*925.0*	*8.0*	*8.0*
TOTAL	**12764.0**			**12764.0**	**925.0**		**925.0**	**8.0**	**8.0**

USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	16
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

JOBSITE TABLE										
LOCATION	MOBILIZATION	ENGINEER'S FIELD OFFICE, TYPE A	ENGINEER'S FIELD LABORATORY	CHANGEABLE MESSAGE SIGN	CONSTRUCTION LAYOUT	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	TRAFFIC CONTROL AND PROTECTION, STANDARD 701416	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	REMOVE EXISTING TRAFFIC SURVEILLANCE EQUIPMENT
	LSUM	CAL MO	CAL MO	CAL DAY	LSUM	LSUM	EACH	EACH	LSUM	LSUM
JOBSITE	1.0	26.0	26.0	56.0	1.0	1.0	1.0	1.0	1.0	1.0
TOTAL	1.0	26.0	26.0	56.0	1.0	1.0	1.0	1.0	1.0	1.0

TEMPORARY PAVEMENT MARKING TABLE										
LOCATION						TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT		TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	
						WHITE	YELLOW	WHITE	WHITE	WHITE
						SOLID	SOLID	SKIP	SOLID	SKIP
						FOOT	FOOT	FOOT	FOOT	FOOT
SOUTHBOUND I-155										
Winter Shutdown (Season 1)										
RT	STA.	739+95.0	TO	758+70.0		1875.0				
LT	STA.	734+66.0	TO	753+94.0			1928.0			
TC LANE SHIFT & LN CLOSURE TAPER								500.0		
RAMP C GORE									300.0	39.0
Winter Shutdown (Season 2)										
RAMP C GORE									300.0	39.0
RT	STA.	742+50.0	TO	748+50.0		600.0				
LT	STA.	736+65.0	TO	757+00.0			2035.0			
LN CLOSURE TAPER								500.0		
STA.		742+50.0	TO	748+50.0				150.0		
NORTHBOUND I-155										
Winter Shutdown (Season 1)										
RT	STA.	735+66.0	TO	759+70.0			2404.0			
LT	STA.	742+50.0	TO	748+50.0		600.0				
STA.		742+50.0	TO	748+50.0				150.0		
TC LANE SHIFT & LN CLOSURE TAPER								500.0		
Winter Shutdown (Season 2)										
RT	STA.	740+75.0	TO	753+50.0			1275.0			
LT	STA.	741+12.0	TO	754+30.0		1318.0				
LN CLOSURE TAPER								500.0		
SUBTOTAL						*4393.0*	*7642.0*	*2300.0*	*600.0*	*78.0*
TOTAL						**12035.0**		**2300.0**	**678.0**	

MOWING TABLE			
LOCATION	MOWING		
	AREA	# OF MOWINGS	ACRES
SEASON 1			
Median	0.82	1	0.82
Outside Slopes	0.93	1	0.93
SEASON 2			
Median	1.92	1	1.92
Outside Slopes	0.93	1	0.93
SUBTOTAL			*4.6*
TOTAL			**4.5**

USER NAME = $USER$	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SCHEDULE OF QUANTITIES**	
	DRAWN -	REVISED -			
PLOT SCALE = 1:100	CHECKED -	REVISED -			
PLOT DATE = 10/21/2022	DATE -	REVISED -		SCALE: SHEET 5 OF 6 SHEETS STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	17
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

DRAINAGE TABLE

LOCATION	GRATES, (SPECIAL)	PIPE CULVERT REMOVAL	GRADING AND SHAPING DITCHES	TOPSOIL FURNISH AND PLACE, 4"	FILTER FABRIC	STONE RIPRAP, CLASS B4	STONE RIPRAP, CLASS B4 (SPECIAL)	TREE TRIMMING	WOVEN WIRE FENCE REMOVAL & REPLACEMENT	FILLING INLETS, SPECIAL	CONTROLLED LOW-STRENGTH MATERIAL	CONCRETE COLLAR, SPECIAL	PAVEMENT PATCHING, TYPE III, 12"	SUBBASE GRANULAR MATERIAL, TYPE A
	EACH	FOOT	FOOT	SQ. YD.	SQ. YD.	TON	TON	EACH	FOOT	EACH	CU. YD.	CU. YD.	SQ. YD.	TON
MEDIAN														
STA. 746+91 TO 747+86			95.0	475.0										
NB I-155														
LT. STA. 736+28 TO 738+00							229.3							
LT. STA. 744+60		27.0												
LT. STA. 745+80 TO 747+90					217.3		543.2		50.0					
LT. STA. 746+68 TO 747+00					216.9	144.6								
LT. STA. 746+82		96.0												
LT. STA. 746+78 TO 747+90		112.0												
RT. STA. 746+79		31.0												
LT. STA. 748+00 TO 753+00								1.0						
SB I-155														
RT. STA. 742+80	1.0										10.4	0.6	22.2	12.1
RT. 744+00 TO 744+75									75.0					
RT. STA. 746+68 TO 746+95					261.0	174.0								
RT. STA. 746+74.5		87.0								1.0				
LT. STA. 746+73		31.0								1.0				
SUBTOTAL	*1.0*	*384.0*	*95.0*	*475.0*	*695.2*	*318.6*	*772.5*	*1.0*	*125.0*	*2.0*	*10.4*	*0.6*	*22.2*	*12.1*
BRIDGE BILL OF MATERIALS					5772.0									
TOTAL	**1.0**	**384.0**	**95.0**	**SEE EARTHWORK TABLE**	**6467.0**	**319.0**	**773.0**	**1.0**	**125.0**	**2.0**	**10.0**	**1.0**	**22.0**	**SEE CROSSOVER TABLE**

EROSION CONTROL TABLE

	PERMANENT						TEMPORARY				
LOCATION	AREA	SEEDING, CLASS 3	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECT	TEMPORARY EROSION CONTROL SEEDING	EROSION CONTROL BLANKET
	SQ. FT.	ACRE	POUND	POUND	POUND	ACRE	FOOT	FOOT	EACH	POUND	SQ. YD.
JOBSITE											
North Median	47947.4	1.10	99.06	99.06	99.06	1.10	200.00	40.0	3.0	61.0	2954.0
South Median	64310.0	1.48	132.87	132.87	132.87	1.48	240.00	40.0	3.0	67.2	3250.1
NB STRUCTURE (090-0094)	TOE OF BRIDGE CONE							140.0			
SB STRUCTURE (090-0093)								140.0			
NW Quad	15966.4	0.37	32.99	32.99	32.99	0.37	20.00				
NE Quad	7341.8	0.17	15.17	15.17	15.17	0.17	20.64				
SW Quad	15424.2	0.35	31.87	31.87	31.87	0.35	30.00				
SE Quad	10976.3	0.25	22.68	22.68	22.68	0.25	80.00				
SUBTOTAL		3.72	334.6	334.6	334.6	3.72	590.6	360.0	6.0	128.2	6204.1
TOTAL		**3.75**	**337.5**	**337.5**	**337.5**	**3.75**	**591.0**	**360.0**	**6.0**	**128.0**	**6204.0**

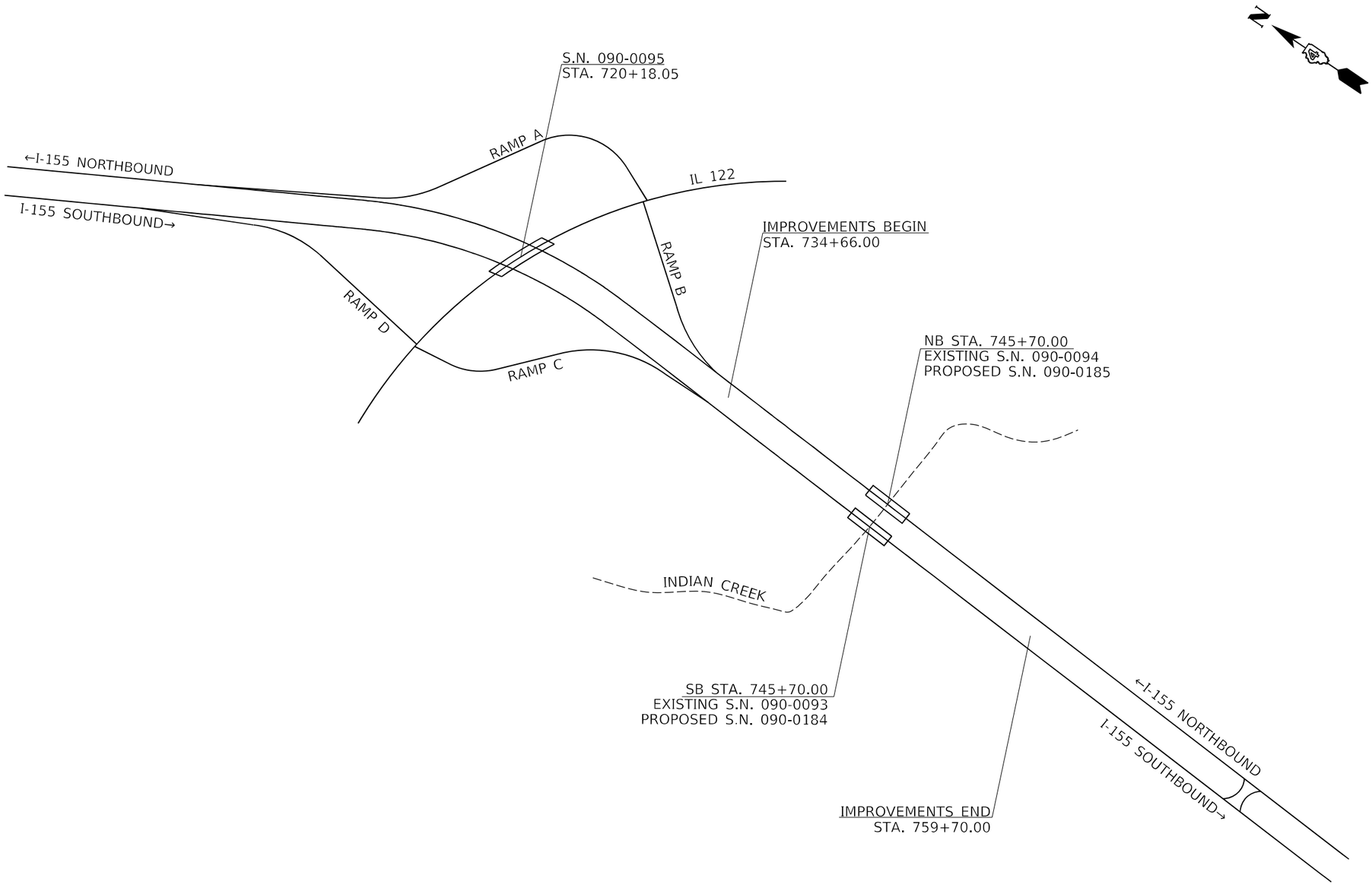
USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	18
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



NOT DRAWN TO SCALE

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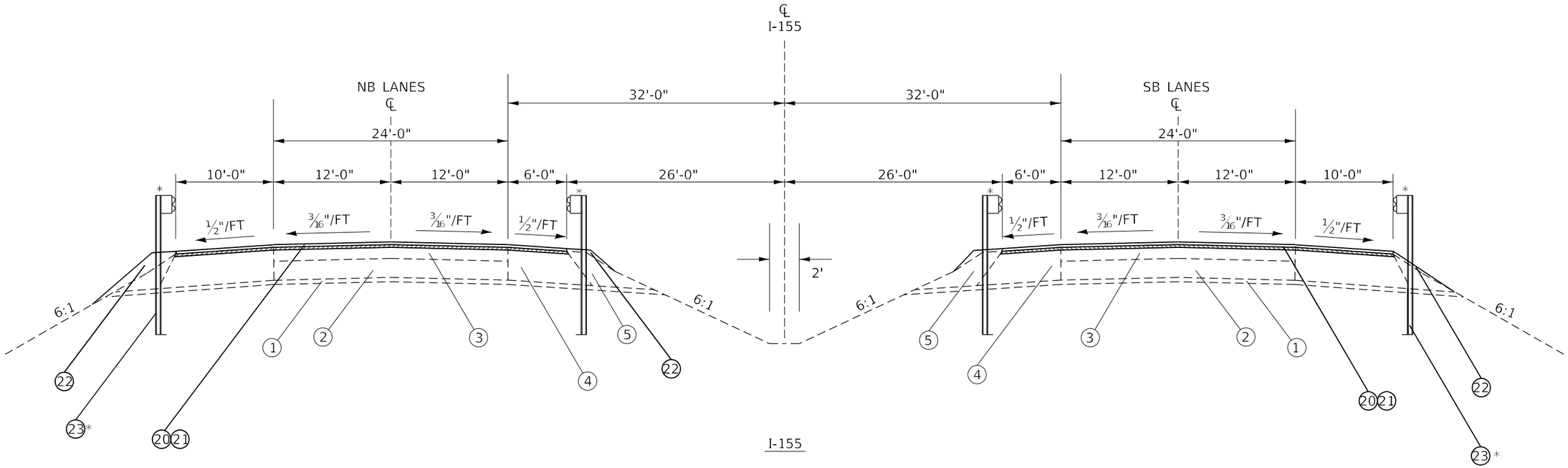
USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LINE DIAGRAM

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	19
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			



I-155

STA. 734+66.0 TO STA. 759+70.0
BRIDGE OMISSION: STA. 744+47.6 TO 746+92.4

LEGEND

EXISTING ITEMS

(1) SUBBASE, 4"
(2) CONT. REINF. CONCRETE, 8"
(3) HMA OVERLAY, ± 7 3/4"
(4) HMA SHOULDERS, ± 15 3/4"
(5) AGGREGATE SHOULDER

PROPOSED ITEMS

(20) HMA SURFACE REMOVAL-BUTT JOINT
(21) HMA SURFACE, VARIES (3.5" TO 4.3")
(22) AGGREGATE SHOULDER
(23) STEEL PLATE BEAM GUARDRAIL*

*EXISTING GUARDRAIL
(SEE SCHEDULES FOR PROPOSED GUARDRAIL)

SB. S.N. 090-0093
LT. STA. 740+88.4 TO 744+67.2
RT. STA. 742+25.8 TO 744+67.2
RT. STA. 746+70.0 TO 749+21.0

NB. S.N. 090-0094
LT. STA. 104+12.2 (RAMP B) TO 744+66.4 (I-155)
LT. STA. 746+71.3 TO 752+74.3
RT. STA. 746+70.6 TO 750+49.7

NOT DRAWN TO SCALE

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USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

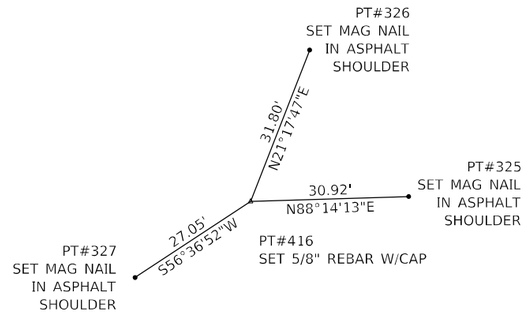
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

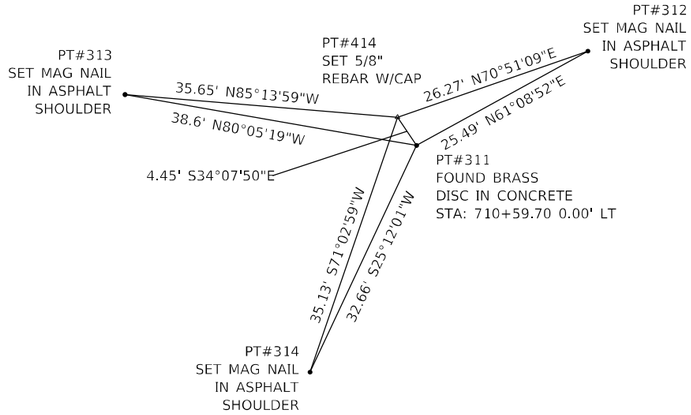
SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	20
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

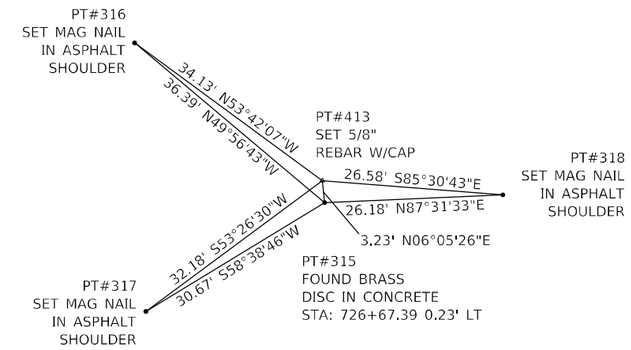
CONTROL POINT AND TIES ALONG I-155 ℄
PT# 416 (STA 705+00.00)



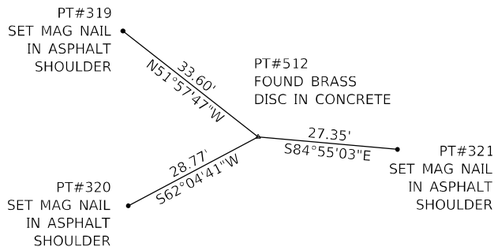
CONTROL POINT AND TIES ALONG I-155 ℄
PT# 414 (STA. 710+55.25)



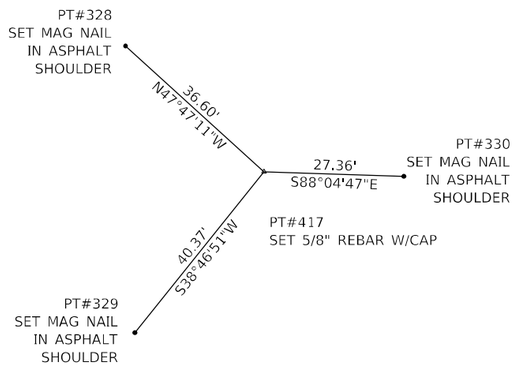
CONTROL POINT AND TIES ALONG I-155 ℄
PT# 413 (STA 726+64.17)



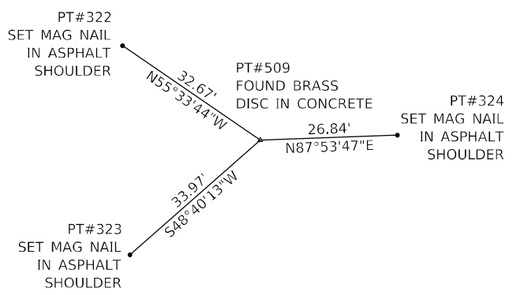
CONTROL POINT AND TIES ALONG I-155 ℄
PT# 512 (STA 739+00.39 0.29' RT)



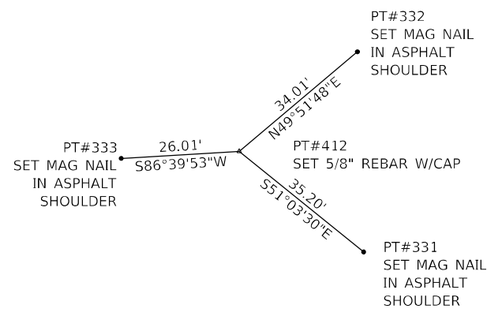
CONTROL POINT AND TIES ALONG I-155 ℄
PT# 417 (STA 750+00.00)



CONTROL POINT AND TIES ALONG I-155 ℄
PT# 509 (STA 763+00.08 0.15' LT)



CONTROL POINT AND TIES ALONG I-155 ℄
PT# 412 (STA. 770+00)



CONTROL POINT AND TIES FROM FIELD BOOK 7450

USER NAME = $USER$	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTROL POINT AND TIES

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	21
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

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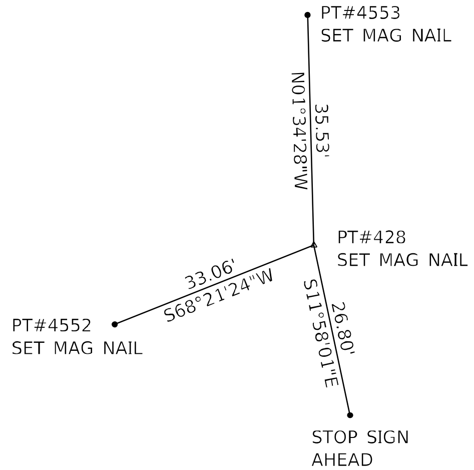
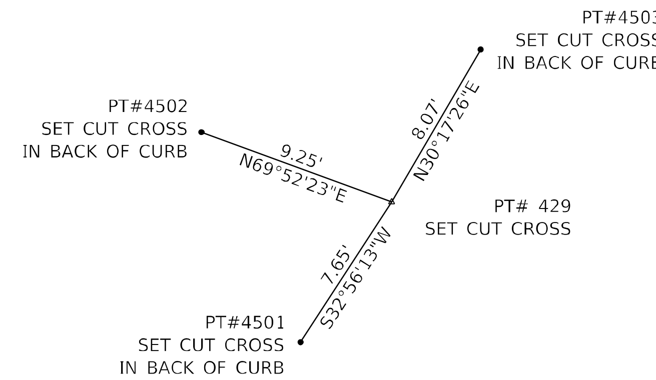
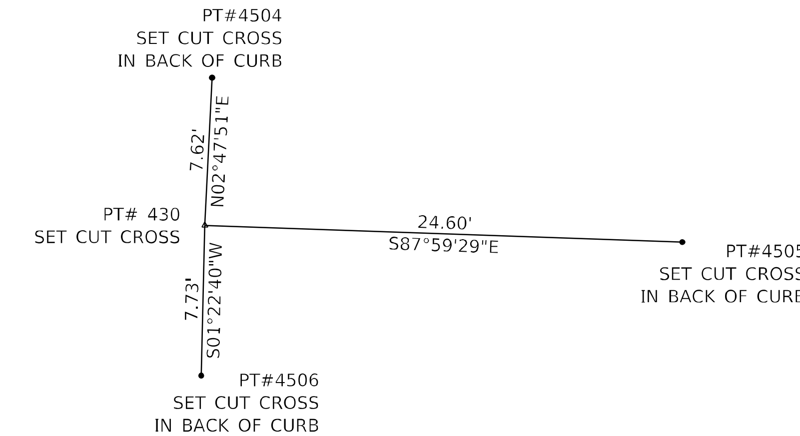
CONTROL POINT AND TIES ALONG I-155 RAMP B ℄
PT# 428 (110+97.49)



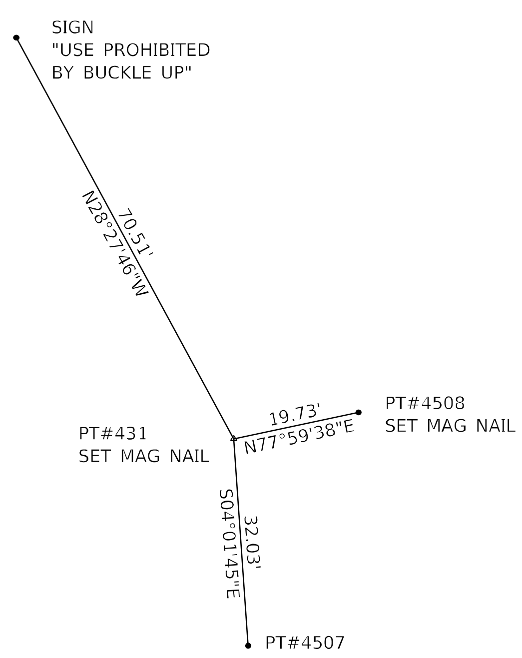
CONTROL POINT AND TIES ALONG I-155 RAMP B ℄
PT# 429 (STA 117+37.44 RAMP B
STA 37+16.82 McMULLEN RD)



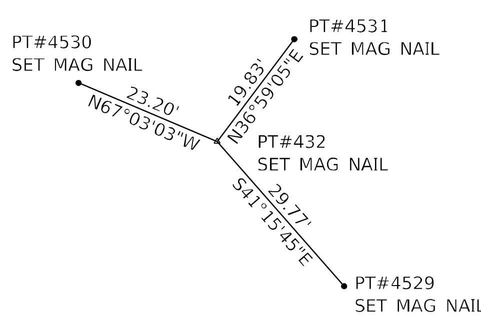
CONTROL POINT AND TIES ALONG I-155 RAMP C ℄
PT# 430 (STA 50+00.00 RAMP C
STA 21+77.84 McMULLEN RD)



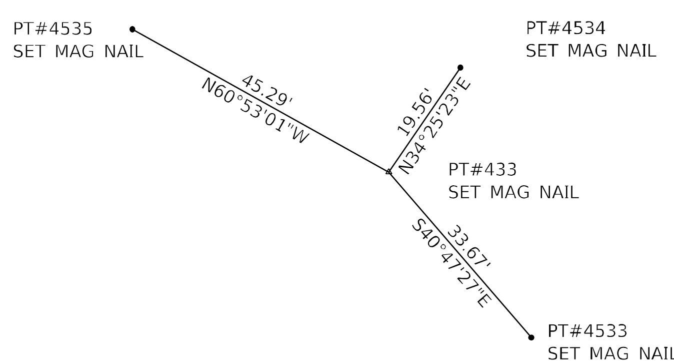
CONTROL POINT AND TIES ALONG I-155 RAMP C ℄
PT# 431 (STA 52+17.25)



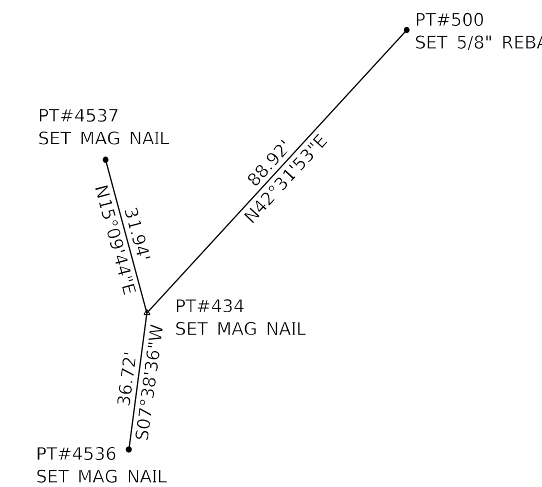
CONTROL POINT AND TIES ALONG I-155 RAMP C ℄
PT# 432 (STA 54+83.23)



CONTROL POINT AND TIES ALONG I-155 RAMP C ℄
PT# 433 (STA 58+60.31)



CONTROL POINT AND TIES ALONG I-155 RAMP C ℄
PT# 434 (STA 65+27.62)



CONTROL POINT AND TIES FROM FIELD BOOK 7450

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USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

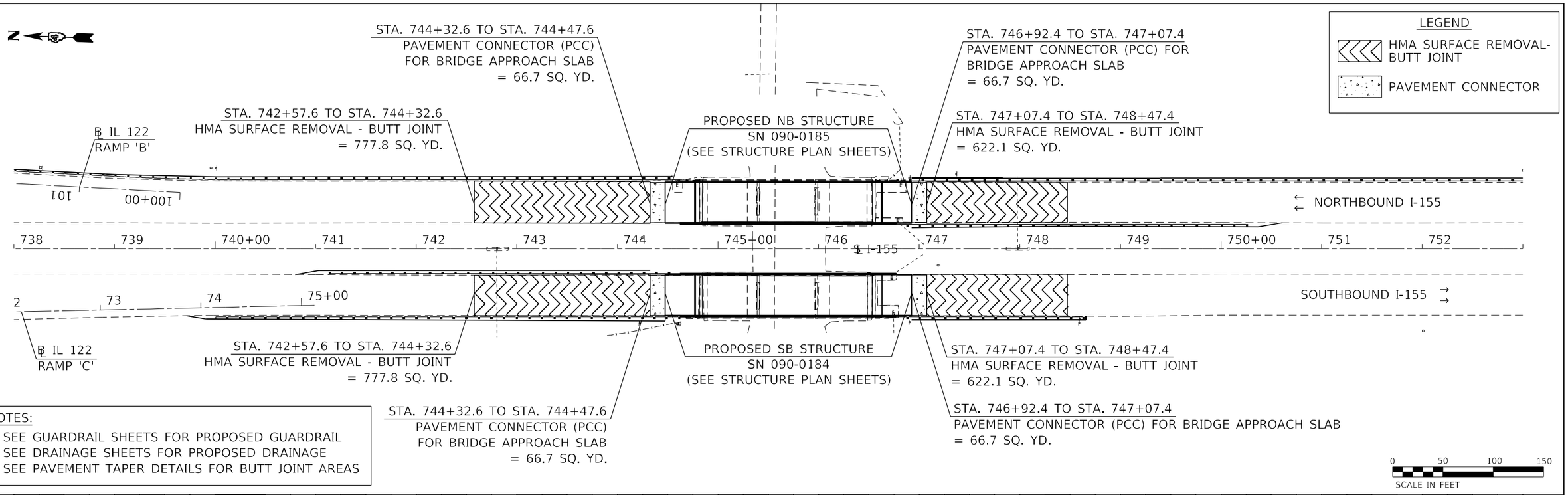
CONTROL POINT AND TIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	22

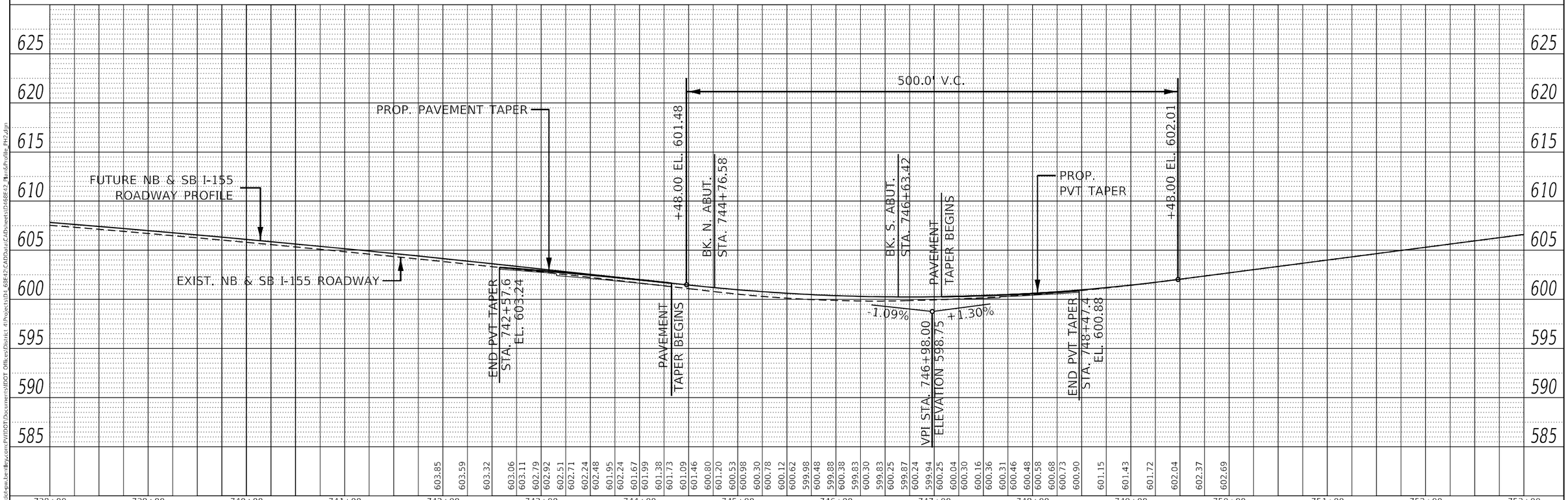
CONTRACT NO. 68E42

ILLINOIS | FED. AID PROJECT



NOTES:

1. SEE GUARDRAIL SHEETS FOR PROPOSED GUARDRAIL
2. SEE DRAINAGE SHEETS FOR PROPOSED DRAINAGE
3. SEE PAVEMENT TAPER DETAILS FOR BUTT JOINT AREAS



USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-155 PLAN AND PLOT

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	23
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O. WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
E.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

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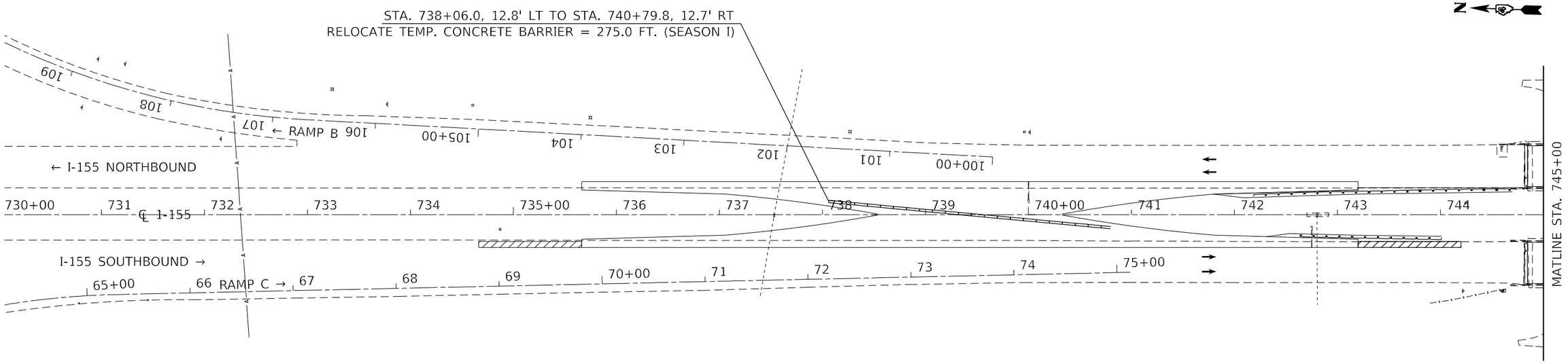


SB I-155 PRE-STAGE TRAFFIC CONTROL

STA. 708+75 — HIGHWAY STANDARD 701401 — STA. 732+00 — HWY STD. 701401 CONT.

TC LANE SHIFT (650') (WHEN NEEDED) (SEE TRAFFIC CONTROL LANE SHIFT DETAIL)

STA. 723+75 — STA. 730+25

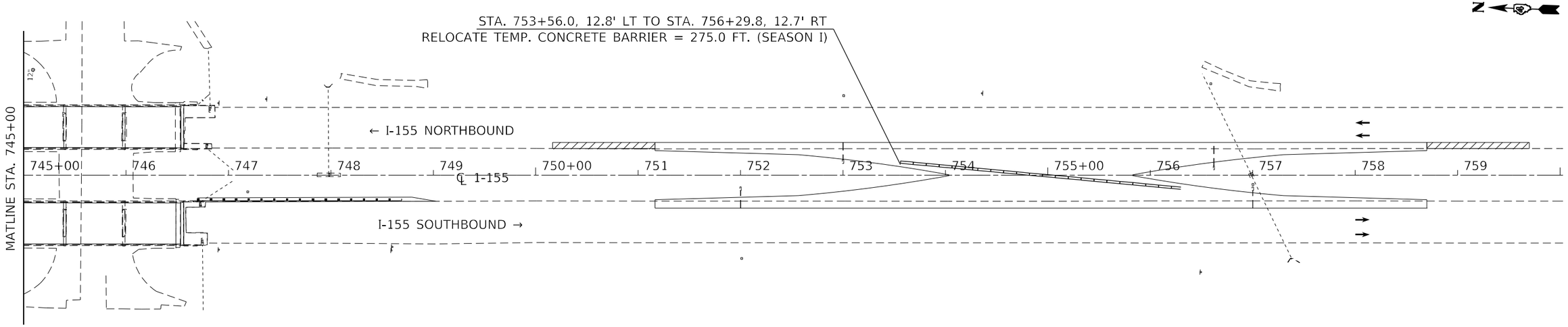
HWY STD. 701411 (WHEN NEEDED) (RAMP TRAFFIC)

NB I-155 PRE-STAGE TRAFFIC CONTROL

STA. 781+50 — HIGHWAY STANDARD 701401 — HWY STD. 701401 CONT.

TC LANE SHIFT (650') (WHEN NEEDED) (SEE TRAFFIC CONTROL LANE SHIFT DETAIL)

STA. 760+00 — STA. 766+50



0 50 100 150
SCALE IN FEET

USER NAME = $USER$	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN
PRE-STAGE AND WINTER SHUTDOWN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	24
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

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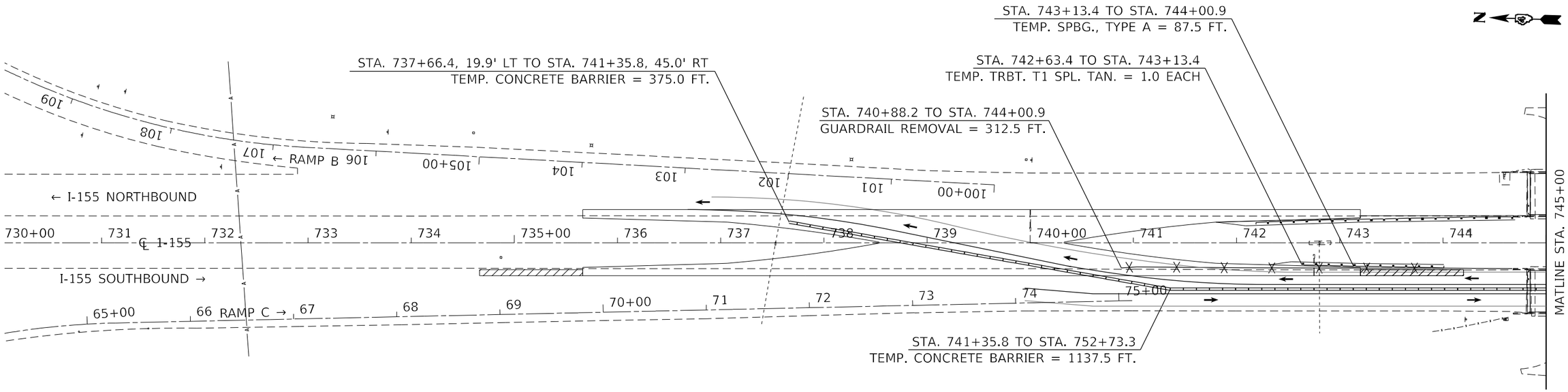
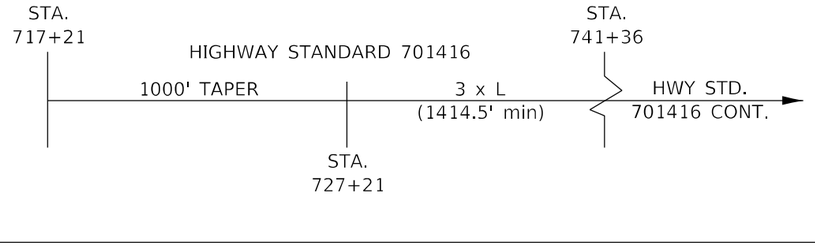
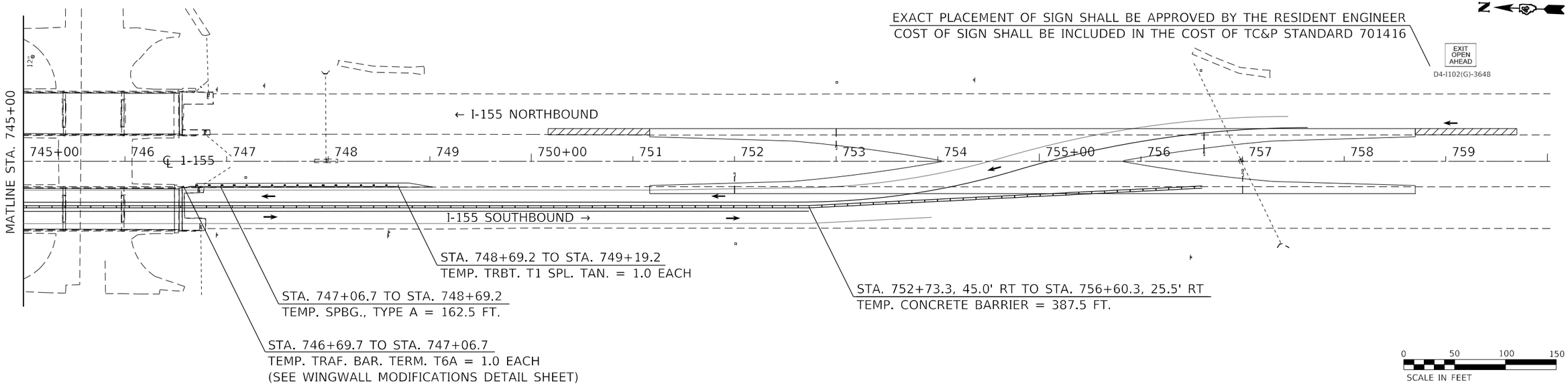


SB I-155 APPROACH TRAFFIC CONTROL



NB I-155 APPROACH TRAFFIC CONTROL

HIGHWAY STANDARD 701416
L = 471.5' , T = 1137.5'



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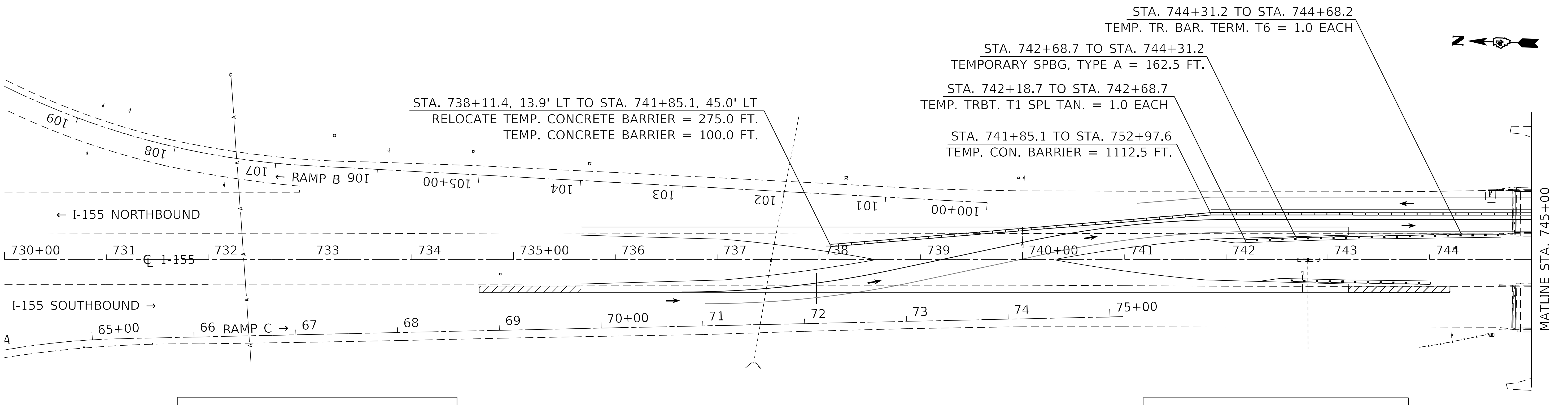
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

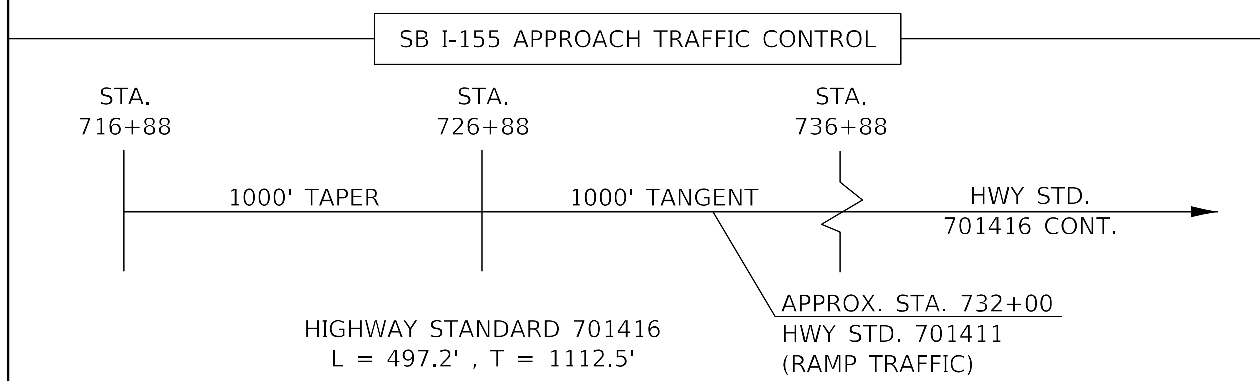
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

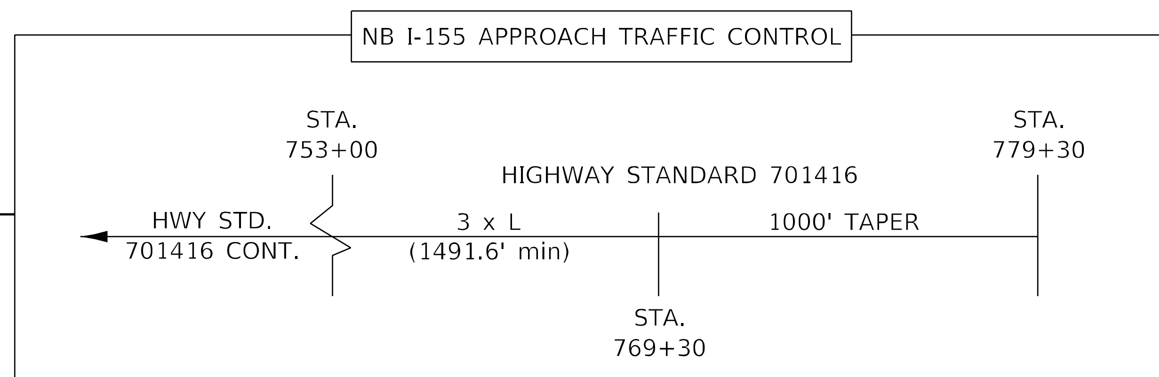
TRAFFIC CONTROL PLAN
STAGE I

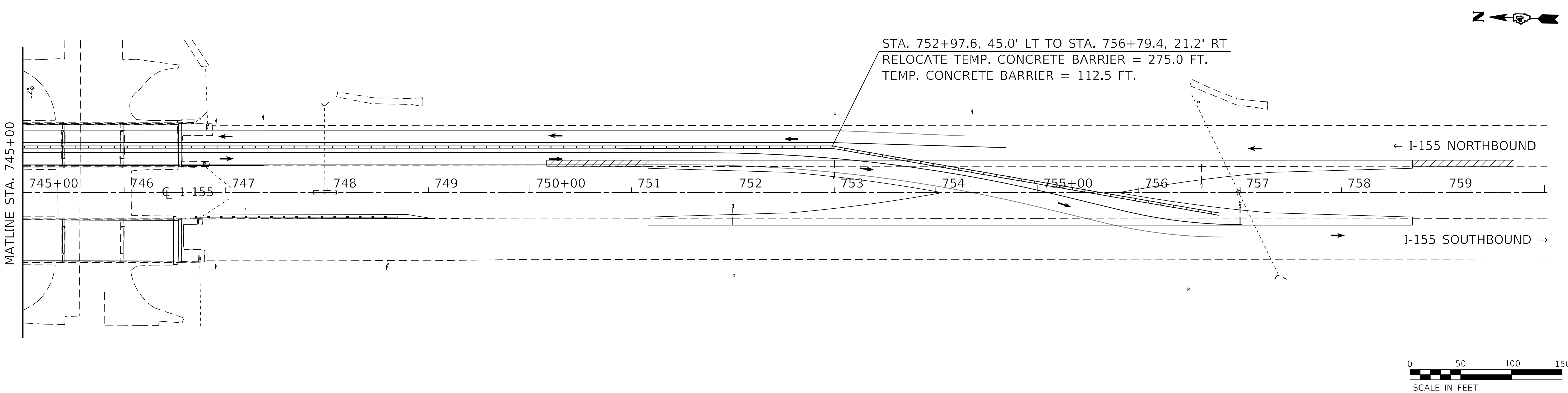
SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	25
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			









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	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

TRAFFIC CONTROL PLAN
STAGE II

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	26

CONTRACT NO. 68E42

ILLINOIS FED. AID PROJECT

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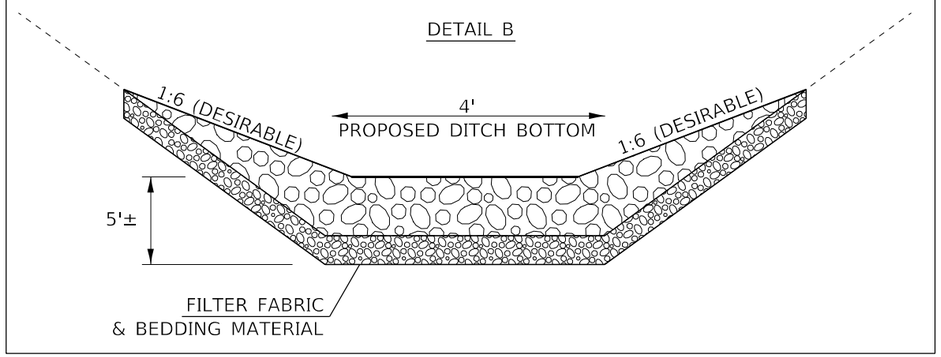
SHEET LEGEND

- WOVEN WIRE FENCE REMOVAL AND REPLACEMENT
- FLOW ARROW
- X X X X REMOVAL
- TREE TRIMMING
- GRADING AND SHAPING DITCHES
- CONCRETE COLLAR, SPECIAL
- STONE RIRPAP CLASS B4 (SPECIAL)
- STONE RIRPAP, CLASS B4

NOTE:
1. SEE SCHEDULES FOR EROSION CONTROL QUANTITIES
2. PLACEMENT OF REINSTALLED GUARDRAIL POST SHALL BE VERIFIED BY THE RESIDENT ENGINEER TO CONFIRM AVOIDANCE OF DAMAGING THE EXISTING PIPE CULVERT OR PROPOSED CONCRETE COLLAR.

DETAIL B



NB LT. STA. 745+80 TO 747+90
WOVEN WIRE FENCE REMOVAL AND REPLACEMENT = 50.0 FT.
PIPE CULVERT REMOVAL = 112.0 FT.
SEE "STONE RIPRAP, CLASS B4 (SPECIAL)" SPECIAL PROVISION FOR ADDITIONAL REMOVAL ITEMS
STONE RIPRAP, CLASS B4 (SPECIAL) = 543.2 TON
FILTER FABRIC = 217.3 SQ. YD.
(SEE DETAIL B)

NB LT. STA. 736+28 TO 738+00
STONE RIPRAP, CLASS B4 (SPECIAL) = 229.3 TON
(EXISTING TYPE B-6 PAVED DITCH TO BE BROKEN UP AND LEFT IN PLACE. SEE 'PAVED DITCH INFORMATION ONLY' SHEETS AND STONE RIPRAP, CLASS B4 (SPECIAL) SPECIAL PROVISION)

NB LT. STA. 746+68 TO 747+00 (FORESLOPE)
PIPE CULVERT REMOVAL = 96.0 FT.
FILTER FABRIC = 216.9 SQ. YD.
STONE RIPRAP, CLASS B4 = 144.6 TON

STA. 742+80 (MEDIAN INLET)
GRATES, SPECIAL = 1.0 EACH
(SEE SPECIAL PROVISION AND INFORMATION ONLY DETAIL)

NB RT. STA. 746+79
PIPE CULVERT REMOVAL = 31.0 FT.

NB LT. STA. 744+60
PIPE CULVERT REMOVAL = 27.0 FT.

NB LT. STA. 748+00 TO 753+00
TREE TRIMMING = 1.0 EACH
(SEE SPECIAL PROVISION)

SEE CROSSOVER PLAN AND PROFILE SHEETS FOR CROSSOVER DRAINAGE ITEMS AND UNDERDRAIN LOCATIONS

INDIAN CREEK

← IL 122 RAMP B
104 103 102 101 100+00
← NB I-155
735+00 736 737 738 739 740+00 741 742 743 744 745+00 746 747 748 749
℄ I-155
IL 122 → RAMP C
9 70+00 71 72 73 74 75+00
SB I-155 →

A B A B

SB RT. STA. 742+80 (EXISTING 24" RCCP)
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A = 25.0 FT.
CONCRETE COLLAR, SPECIAL = 0.6 CU. YD.
CONTROLLED LOW-STRENGTH MATERIAL (CLSM) = 10.4 CU. YD.
SUB-BASE GRANULAR MATERIAL, TYPE A = 12.1 TON
PAVEMENT PATCHING, TYPE III 12" = 22.2 SQ. YD.
(SEE COLLAR DETAIL SHEET FOR SECTIONS A-A & B-B)

SB LT. STA. 746+73
PIPE CULVERT REMOVAL = 31.0 FT.
FILLING INLETS, SPECIAL = 1.0 EACH

I-155 MEDIAN
STA. 746+91 TO STA. 747+86
GRADING AND SHAPING DITCHES = 95.0 FT.
TOPSOIL FURNISH AND PLACE, 4" = 475.0 SQ. YD.

SB RT. STA. 746+68 TO 746+95
FILTER FABRIC = 261.0 SQ. YD.
STONE RIPRAP, CLASS B4 = 174.0 TON

SB RT. STA. 746+74.5
FILLING INLETS = 1.0 EACH
PIPE CULVERT REMOVAL = 87.0 FT.

SB RT. STA. 744+00 TO 744+75
WOVEN WIRE FENCE REMOVAL AND REPLACEMENT = 75.0 FT.

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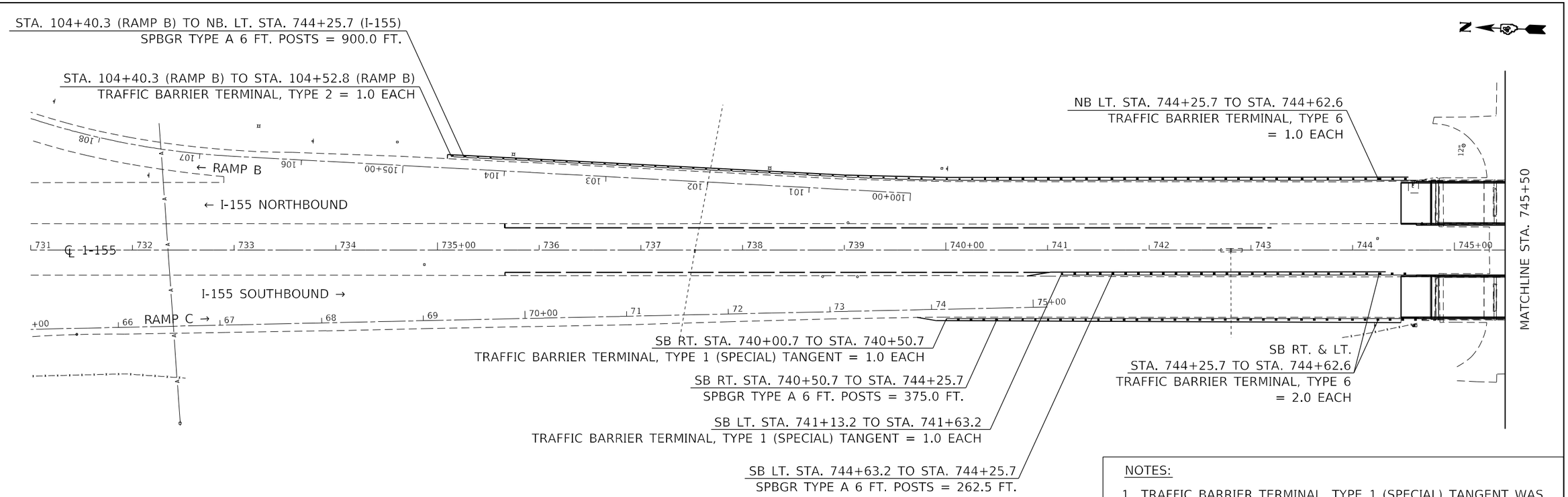
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE

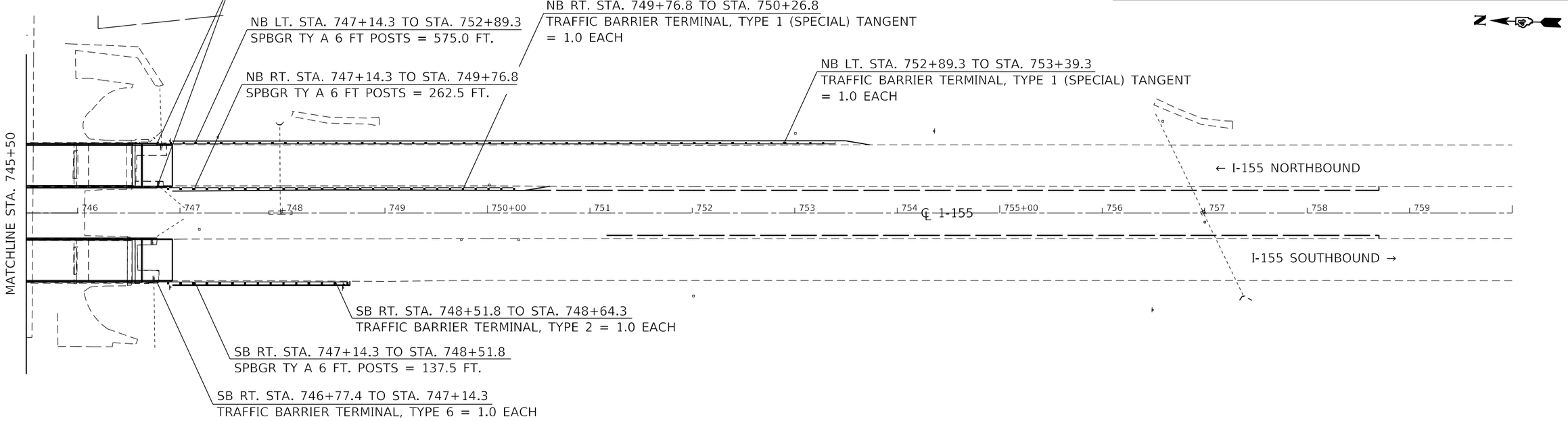
SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	27
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT WAS ASSUMED AS 50' SECTION WITH 37.5' ALLOTTED TOWARDS THE LENGTH OF NEED.
2. SEE SCHEDULE FOR LENGTH OF NEED STATIONS.



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PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED GUARDRAIL

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	28
		CONTRACT NO. 68E42		
		ILLINOIS FED. AID PROJECT		

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NOTES:
SEE MEDIAN CROSSOVER DETAIL SHEETS AND SLOTTED DRAIN PIPE DETAIL SHEET SHEET FOR ADDITIONAL INFORMATION

STA. 738+53.6 TO STA. 740+32.8
SLOTTED DRAIN 18" WITH VARIABLE SLOT = 179.0 FT.

STA. 737+75.6 TO STA. 738+53.6
PIPE CULVERTS, CLASS D,
TYPE 1 18" (TEMPORARY) = 78.0 FT.

STA. 737+71.6 TO STA. 737+53.6
SLOPED METAL END SECTION WITH GRATE,
STANDARD 542411, 18", 1:6
= 1.0 EACH

STA. 740+00.0
SEE SCHEDULE FOR PIPE UNDERDRAIN
EXTENSION QUANTITIES

STA. 740+32.8 TO STA. 741+20.8
PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY) = 88.0 FT.

STA. 741+20.8 TO STA. 741+24.8
SLOPED METAL END SECTION WITH GRATE,
STANDARD 542411, 18", 1:6
= 1.0 EACH

108 107 ← RAMP B 106 105+00 104 103 102 101 100+00

⇐ NB I-155

731 732 733 ℄ I-155 734 735+00 736 737 738 739 740+00 741 742 743 744 745+00

SB I-155 ⇉

5+00 66 RAMP C → 67 68 69 70+00 71 72 73 74 75+00

⇐ NB I-155

SB I-155 ⇉

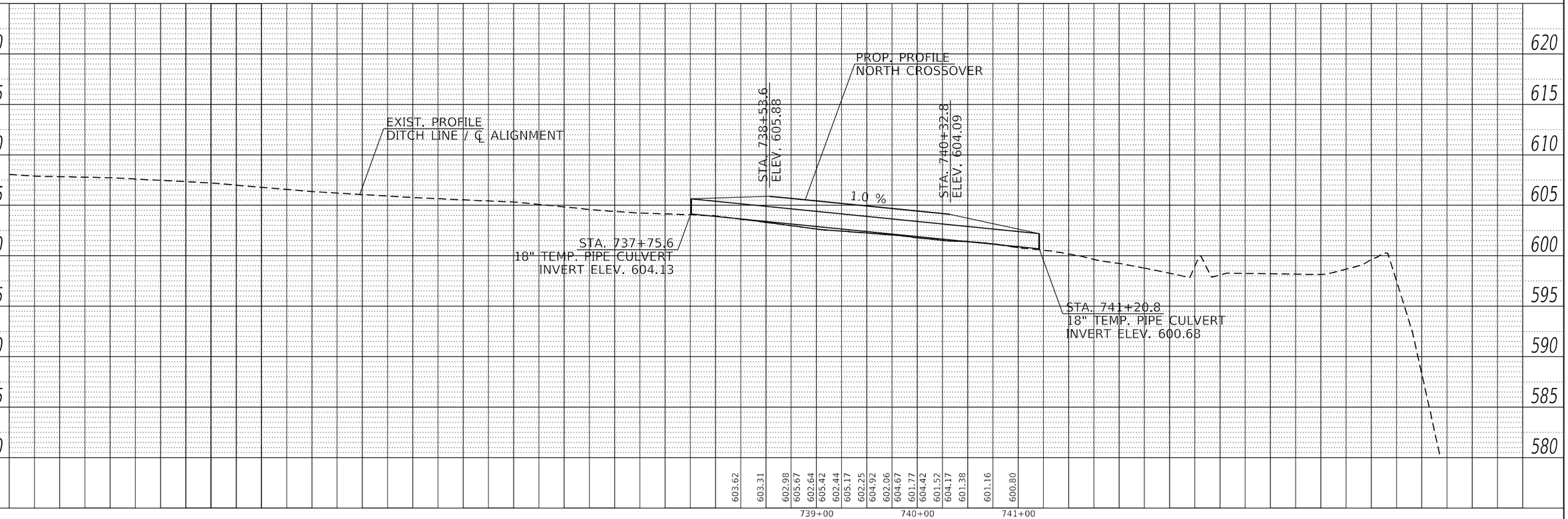
STA. 734+66.0 TO STA. 735+66.0
HMA SURF. REMOVAL, 3" = 66.7 SQ. YD.
HMA SHOULDERS = 11.2 TONS

STA. 735+66.3 TO STA. 743+20.0
PAVED SHOULDER REMOVAL = 1004.9 SQ. YD.
TEMPORARY PAVEMENT = 3195.4 SQ. YD.
SUBBASE GRANULAR MATERIAL, TYPE A = 1203.4 TONS
TEMPORARY PAVEMENT REMOVAL = 2240.3 SQ. YD.

