

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
 FOR LIST OF STANDARDS, SEE SHEET NO. 2

S.N. 090-0038	S.N. 090-0040
ADT = 11,100 (1999)	ADT = 7900 (1997)
% SU = 1.4%	% SU = 2.1%
% MU = 0.4%	% MU = 0.51%
TRAFFIC FACTOR = 3.8	TRAFFIC FACTOR = 3.8
DESIGN DESIGNATION: CLASS I TRUCK ROUTE	DESIGN DESIGNATION: CLASS I TRUCK ROUTE
2035(20) MINOR ARTERIAL (3.8) PD-20	1392(20) MINOR ARTERIAL (3.8) PD-20

HIGHWAY CLASSIFICATION  
 MINOR ARTERIAL

**PERMITS 401 & 404 REQUIRED**

PLAN & PROFILE	HORIZONTAL	0 20' 40'
	VERTICAL	0 4' 8'
CROSS SECTIONS	HORIZONTAL	0 10' 20'
	VERTICAL	0 5' 10'
TRAFFIC CONTROL PLAN	HORIZONTAL	0 20' 40'
HORIZONTAL ALIGNMENT	HORIZONTAL	0 100' 200'
REMOVAL PLANS	HORIZONTAL	0 20' 40'
	HORIZONTAL	0 20' 40'
EROSION & SEDIMENT CONTROL PLANS	HORIZONTAL	0 20' 40'
INTERSECTION DETAILS US 150 & CATHERINE ST.	HORIZONTAL	0 8' 16'
S. EAST LN. CUL DE SAC	HORIZONTAL	0 5' 10'

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

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

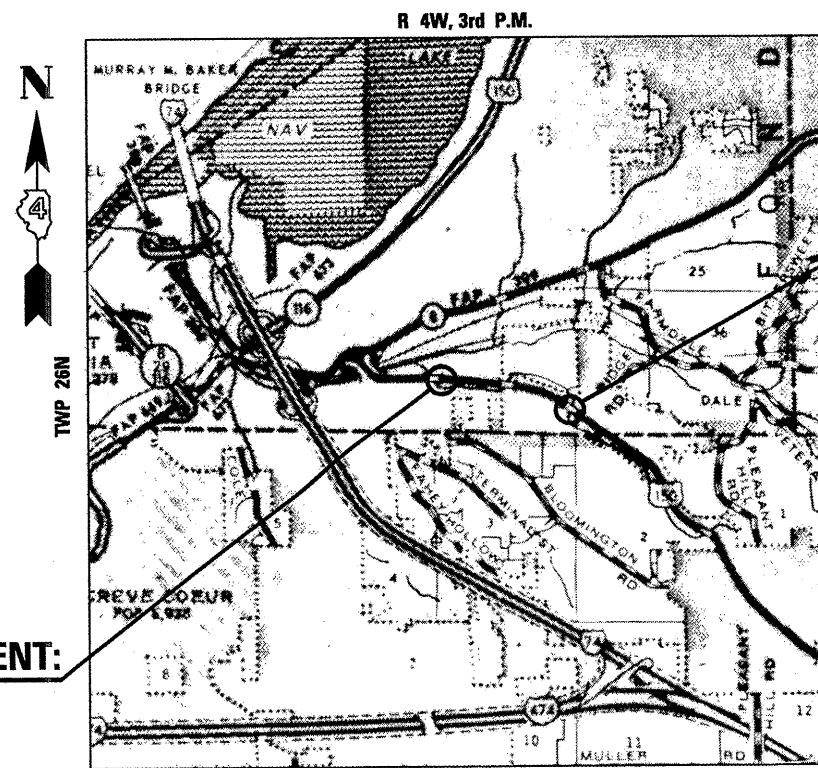
PROJECT ENGINEER: MICHAEL MOHAMMED (309) 671-3462  
 PROJECT MANAGER: MAUREEN ADDIS (309) 671-3454

CONTRACT NO.: 68086  
 CATALOG NO.: 032282-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

**PROPOSED  
 HIGHWAY PLANS**

F.A.U. ROUTE 6757 (US RTE 150)  
 SECTION (105B) BR-2, (105B) BR-3  
 PROJECT NO. BRM-M-6757 (004)  
 TAZEWELL COUNTY  
 JOB NO. C-94-106-00



**PROPOSED IMPROVEMENT:**  
 STA. 47 + 35.00 TO  
 STA. 52 + 05.00

GROSS LENGTH OF IMPROVEMENT = 932.9 FEET = 0.177 MILE  
 NET LENGTH OF IMPROVEMENT = 932.9 FEET = 0.177 MILE



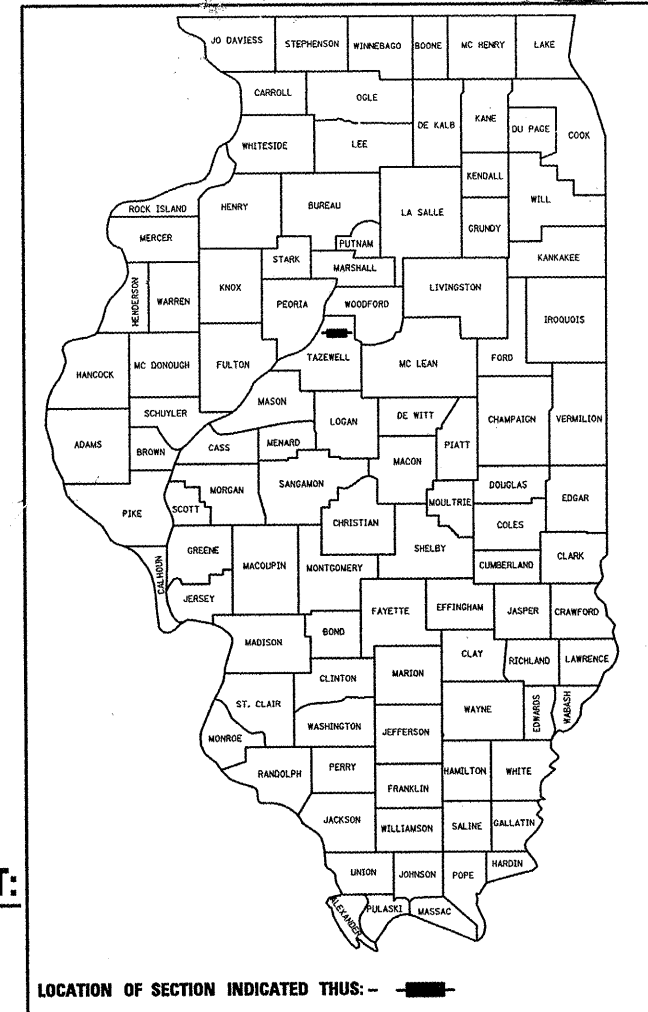
*Fred Lin*  
 FRED M. LIN, P.E.  
 ILLINOIS REGISTERED ENGINEER NO. 062-056704  
 REGISTRATION EXPIRES NOV. 30, 2009

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B)BR-2, (105B)BR-3	TAZEWELL	133	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 68086	

P-94-029-00  
 D-94-072-00

133+4=

137



LOCATION OF SECTION INDICATED THUS: -

**PROPOSED IMPROVEMENT:**  
 STA. 87 + 61.06 TO  
 STA. 92 + 24.00

**DESCRIPTION OF WORK:**  
 THIS PROJECT CONSISTS OF THE REMOVAL AND REPLACEMENT OF S.N. 090-0038 & 090-0040 CARRYING FAU ROUTE 6757 (US ROUTE 150) OVER LITTLE FARM CREEK, APPROACH ROADWAY IMPROVEMENTS, INCLUDING REALIGNMENT OF N. EAST LANE ARE ALSO INCLUDED.

**PREPARED BY:**  
 LIN ENGINEERING, LTD.  
 CHATHAM, ILLINOIS 62629  
 (217) 483-4168

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED *Oct 16, 20 08*  
*Chris Brown*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

*December 5, 20 08*  
*Eric E. Harn*  
 INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

*December 5, 20 08*  
*Christine M. Reed*  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS**

**INDEX OF SHEETS**

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**STATE STANDARDS**

- 000001-05 635011-02
- 001001-02 666001-01
- 001006 667101-01
- 280001-04 701006-03
- 285001-02 701306-02
- 406201-01 701311-03
- 482001-02 701331-03
- 515001-03 701901-01
- 542401-01 704001-05
- 602301-02 720001-01
- 602306-02 720006-02
- 602401-02 720011-01
- 602421-01 728001-01
- 602601-02 729001-01
- 602701-02 780001-02
- 604001-03 781001-03
- 606001-04 601101-01
- 609001-04
- 609006-04
- 630001-08
- 630301-05
- 631026-04
- 631031-07
- 635006-03

**DISTRICT STANDARDS**

- 205001 601101
- 280001 601401
- 280101 604301
- 281001 609001
- 284001 630101
- 406201 635101
- 406301 667101
- 440001 701331
- 540101 780001
- 540401

**COMMITMENTS**

NO COMMITMENTS HAVE BEEN MADE FOR THIS PROJECT.

**GENERAL NOTES**

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

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

**ABANDONED UNDERGROUND UTILITIES**  
 Abandoned underground utilities that conflict with construction shall be disposed outside the limits of Right-Of-Way according to Article 202.03 of the Standard Specifications and as directed by the Engineer. This work will not be paid for separately but shall be considered included in the cost of Earth Excavation.

**COORDINATION WITH UTILITY AGENCIES**  
 The Contractor shall coordinate activities with all utilities within the project limits.

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

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

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

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

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

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

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

The required environmental resource documentation shall include the following:

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

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

**PROTECTION OF EXISTING MONUMENTS**  
 Where section or subsection monuments are encountered, the Engineer shall be notified before such monuments are removed. The Contractor shall protect and carefully preserve all monuments until an authorized surveyor or agent has witnessed or otherwise referenced their location. The Contractor will be responsible for having an authorized surveyor re-establish any section or subsection monuments destroyed by his operations.

**HOT-MIX ASPHALT OVERLAY**  
 The thickness of the hot-mix asphalt overlay shown on the plans is the nominal thickness for the overlay. Deviations from the nominal thickness will only be permitted when such deviations occur due to irregularities in the existing surface on which the overlay is placed.

**REFLECTIVE CRACK CONTROL PLACEMENT**  
 Reflective crack control treatment shall be placed on the cold milled surface.

**SEEDING CONDITIONS**  
 Seeding will not be permitted at any time when the ground is frozen, wet, or in an unfillable condition.

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

The pavement station numbers shall be installed as specified herein:  
 Interval - 100 meters (metric stationing) or 200 feet (English stationing)  
 Bottom of Numbers - 150 mm (6 inches) from the inside edge of the pavement marking  
 Location:  
 • 2,3, & 5 Lane Pavements - right edge of pavement in direction of increasing stations  
 • Multi-Lane Divided Roadways - outside edge of pavement in both directions  
 • Ramps - along baseline edge of pavement  
 Position - stations shall be placed so they can be read from the adjacent shoulder  
 Format - Metric (English) pavement stations shall use this format (XX+X00' (XXX'))  
 where X represents the pavement station

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

**BUTT JOINT CUTTING TIME RESTRICTION**  
 Butt joints shall not be milled more than three (3) days prior to placement of the hot-mix asphalt surface course.

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

**ORDERING LENGTH CONFIRMATION**  
 The Contractor shall verify all dimensions and conditions in the field prior to construction and ordering of materials.

**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.

**ENGINEER'S FIELD OFFICE**  
 All Engineer's Field Offices shall contain one fully-equipped first-aid cabinet. This item will not be paid for separately, but shall be considered as included in the pay item for ENGINEER'S FIELD OFFICE.

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

**TRAFFIC COUNTER LOOP DETECTOR INSTALLATION**  
 The Resident Engineer and/or Contractor shall notify the Traffic Studies Technician in Program Development at least one week prior to the installation to determine exact location.

**EXISTING MAILBOXES AND SIGNS**  
 The Contractor shall remove or relocate all conflicting mailboxes, existing street name signs, and all private and commercial signs in accordance with articles 107.20 & 107.25 and as directed by the Engineer. Sign locations may be adjusted in the field to avoid any found utilities and as directed by the Engineer. This work shall be considered as included in the cost of the project.

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

**REMOVAL OF UNSUITABLE MATERIAL**  
 The Contractor shall be aware that he may encounter unsuitable material during the course of construction operations. Any unsuitable material encountered shall be removed and disposed of under applicable portions of Section 202 of the Standard Specifications. An estimated quantity of 50 Cubic Yards has been provided within the contract to be used as determined by the Engineer.

**TEMPORARY MATERIAL REQUIREMENTS - UTILITY AND DRIVEWAY CROSSINGS**  
 Incidental hot-mix asphalt surfacing shall be used for all temporary side road crossings. Aggregate for driveway maintenance may be used for all driveway crossings except during winter shutdown in accordance with Article 107.09.

**CLEARING**  
 At locations where clearing is indicated on the plans beyond the limits of the proposed excavation or embankment, the Contractor shall restore the disturbed earth by grading and shaping to blend with the adjacent ground. The clearing will not be paid for separately but shall be included in the cost of Earth Excavation. Reseeding or resodding will be as provided in the plans.

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

	HMA SURFACE	HMA BINDER	HMA SHOULDER	HMA SHOULDER	INCIDENTAL HMA SURFACE
Mixture Uses(s):			(TOP LIFT)	(BOTTOM LIFT)	
RAP % (Max)**:	15%	25%	30%	30%	15%
AC/PG:	SBS or SBR 70-22	SBS or SBR 70-22	PG 64-22	PG 64-22	PG 64-22
Design Air Voids:	4.0% @ N=50	4.0% @ N=50	3.0% @ N=30	4.0% @ N=30	4.0% @ N=50
Mixture Composition:	IL 9.5 or IL 12.5	IL 19.0	IL 9.5L	IL 19.0L	IL 9.5
Friction Aggregate	MIXTURE D	N/A	MIXTURE C	N/A	MIXTURE D

\*\* If the RAP option is selected, the asphalt cement grade may need to be adjusted; this will be determined by the Materials Engineer.

FILE NAME * E:\0102\Phase I\GenNotes.dgn	USER NAME * Plotted by flin	DESIGNED - ST	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, HIGHWAY STANDARDS, &amp; GENERAL NOTES US 150 S.N. 090-0038 &amp; S.N. 090-0040</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - ST	REVISED -			6757	(105B) BR-2, (105B) BR-3	TAZEWELL	2	133	
	PLOT SCALE = 40.0000' / IN.	CHECKED - FL	REVISED -			CONTRACT NO. 68086					
	PLOT DATE = 10/15/2008	DATE - 12/2007	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

FAU ROUTE 6757 (US ROUTE 150)			80% FED	CONSTRUCTION TYPE CODE		
SUMMARY OF QUANTITIES			20% STATE	RWY	STR	STR
CODE NO.	ITEM	UNIT	URBAN TOTAL	M 1000	BRM X020-2A	M X081-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	44	44		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	129	129		
20100500	TREE REMOVAL, ACRES	ACRE	0.3	0.3		
20200100	EARTH EXCAVATION	CU YD	2059	2059		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	50	50		
20300100	CHANNEL EXCAVATION	CU YD	4930	4930		
20400800	FURNISHED EXCAVATION	CU YD	783	783		
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	821		583	238
20800150	TRENCH BACKFILL	CU YD	989	989		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3391	3391		
21301048	EXPLORATION TRENCH 48" DEPTH	FOOT	1233	1233		
* 25000210	SEEDING, CLASS 2A	ACRE	0.75	0.75		
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	70	70		
* 25000500	PHOSPORUS FERTILIZER NUTRIENT	POUND	70	70		
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	70	70		
* 25100115	MULCH, METHOD 2	ACRE	0.75	0.75		
25100630	EROSION CONTROL BLANKET	SQ YD	1017	1017		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	400	400		
28000310	AGGREGATE DITCH CHECKS	EACH	2	2		
28000400	PERIMETER EROSION BARRIER	FOOT	1793	1793		

FAU ROUTE 6757 (US ROUTE 150)			80% FED	CONSTRUCTION TYPE CODE		
SUMMARY OF QUANTITIES			20% STATE	RWY	STR	STR
CODE NO.	ITEM	UNIT	URBAN TOTAL	M 1000	BRM X020-2A	M X081-2A
28000500	INLET AND PIPE PROTECTION	EACH	5	5		
28100109	STONE RIPRAP, CLASS A5	SQ YD	1659	81		1578
28200200	FILTER FABRIC	SQ YD	1717	81		1636
28400100	GABIONS	CU YD	8		8	
28500100	FABRIC FORMED CONCRETE REVETMENT MAT	SQ YD	942		942	
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	628	628		
35100100	AGGREGATE BASE COURSE, TYPE A	TON	536	536		
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	13.8	13.8		
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	180	180		
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	5.5	5.5		
40600895	CONSTRUCTING TEST STRIP	EACH	2	2		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	517	517		
40603230	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	3266	3266		
40603535	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	391	391		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	482	482		
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	393	393		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	79	79		
44000100	PAVEMENT REMOVAL	SQ YD	5429	5429		
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1847	1847		
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	577.9	577.9		

\* SPECIALTY ITEM

FILE NAME =	USER NAME = brucebm	DESIGNED - ST	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			SUMMARY OF QUANTITIES US 150 OVER LITTLE FARM CREEK			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\kilmanck\Local	Settings\Temporary Internet Files\DLK178\su	DRAWN - ST	REVISED - ---				6757	(105B) BR-2, (105B) BR-3	TAZEWELL	3	133			
	PLOT SCALE = 20,000' / IN.	CHECKED - FL	REVISED - ---	SCALE: N/A			SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
	PLOT DATE = 10/16/2008	DATE - 12/2007	REVISED - ---							CONTRACT NO. 68086				

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

FAU ROUTE 6757 (US ROUTE 150)			80% FED.	CONSTRUCTION TYPE CODE		
SUMMARY OF QUANTITIES			20% STATE	RWY	STR	STR
CODE NO.	ITEM	UNIT	URBAN TOTAL	M 1000	BRM X020-2A	M X081-2A
44000600	SIDEWALK REMOVAL	SO FT	103	103		
44000920	BITUMINOUS CONCRETE SHOULDER REMOVAL	SO YD	998	998		
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2330	2330		
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	786	786		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	1887	1887		
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1	
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1			1
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1		
50104650	SLOPE WALL REMOVAL	SO YD	175	175		
50105220	PIPE CULVERT REMOVAL	FOOT	415	415		
50200100	STRUCTURE EXCAVATION	CU YD	1160		710	450
50300225	CONCRETE STRUCTURES	CU YD	383.5		322.3	61.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	524.0		377.4	146.6
50300260	BRIDGE DECK GROOVING	SO YD	645			645
50300280	CONCRETE ENCASMENT	CU YD	16.0		16.0	
50300300	PROTECTIVE COAT	SO YD	794			794
50400905	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 42 IN.	FOOT	558			558
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	168547	37	134070	34440
50800515	BAR SPLICERS	EACH	543		224	319
50901125	STEEL RAILING (TEMPORARY)	FOOT	102		72	30

FAU ROUTE 6757 (US ROUTE 150)			80% FED.	CONSTRUCTION TYPE CODE		
SUMMARY OF QUANTITIES			20% STATE	RWY	STR	STR
CODE NO.	ITEM	UNIT	URBAN TOTAL	M 1000	BRM X020-2A	M X081-2A
50901720	BICYCLE RAILING	FOOT	78			78
<del>51200957</del>	FURNISHING METAL SHELL PILES 12" x 0.250"	FOOT	1159			1159
51201600	FURNISHING STEEL PILES HP 12x53	FOOT	3015		3015	
51202305	DRIVING PILES	FOOT	4174		3015	1159
51203200	TEST PILE METAL SHELLS	EACH	2			2
51203600	TEST PILE STEEL HP 12x53	EACH	1		1	
51205200	TEMPORARY SHEET PILING	SO FT	1428			1428
51500100	NAME PLATES	EACH	2		1	1
54001000	BOX CULVERT END SECTIONS	EACH	1	1		
54002020	EXPANSION BOLTS 3/4 INCH	EACH	8	8		
54010404	PRECAST CONCRETE BOX CULVERT 4' x 4'	FOOT	190	190		
54200223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	45	45		
54215547	METAL END SECTIONS 12"	EACH	2	2		
54215553	METAL END SECTIONS 18"	EACH	1	1		
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	5	5		
<del>X0326228</del>	STORM SEWERS, PVC SDR 26, 18"	FOOT	103	103		
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	33	33		
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	507		383	124
60100945	PIPE DRAINS 12"	FOOT	78	78		
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	586		432	154

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

FAU ROUTE 6757 (US ROUTE 150)			80% FED	CONSTRUCTION TYPE CODE		
SUMMARY OF QUANTITIES			20% STATE	RWY	STR	STR
CODE NO.	ITEM	UNIT	URBAN TOTAL	M 1000	BRM X020-2A	M X081-2A
60221000	MANHOLES, TYPE A, 5' -DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1		
60222250	MANHOLES, TYPE A, 5' -DIAMETER, TYPE 37 GRATE	EACH	1	1		
60228400	MANHOLES, SPECIAL	EACH	1	1		
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1		
60240330	INLETS, TYPE B, TYPE 37 GRATE	EACH	1	1		
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	0.9	0.9		
60603800	COMBINATION CONCRETE CURB <sup>AND</sup> GUTTER, TYPE B-6.12	FOOT	187	187		
60900215	TYPE C INLET BOX, STANDARD 609001	EACH	2	2		
60900515	CONCRETE THRUST BLOCKS	EACH	2	2		
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	262.5	262.5		
* 63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	175	175		
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	7	7		
63200310	GUARDRAIL REMOVAL	FOOT	756	756		
* 63300725	STEEL PLATE BEAM GUARD RAIL (SHORT RADIUS)	FOOT	25	25		
66400525	CHAIN LINK FENCE, 4' ATTACHED TO STRUCTURE	FOOT	164		164	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	21	21		
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	8	8		
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1		

\*SPECIALTY ITEM

FAU ROUTE 6757 (US ROUTE 150)			80% FED	CONSTRUCTION TYPE CODE		
SUMMARY OF QUANTITIES			20% STATE	RWY	STR	STR
CODE NO.	ITEM	UNIT	URBAN TOTAL	M 1000	BRM X020-2A	M X081-2A
67000400	ENGINEER'S FIELD OFFICE , TYPE A	CAL MO	14	14		
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	14	14		
67100100	MOBILIZATION	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
70101000	TRAFFIC CONTROL AND PROTECTION, STANDARD 701331 (SPECIAL)	EACH	4	4		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	56	56		
70300200	TEMPORARY PAVEMENT MARKING	FOOT	14380	14380		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3549	3549		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1685	1685		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1021	1021		
* 72000100	SIGN PANEL - TYPE 1	SQ FT	13	13		
* 72000200	SIGN PANEL - TYPE 2	SQ FT	13	13		
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	45	45		
78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	4249	4249		
78003180	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"	FOOT	60	60		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	25	25		
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	1	1		
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	30	30		
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	4	4		

FILE NAME =	USER NAME = brucebm	DESIGNED - ST	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			SUMMARY OF QUANTITIES		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C:\Documents and Settings\kilmerk\Local Settings\Temporary Internet Files\OLK178\au	Settings\Temporary Internet Files\OLK178\au	DRAWN - ST	REVISED - ---				6757	(105B) BR-2, (105B) BR-3	TAEWELL	5	133		
PLOT SCALE = 20,000' / IN.	CHECKED - FL	REVISED - ---	REVISED - ---	CONTRACT NO. 68086			SCALE: N/A		SHEET NO. OF SHEETS		STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
PLOT DATE = 10/16/2008	DATE = 12/2007	REVISED - ---	REVISED - ---										

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

FAU ROUTE 6757 (US ROUTE 150)			80% FED	CONSTRUCTION TYPE CODE		
SUMMARY OF QUANTITIES			20% STATE	RWY	STR	STR
CODE NO.	ITEM	UNIT	URBAN TOTAL	M 1000	BRM X020-2A	M X081-2A
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	7	7		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1090	1090		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	24	24		
X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	92	92		
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	1041		1041	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1	
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1	
X5020503	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 3	EACH	1			1
X5121800	PERMANENT STEEL SHEET PILING	SQ FT	3379		2700	679
XX004565	GROUTED RIPRAP	SQ YD	55			55
Z0000940	AGGREGATE FOR DRIVEWAY MAINTENANCE	TON	60	60		
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	24		24	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
* Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	10	10		
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	4	4		
Z0064540	SEEPAGE COLLAR	EACH	2	2		
Z0073350	TEMPORARY SLAB SUPPORT SYSTEM	EACH	1			1
Z0073400	TEMPORARY SUPPORT SYSTEM	EACH	1		1	
□ 25000750	MOWING	ACRE	0.75	0.75		

□ NON-PARTICIPATING

\* SPECIALTY ITEM

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
US 150 OVER LITTLE FARM CREEK

FILE NAME =	USER NAME = brucebm	DESIGNED - ST	REVISED - ---	SCALE: N/A	SHEET NO. OF SHEETS	STA. TO STA.	F.A.U. RTE. 6757	SECTION (105B) BR-2, (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 6	SHEET NO. 133
C:\Documents and Settings\k\mark\Local Settings\Temporary Internet Files\OLK178\au	Settings\Temporary Internet Files\OLK178\au	DRAWN - ST	REVISED - ---								
	PLOT SCALE = 20.0000' / IN.	CHECKED - FL	REVISED - ---								
	PLOT DATE = 10/16/2008	DATE - 12/2007	REVISED - ---								
										CONTRACT NO. 68086	
										FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

**EARTHWORK**

STATION TO STATION	STAGE 1			STAGE 2			STAGE 3			TOTAL
	EARTH EXCAVATION	EMBANKMENT	EARTH EXCAVATION ADJ. FOR SHRINKAGE	EARTH EXCAVATION	EMBANKMENT	EARTH EXCAVATION ADJ. FOR SHRINKAGE	EARTH EXCAVATION	EMBANKMENT	EARTH EXCAVATION ADJ. FOR SHRINKAGE	FURNISHED EXCAVATION WASTE (+) SHORTAGE (-)
STATION TO STATION	CU. YD.									
US 150 - S.N. 090-0038 47+35.00 52+05.00	248	89	186	51	94	38.25	8	112	6	-64.75
N EAST LANE 10+50.00 13+46.36				447	25	335.25				+310.25
S EAST LANE							178	8.3	133.5	+125.2
CATHERINE STREET 50+11.81 50+50.00				17	3	12.75				+9.75
US 150 S.N. 090-0040 86+50.00 93+50.00	39	778	29.25	33	277	24.75	0	64	0	-1065
N EAST LN STORM SEWER & INLETS 12+03.06 12+03.06				333	235	249.75				+14.75
S EAST LN STORM SEWER & INLETS 49+06.46 49+43.06	362	254	271.5							+17.5
US 150 S.N. 090-0040 CULVERT EXTENSION 90+50.00 92+40.55	343	388	257.25							-130.75
<b>TOTAL</b>	<b>992</b>	<b>1509</b>	<b>744</b>	<b>881</b>	<b>634</b>	<b>660.75</b>	<b>186</b>	<b>184.3</b>	<b>139.5</b>	<b>-783.05</b>
	<b>STAGE 1 TOTAL</b>		<b>-765</b>	<b>STAGE 2 TOTAL</b>		<b>26.75</b>	<b>STAGE 3 TOTAL</b>		<b>-44.8</b>	<b>-783.05</b>

**TOP SOIL FURNISH AND PLACE, 4"**

LOCATION	QUANTITY
STATION TO STATION	SQ. YD.
US 150 S.N. 090-0038	
47+35.00 47+65.00	64.86
47+65.00 48+00.00	60.21
48+00.00 48+50.78	101.87
48+50.78 49+00.00	62.88
49+00.00 49+50.00	31.07
49+50.00 49+56.00	4.78
49+56.00 50+00.00	56.32
50+00.00 50+50.00	104.76
50+50.00 51+00.00	89.15
51+00.00 51+50.00	74.72
51+50.00 51+75.00	60.11
51+75.00 52+05.00	75.61
N EAST LANE	
10+50.00 11+00.00	95.79
11+00.00 11+50.00	156.79
11+50.00 12+03.06	176.57
12+03.06 12+47.40	130.07
12+47.40 12+97.79	160.61
12+97.79 13+25.00	73.59
13+25.00 13+37.50	20.63
13+37.50 13+46.38	6.38
CATHERINE STREET	
50+19.00 50+50.00	7.30
50+50.00 50+99.33	17.65
50+99.33 51+25.00	27.64
51+25.00 51+80.00	24.46
US 150 S.N. 090-0040	
87+61.06 87+91.06	132.72
87+91.06 88+00.00	38.87
88+00.00 88+50.00	147.77
88+50.00 89+00.00	217.18
89+00.00 89+49.00	353.79
90+12.00 90+50.00	196.89
90+50.00 91+00.00	151.85
91+00.00 91+50.00	113.33
91+50.00 91+94.00	114.56
91+94.00 92+00.00	16.45
92+00.00 92+24.00	56.71
S EAST LANE	
	166.67
<b>TOTAL</b>	<b>3391</b>

**EXPLORATION TRENCH, 48" DEPTH**

LOCATION	FOOT
US 150 S.N. 090-0038 47+35.00 52+05.00 LT	470
N EAST LANE 10+50.00 13+50.00 LT	300
US 150 S.N. 090-0040 87+61.06 92+24.00	463
<b>TOTAL</b>	<b>1233</b>

**TRENCH BACKFILL**

LOCATION	CU. YD.
S.N. 090-0038 49+06.46 TO 49+43.21 RT 49+00.75 TO 49+55.89 LT	324 355
S.N. 090-0040 90+50.00 TO 92+90.29 RT	310
<b>TOTAL</b>	<b>989</b>

**CHANNEL EXCAVATION**

LOCATION	CU. YD.
US 150 S.N. 090-0038	1410
US 150 S.N. 090-0040	3520
<b>TOTAL</b>	<b>4930</b>

**LANDSCAPING**

LOCATION	SEEDING CLASS 2A	MULCH, METHOD 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
STATION TO STATION	ACRE	ACRE	POUND		
<b>US 150 S.N. 090-0038</b>					
47+35.00 48+36.92 LT	0.02	0.02	1.80	1.80	1.80
47+35.00 47+47.52 RT	0.004	0.002	0.36	0.36	0.36
47+59.52 49+87.54 RT	0.08	0.08	7.20	7.20	7.20
48+66.83 50+94.03 LT	0.14		12.60	12.60	12.60
50+05.45 52+05.00 RT	0.06	0.04	5.40	5.40	5.40
<b>N EAST LANE</b>					
10+50.00 11+00.00 RT	0.004	0.004	0.36	0.36	0.36
10+50.00 13+46.59 LT	0.05		4.50	4.50	4.50
<b>CATHERINE STREET</b>					
50+16.36 51+07.50 RT	0.02	0.02	1.80	1.80	1.80
51+04.53 51+42.71 LT	0.01	0.01	0.90	0.90	0.90
51+42.50 51+64.56 RT	0.01	0.01	0.90	0.90	0.90
51+51.71 51+80.00 LT	0.01	0.01	0.90	0.90	0.90
51+73.33 51+80.00 RT	0.001	0.001	0.09	0.09	0.09
<b>US 150 S.N. 090-0040</b>					
87+61.06 88+46.03 LT	0.03	0.03	2.70	2.70	2.70
88+49.27 89+44.67 LT	0.06	0.06	5.40	5.40	5.40
87+61.06 88+50.00 RT	0.06	0.04	5.40	5.40	5.40
88+50.00 89+56.64 RT	0.05		4.50	4.50	4.50
89+98.94 90+45.25 LT	0.02	0.02	1.80	1.80	1.80
90+58.75 91+10.74 LT	0.01	0.01	0.90	0.90	0.90
91+45.74 91+62.34 LT	0.003	0.003	0.27	0.27	0.27
90+17.90 92+55.43 RT	0.10	0.10	9.00	9.00	9.00
92+88.98 93+00.27 RT	0.003	0.003	0.27	0.27	0.27
<b>TOTAL</b>	<b>0.75</b>	<b>0.75</b>	<b>70</b>	<b>70</b>	<b>70</b>

TOTAL QUANTITIES FOR SEEDING, CLASS 2 AND MULCH, METHOD 2 WERE ROUNDED TO THE NEAREST 0.25 ACRE.  
 TOTAL QUANTITY FOR NUTRIENTS IS THE ROUNDED SEEDED AREA X 90 LBS./ACRE ROUNDED TO THE NEAREST 10 LBS.

**EROSION CONTROL**

LOCATION	PERIMETER EROSION BARRIER
STATION TO STATION	FOOT
<b>US 150 S.N. 090-0038</b>	
47+35.00 47+47.52 RT	12.8
47+37.59 47+98.58 LT	61.0
47+59.52 48+80.61 RT	152.5
48+66.98 48+76.49 LT	13.3
49+02.12 49+87.54 RT	105.2
50+54.11 52+05.00 RT	153.0
51+58.68 52+05.00 LT	46.7
<b>N EAST LN.</b>	
10+76.04 13+36.63 LT	217.1
<b>CATHERINE STREET</b>	
50+19.35 51+00.00 RT	88.4
<b>US 150 S.N. 090-0040</b>	
87+61.06 88+46.00 LT	103.4
87+61.06 89+57.45 RT	269.4
88+59.88 89+42.73 LT	134.6
89+98.94 90+45.25 LT	104.6
90+19.20 93+00.27 RT	330.1
<b>TOTAL</b>	<b>1793</b>

LOCATION	EROSION CONTROL BLANKET
STATION TO STATION	SQ. YD.
<b>US 150 S.N. 090-0038</b>	
48+66.83 50+94.03 LT	651.6
<b>US 150 S.N. 090-0040</b>	
88+50.00 89+56.64 RT	365.3
<b>TOTAL</b>	<b>1017</b>

LOCATION	AGGREGATE DITCH CHECKS
STATION OFFSET	EACH
<b>N EAST LANE</b>	
11+30.33 LT 28.8 FT.	1
12+62.77 LT 17.9 FT.	1
<b>TOTAL</b>	<b>2</b>

LOCATION	INLET & PIPE PROTECTION
STATION OFFSET	EACH
<b>US 150 S.N. 090-0038</b>	
49+07.00 RT 45.3 FT.	1
49+08.64 RT 50.2 FT.	1
<b>N EAST LANE</b>	
12+03.00 LT 16.8 FT.	1
12+03.00 RT 18.0 FT.	1
<b>US 150 S.N. 090-0040</b>	
92+90.29 RT 34.80 FT.	1
<b>TOTAL</b>	<b>5</b>

**TEMPORARY EROSION CONTROL SEEDING**

LOCATION	POUND
S.N. 090-0038	200
S.N. 090-0040	200
<b>TOTAL</b>	<b>400</b>

**REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL**

LOCATION	CU. YD.
S.N. 090-0038	25
S.N. 090-0040	25
<b>TOTAL</b>	<b>50</b>

**MOBILIZATION**

LOCATION	L SUM
JOBSITE	1
<b>TOTAL</b>	<b>1</b>

**CONSTRUCTION LAYOUT**

LOCATION	L SUM
JOBSITE	1
<b>TOTAL</b>	<b>1</b>

**ENGINEER'S FIELD OFFICE, TYPE A**

	CAL MO
DURATION	14
<b>TOTAL</b>	<b>14</b>

**ENGINEER'S FIELD LABORATORY**

	CAL MO
DURATION	14
<b>TOTAL</b>	<b>14</b>

FILE NAME = E:\0102\Phase II\Schedules.dgn

USER NAME = Plotted by fln  
 DESIGNED - ST  
 DRAWN - ST  
 PLOT SCALE = 100.0000' / IN.  
 PLOT DATE = 10/7/2008  
 CHECKED - FL  
 DATE - 12/2007  
 REVISED - ---  
 REVISED - ---  
 REVISED - ---  
 REVISED - ---

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES  
 US 150 OVER LITTLE FARM CREEK**  
 SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-2, (105B) BR-3	TAZEWELL	8	133

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 68086



TREE REMOVAL

STATION & OFFSET	DIAMETER (INCH)	6 TO 15 UNITS DIAMETER	OVER 15 UNITS DIAMETER
US 150 S.N. 090-0038			
49+11.92 105.1' LT	15	15	
49+27.19 83.2' LT	54		54
50+82.35 69.3' LT	10	10	
US 150 S.N. 090-0040			
88+58.82 30.5' LT	7	7	
89+30.00 69.6' LT	17		17
89+40.85 47.0' LT	18		18
89+92.73 41.8' LT	24		24
89+99.00 68.7' LT	12	12	
90+01.01 41.8' LT	16		16
TOTAL		44	129

PAVEMENT REMOVAL

LOCATION	SQ. YD.
US 150 S.N. 090-0038	
47+65.00 51+75.00	603.7
S EAST LANE	225.8
N EAST LANE	385.7
US 150 S.N. 090-0040	
89+16.98 TO 90+44.13	402.1
TEMP. PAVEMENT REMOVAL	
S.N. 090-0038	1998
S.N. 090-0040	1813
TOTAL	5429

GUARDRAIL REMOVAL

LOCATION	FOOT
US 150 S.N. 090-0038	
47+36.46 48+62.24 LT	126.0
49+11.96 49+13.59 RT	24.8
49+84.03 51+09.81 RT	125.7
US 150 S.N. 090-0040	
88+49.50 90+38.87 LT	189.6
88+55.48 91+45.00 RT	289.6
TOTAL	756

PIPE CULVERT REMOVAL

LOCATION	FOOT
US 150 S.N. 090-0038	
49+08.79 49+26.52 RT	48
49+16.50 50+74.44 LT	159
49+18.49 49+94.39 LT	63
US 150 S.N. 090-0040	
91+19.90 92+26.00 RT	107
92+52.70 92+90.29 RT	38
TOTAL	415

BITUMINOUS CONCRETE SHOULDER REMOVAL

LOCATION	SQ. YD.
US 150 S.N. 090-0038	
47+35.00 48+76.66 LT	55.9
47+35.00 48+71.94 RT	117.8
49+33.29 50+94.66 LT	100.8
49+80.35 52+05.00 RT	108.6
51+35.82 52+05.00 LT	45.3
US 150 S.N. 090-0040	
87+61.06 92+24.00 LT	288.3
87+61.06 92+24.00 RT	280.7
TOTAL	998

TREE REMOVAL, ACRE

LOCATION	ACRE
S.N. 090-0040 RT	0.3
TOTAL	0.3

DRIVEWAY PAVEMENT REMOVAL

LOCATION	SQ. YD.
US 150 S.N. 090-0038	
47+53.52 RT	60.6
CATHERINE STREET	
50+99.34 LT	11.6
51+25.00 RT	49.9
51+47.21 LT	11.2
51+68.71 RT	15.9
US 150 S.N. 090-0040	
88+29.64 LT	34.8
90+52.00 LT	304.1
92+73.82 RT	89.8
TOTAL	577.9

PAVEMENT MARKING REMOVAL

LOCATION	SQ. FT.
US 150 S.N. 090-0038	
47+35.00 52+05.00	550
US 150 S.N. 090-0040	
87+61.06 92+24.00	540
TOTAL	1090

REINFORCEMENT BARS, EPOXY COATED

LOCATION	POUND
US 150 S.N. 090-0040	
CULVERT EXTENSION COLLAR	37
TOTAL	37

SLOPE WALL REMOVAL

LOCATION	SQ. YD.
US 150 S.N. 090-0038	
49+16.22 49+91.21 RT	175
TOTAL	175

CONCRETE HEADWALL REMOVAL

LOCATION	EACH
US 150 S.N. 090-0040	
92+46.41 21.72' RT	1
TOTAL	1

SIDEWALK REMOVAL

LOCATION	SQ. FT.
CATHERINE STREET	
50+58.68 50+90.56 LT	103
TOTAL	103

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	EACH
S.N. 090-0038	12
S.N. 090-0040	12
TOTAL	24

METAL END SECTIONS 12"

LOCATION	EACH
US 150 S.N. 090-0040	
NW CORNER	1
SW CORNER	1
TOTAL	2

METAL END SECTIONS 18"

LOCATION	EACH
US 150 S.N. 090-0040	
92+90.29 34.80' RT	1
TOTAL	1

STEEL PLATE BEAM GUARD RAIL,  
TYPE A

LOCATION	
STATION TO STATION	FOOT
US 150 S.N. 090-0038	
48+09.41    48+34.41 LT	25.0
48+61.74    49+24.24 RT	62.5
49+21.91    49+84.41 LT	62.5
50+11.74    50+49.24 RT	37.5
US 150 S.N. 090-0040	
89+17.50    89+30.00 LT	12.5
88+72.25    89+22.25 RT	50.0
90+47.75    90+60.25 RT	12.5
TOTAL	262.5

TRAFFIC BARRIER TERMINAL,  
TYPE 6

LOCATION	
STATION TO STATION	EACH
US 150 S.N. 090-0040	
89+22.25    89+53.50 RT	1
90+16.50    90+47.75 RT	1
TOTAL	2

PERMANENT SURVEY MARKERS,  
TYPE I

LOCATION	
STATION TO STATION	EACH
US 150 S.N. 090-0038	
PC    48+91.70	1
PI    54+02.80	1
PT    59+12.70	1
N EAST LANE	
PC    10+96.08	1
PT    11+75.99	1
US 150 S.N. 090-0040	
POC    85+00.00	1
PT    88+02.45	1
POT    96+00.05	1
TOTAL	8

FURNISHING & ERECTING  
RIGHT OF WAY MARKERS

LOCATION	
STATION TO STATION	EACH
US 150 S.N. 090-0038	
47+14.80    55.00' LT	1
47+42.84    39.00' LT	1
48+66.07    112.61' LT	1
49+95.62    39.00' LT	1
48+42.90    41.00' RT	1
48+65.39    85.00' RT	1
48+83.07    41.00' RT	1
49+56.74    82.50' RT	1
51+42.64    41.00' RT	1
52+21.91    82.50' RT	1
N EAST LANE	
10+76.04    15.13' LT	1
11+87.07    20.94' LT	1
13+36.63    21.99' LT	1
US 150 S.N. 090-0040	
88+02.45    45.00' RT	1
89+00.00    75.00' RT	1
89+00.00    135.00' RT	1
90+50.00    135.00' RT	1
90+50.00    90.00' RT	1
89+00.00    90.00' LT	1
90+25.00    90.00' LT	1
90+25.00    40.00' LT	1
TOTAL	21

PERMANENT SURVEY MARKERS, TYPE II

LOCATION	
STATION TO STATION	EACH
N EAST LANE	
PI    11+47.47	1
TOTAL	1

TRAFFIC BARRIER TERMINAL,  
TYPE 1 SPECIAL (TANGENT)

LOCATION	
STATION TO STATION	EACH
US 150 S.N. 090-0038	
47+59.41    48+09.41 LT	1
48+11.74    48+61.74 RT	1
49+84.41    50+34.41 LT	1
50+49.24    50+99.38 RT	1
US 150 S.N. 090-0040	
88+22.38    88+72.25 RT	1
88+67.50    89+17.50 LT	1
90+60.25    91+13.58 RT	1
TOTAL	7

SIGN PANEL - TYPE 1

S.N. 090-0038	
SIGN / INTERSECTION	SQ. FT.
"STOP SIGN" US 150 / CATHERINE ST	6.25
"STOP SIGN" N EAST LN / CATHERINE ST	6.25
TOTAL	12.5

STEEL PLATE BEAM GUARD RAIL,  
ATTACHED TO STRUCTURES

LOCATION	
STATION TO STATION	FOOT
US 150 S.N. 090-0038	
48+34.41    49+21.91 LT	87.5
49+24.24    50+11.74 RT	87.5
TOTAL	175.0

SIGN PANEL - TYPE 2

S.N. 090-0038	
SIGN / INTERSECTION	SQ. FT.
"DEAD END" S EAST LN / SHADOWAY DR	12.5
TOTAL	12.5

GUARDRAIL MARKERS, TYPE A

LOCATION	
STATION TO STATION	EACH
S.N. 090-0038	
48+61.74    50+49.24 RT	5
48+09.41    49+83.88 LT	5
S.N. 090-0040	
88+72.25    89+53.50 RT	4
90+16.50    90+60.59 RT	4
89+18.92    89+44.67 LT	4
90+09.78    90+36.52 LT	4
TOTAL	30

TRAFFIC BARRIER TERMINAL,  
TYPE 5

LOCATION	
STATION TO STATION	EACH
US 150 S.N. 090-0040	
89+30.00    89+44.67 LT	1
90+09.78    90+23.03 LT	1
TOTAL	2

STEEL PLATE BEAM GUARD RAIL  
(SHORT RADIUS)

LOCATION	
STATION TO STATION	FOOT
US 150 S.N. 090-0040	
90+23.03    90+43.75 LT	25
TOTAL	25

PAVEMENT

LOCATION	SUB-BASE GRANULAR MATERIAL TYPE A 4"	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	BRIDGE APPROACH PAVEMENT	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT 0.00038 TON/SQ. YD)	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50
STATION TO STATION	SQ. YD.			TON		
S.N. 090-0038				1.5	710	142
CATHERINE ST.				0.5	390	65
N. EAST LN.				0.6	353	63
S. EAST LN.	315			0.1	106	
S.N. 090-0040	313	79	393	1.2		121
<b>TOTAL</b>	<b>628</b>	<b>79</b>	<b>393</b>	<b>3.9</b>	<b>1559</b>	<b>391</b>

LOCATION	SQ. YD.
US 150 S.N. 090-0038 47+35.00 52+05.00 RT	517.6
47+35.00 50+46.83 LT	351.8
50+46.83 50+92.14 LT	20.1
51+44.18 51+65.78 LT	13.2
51+65.75 52+05.00 LT	34.9
US 150 S.N. 090-0040 87+61.06 89+19.10 RT	140.5
89+19.10 89+20.51 RT	0.6
87+61.06 88+25.41 LT	57.2
88+25.41 88+33.41 LT	3.6
88+49.27 89+04.77 LT	71.3
90+46.30 90+47.71 RT	0.6
90+47.71 92+24.00 RT	156.7
90+46.75 90+48.16 LT	0.6
90+48.16 92+24.00 LT	152.9
S.N. 090-0038 ENTRANCES 45+44.84 46+31.82 RT	70.0
46+68.77 47+11.54 RT	66.2
53+27.21 54+16.92 RT	54.7
CATHERINE STREET ENTRANCE 50+87.50 51+13.78 LT	16.2
50+99.03 51+52.50 RT	48.1
51+31.90 51+61.84 LT	21.7
51+55.24 51+80.00 RT	18.7
N EAST LANE ENTRANCE 11+15.38 11+41.11 RT	18.3
S.N. 090-0040 ENTRANCE 92+49.83 92+97.82 RT	51.5
<b>TOTAL</b>	<b>1887</b>

LOCATION	TON
US 150 S.N. 090-0038 47+59.41 48+36.93 LT	8.8
59+20.76 50+34.42 LT	13.0
48+11.74 49+20.13 RT	12.4
50+05.41 50+99.38 RT	10.6
US 150 S.N. 090-0040 88+62.77 89+44.67 LT	8.7
90+07.14 90+44.50 LT	4.2
88+22.38 89+15.83 RT	10.6
90+50.22 91+13.58 RT	6.6
WEDGES S.N. 090-0038	10.9
S.N. 090-0040	5.8
<b>TOTAL</b>	<b>92</b>

MANHOLES, TYPE A, 5'-DIAMETER, TYPE 37 GRATE

LOCATION	EACH
N EAST LANE 12+03.06 16.80' LT	1
<b>TOTAL</b>	<b>1</b>

CONCRETE THRUST BLOCKS

LOCATION	EACH
US 150 S.N. 090-0040 NW CORNER	1
SW CORNER	1
<b>TOTAL</b>	<b>2</b>

TYPE C INLET BOX, STANDARD 609001

LOCATION	EACH
US 150 S.N. 090-0040 NW CORNER	1
SW CORNER	1
<b>TOTAL</b>	<b>2</b>

MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID

LOCATION	EACH
US 150 S.N. 090-0038 49+06.46 52.32' RT	1
<b>TOTAL</b>	<b>1</b>

SEEPAGE COLLAR

LOCATION	EACH
US 150 S.N. 090-0040 NW CORNER	1
SW CORNER	1
<b>TOTAL</b>	<b>2</b>

INCIDENTAL HOT-MIX ASPHALT SURFACING

LOCATION	TON
US 150 S.N. 090-0038	
S.N. 090-0038	120
P.E. 47+53.50 RT	11.2
CATHERINE ST C.E. 51+25.00 RT	22.4
P.E. 51+47.21 LT	9.1
P.E. 51+68.71 RT	10.5
US 150 S.N. 090-0040 S.N. 090-0040	120
P.E. 88+29.64 LT	11.2
C.E. 91+28.21 LT	136.9
C.E. 92+72.48 RT	40.7
<b>TOTAL</b>	<b>482</b>

AGGREGATE BASE COURSE, TYPE A

LOCATION	TON
US 150 S.N. 090-0038	536
<b>TOTAL</b>	<b>536</b>

RAISED REFLECTIVE PAVEMENT  
MARKER

LOCATION	EACH
US 150 S.N. 090-0038	
44+95.00	1
45+75.00	1
46+55.00	1
47+35.00	1
48+15.00	1
48+95.00	1
49+75.00	1
50+55.00	1
51+35.00	1
52+15.00	1
52+95.00	1
53+75.00	1
54+55.00	1
US 150 S.N. 090-0040	
85+04.00	1
85+84.00	1
86+64.00	1
87+44.00	1
88+24.00	1
89+04.00	1
90+64.00	1
91+44.00	1
92+24.00	1
93+04.00	1
93+84.00	1
94+64.00	1
TOTAL	25

RAISED REFLECTIVE PAVEMENT  
MARKER (BRIDGE)

LOCATION	EACH
US 150 S.N. 090-0040	
89+84.00	1
TOTAL	1

PREFORMED PLASTIC PAVEMENT MARKING,  
TYPE B - LINE 4"

LOCATION	FOOT
WHITE (SOLID)	
US 150 S.N. 090-0038	
45+10.00 54+30.00 LT	920
45+10.00 54+30.00 RT	920
US 150 S.N. 090-0040	
85+35.00 89+14.86 LT	380
90+42.07 94+50.00 LT	408
85+35.00 89+19.10 RT	385
90+46.30 94+50.00 RT	404
YELLOW (10' DASH 30' SKIP)	
US 150 S.N. 090-0038	
45+10.00 54+30.00	230
N EAST LANE	
10+50.00 13+46.36	74
CATHERINE STREET	
51+80.00 50+12.00	42
US 150 S.N. 090-0040	
85+35.00 89+16.98	96
90+44.19 94+50.00	102
WHITE (SOLID)	
US 150 S.N. 090-0040	
89+14.86 TO 90+42.07 LT	128
89+19.10 TO 90+46.30 RT	128
YELLOW (10' DASH 30' SKIP)	
US 150 S.N. 090-0040	
89+16.98 TO 90+44.19	32
TOTAL	4249

PREFORMED PLASTIC PAVEMENT MARKING,  
TYPE B - LINE 24"

LOCATION	FOOT
N EAST LANE	
13+37.80	15
CATHERINE STREET	
50+17.00	45
TOTAL	60

STORM SEWER, CLASS A, TYPE 1 12"

LOCATION	FOOT
US 150 S.N. 090-0038	
49+06.46 TO 49+08.11 RT	5
TOTAL	5

STORM SEWER, (PVC), SDR 26, 18"

LOCATION	FOOT
US 150 S.N. 090-0038	
49+06.46 TO 49+43.06 RT	43
49+00.75 TO 49+56.08 LT	60
TOTAL	103

STORM SEWER, CLASS A, TYPE 2 18"

LOCATION	FOOT
US 150 S.N. 090-0038	
49+56.08 TO 49+56.08 LT	33
TOTAL	33

INLETS, TYPE A, TYPE 1 FRAME, OPEN LID

LOCATION	EACH
US 150 S.N. 090-0038	
49+08.11 57.30' RT	1
TOTAL	1

CHANGEABLE MESSAGE SIGN

LOCATION	CAL. MO.
US 150 S.N. 090-0040	
EAST APPROACH	14
WEST APPROACH	14
US 150 S.N. 090-0040	
EAST APPROACH	14
WEST APPROACH	14
TOTAL	56

**TRAFFIC CONTROL**

LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	TEMPORARY PAVEMENT MARKING (WHITE)	TEMPORARY PAVEMENT MARKING (YELLOW)	IMPACT ATTENUATOR TEMPORARY (FULLY REDIRECTIVE, NARROW), TL3	IMPACT ATTENUATOR, RELOCATE (FULLY REDIRECTIVE), TL3	TRAFFIC CONTROL & PROTECTION STD. 701306	TRAFFIC CONTROL & PROTECTION STD. 701331 (SPECIAL)	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (TEMP. PAV'T)	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT 0.00038 TON/SQ. YD)	
											FOOT
US 150 S.N. 090-0038							1				
PRESTAGE									192	0.2	
STAGE 1	483		1740	1690	2			1	703	0.6	
STAGE 2	196	483	1840	1790	2	2		1			
US 150 S.N. 090-0040											
PRESTAGE									324	0.3	
STAGE 1	514		1830	1830	2			1	488	0.5	
STAGE 2	492	538	1830	1830	4	2		1			
<b>TOTAL</b>	<b>1685</b>	<b>1021</b>	<b>7240</b>	<b>7140</b>	<b>10</b>	<b>4</b>		<b>1</b>	<b>4</b>	<b>1707</b>	<b>1.6</b>

**AGGREGATE SHOULDERS, TYPE B 6''**

LOCATION	SQ. YD.
US 150 S.N. 090-0038	
47+35.00 47+59.41 LT	21.7
47+59.41 48+36.93 LT	43.1
49+20.78 50+34.40 LT	63.3
50+34.40 50+80.51 LT	41.0
50+80.51 50+92.14 LT	5.7
47+35.00 47+45.52 RT	5.8
47+82.53 48+11.74 RT	17.1
48+11.74 49+20.12 RT	60.2
50+05.34 50+99.38 RT	54.0
50+99.38 52+05.00 RT	93.8
<b>N EAST LANE</b>	
10+80.00 11+15.24 RT	7.8
11+37.59 11+41.11 RT	0.5
11+41.11 13+25.38 RT	41.0
10+80.00 12+37.13 LT	34.8
12+37.13 12+87.13 LT	27.8
12+87.13 13+29.31 LT	37.4
13+29.31 13+45.11 LT	9.9
<b>CATHERINE STREET</b>	
50+28.91 50+56.68 LT	8.8
<b>US 150 S.N. 090-0040</b>	
88+74.27 89+07.36 LT	12.6
90+07.14 90+44.50 LT	18.9
87+75.49 88+22.38 RT	22.8
88+22.38 89+15.83 RT	51.9
90+55.22 91+13.58 RT	32.4
91+13.58 91+66.45 RT	25.8
<b>WEDGES</b>	
S.N. 090-0038	12.5
N East Ln.	26.3
Catherine St.	2.0
S.N. 090-0040	8.8
<b>TOTAL</b>	<b>786</b>

**WORK ZONE**

LOCATION	TRAFFIC CONTROL SURVEILLANCE	WORK ZONE PAVEMENT MARKING REMOVAL
	CAL DAY	SQ. FT.
US 150 S.N. 090-0038		
STAGE 1	15	651
STAGE 2		1110
US 150 S.N. 090-0040		
STAGE 1	15	685
STAGE 2		1103
<b>TOTAL</b>	<b>30</b>	<b>3549</b>

**TERMINAL MARKER - DIRECT APPLIED BARRIER WALL MARKERS, TYPE B**

LOCATION	EACH
STATION TO STATION	
US 150 S.N. 090-0038	
47+59.41 LT	1
48+11.74 RT	1
50+34.41 LT	1
50+99.38 RT	1
US 150 S.N. 090-0040	
88+22.38 RT	1
88+67.50 LT	1
90+60.25 RT	1
<b>TOTAL</b>	<b>7</b>

LOCATION	EACH
S.N. 090-0040	
89+53.50 90+16.50 RT	2
89+44.67 90+07.67 LT	2
<b>TOTAL</b>	<b>4</b>

**PIPE DRAINS 12''**

LOCATION	FOOT
US 150 S.N. 090-0040	
NW CORNER	40
SW CORNER	38
<b>TOTAL</b>	<b>78</b>

**COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12**

LOCATION	FOOT
S. EAST LN.	187
<b>TOTAL</b>	<b>187</b>

**TELESCOPING STEEL SIGN SUPPORT**

S.N. 090-0038	FOOT
SIGN / INTERSECTION	
"DEAD END" S EAST LN / SHADOWAY DR	15
"STOP SIGN" N EAST LN / CATHERINE ST	15
"STOP SIGN" US 150 / CATHERINE ST	15
<b>TOTAL</b>	<b>45</b>

HOT-MIX ASPHALT SURFACE  
REMOVAL - BUTT JOINT

LOCATION	SQ. YD.
US 150 S.N. 090-0038 47+35.00 TO 47+65.00	93.3
51+75.00 TO 52+05.00	94.8
N EAST LANE 10+50.00 TO 10+80.00	62.4
CATHERINE STREET 51+50.00 TO 51+80.00	75.1
US 150 S.N. 090-0040 87+61.06 TO 87+91.06	96.1
91+94.00 TO 92+24.00	94.6
TOTAL	517

CONSTRUCTING TEST STRIP

LOCATION	EACH
US 150 S.N. 090-0038	1
US 150 S.N. 090-0040	1
TOTAL	2

STONE RIP RAP, CLASS A5

LOCATION	SQ. YD.
US 150 S.N. 090-0040 90+29.20 90+49.93 RT	81
TOTAL	81

HOT-MIX ASPHALT SURFACE  
REMOVAL - VARIABLE DEPTH

LOCATION	SQ. YD.
US 150 S.N. 090-0038 47+65.00 TO 48+50.78	276.4
49+91.13 TO 51+75.00	592.5
US 150 S.N. 090-0040 87+91.06 TO 89+16.98	400.1
90+44.19 TO 91+94.00	479.6
Catherine St. 51+10.00 TO 51+50.00	97.8
TOTAL	1847

FILTER FABRIC

LOCATION	SQ. YD.
US 150 S.N. 090-0040 90+29.20 90+49.93 RT	81
TOTAL	81

MANHOLES, SPECIAL

LOCATION	EACH
US 150 S.N. 090-0040 92+40.55 33.75' RT	1
TOTAL	1

PRECAST CONCRETE BOX CULVERT  
4' X 4'

LOCATION	FOOT
US 150 S.N. 090-0040 90+56.00 TO 92+35.70 RT	180
92+40.10 TO 92+44.44 RT	10
TOTAL	190

AGGREGATE FOR TEMPORARY ACCESS

LOCATION	TON
US 150 S.N. 090-0038	90
US 150 S.N. 090-0040	90
TOTAL	180

AGGREGATE FOR DRIVEWAY MAINTENANCE

LOCATION	TON
US 150 S.N. 090-0038	30
US 150 S.N. 090-0040	30
TOTAL	60

AGGREGATE SURFACE COURSE, TYPE B

LOCATION	TON
N EAST LANE 11+40.00 RT	6.9
CATHERINE STREET 50+99.34 LT	6.9
TOTAL	13.8

INLETS TYPE B, TYPE 37 GRATE

LOCATION	EACH
N EAST LANE 12+03.06 16.80' LT	1
TOTAL	1

STRIP REFLECTIVE CRACK  
CONTROL TREATMENT

LOCATION	FOOT
US 150 S.N. 090-0038 47+35.00 TO 52+05.00	940
N EAST LANE 10+50.00 TO 13+46.36	296
CATHERINE STREET 50+12.01 TO 51+80.00	168
US 150 S.N. 090-0040 87+61.06 TO 92+24.00	926
TOTAL	2330

CLASS SI CONCRETE (OUTLET)

LOCATION	CU. YD.
US 150 S.N. 090-0040 CULVERT EXTENSION COLLAR	0.9
TOTAL	0.9

PIPE CULVERTS, CLASS D,  
TYPE 1 18"

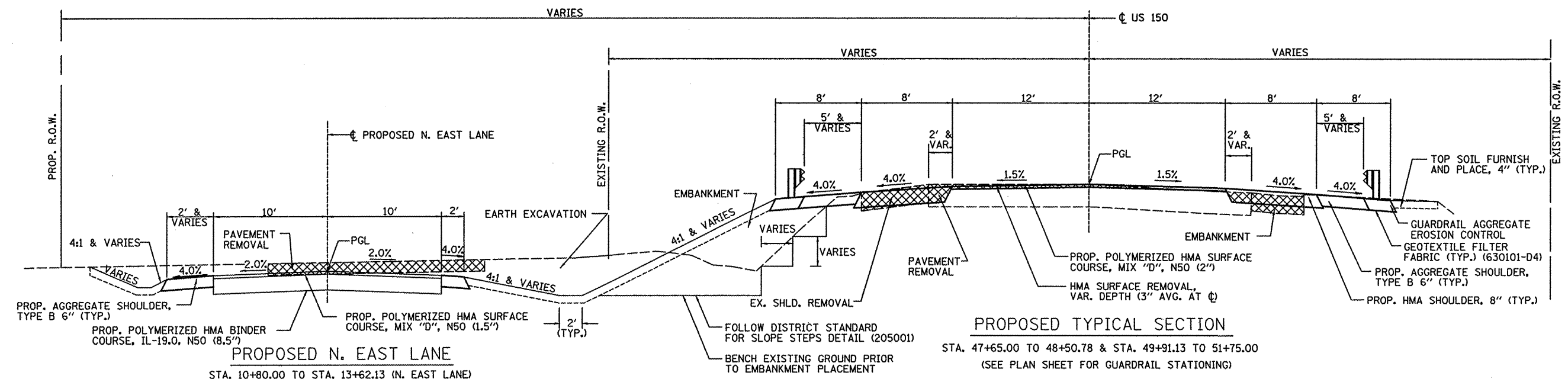
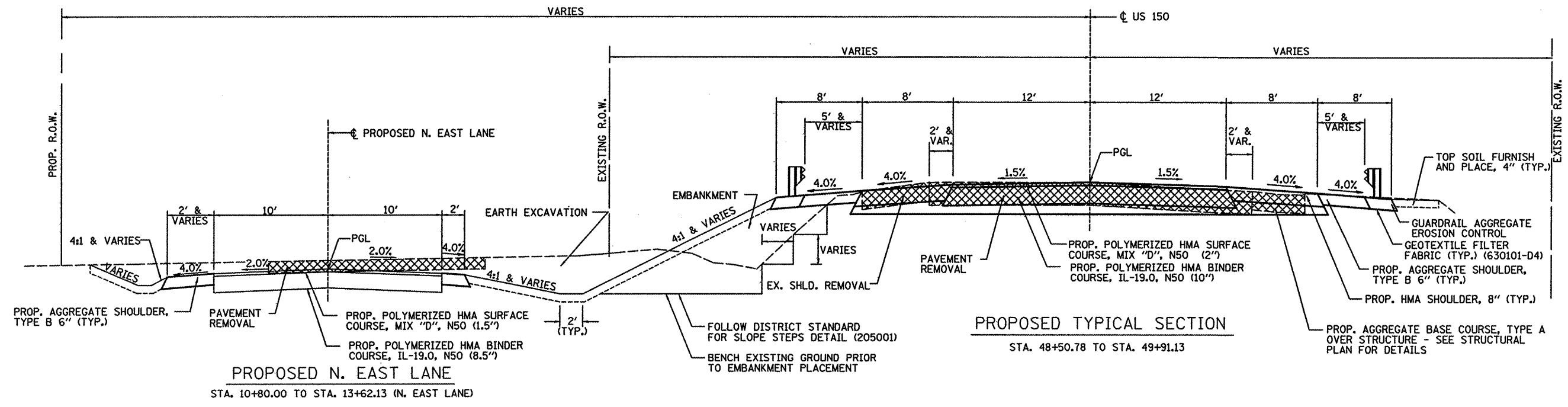
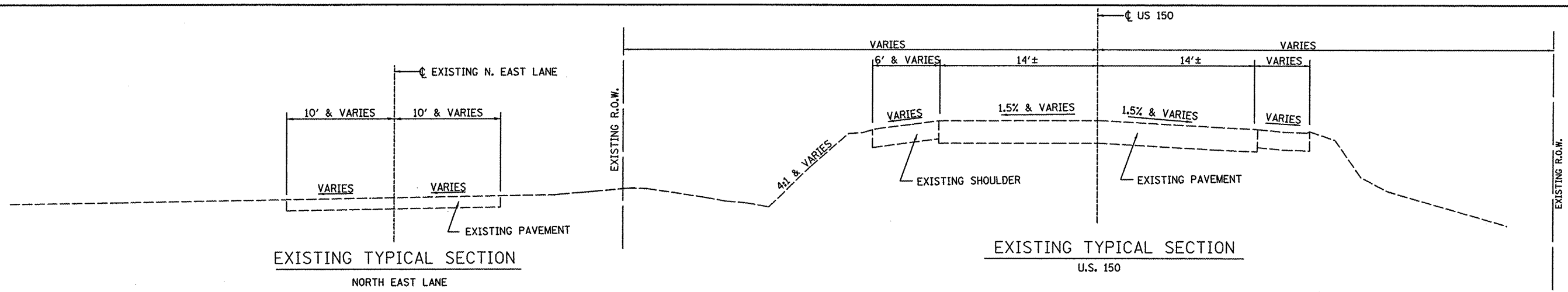
LOCATION	FOOT
US 150 S.N. 090-0040 92+45.80 TO 92+90.29 RT	45
TOTAL	45

BOX CULVERT END SECTIONS

LOCATION	EACH
US 150 S.N. 090-0040 90+50.00 RT	1
TOTAL	1

EXPANSION BOLTS 3/4 INCH

LOCATION	EACH
US 150 S.N. 090-0040 CULVERT EXTENSION COLLAR	8
TOTAL	8



**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL CROSS SECTIONS**  
**US 150 OVER LITTLE FARM CREEK S.N. 090-0038 & NORTH EAST LANE**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(1058) BR-2	TAZEWELL	15	133
CONTRACT NO. 68086				

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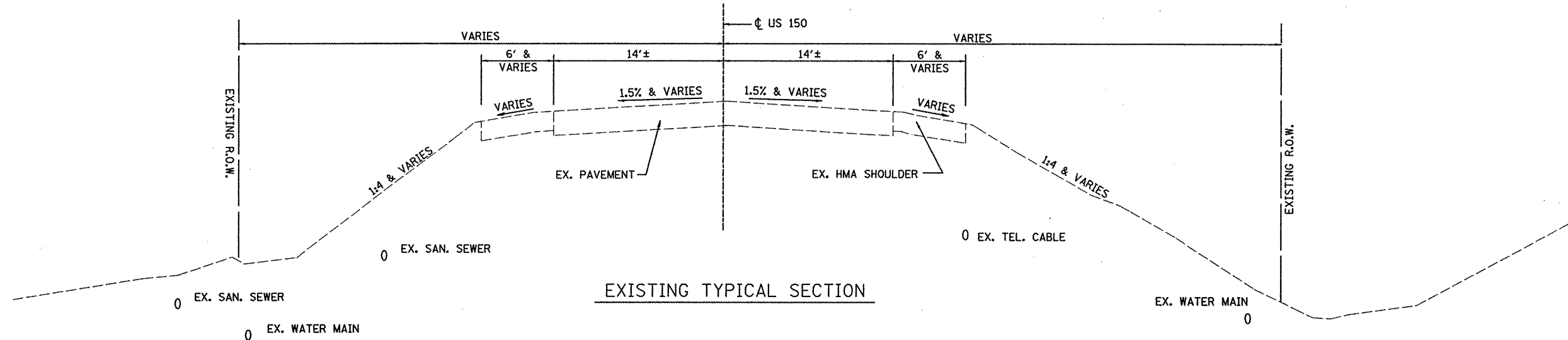
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DATE - 12/2007

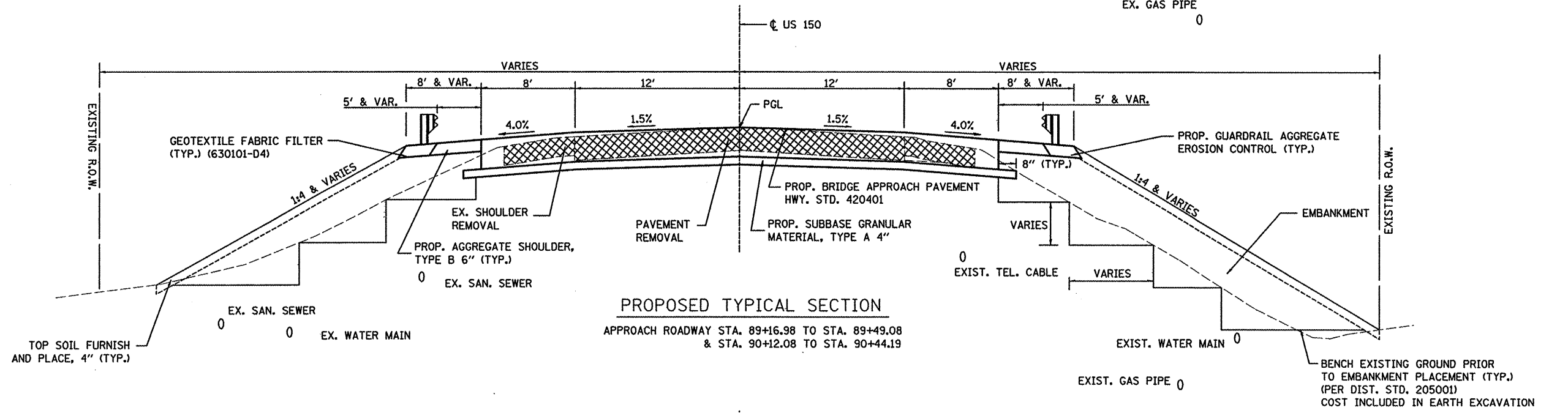
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REVISED -  
REVISED -  
REVISED -

