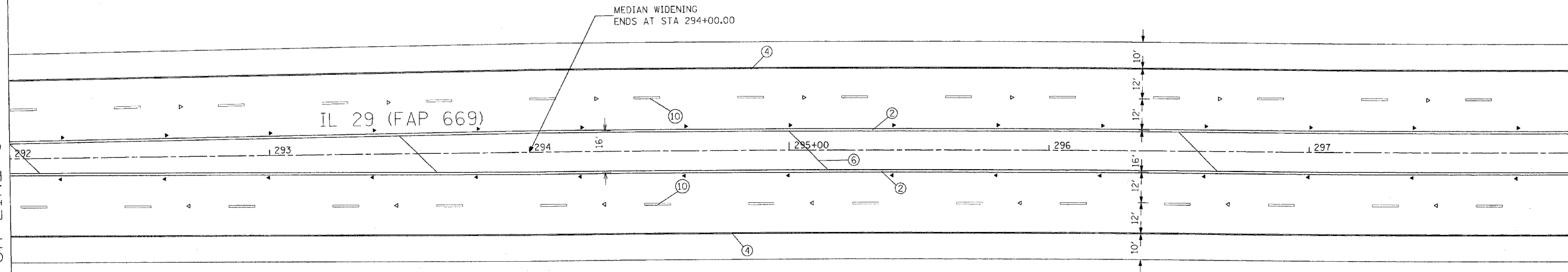
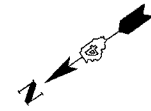


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	201
STA. 292+00		TO STA. 298+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 11BR-1, 11BR-2

MATCH LINE STATION 292+00

MATCH LINE STATION 298+00

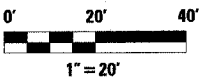


LEGEND

- ① EPOXY PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ② EPOXY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID
- ③ EPOXY PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH
- ④ EPOXY PAVEMENT MARKING - LINE 4" WHITE SOLID
- ⑤ EPOXY PAVEMENT MARKING - LINE 8" WHITE SOLID
- ⑥ EPOXY PAVEMENT MARKING - LINE 12" YELLOW SOLID
- ⑦ EPOXY PAVEMENT MARKING - LINE 12" WHITE SOLID
- ⑧ EPOXY PAVEMENT MARKING - LINE 24" WHITE SOLID
- ⑨ EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑩ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" WHITE SKIP DASH
- ⑪ PAINT PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ⑫ PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS

- △ ONE-WAY CRYSTAL MARKER
- ▲ ONE-WAY AMBER MARKER
- ◆ TWO-WAY AMBER MARKER

NOTE: SEE STANDARDS 780001, 781001, AND 780001-D4 FOR DETAILS NOT SHOWN.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING PLANS

SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	202
STA. 298+00		TO STA. 304+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 11BR-1, 11BR-2

LEGEND

- ① EPOXY PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ② EPOXY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID
- ③ EPOXY PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH
- ④ EPOXY PAVEMENT MARKING - LINE 4" WHITE SOLID
- ⑤ EPOXY PAVEMENT MARKING - LINE 8" WHITE SOLID
- ⑥ EPOXY PAVEMENT MARKING - LINE 12" YELLOW SOLID
- ⑦ EPOXY PAVEMENT MARKING - LINE 12" WHITE SOLID
- ⑧ EPOXY PAVEMENT MARKING - LINE 24" WHITE SOLID
- ⑨ EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑩ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" WHITE SKIP DASH
- ⑪ PAINT PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ⑫ PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS

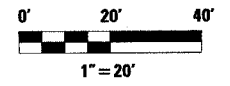
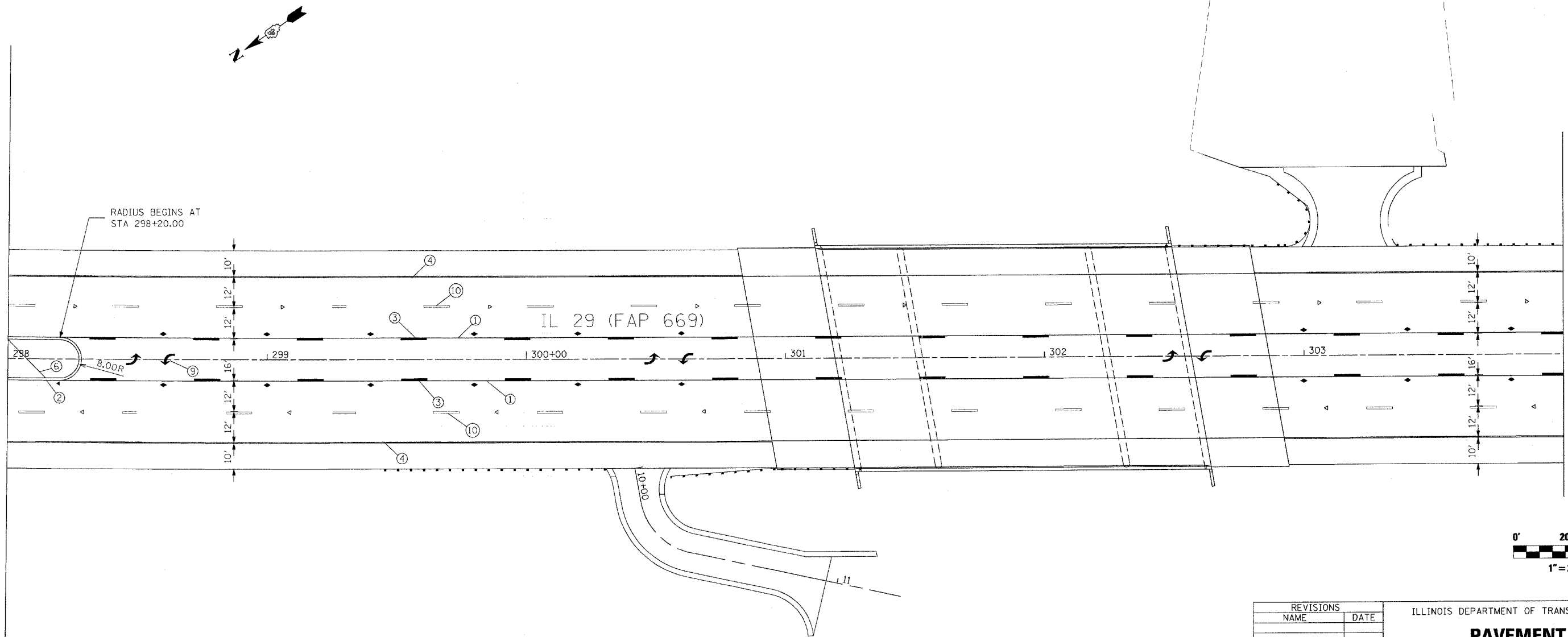
- △ ONE-WAY CRYSTAL MARKER
- ▲ ONE-WAY AMBER MARKER
- ◆ TWO-WAY AMBER MARKER

NOTE: SEE STANDARDS 780001, 781001, AND 780001-D4 FOR DETAILS NOT SHOWN.

NOTE: USE TYPE B METHOD OF PLACEMENT FOR PREFORMED PLASTIC PAVEMENT MARKING.
 TYPE B - LINE 6" WHITE SKIP DASH ON PCC SURFACE FROM LT STA 300+80.50 TO LT STA 302+90.50 AND FROM RT STA 300+84.07 TO RT STA 302+94.07.

MATCH LINE STATION 298+00

MATCH LINE STATION 304+00

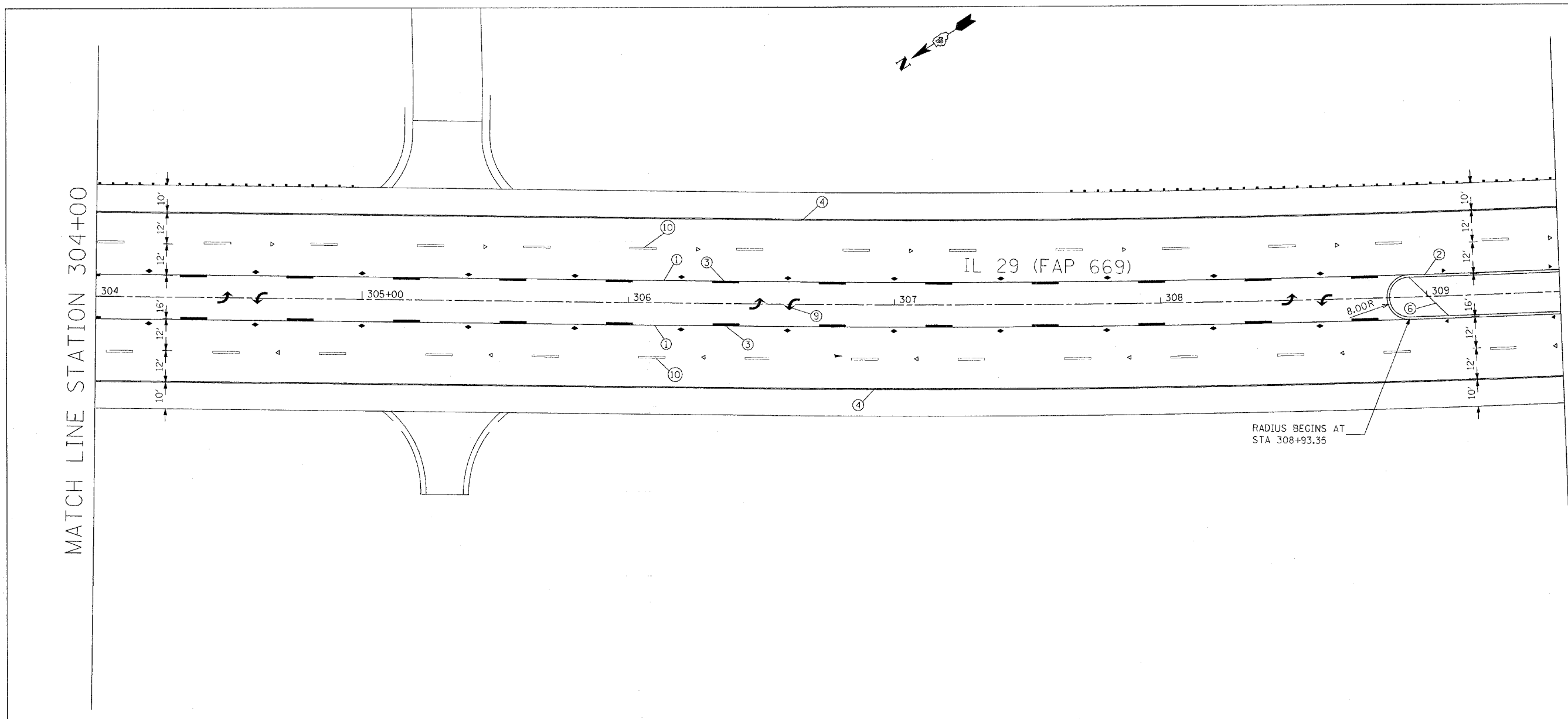


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING PLANS

SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	203
STA. 304+00		TO STA.309+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 11BR-1, 11BR-2				



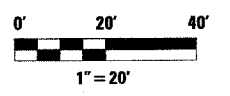
MATCH LINE STATION 304+00

MATCH LINE STATION 309+50

LEGEND

① EPOXY PAVEMENT MARKING - LINE 4" YELLOW SOLID	△ ONE-WAY CRYSTAL MARKER
② EPOXY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID	▲ ONE-WAY AMBER MARKER
③ EPOXY PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH	◆ TWO-WAY AMBER MARKER
④ EPOXY PAVEMENT MARKING - LINE 4" WHITE SOLID	
⑤ EPOXY PAVEMENT MARKING - LINE 8" WHITE SOLID	
⑥ EPOXY PAVEMENT MARKING - LINE 12" YELLOW SOLID	
⑦ EPOXY PAVEMENT MARKING - LINE 12" WHITE SOLID	
⑧ EPOXY PAVEMENT MARKING - LINE 24" WHITE SOLID	
⑨ EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	
⑩ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" WHITE SKIP DASH	
⑪ PAINT PAVEMENT MARKING - LINE 4" YELLOW SOLID	
⑫ PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	

NOTE: SEE STANDARDS 780001, 781001, AND 780001-D4 FOR DETAILS NOT SHOWN.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS

SCALE: VERT. _____
 HORIZ. _____

DATE _____

DRAWN BY _____
 CHECKED BY _____

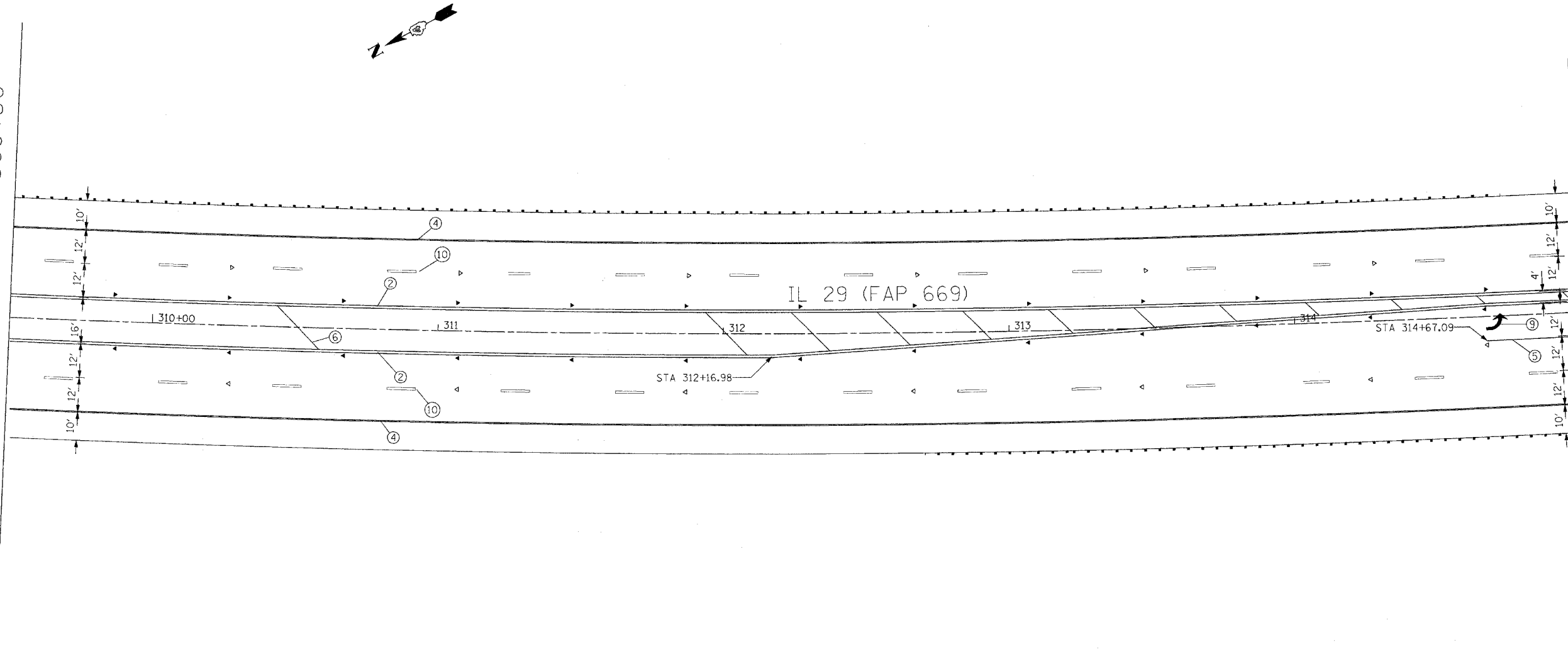
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	204
STA. 309+50		TO STA.315+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 11BR-1, 11BR-2

MATCH LINE STATION 309+50

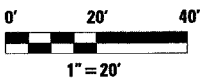
MATCH LINE STATION 315+00



LEGEND

- | | |
|--|--------------------------|
| ① EPOXY PAVEMENT MARKING - LINE 4" YELLOW SOLID | △ ONE-WAY CRYSTAL MARKER |
| ② EPOXY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID | ▲ ONE-WAY AMBER MARKER |
| ③ EPOXY PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH | ◆ TWO-WAY AMBER MARKER |
| ④ EPOXY PAVEMENT MARKING - LINE 4" WHITE SOLID | |
| ⑤ EPOXY PAVEMENT MARKING - LINE 8" WHITE SOLID | |
| ⑥ EPOXY PAVEMENT MARKING - LINE 12" YELLOW SOLID | |
| ⑦ EPOXY PAVEMENT MARKING - LINE 12" WHITE SOLID | |
| ⑧ EPOXY PAVEMENT MARKING - LINE 24" WHITE SOLID | |
| ⑨ EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS | |
| ⑩ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" WHITE SKIP DASH | |
| ⑪ PAINT PAVEMENT MARKING - LINE 4" YELLOW SOLID | |
| ⑫ PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS | |

NOTE: SEE STANDARDS 780001, 781001, AND 780001-D4 FOR DETAILS NOT SHOWN.



REVISIONS	
NAME	DATE

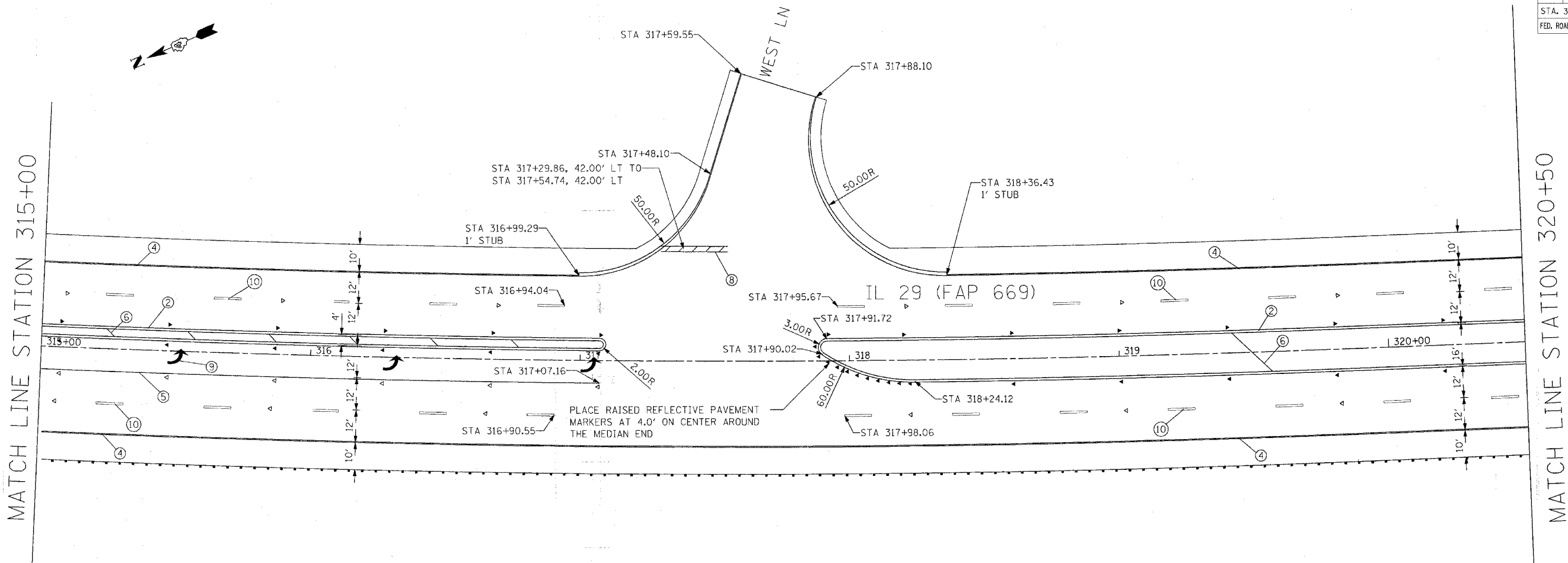
ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS

SCALE: VERT. HORIZ. DATE

DRAWN BY CHECKED BY

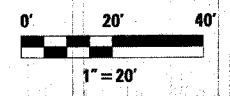
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	205
STA. 315+00		TO STA. 320+50		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 11BR-1, 11BR-2				



LEGEND

- | | |
|--|--------------------------|
| ① EPOXY PAVEMENT MARKING - LINE 4" YELLOW SOLID | △ ONE-WAY CRYSTAL MARKER |
| ② EPOXY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID | ▲ ONE-WAY AMBER MARKER |
| ③ EPOXY PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH | ◆ TWO-WAY AMBER MARKER |
| ④ EPOXY PAVEMENT MARKING - LINE 4" WHITE SOLID | |
| ⑤ EPOXY PAVEMENT MARKING - LINE 8" WHITE SOLID | |
| ⑥ EPOXY PAVEMENT MARKING - LINE 12" YELLOW SOLID | |
| ⑦ EPOXY PAVEMENT MARKING - LINE 12" WHITE SOLID | |
| ⑧ EPOXY PAVEMENT MARKING - LINE 24" WHITE SOLID | |
| ⑨ EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS | |
| ⑩ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" WHITE SKIP DASH | |
| ⑪ PAINT PAVEMENT MARKING - LINE 4" YELLOW SOLID | |
| ⑫ PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS | |

NOTE: SEE STANDARDS 780001, 781001, AND 780001-D4 FOR DETAILS NOT SHOWN.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING PLANS

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

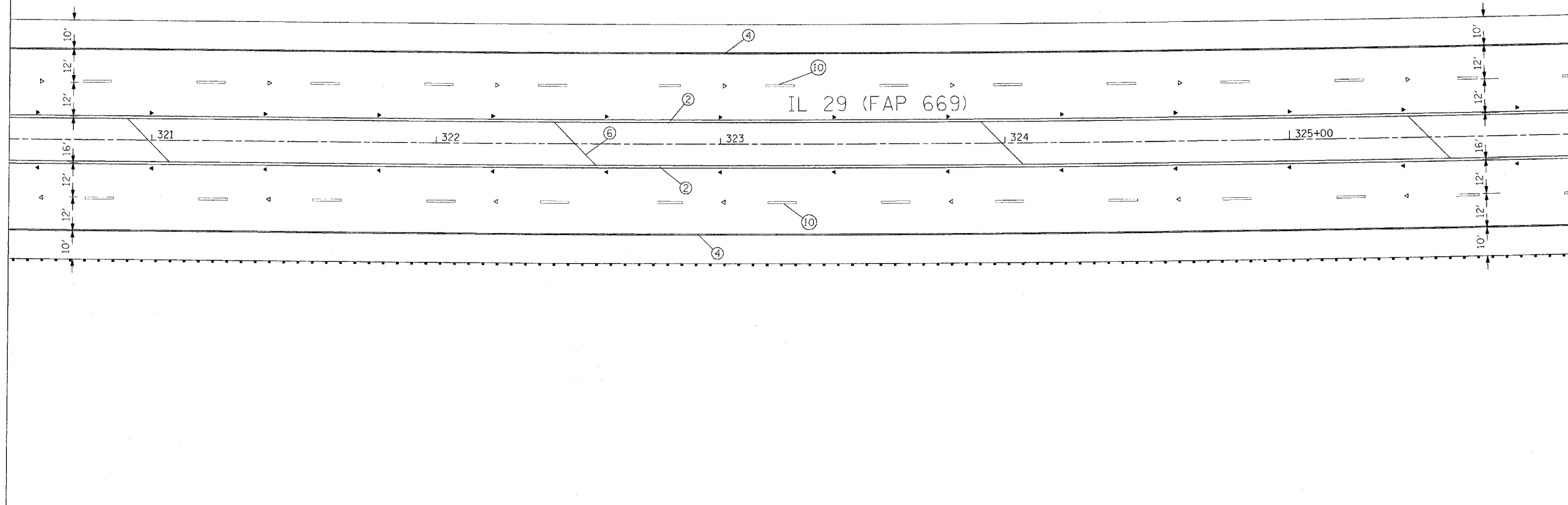
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USER NAME = shoupk

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	206
STA. 320+50		TO STA. 326+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* 11BR-1, 11BR-2

MATCH LINE STATION 320+50

MATCH LINE STATION 326+00

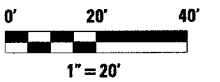


LEGEND

- ① EPOXY PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ② EPOXY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID
- ③ EPOXY PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH
- ④ EPOXY PAVEMENT MARKING - LINE 4" WHITE SOLID
- ⑤ EPOXY PAVEMENT MARKING - LINE 8" WHITE SOLID
- ⑥ EPOXY PAVEMENT MARKING - LINE 12" YELLOW SOLID
- ⑦ EPOXY PAVEMENT MARKING - LINE 12" WHITE SOLID
- ⑧ EPOXY PAVEMENT MARKING - LINE 24" WHITE SOLID
- ⑨ EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑩ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" WHITE SKIP DASH
- ⑪ PAINT PAVEMENT MARKING - LINE 4" YELLOW SOLID
- ⑫ PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS

- △ ONE-WAY CRYSTAL MARKER
- ▲ ONE-WAY AMBER MARKER
- ◆ TWO-WAY AMBER MARKER

NOTE: SEE STANDARDS 780001, 781001, AND 780001-D4 FOR DETAILS NOT SHOWN.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS

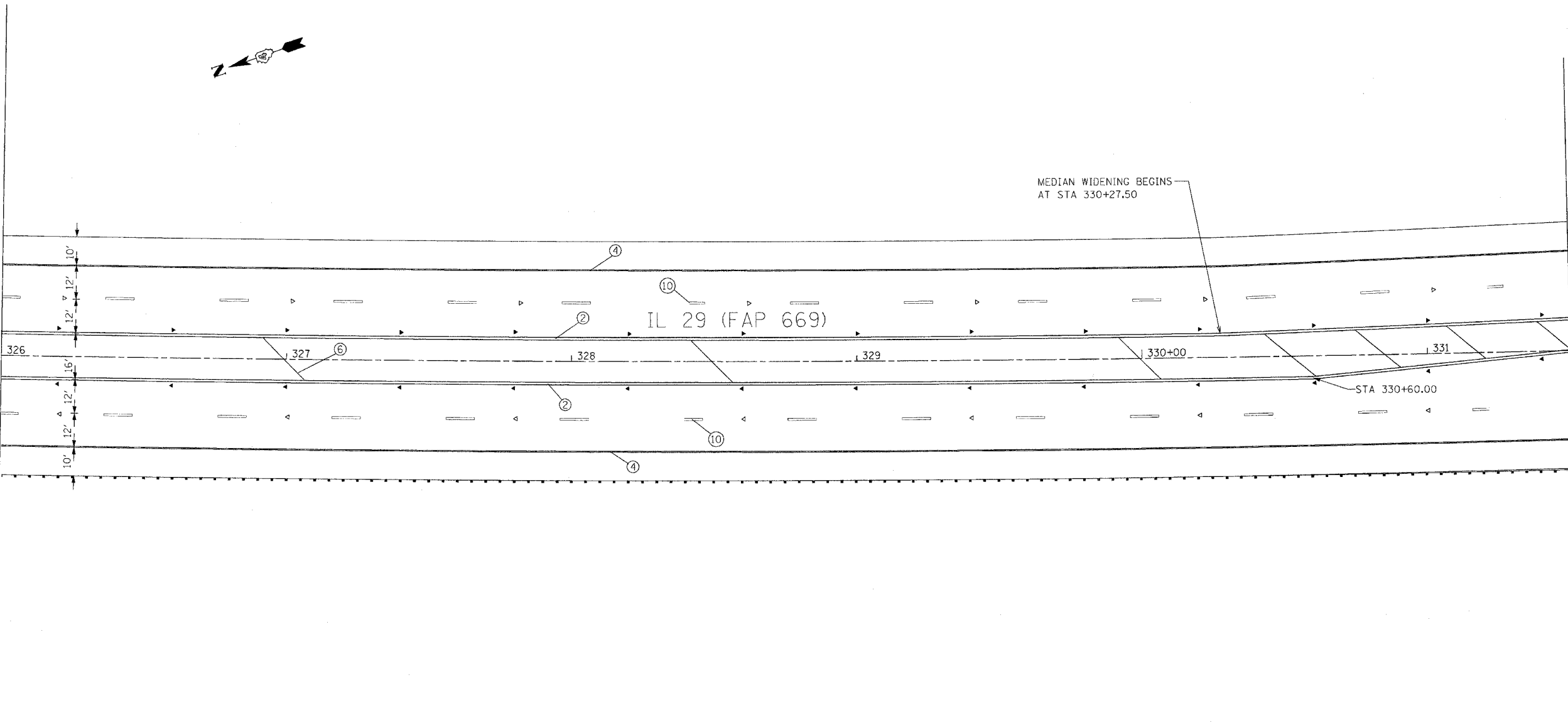
SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	207
STA. 326+00		TO STA.331+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* 11BR-1, 11BR-2				

MATCH LINE STATION 326+00

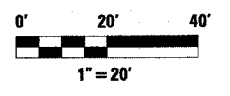
MATCH LINE STATION 331+50



LEGEND

- | | |
|--|--------------------------|
| ① EPOXY PAVEMENT MARKING - LINE 4" YELLOW SOLID | △ ONE-WAY CRYSTAL MARKER |
| ② EPOXY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID | ▲ ONE-WAY AMBER MARKER |
| ③ EPOXY PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH | ◆ TWO-WAY AMBER MARKER |
| ④ EPOXY PAVEMENT MARKING - LINE 4" WHITE SOLID | |
| ⑤ EPOXY PAVEMENT MARKING - LINE 8" WHITE SOLID | |
| ⑥ EPOXY PAVEMENT MARKING - LINE 12" YELLOW SOLID | |
| ⑦ EPOXY PAVEMENT MARKING - LINE 12" WHITE SOLID | |
| ⑧ EPOXY PAVEMENT MARKING - LINE 24" WHITE SOLID | |
| ⑨ EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS | |
| ⑩ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" WHITE SKIP DASH | |
| ⑪ PAINT PAVEMENT MARKING - LINE 4" YELLOW SOLID | |
| ⑫ PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS | |

NOTE: SEE STANDARDS 780001, 781001, AND 780001-D4 FOR DETAILS NOT SHOWN.



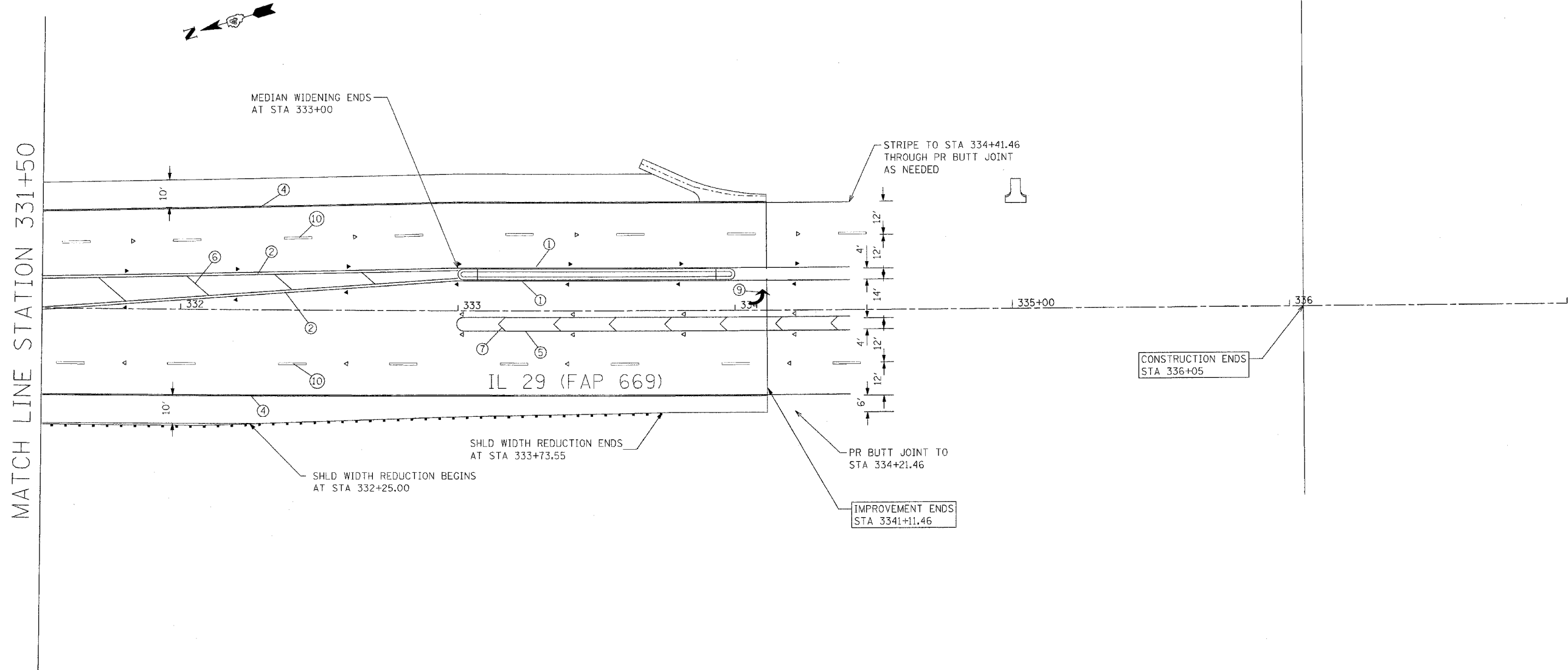
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING PLANS

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	208
STA. 331+50		TO STA. 337+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

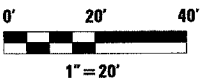
• 11BR-1, 11BR-2



LEGEND

- | | |
|--|--------------------------|
| ① EPOXY PAVEMENT MARKING - LINE 4" YELLOW SOLID | △ ONE-WAY CRYSTAL MARKER |
| ② EPOXY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW SOLID | ▲ ONE-WAY AMBER MARKER |
| ③ EPOXY PAVEMENT MARKING - LINE 4" YELLOW SKIP DASH | ◆ TWO-WAY AMBER MARKER |
| ④ EPOXY PAVEMENT MARKING - LINE 4" WHITE SOLID | |
| ⑤ EPOXY PAVEMENT MARKING - LINE 8" WHITE SOLID | |
| ⑥ EPOXY PAVEMENT MARKING - LINE 12" YELLOW SOLID | |
| ⑦ EPOXY PAVEMENT MARKING - LINE 12" WHITE SOLID | |
| ⑧ EPOXY PAVEMENT MARKING - LINE 24" WHITE SOLID | |
| ⑨ EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS | |
| ⑩ PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" WHITE SKIP DASH | |
| ⑪ PAINT PAVEMENT MARKING - LINE 4" YELLOW SOLID | |
| ⑫ PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS | |

NOTE: SEE STANDARDS 780001, 781001, AND 780001-D4 FOR DETAILS NOT SHOWN.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

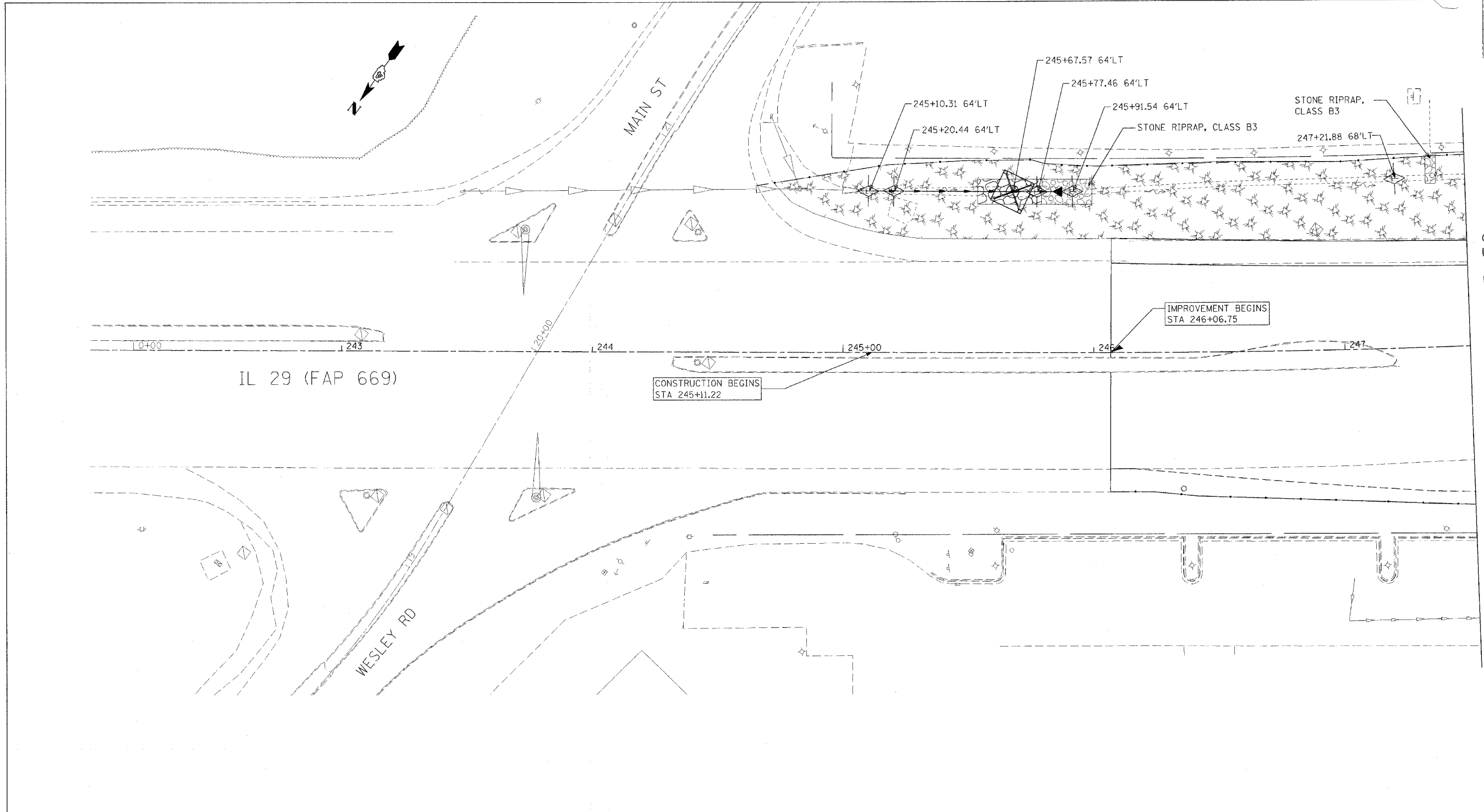
PAVEMENT MARKING PLANS

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	209
STA.		TO STA. 247+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

• 11BR-1, 11BR-2



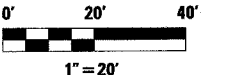
MATCH LINE STA 247+50

General Notes

1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
2. TEMPORARY SEEDING SHALL BE PLACED WHEN THE GROUND HAS BEEN DISTURBED AND PLACEMENT OF PERMANENT SEEDING IS NOT PRACTICAL OR AS DIRECTED BY THE ENGINEER.
3. PLACE SEEDING, CLASS 2A IN AREAS USING MULCH, METHOD 2 AND EROSION CONTROL BLANKET.
4. CONTACT THE DISTRICT 4 LANDSCAPE ARCHITECT AT (309) 671-4484 FOR TREE PLANTING LOCATIONS AT LEAST 2 WEEKS PRIOR TO PLANTING TREES.

LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
HORIZ. _____

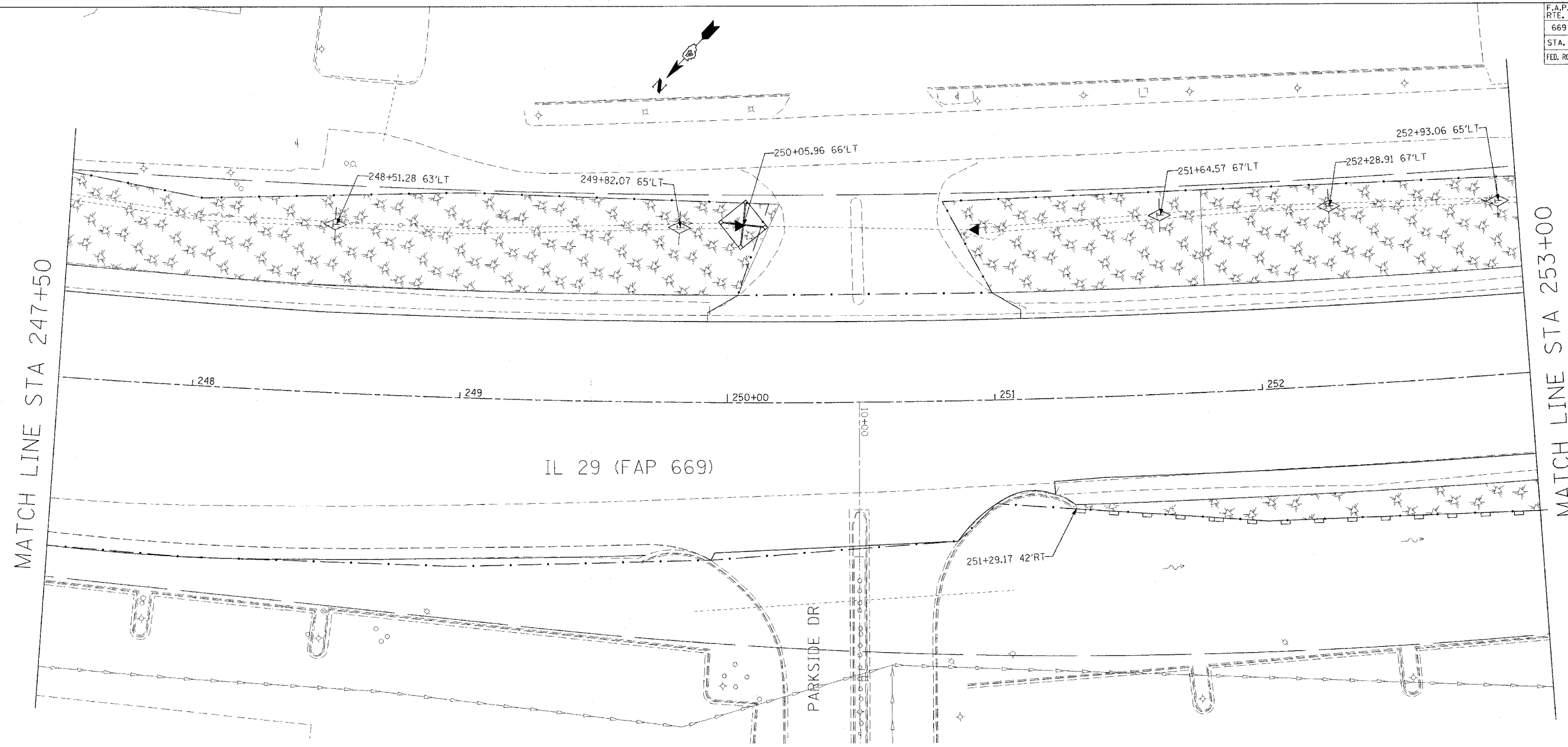
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	210
STA. 247+50		TO STA.253+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 11BR-1, 11BR-2



MATCH LINE STA 247+50

MATCH LINE STA 253+00

IL 29 (FAP 669)

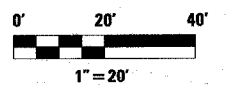
PARKSIDE DR

General Notes

1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
2. TEMPORARY SEEDING SHALL BE PLACED WHEN THE GROUND HAS BEEN DISTURBED AND PLACEMENT OF PERMANENT SEEDING IS NOT PRACTICAL OR AS DIRECTED BY THE ENGINEER.
3. PLACE SEEDING, CLASS 2A IN AREAS USING MULCH, METHOD 2 AND EROSION CONTROL BLANKET.
4. CONTACT THE DISTRICT 4 LANDSCAPE ARCHITECT AT (309) 671-4484 FOR TREE PLANTING LOCATIONS AT LEAST 2 WEEKS PRIOR TO PLANTING TREES.

LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

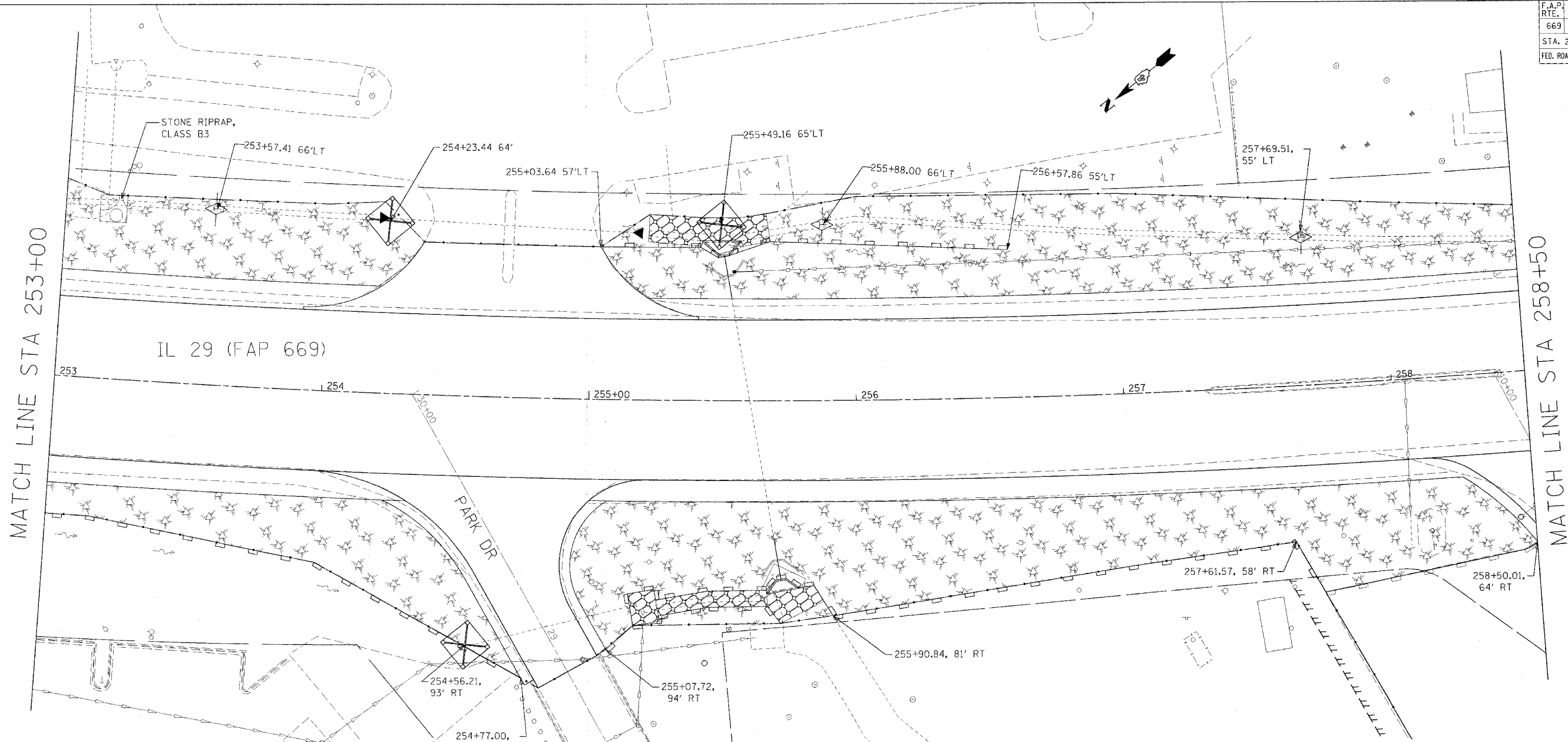
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 HORIZ. _____
 DATE _____

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 CHECKED BY _____

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 USER NAME = erod

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	211
STA. 253+00		TO STA.258+50		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 11BR-1, 11BR-2

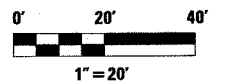


General Notes

1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
2. TEMPORARY SEEDING SHALL BE PLACED WHEN THE GROUND HAS BEEN DISTURBED AND PLACEMENT OF PERMANENT SEEDING IS NOT PRACTICAL OR AS DIRECTED BY THE ENGINEER.
3. PLACE SEEDING, CLASS 2A IN AREAS USING MULCH, METHOD 2 AND EROSION CONTROL BLANKET.
4. CONTACT THE DISTRICT 4 LANDSCAPE ARCHITECT AT (309) 671-4484 FOR TREE PLANTING LOCATIONS AT LEAST 2 WEEKS PRIOR TO PLANTING TREES.

LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. HORIZ. DATE

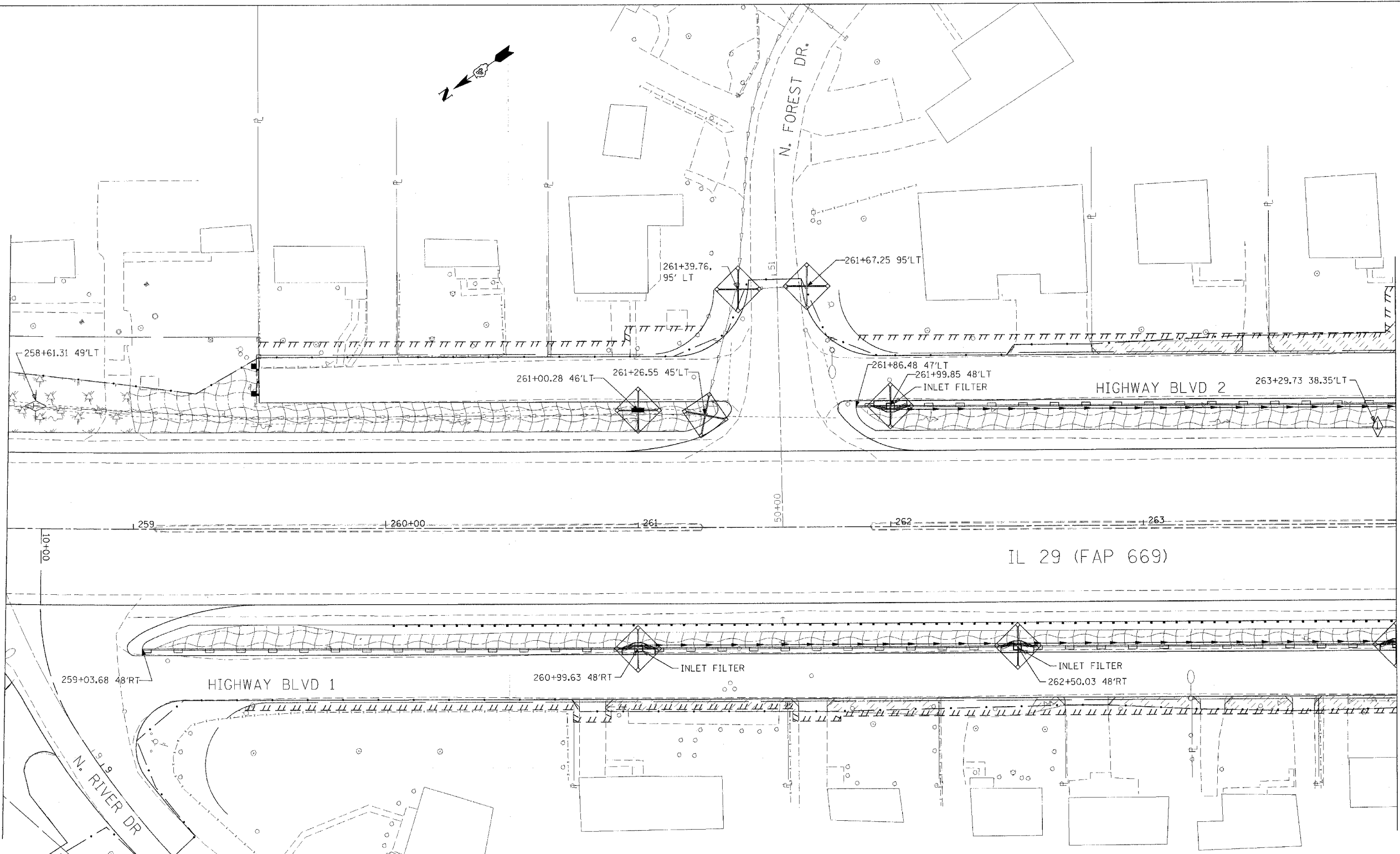
DRAWN BY CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	212
STA. 258+50		TO STA. 264+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* 11BR-1, 11BR-2

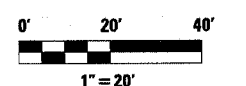
MATCH LINE STA 258+50

MATCH LINE STA 264+00



IL 29 (FAP 669)

- General Notes**
1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
 2. TEMPORARY SEEDING SHALL BE PLACED WHEN THE GROUND HAS BEEN DISTURBED AND PLACEMENT OF PERMANENT SEEDING IS NOT PRACTICAL OR AS DIRECTED BY THE ENGINEER.
 3. PLACE SEEDING, CLASS 2A IN AREAS USING MULCH, METHOD 2 AND EROSION CONTROL BLANKET.
 4. CONTACT THE DISTRICT 4 LANDSCAPE ARCHITECT AT (309) 671-4484 FOR TREE PLANTING LOCATIONS AT LEAST 2 WEEKS PRIOR TO PLANTING TREES.



LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 4/18/2005
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 PLOT SCALE = 20x30/20 / IN.
 USER NAME = shoughz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	213
STA. 264+00		TO STA. 270+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

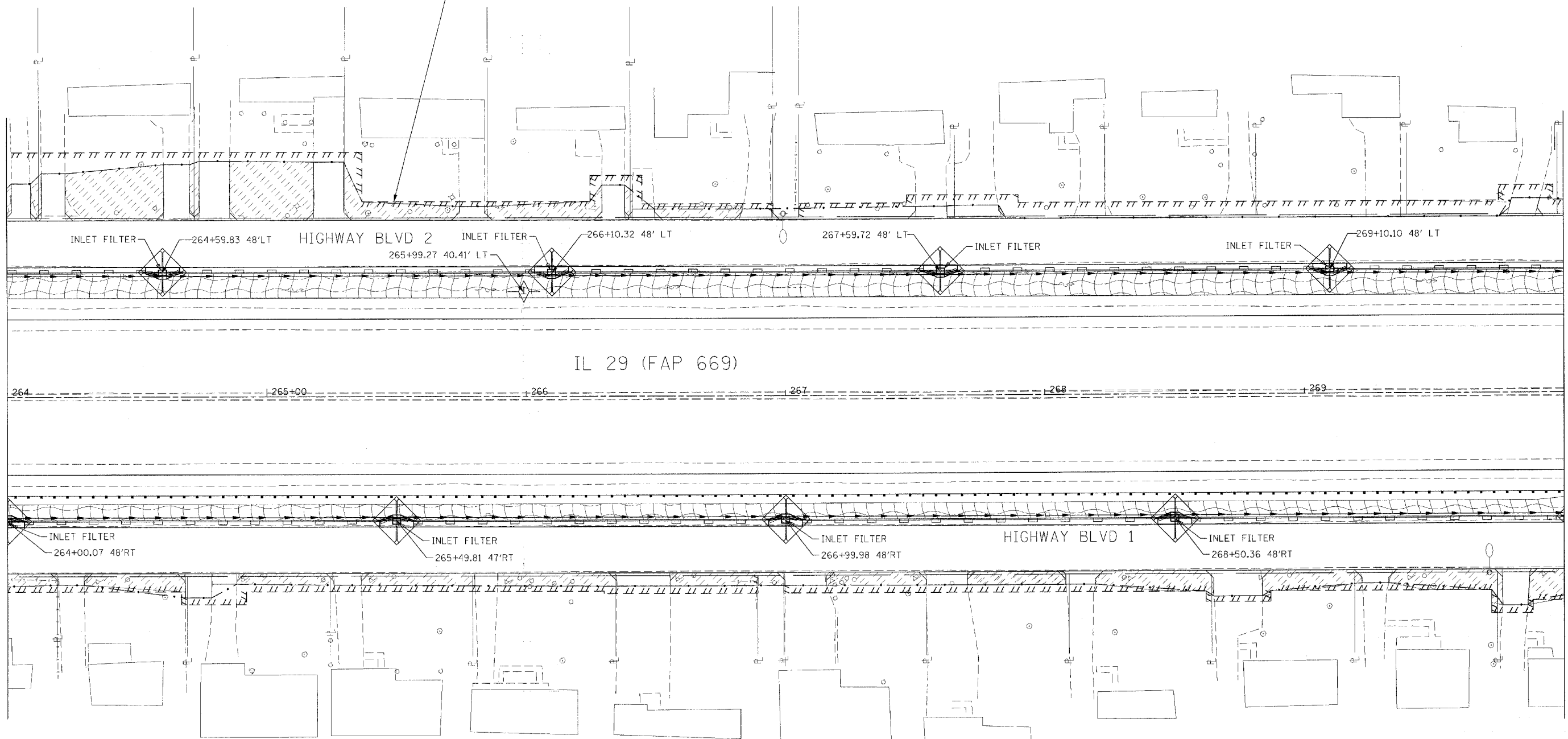
• 11BR-1, 11BR-2



TREE, ACER SACCHARUM (SUGAR MAPLE)
1-3/4" CALIPER, BALLED AND BURLAPPED
PER COMMITMENT - 2 TREES

MATCH LINE STA 264+00

MATCH LINE STA 270+00



- General Notes**
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 - CONTACT THE DISTRICT 4 LANDSCAPE ARCHITECT AT (309) 671-4484 FOR TREE PLANTING LOCATIONS AT LEAST 2 WEEKS PRIOR TO PLANTING TREES.

LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

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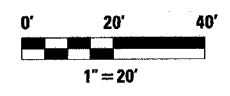
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	214
STA. 270+00		TO STA.275+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• 11BR-1, 11BR-2				

LEGEND

	SEDIMENT BASIN
	INLET AND PIPE PROTECTION
	PERIMETER EROSION BARRIER
	TEMPORARY DITCH CHECK
	LIMITS OF CONSTRUCTION
	EROSION CONTROL BLANKET
	STONE RIPRAP, CLASS SPECIFIED
	FABRIC FORMED REVETMENT MAT
	MULCH, METHOD 2
	SODDING

General Notes

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

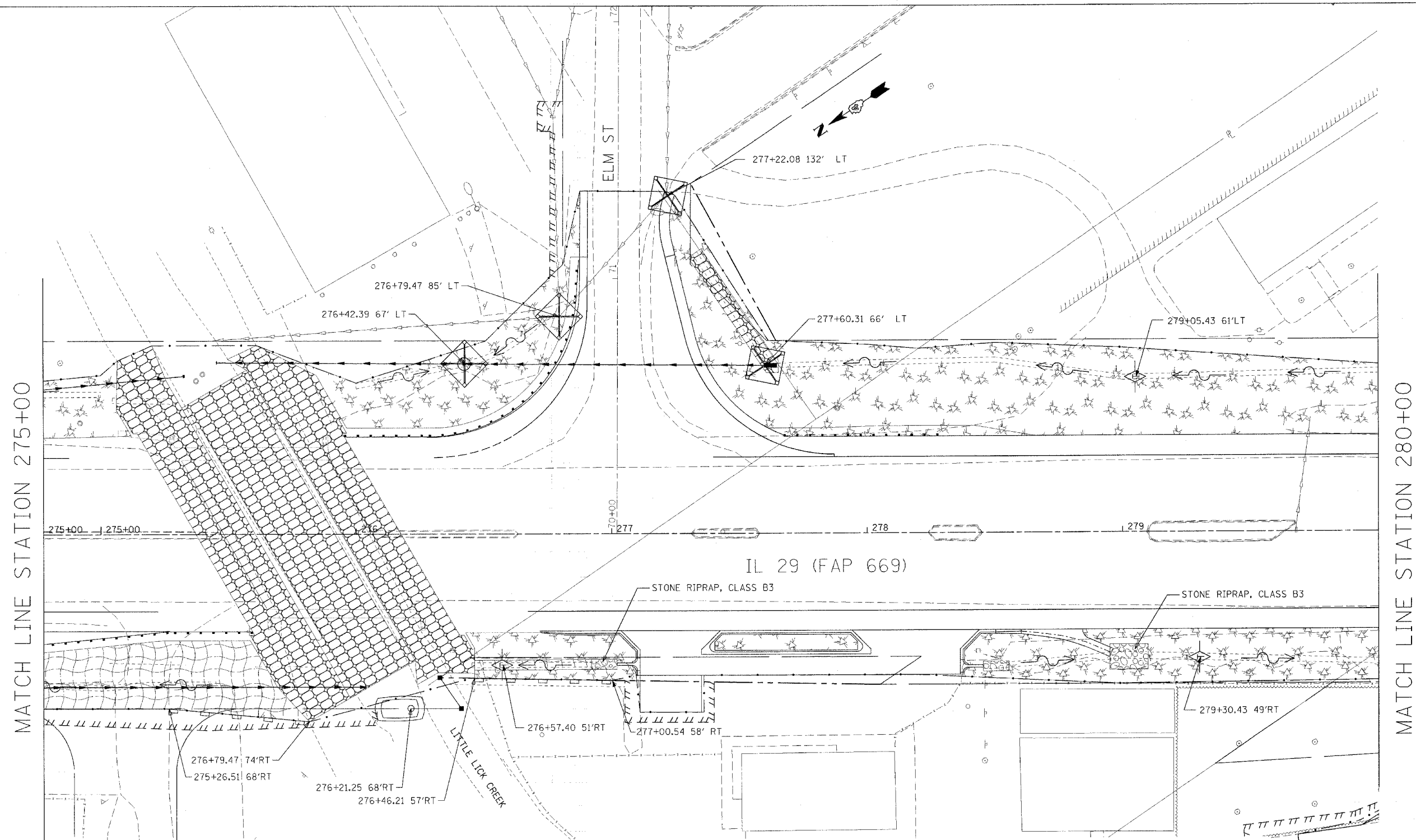


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MATCH LINE STA 270+00

MATCH LINE STATION 275+00

CONTRACT NO. 88804				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	215
STA. 275+00		TO STA.280+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• 11BR-1, 11BR-2				



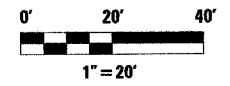
MATCH LINE STATION 275+00

MATCH LINE STATION 280+00

- General Notes**
1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
 2. TEMPORARY SEEDING SHALL BE PLACED WHEN THE GROUND HAS BEEN DISTURBED AND PLACEMENT OF PERMANENT SEEDING IS NOT PRACTICAL OR AS DIRECTED BY THE ENGINEER.
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LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
HORIZ. _____

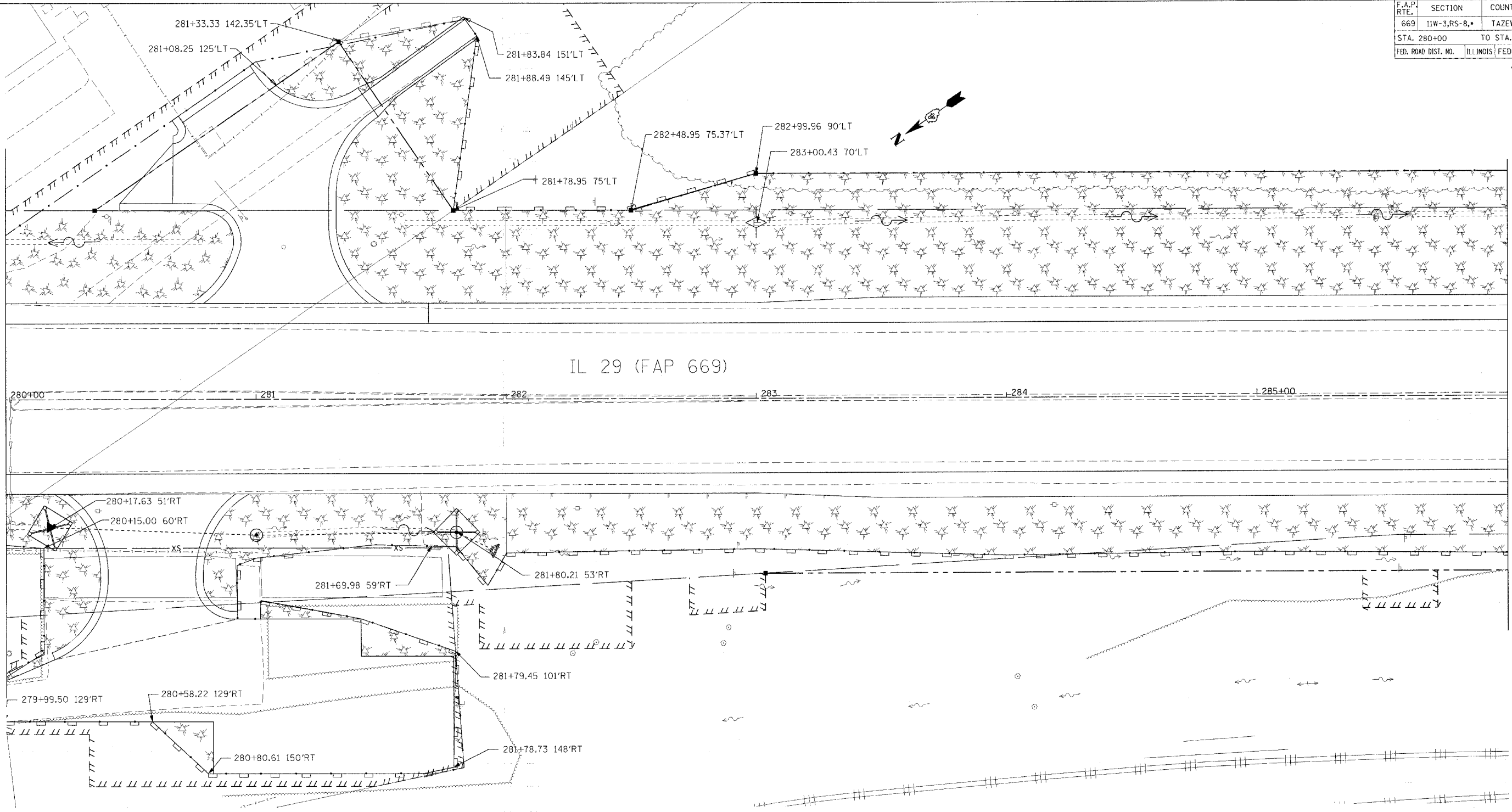
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 USER NAME = shouphz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,•	TAZEWELL	442	216
STA. 280+00		TO STA. 286+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

MATCH LINE STATION 280+00

MATCH LINE STATION 286+00

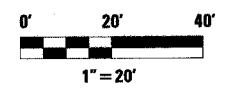


IL 29 (FAP 669)

- General Notes**
1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
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LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

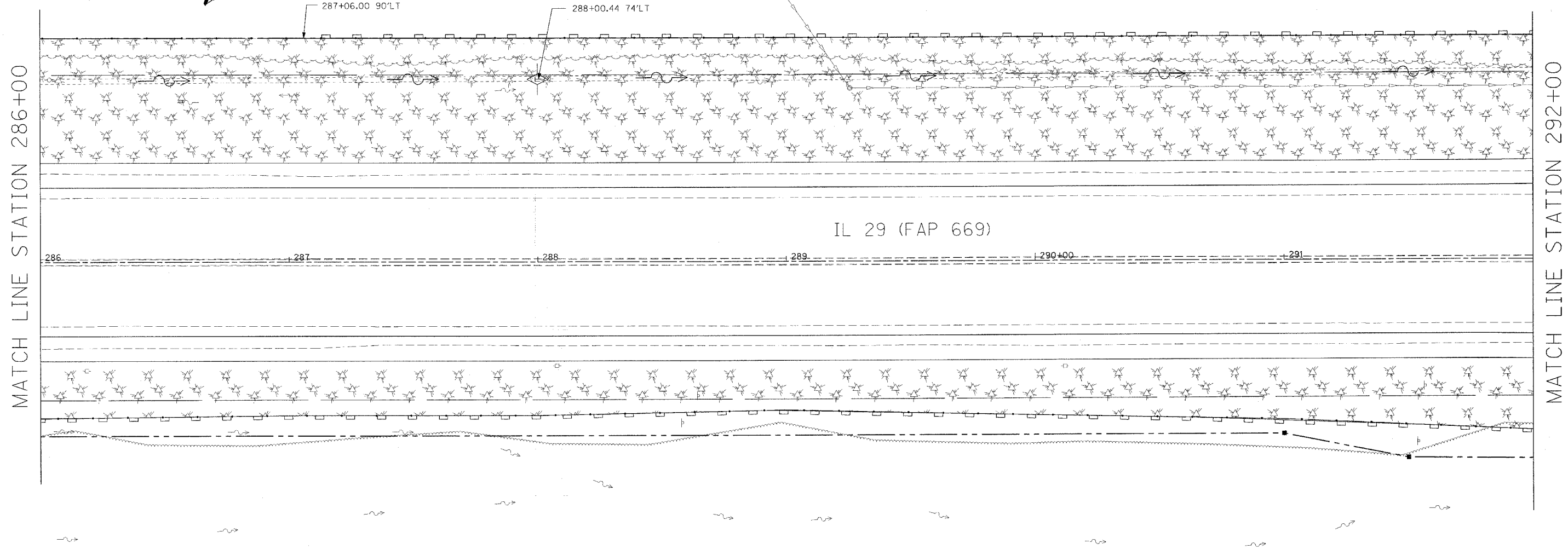
EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 4/19/2006
 PLOT SCALE = 20/2000
 USER NAME = ahrongh

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,•	TAZEWELL	442	217
STA. 286+00		TO STA. 292+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

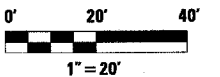


General Notes

1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
2. TEMPORARY SEEDING SHALL BE PLACED WHEN THE GROUND HAS BEEN DISTURBED AND PLACEMENT OF PERMANENT SEEDING IS NOT PRACTICAL OR AS DIRECTED BY THE ENGINEER.
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LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

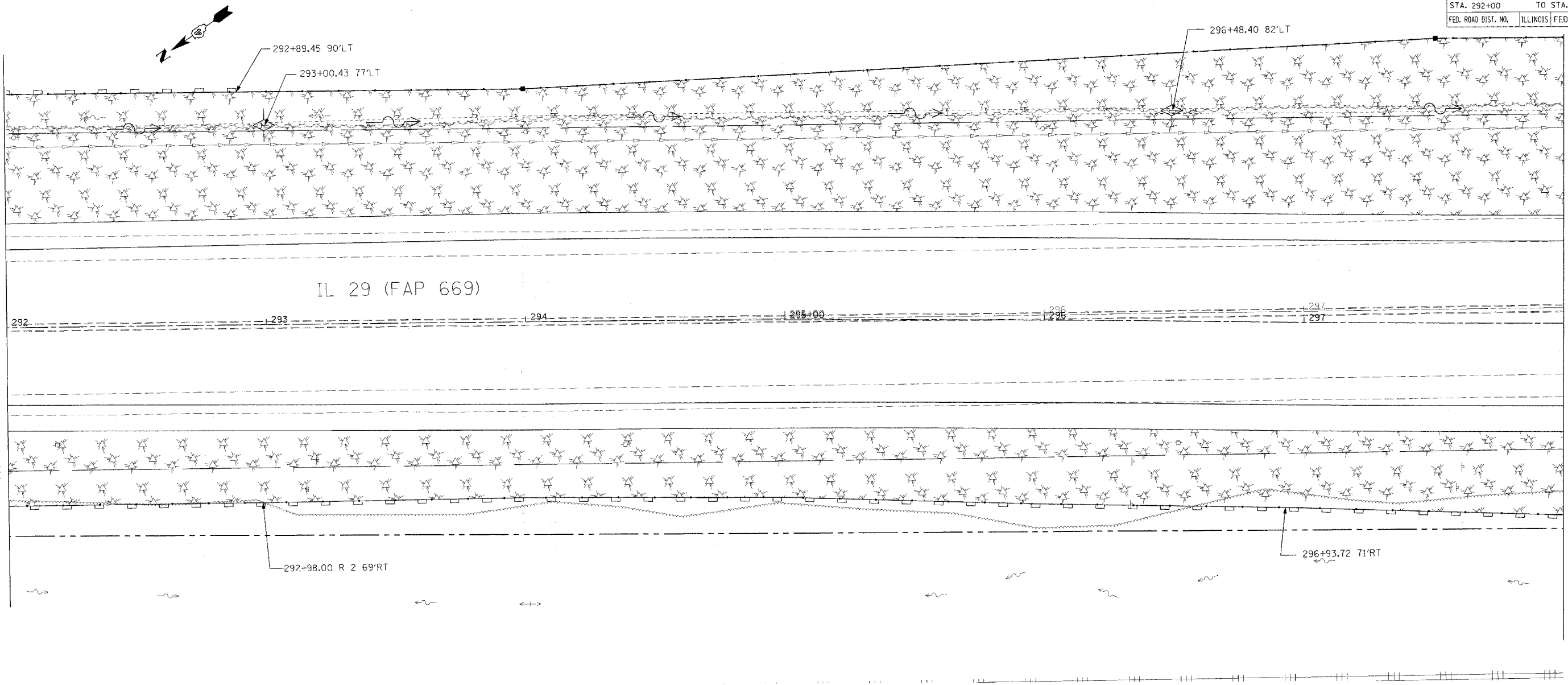
SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	218
STA. 292+00		TO STA. 298+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

MATCH LINE STATION 292+00

MATCH LINE STATION 298+00



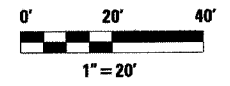
IL 29 (FAP 669)

General Notes

1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
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LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
HORIZ. _____

DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 4/18/2006
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 USER NAME = shouphz