STA. 743+20.0 TO STA. 744+20.0
HMA SURF. REMOVAL, 3"
= 66.7 SQ. YD.
HMA SHOULDERS = 11.2 TONS

STA. 742+75.0
SEE SCHEDULES FOR PIPE UNDERDRAIN
EXTENSION QUANTITIES

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE



PROFILE
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PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
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NOTE BOOK
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BY
DATE

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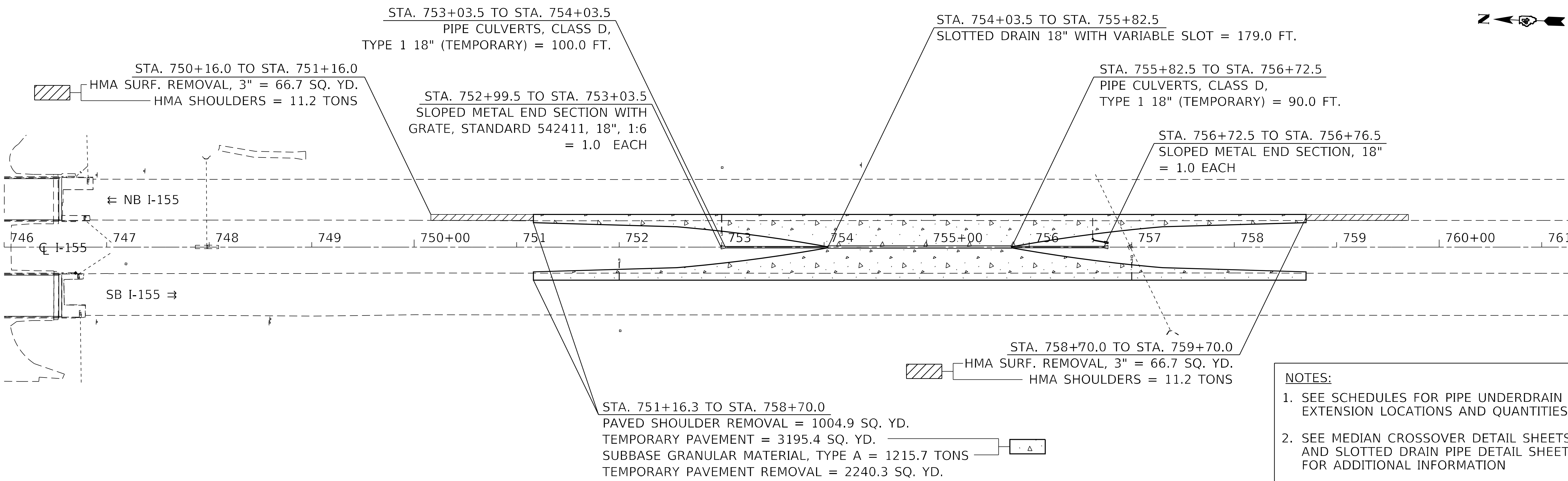
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
PLAN AND PROFILE

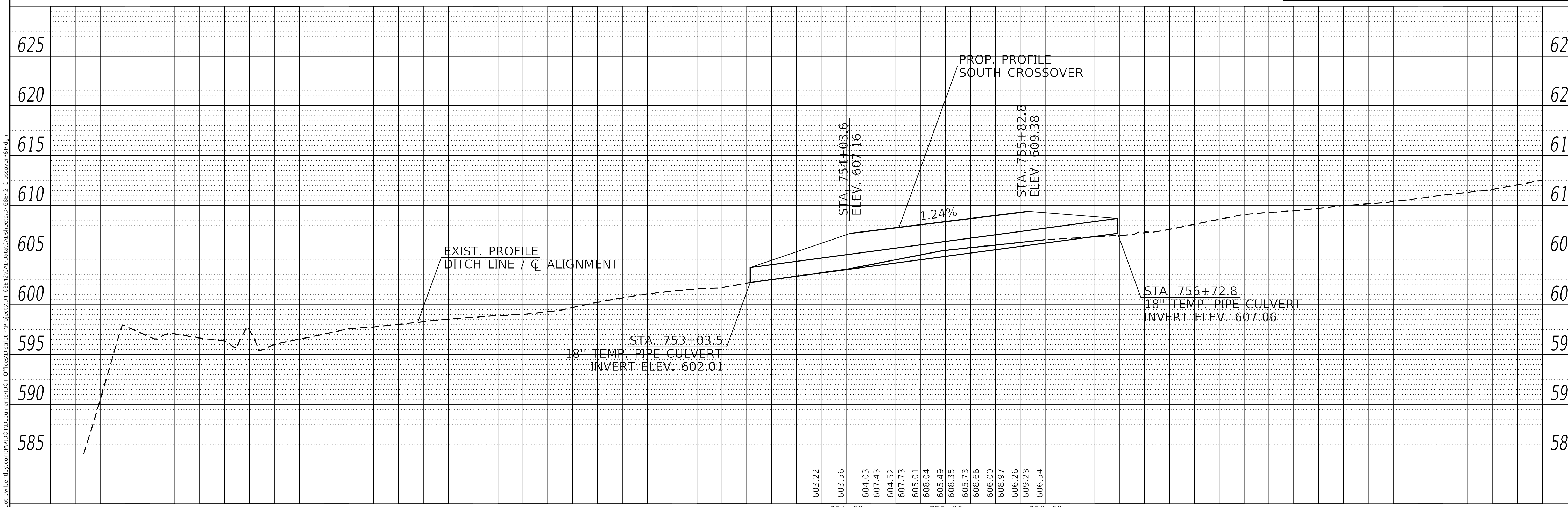
SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	29
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. SEE SCHEDULES FOR PIPE UNDERDRAIN EXTENSION LOCATIONS AND QUANTITIES
2. SEE MEDIAN CROSSOVER DETAIL SHEETS, AND SLOTTED DRAIN PIPE DETAIL SHEET FOR ADDITIONAL INFORMATION



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PROFILE — NOTE BOOK NO. — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD — BY — DATE

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PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

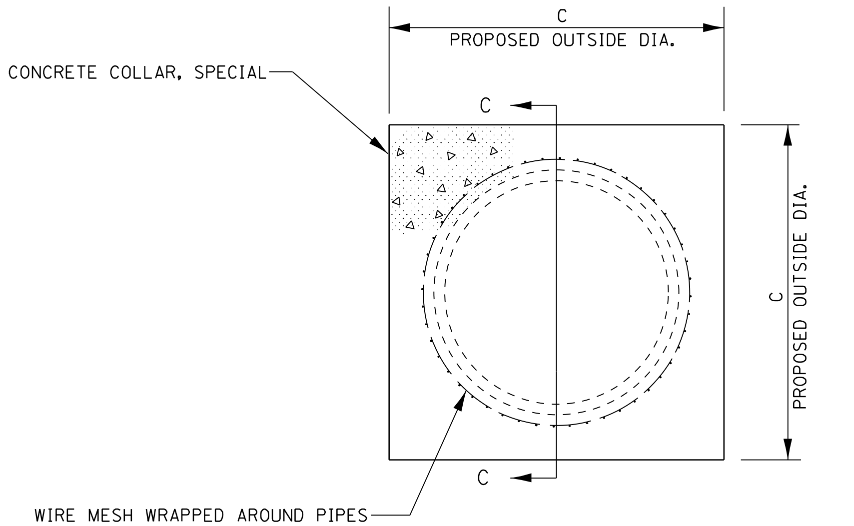
SOUTH CROSSOVER
PLAN AND PROFILE

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

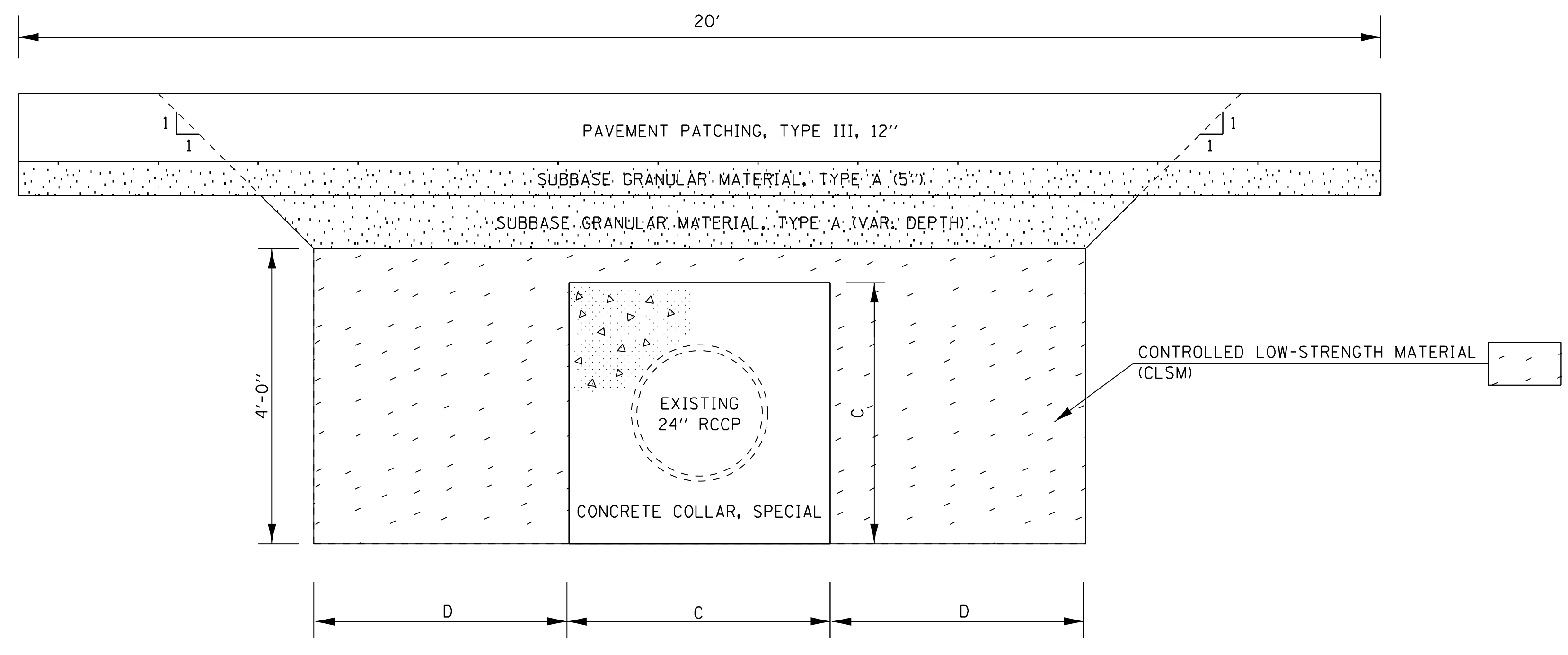
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	30

CONTRACT NO. 68E42

ILLINOIS | FED. AID PROJECT

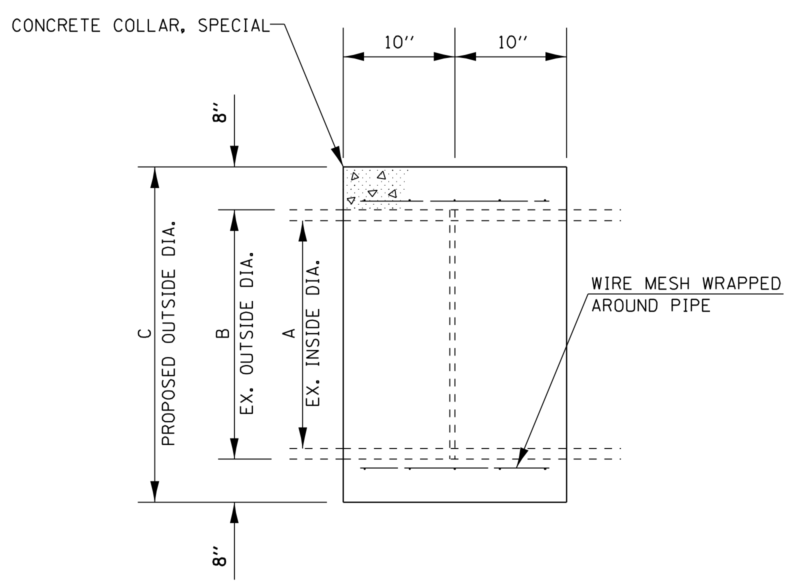


PROPOSED COLLAR
END VIEW

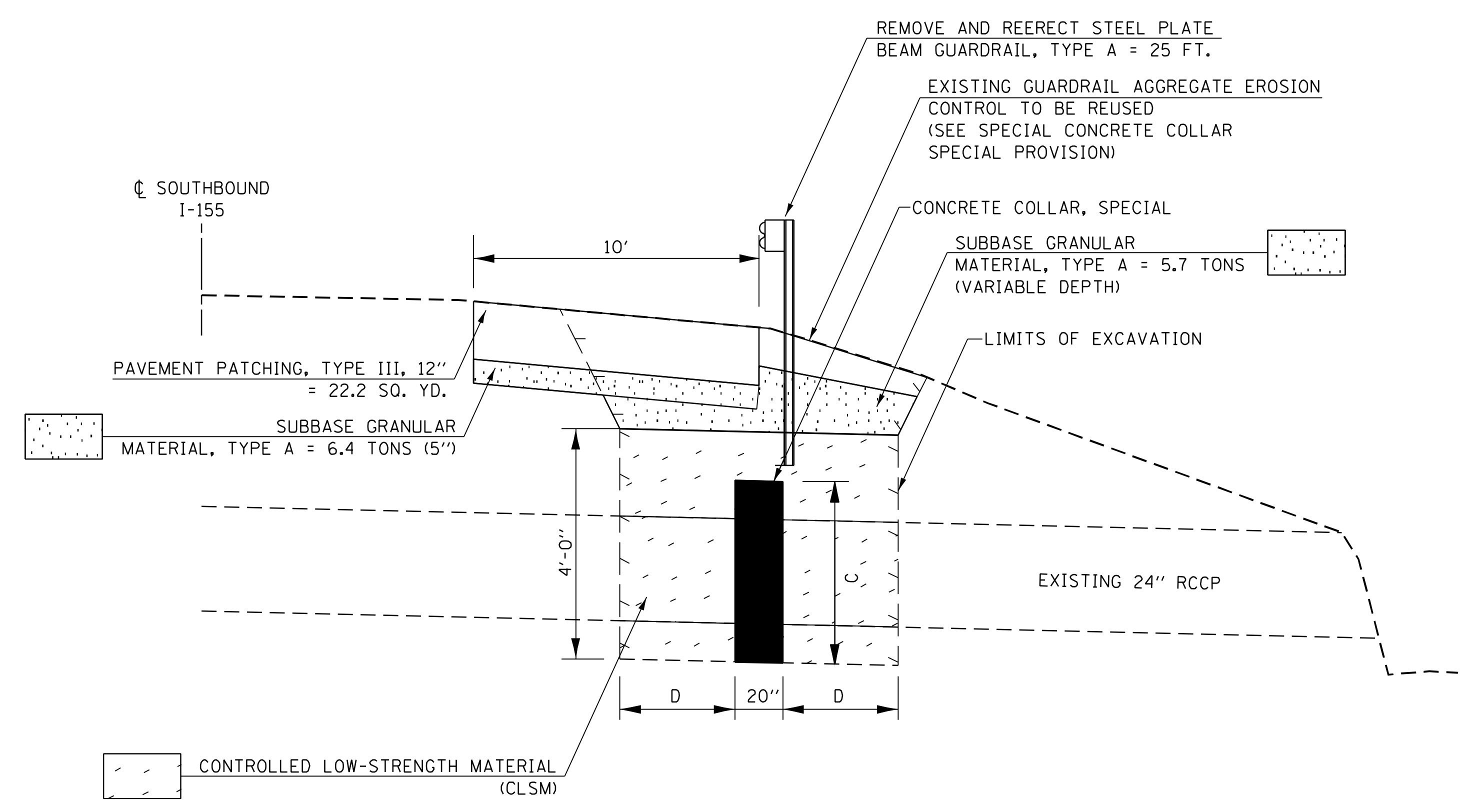


SECTION A-A
FROM PROPOSED DRAINAGE PLAN

COLLAR DIMENSIONS/QUANTITIES				
A	B	C	D	CLASS SI CONCRETE
INCH	INCH	INCH	INCH	CU. YD.
24	30	46	45	0.6



SECTION C-C



SECTION B-B
FROM DRAINAGE PLAN

DRAWING NOT TO SCALE
ACTUAL FIELD LOCATIONS AND
MEASUREMENTS SHALL BE VERIFIED

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PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COLLAR DETAIL

SCALE: | SHEET 1 OF 12 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	31

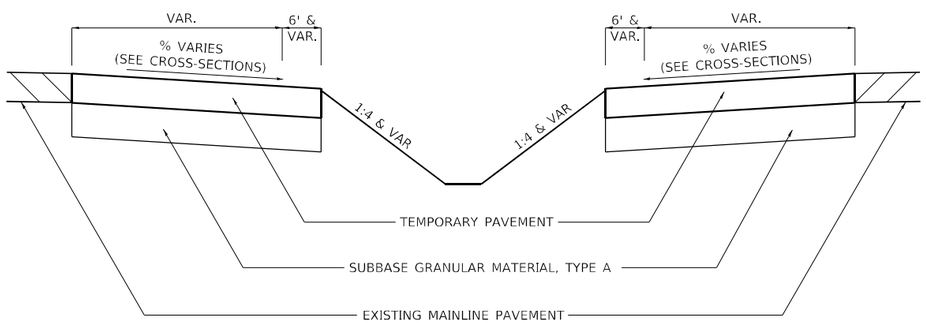
CONTRACT NO. 68E42

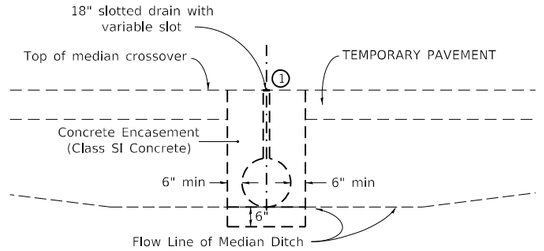
ILLINOIS | FED. AID PROJECT

64' SINGLE LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH OR HIGHER, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION





SECTION A-A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)

① Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

GENERAL NOTES

CONSTRUCTION OF MEDIAN CROSSOVER SHALL CONFORM TO THE REQUIREMENT OF CURRENT STANDARD SPECIFICATIONS.

SLOTTED DRAIN SHALL BE CONSTRUCTED OF 14 OR 16 GAUGE CORRUGATED METAL ROADWAY PIPE MODIFIED TO ACCOMMODATE SLOTTED DRAIN AS SHOWN.

THE CROSSOVER IS DESIGNED USING A 55 MPH DESIGN SPEED. THE END OF THE TEMPORARY PIPE SHALL BE SET WHERE A MINIMUM 1:4 FRONT SLOPE CAN BE CONSTRUCTED FROM EACH SIDE OF THE END SECTION TO THE SHOULDER.

THE REMOVAL OF TEMPORARY PIPE CULVERTS AND END SECTIONS USED FOR CROSSOVER DRAINAGE SHALL BE CONSIDERED INCLUDED IN THE COST OF PIPE CULVERTS, CLASS D, TYPE 1 (TEMPORARY). SLOTTED DRAIN REMOVAL SHALL BE INCLUDED IN THE COST OF TEMPORARY PAVEMENT REMOVAL.

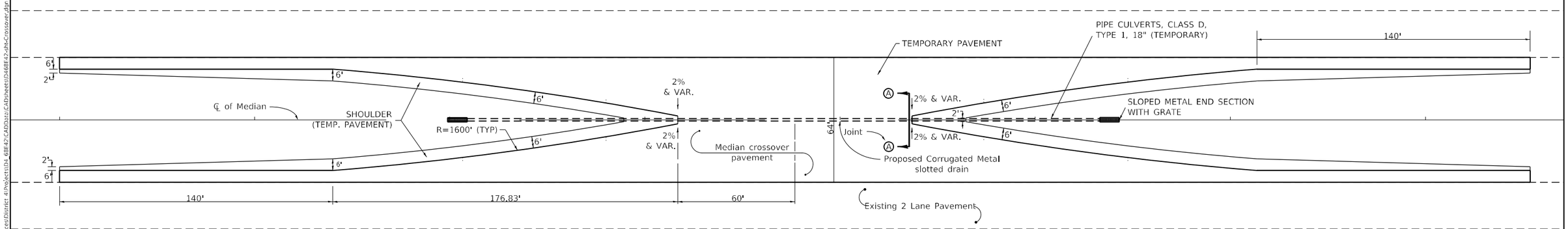
SEE SPECIAL PROVISION FOR TEMPORARY PAVEMENT, TEMPORARY PAVEMENT REMOVAL, AND SLOTTED DRAIN.

IF PCC IS THE CHOSEN MATERIAL FOR THE TEMPORARY PAVEMENT, EXCAVATION AND SUBBASE QUANTITIES SHALL BE ADJUSTED ACCORDINGLY.

WHEN THE MEDIAN CROSSOVER IS TO BE REMOVED, THE CONTRACTOR SHALL BE REQUIRED TO SAW FULL-DEPTH ALONG THE SHOULDER LINE 6' FROM EDGE OF PAVEMENT. THE 6' ADJACENT TO THE EDGE OF PAVEMENT SHALL REMAIN IN PLACE AND BE USED AS SHOULDERS. THE COST OF SAWING SHALL BE INCLUDED IN THE TEMPORARY PAVEMENT REMOVAL.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL.

CONTRACTOR SHALL PLACE THE BELOW SIGN AT THE START OF THE CROSSOVER



TYPICAL PLAN

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	DRAWN -	REVISED -			
PLOT SCALE = 1:100	CHECKED -	REVISED -			
PLOT DATE = 10/21/2022	DATE -	REVISED -		SCALE: SHEET 2 OF 12 SHEETS STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	32
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

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Station	Offset		Elevation	Width	Slope	Offset		Elevation	Width	Slope
735+75	LT	32.00	608.97	8.25	2.00%	RT	32.00	609.02	8.25	2.00%
	LT	23.75	608.81			RT	23.75	609.19		
736+00	LT	32.00	608.80	8.97	2.00%	RT	32.00	609.03	8.97	2.00%
	LT	23.03	608.62			RT	23.03	608.85		
736+25	LT	32.00	608.58	9.69	2.00%	RT	32.00	608.81	9.69	2.00%
	LT	22.31	608.39			RT	22.31	608.61		
736+50	LT	32.00	608.36	10.40	2.00%	RT	32.00	608.59	10.40	2.00%
	LT	21.60	608.16			RT	21.60	608.38		
736+75	LT	32.00	608.15	11.12	2.00%	RT	32.00	608.37	11.12	2.00%
	LT	20.88	607.92			RT	20.88	608.14		
737+00	LT	32.00	707.93	11.84	2.00%	RT	32.00	608.15	11.84	2.00%
	LT	20.16	607.69			RT	20.16	607.91		
737+25	LT	32.00	607.69	13.72	2.00%	RT	32.00	607.97	13.72	2.25%
	LT	18.28	607.41			RT	18.28	607.67		
737+50	LT	32.00	607.45	16.35	2.00%	RT	32.00	607.80	16.35	2.50%
	LT	15.65	607.12			RT	15.65	607.39		
737+75	LT	32.00	607.21	19.37	2.00%	RT	32.00	607.63	19.37	2.75%
	LT	12.63	606.82			RT	12.63	607.10		
738+00	LT	32.00	606.97	22.80	2.00%	RT	32.00	607.45	22.80	3.00%
	LT	9.20	606.52			RT	9.20	606.77		
738+25	LT	32.00	606.76	26.63	2.00%	RT	32.00	607.24	26.63	3.25%
	LT	5.37	606.23			RT	5.37	606.38		
738+50	LT	32.00	606.55	30.86	1.98%	RT	32.00	607.03	30.86	3.48%
	LT	1.14	605.94			RT	1.14	605.96		
738+75	LT	32.00	606.34	30.75	2.10%	RT	32.00	606.82	30.75	3.59%
	LT	1.25	605.70			RT	1.25	605.71		
739+00	LT	32.00	606.13	30.75	2.23%	RT	32.00	606.60	30.75	3.70%
	LT	1.25	605.45			RT	1.25	605.47		
739+25	LT	32.00	605.93	30.75	2.38%	RT	32.00	606.38	30.75	3.83%
	LT	1.25	605.20			RT	1.25	605.20		
739+50	LT	32.00	605.73	30.75	2.54%	RT	32.00	606.15	30.75	3.85%
	LT	1.25	604.95			RT	1.25	604.97		
739+75	LT	32.00	605.53	30.75	2.70%	RT	32.00	605.92	30.75	3.92%
	LT	1.25	604.70			RT	1.25	604.72		
740+00	LT	32.00	605.33	30.75	2.86%	RT	32.00	605.70	30.75	3.98%
	LT	1.25	604.46			RT	1.25	604.47		
740+25	LT	32.00	605.14	30.75	3.02%	RT	32.00	605.45	30.75	3.99%
	LT	1.25	604.21			RT	1.25	604.22		
740+50	LT	32.00	604.94	28.50	3.00%	RT	32.00	605.20	28.50	4.00%
	LT	3.50	604.08			RT	3.50	604.06		
740+75	LT	32.00	604.74	24.48	2.75%	RT	32.00	604.95	24.48	3.75%
	LT	7.52	604.07			RT	7.52	604.03		
741+00	LT	32.00	604.54	20.88	2.65%	RT	32.00	604.69	20.88	3.50%
	LT	11.13	603.99			RT	11.13	603.96		
741+25	LT	32.00	604.31	17.67	2.50%	RT	32.00	604.41	17.67	3.25%
	LT	14.33	603.86			RT	14.33	603.84		
741+50	LT	32.00	604.07	14.86	2.40%	RT	32.00	604.15	14.86	3.00%
	LT	17.14	603.71			RT	17.14	603.70		
741+75	LT	32.00	603.83	12.46	2.25%	RT	32.00	603.88	12.46	2.75%
	LT	19.54	603.55			RT	19.54	603.54		
742+00	LT	32.00	603.59	11.45	2.10%	RT	32.00	603.62	11.45	2.50%
	LT	20.55	603.35			RT	20.55	603.33		
742+25	LT	32.00	603.36	10.73	2.00%	RT	32.00	603.36	10.73	2.25%
	LT	21.27	603.14			RT	21.27	603.12		
742+50	LT	32.00	603.12	10.01	2.00%	RT	32.00	603.11	10.01	2.00%
	LT	21.99	602.92			RT	21.99	602.91		
742+75	LT	32.00	602.88	9.29	2.00%	RT	32.00	602.85	9.29	2.00%
	LT	22.71	602.70			RT	22.71	602.67		
743+00	LT	32.00	602.65	8.58	2.00%	RT	32.00	602.60	8.57	2.00%
	LT	23.42	602.48			RT	23.43	602.43		

Station	Offset		Elevation	Width	Slope	Offset		Elevation	Width	Slope
751+25	LT	32.00	604.16	8.25	2.00%	RT	32.00	604.21	8.25	2.00%
	LT	23.75	603.99			RT	23.75	604.05		
751+50	LT	32.00	604.48	8.97	2.00%	RT	32.00	604.54	8.97	2.00%
	LT	23.03	604.30			RT	23.03	604.36		
751+75	LT	32.00	604.81	9.69	2.00%	RT	32.00	604.87	9.69	2.00%
	LT	22.31	604.62			RT	22.31	604.67		
752+00	LT	32.00	605.14	10.40	2.00%	RT	32.00	605.20	10.40	2.00%
	LT	21.60	604.93			RT	21.60	604.99		
752+25	LT	32.00	605.45	11.12	2.00%	RT	32.00	605.50	11.12	2.00%
	LT	20.88	605.23			RT	20.88	605.28		
752+50	LT	32.00	605.77	11.84	2.00%	RT	32.00	605.80	11.84	2.00%
	LT	20.16	605.53			RT	20.16	605.57		
752+75	LT	32.00	606.08	13.72	2.00%	RT	32.00	606.11	13.72	2.00%
	LT	18.28	605.81			RT	18.28	605.83		
753+00	LT	32.00	606.39	16.35	2.00%	RT	32.00	606.41	16.35	2.00%
	LT	15.65	606.07			RT	15.65	606.09		
753+25	LT	32.00	606.72	19.37	2.00%	RT	32.00	606.75	19.37	2.00%
	LT	12.63	606.33			RT	12.63	606.36		
753+50	LT	32.00	607.04	22.80	2.00%	RT	32.00	607.08	22.80	2.05%
	LT	9.20	606.59			RT	9.20	606.61		
753+75	LT	32.00	607.36	26.63	2.00%	RT	32.00	607.41	26.63	2.10%
	LT	5.37	606.83			RT	5.37	606.86		
754+00	LT	32.00	607.69	30.86	1.96%	RT	32.00	607.75	30.86	2.15%
	LT	1.14	607.08			RT	1.14	607.08		
754+25	LT	32.00	608.09	30.75	1.99%	RT	32.00	608.15	30.75	2.19%
	LT	1.25	607.48			RT	1.25	607.48		
754+50	LT	32.00	608.33	30.75	1.99%	RT	32.00	608.39	30.75	2.20%
	LT	1.25	607.71			RT	1.25	607.72		
754+75	LT	32.00	608.65	30.75	2.02%	RT	32.00	608.72	30.75	2.24%
	LT	1.25	608.03			RT	1.25	608.03		
755+00	LT	32.00	608.97	30.75	2.05%	RT	32.00	609.04	30.75	2.27%
	LT	1.25	608.34			RT	1.25	608.34		
755+25	LT	32.00	609.29	30.75	2.10%	RT	32.00	609.37	30.75	2.33%
	LT	1.25	608.65			RT	1.25	608.65		
755+50	LT	32.00	609.62	30.75	2.13%	RT	32.00	609.69	30.75	2.36%
	LT	1.25	608.97			RT	1.25	608.97		
755+75	LT	32.00	609.95	30.75	2.18%	RT	32.00	610.02	30.75	2.41%
	LT	1.25	609.28			RT	1.25	609.28		
756+00	LT	32.00	610.27	28.50	2.15%	RT	32.00	610.35	28.50	2.38%
	LT	3.50	609.65			RT	3.50	609.67		
756+25	LT	32.00	610.6-	24.48	2.10%	RT	32.00	610.67	24.48	2.35%
	LT	7.52	610.09			RT	7.52	610.09		
756+50	LT	32.00	610.93	20.88	2.00%	RT	32.00	610.98	20.88	2.29%
	LT	11.13	610.52			RT	11.13	610.51		
756+75	LT	32.00	611.26	17.67	2.00%	RT	32.00	611.30	17.67	2.26%
	LT	14.33	610.91			RT	14.33	610.90		
757+00	LT	32.00	611.60	14.86	2.00%	RT	32.00	611.62	14.86	2.23%
	LT	17.14	611.30			RT	17.14	611.29		
757+25	LT	32.00	611.91	12.46	2.00%	RT	32.00	611.95	12.46	2.17%
	LT	19.54	611.67			RT	19.54	611.68		
757+50	LT	32.00	612.23	11.45	2.00%	RT	32.00	612.28	11.45	2.11%
	LT	20.55	612.00			RT	20.55	612.04		
757+75	LT	32.00	612.55	10.73	2.00%	RT	32.00	612.61	10.73	2.05%
	LT	21.27	612.34			RT	21.27	612.39		
758+00	LT	32.00	612.87	10.01	2.00%	RT	32.00	612.94	10.01	2.00%
	LT	21.99	612.67			RT	21.99	612.74		
758+25	LT	32.00	613.20	9.29	2.00%	RT	32.00	613.27	9.29	2.00%
	LT	22.71	613.02			RT	22.71	613.09		
758+50	LT	32.00	613.54	8.58	2.00%	RT	32.00	613.60	8.58	2.00%
	LT	23.42	613.37			RT	23.42	613.43		

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USER NAME = $USER$ | PLOT SCALE = 1:100 | PLOT DATE = 10/21/2022

DESIGNED - | DRAWN - | CHECKED - | DATE -

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MEDIAN CROSSOVER DETAIL

SCALE: | SHEET 3 OF 12 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	33

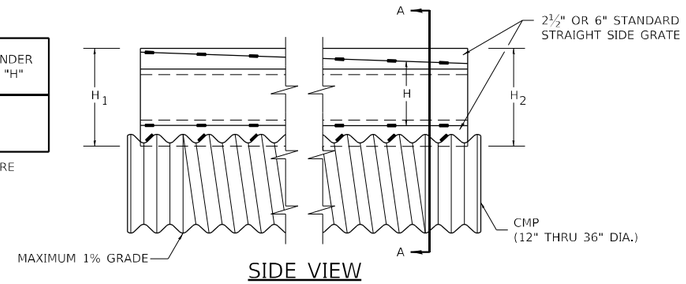
CONTRACT NO. 68E42

ILLINOIS FED. AID PROJECT

SLOTTED DRAIN PIPE

LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 ~ 750 PSI CONCRETE	19"

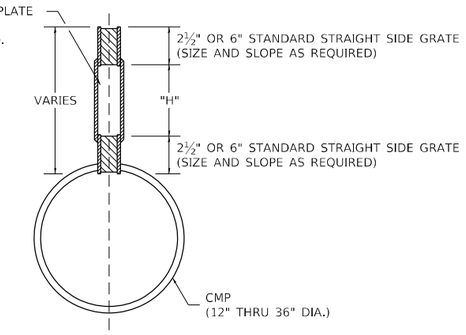
* 125 PSI TIRE PRESSURE



SIDE VIEW

DETAIL WITH VARIABLE HEIGHT GRATE

PLATE EXTENDERS
7 GA. GALVANIZED PLATE PER ASTM A761
SLOPE AS REQUIRED.



SECTION A-A

GENERAL

Class SI Concrete shall be used throughout.
This specification covers Slottted Drain used for the removal of water as shown on the plans.
The Slotted Drain shall be Corrugated Pipe Culvert with Integral Slotted Drains.
Before placing the concrete adjacent to the pipe, the slot shall be covered by either thin, flat metal sheeting or by a board notched to fit over the grate bars. This covering must fit closely in the slot to prevent entry of concrete into the pipe. Paving over the slotted drain will then be one continuous operation over the protected drain. The protection for the drain slot shall then be removed. The pipe shall drain into the side of the inlet. The opening where the slot is removed shall be covered to prevent concrete from entering the pipe.
The Corrugated Steel Pipe used in the Slotted Drain shall meet the requirements of AASHTO M36/ASTM A760.
The CMP shall be ALUMINIZED STEEL Type 2.
The diameter shall be as shown on the plans.
Steel grating shall meet the galvanizing requirements of AASHTO M111.
This work will be paid for at the contract unit price per foot for SLOTTED DRAIN of the pipe diameter specified WITH VARIABLE SLOT,or SLOTTED DRAIN, of the pipe diameter specified, WITH 6" SLOT, and shall include concrete and grating for depth specified on plans.
Use approved end cap to prevent concrete entry into the pipe during gutter construction on the upstream end of the pipe.

CONNECTIONS

The Corrugated Steel Pipe shall have a minimum of two rerolled annular ends.
The Slotted Drain bands shall be modified HUGGER Bands to secure the pipe and prevent infiltration of the backfill.
When the Slotted Drain is banded together, the adjacent grates shall have a maximum 3" gap.

GRATES

The grates shall be manufactured from ASTM A670, Grade 36 steel. The spacers and bearing bars (sides) shall be 3/16 " material ±0.008".
The spacers shall be on 6" centers and welded on both sides to each bearing bar (sides) with four (4) 1- 1/4 " long 3/16 " fillet welds on each side of the bearing bar.
The plate extender shall be 7 gage steel meeting ASTM A761.
The engineer may call for tensile strength tests on the grate if the grate is not in compliance with the above spacer specifications. If tensile strength tests are called for, minimum results for an in-place spacer pulled perpendicular to the bearing bar shall be:
T= 12,000 pounds for 2- 1/2 " grate
T= 15,000 pounds for 6" grate

GALVANIZING

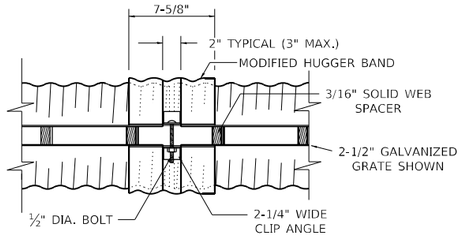
The grate and plate extenders shall be galvanized in accordance with ASTM A123 except with a 2 oz. galvanized coating.

GRATE ATTACHED TO CSP

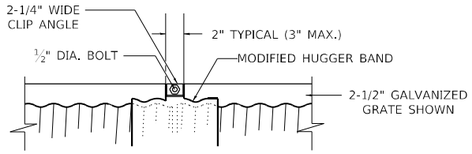
The grate shall be fillet welded with a minimum weld 1" long to the CSP on each side of the grate at every other corrugation.

TOLERANCES - FINISHED SLOTTED DRAIN - 20' LENGTHS

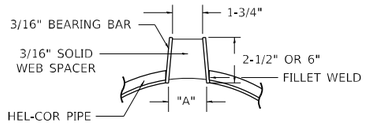
Vertical Bow= ± 3/8 "
Horizontal Bow= ± 5/8 "
Twist= ± 1/2 "



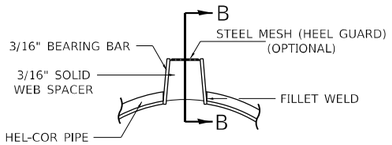
TOP VIEW



SIDE VIEW



SECTION A-A
STANDARD DETAIL



SECTION A-A
DETAIL WITH MESH

(TRAPEZOIDAL GALVANIZED GRATE SHOWN)

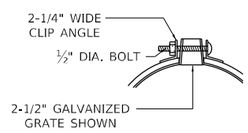
STANDARD SIZES						
GAGE OF PIPE	DIAMETER OF PIPE					
	12"	15"	18"	24"	30"	36"
16	X	X	X	X	X	X
14	X	X	X	X	X	X
12	N.A.	N.A.	N.A.	N.A.	X	X

GRATE TYPE		"A"
VERT	2-1/2"	1-3/4"
VERT	6"	1-3/4"
TRAP	2-1/2"	2-1/4"
TRAP	6"	3"

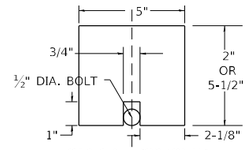
VERT = VERTICAL
TRAP = TRAPIZOIDAL

SLOTTED DRAIN NOTES

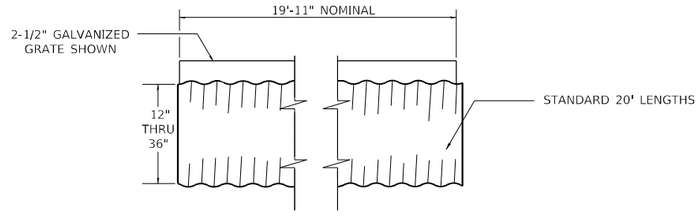
1. GRATING IS AVAILABLE IN DEPTHS OF 2-1/2" AND 6".
2. VERTICAL GRATING (STRAIGHT SIDES) WITH VERTICAL SPACERS IS ALSO AVAILABLE.
3. FOR 6" VERTICAL & TRAPIZOIDAL REQUIREMENTS, THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 4" TECHCO BAND ANGLE.
4. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
5. DIMENSIONS FOR H_1 AND H_2 AS REQUIRED.
6. H_1 AND H_2 MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.



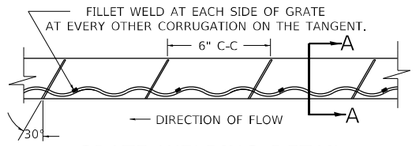
END VIEW



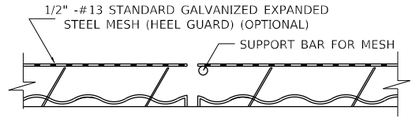
GAP PLATE (OPTIONAL)
MAY BE PLACED DIRECTLY OVER BAND BOLT TO PROVIDE CONTINUOUS FORM FOR GROUTING.



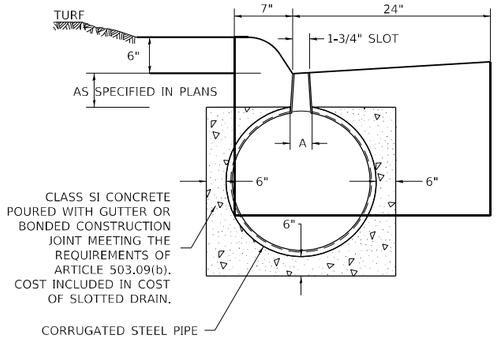
TYPICAL PIPE SECTION



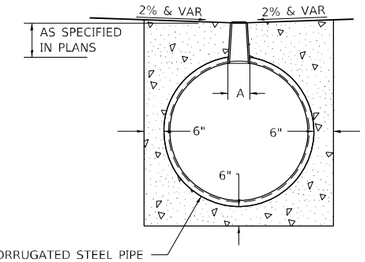
GRATE WELDING DETAIL



SECTION B-B



DETAIL FOR CURB & GUTTER



DETAIL FOR CROSSOVERS, DRIVEWAYS, OR PARKING LOTS

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

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	DRAWN -	REVISED -
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PLOT DATE = 10/21/2022	DATE -	REVISED -

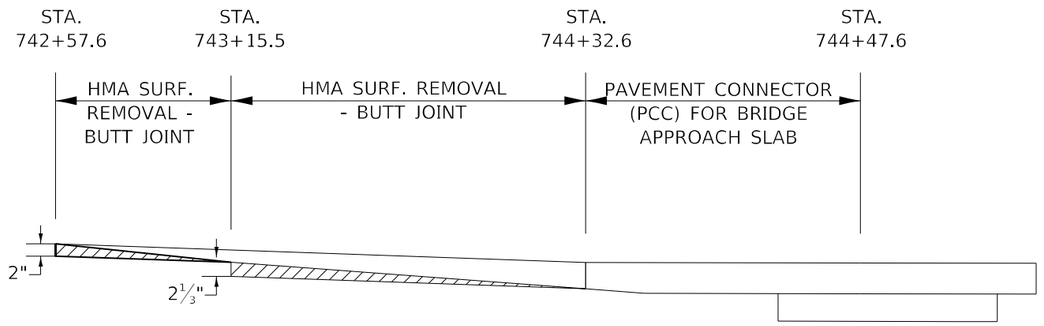
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOTTED DRAIN PIPE DETAIL

SCALE: | SHEET 4 OF 12 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	34
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

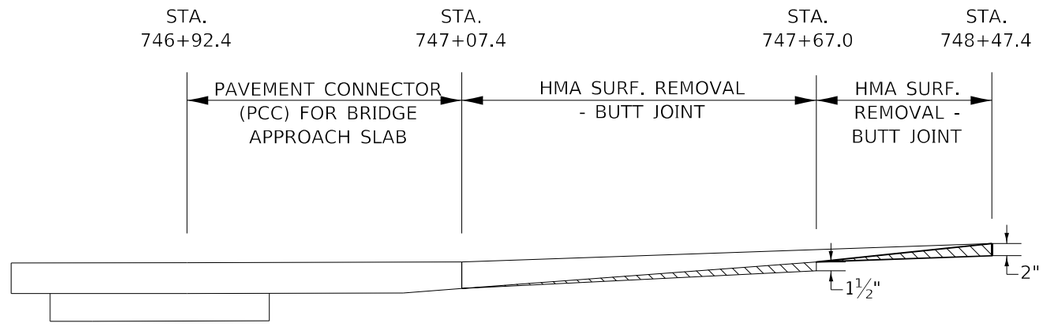
SOUTHBOUND APPROACH AND NORTHBOUND DEPARTURE



LEGEND

HMA SURF. REMOVAL BUTT JOINT

SOUTHBOUND DEPARTURE AND NORTHBOUND APPROACH



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PLOT DATE = 10/21/2022	DATE -	REVISED -	

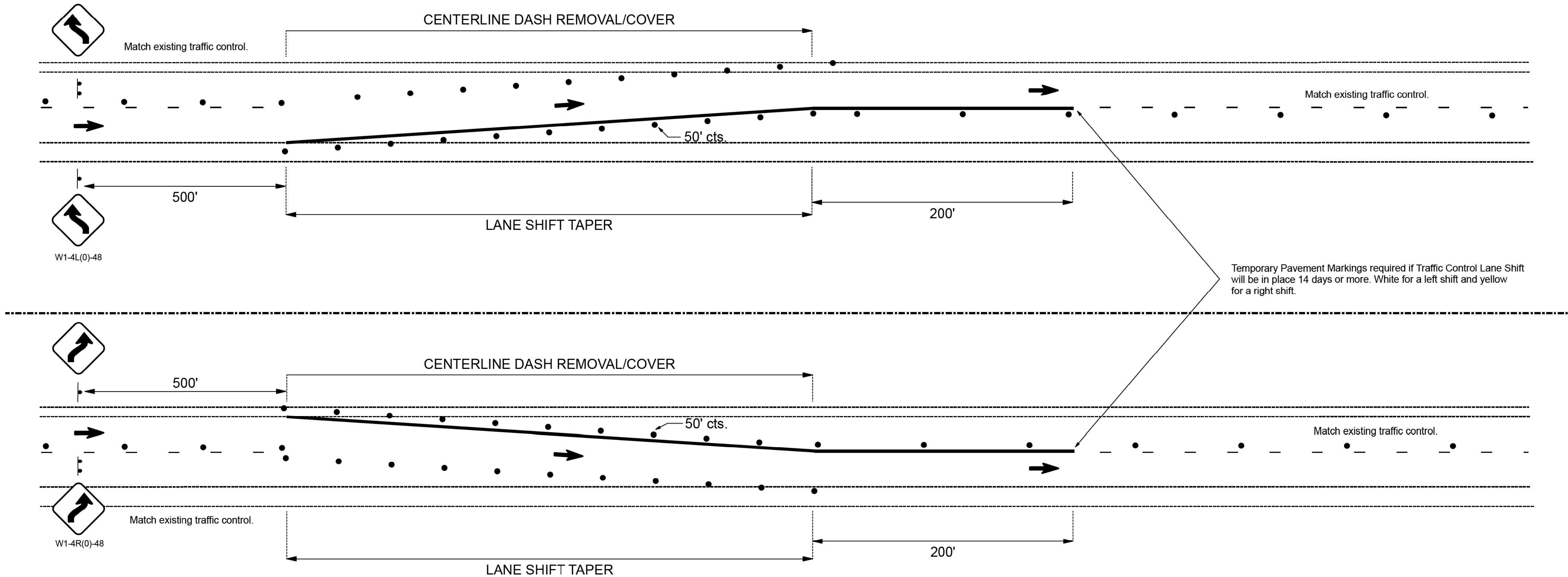
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT TAPER DETAILS

SCALE: | SHEET 5 OF 12 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	35
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

TRAFFIC CONTROL LANE SHIFT TYPICAL



LANE SHIFT TAPER LENGTH

NORMAL POSTED SPEED LIMIT	LANE SHIFT TAPER
65 MPH OR GREATER	450 FT.
55 MPH	350 FT.
50 MPH	300 FT.
45 MPH OR LESS	275 FT.

SYMBOLS

- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT (LIGHT IN TAPERS ONLY)
- TEMPORARY SIGN STAND MOUNT- CLOSED LANE/ LESS THAN 14 DAYS
- POST MOUNTED SIGN STAND MOUNT- GREATER THAN 14 DAYS

GENERAL NOTES

TO BE USED WHEN FIELD CONDITIONS WARRANT THE NEED FOR A LANE SHIFT DUE TO ADJACENT CONSTRUCTION PROJECTS OR OTHER MOTORIST/ WORKER SAFETY NEEDS.

THE RESIDENT ENGINEER MUST APPROVE THE USE OF THIS DETAIL.

CENTERLINE DASHES SHALL BE COVERED/REMOVED IF LANE SHIFT WILL BE IN PLACE GREATER THAN 24 HOURS.

DEVICES IN LANE SHIFT SHALL HAVE A STEADY BURN MONO-DIRECTIONAL LIGHT.

TC LANE SHIFT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL PAY ITEMS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
REGION 3/ DISTRICT 4
TRAFFIC CONTROL LANE SHIFT TYPICAL

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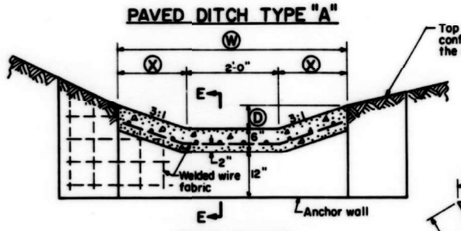
	DRAWN -	REVISED -					CONTRACT NO. 68E42	
PLOT SCALE = 1:100	CHECKED -	REVISED -		SCALE: SHEET 6 OF 12 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		
PLOT DATE = 10/21/2022	DATE -	REVISED -						

STANDARD DESIGN
PAVED DITCH

PAVED DITCH TYPE "A"

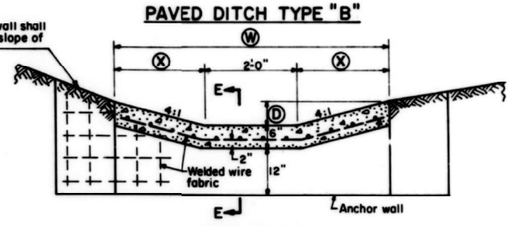


CROSS SECTION

Table for Paved Ditch Type "A"

TYPE	Ⓓ	Ⓦ	Ⓧ	Area ft²
A-6	6"	5'-0"	1'-6"	1.75
A-9	9"	6'-6"	2'-3"	3.19
A-12	12"	8'-0"	3'-0"	5.00
A-15	15"	9'-6"	3'-9"	7.19
A-18	18"	11'-0"	4'-6"	9.75
A-21	21"	12'-6"	5'-3"	12.69
A-24	24"	14'-0"	6'-0"	16.00

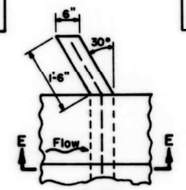
PAVED DITCH TYPE "B"



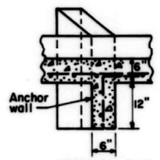
CROSS SECTION

Table for Paved Ditch Type "B"

TYPE	Ⓓ	Ⓦ	Ⓧ	Area ft²
B-6	6"	6'-0"	2'-0"	2.00
B-9	9"	8'-0"	3'-0"	3.75
B-12	12"	10'-0"	4'-0"	6.00
B-15	15"	12'-0"	5'-0"	8.75
B-18	18"	14'-0"	6'-0"	12.00
B-21	21"	16'-0"	7'-0"	15.75
B-24	24"	18'-0"	8'-0"	20.00

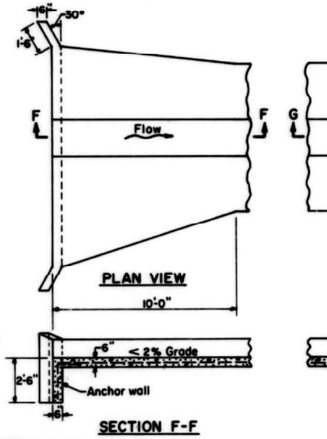


PLAN



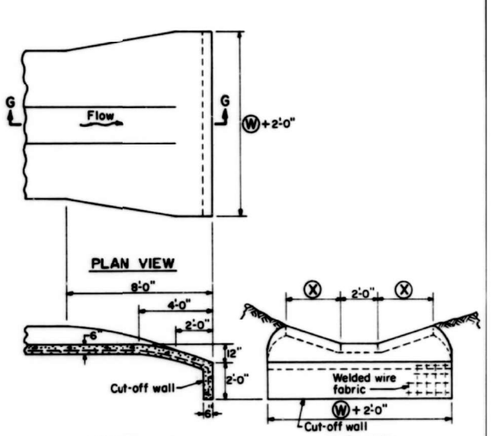
SECTION E-E

DETAIL OF ANCHOR WALL



PLAN VIEW

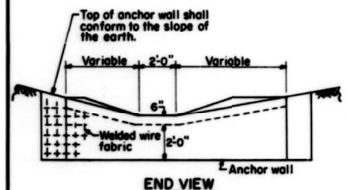
SECTION F-F



PLAN VIEW

SECTION G-G

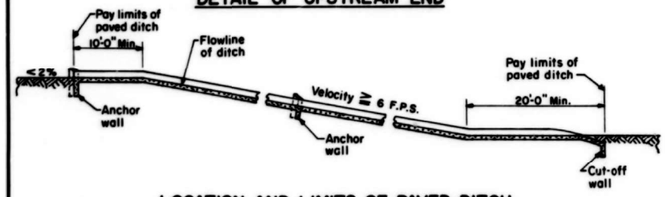
END VIEW



END VIEW

DETAIL OF UPSTREAM END

DETAIL OF DOWNSTREAM END



LOCATION AND LIMITS OF PAVED DITCH

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS	ISSUED 8-1-68
PASSED Aug. 1, 1968	REVISIONS

NOTES

Class X Concrete shall be used throughout.

Welded wire fabric shall be 6"x6" mesh, #4 gage, 58 lbs. per 100 sq. ft., conforming to the requirements of A.S.T.M. A158.

½ inch premoulded joint filler shall be placed at the junction of paved ditch with any other structure.

Anchor walls shall be spaced at not more than 50 foot intervals.

Anchor walls and cut-off wall shall be constructed monolithically with the paved ditch.

At the option of the Contractor, #3 reinforcing bars placed at 12 inch centers longitudinally in paved ditch and vertically in anchor and cut-off walls may be used in lieu of the welded wire fabric.

The cost of furnishing and placing the joint filler and the welded wire fabric or the #3 reinforcing bars will be considered incidental to the cost of the paved ditch.

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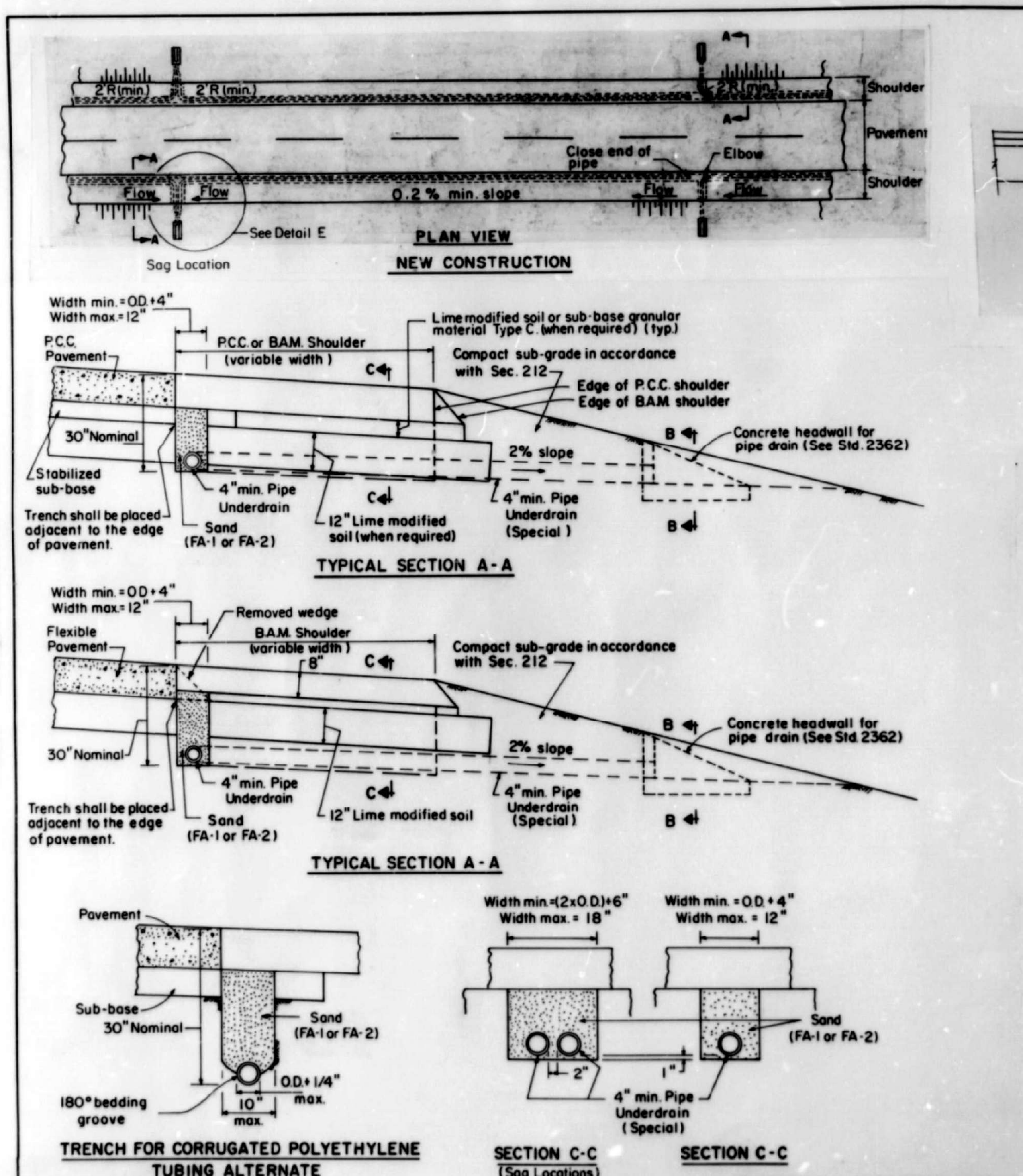
	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

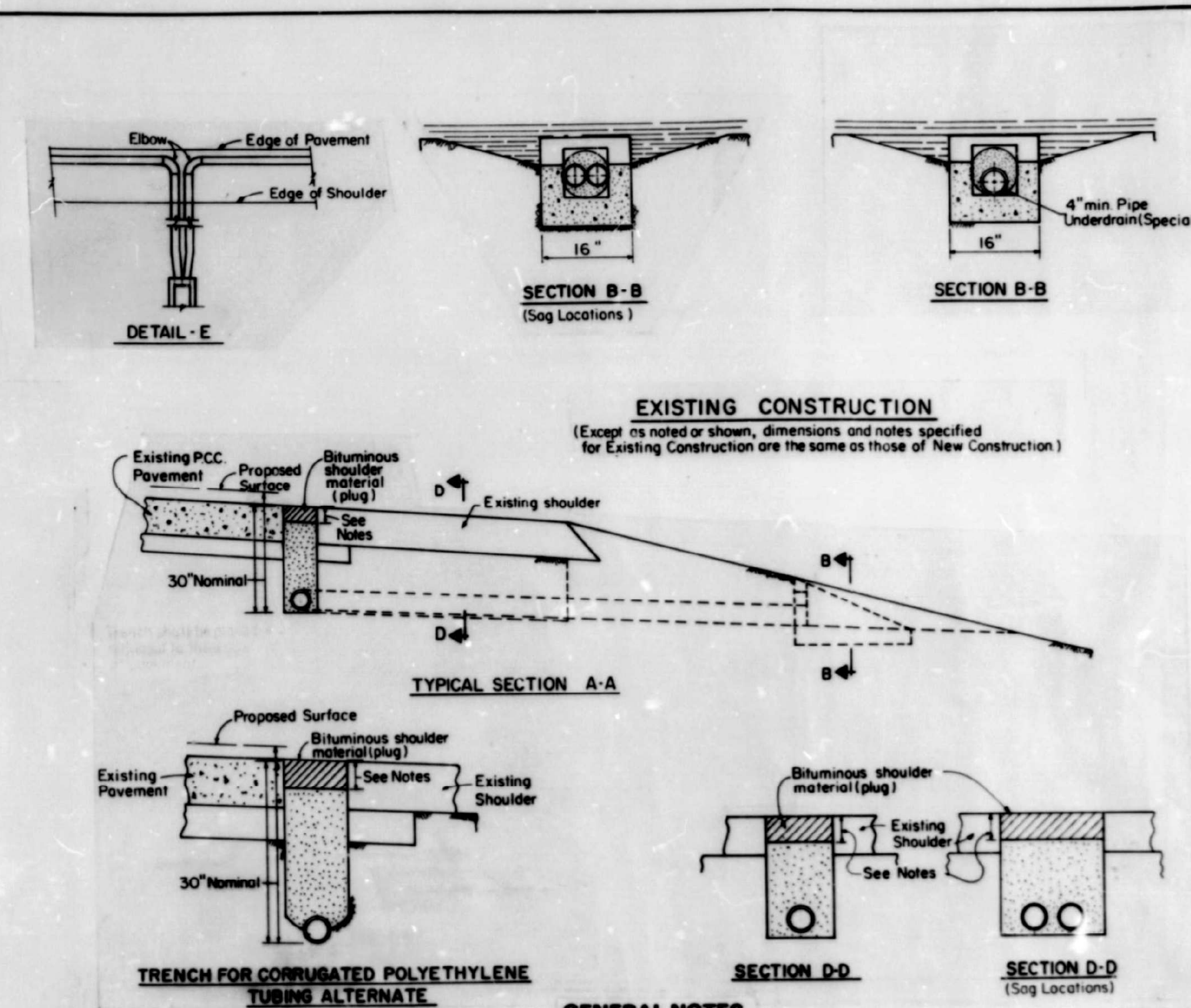
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVED DITCH
FOR INFORMATION ONLY

SCALE: | SHEET 7 OF 12 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	37
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

All work to be in accordance with the applicable portions of the Standard Specifications except as modified hereon.

Sand, FA-1 or FA-2, shall conform to the requirements for Class A Quality and shall be compacted in accordance with the requirements of Section 607 of the Standard Specifications.

Pipe underdrains are to be outletted approximately every 500 feet. Pipe underdrain may be outletted into the crossroad culvert when the fill above the culvert is 5 feet or less.

Pipe Underdrain (Special) shall conform to the requirements for Pipe Underdrain except that it shall be encased in a fabric envelope conforming to the requirements of Article 607.02 of the Standard Specifications.

The portion of Pipe Underdrain (Special) which is installed under the stabilized shoulder shall be backfilled with FA-1 or FA-2 as detailed hereon. The remaining portion shall be backfilled with select material meeting the approval of the Engineer.

In addition to the requirements of Article 607.06 of the Standard Specifications, the contract unit price per lineal foot for PIPE UNDERDRAINS 4" and PIPE UNDERDRAINS 4" (SPECIAL) shall include the cost for furnishing and placing the required bedding and backfill material, fabric envelope, and the cost for materials and placing of pipe in culverts. At locations where, due to the type of longitudinal pipe underdrain material being used, more than one pipe underdrain special is required only one run of underdrain special will be measured for payment. Measurement will be from the back of the headwall to the centerline of the longitudinal underdrain.

When installing pipe underdrains on contracts with existing shoulders and it is determined by the Engineer that the contractor's equipment or method of excavation is causing the material under the pavement to become dislodged, the Contractor will be required to move the location of the trench laterally away from the pavement a sufficient distance so that edge sluffing will not occur under the pavement. The Contractor will not be compensated for any increased costs or quantities of shoulder backfill material caused by a change in the location of the pipe underdrain trench.

Where existing shoulders are to be resurfaced, the Pipe Underdrain and Pipe Underdrain (Special) shall be backfilled with the specified material to within 5" of the existing top surface. The remaining 5" portion of the trench shall be backfilled with either Class I Binder or Surface Course or Bituminous Aggregate Mixture and compacted to a density of not less than 90% of the theoretical density. When pipe underdrains are being placed under shoulders that are not being resurfaced, the bituminous plug shall be 8" thick. This bituminous material shall be paid for at the contract unit price per lineal foot for SHOULDER REMOVAL AND REPLACEMENT of the thickness specified and shall include the placing and compacting to the specified thickness. This item shall be measured along the centerline of the Pipe Underdrain and the portion of the Pipe Underdrain (Special) that is under the stabilized shoulder.

Contracts involving patching shall have the underdrains placed prior to beginning patching operations.

NOTES

The 2 foot radius on drainage fittings is only a minimum. Larger radii meeting the approval of the Engineer may be substituted.

When semicircular pipe is used for the underdrain, this material will be permitted for Pipe Underdrain (Special) and payment will be made at the contract unit price bid for PIPE UNDERDRAINS 4" (SPECIAL).

At the Contractor's option, the Pipe Underdrain, Pipe Underdrain (Special) and Elbow may be one continuous length of pipe provided the elbow is formed to the satisfaction of the Engineer.