SCALE: N.T.S. SHEET NO. OF SHEETS STA. 47+35.00 TO STA. 52+05.00

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

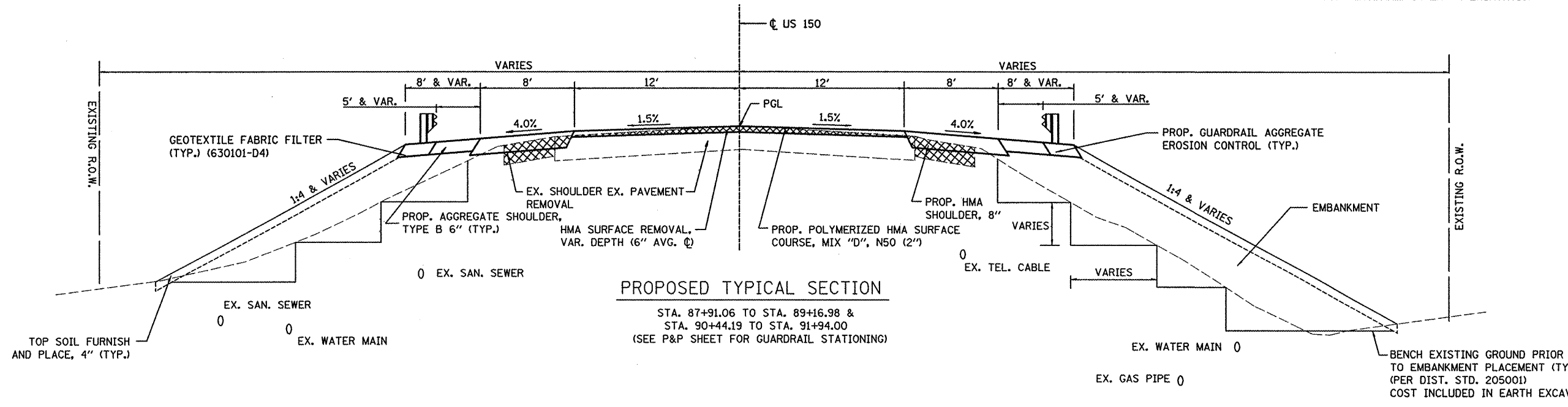


EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

APPROACH ROADWAY STA. 89+16.98 TO STA. 89+49.08 & STA. 90+12.08 TO STA. 90+44.19

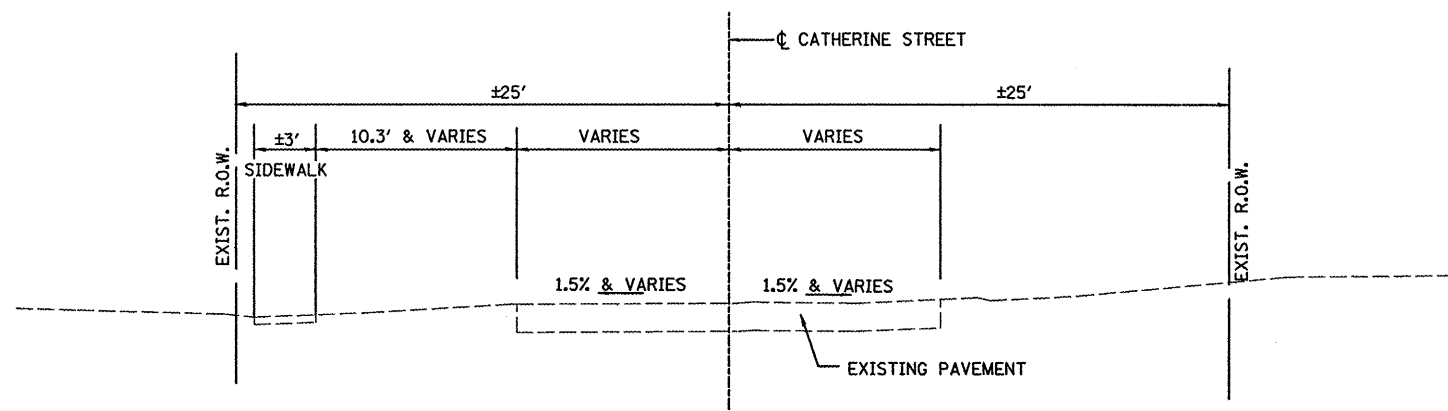


PROPOSED TYPICAL SECTION

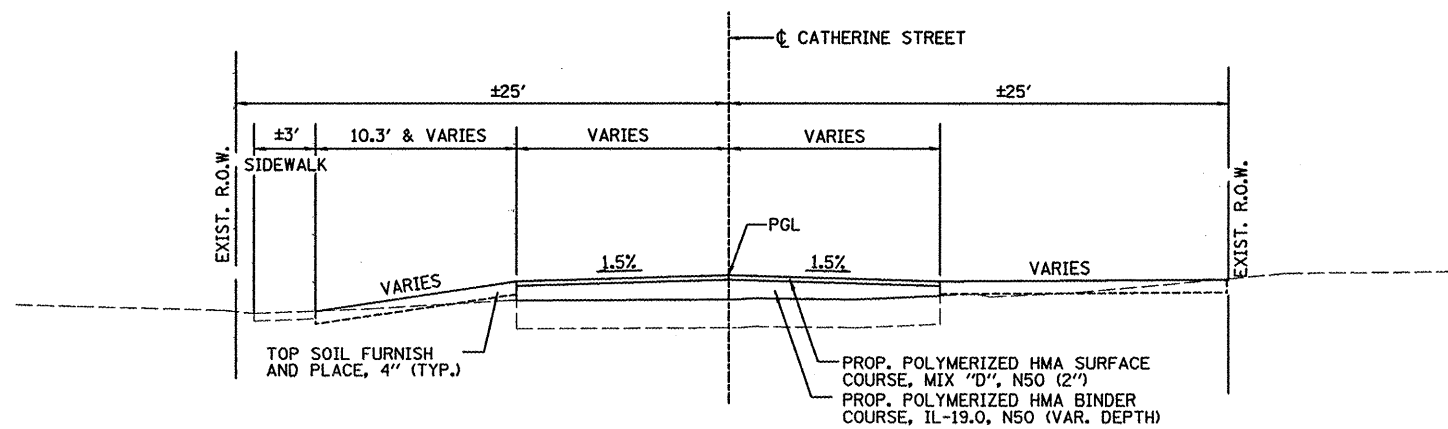
STA. 87+91.06 TO STA. 89+16.98 & STA. 90+44.19 TO STA. 91+94.00 (SEE P&P SHEET FOR GUARDRAIL STATIONING)

FILE NAME =	USER NAME = #USER#	DESIGNED - ST	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL CROSS SECTIONS US 150 OVER LITTLE FARM CREEK S.N. 090-0040</b>			F.A.U. RTE. 6757	SECTION (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 16	SHEET NO. 133
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	PLOT DATE = #DATE#	CHECKED - FL	REVISED -									
		DATE - 12/2007	REVISED -									





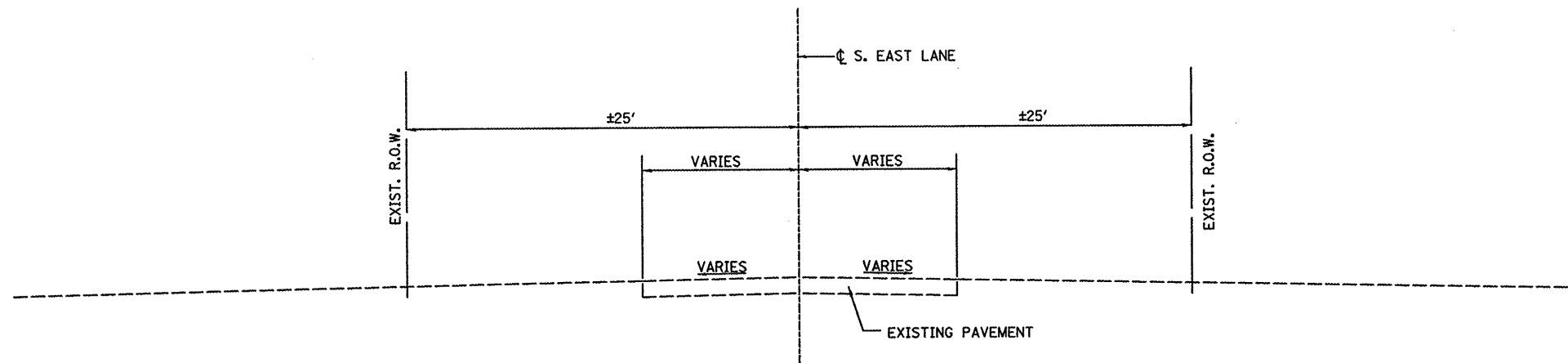
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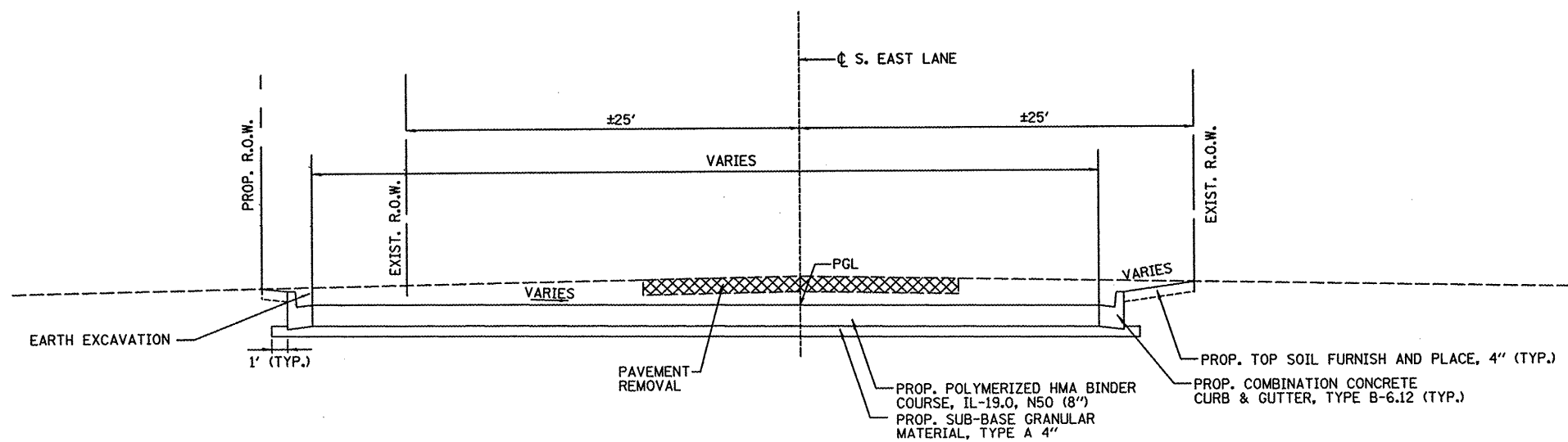
PROPOSED TYPICAL SECTION

STA. 50+00.00 TO STA. 51+50.00

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		CHECKED - FL	REVISED -		SCALE: N.T.S.	SHEET NO. OF SHEETS	STA. 50+00.00 TO STA. 51+50.00		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			
		DATE - 12/2007	REVISED -						CONTRACT NO. 68086			

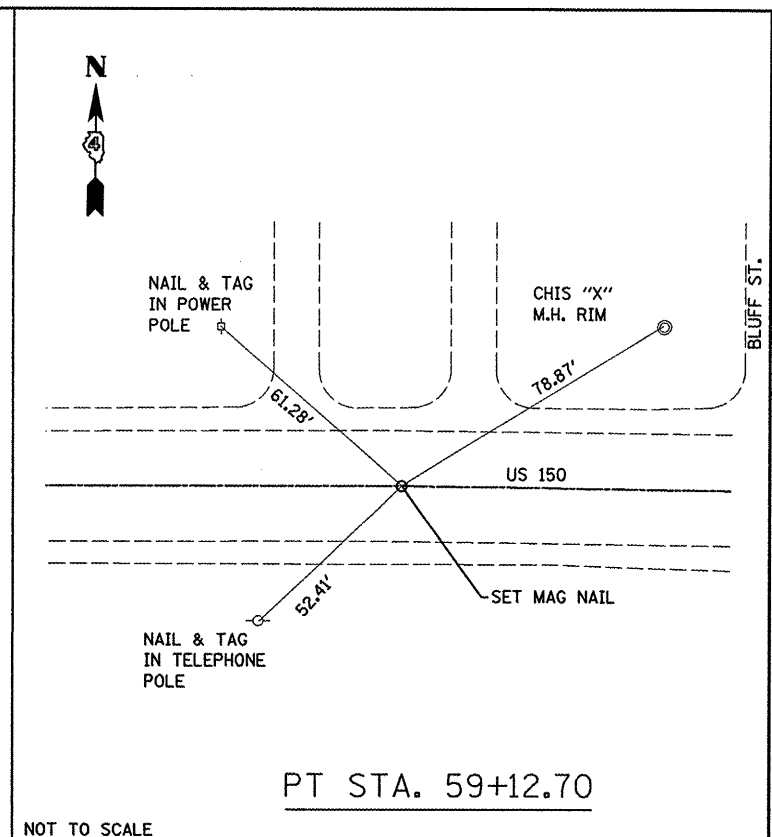
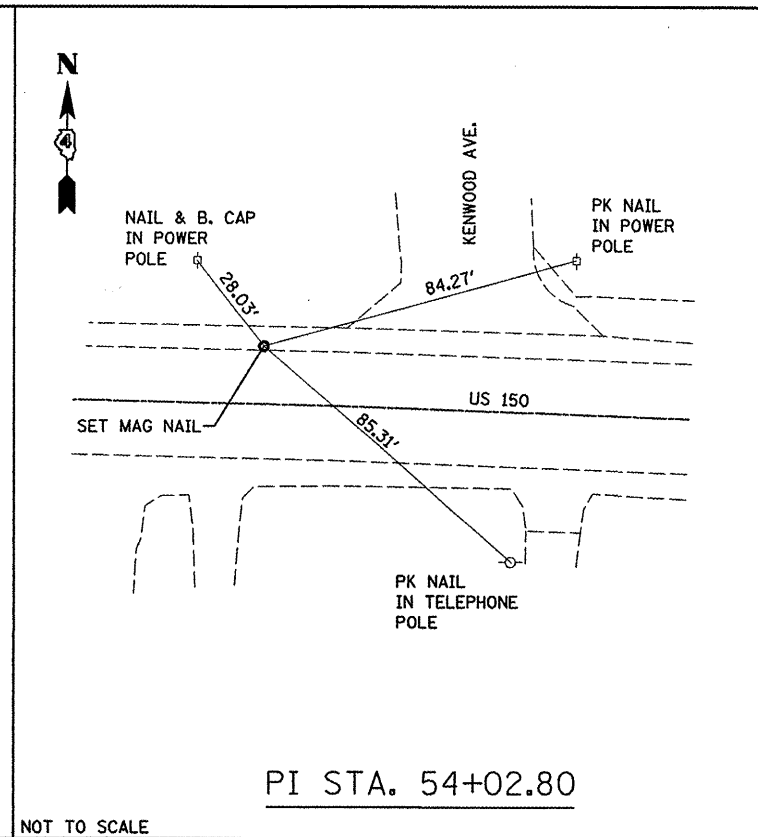
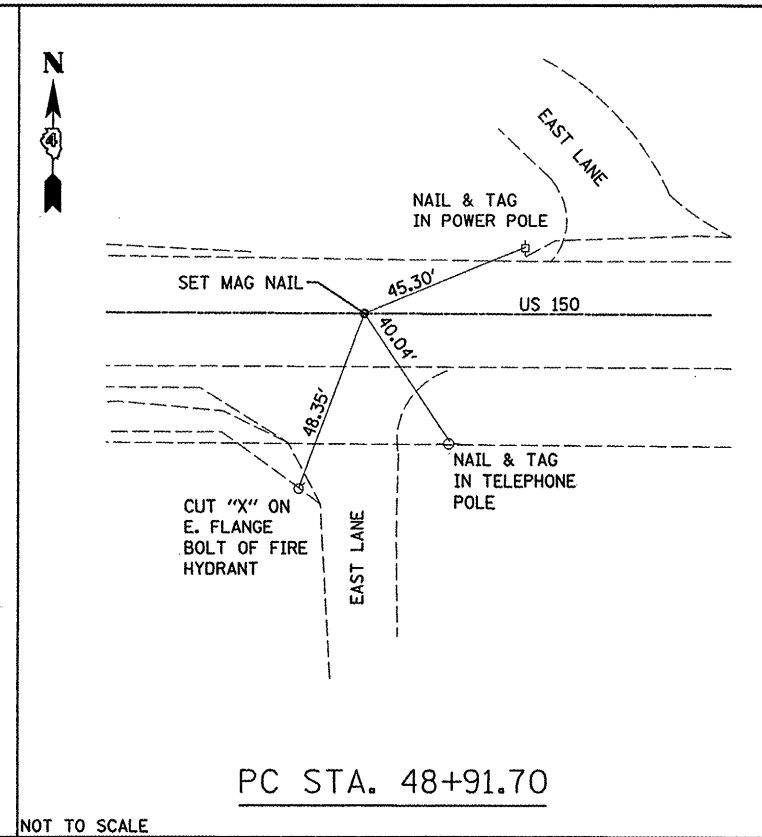
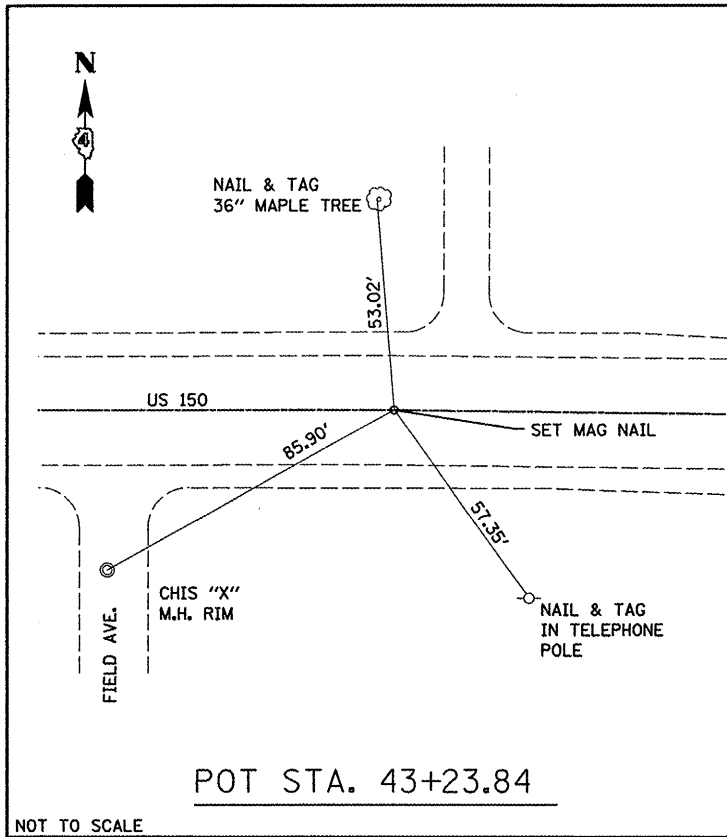


EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

FILE NAME =	USER NAME = #USER#	DESIGNED - ST	REVISED - ----	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL CROSS SECTIONS S. EAST LANE CUL DE SAC</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
#FILE#		DRAWN - ST	REVISED - ----		SCALE: N.T.S.	SHEET NO.	OF SHEETS	STA.	TO STA.	6757	(105B) BR-2	TAZEWELL	18	133
	PLOT SCALE = #SCALE#	CHECKED - FL	REVISED - ----									CONTRACT NO. 68086		
	PLOT DATE = #DATE#	DATE - 12/2007	REVISED - ----									FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		



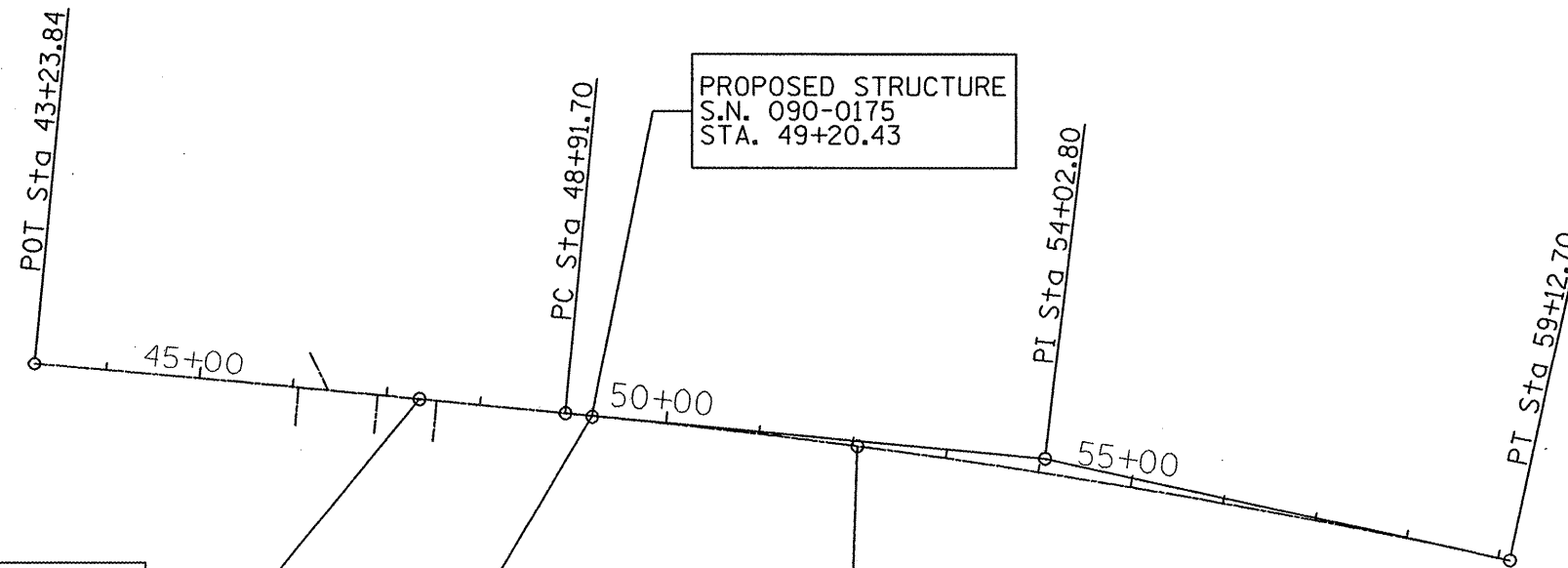
NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

**BENCHMARKS:**  
 M SPIKE IN POWER POLE STA. 48+93, 107' LT.  
 ELEV. = 484.10  
 RR SPIKE AT SOUTH SIDE OF POWER POLE  
 STA. 45+00, 35' RT.; ELEV. = 483.16  
 CHISELED "C" TOP OF NW WINGWALL  
 ELEV. = 487.86  
 CHISELED "C" TOP OF SW WINGWALL  
 ELEV. = 487.81

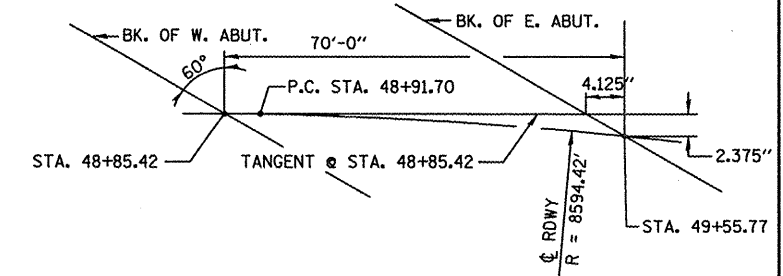
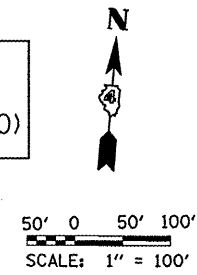


BEGIN PROJECT  
 SECTION (105 B) BR-2  
 STA. 47+35.00 (US 150)

END PROJECT  
 SECTION (105 B) BR-2  
 STA. 52+05.00 (US 150)

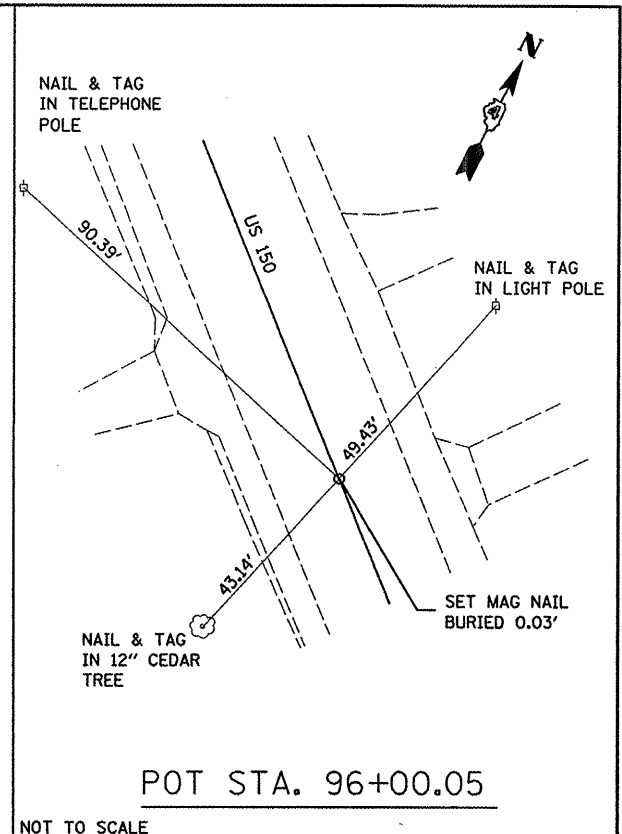
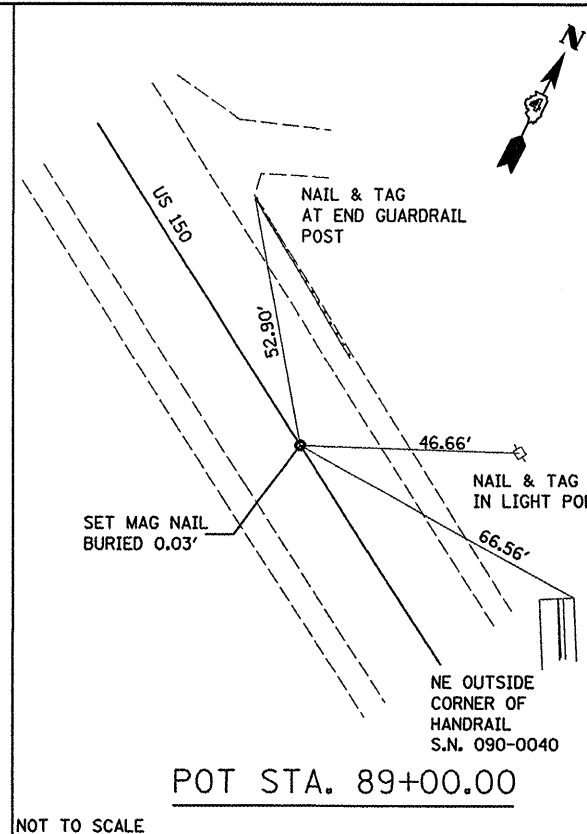
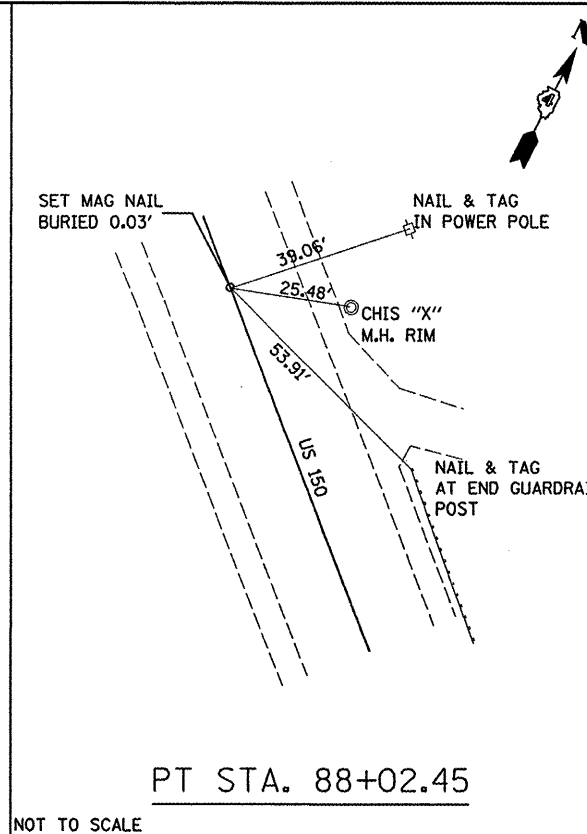
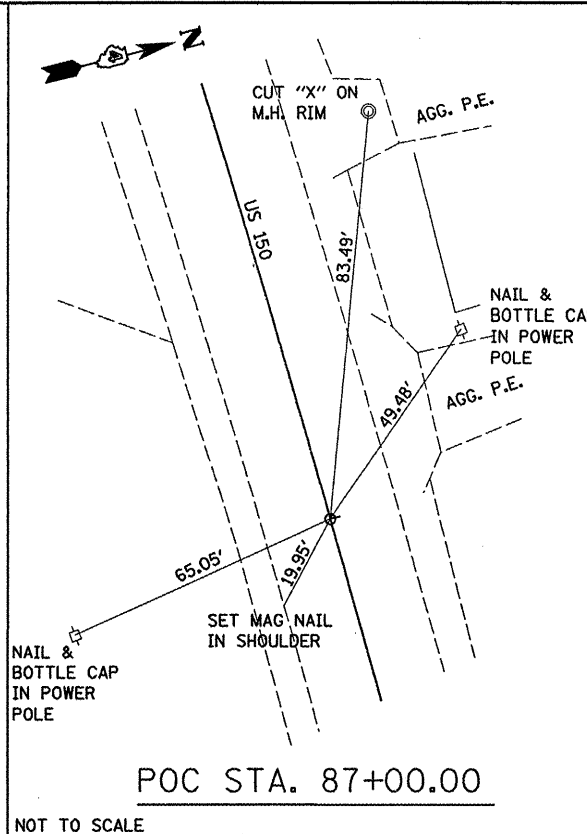
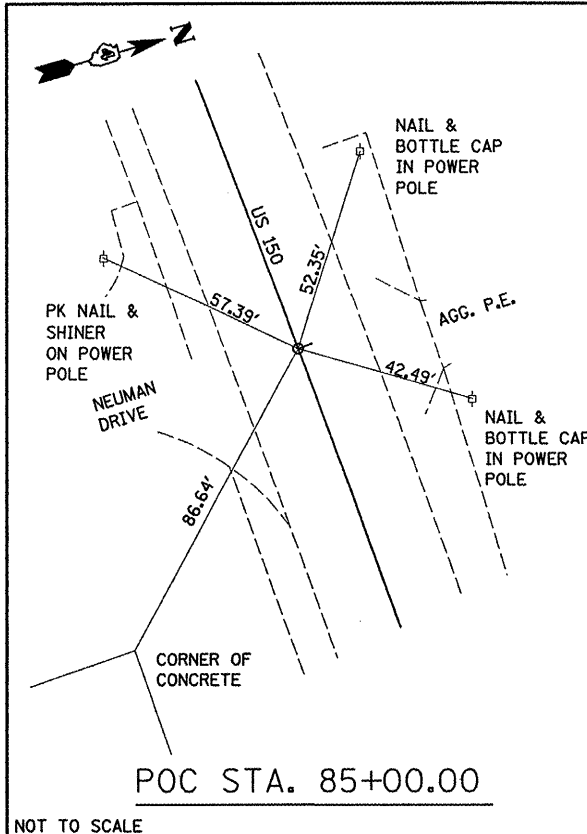
Exlst. Curve C1  
 PI Sta. 54+02.80  
 $\Delta = 6^\circ 48' 24''$  (RT)  
 $D = 0^\circ 40' 00''$   
 $T = 511.10'$   
 $R = 8,594.42'$   
 $L = 1,021.00'$   
 $E = 15.18'$   
 PC Sta. 48+91.70  
 PT Sta. 59+12.70  
 S.E. = N.C.

EXISTING STRUCTURE  
 S.N. 090-0038  
 STA. 49+20.43



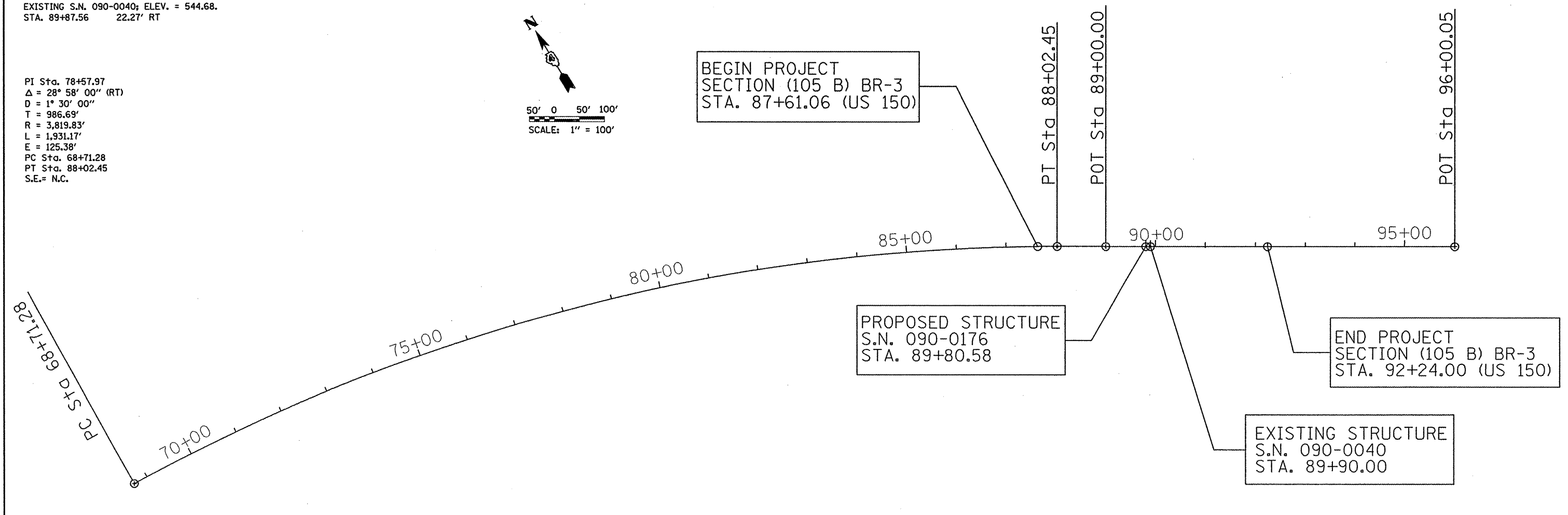
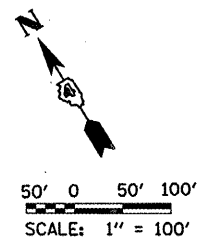
OFFSET SKETCH

FILE NAME = ...0038alignmentandties.dgn	USER NAME = Plotted by new6	DESIGNED - ST	REVISD - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT &amp; TIES US 150 OVER LITTLE FARM CREEK S.N. 090-0038</b>	F.A.U. RTE. 6757	SECTION (105B) BR-2	COUNTY TAZEWELL	TOTAL SHEETS 19	SHEET NO. 133
PLOT SCALE = 200.0000 "/td> <td>CHECKED - FL</td> <td>REVISD - ---</td> <td>SCALE: 1" = 100'</td> <td>SHEET NO. OF SHEETS</td> <td>STA. 47+35.00 TO STA. 52+05.00</td> <td>FED. ROAD DIST. NO. =</td> <td>ILLINOIS FED. AID PROJECT</td>	CHECKED - FL	REVISD - ---	SCALE: 1" = 100'			SHEET NO. OF SHEETS	STA. 47+35.00 TO STA. 52+05.00	FED. ROAD DIST. NO. =	ILLINOIS FED. AID PROJECT	
PLOT DATE = 7/25/2008	DATE - 12/2007	REVISD - ---								
















BENCHMARK:  
CHISELED "X" ON SW WINGWALL OF  
EXISTING S.N. 090-0040; ELEV. = 544.68.  
STA. 89+87.56 22.27' RT

PI Sta. 78+57.97  
Δ = 28° 58' 00" (RT)  
D = 1° 30' 00"  
T = 986.69'  
R = 3,819.83'  
L = 1,931.17'  
E = 125.38'  
PC Sta. 68+71.28  
PT Sta. 88+02.45  
S.E. = N.C.

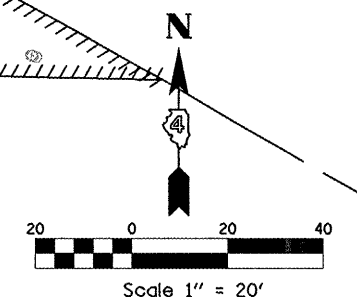
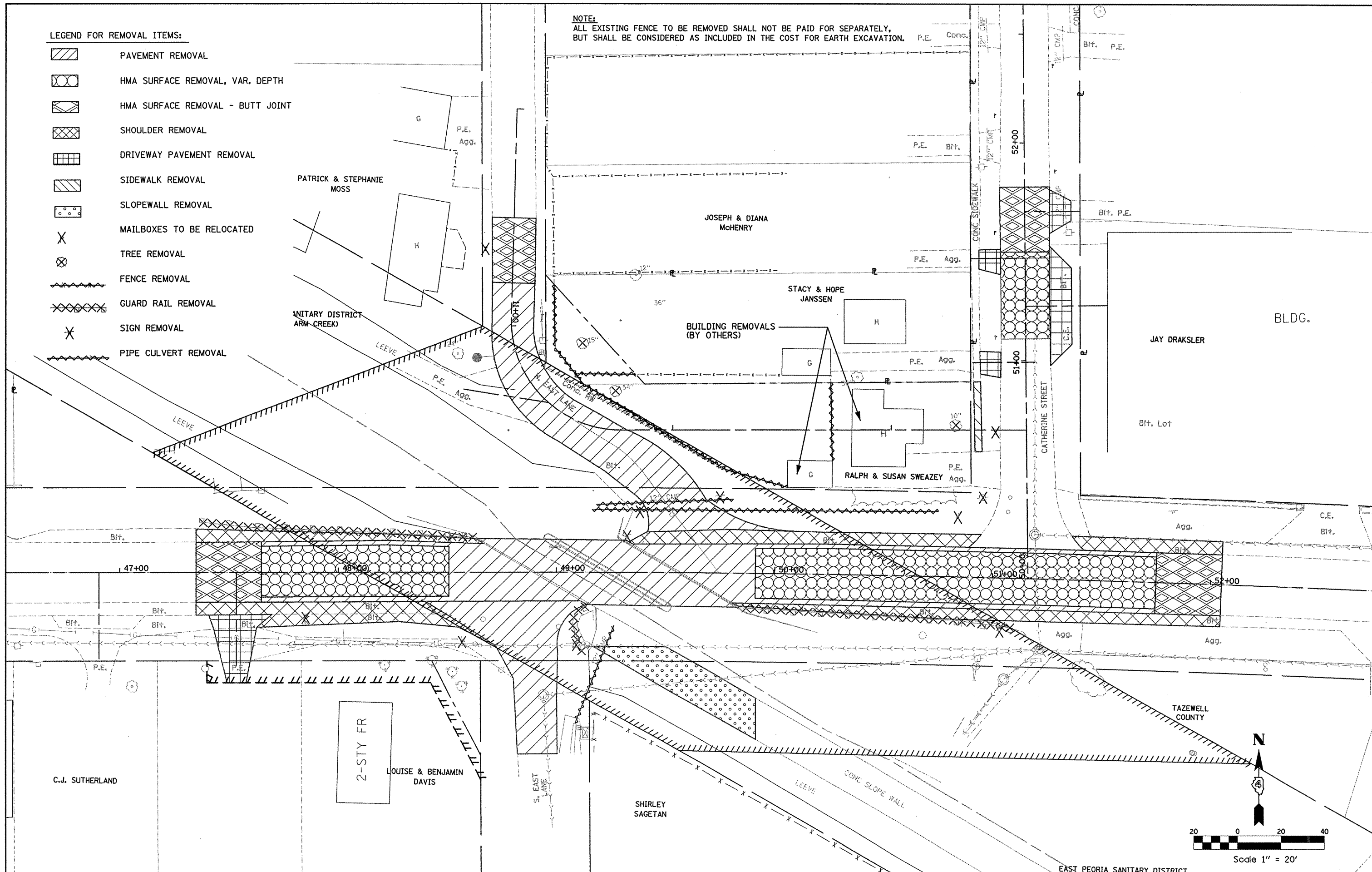


FILE NAME = ...0040alignmentandties.dgn	USER NAME = Plotted by new6	DESIGNED - ST	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT &amp; TIES US 150 OVER LITTLE FARM CREEK S.N. 090-0040</b>	F.A.U. RTE. 6757	SECTION (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 20	SHEET NO. 133	
	PLOT SCALE = 200.0000 ft / IN.	DRAWN - ST	REVISED - ---			SCALE: 1" = 100'	SHEET NO. OF SHEETS	STA. 87+61.06 TO STA. 92+24.00	FED. ROAD DIST. NO. =	ILLINOIS FED. AID PROJECT	CONTRACT NO. 68086
	PLOT DATE = 7/29/2008	CHECKED - FL	REVISED - ---								
		DATE - 12/2007	REVISED - ---								

**LEGEND FOR REMOVAL ITEMS:**

-  PAVEMENT REMOVAL
-  HMA SURFACE REMOVAL, VAR. DEPTH
-  HMA SURFACE REMOVAL - BUTT JOINT
-  SHOULDER REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  SIDEWALK REMOVAL
-  SLOPEWALL REMOVAL
-  MAILBOXES TO BE RELOCATED
-  TREE REMOVAL
-  FENCE REMOVAL
-  GUARD RAIL REMOVAL
-  SIGN REMOVAL
-  PIPE CULVERT REMOVAL

**NOTE:**  
ALL EXISTING FENCE TO BE REMOVED SHALL NOT BE PAID FOR SEPARATELY,  
BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST FOR EARTH EXCAVATION.



FILE NAME = ...0900038\0038RemovalSheet.dgn

USER NAME = Plotted by new6  
DESIGNED - ST  
DRAWN - ST  
CHECKED - FL  
PLOT DATE = 7/29/2008  
DATE - 12/2007












REVISED - ---  
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REVISED - ---

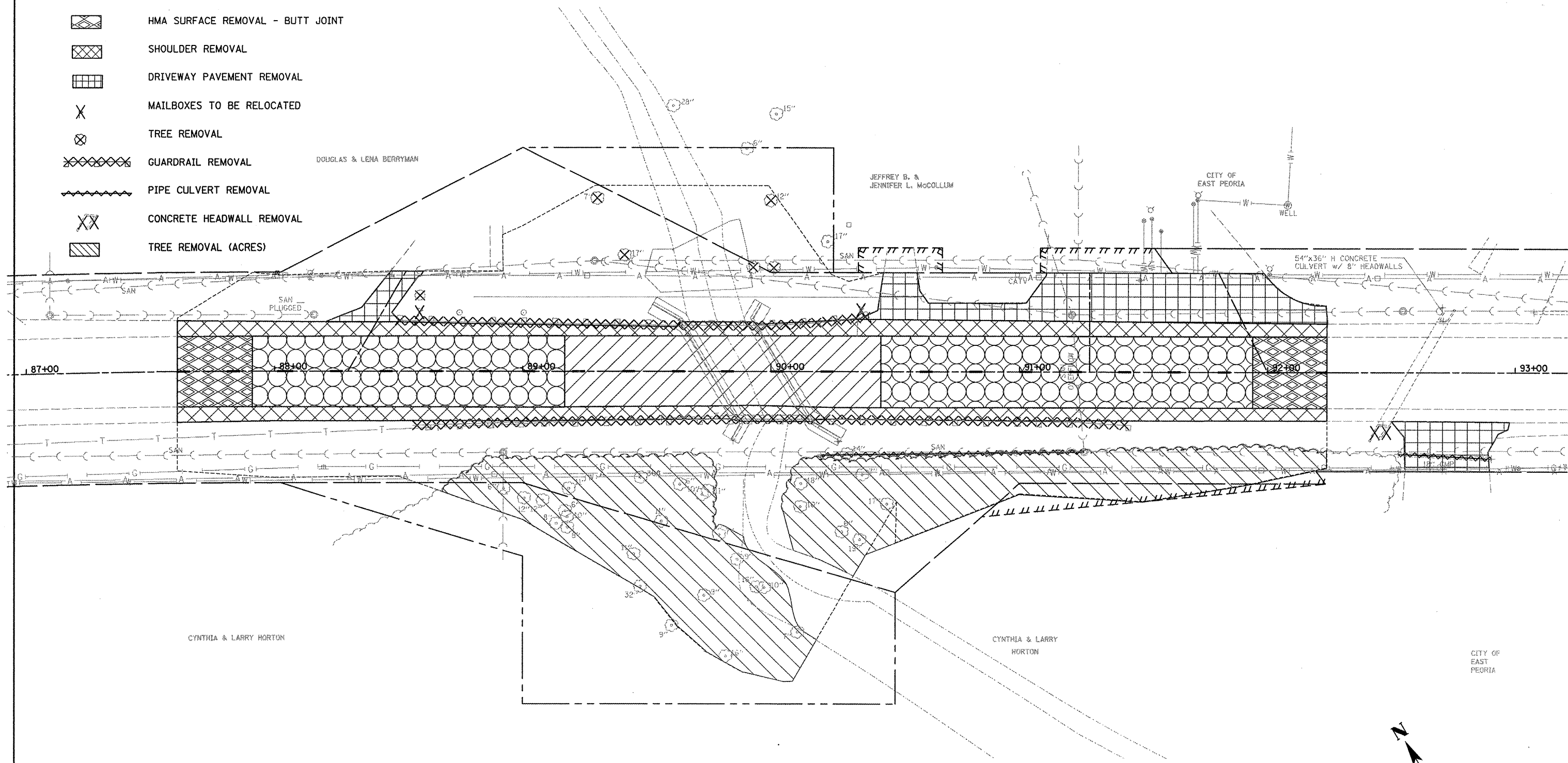
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN**  
**US 150 OVER LITTLE FARM CREEK S.N. 090-0038**  
SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 47+35.00 TO STA. 52+05.00

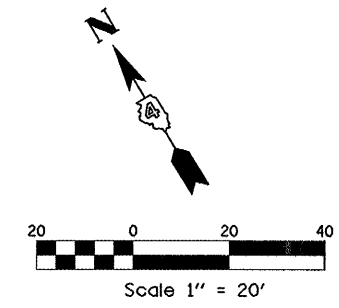
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-2	TAZEWELL	21	133
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT CONTRACT NO. 68086				

LEGEND FOR REMOVAL ITEMS:

-  PAVEMENT REMOVAL
-  HMA SURFACE REMOVAL, VAR. DEPTH
-  HMA SURFACE REMOVAL - BUTT JOINT
-  SHOULDER REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  MAILBOXES TO BE RELOCATED
-  TREE REMOVAL
-  GUARDRAIL REMOVAL
-  PIPE CULVERT REMOVAL
-  CONCRETE HEADWALL REMOVAL
-  TREE REMOVAL (ACRES)



NOTE:  
 ALL EXISTING FENCE TO BE REMOVED SHALL NOT BE PAID FOR SEPARATELY,  
 BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST FOR EARTH EXCAVATION.



FILE NAME =  
 ...\\0900040\0040RemovalSheet.dgn

USER NAME = Plotted by new6  
 PLOT SCALE = 40.0000' / IN.  
 PLOT DATE = 7/29/2008

DESIGNED - ST  
 DRAWN - ST  
 CHECKED - FL  
 DATE - 12/2007

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
 US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

SCALE: 1" = 20'    SHEET NO.    OF    SHEETS    STA. 87+61.06 TO STA. 92+24.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-3	TAZEWELL	22	133
CONTRACT NO. 68086				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

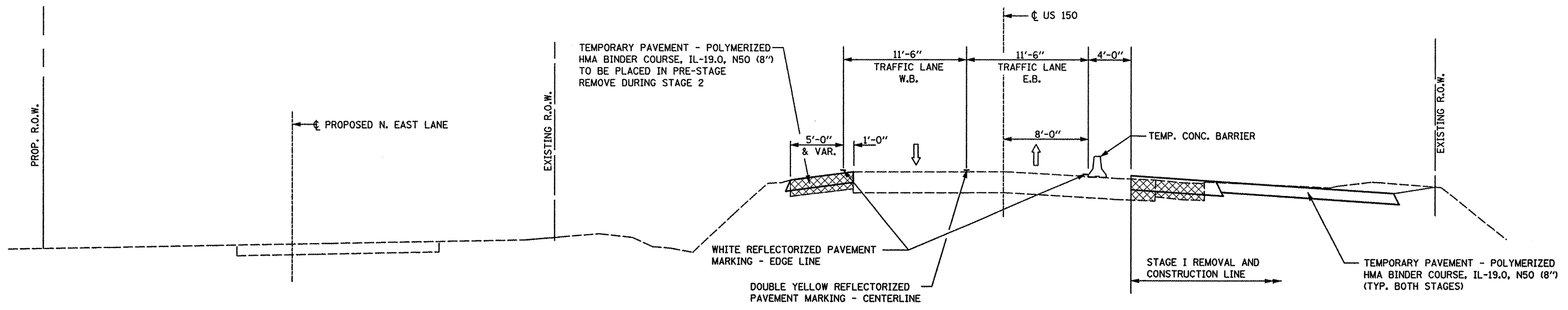




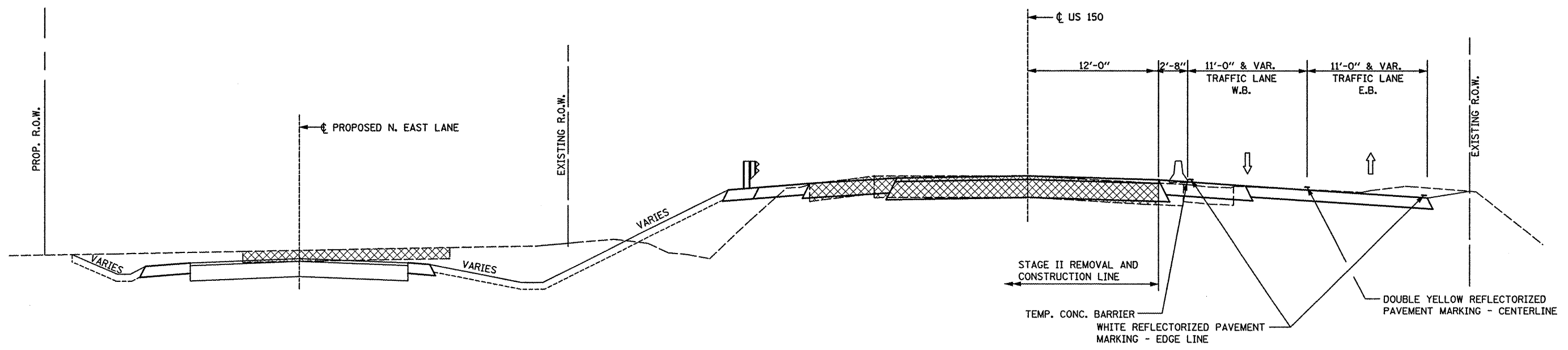






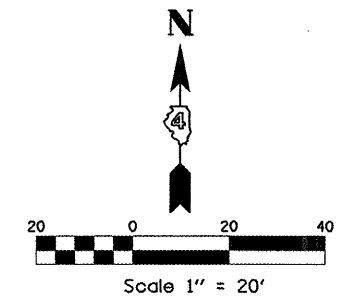


STAGE I TYPICAL SECTION  
(LOOKING EAST)



STAGE II TYPICAL SECTION  
(LOOKING EAST)

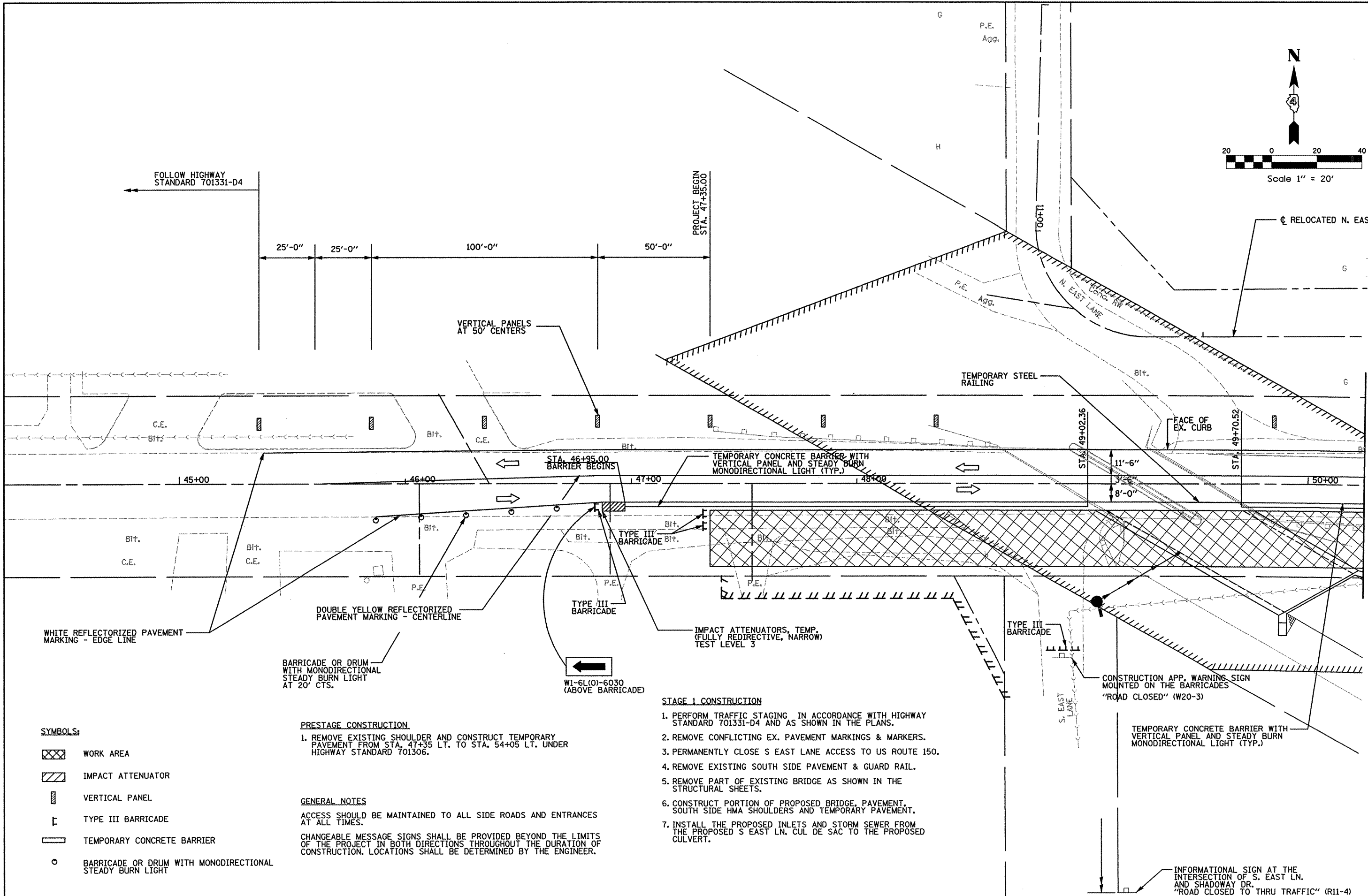
FILE NAME = ...Phase II\0900038\0038MOTXS.dgn	USER NAME = Plotted by fln	DESIGNED - ST	REVISED - ----	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC TYPICAL SECTIONS US 150 OVER LITTLE FARM CREEK S.N. 090-0038</b>	F.A.U. RTE. 6757	SECTION (105B) BR-2	COUNTY TAZEWELL	TOTAL SHEETS 27	SHEET NO. 133		
	PLOT SCALE = 10.0000 ft / IN.	CHECKED - FL	REVISED - ----			SCALE: N.T.S.	SHEET NO. OF SHEETS	STA. 44+22.36 TO STA. 56+17.35	CONTRACT NO. 68086			
	PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ----			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT						



FOLLOW HIGHWAY STANDARD 701331-D4

PROJECT BEGIN STA. 47+35.00

MATCH LINE STA. 50+25.00



- SYMBOLS:**
- WORK AREA
  - IMPACT ATTENUATOR
  - VERTICAL PANEL
  - TYPE III BARRICADE
  - TEMPORARY CONCRETE BARRIER
  - BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURN LIGHT

**PRESTAGE CONSTRUCTION**

- REMOVE EXISTING SHOULDER AND CONSTRUCT TEMPORARY PAVEMENT FROM STA. 47+35 LT. TO STA. 54+05 LT. UNDER HIGHWAY STANDARD 701306.

**GENERAL NOTES**

ACCESS SHOULD BE MAINTAINED TO ALL SIDE ROADS AND ENTRANCES AT ALL TIMES.

CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED BEYOND THE LIMITS OF THE PROJECT IN BOTH DIRECTIONS THROUGHOUT THE DURATION OF CONSTRUCTION. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

- STAGE I CONSTRUCTION**
- PERFORM TRAFFIC STAGING IN ACCORDANCE WITH HIGHWAY STANDARD 701331-D4 AND AS SHOWN IN THE PLANS.
  - REMOVE CONFLICTING EX. PAVEMENT MARKINGS & MARKERS.
  - PERMANENTLY CLOSE S EAST LANE ACCESS TO US ROUTE 150.
  - REMOVE EXISTING SOUTH SIDE PAVEMENT & GUARD RAIL.
  - REMOVE PART OF EXISTING BRIDGE AS SHOWN IN THE STRUCTURAL SHEETS.
  - CONSTRUCT PORTION OF PROPOSED BRIDGE, PAVEMENT, SOUTH SIDE HMA SHOULDERS AND TEMPORARY PAVEMENT.
  - INSTALL THE PROPOSED INLETS AND STORM SEWER FROM THE PROPOSED S EAST LN. CUL DE SAC TO THE PROPOSED CULVERT.

FILE NAME = ...N0038MOTSTAGE1SHEET1.dgn

USER NAME = Plotted by flm

PLOT SCALE = 40.0000' / IN.

PLOT DATE = 10/7/2008

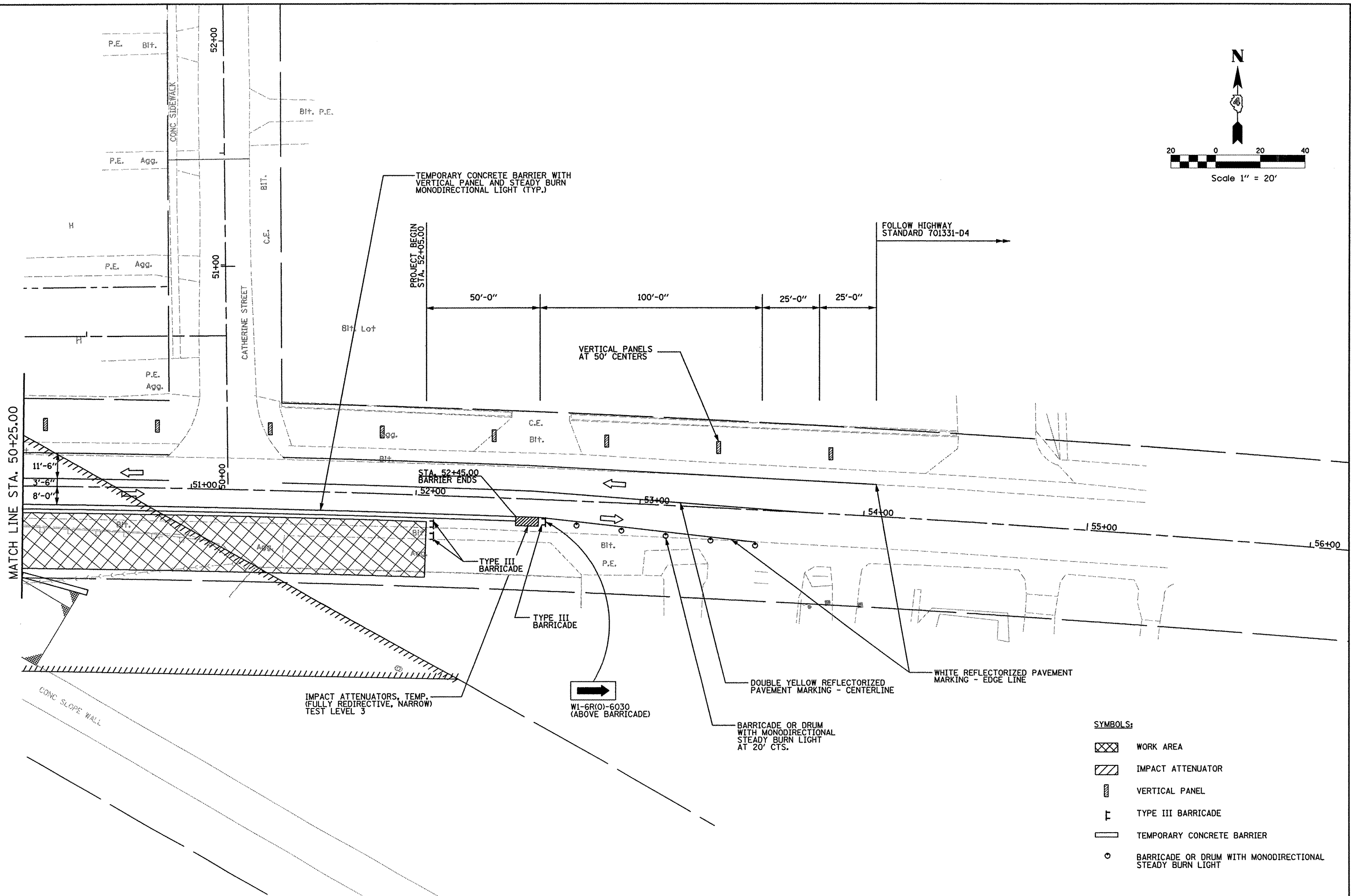
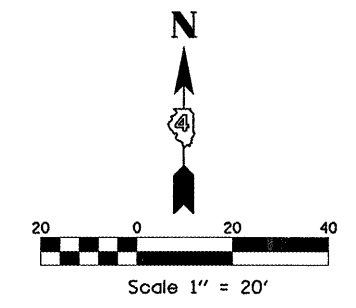
DESIGNED - ST	REVISED -
DRAWN - ST	REVISED -
CHECKED - FL	REVISED -
DATE - 12/2007	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLANS - STAGE I - SHEET I  
US 150 OVER LITTLE FARM CREEK S.N. 090-0038**

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 44+22.36 TO STA. 50+25.00

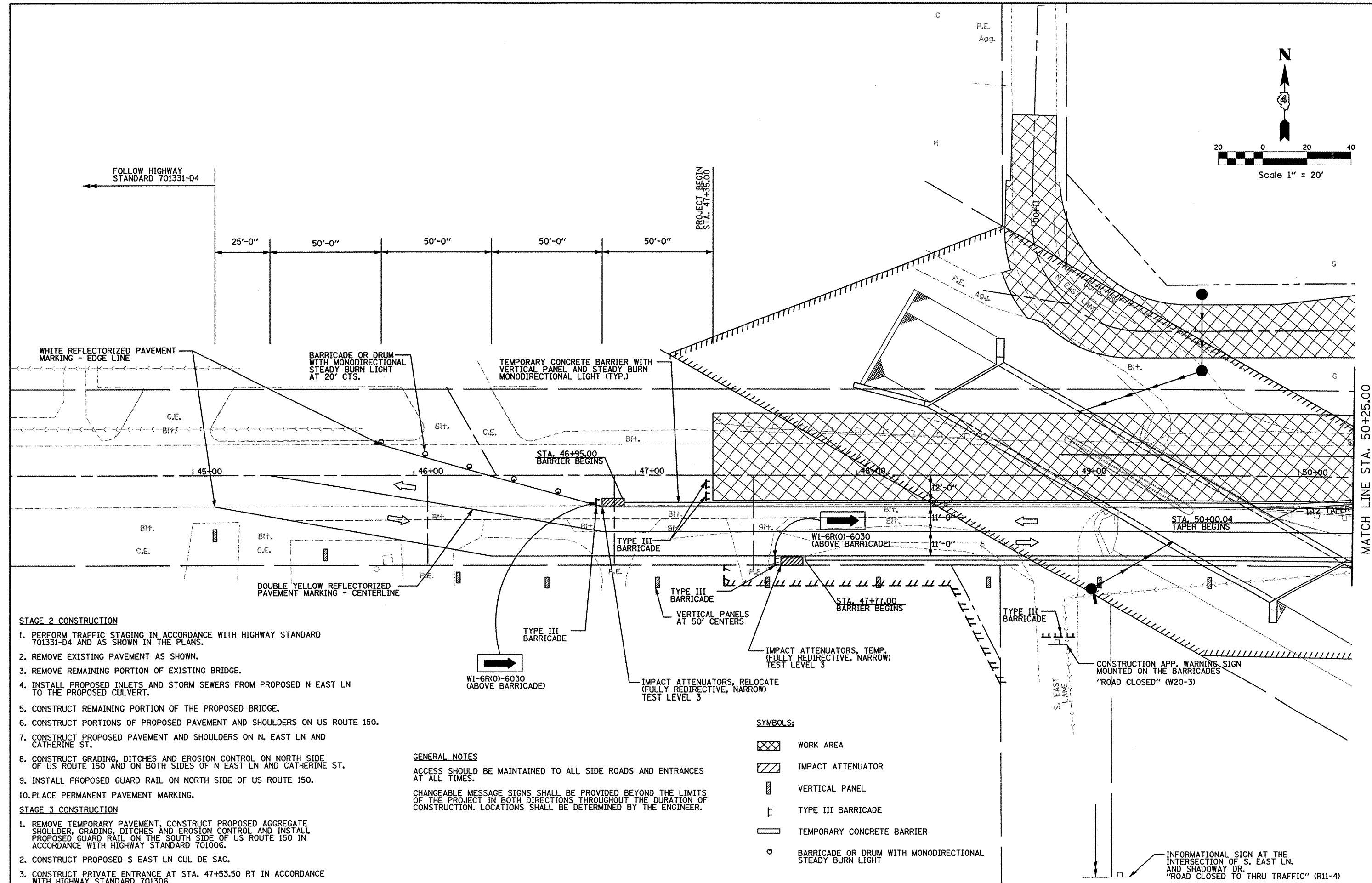
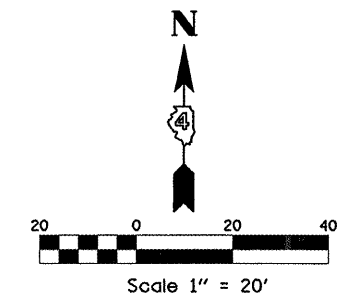
F.A.U. RTE. 6757	SECTION (105B) BR-2	COUNTY TAZEWELL	TOTAL SHEETS 28	SHEET NO. 133
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68086	



**SYMBOLS:**

	WORK AREA
	IMPACT ATTENUATOR
	VERTICAL PANEL
	TYPE III BARRICADE
	TEMPORARY CONCRETE BARRIER
	BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURN LIGHT

FILE NAME = ...V0938MOTSTAGE1SHEET2.dgn	USER NAME = Plotted by fln	DESIGNED - ST	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC PLANS - STAGE I - SHEET II US 150 OVER LITTLE FARM CREEK S.N. 090-0038</b>	F.A.U. RTE. 6757	SECTION (105B) BR-2	COUNTY TAZEWELL	TOTAL SHEETS 29	SHEET NO. 133
	PLOT SCALE = 40.0000' / IN.	CHECKED - FL	REVISED -			SCALE: 1" = 20'	SHEET NO. OF SHEETS	STA. 50+25.00 TO STA. 56+17.35	CONTRACT NO. 68086	
	PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED -					FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		



**STAGE 2 CONSTRUCTION**

1. PERFORM TRAFFIC STAGING IN ACCORDANCE WITH HIGHWAY STANDARD 701331-D4 AND AS SHOWN IN THE PLANS.
2. REMOVE EXISTING PAVEMENT AS SHOWN.
3. REMOVE REMAINING PORTION OF EXISTING BRIDGE.
4. INSTALL PROPOSED INLETS AND STORM SEWERS FROM PROPOSED N EAST LN TO THE PROPOSED CULVERT.
5. CONSTRUCT REMAINING PORTION OF THE PROPOSED BRIDGE.
6. CONSTRUCT PORTIONS OF PROPOSED PAVEMENT AND SHOULDERS ON US ROUTE 150.
7. CONSTRUCT PROPOSED PAVEMENT AND SHOULDERS ON N. EAST LN AND CATHERINE ST.
8. CONSTRUCT GRADING, DITCHES AND EROSION CONTROL ON NORTH SIDE OF US ROUTE 150 AND ON BOTH SIDES OF N EAST LN AND CATHERINE ST.
9. INSTALL PROPOSED GUARD RAIL ON NORTH SIDE OF US ROUTE 150.
10. PLACE PERMANENT PAVEMENT MARKING.