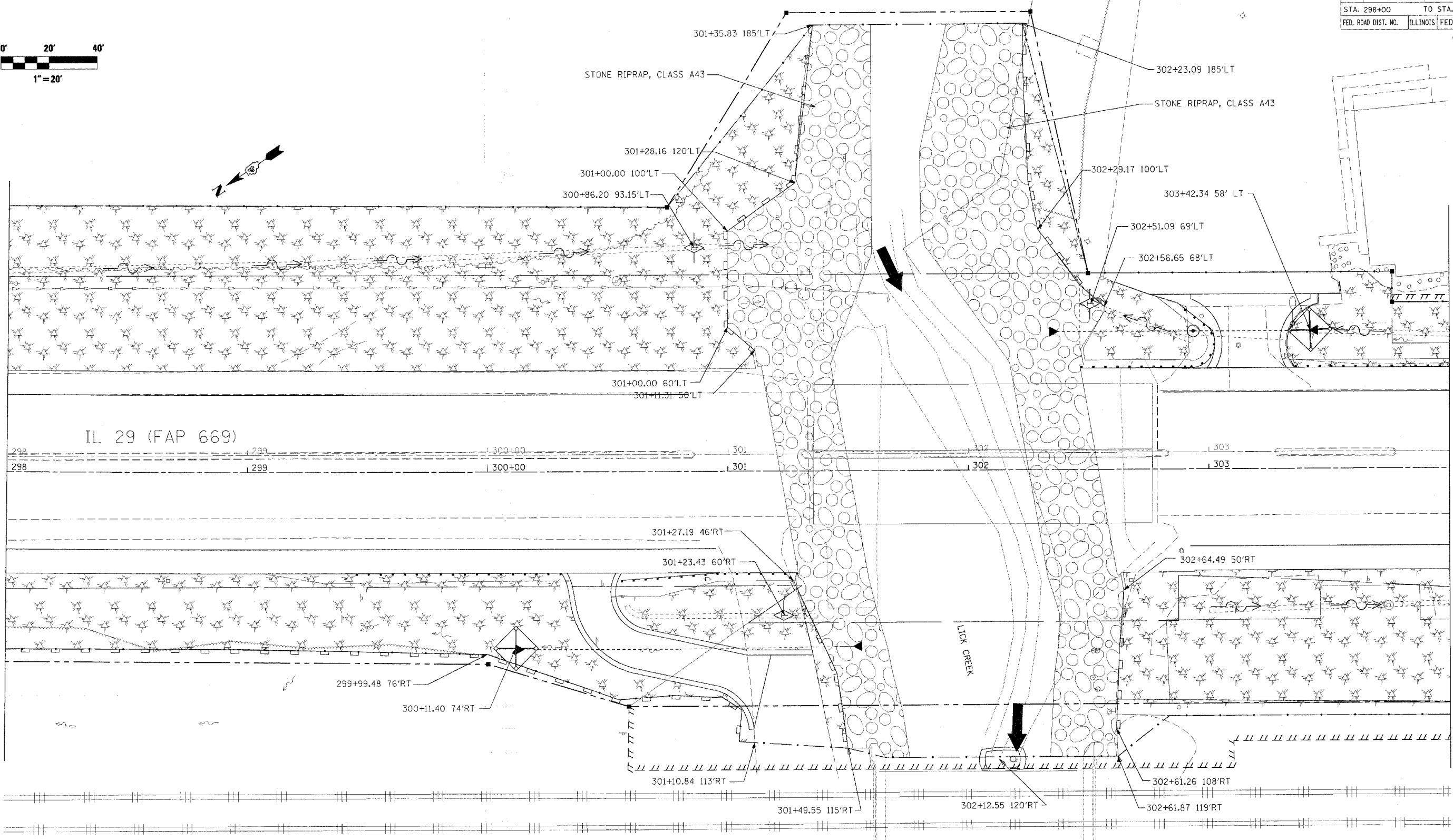
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	219
STA. 298+00		TO STA. 304+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 11BR-1, 11BR-2



MATCH LINE STATION 298+00

MATCH LINE STATION 304+00



General Notes

- ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
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LEGEND

	SEDIMENT BASIN		PERIMETER EROSION BARRIER		STONE RIPRAP, CLASS SPECIFIED
	INLET AND PIPE PROTECTION		TEMPORARY DITCH CHECK		FABRIC FORMED REVETMENT MAT
	EROSION CONTROL BLANKET		LIMITS OF CONSTRUCTION		MULCH, METHOD 2
			SODDING		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

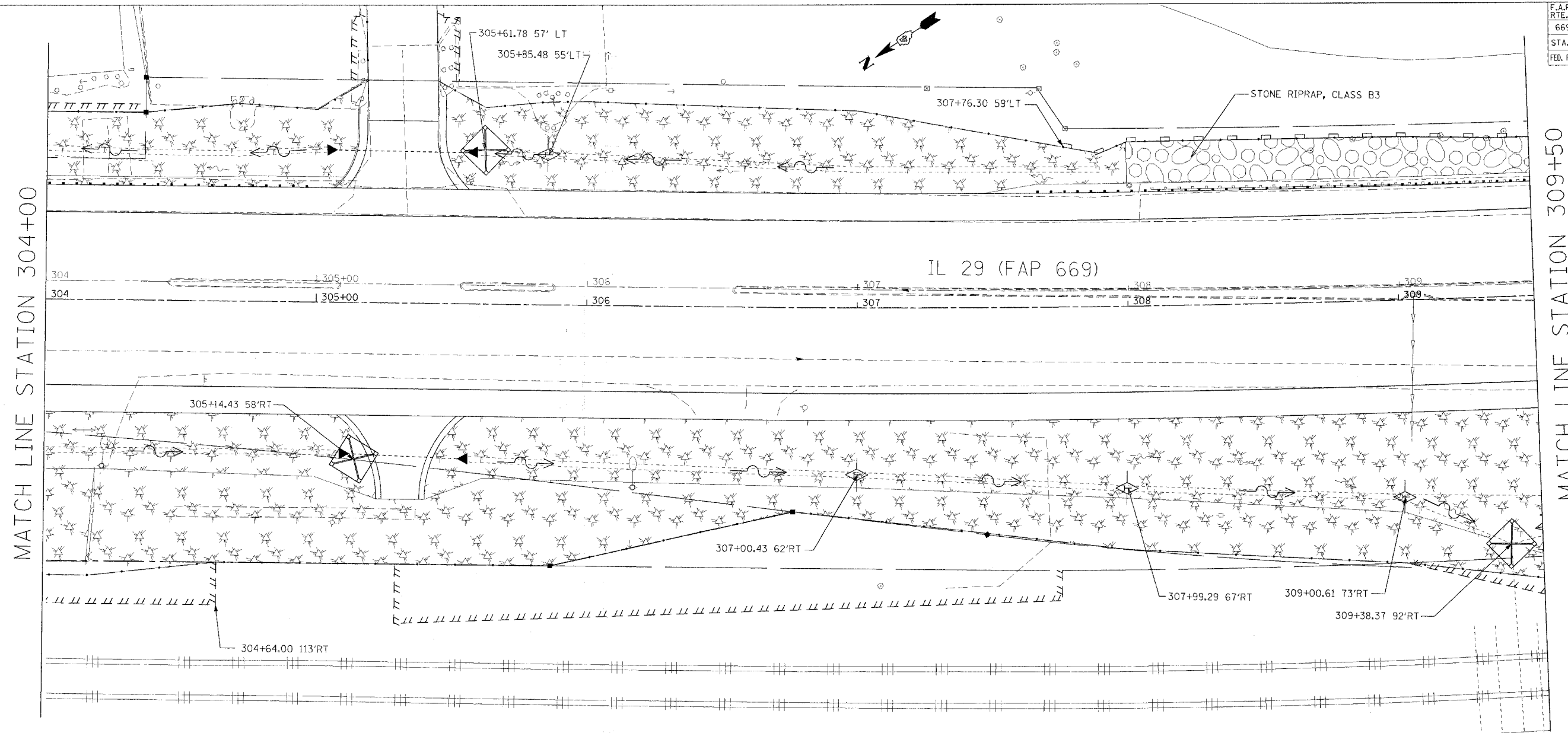
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HORIZ. _____
DATE _____

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 USER NAME = shouphz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	220
STA. 304+00		TO STA. 309+50		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 11BR-1, 11BR-2



MATCH LINE STATION 304+00

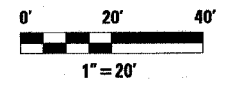
MATCH LINE STATION 309+50

IL 29 (FAP 669)

- General Notes**
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LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

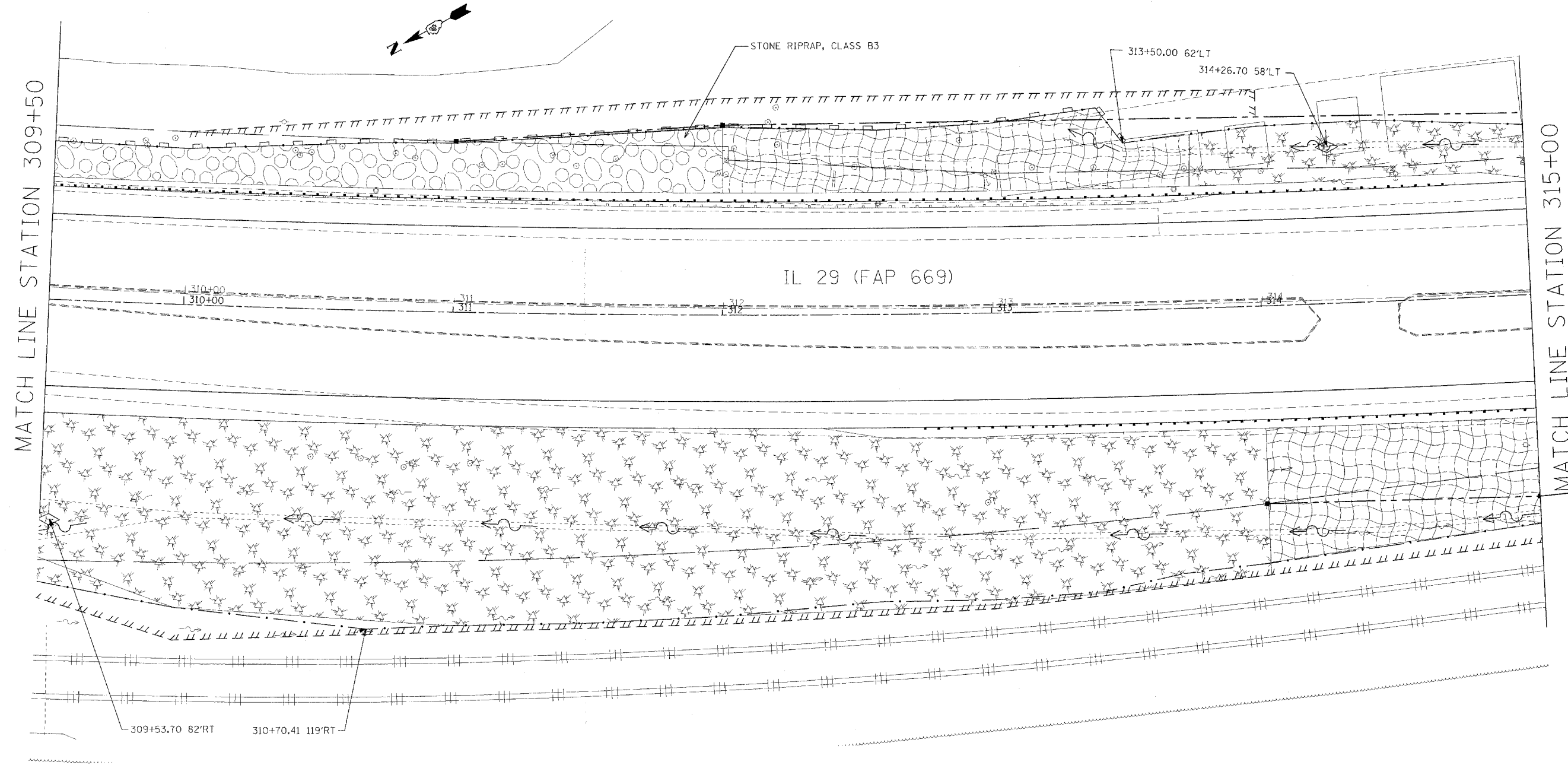
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DATE _____

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 USER NAME = shouphz

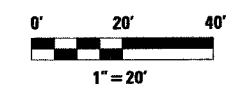
CONTRACT NO. 88804				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	221
STA. 309+50		TO STA. 315+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* 11BR-1, 11BR-2				



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LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
HORIZ. _____

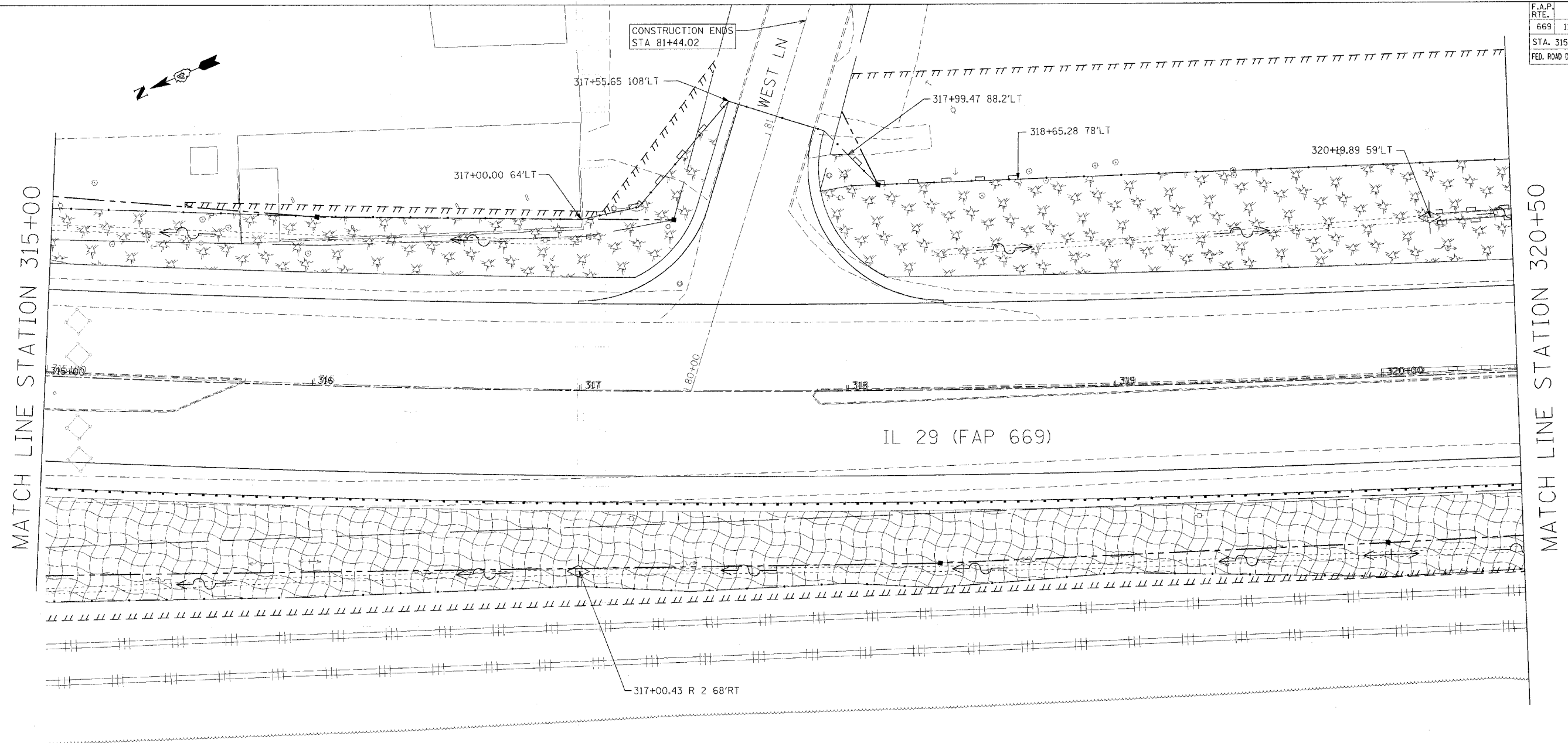
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 USER NAME = eric

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	222
STA. 315+00		TO STA. 320+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* 11BR-1, 11BR-2



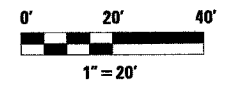
MATCH LINE STATION 315+00

MATCH LINE STATION 320+50

- General Notes**
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LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
HORIZ. _____

DATE _____

DRAWN BY _____
CHECKED BY _____

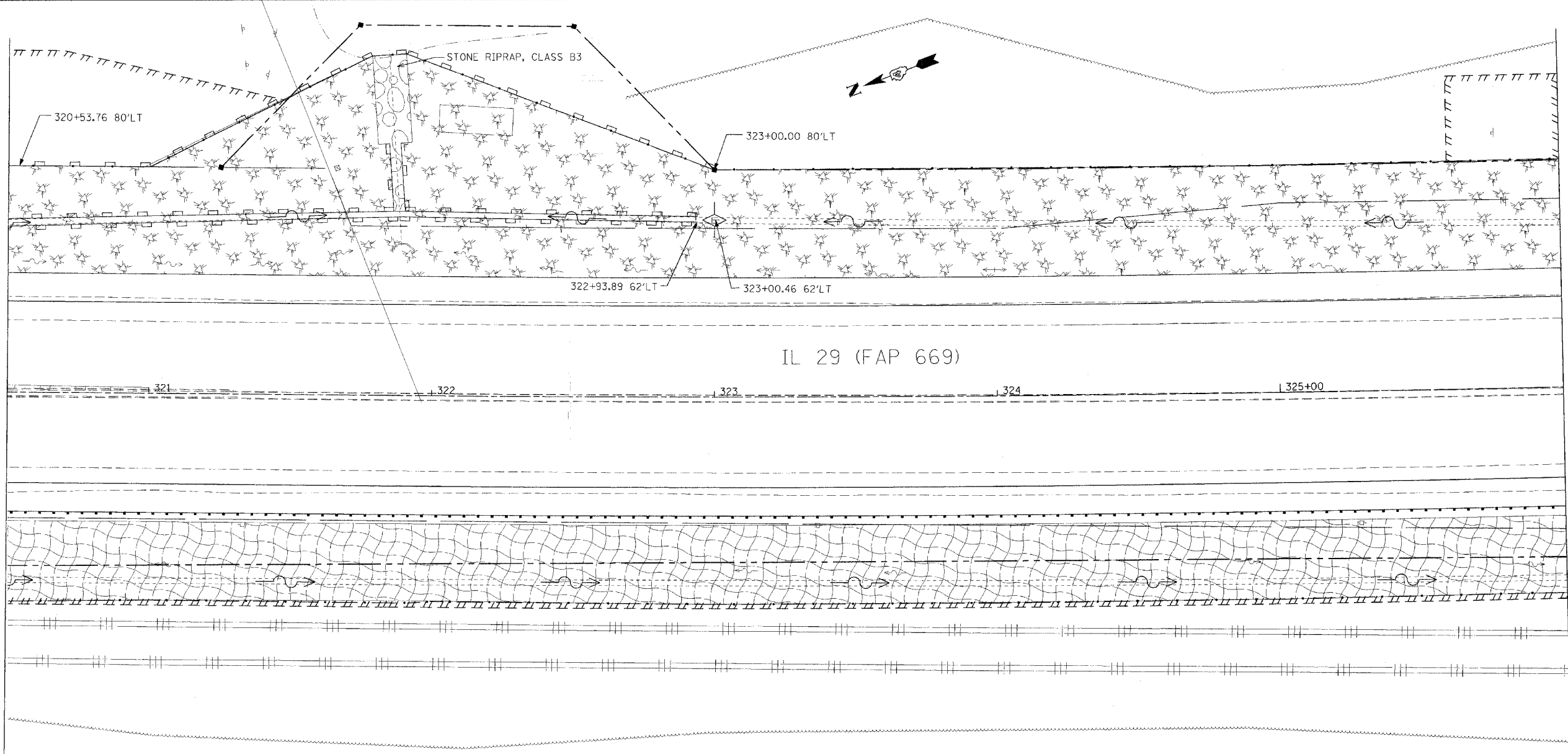
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 PLOT SCALE = 20.0000 / IN.
 USER NAME = shouphz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	223
STA. 320+50		TO STA. 326+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

• 11BR-1, 11BR-2

MATCH LINE STATION 320+50

MATCH LINE STATION 326+00

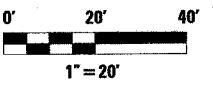


LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING

General Notes

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

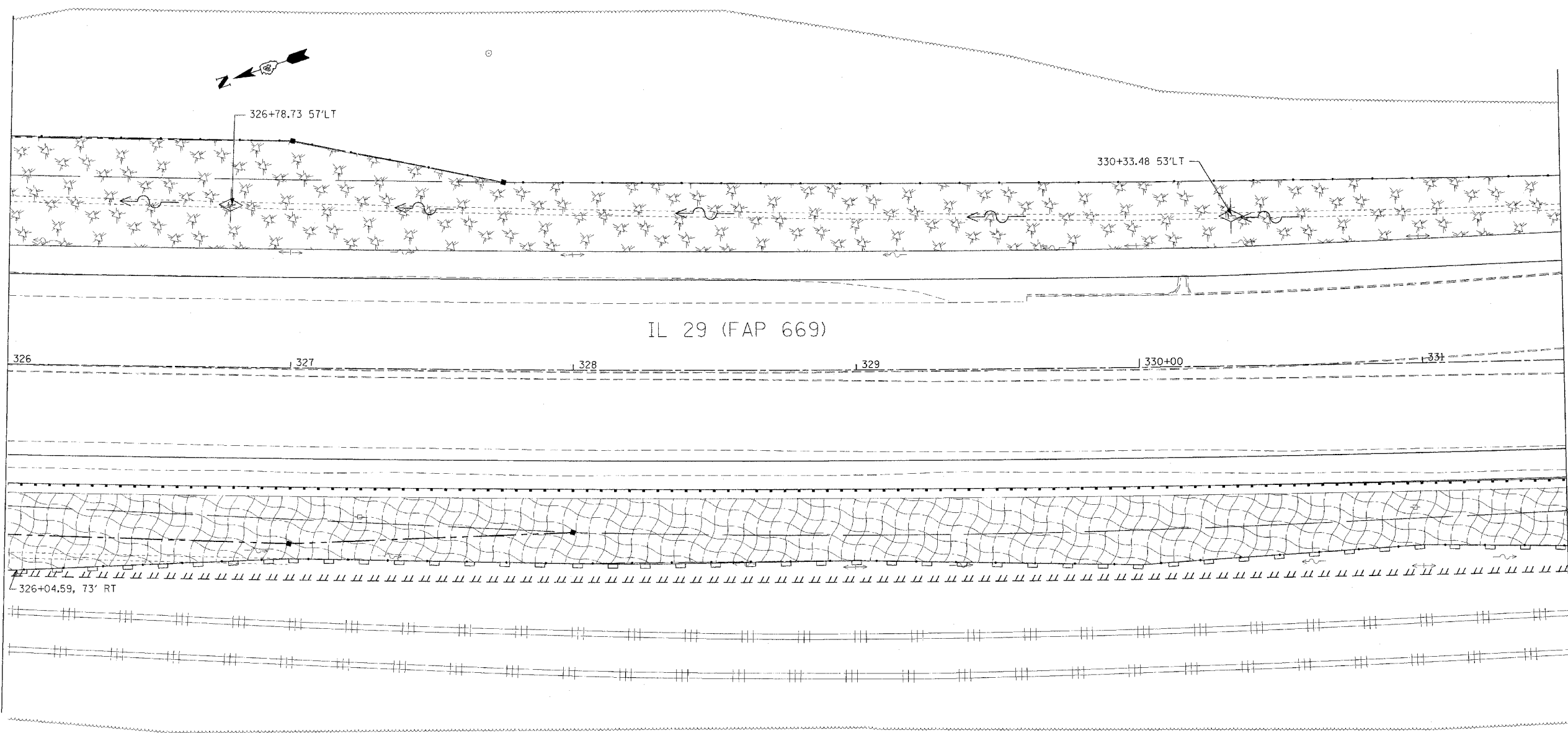
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 USER NAME = shouphz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	224
STA. 326+00		TO STA. 331+50		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 11BR-1, 11BR-2

MATCH LINE STATION 326+00

MATCH LINE STATION 331+50



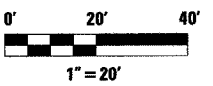
IL 29 (FAP 669)

General Notes

1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
2. TEMPORARY SEEDING SHALL BE PLACED WHEN THE GROUND HAS BEEN DISTURBED AND PLACEMENT OF PERMANENT SEEDING IS NOT PRACTICAL OR AS DIRECTED BY THE ENGINEER.
3. PLACE SEEDING, CLASS 2A IN AREAS USING MULCH, METHOD 2 AND EROSION CONTROL BLANKET.
4. CONTACT THE DISTRICT 4 LANDSCAPE ARCHITECT AT (309) 671-4484 FOR TREE PLANTING LOCATIONS AT LEAST 2 WEEKS PRIOR TO PLANTING TREES.

LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL & LANDSCAPING PLANS

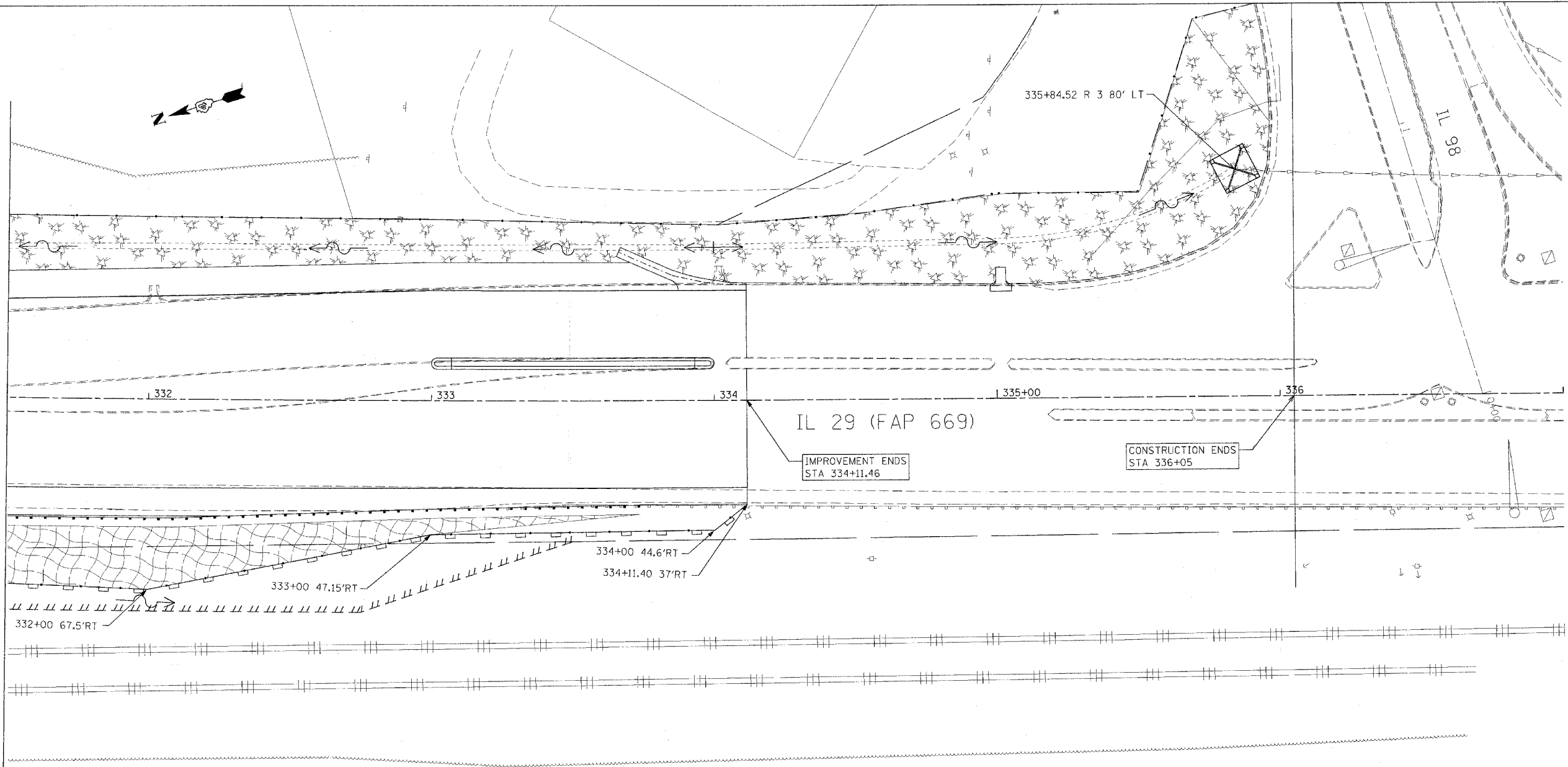
SCALE: VERT. _____
HORIZ. _____
DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 4/19/2006
 PLOT SCALE = 20.0000 / IN.
 USER NAME = bhoughz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	225
STA. 331+50		TO STA. 337+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* 11BR-1, 11BR-2

MATCH LINE STATION 331+50



IL 29 (FAP 669)

IMPROVEMENT ENDS
STA 334+11.46

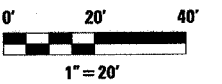
CONSTRUCTION ENDS
STA 336+05

LEGEND

	SEDIMENT BASIN		EROSION CONTROL BLANKET
	INLET AND PIPE PROTECTION		STONE RIPRAP, CLASS SPECIFIED
	PERIMETER EROSION BARRIER		FABRIC FORMED REVETMENT MAT
	TEMPORARY DITCH CHECK		MULCH, METHOD 2
	LIMITS OF CONSTRUCTION		SODDING

General Notes

1. ALL PERMANENT EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SOON AS PRACTICAL.
2. TEMPORARY SEEDING SHALL BE PLACED WHEN THE GROUND HAS BEEN DISTURBED AND PLACEMENT OF PERMANENT SEEDING IS NOT PRACTICAL OR AS DIRECTED BY THE ENGINEER.
3. PLACE SEEDING, CLASS 2A IN AREAS USING MULCH, METHOD 2 AND EROSION CONTROL BLANKET.
4. CONTACT THE DISTRICT 4 LANDSCAPE ARCHITECT AT (309) 671-4484 FOR TREE PLANTING LOCATIONS AT LEAST 2 WEEKS PRIOR TO PLANTING TREES.



REVISIONS	
NAME	DATE

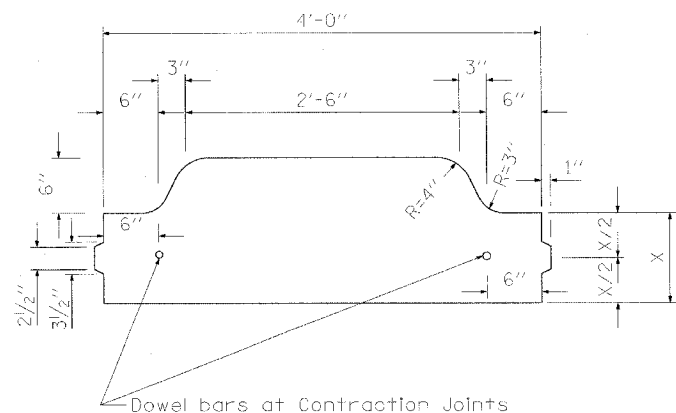
ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL & LANDSCAPING PLANS

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

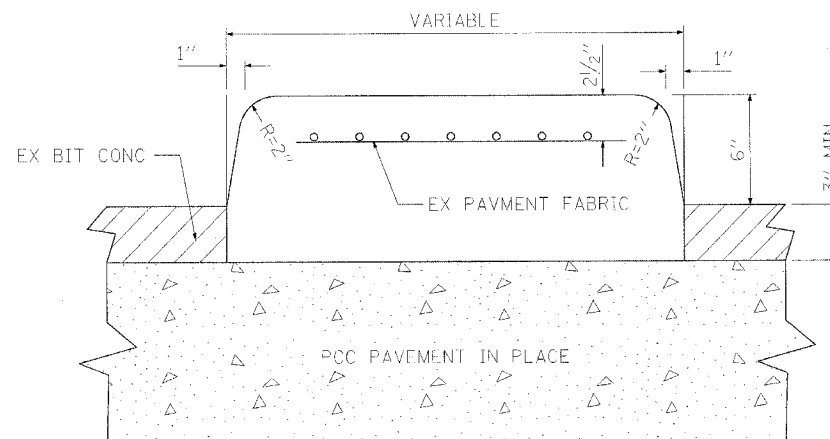
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	226
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 11BR-1, 11BR-2				

EXISTING CONCRETE MEDIAN TYPE 4



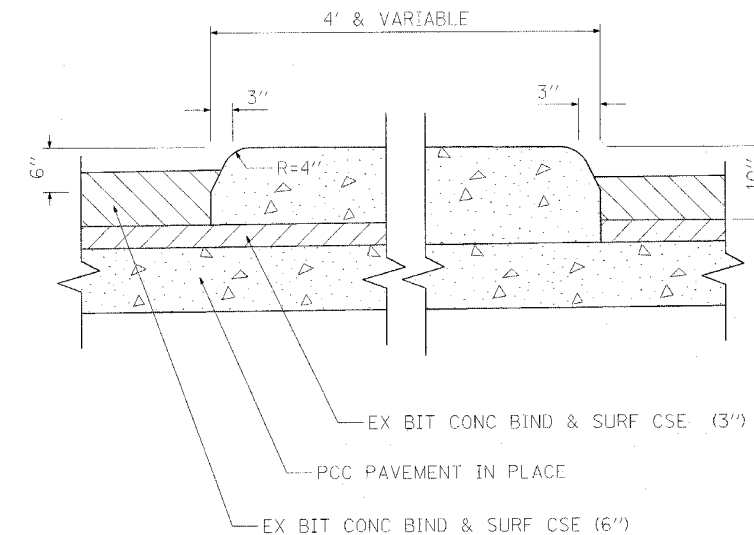
DIMENSION "X" IS EQUAL TO THE ADJACENT PAVEMENT THICKNESS.
(REFERENCE: STANDARD 2122)

EXISTING CONCRETE MEDIAN TYPE 4A



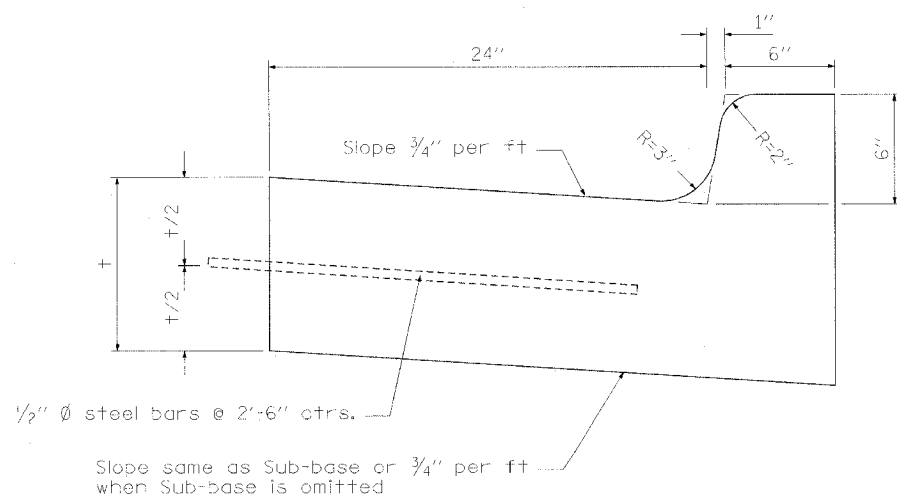
(REFERENCE: STANDARD 2122)

EXISTING CONCRETE MEDIAN TYPE SM (MODIFIED)



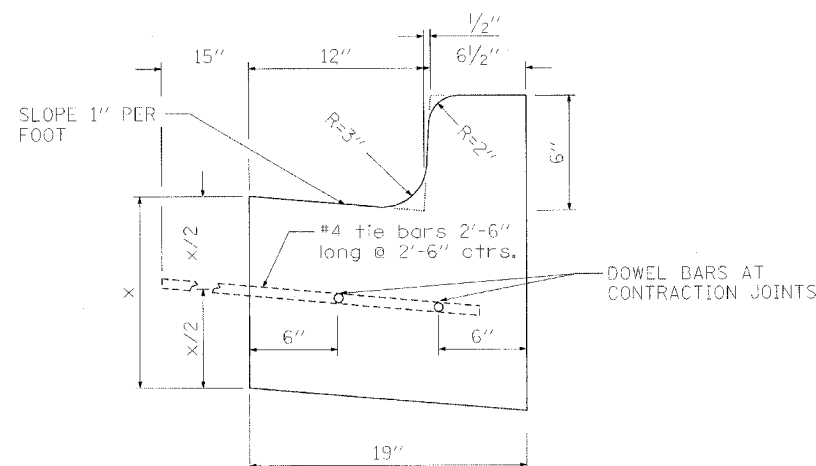
(REFERENCE: PLAN SET CAT. NO. 014300-00)

EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24



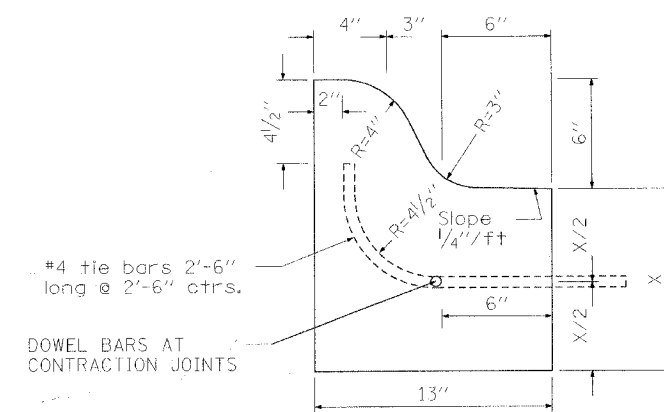
DIMENSION "t" IS EQUAL TO THE ADJACENT PAVEMENT THICKNESS.
(REFERENCE: STANDARD 2130-5)

EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE 3



DIMENSION "x" IS EQUAL TO THE ADJACENT PAVEMENT THICKNESS.
(REFERENCE: STANDARD 1790F)

EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE 10



DIMENSION "x" IS EQUAL TO THE ADJACENT PAVEMENT THICKNESS.
(REFERENCE: STANDARD 1790F)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

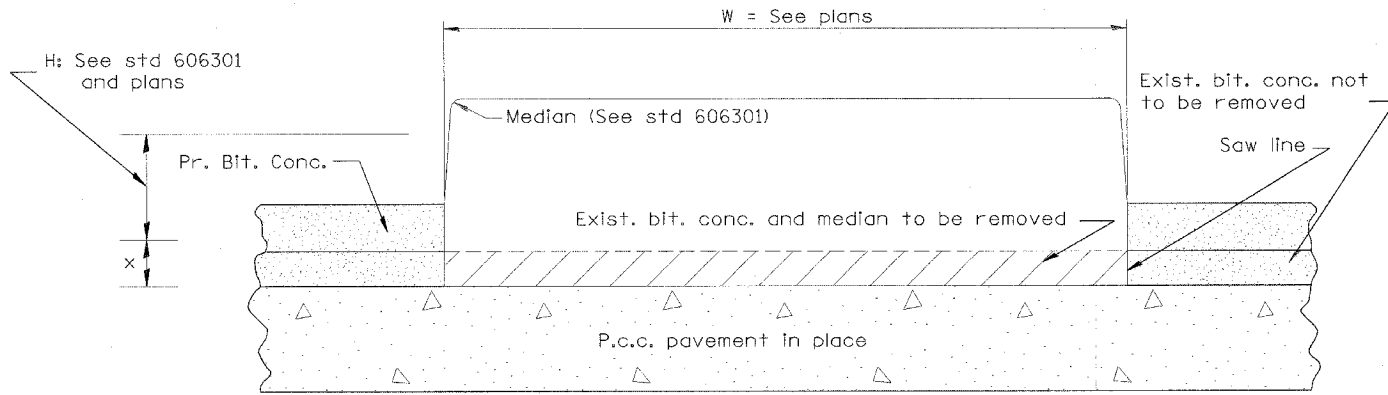
EXISTING MEDIAN & CCC&G DETAILS

SCALE: VERT. HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	227
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 11BR-1, 11BR-2



CONCRETE MEDIAN, TYPE SM-4.06
(CONSTRUCTED ON TOP OF EXISTING PAVEMENT)
STA 333+00 TO STA 334+00

LEGEND

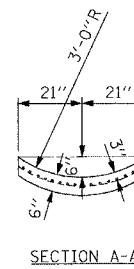
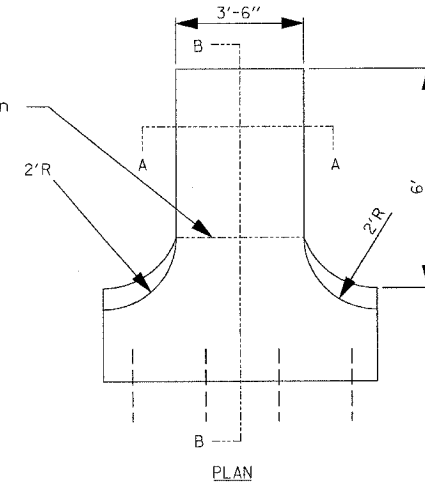
- X = thickness of proposed overlay (see plans)
- H = height of median (see std 606301 and plans)
- W = width of median (see plans)

GENERAL NOTES:

1. This work shall consist of constructing a concrete median, type SM-4.06 of variable width as shown on the plans and in accordance to the applicable portions of section 606 of the Standard Specifications and Standard 606301.

All dimensions are in inches unless otherwise noted.

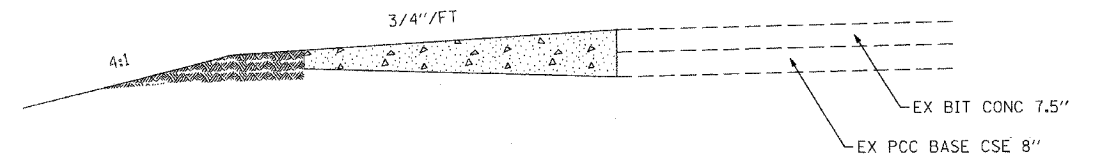
Weilded wire fabric weighing not less than 58 lbs./100 sq. ft. to begin here.



GENERAL NOTES

Tie bars shall be No. 6 at 24" centers unless otherwise shown.

Gutter outlet shall be tied to the pavement in accordance with details for longitudinal construction joint shown on Standard 420001.



SECTION B-B

DETAIL GUTTER OUTLET
LT STA 335+01.50

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

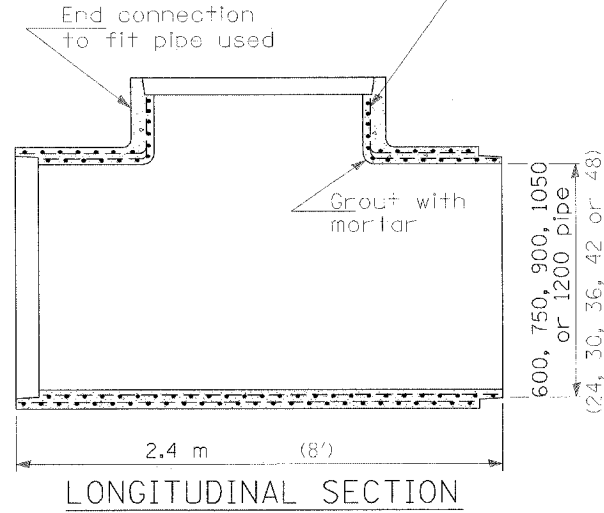
GUTTER OUTLET & MEDIAN DETAILS

SCALE: VERT.
HORIZ.
DATE

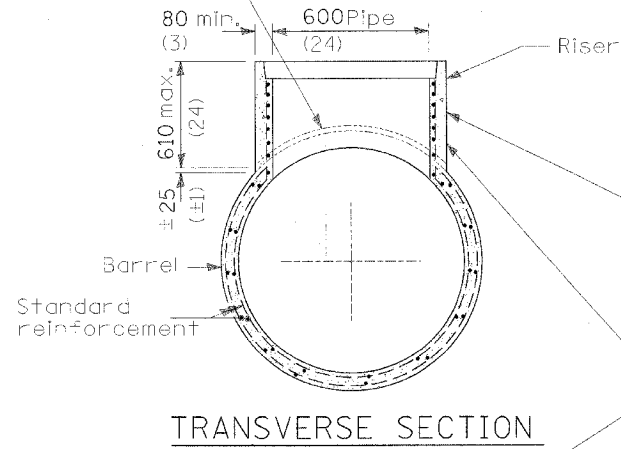
DRAWN BY
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	228
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 11BR-1, 11BR-2				

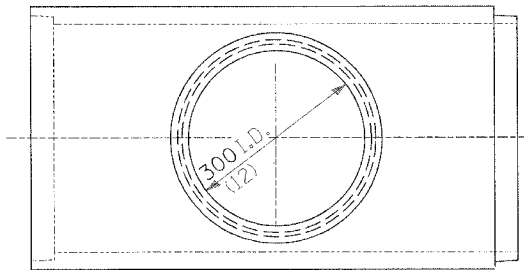
Inner Cage circumferential reinforcement = 212 mm²/m (0.10 sq. in./ft.) (min.), longitudinal reinforcement = 104 mm²/m (0.049 sq. in./ft.) (min.) spaced at 150 (6) cts. max. or equivalent to 4.496 mm (7 ga.) spaced at 150 (6) cts.



Remove concrete in existing pipe along this line. Clean reinforcement for either tied or welded laps of longitudinal and circumferential reinforcement per detail.

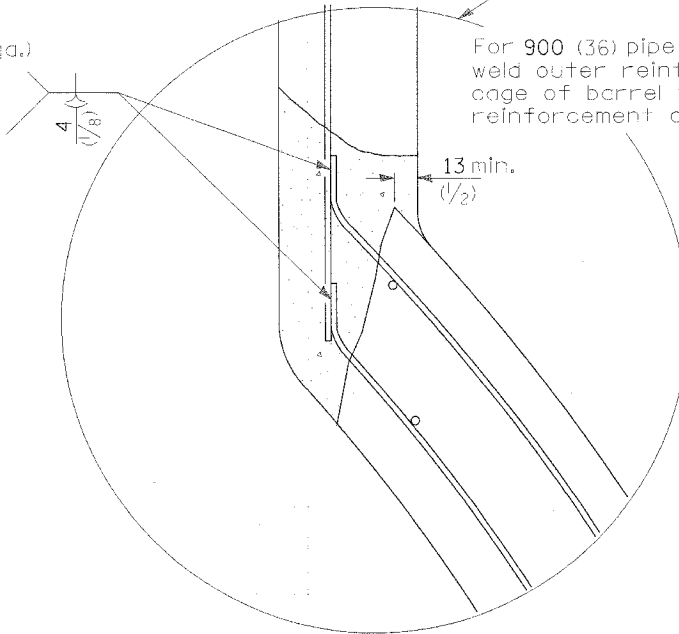


Weld 20 (3/4) min. for wire 10,008 thru 7,188 (0000 thru 1 ga.)
Weld 10 (3/8) min. for wire 7,188 thru 4,496 (2 thru 7 ga.)
(other wires shall be tied per detail.)



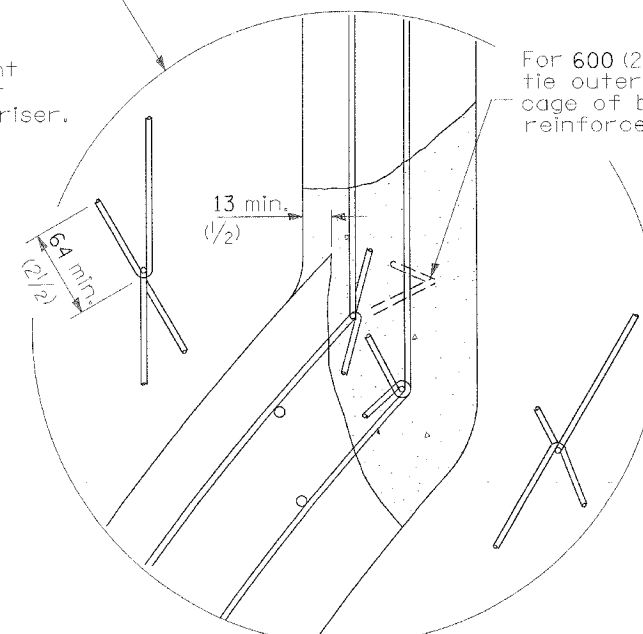
PLAN
Tee with 300 (12) Riser

For 900 (36) pipe riser, weld outer reinforcement cage of barrel to outer reinforcement cage of riser.



Welded Lap

For 600 (24) pipe riser, tie outer reinforcement cage of barrel to inner reinforcement cage of riser.



Tied Lap

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

REVISIONS	
NAME	DATE

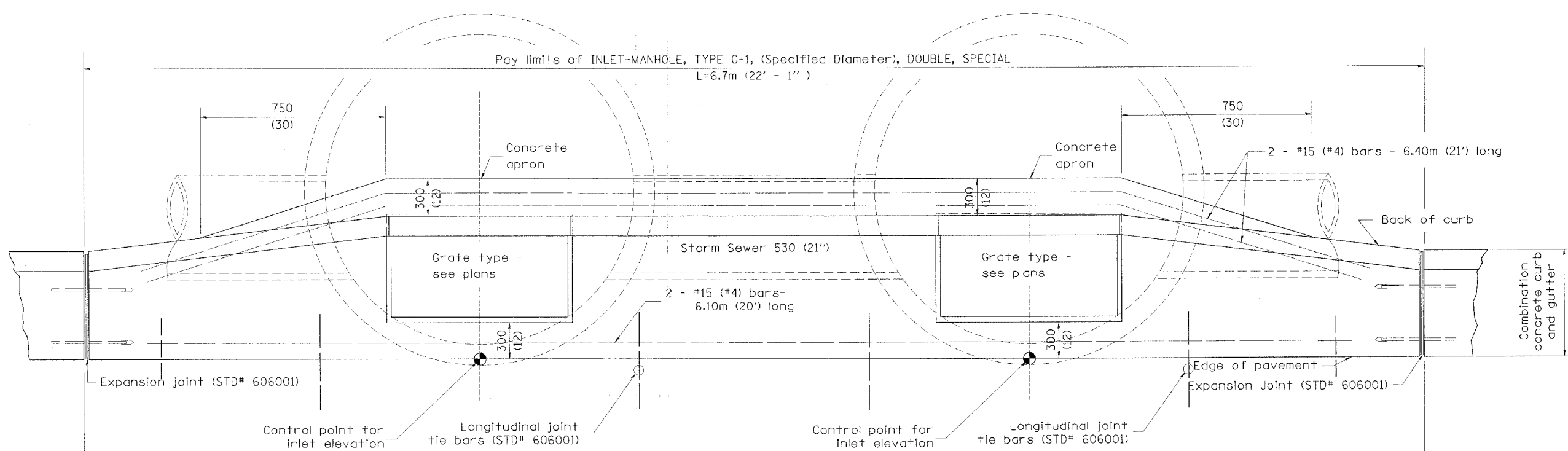
ILLINOIS DEPARTMENT OF TRANSPORTATION

**REINFORCED CONCRETE
PIPE TEE**

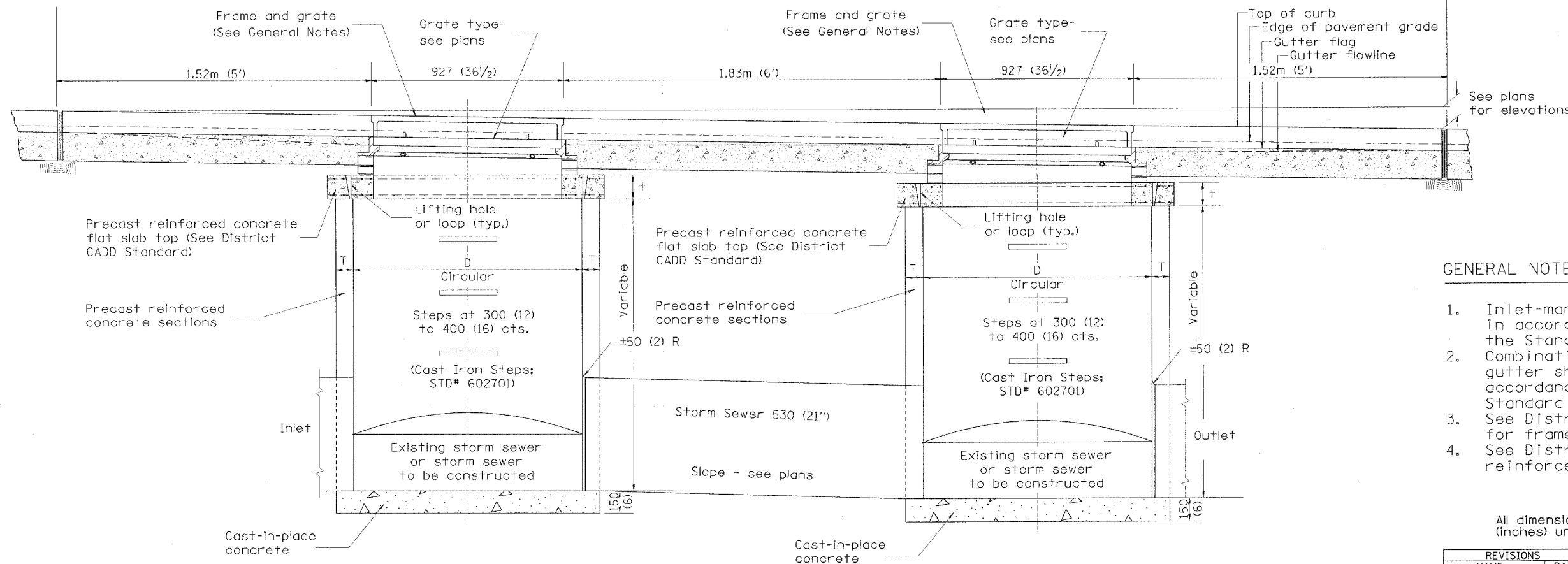
SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	229
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* 11BR-1, 11BR-2				



PLAN



ELEVATION (FRONT)

TABLE

D	T	+
1.2m (4')	125 (5)	150 (6)
1.5m (5')	150 (6)	200 (8)
1.8m (6')	195 (7 3/4)	200 (8)
2.4m (8')	225 (9)	250 (10)

GENERAL NOTES

1. Inlet-manhole construction shall be in accordance with Section 602 of the Standard Specifications.
2. Combination concrete curb and gutter shall be constructed in accordance with Section 606 of the Standard Specifications.
3. See District CADD Standard 604001-D4 for frame and grates.
4. See District CADD Standard for precast reinforced concrete flat slab top.

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

REVISIONS	
NAME	DATE

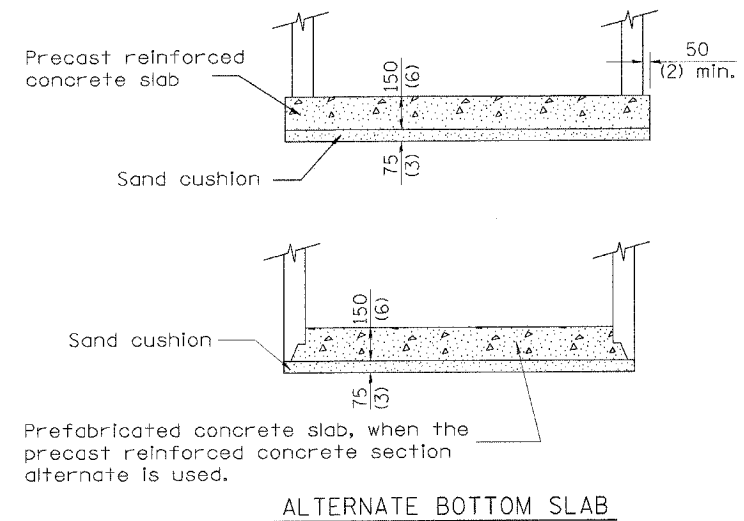
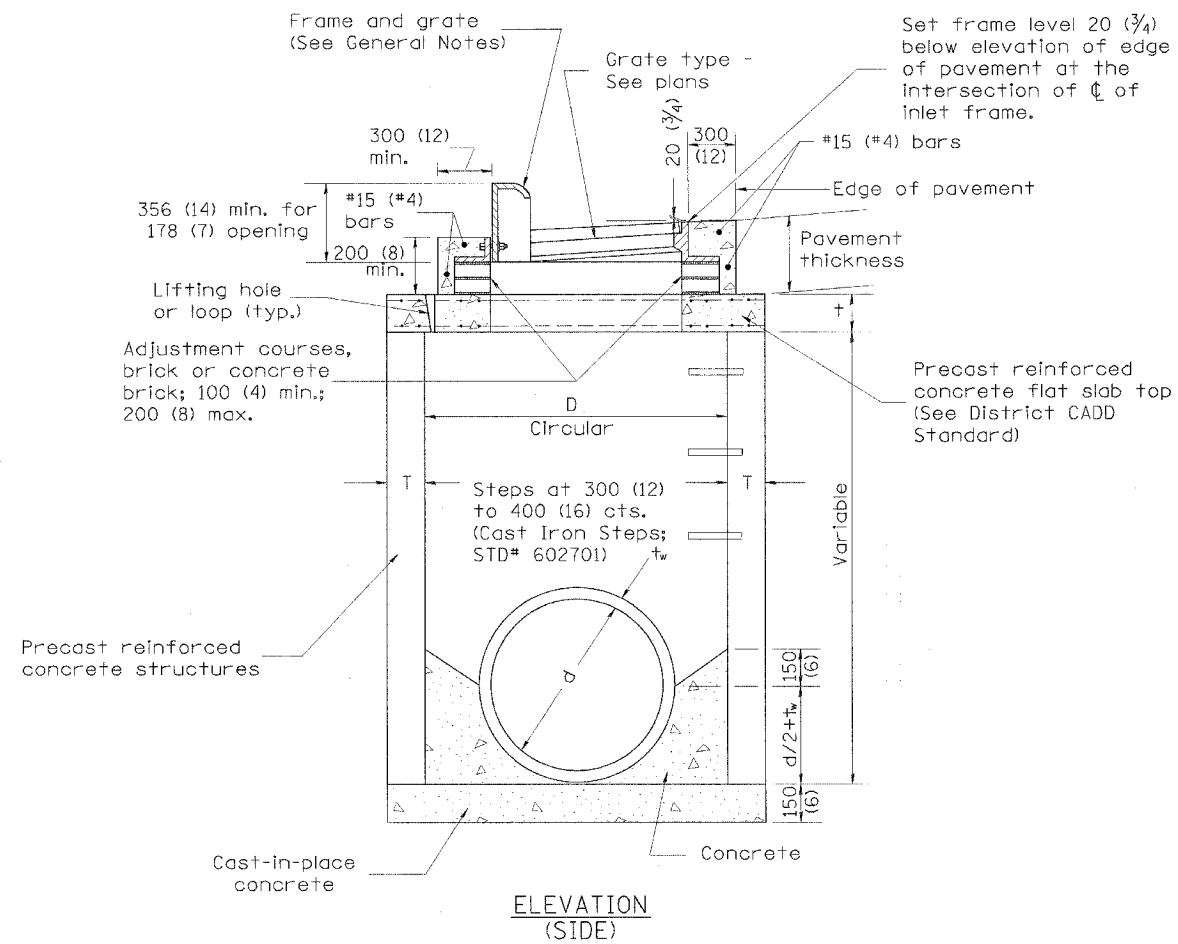
ILLINOIS DEPARTMENT OF TRANSPORTATION

INLET-MANHOLE, TYPE G-1, DOUBLE, SPECIAL

SCALE: VERT. DATE
HORIZ.

DRAWN BY
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	230
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* 11BR-1, 11BR-2				



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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INLET-MANHOLE, TYPE G-1, DOUBLE, SPECIAL

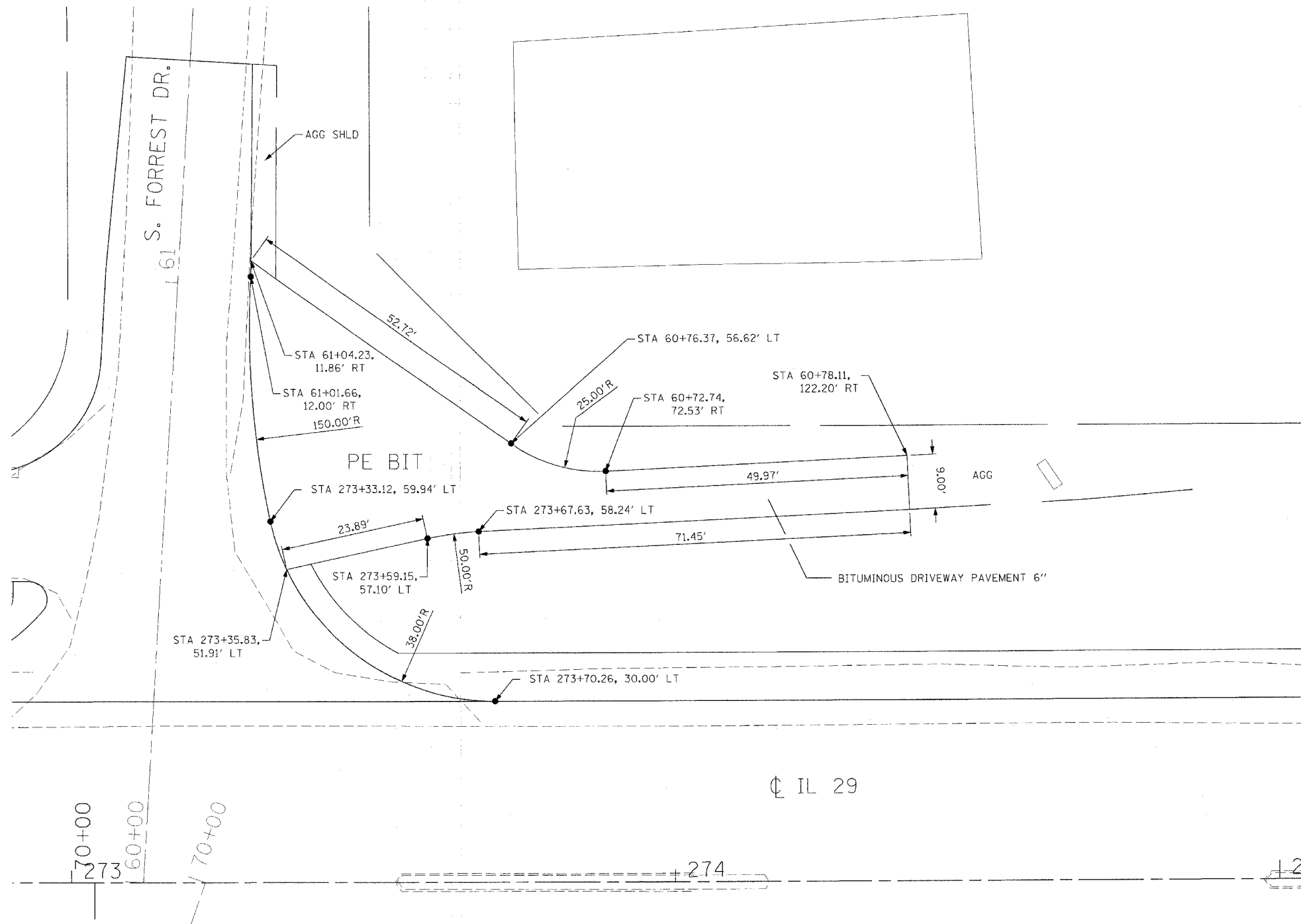
SCALE: VERT. HORIZ. DATE

DRAWN BY CHECKED BY

PLOT DATE = 4/18/2006
 PLOT SCALE = 49.375% / IN.
 REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	231
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 11BR-1, 11BR-2

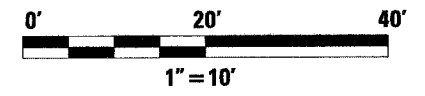


IL 29

70+00
60+00
70+00

274

1-2



GIDDENS ENTRANCE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ENTRANCE
DETAILS**

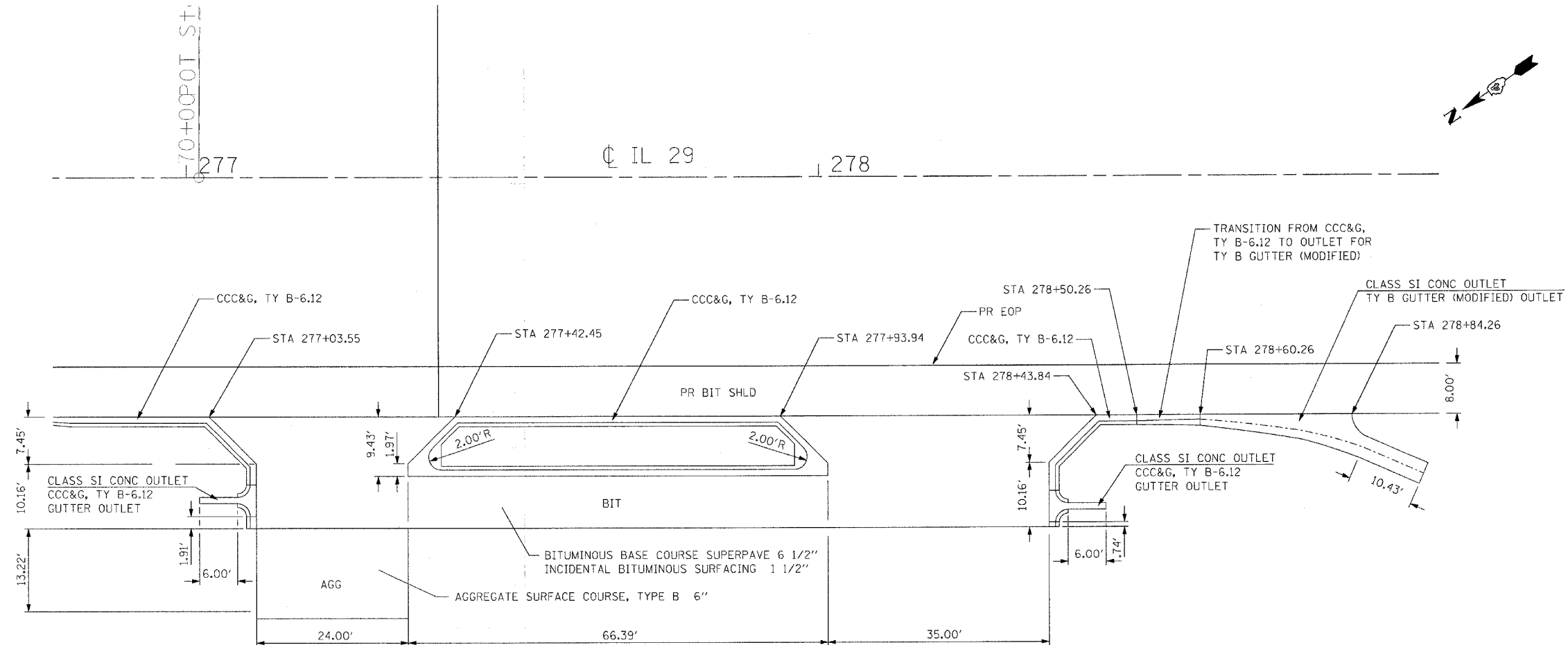
SCALE: VERT. _____
HORIZ. _____

DATE _____ DRAWN BY _____
CHECKED BY _____

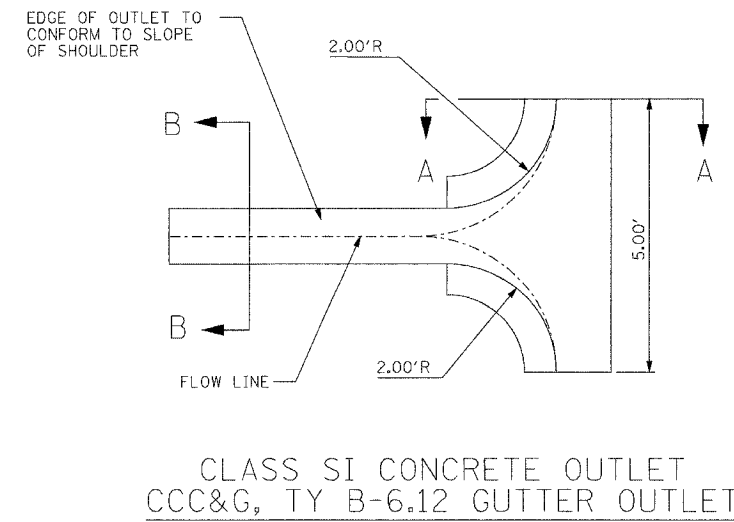
PLOT DATE = 4/19/2006
PLOT SCALE = 1/8\"/>

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	232
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

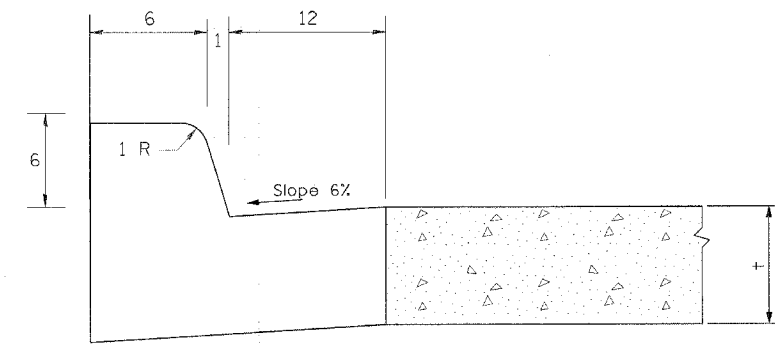
• 11BR-1, 11BR-2



OLD HERITAGE LANDSCAPING
NORTH ENTRANCES



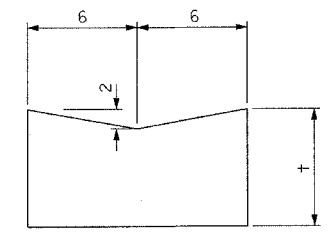
CLASS SI CONCRETE OUTLET
CCC&G, TY B-6.12 GUTTER OUTLET



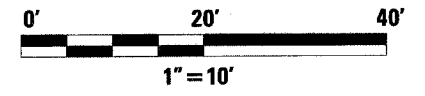
SECTION A - A

GENERAL NOTES

+ = Thickness of pavement.
NOT TO SCALE
Dimensions are in inches unless shown otherwise.



