

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	501	1340
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

GENERAL NOTES

- Side retainers shall be galvanized after shop fabrication according to AASHTO M111 and ASTM A385.
- The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M270M Grade 345.
- Reinforcement bars shall conform to the requirements of AASHTO M 31M, M 42M or M 53M Grade 400.
- Slope wall shall be reinforced with welded wire fabric, 152 x 152 - MW25.8 x MW25.8 with a mass of 2.91 kg/m².
- The back face of Closed Abutments and their wingwalls shall be waterproofed according to Article 503.18 of the Standard Specifications.
- The contractor shall drive one (1) concrete test pile in a permanent location at North Abutment and, one (1) steel test pile in a permanent location at South Abutment as directed by the Engineer before ordering the remainder of piles.
- Bridge Seat Sealer shall be applied to the seat area of the Abutments.
- All dimensions are in millimeters (mm) except as noted.
- The existing structural steel coating contains lead. The contractor should take appropriate precautions to deal with the presence of lead on this project.
- All existing aluminum bridge rail and rail bases are to be salvaged and delivered by the Contractor to the IDOT Bridge Maintenance Yard in East Peoria. The contact person is Dan Edwards at (309) 699-3823. The Contractor shall provide 24 hour notice in advance of delivery. All deliveries shall be Monday through Friday. The Contractor shall replace any rail that is damaged during removal.
- The concrete for bridge floors finished according to Article 503.17 of the Standard Specifications, shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The finishing machine, when required, shall be set parallel to the skew for striking off and screeding the concrete.

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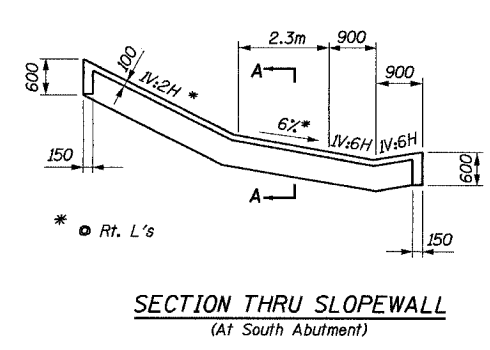
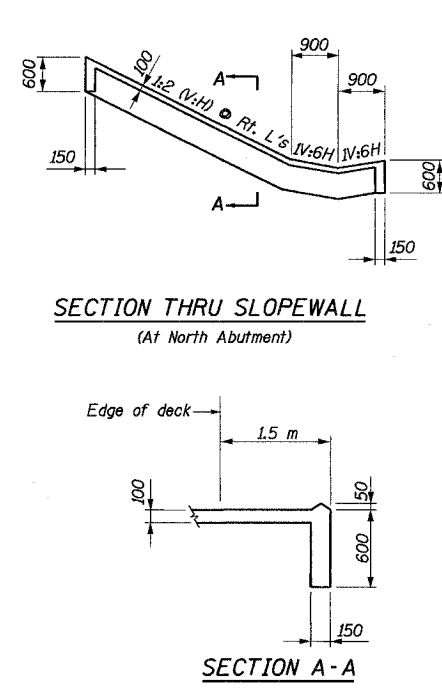
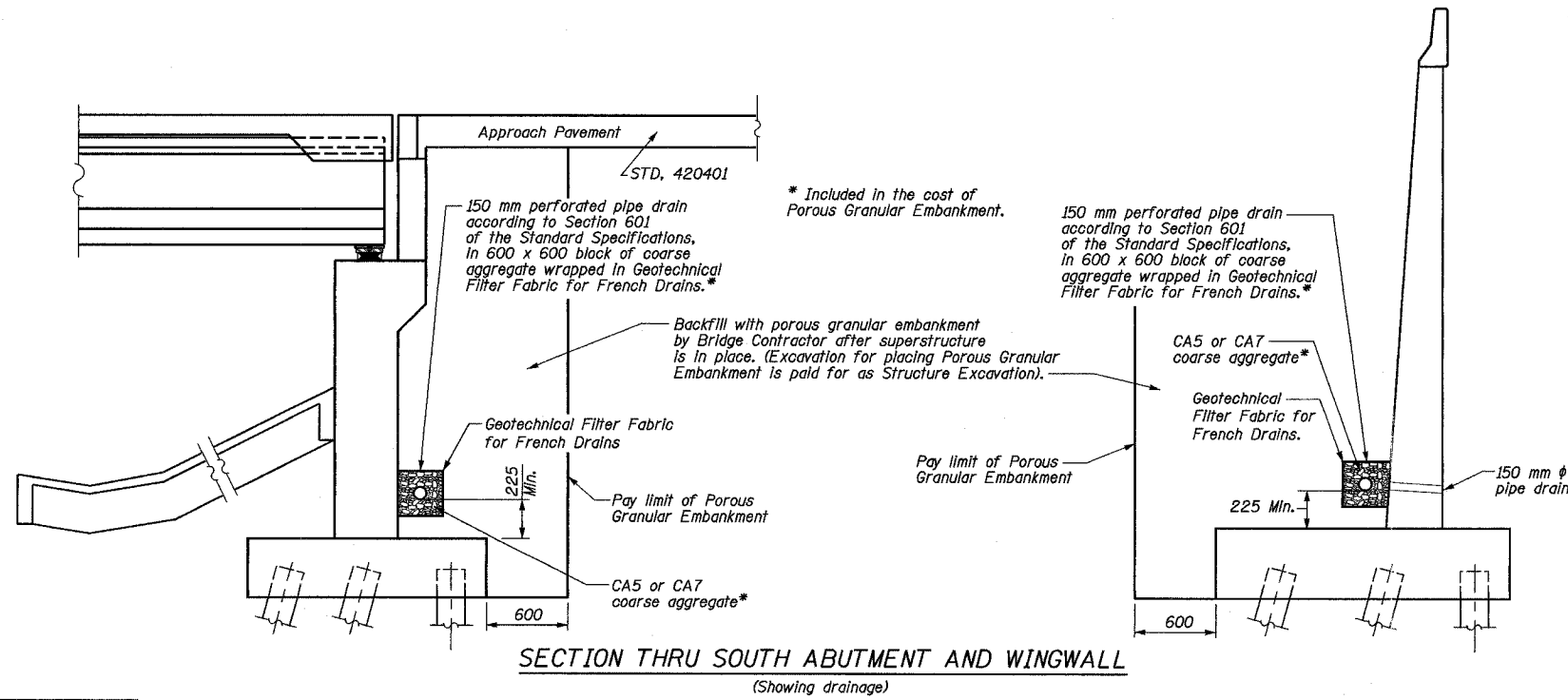
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TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures #3	Each			1
Elastomeric Bearing Assembly, Type I	Each	18		18
Name Plates	Each		1	1
Porous Granular Embankment	m ³		562	562
Structure Excavation	m ³		1283	1283
Neoprene Expansion Joint 50 mm	m	25.5		25.5
Neoprene Expansion Joint 100 mm	m	25.5		25.5
Concrete Structures	m ³		962.4	962.4
Concrete Superstructure	m ³	483.0		483.0
Bridge Deck Grooving	m ²	1422		1422
Protective Coat	m ²	1856		1856
Furnishing And Erecting Precast Prestressed Concrete I-Beams 914 mm	m	123.4		123.4
Furnishing And Erecting Precast Prestressed Concrete Bulb T-Beams 1829 mm	m	598.6		598.6
Furnishing and Erecting Structural Steel	kg	1370		1370
Reinforcement Bars, Epoxy Coated	kg	61670	56250	116920
Slope Wall 100 mm	m ²		399	399
Furnishing Steel Piles HP310x79	m		828.0	828.0
Driving Steel Piles	m		828.0	828.0
Test Pile Steel HP310x79	Each		1	1
Furnishing Metal Pile Shells 305mm	m		150.0	150.0
Driving And Filling Shells	m		150.0	150.0
Test Pile Metal Shells	Each		1	1
Bridge Seat Sealer	m ²		56	56
Protective Shield	m ²	978		978
Drainage Scuppers, Type I	Each	4		4
Drainage Scuppers, Type II	Each	4		4
Bar Splicers	Each		84	84
Aluminum Rolling, Type H (Special)	m	183.5		183.5
Form Liner Limestone Surface	m ²		182	182
Form Liner Grid and Fin Surface	m ²		216	216

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Designed by: AK
 Checked by: WEE
 Drafted by: FTE
 Checked by: WEE

Note: 150 mm ϕ pipe drains to outlet to surface drainage on East and West Wingwall. Cost included with Porous Granular Embankment.

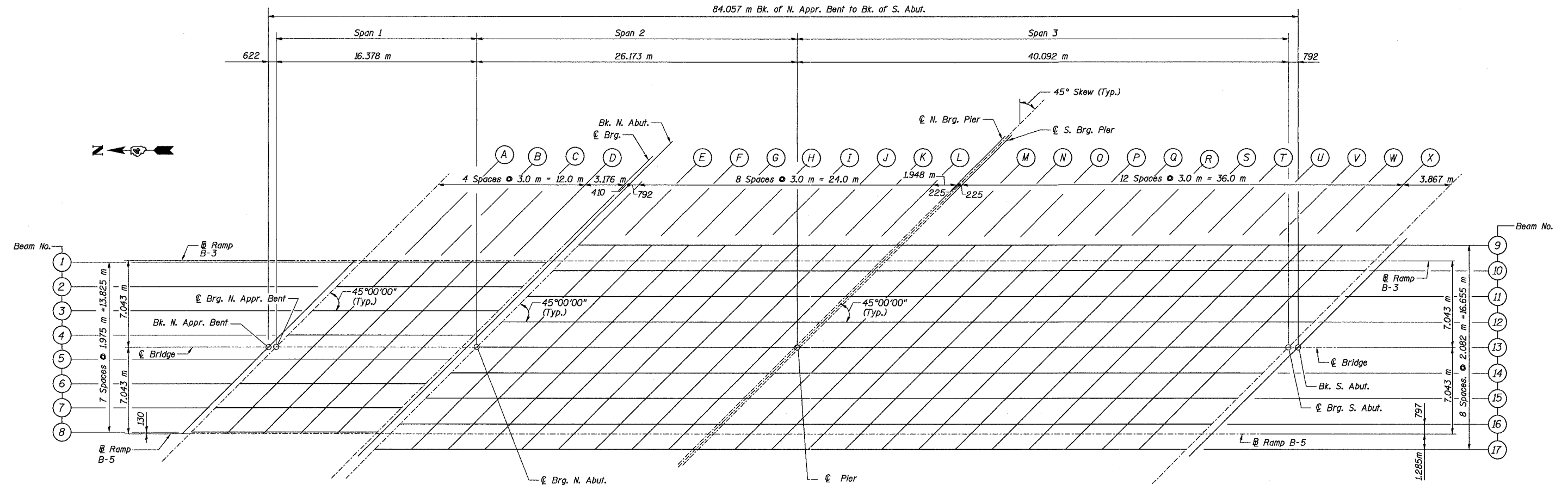
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
GENERAL NOTES, TOTAL BILL OF MATERIAL, MISC. DETAILS		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 2	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 2

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	502	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

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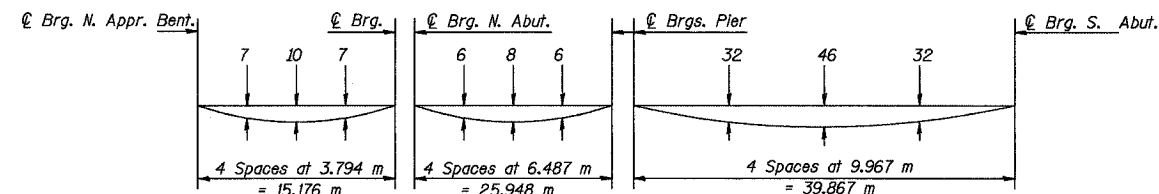


PLAN

Notes:
Work this sheet with sheets 4, 5 and 6.
All dimensions are in millimeters (mm) except as noted.

Designed by: MBQ
Checked by: WEE
Drafted by: FTE
Checked by: WEE

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
PLAN FOR TOP OF SLAB ELEVATIONS		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 3	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 3

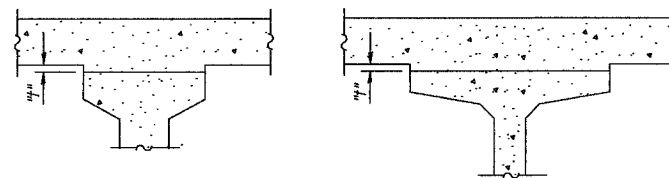


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheets 5 and 6.

To determine "h": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below and on sheets 5 and 6. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet heights "h" above top flanges of beams.



FILLET HEIGHTS

RAMP B- 3

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Appr. Bent	10+435.556	14.085	200.801	200.801
€ Brg. N. Appr. Bent	10+436.178	14.085	200.814	200.814
A	10+439.178	14.085	200.873	200.879
B	10+442.178	14.085	200.927	200.936
C	10+445.178	14.085	200.976	200.985
D	10+448.178	14.085	201.019	201.025
€ Brg.	10+451.354	14.085	201.059	201.059
Bk. N. Abut.	10+451.764	14.085	201.064	201.064
€ Brg. N. Abut.	10+452.556	14.085	201.073	201.073
E	10+455.556	14.085	201.103	201.106
F	10+458.556	14.085	201.128	201.133
G	10+461.556	14.085	201.147	201.154
H	10+464.556	14.085	201.161	201.169
I	10+467.556	14.085	201.170	201.177
J	10+470.556	14.085	201.173	201.179
K	10+473.556	14.085	201.170	201.175
L	10+476.556	14.085	201.163	201.165
€ N. Brg. Pier	10+478.504	14.085	201.155	201.155
€ Pier	10+478.729	14.085	201.154	201.154
€ S. Brg. Pier	10+478.954	14.085	201.153	201.153
M	10+481.954	14.085	201.136	201.145
N	10+484.954	14.085	201.113	201.132
O	10+487.954	14.085	201.085	201.114
P	10+490.954	14.085	201.051	201.086
Q	10+493.954	14.085	201.013	201.052
R	10+496.954	14.085	200.968	201.012
S	10+499.954	14.085	200.919	200.963
T	10+502.954	14.085	200.864	200.904
U	10+505.954	14.085	200.803	200.840
V	10+508.954	14.085	200.738	200.769
W	10+511.954	14.085	200.667	200.689
X	10+514.954	14.085	200.590	200.602
€ Brg. S. Abut.	10+518.821	14.085	200.484	200.484
Bk. S. Abut.	10+519.613	14.085	200.461	200.461

BEAM 1

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Appr. Bent	10+435.426	13.955	200.800	200.800
€ Brg. N. Appr. Bent	10+436.048	13.955	200.813	200.813
A	10+439.048	13.955	200.873	200.878
B	10+442.048	13.955	200.927	200.936
C	10+445.048	13.955	200.976	200.985
D	10+448.048	13.955	201.020	201.025
€ Brg.	10+451.224	13.955	201.060	201.060
Bk. N. Abut.	10+451.634	13.955	201.065	201.065

BEAM 2

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Appr. Bent	10+433.451	11.98	200.788	200.788
€ Brg. N. Appr. Bent	10+434.073	11.98	200.801	200.801
A	10+437.073	11.98	200.864	200.869
B	10+440.073	11.98	200.922	200.930
C	10+443.073	11.98	200.974	200.983
D	10+446.073	11.98	201.021	201.027
€ Brg.	10+449.249	11.98	201.065	201.065
Bk. N. Abut.	10+449.659	11.98	201.070	201.070

BEAM 3

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Appr. Bent	10+431.476	10.005	200.776	200.776
€ Brg. N. Appr. Bent	10+432.098	10.005	200.789	200.789
A	10+435.098	10.005	200.852	200.858
B	10+438.098	10.005	200.914	200.922
C	10+441.098	10.005	200.970	200.979
D	10+444.098	10.005	201.020	201.026
€ Brg.	10+447.274	10.005	201.068	201.068
Bk. N. Abut.	10+447.684	10.005	201.074	201.074

BEAM 4

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Appr. Bent	10+429.501	8.03	200.724	200.724
€ Brg. N. Appr. Bent	10+430.123	8.03	200.737	200.737
A	10+433.123	8.03	200.800	200.805
B	10+436.123	8.03	200.863	200.872
C	10+439.123	8.03	200.923	200.931
D	10+442.123	8.03	200.977	200.983
€ Brg.	10+445.299	8.03	201.028	201.028
Bk. N. Abut.	10+445.709	8.03	201.035	201.035

BEAM 5

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Appr. Bent	10+427.526	6.055	200.686	200.686
€ Brg. N. Appr. Bent	10+428.148	6.055	200.700	200.700
A	10+431.148	6.055	200.763	200.768
B	10+434.148	6.055	200.826	200.835
C	10+437.148	6.055	200.888	200.897
D	10+440.148	6.055	200.946	200.952
€ Brg.	10+443.324	6.055	201.001	201.001
Bk. N. Abut.	10+443.734	6.055	201.007	201.007

BEAM 6

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Appr. Bent	10+425.551	4.08	200.656	200.656
€ Brg. N. Appr. Bent	10+426.173	4.08	200.669	200.669
A	10+429.173	4.08	200.732	200.738
B	10+432.173	4.08	200.795	200.804
C	10+435.173	4.08	200.859	200.867
D	10+438.173	4.08	200.919	200.925
€ Brg.	10+441.349	4.08	200.978	200.978
Bk. N. Abut.	10+441.759	4.08	200.985	200.985

BEAM 7

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Appr. Bent	10+423.576	2.105	200.584	200.584
€ Brg. N. Appr. Bent	10+424.198	2.105	200.597	200.597
A	10+427.198	2.105	200.661	200.666
B	10+430.198	2.105	200.724	200.733
C	10+433.198	2.105	200.787	200.796
D	10+436.198	2.105	200.850	200.856
€ Brg.	10+439.374	2.105	200.913	200.913
Bk. N. Abut.	10+439.784	2.105	200.920	200.920

Notes:
Work this sheet with sheet 3.
All elevations and offsets are in meters.
All elevations are at top of slab.
All stationing based on € Ramp B-5.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
TOP OF SLAB ELEVATIONS I		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 4	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 4

Designed by: MBO
Checked by: WEE
Drafted by: FTE
Checked by: WEE

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7)	PEORIA	505	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

BEAM 14

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Brg. N. Abut.	10+443.432	4.961	201.024	201.024
E	10+446.432	4.961	201.070	201.073
F	10+449.432	4.961	201.111	201.117
G	10+452.432	4.961	201.146	201.153
H	10+455.432	4.961	201.176	201.184
I	10+458.432	4.961	201.201	201.208
J	10+461.432	4.961	201.220	201.226
K	10+464.432	4.961	201.234	201.238
L	10+467.432	4.961	201.242	201.244
⊙ N. Brg. Pier	10+469.380	4.961	201.245	201.245
⊙ Pier	10+469.605	4.961	201.245	201.245
⊙ S. Brg. Pier	10+469.830	4.961	201.245	201.245
M	10+472.830	4.961	201.244	201.253
N	10+475.830	4.961	201.237	201.256
O	10+478.830	4.961	201.225	201.254
P	10+481.830	4.961	201.207	201.242
Q	10+484.830	4.961	201.184	201.223
R	10+487.830	4.961	201.156	201.199
S	10+490.830	4.961	201.123	201.167
T	10+493.830	4.961	201.084	201.124
U	10+496.830	4.961	201.039	201.075
V	10+499.830	4.961	200.989	201.021
W	10+502.830	4.961	200.934	200.956
X	10+505.830	4.961	200.874	200.886
⊙ Brg. S. Abut.	10+509.697	4.961	200.788	200.788
Bk. S. Abut.	10+510.489	4.961	200.769	200.769

BEAM 15

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Brg. N. Abut.	10+441.350	2.879	200.960	200.960
E	10+444.350	2.879	201.010	201.013
F	10+447.350	2.879	201.054	201.060
G	10+450.350	2.879	201.093	201.100
H	10+453.350	2.879	201.127	201.135
I	10+456.350	2.879	201.155	201.163
J	10+459.350	2.879	201.178	201.184
K	10+462.350	2.879	201.196	201.200
L	10+465.350	2.879	201.208	201.209
⊙ N. Brg. Pier	10+467.298	2.879	201.213	201.213
⊙ Pier	10+467.523	2.879	201.213	201.213
⊙ S. Brg. Pier	10+467.748	2.879	201.213	201.213
M	10+470.748	2.879	201.216	201.226
N	10+473.748	2.879	201.213	201.232
O	10+476.748	2.879	201.205	201.233
P	10+479.748	2.879	201.191	201.226
Q	10+482.748	2.879	201.172	201.211
R	10+485.748	2.879	201.147	201.191
S	10+488.748	2.879	201.117	201.162
T	10+491.748	2.879	201.082	201.122
U	10+494.748	2.879	201.041	201.078
V	10+497.748	2.879	200.995	201.027
W	10+500.748	2.879	200.944	200.966
X	10+503.748	2.879	200.887	200.900
⊙ Brg. S. Abut.	10+507.615	2.879	200.806	200.806
Bk. S. Abut.	10+508.407	2.879	200.788	200.788

BEAM 16

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Brg. N. Abut.	10+439.268	0.797	200.891	200.891
E	10+442.268	0.797	200.945	200.947
F	10+445.268	0.797	200.993	200.998
G	10+448.268	0.797	201.035	201.042
H	10+451.268	0.797	201.073	201.081
I	10+454.268	0.797	201.105	201.112
J	10+457.268	0.797	201.132	201.138
K	10+460.268	0.797	201.153	201.157
L	10+463.268	0.797	201.169	201.170
⊙ N. Brg. Pier	10+465.216	0.797	201.176	201.176
⊙ Pier	10+465.441	0.797	201.177	201.177
⊙ S. Brg. Pier	10+465.666	0.797	201.177	201.177
M	10+468.666	0.797	201.184	201.193
N	10+471.666	0.797	201.184	201.204
O	10+474.666	0.797	201.180	201.209
P	10+477.666	0.797	201.170	201.205
Q	10+480.666	0.797	201.154	201.193
R	10+483.666	0.797	201.134	201.177
S	10+486.666	0.797	201.107	201.152
T	10+489.666	0.797	201.076	201.116
U	10+492.666	0.797	201.039	201.075
V	10+495.666	0.797	200.997	201.028
W	10+498.666	0.797	200.949	200.971
X	10+501.666	0.797	200.896	200.908
⊙ Brg. S. Abut.	10+505.533	0.797	200.820	200.820
Bk. S. Abut.	10+506.325	0.797	200.803	200.803

BEAM 17

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Brg. N. Abut.	10+437.186	-1.285	200.813	200.813
E	10+440.186	-1.285	200.870	200.873
F	10+443.186	-1.285	200.922	200.928
G	10+446.186	-1.285	200.969	200.976
H	10+449.186	-1.285	201.010	201.018
I	10+452.186	-1.285	201.046	201.053
J	10+455.186	-1.285	201.076	201.082
K	10+458.186	-1.285	201.101	201.105
L	10+461.186	-1.285	201.121	201.122
⊙ N. Brg. Pier	10+463.134	-1.285	201.130	201.130
⊙ Pier	10+463.359	-1.285	201.131	201.131
⊙ S. Brg. Pier	10+463.584	-1.285	201.132	201.132
M	10+466.584	-1.285	201.142	201.152
N	10+469.584	-1.285	201.147	201.166
O	10+472.584	-1.285	201.146	201.175
P	10+475.584	-1.285	201.140	201.174
Q	10+478.584	-1.285	201.128	201.167
R	10+481.584	-1.285	201.111	201.154
S	10+484.584	-1.285	201.089	201.133
T	10+487.584	-1.285	201.061	201.101
U	10+490.584	-1.285	201.028	201.064
V	10+493.584	-1.285	200.989	201.021
W	10+496.584	-1.285	200.945	200.967
X	10+499.584	-1.285	200.896	200.908
⊙ Brg. S. Abut.	10+503.451	-1.285	200.824	200.824
Bk. S. Abut.	10+504.243	-1.285	200.808	200.808

Notes:
 Work this sheet with sheet 3.
 All elevations and offsets are in meters.
 All elevations are at top of slab.
 All stationing based on @ Ramp B-5.

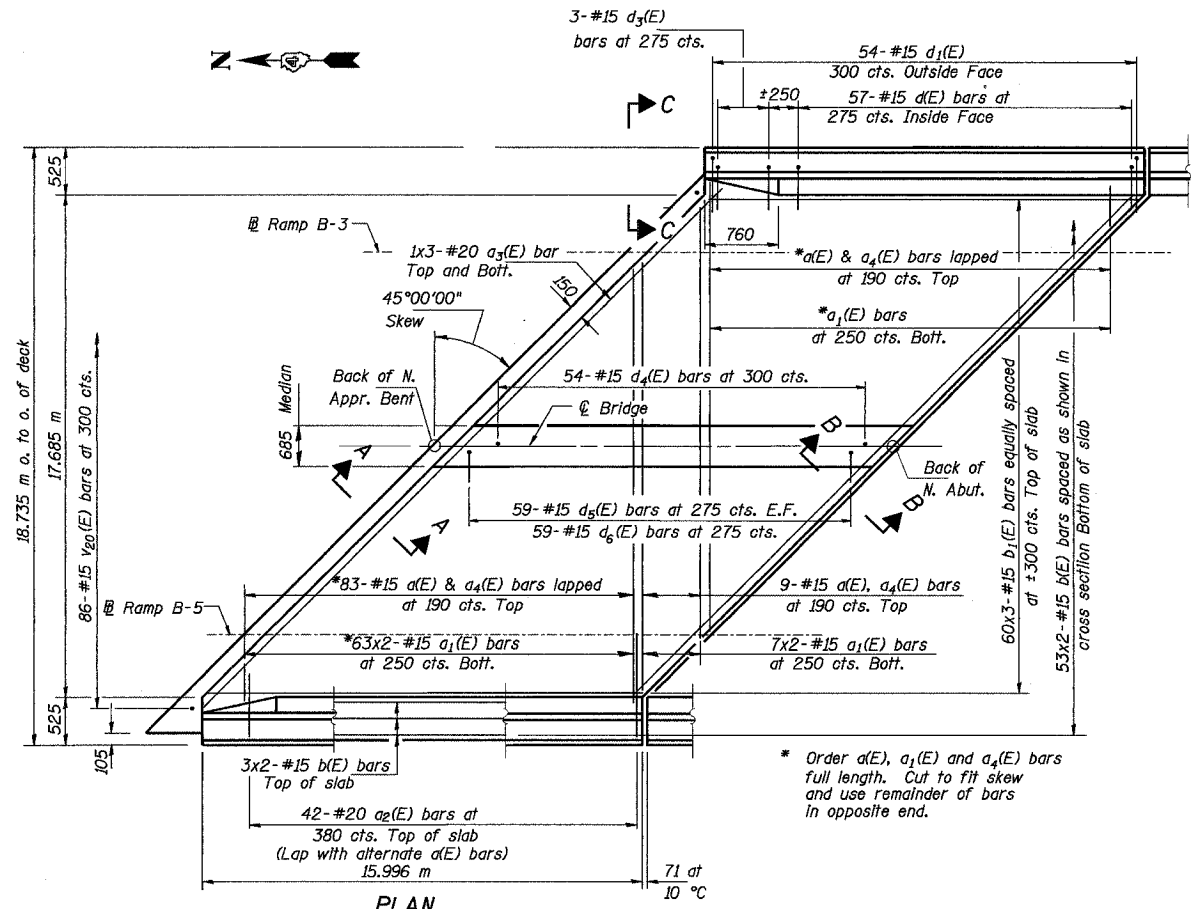
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
TOP OF SLAB ELEVATIONS III		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 6	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 6

Date: 11/22/2004 Time: 09:08:06 AM
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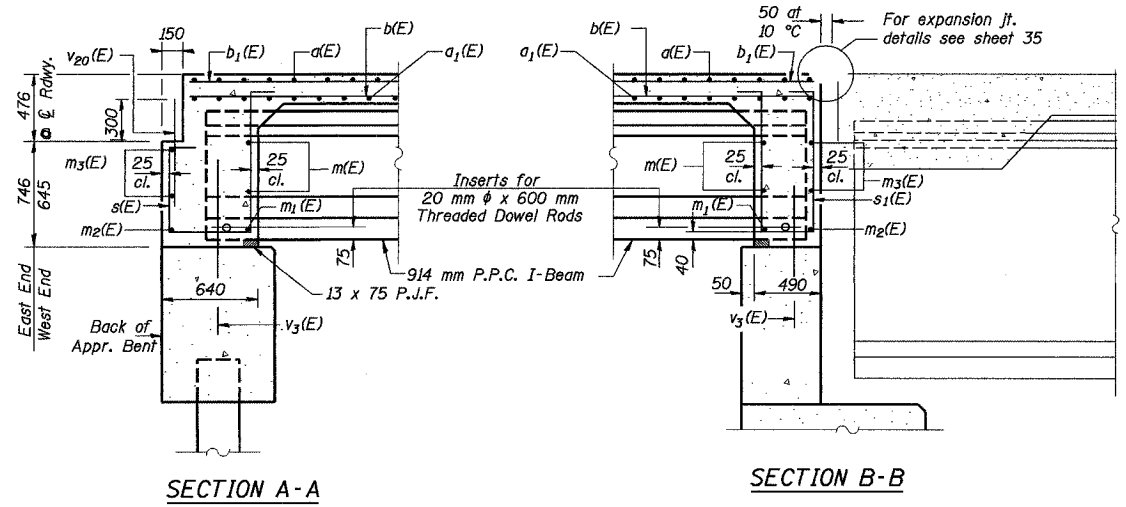
Designed by: MBO
 Checked by: WEE
 Drafted by: FTE
 Checked by: WEE

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	506	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200



PLAN
(Parapet & median barrier joints not shown for clarity)



SECTION A-A

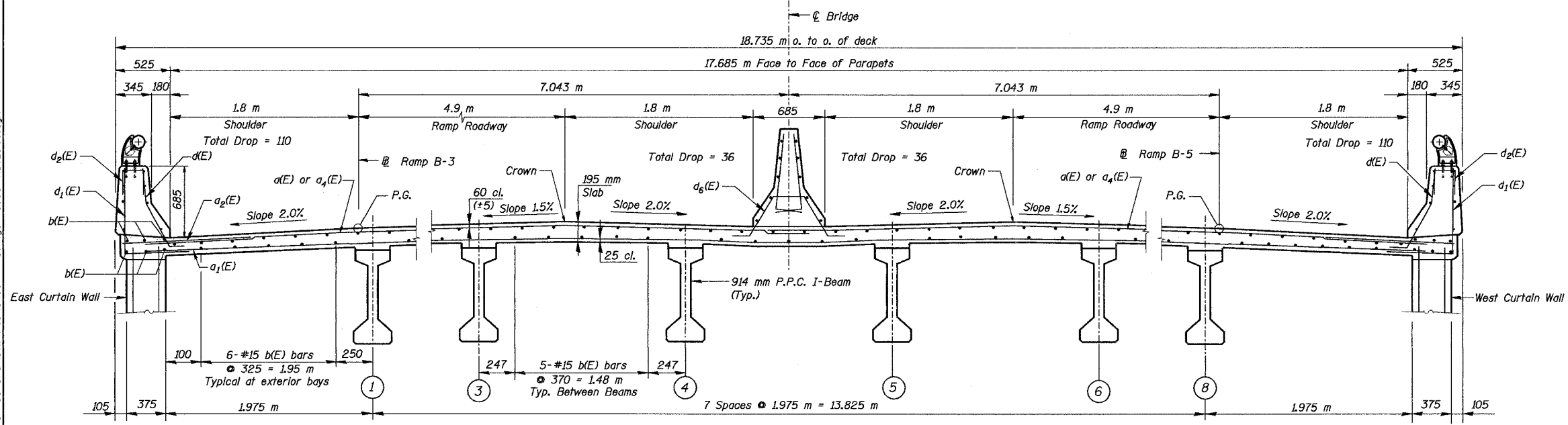
SECTION B-B

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

MIN. BAR. LAP

- #15 bar = 640
- #20 bar = 790
- #25 bar = 1.32 m

Notes:
 See sheet 8 for superstructure details and Bill of Material.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.
 See sheet 9 for parapet, median reinforcement and view C-C.
 All dimensions are in millimeters (mm) except as noted.
 For parapet and median reinforcement details see sheet 9.



CROSS SECTION
(Looking South)

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
DECK PLAN AND SECTION - SPAN 1		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO.	SCALE	DATE
7	N.T.S.	2-21-03
SHEET NO.		
7		

Designed by: MBO
 Checked by: AK
 Drafted by: FTE
 Checked by: AK

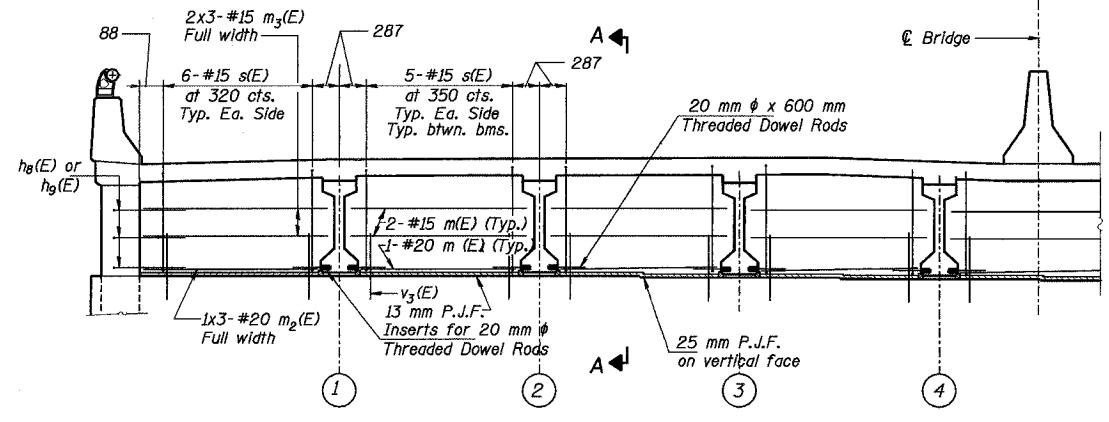
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	507	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 68200

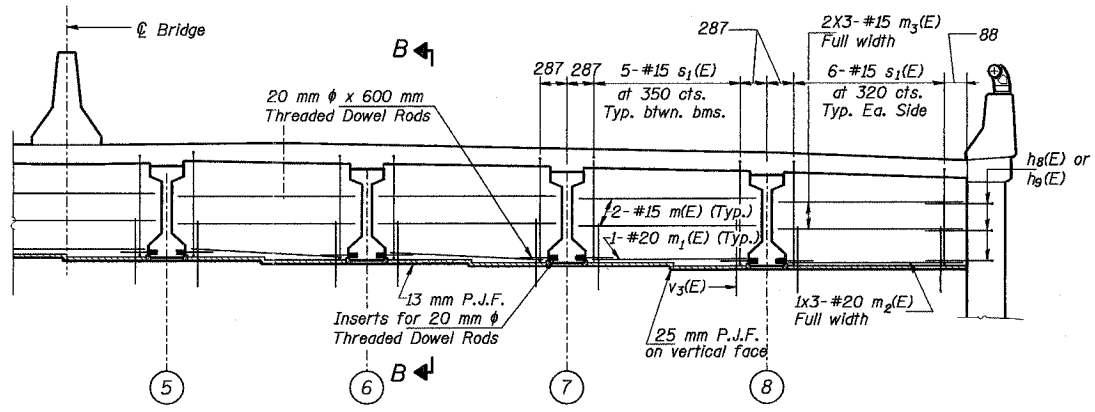
**NORTH APPROACH SPAN
BILL OF MATERIAL**

Bar	No.	Size	Length (m)	Shape
a(E)	92	#15	9.00	—
a ₁ (E)	140	#15	8.85	—
a ₂ (E)	84	#20	1.20	—
a ₃ (E)	12	#20	8.87	—
a ₄ (E)	92	#15	7.64	—
b(E)	118	#15	8.27	—
b ₁ (E)	180	#15	5.75	—
c(E)	114	#15	0.97	—
d ₁ (E)	108	#15	1.49	—
d ₂ (E)	28	#15	0.64	—
d ₃ (E)	6	#15	1.05	—
d ₄ (E)	54	#15	0.82	—
d ₅ (E)	59	#15	1.01	—
d ₆ (E)	59	#15	1.49	—
d ₇ (E)	12	#15	1.34	—
e(E)	17	#15	5.40	—
e ₁ (E)	12	#25	8.61	—
e ₂ (E)	4	#15	1.37	—
e ₃ (E)	17	#15	4.70	—
e ₃₀ (E)	17	#15	5.50	—
e ₃₁ (E)	12	#15	8.27	—
m(E)	36	#15	2.45	—
m ₁ (E)	18	#20	2.05	—
m ₂ (E)	6	#20	8.87	—
m ₃ (E)	12	#15	8.77	—
s(E)	47	#15	2.46	—
s ₁ (E)	47	#15	2.73	—
v ₂₀ (E)	86	#15	0.90	—
Reinforcement Bars, Epoxy Coated		kg	10,800	
Concrete Superstructure		m ³	93.6	



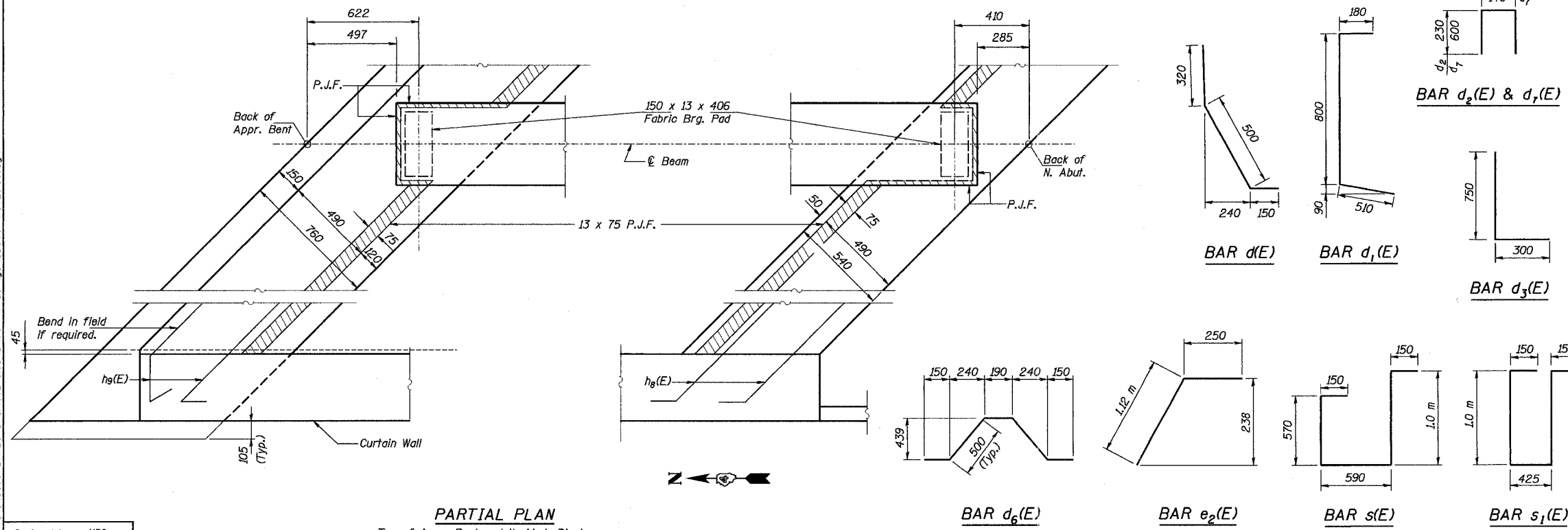
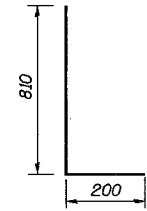
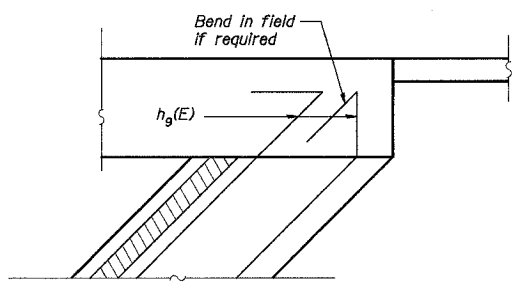
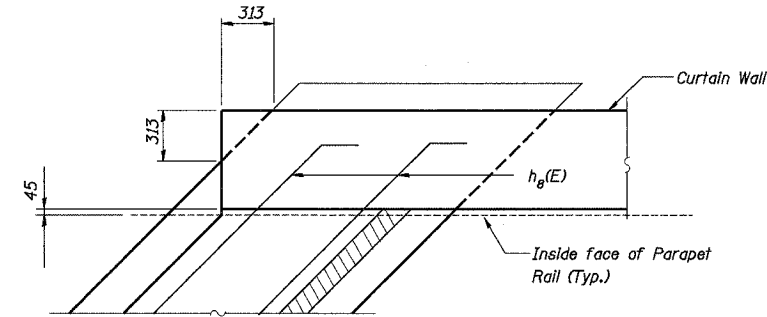
DIAPHRAGM AT NORTH APPROACH BENT

For location of m(E), m₁(E), m₂(E), and m₃(E) bars see Section A-A on sheet 7. (Looking South)



DIAPHRAGM AT NORTH ABUTMENT

For location of m(E), m₁(E), m₂(E), and m₃(E) bars see Section B-B on sheet 7. (Looking South)



PARTIAL PLAN

Top of Appr. Bent and N. Abut. Diaphragm

Designed by: MBQ
Checked by: AK
Drafted by: FTE
Checked by: AK

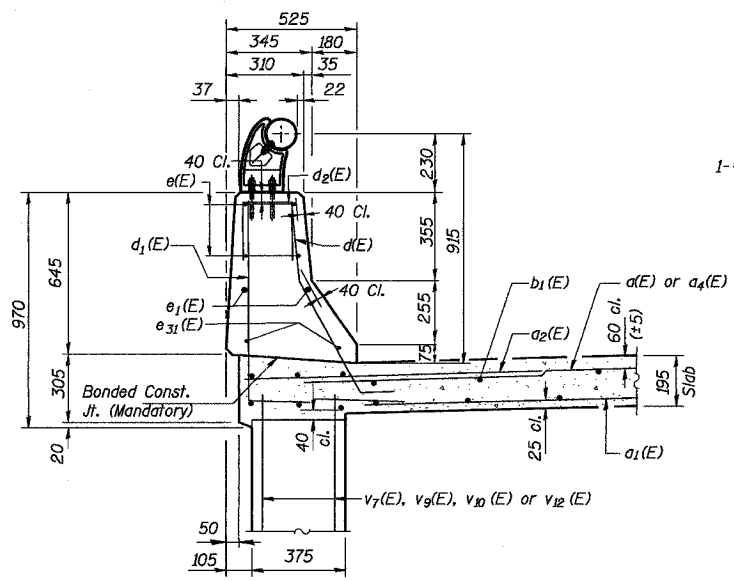
Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1 x 2-#15 etc. indicates 1 line of bars with 2 lengths per line.
See sheet 22 and 23 for h₉(E), h₉(E) and v₃(E) bars.
Work this sheet with sheet 7.
All dimensions are in millimeters (mm) except as noted.
For Section A-A and B-B see sheet 7.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
DIAPHRAGM DETAILS - SPAN 1		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 8	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 8

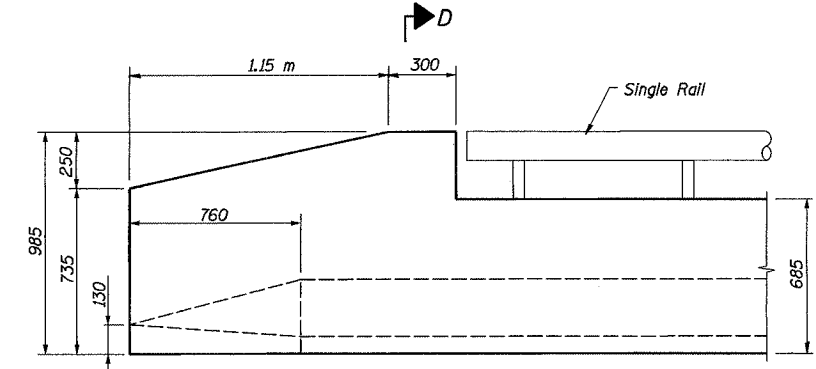
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	508	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

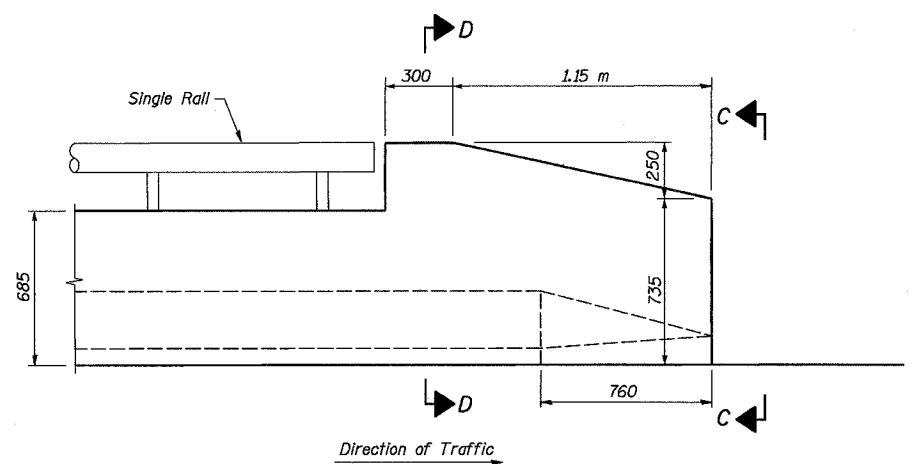
CONTRACT NO. 68200



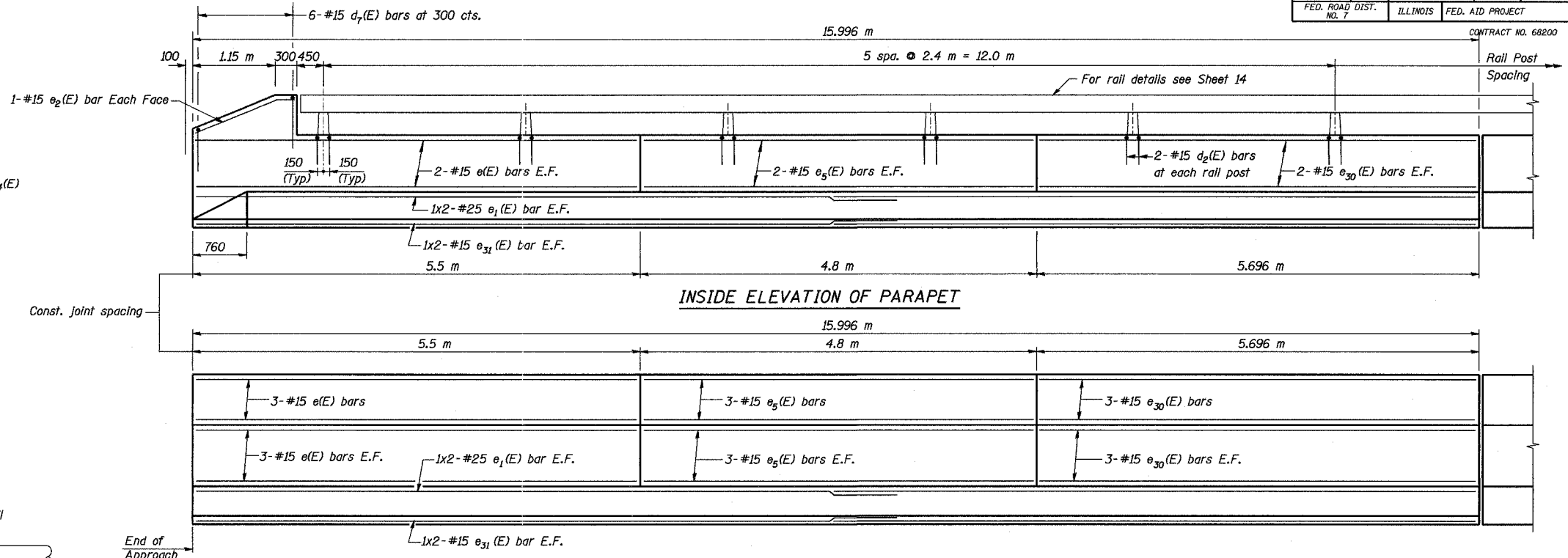
SECTION THRU PARAPET



PARAPET END SECTION FOR TERMINAL BARRIER TYPE 6

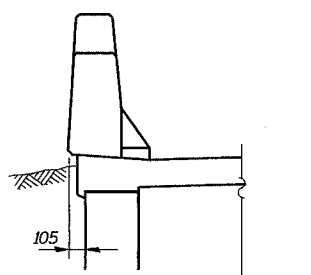


PARAPET END SECTION

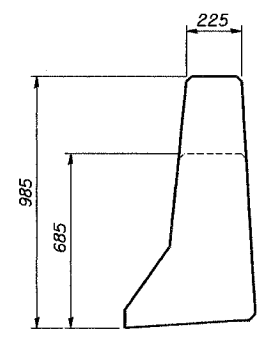


INSIDE ELEVATION OF PARAPET

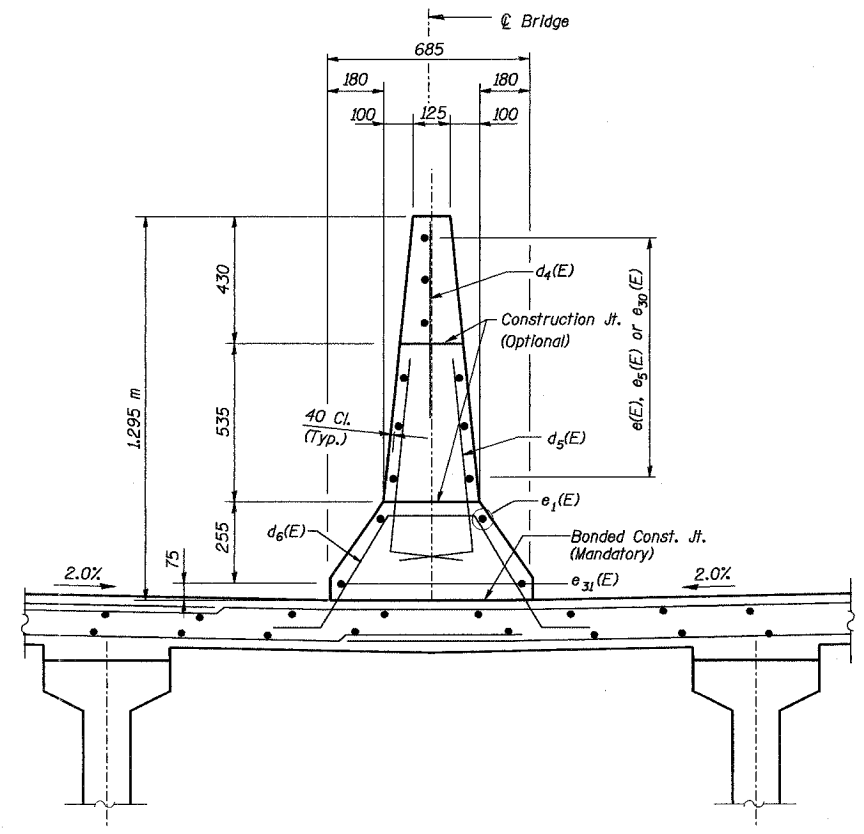
End of Approach



VIEW C-C



SECTION D-D



SECTION THRU MEDIAN

ELEVATION OF MEDIAN

MIN. BAR. LAP

#15 bar = 640
#25 bar = 1.32 m

Notes:
See sheet 8 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.
See sheets 22 and 23 for v7(E), v9(E), v10(E) and v12(E) bars.
See sheets 12 and 13 for parapet and median barrier joint details.
All dimensions are in millimeters (mm) except as noted.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
PARAPET AND MEDIAN DETAILS - SPAN 1		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 9	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 9

Date: 11/22/2004 Time: 09:09:39 AM

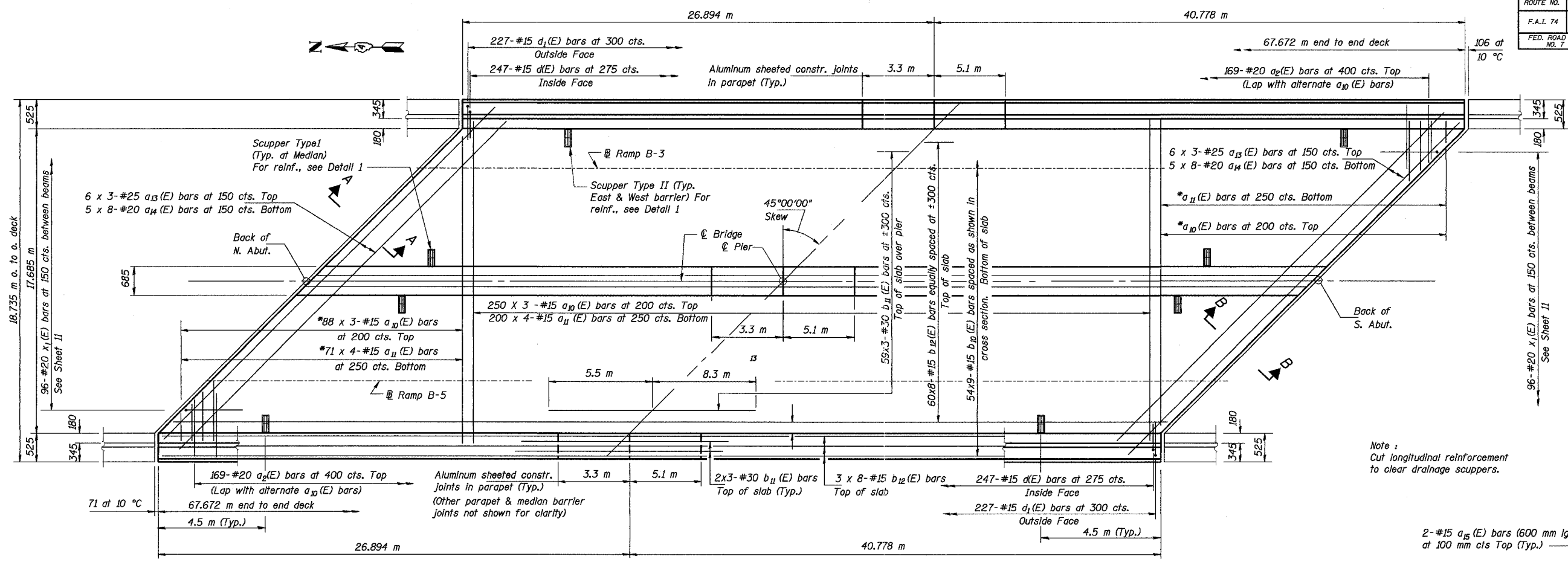
File name: P:\643996\structure\072-0190\sheet\Tracings\PS0003-1A0720190.dgn

Designed by: AK
Checked by: MBO
Drafted by: JV
Checked by: AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	509	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

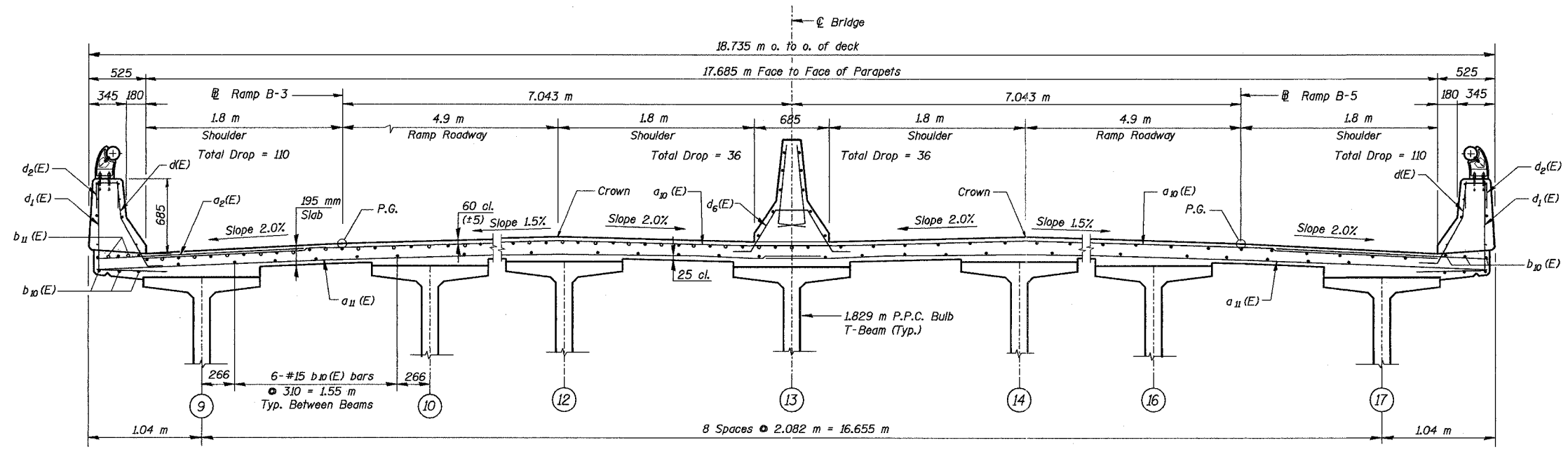
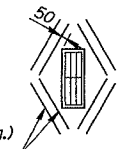
Date: 11/22/2004 Time: 09:08:55 AM

File name: P:\49996\structural\072-0190\sheet\Tracings\PS0002-1A0720190.dgn



* Order a_{10} (E) & a_{11} (E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

Note: Cut longitudinal reinforcement to clear drainage scuppers.



MIN. BAR. LAP

- #15 bar = 640
- #20 bar = 790
- #30 bar = 1.85 m

Notes:

See sheets 11, 12 and 13 for superstructure details, see sheet 13 for Bill of Material.

See Sheet 11 for sections A-A and B-B and Section at Pier.

Reinforcement bars designated (E) shall be epoxy coated.

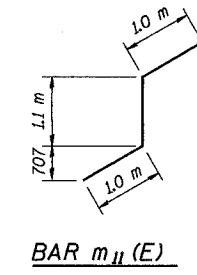
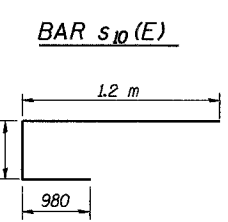
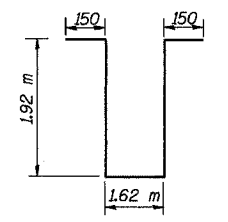
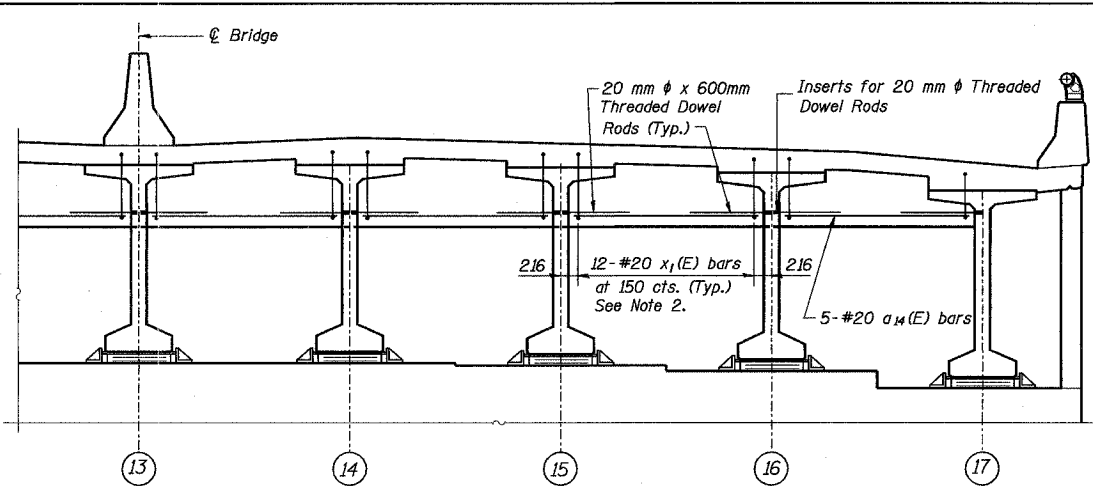
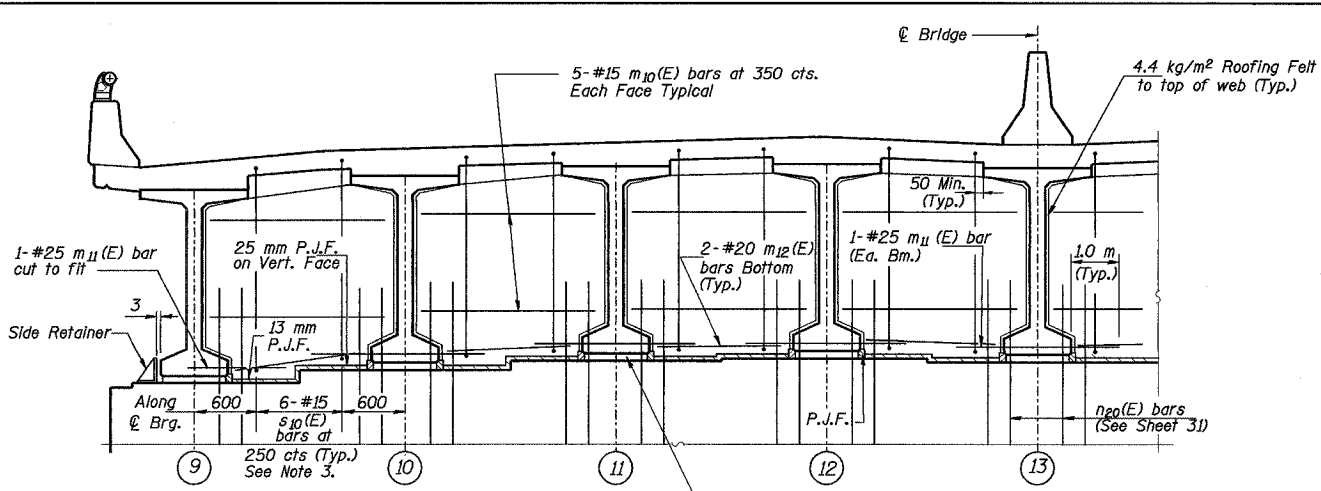
Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

All dimensions are in millimeters (mm) except as noted.

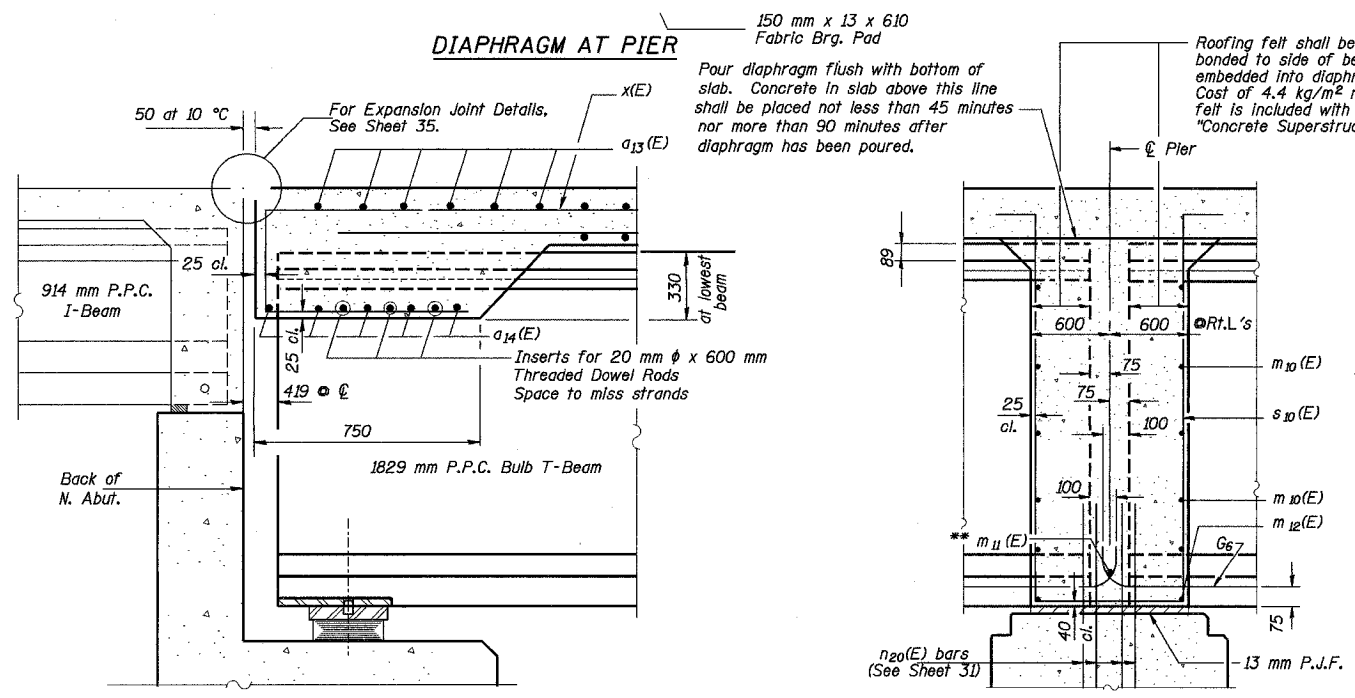
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
DECK PLAN AND SECTION - SPANS 2 & 3		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 10	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 10

Designed by: MBQ
Checked by: AK
Drafted by: FTE
Checked by: AK

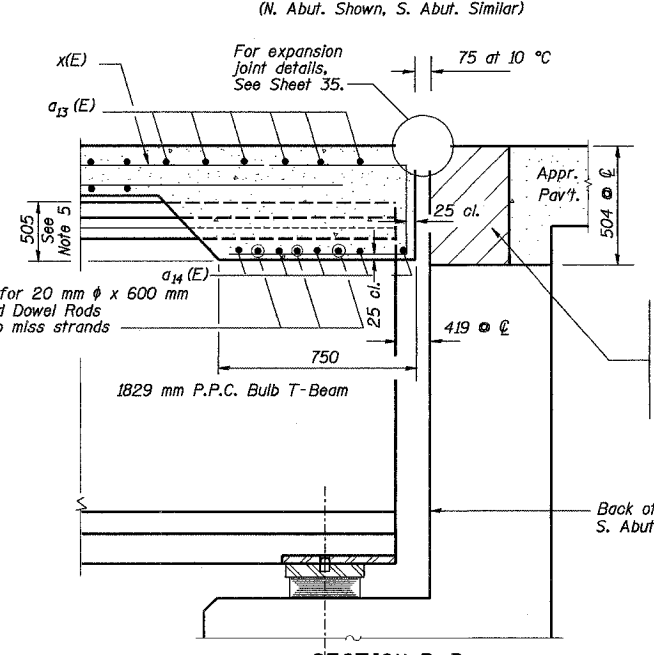
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	510	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	



DIAPHRAGM AT PIER



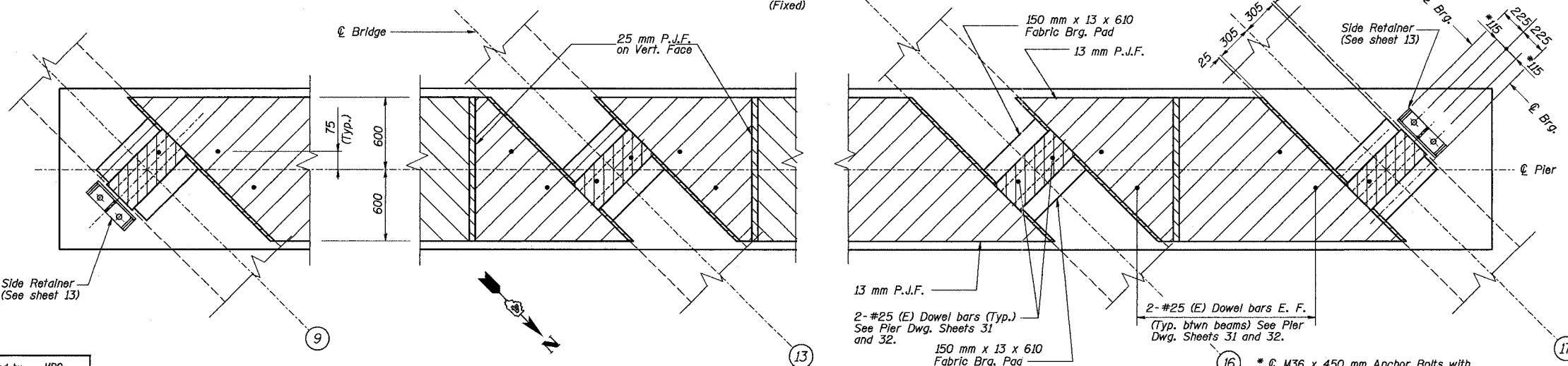
DIAPHRAGM AT ABUTMENT



SECTION A-A
(at Rt. L's)

SECTION AT PIER
(Fixed)

SECTION B-B
(at Rt. L's)



PLAN - TOP OF PIER DETAIL

	Bar	a	Location
N. Abutment	x(E)	720	from (9) to (12)
	x1(E)	680	from (12) to (14)
	x2(E)	620	btwn (14) & (15)
	x3(E)	550	btwn (15) & (16)
	x4(E)	470	btwn (16) & (17)
S. Abutment	x5(E)	700	from (9) to (17)

- Notes:
- Reinforcement bars shown on this sheet are included in Bill of Material on Sheet 13.
 - #20 x1(E) bars are parallel to beams. See table for x1(E) designations and placement.
 - #15 s10(E) bars are parallel to beams.
 - Reinforcement bars designated (E) shall be epoxy coated.
 - S. Abut. bottom of diaphragm, runs parallel to top of deck.
 - All dimensions are in millimeters (mm) except as noted.

REVISION	DATE	DESCRIPTION

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS -
SPANS 2 & 3**

RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY STA. 10+618.61 (RAMP B-3)
STA. 10+472.60 (RAMP B-5)
STRUCTURE NUMBER 072-0190

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

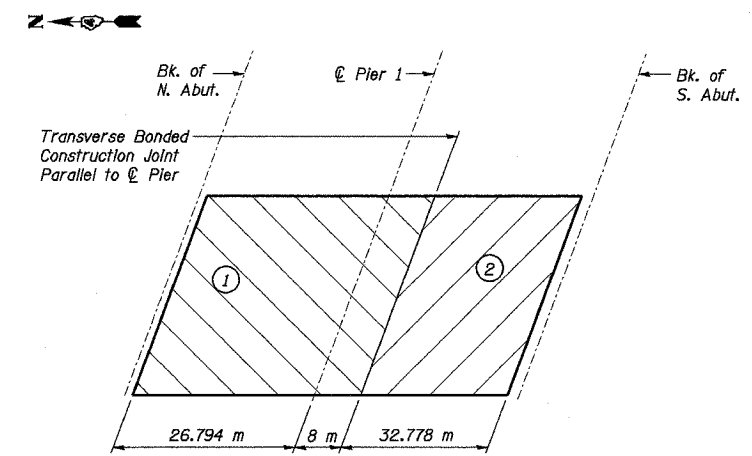
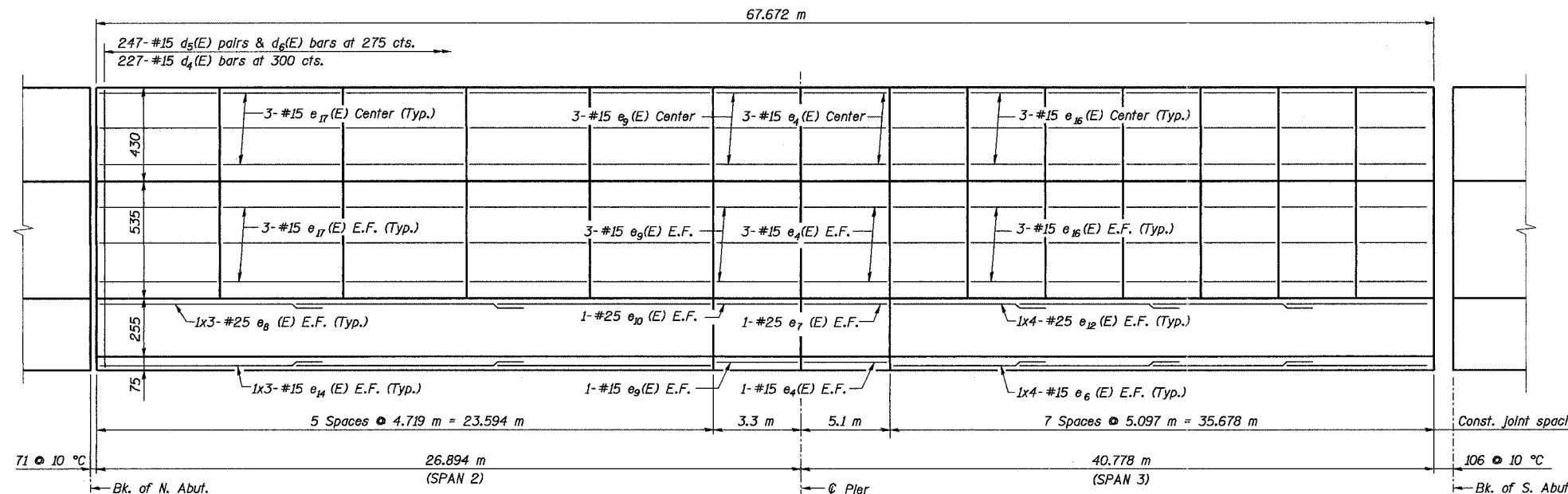
DRAWING NO.	SCALE	DATE	SHEET NO.
11	N.T.S.	2-21-03	11

Date: 11/22/2004 Time: 09:02:23 AM File: P:\649396\structure\072-0190\sheet\Tracings\SD0002-1A072090.dgn

Designed by: MBO
Checked by: AK
Drafted by: FTE
Checked by: AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	511	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 68200



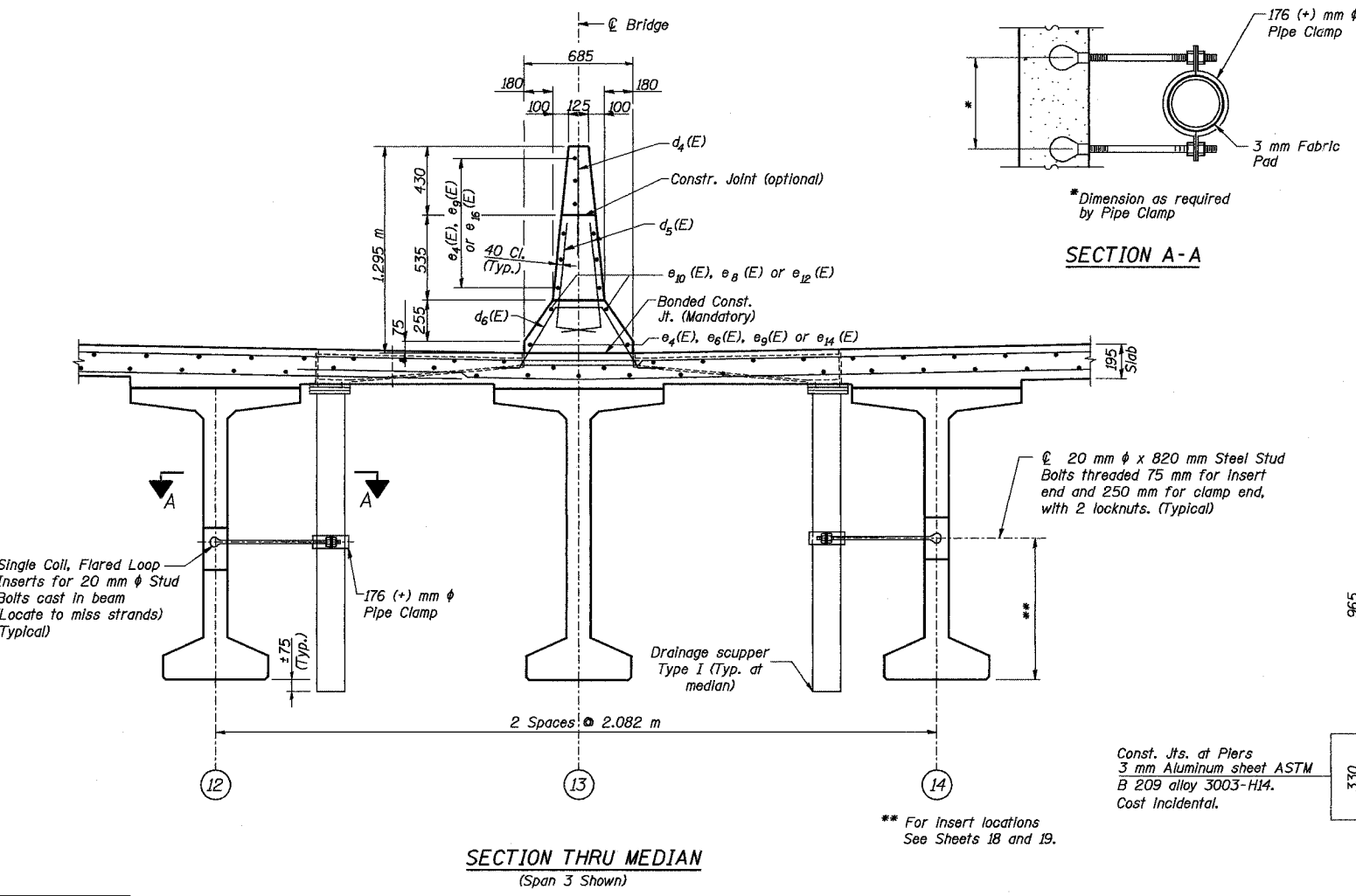
MEDIAN BARRIER ELEVATION
(Spans 2 and 3)

DECK POURING SEQUENCE PLAN

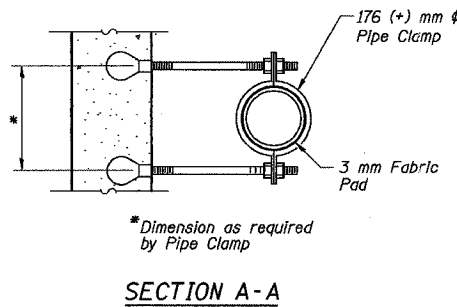
Notes: (DECK POURING)
When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum modulus of rupture of 4.5 MPa or a minimum compressive strength of 24 MPa.

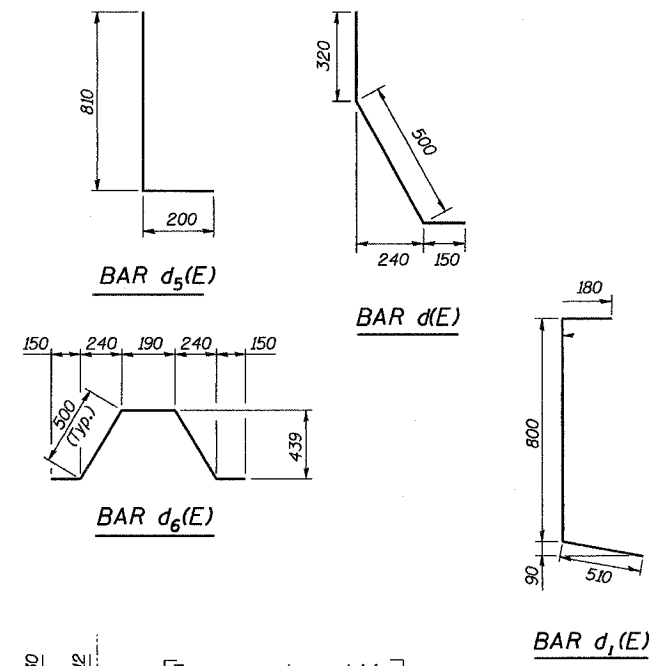
Notes:
For Bill of Material, see Sheet 13.
For location of scuppers, see General Plan.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.
The clamping device and inserts shall be galvanized in accordance with AASHTO M 232.
All dimensions are in millimeters (mm) except as noted.



SECTION THRU MEDIAN
(Span 3 Shown)



SECTION A-A



MEDIAN JOINT DETAILS

MIN. BAR LAP
#15 bar = 640
#25 bar = 1.32 m

Const. Jts. at Piers
3 mm Aluminum sheet ASTM B 209 alloy 3003-H14.
Cost Incidental.

** For Insert locations
See Sheets 18 and 19.

Designed by:	MBQ
Checked by:	AK
Drafted by:	JMG
Checked by:	AK

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
MEDIAN BARRIER ELEVATION AND DETAILS - SPANS 2 & 3		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO.	SCALE	SHEET NO.
12	N.T.S.	12
	DATE	
	2-21-03	

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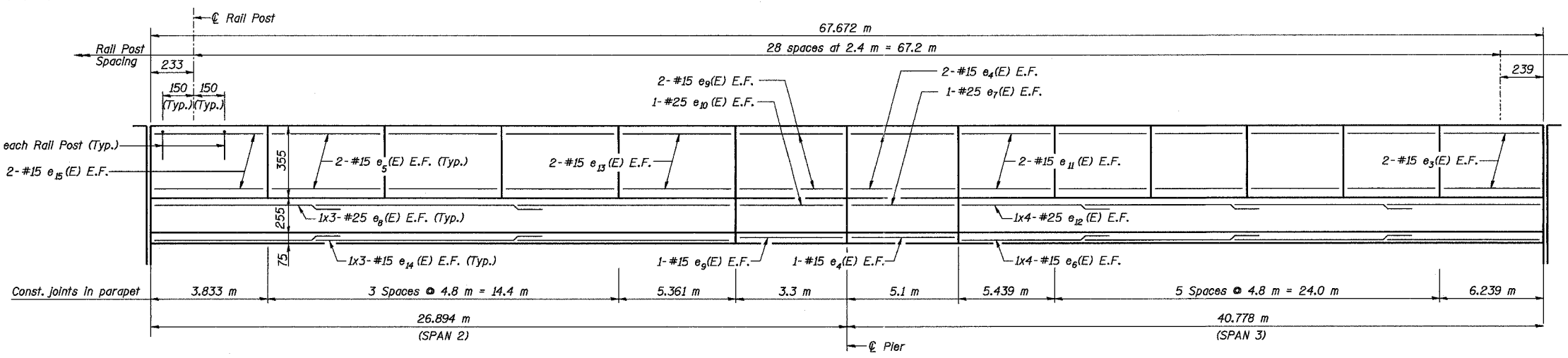
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	572	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

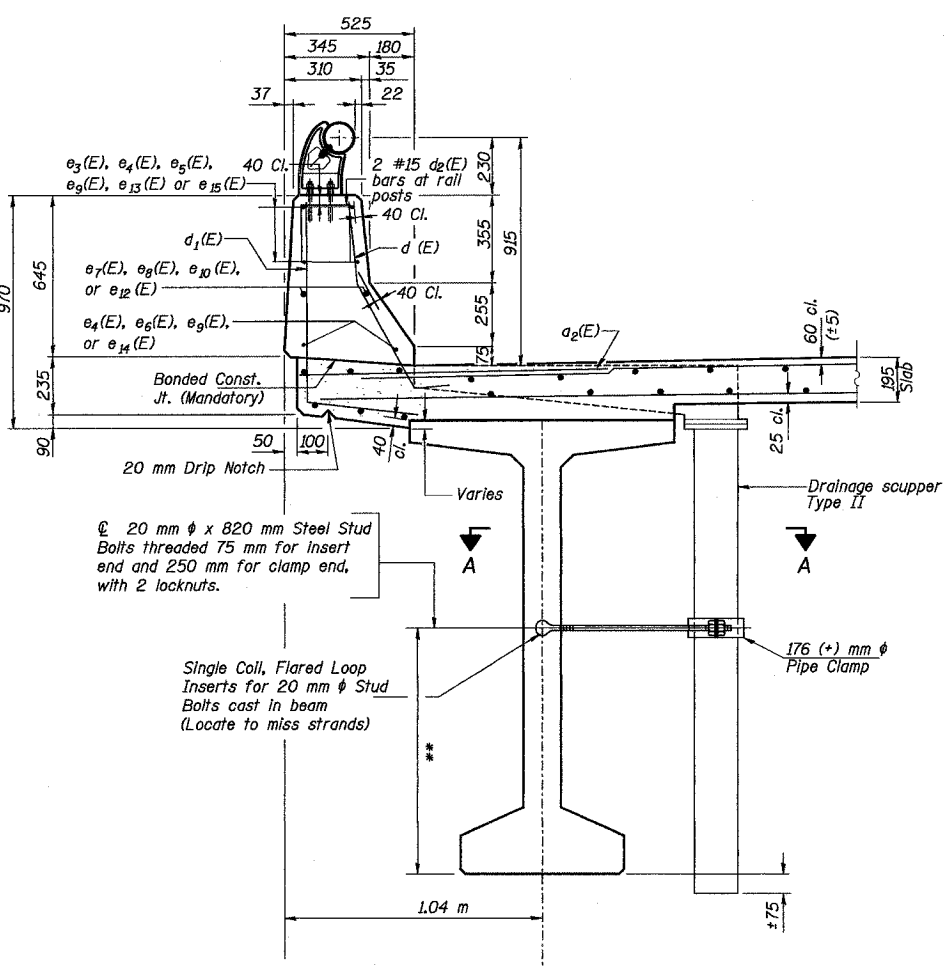
CONTRACT NO. 6820

SUPERSTRUCTURE BILL OF MATERIAL

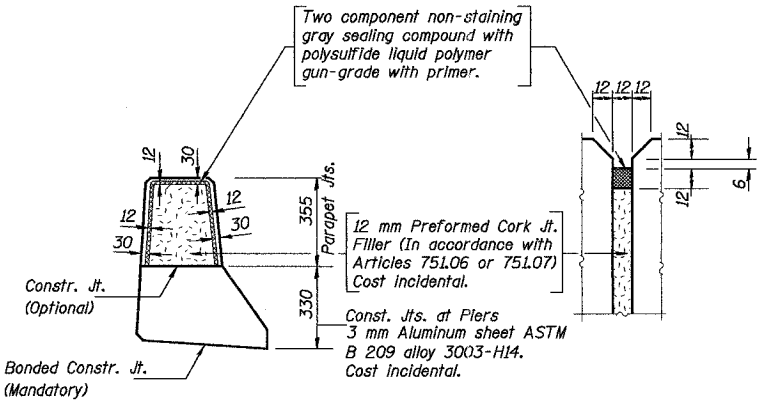
Bar	No.	Size	Length (m)	Shape
a ₁ (E)	338	#20	1.20	
a ₂ (E)	1014	#15	6.40	
a ₃ (E)	1084	#15	5.20	
a ₄ (E)	36	#20	9.30	
a ₅ (E)	80	#20	2.65	
b ₁₀ (E)	486	#15	8.10	
b ₁₁ (E)	189	#30	5.84	
b ₁₂ (E)	528	#15	9.00	
d(E)	494	#15	0.97	
d ₁ (E)	454	#15	1.49	
d ₂ (E)	116	#15	0.64	
d ₃ (E)	227	#15	0.82	
d ₄ (E)	494	#15	1.01	
d ₅ (E)	247	#15	1.49	
e ₃ (E)	8	#15	6.13	
e ₄ (E)	23	#15	5.00	
e ₅ (E)	56	#15	4.70	
e ₆ (E)	24	#15	9.38	
e ₇ (E)	6	#25	5.00	
e ₈ (E)	18	#25	8.72	
e ₉ (E)	23	#15	3.20	
e ₁₀ (E)	6	#25	3.20	
e ₁₁ (E)	8	#15	5.34	
e ₁₂ (E)	24	#25	9.89	
e ₁₃ (E)	8	#15	5.26	
e ₁₄ (E)	18	#15	8.26	
e ₁₅ (E)	8	#15	3.73	
e ₁₆ (E)	63	#15	4.99	
e ₁₇ (E)	45	#15	4.61	
m ₁₀ (E)	80	#15	2.58	
m ₁₁ (E)	9	#20	3.1	
m ₁₂ (E)	16	#20	1.87	
s ₁₀ (E)	48	#15	5.76	
x(E)	36	#20	2.90	
x ₁ (E)	24	#20	2.86	
x ₂ (E)	12	#20	2.80	
x ₃ (E)	12	#20	2.73	
x ₄ (E)	12	#20	2.65	
x ₅ (E)	96	#20	2.88	
Reinforcement Bars, Epoxy Coated	kg		50,870	
Concrete Superstructure	m ³		483.0	



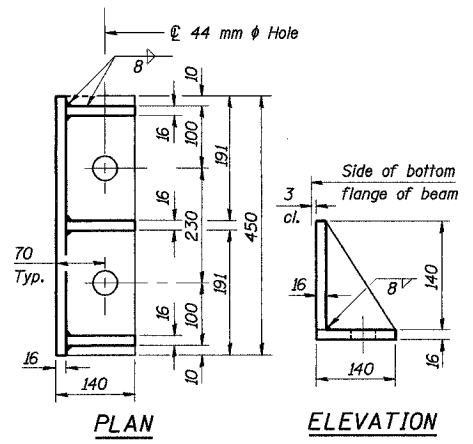
INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET
(Span 3 as Shown, Span 2 Similar)

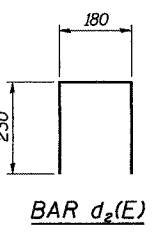


PARAPET JOINT DETAILS

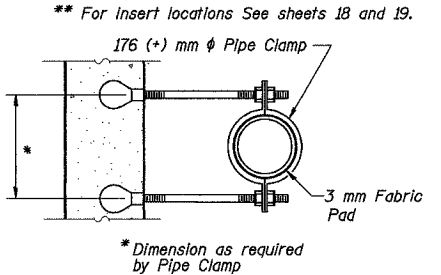


PLAN ELEVATION

SIDE RETAINER



BAR d₂(E)



SECTION A-A

MIN. BAR. LAP

#15 bar = 640
#25 bar = 1.32 m

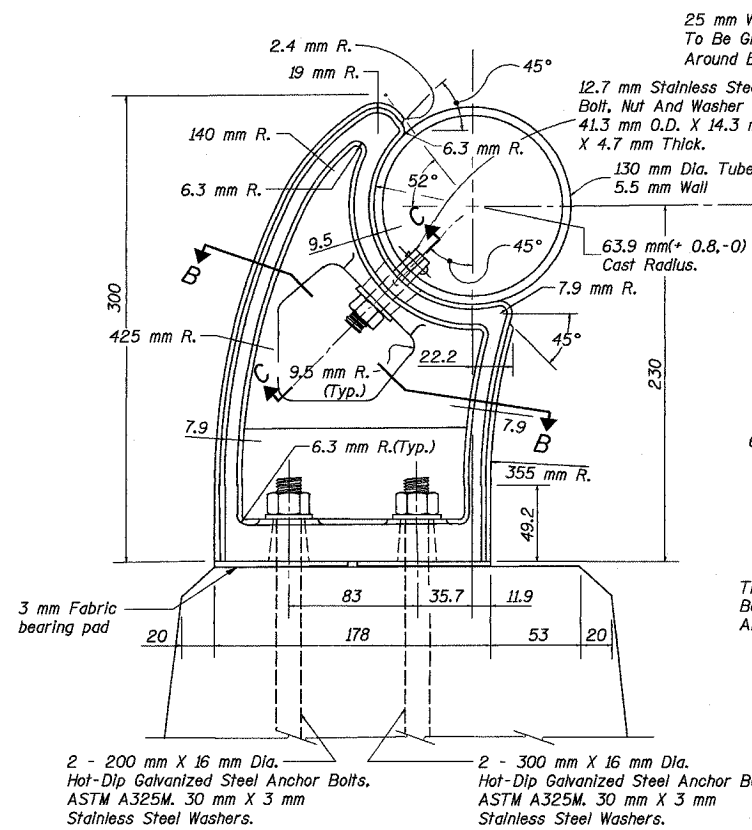
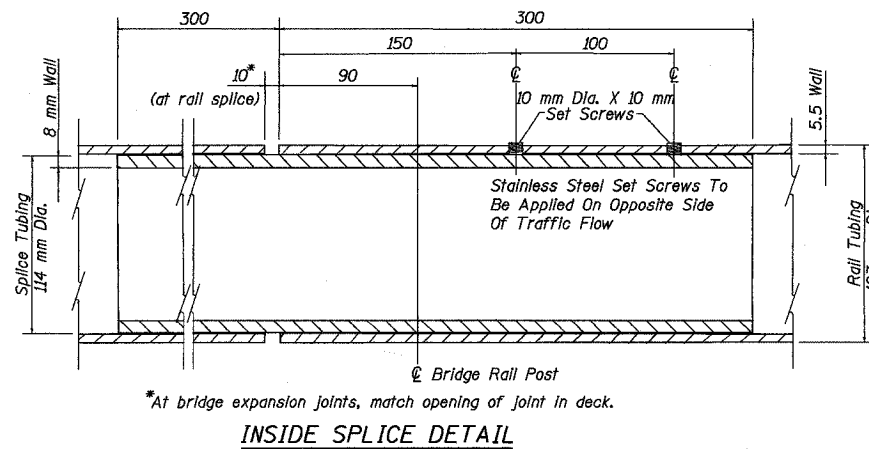
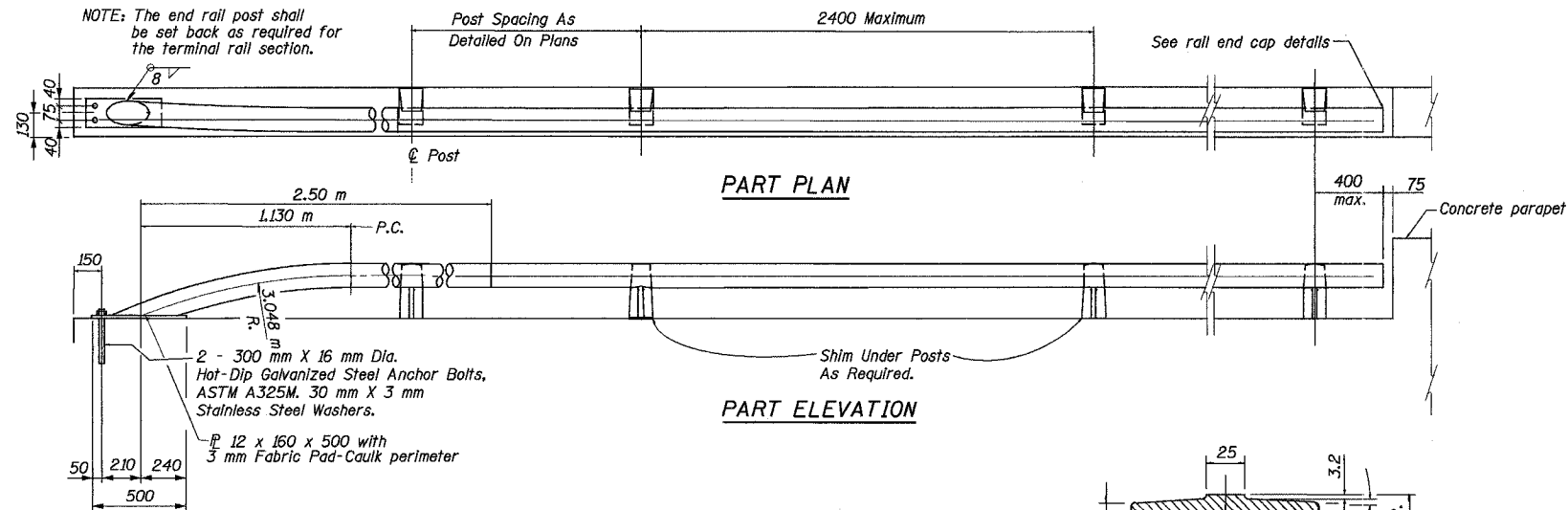
Notes:
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.
 For rail details, see Sheet 14.
 For location of scouppers see General Plan.
 The clamping device and inserts shall be galvanized according to AASHTO M 232.
 All dimensions are in millimeters (mm) except as noted.