SUB-SURFACE DRAINS

Sheet 1 of 2

STANDARD 2327-11

A-18.00k

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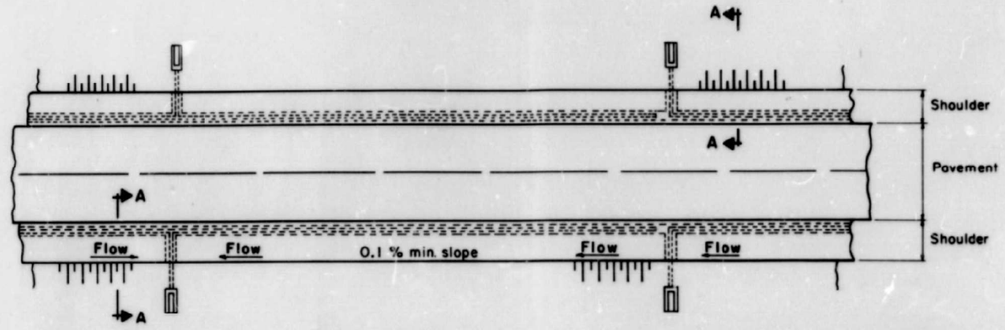
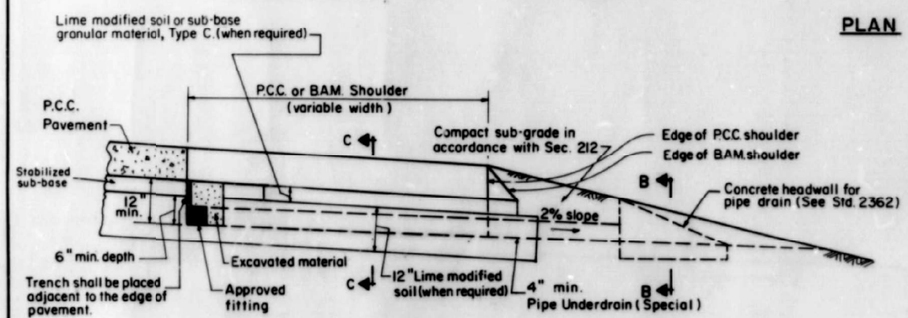
USER NAME = SUSERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUB-SURFACE DRAINS (UNDERDRAINS) FOR INFORMATION ONLY
	DRAWN	REVISED -		
PLOT SCALE = 1:100	CHECKED -	REVISED -		
PLOT DATE = 10/21/2022	DATE -	REVISED -		SCALE: SHEET 8 OF 12 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	38
CONTRACT NO. 68E42				
ILLINOIS FED. AID PROJECT				

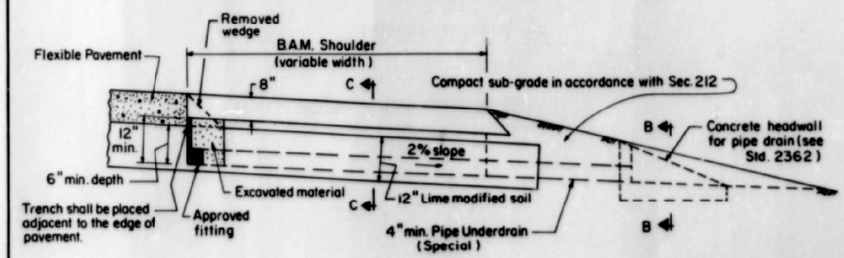


PLAN

NEW CONSTRUCTION



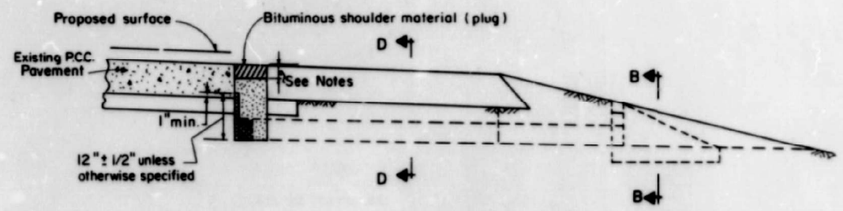
TYPICAL SECTION A-A



TYPICAL SECTION A-A

EXISTING CONSTRUCTION

(Except as noted or shown, dimensions and notes specified for Existing Construction are the same as those of New Construction.)



TYPICAL SECTION A-A

DESIGN NOTES

Refer to Section 6 of the Design Manual and the appropriate Design Memorandums for usage guidelines. Where sub-surface drains are needed to remove free water due to a high water table, the District Soils Engineer should be asked to review the roadbed soil type and recommend a proper filter medium to be used as the underdrain backfill.

The designer shall be responsible for writing Special Provisions prohibiting the use of Drainage Mat, or specifying the size according to the following conditions:

Drainage Mat shall not be used on new construction when the pavement grade is less than 0.1%.

On rehabilitation projects, 18-inch Mat shall be used on pavement set on zero grade, or where the existing sub-base exceeds 6".

On new construction projects when 12-inch Mat will not meet the 6-inch depth requirement.

Design Notes will not appear in the contract plans. Std 2327

Illinois Department of Transportation

PASSED Sept. 29, 1988
Engineer of Policy and Procedures

APPROVED Sept. 29, 1988
Engineer of Design

ISSUED 7-12-71

SUB-SURFACE DRAINS

(Trench for Drainage Mat Underdrain Option)

Sheet 2 of 2

STANDARD 2327-11

A-18.01 b

USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

SUB-SURFACE DRAINS (UNDERDRAINS) FOR INFORMATION ONLY

SCALE: | SHEET 9 OF 12 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	39
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

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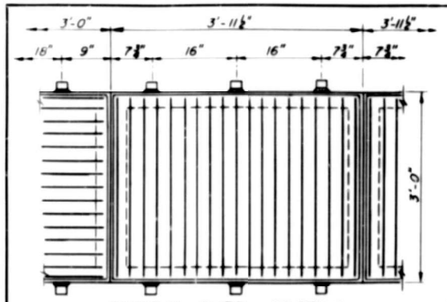
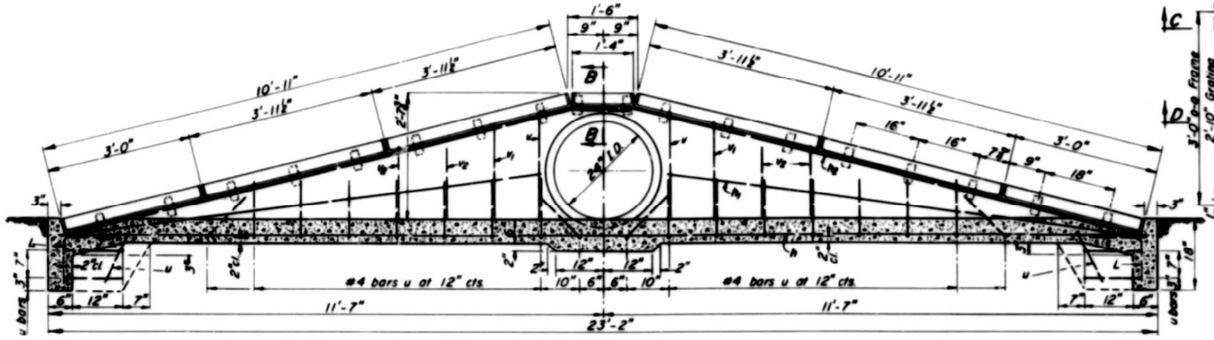
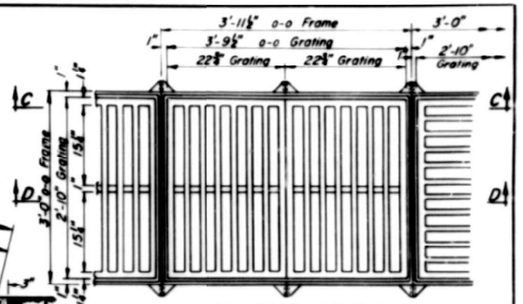
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



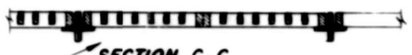
TYPICAL STEEL GRATING



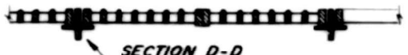
SECTION A-A



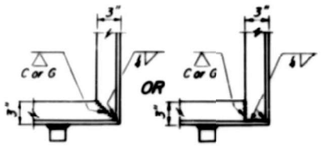
TYPICAL CAST GRATING



SECTION C-C

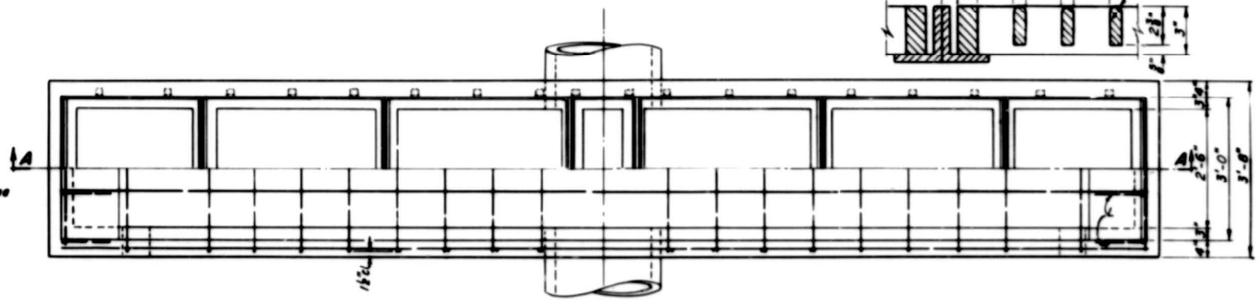


SECTION D-D

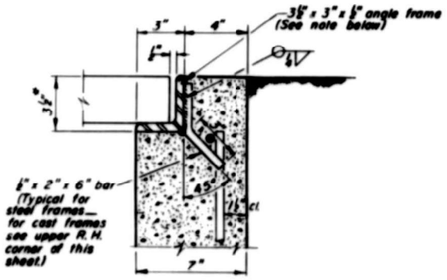


TYPICAL CORNER of STEEL GRATING FRAME

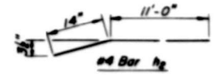
NOTE: It is desirable to have 2" of slope on the bottom of the Inlet Box if field conditions will permit.

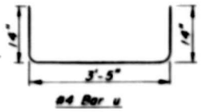


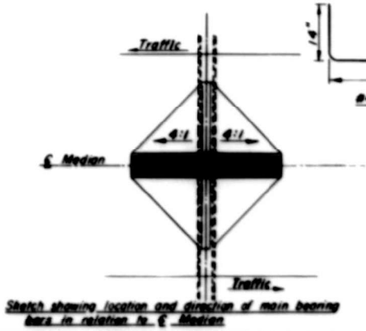
PLAN



SECTION B-B







Sketch showing location and direction of main bearing bars in relation to ℄ Median

BILL of MATERIAL

Bar	No.	Size	Length
h	4	#4	22'-10"
h_1	4	#4	10'-0"
h_2	4	#4	12'-2"
L	8	#4	2'-0"
u	24	#4	5'-9"
v	4	#4	2'-3"
v_1	4	#4	2'-0"
w	8	#4	1'-6"
Cl. X Concrete Headwalls		Cu. Yds.	2.9
Reinf. Bars		Lbs.	240
Grating		Sq. Ft.	65.8

GENERAL NOTES

Class X concrete for headwalls shall be used throughout. Exposed edges shall be beveled ¾".

The steel grating and the cast grating shall have the main bearing bars running as shown. The main bearing bars of steel grating shall have a minimum section modulus of 2.47 inches cubed per foot width of grating. The main bearing bars of cast grating shall be as shown in "Typical Cast Grating" detail.

The grating shall seat firmly in the frame, but shall not be secured to the frame. The length and width of the grating shall be such as to leave no more than ¼" clearance on either side when in place in the frame. The steel grating shall be cut in such manner that all riveted or welded connections are left in tact. Grating shall be approved by the Engineer.

Steel grating and frames shall conform to ASTM designation A-36 and galvanized to ASTM designation A-123 after fabrication. (ASTM A-7 steel may be used for reticuline bars in riveted grating.)

The cast grating shall conform to Specifications for Ductile Iron Castings—ASTM designation A-339-55, Grade 60-45-10.

The cast frames shall conform to Specifications for Gray Iron Castings—ASTM designation A-48, Class 30.

The cast gratings and frames shall not be galvanized.

For backfilling and embankment, see Standard Specifications.

All bars shall be lapped 20 diameters unless otherwise specified.

"NOTE:

The dimensions of the angle iron frames shall be as shown except that the 3½" leg dimension may vary according to type of grating used. In all cases, the surface shall be flush with the top of edge of frame, sidewalls and headwall. All frames shall be galvanized and anchored in concrete. They shall be factory assembled and all joints shall be welded per detail.

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS & BUILDINGS DIVISION OF HIGHWAYS	ISSUED 6-29-67
PASSED ... 19	REVISIONS
Engineer of Bridges and Traffic Structures	8-7-67
APPROVED April 15 1968	4-15-68
Engineer of Design	

INLET BOX with DOUBLE OPENING for DITCH CHECK (4:1 SLOPE) with 24" I.D. CULVERT PIPE

(Flow line of box is same as flow line of median.)

STANDARD 2245-2

(Full Size)

B-4.30a

USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MEDIAN INLET, FRAME AND GRATE
FOR INFORMATION ONLY

SCALE: | SHEET 10 OF 12 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	40
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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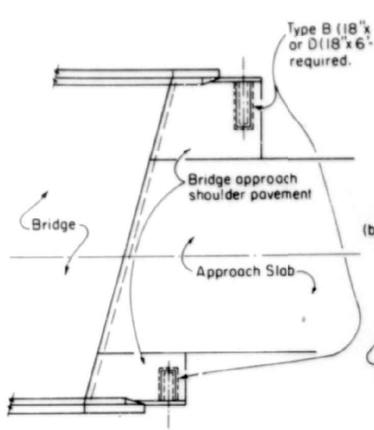
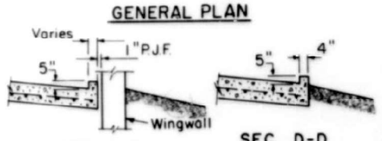
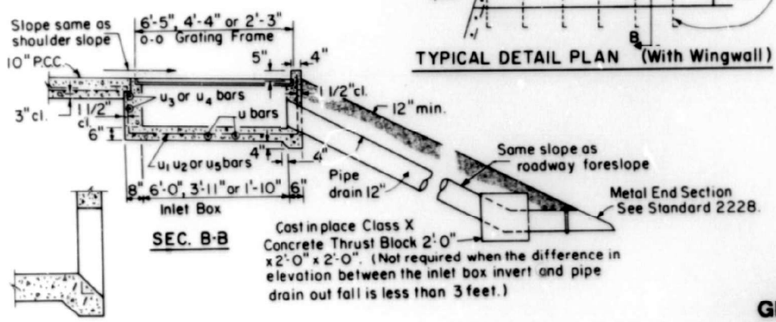


GENERAL PLAN

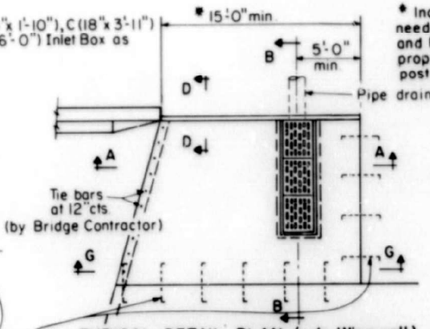


SEC. C-C SEC. D-D



SEC. B-B

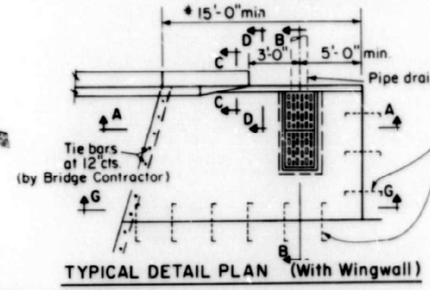
BOX OUTLET WHEN PRECAST



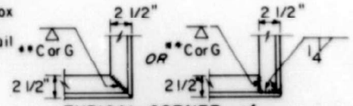
TYPICAL DETAIL PLAN (w/o Wingwall)

* Increase this dimension as needed to position the Inlet Box and Pipe Drain between the proposed approach guardrail posts.

5 tie bars at 2'-6" cts. shall be in accordance with details for Bulkhead Construction Joint shown on Standard 2323. (Typ.)

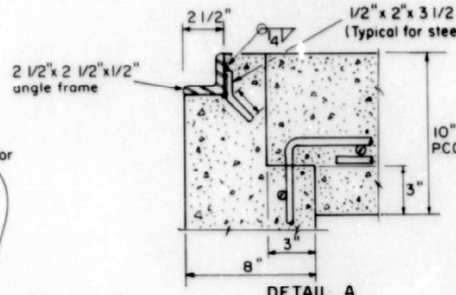


TYPICAL DETAIL PLAN (With Wingwall)

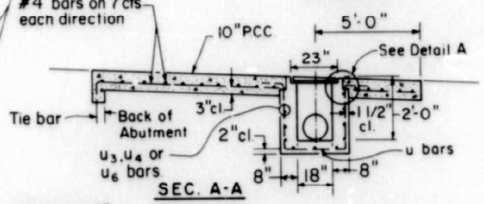


TYPICAL CORNER of STEEL GRATING FRAME

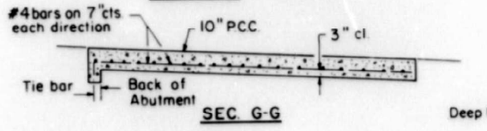
** Cut or Grind flush



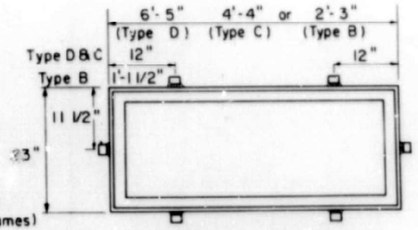
DETAIL A



SEC. A-A

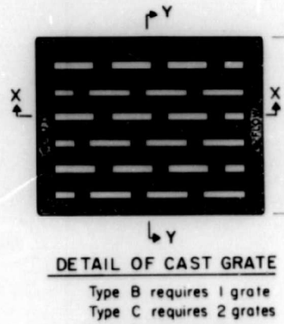


SEC. G-G



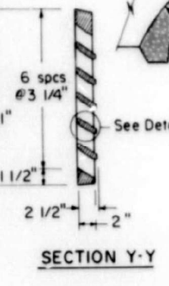
DETAIL OF STEEL FRAME

Cast frame to have same basic dimensions

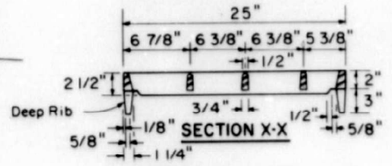


DETAIL OF CAST GRATE

Type B requires 1 grate
Type C requires 2 grates
Type D requires 3 grates

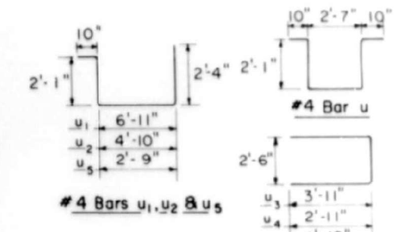


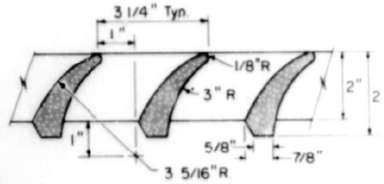
SECTION Y-Y



SECTION X-X

(Deep Rib shall be omitted for end(s) resting on frame perimeter.)





DETAIL B

Material Required for One Type B Inlet Box

Bar	No.	Size	Length
u	4	#4	8'-5"
u_5	3	#4	8'-0"
u_6	4	#4	6'-2"
Concrete Class X or Precast		Cu Yds	0.4
Reinf Bars		Lbs	60
Grating		Sq Ft	3.7

Material Required for One Type C Inlet Box

Bar	No.	Size	Length
u	6	#4	8'-5"
u_2	3	#4	10'-1"
u_4	4	#4	8'-4"
Concrete Class X or Precast		Cu Yds	0.9
Reinf Bars		Lbs	80
Grating		Sq Ft	7.3

Material Required for One Type D Inlet Box

Bar	No.	Size	Length
u	8	#4	8'-5"
u_1	3	#4	12'-2"
u_3	4	#4	10'-4"
Concrete Class X or Precast		Cu Yds	1.2
Reinf Bars		Lbs	100
Grating		Sq Ft	11.0

GENERAL NOTES

When Inlet Box or Boxes are not required, surface of the shoulder pavement shall be finished to provide a smooth transition from back of the abutment to normal approach roadway shoulder.

See plans for location of bridge approach shoulder pavement.

Use Type C Inlet Box for 5' and 6' shoulder widths, use Type D Inlet Box for 7' and wider shoulder widths, use Type B Inlet Box for shoulders less than 5' wide.

For placement of approach shoulder pavement on existing construction substitute expansion anchor ties for tie bars. For non-rigid approaches or monolithic construction of Bridge Approach Shoulder Pavement, shoulder pavement will be as shown except omit tie bars.

The material for 12" Pipe Drains shall be either corrugated steel, aluminum alloy or polyethylene (P.E.) pipe with UV protection.

Corrugated steel and aluminum alloy pipe shall have 2' coupling bands. All pipe connections shall be water tight.

The P.C. Concrete used in the shoulder slab shall meet the requirements of Section 408 of the Standard Specifications.

The lengths of #4 bars used in the approach shoulder pavement shall be as required to accommodate the length, width and skew of the slab.

Class X concrete or precast concrete shall be used for the inlet.

Precast concrete shall be in accordance with Sections 505.01 thru 505.05 of the Standard Specifications except that the concrete strength shall be 4000 p.s.i. after 28 days.

All exposed edges of the inlet, except the upper perimeter, shall be beveled 3/4".

Shop drawings will not be required for precast Inlet Boxes.

A 3" deep CA12 bedding conforming to Article 704.01, D Quality or better shall be provided under full length and width of precast units, and all voids around the pipe drain entrance, both inside and outside, shall be sealed with mortar.

The grating shall seat firmly in the frame.

Steel frames shall conform to Article 710.04 of the Standard Specifications and shall be galvanized to AASHTO M111 after fabrication.

Cast grating and frames shall conform to Article 710.17 of the Standard Specifications. Cast grating and frames shall not be galvanized.

Pipe drains shall be installed, measured and paid for in accordance with Section 607 of the Standard Specifications, except sand bedding will not be required.

Metal End Sections shall be installed, measured and paid for in accordance with Section 511 of the Standard Specifications.

Bridge approach shoulder pavement will be measured in place and paid for in square yards as P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT which shall include the cost of subgrade preparation, expansion anchor ties, reinforcement and joint fillers. In computing the area for payment, a deduction will be made for the area displaced by the inlet. (0.6 Sq. Yds. Type B, 1.2 Sq. Yds. Type C or 1.7 Sq. Yds. Type D).

The contract unit price each for TYPE (B, C or D) INLET BOX STANDARD 2324, in place, shall include the frame and grating, class X or precast concrete, reinforcement bars, excavation, bedding when required, and compacted backfill.

The contract unit price each for CONCRETE THRUST BLOCKS, in place shall include excavation and compacted backfilling.

Illinois Department of Transportation

APPROVED Nov. 14, 1990
Ralph E. Anderson
Engineer of Bridges and Structures

APPROVED Nov. 14, 1990
Engineer of Design

ISSUED 12-1-69

BRIDGE APPROACH SHOULDER PAVEMENT

STANDARD 2324-7

(Full Size) DWW Sr

H-1.25

USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

BRIDGE APPROACH SHOULDER PAVEMENT FOR INFORMATION ONLY

SCALE: | SHEET 11 OF 12 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	41
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

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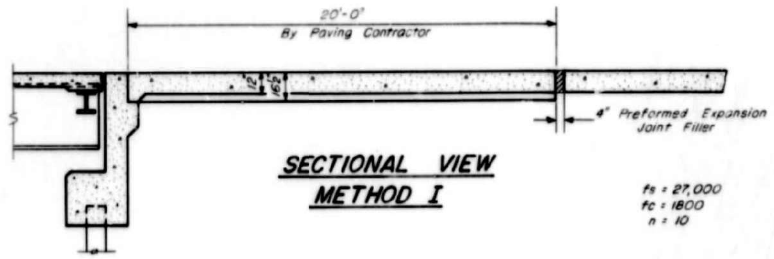
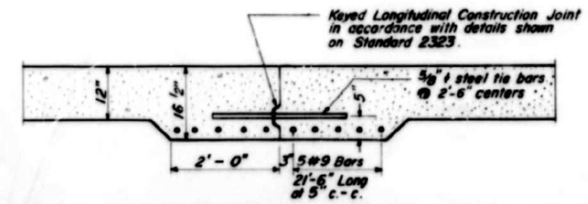
DETAILS OF BRIDGE APPROACHES
FOR FEDERAL AID INTERSTATE ROUTES

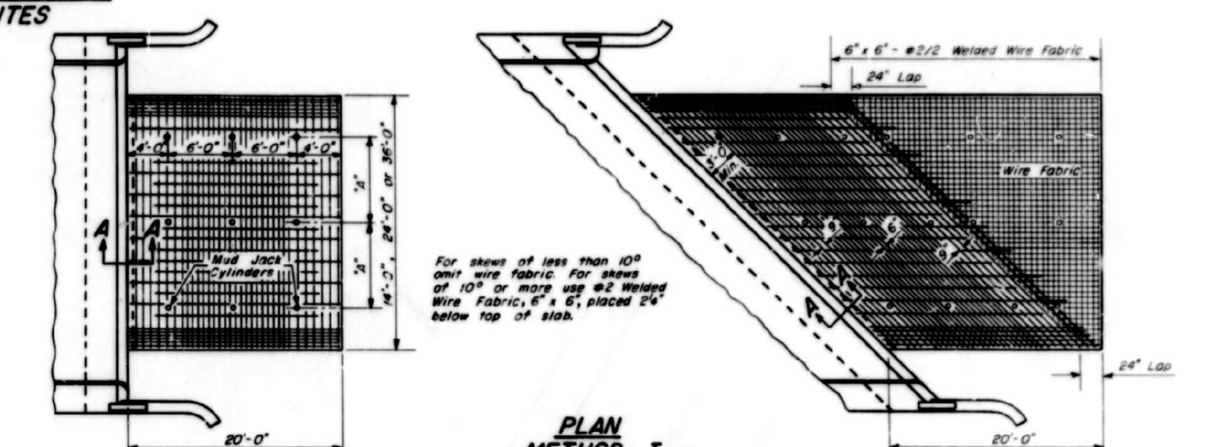


SECTIONAL VIEW METHOD I

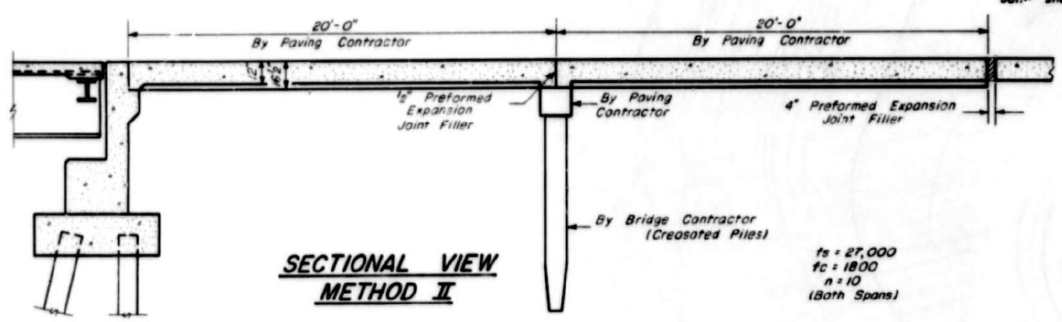


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joint shall be located at the edge of Traffic Lane.



PLAN METHOD I

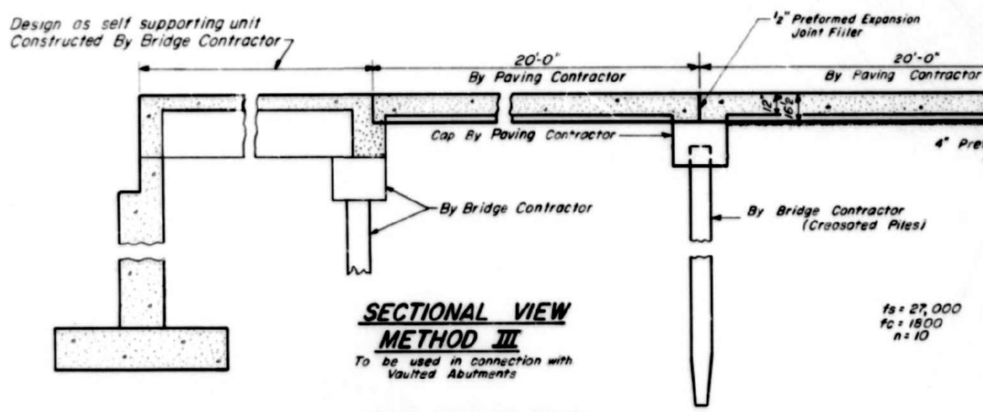


SECTIONAL VIEW METHOD II

TABLE OF "A" DIMENSIONS

Width of Approach Slab	Dimension "A" (Spacing of Mud Jack Cylinders)
14'	6'-0"
24'	8'-0"
36'	2 Spaces at 6'-0"

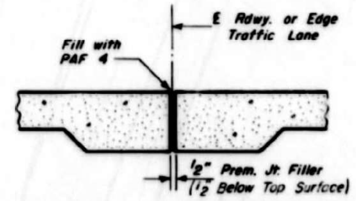
Expanded Metal weighing not less than 78 Lbs. per 100 sq.ft. or a welded bar mat weighing not less than 78 Lbs. per. 100 sq.ft. having members of equal size in both directions and spaced not over 8" apart may be used instead of the #2 Welded Wire Fabric, 6" x 6", provided the expanded metal or bar mat is furnished at no additional cost to the State.



SECTIONAL VIEW METHOD III

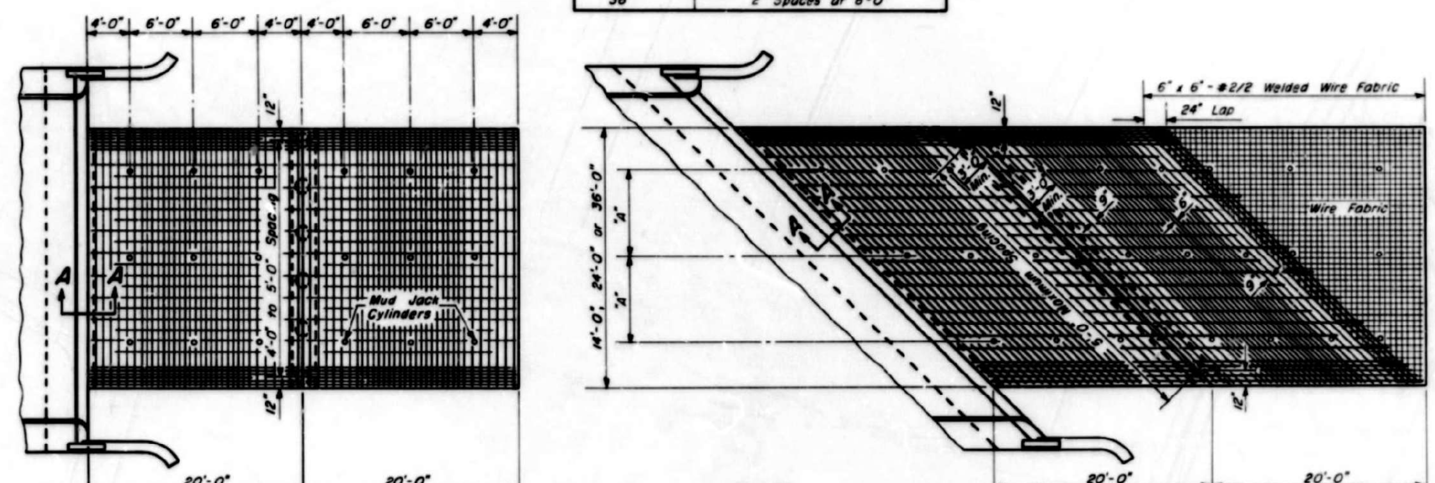
To be used in connection with Vaulted Abutments

Note: Details of Approach Slab By Paving Contractor same as shown for Method II.

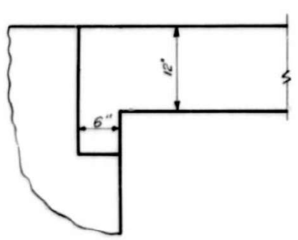


LONGITUDINAL EXPANSION JOINT

To be used when Approach Slabs are greater than 36'-0" wide. Joint shall be placed at edge of Traffic Lane nearest to the ℄ of the total width of Approach Slab.

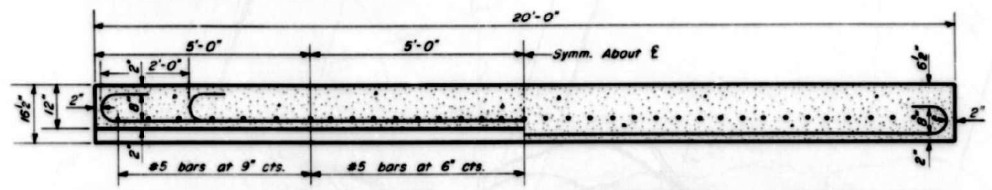


PLAN METHOD II



SECTION A-A

DETAIL OF MUD JACK CYLINDER



LONGITUDINAL SECTION THRU CENTER OF SLAB

LONGITUDINAL SECTION THRU THICKENED EDGE OF SLAB

GENERAL NOTES

The slab or slabs will be paid for at the contract unit price for PORTLAND CEMENT CONCRETE PAVEMENT (16½"-12"-16½")

The concrete cap will be paid for at the contract unit price for CLASS X CONCRETE.

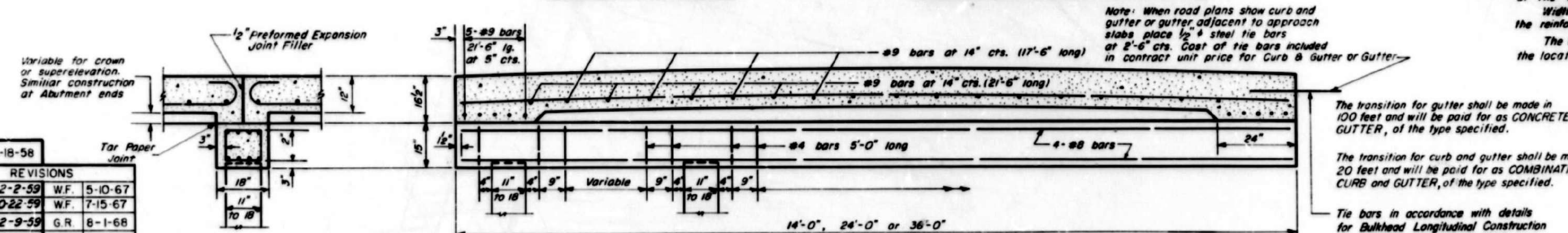
All Reinforcement Bars will be paid for at the contract unit price for REINFORCEMENT BARS, except as noted.

The Welded Wire Fabric, Mud Jack Cylinders and Preformed Expansion Joint Filler shall be included in the unit price bid for PORTLAND CEMENT CONCRETE PAVEMENT (16½"-12"-16½")

Preformed Expansion Joint Filler shall conform to Section 715 of the Standard Specifications.

Width of Bridge Approach Slab pours shall be determined before the reinforcement bars are fabricated.

The Contractor shall, after completion of the finishing operations, mark the location of the Mud Jack Cylinders.



SECTIONAL VIEW OF CONCRETE SLAB AND CAP

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

Oct. 15 1969 — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

Oct. 15 1969 — ENGINEER OF DESIGN

ISSUED 12-18-58

REVISIONS			
WAS	2-2-59	W.F.	5-10-67
CET	10-22-59	W.F.	7-15-67
WAS	12-9-59	G.R.	8-1-68
W.F.	10-1-63	J.K.P.	10-15-69
KHW	7-29-64		
W.F.	10-28-64		

STANDARD 2138-8

LIGHTING LEGEND

Symbol	Description
✕●	TEMPORARY WOOD POLE, 50' CLASS 3, 40' M.H., LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H
—●—	TEMPORARY WOOD POLE, 50' CLASS 3
— L —	TEMPORARY UNIT DUCT, 600V, 2-1/C NO. 2, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE
———	TEMPORARY AERIAL CABLE, 2-1/C NO. 2 WITH MESSENGER WIRE
———	EXISTING ELECTRIC CABLE TO REMAIN
○—⬭	EXISTING LIGHTING UNIT TO REMAIN
⊠	EXISTING LIGHTING CONTROLLER TO REMAIN

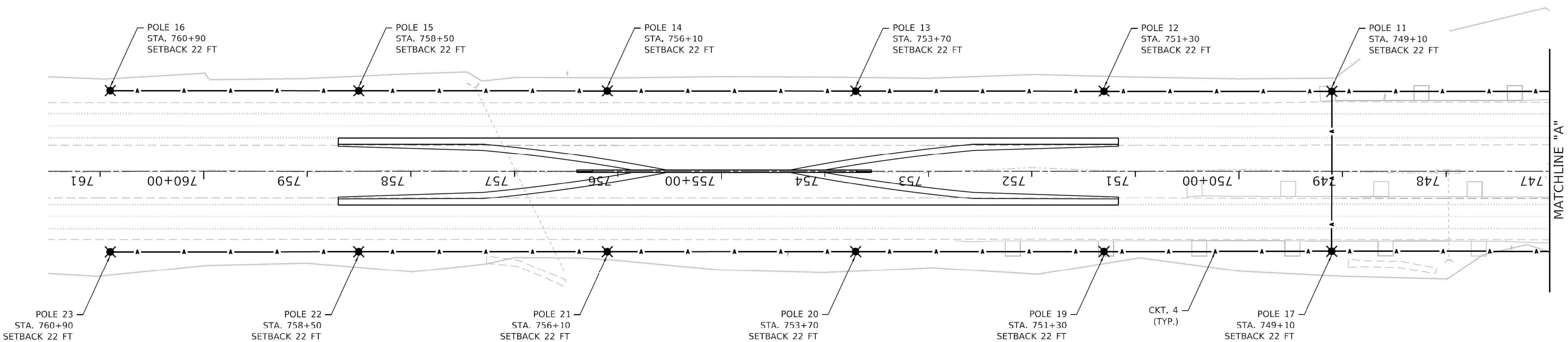
GENERAL NOTES:

1. TEMPORARY WOOD POLES SHALL BE INSTALLED OUTSIDE THE CLEARZONE.

LIGHTING BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITY
TEMPORARY LIGHTING SYSTEM	L SUM	1

N



GENERAL NOTES:

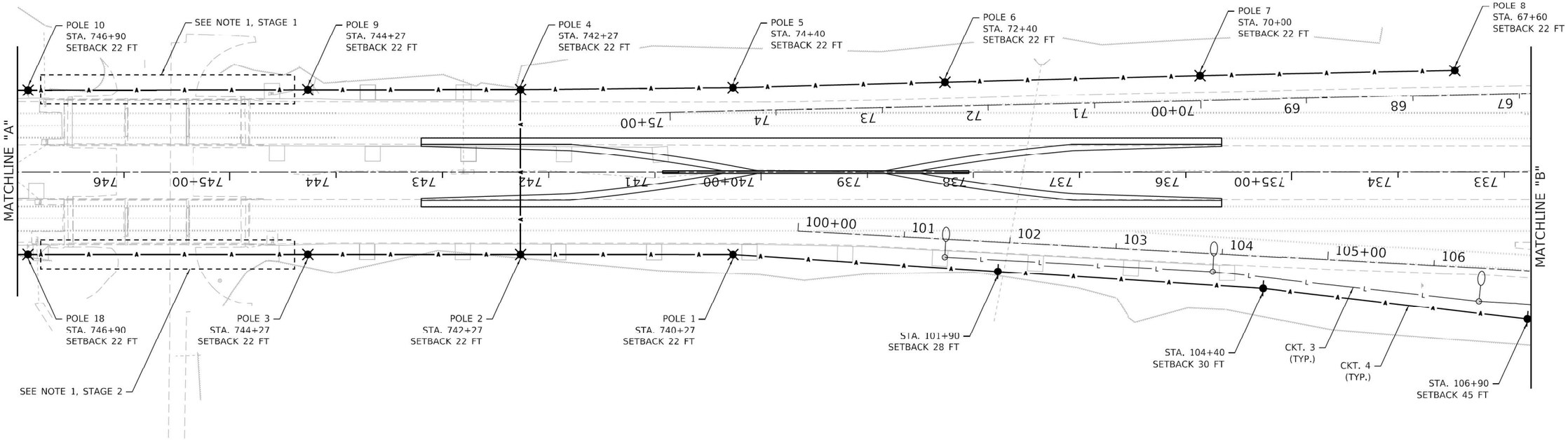
1. TEMPORARY WOOD POLES SHALL BE INSTALLED OUTSIDE THE CLEARZONE.
2. THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
3. THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BIDDING. THERE WILL BE NO ADDITIONAL COMPENSATION FOR CLAIMS THAT ARISE FROM A FAILURE TO FULL INVESTIGATE EXISTING FIELD CONDITIONS.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ADEQUATELY IDENTIFY AND LOCATE ALL EXISTING UNDERGROUND FACILITIES WITHIN THE LIMITS OF THE PROJECT. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES FROM INACCURATE LOCATING.
5. ELECTRICAL WORK SHALL CONFORM TO NATIONAL, STATE, AND LOCAL CODES.
6. ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
7. GUY WIRE ANCHORS SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE RESIDENT ENGINEER.
8. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE THE TEMPORARY LIGHTING SYSTEM IN ITS ENTIRETY WITH THE EXCEPTION OF THE UNDERGROUND WIRING. THE LIGHTING CONTROLLER AND LUMINAIRES WILL BECOME THE PROPERTY OF THE DEPARTMENT AND THE CONTRACTOR SHALL DELIVER THEM TO THE IDOT TRAFFIC BUILDING LOCATED AT 1025 WEST DETWEILLER DRIVE, PEORIA. THE CONTRACTOR SHALL NOTIFY TONY BRIDSON AT (309)370-7522 A MINIMUM OF FORTY EIGHT HOURS PRIOR TO MATERIAL DELIVERY. THE CONTRACTOR SHALL DISPOSE OF ALL OTHER ITEMS.

L-2

NOTES:

1. STAGE 1:
   A SB TEMPORARY AERIAL CABLE CONNECTION SHALL BE MADE TO FACILITATE CIRCUIT CONTINUTITY DURING CONSTRUCTION OF THE NB STRUCTURE (S.N. 090-0094). THIS TEMPORARY CABLE CONNECTION SHALL REMAIN IN PLACE UNTIL THE NB TEMPORARY AERIAL CABLE CONNECTION CAN BE MADE TO FACILITATE CIRCUIT CONTINUTITY DURING THE STAGE 2 CONSTRUCTION ACTIVITIES.

   STAGE 2:
   A NB TEMPORARY AERIAL CABLE CONNECTION SHALL BE MADE TO FACILITATE CIRCUIT CONTINUTITY DURING CONSTRUCTION OF THE SB STRUCTURE (S.N. 090-0093).



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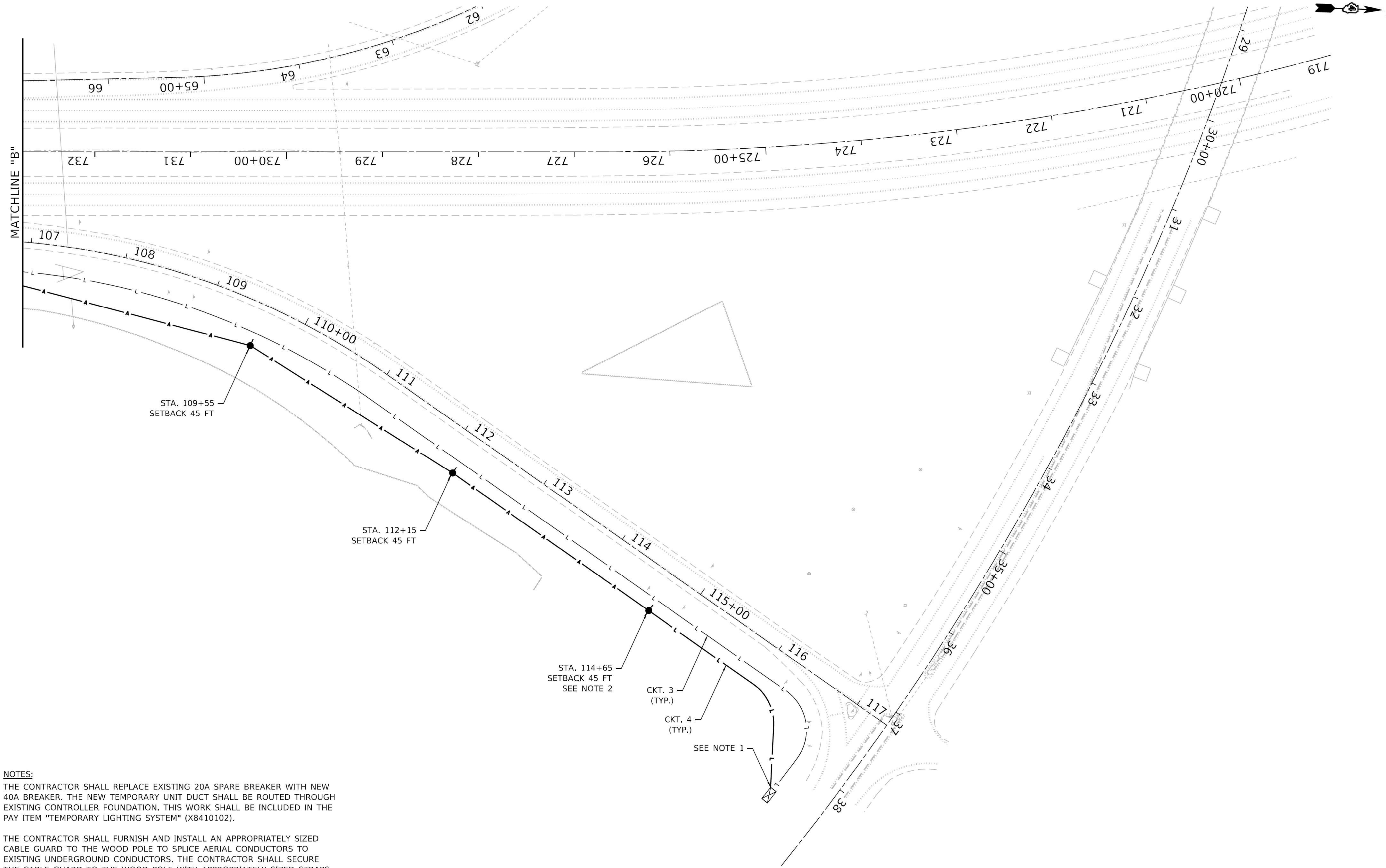
	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

I-155 OVER INDIAN CREEK
TEMPORARY LIGHTING PLAN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	44
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. THE CONTRACTOR SHALL REPLACE EXISTING 20A SPARE BREAKER WITH NEW 40A BREAKER. THE NEW TEMPORARY UNIT DUCT SHALL BE ROUTED THROUGH EXISTING CONTROLLER FOUNDATION. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY LIGHTING SYSTEM" (X8410102).

2. THE CONTRACTOR SHALL FURNISH AND INSTALL AN APPROPRIATELY SIZED CABLE GUARD TO THE WOOD POLE TO SPLICE AERIAL CONDUCTORS TO EXISTING UNDERGROUND CONDUCTORS. THE CONTRACTOR SHALL SECURE THE CABLE GUARD TO THE WOOD POLE WITH APPROPRIATELY SIZED STRAPS. THIS WORK IS INCLUDED IN THE PAY ITEM "TEMPORARY LIGHTING SYSTEM" (X8410102).

L-4

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	DRAWN -	REVISED -
PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-155 OVER INDIAN CREEK
TEMPORARY LIGHTING PLAN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	45
		CONTRACT NO. 68E42		
		ILLINOIS FED. AID PROJECT		

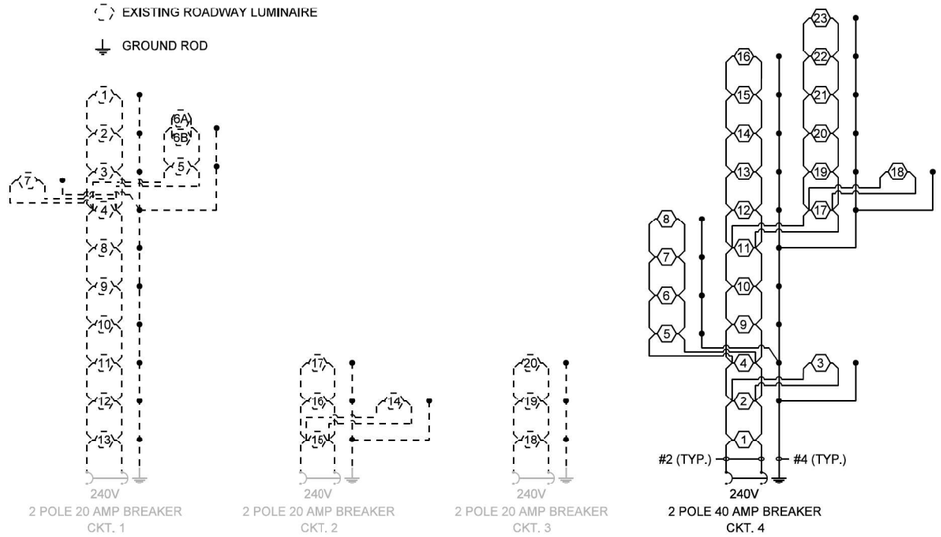
NOTES:

1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

⬡ TEMPORARY ROADWAY LUMINAIRE

⬡ EXISTING ROADWAY LUMINAIRE

⏚ GROUND ROD



EXISTING LIGHTING CONTROLLER
PEDESTAL MOUNT, 240V

LUMINAIRE PERFORMANCE TABLE
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H

Project

Date	Contract Number	Section Number	County
10-8-2021	68E42		TAZEWELL

Marked Route Number	Municipality
I-155	

Roadway

Lane Width	#of Lanes	Median Width	I.E.S Surface Classification	0-Zero Value
16 ft	1	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set Back	Number of Luminaires (Highmast & Sign Lighting Only)
40 ft	2 ft	65 ft	N/A

Luminaire

Description	I.E.S. Transverse Distribution	I.E.S. Lateral Distribution
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	TYPE III	SHORT OR MEDIUM

Total Light Loss Factor (LLF)	BUG Rating	Shields	Dimming Protocol
0.7	U = 0	NO	0-10V

Layout

Spacing (to Nearest 5 Ft)	Configuration (Opposite, Staggered, 1 Sided, or Median)
240 ft	TWO ROWS, OPPOSITE

Performance

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
≥ 0.75	≤ 3.0:1

Average Luminance, L_{AVE} (cd/m²)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{MIN}
≥ 0.4	≤ 3.0:1	≤ 6.0:1	≤ 0.3

Light Tresspass

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

Notes

1. Set Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to roadway.
3. Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.
4. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions above.
5. Lighting calculations shall be performed in one direction only.
6. Compliance with performance criteria shall be held to one significant digit.
7. Initial lumens of the proposed luminaire may vary from the values specified in the table givin in Article 1067.06 of the BDE Special Provision Luminaire, LED.

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	DRAWN -	REVISED -	
PLOT SCALE = 1:100	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

I-155 OVER INDIAN CREEK
WIRING DIAGRAM AND LUMINAIRE PERFORMANCE TABLE

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

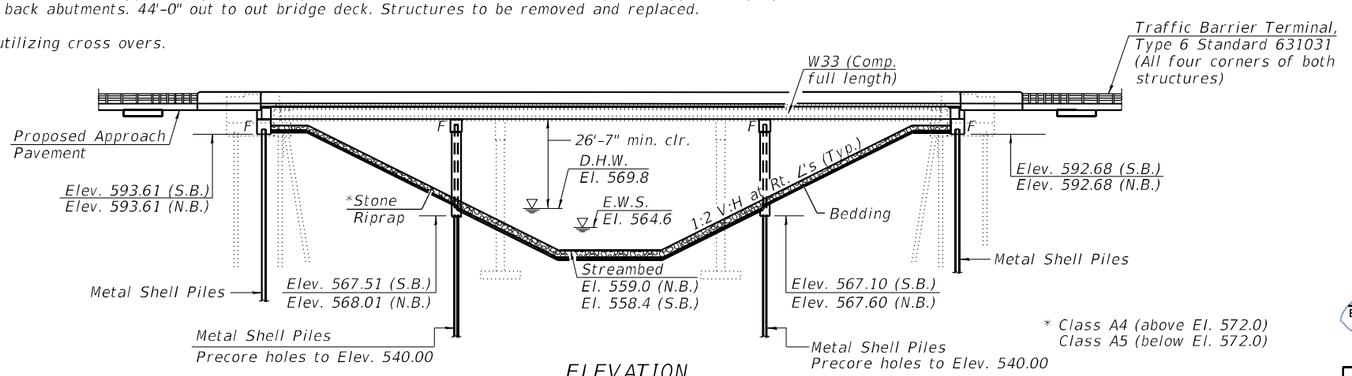
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	46
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

Bench Mark: BM #505, Cut on corner of concrete headwall on NW corner of SN 090-0094. Elev. 602.353
Bench Mark: BM #506, Cut on corner of concrete headwall on SE corner of SN 090-0093. Elev. 601.388

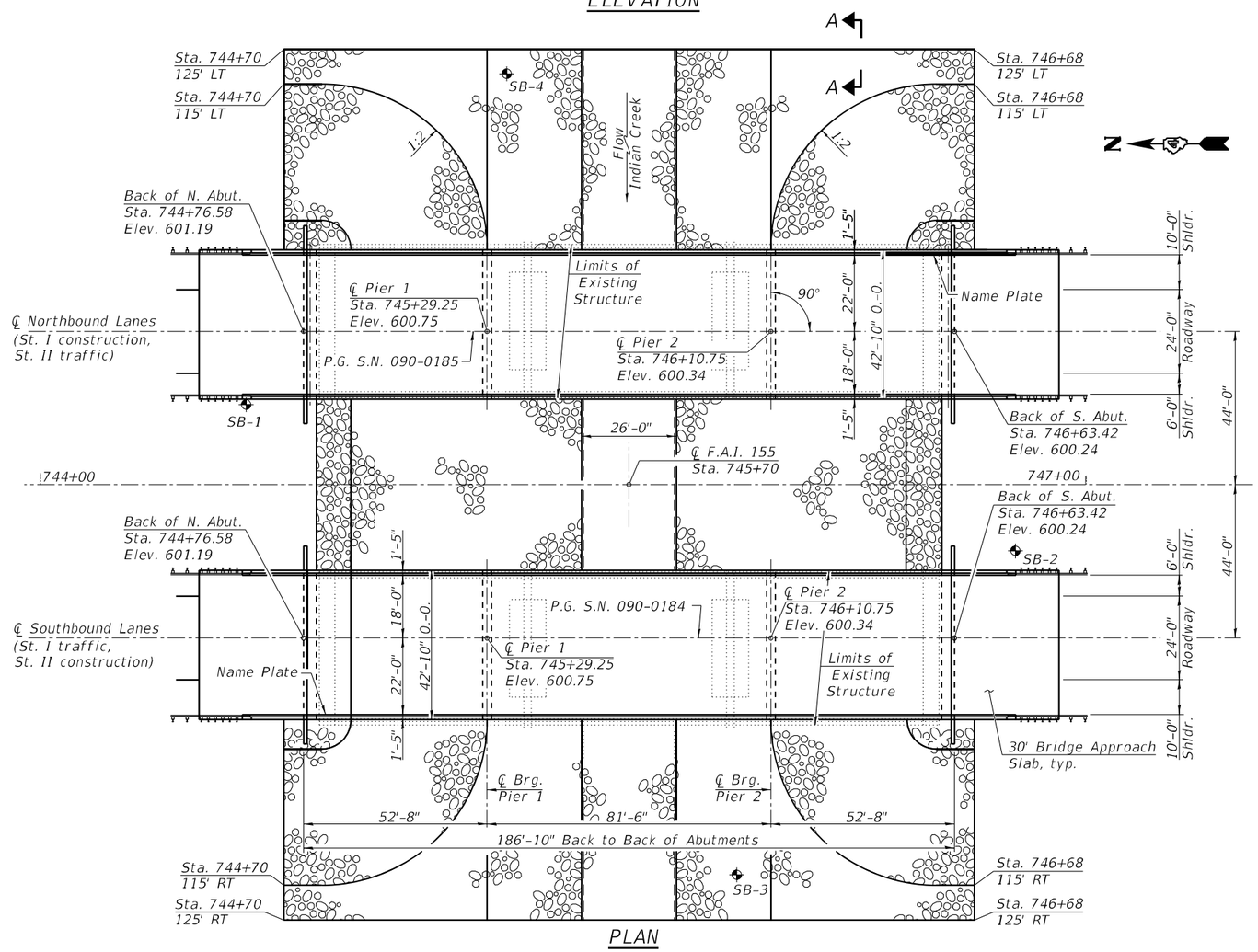
Existing Structures: Structure Nos. 090-0093 (S.B.) and 090-0094 (N.B.) were orginally built in 1971 as F.A. Route 73, Section 108B-2 at Sta. 745+70. The existing dual structures each consist of three span reinforced concrete decks on 42" prestressed concrete I beams. The structures are supported by spill thru pile bent abutments and hammerhead piers supported by spread footings. 177'-10" back to back abutments. 44'-0" out to out bridge deck. Structures to be removed and replaced.

Traffic to be maintained utilizing cross overs.

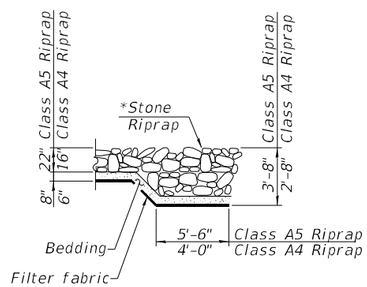
No salvage.



ELEVATION



PLAN



SECTION A-A

LOADING HL-93

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

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition.

DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi (Substructure)
f'_c = 4,000 psi (Superstructure Concrete)
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (M270 Grade 50)
All new structural steel to be galvanized.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.132
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.155
Soil Site Class = D

MARK A. HENDERSON 553 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

Expires: 11/30/2022
Date: 10/12/2022

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

WATERWAY INFORMATION

Drainage Area = 10.9 mi

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	1800	400	400	568.5	1.4	1.4	569.9	569.9
Design	50	2980	481	481	569.8	1.4	1.4	571.2	571.2
Base	100	3510	513	513	570.4	1.4	1.4	571.8	571.8
Scour Check	200	3800	530	530	570.6	1.4	1.4	572.0	572.0
Max. Calc.	500	4830	587	587	571.5	1.6	1.6	573.1	573.1

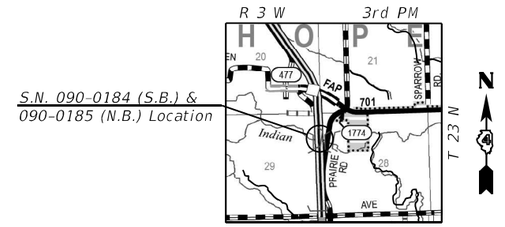
10 year velocity through existing bridge = 4.5 fps
10 year velocity through prop. bridge = 4.5 fps

SCOUR DESIGN TABLE - S.N. 090-0184 (S.B.)

Event/Limit State	Design Scour Elevations (ft.) N. Abut.	Pier 1	Pier 2	S. Abut.	Item 113
Q100	593.61	548.9	548.9	592.68	5
Q200	593.61	548.4	548.4	592.68	
Design	593.61	548.9	548.9	592.68	
Check	593.61	548.4	548.4	592.68	

SCOUR DESIGN TABLE - S.N. 090-0185 (N.B.)

Event/Limit State	Design Scour Elevations (ft.) N. Abut.	Pier 1	Pier 2	S. Abut.	Item 113
Q100	593.61	549.5	549.5	592.68	5
Q200	593.61	549.0	549.0	592.68	
Design	593.61	549.5	549.5	592.68	
Check	593.61	549.0	549.0	592.68	



LOCATION SKETCH

GENERAL PLAN & ELEVATION
I-155 OVER INDIAN CREEK
F.A.I. ROUTE 155 - SEC. (108-B-2)BR
TAZEWELL COUNTY
STA. 745+70.00
STRUCTURE NO. 090-0184 (S.B.)
STRUCTURE NO. 090-0185 (N.B.)

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

USER NAME =		DESIGNED - DJC	REVISED -
		CHECKED - MAH	REVISED -
PLOT SCALE =		DRAWN - DJC	REVISED -
PLOT DATE =	10/17/2022	CHECKED - MAH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 090-0184 (S.B.) & 090-0185 (N.B.)
SHEET 1 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	47
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

MODEL: TSL1
FILE NAME: Z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-001-GPE.dgn
10/17/2022 3:49:29 PM

GENERAL NOTES

All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."

Fasteners shall be ASTM F3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."

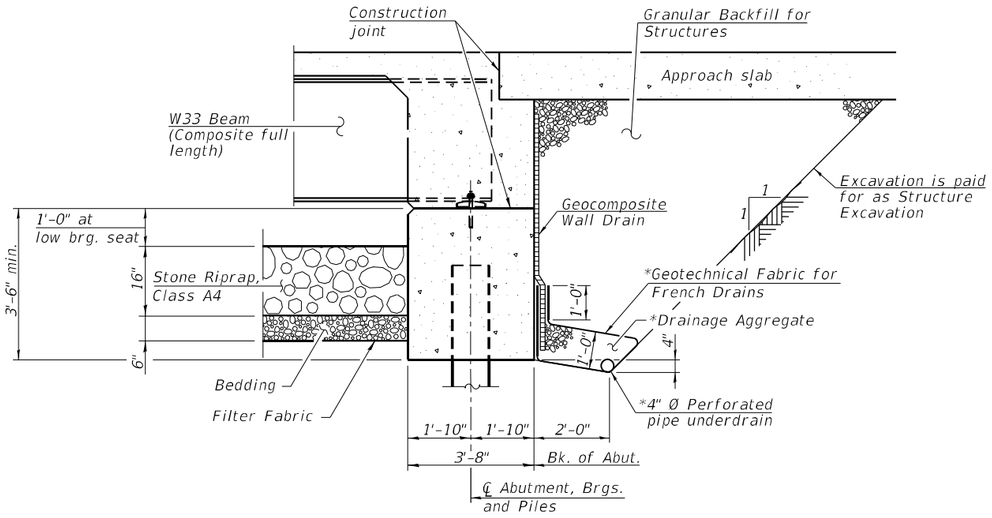
Calculated weight of Structural Steel (M270 Gr. 50) = 220,840 lbs. (090-0184)
Calculated weight of Structural Steel (M270 Gr. 36) = 15,910 lbs. (090-0184)
Calculated weight of Structural Steel (M270 Gr. 50) = 220,840 lbs. (090-0185)
Calculated weight of Structural Steel (M270 Gr. 36) = 15,910 lbs. (090-0185)

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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



SECTION THRU INTEGRAL ABUTMENT

*Included in the cost for Pipe Underdrains for Structures 4".

Note:
All drainage system components shall extend to 2'-0" from the end of each wing wall 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).