SECTION B - B



REVISIONS	
NAME	DATE

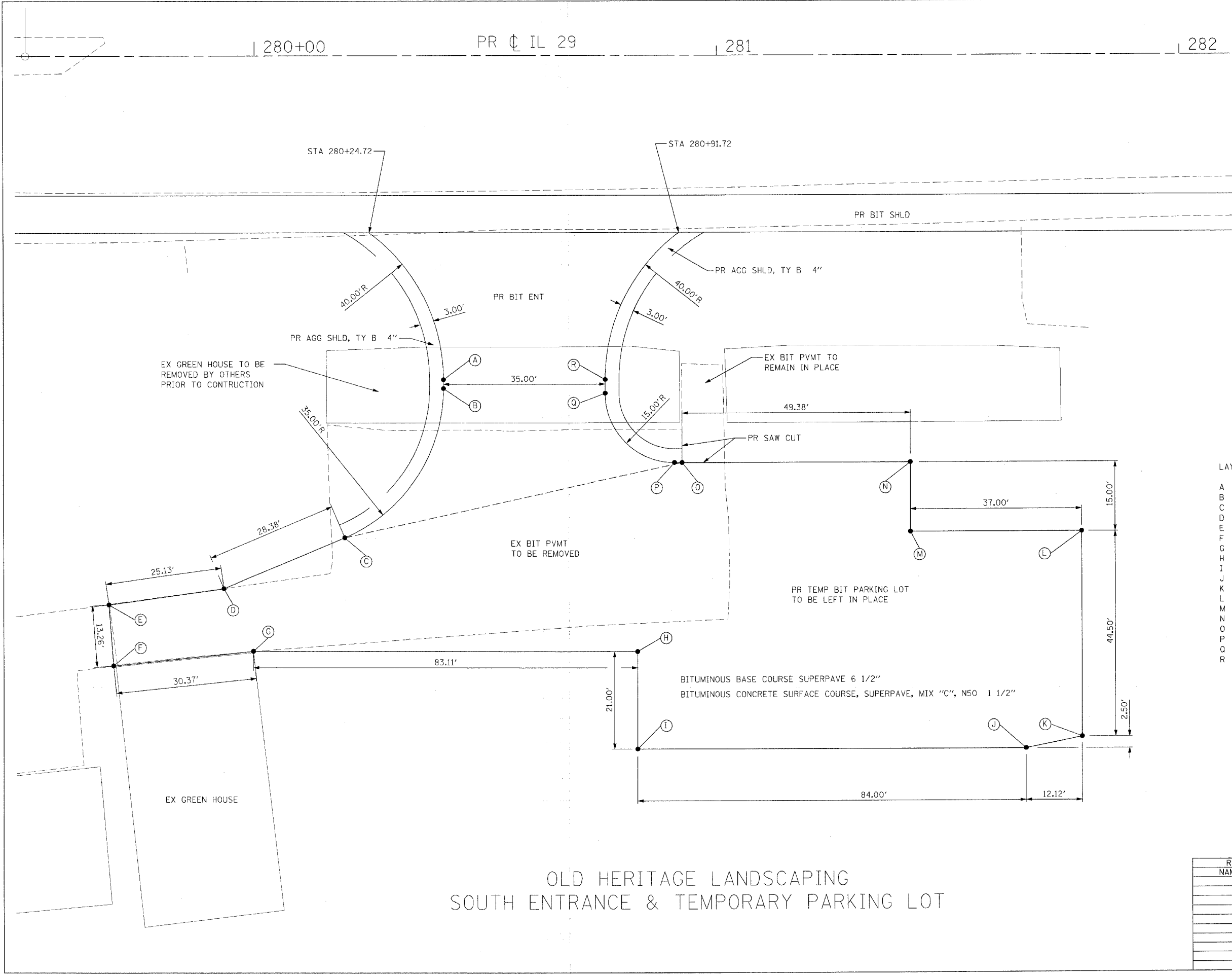
ILLINOIS DEPARTMENT OF TRANSPORTATION

**ENTRANCE
DETAILS**

SCALE: VERT. HORIZ.
DATE
DRAWN BY
CHECKED BY

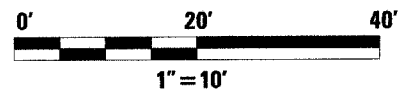
PLOT DATE = 4/18/2006
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = shouhzh

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	233
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



LAYOUT LEGEND

A	STA. 280+40.72, 70.00' RT
B	STA. 280+40.72, 71.92' RT
C	STA. 280+19.36, 104.15' RT
D	STA. 279+93.18, 115.23' RT
E	STA. 279+68.30, 118.74' RT
F	STA. 279+69.28, 131.96' RT
G	STA. 279+99.50, 128.84' RT
H	STA. 280+82.61, 129.01' RT
I	STA. 280+82.61, 150.01' RT
J	STA. 281+66.61, 150.01' RT
K	STA. 281+78.73, 147.51' RT
L	STA. 281+78.73, 103.01' RT
M	STA. 281+41.73, 103.01' RT
N	STA. 281+41.73, 88.01' RT
O	STA. 280+92.35, 88.01' RT
P	STA. 280+90.72, 88.01' RT
Q	STA. 280+75.72, 73.01' RT
R	STA. 280+75.72, 70.00' RT



OLD HERITAGE LANDSCAPING
SOUTH ENTRANCE & TEMPORARY PARKING LOT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ENTRANCE
DETAILS**

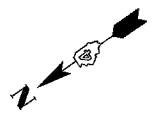
SCALE: VERT. HORIZ.
DATE

DRAWN BY
CHECKED BY

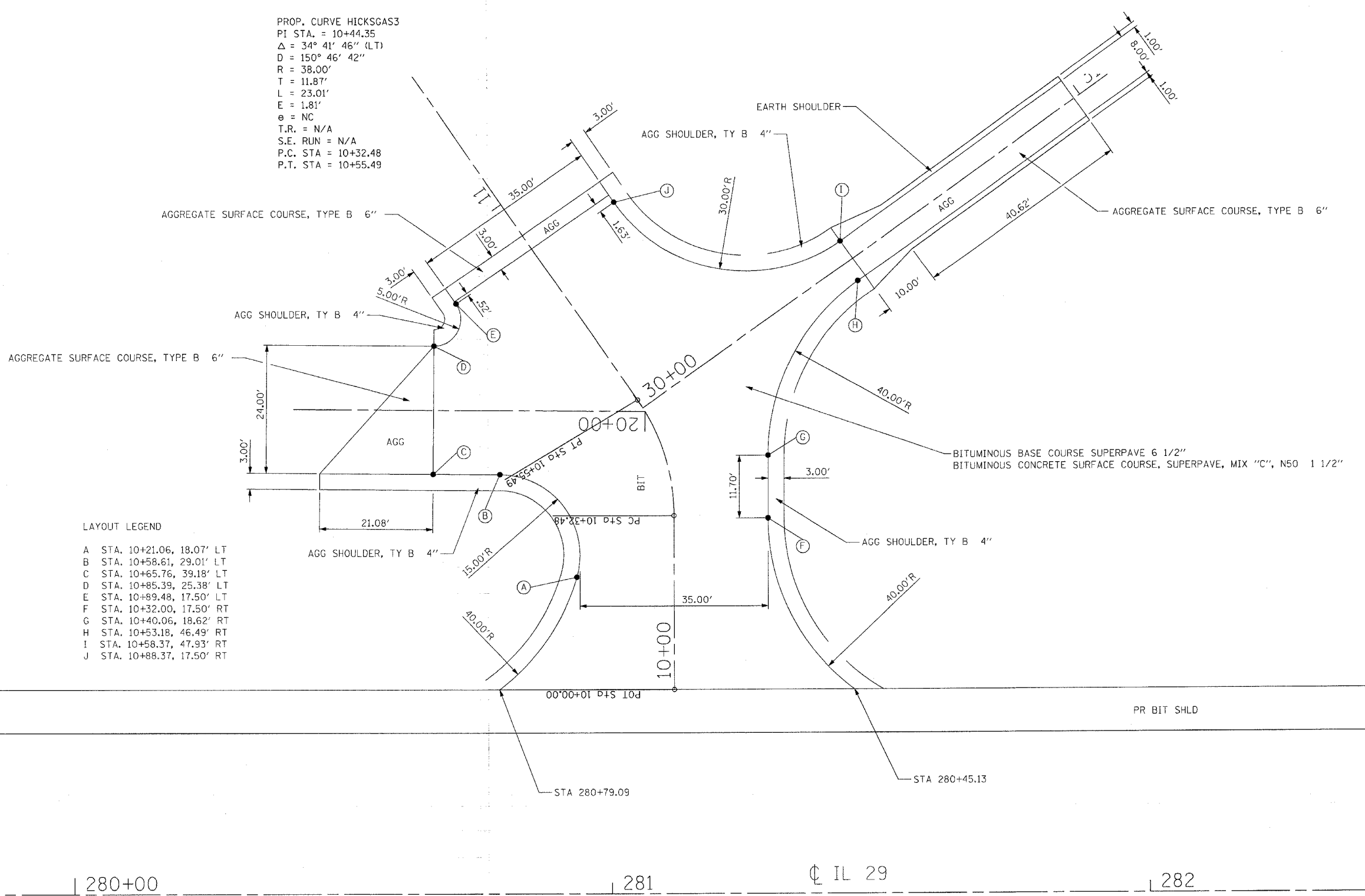
PLOT DATE = 4/18/2006
 PLOT SCALE = 1/8" = 10'-0"
 USER NAME = shouphz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	235
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 11BR-1, 11BR-2

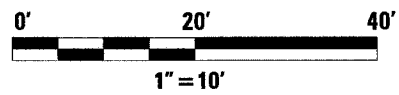


PROP. CURVE HICKSGAS3
 PI STA. = 10+44.35
 $\Delta = 34^\circ 41' 46''$ (LT)
 $D = 150^\circ 46' 42''$
 $R = 38.00'$
 $T = 11.87'$
 $L = 23.01'$
 $E = 1.81'$
 $e = NC$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA = 10+32.48$
 $P.T. STA = 10+55.49$



LAYOUT LEGEND

A	STA. 10+21.06, 18.07' LT
B	STA. 10+58.61, 29.01' LT
C	STA. 10+65.76, 39.18' LT
D	STA. 10+85.39, 25.38' LT
E	STA. 10+89.48, 17.50' LT
F	STA. 10+32.00, 17.50' RT
G	STA. 10+40.06, 18.62' RT
H	STA. 10+53.18, 46.49' RT
I	STA. 10+58.37, 47.93' RT
J	STA. 10+88.37, 17.50' RT



HICKSGAS/VILLAGE ENTRANCE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS

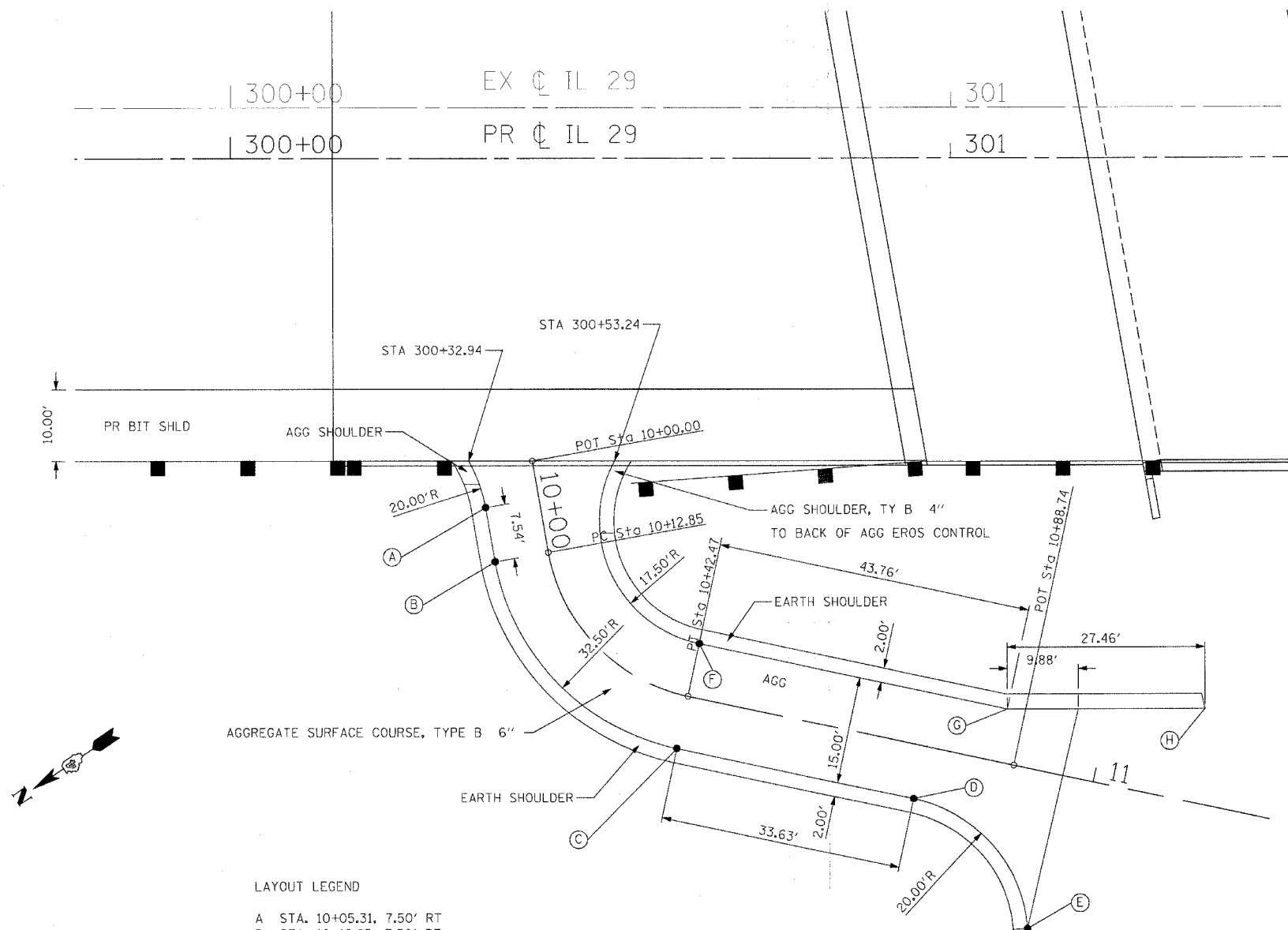
SCALE: VERT. _____
 HORIZ. _____

DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 4/18/2006
 PLOT SCALE = 1/8" = 10.0000' / IN.
 USER NAME = shoupbz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	236
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

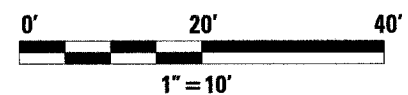
* 11BR-1, 11BR-2



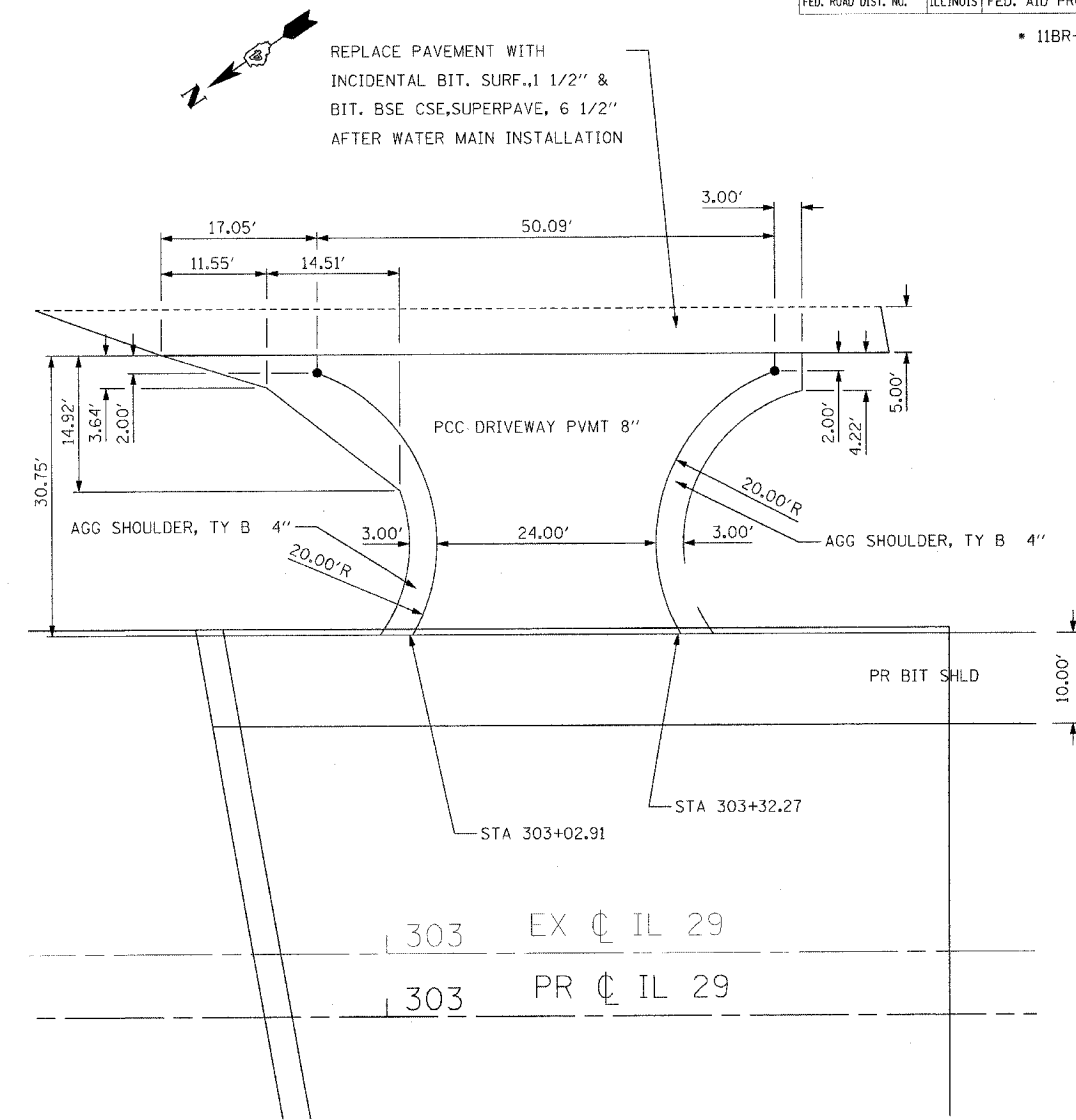
LAYOUT LEGEND

- A STA. 10+05.31, 7.50' RT
- B STA. 10+12.85, 7.50' RT
- C STA. 10+42.47, 7.50' RT
- D STA. 10+76.10, 7.50' RT
- E STA. 10+95.31, 21.94' RT
- F STA. 10+42.47, 7.50' LT
- G STA. 10+86.23, 7.50' LT
- H STA. 11+13.07, 13.26' LT

PROP. CURVE IDNRCUR
 PI STA. = 10+29.68
 $\Delta = 67^\circ 53' 31''$ (LT)
 $D = 229^\circ 10' 59''$
 $R = 25.00'$
 $T = 16.83'$
 $L = 29.62'$
 $E = 5.14'$
 $e = NC$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA = 10+12.85$
 $P.T. STA = 10+42.47$

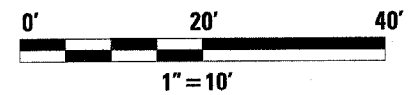


PLOT DATE = 4/19/2006
 PLOT SCALE = 1/8" = 10'-0"
 USER NAME = phouphz



REPLACE PAVEMENT WITH
 INCIDENTAL BIT. SURF., 1 1/2" &
 BIT. BSE CSE, SUPERPAVE, 6 1/2"
 AFTER WATER MAIN INSTALLATION

AMVETS ENTRANCE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

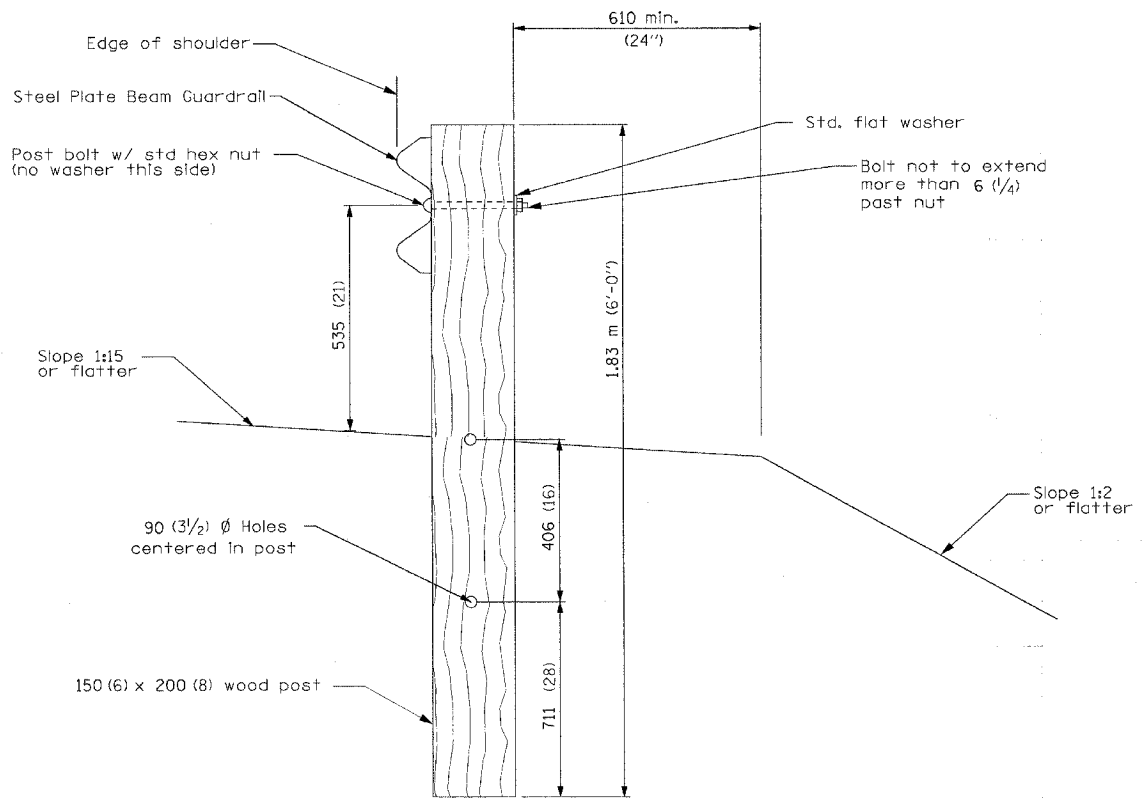
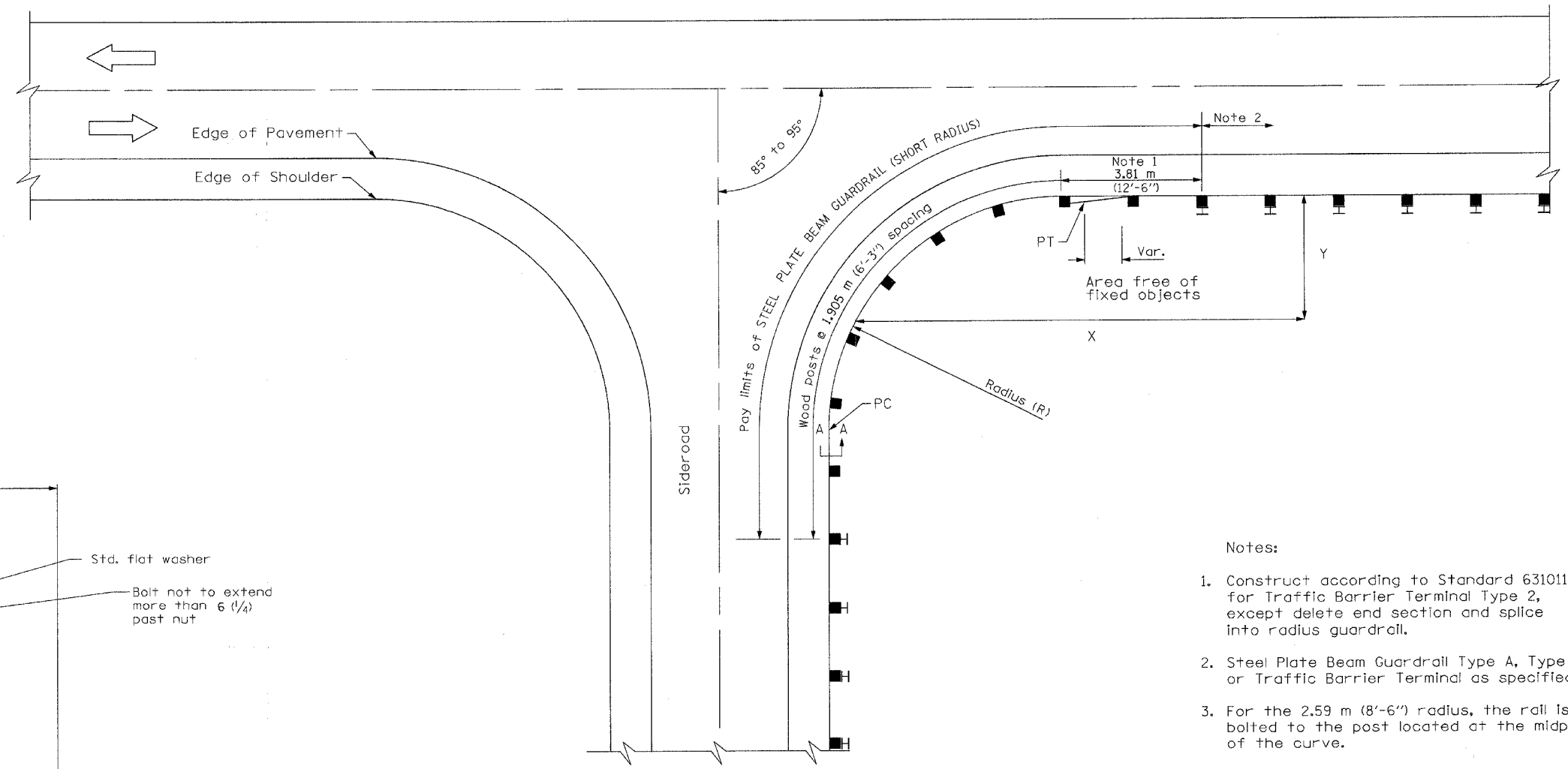
ENTRANCE DETAILS

SCALE: VERT. _____
 HORIZ. _____

DATE _____

DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	237
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

SECTION A-A

- Notes:
1. Construct according to Standard 631011 for Traffic Barrier Terminal Type 2, except delete end section and splice into radius guardrail.
 2. Steel Plate Beam Guardrail Type A, Type B, or Traffic Barrier Terminal as specified.
 3. For the 2.59 m (8'-6") radius, the rail is not bolted to the post located at the midpoint of the curve.

GENERAL NOTES

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

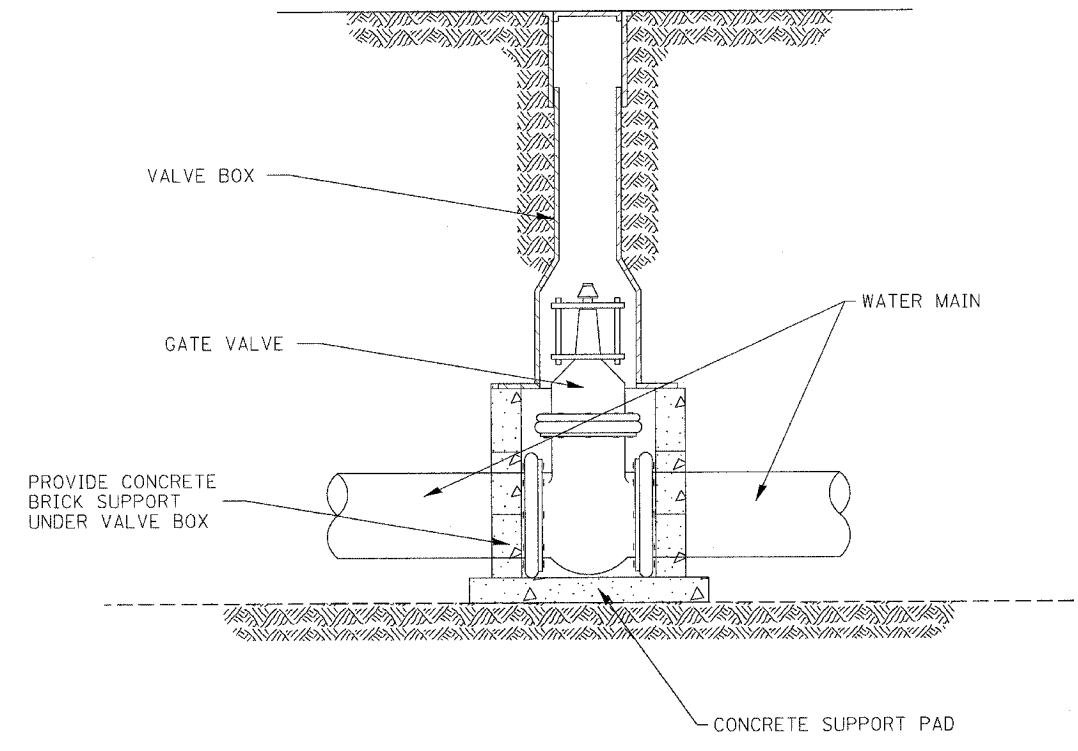
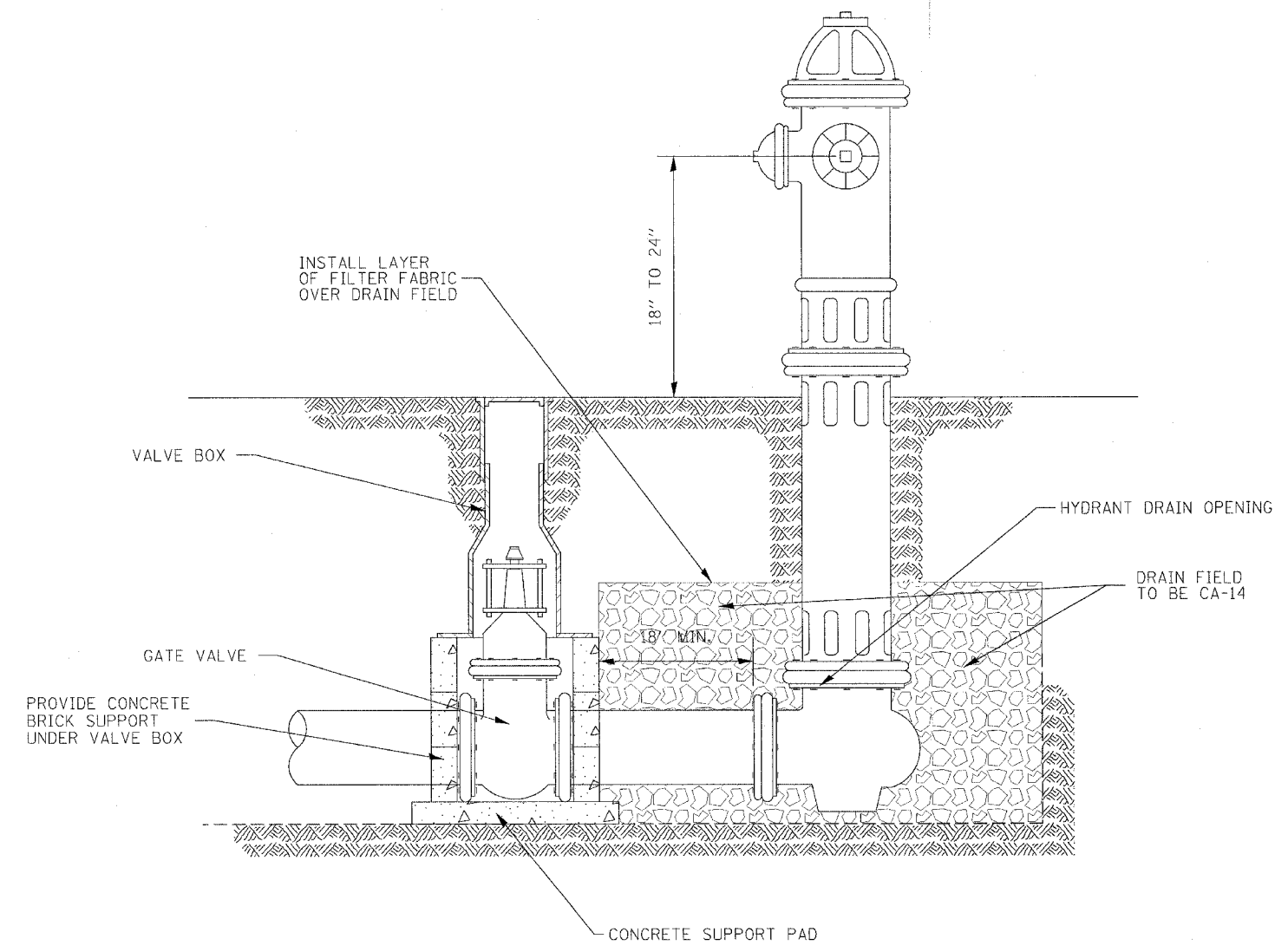
R	NO. OF WOOD POSTS	X	Y
2.59 (8'-6")	5 (Note 3)	7.6 m (25')	4.6 m (15')
5.18 (17'-0")	6	9.1 m (30')	4.6 m (15')
7.77 (25'-6")	8	12.2 m (40')	6.1 m (20')
10.67 (35'-0")	11	15.2 m (50')	6.1 m (20')

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 4/18/2006
 PLOT SCALE = 48.9999 / IN.
 USER NAME = shouphz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	238
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



- NOTES:
1. CONCRETE BASE AND BLOCKING MATERIAL SHALL NOT BLOCK NOR OBSTRUCT HYDRANT DRAIN OR ACCESS TO JOINTS FOR FUTURE REPAIRS
 2. PROVIDE MECHANICAL ANCHOR COUPLINGS BETWEEN THE VALVE AND THE HYDRANT AND THE MAIN AND THE VALVE
 3. VALVE BOX SHALL BE SUPPORTED SUCH THAT IT DOES NOT REST DIRECTLY ON THE VALVE OR THE WATER MAIN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

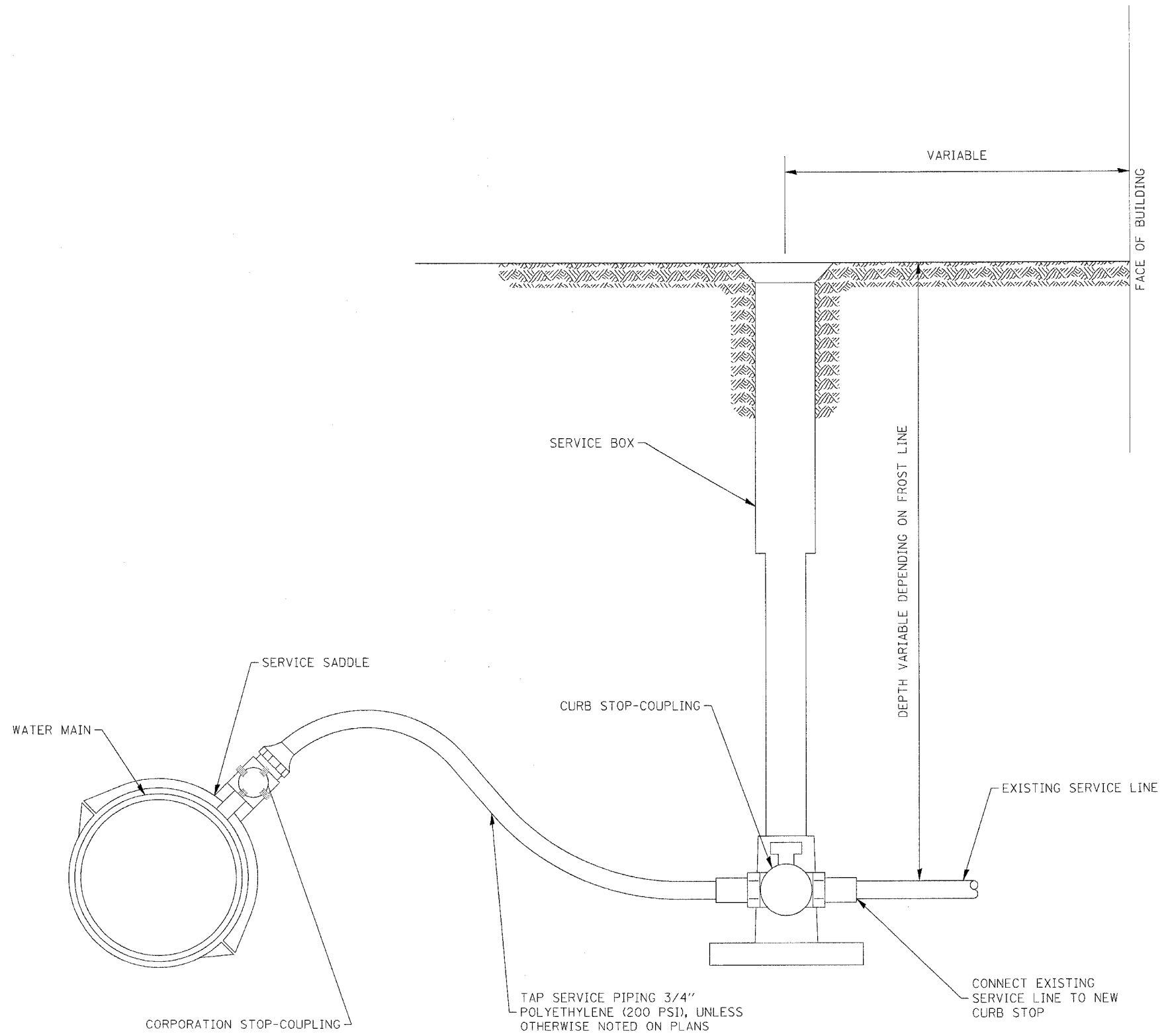
**WATER MAIN DETAILS -
TYPICAL VALVE BOX AND
HYDRANT INSTALLATION**

SCALE: VERT. NOT TO SCALE
HORIZ. NOT TO SCALE

DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 4/18/2006
 PLOT SCALE = 1/8" = 1'-0"
 PLOT SCALE = 1/8" = 1'-0"
 REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	239
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

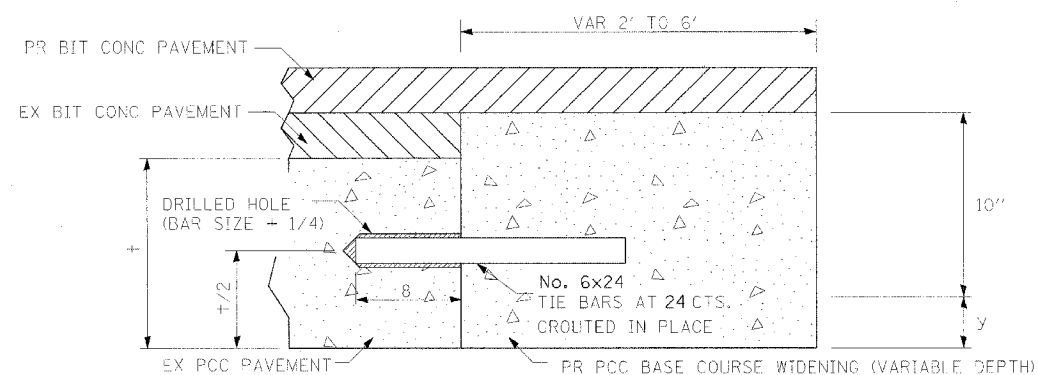
ILLINOIS DEPARTMENT OF TRANSPORTATION

**WATER MAIN DETAILS -
TYPICAL SERVICE TAP**

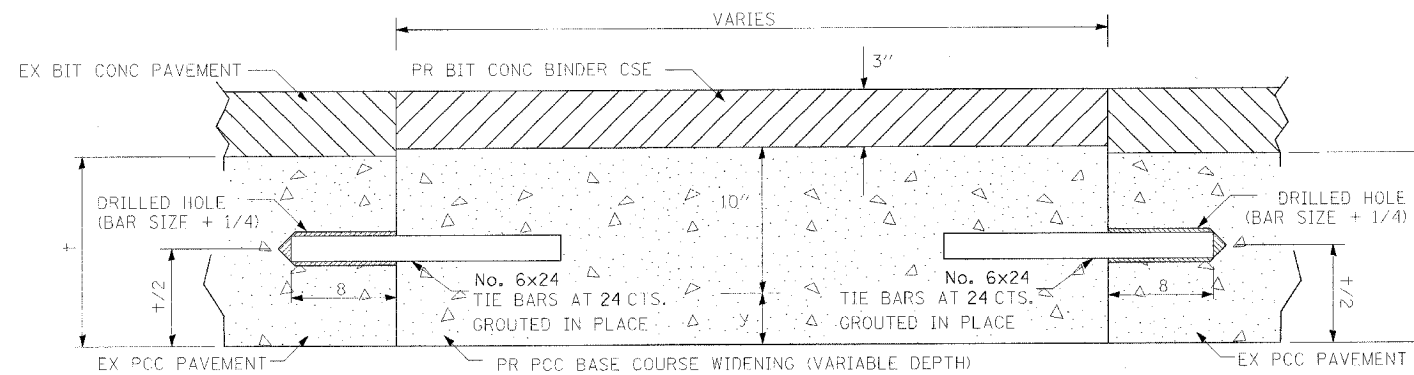
SCALE: VERT. NOT TO SCALE DRAWN BY
 HORIZ. CHECKED BY
 DATE

PLOT DATE = 4/18/2006
 PLOT NAME = I:\projects\2006\88804\phase_11\mstodgn
 PLOT SCALE = 43.3333% / IN.
 REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	240
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* 11BR-1, 11BR-2				

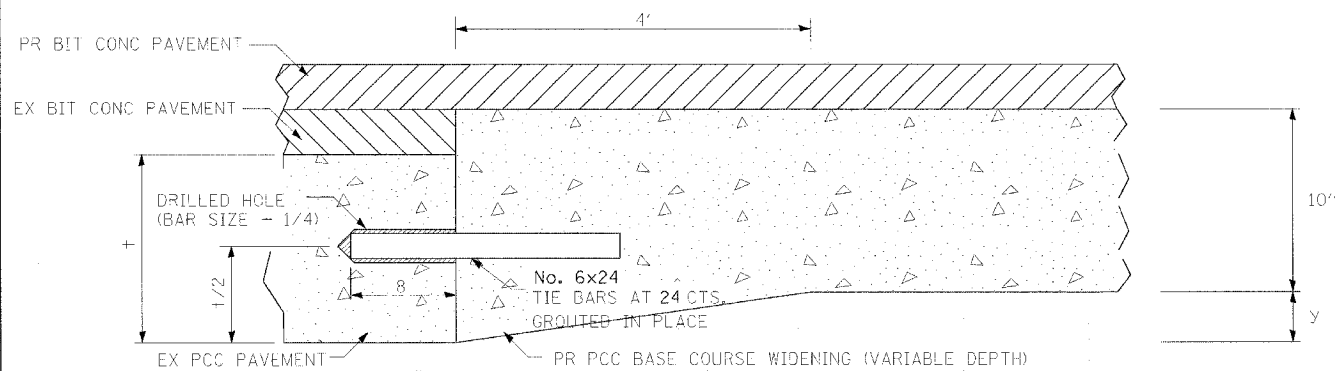


PCC BASE COURSE WIDENING (VARIABLE DEPTH)
LESS THAN 6 FT IN WIDTH



NOTE: FOR CLARITY, THIS DETAIL SHOWS THE CONDITION BEFORE BIT. SURF. REM. AND FINAL OVERLAYS.
THIS IS THE CONDITION AT THE END OF STAGE 1 WORK.

PCC BASE COURSE WIDENING (VARIABLE DEPTH)
IN MEDIAN (STAGE 1 WORK)



PCC BASE COURSE WIDENING (VARIABLE DEPTH)
GREATER THAN 6 FT IN WIDTH

GENERAL NOTES

1. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
2. SEE THE SPECIAL PROVISION ENTITLED, "PORTLAND CEMENT CONCRETE BASE COURSE WIDENING (VARIABLE DEPTH)."
3. THE MINIMUM WIDTH OF THE PROPOSED WIDENING SHALL BE 2 FEET.
4. THE PROPOSED PCC BASE COURSE WIDENING (VARIABLE DEPTH) SHALL BE CONSTRUCTED BEYOND THE PROPOSED EDGE OF PAVEMENT AS SHOWN ON SHEET 2 OF THIS DETAIL TO PROVIDE A BASE FOR THE PROPOSED BITUMINOUS CONCRETE BINDER COURSE.

+ = THICKNESS OF EXISTING PCC PAVEMENT
y = ADDITIONAL THICKNESS REQUIRED TO MATCH THE BOTTOM OF THE PROPOSED WIDENING TO THE BOTTOM OF THE ADJACENT EXISTING CONCRETE PAVEMENT

SHEET 1 OF 2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PCC BASE COURSE WIDENING
(VARIABLE DEPTH)
DETAIL

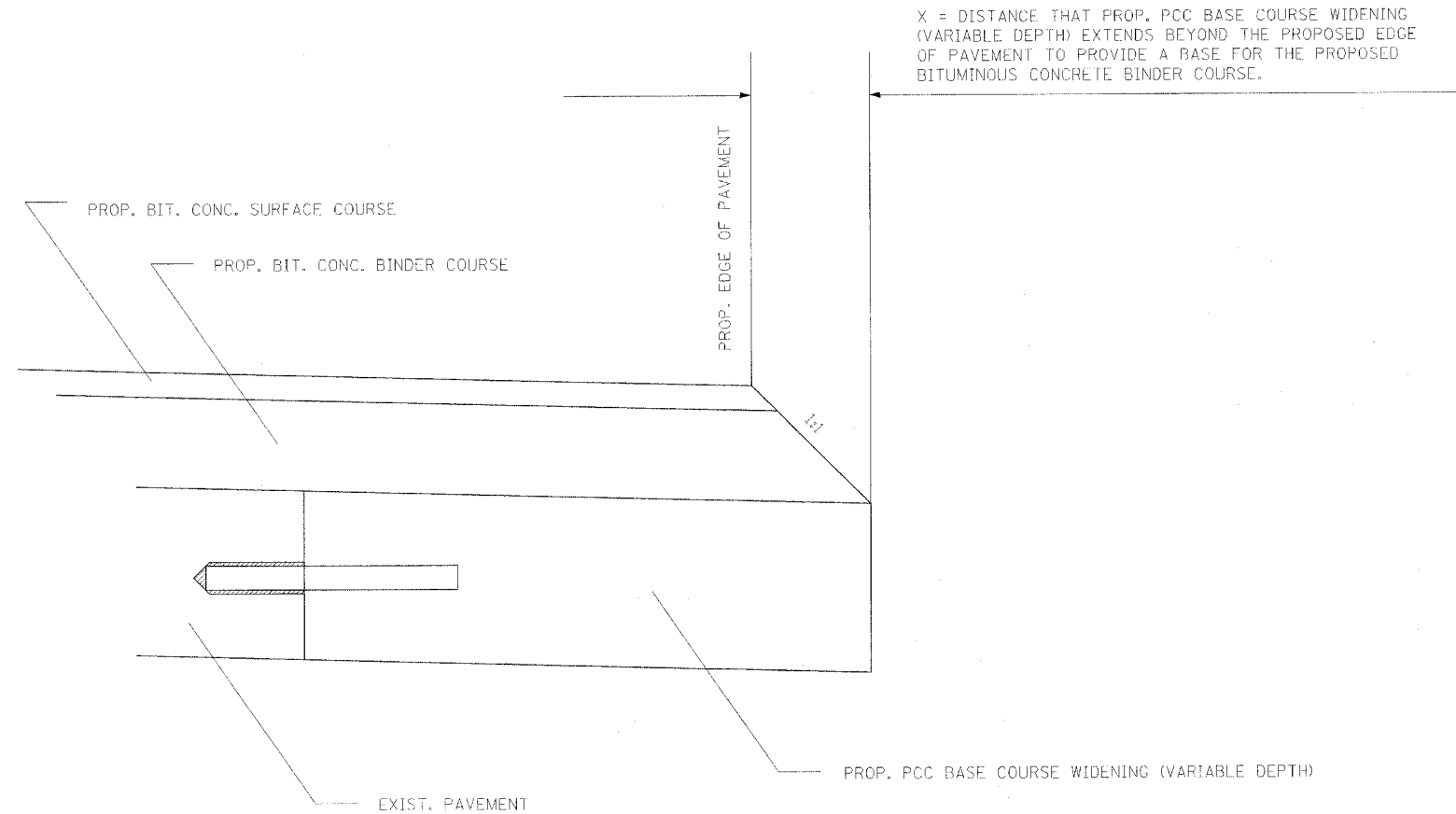
SCALE: VERT. NOT TO SCALE
HORIZ. DATE DRAWN BY CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	241
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* 11BR-1, 11BR-2				

RIGHT SIDE		RIGHT SIDE		RIGHT SIDE	
STATION	"X"	STATION	"X"	STATION	"X"
251+80.00	0.62	279+00.00	0.66	306+00.00	1.26
253+00.00	0.55	280+00.00	0.41	307+00.00	1.54
254+00.00	0.55	281+00.00	0.40	308+00.00	1.13
254+10.00	0.00	282+00.00	0.42	309+00.00	1.03
255+10.00	0.70	282+00.00	0.42	310+00.00	0.88
256+00.00	0.72	283+00.00	0.49	311+00.00	0.88
257+00.00	0.69	284+00.00	0.40	311+10.00	0.90
258+00.00	0.72	285+00.00	0.38	316+90.00	1.20
259+25.00	0.61	286+00.00	0.51	317+00.00	1.20
260+00.00	0.43	287+00.00	0.52	318+00.00	1.09
261+00.00	0.47	288+00.00	0.46	319+00.00	1.11
262+00.00	0.70	289+00.00	0.41	320+00.00	1.19
263+00.00	0.85	290+00.00	0.34	321+00.00	0.67
264+04.85	0.83	291+00.00	0.34	322+00.00	0.37
265+00.00	0.73	292+00.00	0.36	323+00.00	0.43
266+00.00	0.69	293+00.00	0.34	324+00.00	0.46
267+09.34	0.63	294+00.00	0.35	325+00.00	0.40
268+00.00	0.61	295+00.00	0.43	326+00.00	0.39
269+00.00	0.60	296+00.00	0.49	327+00.00	0.33
270+00.00	0.59	297+00.00	0.49	328+00.00	0.41
271+08.45	0.53	298+00.00	0.44	329+00.00	0.41
272+07.34	0.47	299+00.00	0.59	330+00.00	0.34
273+18.33	0.60	300+00.00	1.07	331+00.00	0.46
274+00.00	0.63	300+14.15	1.10	332+00.00	0.41
274+68.76	0.63	303+61.65	1.00	333+00.00	0.00
277+39.82	0.76	304+00.00	0.78	334+11.46	0.00
278+00.00	0.76	305+00.00	0.60		

LEFT SIDE		LEFT SIDE		LEFT SIDE	
STATION	"X"	STATION	"X"	STATION	"X"
255+70.00	0.46	282+00.00	0.55	310+00.00	0.33
256+00.00	0.46	283+00.00	0.41	311+00.00	0.34
257+00.00	0.40	284+00.00	0.38	312+00.00	0.41
258+00.00	0.48	285+00.00	0.30	313+00.00	0.48
259+25.00	0.35	286+00.00	0.51	314+00.00	0.43
260+00.00	0.43	287+00.00	0.59	315+00.00	0.32
261+00.00	0.61	288+00.00	0.57	316+00.00	0.30
262+00.00	0.86	289+00.00	0.49	317+00.00	0.33
263+00.00	0.86	290+00.00	0.50	318+00.00	0.34
264+04.85	0.87	291+00.00	0.47	319+00.00	0.40
265+00.00	0.78	292+00.00	0.49	320+00.00	0.56
266+00.00	0.70	293+00.00	0.48	321+00.00	0.42
267+09.34	0.63	294+00.00	0.45	322+00.00	0.39
268+00.00	0.65	295+00.00	0.47	323+00.00	0.40
269+00.00	0.62	296+00.00	0.45	324+00.00	0.43
270+00.00	0.50	297+00.00	2.51*	325+00.00	0.37
271+08.45	0.42	298+00.00	4.42*	326+00.00	0.34
272+07.34	0.40	299+00.00	4.50*	327+00.00	0.34
273+18.33	0.54	300+00.00	4.50*	328+00.00	0.48
274+00.00	0.64	300+14.15	4.50*	329+00.00	0.52
274+68.76	0.68	303+61.65	4.50*	330+00.00	0.32
277+39.82	0.80	304+00.00	4.50*	331+00.00	0.33
278+00.00	0.78	305+00.00	4.50*	332+00.00	0.44
279+00.00	0.61	305+50.00	4.50*	333+00.00	0.44
280+00.00	0.35	307+90.00	3.57*	333+87.00	0.00
281+00.00	0.49	308+00.00	3.61*		
282+00.00	0.55	309+00.00	0.50		

* ADDITIONAL WIDTH REQUIRED FOR STAGING PURPOSES.



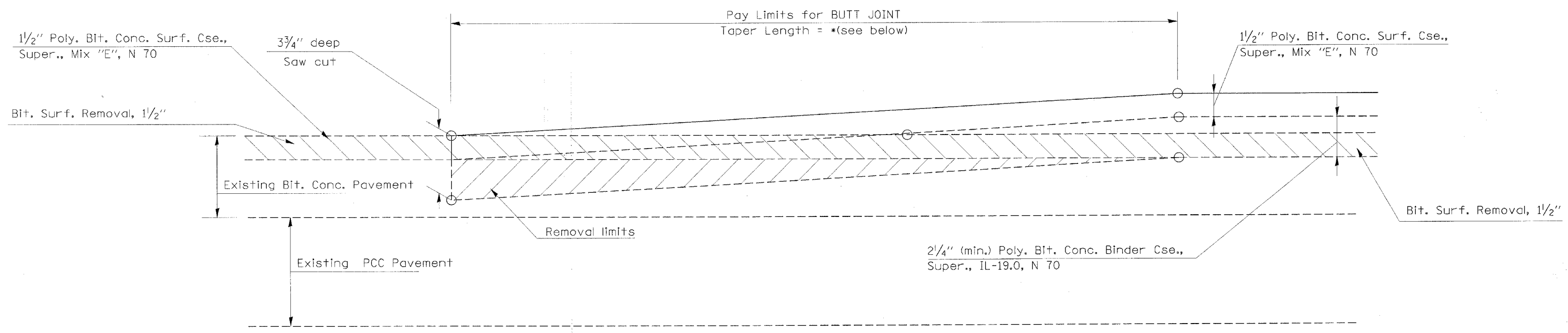
SHEET 2 OF 2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PCC BASE COURSE WIDENING (VARIABLE DEPTH) DETAIL
 SCALE: VERT. NOT TO SCALE
 HORIZ. DATE DRAWN BY CHECKED BY

PLOT DATE = 4/18/2006
 FILE NAME = c:\projects\11w-3\pcc\pccbase.dwg
 PLOT SCALE = 1/8" = 1'-0"
 REFERENCE = #REF#

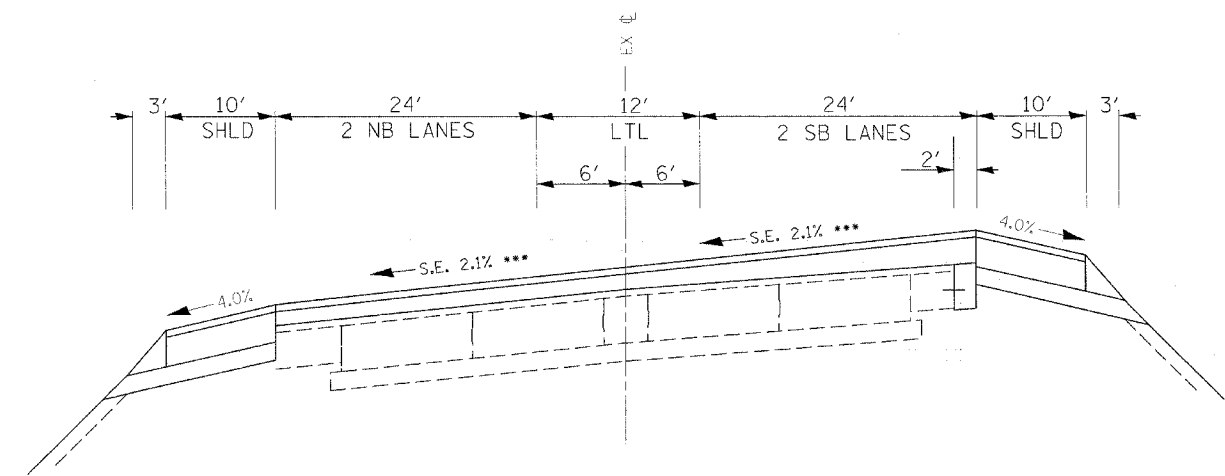
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	242
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* 11BR-1, 11BR-2				



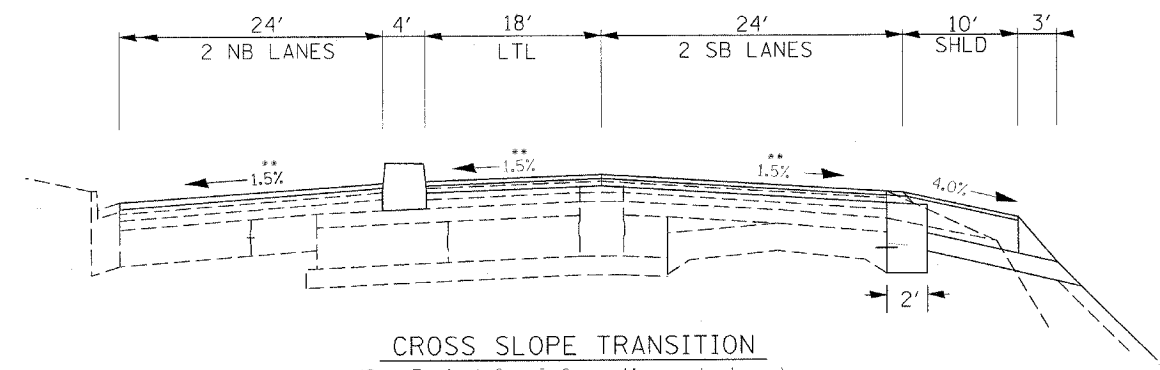
*** Match existing cross slope at Sta 251+25 and transition to the full super cross slope of 2.1% at Sta. 251+66.

*STA. 251+25 TO STA. 251+66 = 41'
 *STA. 333+66.46 TO STA. 334+11.46 = 45'

** Transition from proposed cross slope of 2.0% at Sta. 333+66.46 to match existing cross slope at Sta. 334+00 to maintain drainage.



CROSS SLOPE TRANSITION
 (See Typical for Information not shown)
 STA. 251+25 TO STA. 251+66



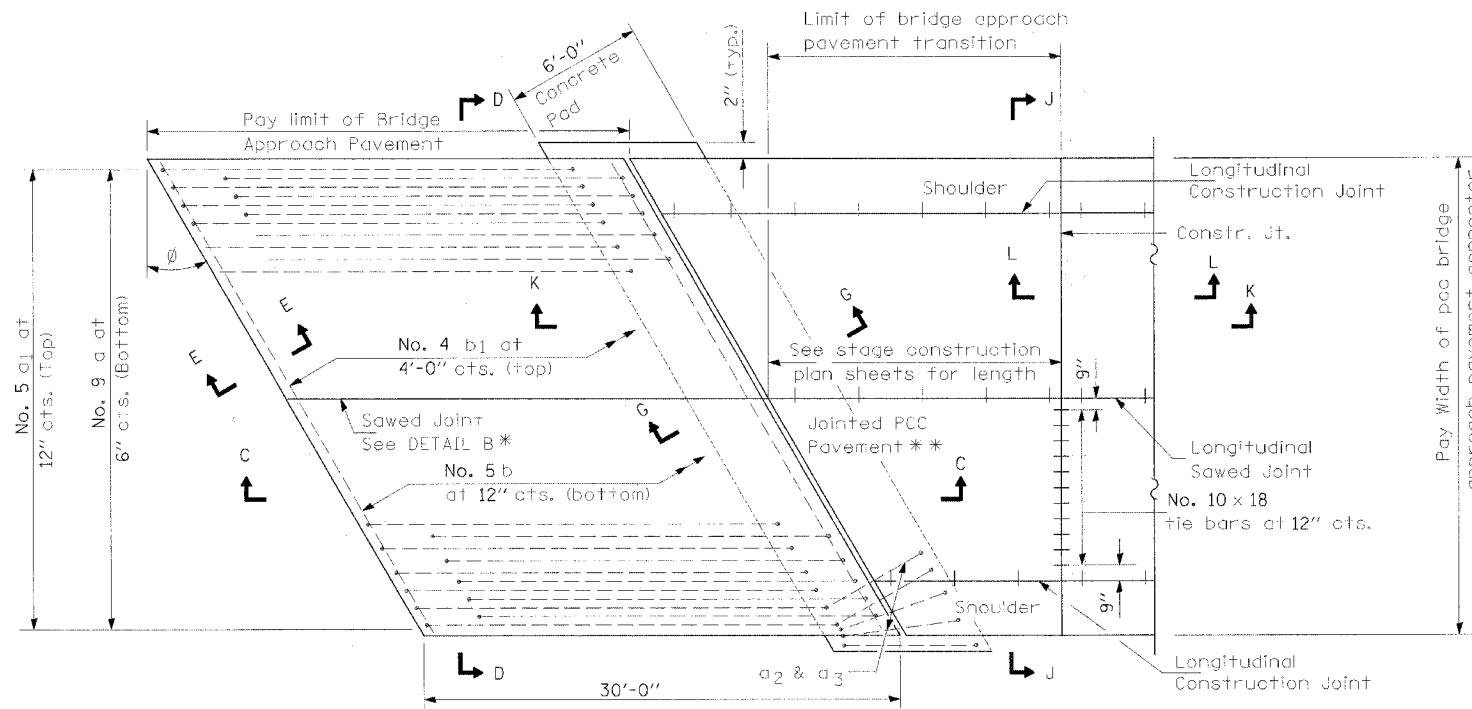
CROSS SLOPE TRANSITION
 (See Typical for information not shown)
 STA 333+00 TO 334+00

PLOT DATE = 4/18/2005
 FILE NAME = 29pcturyspans.11\mstdgn
 PLOT SCALE = 3/8" = 1'-0"
 REFERENCE = #REF*

REVISIONS	
NAME	DATE

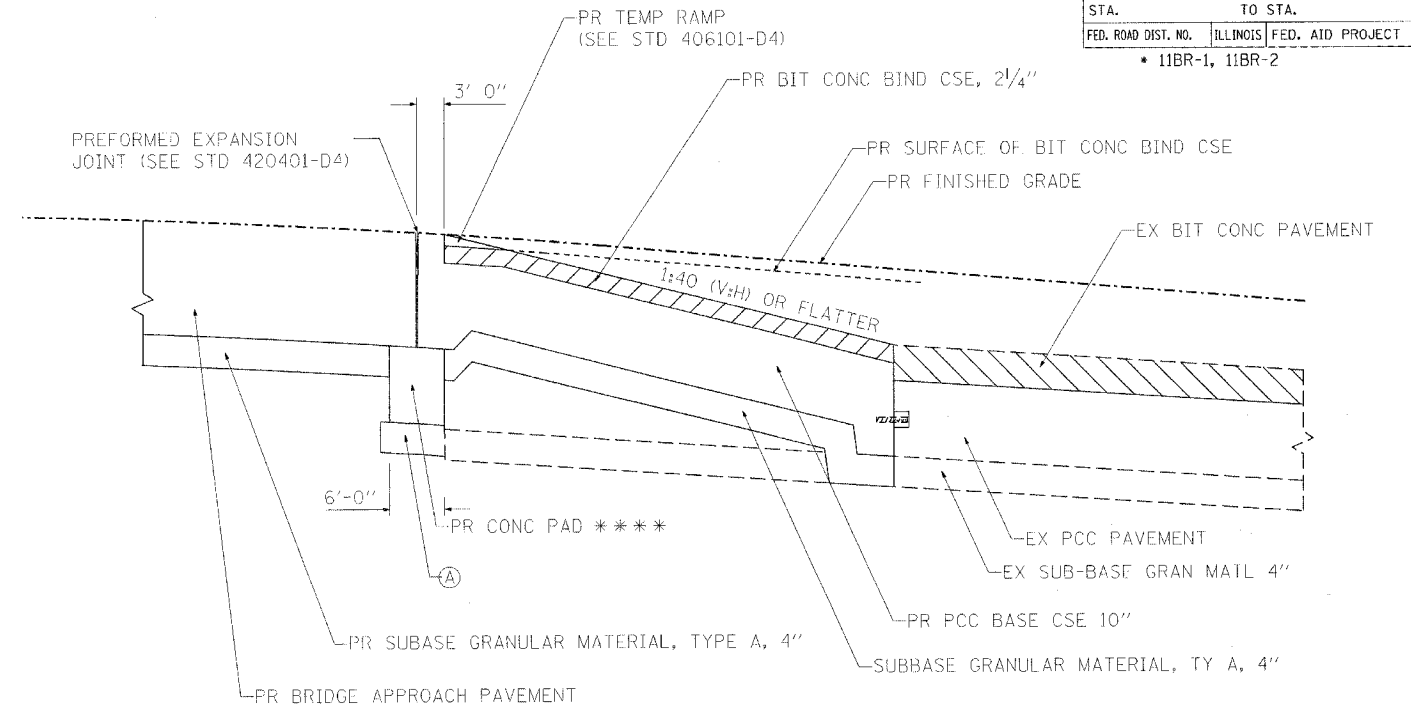
ILLINOIS DEPARTMENT OF TRANSPORTATION
**BIT SURF REM BUTT
 JOINT (SPECIAL)
 DETAILS**
 SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
 DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	243
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 11BR-1, 11BR-2				



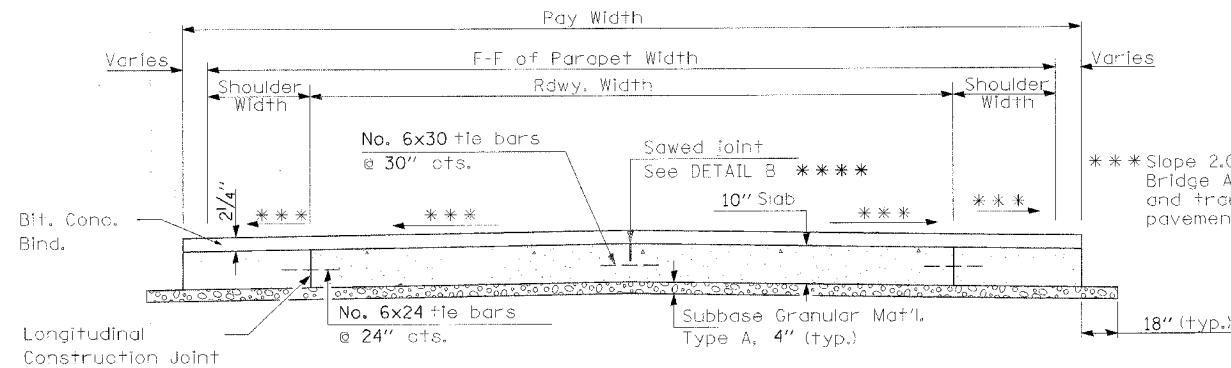
PLAN - WITH SKEW

- * Saw \perp or lane edge if poured two or more lane widths at a time.
- ** Use Standard 420106 for Jointed PCC Pavement details and recommended joint type and spacing on sheet 2 of this detail.



SECTION K-K

- **** SEE STANDARD 420401 FOR DIMENSIONING AND REINFORCEMENT INFORMATION
- (A) PR SUBBASE GRAN MATL, TY A, 4" (MIN) OR EX SUB-GRADE &/OR EX SUBBASE GRAN MATL APPROVED BY THE ENGINEER

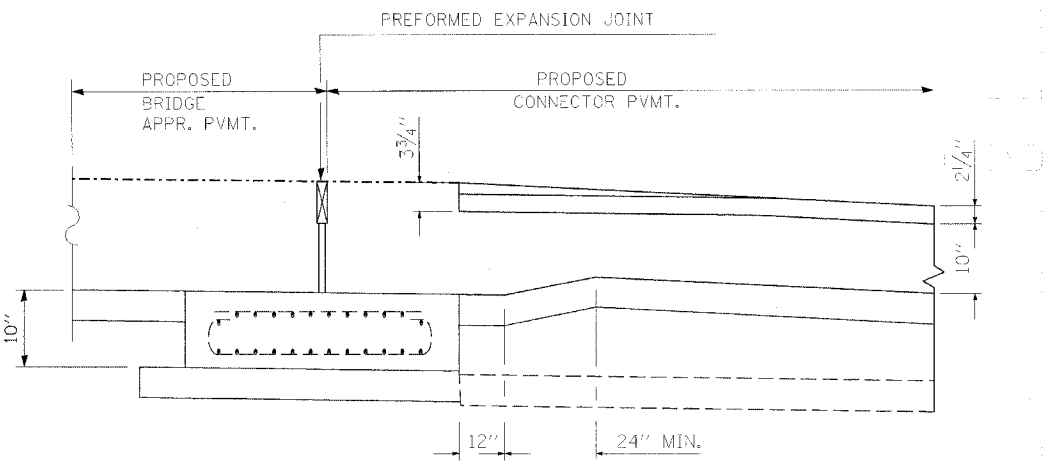


SECTION J-J

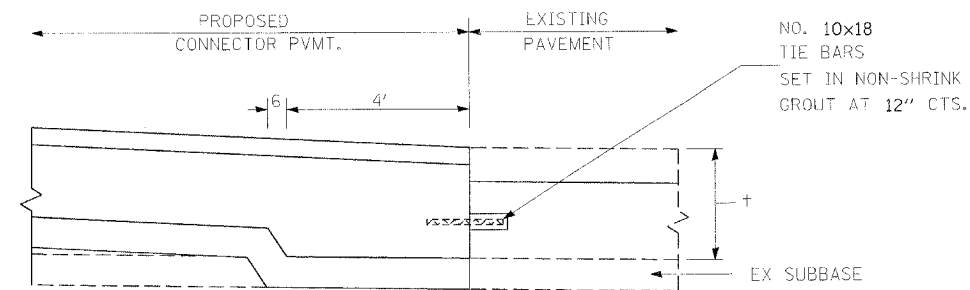
(See Plan for Dimensions not shown)
All reinforcement bars shall be epoxy coated.

GENERAL NOTES

- THICKNESS - "t" = THICKNESS OF PAVEMENT
- SEE STANDARD 421001 FOR REINFORCEMENT DETAILS NOT SHOWN.
- SEE STANDARD 420001 FOR JOINT DETAILS NOT SHOWN.
- SEE STANDARD 420401-D4 FOR PIPE UNDERDRAIN DETAILS NOT SHOWN.
- ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.