Designed by: MBQ
 Checked by: AK
 Drafted by: FTE
 Checked by: AK

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PARAPET DETAILS - SPANS 2 & 3 RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO.	SCALE	DATE
13	N.T.S.	2-21-03
SHEET NO.		
13		

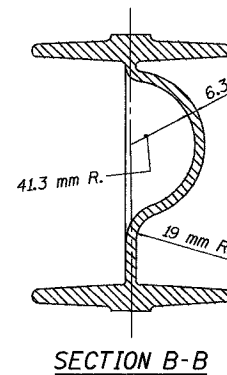
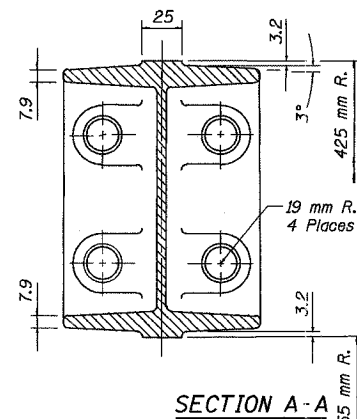
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	513	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

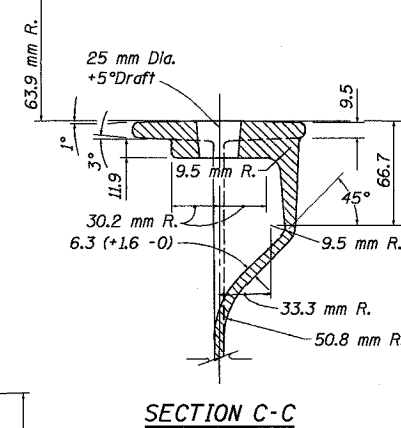


RAILING DETAILS

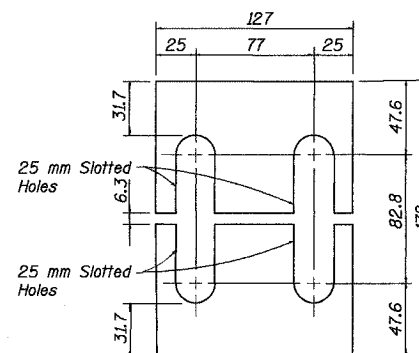
- Notes:
- Railing to conform to vertical and horizontal alignment.
 - Joint to be placed 7500 mm center to center, max.
 - Slip joint to be placed in panels to match expansion joints in deck.
 - Design weight: 9.3 kg. per meter.
 - Unless otherwise specified all draft to be 3°.
 - All unmarked Radius to be 3 mm R.
 - After fabrication, exposed surfaces of aluminum shall be given an anodic oxide coating, dyed black, conforming to the requirements of ASTM designation: B 580, Type 3, Architectural Class I.



SECTION B-B



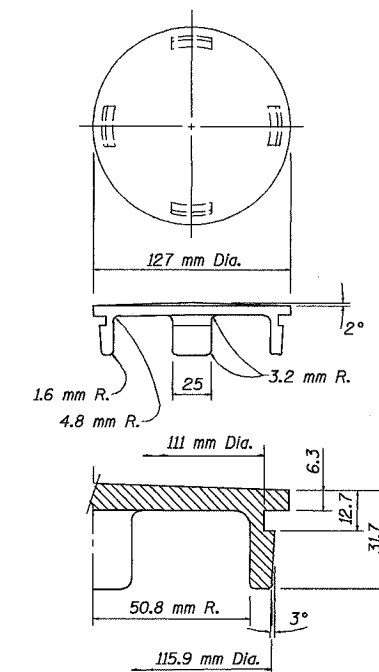
SECTION C-C



SHIM DETAIL

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type H (Special)	m	183.5



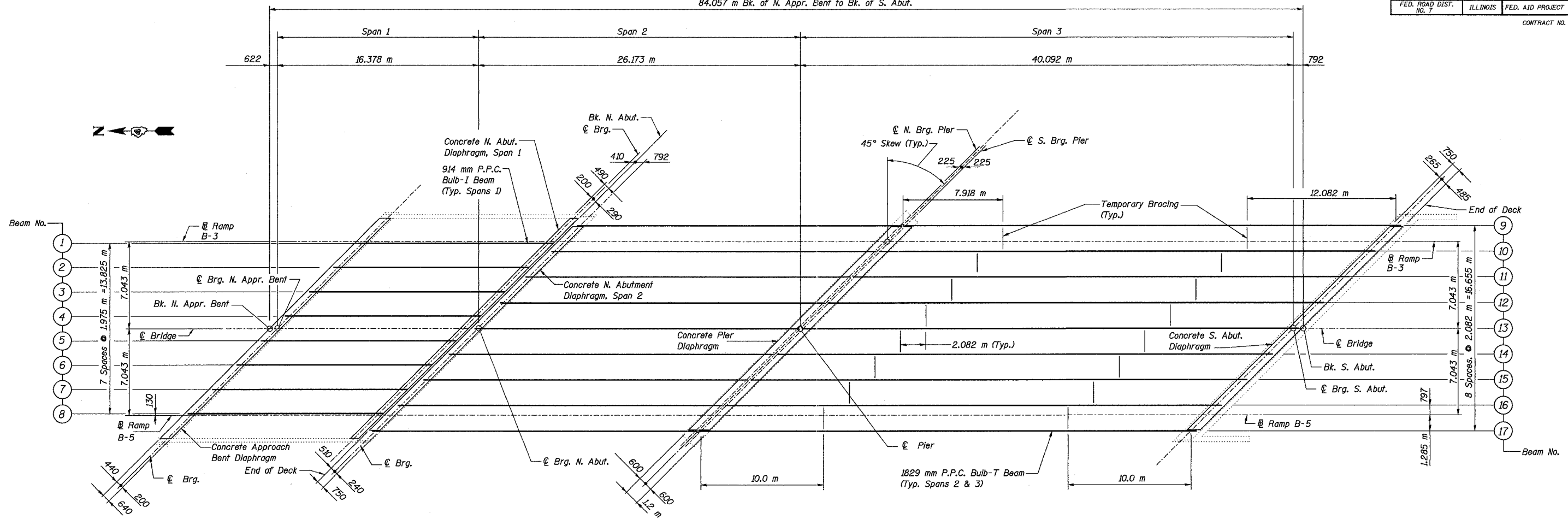
**RAIL END CAP DETAILS
ALUMINUM RAILING
TYPE H (SPECIAL)**

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
RAILING DETAILS - SINGLE RAIL		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 14	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 14

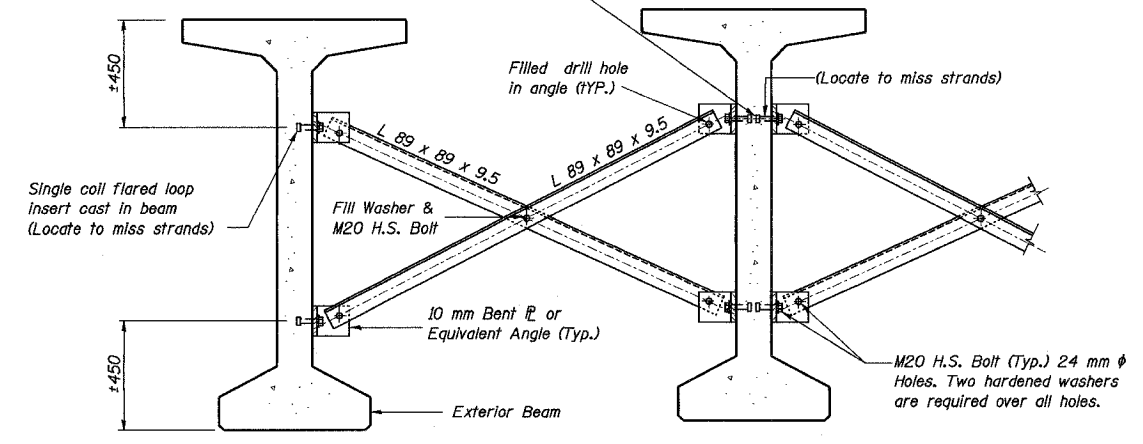
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	514	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

84.057 m Bk. of N. Appr. Bent to Bk. of S. Abut.



Inserts shall be galvanized according to with AASHTO M232. After removal of the bracing, Inserts shall be filled with M20 bolts galvanized in accordance to AASHTO M232.



TEMPORARY BRACING DETAILS

Notes:
Temporary Bracing details other than those shown are allowed subject to the approval of the Engineer. Cost of temporary bracing included with furnishing and erecting precast prestressed concrete bulb-T beams, 1829 mm.

Designed by:	MBQ
Checked by:	AK
Drafted by:	FTE
Checked by:	AK

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FRAMING PLAN AND TEMPORARY BRACING DETAILS		
RAMP B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO.	SCALE	DATE
15	N.T.S.	2-21-03
		SHEET NO.
		15

Date: 11/22/2004 Time: 09:11:35 AM File: P:\649996\structural\072-0190\sheet\Tracing\FR000-1A0720190.dgn

**INTERIOR BEAM REACTION TABLE 1-8
NORTH VAULTED SPAN 1**

914 mm PPC I-BEAM	N. Approach Bent	N. Abutment
R _Q (kN)	113	113
R _{sQ} (kN)	53	53
R _L (kN)	180	180
Imp. (kN)	52	52
R (Total) (kN)	398	398

**INTERIOR BEAM REACTION TABLE 9-17
SPANS 2 AND 3**

1829 mm PPC Bulb T Beam	N. Abut.	Pier 1 Span 2	Pier 1 Span 3	S. Abut.
R _Q (kN)	276	276	424	424
R _{sQ} (kN)	50	150	150	113
R _L (kN)	195	170	170	202
Imp. (kN)	46	40	33	39
R (Total) (kN)	567	636	777	778

**INTERIOR BEAM MOMENT TABLE 1-8
NORTH VAULTED SPAN 1**

914mm PPC I-BEAM	0.5 Span
I (10 ⁶ mm ⁴)	20249
I' (10 ⁶ mm ⁴)	71834
S _b (10 ³ mm ³)	51867
S _b ' (10 ³ mm ³)	96515
S _t (10 ³ mm ³)	38643
S _t ' (10 ³ mm ³)	423250
Q (kN/m)	14.9
M _Q (kN·m)	430
s _Q (kN/m)	6.32
M _{sQ} (kN·m)	201
M _L (kN·m)	512
M (Imp) (kN·m)	146

**INTERIOR BEAM MOMENT TABLE 9-17
SPANS 2 AND 3**

1829 mm PPC Bulb T Beam	0.4 Span 2	Pier 1	0.6 Span 3
I (10 ⁶ mm ⁴)	227220	227220	227220
I' (10 ⁶ mm ⁴)	416430	-	416430
S _b (10 ³ mm ³)	244428	244428	244428
S _b ' (10 ³ mm ³)	317592	-	317592
S _t (10 ³ mm ³)	252635	252635	252635
S _t ' (10 ³ mm ³)	804245	-	804245
Q (kN/m)	21.20	21.20	21.20
M _Q (kN·m)	1789	0	4222
s _Q (kN/m)	7.00	7.00	7.00
M _{sQ} (kN·m)	143.10	1058.00	915.00
M _L (kN·m)	884	1187	1358
M (Imp) (kN·m)	210	282	265

Legend:

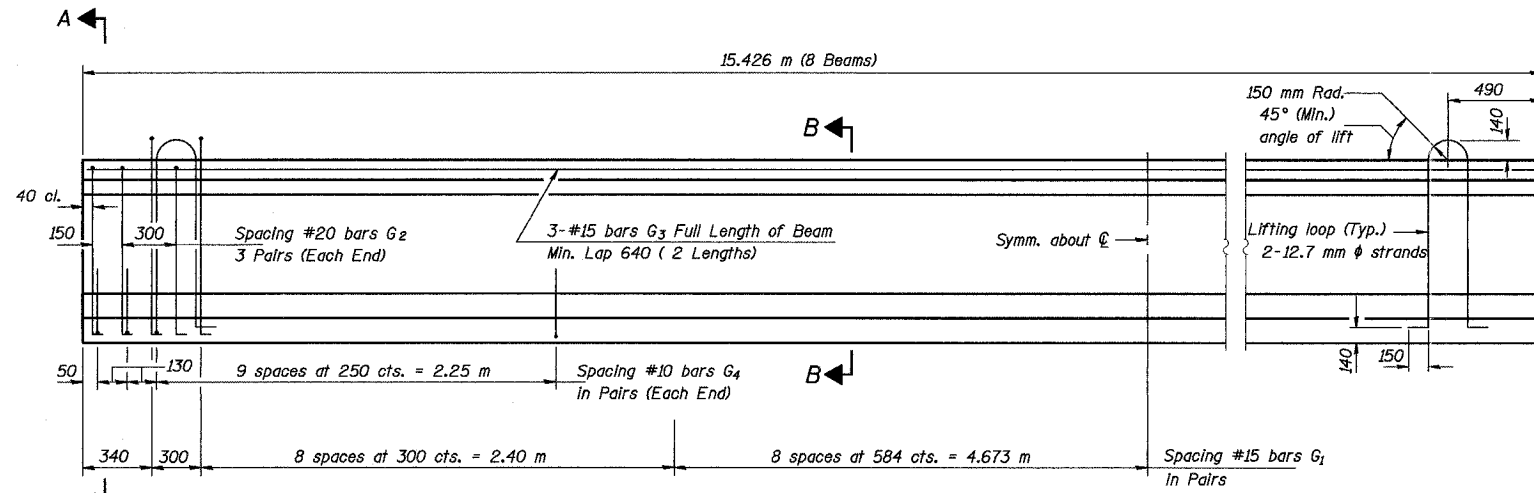
I and I' are the moment of inertia and composite moment of inertia of the beam section.
S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.
S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.
M_Q is the moment due to dead loads on non-composite prestressed beam. It is conservatively calculated at 0.5 of the span.
M_{sQ} is the moment due to dead loads on the composite section.
M_L is the moment due to live load on the composite section.
M (Imp) is the moment due to live load impact on the composite section.
Pier 1 Span 2, Pier 1 Span 3, are the loads distributed to each girder. The diaphragm weight is not included in the dead load.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
BEAM REACTION AND MOMENT TABLE		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 16	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 16

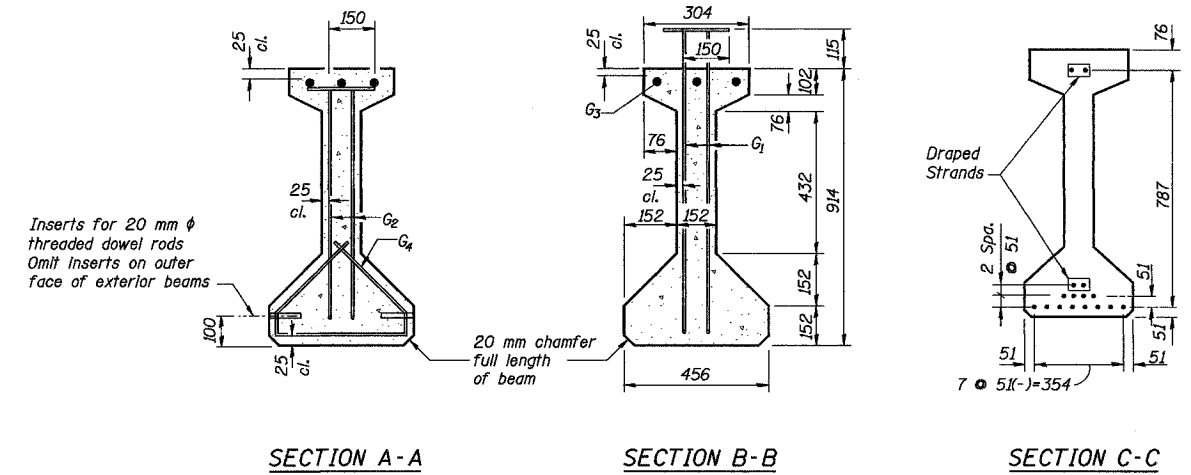
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Designed by:	WEE
Checked by:	AK
Drafted by:	EP
Checked by:	AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	516	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	



ELEVATION OF BEAM
(Showing Reinforcement & Dimensions)



SECTION A-A **SECTION B-B** **SECTION C-C**

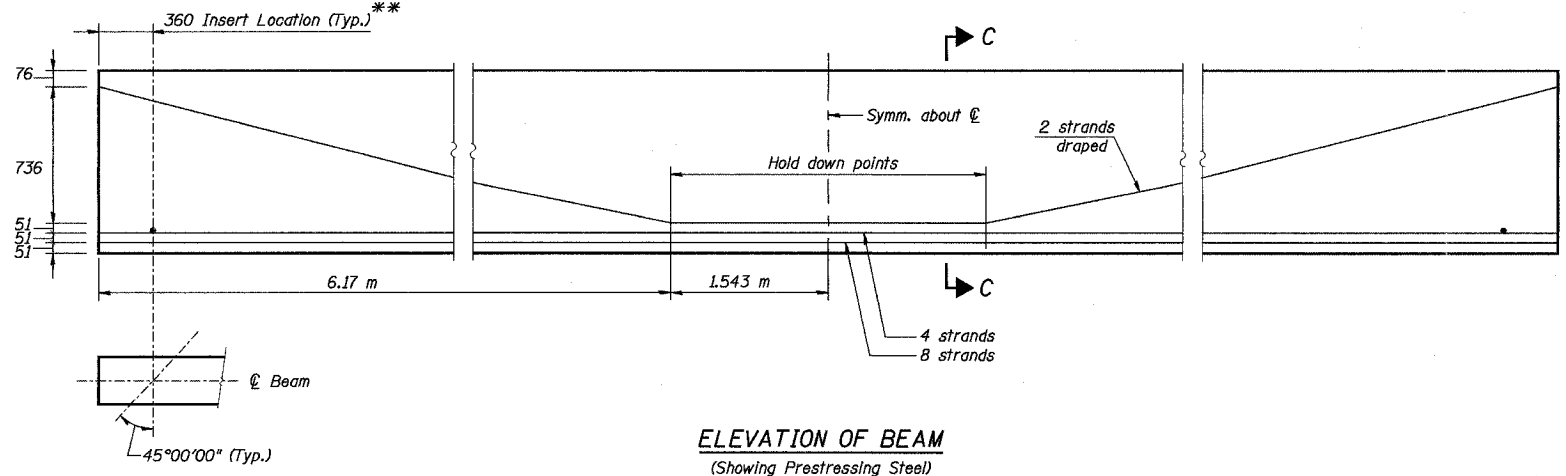
*** BAR LIST**

Bar	No.	Size	Length (m)	Shape
G ₁	70	#15	1.28	⌈L
G ₂	12	#20	1.09	⌈L
G ₃	6	#15	8.03	—
G ₄	48	#10	0.79	⌋

* For one beam only.

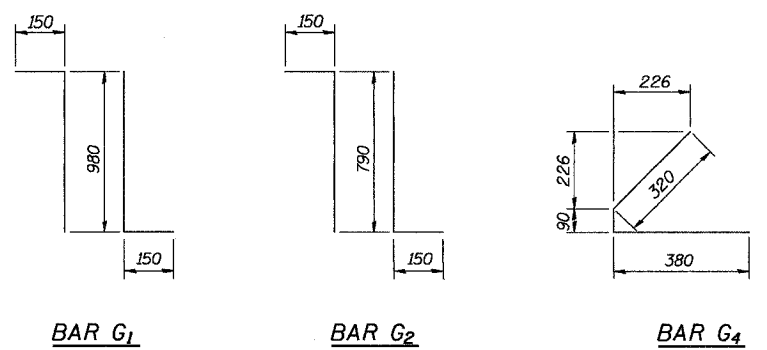
BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 914 mm	m	123.41



ELEVATION OF BEAM
(Showing Prestressing Steel)

** Skew inserts for 200 mm φ x 600 mm Threaded Dowel Rod. Space inserts to miss strands.



BAR G₁ **BAR G₂** **BAR G₄**

Notes:

All Inserts and threaded dowel rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete Bulb I-Beams shall be included in the contract unit price per meter of "Furnishing and Erecting Precast Prestressed Concrete I-Beams, 914 mm".

Inserts for 20 mm φ threaded dowel rods are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand (F_u = 1860 MPa). The nominal diameter shall be 12.7 mm and the nominal cross-sectional area shall be 98.71 mm².

Required release strength, f'ci, shall be 35 MPa.

Non-prestressing steel shall conform to AASHTO designation M31M, M42M or M53M Grade 400.

Reinforcement bars designated (E) shall be epoxy coated.

Lifting loops shall be 2 - 12.7 mm φ strands (F_u=1860 MPa), as shown.

All dimensions are in millimeters (mm) except as noted.

REVISION	DATE	DESCRIPTION	
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION 914 mm PPC I-BEAM VAULTED SPAN 1 RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO.	SCALE	DATE	SHEET NO.
17	N.T.S.	2-21-03	17

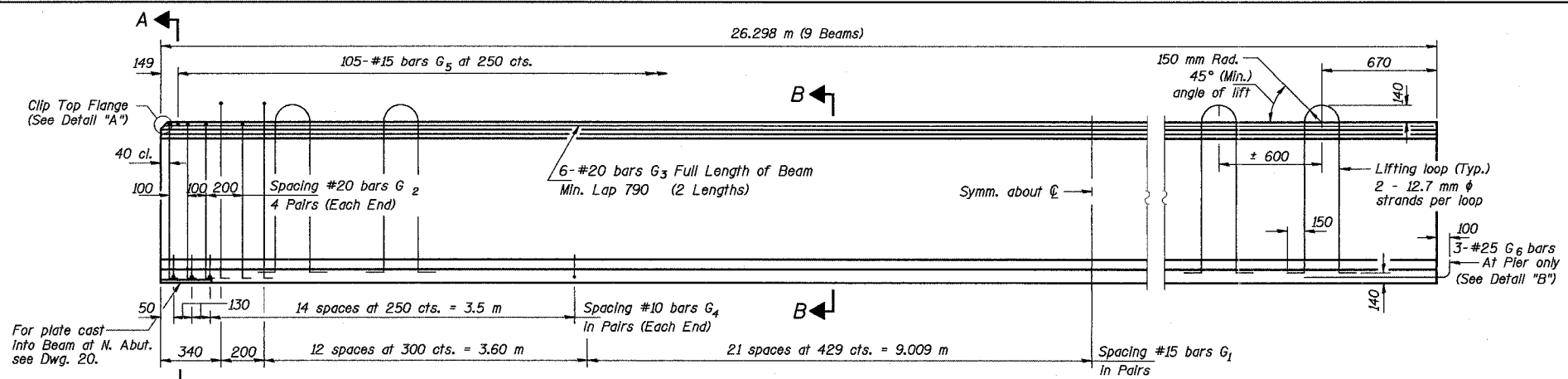
Designed by: AMK
Checked by: WEE
Drafted by: JMG
Checked by: WEE

Date: 11/22/2004 Time: 09:24:12 AM

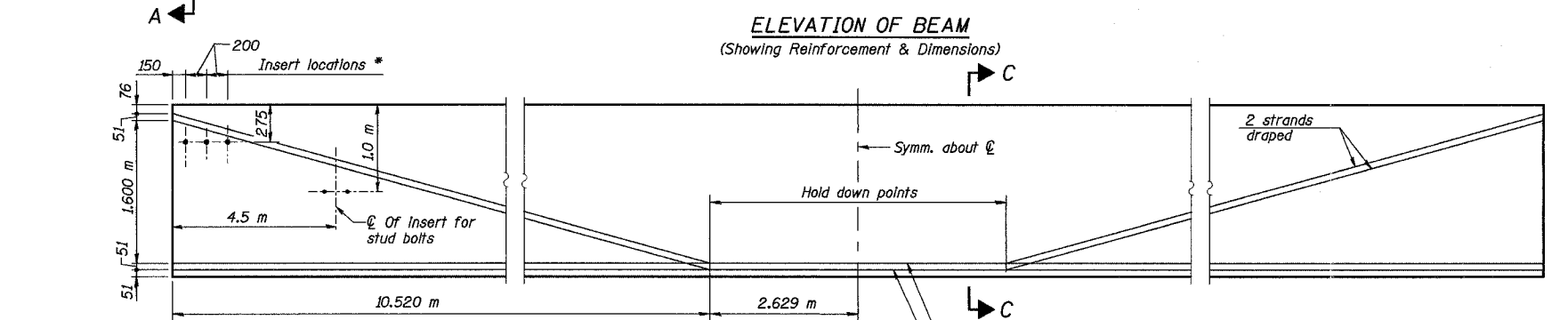
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	517	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

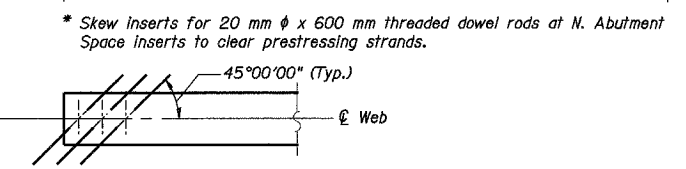
CONTRACT NO. 68200



ELEVATION OF BEAM
(Showing Reinforcement & Dimensions)

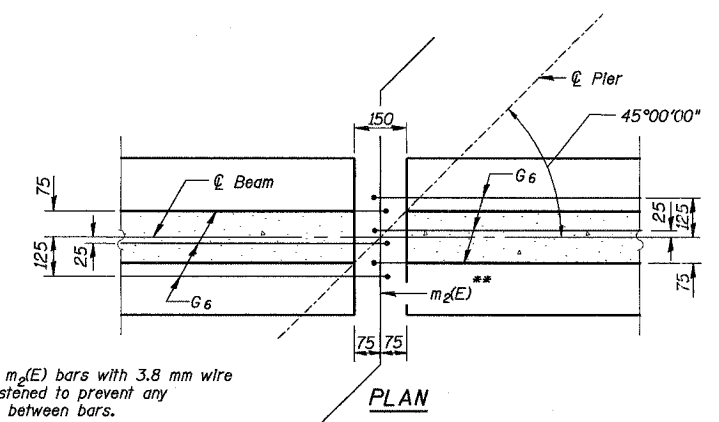


ELEVATION OF BEAM
(Showing Prestressing Steel)

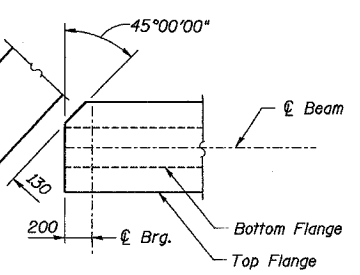


ELEVATION

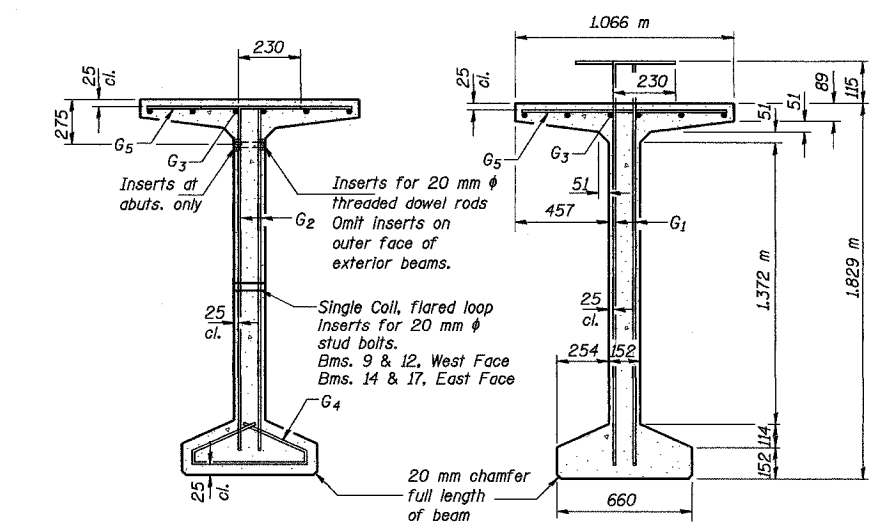
**Tie #25 m₂(E) bars with 3.8 mm wire tightly fastened to prevent any movement between bars.



PLAN

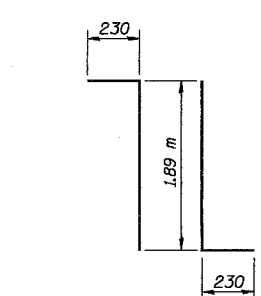


DETAIL "A"

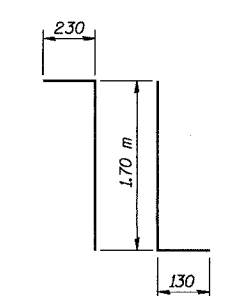


SECTION A-A

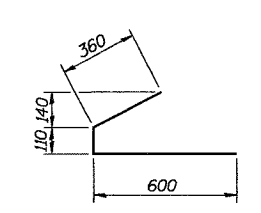
SECTION B-B



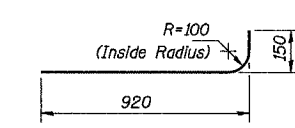
BAR G1



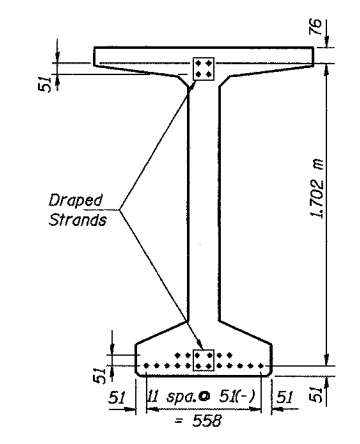
BAR G2



BAR G4



BAR G6



SECTION C-C

*** BAR LIST**

Bar	No.	Size	Length (m)	Shape
G1	138	#15	2.35	TL
G2	16	#20	2.06	TL
G3	12	#20	13.55	—
G4	68	#10	1.07	—
G5	105	#15	1.01	—
G6	3	#25	1.07	—

* For one beam only.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 1829 mm	m	236.68

Notes:

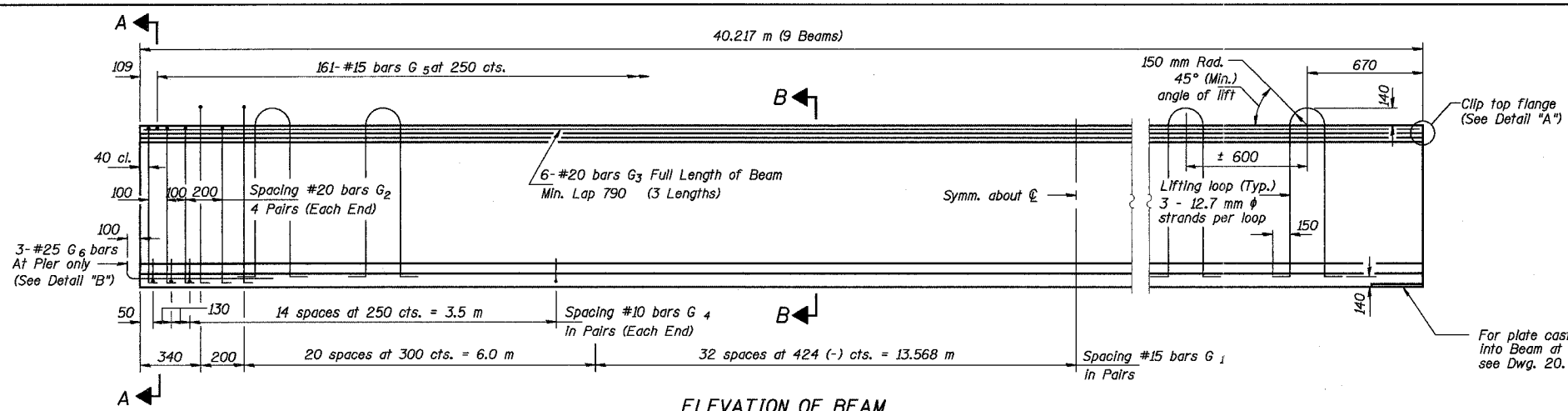
- All inserts and threaded dowel rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete Bulb T-Beams shall be included in the contract unit price per meter of "Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 1829 mm".
- Inserts for 20 mm ϕ threaded dowel rods are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.
- Prestressing steel shall be uncoated high strength, low relaxation 7-strand (F_u = 1860 MPa). The nominal diameter shall be 12.7 mm and the nominal cross sectional area shall be 98.71 mm².
- Required release strength, f'cl, shall be 35 MPa.
- Non-prestressing steel shall conform to AASHTO designation M31M, M42M or M53M Grade 400.
- Reinforcement bars designated (E) shall be epoxy coated.
- Lifting loops shall be 3 - 12.7 mm ϕ strands (F_u = 1860 MPa), as shown.
- All dimensions are in millimeters (mm) except as noted.

REVISION	DATE	DESCRIPTION	
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION 1829 mm PPC BULB T-BEAM SPAN 2 RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO.	SCALE	DATE	SHEET NO.
18	N.T.S.	2-21-03	18

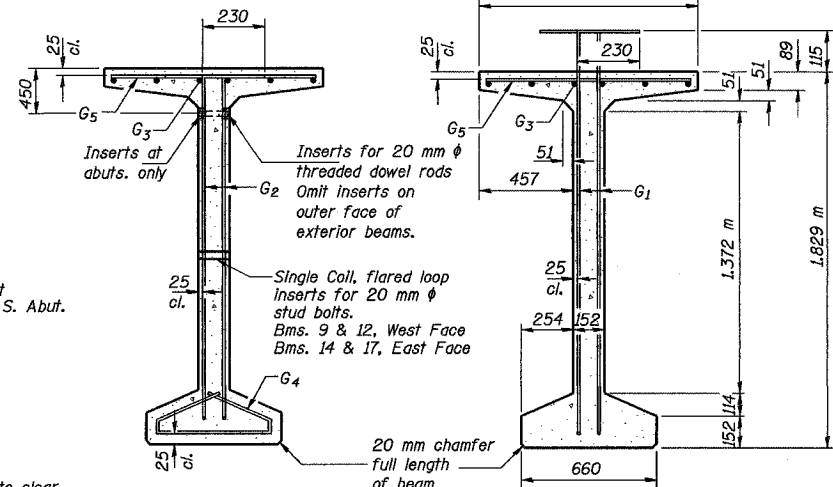
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	518	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 68200



ELEVATION OF BEAM
(Showing Reinforcement & Dimensions)

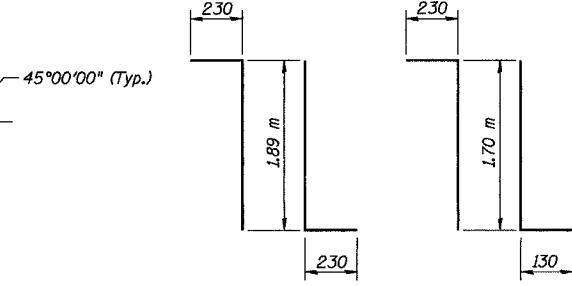


SECTION A-A

SECTION B-B

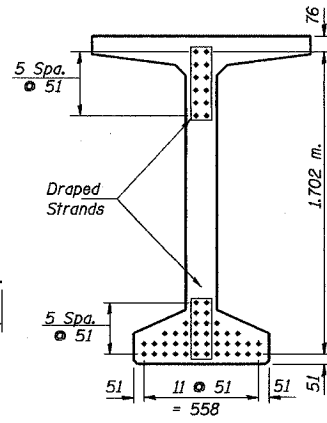
* Space inserts to clear prestressing strands. Skew inserts for 20 mm φ x 600 mm threaded dowel rods at S. Abutment

45°00'00" (Typ.)

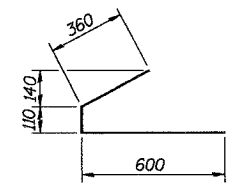


BAR G1

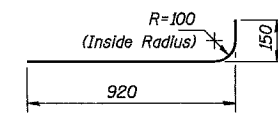
BAR G2



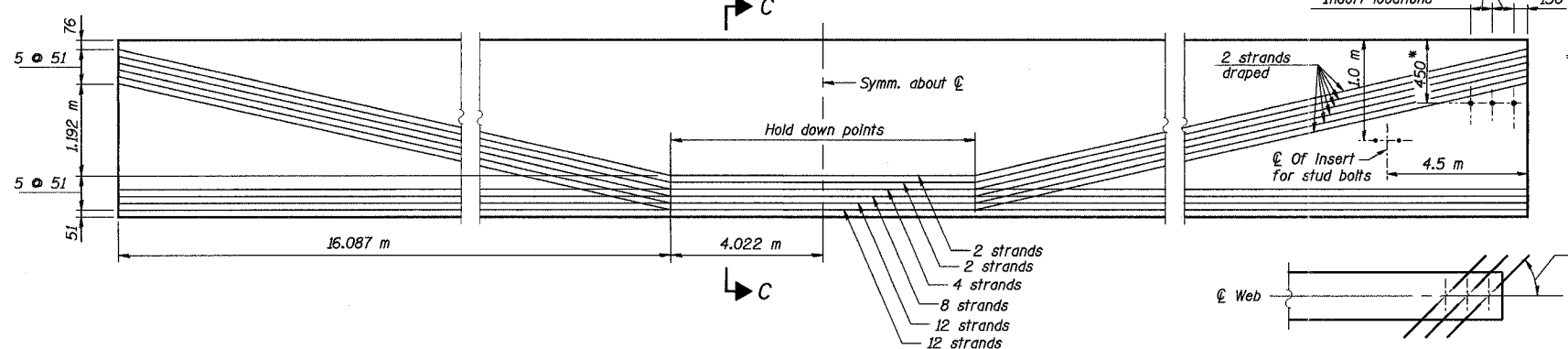
SECTION C-C



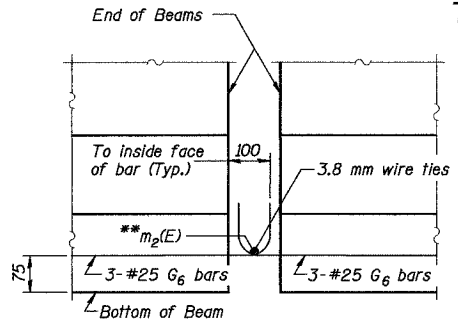
BAR G4



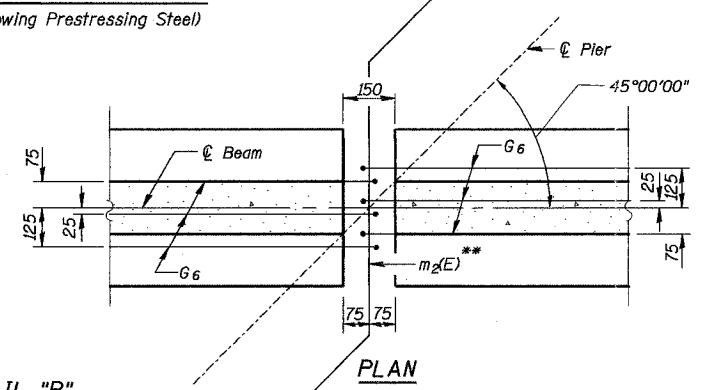
BAR G6



ELEVATION OF BEAM
(Showing Prestressing Steel)

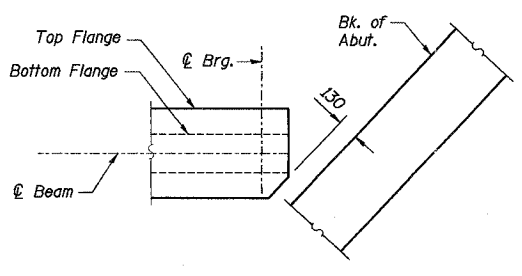


ELEVATION



DETAIL "B"

**Tie #25 m₂(E) bars with 3.8 mm wire tightly fastened to prevent any movement between bars.



DETAIL "A"

*** BAR LIST**

Bar	No.	Size	Length (m)	Shape
G1	214	#15	2.35	TL
G2	16	#20	2.06	TL
G3	18	#20	13.95	—
G4	68	#10	1.07	—
G5	161	#15	1.01	—
G6	3	#25	1.07	—

* For one beam only.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 1829 mm	m	361.95

Notes:

All inserts and threaded dowel rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete Bulb T-Beams shall be included in the contract unit price per meter of "Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 1829 mm".

Inserts for 20 mm φ threaded dowel rods are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand (Fu = 1860 MPa). The nominal diameter shall be 12.7 mm and the nominal cross sectional area shall be 98.71 mm².

Required release strength, f'ci, shall be 35 MPa.

Non-prestressing steel shall conform to AASHTO designation M31M, M42M or M53M Grade 400.

Reinforcement bars designated (E) shall be epoxy coated.

Lifting loops shall be 3 - 12.7 mm φ strands (Fu = 1860 MPa), as shown.

All dimensions are in millimeters (mm) except as noted.

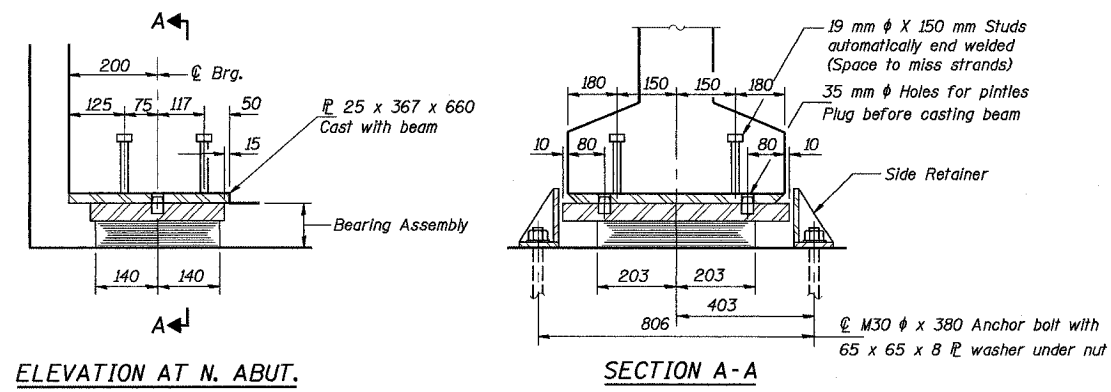
Date: 11/22/2004
Time: 09:24:52 AM
Filename: P:\643996\structure\072-0190\sheet\1\Tracing\SD0009-1A072090.dgn

Designed by:	WEE
Checked by:	AMK
Drafted by:	FTE/JMG
Checked by:	AMK

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION 1829 mm PPC BULB T-BEAM SPAN 3 RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO.	SCALE	DATE
19	N.T.S.	2-21-03
SHEET NO.	19	

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	517	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

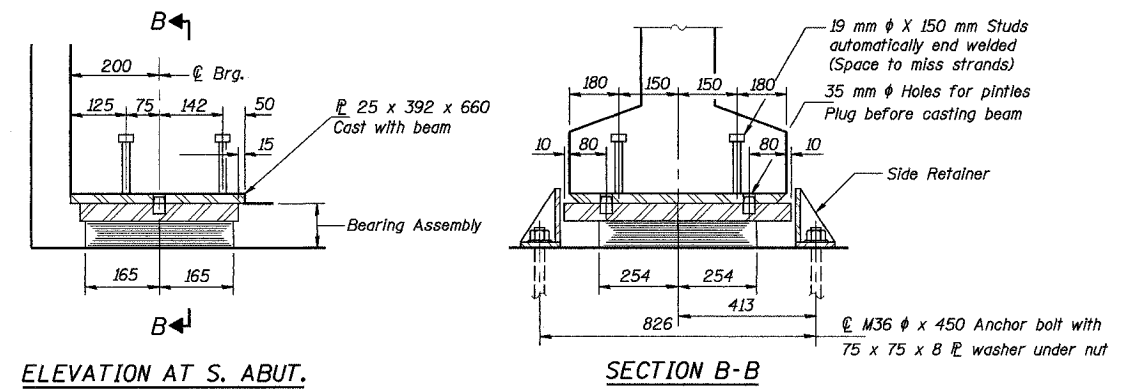
CONTRACT NO. 68200



ELEVATION AT N. ABUT.

SECTION A-A

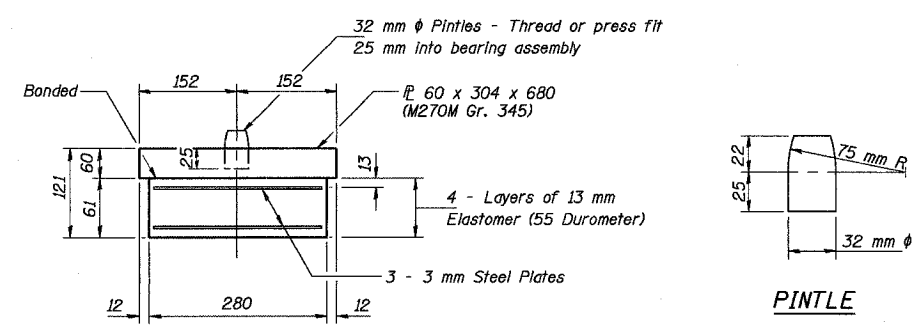
**TYPE I ELASTOMERIC EXP. BRG.
AT NORTH ABUTMENT**



ELEVATION AT S. ABUT.

SECTION B-B

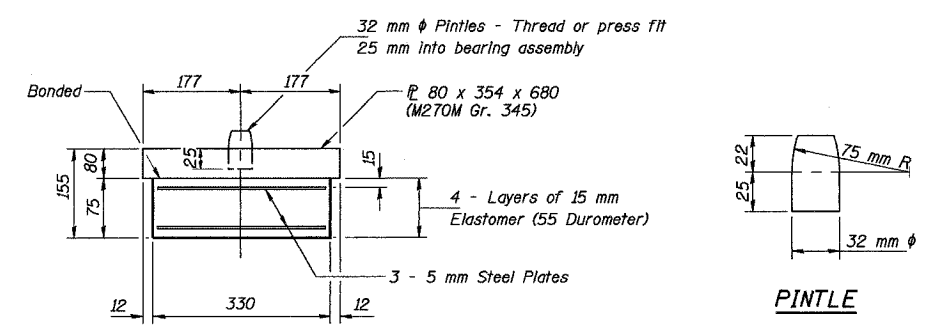
**TYPE I ELASTOMERIC EXP. BRG.
AT SOUTH ABUTMENT**



BEARING ASSEMBLY (N. ABUTMENT)

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

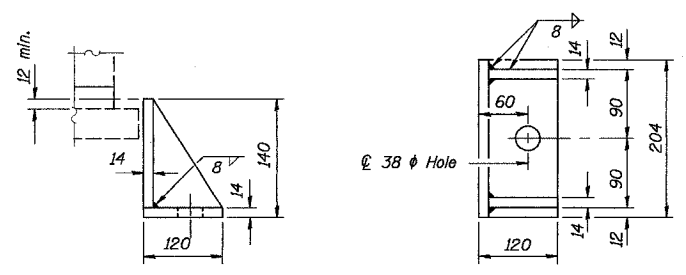
PINTLE



BEARING ASSEMBLY (S. ABUTMENT)

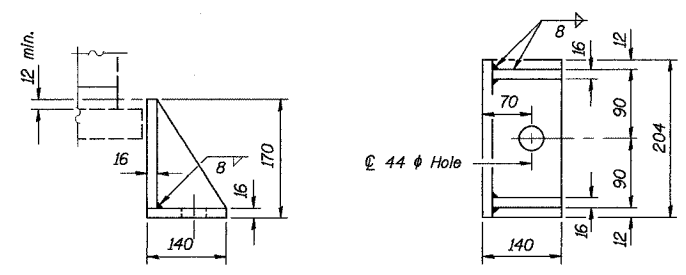
Note: Shim plates shall not be placed under Bearing Assembly.

PINTLE



SIDE RETAINER (N. ABUTMENT)

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Mass included with structural steel.



SIDE RETAINER (S. ABUTMENT)

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Mass included with structural steel.

Notes:
After beams have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place.
See sheet 38 for anchor bolt installation.
All dimensions are in millimeters (mm) except as noted.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	18

REVISION	DATE	DESCRIPTION	
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION NORTH AND SOUTH ABUTMENT EXPANSION BEARING DETAILS RAMP B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO.	SCALE	DATE	SHEET NO.
20	N.T.S.	2-21-03	20

Time: 09:25:15 AM Date: 11/22/2004 File: P:\643996\str\lctur\072-0190\sheet\Tr\ocings\BRO001-1A0720190.dgn

Designed by: MBO
Checked by: AK/DL
Drafted by: JV
Checked by: AK

Time: 09:25:50 AM

Date: 11/22/2004

Filename: P:\643996\structure\072-0190\sheet\Tracings\AB000-1A0720190.dgn

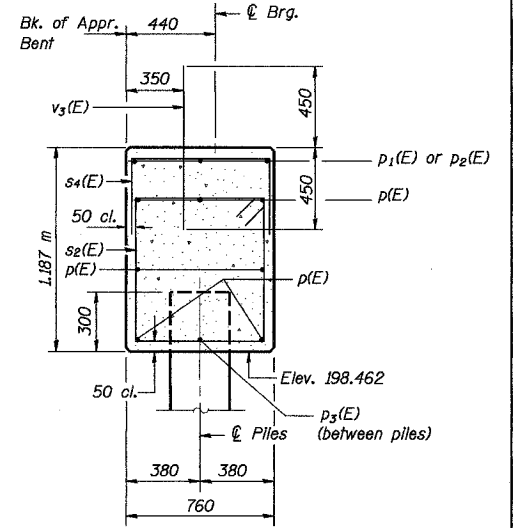
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	520	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 68200

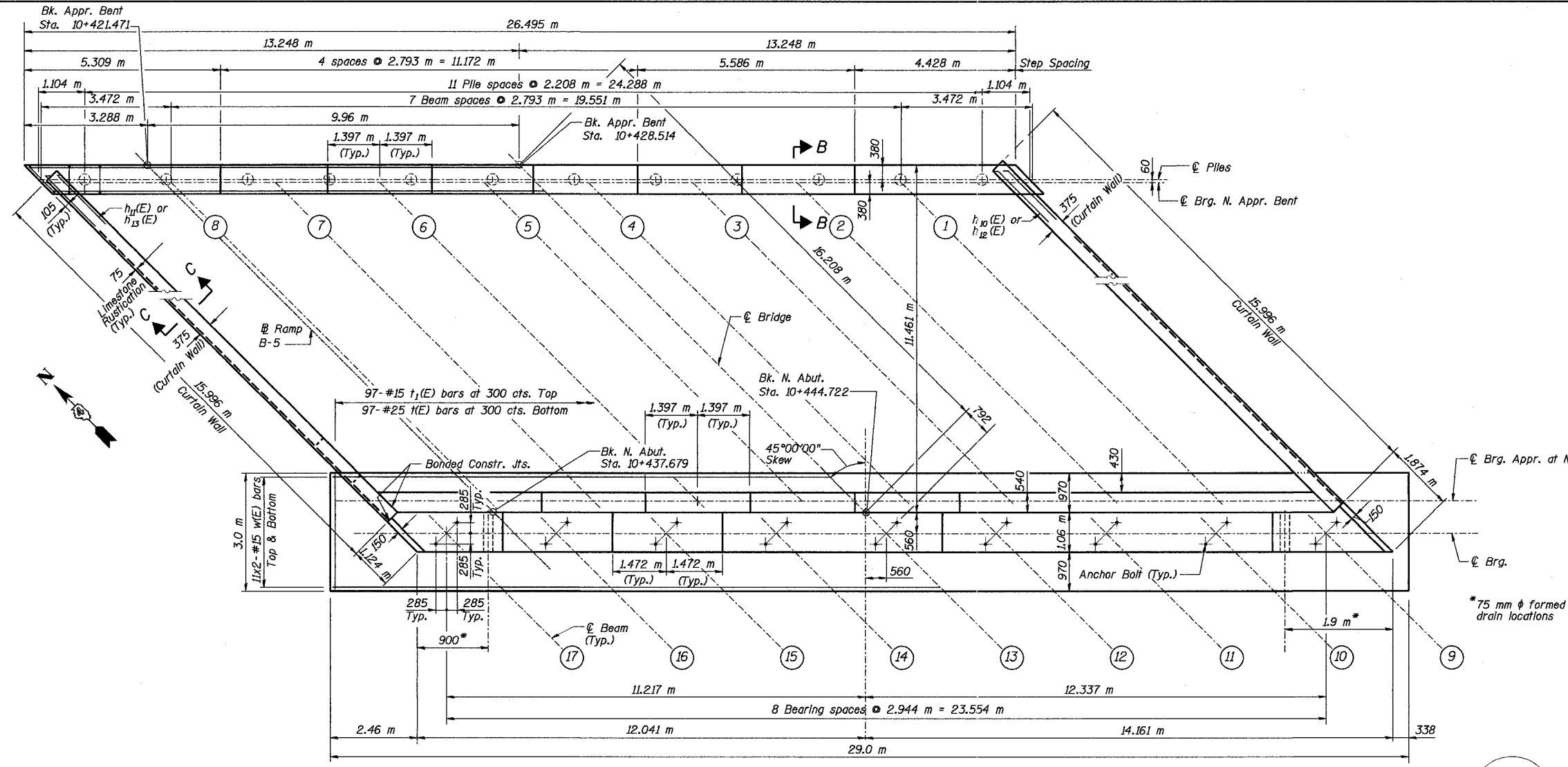
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Reinforcement bars designated (E) shall be epoxy coated.
 For Bill of Material and reinforcement details, see sheet 23.
 Work this sheet with sheet 22.
 Pour steps monolithically with cap.
 All dimensions are in millimeters (mm) except as noted.
 Bars indicated thus 20 X 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.
 All stations based on @ Ramp B-5 stationing.
 The maximum applied bearing pressure at the abutment is 238 kPa.
 For Rustication on face of abutment and curtain wall, see sheet 30.
 E.F. denotes each face.
 For Sections A-A, E-E and F-F, see sheet 23.

APPR. BENT-PILE DATA

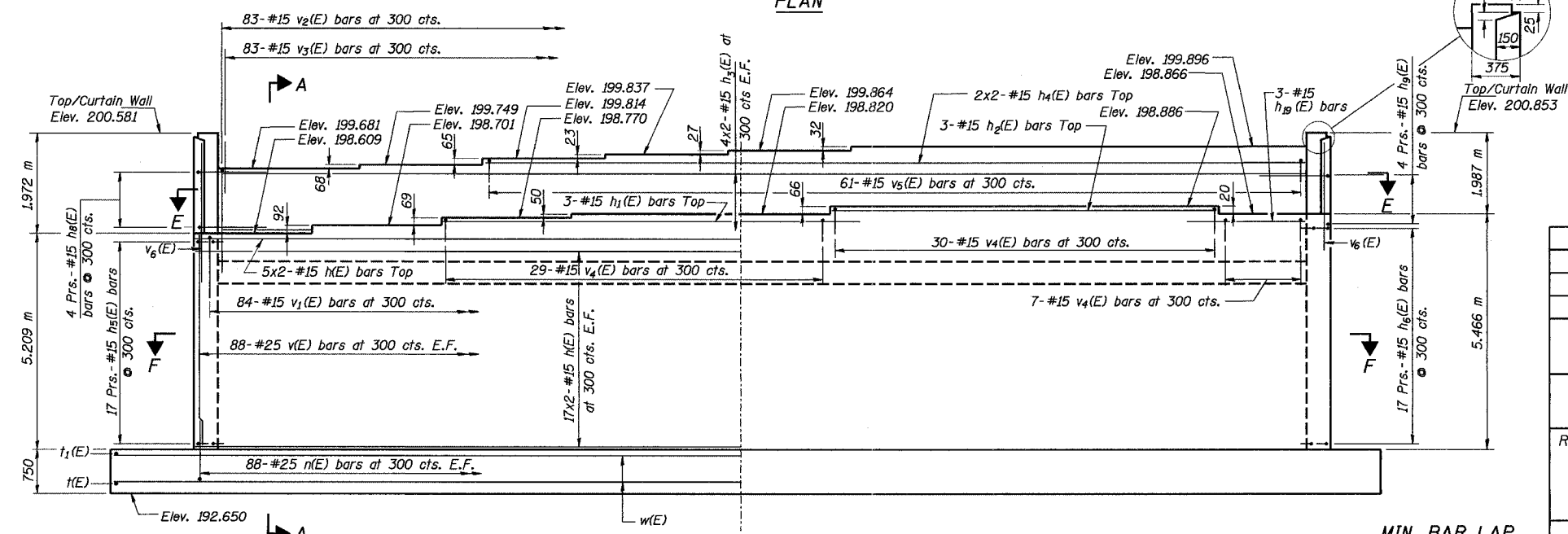
Type: 305 mm ϕ metal shell piles with 6 mm walls
 Capacity: 400 KN
 Est. Length: 12.5 m
 No. Req'd: 11 Plus 1 Test Pile



SECTION B-B

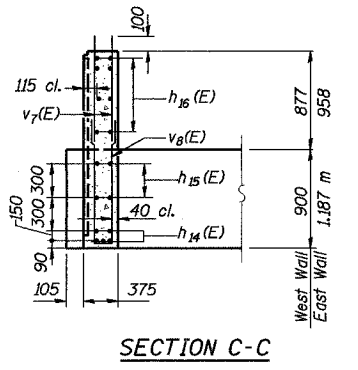


PLAN



ELEVATION AT NORTH ABUTMENT

MIN. BAR LAP
#15 bar = 640



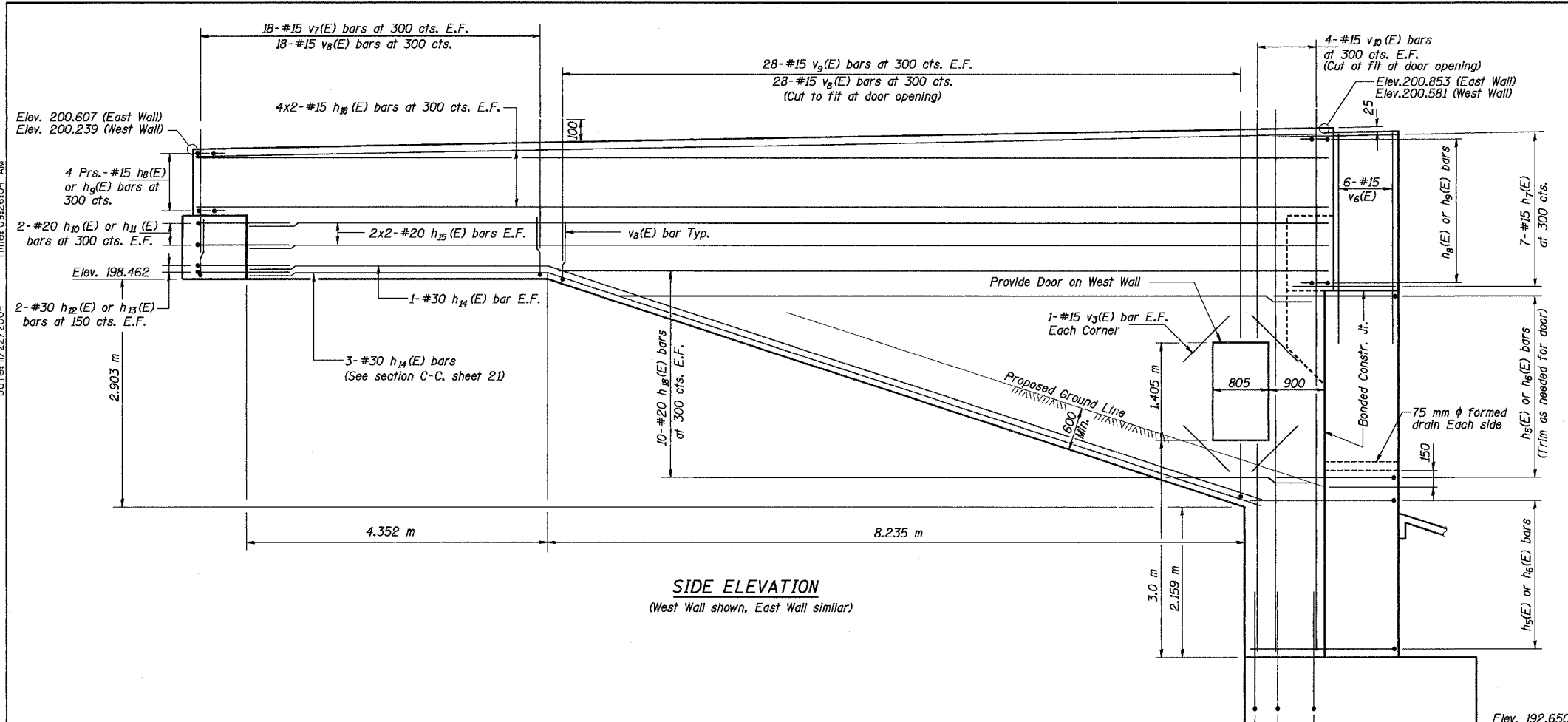
SECTION C-C

Designed by: MBO
 Checked by: DL
 Drafted by: FTE
 Checked by: DL

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
NORTH ABUTMENT PLAN AND ELEVATION		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 21	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 21

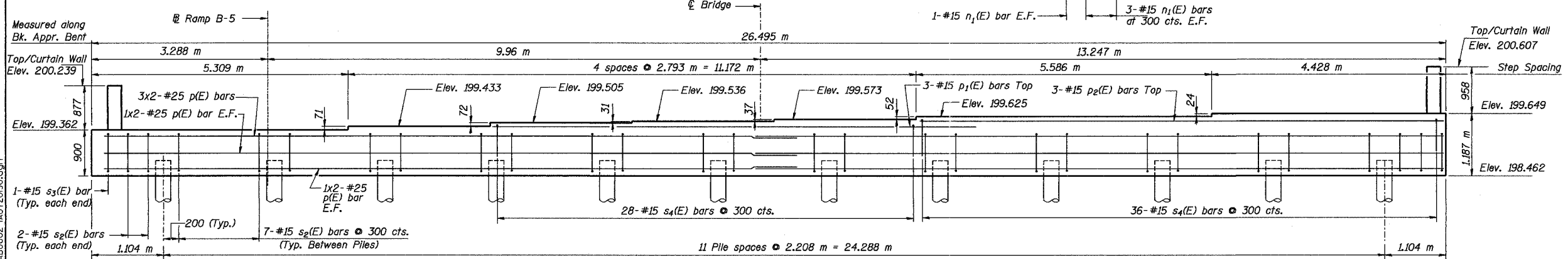
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	521	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

Time: 09:26:04 AM
 Date: 11/22/2004
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SIDE ELEVATION
(West Wall shown, East Wall similar)

Notes:
 Reinforcement bars designated (E) shall be epoxy coated.
 Work this sheet with sheet 21.
 Pour steps monolithically with cap.
 All dimensions are in millimeters (mm) except as noted.
 E.F. denotes each face.
 Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.



ELEVATION NORTH APPROACH BENT
(Looking North)
(Wall reinforcement not shown)

MIN. BAR LAP
 #15 bar = 640
 #20 bar = 790
 #25 bar = 1.32 m
 #30 bar = 1.85 m

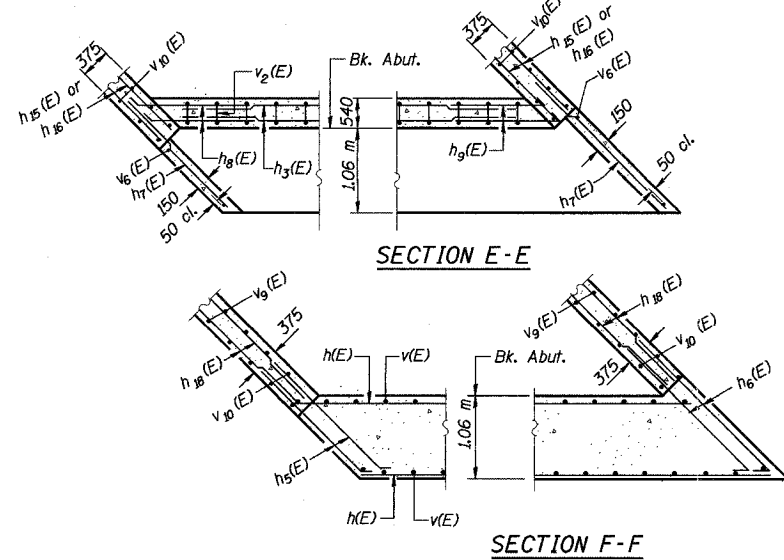
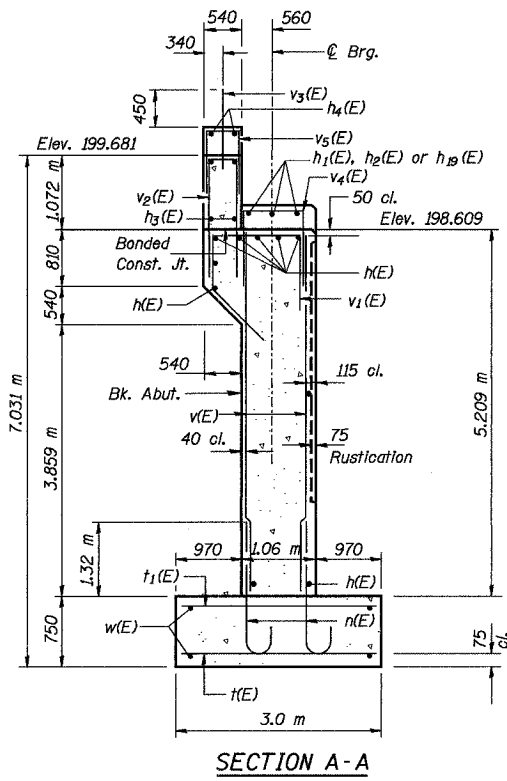
Designed by: MBQ
 Checked by: DL
 Drafted by: FTE
 Checked by: DL

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
NORTH ABUTMENT DETAILS I		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 22	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 22

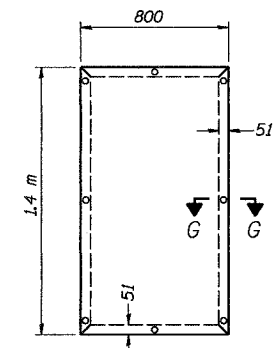
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	522	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 68200				

BILL OF MATERIAL

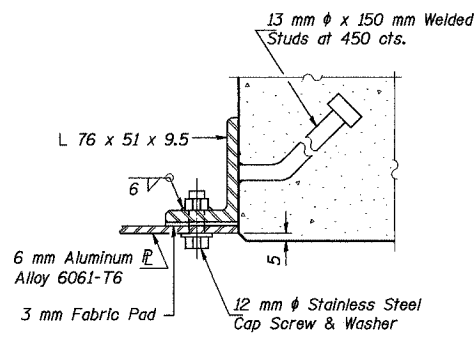
Bar	No.	Size	Length (m)	Shape
n(E)	78	#15	13.42	—
h ₁ (E)	3	#15	9.44	—
h ₂ (E)	3	#15	8.73	—
h ₃ (E)	16	#15	12.89	—
h ₄ (E)	4	#15	9.13	—
h ₅ (E)	34	#15	2.92	—
h ₆ (E)	42	#15	2.92	—
h ₇ (E)	14	#15	2.46	—
h ₈ (E)	16	#15	1.01	—
h ₉ (E)	16	#15	1.01	—
h ₁₀ (E)	4	#20	2.01	—
h ₁₁ (E)	4	#20	2.01	—
h ₁₂ (E)	4	#30	3.25	—
h ₁₃ (E)	4	#30	3.25	—
h ₁₄ (E)	10	#30	14.15	—
h ₁₅ (E)	16	#20	7.54	—
h ₁₆ (E)	32	#15	8.29	—
h ₁₇ (E)	20	#20	11.46	—
h ₁₈ (E)	3	#15	2.80	—
n ₁ (E)	176	#25	2.28	—
n ₂ (E)	16	#15	1.78	—
p ₁ (E)	14	#25	13.91	—
p ₂ (E)	3	#15	9.00	—
p ₃ (E)	3	#15	10.45	—
p ₄ (E)	11	#25	1.80	—
s ₂ (E)	81	#15	3.20	—
s ₃ (E)	2	#15	3.74	—
s ₄ (E)	64	#15	1.96	—
t ₁ (E)	97	#25	2.90	—
t ₂ (E)	97	#15	2.90	—
v ₁ (E)	176	#25	5.16	—
v ₂ (E)	84	#15	3.92	—
v ₃ (E)	83	#15	3.28	—
v ₄ (E)	143	#15	0.90	—
v ₅ (E)	66	#15	2.22	—
v ₆ (E)	61	#15	1.48	—
v ₇ (E)	12	#15	2.60	—
v ₈ (E)	72	#15	1.80	—
v ₉ (E)	92	#15	2.52	—
v ₁₀ (E)	56	#15	6.95	—
v ₁₁ (E)	16	#15	7.28	—
w ₁ (E)	22	#15	14.75	—
Reinforcing Bars, Epoxy Coated	kg	16,490		
Concrete Structures	m ³	304.1		
Structure Excavation	m ³	526		
Furnishing Metal	m	137.5		
Pile Shells 305 mm				
Driving and Filling Shells	m	137.5		
Test Pile Metal Shells	Each	1		



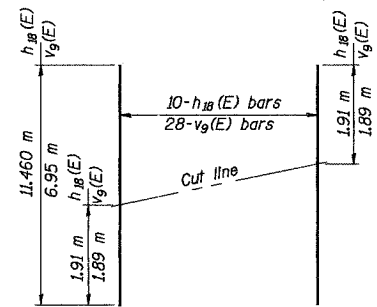
Note:
See Lighting and Electrical Plans for embedded conduit and junction box details.



Cost of door and frame are included with "Concrete Structures".



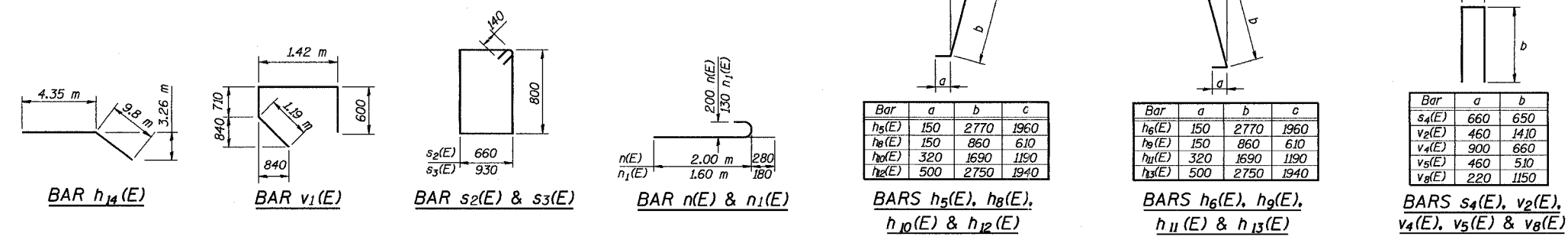
Door is recessed. Opening is slightly larger to facilitate fit-up.



FIELD CUTTING DIAGRAM

* Order h₁₈(E) and v₉(E) bars full length. Cut to fit and use the remainder of bars in opposite face. Trim as needed for door.

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Work this sheet with sheet 21 & 22.
All dimensions are in millimeters (mm) except as noted.



Bar	a	b	c
h ₅ (E)	150	2770	1960
h ₈ (E)	150	860	610
h ₁₀ (E)	320	1690	1190
h ₁₂ (E)	500	2750	1940

Bar	a	b	c
h ₆ (E)	150	2770	1960
h ₉ (E)	150	860	610
h ₁₁ (E)	320	1690	1190
h ₁₃ (E)	500	2750	1940

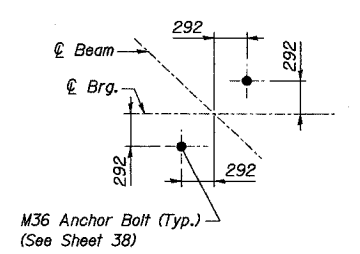
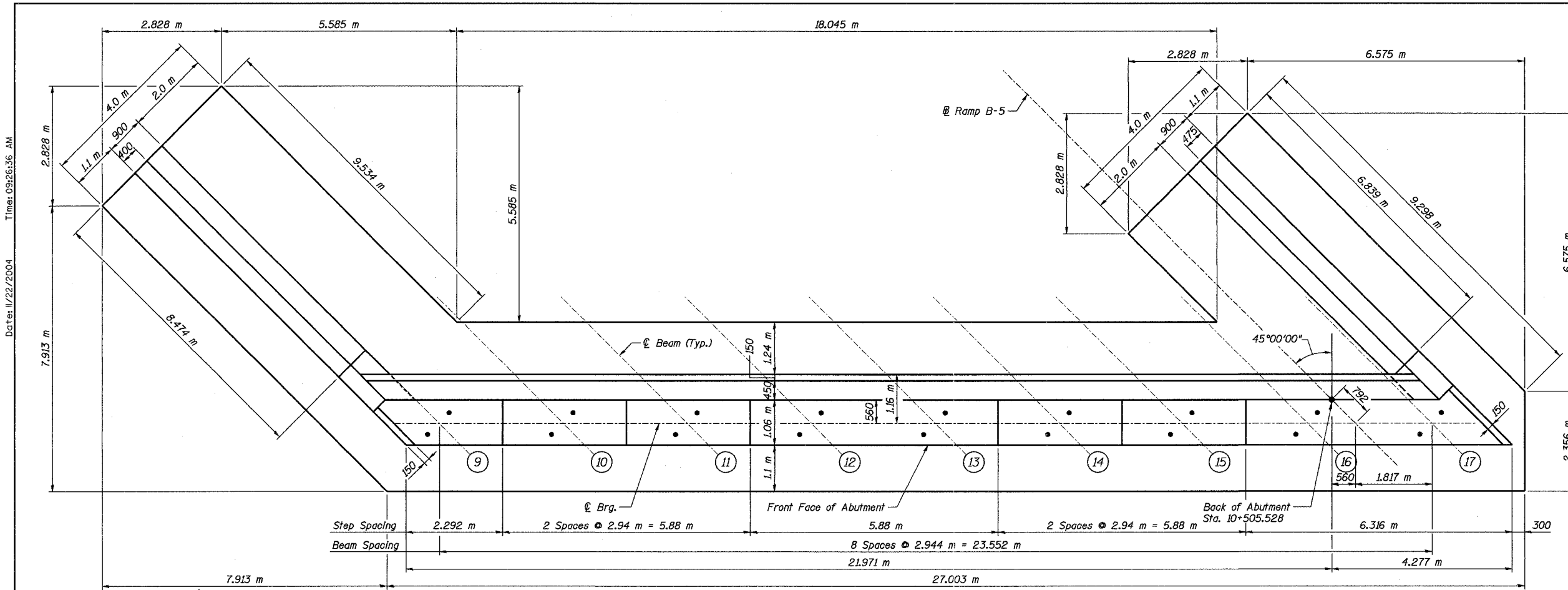
Bar	a	b
s ₄ (E)	660	650
v ₂ (E)	460	1410
v ₄ (E)	900	660
v ₅ (E)	460	510
v ₈ (E)	220	1150

Time: 09:26:21 AM
Date: 11/22/2004
Filename: P:\643996\structure\072-0190\sheet\TracIngs\AB001-1A0720190.dgn

Designed by: MBO
Checked by: DL
Drafted by: FTE
Checked by: DL

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
NORTH ABUTMENT DETAILS II		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 23	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 23

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	523	1340
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT		CONTRACT NO. 68200	



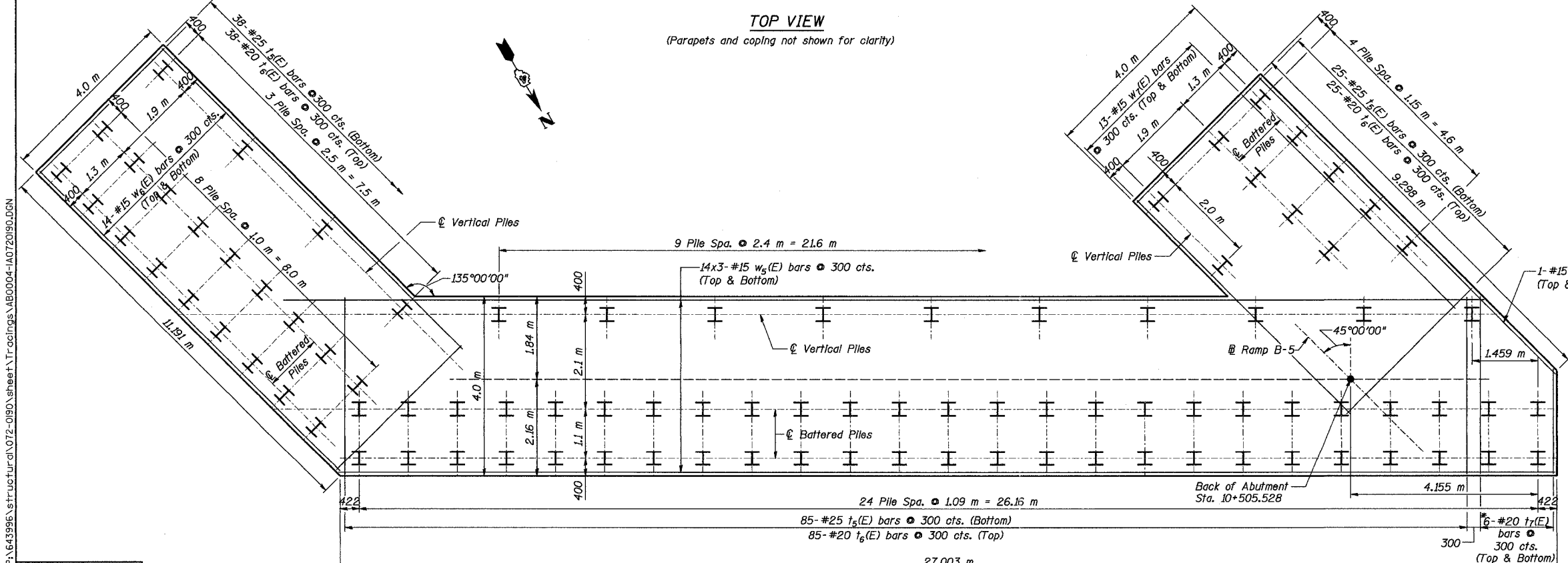
ANCHOR BOLTS LOCATION

PILE DATA

Type: Steel Piles HP310x79
 Capacity: 400 kN
 Est. Length: 9.0 m
 Piles Driven to 600 kN Brg.
 No. Required: 92 Plus 1 Test Pile

Notes:
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 11x2-#15 etc. indicates 11 lines of bars with 2 lengths per line.
 All dimensions are in millimeters (mm) except as noted.
 Work this Sheet with Sheets 25 & 26.

MIN. BAR LAP
 #15 bar = 640



FOOTING PLAN
 (For dimensions not shown see top view)
 (Space reinforcement to miss piles)

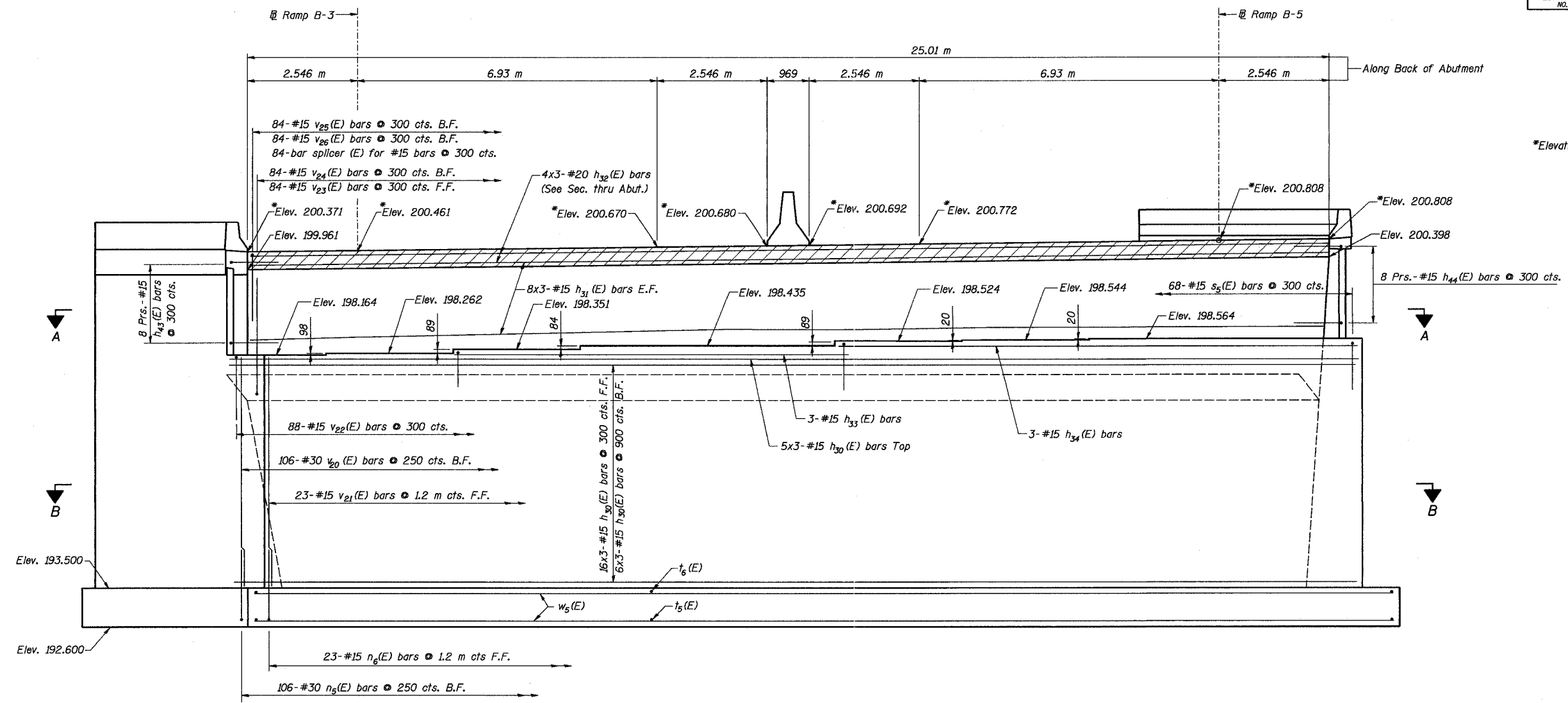
*Order (E) bars full length.
 Cut to fit and use the remainder of bars in opposite face.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
SOUTH ABUTMENT PLAN		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 24	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 24

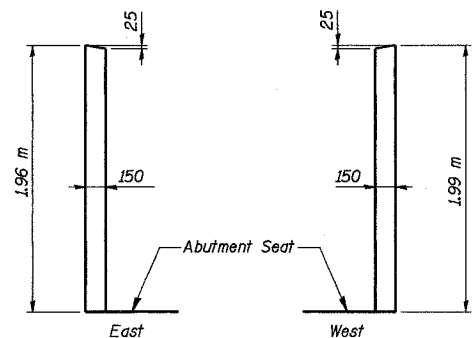
Designed by: DL
 Checked by: AK
 Drafted by: JV
 Checked by: AK

Date: 11/22/2004 Time: 09:26:36 AM
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	524	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	



SOUTH ABUTMENT
(Looking South)
(Railings Not Shown For Clarity,
Partial Cheek Wall Shown For Clarity)



CHEEK WALL DETAILS

Notes:

- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bars indicated thus 14x2-#15 etc. indicates 14 lines of bars with 2 lengths per line.
- For Bill of Material see Sheet 29.
- For Architectural details on face of abutments and wingwalls see Sheet 30.
- For Sections A-A & B-B see Sheet 26.
- All dimensions are in millimeters (mm) except as noted.
- Work this Sheet with Sheets 24 and 26.