**STAGE 3 CONSTRUCTION**

1. REMOVE TEMPORARY PAVEMENT, CONSTRUCT PROPOSED AGGREGATE SHOULDER, GRADING, DITCHES AND EROSION CONTROL AND INSTALL PROPOSED GUARD RAIL ON THE SOUTH SIDE OF US ROUTE 150 IN ACCORDANCE WITH HIGHWAY STANDARD 701006.
2. CONSTRUCT PROPOSED S EAST LN CUL DE SAC.
3. CONSTRUCT PRIVATE ENTRANCE AT STA. 47+53.50 RT IN ACCORDANCE WITH HIGHWAY STANDARD 701306.

**GENERAL NOTES**

ACCESS SHOULD BE MAINTAINED TO ALL SIDE ROADS AND ENTRANCES AT ALL TIMES.  
 CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED BEYOND THE LIMITS OF THE PROJECT IN BOTH DIRECTIONS THROUGHOUT THE DURATION OF CONSTRUCTION. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

**SYMBOLS:**

- WORK AREA
- IMPACT ATTENUATOR
- VERTICAL PANEL
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURN LIGHT

FILE NAME =	USER NAME = Plotted by fln	DESIGNED - ST	REVISED - ---
...\\0038M0TSTAGE2SHEET1.dgn		DRAWN - ST	REVISED - ---
	PLOT SCALE = 48.0000' / IN.	CHECKED - FL	REVISED - ---
	PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ---

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLANS - STAGE II - SHEET I  
US 150 OVER LITTLE FARM CREEK S.N. 090-0038**

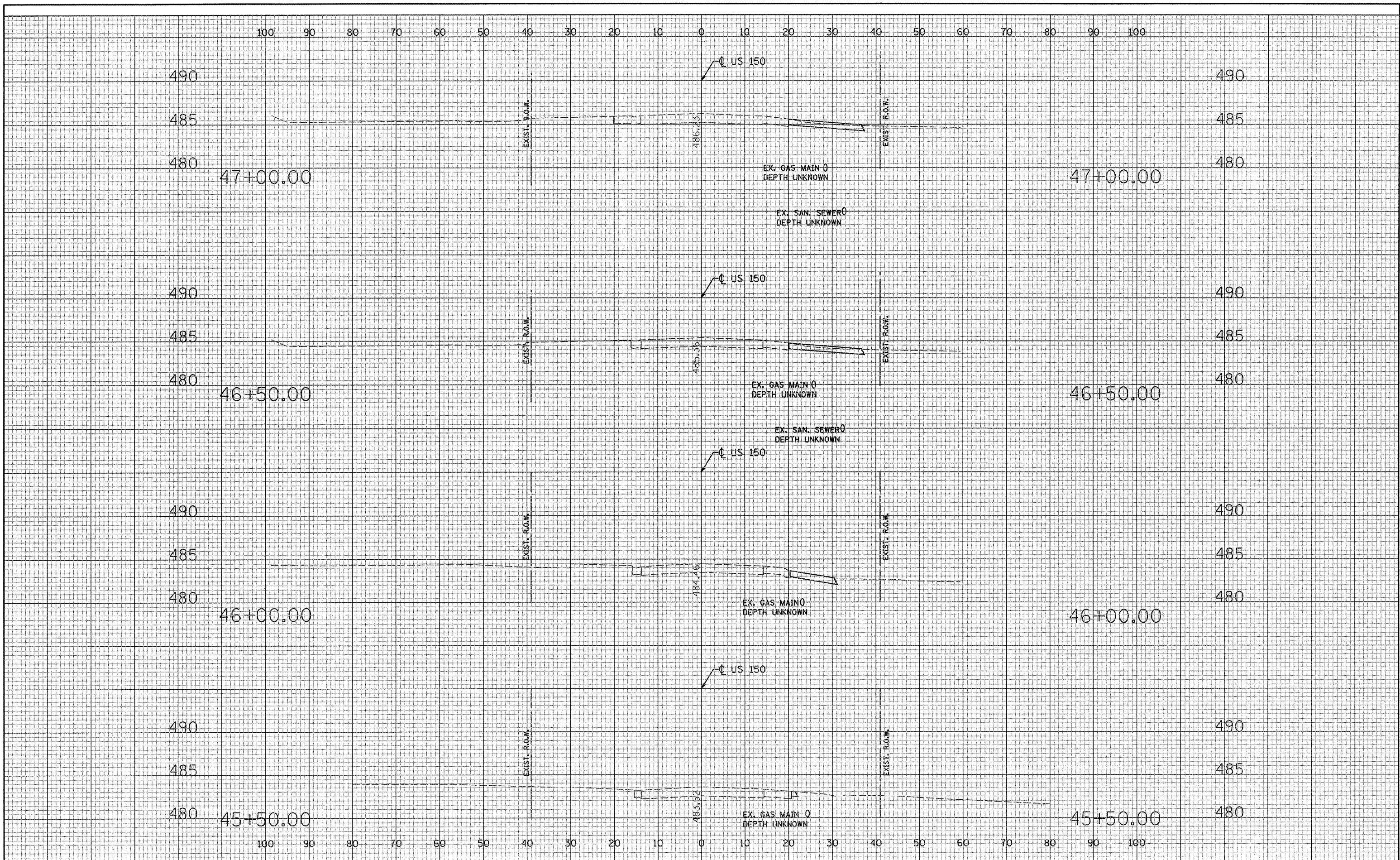
SCALE: 1" = 20'    SHEET NO. OF SHEETS    STA. 44+22.36 TO STA. 50+25.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-2	TAZEWELL	30	133
CONTRACT NO. 68086			ILLINOIS FED. AID PROJECT	



DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	

DATE	
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DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	



FILE NAME = ...\\0900038\0038XSHEETMOT.dgn  
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 PLOT SCALE = 20.0000' / IN.  
 PLOT DATE = 10/7/2008

DESIGNED - ST	REVISED - ---
DRAWN - ST	REVISED - ---
CHECKED - FL	REVISED - ---
DATE - 12/2007	REVISED - ---

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

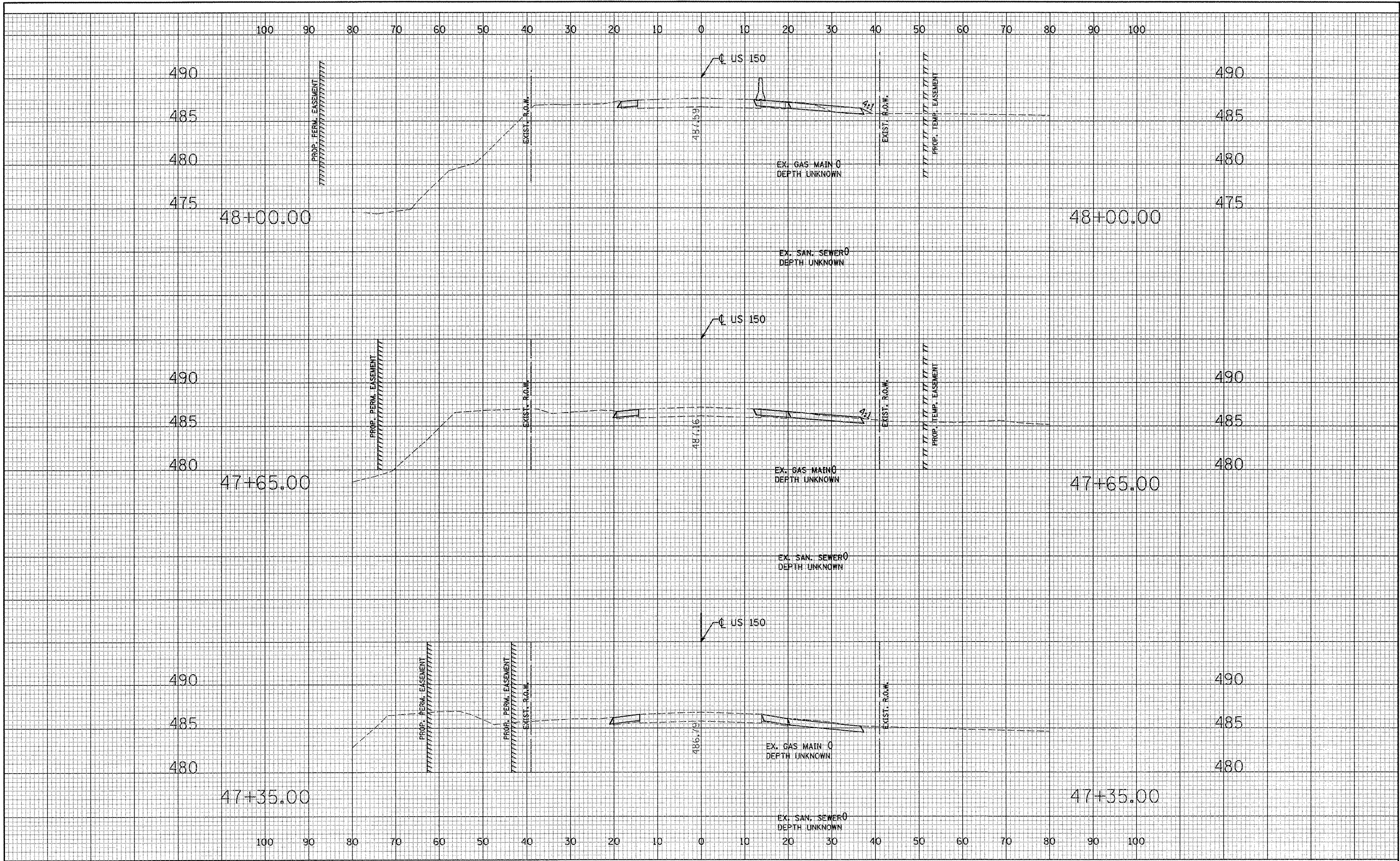
**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
 US 150 OVER LITTLE FARM CREEK S.N. 090-0038**  
 SCALE: 1"=10'H5'V SHEET NO. OF SHEETS STA. 47+35.00 TO STA. 52+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-2	TAZEWELL	32	133
CONTRACT NO. 68086				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



DATE	
BY	
FINAL SURVEY	
SUBMITTED	
PLOTTED	
TEMPLATE	
AREAS	
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BY	
ORIGINAL SURVEY	
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TEMPLATE	
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FILE NAME = ...\\0900038\0038XSSHEETMOT.dgn

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	DRAWN - ST	REVISED - ---
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PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ---

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

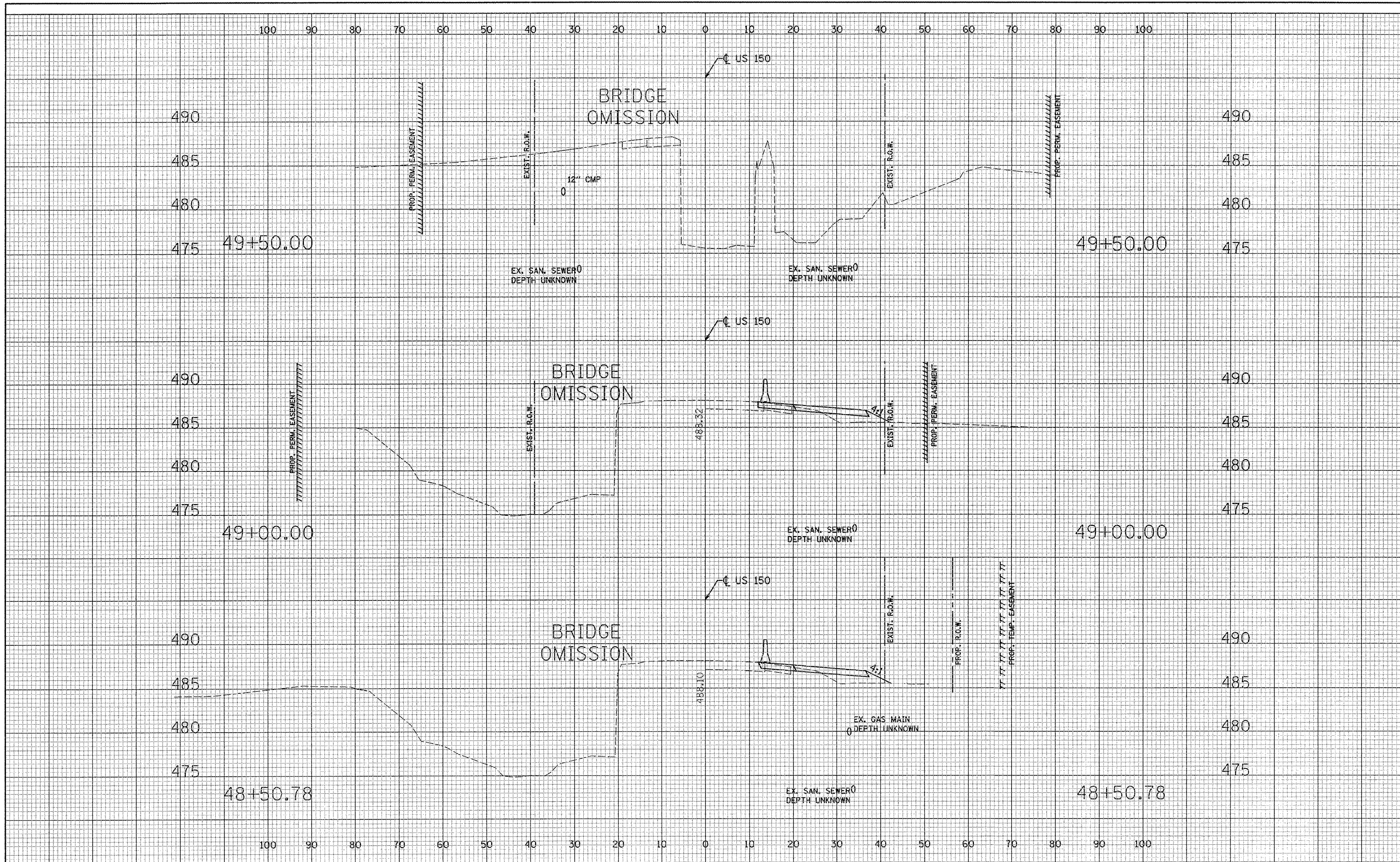
**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
US 150 OVER LITTLE FARM CREEK S.N. 090-0038**

SCALE: 1"=10'H 5'V SHEET NO. OF SHEETS STA. 47+35.00 TO STA. 52+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-2	TAZEWELL	33	133
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 68086	

DATE	
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TEMPLATE	
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FINAL SURVEY	
NOTE BOOK	
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	DRAWN - ST	REVISED - ----
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PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ----

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
US 150 OVER LITTLE FARM CREEK S.N. 090-0038**

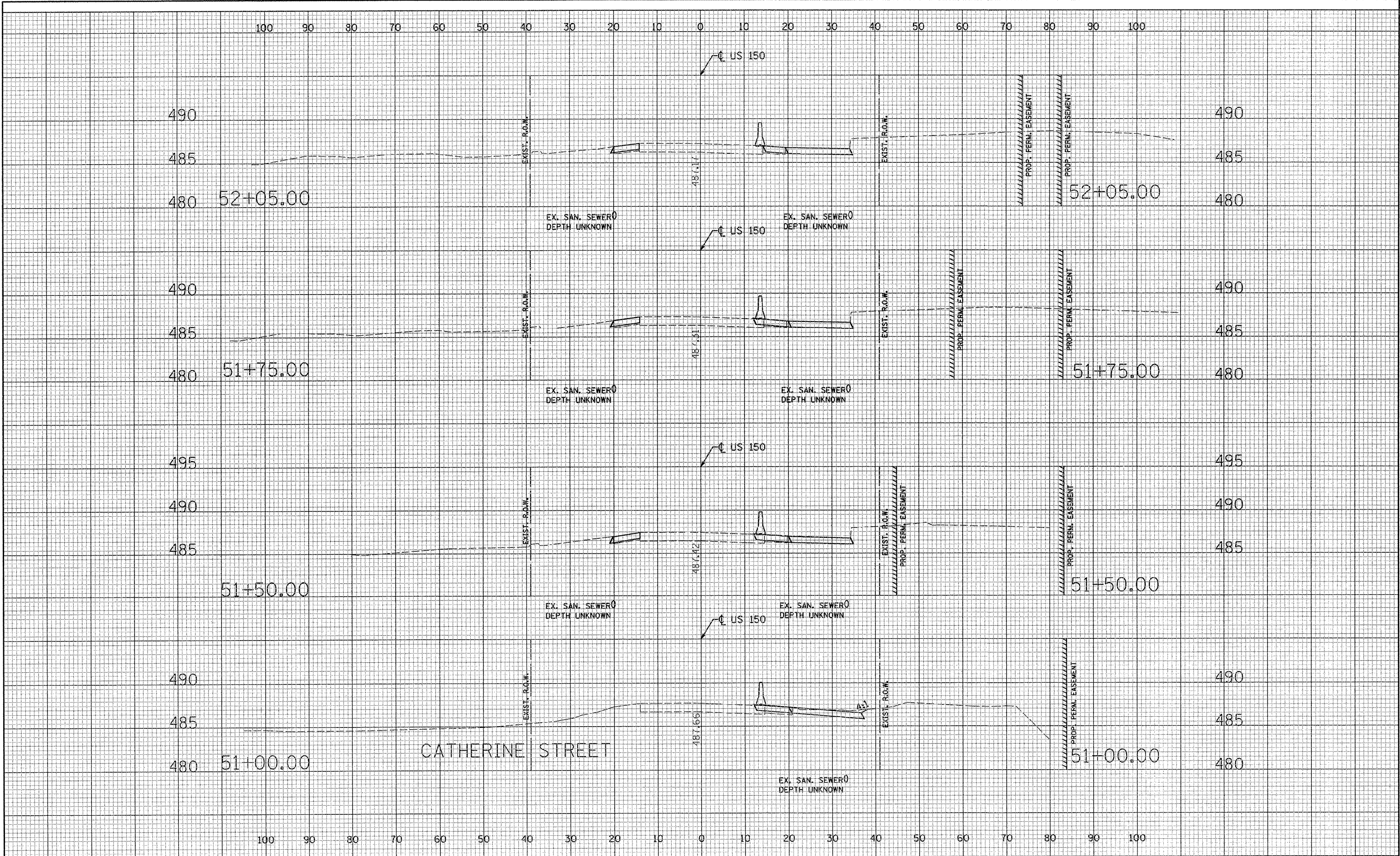
SCALE: 1"=10'H'S'V' SHEET NO. OF SHEETS STA. 47+35.00 TO STA. 52+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-2	TAZEWELL	34	133
FED. ROAD DIST. NO. ... ILLINOIS FED. AID PROJECT				CONTRACT NO. 68086



DATE	
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FINAL SURVEY	
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PLOTTED	
TEMPLATE	
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DATE	
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ORIGINAL SURVEY	
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PLOT SCALE = 20.0000' / IN.	DRAWN - ST	REVISED - ---
PLOT DATE = 10/7/2008	CHECKED - FL	REVISED - ---
	DATE - 12/2007	REVISED - ---

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

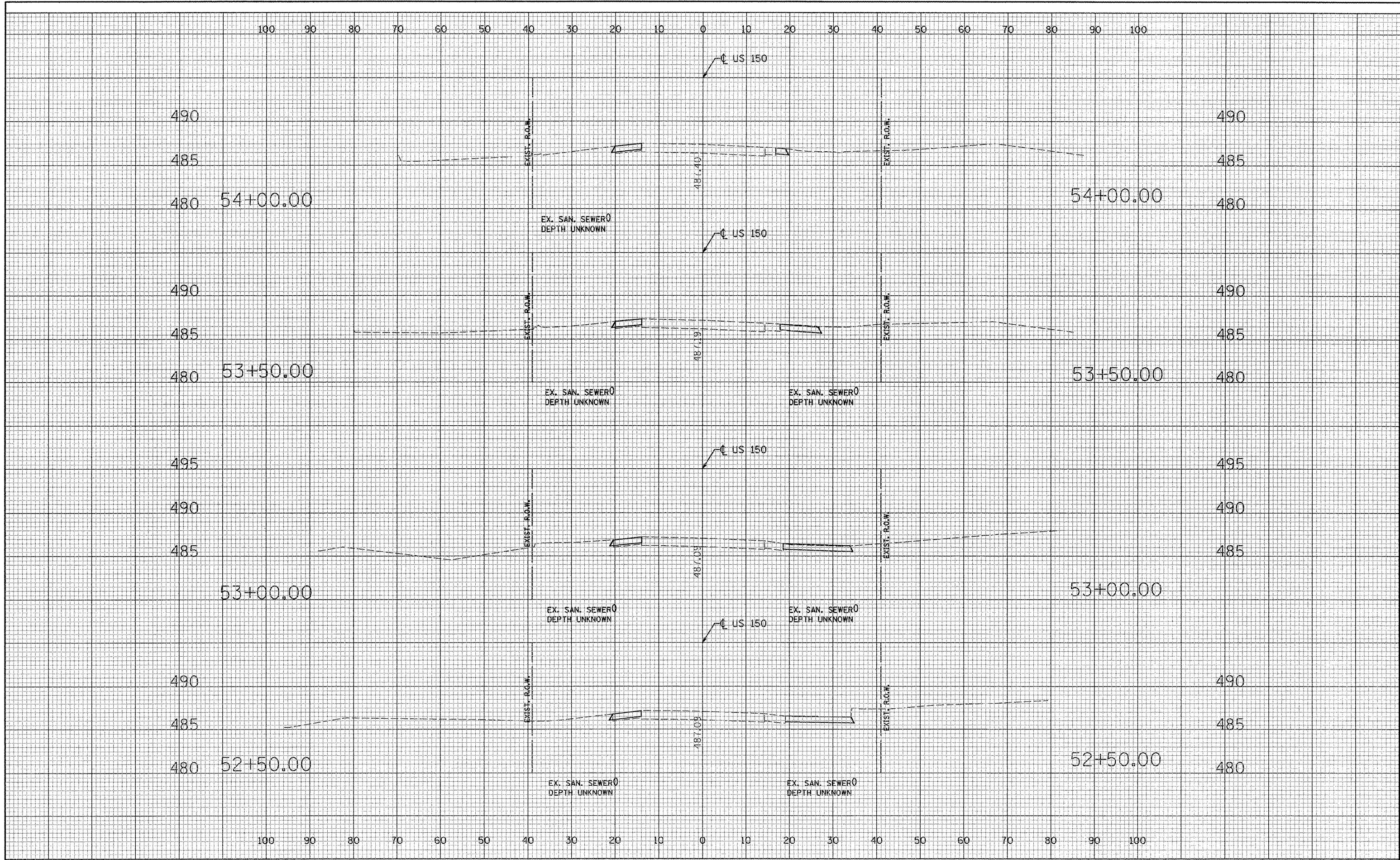
**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
US 150 OVER LITTLE FARM CREEK S.N. 090-0038**

SCALE: 1"=10'H5'V SHEET NO. OF SHEETS STA. 47+35.00 TO STA. 52+05.00

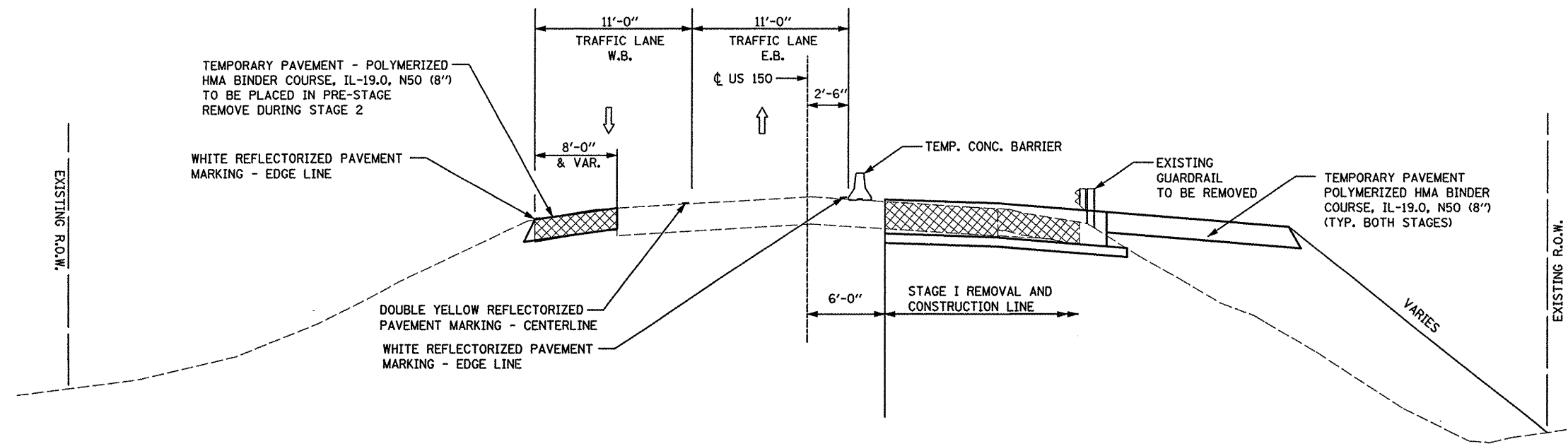
F.A.U. RTE. 6757	SECTION (105B) BR-2	COUNTY TAZEWELL	TOTAL SHEETS 36	SHEET NO. 133
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 68086		

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SURVEY	
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NOTE BOOK	
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TEMPLATE	
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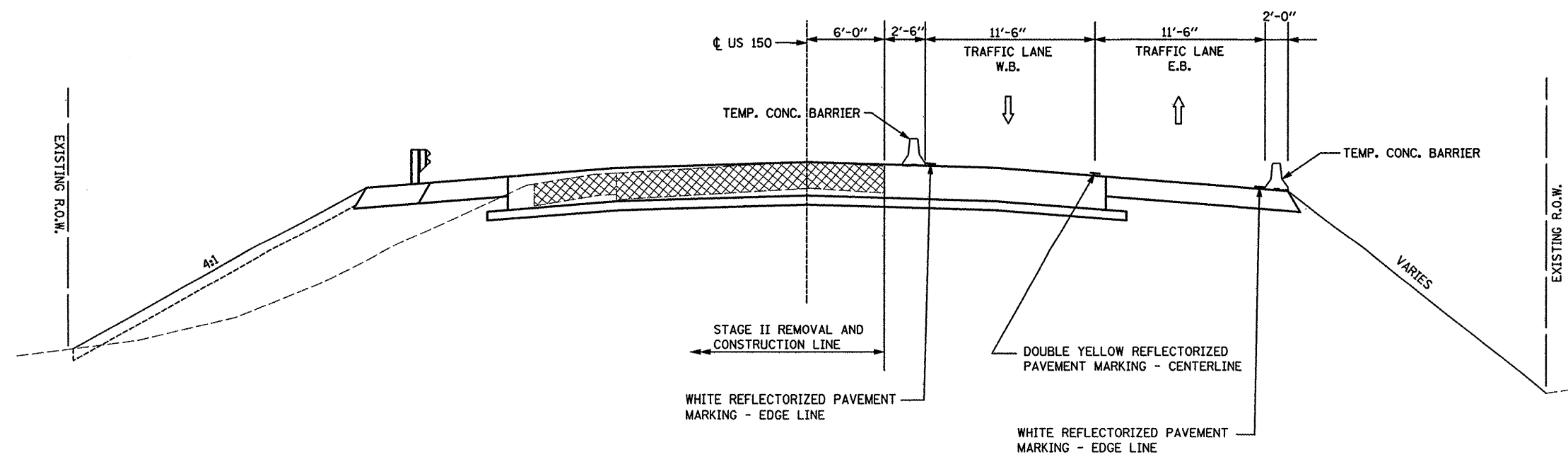
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BY	
ORIGINAL	
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PLOTTED	
NOTE BOOK	
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TEMPLATE	
AREAS	
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FILE NAME = ...\\0900036\0038XSSHEETMOT.dgn	USER NAME = Plotted by fln	DESIGNED - ST	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS US 150 OVER LITTLE FARM CREEK S.N. 090-0038</b>	F.A.U. RTE. 6757	SECTION (105B) BR-2	COUNTY TAZEWELL	TOTAL SHEETS 37	SHEET NO. 133		
PLOT SCALE = 20.0000" / IN.	CHECKED - FL	REVISED - ---	SCALE: 1"=10'H'S'V			SHEET NO. OF SHEETS	STA. 47+35.00 TO STA. 52+05.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ---										
CONTRACT NO. 68086												



STAGE I TYPICAL SECTION  
(LOOKING EAST)



STAGE II TYPICAL SECTION  
(LOOKING EAST)

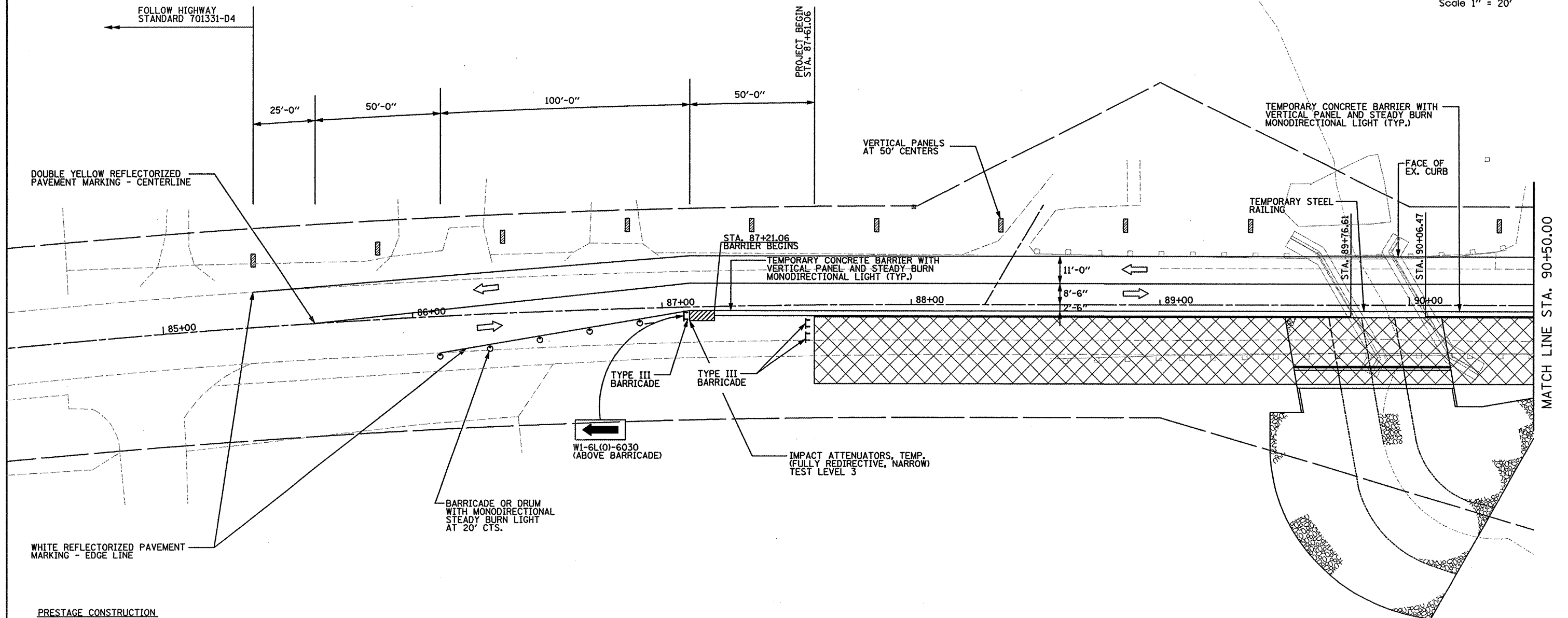
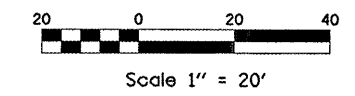
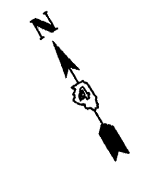
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		DRAWN - ST	REVISED - ---
		CHECKED - FL	REVISED - ---
		DATE - 12/2007	REVISED - ---

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC TYPICAL SECTIONS  
US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. 84+36.72 TO STA. 96+00.00

F.A.U. RTE. 6757	SECTION (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 38	SHEET NO. 133
CONTRACT NO. 68086				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**PRESTAGE CONSTRUCTION**  
 1. REMOVE EXISTING SHOULDER AND CONSTRUCT TEMPORARY PAVEMENT FROM STA. 85+36.06 LT. TO STA. 94+49.00 LT. UNDER HIGHWAY STANDARD 701306.

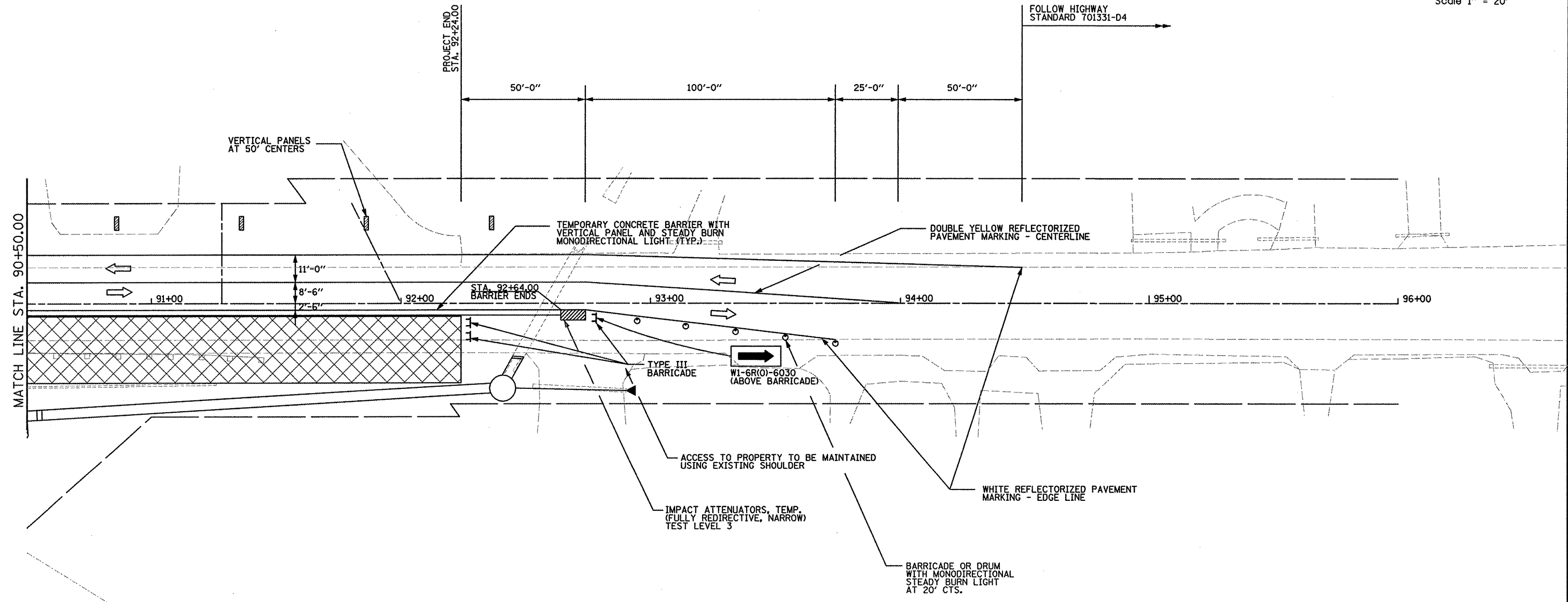
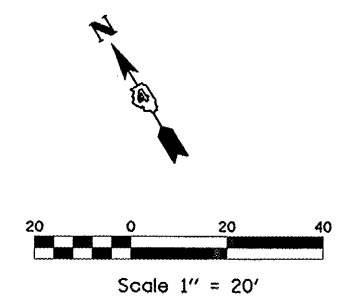
**STAGE 1 CONSTRUCTION**  
 1. PERFORM TRAFFIC STAGING IN ACCORDANCE WITH HIGHWAY STANDARD 701331-D4 AND AS SHOWN IN THE PLANS.  
 2. REMOVE CONFLICTING EX. PAVEMENT MARKINGS & MARKERS.  
 3. REMOVE EXISTING SOUTH SIDE PAVEMENT & GUARD RAIL.  
 4. REMOVE PORTION OF EXISTING BRIDGE.  
 5. CONSTRUCT PORTION OF PROPOSED BRIDGE, APPROACH PAVEMENT, BRIDGE APPROACH PAVEMENT DRAINS, APPROACH PAVEMENT CONNECTORS, TEMPORARY PAVEMENT, AND CULVERT EXTENSION

**GENERAL NOTES**  
 ACCESS SHOULD BE MAINTAINED TO ALL SIDE ROADS AND ENTRANCES AT ALL TIMES.  
 CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED BEYOND THE LIMITS OF THE PROJECT IN BOTH DIRECTIONS THROUGHOUT THE DURATION OF CONSTRUCTION. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

**SYMBOLS:**

	WORK AREA
	IMPACT ATTENUATOR
	VERTICAL PANEL
	TYPE III BARRICADE
	TEMPORARY CONCRETE BARRIER
	BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURN LIGHT

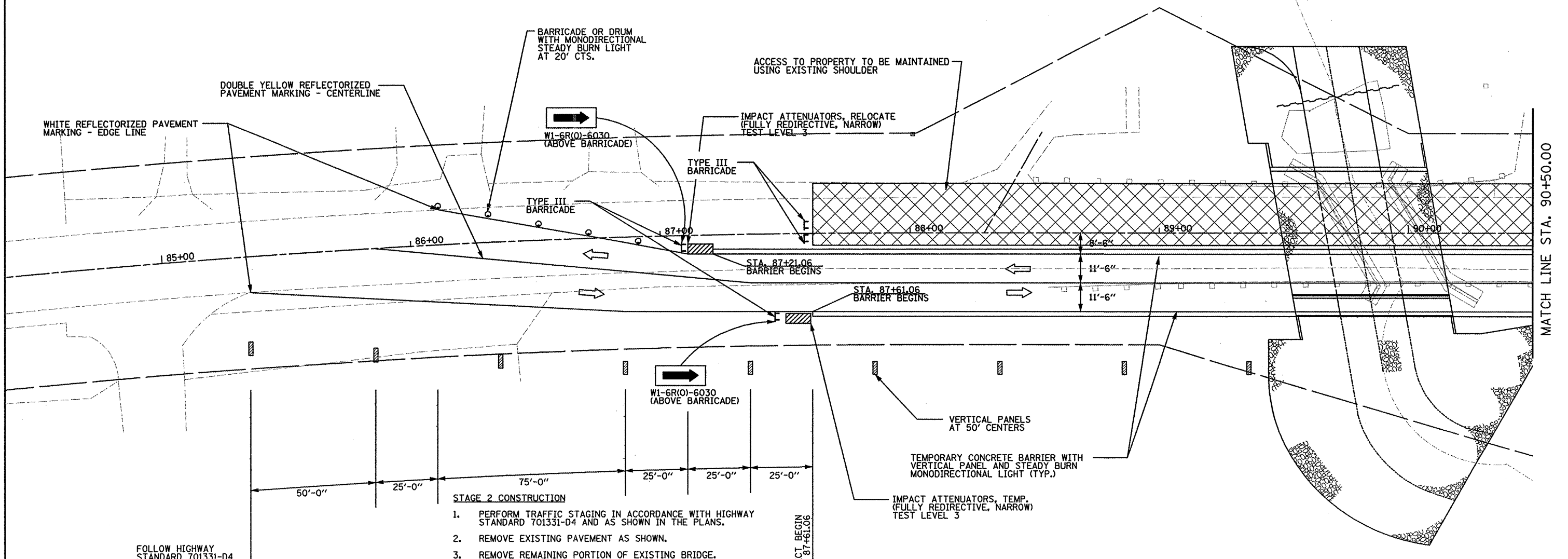
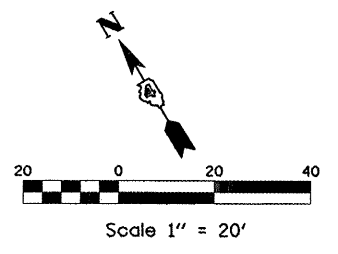
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PLOT SCALE = 48.0000' / IN.	CHECKED - FL	REVISED - ----	SCALE: 1" = 20'			SHEET NO. OF SHEETS	FED. ROAD DIST. NO. -	ILLINOIS FED. AID PROJECT	CONTRACT NO. 68086		
PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ----	STA. 84+36.72 TO STA. 90+50.00								



- SYMBOLS:**
- WORK AREA
  - IMPACT ATTENUATOR
  - VERTICAL PANEL
  - TYPE III BARRICADE
  - TEMPORARY CONCRETE BARRIER
  - BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURN LIGHT

FILE NAME = ...N0940MOTSTAGE1SHEET2.dgn	USER NAME = Plotted by fln	DESIGNED - ST	REVISED - ----	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC PLANS - STAGE I - SHEET II US 150 OVER LITTLE FARM CREEK S.N. 090-0040</b>	F.A.U. RTE. 6757	SECTION (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 40	SHEET NO. 133	
	PLOT SCALE = 40,0000' / IN.	CHECKED - FL	REVISED - ----			SCALE: 1" = 20'	SHEET NO. OF SHEETS	STA. 90+50.00 TO STA. 96+00.00	FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT		
	PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ----			CONTRACT NO. 68086					





- STAGE 2 CONSTRUCTION**
1. PERFORM TRAFFIC STAGING IN ACCORDANCE WITH HIGHWAY STANDARD 701331-D4 AND AS SHOWN IN THE PLANS.
  2. REMOVE EXISTING PAVEMENT AS SHOWN.
  3. REMOVE REMAINING PORTION OF EXISTING BRIDGE.
  4. CONSTRUCT REMAINING PORTION OF THE PROPOSED BRIDGE, APPROACH PAVEMENT, BRIDGE APPROACH DRAINS, APPROACH PAVEMENT CONNECTORS, PROPOSED PAVEMENT AND SHOULDERS.
  5. CONSTRUCT GRADING AND EROSION CONTROL AND INSTALL PROPOSED GUARD RAIL ON NORTH SIDE.
- STAGE 3 CONSTRUCTION**
1. PERFORM TRAFFIC STAGING IN ACCORDANCE WITH HIGHWAY STANDARD 701006.
  2. REMOVE TEMPORARY PAVEMENT ON THE SOUTH SIDE.
  3. CONSTRUCT ENTRANCE AT STA. 92+72.48 RT IN ACCORDANCE WITH HIGHWAY STANDARD 701306.
  4. CONSTRUCT GRADING, PROPOSED PARAPET AND INSTALL PROPOSED GUARD RAIL ON THE SOUTH SIDE.
  5. PLACE PERMANENT PAVEMENT MARKINGS IN ACCORDANCE WITH HIGHWAY STANDARD 701311.

**GENERAL NOTES**

ACCESS SHOULD BE MAINTAINED TO ALL SIDE ROADS AND ENTRANCES AT ALL TIMES.

CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED BEYOND THE LIMITS OF THE PROJECT IN BOTH DIRECTIONS THROUGHOUT THE DURATION OF CONSTRUCTION. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

- SYMBOLS:**
- WORK AREA
  - IMPACT ATTENUATOR
  - VERTICAL PANEL
  - TYPE III BARRICADE
  - TEMPORARY CONCRETE BARRIER
  - BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURN LIGHT

FOLLOW HIGHWAY STANDARD 701331-D4

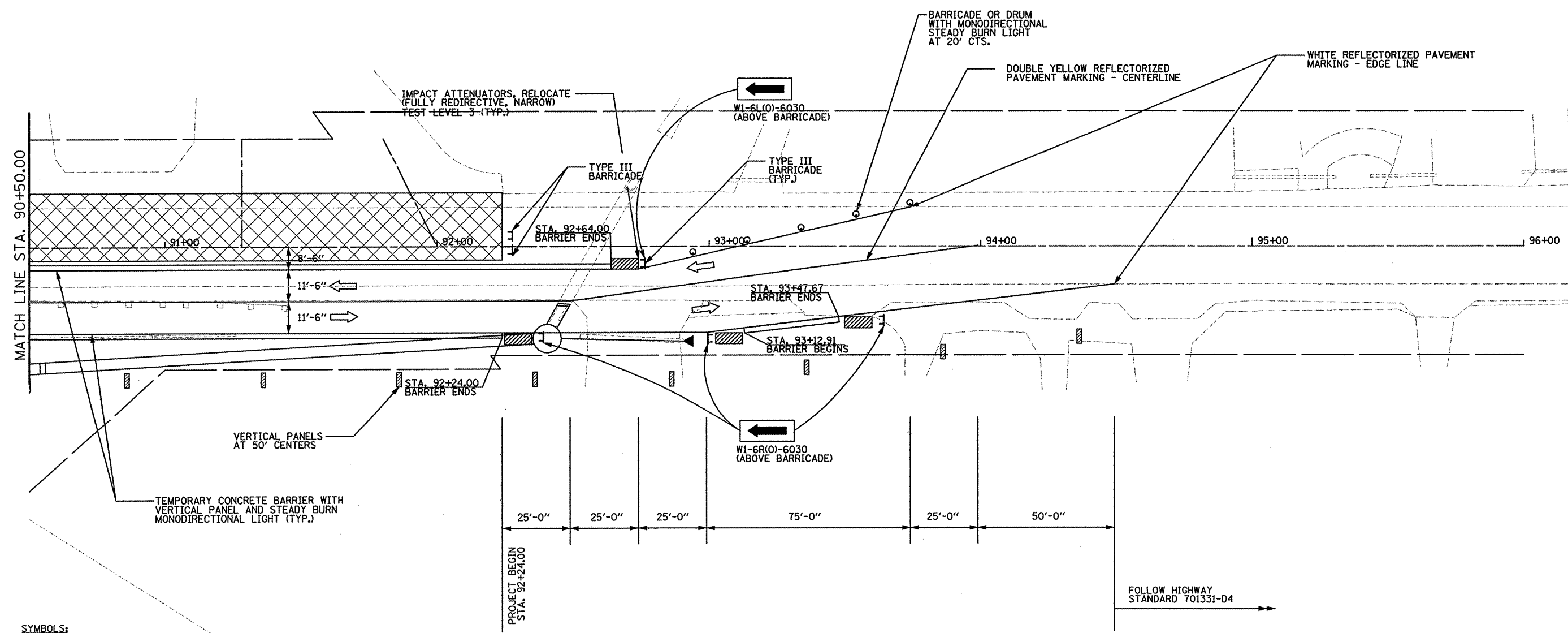
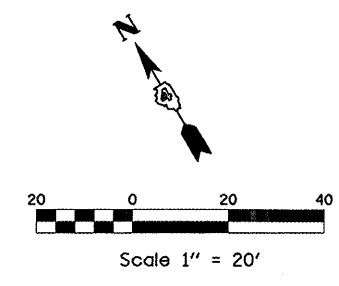
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLANS - STAGE II - SHEET I  
US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

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	DRAWN - ST	REVISED - ----
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PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ----

F.A.U. RTE. 6757	SECTION (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 41	SHEET NO. 133
SCALE: 1" = 20'		SHEET NO. OF SHEETS STA. 84+36.72 TO STA. 90+50.00		CONTRACT NO. 68086
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



- SYMBOLS:**
- WORK AREA
  - IMPACT ATTENUATOR
  - VERTICAL PANEL
  - TYPE III BARRICADE
  - TEMPORARY CONCRETE BARRIER
  - BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURN LIGHT

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

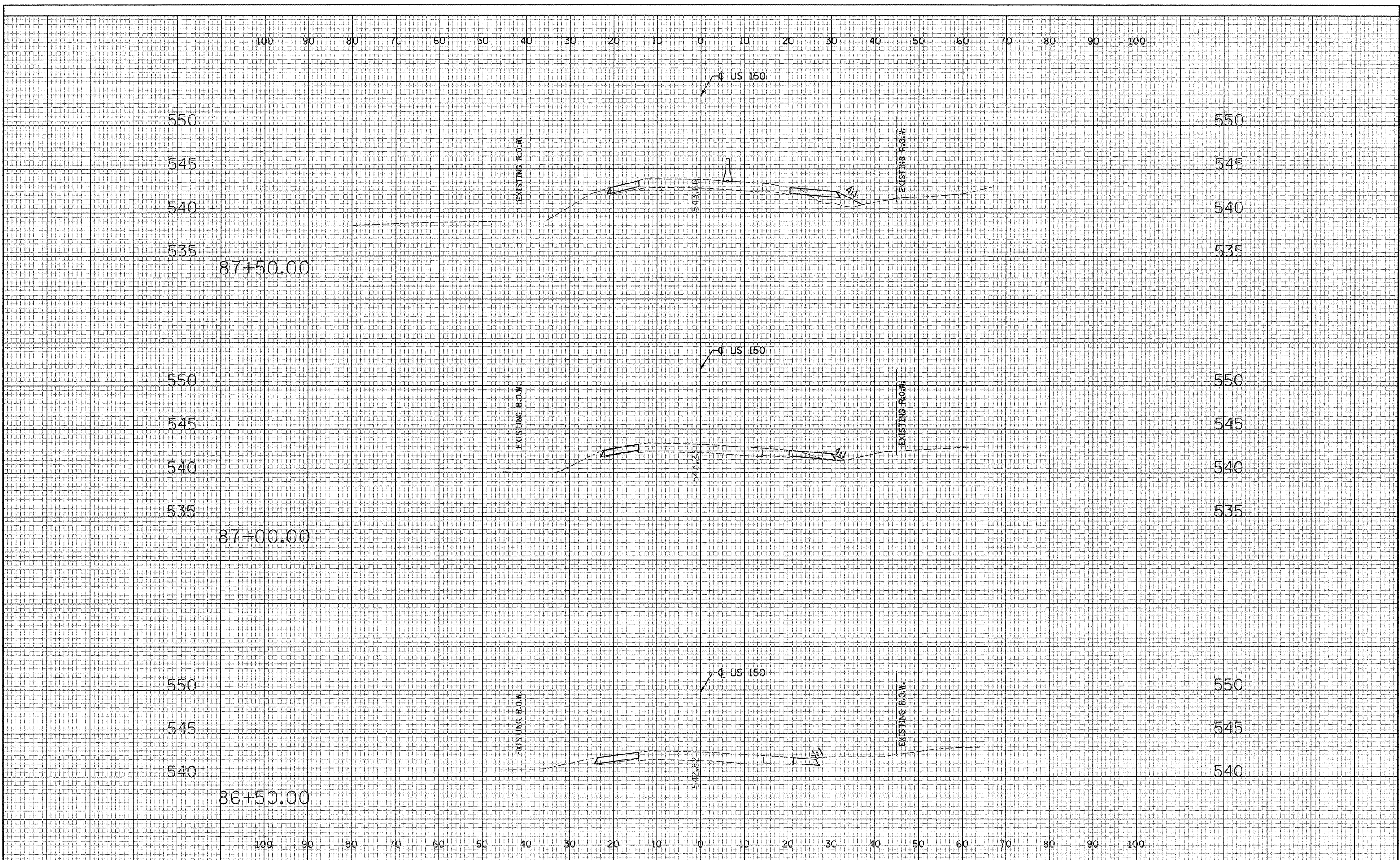
**MAINTENANCE OF TRAFFIC PLANS - STAGE II - SHEET II  
US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

SCALE: 1" = 20'    SHEET NO.    OF    SHEETS    STA. 90+50.00 TO STA. 96+00.00

F.A.J. RTE. 6757	SECTION (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 42	SHEET NO. 133
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 68086	

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



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PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ---

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

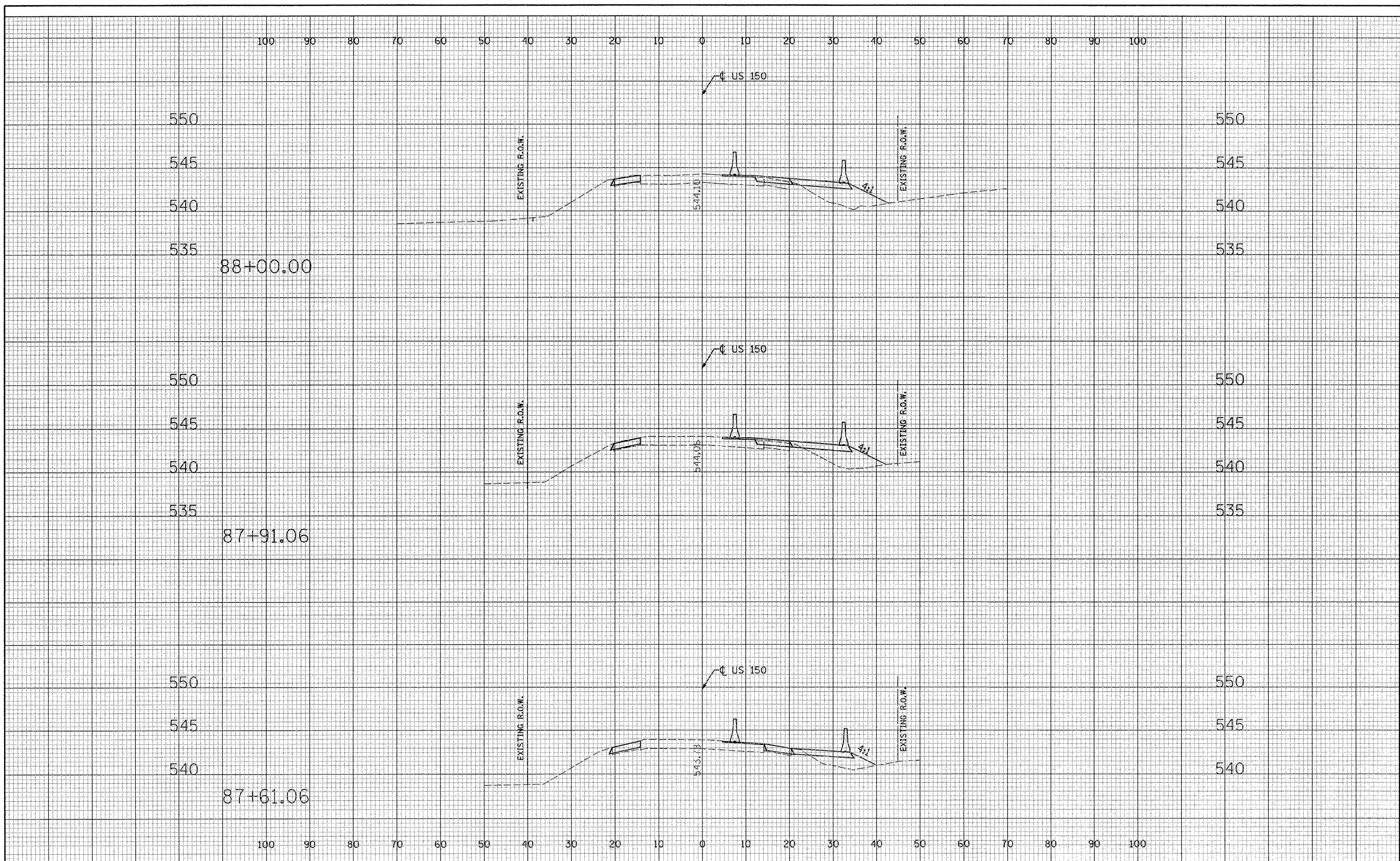
**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
 US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

SCALE: 1"=10'H,5'V SHEET NO. OF SHEETS STA. 87+61.06 TO STA. 92+24.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-3	TAZEWELL	43	133
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 68086	

DATE	
BY	
FINAL SURVEY	
NOTED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
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DATE	
BY	
ORIGINAL SURVEY	
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DATE - 12/2007		REVISED - ---
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PLOT DATE = 10/7/2008		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

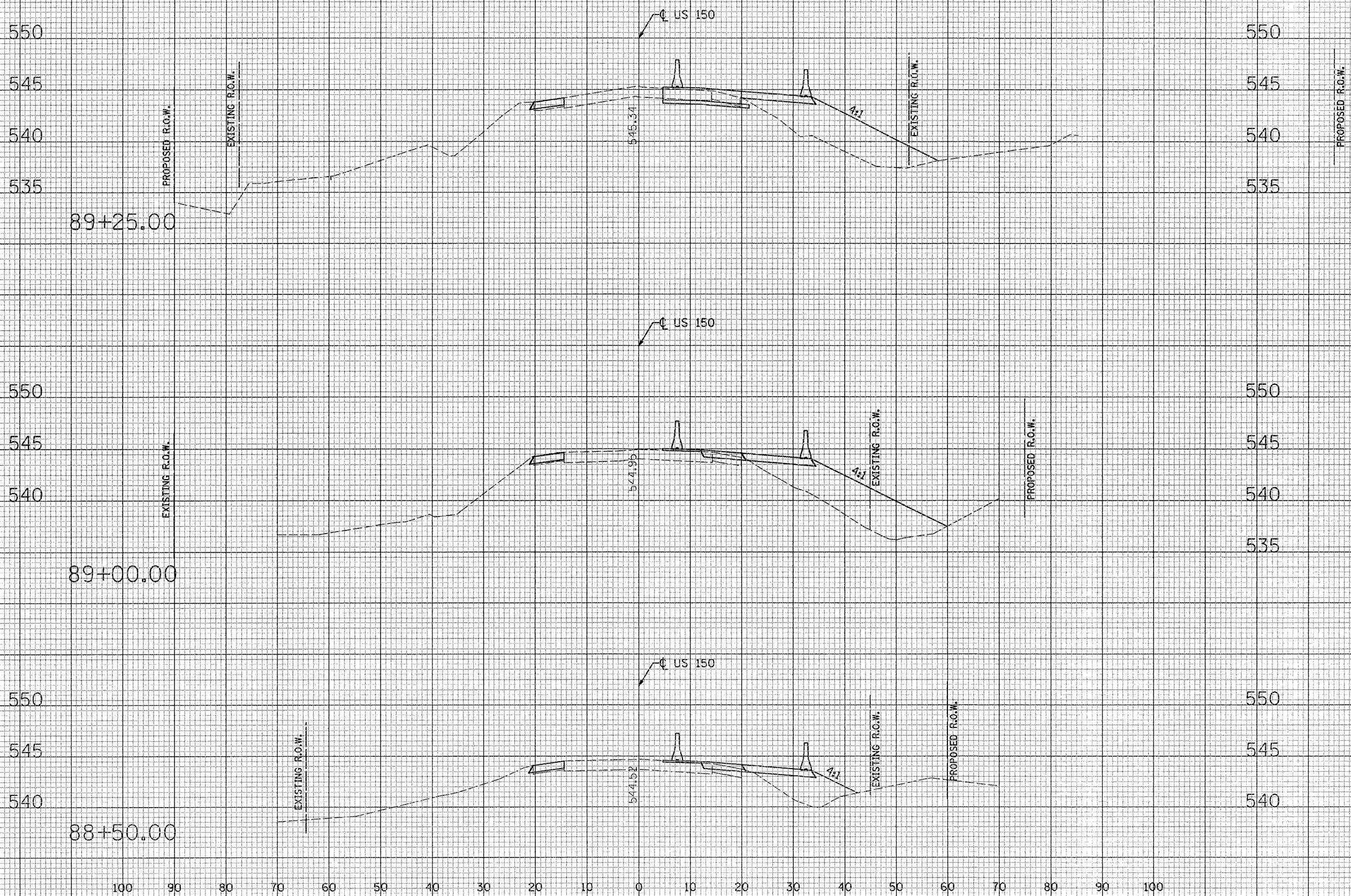
**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
 US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

SCALE: 1"=10'H, 5"V SHEET NO. OF SHEETS STA. 87+61.06 TO STA. 92+24.00

F.A.U. RTE. 6757	SECTION (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 44	SHEET NO. 133
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 68086	

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



FILE NAME = ...Phase 11\0900040\0040XSMOT.dgn

USER NAME = Plotted by fln	DESIGNED - ST	REVISED - ---
	DRAWN - ST	REVISED - ---
PLOT SCALE = 20.0000' / IN.	CHECKED - FL	REVISED - ---
PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ---

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

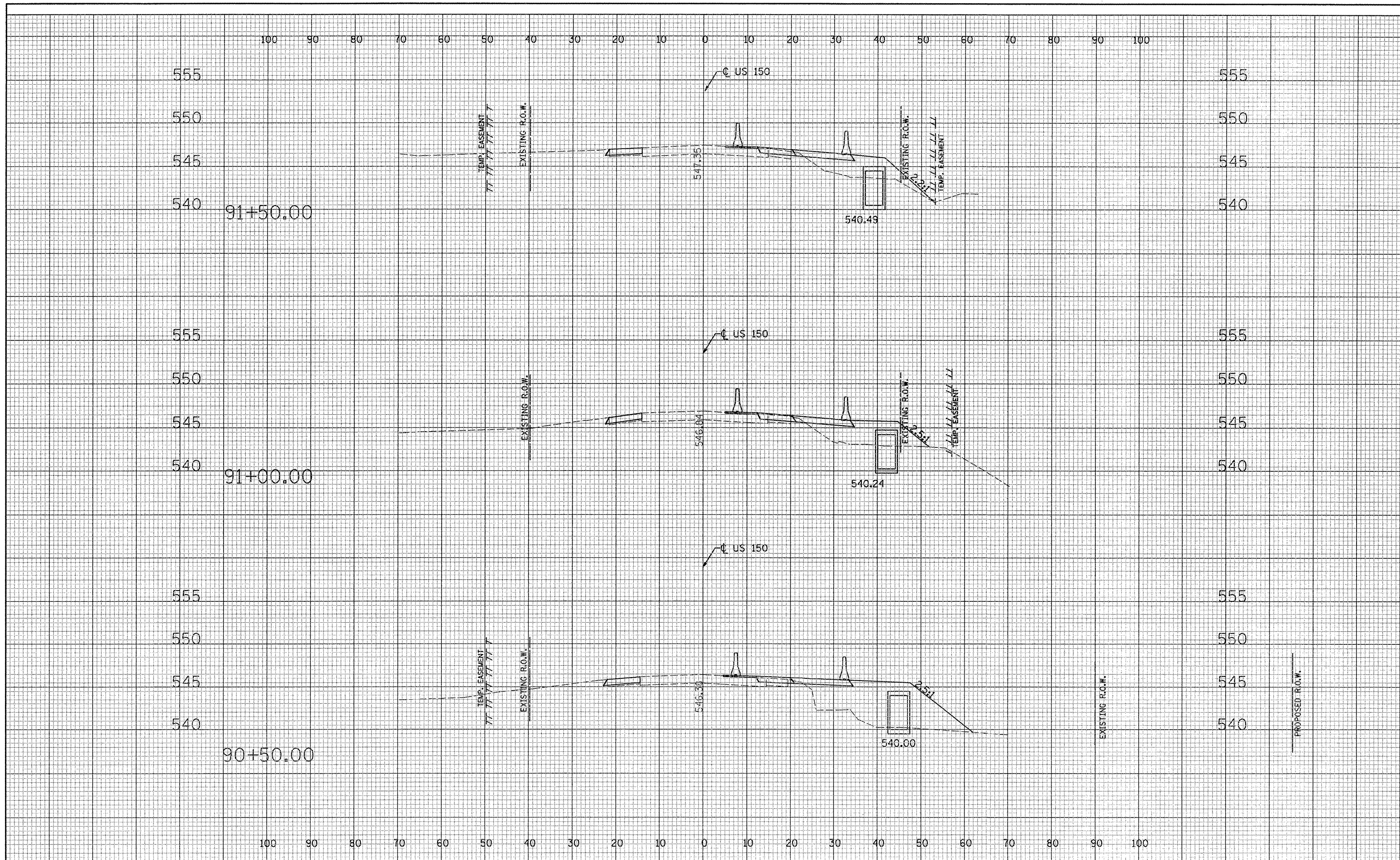
**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

SCALE: 1"=10'H, 5"V SHEET NO. OF SHEETS STA. 87+61.06 TO STA. 92+24.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-3	TAZEWELL	45	133
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68086	

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_



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PLOT DATE = 10/7/2008		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

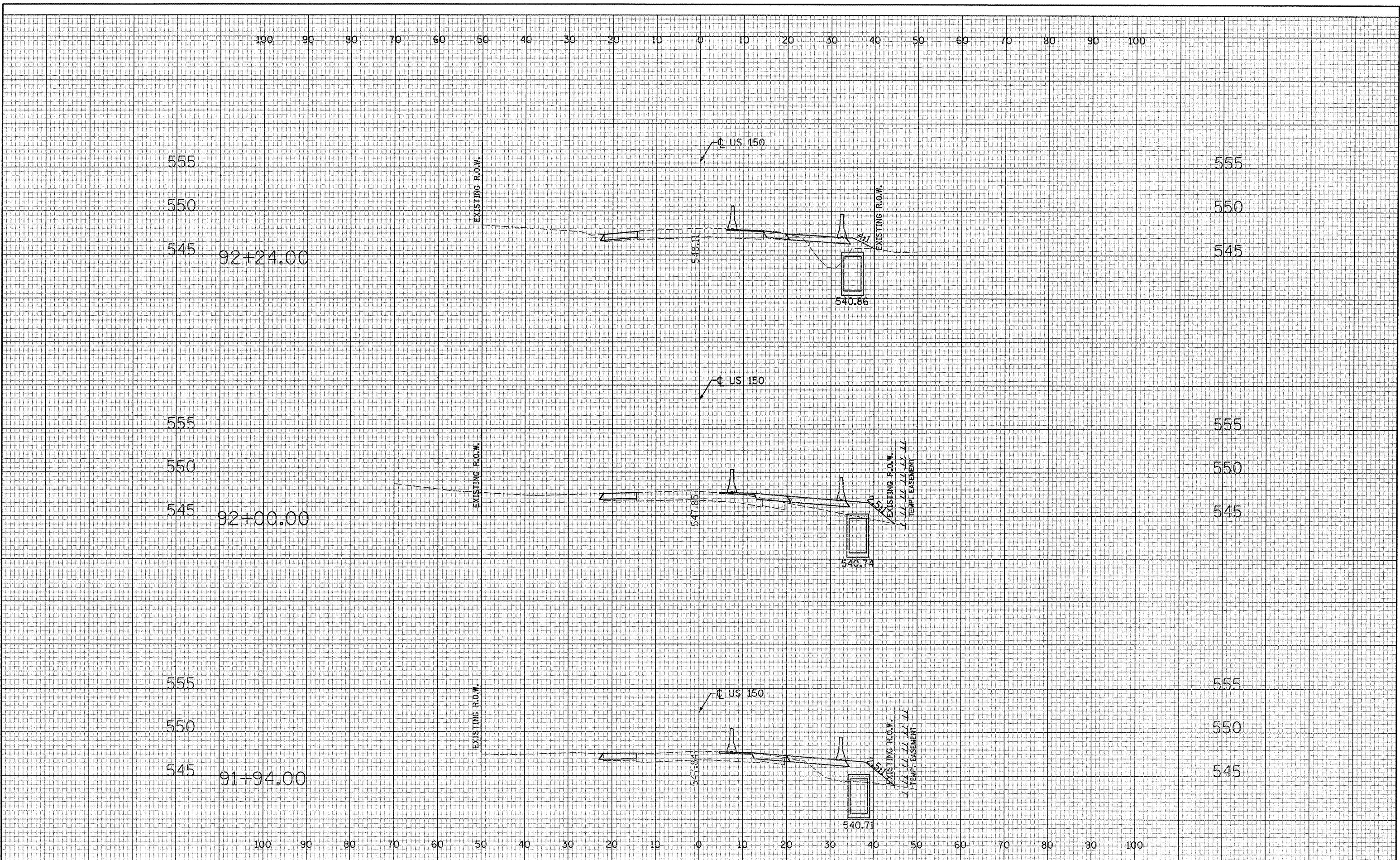
**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
 US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