SECTION G-G



SECTION L-L

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SPECIAL

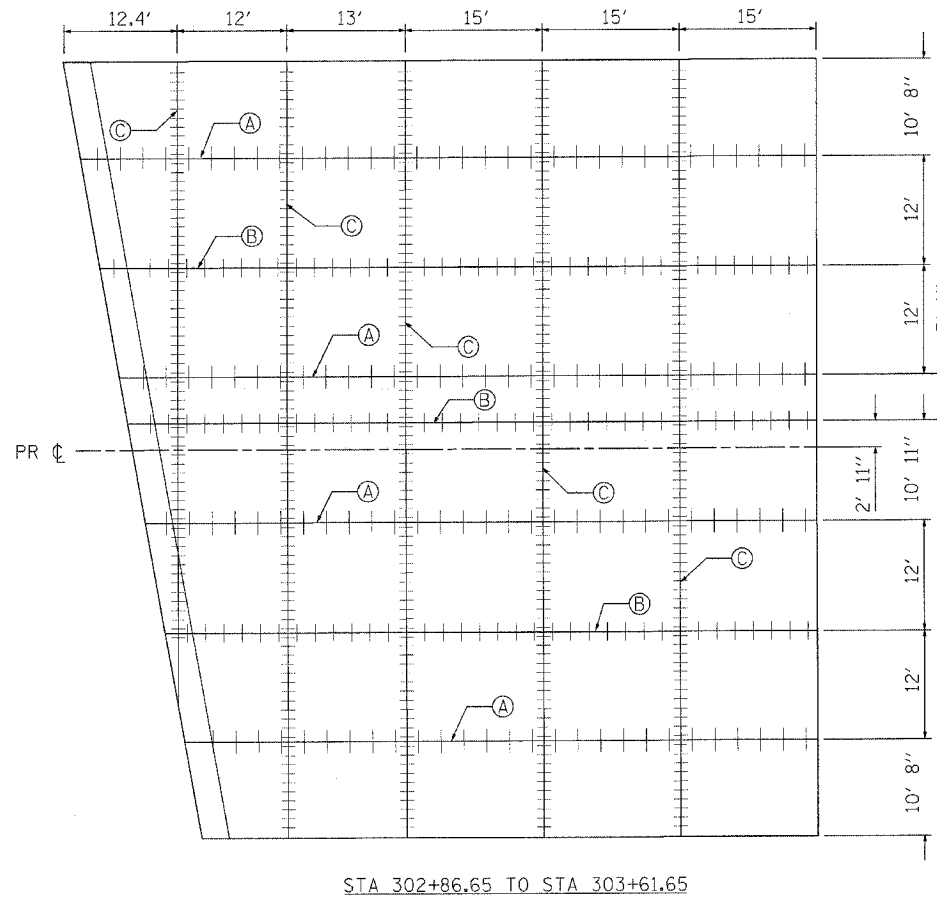
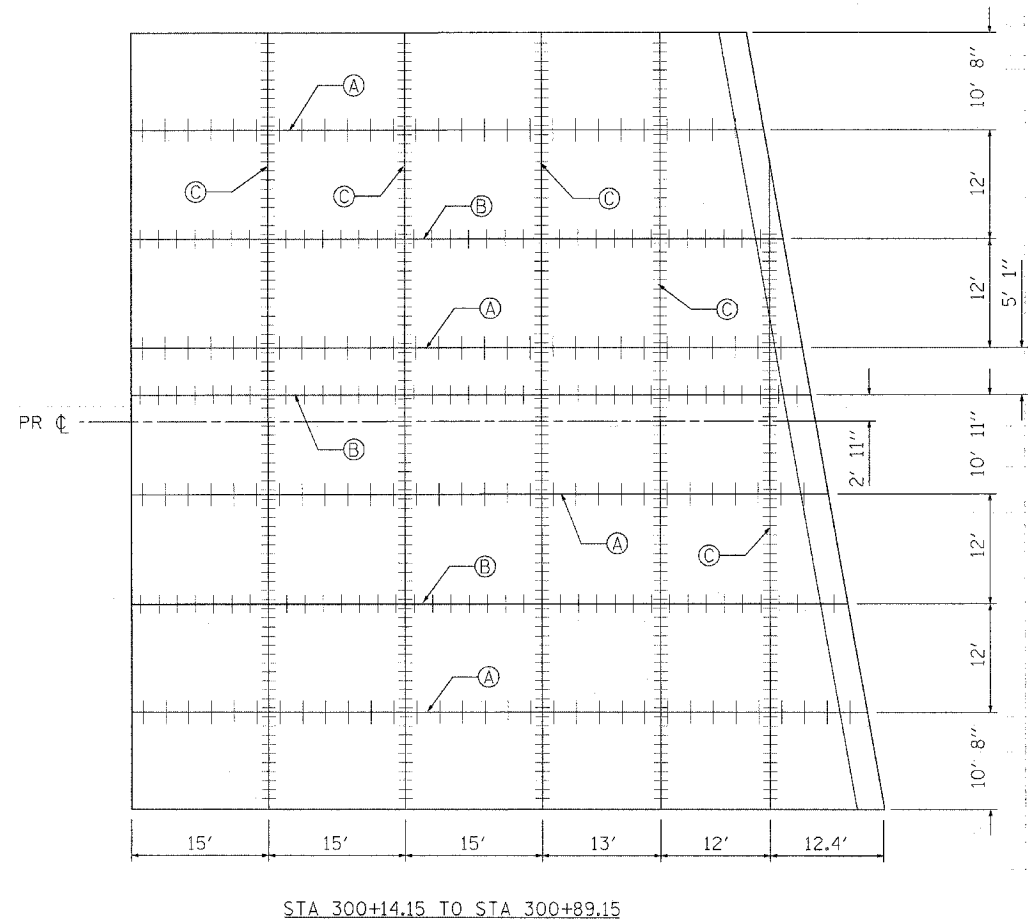
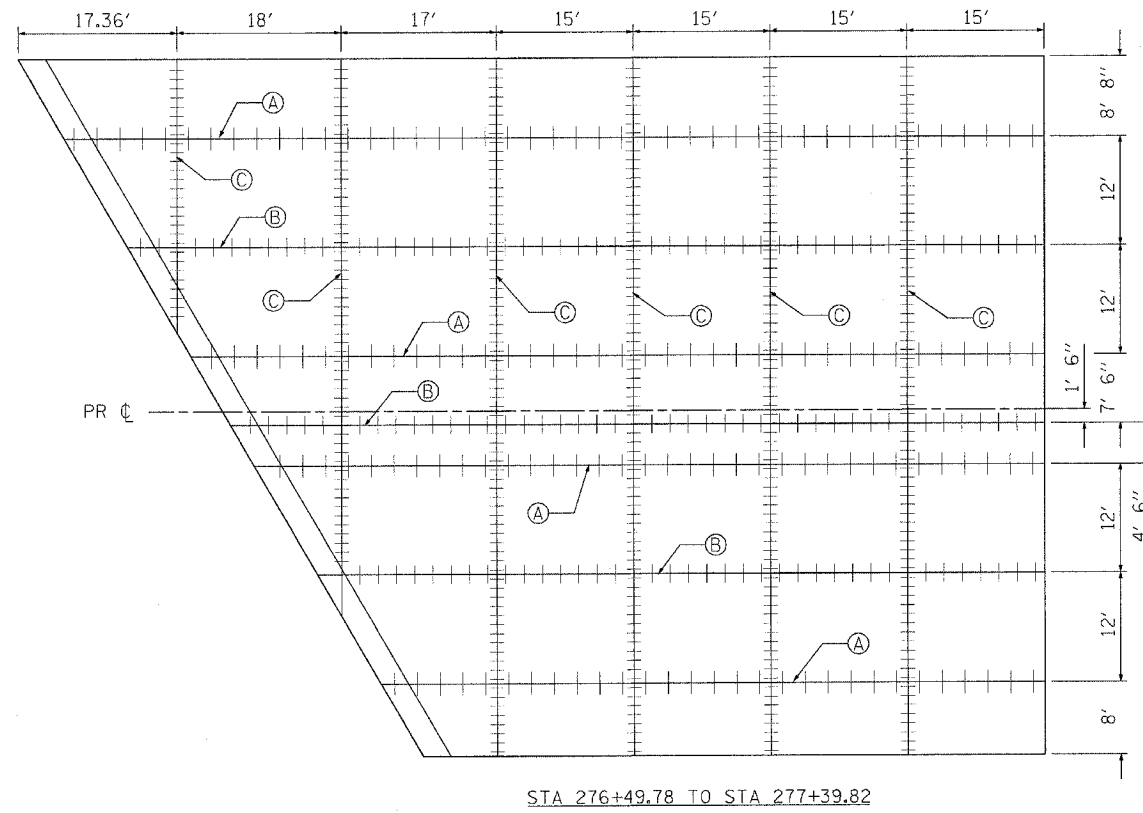
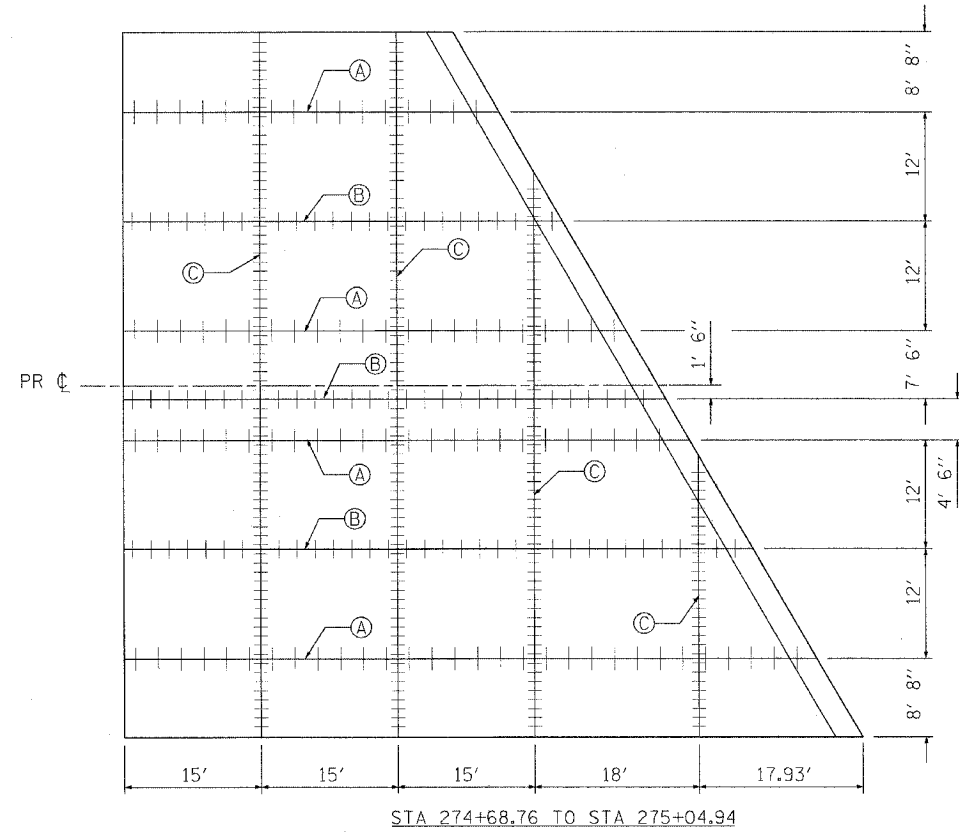
SCALE: VERT. _____
HORIZ. _____
DATE _____

SHEET 1 OF 3
DRAWN BY _____
CHECKED BY _____

PLOT DATE = 4/18/2008
 PLOT SCALE = 5/8" = 1'-0"
 USER NAME = shouphz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	244
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* 11BR-1, 11BR-2				

RECOMMENDED JOINT TYPE AND SPACING



- (A) LONGITUDINAL SAWED JOINT
- (B) LONGITUDINAL CONSTRUCTION JOINT
- (C) TRANSVERSE CONTRACTION JOINT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**BRIDGE APPROACH
 PAVEMENT CONNECTOR
 (PCC) SPECIAL**

SCALE: VERT. _____
 HORIZ. _____
 DATE _____

SHEET 2 OF 3
 DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 4/18/2008
 FILE NAME = 4182008\302pavement\pccs.11\mnc.dgn
 PLOT SCALE = 50.0000 / IN.
 USER NAME = shouphz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	245
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 11BR-1, 11BR-2				

ELEVATIONS OF TOP OF PCC BASE CSE 10" BELOW THE BITUMINOUS CONCRETE ON THE BRIDGE APPROACH PAVEMENT CONNECTOR FROM STA 274+68.76 TO STA 275+04.94

STATION	OFFSET	ELEVATION
274+68.76	38.67' LT	463.33
274+68.76	30.00' LT	463.68
274+68.76	25.98' LT	463.76
274+68.76	18.00' LT	463.85
274+68.76	6.00' LT	463.95
274+68.76	CL	463.99
274+68.76	1.50' RT	463.99
274+68.76	6.00' RT	463.96
274+68.76	18.00' RT	463.86
274+68.76	26.23' RT	463.75
274+68.76	30.00' RT	463.68
274+68.76	38.67' RT	463.33
275+02.05 (BK)	38.67' LT	464.20
275+07.05 (BK)	30.00' LT	464.41
275+09.56 (BK)	25.64' LT	464.52
274+91.55 (AH)	18.00' LT	464.71
274+98.47 (AH)	6.00' LT	465.00
275+01.94 (AH)	CL	465.14
275+02.80 (AH)	1.50' RT	465.12
275+05.40 (AH)	6.00' RT	465.05
275+12.33 (AH)	18.00' RT	464.85
275+17.05 (AH)	26.17' RT	464.71
275+19.26 (AH)	30.00' RT	464.65
275+24.26 (AH)	38.67' RT	464.50

ELEVATIONS OF TOP OF PCC BASE CSE 10" BELOW THE BITUMINOUS CONCRETE ON THE BRIDGE APPROACH PAVEMENT CONNECTOR FROM STA 276+49.78 TO STA 277+39.82

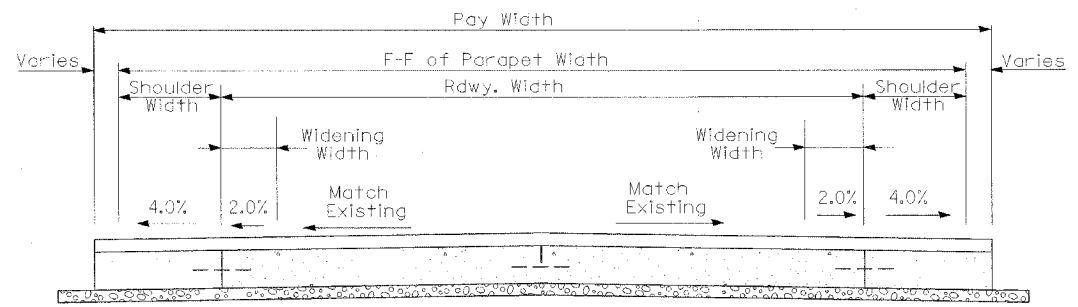
STATION	OFFSET	ELEVATION
276+30.46	38.67' LT	464.57
276+35.46	30.00' LT	464.62
276+38.01	25.58' LT	464.69
276+42.39	18.00' LT	464.82
276+49.32	6.00' LT	465.01
276+52.78	CL	465.11
276+53.65	1.50' RT	465.07
276+56.25	6.00' RT	464.96
276+63.17	18.00' RT	464.67
276+67.77	25.96' RT	464.47
276+70.10	30.00' RT	464.37
276+74.72	38.00' RT	464.17
277+39.82	38.67' LT	462.78
277+39.82	30.00' LT	463.13
277+39.82	26.22' LT	463.20
277+39.82	18.00' LT	463.29
277+39.82	6.00' LT	463.44
277+39.82	CL	463.57
277+39.82	1.50' RT	463.72
277+39.82	6.00' RT	463.50
277+39.82	18.00' RT	463.37
277+39.82	26.20' RT	463.25
277+39.82	30.00' RT	463.17
277+39.82	38.00' RT	462.85

ELEVATIONS OF TOP OF PCC BASE CSE 10" BELOW THE BITUMINOUS CONCRETE ON THE BRIDGE APPROACH PAVEMENT CONNECTOR FROM STA 300+14.15 TO STA 300+89.15

STATION	OFFSET	ELEVATION
300+14.15	42.67' LT	457.63
300+14.15	32.00' LT	458.06
300+14.15	20.00' LT	458.18
300+14.15	8.00' LT	458.50
300+14.15	2.92' LT	458.33
300+14.15	CL	458.31
300+14.15	8.00' RT	458.27
300+14.15	20.00' RT	458.18
300+14.15	32.00' RT	457.94
300+14.15	42.67' RT	457.52
300+78.63	42.67' LT	459.00
300+80.51	32.00' LT	459.23
300+82.62	20.00' LT	459.48
300+84.74	8.00' LT	459.72
300+85.64	2.92' LT	459.83
300+86.15	CL	459.89
300+87.56	8.00' RT	459.74
300+89.68	20.00' RT	459.51
300+91.79	32.00' RT	459.27
300+93.67	42.67' RT	459.07

ELEVATIONS OF TOP OF PCC BASE CSE 10" BELOW THE BITUMINOUS CONCRETE ON THE BRIDGE APPROACH PAVEMENT CONNECTOR FROM STA 302+86.65 TO STA 303+61.65

STATION	OFFSET	ELEVATION
302+82.13	42.67' LT	459.10
302+84.01	32.00' LT	459.30
302+86.12	20.00' LT	459.54
302+88.24	8.00' LT	459.77
302+89.14	2.92' LT	459.87
302+89.65	CL	459.92
302+91.06	8.00' RT	459.76
302+93.18	20.00' RT	459.51
302+95.29	32.00' RT	459.26
302+97.17	42.67' RT	459.04
303+61.65	42.67' LT	458.01
303+61.65	32.00' LT	458.44
303+61.65	20.00' LT	458.58
303+61.65	8.00' LT	458.70
303+61.65	2.92' LT	458.62
303+61.65	CL	458.59
303+61.65	8.00' RT	458.53
303+61.65	20.00' RT	458.38
303+61.65	32.00' RT	458.14
303+61.65	42.67' RT	457.71



BRIDGE APPROACH PAVEMENT CONNECTOR
CROSS SLOPES AT INTERFACE WITH EXISTING PAVEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SPECIAL
SHEET 3 OF 3
SCALE: VERT. HORIZ.
DATE DRAWN BY CHECKED BY

PLOT DATE = 4/18/2006
PLOT SCALE = 50.0000
REFERENCE = #REF#

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3RS-8*	TAZEWELL	442	246

* 11BR-1, 11BR-2

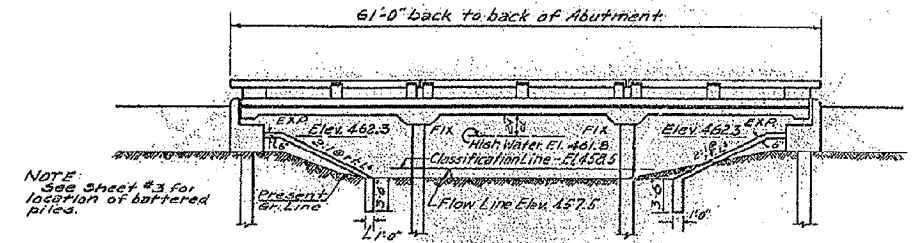
DATE	BY	CHKD.	APP'D.	SHEET NO.
2.21.54	JL BR	Tazewell	16	5

3 SHEETS

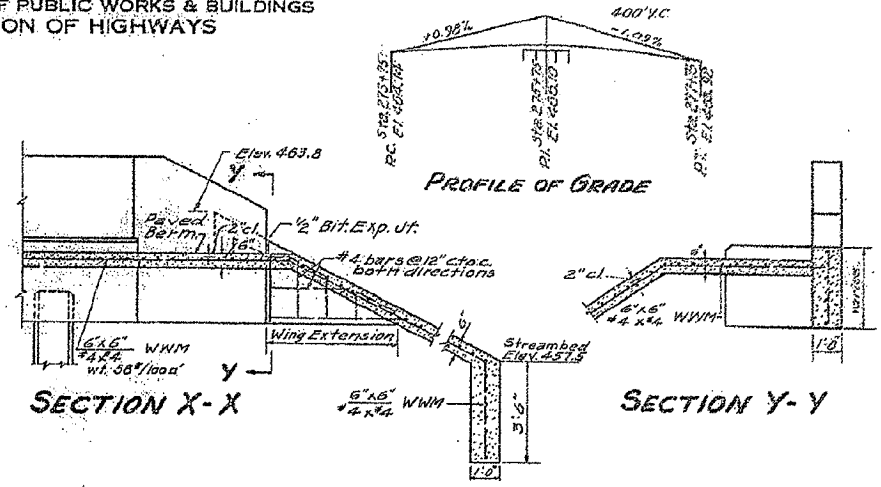
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

BM # 28 A Chiseled S.W. Bridge
Abutment R.C. Slab 27x15 Elev. 461.89
Existing Structure R.C. Slab One span 20' skew 30°
30' Rail to Rail Rdwy. Concr. Abutment on Piles.
The Bridge Contractor shall remove Existing Structure
after 2' Lanes of New Bridge are open to traffic.

FOR INFORMATION ONLY



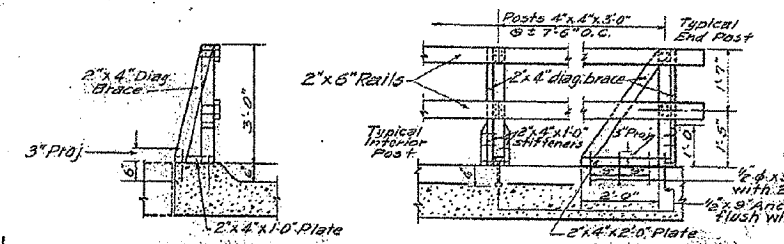
ELEVATION
Scale 1/8" = 1'-0"



SECTION X-X

SECTION Y-Y

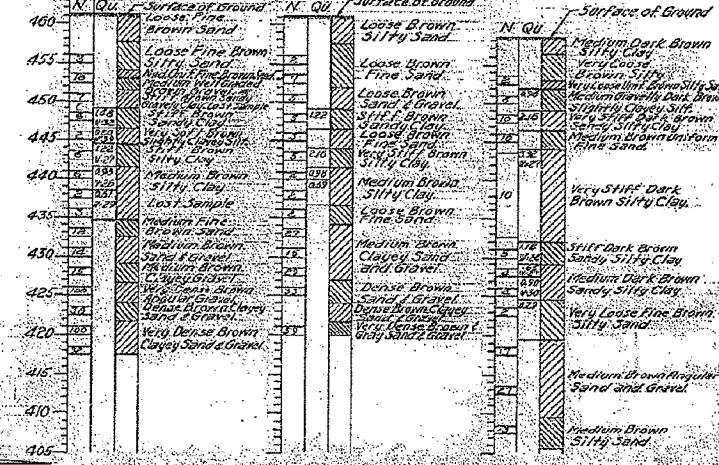
DETAILS OF WING EXTENSION AND PAVED BERM



DETAILS OF TEMPORARY WOOD RAIL AT MEDIAN CURB

Note: When temporary rail is removed, all projecting bolts to be turned off flush with top of median curb.

BORING NO. 1 BORING NO. 2 BORING NO. 3
Sta. 275+93 on Centerline Sta. 276+14 on Centerline Sta. 275+43 - 6' Left of Centerline



GENERAL NOTES

Class X concrete shall be used throughout except in handrails.
Handrail concrete shall be used in handrails.
The concrete floor shall be finished in accordance with the applicable provisions of Article 51.10 (a) of the Standard Specifications.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, #4 wires, weighing 58 lbs/100 sq. ft.
Layout of slope walls may be varied to suit ground conditions in the field, as directed by the Engineer.
All rollers, bearing plates, lead plates, and anchor bolts shall be fabricated and set in accordance with Article 51.4 of the Standard Specifications and are included for payment as Structural Steel. Expansion guards shall be fabricated and erected in accordance with Article 51.2 (d) of the Standard Specifications.
Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint, see Article 57.1 to 57.5 inclusive of the Standard Specifications.
All paint shall be furnished and applied by the contractor.
The Contractor shall drive two test piles (in permanent locations) as directed by the Engineer before casting remainder of piles.
Boring Data are shown on the drawings only as a guide to bidders in estimating soil conditions which may be encountered in the work.
Material to backfill abutments shall be obtained from Channel Excavation within the limits of the R.O.W.

NAME PLATE DETAIL
see Standard 2113

TOTAL BILL OF MATERIAL

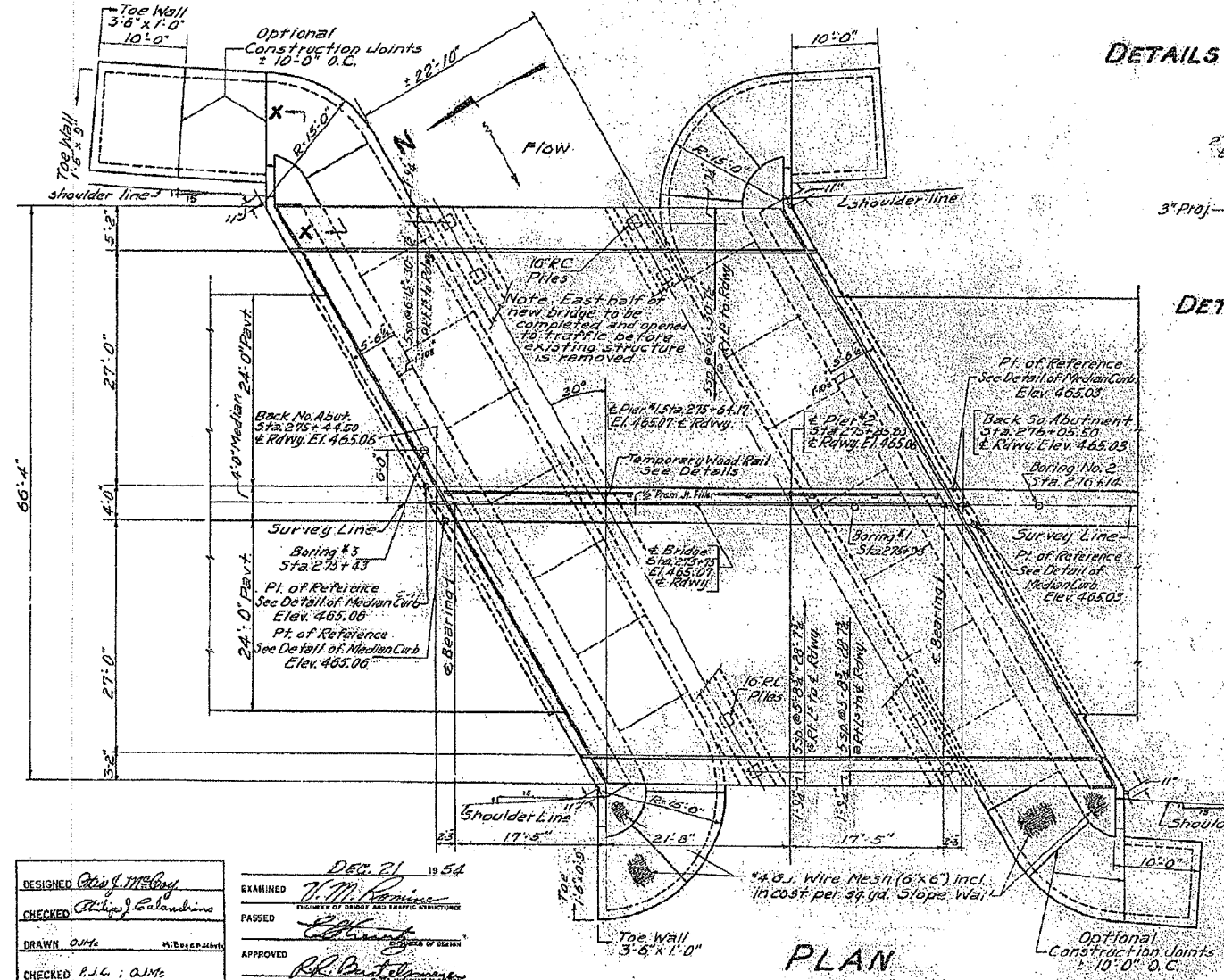
ITEM	SUPER SUB	TOTAL
Class X Concrete	Cu.Yds. 167.5	66.9 234.4
Handrail Concrete	Cu.Yds. 3.3	3.3
Reinforcement Bars	Lbs. 38090.889	146900
Structural Steel	Lbs. 9120	9120
Name Plate	Each 1	1
Prec. Concr. Piles	Lin.Ft. 1260	1260
Test Piles	Each 2	2
Slope Wall	Sq.Yds. 435	435
Removal of Exst. Structures	Each 1	1
Channel Excavation	Cu.Yds. 102	102
Class X Prec. for Structures	Cu.Yds. 100	100
Class B Prec. for Structures	Cu.Yds. 74	74
Temporary Timber Rail	Lin.Ft. 61	61

Note: Slope walls, paved berms, toe walls and wing extensions shall be measured as Slope Walls and shall be paid for at the Contract Unit Price per Sq. Yd. of Slope Walls which shall include the indicated reinforcement for these items.
Note: Class A Excavation is measured from the Classification line at Elev. 450.5 up to an average ground elevation of 461.0.

GENERAL PLAN & ELEVATION
SBI RT. 24 SECTION 11BR

STA. 275 + 75
TAZEWELL COUNTY

Loading - H 20 - S16-44



PLAN

DESIGNED	W. M. Boy	EXAMINED	W. M. Boy
CHECKED	A. J. Calabrese	PASSED	W. M. Boy
DRAWN	C. M. C.	APPROVED	R. B. DeLoach
CHECKED	P. J. C. / J. M. C.		

Revised: 1-9-54, with addition of 2' from J. P. Fitzer added on PLAN

CONTRACT NO. 88904

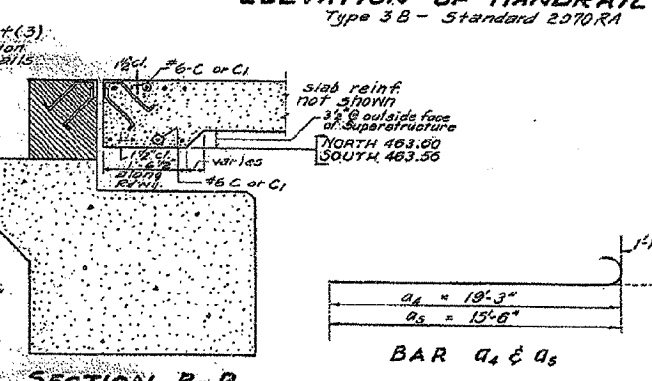
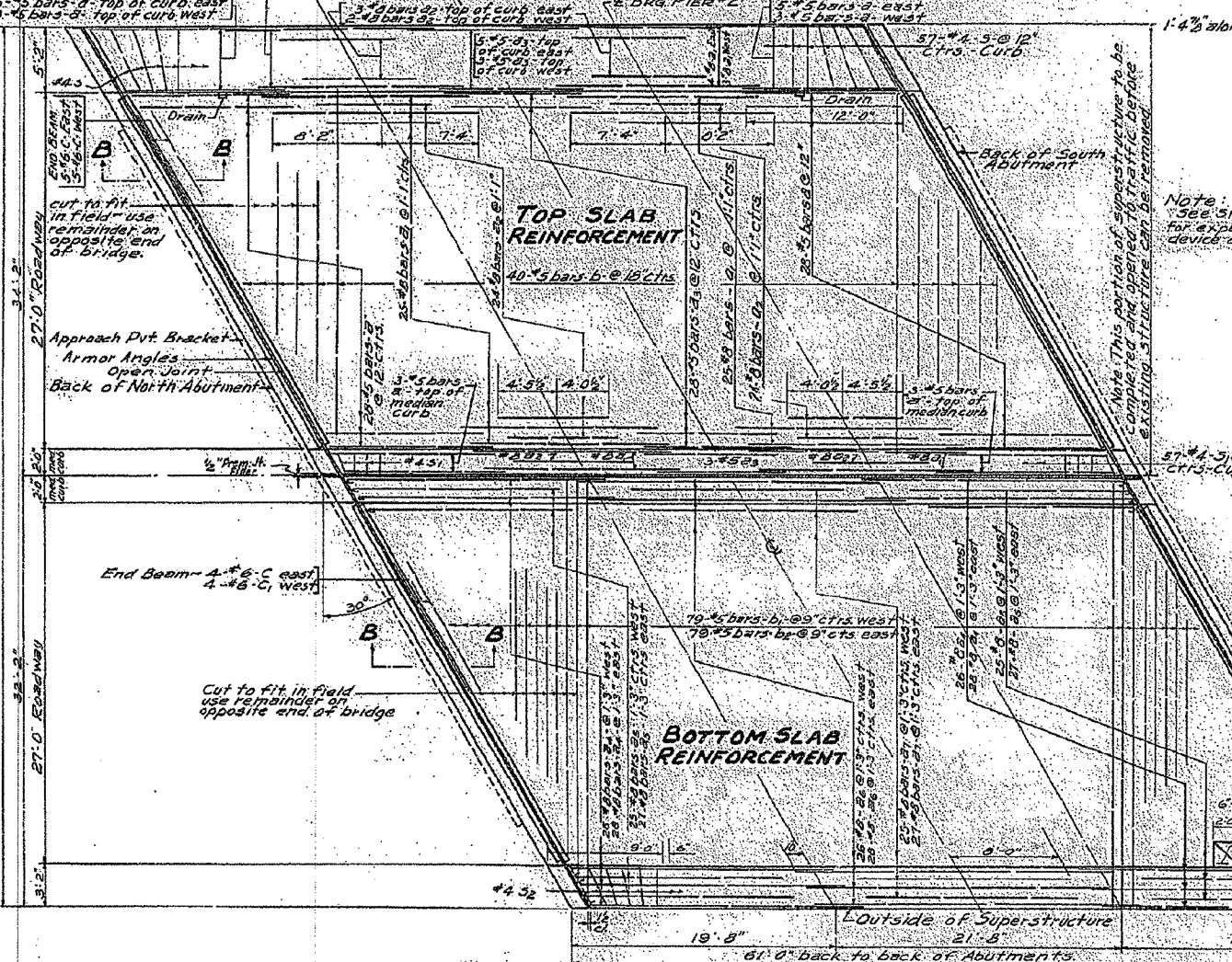
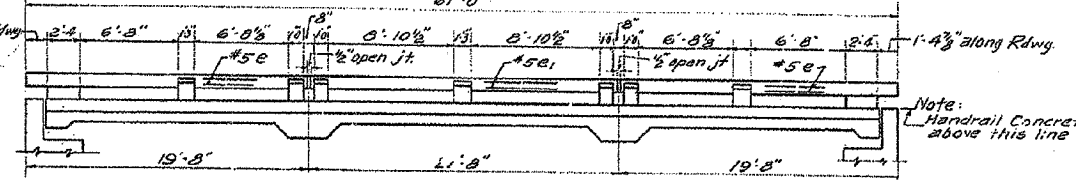
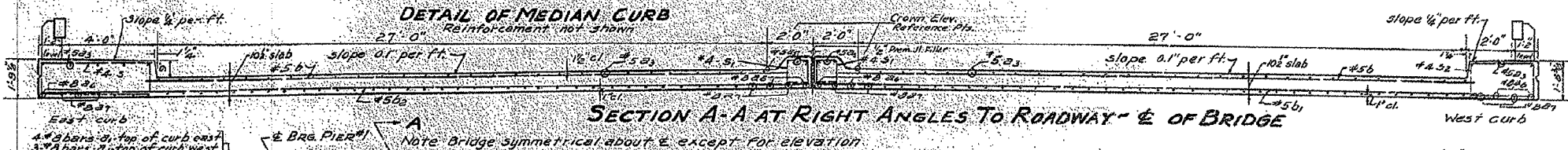
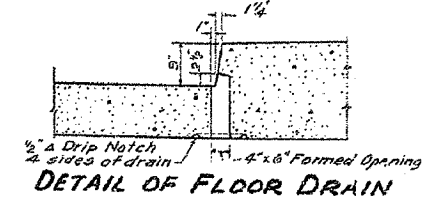
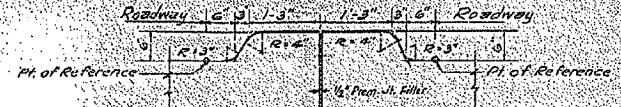
F.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3.RS-8*	TAZEWELL	442	247

* 11BR-1, 11BR-2

NO. SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11BR	11BR	Tazewell	16	6

SHEET NO. 2
3 SHEETS

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



BILL OF MATERIAL

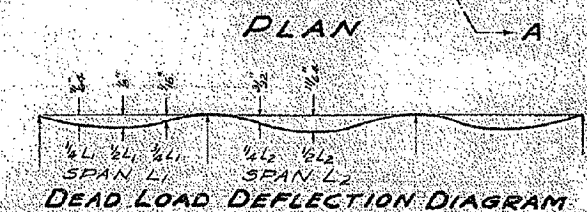
BAR	NUMBER	SIZE	LENGTH	SHAPE
a	140	#5	12'-0"	
a1	122	#8	15'-6"	
a2	110	#8	8'-6"	
a3	70	#5	10'-6"	
a4	108	#8	20'-4"	
a5	104	#8	18'-7"	
a6	54	#8	23'-4"	
a7	52	#8	16'-0"	
b	80	#5	28'-3"	
b1	79	#5	31'-10"	
b2	79	#5	33'-10"	
c	18	#6	39'-1"	
c1	18	#6	36'-8"	
s	57	#4	13'-6"	
s1	114	#4	5'-5"	
s2	57	#4	9'-6"	
e	16	#5	18'-3"	
e1	8	#5	21'-5"	
d	76	#5	3'-6"	
f	36	#4	2'-9"	
f1	12	#4	4'-6"	

Class X Concrete Cu. Yds. 167.5
Handrail Concrete Cu. Yds. 3.3
Reinforcement Bars Lbs. 38090



DESIGNED: *Cliff McKey*
CHECKED: *Cliff McKey*
DRAWN: *C.M.C.*
CHECKED: *A.J.C. O.J.Mc*

DEC. 21 1954
CLASSED: *W.M. Rasmussen*
PASSED: *W.M. Rasmussen*
APPROVED: *W.M. Rasmussen*



FOR INFORMATION ONLY

SUPERSTRUCTURE
S.B.I. Rt. 24 SECTION 11BR
PROJECT
STA. 275 + 75
TAZEWELL COUNTY

Revised: 11-26-54 - W.M. Rasmussen, 1/2" Demol. Pier added to PLAN.
DETAIL OF MEDIAN CURB of SECTION A-A to be located on drawing.

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8*	TAZEWELL	442	248

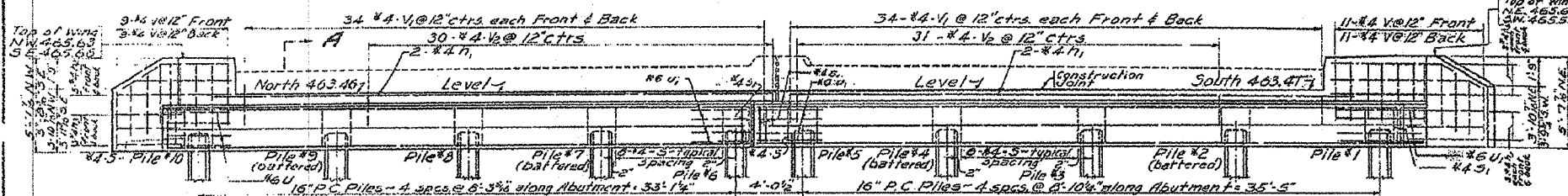
*11BR-1, 11BR-2

FOR INFORMATION ONLY

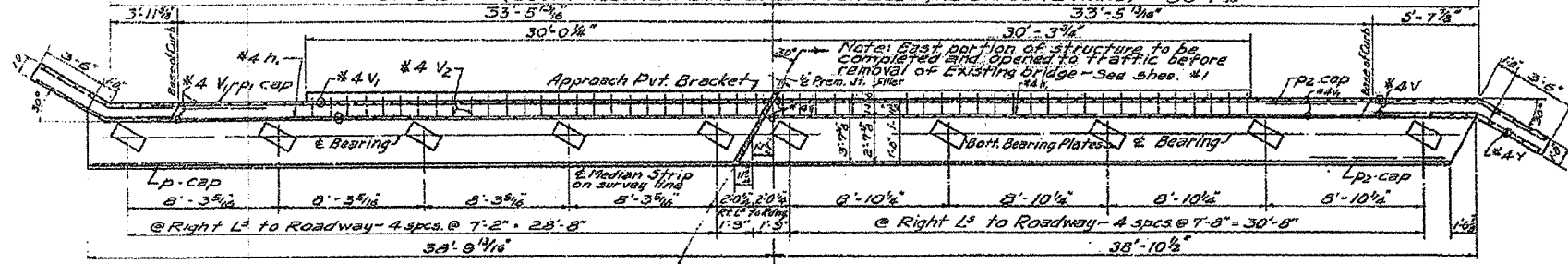
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

WORK NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11BR	Tazewell	16	7	7

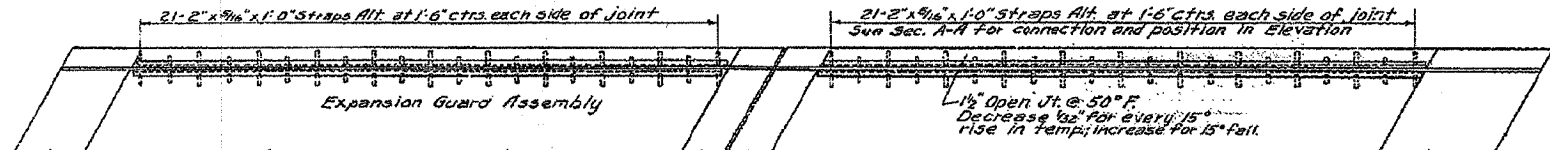
J SHEETS



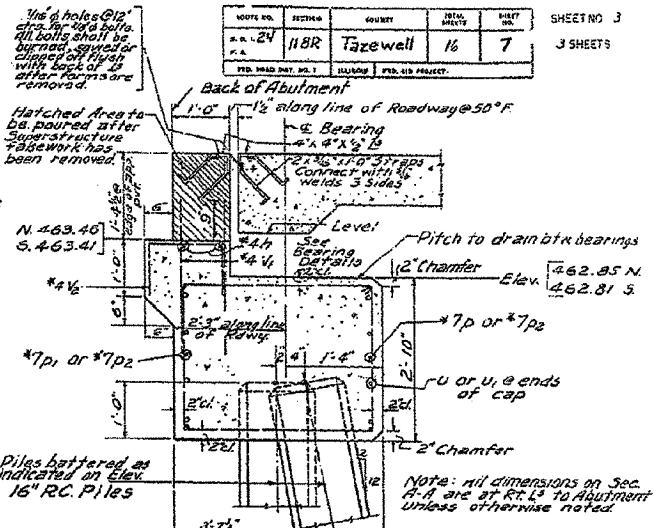
ELEVATION-NORTH ABUTMENT LOOKING NORTH
(SOUTH ABUTMENT SAME EXCEPT FOR ELEV & IS OPPOSITE HAND)



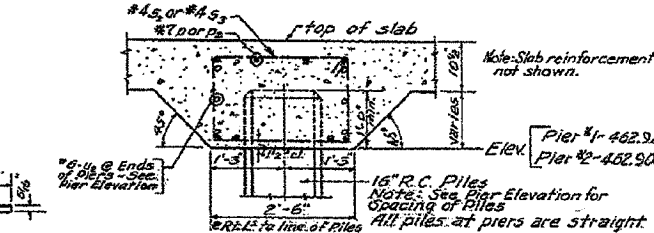
PLAN-NORTH ABUTMENT
(South Abutment same except opposite hand)



PLAN OPEN JOINT-NORTH ABUTMENT
(South Abutment similar but opposite hand)



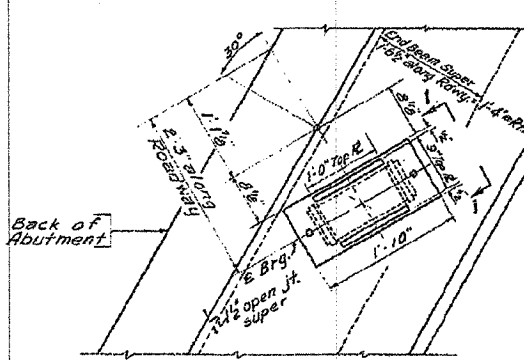
SECTION A-A



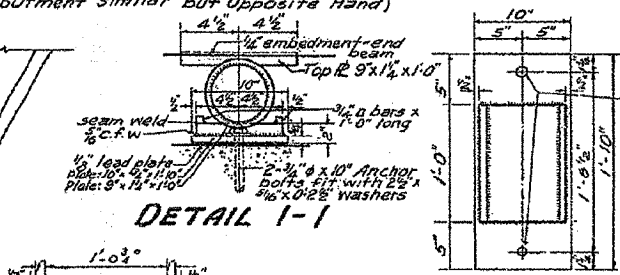
TYPICAL SECTION THROUGH PILE BENT PIERS #1 & #2



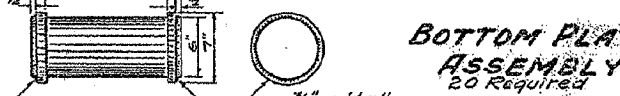
EXPANSION GUARD STRAP DETAIL
10B Required



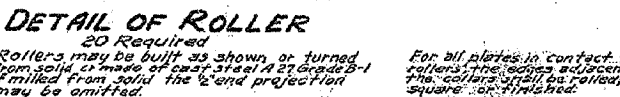
TYPICAL PLAN-ABUTMENT BEARING



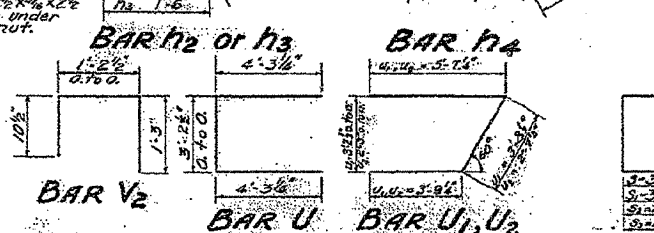
DETAIL 1-1



BOTTOM PLATE ASSEMBLY
20 Required



DETAIL OF ROLLER
20 Required



BAR h2 or h3, BAR h4, BAR V2, BAR U, BAR U1, U2

PILE DATA
Type: Reinforced Concrete
Capacity: 20 Ton @ 40' Depth
Length: 22 Ton @ Piers
Number: 42

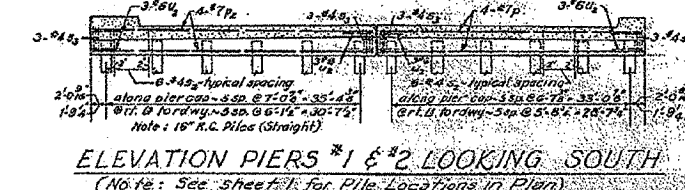
BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE
h1	8	#4	35'-0"	
h2	12	#4	8'-0"	
h3	24	#4	5'-8"	
h4	12	#4	9'-9"	
V	80	#4	3'-9"	
V1	272	#4	2'-9"	
V2	122	#4	3'-4"	
P	22	#7	36'-6"	
D1	6	#7	38'-0"	
D2	28	#7	39'-0"	
U	3	#6	11'-9"	
U1	24	#6	13'-1"	
U2	24	#6	12'-0"	
S	136	#4	12'-6"	
S1	14	#4	13'-7"	
S2	120	#4	8'-7"	
S3	24	#4	9'-3"	

Class X Concrete	Cu. Yds.	66.9
Reinforcement Bars	Lbs.	8890
Precast Concrete Piles	Lin. Ft.	1260
Test Piles	Each	2
Structural Steel	Lbs.	9120

SUBSTRUCTURE
S.B.I. RT. 24 SEC. 11BR

ST.A. 275 + 75
TAZEWELL COUNTY



ELEVATION PIERS #1 & #2 LOOKING SOUTH
(Note: See sheet #1 for Pile Locations in Plan)



DETAIL OF 16" PRECAST CONCRETE PILES

DESIGNED	Chas. J. McLaughlin	EXAMINED	DEC. 21 1954
CHECKED	Chas. J. McLaughlin	PASSED	
DRAWN	C. J. McLaughlin	APPROVED	
CHECKED	C. J. McLaughlin		

OFFICE - 145 S. 21st St., Chicago, Ill. 60604
TELEPHONE - 312-467-1000
FACSIMILE - 312-467-1000
MAILING ADDRESS - 145 S. 21st St., Chicago, Ill. 60604

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,*	TAZEWELL	442	249

*11BR-1, 11BR-2

DATE	SECTION	COUNTY	NO. SHEETS	SHEET NO.
11/24/54	11BR	Tazewell	16	8

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

FOR INFORMATION ONLY

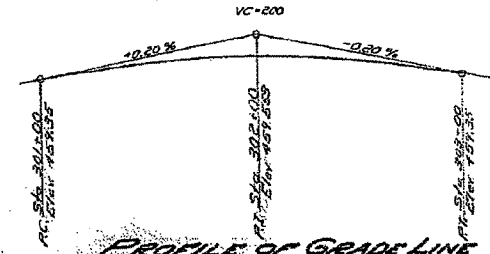
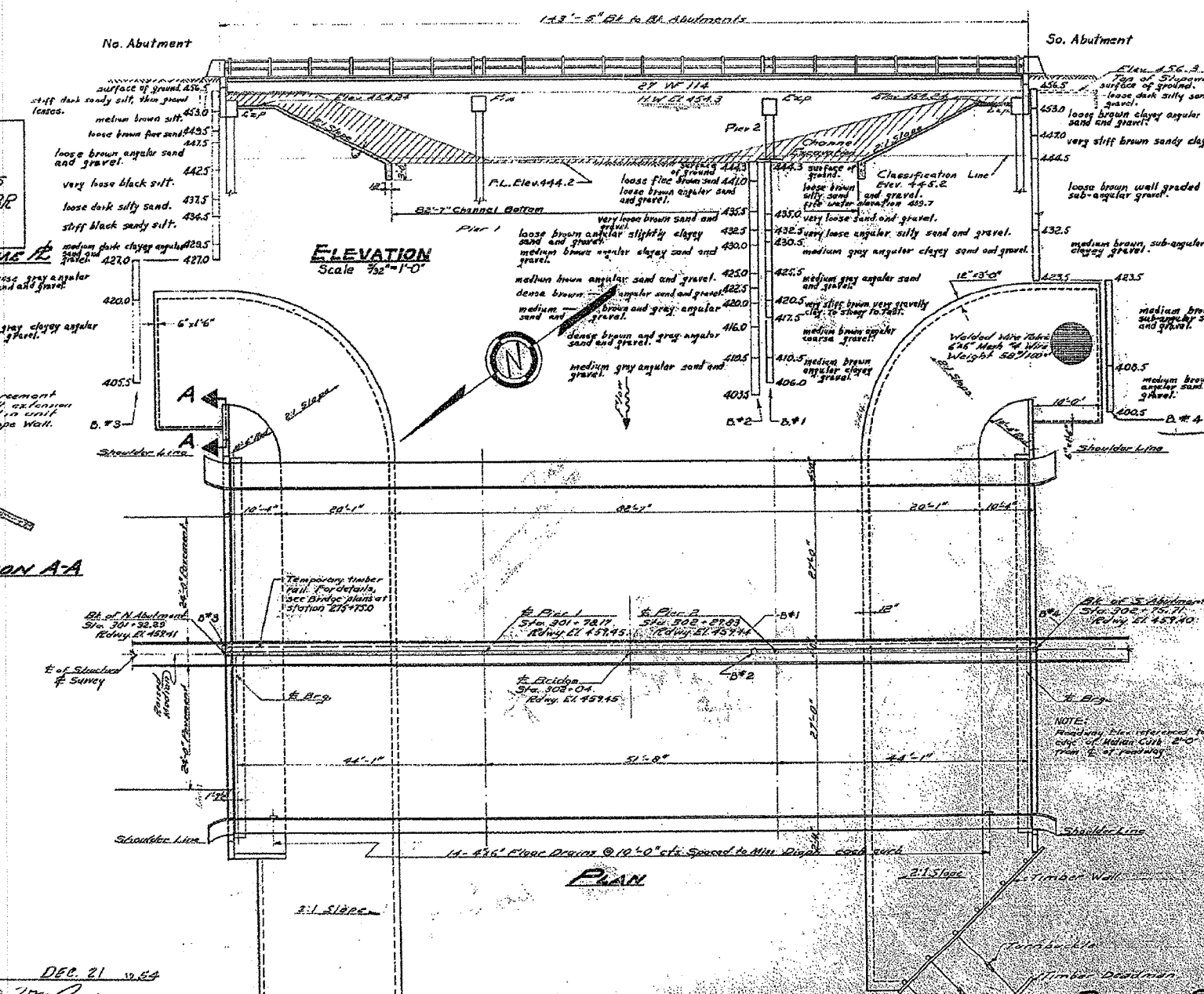
24' "30' Chiseled East End North Abutment
Railroad Bridge 125' R.R. Sta. 301+55 Elev. 458.59
CASTING STRUCTURE: R.C. Column, P. Spans @ 40/7;
Rely 8' Face to Face of curb, Concrete Abutments
in piles. The Bridge Contractor shall remove
existing structure upon completion of East End
of Bridge No. 3494

STATION 302+04
BUILT 195 BY
STATE OF ILLINOIS
S.B.I. RT. 24 SEC. 11-BR
PROJECT F-251 (5)
LOADING H-20-S16
LETTERING FOR NAME R.
See Standard 6113

GENERAL NOTES

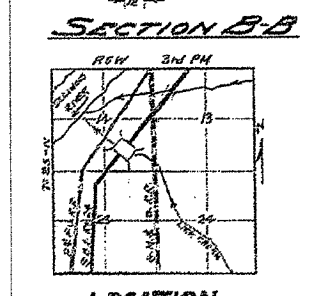
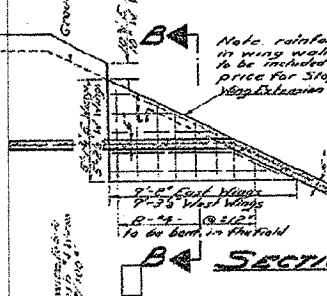
Class X Concrete shall be used throughout except as noted.
Handrail Concrete shall be used in End Post.
The Concrete Floor Slab shall be poured in one continuous operation between 5' of Struck and Laid, Conch Joints. The Concrete Floor Slab shall be finished in accordance with Article 518(a) of the Standard Specification.
Slope Wall shall be reinforced with welded wire fabric 6"x6" mesh, #4 wires, weighing 50# per 100 sq. ft. Layout of Slope Wall may be varied to suit ground conditions in the field, as directed by the Engineer.
The Contractor shall drive Test Piles in permanent locations as directed by the Engineer before commencing remainder of piles.
Bridge Contractor shall excavate channel to lines shown within the limits of the R.O.W. East end each channel excavation, 200 cubic yds. to be used to backfill abutments and balance to be used in roadway embankment.

Piles 2"x4" Open Holes 9/8", unless noted.
All rollers, rockers, bearing plates, lead plates, pintles and anchor bolts shall be fabricated and set in accordance with Article 514 of the Standard Specification and are included for payment as Structural Steel Est. Wt. 14,660 lbs.
Anchor Bolts shall be set before erecting diaphragms over supports.
Spacers otherwise provided all Structural Steel shall receive one shop coat of red lead paint and two field coats of Aluminum paint. See Article 571 to include of the Standard Specifications.
All paint shall be furnished and applied by the Contractor. Barbed wire shall be used as a guide to the bidders in estimating soil conditions which may be encountered in the work.



TOTAL BILL OF MATERIAL

ITEM	QTY	SUPPLY	SUB.	TOTAL
Class X Concrete	Cu Yds	247.3	1238	371
Handrail Concrete	Cu Yds	1.6		1.6
Reinforcement Bars	Lbs	4520	3460	8480
Structural Steel	Lbs	237,330		237,330
Welded Wire Fabric	Sq Yds	one		one
Class A Excavation R. St. Cu Yds			100	100
Class B Excavation R. St. Cu Yds			one	one
Removal of Existing Structures Each			600	600
Slope Wall	Sq Yds	286		286
Match Handrail	Lbs		1584	1584
Precast Concrete Piles (20' x 24")			4	4
Temporary Timber Rail	Lbs	144		144
1/2" x 4" x 8"	Lbs		250	250
Treated Timber	Lbs		1540	1540
Obscured Piles (12' x 12")			180	180



DESIGNED TO 4200 E.L. 1954
CHECKED F. L. 1954
DRAWN T.D.G. 1954
CHECKED J.L.L. 1954

EXAMINED
PASSED
APPROVED

DEC. 21 1954

Rev. G.R. 12/14/55 Added Timber Wall

WATERWAY INFORMATION

Drainage Area 18,900 Ac.
Channel Capacity 18,000 cfs
Required Opening 1000' (35' x 1000')
Present Opening 716' (35' x 1000')
Proposed Opening 1000'

DESIGN STRESSES

12'-1100 Super
10'-800 50#
15'-20,000 200#
15'-20,000 200#
15'-20,000 200#
15'-20,000 200#
15'-20,000 200#
15'-20,000 200#
15'-20,000 200#
15'-20,000 200#
15'-20,000 200#

GENERAL PLAN & ELEVATION

LICK CREEK BRIDGE
S.B.I. RT. 24 SECTION 11-BR
TAZEWELL COUNTY
STATION 302+04

Revised - 11/24/54 - Added dash between E & B of A in Appendix.

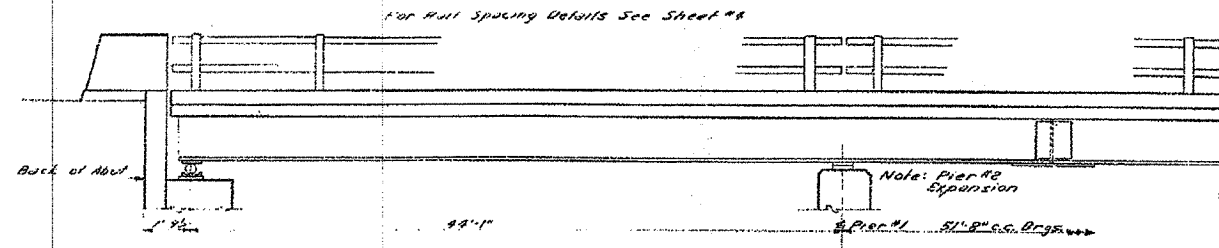
F.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3.RS-8.	TAZEWELL	442	250

* 11BR-1, 11BR-2

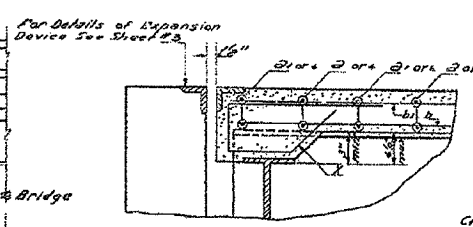
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2
11BR	Tazewell	15	9	7	7 SHEETS

FOR INFORMATION ONLY

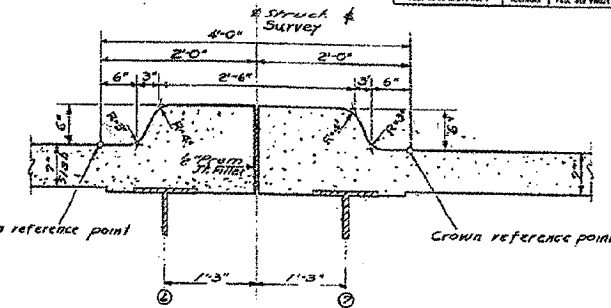
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



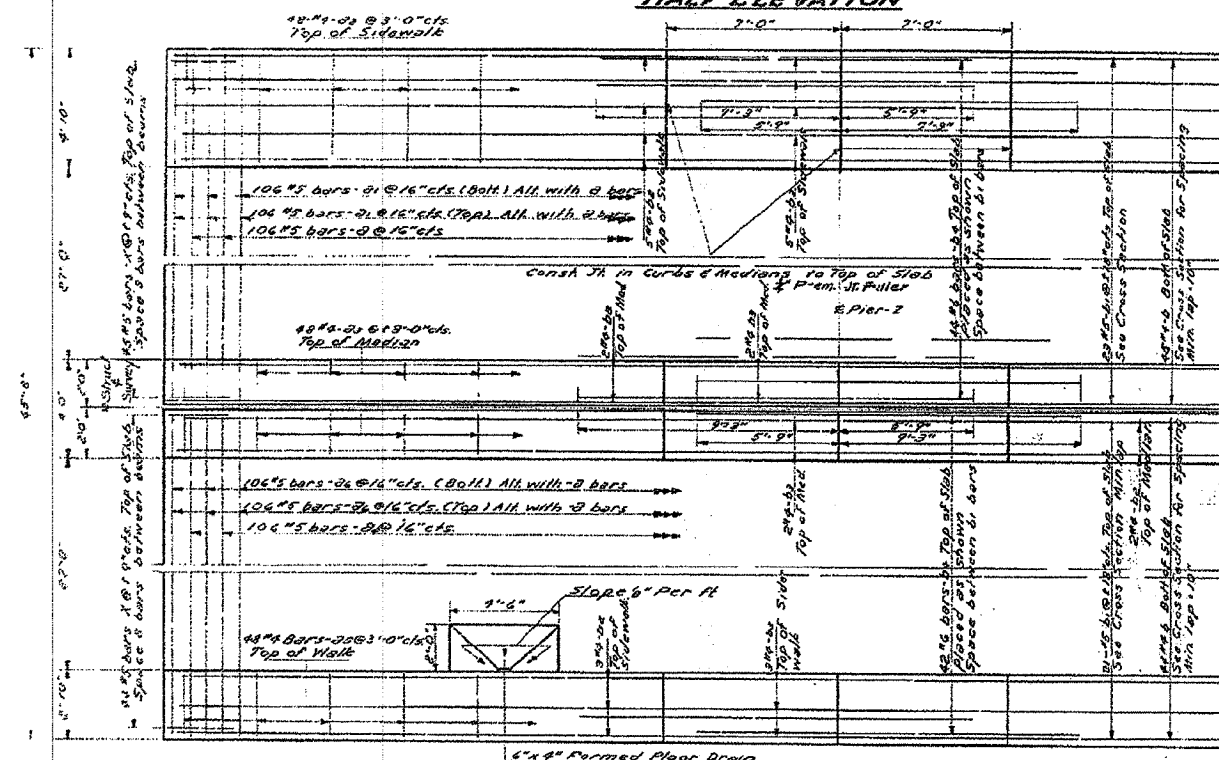
HALF ELEVATION



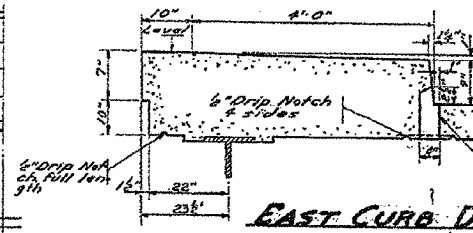
SEC AT END OF SLAB



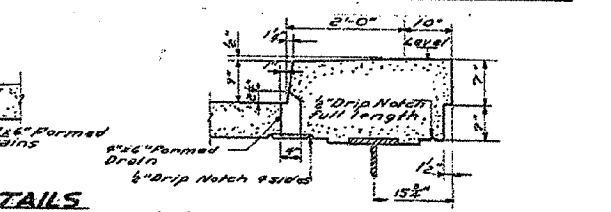
DETAILS AT MEDIAN STRIP



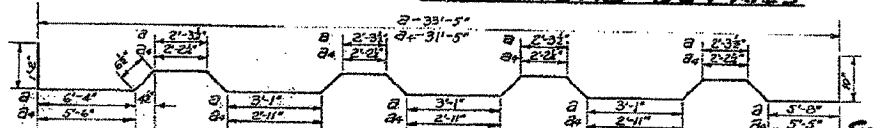
HALF PLAN



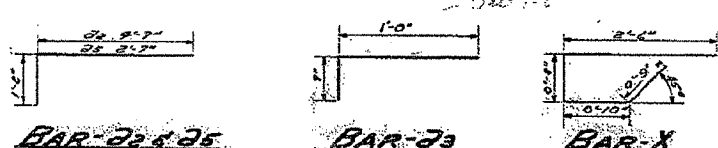
EAST CURB DETAILS



WEST CURB DETAILS



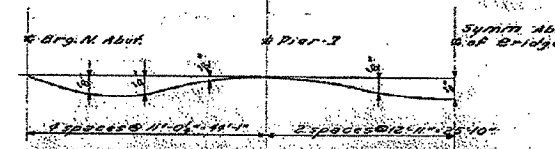
BAR 2-24



BAR 22 & 25

BAR 23

BAR X



D.L. DEFLECTION DIAGRAM

SUPERSTRUCTURE

BILL OF MATERIALS

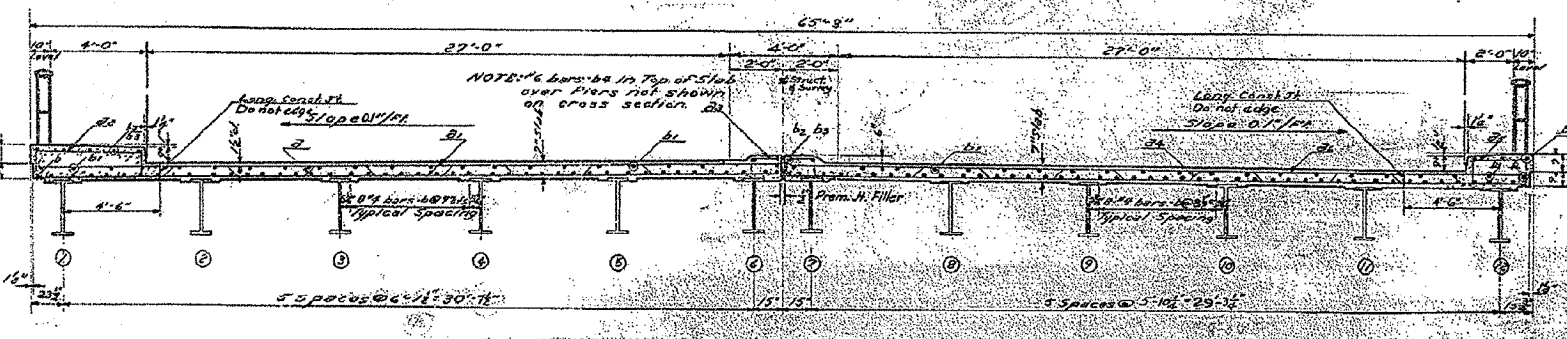
BAR NO.	NO.	SIZE	LENGTH	SHAPE
2	106	#5	36'-9"	
21	212	#4	33'-6"	
22	48	#4	3'-9"	
23	96	#4	1'-0"	
24	106	#5	34'-9"	
25	48	#4	3'-9"	
26	212	#4	31'-6"	
X	356	#4	34'-0"	
A	176	#4	34'-3"	
B	36	#4	37'-6"	
C	48	#4	4'-9"	
D	176	#4	15'-0"	
X	176	#4	4'-9"	

CLASS 'X' Concrete Curb 247.3
Reinforcement Bars 450.00
Structural Steel 468.237380
Name Plates Each one

METHOD OF DETERMINING FILLET HEIGHTS "C"

After all structural steel has been erected elevations of the top flanges of the beams shall be taken at intervals that to exceed 10' from these elevations subtract the increment of deflection for these points determined from the D.L. Deflection Diagram. The elevations so obtained subtracted from the theoretical grade elevations, minus their thickness equals the fillet heights above top of beam.

DESIGNED T.D. GORDA	EXAMINED	DEC 31 1954
CHECKED S. HARRIS	PASSED	
DRAWN T.D.G.	APPROVED	
CHECKED C.L.L.		



CROSS SECTION

SUPERSTRUCTURE
S.B.T. RT. 24 SEC. 11-BR
TAZEWELL COUNTY
STA. 302+04

CONTRACT NO. 88804

F.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3-RS-8	TAZEWELL	442	251

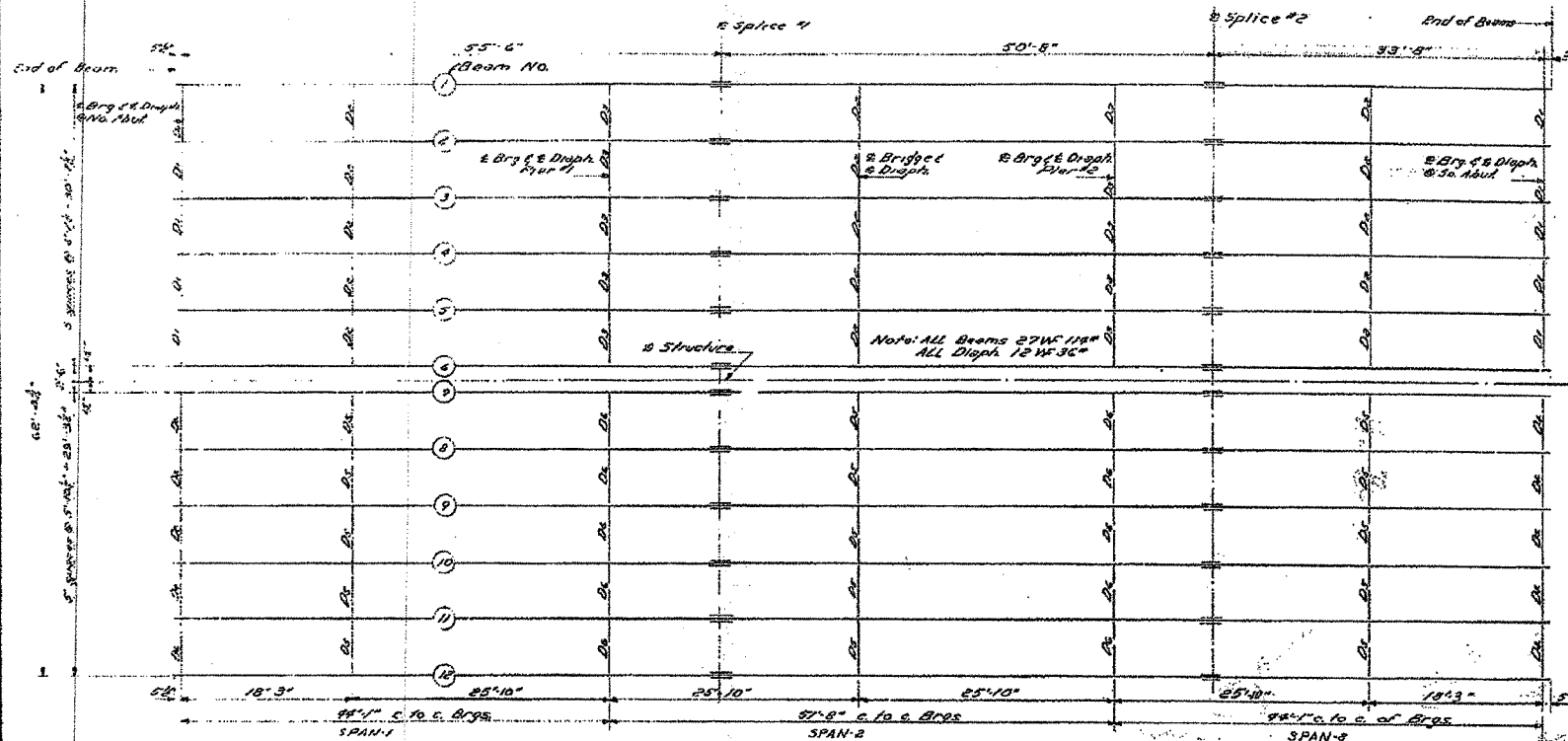
* 11BR-1, 11BR-2

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11W-3	11BR	Tazewell	10	10

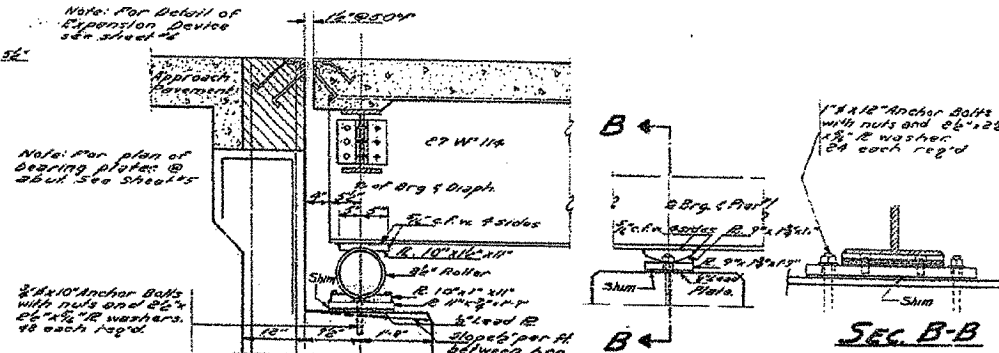
SHEET NO. 3
7 SHEETS

FOR INFORMATION ONLY

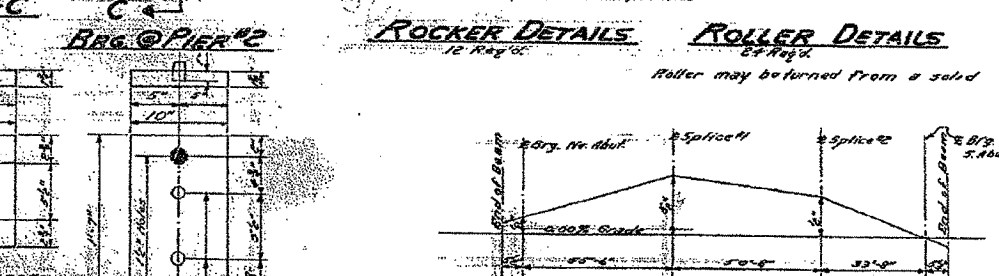
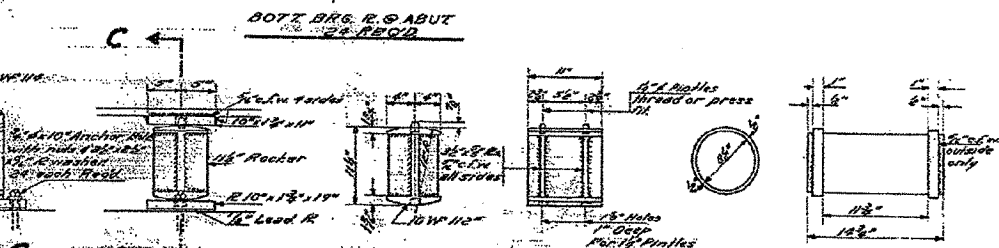
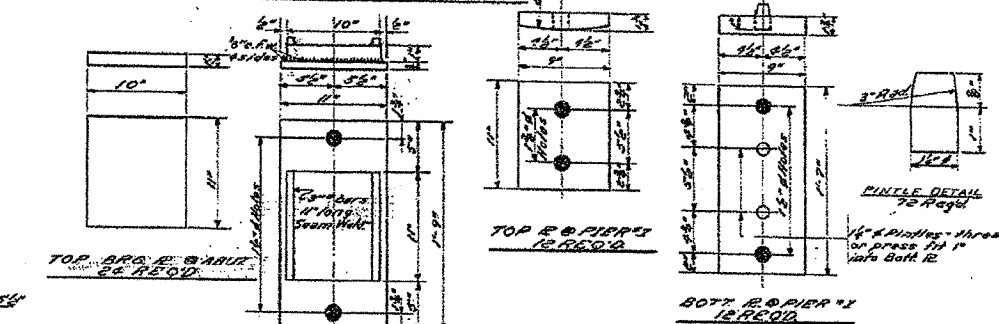
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



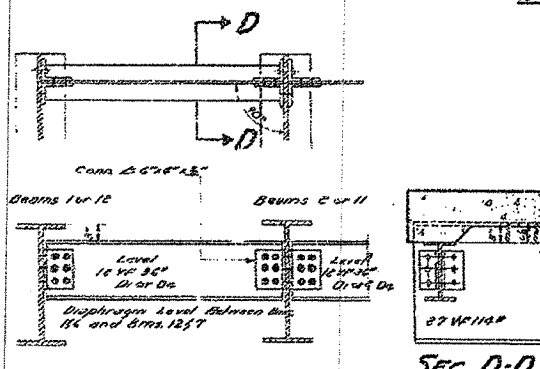
PLAN OF STRUCTURAL STEEL



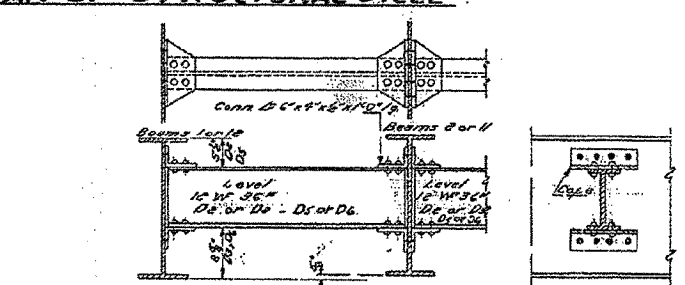
SEC. THRU ABUTMENTS BRG. DETAIL @ PIER #1



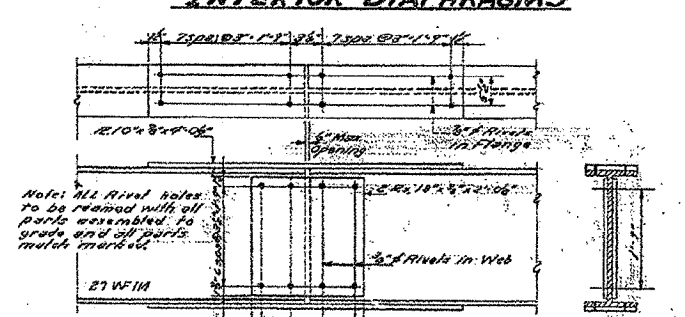
BEAM FABRICATION DIAGRAM



END DIAPHRAGMS



INTERIOR DIAPHRAGMS



SPLICE DETAIL

SHIM PLATE THICKNESS FOR BRGS.

Beam No.	1	2	3	4	5	6	7	8	9	10	11	12
Thickness	0	5	5	5	5	5	5	5	5	5	5	5

STRUCTURAL STEEL
S.B.I. RT. 24 SEC. 11-BR
TAZEWELL CO.
STA. 3.02+04

DESIGNED T.D. GORDON
CHECKED E. H. HARRIS
DRAWN E.D.G.
CHECKED F.C.L.

EXAMINED
PASSED
APPROVED

DEC. 21 1954

Note: All rivet holes to be retained with all parts assembled to grade and all parts match marked.

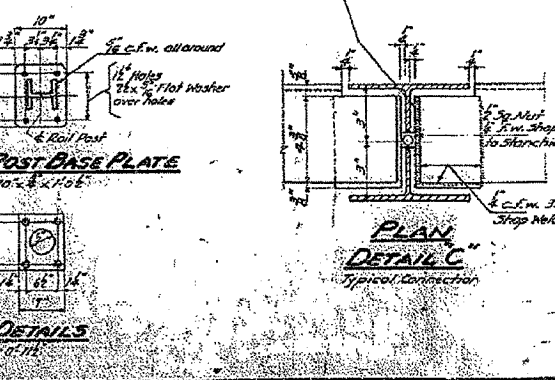
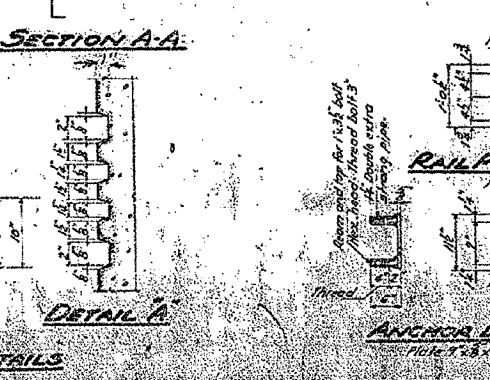
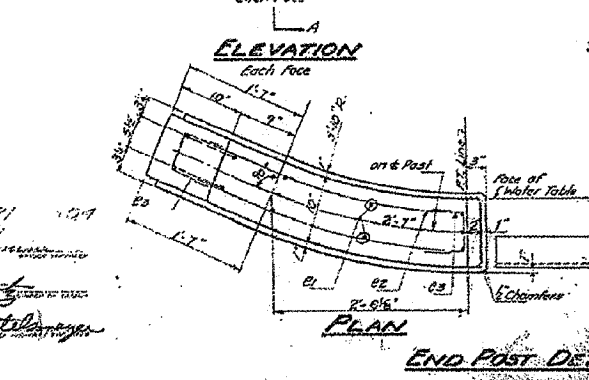
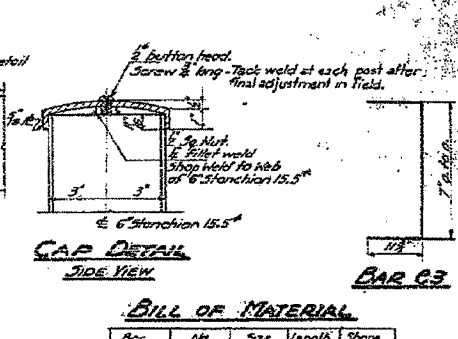
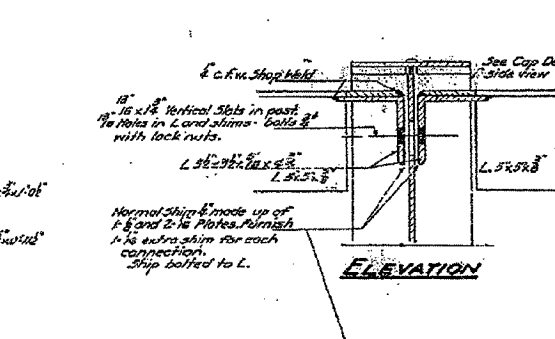
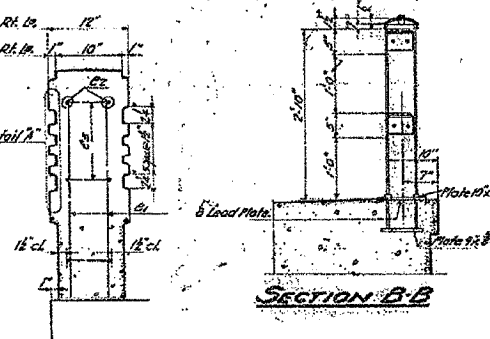
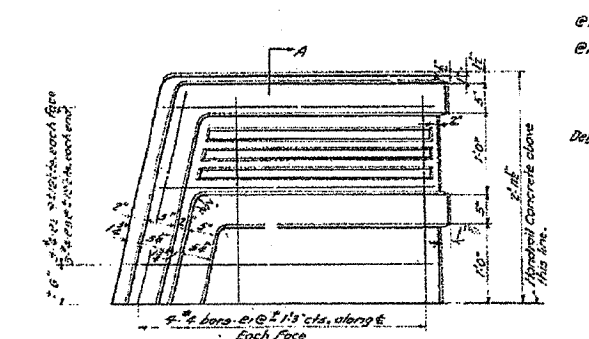
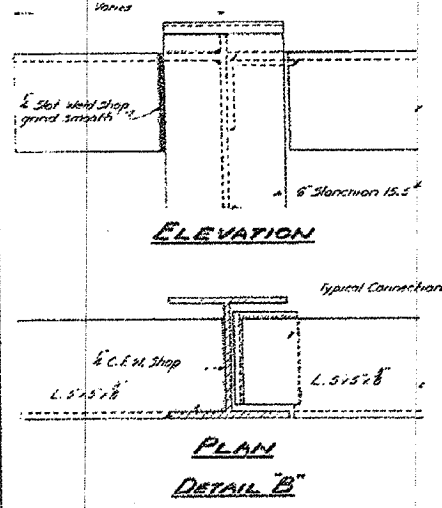
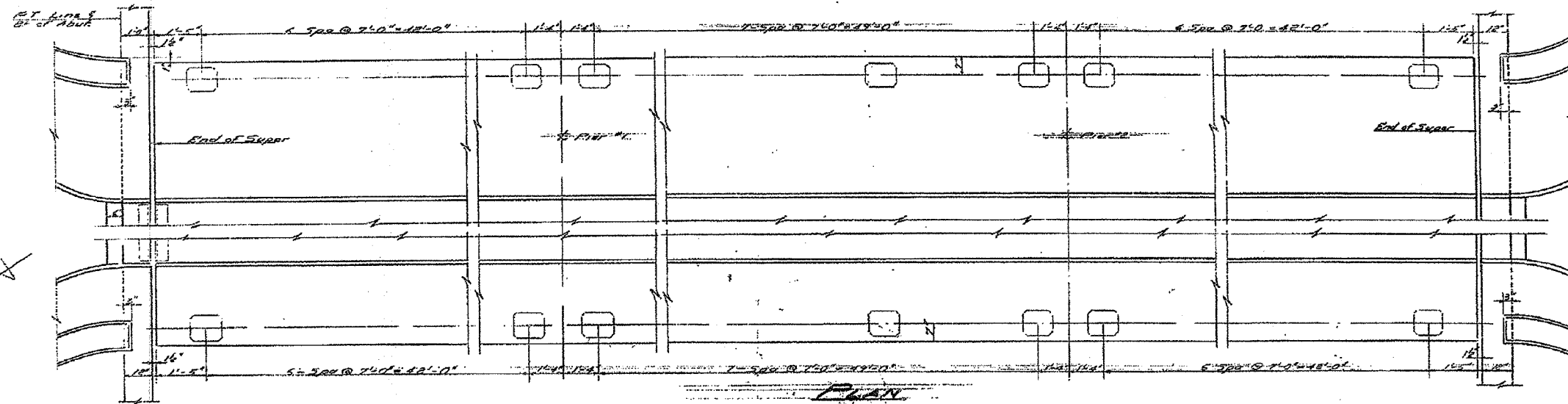
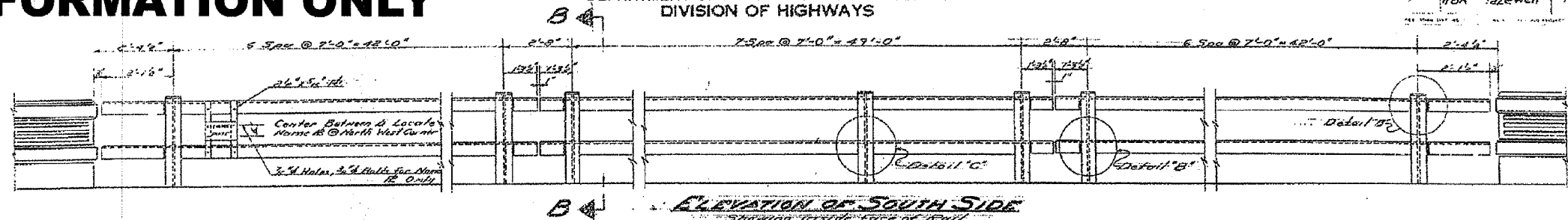
F.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3,RS-8,	TAZEWELL	442	252

*11BR-1, 11BR-2

11BR Tazewell 16 11 7

FOR INFORMATION ONLY

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



BILL OF MATERIAL

Bar	Nbr.	Size	Length	Shape
C1	32	#6	3'-9"	
C2	24	#4	3'-9"	
C3	24	#4	2'-6"	L

Manhole Concrete: Cu.Yds. 1.6
Reinforcement Bars: Lbs. 160
Rail Handrail: Lin.Ft. 286

All bars shall be round ASTM A305-A7
The size number is the number of inches in the nominal diameter

DESIGNED BY: T. O. Gardo
CHECKED BY: R. G. Gifford
DATE: 11-1-11
DRAWN BY: R. Gifford
REVISIONS:
1. 11-1-11
2. 11-1-11

HANDRAIL
S.B.L. P.L. 24 SEC. 11-BR
TAZEWELL COUNTY
STATION 302+04

Revised 11-1-11. All dimensions are in feet and inches unless otherwise noted.