F.F. = Front Face
B.F. = Back Face
E.F. = Each Face

MIN. BAR LAP
#15 bar = 640
#20 bar = 790

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
SOUTH ABUTMENT ELEVATION		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 25	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 25

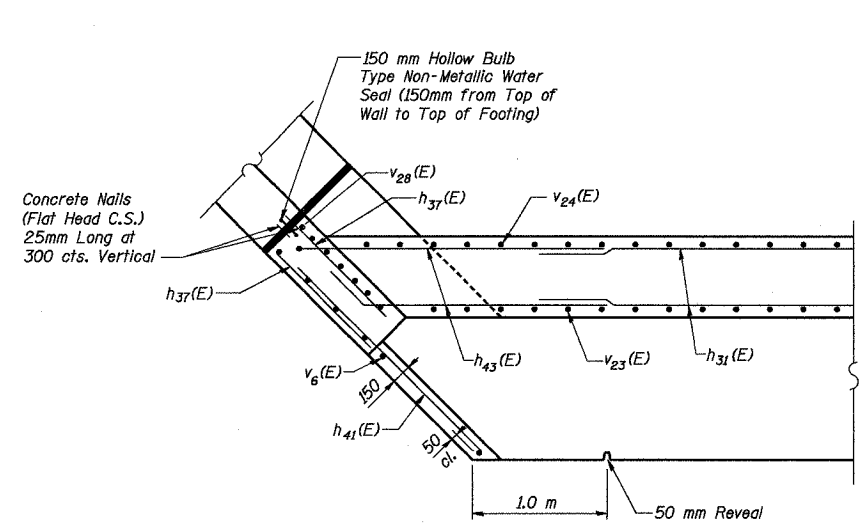
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Designed by: DL
 Checked by: AK
 Drafted by: JMG
 Checked by: AK

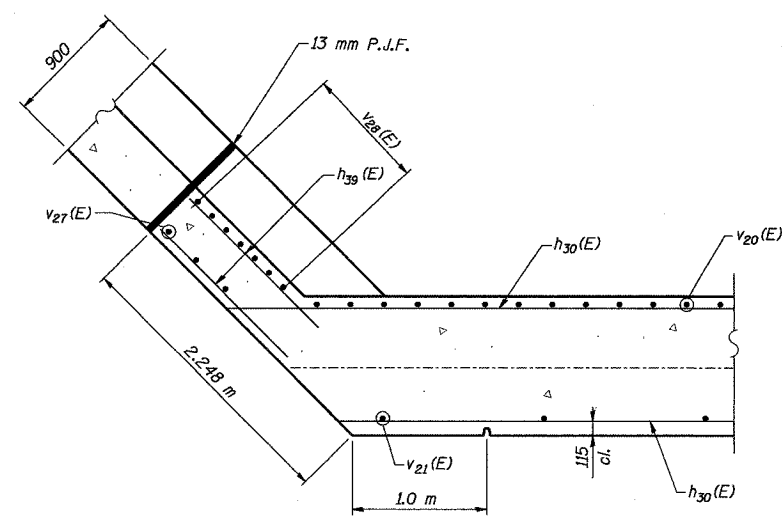
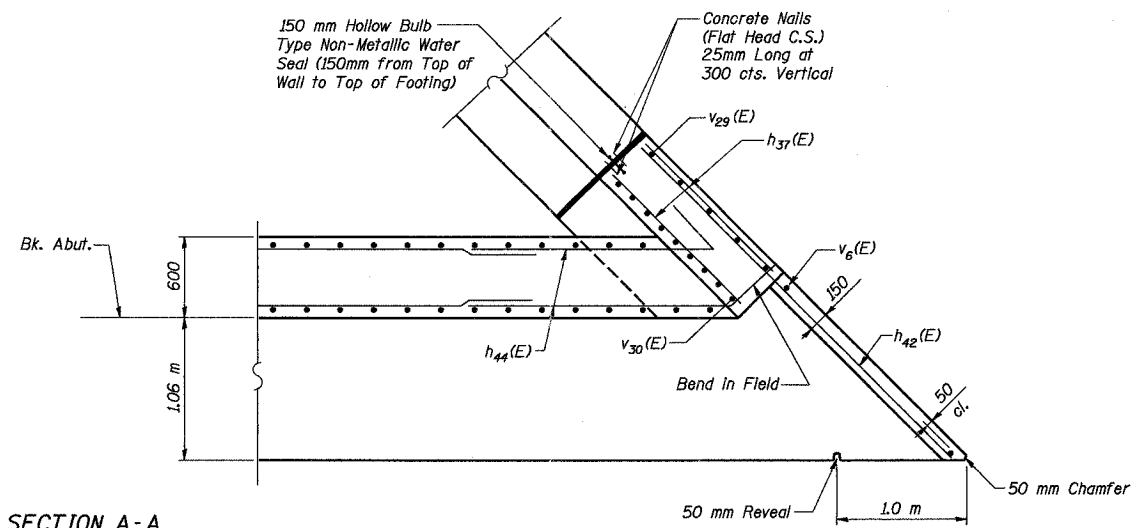
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	525	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

Date: 11/22/2004 Time: 09:21:44 AM

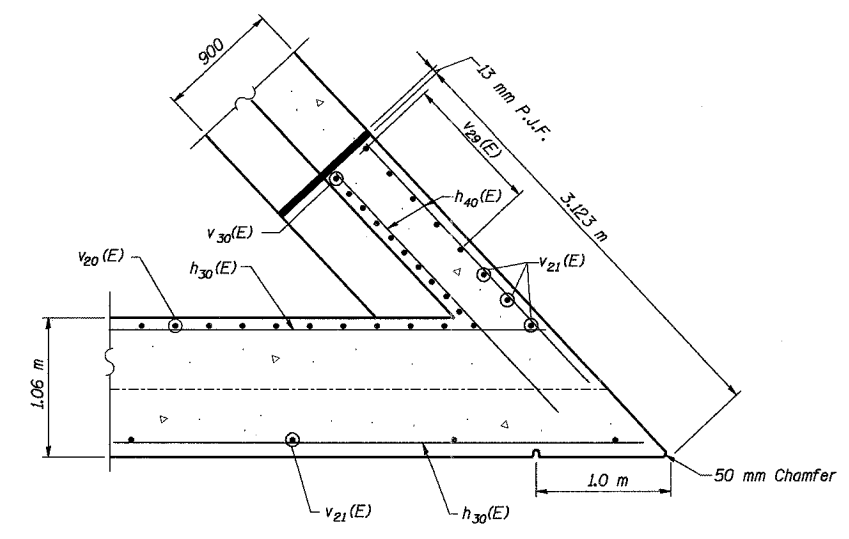
File name: P:\643399E\str\structural\072-0190\sheet\Tracings\480005-1A0720190.DGN



SECTION A-A



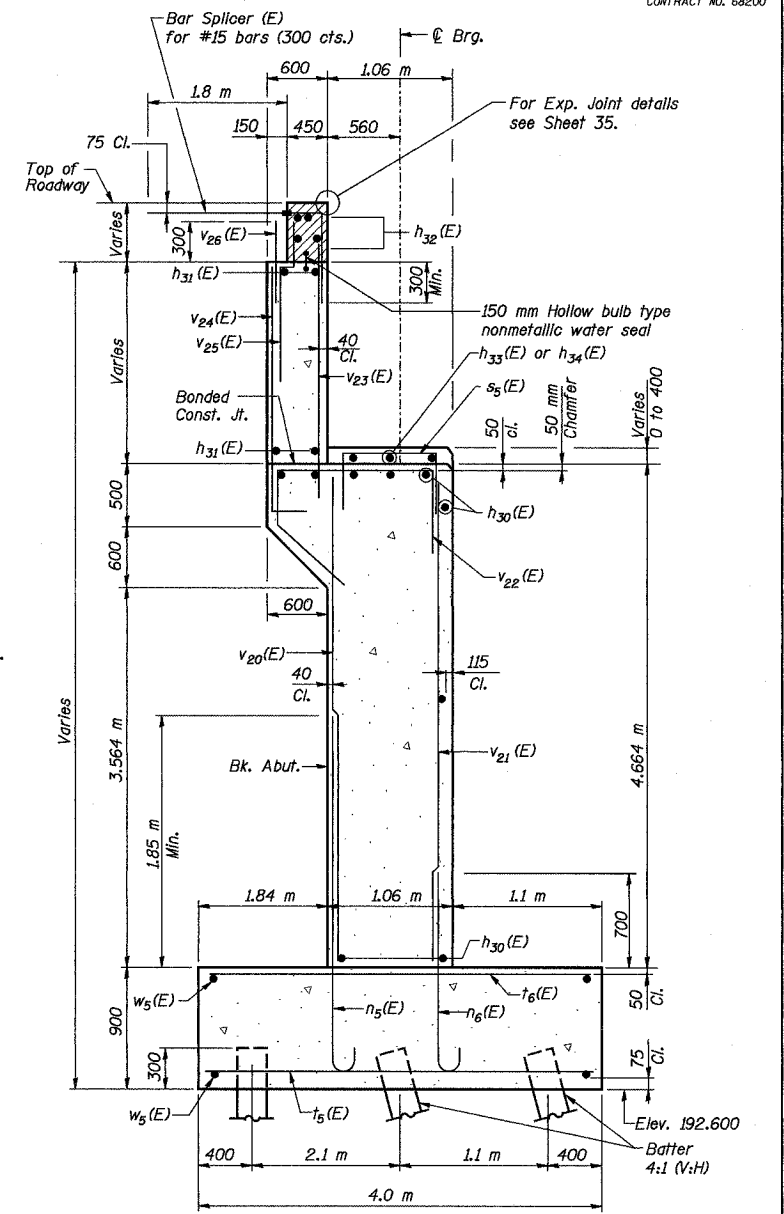
SECTION B-B



Note A:
See Lighting and Electrical plans for embedded conduit and junction box details.

MIN. BAR LAP
#15 bar = 640
#30 bar = 1.85 m

Notes:
Space reinforcement in cap to miss anchor bolts.
For Bill of Material and reinforcement details, see sheet 29.
Work this sheet with sheet 25.
Pour steps monolithically with cap.
For Rustication on face of abutment and wingwall, see sheet 30.
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.
All dimensions are in millimeters (mm) except as noted.



SECTION THRU ABUTMENT

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
SOUTH ABUTMENT DETAILS I		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 26	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 26

Designed by:	DL
Checked by:	AK
Drafted by:	JV
Checked by:	AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	526	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Notes:

Reinforcement bars designated (E) shall be epoxy coated.
Quantity of concrete in end post included with Concrete Superstructure on Sheet 13.

All dimensions are in millimeters (mm) except as noted.

For Bill of Material see Sheet 29.

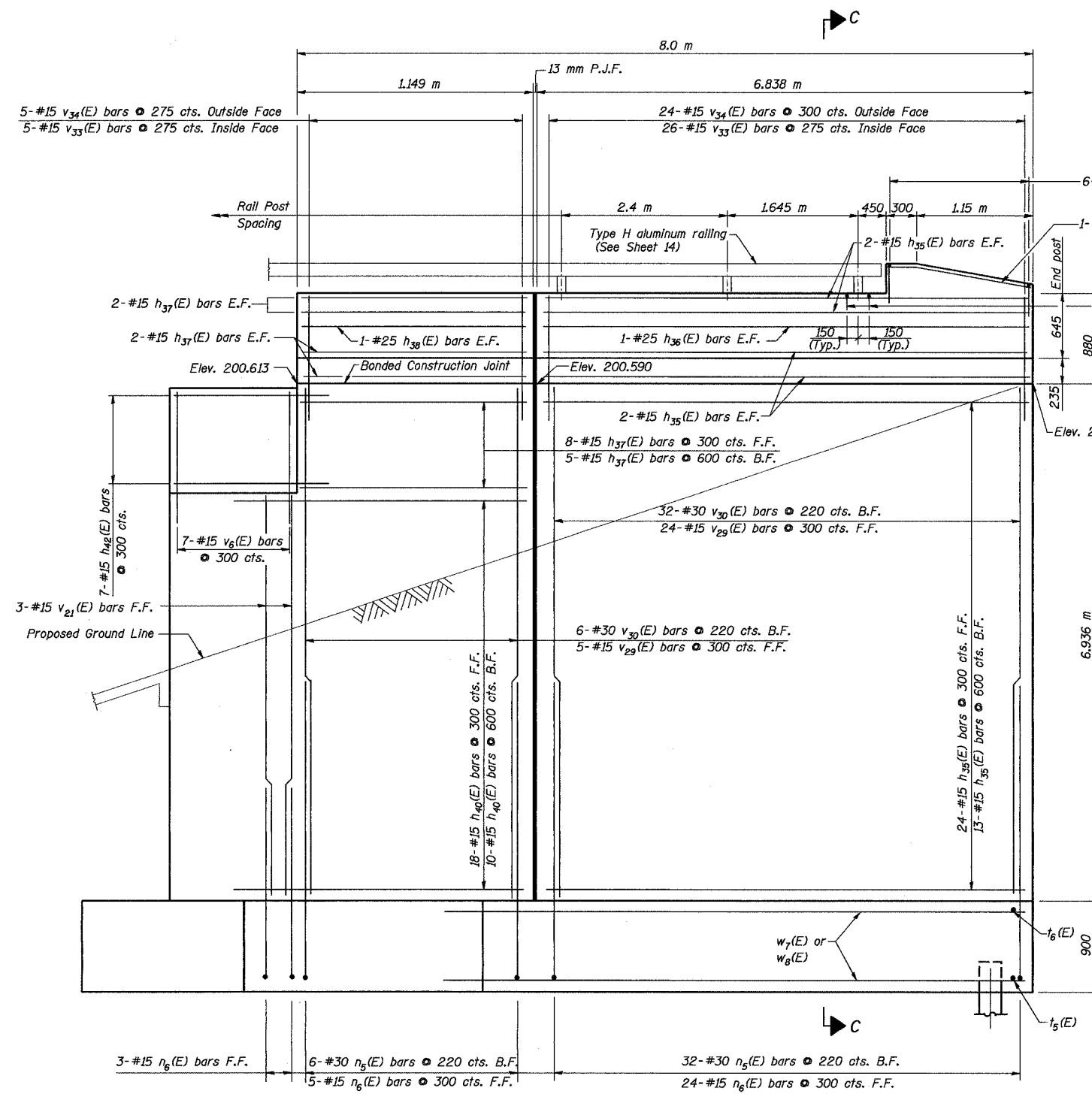
For Drainage behind wingwalls see Sheet 2.

For Parapet End Section see Sheet 29.

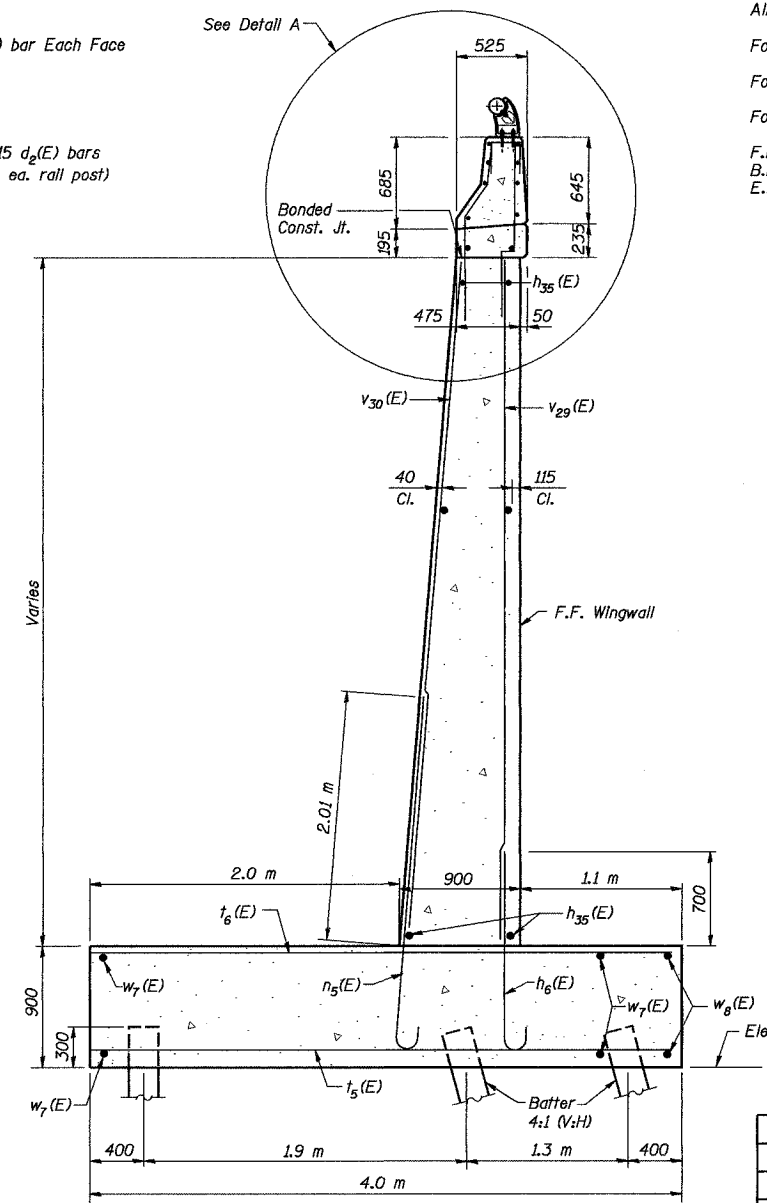
F.F. = Front Face
B.F. = Back Face
E.F. = Each Face

Date: 11/22/2004 Time: 09:21:42 AM

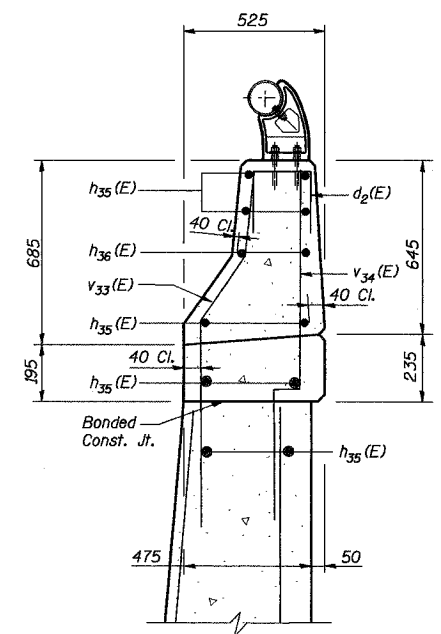
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SOUTHWEST WINGWALL
(Looking East)



SECTION C-C



DETAIL A

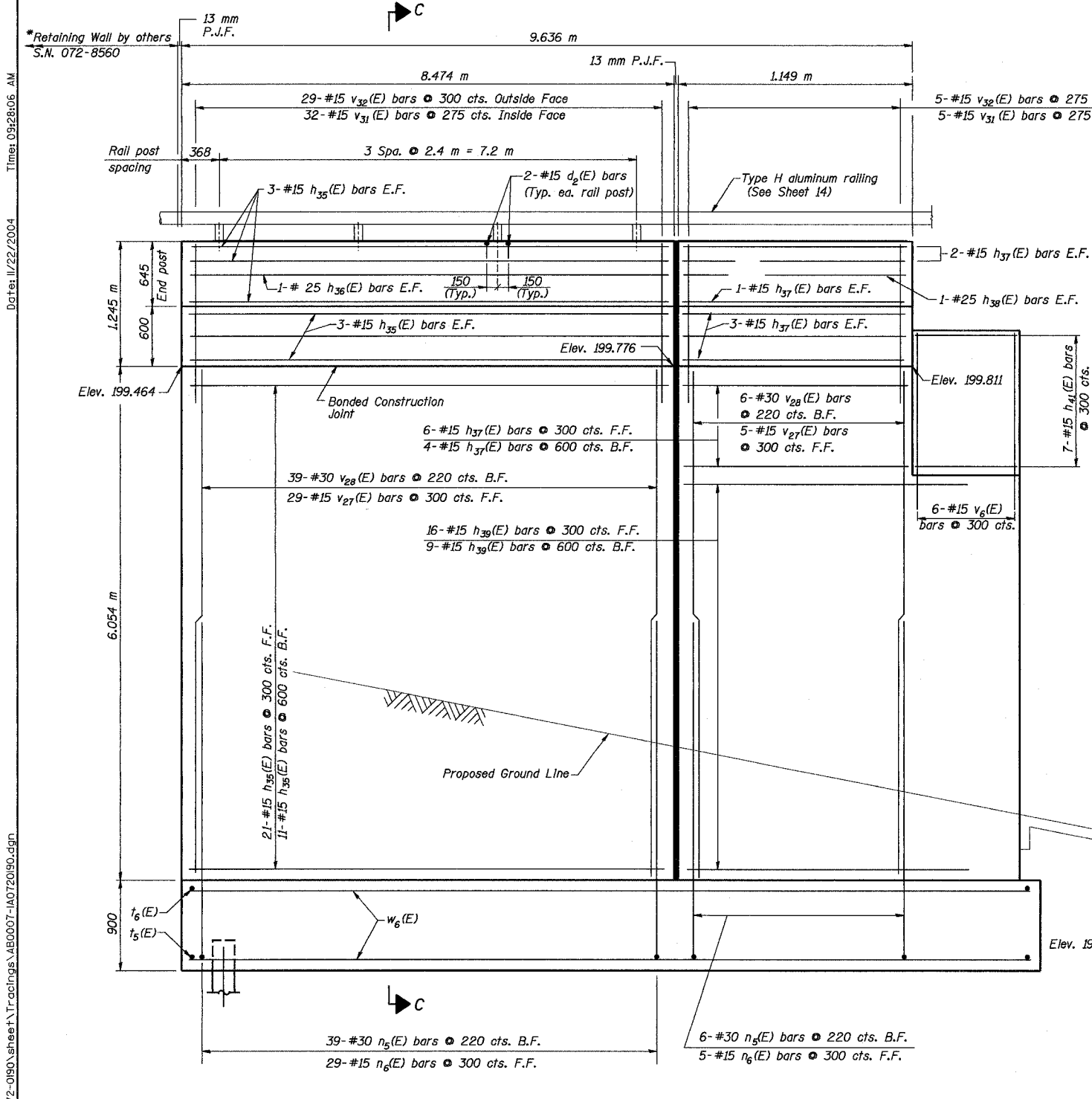
MIN. BAR LAP
#15 bar = 640
#30 bar = 1.85 m

Designed by: DL
Checked by: AK
Drafted by: JV
Checked by: AK

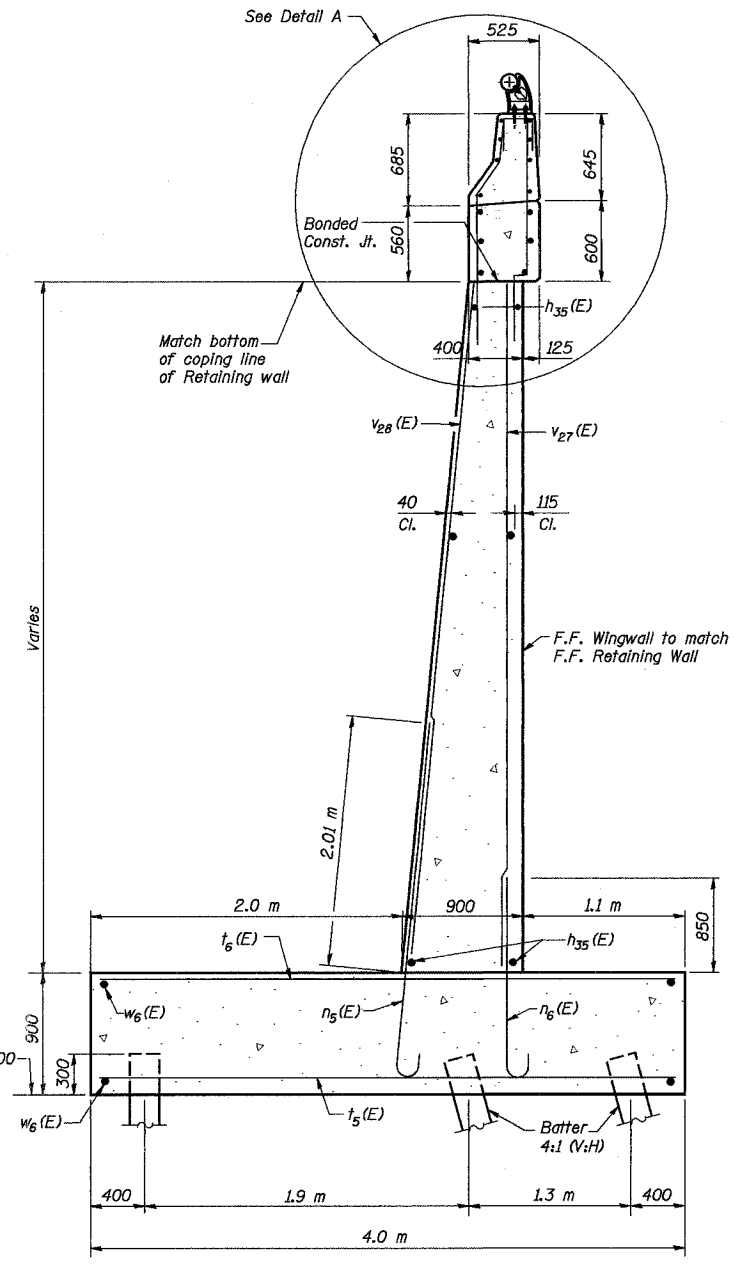
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
SOUTH ABUTMENT DETAILS II		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 27	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 27

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	527	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

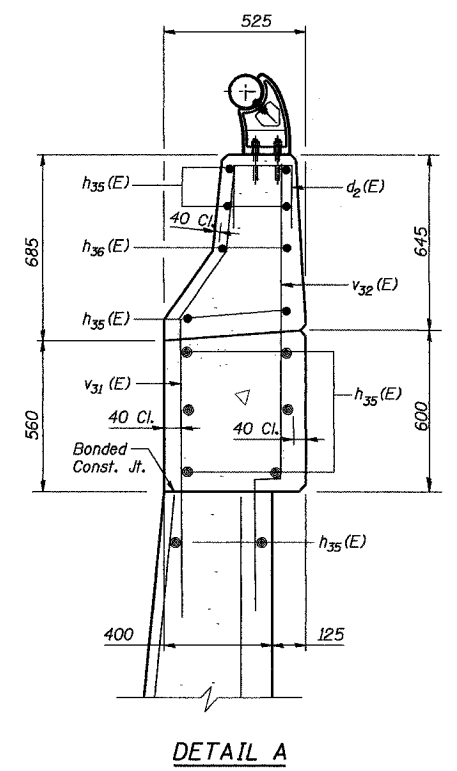
CONTRACT NO. 68200



SOUTHEAST WINGWALL
(Looking West)



SECTION C-C



DETAIL A

Notes:

- Reinforcement bars designated (E) shall be epoxy coated.
- Quantity of concrete in end post included with Concrete Superstructure on Sheet 13.
- All dimensions are in millimeters (mm) except as noted.
- For Bill of Material see Sheet 29.
- For Drainage behind abutments and wingwalls see Sheet 2.
- F.F. = Front Face
- B.F. = Back Face
- E.F. = Each Face

* Contractor shall provide 150 mm hollow bulb-type non-metallic water seal (150 mm from top of wall to top of footing). Water seal shall be 275 mm vertical from front face of wall. See retaining wall plans.

MIN. BAR LAP
#15 bar = 640
#30 bar = 1.85 m

Date: 11/22/2004
Time: 09:28:06 AM
Filename: P:\643996\structure\072-0190\sheet\Tracings\ABC007-1A0720190.dgn

Designed by:	DL
Checked by:	AK
Drafted by:	JMG
Checked by:	AK

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
SOUTH ABUTMENT DETAILS III		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 28	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 28

Date: 11/22/2004 Time: 09:28:25 AM

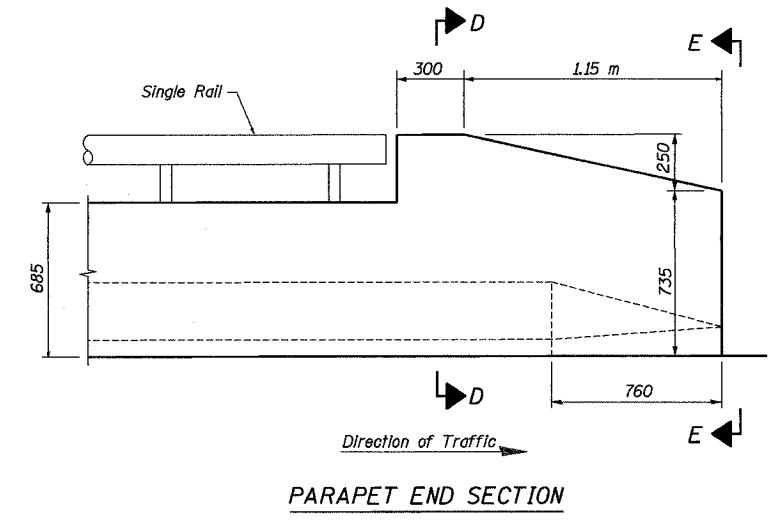
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	528	1260
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 68200				

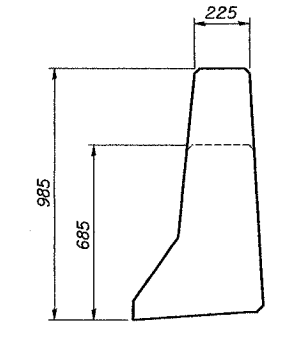
BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
$d_2(E)$	22	#15	0.64	□
$d_{10}(E)$	6	#15	1.34	□
$e_{10}(E)$	2	#15	1.37	∕
$h_{30}(E)$	81	#15	9.15	—
$h_{31}(E)$	48	#15	8.75	—
$h_{32}(E)$	12	#20	8.83	—
$h_{33}(E)$	3	#15	9.42	—
$h_{34}(E)$	3	#15	11.14	—
$h_{35}(E)$	89	#15	8.37	—
$h_{36}(E)$	4	#25	8.37	—
$h_{37}(E)$	43	#15	1.05	—
$h_{38}(E)$	4	#25	1.05	—
$h_{39}(E)$	25	#15	2.15	—
$h_{40}(E)$	28	#15	2.5	—
$h_{41}(E)$	7	#15	1.90	—
$h_{42}(E)$	7	#15	2.40	—
$h_{43}(E)$	16	#15	1.25	∕
$h_{44}(E)$	16	#15	1.25	∕
$n_5(E)$	189	#30	3.24	—
$n_6(E)$	89	#15	1.86	—
$s_5(E)$	68	#15	2.11	□
$t_5(E)$	148	#25	3.90	—
$t_6(E)$	148	#20	3.90	—
$t_7(E)$	6	#20	6.00	—
$v_6(E)$	13	#15	2.6	—
$v_{20}(E)$	106	#30	4.61	—
$v_{21}(E)$	26	#15	4.61	—
$v_{22}(E)$	88	#15	3.65	∕
$v_{23}(E)$	84	#15	2.43	∕
$v_{24}(E)$	84	#15	2.51	∕
$v_{25}(E)$	84	#15	1.05	∕
$v_{26}(E)$	84	#15	0.6	∕
$v_{27}(E)$	34	#15	6.07	—
$v_{28}(E)$	45	#30	6.0	—
$v_{29}(E)$	29	#15	6.95	—
$v_{30}(E)$	38	#30	6.95	—
$v_{31}(E)$	37	#15	1.87	∕
$v_{32}(E)$	34	#15	1.94	∕
$v_{33}(E)$	31	#15	1.52	∕
$v_{34}(E)$	29	#15	1.52	∕
$w_5(E)$	84	#15	9.40	—
$w_6(E)$	28	#15	11.09	—
$w_7(E)$	26	#15	7.30	—
$w_8(E)$	2	#15	9.20	—
Structure Excavation	m^3		577	
Concrete Structures	m^3		409.9	
Reinforcement bars, Epoxy Coated	kg		21770	
Furnishing Steel Piles HP310x79	m		828	
Driving Steel Piles	m		828	
Test Pile Steel HP310x79	Each		1	

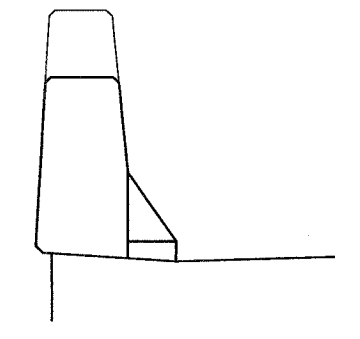
Notes:
All dimensions are in millimeters (mm) except as noted.
Reinforcement bars designated (E) shall be epoxy coated.



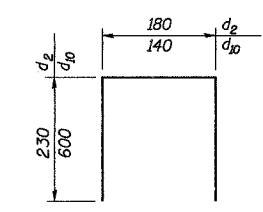
PARAPET END SECTION



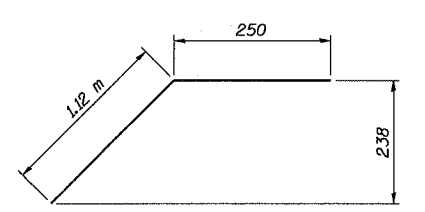
SECTION D-D



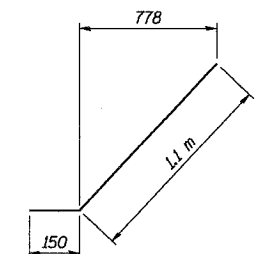
VIEW E-E



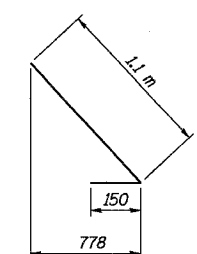
BAR $d_2(E)$ & $d_{10}(E)$



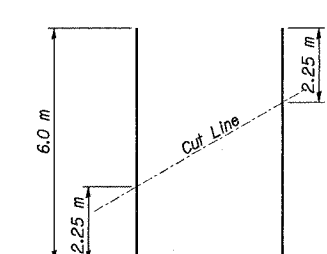
BAR $e_{10}(E)$



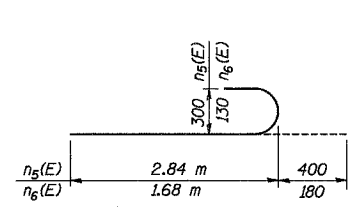
BAR $h_{43}(E)$



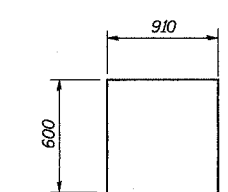
BAR $h_{44}(E)$



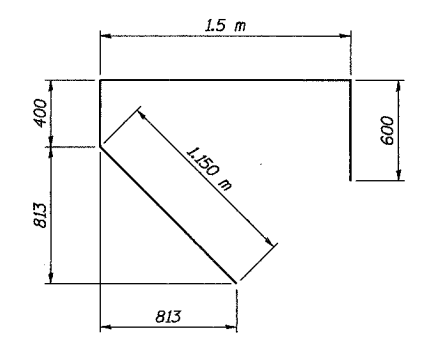
FIELD CUTTING DIAGRAM
Order $t_7(E)$ bars full length. Cut to fit and use remainder of bars in opposite face.



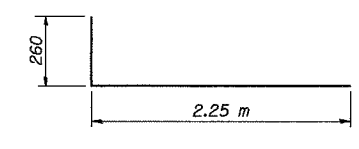
BARS $n_5(E)$ & $n_6(E)$



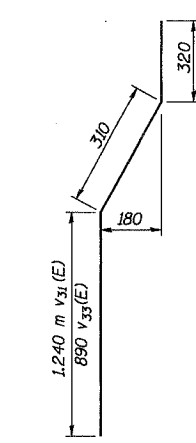
BAR $s_5(E)$



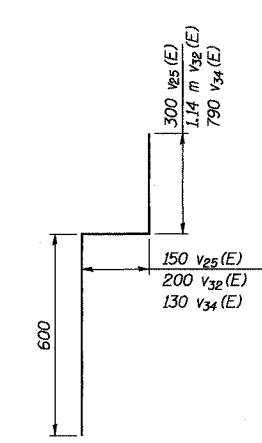
BAR $v_{22}(E)$



BAR $v_{24}(E)$



BAR $v_{31}(E)$ & $v_{33}(E)$



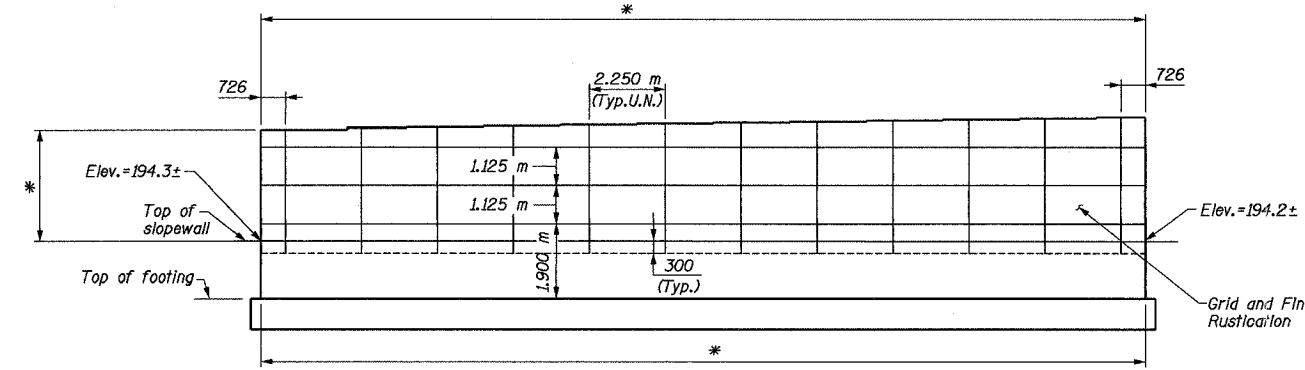
BARS $v_{25}(E)$, $v_{32}(E)$ & $v_{34}(E)$

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SOUTH ABUTMENT DETAILS IV RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO.	SCALE	DATE
29	N.T.S.	2-21-03
SHEET NO.		29

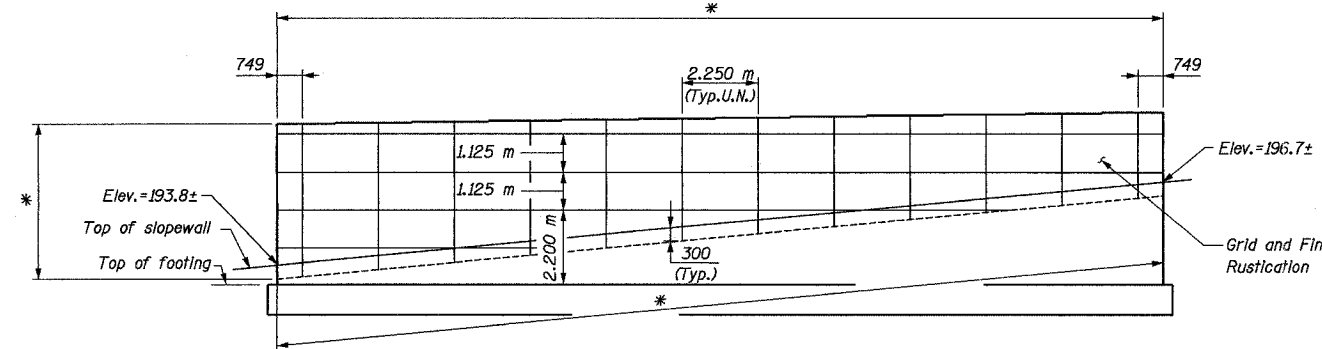
Designed by: DL
Checked by: AK
Drafted by: JY
Checked by: AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	529	1260
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

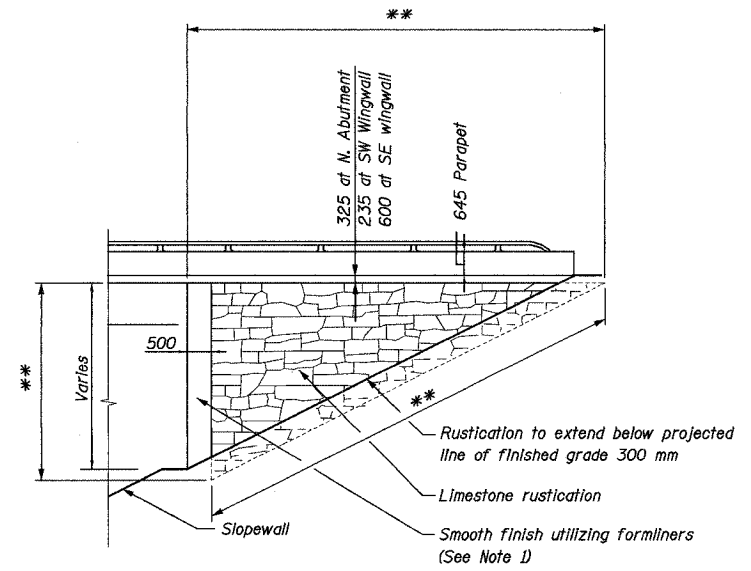


NORTH ABUTMENT ELEVATION
(Looking North)



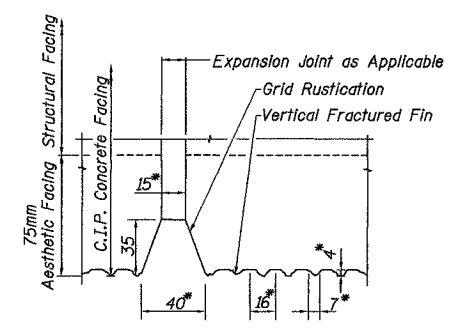
SOUTH ABUTMENT ELEVATION
(Looking South)

NOTE 1:
Cost of Smooth Finish Formliners is Included in the Cost of Formliner Limestone Surface.



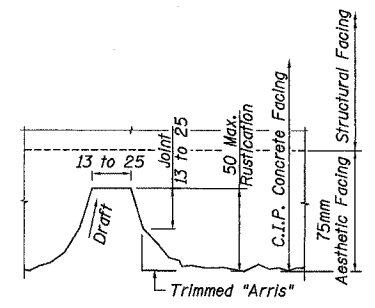
ELEVATION
(Wingwall with single tube rail)
(Curtain Wall Similar)

* Pay limits for Form Liner Grid & Fin Surface
** Pay limits for Form Liner Limestone Surface



GRID AND FIN RUSTICATION DETAIL
NTS

* Dimensions subject to minor variations within the group of approved formliners.



LIMESTONE RUSTICATION DETAIL
NTS

NOTE: All dimensions are in millimeters (mm) except as noted.

BILL OF MATERIAL

Item	Unit	Quantity
Form Liner Limestone Surface	m ²	182
Form Liner Grid and Fin Surface	m ²	216

REVISION	DATE	DESCRIPTION	
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION ABUTMENT AND WINGWALL RUSTICATION DETAILS RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO.	SCALE	DATE	SHEET NO.
30	N.T.S.	2-21-03	30

Time: 09:28:52 AM
 Date: 11/22/2004
 File name: P:\643996\structural\072-0190\sheet\Tracings\AB0010-1A0720190.dgn

Designed by: DL
 Checked by: AK
 Drafted by: JV
 Checked by: AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	530	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 68200				

Notes:

Bars indicated thus 4x2-#25 etc. indicates 4 lines of bars with 2 lengths per line.

E.F. = Each Face

Four steps monolithically with cap.

Reinforcement bars designated (E) shall be epoxy coated.

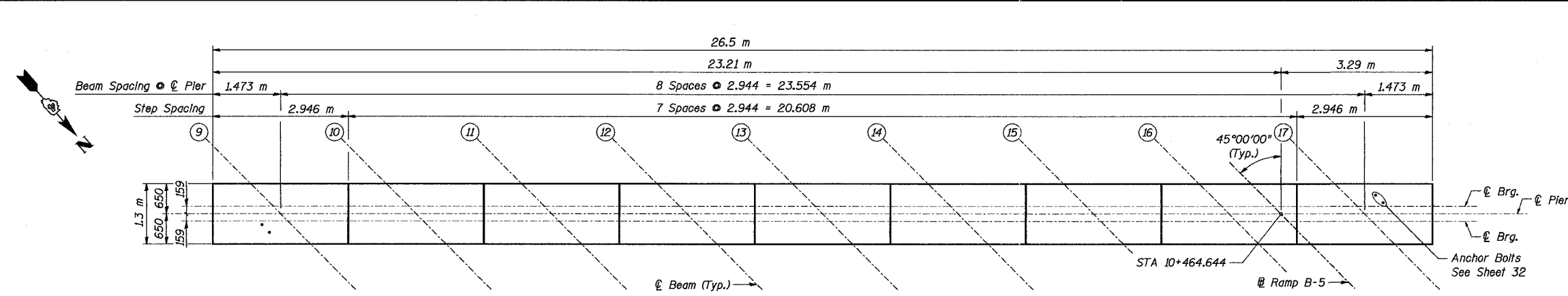
All dimensions are in millimeters (mm) except as noted.

Space reinforcement in cap to miss anchor bolts.

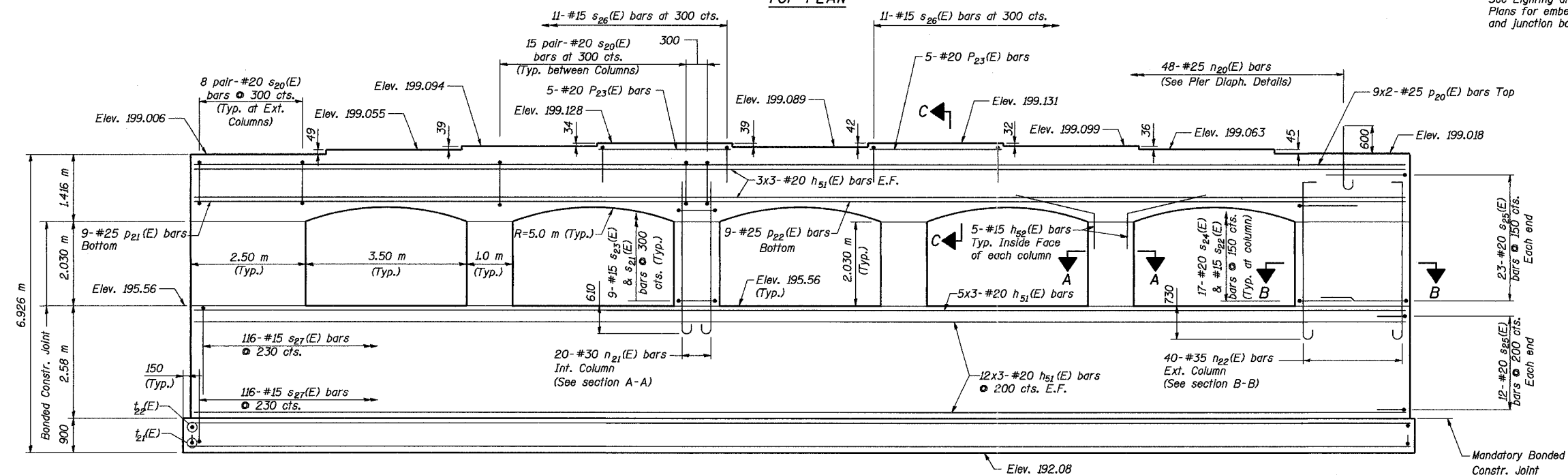
For Section A-A, B-B & C-C see Sheet 32.

Maximum applied bearing pressure = 240 kPa

Note A:
See Lighting and Electrical Plans for embedded conduit and junction box details.

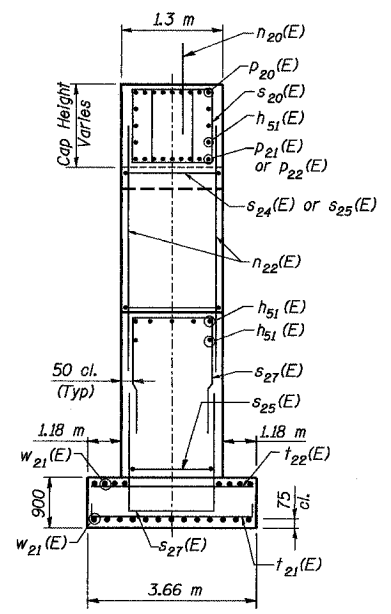


TOP PLAN

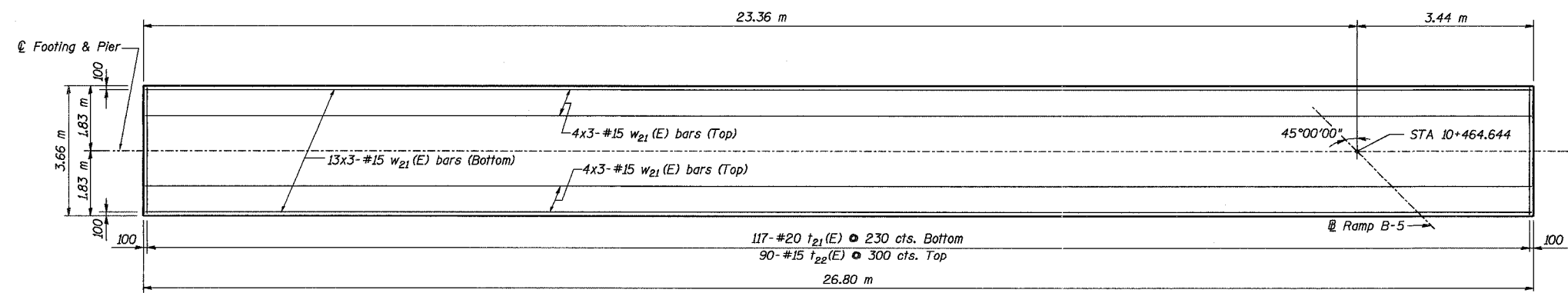


ELEVATION

(Looking South)



END VIEW



FOOTING PLAN

MIN. BAR LAP

- #15 bar = 640
- #20 bar = 790
- #25 bar = 1.85 m

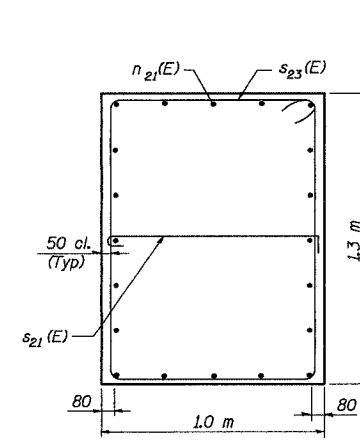
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Designed by: AK
 Checked by: WEE
 Drafted by: ERP
 Checked by: WEE

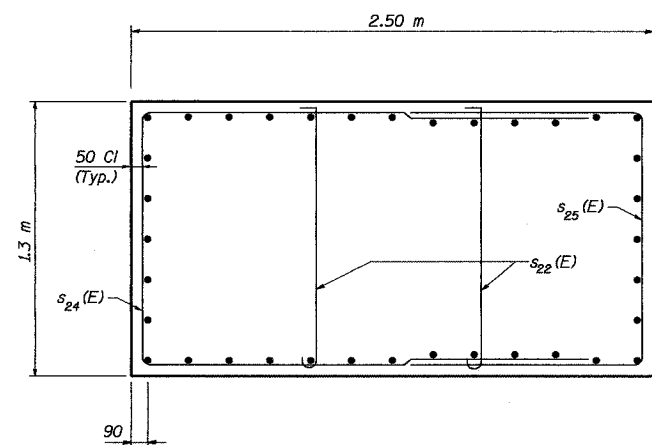
REVISION	DATE	DESCRIPTION	
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PIER RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO.	SCALE	DATE	SHEET NO.
31	N.T.S.	2-21-03	31

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	531	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

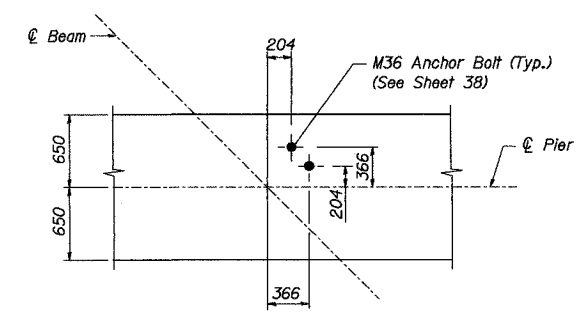
CONTRACT NO. 68200



SECTION A-A
Typical Int. Column Section



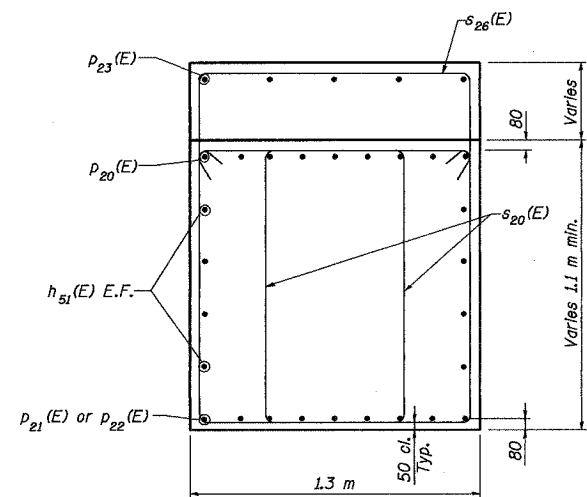
SECTION B-B
Typical Ext. Column Section



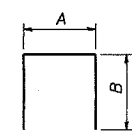
ANCHOR BOLTS LOCATION

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
h ₅₁ (E)	105	#20	9.35	—
h ₅₂ (E)	50	#15	2.41	—
n ₂₀ (E)	48	#25	1.26	U
n ₂₁ (E)	80	#30	4.10	U
n ₂₂ (E)	80	#35	4.26	U
p ₂₀ (E)	18	#25	14.15	—
p ₂₁ (E)	9	#25	16.00	—
p ₂₂ (E)	9	#25	12.30	—
p ₂₃ (E)	10	#20	2.85	—
s ₂₀ (E)	182	#20	3.90	□
s ₂₁ (E)	36	#15	1.18	—
s ₂₂ (E)	68	#15	1.48	—
s ₂₃ (E)	36	#15	4.48	□
s ₂₄ (E)	34	#20	5.40	□
s ₂₅ (E)	70	#20	3.38	□
s ₂₆ (E)	22	#15	2.50	□
s ₂₇ (E)	232	#15	5.20	□
t ₂₁ (E)	117	#20	4.20	□
t ₂₂ (E)	90	#15	3.56	—
w ₂₁ (E)	63	#15	9.33	—
Concrete Structures		m ³	248.4	
Reinforcement Bars, Epoxy Coated		kg	16,990	
Structure Excavation		m ³	180	

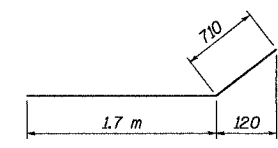


SECTION C-C

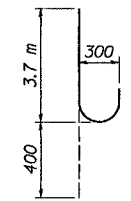


BARS
A & B DIMENSIONS

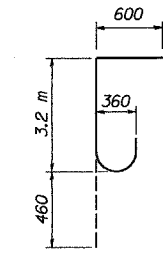
Bar	A	B
s ₂₄ (E)	1.2 m	2.1 m
s ₂₅ (E)	1.18 m	1.1 m
s ₂₆ (E)	1.2 m	650
s ₂₇ (E)	1.2 m	2.0 m



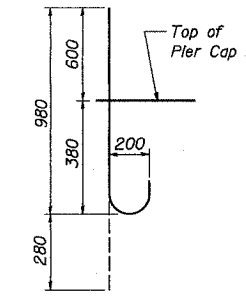
BAR h₅₂(E)



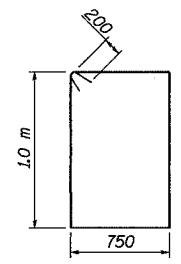
BARS n₂₁(E)



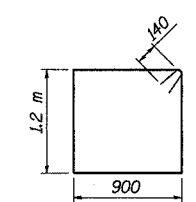
BARS n₂₂(E)



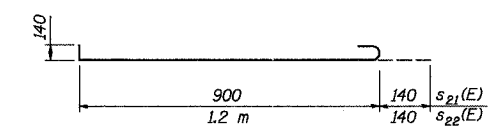
BAR n₂₀(E)



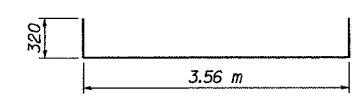
BAR s₂₀(E)



BAR s₂₃(E)



BARS s₂₁(E), s₂₂(E)



BAR t₂₁(E)

Notes:
E.F. - Each Face
Reinforcement bars designated (E) shall be epoxy coated.
All dimensions are in millimeters (mm) except as noted.

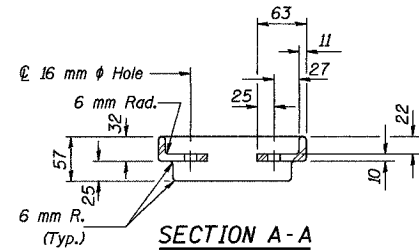
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
PIER DETAILS		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 32	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 32

Date: 11/22/2004 Time: 09:29:43 AM
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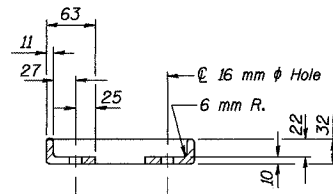
Designed by: AK
Checked by: WEE
Drafted by: ERP
Checked by: WEE

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	532	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

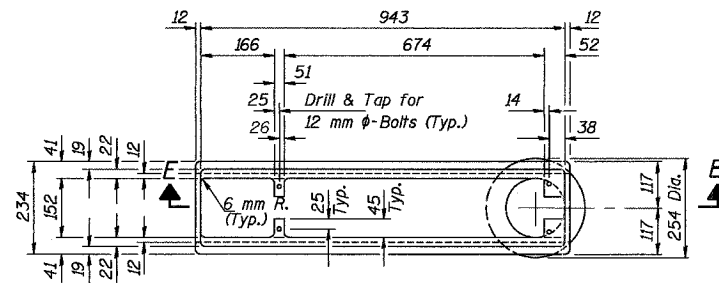
CONTRACT NO. 68200



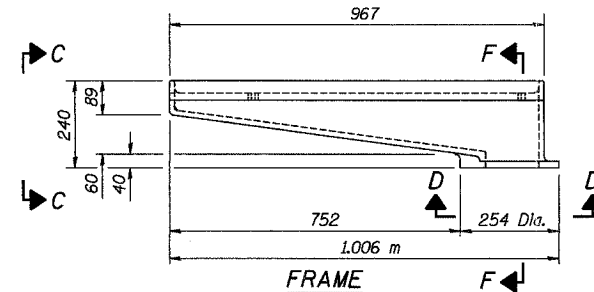
SECTION A-A



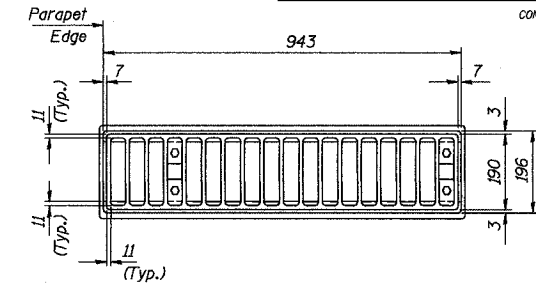
SECTION B-B



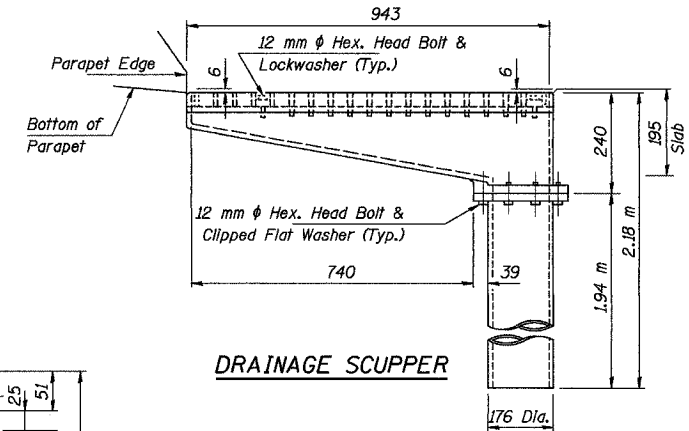
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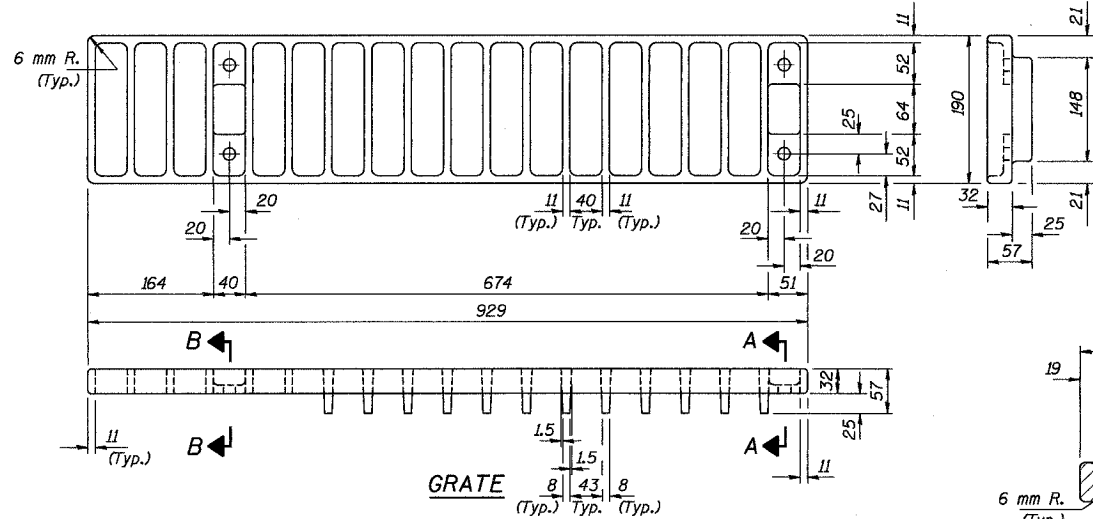
FRAME



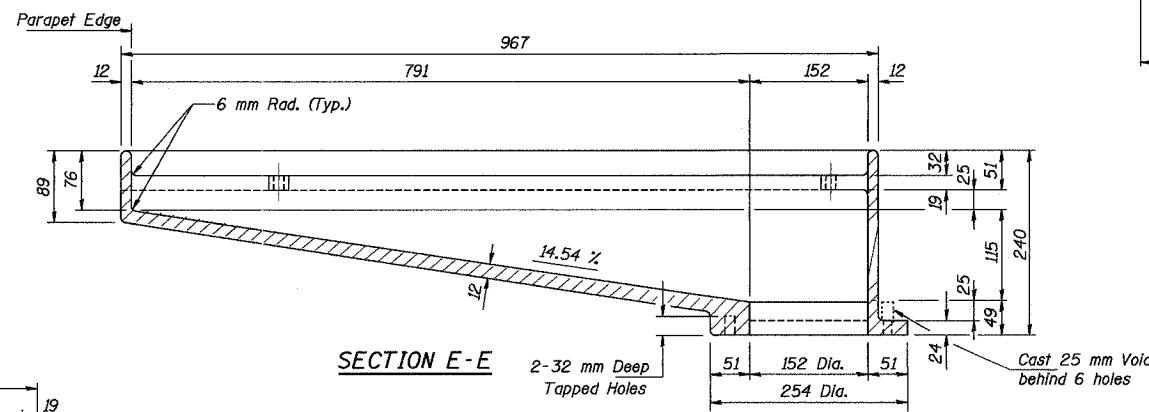
DRAINAGE SCUPPER



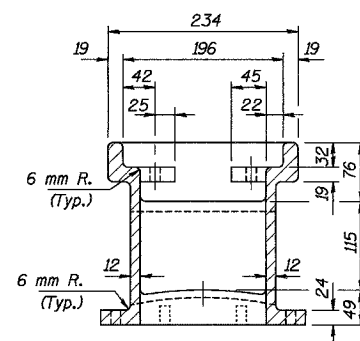
DRAINAGE SCUPPER



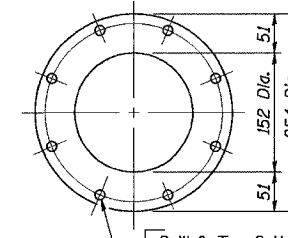
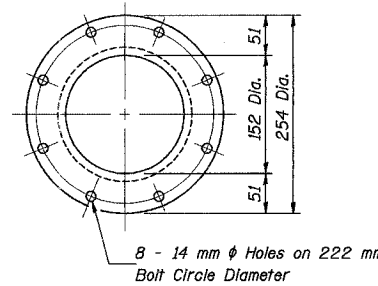
GRATE



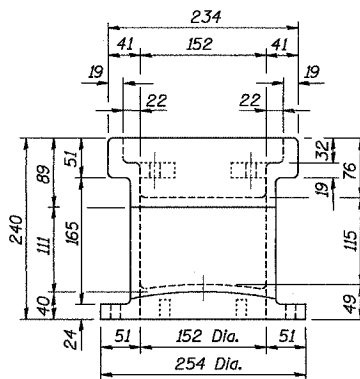
SECTION E-E



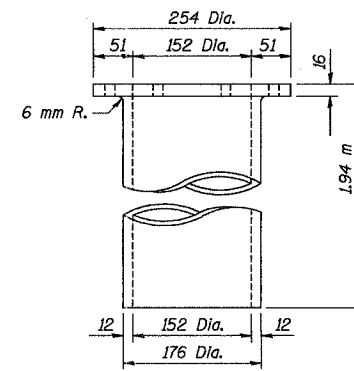
SECTION F-F



VIEW D-D



VIEW C-C



DOWNSPOUT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, Type I	Each	4

Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 30.
 Bolts and washers shall conform to the requirements of ASTM A 307.
 All bolts and washers shall be galvanized according to AASHTO M 232.
 As an alternate bolts and washers may be stainless steel.
 Cost of the Grate, Frame, Downspout, bolts and washers including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPER, TYPE I."
 The Contractor may use at his option steel drainage scuppers or cast iron drainage scuppers.
 All dimensions are in millimeters (mm) except as noted.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
DRAINAGE SCUPPER, TYPE I		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 33	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 33

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	34	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

Joint Size	°C at 10 °C	"D" at 10 °C	
50	50	40 Min.	At S. Abut.
65	65	45 Min.	
100	75	65 Min.	At N. Abut.

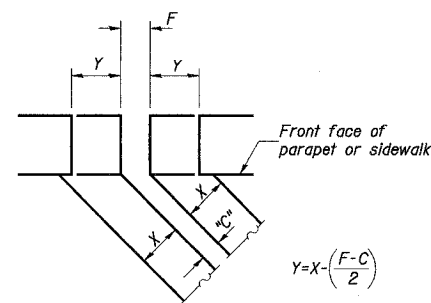
INSTALLATION NOTES

- Install continuous seal in roadway, parapet, curb, and sidewalk.
- Install anchor blocks as indicated.

NOTE A: Maximum spacing of anchor bolts shall be 300 centers.

SKREW LIMITATIONS

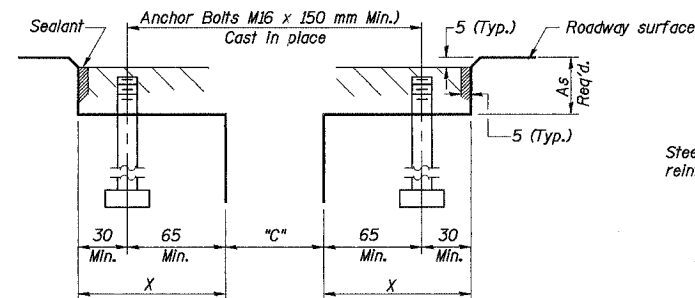
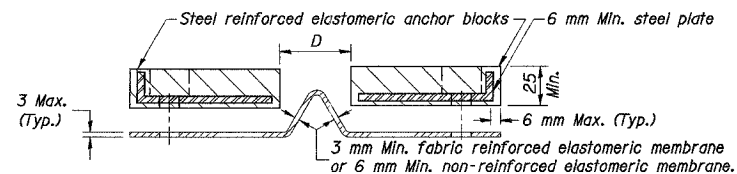
The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 40 mm from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±300 cts.



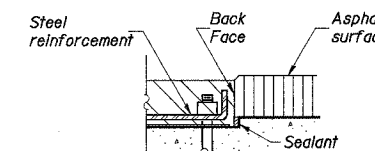
$$Y = X - \left(\frac{F - C}{2} \right)$$

For dimension "F" see sheet 7 and 10.

FORMING BLOCKOUT SKETCH



CROSS SECTION



ANCHOR BLOCK WITH ASPHALT SURFACE

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.

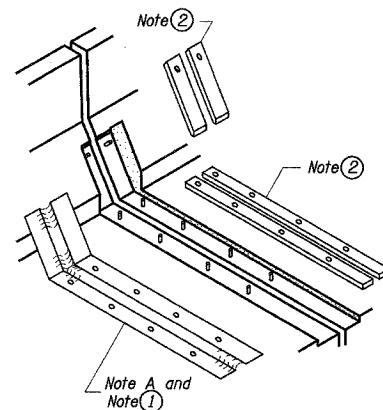
The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

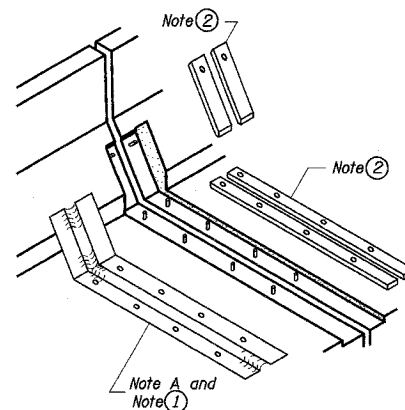
Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 10 °C.

The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.

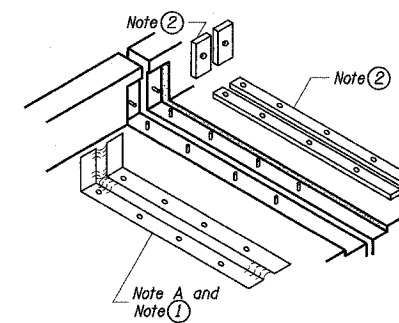
All dimensions are in millimeters (mm) except as noted.



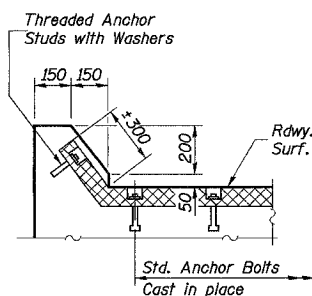
AT PARAPET



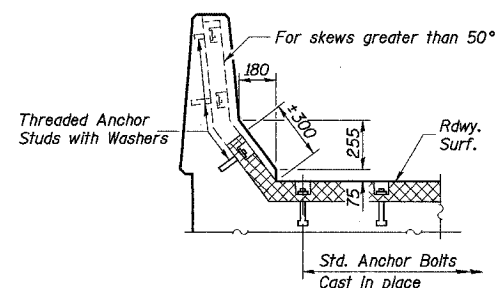
AT MEDIAN



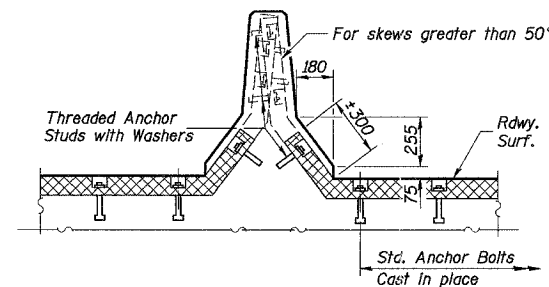
AT WALL



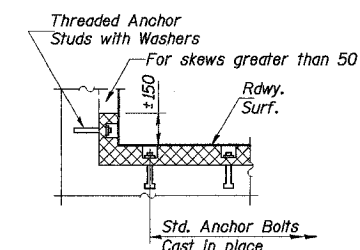
AT CURB



AT PARAPET

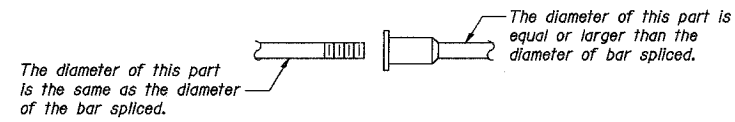


AT MEDIAN



AT WALL

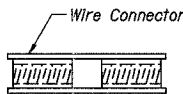
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 35	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 35



ROLLED THREAD DOWEL BAR



** ONE PIECE



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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

NOTES

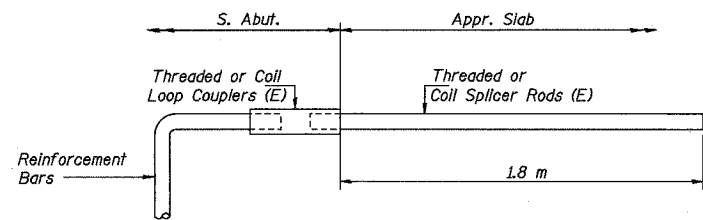
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 400 MPa yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the 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:

- Minimum Capacity = $1.25 \times 10^3 \times f_y \times A_t$
(Tension in kN)
- Minimum *Pull-out Strength = $1.25 \times 10^3 \times f_{s\text{ allow}} \times A_t$
(Tension in kN)

Where f_y = Yield strength of lapped reinforcement bars in MPa.
 $f_{s\text{ allow}}$ = Allowable tensile stress in lapped reinforcement bars in MPa (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars (mm^2).
 * = 28 day concrete

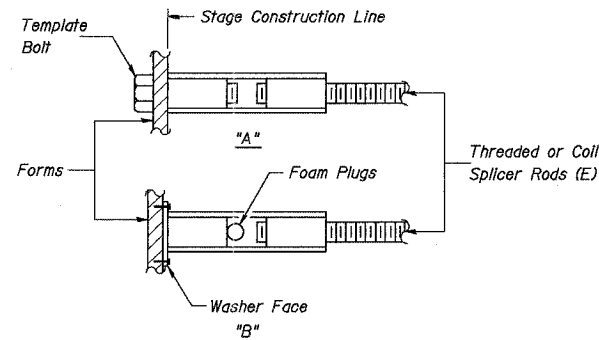
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kN - tension	Min. Pull-Out Strength kN - tension
#15	610 mm	100	40
#20	790 mm	150	60
#25	1.04 m	250	100
#30	1.37 m	350	140

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."
 All dimensions are in millimeters (mm) except as noted.



**ABUTMENT
BAR SPLICER ASSEMBLY DETAIL
FOR #15 BAR**

Min. Capacity = 100 kN - tension
Min. Pull-out Strength = 40 kN - tension
No. Required = 84



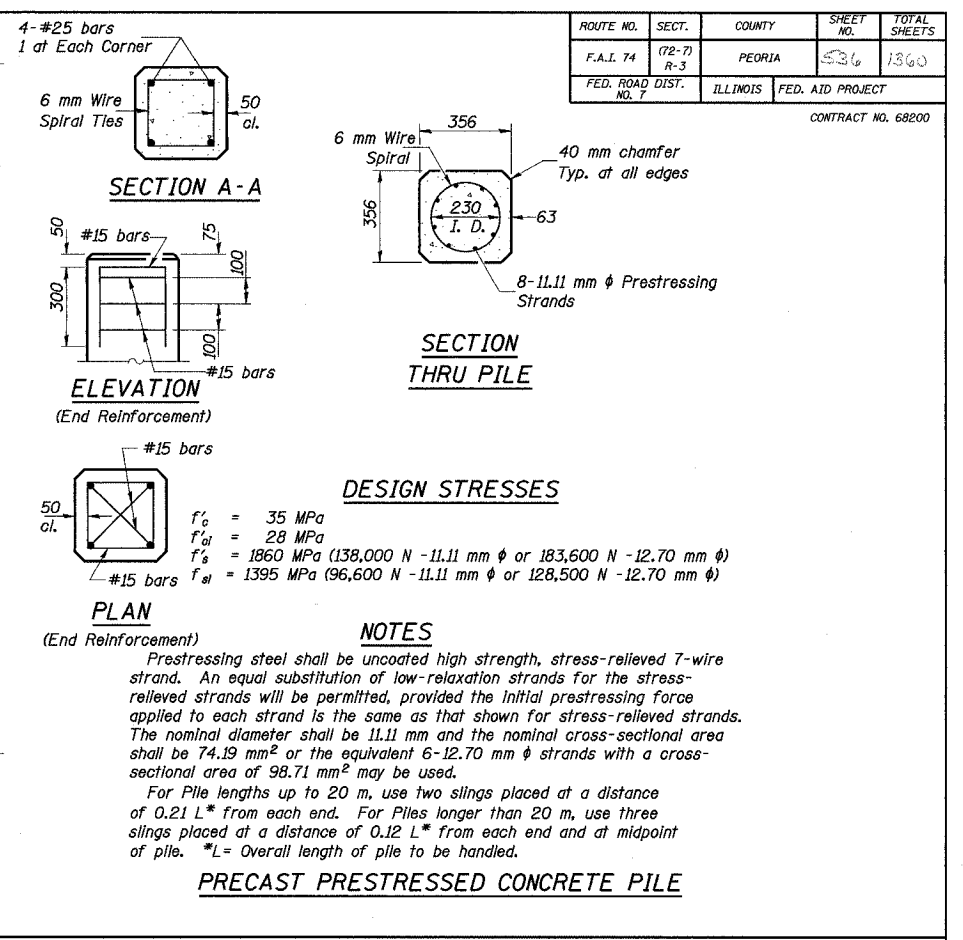
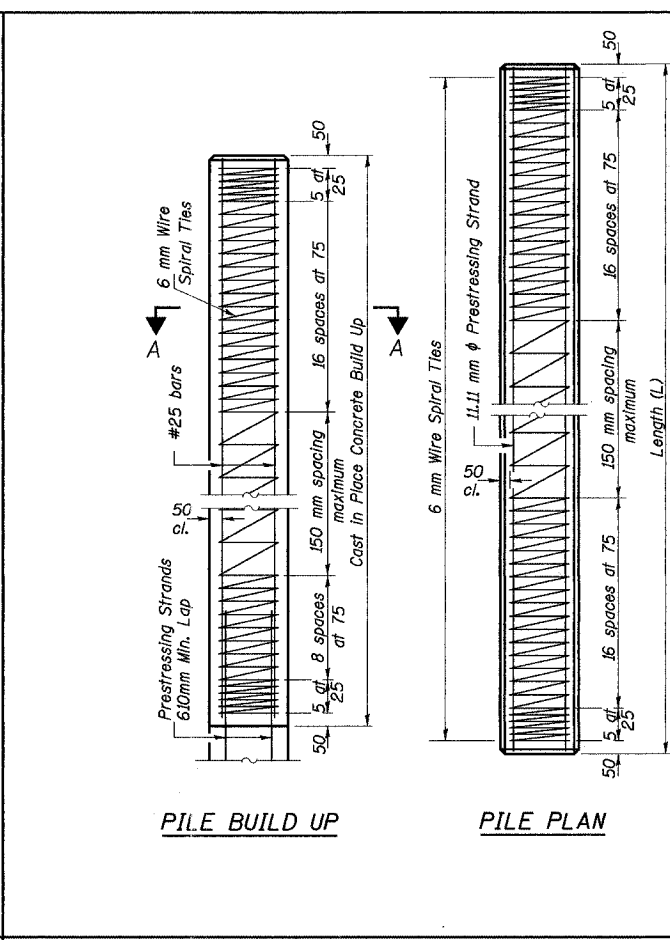
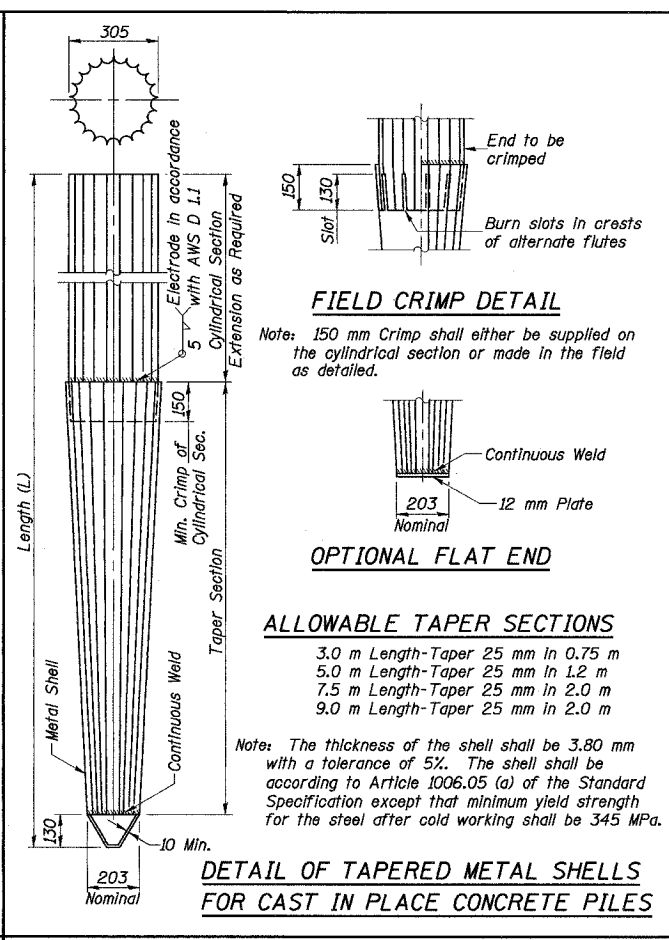
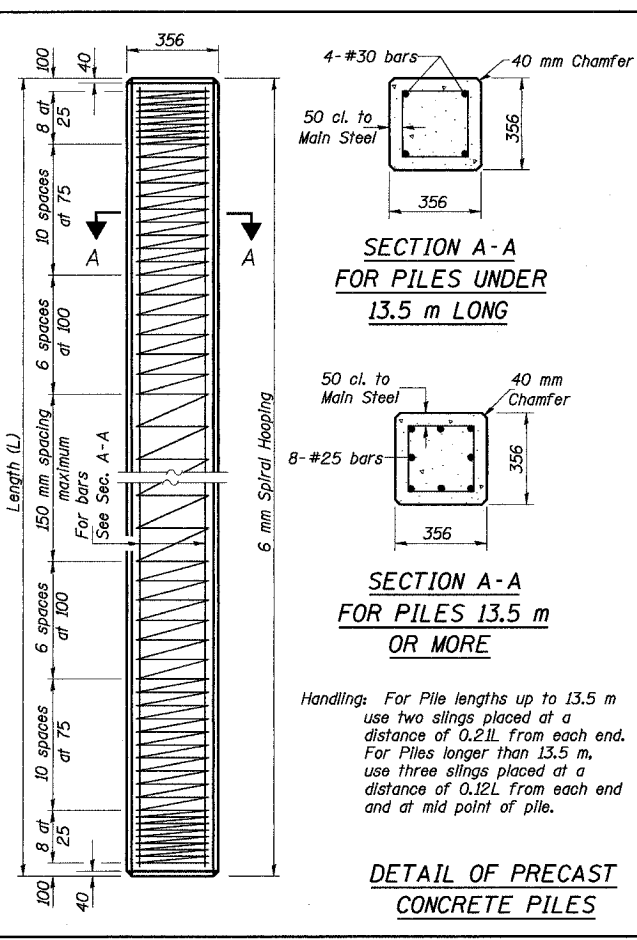
INSTALLATION AND SETTING METHODS

"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.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
BAR SPLICER ASSEMBLY DETAILS		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 36	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 36

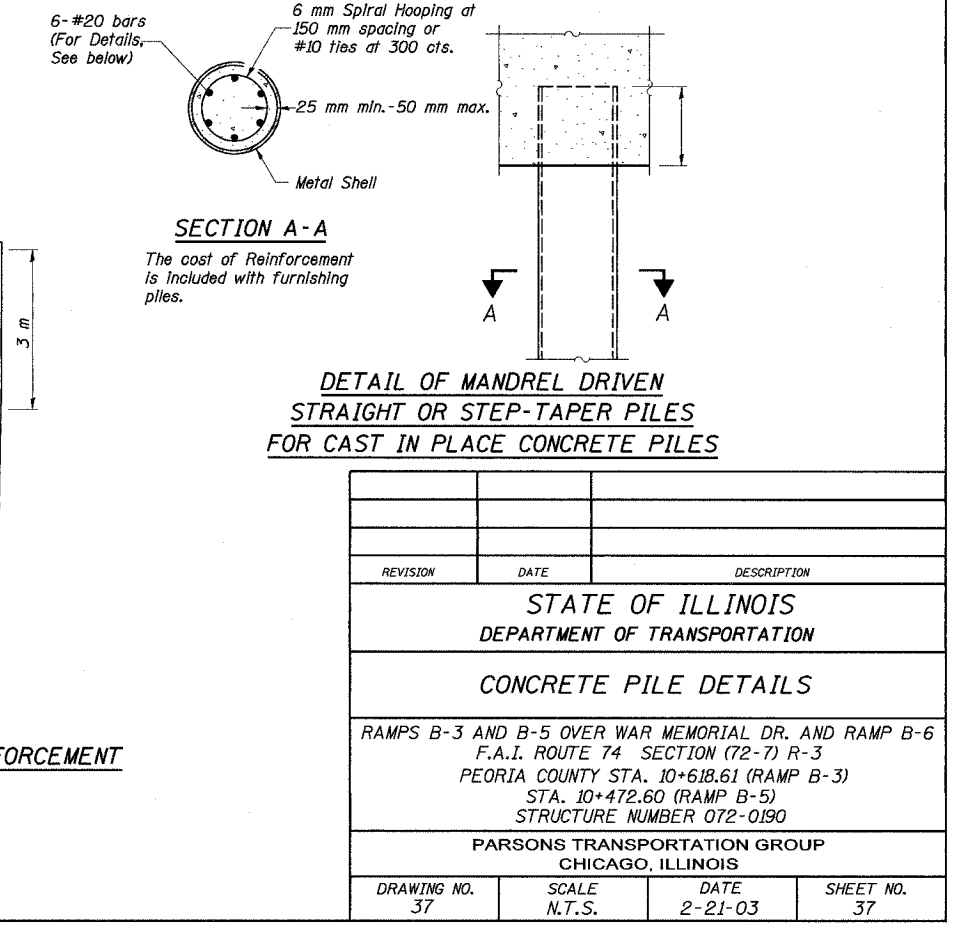
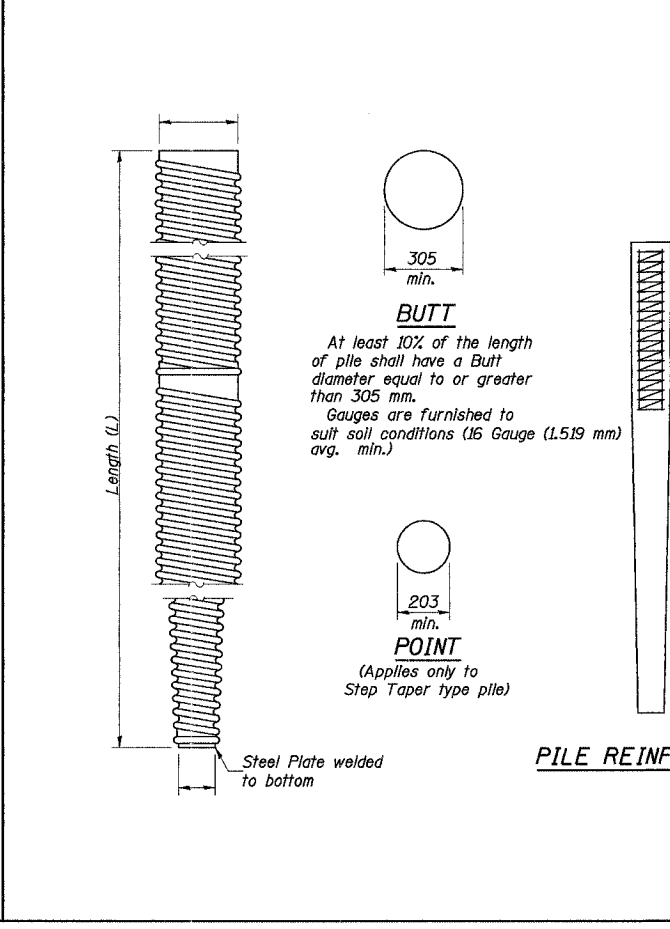
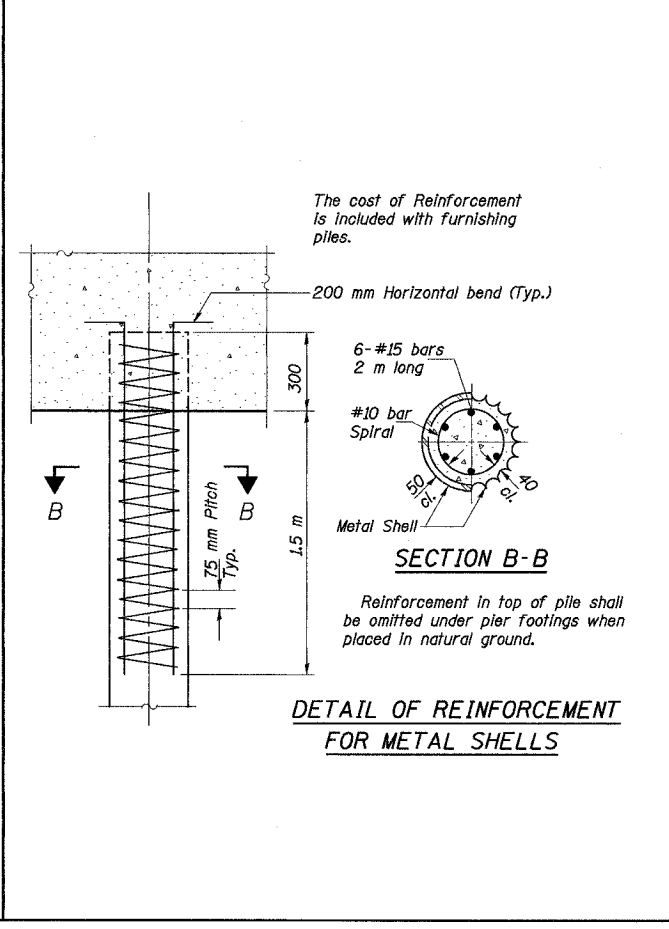
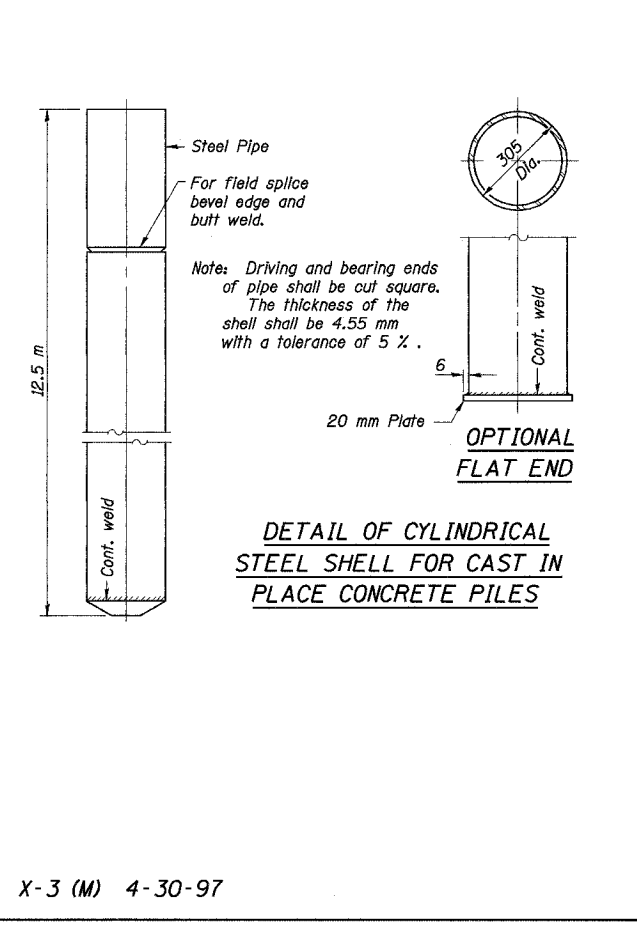
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	37	136
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 68200



REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PILE DETAILS

RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY STA. 10+618.61 (RAMP B-3)
STA. 10+472.60 (RAMP B-5)
STRUCTURE NUMBER 072-0190

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

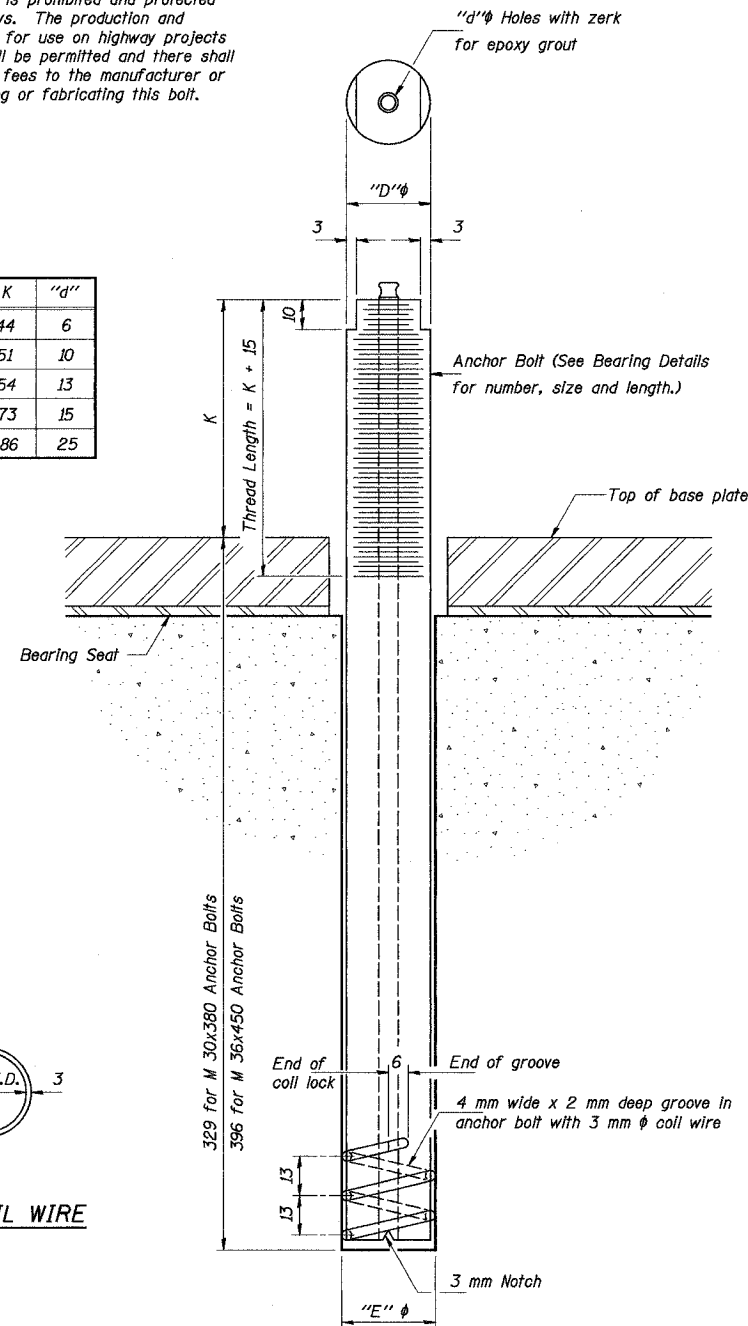
DRAWING NO.	SCALE	DATE	SHEET NO.
37	N.T.S.	2-21-03	37

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	537	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

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"
24	27	20	44	6
30	33	26	51	10
36	39	32	54	13
48	51	44	73	15
64	67	60	86	25



ILLINOIS COIL-LOCK ANCHOR BOLT

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.