SCALE: 1"=10'H, 5'V SHEET NO. OF SHEETS STA. 87+61.06 TO STA. 92+24.00

F.A.U. RTE. 6757	SECTION (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 46	SHEET NO. 133
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 68086	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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NOTE BOOK	
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FILE NAME = ...Phase II\0900040\0040XSMOT.dgn

USER NAME = Plotted by fln  
 PLOT SCALE = 20.0000' / IN.  
 PLOT DATE = 12/7/2008

DESIGNED	-	ST	REVISED	-	---
DRAWN	-	ST	REVISED	-	---
CHECKED	-	FL	REVISED	-	---
DATE	-	12/2007	REVISED	-	---

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

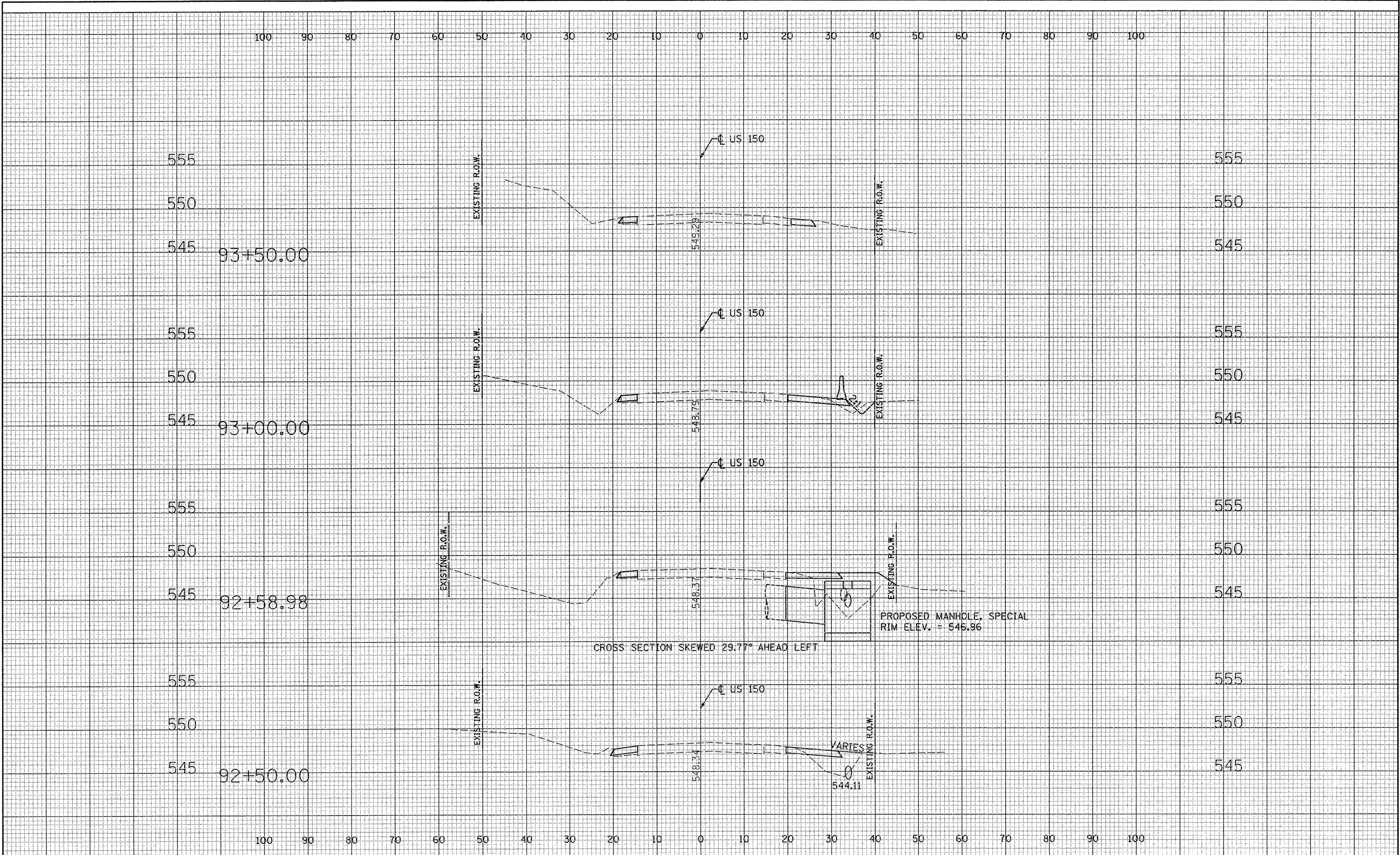
**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
 US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

SCALE: 1"=10'H.5'V SHEET NO. OF SHEETS STA. 87+61.06 TO STA. 92+24.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-3	TAZEWELL	47	133
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 68086	

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

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



FILE NAME =  
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USER NAME = Plotted by flin	DESIGNED - ST	REVISED - ---
PLOT SCALE = 28.0000' / IN.	DRAWN - ST	REVISED - ---
PLOT DATE = 10/7/2008	CHECKED - FL	REVISED - ---
	DATE - 12/2007	REVISED - ---

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

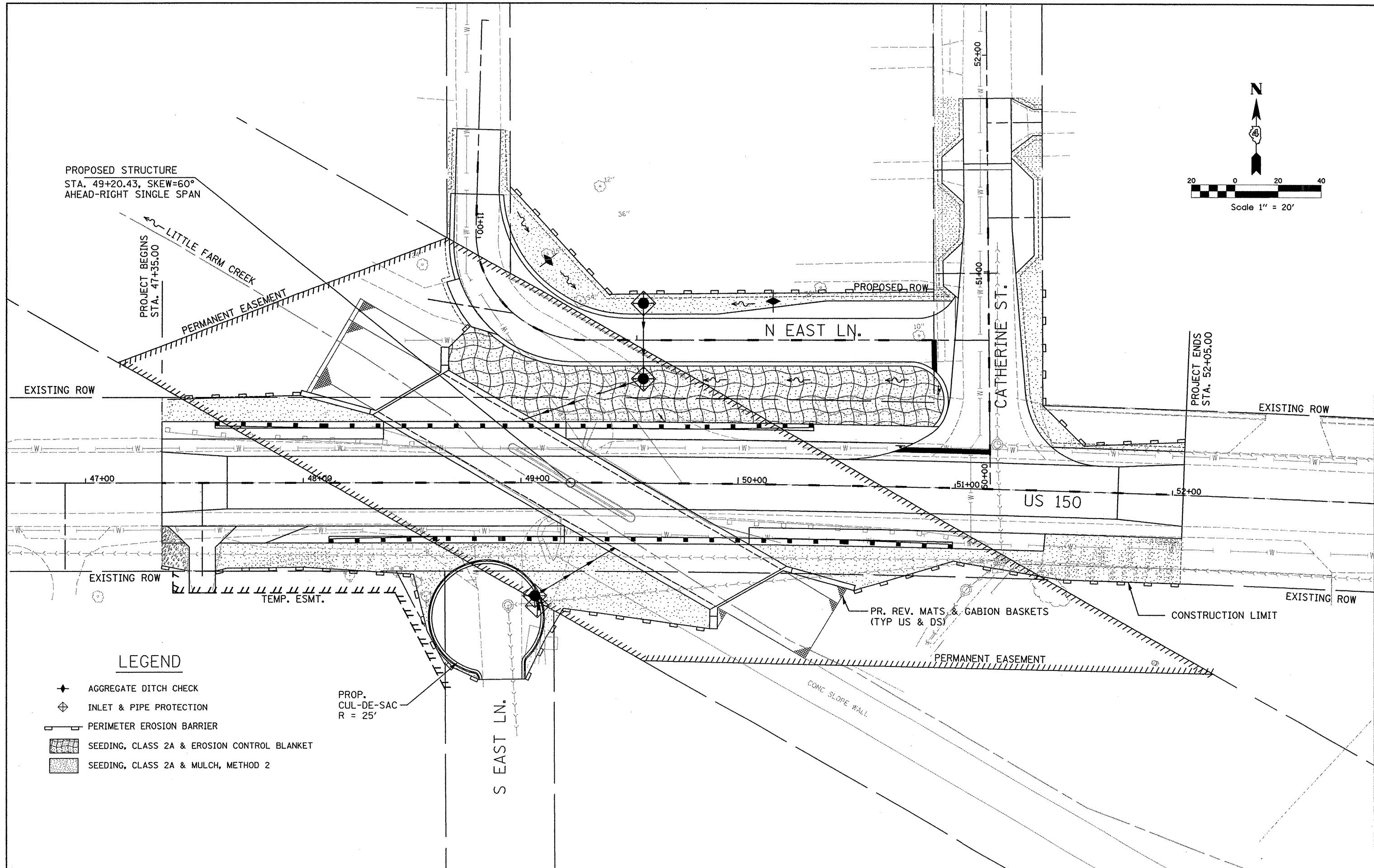
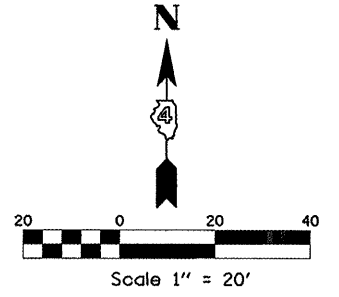
**MAINTENANCE OF TRAFFIC RUNAROUND CROSS SECTIONS  
 US 150 OVER LITTLE FARM CREEK S.N. 090-0040**

SCALE: 1"=10'H, 5"V    SHEET NO. OF SHEETS    STA. 87+61.06 TO STA. 92+24.00

F.A.U. RTE. 6757	SECTION (105B) BR-3	COUNTY TAZEWELL	TOTAL SHEETS 48	SHEET NO. 133
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 68086	



PROPOSED STRUCTURE  
 STA. 49+20.43, SKEW=60°  
 AHEAD-RIGHT SINGLE SPAN

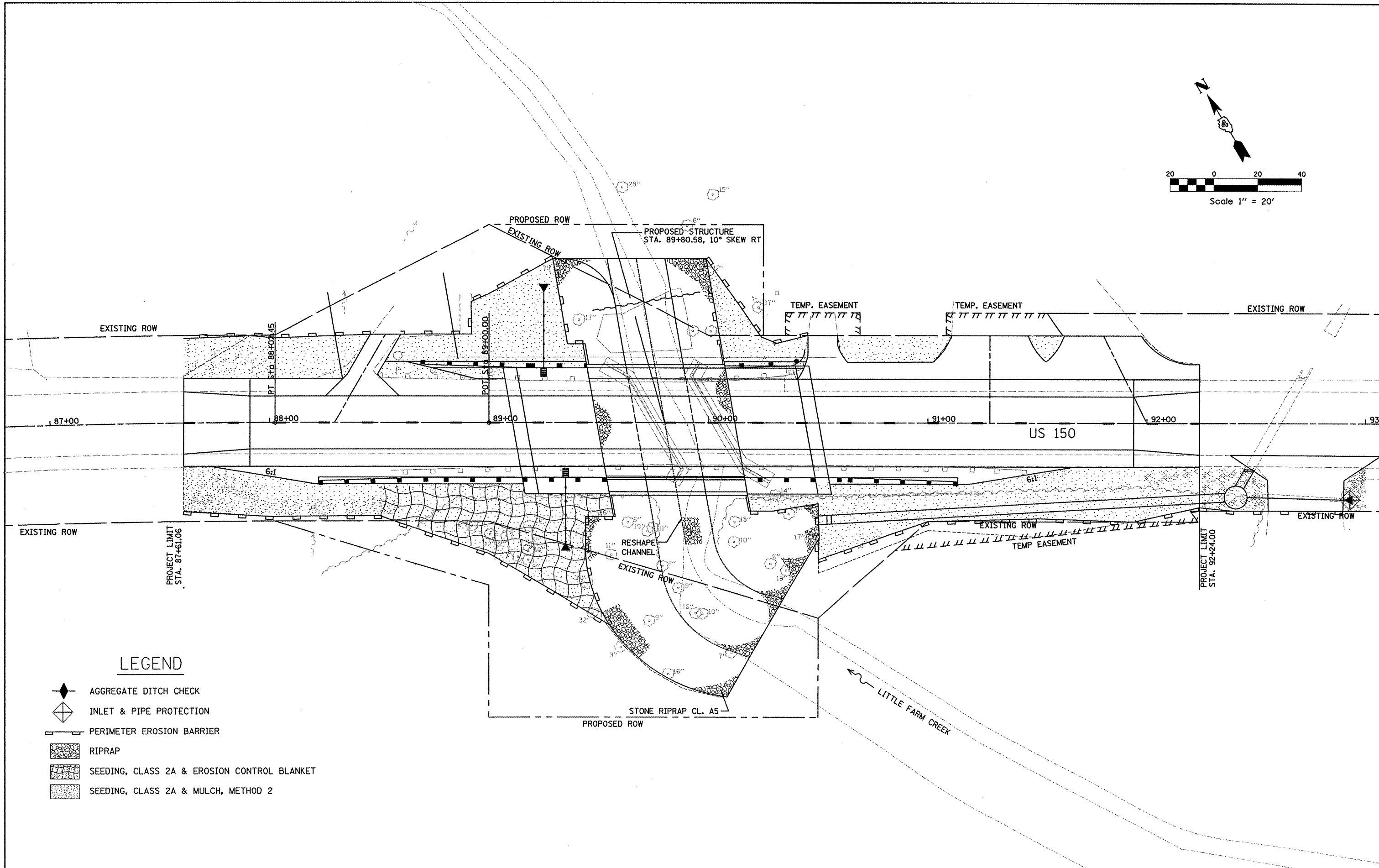
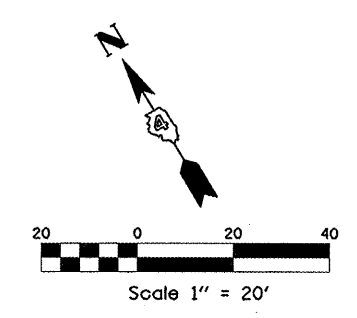


**LEGEND**

- ◆ AGGREGATE DITCH CHECK
- ⊕ INLET & PIPE PROTECTION
- ▬ PERIMETER EROSION BARRIER
- ▨ SEEDING, CLASS 2A & EROSION CONTROL BLANKET
- ▩ SEEDING, CLASS 2A & MULCH, METHOD 2

PROP.  
 CUL-DE-SAC  
 R = 25'

FILE NAME = ...\\0900038\0038-erosion.dgn	USER NAME = Plotted by new6	DESIGNED - ST	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION &amp; SEDIMENT CONTROL PLANS</b> <b>US 150 OVER LITTLE FARM CREEK S.N. 090-0038</b>			F.A.U. RTE. 6757	SECTION (105B) BR-2	COUNTY TAZEWELL	TOTAL SHEETS 49	SHEET NO. 133
	PLOT SCALE = 40,0000' / IN.	CHECKED - FL	REVISED -		SCALE: 1" = 20'	SHEET NO. OF	SHEETS	STA. 47+35.00 TO STA. 52+05.00	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			
	PLOT DATE = 7/29/2008	DATE - 12/2007	REVISED -			CONTRACT NO. 68086						



**LEGEND**

- AGGREGATE DITCH CHECK
- INLET & PIPE PROTECTION
- PERIMETER EROSION BARRIER
- RIPRAP
- SEEDING, CLASS 2A & EROSION CONTROL BLANKET
- SEEDING, CLASS 2A & MULCH, METHOD 2

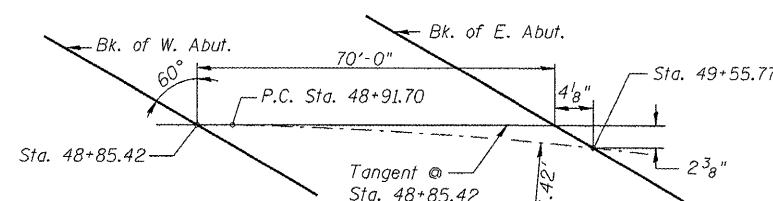
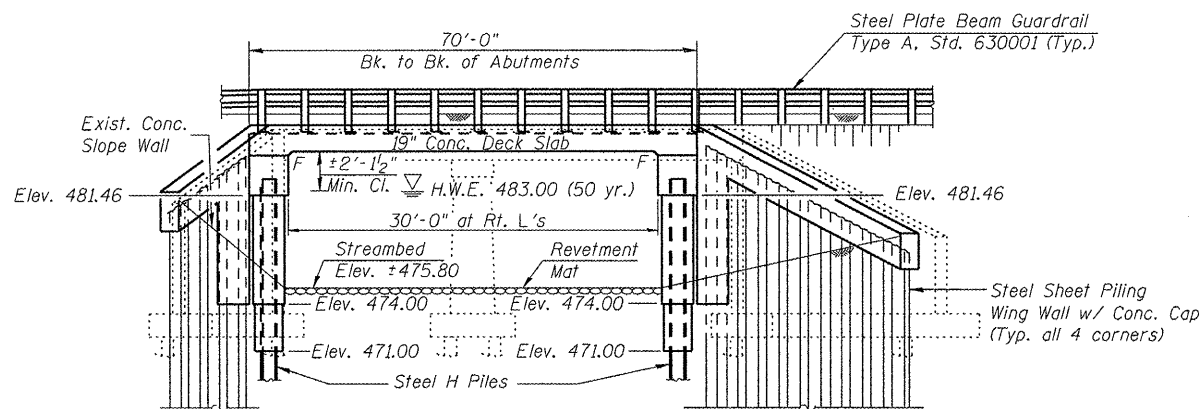
FILE NAME = ...\\090040\0040-erosion.dgn	USER NAME = Plotted by new6	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION &amp; SEDIMENT CONTROL PLANS US 150 OVER LITTLE FARM CREEK S.N. 090-0040</b>			F.A.U. RTE. 6757	SECTION (105B) BR-3	COUNTY TAEWELL	TOTAL SHEETS 50	SHEET NO. 133		
	PLOT SCALE = 40.0000 ft / IN.	CHECKED - FL	REVISED -					SCALE: 1" = 20'	SHEET NO.	OF	SHEETS	STA. 87+61.06 TO STA. 92+24.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 7/29/2008	DATE - 12/2007	REVISED -					CONTRACT NO. 68086						

B.M.: Chiselled "C" on top of wingwall at northwest corner of S.N. 090-0038. Elev. 487.86

Existing Structure: S.N. 090-0038 Built in 1930 and rehabilitated in 1970. Two span prestressed 21"x36" deck beams on R.C. pier and closed abutments. The 7.5" concrete deck is 31'-0" wide out to out with skew angle of 59°43'. The length is 71'-10 7/8" bk. to bk. abutments. Structure is to be removed and replaced in stages. The road shall remain open to two lanes of traffic at all times by utilizing stage construction. No salvage.

ROUTE NO.	SECTION	COUNTY	FEET	SHEET	SHEET NO.
F.A.U. 6757 (U.S. 150)	105B)BR-2	TAZEWELL	133	51	18 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

CONTRACT NO. 68086



**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (feet)	W. Abut.	E. Abut.
	471.00	471.00

**INDEX OF SHEETS**

1. General Plan
2. General Notes & Details
3. Stage Construction Details
4. Superstructure
5. Superstructure Details
6. West Abutment
7. East Abutment
8. Abutment Details
9. Steel Sheet Piling Wingwalls
10. Temporary Support System
11. Steel Railing (Temporary)
12. Temporary Concrete Barrier
13. Bar Splicer Assembly Details
14. Steel Pile Details
15. Soil Borings-1
16. Soil Borings-2
17. Soil Borings-3
18. Soil Borings-4

**CURVE DATA**

P.I. = Sta. 54+02.80  
 $\Delta = 6^\circ 48' 24"$  (RT)  
 $D = 0^\circ 40' 00"$   
 $T = 511.10'$   
 $L = 1,021.00'$   
 $E = 15.18'$   
 $R = 8,594.42'$   
 $S.E. = N.C.$   
 $P.C. = Sta. 48+91.70$   
 $P.T. = Sta. 59+12.70$

**LOADING HS20-44**

Allow 50 psf for future wearing surface.

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications

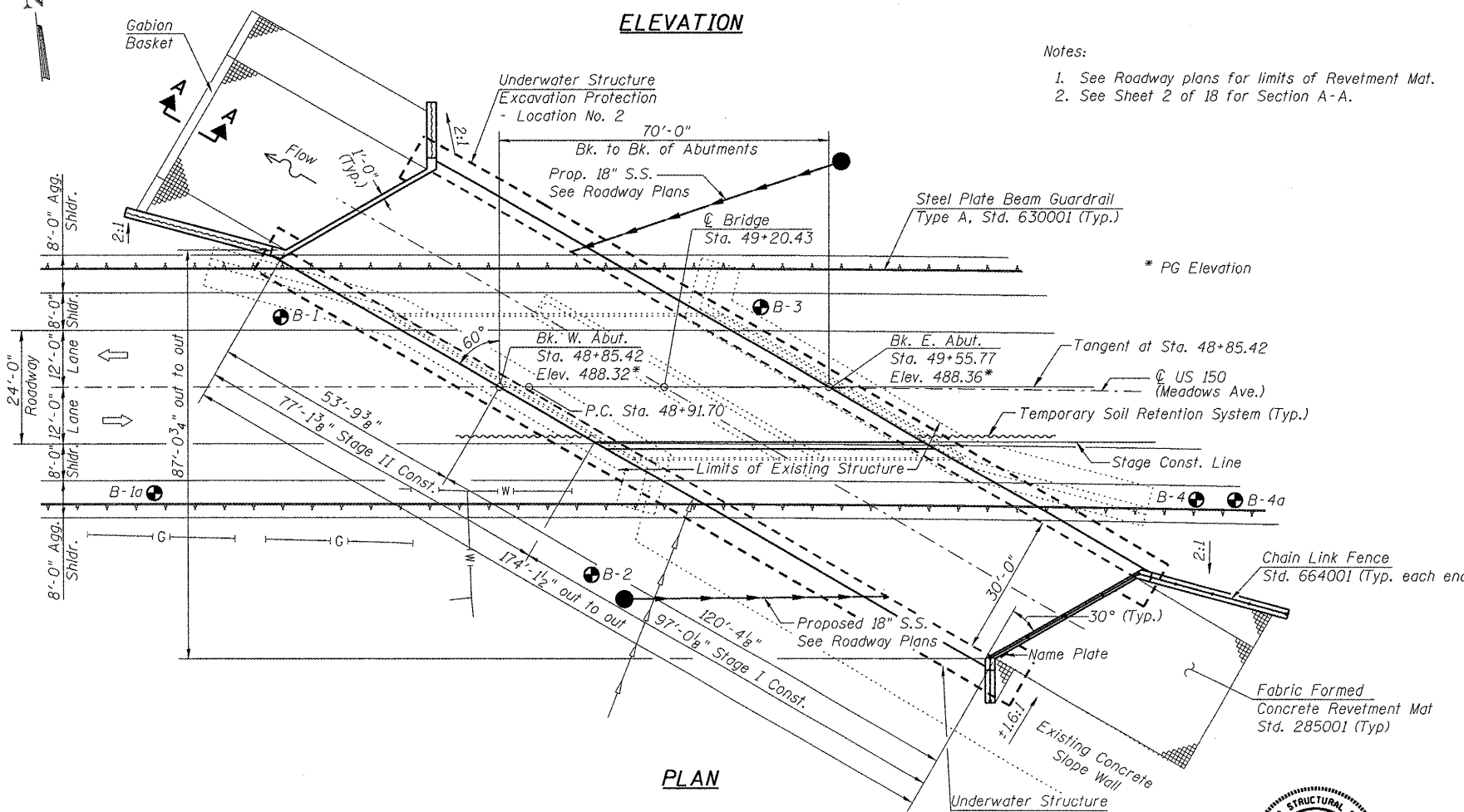
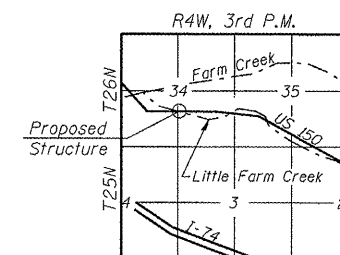
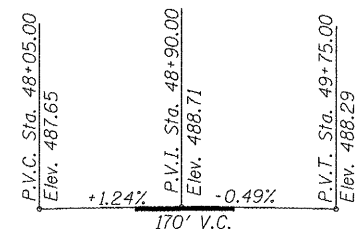
**DESIGN STRESSES**

**FIELD UNITS**

$f_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)

**SEISMIC DATA**

Seismic Performance Category (SPC) = A  
 Bedrock Acceleration Coefficient (A) = 0.042g  
 Site Coefficient (S) = 1.5

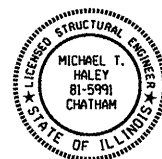


- Notes:
1. See Roadway plans for limits of Revetment Mat.
  2. See Sheet 2 of 18 for Section A-A.

**WATERWAY INFORMATION**

Drainage Area = 4.1 Sq Mi Low Grade Elev. 488.0 @ Sta. 53+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Prop.	Natural H.W.E. Exist.	Prop.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.
Design	50	1993	172	217	483.0	3.7	0.9	486.7	483.9	487.4
Base	100	2345	189	244	483.6	4.1	1.0	487.7	484.6	487.4
Overlapping	300	2800	210	-	483.9	4.1	-	488.0	-	-
Max. Calc.	500	3201	224	305	484.9	3.6	2.5	488.5	487.4	487.4



Michael J. Haley 11/7/08  
 Michael T. Haley  
 Licensed Structural Engineer  
 State of Illinois No. 81-5991  
 Expires 11/30/2008

**APPROVED**  
 For Structural Adequacy Only

*Ralph E. Anderson (TS)*  
 Engineer of Bridges & Structures



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL PLAN**  
**U.S. ROUTE 150 OVER**  
**LITTLE FARM CREEK**  
**F.A.U. ROUTE 6757 SECTION (105B)BR-2**  
**TAZEWELL COUNTY**  
**STA. 49+20.43**  
**S.N. 090-0175**

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**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.	-	583	583
Gabions	Cu. Yd.	-	8	8
Fabric Formed Concrete Revetment Mat	Sq. Yd.	-	942	942
Removal of Existing Structures No. 1	Each	1	-	1
Structure Excavation	Cu. Yd.	-	710	710
Concrete Structures	Cu. Yd.	-	322.3	322.3
Concrete Superstructure	Cu. Yd.	377.4	-	377.4
Concrete Encasement	Cu. Yd.	-	16.0	16.0
Reinforcement Bars, Epoxy Coated	Pound	103810	30260	134070
Bar Splicers	Each	170	54	224
Steel Railing (Temporary)	Foot	72	-	72
Furnishing Steel Piles HP 12x53	Foot	-	3015	3015
Driving Piles	Foot	-	3015	3015
Test Pile Steel HP 12x53	Each	-	1	1
Name Plates	Each	1	-	1
Geocomposite Wall Drain	Sq. Yd.	-	383	383
Pipe Underdrains for Structures 4"	Foot	-	432	432
Chain Link Fence, 4' Attached to Structure	Foot	164	-	164
Temporary Soil Retention System	Sq. Ft.	-	1041	1041
Underwater Structure Excavation Protection - Location No. 1	Each	-	1	1
Underwater Structure Excavation Protection - Location No. 2	Each	-	1	1
Permanent Steel Sheet Piling	Sq. Ft.	-	2700	2700
Temporary Support System	Each	-	1	1
Asbestos Bearing Pad Removal	Each	24	-	24

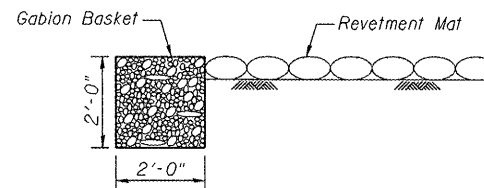
**GENERAL NOTES**

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

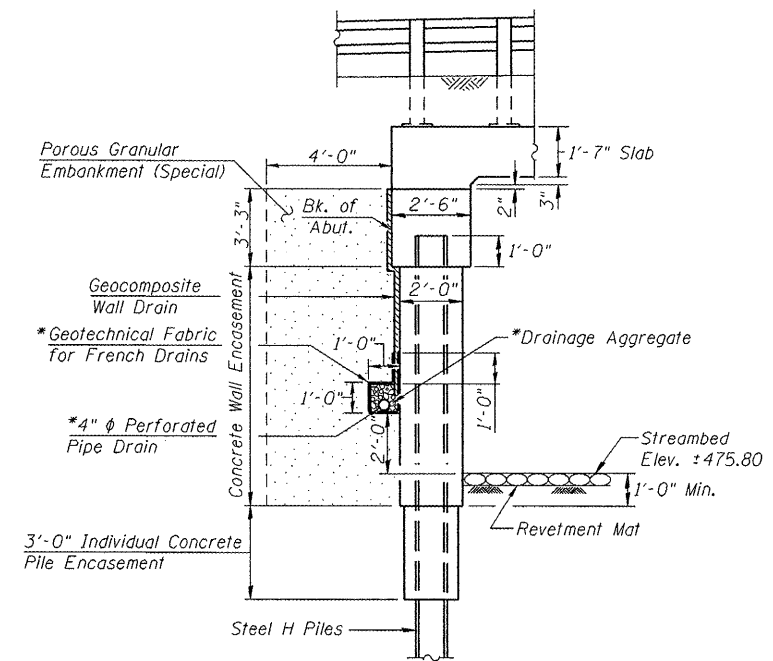
Reinforcement bars designated (E) shall be epoxy coated.

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

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.



**SECTION A-A**

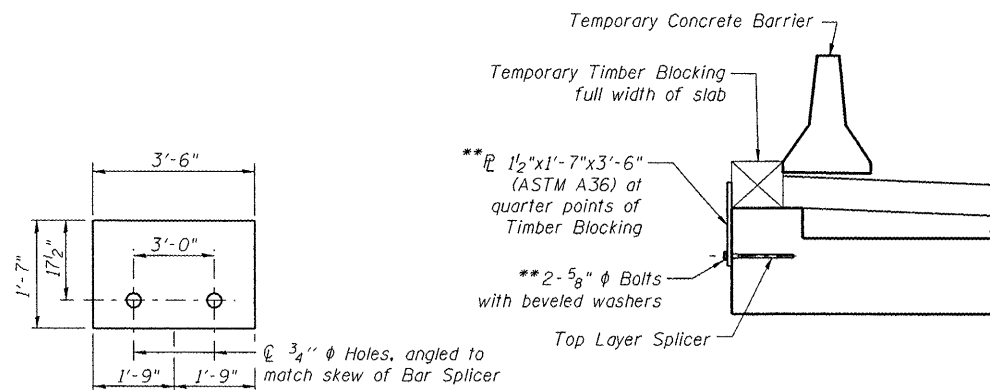


**SECTION THRU ABUTMENT**

(Horizontal dimensions at Rt. L's)

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

All drainage system components shall extend out to out of abutment corner posts and follow the wingwall to the end of the wingwall, except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



**DETAIL A**

\*\* Cost included with Concrete Superstructure.

STATION 49+20.43  
BUILT BY  
STATE OF ILLINOIS  
F.A.U. RT. 6757 SEC. (105B)BR-2  
LOADING HS20  
STRUCTURE NO. 090-0175

**NAME PLATE**

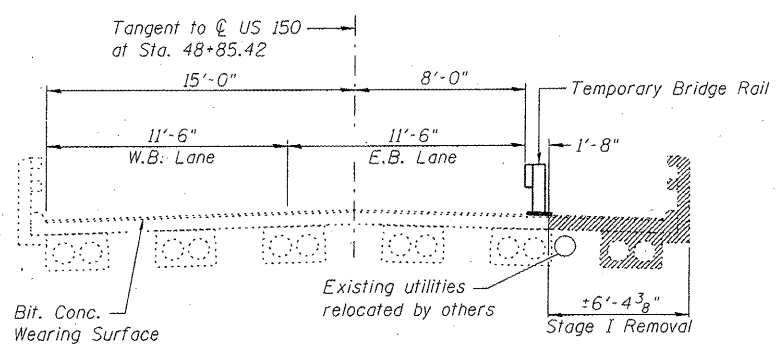
See Std. 515001

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL NOTES & DETAILS**  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175

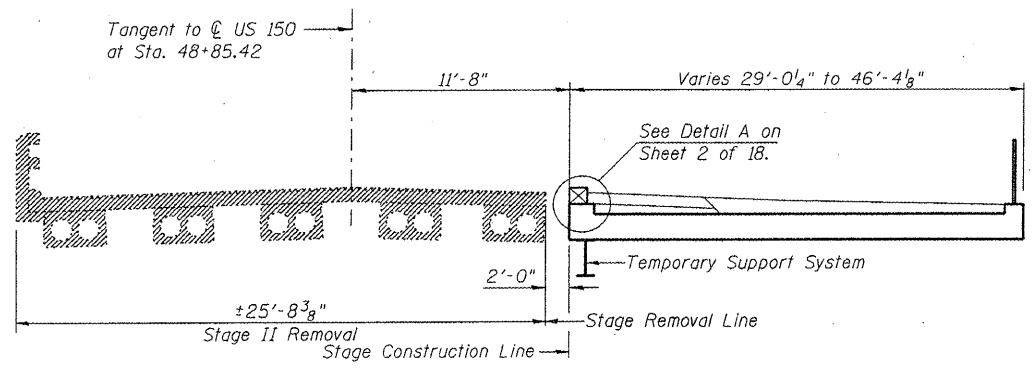
**Lin Engineering, Ltd.**  
Consulting Engineers  
Channah, Illinois

Designed By: RRM Checked By: MTH Drawn By: ADB  
Date: 08/2007 File: 090-0175.DGN

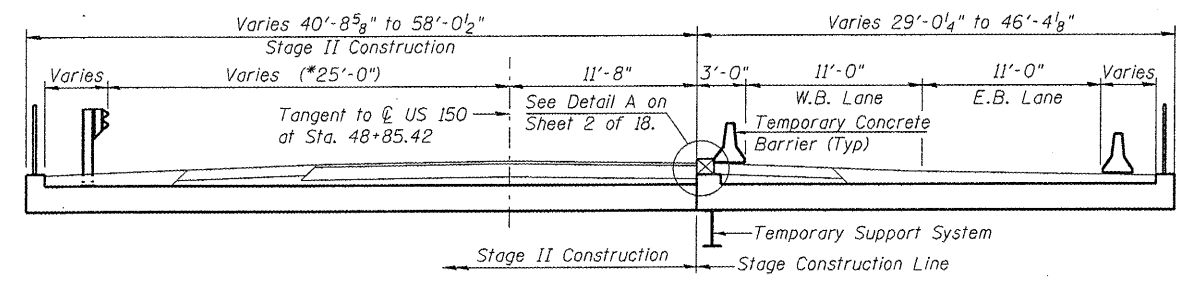
REVISIONS	
NAME	DATE



**STAGE I REMOVAL & TRAFFIC**  
(Looking East)  
(Measured at right angles to Tangent at Sta. 48+85.42)



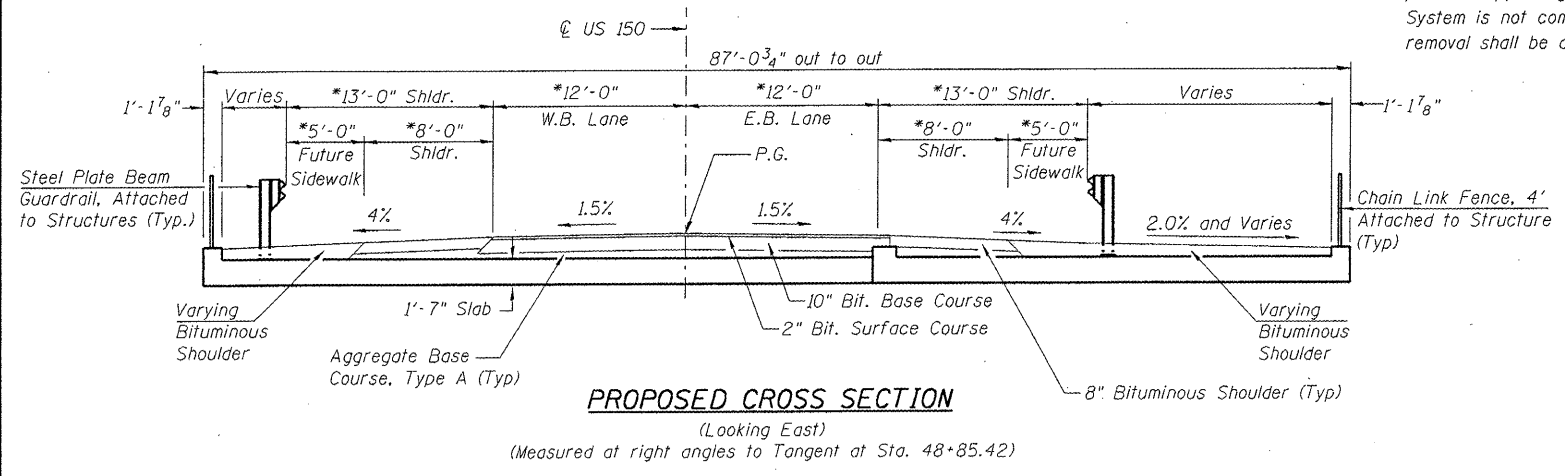
**STAGE I CONSTRUCTION & STAGE II REMOVAL**  
(Looking East)  
(Measured at right angles to Tangent at Sta. 48+85.42)



**STAGE II CONSTRUCTION & TRAFFIC**  
(Looking East)  
(Measured at right angles to Tangent at Sta. 48+85.42)

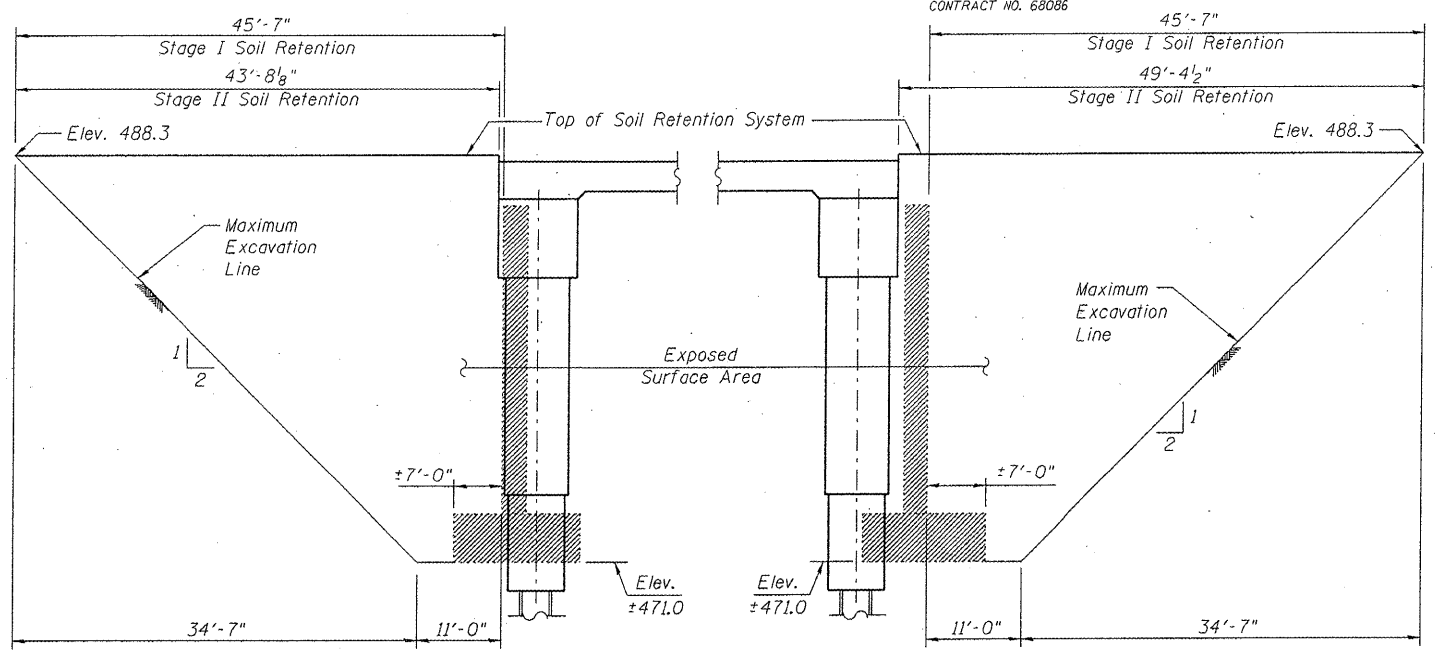
\*Measured radially to centerline of roadway.

\$ FILE ABBREVS \$  
\$ TIME \$  
\$ DATE \$



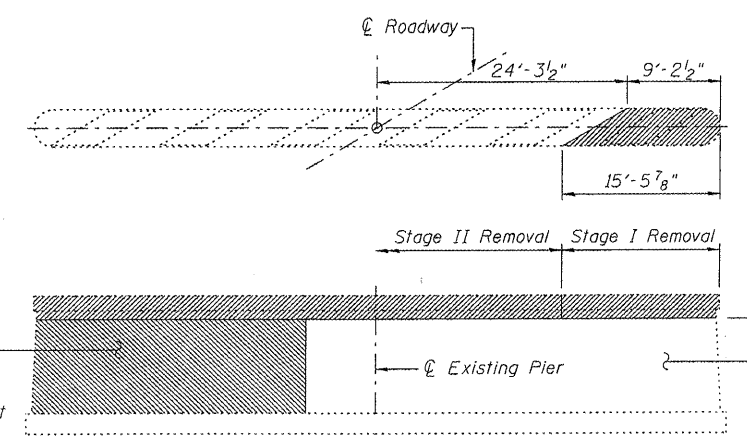
**PROPOSED CROSS SECTION**  
(Looking East)  
(Measured at right angles to Tangent at Sta. 48+85.42)

This portion of the existing pier may be removed during Stage II Removal at the discretion of the Engineer, provided the portion supporting the Temporary Support System is not compromised. Limits of removal shall be determined by the Engineer.



**TEMPORARY SOIL RETENTION SYSTEM AT ABUTMENTS**  
(Looking North)  
(Dimensions along Tangent at Sta. 48+85.42)

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



**PIER REMOVAL DETAILS**  
(Looking East)

\*Contractor shall adjust all dimensions and elevations as required based on actual thickness of formwork. See Sheet 10 of 18.

\*Elev. 482.55  
Lower portion of pier supporting temporary support beam shall not be removed until after Stage II Construction is complete and Temporary Support System is removed.

Notes:

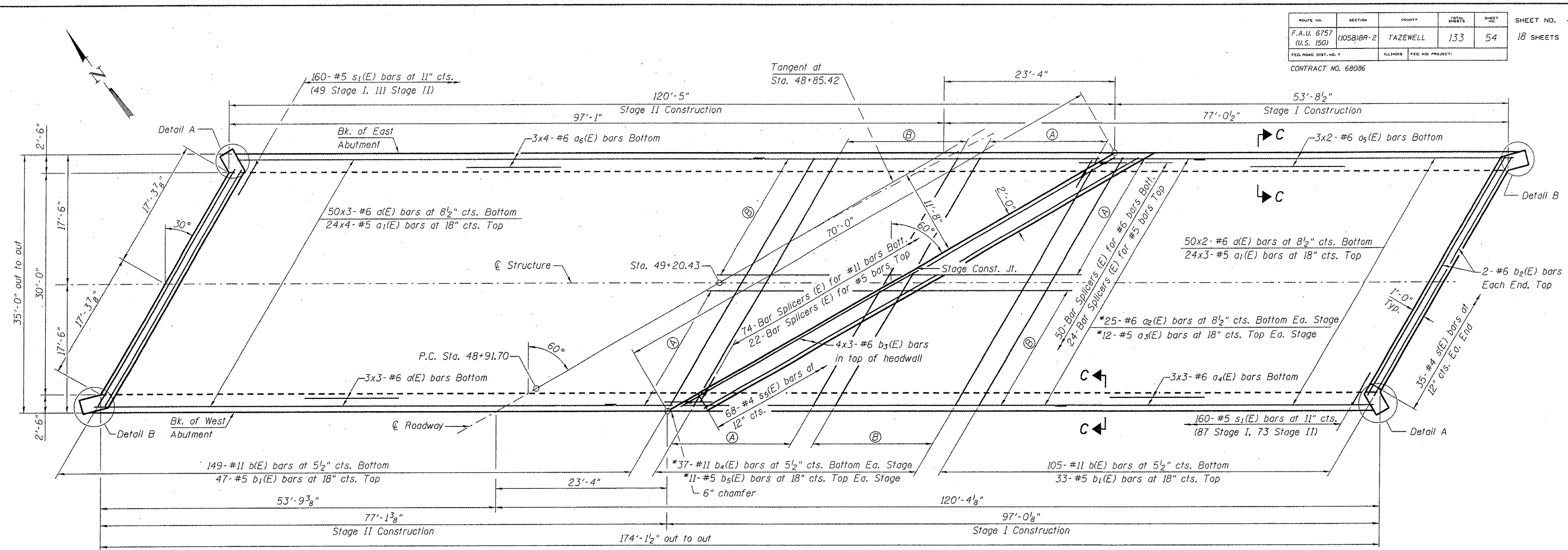
1. Hatched areas indicate Removal of Existing Structures.
2. Cost of Removal of Existing Bituminous Concrete Surface and Bridge hand rail is included with Removal of Existing Structures.
3. See Roadway Plans for quantity of Temporary Concrete Barrier.
4. See Sheet 12 of 18 for details of Temporary Concrete Barrier.
5. See Sheet 11 of 18 for details of Temporary Bridge Rail.
6. See Sheet 10 of 18 for Temporary Support System.

**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Chatham, Illinois  
Designed By: RKM Checked By: ATX Drawn By: ADB  
Date: 08/2007 File: 090-0175.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STAGE CONSTRUCTION DETAILS**  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175

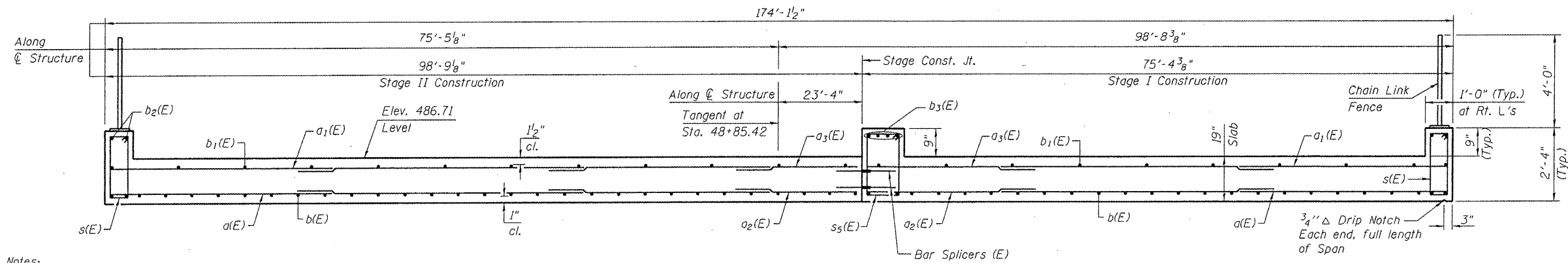
CONTRACT NO. 68086



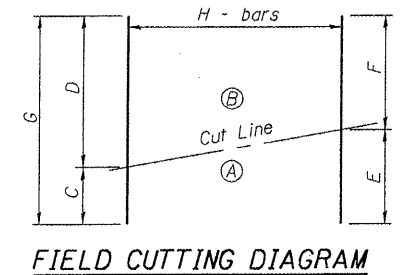
**PLAN**

The bar spacings shown above are measured perpendicular to direction of bar.

\*Order a<sub>2</sub>(E), a<sub>3</sub>(E), b<sub>4</sub>(E), and b<sub>5</sub>(E) full length. Cut as shown in Field Cutting Diagram and place patterns (A) and (B) side by side as shown.



**CROSS SECTION**  
(Looking East)



Bar	C	D	E	F	G	H
a <sub>2</sub> (E)	4'-2"	44'-3"	23'-10"	24'-7"	48'-5"	25
a <sub>3</sub> (E)	4'-3"	44'-2"	23'-4"	25'-1"	48'-5"	12
b <sub>4</sub> (E)	11"	39'-5"	19'-9"	20'-7"	40'-4"	37
b <sub>5</sub> (E)	1'-5"	37'-10"	18'-9"	20'-6"	39'-3"	11

- Notes:
- See sheet 10 of 18 for details of Temporary Support System at Stage Construction Joint.
  - Bars indicated thus 50x2-#6 etc. indicates 50 lines of bars with 2 lengths per line.
  - Work this sheet with sheet 5 of 18.
  - For Bar Splicer details, see sheet 13 of 18.
  - The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework.
  - The concrete for the bridge slab shall be placed and compacted parallel to the end headwalls of the structure in uniform increments along the centerline of the bridge. The machine used for finishing shall be set parallel to the end headwalls of the structure for striking off and screeding the concrete.

**MIN BAR LAP**  
#5 Bars = 2'-5"  
#6 Bars = 2'-0"

**REVISIONS**

NAME	DATE

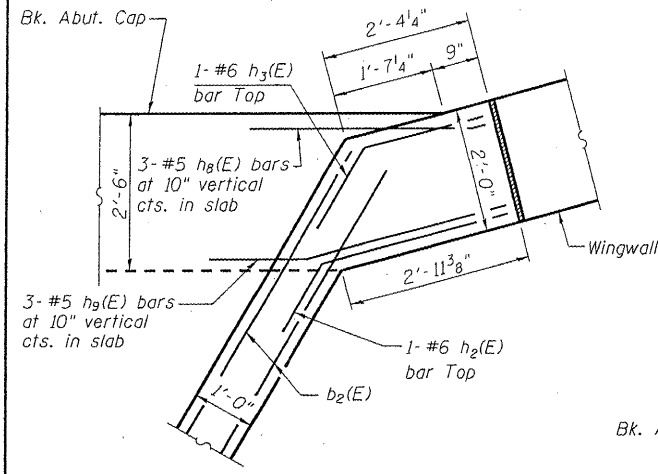
**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

Designed By: RMW  
Checked By: MTH  
Date: 08/2007

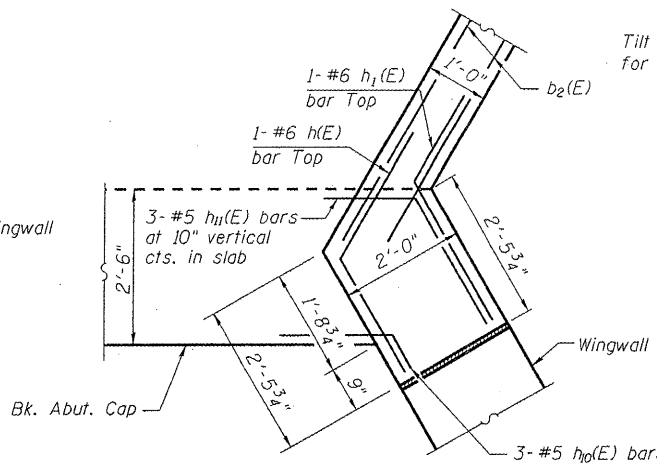
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERSTRUCTURE**  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175

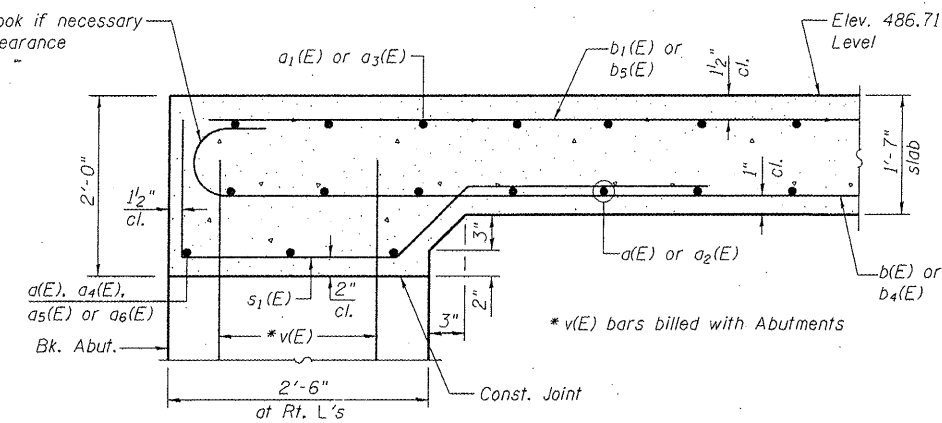
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**DETAIL B**  
(At southeast and northwest corners)



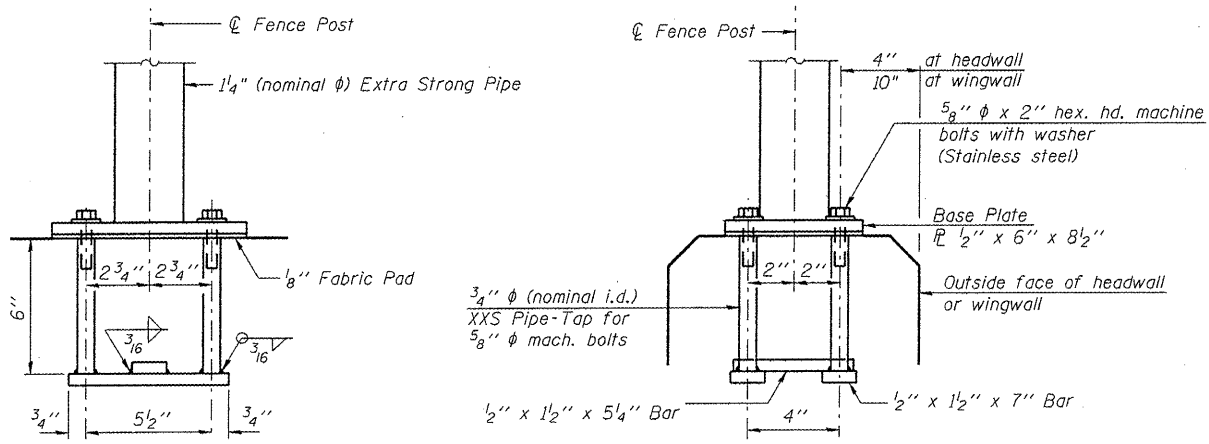
**DETAIL A**  
(At southwest and northeast corners)



**SECTION C-C**

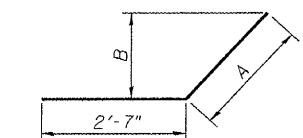
**HEADWALL CORNER DETAILS**

See sheet 9 of 18 for details of PJF between headwall and wingwall.  
See sheet 8 of 18 for details of h8(E), h9(E), h10(E) and h11(E) bars.



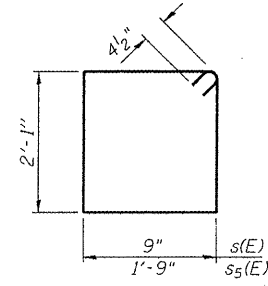
**CHAIN LINK FENCE POST ATTACHMENT DETAIL**

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.  
All chain link fence elements shall be galvanized according to article 509.05 of the standard specifications.  
All elements of the chain link fence and their attachments shall be paid for as "Chain Link Fence, 4' Attached to Structure".

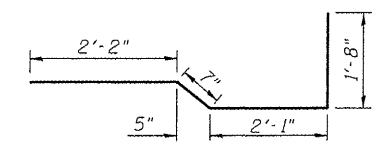


**BARS h(E) THRU h3(E)**

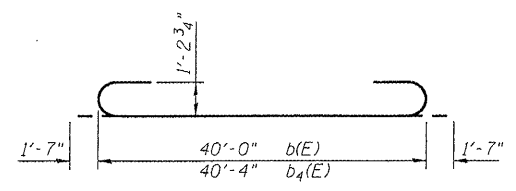
Bar	A	B
h(E)	2'-3"	1'-11 3/8"
h1(E)	2'-5"	2'-1 1/8"
h2(E)	2'-10"	2'-0"
h3(E)	2'-2"	1'-6 3/8"



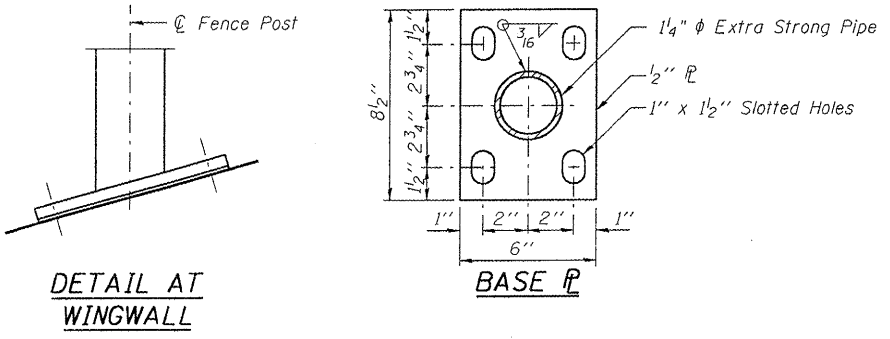
**BARS s(E) & s5(E)**



**BAR s1(E)**



**BARS b(E) & b4(E)**



**DETAIL AT WINGWALL**

**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a(E)	259	#6	27'-6"	—	
a1(E)	168	#5	21'-0"	—	
a2(E)	50	#6	48'-5"	—	
a3(E)	24	#5	48'-5"	—	
a4(E)	9	#6	33'-2"	—	
a5(E)	6	#6	29'-6"	—	
a6(E)	12	#6	31'-3"	—	
b(E)	254	#11	43'-2"	C	
b1(E)	80	#5	40'-0"	—	
b2(E)	4	#6	37'-6"	—	
b3(E)	12	#6	24'-8"	—	
b4(E)	74	#11	43'-6"	C	
b5(E)	22	#5	39'-3"	—	
h(E)	2	#6	4'-10"	—	
h1(E)	2	#6	5'-0"	—	
h2(E)	2	#6	5'-5"	—	
h3(E)	2	#6	4'-9"	—	
h8(E)	6	#5	4'-1"	—	
h9(E)	6	#5	6'-3"	—	
h10(E)	6	#5	4'-2"	—	
h11(E)	6	#5	5'-8"	—	
s(E)	70	#4	6'-5"	□	
s1(E)	320	#5	6'-6"	—	
s5(E)	68	#4	8'-5"	□	
Reinforcement Bars, Epoxy Coated				Pound	103810
Concrete Superstructure				Cu. Yd.	377.4

Note:  
Work this sheet with sheet 4 of 18.

**REVISIONS**

NAME	DATE

**Lin Engineering, Ltd.**  
Consulting Engineers  
Creston, Illinois

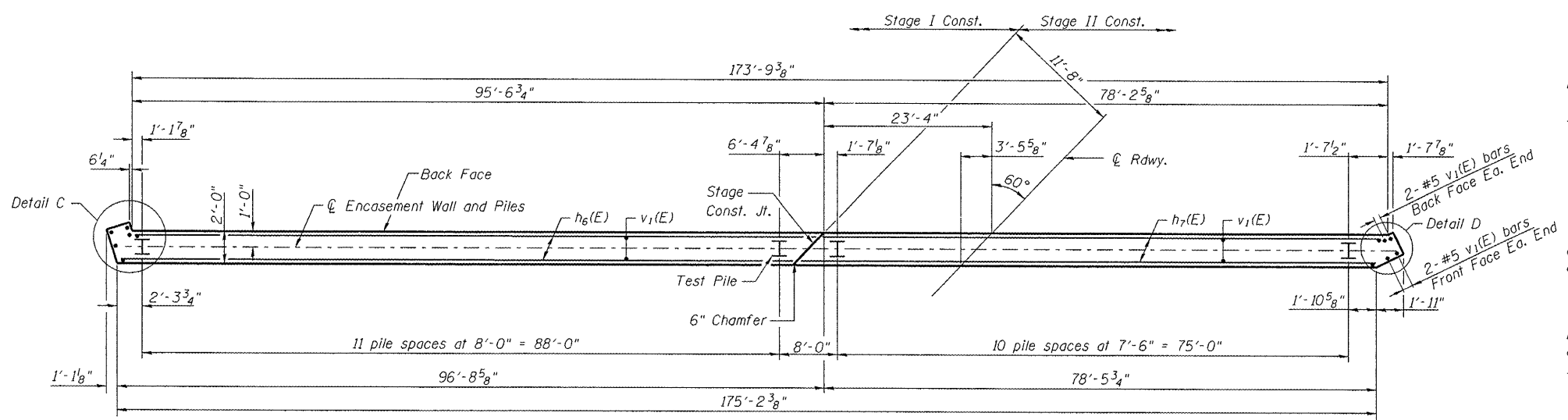
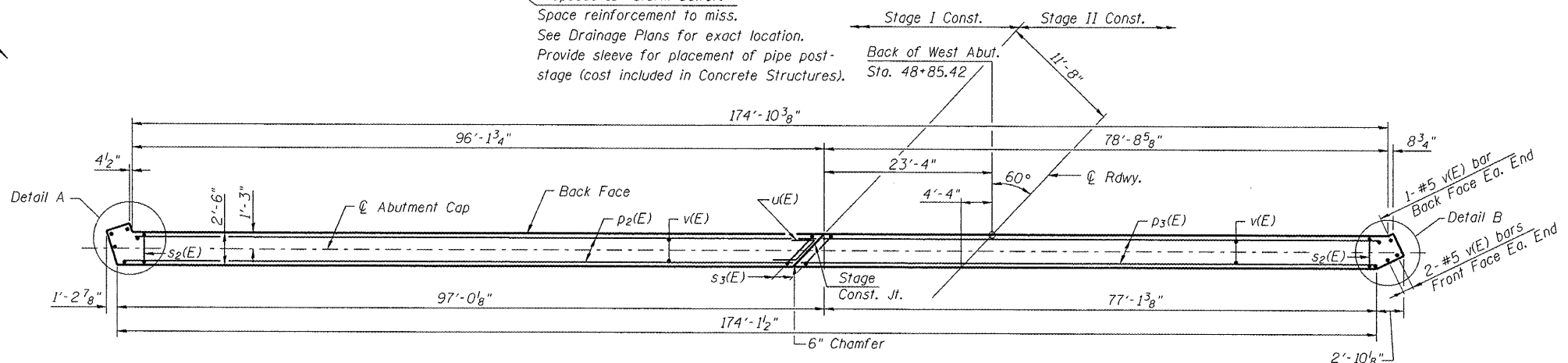
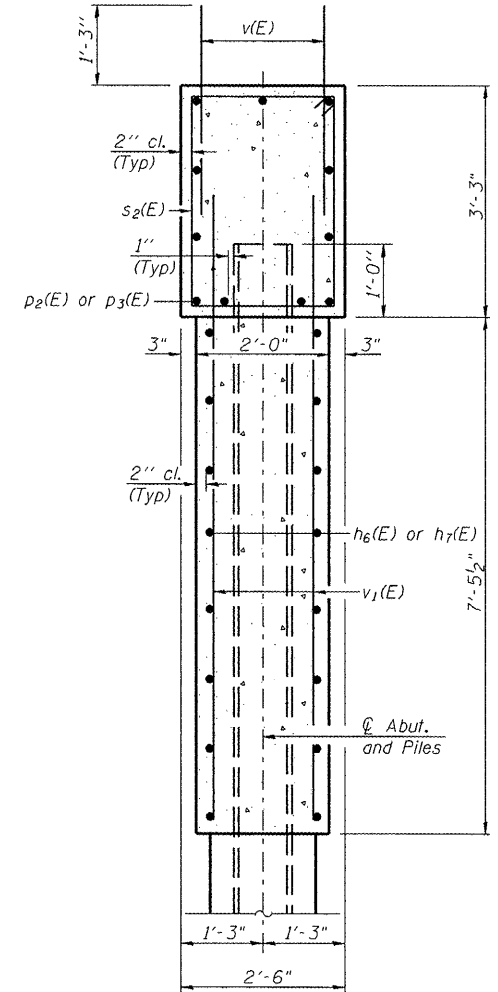
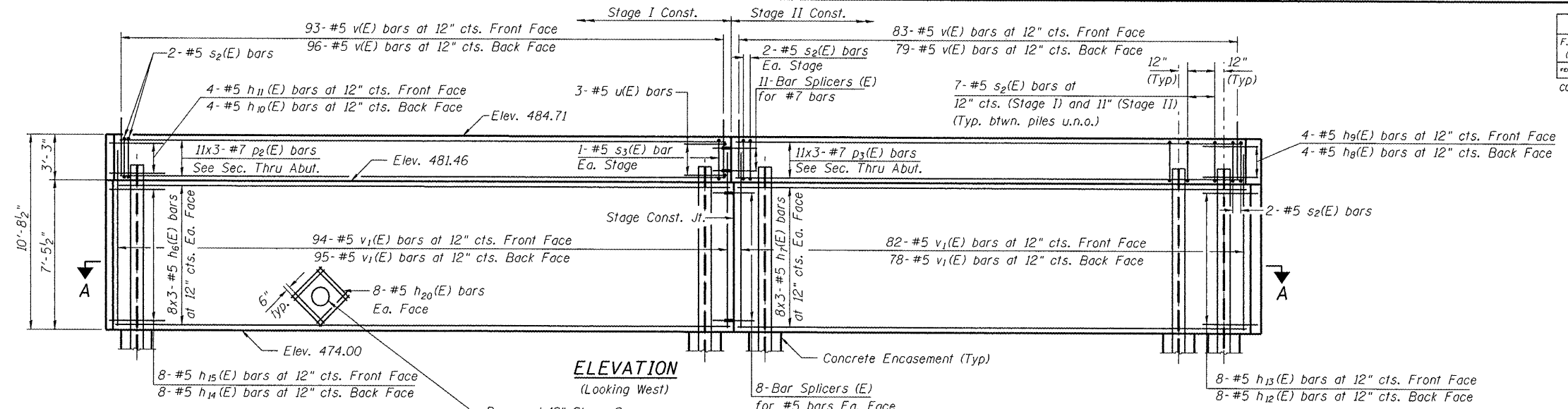
Designed By: RMW  
Checked By: MTH  
Date: 05/2007

Drawn By: ADB  
File: 090-0175.DGN

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERSTRUCTURE DETAILS**  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6757 (U.S. 150)	(105B)BR-2	TAZEWELL	133	56
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 68086				

SHEET NO. 6  
18 SHEETS



**Notes:**  
 Bars indicated thus 11x3-#7 bars, etc. indicates 11 lines of bars with 3 lengths per line.  
 For details of Bar Splicers, see sheet 13 of 18.  
 For details of Piles and Concrete Encasement, see sheet 14 of 18.  
 For drainage details, see Section Thru Abutment on Sheet 2 of 18.  
 For sheet piling wingwall details see sheet 9 of 18.  
 See sheet 8 of 18 for Bill of Material and bar bend details.  
 See sheet 8 of 18 for Details A, B, C and D.  
 Backfill behind the Abutments shall not be placed until after the slab is in place and has cured. Backfill behind the Abutments shall be carried up simultaneously, and at no time shall the fill be more than 2 feet higher than the opposite Abutment.  
 See sheet 10 of 18 for location of cast-in-place H.S. threaded rods for Temporary Support System.  
 If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

**PILE DATA**  
 Type: Steel HP12x53  
 Nominal Required Bearing: 418 kips  
 Allowable Resistance Available: 139 kips  
 Est. Length: 67 Ft.  
 No. Production Piles: 22  
 No. Test Piles: 1