INDEX OF SHEETS

TOTAL BILL OF MATERIAL (SN 090-0184)

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		1699	1699
Stone Riprap, Class A5	Sq. Yd.		1187	1187
Filter Fabric	Sq. Yd.		2886	2886
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		430.0	430.0
Concrete Structures	Cu. Yd.		290.1	290.1
Concrete Superstructure	Cu. Yd.	294.9		294.9
Bridge Deck Grooving	Sq. Yd.	1035		1035
Protective Coat	Sq. Yd.	1291	24.0	1315
Concrete Superstructure (Approach Slab)	Cu. Yd.	116.4		116.4
Furnishing and Erecting Structural Steel	L Sum	0.5		0.5
Stud Shear Connectors	Each	6156		6156
Reinforcement Bars, Epoxy Coated	Pound	117520	27990	145510
Furnishing Metal Shell Piles 14" X 0.250"	Foot		421	421
Furnishing Metal Shell Piles 14" X 0.312"	Foot		1024	1024
Driving Piles	Foot		1445	1445
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		28	28
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	48		48
Granular Backfill For Structures	Cu. Yd.		143.0	143.0
Geocomposite Wall Drain	Sq. Yd.		79	79
Pipe Underdrains for Structures 4"	Foot		194	194
Precoring	Foot		448	448

TOTAL BILL OF MATERIAL (SN 090-0185)

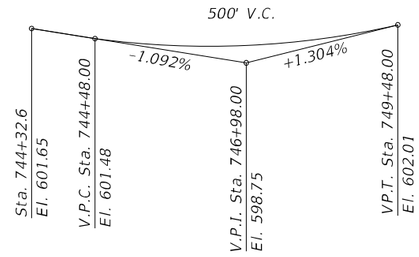
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		1699	1699
Stone Riprap, Class A5	Sq. Yd.		1187	1187
Filter Fabric	Sq. Yd.		2886	2886
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		432.0	432.0
Concrete Structures	Cu. Yd.		286.5	286.5
Concrete Superstructure	Cu. Yd.	294.7		294.7
Bridge Deck Grooving	Sq. Yd.	1035		1035
Protective Coat	Sq. Yd.	1291	24.0	1315
Concrete Superstructure (Approach Slab)	Cu. Yd.	116.4		116.4
Furnishing and Erecting Structural Steel	L Sum	0.5		0.5
Stud Shear Connectors	Each	6156		6156
Reinforcement Bars, Epoxy Coated	Pound	117490	27920	145410
Furnishing Metal Shell Piles 14" X 0.250"	Foot		415	415
Furnishing Metal Shell Piles 14" X 0.312"	Foot		1016	1016
Driving Piles	Foot		1431	1431
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		28	28
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	48		48
Granular Backfill For Structures	Cu. Yd.		143.0	143.0
Geocomposite Wall Drain	Sq. Yd.		79	79
Pipe Underdrains for Structures 4"	Foot		194	194
Precoring	Foot		448	448

STATION 745+70
BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RTE. I55 - SEC (108-B-2)BR
LOADING HL-93
STRUCTURE NO. 090-0184

NAME PLATE
See Std. 515001

STATION 745+70
BUILT 202_ BY
STATE OF ILLINOIS
F.A.I. RTE. I55 - SEC (108-B-2)BR
LOADING HL-93
STRUCTURE NO. 090-0185

NAME PLATE
See Std. 515001



PROFILE GRADE LINE
Along ℄ Roadway
(N.B. and S.B. Lanes)

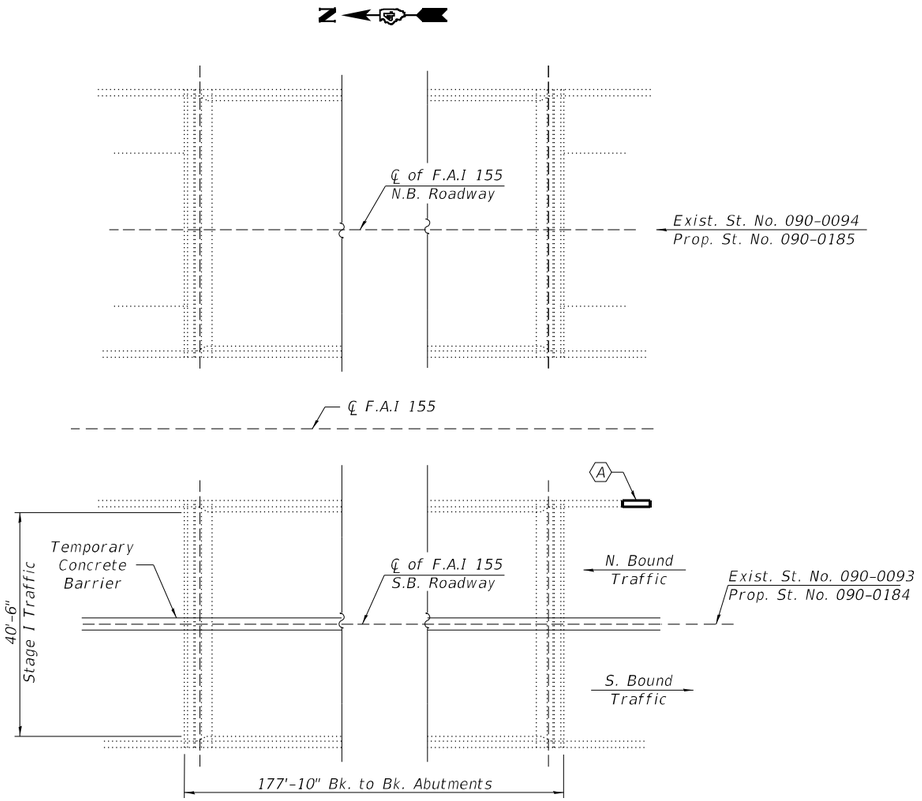
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME =		DESIGNED - DJC	REVISED -
		CHECKED - MAH	REVISED -
PLOT SCALE =		DRAWN - DJC	REVISED -
PLOT DATE =	11/28/2022	CHECKED - MAH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

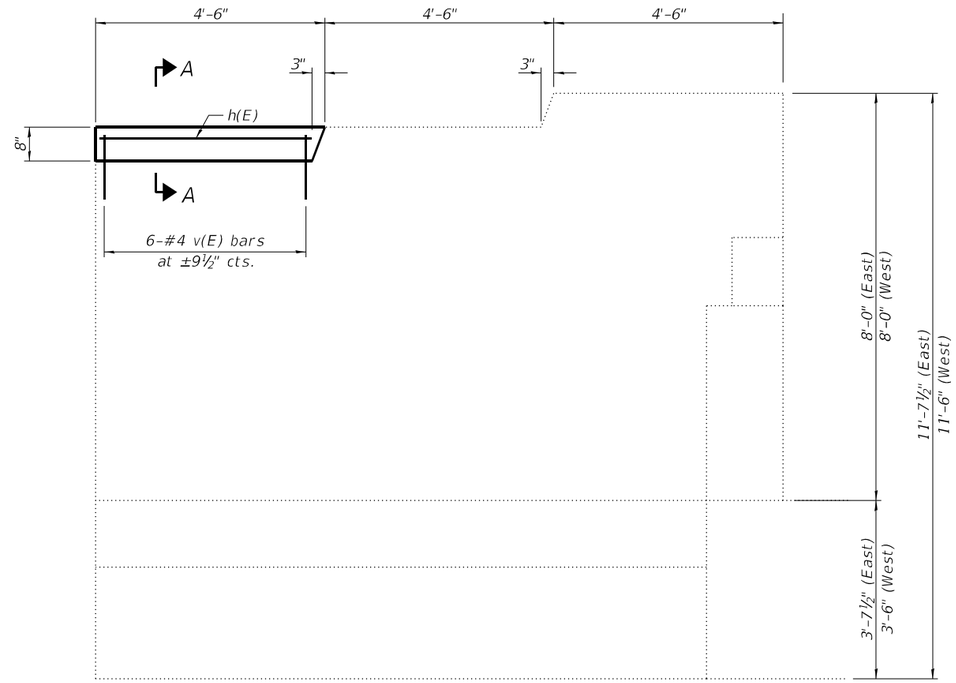
GENERAL DATA
STRUCTURE NO. 090-0184 (S.B.) & 090-0185 (N.B.)
SHEET 2 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	48
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

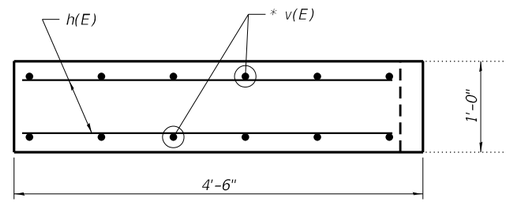


PARTIAL PLAN

(A) - Wingwall Retrofit.

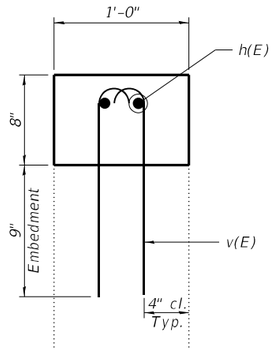


ELEVATION
(Looking West)

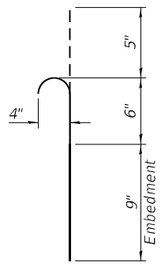


PLAN

* Epoxy v(E) bars in 9" min. holes according to Article 584 of the Standard Specs.



SECTION A-A



BAR v(E)

Notes:

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.

TOTAL BILL OF MATERIAL
(1 Location)

Bar	No.	Size	Length	Shape
h(E)	2	#5	4'-1"	
v(E)	12	#4	1'-8"	
Concrete Superstructure			Cu. Yd.	0.2
Reinforcement Bars, Epoxy Coated			Pound	30

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

USER NAME =	DESIGNED - VRR	REVISED -	
	CHECKED - MAH	REVISED -	
PLOT SCALE =	DRAWN - VRR	REVISED -	
PLOT DATE = 10/17/2022	CHECKED - DJC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTHEAST WINGWALL MODIFICATION DETAILS
EXISTING STRUCTURE NO. 090-0093 (S.B.)

SHEET 3 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	49
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

MODEL: 68C45-240N
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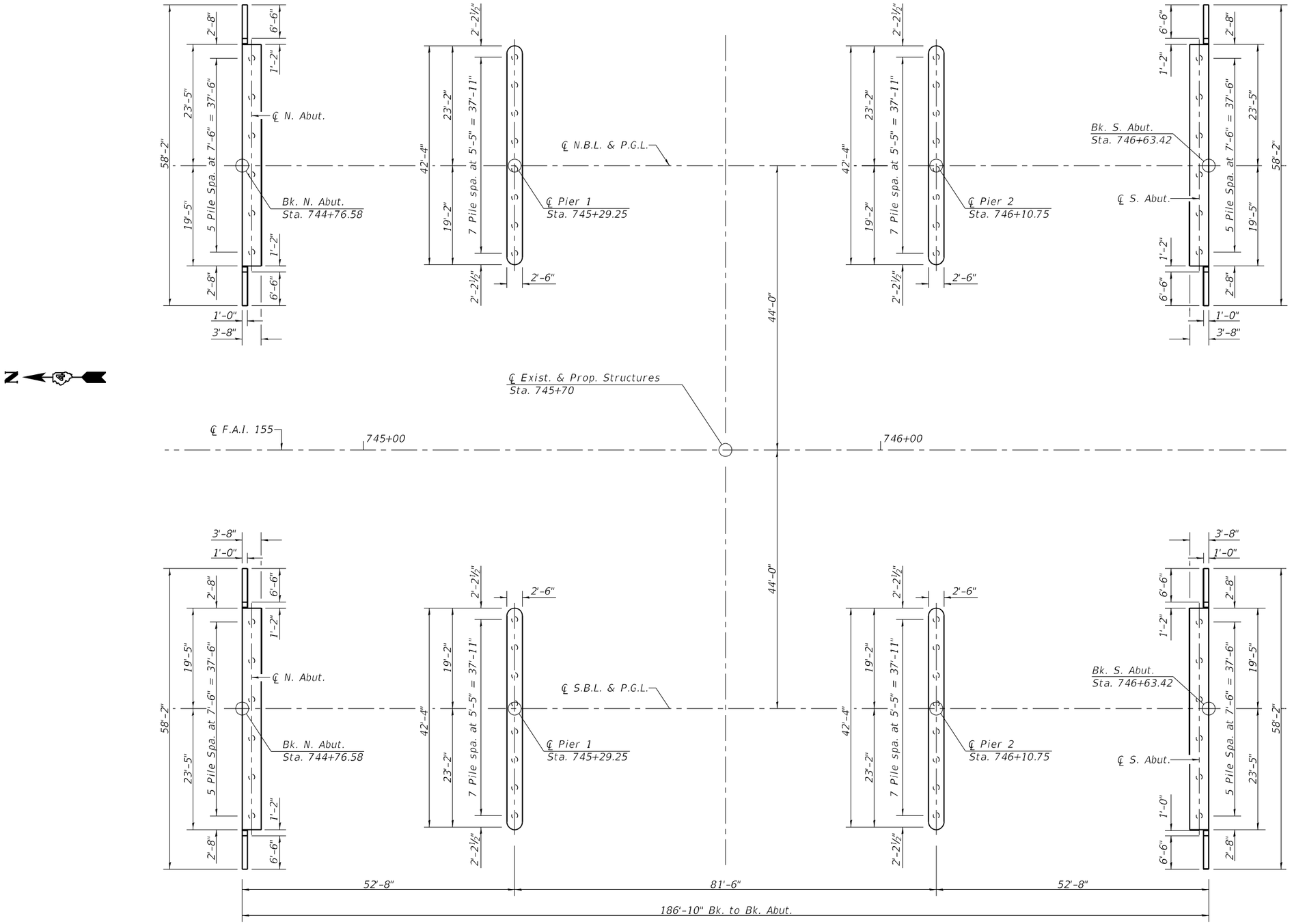

SUBSTRUCTURE LAYOUT PLAN

VEENSTRA & KIMM INC. Springfield, IL. Phone: (217)544-8033 IL. Design Firm No. 184-001939	USER NAME =	DESIGNED - MAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUBSTRUCTURE LAYOUT STRUCTURE NO. 090–0184 (S.B.) & 090–0185 (N.B.)
		CHECKED - DJC	REVISED -		
	PLOT SCALE =	DRAWN - BLJ	REVISED -		
	PLOT DATE = 10/17/2022	CHECKED - DJC	REVISED -		SHEET 4 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	50
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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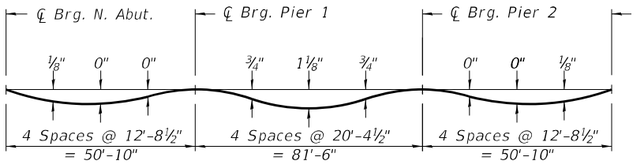
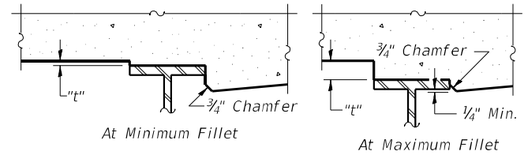


DEAD LOAD DEFLECTION DIAGRAM

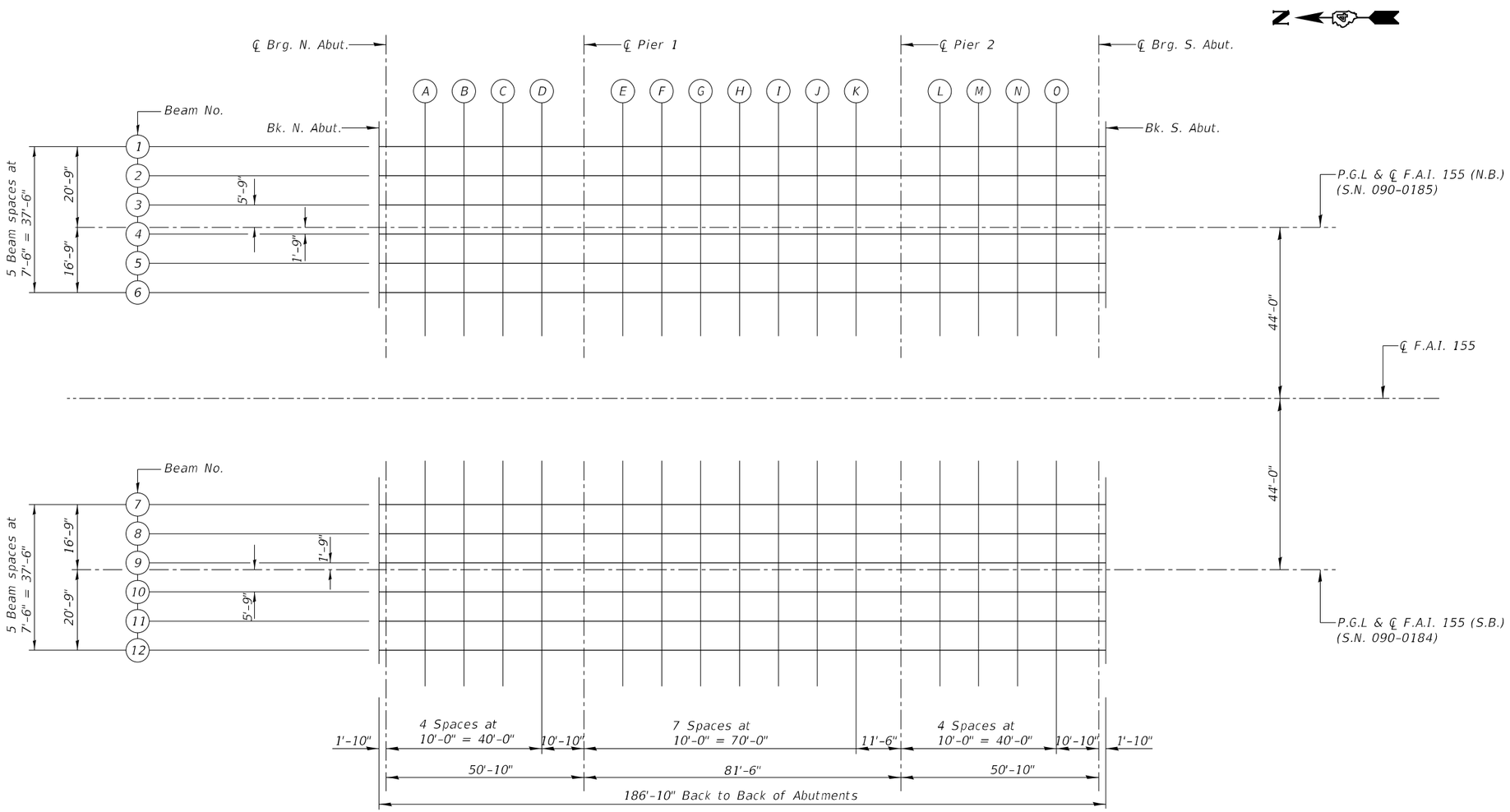
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 6 & 7 of 35.



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 35, minus the slab thickness, equals the fillet heights "t" above the top flange of the beams.

FILLET HEIGHTS



LAYOUT PLAN FOR DECK ELEVATIONS

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

USER NAME =	DESIGNED - DJC	REVISED -	
	CHECKED - VRR	REVISED -	
PLOT SCALE =	DRAWN - BLJ	REVISED -	
PLOT DATE = 11/28/2022	CHECKED - DJC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – LOCATION PLAN
STRUCTURE NO. 090-0184 (S.B.) & 090-0185 (N.B.)

SHEET 5 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	51
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

Beam 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	-20.75	600.83	600.83
℄ Brg. N. Abut.	744+78.41	-20.75	600.82	600.82
A	744+88.41	-20.75	600.72	600.73
B	744+98.41	-20.75	600.64	600.64
C	745+08.41	-20.75	600.55	600.55
D	745+18.41	-20.75	600.48	600.47
℄ Pier 1	745+29.25	-20.75	600.40	600.40
E	745+39.25	-20.75	600.33	600.35
F	745+49.25	-20.75	600.27	600.31
G	745+59.25	-20.75	600.21	600.28
H	745+69.25	-20.75	600.15	600.23
I	745+79.25	-20.75	600.11	600.18
J	745+89.25	-20.75	600.06	600.11
K	745+99.25	-20.75	600.02	600.05
℄ Pier 2	746+10.75	-20.75	599.98	599.98
L	746+20.75	-20.75	599.95	599.95
M	746+30.75	-20.75	599.93	599.93
N	746+40.75	-20.75	599.91	599.92
O	746+50.75	-20.75	599.90	599.90
℄ Brg. S. Abut.	746+61.58	-20.75	599.89	599.89
Bk. S. Abut.	746+63.42	-20.75	599.89	599.89

Beam 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	-13.25	600.98	600.98
℄ Brg. N. Abut.	744+78.41	-13.25	600.97	600.97
A	744+88.41	-13.25	600.87	600.88
B	744+98.41	-13.25	600.79	600.79
C	745+08.41	-13.25	600.70	600.70
D	745+18.41	-13.25	600.63	600.62
℄ Pier 1	745+29.25	-13.25	600.55	600.55
E	745+39.25	-13.25	600.48	600.50
F	745+49.25	-13.25	600.42	600.47
G	745+59.25	-13.25	600.36	600.43
H	745+69.25	-13.25	600.30	600.39
I	745+79.25	-13.25	600.26	600.34
J	745+89.25	-13.25	600.21	600.27
K	745+99.25	-13.25	600.17	600.20
℄ Pier 2	746+10.75	-13.25	600.13	600.13
L	746+20.75	-13.25	600.10	600.10
M	746+30.75	-13.25	600.08	600.08
N	746+40.75	-13.25	600.06	600.07
O	746+50.75	-13.25	600.05	600.05
℄ Brg. S. Abut.	746+61.58	-13.25	600.04	600.04
Bk. S. Abut.	746+63.42	-13.25	600.04	600.04

Beam 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	-5.75	601.10	601.10
℄ Brg. N. Abut.	744+78.41	-5.75	601.08	601.08
A	744+88.41	-5.75	600.99	601.00
B	744+98.41	-5.75	600.90	600.91
C	745+08.41	-5.75	600.82	600.82
D	745+18.41	-5.75	600.74	600.74
℄ Pier 1	745+29.25	-5.75	600.66	600.66
E	745+39.25	-5.75	600.60	600.62
F	745+49.25	-5.75	600.53	600.59
G	745+59.25	-5.75	600.48	600.55
H	745+69.25	-5.75	600.42	600.51
I	745+79.25	-5.75	600.37	600.45
J	745+89.25	-5.75	600.33	600.39
K	745+99.25	-5.75	600.29	600.32
℄ Pier 2	746+10.75	-5.75	600.25	600.25
L	746+20.75	-5.75	600.22	600.22
M	746+30.75	-5.75	600.20	600.20
N	746+40.75	-5.75	600.18	600.19
O	746+50.75	-5.75	600.16	600.17
℄ Brg. S. Abut.	746+61.58	-5.75	600.15	600.15
Bk. S. Abut.	746+63.42	-5.75	600.15	600.15

℄ F.A.I 155 (N.B.) & P.G.L

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	0.00	601.19	601.19
℄ Brg. N. Abut.	744+78.41	0.00	601.17	601.17
A	744+88.41	0.00	601.08	601.08
B	744+98.41	0.00	600.99	601.00
C	745+08.41	0.00	600.91	600.91
D	745+18.41	0.00	600.83	600.83
℄ Pier 1	745+29.25	0.00	600.75	600.75
E	745+39.25	0.00	600.68	600.71
F	745+49.25	0.00	600.62	600.67
G	745+59.25	0.00	600.56	600.64
H	745+69.25	0.00	600.51	600.60
I	745+79.25	0.00	600.46	600.54
J	745+89.25	0.00	600.42	600.47
K	745+99.25	0.00	600.38	600.40
℄ Pier 2	746+10.75	0.00	600.34	600.34
L	746+20.75	0.00	600.31	600.31
M	746+30.75	0.00	600.28	600.29
N	746+40.75	0.00	600.27	600.27
O	746+50.75	0.00	600.25	600.26
℄ Brg. S. Abut.	746+61.58	0.00	600.24	600.24
Bk. S. Abut.	746+63.42	0.00	600.24	600.24

Beam 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	1.75	601.16	601.16
℄ Brg. N. Abut.	744+78.41	1.75	601.14	601.14
A	744+88.41	1.75	601.05	601.06
B	744+98.41	1.75	600.96	600.97
C	745+08.41	1.75	600.88	600.88
D	745+18.41	1.75	600.80	600.80
℄ Pier 1	745+29.25	1.75	600.72	600.72
E	745+39.25	1.75	600.66	600.68
F	745+49.25	1.75	600.59	600.65
G	745+59.25	1.75	600.54	600.61
H	745+69.25	1.75	600.48	600.57
I	745+79.25	1.75	600.43	600.51
J	745+89.25	1.75	600.39	600.45
K	745+99.25	1.75	600.35	600.38
℄ Pier 2	746+10.75	1.75	600.31	600.31
L	746+20.75	1.75	600.28	600.28
M	746+30.75	1.75	600.26	600.26
N	746+40.75	1.75	600.24	600.25
O	746+50.75	1.75	600.22	600.23
℄ Brg. S. Abut.	746+61.58	1.75	600.21	600.21
Bk. S. Abut.	746+63.42	1.75	600.21	600.21

Beam 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	9.25	601.05	601.05
℄ Brg. N. Abut.	744+78.41	9.25	601.03	601.03
A	744+88.41	9.25	600.94	600.95
B	744+98.41	9.25	600.85	600.86
C	745+08.41	9.25	600.77	600.77
D	745+18.41	9.25	600.69	600.69
℄ Pier 1	745+29.25	9.25	600.61	600.61
E	745+39.25	9.25	600.54	600.57
F	745+49.25	9.25	600.48	600.53
G	745+59.25	9.25	600.42	600.50
H	745+69.25	9.25	600.37	600.46
I	745+79.25	9.25	600.32	600.40
J	745+89.25	9.25	600.28	600.34
K	745+99.25	9.25	600.24	600.27
℄ Pier 2	746+10.75	9.25	600.20	600.20
L	746+20.75	9.25	600.17	600.17
M	746+30.75	9.25	600.15	600.15
N	746+40.75	9.25	600.13	600.13
O	746+50.75	9.25	600.11	600.12
℄ Brg. S. Abut.	746+61.58	9.25	600.10	600.10
Bk. S. Abut.	746+63.42	9.25	600.10	600.10

Beam 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	16.75	600.91	600.91
℄ Brg. N. Abut.	744+78.41	16.75	600.90	600.90
A	744+88.41	16.75	600.80	600.81
B	744+98.41	16.75	600.72	600.72
C	745+08.41	16.75	600.63	600.63
D	745+18.41	16.75	600.56	600.55
℄ Pier 1	745+29.25	16.75	600.48	600.48
E	745+39.25	16.75	600.41	600.43
F	745+49.25	16.75	600.35	600.39
G	745+59.25	16.75	600.29	600.36
H	745+69.25	16.75	600.23	600.31
I	745+79.25	16.75	600.19	600.26
J	745+89.25	16.75	600.14	600.19
K	745+99.25	16.75	600.10	600.13
℄ Pier 2	746+10.75	16.75	600.06	600.06
L	746+20.75	16.75	600.03	600.03
M	746+30.75	16.75	600.01	600.01
N	746+40.75	16.75	599.99	600.00
O	746+50.75	16.75	599.98	599.98
℄ Brg. S. Abut.	746+61.58	16.75	599.97	599.97
Bk. S. Abut.	746+63.42	16.75	599.97	599.97

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

USER NAME =	DESIGNED - DJC	REVISED -	
	CHECKED - VRR	REVISED -	
PLOT SCALE =	DRAWN - BLJ	REVISED -	
PLOT DATE = 10/17/2022	CHECKED - VRR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0185 (N.B.)
SHEET 6 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	52
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

Beam 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	-16.75	600.91	600.91
℄ Brg. N. Abut.	744+78.41	-16.75	600.90	600.90
A	744+88.41	-16.75	600.80	600.81
B	744+98.41	-16.75	600.72	600.72
C	745+08.41	-16.75	600.63	600.63
D	745+18.41	-16.75	600.56	600.55
℄ Pier 1	745+29.25	-16.75	600.48	600.48
E	745+39.25	-16.75	600.41	600.43
F	745+49.25	-16.75	600.35	600.39
G	745+59.25	-16.75	600.29	600.36
H	745+69.25	-16.75	600.23	600.31
I	745+79.25	-16.75	600.19	600.26
J	745+89.25	-16.75	600.14	600.19
K	745+99.25	-16.75	600.10	600.13
℄ Pier 2	746+10.75	-16.75	600.06	600.06
L	746+20.75	-16.75	600.03	600.03
M	746+30.75	-16.75	600.01	600.01
N	746+40.75	-16.75	599.99	600.00
O	746+50.75	-16.75	599.98	599.98
℄ Brg. S. Abut.	746+61.58	-16.75	599.97	599.97
Bk. S. Abut.	746+63.42	-16.75	599.97	599.97

Beam 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	-9.25	601.05	601.05
℄ Brg. N. Abut.	744+78.41	-9.25	601.03	601.03
A	744+88.41	-9.25	600.94	600.95
B	744+98.41	-9.25	600.85	600.86
C	745+08.41	-9.25	600.77	600.77
D	745+18.41	-9.25	600.69	600.69
℄ Pier 1	745+29.25	-9.25	600.61	600.61
E	745+39.25	-9.25	600.54	600.57
F	745+49.25	-9.25	600.48	600.53
G	745+59.25	-9.25	600.42	600.50
H	745+69.25	-9.25	600.37	600.46
I	745+79.25	-9.25	600.32	600.40
J	745+89.25	-9.25	600.28	600.34
K	745+99.25	-9.25	600.24	600.27
℄ Pier 2	746+10.75	-9.25	600.20	600.20
L	746+20.75	-9.25	600.17	600.17
M	746+30.75	-9.25	600.15	600.15
N	746+40.75	-9.25	600.13	600.13
O	746+50.75	-9.25	600.11	600.12
℄ Brg. S. Abut.	746+61.58	-9.25	600.10	600.10
Bk. S. Abut.	746+63.42	-9.25	600.10	600.10

Beam 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	-1.75	601.16	601.16
℄ Brg. N. Abut.	744+78.41	-1.75	601.14	601.14
A	744+88.41	-1.75	601.05	601.06
B	744+98.41	-1.75	600.96	600.97
C	745+08.41	-1.75	600.88	600.88
D	745+18.41	-1.75	600.80	600.80
℄ Pier 1	745+29.25	-1.75	600.72	600.72
E	745+39.25	-1.75	600.66	600.68
F	745+49.25	-1.75	600.59	600.65
G	745+59.25	-1.75	600.54	600.61
H	745+69.25	-1.75	600.48	600.57
I	745+79.25	-1.75	600.43	600.51
J	745+89.25	-1.75	600.39	600.45
K	745+99.25	-1.75	600.35	600.38
℄ Pier 2	746+10.75	-1.75	600.31	600.31
L	746+20.75	-1.75	600.28	600.28
M	746+30.75	-1.75	600.26	600.26
N	746+40.75	-1.75	600.24	600.25
O	746+50.75	-1.75	600.22	600.23
℄ Brg. S. Abut.	746+61.58	-1.75	600.21	600.21
Bk. S. Abut.	746+63.42	-1.75	600.21	600.21

℄ F.A.I 155 (S.B.) & P.G.L

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	0.00	601.19	601.19
℄ Brg. N. Abut.	744+78.41	0.00	601.17	601.17
A	744+88.41	0.00	601.08	601.08
B	744+98.41	0.00	600.99	601.00
C	745+08.41	0.00	600.91	600.91
D	745+18.41	0.00	600.83	600.83
℄ Pier 1	745+29.25	0.00	600.75	600.75
E	745+39.25	0.00	600.68	600.71
F	745+49.25	0.00	600.62	600.67
G	745+59.25	0.00	600.56	600.64
H	745+69.25	0.00	600.51	600.60
I	745+79.25	0.00	600.46	600.54
J	745+89.25	0.00	600.42	600.47
K	745+99.25	0.00	600.38	600.40
℄ Pier 2	746+10.75	0.00	600.34	600.34
L	746+20.75	0.00	600.31	600.31
M	746+30.75	0.00	600.28	600.29
N	746+40.75	0.00	600.27	600.27
O	746+50.75	0.00	600.25	600.26
℄ Brg. S. Abut.	746+61.58	0.00	600.24	600.24
Bk. S. Abut.	746+63.42	0.00	600.24	600.24

Beam 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	5.75	601.10	601.10
℄ Brg. N. Abut.	744+78.41	5.75	601.08	601.08
A	744+88.41	5.75	600.99	601.00
B	744+98.41	5.75	600.90	600.91
C	745+08.41	5.75	600.82	600.82
D	745+18.41	5.75	600.74	600.74
℄ Pier 1	745+29.25	5.75	600.66	600.66
E	745+39.25	5.75	600.60	600.62
F	745+49.25	5.75	600.53	600.59
G	745+59.25	5.75	600.48	600.55
H	745+69.25	5.75	600.42	600.51
I	745+79.25	5.75	600.37	600.45
J	745+89.25	5.75	600.33	600.39
K	745+99.25	5.75	600.29	600.32
℄ Pier 2	746+10.75	5.75	600.25	600.25
L	746+20.75	5.75	600.22	600.22
M	746+30.75	5.75	600.20	600.20
N	746+40.75	5.75	600.18	600.19
O	746+50.75	5.75	600.16	600.17
℄ Brg. S. Abut.	746+61.58	5.75	600.15	600.15
Bk. S. Abut.	746+63.42	5.75	600.15	600.15

Beam 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	13.25	600.98	600.98
℄ Brg. N. Abut.	744+78.41	13.25	600.97	600.97
A	744+88.41	13.25	600.87	600.88
B	744+98.41	13.25	600.79	600.79
C	745+08.41	13.25	600.70	600.70
D	745+18.41	13.25	600.63	600.62
℄ Pier 1	745+29.25	13.25	600.55	600.55
E	745+39.25	13.25	600.48	600.50
F	745+49.25	13.25	600.42	600.47
G	745+59.25	13.25	600.36	600.43
H	745+69.25	13.25	600.30	600.39
I	745+79.25	13.25	600.26	600.34
J	745+89.25	13.25	600.21	600.27
K	745+99.25	13.25	600.17	600.20
℄ Pier 2	746+10.75	13.25	600.13	600.13
L	746+20.75	13.25	600.10	600.10
M	746+30.75	13.25	600.08	600.08
N	746+40.75	13.25	600.06	600.07
O	746+50.75	13.25	600.05	600.05
℄ Brg. S. Abut.	746+61.58	13.25	600.04	600.04
Bk. S. Abut.	746+63.42	13.25	600.04	600.04

Beam 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev. Adj. For Dead Load Deflection
Bk. N. Abut.	744+76.58	20.75	600.83	600.83
℄ Brg. N. Abut.	744+78.41	20.75	600.82	600.82
A	744+88.41	20.75	600.72	600.73
B	744+98.41	20.75	600.64	600.64
C	745+08.41	20.75	600.55	600.55
D	745+18.41	20.75	600.48	600.47
℄ Pier 1	745+29.25	20.75	600.40	600.40
E	745+39.25	20.75	600.33	600.35
F	745+49.25	20.75	600.27	600.31
G	745+59.25	20.75	600.21	600.28
H	745+69.25	20.75	600.15	600.23
I	745+79.25	20.75	600.11	600.18
J	745+89.25	20.75	600.06	600.11
K	745+99.25	20.75	600.02	600.05
℄ Pier 2	746+10.75	20.75	599.98	599.98
L	746+20.75	20.75	599.95	599.95
M	746+30.75	20.75	599.93	599.93
N	746+40.75	20.75	599.91	599.92
O	746+50.75	20.75	599.90	599.90
℄ Brg. S. Abut.	746+61.58	20.75	599.89	599.89
Bk. S. Abut.	746+63.42	20.75	599.89	599.89

MODEL: Default
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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 - VRR	REVISED -
PLOT SCALE =	DRAWN - BLJ	REVISED -
PLOT DATE = 10/17/2022	CHECKED - VRR	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0184 (S.B.)
SHEET 7 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	53
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	-22.00	601.11
B1	744+57.58	-22.00	601.00
B2	744+67.58	-22.00	600.90
S. End of N. Appr.	744+77.58	-22.00	600.80

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	-12.00	601.31
B1	744+57.58	-12.00	601.20
B2	744+67.58	-12.00	601.10
S. End of N. Appr.	744+77.58	-12.00	601.00

℄ N.B.L. & P.G.L

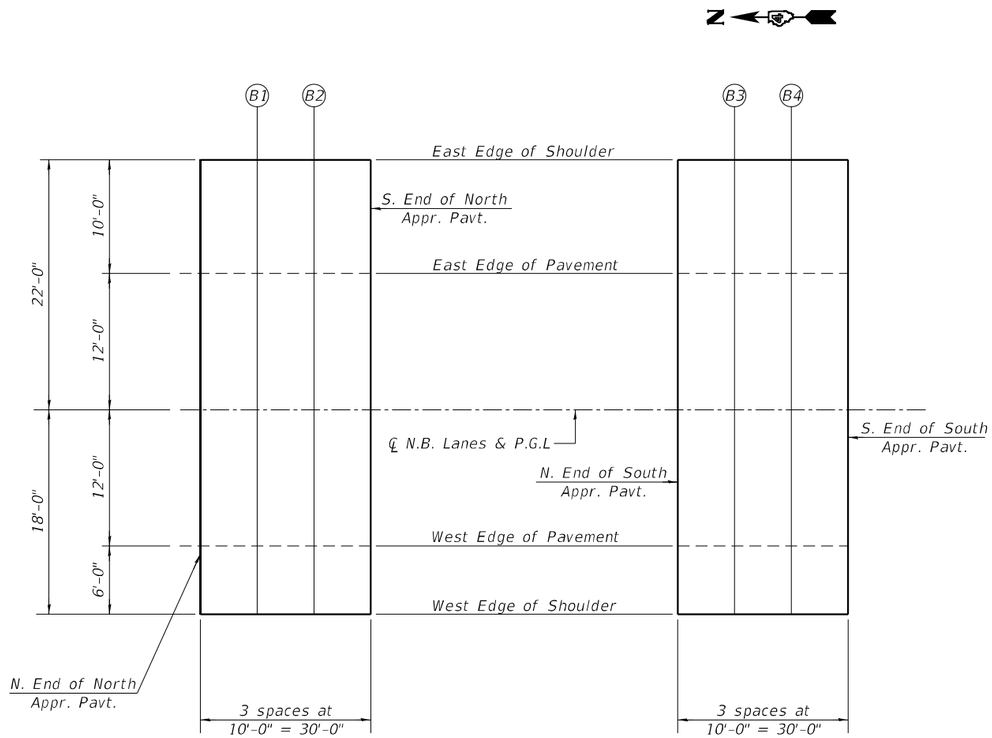
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	0.00	601.49
B1	744+57.58	0.00	601.38
B2	744+67.58	0.00	601.28
S. End of N. Appr.	744+77.58	0.00	601.18

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	12.00	601.31
B1	744+57.58	12.00	601.20
B2	744+67.58	12.00	601.10
S. End of N. Appr.	744+77.58	12.00	601.00

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	18.00	601.19
B1	744+57.58	18.00	601.08
B2	744+67.58	18.00	600.98
S. End of N. Appr.	744+77.58	18.00	600.88



NORTH APPROACH

SOUTH APPROACH

PLAN
(S.N. 090-0185)

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	-22.00	599.86
B3	746+72.42	-22.00	599.86
B4	746+82.42	-22.00	599.86
S. End of S. Appr.	746+92.42	-22.00	599.86

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	-12.00	600.06
B3	746+72.42	-12.00	600.06
B4	746+82.42	-12.00	600.06
S. End of S. Appr.	746+92.42	-12.00	600.06

℄ N.B.L. & P.G.L

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	0.00	600.24
B3	746+72.42	0.00	600.24
B4	746+82.42	0.00	600.24
S. End of S. Appr.	746+92.42	0.00	600.24

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	12.00	600.06
B3	746+72.42	12.00	600.06
B4	746+82.42	12.00	600.06
S. End of S. Appr.	746+92.42	12.00	600.06

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	18.00	599.94
B3	746+72.42	18.00	599.94
B4	746+82.42	18.00	599.94
S. End of S. Appr.	746+92.42	18.00	599.94

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

USER NAME =		DESIGNED - DJC	REVISED -
		CHECKED - VRR	REVISED -
PLOT SCALE =		DRAWN - BLJ	REVISED -
PLOT DATE = 10/17/2022		CHECKED - VRR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 090-0185 (N.B.)
SHEET 8 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	54
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	-18.00	601.19
A1	744+57.58	-18.00	601.08
A2	744+67.58	-18.00	600.98
S. End of N. Appr.	744+77.58	-18.00	600.88

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	-12.00	601.31
A1	744+57.58	-12.00	601.20
A2	744+67.58	-12.00	601.10
S. End of N. Appr.	744+77.58	-12.00	601.00

℄ S.B.L & P.G.L

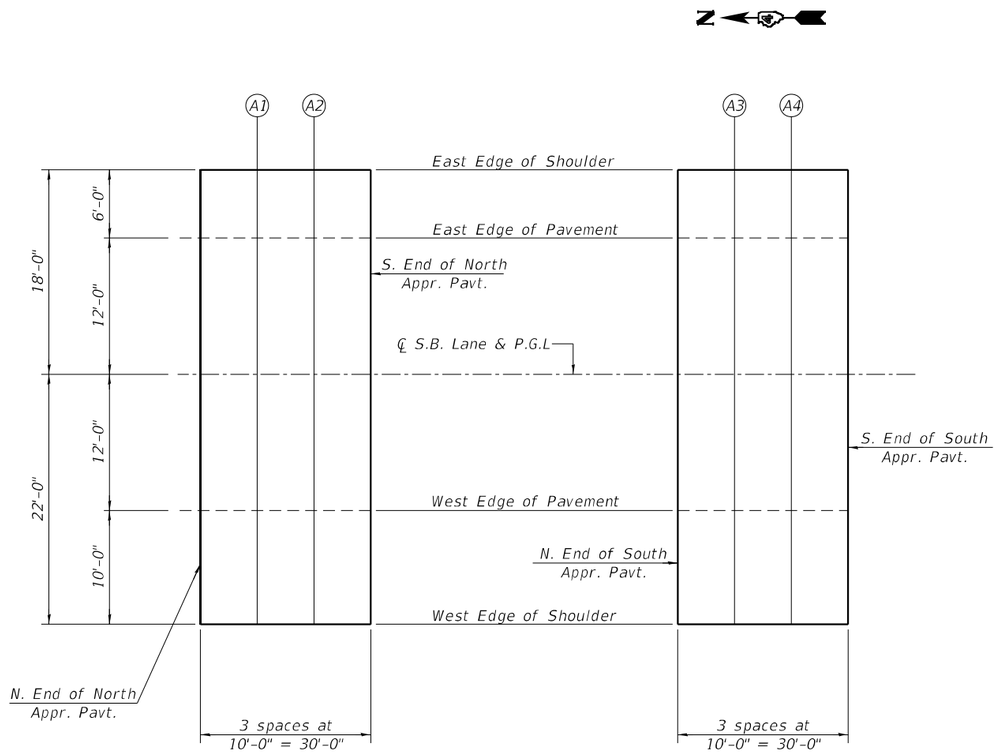
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	0.00	601.49
A1	744+57.58	0.00	601.38
A2	744+67.58	0.00	601.28
S. End of N. Appr.	744+77.58	0.00	601.18

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	12.00	601.31
A1	744+57.58	12.00	601.20
A2	744+67.58	12.00	601.10
S. End of N. Appr.	744+77.58	12.00	601.00

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	744+47.58	22.00	601.11
A1	744+57.58	22.00	601.00
A2	744+67.58	22.00	600.90
S. End of N. Appr.	744+77.58	22.00	600.80



NORTH APPROACH

SOUTH APPROACH

PLAN
(S.N. 090-0184)

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	-18.00	599.94
A3	746+72.42	-18.00	599.94
A4	746+82.42	-18.00	599.94
S. End of S. Appr.	746+92.42	-18.00	599.94

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	-12.00	600.06
A3	746+72.42	-12.00	600.06
A4	746+82.42	-12.00	600.06
S. End of S. Appr.	746+92.42	-12.00	600.06

℄ S.B.L & P.G.L

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	0.00	600.24
A3	746+72.42	0.00	600.24
A4	746+82.42	0.00	600.24
S. End of S. Appr.	746+92.42	0.00	600.24

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	12.00	600.06
A3	746+72.42	12.00	600.06
A4	746+82.42	12.00	600.06
S. End of S. Appr.	746+92.42	12.00	600.06

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr.	746+62.42	22.00	599.86
A3	746+72.42	22.00	599.86
A4	746+82.42	22.00	599.86
S. End of S. Appr.	746+92.42	22.00	599.86

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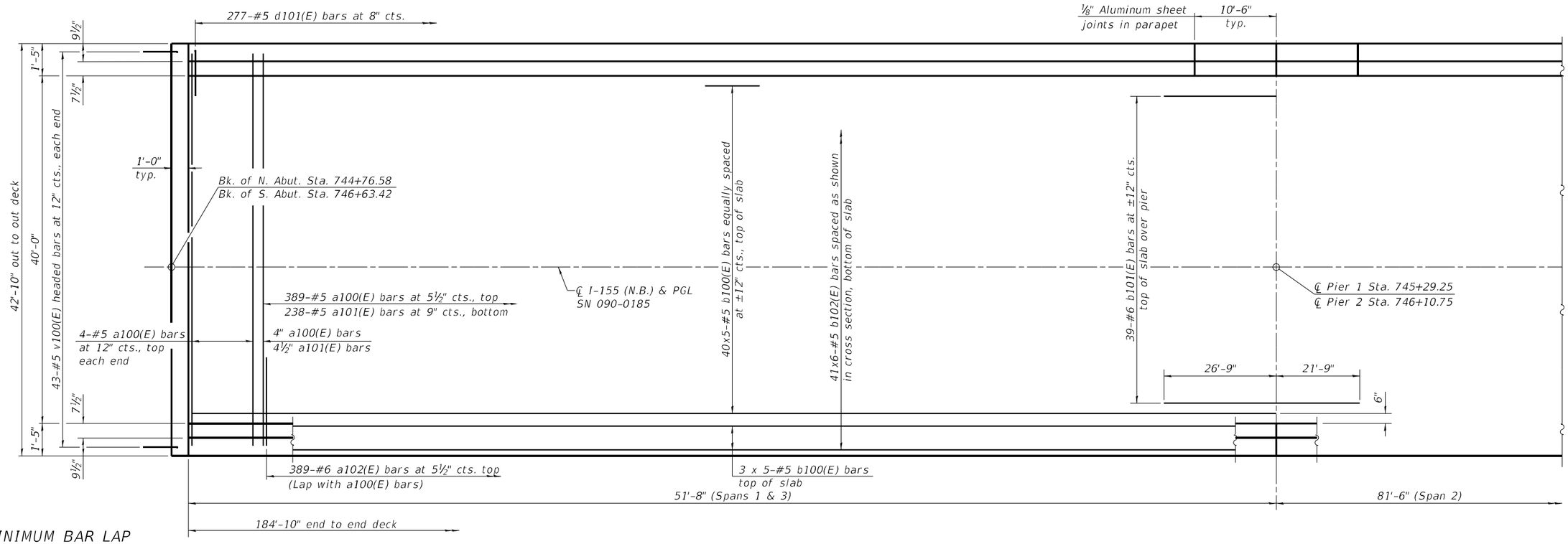
PLOT DATE = 10/17/2022	CHECKED - VRR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 090-0184 (S.B.)
SHEET 9 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	55
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

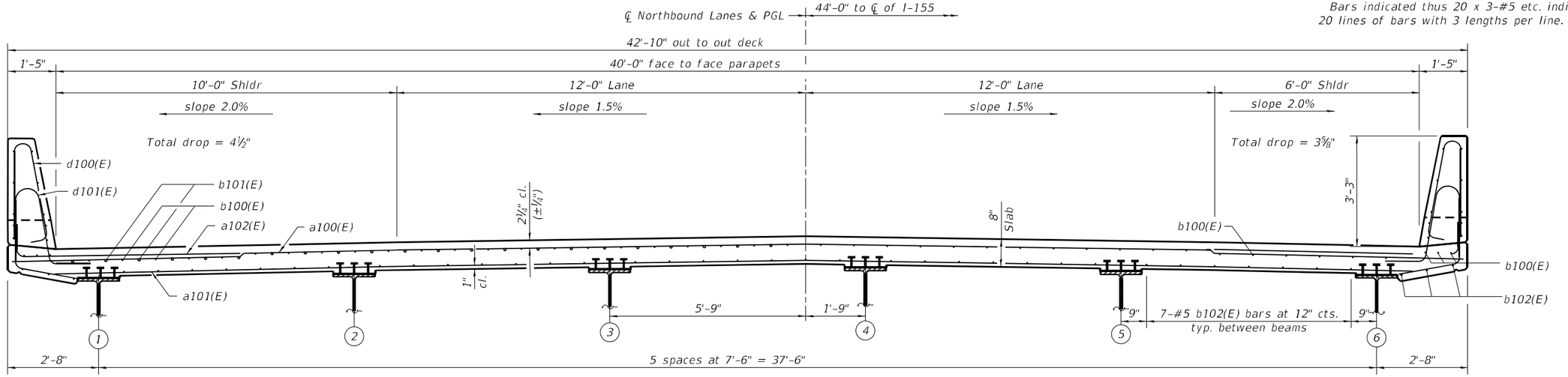


MINIMUM BAR LAP

#5 bar = 3'-6"

PARTIAL PLAN

Notes:
See sheet 11 of 35 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking South)

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PLOT DATE = 10/17/2022	CHECKED - MAH	REVISED -	

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SUPERSTRUCTURE
STRUCTURE NO. 090-0185 (N.B.)
SHEET 10 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	56
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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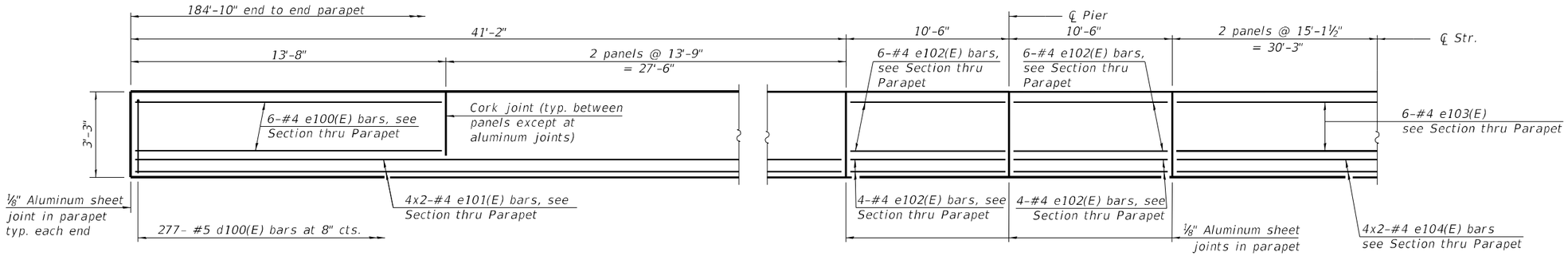
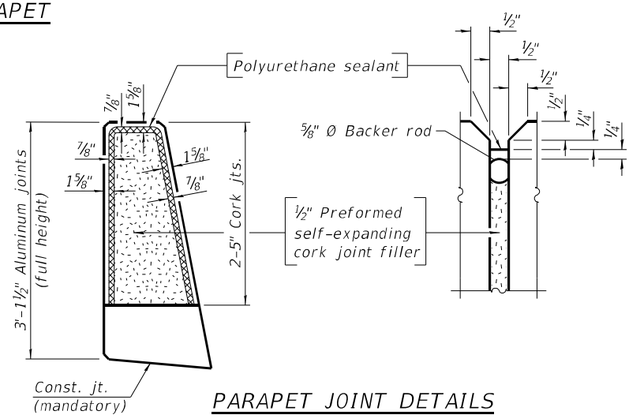


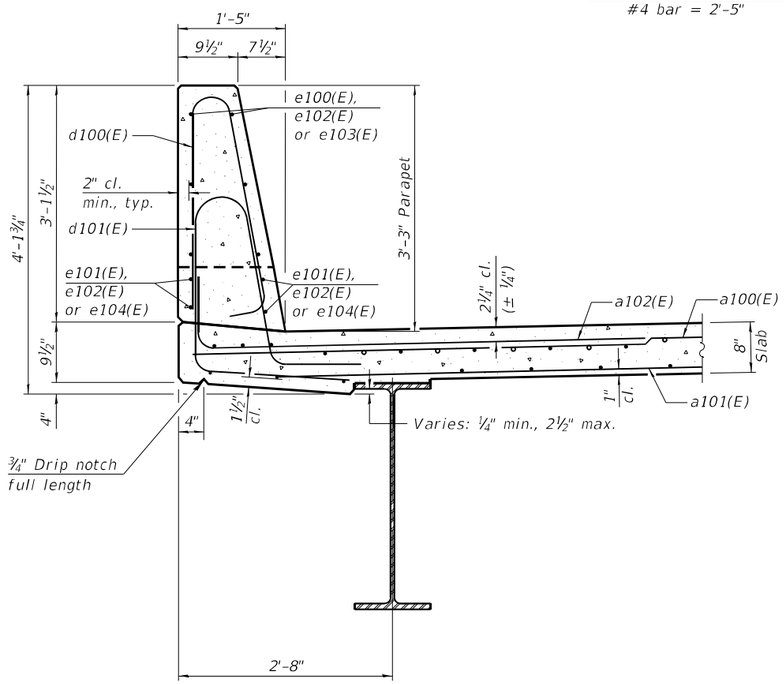
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

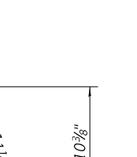
#4 bar = 2'-5"



PARAPET JOINT DETAILS

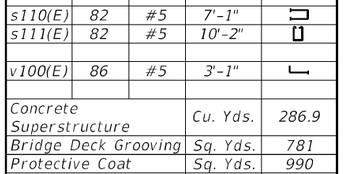


SECTION THRU PARAPET

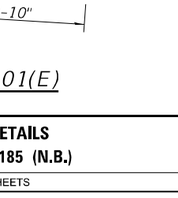


BAR v100(E)

(Headed)

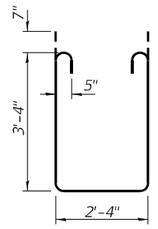


BAR a102(E)



BAR s110(E)

(Headed)



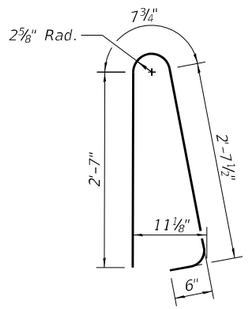
BAR s111(E)

Notes:

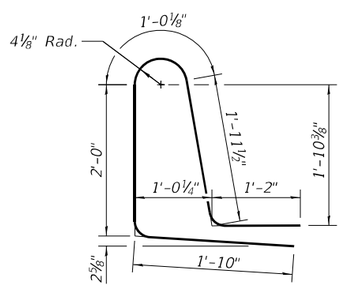
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. 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 d100(E)



BAR d101(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100(E)	397	#5	42'-6"	
a101(E)	238	#5	39'-6"	
a102(E)	778	#6	8'-4"	
b100(E)	230	#5	39'-9"	
b101(E)	78	#6	48'-6"	
b102(E)	246	#5	33'-8"	
d100(E)	554	#5	6'-5"	
d101(E)	554	#5	8'-0"	
e100(E)	72	#4	13'-4"	
e101(E)	32	#4	21'-8"	
e102(E)	80	#4	10'-2"	
e103(E)	48	#4	14'-10"	
e104(E)	16	#4	31'-4"	
m110(E)	8	#6	42'-6"	
m111(E)	30	#6	7'-2"	
m112(E)	12	#6	2'-4"	
s110(E)	82	#5	7'-1"	
s111(E)	82	#5	10'-2"	
v100(E)	86	#5	3'-1"	
Concrete Superstructure		Cu. Yds.	286.9	
Bridge Deck Grooving		Sq. Yds.	781	
Protective Coat		Sq. Yds.	990	
Reinforcement Bars, Epoxy Coated		Lbs.	74,420	
Name Plates		Each	1	

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

MODEL: Default
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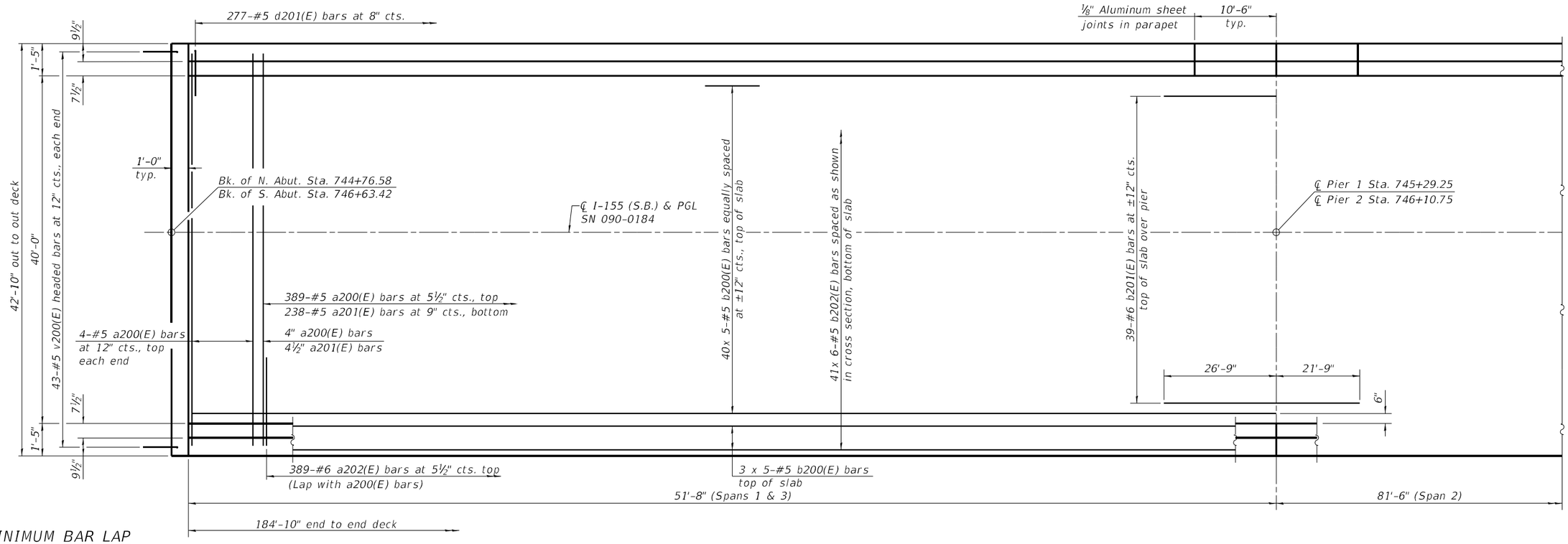
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0185 (N.B.)
SHEET 11 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	57
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

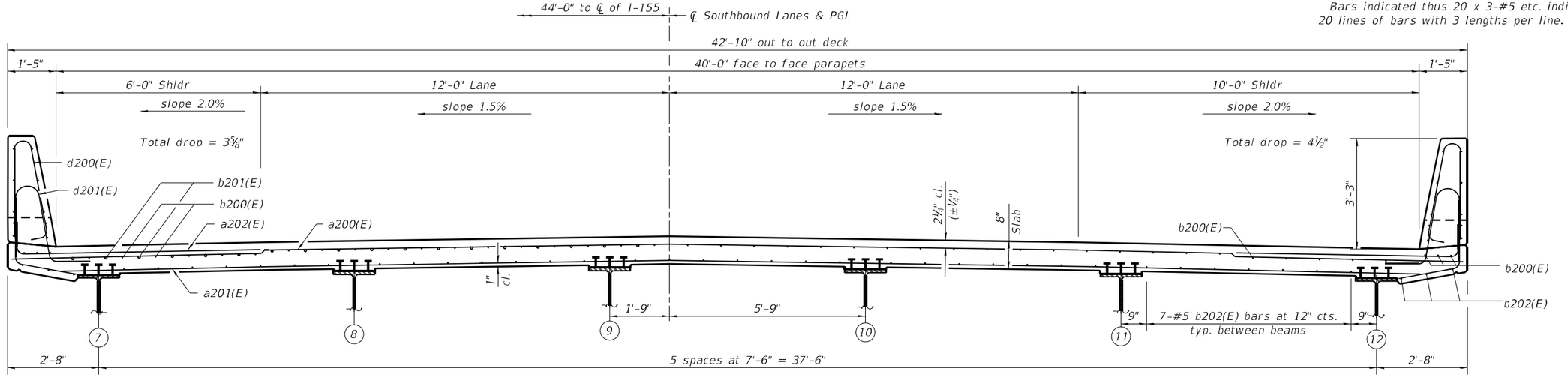


MINIMUM BAR LAP

#5 bar = 3'-6"

PARTIAL PLAN

Notes:
See sheet 13 of 35 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking South)

MODEL: Default
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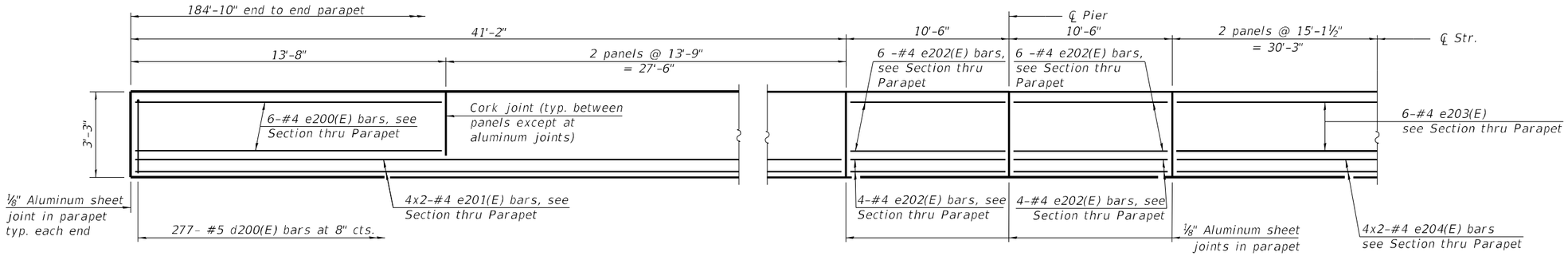
PLOT SCALE =	DRAWN - DJC	REVISED -	
PLOT DATE = 10/17/2022	CHECKED - MAH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 090-0184 (S.B.)
SHEET 12 OF 35 SHEETS

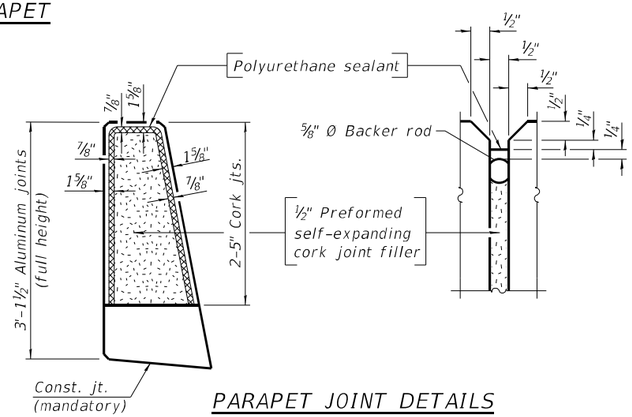
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	58
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



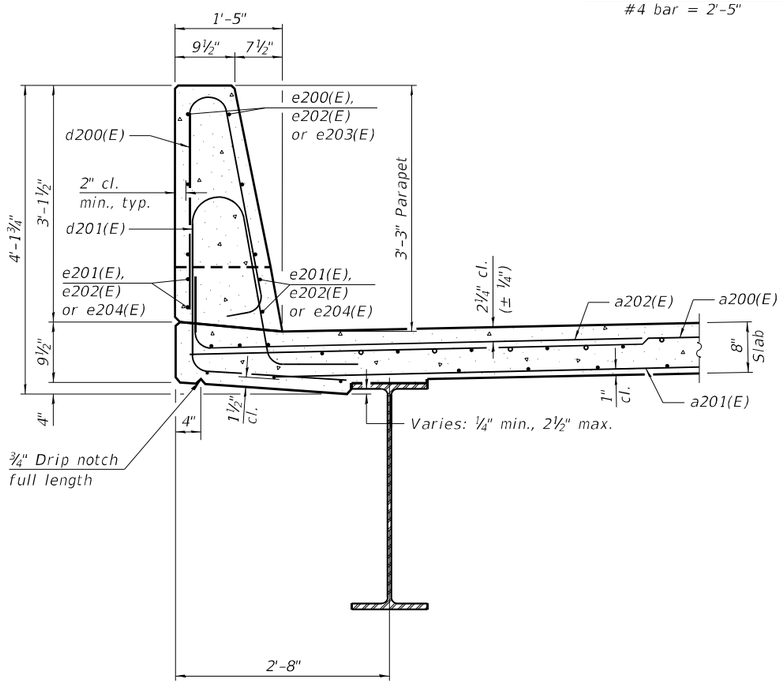
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

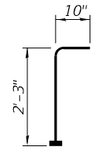
#4 bar = 2'-5"



PARAPET JOINT DETAILS

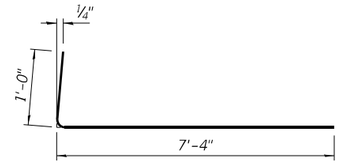


SECTION THRU PARAPET

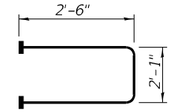


BAR v200(E)

(Headed)

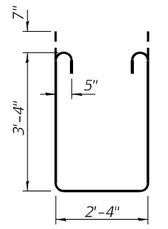


BAR a202(E)



BAR s210(E)

(Headed)



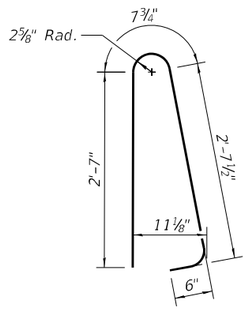
BAR s211(E)

Notes:

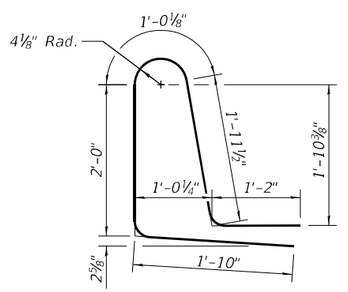
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. 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 d200(E)



BAR d201(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a200(E)	397	#5	42'-6"	
a201(E)	238	#5	39'-6"	
a202(E)	778	#6	8'-4"	
b200(E)	230	#5	39'-9"	
b201(E)	78	#6	48'-6"	
b202(E)	246	#5	33'-8"	
d200(E)	554	#5	6'-5"	
d201(E)	554	#5	8'-0"	
e200(E)	72	#4	13'-4"	
e201(E)	32	#4	21'-8"	
e202(E)	80	#4	10'-2"	
e203(E)	48	#4	14'-10"	
e204(E)	16	#4	31'-4"	
m210(E)	8	#6	42'-6"	
m211(E)	30	#6	7'-2"	
m212(E)	12	#6	2'-4"	
s210(E)	82	#5	7'-1"	
s211(E)	82	#5	10'-2"	
V200(E)	86	#5	3'-1"	
Concrete Superstructure		Cu. Yds.	286.9	
Bridge Deck Grooving		Sq. Yds.	781	
Protective Coat		Sq. Yds.	990	
Reinforcement Bars, Epoxy Coated		Lbs.	74,420	
Name Plates		Each	1	

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

MODEL: Default
FILE NAME: Z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-013-SB DK MISC DETAILS.dgn
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IL. Design Firm No. 184-001939

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REVISED -

STATE OF ILLINOIS
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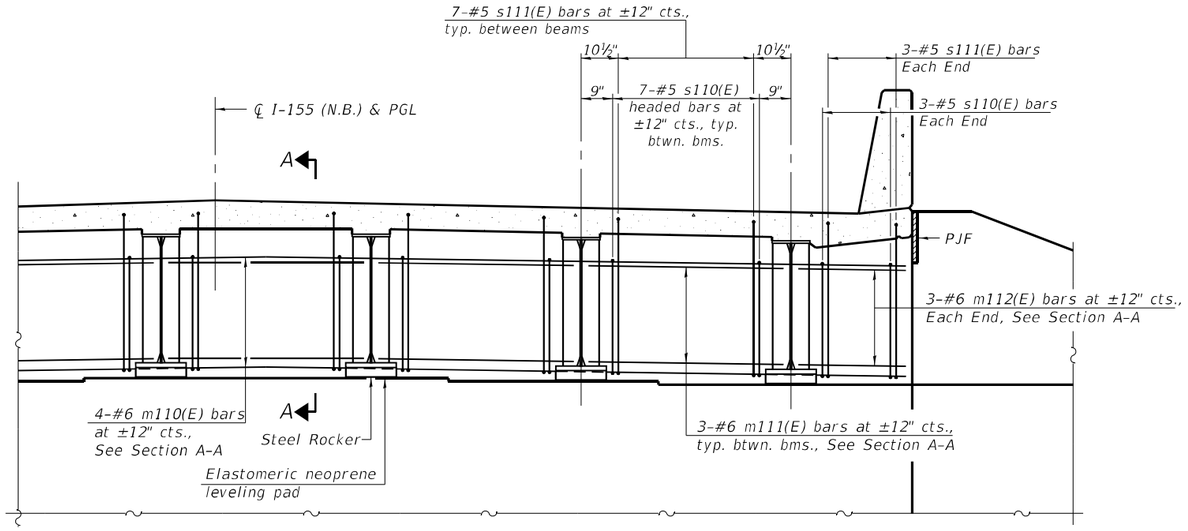
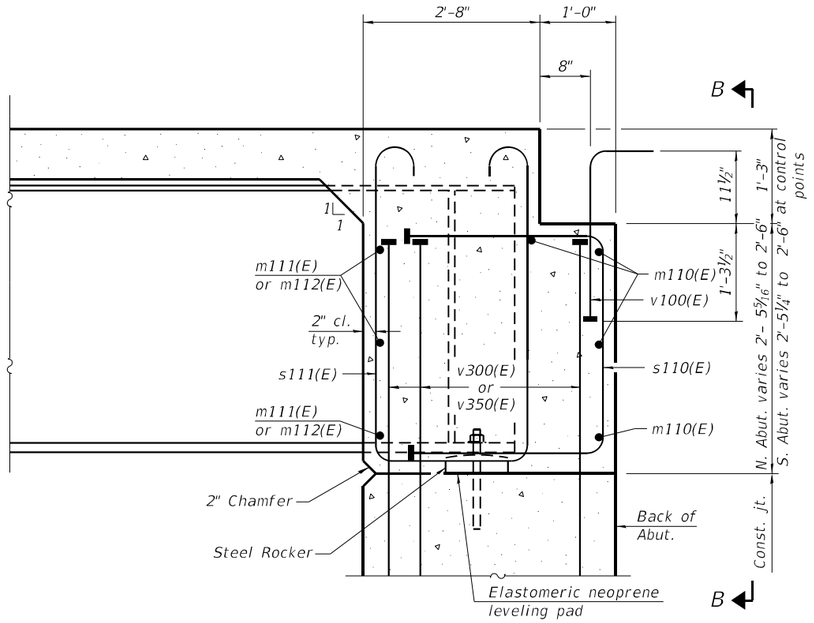
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0184 (S.B.)
SHEET 13 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	59
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

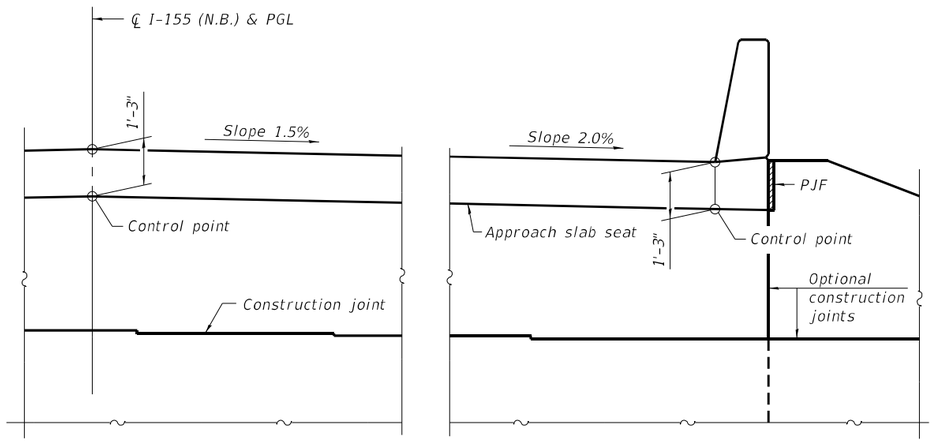


DIAPHRAGM AT ABUTMENT

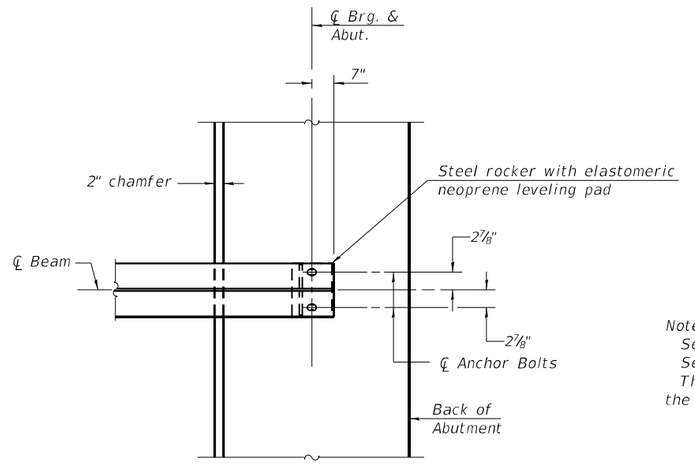
Looking North
(North Abutment shown, South Abutment similar)



SECTION A-A



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:
See sheet 11 of 35 for superstructure details and Bill of Material.
See sheet 16 of 35 for PJF details.
The approach slab seat shall have a constant slope determined from the control points shown.