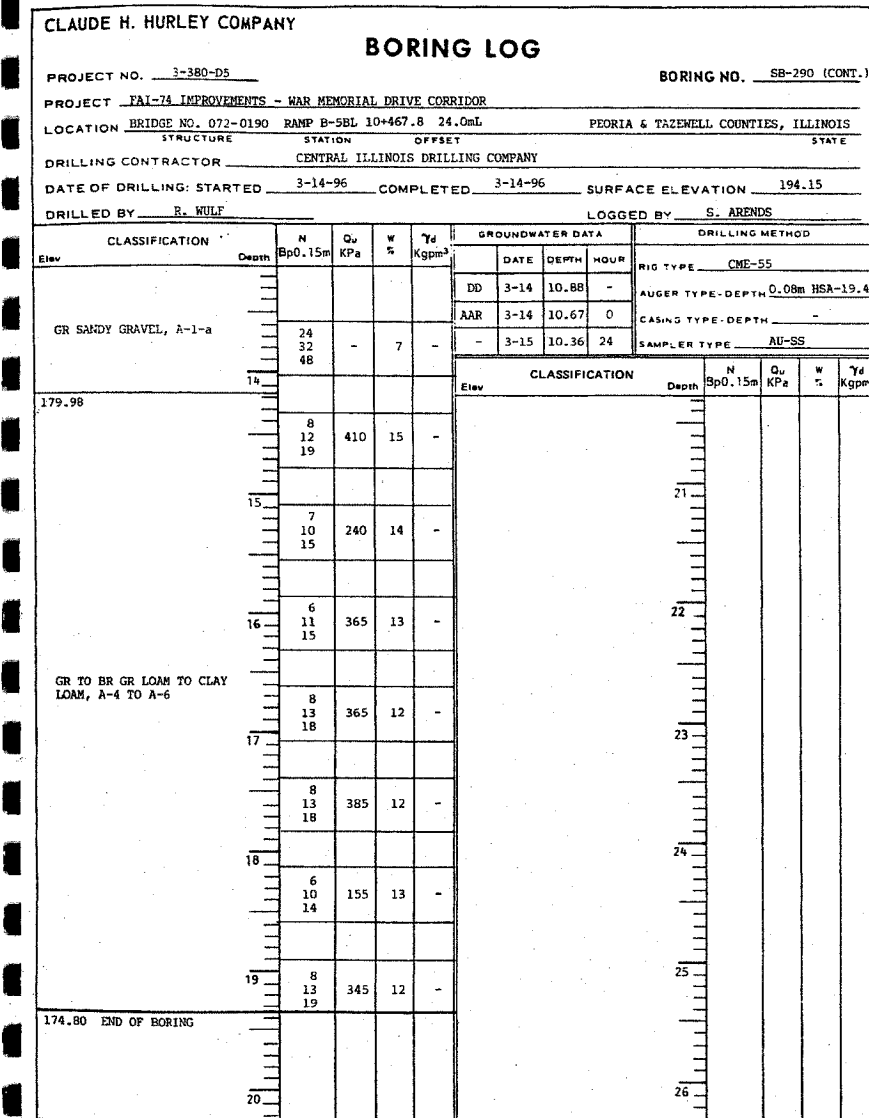
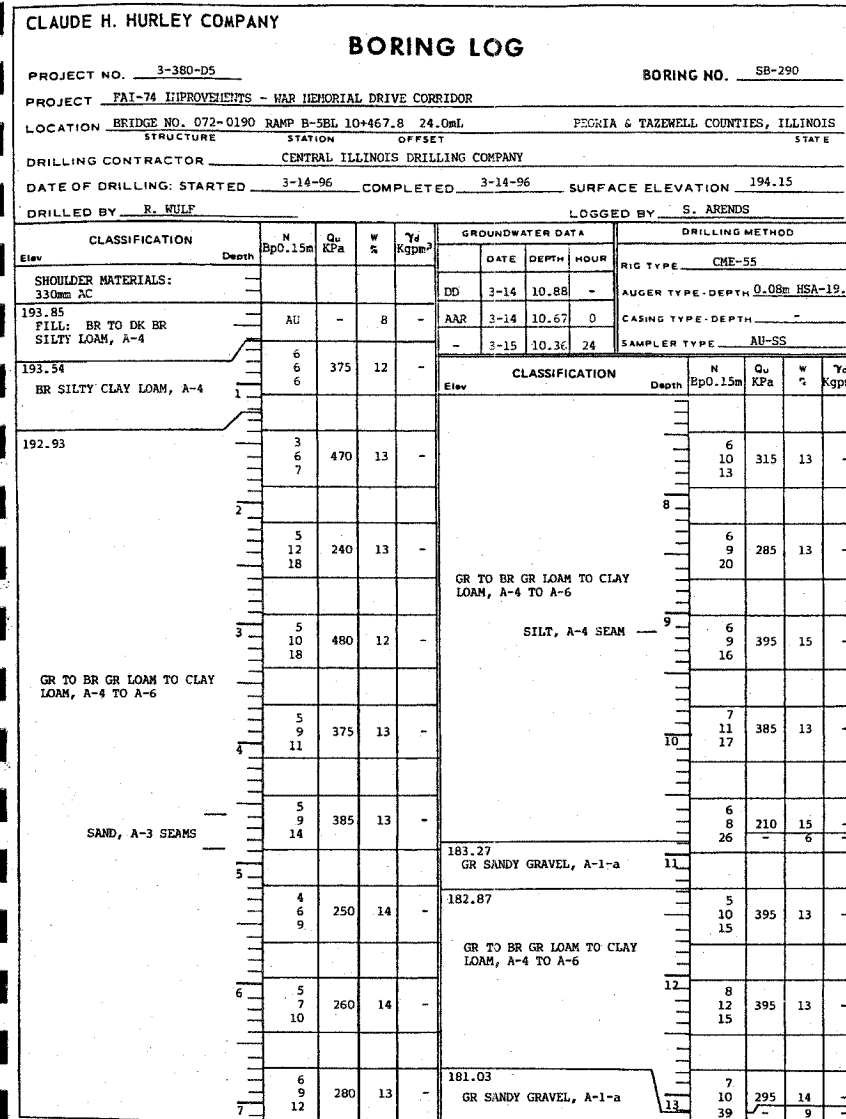
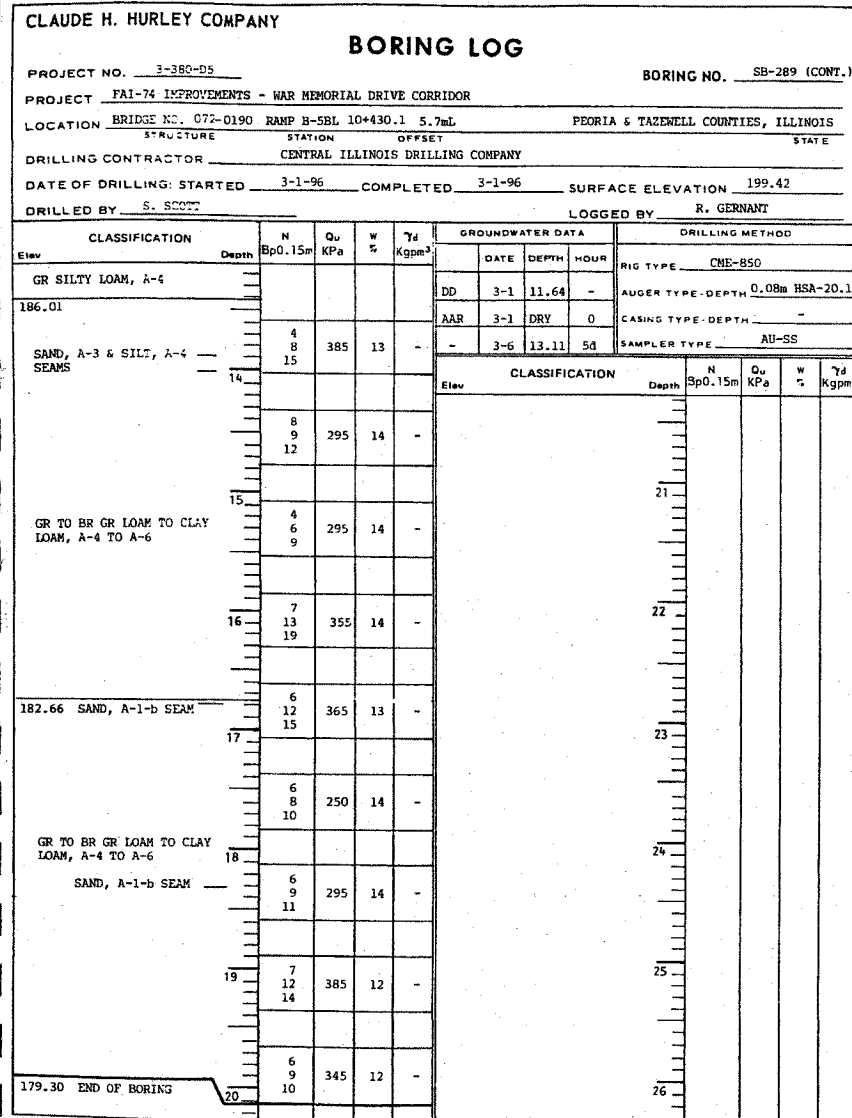
Location	Type
N. Abut.	A307
S. Abut.	A307

ASTM F 1554 (Fy = 724 MPa), ASTM A 449 and AASHTO M 314 (Fy = 724 MPa) 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".
 All dimensions are in millimeters (mm) except as noted.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
ANCHOR BOLT DETAILS		
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 38	SCALE N.T.S.	DATE 2-21-03
		SHEET NO. 38



ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	540	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Date: 11/22/2004 Time: 04:03:51 PM

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CLAUDE H. HURLEY COMPANY														
BORING LOG					BORING NO. SB-291									
PROJECT NO. 3-380-D5 PROJECT FAI-74 IMPROVEMENTS - WAR MEMORIAL DRIVE CORRIDOR														
LOCATION BRIDGE NO. 072-0190 RAMP B-SBL 10+469.8 8.6mL PEORIA & TAZEWELL COUNTIES, ILLINOIS														
DRILLING CONTRACTOR CENTRAL ILLINOIS DRILLING COMPANY														
DATE OF DRILLING: STARTED 3-15-96 COMPLETED 3-15-96 SURFACE ELEVATION 194.19														
DRILLED BY R. WULF LOGGED BY S. ARENDS														
Elev	CLASSIFICATION	Depth	N Bp0.15m	Q _u KPa	W %	γ _d Kgpm ³	GROUNDWATER DATA			DRILLING METHOD				
							DATE	DEPTH	HOUR	RIG TYPE	DEPTH	HOUR		
193.98	SHOULDER MATERIALS: 127m AC						DD	3-15	10.52	-	CHE-55			
193.5	FILL: BR SILT. CLAY LOAM, A-6		AU	-	17	-	AAR	3-15	11.34	0	CHE-55			
193.5	BR SILTY CLAY LOAM, A-4		5 9 11	285	14	-								
192.97			7 11 14	295	14	-								
			7 12 14	335	14	-								
			6 11 14	395	13	-								
	GR TO BR GR LOAM TO CLAY LOAM, A-4 TO A-6		5 7 11	260	14	-								
			6 9 14	470	13	-								
			7 8 11	220	14	-								
			5 7 11	355	13	-								
			5 8 11	290	13	-								

CLAUDE H. HURLEY COMPANY														
BORING LOG					BORING NO. SB-291 (CONT.)									
PROJECT NO. 3-380-D5 PROJECT FAI-74 IMPROVEMENTS - WAR MEMORIAL DRIVE CORRIDOR														
LOCATION BRIDGE NO. 072-0190 RAMP B-SBL 10+469.8 8.6mL PEORIA & TAZEWELL COUNTIES, ILLINOIS														
DRILLING CONTRACTOR CENTRAL ILLINOIS DRILLING COMPANY														
DATE OF DRILLING: STARTED 3-15-96 COMPLETED 3-15-96 SURFACE ELEVATION 194.19														
DRILLED BY R. WULF LOGGED BY S. ARENDS														
Elev	CLASSIFICATION	Depth	N Bp0.15m	Q _u KPa	W %	γ _d Kgpm ³	GROUNDWATER DATA			DRILLING METHOD				
							DATE	DEPTH	HOUR	RIG TYPE	DEPTH	HOUR		
180.76	GR SANDY GRAVEL, A-1-a		10 19 21	-	17	-	DD	3-15	10.52	-	CHE-55			
			10 17 18	-	16	-	AAR	3-15	11.34	0	CHE-55			
			6 9 15	335	13	-								
			7 12 16	400	13	-								
			7 12 15	170	13	-								
			8 12 15	210	13	-								
			8 11 13	200	14	-								
			7 12 13	305	15	-								
			8 12 13	305	15	-								
			7 28 43	285	14	-								

CLAUDE H. HURLEY COMPANY														
BORING LOG					BORING NO. SB-292									
PROJECT NO. 3-380-D5 PROJECT FAI-74 IMPROVEMENTS - WAR MEMORIAL DRIVE CORRIDOR														
LOCATION BRIDGE NO. 072-0190 RAMP B-SBL 10+515.3 29.6mL PEORIA & TAZEWELL COUNTIES, ILLINOIS														
DRILLING CONTRACTOR CENTRAL ILLINOIS DRILLING COMPANY														
DATE OF DRILLING: STARTED 2-26-96 COMPLETED 2-27-96 SURFACE ELEVATION 193.94														
DRILLED BY M. WULF LOGGED BY S. ARENDS														
Elev	CLASSIFICATION	Depth	N Bp0.15m	Q _u KPa	W %	γ _d Kgpm ³	GROUNDWATER DATA			DRILLING METHOD				
							DATE	DEPTH	HOUR	RIG TYPE	DEPTH	HOUR		
193.33	TRENCH BACKFILL: BR, GR & RD BR SILTY CLAY LOAM, A-6		AU	-	26	-	DD	2-26	8.99	-	CHE-55			
			5 10 12	280	14	-	AAR	2-27	7.77	0	CHE-55			
			2-28	3.35	24									
			6 7 9	285	13	-								
			6 9 15	410	13	-								
			3 7 7	250	14	-								
			5 6 9	335	14	-								
			4 6 11	315	13	-								
			4 6 9	240	13	-								
			5 6 9	230	13	-								
			5 10 13	285	14	-								

LEGEND

- A-1 to A-8 (and subgroups) Engineering classifications of soil in accordance with AASHTO M 145 standard specification.
- Silty Clay Loam Textural classification of soil in accordance with IDOT Triangular Chart.
- Laminated Coal Shale Textural and engineering classification of bedrock in accordance with conventional practice.
- N,Bp0.15m N-value or standard penetration test value. Number of blows required to drive a standard split-spoon sampler 0.15 m as conducted in accordance with AASHTO T 206 standard specification.

- Q_u, kPa Unconfined compression strength of soil in kilopascals determined in accordance with AASHTO T 208 standard specification.
- w, % Natural moisture content of soil and bedrock in percent determined in accordance with AASHTO T 265/ASTM D 2216 for bedrock.
- γ_d, kgpm³ Dry unit weight of soil and bedrock in kilograms per cubic meter determined in accordance with standard practice.

- GROUNDWATER DATA**
- DD Water Level During Drilling
 - BAR Water Level Before Auger Removal
 - AAR Water Level After Auger Removal
 - DC Dry Cave Level
 - WC Wet Cave Level
 - d Days
 - h Hours

- DRILLING METHOD**
- FA Flight Auger
 - RW Rotary Wash
 - HSA Hollow Stem Auger
- SAMPLE TYPE**
- AU Auger
 - SS Standard Split-barrel
 - ST Thin-walled Tube
 - DB Core Barrel

- NOTES**
- The abbreviations, symbols and definitions in this Legend are commonly used and understood in the engineering and construction practices and are presented only for information and communication.
 - The Geotechnical Data presented in this Legend and on the Boring Logs are to be interpreted by personnel educated, trained, experienced and licensed to practice Geotechnical Engineering, and in direct communication with the Claude H. Hurley Company.

Notes:
For additional boring logs of Boring No. SB-292, see Sheet 42.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS III			
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 41	SCALE N.T.S.	DATE 2-21-03	SHEET NO. 41

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	541	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

CLAUDE H. HURLEY COMPANY											
BORING LOG					BORING NO. SB-292 (CONT.)						
PROJECT NO. 3-380-D5											
PROJECT FAI-74 IMPROVEMENTS - WAR MEMORIAL DRIVE CORRIDOR											
LOCATION BRIDGE NO. 072-0190 RAMP B-SBL 10+515.3 29.6mL PEORIA & TAZEWELL COUNTIES, ILLINOIS											
DRILLING CONTRACTOR CENTRAL ILLINOIS DRILLING COMPANY											
DATE OF DRILLING: STARTED 2-26-96 COMPLETED 2-27-96 SURFACE ELEVATION 193.94											
DRILLED BY W. WULF LOGGED BY S. ARENDS											
Elev	CLASSIFICATION	Depth	N Bp0.15m	Qu KPa	w %	γ _d Kgpm ³	GROUNDWATER DATA			DRILLING METHOD	
							DATE	DEPTH	HOUR		
							DD	2-26	8.99	-	RIG TYPE CME-55
							AAR	2-27	7.77	0	AUGER TYPE-DEPTH 0.08m HSA-10.7m
											CASING TYPE-DEPTH RR-5.4m
											SAMPLER TYPE AU-SS
	GR GRAVELLY SAND, A-1-b	8 9 18			9						
		40 60			10						
		15			11						
178.70	GR SILTY LOAM, A-4	15 16 13			240	13					
178.55		12 13 15			325	13					
	GR TO BR GR LOAM TO CLAY LOAM, A-4 TO A-6	9 13 17			285	13					
176.87	END OF BORING										

CLAUDE H. HURLEY COMPANY											
BORING LOG					BORING NO. SB-293						
PROJECT NO. 3-380-D5											
PROJECT FAI-74 IMPROVEMENTS - WAR MEMORIAL DRIVE CORRIDOR											
LOCATION BRIDGE NO. 072-0190 RAMP B-SBL 10+529.5 12.6mL PEORIA & TAZEWELL COUNTIES, ILLINOIS											
DRILLING CONTRACTOR CENTRAL ILLINOIS DRILLING COMPANY											
DATE OF DRILLING: STARTED 3-7-96 COMPLETED 3-14-96 SURFACE ELEVATION 199.33											
DRILLED BY R. WULF LOGGED BY S. ARENDS											
Elev	CLASSIFICATION	Depth	N Bp0.15m	Qu KPa	w %	γ _d Kgpm ³	GROUNDWATER DATA			DRILLING METHOD	
							DATE	DEPTH	HOUR		
	TOPSOIL FILL: BR & DK BR SILTY CLAY LOAM, A-6					23					RIG TYPE CME-55
							DD	3-7	8.23	-	AUGER TYPE-DEPTH 0.08m HSA-18.6m
							AAR	3-14	9.30	0	CASING TYPE-DEPTH -
											SAMPLER TYPE AU-SS
	196.72										
	FILL: BR & DK BR SILTY CLAY LOAM, A-6	3 4 5			145	25					
		198.11									
	FILL: BR, GR & GRN GR SILTY CLAY, A-6	3 4 5			210	24					
		196.43									
	BR, DK BR & GR SILTY CLAY, A-7-6	3 4 5			335	25					
		195.83									
	BR & GR SILTY LOAM, A-4	2 2 3			105	26					
		194.61									
	BR GRAVELLY SAND, A-1-b	2 5 11			50	28					
		194.30									
		4 6 6			335	15					
		192.62									
	GR TO BR GR LOAM TO CLAY LOAM, A-4 TO A-6	4 6 10			270	14					

CLAUDE H. HURLEY COMPANY											
BORING LOG					BORING NO. SB-293 (CONT.)						
PROJECT NO. 3-380-D5											
PROJECT FAI-74 IMPROVEMENTS - WAR MEMORIAL DRIVE CORRIDOR											
LOCATION BRIDGE NO. 072-0190 RAMP B-SBL 10+529.5 12.6mL PEORIA & TAZEWELL COUNTIES, ILLINOIS											
DRILLING CONTRACTOR CENTRAL ILLINOIS DRILLING COMPANY											
DATE OF DRILLING: STARTED 3-7-96 COMPLETED 3-14-96 SURFACE ELEVATION 199.33											
DRILLED BY R. WULF LOGGED BY S. ARENDS											
Elev	CLASSIFICATION	Depth	N Bp0.15m	Qu KPa	w %	γ _d Kgpm ³	GROUNDWATER DATA			DRILLING METHOD	
							DATE	DEPTH	HOUR		
							DD	3-7	8.23	-	RIG TYPE CME-55
							AAR	3-14	9.30	0	AUGER TYPE-DEPTH 0.08m HSA-18.6m
											CASING TYPE-DEPTH -
											SAMPLER TYPE AU-SS
		8 12 16			335	13					
		8 13 19			385	12					
	GR TO BR GR LOAM TO CLAY LOAM, A-4 TO A-6	7 12 16			400	13					
		10 14 20			410	13					
		8 18 18			16	-					
183.02	GR GRAVELLY SAND, A-1-b										
182.57	GR SANDY GRAVEL, A-1-a										
182.11	RD BR SILTY LOAM, A-4	9 15 17			420	13					
181.80	GR TO BR GR LOAM TO CLAY LOAM, A-4 TO A-6	9 17 17			575	13					
180.95	GR GRAVELLY SAND, A-1-b	9 17 59			5	-					
180.74	END OF BORING										

LEGEND

A-1 to A-8 (and subgroups) Engineering classifications of soil in accordance with AASHTO M 145 standard specification.

Silty Clay Loam Textural classification of soil in accordance with IDOT Triangular Chart.

Laminated Coal Shale Textural and engineering classification of bedrock in accordance with conventional practice.

N, Bp0.15m N-value or standard penetration test value. Number of blows required to drive a standard split-spoon sampler 0.15 m as conducted in accordance with AASHTO T 206 standard specification.

Qu, kPa Unconfined compression strength of soil in kilopascals determined in accordance with AASHTO T 208 standard specification.

w, % Natural moisture content of soil and bedrock in percent determined in accordance with AASHTO T 265 standard specification and AASHTO T 265/ASTM D 2216 for bedrock.

γ_d, kgpm³ Dry unit weight of soil and bedrock in kilograms per cubic meter determined in accordance with standard practice.

GROUNDWATER DATA

DD Water Level During Drilling

BAR Water Level Before Auger Removal

AAR Water Level After Auger Removal

DC Dry Cave Level

WC Wet Cave Level

d Days

h Hours

DRILLING METHOD

FA Flight Auger

RW Rotary Wash

HSA Hollow Stem Auger

SAMPLER TYPE

AU Auger

SS Standard Split-barrel

ST Thin-walled Tube

DB Core Barrel

NOTES

1. The abbreviations, symbols and definitions in this Legend are commonly used and understood in the engineering and construction practices and are presented only for information and communication.

2. The Geotechnical Data presented in this Legend and on the Boring Logs are to be interpreted by personnel educated, trained, experienced and licensed to practice Geotechnical Engineering, and in direct communication with the Claude H. Hurley Company.

Notes:
For additional boring logs of Boring No. SB-292, see Sheet 41.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS IV			
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 42	SCALE N.T.S.	DATE 2-21-03	SHEET NO. 42

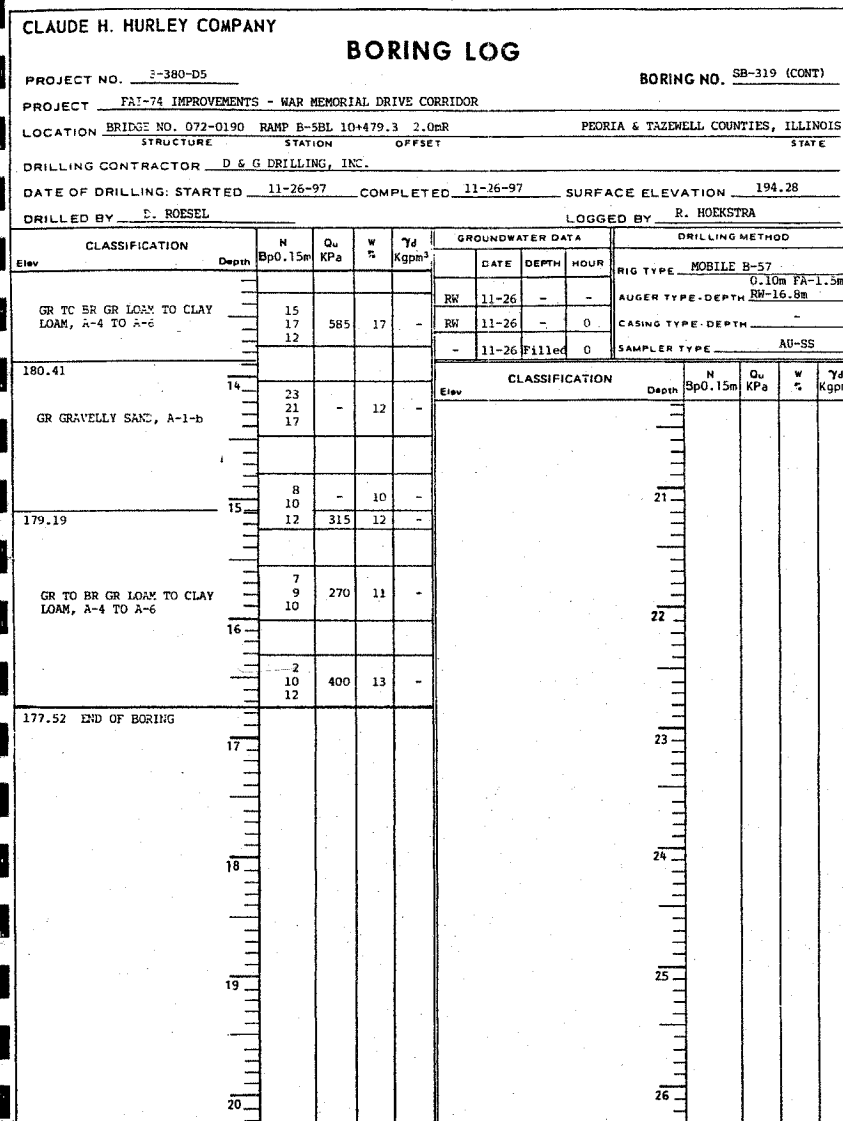
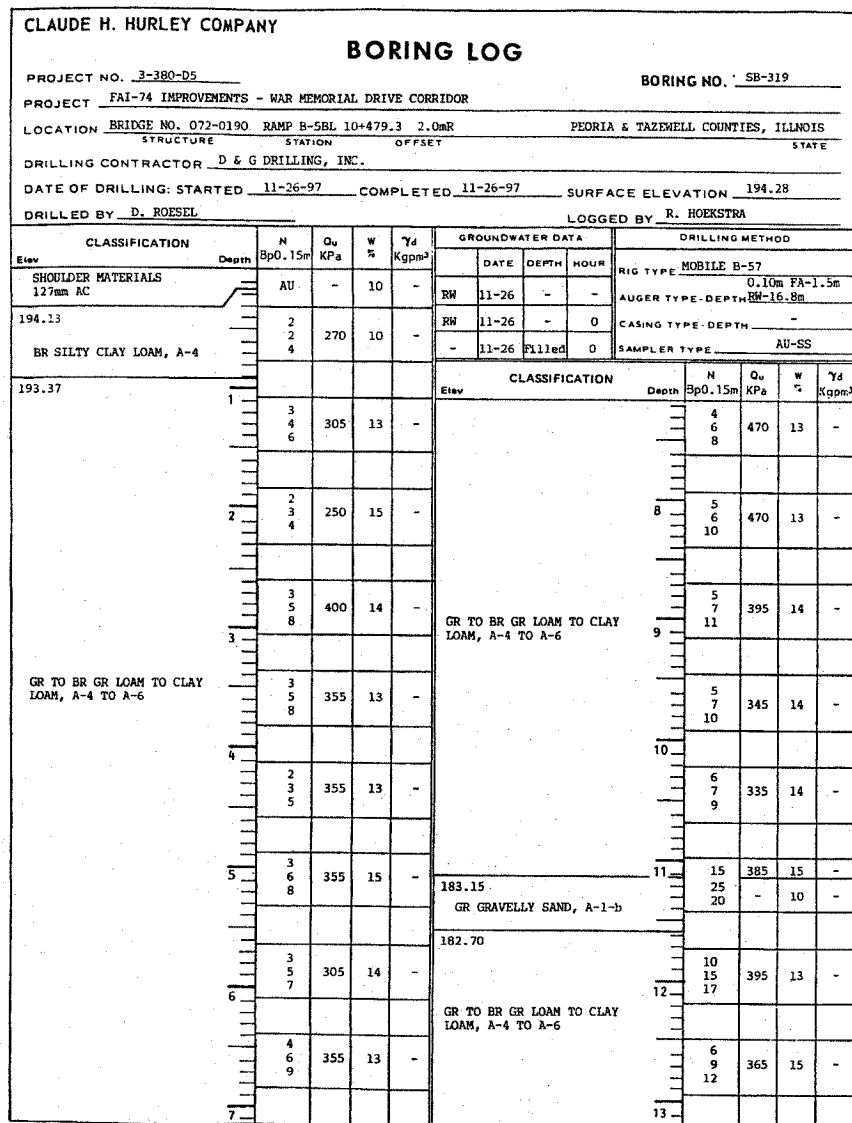
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	542	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Time: 04:02:53 PM

Date: 11/22/2004
Filename: P:\643396\Structure\072-0190\sheet\1\Tracings\BL0005-140720190.dgn



LEGEND

- A-1 to A-8 (and subgroups) Engineering classifications of soil in accordance with AASHTO M 145 standard specification.
- Silty Clay Loam Textural classification of soil in accordance with IDOT Triangular Chart.
- Laminated Coal Shale Textural and engineering classification of bedrock in accordance with conventional practice.
- N, Bp0.15m N-value or standard penetration test value. Number of blows required to drive a standard split-spoon sampler 0.15 m as conducted in accordance with AASHTO T 206 standard specification.

- Qu, kPa Unconfined compression strength of soil in kilopascals determined in accordance with AASHTO T 208 standard specification.
- w, % Natural moisture content of soil and bedrock in percent determined in accordance with AASHTO T 265 standard specification and AASHTO T 265/ASTM D 2216 for bedrock.
- γd, kgpm³ Dry unit weight of soil and bedrock in kilograms per cubic meter determined in accordance with standard practice.

- GROUNDWATER DATA**
- DD Water Level During Drilling
 - BAR Water Level Before Auger Removal
 - AAR Water Level After Auger Removal
 - DC Dry Cave Level
 - WC Wet Cave Level
 - d Days
 - h Hours

- DRILLING METHOD**
- FA Flight Auger
 - RW Rotary Wash
 - HSA Hollow Stem Auger
- SAMPLE TYPE**
- AU Auger
 - SS Standard Split-barrel
 - ST Thin-walled Tube
 - DB Core Barrel

- NOTES**
- The abbreviations, symbols and definitions in this Legend are commonly used and understood in the engineering and construction practices and are presented only for information and communication.
 - The Geotechnical Data presented in this Legend and on the Boring Logs are to be interpreted by personnel educated, trained, experienced and licensed to practice Geotechnical Engineering, and in direct communication with the Claude H. Hurley Company.

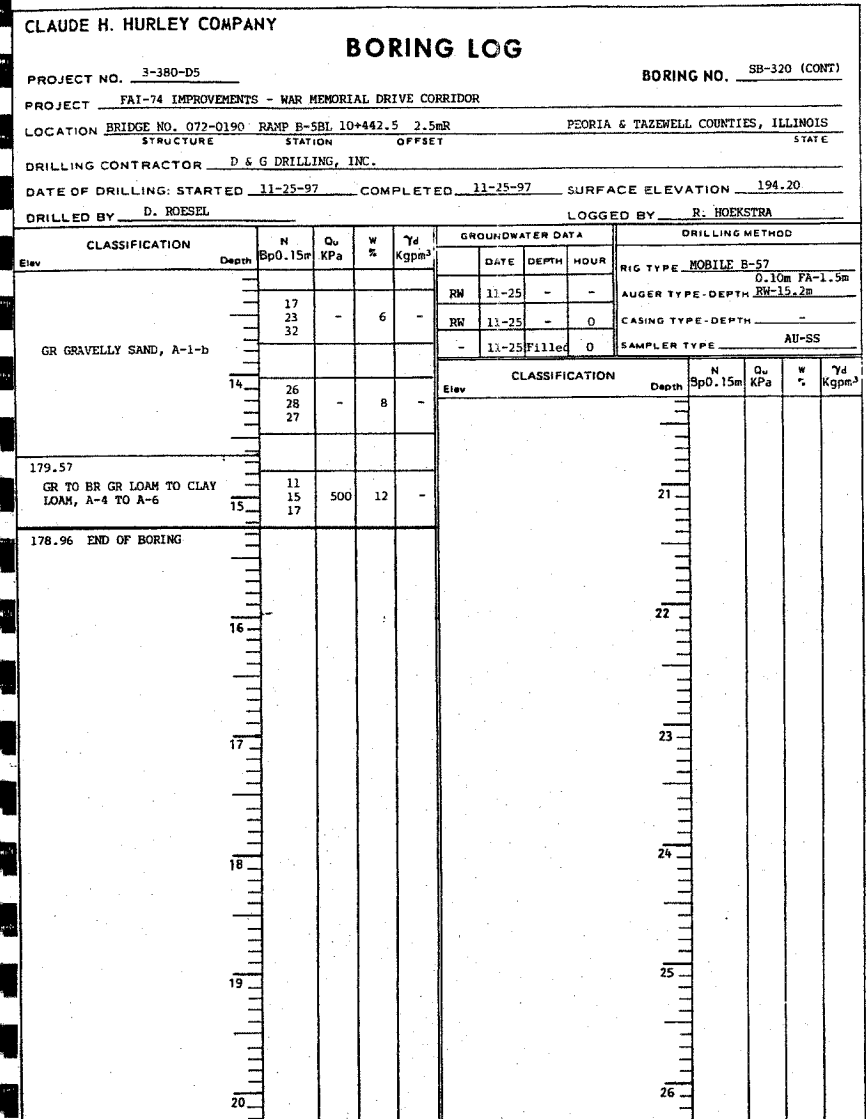
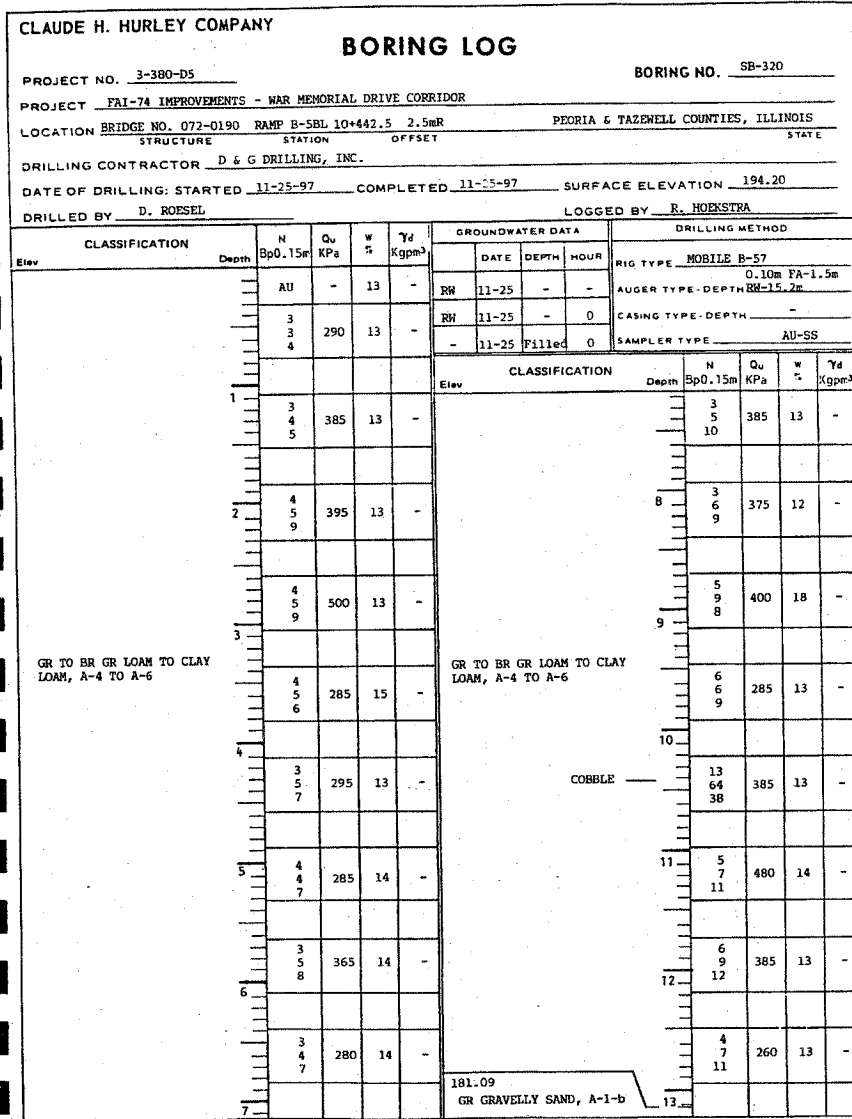
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS V			
RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+618.61 (RAMP B-3) STA. 10+472.60 (RAMP B-5) STRUCTURE NUMBER 072-0190			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 43	SCALE N.T.S.	DATE 2-21-03	SHEET NO. 43

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	543	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Date: 11/22/2004 Time: 04:02:20 PM

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LEGEND

<p>A-1 to A-8 (and subgroups) Engineering classifications of soil in accordance with AASHTO M 145 standard specification.</p> <p>Silty Clay Loam Textural classification of soil in accordance with IDOT Triangular Chart.</p> <p>Laminated Coal Shale Textural and engineering classification of bedrock in accordance with conventional practice.</p> <p>N,Bp0.15m N-value or standard penetration test value. Number of blows required to drive a standard split-spoon sampler 0.15 m as conducted in accordance with AASHTO T 206 standard specification.</p>	<p>Qu, kPa Unconfined compression strength of soil in kilopascals determined in accordance with AASHTO T 208 standard specification.</p> <p>w, % Natural moisture content of soil and bedrock in percent determined in accordance with AASHTO T 265 standard specification and AASHTO T 265/ASTM D 2216 for bedrock.</p> <p>γ_d, kgp_m³ Dry unit weight of soil and bedrock in kilograms per cubic meter determined in accordance with standard practice.</p>	<p>GROUNDWATER DATA</p> <p>DD Water Level During Drilling</p> <p>BAR Water Level Before Auger Removal</p> <p>AAR Water Level After Auger Removal</p> <p>DC Dry Cave Level</p> <p>WC Wet Cave Level</p> <p>d Days</p> <p>h Hours</p>	<p>DRILLING METHOD</p> <p>FA Flight Auger</p> <p>RW Rotary Wash</p> <p>HSA Hollow Stem Auger</p>	<p>NOTES</p> <p>1. The abbreviations, symbols and definitions in this Legend are commonly used and understood in the engineering and construction practices and are presented only for information and communication.</p> <p>2. The Geotechnical Data presented in this Legend and on the Boring Logs are to be interpreted by personnel educated, trained, experienced and licensed to practice Geotechnical Engineering, and in direct communication with the Claude H. Hurley Company.</p>
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SAMPLE TYPE	
AU	Auger
SS	Standard Split-barrel
ST	Thin-walled Tube
DB	Core Barrel

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS VI

RAMPS B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY STA. 10+618.61 (RAMP B-3)
STA. 10+472.60 (RAMP B-5)
STRUCTURE NUMBER 072-0190

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

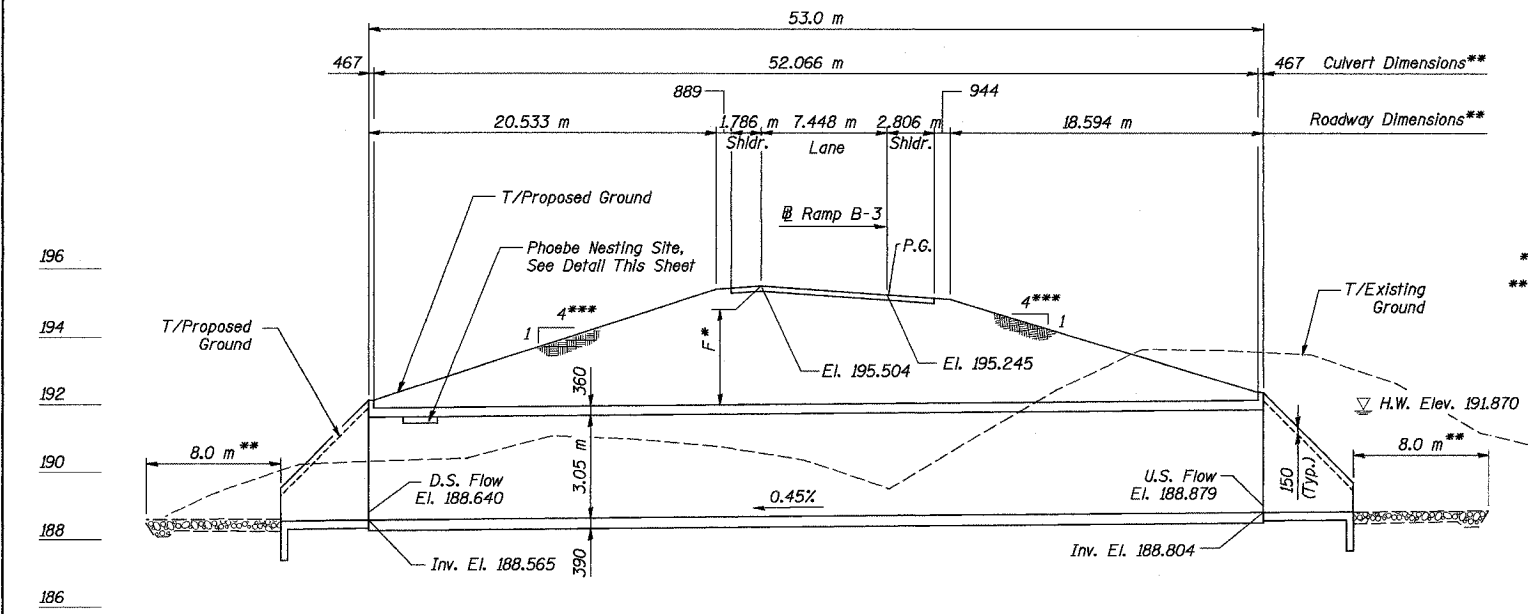
DRAWING NO. 44	SCALE N.T.S.	DATE 2-21-03	SHEET NO. 44
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Bench Mark: BM 3003 - Chiseled \square on SW corner of 150 spur bridge over War Memorial Drive. Elevation 199.790
 Existing Structure: S.N. 072-2505 built prior to 1965 as a single 3.05 m x 3.66 m RCB culvert with a length of 24.1 m.
 The existing structure shall be removed. No salvage.
 Construction Staging: Single Stage Construction

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	544	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

INDEX OF SHEETS

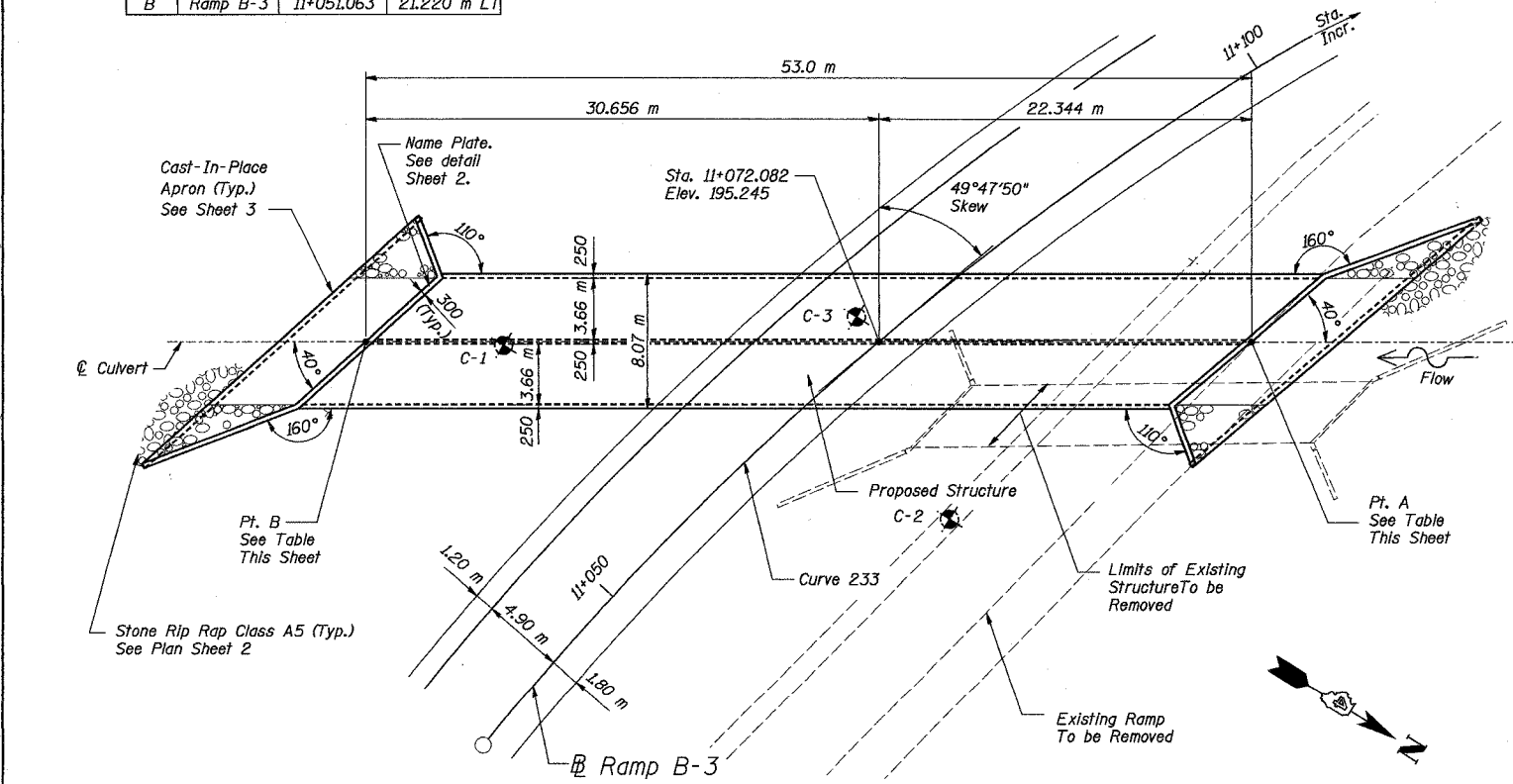
- 1 General Plan and Longitudinal Section
- 2 General Notes, Total Bill of Material & Details
- 3 Culvert Plan and Section I
- 4 Culvert Plan and Section II
- 5 Bar Details and Bill of Material
- 6 Boring Logs I
- 7 Boring Logs II



LONGITUDINAL SECTION
 Note: All Elevations are Measured Along \mathcal{C} Culvert

GEOMETRIC CONTROL POINTS

Point	Baseline	Sta.	Offset
A	Ramp B-3	11+090.497	13.525 m RT
B	Ramp B-3	11+051.063	21.220 m LT

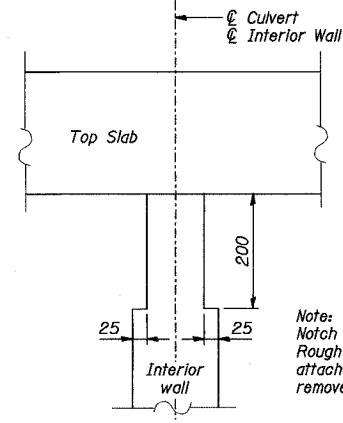


PLAN

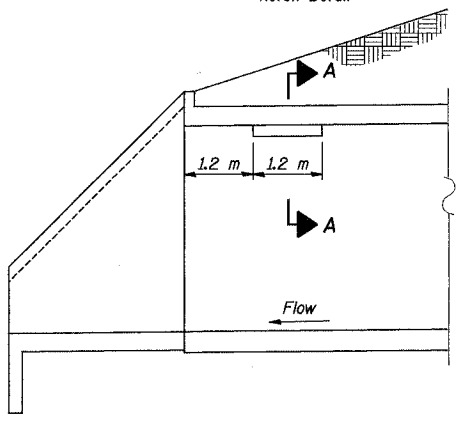
Designed by: WEE
 Checked by: RW
 Drafted by: RKS
 Checked by: RW

Soil Boring Locations

* Design Fill Height (F) = 3.5 m
 ** Dimensions taken along \mathcal{C} Culvert
 *** Measured at Rt L's to Ramp B-3



SECTION A-A
 Notch Detail



PHOEBE NESTING SITE DETAIL
 Downstream End Only

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications

DESIGN STRESSES

FIELD UNITS

$f'_c = 24$ MPa
 $f_y = 420$ MPa (Reinf.)
 Max. Soil Pressure Under Footing = 81 kPa

LOADING MS18 & ALT

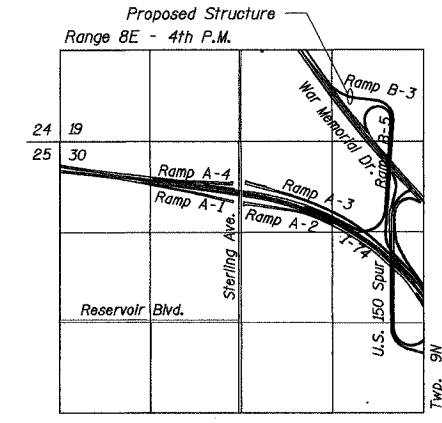
Allow 2.4 kN/m² for future wearing surface.

STATION 11+072.082 (@ Ramp B-3)
 BUILT 200_ BY
 STATE OF ILLINOIS
 F.A.I. RT. 74 SEC (72-7)R-3
 STR. NO. 072-2030

NAME PLATE

See Std. 515001

Note:
 All Dimensions are in millimeters (mm)
 except as noted.



LOCATION SKETCH

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND LONGITUDINAL SECTION

RAMP B-3 OVER DRY RUN CREEK
 F.A.I. ROUTE 74 SEC. (72-7)R-3
 PEORIA COUNTY STA. 11+072.082 (RAMP B-3)
 STRUCTURE NUMBER 072-2030

PARSONS TRANSPORTATION GROUP
 CHICAGO, ILLINOIS

DRAWING NO. 1	SCALE N.T.S.	DATE 8/31/04	SHEET NO. 1
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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	545	1360
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	

CONTRACT NO. 68200

GENERAL NOTES

Reinforcement bars shall conform to the requirements of AASHTO M 31M or M 322M Grade 420.

All dimensions are in millimeters (mm) except as noted.

Layout of Rip-Rap may be varied in the field to suit ground conditions as directed by the Engineer.

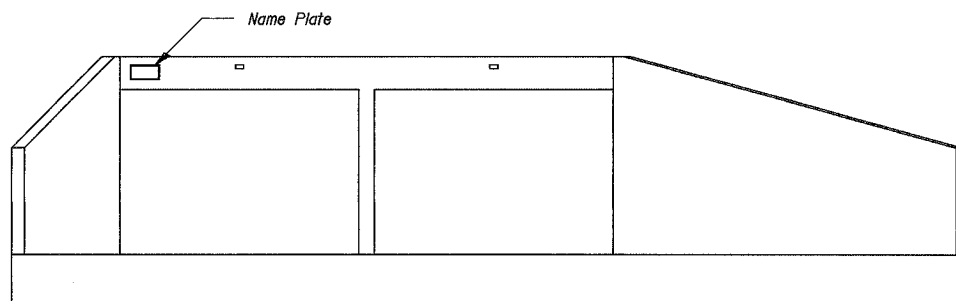
All construction joints shall be bonded.

WATERWAY INFORMATION

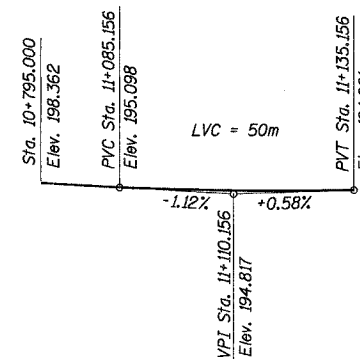
Drainage Area = 3,800 km² Low Grade Elev. 192.79 m @ Sta. 11+072.082

Flood Yr.	Freq.	Q cms	Opening Sq. m		Nat. H.W.E. m		Head - m		Headwater Elev. - m	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	50	63.0	-	22	191.87	-	0.00	-	-	191.87
Base	100	70.0	-	22	191.93	-	0.09	-	-	192.02
Overtopping	-	-	-	-	-	-	-	-	-	-
Max. Calc.	500	81.0	-	22	192.05	-	0.85	-	-	192.90

Nat. H.W.E. Measured at Upstream Face of Culvert



NAME PLATE LOCATION
Downstream End Only



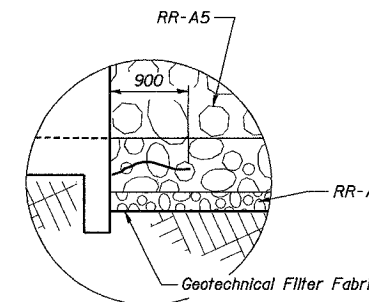
PROFILE GRADE RAMP B-3
(Along Ramp B-3)

TOTAL BILL OF MATERIAL

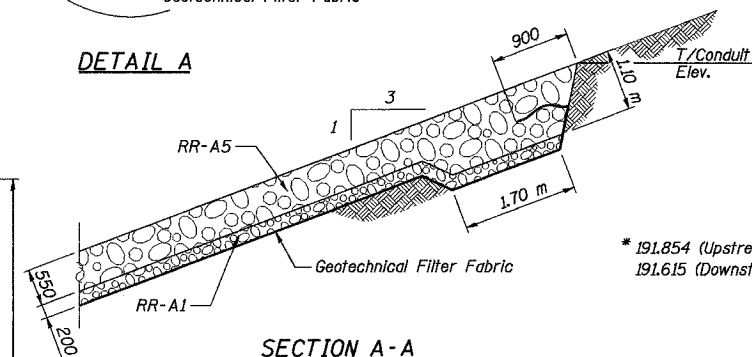
ITEM	UNIT	TOTAL
Name Plates	Each	1
Stone Riprap, Class A5	m ²	474
Filter Fabric for Use with Riprap	m ²	474
Remove Existing Culverts	m	24.1
Reinforcement Bars	kg	47,670
Concrete Box Culverts	m ³	508.6

CURVE DATA

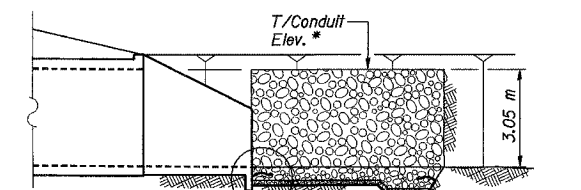
CURVE 233
 PI Sta. 11+116.739
 $\Delta = 47^\circ 11' 04''$ (RT)
 T = 78.611 m
 R = 180.000 m
 L = 148.234 m
 E = 16.417 m
 PC Sta. 11+038.128
 PT Sta. 11+186.362
 SE = 4.0%
 Transition In 11+023 to 11+045
 Transition Out 11+181 to 11+195



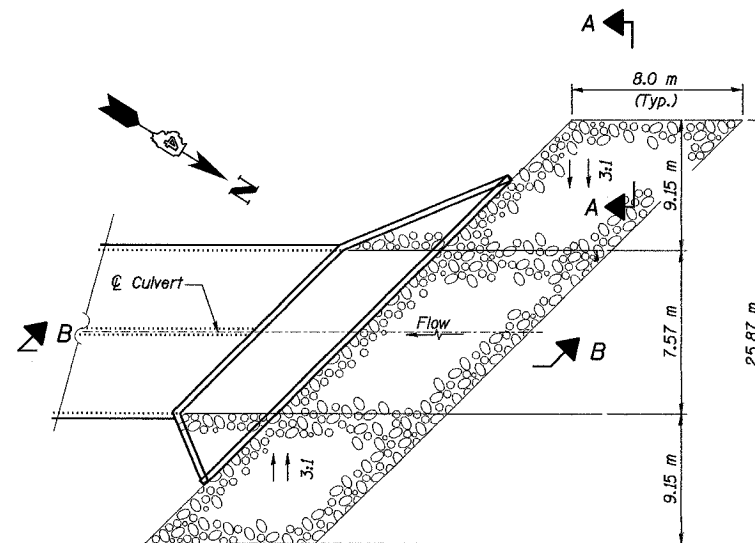
DETAIL A



SECTION A-A
Flank Detail



SECTION B-B



RIP-RAP PLAN

Upstream end shown (Downstream end similar)

REVISION	DATE	DESCRIPTION	
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL NOTES, TOTAL BILL OF MATERIAL & DETAILS RAMP B-3 OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 11+072.082 (RAMP B-3) STRUCTURE NUMBER 072-2030 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO.	SCALE	DATE	SHEET NO.
2	N.T.S.	8/31/04	2

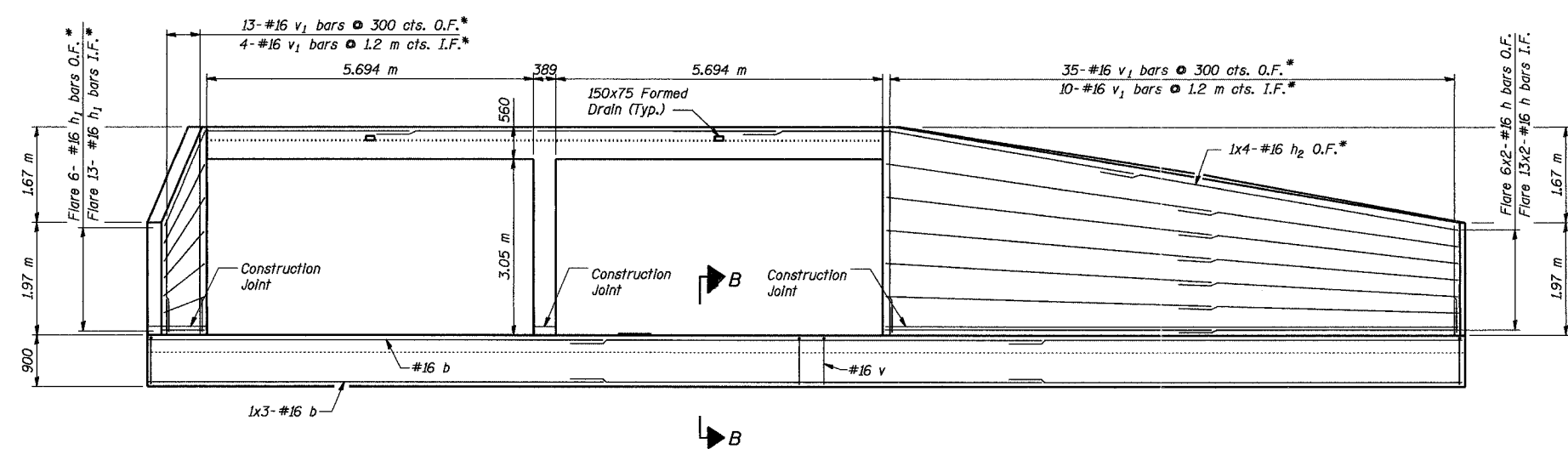
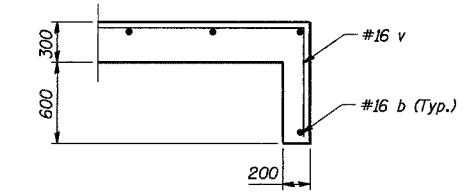
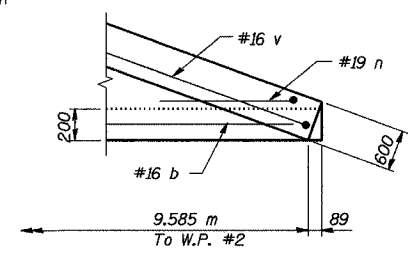
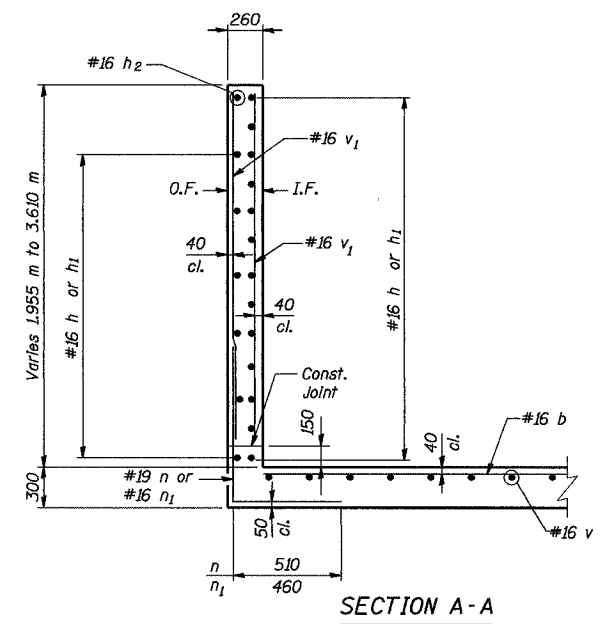
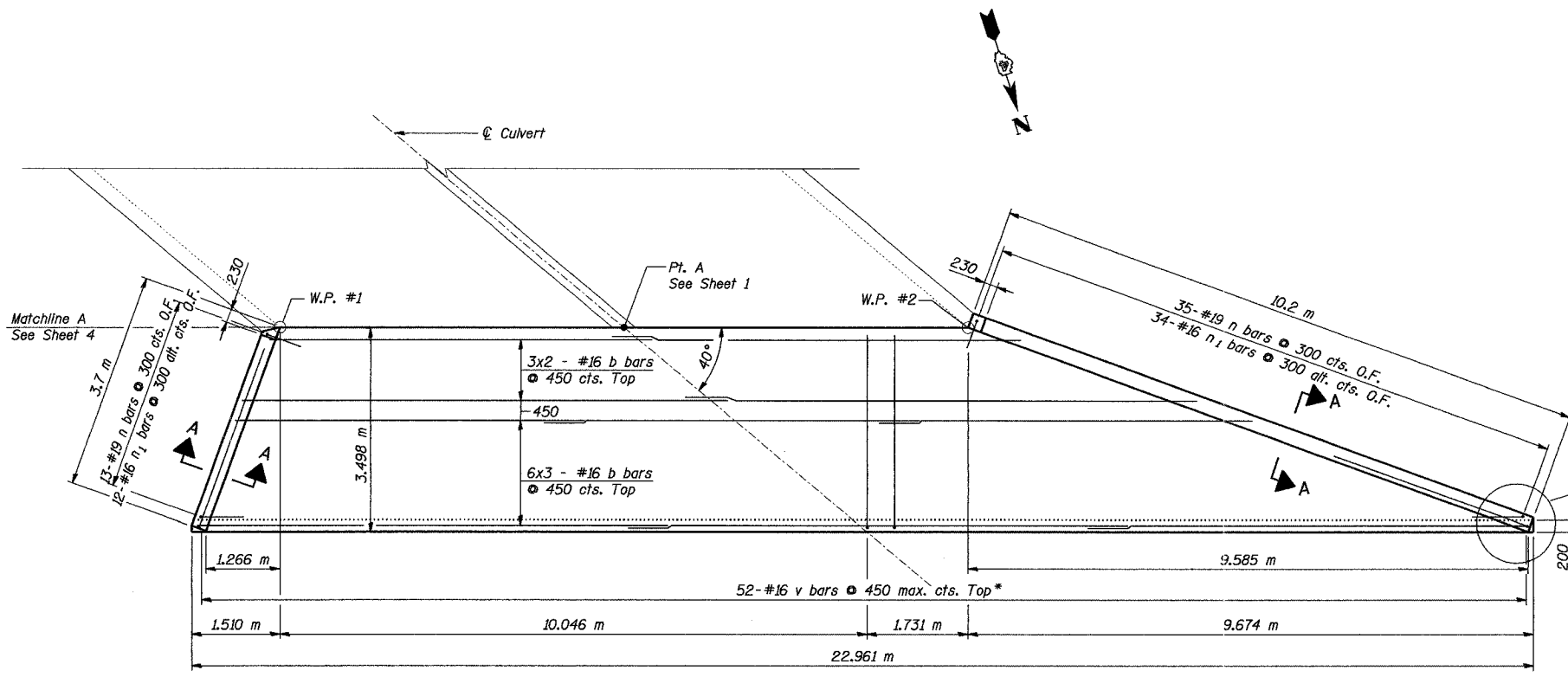
Date: 11/22/2004 Time: 11:20:33 AM

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Designed by:	WEE
Checked by:	RW
Drafted by:	RKS
Checked by:	RW

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	546	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200



*Cut or bend in Field to fit

Notes:

Bars indicated thus 20x3-#16 etc. indicates 20 lines of bars with 3 lengths per line.

O.F. = Outside Face
I.F. = Inside Face

For Bar Details and Bill of Material see Sheet 5.

All dimensions are in millimeters (mm) except as noted.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
CULVERT PLAN AND SECTION I		
RAMP B-3 OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 11+072.082 (RAMP B-3) STRUCTURE NUMBER 072-2030		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 3	SCALE N.T.S.	DATE 8/31/04
		SHEET NO. 3

MIN. BAR LAP
#16 Bar - 680

Date: 11/22/2004 Time: 11:20:57 AM
File: P:\643996\structure\072-2030-culvert\sheet\Tracings\RE0001-1A0722030.dgn

Designed by:	WEE
Checked by:	RW
Drafted by:	RKS
Checked by:	RW

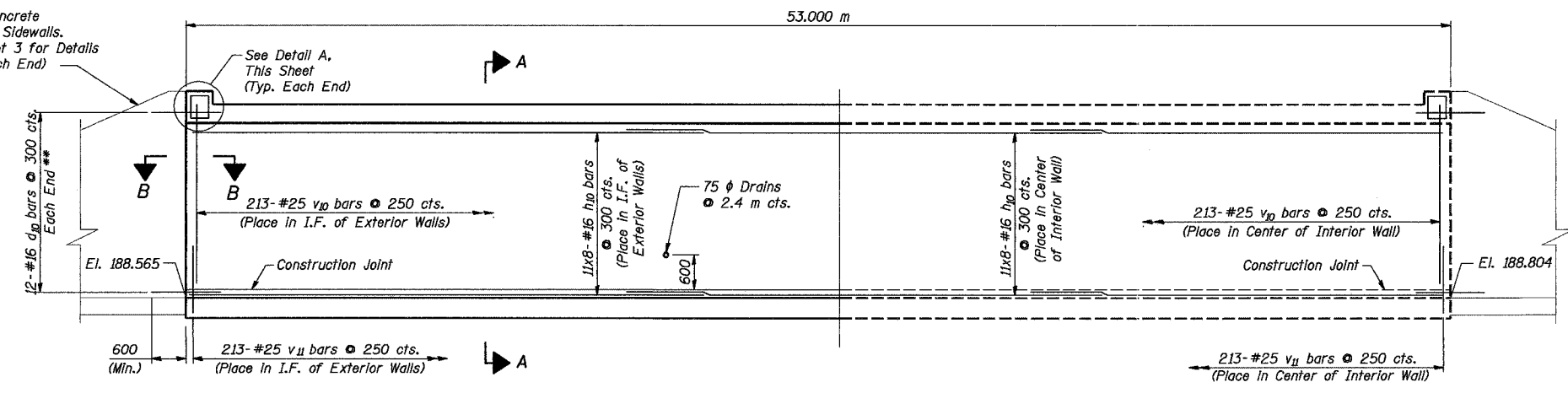
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	547	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Date: 11/22/2004 Time: 11:21:22 AM

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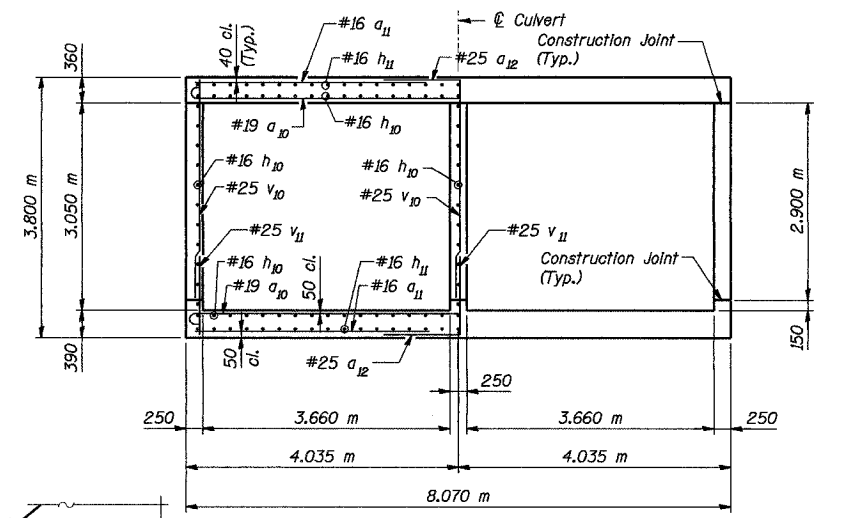
C.I.P. Concrete Apron & Sidewalls. See Sheet 3 for Details (Typ. Each End)



EXTERIOR WALL REINFORCEMENT

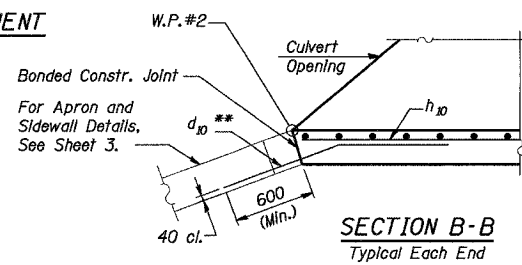
INTERIOR WALL REINFORCEMENT

LONGITUDINAL SECTION

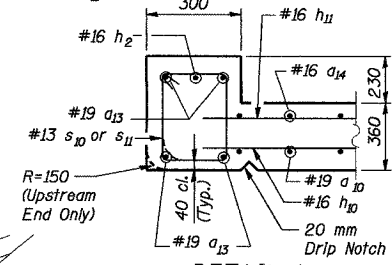


SECTION A-A

Reinforcement symmetrical about \bar{C} Culvert



SECTION B-B
Typical Each End

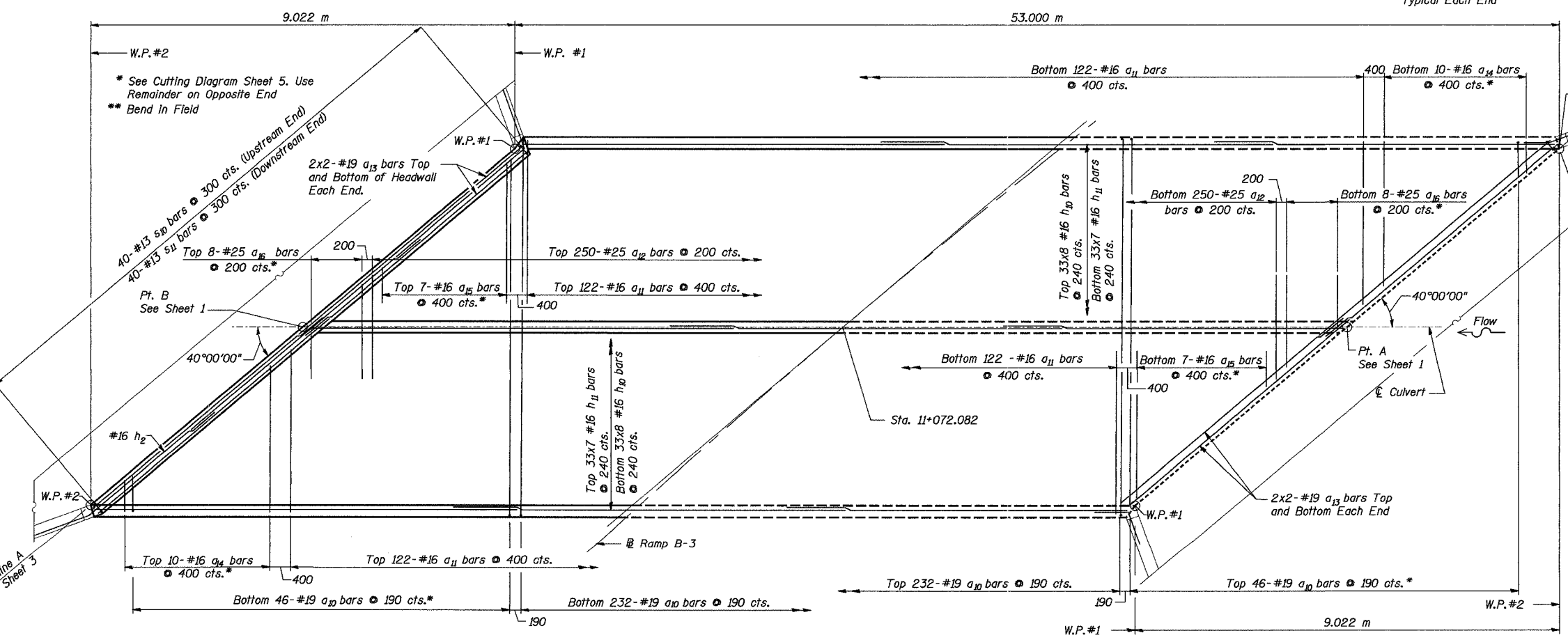


DETAIL A
Dimensions Perp. to Headwall

MIN. BAR LAP

- #16 Bar - 550
- #19 Bar - 670
- I.F. = Inside Face
- O.F. = Outside Face

Notes:
 Bars indicated thus 20x3-#16 etc. indicates 20 lines of bars with 3 lengths per line.
 For Bar Details and Bill of Material see Sheet 5.
 All Elevations are measured along \bar{C} Culvert.
 All Dimensions are in millimeters (mm) except as noted.



PLAN - TOP SLAB REINFORCEMENT

PLAN - BOTTOM SLAB REINFORCEMENT

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
CULVERT PLAN AND SECTION II			
RAMP B-3 OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 11+072.082 (RAMP B-3) STRUCTURE NUMBER 072-2030			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 4	SCALE N.T.S.	DATE 8/31/04	SHEET NO. 4

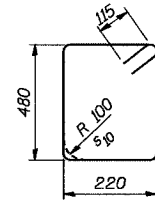
Designed by: WEE
 Checked by: RW
 Drafted by: RKS
 Checked by: RW

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	548	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

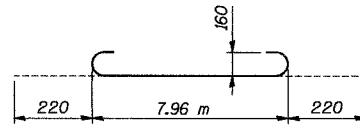
CONTRACT NO. 68200

BILL OF MATERIAL

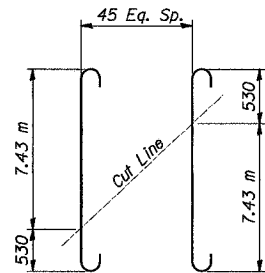
Bar	No.	Size	Length (m)	Shape
a ₁₀	556	19	8.40	—
a ₁₁	488	16	3.51	—
a ₁₂	500	25	2.20	—
a ₁₃	16	19	6.50	—
a ₁₄	20	16	4.10	—
a ₁₅	14	16	4.50	—
a ₁₆	16	25	3.10	—
b	54	16	8.36	—
d ₁₀	48	16	1.50	—
h	76	16	5.85	—
h ₁	38	16	3.95	—
h ₂	8	16	7.30	—
h ₁₀	792	16	7.10	—
h ₁₁	462	16	8.03	—
n	96	19	2.07	—
n ₁	92	16	1.54	—
s ₁₀	40	13	1.63	□
s ₁₁	40	13	1.63	□
v	104	16	4.19	—
v ₁	124	16	3.35	—
v ₁₀	639	25	3.10	—
v ₁₁	639	25	1.28	—
Concrete Box Culverts		m ³	508.6	
Reinforcement Bars		kg	47,670	



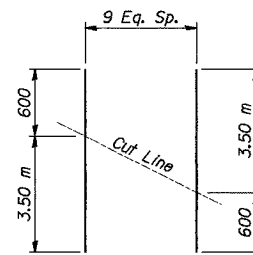
BARS s₁₀ & s₁₁



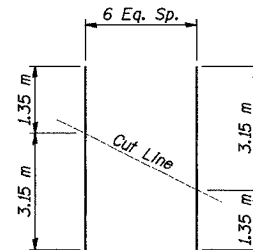
BAR a₁₀



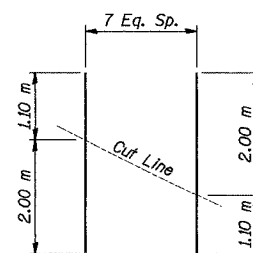
**CUTTING DIAGRAM
BAR a₁₀**



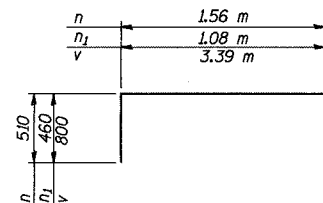
**CUTTING DIAGRAM
BAR a₁₄**



**CUTTING DIAGRAM
BAR a₁₅**



**CUTTING DIAGRAM
BAR a₁₆**



BARS n, n₁ & v

Time: 11/21/04 AM

File name: P:\643996\structural\072-2030-culvert\sheet\Tracings\RE0003-1A0722030.dgn

Designed by: WEE
 Checked by: RW
 Drafted by: RKS
 Checked by: RW

Note:
 All dimensions are in millimeters (mm) unless otherwise noted.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
BAR DETAILS AND BILL OF MATERIAL		
RAMP B-3 OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 11+072.082 (RAMP B-3) STRUCTURE NUMBER 072-2030		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 5	SCALE N.T.S.	DATE 8/31/04
		SHEET NO. 5

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	549	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Date: 11/22/2004 Time: 11:22:14 AM
Filename: P:\643996\Structure\072-2030-culvert\sheet\Tracings\BL0001-A0722030.dgn

RSV ENGINEERING, INC.		BORING LOG		SCHAUMBURG, ILLINOIS				
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: C-1	STATION: 11+056	OFFSET: 15.1m Lt	SURF ELEV: 191.06			
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois	LOCATION: Culvert at Ramp B-3 over Dry Run Creek SN 072-2030	BORING RIG & METHOD: CME-55 w/Hollow Stem Augers						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Root Zone Material: Br Clay Loam A-4; Organic matter noted	190.69		0.00-0.30		Auger 1			20
			0.30-0.76	305	1-1			18
Very Loose to Loose Br Sandy Loam A-2-4; roots noted Cobble noted at 2.0m			1.07-1.52	406	2-3			28
	188.44		1.83-2.29	152	11 14-15			13
Very Stiff to Stiff Gr Loam A-4			2.59-3.05	457	3 6-13	364	15	14
	187.10		3.35-3.81	152	7 10-13	14*		17
			4.11-4.57	457	4 8-11	278	15	13
		5	4.88-5.33	457	5 7-11	316	15	12
			5.64-6.10	457	3 7-9	230	15	15
			6.40-6.86	457	5 9-12	335	15	14
Very Stiff Gr Loam A-4			7.16-7.62	457	6 9-12	268	15	13
			7.92-8.38	457	8 11-15	316	15	14
			8.69-9.14	457	9 11-16	373	15	13
		10	9.45-9.91	457	9 12-16	259	15	13
			10.21-10.67	457	6 10-14	345	15	13
	179.72		10.97-11.43	457	4 8-20	268	15	13
Medium Dense to Dense Gr Sand A-1-b			11.73-12.19	457	14 18-20			3
REMARKS CME Automatic Hammer Used.						*Denotes Calibrated Penetrometer Estimate		
WATER	3.4m ELEV. 187.70	DURING DRILLING	CORE SIZE	mm	DATE: Jun 2, 00			
WATER	m ELEV. AT COMPLETION	DRILLER: Winslow	CASING LENGTH	m	INSPECTOR: Reed			
WATER	Drym ELEV. AFTER 1/4 HRS.	INSPECTOR: Reed	CASING DIAMETER	mm				

RSV ENGINEERING, INC.		BORING LOG		SCHAUMBURG, ILLINOIS				
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: C-1	STATION: 11+056	OFFSET: 15.1m Lt	SURF ELEV: 191.06			
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois	LOCATION: Culvert at Ramp B-3 over Dry Run Creek SN 072-2030	BORING RIG & METHOD: CME-55 w/Hollow Stem Augers						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Medium Dense to Dense Gr Sand A-1-b	178.10		12.50-12.95	356	14 21-23			3
Boring terminated at 13.0m								
REMARKS CME Automatic Hammer Used.						*Denotes Calibrated Penetrometer Estimate		
WATER	3.4m ELEV. 187.70	DURING DRILLING	CORE SIZE	mm	DATE: Jun 2, 00			
WATER	m ELEV. AT COMPLETION	DRILLER: Winslow	CASING LENGTH	m	INSPECTOR: Reed			
WATER	Drym ELEV. AFTER 1/4 HRS.	INSPECTOR: Reed	CASING DIAMETER	mm				

RSV ENGINEERING, INC.		BORING LOG		SCHAUMBURG, ILLINOIS				
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: C-2	STATION: 11+068	OFFSET: 10.8m Rt	SURF ELEV: 193.32			
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois	LOCATION: Culvert at Ramp B-3 over Dry Run Creek SN 072-2030	BORING RIG & METHOD: CME-55 w/Hollow Stem Augers						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
280mm Bituminous Concrete	192.92		0.00-0.40		Auger 4			6
100mm Crushed Stone			0.40-0.76	305	4-6	57	15	11
FILL: Br Sandy Loam A-4	192.10				7			
Stiff Gr Clay Loam A-6	191.64		1.07-1.52	330	6-7	163	10	19
Very Stiff Br & Gr Clay Loam A-6	190.88		1.83-2.29	457	5 6-7	192*		17
Loose Gr Sandy Loam A-2-4			2.59-3.05	457	3 2-3			18
	189.63		3.35-3.81	457	2 3-4	335	15	12
			4.11-4.57	457	4 7-10	335	15	13
		5	4.88-5.33	457	5 8-10	287	15	12
			5.64-6.10	457	5 7-10	297	15	12
			6.40-6.86	457	5 7-11	297	15	12
Very Stiff to Hard Gr Loam A-4			7.16-7.62	457	6 8-10	297	15	10
			7.92-8.38	457	5 9-13	278	15	12
			8.69-9.14	457	5 7-11	259	15	13
		10	9.45-9.91	457	6 10-13	354	15	13
			10.21-10.67	457	3 9-12	479	15	12
			10.97-11.43	457	8 11-19	498	15	12
	180.97		11.73-12.19	457	7 11-15	412	15	12
REMARKS CME Automatic Hammer Used.						*Denotes Calibrated Penetrometer Estimate		
WATER	Drym ELEV.	DURING DRILLING	CORE SIZE	mm	DATE: Apr 28, 00			
WATER	m ELEV. AT COMPLETION	DRILLER: Olson	CASING LENGTH	m	INSPECTOR: Reed			
WATER	Drym ELEV. AFTER 1/4 HRS.	INSPECTOR: Reed	CASING DIAMETER	mm				

LEGEND

- A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.
- BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.
- q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.
- STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).
- WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

- Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
- 50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
- Y_d Dry unit weight of soil specimen in kilograms per cubic meter.
- REC. Length of sample recovered in millimeters.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS I			
RAMP B-3 OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 11+072.082 (RAMP B-3) STRUCTURE NUMBER 072-2030			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 6	SCALE N.T.S.	DATE 8/31/04	SHEET NO. 6

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	550	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Time: 11:22:47 AM

Date: 11/22/2004

RSV ENGINEERING, INC.		BORING LOG										SCHAUMBURG, ILLINOIS	
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION									BORING NO: C-2			
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois										STATION: 11+068			
LOCATION: Culvert at Ramp B-3 over Dry Run Creek SN 072-2030										OFFSET: 10.8m Rt			
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers										SURF ELEV: 193.32			
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %					
Very Stiff Gr Loam A-4			12.50-12.95	457	6	335	15	12					
			13.26-13.72	457	6	326	15	13					
Very Dense Gr Sand A-1-b	179.14		14.02-14.48	457	17	316	15	13					
	178.84												
Boring terminated at 14.5 m													
REMARKS: CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate													
WATER	Drym	ELEV.	DURING DRILLING	CORE SIZE	mm	DATE:	Apr 28, 00						
WATER	m	ELEV.	AT COMPLETION	CASING LENGTH	m	DRILLER:	Dison						
WATER	Drym	ELEV.	AFTER 1/4 HRS.	CASING DIAMETER	mm	INSPECTOR:	Reed						

RSV ENGINEERING, INC.		BORING LOG										SCHAUMBURG, ILLINOIS	
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION									BORING NO: C-3			
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois										STATION: 11+072			
LOCATION: Culvert at Ramp B-3 over Dry Run Creek SN 072-2030										OFFSET: 2.0m Lt			
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers										SURF ELEV: 190.83			
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %					
Root Zone Material: Br Clay Loam A-4; Organic matter noted	190.49		0.00-0.30	Auger				18					
Very Loose Br Sand A-3			0.30-0.76	203	1-1			6					
	189.91		1.07-1.52	432	2-2			16					
Loose Br Sand A-3			1.83-2.29	457	4-6	259	15	13					
	188.85		2.59-3.05	457	9-11	239	15	13					
Very Stiff Gr Loam A-4			3.35-3.81	457	7-10	230	15	13					
			4.11-4.57	457	6-10	239	15	12					
Very Stiff Gr Loam A-4			4.88-5.33	457	9-12	268	15	11					
			5.64-6.10	457	9-11	287	15	11					
Very Stiff Gr Loam A-4			6.40-6.86	457	9-12	220	15	13					
			7.16-7.62	457	10-13	201	15	12					
Very Stiff Gr Loam A-4			7.92-8.38	457	13-16	354	15	12					
			8.69-9.14	457	12-16	345	15	13					
Very Stiff Gr Loam A-4			9.45-9.91	457	11-14	287	15	13					
			10.21-10.67	457	11-15	306	15	12					
Very Dense Gr Sand A-1-b	179.25		10.97-11.43	457	10-15	287	15	13					
	178.64		11.73-12.19	381	12	28-41		4					
Boring terminated at 12.2m													
REMARKS: CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate													
WATER	Drym	ELEV.	DURING DRILLING	CORE SIZE	mm	DATE:	Jun 2, 00						
WATER	m	ELEV.	AT COMPLETION	CASING LENGTH	m	DRILLER:	Winslow						
WATER	Drym	ELEV.	AFTER 1/4 HRS.	CASING DIAMETER	mm	INSPECTOR:	Reed						

LEGEND

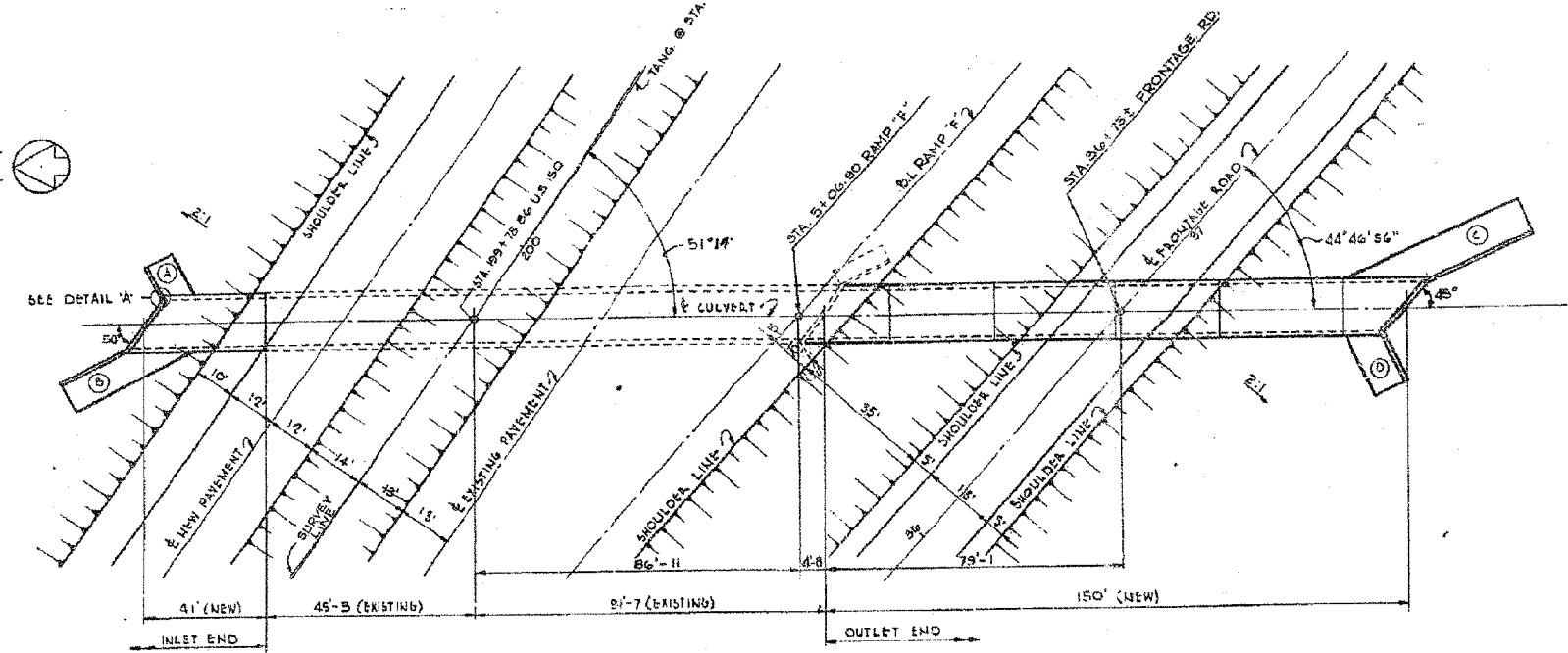
- A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.
- BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.
- q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.
- STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).
- WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

- Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
- 50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
- Y_d Dry unit weight of soil specimen in kilograms per cubic meter.
- REC. Length of sample recovered in millimeters.