**MINIMUM BAR LAP**  
 #5 bar = 2'-2"  
 #7 bar = 3'-5"

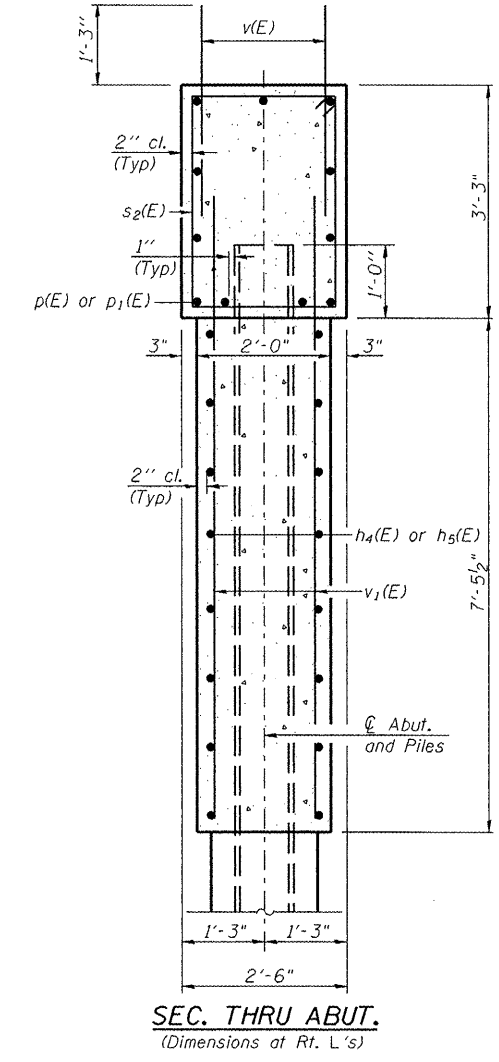
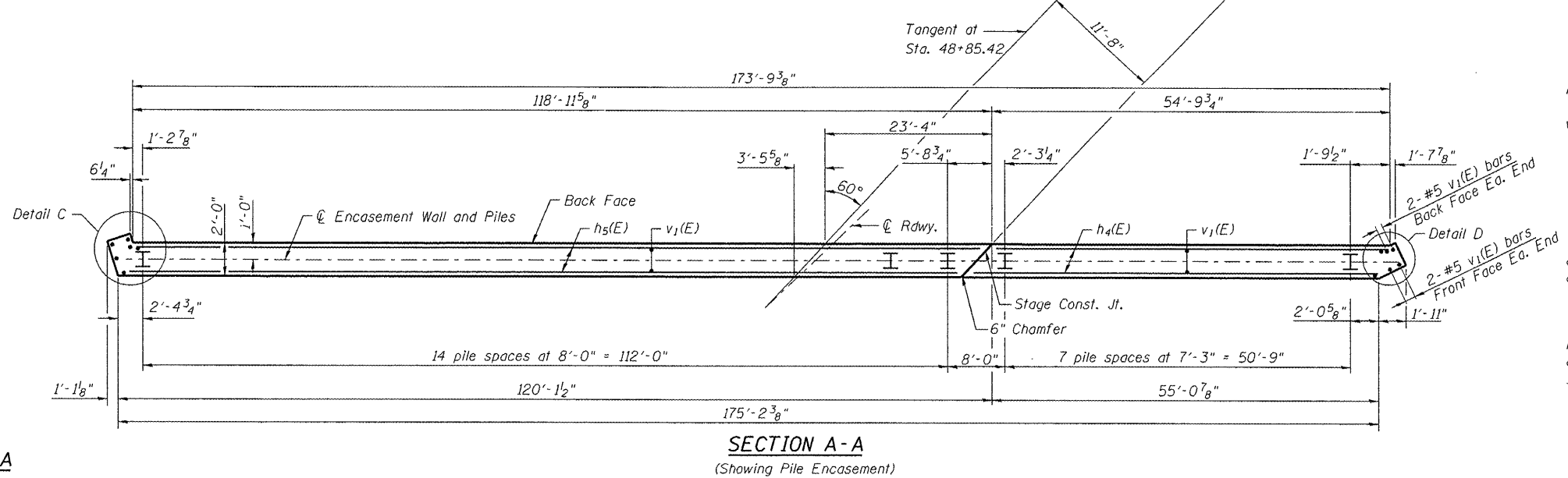
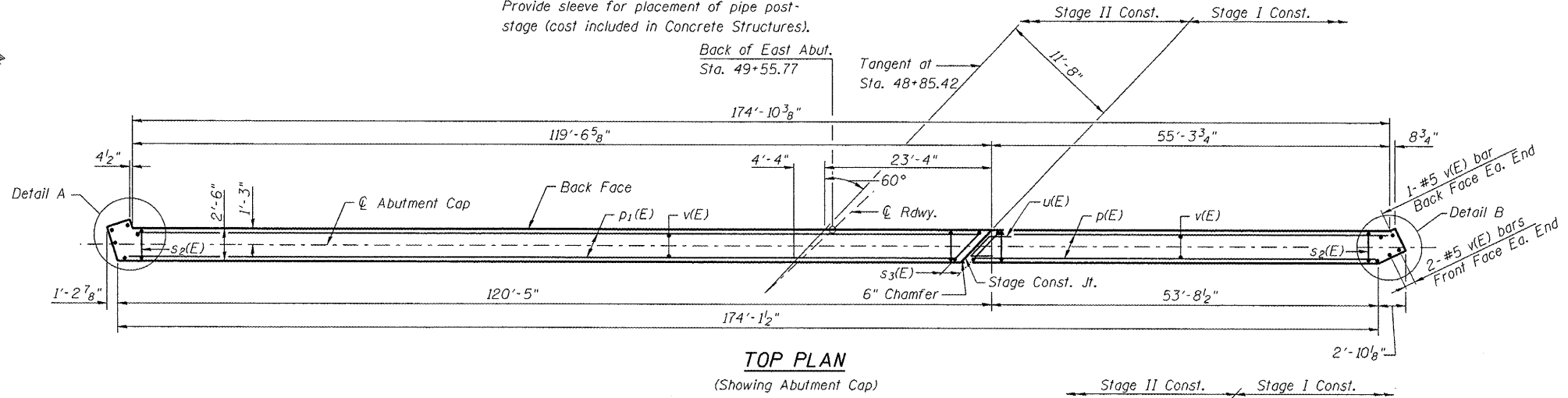
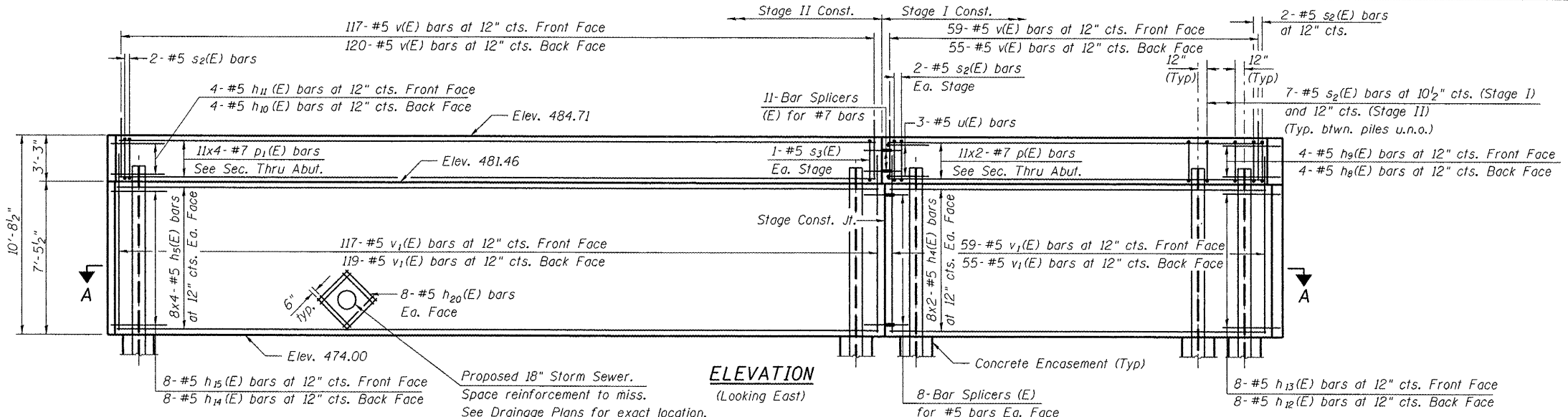
**LIN ENGINEERING, LTD.**  
 Consulting Engineers  
 Chatham, Illinois

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**WEST ABUTMENT**  
 U.S. ROUTE 150 OVER  
 LITTLE FARM CREEK  
 F.A.U. ROUTE 6757 SECTION (105B)BR-2  
 TAZEWELL COUNTY  
 STA. 49+20.43  
 S.N. 090-0175

11/20/2008 9:20:41 PM ...Struct\SN090-0175.090-0175.dgn





Notes:

- Bars indicated thus 11x4- #7 bars, etc. indicates 11 lines of bars with 4 lengths per line.
- For details of Bar Splicers, see sheet 13 of 18.
- For details of Piles and Concrete Encasement, see sheet 14 of 18.
- For drainage details, see Section Thru Abutment on Sheet 2 of 18.
- For sheet piling wingwall details see sheet 9 of 18.
- See sheet 8 of 18 for Bill of Material and bar bend details.
- See sheet 8 of 18 for Details A, B, C and D.
- Backfill behind the Abutments shall not be placed until after the slab is in place and has cured. Backfill behind the Abutments shall be carried up simultaneously, and at no time shall the fill be more than 2 feet higher than the opposite Abutment.
- See sheet 10 of 18 for location of cast-in-place H.S. threaded rods for Temporary Support System.
- If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

**PILE DATA**

Type: Steel HP12x53  
 Nominal Required Bearing: 418 kips  
 Allowable Resistance Available: 139 kips  
 Est. Length: 67 Ft.  
 No. Production Piles: 23

**MINIMUM BAR LAP**

#5 bar = 2'-2"  
 #7 bar = 3'-5"

**SECTION A-A**  
 (Showing Pile Encasement)

**Lin Engineering, Ltd.**  
 Consulting Engineers  
 Channah, Illinois

Designed By: RRM Checked By: MTH Drawn By: ADB  
 Date: 08/2007 File: 090-0175.DWG

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EAST ABUTMENT**  
**U.S. ROUTE 150 OVER**  
**LITTLE FARM CREEK**  
**F.A.U. ROUTE 6757 SECTION (105B)BR-2**  
**TAZEWELL COUNTY**  
**STA. 49+20.43**  
**S.N. 090-0175**

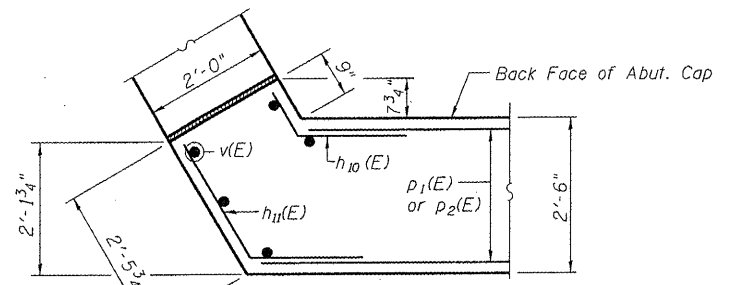
CONTRACT NO. 68086

**BILL OF MATERIAL**  
(West Abutment & wingwalls)

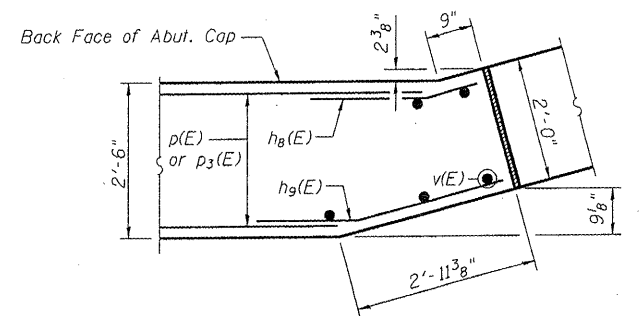
Bar	No.	Size	Length	Shape
h <sub>6</sub> (E)	48	#5	33'-3"	—
h <sub>7</sub> (E)	48	#5	28'-9"	—
h <sub>8</sub> (E)	4	#5	4'-1"	—
h <sub>9</sub> (E)	4	#5	6'-3"	—
h <sub>10</sub> (E)	4	#5	4'-2"	—
h <sub>11</sub> (E)	4	#5	5'-8"	—
h <sub>12</sub> (E)	8	#5	5'-0"	—
h <sub>13</sub> (E)	8	#5	5'-3"	—
h <sub>14</sub> (E)	8	#5	4'-5"	—
h <sub>15</sub> (E)	8	#5	5'-5"	—
h <sub>16</sub> (E)	6	#5	6'-2"	—
h <sub>19</sub> (E)	6	#5	31'-8"	—
h <sub>20</sub> (E)	16	#5	4'-0"	—
p <sub>2</sub> (E)	33	#7	34'-4"	—
p <sub>3</sub> (E)	33	#7	29'-5"	—
s <sub>2</sub> (E)	155	#5	11'-1"	□
s <sub>3</sub> (E)	2	#5	15'-5"	□
s <sub>4</sub> (E)	75	#5	5'-0"	□
u(E)	3	#5	11'-0"	└
v(E)	357	#5	3'-5"	—
v <sub>1</sub> (E)	357	#5	9'-5"	—
v <sub>2</sub> (E)	8	#5	13'-1"	—
Structure Excavation	Cu. Yd.	355		
Concrete Structures	Cu. Yd.	160.9		
Concrete Encasement	Cu. Yd.	8.0		
Reinforcement Bars, Epoxy Coated	Pound	15100		
Furnishing Steel Piles HP 12x53	Foot	1474		
Driving Piles	Foot	1474		
Test Pile Steel HP 12x53	Each	1		
Underwater Structure Excavation Protection - Location No. 1	Each	1		
Permanent Steel Sheet Piling	Sq. Ft.	1294		

**BILL OF MATERIAL**  
(East Abutment & wingwalls)

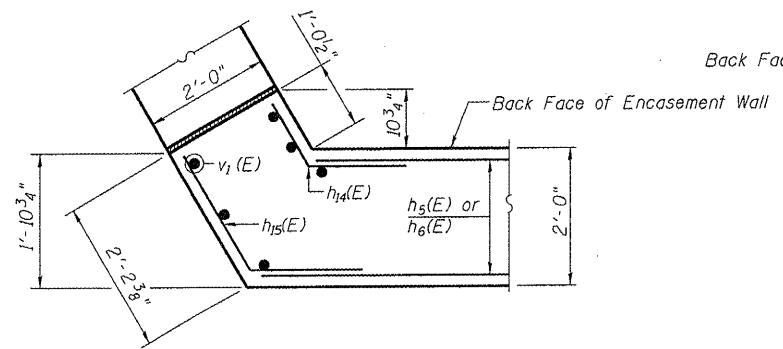
Bar	No.	Size	Length	Shape
h <sub>4</sub> (E)	32	#5	30'-4"	—
h <sub>5</sub> (E)	64	#5	31'-6"	—
h <sub>8</sub> (E)	4	#5	4'-1"	—
h <sub>9</sub> (E)	4	#5	6'-3"	—
h <sub>10</sub> (E)	4	#5	4'-2"	—
h <sub>11</sub> (E)	4	#5	5'-8"	—
h <sub>12</sub> (E)	8	#5	5'-0"	—
h <sub>13</sub> (E)	8	#5	5'-3"	—
h <sub>14</sub> (E)	8	#5	4'-5"	—
h <sub>15</sub> (E)	8	#5	5'-5"	—
h <sub>16</sub> (E)	6	#5	11'-8"	—
h <sub>17</sub> (E)	6	#5	29'-8"	—
h <sub>20</sub> (E)	16	#5	4'-0"	—
p(E)	22	#7	30'-9"	—
p <sub>1</sub> (E)	44	#7	32'-5"	—
s <sub>2</sub> (E)	155	#5	11'-1"	□
s <sub>3</sub> (E)	2	#5	15'-5"	□
s <sub>4</sub> (E)	78	#5	5'-0"	□
u(E)	3	#5	11'-0"	└
v(E)	357	#5	3'-5"	—
v <sub>1</sub> (E)	358	#5	9'-5"	—
v <sub>2</sub> (E)	8	#5	13'-1"	—
Structure Excavation	Cu. Yd.	355		
Concrete Structures	Cu. Yd.	161.4		
Concrete Encasement	Cu. Yd.	8.0		
Reinforcement Bars, Epoxy Coated	Pound	15160		
Furnishing Steel Piles HP 12x53	Foot	1541		
Driving Piles	Foot	1541		
Underwater Structure Excavation Protection - Location No. 2	Each	1		
Permanent Steel Sheet Piling	Sq. Ft.	1406		



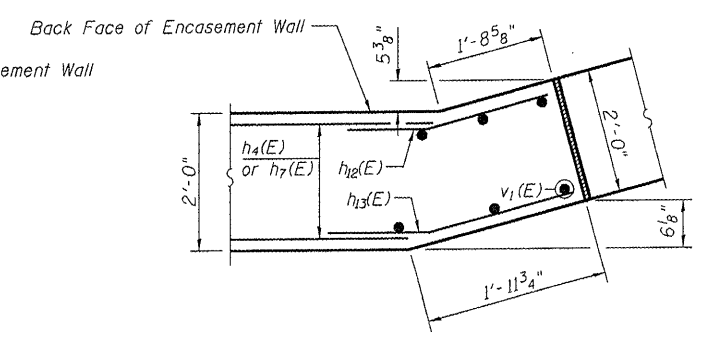
DETAIL A



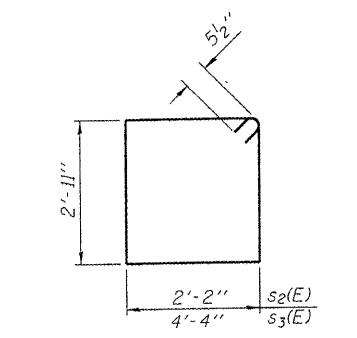
DETAIL B



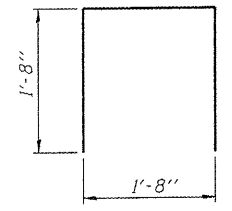
DETAIL C



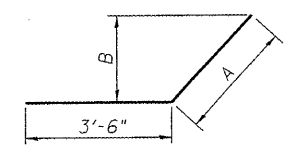
DETAIL D



BARS s<sub>2</sub>(E) AND s<sub>3</sub>(E)

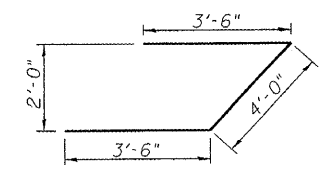


BAR s<sub>4</sub>(E)



BARS h<sub>8</sub>(E) THRU h<sub>15</sub>(E)

Bar	A	B
h <sub>8</sub> (E)	7"	1' 1/8"
h <sub>9</sub> (E)	2'-9"	8 1/2"
h <sub>10</sub> (E)	8"	7"
h <sub>11</sub> (E)	2'-2"	1'-10 1/2"
h <sub>12</sub> (E)	1'-6"	4 3/8"
h <sub>13</sub> (E)	1'-9"	5 3/8"
h <sub>14</sub> (E)	11"	9 1/2"
h <sub>15</sub> (E)	1'-11"	1'-8"



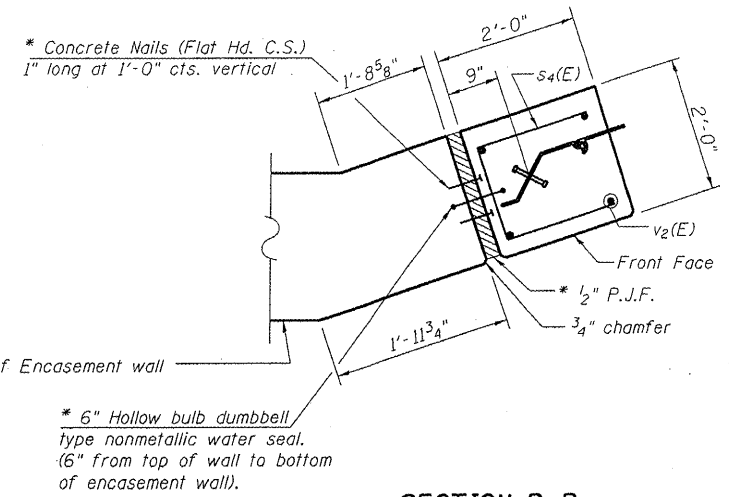
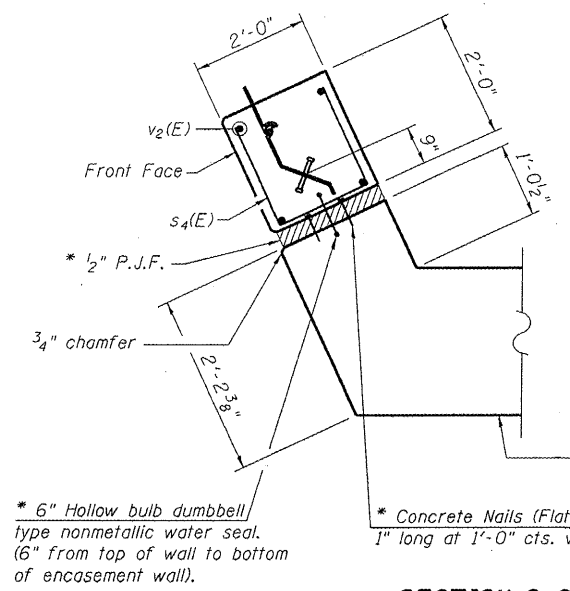
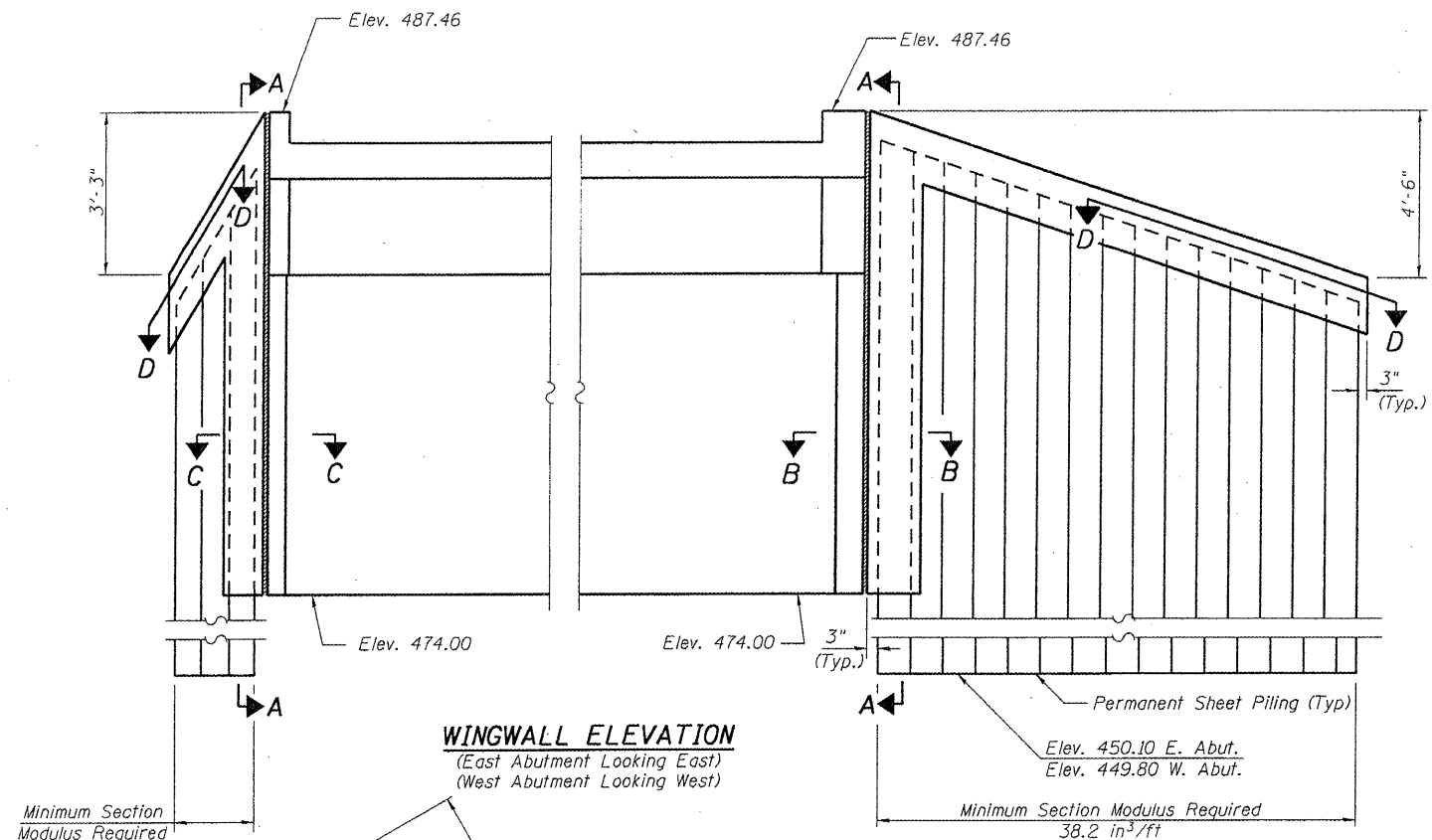
BAR u(E)

**Lin Engineering, Ltd.**  
Consulting Engineers  
Chesham, Illinois

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ABUTMENT DETAILS**  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175

\$ FILE ABBREV \$  
\$ TIME \$  
\$ DATE \$



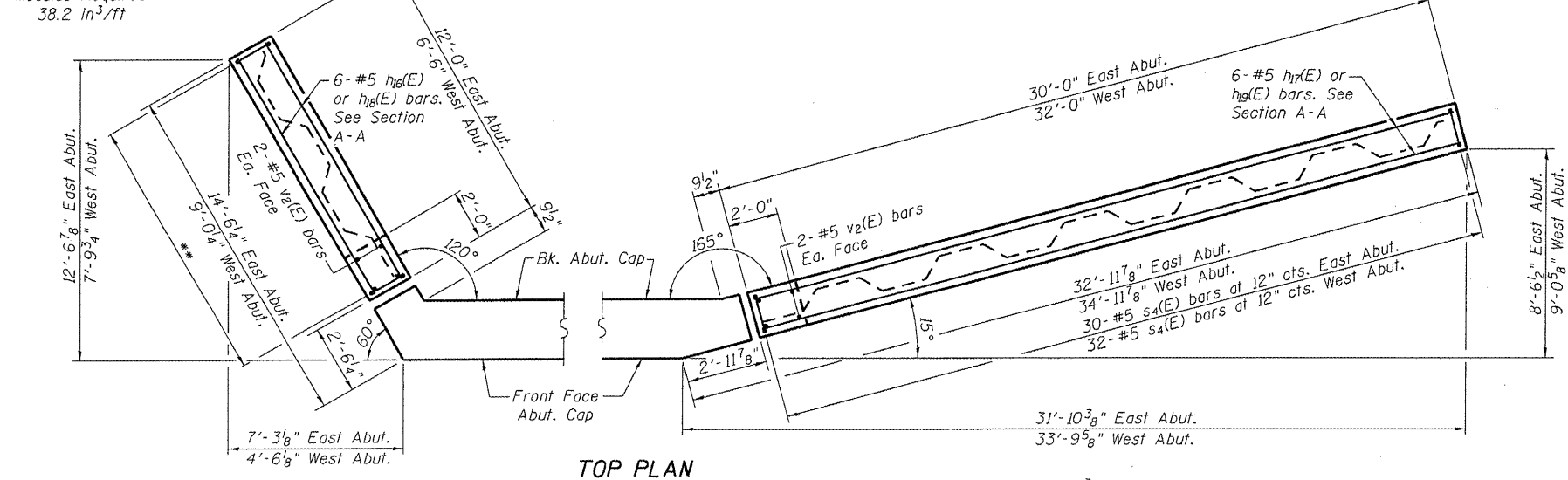
**SECTION C-C**

**SECTION B-B**

\* Included in the cost of "Permanent Steel Sheet Piling."

Minimum Section Modulus Required  
38.2 in<sup>3</sup>/ft

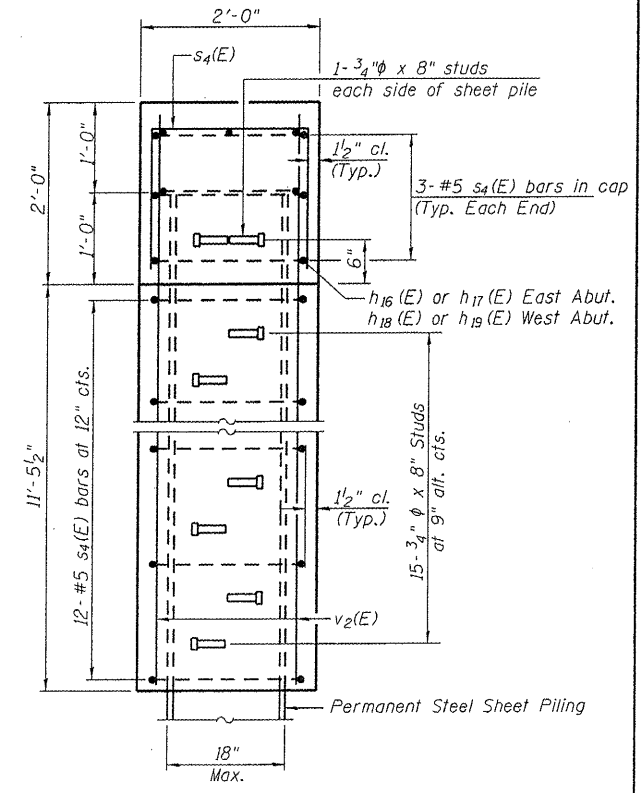
Minimum Section Modulus Required  
38.2 in<sup>3</sup>/ft



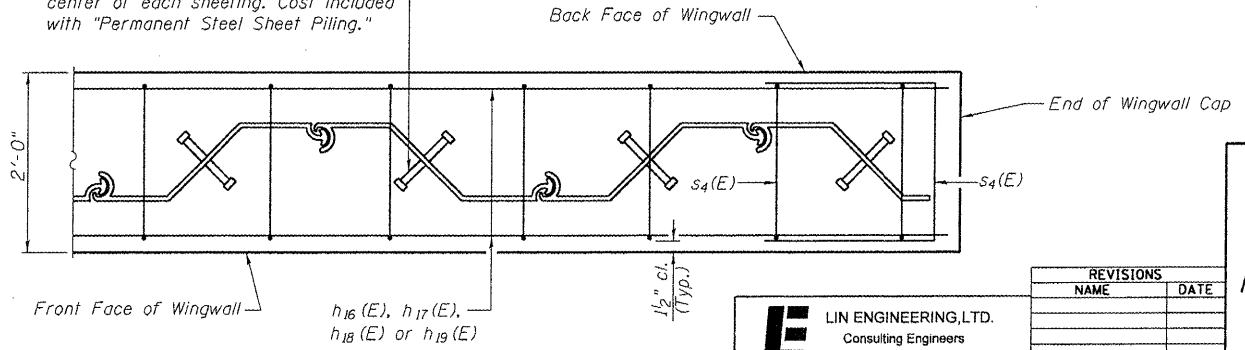
**TOP PLAN**

\*\* 12-#5 s4(E) bars at 12" cts. East Abut.  
7-#5 s4(E) bars at 12" cts. West Abut.

3/4" φ x 8" Granular or Solid Flux Filled Headed Stud according to Art. 1006.32 of the Std. Spec's. at center of each sheeting. Cost included with "Permanent Steel Sheet Piling."



**SECTION A-A**



**SECTION D-D**

- Notes:
1. Bars s<sub>4</sub>(E), v<sub>2</sub>(E), h<sub>16</sub>(E), h<sub>17</sub>(E), h<sub>18</sub>(E), and h<sub>19</sub>(E) are billed with Abutments on sheet 8 of 18.
  2. The quantity for Concrete cap and end post are included with Concrete Structures on sheet 8 of 18.
  3. Hard driving may be encountered during the sheet piling installation. The Contractor shall provide the appropriate driving equipment for the soil conditions indicated on the boring logs.
  4. Permanent Steel Sheet Piling shall have a minimum yield strength of 50 ksi.

**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Channah, Illinois

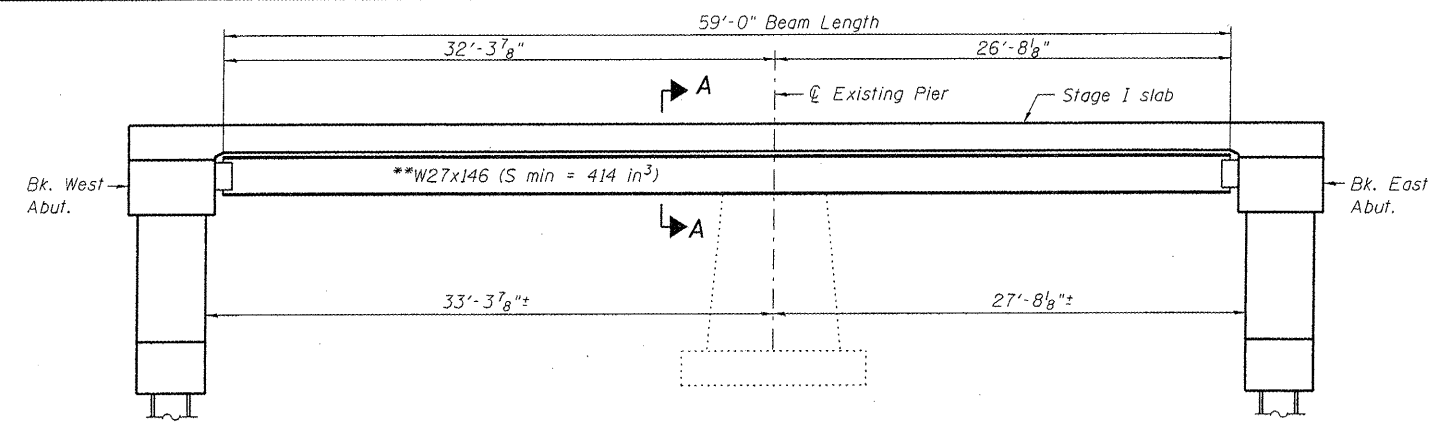
Designed By: RKM Checked By: MTH Drawn By: ADB  
Date: 08/2007 File: 090-0175.dwg

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STEEL SHEET PILING WINGWALLS**  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175

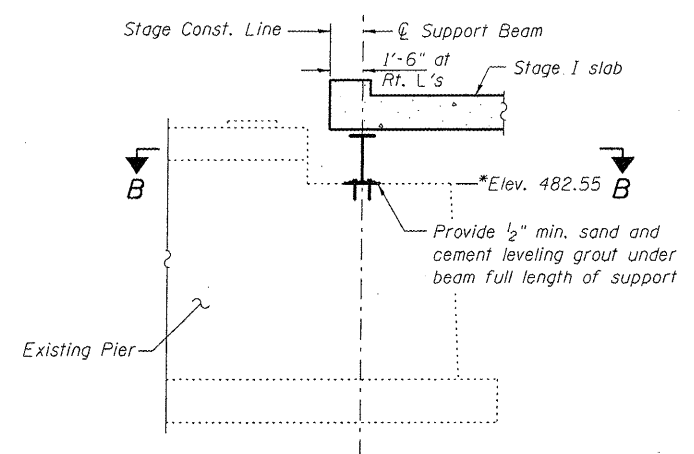
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 \$TIME\$  
 \$DATE\$

CONTRACT NO. 68085



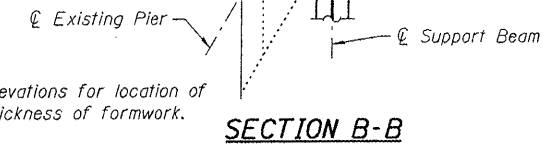
**ELEVATION**  
(Dimensions along  $\phi$  Support Beam)  
(Looking North)

\*\*Other sections meeting the section modulus requirements shown may be allowed subject to approval by the Engineer, max. depth = 28". (Design unbraced length = 32'-10")



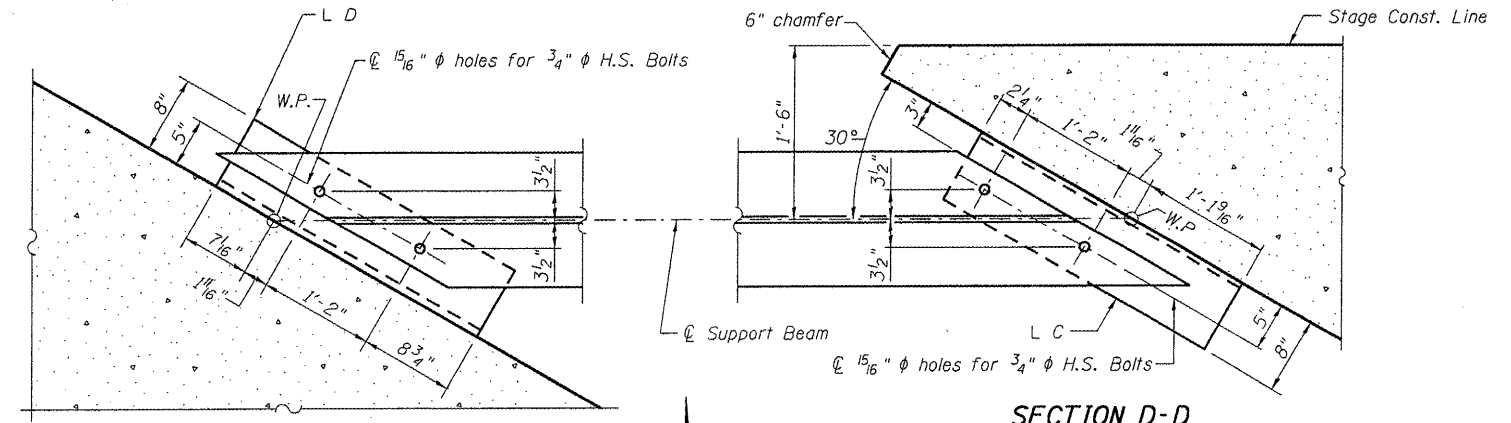
**SECTION A-A**  
(Looking East)

$\phi$  1 5/16"  $\phi$  holes for 2-3/4"  $\phi$  H.S. threaded rods. Drill and Epoxy Grout (9" Min. Embedment)

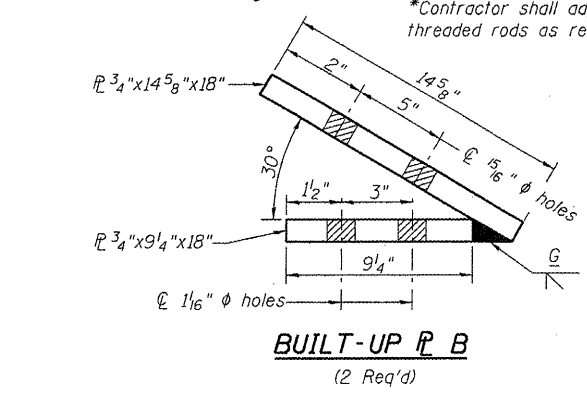


**SECTION B-B**

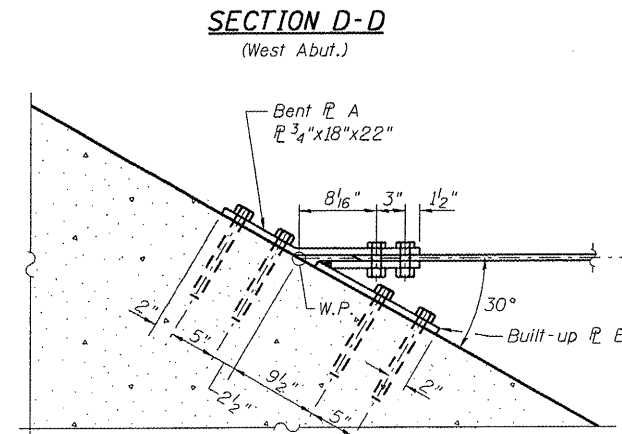
\*Contractor shall adjust all dimensions and elevations for location of threaded rods as required based on actual thickness of formwork.



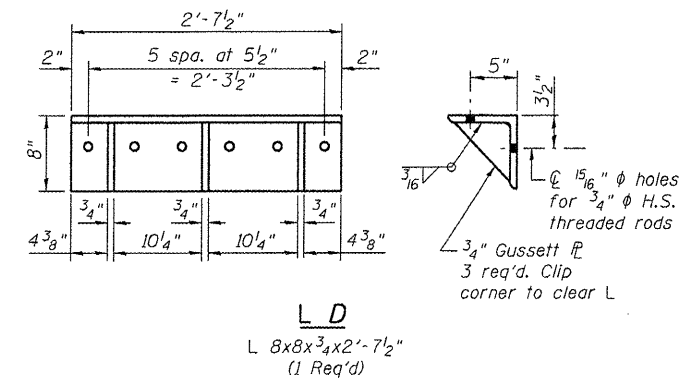
**SECTION D-D**  
(East Abut.)



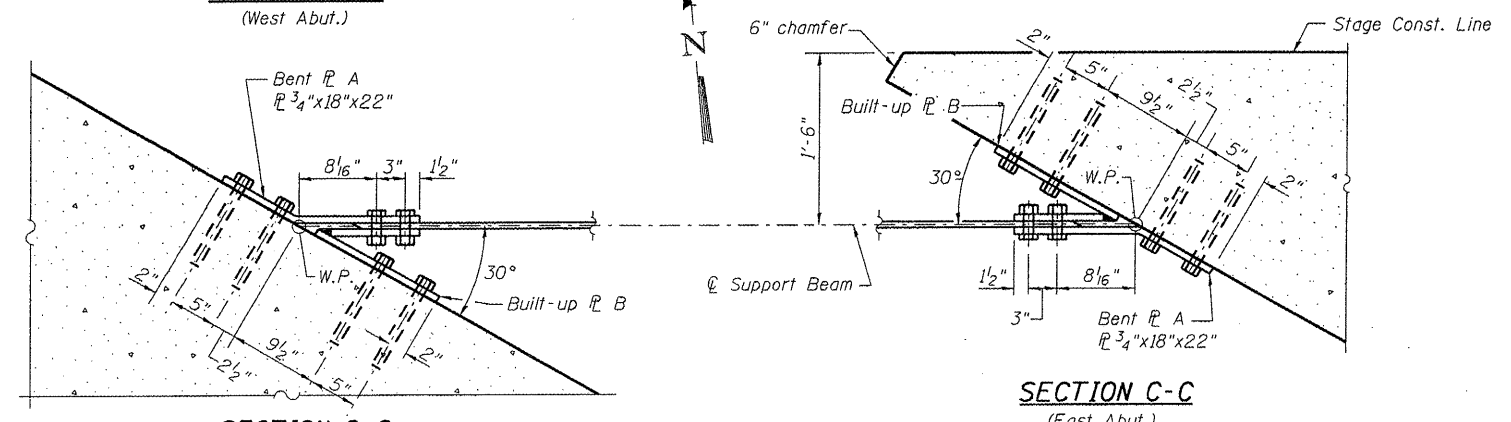
**BUILT-UP RB**  
(2 Req'd)



**SECTION D-D**  
(West Abut.)



**L D**  
L 8x8x3/4x2'-7 1/2"  
(1 Req'd)



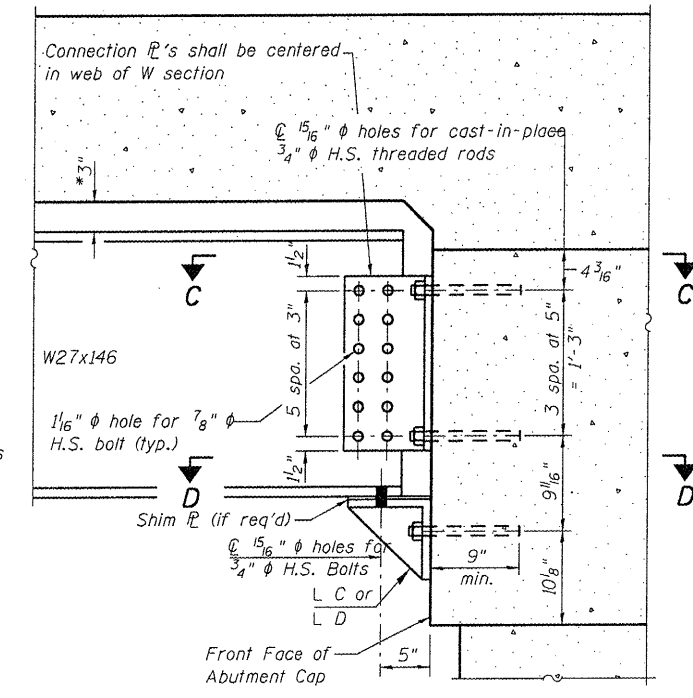
**SECTION C-C**  
(East Abut.)

**Notes:**

- All Structural Steel shall be AASHTO M270 Grade 50.
- Painting of Structural Steel will not be required.
- Required length of support beam shall be verified in the field prior to ordering material.
- All holes in support beam shall be field drilled.
- Two hardened washers shall be required over all oversized holes.
- Cast-in-place H.S. threaded rods shall conform to ASTM F1554, Grade 105. All H.S. bolts shall conform to ASTM A325.
- After removal of Temporary Support System, threaded rods at abutments shall be burned off 1/4" deep and patched flush with epoxy mortar. Cost included with Temporary Support System.
- If the Contractor chooses to alter the Temporary Support System design requirements shown on the plans, a design submittal including plan details and calculations sealed by an Illinois licensed Structural Engineer will be required for review and acceptance by the Engineer.
- Estimated weight of Structural Steel = 9330 lbs. (M270 Grade 50)

**SEQUENCE OF CONSTRUCTION**

- Remove top portion of pier to required elevation. (See Sheet 3 of 18.)
- Provide leveling grout on top of pier for temporary beam seat.
- Erect Temporary Support Beam.
- Install formwork for Stage I slab.
- Shore support beam in deflected position.
- Shim gap between formwork and top flange of beam with steel shims at 24" cts.
- Pour Stage I slab.
- Keeping shims and formwork in place above beam, remove other formwork and support beam shoring concurrently.
- Temporary Support Beam shall remain in place until after Stage II Construction is complete.



**CONNECTION TO ABUTMENT**  
Dimensions at Rt. L's to face of abutment

**BILL OF MATERIAL**

ITEM	UNIT	QTY.
Temporary Support System	L. Sum	1

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TEMPORARY SUPPORT SYSTEM**  
 U.S. ROUTE 150 OVER  
 LITTLE FARM CREEK  
 F.A.U. ROUTE 6757 SECTION (105B)BR-2  
 TAZEWELL COUNTY  
 STA. 49+20.43  
 S.N. 090-0175

**REVISIONS**

NAME	DATE

**Lin Engineering, Ltd.**  
 Consulting Engineers  
 Channah, Illinois

Designed By: RKW  
 Checked By: WTH  
 Drawn By: ADB  
 Date: 08/2007  
 File: 090-0175.DOC

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 \$TIME \$  
 \$DATE \$

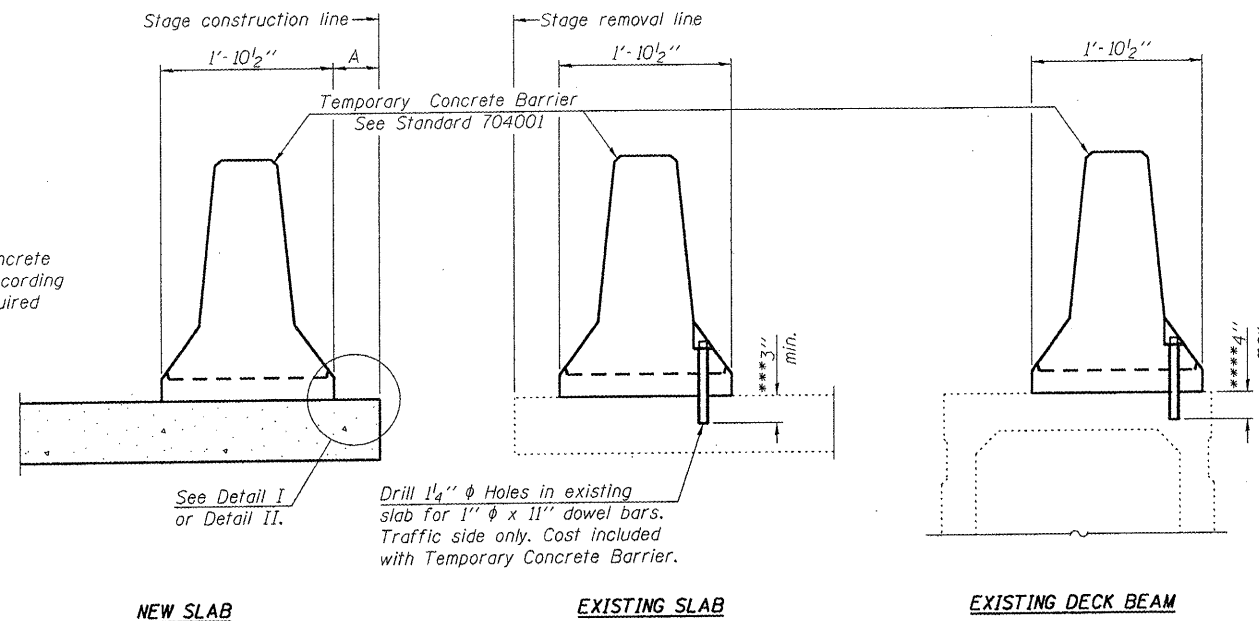


ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
F.A.U. 6757 (U.S. 150)	(105B)BR-2	TAZEWELL	133	62
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 12  
18 SHEETS

CONTRACT NO. 68086

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



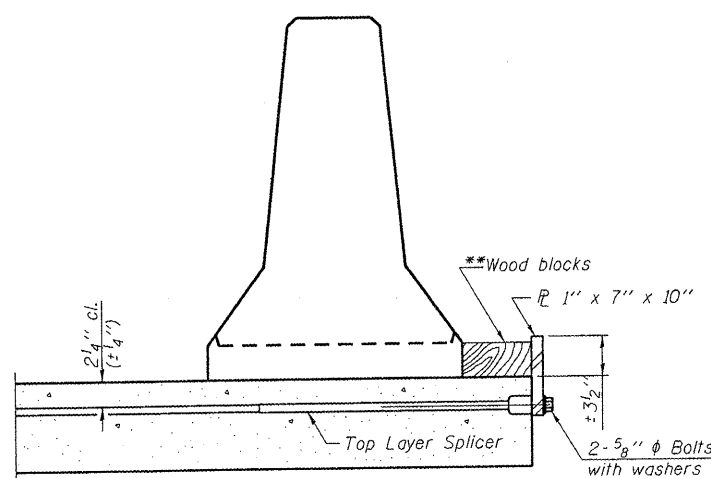
Drill 1/4"  $\phi$  Holes in existing slab for 1"  $\phi$  x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

**SECTIONS THRU SLAB OR DECK BEAM**

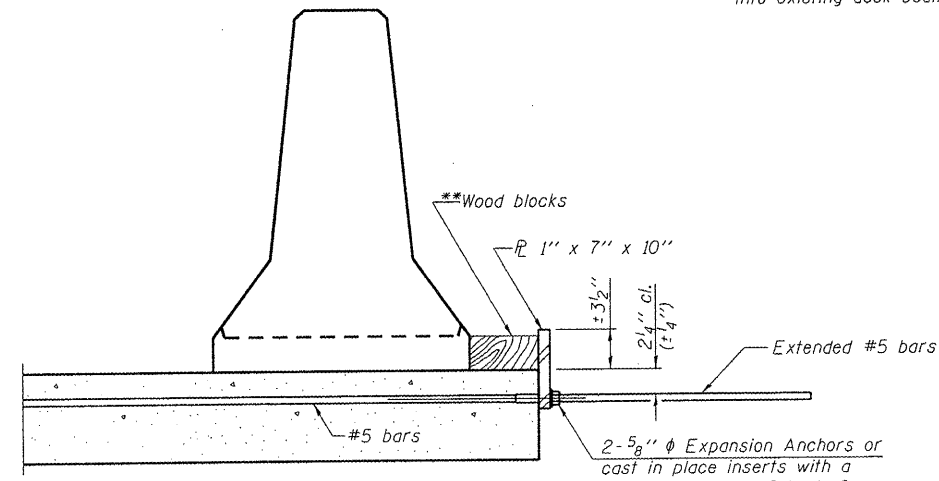
**NOTES**

- Detail I - With Bar Splicer or Couplers: Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.
  - Detail II - With Extended Reinforcement Bars: Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\*Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.  
\*\*\*\*If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

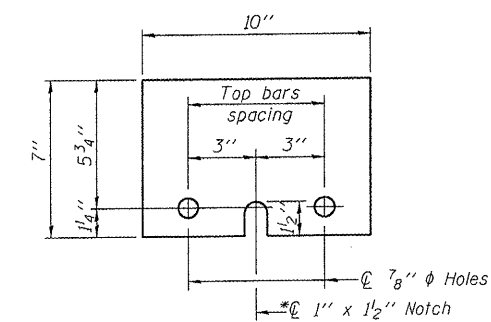


**DETAIL I**



**DETAIL II**

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



**STEEL RETAINER 1" x 7" x 10"**

\* Required only with Detail II

\$FILE ABBREV \$  
 \$TIME \$  
 \$DATE \$

R-27

9-3-07

**Lin Engineering, Ltd.**  
Consulting Engineers  
Channah, Illinois

Designed by: RCU  
Checked by: MTR  
Date: 08/2007

Drawn by: ADB  
File: 090-0175.DWG

REVISIONS	
NAME	DATE

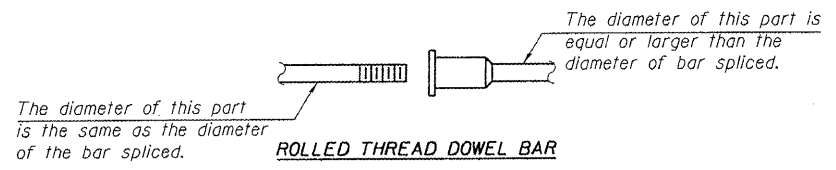
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TEMPORARY CONCRETE BARRIER**  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175

**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) =  $1.25 \times f_y \times A_l$
  - ② Minimum \*Pull-out Strength (Tension in kips) =  $0.66 \times f_y \times A_l$
- Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_l$  = Tensile stress area of lapped reinforcement bars.  
 \* = 28 day concrete

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

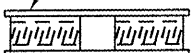


**ROLLED THREAD DOWEL BAR**



**\*\* ONE PIECE**

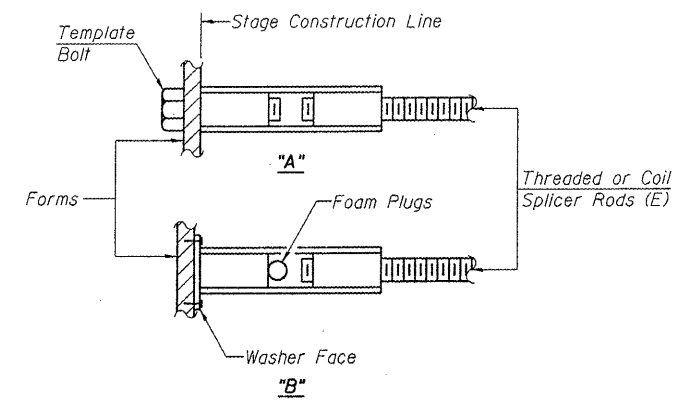
Wire Connector



**WELDED SECTIONS**

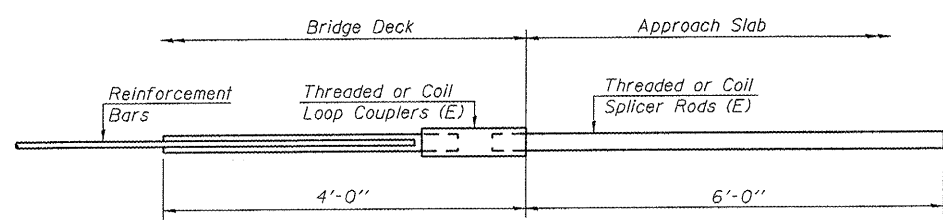
**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



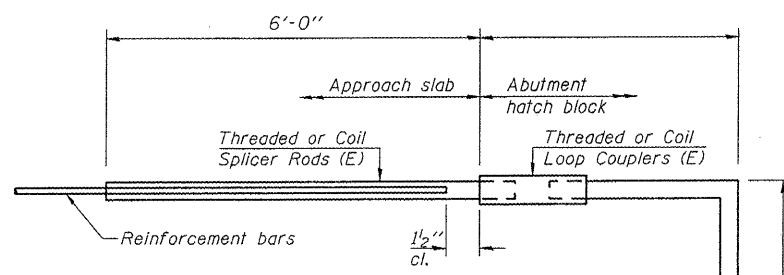
**INSTALLATION AND SETTING METHODS**

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



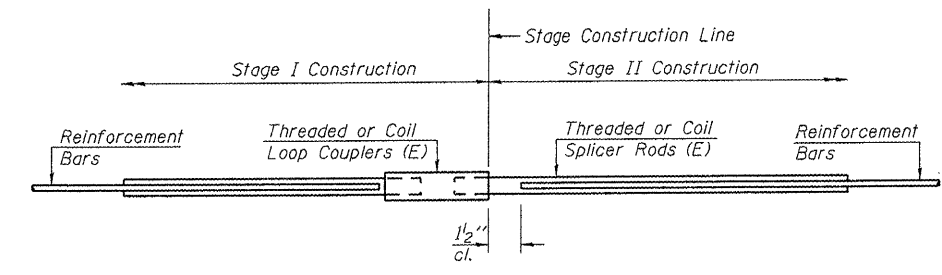
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

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



**FOR STUB ABUTMENTS**

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



**STANDARD**

Bar Size	No. Assemblies Required	Location
#5	46	Deck
#5	32	Abutments
#6	50	Deck
#7	22	Abutments
#11	74	Deck

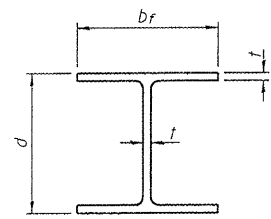
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BAR SPLICER ASSEMBLY DETAILS**  
 U.S. ROUTE 150 OVER  
 LITTLE FARM CREEK  
 F.A.U. ROUTE 6757 SECTION (105B)BR-2  
 TAZEWELL COUNTY  
 STA. 49+20.43  
 S.N. 090-0175

**LI ENGINEERING, LTD.**  
 Consulting Engineers  
 Channah, Illinois

Designed By: RKM Checked By: WFM Drawn By: ADB  
 Date: 08/2007 File: 090-0175.DGN

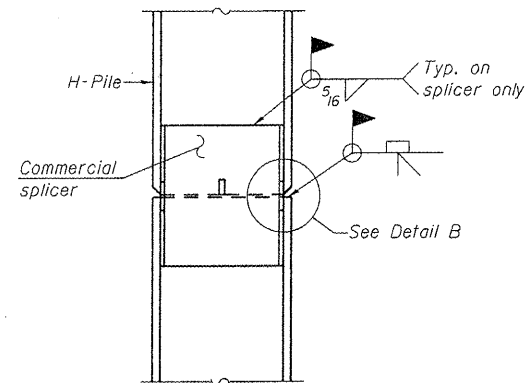
REVISIONS	
NAME	DATE

\$DATE\$ \$TIMES\$ \$FILE\$ \$ABBREV\$ \$

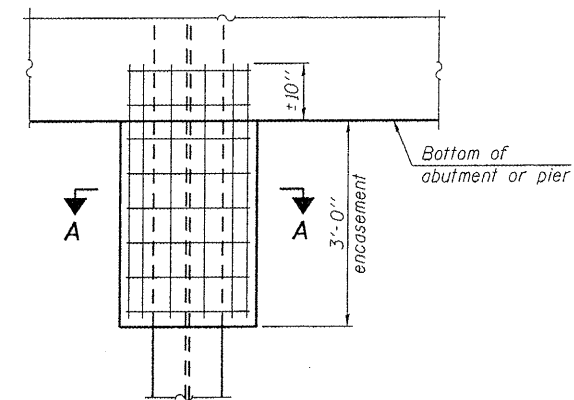


**STEEL PILE TABLE**

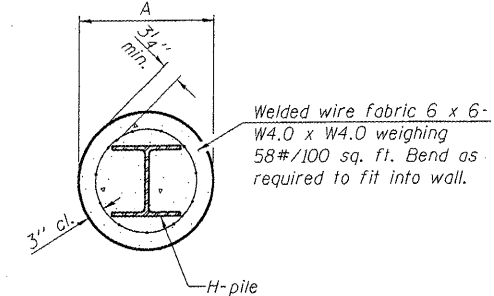
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/8"	30"
x102	14"	14 3/4"	1 1/8"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/8"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



**ELEVATION**



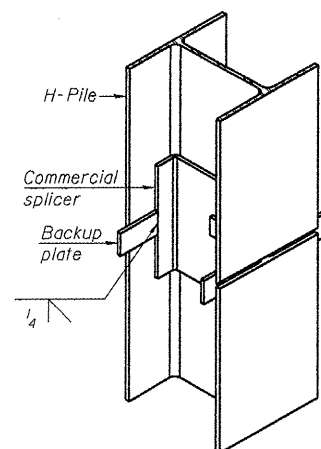
**ELEVATION**



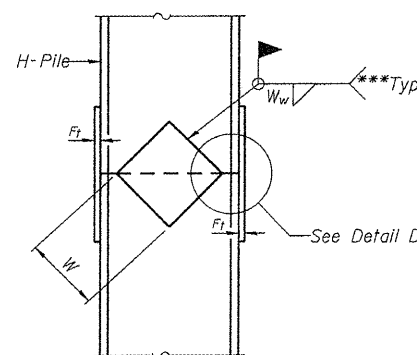
**SECTION A-A**

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

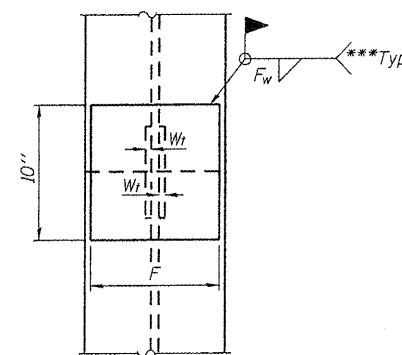
**PILE ENCASEMENT**



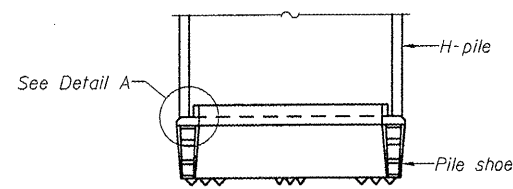
**ISOMETRIC VIEW**



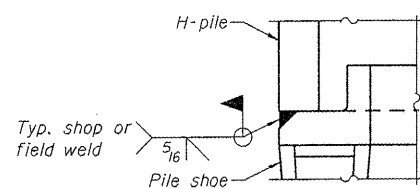
**ELEVATION**



**END VIEW**

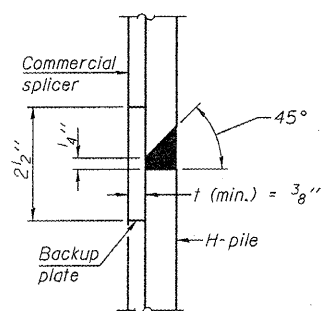


**ELEVATION**



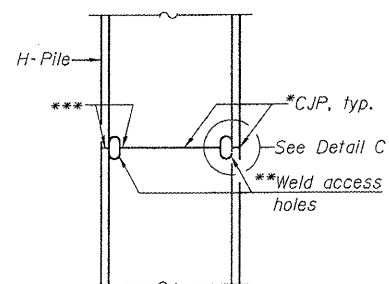
**DETAIL A**

**H-PILE SHOE ATTACHMENT**



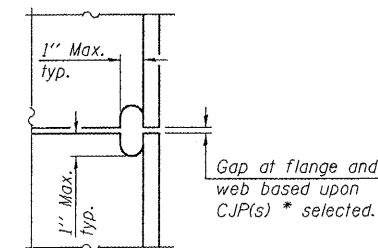
**DETAIL "B"**

**WELDED COMMERCIAL SPLICE**

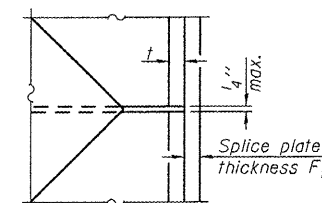


**ELEVATION**

**COMPLETE PENETRATION WELD SPLICE**



**DETAIL C**



**DETAIL D**

**WELDED PLATE FIELD SPLICE**

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1 1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1 1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5 1/2"	1 1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1 1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5 1/2"	1 1/2"
x74	10"	7/8"	11/16"	6 1/2"	5 1/2"	1 1/2"
x63	10"	5/8"	1/2"	6 1/2"	1 1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1 1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1 1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1 1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1 1/2"	3/8"

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

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

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

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

REVISIONS	
NAME	DATE

**Lin Engineering, Ltd.**  
 Consulting Engineers  
 Chesham, Illinois  
 Designed By: RM / Checked By: MTH / Drawn By: AOB  
 Date: 08/2007 / File: 090-0175.dwg

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STEEL PILE DETAILS**  
 U.S. ROUTE 150 OVER  
 LITTLE FARM CREEK  
 F.A.U. ROUTE 6757 SECTION (105B)BR-2  
 TAZEWELL COUNTY  
 STA. 49+20.43  
 S.N. 090-0175

SDATES \$ STIMES \$ FILEABBREV \$





Illinois Department of Transportation  
Division of Highways  
DOT

SOIL BORING LOG

Page 1 of 2  
Date 4/23/02

ROUTE FAU 6757 (US 150) DESCRIPTION US 150 Over Little Farm Creek LOGGED BY DBR  
SECTION (105B)BR-2 LOCATION NE 14 SW 14, SEC. 34, TWP. 26N, RNG. 4W, 3rd PM

COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE Auto

STRUCT. NO. 090-0038 (EXISTING)  
Station 49+23.5  
BORING NO. 1 (west abut.)  
Station 49+39  
Offset 14.80R 14 CL  
Ground Surface Elev. 487.23 ft

Soil Description	Depth (ft)	(R)	(6")	(1st)	(%)	Soil Description	Depth (ft)	(R)	(6")	(1st)	(%)
No Sample Taken						Brown/Gray SANDY GRAVEL (continued)	4				
Gray CLAY LOAM w/gravel	485.73	2		4.5	12						
Dark Brown SANDY CLAY LOAM	485.23	2	0.7	15		Light Brown /Light Gray SANDY GRAVEL	7				
		2	S								
		1	0.5	15							
		2	S								
Dark Brown SILTY CLAY LOAM	479.23	1	0.5	21		Brown/Gray SILTY CLAY	5				
		2	S								
Brown SILTY CLAY	475.73	1	1.7	19							
		2	B								
Brown Fine SAND w/trace of gravel	473.23	1		13		Brown /Gray SANDY CLAY LOAM	2				
		2									
Brown Medium SAND w/trace of gravel	470.73	4		7							
		4	0.3	15							
		5	P								
Brown/Gray SANDY GRAVEL	468.23	4									
		5		13							

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, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
DOT

SOIL BORING LOG

Page 2 of 2  
Date 4/23/02

ROUTE FAU 6757 (US 150) DESCRIPTION US 150 Over Little Farm Creek LOGGED BY DBR  
SECTION (105B)BR-2 LOCATION NE 14 SW 14, SEC. 34, TWP. 26N, RNG. 4W, 3rd PM

COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE Auto

STRUCT. NO. 090-0038 (EXISTING)  
Station 49+23.5  
BORING NO. 1 (west abut.)  
Station 49+39  
Offset 14.80R 14 CL  
Ground Surface Elev. 487.23 ft

Soil Description	Depth (ft)	(R)	(6")	(1st)	(%)	Soil Description	Depth (ft)	(R)	(6")	(1st)	(%)
Brown GRAVEL w/boulders (continued)	445.73										
Brown Fine SAND		8			21						
		23									
		12									
		16			23						
		21									
* Hole collapsed @ 15.0' @ 24hrs washed sand from augers during drilling End of Boring	441.73										

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, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
DOT

SOIL BORING LOG

Page 1 of 2  
Date 4/23/02

ROUTE FAU 6757 (US 150) DESCRIPTION US 150 Over Little Farm Creek LOGGED BY DBR  
SECTION (105B)BR-2 LOCATION NE 14 SW 14, SEC. 34, TWP. 26N, RNG. 4W, 3rd PM

COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE Auto

STRUCT. NO. 090-0038 (EXISTING)  
Station 49+23.5  
BORING NO. 2 (west pier)  
Station 49+05  
Offset 40.00R 24 CL  
Ground Surface Elev. 486.57 ft

Soil Description	Depth (ft)	(R)	(6")	(1st)	(%)	Soil Description	Depth (ft)	(R)	(6")	(1st)	(%)
No Sample Taken						Brown SANDY GRAVEL (continued)	9				
Dark Brown SILTY CLAY LOAM w/trace of sand	465.07	2	0.7	16		Brown Medium SAND	8				
		2	P								
		1				Brown SANDY GRAVEL	5				
		2	1.8	26							
		3	P								
Brown SILTY CLAY LOAM	460.07	1		23		Brown Fine SAND w/trace of gravel	8				
		1	1.1	23							
		3	B								
Brown SANDY CLAY LOAM	471.57	0									
		1	0.7	17							
		3	S								
Brown SANDY GRAVEL	475.07	2				boulder @ 8.45m (31')	17				
		5		5							
		5									
Light Brown Fine SAND	472.57	2									
		4		8							
		4									
Brown /Gray Coarse SAND	470.07	0									
		3		17							
		5									
Brown SANDY GRAVEL	467.57	4									
		3		14							

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, from 137 (Rev. 8-99)

\$DATE\$ \$TIME\$ \$FILE\$ \$ABBREV\$

**REVISIONS**

NAME	DATE

**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

Designed By: RKM    Checked By: WTH    Drawn By: ADB  
Date: 08/2007    File: 090-0175.DGN

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SOIL BORINGS-1  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175





Illinois Department of Transportation  
Division of Highways  
DOT

SOIL BORING LOG

Page 1 of 2  
Date 4/19/02

ROUTE FAU 6757 (US 150) DESCRIPTION US 150 Over Little Farm Creek LOGGED BY DBR  
SECTION (105B) BR-2 LOCATION NE 14 SW 14, SEC. 34, TWP. 26N, RNG. 4W, 3rd PM  
COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE Auto

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.	D	B	U	M	
090-0038(EXISTING)	49+23.5	4 (east abut.)	50+34	23.00ft Bt Cl.	487.52					DRY	475.16	468.5	NONE	NONE	24						
No Sample Taken																					
Brown SANDY GRAVEL (continued)																					
486.02																					
1																					
SILTY CLAY LOAM																					
2																					
0.7																					
13																					
2																					
P																					
1																					
0.7																					
12																					
1																					
P																					
481.02																					
0																					
Brown / Gray SANDY CLAY LOAM																					
3																					
1.2																					
18																					
2																					
B																					
478.52																					
0																					
Brown SILTY CLAY																					
2																					
0.7																					
27																					
1																					
B																					
476.02																					
5																					
Brown Fine SAND																					
6																					
8																					
7																					
14																					
2																					
7																					
14																					
22																					
473.02																					
5																					
Brown SANDY GRAVEL																					
8																					
10																					
24																					
12																					
6																					
11																					
3																					
8																					
7																					
9																					
10																					
21																					
3																					
6																					
12																					
21																					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
DOT

SOIL BORING LOG

Page 2 of 2  
Date 4/19/02

ROUTE FAU 6757 (US 150) DESCRIPTION US 150 Over Little Farm Creek LOGGED BY DBR  
SECTION (105B) BR-2 LOCATION NE 14 SW 14, SEC. 34, TWP. 26N, RNG. 4W, 3rd PM  
COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE Auto

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.	D	B	U	M	
090-0038(EXISTING)	49+23.5	4 (east abut.)	50+34	23.00ft Bt Cl.	487.52					DRY	475.16	468.5	NONE	NONE	24						
Brown SANDY GRAVEL (continued)																					
23																					
4																					
5																					
21																					
10																					
8																					
7																					
19																					
13																					
5																					
11																					
21																					
20																					
7																					
11																					
21																					
437.02																					
21																					
washed sand from auger during drilling																					
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 (ASTM D 1586)

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
DOT

SOIL BORING LOG

Page 1 of 2  
Date 1/16/03

ROUTE FAU 6757 (US 150) DESCRIPTION US 150 Over Little Farm Creek LOGGED BY JAR  
SECTION (105B) BR-2 LOCATION NE 14 SW 14, SEC. 34, TWP. 26N, RNG. 4W, 3rd PM  
COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE Auto

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.	D	B	U	M	
090-0038(EXISTING)	49+23.5	1a (west abut.)	48+25	34.00ft Bt Cl.	486.75					DRY	475.16	NONE	NONE	24							
Refer to Boring #1 @ 48+30, 14.8'																					
1a (continued)																					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

BBS, from 137 (Rev. 8-99)

\$FILEABBREV\$ \$TIME\$ \$DATE\$

	LIN ENGINEERING, LTD.
	Consulting Engineers Chatham, Illinois
Designed By: RKW	Checked By: MTH   Drawn By: ADB
Date: 08/2007	File: 090-0175.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SOIL BORINGS-3  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175



Illinois Department of Transportation  
Division of Highways  
DOT

SOIL BORING LOG

Page 1 of 2

Date 11/6/03

ROUTE PAU 6757 (US 150) DESCRIPTION US 150 Over Little Farm Creek LOGGED BY JAR

SECTION (105B) BR-2 LOCATION NE 14, SW 14, SEC. 34, TWP. 26N, RNG. 4W, 3rd PM

COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE Auto

STRUCT. NO.	Station	BOHRING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	(R)	(6")	(in)	(%)
090-0038(EXISTING)	49+23.5	1a (east abut.)	49+25	24.00ft Bl. CL	486.75					DRY	475.16	NONE	NONE	16.1'	24				
Refer to Boring #1 @ 48+39, 14.8'																			
1a (continued)																			
Grey & Brown Coarse SAND & Gravel (continued)																			
Grey SILTY CLAY LOAM																			
Brown Med-Coarse SAND & Gravel																			
Brown Medium SAND & Gravel																			
Brown Medium SAND																			
Grey Soft SILTY SHALE																			
Brown Medium SAND																			
Grey-Dark Gray SILTY CLAY LOAM																			
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, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
DOT

SOIL BORING LOG

Page 1 of 2

Date 11/6/03

ROUTE PAU 6757 (US 150) DESCRIPTION US 150 Over Little Farm Creek LOGGED BY JAR

SECTION (105B) BR-2 LOCATION NE 14, SW 14, SEC. 34, TWP. 26N, RNG. 4W, 3rd PM

COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE Auto

STRUCT. NO.	Station	BOHRING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	(R)	(6")	(in)	(%)
090-0038(EXISTING)	49+23.5	4a (east abut.)	50+39	23.00ft Bl. CL	487.62					DRY	475.16	NONE	NONE	13.3'	24				
Refer to Boring #4 @ 50+34, 23'																			
4a (continued)																			
Grey & Brown Coarse SAND & Gravel (continued)																			
Grey SILTY CLAY LOAM																			
Brown Med-Coarse SAND & Gravel																			
Brown Medium SAND & Gravel																			
Brown Medium SAND																			
Grey Soft SILTY SHALE																			
Brown Medium SAND																			
Grey-Dark Gray SILTY CLAY LOAM																			
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, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
DOT

SOIL BORING LOG

Page 2 of 2

Date 11/6/03

ROUTE PAU 6757 (US 150) DESCRIPTION US 150 Over Little Farm Creek LOGGED BY JAR

SECTION (105B) BR-2 LOCATION NE 14, SW 14, SEC. 34, TWP. 26N, RNG. 4W, 3rd PM

COUNTY Tazewell DRILLING METHOD HSA HAMMER TYPE Auto

STRUCT. NO.	Station	BOHRING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	(R)	(6")	(in)	(%)
090-0038(EXISTING)	49+23.5	4a (east abut.)	50+39	23.00ft Bl. CL	487.62					DRY	475.16	NONE	NONE	13.3'	24				
Refer to Boring #4 @ 50+34, 23'																			
4a (continued)																			
DK Brown-Brown & Grey SILTY CLAY LOAM (continued)																			
Brown Coarse SAND & GRAVEL																			
DK Brown-Brown & Grey SILTY CLAY LOAM																			
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, from 137 (Rev. 8-99)

\$FILE\$ \$TIME\$ \$DATE\$

**REVISIONS**

NAME	DATE

**Lin Engineering, Ltd.**  
Consulting Engineers  
Champaign, Illinois

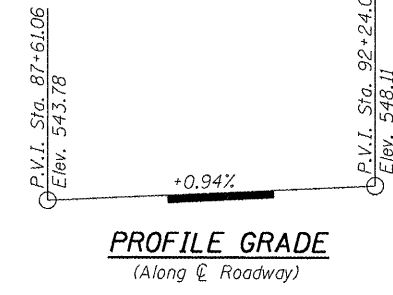
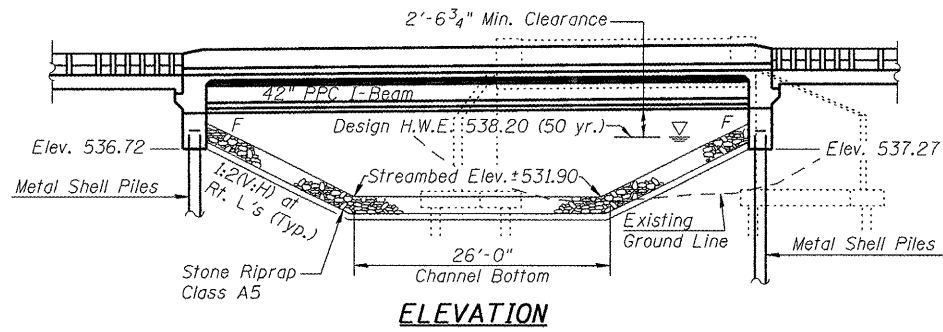
Designed By: PKM    Checked By: MTH    Drawn By: ADB  
Date: 08/2007    File: 090-0175.DCW

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SOIL BORINGS-4  
U.S. ROUTE 150 OVER  
LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-2  
TAZEWELL COUNTY  
STA. 49+20.43  
S.N. 090-0175

B.M. Chiseled "□" on S.W. Wingwall of Existing Structure 090-0040, Elev. 544.68.