MODEL: Default
FILE NAME: Z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-014-NB DIAPHRAGM.dgn
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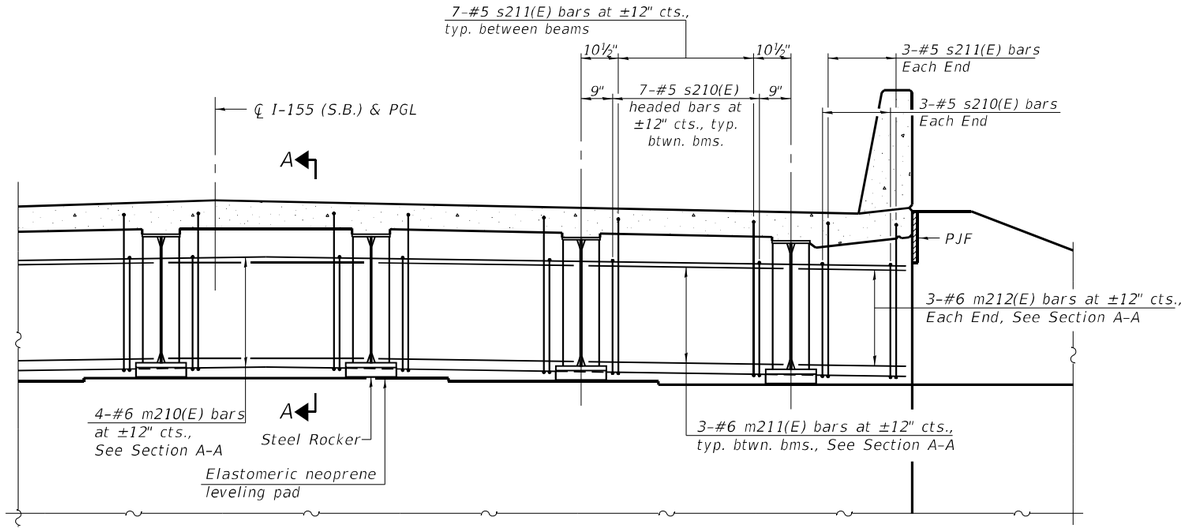
PLOT SCALE =	DRAWN - DJC	REVISED -	
PLOT DATE = 10/17/2022	CHECKED - MAH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

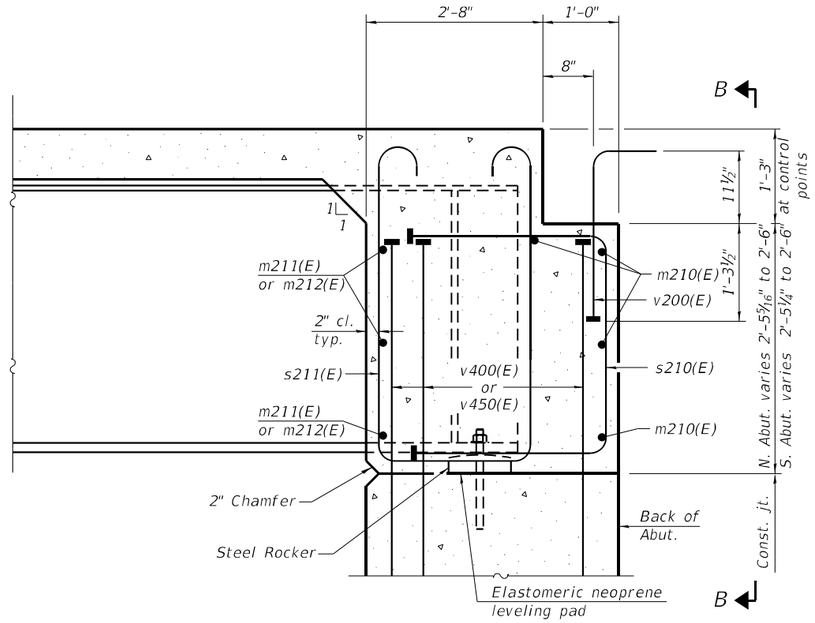
DIAPHRAGM DETAILS
STRUCTURE NO. 090-0185 (N.B.)
SHEET 14 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	60
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

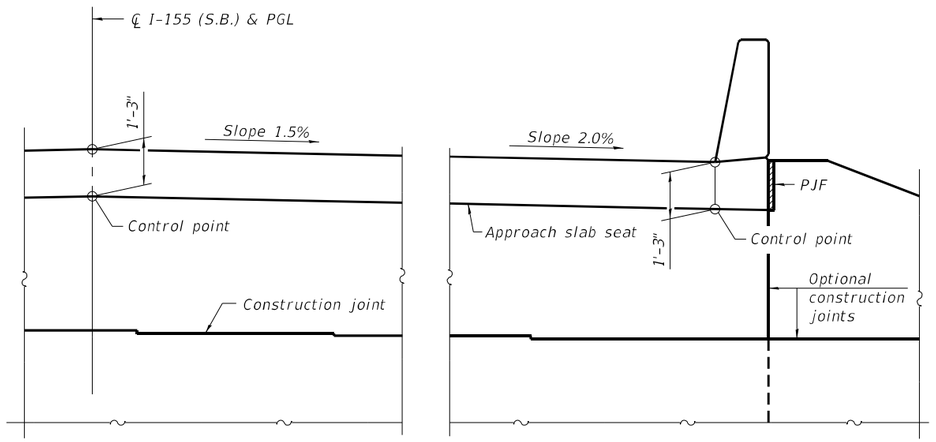


DIAPHRAGM AT ABUTMENT

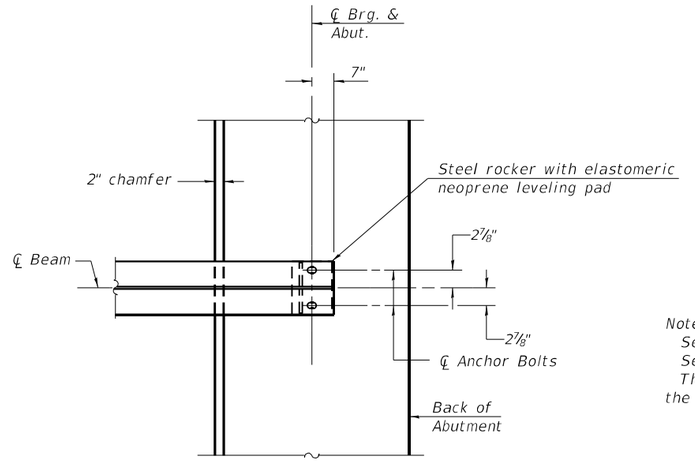
Looking South
(South Abutment shown, North Abutment similar)



SECTION A-A



VIEW B-B



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:
See sheet 13 of 35 for superstructure details and Bill of Material.
See sheet 18 of 35 for PJF details.
The approach slab seat shall have a constant slope determined from the control points shown.

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

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PLOT SCALE =	DRAWN - DJC	REVISED -
PLOT DATE = 10/17/2022	CHECKED - MAH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 090-0184 (S.B.)
SHEET 15 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	61
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: Z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-015-SB DIAPHRAGM.dgn
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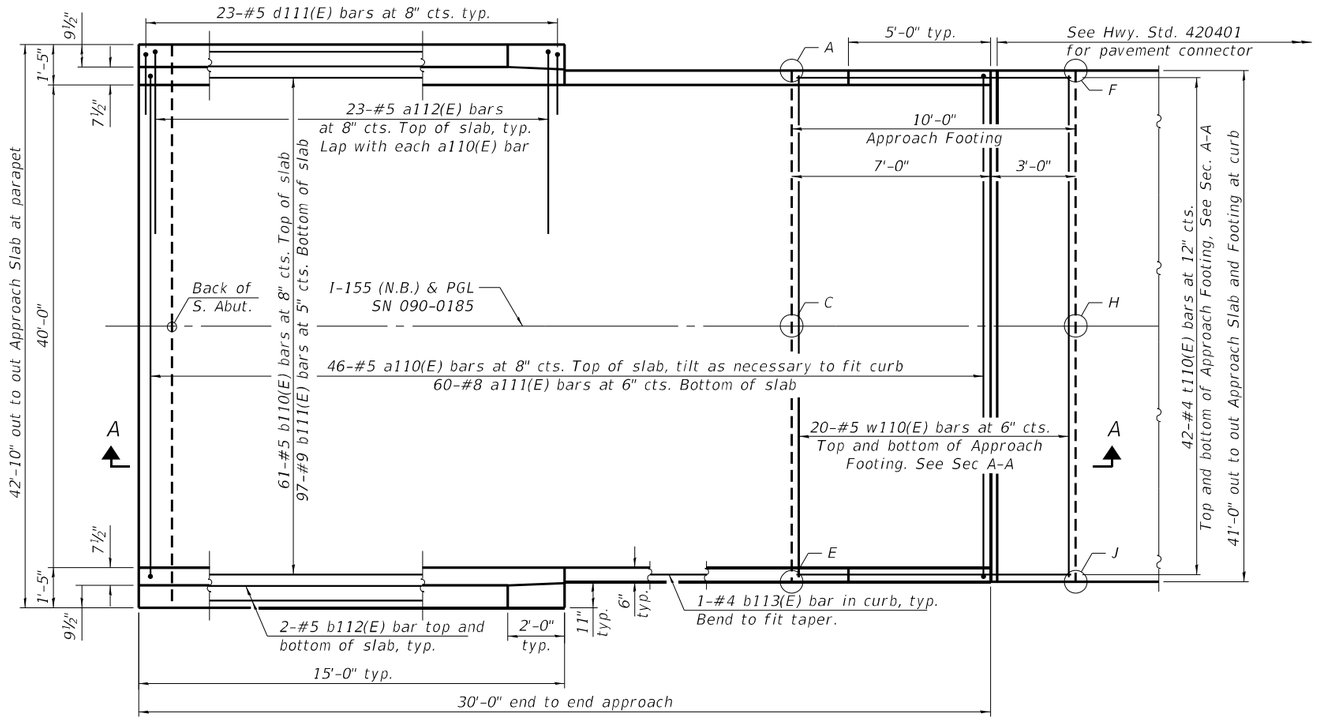
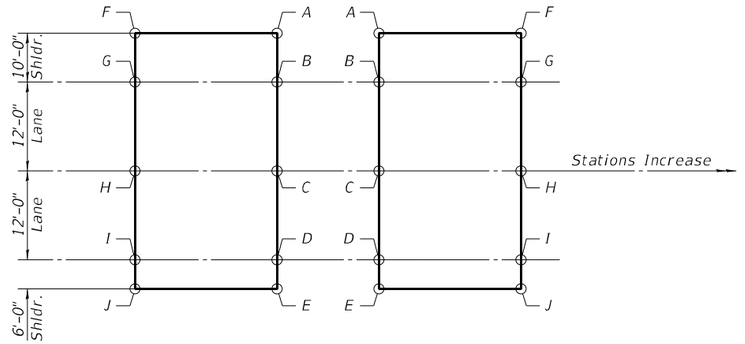


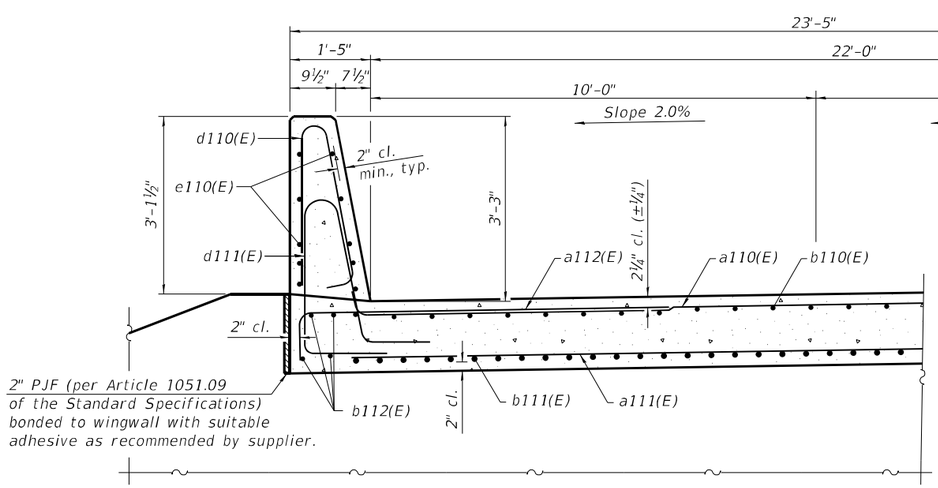
PLAN

(South approach slab shown; North approach slab similar by mirror image)

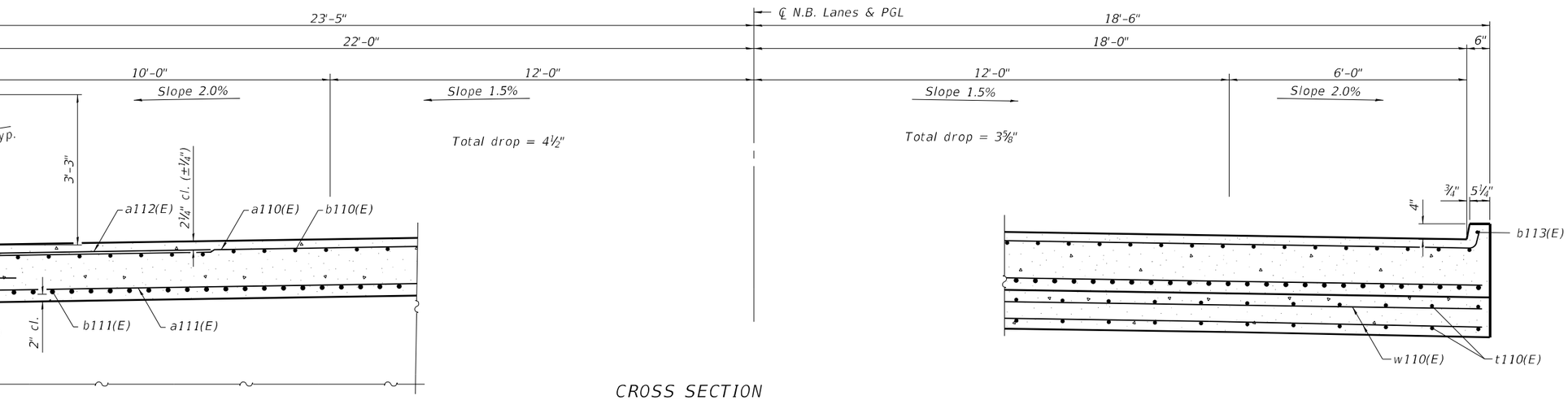


TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	North Approach		South Approach	
Point	Top	Bottom	Top	Bottom
A	599.78	598.95	598.61	597.77
B	599.98	599.15	598.81	597.97
C	600.16	599.33	598.99	598.15
D	599.98	599.15	598.81	597.97
E	599.86	599.03	598.69	597.85
F	599.89	599.05	598.62	597.78
G	600.09	599.25	598.82	597.98
H	600.27	599.43	599.00	598.16
I	600.09	599.25	598.82	597.98
J	599.97	599.13	598.70	597.86



NEAR ABUTMENT



CROSS SECTION

(Looking South)

AT APPROACH FOOTING

MODEL: Default
FILE NAME: Z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-016-NB AP PLAN.dgn

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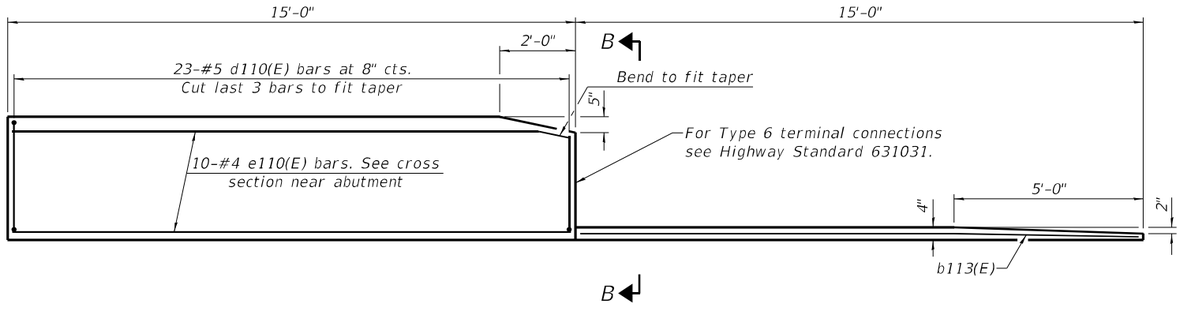
Springfield, IL. Phone: (217)544-8033		CHECKED - VRR	REVISED -
IL. Design Firm No. 184-001939	PLOT SCALE =	DRAWN - DJC	REVISED -
	PLOT DATE = 10/17/2022	CHECKED - VRR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

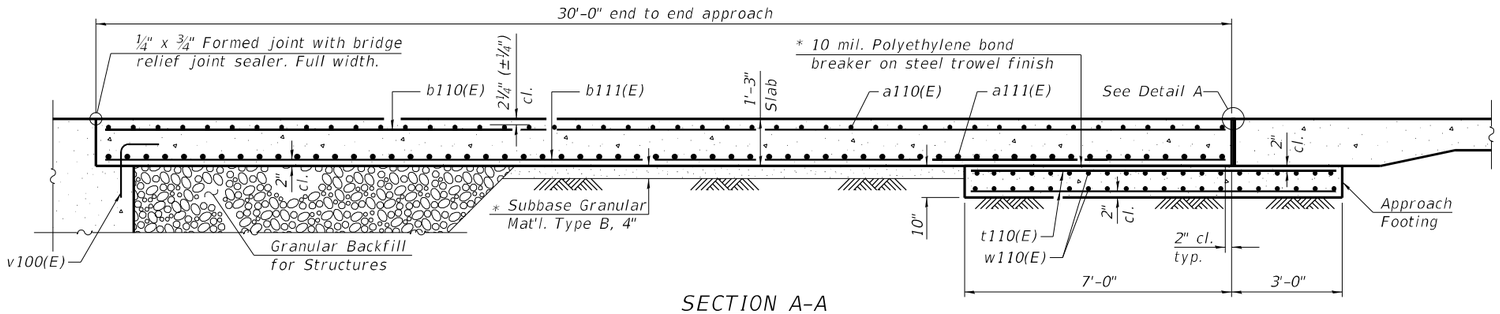
BRIDGE APPROACH SLAB PLAN (NB)
STRUCTURE NO. 090-0185 (N.B.)

SHEET 16 OF 35 SHEETS

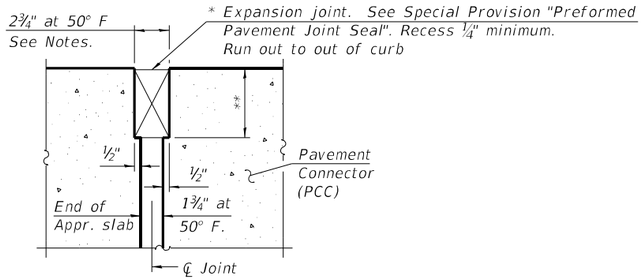
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	62
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF PARAPET AND CURB



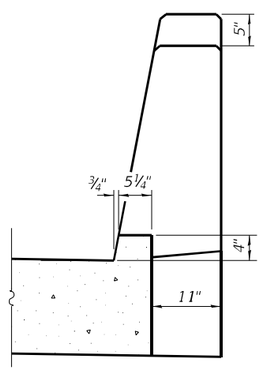
SECTION A-A



DETAIL A

* 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 shall be paid for as Concrete Superstructure.

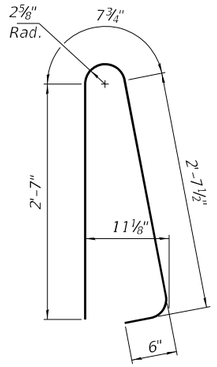
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

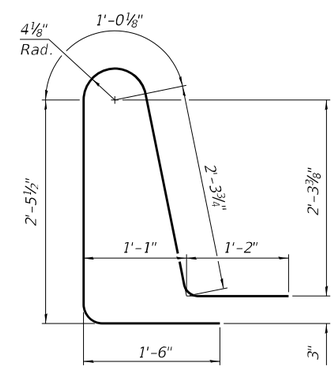
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 35.



BAR d110(E)



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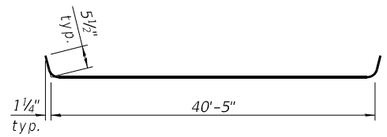
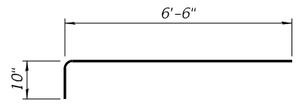


BAR a110(E)



BAR a112(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a110(E)	92	#5	41'-4"	
a111(E)	120	#8	40'-5"	
a112(E)	92	#5	7'-4"	
b110(E)	122	#5	29'-8"	
b111(E)	194	#9	29'-8"	
b112(E)	16	#5	14'-8"	
b113(E)	4	#4	14'-8"	
d110(E)	92	#5	6'-5"	
d111(E)	92	#5	8'-6"	
e110(E)	40	#4	14'-8"	
t110(E)	168	#4	9'-8"	
w110(E)	80	#5	40'-8"	
Concrete Superstructure			Cu. Yd.	7.8
Bridge Deck Grooving			Sq. Yd.	254
Protective Coat			Sq. Yd.	301
Concrete Superstructure (Approach Slab)			Cu. Yd.	116.4
Concrete Structures			Cu. Yd.	25.4
Reinforcement Bars, Epoxy Coated			Pound	47,550

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IL. Design Firm No. 184-001939

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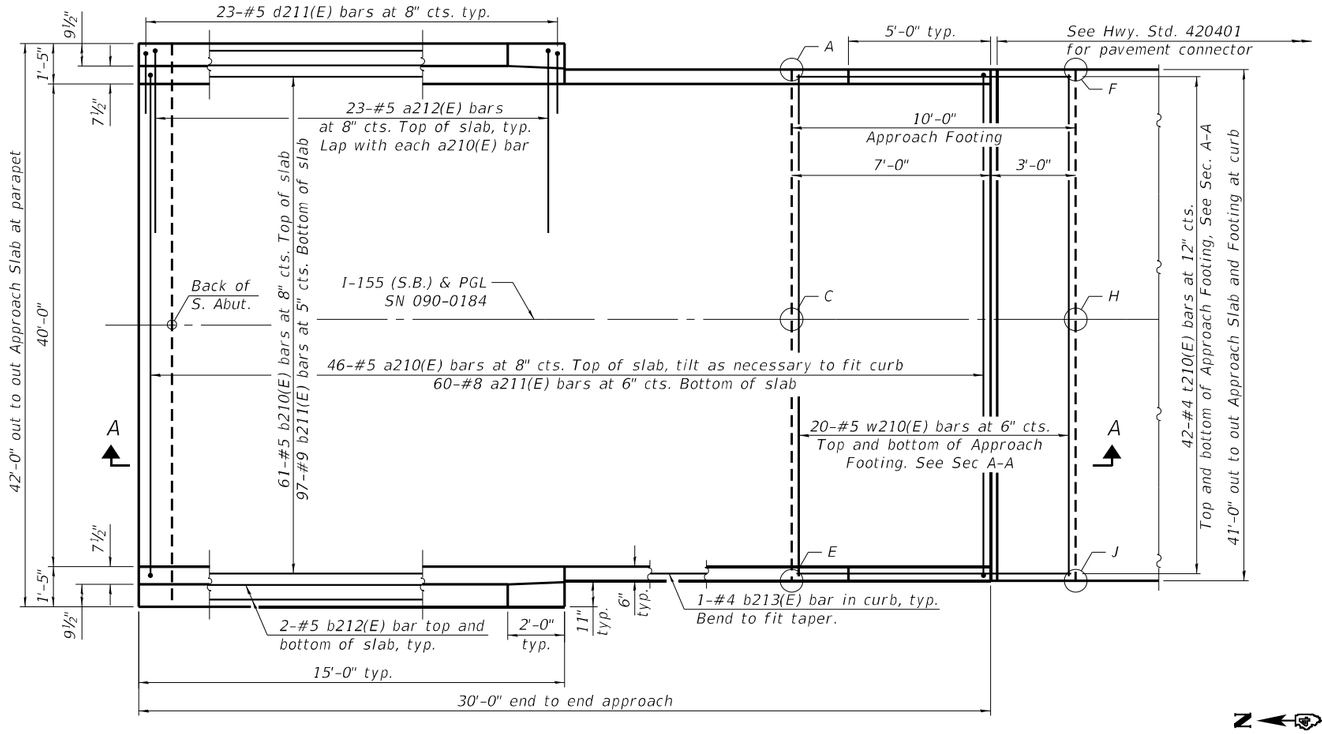
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS (NB)
STRUCTURE NO. 090-0185 (N.B.)

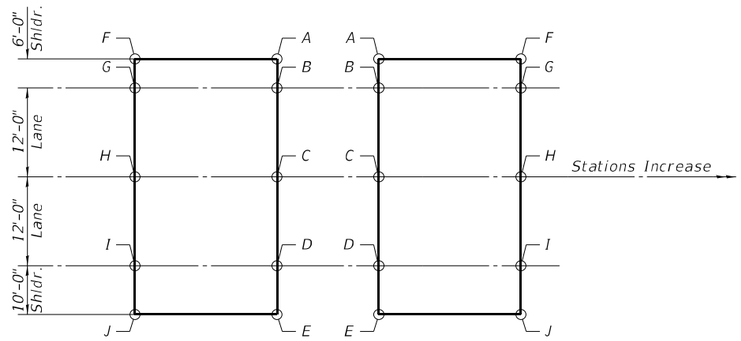
SHEET 17 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	63
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			



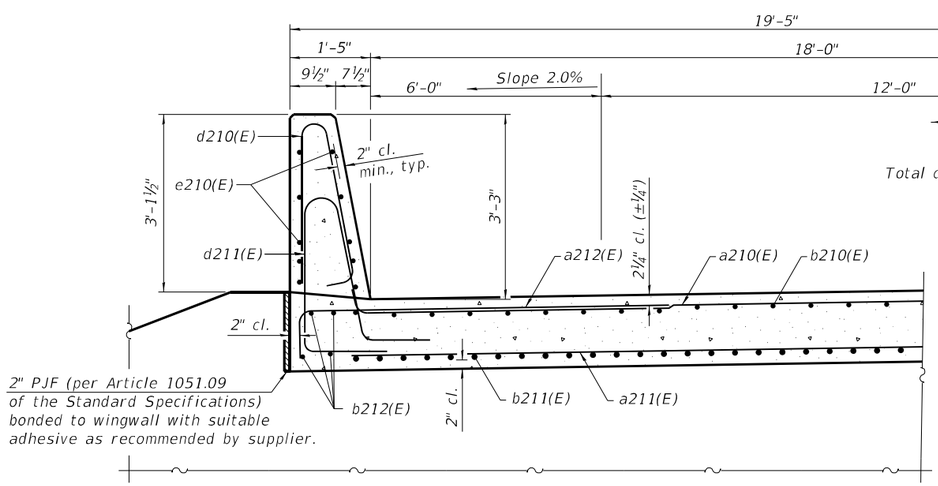
PLAN

(South approach slab shown; North approach slab similar by mirror image)

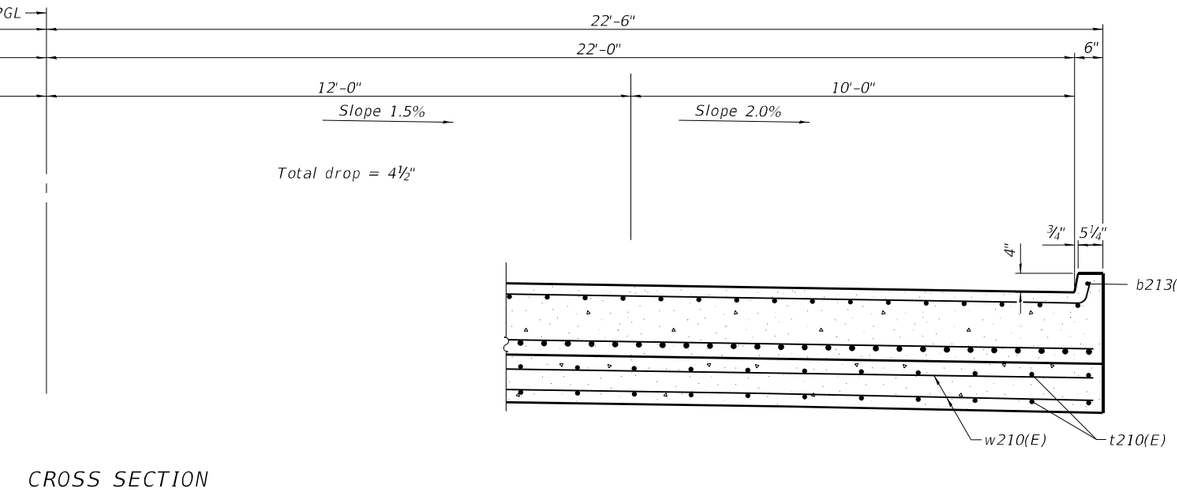


TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	North Approach		South Approach	
Point	Top	Bottom	Top	Bottom
A	599.86	599.03	598.69	597.85
B	599.98	599.15	598.81	597.97
C	600.16	599.33	598.99	598.15
D	599.98	599.15	598.81	597.97
E	599.78	598.95	598.61	597.77
F	599.97	599.13	598.70	597.86
G	600.09	599.25	598.82	597.98
H	600.27	599.43	599.00	598.16
I	600.09	599.25	598.82	597.98
J	599.89	599.05	598.62	597.78



NEAR ABUTMENT



CROSS SECTION

(Looking South)

AT APPROACH FOOTING

MODEL: Default
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IL. Design Firm No. 184-001939

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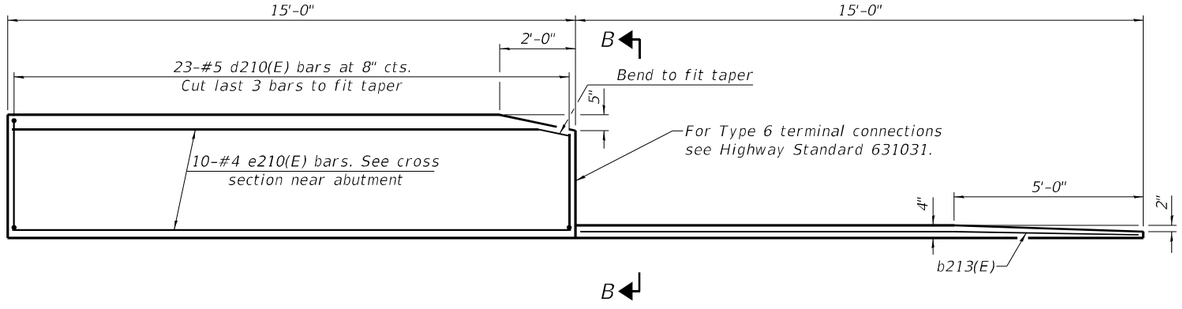
PLOT DATE = 10/17/2022	CHECKED - VRR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

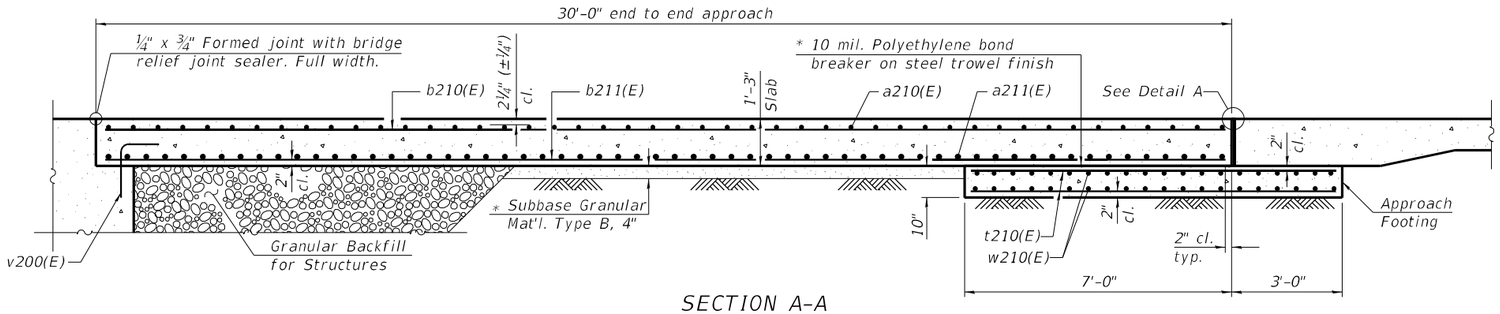
BRIDGE APPROACH SLAB PLAN (SB)
STRUCTURE NO. 090-0184 (S.B.)

SHEET 18 OF 35 SHEETS

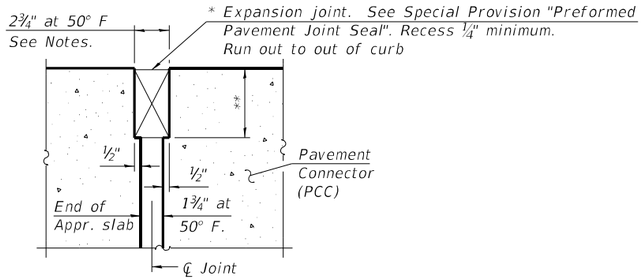
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	64
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET AND CURB



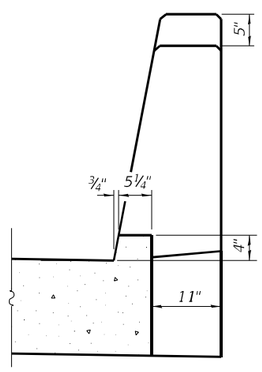
SECTION A-A



DETAIL A

* 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 shall be paid for as Concrete Superstructure.

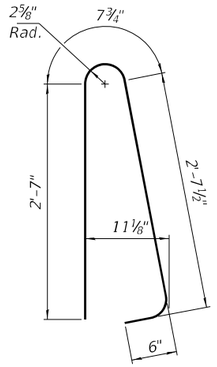
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

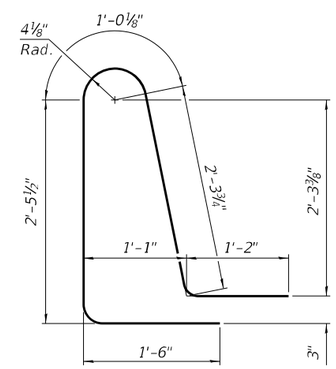
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

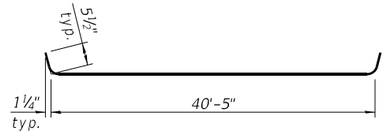
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 35



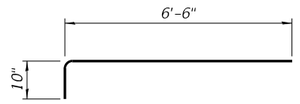
BAR d210(E)



BAR d211(E)



BAR a210(E)



BAR a212(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a210(E)	92	#5	41'-4"	
a211(E)	120	#8	40'-5"	
a212(E)	92	#5	7'-4"	
b210(E)	122	#5	29'-8"	
b211(E)	194	#9	29'-8"	
b212(E)	16	#5	14'-8"	
b213(E)	4	#4	14'-8"	
d210(E)	92	#5	6'-5"	
d211(E)	92	#5	8'-6"	
e210(E)	40	#4	14'-8"	
t210(E)	168	#4	9'-8"	
w210(E)	80	#5	40'-8"	
Concrete Superstructure			Cu. Yd.	7.8
Bridge Deck Grooving			Sq. Yd.	254
Protective Coat			Sq. Yd.	301
Concrete Superstructure (Approach Slab)			Cu. Yd.	116.4
Concrete Structures			Cu. Yd.	25.4
Reinforcement Bars, Epoxy Coated			Pound	47,550

VEENSTRA & KIMM INC.
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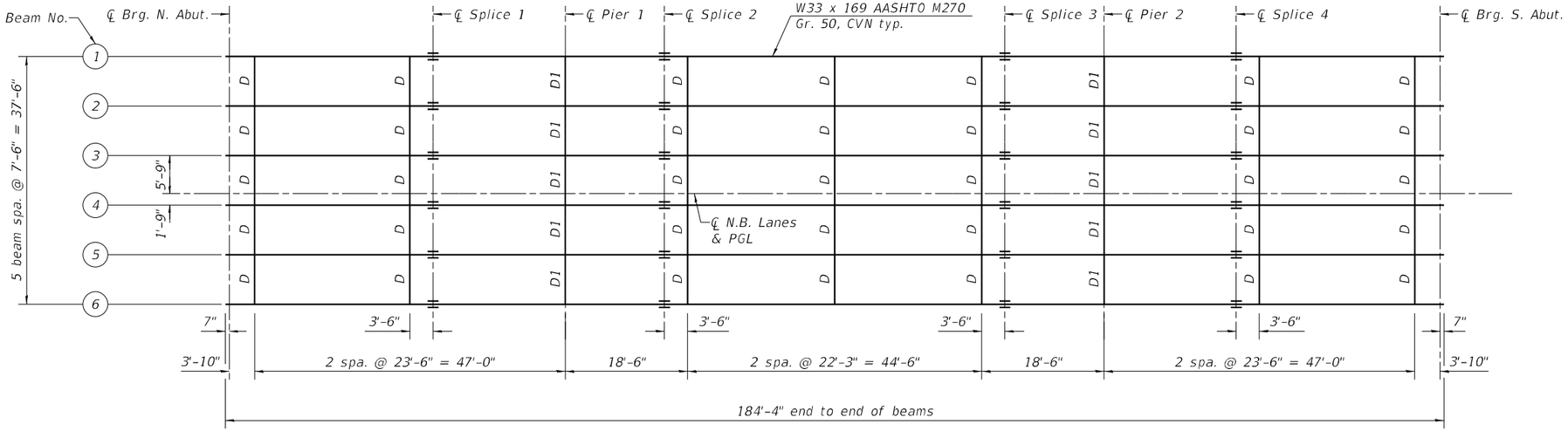
PLOT SCALE =	DRAWN - DJC	REVISED -	
PLOT DATE = 10/17/2022	CHECKED - VRR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS (SB)
STRUCTURE NO. 090-0184 (S.B.)

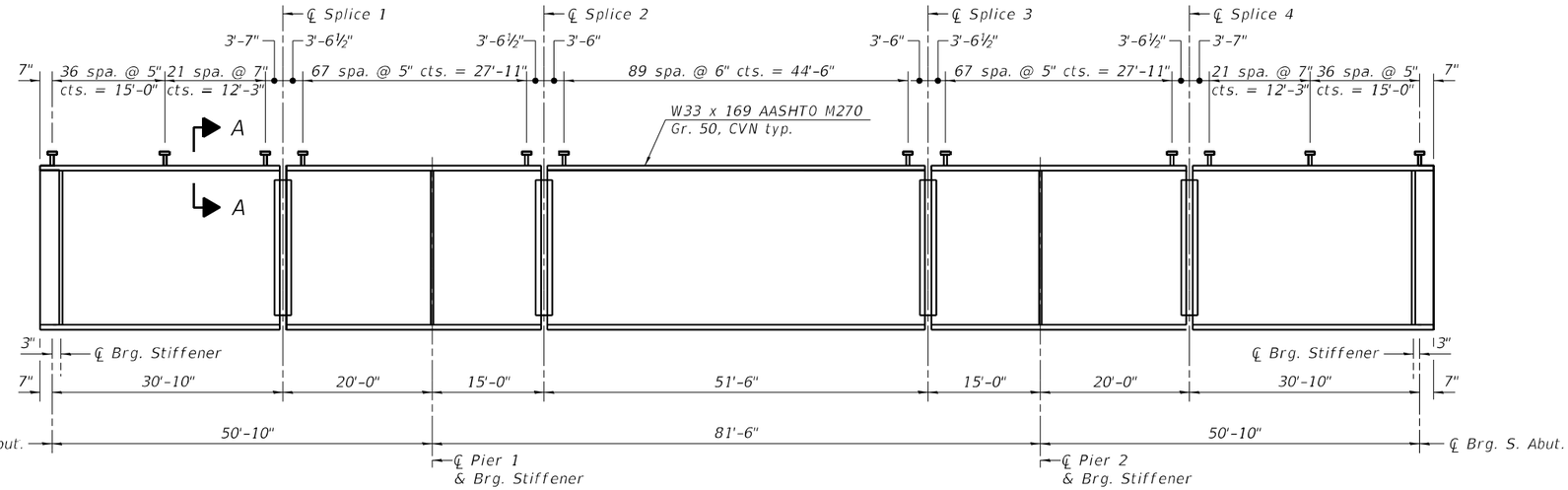
SHEET 19 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	65
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			



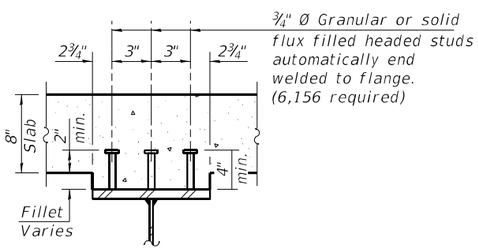
FRAMING PLAN

(S.N. 090-0185)



GIRDER ELEVATION

"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.



SECTION A-A

TOP OF BEAM ELEVATIONS

LOCATION	BEAM 1	BEAM 2	BEAM 3	BEAM 4	BEAM 5	BEAM 6
℄ Brg. N. Abut.	600.11	600.26	600.38	600.44	600.32	600.19
℄ Splice 1	599.69	599.84	599.96	600.02	599.91	599.77
℄ Brg. Pier 1	599.57	599.73	599.85	599.91	599.79	599.65
℄ Splice 2	599.48	599.64	599.76	599.82	599.70	599.56
℄ Splice 3	599.22	599.38	599.50	599.56	599.44	599.30
℄ Brg. Pier 2	599.16	599.31	599.43	599.49	599.38	599.24
℄ Splice 4	599.08	599.23	599.35	599.41	599.29	599.16
℄ Brg. S. Abut.	599.18	599.33	599.45	599.51	599.39	599.26

For Fabrication Only

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

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

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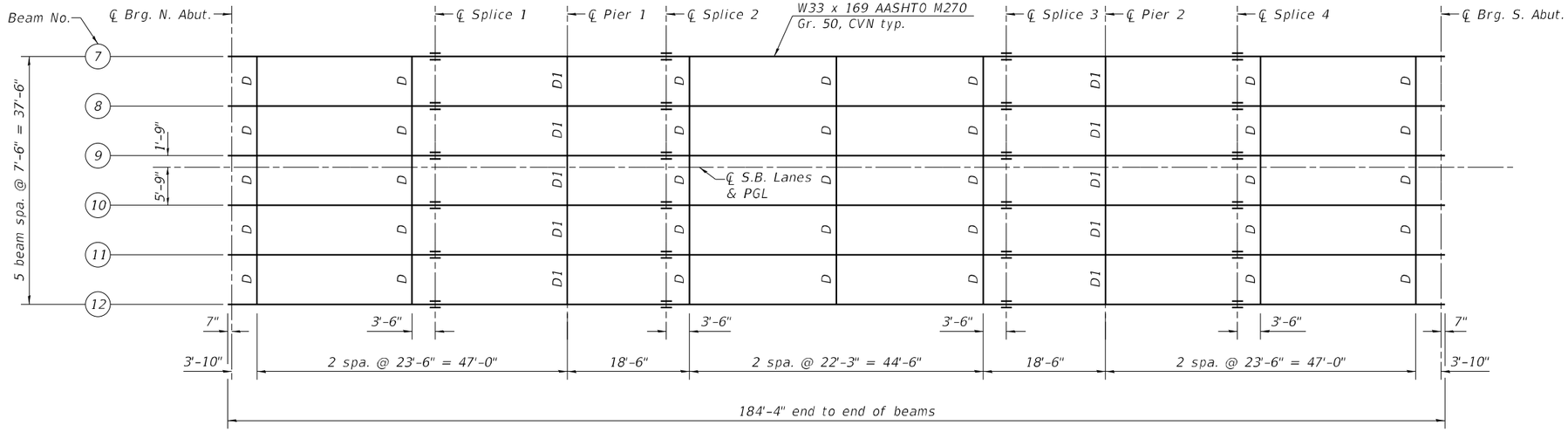
PLOT SCALE =	DRAWN - DJC	REVISED -	
PLOT DATE = 10/17/2022	CHECKED - VRR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

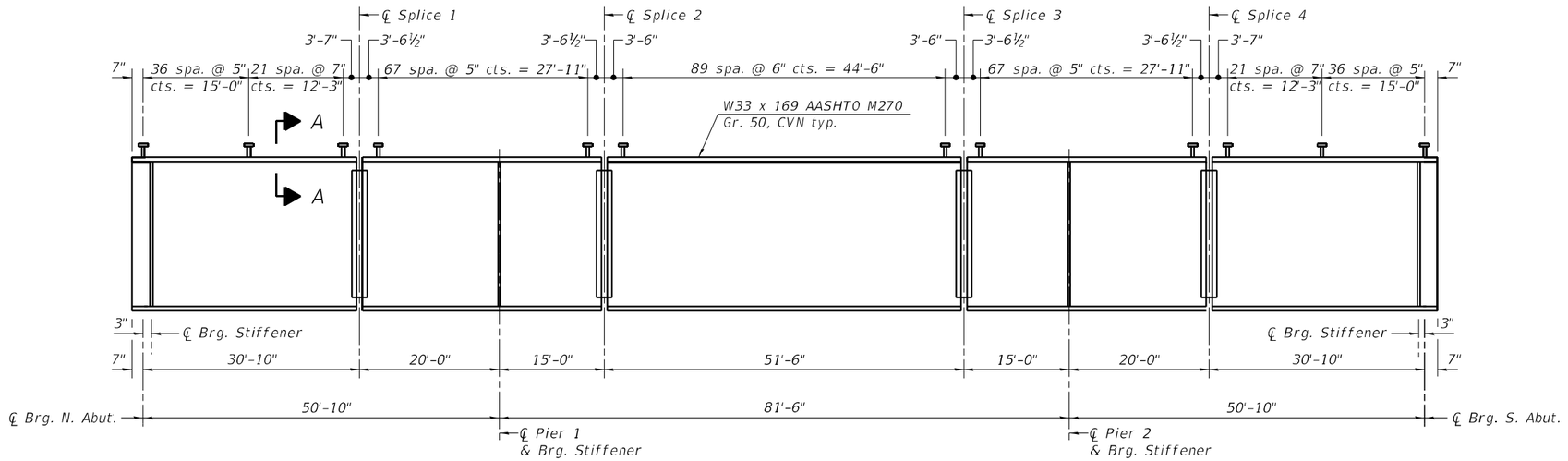
FRAMING PLAN
STRUCTURE NO. 090-0185 (N.B.)
SHEET 20 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	66
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			



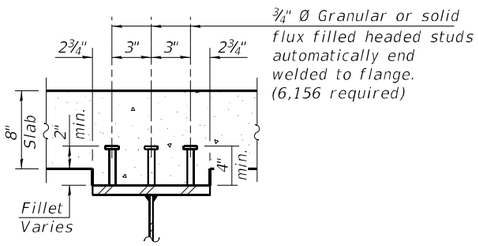
FRAMING PLAN

(S.N. 090-0184)



GIRDER ELEVATION

"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.



¾" Ø Granular or solid flux filled headed studs automatically end welded to flange. (6,156 required)

SECTION A-A

TOP OF BEAM ELEVATIONS

LOCATION	BEAM 7	BEAM 8	BEAM 9	BEAM 10	BEAM 11	BEAM 12
℄ Brg. N. Abut.	600.19	600.32	600.44	600.38	600.26	600.11
℄ Splice 1	599.77	599.91	600.02	599.96	599.84	599.69
℄ Brg. Pier 1	599.65	599.79	599.91	599.85	599.73	599.57
℄ Splice 2	599.56	599.70	599.82	599.76	599.64	599.48
℄ Splice 3	599.30	599.44	599.56	599.50	599.38	599.22
℄ Brg. Pier 2	599.24	599.38	599.49	599.43	599.31	599.16
℄ Splice 4	599.16	599.29	599.41	599.35	599.23	599.08
℄ Brg. S. Abut.	599.26	599.39	599.51	599.45	599.33	599.18

For Fabrication Only

Notes:

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

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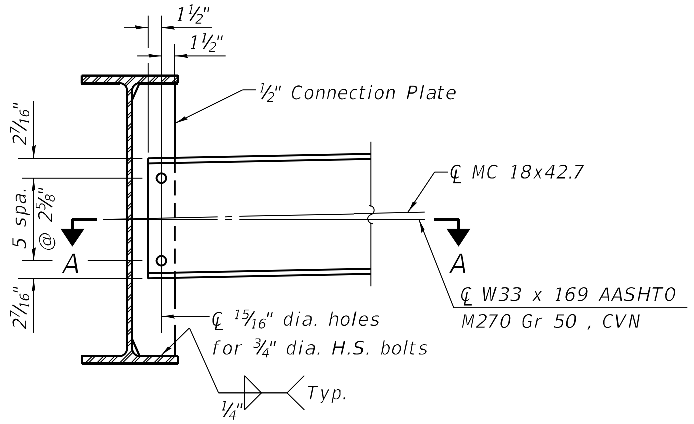
PLOT DATE = 10/17/2022	CHECKED - VRR	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

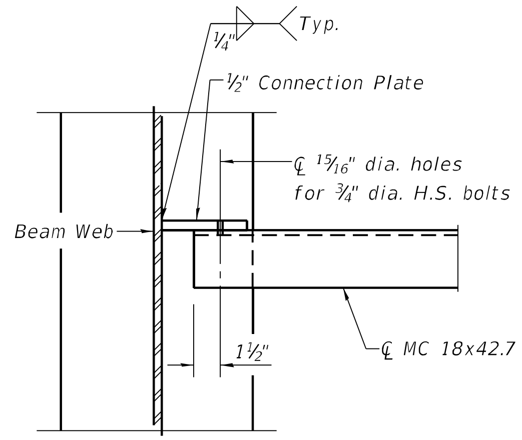
FRAMING PLAN
STRUCTURE NO. 090-0184 (S.B.)
SHEET 21 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	67
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



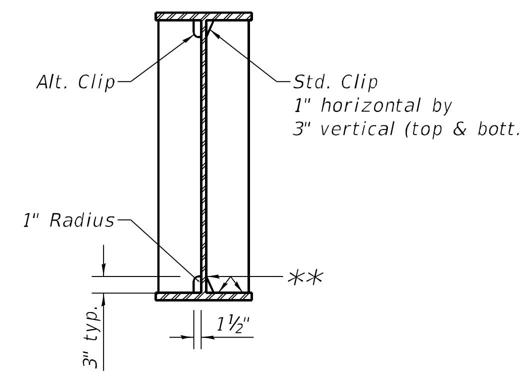
DIAPHRAGM D

(35 Required for SN 090-0184)
(35 Required for SN 090-0185)



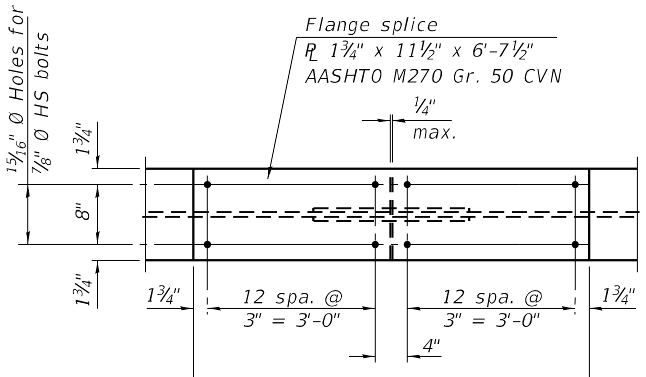
SECTION A-A

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.