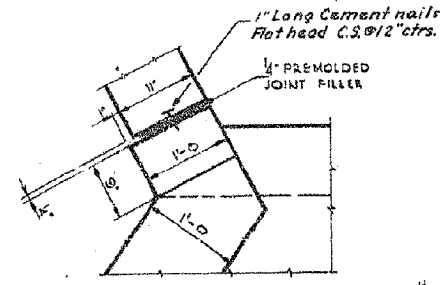
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS II			
RAMP B-3 OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 11+072.082 (RAMP B-3) STRUCTURE NUMBER 072-2030			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 7	SCALE N.T.S.	DATE 8/31/04	SHEET NO. 7

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

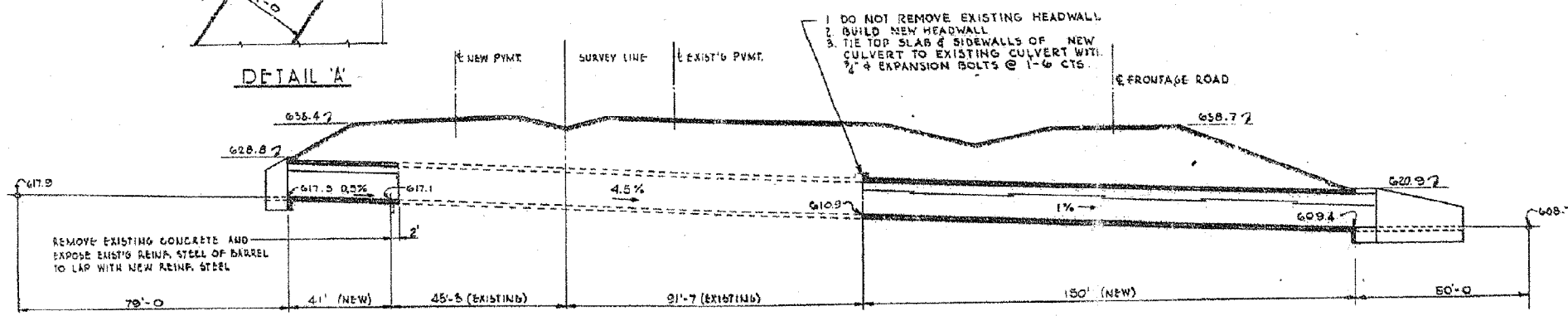
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
1A 31 1172	Peoria	Peoria	783	36	
PEORIA ROAD DIST. NO. 7					1360 551



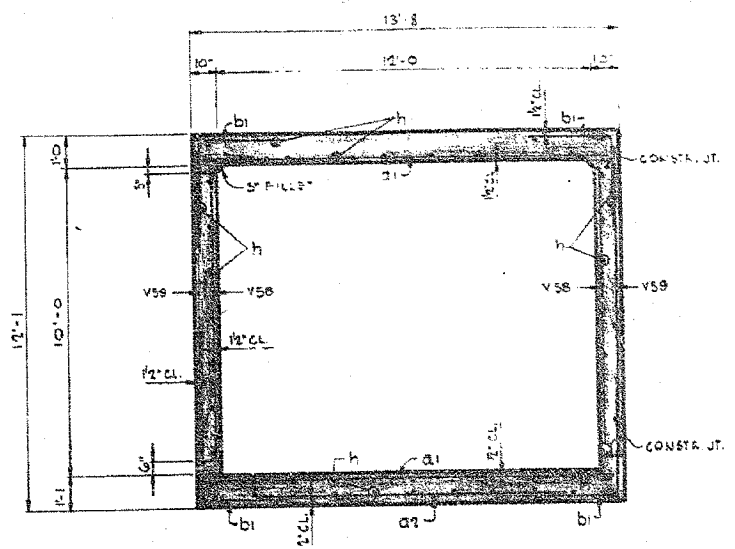
PLAN



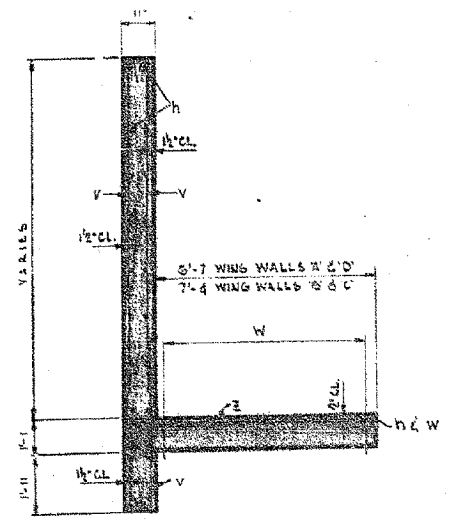
DETAIL 'A'



LONGITUDINAL SECTION



TYPICAL SECTION THRU BARREL



TYPICAL SECTION THRU WING WALLS A, B, C & D

DESIGNED E.H. MAYO
CHECKED A. MILUNAS
DRAWN W.J. PAWLIKOWSKI
CHECKED A. MILUNAS

BILL OF MATERIAL (INLET & OUTLET ENDS)		
ITEM	UNIT	QUANT.
CLASS 'X' CONCRETE	CU. YDS.	375.4
REINFORCEMENT BARS	LBS.	98,170
EXPANSION BOLTS 3/4"	EACH	28

DESIGN STRESSES:
 $f_s = 20,000$ PSI
 $f_c = 1,000$ PSI FOR WING WALLS
 $f_c = 1,400$ PSI FOR BARREL
 $n = 10$
 NO LIVE LOADING

NOTES:
 CLASS 'X' CONCRETE SHALL BE USED THROUGH-OUT.
 EXPOSED EDGES SHALL BE BEVELLED 3/4"
 FOR BACKFILLING & EMBANKMENT SEE
 STANDARD SPECIFICATIONS.

DRAINAGE STRUCTURE
 AT STATION 199+78.86
 EXTENSION LEFT AND RIGHT
 PEORIA COUNTY

JOHN F. MEISSNER ENGINEERS INC.
 CHICAGO, ILLINOIS
 DWG. NO. 55-102-L-0903

Rev. 5-6-63 105 Rev. Detail 'A'. Rev. Design Stresses: f_c 1200 to 1000 PSI. Rev. Quant. Reinf. 344110# to 48170#.

Bench Mark: PK Nail on S. Side of F.A. 49 (U.S.150 Spur) Bridge Over I-74 West of I-74 on Ramp. Elevation 194.293 m.
 BM 3003 - Chiseled \square on SW corner of 150 spur bridge over War Memorial Drive. Elevation 199.790 m.

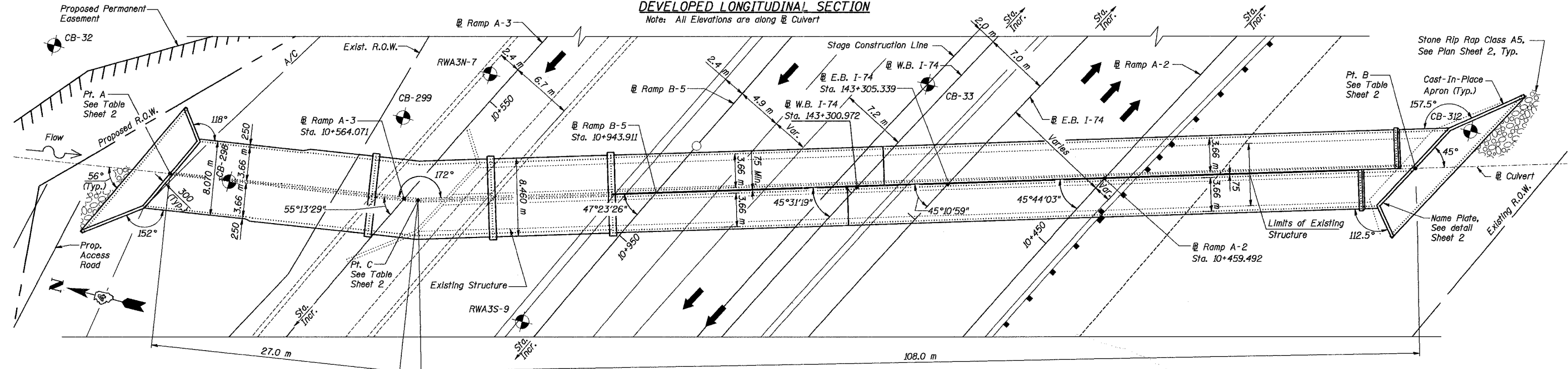
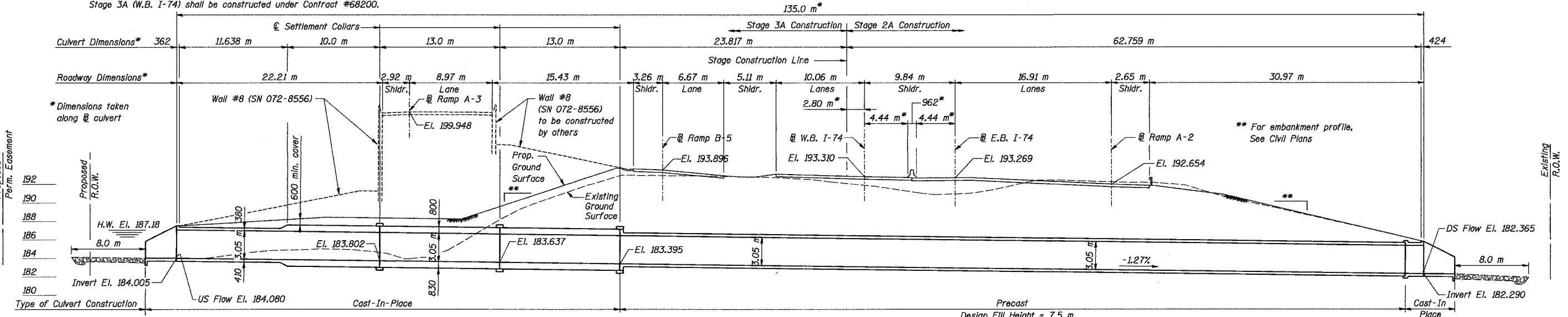
Existing Structure: S.N. 072-2506 built in 1965 as two 2.743 m CMP culverts with a length of 100.584 m.
 The existing structure shall be removed. No salvage.

Construction Staging: Stage 2A (E.B. I-74) shall be constructed under Contract #68197.
 Stage 3A (W.B. I-74) shall be constructed under Contract #68200.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	552	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Date: 11/22/2004
 Time: 11:48:35 AM
 File: C:\Users\p1643996\struc\ur\al\A3\072-2032\sheet\Final Plans\Contract #10\GP000-1A072032.dgn



DESIGN SPECIFICATIONS

1996 AASHTO With 1997 through 2002 Interims

LOADING MS18 & ALT.

Allow 2.4 kN/m² for future wearing surface.

DESIGN STRESSES

FIELD UNITS

f'c = 24 MPa
 fy = 420 MPa (Reinf.)

PRECAST UNITS

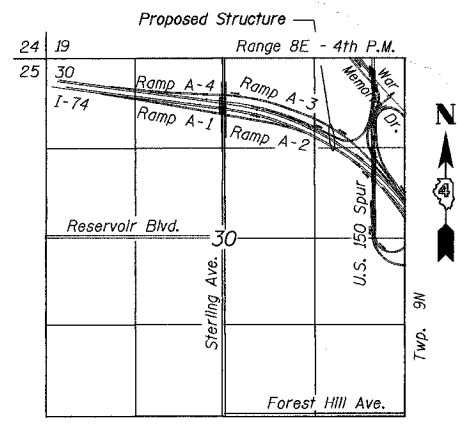
AASHTO M 259M

f'c = 35 MPa
 fy = 450 MPa (Welded Wire Fabric)

STATION 143+305.339 (E.B. I-74)
 BUILT 200_ BY
 STATE OF ILLINOIS
 F.A.I. RT. 74 SEC (72-7)R-1
 STR. NO. 072-2032

NAME PLATE
 See Std. 515001

Boring Locations



The work under this contract consists of Stage 3A construction. Cross hatched sheets and details for Stage 2A are included for information only.

Designed by:	WEE
Checked by:	AK
Drafted by:	JV
Checked by:	AK

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
GENERAL PLAN AND LONGITUDINAL SECTION			
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 1	SCALE N.T.S.	DATE 6/30/03	SHEET NO. 1

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	53	126
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 68200

GENERAL NOTES

- Reinforcement bars shall conform to the requirements of AASHTO M 31M or M 322M Grade 420.
- All dimensions are in millimeters (mm) except as noted.
- Layout of Rip-Rap may be varied in the field to suit ground conditions as directed by the Engineer.
- Precast culvert alternate is not allowed in areas where Cast-In-Place culvert is specified.
- All construction joints shall be bonded.

INDEX OF SHEETS

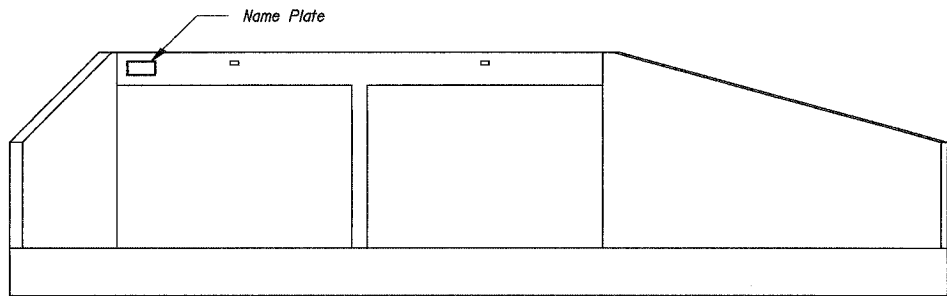
- General Plan and Longitudinal Section
- General Notes, Index of Sheets, Total Bill of Material, Misc. Details
- Construction Staging 2A
- Construction Staging 3A
- Culvert Plan and Section I
- Culvert Plan and Section II
- Culvert Plan and Section III
- Culvert Plan and Section IV
- Culvert Plan and Section V
- Culvert Plan and Section VI
- Details - Settlement Collars and C.I.P. to Precast Connection
- Bar Details and Bills of Material
- Boring Logs I
- Boring Logs II
- Boring Logs III
- Boring Logs IV

WATERWAY INFORMATION

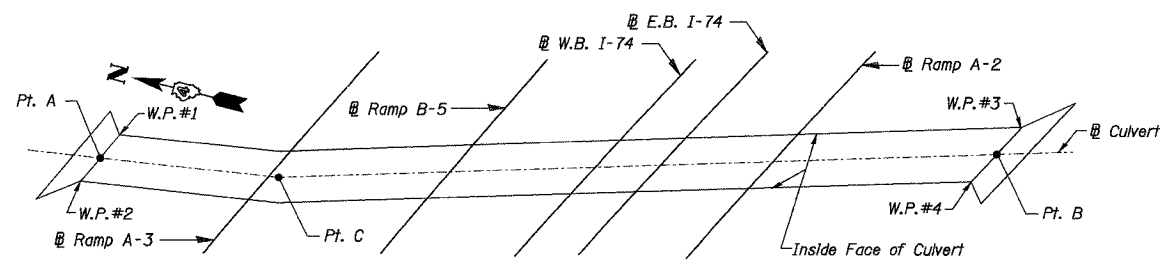
Drainage Area = 4,425 km² Low Grade Elev. 192.00 m @ Sta. 143+400

Flood	Freq. Yr.	Q cms	Opening Sq. m		Nat. H.W.E. m	Head - m		Headwater Elev. - m	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	76.0	12	22	187.18	5.73	1.01	191.96	188.19
Base	100	85.0	12	22	187.27	5.79	1.31	192.15	188.58
Overtopping	50+	76.0	12	-	-	5.76	-	191.99	-
Max. Calc.	500	99.0	-	22	187.42	-	1.86	-	189.28

* Upstream Face of Culvert

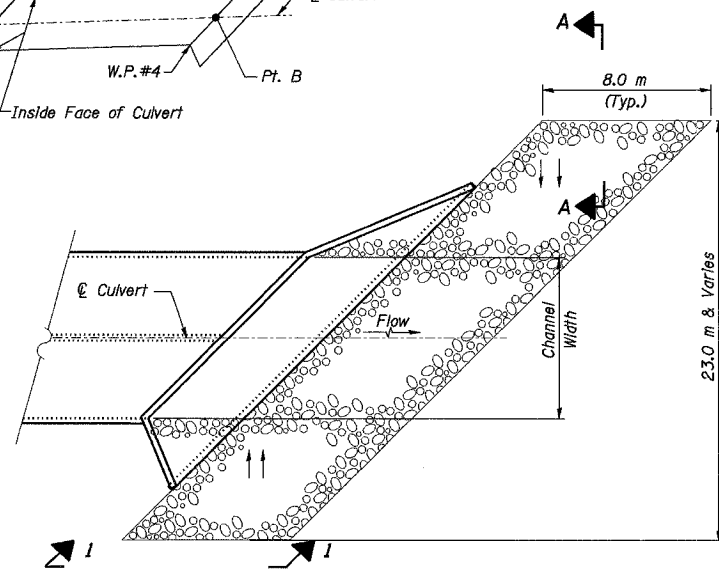


NAME PLATE LOCATION
Downstream End Only

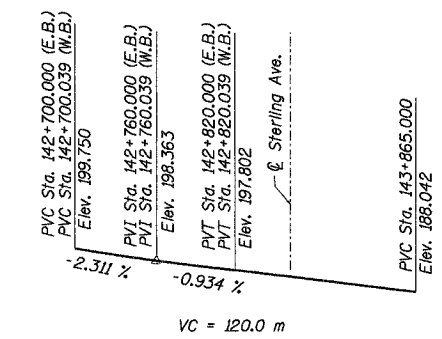


GEOMETRIC CONTROL POINTS

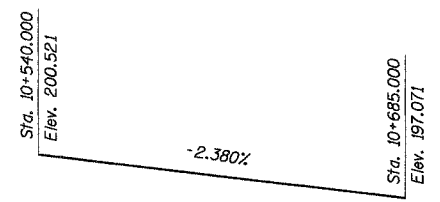
Point	Baseline	Sta.	Offset	@ Culvert Sta.
A	A-2	10+395.826	76.904 m LT	10+000.000
	A-3	10+578.361	21.025 m RT	10+000.000
B	A-2	10+483.461	23.838 m RT	10+135.000
	A-3	10+483.224	77.898 m LT	10+135.000
C	A-2	10+563.210	1.239 m LT	10+027.000
	A-3	10+409.907	54.375 m LT	10+027.000



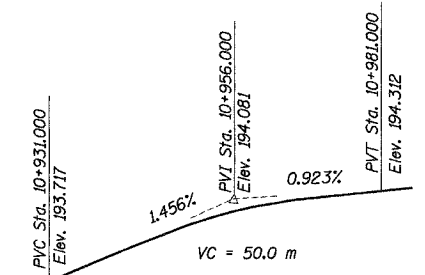
RIP-RAP PLAN
Downstream end (Upstream similar)



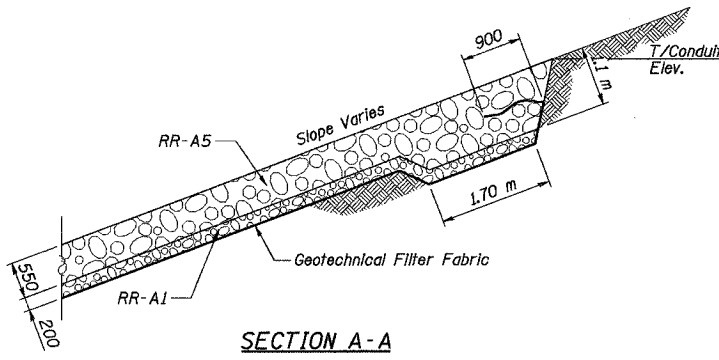
PROFILE GRADE E.B. & W.B. I-74



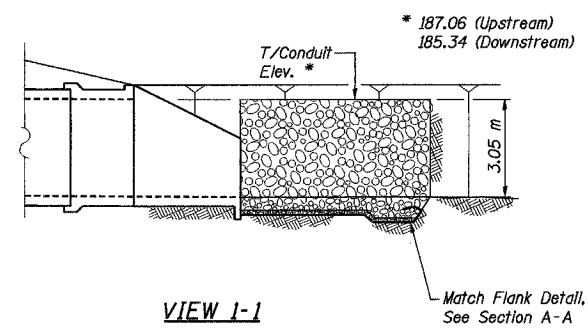
PROFILE GRADE RAMP A-3



PROFILE GRADE RAMP B-5



SECTION A-A
Flank Detail



VIEW I-1
Match Flank Detail, See Section A-A

TOTAL BILL OF MATERIAL

ITEM	UNIT	STAGE 2A	STAGE 3A
Name Plates	Each	1	0
Box Culvert End Sections	Each	1	0
Stone Riprap, Class A5	m ²	227	222
Filter Fabric for Use with Riprap	m ²	227	222
Concrete Headwall Removal	m ³	28.5	28.5
Pipe Culvert Removal	m	14.0	87.2
Reinforcement Bars	kg	0	109,260
Precast Concrete Box Culvert 3.6 m x 3.0 m	m	11.0	55.0
Concrete Box Culverts	m ³	0	772.5
Temporary Mechanically Stabilized Earth Retaining Wall	m ²	280.2	0
Temporary Soil Retention System	m ²	188.2	0

CURVE DATA

Ramp A-2 Curve 121	Ramp B-5 Curve 254
P.I. = 10+424.256	P.I. = 11+147.717
I = 9° 12' 07"	I = 20° 10' 21"
D = 4° 58' 26"	D = 4° 50' 28"
R = 1151.902 m	R = 183.526 m
L = 185.000 m	L = 416.689 m
T = 92.699 m	T = 210.524 m
E = 3.724 m	E = 18.578 m
PC = 10+331.557	PC = 10+937.193
PT = 11+516.557	PT = 11+353.882
SE = 4.300%	SE = -4.300%

E.B. F.A.I. Route 74 Curve 1003	W.B. F.A.I. Route 74 Curve 2003
P.I. = 144+278.918	P.I. = 144+287.337
I = 100° 30' 47"	I = 100° 30' 47"
D = 4° 55' 05"	D = 4° 53' 19"
R = 1165.000 m	R = 1172.000 m
L = 2043.743 m	L = 2056.022 m
T = 1401.087 m	T = 1409.506 m
E = 657.161 m	E = 661.110 m
PC = 142+877.831	PC = 142+877.831
PT = 144+921.574	PT = 144+933.854
SE = 4.300%	SE = 4.300%

Ramp A-3 Curve 132

P.I. = 10+658.632
I = 14° 36' 00"
D = 4° 45' 17.29"
R = 1205.001 m
L = 307.058 m
T = 154.365 m
E = 9.847 m
PC = 10+504.267
PT = 10+811.325
SE = -1.5%

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
GENERAL NOTES, INDEX OF SHEETS,
TOTAL BILL OF MATERIAL, MISC. DETAILS

F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK
F.A.I. ROUTE 74 SEC. (72-7)R-3
PEORIA COUNTY STA. 143+305.339 (E.B. I-74)
STRUCTURE NUMBER 072-2032

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
2	N.T.S.	6/30/03	2

Date: 11/22/2004 Time: 11:49:15 AM File: P:\643996\struc\final\plans\contract\10\GND000-1A072032.dgn

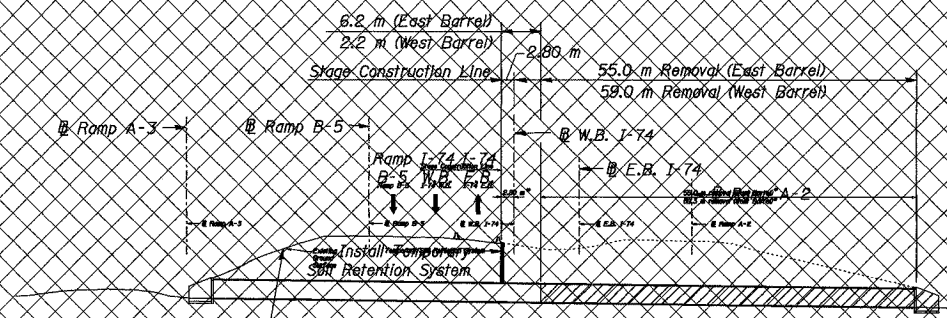
Designed by: WEE
Checked by: AK
Drafted by: JV
Checked by: AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-71) R-3	PEORIA	554	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

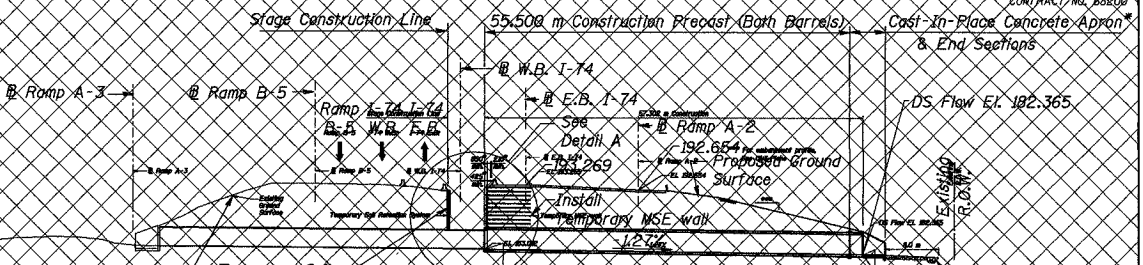
CONTRACT No. 8800

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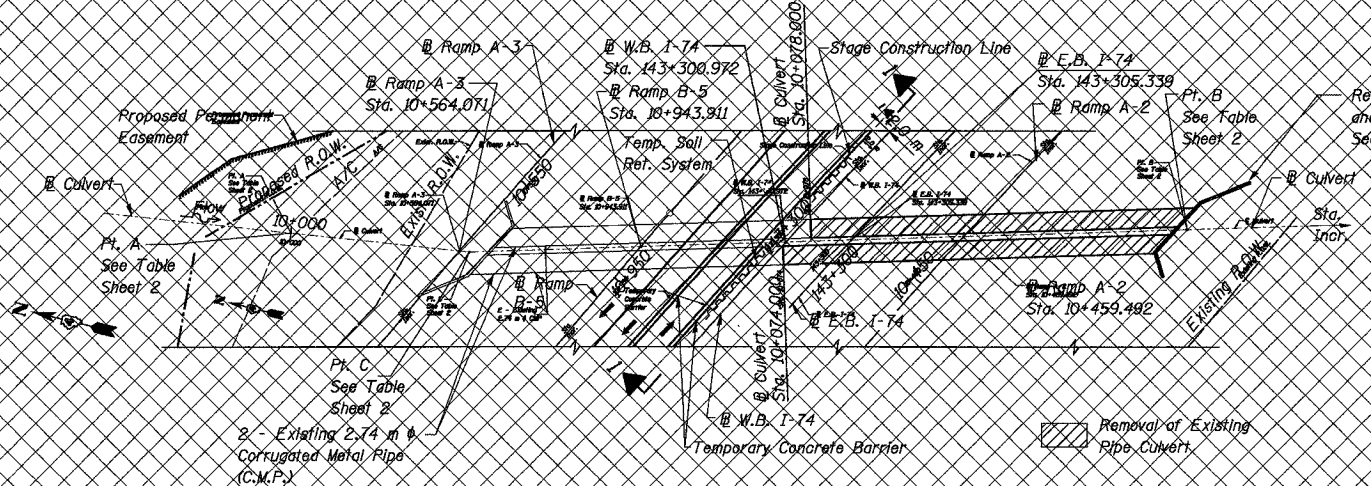
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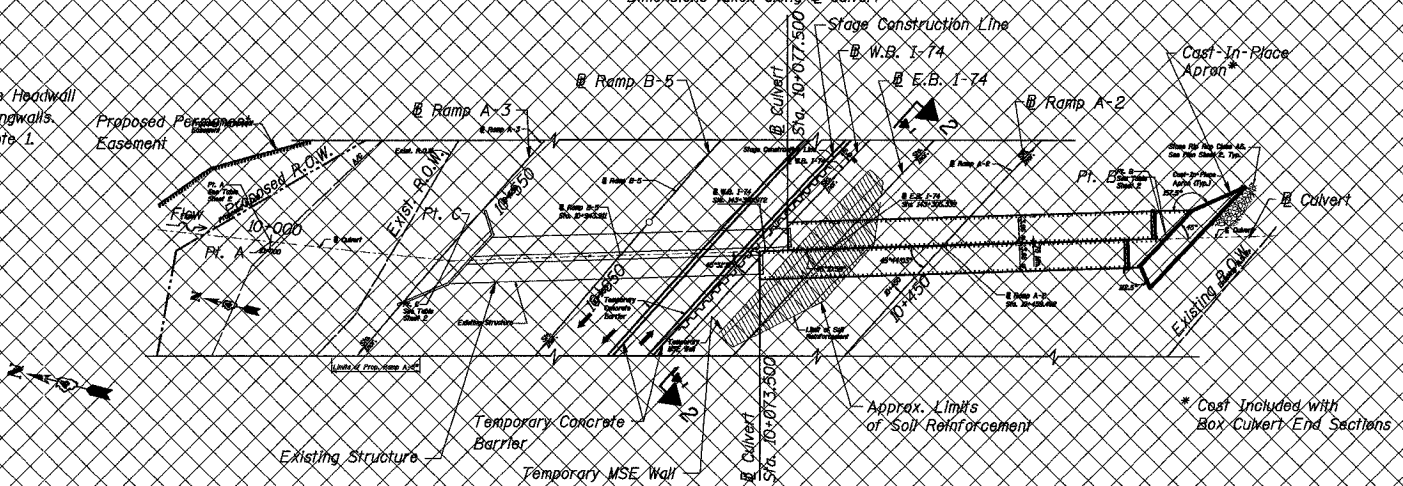
LONGITUDINAL SECTION
Dimensions taken along @ culvert



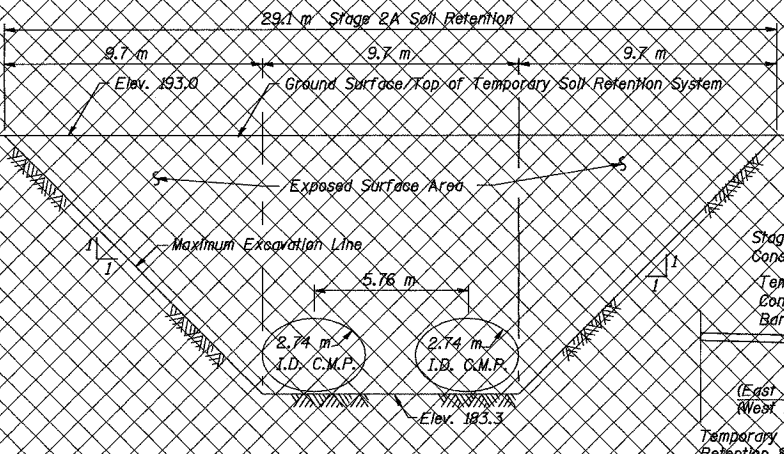
LONGITUDINAL SECTION
Dimensions taken along @ culvert



PLAN - STAGE 2A REMOVAL

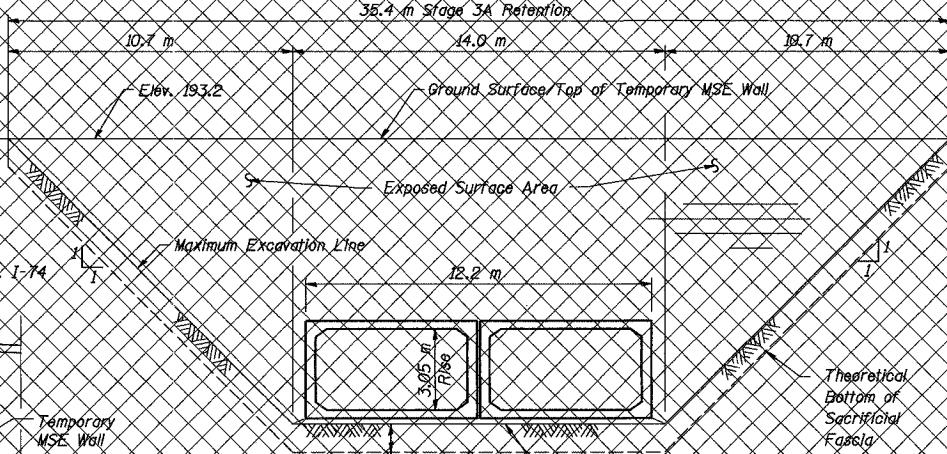


PLAN - STAGE 2A CONSTRUCTION

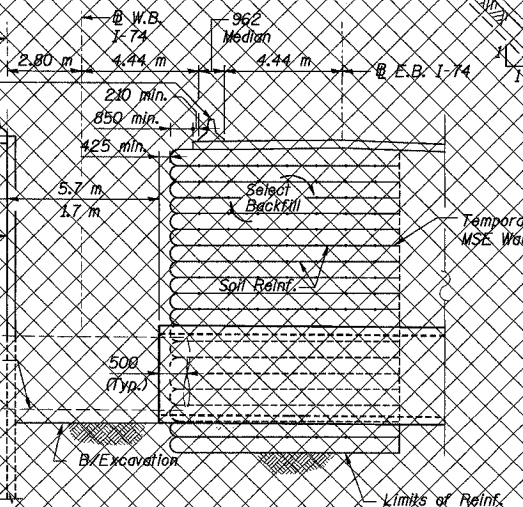


VIEW 1-1
Temporary Soil Retention System

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



VIEW 2-2
Temporary Mechanically Stabilized Earth (MSE) Wall



DETAIL A
Dimensions Along @ Culvert

- Notes:
- Quantity of wingwall removal is included under Concrete Headwall Removal.
 - All Stations and Elevations are measured along @ Culvert.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
CONSTRUCTION STAGING 2A		
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-71)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 3	SCALE N.T.S.	DATE 6/30/03
		SHEET NO. 3

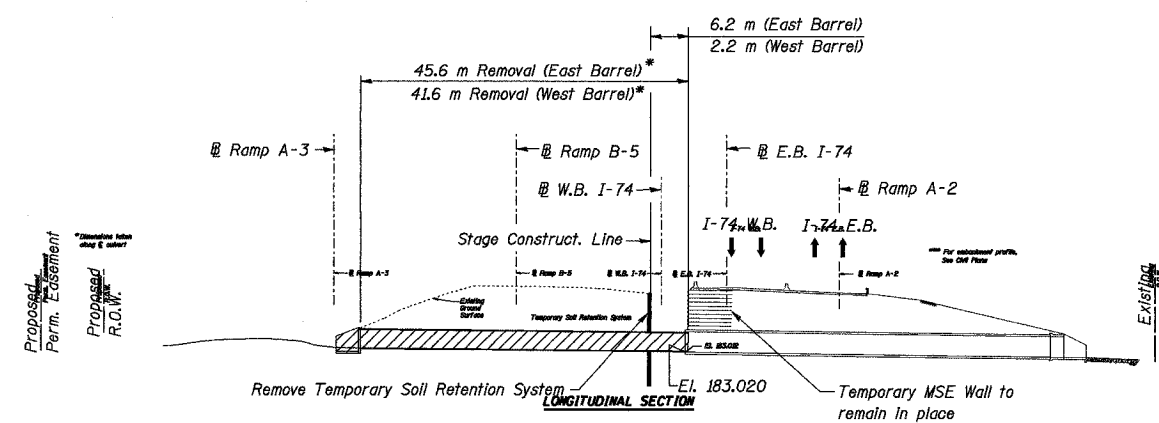
Designed by: WEE
Checked by: AK
Drafted by: JMG
Checked by: AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	555	1340
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

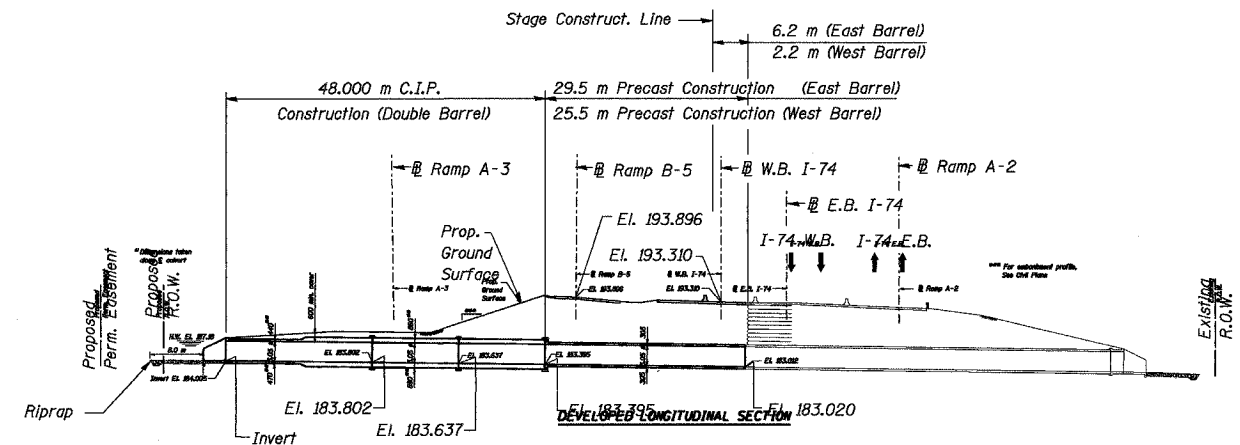
CONTRACT NO. 68200

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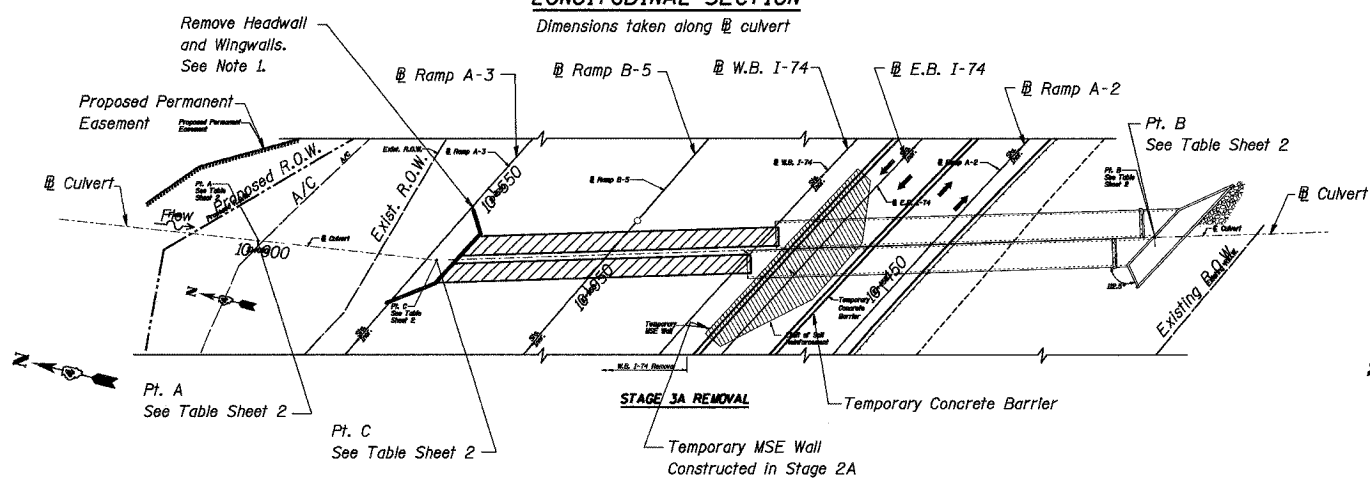
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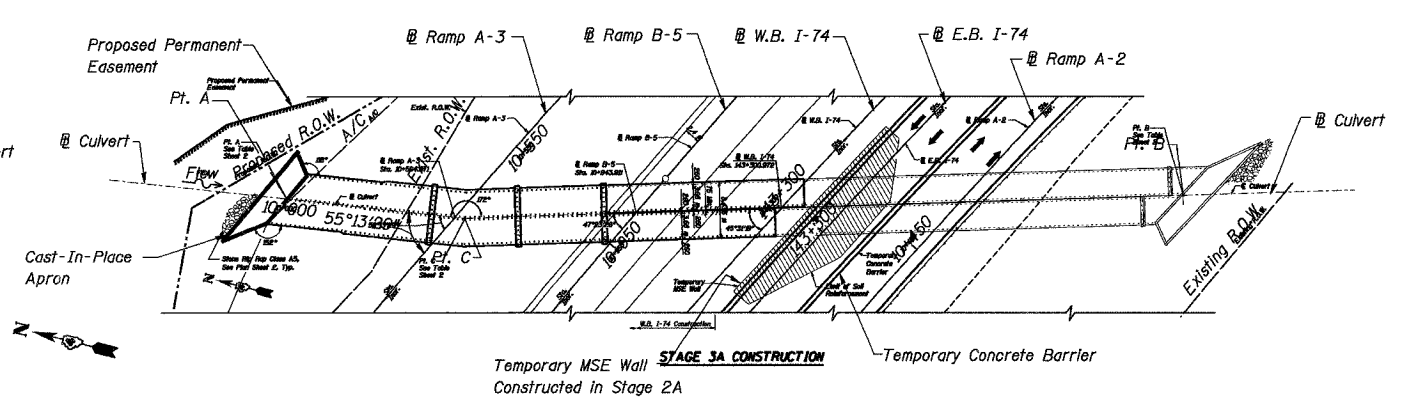
LONGITUDINAL SECTION
Dimensions taken along @ culvert



DEVELOPED LONGITUDINAL SECTION
Dimensions taken along @ culvert



PLAN - STAGE 3A REMOVAL



PLAN - STAGE 3A CONSTRUCTION

Removal of Existing Box Culvert

- Notes:
- Quantity of wingwall removal is included under Concrete Headwall Removal.
 - All Stations and Elevations are measured along @ Culvert

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
CONSTRUCTION STAGING 3A		
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 4	SCALE N.T.S.	DATE 6/30/03
		SHEET NO. 4

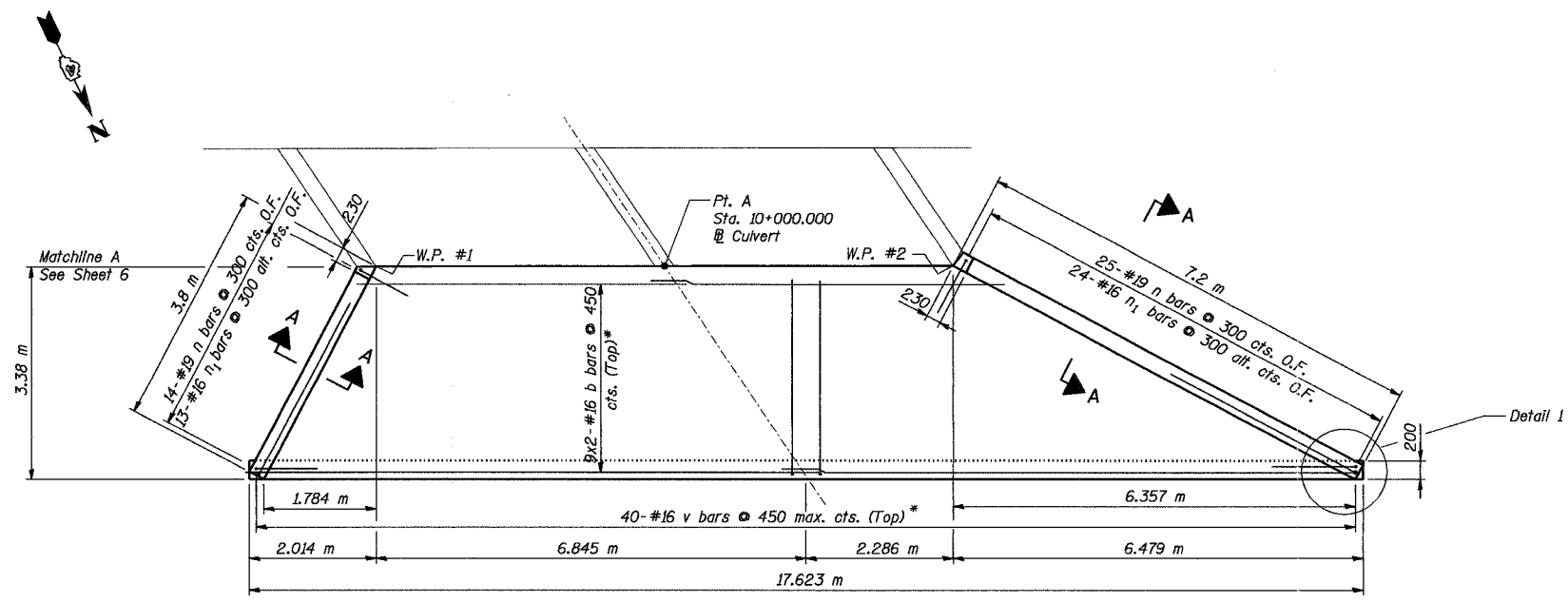
Designed by: WEE
Checked by: AK
Drafted by: JMG
Checked by: AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	556	1340
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

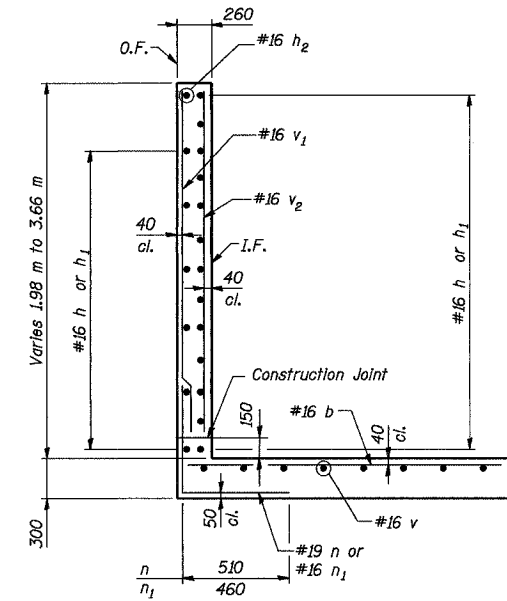
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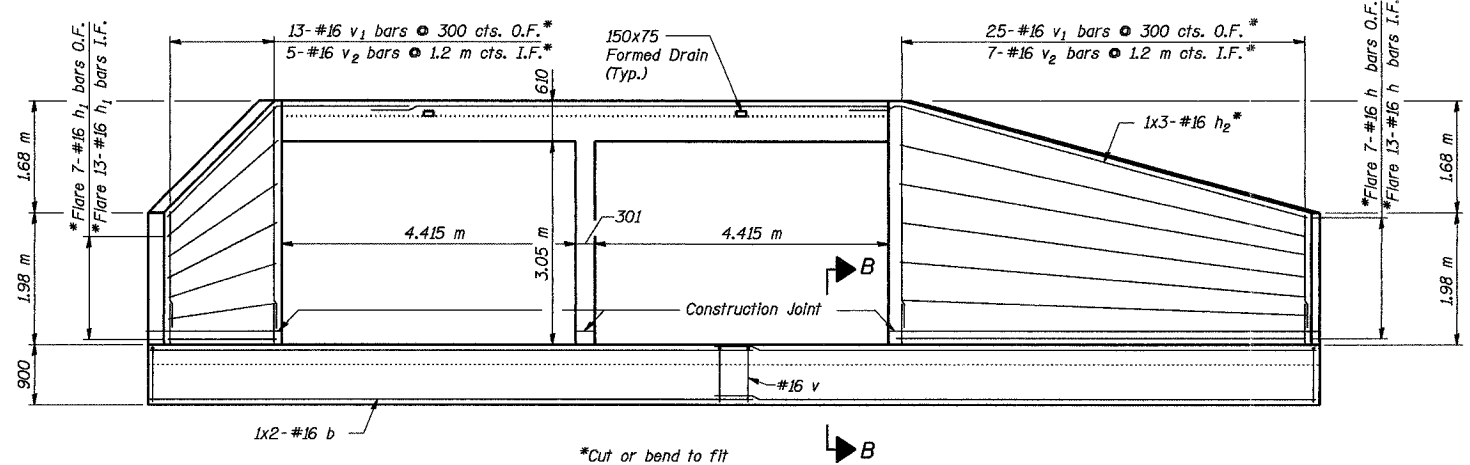
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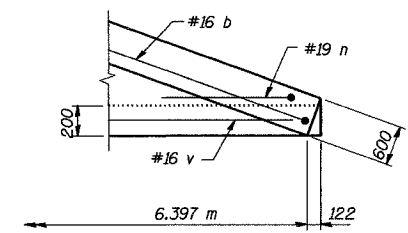
PLAN - BOTTOM SLAB



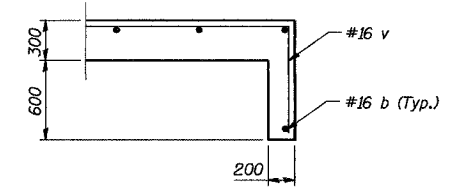
SECTION A-A



ELEVATION



DETAIL 1
Typical Reinf. Configuration



SECTION B-B

Notes:
 Bars Indicated thus 20x3-#16 etc. Indicates 20 lines of bars with 3 lengths per line.
 All Stations are measured along @ Culvert.
 O.F. = Outside Face
 I.F. = Inside Face
 For Bar Details and Bill of Material see Sheet 12.

LAP LENGTHS
 #16 - 680

Designed by:	WEE
Checked by:	AK
Drafted by:	JY
Checked by:	AK

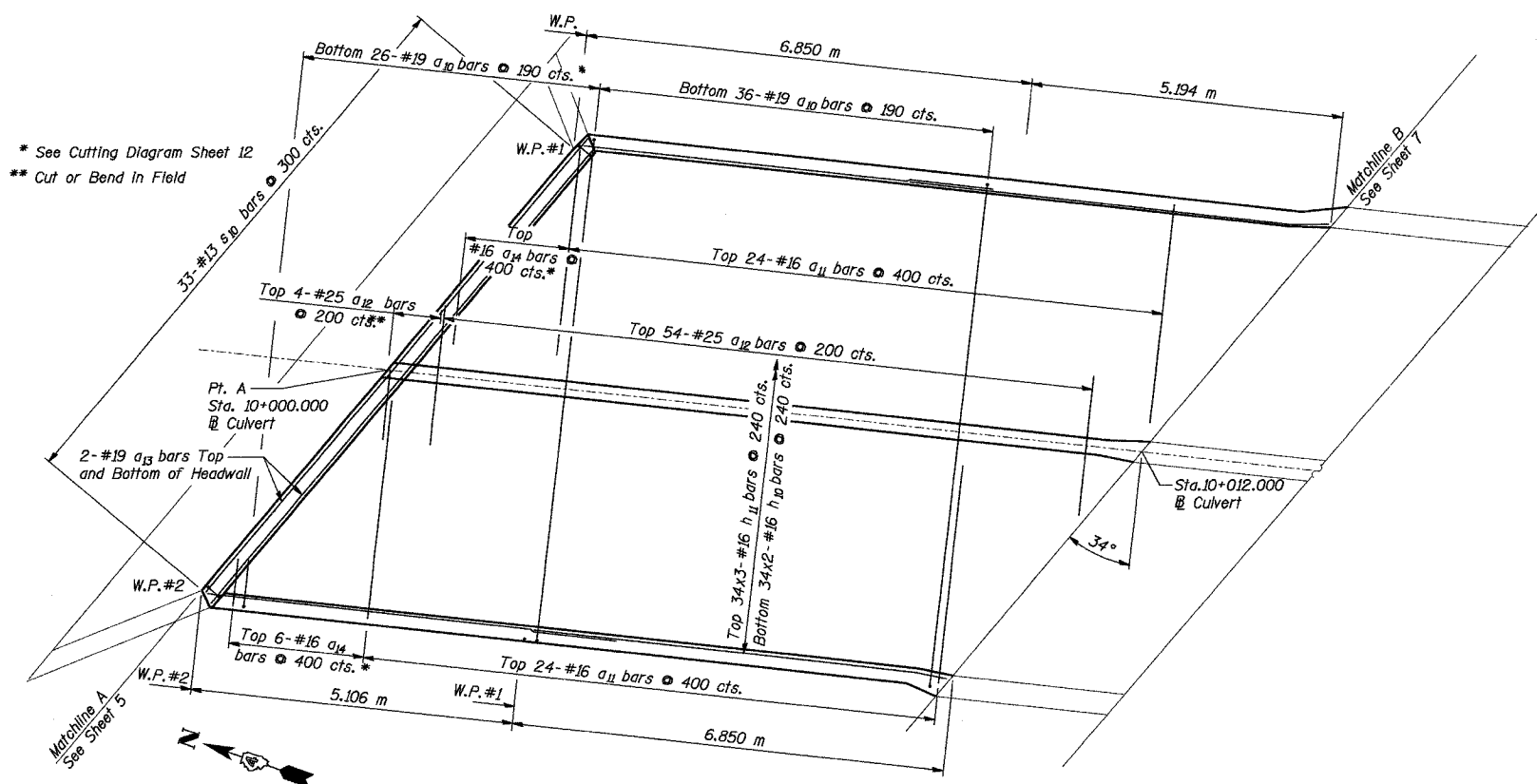
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
CULVERT PLAN AND SECTION I		
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 5	SCALE N.T.S.	DATE 6/30/03
		SHEET NO. 5

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	557	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

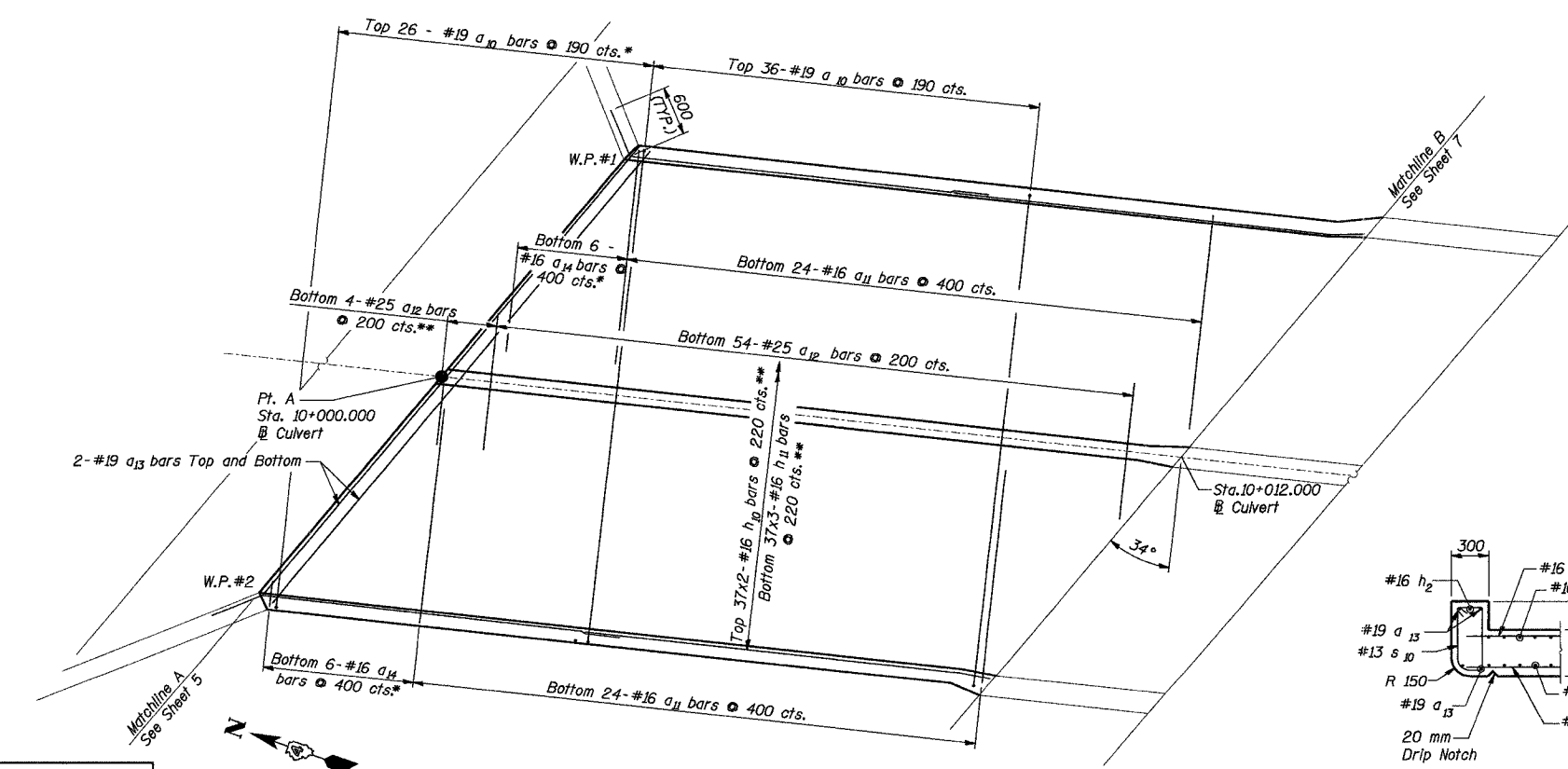
CONTRACT NO. 68200

Date: 11/22/2004 Time: 11:51:16 AM

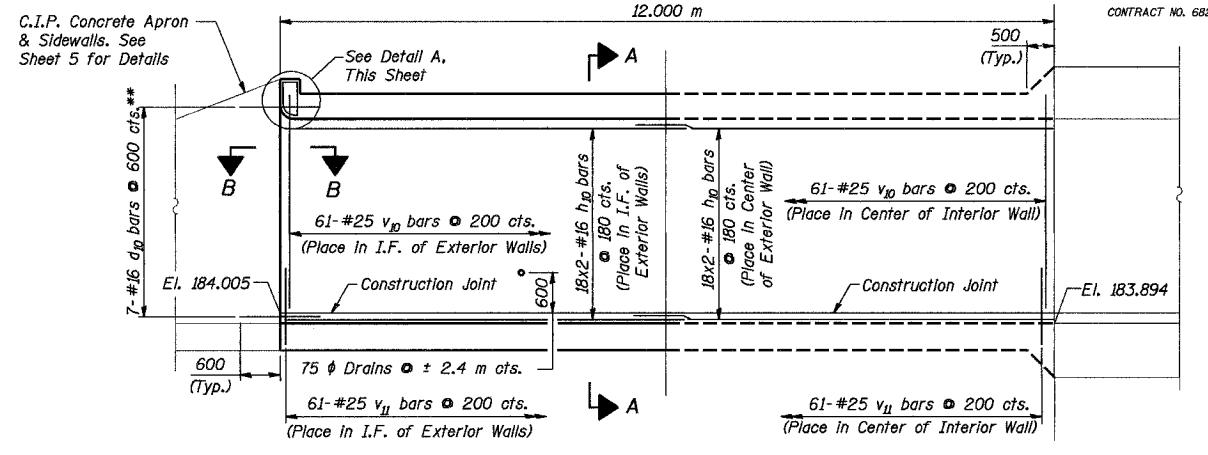
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PLAN - TOP SLAB REINFORCEMENT

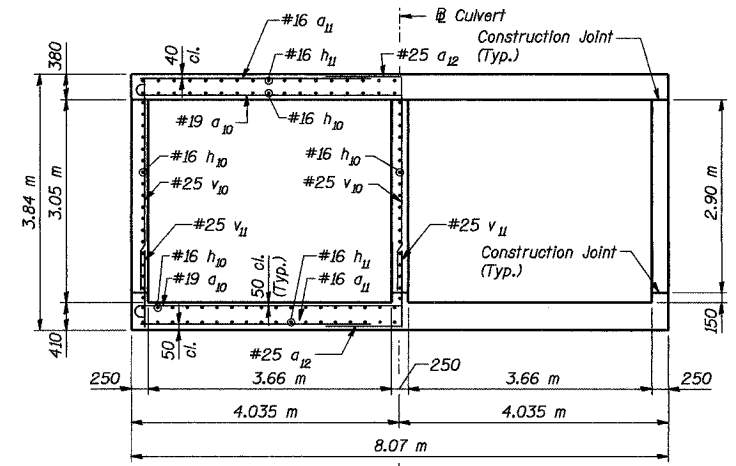


PLAN - BOTTOM SLAB REINFORCEMENT



EXTERIOR WALL REINFORCEMENT INTERIOR WALL REINFORCEMENT

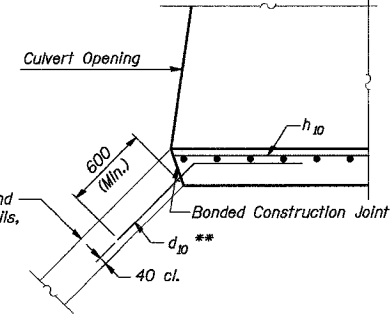
LONGITUDINAL SECTION



SECTION A-A

Reinforcement symmetrical about @ Culvert I.F. = Inside Face O.F. = Outside Face

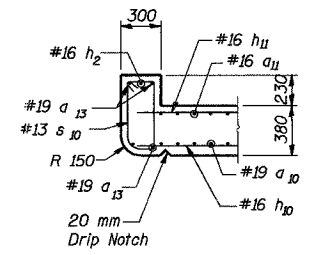
Notes:
 Bars indicated thus 20x3-#16 etc. indicates 20 lines of bars with 3 lengths per line.
 For Bar Details and Bill of Material see Sheet 12.
 All Stations and Elevations are measured along @ Culvert.



SECTION B-B
Typical for Both Ends

LAP LENGTHS

#16 - 550
 #19 - 670



DETAIL A

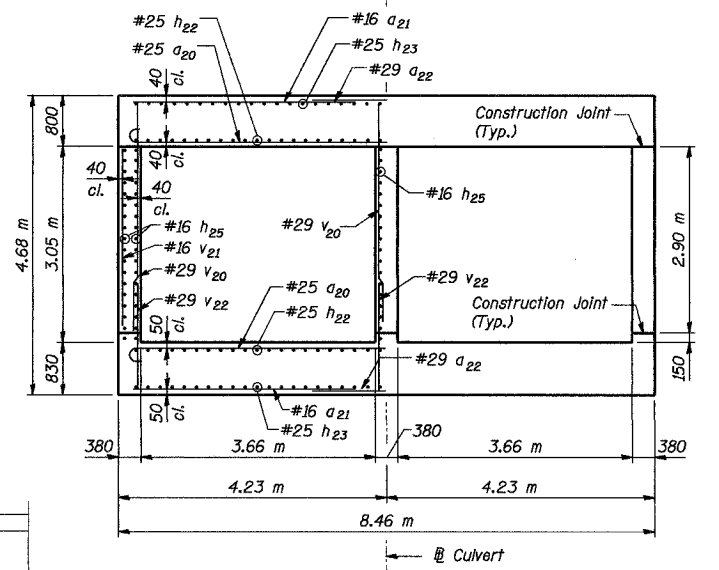
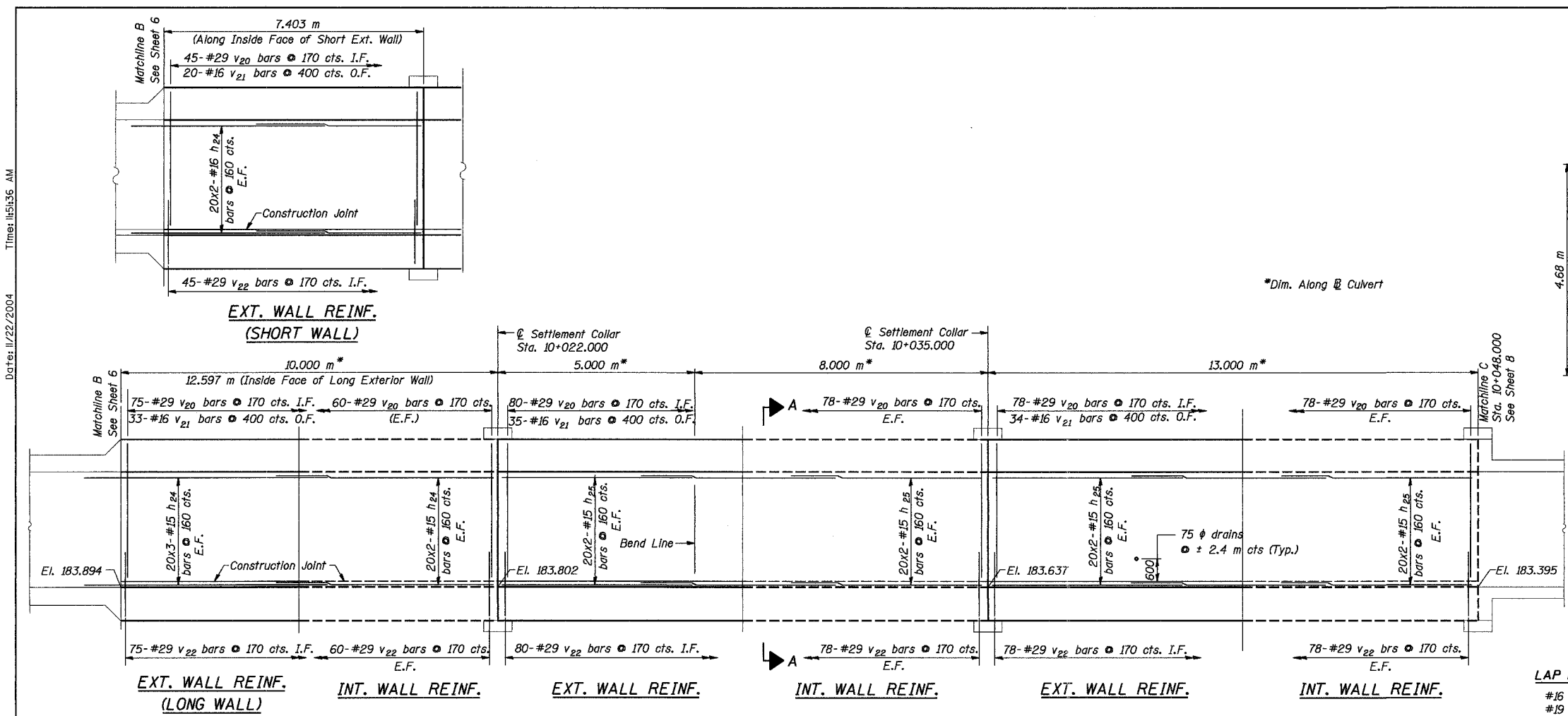
Designed by: _____
 Checked by: _____
 Drafted by: _____
 Checked by: _____

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
CULVERT PLAN AND SECTION II		
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 6	SCALE N.T.S.	DATE 6/30/03
		SHEET NO. 6

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	558	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Date: 11/22/2004 Time: 11:51:35 AM



LAP LENGTHS

#16	- 550
#19	- 670
#25	- 1.190 m

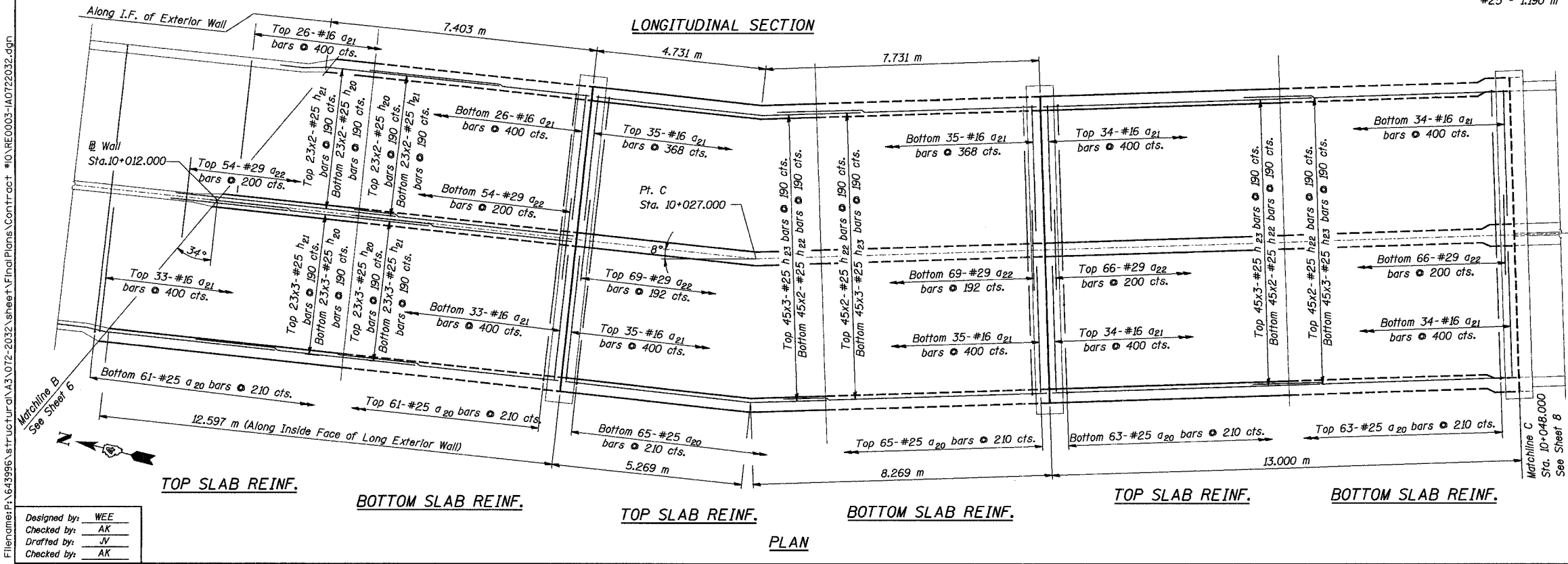
Notes:

Bars indicated thus 20x3-#16 etc. indicates 20 lines of bars with 3 lengths per line.

All Stations and Elevations are measured along @ Culvert.

For Bar Details and Bill of Material see Sheet 12.

E.F. = Each Face
I.F. = Inside Face
O.F. = Outside Face



Designed by: WEE
Checked by: AK
Drafted by: JV
Checked by: AK

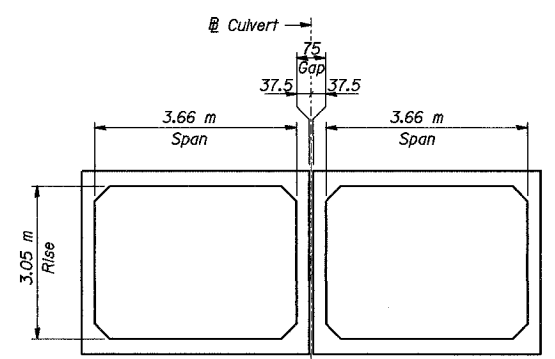
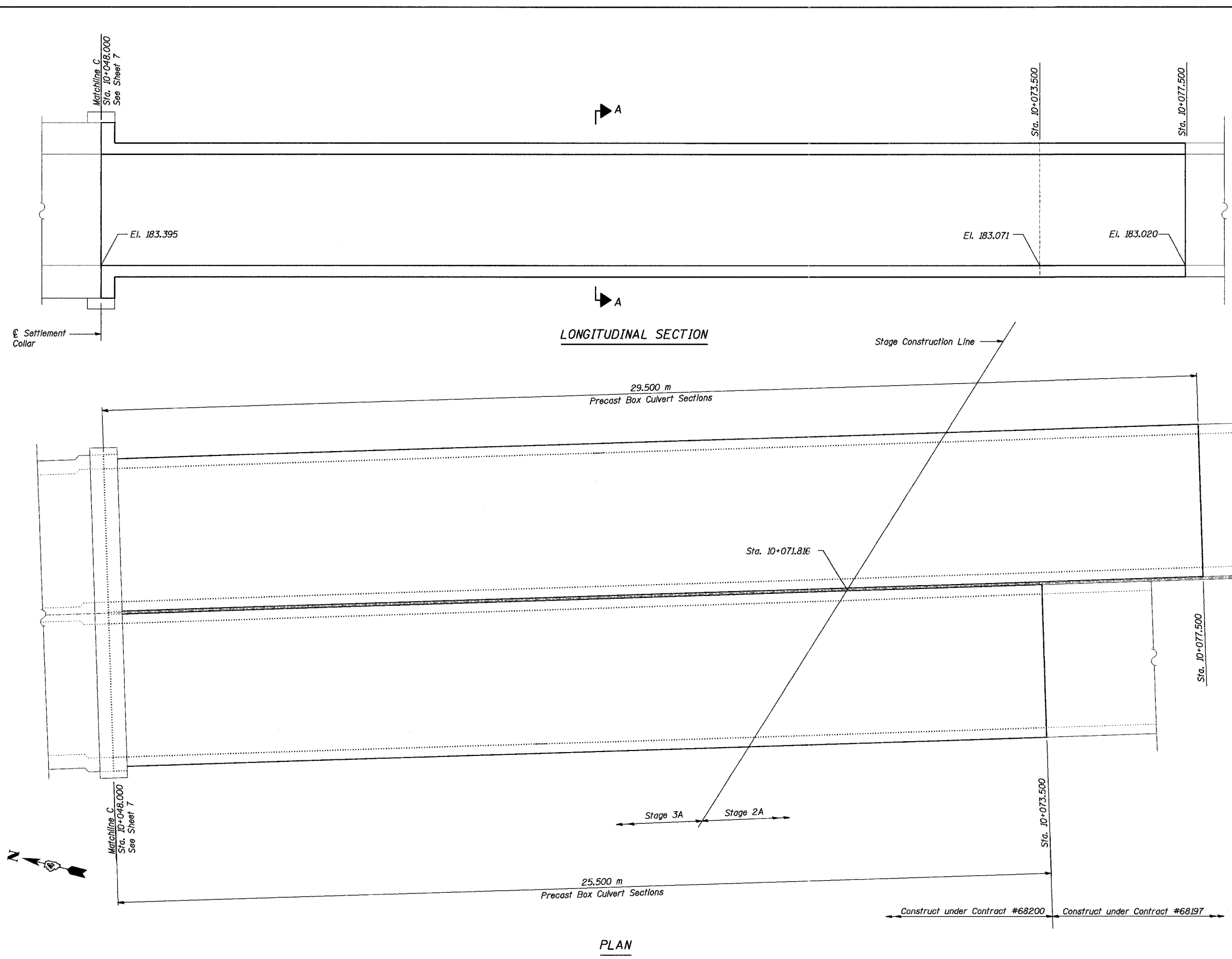
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
CULVERT PLAN AND SECTION III		
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 7	SCALE N.T.S.	DATE 6/30/03
		SHEET NO. 7

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	559	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

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SECTION A-A

Note:
All Stations and Elevations are measured along @ culvert.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
CULVERT PLAN AND SECTION IV		
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 8	SCALE N.T.S.	DATE 6/30/03
		SHEET NO. 8

Designed by: WEE
Checked by: AK
Drafted by: JV
Checked by: AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	560	1360
FED. ROAD DIST. No. 7	ILLINOIS	FED. AID PROJECT		

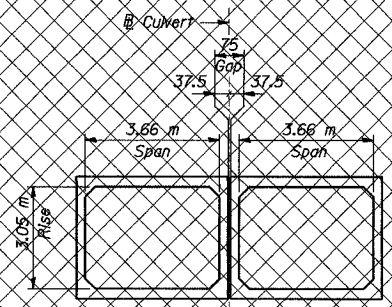
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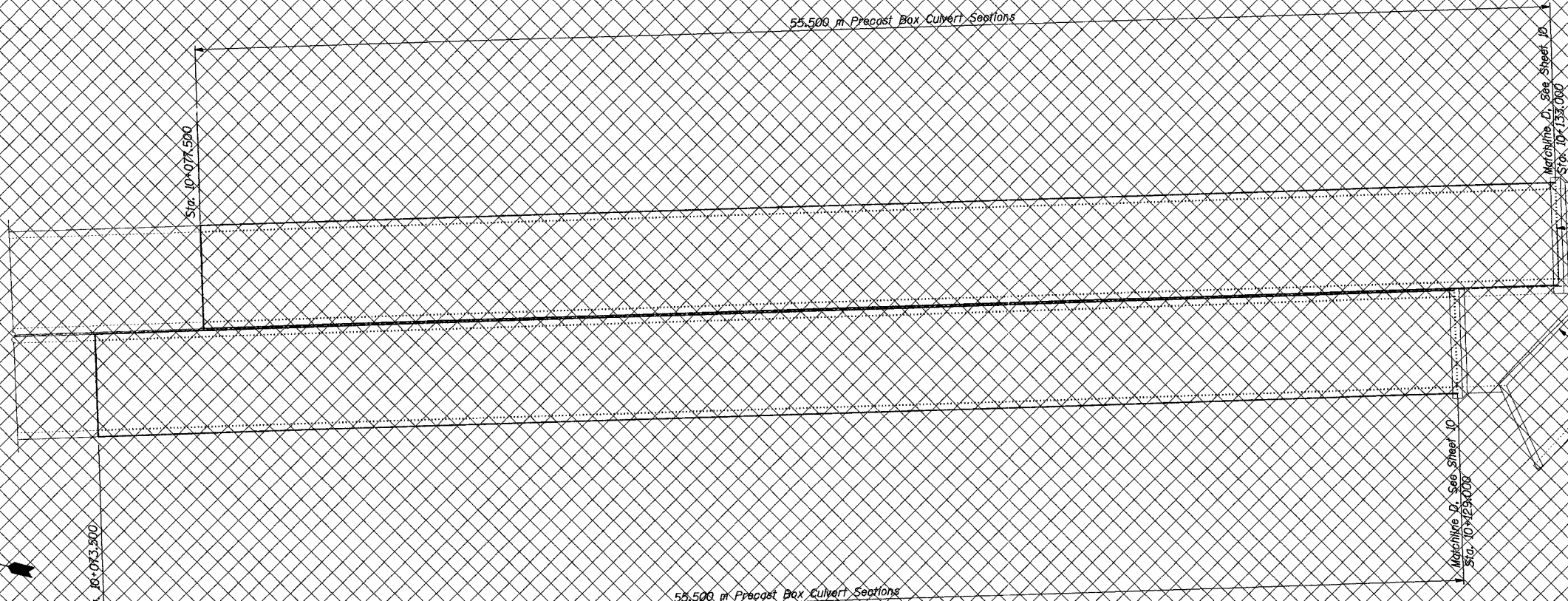
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LONGITUDINAL SECTION



SECTION A-A



PLAN

Notes:
All Stations and Elevations are measured along @ Culvert.