Existing Structure: S.N. 090-0040 Built in 1927. Single span R.C. Slab on closed R.C. Abutments, fixed at both ends (Top & Bottom Restrained). The Structure is 40'-3" wide between railings and spans 30'-3" back to back abutments with 30° skew. Structure is to be removed and replaced in stages. The road shall remain open to two lanes of traffic at all times by utilizing stage construction. No salvage.

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAU 6757 (US 150)	(105B) BR-3	Tazewell	133	69
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
Contract #68086				



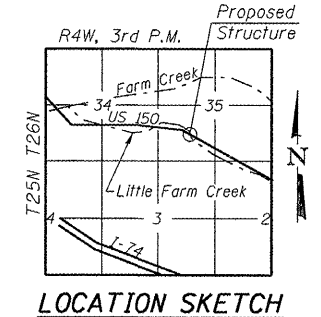
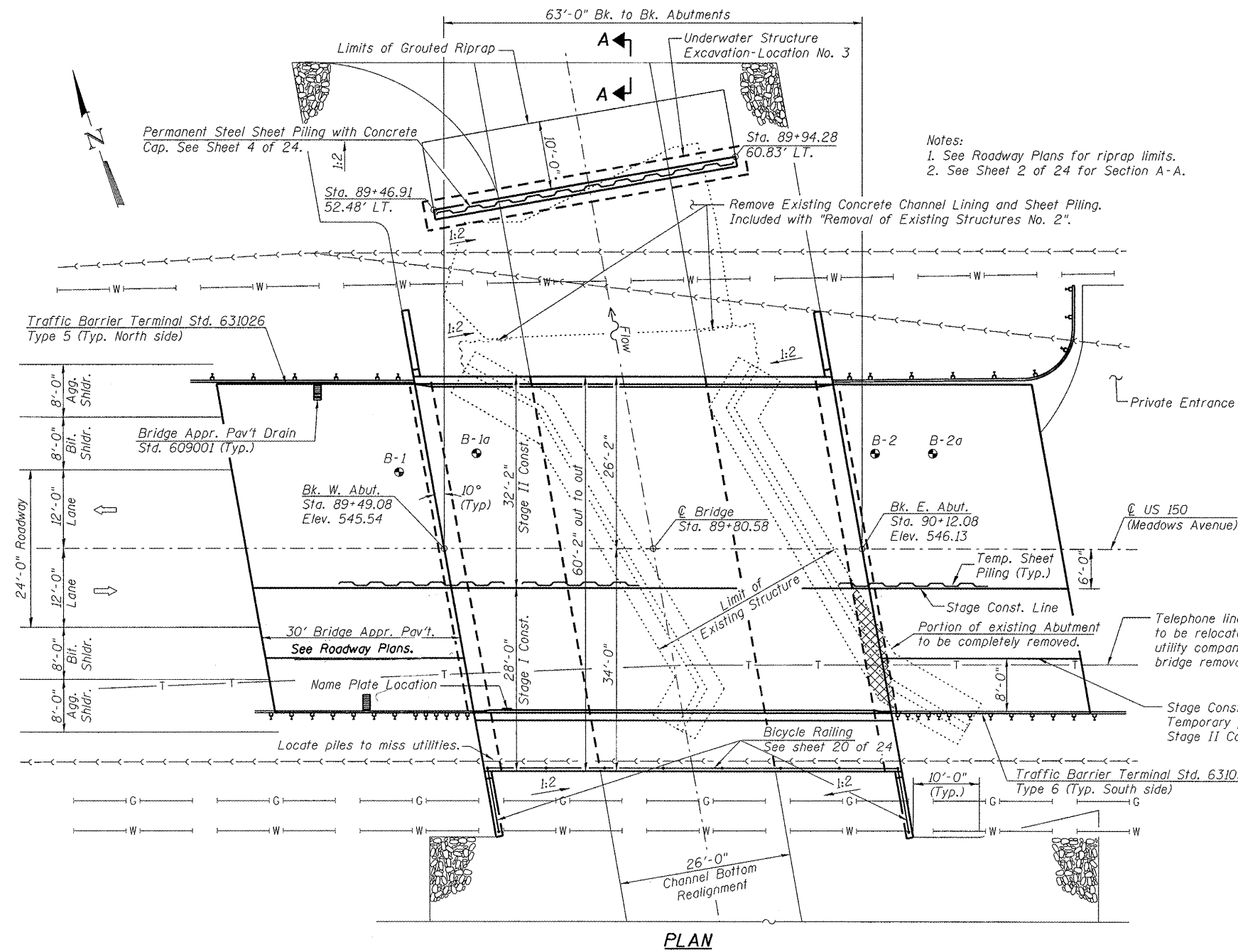
**WATERWAY INFORMATION**

Drainage Area = 2.78 Sq Mi Low Grade Elev. 542.8 @ Sta. 86+50

Flood	Freq. Yr.	Q	Opening Sq. Ft.	Natural H.W.E.	Head - Ft.	Headwater El.
		C.F.S.	Exist. Prop.	Exist. Prop.	Exist. Prop.	Exist. Prop.
Design	50	1530	128 233	538.2	2.4 0.0	541.2 538.2
Base	100	1790	137 252	538.6	2.8 0.0	541.6 538.6
Overtopping	-	-	-	-	-	-
Max. Calc.	500	2450	152 289	539.3	4.1 0.2	543.4 539.5

**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (feet)	W. Abut.	E. Abut.
	536.72	537.27



- INDEX OF SHEETS**
1. General Plan
  2. General Notes & Details
  3. Stage Construction Details
  4. Drop Structure Details
  5. Deck Elevations-1
  6. Deck Elevations-2
  7. Approach Pavement Elevations
  8. Superstructure
  9. Superstructure Details
  10. Concrete End Diaphragms
  11. Framing Plan
  12. PPC I-Beam Details-1
  13. PPC I-Beam Details-2
  14. West Abutment
  15. East Abutment
  16. Steel Railing (Temporary)
  17. Temporary Concrete Barrier
  18. Bar Splicer Assembly Details
  19. Metal Shell Pile Details
  20. Bicycle Railing Details
  21. Soil Borings-1
  22. Soil Borings-2
  23. Soil Borings-3
  24. Soil Borings-4

**APPROVED**  
For Structural Adequacy Only

*Ralph Anderson (TJD)*  
Engineer of Bridges & Structures



*Michael T. Haley* 11/7/08  
Date

Michael T. Haley  
Licensed Structural Engineer  
State of Illinois No. 81-5991  
Expires 11/30/2008

**LOADING HS20-44**  
Allow 50 psf for future wearing surface.

**DESIGN SPECIFICATIONS**  
2002 AASHTO Standard Specifications

**DESIGN STRESSES**

**FIELD UNITS**  
f<sub>c</sub> = 3,500 psi  
f<sub>y</sub> = 60,000 psi (reinforcement)

**PRECAST UNITS**  
f<sub>c</sub> = 6,000 psi  
f<sub>ci</sub> = 5,000 psi  
f<sub>s</sub> = 270,000 psi (1/2" φ Low Relaxation Strands)  
f<sub>si</sub> = 201,960 psi (1/2" φ Low Relaxation Strands)

**SEISMIC DATA**  
Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 0.042g  
Site Coefficient (S) = 1.5

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL PLAN**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

REVISIONS	
NAME	DATE

**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Chatham, Illinois

Designed By: RKM    Checked By: DLS    Drawn By: A.J.F.  
Date: 10/07    File: 090-0176.DGN

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ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO.
FAU 6757 (US 150)	(105B) BR-3	Tazewell	133	70	24 SHEETS
FED. ROAD DIST. NO. ?	ILLINOIS	FED. AID PROJECT-			

Contract #68086

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.	-	238	238
Stone Riprap, Class A5	Sq. Yd.	-	1578	1578
Filter Fabric	Sq. Yd.	-	1636	1636
Removal of Existing Structures No. 2	Each	1	-	1
Structure Excavation	Cu. Yd.	-	450	450
Concrete Structures	Cu. Yd.	-	61.2	61.2
Concrete Superstructure	Cu. Yd.	146.6	-	146.6
Bridge Deck Grooving	Sq. Yd.	645	-	645
** Protective Coat	Sq. Yd.	794	-	794
Furnishing and Erecting Precast Prestressed Concrete I Beams, 42"	Foot	558	-	558
Reinforcement Bars, Epoxy Coated	Pound	26330	8110	34440
Bar Splicers	Each	299	20	319
Steel Railing (Temporary)	Foot	30	-	30
Bicycle Railing	Foot	78	-	78
Furnishing Metal Shell Piles, 12"	Foot	-	1159	1159
Driving Piles	Foot	-	1159	1159
Test Pile, Metal Shells	Each	-	2	2
Temporary Sheet Piling	Sq. Ft.	-	1428	1428
Name Plates	Each	1	-	1
Geocomposite Wall Drain	Sq. Yd.	-	124	124
Pipe Underdrains for Structures 4"	Foot	-	154	154
Underwater Structure Excavation Protection - Location No. 3	Each	-	1	1
Permanent Steel Sheet Piling	Sq. Ft.	-	679	679
Grouted Riprap	Sq. Yd.	-	55	55
Temporary Slab Support System	Each	1	-	1

\*\*Quantity includes approach pavement.

**GENERAL NOTES**

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

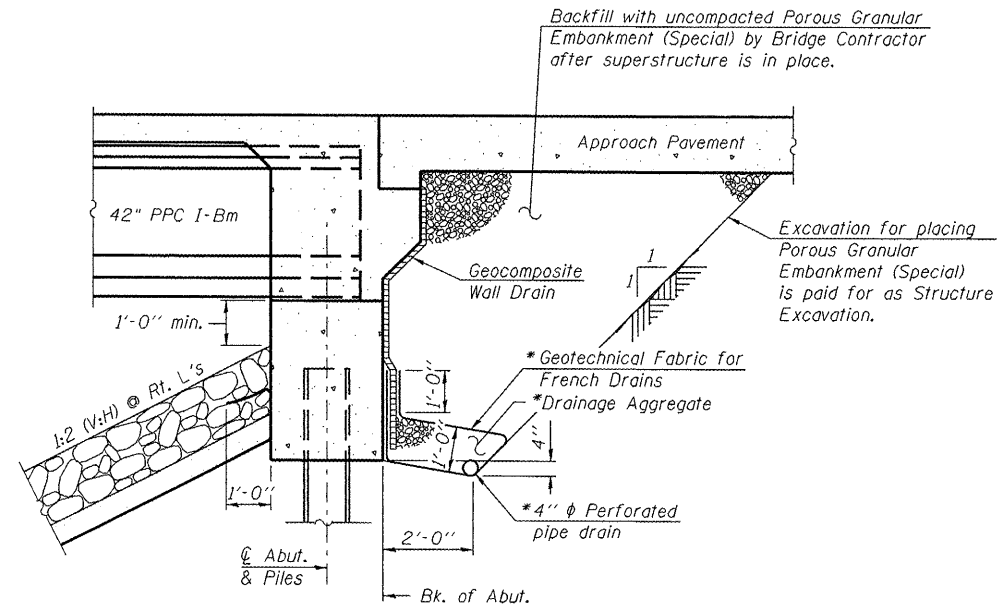
Reinforcement bars designated (E) shall be epoxy coated.

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

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

The Contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage.

Slipforming of the parapets is not allowed.

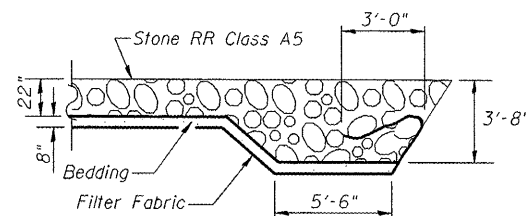


**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. @ Rt. L's)

\* Included in the cost of Pipe Underdrains for Structures.

Note:

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



**SECTION A-A**

STATION 89+80.58  
BUILT BY  
STATE OF ILLINOIS  
F.A.U. RT. 6757 SEC. (105B)BR-3  
LOADING HS20  
STRUCTURE NO. 090-0176

**NAME PLATE**  
See Std. 515001

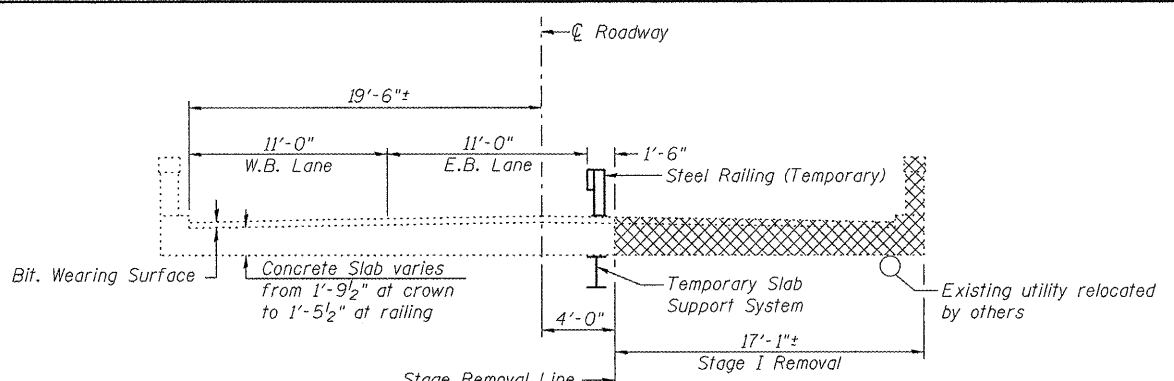
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL NOTES & DETAILS**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

DESIGNED BY	CHECKED BY	DRAWN BY	REVISIONS	
			NAME	DATE
RMW	DLS	AJF		

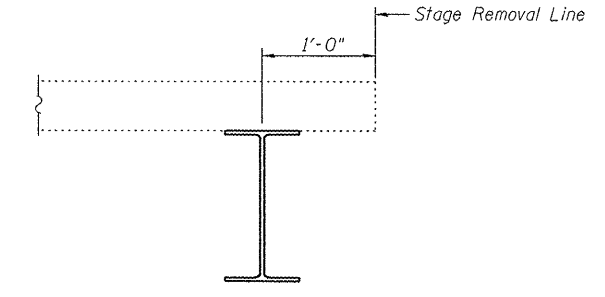
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAU 6757 (US 150)	(105B) BR-3	Tazewell	133	71	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

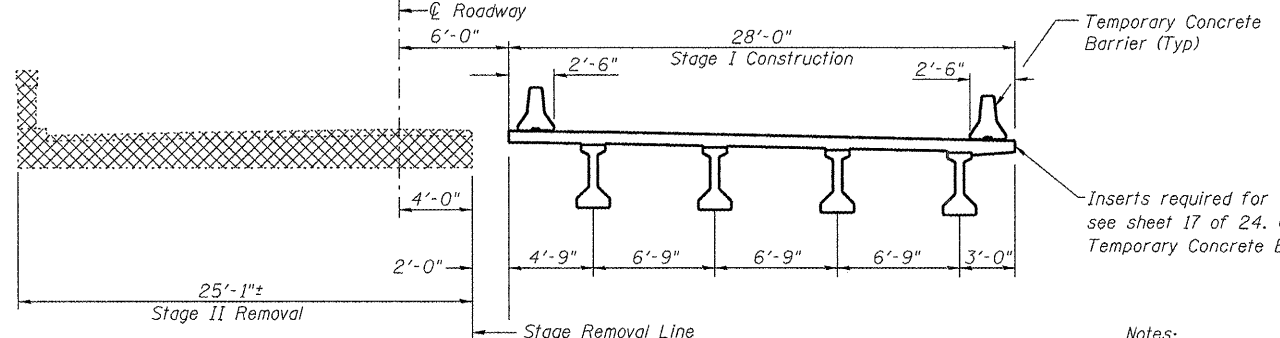
Contract #68086



**STAGE I REMOVAL & TRAFFIC**  
(Looking East)



**TEMPORARY SUPPORT DETAIL**

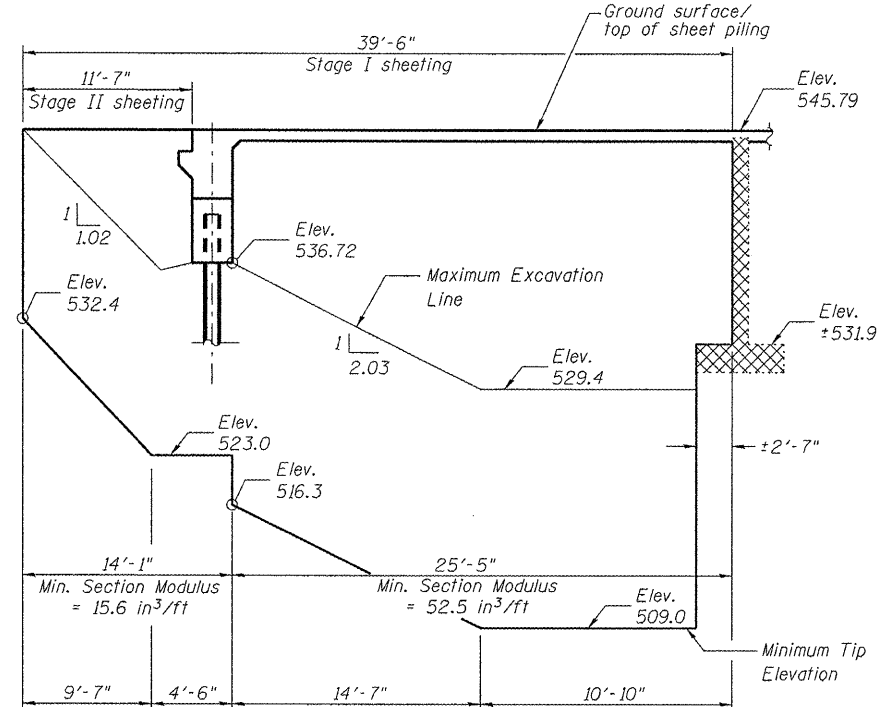


**STAGE I CONSTRUCTION & STAGE II REMOVAL**  
(Looking East)

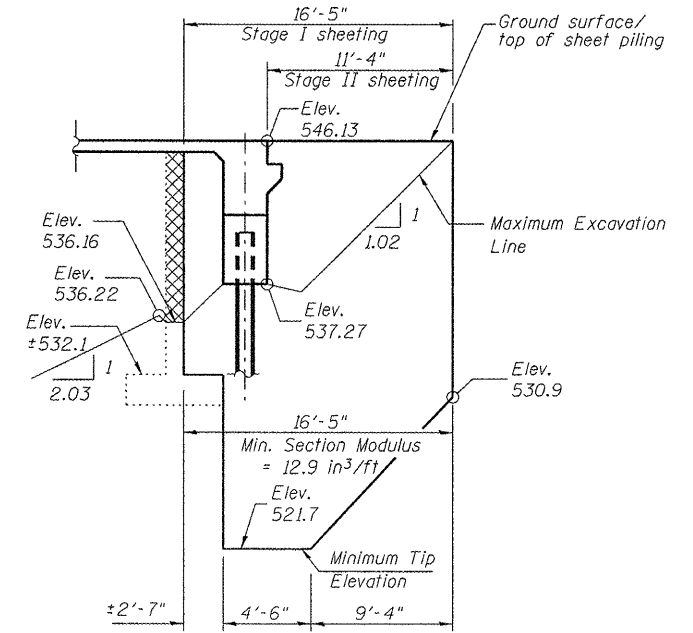
- Notes:
1. Cross hatched areas indicate removal of existing structure.
  2. All cross sections are at right Ls to  $\bar{C}$  roadway.
  3. See roadway plans for quantity of Temporary Concrete Barrier.
  4. See sheet 17 of 24 for details of Temporary Concrete Barrier.
  5. See sheet 16 of 24 for details of Temporary Steel Railing.
  6. See sheet 20 of 24 for details of Bicycle Railing.

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

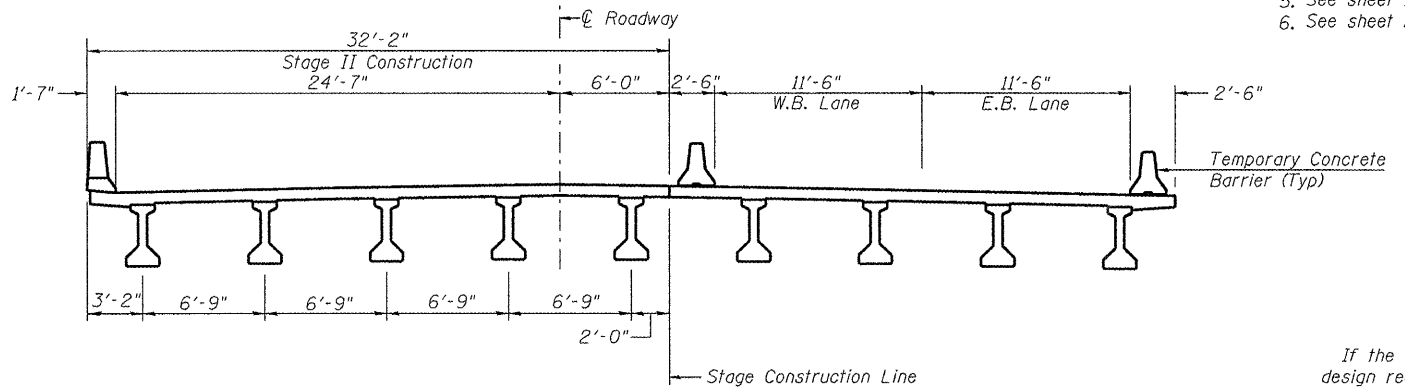
The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



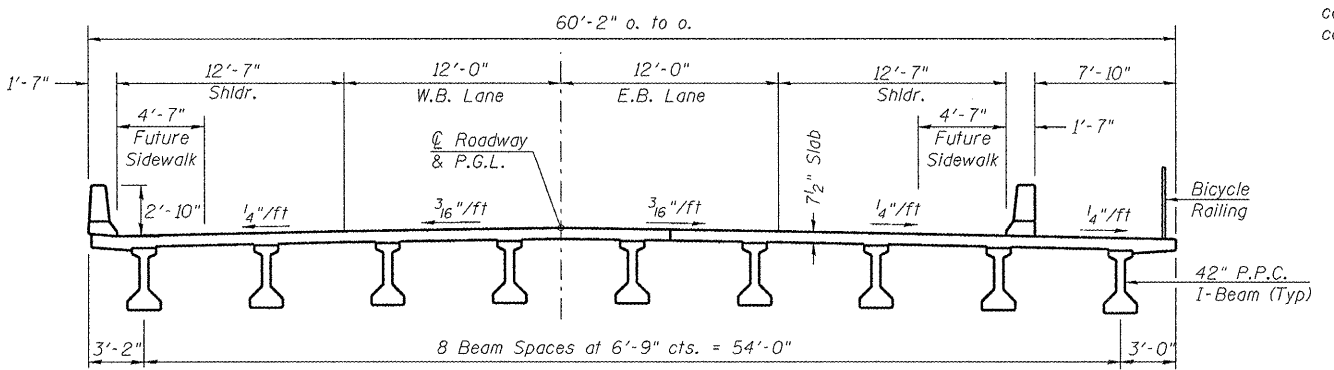
**TEMPORARY SHEET PILING WEST ABUTMENT**



**TEMPORARY SHEET PILING EAST ABUTMENT**



**STAGE II CONSTRUCTION & TRAFFIC**  
(Looking East)



**PROPOSED CROSS SECTION**  
(Looking East)

**REVISIONS**

NAME	DATE

**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Chatham, Illinois

Designed By: RMW  
Checked By: DLS  
Date: 10/07

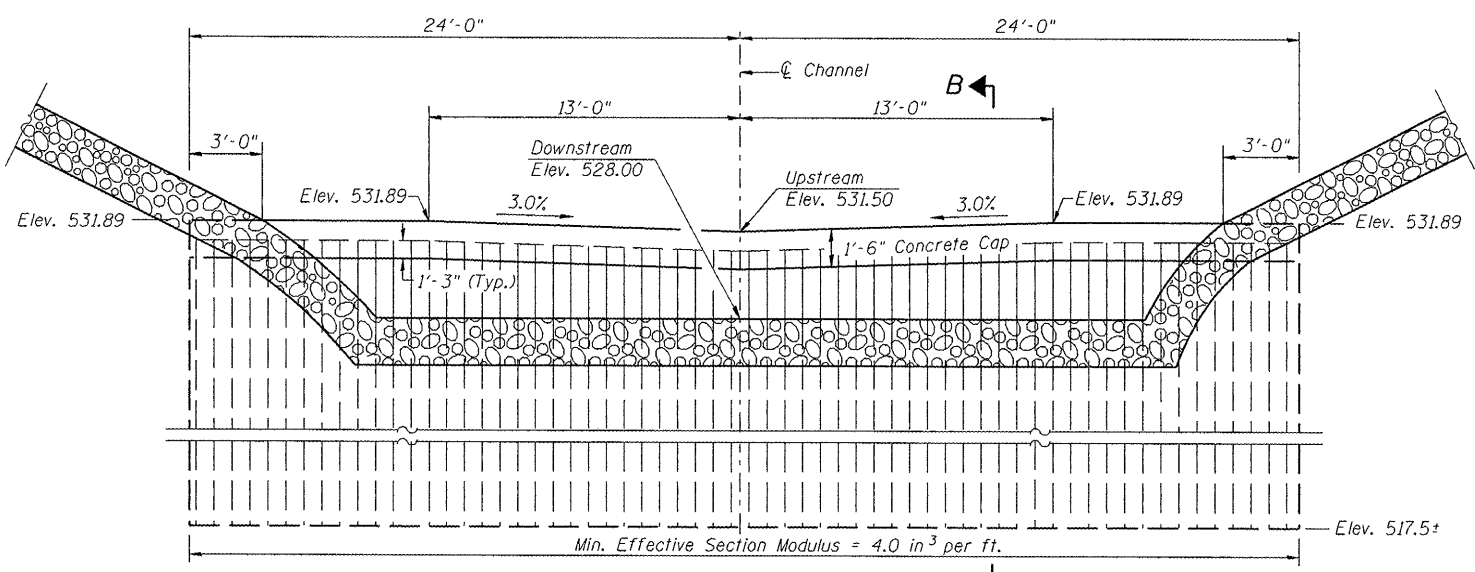
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File: 090-0176.dwg

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STAGE CONSTRUCTION DETAILS**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

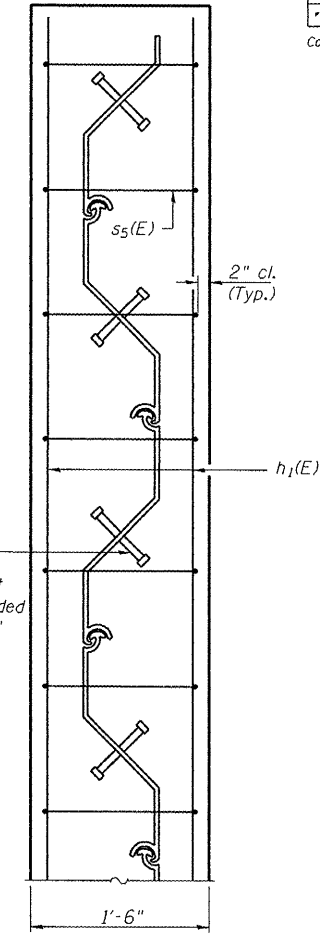
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAU 6757 (US 150)	(105B) BR-3	Tazewell	133	72	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #68086

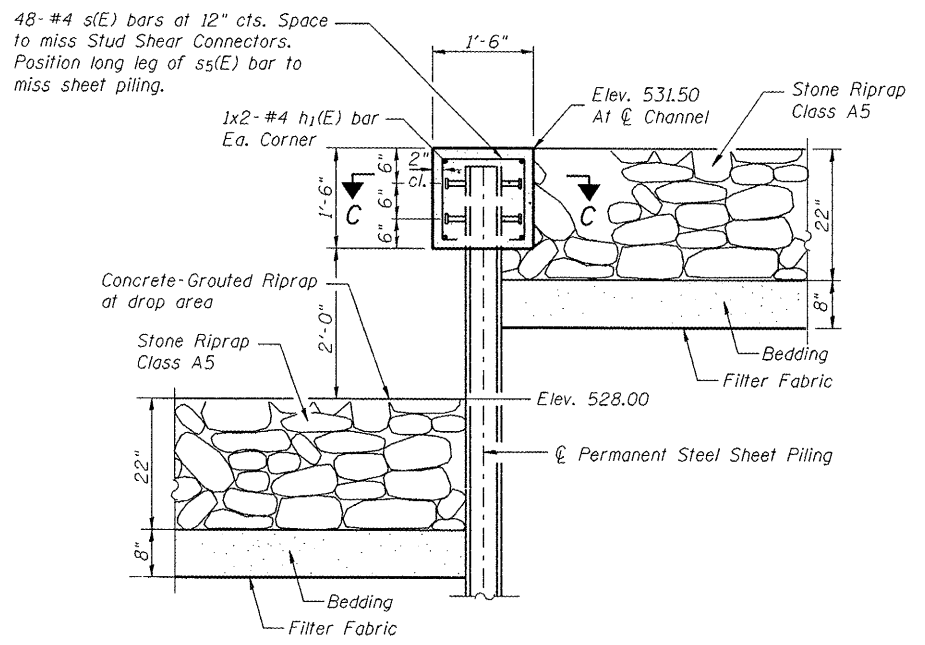


**VIEW OF DROP STRUCTURE B**  
(Looking Upstream)  
(Horiz. dim. @ Rt. L's)



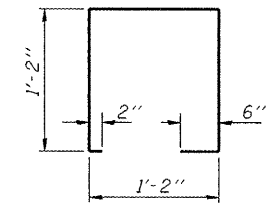
**SECTION C-C**

$\frac{3}{4}$ "  $\phi$  x 8" Granular or Solid Flux Filled Headed Stud according to Art. 1006.32 of the Std. Spec's. at center of each sheeting. Cost included with "Permanent Steel Sheet Piling."



**SECTION B-B**

**MINIMUM BAR LAP**  
#4 bar = 1'-8"



**BAR s<sub>5</sub>(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h <sub>1</sub> (E)	8	#4	24'-9"	—
s <sub>5</sub> (E)	48	#4	4'-2"	□
Concrete Structures			Cu. Yd.	4.0
Reinforcement Bars, Epoxy Coated			Pound	270
Underwater Structure Excavation Protection - Location No. 3			Each	1
Permanent Steel Sheet Piling			Sq. Ft.	679

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DROP STRUCTURE DETAILS**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

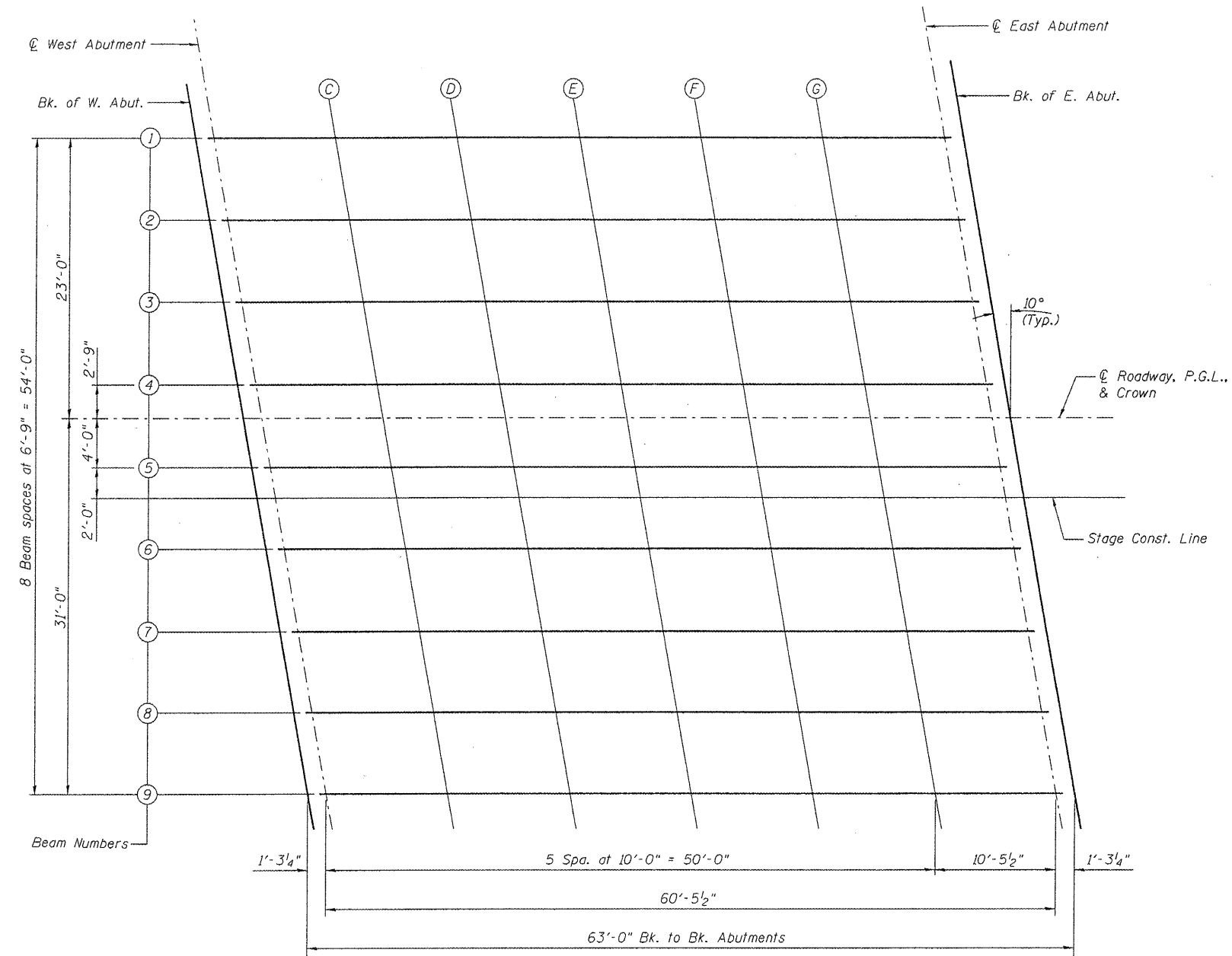
**Lin Engineering, Ltd.**  
Consulting Engineers  
Chattanooga, Illinois

REVISIONS	
NAME	DATE

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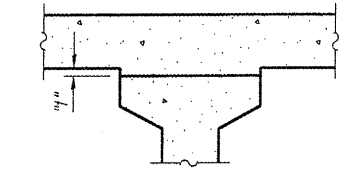


Contract #68086



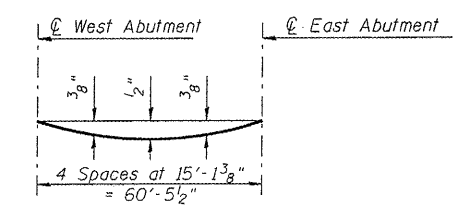
**PLAN**

Note:  
Work this sheet with sheet 6 of 24.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown to left. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheet 6 of 24, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

**FILLET HEIGHTS**



**DEAD LOAD DEFLECTION DIAGRAM**  
(Includes weight of concrete, excluding beams).

Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 6 of 24.

\$DATE\$ \$TIME\$ \$FILE\$ \$ABBREV\$ \$

<b>E</b>	LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	
	Designed By: RKM Date: 10/07	Checked By: DLS File: 090-0176.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DECK ELEVATIONS-1**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

**BEAM 1**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+45.02	-23.00	545.08	545.08
☉ West Abut.	89+46.29	-23.00	545.10	545.10
C	89+56.29	-23.00	545.19	545.21
D	89+66.29	-23.00	545.28	545.32
E	89+76.29	-23.00	545.38	545.42
F	89+86.29	-23.00	545.47	545.51
G	89+96.29	-23.00	545.56	545.58
☉ East Abut.	90+06.76	-23.00	545.66	545.66
Bk. of E. Abut.	90+08.02	-23.00	545.67	545.67

**BEAM 2**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+46.21	-16.25	545.24	545.24
☉ West Abut.	89+47.48	-16.25	545.25	545.25
C	89+57.48	-16.25	545.34	545.36
D	89+67.48	-16.25	545.43	545.47
E	89+77.48	-16.25	545.53	545.57
F	89+87.48	-16.25	545.62	545.66
G	89+97.48	-16.25	545.71	545.74
☉ East Abut.	90+07.95	-16.25	545.81	545.81
Bk. of E. Abut.	90+09.21	-16.25	545.82	545.82

**BEAM 3**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+47.40	-9.50	545.37	545.37
☉ West Abut.	89+48.67	-9.50	545.39	545.39
C	89+58.67	-9.50	545.48	545.50
D	89+68.67	-9.50	545.57	545.61
E	89+78.67	-9.50	545.67	545.71
F	89+88.67	-9.50	545.76	545.80
G	89+98.67	-9.50	545.85	545.87
☉ East Abut.	90+09.14	-9.50	545.95	545.95
Bk. of E. Abut.	90+10.40	-9.50	545.96	545.96

**BEAM 4**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+48.60	-2.75	545.49	545.49
☉ West Abut.	89+49.86	-2.75	545.50	545.50
C	89+59.86	-2.75	545.60	545.62
D	89+69.86	-2.75	545.69	545.73
E	89+79.86	-2.75	545.78	545.82
F	89+89.86	-2.75	545.88	545.91
G	89+99.86	-2.75	545.97	545.99
☉ East Abut.	90+10.33	-2.75	546.07	546.07
Bk. of E. Abut.	90+11.60	-2.75	546.08	546.08

**☉ ROADWAY, P.G.L. & CROWN**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+49.08	0.00	545.54	545.54
☉ West Abut.	89+50.35	0.00	545.55	545.55
C	89+60.35	0.00	545.64	545.66
D	89+70.35	0.00	545.74	545.77
E	89+80.35	0.00	545.83	545.87
F	89+90.35	0.00	545.92	545.96
G	90+00.35	0.00	546.02	546.04
☉ East Abut.	90+10.81	0.00	546.12	546.12
Bk. of E. Abut.	90+12.08	0.00	546.13	546.13

**BEAM 5**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+49.79	4.00	545.48	545.48
☉ West Abut.	89+51.05	4.00	545.49	545.49
C	89+61.05	4.00	545.59	545.61
D	89+71.05	4.00	545.68	545.72
E	89+81.05	4.00	545.77	545.81
F	89+91.05	4.00	545.87	545.90
G	90+01.05	4.00	545.96	545.98
☉ East Abut.	90+11.52	4.00	546.06	546.06
Bk. of E. Abut.	90+12.79	4.00	546.07	546.07

**STAGE CONSTRUCTION LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+50.14	6.00	545.45	545.45
☉ West Abut.	89+51.41	6.00	545.47	545.47
C	89+61.41	6.00	545.56	545.58
D	89+71.41	6.00	545.65	545.69
E	89+81.41	6.00	545.75	545.79
F	89+91.41	6.00	545.84	545.88
G	90+01.41	6.00	545.93	545.95
☉ East Abut.	90+11.87	6.00	546.03	546.03
Bk. of E. Abut.	90+13.14	6.00	546.04	546.04

**BEAM 6**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+50.98	10.75	545.39	545.39
☉ West Abut.	89+52.24	10.75	545.40	545.40
C	89+62.24	10.75	545.49	545.51
D	89+72.24	10.75	545.59	545.62
E	89+82.24	10.75	545.68	545.72
F	89+92.24	10.75	545.77	545.81
G	90+02.24	10.75	545.87	545.89
☉ East Abut.	90+12.71	10.75	545.96	545.96
Bk. of E. Abut.	90+13.98	10.75	545.98	545.98

**BEAM 7**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+52.17	17.50	545.26	545.26
☉ West Abut.	89+53.43	17.50	545.28	545.28
C	89+63.43	17.50	545.37	545.39
D	89+73.43	17.50	545.46	545.50
E	89+83.43	17.50	545.56	545.60
F	89+93.43	17.50	545.65	545.69
G	90+03.43	17.50	545.74	545.77
☉ East Abut.	90+13.90	17.50	545.84	545.84
Bk. of E. Abut.	90+15.17	17.50	545.85	545.85

**BEAM 8**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+53.36	24.25	545.14	545.14
☉ West Abut.	89+54.63	24.25	545.15	545.15
C	89+64.63	24.25	545.24	545.26
D	89+74.63	24.25	545.33	545.37
E	89+84.63	24.25	545.43	545.47
F	89+94.63	24.25	545.52	545.56
G	90+04.63	24.25	545.62	545.64
☉ East Abut.	90+15.09	24.25	545.71	545.71
Bk. of E. Abut.	90+16.36	24.25	545.73	545.73

**BEAM 9**

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	89+54.55	31.00	545.01	545.01
☉ West Abut.	89+55.82	31.00	545.02	545.02
C	89+65.82	31.00	545.11	545.13
D	89+75.82	31.00	545.21	545.24
E	89+85.82	31.00	545.30	545.34
F	89+95.82	31.00	545.39	545.43
G	90+05.82	31.00	545.49	545.51
☉ East Abut.	90+16.28	31.00	545.58	545.58
Bk. of E. Abut.	90+17.55	31.00	545.60	545.60

Note:  
Work this sheet with sheet 5 of 24.

\$FILE\$  
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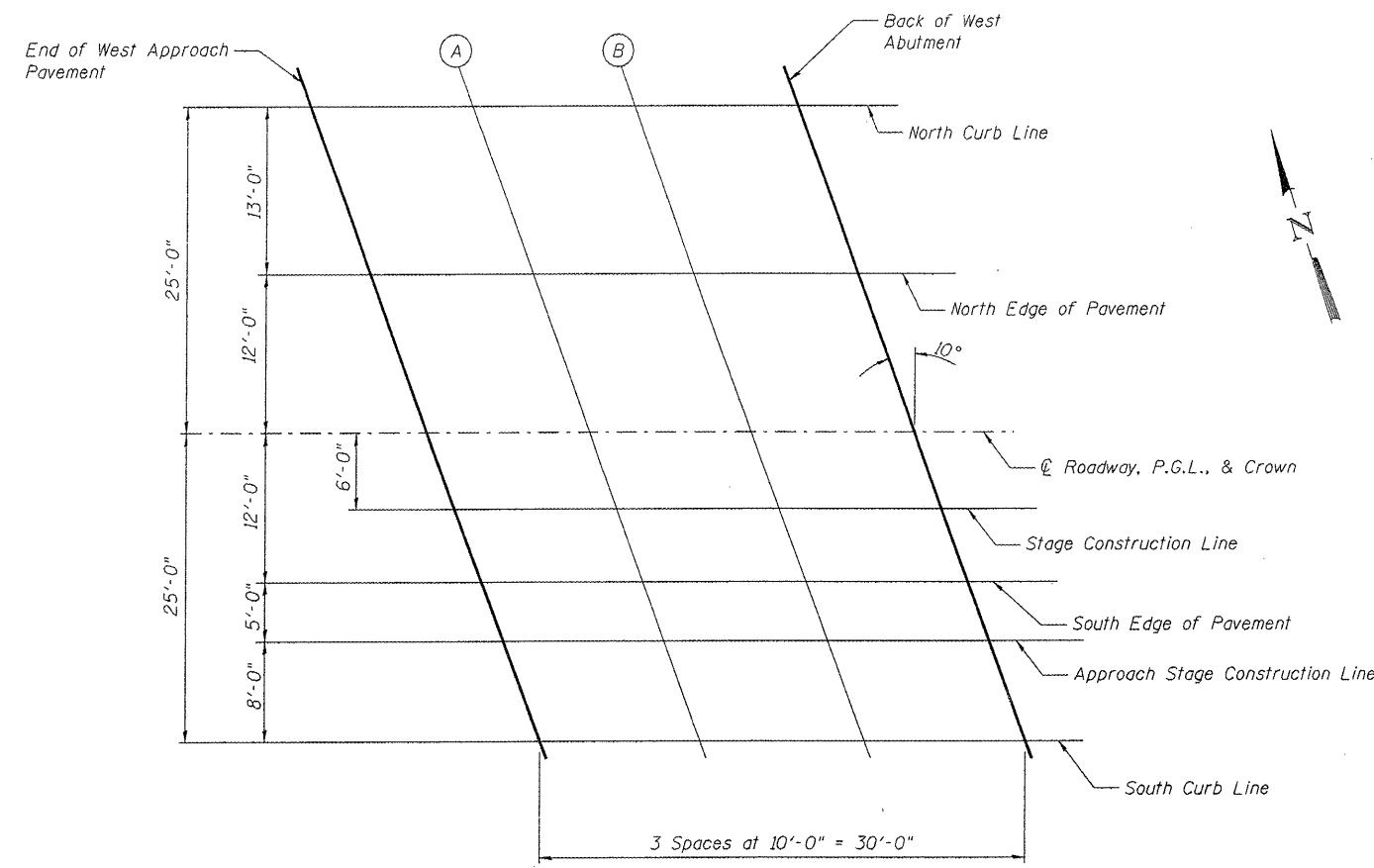
**REVISIONS**

NAME	DATE

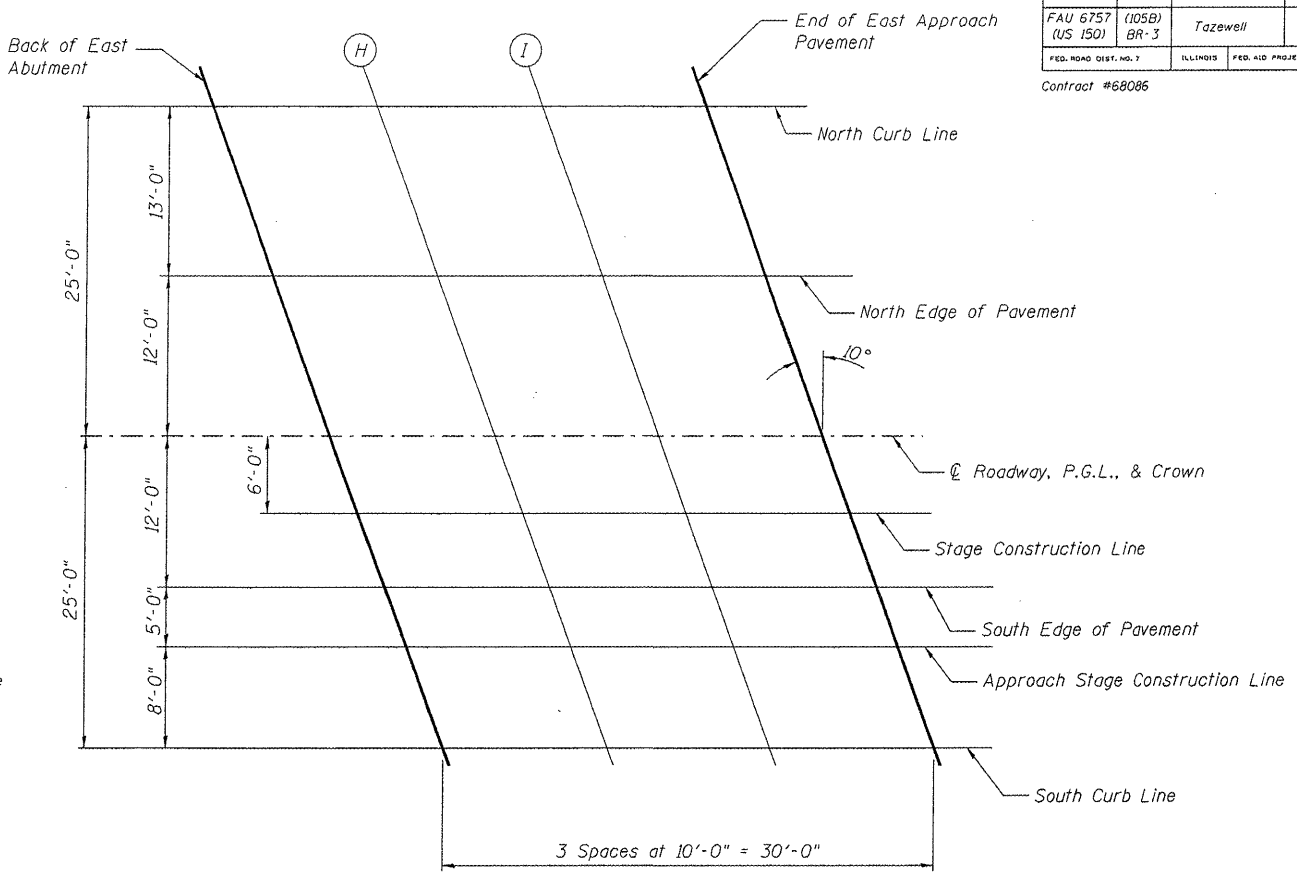
**LIN ENGINEERING, L.T.D.**  
Consulting Engineers  
Chatham, Illinois

Designed By: RKM    Checked By: DLS    Drawn By: A.F.  
Date: 10/07    File: 090-0176.DWG

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DECK ELEVATIONS-2**  
 U.S. 150 OVER LITTLE FARM CREEK  
 F.A.U. ROUTE 6757 SECTION (105B)BR-3  
 TAZEWELL COUNTY  
 STA. 89+80.58  
 S.N. 090-0176



**PLAN - WEST APPROACH**



**PLAN - EAST APPROACH**

**NORTH CURB LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations
End of W. Appr. Pvt	89+14.67	-25.00	544.76
A	89+24.67	-25.00	544.85
B	89+34.67	-25.00	544.94
Back W. Abutment	89+44.67	-25.00	545.04
Back of E. Abutment	90+07.67	-25.00	545.63
H	90+17.67	-25.00	545.72
I	90+27.67	-25.00	545.81
End of E. App. Pvt	90+37.67	-25.00	545.91

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset (ft)	Theoretical Grade Elevations
End of W. Appr. Pvt	89+16.96	-12.00	545.05
A	89+26.96	-12.00	545.14
B	89+36.96	-12.00	545.24
Back W. Abutment	89+46.96	-12.00	545.33
Back of E. Abutment	90+09.96	-12.00	545.92
H	90+19.96	-12.00	546.01
I	90+29.96	-12.00	546.11
End of E. App. Pvt	90+39.96	-12.00	546.20

**ROADWAY, P.G.L. & CROWN**

Location	Station	Offset (ft)	Theoretical Grade Elevations
End of W. Appr. Pvt	89+19.08	0.00	545.26
A	89+29.08	0.00	545.35
B	89+39.08	0.00	545.44
Back W. Abutment	89+49.08	0.00	545.54
Back of E. Abutment	90+12.08	0.00	546.13
H	90+22.08	0.00	546.22
I	90+32.08	0.00	546.31
End of E. App. Pvt	90+42.08	0.00	546.41

**STAGE CONSTRUCTION LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations
End of W. Appr. Pvt	89+20.14	6.00	545.17
A	89+30.14	6.00	545.27
B	89+40.14	6.00	545.36
Back W. Abutment	89+50.14	6.00	545.45
Back of E. Abutment	90+13.14	6.00	546.04
H	90+23.14	6.00	546.14
I	90+33.14	6.00	546.23
End of E. App. Pvt	90+43.14	6.00	546.32

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset (ft)	Theoretical Grade Elevations
End of W. Appr. Pvt	89+21.20	12.00	545.09
A	89+31.20	12.00	545.18
B	89+41.20	12.00	545.28
Back W. Abutment	89+51.20	12.00	545.37
Back of E. Abutment	90+14.20	12.00	545.96
H	90+24.20	12.00	546.05
I	90+34.20	12.00	546.15
End of E. App. Pvt	90+44.20	12.00	546.24

**APPROACH STAGE CONST. LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations
End of W. Appr. Pvt	89+22.08	17.00	544.99
A	89+32.08	17.00	545.09
B	89+42.08	17.00	545.18
Back W. Abutment	89+52.08	17.00	545.27
Back of E. Abutment	90+15.08	17.00	545.86
H	90+25.08	17.00	545.96
I	90+35.08	17.00	546.05
End of E. App. Pvt	90+45.08	17.00	546.14

**SOUTH CURB LINE**

Location	Station	Offset (ft)	Theoretical Grade Elevations
End of W. Appr. Pvt	89+23.49	25.00	544.84
A	89+33.49	25.00	544.93
B	89+43.49	25.00	545.03
Back W. Abutment	89+53.49	25.00	545.12
Back of E. Abutment	90+16.49	25.00	545.71
H	90+26.49	25.00	545.80
I	90+36.49	25.00	545.90
End of E. App. Pvt	90+46.49	25.00	545.99

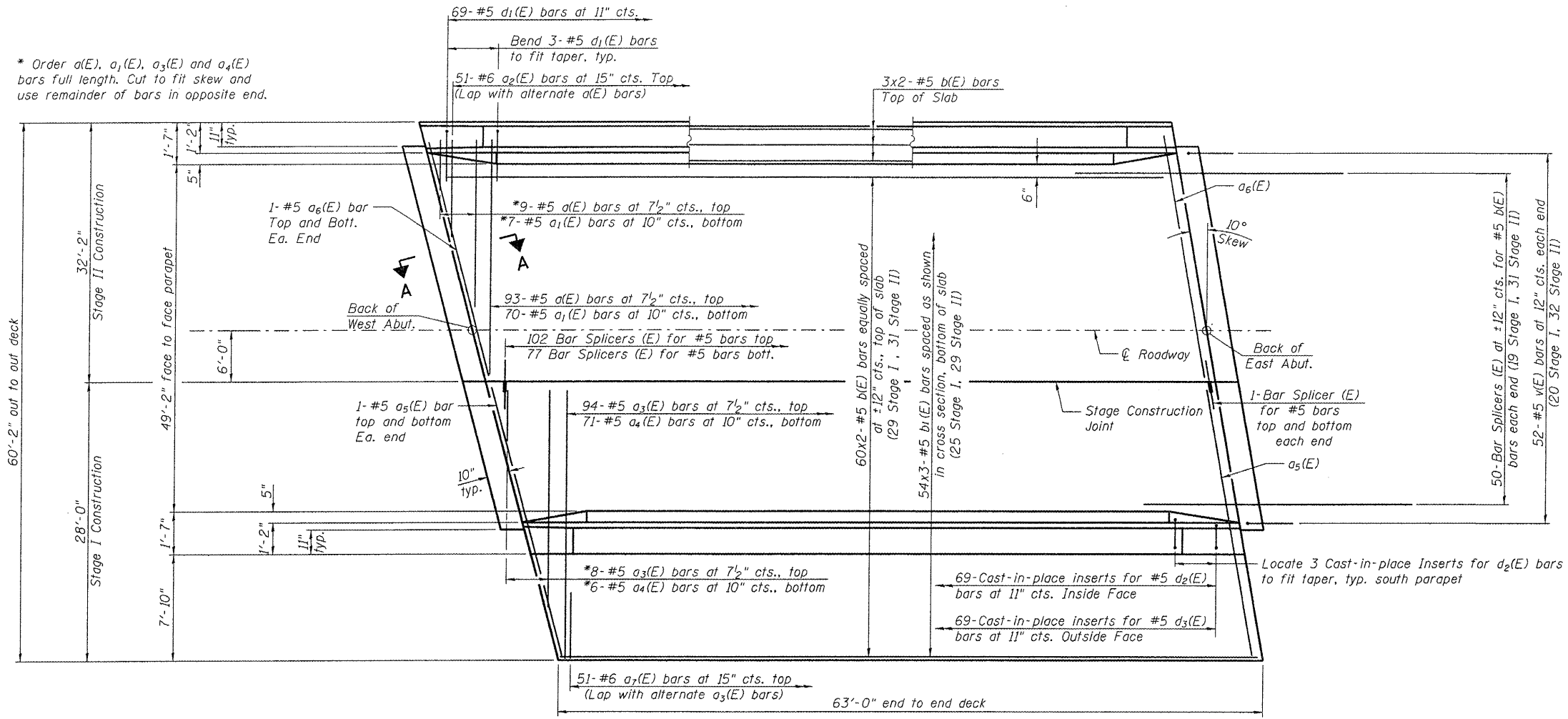
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\$DATE \$



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**APPROACH PAVEMENT ELEVATIONS**  
 U.S. 150 OVER LITTLE FARM CREEK  
 F.A.U. ROUTE 6757 SECTION (105B)BR-3  
 TAZEWELL COUNTY  
 STA. 89+80.58  
 S.N. 090-0176

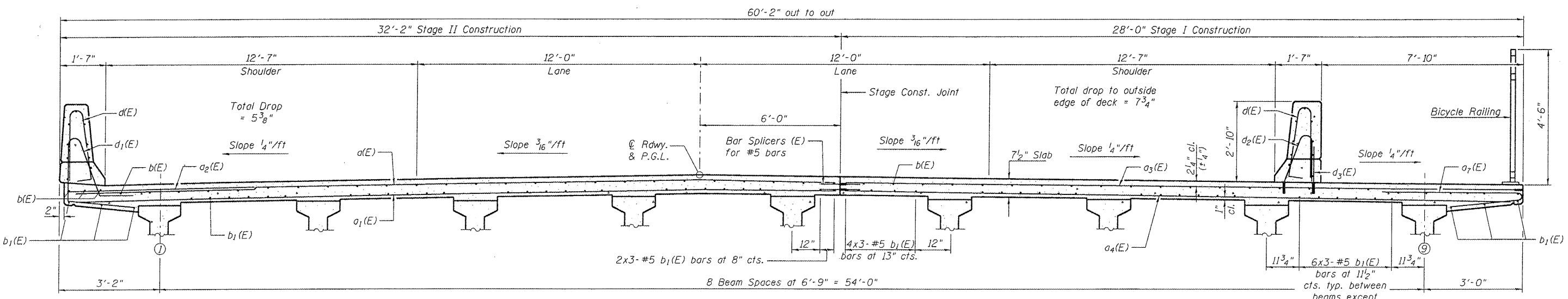
Designed By: RKL  
 Date: 10/07  
 Checked By: GLS  
 File: 090-0176.DGN  
 Drawn By: AJF



PLAN

**MINIMUM BAR LAP**  
#5 Bar = 1'-8"

Notes:  
See Sheet 9 of 24 for superstructure details and Bill of Material.  
Bars indicated thus 54 x 3-#5 etc. indicates 54 lines of bars with 3 lengths per line.  
See Sheet 9 of 24 for parapet reinforcement.  
For Sec. A-A and diaphragm details see sheet 10 of 24.