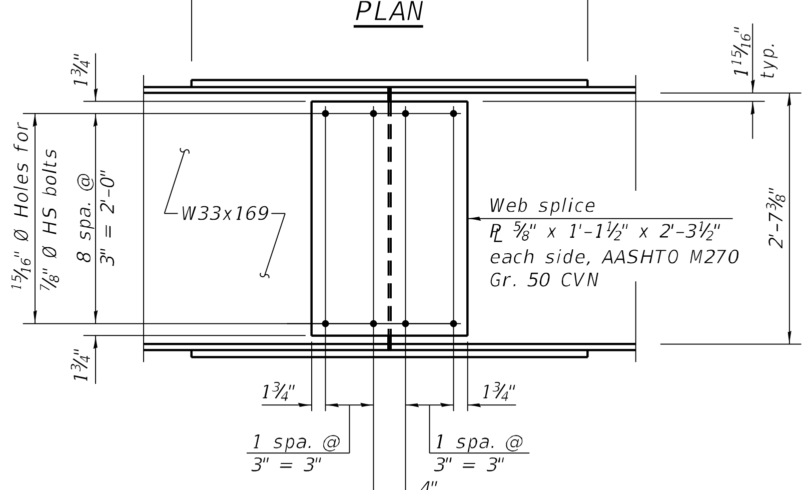


WELD LIMITS AND CLIP DETAILS

** Stop weld ¼" (+/-⅛") from edges as shown, typ.



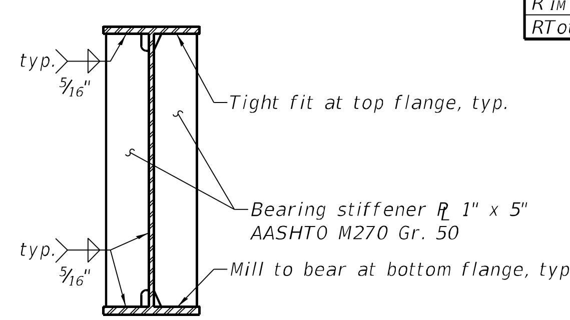
PLAN



ELEVATION

SPLICE DETAIL

(24 Required S.N. 090-0184)
(24 Required S.N. 090-0185)

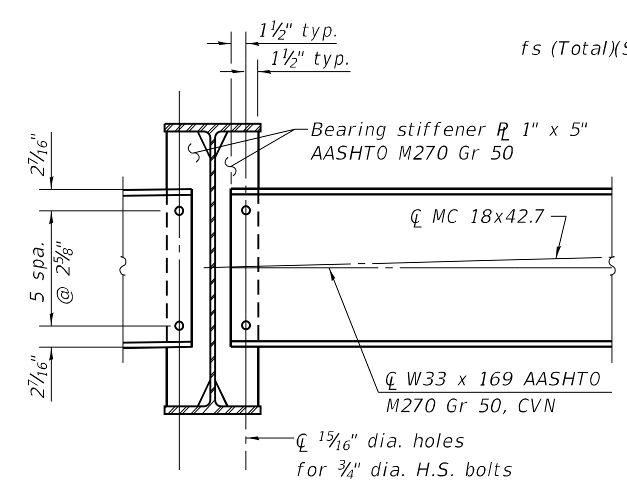


BEARING STIFFENER

(48 Required S.N. 090-0184)
(48 Required S.N. 090-0185)

INTERIOR GIRDER MOMENT TABLE		0.4 Sp. 1/ 0.6 Sp. 3	Pier 1/ Pier 2	0.5 Span 2
Is	(in⁴)	9290	9290	9290
Ic(n)	(in⁴)	24930	24930	24930
Ic(3n)	(in⁴)	18530	18530	18530
Ic(cr)	(in⁴)	-	12280	-
Ss	(in³)	549	549	549
Sc(n)	(in³)	799	799	799
Sc(3n)	(in³)	728	728	728
Sc(cr)	(in³)	-	619	-
DC1	(k/')	0.957	0.957	0.957
MDC1	('k)	120	460	327
DC2	(k/')	0.175	0.175	0.175
MDC2	('k)	21	87	62
DW	(k/')	0.333	0.333	0.333
MDW	('k)	42	164	117
LLDF		0.679	0.648	0.624
M_{LL+IM}	('k)	598	717	759
Mu (Strength I)	('k)	1286	2185	1990
Øf Mn	('k)	4184	-	4184
fs DC1	(ksi)	2.62	10.05	7.15
fs DC2	(ksi)	0.35	1.43	1.02
fs DW	(ksi)	0.69	2.70	1.93
fs (LL+IM)	(ksi)	8.98	10.77	11.40
fs (Service II)	(ksi)	15.34	28.19	24.92
0.95Rh Fyf	(ksi)	47.50	47.50	47.50
fs (Total)(Strength I)	(ksi)	20.47	37.26	33.05
Øf Fn	(ksi)	-	50	-
Vf	(k)	38.7	65.7	41.8

GIRDER REACTION TABLE		Abut.		Pier	
		Interior	Exterior	Interior	Exterior
LLDF		0.779	0.60	0.779	0.60
OCF		-	1.00	-	1.00
RDC1	(k)	15.2	14.6	72.5	69.7
RDC2	(k)	2.8	2.8	13.3	13.3
RDW	(k)	5.3	5.3	25.2	25.2
R_{LL}	(k)	55.7	42.9	94.1	72.5
R_{IM}	(k)	14.5	11.2	18.1	13.9
RTotal	(k)	93.5	76.8	223.2	194.6



DIAPHRAGM D1

(10 Required for SN 090-0184)
(10 Required for SN 090-0185)

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
DC1: Un-factored non-composite dead load (kips/ft.).
MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_{LL+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
Mu (Strength I): Factored design moment (kip-ft.).
$1.25\ (MDC1 + MDC2) + 1.5\ MDW + 1.75\ M_{LL+IM}$
Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).
fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1/ Snc
fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.
fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.
fs (LL+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{LL+IM} / Sc(n) or M_{LL+IM} / Sc(cr) as applicable.
fs (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs(LL+IM)
0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(LL+IM)
Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
Vf: Maximum factored shear range in span computed according to Article 6.10.10.
OCF: Obtuse correction factor

MODEL: Default
FILE NAME: Z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-022-FRAMING DETAILS.dgn

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

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PLOT DATE = 10/17/2022	CHECKED - VRR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING DETAILS
STRUCTURE NO. 090-0184 (S.B.) & 090-0185 (N.B.)
SHEET 22 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	68
		CONTRACT NO. 68E42		
		ILLINOIS FED. AID PROJECT		

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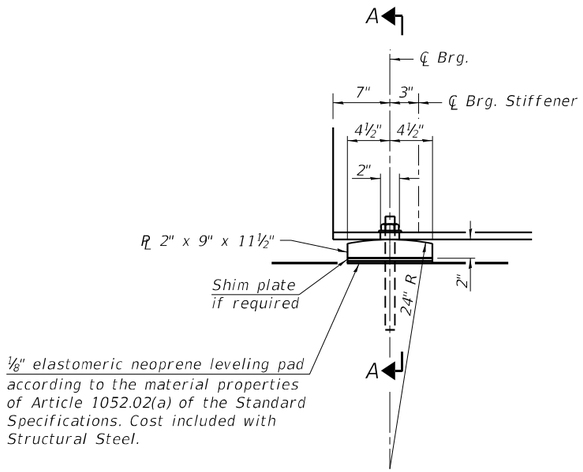
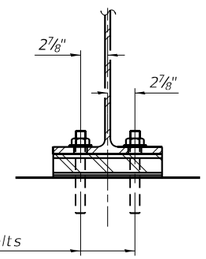
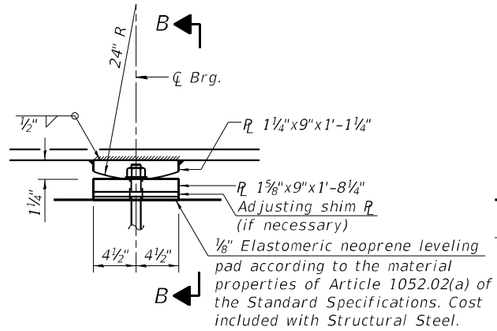


ELEVATION AT ABUTMENT

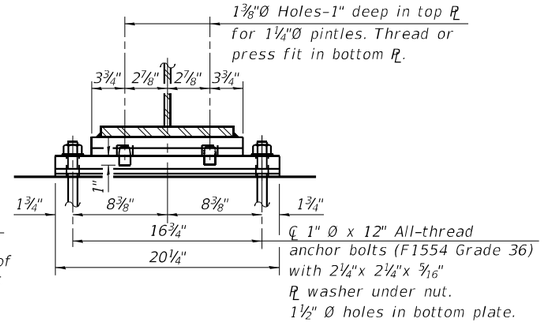


SECTION A-A

FIXED BEARING AT ABUTMENTS
(12 Required S.N. 090-0184)
(12 Required S.N. 090-0185)

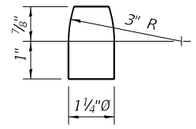


ELEVATION AT PIER



SECTION B-B

FIXED BEARING
(12 Required S.N. 090-0184)
(12 Required S.N. 090-0185)



PINTLE

Notes:
Anchor bolts shall be according to Article 521.06 of the Standard Specifications.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
All bearing plates, side retainers, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
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.
The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

BILL OF MATERIAL
S.N. 090-0184

Item	Unit	Total
Anchor Bolts, 1"	Each	48

BILL OF MATERIAL
S.N. 090-0185

Item	Unit	Total
Anchor Bolts, 1"	Each	48

MODEL: Default
FILE NAME: Z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-023-BEARINGS.dgn
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Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME =
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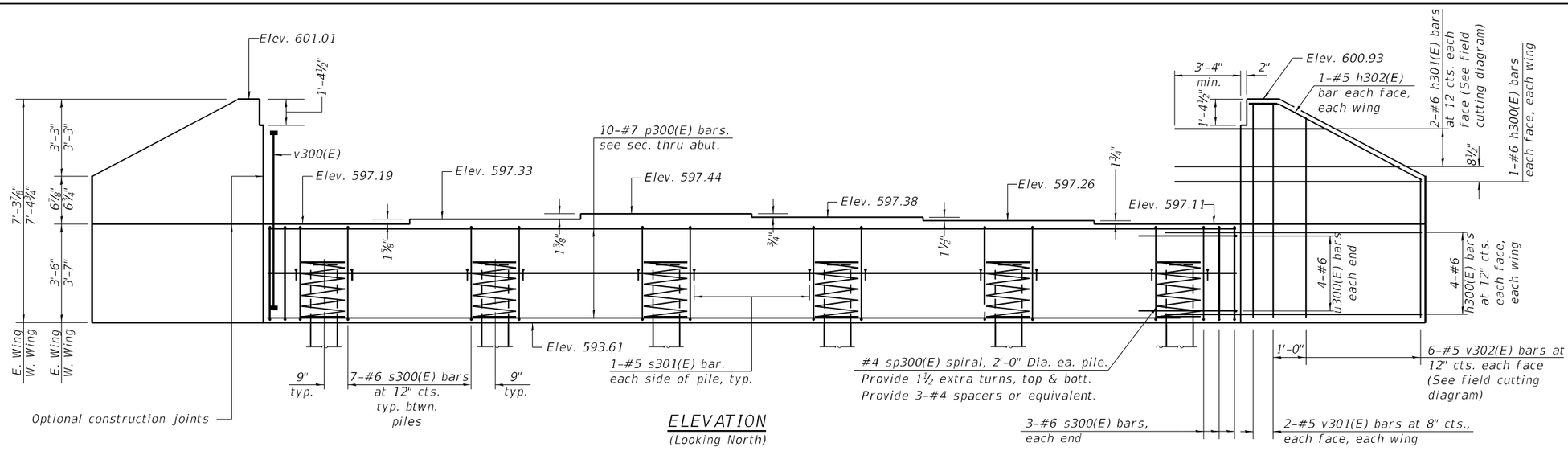
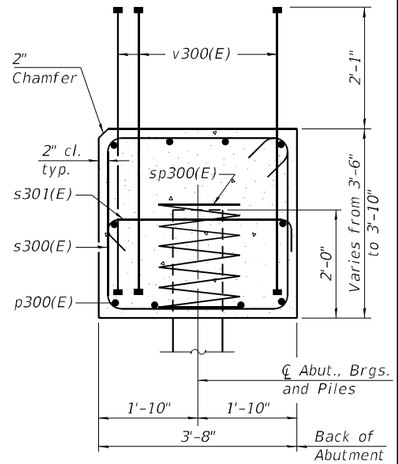
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 090-0184 (S.B.) & 090-0185 (N.B.)
SHEET 23 OF 35 SHEETS

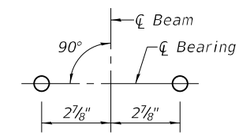
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	69
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



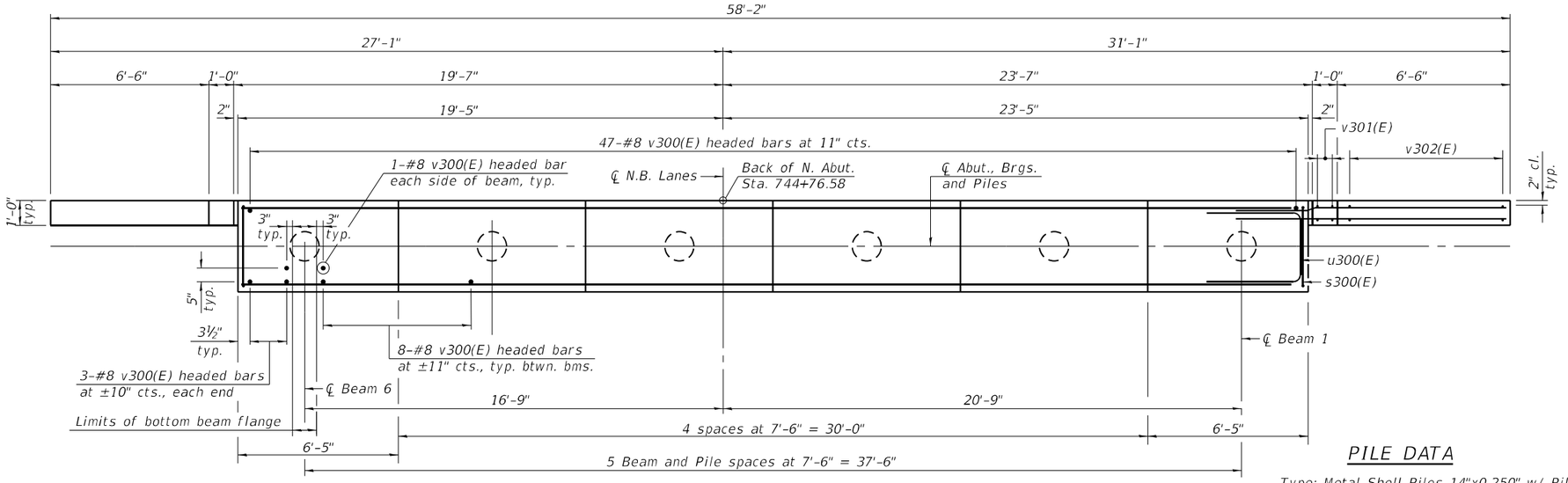
ELEVATION
(Looking North)



SEC. THRU ABUT.



ANCHOR BOLT LAYOUT



PLAN

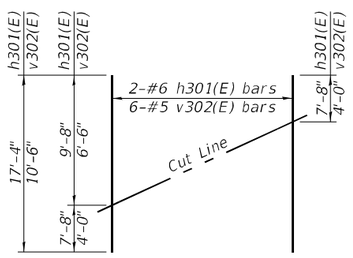
PILE DATA

Type: Metal Shell Piles 14"x0.250" w/ Pile Shoes
Nominal Required Bearing: 309 kips
Factored Resistance Available: 170 kips
Est. Length: 35 ft
No. Production Piles: 6

BILL OF MATERIAL

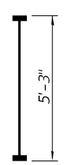
Bar	No.	Size	Length	Shape
h300(E)	20	#6	10'-10"	
h301(E)	4	#6	17'-4"	
h302(E)	4	#5	7'-11"	
p300(E)	10	#7	42'-6"	
s300(E)	41	#6	14'-4"	
s301(E)	12	#5	4'-4"	
* sp300(E)	6	#4	2'-0"	
u300(E)	8	#6	11'-10"	
v300(E)	105	#8	5'-3"	
v301(E)	8	#5	7'-0"	
v302(E)	12	#5	10'-6"	
Structure Excavation		Cu. Yd.	159.0	
Concrete Structures		Cu. Yd.	24.3	
Protective Coat		Sq. Yd.	12.0	
Reinforcement Bars, Epoxy Coated		Pound	4,280	
Furnishing Metal Shell Piles, 14"x0.250"		Foot	210	
Driving Piles		Foot	210	
Pile Shoes		Each	6	

* Length is height of spiral.

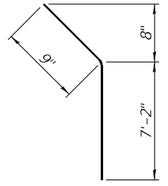


FIELD CUTTING DIAGRAM

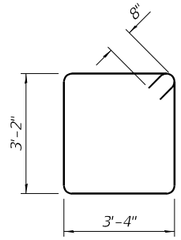
Order h301(E) and v302(E) full length. Cut as shown and use remainder of bars in opposite wing.



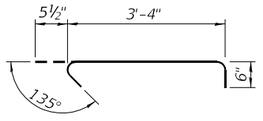
BAR v300(E)
(Headed)



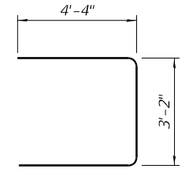
BAR h302(E)



BAR s300(E)



BAR s301(E)



BAR u300(E)

Notes:
Pour steps monolithically with cap.
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.
For details of piles see sheet 30 of 35.

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

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CHECKED - DJC

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REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
STRUCTURE NO. 090-0185 (N.B.)
SHEET 24 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	70
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: Z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-2024-N ABUT NB.dgn
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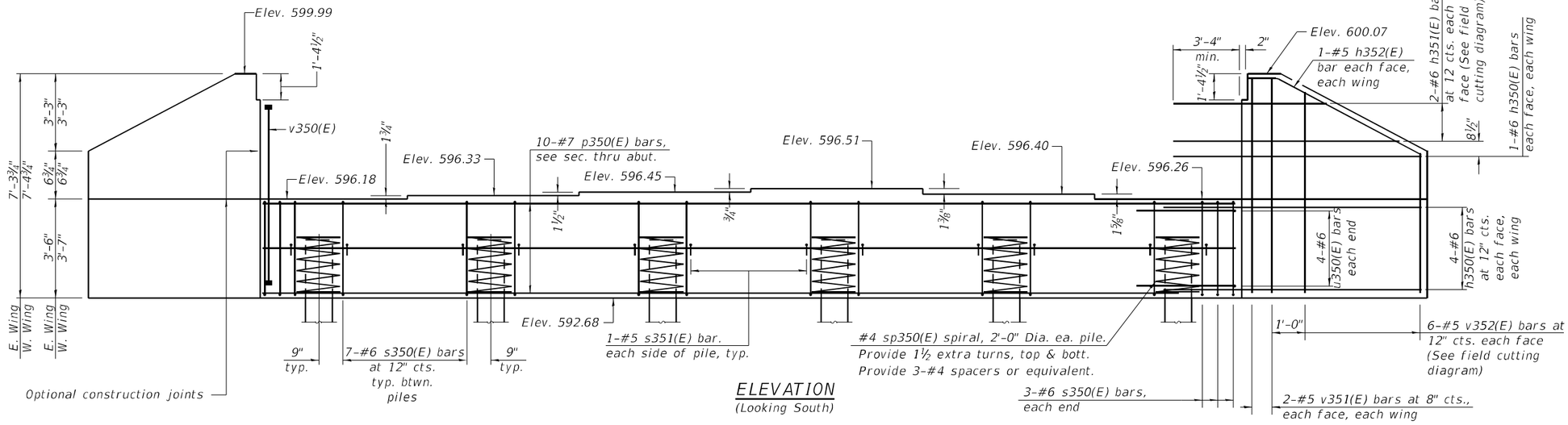
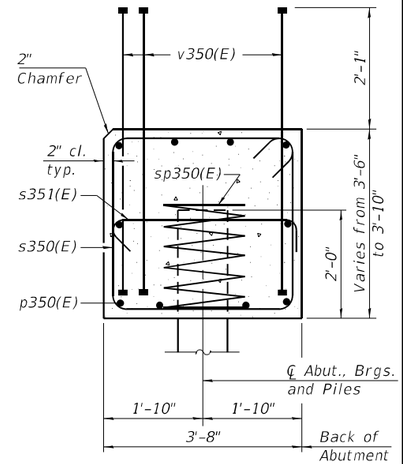
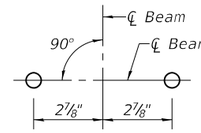


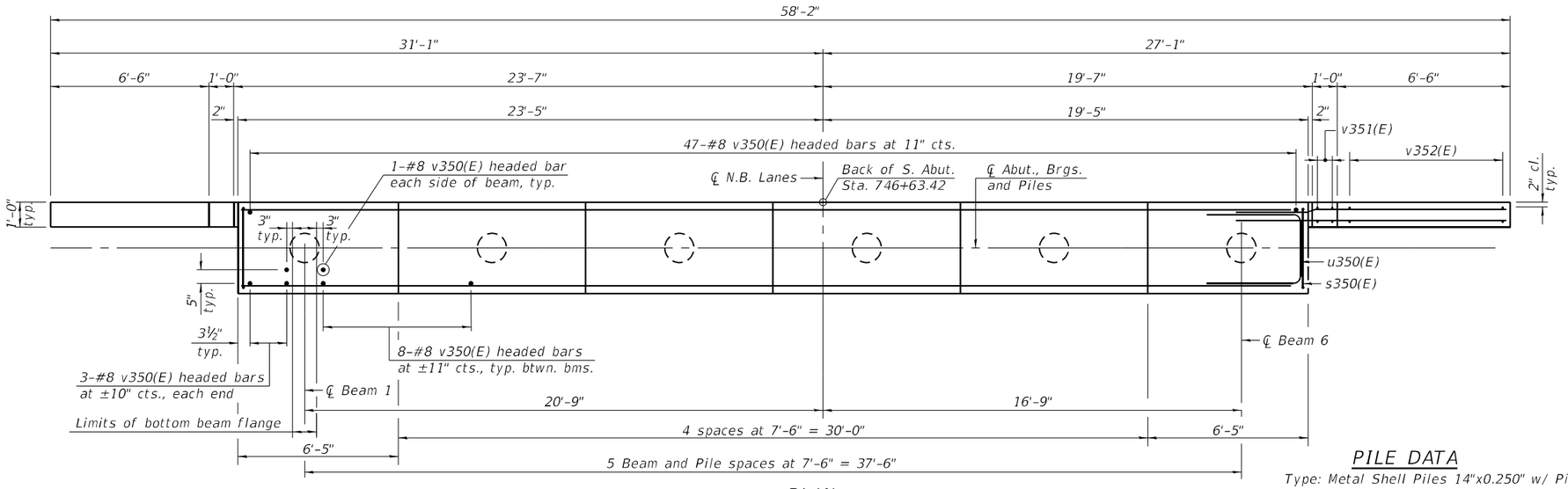
ELEVATION
(Looking South)



SEC. THRU ABUT.



ANCHOR BOLT LAYOUT



PLAN

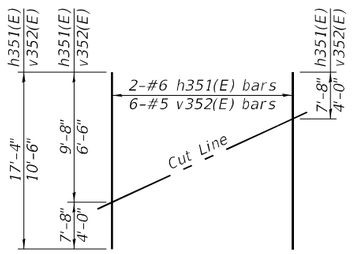
PILE DATA

Type: Metal Shell Piles 14"x0.250" w/ Pile Shoes
Nominal Required Bearing: 309 kips
Factored Resistance Available: 170 kips
Est. Length: 41 ft
No. Production Piles: 5
No. Test Piles: 1

BILL OF MATERIAL

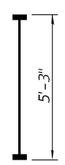
Bar	No.	Size	Length	Shape
h350(E)	20	#6	10'-10"	
h351(E)	4	#6	17'-4"	
h352(E)	4	#5	7'-11"	
p350(E)	10	#7	42'-6"	
s350(E)	41	#6	14'-4"	
s351(E)	12	#5	4'-4"	
* sp350(E)	6	#4	2'-0"	
u350(E)	8	#6	11'-10"	
v350(E)	105	#8	5'-3"	
v351(E)	8	#5	7'-0"	
v352(E)	12	#5	10'-6"	
Structure Excavation		Cu. Yd.	159.0	
Concrete Structures		Cu. Yd.	24.3	
Protective Coat		Sq. Yd.	12.0	
Reinforcement Bars, Epoxy Coated		Pound	4,280	
Furnishing Metal Shell Piles, 14"x0.250"		Foot	205	
Driving Piles		Foot	205	
Test Pile, Metal Shell		Each	1	
Pile Shoes		Each	6	

* Length is height of spiral.

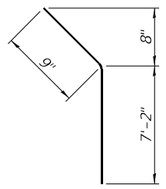


FIELD CUTTING DIAGRAM

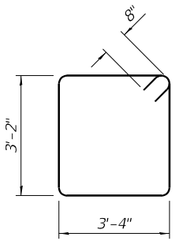
Order h351(E) and v352(E) full length. Cut as shown and use remainder of bars in opposite wing.



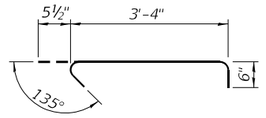
BAR v350(E)
(Headed)



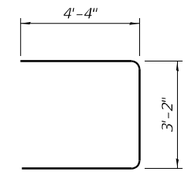
BAR h352(E)



BAR s350(E)



BAR s351(E)



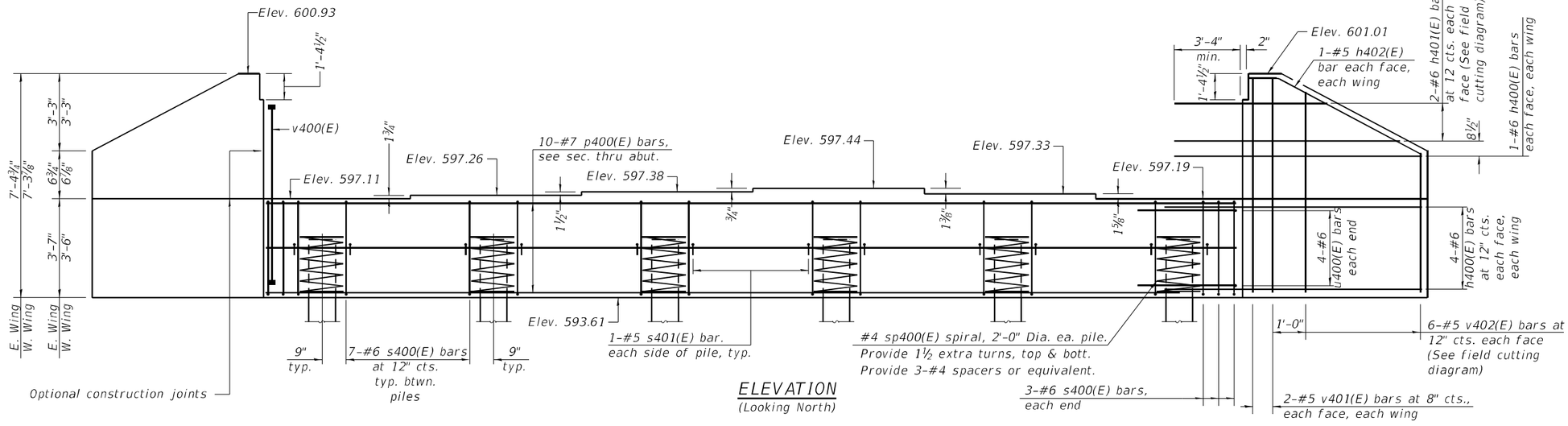
BAR u350(E)

Notes:

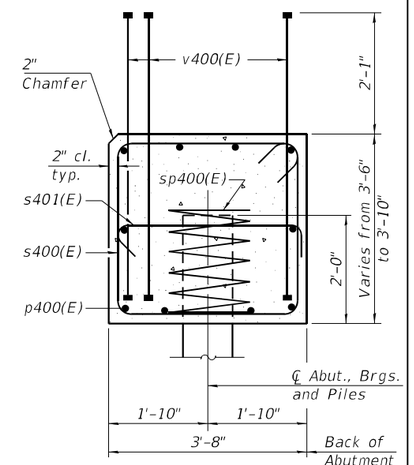
Pour steps monolithically with cap.

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.

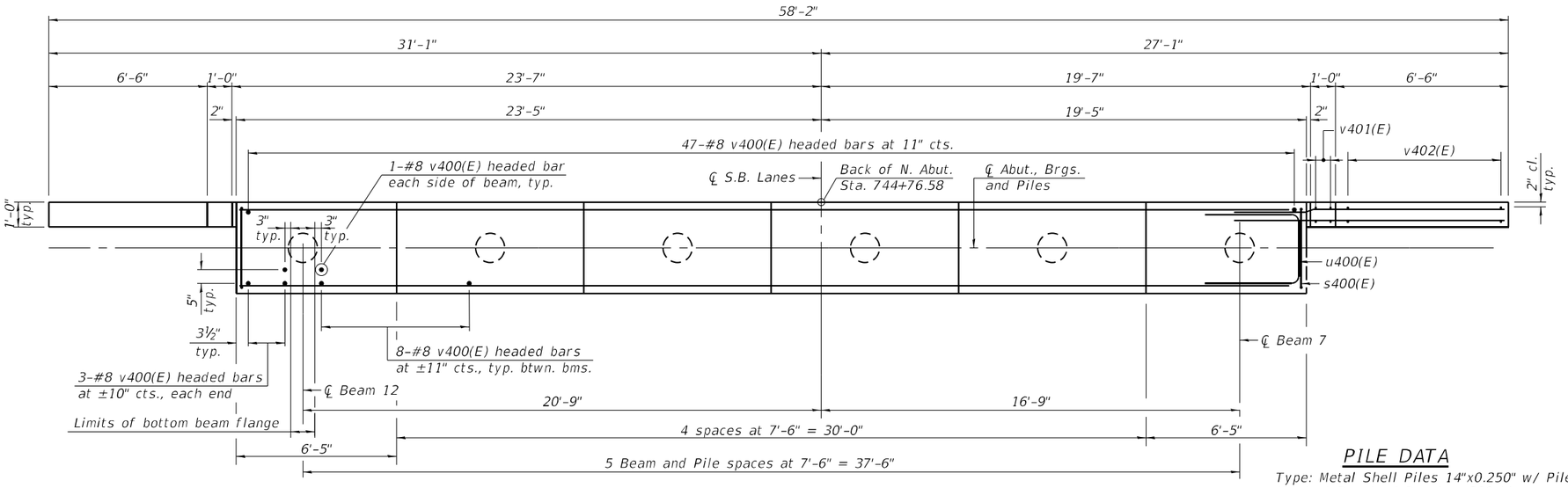
For details of piles see sheet 30 of 35.



ELEVATION
(Looking North)

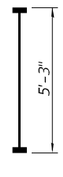


SEC. THRU ABUT.

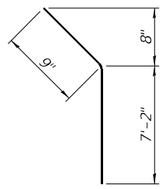


PLAN

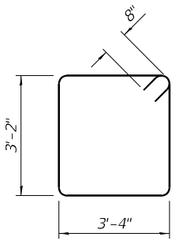
FIELD CUTTING DIAGRAM
Order h401(E) and v402(E) full length. Cut as shown and use remainder of bars in opposite wing.



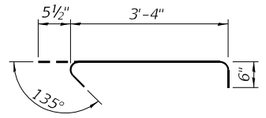
BAR v400(E)
(Headed)



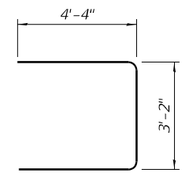
BAR h402(E)



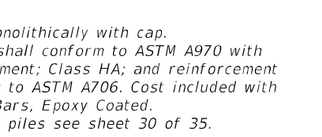
BAR s400(E)



BAR s401(E)



BAR u400(E)



ANCHOR BOLT LAYOUT

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h400(E)	20	#6	10'-10"	
h401(E)	4	#6	17'-4"	
h402(E)	4	#5	7'-11"	
p400(E)	10	#7	42'-6"	
s400(E)	41	#6	14'-4"	
s401(E)	12	#5	4'-4"	
* sp400(E)	6	#4	2'-0"	
u400(E)	8	#6	11'-10"	
v400(E)	105	#8	5'-3"	
v401(E)	8	#5	7'-0"	
v402(E)	12	#5	10'-6"	
Structure Excavation		Cu. Yd.	159.0	
Concrete Structures		Cu. Yd.	24.3	
Protective Coat		Sq. Yd.	12.0	
Reinforcement Bars, Epoxy Coated		Pound	4,280	
Furnishing Metal Shell Piles, 14"x0.250"		Foot	175	
Driving Piles		Foot	175	
Test Pile, Metal Shell		Each	1	
Pile Shoes		Each	6	

* Length is height of spiral.

PILE DATA
Type: Metal Shell Piles 14"x0.250" w/ Pile Shoes
Nominal Required Bearing: 309 kips
Factored Resistance Available: 170 kips
Est. Length: 35 ft
No. Production Piles: 5
No. Test Piles: 1

Notes:
Pour steps monolithically with cap.
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.
For details of piles see sheet 30 of 35.

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

USER NAME =
PLOT SCALE =
PLOT DATE = 10/17/2022

DESIGNED - MAH
CHECKED - DJC
DRAWN - BLJ
CHECKED - DJC

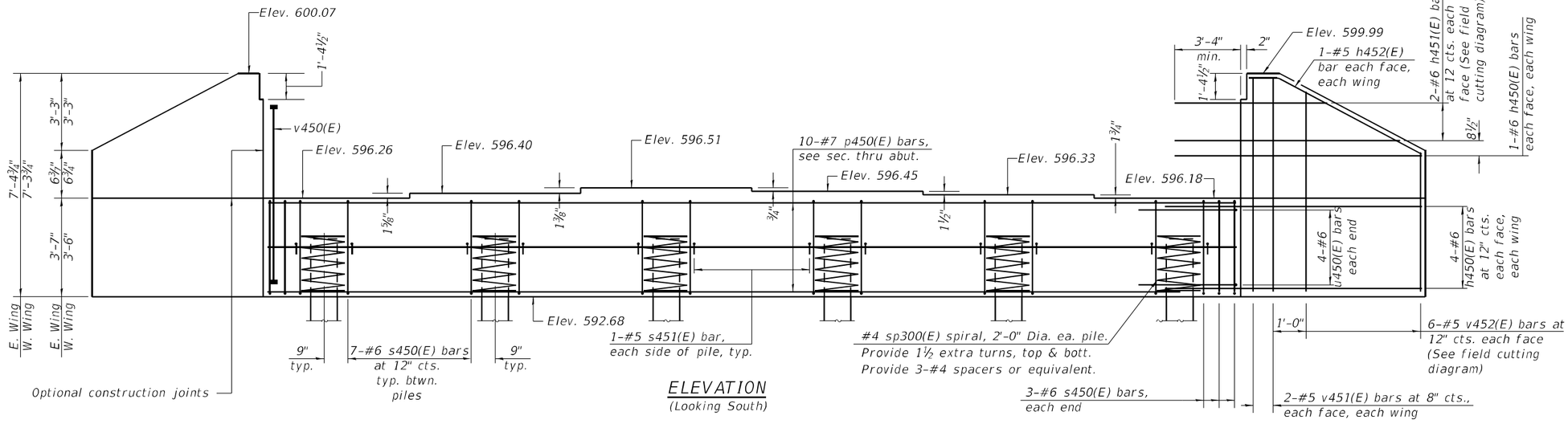
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

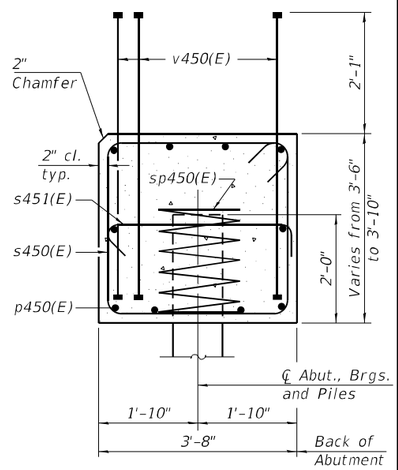
NORTH ABUTMENT DETAILS
STRUCTURE NO. 090-0184 (S.B.)
SHEET 26 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	72
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

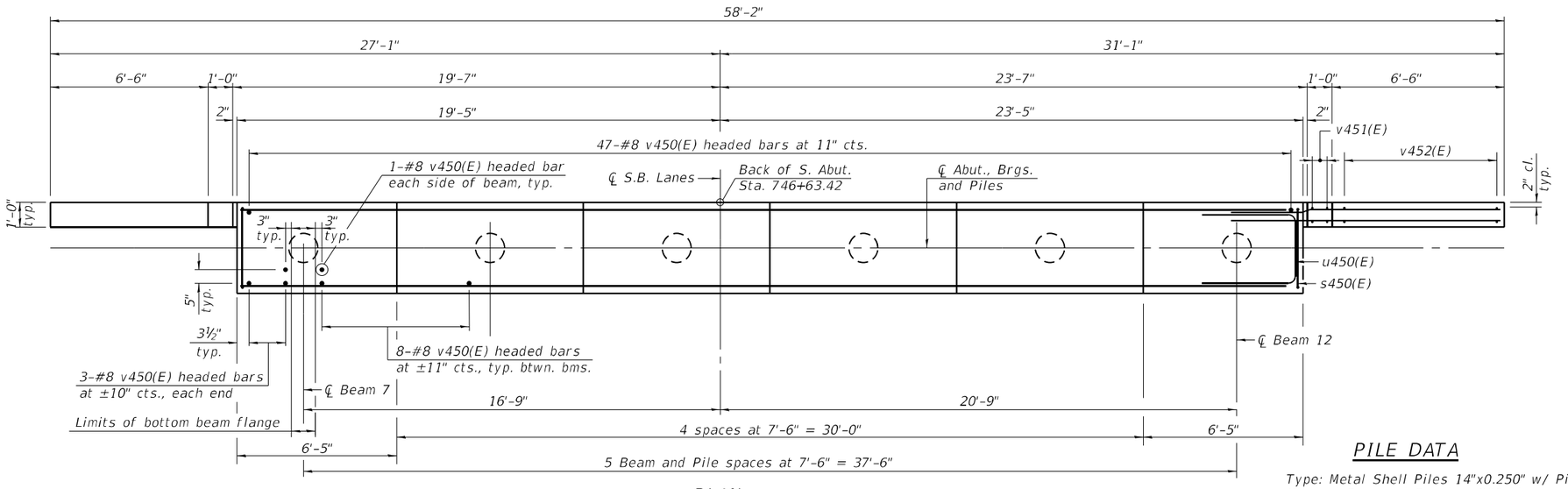
MODEL: Default
FILE NAME: Z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-026-N ABUT SB.dgn
10/17/2022 1:37:39 PM



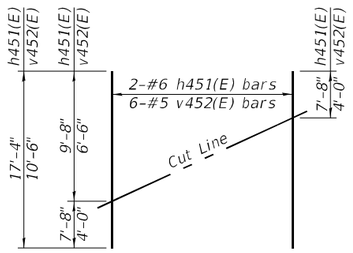
ELEVATION
(Looking South)



SEC. THRU ABUT.

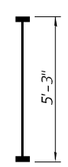


PLAN

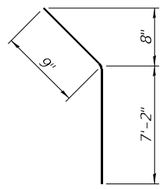


FIELD CUTTING DIAGRAM

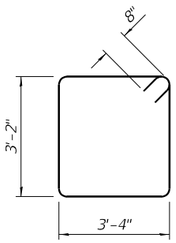
Order h451(E) and v452(E) full length. Cut as shown and use remainder of bars in opposite wing.



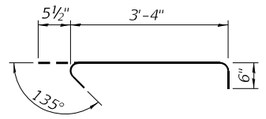
BAR v450(E)
(Headed)



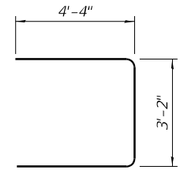
BAR h452(E)



BAR s450(E)

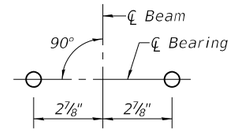


BAR s451(E)



BAR u450(E)

ANCHOR BOLT LAYOUT



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h450(E)	20	#6	10'-10"	
h451(E)	4	#6	17'-4"	
h452(E)	4	#5	7'-11"	
p450(E)	10	#7	42'-6"	
s450(E)	41	#6	14'-4"	
s451(E)	12	#5	4'-4"	
* sp450(E)	6	#4	2'-0"	
u450(E)	8	#6	11'-10"	
v450(E)	105	#8	5'-3"	
v451(E)	8	#5	7'-0"	
v452(E)	12	#5	10'-6"	
Structure Excavation			Cu. Yd.	159.0
Concrete Structures			Cu. Yd.	24.3
Protective Coat			Sq. Yd.	12.0
Reinforcement Bars, Epoxy Coated			Pound	4,280
Furnishing Metal Shell Piles, 14"x0.250"			Foot	246
Driving Piles			Foot	246
Pile Shoes			Each	6

* Length is height of spiral.

PILE DATA

Type: Metal Shell Piles 14"x0.250" w/ Pile Shoes
Nominal Required Bearing: 309 kips
Factored Resistance Available: 170 kips
Est. Length: 41 ft
No. Production Piles: 6

Notes:
Pour steps monolithically with cap.
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.
For details of piles see sheet 30 of 35.

MODEL: Default
FILE NAME: z:\0 V and K Jobs\523 - Illinois Department of Transportation - District 4\5237-008 PTB 198-018 WO-8 I-155 over Indian Creek Phase II Str Plans\CADD\090184-68E42-027-S ABUT SB.dgn
10/17/2022 1:37:41 PM

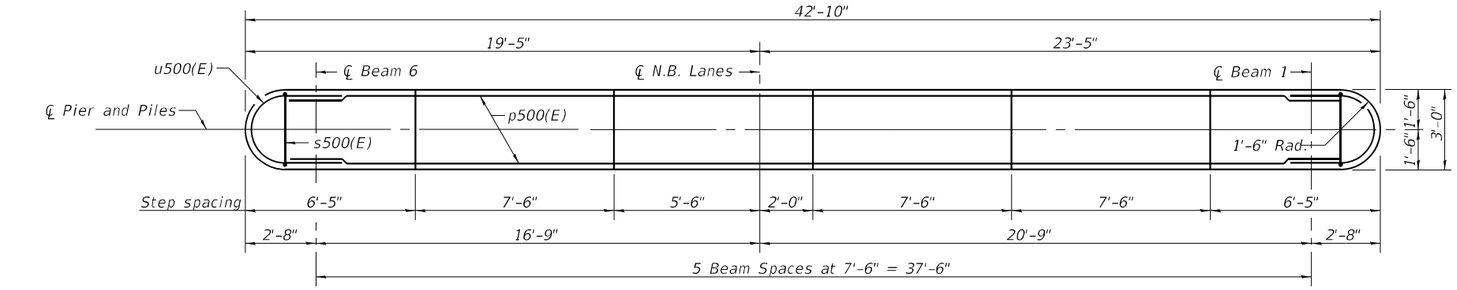
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME =
PLOT SCALE =
PLOT DATE = 10/17/2022
DESIGNED - MAH
CHECKED - DJC
DRAWN - BLJ
CHECKED - DJC
REVISED -
REVISED -
REVISED -
REVISED -

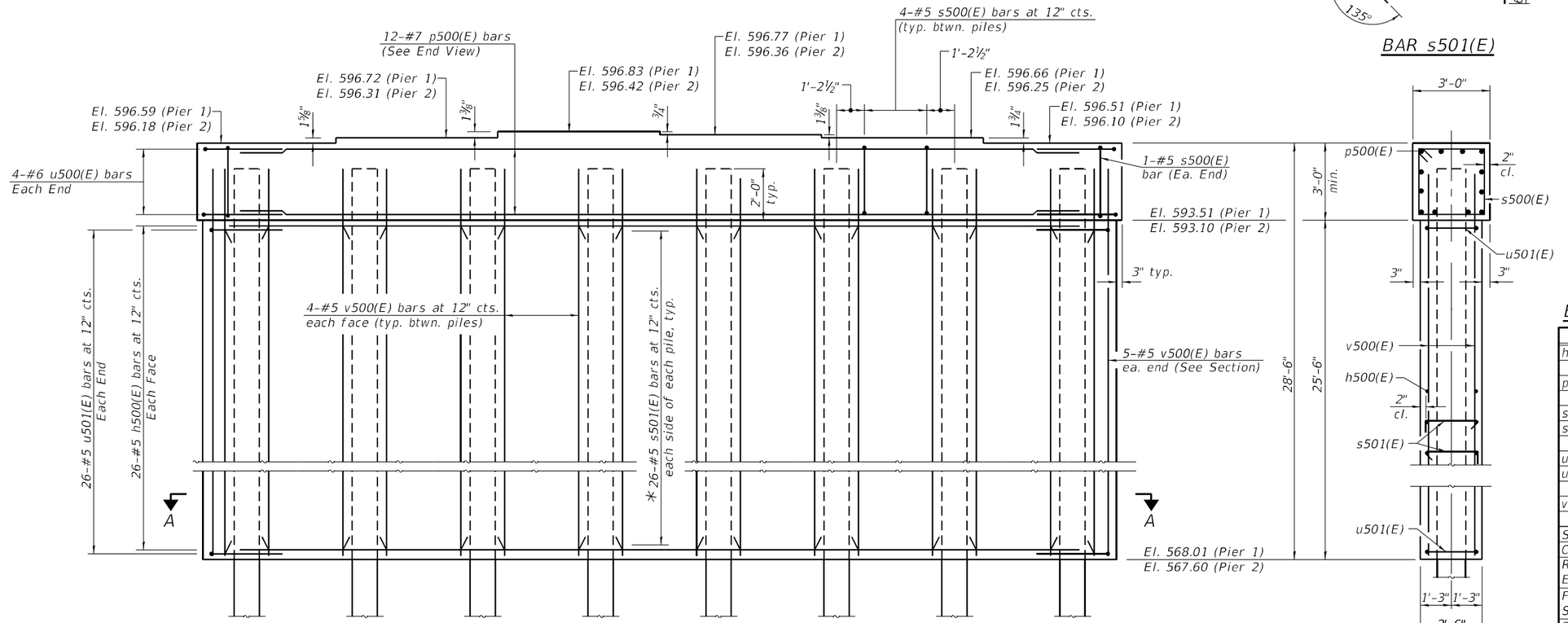
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS
STRUCTURE NO. 090-0184 (S.B.)
SHEET 27 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	73
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

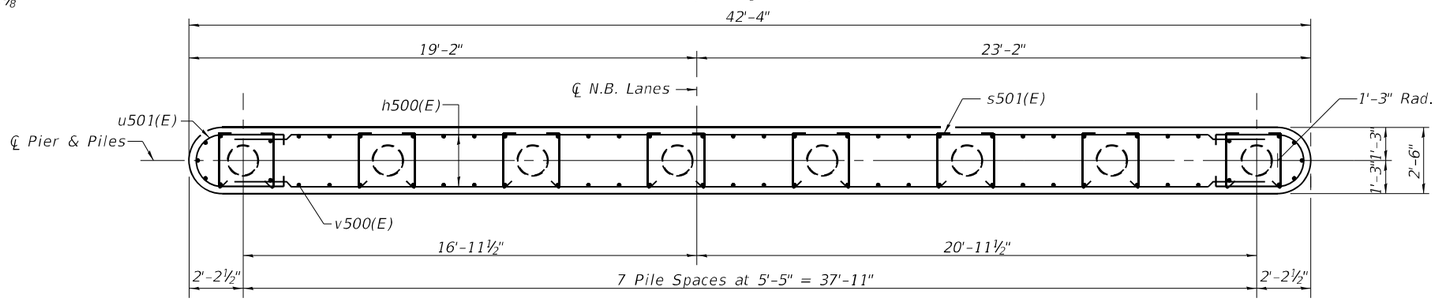


TOP PLAN



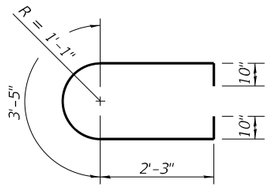
ELEVATION
(Looking North)

*Hook s501(E) bars around h500(E) and v500(E) bars. Clear cover to the s501(E) bars shall be 1⅜"

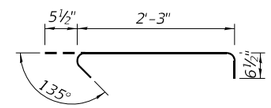


SECTION A-A

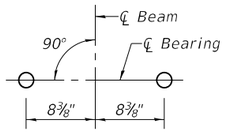
END VIEW



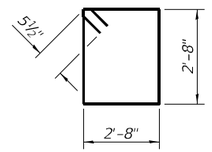
BAR u501(E)



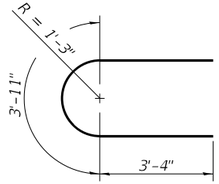
BAR s501(E)



ANCHOR BOLT LAYOUT



BAR s500(E)



BAR u500(E)

BILL OF MATERIAL (2-PIERS)

Bar	No.	Size	Length	Shape
h500(E)	104	#5	39'-10"	
p500(E)	24	#7	39'-10"	
s500(E)	60	#5	11'-7"	
s501(E)	832	#5	3'-3"	
u500(E)	16	#6	10'-7"	
u501(E)	104	#5	9'-7"	
v500(E)	132	#5	27'-4"	
Structure Excavation		Cu. Yd.	114.0	
Concrete Structures		Cu. Yd.	212.5	
Reinforcement Bars, Epoxy Coated		Pound	14,880	
Furnishing Metal Shell Piles, 14"x0.312"		Foot	1,016	
Driving Piles		Foot	1,016	
Test Pile, Metal Shell		Each	1	
Pile Shoes		Each	16	
Precoring		Foot	448	

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 30 of 35.

PILE DATA - PIER 1

Type: Metal Shell Piles 14"x0.312" w/ pile shoes **
Nominal Required Bearing: 504 kip
Factored Resistance Available: 277 kip
Est. Length: 72 ft
No. Production Piles: 7
No. Test Piles: 1

PILE DATA - PIER 2

Type: Metal Shell Piles 14"x0.312" w/ pile shoes **
Nominal Required Bearing: 504 kip
Factored Resistance Available: 277 kip
Est. Length: 64 ft
No. Production Piles: 8

** Piles for Pier 1 and Pier 2 shall be driven through 14" diameter precored holes extending to elevation 540.00.

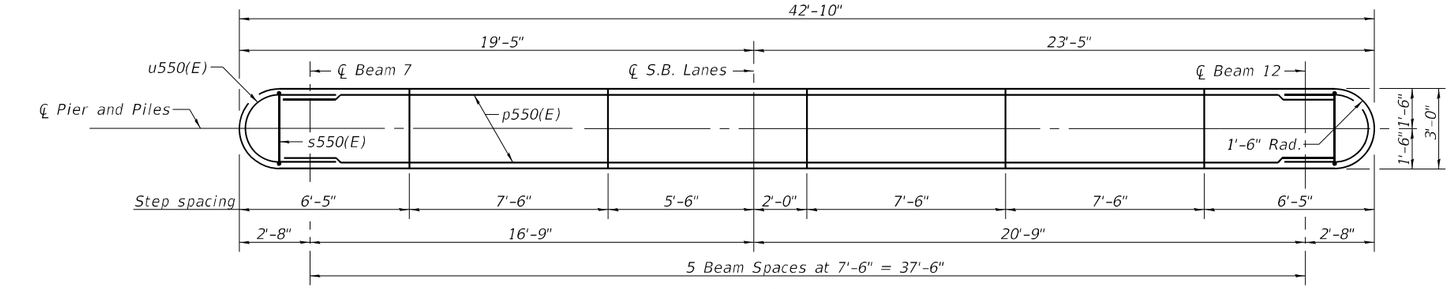
VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME =	DESIGNED - MAH	REVISED -	
	CHECKED - DJC	REVISED -	
PLOT SCALE =	DRAWN - BLJ	REVISED -	
PLOT DATE = 10/17/2022	CHECKED - DJC	REVISED -	

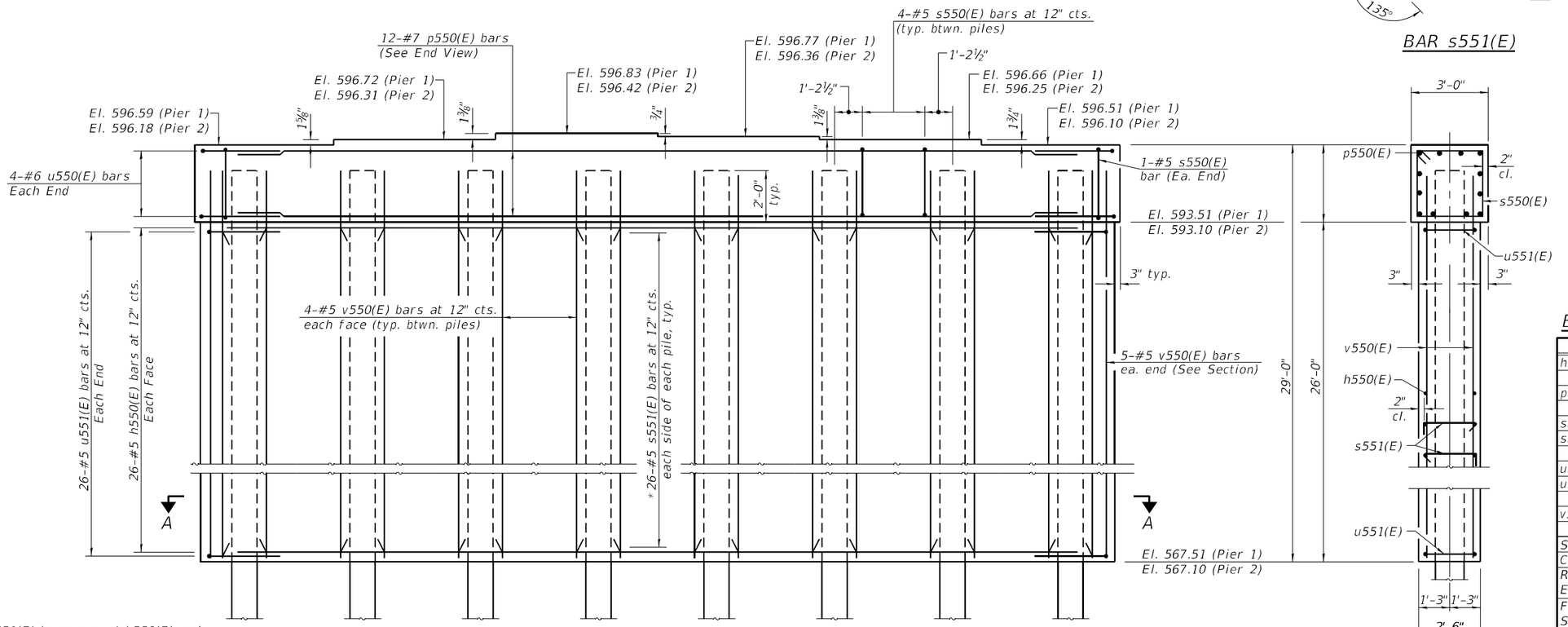
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIERS N.B.
STRUCTURE NO. 090-0185 (N.B.)
SHEET 28 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	74
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

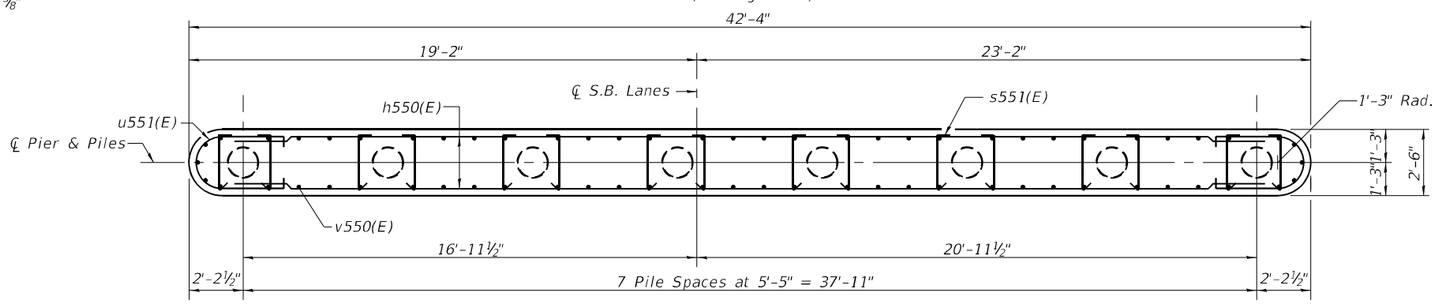


TOP PLAN

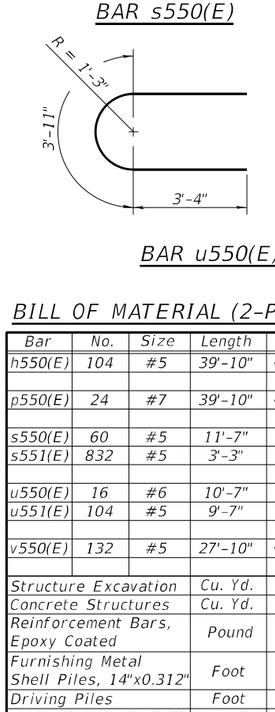


ELEVATION
(Looking South)

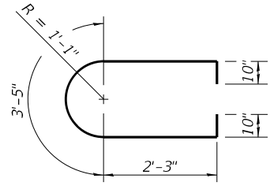
* Hook s551(E) bars around h550(E) and v550(E) bars. Clear cover to the s551(E) bars shall be 1⅜"



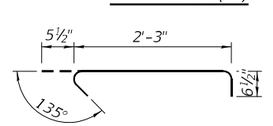
SECTION A-A



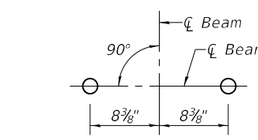
END VIEW



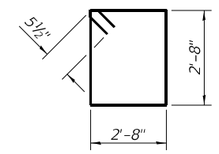
BAR u551(E)



BAR s551(E)



ANCHOR BOLT LAYOUT



BAR s550(E)

BAR u550(E)

BILL OF MATERIAL (2-PIERS)

Bar	No.	Size	Length	Shape
h550(E)	104	#5	39'-10"	
p550(E)	24	#7	39'-10"	
s550(E)	60	#5	11'-7"	
s551(E)	832	#5	3'-3"	
u550(E)	16	#6	10'-7"	
u551(E)	104	#5	9'-7"	
v550(E)	132	#5	27'-10"	
Structure Excavation		Cu. Yd.	112.0	
Concrete Structures		Cu. Yd.	216.1	
Reinforcement Bars, Epoxy Coated		Pound	14,950	
Furnishing Metal Shell Piles, 14"x0.312"		Foot	1,024	
Driving Piles		Foot	1,024	
Test Pile, Metal Shell		Each	1	
Pile Shoes		Each	16	
Precoring		Foot	448	

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 30 of 35.

PILE DATA - PIER 1

Type: Metal Shell Piles 14"x0.312" w/ pile shoes **
Nominal Required Bearing: 504 kip
Factored Resistance Available: 277 kip
Est. Length: 72 ft
No. Production Piles: 8

PILE DATA - PIER 2

Type: Metal Shell Piles 14"x0.312" w/ pile shoes **
Nominal Required Bearing: 504 kip
Factored Resistance Available: 277 kip
Est. Length: 64 ft
No. Production Piles: 7
No. Test Piles: 1

** Piles for Pier 1 and Pier 2 shall be driven through 14" diameter precored holes extending to elevation 540.00.

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IL. Design Firm No. 184-001939

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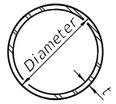
PLOT DATE = 10/17/2022	CHECKED - DJC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

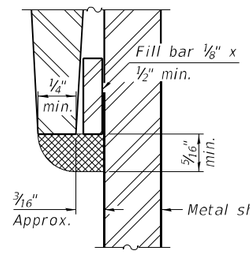
PIERS S.B.
STRUCTURE NO. 090-0184 (S.B.)
SHEET 29 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	75
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

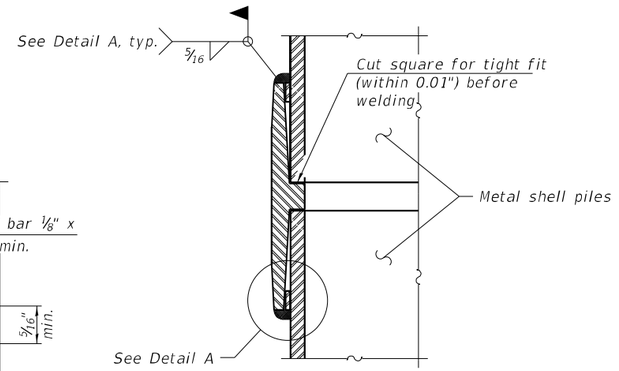


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³/ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470

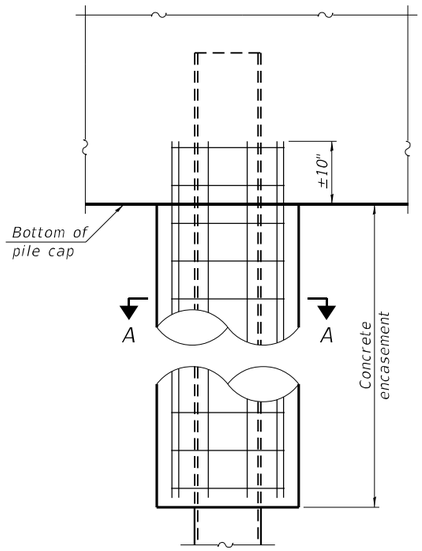


DETAIL A

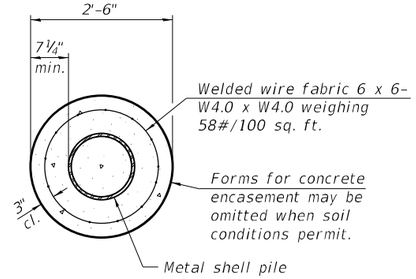


WELDED COMMERCIAL SPLICE

Notes:
The ⅛" x ½" min. fill bar may be constructed of 2 bars with a ⅛" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



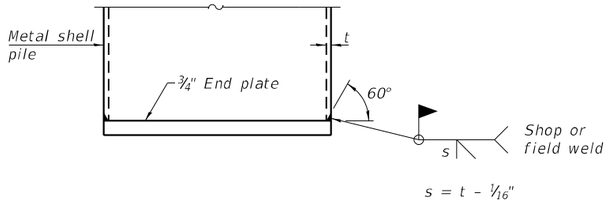
ELEVATION



SECTION A-A

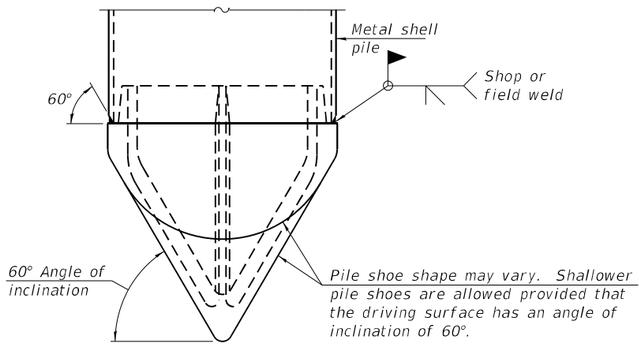
INDIVIDUAL PILE CONCRETE ENCASEMENT

(When specified)



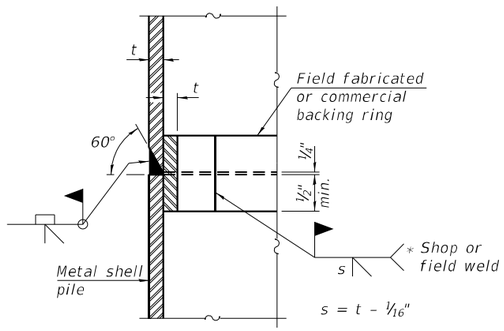
s = t - 1/16"

END PLATE ATTACHMENT



PILE SHOE ATTACHMENT

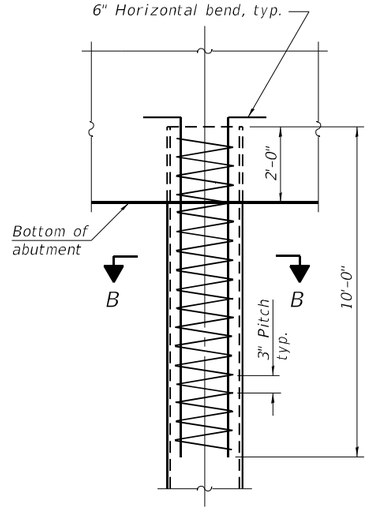
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).



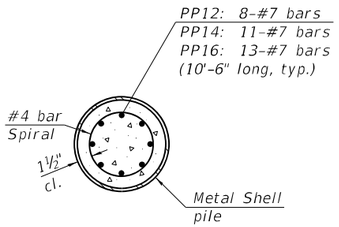
s = t - 1/16"

COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS

(Omit when concrete encasement is specified)

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

F-MS 1-1-2020

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

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PLOT DATE = 10/17/2022	CHECKED -	REVISED -	

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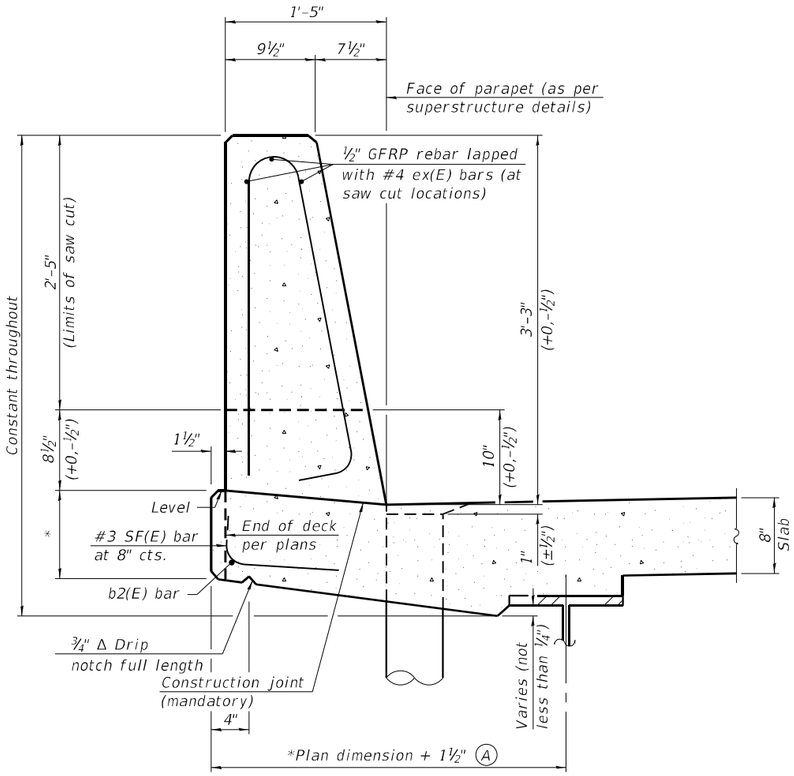
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 090-0184 (S.B.) & 090-0185 (N.B.)
SHEET 30 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	76
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

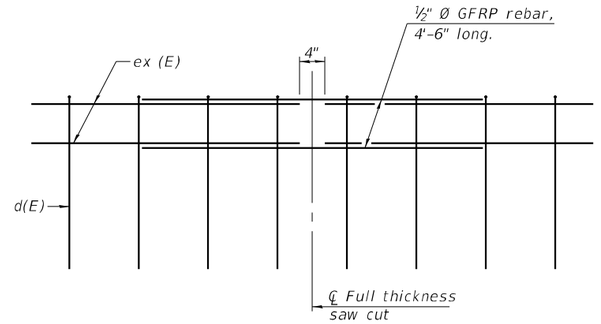


39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.

#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.

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IL. Design Firm No. 184-001939

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CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 090-0184 (S.B.) & 090-0185 (N.B.)

SHEET 31 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	77
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
TERRACON

SOIL BORING LOG

Page 1 of 2

Date 3/9/21

ROUTE FAI 155 (I-155) DESCRIPTION Structure boring for north abutments LOGGED BY KEG (CG)

SECTION (108-B-2) BR LOCATION I-155 over Indian Creek, **SEC.** 29, **TWP.** 23N, **RNG.** 3W, 3rd **PM**, **Latitude** 40°25'15.08379N, **Longitude** 89°27'24.46397W

COUNTY Tazewell DRILLING METHOD SFA to 10', then mud rotary HAMMER TYPE Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70

BORING NO. SB-1
Station 744+59
Offset 23.0 ft LT
Ground Surface Elev. 600.19 ft

Surface Water Elev. None ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Not encountered ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY LOAM, trace gravel, brown, very stiff (FILL)			
	4		
	5 4	2.0 B	12
	4		
	6 4	2.3 B	17
-5			
594.19			
CLAY LOAM, trace gravel, brown, very stiff	5		
	7 7	2.1 S	11
	3		
	5 4	3.9 B	12
-10			
589.69			
CLAY LOAM, trace gravel, brown and gray, stiff	2		
	5 4	1.8 S	12
	3		
	3 4	1.3 B	12
-15			
584.19			
SILTY CLAY, brown, very stiff	3		
	4 6	2.0 B	21
582.19			
CLAY LOAM, trace gravel, brown, very stiff to hard	4		
	6 9	4.3 B	17
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY LOAM, trace gravel, brown, very stiff to hard *(continued)*			
	6		
	8 10	1.5 B	17
	4		
	6 9	3.5 B	23
-25			
	5		
	8 11	4.1 B	12
	5		
	7 9	3.1 B	16
-30			
	6		
	9 13	3.9 B	16
-35			
	5		
561.19			
SAND, fine grained, gray, medium dense	7 6		21
-40			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
TERRACON

SOIL BORING LOG

Page 2 of 2

Date 3/9/21

ROUTE FAI 155 (I-155) DESCRIPTION Structure boring for north abutments LOGGED BY KEG (CG)

SECTION (108-B-2) BR LOCATION I-155 over Indian Creek, **SEC.** 29, **TWP.** 23N, **RNG.** 3W, 3rd **PM**, **Latitude** 40°25'15.08379N, **Longitude** 89°27'24.46397W

COUNTY Tazewell DRILLING METHOD SFA to 10', then mud rotary HAMMER TYPE Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70

BORING NO. SB-1
Station 744+59
Offset 23.0 ft LT
Ground Surface Elev. 600.19 ft

Surface Water Elev. None ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Not encountered ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND, fine grained, gray, medium dense *(continued)*			
556.69			
CLAY LOAM, trace gravel, gray, very stiff	3		
	2 6	2.1 B	13
-45			
551.69			
SILTY CLAY, trace gravel, gray, hard	11		
	13 21	7.4 B	12
-50			
	31		
	50	4.5 P	10
-55			
543.19			
SAND, fine grained, gray, dense to very dense	7		
	38 38		19
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND, fine grained, gray, dense to very dense *(continued)*			
	26		
	20 19		21
-65			
533.19			
SILT LOAM, trace gravel, gray, very dense	50		13
-70			
526.69			
SAND, trace gravel, fine to coarse, dense to very dense	34		
	50		15
-75			
	21		
	31 24		20
520.19 -80			

End of Boring

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
TERRACON

SOIL BORING LOG

Page 1 of 2

Date 3/9/21

ROUTE FAI 155 (I-155) DESCRIPTION Structure boring for south abutments LOGGED BY KEG (CG)

SECTION (108-B-2) BR LOCATION I-155 over Indian Creek, **SEC.** 29, **TWP.** 23N, **RNG.** 3W, 3rd **PM**, **Latitude** 40°25'12.89960N, **Longitude** 89°27'24.92541W

COUNTY Tazewell DRILLING METHOD SFA to 10', then mud rotary HAMMER TYPE Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70

BORING NO. SB-2
Station 746+80
Offset 19.0 ft RT
Ground Surface Elev. 598.76 ft

Surface Water Elev. None ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Not encountered ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY, trace gravel and sand, brown, stiff	2		
	3 6	1.1 B	13
595.26			
CLAY LOAM, brown, stiff	6		
	6 7	2.2 B	13
-5			
	2		
	5 4	1.5 S	15
	1		
	2 4	0.7 B	15
-10			
587.76			
SILTY CLAY, trace gravel, stiff	4		
	4 3	1.7 S	12
	2		
	3 6	1.2 B	13
-15			
	4		
	3 5	1.8 P	15
	3		
	4 7	1.7 B	12
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY, trace gravel, stiff *(continued)*	3		
	4 6	1.8 B	15
	5		
	7 9	2.0	60
-25			
572.76			
SILT LOAM, trace gravel, brown, medium dense	5		
	9 10		14
570.76			
CLAY LOAM, trace gravel, brown, stiff to very stiff	8		
	9 10	3.2 S	19
-30			
	5		
	8 8	1.2 B	19
-35			
-coal pieces in sample			
560.26			
SANDY CLAY, gray, soft	WOH		
	1 1	0.3 P	21
-40			

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

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IL. Design Firm No. 184-001939

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		CHECKED -	REVISED -
PLOT SCALE =		DRAWN - DJC	REVISED -
PLOT DATE =	10/17/2022	CHECKED - MAH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 090-0184 (S.B.) & 090-0185 (N.B.)
SHEET 32 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	78
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
TERRACON

SOIL BORING LOG

Page 2 of 2

Date 3/9/21

ROUTE FAI 155 (I-155) DESCRIPTION Structure boring for south abutments LOGGED BY KEG (CG)

SECTION (108-B-2) BR LOCATION I-155 over Indian Creek, **SEC.** 29, **TWP.** 23N, **RNG.** 3W, 3rd **PM**, **Latitude** 40°25'12.89960N, **Longitude** 89°27'24.92541W

COUNTY Tazewell DRILLING METHOD SFA to 10', then mud rotary HAMMER TYPE Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70

BORING NO. SB-2
Station 746+80
Offset 19.0 ft RT
Ground Surface Elev. 598.76 ft

Surface Water Elev. None ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Not encountered ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SANDY CLAY, gray, soft *(continued)*			
555.26			
CLAY, trace gravel, gray, very stiff to hard	6		
-45	5 12	3.0 B	13
	10		
-50	12 22	7.6 S	11
	36		
-55	50	4.5 P	9
	39		
-60	45 40	4.1 S	10
CLAY, trace gravel, gray, very stiff to hard *(continued)*	17		
-65	17 50	4.9 S	11
530.26			
SILT, gray, very dense	29		
-70	50		23
525.26			
SILTY SAND, with gravel, dense to very dense	20		
-75	20 20		16
	24		
-80	29 31		19
518.76			
End of Boring			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
TERRACON

SOIL BORING LOG

Page 1 of 2

Date 3/10/21

ROUTE FAI 155 (I-155) DESCRIPTION Structure boring for west piers LOGGED BY KEG (CG)

SECTION (108-B-2) BR LOCATION I-155 over Indian Creek, **SEC.** 29, **TWP.** 23N, **RNG.** 3W, 3rd **PM**, **Latitude** 40°25'13.61102N, **Longitude** 89°27'26.14916W

COUNTY Tazewell DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70

BORING NO. SB-3
Station 746+00
Offset 112.0 ft RT
Ground Surface Elev. 568.16 ft

Surface Water Elev. None ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Not encountered ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CONCRETE PAD [5 inches] 567.74			
SILTY CLAY, brown, stiff (FILL)	2		
	2 3	1.3 P	13
564.16			
SILTY SAND, dark gray, fine grained, medium dense [FILL]	4		
-5	6 5		15
562.16			
SILTY CLAY LOAM, dark gray, soft [FILL]	1		
	2 1	0.6 B	22
	1		
-10	WOH 1	0.2 B	31
557.16			
CLAY, trace gravel, gray, very stiff to hard	2		
	6 8	3.5 B	12
	15		
-15	18 16	5.0 B	12
	8		
	15 18	3.5 B	11
	9		
-20	15 22	3.9 B	11
CLAY, trace gravel, gray, very stiff to hard *(continued)*	10		
	15 28	8.9 B	10
544.66			
SILT with gravel, gray, medium dense	5		
SILT LOAM, trace gravel, gray, dense 543.16 -25	6 12		7
	12		
539.66	40 46		11
SILTY CLAY LOAM, trace gravel, trace sand, gray, very stiff to hard	23		
-30	17 18	3.0	11
	19		
-35	35 50	4.7 S	9
529.66			
SAND with gravel, gray, dense	19		
-40	33 34		7

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
TERRACON

SOIL BORING LOG

Page 2 of 2

Date 3/10/21

ROUTE FAI 155 (I-155) DESCRIPTION Structure boring for west piers LOGGED BY KEG (CG)

SECTION (108-B-2) BR LOCATION I-155 over Indian Creek, **SEC.** 29, **TWP.** 23N, **RNG.** 3W, 3rd **PM**, **Latitude** 40°25'13.61102N, **Longitude** 89°27'26.14916W

COUNTY Tazewell DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70

BORING NO. SB-3
Station 746+00
Offset 112.0 ft RT
Ground Surface Elev. 568.16 ft

Surface Water Elev. None ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter Not encountered ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND with gravel, gray, dense *(continued)*			
524.66			
SILTY SAND, trace gravel, dense	8		
-45	20 26		25
	11		
-50	18 20		24
518.16			
End of Boring			
-55			
-60			

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

BBS, form 137 (Rev. 8-99)

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

USER NAME =	DESIGNED -	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 090–0184 (S.B.) & 090–0185 (N.B.)
SHEET 33 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	79
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
TERRACON

SOIL BORING LOG

Page 1 of 2

Date 4/28/21

ROUTE FAI 155 (I-155) **DESCRIPTION** Structure boring for east piers **LOGGED BY** RUBINO (JL)

SECTION (108-B-2) BR **LOCATION** I-155 over Indian Creek, **SEC.** 29, **TWP.** 23N, **RNG.** 3W, 3rd **PM**, **Latitude** 40°25'14.32171N, **Longitude** 89°27'23.20664W

COUNTY Tazewell **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70
BORING NO. SB-4
Station 745+34
Offset 118.0 ft LT
Ground Surface Elev. 568.73 ft

Surface Water Elev. 6.5' ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
568.07				CONCRETE PAD [8 inches]
	2			SILTY CLAY, tracc gravcl, brown, stiff [FILL]
	2	1.8	16	
	5	B		
565.73				
	1			SILTY CLAY LOAM, trace roots, dark brown [FILL]
-5	2	3.9	18	
	5	B		
562.23	0			
	1	1.2	21	CLAY LOAM, with sand lenses, dark brown, stiff
	2	B		
559.73	0			
	1	0.3	27	SILTY CLAY, brown and gray, soft
-10	1	B		
558.23				
557.23	1		14	SAND, some gravel, brown
	3	2.1	16	SILTY CLAY, trace gravel, brown and gray, very stiff
	4	B		
	3			
	6	2.9	13	
-15	9	B		
553.23				
	5			SILTY CLAY, trace gravey, gray, very stiff to hard
	12	8.8	11	
	17	B		
	36			
	12	9.0	11	
-20	22	B		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				SILTY CLAY, trace gravey, gray, very stiff to hard *(continued)*
	47			
	31			
	50			-no recovery
	56			
	50			-small rock fragments recovered [<1"]
-25				
542.23	11			
	22	3.7	13	SAND, fine to coarse, medium dense
	30	B	13	
	6			
	7		17	
-30	17			
	6			
534.23	13	4.5	15	
-35	14	P	10	SILTY CLAY LOAM, trace gravel, gray, hard
530.23				
	24			SILT, gray, very dense
	27		18	
-40	43			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
TERRACON

SOIL BORING LOG

Page 2 of 2

Date 4/28/21

ROUTE FAI 155 (I-155) **DESCRIPTION** Structure boring for east piers **LOGGED BY** RUBINO (JL)

SECTION (108-B-2) BR **LOCATION** I-155 over Indian Creek, **SEC.** 29, **TWP.** 23N, **RNG.** 3W, 3rd **PM**, **Latitude** 40°25'14.32171N, **Longitude** 89°27'23.20664W

COUNTY Tazewell **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70
BORING NO. SB-4
Station 745+34
Offset 118.0 ft LT
Ground Surface Elev. 568.73 ft

Surface Water Elev. 6.5' ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				SILT, gray, very dense *(continued)*
526.73				
	21			SILT LOAM, trace gravel and sand lenses, gray, dense
523.73 -45	25		15	
	42			SAND, fine to medium grain, trace gravel, medium dense
	5			
	10		20	
-50	17			
	3			
	9		19	
-55	16			
	9			
	4		20	
-60	8			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
507.73				SAND, fine to medium grain, trace gravel, medium dense *(continued)*
	48			SAND, fine to medium grained, trace gravel, gray, dense to very dense
-65	50		17	
	7			
	18		20	
498.73 -70	18			
				End of Boring
-75				
-80				

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 3

Date 4/8/22

ROUTE FAI 155 (I-155) **DESCRIPTION** Structure boring for east piers **LOGGED BY** RUBINO (PP)

SECTION (108-B-2) BR **LOCATION** I-155 over Indian Creek, **SEC.** 29, **TWP.** 23N, **RNG.** 3W, 3rd **PM**, **Latitude** 40.4206717, **Longitude** -89.456447

COUNTY Tazewell **DRILLING METHOD** Mud Rotary **HAMMER TYPE** Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70
BORING NO. SB-4a
Station 745+49
Offset 118.0 ft LT
Ground Surface Elev. 568.73 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
567.93				CONCRETE - approximate thickness of 8"
				BLIND DRILLED - REFER TO PREVIOUS BORING SB-4
-5				
-10				
-15				
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				BLIND DRILLED - REFER TO PREVIOUS BORING SB-4 *(continued)*
-25				
-30				
-35				
-40				

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

BBS, form 137 (Rev. 8-99)

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 090–0184 (S.B.) & 090–0185 (N.B.)
SHEET 34 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	80
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 4/8/22

ROUTE FAI 155 (I-155) DESCRIPTION Structure boring for east piers LOGGED BY RUBINO (PP)

SECTION (108-B-2) BR LOCATION I-155 over Indian Creek, SEC. 29, TWP. 23N, RNG. 3W, 3rd PM, Latitude 40.4206717, Longitude -89.456447

COUNTY Tazewell DRILLING METHOD Mud Rotary HAMMER TYPE Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70

BORING NO. SB-4a
Station 745+49
Offset 118.0 ft L I
Ground Surface Elev. 568.73 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
BLIND DRILLED - REFER TO PREVIOUS BORING SB-4 *(continued)*			
-45			
-50			
-55			
-60			
BLIND DRILLED - REFER TO PREVIOUS BORING SB-4 *(continued)*			
505.23			
SANDY LOAM, trace gravel, gray, dense, wet	15		
	21		21
-65	25		
	14		
	18		26
-70	20		
	21		
	24		24
-75	26		
490.23			
SAND, trace gravel, gray, dense to very dense, wet	18		
	16		21
-80	15		

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 4/8/22

ROUTE FAI 155 (I-155) DESCRIPTION Structure boring for east piers LOGGED BY RUBINO (PP)

SECTION (108-B-2) BR LOCATION I-155 over Indian Creek, SEC. 29, TWP. 23N, RNG. 3W, 3rd PM, Latitude 40.4206717, Longitude -89.456447

COUNTY Tazewell DRILLING METHOD Mud Rotary HAMMER TYPE Automatic

STRUCT. NO. 090-0093 (SB) 090-0094 (NB)
Station 745+70

BORING NO. SB-4a
Station 745+49
Offset 118.0 ft L I
Ground Surface Elev. 568.73 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND, trace gravel, gray, dense to very dense, wet *(continued)*			
	23		
-85	29 35		16
480.23			
SAND, trace gravel, gray, medium dense, very moist	24		
-90	15 13		14
475.23			
SAND, trace gravel, gray, dense, very moist	21		
-95	21 14		14
470.23			
SAND, with gravel, gray, medium dense, very moist	24		
468.73 -100	12 16		10
End of Boring			
-105			
-110			
-115			
-120			

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

BBS, form 137 (Rev. 8-99)

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Springfield, IL. Phone: (217)544-8033		CHECKED -	REVISED -	
IL. Design Firm No. 184-001939	PLOT SCALE =	DRAWN - DJC	REVISED -	
	PLOT DATE = 10/17/2022	CHECKED - MAH	REVISED -	

SOIL BORING LOGS
STRUCTURE NO. 090–0184 (S.B.) & 090–0185 (N.B.)
SHEET 35 OF 35 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	81
		CONTRACT NO. 68E42		
	ILLINOIS FED. AID PROJECT			

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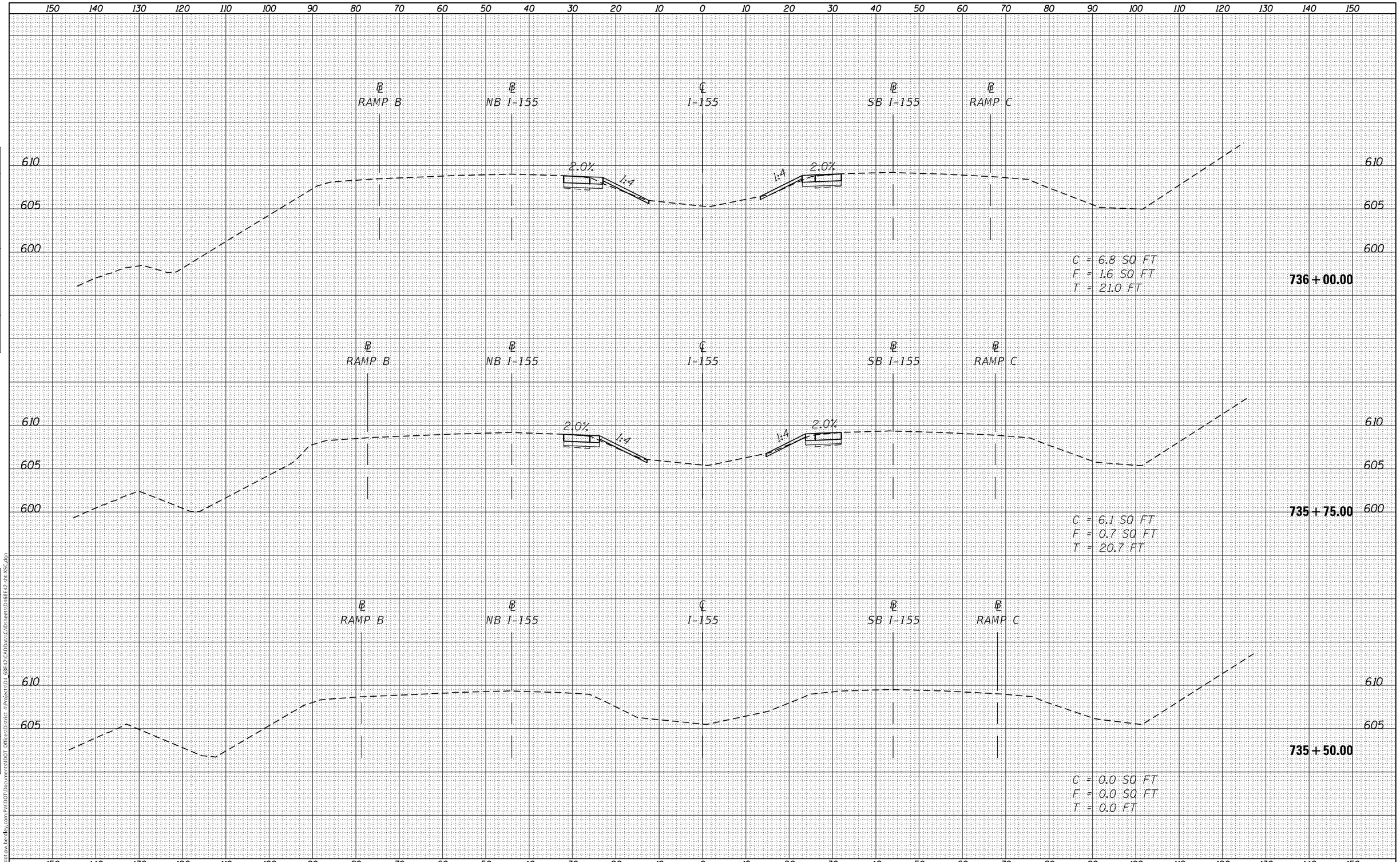

FINAL SURVEY — NOTE BOOK — NO.
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ORIGINAL SURVEY — NOTE BOOK — NO.
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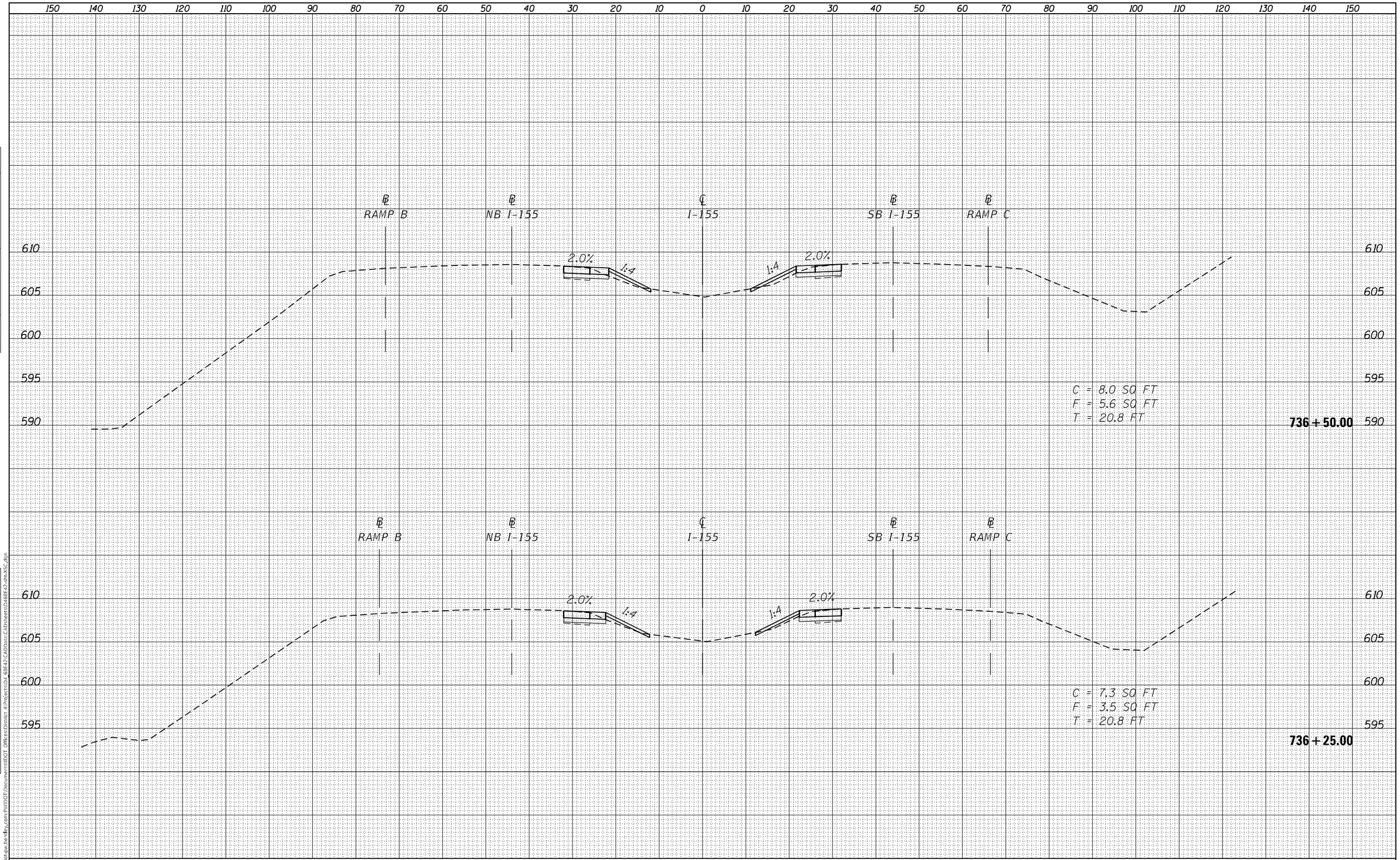
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 1 OF 27 SHEETS | STA. 735+50.00 | TO STA. 736+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	82
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



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PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 2 OF 27 SHEETS | STA. 736+25.00 | TO STA. 736+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	83
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		

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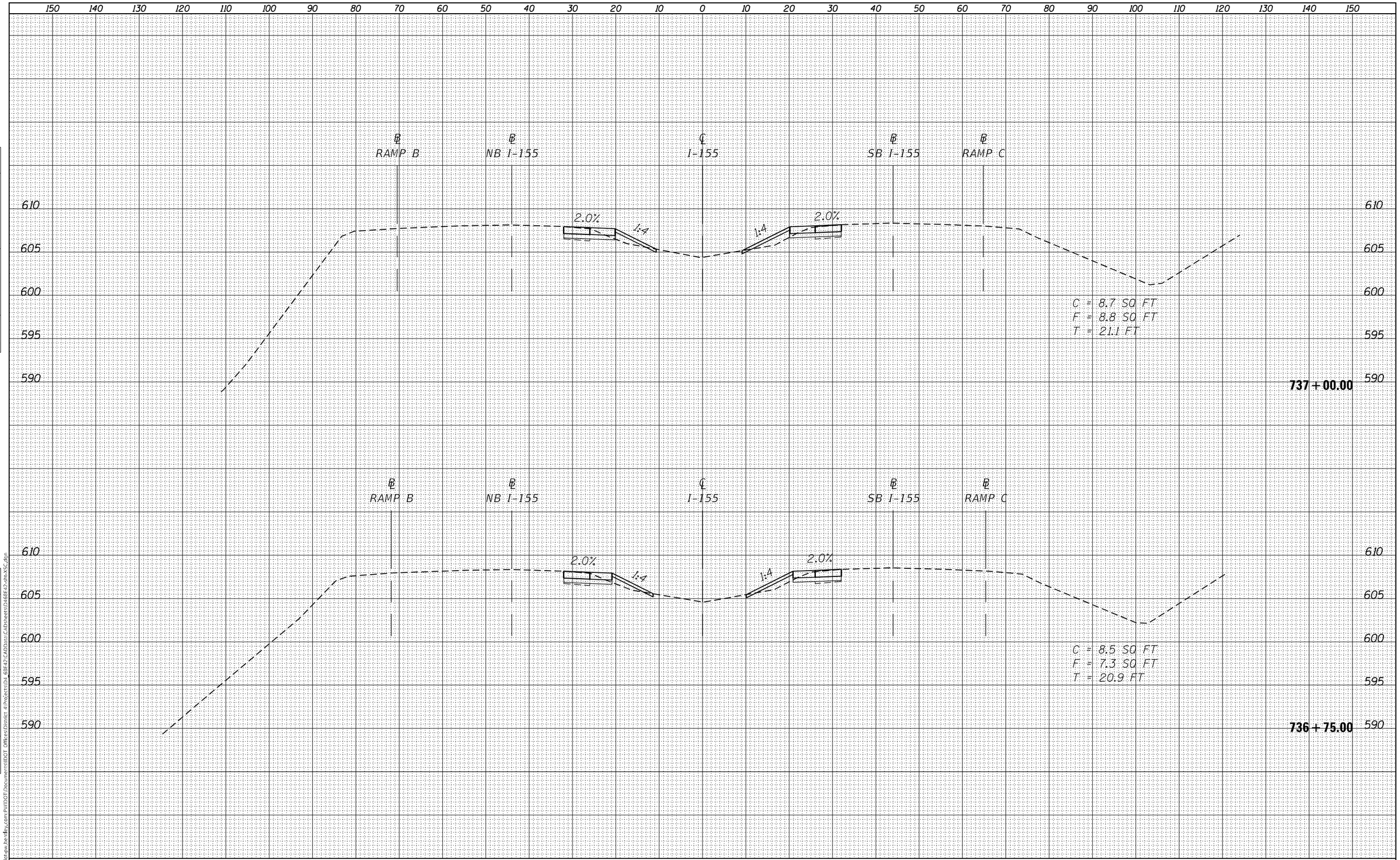

FINAL SURVEY	NOTE BOOK	NO.
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TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
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AREAS CHECKED		

BY	DATE

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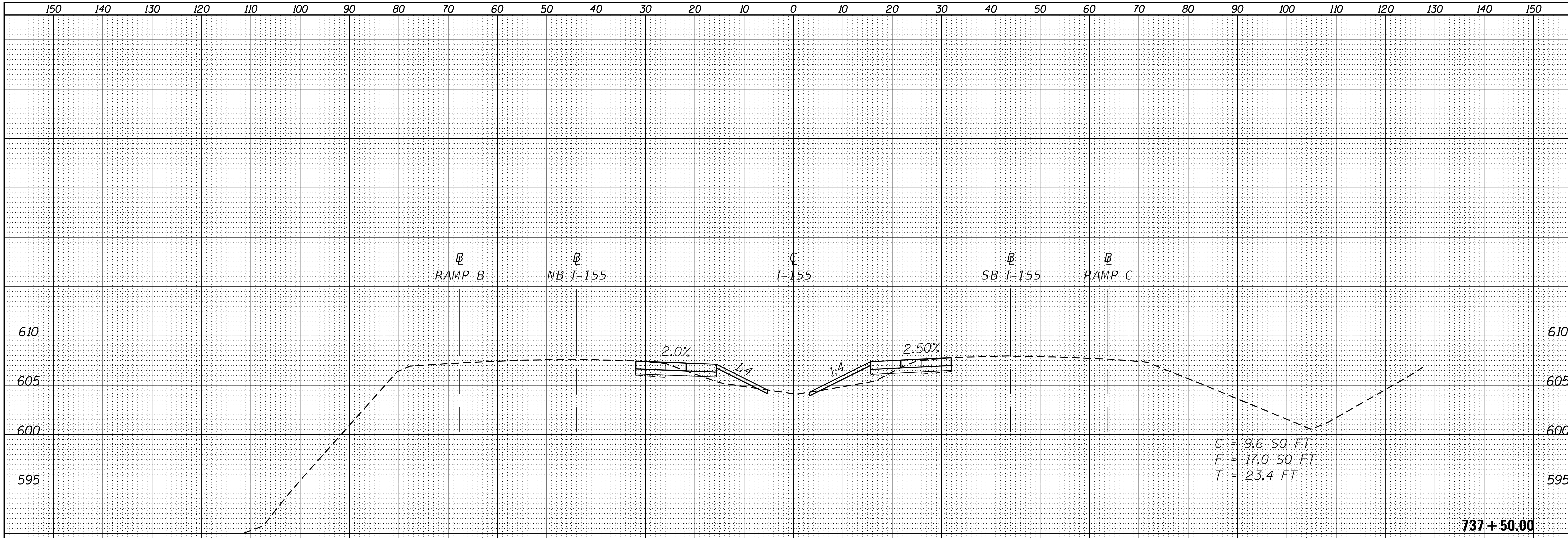
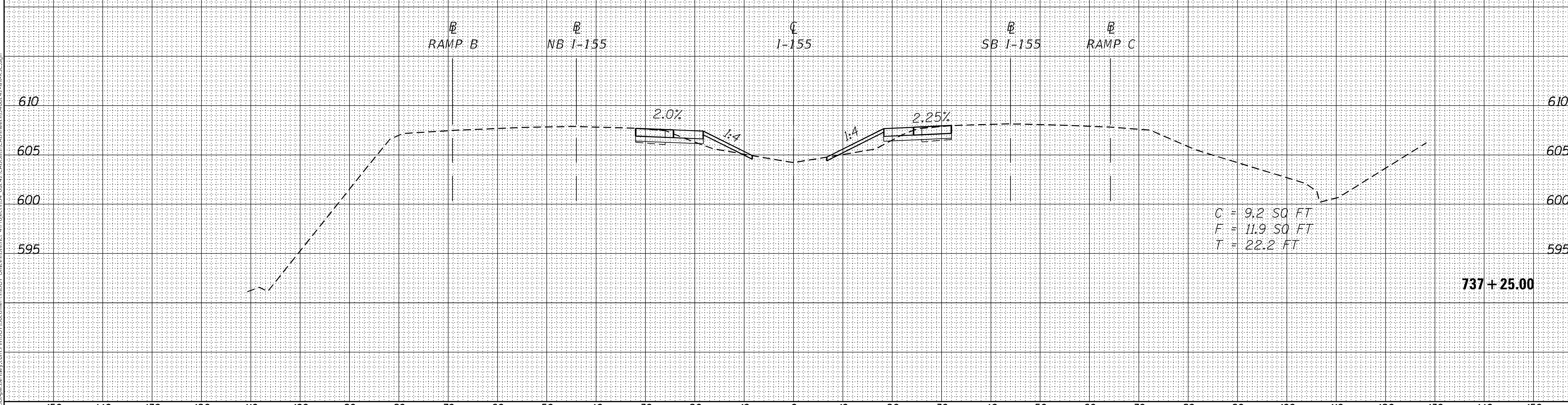
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 3 OF 27 SHEETS | STA. 736+75.00 TO STA. 737+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	84
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		





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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

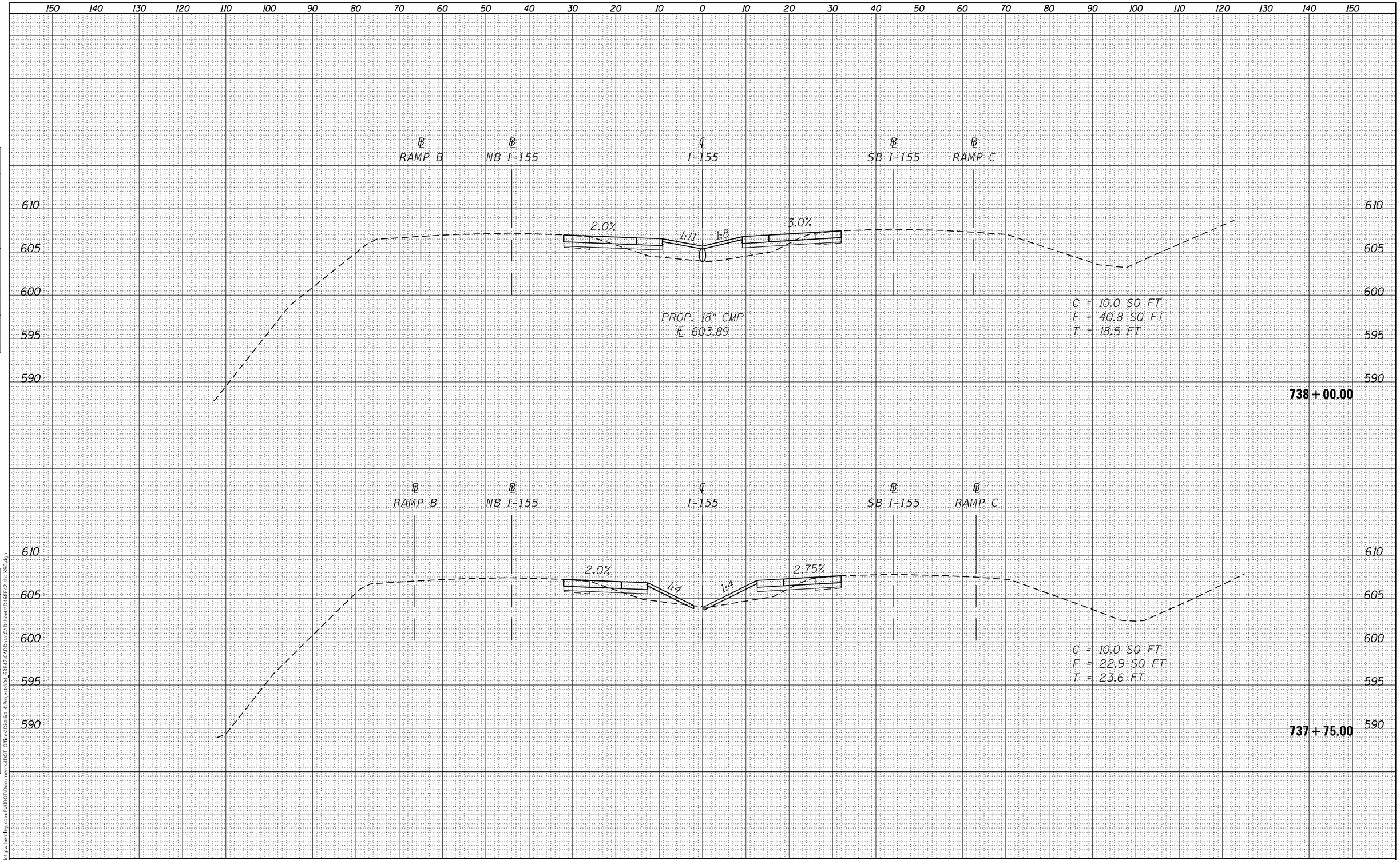
NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 4 OF 27 SHEETS | STA. 737+25.00 TO STA. 737+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	85

CONTRACT NO. 68E42

ILLINOIS FED. AID PROJECT



FINAL SURVEY	NOTE BOOK	NO.
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AREAS		
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ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
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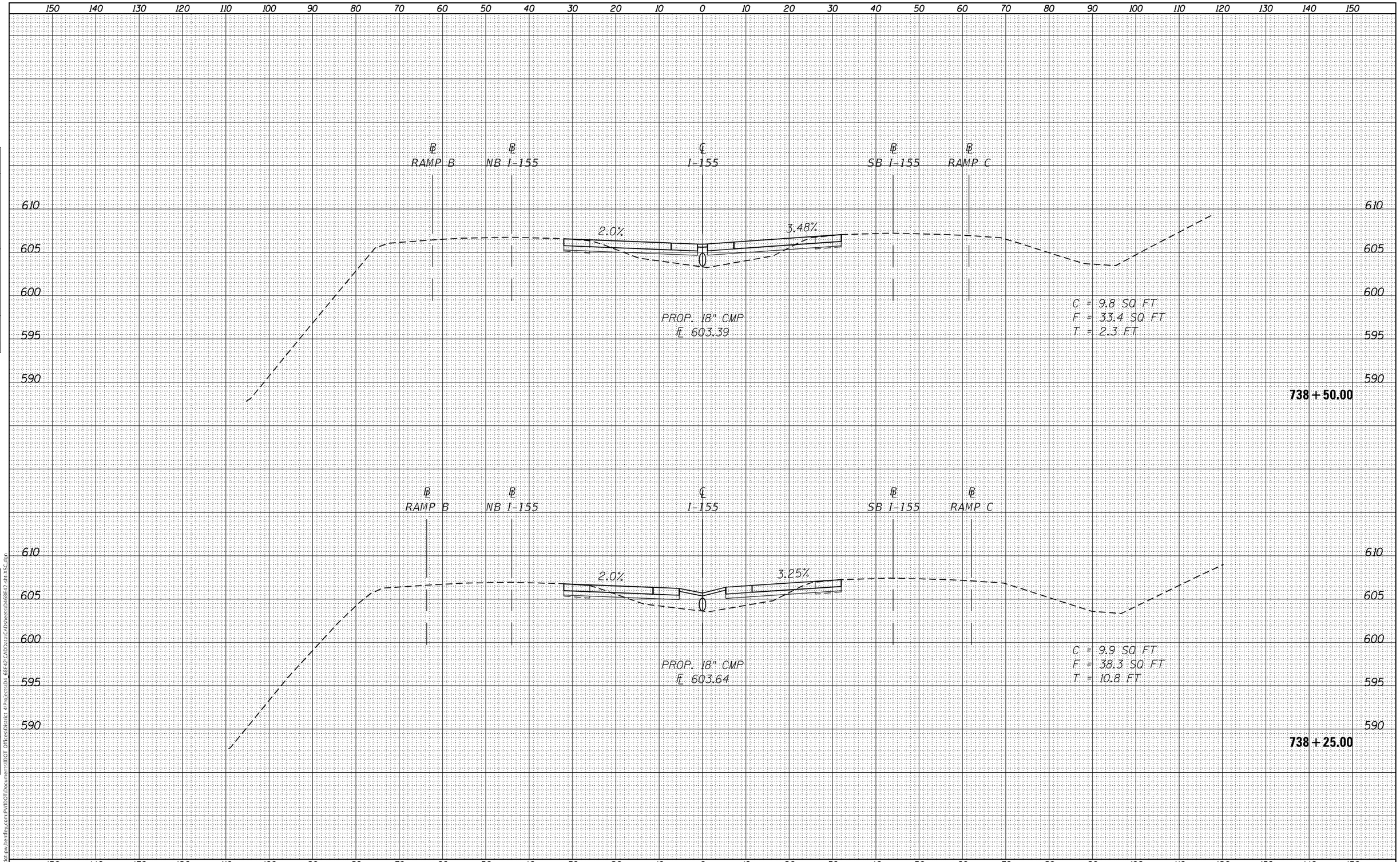
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 5 OF 27 SHEETS | STA. 737+75.00 | TO STA. 738+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	86
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



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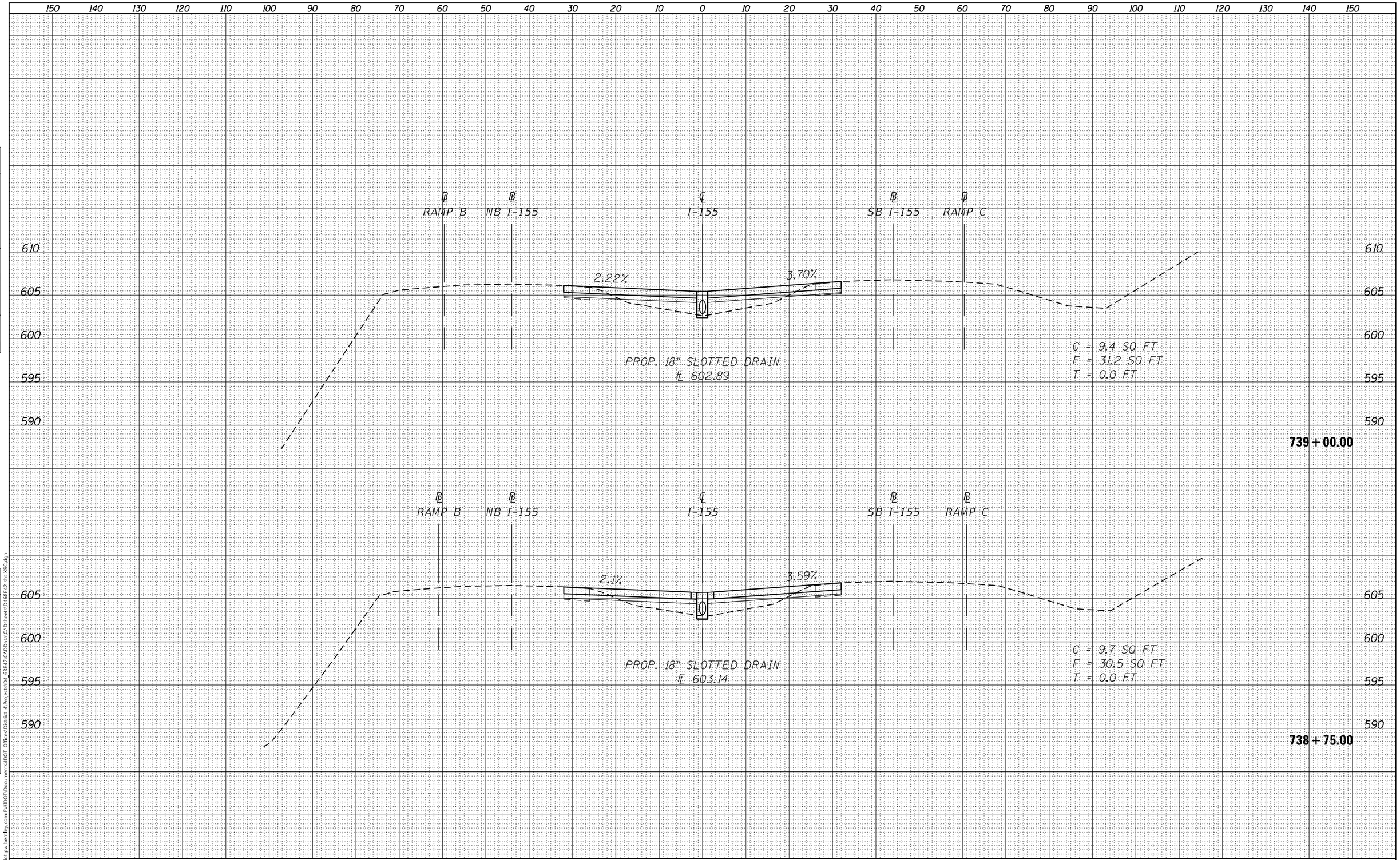
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 6 OF 27 SHEETS | STA. 738+25.00 | TO STA. 738+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	87
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



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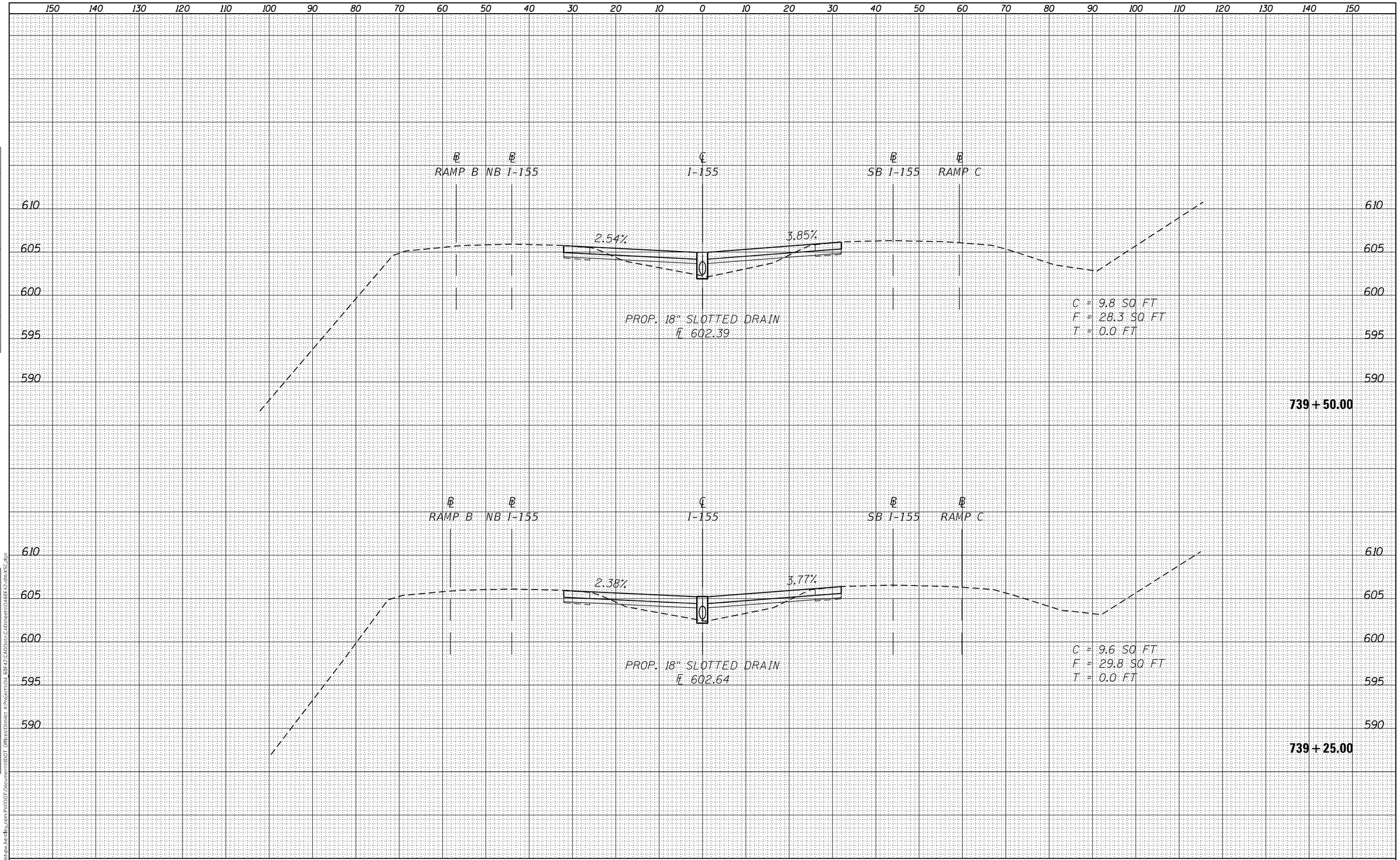
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 7 OF 27 SHEETS | STA. 738+75.00 | TO STA. 739+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	88
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



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	DRAWN -	REVISED -	
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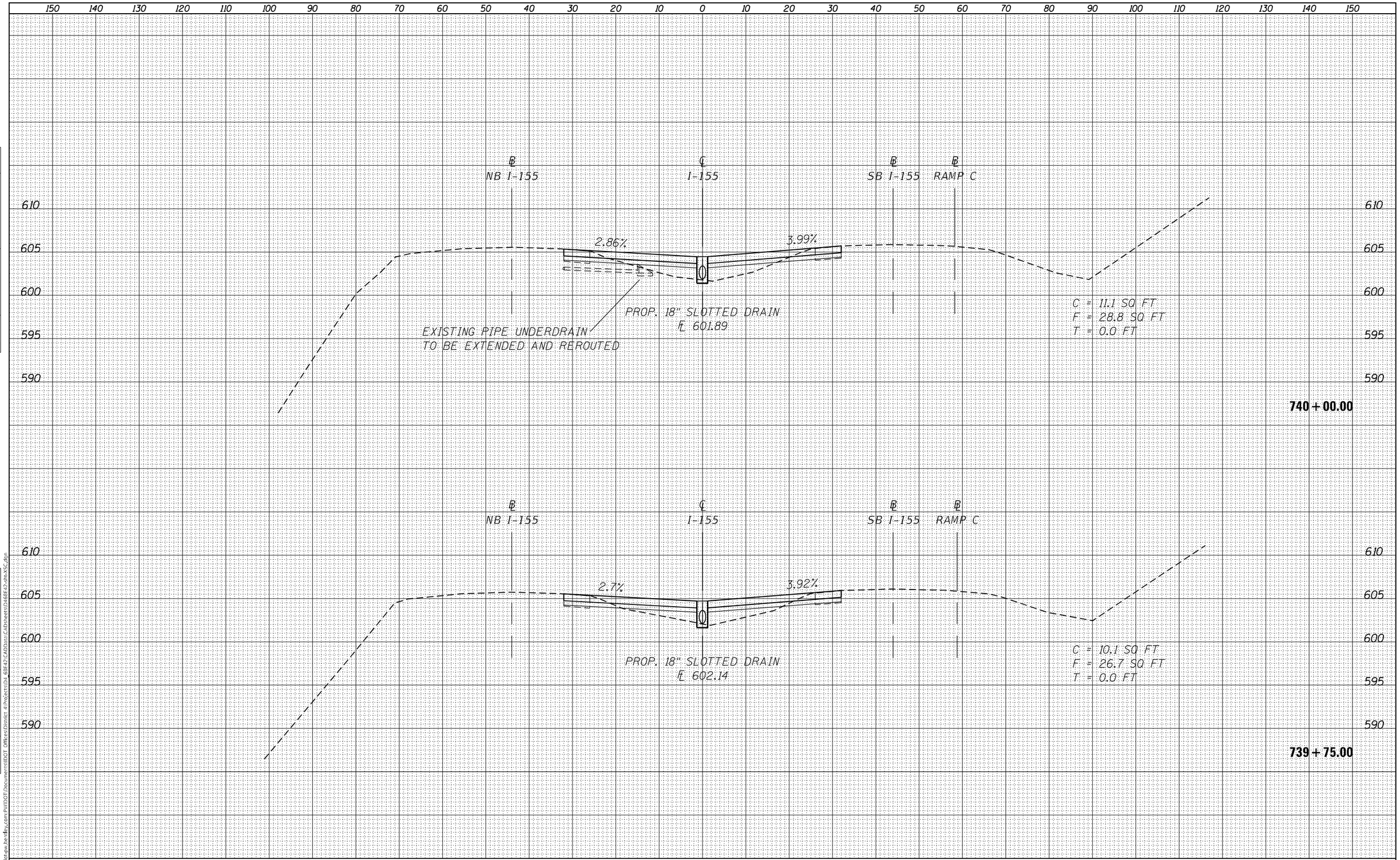
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 8 OF 27 SHEETS | STA. 739+25.00 TO STA. 739+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	89
		CONTRACT NO. 68E42		
	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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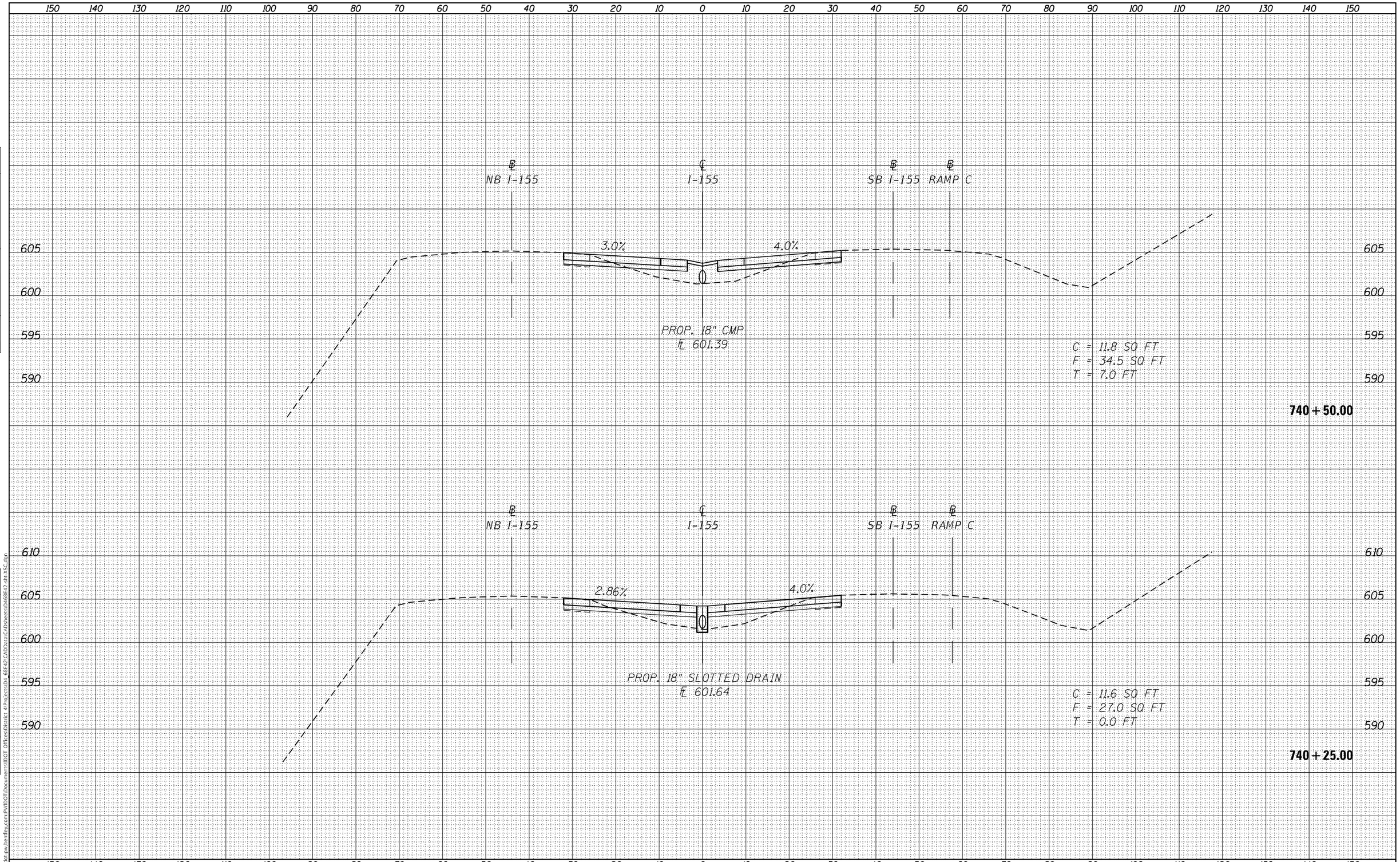
	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 9 OF 27 SHEETS | STA. 739+75.00 TO STA. 740+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	90
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



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	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 10 OF 27 SHEETS | STA. 740+25.00 TO STA. 740+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	91
		CONTRACT NO. 68E42		
	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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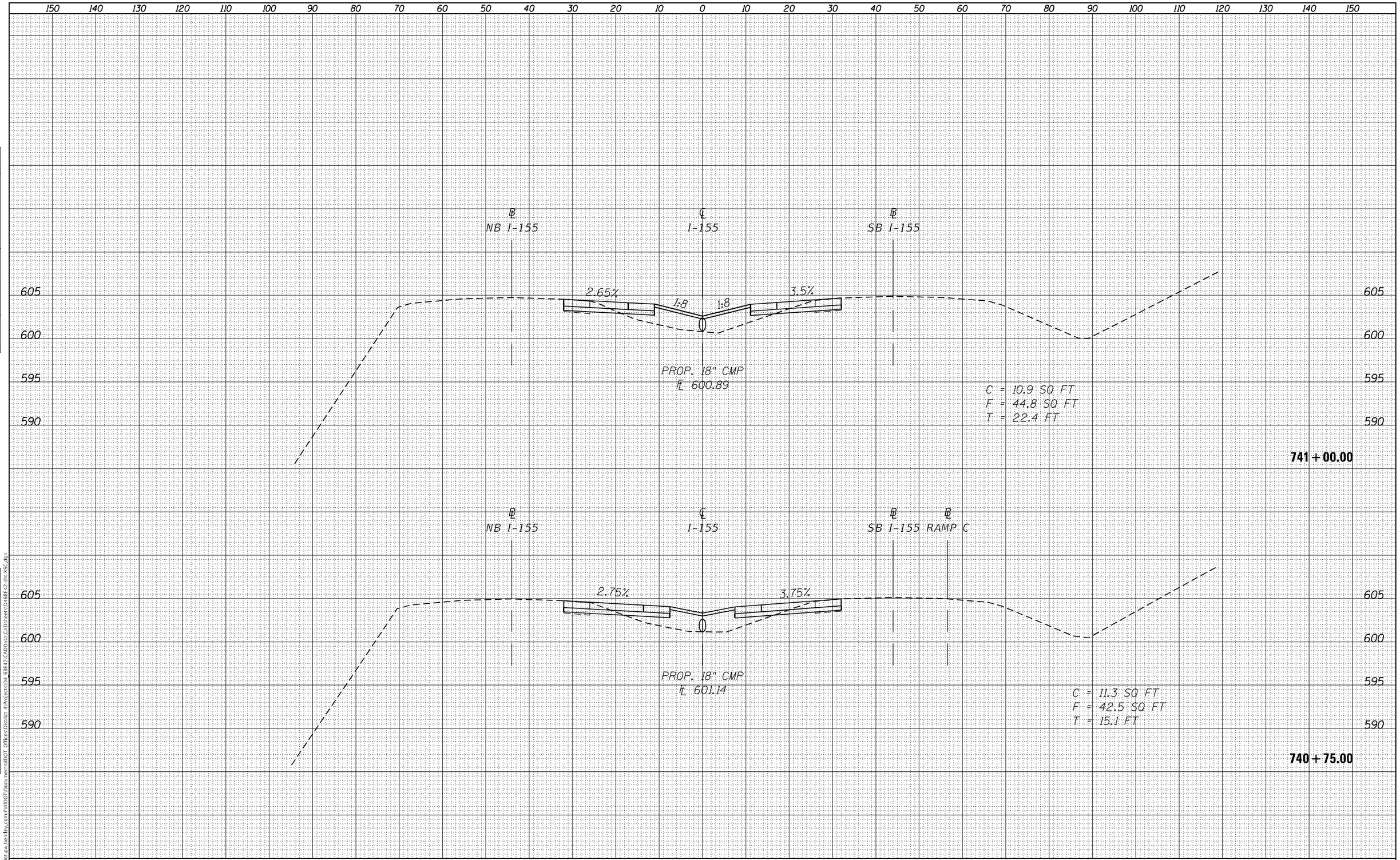

FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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

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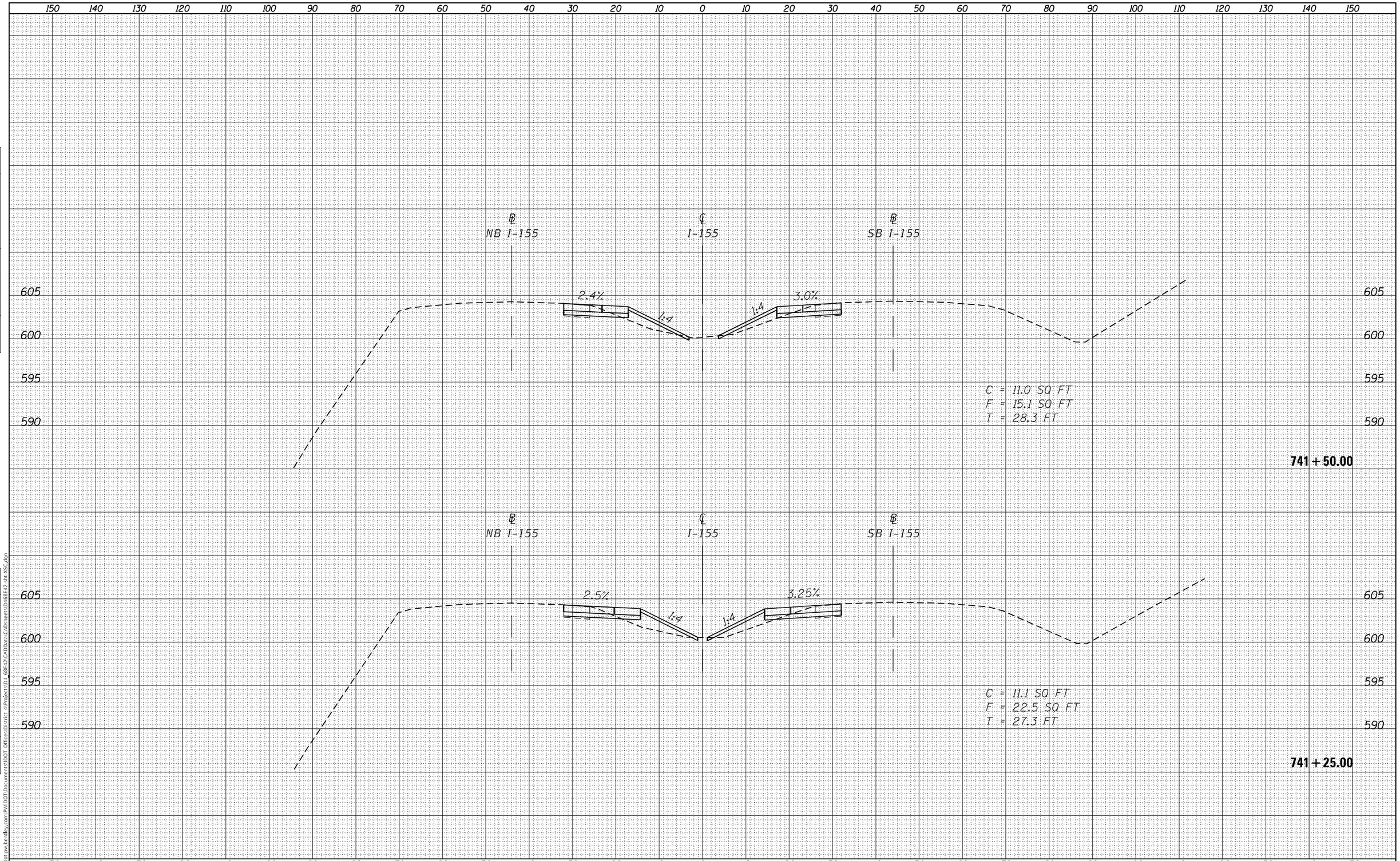
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 11 OF 27 SHEETS | STA. 740+75.00 | TO STA. 741+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	92
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO.

ORIGINAL SURVEY — NOTE BOOK — NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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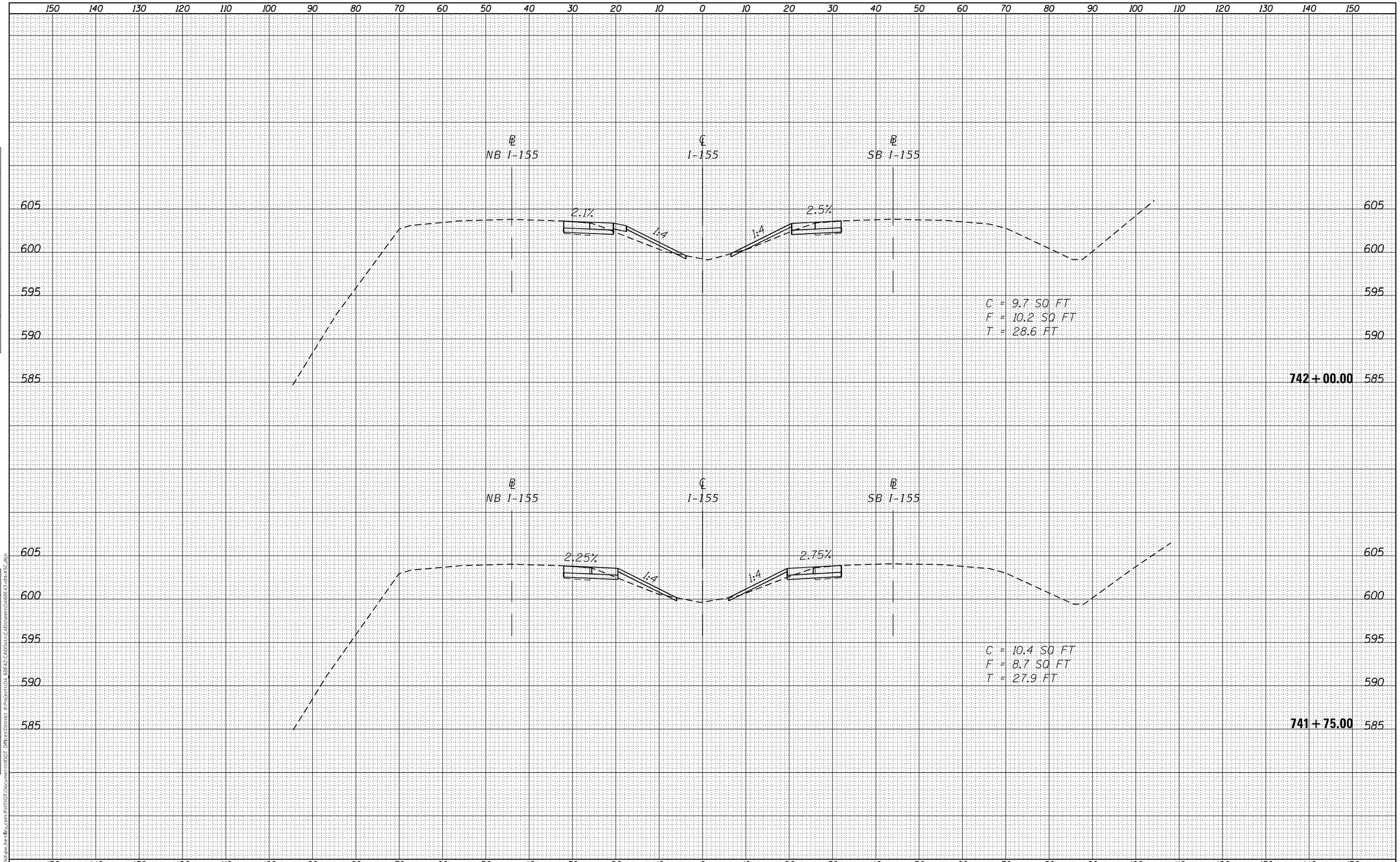
	DRAWN -	REVISED -
PLOT SCALE = 1:20	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 12 OF 27 SHEETS | STA. 741+25.00 | TO STA. 741+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	93
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



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	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 13 OF 27 SHEETS | STA. 741+75.00 | TO STA. 742+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	94
		CONTRACT NO. 68E42		
		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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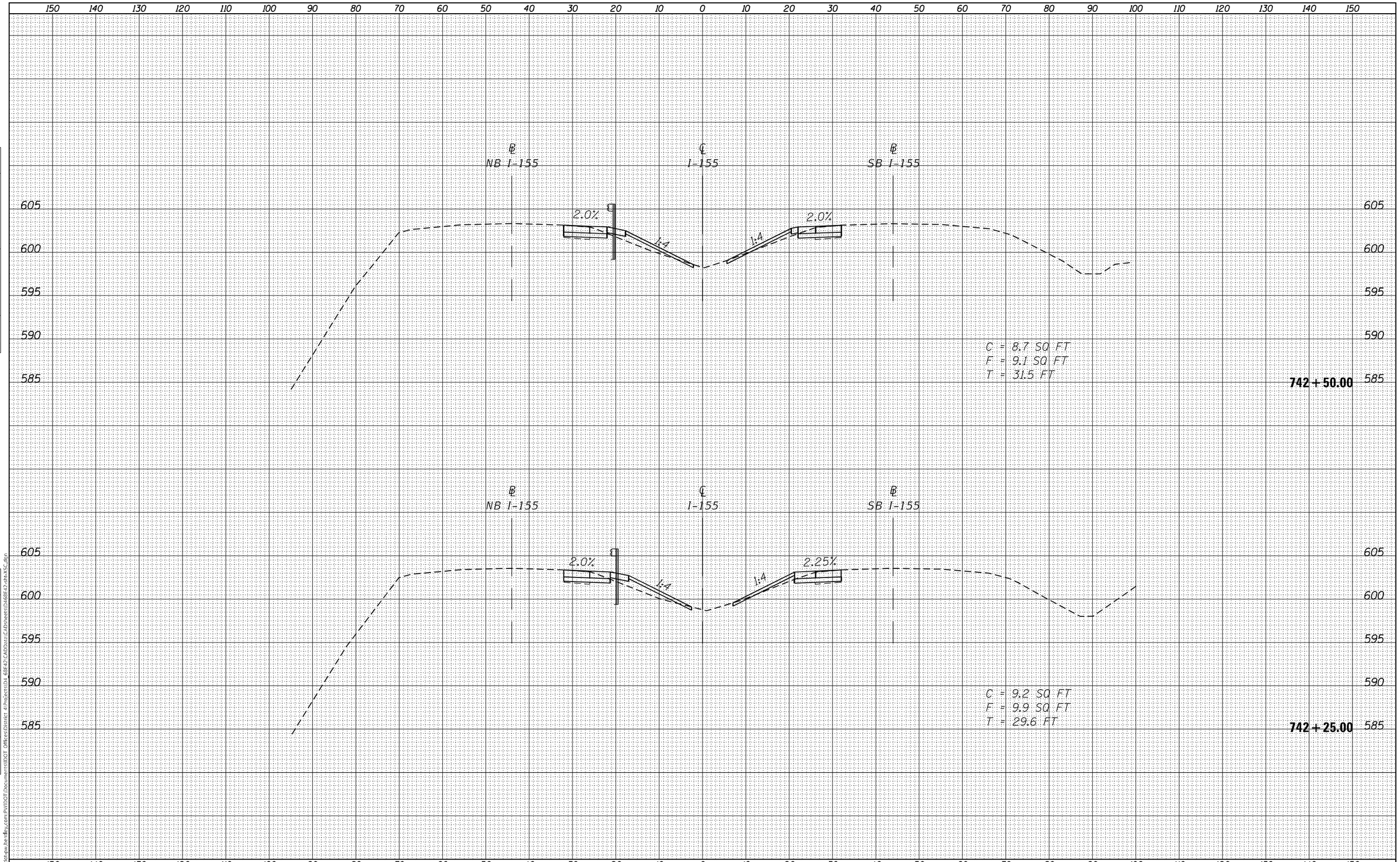

FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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

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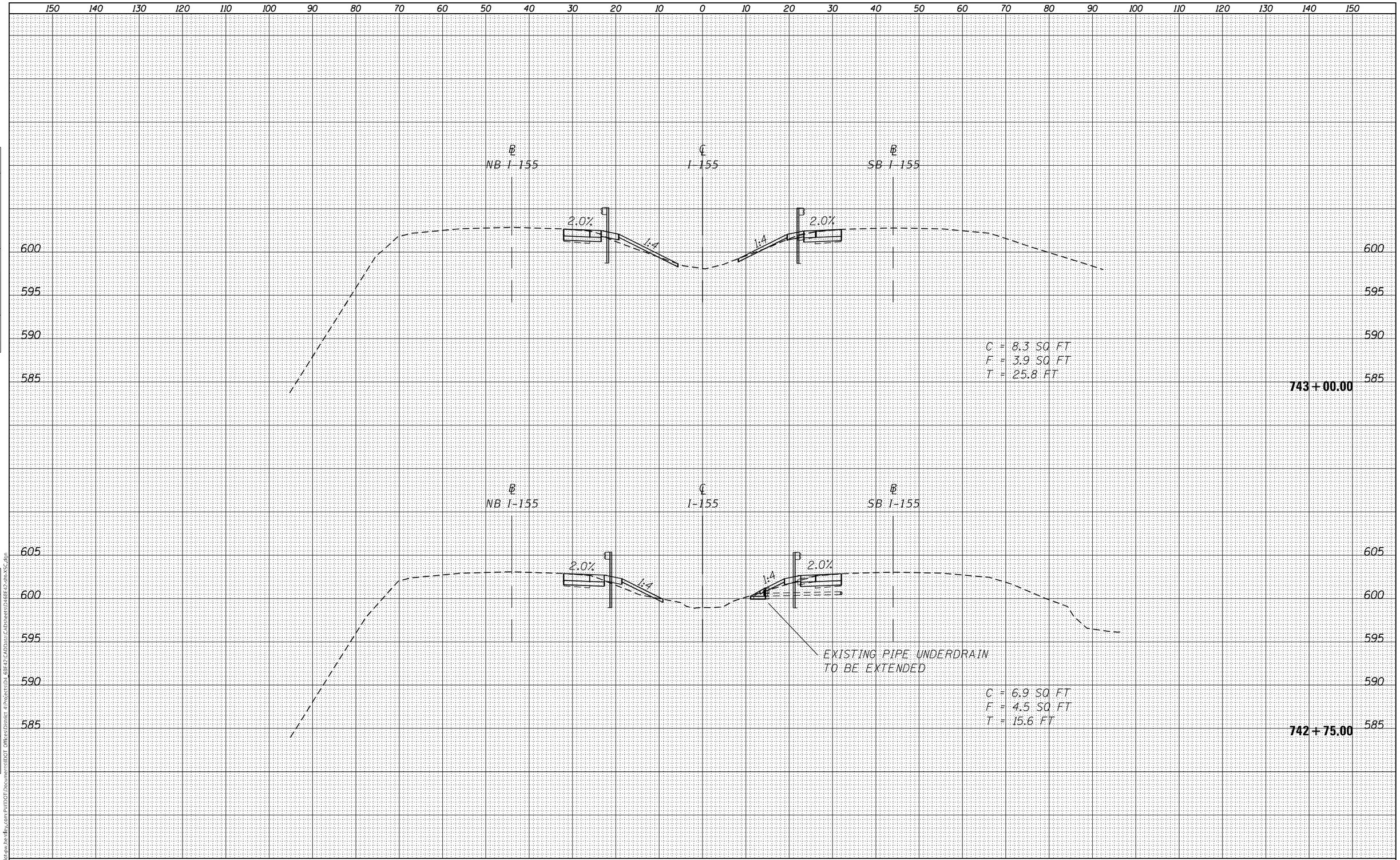
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 14 OF 27 SHEETS | STA. 742+25.00 | TO STA. 742+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	95
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



USER NAME = $USER$	DESIGNED -	REVISED -	
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PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 15 OF 27 SHEETS | STA. 742+75.00 | TO STA. 743+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	96
		CONTRACT NO. 68E42		
		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

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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

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

℄ NB I-155

℄ I-155

℄ SB I-155

1:4

600 595 590 585

C = 0.0 SQ FT
F = 0.0 SQ FT
T = 6.0 FT

743+25.00

600 595 590 585

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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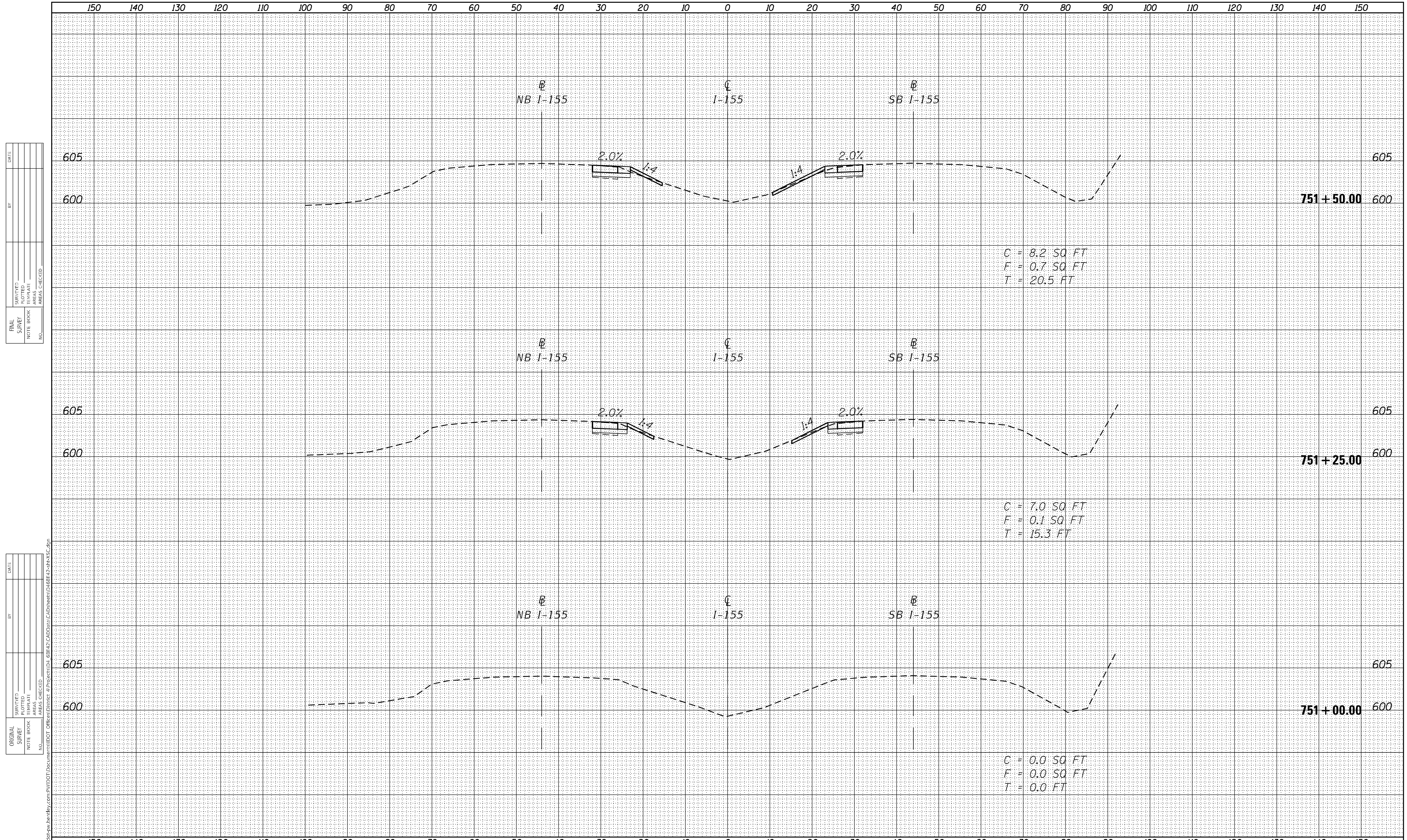
USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 16 OF 27 SHEETS | STA. 743+25.00 | TO STA. 743+25.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	97
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



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PLOT SCALE = 1:20	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 17 OF 27 SHEETS | STA. 751+00.00 TO STA. 751+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	98

CONTRACT NO. 68E42

ILLINOIS | FED. AID PROJECT

MODEL: Default
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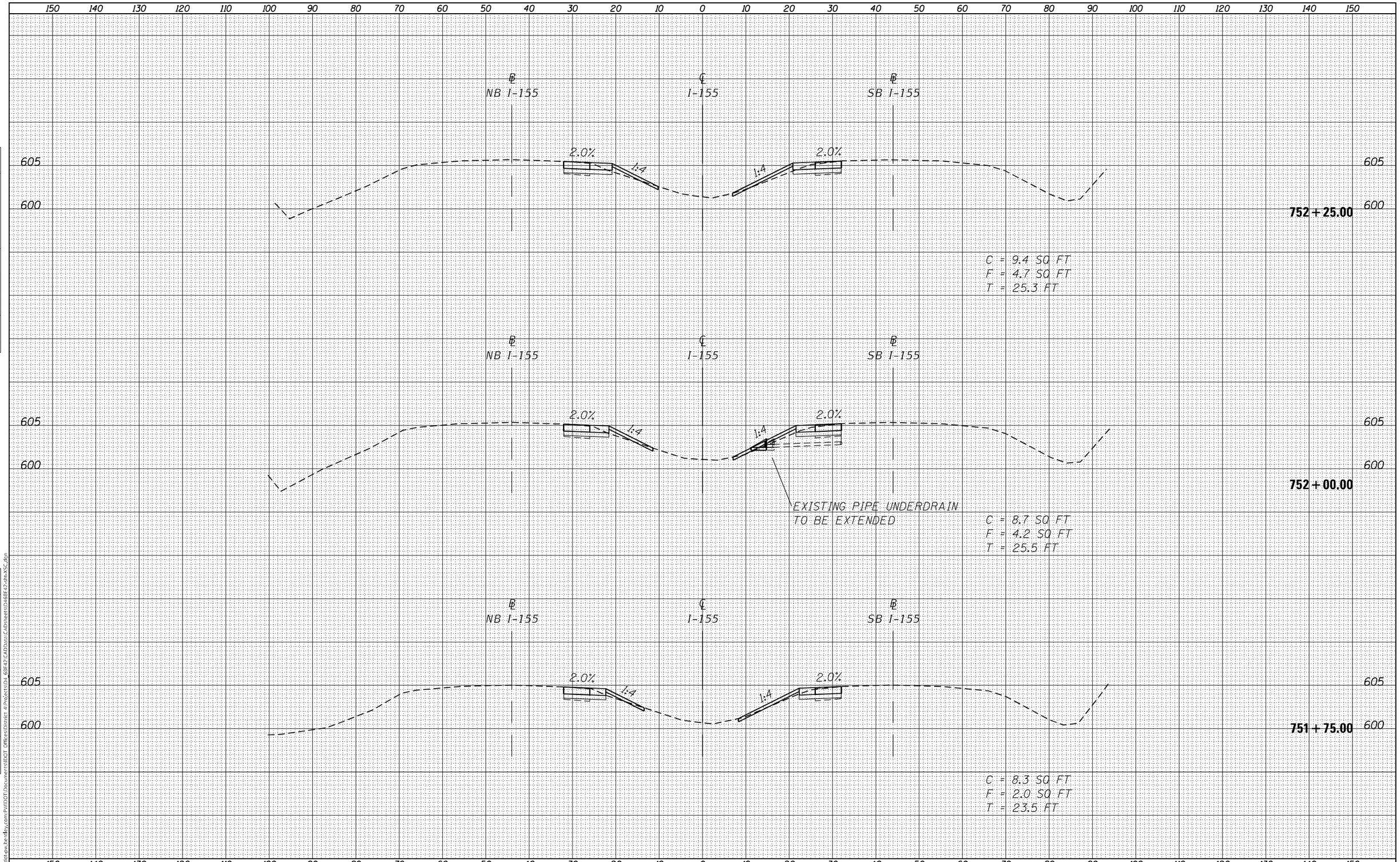

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

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USER NAME = $USER$	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:20	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 18 OF 27 SHEETS | STA. 751+75.00 | TO STA. 752+25.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	99
		CONTRACT NO. 68E42		
	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

℄ NB I-155 | ℄ I-155 | ℄ SB I-155

605

2.0% 1:4 1:4 2.0%

PROP. 18" CMP
℄ 602.32

C = 9.7 SQ FT
F = 34.4 SQ FT
T = 25.7 FT

753 + 25.00

605

℄ NB I-155 | ℄ I-155 | ℄ SB I-155

605

2.0% 1:4 1:4 2.0%

EXISTING PIPE UNDERDRAIN
TO BE EXTENDED

C = 10.8 SQ FT
F = 13.1 SQ FT
T = 32.2 FT

753 + 00.00

605

℄ NB I-155 | ℄ I-155 | ℄ SB I-155

605

2.0% 1:4 1:4 2.0%

C = 10.9 SQ FT
F = 7.6 SQ FT
T = 26.6 FT

752 + 75.00

605

℄ NB I-155 | ℄ I-155 | ℄ SB I-155

605

2.0% 1:4 1:4 2.0%

C = 10.0 SQ FT
F = 4.9 SQ FT
T = 24.3 FT

752 + 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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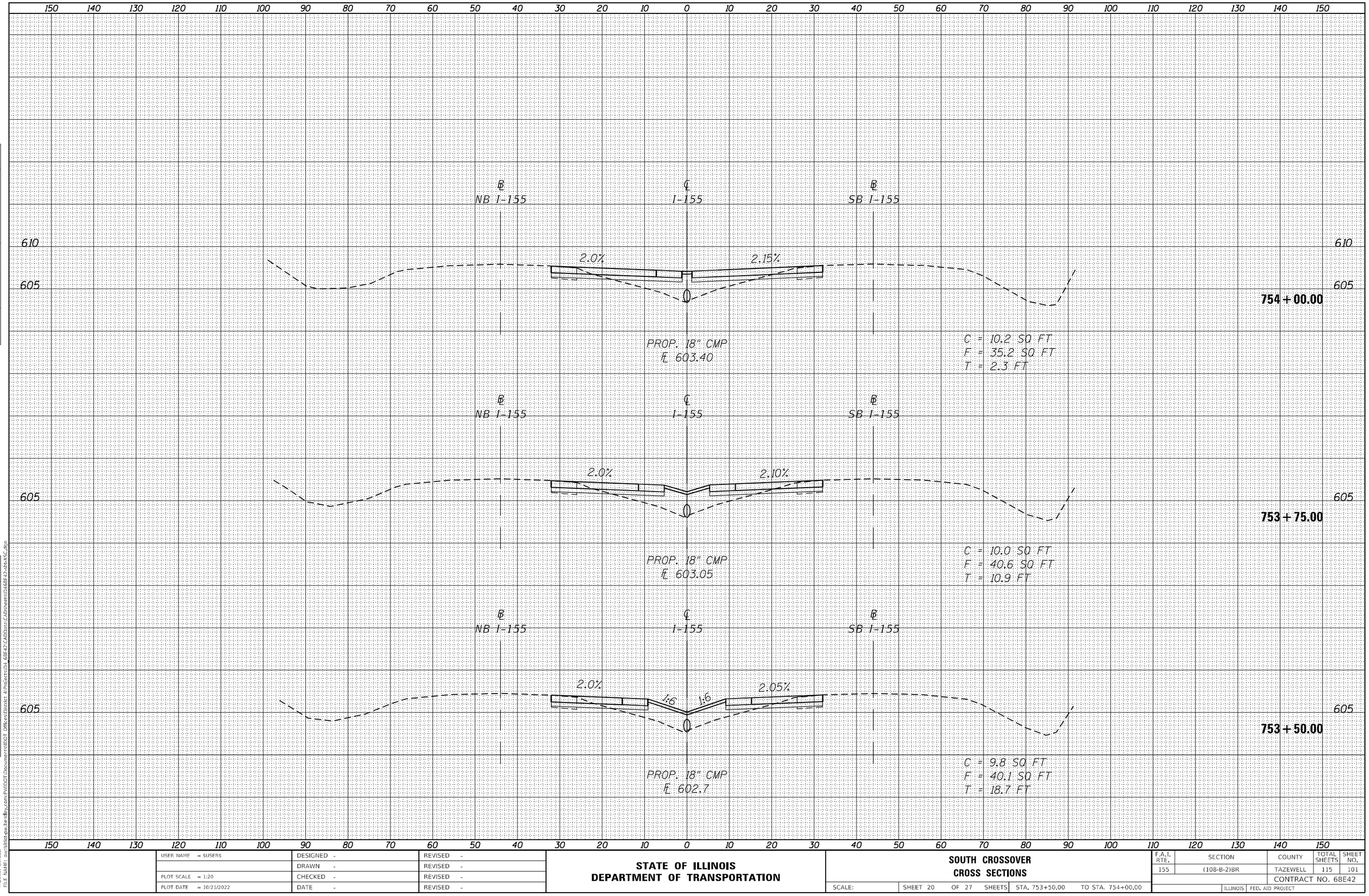
	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 19 OF 27 SHEETS | STA. 752+50.00 | TO STA. 753+25.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	100
		CONTRACT NO. 68E42		
		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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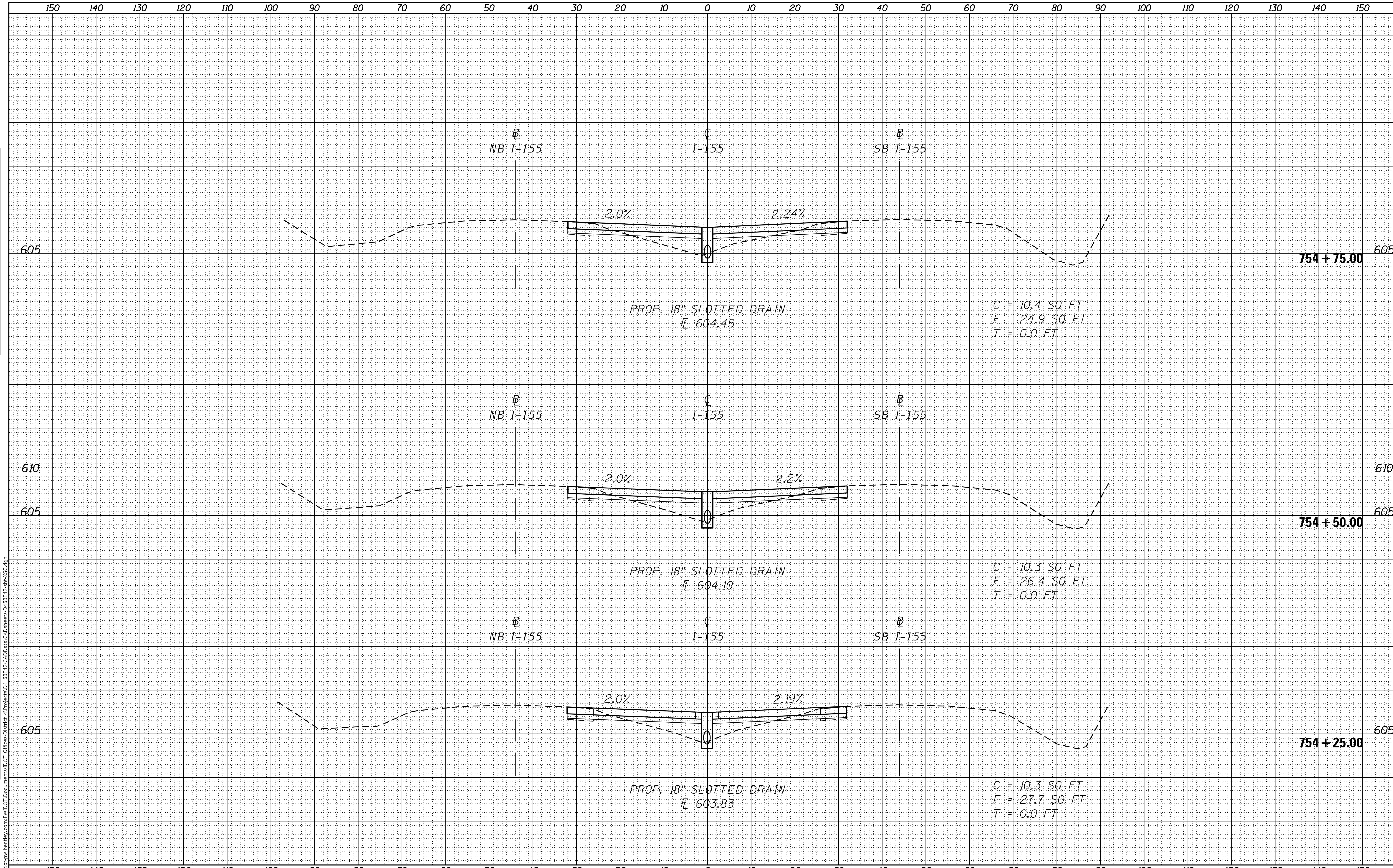
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 20 OF 27 SHEETS | STA. 753+50.00 | TO STA. 754+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	101
		CONTRACT NO. 68E42		
		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 = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

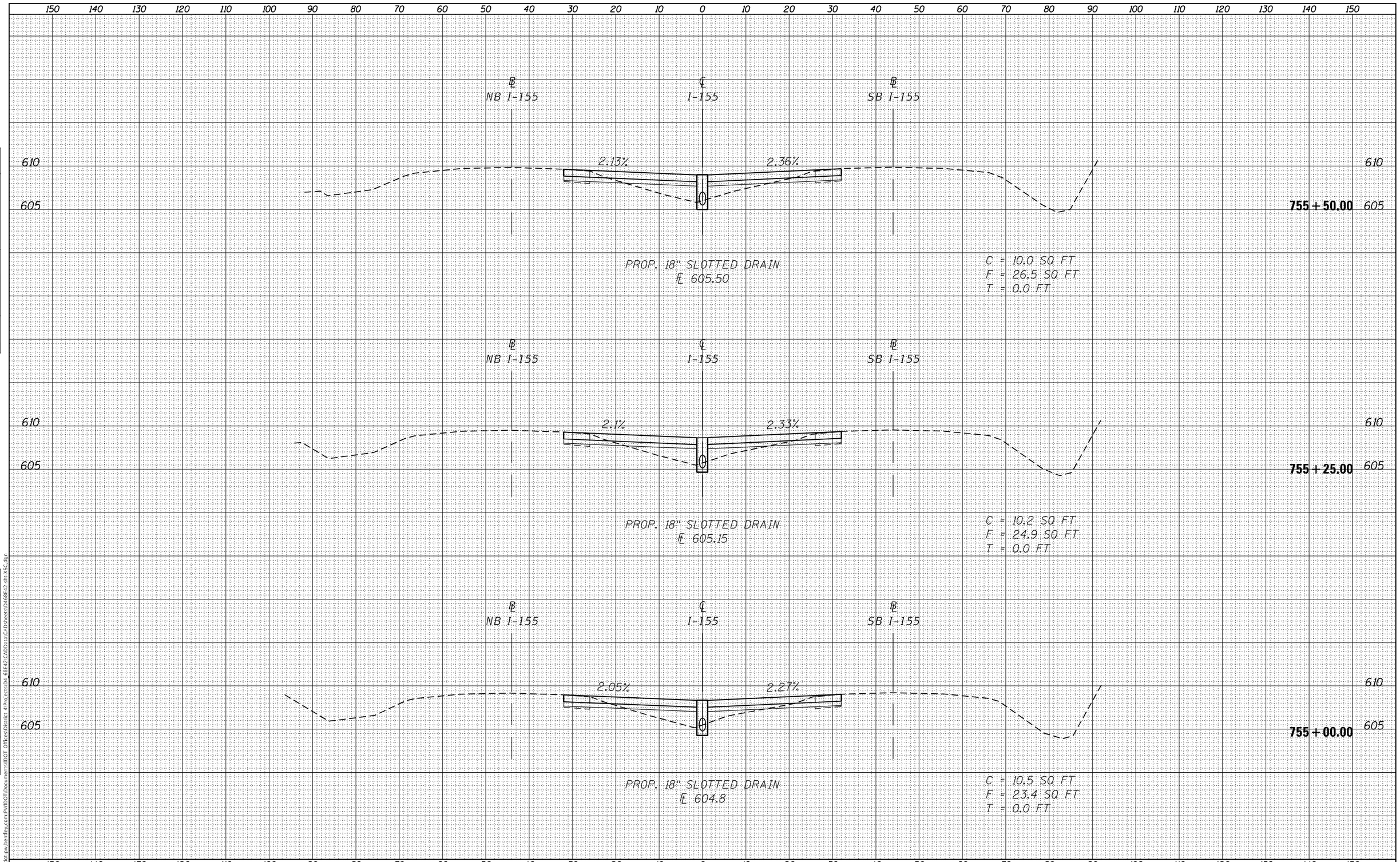
SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 21 OF 27 SHEETS | STA. 754+25.00 TO STA. 754+75.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	102

CONTRACT NO. 68E42

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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	DRAWN -	REVISED -
PLOT SCALE = 1:20	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 22 OF 27 SHEETS | STA. 755+00.00 | TO STA. 755+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	103
		CONTRACT NO. 68E42		
	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

℄ NB I-155 ℄ I-155 ℄ SB I-155

610

2.10% 2.35%

PROP. 18" CMP
℄ 606.55

C = 9.1 SQ FT
F = 42.4 SQ FT
T = 15.3 FT

610

756 + 25.00

℄ NB I-155 ℄ I-155 ℄ SB I-155

610

2.15% 2.38%

PROP. 18" CMP
℄ 606.20

C = 9.4 SQ FT
F = 37.8 SQ FT
T = 7.2 FT

610

756 + 00.00

℄ NB I-155 ℄ I-155 ℄ SB I-155

610

2.18% 2.41%

PROP. 18" SLOTTED DRAIN
℄ 605.85

C = 9.7 SQ FT
F = 28.2 SQ FT
T = 0.0 FT

610

755 + 75.00

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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USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 23 OF 27 SHEETS | STA. 755+75.00 | TO STA. 756+25.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	104
		CONTRACT NO. 68E42		
		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

℄ NB I-155 ℄ I-155 ℄ SB I-155

610

2.0% 4:1 1:A 2.23%

EXISTING PIPE UNDERDRAIN
TO BE EXTENDED

C = 9.4 SQ FT
F = 16.7 SQ FT
T = 33.2 FT

610

757 + 00.00

℄ NB I-155 ℄ I-155 ℄ SB I-155

610

2.0% 4:1 1:A 2.26%

EXISTING PIPE UNDERDRAIN
TO BE EXTENDED

C = 8.7 SQ FT
F = 28.0 SQ FT
T = 29.5 FT

610

756 + 75.00

℄ NB I-155 ℄ I-155 ℄ SB I-155

610

605

2.0% 4:5 1:5 2.29%

PROP. 18" CMP
℄ 606.75

C = 8.8 SQ FT
F = 42.4 SQ FT
T = 22.7 FT

610

605

756 + 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

USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 24 OF 27 SHEETS | STA. 756+50.00 | TO STA. 757+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	105
		CONTRACT NO. 68E42		
	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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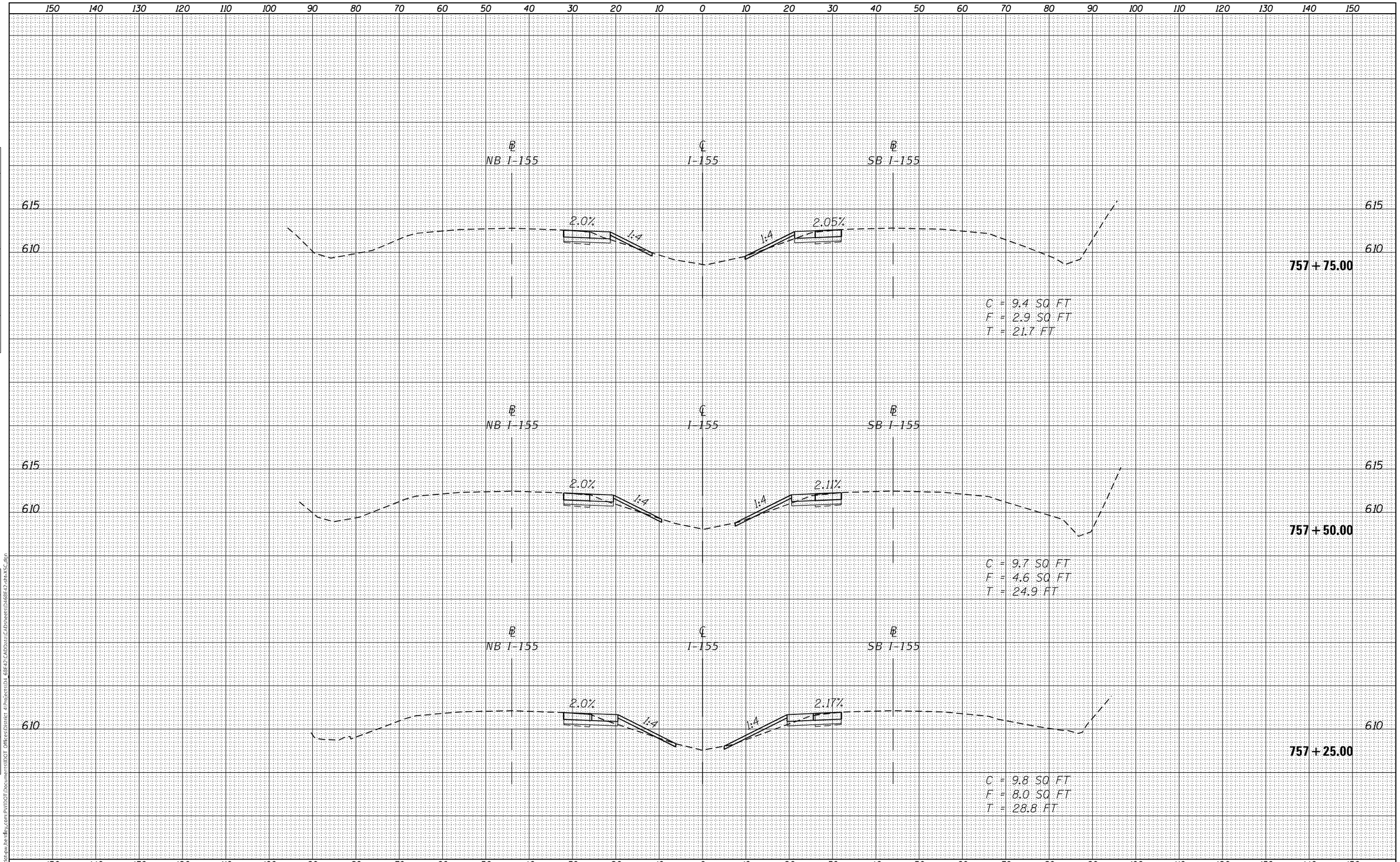

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

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USER NAME = $USER$	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:20	CHECKED -	REVISED -
PLOT DATE = 10/21/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 25 OF 27 SHEETS | STA. 757+25.00 | TO STA. 757+75.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	106
		CONTRACT NO. 68E42		
	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

℄ NB I-155 ℄ I-155 ℄ SB I-155

615
610

2.0% 1:4 1:4 2.0%

758 + 50.00

C = 7.0 SQ FT
F = 0.4 SQ FT
T = 14.8 FT

758 + 25.00

C = 7.7 SQ FT
F = 0.9 SQ FT
T = 16.1 FT

758 + 00.00

C = 8.6 SQ FT
F = 1.6 SQ FT
T = 17.9 FT

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

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

MODEL: Default
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	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

SOUTH CROSSOVER CROSS SECTIONS

SCALE: | SHEET 26 OF 27 SHEETS | STA. 758+00.00 | TO STA. 758+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	107
		CONTRACT NO. 68E42		
	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

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		

℄ NB I-155

℄ I-155

℄ SB I-155

615

610

615

610

758+75.00

C = 0.0 SQ FT
F = 0.0 SQ FT
T = 0.0 FT

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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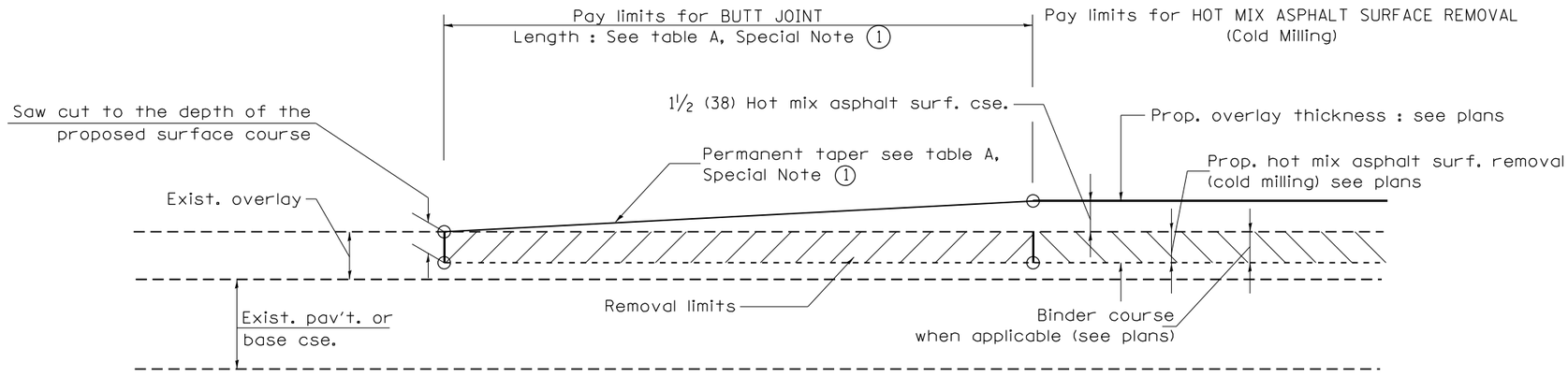
USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:20	CHECKED -	REVISED -	
PLOT DATE = 10/21/2022	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH CROSSOVER
CROSS SECTIONS

SCALE: | SHEET 27 OF 27 SHEETS | STA. 758+75.00 | TO STA. 758+75.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	108
		CONTRACT NO. 68E42		
	ILLINOIS	FED. AID PROJECT		



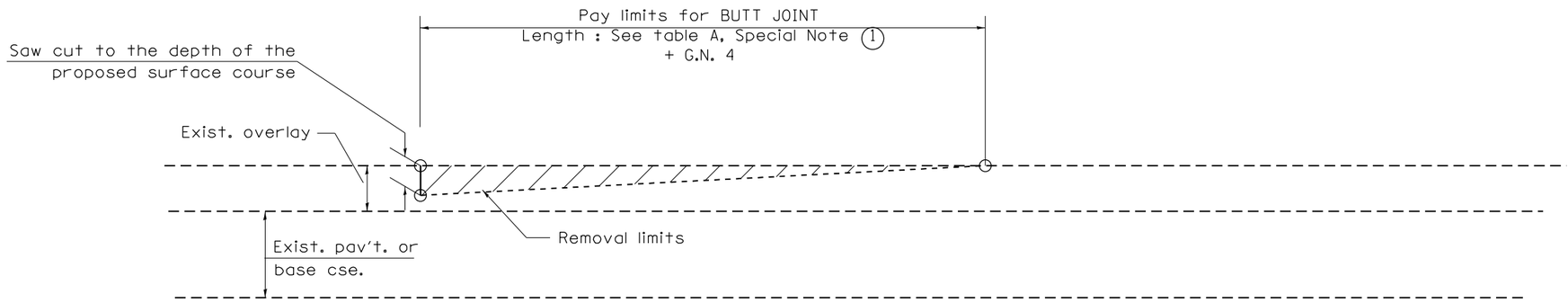
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

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.

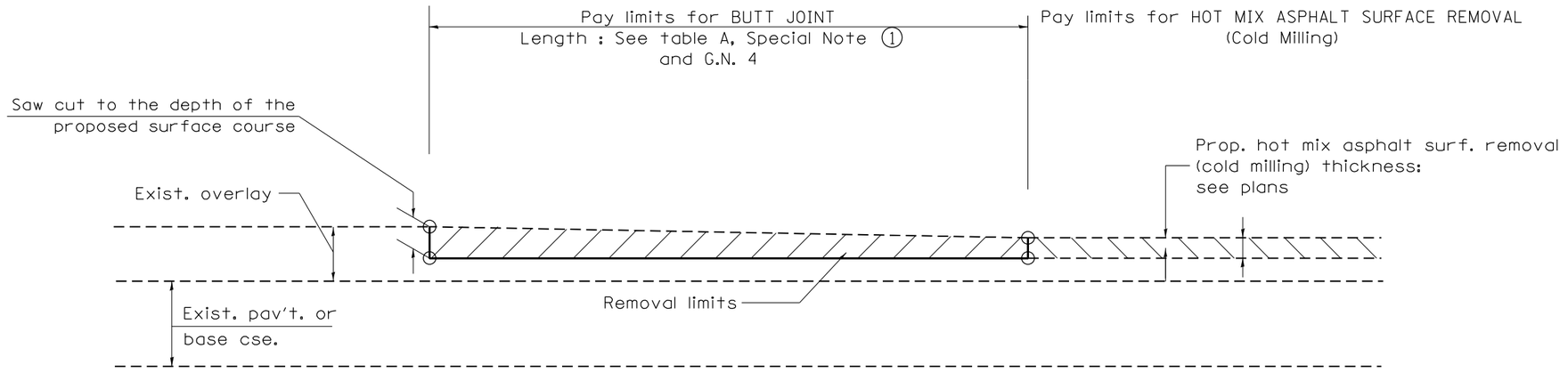
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

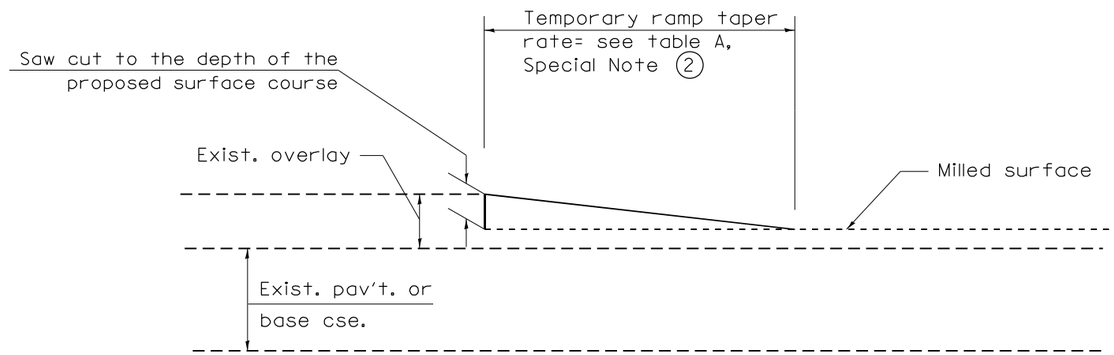
NOT TO SCALE

SHT. 1 OF 3
CADD STD. 406101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	109
		CONTRACT NO. 68E42		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

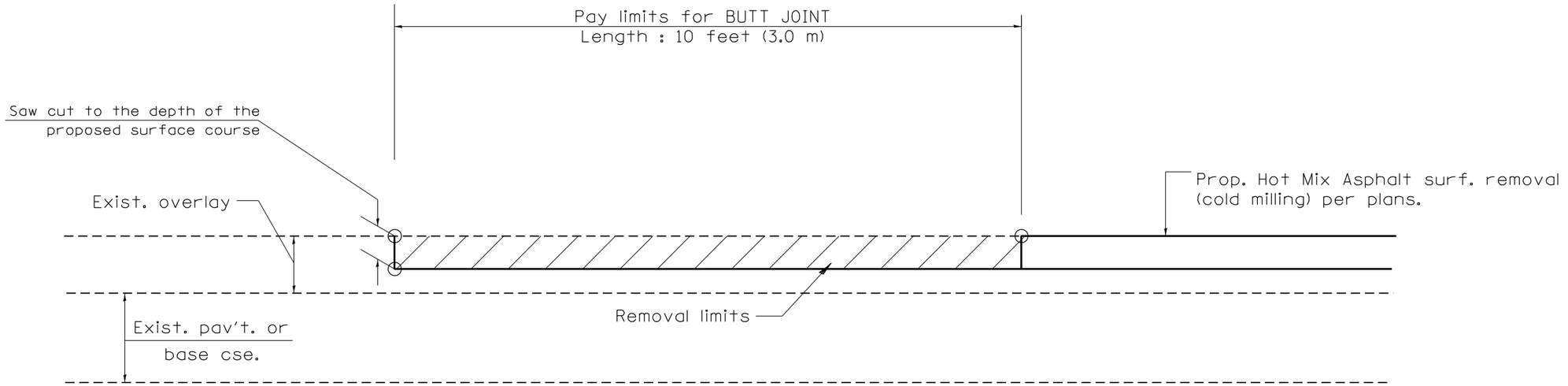


DETAIL TEMPORARY RAMP

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.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	110
		CONTRACT NO. 68E42		
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.

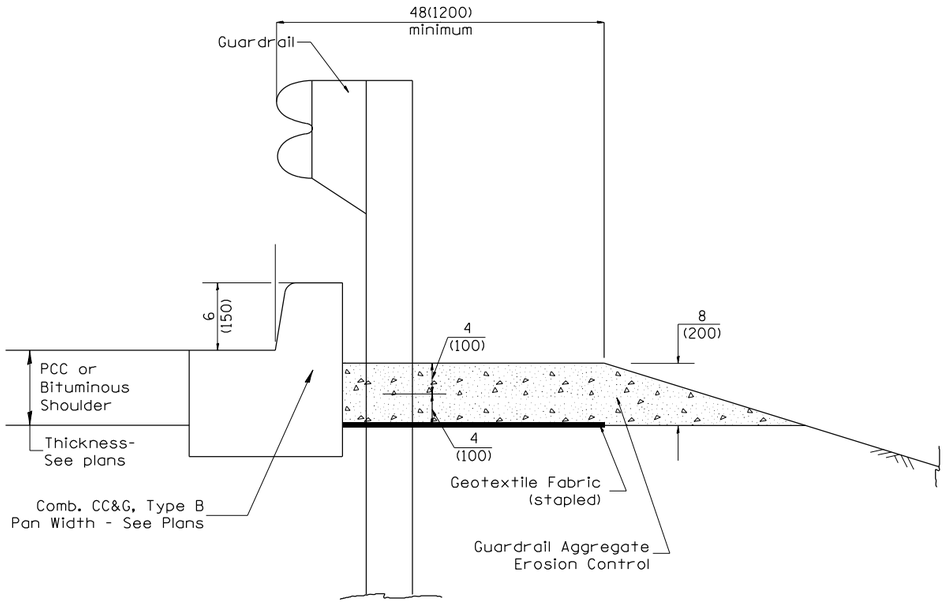
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

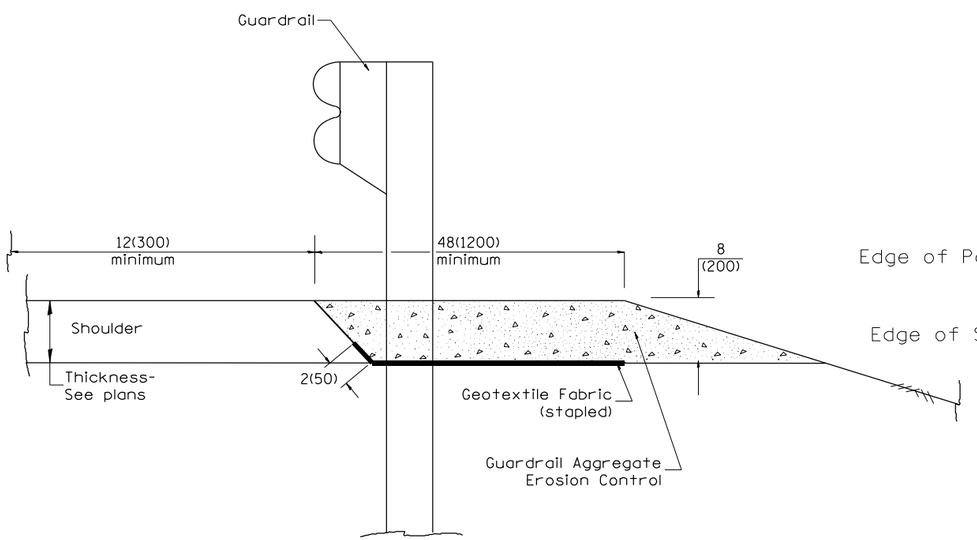
NOT TO SCALE

SHT. 3 OF 3
CADD STD. 406101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	111
		CONTRACT NO. 68E42		
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.

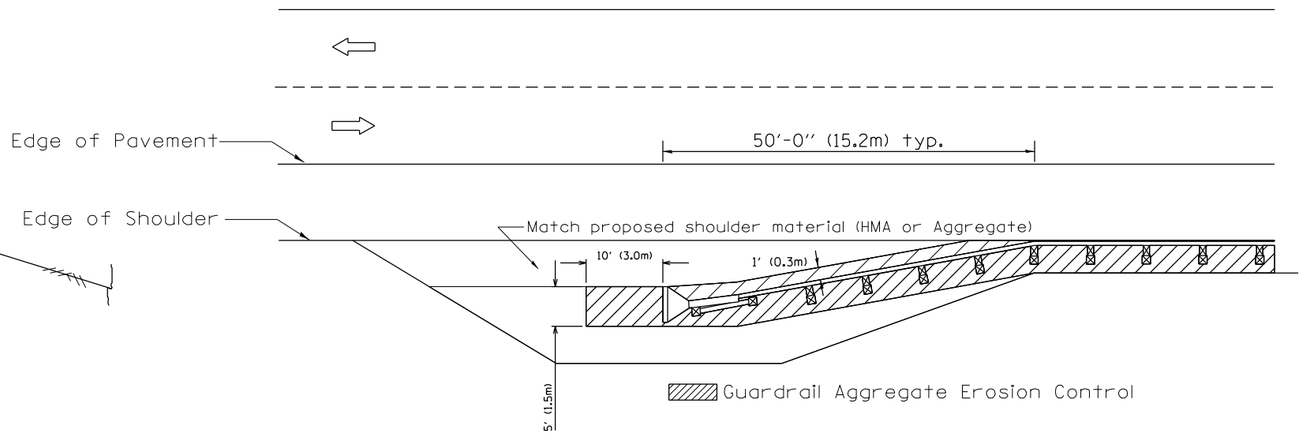
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.

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.



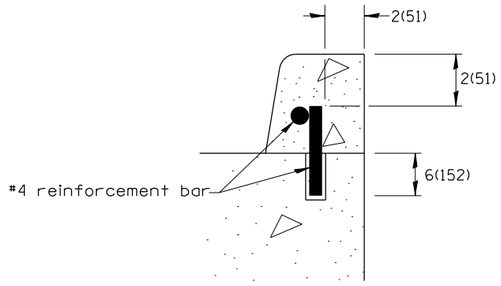
All dimensions are in inches (millimeters) unless otherwise noted.

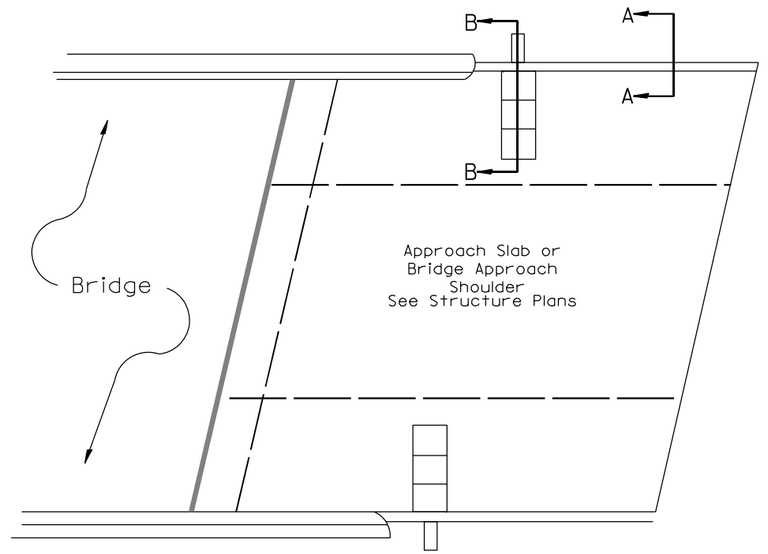
03-07-11	ADDED DETAIL SHOWING PLAN VIEW	R.D.	5-30-18	CHANGE B CURB TO CC&G	R.D.	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**GUARDRAIL EROSION CONTROL TREATMENTS**
08-10-12	REVISED CURB "B" AND AGGREGATE	R.D.	07-16-19	SPELLING CORRECTIONS	R.D.		SHT. 1 OF 2
07-15-15	ADDRESSED SHOULDER INLET CURB	R.D.					NOT TO SCALE CADD STD. 630101-D4
01-26-17	REVISED	R.D.					

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	112
		CONTRACT NO. 68E42		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DETAIL ''A''

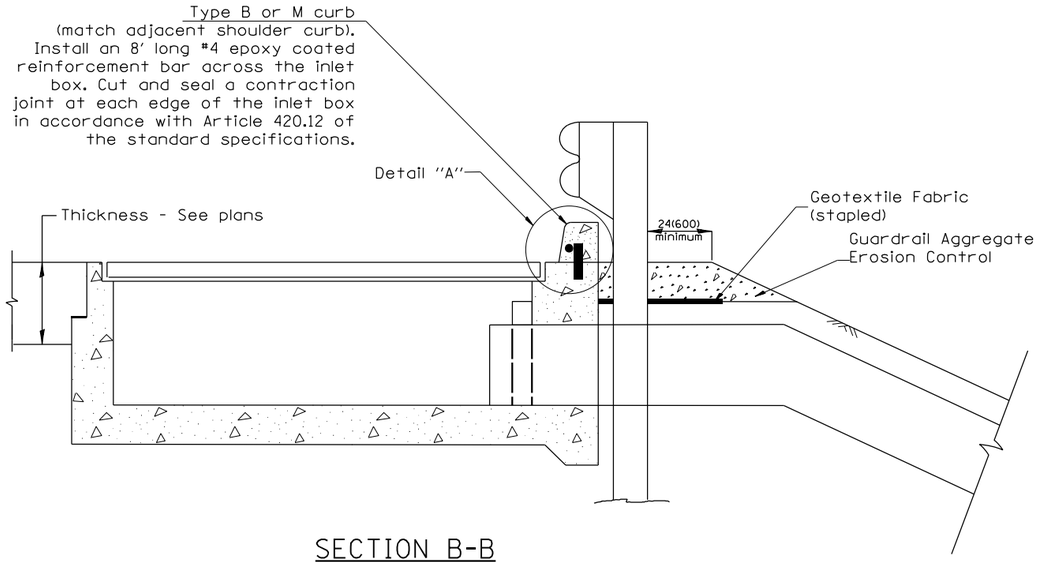
#4 reinforcement bars may be cast in PCC apron and precast inlet box or drilled and anchored with an approved chemical adhesive at 2' spacing. Cost of curb and reinforcement are included in the cost of shoulder inlet.





PLAN VIEW

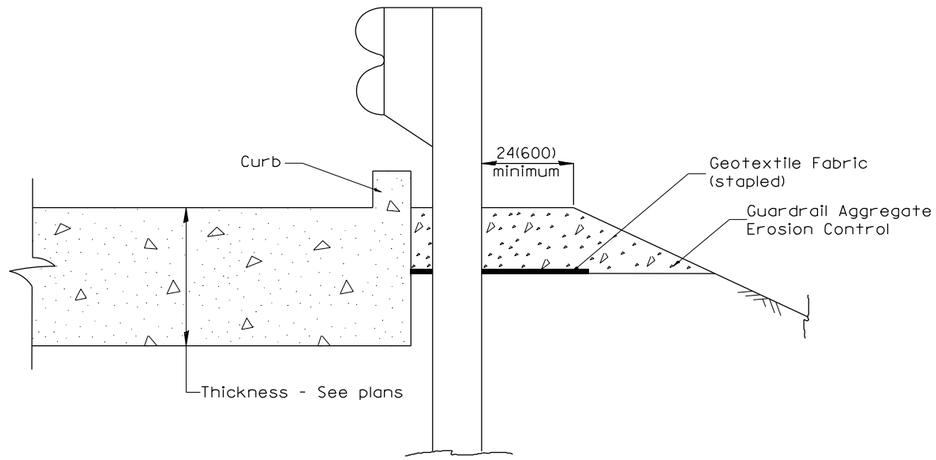
APPROACH SLAB OR SHOULDER PLACEMENT



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.

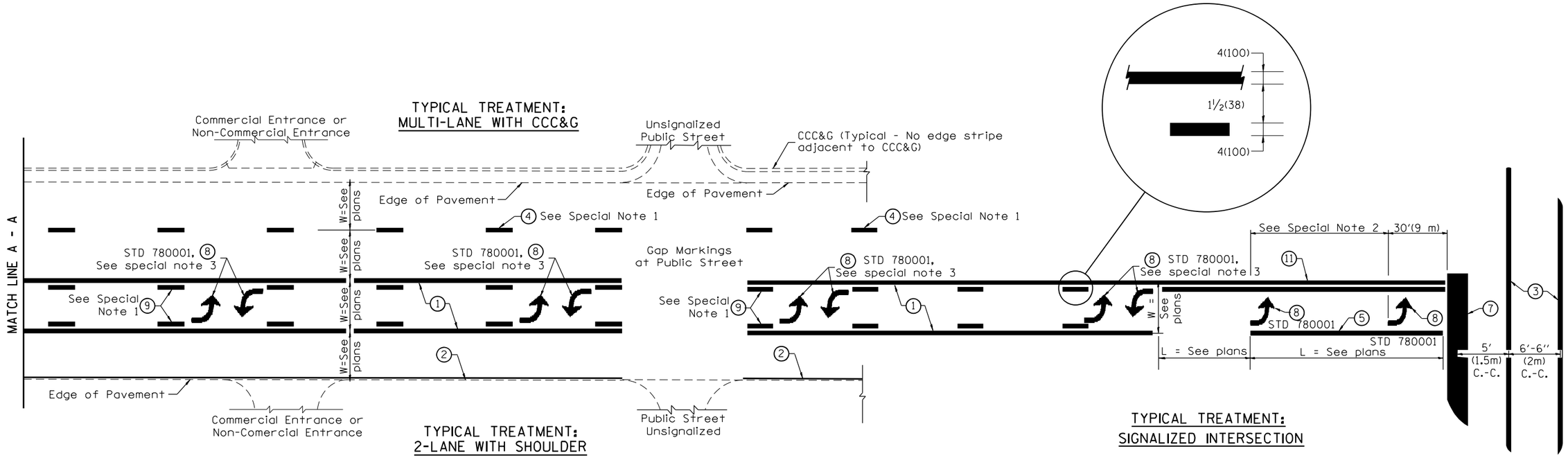
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

NOT TO SCALE

SHT. 2 OF 2
CADD STD. 630101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	113
		CONTRACT NO. 68E42		
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.
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.

10-16-06	REVISED TO 2007 SPEC.	
2/29/16	ADDED GROOVING AREAS	R.D.
07-16-19	SPELLING CORRECTIONS	R.D.

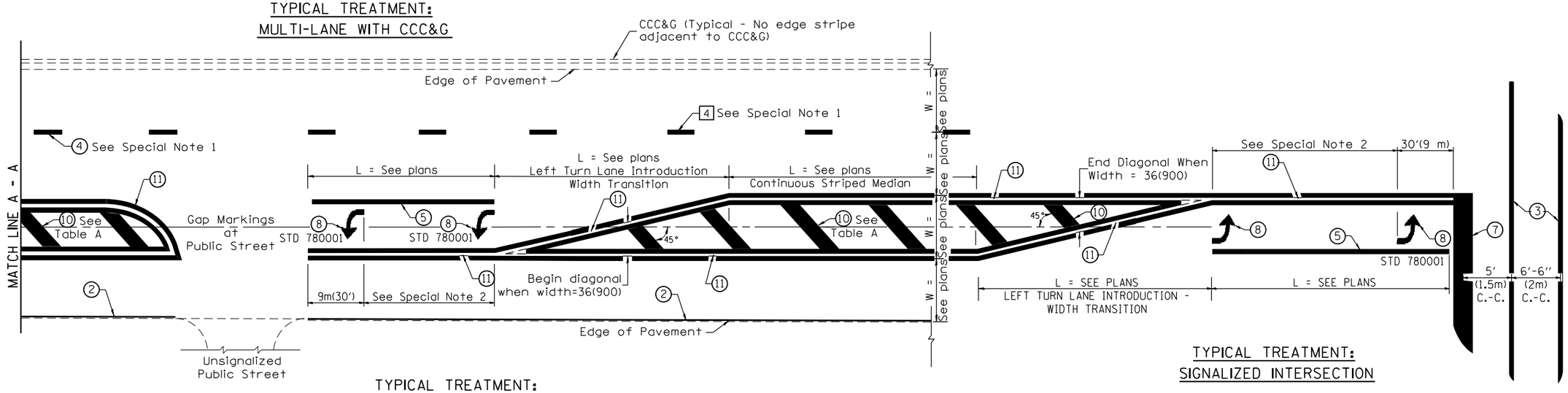
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKINGS

NOT TO SCALE

SHT. 1 OF 2
CADD STD. 780001-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	(108-B-2)BR	TAZEWELL	115	114
		CONTRACT NO. 68E42		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



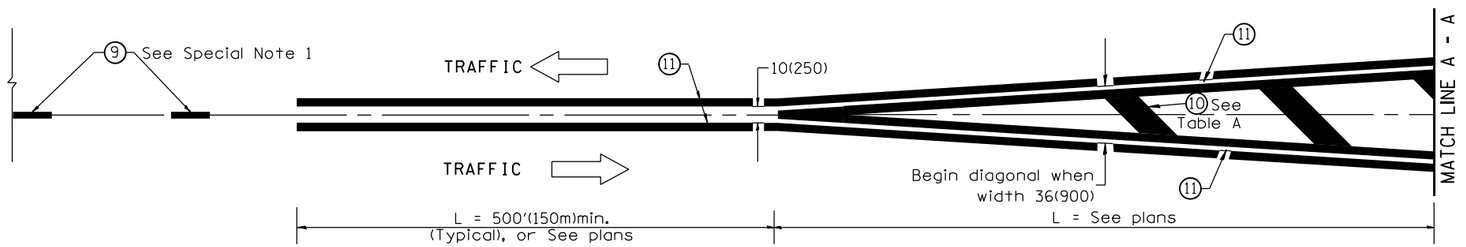
TYPICAL MEDIAN TRANSITIONS

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.I. RTE. 155 · SECTION (108-B-2)BR · COUNTY TAZEWELL · TOTAL SHEETS 115 · SHEET NO. 115 CONTRACT NO. 68E42 FED. ROAD DIST. NO. · ILLINOIS · FED. AID PROJECT