Designed by: WEE
Checked by: AK
Drafted by: JV
Checked by: AK

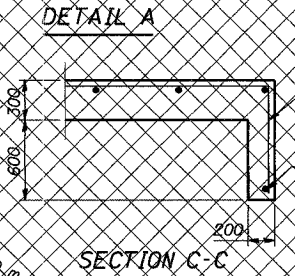
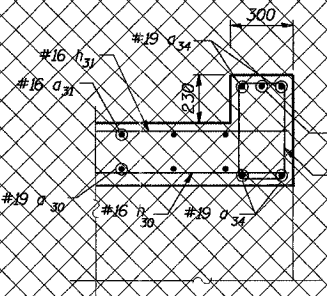
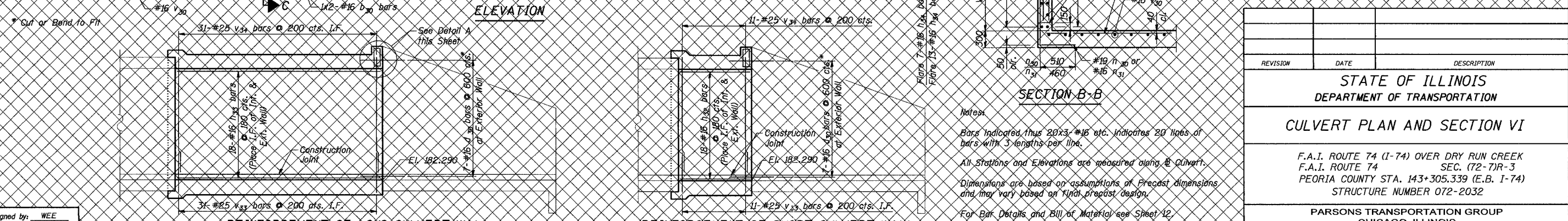
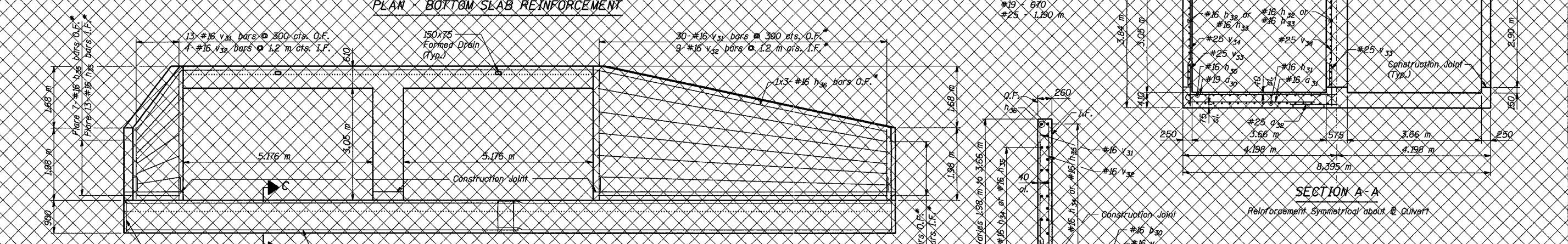
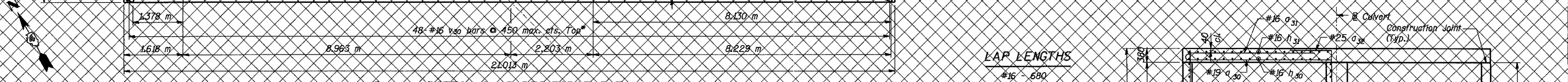
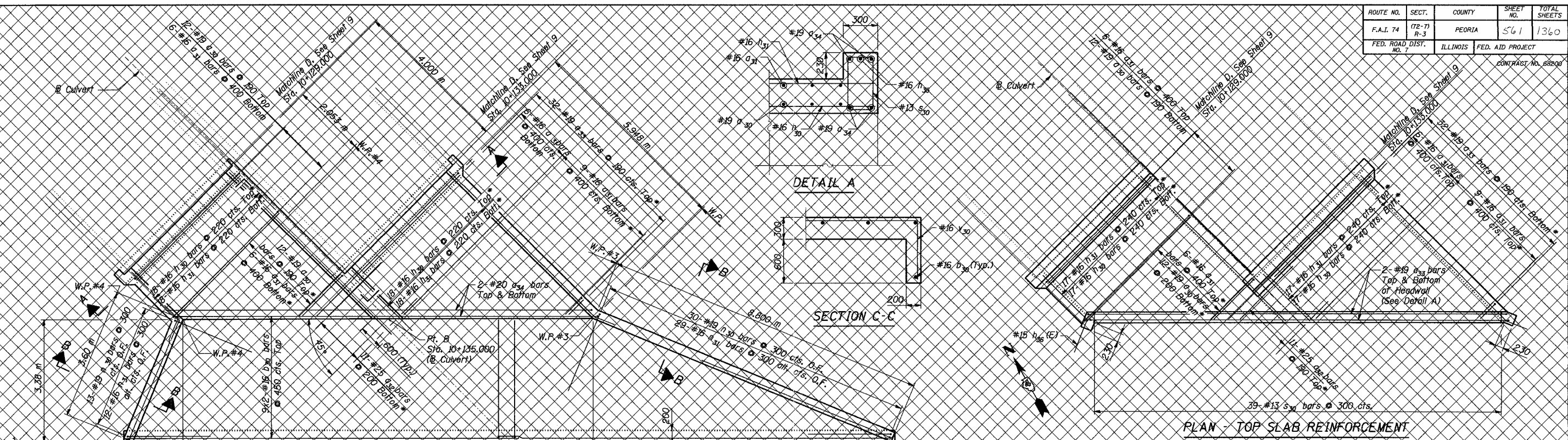
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
CULVERT PLAN AND SECTION V		
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 9	SCALE N.T.S.	DATE 6/30/03
		SHEET NO. 9

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	561	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

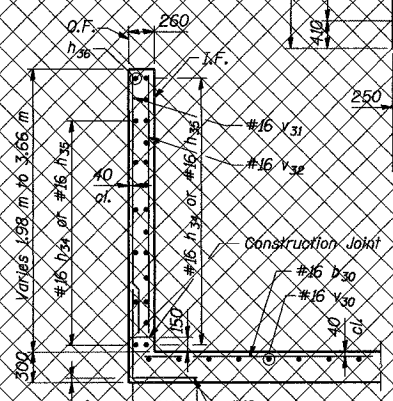
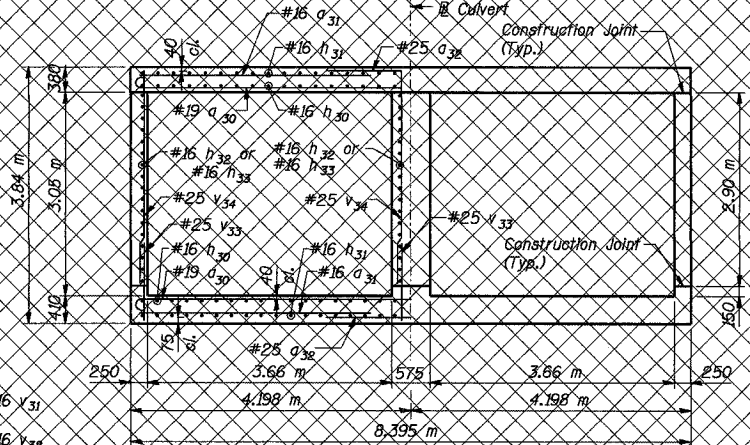
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LAP LENGTHS

#16	680
#19	870
#25	1,190



Notes:
 Bars Indicated thus 20x3 #16 etc. Indicates 20 laps of bars with 3 lengths per line.
 All Stations and Elevations are measured along @ Culvert.
 Dimensions are based on assumptions of Precast dimensions and may vary based on final precast design.
 For Bar Details and Bill of Material see Sheet 12.
 I.F. Inside Face
 O.F. Outside Face

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
CULVERT PLAN AND SECTION VI		
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 10	SCALE N.T.S.	DATE 6/30/03
		SHEET NO. 10

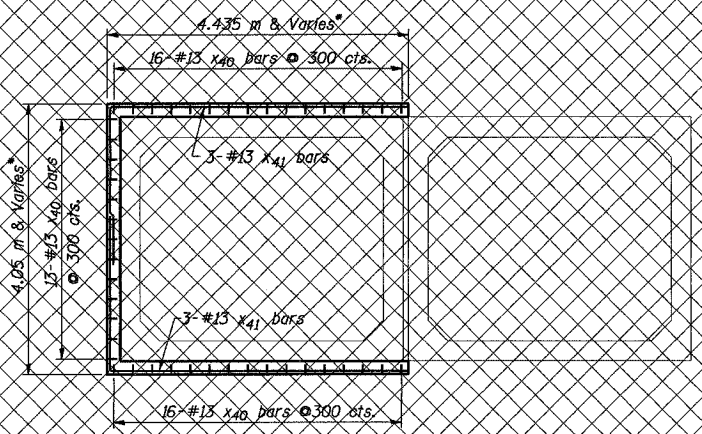
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 Checked by: AK
 Drafted by: JW
 Checked by: AK

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	562	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

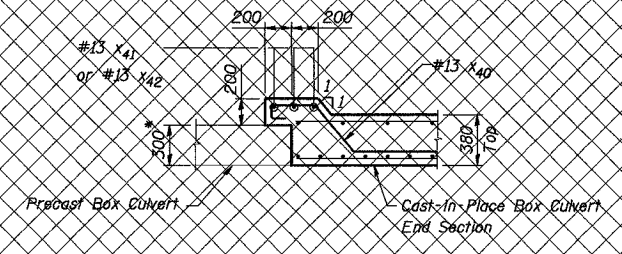
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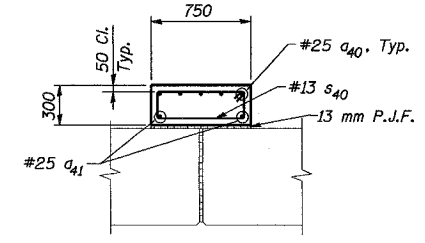
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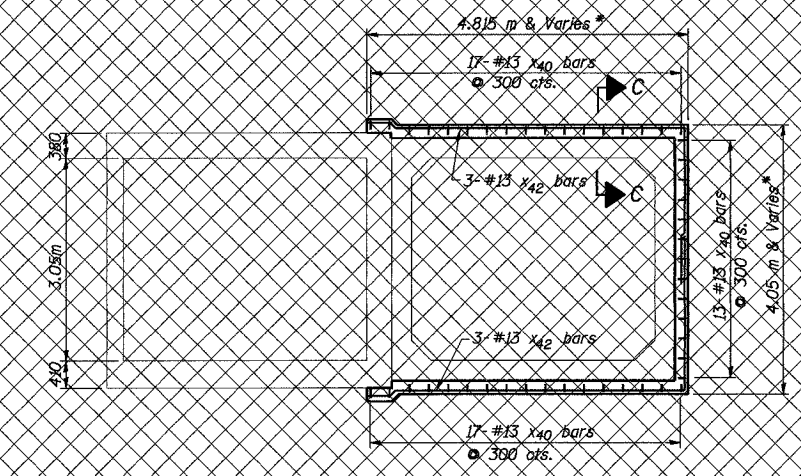
SECTION A-A



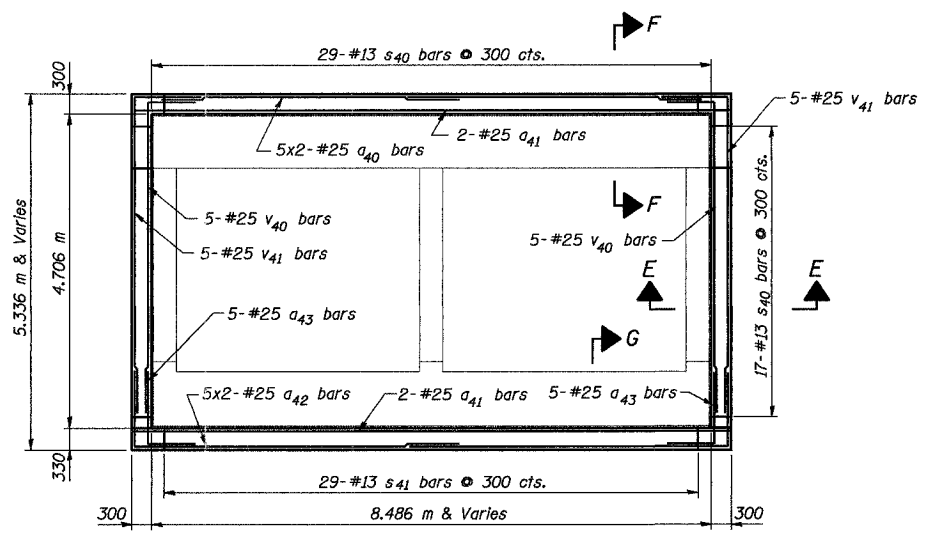
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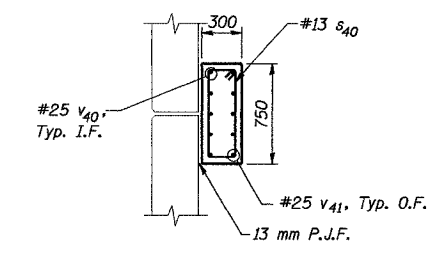
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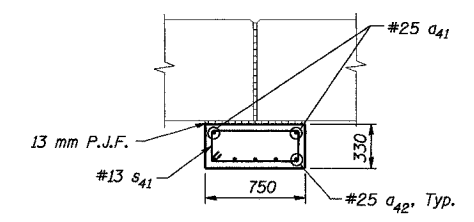
SECTION B-B



SECTION D-D

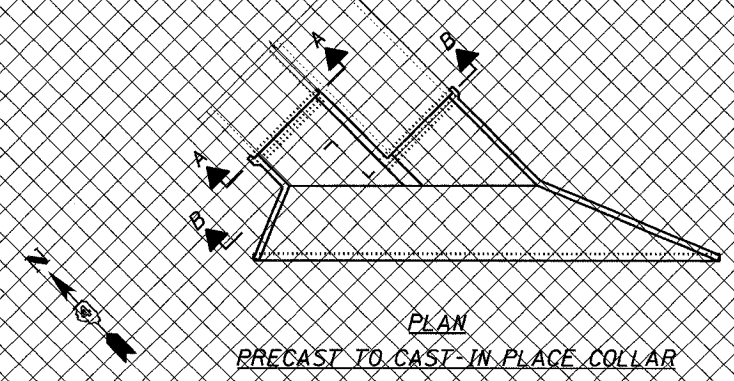


SECTION E-E

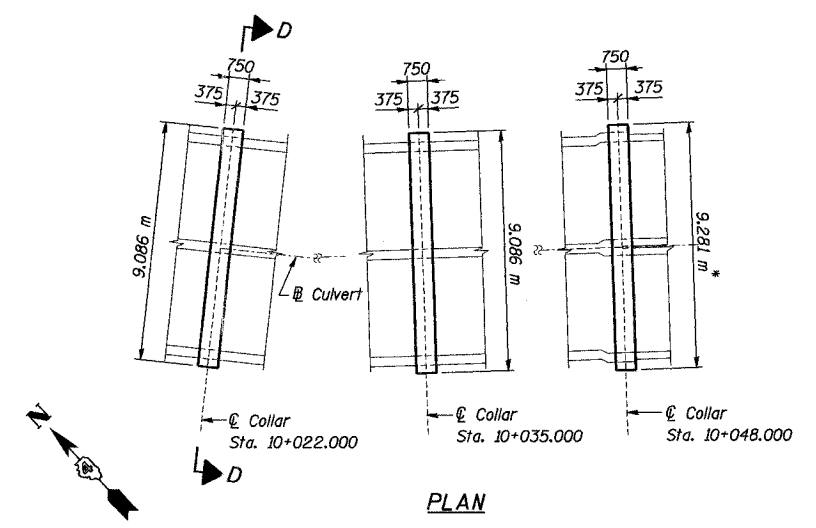


SECTION G-G

* Dimensions assume Precast Box Wall Thickness = 250 mm and Slab Thickness 300 mm. Final thickness to be determined by precast supplier.



PLAN
PRECAST TO CAST-IN-PLACE COLLAR



PLAN
SETTLEMENT COLLARS

LAP LENGTHS
#13 - 440
#25 - 1.190 m

Notes:

Bars indicated thus 20x3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

All Stations are measured along @ Culvert.

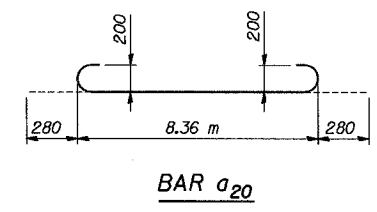
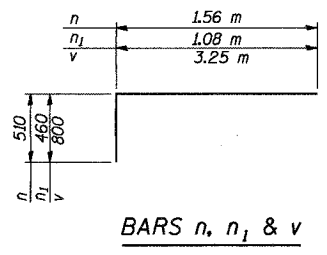
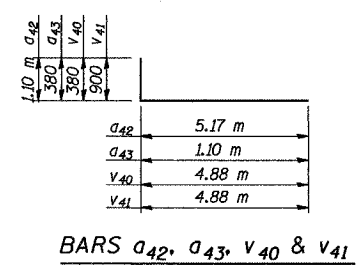
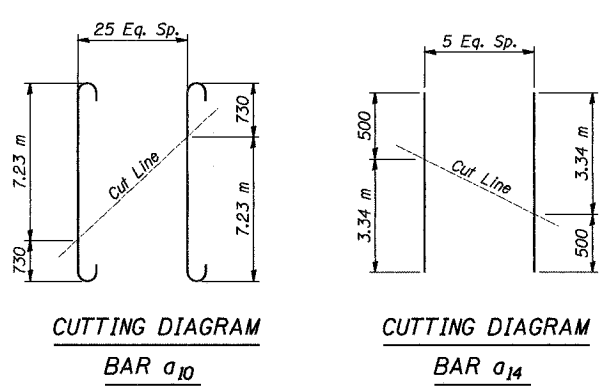
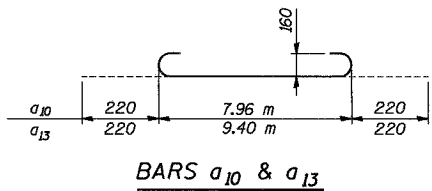
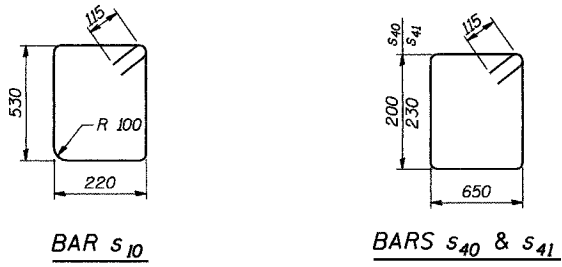
For Bar Details and Bill of Material see Sheet 12.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
DETAILS - SETTLEMENT COLLARS AND C.I.P. TO PRECAST CONNECTION		
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 11	SCALE N.T.S.	DATE 6/30/03
		SHEET NO. 11

Designed by: WEE
Checked by: AK
Drafted by: JMG
Checked by: AK

BILL OF MATERIAL - STAGE 3A

Bar	No.	Size	Length (m)	Shape
a ₁₀	98	#19	8.40	┌
a ₁₁	108	#16	3.51	┌
a ₁₂	116	#25	2.20	┌
a ₁₃	8	#19	9.84	┌
a ₁₄	12	#16	3.84	┌
a ₂₀	378	#25	8.92	┌
a ₂₁	394	#16	3.51	┌
a ₂₂	378	#29	3.10	┌
a ₄₀	30	#25	5.17	┌
a ₄₁	12	#25	8.99	┌
a ₄₂	30	#25	6.27	┌
a ₄₃	30	#25	1.48	┌
b	20	#16	9.07	┌
d ₁₀	14	#16	1.50	┌
h	20	#16	7.30	┌
h ₁	20	#16	3.90	┌
h ₂	3	#16	7.43	┌
h ₁₀	250	#16	6.61	┌
h ₁₁	213	#16	4.61	┌
h ₂₀	230	#25	6.29	┌
h ₂₁	230	#25	6.29	┌
h ₂₂	360	#25	7.33	┌
h ₂₃	540	#25	5.27	┌
h ₂₄	280	#16	5.62	┌
h ₂₅	480	#16	7.03	┌
n	39	#19	2.07	┌
n ₁	37	#16	1.54	┌
s ₁₀	33	#13	1.73	┌
s ₄₀	189	#13	1.93	┌
s ₄₁	87	#13	1.99	┌
v	40	#16	4.05	┌
v ₁	39	#16	3.41	┌
v ₂	12	#16	3.41	┌
v ₁₀	183	#25	3.18	┌
v ₁₁	183	#25	1.28	┌
v ₂₀	868	#29	3.59	┌
v ₂₁	191	#16	2.80	┌
v ₂₂	868	#29	1.92	┌
v ₄₀	30	#25	5.26	┌
v ₄₁	30	#25	5.78	┌
Concrete Box Culverts		m ³	752.4	
Reinforcement Bars		kg	109,260	



STAGE 3A REINFORCEMENT DETAILS

Date: 11/22/2004 Time: 11:53:06 AM File name: F:\643596\Structural\A3\072-2032\sheet\Final Plans\Contract *10\REC007-1A072032.dgn

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 Checked by: AK
 Drafted by: JV
 Checked by: AK

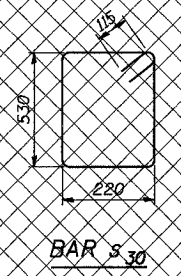
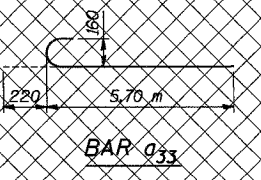
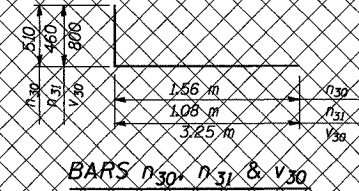
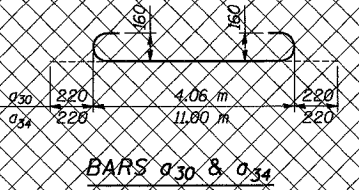
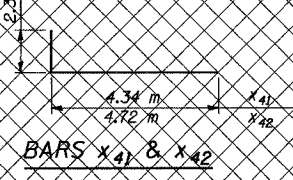
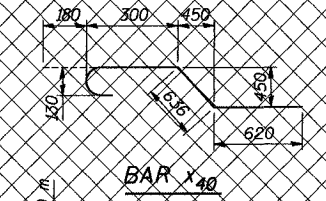
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	563	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68280

BILL OF MATERIAL - STAGE 2A

Bar	No.	Size	Length (m)	Shape
a ₃₀	48	#19	4.50	┌
a ₃₁	54	#16	3.51	┌
a ₃₂	22	#25	3.10	┌
a ₃₃	64	#19	5.82	┌
a ₃₄	8	#19	11.44	┌
b ₃₀	20	#16	10.77	┌
d ₃₀	14	#16	1.50	┌
h ₃₀	70	#16	6.60	┌
h ₃₁	70	#16	6.60	┌
h ₃₂	36	#16	1.90	┌
h ₃₃	36	#16	5.85	┌
h ₃₄	20	#16	8.87	┌
h ₃₅	20	#16	3.87	┌
h ₃₆	3	#16	8.30	┌
h ₃₇	43	#19	2.07	┌
n ₃₁	41	#16	1.54	┌
s ₃₀	39	#13	1.73	┌
v ₃₀	48	#16	4.05	┌
v ₃₁	43	#16	3.41	┌
v ₃₂	13	#16	3.41	┌
v ₃₃	84	#25	1.28	┌
v ₃₄	84	#25	3.18	┌
v ₄₀	32	#13	1.74	┌
v ₄₁	6	#13	6.64	┌
v ₄₂	6	#13	7.02	┌
Concrete Structures		m ³	72.2	
Reinforcement Bars		kg	7500	

* For information only. Cost included with Box Culvert End Section.



STAGE 2A REINFORCEMENT DETAILS

REVISION	DATE	DESCRIPTION

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

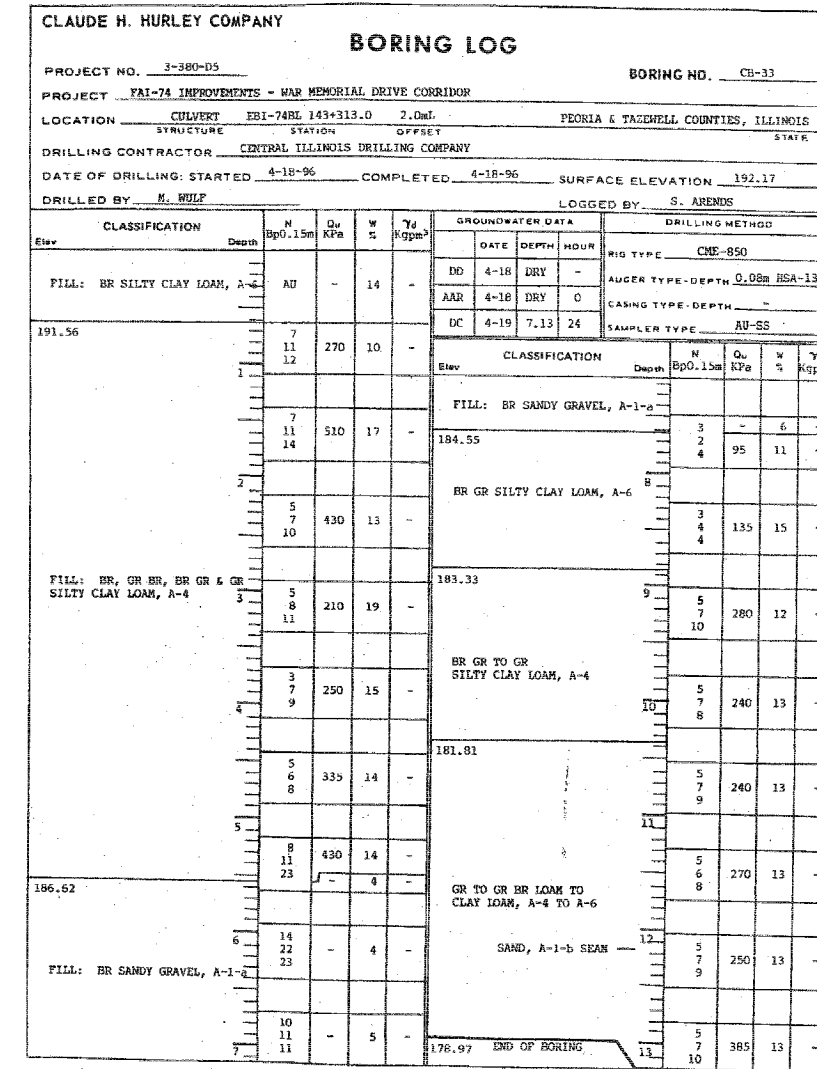
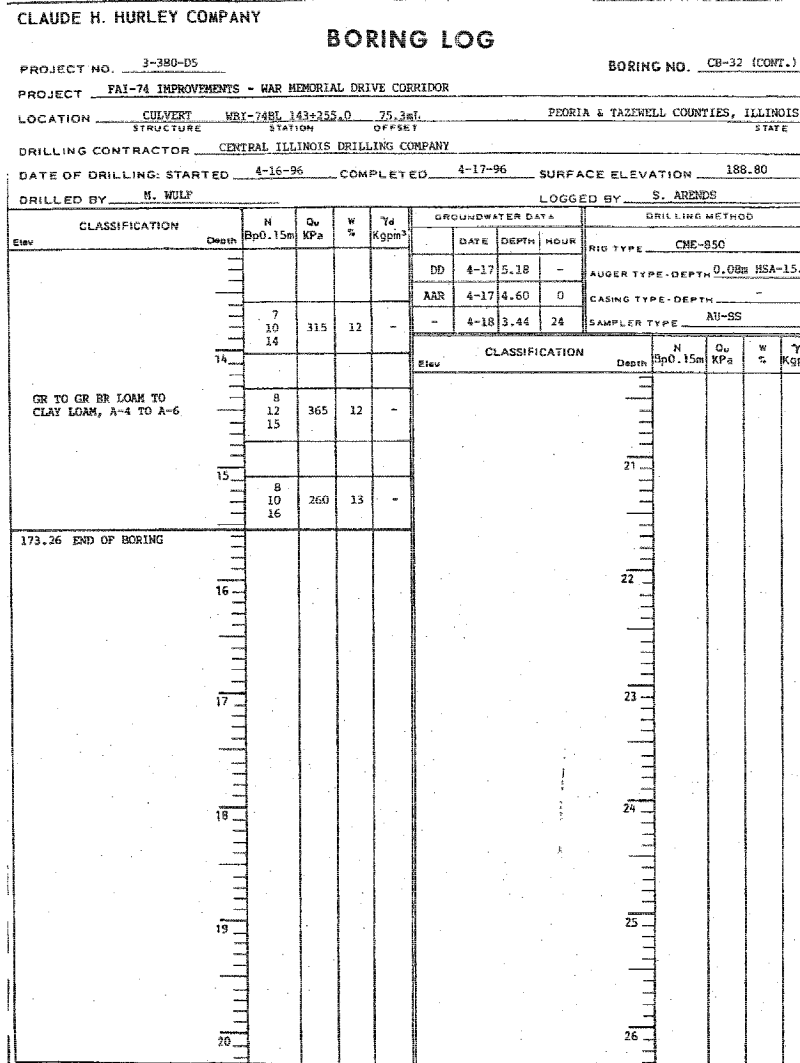
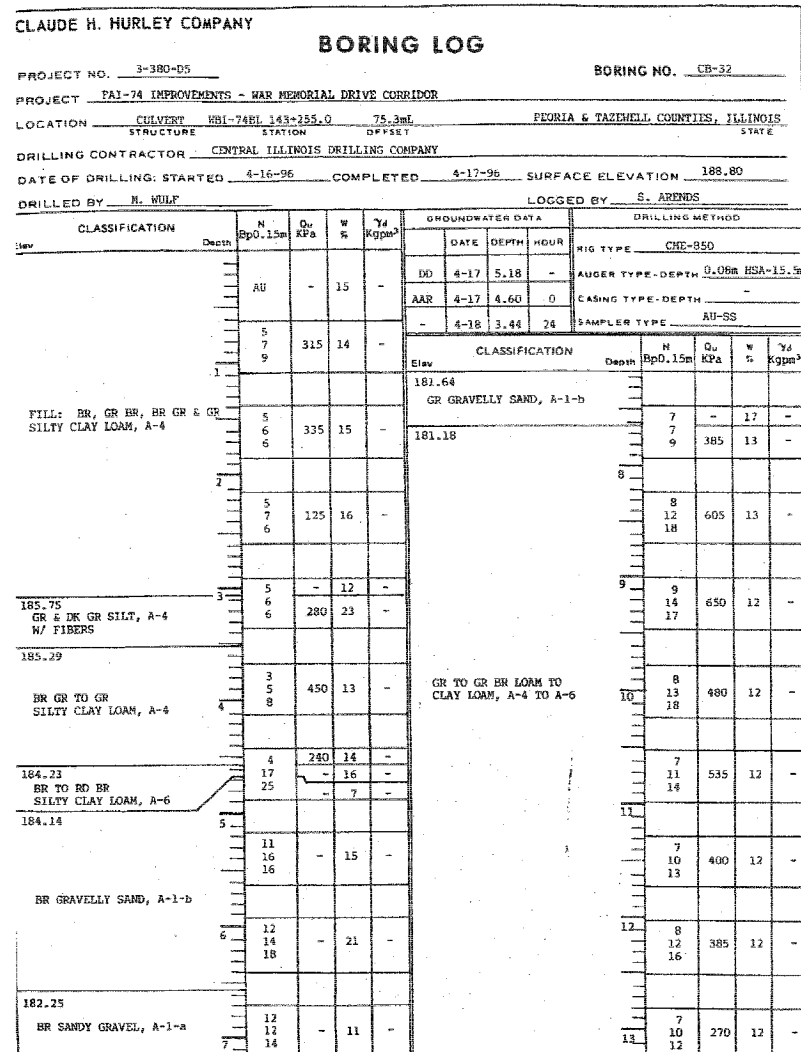
BAR DETAILS AND BILLS OF MATERIAL

F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK
 F.A.I. ROUTE 74 SEC. (72-7)R-3
 PEORIA COUNTY STA. 143+305.339 (E.B. I-74)
 STRUCTURE NUMBER 072-2032

**PARSONS TRANSPORTATION GROUP
 CHICAGO, ILLINOIS**

DRAWING NO. 12	SCALE N.T.S.	DATE 6/30/03	SHEET NO. 12
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Date: 11/22/2004 Time: 04:06:22 PM File: F:\643996\structure\Final\Plane\Contract #10\BL000-10722032.dgn



LEGEND - CLAUDE H. HURLEY COMPANY TEST BORING LOGS

A-1 to A-8 (and subgroups)	Engineering classifications of soil in accordance with AASHTO M 145 standard specification.	Q _u , kPa	Unconfined compression strength of soil in kilopascals determined in accordance with AASHTO T 208 standard specification.	GROUNDWATER DATA		NOTES
Silty Clay Loam	Textural classification of soil in accordance with IDOT Triangular Chart.	w, %	Natural moisture content of soil and bedrock in percent determined in accordance with AASHTO T 265 standard specification and AASHTO T 265/ASTM D 2216 for bedrock.	DD	Water Level During Drilling	1. The abbreviations, symbols and definitions in this Legend are commonly used and understood in the engineering and construction practices and are presented only for information and communication.
Laminated Coal Shale	Textural and engineering classification of bedrock in accordance with conventional practice.	Y _d , kgp/m ³	Dry unit weight of soil and bedrock in kilograms per cubic meter determined in accordance with standard practice.	BAR	Water Level Before Auger Removal	2. The Geotechnical Data presented in this Legend and on the Boring Logs are to be interpreted by personnel educated, trained, experienced and licensed to practice Geotechnical Engineering, and in direct communication with the Claude H. Hurley Company.
N, Bp0.15m	N-value or standard penetration test value. Number of blows required to drive a standard split-spoon sampler 0.15 m as conducted in accordance with AASHTO T 206 standard specification.			AAR	Water Level After Auger Removal	
				DC	Dry Cave Level	
				WC	Wet Cave Level	
				d	Days	
				h	Hours	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS I

F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK
F.A.I. ROUTE 74 SEC. (72-7)R-3
PEORIA COUNTY STA. 143+305.339 (E.B. I-74)
STRUCTURE NUMBER 072-2032

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 13	SCALE N.T.S.	DATE 6/30/03	SHEET NO. 13
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CLAUDE H. HURLEY COMPANY BORING LOG												
PROJECT NO. 3-380-D5							BORING NO. CB-298					
PROJECT FAI-74 IMPROVEMENTS - WAR MEMORIAL DRIVE CORRIDOR												
LOCATION			STRUCTURE		STATION		OFFSET		STATE			
DRILLING CONTRACTOR CENTRAL ILLINOIS DRILLING COMPANY												
DATE OF DRILLING: STARTED		COMPLETED		SURFACE ELEVATION								
DRILLED BY R. WULF LOGGED BY S. ARENDIS												
Elev	CLASSIFICATION	Depth	N Bp0.15m	Q _u KPa	w %	γ _d kgpm ³	GROUNDWATER DATA			DRILLING METHOD		
							DATE	DEPTH	HOUR	RIG TYPE	DATE	DEPTH
	GR SANDY LOAM, A-2-g						DD	4-17	0.0	-	AUGER TYPE-DEPTH	0.08m HSA-12.5m
							AAR	4-17	0.0	0	CASING TYPE-DEPTH	-
								4-18	0.0	24	SAMPLER TYPE	AU-SS
183.75												
Elev	CLASSIFICATION	Depth	N Bp0.15m	Q _u KPa	w %	γ _d kgpm ³	GROUNDWATER DATA			DRILLING METHOD		
							DATE	DEPTH	HOUR	RIG TYPE	DATE	DEPTH
	BR GRAVELLY SAND, A-1-b						DD	4-17	0.0	-	AUGER TYPE-DEPTH	0.08m HSA-12.5m
							AAR	4-17	0.0	0	CASING TYPE-DEPTH	-
								4-18	0.0	24	SAMPLER TYPE	AU-SS
183.75												
182.23												
	BR SANDY GRAVEL, A-1-a						DD	4-17	0.0	-	AUGER TYPE-DEPTH	0.08m HSA-12.5m
							AAR	4-17	0.0	0	CASING TYPE-DEPTH	-
								4-18	0.0	24	SAMPLER TYPE	AU-SS
180.70												
	GR TO BR GR LOAM TO CLAY LOAM, A-4 TO A-6						DD	4-17	0.0	-	AUGER TYPE-DEPTH	0.08m HSA-12.5m
							AAR	4-17	0.0	0	CASING TYPE-DEPTH	-
								4-18	0.0	24	SAMPLER TYPE	AU-SS
171.86												

CLAUDE H. HURLEY COMPANY BORING LOG												
PROJECT NO. 3-380-D5							BORING NO. CB-299					
PROJECT FAI-74 IMPROVEMENTS - WAR MEMORIAL DRIVE CORRIDOR												
LOCATION			STRUCTURE		STATION		OFFSET		STATE			
DRILLING CONTRACTOR CENTRAL ILLINOIS DRILLING COMPANY												
DATE OF DRILLING: STARTED		COMPLETED		SURFACE ELEVATION								
DRILLED BY E. WULF LOGGED BY S. ARENDIS												
Elev	CLASSIFICATION	Depth	N Bp0.15m	Q _u KPa	w %	γ _d kgpm ³	GROUNDWATER DATA			DRILLING METHOD		
							DATE	DEPTH	HOUR	RIG TYPE	DATE	DEPTH
	FILL: GR & BR GR SILTY CLAY LOAM, A-5						DD	4-16	2.29	-	AUGER TYPE-DEPTH	0.08m HSA-14.0m
							AAR	4-16	2.16	0	CASING TYPE-DEPTH	-
								4-18	2.13	48	SAMPLER TYPE	AU-SS
185.23												
184.77												
	BR GR TO GR SILTY CLAY LOAM, A-4						DD	4-16	2.29	-	AUGER TYPE-DEPTH	0.08m HSA-14.0m
							AAR	4-16	2.16	0	CASING TYPE-DEPTH	-
								4-18	2.13	48	SAMPLER TYPE	AU-SS
183.71												
	BR TO RD BR SILTY CLAY LOAM, A-6						DD	4-16	2.29	-	AUGER TYPE-DEPTH	0.08m HSA-14.0m
							AAR	4-16	2.16	0	CASING TYPE-DEPTH	-
								4-18	2.13	48	SAMPLER TYPE	AU-SS
183.55												
	BR GRAVELLY SAND, A-1-b						DD	4-16	2.29	-	AUGER TYPE-DEPTH	0.08m HSA-14.0m
							AAR	4-16	2.16	0	CASING TYPE-DEPTH	-
								4-18	2.13	48	SAMPLER TYPE	AU-SS
183.10												
	BR SANDY GRAVEL, A-1-a						DD	4-16	2.29	-	AUGER TYPE-DEPTH	0.08m HSA-14.0m
							AAR	4-16	2.16	0	CASING TYPE-DEPTH	-
								4-18	2.13	48	SAMPLER TYPE	AU-SS
181.57												
	GR GRAVELLY SAND, A-1-b						DD	4-16	2.29	-	AUGER TYPE-DEPTH	0.08m HSA-14.0m
							AAR	4-16	2.16	0	CASING TYPE-DEPTH	-
								4-18	2.13	48	SAMPLER TYPE	AU-SS
181.12												
	GR TO BR GR LOAM TO CLAY LOAM, A-4 TO A-6						DD	4-16	2.29	-	AUGER TYPE-DEPTH	0.08m HSA-14.0m
							AAR	4-16	2.16	0	CASING TYPE-DEPTH	-
								4-18	2.13	48	SAMPLER TYPE	AU-SS
171.82												

CLAUDE H. HURLEY COMPANY BORING LOG												
PROJECT NO. 3-380-D5							BORING NO. CB-299 (CONT.)					
PROJECT FAI-74 IMPROVEMENTS - WAR MEMORIAL DRIVE CORRIDOR												
LOCATION			STRUCTURE		STATION		OFFSET		STATE			
DRILLING CONTRACTOR CENTRAL ILLINOIS DRILLING COMPANY												
DATE OF DRILLING: STARTED		COMPLETED		SURFACE ELEVATION								
DRILLED BY R. WULF LOGGED BY S. ARENDIS												
Elev	CLASSIFICATION	Depth	N Bp0.15m	Q _u KPa	w %	γ _d kgpm ³	GROUNDWATER DATA			DRILLING METHOD		
							DATE	DEPTH	HOUR	RIG TYPE	DATE	DEPTH
	GR TO BR GR LOAM TO CLAY LOAM, A-4 TO A-6						DD	4-16	2.29	-	AUGER TYPE-DEPTH	0.08m HSA-14.0m
							AAR	4-16	2.16	0	CASING TYPE-DEPTH	-
								4-18	2.13	48	SAMPLER TYPE	AU-SS
171.82												

LEGEND - CLAUDE H. HURLEY COMPANY TEST BORING LOGS

A-1 to A-8 Engineering classifications of soil in accordance with AASHTO M 145 standard specification.

Silty Clay Loam Textural classification of soil in accordance with IDOT Triangular Chart.

Laminated Coal Shale Textural and engineering classification of bedrock in accordance with conventional practice.

N,Bp0.15m N-value or standard penetration test value. Number of blows required to drive a standard split-spoon sampler 0.15 m as conducted in accordance with AASHTO T 206 standard specification.

Q_u, kPa Unconfined compression strength of soil in kilopascals determined in accordance with AASHTO T 208 standard specification.

w, % Natural moisture content of soil and bedrock in percent determined in accordance with AASHTO T 265 standard specification and AASHTO T 265/ASTM D 2216 for bedrock.

γ_d, kgpm³ Dry unit weight of soil and bedrock in kilograms per cubic meter determined in accordance with standard practice.

GROUNDWATER DATA

DD Water Level During Drilling

BAR Water Level Before Auger Removal

AAR Water Level After Auger Removal

DC Dry Cave Level

WC Wet Cave Level

d Days

h Hours

DRILLING METHOD

FA Flight Auger

RW Rotary Wash

HSA Hollow Stem Auger

SAMPLE TYPE

AU Auger

SS Standard Split-barrel

ST Thin-walled Tube

DB Core Barrel

NOTES

1. The abbreviations, symbols and definitions in this Legend are commonly used and understood in the engineering and construction practices and are presented only for information and communication.

2. The Geotechnical Data presented in this Legend and on the Boring Logs are to be interpreted by personnel educated, trained, experienced and licensed to practice Geotechnical Engineering, and in direct communication with the Claude H. Hurley Company.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS II			
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 14	SCALE N.T.S.	DATE 6/30/03	SHEET NO. 14

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	566	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

CLASSIFICATION		Depth	N	Q _u	W	γ _d	GROUNDWATER DATA		DRILLING METHOD	
			Bp0.15m	KPa	%	Kgpc ³	DATE	DEPTH	HOUR	RIG TYPE
BR SANDY GRAVEL, A-1-a		0					DD	4-18	0.00	CME-850
							AAR	4-18	0.00	AUGER TYPE-DEPTH 0.08m HSA-11.7
								4-19	0.00	CASING TYPE-DEPTH -
									24	SAMPLER TYPE All-SS
GR TO GR BR LOAM TO CLAY LOAM, A-4 TO A-6		1	5	335	13	-				
		2	5	420	13	-				
		3	7	480	11	-				
		4	6	375	12	-				
		5	6	345	13	-				
		6	5	410	13	-				
		7	7	305	12	-				

SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Very Stiff Br Clay Loam A-6			0.00-0.30	Auger 1				17
			0.30-0.76	2-2	305	192*		16
			1.07-1.52	2-3	305	201	15	14
Very Stiff to Hard Gr to Br Loam A-4			1.83-2.29	1-2	406	201	15	17
			2.59-3.05	4-5	457	335	15	13
Dense to Medium Dense Br Sand A-1-a			3.35-3.81	12-14	457	431	15	12
			4.11-4.57	17-25	457			11
Very Stiff Gr Clay Loam A-4			4.88-5.33	14-18	457			10
			5.64-6.10	12-15	457	306	15	12
Very Stiff Gr Clay Loam A-4			6.40-6.86	7-10	457	287	15	12
			7.16-7.62	6-9	457	297	15	13
			7.92-8.38	6-10	457	297	15	15
			8.69-9.14	7-10	457	345	15	13
			9.45-9.91	10-11	457	335	15	12
Very Stiff Gr Clay Loam A-4			10.21-10.67	7-9	457	287	15	13
			10.97-11.43	7-10	457	239	15	13
			11.73-12.19	5-8	457	249	15	14

SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Very Stiff Gr Clay Loam A-4			12.50-12.95	4	457	287	15	13
			13.26-13.72	4	457	287	15	13
			14.02-14.48	4	457	287	15	14
Boring terminated at 15.2m			14.78-15.24	4	457	287	15	14

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups)	Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.	Penetrometer Estimate	An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
BLOWS/150mm	Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.	50 mm ST	50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
q _u , kPa	Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.	γ _d	Dry unit weight of soil specimen in kilograms per cubic meter.
STRAIN, %	Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).	REC.	Length of sample recovered in millimeters.
WATER CONTENT, %	Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.		

Note:
See Sheet 14 for Claude H. Hurley Company Boring Legend.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS III			
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 15	SCALE N.T.S.	DATE 6/30/03	SHEET NO. 15

Time: 04:08:21 PM

Date: 11/22/2004

Filename: F:\643996\structural\3\072-2032\sheet\Final\Plane\Contract #10\BL0003-A0722032.dgn

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	567	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

Time: 04:08:49 PM

Date: 11/22/2004

Filename: F:\643996\Structural\A3\072-2032\sheet\Final Plans\Contract - #10.BL0004-1A072032.dgn

RSV ENGINEERING, INC.		BORING LOG		SCHAUMBURG, ILLINOIS				
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3S-9	STATION: 10+567	OFFSET: 18.3m Lt	SURF ELEV: 193.43			
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556						
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers								
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
150mm Bituminous Concrete	193.26		0.00-0.30		Auger			
			0.30-0.76	203	1-5	335		12
Very Stiff to Stiff Br Silty Clay Loam A-4			1.07-1.52	457	3	278	15	15
			1.83-2.29	381	4	153	15	14
	190.78		2.59-3.05	432	6	383	15	14
Hard to Very Stiff Br Silty Clay Loam A-4			3.35-3.81	457	7-10	201	15	14
	189.47		4.11-4.57	457	5	172	15	15
Stiff to Very Stiff Br to Gr Clay Loam A-6		5	4.88-5.33	457	6-6	259	15	21
	187.70		5.64-6.10	406	4-6	163	15	15
Stiff to Very Stiff Br & Gr to Gr Loam A-4			6.40-6.86	457	5	316	15	12
	185.66		7.16-7.62	457	10-13	278	15	15
Stiff to Very Stiff Br Clay A-6			7.92-8.38	432	3	134	15	26
	184.59		8.69-9.14	457	4-7	96	15	13
Stiff Br Loam A-4			9.45-9.91	406	6-7			10
	183.98	10	10.21-10.67	330	7-11			15
Medium Dense Gr Sandy Loam A-2-4			10.97-11.43	457	11-10			16
	182.61		11.73-12.19	457	8	172	15	12
Medium Dense Br Sand A-1-b			12.50-12.95	457	8-12	278	15	12
Stiff to Very Stiff Gr Loam A-4								
REMARKS CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate								
WATER	11.0m ELEV.	182.45 DURING DRILLING	SCORE SIZE	mm	DATE: Apr 10, 00			
WATER	m ELEV.	AT COMPLETION	CASING LENGTH	m	DRILLER: Olson			
WATER	10.1m ELEV.	183.37 AFTER 1/2 HRS.	CASING DIAMETER	mm	INSPECTOR: Reed			

RSV ENGINEERING, INC.		BORING LOG		SCHAUMBURG, ILLINOIS				
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3S-9	STATION: 10+567	OFFSET: 18.3m Lt	SURF ELEV: 193.43			
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556						
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers								
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Stiff to Very Stiff Gr Loam A-4	179.56		13.26-13.72	457	5	220	15	14
			14.02-14.48	457	3	144	15	14
Stiff to Very Stiff Gr Clay Loam A-4		15	14.78-15.24	457	5	239	15	13
	177.27		15.54-16.00	457	4	230	15	13
			16.31-16.76	457	5	134	15	14
Stiff to Very Stiff Gr Clay Loam A-4			17.07-17.53	457	6	220	15	13
	174.99		17.83-18.29	457	7	239	15	13
Stiff to Very Stiff Gr Loam A-4			18.59-19.05	203	12-17	182	15	15
	173.46	20	19.35-19.81	457	5	201	15	13
			20.12-20.57	457	8	182	15	13
Stiff to Very Stiff Gr Loam A-4			20.88-21.34	457	7	239	15	12
	170.42		21.64-22.10	457	8	201	15	13
			22.40-22.86	457	8	259	15	12
Hard to Very Stiff Gr Silty Clay Loam A-4; Cobbles noted			23.16-23.62	457	9	508	15	11
	168.89		23.93-24.38	457	6	316	15	11
Hard Gr Loam A-4			24.69-25.15	457	12	412	15	11
	168.28	25						
Boring terminated at 25.2m								
REMARKS CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate								
WATER	11.0m ELEV.	182.45 DURING DRILLING	SCORE SIZE	mm	DATE: Apr 10, 00			
WATER	m ELEV.	AT COMPLETION	CASING LENGTH	m	DRILLER: Olson			
WATER	10.1m ELEV.	183.37 AFTER 1/2 HRS.	CASING DIAMETER	mm	INSPECTOR: Reed			

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

- | | | | |
|----------------------------|--|-----------------------|---|
| A-1 to A-7 (and subgroups) | Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification. | Penetrometer Estimate | An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device. |
| BLOWS/150mm | Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification. | 50 mm ST | 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification. |
| q _u , kPa | Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification. | γ _d | Dry unit weight of soil specimen in kilograms per cubic meter. |
| STRAIN, % | Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification). | REC. | Length of sample recovered in millimeters. |
| WATER CONTENT, % | Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification. | | |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS IV			
F.A.I. ROUTE 74 (I-74) OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 143+305.339 (E.B. I-74) STRUCTURE NUMBER 072-2032			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 16	SCALE N.T.S.	DATE 6/30/03	SHEET NO. 16

Bench Mark: BM 3003 - Chiseled \square on SW corner of 150 spur bridge over War Memorial Drive. Elevation 199.790
 Existing Structure: S.N. 072-2504 built prior to 1965 as a single 3.66 m x 3.05 m reinforced concrete box culvert with a length of approx. 100 m. The headwalls and wingwalls of the existing structure shall be removed and reconstructed for a single box/twin pipe culvert configuration.
 Construction Staging: Single Stage Construction.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	568	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications

LOADING MS18 & ALT.

Allow 2.4 kN/m² for future wearing surface.

DESIGN STRESSES

FIELD UNITS

NEW CONSTRUCTION

f'c = 24 MPa
 fy = 420 MPa (Reinf.)

EXIST. CONSTRUCTION

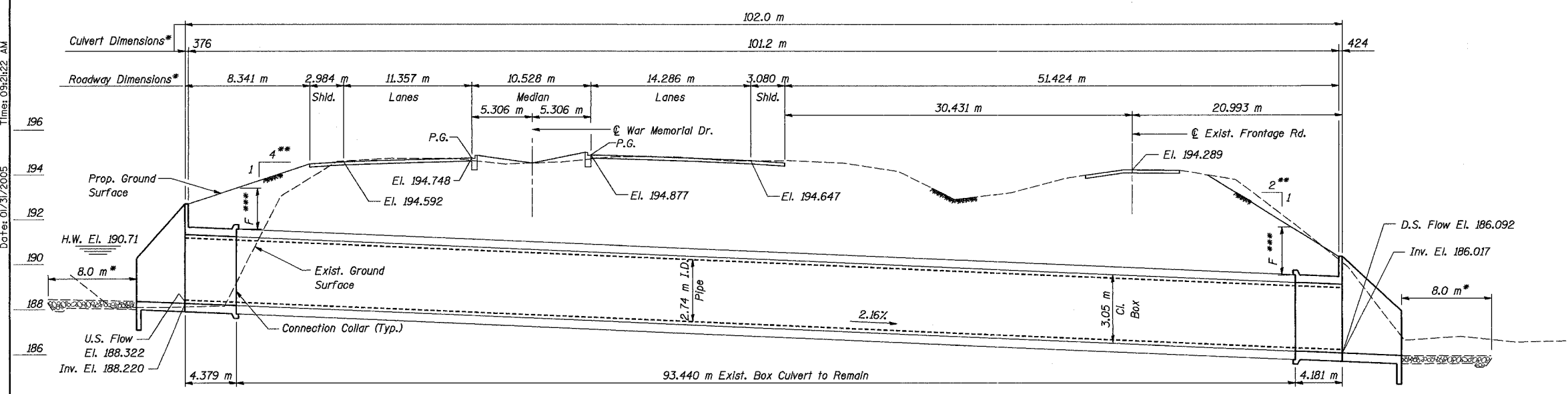
fc = 9.6 MPa (barrel)
 fc = 6.8 MPa (Wingwalls)
 fs = 140 MPa (Reinf.)

PRECAST UNITS

NEW CONSTRUCTION

AASHTO M 259M
 f'c = 35 MPa
 fy = 450 MPa (Welded Wire Fabric)

Date: 01/31/2005 Time: 09:21:22 AM

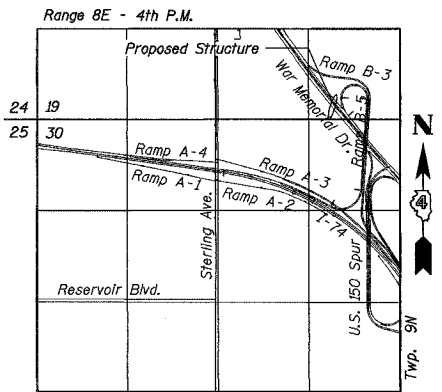


LONGITUDINAL SECTION
 (Along Centerline of Culvert)

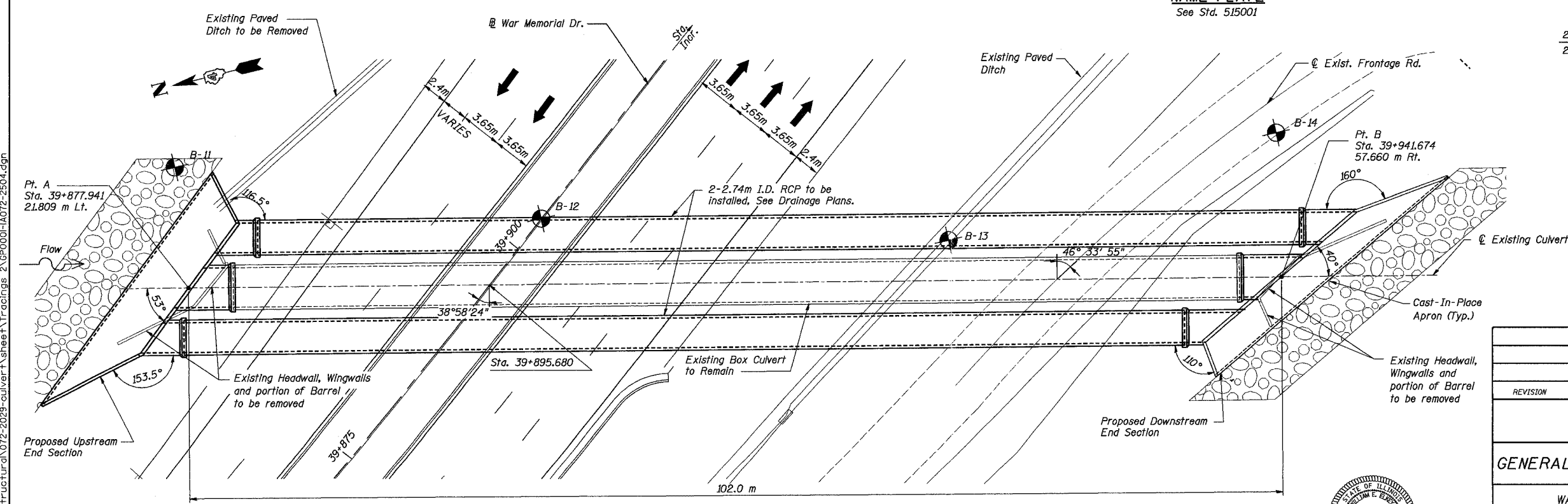
STATION 39+895.680 (@ U.S. 150)
 BUILT 200_ BY
 STATE OF ILLINOIS
 F.A.I. RT. 74 SEC (72-7)R-3
 STR. NO. 072-2504

NAME PLATE
 See Std. 515001

*Dimensions taken along centerline of culvert
 **At Rt. L's to edge of roadway. See Roadway Plans.
 ***Design Fill Height (F) = 2.2 m



LOCATION SKETCH



PLAN

Designed by: WEE
 Checked by: AK
 Drafted by: RK-S
 Checked by: EI/AR

Soil Boring Locations
 Note: All dimensions are in millimeters (mm) except as noted.



REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
GENERAL PLAN AND LONGITUDINAL SECTION		
WAR MEMORIAL DRIVE OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 39+899.517 (U.S. 150) STRUCTURE NUMBER 072-2504		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 1	SCALE N.T.S.	DATE 11/4/04
		SHEET NO. 1

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	569	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

GENERAL NOTES

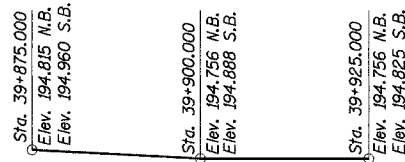
Reinforcement bars shall conform to the requirements of AASHTO M 31M or M 322M Grade 420.

All dimensions are in millimeters (mm) except as noted.

Layout of Rip-Rap may be varied in the field to suit ground conditions as directed by the Engineer.

All construction joints shall be bonded.

Dimensions are based on assumptions of Precast Pipe Culvert dimensions and may vary based on final precast design.



INDEX OF SHEETS

1. General Plan and Longitudinal Section
2. General Notes, Total Bill of Material & Details
3. North Headwall
4. South Headwall
5. Sidewall and Connection Collar Reinforcement Details
6. Bill of Material & Misc. Details
7. Boring Logs I
8. Boring Logs II
9. Boring Logs III

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Stone Riprap, Class A5	m ²	443
Filter Fabric for Use with Riprap	m ²	443
Concrete Headwall Removal	m ³	66.0
Reinforcement Bars	kg	17,080
Concrete Box Culverts **	m ³	176.2

** Cost of concrete for Pipe Culverts Included with Concrete Box Culverts.

WATERWAY INFORMATION

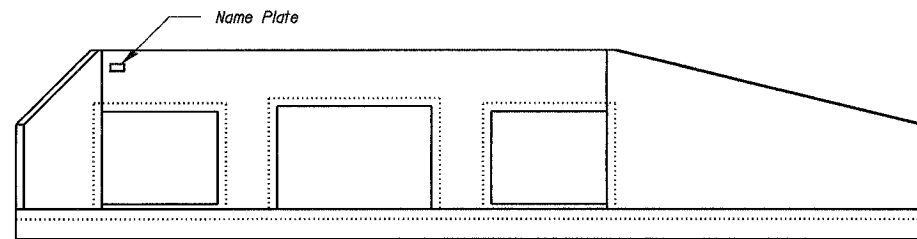
Drainage Area = 3.83 km² Low Grade Elev. 194.00 m @ Sta. 39+899.680

Flood	Freq. Yr.	Q cms	Opening Sq. m		Nat. H.W.E. m	Head - m		Headwater Elev. - m	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	71.0	11	23	190.71	3.35	0.55	194.07	191.26
Base	100	79.0	11	23	190.84	3.26	0.67	194.10	191.51
Overtopping	20	62.0	11	-	-	3.35	-	194.01	-
Max. Calc.	500	91.0	-	21	190.99	-	0.88	-	191.87

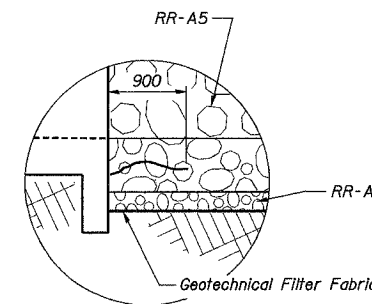
Note: Nat. H.W.E. Measured at Upstream Face of Culvert

PROFILE GRADE N.B. & S.B. WAR MEMORIAL DR.

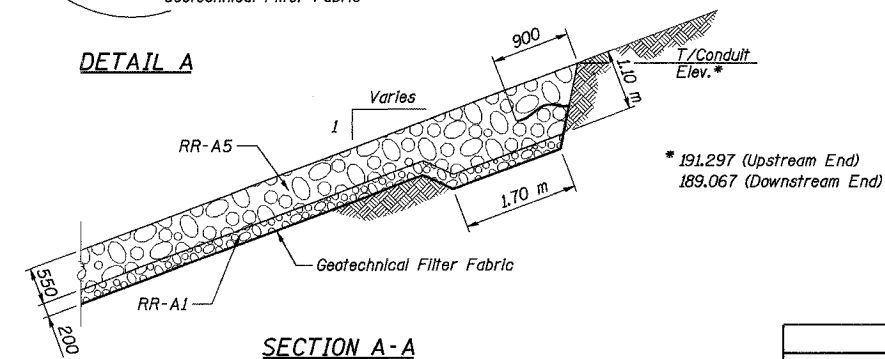
Existing Outside Edge of Pavement (Includes 100 mm Grade Raise - Resurfacing of roadway)



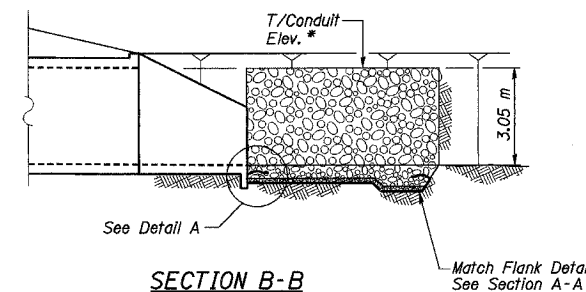
NAME PLATE LOCATION
Downstream End Only



DETAIL A



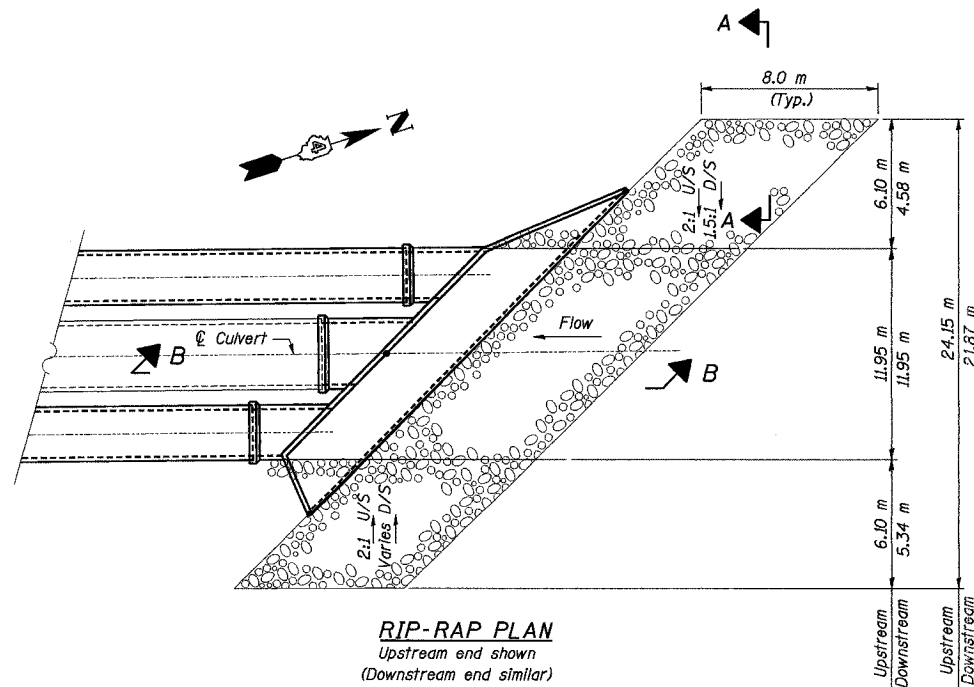
SECTION A-A
Flank Detail



SECTION B-B

CURVE DATA

War Memorial Dr.
Curve 200
 $\Delta = 20^\circ 20' 45''$
 $R = 5,374.349 \text{ m}$
 $L = 1,908.452 \text{ m}$
 $T = 964.381 \text{ m}$
 $E = 85.840 \text{ m}$
 $PC = \text{Sta. } 38+811.662$
 $PI = \text{Sta. } 39+776.043$
 $PT = \text{Sta. } 40+720.114$
 $SE = \text{Normal Crown}$



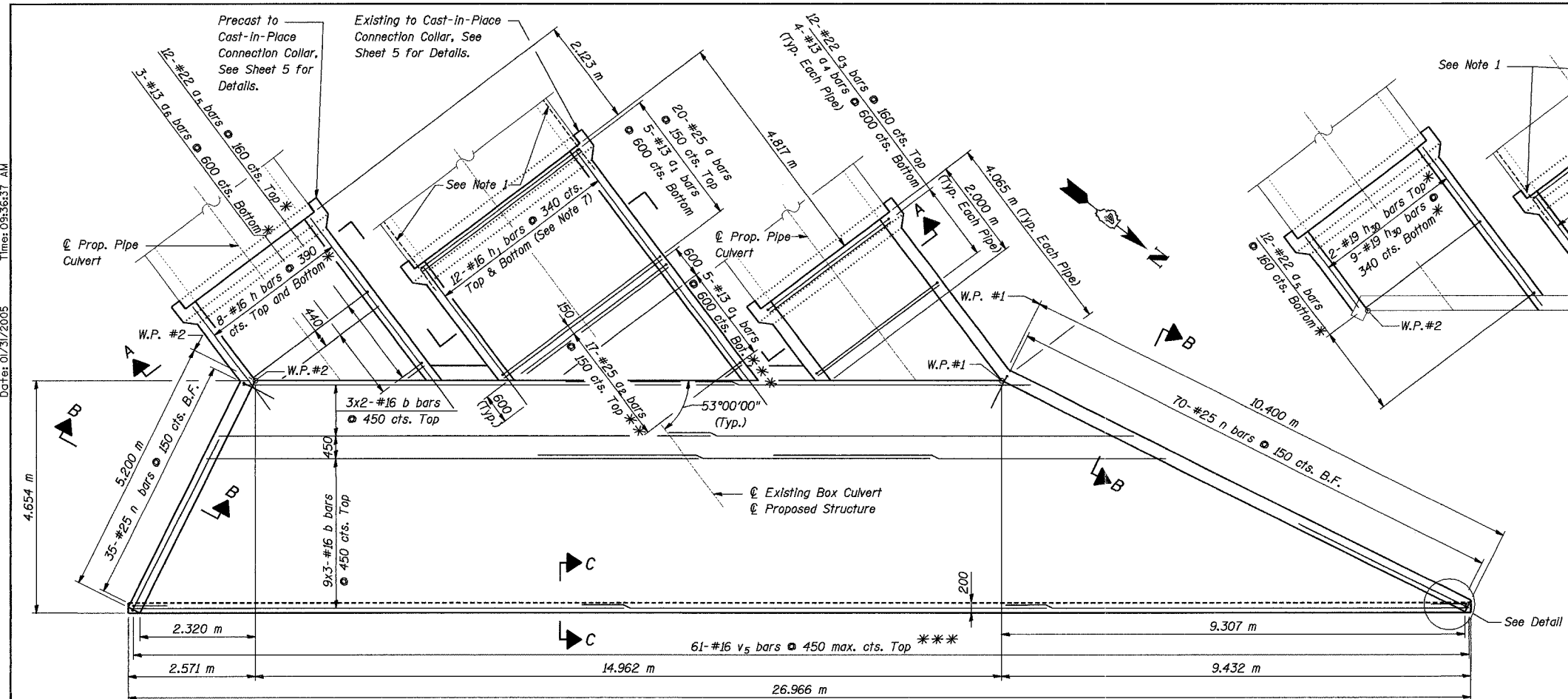
RIP-RAP PLAN
Upstream end shown (Downstream end similar)

Designed by: WEE
 Checked by: AK
 Drafted by: RKS
 Checked by: ET/AK

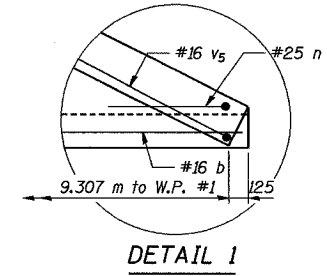
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL NOTES, TOTAL BILL OF MATERIAL & DETAILS		
WAR MEMORIAL DRIVE OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 39+899.517 (U.S. 150) STRUCTURE NUMBER 072-2504		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 2	SCALE N.T.S.	DATE 11/4/04
		SHEET NO. 2

Date: 01/31/2005 Time: 09:31:47 AM File: P:\643996\str\luctur\072-2029-culvert\sheet\Tracings 2\GP0002-1A072-2504.dgn

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	590	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	



PLAN - TOP SLAB REINFORCEMENT



DETAIL 1

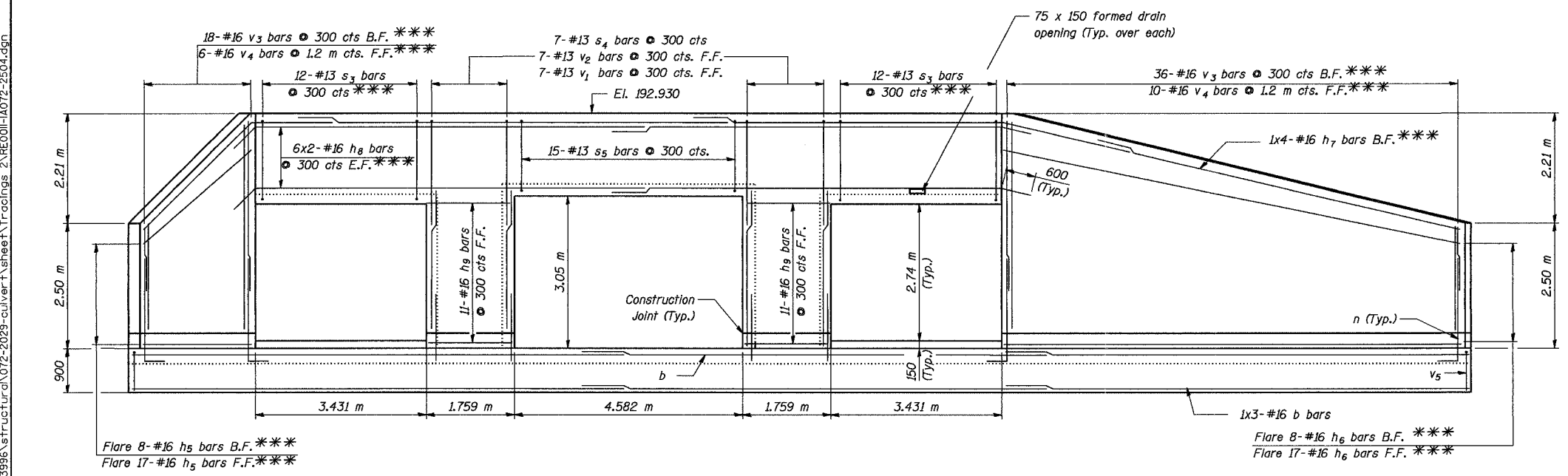
- Notes:**
1. Extend existing longitudinal reinforcement (600 mm min.) into new culvert barrel. (See Section 501 of Standard Specifications)
 2. For culvert wall reinforcement and details see Sheets 5 and 6.
 3. For Sections A-A thru C-C, see Sheet 5.
 4. All dimensions are in millimeters (mm) except as noted.
 5. Bars indicated thus 20x3- #16 etc. Indicates 20 lines of bars with 3 lengths per line.
 6. B.F. = Back Face
F.F. = Front Face
E.F. = Each Face
 7. For Cutting Diagram and bar placement see Sheet 6.

MIN. BAR LAP
 #13 Bar - 550
 #16 Bar - 680

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
NORTH HEADWALL		
WAR MEMORIAL DRIVE OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 39+899.517 (U.S. 150) STRUCTURE NUMBER 072-2504		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 3	SCALE N.T.S.	DATE 11/4/04
		SHEET NO. 3

PLAN - BOTTOM SLAB REINFORCEMENT

* Order reinforcement bars full length. Cut to fit skew and use remaining bars in other pipe. See Section A-A on Sheet 6 for bar placement.
 ** Order reinforcement bars full length. Cut to fit skew and use remaining bars in top slab. See Section A-A on Sheet 6 for bar placement.
 *** Cut or Bend in Field

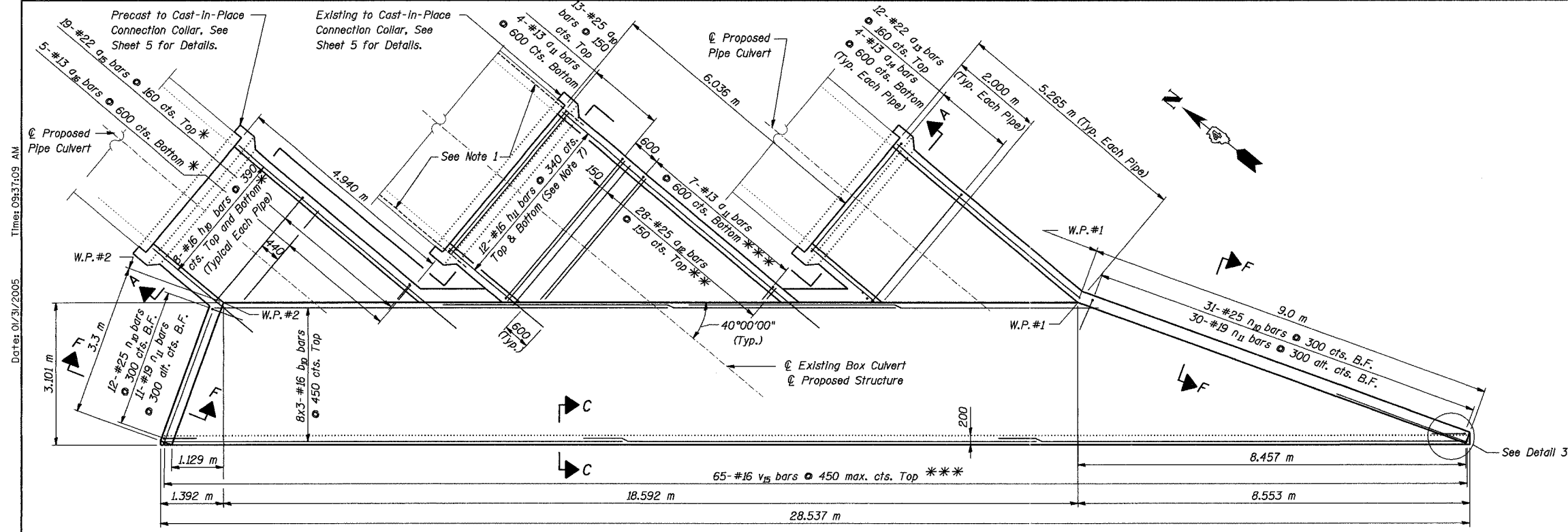


ELEVATION

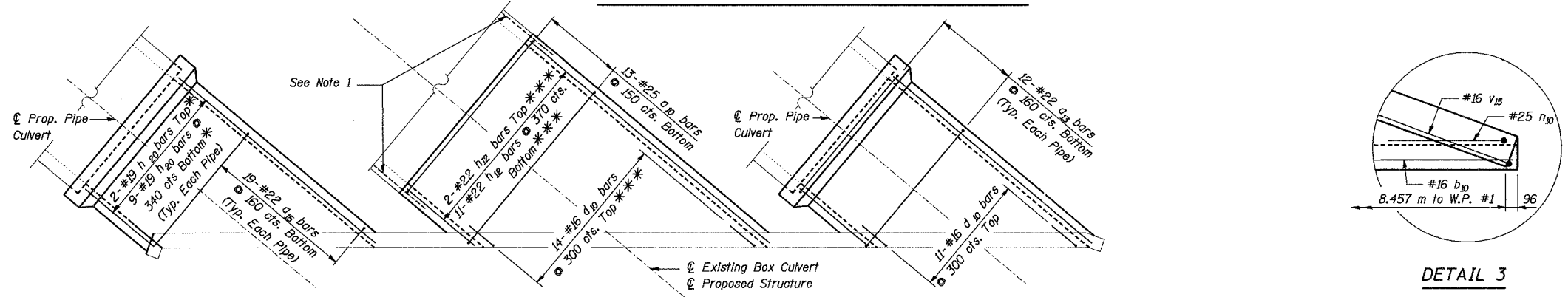
Designed by: WEE
 Checked by: AK
 Drafted by: RK-S
 Checked by: AK

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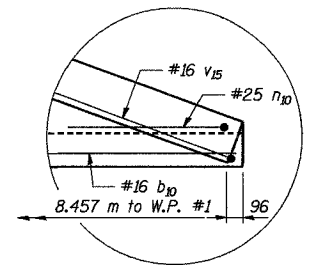
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	571	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	



PLAN - BOTTOM SLAB AND PIPE REINFORCEMENT



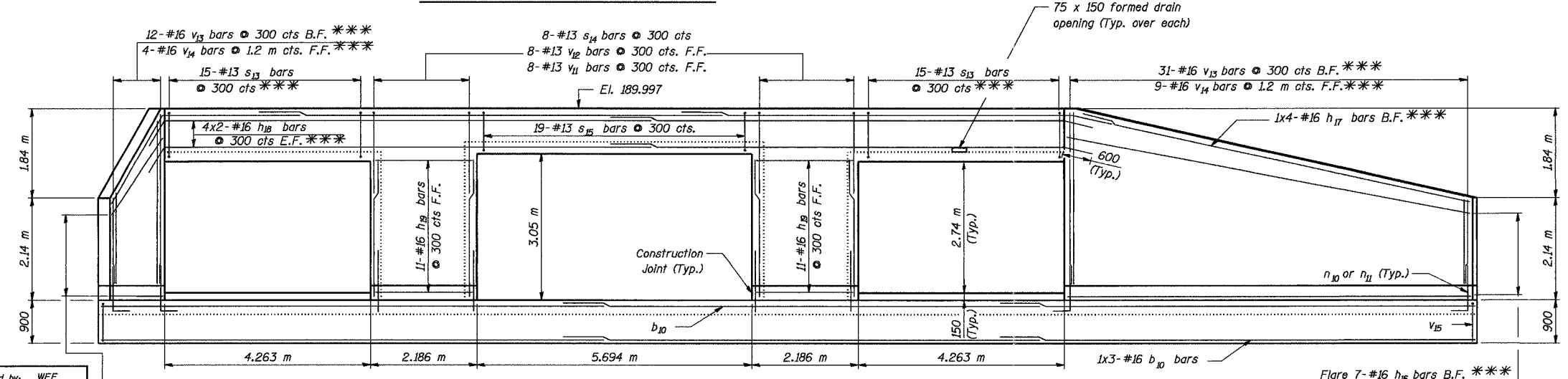
PLAN - TOP SLAB REINFORCEMENT



DETAIL 3

- * Order reinforcement bars full length. Cut to fit skew and use remaining bars in other pipe. See Section A-A on Sheet 6 for bar placement.
- ** Order reinforcement bars full length. Cut to fit skew and use remaining bars in top slab. See Section A-A on Sheet 6 for bar placement.
- *** Cut or Bend In Field

- Notes:
1. Extend existing longitudinal reinforcement (600 mm min.) into new culvert barrel (See Section 501 of Standard Specifications).
 2. For culvert wall reinforcement and details see Sheets 5 and 6.
 3. For Sections A-A, C-C and F-F, see Sheet 6.
 4. All dimensions are in millimeters (mm) except as noted.
 5. Bars indicated thus 20x3-#16 etc. indicates 20 lines of bars with 3 lengths per line.
 6. B.F. = Back Face
F.F. = Front Face
E.F. = Each Face
 7. For Cutting Diagram and Bar Placement, see Sheet 6.



ELEVATION

MIN. BAR LAP

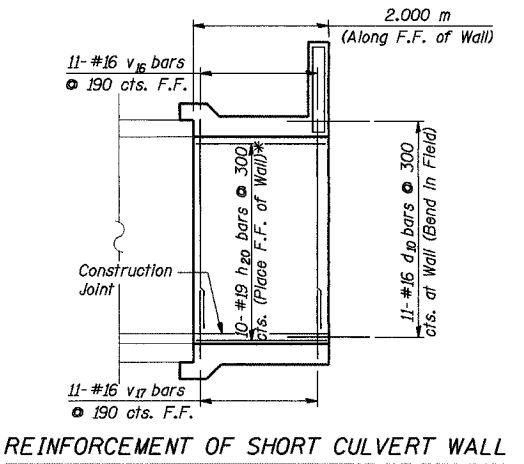
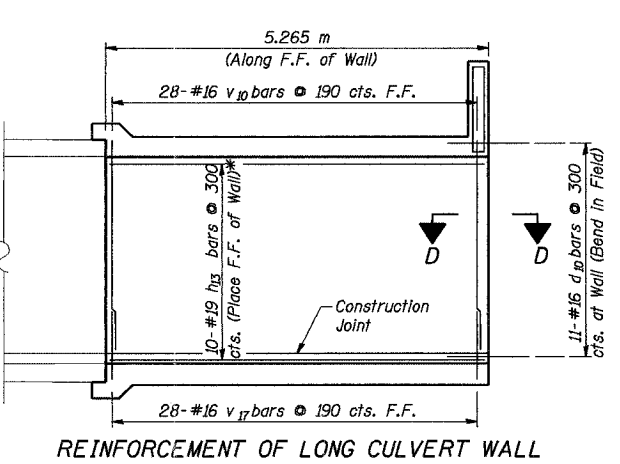
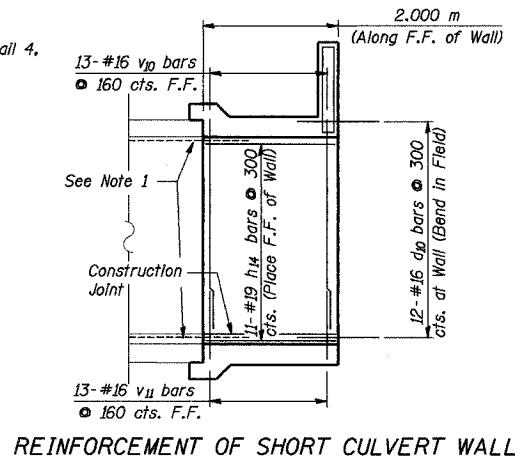
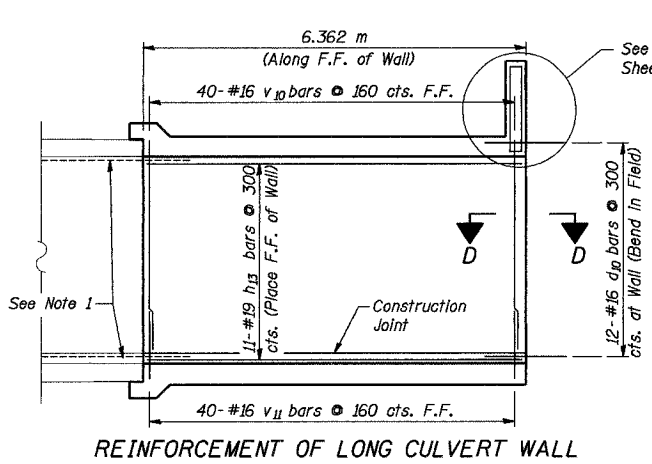
#13 Bar	- 550
#16 Bar	- 680

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
SOUTH HEADWALL		
WAR MEMORIAL DRIVE OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 39+899.517 (U.S. 150) STRUCTURE NUMBER 072-2504		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO.	SCALE	DATE
4	N.T.S.	11/4/04
SHEET NO.		4

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 Designed by: WEE
 Checked by: AK
 Drafted by: RKS
 Checked by: AK

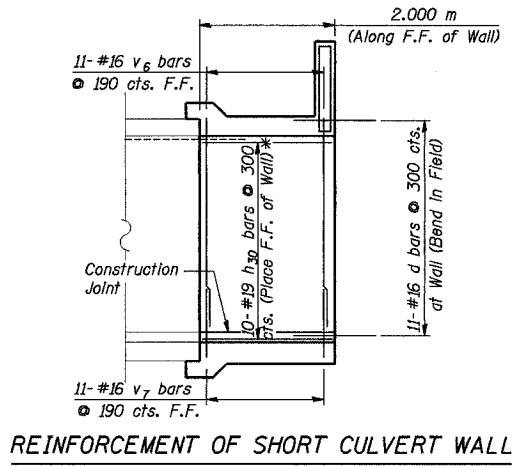
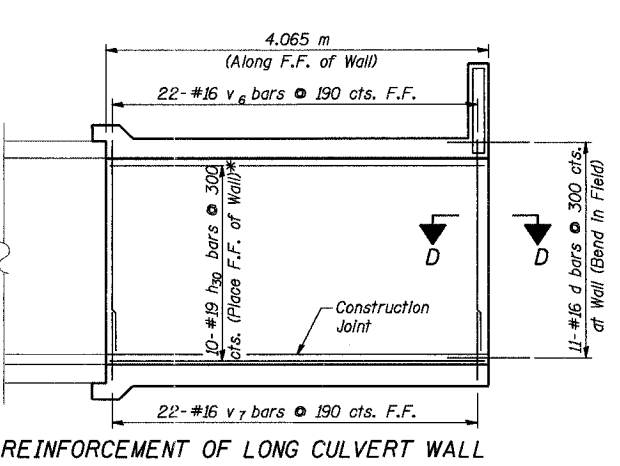
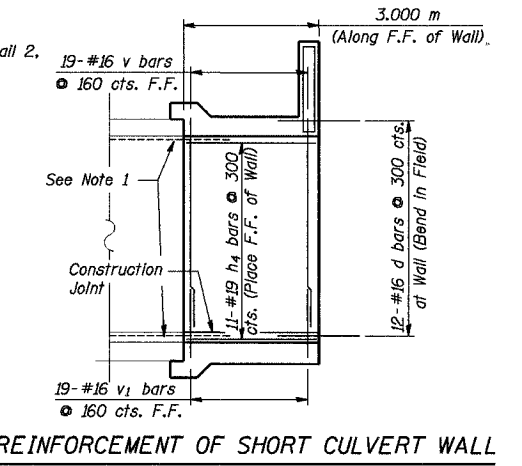
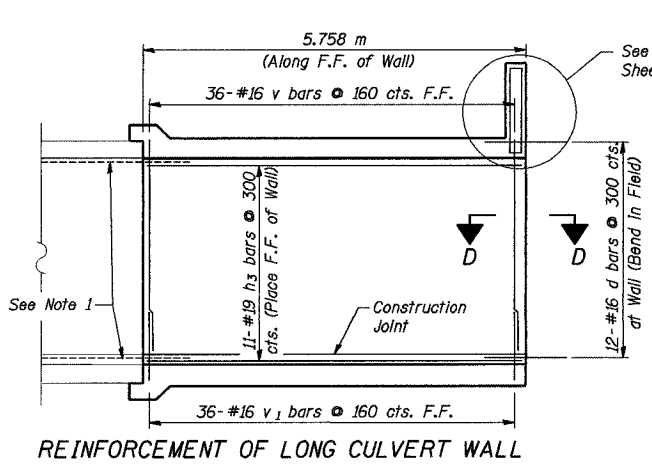
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	572	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

* Order reinforcing bars full length. Cut to fit skew and use remaining bars in other pipe. See Section A-A on Sheet 6 for bar placement.



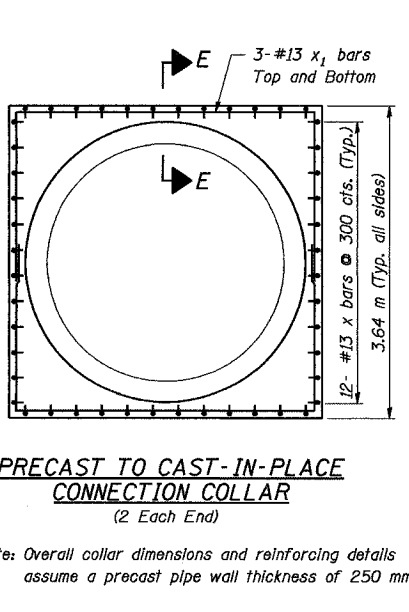
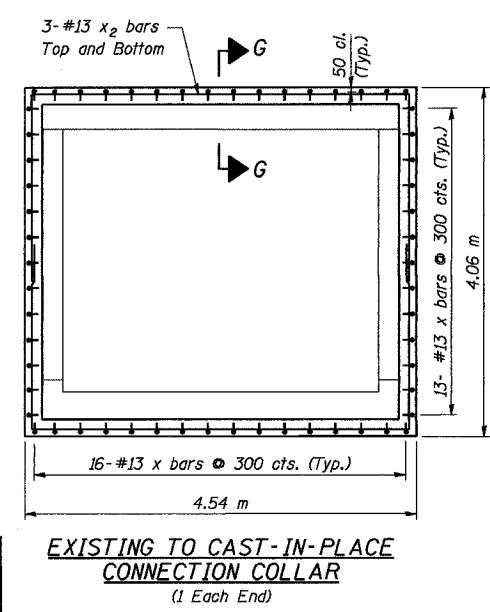
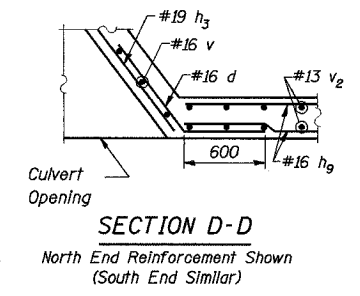
SOUTH HEADWALL - CONNECTION TO EXISTING BOX CULVERT

SOUTH HEADWALL - CONNECTION TO PROPOSED PIPE CULVERT (TYP.)

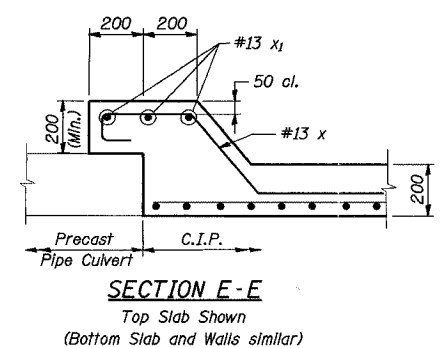
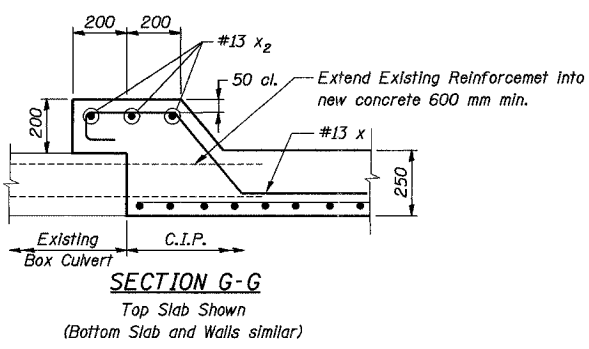


NORTH HEADWALL - CONNECTION TO EXISTING BOX CULVERT

NORTH HEADWALL - CONNECTION TO EXISTING PIPE CULVERT (TYP.)



Note: Overall collar dimensions and reinforcing details assume a precast pipe wall thickness of 250 mm.



- Notes:
1. Extend existing longitudinal reinforcement (600 mm min.) into new culvert barrel (See Section 501 of Standard Specifications).
 2. All dimensions are in millimeters (mm) except as noted.
 3. B.F. = Back Face
F.F. = Front Face
E.F. = Each Face

MIN. BAR LAP
#13 Bar - 550
#16 Bar - 680

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SIDEWALL AND CONNECTION COLLAR REINFORCEMENT DETAILS		
WAR MEMORIAL DRIVE OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 39+899.517 (U.S. 150) STRUCTURE NUMBER 072-2504		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 5	SCALE N.T.S.	DATE 11/4/04
		SHEET NO. 5

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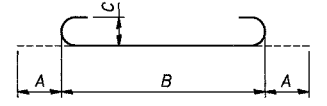
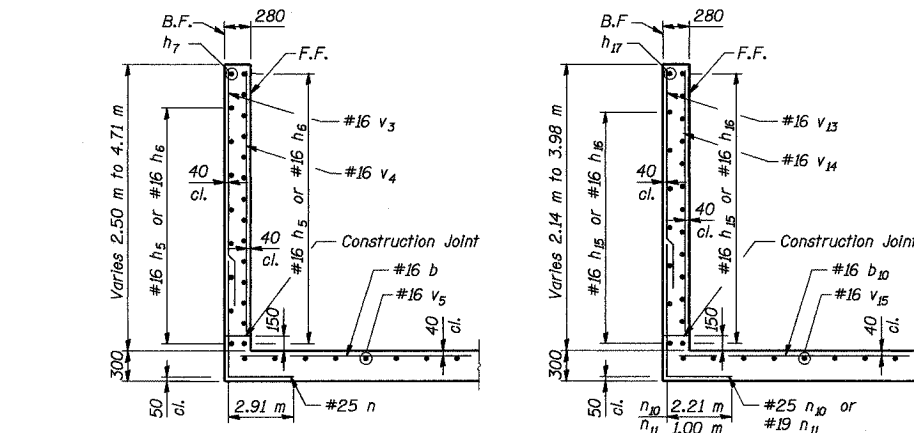
Designed by: WEE
Checked by: AK
Drafted by: WEE
Checked by: AK

CONTRACT NO. 68200

BILL OF MATERIAL - NORTH END **BILL OF MATERIAL - SOUTH END**

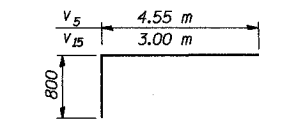
Bar No.	Size	Length (m)	Shape
a	40 #25	4.61	□
a ₁	10 #13	4.05	—
a ₂	17 #25	4.86	—
a ₃	48 #22	3.59	□
a ₄	8 #13	2.83	—
a ₅	24 #22	3.78	□
a ₆	3 #13	2.68	—
b	36 #16	9.45	—
d	104 #16	1.40	—
h	16 #16	7.17	—
h ₁	12 #16	10.03	—
h ₂	13 #22	5.65	—
h ₃	11 #19	5.65	—
h ₄	11 #19	2.90	—
h ₅	25 #16	5.55	—
h ₆	25 #16	10.53	—
h ₇	4 #16	8.33	—
h ₈	24 #16	8.42	—
h ₉	22 #16	1.66	—
h ₃₀	31 #19	5.86	—
n	105 #25	5.05	□
s ₃	24 #13	4.13	□
s ₄	14 #13	4.70	□
s ₅	15 #13	3.83	□
v	55 #16	2.90	—
v ₁	69 #16	1.30	—
v ₂	14 #13	2.79	—
v ₃	54 #16	3.45	—
v ₄	16 #16	4.46	—
v ₅	61 #16	5.35	□
v ₆	66 #16	2.75	—
v ₇	66 #16	1.06	—
x	154 #13	1.56	—
x ₁	12 #13	7.64	□
x ₂	6 #13	8.92	□
Concrete Box Culverts	m ³	95.6	
Reinforcement Bars	kg	9370	

Bar No.	Size	Length (m)	Shape
a ₁₀	26 #25	4.61	□
a ₁₁	11 #13	4.05	—
a ₁₂	28 #25	4.78	□
a ₁₃	48 #22	3.59	□
a ₁₄	8 #13	2.83	—
a ₁₅	38 #22	3.72	□
a ₁₆	5 #13	2.68	—
b ₁₀	27 #16	9.93	—
d ₁₀	104 #16	1.40	—
h ₁₀	16 #16	8.37	—
h ₁₁	12 #16	9.75	—
h ₁₂	13 #22	6.26	—
h ₁₃	11 #19	6.26	—
h ₁₄	11 #19	1.90	—
h ₁₅	21 #16	3.69	—
h ₁₆	21 #16	9.09	—
h ₁₇	4 #16	8.37	—
h ₁₈	8 #16	10.24	—
h ₁₉	22 #16	2.08	—
h ₂₀	31 #19	7.05	—
n ₁₀	43 #25	4.35	□
n ₁₁	41 #19	2.12	□
s ₁₃	30 #13	2.67	□
s ₁₄	16 #13	4.12	□
s ₁₅	19 #13	2.37	□
v ₁₀	53 #16	2.90	—
v ₁₁	69 #16	1.30	—
v ₁₂	16 #13	2.35	—
v ₁₃	43 #16	2.72	—
v ₁₄	13 #16	3.73	—
v ₁₅	65 #16	3.80	—
v ₁₆	78 #16	2.75	—
v ₁₇	78 #16	1.06	—
x	154 #13	1.56	—
x ₁	12 #13	7.64	□
x ₂	6 #13	8.92	□
Concrete Box Culverts	m ³	83.4	
Reinforcement Bars	kg	7710	

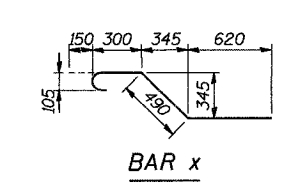


BARS a, a₂, a₃, a₅, a₁₀, a₁₂, a₁₃ & a₁₅

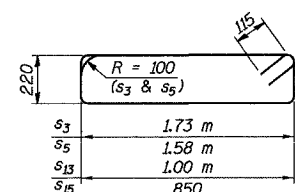
Bar	A (m)	B (m)	C (m)
a	280	4.05	205
a ₂	280	4.30	205
a ₃	250	3.09	180
a ₅	250	3.28	180
a ₁₀	280	4.05	205
a ₁₂	280	4.22	205
a ₁₃	250	3.09	180
a ₁₅	250	3.22	180



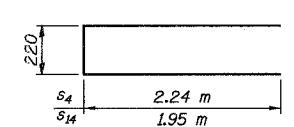
BARS v₅ & v₁₅



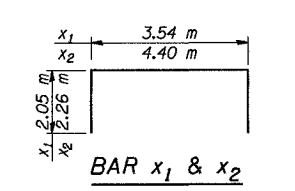
BAR x



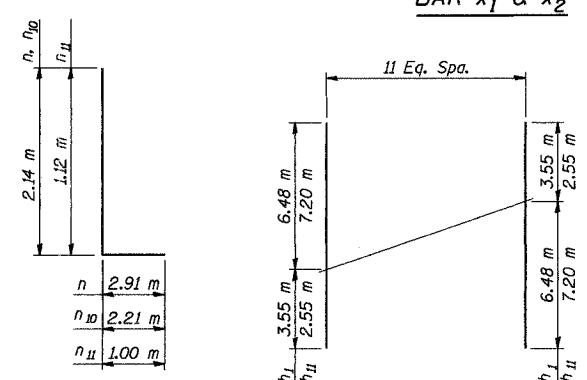
BAR s₃, s₅, s₁₃ & s₁₅



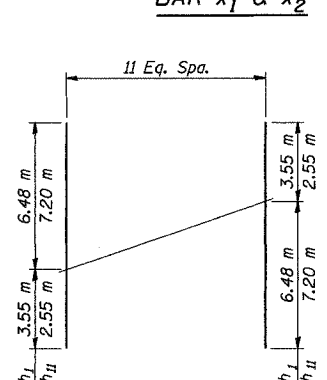
BAR s₄ & s₁₄



BAR x₁ & x₂

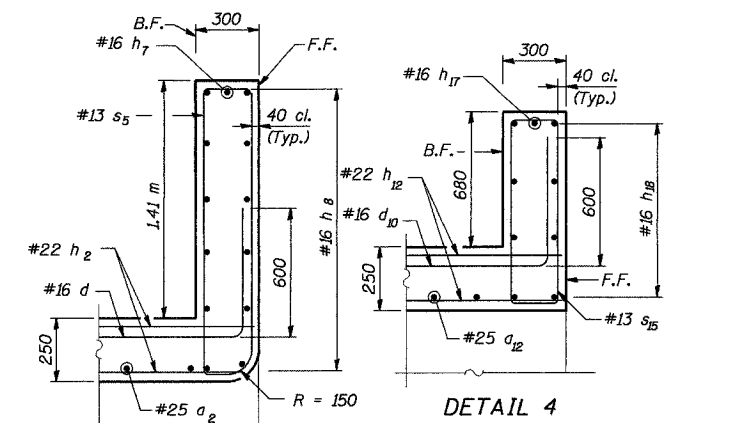


BARS n, n₁₀ & n₁₁



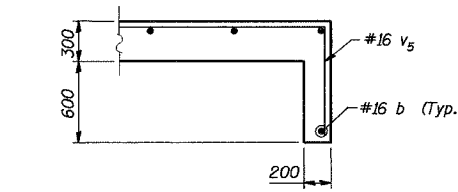
BAR h₁ & h₁₁

SECTION B-B (North End) **SECTION F-F (South End)**



DETAIL 2

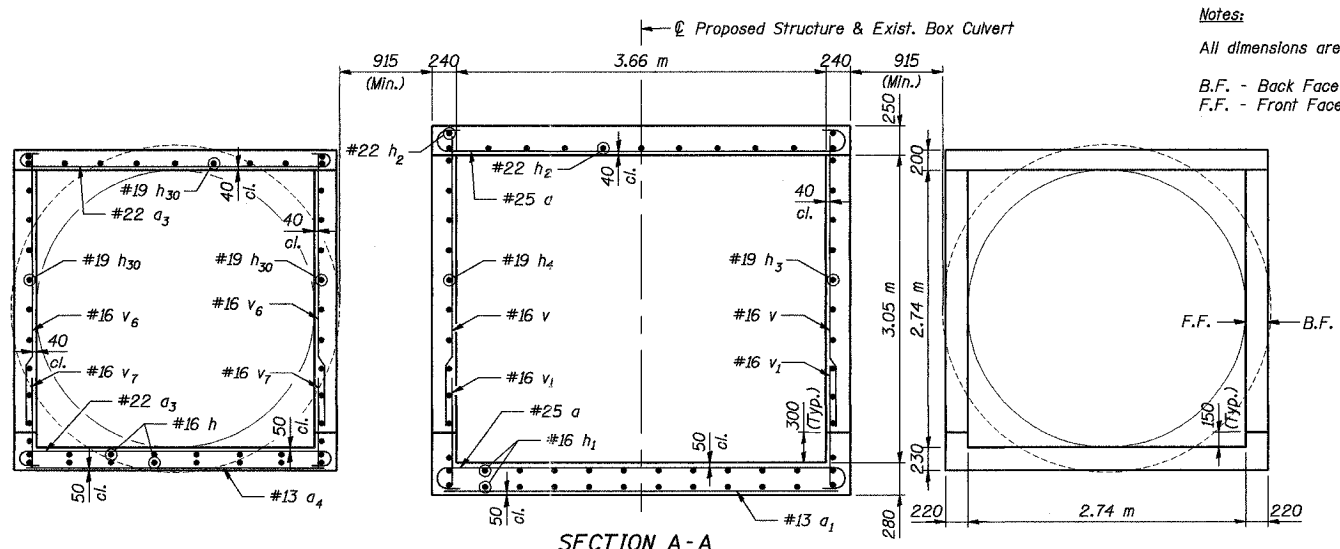
DETAIL 4



SECTION C-C
North End Reinforcement Shown
(South End Similar)

Notes:
All dimensions are in millimeters (mm) except as noted.
B.F. - Back Face
F.F. - Front Face

MIN. BAR LAP
#13 Bar - 550



SECTION A-A
North End Reinforcement Shown (South End Similar)

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
BILL OF MATERIAL & MISC. DETAILS		
WAR MEMORIAL DRIVE OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 39+899.517 (U.S. 150) STRUCTURE NUMBER 072-2504		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 6	SCALE N.T.S.	DATE 11/4/04
		SHEET NO. 6

Date: 01/31/2005 Time: 09:36:54 AM
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Designed by: WEE
 Checked by: AK
 Drafted by: RK-S
 Checked by: AK



SOIL BORING LOG

Page 1 of 1

Date 7/31/01

ROUTE FAI-74 DESCRIPTION Prop. culvert under War Memorial Dr. LOGGED BY KRW
 SECTION T2-6.7.8.9-1.90-11.90-12.400000 SW1/4,SE1/4,SE1/4,RICHWOODSWP, SEC. 19, TWP. 9N, RNG. 8E, 4th PM
 COUNTY Peoria & Tazewell DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-2029(prop) Station 100+847.3	BORING NO. 11 (culvert) Station 100+847.3 Offset 29.78m Lt Ground Surface Elev. 190.66 m	D E P T H S Qu	B L O W S (/150 mm)	U C S (kPa)	M O I S T (%)	Soil Description			
						Surface Water Elev. _____ m	Stream Bed Elev. _____ m	Groundwater Elev.: First Encounter 187.0m Upon Completion 187.6m After 24 Hrs. 190.1m	Groundwater Elev.: First Encounter 187.0m Upon Completion 187.6m After 24 Hrs. 190.1m
No Sample taken 0.0m-0.3m (0.0'-1.0').									
Brown SILTY LOAM 190.35									
Brown/Gray SAND and GRAVEL 189.59									
Gray SILTY LOAM 188.83									
Gray CLAY LOAM TILL 188.07									
Gray SILTY CLAY 185.78									
Gray SAND and GRAVEL w/trace of clay 185.02									

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



SOIL BORING LOG

Page 1 of 2

Date 8/3/01

ROUTE FAI-74 DESCRIPTION Prop. culvert under War Memorial Dr. LOGGED BY KRW
 SECTION T2-6.7.8.9-1.90-11.90-12.400000 SW1/4,SE1/4,SE1/4,RICHWOODSWP, SEC. 19, TWP. 9N, RNG. 8E, 4th PM
 COUNTY Peoria & Tazewell DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-2029(prop) Station 100+864.2	BORING NO. 12 (culvert) Station 100+864.2 Offset 0.00m (on CL) Ground Surface Elev. 194.08 m	D E P T H S Qu	B L O W S (/150 mm)	U C S (kPa)	M O I S T (%)	Soil Description			
						Surface Water Elev. _____ m	Stream Bed Elev. _____ m	Groundwater Elev.: First Encounter 181.9m Upon Completion none m After 24 Hrs. 191.4m	Groundwater Elev.: First Encounter 181.9m Upon Completion none m After 24 Hrs. 191.4m
No Sample taken 0.0m-15m (0.0'-5').									
Brown SILTY CLAY LOAM 193.93									
Brown Gravelly LOAM w/trace of clay 193.17									
Brown SILTY SAND w/traces of clay 192.41									
Gray SAND and GRAVEL w/trace of clay 191.66									
Gray SILTY CLAY w/gravels and sand 190.88									
Gray CLAY LOAM TILL 190.12									
trace of silt									

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



SOIL BORING LOG

Page 2 of 2

Date 8/3/01

ROUTE FAI-74 DESCRIPTION Prop. culvert under War Memorial Dr. LOGGED BY KRW
 SECTION T2-6.7.8.9-1.90-11.90-12.400000 SW1/4,SE1/4,SE1/4,RICHWOODSWP, SEC. 19, TWP. 9N, RNG. 8E, 4th PM
 COUNTY Peoria & Tazewell DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-2029(prop) Station 100+864.2	BORING NO. 12 (culvert) Station 100+864.2 Offset 0.00m (on CL) Ground Surface Elev. 194.08 m	D E P T H S Qu	B L O W S (/150 mm)	U C S (kPa)	M O I S T (%)	Soil Description			
						Surface Water Elev. _____ m	Stream Bed Elev. _____ m	Groundwater Elev.: First Encounter 181.9m Upon Completion none m After 24 Hrs. 191.4m	Groundwater Elev.: First Encounter 181.9m Upon Completion none m After 24 Hrs. 191.4m
Gray CLAY LOAM TILL (continued)									
Brown Gravelly LOAM w/trace of clay 193.17									
Brown SILTY SAND w/traces of clay 192.41									
Gray SAND and GRAVEL w/trace of clay 191.66									
Gray SILTY CLAY w/gravels and sand 190.88									
Gray CLAY LOAM TILL 190.12									
trace of silt									

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

LEGEND

- Silty Clay Loam Textural classification of soil in accordance with IDOT Triangular Chart.
- BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.
- Qu, kPa Unconfined compression strength of soil in kilopascals determined in accordance with AASHTO T 208 standard specification.
- Moist, % Natural moisture content of soil and bedrock in percent determined in accordance with AASHTO T 265 standard specification and AASHTO T 265/ASTM D 2216 for bedrock.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
BORING LOGS I		
WAR MEMORIAL DRIVE OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 39+899.517 (U.S. 150) STRUCTURE NUMBER 072-2504		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 7	SCALE N.T.S.	DATE 11/4/04
		SHEET NO. 7

Time: 09:31:49 AM

Date: 01/31/2005

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ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	576	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200



Illinois Department of Transportation
Division of Highways
DOT

SOIL BORING LOG

Page 2 of 2

Date 8/7/01

ROUTE FA1-74 DESCRIPTION Prop. culvert under War Memorial Dr. LOGGED BY KRW
SECTION 72-6.7.8.9-1.90-11.90-12 LOCATION SW1/4,SE1/4,SE1/4,RICHMOND TWP. SEC. 19, TWP. 9N, RANG. 8E, 4th PM
COUNTY Peoria & Tazewell DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-2029 (prop.) Station	D E P T H S T	B L O W S T	U C S Q u T	M O I S T	Surface Water Elev. _____ m Stream Bed Elev. _____ m Groundwater Elev.: First Encounter _____ m Upon Completion _____ m After 24 Hrs. _____ m
BORING NO. 14 (culvert) Station 100+912.6 Offset 49.01m Rt Ground Surface Elev. 195.08 m	(m)	(/150 mm)	(kPa)	(%)	
Gray CLAY LOAM TILL (continued)	5 11	415 B	12.0		
	3 7 11	395 B	13.0		
	3 -13.5 6 12	454 B	13.0		
	4 7 10	376 B	13.0		
	-15.0 5 8 12	355 B	13.0		
	2 6 10	376 B	13.0		
	2 -16.5 6 21	355 B	13.0		
Gray Fine to Med. SAND w/some gravels	178.41				
	10 20 31		9.0		
End of Boring	177.55				
	-18.0				

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

LEGEND

- Silty Clay Loam Textural classification of soil in accordance with IDOT Triangular Chart.
- BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.
- Qu, kPa Unconfined compression strength of soil in kilopascals determined in accordance with AASHTO T 208 standard specification.
- Moist, % Natural moisture content of soil and bedrock in percent determined in accordance with AASHTO T 265 standard specification and AASHTO T 265/ASTM D 2216 for bedrock.

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
BORING LOGS III		
WAR MEMORIAL DRIVE OVER DRY RUN CREEK F.A.I. ROUTE 74 SEC. (72-7)R-3 PEORIA COUNTY STA. 39+899.517 (U.S. 150) STRUCTURE NUMBER 072-2504		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 9	SCALE N.T.S.	DATE 11/4/04
		SHEET NO. 9

Time: 09:38:25 AM

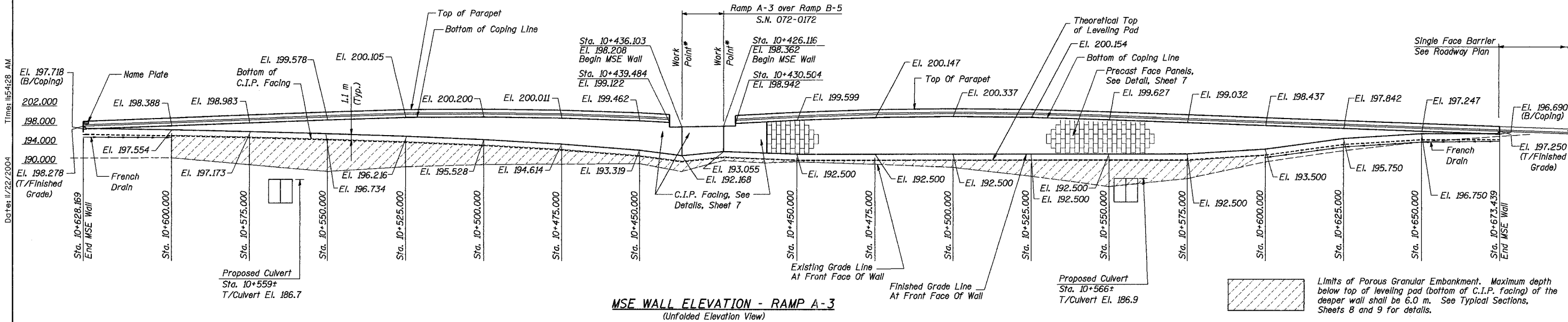
Date: 01/31/2005

Filename: P:\643996\structural\072-2029-culvert\sheet\Tracings_2\BL0003-IA072-2504.dgn

B.M. TP1316 : PK Wall on S. Side of F.A. 49 (U.S.150 Spur) Bridge over I-74 West of I-74 on Ramp. Elevation 194.293 m
 B.M. 7A : Chiseled "L" on South End of Parapet Wall Southwest Corner of I-74 Ramps over U.S. 150 (S.N. 072-0026). Elevation 199.790
 Existing Structure: None
 Construction Staging: To be constructed with W.B. I-74 (Stage 3). There is no existing ramp and no traffic detouring will be necessary.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	577	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 68200



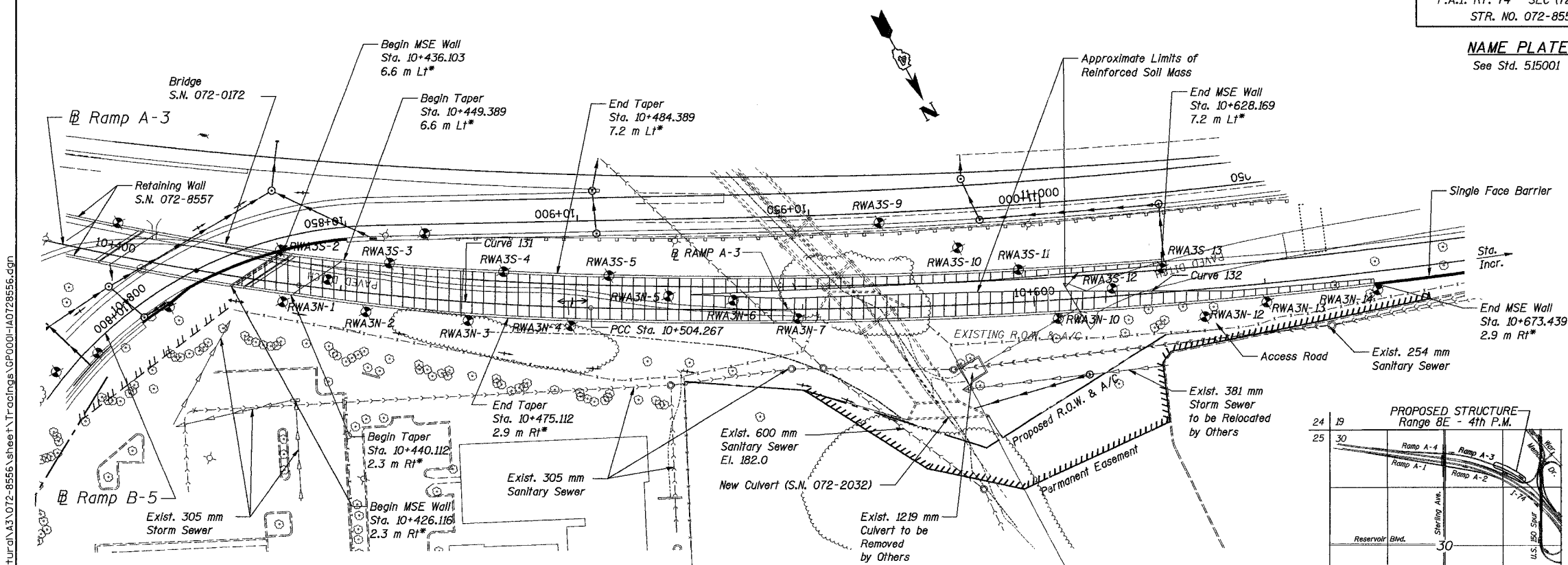
Limits of Porous Granular Embankment. Maximum depth below top of leveling pad (bottom of C.I.P. facing) of the deeper wall shall be 6.0 m. See Typical Sections, Sheets 8 and 9 for details.

STA. 10+426.116 - STA. 10+673.439
 BUILT 200_ BY
 STATE OF ILLINOIS
 F.A.I. RT. 74 SEC (72-7)R-3
 STR. NO. 072-8556

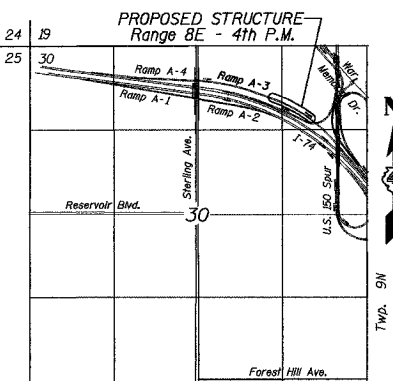
DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications

DESIGN STRESSES
 FIELD UNITS
 f'c = 24 MPa
 fy = 400 MPa (Reinf.) :

NAME PLATE
 See Std. 515001



PLAN



LOCATION SKETCH

Boring Locations
 * Offsets refer to Ramp A-3 at @ Wall.
 See Sheet 2 for location of Work Points

Designed by: WEE
 Checked by: AK/CTJ
 Drafted by: RKS
 Checked by: AK/CTJ

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
GENERAL PLAN AND ELEVATION		
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO.	SCALE	DATE
1	N.T.S.	6-25-04
SHEET NO.		
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Date: 11/22/2004 Time: 11:54:28 AM

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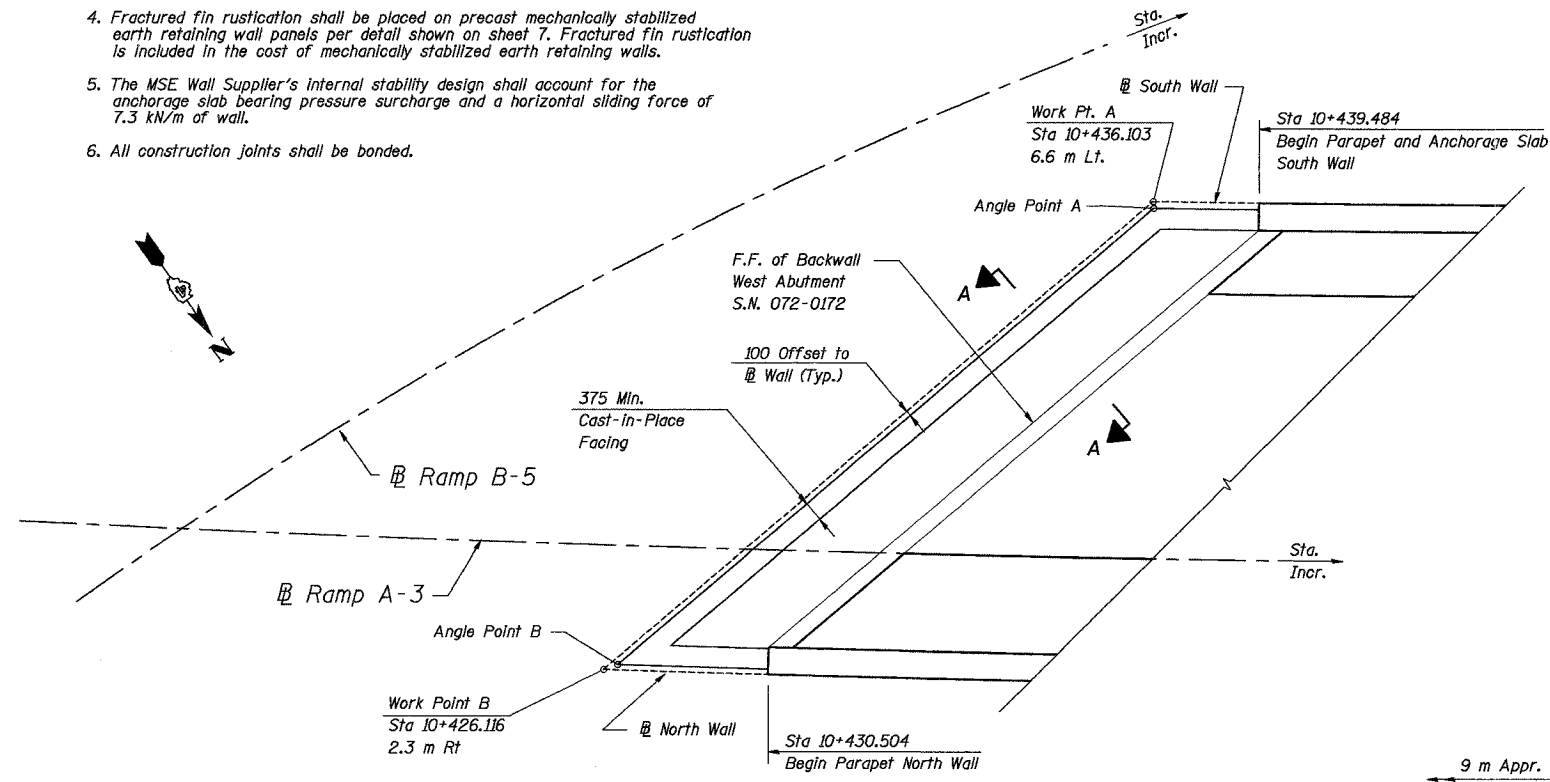
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	578	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

INDEX OF SHEETS

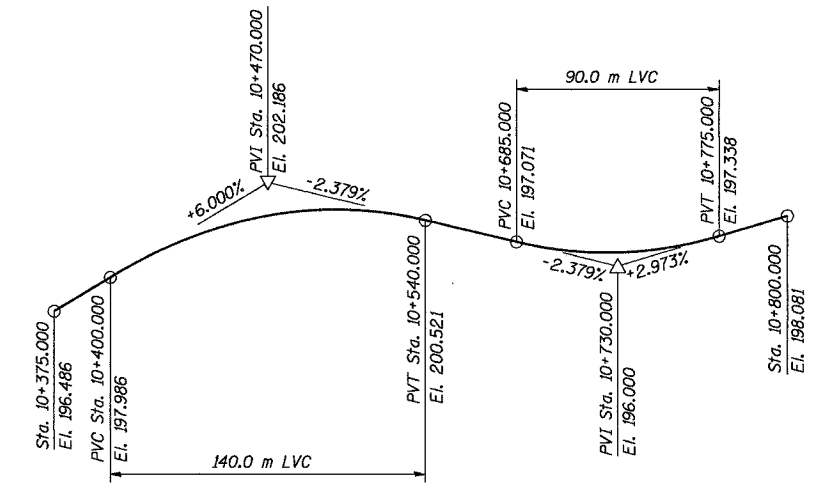
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|---|----------------------|
| 1. General Plan and Elevation | 12. Boring Logs III |
| 2. General Notes, Total Bill of Material, Misc. Details | 13. Boring Logs IV |
| 3. South Wall Anchorage Slab and Parapet | 14. Boring Logs V |
| 4. North Wall Anchorage Slab and Parapet | 15. Boring Logs VI |
| 5. Anchorage Slab and Parapet Reinforcing Details I | 16. Boring Logs VII |
| 6. Anchorage Slab and Parapet Reinforcing Details II | 17. Boring Logs VIII |
| 7. Aesthetic Details | 18. Boring Logs IX |
| 8. Typical Sections and Details I | 19. Boring Logs X |
| 9. Typical Sections and Details II | 20. Boring Logs XI |
| 10. Boring Logs I | 21. Boring Logs XII |
| 11. Boring Logs II | 22. Boring Logs XIII |

GENERAL NOTES

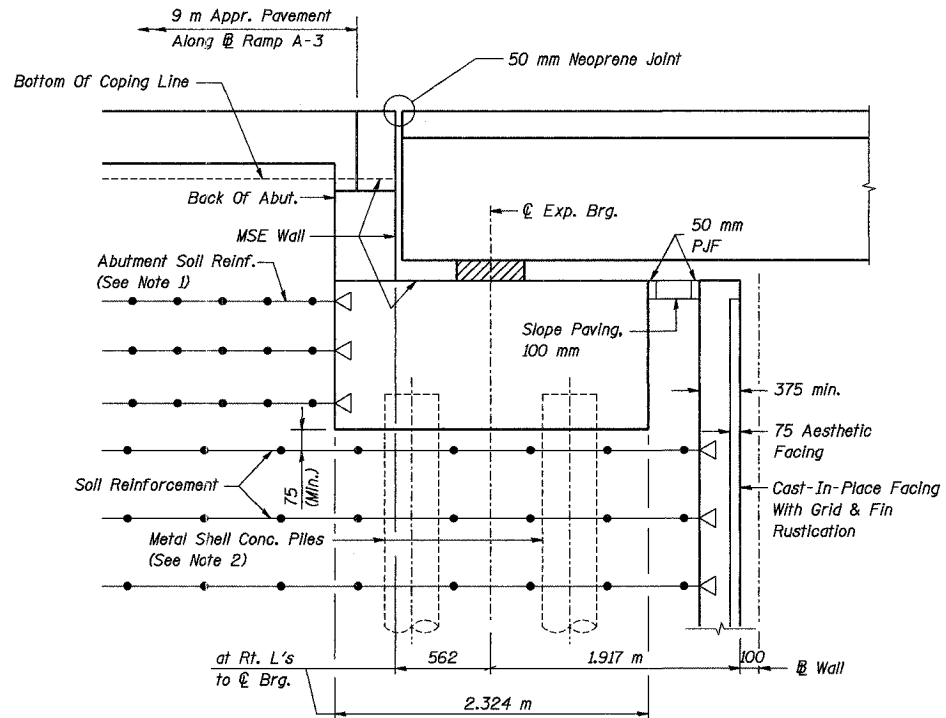
- Reinforcement bars shall conform to the requirements of AASHTO M 31M, M 322M Grade 400.
- All dimensions are in millimeters (mm) except as noted.
- See Special Provisions for Mechanically Stabilized Earth Retaining Wall design and construction requirements.
- Fractured fin rustication shall be placed on precast mechanically stabilized earth retaining wall panels per detail shown on sheet 7. Fractured fin rustication is included in the cost of mechanically stabilized earth retaining walls.
- The MSE Wall Supplier's internal stability design shall account for the anchorage slab bearing pressure surcharge and a horizontal sliding force of 7.3 kN/m of wall.
- All construction joints shall be bonded.



PLAN (SHOWING WORK POINTS)
(For Abut. and Wall Dimensions, See Plan Sheet 9)



PROFILE GRADE RAMP A-3
(Along Ramp A-3)



SECTION A-A

- Notes on West abutment S.N. 072-0172:
- The MSE Wall Supplier to Design the Abutment soil reinforcement to resist a horizontal force of 30 kn/m of abutment parallel to Ramp A-3 and 21 kn/m of abutment perpendicular to Ramp A-3.
 - Precure Piles to 3.0 m below base of MSE Material. Piles must be driven prior to placement of MSE. Coat Piles above existing ground with 6 mm min. thickness of either asphaltic cement or S.C. or M.C. liquid asphalt, See Bridge Plans.

CURVE DATA

RAMP A-3 CURVE I31	RAMP A-3 CURVE I32
$\Delta = 11^\circ 59' 18''$	$\Delta = 14^\circ 36' 00''$
$R = 605.000 \text{ m}$	$R = 1205.001 \text{ m}$
$T = 63.526 \text{ m}$	$T = 154.365 \text{ m}$
$L = 126.588 \text{ m}$	$L = 307.058 \text{ m}$
$E = 3.326 \text{ m}$	$E = 9.847 \text{ m}$
$PC = \text{Sta. } 10+377.679$	$PCC = \text{Sta. } 10+504.267$
$PI = \text{Sta. } 10+441.205$	$PI = \text{Sta. } 10+658.632$
$PCC = \text{Sta. } 10+504.267$	$PT = \text{Sta. } 10+811.325$
$S.E. = -3.4 \%$	$S.E. = -1.5 \%$
Transition In N/A	Transition In 10+504
Transition Out 10+499	Transition Out 10+515
to 10+504	Transition Out N/A

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Porous Granular Embankment	m ³	13,902
Concrete Structures	m ³	388.0
Concrete Superstructure	m ³	131.9
Reinforcement Bars, Epoxy Coated	kg	58,660
French Drains	m ³	18.3
Form Liner Limestone Surface	m ²	112
Form Liner Grid and Fin Surface	m ²	714
Mechanically Stabilized Earth Retaining Wall	m ²	1549
Mechanically Stabilized Earth Retaining Wall with C.I.P. Facing	m ²	996

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
GENERAL NOTES, TOTAL BILL OF MATERIAL, MISC. DETAILS		
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 2	SCALE N.T.S.	DATE 6-25-04
		SHEET NO. 2

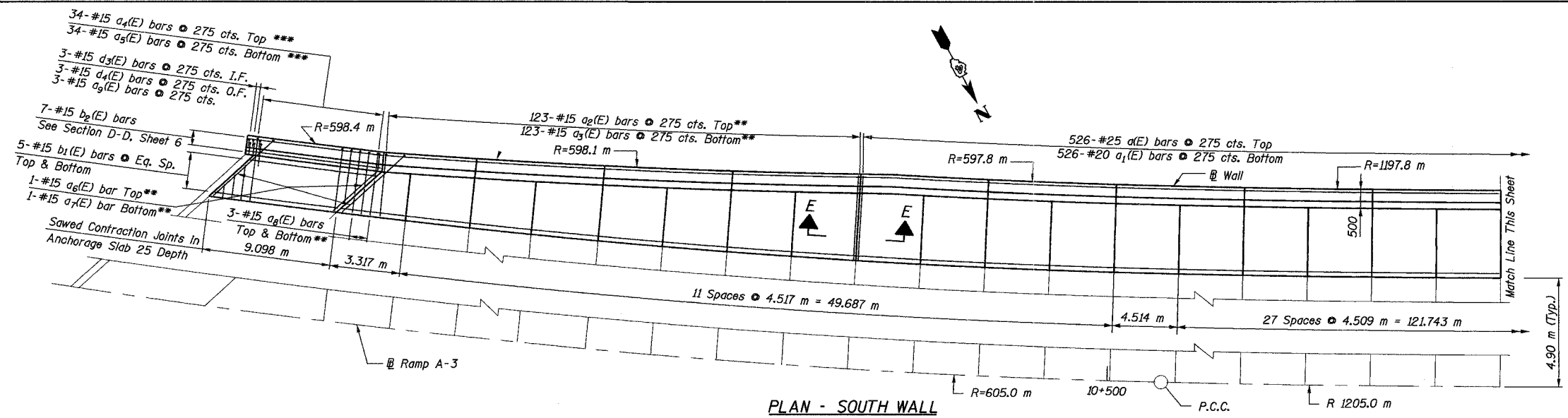
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Designed by: WEE
 Checked by: AK/CTJ
 Drafted by: RKS
 Checked by: AK/CTJ

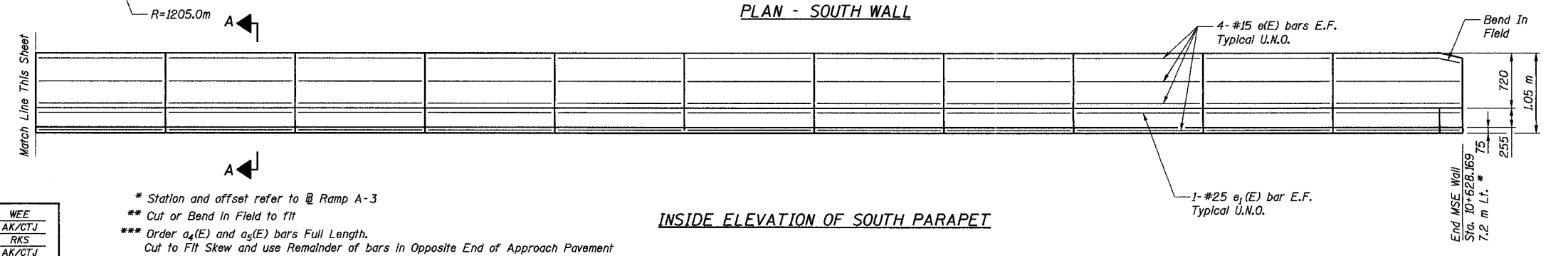
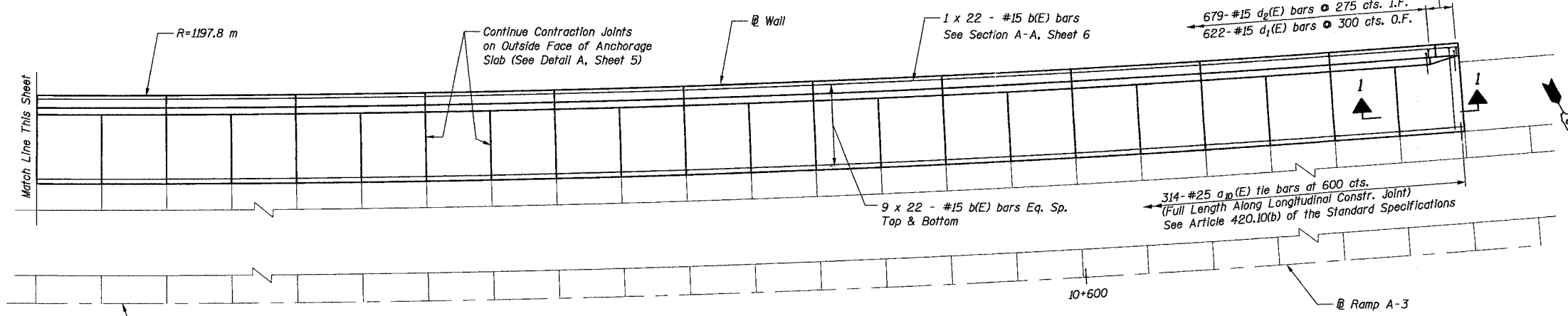
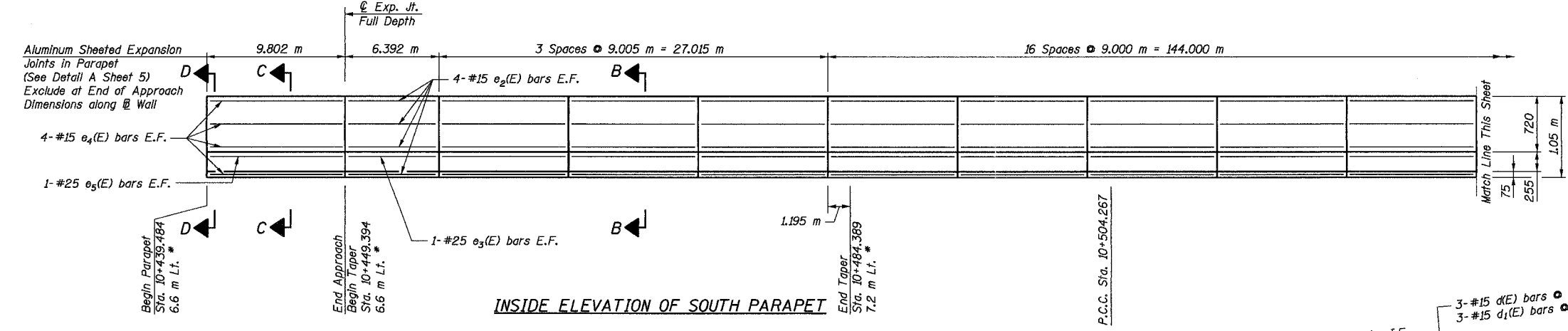
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F.A.I. 74	(72-7)	PEORIA	579	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

Date: 11/22/2004 Time: 11:51:21 AM

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Notes:
 See Sheet 6 for Sections A-A thru D-D.
 See Sheet 5 for Section E-E.
 See Sheet 9 for View I-1.
 Contraction Joints in Anchorage Slab shall be perpendicular to Ramp A-3.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.
 All dimensions are in millimeters (mm) except as noted.
 For Bill of Materials, see Sheet 5.
 E.F. = Each Face
 I.F. = Inside Face
 O.F. = Outside Face
 U.N.O. = Unless Noted Otherwise



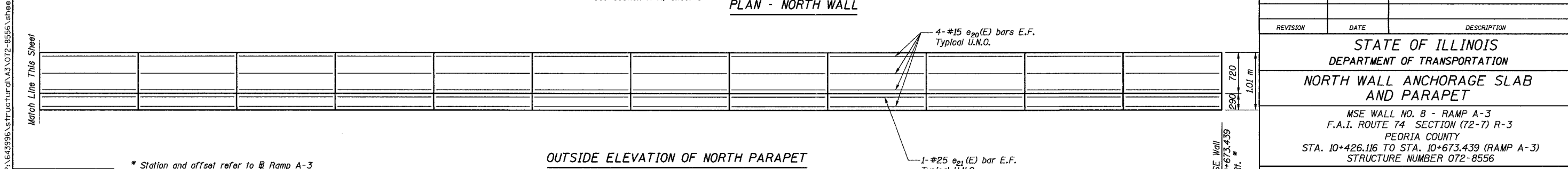
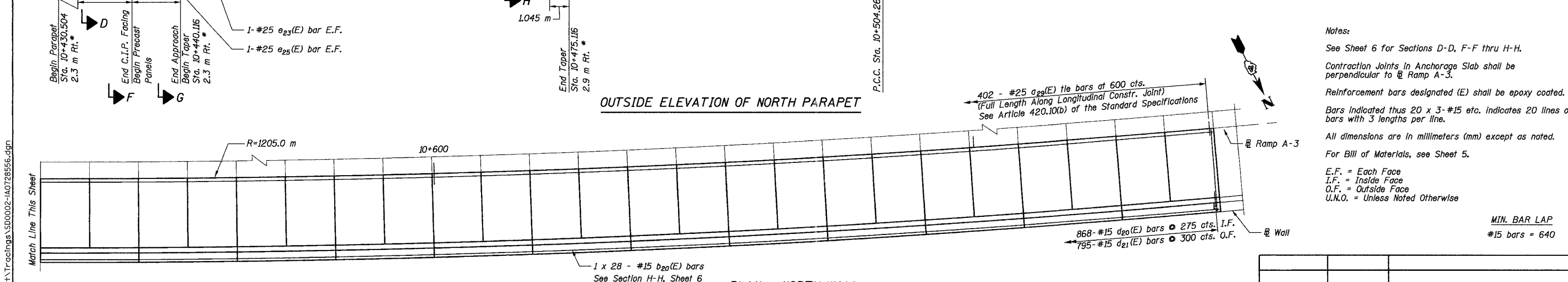
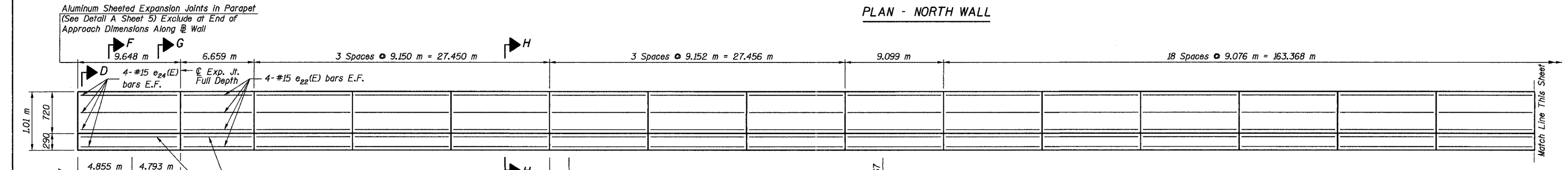
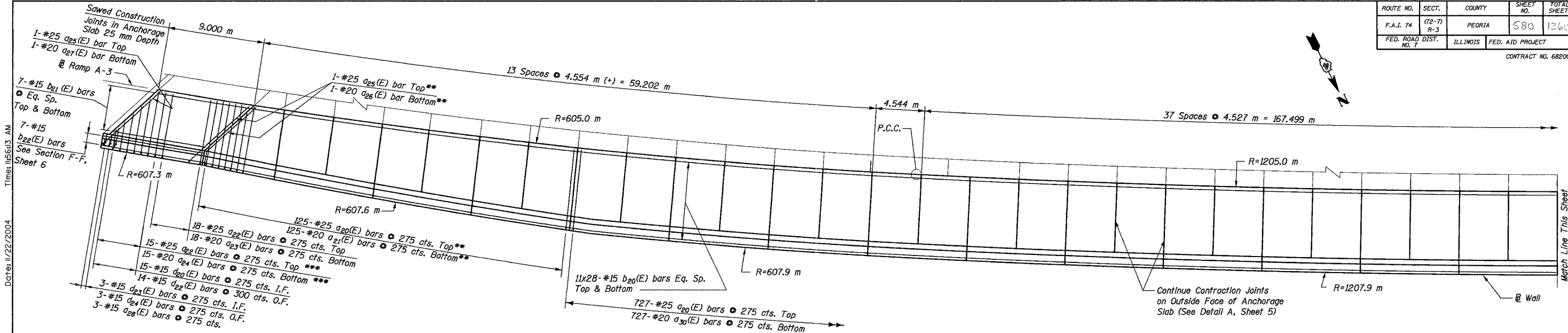
* Station and offset refer to Ramp A-3
 ** Cut or Bend in Field to fit
 *** Order a4(E) and a5(E) bars Full Length. Cut to fit Skew and use Remainder of bars in Opposite End of Approach Pavement

Designed by: WEE
 Checked by: AK/CTJ
 Drafted by: RKS
 Checked by: AK/CTJ

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SOUTH WALL ANCHORAGE SLAB AND PARAPET MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556 PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO.	SCALE	DATE
3	N.T.S.	6-25-04
SHEET NO.		3

MIN. BAR LAP
 #15 bars = 640

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	580	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	



Notes:
 See Sheet 6 for Sections D-D, F-F thru H-H.
 Contraction Joints in Anchorage Slab shall be perpendicular to Ramp A-3.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.
 All dimensions are in millimeters (mm) except as noted.
 For Bill of Materials, see Sheet 5.
 E.F. = Each Face
 I.F. = Inside Face
 O.F. = Outside Face
 U.N.O. = Unless Noted Otherwise

Designed by: WEE
 Checked by: AK/CTJ
 Drafted by: RKS
 Checked by: AK/CTJ

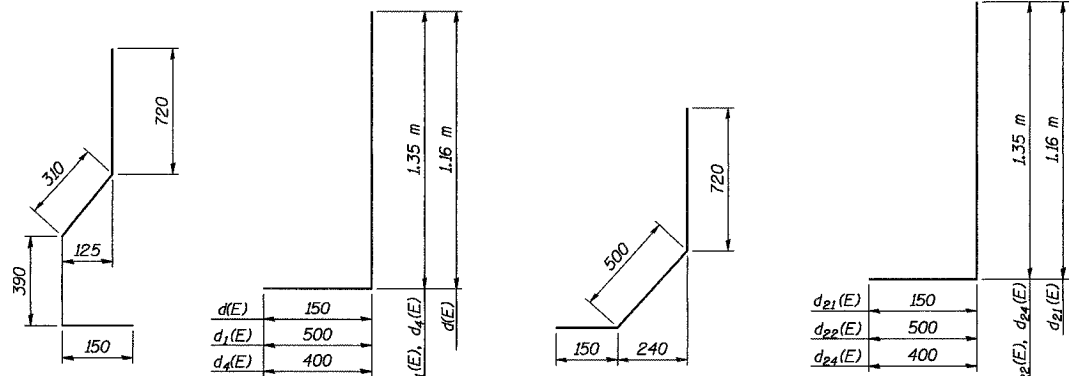
* Station and offset refer to Ramp A-3
 ** Cut or Bend in Field to fit
 *** Order a22(E) and a24(E) bars Full Length. Cut to Fit Skew and use Remainder of bars in Opposite End of Approach Pavement

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION NORTH WALL ANCHORAGE SLAB AND PARAPET		
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 4	SCALE N.T.S.	DATE 6-25-04
		SHEET NO. 4

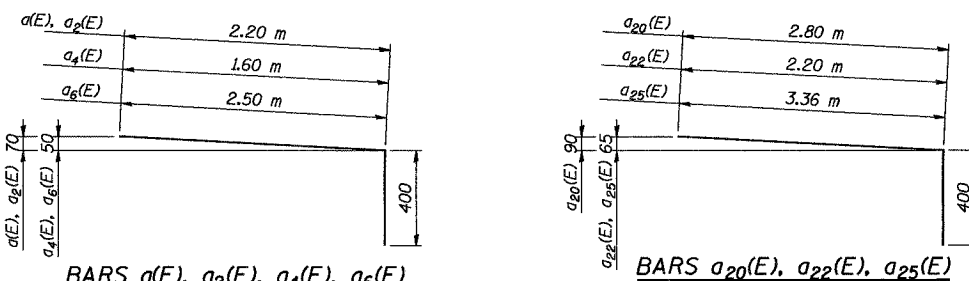
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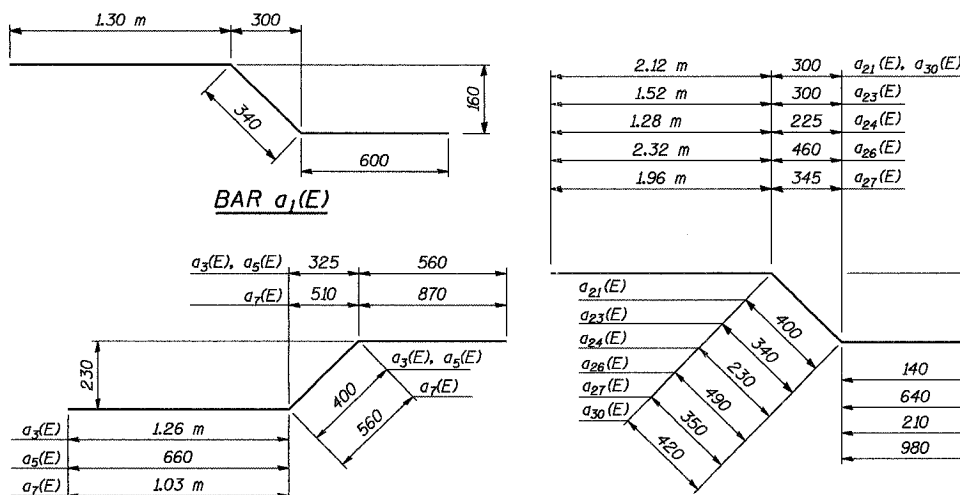
	South Wall			North Wall		
	Station Ramp A-3	Edge of Pavement Elevation	B/Coping Line Elevation	Station Ramp A-3	Edge of Pavement Elevation	B/Coping Line Elevation
Begin Parapet/FF Backwall	10+439.484	199.722	199.121	10+430.504	199.538	198.942
End Approach	10+449.394	200.053	199.445	10+440.116	199.911	199.279
Joint	N/A	N/A	N/A	10+446.748	200.137	199.500
Joint	10+451.302	200.110	199.501	10+451.302	200.277	199.637
Joint	10+455.856	200.237	199.625	10+455.856	200.404	199.761
Joint	10+460.410	200.351	199.736	10+460.410	200.518	199.872
Joint	10+464.964	200.454	199.836	10+464.964	200.621	199.972
Joint	10+469.518	200.544	199.922	10+469.518	200.711	200.059
Joint	10+474.072	200.621	199.996	10+474.072	200.788	200.133
Joint	10+478.626	200.687	200.059	10+478.626	200.854	200.198
Joint	10+483.180	200.739	200.108	10+483.180	200.906	200.250
Joint	10+487.734	200.780	200.148	10+487.734	200.947	200.291
Joint	10+492.288	200.807	200.175	10+492.288	200.974	200.318
Joint	10+496.842	200.823	200.191	10+496.842	200.990	200.334
Joint	10+501.396	200.840	200.208	10+501.396	200.993	200.337
Joint	10+505.940	200.858	200.226	10+505.940	200.984	200.328
Joint	10+510.467	200.862	200.230	10+510.467	200.962	200.306
Joint	10+514.994	200.854	200.222	10+514.994	200.928	200.272
Joint	10+519.521	200.809	200.177	10+519.521	200.882	200.226
Joint	10+524.048	200.751	200.119	10+524.048	200.824	200.168
Joint	10+528.575	200.680	200.048	10+528.575	200.753	200.097
Joint	10+533.102	200.597	199.965	10+533.102	200.670	200.014
Joint	10+537.629	200.502	199.870	10+537.629	200.575	199.919
Joint	10+542.156	200.396	199.764	10+542.156	200.469	199.813
Joint	10+546.683	200.289	199.657	10+546.683	200.362	199.706
Joint	10+551.210	200.181	199.549	10+551.210	200.254	199.598
Joint	10+555.737	200.073	199.441	10+555.737	200.146	199.490
Joint	10+560.264	199.965	199.333	10+560.264	200.038	199.382
Joint	10+564.791	199.858	199.226	10+564.791	199.931	199.275
Joint	10+569.318	199.750	199.118	10+569.318	199.823	199.167
Joint	10+573.845	199.642	199.010	10+573.845	199.715	199.059
Joint	10+578.372	199.535	198.903	10+578.372	199.608	198.952
Joint	10+582.899	199.427	198.795	10+582.899	199.500	198.844
Joint	10+587.426	199.319	198.687	10+587.426	199.392	198.736
Joint	10+591.953	199.211	198.579	10+591.953	199.284	198.628
Joint	10+596.480	199.104	198.472	10+596.480	199.177	198.521
Joint	10+601.007	198.996	198.364	10+601.007	199.069	198.413
Joint	10+605.534	198.888	198.256	10+605.534	198.961	198.305
Joint	10+610.061	198.781	198.149	10+610.061	198.854	198.198
Joint	10+614.588	198.673	198.041	10+614.588	198.746	198.090
Joint	10+619.115	198.565	197.933	10+619.115	198.638	197.982
Joint	10+623.642	198.457	197.825	10+623.642	198.531	197.875
Joint/End South Wall	10+628.169	198.350	197.718	10+628.169	198.423	197.767
Joint				10+632.696	198.315	197.659
Joint				10+637.223	198.207	197.551
Joint				10+641.750	198.100	197.444
Joint				10+646.277	197.992	197.336
Joint				10+650.804	197.884	197.228
Joint				10+655.331	197.777	197.121
Joint				10+659.858	197.669	197.013
Joint				10+664.385	197.561	196.905
Joint				10+668.912	197.453	196.797
End				10+673.439	197.346	196.690



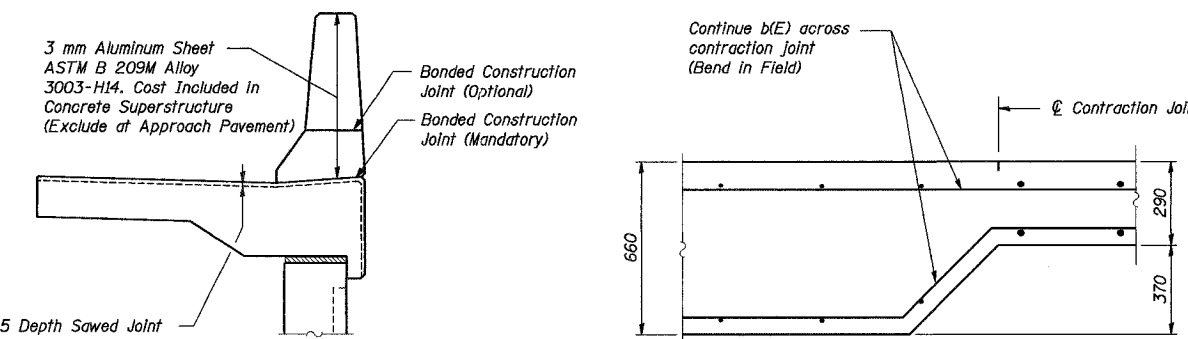
BARS d₃(E), d₂₃(E) BARS d(E), d₁(E), d₄(E) BARS d₂(E), d₂₀(E) BARS d₂₁(E), d₂₂(E), d₂₄(E)



BARS a(E), a₂(E), a₄(E), a₆(E) BARS a₂₀(E), a₂₂(E), a₂₅(E)



BARS a₁(E) BARS a₃(E), a₅(E), a₇(E) BARS a₂₁(E), a₂₃(E), a₂₄(E), a₂₆(E), a₂₇(E), a₃₀(E) BAR a₉(E), a₂₈(E)



DETAIL A SECTION E-E

BILL OF MATERIAL

South Wall				
Bar	No.	Size	Length (m)	Shape
a(E)	526	25	2.60	┐
a ₁ (E)	526	20	2.24	┐
a ₂ (E)	123	15	2.60	┐
a ₃ (E)	123	15	2.22	┐
a ₄ (E)	34	15	2.00	┐
a ₅ (E)	34	15	1.62	┐
a ₆ (E)	3	15	2.90	┐
a ₇ (E)	3	15	2.46	┐
a ₈ (E)	6	15	0.90	┐
a ₉ (E)	3	15	0.80	┐
a ₁₀ (E)	314	25	0.60	┐
b(E)	418	15	8.76	—
b ₁ (E)	10	15	9.00	—
b ₂ (E)	7	15	9.70	—
d(E)	3	15	1.31	┘
d ₁ (E)	625	15	1.85	┘
d ₂ (E)	679	15	1.36	┘
d ₃ (E)	3	15	1.57	┘
d ₄ (E)	3	15	1.75	┘
e(E)	152	15	8.90	—
e ₁ (E)	38	25	8.90	—
e ₂ (E)	8	15	6.30	—
e ₃ (E)	2	25	6.30	—
e ₄ (E)	8	15	9.70	—
e ₅ (E)	2	25	9.70	—
Reinforcement Bars, Epoxy Coated		kg	23130	
Concrete Structures		m ³	164.5	
Concrete Superstructure		m ³	57.3	

BILL OF MATERIAL

North Wall				
Bar	No.	Size	Length (m)	Shape
a ₂₀ (E)	852	25	3.20	┐
a ₂₁ (E)	125	20	2.66	┐
a ₂₂ (E)	33	25	2.60	┐
a ₂₃ (E)	18	20	2.00	┐
a ₂₄ (E)	15	20	2.15	┐
a ₂₅ (E)	3	25	3.76	┐
a ₂₆ (E)	2	20	3.02	┐
a ₂₇ (E)	1	20	3.29	┐
a ₂₈ (E)	3	15	0.80	┐
a ₂₉ (E)	402	25	0.60	┐
a ₃₀ (E)	727	20	2.68	┐
b ₂₀ (E)	644	15	8.98	—
b ₂₁ (E)	14	15	8.90	—
b ₂₂ (E)	7	15	9.55	—
d ₂₀ (E)	883	15	1.36	┘
d ₂₁ (E)	795	15	1.31	┘
d ₂₂ (E)	14	15	1.85	┘
d ₂₃ (E)	3	15	1.57	┘
d ₂₄ (E)	3	15	1.75	┘
e ₂₀ (E)	200	15	9.07	—
e ₂₁ (E)	50	25	9.07	—
e ₂₂ (E)	8	15	6.56	—
e ₂₃ (E)	2	25	6.56	—
e ₂₄ (E)	8	15	9.55	—
e ₂₅ (E)	2	25	9.55	—
Reinforcement Bars, Epoxy Coated		kg	35530	
Concrete Structures		m ³	223.5	
Concrete Superstructure		m ³	71.6	

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
All dimensions are in millimeters (mm) except as noted.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ANCHORAGE SLAB AND PARAPET REINFORCING DETAILS I
MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

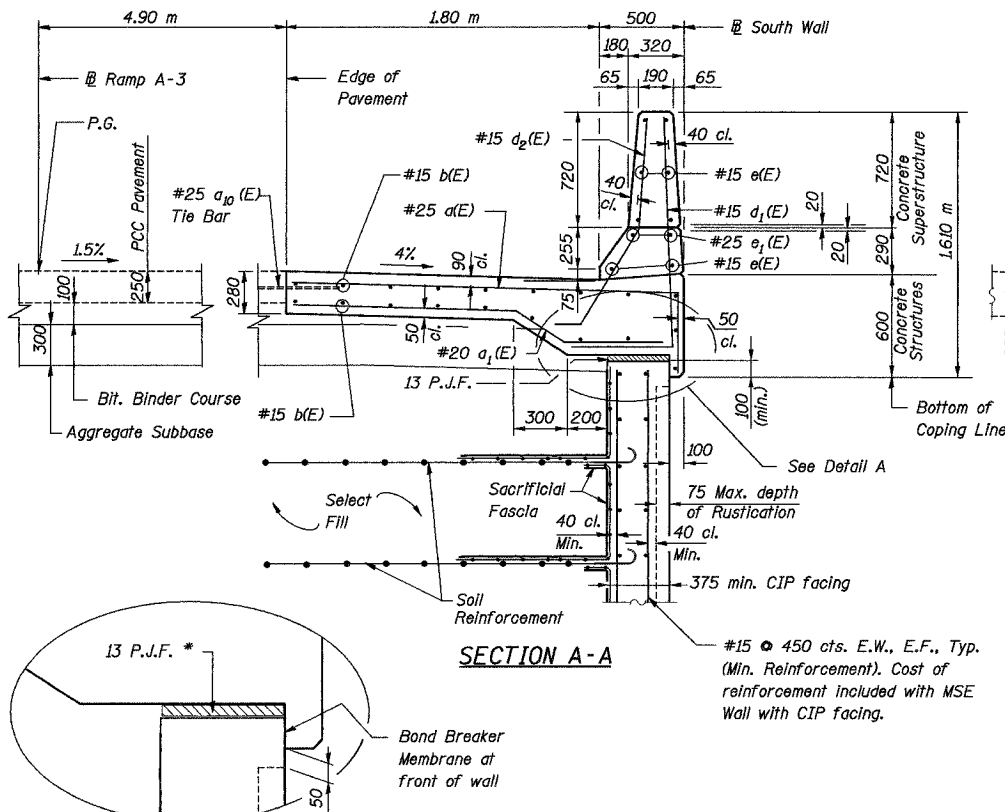
DRAWING NO.	SCALE	DATE	SHEET NO.
5	N.T.S.	6-25-04	5

Date: 11/22/2004 File: P:\643986\str\ur\A3\072-8556\sheet1\Tracings\SD00003-1A0728556.dgn

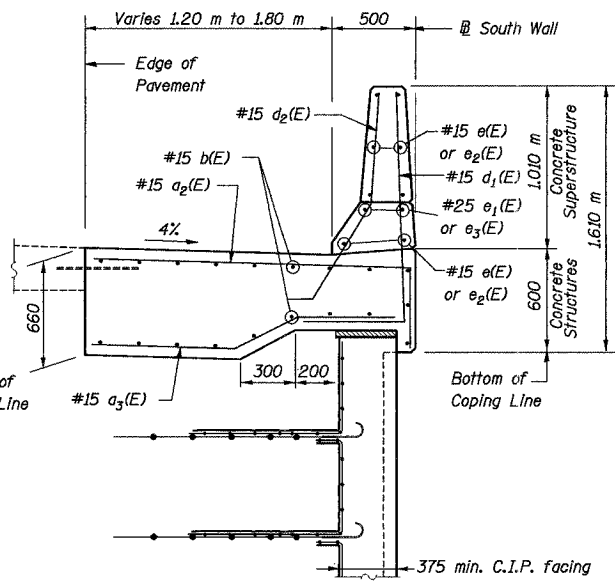
Designed by: WEE
Checked by: AK/CTJ
Drafted by: RKS
Checked by: AK/CTJ

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	582	1340
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

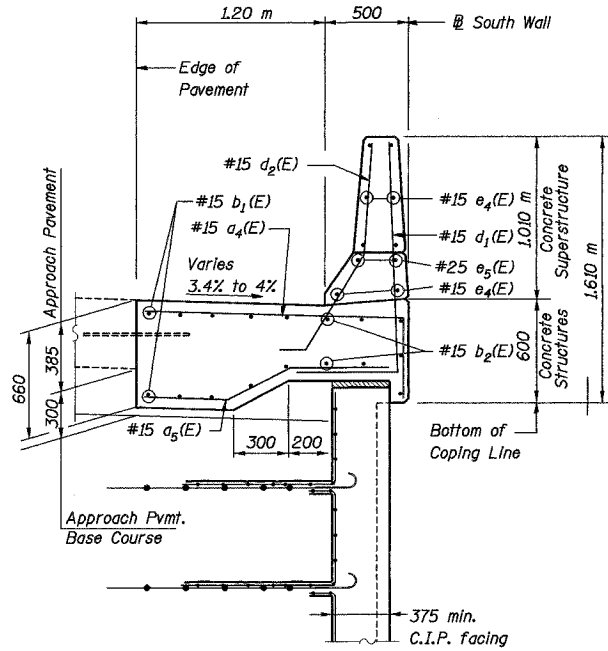
Notes: All dimensions are in millimeters (mm) except as noted.
All provided cross slopes are measured perpendicular to @ Ramp A-3



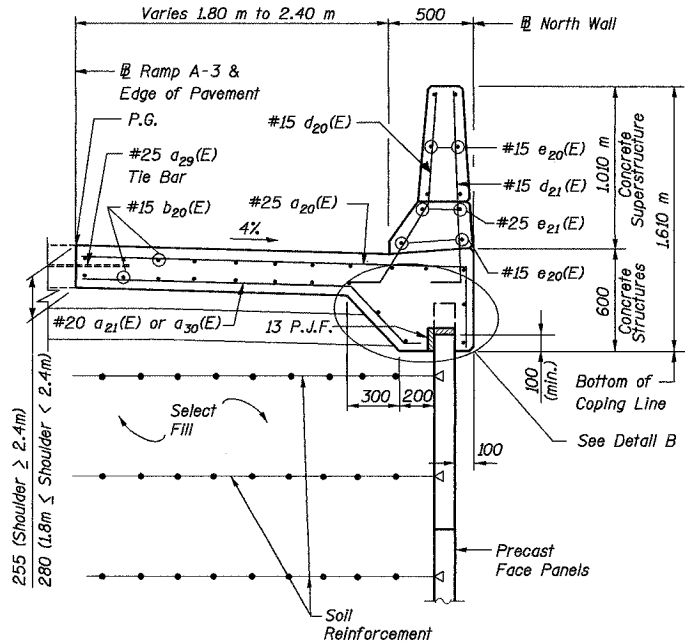
SECTION A-A



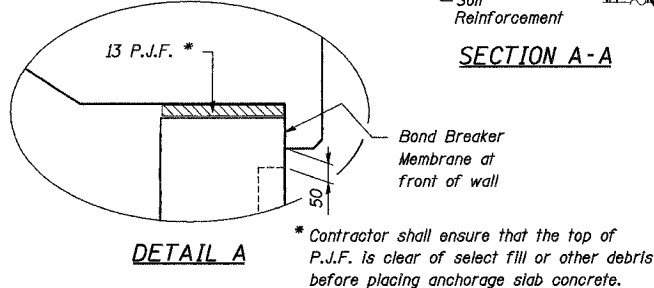
SECTION B-B



SECTION C-C

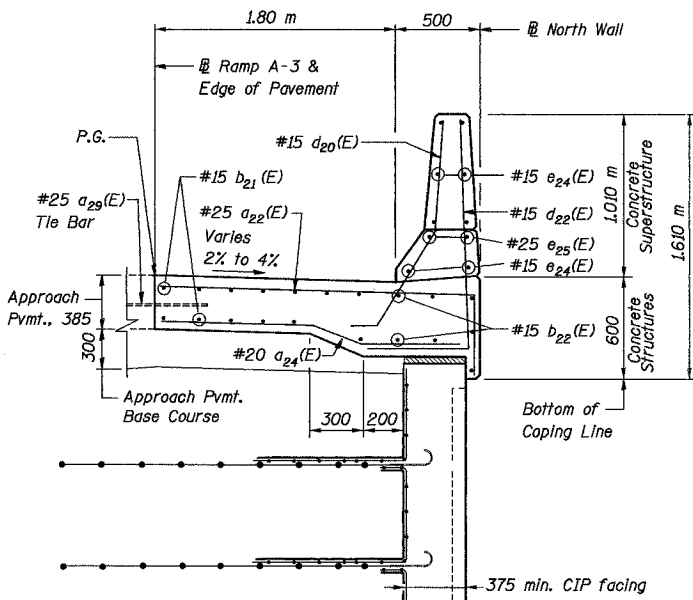


SECTION H-H



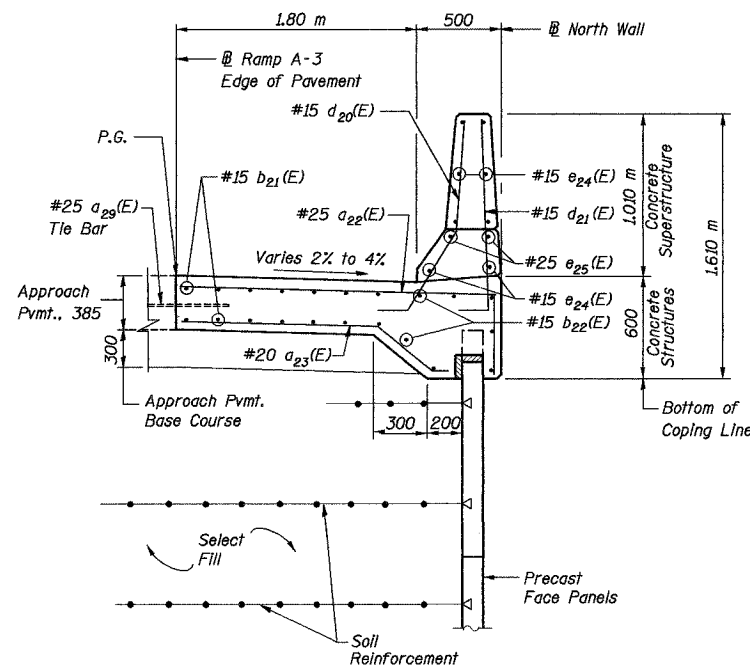
DETAIL A

* Contractor shall ensure that the top of P.J.F. is clear of select fill or other debris before placing anchorage slab concrete.



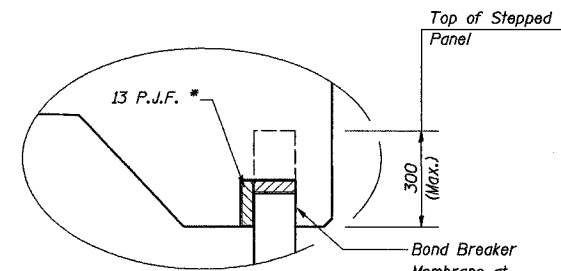
SECTION F-F

Details Not Shown Similar to Section A-A



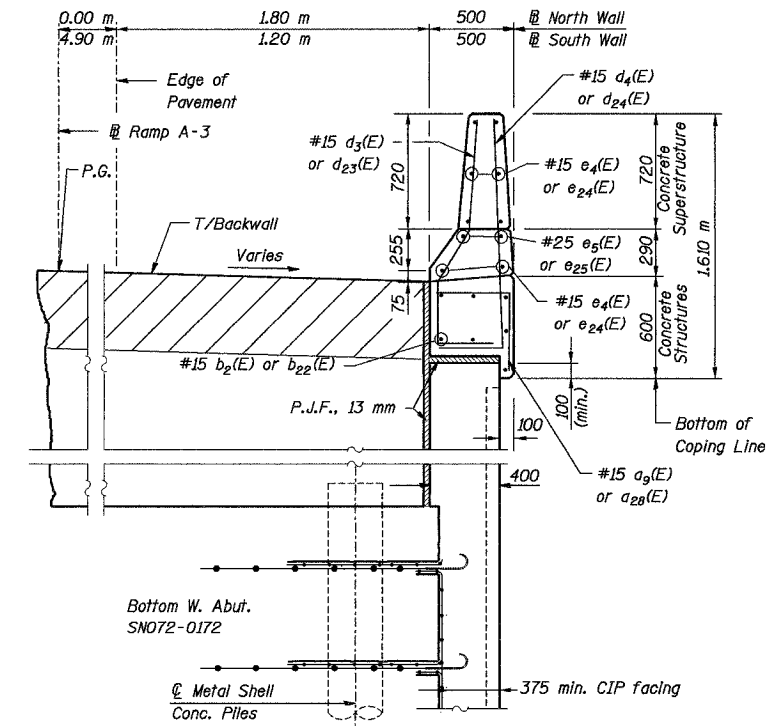
SECTION G-G

Details Not Shown Similar to Section A-A



DETAIL B

* Contractor shall ensure that the top of P.J.F. is clear of select fill or other debris before placing anchorage slab concrete.



SECTION D-D

Details Not Shown Similar to Section A-A

Note: Hatched Area to be Poured After SNO72-0172 Structure Forms Have Been Removed.

Designed by: WEE
Checked by: AK/CTJ
Drafted by: RKS
Checked by: AK/CTJ

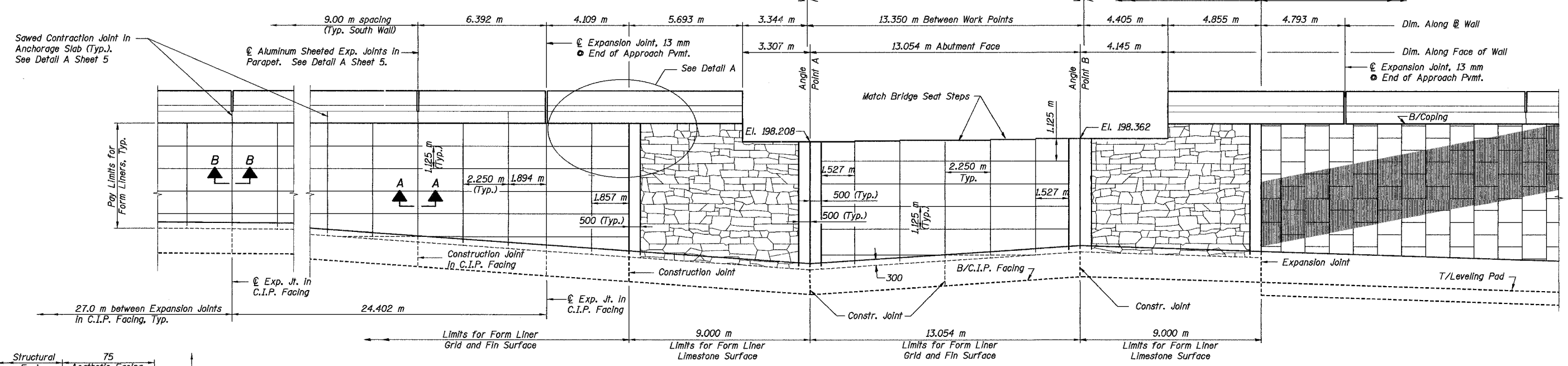
REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
ANCHORAGE SLAB AND PARAPET REINFORCING DETAILS II		
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 6	SCALE N.T.S.	DATE 6-25-04
		SHEET NO. 6

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	583	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

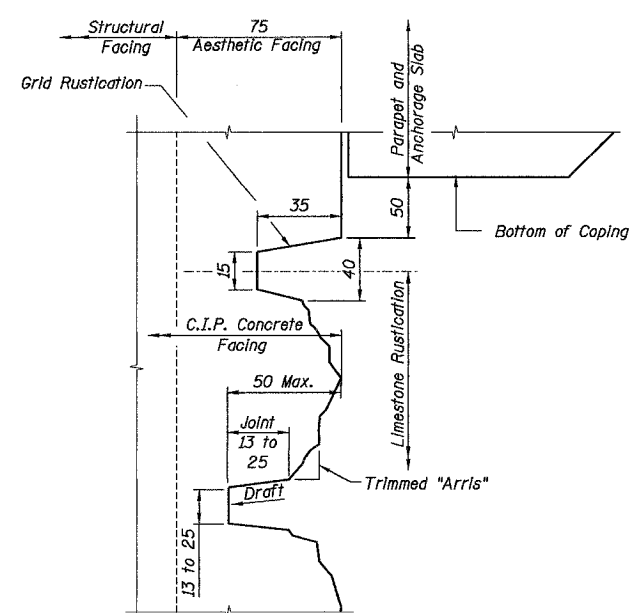
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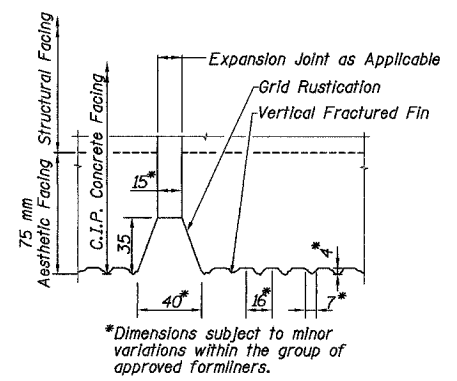


RUSTICATION AT ABUTMENT

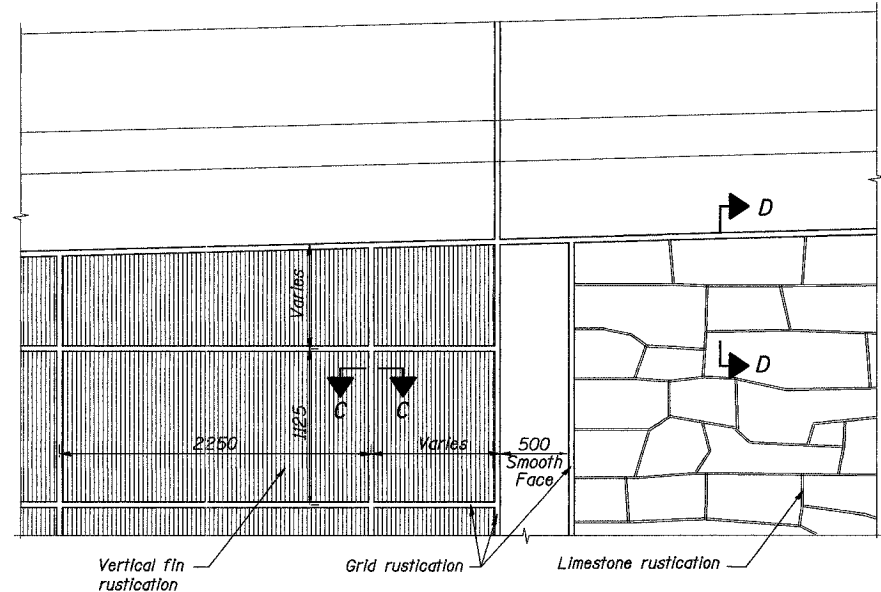
**The texture of the precast face panels shall be Fractured Fin, as approved by the Engineer, See Detail this Sheet. Cost included in Mechanically Stabilized Earth Retaining Walls.



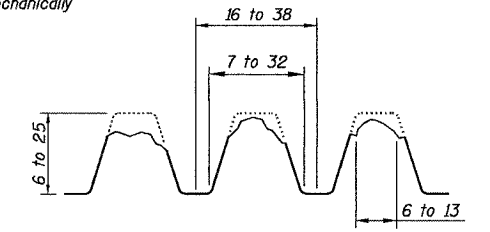
SECTION D-D



SECTION C-C



DETAIL A

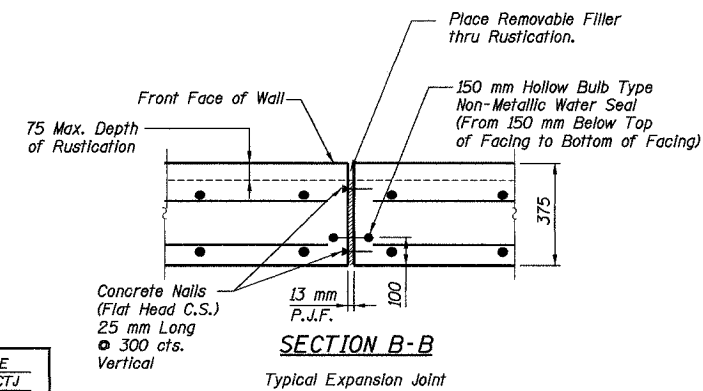


Fractured fin rustications shall be placed on precast mechanically stabilized earth retaining wall panels.

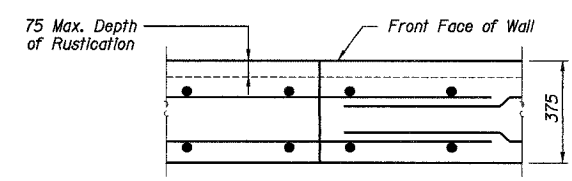
Fractured fin rustication is included in the cost of mechanically stabilized earth retaining wall.

PRECAST MSE PANEL FRACTURED FIN DETAIL
NTS

Note: All dimensions are in millimeters (mm) except as noted.



SECTION B-B
Typical Expansion Joint



SECTION A-A
Typical Construction Joint

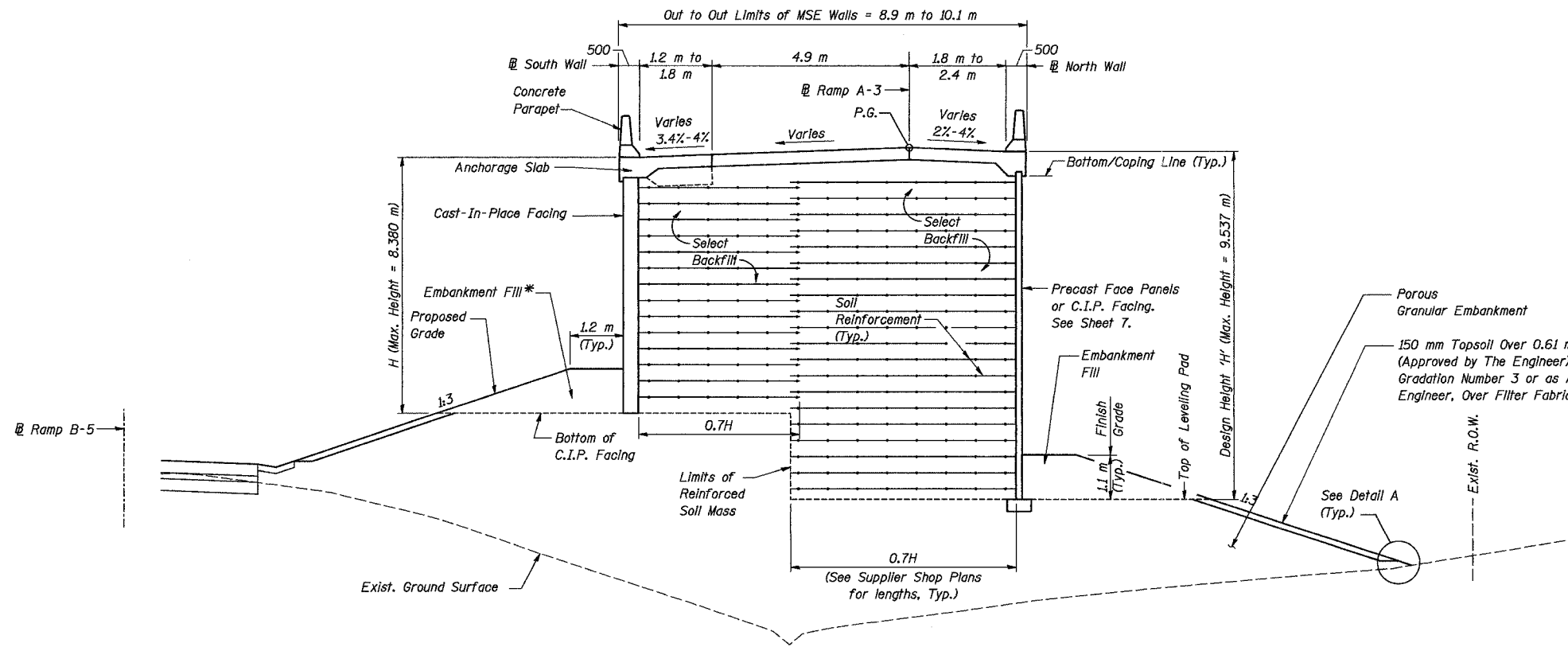
Designed by: WEE
Checked by: AK/CTJ
Drafted by: RKS
Checked by: AK/CTJ

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
AESTHETIC DETAILS		
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 7	SCALE N.T.S.	DATE 6-25-04
		SHEET NO. 7

Note: All dimensions are in millimeters (mm) except as noted.

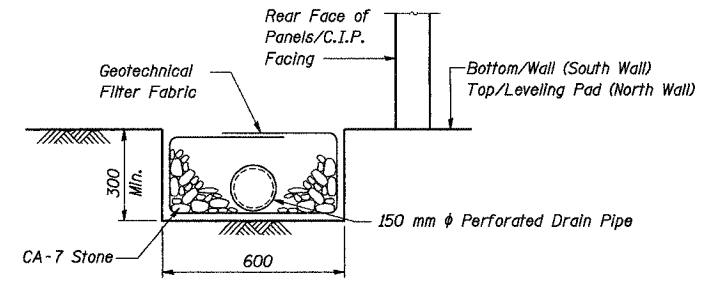
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	584	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200



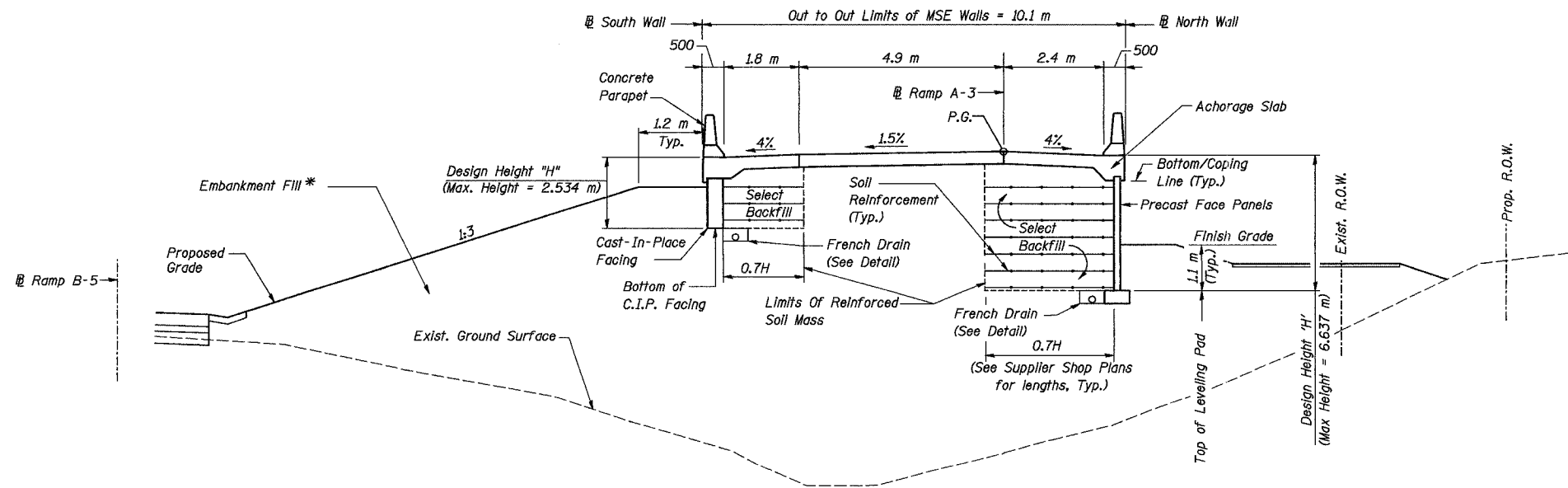
TYPICAL SECTION STA. 10+426.116 TO 10+600
(Looking West)

* See Roadway Plans for Embankment Quantities

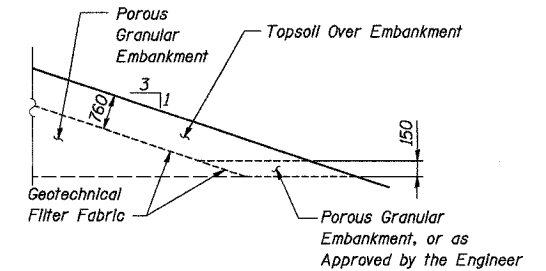


FRENCH DRAIN DETAIL

The French Drain Installation shall follow Section 601 of the Standard Specifications except that the trench will be filled with CA-7 coarse aggregate. The trench shall be lined with Geotechnical Filter Fabric for French Drains and have a 150 mm diameter perforated drain pipe located near the base of the excavation. The cost of the Geotechnical Filter Fabric and perforated drain pipe is included with the pay item French Drains.