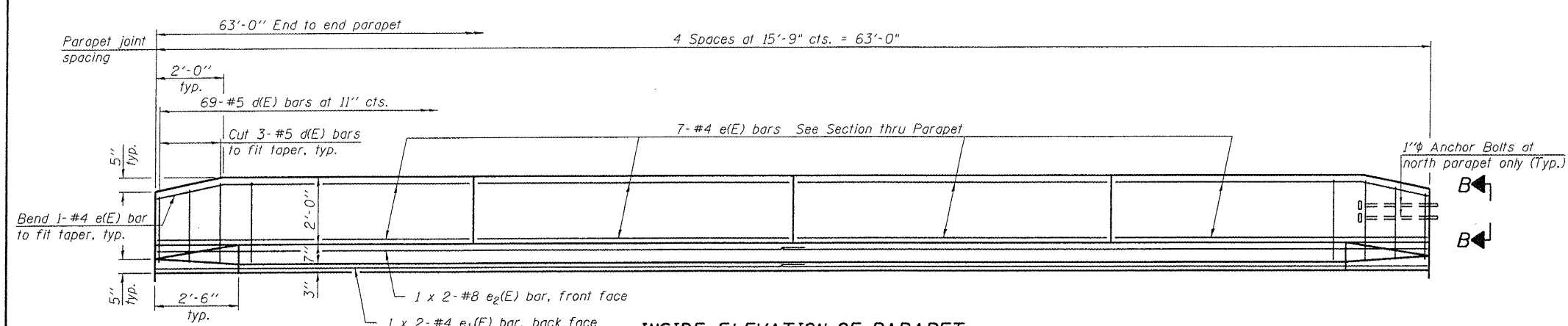
CROSS SECTION  
(Looking East)

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERSTRUCTURE**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

REVISIONS	
NAME	DATE

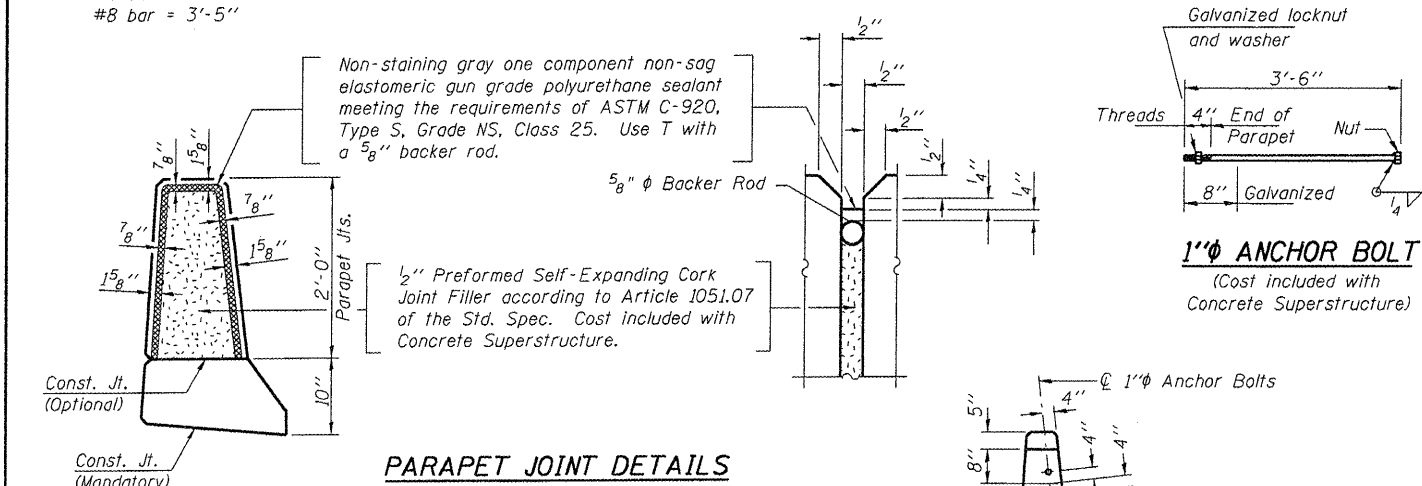
**Lin Engineering, Ltd.**  
 Consulting Engineers  
 Chatham, Illinois  
 Designed By: RKW  
 Checked By: DLS  
 Date: 10/07  
 Drawn By: AJF  
 File: 090-0176.DWG

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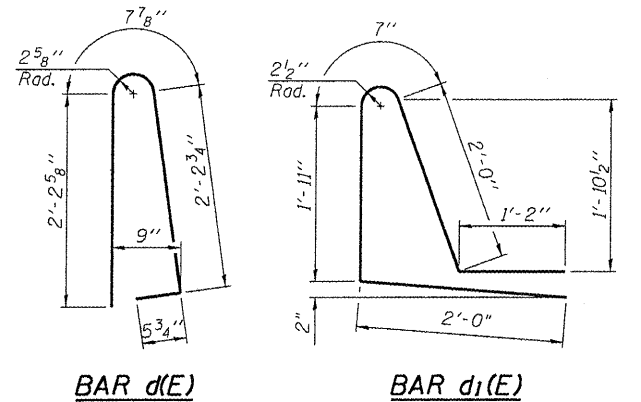


**INSIDE ELEVATION OF PARAPET**  
North Parapet Shown.  
South Parapet Similar.

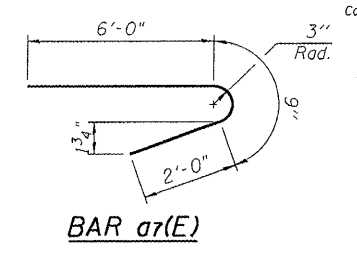
**MINIMUM BAR LAP**  
(Parapet)  
#4 bar = 1'-4"  
#8 bar = 3'-5"



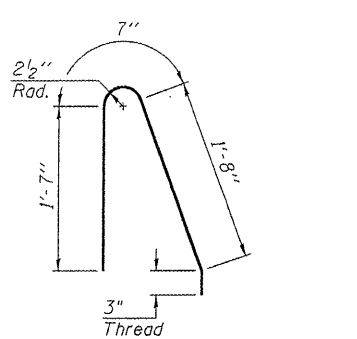
**PARAPET JOINT DETAILS**



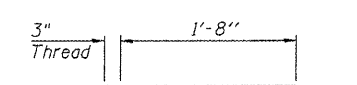
**BAR d(E)**      **BAR d1(E)**      **BAR d2(E)**



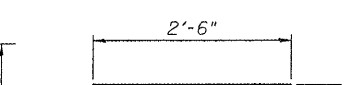
**BAR a7(E)**



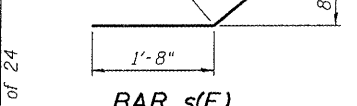
**BAR d3(E)**



**BAR s(E)**



**BAR d3(E)**

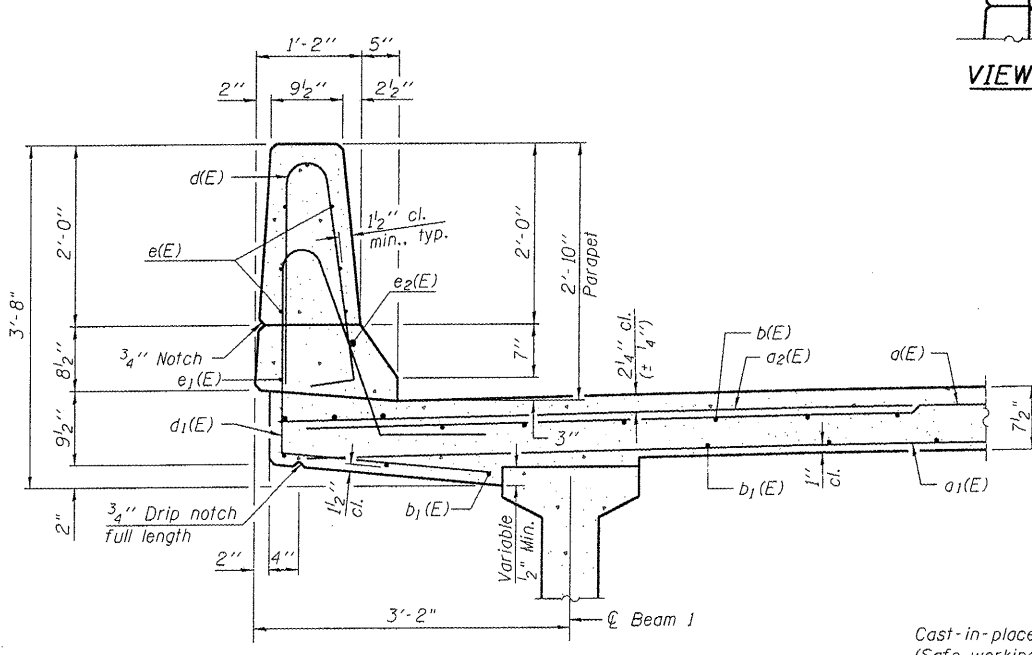


**BAR s(E)**

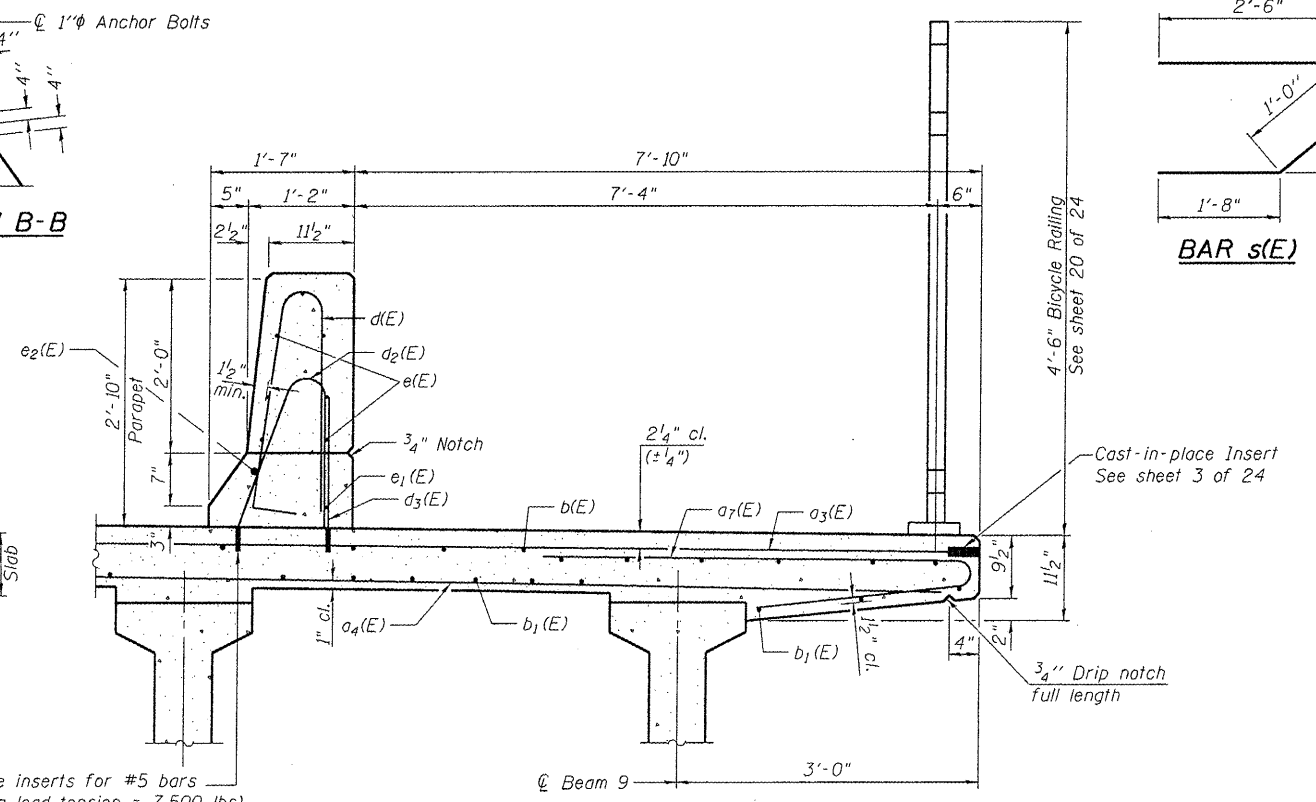
**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a7(E)	102	#5	31'-8"	—
a1(E)	77	#5	31'-2"	—
a2(E)	51	#6	6'-0"	—
a3(E)	102	#5	27'-8"	—
a4(E)	77	#5	27'-2"	—
a5(E)	4	#5	27'-11"	—
a6(E)	4	#5	31'-9"	—
a7(E)	51	#6	8'-9"	—
b(E)	126	#5	32'-2"	—
b1(E)	162	#5	22'-0"	—
d(E)	138	#5	5'-7"	—
d1(E)	69	#5	7'-8"	—
d2(E)	69	#5	4'-1"	—
d3(E)	69	#5	1'-11"	—
e(E)	56	#4	15'-5"	—
e1(E)	4	#4	32'-2"	—
e2(E)	4	#8	33'-1"	—
m(E)	4	#6	19'-2"	—
m1(E)	6	#6	28'-1"	—
m2(E)	16	#6	9'-2"	—
m3(E)	14	#6	4'-8"	—
m4(E)	4	#6	1'-10"	—
m5(E)	2	#6	3'-8"	—
m6(E)	2	#6	1'-0"	—
m7(E)	4	#6	31'-4"	—
m8(E)	6	#6	32'-4"	—
m9(E)	20	#6	8'-8"	—
s(E)	106	#5	5'-8"	—
s1(E)	108	#4	10'-6"	—
v(E)	104	#5	3'-4"	—
Reinforcement Bars, Epoxy Coated		Lbs.	26330	
Concrete Superstructure		Cu. Yds.	146.6	

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.



**SECTION THRU NORTH PARAPET**



**SECTION THRU SOUTH PARAPET**

Cast-in-place inserts for #5 bars  
(Safe working load tension = 7,500 lbs)  
Cost included with Reinforcement Bars,  
Epoxy Coated. Provide plastic cap for  
inserts during stage construction.

**REVISIONS**

NAME	DATE

**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

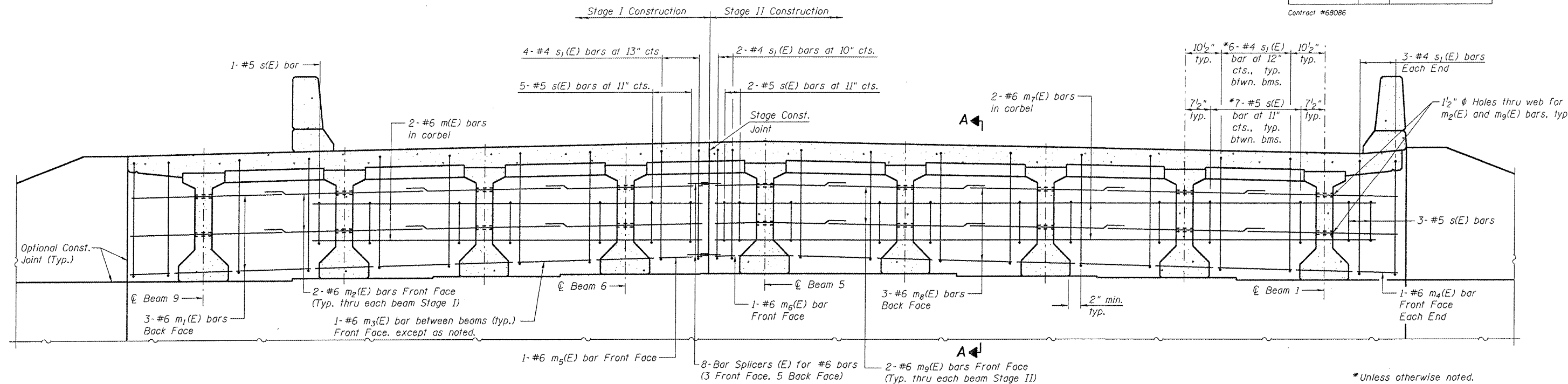
Designed By: RJK    Checked By: GLS    Drawn By: AJP  
Date: 10/07    File: 090-0176.DGN

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUPERSTRUCTURE DETAILS**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

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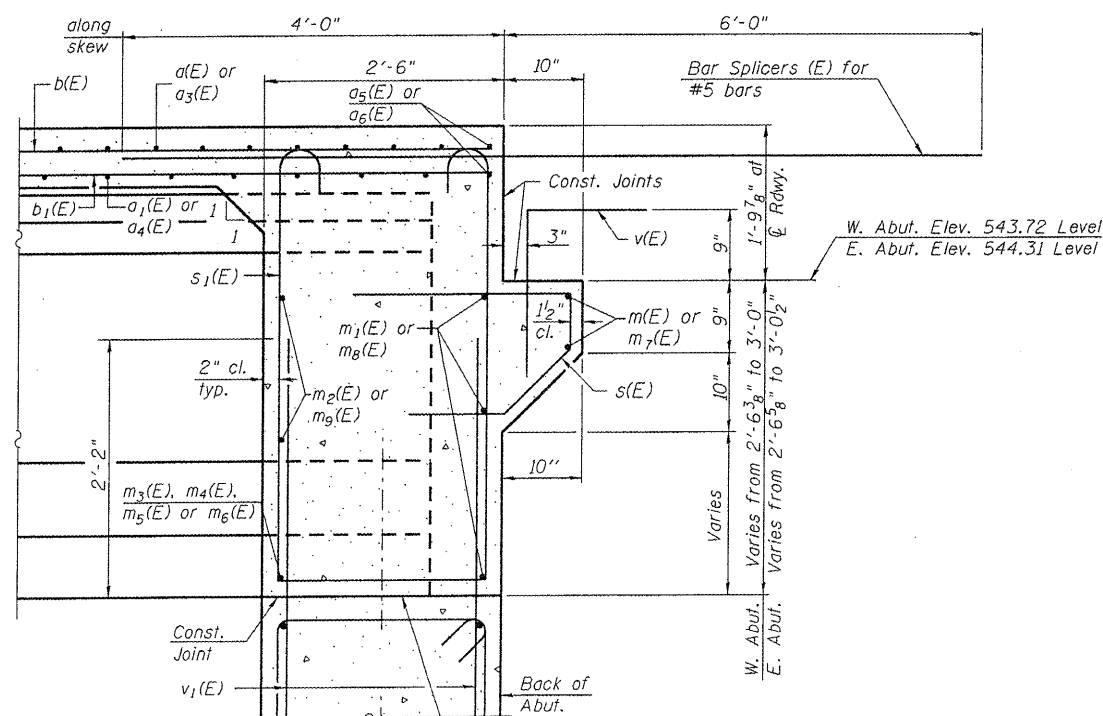
\$DATE\$



**DIAPHRAGM ELEVATION AT WEST ABUTMENT**

(Looking West)  
East Abutment mirror image

\*Unless otherwise noted.



Beam ends shall be set on an initial 1/2" min. grout (2:1 sand and portland cement, very dry mix) to provide full bearing. Any excess grout squeezed out from under the beam shall be removed. Cost included with Concrete Structures.

**SECTION A-A**

Dimensions at right angles to abutment, except as shown.

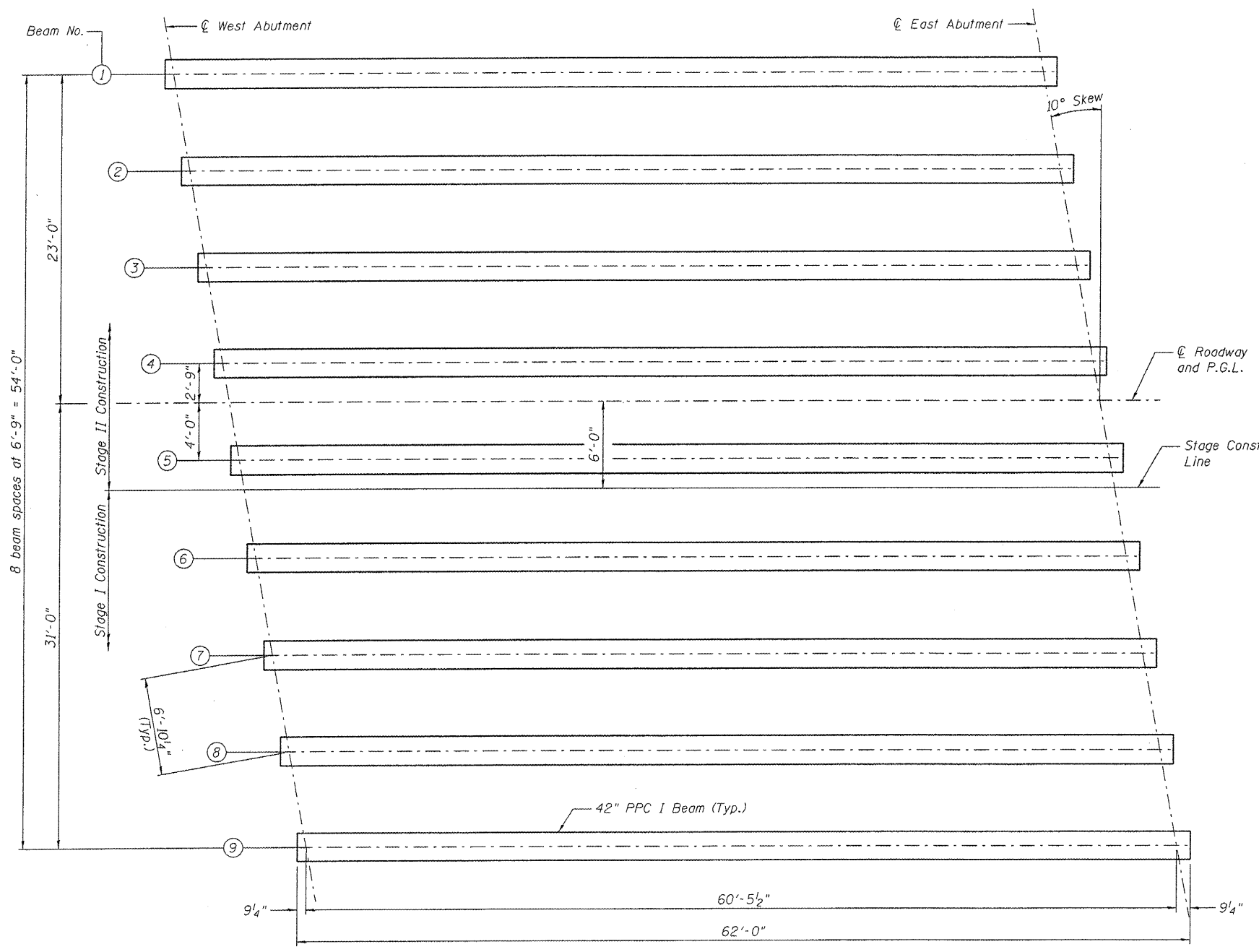
**MIN. BAR LAP**  
#6 bar = 2'-9"

Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 24.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 24.  
For details of bars s(E) and s1(E) see sheet 9 of 24.  
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams. Corbel shall be omitted from diaphragm as shown on sheet 8 of 24 in plan view.

**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CONCRETE END DIAPHRAGMS**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176



FRAMING PLAN

INTERIOR BEAM MOMENT TABLE		
0.5 SPAN		
I	(in <sup>4</sup> )	90956
I'	(in <sup>4</sup> )	276390
S <sub>b</sub>	(in <sup>3</sup> )	5153
S <sub>b</sub> '	(in <sup>3</sup> )	8720
S <sub>t</sub>	(in <sup>3</sup> )	3736
S <sub>t</sub> '	(in <sup>3</sup> )	26816
Q	(k/')	1.128
M <sub>Q</sub>	(k)	515
s <sub>Q</sub>	(k/')	0.683
M <sub>s<sub>Q</sub></sub>	(k)	312
M <sub>L</sub>	(k)	499
M <sub>Imp</sub>	(k)	135

INTERIOR BEAM REACTION TABLE		
Abut.		
R <sub>Q</sub>	(k)	34
R <sub>s<sub>Q</sub></sub>	(k)	21
R <sub>L</sub>	(k)	46
Imp.	(k)	12
R <sub>Total</sub>	(k)	113

- I: Non-composite moment of inertia of beam section (in.<sup>4</sup>).
- I': Composite moment of inertia of beam section (in.<sup>4</sup>).
- S<sub>b</sub>: Non-composite section modulus for the bottom fiber of the prestressed beam (in.<sup>3</sup>).
- S<sub>b</sub>': Composite section modulus for the bottom fiber of the prestressed beam (in.<sup>3</sup>).
- S<sub>t</sub>: Non-composite section modulus for the top fiber of the prestressed beam (in.<sup>3</sup>).
- S<sub>t</sub>': Composite section modulus for the top fiber of the prestressed beam (in.<sup>3</sup>).
- Q: Un-factored non-composite dead load (kips/ft.).
- M<sub>Q</sub>: Un-factored moment due to non-composite dead load conservatively taken at 0.5 of the span (kip-ft.).
- s<sub>Q</sub>: Un-factored long-term composite (superimposed) dead load (kips/ft.).
- M<sub>s<sub>Q</sub></sub>: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- M<sub>L</sub>: Un-factored live load moment on the composite section (kip-ft.).
- M<sub>Imp</sub>: Un-factored moment due to impact on the composite section (kip-ft.).

\$DATE\$ \$TIME\$ \$FILE\$ \$ABBREV\$ \$

**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

Designed By: REM  
Date: 10/07

Checked By: DLS  
File: 090-0176.DGN

Drawn By: AJP

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**FRAMING PLAN**

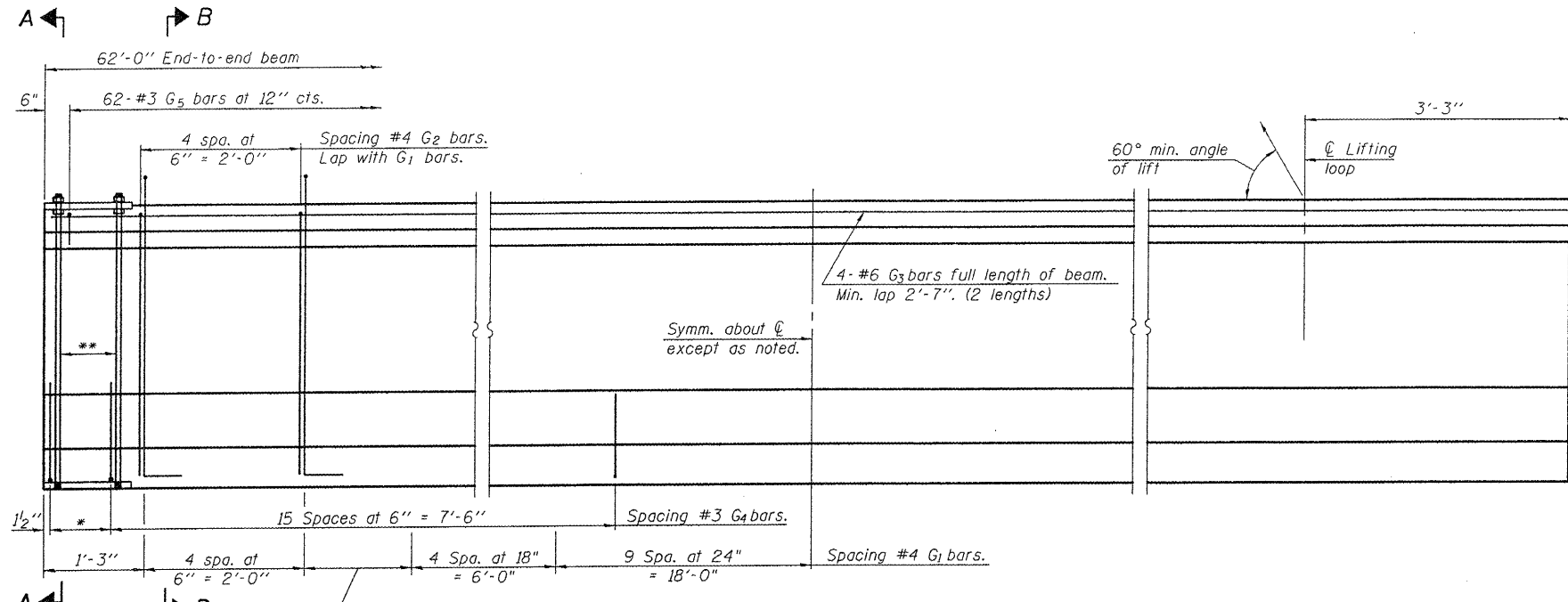
U.S. 150 OVER LITTLE FARM CREEK

F.A.U. ROUTE 6757 SECTION (105B)BR-3

TAZEWELL COUNTY

STA. 89+80.58

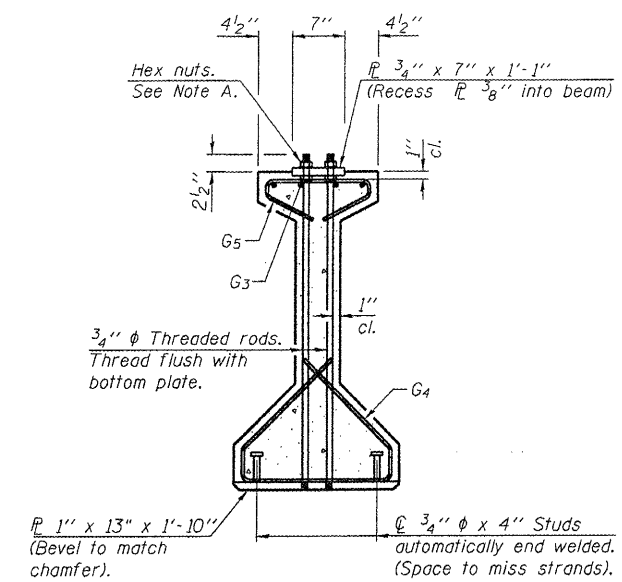
S.N. 090-0176



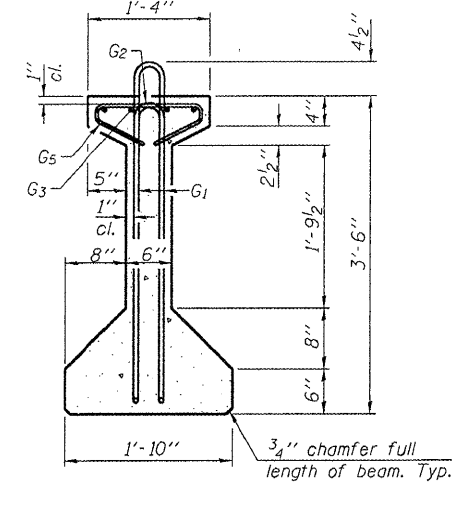
**ELEVATION OF BEAM**  
(Showing reinforcement & dimensions)

Note A:  
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

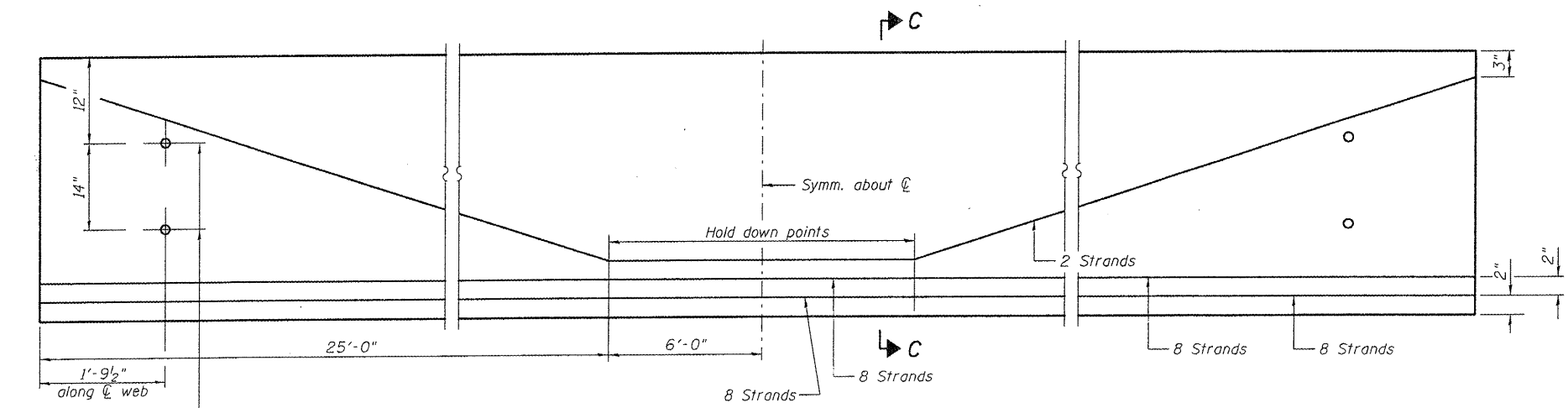
\*3 spaces at 3" = 9".  
\*\*4-3/4" φ threaded dowel rods at 3" cts., Each Face.



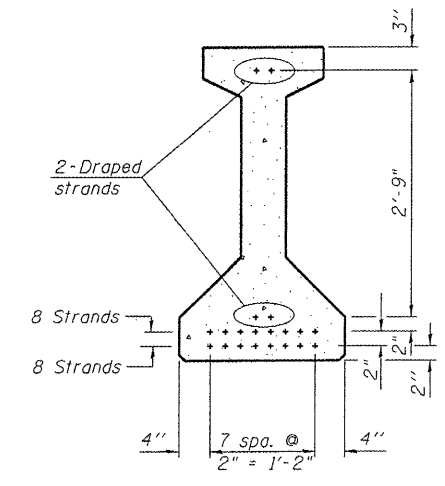
**SECTION A-A**



**SECTION B-B**



**ELEVATION OF BEAM**  
(Showing prestressing steel)



**SECTION C-C**

**BAR LIST**  
**ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G <sub>1</sub>	45	#4	8'-5"	⌈⌋
G <sub>2</sub>	10	#4	6'-8"	⌈⌋
G <sub>3</sub>	8	#6	32'-2"	⌈⌋
G <sub>4</sub>	38	#3	4'-11"	⌈⌋
G <sub>5</sub>	62	#3	2'-6"	⌈⌋

\*\*\*For information only

Notes:  
See sheet 13 of 24 for additional details and Bill of Material.  
Required release strength, f'ci, shall be 5000 psi.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PPC I-BEAM DETAILS - 1**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

**REVISIONS**

NAME	DATE

**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

Designed By: RKW    Checked By: DLS    Drawn By: AJP  
Date: 10/01    File: 090-0176.DWG

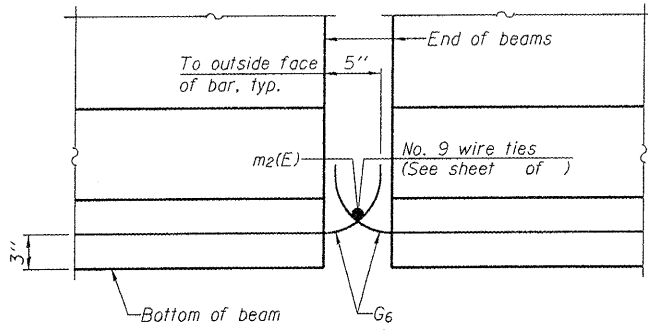
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\$DATE\$



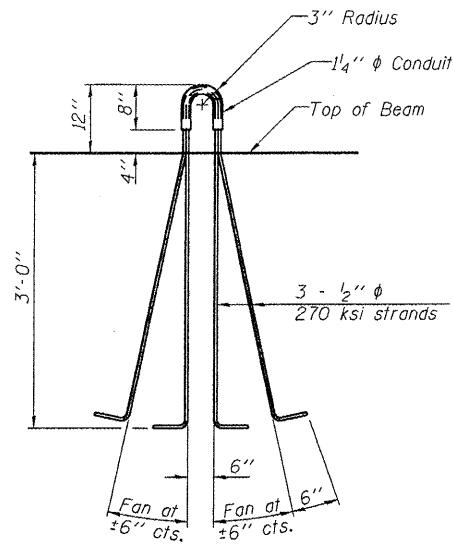
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET
FAU 6757 (US 150)	(105B) BR-3	Tazewell	133	81
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 13  
24 SHEETS

Contract #68086

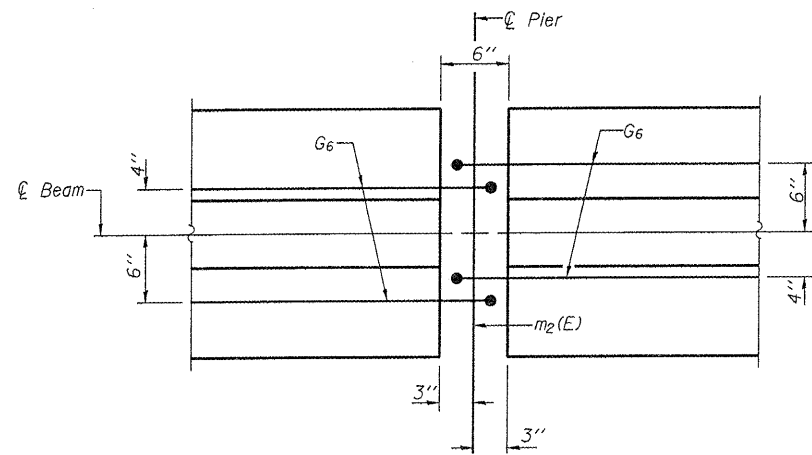


**ELEVATION OF BEAM AT PIER**

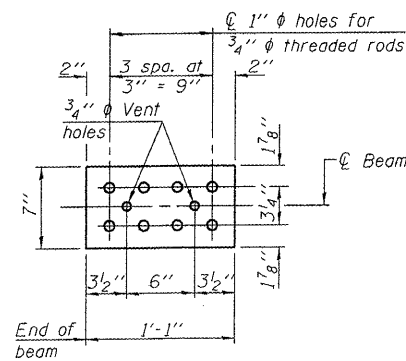


**LIFTING LOOP DETAIL**

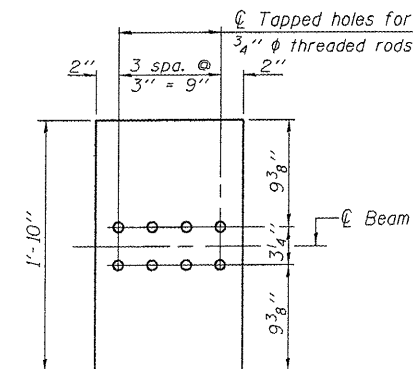
**NOTES**  
 Inserts for  $\frac{3}{4}$ "  $\phi$  threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.  
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.  
 The nominal diameter shall be  $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.  
 Non-prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.  
 A minimum  $2\frac{1}{2}$ "  $\phi$  lifting pin shall be used to engage the lifting loops during handling.  
 Cut  $G_6$  bars when necessary to maintain  $1\frac{1}{2}$ " clearance.  
 The top and bottom plates shall be AASHTO M270 Grade 50.  
 The bottom plates and studs shall be galvanized according to AASHTO M11.  
 Threaded rods shall be ASTM F 1554 Grade 55.



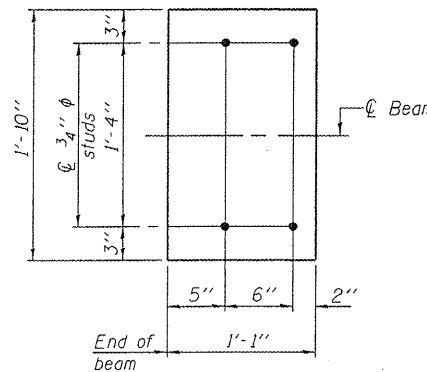
**PLAN OF BEAM AT PIER**



**TOP PLATE**

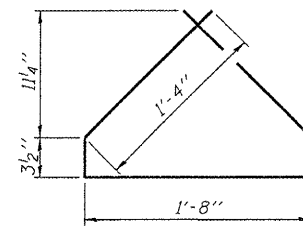


**BOTTOM PLATE**  
(Showing threaded rods)

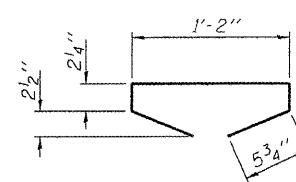


**BOTTOM PLATE**  
(Showing studs)

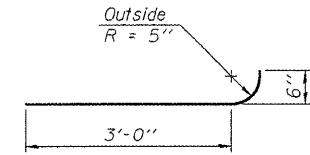
See bearing details for pintle hole locations when required.



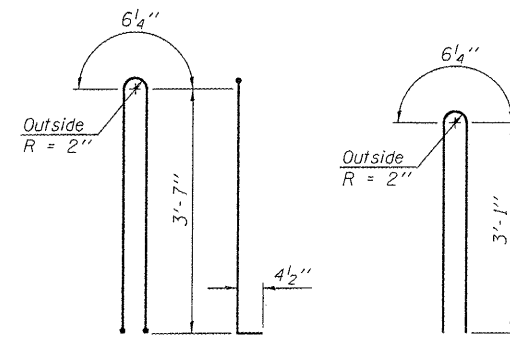
**BAR G4**



**BAR G5**



**BAR G6**



**BAR G1**

**BAR G2**

**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42"	Ft.	558

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PPC I-BEAM DETAILS - 2**  
 U.S. 150 OVER LITTLE FARM CREEK  
 F.A.U. ROUTE 6757 SECTION (105B)BR-3  
 TAZEWELL COUNTY  
 STA. 89+80.58  
 S.N. 090-0176

**Lin Engineering, Ltd.**  
 Consulting Engineers  
 Chatham, Illinois

REVISIONS	
NAME	DATE

Designed By: RKM Checked By: DLS Drawn By: AJF  
 Date: 12/01 File: 090-0176.DWG

FILE ABBREV \$

TIME \$

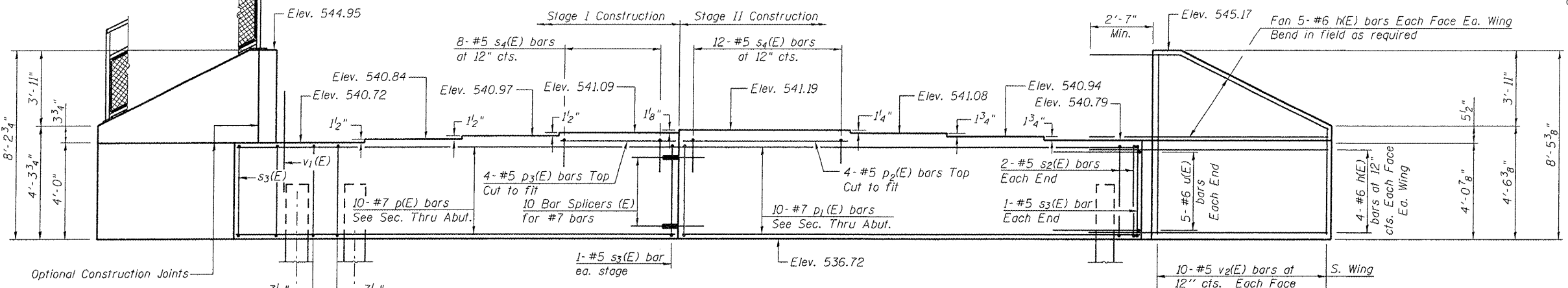
DATE \$

PI-4-42D

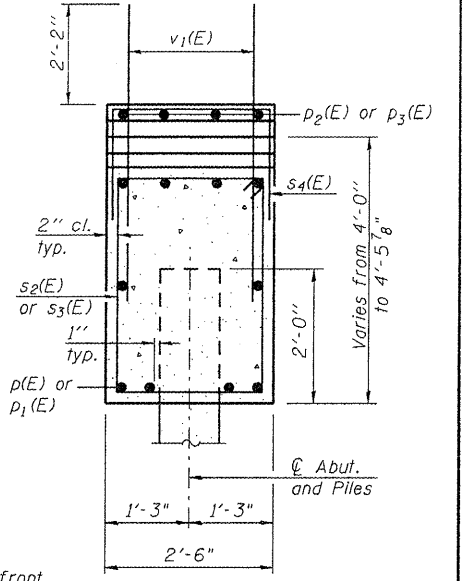
9-3-07

Contract #68086

Note:  
Four steps monolithically with cap.

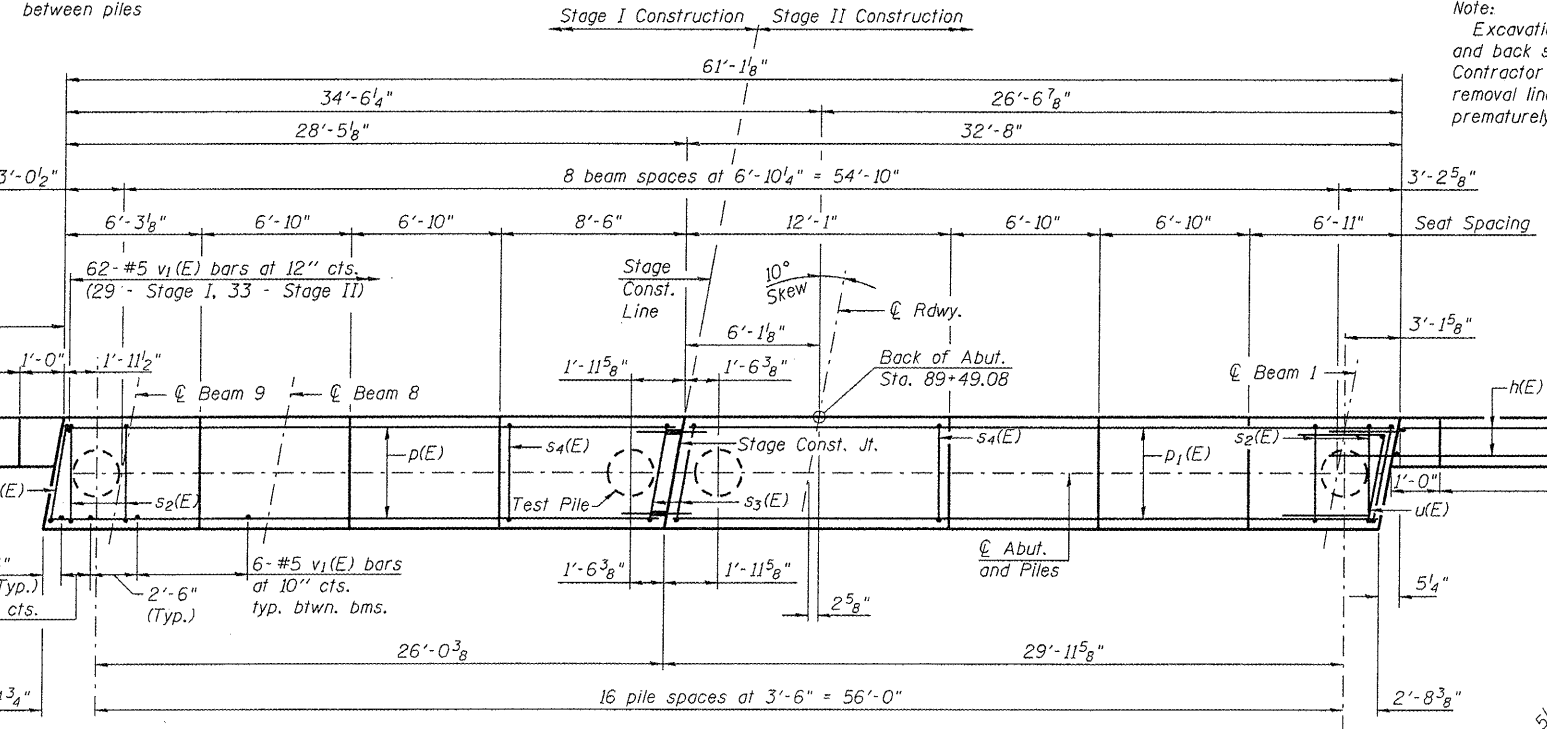


**ELEVATION**  
(Looking West)



**SEC. THRU ABUT.**  
(Dimensions at Rt. L's)

Note:  
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.



**PLAN**

**BILL OF MATERIAL**  
(West Abutment)

Bar	No.	Size	Length	Shape
h(E)	36	#6	11'-7"	
p(E)	10	#7	28'-1"	
p1(E)	10	#7	32'-4"	
p2(E)	4	#5	12'-0"	
p3(E)	4	#5	8'-6"	
s2(E)	68	#5	12'-7"	
s3(E)	4	#5	12'-9"	
s4(E)	20	#5	6'-6"	
u(E)	10	#6	7'-3"	
v1(E)	116	#5	4'-4"	
v2(E)	10	#5	11'-11"	
v3(E)	10	#5	12'-5"	
Structure Excavation		Cu. Yd.	223	
Concrete Structures		Cu. Yd.	28.6	
Reinforcement Bars, Epoxy Coated		Pound	3920	
Furnishing Metal Shell Piles, 12" x .25 in.		Foot	544	
Driving Piles		Foot	544	
Test Pile, Metal Shells		Each	1	

For details of Bar Splicers, see sheet 18 of 24.  
For details of piles see sheet 19 of 24.  
For drainage details, see sheet 2 of 24.

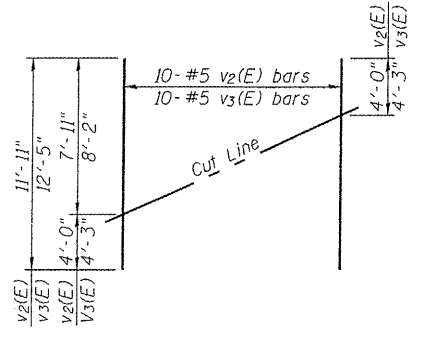
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\$DATE\$

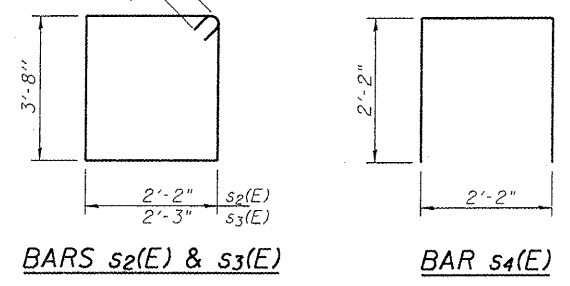
**PILE DATA**

Type: Metal Shell - 12"  $\phi$  x .25 in. Walls  
Nominal Required Bearing: 270 kips  
Allowable Resistance Available: 90 kips  
Est. Length: 34 ft.  
No. Production Piles: 16  
No. Test Piles: 1



**FIELD CUTTING DIAGRAM**

Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



**BARS s2(E) & s3(E)**

**BAR s4(E)**

**BAR u(E)**

**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

Designed By: RKM  
Checked By: DLS  
Date: 10/07

Drawn By: AJF  
File: 090-0176.DWG

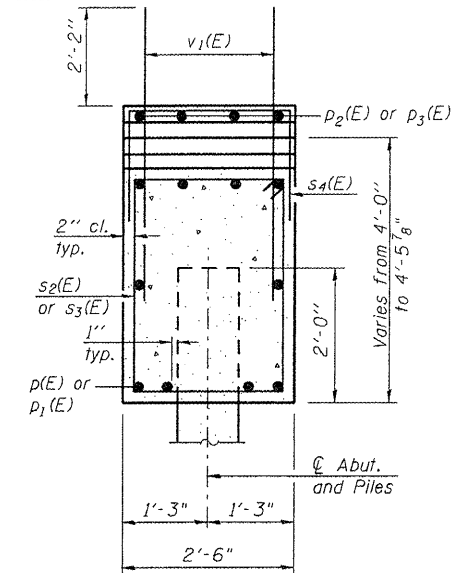
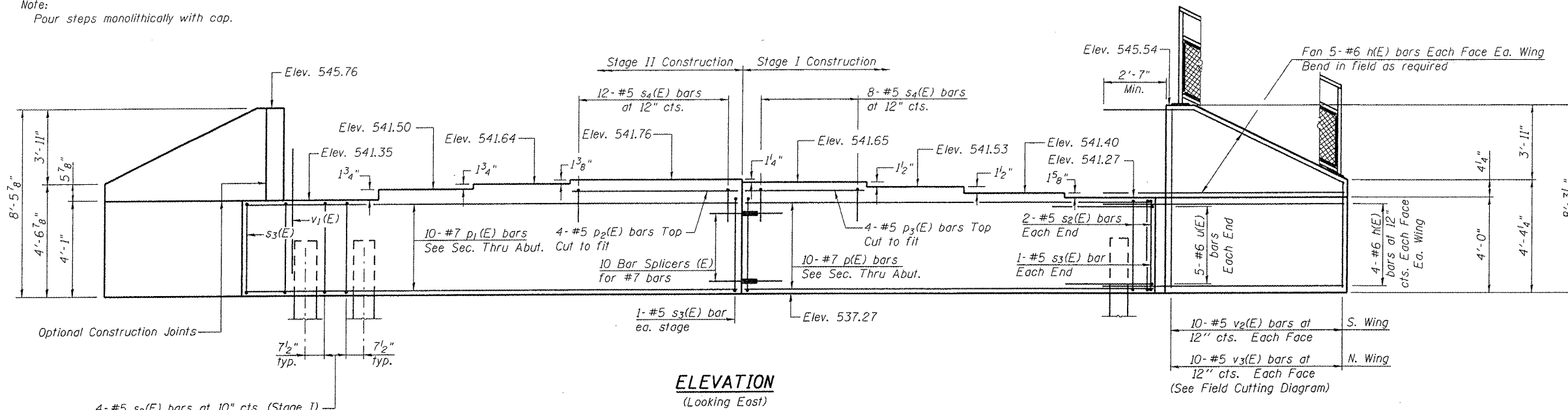
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**WEST ABUTMENT**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

Note:  
Pour steps monolithically with cap.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 15
FAU 6757 (US 150)	(105B) BR-3	Tazewell	133	83	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #68086

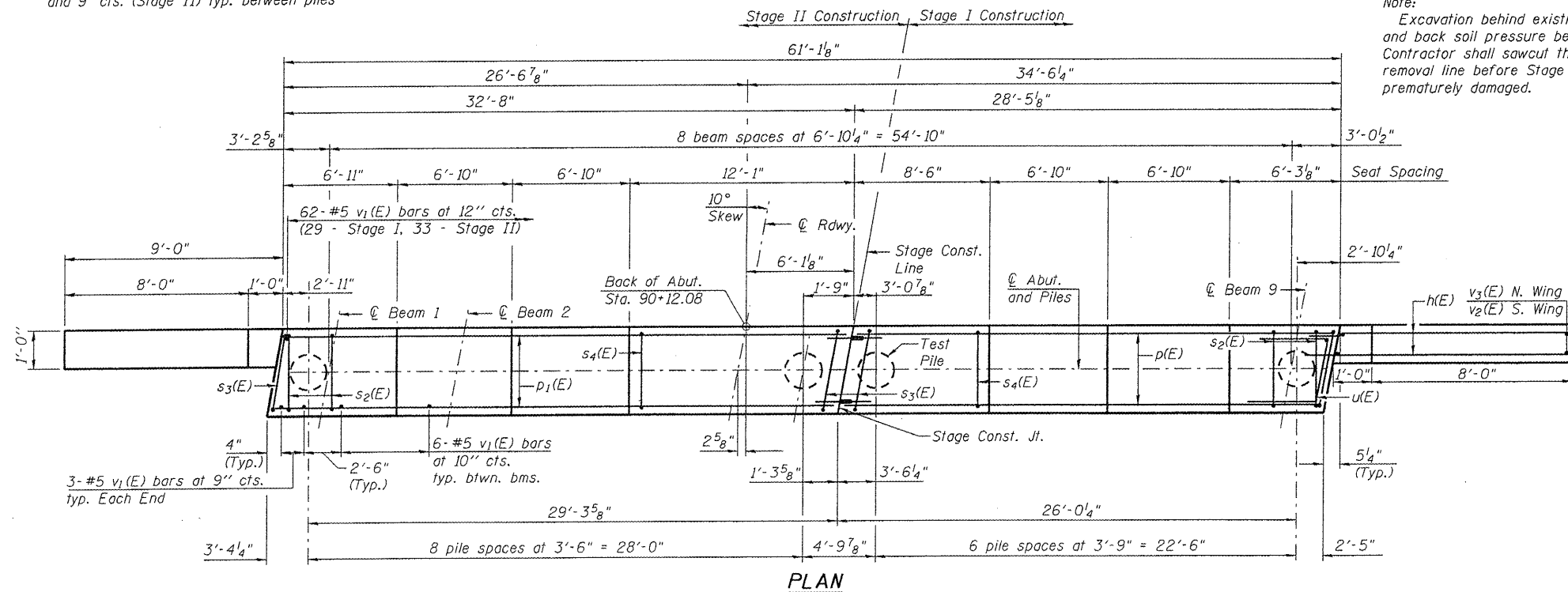


**SEC. THRU ABUT.**  
(Dimensions at Rt. L's)

Note:  
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

4-#5 s<sub>2</sub>(E) bars at 10" cts. (Stage I) and 9" cts. (Stage II) typ. between piles

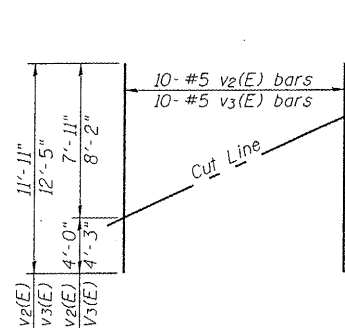
**ELEVATION**  
(Looking East)



**PLAN**

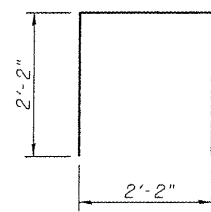
**PILE DATA**

Type: Metal Shell - 12" φ x .25 in. Walls  
Nominal Required Bearing: 270 kips  
Allowable Resistance Available: 90 kips  
Est. Length: 41 ft.  
No. Production Piles: 15  
No. Test Piles: 1

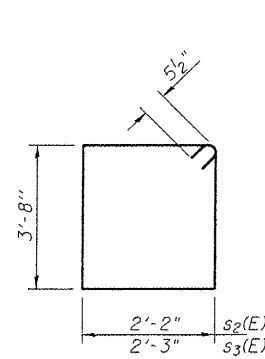


**FIELD CUTTING DIAGRAM**

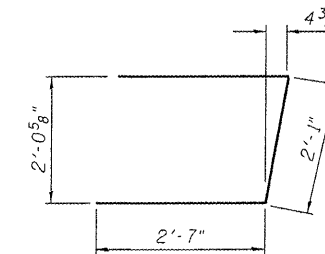
Order v<sub>2</sub>(E) and v<sub>3</sub>(E) full length. Cut as shown and use remainder of bars in opposite face.



**BAR s<sub>4</sub>(E)**



**BARS s<sub>2</sub>(E) & s<sub>3</sub>(E)**



**BAR u(E)**

**BILL OF MATERIAL**  
(East Abutment)

Bar	No.	Size	Length	Shape
h(E)	36	#6	11'-7"	—
p(E)	10	#7	28'-1"	—
p <sub>1</sub> (E)	10	#7	32'-4"	—
p <sub>2</sub> (E)	4	#5	12'-0"	—
p <sub>3</sub> (E)	4	#5	8'-6"	—
s <sub>2</sub> (E)	68	#5	12'-7"	□
s <sub>3</sub> (E)	4	#5	12'-9"	□
s <sub>4</sub> (E)	20	#5	6'-6"	□
u(E)	10	#6	7'-3"	┘
v <sub>1</sub> (E)	116	#5	4'-4"	—
v <sub>2</sub> (E)	10	#5	11'-11"	—
v <sub>3</sub> (E)	10	#5	12'-5"	—
Structure Excavation		Cu. Yd.	227	
Concrete Structures		Cu. Yd.	28.6	
Reinforcement Bars, Epoxy Coated		Pound	3920	
Furnishing Metal Shell Piles, 12" x .25 in.		Foot	615	
Driving Piles		Foot	615	
Test Pile, Metal Shells		Each	1	

For details of Bar Splicers, see sheet 18 of 24.  
For details of piles see sheet 19 of 24.  
For drainage details, see sheet 2 of 24.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EAST ABUTMENT**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

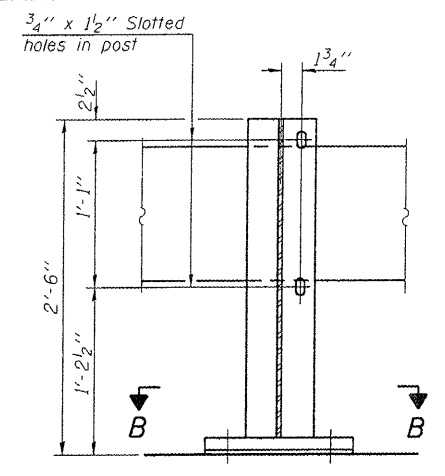
**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

REVISIONS	
NAME	DATE

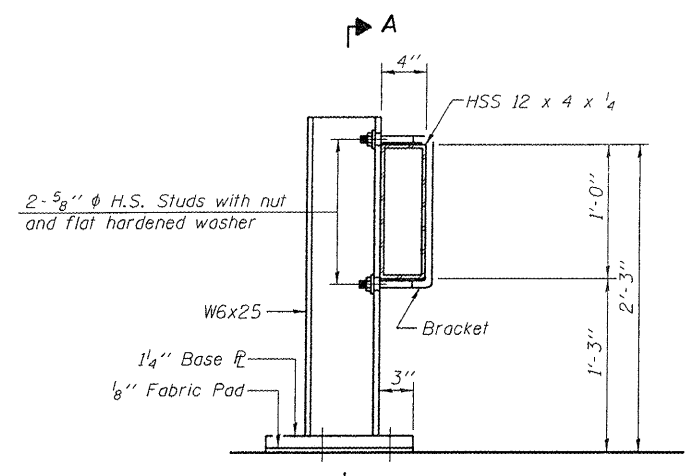
Designed By: RMW Checked By: DLS Drawn By: AIF  
Date: 10/07 File: 090-0176.DWG

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO.
FAU 6757 (US 150)	(105B) BR-3	Tazewell	133	84	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #68086

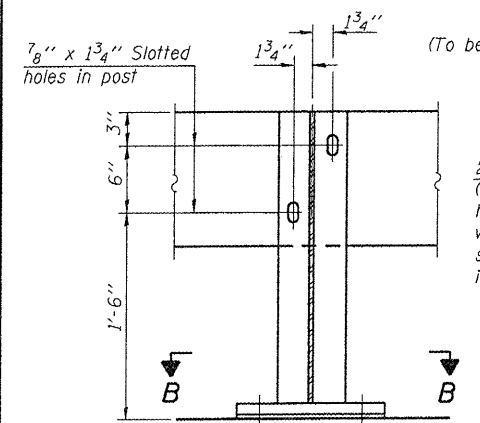


SECTION A-A



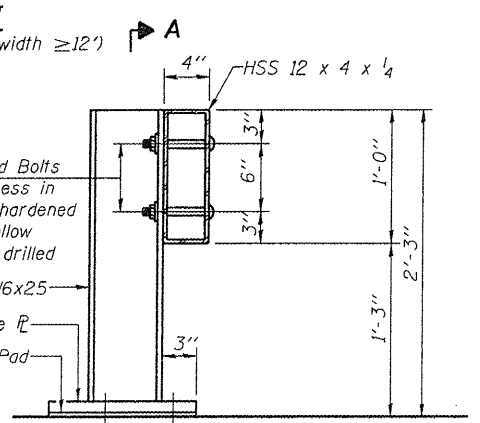
SECTION AT RAIL POST

**ALTERNATE I**  
(To be used only for Roadway width  $\geq 12'$ )



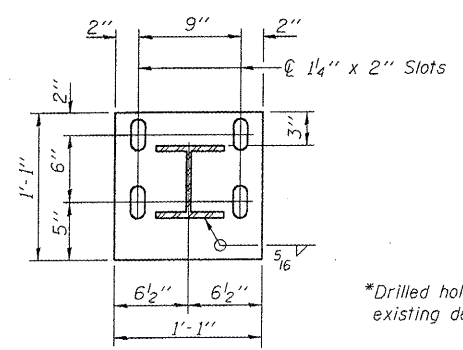
SECTION A-A

2-3/4"  $\phi$  x 6" Round Head Bolts (With slot or approved recess in head) with locknut & flat hardened washer. 7/8"  $\phi$  holes in hollow structural section may be drilled in the field.



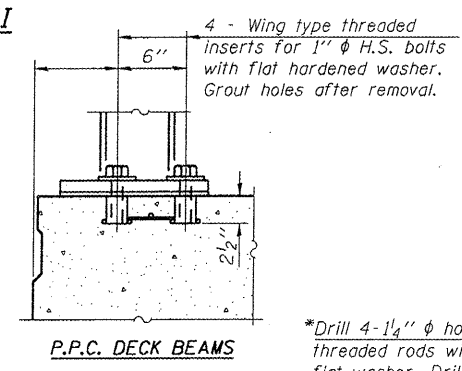
SECTION AT RAIL POST

**ALTERNATE II**



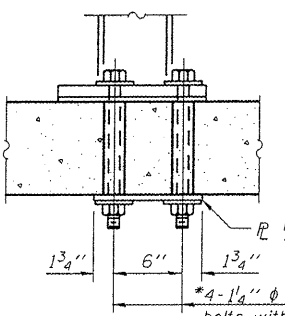
SECTION B-B

\*Drilled holes for existing deck.

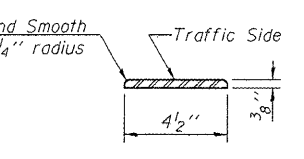


P.P.C. DECK BEAMS

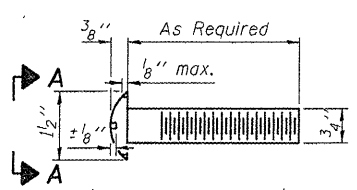
\*Drill 4-1 1/4"  $\phi$  holes for 1"  $\phi$  threaded rods with hex nut and flat washer. Drill and set rods according to Article 509.06 of the Standard Specifications.



NEW & EXISTING DECKS  
ANCHORAGE DETAILS

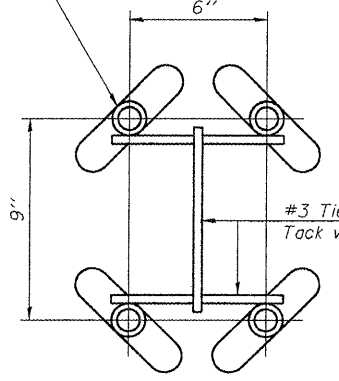


DETAIL A

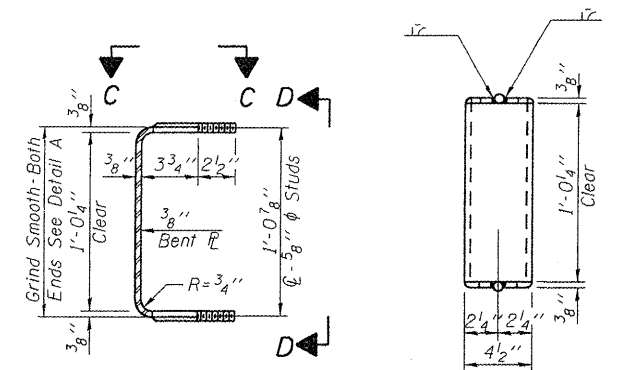


VIEW A-A  
ROUND HEAD BOLT

1"  $\phi$  Flared thin slab ferrule insert. Electroplated according to ASTM B 633 Service Condition 4.

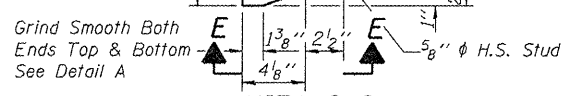


INSERT DETAIL

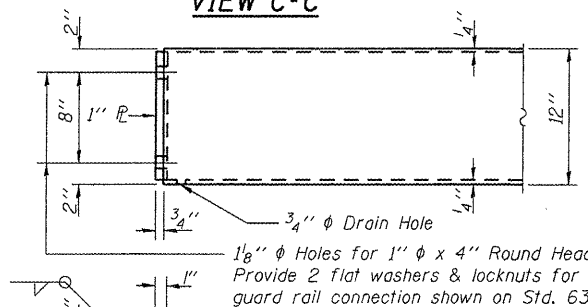


SECTION THRU BRACKET

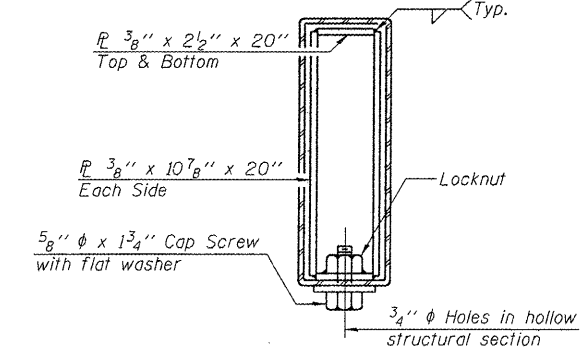
VIEW D-D



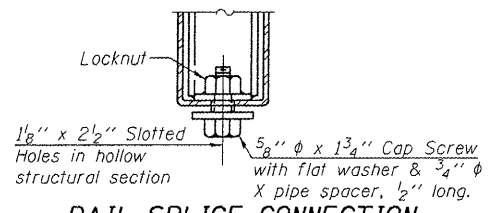
VIEW C-C



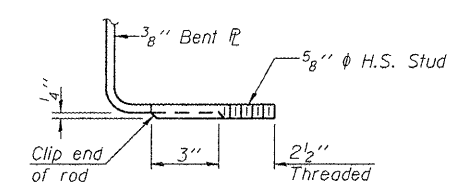
END OF RAIL DETAILS



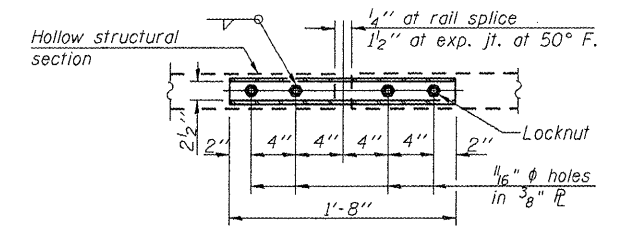
SECTION AT RAIL SPLICE



RAIL SPLICE CONNECTION  
AT EXPANSION JT.

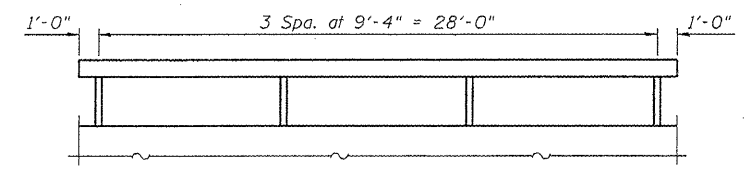


VIEW E-E



PLAN-BOTT. SPLICE R  
TYPICAL

Notes:  
The contact surfaces between post flange, rail and inside face of bracket for Alternate I shall be free of all lubricants.  
The nut for 5/8"  $\phi$  high strength studs used in Alternate I to connect bracket to post shall be tightened to a snug fit and given an additional one half turn.