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3-RS-8*	TAZEWELL	442	253

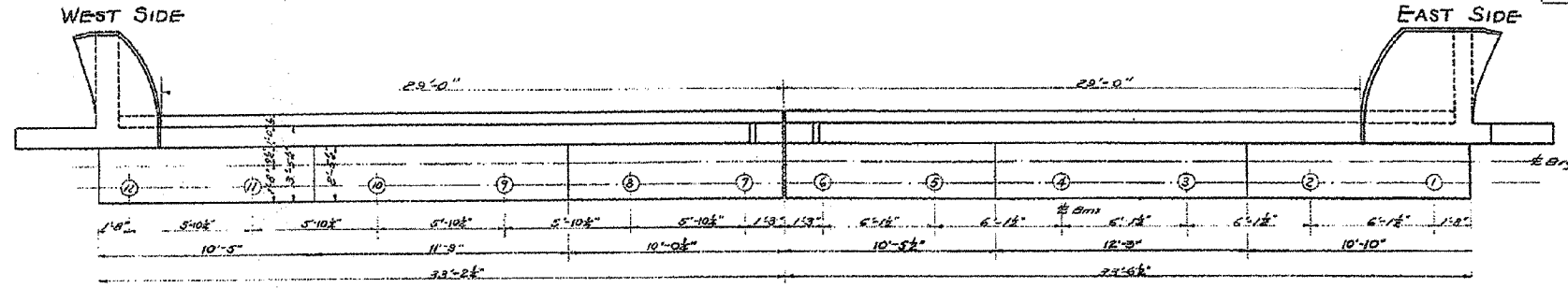
* 11BR-1, 11BR-2

FOR INFORMATION ONLY

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

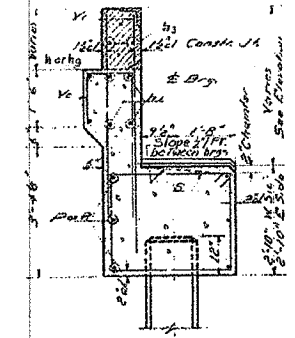
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11W-3-RS-8*	11BR	Tazewell	16	12

SHEET NO. 5
7 SHEETS

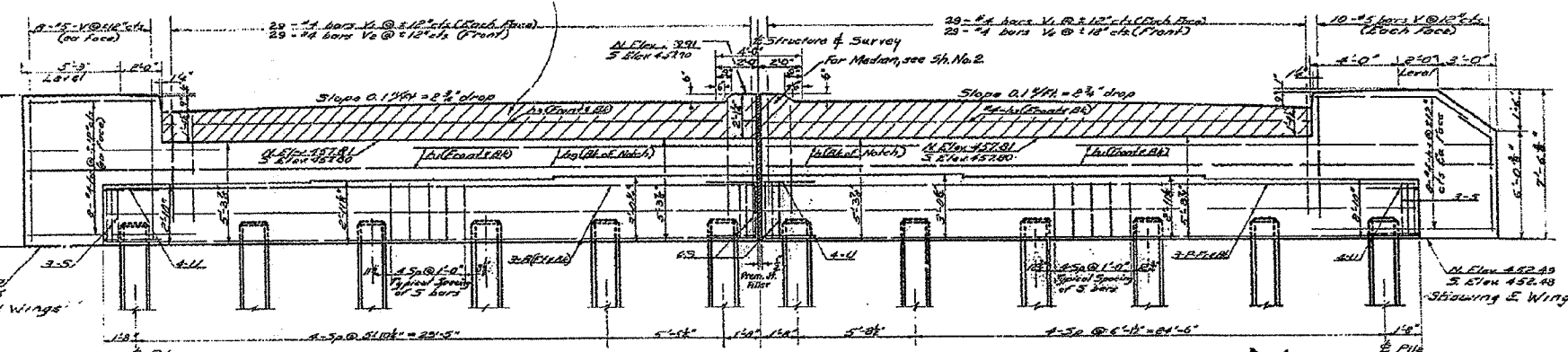


Note: Shaded area to be poured after floor slab has been constructed.

PLAN - NORTH ABUT.
South Abutment Opposite Hand



SECTION THRU ABUT.
Showing W. Wings

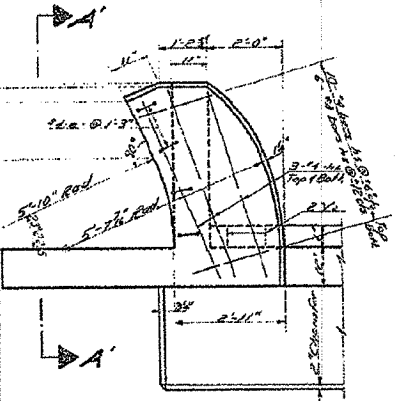


ELEVATION - NORTH ABUT.
South Abutment Opposite Hand

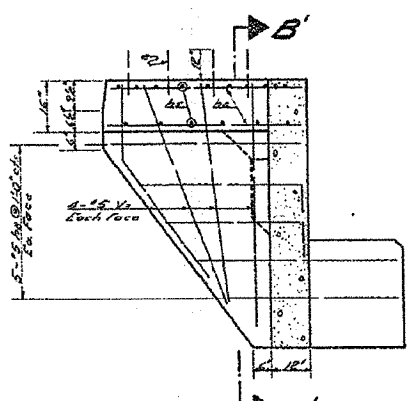
BILL OF MATERIALS ABUT.

ITEM NO.	SIZE	LENGTH	SHAPE
1	4"	6'	32'-6"
11	16"	4'	29'-0"
12	32"	4'	8'-6"
13	8"	4'	28'-9"
14	32"	4'	10'-6"
15	32"	4'	8'-9"
16	32"	4'	4'-9"
17	40"	5'	5'-0"
18	4"	4'	30'-6"
V	104	45'	7'-0"
V	232	4'	5'-3"
V	128	4'	6'-6"
P	18	47'	33'-3"
P	12	47'	32'-0"
S	124	44'	11'-11"
G	16	44'	3'-10"
U	32	44'	10'-6"

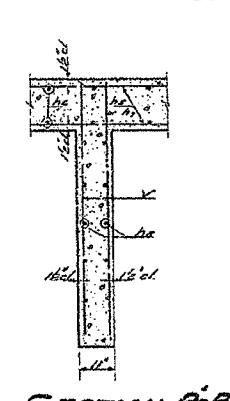
CLINCH T. Concrete - Cu. Yds. 852.
Reinforcement Bars - Lbs. 5700.
Cast Piles - Each 2.
Precast Concrete Piles (12") - Lbs. 550.



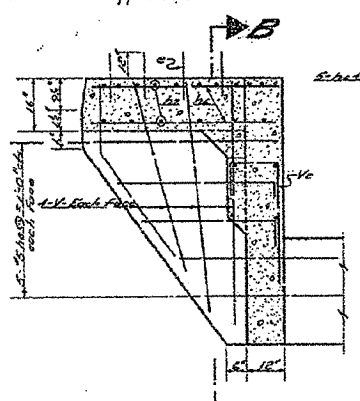
CURB & WING END DETAIL



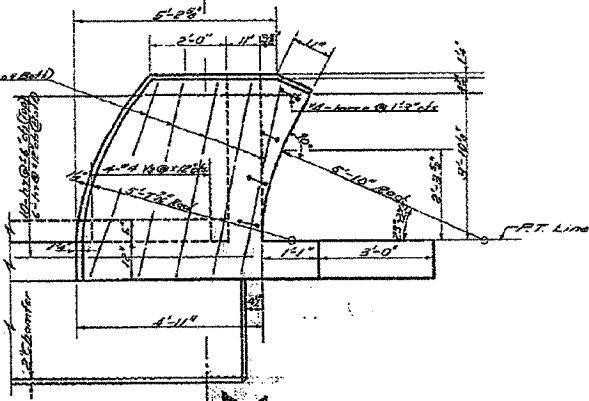
SECTION A-A



SECTION B-B



SECTION A-A



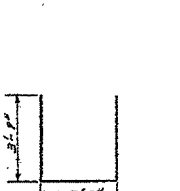
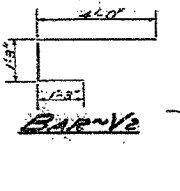
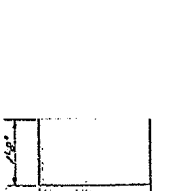
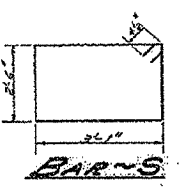
CURB & WING END DETAIL

PILE DATA

All Piles are 16" Precast Concrete Piles.
No. 22 Piles - 22 Piles + 2 Test Piles (2 Abutts).
Est. Length = 25'-0".
Min. Capacity = 25 Ton.

DESIGNED BY: J.D. Gaudin, P.E.	EXAMINED: J.M. Gaudin
CHECKED BY: H. Gaudin	PASSED: J.M. Gaudin
DRAWN BY: R. Griffin	APPROVED: R. Griffin
CHECKED BY: H. Gaudin	

DEC 21 1954



ABUTMENTS

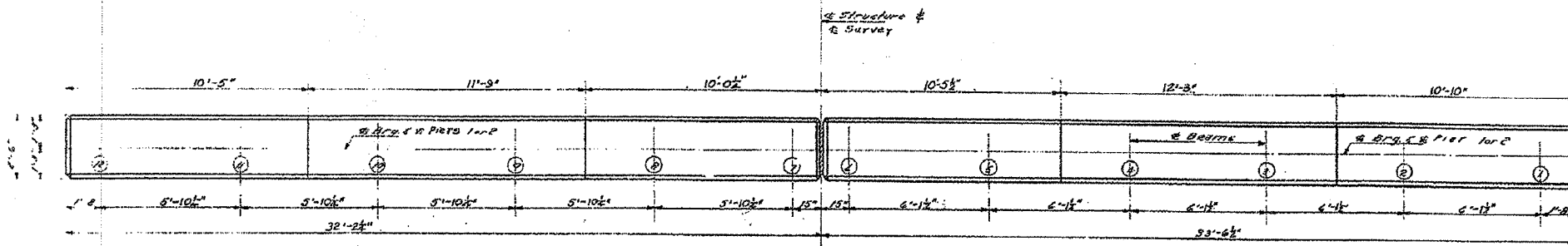
S.B.I. Rt. 24 Sec. 11-BR
TAZEWELL COUNTY
STATION 302+04

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3.RS-8*	TAZEWELL	442	254

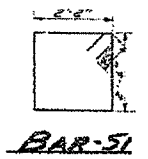
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11BR	Tazewell	16	13	7

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



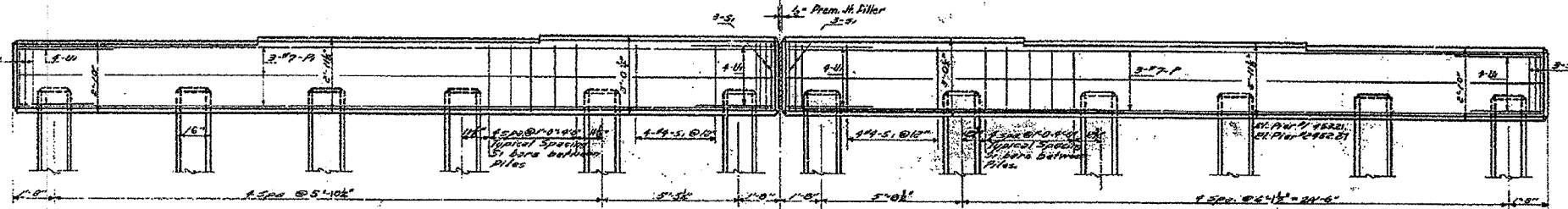
PLAN OF PIERS 1 & 2
Looking North



BAR-SI

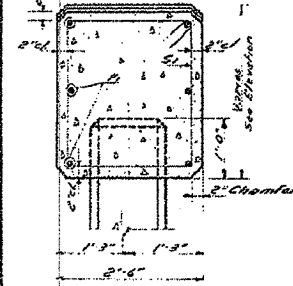


BAR-U

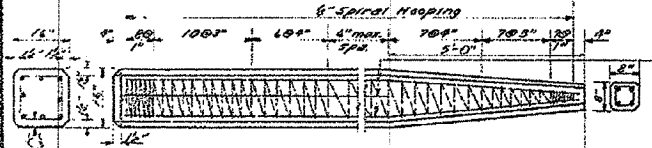


ELEVATION PIERS 1 & 2
Looking North

Note: All Piles are Precast Concrete Piles.
125 Piles - 1 Test Pile & 124 Piles @ each pier
25' Minimum Length - 48" Dia.
Minimum Capacity 33 Ton

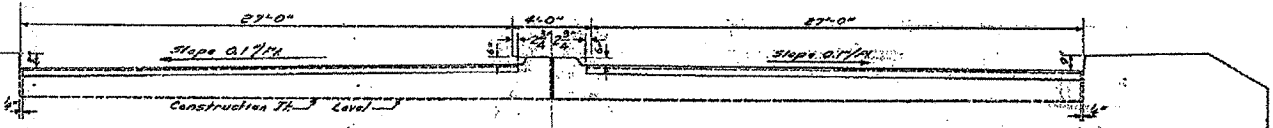


SEC THRU PIER 1 & 2



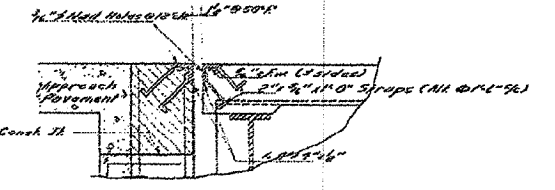
DETAIL OF PRECAST CONG. PILES

Note to Contractor: For pile lengths up to 45' use two slings placed at a distance of 8'-0" from each end. Do not longer than 45' use three slings placed at 15' from each end and at mid-point of pile.

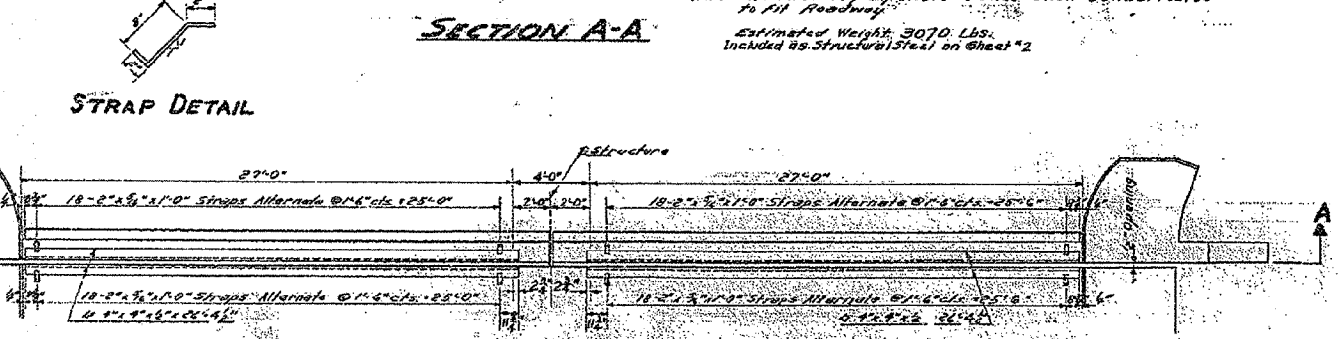


SECTION A-A

Note: The Roadway Expansion Device shall be anchored to fill roadway.
Estimated Weight 3070 Lbs.
Included as Structural Steel on Sheet #2



SEC THRU EXPANSION DEVICE



PLAN OF EXPANSION DEVICE

BILL OF MATERIAL
PIER 1 AND PIER 2

BAR NO.	SIZE	LENGTH	QTY
S1	1 1/4"	10'-0"	3
P	1 1/4"	33'-3"	12
P	1 1/4"	32'-0"	12
U	1 1/4"	9'-0"	3

Gross Concrete Curb Lbs. 366
 Reinforcement Bars Lbs. 2880
 Test Piles (1) Each 2
 Precast Conc. Piles (124) 1024

PIERS
S&T RT 24 SEC. 11-BR
TAZEWELL COUNTY
STA. 302+04

DESIGNED: T.D. GORDON E.M.M. 19.54
 CHECKED: E.M.M. - V.L. CHEN
 DRAWN: T.D.G. F. GROSSCH
 CHECKED: F.C. HAN, S.
 DEC. 21 1954
 EXAMINED: [Signature]
 PASSED: [Signature]
 APPROVED: [Signature]

Drawings by S&T, Hazleton, Pa. from the files of the Division of Highways, State of Illinois.
 All pages of these drawings on other sheets of this set are hereby referred to.

F.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	11W-3-RS-8*	TAZEWELL	442	255

* 11BR-1, 11BR-2

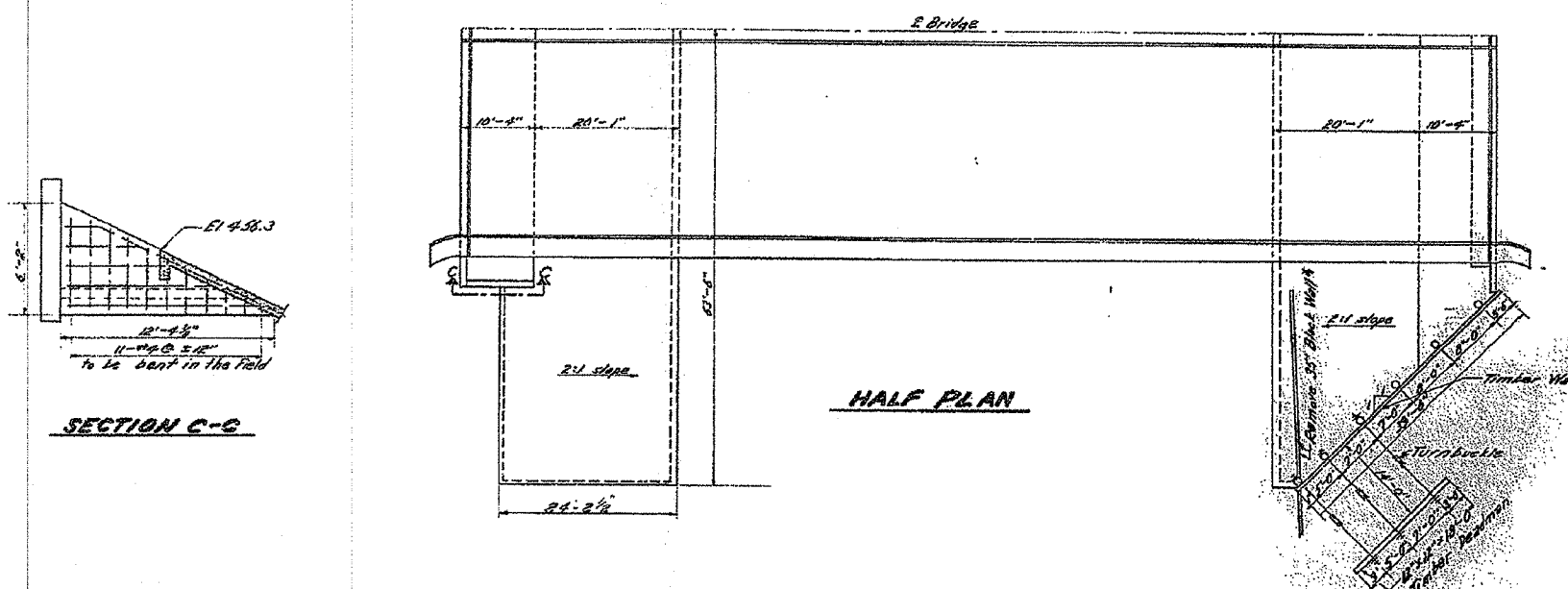
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-2A	11BR TAZEWEI	16	14	7

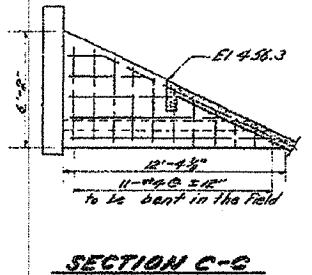
FOR INFORMATION ONLY

GENERAL NOTES

All lumber, piles and hardware shall be furnished and paid for in accordance with Article 50 of the Standard Specifications.
Deadman shall be firmly bedded against undisturbed earth.
All lumber shall be full sawn rough.



HALF PLAN

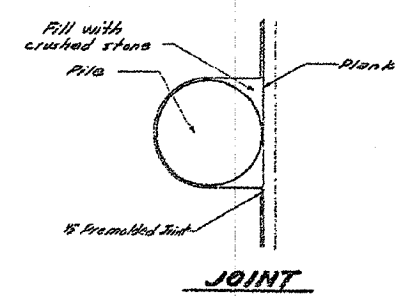


SECTION C-C

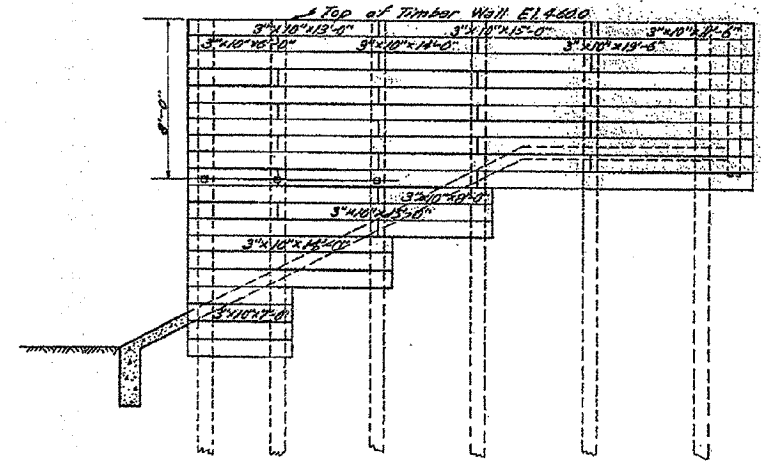
BILL OF HARDWARE

ITEM	NO.	SIZE
Rods	3	1" X 10'-0"
Turnbuckle	3	1 1/2"
O.E. Washers	6	1 1/2"
Nails	525	60d
Nuts	6	1 1/2"
E. Washers	6	5/8" X 1 1/2"

* Includes Turnbuckle

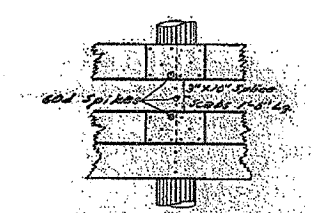


JOINT



TIMBER WALL ELEVATION

* Removal of wall to be included in the unit price at removal of existing structure



BACKING SPLICE

BILL OF LUMBER

ITEM	NO.	SIZE	LENGTH
Backing Pile	4	3" x 10"	7'-0"
	6	3" x 10"	6'-0"
	2	3" x 10"	8'-0"
	5	3" x 10"	11'-6"
	7	3" x 10"	13'-0"
	8	3" x 10"	14'-0"
Deadman	6	3" x 10"	15'-0"
	5	3" x 10"	18'-0"
1	12" x 12"	18'-0"	

PILE DATA

Crushed Pile
Estimated Length: 30 ft
Minimum Capacity: 10 tons
No. Required: 6

RETAINING WALL
RIGHT OF STA 302+40
S.B.I. RT 24 SECTION 11BR
TAZEWELL COUNTY

DESIGNED <i>German Korman</i>	DEC. 16 1955
CHECKED <i>Joseph T. Obrien</i>	<i>German Korman</i> ENGINEER OF PUBLIC WORKS
DRAWN <i>G. N. Stull</i>	APPROVED _____ ENGINEER OF PUBLIC WORKS
CHECKED <i>J.T.O.</i>	STATE HIGHWAY ENGINEER

Bench Mark: M-234 B.M. Elev. 464.95 brass disk in the S.W. corner of existing 090-0048.

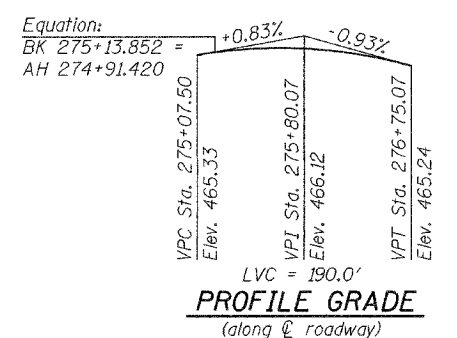
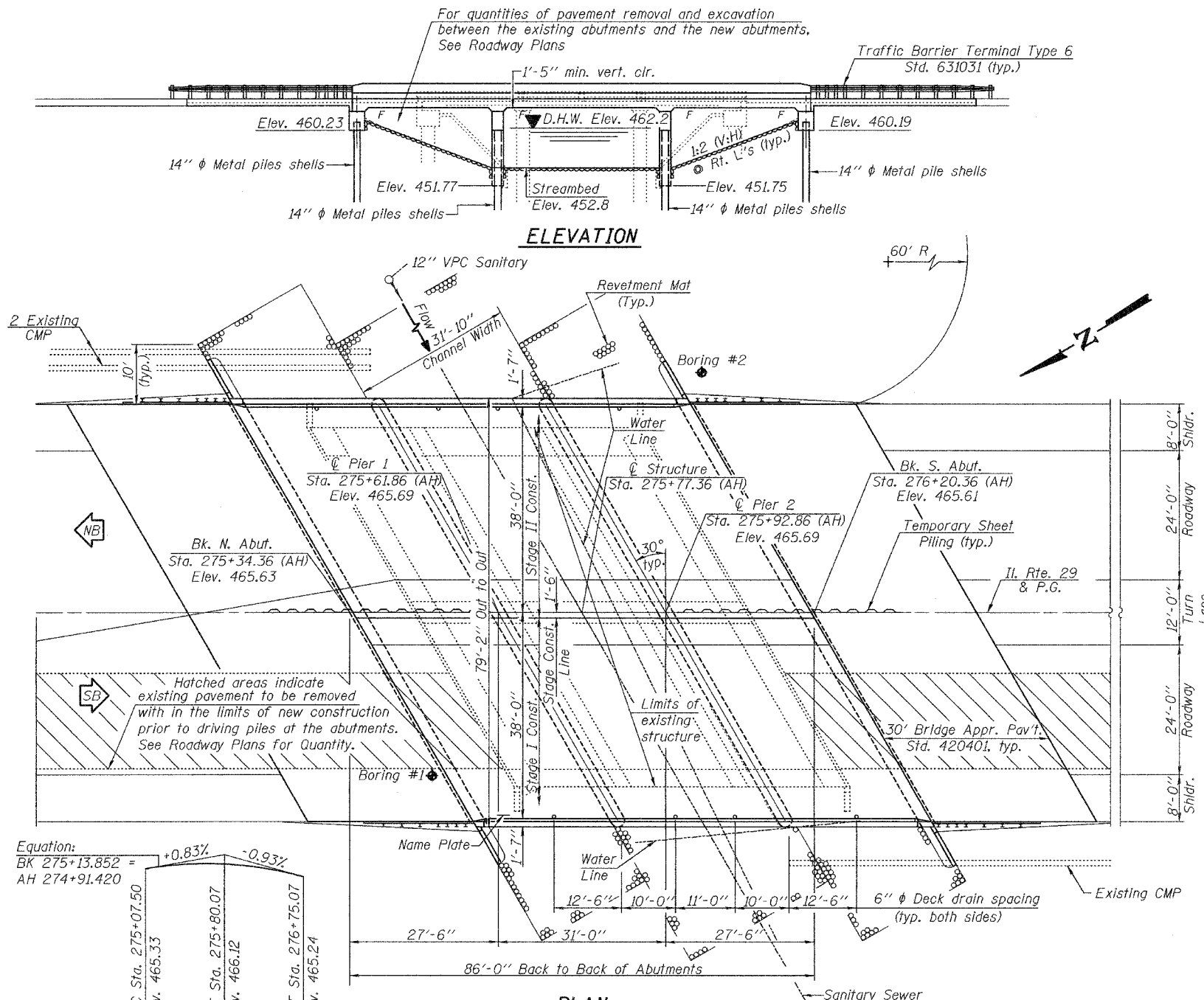
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Existing Structure: S.N. 090-0048 Built in 1958 as S.B.I. Rte. 24, Section 11BR-1 at Station 275+77.36 as a 3-span continuous RC slab bridge 61'-0" Bk.- to Bk. of abutments with two 24 ft. roadways and a 4 ft. median. Open pile abutments and piers, supported on concrete piles. Existing structure to be removed & replaced. Traffic to be maintained using stage construction.

No salvage

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
F.A.P. 669	11BR-2	TAZEWELL	442	256
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #88804



DESIGNED	<i>Plt E. Loggull</i>
CHECKED	<i>A. M. Seiber</i>
DRAWN	<i>Amber M. Seiber</i>
CHECKED	<i>PEC/LEWA</i>

EXAMINED	<i>Thomas J. ...</i>	Mar 5 2006
PASSED	<i>Robert E. ...</i>	



EXPIRES 11-30-2006

WATERWAY INFORMATION

Drainage Area = 2.5 mi² Low Grade Elev. 461.4 (E&P) @ Sta. 281+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Overtop (E)	10	1032	119	208	458.4	1.8	0.0	460.2	458.4	
Overtop (P)	30	1400	159		460.1	1.3		461.4		
Design	40	1600		372	461.4		0.0		461.4	
Base	50	1795	251	421	462.2	0.5	0.0	462.7	462.2	
Max. Calc.	100	2119	298	533	464.7	0.2	0.1	464.9	464.8	
	500	2924	298	533	465.2	0.3	0.1	465.5	465.3	

INDEX OF SHEETS

1. General Plan and Elevation
2. Stage Construction Details & Temporary Steep Piling Layout
3. Temporary Concrete Barrier
- 4-5. Top of Slab Elevations
- 6-7. Superstructure
- 8-9. Abutments
10. Piers
11. Bar Splicers
12. Pile Base Sheet
- 13-14. Soil Borings

GENERAL NOTES

Reinforcement bars shall conform to the requirements of AASHTO M31, or M322 Grade 60. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer. The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework in addition to allowance for dead load deflection. The backfill behind the abutments shall be placed after the deck slab is in place and the forms removed. The Contractor is advised that the existing concrete superstructure is a continuous structure and removal must be done in a proper sequence, possibly with false work support. All construction joints shall be bonded. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project. The cost of removing the existing sloped wall and revetment mat is included in the cost of "Removal of Existing Structures". The Contractor shall drive (2) Metal Shell Test Piles at permanent locations, one at Pier #1 and one at South Abutment as directed by the Engineer before ordering the remainder of piles.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Concrete Structures	Cu. Yd.		225.8	225.8
Concrete Superstructure	Cu. Yd.	316.3		316.3
Reinforcement Bars, Epoxy Coated	Pound	87070	20850	107920
Protective Coat	Sq. Yd.	788		788
Structure Excavation	Cu. Yd.		331	331
Floor Drains	Each	8		8
Bridge Deck Grooving	Sq. Yd.	698		698
Furnishing Metal Piles Shells 14" φ	Foot		3353	3353
Driving and Filling Shells	Foot		3353	3353
Temporary Sheet Piling	Sq. Ft.		1057	1057
Fabric Formed Concrete Revetment Mat	Sq. Yd.		1092	1092
Name Plates	Each	1		1
Bar Splicers	Each	215	76	291
Underwater Structure Excavation Protection, Location 1	Each		1	1
Underwater Structure Excavation Protection, Location 2	Each		1	1
Porous Granular Embankment (Special)	Cu. Yd.		161.2	161.2
Test Pile Metal Shell	Each		2	2
Pipe Underdrains for Structures 4"	Foot		252	252
Geocomposite Wall Drain	Sq. yd.		66.8	66.8

STATION 275+77.36
BUILT 200 BY
STATE OF ILLINOIS
F.A.P. RT. 669 SEC. 11BR-2
LOADING HS20-44
STR. NO. 090-0174

NAME PLATE
See Std. 515001

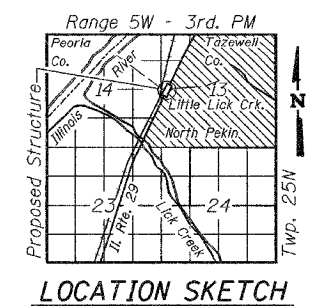
LOADING HS20-44
Allow 50#7/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
1996 AASHTO with 1997 thru 2002 Interims

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) = 4.25/g
Site Coefficient (S) = 1.0

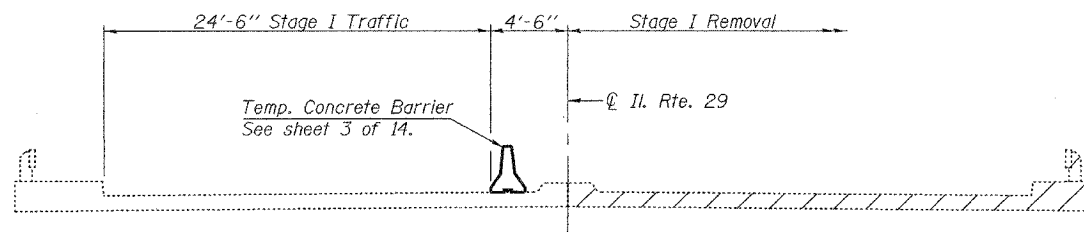


GENERAL PLAN
ILLINOIS ROUTE 29 OVER
LITTLE LICK CREEK
F.A.P. ROUTE 669-SEC. 11BR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174

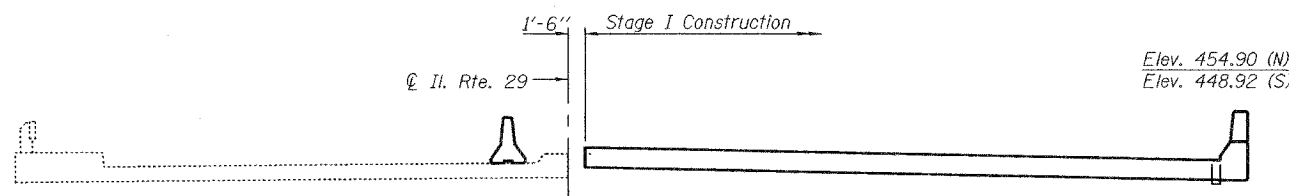
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	11BR-2	TAZEWELL	442	257
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

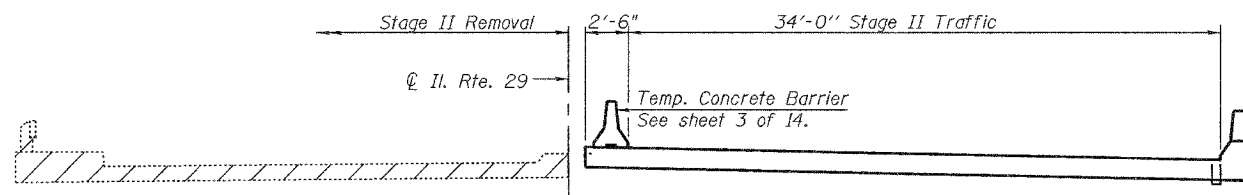
Contract #88804



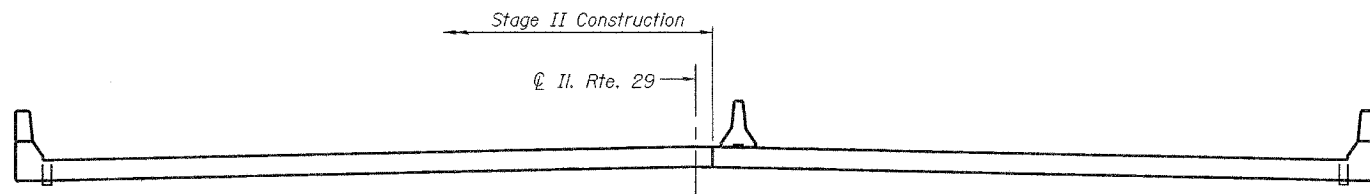
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL

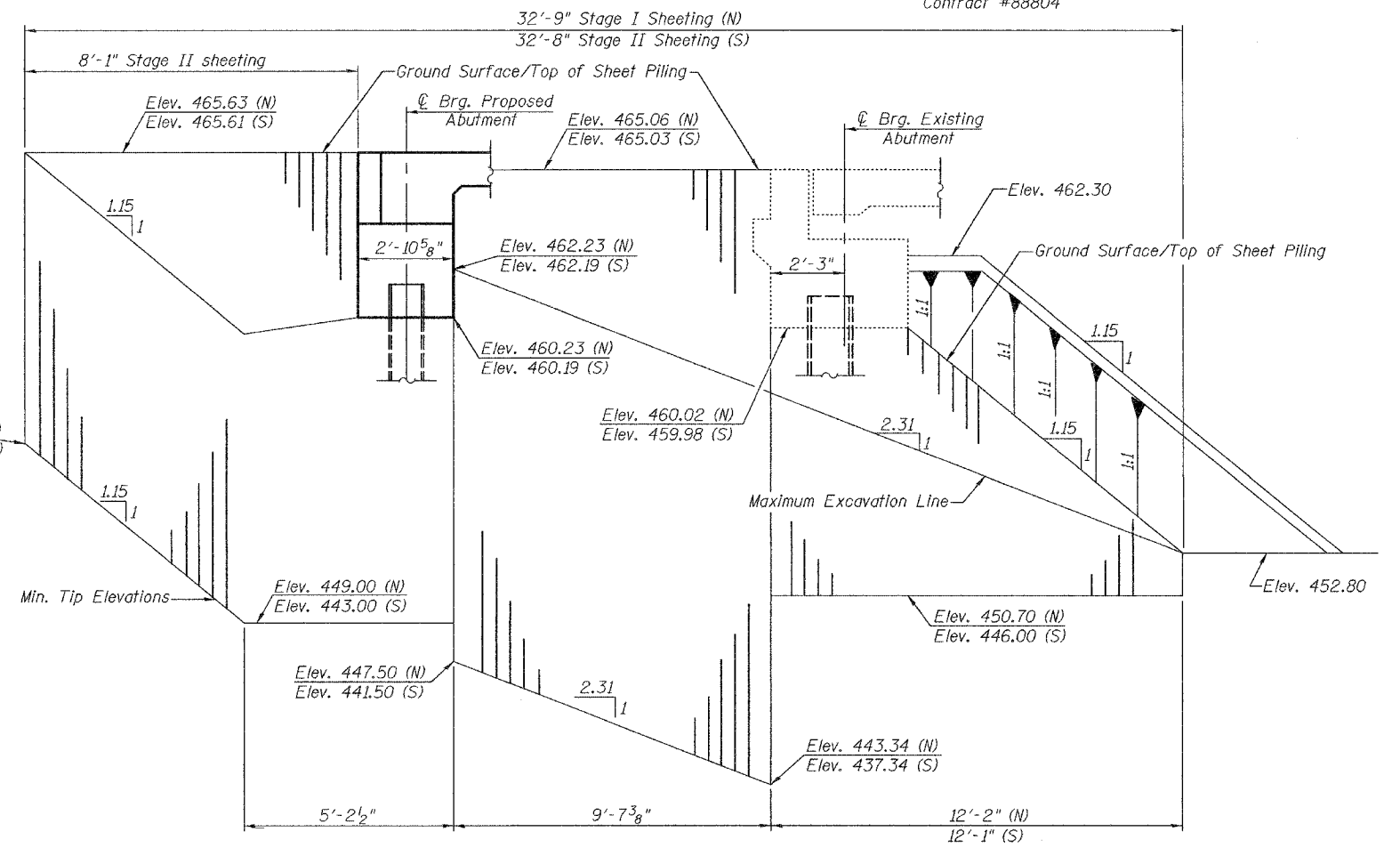


STAGE II CONSTRUCTION

Notes:
All staging sections are looking South.
For quantity of Temporary Concrete Barriers, see roadway plans.
Hatched area indicates Removal of Existing Structures.

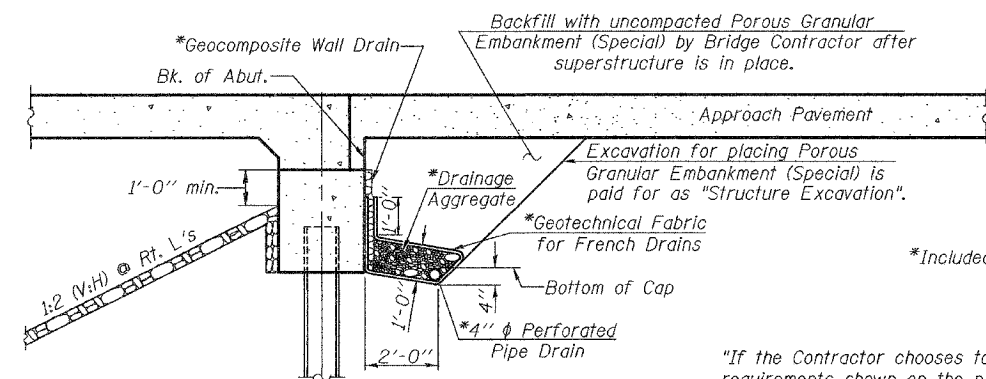
DESIGNED	Philip E. Coppernoll
CHECKED	Roy Ahanchi
DRAWN	Amber M. Seiber
CHECKED	PEC/GRA

May 5 2006
EXAMINED *Thomas J. Domagala*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES



Minimum Section Modulus = 12.0 in³/ft.

TEMPORARY SHEET PILING



SECTION THRU ABUTMENT

(Horizontal dim. @ Rt. L's)

All drainage 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).

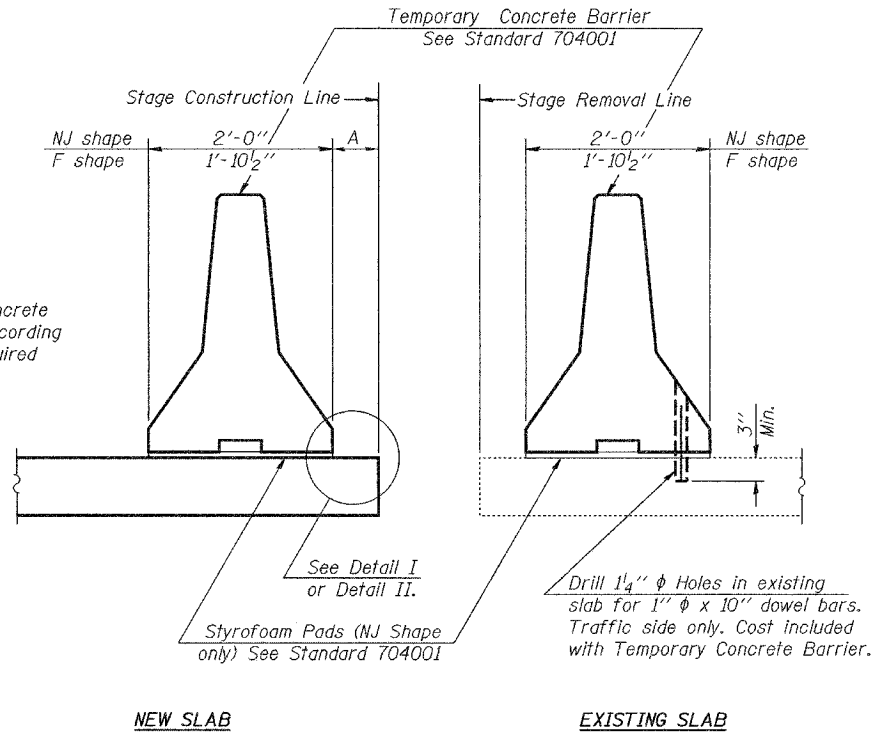
*Included in the cost of Pipe Underdrains for Structures 4".
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

STAGE CONSTRUCTION DETAILS
F.A.P. ROUTE 669-SEC. 11BR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 669	11BR-2	TAZEWELL	442	258
FED. ROAD DIST. NO. 7	BLINDS	FED. AID PROJECT		

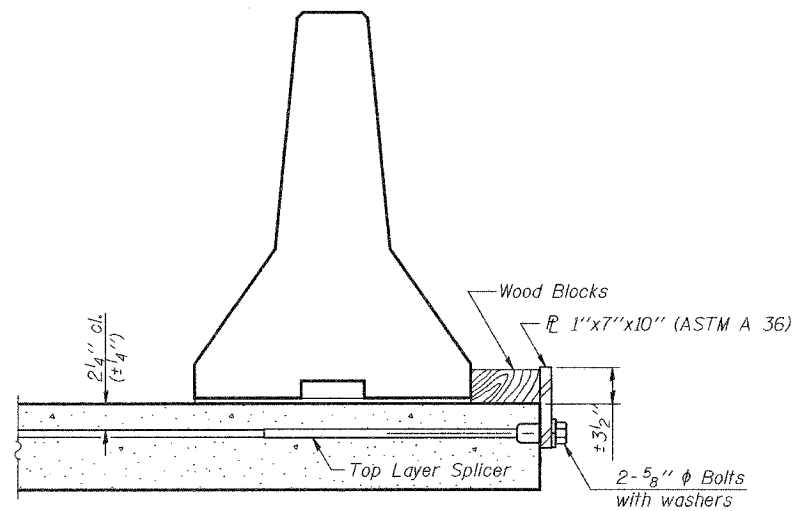
Contract #88804



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".

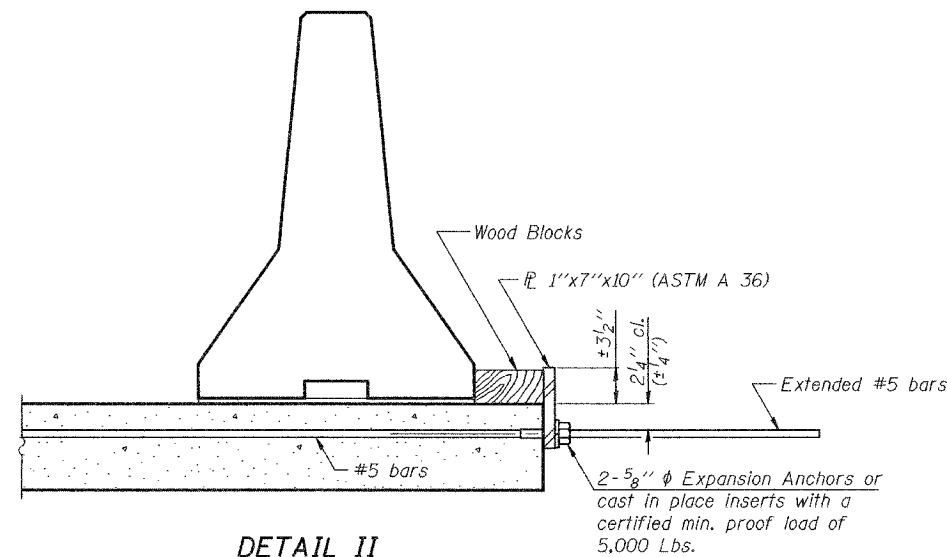
- NOTES**
- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel PL to the concrete slab with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

SECTIONS THRU SLAB



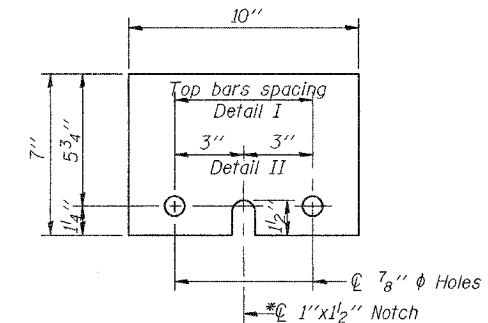
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" 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.



PL 1"x7"x10"

*Required only with Detail II

DESIGNED	Philip E. Coppernoll
CHECKED	Ray Ahanchi
DRAWN	Amber M. Seiber
CHECKED	PEC/GRA

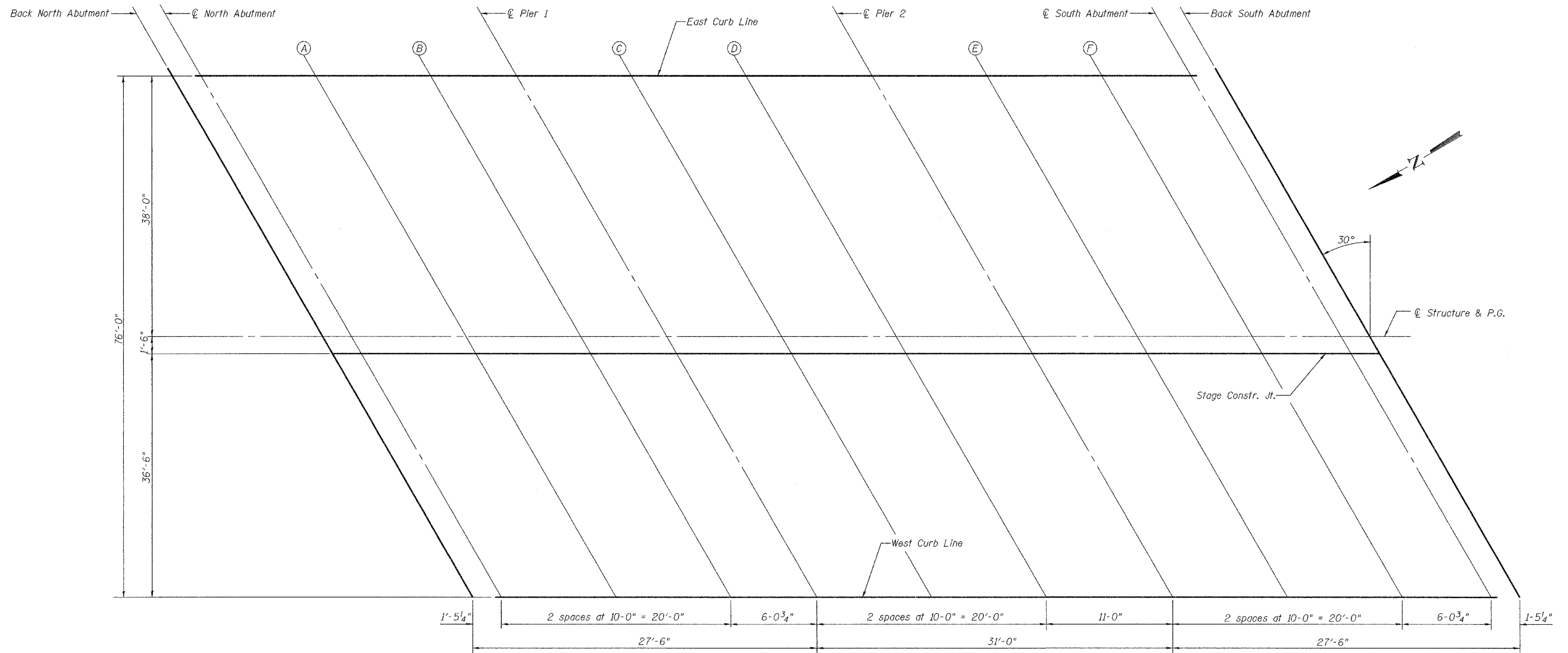
EXAMINED	Thomas J. Demagali ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

R-27 10-22-04

**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. ROUTE 669-SEC. 11BR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATES SHEETS	SHEET NO.	SHEET NO. 4
F.A.P. 669	11BR-2	TAZEWELL	442	259	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #88804		



PLAN

DESIGNED Philip E. Copperrnoll
 CHECKED Ray Ahanchi
 DRAWN Amber M. Seiber
 CHECKED PEC/GRA

EXAMINED Thomas J. Demagalki
 ENGINEER OF BRIDGE DESIGN
 PASSED Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES

May 5 2006

TOP OF SLAB ELEVATIONS
 F.A.P. ROUTE 669-SEC. 11BR-2
 TAZEWELL COUNTY
 STATION 275+77.36
 STRUCTURE NO. 090-0174

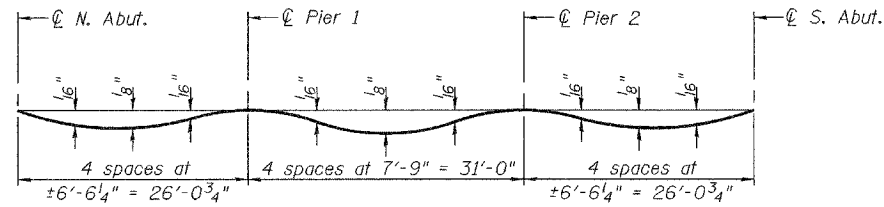
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	11BR-2	TAZEWELL	442	260
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract #88804

SHEET NO. 5

14 SHEETS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes: 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 below.

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N Abut.	27556.299	38.000	464.928	464.928
☉ N Abut.	27557.739	38.000	464.930	464.930
A	27567.739	38.000	464.941	464.949
B	27577.739	38.000	464.943	464.946
☉ Pier 1	27583.799	38.000	464.939	464.939
C	27593.799	38.000	464.926	464.931
D	27603.799	38.000	464.904	464.909
☉ Pier 2	27614.799	38.000	464.869	464.869
E	27624.799	38.000	464.827	464.833
F	27634.799	38.000	464.776	464.783
☉ S Abut.	27640.859	38.000	464.740	464.740
Bk S Abut.	27642.299	38.000	464.732	464.732

☉ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N Abut.	27534.360	0.000	465.628	465.628
☉ N Abut.	27535.800	0.000	465.633	465.633
A	27545.800	0.000	465.665	465.673
B	27555.800	0.000	465.687	465.690
☉ Pier 1	27561.860	0.000	465.696	465.696
C	27571.860	0.000	465.703	465.708
D	27581.860	0.000	465.701	465.706
☉ Pier 2	27592.860	0.000	465.688	465.688
E	27602.860	0.000	465.667	465.673
F	27612.860	0.000	465.636	465.643
☉ S Abut.	27618.920	0.000	465.613	465.613
Bk S Abut.	27620.360	0.000	465.607	465.607

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N Abut.	27535.226	1.500	465.601	465.601
☉ N Abut.	27536.666	1.500	465.606	465.606
A	27546.666	1.500	465.637	465.645
B	27556.666	1.500	465.658	465.661
☉ Pier 1	27562.726	1.500	465.667	465.667
C	27572.726	1.500	465.673	465.678
D	27582.726	1.500	465.670	465.675
☉ Pier 2	27593.726	1.500	465.657	465.657
E	27603.726	1.500	465.634	465.640
F	27613.726	1.500	465.603	465.610
☉ S Abut.	27619.786	1.500	465.579	465.579
Bk S Abut.	27621.226	1.500	465.573	465.573

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N Abut.	27512.421	-38.000	464.764	464.764
☉ N Abut.	27513.861	-38.000	464.772	464.772
A	27523.861	-38.000	464.824	464.832
B	27533.861	-38.000	464.866	464.869
☉ Pier 1	27539.921	-38.000	464.887	464.887
C	27549.921	-38.000	464.915	464.920
D	27559.921	-38.000	464.933	464.938
☉ Pier 2	27570.921	-38.000	464.943	464.943
E	27580.921	-38.000	464.942	464.948
F	27590.921	-38.000	464.931	464.938
☉ S Abut.	27596.981	-38.000	464.920	464.920
Bk S Abut.	27598.421	-38.000	464.917	464.917

DESIGNED	Phillip E. Coppernoll
CHECKED	Roy Ahanchi
DRAWN	Amber M. Seiber
CHECKED	PEC/GRA

EXAMINED	Thomas J. Domagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

May 5, 2006

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 669-SEC. 11BR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174

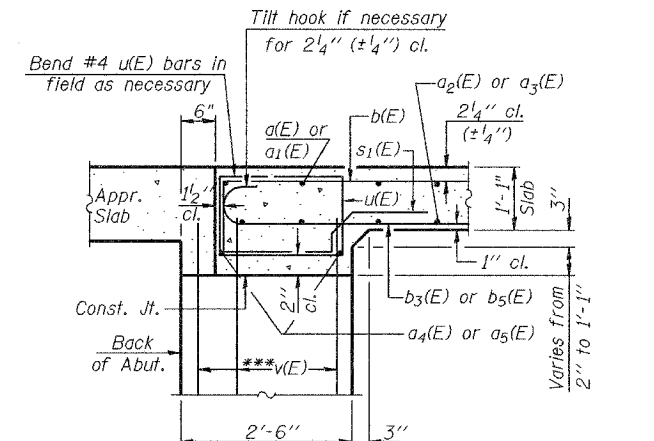
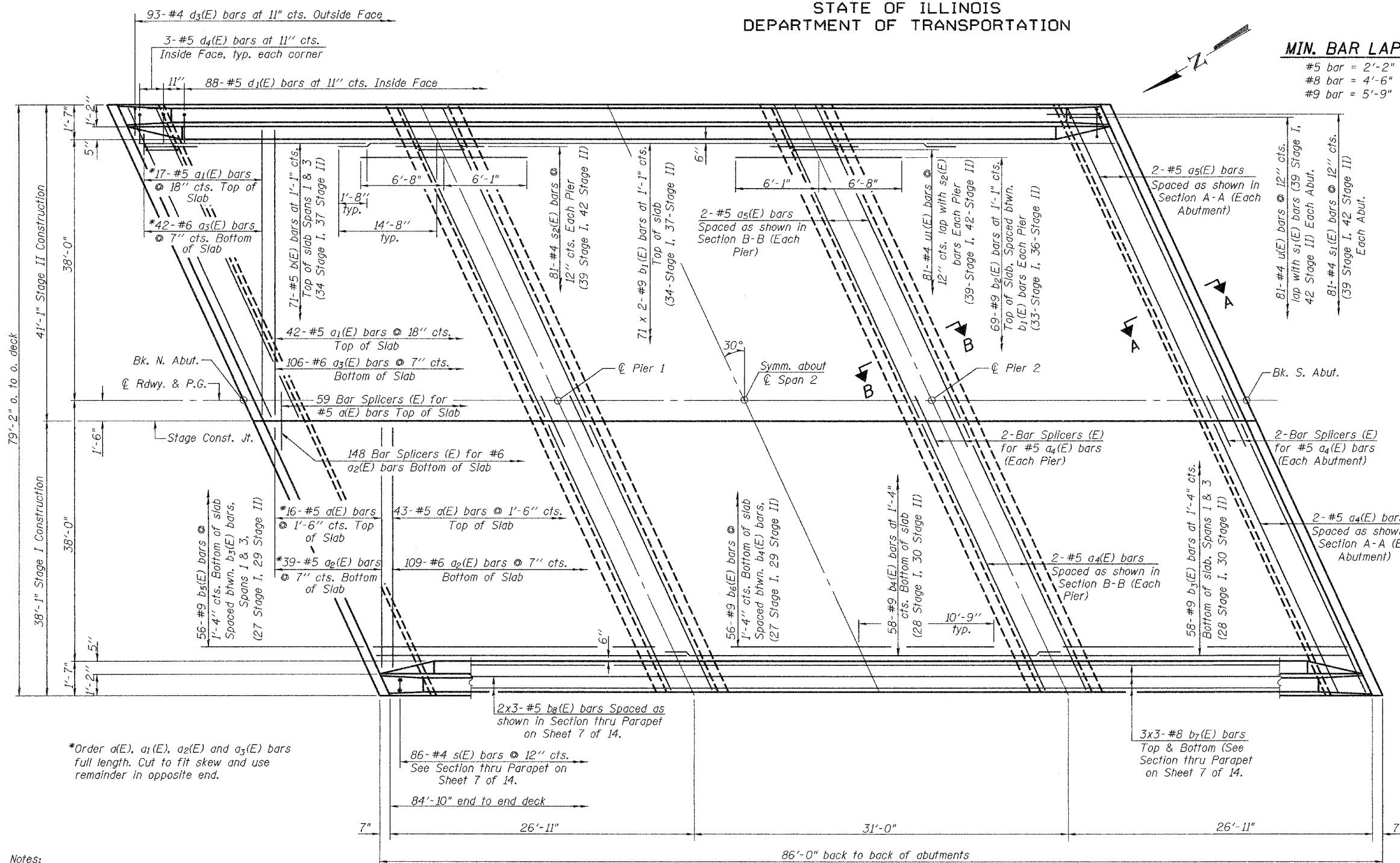
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6
F.A.P. 669	IIBR-2	TAZEWELL	442	261	14 SHEETS
FED. ROAD DIST. NO. 7	BLISS	FED. AID PROJECT			

Contract #88804

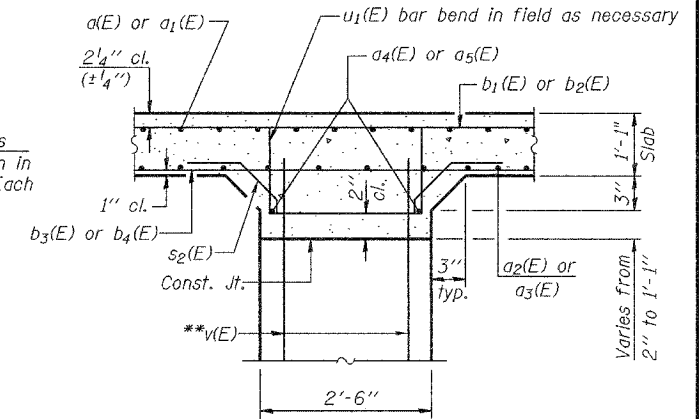
MIN. BAR LAPS

- #5 bar = 2'-2"
- #8 bar = 4'-6"
- #9 bar = 5'-9"



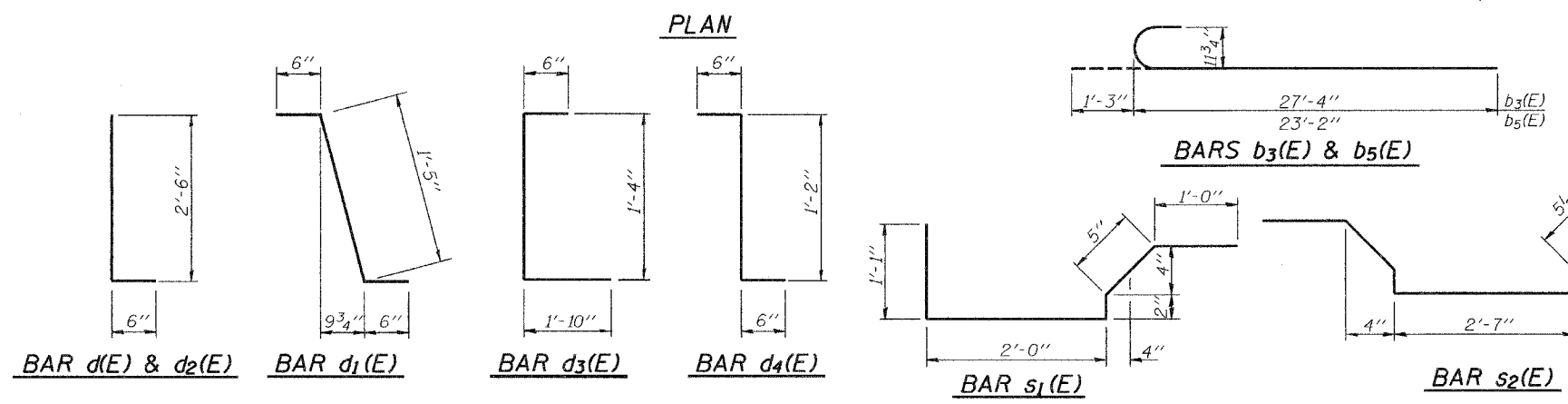
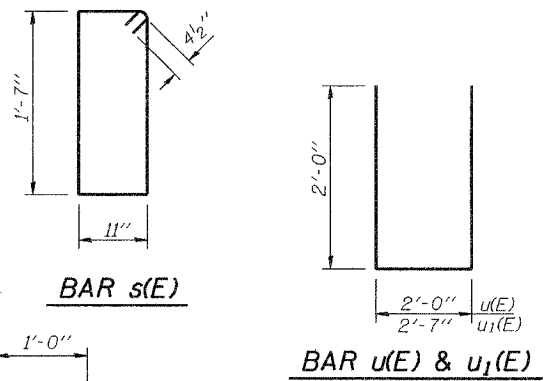
SECTION A-A

***v(E) bars billed with abutments. See sheets 8 & 9 of 14.
Horizontal Dimensions @ Rt. L's to Abutments.



SECTION B-B

**v(E) bars billed with piers. See sheet 10 of 14.
Horizontal Dimensions @ Rt. L's to Pier



*Order a(E), a1(E), a2(E) and a3(E) bars full length. Cut to fit skew and use remainder in opposite end.

2x3-#5 b6(E) bars Spaced as shown in Section thru Parapet on Sheet 7 of 14.

3x3-#8 b7(E) bars Top & Bottom (See Section thru Parapet on Sheet 7 of 14.)

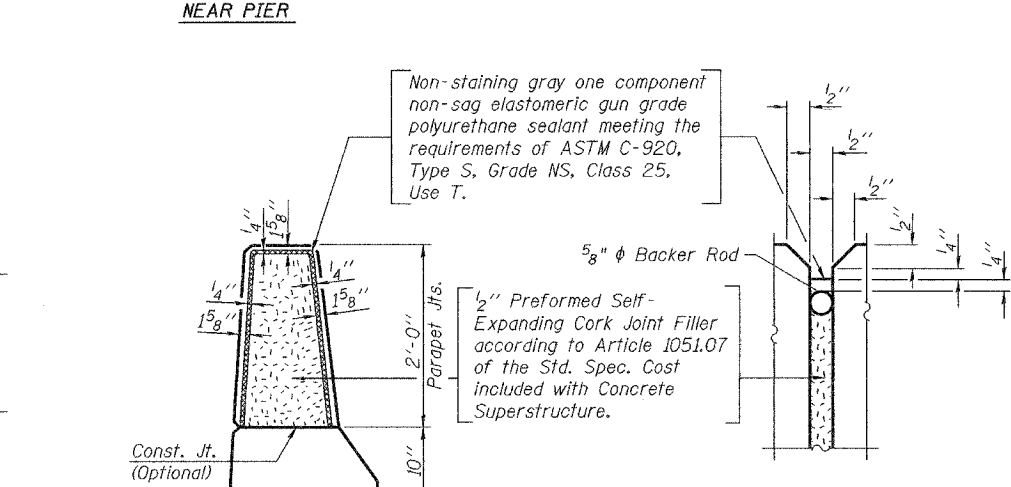
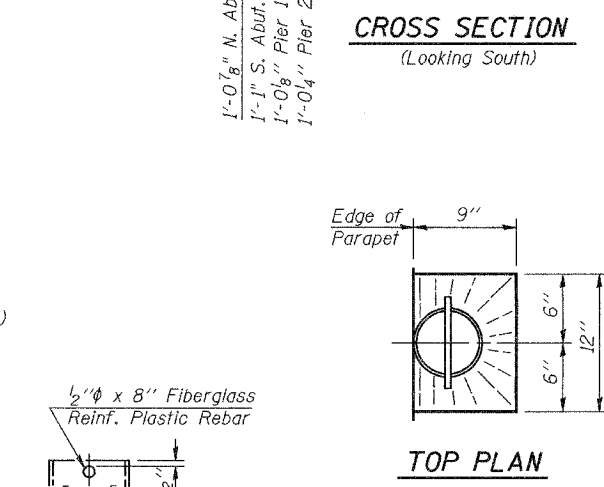
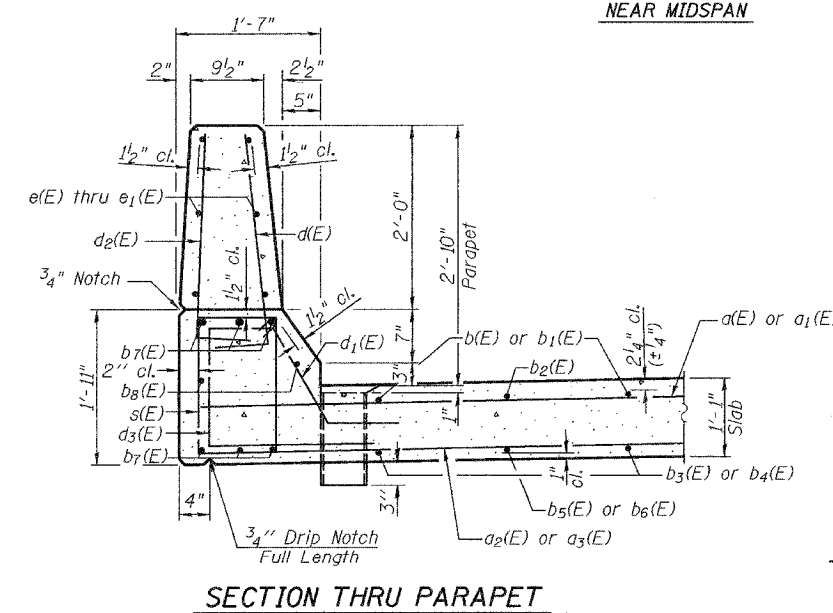
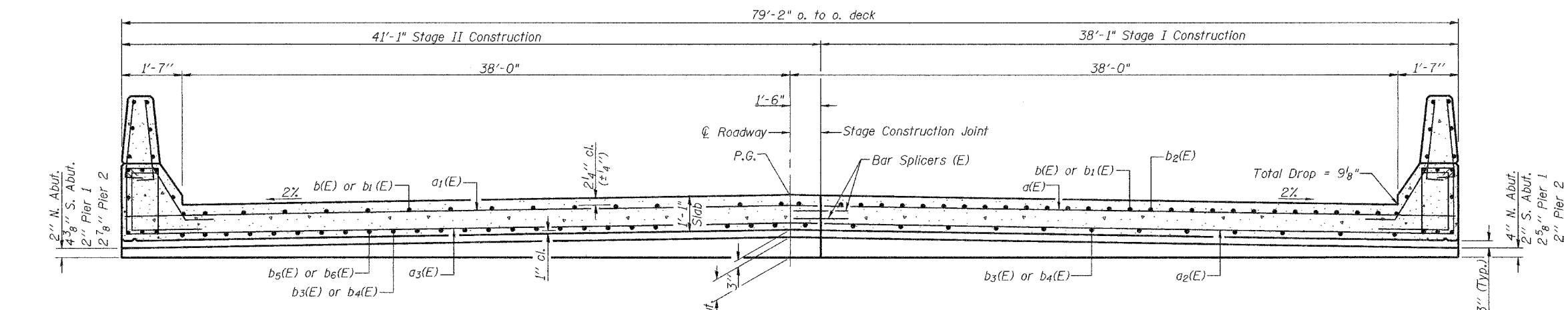
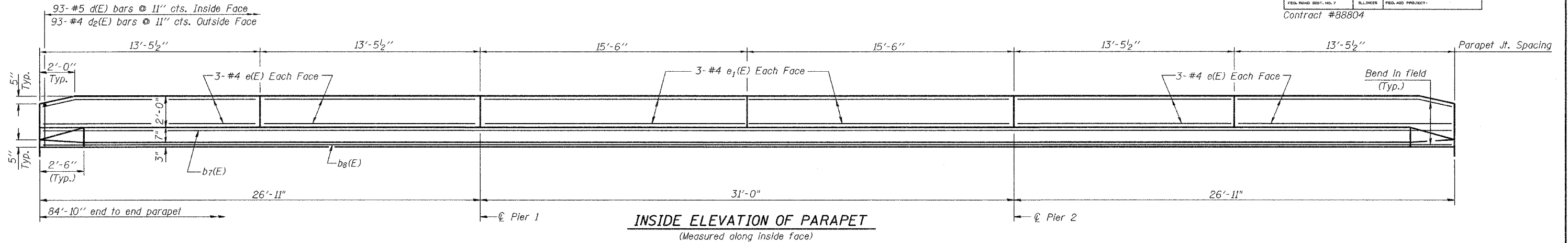
Notes:
See sheet 7 of 14 for superstructure details, parapet reinforcement and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 71 x 2-#5 etc. indicates 71 lines of bars with 2 lengths per line.
See sheet 1 of 14 for floor drain spacing. Space reinforcement bars to clear drains.
For bar splicer details see sheet 11 of 14.

DESIGNED	Phillip E Coppernoll	EXAMINED	Thomas J. Domagalaki
CHECKED	Ray Ahanchi	PASSED	Ralph E. Anderson
DRAWN	Amber M. Seiber		
CHECKED	PEC/GRA		

SUPERSTRUCTURE
F.A.P. ROUTE 669-SEC. IIBR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO. 7
F.A.P. 669	11BR-2	TAZEWELL	442	262	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #88804		



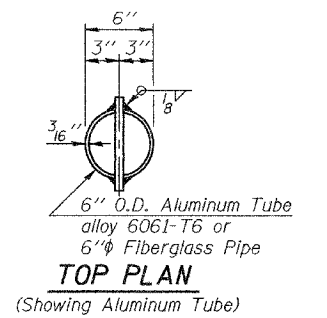
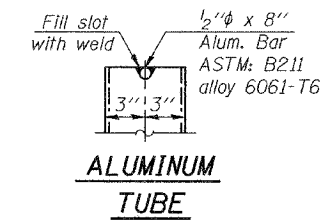
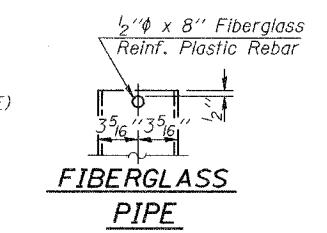
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a(E)	59	#5	37'-9"	—	
a1(E)	59	#5	40'-9"	—	
a2(E)	148	#6	37'-9"	—	
a3(E)	148	#6	40'-9"	—	
a4(E)	8	#5	43'-8"	—	
a5(E)	8	#5	47'-2"	—	
b(E)	142	#5	13'-9"	—	
b1(E)	142	#9	33'-1"	—	
b2(E)	138	#9	12'-9"	—	
b3(E)	116	#9	28'-7"	—	
b4(E)	58	#9	32'-0"	—	
b5(E)	112	#9	24'-5"	—	
b6(E)	56	#9	21'-6"	—	
b7(E)	36	#8	31'-2"	—	
b8(E)	12	#5	29'-9"	—	
d(E)	186	#5	3'-0"	—	
d1(E)	176	#5	2'-5"	—	
d2(E)	186	#4	3'-0"	—	
d3(E)	186	#4	3'-8"	—	
d4(E)	12	#5	2'-2"	—	
e(E)	48	#4	13'-1"	—	
e1(E)	24	#4	15'-2"	—	
s(E)	172	#4	5'-9"	—	
s1(E)	162	#4	4'-7"	—	
s2(E)	162	#4	5'-10"	—	
u(E)	162	#4	6'-0"	—	
u1(E)	162	#4	6'-7"	—	
Reinforcement Bars, Epoxy Coated				Pound	87070
Concrete Superstructure				Cu. Yd.	316.3

Reinforcement bars designated (E) shall be epoxy coated.
For bar splicer details see sheet 11 of 14.

DESIGNED Philip E. Coppernoll
CHECKED Ray Ahanchi
DRAWN Amber M. Seiber
CHECKED PEC/GRA

EXAMINED Thomas J. Domagala
PASSED Ralph E. Anderson
MAY 5 2006



Notes:
The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

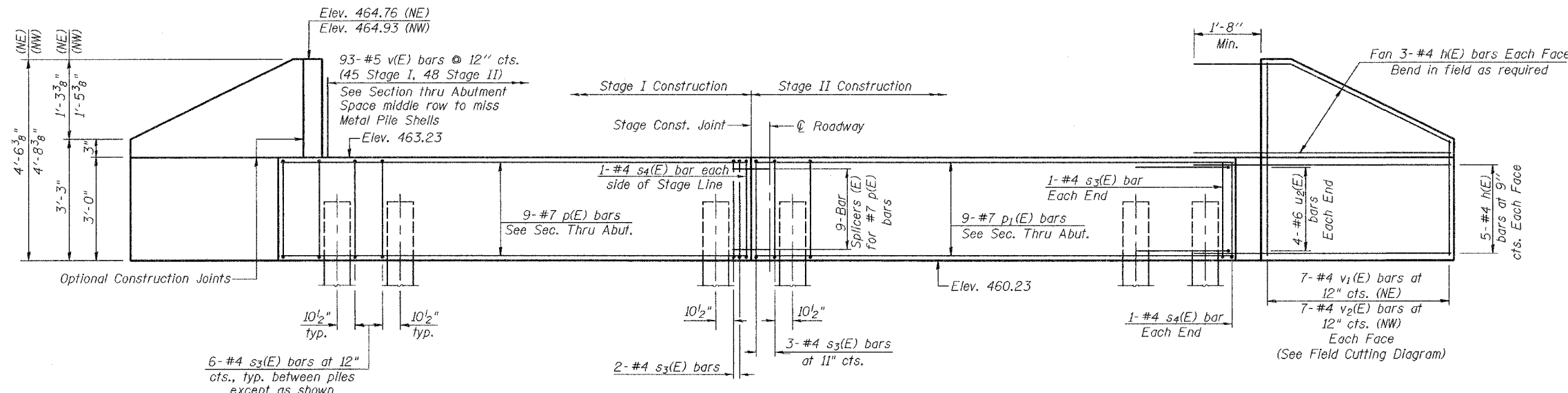
SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 669-SEC. 11BR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

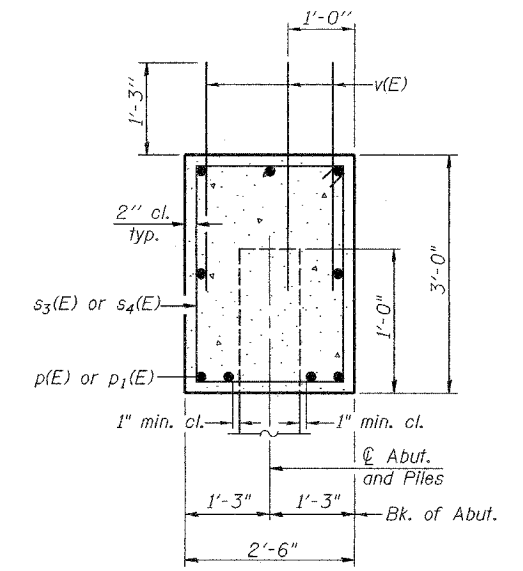
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
F.A.P. 669	11BR-2	TAZEWELL	442 263	14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

Contract #88804

Notes:
Pour steps monolithically with cap.
Reinforcement bars designated (E)
shall be epoxy coated.
For bar splicer details see sheet 11 of 14.



ELEVATION
(Looking North)

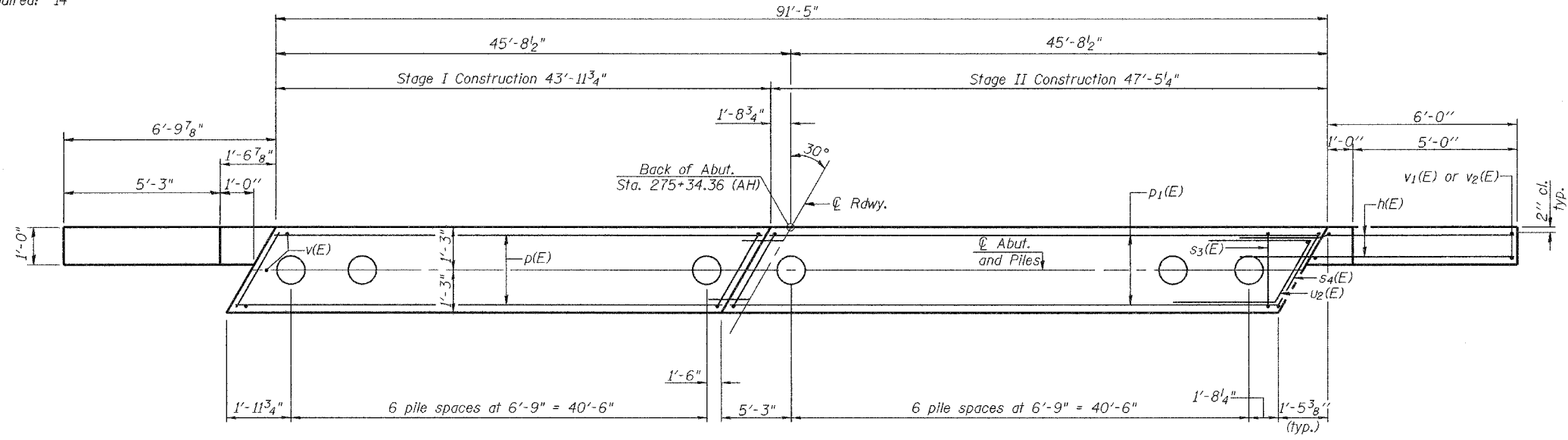


SECTION THRU ABUTMENT

Horizontal Dimensions @ Rt. L's to Abutments.

PILE DATA

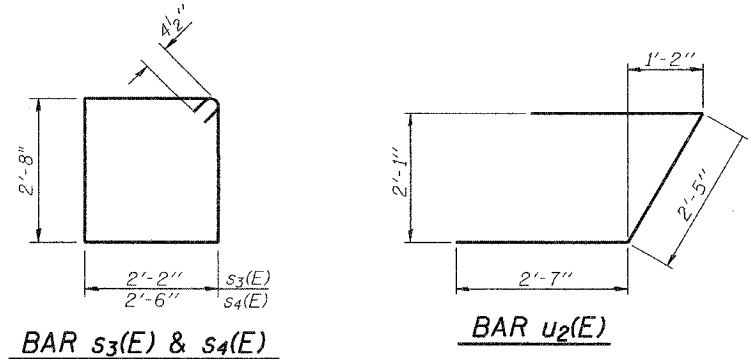
Type: 14" ϕ Metal Pile Shells
Design Capacity: 35 Ton
Est. Length: 47'
No. Required: 14



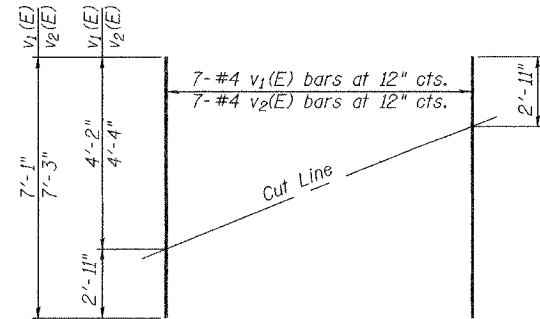
PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#4	8'-9"	—
p(E)	9	#7	43'-7"	—
p1(E)	9	#7	47'-1"	—
s3(E)	79	#4	10'-5"	□
s4(E)	4	#4	11'-1"	□
u2(E)	8	#6	7'-7"	┌
v(E)	279	#5	2'-6"	—
v1(E)	14	#4	7'-1"	—
v2(E)	14	#4	7'-3"	—
Concrete Structures		Cu. Yd.	27.3	
Reinforcement Bars, Epoxy Coated		Pound	3390	
Structure Excavation		Cu. Yd.	142.6	
Furnishing Metal Pile Shells 14" ϕ		Foot	658	
Driving & Filling Shells		Foot	658	



BAR s3(E) & s4(E) **BAR u2(E)**



FIELD CUTTING DIAGRAM

Order v1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite face.

DESIGNED	Philip E Coppernoll
CHECKED	Roy Ahanchi
DRAWN	Amber M. Seiber
CHECKED	PEC/GRA

May 5 2006
EXAMINED *Thomas J. Demagale*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

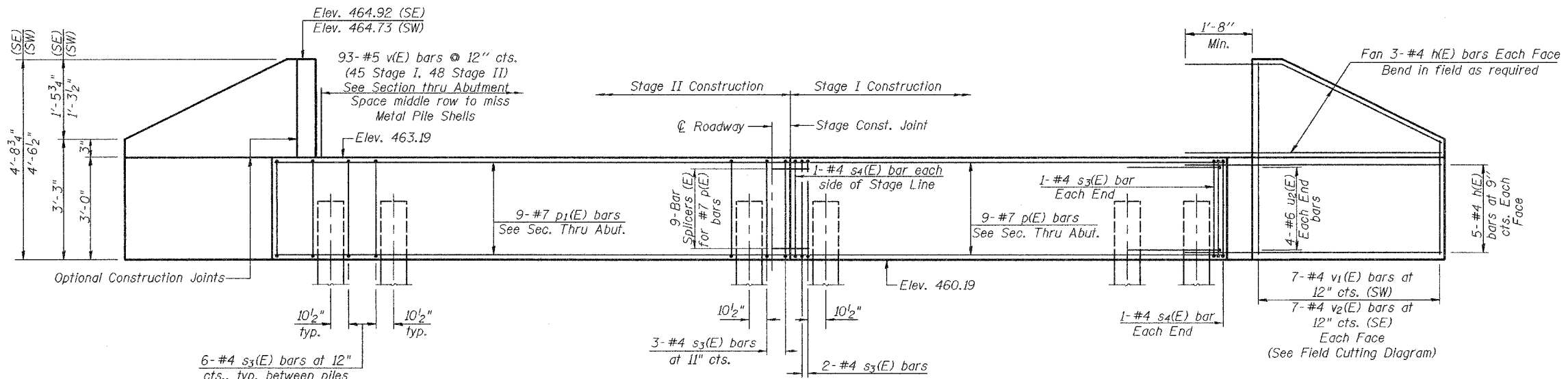
NORTH ABUTMENT
F.A.P. ROUTE 669-SEC. 11BR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174

Notes:
 Pour steps monolithically with cap.
 Reinforcement bars designated (E)
 shall be epoxy coated.
 For bar splicer details see sheet 11 of 14.

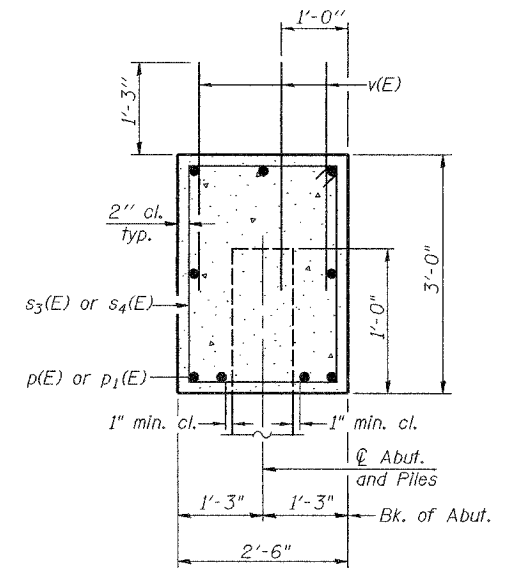
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
F.A.P. 669	11BR-2	TAZEWELL	442	264	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #88804



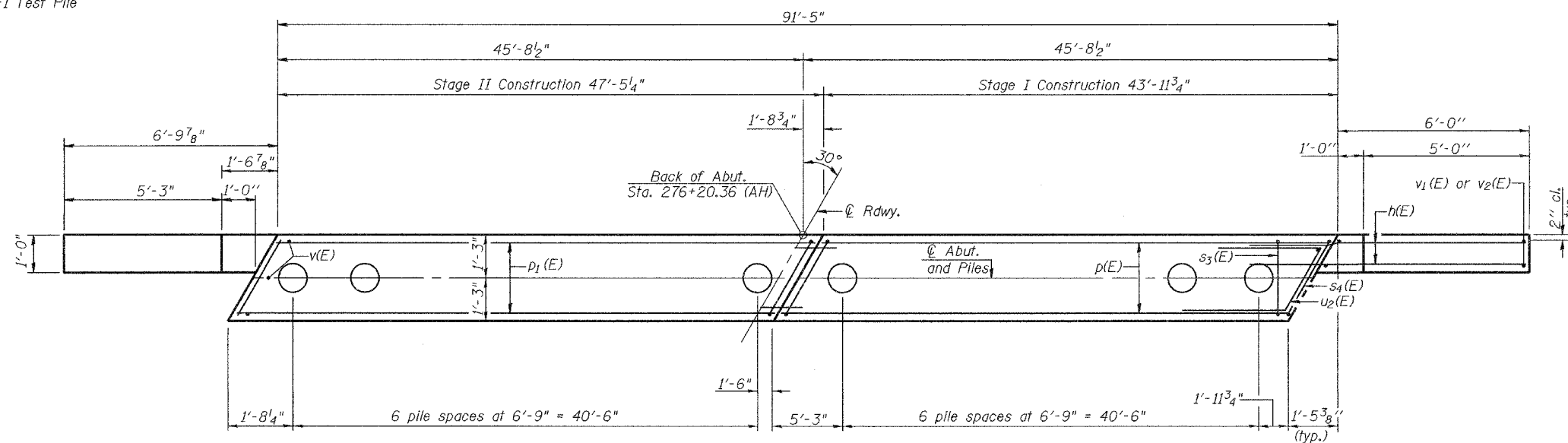
ELEVATION
 (Looking South)



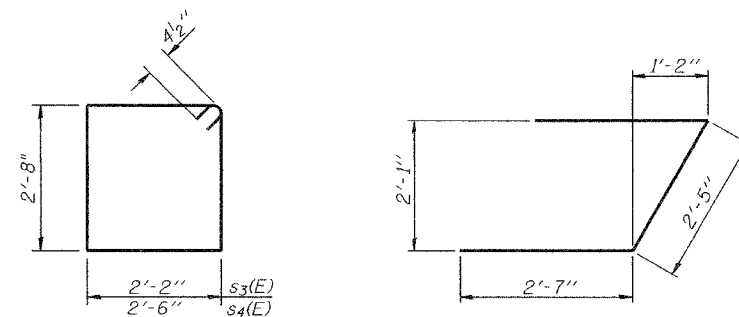
SECTION THRU ABUTMENT

PILE DATA

Type: 14" ϕ Metal Pile Shells
 Design Capacity: 35 Ton
 Est. Length: 50'
 No. Required: 13+1 Test Pile

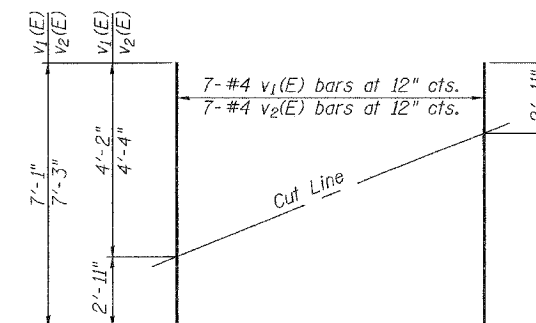


PLAN



BAR s3(E) & s4(E)

BAR u2(E)



FIELD CUTTING DIAGRAM

Order v1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite face.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#4	8'-9"	—
p(E)	9	#7	43'-7"	—
p1(E)	9	#7	47'-1"	—
s3(E)	79	#4	10'-5"	□
s4(E)	4	#4	11'-1"	□
u2(E)	8	#6	7'-7"	┘
v(E)	279	#5	2'-6"	—
v1(E)	14	#4	7'-1"	—
v2(E)	14	#4	7'-3"	—
Concrete Structures		Cu. Yd.	27.3	
Reinforcement Bars, Epoxy Coated		Pound	3390	
Structure Excavation		Cu. Yd.	142.6	
Furnishing Metal Pile Shells 14" ϕ		Foot	650	
Driving & Filling Shells		Foot	650	
Test Pile Metal Shells		Each	1	

SOUTH ABUTMENT
 F.A.P. ROUTE 669-SEC. 11BR-2
 TAZEWELL COUNTY
 STATION 275+77.36
 STRUCTURE NO. 090-0174

DESIGNED	Phillip E Coppernoll
CHECKED	Roy Ahanchi
DRAWN	Amber M. Seiber
CHECKED	PEC/GRA

May 5 2006
 EXAMINED *Thomas J. Donagale*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 669	11BR-2	TAZEWELL	442	265
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

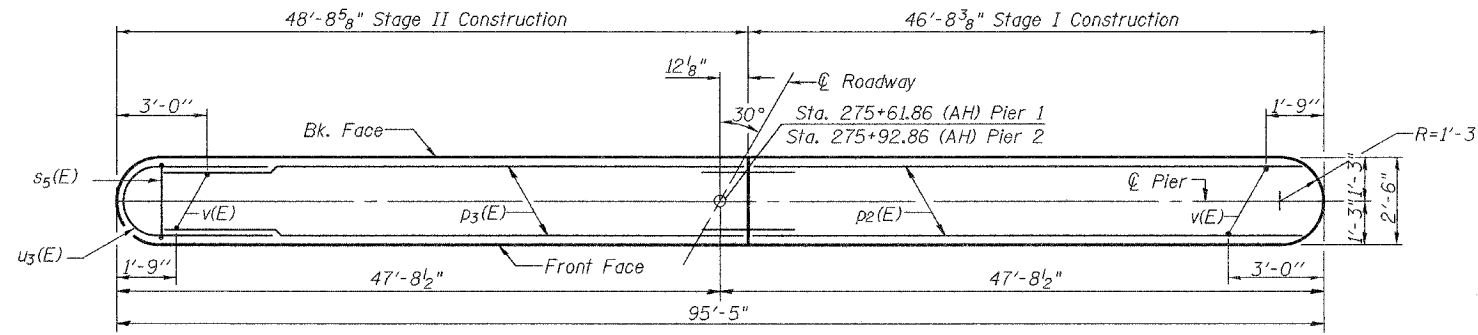
Contract #88804

14 SHEETS

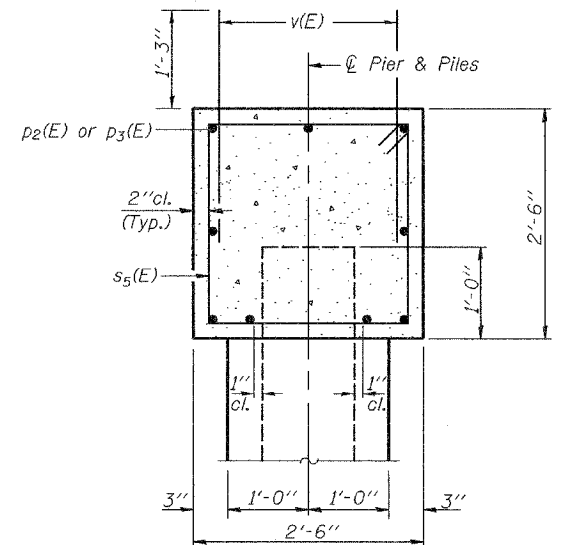
Contract #88804

PILE DATA

Type: 14" ϕ Metal Pile Shells
Design Capacity: 40 Tons
Est. Length: 61' Pier 1 & 56' Pier 2
No. Required: 17+1 Test Pile (Pier 1)
18 (Pier 2)

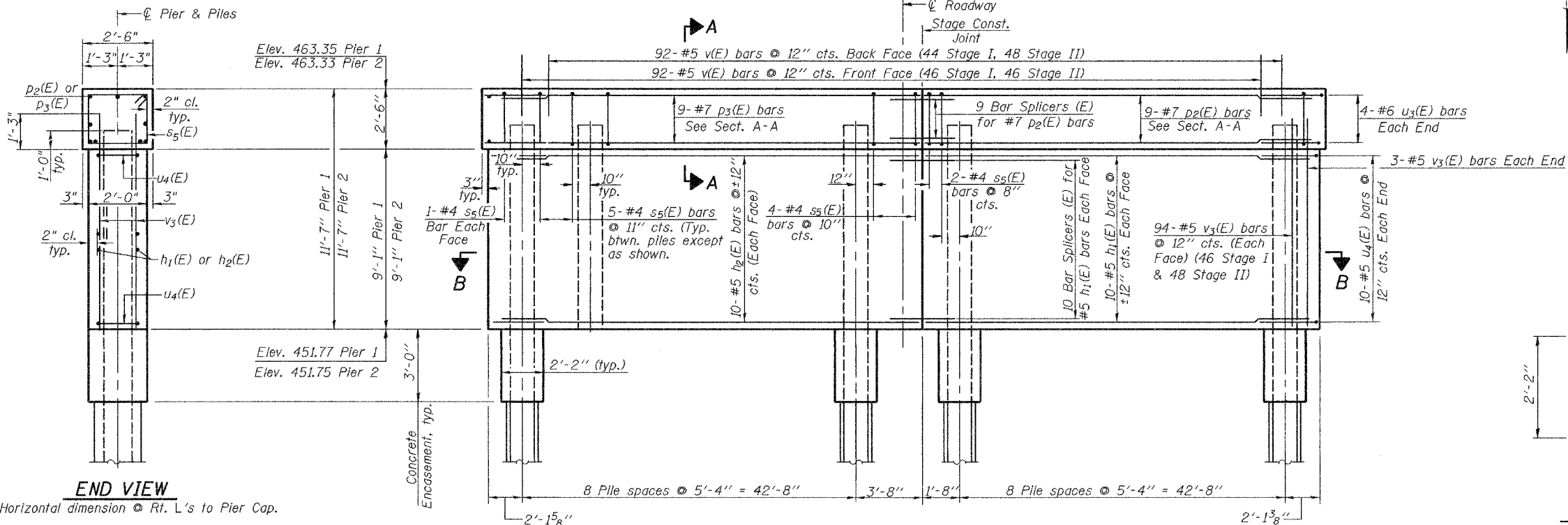


TOP PLAN



SECTION A-A

Horizontal dimension @ Rt. L's to Pier Cap.



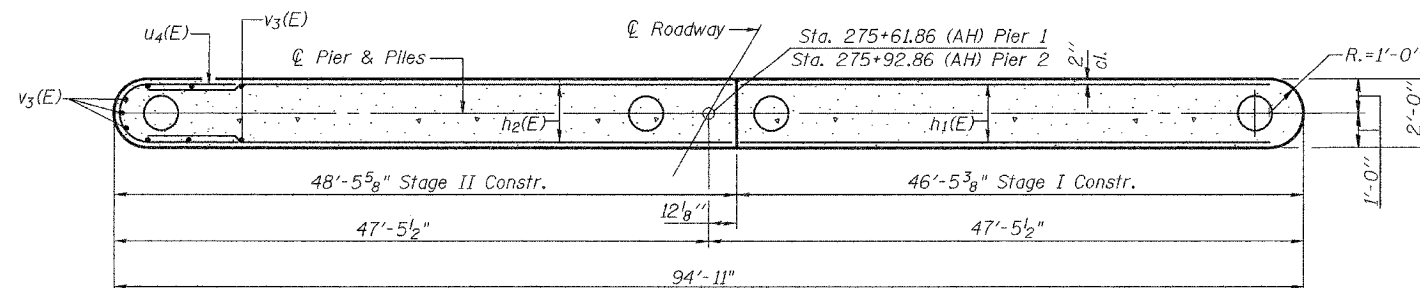
ELEVATION

(Looking South)

END VIEW

Horizontal dimension @ Rt. L's to Pier Cap.

*For Concrete Encasement details See sheet 12 of 14.

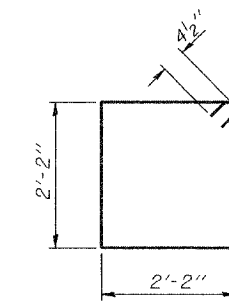


SECTION B-B

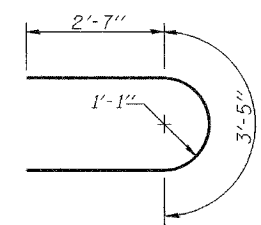
**TWO PIERS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h ₁ (E)	40	#5	45'-3"	—
h ₂ (E)	40	#5	47'-3"	—
p ₂ (E)	18	#7	45'-3"	—
p ₃ (E)	18	#7	47'-3"	—
s ₅ (E)	176	#4	9'-5"	□
u ₃ (E)	16	#6	8'-7"	U
u ₄ (E)	40	#5	6'-11"	U
v(E)	368	#5	2'-6"	—
v ₃ (E)	388	#5	10'-6"	—
Concrete Structures			Cu. Yd.	171.2
Reinforcement Bars, Epoxy Coated			Pound	14070
Structure Excavation			Cu. Yd.	45.8
Furnishing Metal Pile Shells, 14" ϕ			Foot	2045
Driving & Filling Shells			Foot	2045
Test Pile Metal Shells			Each	1
Underwater Structure Excavation, Location 1			Each	1
Underwater Structure Excavation, Location 2			Each	1

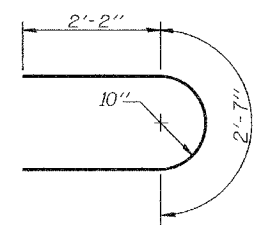
Reinforcement bars designated (E) shall be epoxy coated.
For bar splicer details see sheet 11 of 14.



BAR s₅(E)



BAR u₃(E)



BAR u₄(E)

PIERS
F.A.P. ROUTE 669-SEC. 11BR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174

DESIGNED	Phillip E. Coppernoll
CHECKED	Ray Ahanchi
DRAWN	Amber M. Seiber
CHECKED	PEC/GRA

EXAMINED	Thomas J. Demagala	May 5 2006
PASSED	Ralph E. Anderson	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DISTRICT	SHEET NO.	SHEET NO. 11 14 SHEETS
F.A.P. 669	IIBR-2	TAZEWELL	442	266	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #88804

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 = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{s,allow} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s,allow}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

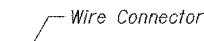
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is equal or larger than the diameter of bar spliced.

ROLLED THREAD DOWEL BAR



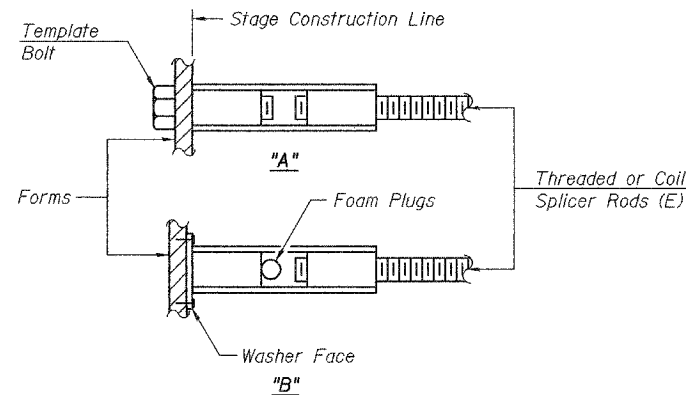
** ONE PIECE



WELDED SECTIONS

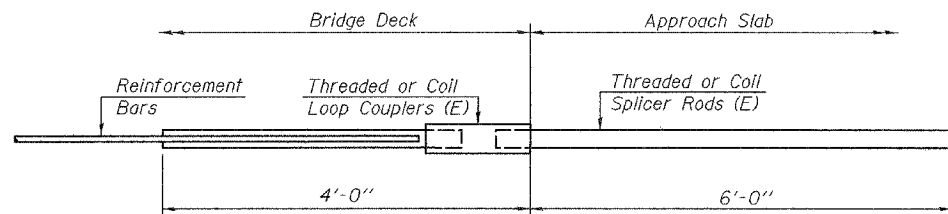
BAR SPLICER ASSEMBLY ALTERNATIVES

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



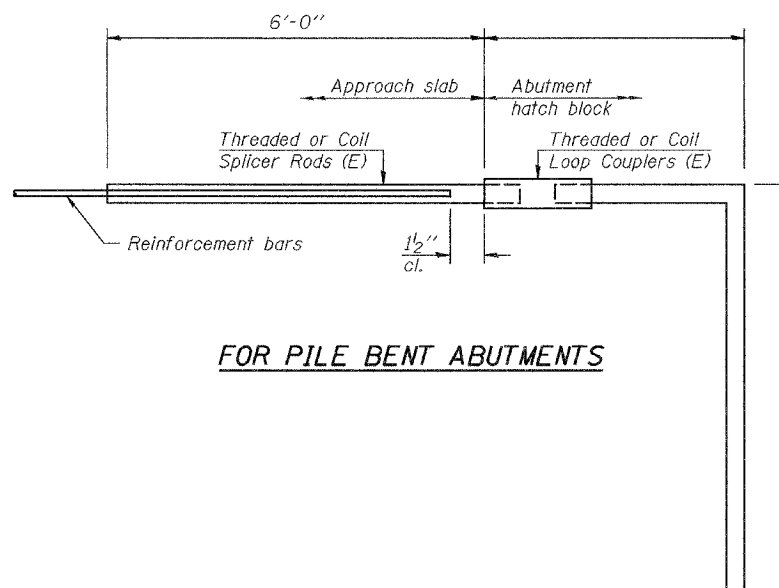
INSTALLATION AND SETTING METHODS

"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.



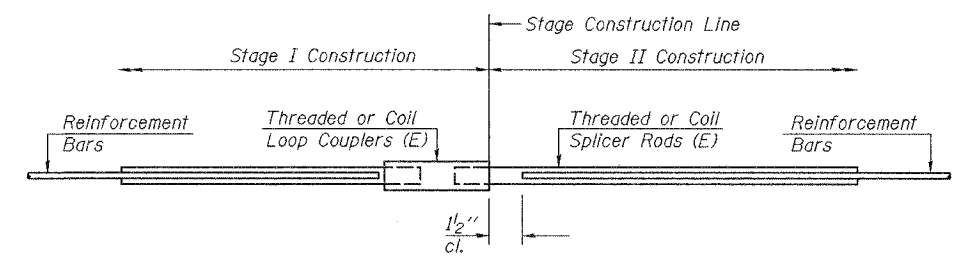
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	67	Superstructure
#6	148	Superstructure
#7	18	Abutments
#7	18	Piers
#5	40	Piers

BAR SPLICER ASSEMBLY DETAILS

F.A.P. ROUTE 669-SEC. IIBR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174

DESIGNED <i>Phillp E. Coppernoll</i>
CHECKED <i>Ray Ahanchi</i>
DRAWN <i>Amber M. Seiber</i>
CHECKED <i>PEC/GRA</i>

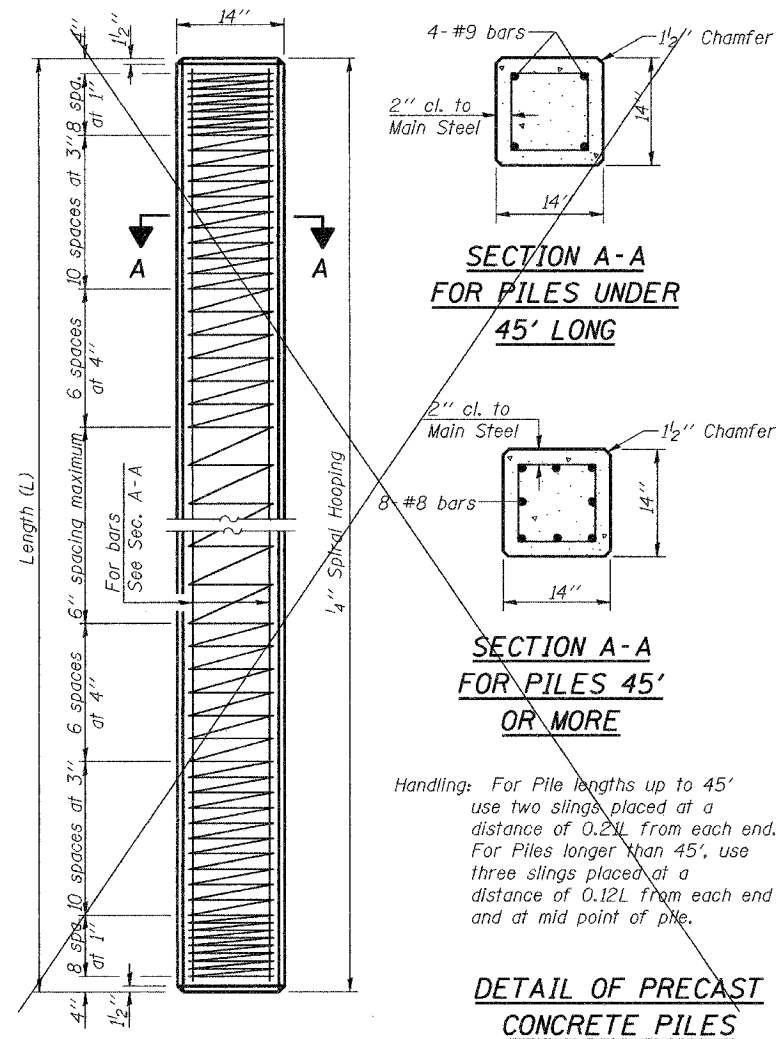
EXAMINED <i>Thomas J. Domagala</i> ENGINEER OF BRIDGE DESIGN
PASSED <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 10-22-04

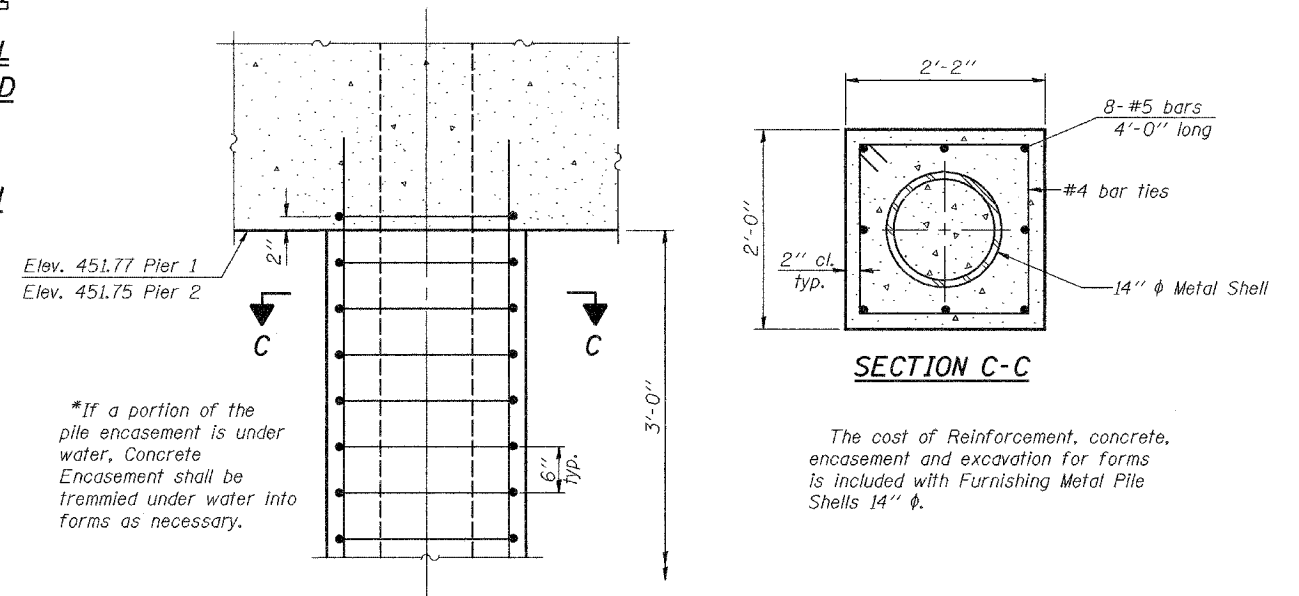
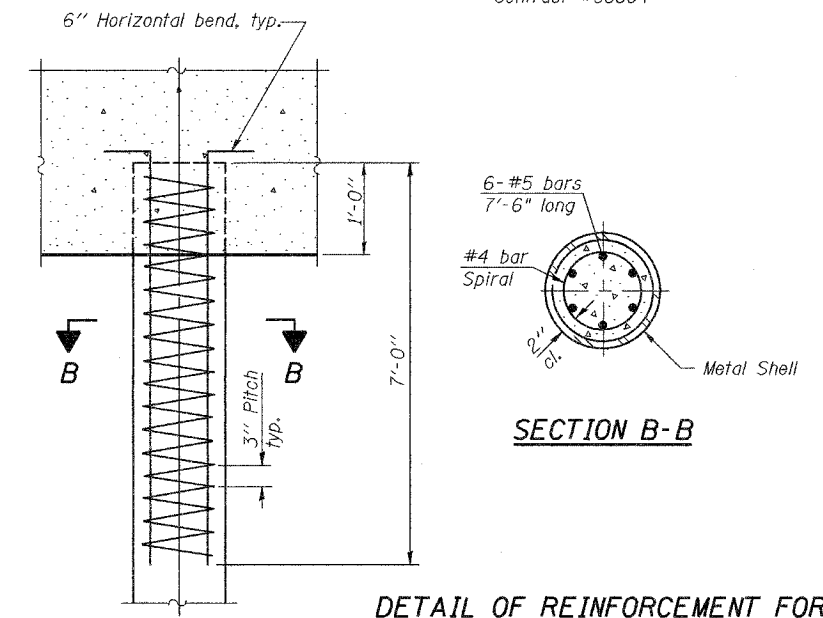
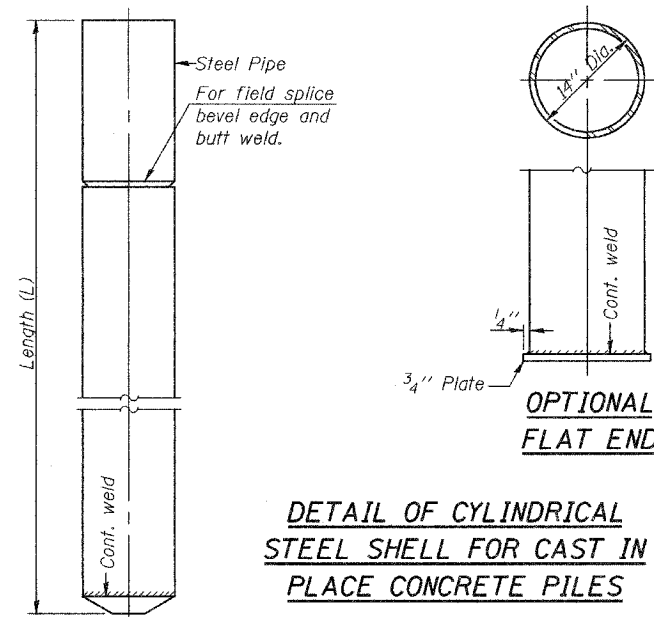
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
F.A.P. 669	11BR-2	TAZEWELL	442	267	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #88804



Notes:
Driving and bearing ends of pipe shall be cut square. The thickness of the shell shall be 0.250 inches with a tolerance of 5%. The shell shall be according to Article 1006.05(a) of the Standard Specifications.



*If a portion of the pile encasement is under water, Concrete Encasement shall be tremmied under water into forms as necessary.

The cost of Reinforcement, concrete, encasement and excavation for forms is included with Furnishing Metal Pile Shells 14" φ.

DESIGNED	Philip E Copperrnoll
CHECKED	Ray Ahanchi
DRAWN	Amber M. Seiber
CHECKED	PEC/GRA

EXAMINED	Thomas J. Domagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

CONCRETE PILE DETAILS
F.A.P. ROUTE 669-SEC. 11BR-2
TAZEWELL COUNTY
STATION 275+77.36
STRUCTURE NO. 090-0174

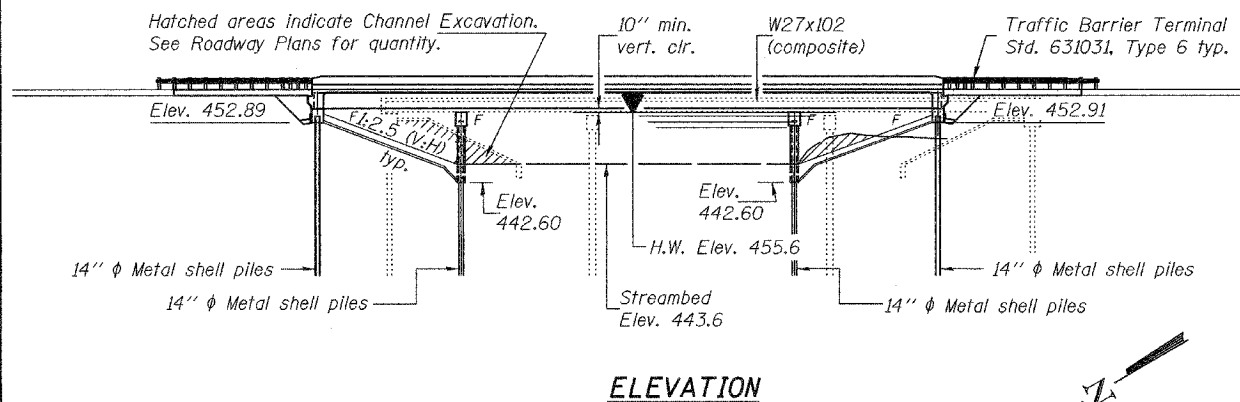
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
F.A.P. 669	IIBR-1	TAZEWELL	442	270
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

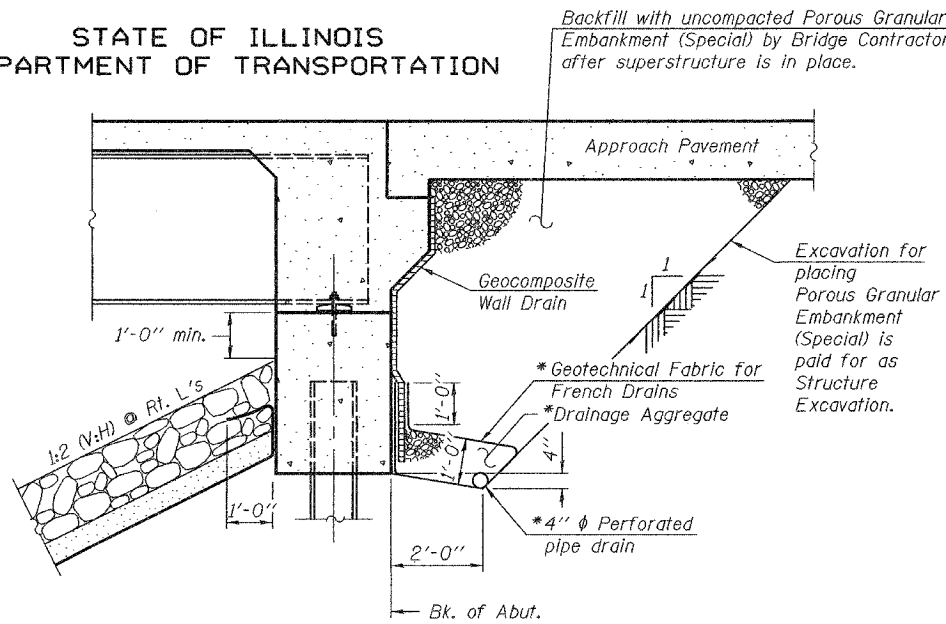
Contract #88804

Bench Mark: Brass disk set in N.E. abutment S.N. 090-0049 Elev. 459.45

Existing Structure: S.N. 090-0049 Built in 1956 as S.B.I. Rte. 24, Section 11-BR at Sta. 302+06 as a 3-span continuous WF 143'-5" bk. to bk. abutments with two 24 ft. roadways with 4 ft. raised median. Open pile abutments and piers, supported on concrete piles. Existing structure to be removed. Traffic to be maintained using stage construction. No salvage

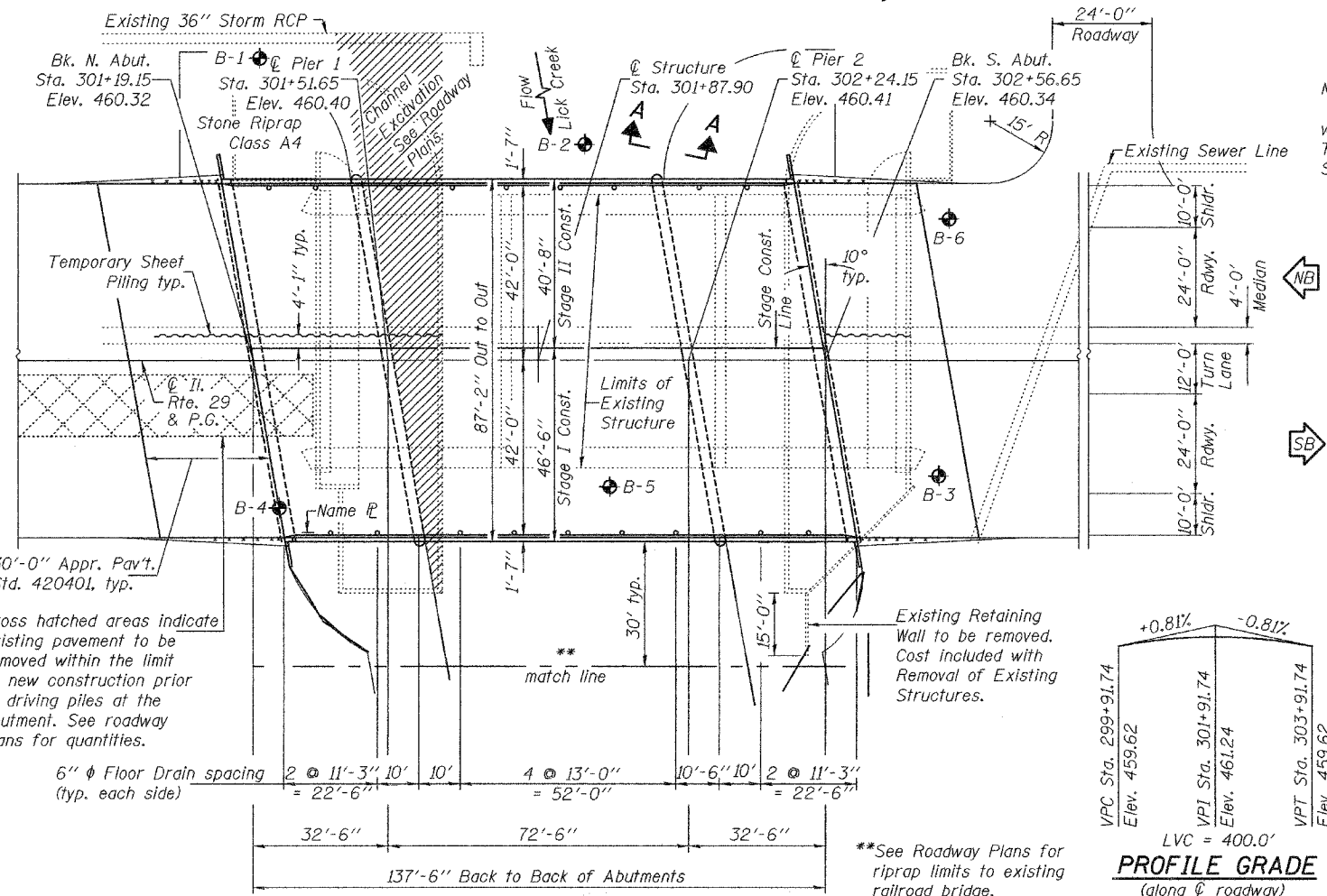


ELEVATION



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

Note: * Included in the cost of Pipe Underdrains for Structures. 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).



PLAN

WATERWAY INFORMATION

Drainage Area = 19.52 sq. mi. Low Grade Elev. 457.94 @ Sta. 309+40

Flood	Freq. Yr.	Q C.F.S.	Opening Exist. Prop.	Sq. Ft. Exist. Prop.	Nat. H.W.E. Exist. Prop.	Head - Ft. Exist. Prop.	Headwater El. Exist. Prop.
Design	50	3333	827	1007	454.2	0.2	454.4
Base	100	5416	1020	1183	455.6	1.2	456.8
Ex. Overtop	100	6342	1045	1267	456.3	1.3	457.6
Pr. Overtop	190	6500	1045	-	456.5	1.4	457.9
		7346	-	1267	457.3	-	457.9

Exist. 10-yr. velocity: 4.10 ft./sec. Prop. 10-yr. velocity: 3.31 ft./sec.

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts 7/8" φ, open holes 15/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 221,180 pounds (M270 Gr. 50)
Calculated weight of Structural Steel = 28,280 pounds (M270 Gr. 36)

Field welding of construction accessories will not be permitted to the beams. Anchor bolts shall be set before bolting diaphragms over supports.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

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

The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

The Contractor shall drive 3 test piles in Stage I at permanent locations. One test pile at each abutment and one at Pier 1 as directed by the Engineer before ordering the remainder of piles. See substructure sheets for details.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project. All construction joints shall be bonded.

The organic zinc rich primer/epoxy/urethane paint system shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners, and damaged areas shall be touched up in the field. The color of the final finish coat for all surfaces shall be light grey, Munsell No. 10Y 7/1. See Special Provision for "Cleaning and Painting New Metal Structures."

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		241.8	241.8
Stone Riprap, Class A4	Sq. Yd.		1011	1011
Filter Fabric	Sq. Yd.		1011	1011
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		136	136
Floor Drains	Each	18		18
Concrete Structures	Cu. Yd.		256.6	256.6
Concrete Superstructure	Cu. Yd.	364.0		364.0
Bridge Deck Grooving	Sq. Yd.	1253		1253
Protective Coat	Sq. Yd.	1399		1399
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3690		3690
Reinforcement Bars, Epoxy Coated	Pound	83,230	23,560	106,790
Furnishing Metal Pile Shells 14"	Foot		5339	5339
Driving and Filling Shells	Foot		5339	5339
Test Pile Metal Shells	Each		3	3
Temporary Sheet Piling	Sq. Ft.		1352	1352
Name Plates	Each	1		1
Bar Splacers	Each	575	104	679
Underwater Structure Excavation Protection, Location 1	Each		1	1
Underwater Structure Excavation Protection, Location 2	Each		1	1
Geocomposite Wall Drain	Sq. Yd.		142	142
Pipe Underdrains for Structures 4"	Foot		250	250

STATION 301+87.90
BUILT 200 BY
STATE OF ILLINOIS
F.A.P. ROUTE 669 - SECTION IIBR-1

LOADING HS20-44
STR. NO. 090-0172
NAME PLATE
See Std. 515001

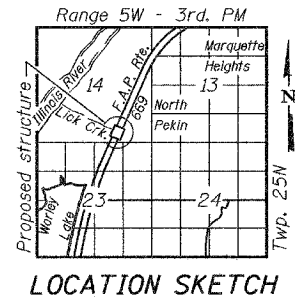
LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.
DESIGN SPECIFICATIONS
1996 AASHTO with 1997 thru 2002 Interims

DESIGN STRESSES

FIELD UNITS
f_c = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_y = 50,000 psi (M270 Gr.50) (structural steel)
f_y = 36,000 psi (M270 Gr.36) (structural steel)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 4.25%
Site Coefficient (S) = 1.0



LOCATION SKETCH

GENERAL PLAN
ILLINOIS ROUTE 29 OVER
LICK CREEK
F.A.P. ROUTE 669 - SECTION IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

DESIGNED	Tom Kuntz
CHECKED	Alan Johnson
DRAWN	BECKY M. LEACH
CHECKED	AMS / PEC

EXAMINED
MAY 10, 2006
THOMAS J. ANTHONY
ENGINEER OF BRIDGE DESIGN

PASSED
Ralph E. Adams
ENGINEER OF BRIDGES AND STRUCTURES

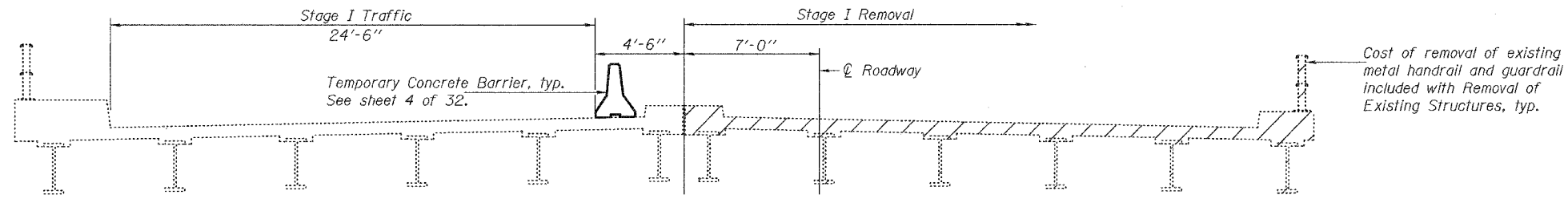


EXPIRES 11-30-2006

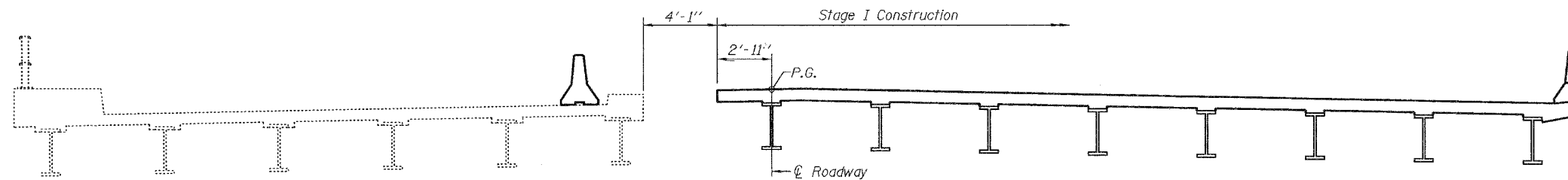
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2
F.A.P. 669	IIBR-1	TAZEWELL	442	271	32 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

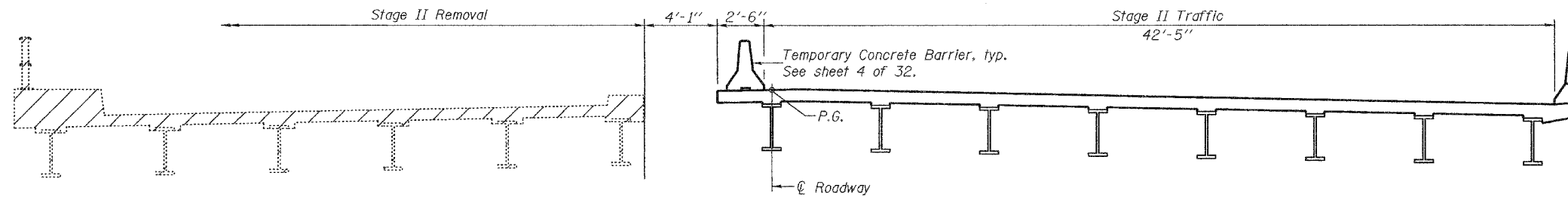
Contract #88804



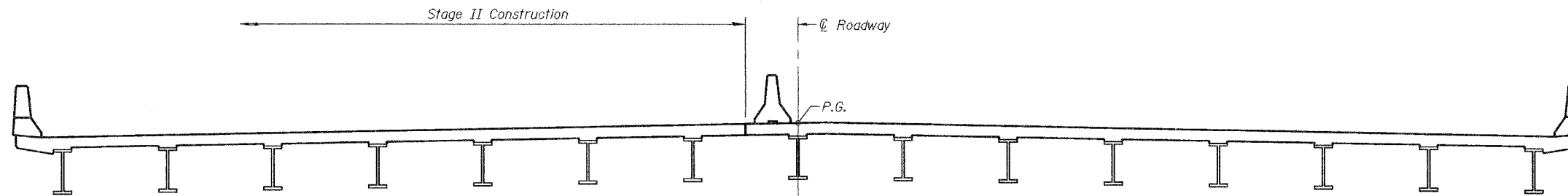
STAGE I REMOVAL
(Looking South)



STAGE I CONSTRUCTION
(Looking South)



STAGE II REMOVAL
(Looking South)



STAGE II CONSTRUCTION
(Looking South)

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 18, 2006

EXAMINED *Thomas J. Domagalak*
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

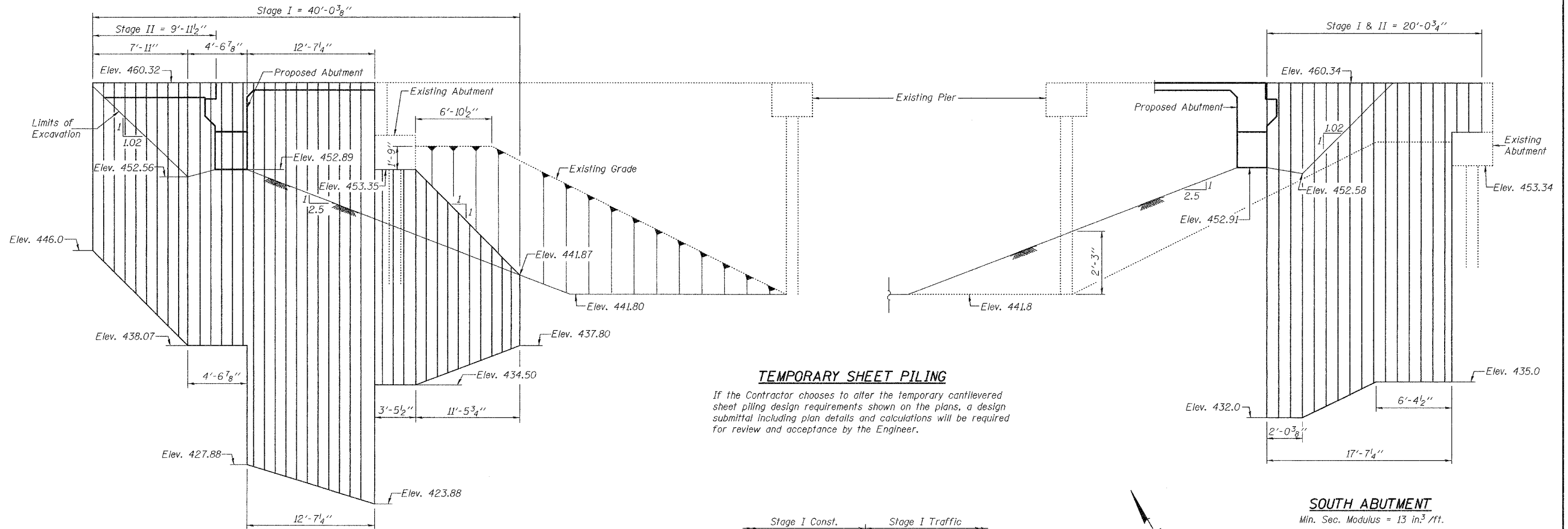
Notes:
Hatched area indicates Removal of Existing Structures.
For quantity of Temporary Concrete Barrier, see roadway plans.

STAGE CONSTRUCTION DETAILS
F.A.P. ROUTE 669 - SECTION IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	IIBR-1	TAZEWELL	442	272
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
32 SHEETS
Contract #88804

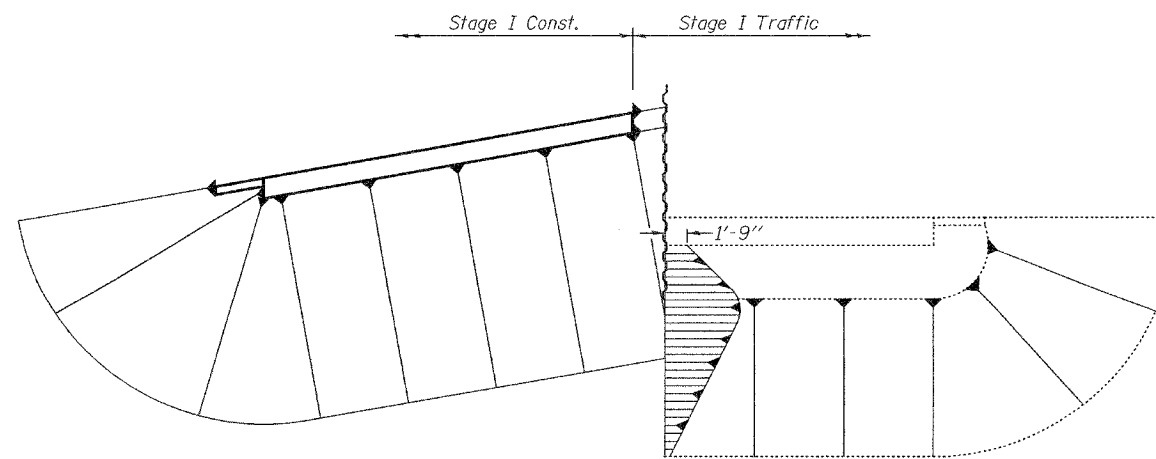


NORTH ABUTMENT

Min. Sec. Modulus = 17 in.³/ft.

SOUTH ABUTMENT

Min. Sec. Modulus = 13 in.³/ft.



NORTH ABUTMENT PLAN VIEW

TEMPORARY SHEET PILING DETAILS
F.A.P. ROUTE 669 - SECTION IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006
EXAMINED *Thomas J. Damagala*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

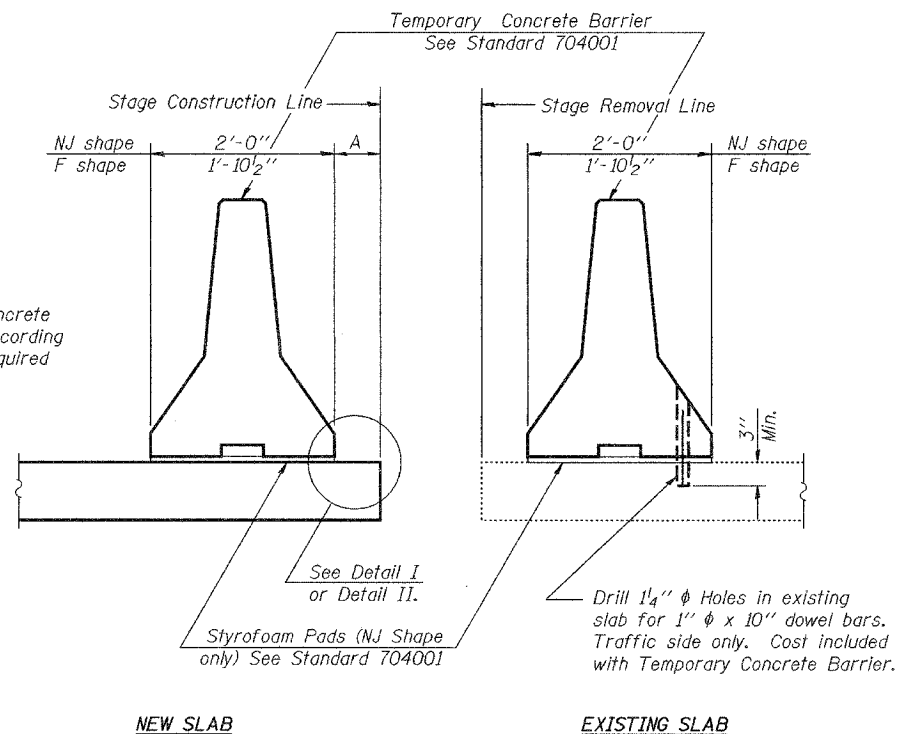
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	IIBR-1	TAZEWELL	442	273
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

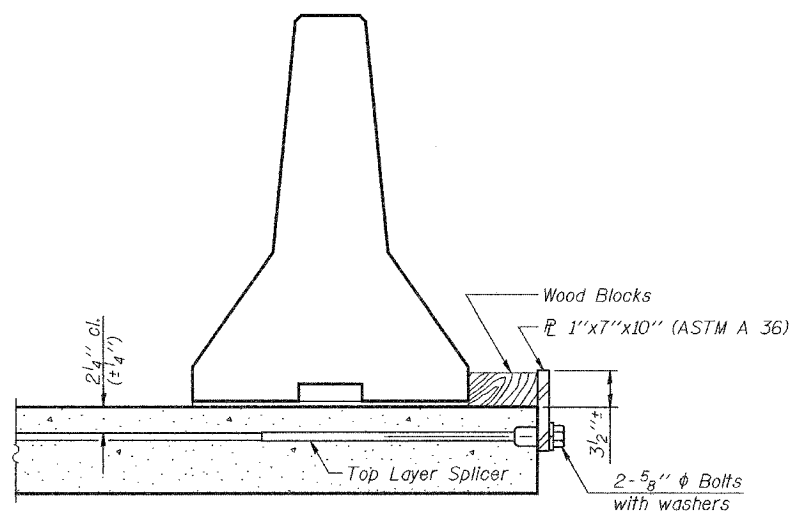
SHEET NO. 4

32 SHEETS

Contract #88804

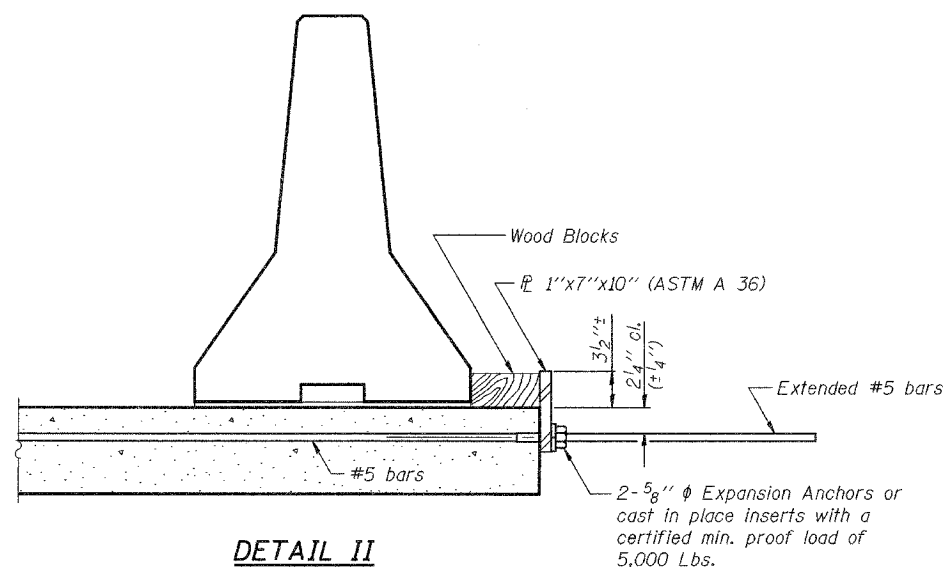


SECTIONS THRU SLAB



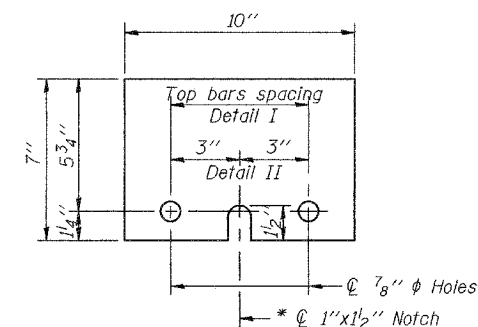
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" 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.



1" x 7" x 10"

* Required only with Detail II

- NOTES**
- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel plate to the top layer of couplers with 2-5/8" bolts screwed to coupler at approximate center of each barrier panel.
 - Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel plate to the concrete slab with 2-5/8" expansion anchors or cast in place inserts spaced between the top layer of reinforcement at approximate center of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

EXAMINED	May 10, 2006	Thomas J. Domagalala ENGINEER OF BRIDGES
PASSED		Ronald E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

R-27

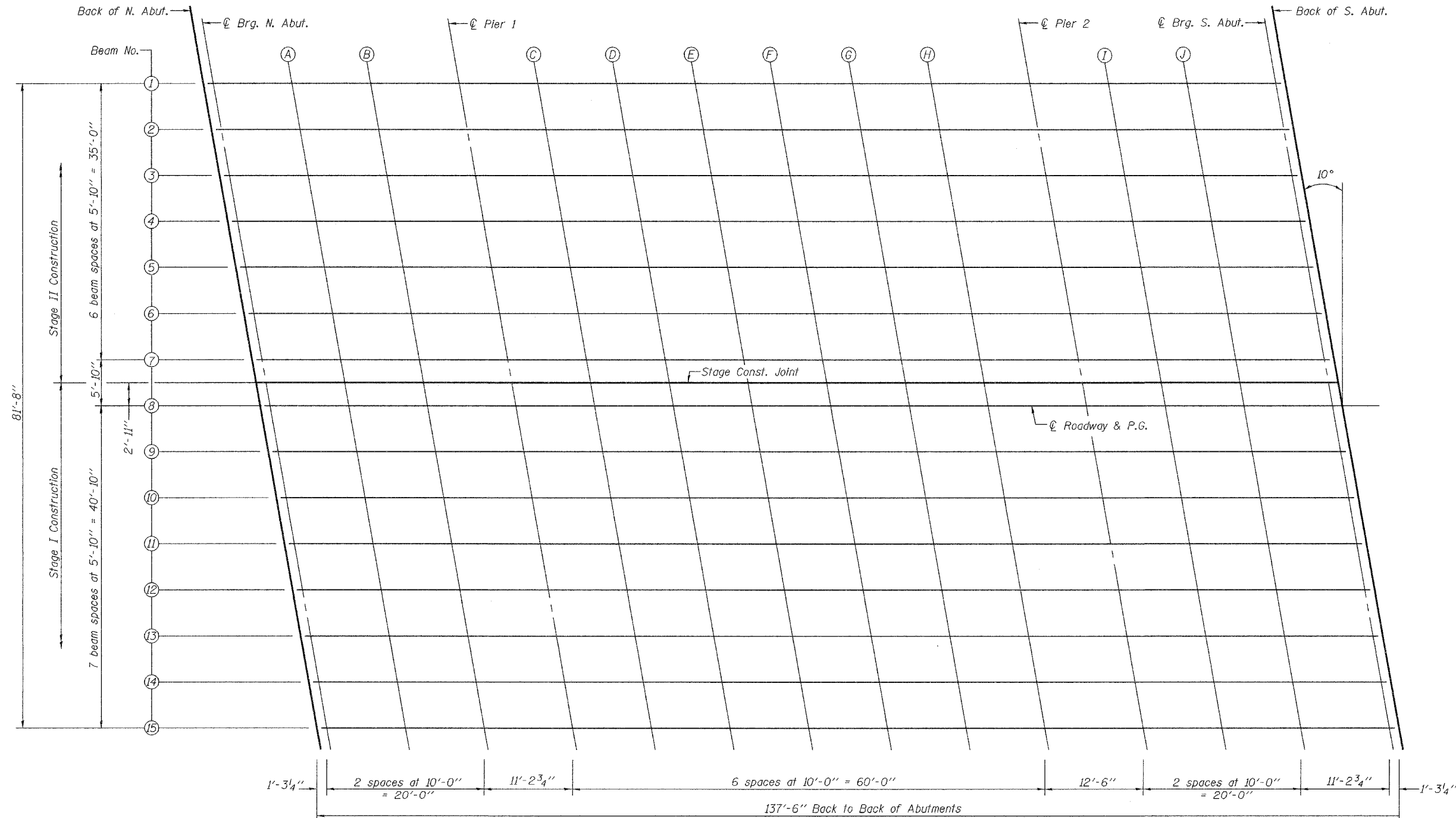
10-22-04

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. ROUTE 669 - SEC. IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	IIBR-1	TAZEWELL	442	274
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #88804



PLAN

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

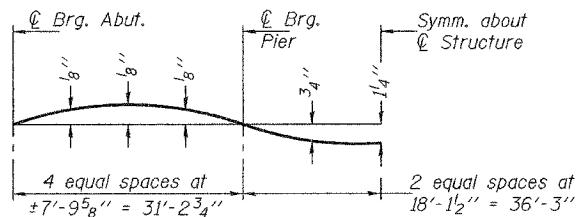
May 10, 2006
 EXAMINED *Thomas J. Demagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
 F.A.P. ROUTE 669 - SECTION IIBR-1
 TAZEWELL COUNTY
 STATION 301+87.90
 STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

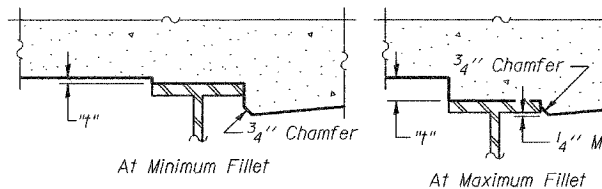
ROUTE NO. F.A.P. 669	SECTION 11BR-1	COUNTY TAZEWELL	STATION 442	SHEET NO. 215
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 6
32 SHEETS
Contract #88804



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



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

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30111.95	-40.83	459.49	459.49
North Abut	30113.22	-40.83	459.50	459.50
A	30123.22	-40.83	459.52	459.52
B	30133.22	-40.83	459.55	459.54
Pier 1	30144.45	-40.83	459.57	459.57
C	30154.45	-40.83	459.59	459.63
D	30164.45	-40.83	459.60	459.67
E	30174.45	-40.83	459.61	459.70
F	30184.45	-40.83	459.62	459.71
G	30194.45	-40.83	459.62	459.69
H	30204.45	-40.83	459.62	459.66
Pier 2	30216.95	-40.83	459.61	459.61
I	30226.95	-40.83	459.59	459.58
J	30236.95	-40.83	459.58	459.57
South Abut	30248.18	-40.83	459.56	459.56
BK South Abut	30249.45	-40.83	459.55	459.55

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30112.98	-35.00	459.61	459.61
North Abut	30114.25	-35.00	459.61	459.61
A	30124.25	-35.00	459.64	459.64
B	30134.25	-35.00	459.67	459.66
Pier 1	30145.48	-35.00	459.69	459.69
C	30155.48	-35.00	459.71	459.74
D	30165.48	-35.00	459.72	459.79
E	30175.48	-35.00	459.73	459.82
F	30185.48	-35.00	459.73	459.83
G	30195.48	-35.00	459.74	459.81
H	30205.48	-35.00	459.73	459.77
Pier 2	30217.98	-35.00	459.72	459.72
I	30227.98	-35.00	459.71	459.70
J	30237.98	-35.00	459.69	459.68
South Abut	30249.21	-35.00	459.67	459.67
BK South Abut	30250.48	-35.00	459.67	459.67

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30114.01	-29.16	459.73	459.73
North Abut	30115.28	-29.16	459.73	459.73
A	30125.28	-29.16	459.76	459.76
B	30135.28	-29.16	459.79	459.78
Pier 1	30146.51	-29.16	459.81	459.81
C	30156.51	-29.16	459.83	459.86
D	30166.51	-29.16	459.84	459.91
E	30176.51	-29.16	459.85	459.94
F	30186.51	-29.16	459.85	459.95
G	30196.51	-29.16	459.85	459.92
H	30206.51	-29.16	459.85	459.89
Pier 2	30219.01	-29.16	459.84	459.84
I	30229.01	-29.16	459.82	459.81
J	30239.01	-29.16	459.81	459.80
South Abut	30250.24	-29.16	459.78	459.78
BK South Abut	30251.51	-29.16	459.78	459.78

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30115.04	-23.33	459.85	459.85
North Abut	30116.31	-23.33	459.85	459.85
A	30126.31	-23.33	459.88	459.87
B	30136.31	-23.33	459.90	459.89
Pier 1	30147.54	-23.33	459.93	459.93
C	30157.54	-23.33	459.94	459.98
D	30167.54	-23.33	459.96	460.02
E	30177.54	-23.33	459.96	460.05
F	30187.54	-23.33	459.97	460.06
G	30197.54	-23.33	459.97	460.04
H	30207.54	-23.33	459.96	460.01
Pier 2	30220.04	-23.33	459.95	459.95
I	30230.04	-23.33	459.94	459.93
J	30240.04	-23.33	459.92	459.91
South Abut	30251.27	-23.33	459.90	459.90
BK South Abut	30252.54	-23.33	459.89	459.89

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30116.06	-17.50	459.97	459.97
North Abut	30117.34	-17.50	459.97	459.97
A	30127.34	-17.50	460.00	459.99
B	30137.34	-17.50	460.02	460.01
Pier 1	30148.56	-17.50	460.05	460.05
C	30158.56	-17.50	460.06	460.10
D	30168.56	-17.50	460.07	460.14
E	30178.56	-17.50	460.08	460.17
F	30188.56	-17.50	460.08	460.18
G	30198.56	-17.50	460.08	460.15
H	30208.56	-17.50	460.08	460.12
Pier 2	30221.06	-17.50	460.07	460.07
I	30231.06	-17.50	460.05	460.04
J	30241.06	-17.50	460.03	460.03
South Abut	30252.29	-17.50	460.01	460.01
BK South Abut	30253.56	-17.50	460.01	460.01

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30117.09	-11.66	460.09	460.09
North Abut	30118.36	-11.66	460.09	460.09
A	30128.36	-11.66	460.12	460.11
B	30138.36	-11.66	460.14	460.13
Pier 1	30149.59	-11.66	460.16	460.16
C	30159.59	-11.66	460.18	460.21
D	30169.59	-11.66	460.19	460.26
E	30179.59	-11.66	460.20	460.29
F	30189.59	-11.66	460.20	460.29
G	30199.59	-11.66	460.20	460.27
H	30209.59	-11.66	460.19	460.24
Pier 2	30222.09	-11.66	460.18	460.18
I	30232.09	-11.66	460.17	460.16
J	30242.09	-11.66	460.15	460.14
South Abut	30253.32	-11.66	460.12	460.12
BK South Abut	30254.59	-11.66	460.12	460.12

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30118.12	-5.83	460.20	460.20
North Abut	30119.39	-5.83	460.21	460.21
A	30129.39	-5.83	460.24	460.23
B	30139.39	-5.83	460.26	460.25
Pier 1	30150.62	-5.83	460.28	460.28
C	30160.62	-5.83	460.29	460.33
D	30170.62	-5.83	460.31	460.37
E	30180.62	-5.83	460.31	460.40
F	30190.62	-5.83	460.31	460.41
G	30200.62	-5.83	460.31	460.39
H	30210.62	-5.83	460.31	460.35
Pier 2	30223.12	-5.83	460.29	460.29
I	30233.12	-5.83	460.28	460.27
J	30243.12	-5.83	460.26	460.25
South Abut	30254.35	-5.83	460.23	460.23
BK South Abut	30255.62	-5.83	460.23	460.23

STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30118.64	-2.91	460.26	460.26
North Abut	30119.91	-2.91	460.27	460.27
A	30129.91	-2.91	460.29	460.29
B	30139.91	-2.91	460.32	460.31
Pier 1	30151.14	-2.91	460.34	460.34
C	30161.14	-2.91	460.35	460.39
D	30171.14	-2.91	460.36	460.43
E	30181.14	-2.91	460.37	460.46
F	30191.14	-2.91	460.37	460.47
G	30201.14	-2.91	460.37	460.44
H	30211.14	-2.91	460.36	460.41
Pier 2	30223.64	-2.91	460.35	460.35
I	30233.64	-2.91	460.34	460.33
J	30243.64	-2.91	460.32	460.31
South Abut	30254.86	-2.91	460.29	460.29
BK South Abut	30256.14	-2.91	460.29	460.29

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006
EXAMINED *Thomas J. Damagala*
PASSED *Rolab E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 32 SHEETS
F.A.P. 669	11BR-1	TAZEWELL	442	276	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #88804

BEAM 8 & C STRUCTURE & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30119.15	0.00	460.32	460.32
C North Abut	30120.42	0.00	460.33	460.33
A	30130.42	0.00	460.35	460.35
B	30140.42	0.00	460.38	460.37
C Pier 1	30151.65	0.00	460.40	460.40
C	30161.65	0.00	460.41	460.45
D	30171.65	0.00	460.42	460.49
E	30181.65	0.00	460.43	460.52
F	30191.65	0.00	460.43	460.53
G	30201.65	0.00	460.43	460.50
H	30211.65	0.00	460.42	460.47
C Pier 2	30224.15	0.00	460.41	460.41
I	30234.15	0.00	460.39	460.38
J	30244.15	0.00	460.37	460.37
C South Abut	30255.38	0.00	460.35	460.35
BK South Abut	30256.65	0.00	460.34	460.34

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30120.18	5.84	460.21	460.21
C North Abut	30121.45	5.84	460.21	460.21
A	30131.45	5.84	460.24	460.23
B	30141.45	5.84	460.26	460.25
C Pier 1	30152.68	5.84	460.28	460.28
C	30162.68	5.84	460.30	460.33
D	30172.68	5.84	460.31	460.37
E	30182.68	5.84	460.31	460.40
F	30192.68	5.84	460.31	460.41
G	30202.68	5.84	460.31	460.38
H	30212.68	5.84	460.31	460.35
C Pier 2	30225.18	5.84	460.29	460.29
I	30235.18	5.84	460.28	460.27
J	30245.18	5.84	460.26	460.25
C South Abut	30256.41	5.84	460.23	460.23
BK South Abut	30257.68	5.84	460.23	460.23

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30121.21	11.67	460.10	460.10
C North Abut	30122.48	11.67	460.10	460.10
A	30132.48	11.67	460.13	460.12
B	30142.48	11.67	460.15	460.14
C Pier 1	30153.71	11.67	460.17	460.17
C	30163.71	11.67	460.18	460.22
D	30173.71	11.67	460.19	460.26
E	30183.71	11.67	460.20	460.29
F	30193.71	11.67	460.20	460.29
G	30203.71	11.67	460.20	460.27
H	30213.71	11.67	460.19	460.23
C Pier 2	30226.21	11.67	460.17	460.17
I	30236.21	11.67	460.16	460.15
J	30246.21	11.67	460.14	460.13
C South Abut	30257.44	11.67	460.11	460.11
BK South Abut	30258.71	11.67	460.11	460.11

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30122.24	17.50	459.98	459.98
C North Abut	30123.51	17.50	459.99	459.99
A	30133.51	17.50	460.01	460.01
B	30143.51	17.50	460.04	460.03
C Pier 1	30154.74	17.50	460.06	460.06
C	30164.74	17.50	460.07	460.10
D	30174.74	17.50	460.08	460.14
E	30184.74	17.50	460.08	460.17
F	30194.74	17.50	460.08	460.18
G	30204.74	17.50	460.08	460.15
H	30214.74	17.50	460.07	460.12
C Pier 2	30227.24	17.50	460.06	460.06
I	30237.24	17.50	460.04	460.03
J	30247.24	17.50	460.02	460.01
C South Abut	30258.46	17.50	459.99	459.99
BK South Abut	30259.74	17.50	459.99	459.99

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30123.26	23.33	459.87	459.87
C North Abut	30124.54	23.33	459.88	459.88
A	30134.54	23.33	459.90	459.89
B	30144.54	23.33	459.92	459.91
C Pier 1	30155.76	23.33	459.94	459.94
C	30165.76	23.33	459.95	459.99
D	30175.76	23.33	459.96	460.03
E	30185.76	23.33	459.97	460.06
F	30195.76	23.33	459.97	460.06
G	30205.76	23.33	459.96	460.04
H	30215.76	23.33	459.96	460.00
C Pier 2	30228.26	23.33	459.94	459.94
I	30238.26	23.33	459.92	459.91
J	30248.26	23.33	459.90	459.89
C South Abut	30259.49	23.33	459.87	459.87
BK South Abut	30260.76	23.33	459.87	459.87

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30124.29	29.17	459.76	459.76
C North Abut	30125.56	29.17	459.76	459.76
A	30135.56	29.17	459.79	459.78
B	30145.56	29.17	459.81	459.80
C Pier 1	30156.79	29.17	459.83	459.83
C	30166.79	29.17	459.84	459.87
D	30176.79	29.17	459.85	459.91
E	30186.79	29.17	459.85	459.94
F	30196.79	29.17	459.85	459.95
G	30206.79	29.17	459.85	459.92
H	30216.79	29.17	459.84	459.88
C Pier 2	30229.29	29.17	459.82	459.82
I	30239.29	29.17	459.81	459.80
J	30249.29	29.17	459.78	459.78
C South Abut	30260.52	29.17	459.76	459.76
BK South Abut	30261.79	29.17	459.75	459.75

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30125.32	35.00	459.65	459.65
C North Abut	30126.59	35.00	459.65	459.65
A	30136.59	35.00	459.67	459.67
B	30146.59	35.00	459.69	459.68
C Pier 1	30157.82	35.00	459.71	459.71
C	30167.82	35.00	459.72	459.76
D	30177.82	35.00	459.73	459.80
E	30187.82	35.00	459.74	459.83
F	30197.82	35.00	459.73	459.83
G	30207.82	35.00	459.73	459.80
H	30217.82	35.00	459.72	459.76
C Pier 2	30230.32	35.00	459.71	459.71
I	30240.32	35.00	459.69	459.68
J	30250.32	35.00	459.67	459.66
C South Abut	30261.55	35.00	459.64	459.64
BK South Abut	30262.82	35.00	459.63	459.63

BEAM 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK North Abut	30126.35	40.83	459.53	459.53
C North Abut	30127.62	40.83	459.54	459.54
A	30137.62	40.83	459.56	459.55
B	30147.62	40.83	459.58	459.57
C Pier 1	30158.85	40.83	459.60	459.60
C	30168.85	40.83	459.61	459.64
D	30178.85	40.83	459.62	459.68
E	30188.85	40.83	459.62	459.71
F	30198.85	40.83	459.62	459.71
G	30208.85	40.83	459.61	459.69
H	30218.85	40.83	459.60	459.65
C Pier 2	30231.35	40.83	459.59	459.59
I	30241.35	40.83	459.57	459.56
J	30251.35	40.83	459.55	459.54
C South Abut	30262.58	40.83	459.52	459.52
BK South Abut	30263.85	40.83	459.51	459.51

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

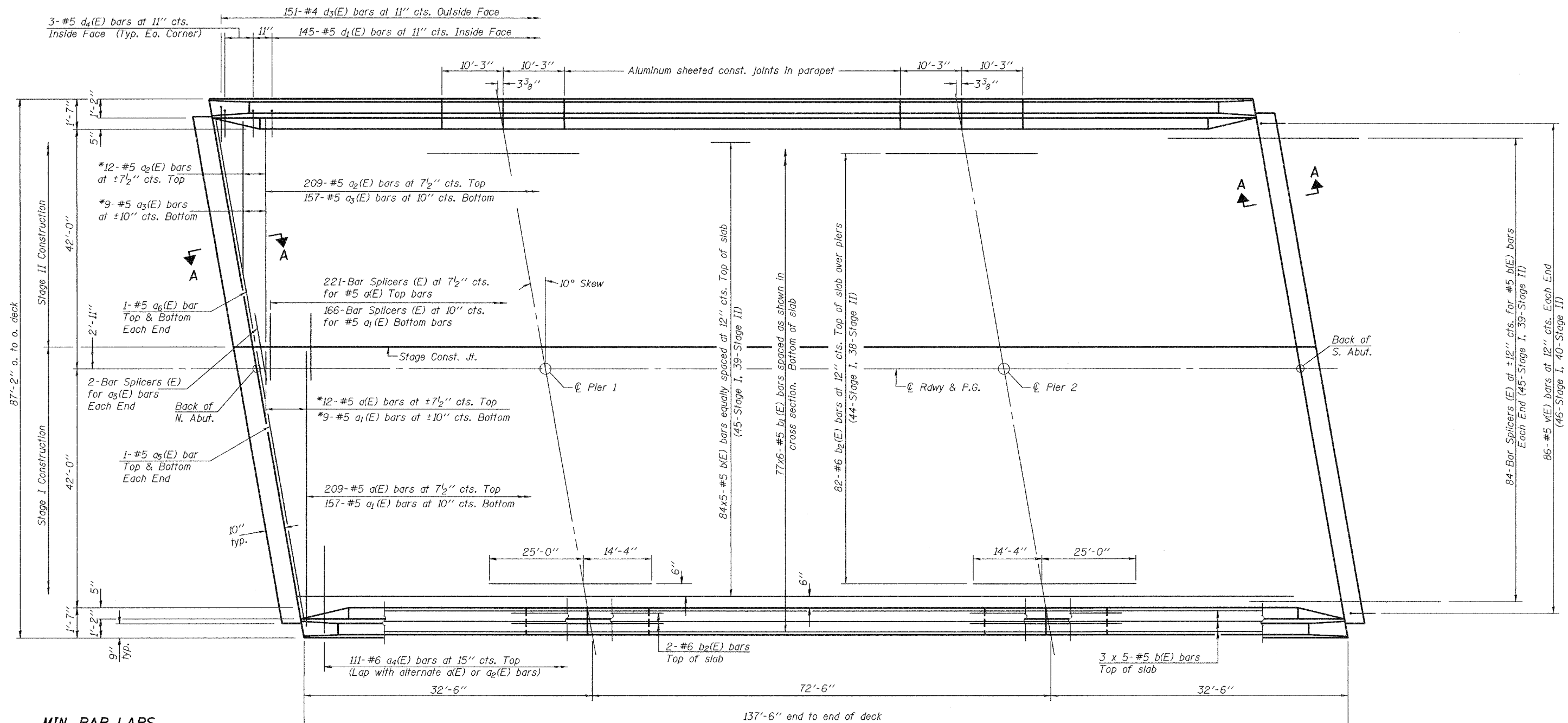
May 10, 2006
 EXAMINED *Thomas J. Domagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph V. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
 F.A.P. ROUTE 669 - SECTION 11BR-1
 TAZEWELL COUNTY
 STATION 301+87.90
 STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 669	SECTION 11BR-1	COUNTY TAZEWELL	STATE SHEETS 441	SHEET NO. 271	SHEET NO. 8 32 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract #88804



MIN. BAR LAPS

#5 bars = 2'-2"

PLAN

Notes:
See sheet 10 of 32 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 84 x 5-#5 etc. indicates 84 lines of bars with 5 lengths per line.
See sheet 10 of 32 for parapet reinforcement.
See sheet 10 of 32 for Section A-A.
See sheet 25 of 32 for Bar Splicer Details.

* Order a(E), a1(E), a2(E), or a3(E) bars full length.
Cut to fit skew and use remainder of bars on opposite end.

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006
EXAMINED *Thomas J. D'Amico*
OWNER OF BRIDGE DESIGN
PASSED *Ralph E. Carlson*
ENGINEER OF BRIDGES AND STRUCTURES

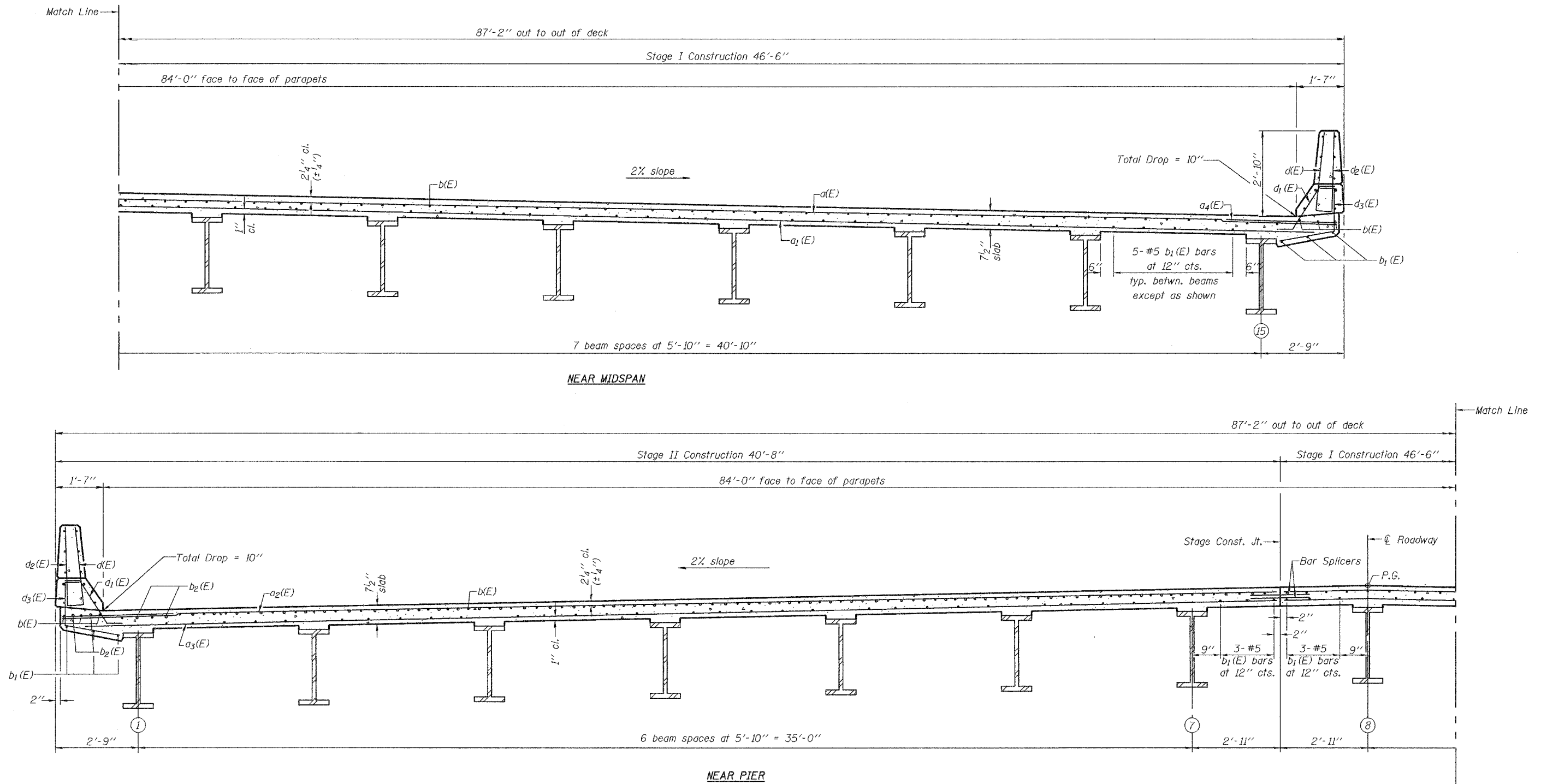
SUPERSTRUCTURE
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	IIBR-1	TAZEWELL	442	218
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #88804

SHEET NO. 9
32 SHEETS



CROSS SECTION
(Looking South)

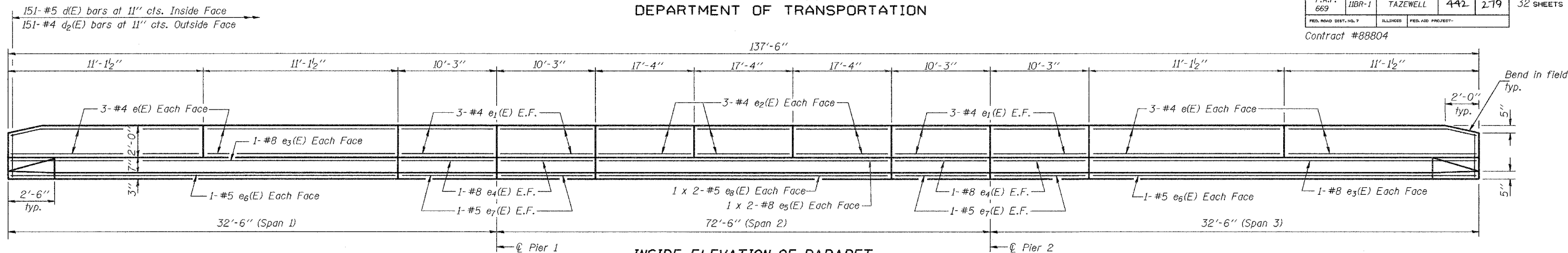
DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006
 EXAMINED *Thomas J. Demagalicki*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ronald E. Carlson*
 ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE
F.A.P. ROUTE 669 - SECTION IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

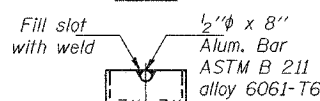
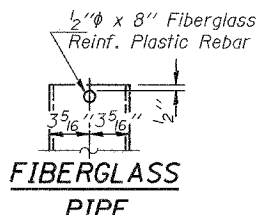
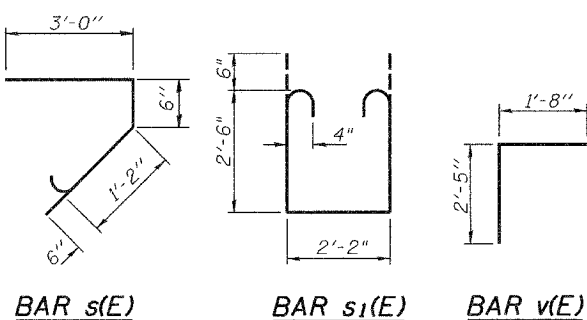
ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 10 32 SHEETS
F.A.P. 669	11BR-1	TAZEWELL	442	279	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			
Contract #88804					



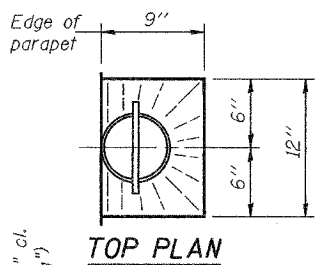
INSIDE ELEVATION OF PARAPET
(Measured along inside face)

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	221	#5	46'-0"	—
a1(E)	166	#5	45'-2"	—
a2(E)	221	#5	40'-2"	—
a3(E)	166	#5	39'-4"	—
a4(E)	222	#6	4'-6"	—
a5(E)	4	#5	45'-10"	—
a6(E)	4	#5	39'-11"	—
b(E)	450	#5	29'-2"	—
b1(E)	462	#5	24'-8"	—
b2(E)	172	#6	39'-4"	—
d(E)	302	#5	3'-0"	—
d1(E)	290	#5	2'-5"	—
d2(E)	302	#4	3'-0"	—
d3(E)	302	#4	3'-7"	—
d4(E)	12	#5	2'-2"	—
e(E)	48	#4	10'-10"	—
e1(E)	48	#4	10'-0"	—
e2(E)	36	#4	17'-1"	—
e3(E)	8	#8	21'-11"	—
e4(E)	16	#8	9'-11"	—
e5(E)	8	#8	27'-7"	—
e6(E)	8	#5	21'-11"	—
e7(E)	16	#5	9'-11"	—
e8(E)	8	#5	26'-8"	—
m(E)	4	#6	46'-1"	—
m1(E)	4	#6	40'-2"	—
m2(E)	6	#6	46'-10"	—
m3(E)	6	#6	40'-11"	—
m4(E)	48	#6	8'-7"	—
m5(E)	12	#6	7'-0"	—
m6(E)	26	#6	5'-7"	—
m7(E)	4	#6	2'-7"	—
m8(E)	4	#6	2'-5"	—
s(E)	180	#5	5'-2"	—
s1(E)	180	#4	8'-2"	—
v(E)	172	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	83,230	
Concrete Superstructure		Cu. Yds.	364.0	
Bar Splicers		Each	575	

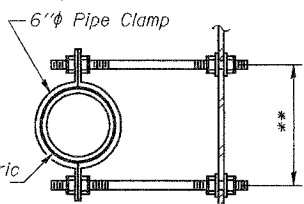


ALUMINUM TUBE



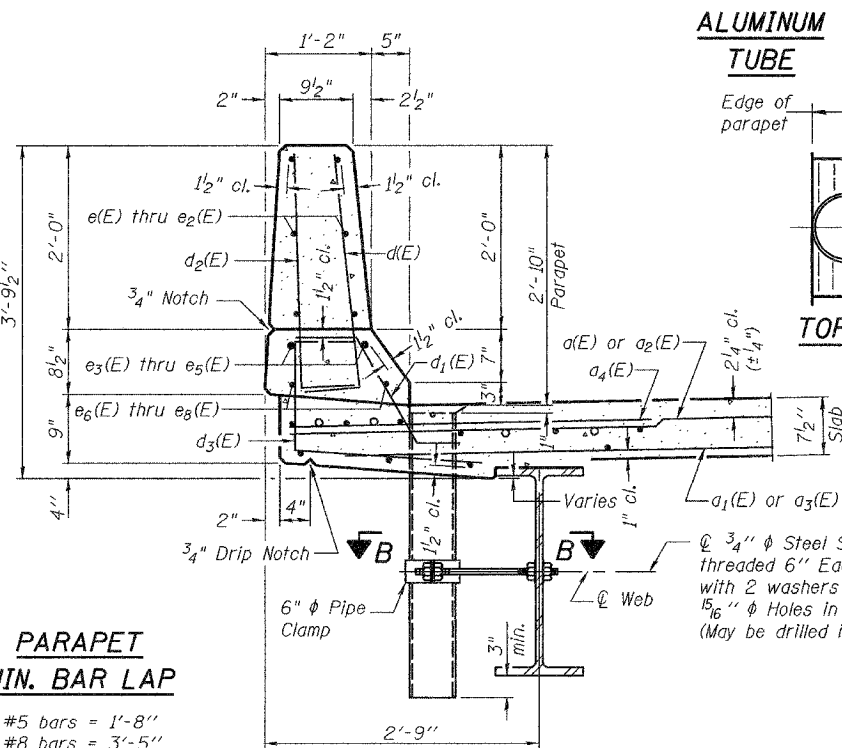
TOP PLAN
(Showing Aluminum Tube)

** Dimension as required by Pipe Clamp



SECTION B-B

1/8" elastomeric neoprene leveling pad according to Art. 1052.02 of the Standard Specifications. Cost included with Furnishing & Erecting Structural Steel.

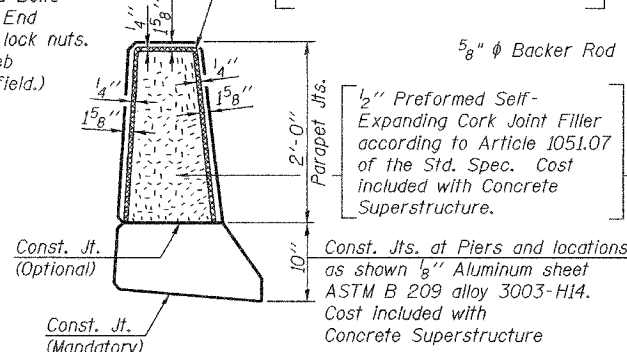


SECTION THRU PARAPET

**PARAPET
MIN. BAR LAP**

#5 bars = 1'-8"
#8 bars = 3'-5"

Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, Use T.

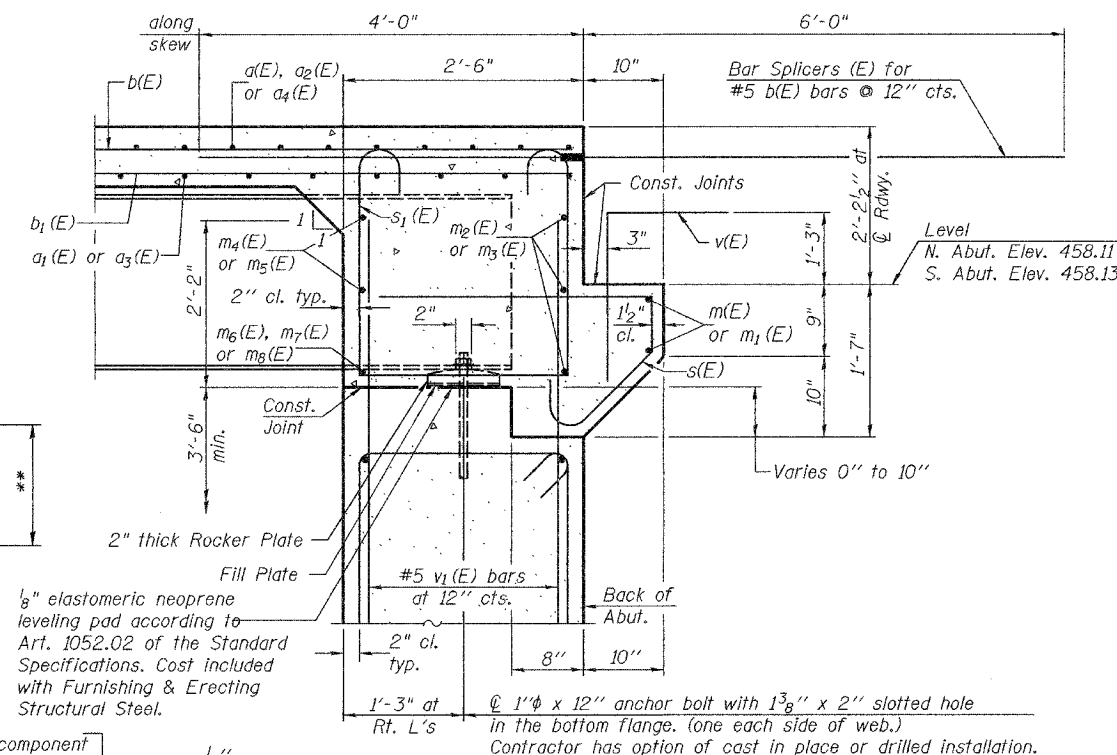


PARAPET JOINT DETAILS

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

EXAMINED	Thomas J. Domagala	May 18, 2006
PASSED	Ralph E. Carlson	

SECTION A-A
(Dim. at Rt. L's except as noted)



BARS d(E) & d2(E) BAR d1(E) BAR d3(E) BAR d4(E)

SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

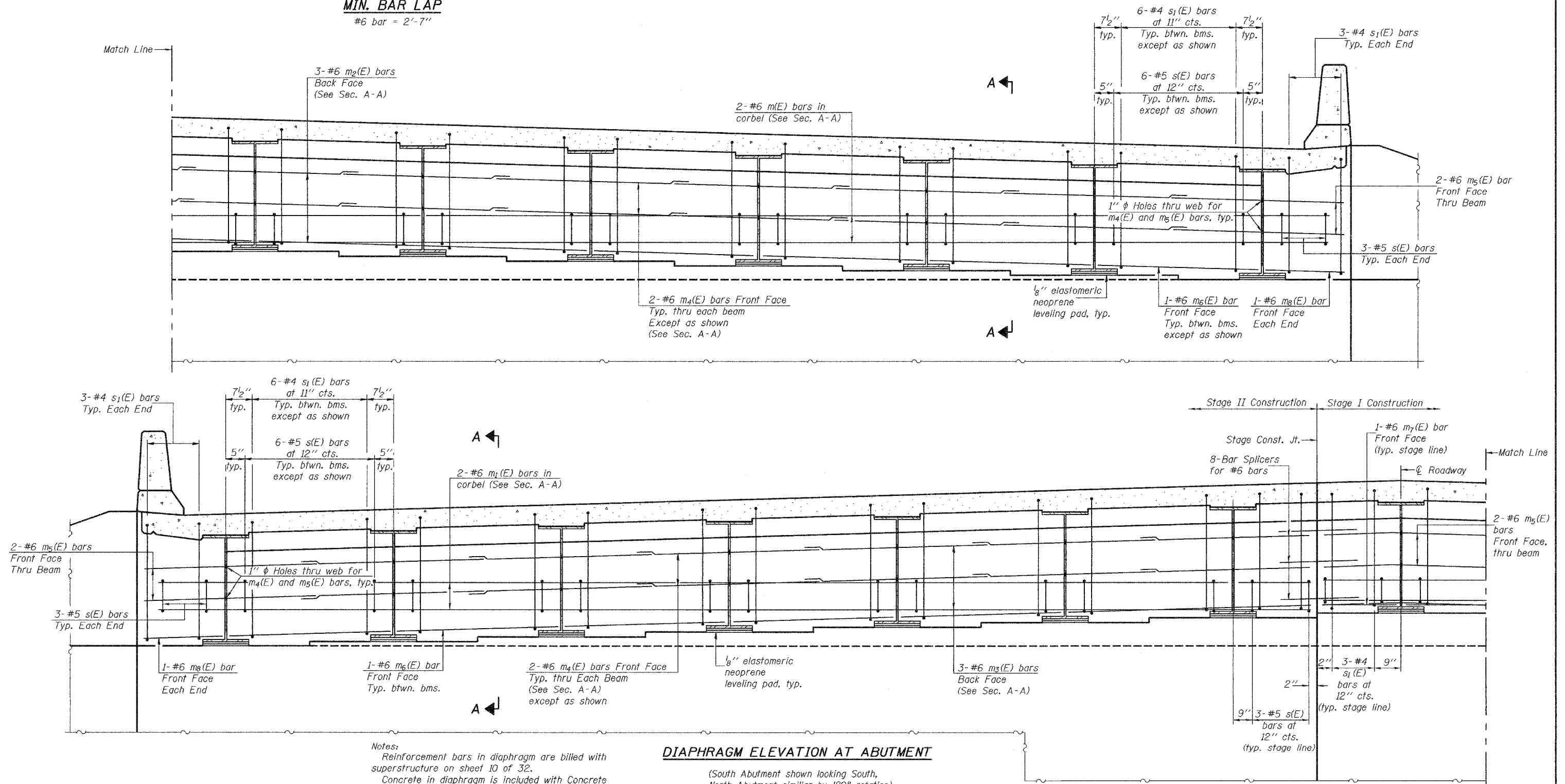
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	11BR-1	TAZEWELL	442	280
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 11
32 SHEETS

Contract #88804

MIN. BAR LAP
#6 bar = 2'-7"



Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 32.
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 32.
For details of bars s(E) & s₁(E) see sheet 10 of 32.
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.
For anchor bolt details see sheet 15 of 32.
For Bar Splicer (E) details see sheet 25 of 32.
For Section A-A see sheet 10 of 32.
For holes thru web for m₄(E) and m₅(E) bars. See sheet 14 of 32 for details.

DIAPHRAGM ELEVATION AT ABUTMENT

(South Abutment shown looking South,
North Abutment similar by 180° rotation).

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006
EXAMINED *Thomas J. Donagale*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

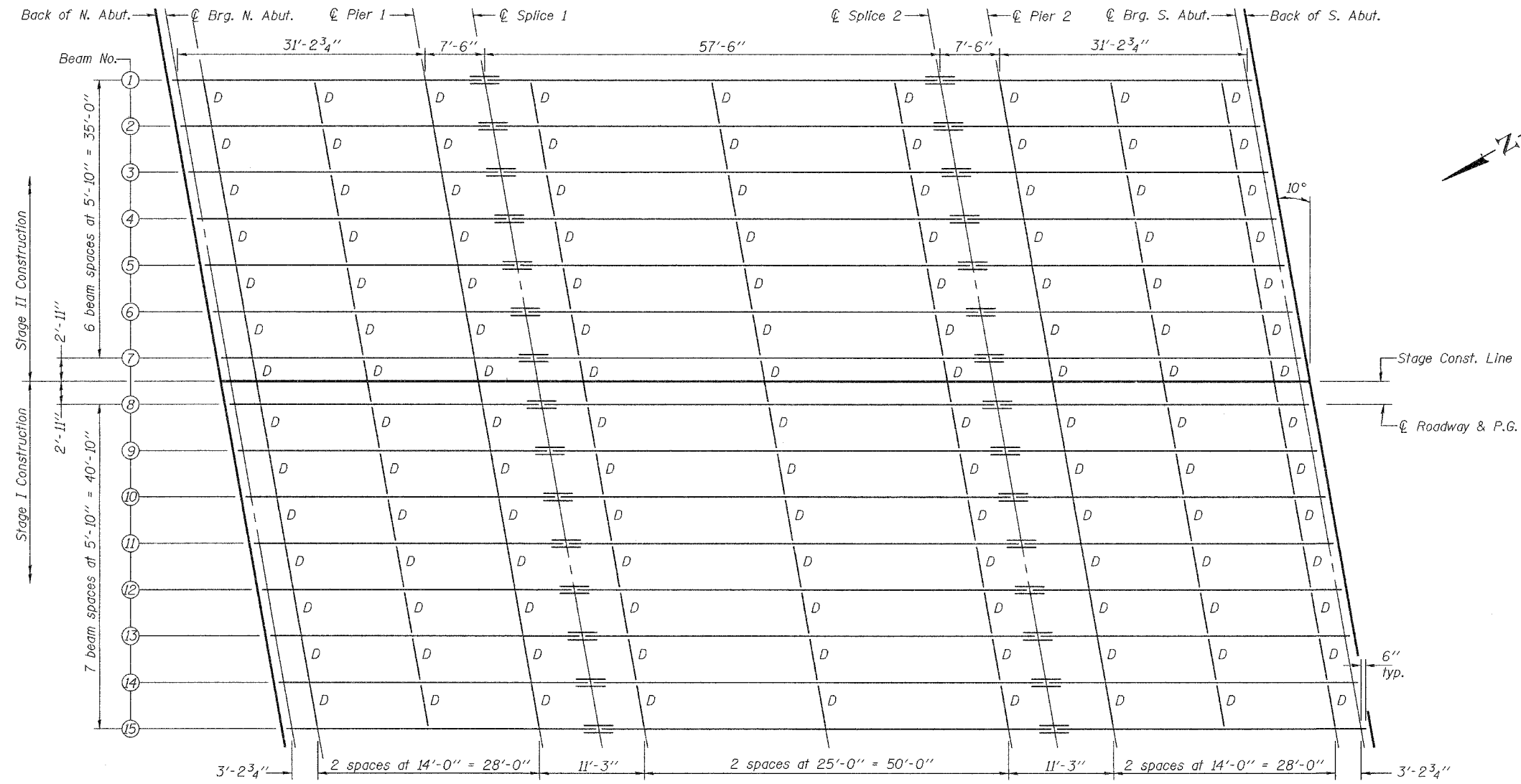
DIAPHRAGM ELEVATION
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	IIBR-1	TAZEWELL	442	281
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 12
32 SHEETS

Contract #88804



FRAMING PLAN

All beams are W27x102 AASHTO M270, Grade 50, NTR.

***TOP OF BEAM ELEVATIONS**

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14	Beam 15
@ N. Abut.	458.821	458.941	459.061	459.181	459.301	459.421	459.540	459.660	459.546	459.433	459.319	459.205	459.091	458.977	458.863
@ Pier 1	458.862	458.981	459.099	459.218	459.336	459.454	459.572	459.691	459.576	459.461	459.346	459.231	459.115	459.001	458.885
@ Splice 1	458.871	458.990	459.108	459.226	459.344	459.462	459.580	459.698	459.583	459.468	459.352	459.237	459.121	459.006	458.890
@ Splice 2	458.897	459.013	459.129	459.245	459.360	459.476	459.592	459.707	459.590	459.472	459.354	459.236	459.118	459.000	458.882
@ Pier 2	458.894	459.010	459.126	459.241	459.356	459.472	459.587	459.702	459.585	459.466	459.348	459.230	459.112	458.993	458.875
@ S. Abut.	458.882	458.996	459.110	459.225	459.339	459.453	459.567	459.681	459.562	459.442	459.323	459.203	459.084	458.964	458.845

* For fabrication only.

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

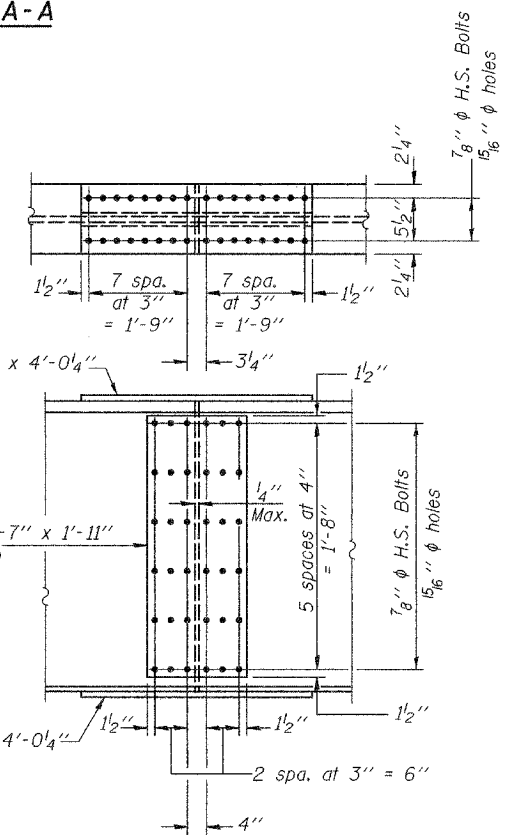
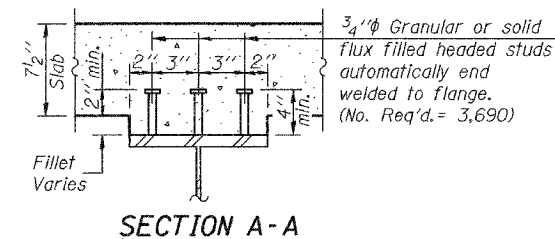
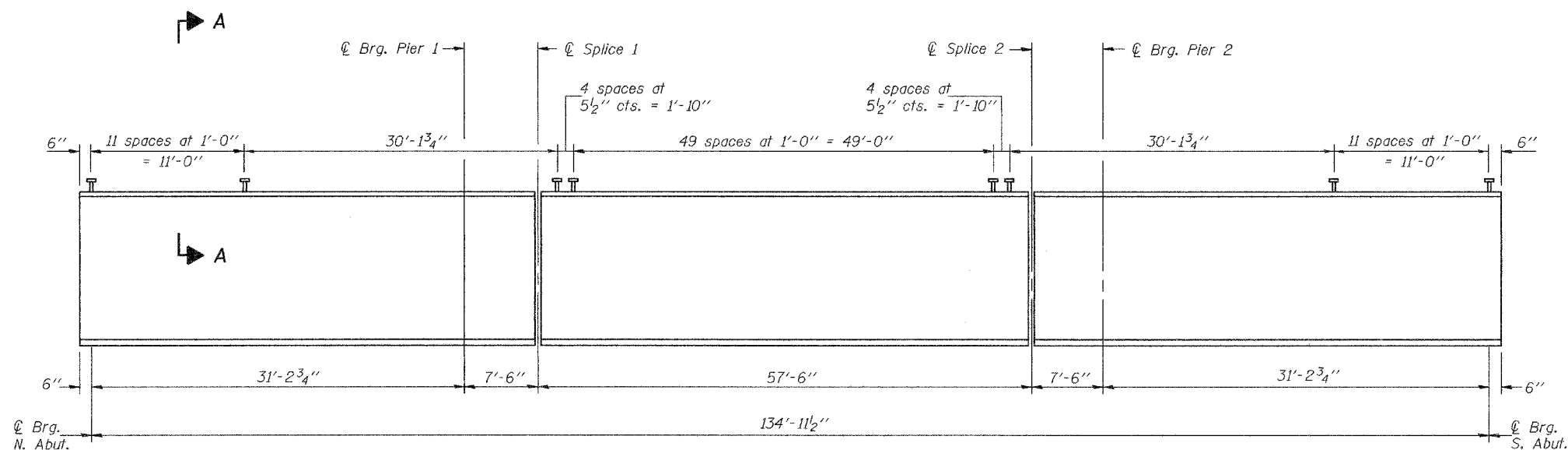
May 10, 2006
 EXAMINED *Thomas J. Damagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

STRUCTURAL STEEL
F.A.P. ROUTE 669 - SECTION IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	11BR-1	TAZEWELL	442	282
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 13
32 SHEETS
Contract #88804



BEAM ELEVATION

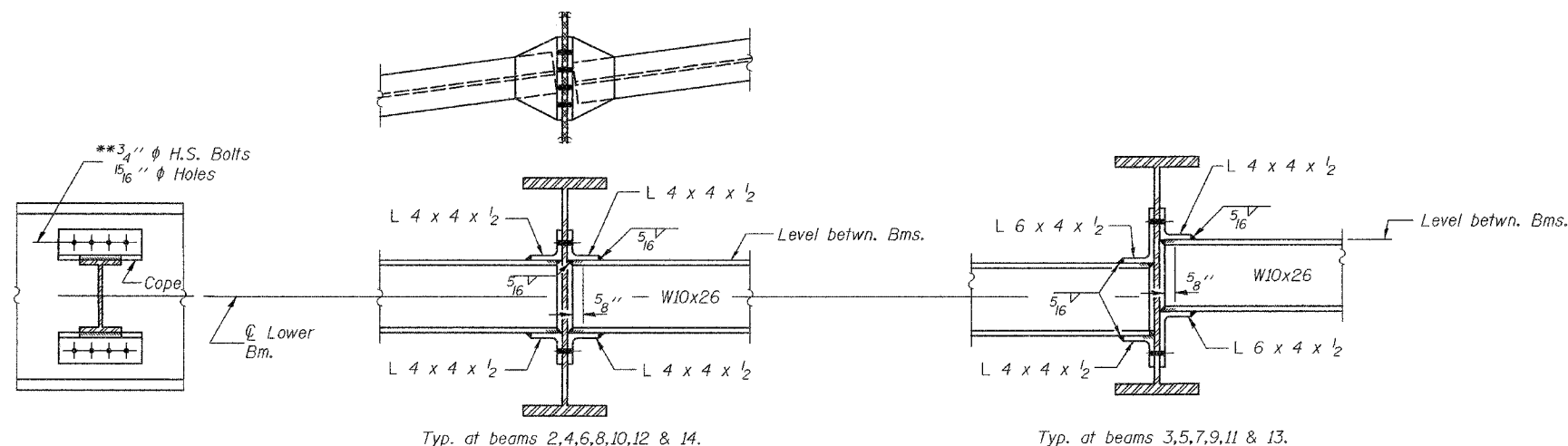
"NTR" denotes plates to which notch toughness requirements are applicable. All beams are W27x102 AASHTO M270, Grade 50, NTR.

I_s and *S_s* are the moment of inertia and section modulus of the steel section used in computing *f_s* (Total & Overload).
I_{c(m)} and *S_{c(m)}* are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
I_{c(3n)} and *S_{c(3n)}* are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)
V_R is the maximum Live Load + Impact shear range in span.
M_a (Applied Moment) = 1.3[*M_D* + *M_{sD}* + 5₃(*M_L* + *M_{Imp}*)].
The Plastic Moment capacity (*M_u*) is computed according to AASHTO 10.48.1 and 10.50.1.1.
f_s (Overload) is the sum of the stresses due to *M_D* + *M_{sD}* + 5₃(*M_L* + *M_{Imp}*).
f_s (Total) (Non-compact section) is the sum of the stresses due to 1.3[*M_D* + *M_{sD}* + 5₃(*M_L* + *M_{Imp}*)].

**Use 1 1/2" vertical x 1 3/16" slotted holes in top and bottom of 4" x 4" x 1/2" connection angles at the west side of beam 7 only. Provide 5/16" plate washers for slotted holes. The bolts for the slotted holes in angles at beam 7 shall be finger tightened prior to the Stage II Construction deck pour and then fully tightened after completion of the Stage II Construction deck pour.

		0.3 Sp. 1 0.7 Sp. 3	Pier 1 or 2	0.5 Sp. 2
<i>I_s</i>	(in ⁴)	3620	3620	3620
<i>I_c</i> (n)	(in ⁴)	-	-	10173
<i>I_c</i> (3n)	(in ⁴)	-	-	7458
<i>S_s</i>	(in ³)	267	267	267
<i>S_c</i> (n)	(in ³)	-	-	402
<i>S_c</i> (3n)	(in ³)	-	-	362
<i>ϕ</i>	(k/ft.)	1.116	1.116	0.674
<i>M_D</i>	(k)	4.3	367.5	195.1
<i>s_D</i>	(k/ft.)	-	-	0.442
<i>M_{sD}</i>	(k)	-	-	170.9
<i>M_L</i>	(k)	129.7	171.9	383.6
<i>M_{Imp}</i>	(k)	38.9	48.6	97.1
5 ₃ [<i>M_L</i> + <i>M_{Imp}</i>]	(k)	281.0	367.5	801.2
<i>M_a</i>	(k)	370.9	955.1	1517.3
<i>M_u</i>	(k)	-	-	1679.7
<i>f_{sD}</i> non-comp	(k.s.i.)	0.2	16.5	8.8
<i>f_{sD}</i> comp	(k.s.i.)	-	-	5.7
<i>f_s</i> 5 ₃ (<i>L</i> + <i>Imp</i>)	(k.s.i.)	12.6	16.5	23.9
<i>f_s</i> (Overload)	(k.s.i.)	12.8	33.0	38.4
<i>f_s</i> (Total)	(k.s.i.)	16.7	42.9	-
<i>V_R</i>	(k)	-	-	37.8

		Abut.	Pier
<i>R_D</i>	(k)	5.7	69.7
<i>R_L</i>	(k)	25.2	36.8
<i>Imp.</i>	(k)	7.6	10.2
<i>R</i> (Total)	(k)	38.5	116.7



DIAPHRAGM D
112 Required

SPLICE
* AASHTO M270, Grade 50.
Note:
Two hardened washers shall be required over all oversize holes for diaphragms.
Notch Toughness Requirements are applicable for all splice plates.

STRUCTURAL STEEL
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

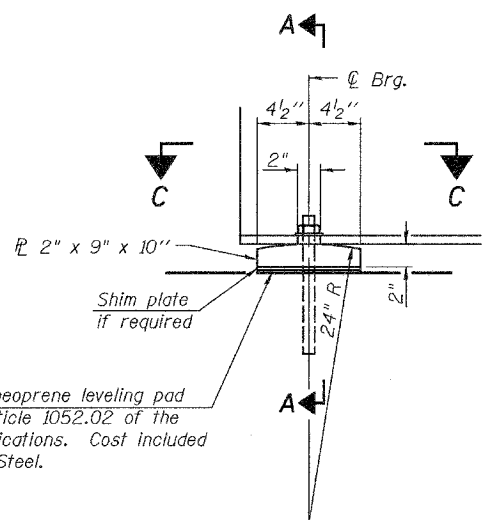
DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006
EXAMINED *Thomas J. Donagale*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Carlson*
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

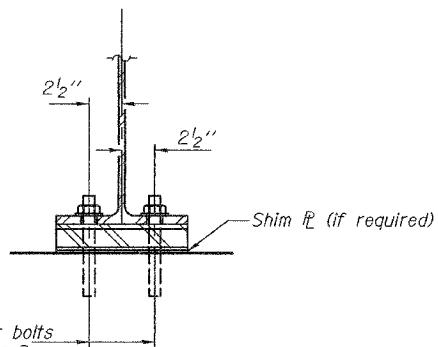
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 14
F.A.P. 669	11BR-1	TAZEWELL	442	283	32 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #88804



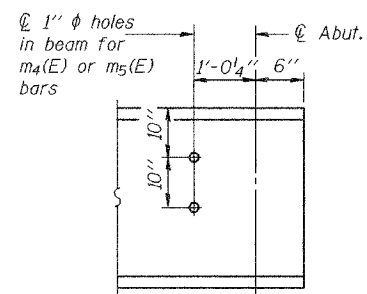
1/8" elastomeric neoprene leveling pad according to Article 1052.02 of the Standard Specifications. Cost included with Structural Steel.

ELEVATION AT ABUTMENT

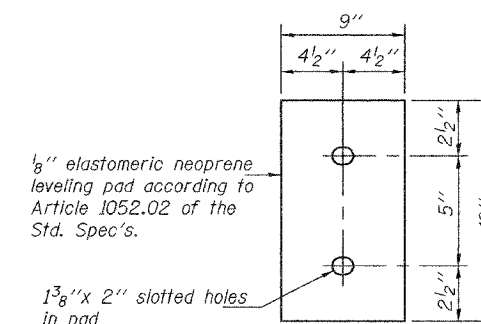


1" ϕ x 1'-0" anchor bolts with 2 1/4" x 2 1/4" x 5/16" PL washer under nut. 1 3/8" x 2" slotted hole in bottom flange. 1/2" ϕ holes in bearing plate.

SECTION A-A



END OF BEAM ELEVATION



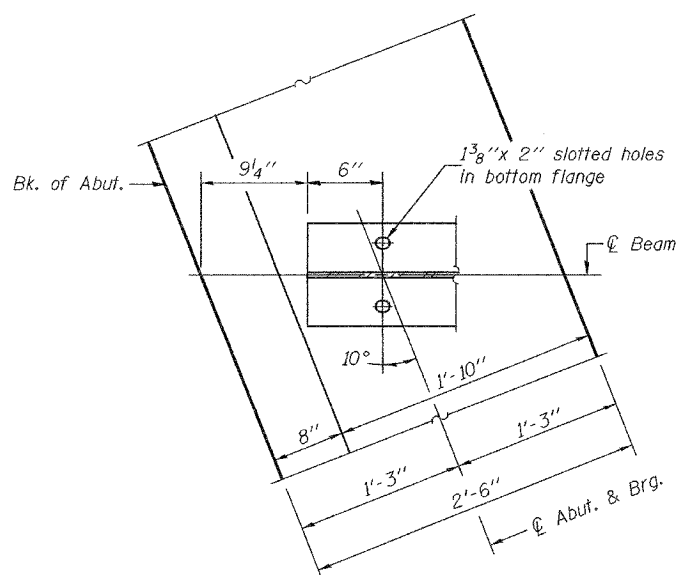
1/8" elastomeric neoprene leveling pad according to Article 1052.02 of the Std. Spec's.

1 3/8" x 2" slotted holes in pad

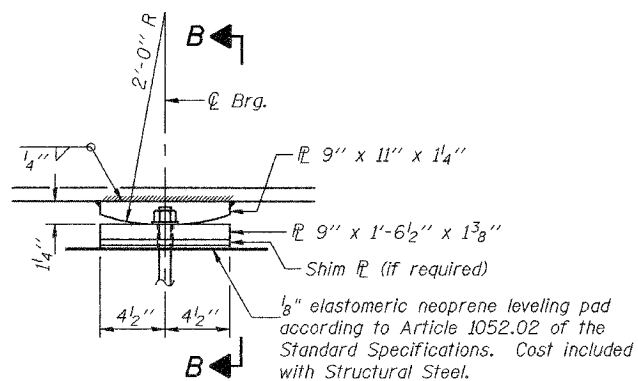
PLAN-ELASTOMERIC NEOPRENE LEVELING PAD
(At abutments)

FIXED BEARING
(30 Required)

Notes: Anchor bolts at fixed bearings may be built into the masonry.
See sheet 15 of 32 for Anchor Bolt installation.

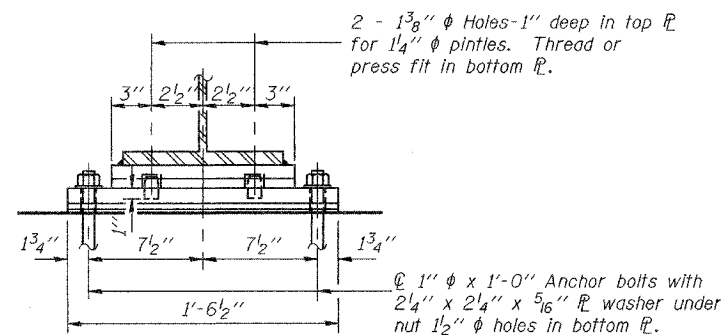


SECTION C-C

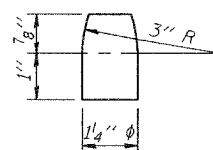


ELEVATION AT PIER

FIXED BEARING
(30 Required)



SECTION B-B



PINTLE

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

EXAMINED	Thomas J. Damgalak	May 18, 2006
PASSED	Ralph E. Anderson	

BEARING DETAILS
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	11BR-1	TAZEWELL	442	234
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

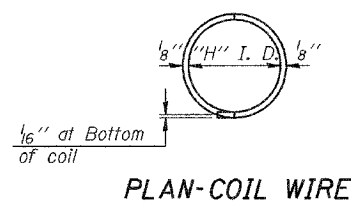
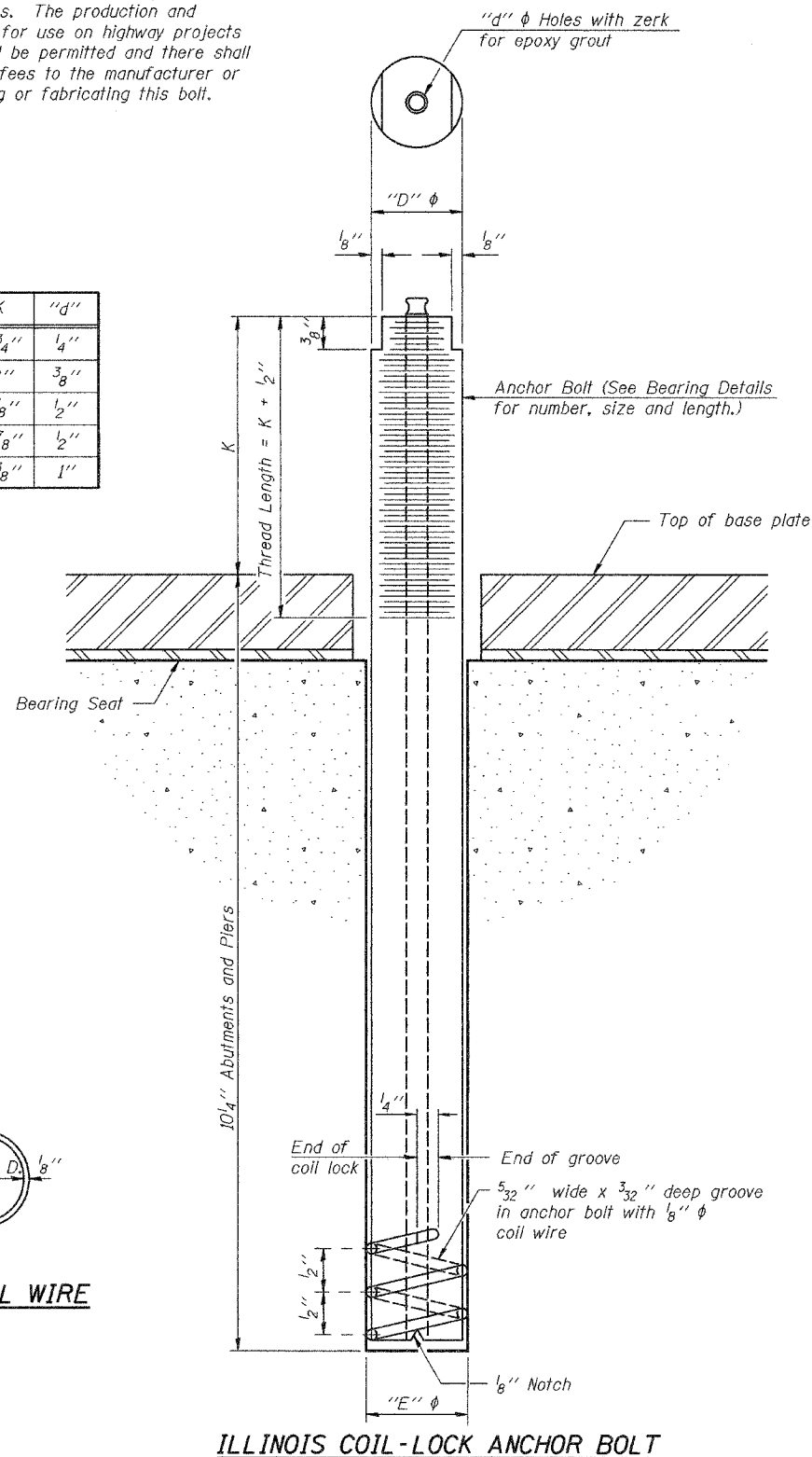
SHEET NO. 15

32 SHEETS

Contract #88804

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 3/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
All Locations	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006
 EXAMINED *Thomas J. Damagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

ABB-1

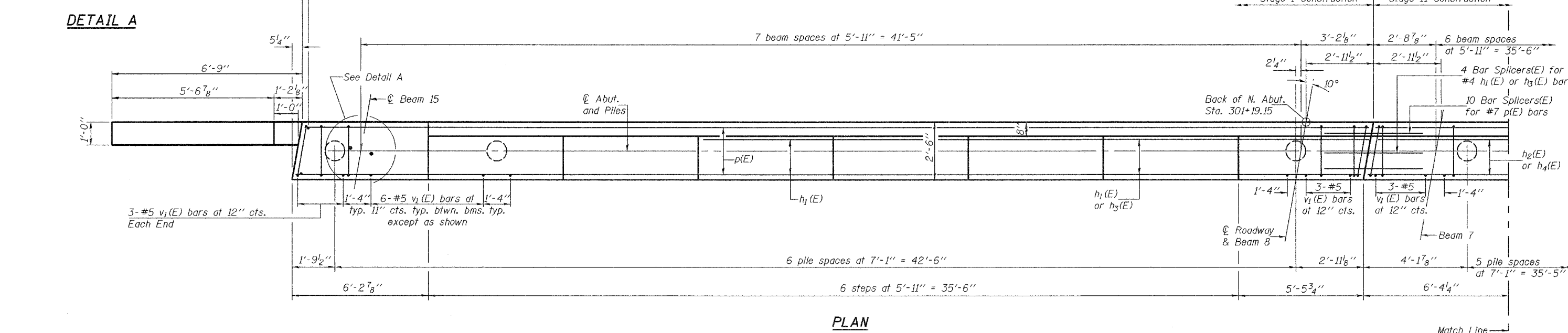
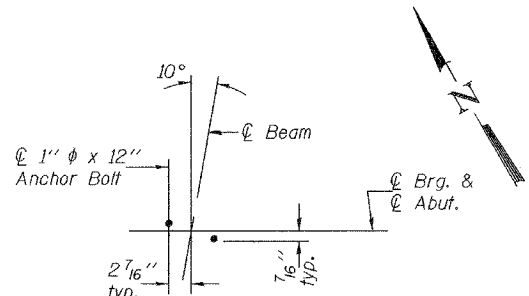
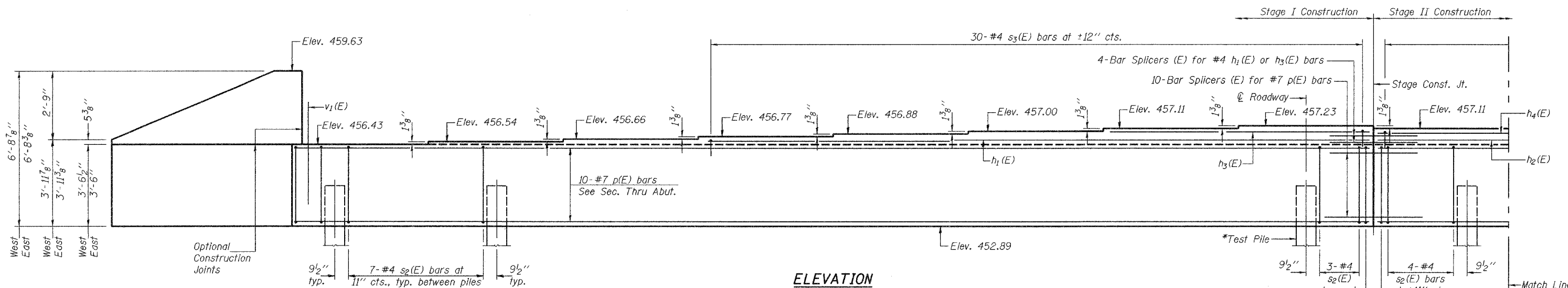
10-22-04

**ANCHOR BOLT DETAILS
FOR BEARINGS
F.A.P. ROUTE 669 - SEC. 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	LETTERS	SHEET NO.	SHEET NO. 16 32 SHEETS
F.A.P. 669	11BR-1	TAZEWELL	442	235	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #88804



PILE DATA

Type: 14" φ Metal Shell
Capacity: 45 ton
Est. Length: 61' Stage I to 76' Stage II
No. Required: 12 + 1 test pile*

*Test pile to be driven at Stage I Const.

Notes:

Pour steps monolithically with cap.
Reinforcement bars designated (E) shall be epoxy coated.
See sheet 17 of 32 for Bill of Material.
See sheet 24 of 32 for Pile Details.
See sheet 17 of 32 for s₂(E) and s₃(E) bar details.
See sheet 25 of 32 for Bar Splicer details.
See sheet 15 of 32 for Anchor Bolt Installation.
Space reinforcement in cap to miss Anchor Bolts.

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006

EXAMINED *Thomas J. Demagallo*
ENGINEER OF BRIDGES

PASSED *Ralph E. Carlson*
ENGINEER OF BRIDGES AND STRUCTURES

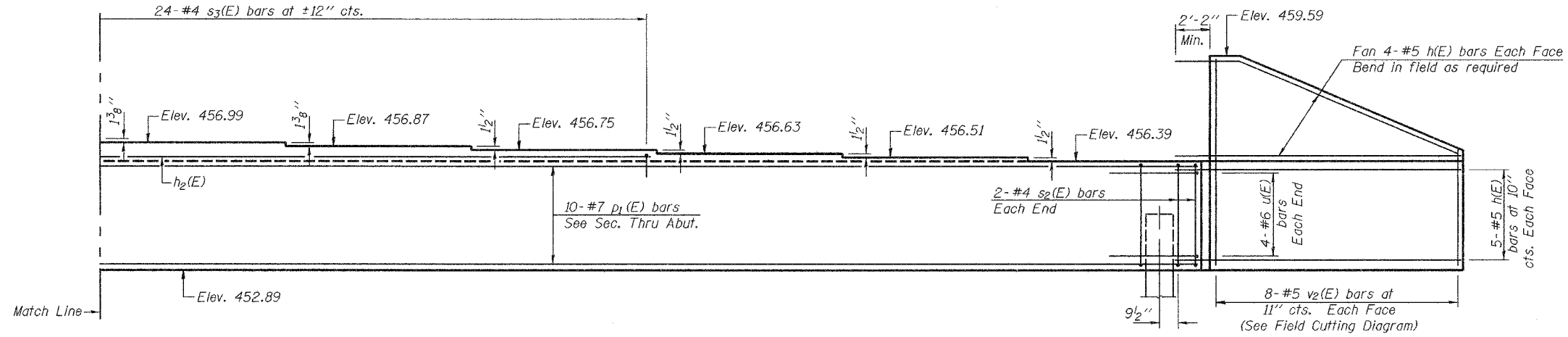
NORTH ABUTMENT
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

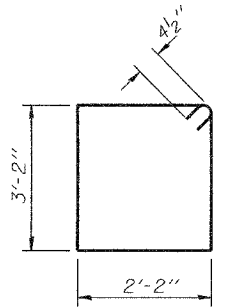
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 17
F.A.P. 669	11BR-1	TAZEWELL	442	286	32 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #88804

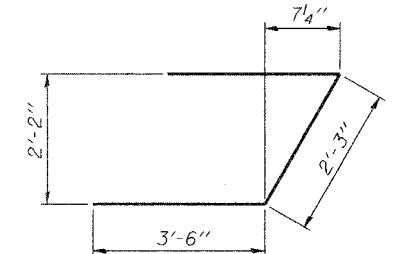
Notes: Four steps monolithically with cap.
Reinforcement bars designated (E)
shall be epoxy coated.



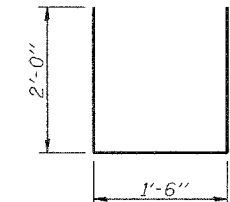
ELEVATION



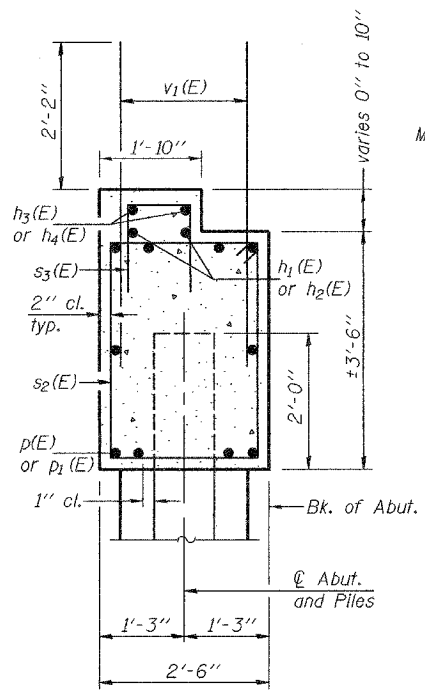
BAR s2(E)



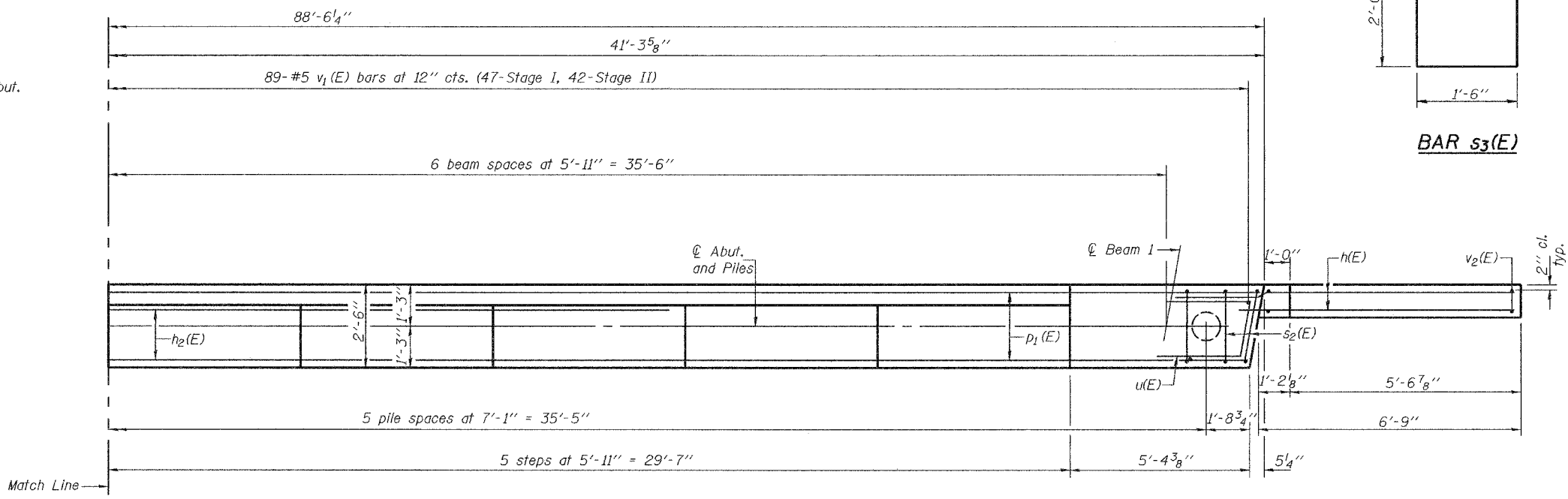
BAR u(E)



BAR s3(E)



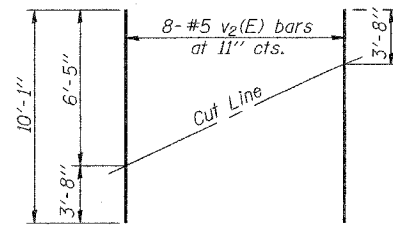
SEC. THRU ABUT.



PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#5	9'-7"	—
h1(E)	2	#4	28'-10"	—
h2(E)	2	#4	22'-11"	—
h3(E)	2	#4	11'-1"	—
h4(E)	2	#4	5'-2"	—
p(E)	10	#7	46'-10"	—
p1(E)	10	#7	41'-0"	—
s2(E)	90	#4	11'-5"	□
s3(E)	54	#4	5'-6"	□
u(E)	8	#6	9'-3"	∟
v1(E)	179	#5	4'-4"	—
v2(E)	16	#5	10'-1"	—
Concrete Structures			Cu. Yd.	33.9
Reinforcement Bars, Epoxy Coated			Pound	4220
Structure Excavation			Cu. Yd.	48
Furnishing Metal Pile Shells 14"			Foot	822
Driving and Filling Shells			Foot	822
Test Pile Metal Shells			Each	1



FIELD CUTTING DIAGRAM

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

NORTH ABUTMENT
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

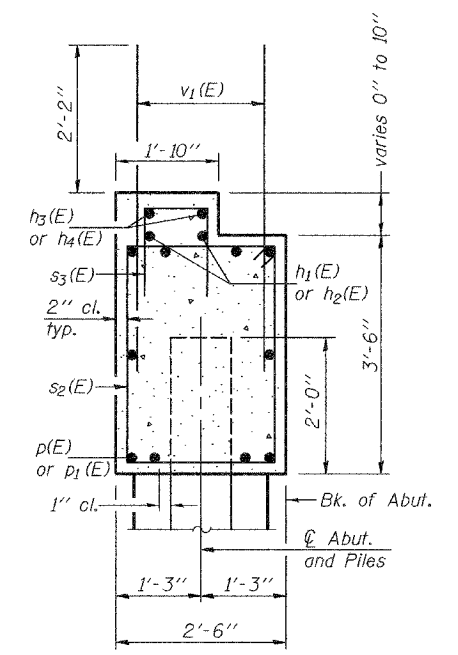
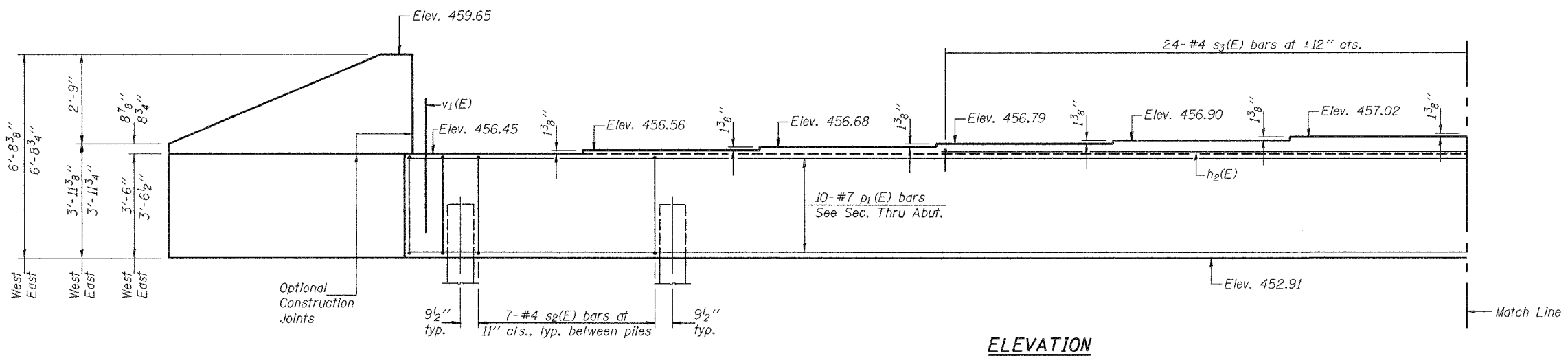
DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 18, 2006	
EXAMINED	Thomas J. Domagalala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

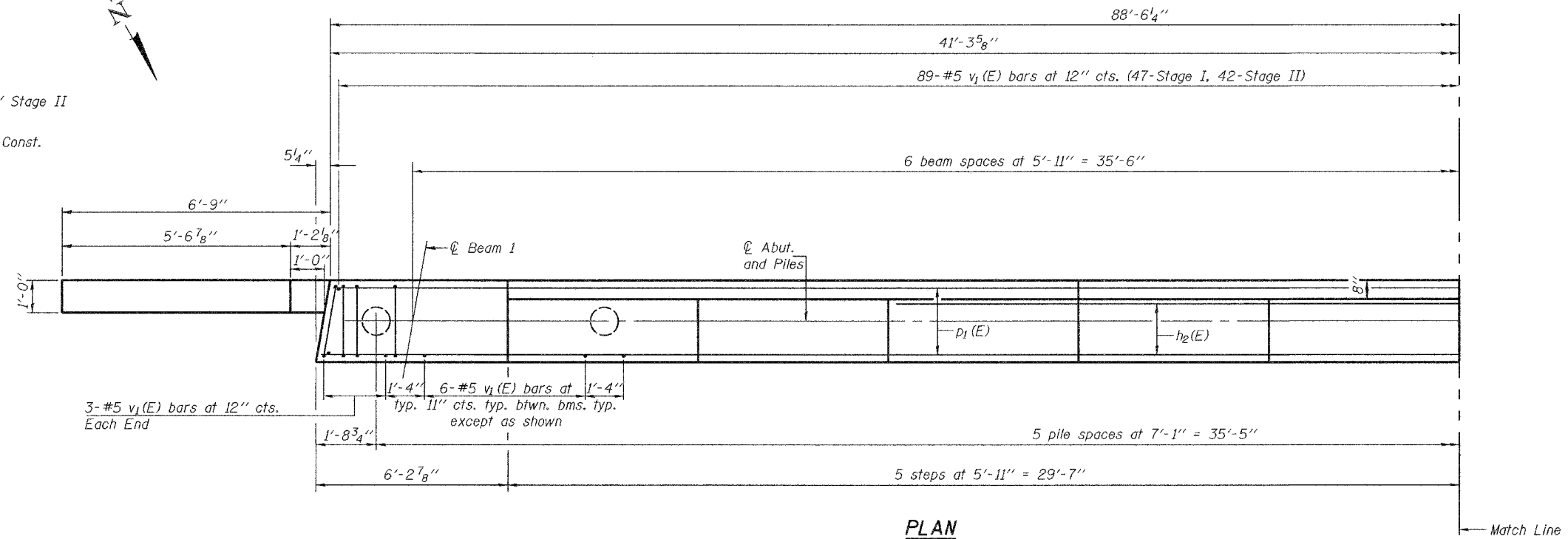
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. 18 32 SHEETS
F.A.P. 669	11BR-1	TAZEWELL	442	287	
FED. ROAD DIST. NO. 7	BLINDS	FED. AID PROJECT			
Contract #88804					

Notes: Pour steps monolithically with cap.
Reinforcement bars designated (E)
shall be epoxy coated.



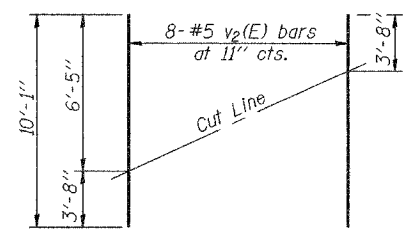
PILE DATA

Type: 14" φ Metal Shell
Capacity: 45 ton
Est. Length: 68' Stage I to 76' Stage II
No. Required: 12 + 1 test pile*
*Test pile to be driven at Stage I Const.

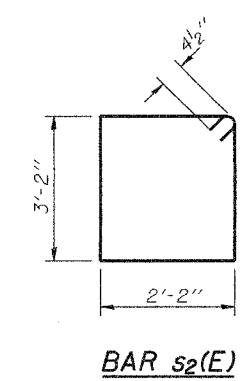
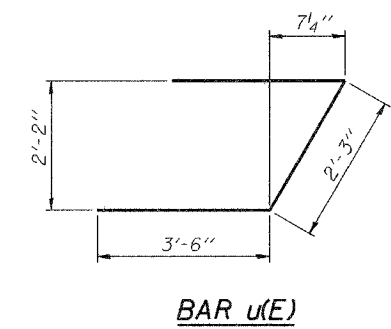
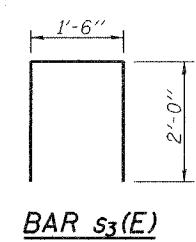


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#5	9'-7"	—
h1(E)	2	#4	28'-10"	—
h2(E)	2	#4	22'-11"	—
h3(E)	2	#4	11'-1"	—
h4(E)	2	#4	5'-2"	—
p(E)	10	#7	46'-10"	—
p1(E)	10	#7	41'-0"	—
s2(E)	90	#4	11'-5"	□
s3(E)	54	#4	5'-6"	□
u(E)	8	#6	9'-3"	┘
v1(E)	179	#5	4'-4"	—
v2(E)	16	#5	9'-8"	—
Concrete Structures		Cu. Yd.	33.9	
Reinforcement Bars, Epoxy Coated		Pound	4220	
Structure Excavation		Cu. Yd.	48	
Furnishing Metal Pile Shells 14"		Foot	864	
Driving and Filling Shells		Foot	864	
Test Pile Metal Shells		Each	1	



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



DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

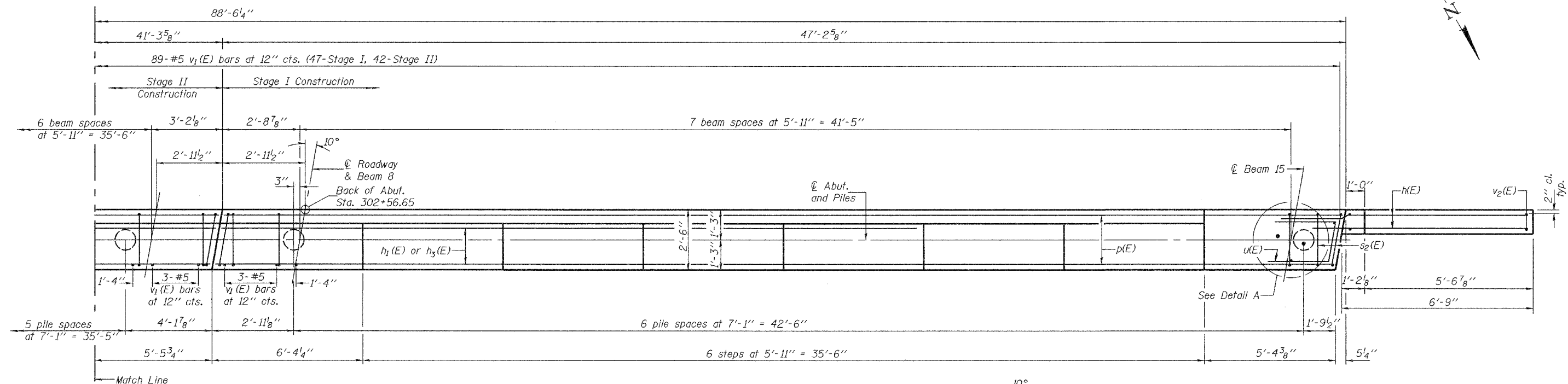
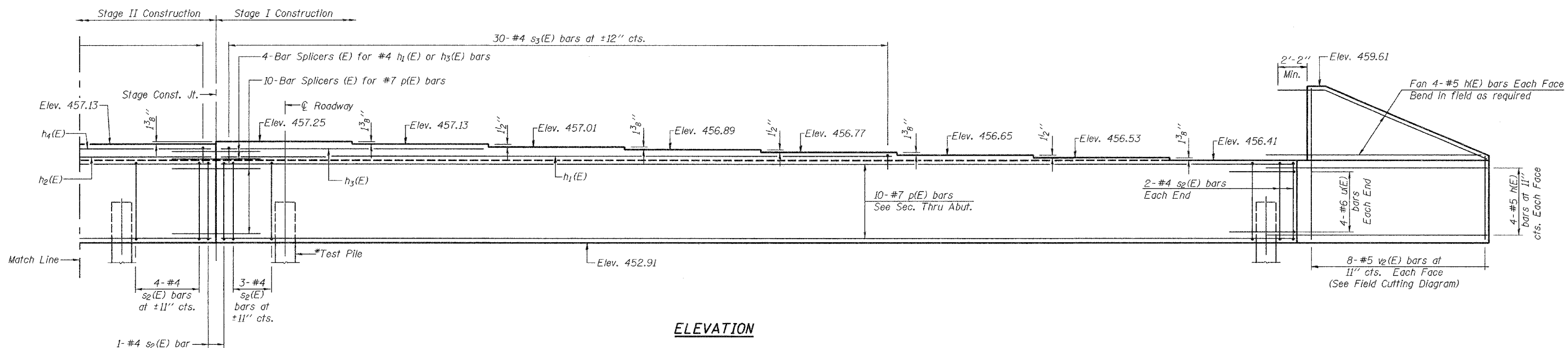
May 10, 2006
EXAMINED *Thomas J. Drogala*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

SOUTH ABUTMENT
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO.
F.A.P. 669	11BR-1	TAZEWELL	4+2	288	32 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #88804



Notes:

Pour steps monolithically with cap.

Reinforcement bars designated (E) shall be epoxy coated.

See sheet 18 of 32 for Bill of Material.

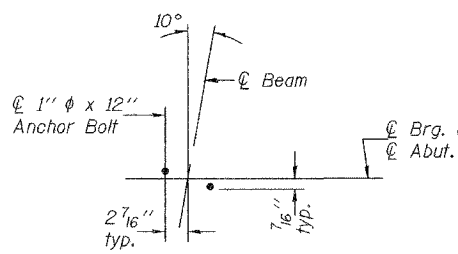
See sheet 24 of 32 for Pile Details.

See sheet 18 of 32 for s₂(E) and s₃(E) bar details.

Space reinforcement in cap to miss anchor bolts.

For anchor bolt installation details, see sheet 15 of 32.

For bar splicer details, see sheet 25 of 32.



SOUTH ABUTMENT
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

DESIGNED	T.L.K.	EXAMINED	Thomas J. Donagallo ENGINEER OF BRIDGE DESIGN
CHECKED	A.M.J.	PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES
DRAWN	BECKY M. LEACH		
CHECKED	A.M.J. & P.E.C.		

May 18, 2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 669	IIBR-1	TAZEWELL	442	289
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

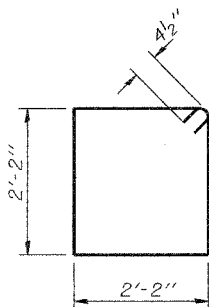
Contract #88804

Notes: Space reinforcement in cap to miss anchor bolts.
Four steps monolithically with cap.

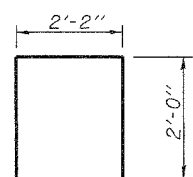
PILE DATA

Type: 14" ϕ Metal Shell
Capacity: 45 ton driven to 65 tons bearing
Est. Length: 91' Stage I to 78' Stage II
No. Req'd: 21 + 1 test pile*

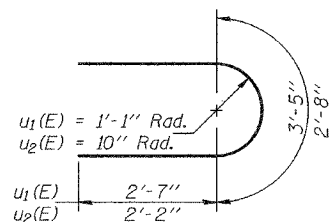
*Test pile to be driven at Stage I Const.
See sheet 21 of 32.



BAR $s_4(E)$



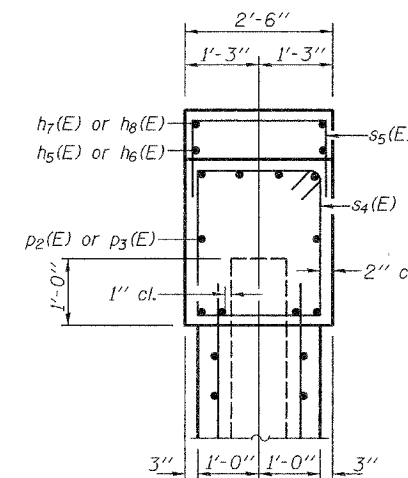
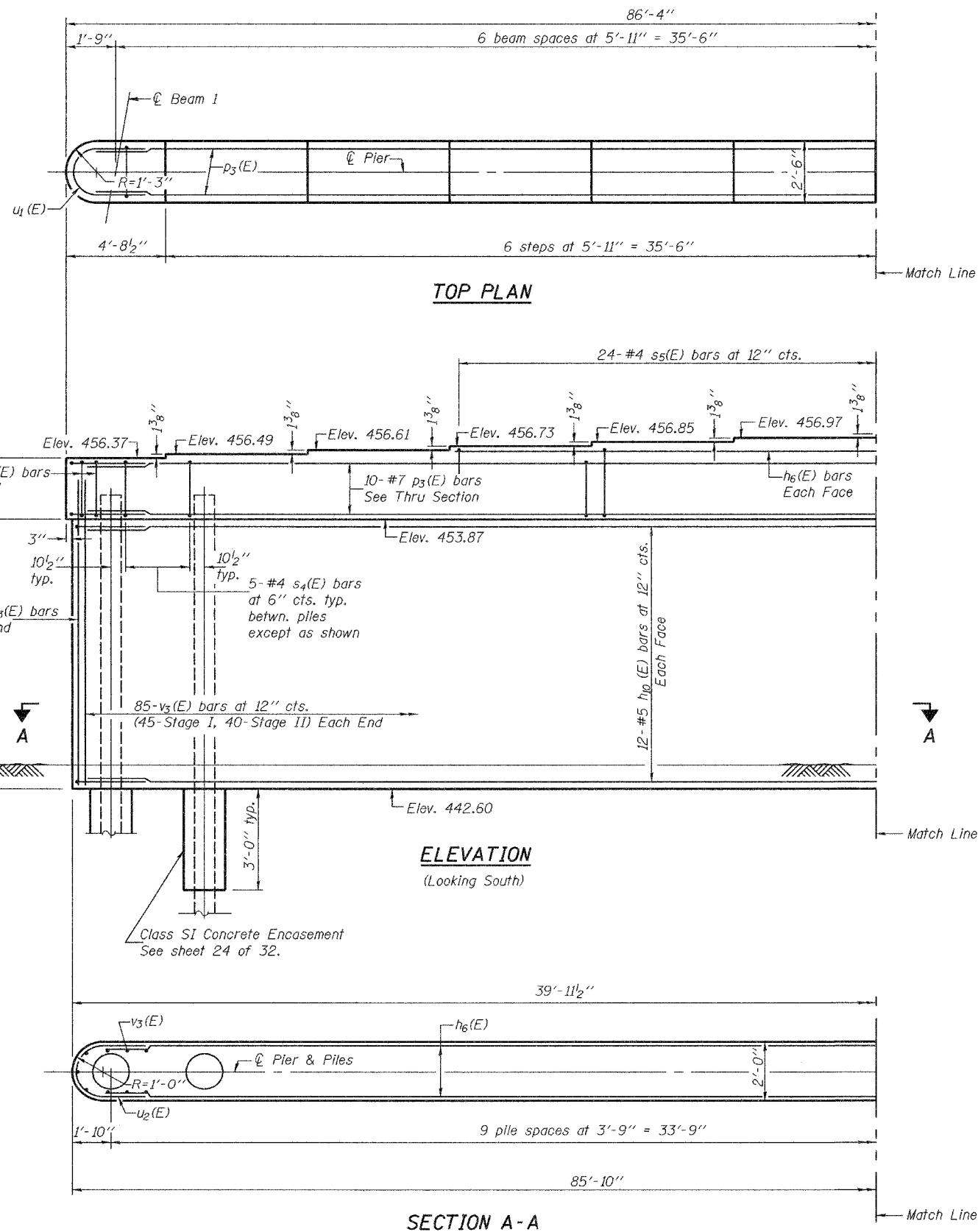
BAR $s_5(E)$



BARS $u_1(E)$ and $u_2(E)$

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006
EXAMINED *Thomas J. Donagabadi*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES



SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_5(E)$	2	#4	29'-3"	—
$h_6(E)$	2	#4	23'-4"	—
$h_7(E)$	2	#4	11'-6"	—
$h_8(E)$	2	#4	5'-7"	—
$h_9(E)$	24	#5	44'-8"	—
$h_{10}(E)$	24	#5	38'-9"	—
$p_2(E)$	10	#7	44'-8"	—
$p_3(E)$	10	#7	38'-9"	—
$s_4(E)$	116	#4	9'-5"	□
$s_5(E)$	54	#4	6'-2"	□
$u_1(E)$	8	#6	8'-7"	U
$u_2(E)$	24	#5	7'-0"	U
$v_3(E)$	176	#5	13'-4"	—
Concrete Structures		Cu. Yd.	94.4	
Reinforcement Bars, Epoxy Coated		Pound	7560	
Structure Excavation		Cu. Yd.	20	
Furnishing Metal Pile Shells 14"		Foot	1781	
Driving and Filling Shells		Foot	1781	
Test Pile Metal Shell		Each	1	
Underwater Structure Excavation Protection - Location 1		Each	1	

Reinforcement Bars designated (E) shall be epoxy coated.

PIER 1
F.A.P. ROUTE 669 - SECTION IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

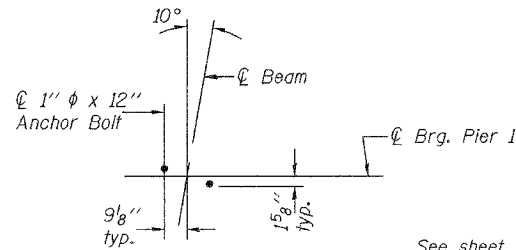
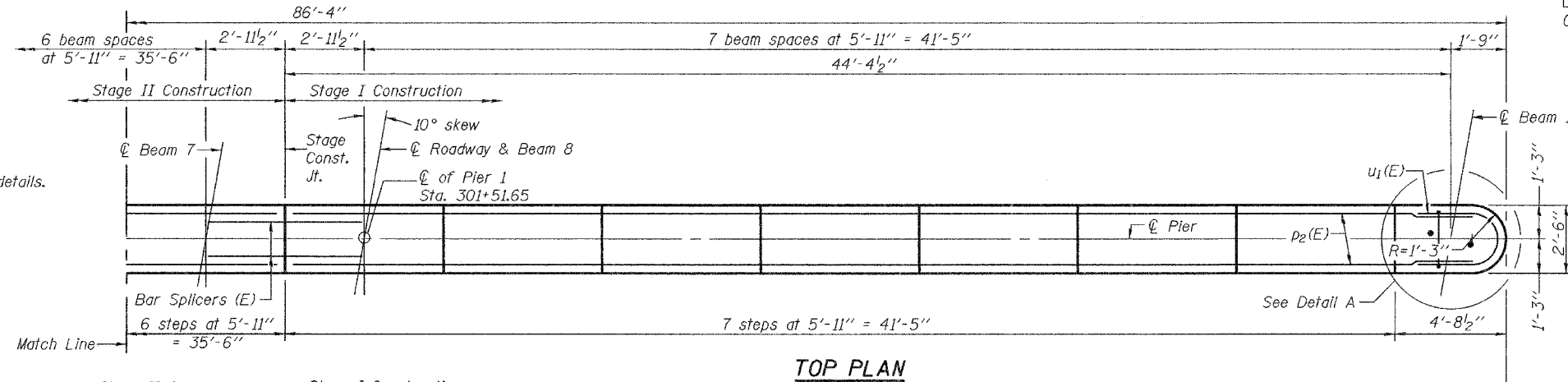
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	IIBR-1	TAZEWELL	442	290
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

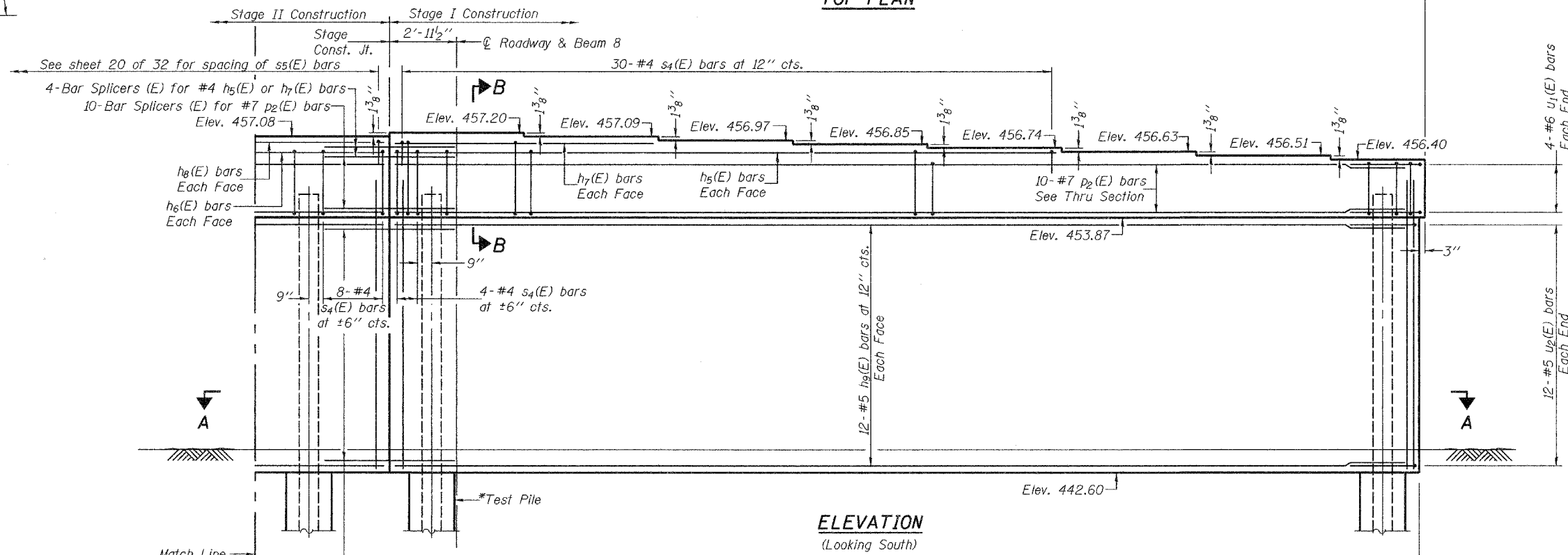
SHEET NO. 21
32 SHEETS

Contract #88804

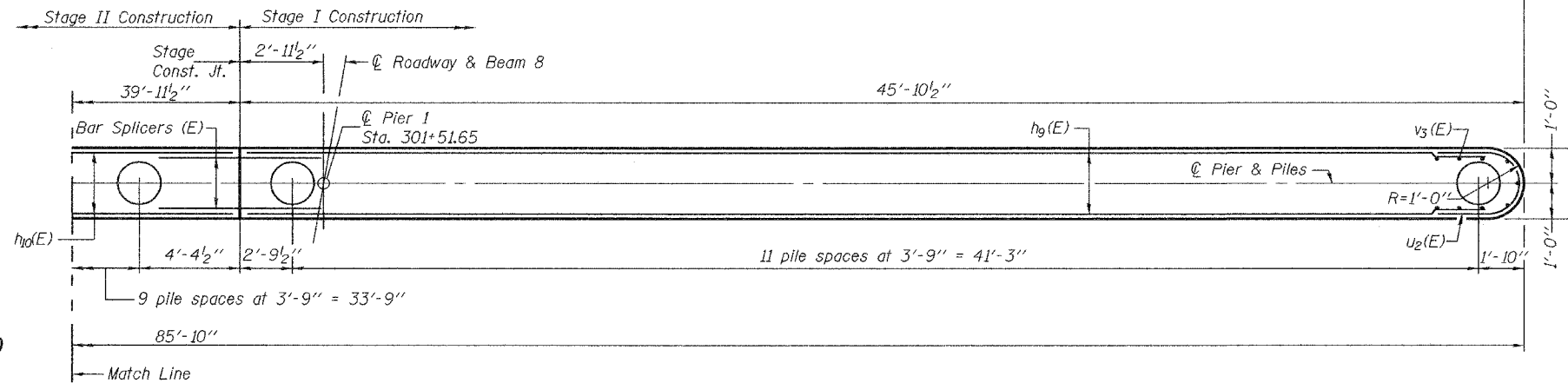
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
See sheet 20 of 32 for Bill of Material and Section B-B.
For bar splicer details see sheet 25 of 32.
For anchor bolt installation details see sheet 15 of 32.
See sheet 24 of 32 for pile details.
See sheet 22 of 32 for s4(E), s5(E), u1(E) and u2(E) bar details.



DETAIL A



ELEVATION
(Looking South)



SECTION A-A

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006

EXAMINED *Thomas J. Damagala*
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

PIER 1
F.A.P. ROUTE 669 - SECTION IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

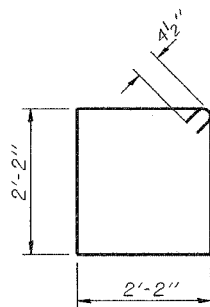
ROUTE NO.	SECTION	COUNTY	POST MILES	SHEET NO.	SHEET NO. 22 32 SHEETS
F.A.P. 669	IIBR-1	TAZEWELL	442	291	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #88804

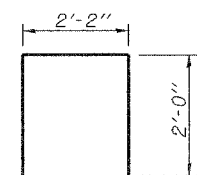
Notes: Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.

PILE DATA

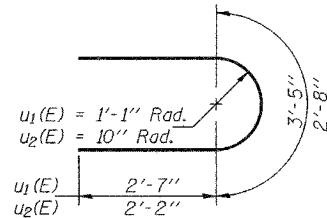
Type: 14" ϕ Metal Shell
Capacity: 45 ton driven to 65 tons bearing
Est. Length: 91' Stage I to 78' Stage II
No. Req'd: 22



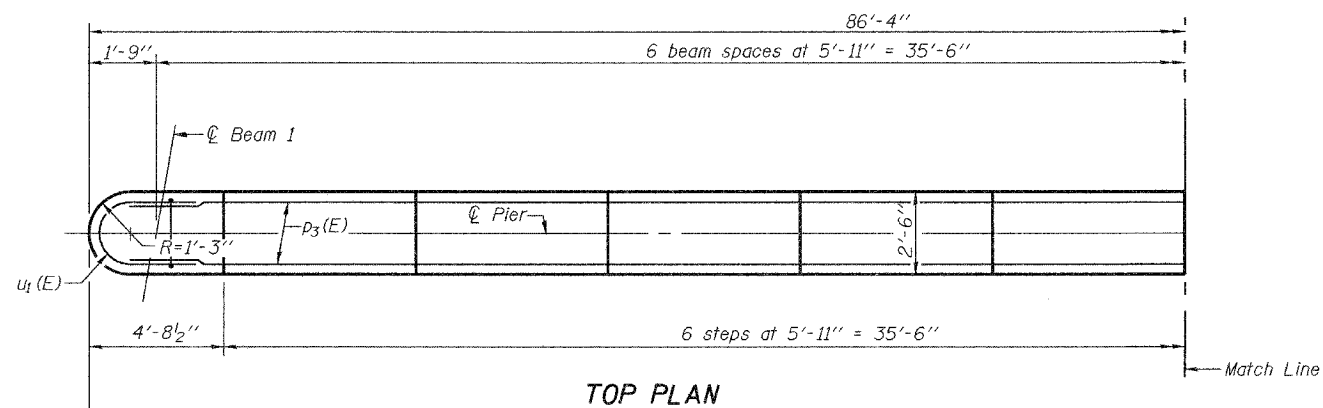
BAR $s_4(E)$



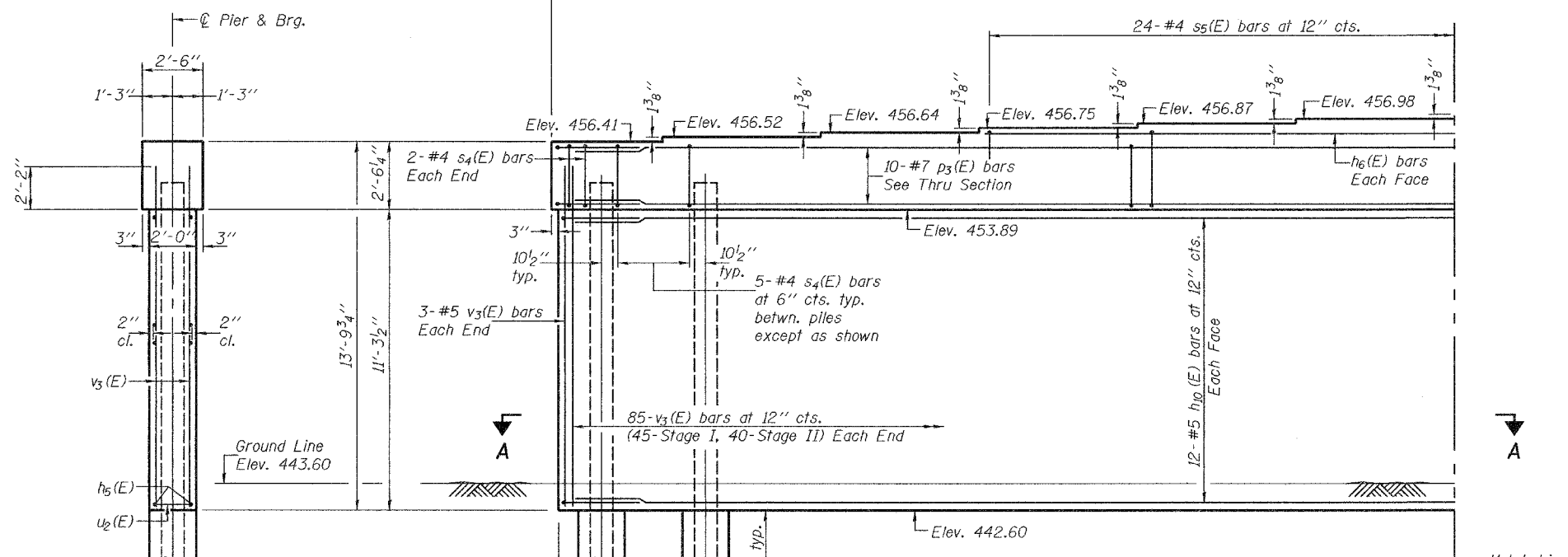
BAR $s_5(E)$



BARS $u_1(E)$ and $u_2(E)$

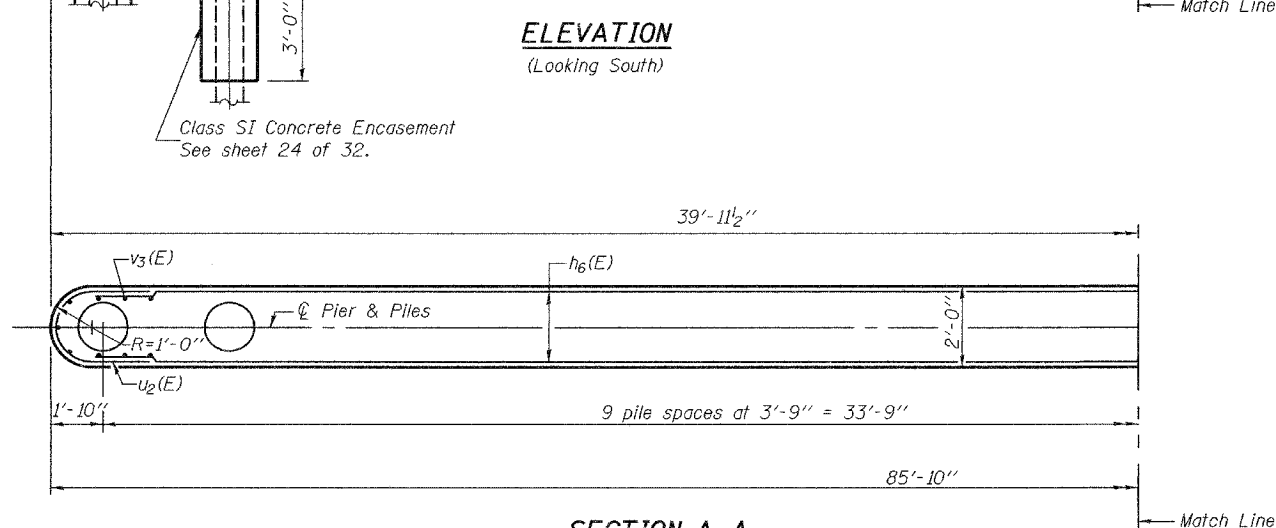


TOP PLAN

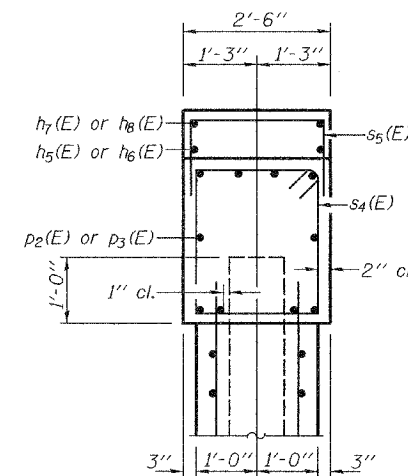


ELEVATION
(Looking South)

END VIEW



SECTION A-A



SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_5(E)$	2	#4	29'-3"	—
$h_6(E)$	2	#4	23'-4"	—
$h_7(E)$	2	#4	11'-6"	—
$h_8(E)$	2	#4	5'-7"	—
$h_9(E)$	24	#5	44'-8"	—
$h_{10}(E)$	24	#5	38'-9"	—
$p_2(E)$	10	#7	44'-8"	—
$p_3(E)$	10	#7	38'-9"	—
$s_4(E)$	116	#4	9'-5"	□
$s_5(E)$	54	#4	6'-2"	□
$u_1(E)$	8	#6	8'-7"	—
$u_2(E)$	24	#5	7'-0"	—
$v_3(E)$	176	#5	13'-4"	—
Concrete Structures		Cu. Yd.	94.4	
Reinforcement Bars, Epoxy Coated		Pound	7560	
Structure Excavation		Cu. Yd.	20	
Furnishing Metal Pile Shells 14"		Foot	1872	
Driving and Filling Shells		Foot	1872	
Underwater Structure Excavation Protection - Location 2		Each	1	

Reinforcement Bars designated (E) shall be epoxy coated.

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	DECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 18, 2006
EXAMINED *Thomas J. Damagala*
PASSED *Ralph E. Carlson*

PIER 2
F.A.P. ROUTE 669 - SECTION IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

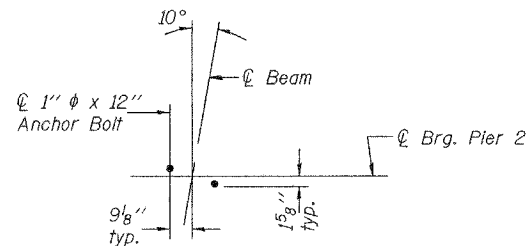
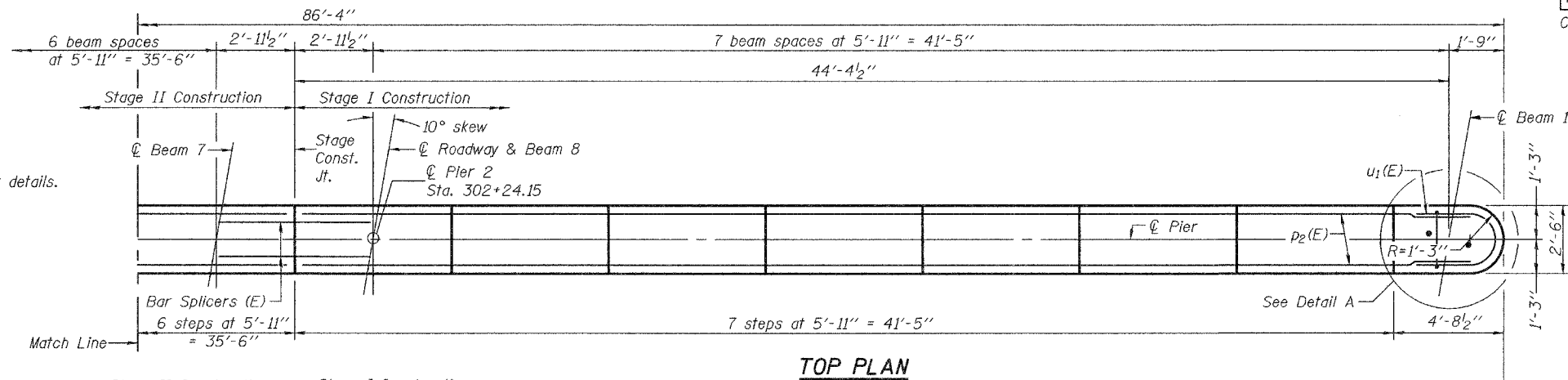
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 669	SECTION 11BR-1	COUNTY TAZEWELL	TOTAL SHEETS 442	SHEET NO. 292	SHEET NO. 23 32 SHEETS
FED. ROAD DIST. NO. 7		ALIGNMENT	FED. AID PROJECT		

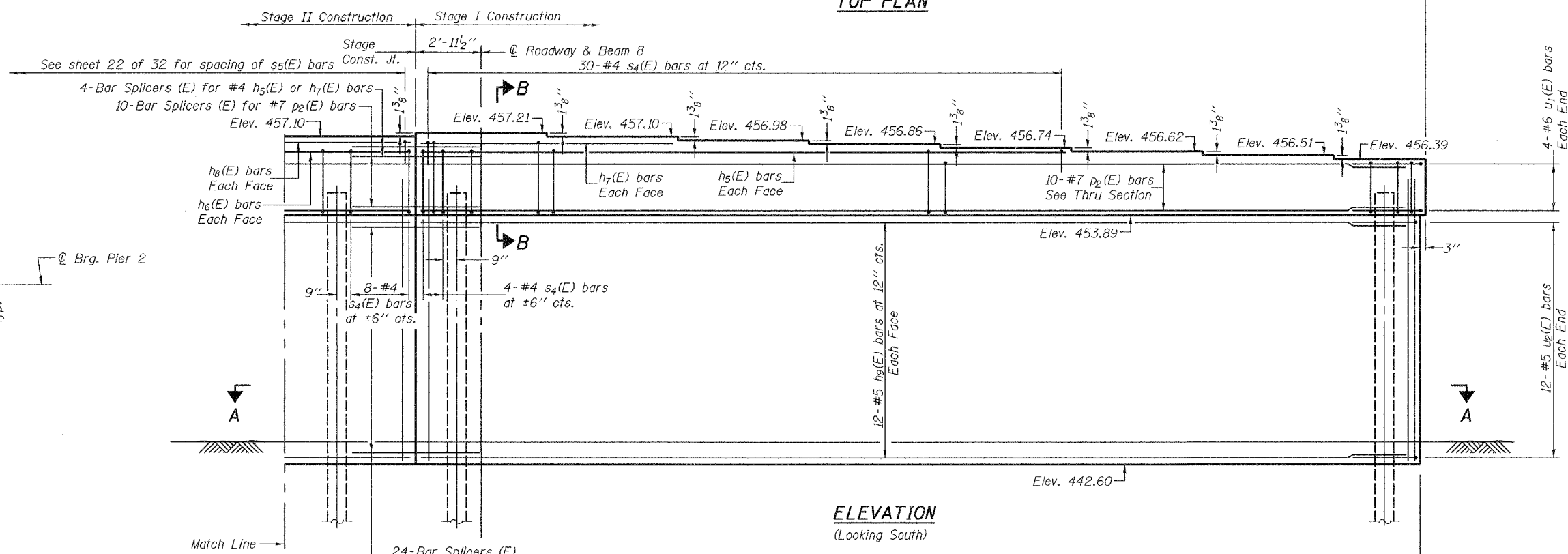
Contract #88804

Notes:

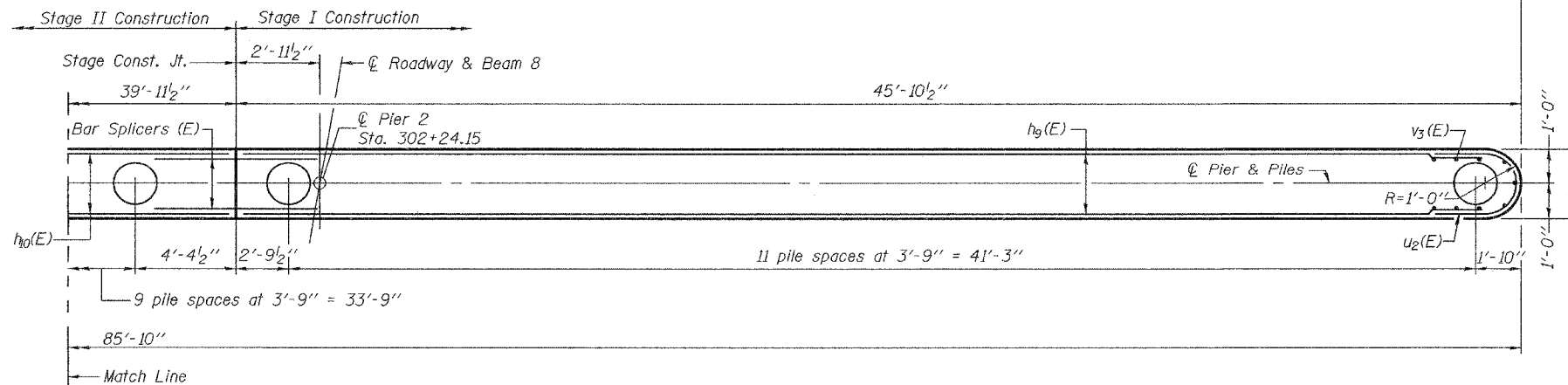
- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.
- See sheet 22 of 32 for Bill of Material and Section B-B.
- For bar splicer details see sheet 25 of 32.
- For anchor bolt installation details see sheet 15 of 32.
- See sheet 24 of 32 for pile details.
- See sheet 22 of 32 for $s_4(E)$, $s_5(E)$, $u_1(E)$ and $u_2(E)$ bar details.



DETAIL A



ELEVATION
(Looking South)



SECTION A-A

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

EXAMINED	Thomas J. Damagala	May 18, 2006
PASSED	Ralph E. Anderson	

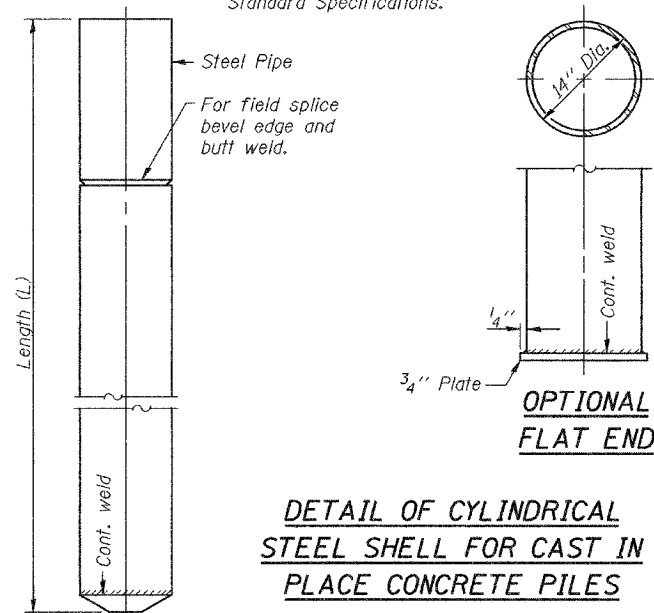
PIER 2
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

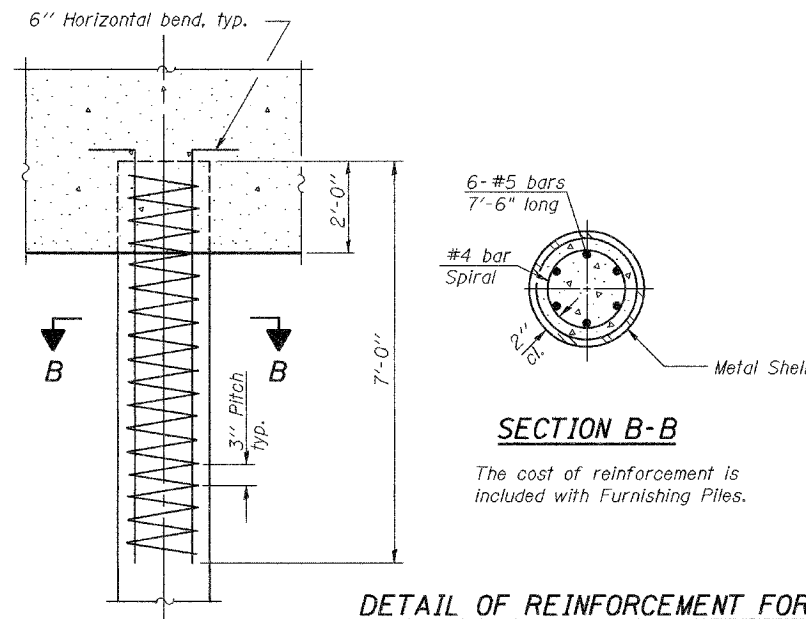
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 24 32 SHEETS
F.A.P. 669	IIBR-1	TAZEWELL	442	293	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #88804

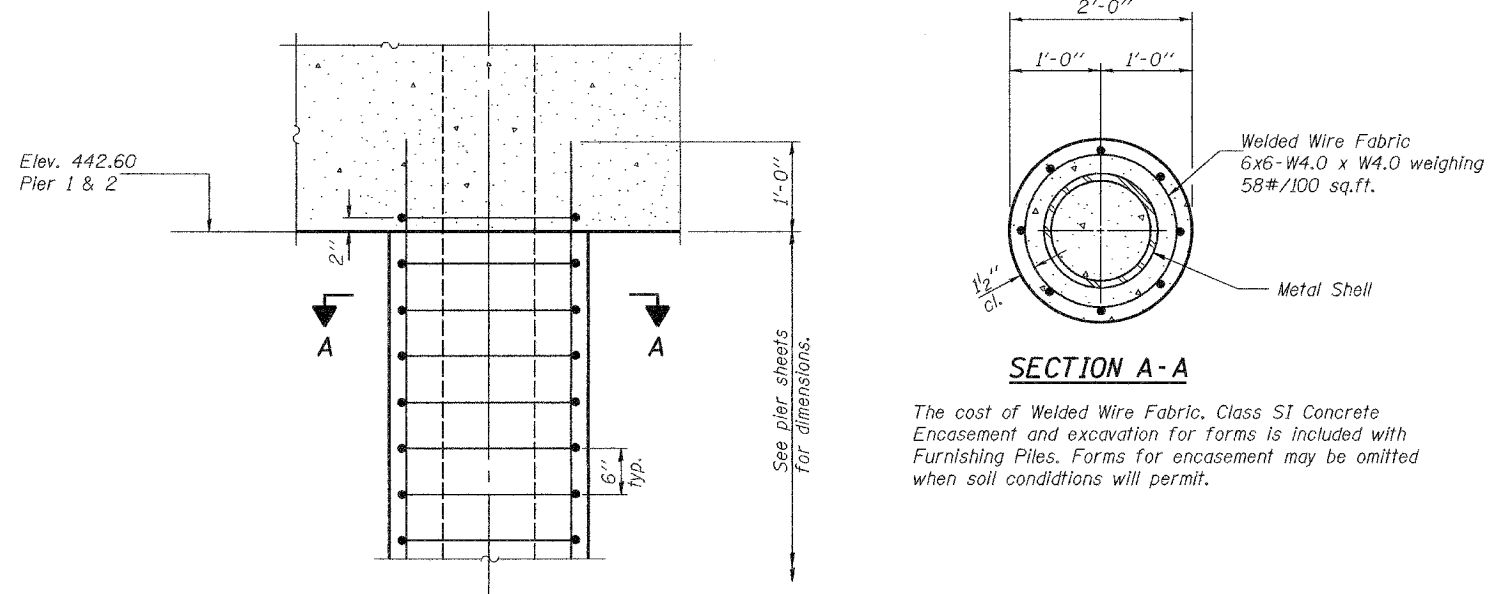
Notes: Driving and bearing ends of pipe shall be cut square. The thickness of the shell shall be 0.250 inches with a tolerance of 5%. The shell shall be according to Article 1006.05(a) of the Standard Specifications.



DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



DETAIL OF REINFORCEMENT FOR METAL SHELLS AT ABUTMENTS



DETAIL OF PROTECTION FOR METAL SHELLS AT PIERS

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

May 10, 2006
 EXAMINED *Thomas J. Damagala*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Ralph E. Anderson*
 ENGINEER OF BRIDGES AND STRUCTURES

CONCRETE PILE DETAILS
F.A.P. ROUTE 669 - SECTION IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 669	IIBR-1	TAZEWELL	447	294
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract #88804

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:

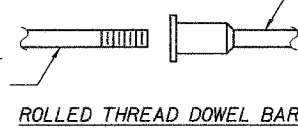
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_T$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_T$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_T = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

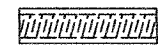
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is equal or larger than the diameter of bar spliced.

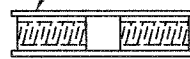


ROLLED THREAD DOWEL BAR



** ONE PIECE

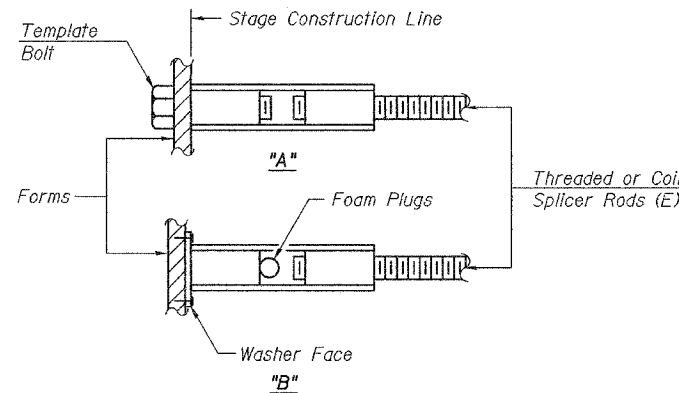
Wire Connector



WELDED SECTIONS

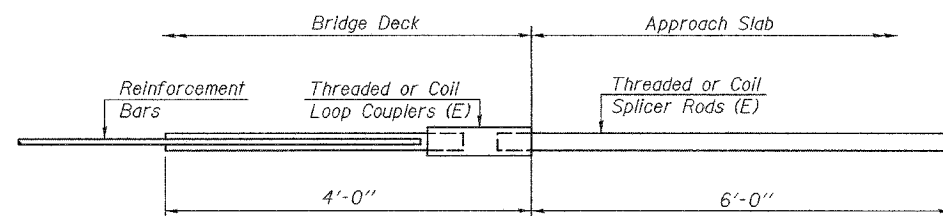
BAR SPLICER ASSEMBLY ALTERNATIVES

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



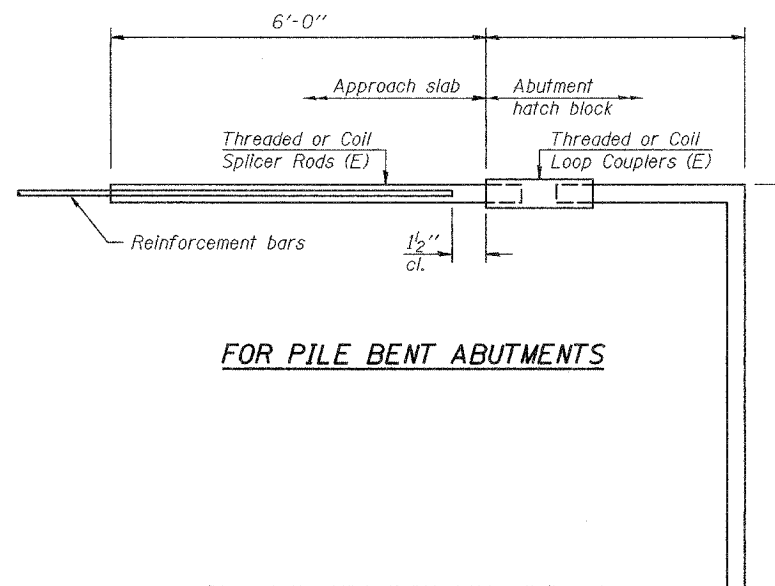
INSTALLATION AND SETTING METHODS

"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.



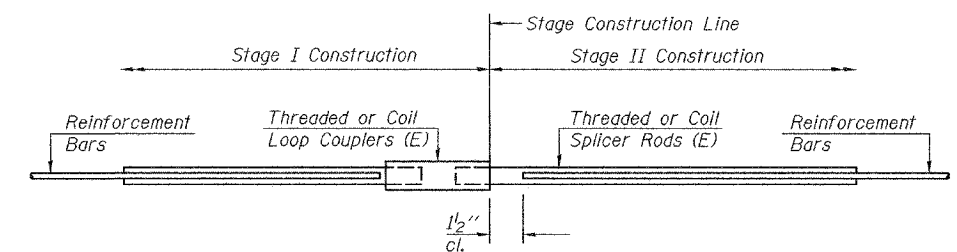
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 168



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	391	Deck
#6	16	Diaphragm
#7	20	Abutments
#4	8	Abutments
#7	20	Pier Cap
#4	8	Pier Cap
#5	48	Pier Stem

BAR SPLICER ASSEMBLY DETAILS
F.A.P. ROUTE 669 - SEC. IIBR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

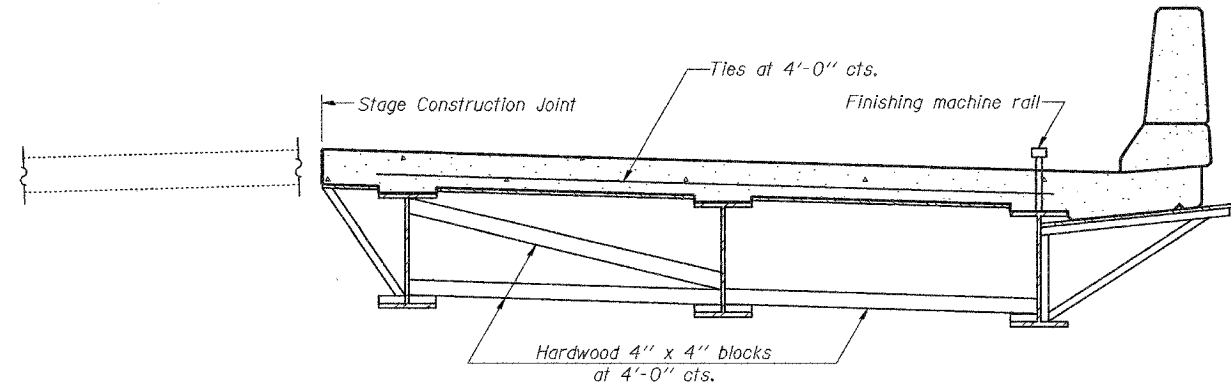
DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

EXAMINED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 10-22-04

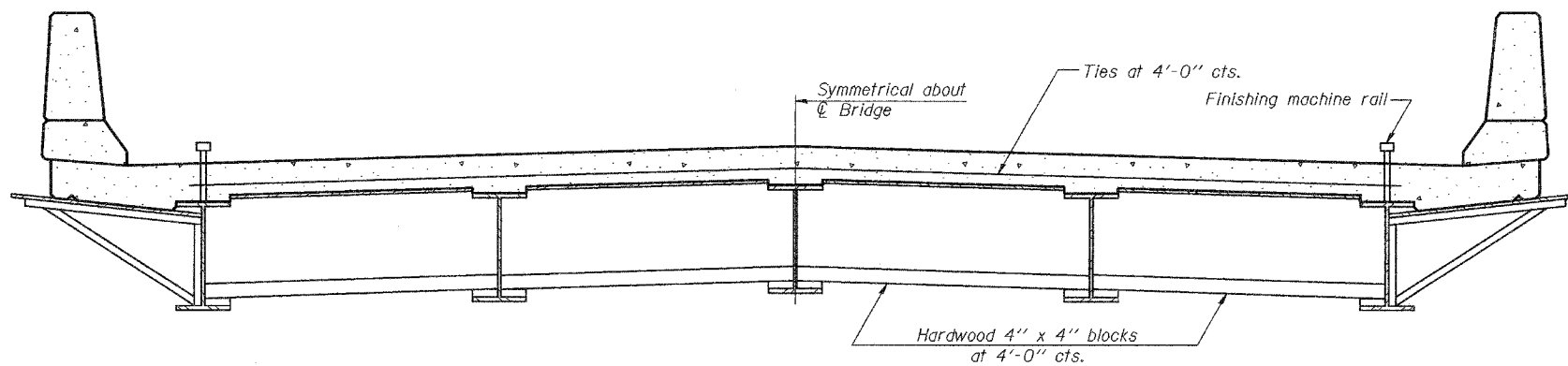
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DIST.	SHEET NO.	SHEET NO. 26 32 SHEETS
F.A.P. 669	11BR-1	TAZEWELL	442	295	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #88804		



**FORM BRACES FOR
STAGE CONSTRUCTION**

When cantilever forming brackets are used, the work shall be done according to Article 503.06, except as modified below and in the details shown on this sheet.
The finishing machine rails shall be placed on the top flange of the exterior beams.
The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STANDARD CONSTRUCTION**

DESIGNED	T.L.K.
CHECKED	A.M.J.
DRAWN	BECKY M. LEACH
CHECKED	A.M.J. & P.E.C.

EXAMINED	May 10, 2006 <i>Thomas J. Damgalabi</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES

SB-1 10-22-04

**CANTILEVER FORMING BRACKETS
FOR SUPERSTRUCTURES WITH
W27 BEAMS AND SMALLER
F.A.P. ROUTE 669 - SEC. 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 669	11BR-1	TAZEWELL	442	297
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #88804

Page 1 of 2

Illinois Department of Transportation
Division of Highways
District Four Materials

SOIL BORING LOG

ROUTE FAP 669 DESCRIPTION IL 29 over Lick Creek LOGGED BY KRW
SECTION 11BR-1 LOCATION SE1/4, SW1/4, SE1/4 PEKIN TWP, SEC. 14, TWP. 25N, RING. SW, 3 PM
COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 090-0049 Surface Water Elev. 443.66 ft
Station 301+92 Stream Bed Elev. _____ ft
BORING NO. 2 Groundwater Elev.: _____ ft
Station 301+89 First Encountered _____ ft
Offset 43.00ft Lt of Cl Upon Completion _____ ft
Ground Surface Elev. 443.66 ft After 24 Hrs. _____ ft

DEPTH (ft)	B	U	M	Description	D	B	U	M	SPT (N)
0.0-1.0				No Sample taken 0.0'-1.0'					
1.0-2.0	1			Brown Med. SAND and GRAVEL	4				7
2.0-3.0	1	5			4				
3.0-4.0	2				6				
4.0-5.0	2				1				
5.0-6.0	2	11			4				11
6.0-7.0	3				4				
7.0-8.0	3				4				
8.0-9.0	1				3				10
9.0-10.0	1	11			2				
10.0-11.0	1				2				
11.0-12.0	3				4				
12.0-13.0	5	18			3				19
13.0-14.0	8				3				
14.0-15.0	8				3				
15.0-16.0	11			Brown GRAVEL w/Silt	3				
16.0-17.0	18	9			5				8
17.0-18.0	8				10				
18.0-19.0	3			Brown Med. SAND and GRAVEL	3				
19.0-20.0	4				9				8
20.0-21.0	4				10				
21.0-22.0	5				9				
22.0-23.0	6	12			11				11
23.0-24.0	8				11				

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 T208)
BBS, form 137 (Rev. 8-99)

Page 2 of 2

Illinois Department of Transportation
Division of Highways
District Four Materials

SOIL BORING LOG

ROUTE FAP 669 DESCRIPTION IL 29 over Lick Creek LOGGED BY KRW
SECTION 11BR-1 LOCATION SE1/4, SW1/4, SE1/4 PEKIN TWP, SEC. 14, TWP. 25N, RING. SW, 3 PM
COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 090-0049 Surface Water Elev. 443.66 ft
Station 301+92 Stream Bed Elev. _____ ft
BORING NO. 2 Groundwater Elev.: _____ ft
Station 301+89 First Encountered _____ ft
Offset 43.00ft Lt of Cl Upon Completion _____ ft
Ground Surface Elev. 443.66 ft After 24 Hrs. _____ ft

DEPTH (ft)	B	U	M	Description	D	B	U	M	SPT (N)
0.0-1.0				Brown Med. SAND and GRAVEL (continued)					
1.0-2.0	2				6				10
2.0-3.0	2	24		Gray SILTY CLAY	11				
3.0-4.0	3				19				
4.0-5.0	1			Brown SAND and GRAVEL w/traces of Silt	8				
5.0-6.0	1	18			18				9
6.0-7.0	1				15				
7.0-8.0	0			Gray SILTY CLAY	11				
8.0-9.0	1	21			18				12
9.0-10.0	1				26				
10.0-11.0	0			Gray SILTY SAND	5				
11.0-12.0	0	22			8				25
12.0-13.0	2			Gray SILTY CLAY w/Sand	24				
13.0-14.0	1				7				
14.0-15.0	1	1.03	28		8				20
15.0-16.0	3				34				
16.0-17.0	6				9				
17.0-18.0	1			Brown Fine to Med. SAND and GRAVEL	6				
18.0-19.0	3	12			6				2
19.0-20.0	15			Gray Coarse SAND and GRAVEL	6				
20.0-21.0	3				12				
21.0-22.0	3	6			12				
22.0-23.0	8				12				
23.0-24.0	12	12			12				
24.0-25.0	16				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 (AASHTO T208)
BBS, form 137 (Rev. 8-99)

BORING LOGS
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	11BR-1	TAZEWELL	442	298
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 29
32 SHEETS

Contract #88804

Illinois Department of Transportation
Division of Highways
District Four Materials

SOIL BORING LOG Page 1 of 3
Date 8/21/01

ROUTE FAP 669 DESCRIPTION IL 29 over Lick Creek LOGGED BY KRW

SECTION 11BR-1 LOCATION SE1/4,SW1/4,SE1/4 PEKIN TWP, SEC. 14, TWP. 26N, RNG. 5W, 3 PM

COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 090-0049
Station 301+92

BORING NO. 3
Station 302+92.5
Offset 35.00ft Rt. of Cl.
Ground Surface Elev. 467.96 ft

DEPTH (ft)	SOIL DESCRIPTION	MOISTURE (%)	UNSATURATED WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	SHRINKAGE (%)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	SHRINKAGE (%)
0.0-1.5'	No Sample taken									
456.45	Brown SAND and GRAVEL w/traces of Clay	4								
453.95	Brown SILTY CLAY LOAM	2	3	2.06	16					
451.45	Lt. Brown SAND and GRAVEL	2								
448.95	Lt. Brown Med. SAND	2								
441.45	Brown Coarse SAND and GRAVEL	2								

Surface Water Elev. 443.86 ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 441.0 ft
Upon Completion 448.0 ft
After 24 Hrs. 458.0 ft

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District Four Materials

SOIL BORING LOG Page 2 of 3
Date 8/21/01

ROUTE FAP 669 DESCRIPTION IL 29 over Lick Creek LOGGED BY KRW

SECTION 11BR-1 LOCATION SE1/4,SW1/4,SE1/4 PEKIN TWP, SEC. 14, TWP. 26N, RNG. 5W, 3 PM

COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 090-0049
Station 301+92

BORING NO. 3
Station 302+92.5
Offset 35.00ft Rt. of Cl.
Ground Surface Elev. 467.96 ft

DEPTH (ft)	SOIL DESCRIPTION	MOISTURE (%)	UNSATURATED WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	SHRINKAGE (%)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	SHRINKAGE (%)
388.95	Brown Coarse SAND and GRAVEL (continued)	6								
388.95	Brown Gray SILT w/traces of Clay and Gravel (continued)	2								
401.45	Brown SAND and GRAVEL w/Silt	2								
398.95	Brown Gray SILT w/traces of Clay and Gravel	1								

Surface Water Elev. 443.86 ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 441.0 ft
Upon Completion 448.0 ft
After 24 Hrs. 458.0 ft

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District Four Materials

SOIL BORING LOG Page 3 of 3
Date 8/21/01

ROUTE FAP 669 DESCRIPTION IL 29 over Lick Creek LOGGED BY KRW

SECTION 11BR-1 LOCATION SE1/4,SW1/4,SE1/4 PEKIN TWP, SEC. 14, TWP. 26N, RNG. 5W, 3 PM

COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 090-0049
Station 301+92

BORING NO. 3
Station 302+92.5
Offset 35.00ft Rt. of Cl.
Ground Surface Elev. 467.96 ft

DEPTH (ft)	SOIL DESCRIPTION	MOISTURE (%)	UNSATURATED WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	SHRINKAGE (%)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)	SHRINKAGE (%)
374.95	Brown Coarse SAND and GRAVEL (continued)	16								
374.95	Brown Coarse SAND and GRAVEL (continued)	17								
374.95	Brown Coarse SAND and GRAVEL (continued)	20								

Surface Water Elev. 443.86 ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 441.0 ft
Upon Completion 448.0 ft
After 24 Hrs. 458.0 ft

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

BORING LOGS
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
District Four Materials

SOIL BORING LOG

Page 1 of 2
Date 9/25/01

ROUTE FAP 669 DESCRIPTION IL 29 over Lick Creek LOGGED BY DPS

SECTION 11BR-1 LOCATION SE1/4, SW1/4, SE1/4 PEKIN TWP, SEC. 14, TWP. 26N, RNG. 5W, 3 PM

COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 090-0049
Station 301+92

BORING NO. 4
Station 301+17
Offset 31.00R Rt of CL
Ground Surface Elev. 468.55 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS Failure Mode		SPT (N)	
		(B) (ft)	(S) (%)	(1st)	(2nd)
0.0 - 1.5	No Sample taken				
1.5 - 3.0	Brown SANDY GRAVEL			3	6
3.0 - 4.5	Gray SAND			2	2
4.5 - 6.0	Brown/Gray SILTY CLAY	2	22	2	2
6.0 - 8.0	Gray SILTY LOAM	1	21	1	1
8.0 - 10.0	Gray CLAY LOAM	1	23	1	1
10.0 - 12.0	Gray SANDY CLAY LOAM	1	23	1	1
12.0 - 14.0	Brown SAND	1	22	1	1
14.0 - 16.0	Brown/Gray SANDY GRAVEL	1	22	1	1
16.0 - 18.0	Brown SANDY GRAVEL	1	17	3	8
18.0 - 20.0	Gray SILTY CLAY	1	10	1	1

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 T208)
BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
District Four Materials

SOIL BORING LOG

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Date 9/25/01

ROUTE FAP 669 DESCRIPTION IL 29 over Lick Creek LOGGED BY DPS

SECTION 11BR-1 LOCATION SE1/4, SW1/4, SE1/4 PEKIN TWP, SEC. 14, TWP. 26N, RNG. 5W, 3 PM

COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 090-0049
Station 301+92

BORING NO. 4
Station 301+17
Offset 31.00R Rt of CL
Ground Surface Elev. 468.55 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS Failure Mode		SPT (N)	
		(B) (ft)	(S) (%)	(1st)	(2nd)
20.0 - 22.0	Brown SAND & GRAVEL	1	11	1	1
22.0 - 24.0	Brown SAND & GRAVEL	1	11	1	1
24.0 - 26.0	Brown SAND & GRAVEL	1	11	1	1
26.0 - 28.0	Brown SAND & GRAVEL	1	11	1	1
28.0 - 30.0	Brown SAND & GRAVEL	1	11	1	1
30.0 - 32.0	Brown SAND & GRAVEL	1	11	1	1
32.0 - 34.0	Brown SAND & GRAVEL	1	11	1	1
34.0 - 36.0	Brown SAND & GRAVEL	1	11	1	1
36.0 - 38.0	Brown SAND & GRAVEL	1	11	1	1
38.0 - 40.0	Brown SAND & GRAVEL	1	11	1	1
40.0 - 42.0	Brown SAND & GRAVEL	1	11	1	1
42.0 - 44.0	Brown SAND & GRAVEL	1	11	1	1
44.0 - 46.0	Brown SAND & GRAVEL	1	11	1	1
46.0 - 48.0	Brown SAND & GRAVEL	1	11	1	1
48.0 - 50.0	Brown SAND & GRAVEL	1	11	1	1
50.0 - 52.0	Brown SAND & GRAVEL	1	11	1	1
52.0 - 54.0	Brown SAND & GRAVEL	1	11	1	1
54.0 - 56.0	Brown SAND & GRAVEL	1	11	1	1
56.0 - 58.0	Brown SAND & GRAVEL	1	11	1	1
58.0 - 60.0	Brown SAND & GRAVEL	1	11	1	1

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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BBS, form 137 (Rev. 8-99)

BORING LOGS
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
District Four Materials

SOIL BORING LOG

Page 1 of 3
Date 10/20/01

ROUTE FAP 669 DESCRIPTION IL 29 over Lick Creek LOGGED BY KRW

SECTION 11BR-1 LOCATION SE1/4,SW1/4,SE1/4 PEKIN TWP, SEC. 14, TWP. 28N, R1G. 8W, 3 PM

COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After 24 Hrs.	collapsed	ft	(ft)	(#)	(%)	(ft)	(#)	(%)
090-0049	301+92	5	302+38	35.00ft Rt of CL	443.66	443.66													
No Sample taken 0.0'-4.5'																			
Brown SAND and GRAVEL (continued)																			
439.16																			
Brown SAND and GRAVEL																			
432.66																			
Brown Gray SANDY CLAY LOAM																			
426.16																			
Brown SAND and GRAVEL																			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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Illinois Department of Transportation
Division of Highways
District Four Materials

SOIL BORING LOG

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Date 10/20/01

ROUTE FAP 669 DESCRIPTION IL 29 over Lick Creek LOGGED BY KRW

SECTION 11BR-1 LOCATION SE1/4,SW1/4,SE1/4 PEKIN TWP, SEC. 14, TWP. 28N, R1G. 8W, 3 PM

COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After 24 Hrs.	collapsed	ft	(ft)	(#)	(%)	(ft)	(#)	(%)
090-0049	301+92	5	302+38	35.00ft Rt of CL	443.66	443.66													
Brown SAND and GRAVEL (continued)																			
400.16																			
Brown SAND and GRAVEL w/some silty clay loam																			
380.66																			
Brown SAND and GRAVEL w/trace clay																			
Coal fragments																			
357.66																			
Brown SAND and GRAVEL																			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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SECTION 11BR-1 LOCATION SE1/4,SW1/4,SE1/4 PEKIN TWP, SEC. 14, TWP. 28N, R1G. 8W, 3 PM

COUNTY TAZEWELL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After 24 Hrs.	collapsed	ft	(ft)	(#)	(%)	(ft)	(#)	(%)
090-0049	301+92	5	302+38	35.00ft Rt of CL	443.66	443.66													
Brown SAND and GRAVEL (continued)																			
361.16																			
Brown SAND and GRAVEL w/trace clay																			
359.66																			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
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BORING LOGS
F.A.P. ROUTE 669 - SECTION 11BR-1
TAZEWELL COUNTY
STATION 301+87.90
STRUCTURE NO. 090-0172