TYPICAL SECTION STA. 10+600 TO STA. 10+628.169
(Looking West)



DETAIL A

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
TYPICAL SECTIONS AND DETAILS I		
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 8	SCALE N.T.S.	DATE 6-25-04
		SHEET NO. 8

Designed by: WEE
Checked by: AK/CTJ
Drafted by: RKS
Checked by: AK/CTJ

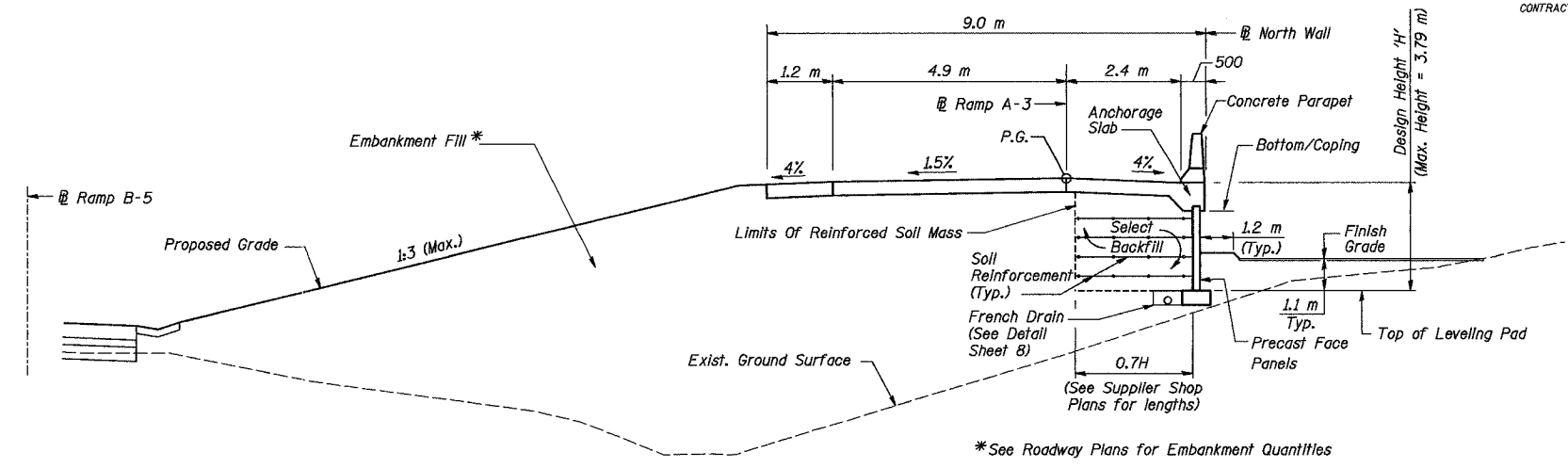
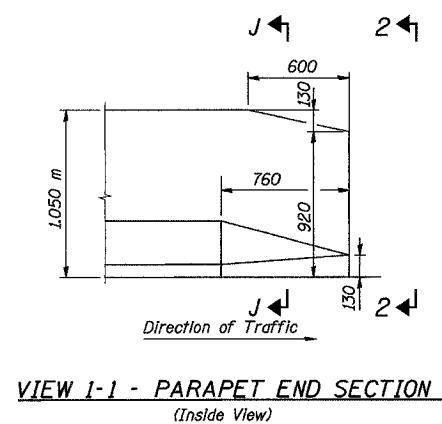
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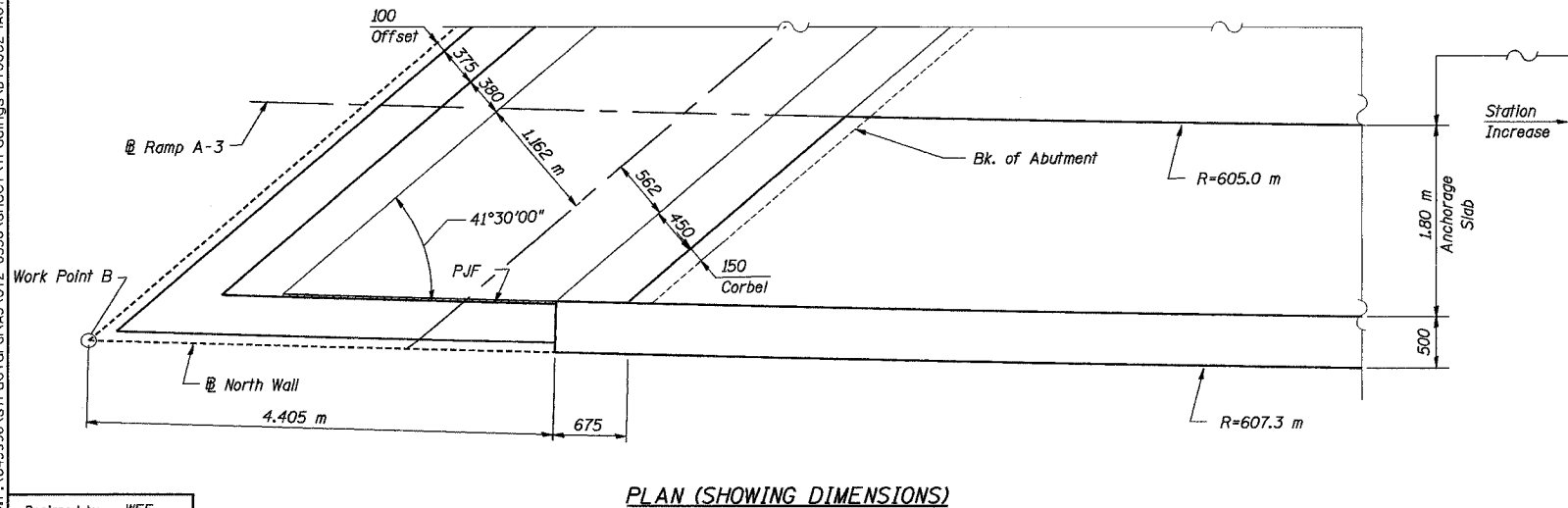
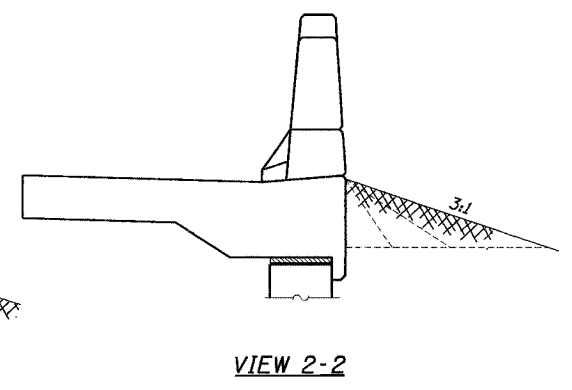
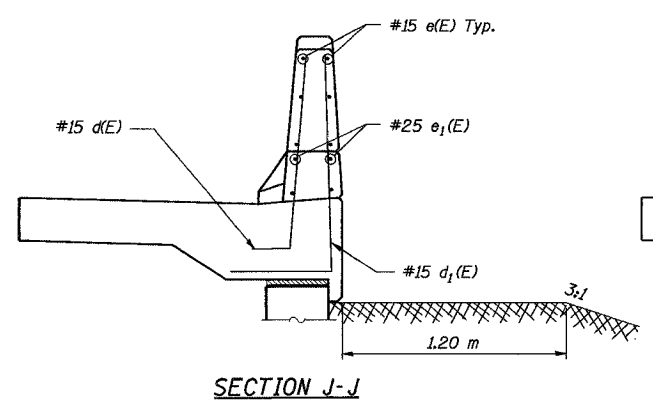
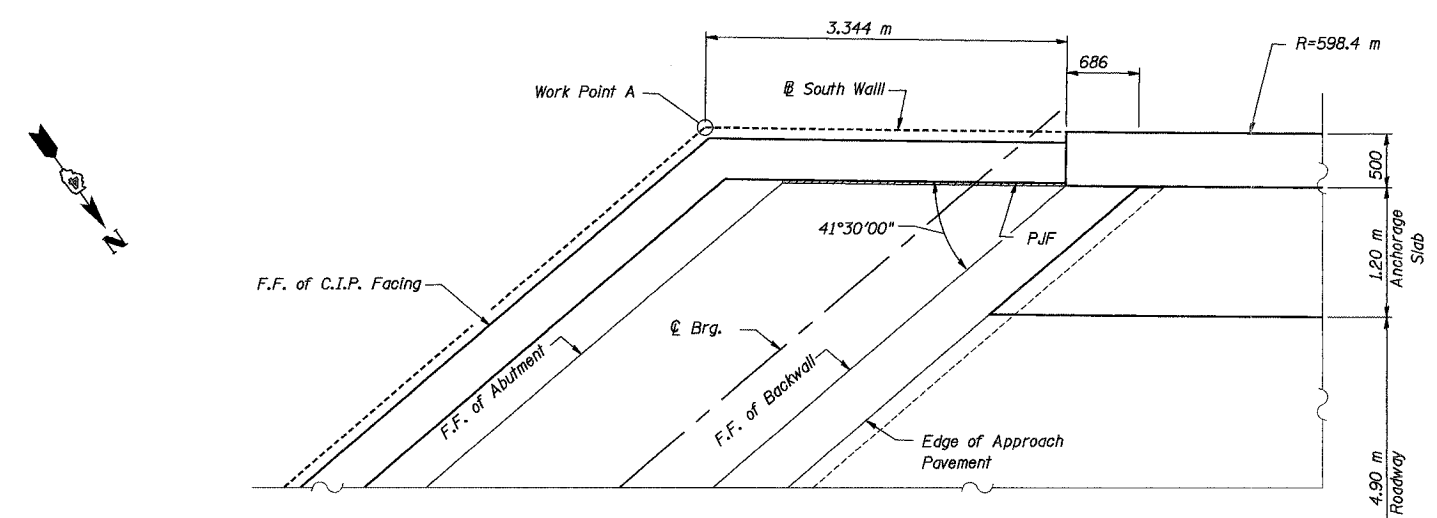
Note: All dimensions are in millimeters (mm) except as noted.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	585	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200



TYPICAL SECTION STA. 10+628.169 TO STA. 10+673.439
(Looking West)



PLAN (SHOWING DIMENSIONS)

Designed by: WEE
Checked by: AK/CTJ
Drafted by: RKS
Checked by: AK/CTJ

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
TYPICAL SECTIONS AND DETAILS II		
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 9	SCALE N.T.S.	DATE 6-25-04
		SHEET NO. 9

Date: 11/22/2004 Time: 11:58:59 AM File: P:\643996\Structure\A3\072-8556\sheet\Tracings\DT0002-1A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u , kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

γ_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	586	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3S-2	STATION: 10436					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt					
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers			SURF ELEV: 190.66					
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q_u kPa	STRAIN %	WATER CONTENT %
125mm Root Zone Material: Black Silty Loam A-4; Organic matter noted	190.53		0.00-0.30	Auger 4				
			0.30-0.76	356	7-8	297	15	22
Very Stiff to Stiff Br Loam A-4			1.07-1.52	457	6-8	153	15	17
	188.22		1.83-2.29	457	5	124	15	15
Very Stiff Br Clay Loam A-4	187.46		2.59-3.05	457	8-15	345	15	14
Dense Br Sand A-1-b	186.70		3.35-3.81	381	12-18			17
Dense Br Sand A-1-a	185.93		4.11-4.57	406	18-30			13
Medium Dense Br Sand A-1-b	185.17	5	4.88-5.33	457	12-13			12
			5.64-6.10	457	10-15	393	15	12
			6.40-6.86	457	12-14	306	15	10
			7.16-7.62	457	11-16	335	15	11
Hard to Very Stiff Br Loam A-4			7.92-8.38	457	9-12	239	15	12
			8.69-9.14	457	9-14	220	15	12
			9.45-9.91	457	13-16	306	15	11
			10.21-10.67	457	11-14	259	15	12
	179.84		10.97-11.43	457	10-13	172	15	13
Stiff to Very Stiff Br Loam A-4			11.73-12.19	457	11-12	201	15	13
REMARKS				*Denotes Calibrated Penetrometer Estimate				
WATER 5.3m ELEV. 185.32 DURING DRILLING				CORE SIZE mm DATE: Mar 13, 00				
WATER m ELEV. AT COMPLETION				CASING LENGTH m DRILLER: Fehi				
WATER 13.1m ELEV. 177.55 AFTER 1/4 HRS.				CASING DIAMETER mm INSPECTOR: Shock				

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3S-2	STATION: 10436					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt					
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers			SURF ELEV: 190.66					
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q_u kPa	STRAIN %	WATER CONTENT %
Stiff to Very Stiff Br Loam A-4			12.50-12.95	457	4	239	15	13
			13.26-13.72	457	8-10	201	15	13
Stiff Br Loam A-4	178.79		14.02-14.48	457	4	172	15	13
			14.78-15.24	457	4	172	15	13
Boring terminated at 15.2m								
REMARKS				*Denotes Calibrated Penetrometer Estimate				
WATER 5.3m ELEV. 185.32 DURING DRILLING				CORE SIZE mm DATE: Mar 13, 00				
WATER m ELEV. AT COMPLETION				CASING LENGTH m DRILLER: Fehi				
WATER 13.1m ELEV. 177.55 AFTER 1/4 HRS.				CASING DIAMETER mm INSPECTOR: Shock				

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3S-3	STATION: 10460					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt					
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers			SURF ELEV: 190.57					
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q_u kPa	STRAIN %	WATER CONTENT %
			0.00-0.30	Auger 3				
			0.30-0.76	457	5-6	345	15	16
Very Stiff to Hard Br Loam A-4			1.07-1.52	457	3	345	15	15
			1.83-2.29	457	4	239	15	17
	187.21		2.59-3.05	457	4	393	15	13
Medium Dense Br Sand A-1-b	186.79		3.35-3.81	457	8			20
			4.11-4.57	457	6	43		14
Hard to Very Stiff Br to Gr Silty Clay Loam A-4		5	4.88-5.33	457	3	201	15	13
			5.64-6.10	457	5	335	15	13
	184.32		6.40-6.86	457	3	96	15	14
Stiff Gr Sandy Loam A-4			7.16-7.62	457	2	96	15	10
			7.92-8.38	457	5	134	15	12
	181.73		8.69-9.14	406	6	172	15	12
Medium Dense Gr Sand A-1-b	181.58		9.45-9.91	152	5			17
Stiff Gr Silty Clay Loam A-4	180.81		10.21-10.67	432	5	259	15	14
Medium Dense Gr Silty Loam A-4	180.14	10	10.97-11.43	457	6	297	15	15
Very Stiff to Hard Gr Loam A-4			11.73-12.19	457	7	239	15	13
REMARKS				CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate				
WATER 3.7m ELEV. 186.91 DURING DRILLING				CORE SIZE mm DATE: Mar 10, 00				
WATER m ELEV. AT COMPLETION				CASING LENGTH m DRILLER: Winslow				
WATER 6.1m ELEV. 184.47 AFTER 1/2 HRS.				CASING DIAMETER mm INSPECTOR: Reed				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS I

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 10	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 10
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Date: 11/22/2004

Filename: P:\649996\struc\tr\al\A3\072-8556\sheet\Tr\ac\Ings\BLO001-A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u , kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

γ_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	587	1360
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	

CONTRACT NO. 68200

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-3	STATION: 10460					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt					
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 190.57						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q_u MPa	STRAIN %	WATER CONTENT %
Very Stiff to Hard Gr Loam A-4	175.18	15	12.50-12.95	457	7	192*		12
			13.26-13.72	457	6	239	15	12
			14.02-14.48	457	7	287	15	12
			14.78-15.24	457	7	412	15	12
Very Stiff Gr Loam A-4	169.23	20	15.54-16.00	457	3	278	15	24
			16.31-16.76	457	5	278	15	13
			17.07-17.53	457	5	259	15	12
			17.83-18.29	457	5	259	15	13
			18.59-19.05	457	8	335	15	12
			19.35-19.81	457	6	239	15	13
			20.12-20.57	457	7	201	15	13
			20.88-21.34	457	5	239	15	11
Boring terminated at 21.3m								
REMARKS: CME Automatic Hammer Used. #Denotes Calibrated Penetrometer Estimate								
WATER 3.7m ELEV. 186.91 DURING DRILLING CORE SIZE mm DATE: Mar 10, 00								
WATER m ELEV. AT COMPLETION CASING LENGTH m DRILLER: Winslow								
WATER 6.1m ELEV. 184.47 AFTER 1/2 HRS. CASING DIAMETER mm INSPECTOR: Reed								

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-4	STATION: 10485					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt					
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers		SURF ELEV: 190.40						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q_u MPa	STRAIN %	WATER CONTENT %
Very Stiff to Hard Br & Gr Loam A-4(7)	188.72	5	0.00-0.30	Auger				
			0.30-0.76	457	5	354	15	17
			1.07-1.52	279	9	434*	24	
Stiff to Very Stiff Br Clay Loam A-4	186.44	5	1.83-2.29	457	5	153	15	25
			2.59-3.05	457	3	115	15	16
			3.35-3.81	305	3	211	15	15
			4.11-4.57	457	8	460	15	13
Hard to Very Stiff Br Loam A-4	167.54	10	4.88-5.33	457	5	259	15	13
			5.64-6.10	457	4	297	15	13
			6.40-6.86	457	3	239	15	12
			7.16-7.62	457	3	220	15	12
			7.92-8.38	457	8	239	15	12
			8.69-9.14	457	6	259	15	12
			9.45-9.91	457	4	211	15	12
			10.21-10.67	457	5	249	15	13
10.97-11.43	457	8	259	15	13			
11.73-12.19	457	4	259	15	12			
REMARKS: #Denotes Calibrated Penetrometer Estimate								
WATER 9.1m ELEV. 181.25 DURING DRILLING CORE SIZE mm DATE: Mar 10, 00								
WATER m ELEV. AT COMPLETION CASING LENGTH m DRILLER: Fahl								
WATER Cased at 6.7m ELEV. 183.69 AFTER 1/4 HRS. CASING DIAMETER mm INSPECTOR: Shock								

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-4	STATION: 10485					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt					
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers		SURF ELEV: 190.40						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q_u MPa	STRAIN %	WATER CONTENT %
Hard to Very Stiff Br Loam A-4	176.53	15	12.50-12.95	457	6	259	15	13
			13.26-13.72	457	6	201	15	13
			14.02-14.48	457	4	172	15	13
			14.78-15.24	457	6	268	15	13
Stiff to Very Stiff Br Silty Clay Loam A-4	168.91	20	15.54-16.00	457	7	192	15	13
			16.31-16.76	457	6	192	15	13
			17.07-17.53	457	5	220	15	12
			17.83-18.29	457	7	239	15	12
			18.59-19.05	457	9	259	15	12
			19.35-19.81	457	10	278	15	12
			20.12-20.57	457	7	297	15	12
			20.88-21.34	457	6	278	15	14
Hard Br Loam A-4	167.54	15	21.64-22.10	457	10	393	15	13
22.40-22.86			457	7	393	15	12	
Boring terminated at 22.9m								
REMARKS: #Denotes Calibrated Penetrometer Estimate								
WATER 9.1m ELEV. 181.25 DURING DRILLING CORE SIZE mm DATE: Mar 10, 00								
WATER m ELEV. AT COMPLETION CASING LENGTH m DRILLER: Fahl								
WATER Cased at 6.7m ELEV. 183.69 AFTER 1/4 HRS. CASING DIAMETER mm INSPECTOR: Shock								

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS II

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 11	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 11
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Time: 11:59:48 AM

Date: 11/22/2004

Filename: P:\649996\structure\A3\072-8556\sheet\Tracings\BLOD02-IA0728556.dgn

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	588	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

- | | | | |
|----------------------------|--|-----------------------|---|
| A-1 to A-7 (and subgroups) | Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification. | Penetrometer Estimate | An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device. |
| BLOWS/150mm | Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification. | 50 mm ST | 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification. |
| q _u , kPa | Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification. | Y _d | Dry unit weight of soil specimen in kilograms per cubic meter. |
| STRAIN, % | Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification). | REC. | Length of sample recovered in millimeters. |
| WATER CONTENT, % | Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification. | | |

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3S-5	STATION: 10+508					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt					
LOCATION: Retaining Wall Ramp A-3 SN 072-8556		BORING RIG & METHOD: CME-75 w/Hollow Stem Augers	SURF ELEV: 190.10					
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
			0.00-0.30		Auger			
Very Stiff to Stiff Br to Gr Clay Loam A-6			0.30-0.76	457	7-7	220	15	17
			1.07-1.52	457	7-8	124	15	28
			1.83-2.29	457	4-6	134	15	22
Very Stiff Br Loam A-4	187.66		2.59-3.05	457	5-8	297	15	14
			3.35-3.81	457	8-12	297	15	12
			4.11-4.57	457	9-12	278	15	13
Medium Dense Br Sand A-2-4			4.88-5.33	457	8-9	306	15	13
	183.85		5.64-6.10	457	6-9	230	15	14
	183.09		6.40-6.86	381	13-14			16
Dense Br Sand A-1-b			7.16-7.62	356	20-34			10
Very Stiff to Hard Br Silty Clay Loam A-4	182.02		7.92-8.38	406	11-17	259	15	12
	180.80		8.69-9.14	457	17-24	555	15	12
Very Stiff Br Silty Clay Loam A-4			9.45-9.91	457	14-18	297	15	12
			10.21-10.67	457	9-14	259	15	13
			10.97-11.43	457	9-14	306	15	12
			11.73-12.19	457	9-12	278	15	12
REMARKS				*Denotes Calibrated Penetrometer Estimate				
WATER	6.4m ELEV.	183.70 DURING DRILLING	CORE SIZE	mm	DATE:	Mar 10, 00		
WATER	m ELEV.	AT COMPLETION	CASING LENGTH	m	DRILLER:	Fehl		
WATER	8.5m ELEV.	181.56 AFTER 1/4 HRS.	CASING DIAMETER	mm	INSPECTOR:	Reed		

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3S-5	STATION: 10+508					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt					
LOCATION: Retaining Wall Ramp A-3 SN 072-8556		BORING RIG & METHOD: CME-75 w/Hollow Stem Augers	SURF ELEV: 190.10					
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Very Stiff Br Silty Clay Loam A-4			12.50-12.95	457	5 10-14	220	15	12
			13.26-13.72	178	8 10-17	201	15	15
			14.02-14.48	457	5 9-13	201	15	12
Stiff Br Loam A-4	174.21		14.78-15.24	457	4 9-11	220	15	12
			15.54-16.00	457	6 8-12	144	15	13
			16.31-16.76	305	7 8-14	153	15	13
Boring terminated at 16.8m								
REMARKS				*Denotes Calibrated Penetrometer Estimate				
WATER	6.4m ELEV.	183.70 DURING DRILLING	CORE SIZE	mm	DATE:	Mar 10, 00		
WATER	m ELEV.	AT COMPLETION	CASING LENGTH	m	DRILLER:	Fehl		
WATER	8.5m ELEV.	181.56 AFTER 1/4 HRS.	CASING DIAMETER	mm	INSPECTOR:	Reed		

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3S-9	STATION: 10+567					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 18.3m Lt					
LOCATION: Retaining Wall Ramp A-3 SN 072-8556		BORING RIG & METHOD: CME-55 w/Hollow Stem Augers	SURF ELEV: 193.43					
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
150mm Bituminous Concrete	193.28		0.00-0.30		Auger			
Very Stiff to Stiff Br Silty Clay Loam A-4			0.30-0.76	203	2 1-5	335		12
			1.07-1.52	457	3 5-9	278	15	15
			1.83-2.29	381	4 6-8	153	15	14
Hard to Very Stiff Br Silty Clay Loam A-4	190.78		2.59-3.05	432	6 8-7	383	15	14
			3.35-3.81	457	4 7-10	201	15	14
Stiff to Very Stiff Br to Gr Clay Loam A-6			4.11-4.57	457	5 6-7	172	15	15
			4.88-5.33	457	5 6-6	259	15	21
Stiff to Very Stiff Br & Gr to Gr Loam A-4	187.70		5.64-6.10	406	3 4-6	163	15	15
			6.40-6.86	457	5 10-11	316	15	12
Stiff to Very Stiff Br Clay A-6	185.66		7.16-7.62	457	7 10-13	278	15	15
			7.92-8.38	432	3 5-7	134	15	26
Stiff Br Loam A-4	184.59		8.69-9.14	457	3 4-7	96	15	13
	183.98		9.45-9.91	406	4 6-7			10
Medium Dense Gr Sandy Loam A-2-4			10.21-10.67	330	4 7-11			15
	182.61		10.97-11.43	457	7 11-10			16
Medium Dense Br Sand A-1-b			11.73-12.19	457	8 9-13	172	15	12
	181.51		12.50-12.95	457	6 8-12	278	15	12
REMARKS				CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate				
WATER	11.0m ELEV.	182.45 DURING DRILLING	CORE SIZE	mm	DATE:	Apr 10, 00		
WATER	m ELEV.	AT COMPLETION	CASING LENGTH	m	DRILLER:	Dison		
WATER	10.1m ELEV.	183.37 AFTER 1/2 HRS.	CASING DIAMETER	mm	INSPECTOR:	Reed		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS III

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 12	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 12
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Date: 11/22/2004 Time: 12:00:03 PM File name: P:\643996\str\loc\ur\al\A3\072-8556\sheet\1\Tracings\BLO0003-1A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

γ_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	589	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

RSV ENGINEERING, INC.		BORING LOG		SCHAUMBURG, ILLINOIS					
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-9	STATION: 10+567	PROJECT: Interstate Route 74 Improvements - Peoria, Illinois	LOCATION: Retaining Wall Ramp A-3 SN 072-8556				
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 193.43							
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %	
Stiff to Very Stiff Gr Loam A-4	179.56		13.26-13.72	457	5	7-9	220	15	14
			14.02-14.48	457	3	7-9	144	15	14
Stiff to Very Stiff Gr Clay Loam A-4	177.27	15	14.78-15.24	457	5	7-10	239	15	13
			15.54-16.00	457	4	8-11	230	15	13
Stiff to Very Stiff Gr Clay Loam A-4	174.99		16.31-16.76	457	5	6-8	134	15	14
			17.07-17.53	457	6	10-13	220	15	13
			17.83-18.29	457	7	10-13	239	15	13
Stiff to Very Stiff Gr Loam A-4	173.46	20	18.59-19.05	203	9	12-17	182	15	15
			19.35-19.81	457	5	10-13	201	15	13
			20.12-20.57	457	8	10-13	182	15	13
Stiff to Very Stiff Gr Loam A-4	170.42		20.88-21.34	457	7	11-14	239	15	12
			21.64-22.10	457	8	8-13	201	15	13
			22.40-22.86	457	8	8-12	259	15	12
Hard to Very Stiff Gr Silty Clay Loam A-4; Cobbles noted	168.89		23.16-23.62	457	9	15-18	508	15	11
			23.93-24.38	457	6	10-14	316	15	11
Hard Gr Loam A-4	168.28	25	24.69-25.15	457	12	14-20	412	15	11
Boring terminated at 25.2m									
REMARKS: CME Automatic Hammer Used.						*Denotes Calibrated Penetrometer Estimate			
WATER	11.0m ELEV.	182.45 DURING DRILLING	∅ CORE SIZE	mm	DATE:	Apr 10, 00			
WATER	m ELEV.	AT COMPLETION	∅ CASING LENGTH	m	DRILLER:	Dison			
WATER	10.1m ELEV.	183.37 AFTER 1/2 HRS.	∅ CASING DIAMETER	mm	INSPECTOR:	Reed			

RSV ENGINEERING, INC.		BORING LOG		SCHAUMBURG, ILLINOIS					
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-10	STATION: 10+584	PROJECT: Interstate Route 74 Improvements - Peoria, Illinois	LOCATION: Retaining Wall Ramp A-3 SN 072-8556				
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers		SURF ELEV: 193.05							
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %	
125mm Root Zone Material: Br Loam A-4	192.92		0.00-0.30	Auger				23	
			0.30-0.76	330	3	4-4	278	12	
Very Stiff to Stiff Br to Gr Clay Loam A-6	190.61		1.07-1.52	381	3	3-3	115	15	17
			1.83-2.29	432	4	4-5	153	15	19
Very Stiff Br to Br & Gr Silty Clay Loam A-4	188.32		2.59-3.05	330	3	4-7	220	15	14
			3.35-3.81	432	6	6-7	268	15	13
			4.11-4.57	457	4	6-8	278	15	21
Medium Stiff to Stiff Br & Gr Loam A-4	186.80	5	4.88-5.33	432	3	5-5	77	15	15
			5.64-6.10	457	2	3-7	163	13	
Hard Br & Gr Clay Loam A-6	185.28		6.40-6.86	457	7	10-11	412	15	16
Medium Dense Gr Sandy Loam A-2-4	183.51		7.16-7.62	457	5	6-7		18	
Hard Gr Loam A-4	181.74		7.92-8.38	457	7	8-18	450	15	12
50mm Sand seam noted at 9.0m			8.69-9.14	457	16	10-13	335	12	
Dense to Medium Dense Br Sandy Loam A-2-4		10	9.45-9.91	457	19	21-21		8	
			10.21-10.67	457	21	27-20		15	
Very Stiff Br to Gr Loam A-4			10.97-11.43	457	9	11-13		14	
			11.73-12.19	457	7	8-10	297	15	14
Boring terminated at 17.5m									
REMARKS:						*Denotes Calibrated Penetrometer Estimate			
WATER	10.8m ELEV.	182.23 DURING DRILLING	∅ CORE SIZE	mm	DATE:	Apr 6, 00			
WATER	m ELEV.	AT COMPLETION	∅ CASING LENGTH	m	DRILLER:	Fehl			
WATER	Caved at 4.3m ELEV.	188.75 AFTER 1/4 HRS.	∅ CASING DIAMETER	mm	INSPECTOR:	Shock			

RSV ENGINEERING, INC.		BORING LOG		SCHAUMBURG, ILLINOIS					
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-10	STATION: 10+584	PROJECT: Interstate Route 74 Improvements - Peoria, Illinois	LOCATION: Retaining Wall Ramp A-3 SN 072-8556				
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers		SURF ELEV: 193.05							
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %	
			12.50-12.95	457	6	8-11	306	15	13
			13.26-13.72	457	8	9-12	259	15	13
			14.02-14.48	457	7	7-9	306	15	15
Very Stiff Br to Gr Loam A-4	175.52	15	14.78-15.24	457	5	8-10	287	15	12
			15.54-16.00	457	5	7-12	192	15	15
			16.31-16.76	457	3	6-11	220	15	14
			17.07-17.53	457	5	9-14	278	15	12
Boring terminated at 17.5m									
REMARKS:						*Denotes Calibrated Penetrometer Estimate			
WATER	10.8m ELEV.	182.23 DURING DRILLING	∅ CORE SIZE	mm	DATE:	Apr 6, 00			
WATER	m ELEV.	AT COMPLETION	∅ CASING LENGTH	m	DRILLER:	Fehl			
WATER	Caved at 4.3m ELEV.	188.75 AFTER 1/4 HRS.	∅ CASING DIAMETER	mm	INSPECTOR:	Shock			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS IV

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 13	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 13
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Time: 12:00:19 PM

Date: 11/22/2004

Filename: P:\643996\Structure\A3\072-8556\sheet\Tracings\ILD004-1A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

γ_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	590	1360
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	

CONTRACT NO. 68200

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-11	STATION: 104597
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 193.47	
SOIL DESCRIPTION	ELEV.	DEPTH	REMARKS
75mm Root Zone Material: Black Silty Loam A-4; Organic matter noted	193.38	0.00-0.30	Auger 5
		0.30-0.76	330 5-8 383*
		1.07-1.52	432 5-8 335*
		1.83-2.29	457 5-8 43*
Hard to Very Stiff Br to Gr Clay Loam A-6(8)		2.59-3.05	432 5-7 239 15 17
		3.35-3.81	457 5-9 335 15 16
		4.11-4.57	432 5-9 239 15 16
	187.98	4.88-5.33	102 5-6 192*
Medium Dense Gr Silt A-4		5.64-6.10	203 6-8 13
	186.82	6.40-6.86	381 5-7 239*
Very Stiff to Hard Gr Loam A-4		7.16-7.62	457 7-13 412 15 13
	184.93	7.92-8.38	457 10-15 460 15 13
Very Stiff Gr Loam A-4		8.69-9.14	457 13-17 316 15 12
	183.93	9.45-9.91	457 20-22 12
Dense Br Sand A-1-b		10.21-10.67	457 18 23-19 11
	182.49	10.97-11.43	457 16 15-16 11
Dense to Medium Dense Br Sand A-1-a		11.73-12.19	457 6 11-9 15
REMARKS: *Denotes Calibrated Penetrometer Estimate			
WATER 10.1m ELEV. 183.41 DURING DRILLING CORE SIZE mm DATE: Apr 5, 00			
WATER m ELEV. AT COMPLETION CASING LENGTH m DRILLER: Fehli			
WATER Drym ELEV. AFTER 1/4 HRS. CASING DIAMETER mm INSPECTOR: Shock			

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-11	STATION: 104597
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 7.0m Lt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 193.47	
SOIL DESCRIPTION	ELEV.	DEPTH	REMARKS
		12.50-12.95	457 7 10-15 259 15 13
		13.26-13.72	457 5 8-13 96 15 13
Very Stiff to Stiff Gr Loam A-4		14.02-14.48	457 5 6-8 144 15 14
		14.78-15.24	457 5 5-7 144 15 14
	177.31	15.54-16.00	457 4 7-8 182 15 13
Very Stiff Gr Loam A-4		16.31-16.76	457 5 7-9 239 15 14
	175.94	17.07-17.53	457 6 7-10 230*
Boring terminated at 17.5m			
REMARKS: *Denotes Calibrated Penetrometer Estimate			
WATER 10.1m ELEV. 183.41 DURING DRILLING CORE SIZE mm DATE: Apr 5, 00			
WATER m ELEV. AT COMPLETION CASING LENGTH m DRILLER: Fehli			
WATER Drym ELEV. AFTER 1/4 HRS. CASING DIAMETER mm INSPECTOR: Shock			

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-12	STATION: 104617
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8556	OFFSET: 1.7m Lt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 189.97	
SOIL DESCRIPTION	ELEV.	DEPTH	REMARKS
300mm P.C. Concrete	189.56	0.00-0.30	Auger 2
		0.30-0.76	305 4-5 393 15 13
Hard to Very Stiff Gr to Br Clay Loam A-6		1.07-1.52	356 2 5-7 201 15 16
		1.83-2.29	457 3 4-6 201 15 19
	187.53	2.59-3.05	330 2 4-6 393 15 15
		3.35-3.81	457 5 11-15 440 15 13
Hard to Very Stiff Br to Gr Loam A-4		4.11-4.57	457 5 11-15 412 15 14
		4.88-5.33	457 6 9-11 259 15 14
	183.72	5.64-6.10	457 4 7-16 220 15 13
Dense Br Silt A-4		6.40-6.86	457 9 25-31 6
		7.16-7.62	406 11 23-26 13
Dense Br Sand A-1-b		7.92-8.38	381 13 19-26 12
	180.92	8.69-9.14	457 18 15-9 335*
Very Stiff Gr Sandy Loam A-4		9.45-9.91	457 2 5-9 239 15 10
	180.28	10.21-10.67	457 7 11-13 287 15 14
Very Stiff to Stiff Gr Loam A-4		10.97-11.43	457 6 9-11 201 15 14
	177.78	11.73-12.19	457 3 6-9 172 15 14
Boring terminated at 12.2m			
REMARKS: CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate			
WATER 7.0m ELEV. 182.96 DURING DRILLING CORE SIZE mm DATE: Apr 6, 00			
WATER m ELEV. AT COMPLETION CASING LENGTH m DRILLER: Winslow			
WATER 9.1m ELEV. 180.82 AFTER 1/4 HRS. CASING DIAMETER mm INSPECTOR: Reed			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS V

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 14	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 14
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Time: 12:00:37 PM

Date: 11/22/2004

Filename: P:\643996\Structure\A3\072-8556\sheet\Tracings\BLO005\sheet\A3\072-8556.dgn

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	591	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

- | | | | |
|-------------------------------|--|-----------------------|---|
| A-1 to A-7
(and subgroups) | Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification. | Penetrometer Estimate | An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device. |
| BLOWS/150mm | Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification. | 50 mm ST | 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification. |
| q _u , kPa | Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification. | γ _d | Dry unit weight of soil specimen in kilograms per cubic meter. |
| STRAIN, % | Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification). | REC. | Length of sample recovered in millimeters. |
| WATER CONTENT, % | Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification. | | |

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-13	STATION: 104628					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		OFFSET: 5.3m Lt						
LOCATION: Retaining Wall Ramp A-3 SN 072-8556		SURF ELEV: 190.84						
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers								
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
300mm P.C. Concrete	190.53		0.00-0.30	Auger 4				
FILL: Gr Clay Loam A-6	189.92		0.30-0.76	330	5-5	412	15	14
FILL: Gr to Black Silty Clay A-7-6; roots and wood fragments noted	188.40		1.07-1.52	406	4-4	115	15	26
			1.83-2.29	305	6-6	96		40
Stiff Gr to Br Clay Loam A-6	186.88		2.59-3.05	381	5-6	172	15	21
			3.35-3.81	406	4-7	172	15	19
Hard to Very Stiff Br to Gr Loam A-4	183.52	5	4.11-4.57	457	6-11	431	15	14
			4.88-5.33	457	8-11	239	15	13
			5.64-6.10	457	5-8	220	15	13
			6.40-6.86	457	8-10	201	15	18
Dense to Very Dense Br Sand A-1-b	182.30		7.16-7.62	457	23-23	239	15	14
			7.92-8.38	457	22-34			11
Dense Br Sand A-1-b	180.50	10	8.69-9.14	457	16-18			29
			9.45-9.91	457	19-24			11
Hard to Very Stiff Gr Loam A-4	179.26		10.21-10.67	457	7-11	460	15	13
			10.97-11.43	457	8-12	316	15	14
Stiff Gr Loam A-4			11.73-12.19	457	6-9	163	15	14
REMARKS: CME Automatic Hammer Used.				#Denotes Calibrated Penetrometer Estimate				
WATER	7.6m ELEV. 183.22	DURING DRILLING	∅ CORE SIZE	mm	DATE:	Apr 6, 00		
WATER	m ELEV.	AT COMPLETION	∅ CASING LENGTH	m	DRILLER:	Winslow		
WATER	7.9m ELEV. 182.91	AFTER 1/4 HRS.	∅ CASING DIAMETER	mm	INSPECTOR:	Reed		

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA35-13	STATION: 104628					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		OFFSET: 5.3m Lt						
LOCATION: Retaining Wall Ramp A-3 SN 072-8556		SURF ELEV: 190.84						
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers								
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Stiff Gr Loam A-4	177.88		12.50-12.95	457	6	134	15	14
Boring terminated at 13.0m								
REMARKS: CME Automatic Hammer Used.				#Denotes Calibrated Penetrometer Estimate				
WATER	7.6m ELEV. 183.22	DURING DRILLING	∅ CORE SIZE	mm	DATE:	Apr 6, 00		
WATER	m ELEV.	AT COMPLETION	∅ CASING LENGTH	m	DRILLER:	Winslow		
WATER	7.9m ELEV. 182.91	AFTER 1/4 HRS.	∅ CASING DIAMETER	mm	INSPECTOR:	Reed		

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS VI			
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 15	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 15

Time: 12:00:55 PM

Date: 11/22/2004

Filename: P:\643996\structure\A3\072-8556\sheet\Tracings\BLO006-1A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

γ_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	592	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-1	STATION: 10+438
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 4.0m Rt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 191.31	
SOIL DESCRIPTION	ELEV.	DEPTH	REMARKS
Very Stiff Br Clay Loam A-4		0.00-0.30	Auger 2
		0.30-0.76	2-2 192*
	189.42	1.07-1.52	3 196 15 23
Very Stiff Br Clay Loam A-4		1.83-2.29	3 322 15 16
Loose Br Sand A-1-b	188.41	2.59-3.05	3 457 5-4 22
Hard Br Silty Clay Loam A-4	188.11	3.35-3.81	5 457 8-12 15 13
Dense Br Sandy Loam A-2-4	187.19	4.11-4.57	8 457 15-22 18
	186.58	4.88-5.33	3 457 5-7 294 15 15
		5.64-6.10	2 457 5-6 294 15 14
		6.40-6.86	4 305 6-8 220 15 12
		7.16-7.62	6 457 7-9 294 15 12
Very Stiff to Hard Gr Loam A-4		7.92-8.38	4 457 7-9 294 15 13
		8.69-9.14	3 457 5-8 306 15 12
		9.45-9.91	3 457 6-9 334 15 12
		10.21-10.67	4 457 7-11 393 15 12
		10.97-11.43	6 457 10-10 508 15 11
Very Stiff Gr Loam A-4	179.27	11.73-12.19	5 457 8-9 450 15 11
REMARKS CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate			
WATER	16.8m ELEV. 174.54 DURING DRILLING	□ CORE SIZE	mm DATE: Mar 14, 00
WATER	m ELEV. AT COMPLETION	▽ CASING LENGTH	m DRILLER: Winslow
WATER	14.8m ELEV. 176.46 AFTER 1/4 HRS.	▽ CASING DIAMETER	mm INSPECTOR: Hjord

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-1	STATION: 10+438
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 4.0m Rt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 191.31	
SOIL DESCRIPTION	ELEV.	DEPTH	REMARKS
		12.50-12.95	4 457 8-10 236 15 13
		13.26-13.72	3 457 6-8 283 15 12
		14.02-14.48	5 305 9-10 267 15 19
Very Stiff Gr Loam A-4		14.78-15.24	2 457 5-8 196 15 13
		15.54-16.00	4 457 6-8 243 15 12
		16.31-16.76	5 457 8-8 196 15 13
		17.07-17.53	4 305 8-11 196 15 13
		17.83-18.29	3 457 5-9 236 15 13
		18.59-19.05	3 457 7-9 220 15 13
Boring terminated at 19.1m			
REMARKS CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate			
WATER	16.8m ELEV. 174.54 DURING DRILLING	□ CORE SIZE	mm DATE: Mar 14, 00
WATER	m ELEV. AT COMPLETION	▽ CASING LENGTH	m DRILLER: Winslow
WATER	14.8m ELEV. 176.46 AFTER 1/4 HRS.	▽ CASING DIAMETER	mm INSPECTOR: Hjord

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-2	STATION: 10+456
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 4.0m Rt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 190.86	
SOIL DESCRIPTION	ELEV.	DEPTH	REMARKS
Root Zone Material: Black Silty Loam A-4; Organic matter noted	190.49	0.00-0.30	Auger 1 37
		0.30-0.76	2-4 1330 192*
		1.07-1.52	1 457 4-5 201 15 14
		1.83-2.29	3 457 6-6 345 15 14
		2.59-3.05	4 457 7-10 373 15 14
Very Stiff Br to Gr Loam A-4		3.35-3.81	4 457 6-10 335 15 12
		4.11-4.57	7 457 9-10 316 15 23
		4.88-5.33	7 457 9-10 259 15 18
		5.64-6.10	4 457 5-6 239 15 11
		6.40-6.86	5 457 7-8 192 15 13
	183.30	7.16-7.62	3 457 5-7 239 15 7
Medium Dense Gr Sand A-1-b		7.92-8.38	4 457 5-5 9
	182.08	8.69-9.14	4 457 5-9 278 15 13
Very Stiff Gr Loam A-4		9.45-9.91	5 457 10-12 192 15 17
	180.59	10.21-10.67	3 457 3-4 15
Loose to Medium Dense Gr Sand A-2-4		10.97-11.43	9 457 9-7 12
		11.73-12.19	3 457 7-9 13
REMARKS CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate			
WATER	10.1m ELEV. 180.74 DURING DRILLING	□ CORE SIZE	mm DATE: Mar 2, 00
WATER	m ELEV. AT COMPLETION	▽ CASING LENGTH	m DRILLER: Winslow
WATER	11.0m ELEV. 179.88 AFTER 1/4 HRS.	▽ CASING DIAMETER	mm INSPECTOR: Nelson

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS VII

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 16	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 16
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Time: 12:04:14 PM

Date: 11/22/2004

Filename: P:\643996\str\cstr\03\A3\072-8556\sheet\Tracings\BL0007-1A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

γ_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	593	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-2	STATION: 104478					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		OFFSET: 4.0m Rt						
LOCATION: Retaining Wall Ramp A-3 SN 072-8555		SURF ELEV: 190.86						
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers								
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Loose to Medium Dense Gr Sand A-2-4	177.45		12.50-12.95	406	4			12
			13.26-13.72	406	7-10	249	15	16
			14.02-14.48	457	7-10	335	15	13
		15	14.78-15.24	457	7-10	316	15	12
			15.54-16.00	457	8-11	354	15	12
			16.31-16.76	457	5-9	335	15	14
Very Stiff Gr Loom A-4			17.07-17.53	457	10-15	345	15	12
			17.83-18.29	457	7-10	287	15	14
			18.59-19.05	457	6-8	220	15	13
			19.35-19.81	406	10-11	192	15	16
		20	20.12-20.57	457	10-14	201	15	13
	169.52		20.88-21.34	457	10-11	345	15	13
Boring terminated at 21.4m								
REMARKS				*Denotes Calibrated Penetrometer Estimate				
CME Automatic Hammer Used.								
WATER	10.1m ELEV.	180.74 DURING DRILLING	□ CORE SIZE	mm	DATE:	Mar 2, 00		
WATER	m ELEV.	AT COMPLETION	▽ CASING LENGTH	m	DRILLER:	Winslow		
WATER	11.0m ELEV.	179.88 AFTER 1/4 HRS.	⊗ CASING DIAMETER	mm	INSPECTOR:	Nelson		

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-3	STATION: 104478					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		OFFSET: 4.0m Rt						
LOCATION: Retaining Wall Ramp A-3 SN 072-8555		SURF ELEV: 190.38						
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers								
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
FILL: Br Sand A-1-b	190.23		0.00-0.30	Auger				
Medium Dense Br Sand A-1-b	189.46		0.30-0.76	406	3			17
Stiff Br Loom A-4(7)	188.70		1.07-1.52	457	5-6	124	15	16
Medium Dense Br Sand A-1-b	187.94		1.83-2.29	457	5			24
			2.59-3.05	457	6-12	220	15	14
Very Stiff to Hard Br Loom A-4			3.35-3.81	457	13-16	373	15	12
			4.11-4.57	457	11-13	393	15	13
		5	4.88-5.33	457	7-9	211	15	14
Very Stiff to Stiff Br Loom A-4			5.64-6.10	457	3	134	15	14
Cobble noted at 6.7m			6.40-6.86	457	11-23	105	15	15
			7.16-7.62	229	13-12	124	15	13
			7.92-8.38	457	10-11	220	15	14
			8.69-9.14	457	8-11	287	15	13
Very Stiff to Stiff Br Silty Clay Loom A-4			9.45-9.91	457	8-12	201	15	13
		10	10.21-10.67	457	5	230	15	13
Cobble noted at 11.3			10.97-11.43	457	10-13	163	15	13
Very Stiff to Stiff Br Silty Clay Loom A-4	178.80		11.73-12.19	457	11-12	259	15	13
REMARKS								
*Denotes Calibrated Penetrometer Estimate								
WATER	6.7m ELEV.	183.67 DURING DRILLING	□ CORE SIZE	mm	DATE:	Mar 13, 00		
WATER	m ELEV.	AT COMPLETION	▽ CASING LENGTH	m	DRILLER:	Fehl		
WATER	12.2m ELEV.	178.19 AFTER 1/4 HRS.	⊗ CASING DIAMETER	mm	INSPECTOR:	Shock		

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-3	STATION: 104478					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		OFFSET: 4.0m Rt						
LOCATION: Retaining Wall Ramp A-3 SN 072-8555		SURF ELEV: 190.38						
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers								
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Very Stiff to Stiff Br Silty Clay Loom A-4	176.51		12.50-12.95	457	5	172	15	12
			13.26-13.72	457	5	172	15	12
			14.02-14.48	457	6	220	15	13
Very Stiff to Stiff Br Loom A-4		15	14.78-15.24	457	5	201	15	13
			15.54-16.00	457	7	182	15	13
	174.22		16.31-16.76	457	7	239	15	12
			17.07-17.53	457	4	192	15	13
			17.83-18.29	457	5	192	15	13
Very Stiff to Hard Br Silty Clay Loom A-4			18.59-19.05	457	6	211	15	13
			19.35-19.81	457	5	220	15	12
		20	20.12-20.57	457	10	316	15	11
			20.88-21.34	457	8	373	15	11
			21.64-22.10	457	17	651	15	10
	167.52		22.40-22.86	457	22	747	15	10
Boring terminated at 22.9m								
REMARKS				*Denotes Calibrated Penetrometer Estimate				
WATER	6.7m ELEV.	183.67 DURING DRILLING	□ CORE SIZE	mm	DATE:	Mar 13, 00		
WATER	m ELEV.	AT COMPLETION	▽ CASING LENGTH	m	DRILLER:	Fehl		
WATER	12.2m ELEV.	178.19 AFTER 1/4 HRS.	⊗ CASING DIAMETER	mm	INSPECTOR:	Shock		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS VIII

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 17	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 17
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Time: 12:05:34 PM

Date: 11/22/2004

Filename: P:\649986\structure\072-8555\sheet\1\borings\BLO008-1A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

Y_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	594	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-4	STATION: 104500
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 4.0m Rt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 189.97	
SOIL DESCRIPTION	ELEV.	DEPTH	REMARKS
Stiff Br Loam A-4(7)	189.05	0.00-0.30	Auger 3
		0.30-0.76	305 2-4 115 15 21
		1.07-1.52	406 5-7 287 15 15
Very Stiff Br to Gr Clay Loam A-4		1.83-2.29	305 5-8 354 15 14
		2.59-3.05	457 7-10 220 15 13
	186.01	3.35-3.81	457 6-9 201 15 13
Loose Gr Sand A-1-b	185.64	4.11-4.57	457 5-6 201 15 14
		4.88-5.33	330 3-6 220 15 14
Very Stiff Gr to Br Loam A-4		5.64-6.10	457 4-8 239 15 14
	182.96	6.40-6.86	457 16-18 335 15 13
Dense Br Sand A-1-b	182.01	7.16-7.62	457 8 18-24 12
		7.92-8.38	457 8-11 259 15 12
		8.69-9.14	457 7-9 153 15 14
Very Stiff to Stiff Gr Loam A-4		9.45-9.91	457 7-10 134 15 14
	178.84	10.21-10.67	457 8-11 163 15 13
		10.97-11.43	457 9-14 230 15 11
Very Stiff to Stiff Gr Silty Clay Loam A-4		11.73-12.19	457 6-9 182 15 13
REMARKS CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate			
WATER	4.1m ELEV. 185.85 DURING DRILLING	CORE SIZE	mm DATE: Mar 11, 00
WATER	m ELEV. AT COMPLETION	CASING LENGTH	m DRILLER: Winslow
WATER	5.0m ELEV. 185.00 AFTER 1/2 HRS.	CASING DIAMETER	mm INSPECTOR: Reed

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-4	STATION: 104500
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 4.0m Rt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 189.97	
SOIL DESCRIPTION	ELEV.	DEPTH	REMARKS
Very Stiff to Stiff Gr Silty Clay Loam A-4	176.86	12.50-12.95	457 4 8-9 172 15 13
		13.26-13.72	457 4 8-11 239 15 11
		14.02-14.48	457 6 9-13 239 15 12
		14.78-15.24	457 3 6-10 192 15 14
Very Stiff to Stiff Gr Loam A-4		15.54-16.00	457 3 7-9 239 15 13
		16.31-16.76	457 3 7-9 230 15 13
		17.07-17.53	457 4 7-8 201 15 13
		17.83-18.29	457 5 9-10 220 15 13
	170.77	18.59-19.05	457 5 7-8 153 15 3
		19.35-19.81	457 5 8-11 259 15 13
		20.12-20.57	457 5 9-13 297 15 13
Very Stiff Gr Clay Loam A-4		20.88-21.34	457 5 10-14 259 15 19
		21.64-22.10	457 7 9-15 201 15 12
	167.11	22.40-22.86	457 6 11-15 259 15 12
Boring terminated at 22.9m			
REMARKS CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate			
WATER	4.1m ELEV. 185.85 DURING DRILLING	CORE SIZE	mm DATE: Mar 11, 00
WATER	m ELEV. AT COMPLETION	CASING LENGTH	m DRILLER: Winslow
WATER	5.0m ELEV. 185.00 AFTER 1/2 HRS.	CASING DIAMETER	mm INSPECTOR: Reed

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-5	STATION: 104521
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 2.8m Lt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 188.59	
SOIL DESCRIPTION	ELEV.	DEPTH	REMARKS
FILL: Br Clay Loam A-6	187.49	0.00-0.30	Auger 1
		0.30-0.76	381 2-5 144# 13
Black Silty Loam A-4; Organic matter noted	187.09	1.07-1.52	406 3-4 96# 22
		1.83-2.29	457 4 7-9 402 15 13
Hard to Very Stiff Br Loam A-4		2.59-3.05	457 4 7-9 287 15 13
	185.06	3.35-3.81	457 5 12-15 17
Medium Dense Gr Sand A-1-b	184.17	4.11-4.57	457 5 13-15 239 15 15
Very Stiff Gr Clay Loam A-4	183.56	4.88-5.33	457 4 19-25 18
Dense Br Sand A-1-a		5.64-6.10	457 13 22-26 7
	182.13	6.40-6.86	457 5 13-21 11
Dense Br Sand A-1-b	181.46	7.16-7.62	457 9 12-14 565 15 13
Hard Gr Loam A-4		7.92-8.38	457 9 13-17 383 15 12
Boring terminated at 8.4m			
REMARKS CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate			
WATER	3.8m ELEV. 184.78 DURING DRILLING	CORE SIZE	mm DATE: Mar 10, 00
WATER	m ELEV. AT COMPLETION	CASING LENGTH	m DRILLER: Winslow
WATER	4.6m ELEV. 184.02 AFTER 1/4 HRS.	CASING DIAMETER	mm INSPECTOR: Nelson

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS IX

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 18	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 18
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Time: 12:04:51 PM

Date: 11/22/2004

Filename: P:\649996\structure\072-8556\sheet\TracIngs\BLD009-1A0728556.dgn

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	595	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups)	Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.	Penetrometer Estimate	An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.
BLOWS/150mm	Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.	50 mm ST	50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.
q _u , kPa	Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.	γ _d	Dry unit weight of soil specimen in kilograms per cubic meter.
STRAIN, %	Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).	REC.	Length of sample recovered in millimeters.
WATER CONTENT, %	Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.		

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-6	STATION: 10+535					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 2.0m Lt					
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 187.76						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
FILL: Br Clay Loam A-6			0.00-0.30		Auger 1			
			0.30-0.76	406	2-2	239*		18
	186.54		1.07-1.52	381	2-4	230	15	15
			1.83-2.29	457	10-12	335	15	13
Very Stiff Gr Clay Loam A-4(17)			2.59-3.05	457	7-11	326	15	13
			3.35-3.81	457	7-9	259	15	13
			4.11-4.57	457	5-7	287	15	14
Hard Br Silty Clay Loam A-4	182.58	5	4.88-5.33	457	18-18	536	15	12
Dense Br Sand A-1-a	182.09		5.64-6.10	457	16-26			9
			6.40-6.86	457	12-18	488	15	13
	180.96		7.16-7.62	457	14-19	488	15	7
			7.92-8.38	457	10-13	412	15	13
			8.69-9.14	457	10-14	383	15	13
Hard to Very Stiff Gr Clay Loam A-4		10	9.45-9.91	457	7-10	431	15	13
			10.21-10.67	457	6-11	393	15	12
			10.97-11.43	457	7-12	412	15	13
			11.73-12.19	457	7-9	259	15	13
REMARKS: CME Automatic Hammer Used.				*Denotes Calibrated Penetrometer Estimate				
WATER 3.1m ELEV. 184.62 DURING DRILLING				CORE SIZE mm DATE: Mar 10, 00				
WATER m ELEV. AT COMPLETION				CASING LENGTH m DRILLER: Winslow				
WATER 3.9m ELEV. 183.86 AFTER 1/4 HRS.				CASING DIAMETER mm INSPECTOR: Nelson				

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-6	STATION: 10+535					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 2.0m Lt					
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 187.76						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Hard to Very Stiff Gr Clay Loam A-4			12.50-12.95	457	5 7-10	259	15	14
			13.26-13.72	457	5 7-11	316	15	13
			14.02-14.48	457	4 7-10	326	15	14
Boring terminated at 14.5m								
REMARKS: CME Automatic Hammer Used.				*Denotes Calibrated Penetrometer Estimate				
WATER 3.1m ELEV. 184.62 DURING DRILLING				CORE SIZE mm DATE: Mar 10, 00				
WATER m ELEV. AT COMPLETION				CASING LENGTH m DRILLER: Winslow				
WATER 3.9m ELEV. 183.86 AFTER 1/4 HRS.				CASING DIAMETER mm INSPECTOR: Nelson				

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-7	STATION: 10+549					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 2.0m Rt					
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 185.86						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
			0.00-0.30		Auger 1			17
			0.30-0.76	305	2-2	192*		16
Very Stiff Br Clay Loam A-6			1.07-1.52	305	2-3	201	15	14
			1.83-2.29	406	1	201	15	17
Very Stiff to Hard Gr to Br Loam A-4	183.11		2.59-3.05	457	4-5	335	15	13
			3.35-3.81	457	9 12-14	431	15	12
Dense to Medium Dense Br Sand A-1-a	181.90		4.11-4.57	457	9 17-25			11
		5	4.88-5.33	457	10 14-18			10
			5.64-6.10	457	5 12-15	306	15	12
	179.94		6.40-6.86	457	4 7-10	287	15	12
			7.16-7.62	457	4 6-9	297	15	13
			7.92-8.38	457	5 6-10	297	15	15
Very Stiff Gr Clay Loam A-4			8.69-9.14	457	4 7-10	345	15	13
		10	9.45-9.91	457	5 10-11	335	15	12
			10.21-10.67	457	5 7-9	287	15	13
			10.97-11.43	457	4 7-10	239	15	13
			11.73-12.19	457	4 5-8	249	15	14
REMARKS: CME Automatic Hammer Used.				*Denotes Calibrated Penetrometer Estimate				
WATER 4.0m ELEV. 181.90 DURING DRILLING				CORE SIZE mm DATE: Mar 10, 00				
WATER m ELEV. AT COMPLETION				CASING LENGTH m DRILLER: Winslow				
WATER 3.0m ELEV. 182.87 AFTER 24 HRS.				CASING DIAMETER mm INSPECTOR: Nelson				

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS X			
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 19	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 19

Time: 12:02:11 PM

Date: 11/22/2004

Filename: P:\643996\str-loc\tr-act\tr-act\A3\072-8556\sheet\1\Tracings\BLO010-1A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 Engineering classifications of soil samples in accordance with AASHTO M 145 (and subgroups)

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u , kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

γ_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	576	1360
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	

CONTRACT NO. 68200

SOIL DESCRIPTION		ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q_u kPa	STRAIN %	WATER CONTENT %
Very Stiff Gr Clay Loam A-4				12.50-12.95	457	4	287	15	13
				13.26-13.72	457	4	287	15	13
				14.02-14.48	457	7-11	287	15	14
Boring terminated at 15.2m		170.62	15	14.78-15.24	457	7-10	287	15	14

REMARKS: CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate

WATER: 4.0m ELEV. 181.90 DURING DRILLING CORE SIZE mm DATE: Mar 10, 00
 WATER: m ELEV. AT COMPLETION CASING LENGTH m DRILLER: Winslow
 WATER: 3.0m ELEV. 182.87 AFTER 24 HRS. CASING DIAMETER mm INSPECTOR: Nelson

SOIL DESCRIPTION		ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q_u kPa	STRAIN %	WATER CONTENT %
75mm Root Zone Material: Black Silty Loam A-4: Organic matter noted		192.96		0.00-0.30	Auger				17
				0.30-0.76	356	9-12	43#*		10
Hard Br Silty Clay Loam A-4				1.07-1.52	356	7-11	43#*		10
				1.83-2.29	381	7	440	15	10
Medium Dense Gr Silt A-4		190.52		2.59-3.05	381	7-10			13
		189.31		3.35-3.81	406	6			20
Very Stiff to Stiff Br to Gr Clay Loam A-6			5	4.11-4.57	457	7-10	335#*		13
				4.88-5.33	381	5	326	15	13
				5.64-6.10	381	3	14#*		20
		186.26		6.40-6.86	76	4	96#*		23
Very Stiff to Hard Gr Loam A-4				7.16-7.62	457	7	316	15	12
		184.34		7.92-8.38	457	7	432	15	13
				8.69-9.14	457	14			10
				9.45-9.91	457	15			9
Very Dense to Dense Gr to Br Sand A-1-b			10	10.21-10.67	432	12			17
				10.97-11.43	432	11			15
Boring terminated at 12.2m		181.08		11.73-12.19	457	16-25			12

REMARKS: *Denotes Calibrated Penetrometer Estimate

WATER: 10.2m ELEV. 183.06 DURING DRILLING CORE SIZE mm DATE: Apr 5, 00
 WATER: m ELEV. AT COMPLETION CASING LENGTH m DRILLER: Fohl
 WATER: 10.7m ELEV. 182.60 AFTER 1/4 HRS. CASING DIAMETER mm INSPECTOR: Nelson

SOIL DESCRIPTION		ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q_u kPa	STRAIN %	WATER CONTENT %
Black Silty Loam A-4: Organic matter noted		194.85		0.00-0.30	Auger				
				0.30-0.76	356	6-9	144		20
Stiff to Very Stiff Br Silty Clay Loam A-4(8)				1.07-1.52	457	8-10	373	15	13
		193.08		1.83-2.29	457	5	431	15	13
Hard to Very Stiff Br Clay Loam A-6				2.59-3.05	457	4	632	15	18
				3.35-3.81	457	2	517	15	15
			5	4.11-4.57	457	3	220	15	16
		189.73		4.88-5.33	457	3	297	15	16
Hard to Very Stiff Br Loam A-4				5.64-6.10	356	3	412	15	13
				6.40-6.86	457	3	239	15	14
		187.29		7.16-7.62	406	3	192	15	20
				7.92-8.38	457	3	488	15	14
Hard Br to Gr Silty Clay Loam A-4				8.69-9.14	457	5	393	15	14
				9.45-9.91	457	3	297	15	12
			10	10.21-10.67	457	5	364	15	12
				10.97-11.43	457	3	335	15	12
Dense Br Sand A-1-b		183.45		11.73-12.19	406	20			8

REMARKS: CME Automatic Hammer Used. *Denotes Calibrated Penetrometer Estimate

WATER: Dry m ELEV. DURING DRILLING CORE SIZE mm DATE: Mar 1, 00
 WATER: m ELEV. AT COMPLETION CASING LENGTH m DRILLER: Winslow
 WATER: Dry m ELEV. AFTER 1/4 HRS. CASING DIAMETER mm INSPECTOR: Nelson

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS XI

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 20	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 20
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Time: 12:02:25 PM

Date: 11/22/2004

Filename: P:\643996\str-uctur\A3\072-8556\sheet\A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

γ_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	597	1360
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	
CONTRACT NO. 68200				

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-12	STATION: 104637
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 5.3m Rt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 195.22	
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO
Dense Br Sand A-1-b	182.26		12.50-12.95
Boring terminated at 13.0m			
REMARKS	CME Automatic Hammer Used.		*Denotes Calibrated Penetrometer Estimate
WATER	Drym ELEV.	DURING DRILLING	□ CORE SIZE
WATER	m ELEV.	AT COMPLETION	▽ CASING LENGTH
WATER	Drym ELEV.	AFTER 1/4 HRS.	▽ CASING DIAMETER
			mm DATE: Mar 7, 00
			m DRILLER: Winslow
			mm INSPECTOR: Nelson

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-13	STATION: 104650
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 4.0m Rt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 197.71	
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO
75mm Root Zone Material: Black Silty Loam A-4: Organic matter noted	197.46		0.00-0.30
			0.30-0.76
			1.07-1.52
			1.83-2.29
			2.59-3.05
Very Stiff to Hard Br Clay Loam A-6			3.35-3.81
			4.11-4.57
			4.88-5.33
			5.64-6.10
			6.40-6.86
Very Stiff Gr Loam A-4			7.16-7.62
			7.92-8.38
			8.69-9.14
			9.45-9.91
Hard Br to Gr Silty Clay Loam A-4			10.21-10.67
			10.97-11.43
Very Dense to Dense Br Sand A-1-b			11.73-12.19
REMARKS	CME Automatic Hammer Used.		*Denotes Calibrated Penetrometer Estimate
WATER	Drym ELEV.	DURING DRILLING	□ CORE SIZE
WATER	m ELEV.	AT COMPLETION	▽ CASING LENGTH
WATER	Drym ELEV.	AFTER 1/4 HRS.	▽ CASING DIAMETER
			mm DATE: Mar 7, 00
			m DRILLER: Winslow
			mm INSPECTOR: Nelson

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS	
BORING LOG			
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-13	STATION: 104650
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 4.0m Rt
BORING RIG & METHOD: CME-55 w/Hollow Stem Augers		SURF ELEV: 197.71	
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO
Very Dense to Dense Br Sand A-1-b	184.75		12.50-12.95
Boring terminated at 13.0m			
REMARKS	CME Automatic Hammer Used.		*Denotes Calibrated Penetrometer Estimate
WATER	Drym ELEV.	DURING DRILLING	□ CORE SIZE
WATER	m ELEV.	AT COMPLETION	▽ CASING LENGTH
WATER	Drym ELEV.	AFTER 1/4 HRS.	▽ CASING DIAMETER
			mm DATE: Mar 7, 00
			m DRILLER: Winslow
			mm INSPECTOR: Nelson

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS XII

MSE WALL NO. 8 - RAMP A-3
F.A.I. ROUTE 74 SECTION (72-7) R-3
PEORIA COUNTY
STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3)
STRUCTURE NUMBER 072-8556

PARSONS TRANSPORTATION GROUP
CHICAGO, ILLINOIS

DRAWING NO. 21	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 21
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Time: 12:02:43 PM

Date: 11/22/2004

Filename: P:\649996\Structure\A3\072-8556\sheet\Tracings\BLO02-1A0728556.dgn

LEGEND - RSV ENGINEERING INC. (NOW BLOOM CONSULTANTS, LLC) TEST BORING LOGS

A-1 to A-7 (and subgroups) Engineering classifications of soil samples in accordance with AASHTO M 145 standard specification.

BLOWS/150mm Number of blows required to drive a standard soil sampling device 150 mm as conducted in accordance with AASHTO T 206 standard specification.

q_u, kPa Unconfined compression strength of soil sample in kilopascals determined in accordance with AASHTO T 208 standard specification.

STRAIN, % Actual strain of soil sample at failure (15 percent maximum allowed) during unconfined compression strength test (see AASHTO T 208 specification).

WATER CONTENT, % Natural moisture content of soil sample in percent determined in accordance with AASHTO T 265 standard specification.

Penetrometer Estimate An approximation of the unconfined compressive strength of the soil sample in kilopascals obtained with the use of a calibrated hand penetrometer device.

50 mm ST 50 mm diameter thin-walled tube (Shelby Tube) relatively undisturbed soil sample obtained in accordance with AASHTO T 207 standard specification.

γ_d Dry unit weight of soil specimen in kilograms per cubic meter.

REC. Length of sample recovered in millimeters.

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	598	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68200	

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-14	STATION: 104674					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 4.0m Rt					
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers		SURF ELEV: 196.17						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
110mm Root Zone Material: Black Silty Loam A-4; Organic matter noted	196.05		0.00-0.30	Auger 4				
			0.30-0.76	356	11-19	43#		14
Hard to Very Stiff Br & Gr Clay Loam A-6			1.07-1.52	432	12-11	43#		18
	193.73		1.83-2.29	457	8-11	335	15	15
Hard to Very Stiff Br & Gr Clay Loam A-6			2.59-3.05	457	10-11	488	15	20
	192.21		3.35-3.81	457	5-8	201	15	14
Stiff Br & Gr Silty Loam A-7-6			4.11-4.57	457	4-7	153	15	25
	190.68	5	4.88-5.33	229	8-15	124	15	18
			5.64-6.10	457	14-18	469	15	13
			6.40-6.86	457	14-17	440	15	12
			7.16-7.62	457	15-20	431	15	13
			7.92-8.38	457	16-18	431	15	14
Hard to Very Stiff Br Loam A-4 175mm Sand seam noted at 8.1m			8.69-9.14	457	9-11	278	15	13
			9.45-9.91	457	12-15	335	15	12
		10	10.21-10.67	457	8-12	316	15	13
			10.97-11.43	457	12-17	316	15	14
Very Dense to Extremely Dense Br Sand A-1-b	184.28		11.73-12.19	330	16 24-35			13

RSV ENGINEERING, INC.		SCHAUMBURG, ILLINOIS						
BORING LOG								
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: RWA3N-14	STATION: 104674					
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois		LOCATION: Retaining Wall Ramp A-3 SN 072-8555	OFFSET: 4.0m Rt					
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers		SURF ELEV: 196.17						
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %
Very Dense to Extremely Dense Br Sand A-1-b	183.21		12.50-12.95		41			4
Boring terminated at 13.0m								

REMARKS		*Denotes Calibrated Penetrometer Estimate	
WATER	Drym ELEV.	DURING DRILLING	∅ CORE SIZE
WATER	m ELEV.	AT COMPLETION	∅ CASING LENGTH
WATER	6.7m ELEV.	189.46 AFTER 24 HRS.	∅ CASING DIAMETER
		DATE: Mar 1, 00	DRILLER: FehI
		INSPECTOR: Shock	

REMARKS		*Denotes Calibrated Penetrometer Estimate	
WATER	Drym ELEV.	DURING DRILLING	∅ CORE SIZE
WATER	m ELEV.	AT COMPLETION	∅ CASING LENGTH
WATER	6.7m ELEV.	189.46 AFTER 24 HRS.	∅ CASING DIAMETER
		DATE: Mar 1, 00	DRILLER: FehI
		INSPECTOR: Shock	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
BORING LOGS XIII			
MSE WALL NO. 8 - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7) R-3 PEORIA COUNTY STA. 10+426.116 TO STA. 10+673.439 (RAMP A-3) STRUCTURE NUMBER 072-8556			
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS			
DRAWING NO. 22	SCALE N.T.S.	DATE 6-25-04	SHEET NO. 22

Time: 12:02:59 PM

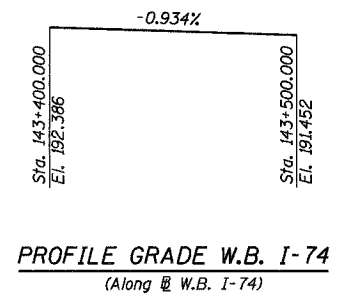
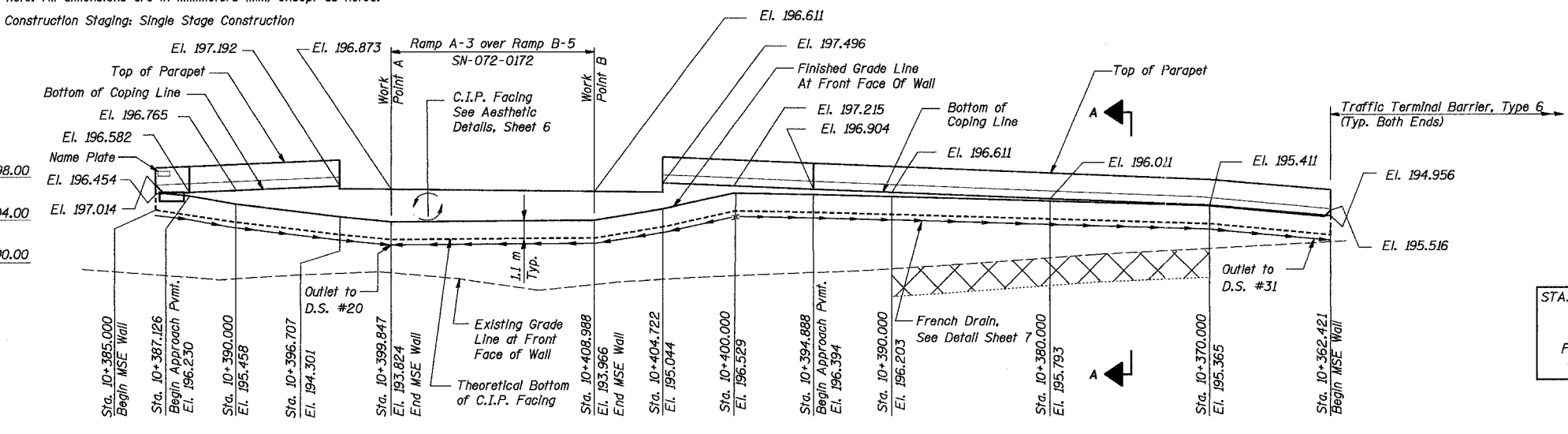
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Filename: P:\649996\struc\ur\A3\072-8556\sheet\Tr\acIngs\BL0019-A0728556.dgn

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	599	1360
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 68200

B. M. #49 : Southwest base bolt on aluminum light pole, north side of WB lanes, I-74 and 30 m west of bridge, War Memorial Drive spur over I-74, El. 190.771 m
 B. M. #3001 : Chiseled "□" on concrete sign base (I-74 - Bloomington/Galesburg) on west side of War Memorial Drive spur, El. 198.767 m
 Note: All dimensions are in millimeters (mm) except as noted.
 Construction Staging: Single Stage Construction



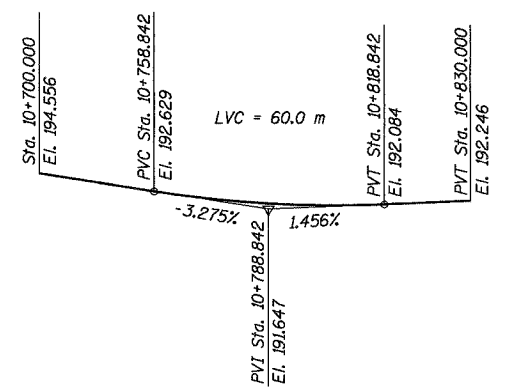
STA. 10+362.421 - STA. 10+408.988
 BUILT 200_ BY
 STATE OF ILLINOIS
 F.A.I. RT. 74 SEC (72-7)R-3
 STR. NO. 072-8557
NAME PLATE
 See Std. 515001

DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications

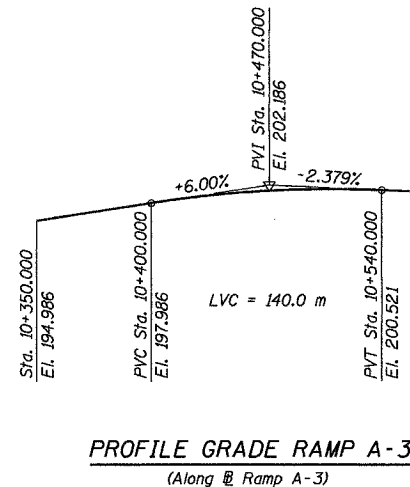
DESIGN STRESSES

FIELD UNITS

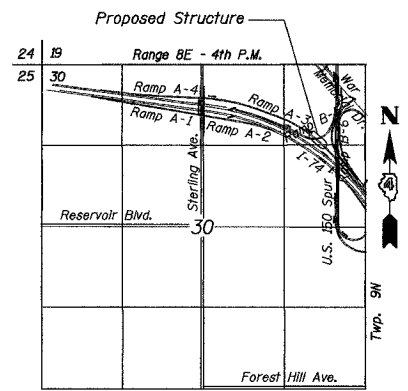
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 $f_y = 400 \text{ MPa (Reinf.)}$



PROFILE GRADE RAMP B-5
 (Along Ramp B-5)



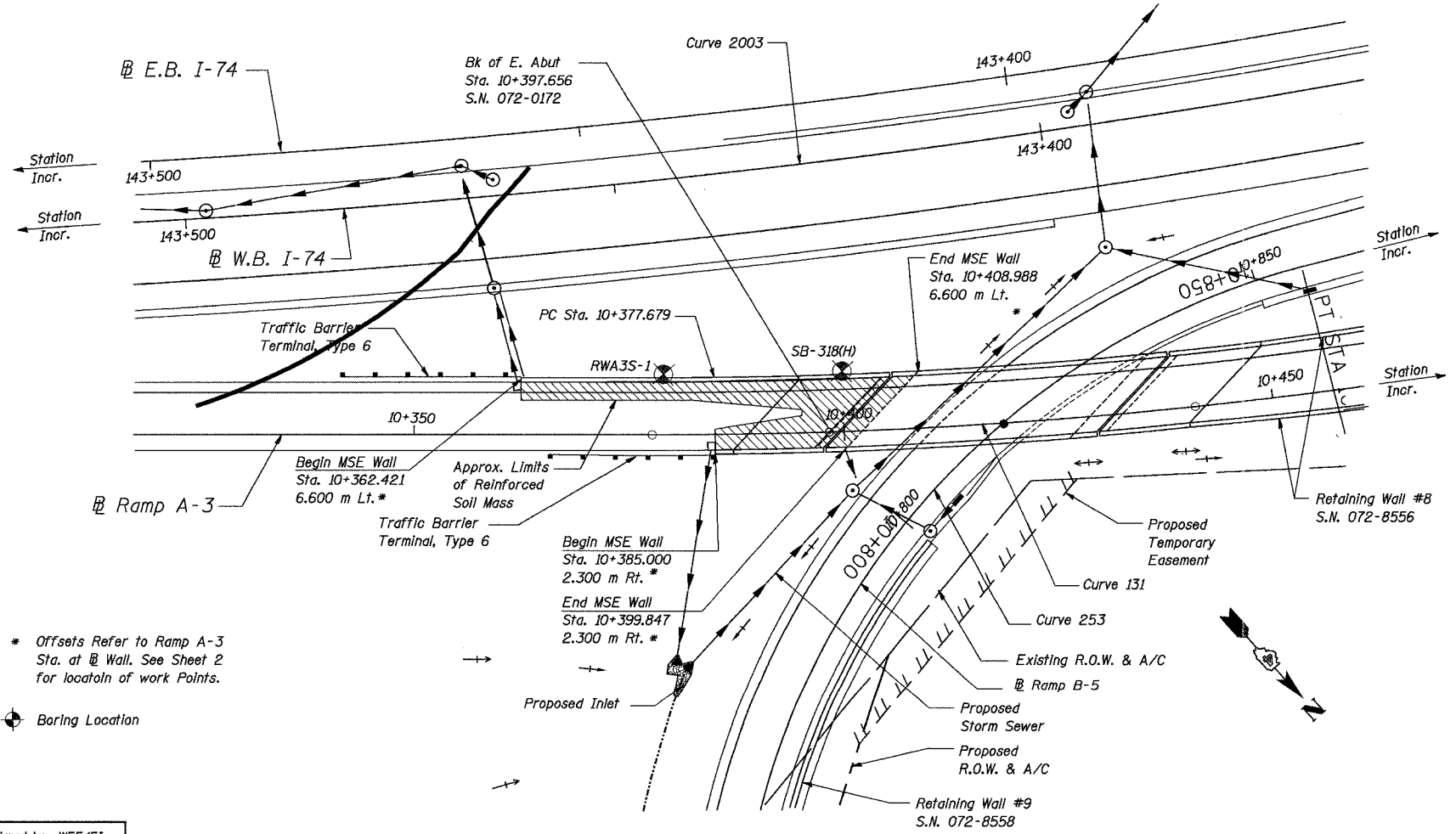
PROFILE GRADE RAMP A-3
 (Along Ramp A-3)



LOCATION SKETCH

Removal limits below top of existing grade. Final limits of Removal and Disposal of Unsuitable Materials shall be determined by the Engineer at the time of construction.

MSE WALL ELEVATION - RAMP A-3
 (Unfolded Elevation View)



PLAN

* Offsets Refer to Ramp A-3 Sta. at @ Wall. See Sheet 2 for locatoin of work Points.

Boring Location



Date: 11/22/2004 Time: 12:38 PM File: P:\643996\structural\072-8557-Wall #8A\sheet\TR\acings\GP000-1A0728557.dgn

Designed by: WEE/EI
 Checked by: AK/CTJ
 Drafted by: EI
 Checked by: AK/CTJ

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
GENERAL PLAN AND ELEVATION		
MSE WALL NO. 8A - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7)R-3 PEORIA COUNTY STA. 10+362.421 TO STA. 10+408.988 (RAMP A-3) STRUCTURE NUMBER 072-8557		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 1	SCALE N.T.S.	DATE 6/25/04
		SHEET NO. 1

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	600	1360
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of AASHTO M 31M or M 322M Grade 400.
2. All dimensions are in millimeters (mm) except as noted.
3. See Special Provisions for Mechanically Stabilized Earth Retaining Wall design and construction requirements.
4. The MSE Wall Supplier's Internal stability design shall account for the anchorage slab bearing pressure surcharge and a horizontal sliding force of 7.3 kN/m of wall.
5. All construction joints shall be bonded.

INDEX OF SHEETS

- | | |
|---|---------------------------------|
| 1. General Plan and Elevation | 6. Aesthetic Details |
| 2. General Notes, Total Bill of Material, Misc. Details | 7. Typical Sections and Details |
| 3. Anchorage Slabs and Parapets | 8. Boring Logs I |
| 4. Anchorage Slabs and Parapet Reinforcing Detail I | 9. Boring Logs II |
| 5. Anchorage Slab and Parapet Reinforcing Details II | |

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Name Plates	Each	1
Removal and Disposal of Unsuitable Material	m ³	218
Porous Granular Embankment	m ³	218
Concrete Structures	m ³	50.8
Concrete Superstructure	m ³	16.5
Reinforcement Bars, Epoxy Coated	kg	5490
French Drains	m ³	13.1
Form Liner Limestone Surface	m ²	69
Form Liner Grid and Fin Surface	m ²	39
Mechanically Stabilized Earth Retaining Wall with C.I.P. Facing	m ²	172

CURVE DATA

RAMP A-3 - CURVE 131

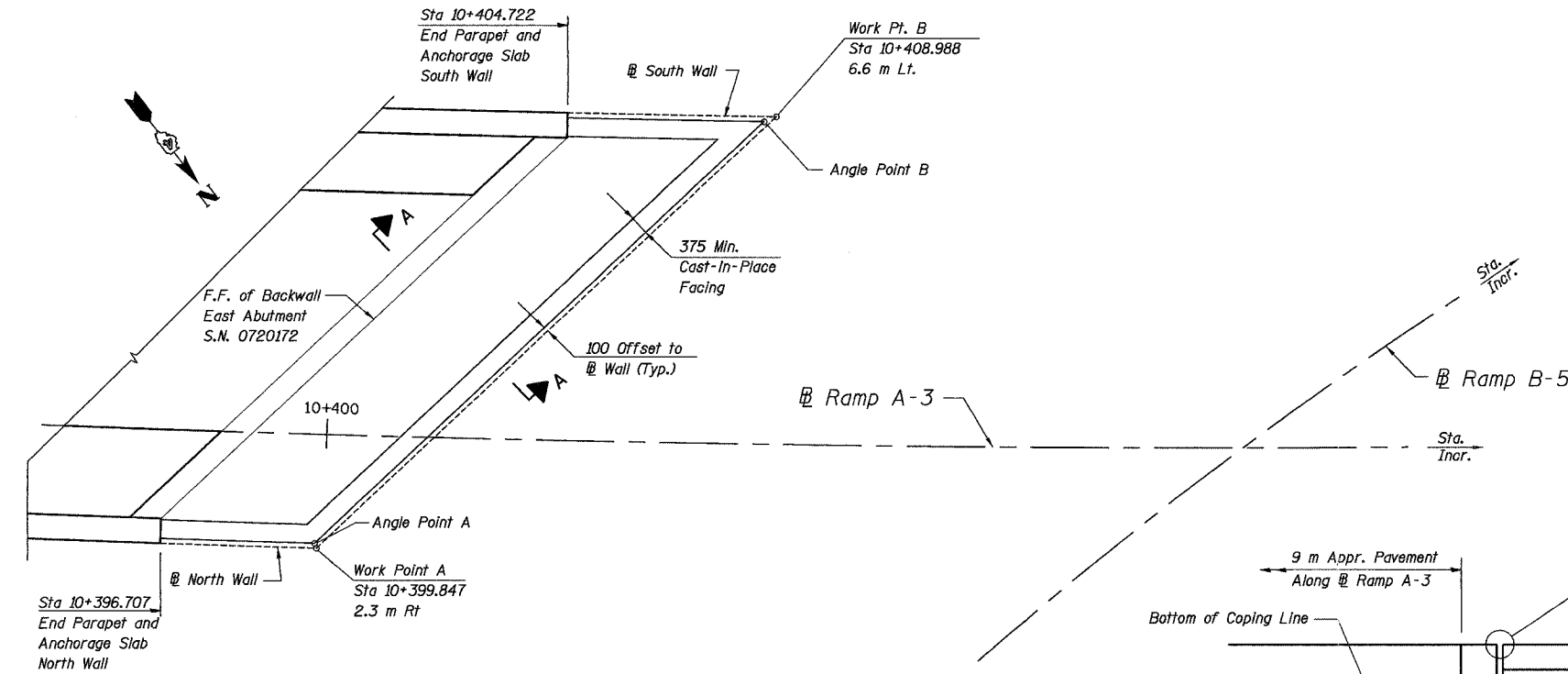
R = 605,000 m
T = 63.526 m
L = 126.588 m
E = 3,326 m
PC STA = 10+377.679
PI STA = 10+441.205
PT STA = 10+504.267
S.E. = -3.4%
Transition In N/A
Transition out Sta. 10+499 to Sta. 10+504

RAMP B-5 - CURVE 253

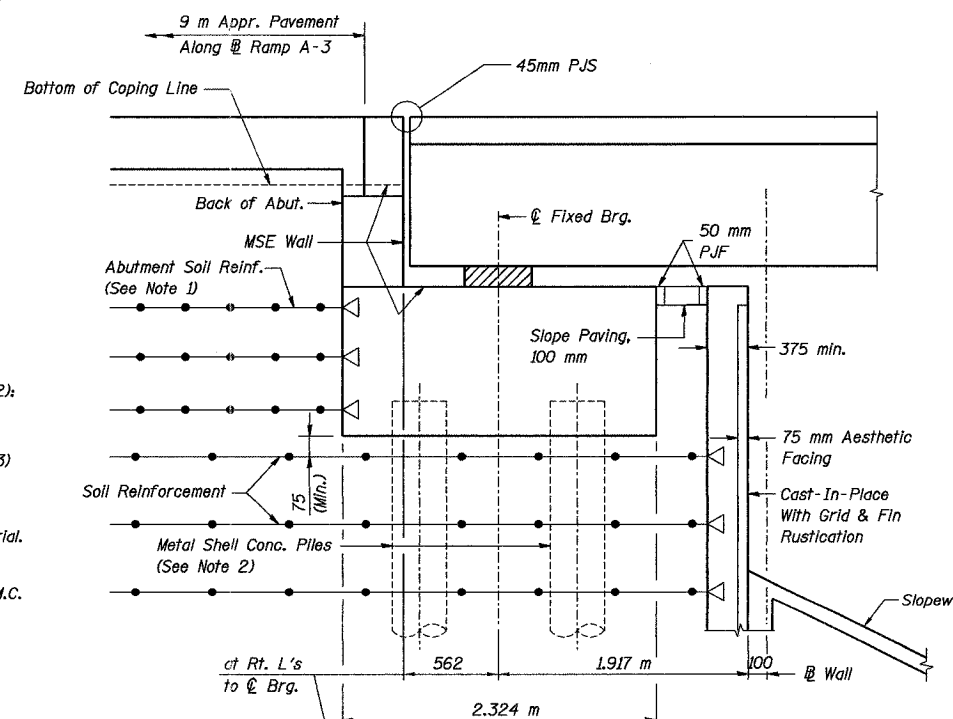
R = 88,000 m
T = 133.370 m
L = 173.809 m
E = 71,786 m
PC STA = 10+681.815
PI STA = 10+815.184
PT STA = 10+855.624
S.E. = 7.9%
Transition In Sta. 10+650 to Sta. 10+698
Transition out Sta. 10+840 to Sta. 10+888

W.B. I-74 - CURVE 2003

R = 1172,000 m
T = 1409.506 m
L = 2056.022 m
E = 661.110 m
PC STA = 142+877.831
PI STA = 144+287.337
PT STA = 144+933.854
S.E. = 4.3%
Transition In Sta. 142+821 to Sta. 142+900
Transition out Sta. 144+906 to Sta. 144+988



PLAN (SHOWING WORKING POINTS)
(For Abut. and wall dimensions, see Plan Sheet 7)



SECTION A-A

Notes on East Abutment (Structure Number 072-0172):

1. The MSE Wall Supplier to design the abutment soil reinforcement to resist a horizontal force of 30 kN/m of abutment (parallel to Ramp A-3) and 21 kN/m of abutment (perpendicular to Ramp A-3)
2. Precore Piles to 3.0 m below base of MSE Material. Piles must be driven prior to placement of MSE. Coat Piles above existing ground with 6 mm min. thickness of either asphaltic cement or S.C. or M.C. liquid asphalt. (See S.N. 072-0172)

REVISION	DATE	DESCRIPTION
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
GENERAL NOTES, TOTAL BILL OF MATERIAL, MISC. DETAILS		
MSE WALL NO. 8A - RAMP A-3 F.A.I. ROUTE 74 SECTION (72-7)R-3 PEORIA COUNTY STA. 10+362.421 TO STA 10+408.988 (RAMP A-3) STRUCTURE NUMBER 072-8557		
PARSONS TRANSPORTATION GROUP CHICAGO, ILLINOIS		
DRAWING NO. 2	SCALE N.T.S.	DATE 6/25/04
		SHEET NO. 2

Date: 11/22/2004 Time: 12:58 PM

Filename: P:\643996\structural\072-8557-Wall\8A\sheet\TR-acings\GP0002-1A0728557.dgn

Designed by: WEE/EI
Checked by: AK
Drafted by: ET
Checked by: AK