TEMPORARY BRIDGE RAIL POST SPACING

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing (Temporary)	Foot	30

ILLINOIS DEPARTMENT OF TRANSPORTATION  
STEEL RAILING (TEMPORARY)  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

**E** LIN ENGINEERING, LTD.  
Consulting Engineers  
Chatham, Illinois  
Designed By: RKM Checked By: DLS Drawn By: AJP  
Date: 10/07 File: 090-0176.DGN

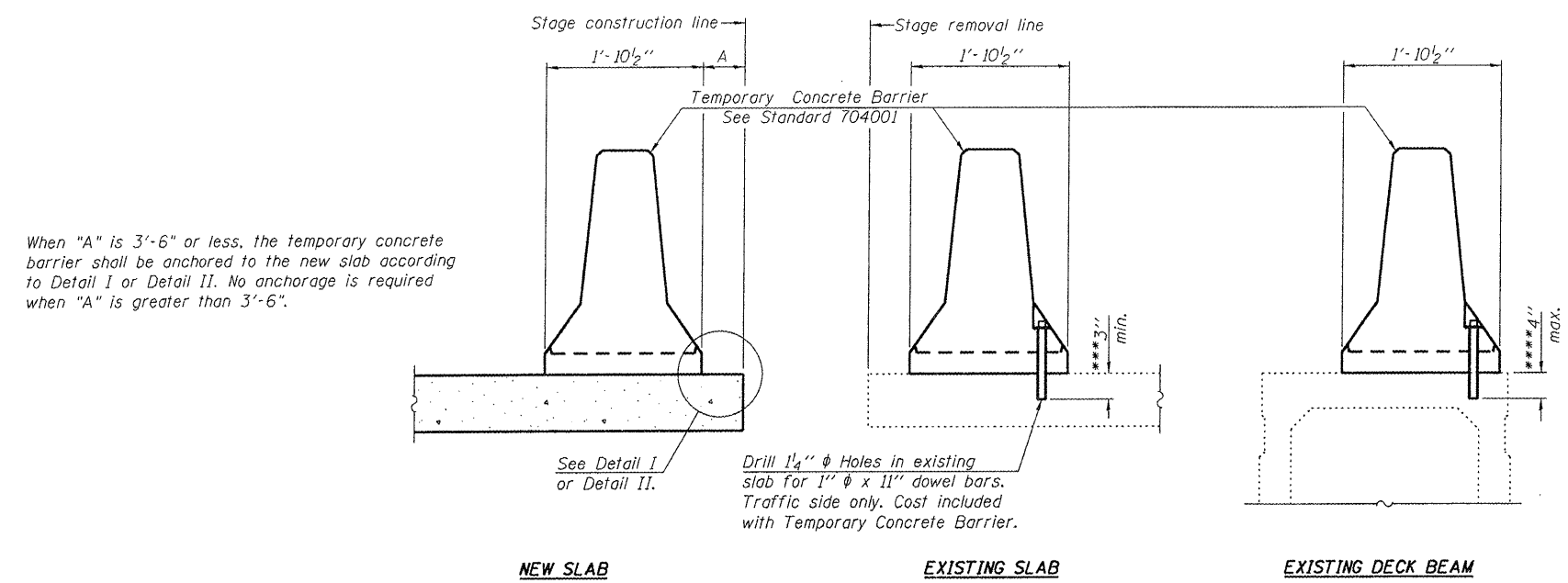
REVISIONS	
NAME	DATE

\$FILEABBREV\$ \$TIME\$ \$DATE\$

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAU 6757 (US 150)	(105B) BR-3	Tazewell	133	85
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #68086

SHEET NO. 17  
24 SHEETS



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

**NEW SLAB**                      **EXISTING SLAB**                      **EXISTING DECK BEAM**

**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

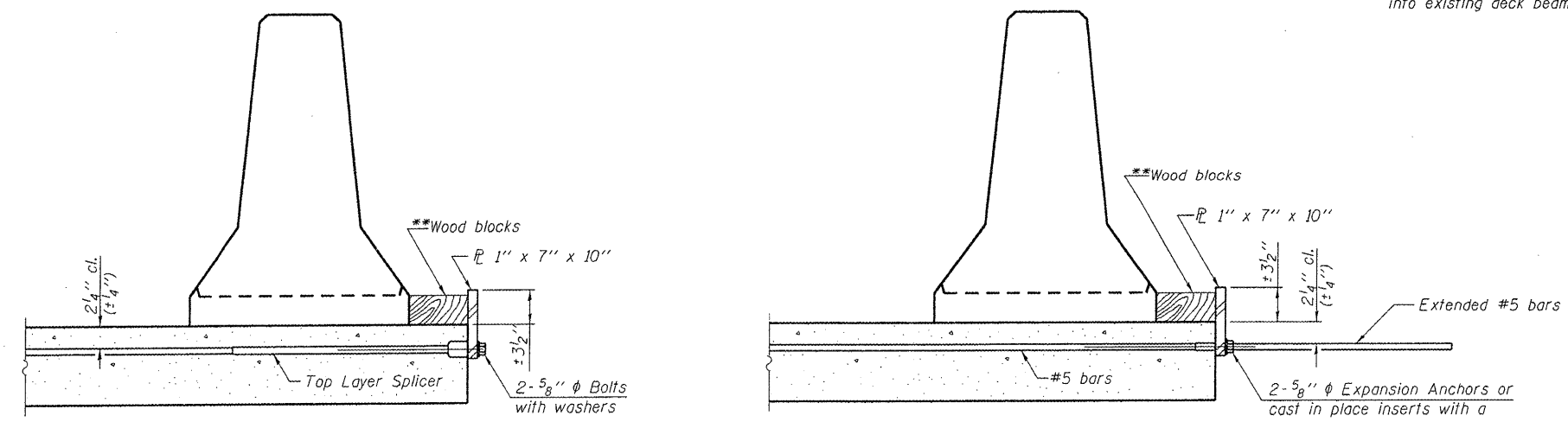
**Detail I - With Bar Splicer or Couplers:**  
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

**Detail II - With Extended Reinforcement Bars:**  
Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

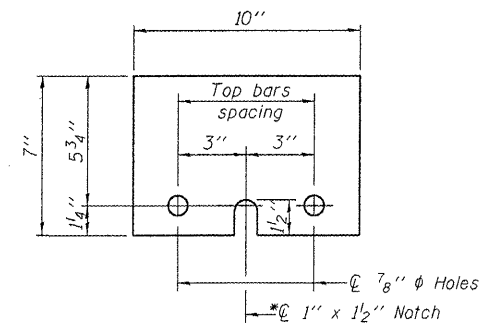
\*\*\*If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**

**DETAIL II**

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



**STEEL RETAINER PL 1" x 7" x 10"**

\* Required only with Detail II

\$FILE ABBREV \$  
\$TIME \$  
\$DATE \$

R-27                      9-3-07

**LIN ENGINEERING, LTD.**  
Consulting Engineers  
Chesham, Illinois

Designed By: RKW    Checked By: OLS    Drawn By: AJP  
Date: 10/01            File: 090-0176.DWG

REVISIONS	
NAME	DATE

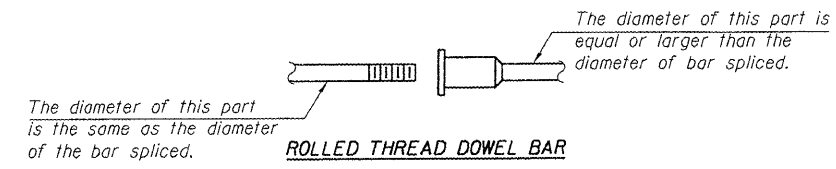
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TEMPORARY CONCRETE BARRIER**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

**NOTES**

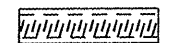
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) =  $1.25 \times f_y \times A_s$
  - ② Minimum \*Pull-out Strength (Tension in kips) =  $0.66 \times f_y \times A_s$
- Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_s$  = Tensile stress area of lapped reinforcement bars.  
 \* = 28 day concrete

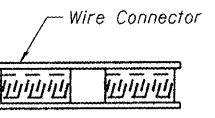
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



**ROLLED THREAD DOWEL BAR**



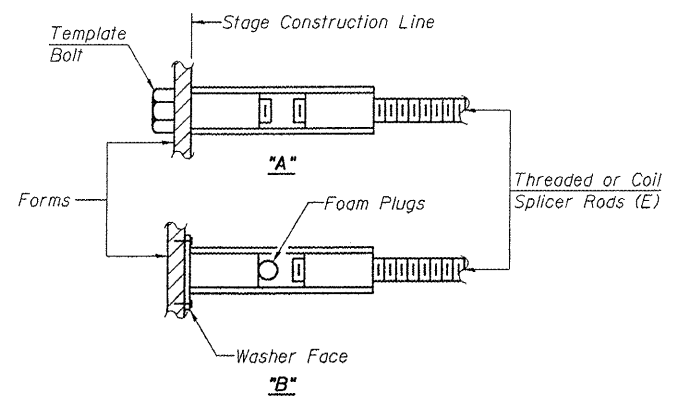
**ONE PIECE**



**WELDED SECTIONS**

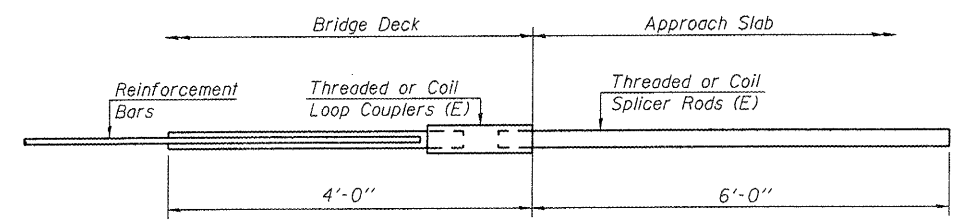
**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



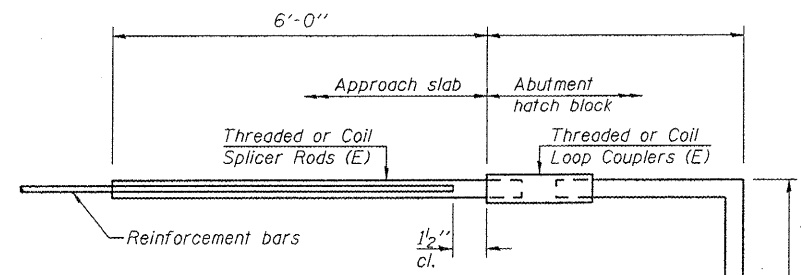
**INSTALLATION AND SETTING METHODS**

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



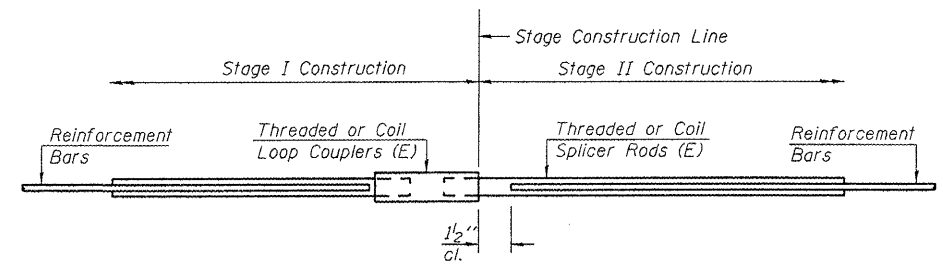
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 100



**FOR STUB ABUTMENTS**

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



**STANDARD**

Bar Size	No. Assemblies Required	Location
#5	183	Deck
#6	16	Diaphragms
#7	20	Abutments

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BAR SPLICER ASSEMBLY DETAILS**  
 U.S. 150 OVER LITTLE FARM CREEK  
 F.A.U. ROUTE 6757 SECTION (105B)BR-3  
 TAZEWELL COUNTY  
 STA. 89+80.58  
 S.N. 090-0176

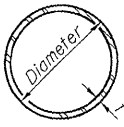
**Lin Engineering, Ltd.**  
 Consulting Engineers  
 Chatham, Illinois

REVISIONS	
NAME	DATE

Designed By: RKW    Checked By: DLS    Drawn By: A.JF  
 Date: 10/07    File: 090-0176.DGN

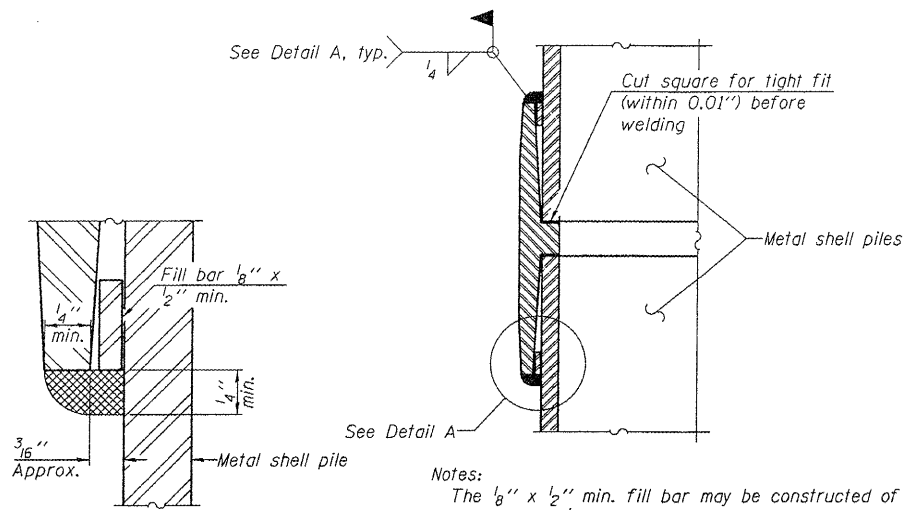
\$FILE\$ABBREV\$  
 \$TIME\$  
 \$DATE\$

Contract #68086



**METAL SHELL PILE TABLE**

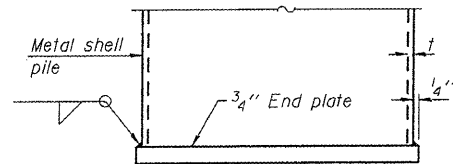
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. <sup>3</sup> /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



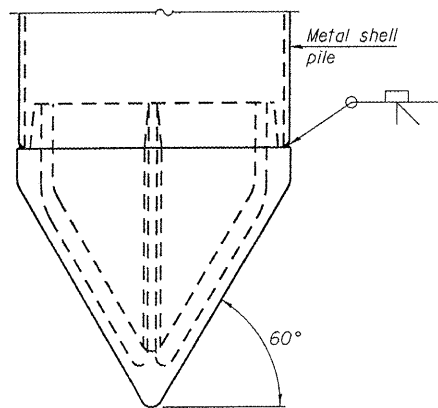
**DETAIL A**

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

**WELDED COMMERCIAL SPLICE**



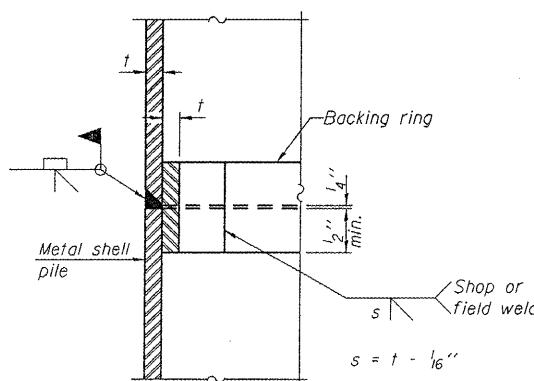
**END PLATE ATTACHMENT**



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

**METAL SHELL PILE SHOE ATTACHMENT**

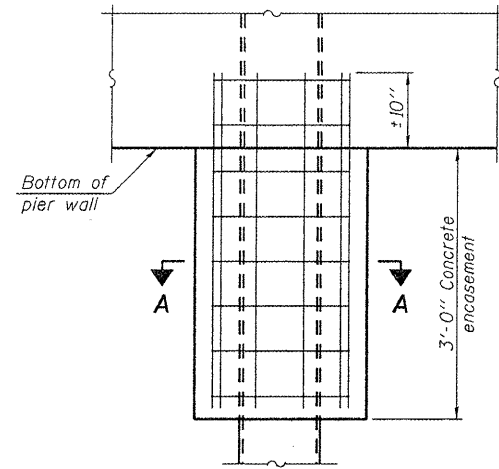
(See Note A)



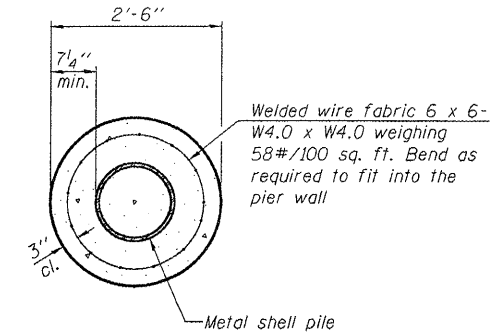
**COMPLETE PENETRATION WELD SPLICE**

Backing ring made from pile shell. Remove segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

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



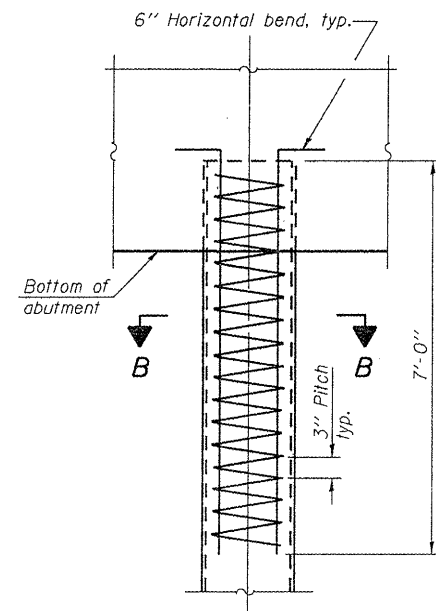
**ELEVATION**



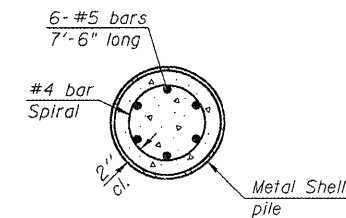
**SECTION A-A**

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

**CONCRETE ENCASEMENT AT PIERS**



**ELEVATION**



**SECTION B-B**

**METAL SHELL REINFORCEMENT AT ABUTMENTS**

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**METAL SHELL PILE DETAILS**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176

**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

Designed By: RKW  
Checked By: DLS  
Date: 10/07

Drawn By: A.J.F.  
File: 090-0176.DGN

REVISIONS	
NAME	DATE

FILE ABBREV \$

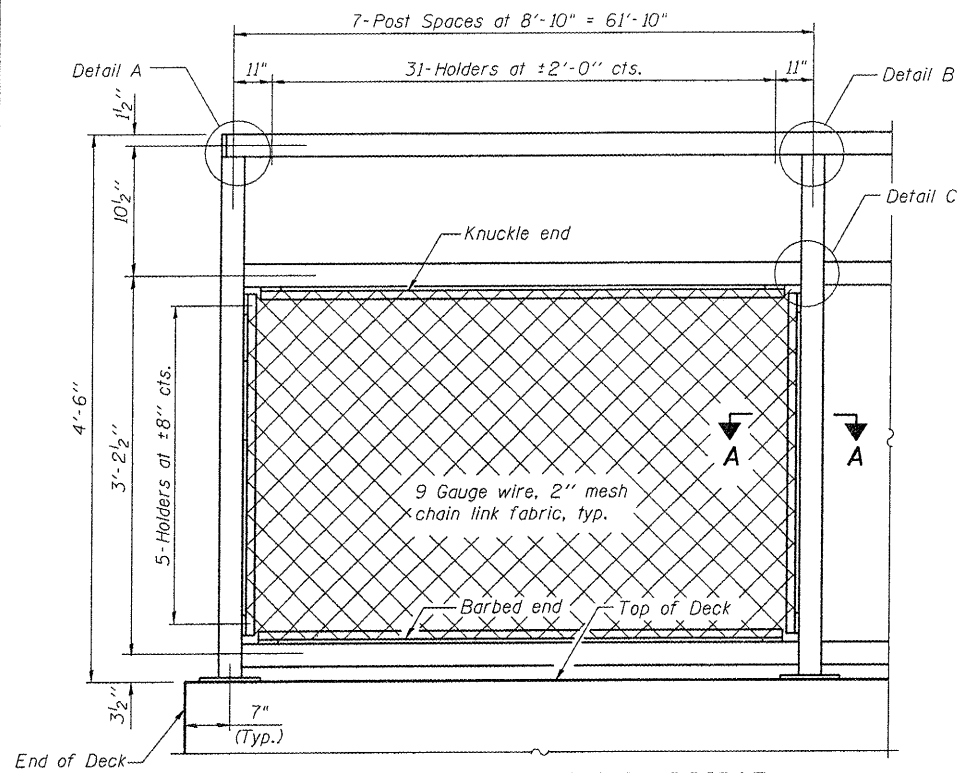
TIME \$

DATE \$

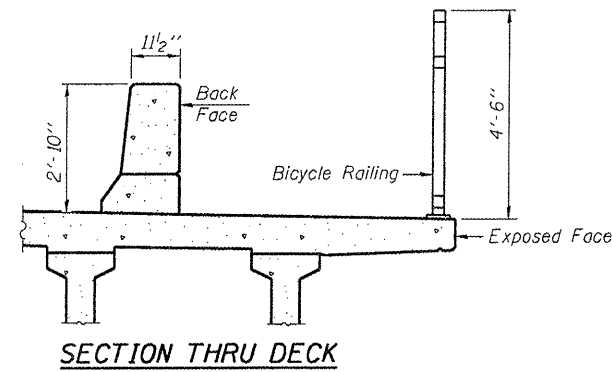
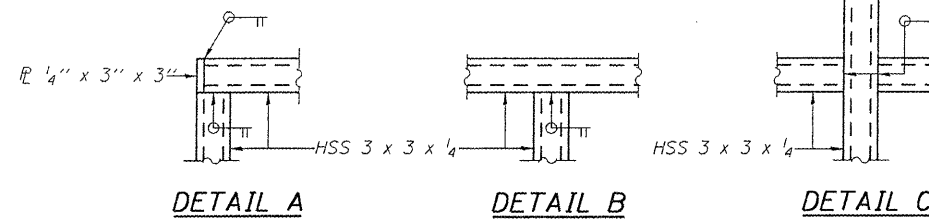
F-MS

9-3-07

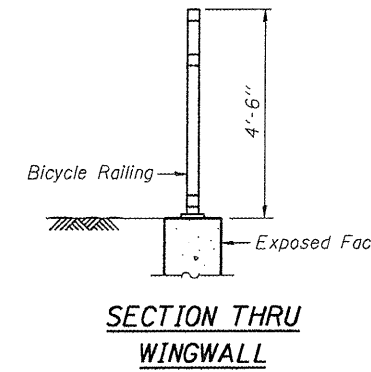
Note:  
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



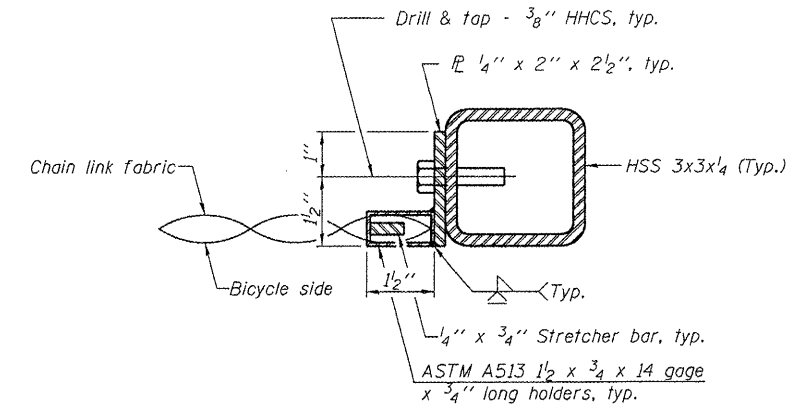
**BICYCLE RAILING ON BRIDGE**



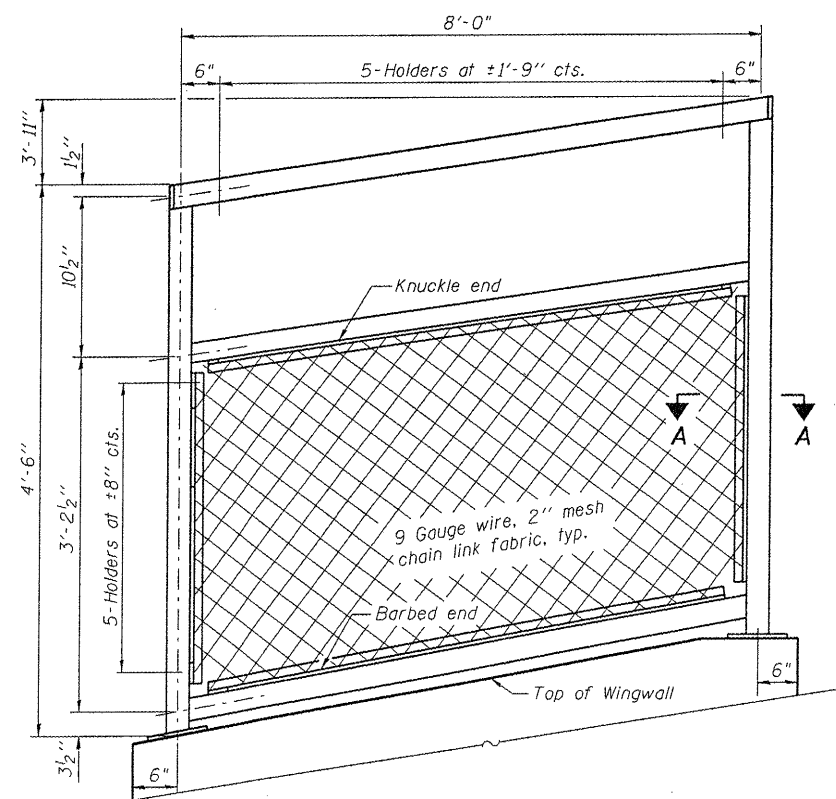
**SECTION THRU DECK**



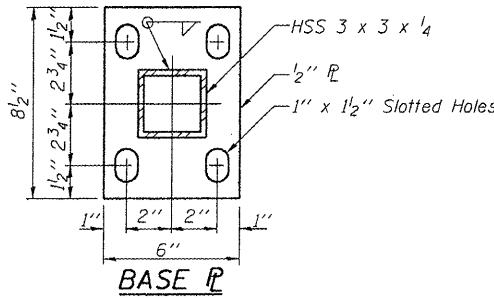
**SECTION THRU WINGWALL**



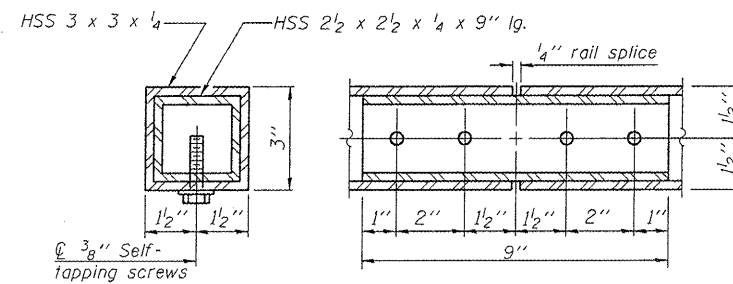
**SECTION A-A**



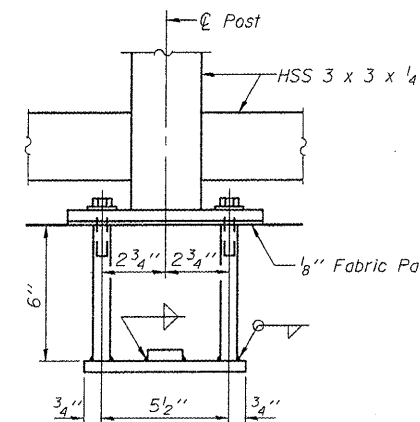
**BICYCLE RAILING ON WINGWALL**



**BASE PLATE**

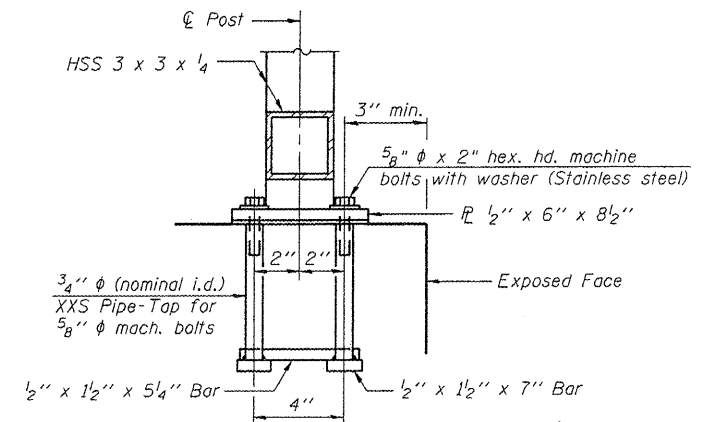


**RAIL SPLICE**



**ANCHOR BOLT DETAILS**

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" φ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



**BILL OF MATERIAL**

Item	Unit	Quantity
Bicycle Railing	Foot	78

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**BICYCLE RAILING DETAILS**  
 U.S. 150 OVER LITTLE FARM CREEK  
 F.A.U. ROUTE 6757 SECTION (105B)BR-3  
 TAZEWELL COUNTY  
 STA. 89+80.58  
 S.N. 090-0176

**Lin Engineering, Ltd.**  
 Consulting Engineers  
 Chatham, Illinois

REVISIONS	
NAME	DATE

Designed By: RMW  
 Checked By: DLS  
 Date: 01/07

Drawn By: A.J.F.  
 File: 090-0176.DWG

\$DATE\$ \$TIME\$ \$FILE\$ \$ABBREV\$ \$SHEET NO. 20 24 SHEETS





**Illinois Department of Transportation**  
Division of Highways  
DOT

**SOIL BORING LOG** Page 1 of 3  
Date 11/29/03

ROUTE FAU 6757 (US 150) DESCRIPTION 1.7 Mi. East of Jct. IL 8 in E. Poria LOGGED BY JAR

SECTION (105B) BR-2, BR-3 LOCATION SEC. TWP. R. NG.

COUNTY Tazewell DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. 090-0176 (prop)	D	B	U	M	Surface Water Elev. 532.25 ft	D	B	U	M
Station 89+80.00	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
	P	O	S	I		P	O	S	I
BORING NO. 1a (W. Abut.)	T	W	Q <sub>u</sub>	T	Groundwater Elev. _____ ft	T	W	Q <sub>u</sub>	T
Station 89+54	H	S	Q <sub>u</sub>	T	First Encounter _____ ft	H	S	Q <sub>u</sub>	T
Offset 15,000 Lx Cl.					Upon Completion 14.8 coll @ 21.3 ft				
Ground Surface Elev. 544.91 ft	(ft)	(6")	(in)	(%)	After 24 Hrs. _____ ft	(ft)	(6")	(in)	(%)

For soils info 0-11.5' Refer to boring @ 89+42, 12' LA

Brown Med. SAND (continued) 624.41 12

For soils info 20.5'-60.5' Refer to boring @ 89+42

For soils info 20.5'-60.5' (continued)

532.41

Brown CLAY LOAM w/Gravel

528.41

Brown Med. SAND

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, from 137 (Rev. 8-89)

**Illinois Department of Transportation**  
Division of Highways  
DOT

**SOIL BORING LOG** Page 2 of 3  
Date 11/29/03

ROUTE FAU 6757 (US 150) DESCRIPTION 1.7 Mi. East of Jct. IL 8 in E. Poria LOGGED BY JAR

SECTION (105B) BR-2, BR-3 LOCATION SEC. TWP. R. NG.

COUNTY Tazewell DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. 090-0176 (prop)	D	B	U	M	Surface Water Elev. 532.25 ft	D	B	U	M
Station 89+80.00	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
	P	O	S	I		P	O	S	I
BORING NO. 1a (W. Abut.)	T	W	Q <sub>u</sub>	T	Groundwater Elev. _____ ft	T	W	Q <sub>u</sub>	T
Station 89+54	H	S	Q <sub>u</sub>	T	First Encounter _____ ft	H	S	Q <sub>u</sub>	T
Offset 15,000 Lx Cl.					Upon Completion 14.8 coll @ 21.3 ft				
Ground Surface Elev. 544.91 ft	(ft)	(6")	(in)	(%)	After 24 Hrs. _____ ft	(ft)	(6")	(in)	(%)

Refer to boring @ 89+42  
For soils info 20.5'-60.5' (continued)

Brown Coarse SAND & Gravel 484.41

26  
37  
38  
9  
30  
38  
30  
26  
65  
17  
21  
22  
9  
22  
24

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, from 137 (Rev. 8-89)

**Illinois Department of Transportation**  
Division of Highways  
DOT

**SOIL BORING LOG** Page 3 of 3  
Date 11/29/03

ROUTE FAU 6757 (US 150) DESCRIPTION 1.7 Mi. East of Jct. IL 8 in E. Poria LOGGED BY JAR

SECTION (105B) BR-2, BR-3 LOCATION SEC. TWP. R. NG.

COUNTY Tazewell DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO. 090-0176 (prop)	D	B	U	M	Surface Water Elev. 532.25 ft	D	B	U	M
Station 89+80.00	E	L	C	O	Stream Bed Elev. _____ ft	E	L	C	O
	P	O	S	I		P	O	S	I
BORING NO. 1a (W. Abut.)	T	W	Q <sub>u</sub>	T	Groundwater Elev. _____ ft	T	W	Q <sub>u</sub>	T
Station 89+54	H	S	Q <sub>u</sub>	T	First Encounter _____ ft	H	S	Q <sub>u</sub>	T
Offset 15,000 Lx Cl.					Upon Completion 14.8 coll @ 21.3 ft				
Ground Surface Elev. 544.91 ft	(ft)	(6")	(in)	(%)	After 24 Hrs. _____ ft	(ft)	(6")	(in)	(%)

Brown Coarse SAND & Gravel (continued)

12  
18  
32  
24  
19  
21  
6  
7  
12

450.41

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, from 137 (Rev. 8-89)

\$FILE ABBREVS \$DATE \$TIME \$

**Lin Engineering, Ltd.**  
Consulting Engineers  
Chatham, Illinois

Designed By: RKM Checked By: DLS Drawn By: AJP  
Date: 10/07 File: 090-0176.D01

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SOIL BORINGS - 2  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176



### SOIL BORING LOG

Page 1 of 2  
Date 9/24/03

ROUTE FAU 6757 (US 150) DESCRIPTION 1.7 Mi. East of Jct. IL 8 in E. Peoria LOGGED BY JES  
SECTION (105B) BR-2 BR-3 LOCATION SEC. TWP. RNG.  
COUNTY Tazewell DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	(R)	(6")	(in)	(%)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After 24 Hrs.	(R)	(6")	(in)	(%)
090-0176 (prop)	89+80.00	2 (E. Abut.)	90+14	15.00ft L.L. CL	545.83					532.25		none	none	none	27.4				
no sample taken																			
Brown SILTY CLAY LOAM																			
					544.33		2												
							2	0.8	21										
							3												
Brown SANDY CLAY LOAM																			
					541.83		2												
							6	0.5	9										
							3												
Brown SAND & GRAVEL																			
					536.83		2												
							8	0.2	15										
							3												
Brown SANDY CLAY LOAM w/ TR GRAVEL																			
					534.33		15												
							6	0.5	12										
							3												
Brown SANDY GRAVEL																			
					531.83		60												
							14												
Brown FINE SAND																			
					529.33		4												
							6		10										
							5												
							3												
							4												

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

BBS, from 137 (Rev. 8-99)



### SOIL BORING LOG

Page 2 of 2  
Date 9/24/03

ROUTE FAU 6757 (US 150) DESCRIPTION 1.7 Mi. East of Jct. IL 8 in E. Peoria LOGGED BY JES  
SECTION (105B) BR-2 BR-3 LOCATION SEC. TWP. RNG.  
COUNTY Tazewell DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTO

STRUCT. NO.	STATION	BORING NO.	STATION	OFFSET	GROUND SURFACE ELEV.	(R)	(6")	(in)	(%)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After 24 Hrs.	(R)	(6")	(in)	(%)
090-0176 (prop)	89+80.00	2 (E. Abut.)	90+14	15.00ft L.L. CL	545.83					532.25		none	none	none	27.4				
LL Brown FINE SAND (continued)																			
							10												
							4												
							7		6										
							10												
Brown SANDY CLAY LOAM																			
							6												
							7		7										
							18												
Brown SANDY GRAVEL NOTE: switched to 5' sample intervals																			
					496.83		4												
							6		21										
							9												
							19		15										
							26												
							9												
							20		12										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

BBS, from 137 (Rev. 8-99)

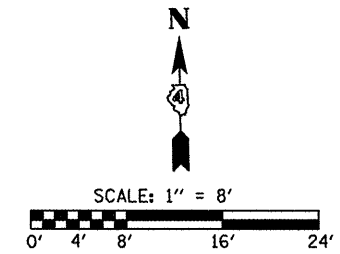
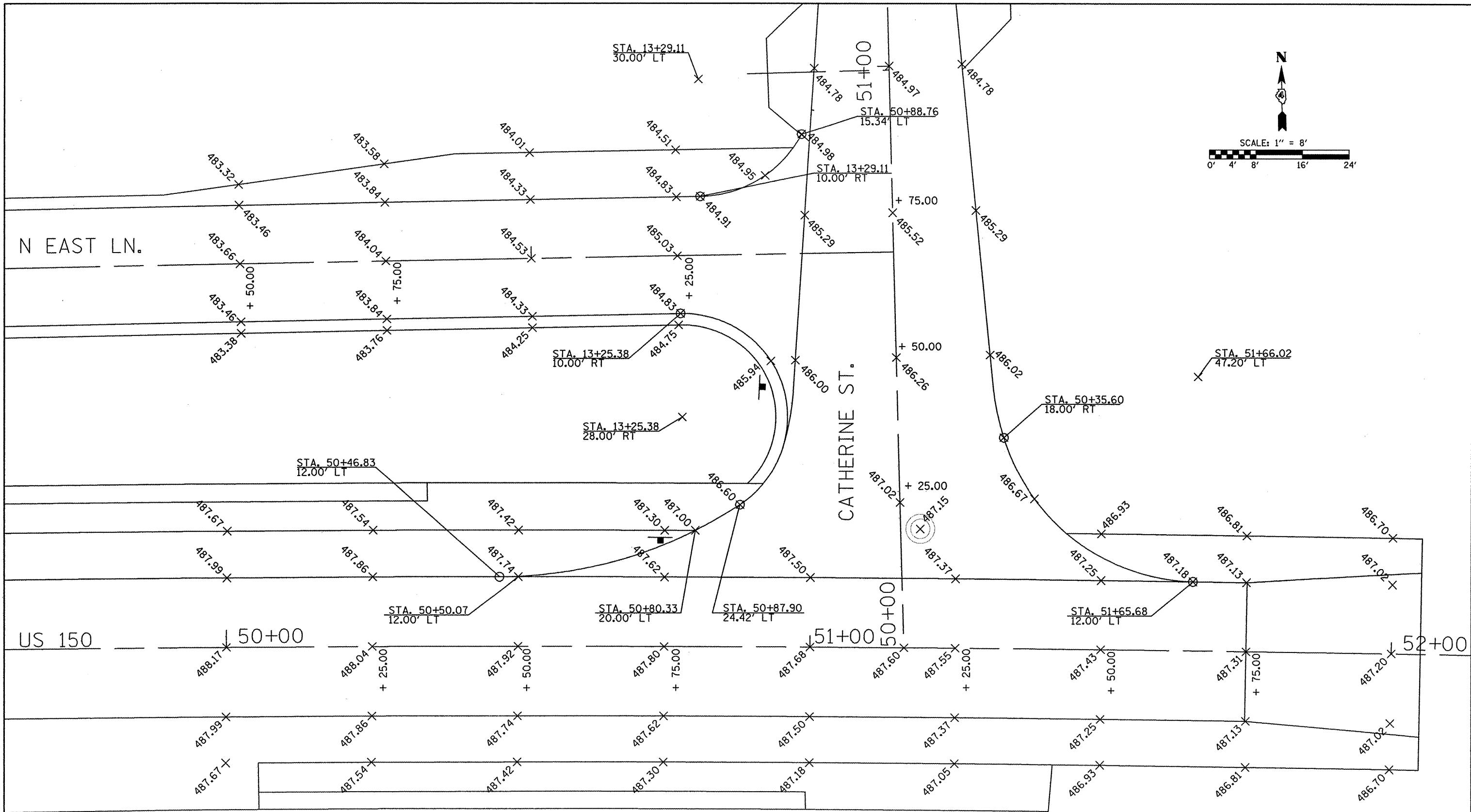
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**Lin Engineering, Ltd.**  
Consulting Engineers  
Channah, Illinois  
Designed By: RKM Checked By: DLS Drawn By: AJF  
Date: 10/07 File: 090-0176.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SOIL BORINGS - 3**  
U.S. 150 OVER LITTLE FARM CREEK  
F.A.U. ROUTE 6757 SECTION (105B)BR-3  
TAZEWELL COUNTY  
STA. 89+80.58  
S.N. 090-0176





FILE NAME = ...\\150-CatherineIntersectionDetail.dgn	USER NAME = Plotted by new6	DESIGNED - ST	REVISED - ----	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>INTERSECTION DETAILS</b> <b>US 150 &amp; CATHERINE ST., N EAST LN &amp; CATHERINE ST.</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
	PLOT SCALE = 16.000' / IN.	CHECKED - FL	REVISED - ----		SCALE: 1" = 8'	SHEET NO.	OF	SHEETS	STA.	TO STA.	6757	(105B) BR-2	TAZEWELL	93	133	
	PLOT DATE = 7/29/2008	DATE - 12/2007	REVISED - ----											CONTRACT NO. 68086		
														FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT		

48+00

49+00

US 150

PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

PROPOSED R.O.W.

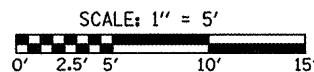
2-STY FR

STA. 48+84.24  
62.47' RT

S EAST LN.

12" GMP

18"



FILE NAME = ...East Lane Cul De Sac.dgn  
 USER NAME = Plotted by new6  
 PLOT SCALE = 10.000' / IN.  
 PLOT DATE = 7/29/2008

DESIGNED - ST	REVISÉ -
DRAWN - ST	REVISÉ -
CHECKED - FL	REVISÉ -
DATE - 12/2007	REVISÉ -

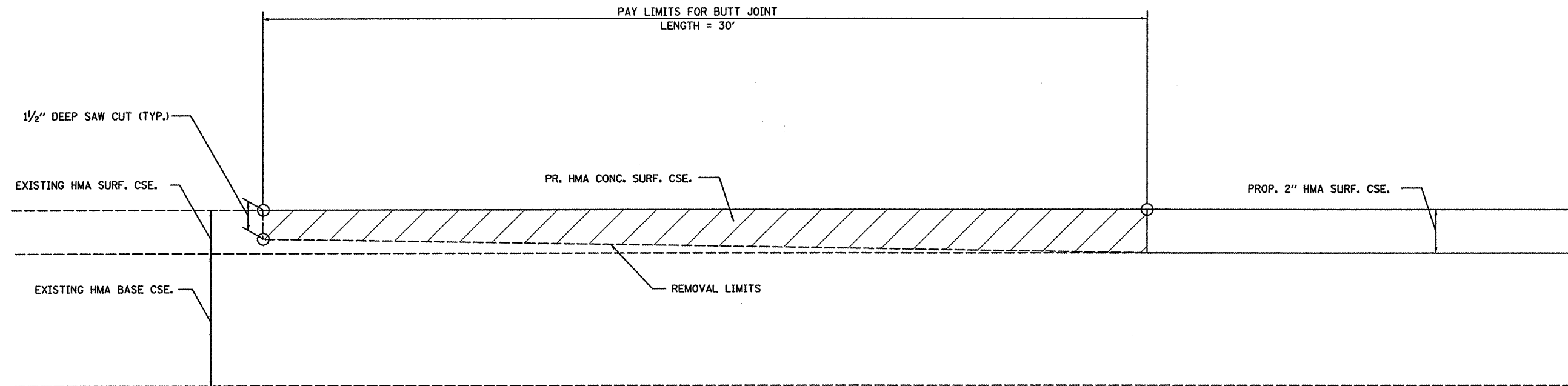
DESIGNED - ST	REVISÉ -
DRAWN - ST	REVISÉ -
CHECKED - FL	REVISÉ -
DATE - 12/2007	REVISÉ -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS  
S EAST LN CUL-DE-SAC.

SCALE: 1" = 5' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-2	TAZEWELL	94	133
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT CONTRACT NO. 68086				



**BUTT JOINT DETAIL**

S.N. 090-0038  
 STA. 47+35.00 TO STA. 47+65.00  
 STA. 51+75.00 TO STA. 52+05.00

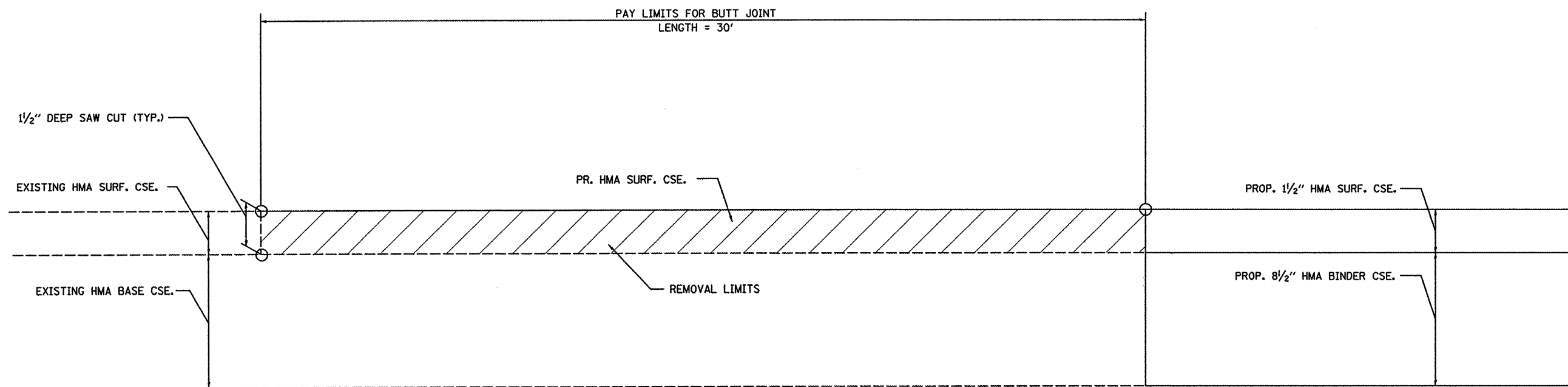
S.N. 090-0040  
 STA. 87+61.06 TO STA. 87+91.06  
 STA. 91+94.00 TO STA. 92+24.00

CATHERINE STREET  
 STA. 51+50.00 TO STA. 51+80.00

**NOTES FOR BUTT JOINT:**

1. THE WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 406.08.
2. SURFACE REMOVAL FOR BUTT JOINTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406.
3. THE SAW CUT JOINT AND THE BASE SHALL BE PRIMED JUST PRIOR TO THE PLACING OF HOT MIX ASPHALT MATERIAL. THE WORK WILL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 406.06. THE HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT PAY ITEM INCLUDES BOTH THE SAW CUT & PRIME COAT.
4. THE PAVEMENT SURFACE TO BE REMOVED MAY BE EITHER HMA OR P.C. CONCRETE. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 440.04.

FILE NAME = ...\\0038ButtJointDetail.dgn	USER NAME = Plotted by flin	DESIGNED - ST	REVISED - ----	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT DETAIL - US 150 OVER LITTLE FARM CREEK S.N. 090-0038, S.N. 090-0040, CATHERINE STREET</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / IN.	CHECKED - FL	REVISED - ----			6757	(105B) BR-2, (105B) BR-3	TAZEWELL	95	133
PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ----	SCALE: N.T.S.		SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			
						CONTRACT NO. 68086				



**BUTT JOINT DETAIL**  
STA. 10+50.00 TO STA. 10+80.00

**NOTES FOR BUTT JOINT:**

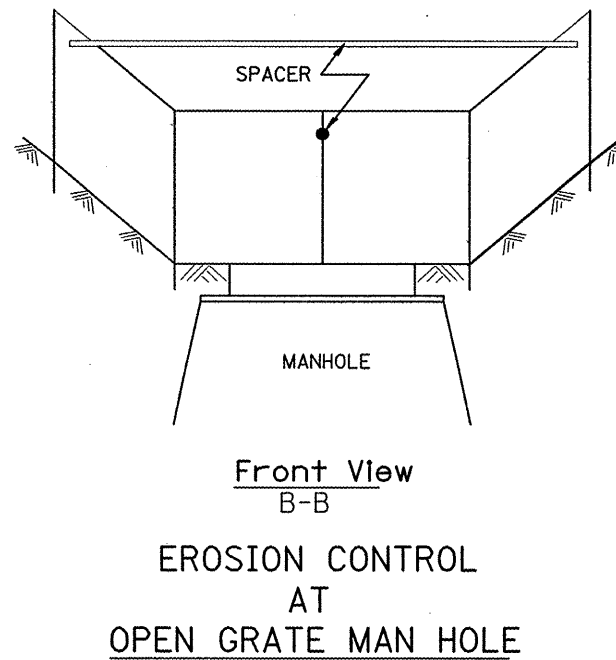
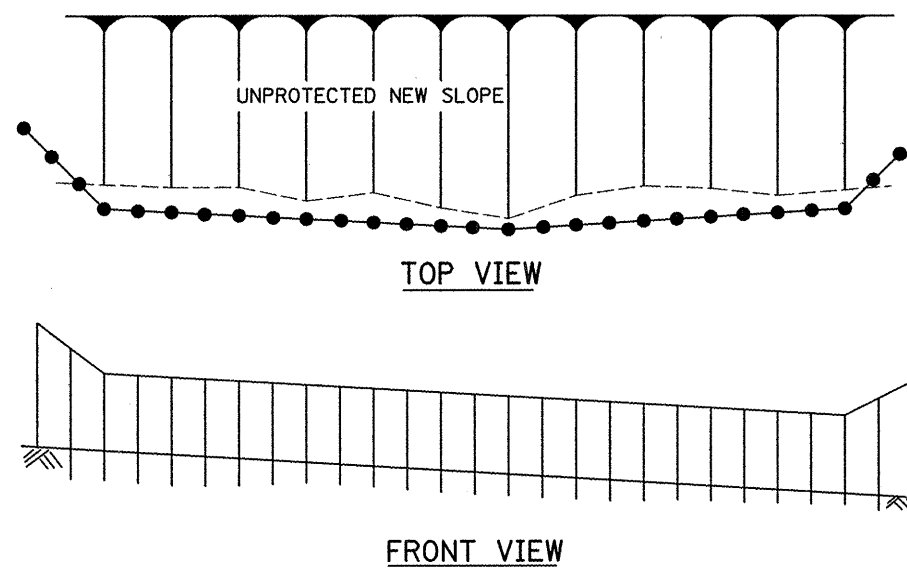
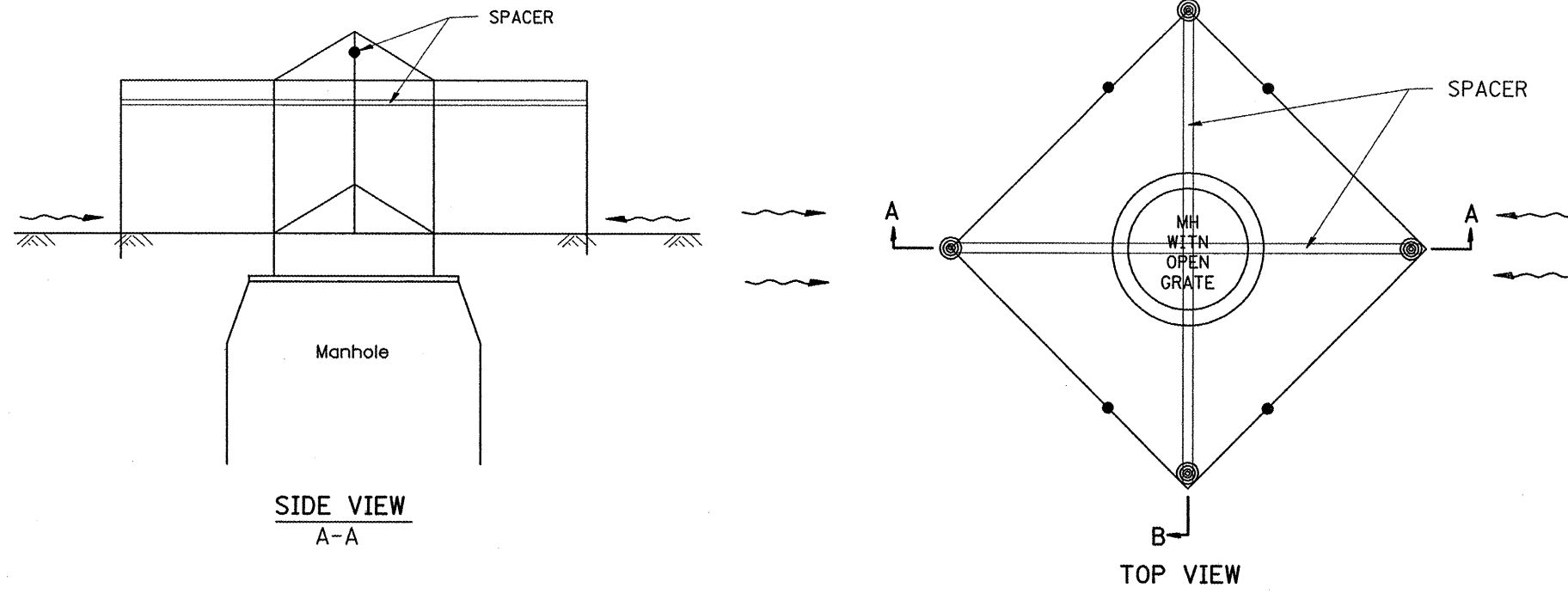
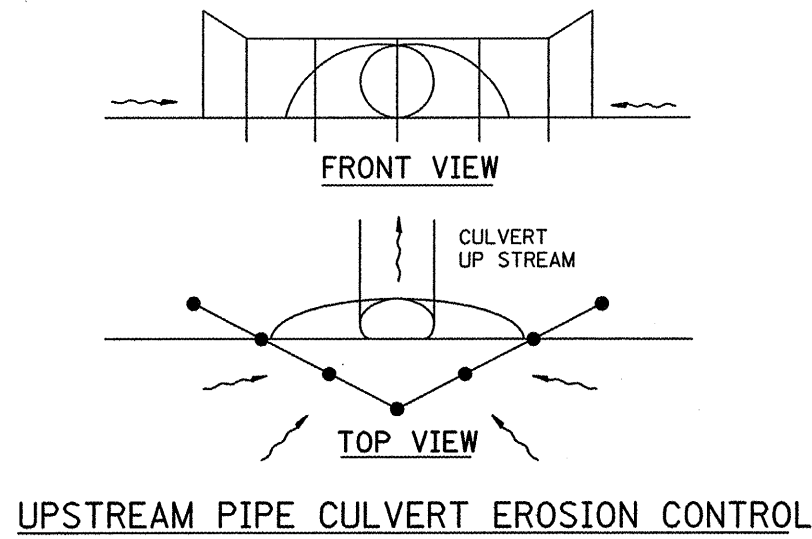
1. THE WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 406.08.
2. SURFACE REMOVAL FOR BUTT JOINTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406.
3. THE SAW CUT JOINT AND THE BASE SHALL BE PRIMED JUST PRIOR TO THE PLACING OF HOT-MIX ASPHALT MATERIAL. THE WORK WILL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 406.06. THE HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT PAY ITEM INCLUDES BOTH THE SAW CUT & PRIME COAT.
4. THE PAVEMENT SURFACE TO BE REMOVED MAY BE EITHER HMA OR P.C. CONCRETE. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 440.04.

FILE NAME = ...EastLaneButtJointDetail.dgn	USER NAME = Plotted by fln	DESIGNED - ST	REVISED - ----	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT DETAIL NORTH EAST LANE</b>			F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / IN.	CHECKED - FL	REVISED - ----					6757	(105B) BR-2	TAZEWELL	96	133
	PLOT DATE = 10/7/2008	DATE - 12/2007	REVISED - ----		SCALE: N.T.S. SHEET NO. OF SHEETS STA. 10+50.00 TO STA. 13+62.13			FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				
								CONTRACT NO. 68086				





Designer NOTES:  
 1. Designer to modify this Special Detail sheet, as needed, for inclusion in plans.  
 2. Include Highway Standard 280001 "TEMPORARY EROSION CONTROL SYSTEM."



**GENERAL NOTES:**

1. This work shall be performed in accordance with Sections 280 & 1081, of the Standard Specifications.
2. Additional Timber or Metal Post shall be installed, as needed.

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

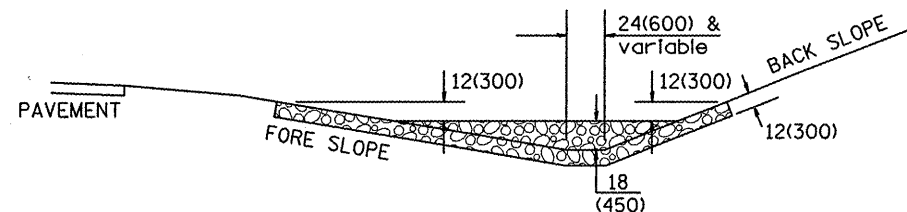
DATE	REVISIONS	BY
1-1-97	RENUM. A-12.05, NEW REVISION BOX	T.P.
3-11-03	ELIMINATED SILT FENCE DITCH CHECK	M.M.A.

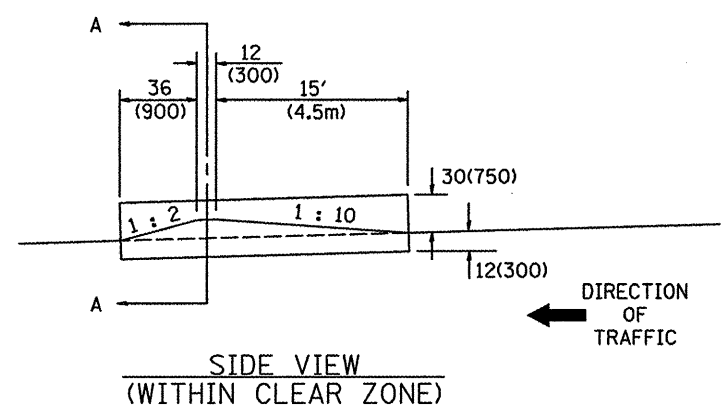
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6757	(105B) BR-2, (105B) BR-3	TAZEWELL	98	133
CONTRACT NO. 68086				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**TYPICAL APPLICATION FOR SILT FILTER FENCE**

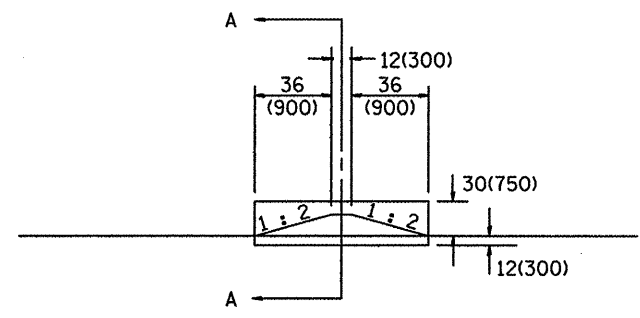
FILE NAME = ...District Standards 280.dgn	USER NAME = Plotted by new6	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT STANDARDS US 150 OVER LITTLE FARM CREEK</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			6757	(105B) BR-2, (105B) BR-3	TAZEWELL	98	133	
	PLOT DATE = 7/29/2008	CHECKED -	REVISED -			CONTRACT NO. 68086					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
					SCALE: N.T.S.	SHEET NO. OF SHEETS	STA.	TO STA.			



SECTION A - A

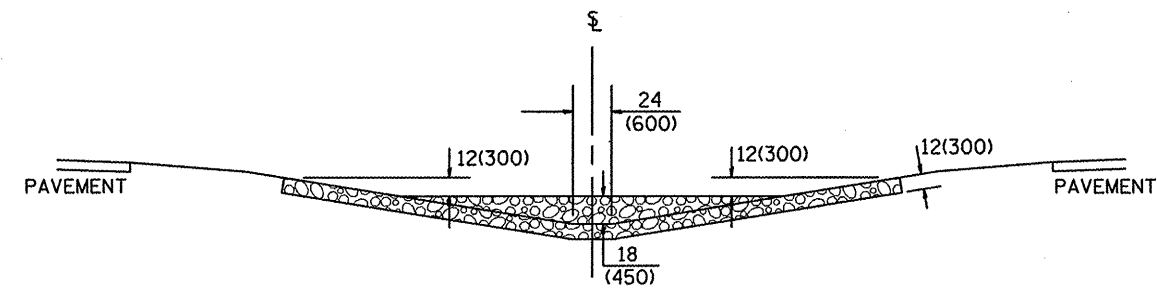


SIDE VIEW  
(WITHIN CLEAR ZONE)

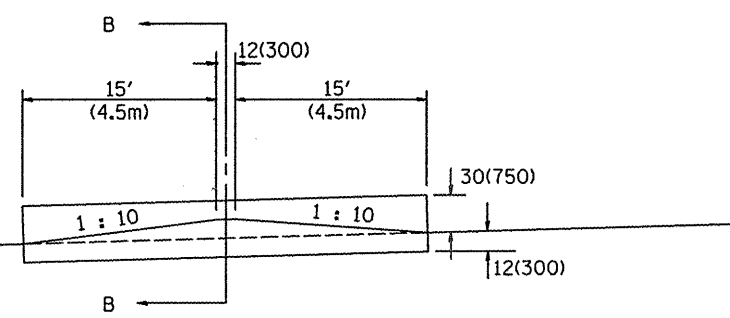


SIDE VIEW  
(OUTSIDE OF CLEAR ZONE)

SIDE DITCH AGGREGATE DITCH CHECK



SECTION B - B



SIDE VIEW  
MEDIAN AGGREGATE DITCH CHECK

ESTIMATE QUANTITIES

	FORE SLOPE	DITCH BOTTOM	BACK SLOPE	BERM SLOPE	AGGREGATE DITCH CHECK EROSION CONTROL METRIC TON(TON)
MEDIAN DITCH	1 : 6	24(600)	—	1 : 10	95(86)
SIDE DITCH	1 : 6	24(600)	1 : 4	1 : 10 & 1 : 2	50(45)
SIDE DITCH	1 : 6	24(600)	1 : 4	1 : 2 & 1 : 2	19(17)
SIDE DITCH	1 : 4	24(600)	1 : 3	1 : 10 & 1 : 2	18(16)
SIDE DITCH	1 : 4	24(600)	1 : 3	1 : 2 & 1 : 2	14(13)

NOTES:

- FOR DITCH BOTTOM PROTECTED BY EXCELSIOR BLANKET, USE 400'(120m) SPACING. FOR SEEDED DITCH BOTTOM, USE 200'(60m) SPACING.
- THIS WORK CONSISTS OF THE COMPLETE INSTALLTION OF AGGREGATE DITCH CHECK AT LOCATIONS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. THE AGGREGATE GRADATION SHALL BE RR3 WITH A MINIMUM QUALITY OF CLASS B.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).  
All dimensions are in Inches (millimeters) unless otherwise noted.

DESIGNER NOTES:  
 1. Designer to modify this detail Special Detail Sheet, as needed, for inclusion in plans.  
 2. Determine the required clear zone in order to select the berm slopes.  
 3. Include State Standard 280001.

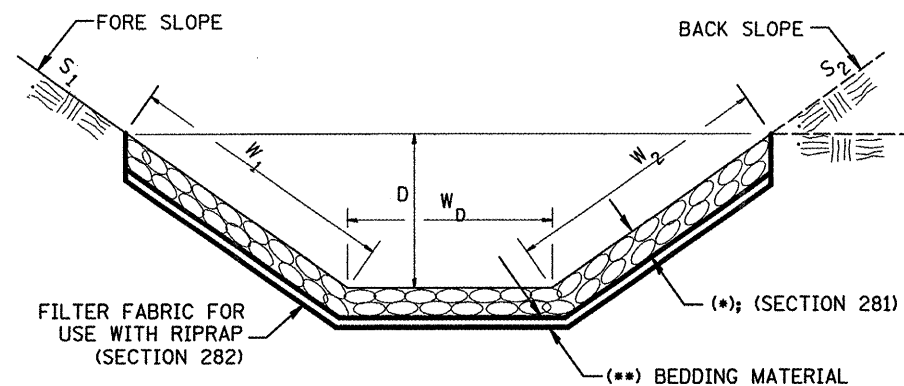
QUANTITIES	
CALC. BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____

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

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.04, NEW REVISION BOX, REVISED TITLE BOX, ADDED QUANTITY CALCULATION BOX	T.P.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED RR3 QUALITY & TO 2007 SPEC.	M.A.

**EROSION CONTROL AGGREGATE DITCH CHECK**

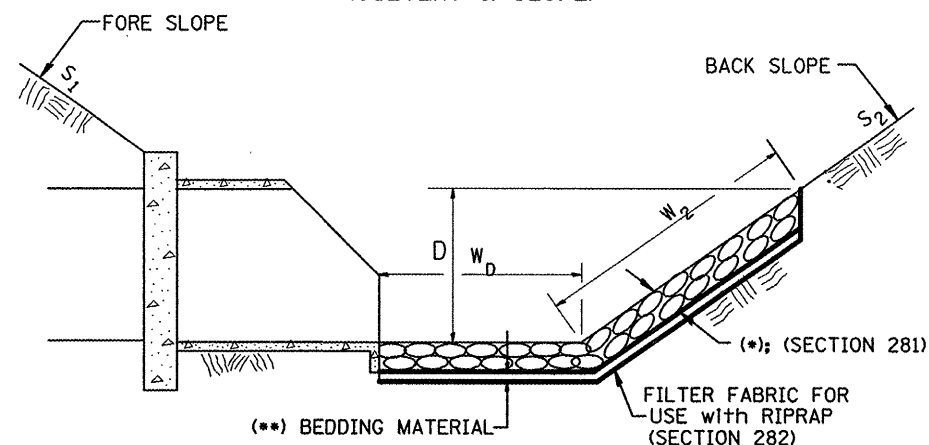
**CASE 1  
(DITCH)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m <sup>2</sup> )
TOTAL				

(1) WIDTH =  $W_1 + W_2 + W_D$

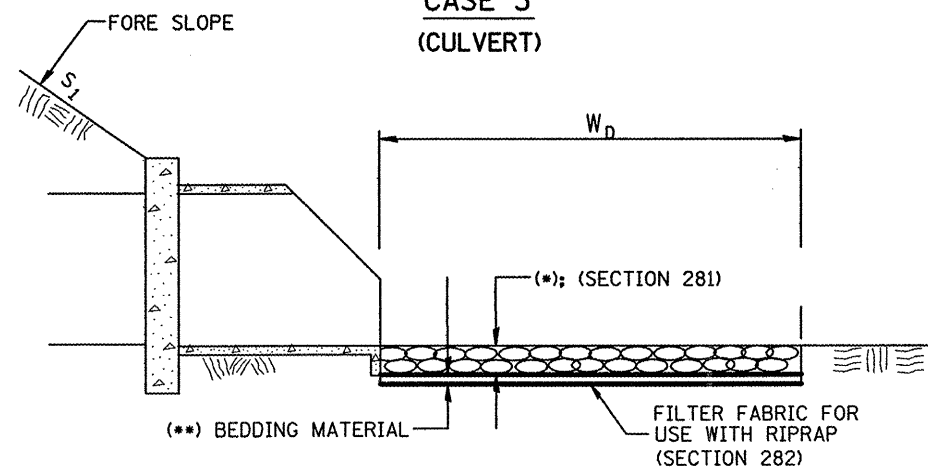
**CASE 2  
(CULVERT & SLOPE)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m <sup>2</sup> )
TOTAL				

(1) WIDTH =  $W_2 + W_D$

**CASE 3  
(CULVERT)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m <sup>2</sup> )
TOTAL				

(1) WIDTH =  $W_D$

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

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

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.02, NEW REVISION BOX	T.P.
12-1-97	CORRECT FILTER FABRIC LEADER ARROW	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

**RIPRAP DITCH FOR EROSION PROTECTION**

Designer NOTES:  
 1. Designer to modify this Special Detail Sheet, as needed for inclusion in plans.  
 2. Designer to specify pay item including material, quality, and gradation.  
 3. Designer to specify thickness of bedding material.  
 4. Include District Special Provision if needed.

FILE NAME = ...District Standards 280.dgn

USER NAME = Plotted by new6  
 PLOT SCALE = 100.0000 "/ IN.  
 PLOT DATE = 7/29/2008

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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DISTRICT STANDARDS  
 US 150 OVER LITTLE FARM CREEK

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. SECTION COUNTY TOTAL SHEETS SHEET NO.  
 6757 (105B) BR-2, (105B) BR-3 TAZEWELL 100 133  
 CONTRACT NO. 68086  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT