

1. COVER
2. GENERAL NOTES AND LEGEND
3. SUMMARY OF QUANTITIES
- 4.-6. TYPICAL SECTIONS
7. SCHEDULE OF QUANTITIES
8. ALIGNMENT, BENCHMARKS, TIES, AND RIGHT OF WAY
9. DETOUR PLAN
10. REMOVAL PLAN
11. PLAN AND PROFILE
12. PAVEMENT MARKING AND SIGNAGE PLAN
13. EROSION CONTROL PLAN
14. GUARDRAIL DETAILS
15. DRAINAGE DETAIL AND SCHEDULES
- 16.-33. STRUCTURE PLANS
- 34.-37. CROSS SECTIONS - TRIVOLI ROAD
- 38.-39. CROSS SECTIONS - COPPERAS CREEK
- 40.-44. IDOT DISTRICT 4 STANDARD DRAWINGS

LIST OF STANDARDS

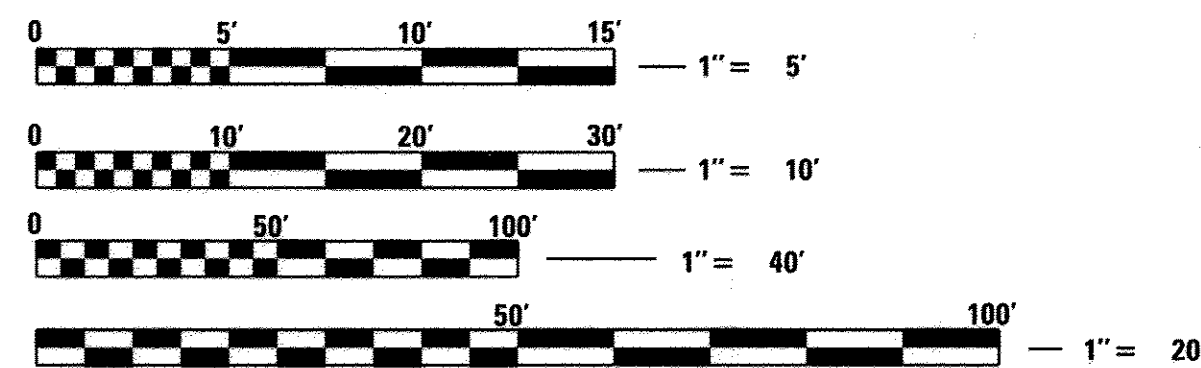
- | | |
|-------------|---|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 280001-07 | TEMPORARY EROSION CONTROL SYSTEMS |
| 420406 | PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB |
| 515001-03 | NAME PLATES FOR BRIDGES |
| 542401-02 | METAL END SECTION FOR PIPE CULVERTS |
| 601101-02 | CONCRETE HEADWALL FOR PIPE UNDERDRAINS |
| 610001-06 | SHOULDER INLET WITH CURB |
| 630001-10 | STEEL PLATE BEAM GUARDRAIL |
| 631031-14 | TRAFFIC BARRIER TERMINAL TYPE 6 |
| 701311-03 | LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY |
| 701901-05 | TRAFFIC CONTROL DEVICES |
| 720001-01 | SIGN PANEL MOUNTING DETAILS |
| 720006-04 | SIGN PANEL ERECTION DETAILS |
| 725001 | OBJECT AND TERMINAL MARKERS |
| 728001-01 | TELESCOPING STEEL SIGN SUPPORT |
| 782006 | GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS |
| B.L.R. 21-9 | TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS |
| B.L.R. 22-7 | TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS |
| B.L.R. 23-4 | TRAFFIC BARRIER TERMINAL TYPE 1 |

IDOT DISTRICT 4 STANDARDS

- | | |
|-----------|--------------------------------------|
| 205001-D4 | SLOPE STEPS DETAIL |
| 630101-D4 | GUARDRAIL EROSION CONTROL TREATMENTS |
| 780001-D4 | TYPICAL PAVEMENT MARKINGS |

PROJECT ENGINEER: MATTHEW DAWSON, P.E.
PROJECT MANAGER: CINDY LOOS, P.E.

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



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

CONTRACT NO. 89698
CAT NO. 035377-00

ADT (2012) = 225, ADT (2037) = 384, SU=0%, MU=8%
HIGHWAY CLASS: III
FUNCTIONAL CLASSIFICATION: MINOR COLLECTOR
DESIGN SPEED: 55 MPH
POSTED SPEED LIMIT: 55 MPH
DESIGN POLICY: BLR MANUAL - 3R POLICY

STATE OF ILLINOIS

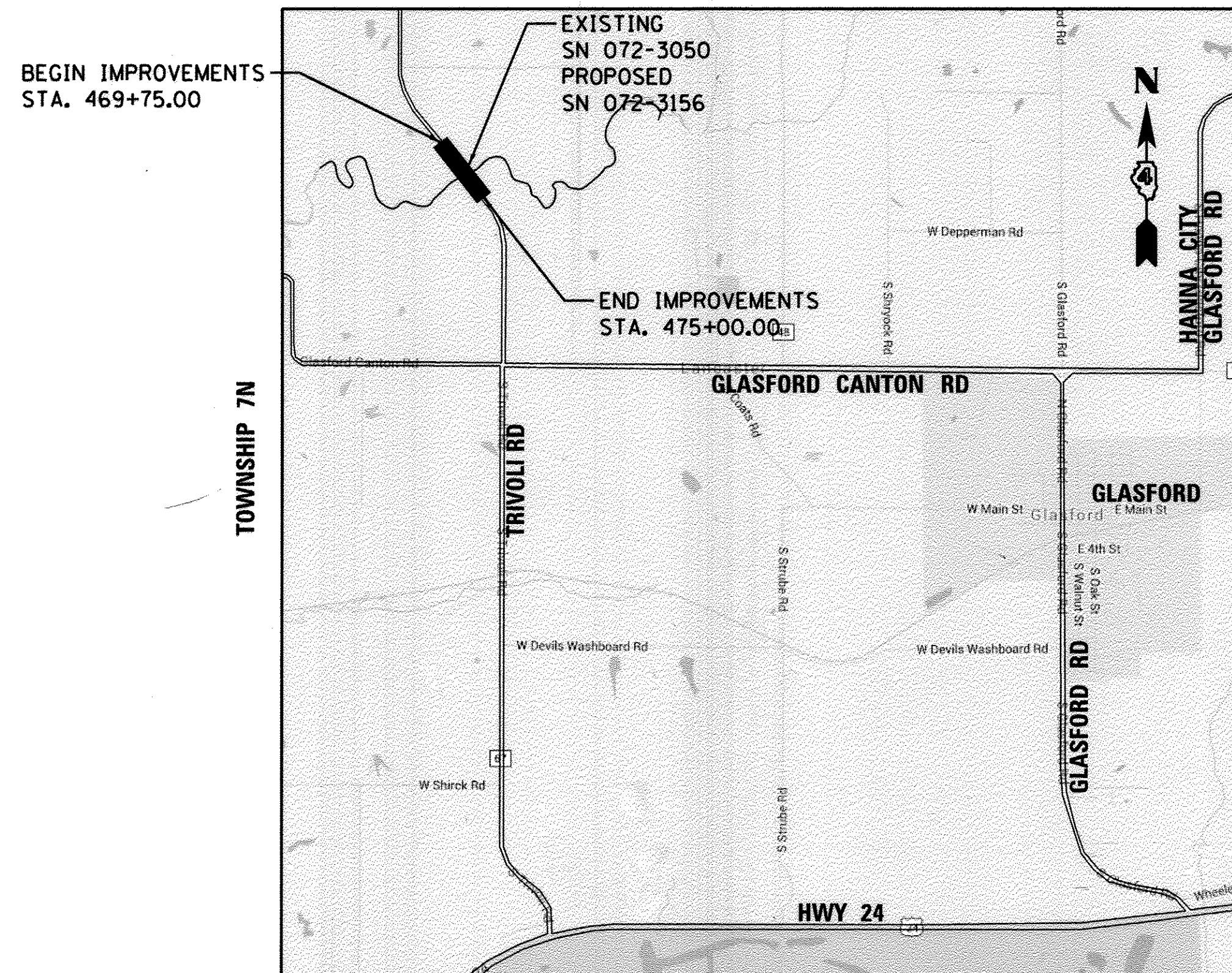
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLANS FOR PROPOSED BRIDGE REPLACEMENT

TRIVOLI ROAD (CH 25)
OVER COPPERAS CREEK
SECTION 13-00075-01-BR
PEORIA COUNTY
JOB C-94-037-16
PROJECT RS-BRS-1386(102)
STP - BRIDGE

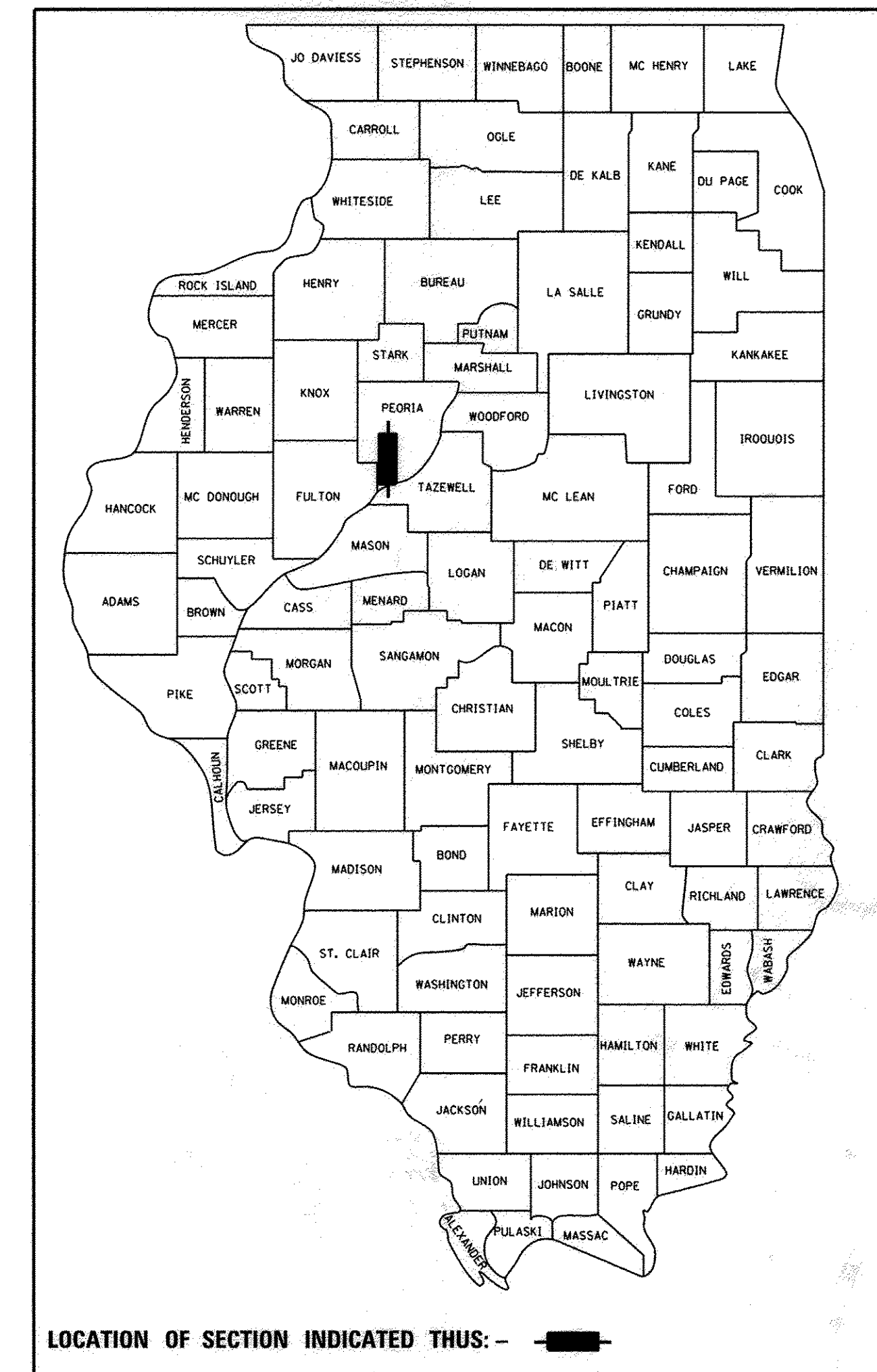
RANGE 6E



NOT TO SCALE

GROSS LENGTH = 525.00 FT. = 0.099 MILE
NET LENGTH = 386.54 FT. = 0.073 MILE

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1386	13-00075-01-BR	PEORIA	44	1
C.H. 25		ILLINOIS	CONTRACT NO. 89698	



DATE SIGNED: 7/19/16
 LIC. EXP. DATE: 11/30/17

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

APPROVED July 20 20 16
Cindy Loos
 PEORIA COUNTY ENGINEER

PASSED August 11 20 16
Matthew Dawson
 DISTRICT FOUR ENGINEER OF LOCAL ROADS & STREETS

Releasing For Bid Based on Limited Review August 11 20 16
Karl A. Lantz
 REGION THREE ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE: 8/2/2016

Hanson Professional Services Inc.
 7625 N. University St., Suite 200
 Peoria, Illinois 61614
 Offices Nationwide

GENERAL NOTES

1. THE CONSTRUCTION SHALL BE GOVERNED BY THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", 2016 EDITION AND "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", 2016 EDITION.
2. ALL REFERENCES TO THE "DEPARTMENT" OR "ENGINEER" IN THE I.D.O.T. STANDARD SPECIFICATIONS SHALL BE CONSTRUED TO MEAN THE OWNER OR HIS AGENT AS APPROPRIATE.
3. WHERE SECTION, SUB-SECTION, SUBDIVISION, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS UNTIL AN OWNER OR AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION.
4. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCY IMMEDIATELY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
6. ALL SECTIONS, DETAILS AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE, UNLESS OTHERWISE SHOWN.
7. ALL THE ELEVATIONS, STATIONS, AND OFFSETS SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
8. ALL PAVEMENT REMOVALS SHALL BE FULL DEPTH SAW CUT AT THE LIMITS TO BE REMOVED. THE COST OF THE SAW CUT IS INCLUDED IN PAVEMENT REMOVAL.
9. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
10. EXCESS MATERIAL, IF NOT USED FOR OTHER ON-SITE PURPOSES, SHALL BE HAULED OFF-SITE AT CONTRACTOR'S EXPENSE.
11. THE WORK AREA SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.
12. APPLICATION RATES:
TEMPORARY EROSION CONTROL SEEDING: 100 LB/ACRE
NUTRIENTS: 90 LB/ACRE (SEEDING)
13. THE CONTRACTOR SHALL USE ANY ON SITE MATERIAL DEEMED SUITABLE BY THE ENGINEER BEFORE ANY NEW FILL IS HAULED TO THE SITE.
14. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE. A STANDARD DEPTH OF 4 FEET WAS USED FOR THE LOCATION OF THE WATER MAIN. CONTRACTOR SHALL OBTAIN EXACT UTILITY LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION PRIOR TO EXCAVATION.
15. CONTRACTORS BIDDING THIS PROJECT SHALL VISIT THE SITE BEFORE BIDDING.

IDOT DISTRICT 4 GENERAL NOTES

107.00 COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

1. A 404 PERMIT WILL BE SECURED BEFORE THE PROJECT GOES ON THE LETTING.
2. TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1 TO SEPTEMBER 30.
3. A FINAL INSPECTION OF THE BRIDGE FOR SIGNS OF BATS WILL BE CONDUCTED NO MORE THAN SEVEN (7) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITY, FOR WORK THAT IS SCHEDULED FROM APRIL 1 TO SEPTEMBER 30.

107.09 PROPERTY OWNER ACCESS REQUIREMENT

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

201.04 TREE REMOVAL

PEORIA COUNTY SHOULD BE CONTACTED AND PRIOR APPROVAL OBTAINED FOR ANY TREE REMOVAL BEYOND THE LIMITS/LOCATIONS INCLUDED IN THE PLANS.

204.00 ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (CULTURAL AND NATURAL RESOURCES REVIEW OF BORROW AREAS)
- BDE FORM 2290 (WASTE/USE AREA REVIEW)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM D4 P10101

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS SHALL BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

PLEASE NOTE THAT A MINIMUM OF FOUR WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED WASTE SITE ENVIRONMENTAL CLEARANCES AND SIX WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES.

205.01 SEEDING - SIDE SLOPE RIPPING

ALL SLOPES STEEPER THAN 3 TO 1 AND OVER 15 FT. (4.5 M) IN HEIGHT SHALL BE RIPPED. THIS SHALL CONSIST OF RIPPING BETWEEN 18 INCHES TO 24 INCHES (450 MM TO 600 MM) DEEP NORMAL TO THE SLOPE. THE INTERVAL OF RIPPING ALONG THE SLOPE SHALL BE 12 FT. (3.6 M). THIS WORK SHALL BE DONE AFTER THE SEED BED HAS BEEN PREPARED BUT BEFORE ANY FERTILIZER OR SEED HAS BEEN APPLIED. THE FERTILIZER AND SEED SHALL BE APPLIED WITHIN A 24-HOUR PERIOD AFTER THE RIPPING HAS BEEN DONE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE VARIOUS ITEMS OF SEEDING INVOLVED.

542.00 ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

LEGEND

●	CONTROL POINT	----- -----	TELEPHONE
□	EXISTING POWER POLE	----- W -----	WATER
□	EXISTING SIGN	-----	PIPE CULVERT
○	EXISTING TREE	-----A-----A	OVERHEAD ELECTRIC
□	EXISTING R.O.W. MARKER	---x---x---x---x---	FENCE
-----			SECTION LINE
-----			PROPERTY LINE
-----			EXISTING R.O.W.
-----			PROPOSED R.O.W.
-----			EXISTING TREE LINE
-----			EXISTING GUARDRAIL
-----			PROPOSED GUARDRAIL
○			PROPOSED TREE

UTILITIES

GLASFORD TELEPHONE ATTN: STAN BROWN (309) 389-2111	SPOON RIVER ELECTRIC COOP ATTN: MARK BALBINOT (309) 647-2700 EXT. 230	TRIVOLI-LOGAN RURAL WATER DISTRICT ATTN: ROBERT MEYER (309) 389-2551
--	---	---

UTILITY NOTE

THE LOCATIONS OF THOSE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVEGROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED AMONG THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS, ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

PLAN	DATE
REVISED	
NOTE BOOK	
NO.	



PROFILE	DATE
REVISED	
NOTE BOOK	
NO.	

DESIGNED	CLS
DRAWN	RLA
CHECKED	MGD
DATE	8/2/2016

FILE NAME: EN:\0905\CDN\Road\Sheet\CD4131.DWG	USER NAME: s.bernard	DESIGNED: CLS	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRIVOLI ROAD GENERAL NOTES AND LEGEND	F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 2
SCALE: NTS	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 89698							
ILLINOIS FED. AID PROJECT RS-BRS-1386(102)										

PLAN	SURVEYED	BY	DATE
NO.	NO.		
NO.	NO.		
NO.	NO.		
NO.	NO.		



PROFILE	SURVEYED	BY	DATE
NO.	NO.		
NO.	NO.		
NO.	NO.		
NO.	NO.		

LAYOUT	CLS	2/17/2016
DRAWN	RLA	2/17/2016
REVIEWED	MGD	7/19/2016

ITEM NUMBER	ITEM	UNIT	QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	438
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	208
20200100	EARTH EXCAVATION	CU YD	1880
20300100	CHANNEL EXCAVATION	CU YD	1215
20400800	FURNISHED EXCAVATION	CU YD	1500
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2659
* 25100630	EROSION CONTROL BLANKET	SQ YD	481
* 25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	2178
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	55
28000305	TEMPORARY DITCH CHECKS	FOOT	108
28000400	PERIMETER EROSION BARRIER	FOOT	422
28000510	INLET FILTERS	EACH	2
28100105	STONE RIPRAP, CLASS A3	SQ YD	133
28100109	STONE RIPRAP, CLASS A5	SQ YD	1513
28200200	FILTER FABRIC	SQ YD	1513
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	690
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2269
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	242
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	44
40603100	HOT-MIX ASPHALT BINDER COURSE, IL-19.0L, N30	TON	155
40603305	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30	TON	83
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	57
44000100	PAVEMENT REMOVAL	SQ YD	774
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	371
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	279
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	232
50300100	FLOOR DRAINS	EACH	16
50300225	CONCRETE STRUCTURES	CU YD	73.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	195.4
50300260	BRIDGE DECK GROOVING	SQ YD	611
50300300	PROTECTIVE COAT	SQ YD	686
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	97.5

• SPECIALTY ITEM

ITEM NUMBER	ITEM	UNIT	QUANTITY
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	LSUM	1
50500505	STUD SHEAR CONNECTORS	EACH	1035
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	76370
51201900	FURNISHING STEEL PILES HP14X89	FOOT	324
51202305	DRIVING PILES	FOOT	324
51203900	TEST PILE STEEL HP14X89	EACH	2
51500100	NAME PLATES	EACH	1
52100520	ANCHOR BOLTS, 1"	EACH	20
54210182	PIPE ELBOW, 12"	EACH	2
54215547	METAL END SECTIONS 12"	EACH	2
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	102
60100945	PIPE DRAINS 12"	FOOT	68
61000050	CONCRETE THRUST BLOCKS	EACH	2
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	2
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	150
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
66101150	HOT-MIX ASPHALT SHOULDER CURB	FOOT	10
66201120	CONCRETE SHOULDER CURB	FOOT	10
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	8
67100100	MOBILIZATION	LSUM	1
* 72000100	SIGN PANEL - TYPE 1	SQ FT	14.6
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	34
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	1050
* 81022100	CONDUIT ENCASED IN CONCRETE, 2" DIA., PVC	FOOT	168
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	233
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1
* XX006343	SEEDING (COMPLETE)	SQ YD	2659
* XX006570	TREES (SPECIAL)	EACH	55
Z0013798	CONSTRUCTION LAYOUT	LSUM	1
Z0022800	FENCE REMOVAL	FOOT	63
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	153
* LR631020	TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	4

• SPECIALTY ITEM

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		MGD	
		DATE -	REVISED -
		8/2/2016	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRIVOLI ROAD
SUMMARY OF QUANTITIES**

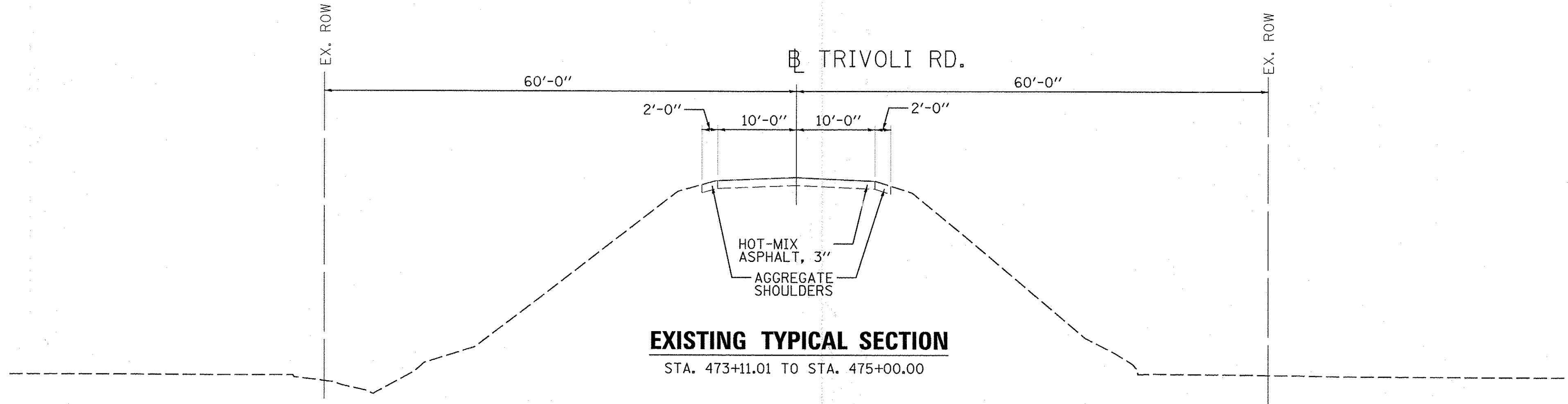
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1386	13-00075-01-BR	PEORIA	44	3
	C.H. 25		CONTRACT NO. 89698	
ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				

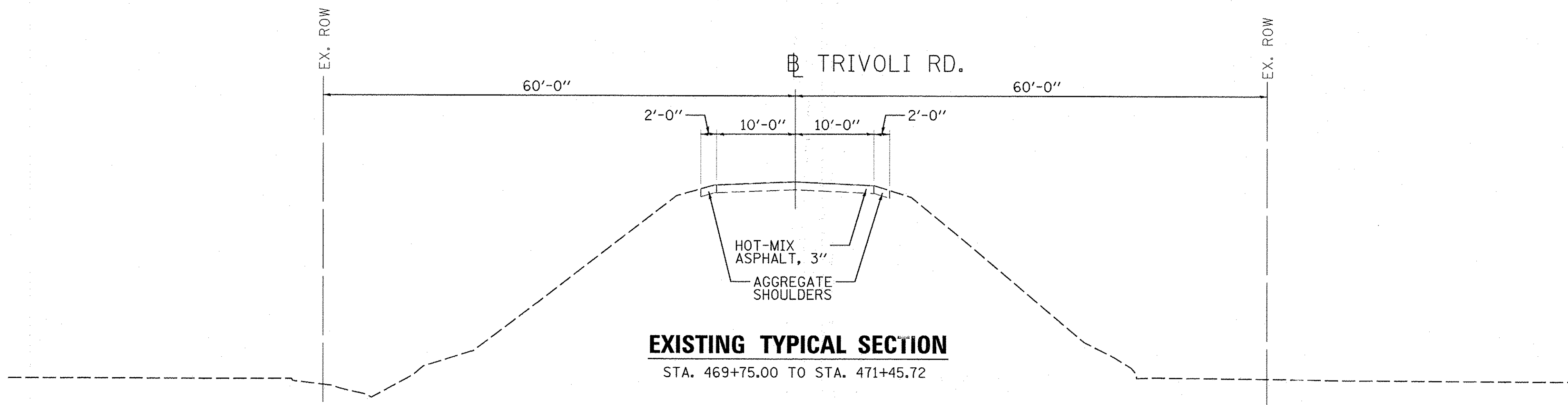
PLAN	SAVED	BY	DATE
NOTE BOOK	FILED		
NO.			

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HANSON
 Hanson Professional Services Inc.

PROFILE	SAVED	BY	DATE
NOTE BOOK	FILED		
NO.			



BRIDGE OMISSION
 STA. 471+45.72 TO STA. 473+11.01



LAST	CL	2/15/2016
DRAWN	CL	2/15/2016
REVISION	MOD	7/19/2016

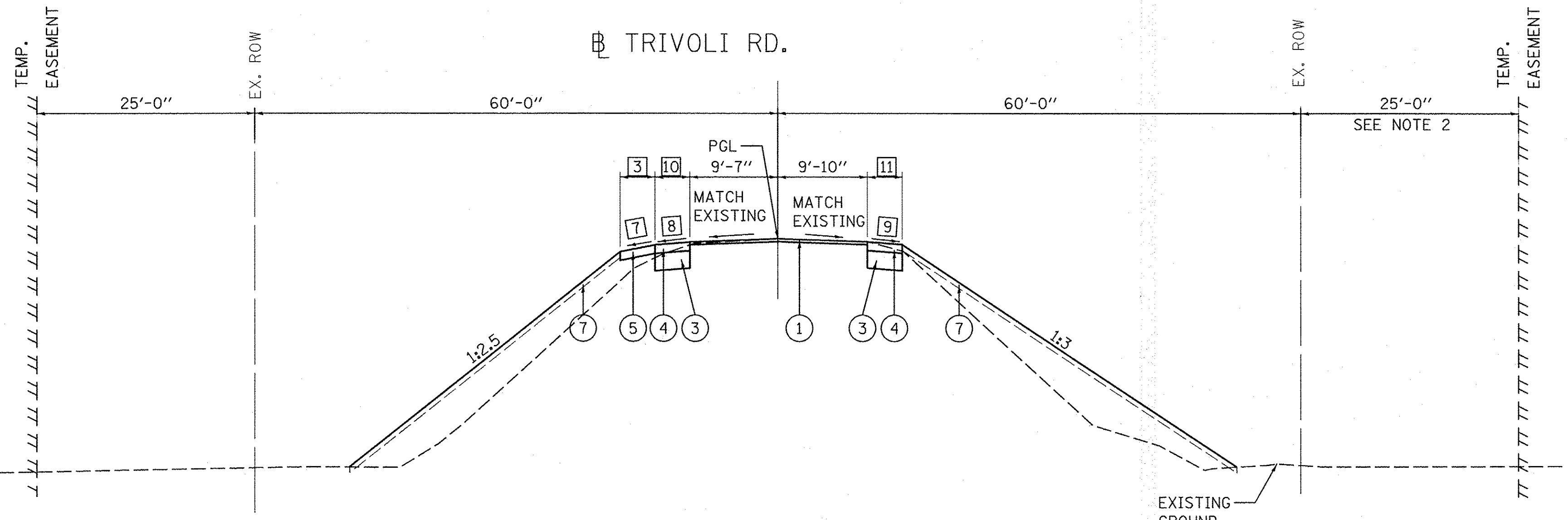
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		CHECKED	MGD	REVIS
		DATE	8/2/2016	REVIS

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

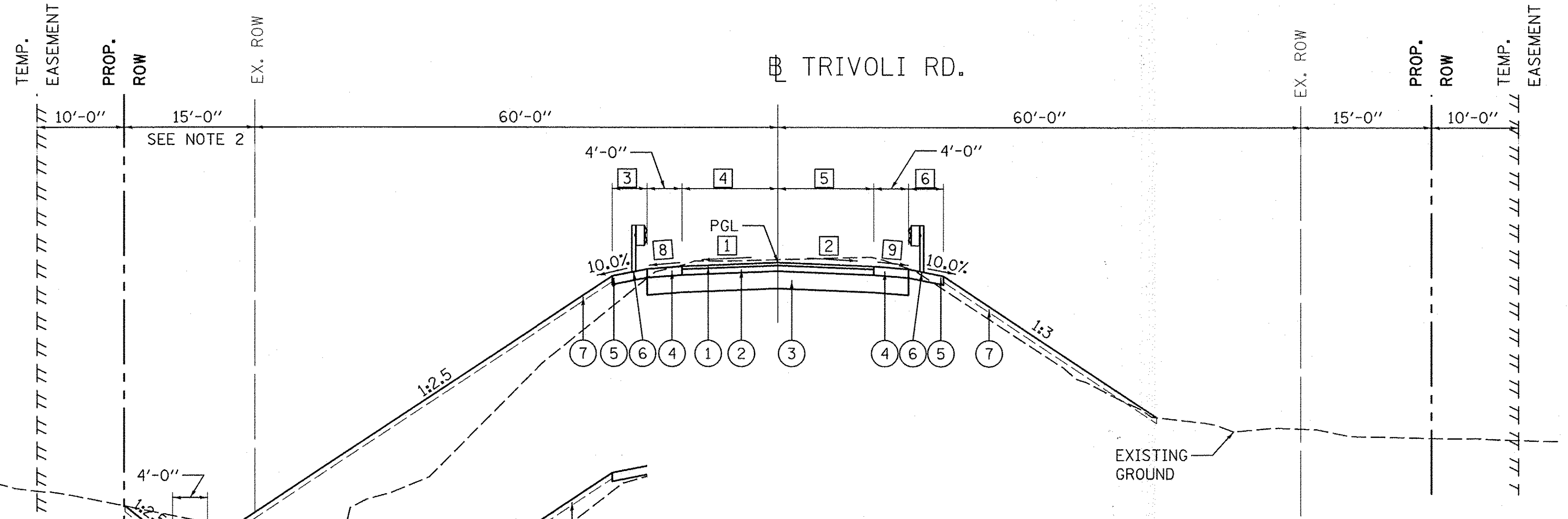
**TRIVOLI ROAD
 EXISTING TYPICAL SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 469+75.00 TO STA. 475+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1386	13-00075-01-BR	PEORIA	44	4
	C.H. 25			CONTRACT NO. 89698
ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				



PROPOSED TYPICAL SECTIONS
STA. 474+90.00 TO STA. 475+00.00



PROPOSED TYPICAL SECTIONS
STA. 473+40.96 TO STA. 474+90.00 (LT)
STA. 473+34.00 TO STA. 474+90.00 (RT)

LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30, 2"
 - ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0L, N30, 4"
 - ③ SUBBASE GRANULAR MATERIAL, TYPE B, 12"
 - ④ HOT-MIX ASPHALT SHOULDERS, 6" (SEE NOTE 3)
 - ⑤ AGGREGATE SHOULDERS, TYPE B 6"
 - ⑥ STEEL PLATE BEAM GUARDRAIL, TYPE A (SEE NOTE 1)
 - ⑦ TOPSOIL FURNISH AND PLACE, 4" SEEDING (COMPLETE)
- ① ROAD CROSS SLOPE - LEFT
STA. 473+40.96 TO STA. 474+55.00 = -2.00%
STA. 474+55.00 TO STA. 474+90.00 = TRANSITIONS FROM -2.00% TO -3.34%
 - ② ROAD CROSS SLOPE - RIGHT
STA. 473+34.00 TO STA. 474+55.00 = -2.00%
STA. 474+55.00 TO STA. 474+90.00 = TRANSITIONS FROM -2.00% TO -3.40%
 - ③ AGGREGATE SHOULDER WIDTH - LEFT
STA. 473+40.96 TO STA. 474+30.29 = 4'-0"
STA. 474+30.29 TO STA. 474+45.29 = TRANSITIONS FROM 4'-0" TO 10'-0"
STA. 474+45.29 TO STA. 474+70.29 = 10'-0"
STA. 474+70.29 TO STA. 475+00.00 = TRANSITIONS FROM 10'-0" TO 2'-0"
 - ④ LANE WIDTH - LEFT
STA. 473+40.96 TO STA. 474+61.04 = 11'-0"
STA. 474+61.04 TO STA. 474+90.00 = TRANSITIONS FROM 11'-0" TO 9'-7"
 - ⑤ LANE WIDTH - RIGHT
STA. 473+34.00 TO STA. 474+45.29 = 11'-0"
STA. 474+45.29 TO STA. 474+90.00 = TRANSITIONS FROM 11'-0" TO 9'-10"
 - ⑥ AGGREGATE SHOULDER WIDTH - RIGHT
STA. 473+34.00 TO STA. 473+71.41 = 4'-0"
STA. 473+71.41 TO STA. 473+86.41 = TRANSITIONS FROM 4'-0" TO 10'-0"
STA. 473+86.41 TO STA. 474+11.41 = 10'-0"
STA. 474+11.41 TO STA. 474+45.29 = TRANSITIONS FROM 10'-0" TO 0'-0"
STA. 474+45.29 TO STA. 474+90.00 = 0'-0"
 - ⑦ AGGREGATE SHOULDER SLOPE - LEFT
STA. 474+90.00 TO STA. 475+00.00 = TRANSITIONS FROM -10.00% TO -14.00%
 - ⑧ HMA SHOULDER SLOPE - LEFT
STA. 473+40.96 TO STA. 473+51.07 = TRANSITIONS FROM -2.00% TO -4.00%
STA. 473+51.07 TO STA. 474+90.00 = -4.00%
STA. 474+90.00 TO STA. 475+00.00 = TRANSITIONS FROM -4.00% TO -14.00%
 - ⑨ HMA SHOULDER SLOPE - RIGHT
STA. 473+34.00 TO STA. 473+42.53 = TRANSITIONS FROM -2.00% TO -4.00%
STA. 473+42.53 TO STA. 474+90.00 = -4.00%
STA. 474+90.00 TO STA. 475+00.00 = TRANSITIONS FROM -4.00% TO -8.50%
 - ⑩ HMA SHOULDER WIDTH - LEFT
STA. 474+90.00 TO STA. 475+00.00 = TRANSITIONS FROM 4'-0" TO 2'-0"
 - ⑪ HMA SHOULDER WIDTH - RIGHT
STA. 474+90.00 TO STA. 475+00.00 = TRANSITIONS FROM 4'-0" TO 2'-0"

NOTES:

- 1. SEE GUARDRAIL DETAILS FOR GUARDRAIL LOCATIONS AND LAYOUT.
- 2. SEE ALIGNMENT, BENCHMARKS, TIES, AND RIGHT OF WAY PLAN FOR LOCATIONS OF PROPOSED R.O.W. AND EASEMENTS.
- 3. SEE DRAINAGE DETAIL & SCHEDULES SHEET FOR LIMITS OF TYPE G INLET BOX.

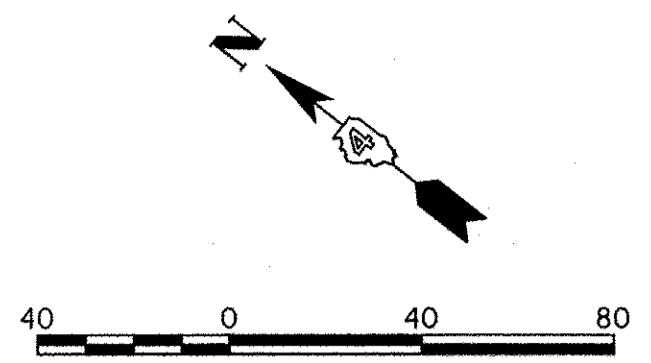
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SCALE	1"=20'
PROJECT	13-00075-01-BR
SECTION	C.H. 25
SHEET NO.	44
TOTAL SHEETS	6
CONTRACT NO.	89698



DATE	2/2/2016
SCALE	1"=20'
PROJECT	13-00075-01-BR
SECTION	C.H. 25
SHEET NO.	44
TOTAL SHEETS	6
CONTRACT NO.	89698

DATE	2/2/2016
SCALE	1"=20'
PROJECT	13-00075-01-BR
SECTION	C.H. 25
SHEET NO.	44
TOTAL SHEETS	6
CONTRACT NO.	89698

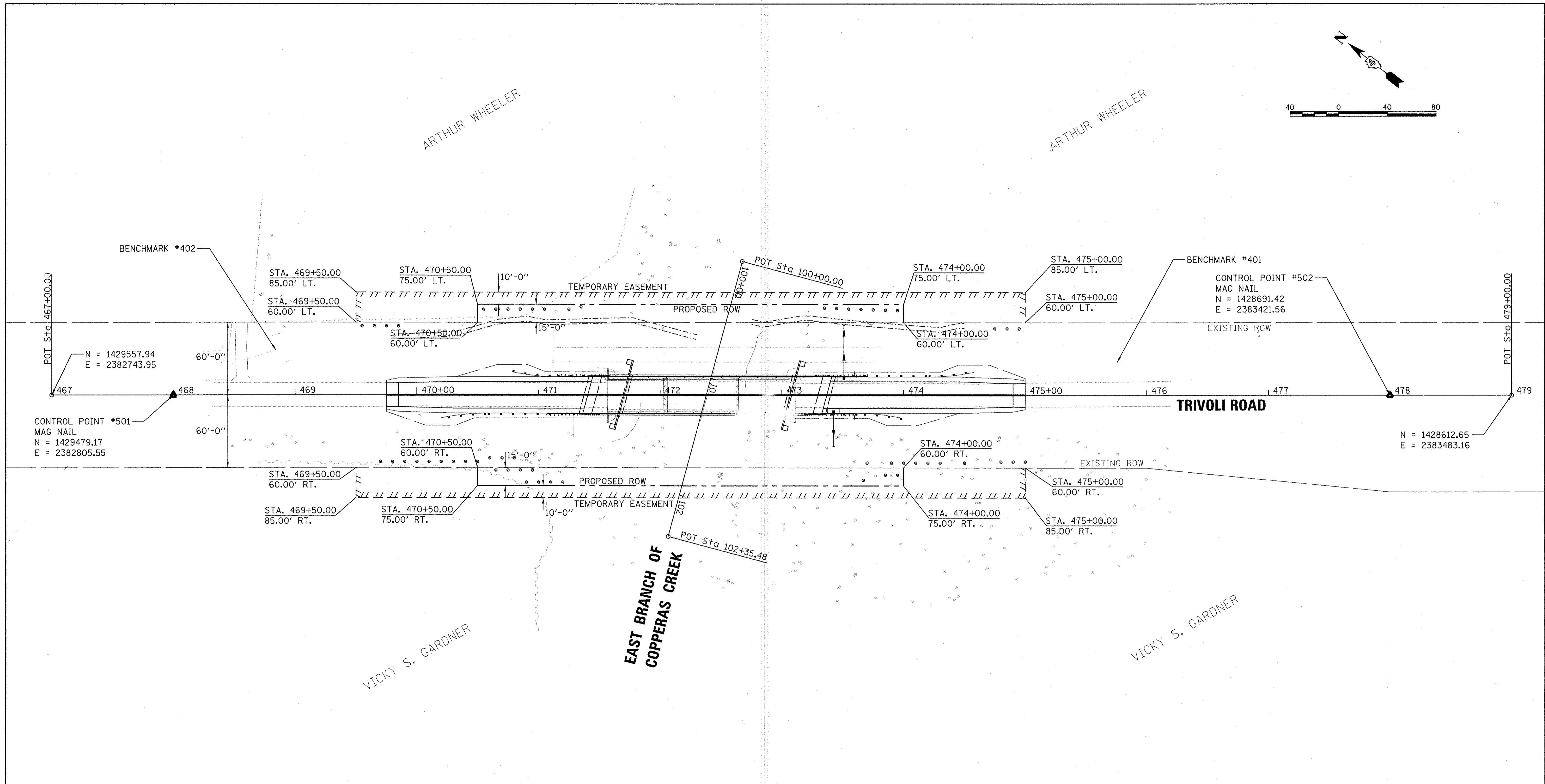
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13-00075-01-BR	ucbm01704	CLS	REVISED					1386	13-00075-01-BR	PEORIA	44	6
		MGD	REVISED					CONTRACT NO. 89698				
DRAWN	PLANT SCALE	CHECKED	REVISED	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT RS-BRS-1386(02)		
	1"=20'	MGD	REVISED									
DATE	PLANT DATE	DATE	REVISED									
8/2/2016	7/21/2016	8/2/2016	REVISED									



PLAN	REVIEWED	BY	DATE
	DESIGNED		
	DRAWN		
	CHECKED		
	APPROVED		
	DATE		

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PROFILE	REVIEWED	BY	DATE
	DESIGNED		
	DRAWN		
	CHECKED		
	APPROVED		
	DATE		



NOTE:
 HORIZONTAL CONTROL SHOWN IS BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD83. ELEVATIONS SHOWN ARE BASED ON NAVD88 (GEOID09). UNITS ARE IN US SURVEY FEET.

- BENCHMARKS**
- *401 RR SPIKE IN WEST SIDE OF 2ND POWER POLE SOUTH OF TRIVOLI ROAD BRIDGE. ELEV. = 524.66
 - *402 CHISELED "X" ON TOP OF CMP CULVERT, EAST OF TRIVOLI ROAD, APPROXIMATELY 275' NORTH OF TRIVOLI ROAD BRIDGE, SOUTH OF FIELD ENTRANCE. ELEV. = 523.87

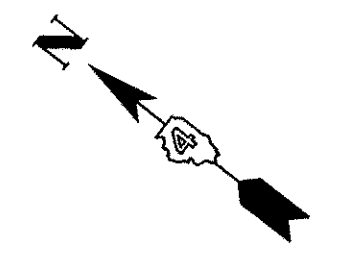
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DESIGNED: CLS	DRAWN: CLS	CHECKED: MGD	REVISED:			SCALE: 1" = 20'	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 89698		ILLINOIS FED. AID PROJECT RS-BRS-1386(102)	
DATE: 8/2/2016	DATE: 8/2/2016	DATE: 8/2/2016	DATE: 8/2/2016								

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- ① **Trivoli Rd**
- ② **NORTH** M3-1 24"x12"
- ③ **SOUTH** M3-3 24"x12"
- ④ **DETOUR** M4-8 24"x18"
- ⑤ **END DETOUR** M4-8a 24"x18"
- ⑥ **DETOUR** M4-10L 48"x18"
- ⑦ **DETOUR** M4-10R 48"x18"
- ⑧ **Left Turn** M5-1L 21"x15"
- ⑨ **Right Turn** M5-1R 21"x15"
- ⑩ **Left Turn** M6-1L 21"x15"
- ⑪ **Right Turn** M6-1R 21"x15"
- ⑫ **Up Arrow** M6-3 21"x15"
- ⑬ **ROAD CLOSED** R11-2 48"x30"
- ⑭ **BRIDGE OUT 1/2 MILES AHEAD LOCAL TRAFFIC ONLY** R11-3b 60"x30"
- ⑮ **BRIDGE OUT 2 MILES AHEAD LOCAL TRAFFIC ONLY** R11-3b 60"x30"
- ⑯ **BRIDGE OUT 2 1/2 MILES AHEAD LOCAL TRAFFIC ONLY** R11-3b 60"x30"
- ⑰ **BRIDGE OUT 4 MILES AHEAD LOCAL TRAFFIC ONLY** R11-3b 60"x30"
- ⑱ **ROAD CLOSED 500 FT** W20-3 36"x36"
- ⑲ **ROAD CLOSED 1000 FT** W20-3 36"x36"
- ⑳ **DETOUR 1500 FT** W20-2 36"x36"
- ㉑ **ROAD CLOSED AHEAD** W20-3 36"x36"
- ㉒ **ROAD CLOSED 1 1/2 MILE** W20-3 36"x36"
- ㉓ **ROAD CLOSED 2 1/2 MILE** W20-3 36"x36"
- ㉔ **ROAD CLOSED 4 MILES** W20-3 36"x36"
- ㉕ **ROAD 5 MILES AHEAD** W20-3 36"x36"



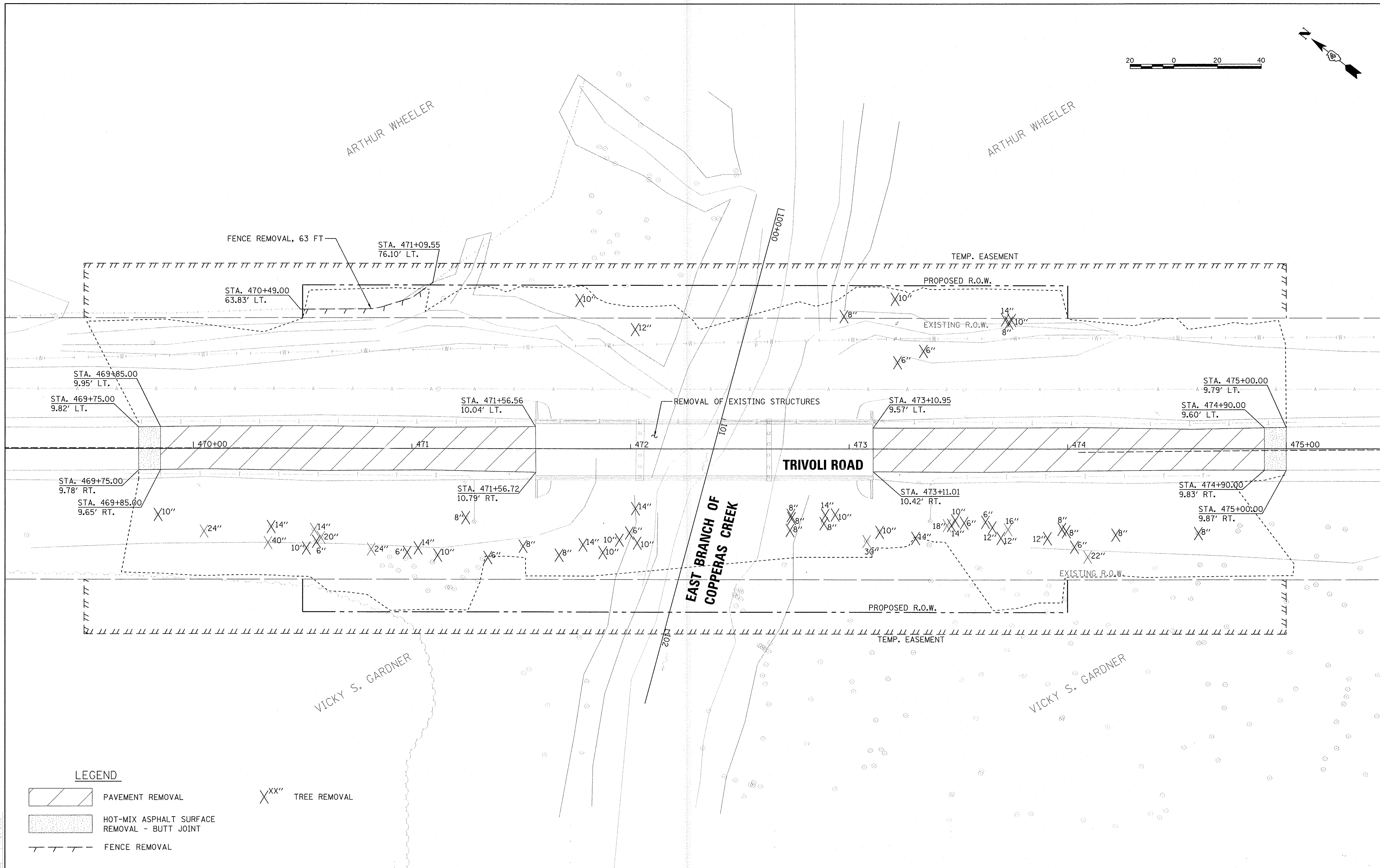
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DATE	
BY	
REVIEWED	
DATE	
BY	
NOTE BOOK	
NO.	
NO.	
NO.	
NO.	
NO.	
NO.	

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DATE	
BY	
REVIEWED	
DATE	
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NOTE BOOK	
NO.	
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NO.	
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LEGEND

- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- FENCE REMOVAL
- TREE REMOVAL

FILE NAME	USER NAME	DESIGNED - CLS	REVISED -
13-00075-01-BR	scham101704	DRAWN - CLS	REVISED -
		CHECKED - MGD	REVISED -
		DATE - 8/2/2016	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRIVOLI ROAD
 REMOVAL PLAN**

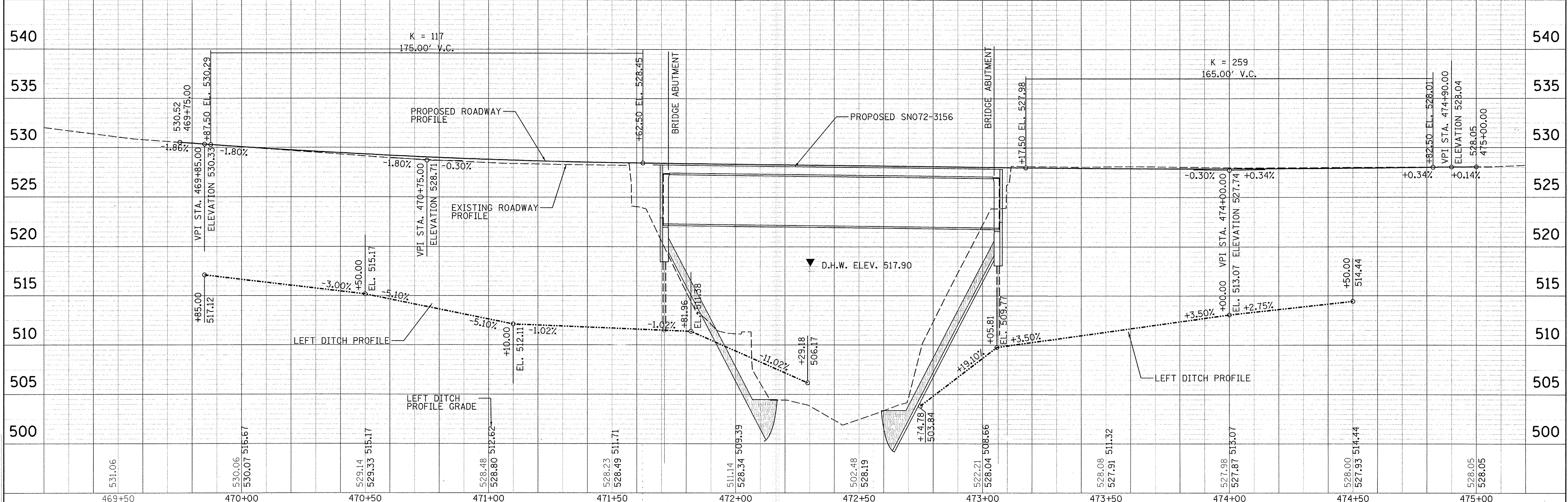
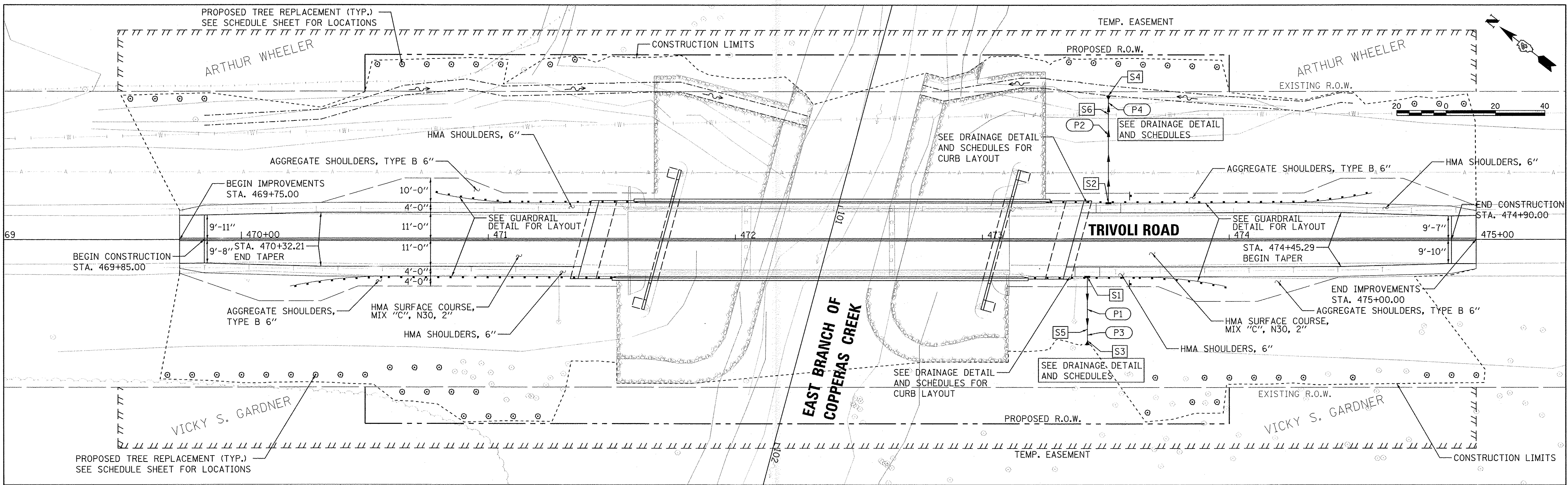
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F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 10
	C.H. 25	CONTRACT NO. 89698	ILLINOIS FED. AID PROJECT RS-BRS-1386(102)	

DRAWN BY: CLS
 CHECKED BY: MGD
 DATE: 8/2/2016
 PROJECT: TRIVOLI ROAD
 SHEET NO.: 11
 CONTRACT NO.: 89698

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 Professional Services Inc.
 1386 S. W. 13th St.
 Peoria, IL 61614
 (309) 696-1386

PROFILE
 DRAWN BY: CLS
 CHECKED BY: MGD
 DATE: 8/2/2016
 PROJECT: TRIVOLI ROAD
 SHEET NO.: 11
 CONTRACT NO.: 89698



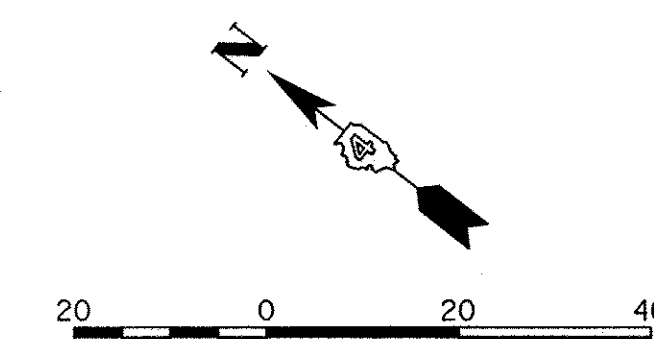
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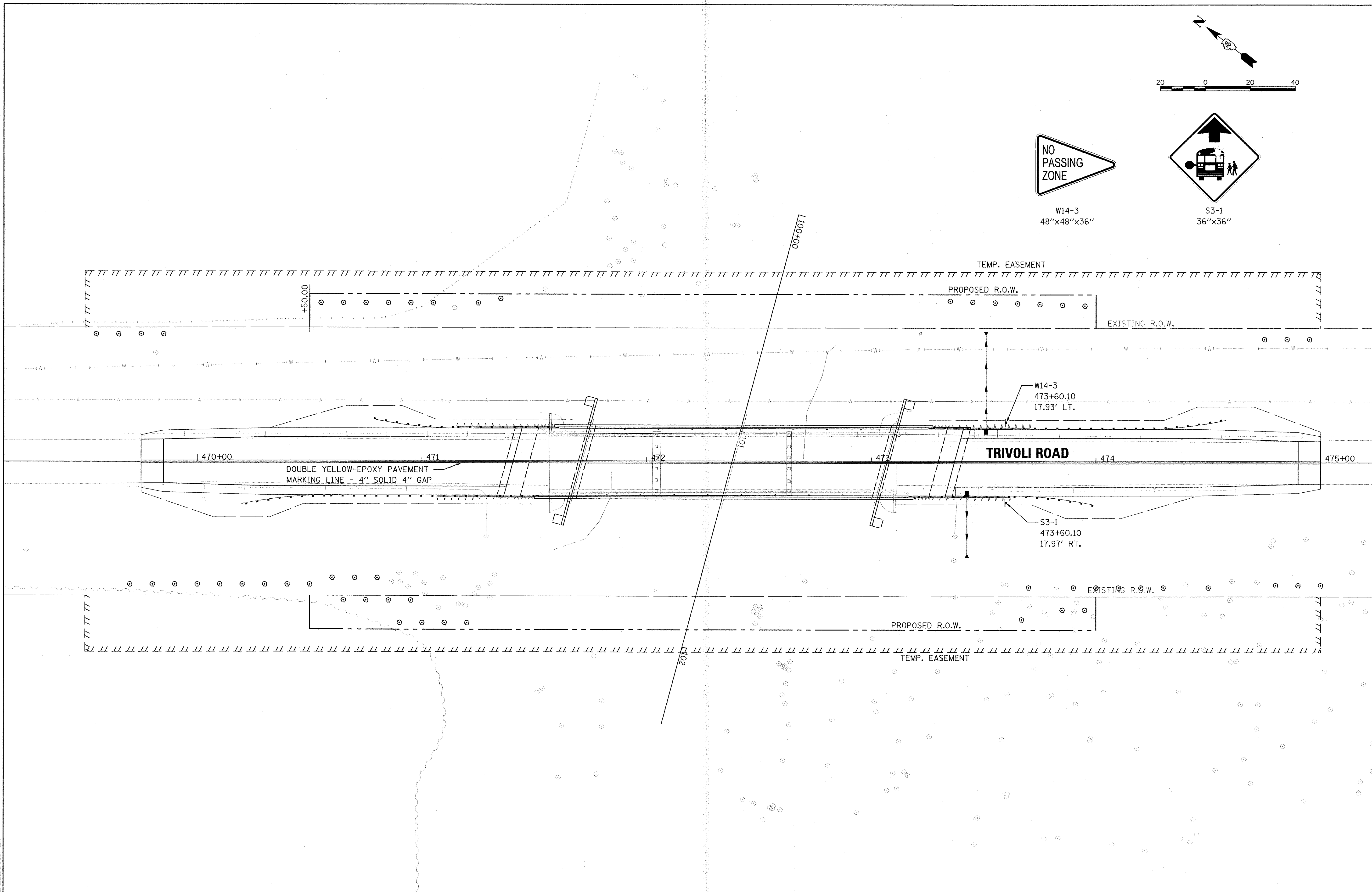
DATE	2/15/2018
BY	CLS
DATE	2/15/2018
BY	CLS
DATE	7/13/2018
BY	MCD



W14-3
48"x48"x36"



S3-1
36"x36"



FILE NAME	1386-00075-01-BR-PAV-Sign-Plan-475+00.01
USER NAME	schmid1704
DESIGNED	CLS
DRAWN	CLS
CHECKED	MCD
DATE	8/2/2016

REVISIONS	
NO.	
DATE	
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DESIGNED	CLS
DRAWN	CLS
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DATE	8/2/2016

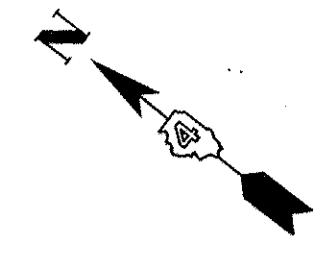
REVISIONS	
NO.	
DATE	
BY	
DESCRIPTION	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRIVOLI ROAD
PAVEMENT MARKING AND SIGNAGE PLAN**

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 469+75.01 TO STA. 475+00.01

F.A.S. RTE.	1386	SECTION	13-00075-01-BR	COUNTY	PEORIA	TOTAL SHEETS	44	SHEET NO.	12
				C.H.	25	CONTRACT NO. 89698			
ILLINOIS FED. AID PROJECT R5-BRS-1386(102)									

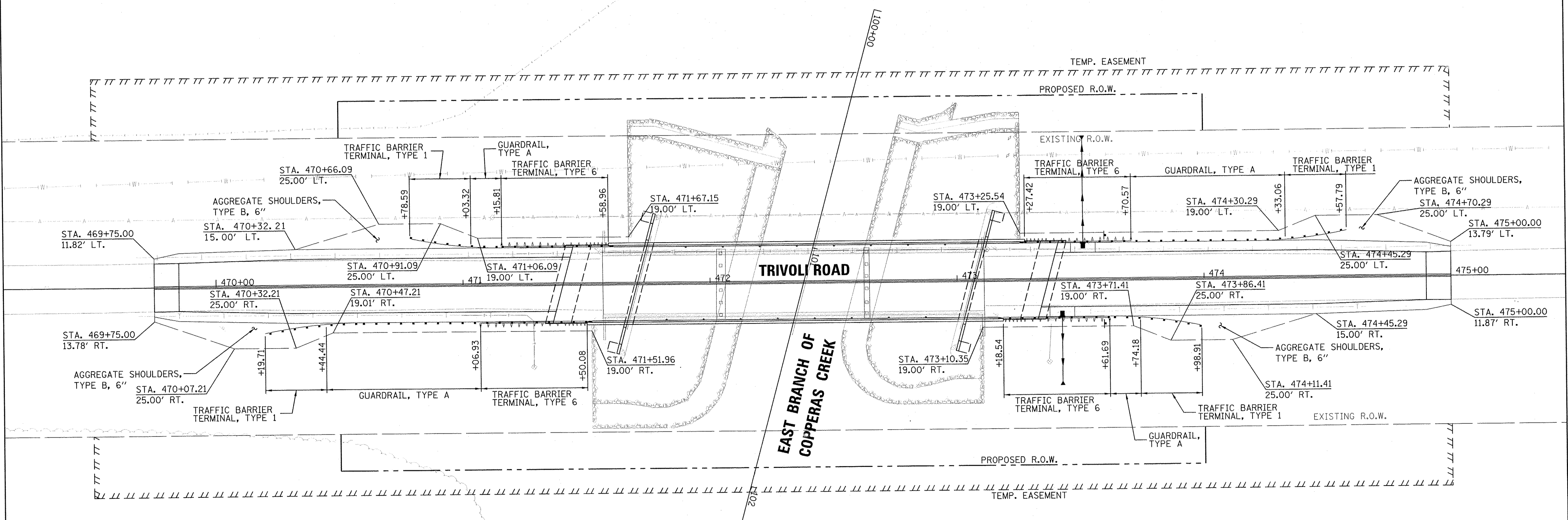


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IN CHARGE	
PROJECT NO.	
PROJECT NAME	
ADD. FILE NAME	

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DATE	
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DESIGNED	
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IN CHARGE	
PROJECT NO.	
PROJECT NAME	
ADD. FILE NAME	

DATE	2/13/2016
BY	CLS
CHECKED	CLS
DESIGNED	CLS
DRAWN	CLS
IN CHARGE	MGD
PROJECT NO.	13-00075-01-BR
PROJECT NAME	TRIVOLI ROAD
ADD. FILE NAME	



FILE NAME	13-00075-01-BR-TRIVOLI ROAD GUARDRAIL DETAILS.dwg
USER NAME	cls
DESIGNED	CLS
DRAWN	CLS
CHECKED	MGD
DATE	8/2/2016

REVISION	
NO.	
DATE	
DESCRIPTION	

DESIGNED	CLS
DRAWN	CLS
CHECKED	MGD
DATE	8/2/2016

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRIVOLI ROAD
 GUARDRAIL DETAILS**

SCALE: 1" = 20' SHEET NO. OF SHEETS | STA. 469+75.00 TO STA. 475+00.00

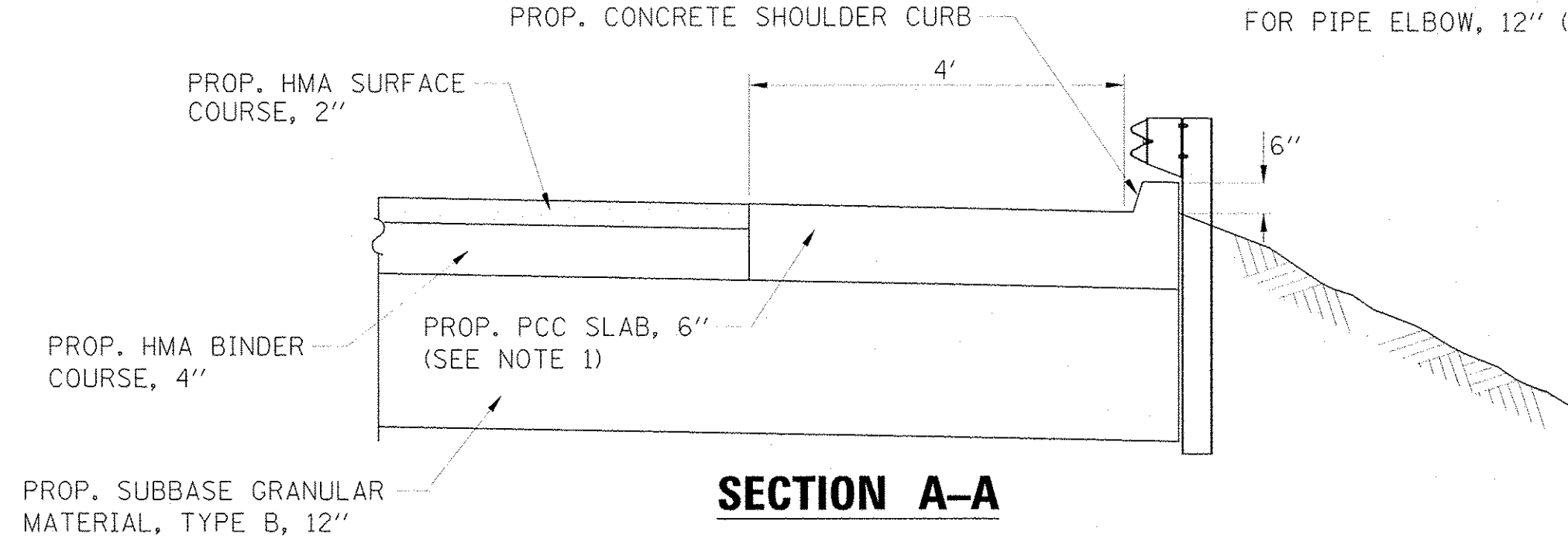
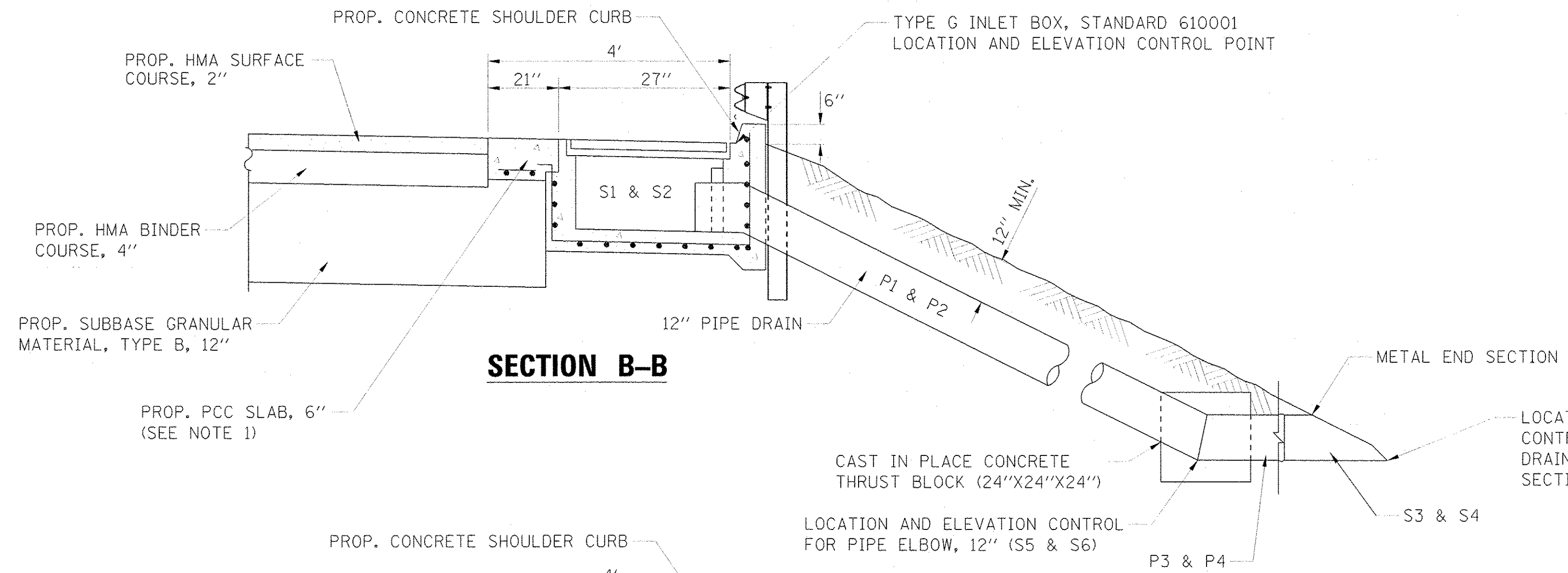
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1386	13-00075-01-BR	PEORIA	44	14
	C.H. 25		CONTRACT NO. 89698	
ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				

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 REVISIONS: _____

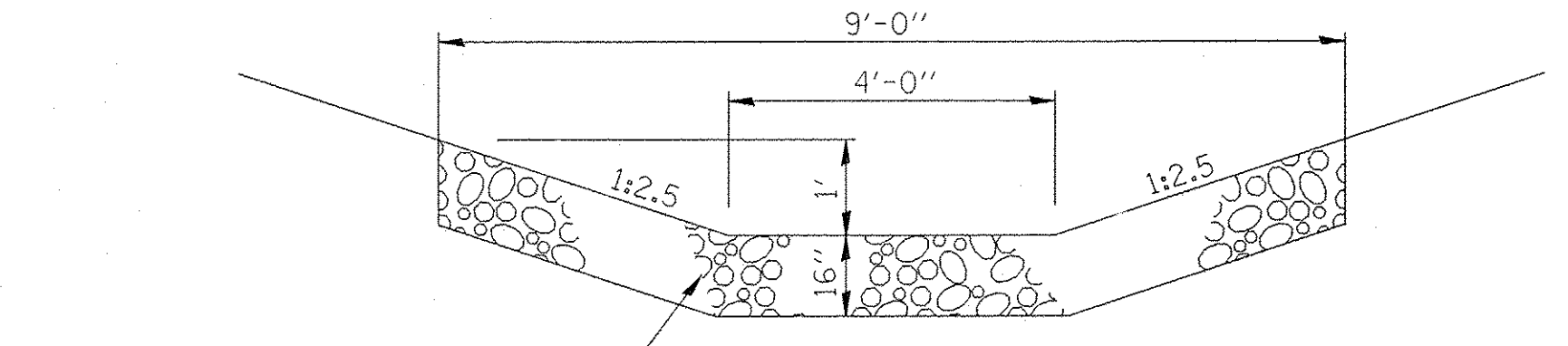
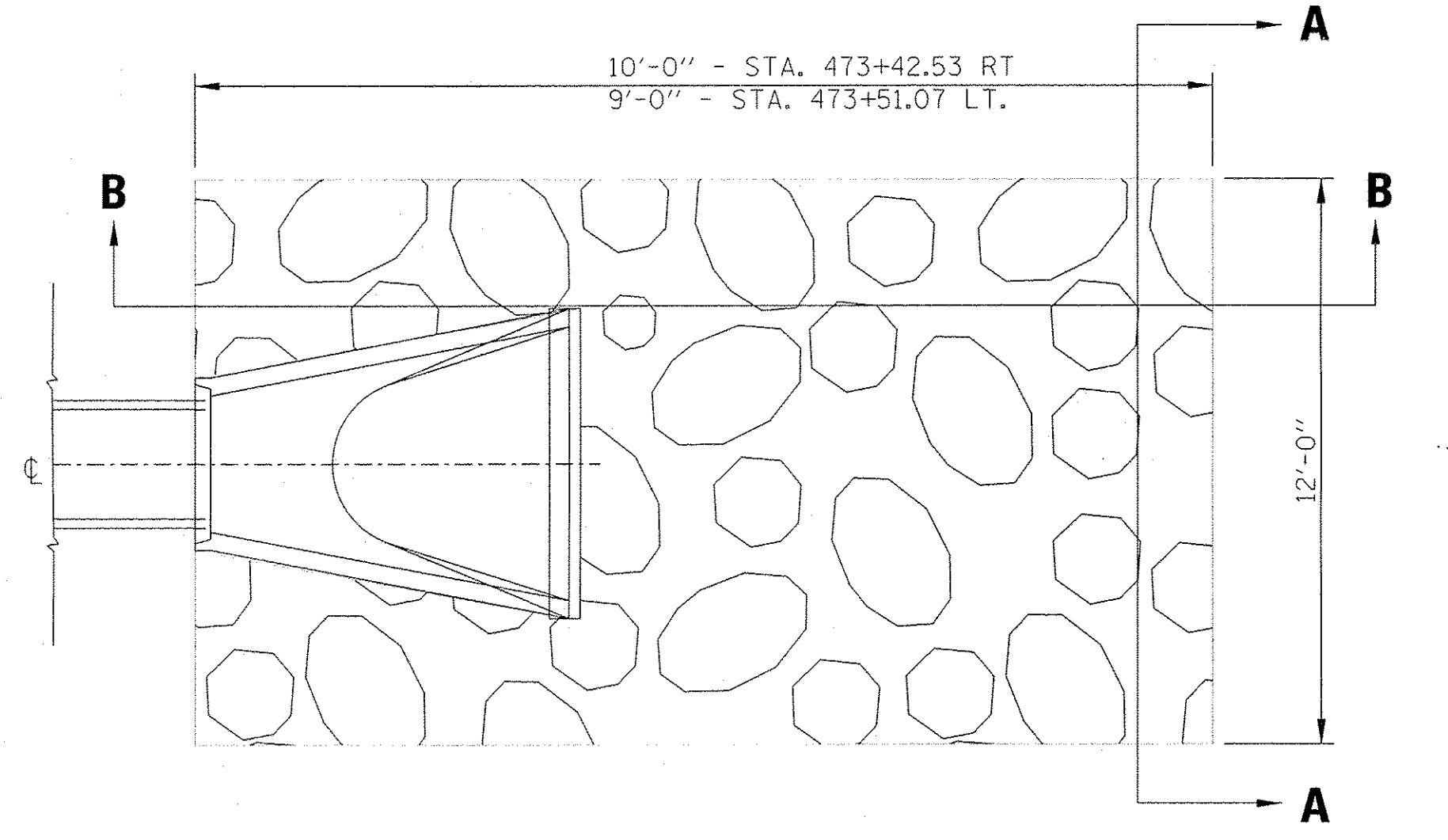
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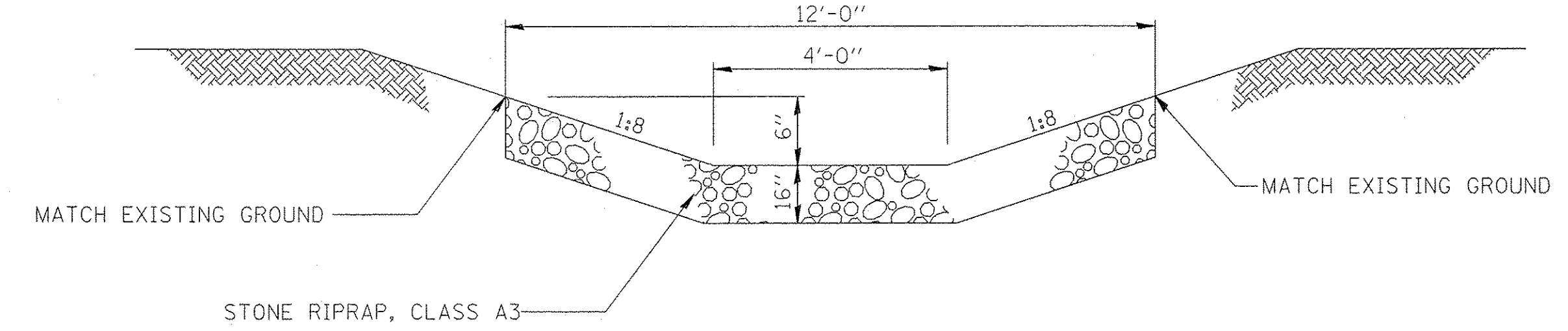
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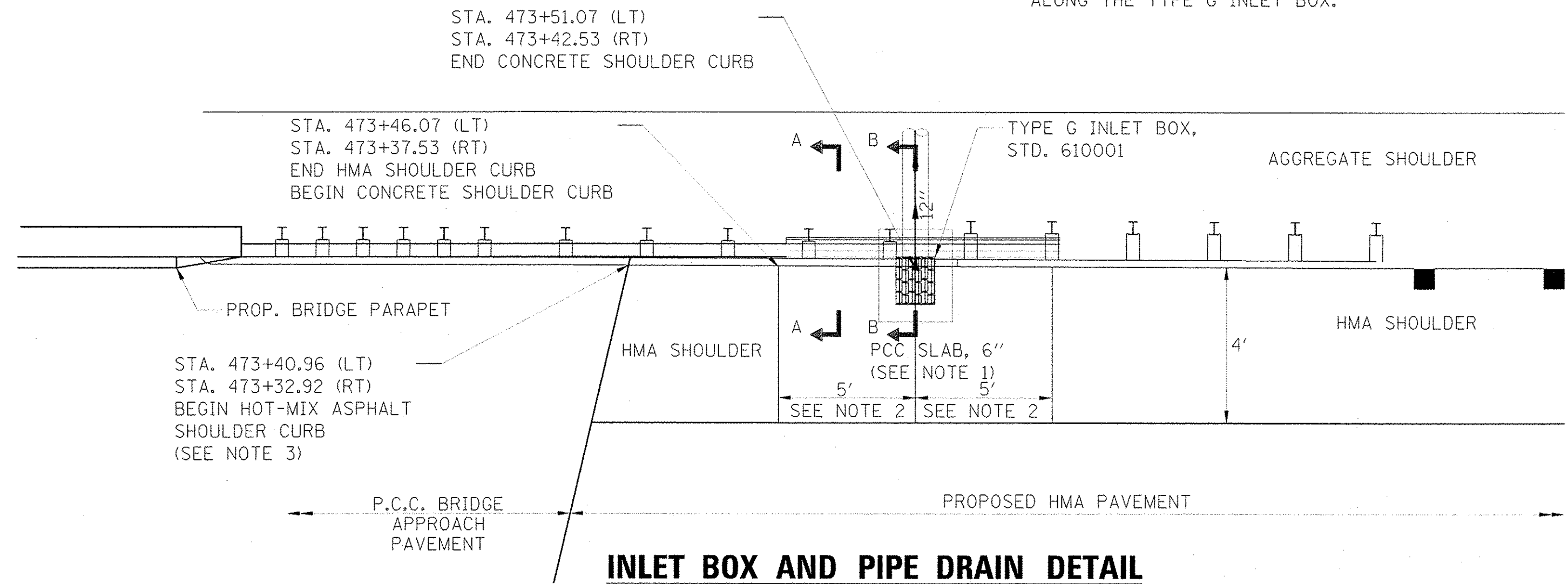
- NOTES:**
- COST INCLUDED IN TYPE G INLET BOX, STANDARD 610001.
 - HMA SHOULDER SHALL BE PLACED THROUGH THE LIMITS OF THE PCC SLAB AND THEN REMOVED FOR THE CONSTRUCTION OF TYPE G INLET BOX, STD. 610001. THE ADDITIONAL SHOULDER TO BE PLACED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD OF HOT-MIX ASPHALT SHOULDERS, 6". SAW CUTTING AND REMOVING THE HMA SHOULDER TO CONSTRUCT THE INLET BOX SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TYPE G INLET BOX, STD. 610001.
 - HEIGHT OF HOT-MIX ASPHALT SHOULDER CURB SHALL TRANSITION FROM THE CURB HEIGHT ON THE BRIDGE APPROACH PAVEMENT TO THE CURB HEIGHT FOR THE CONCRETE SHOULDER ALONG THE TYPE G INLET BOX.



STA. 473+51.07 LT SECTION B-B



STA. 473+42.53 RT SECTION A-A



DRAINAGE STRUCTURE										
LOCATION						28100105	54210182	54215547	61000050	61000335
STR	STATION	OFFSET	SIDE	RIM ELEV	INVERT ELEV	STONE RIPRAP, CLASS A3	PIPE ELBOW, 12"	METAL END SECTIONS 12"	CONCRETE THRUST BLOCKS	TYPE G INLET BOX, STANDARD 610001
TRIVOLI ROAD										
S1	473+42.53	15.0	RT	527.55	525.30					1
S2	473+51.07	15.0	LT	527.52	525.27					1
S3	473+42.53	42.6	RT	--	519.29	13		1		
S4	473+51.07	58.4	LT	--	511.36	12		1		
S5	473+42.53	36.3	RT		519.32		1		1	
S6	473+51.07	53.0	LT		511.42		1		1	
TOTALS						25	2	2	2	2

PIPE STRUCTURE						
LOCATION						60100945
						PIPE DRAINS 12"
PIPE NUMBER	FROM STRUCTURE S-NUMBER	TO STRUCTURE INV ELEV	TO STRUCTURE S-NUMBER	TO STRUCTURE INV ELEV	PIPE SLOPE %	FOOT
TRIVOLI ROAD						
P1	S1	525.30	S5	519.35	28.3%	21
P2	S2	525.27	S6	511.42	36.4%	38
P3	S5	519.35	S3	519.29	1.2%	5
P4	S6	511.41	S4	511.36	1.3%	4
TOTALS						68

Bench Mark: Point 401 - RR Spike in West Side of 2nd Power Pole South of Trivoli Bridge - Elevation 524.66
 Point 402 - Chisled "X" on Top of CMP Culvert, East of Trivoli Road Approximately 275 ft. North of Bridge; South of Field Entrance - Elevation 523.87

Existing Structure: Structure No. 072-3050. The existing three span structure (155 ft long by 24 ft wide) was constructed in 1954 and consists of a cast-in-place concrete deck supported by continuous steel wide flange beams. The substructure consists of precast concrete pile bents with cast-in-place concrete caps. Existing structure to be removed and replaced. The road will be closed during construction.

No Salvage.

Traffic Barrier
Terminal, Type 6
Std. 631031 (Typ.)

Approach
Footings (Typ.)

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications - 7th edition w/2015 Interims

LOADING HL-93

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

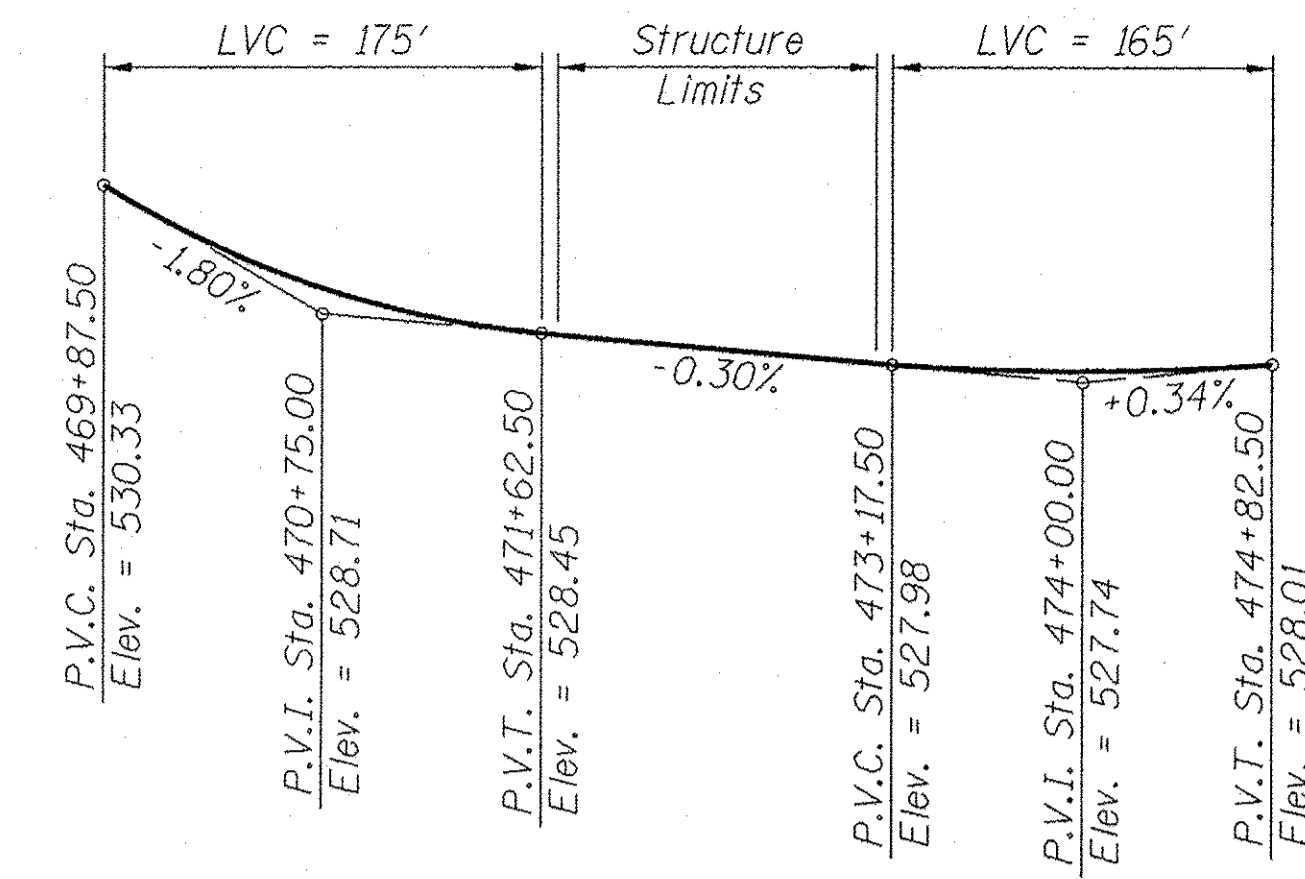
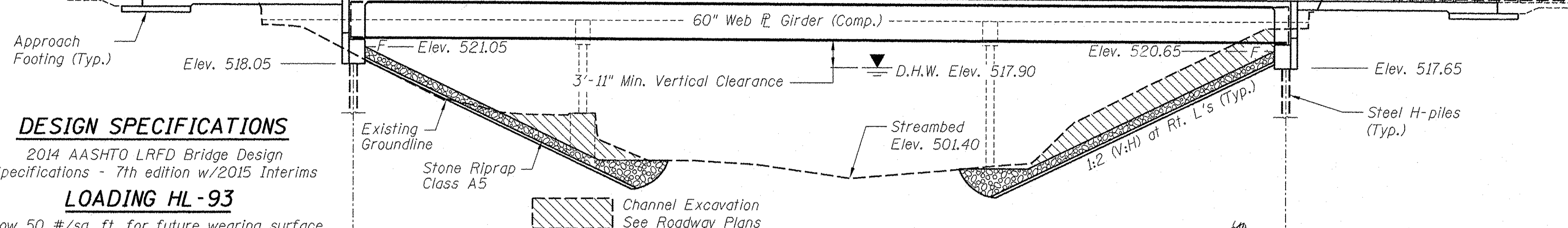
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ p.s.i.
 $f'_c = 4,000$ p.s.i. (Superstructure)
 $f_y = 60,000$ p.s.i. (Reinforcement)
 $f_y = 50,000$ p.s.i. (M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec (S_{D1}) = 0.11g
 Design Spectral Acceleration at 0.2 sec (S_{D5}) = 0.18g
 Soil Site Class = D



PROFILE GRADE
(Along \hat{C} Roadway)

WATERWAY INFORMATION

Drainage Area = 47.1 Sq. Mi.		Low Grade Elev. = 521.87							
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Prop.	Nat. H.W.E.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.
Ten-Year	10	5930	766	1005	516.9	1.0	0.6	517.9	517.5
Design	20	7598	851	1107	517.9	1.4	0.8	519.3	518.7
Base	100	11200	988	1271	519.3	2.5	1.5	521.8	520.8

10-Year Velocity through Existing Structure = 7.7 fps
 10-Year Velocity through Proposed Structure = 5.9 fps
 There is no overtopping of the bridge or roadway up to the 500-year discharge rate. Created head was calculated at cross-section 1656 as this is the location where the greatest difference between Existing/Proposed and Natural profiles occur.

DESIGN SCOUR ELEVATION TABLE

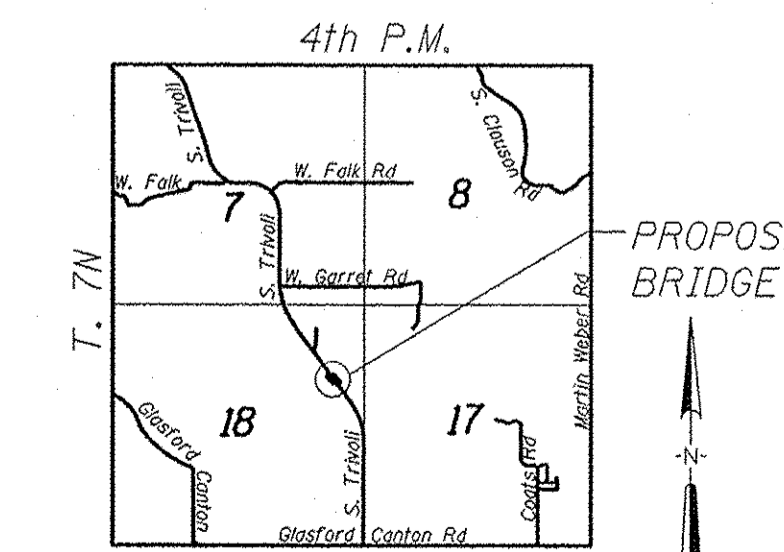
Event/Limit State	Design Scour Elevations (ft.)		Item 113
	N. Abut.	S. Abut.	
Q100	518.05	517.65	8
Q200	518.05	517.65	
Design	518.05	517.65	
Check	518.05	517.65	



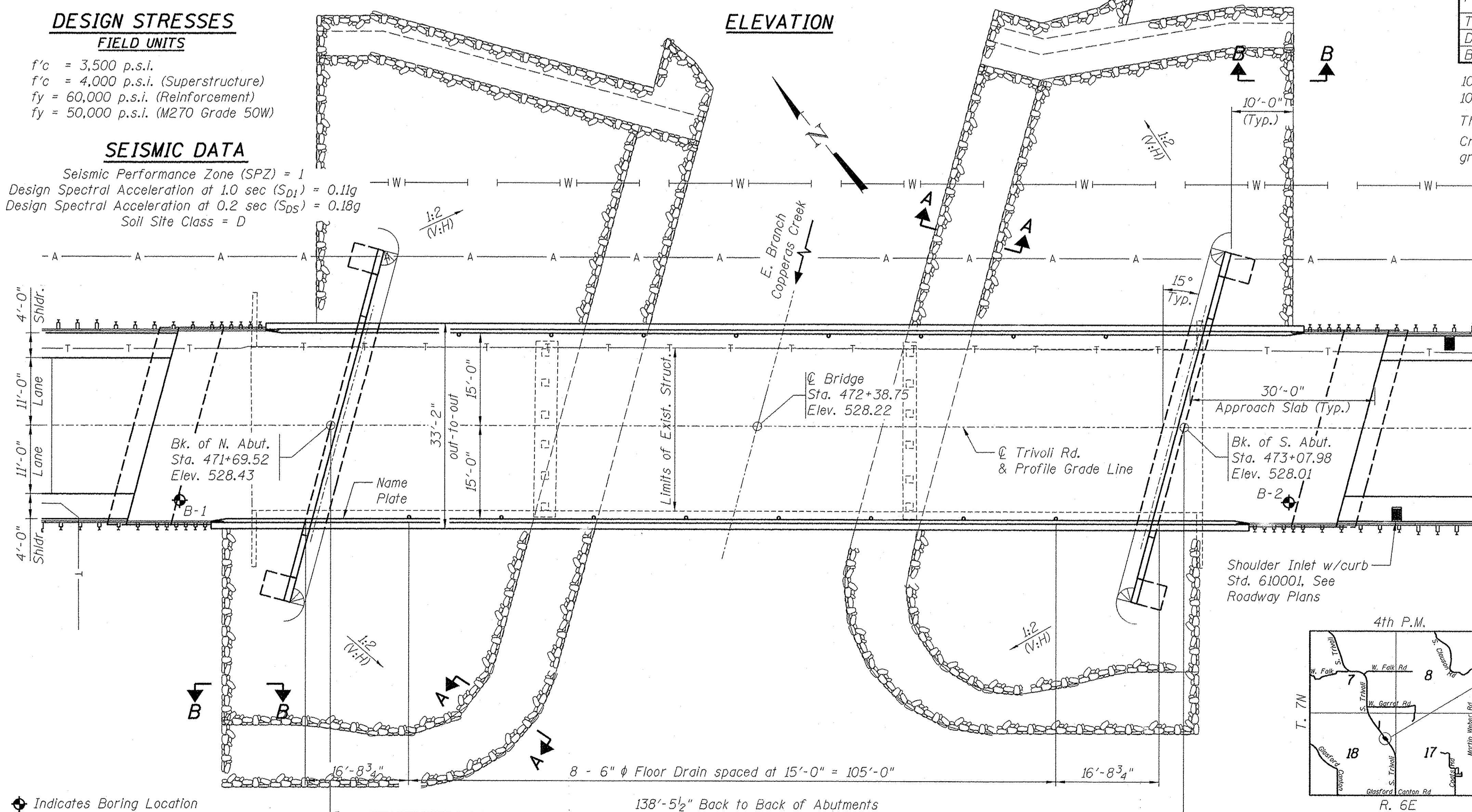
Date: 7/18/16
 Lic. Exp. Date: 11/30/16

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO LRFD Specifications.

GENERAL PLAN
TRIVOLI ROAD (CH 25R)
OVER EAST BRANCH COPPERAS CREEK
FAS 1386 - SEC. 13-00075-01-BR
PEORIA COUNTY, ILLINOIS
STATION 472+38.75
STRUCTURE NO. 072-3156



LOCATION SKETCH



PLAN

I:\15\Jobs\15L0008\CAD\Struct\Sheet\001 General Plan and Elevation.dgn

<p>© Copyright Hanson Professional Services Inc. 2016</p>	USER NAME = #USER#	DESIGNED - JGT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN STRUCTURE NO. 072-3156 SHEET NO. 1 OF 18 SHEETS	F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 16
	PLOT SCALE = #SCALE#	DRAWN - DAP	REVISED -			C.H. 25	CONTRACT NO. 89698			
	PLOT DATE = #DATE#	CHECKED - JGT/MNM	REVISED -			ILLINOIS FED. AID PROJECT RS-BRS-1386(02)				

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts 7/8 in. φ, holes 5/16 in. φ, unless otherwise noted.

Calculated weight of Structural Steel, AASHTO M270 Grade 50W = 163,600 lbs.
AASHTO M270 Grade 36W = 5,100 lbs.

All structural steel shall be AASHTO M 270 Grade 50W, unless otherwise noted.

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

Reinforcement bars designated (E) shall be epoxy coated.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 18 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

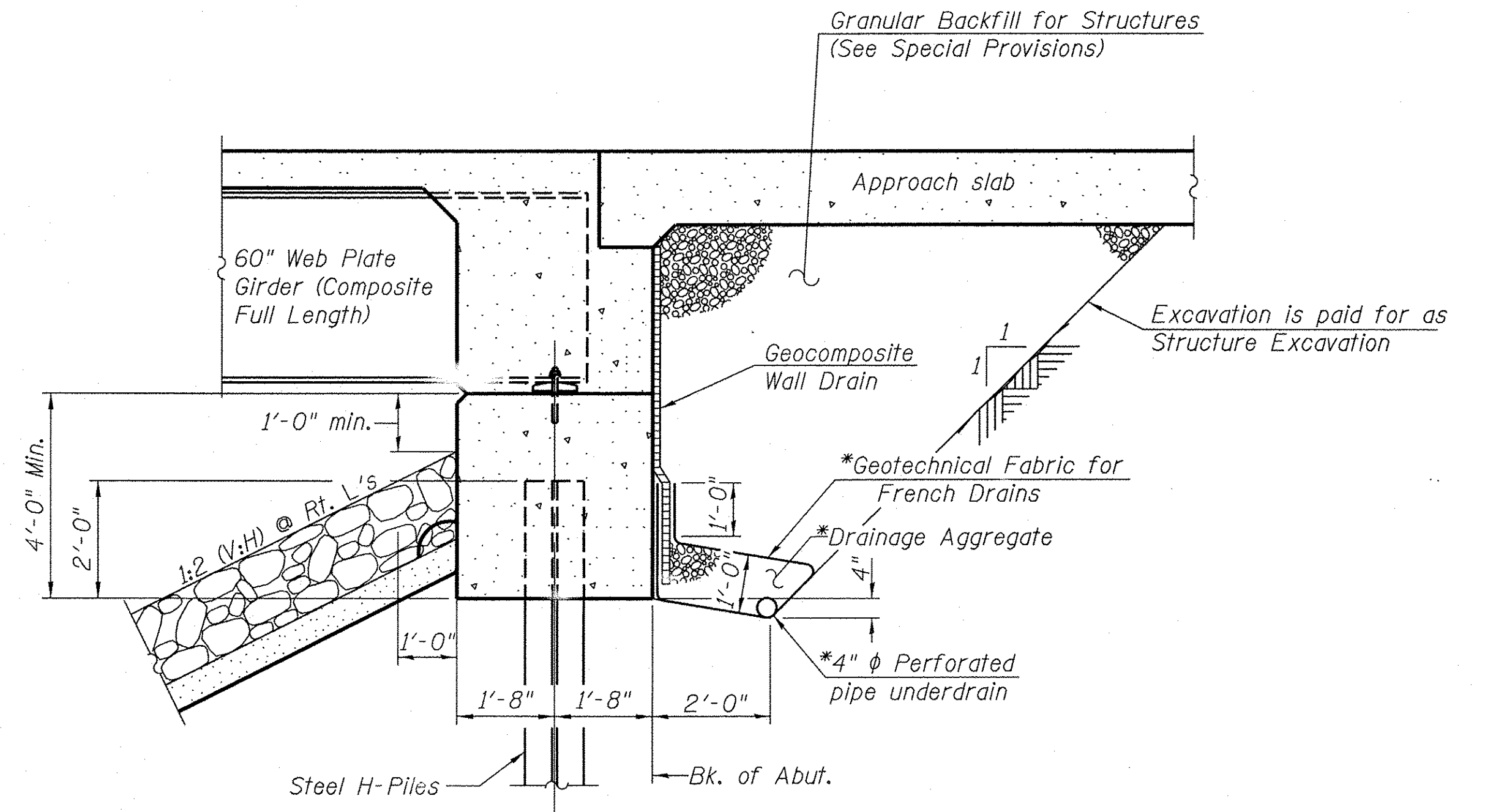
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

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

Slipforming of the parapets is not allowed.

INDEX OF SHEETS

1. General Plan
2. General Data
3. Top of Deck Elevations (Sheet 1 of 2)
4. Top of Deck Elevations (Sheet 2 of 2)
5. Top of North Approach Slab Elevations
6. Top of South Approach Slab Elevations
7. Superstructure Plan and Deck Cross Section
8. Superstructure Details
9. Integral Abutment and Diaphragm Details
10. Bridge Approach Slab Details (Sheet 1 of 2)
11. Bridge Approach Slab Details (Sheet 2 of 2)
12. Structural Steel Framing Plan
13. Structural Steel Details & Fixed Bearing Details
14. North Abutment
15. South Abutment
16. 'L' Type Retaining Wall Wing Extensions
17. HP Pile Details
18. Subsurface Data Profile



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

*Included in the cost of Pipe Underdrains for Structures.
(See Special Provisions)

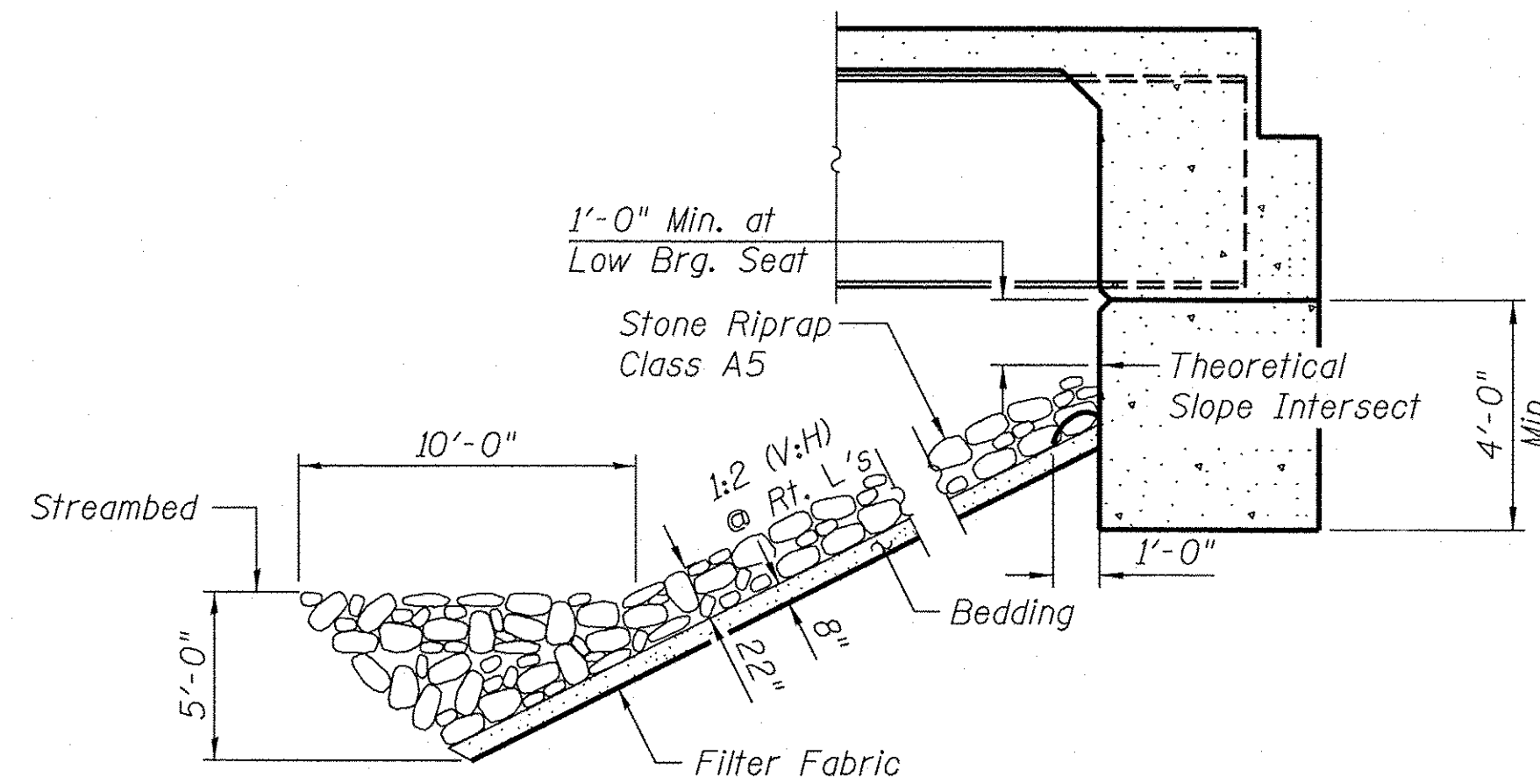
Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TOTAL BILL OF MATERIAL

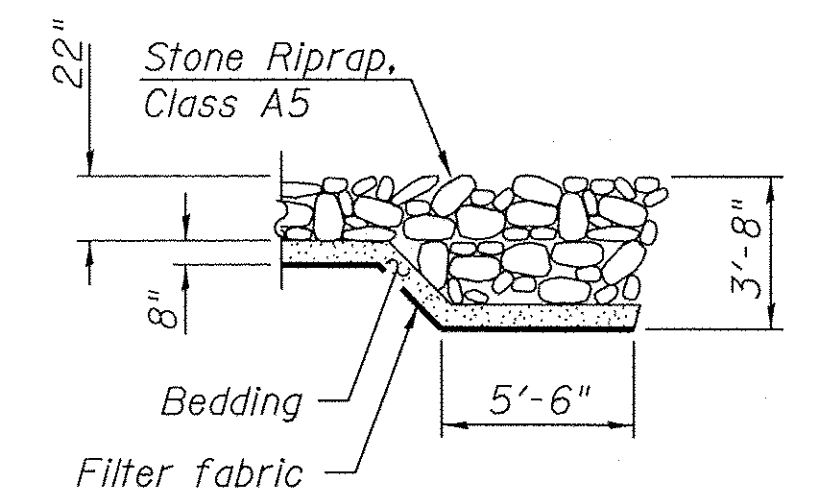
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.	-	1513	1513
Filter Fabric	Sq. Yd.	-	1513	1513
Removal of Existing Structures	Each	1	-	1
Structure Excavation	Cu. Yd.	-	232	232
Floor Drains	Each	16	-	16
Concrete Structures	Cu. Yd.	20.4	52.7	73.1
Concrete Superstructure	Cu. Yd.	195.4	-	195.4
Bridge Deck Grooving	Sq. Yd.	611	-	611
Protective Coat	Sq. Yd.	686	-	686
Concrete Superstructure (Approach Slab)	Cu. Yd.	97.5	-	97.5
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	1035	-	1035
Reinforcement Bars, Epoxy Coated	Pound	65440	10930	76370
Furnishing Steel Piles, HP14x89	Foot	-	324	324
Driving Piles	Foot	-	324	324
Test Pile Steel, HP14x89	Each	-	2	2
Name Plates	Each	1	-	1
Anchor Bolts, 1"	Each	20	-	20
Geocomposite Wall Drain	Sq. Yd.	-	102	102
Granular Backfill for Structures	Cu. Ft.	-	233	233
Pipe Underdrains for Structures 4"	Foot	-	153	153

EAST BRANCH COPPERAS CREEK
BUILT 20__ BY
PEORIA COUNTY
SEC. 13-00075-01-BR
F.A.S. 1386 - STA. 472+38.75
STR. NO. 072-3156 LOADING HL-93

NAME PLATE
See Std. 515001



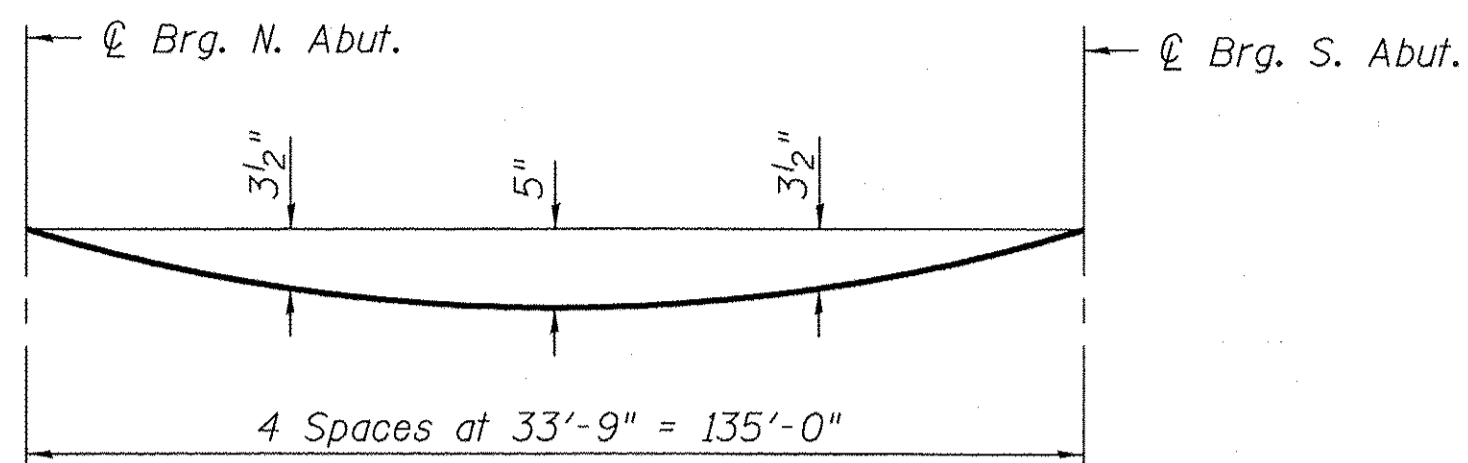
SECTION A-A



SECTION B-B

I:\15Jobs\15L0008\CAD\Struct\Sheet\002 General Data.dgn

<p>© Copyright Hanson Professional Services Inc. 2016</p>	USER NAME : huffm00028	DESIGNED - JGT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 072-3156	F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 17
	PLOT SCALE: 1.0000' / ft.	DRAWN - DAP	REVISED -			C.H. 25	CONTRACT NO. 89698			
	PLOT DATE : 7/29/2016	CHECKED - JGT/MNM	REVISED -			ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				
						SHEET NO. 2 OF 18 SHEETS				

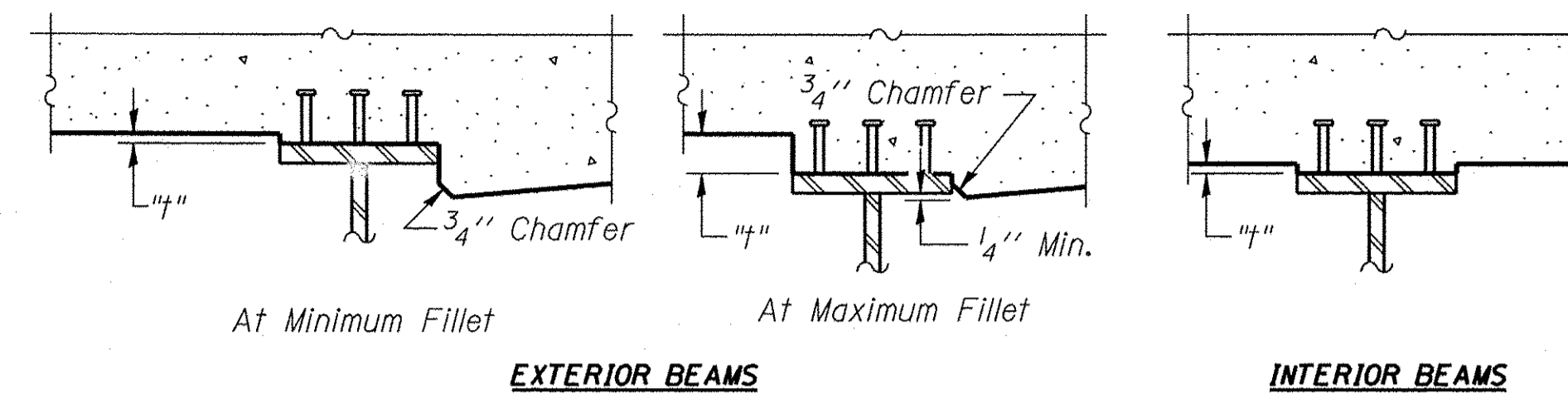


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

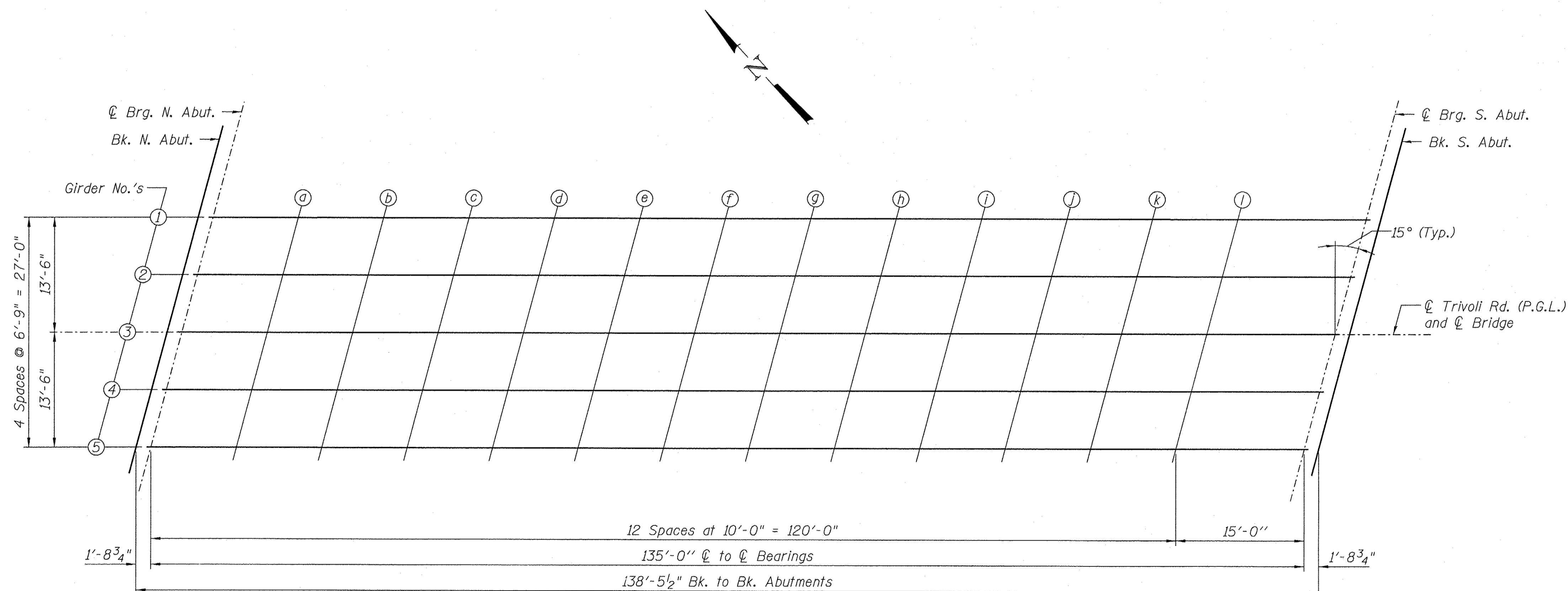
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet 4 of 18.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheet 4 of 18, minus 8" slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DIAGRAMMATIC PLAN

I:\15Jobs\15L0008\CAD\Struct\Sheet\003 Top of Deck Elev Sheet 1 of 2.dgn

	USER NAME : huffm00028	DESIGNED - JGT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS (SHEET 1 of 2) STRUCTURE NO. 072-3156	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE: 1:10,000 's' / ft.	CHECKED - MNM	REVISED -			1386	13-00075-01-BR	PEORIA	44	18
	PLOT DATE : 7/29/2016	DRAWN - DAP	REVISED -			C.H. 25		CONTRACT NO. 89698		
		CHECKED - JGT/MNM	REVISED -			SHEET NO. 3 OF 18 SHEETS		ILLINOIS FED. AID PROJECT RS-BRS-1386(02)		

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	471+73.14	-13.50	528.15	528.15
☉ Brg. N. Abut.	471+74.87	-13.50	528.15	528.15
a	471+84.87	-13.50	528.12	528.20
b	471+94.87	-13.50	528.09	528.26
c	472+04.87	-13.50	528.06	528.32
d	472+14.87	-13.50	528.03	528.35
e	472+24.87	-13.50	528.00	528.35
f	472+34.87	-13.50	527.97	528.36
g	472+44.87	-13.50	527.94	528.34
h	472+54.87	-13.50	527.91	528.28
i	472+64.87	-13.50	527.88	528.21
j	472+74.87	-13.50	527.85	528.15
k	472+84.87	-13.50	527.82	528.04
l	472+94.87	-13.50	527.79	527.92
☉ Brg. S. Abut.	473+09.87	-13.50	527.74	527.74
Bk. S. Abut.	473+11.60	-13.50	527.74	527.74

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	471+71.33	-6.75	528.29	528.29
☉ Brg. N. Abut.	471+73.06	-6.75	528.29	528.29
a	471+83.06	-6.75	528.26	528.34
b	471+93.06	-6.75	528.23	528.40
c	472+03.06	-6.75	528.20	528.46
d	472+13.06	-6.75	528.17	528.49
e	472+23.06	-6.75	528.14	528.49
f	472+33.06	-6.75	528.11	528.50
g	472+43.06	-6.75	528.08	528.48
h	472+53.06	-6.75	528.05	528.42
i	472+63.06	-6.75	528.02	528.35
j	472+73.06	-6.75	527.99	528.29
k	472+83.06	-6.75	527.96	528.18
l	472+93.06	-6.75	527.93	528.06
☉ Brg. S. Abut.	473+08.06	-6.75	527.88	527.88
Bk. S. Abut.	473+09.79	-6.75	527.88	527.88

**GIRDER 3
☉ TRIVOLI ROAD & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	471+69.52	0.00	528.43	528.43
☉ Brg. N. Abut.	471+71.25	0.00	528.43	528.43
a	471+81.25	0.00	528.40	528.48
b	471+91.25	0.00	528.37	528.54
c	472+01.25	0.00	528.34	528.60
d	472+11.25	0.00	528.31	528.63
e	472+21.25	0.00	528.28	528.63
f	472+31.25	0.00	528.25	528.64
g	472+41.25	0.00	528.22	528.62
h	472+51.25	0.00	528.19	528.56
i	472+61.25	0.00	528.16	528.49
j	472+71.25	0.00	528.13	528.43
k	472+81.25	0.00	528.10	528.32
l	472+91.25	0.00	528.07	528.20
☉ Brg. S. Abut.	473+06.25	0.00	528.02	528.02
Bk. S. Abut.	473+07.98	0.00	528.02	528.02

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	471+67.71	6.75	528.30	528.30
☉ Brg. N. Abut.	471+69.44	6.75	528.30	528.30
a	471+79.44	6.75	528.27	528.36
b	471+89.44	6.75	528.24	528.41
c	471+99.44	6.75	528.21	528.47
d	472+09.44	6.75	528.18	528.50
e	472+19.44	6.75	528.15	528.50
f	472+29.44	6.75	528.12	528.51
g	472+39.44	6.75	528.09	528.50
h	472+49.44	6.75	528.06	528.43
i	472+59.44	6.75	528.03	528.36
j	472+69.44	6.75	528.00	528.30
k	472+79.44	6.75	527.97	528.19
l	472+89.44	6.75	527.94	528.07
☉ Brg. S. Abut.	473+04.44	6.75	527.89	527.89
Bk. S. Abut.	473+06.17	6.75	527.89	527.89

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	471+65.90	13.50	528.17	528.17
☉ Brg. N. Abut.	471+67.63	13.50	528.17	528.17
a	471+77.63	13.50	528.14	528.23
b	471+87.63	13.50	528.11	528.28
c	471+97.63	13.50	528.08	528.34
d	472+07.63	13.50	528.05	528.37
e	472+17.63	13.50	528.02	528.37
f	472+27.63	13.50	527.99	528.38
g	472+37.63	13.50	527.96	528.37
h	472+47.63	13.50	527.93	528.30
i	472+57.63	13.50	527.90	528.23
j	472+67.63	13.50	527.87	528.17
k	472+77.63	13.50	527.84	528.06
l	472+87.63	13.50	527.81	527.94
☉ Brg. S. Abut.	473+02.63	13.50	527.76	527.76
Bk. S. Abut.	473+04.36	13.50	527.76	527.76

I:\15Jobs\15L0008\CAD\Struct\Sheet\004 Top of Deck Elev Sheet 2 of 2.dgn

EAST EDGE OF SHOULDER

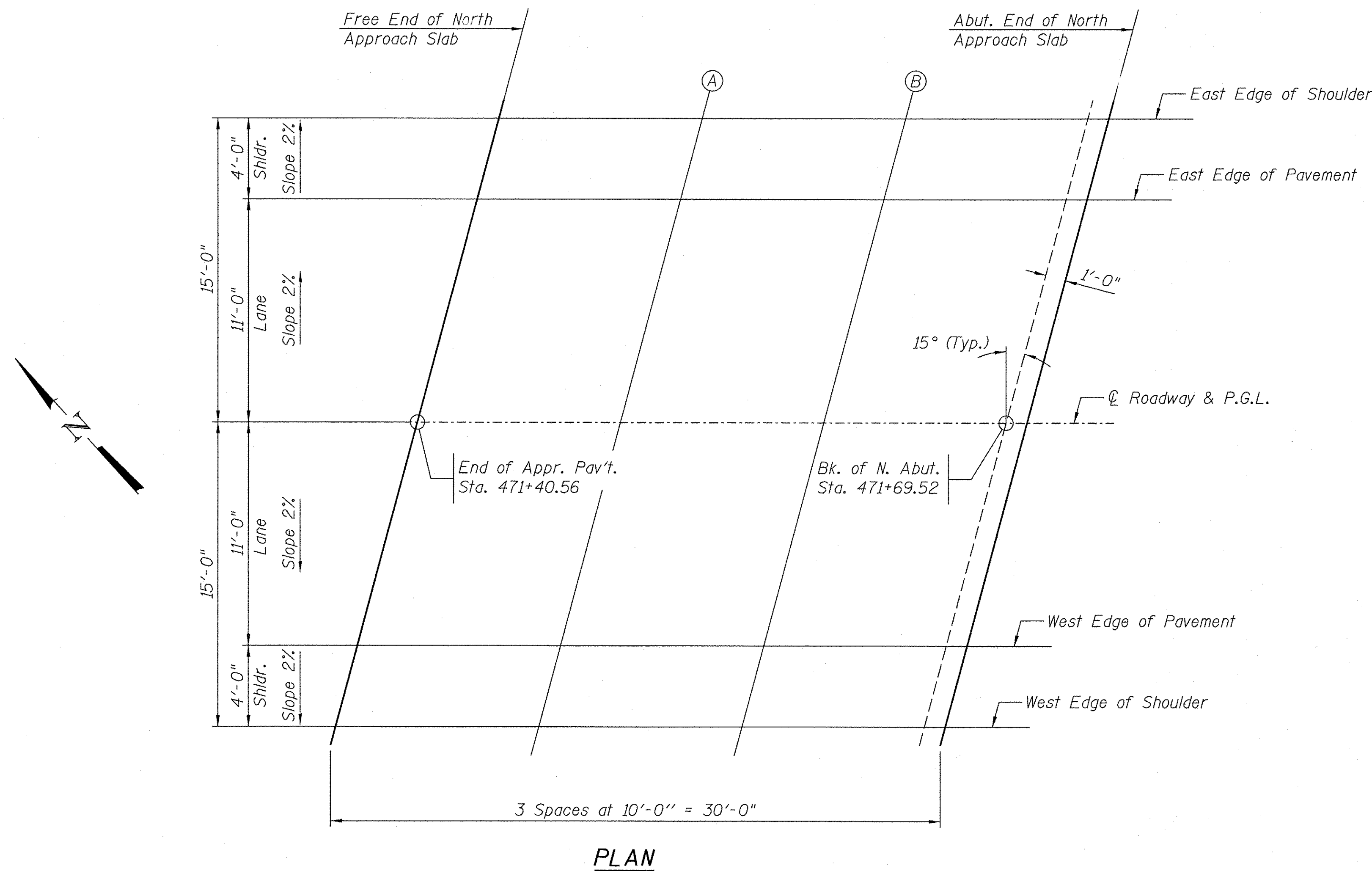
Location	Station	Offset	Theoretical Grade Elevations
Free End of N. Appr.	471+44.57	-15.00	528.22
A	471+54.57	-15.00	528.18
B	471+64.57	-15.00	528.15
Abut. End of N. Appr.	471+74.57	-15.00	528.12

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Free End of N. Appr.	471+43.50	-11.00	528.31
A	471+53.50	-11.00	528.27
B	471+63.50	-11.00	528.23
Abut. End of N. Appr.	471+73.50	-11.00	528.20

℄ ROADWAY & PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
Free End of N. Appr.	471+40.56	0.00	528.54
A	471+50.56	0.00	528.50
B	471+60.56	0.00	528.46
Abut. End of N. Appr.	471+70.56	0.00	528.43



WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Free End of N. Appr.	471+37.61	11.00	528.34
A	471+47.61	11.00	528.29
B	471+57.61	11.00	528.25
Abut. End of N. Appr.	471+67.61	11.00	528.22

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
Free End of N. Appr.	471+36.54	15.00	528.27
A	471+46.54	15.00	528.22
B	471+56.54	15.00	528.17
Abut. End of N. Appr.	471+66.54	15.00	528.14

I:\15Jobs\15L0008\CAD\Struct\Sheet\005 Top of North Appr. Slab Elev.dgn



USER NAME : huffm00028
 PLOT SCALE: 1:8,000 '1' / ft.
 PLOT DATE : 7/29/2016

DESIGNED - JGT
 CHECKED - MNM
 DRAWN - DAP
 CHECKED - JGT/MNM

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 071-3156**

F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 20
C.H. 25			CONTRACT NO. 89698	
ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				

EAST EDGE OF SHOULDER

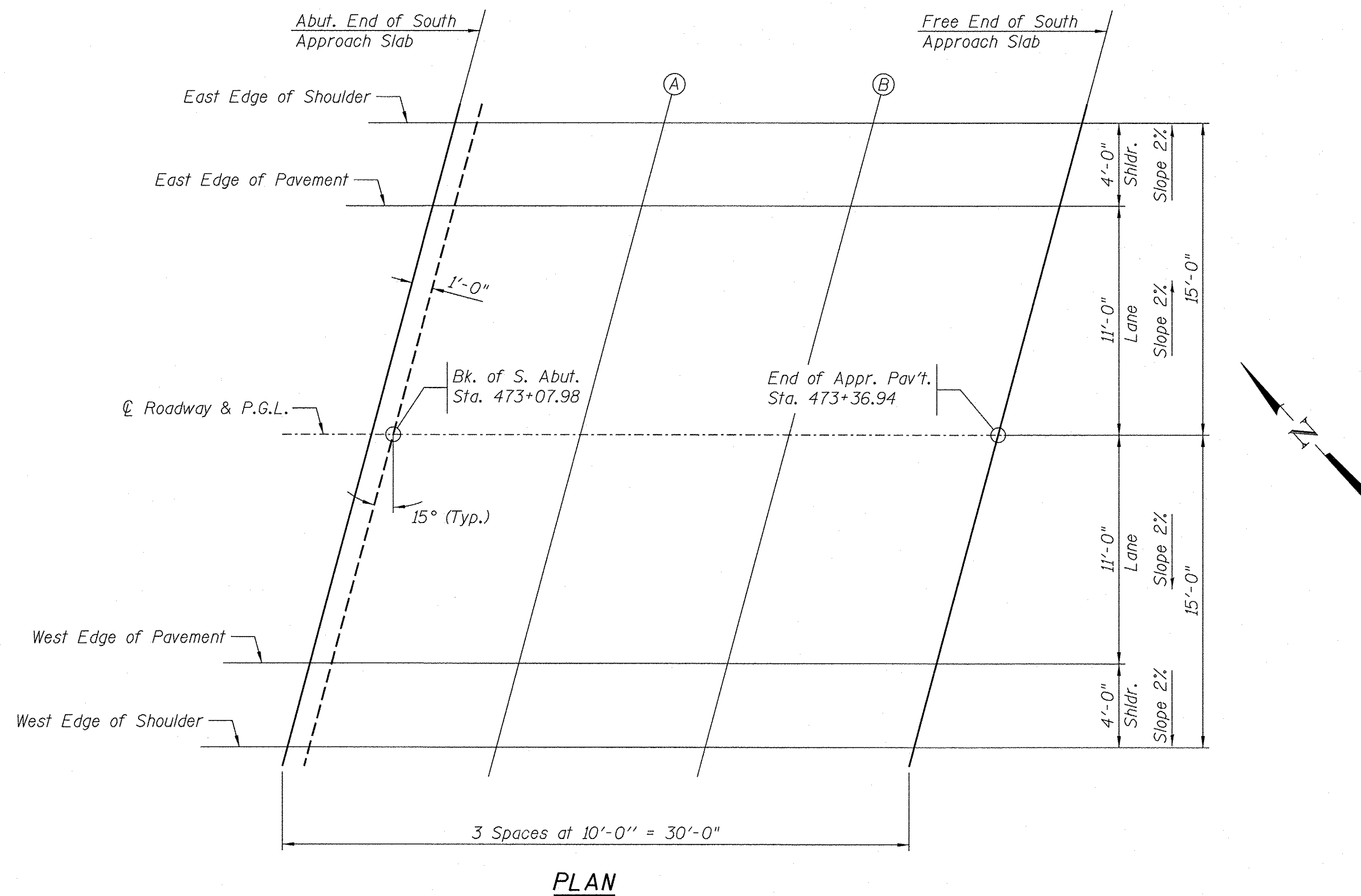
Location	Station	Offset	Theoretical Grade Elevations
Abut. End of S. Appr.	473+10.96	-15.00	527.71
A	473+20.96	-15.00	527.68
B	473+30.96	-15.00	527.65
Free End of S. Appr.	473+40.96	-15.00	527.62

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Abut. End of S. Appr.	473+09.89	-11.00	527.79
A	473+19.89	-11.00	527.76
B	473+29.89	-11.00	527.73
Free End of S. Appr.	473+39.89	-11.00	527.70

☉ ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Abut. End of S. Appr.	473+06.94	0.00	528.02
A	473+16.94	0.00	527.99
B	473+26.94	0.00	527.96
Free End of S. Appr.	473+36.94	0.00	527.93



WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Abut. End of S. Appr.	473+04.00	11.00	527.81
A	473+14.00	11.00	527.78
B	473+24.00	11.00	527.75
Free End of S. Appr.	473+34.00	11.00	527.72

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
Abut. End of S. Appr.	473+02.93	15.00	527.73
A	473+12.93	15.00	527.70
B	473+22.93	15.00	527.67
Free End of S. Appr.	473+32.93	15.00	527.64

I:\15Jobs\15L000\CAD\Struct\Sheet\006 Top of South Appr. Slab Elev.dgn



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 PLOT DATE : 7/29/2016

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 CHECKED - MNM
 DRAWN - DAP
 CHECKED - JGT/MNM

REVISED -
 REVISED -
 REVISED -
 REVISED -

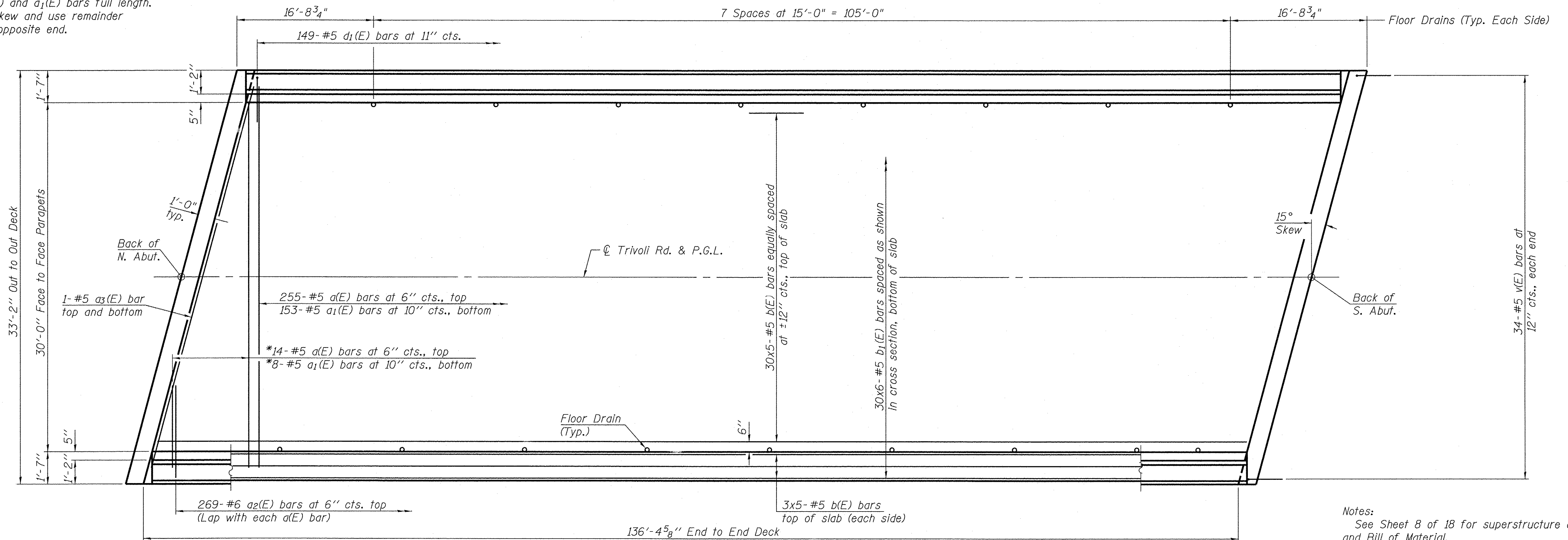
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 071-3156**

SHEET NO. 6 OF 18 SHEETS

F.A.S. RTE. 1386	SECTION 13-00075-01-BR C.H. 25	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 21
CONTRACT NO. 89698			ILLINOIS FED. AID PROJECT RS-BRS-1386(102)	

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



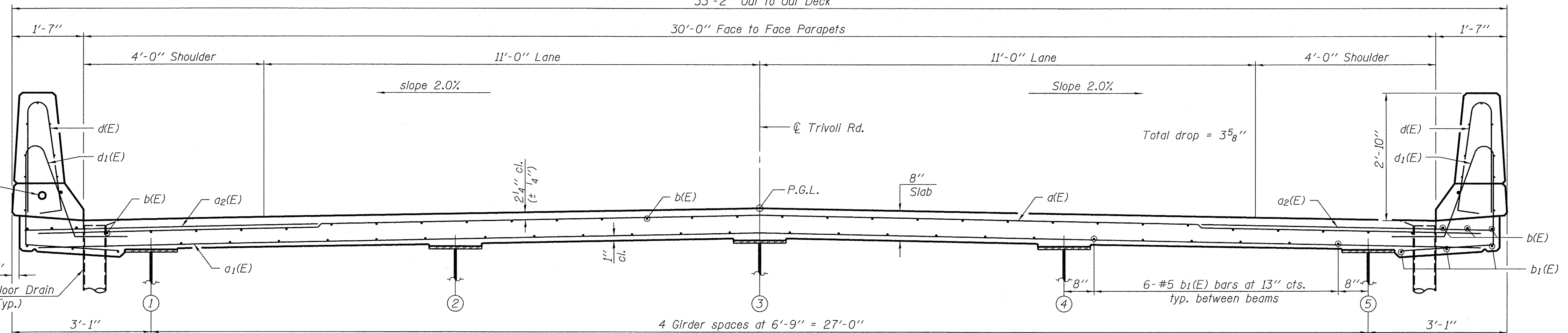
Notes:
See Sheet 8 of 18 for superstructure details
and Bill of Material.
Bars indicated thus 30 x 6-#5 etc. indicates
30 lines of bars with 6 lengths per line.
See Sheet 8 of 18 for parapet reinforcement.

MINIMUM BAR LAP

#5 bar = 3'-6"

PLAN

33'-2" Out to Out Deck



CROSS SECTION
(Looking Southeast)

I:\15Jobs\15L0008\CAD\Struct\Sheet\007 Superstructure Plan.dgn

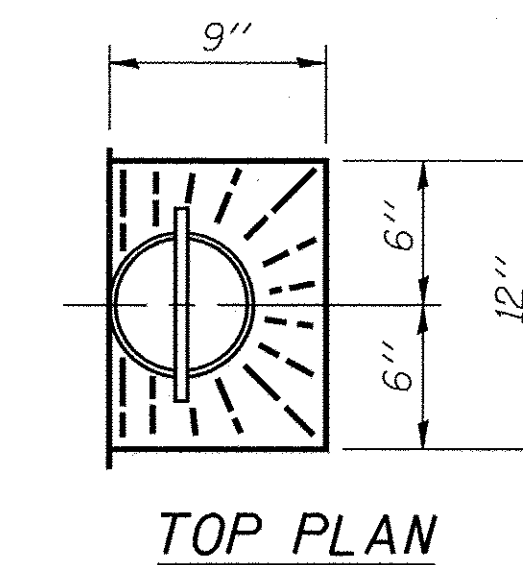
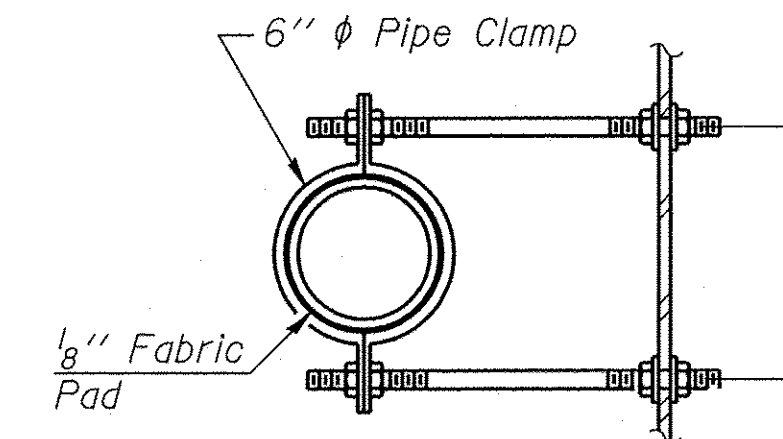
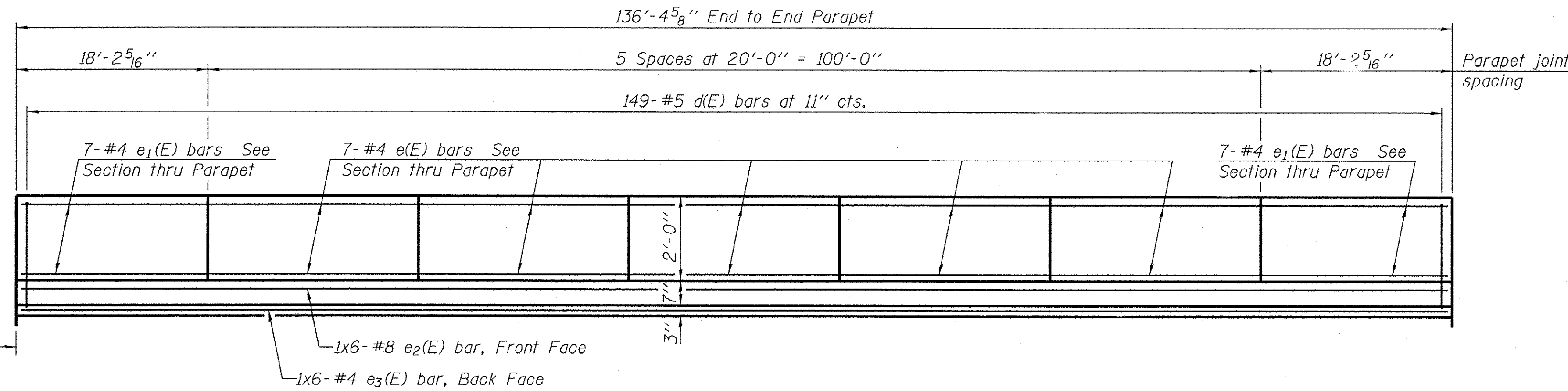
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	PLOT DATE : 7/29/2016	DRAWN - DAP	REVISED -
		CHECKED - JGT/MNM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE PLAN AND DECK CROSS SECTION
STRUCTURE NO. 071-3156

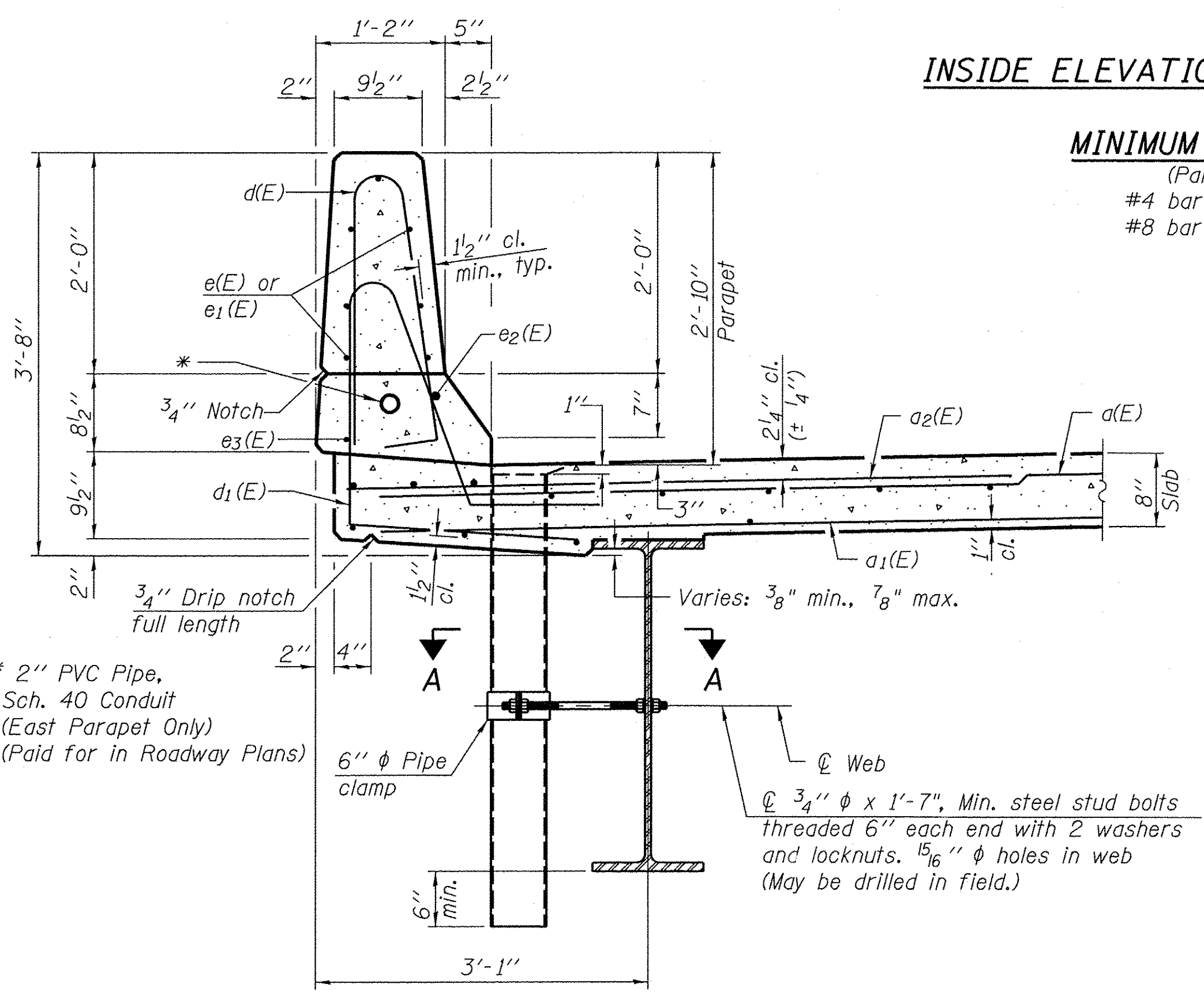
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C.H. 25			CONTRACT NO. 89698	
ILLINOIS FED. AID PROJECT RS-BRS-13861102				

SHEET NO. 7 OF 18 SHEETS



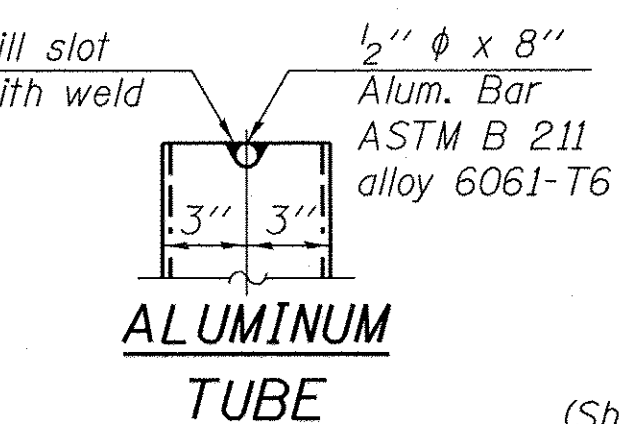
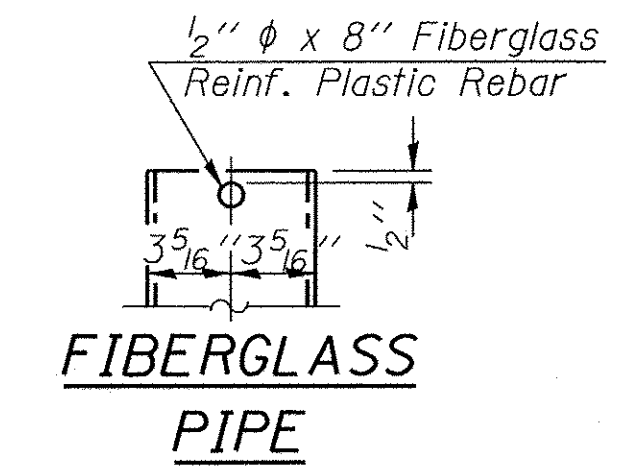
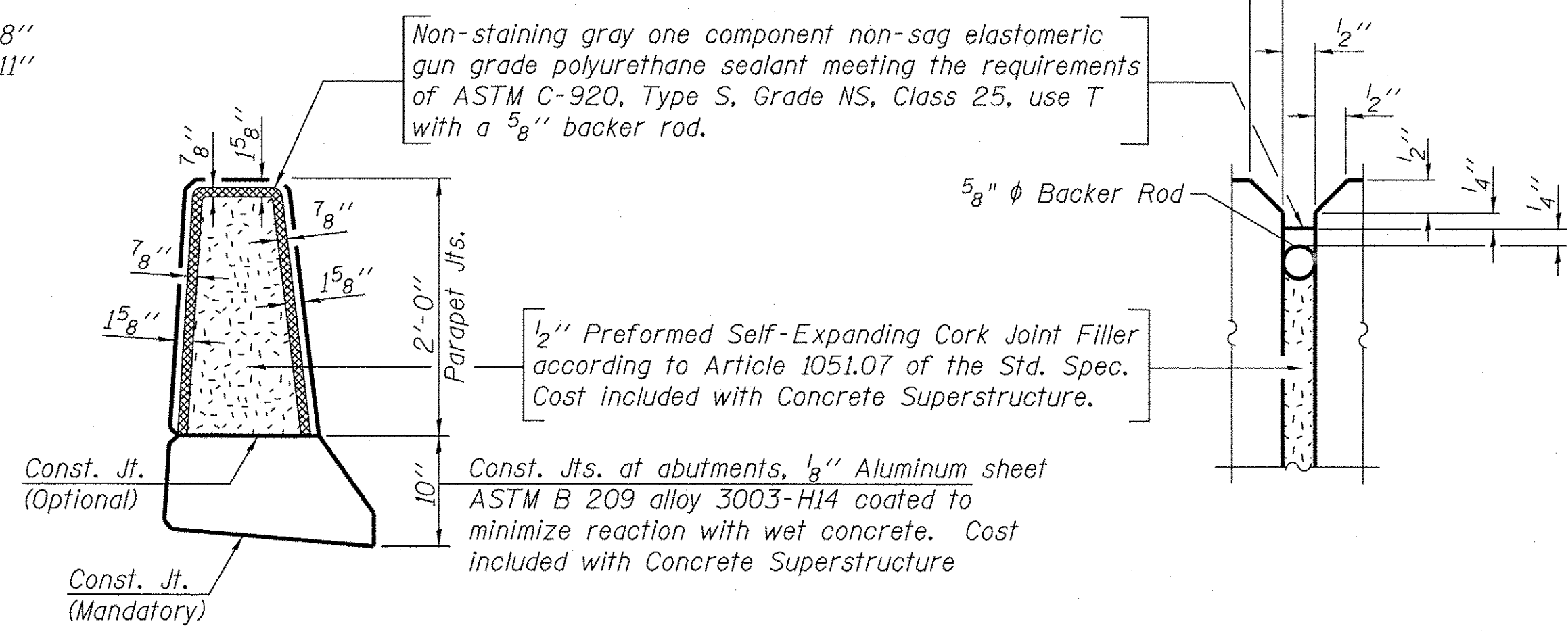
Aluminum sheet joint in parapet typ. Each End

INSIDE ELEVATION OF PARAPET



MINIMUM BAR LAP

(Parapet)
 #4 bar = 2'-8"
 #8 bar = 5'-11"



TOP PLAN

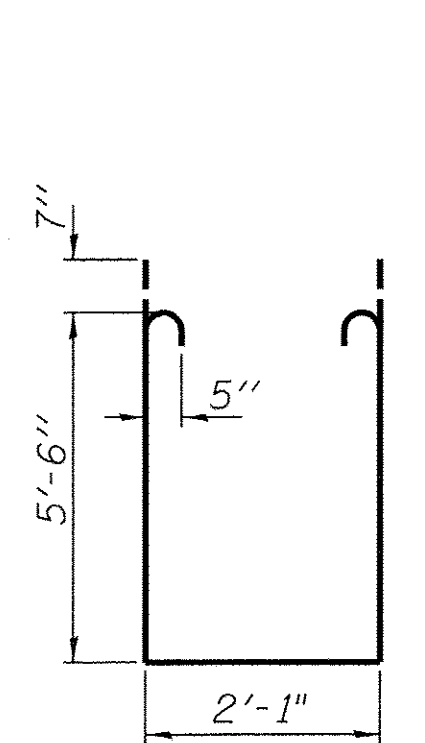
(Showing Aluminum Tube)

SUPERSTRUCTURE BILL OF MATERIAL

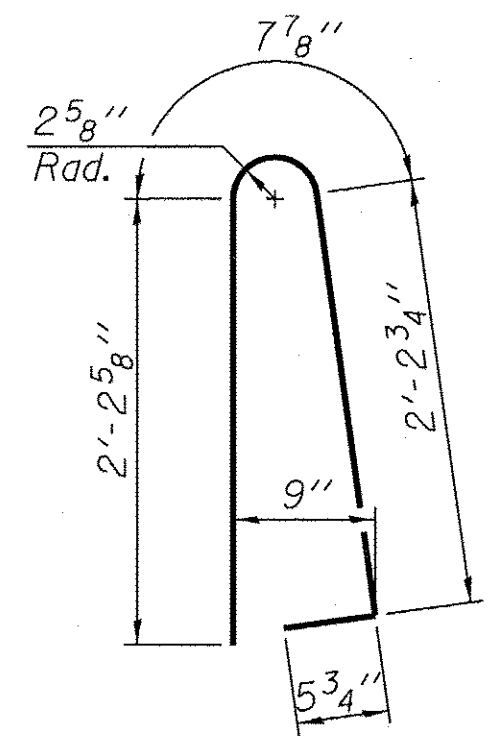
Bar	No.	Size	Length	Shape
a(E)	269	#5	32'-6"	—
a1(E)	161	#5	32'-2"	—
a2(E)	538	#6	6'-6"	—
a3(E)	4	#5	33'-8"	—
b(E)	180	#5	30'-1"	—
b1(E)	180	#5	25'-8"	—
d(E)	298	#5	5'-7"	⌒
d1(E)	298	#5	7'-8"	⌒
e(E)	70	#4	19'-8"	—
e1(E)	28	#4	17'-11"	—
e2(E)	12	#8	27'-8"	—
e3(E)	12	#4	24'-11"	—
m(E)	12	#6	34'-0"	—
m1(E)	40	#6	6'-7"	—
m2(E)	20	#6	2'-9"	—
m3(E)	50	#5	4'-0"	—
s(E)	60	#5	9'-9"	□
s1(E)	60	#5	14'-3"	□
v(E)	68	#5	3'-1"	Γ
Reinforcement Bars, Epoxy Coated			Pound	39,860
Concrete Superstructure			Cu. Yds.	191.2

Bars indicated thus 1 x 6-#8 etc. indicates 1 line of bars with 6 lengths per line.

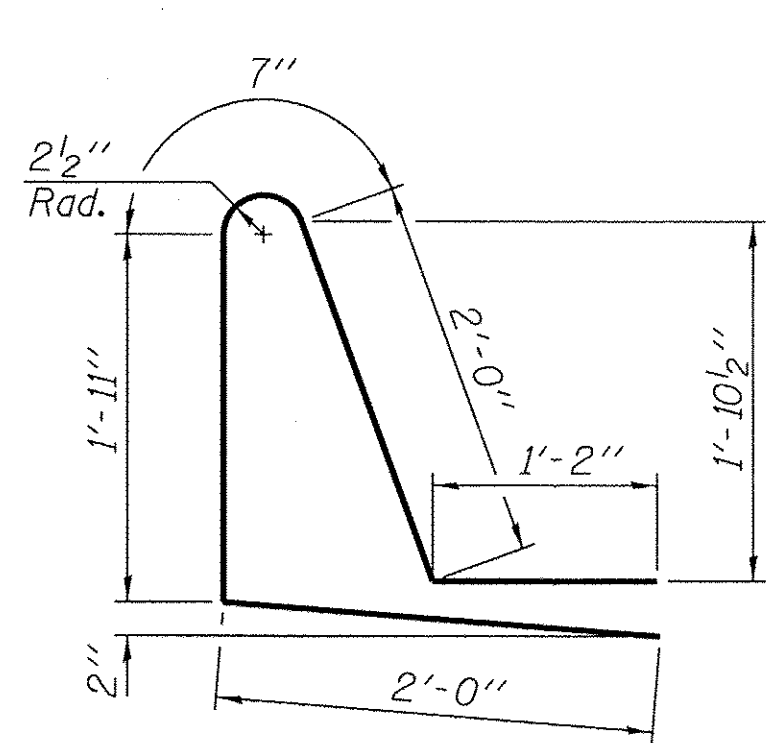
SECTION THRU PARAPET



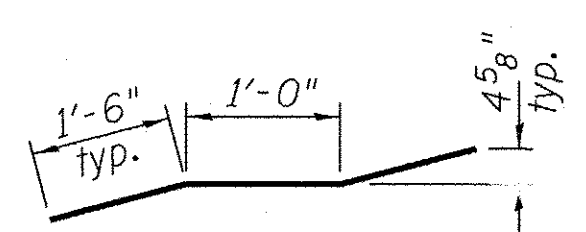
BAR s1(E)



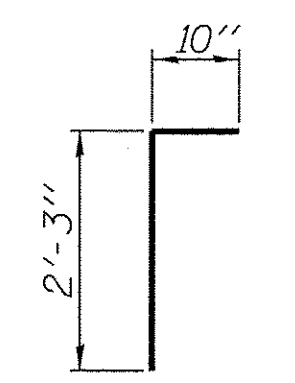
BAR d(E)



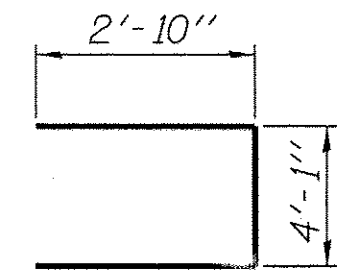
BAR d1(E)



BAR m3(E)



BAR v(E)



BAR s(E)

I:\15Jobs\15L0008\CAD\Struct\Sheet\008 Superstructure Details.dgn



USER NAME : huffm0028	DESIGNED - JGT	REVISED -
PLOT SCALE: 1:8.0000 ' = 1" ft.	CHECKED - MNM	REVISED -
PLOT DATE : 7/29/2016	DRAWN - DAP	REVISED -
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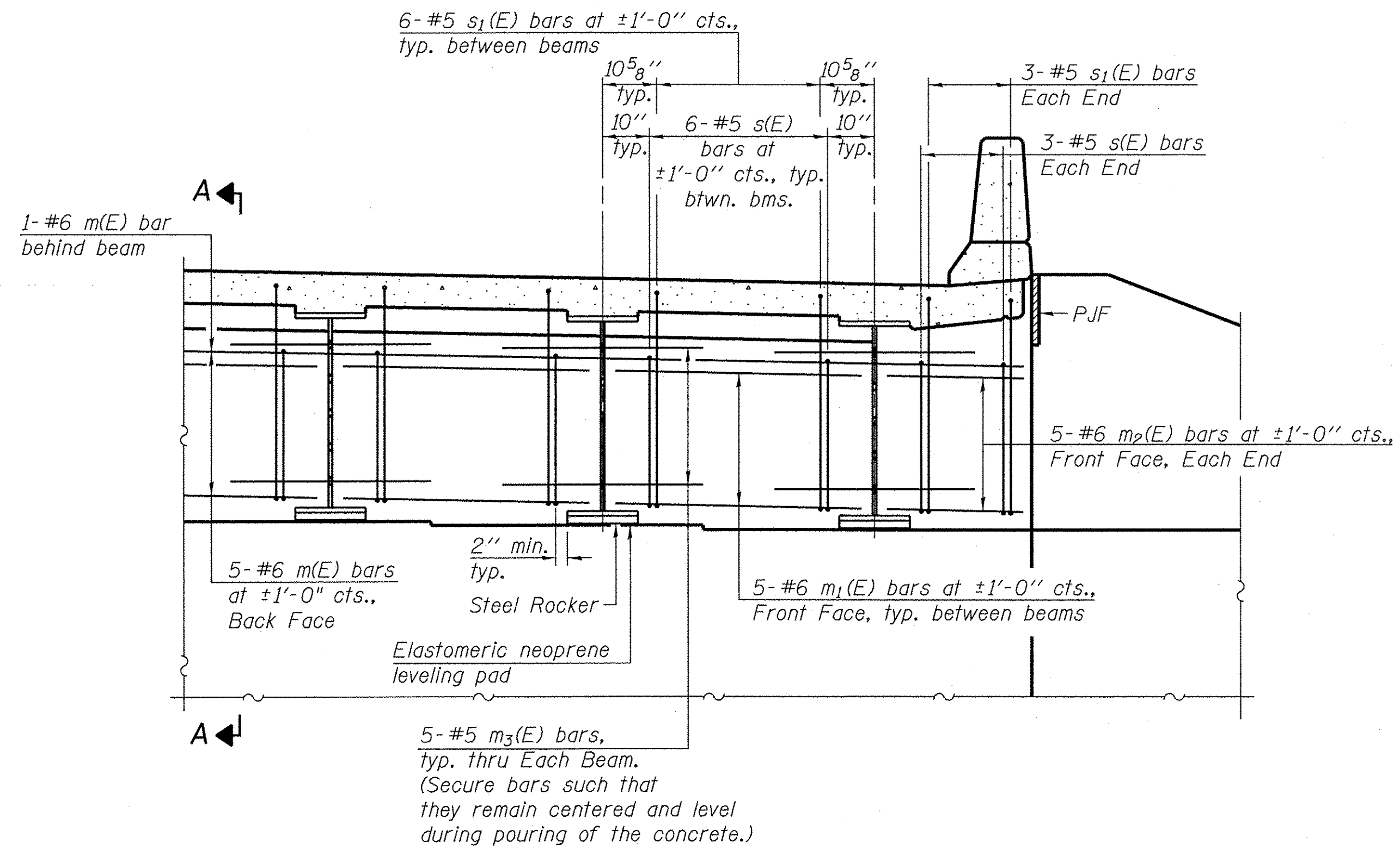
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 071-3156

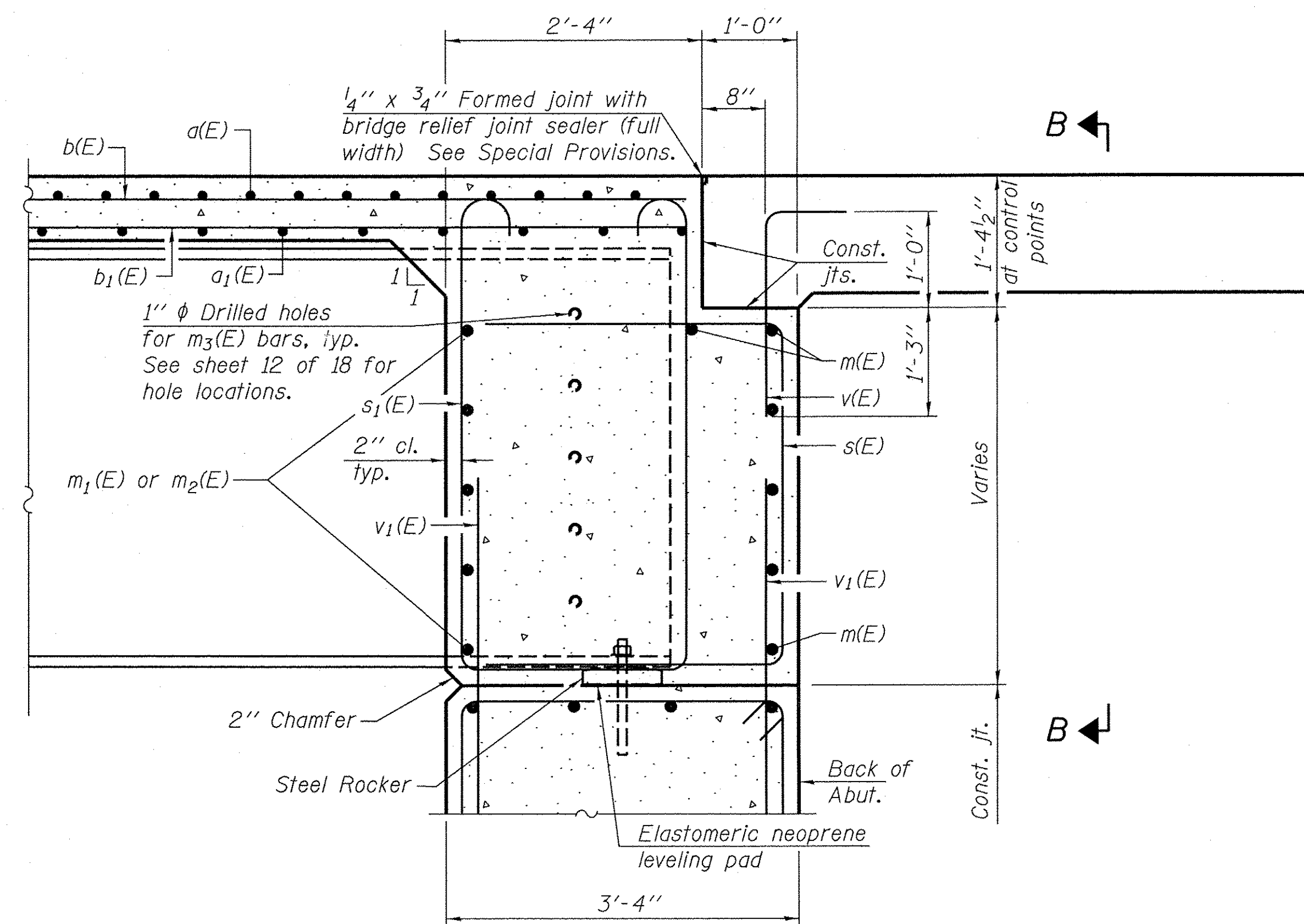
SHEET NO. 8 OF 18 SHEETS

F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 23
C.H. 25			CONTRACT NO. 89698	
ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				

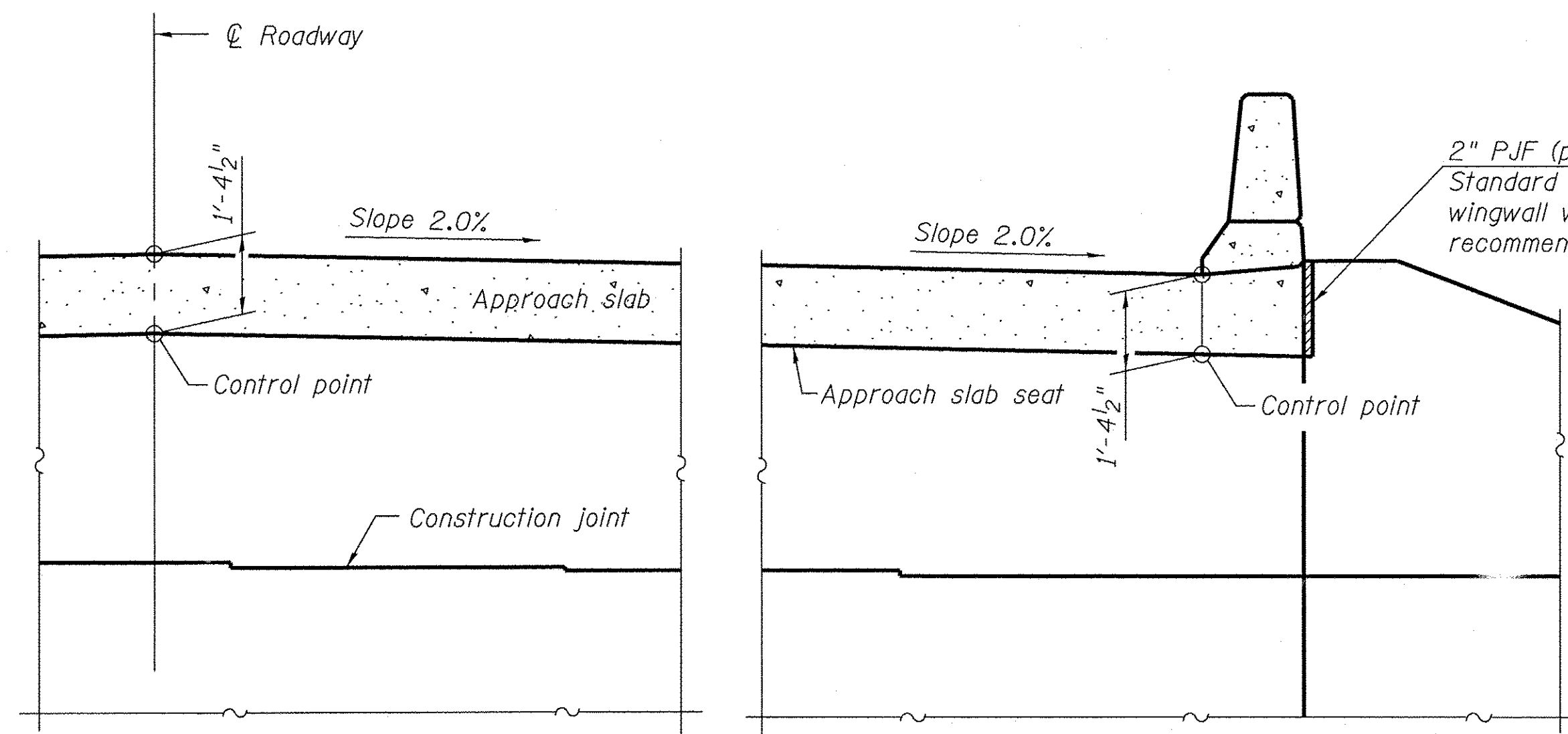
© Copyright Hanson Professional Services Inc. 2016



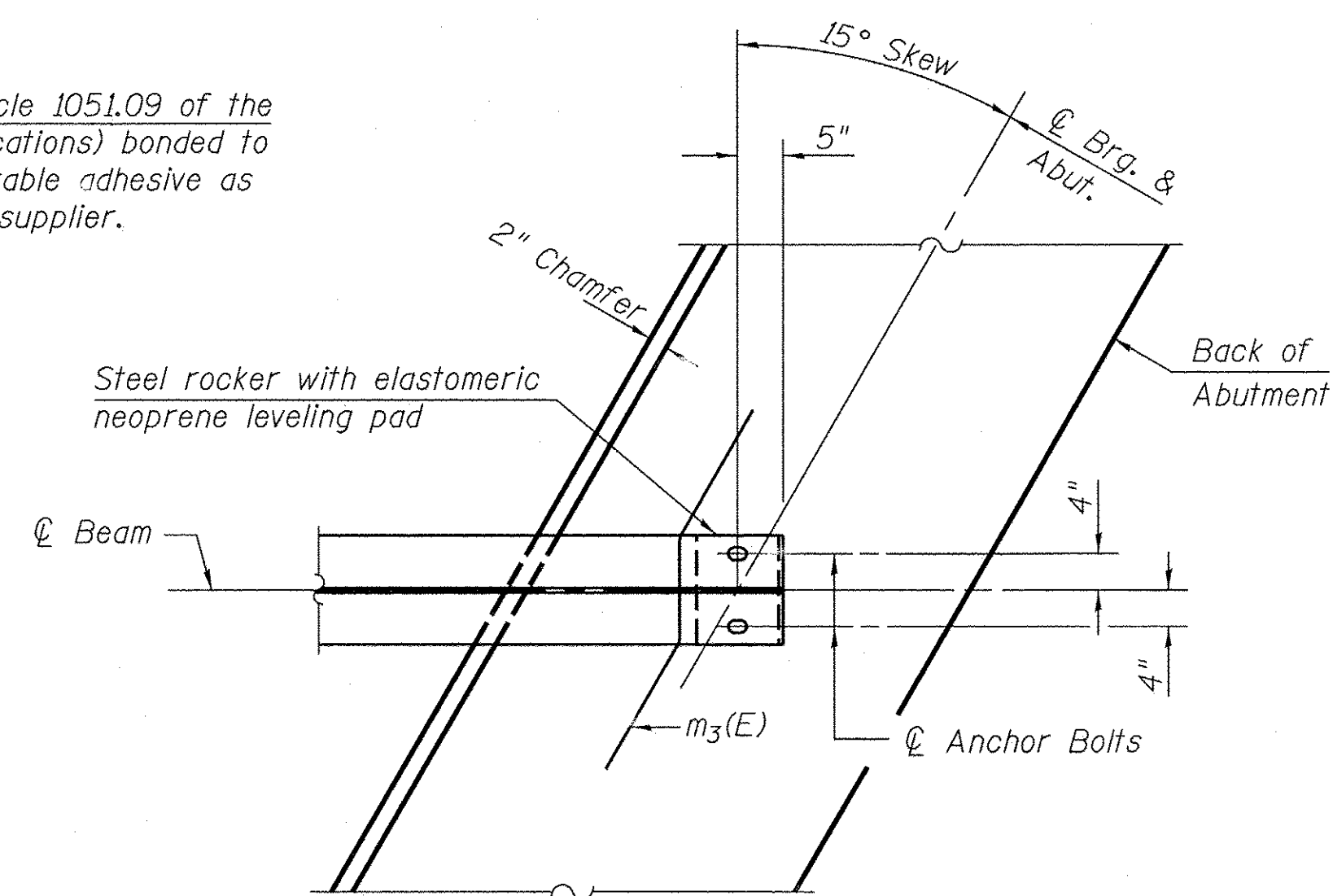
DIAPHRAGM ELEVATION AT ABUTMENT



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



SECTION B-B



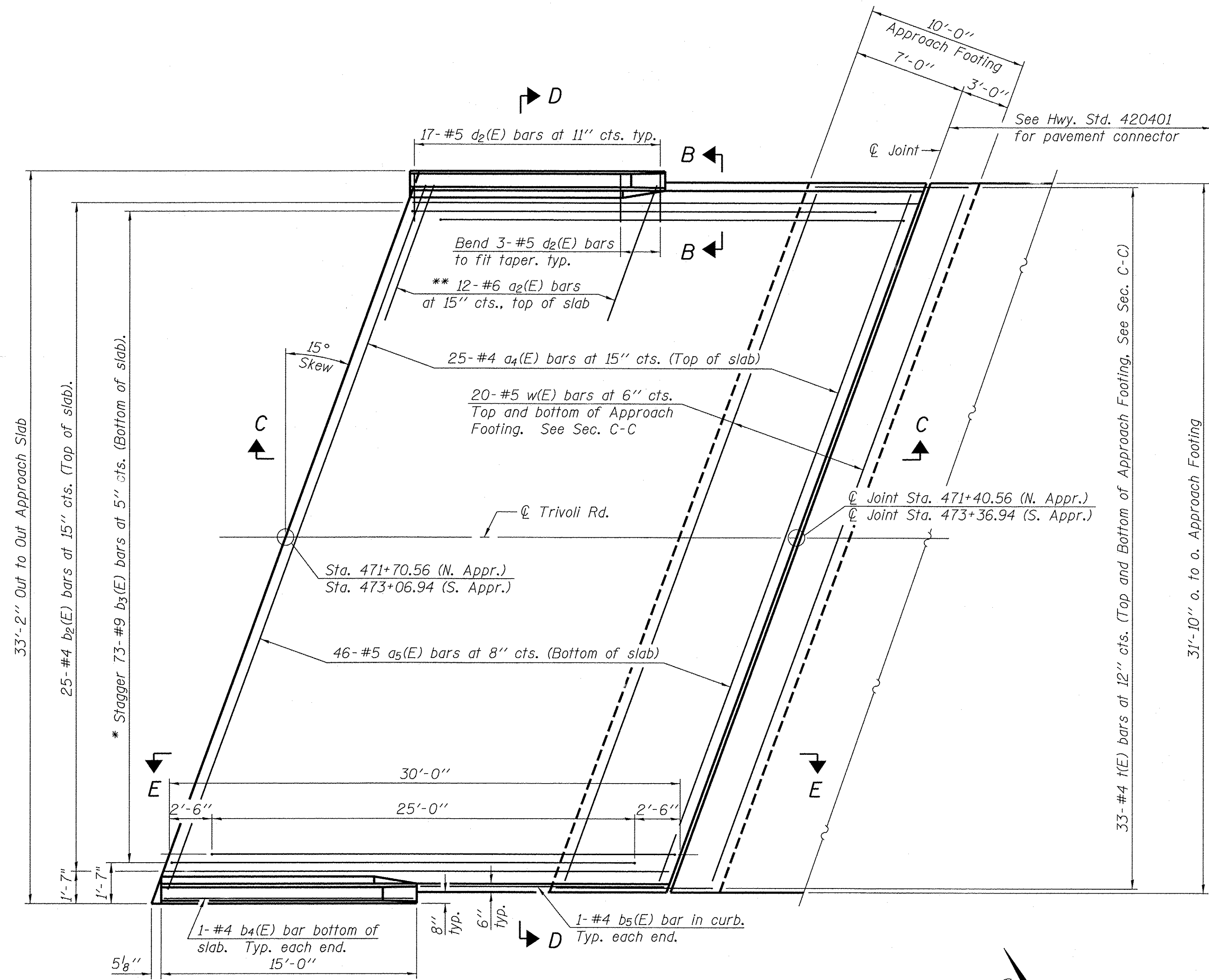
PARTIAL PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 18.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 18.
 For details of bars s(E), s₁(E) and v(E) see sheet 8 of 18.
 The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details see sheet 13 of 18.

I:\15Jobs\15L000\CAD\Struct\Sheet\009 Integral Abut and Diaphragm Details.dgn

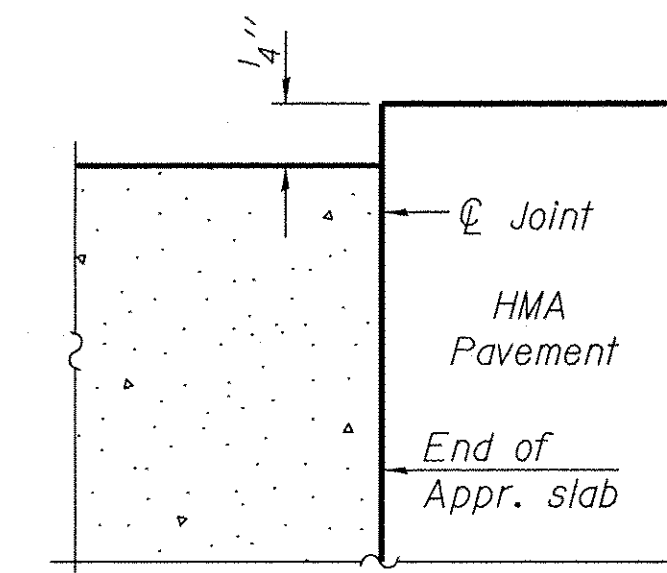
	USER NAME : huffm00028	DESIGNED - JGT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTEGRAL ABUTMENT AND DIAPHRAGM DETAILS STRUCTURE NO. 071-3156	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE: 1:0.0000 '1' / ft.	CHECKED - MNM	REVISED -			1386	13-00075-01-BR	PEORIA	44	24
	PLOT DATE : 7/29/2016	DRAWN - DAP	REVISED -			C.H. 25		CONTRACT NO. 89698		
		CHECKED - JGT/MNM	REVISED -			ILLINOIS FED. AID PROJECT		RS-BRS-1386(102)		

Notes:
See sheet 11 of 18 for Sections C-C & D-D and View E-E.
 $a_4(E)$ and $a_5(E)$ bar spacings measured along \varnothing Rdwy.

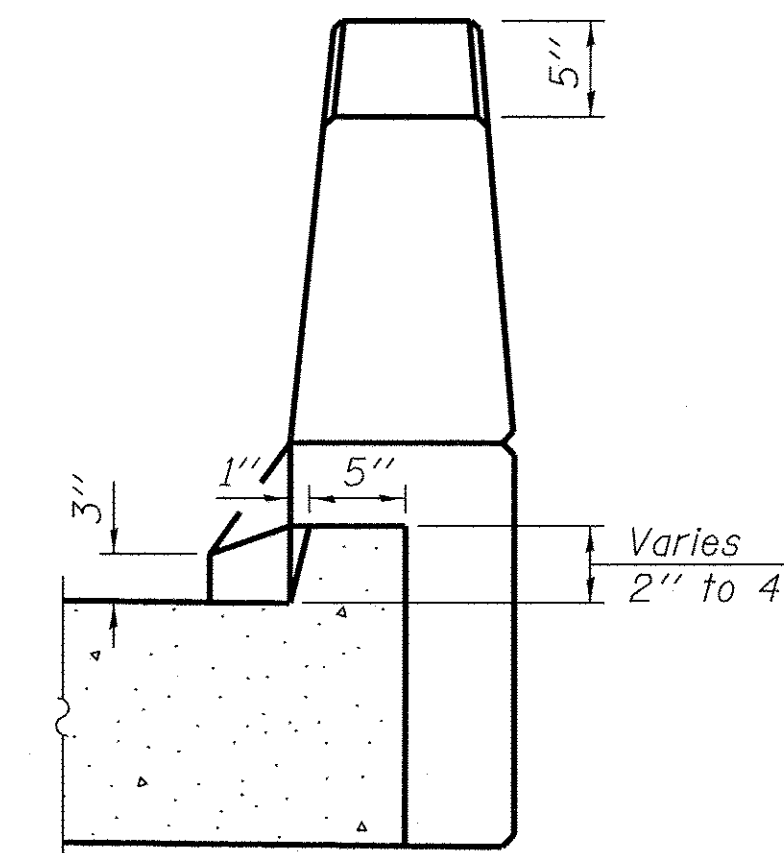


PLAN
(South Approach shown, North Approach similar after 180° rotation).

* Tilt #9 $b_3(E)$ bars as required to maintain clearance.
** Space between $a_4(E)$ bars, typ. each parapet.



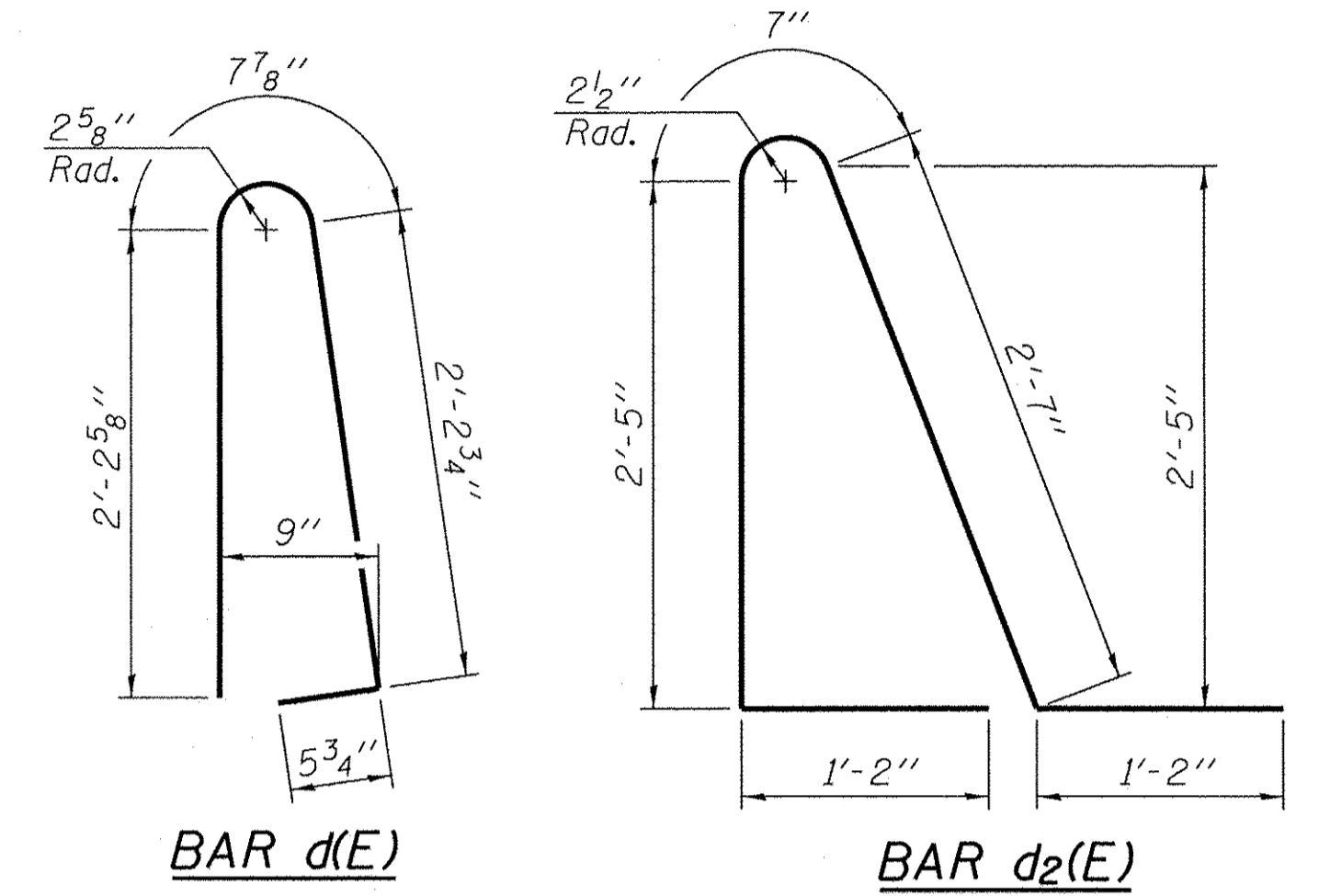
FLEXIBLE PAVEMENT
DETAIL A



VIEW B-B

Notes:

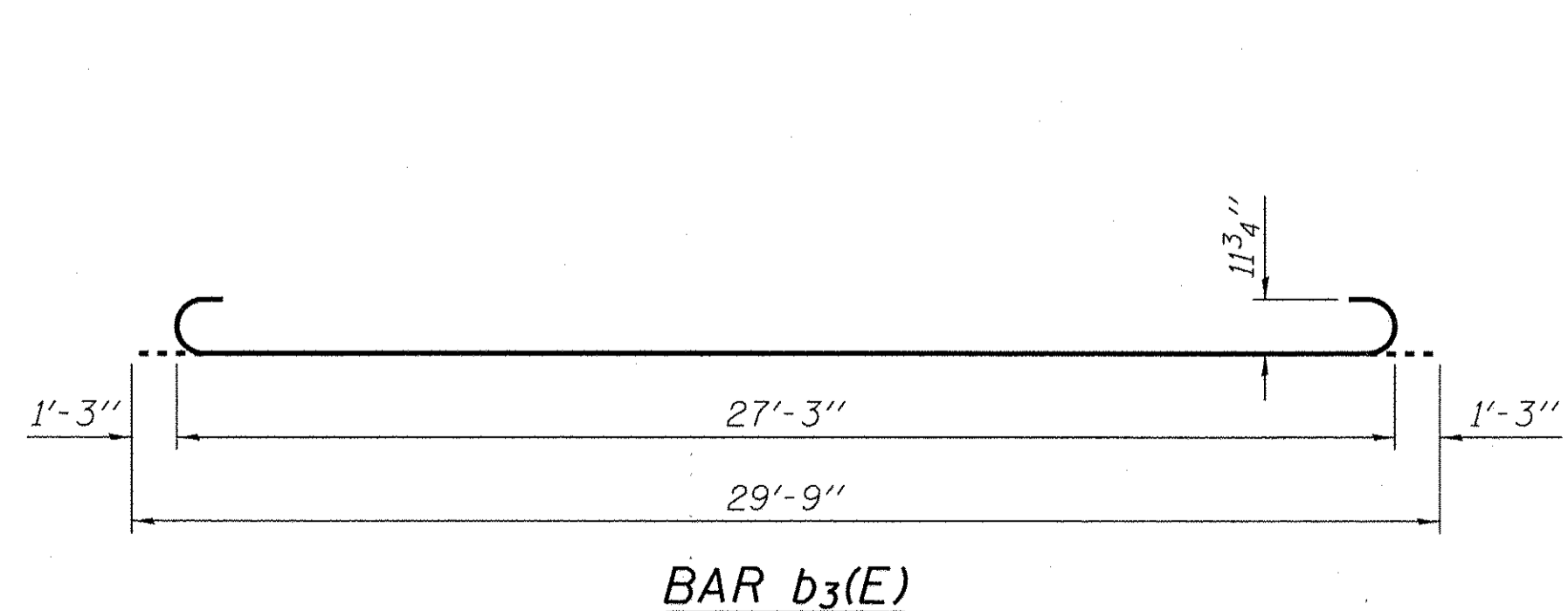
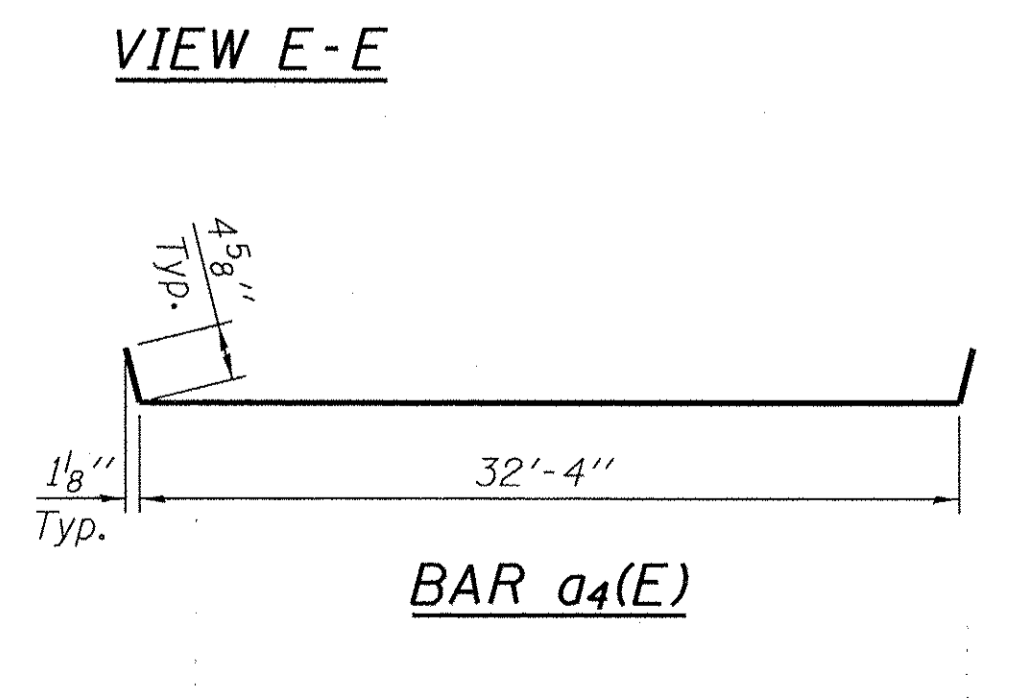
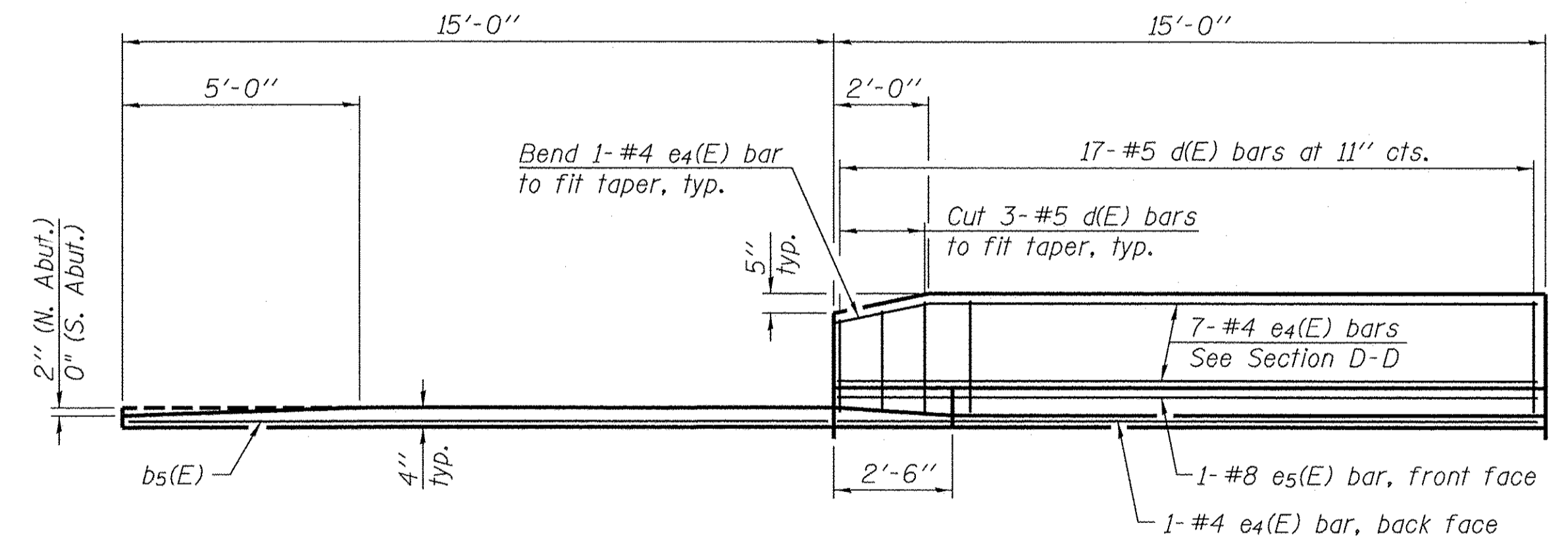
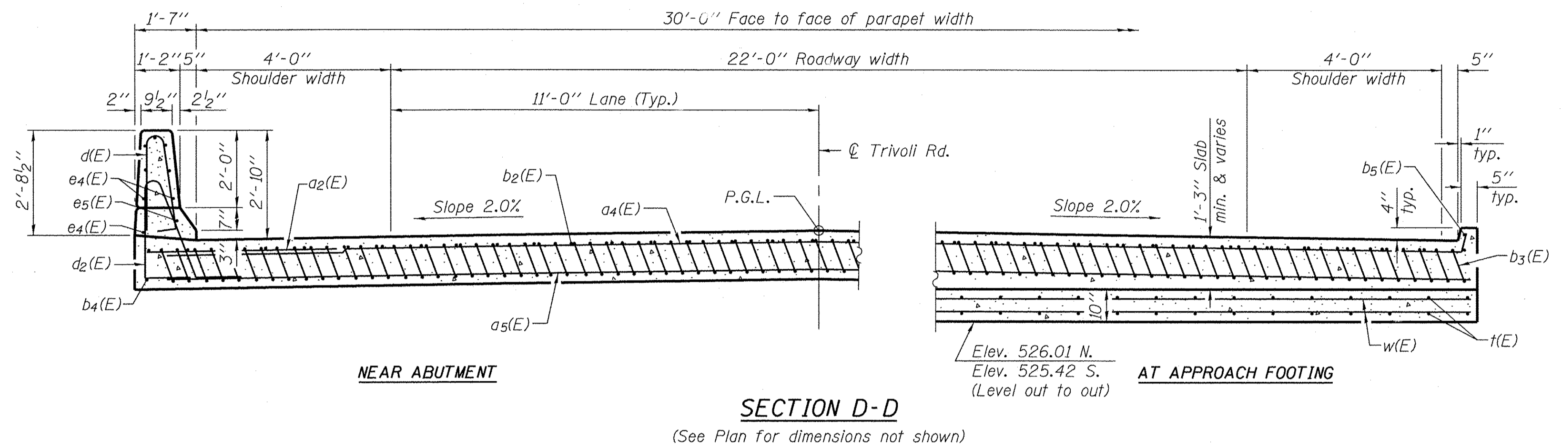
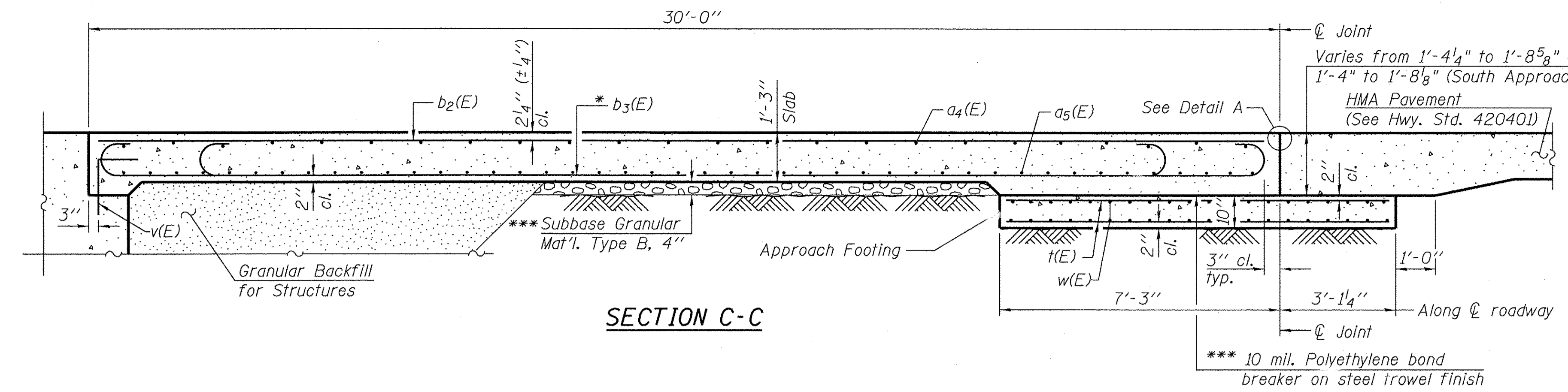
See sheet 10 of 18 for Detail A and View B-B.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 8 of 18.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 18.
 For additional parapet details, see sheet 8 of 18.



* Tilt #9 b₃(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure (Approach Slab).

**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a ₂ (E)	48	#6	6'-6"	—
a ₄ (E)	50	#4	33'-2"	—
a ₅ (E)	92	#5	32'-8"	—
b ₂ (E)	50	#4	29'-8"	—
b ₃ (E)	146	#9	29'-9"	—
b ₄ (E)	4	#4	14'-8"	—
b ₅ (E)	4	#4	14'-7"	—
d(E)	68	#5	5'-7"	—
d ₂ (E)	68	#5	7'-11"	—
e ₄ (E)	32	#4	14'-8"	—
e ₅ (E)	4	#8	14'-8"	—
t(E)	132	#4	10'-0"	—
w(E)	80	#5	32'-8"	—
Concrete Superstructure			Cu. Yd.	4.2
Concrete Superstructure (Approach Slab)			Cu. Yd.	97.5
Concrete Structures			Cu. Yd.	20.4
Reinforcement Bars, Epoxy Coated			Pound	25,580



I:\15Jobs\15L000\CAD\Struct\Sheet\011 Bridge Approach Slab Sheet 2 of 2.dgn



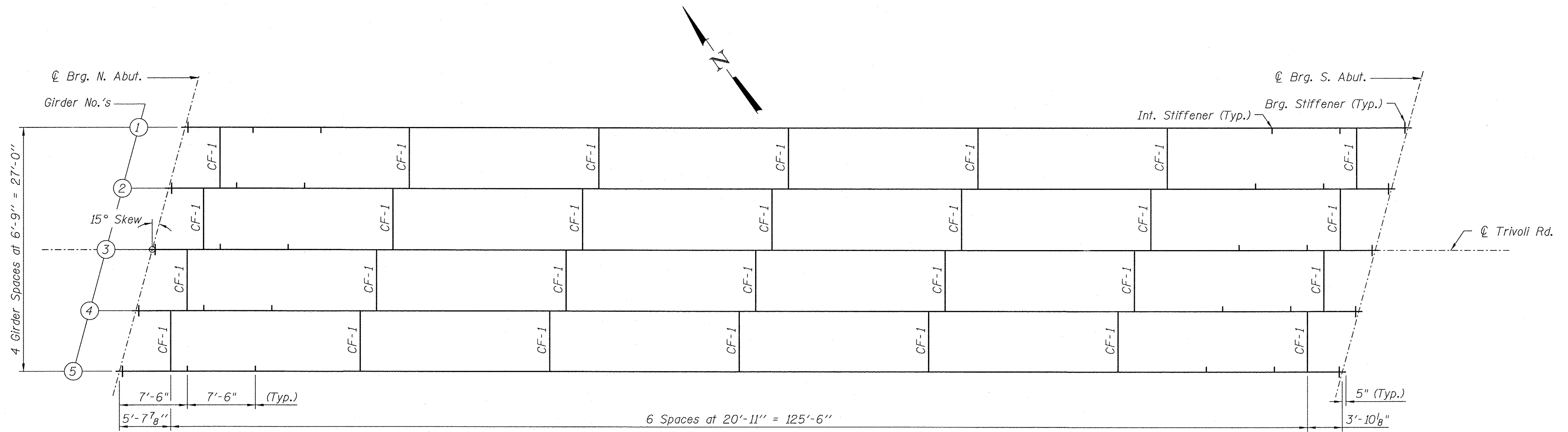
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PLOT SCALE: 1:0.0000 ' / ft.	CHECKED - MNM	REVISED -
PLOT DATE : 7/29/2016	DRAWN - DAP	REVISED -
	CHECKED - JGT/MNM	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

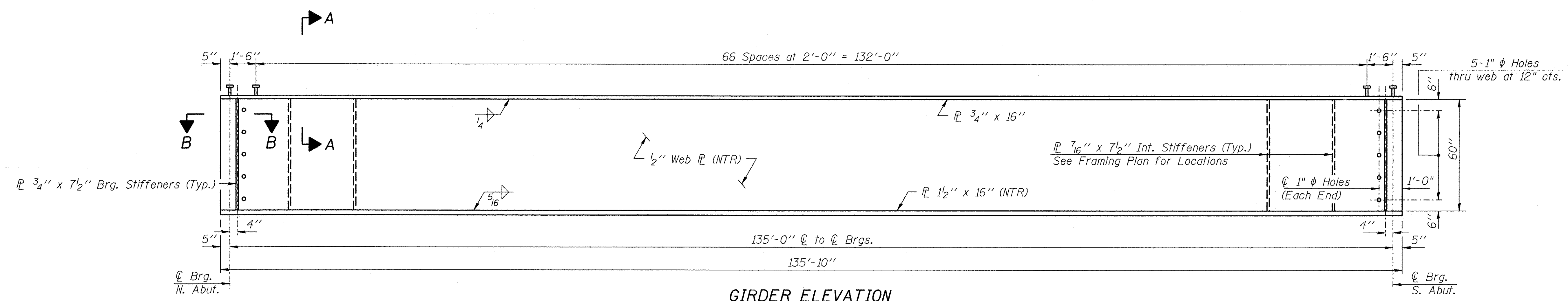
**BRIDGE APPROACH SLAB DETAILS (SHEET 2 of 2)
 STRUCTURE NO. 071-3156**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1386	13-00075-01-BR	PEORIA	44	26
	C.H. 25		CONTRACT NO. 89698	
			ILLINOIS FED. AID PROJECT RS-BRS-1386(102)	

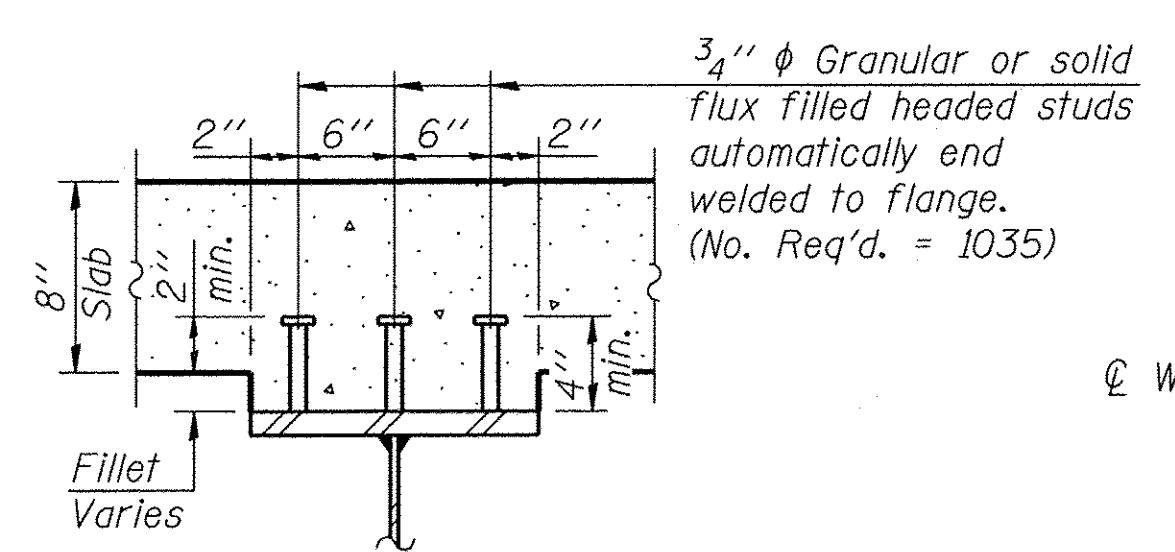
SHEET NO. 11 OF 18 SHEETS



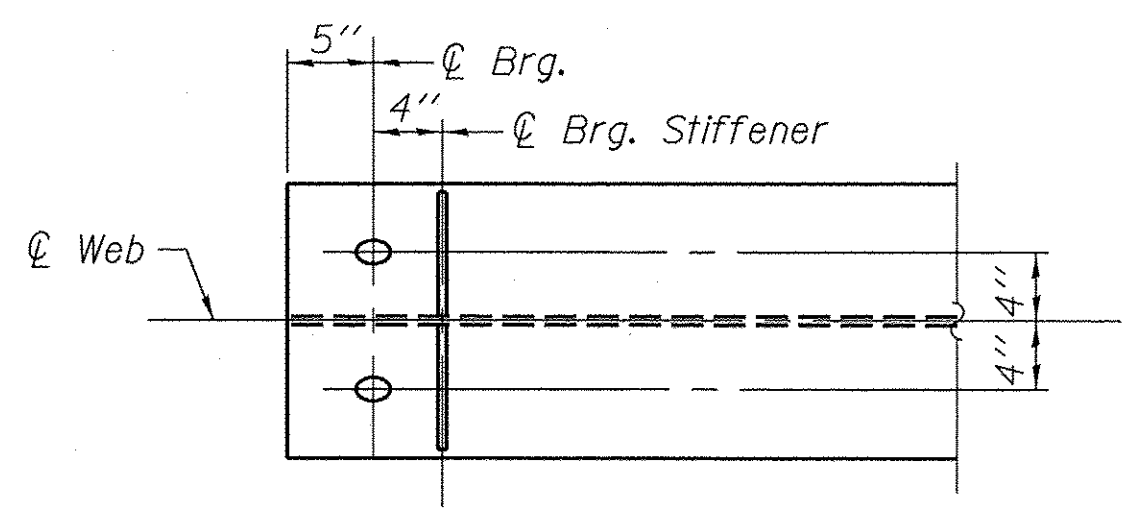
FRAMING PLAN



GIRDER ELEVATION

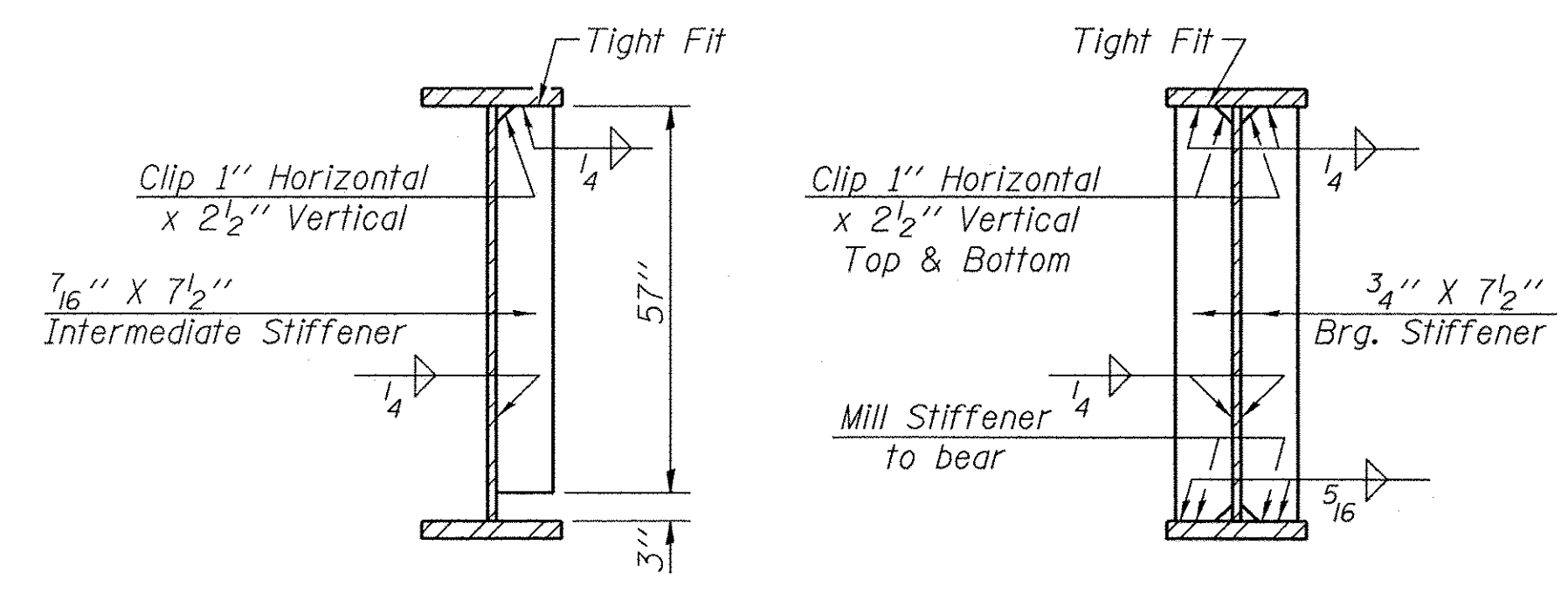


SECTION A-A



SECTION B-B

Notes:
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

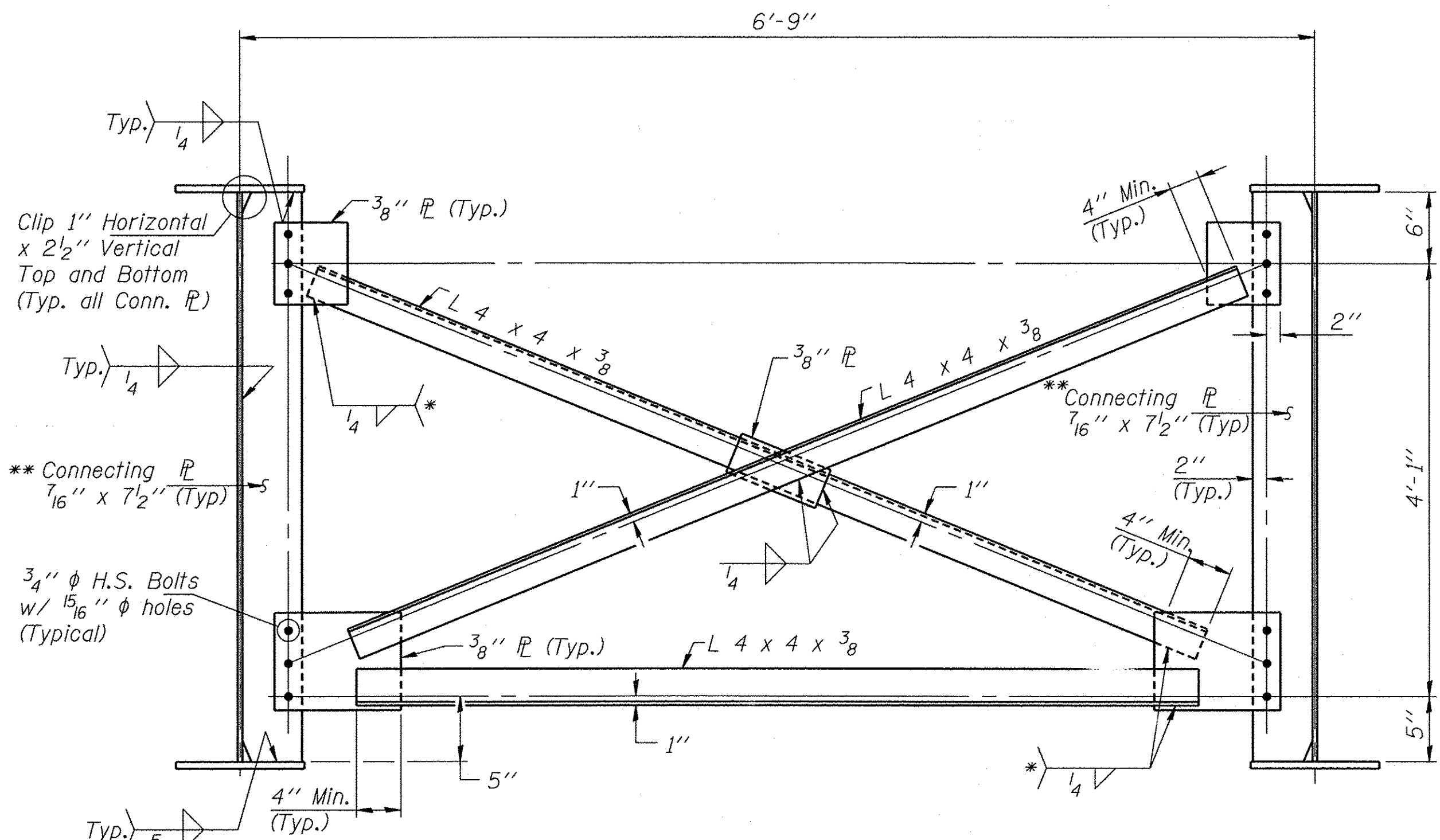


INTERMEDIATE STIFFENER

BEARING STIFFENER

USER NAME : huffm00028	DESIGNED - JGT	REVISED -
PLOT SCALE: 1:8.0000 ' = 1" / ft.	CHECKED - MNM	REVISED -
PLOT DATE : 7/29/2016	DRAWN - DAP	REVISED -
	CHECKED - JGT/MNM	REVISED -

F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 27
C.H. 25			CONTRACT NO. 89698	
ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				



* Fillet weld angles along 3 sides on one face of gusset plate.
 ** Connecting Plate not required on outside of exterior girder.

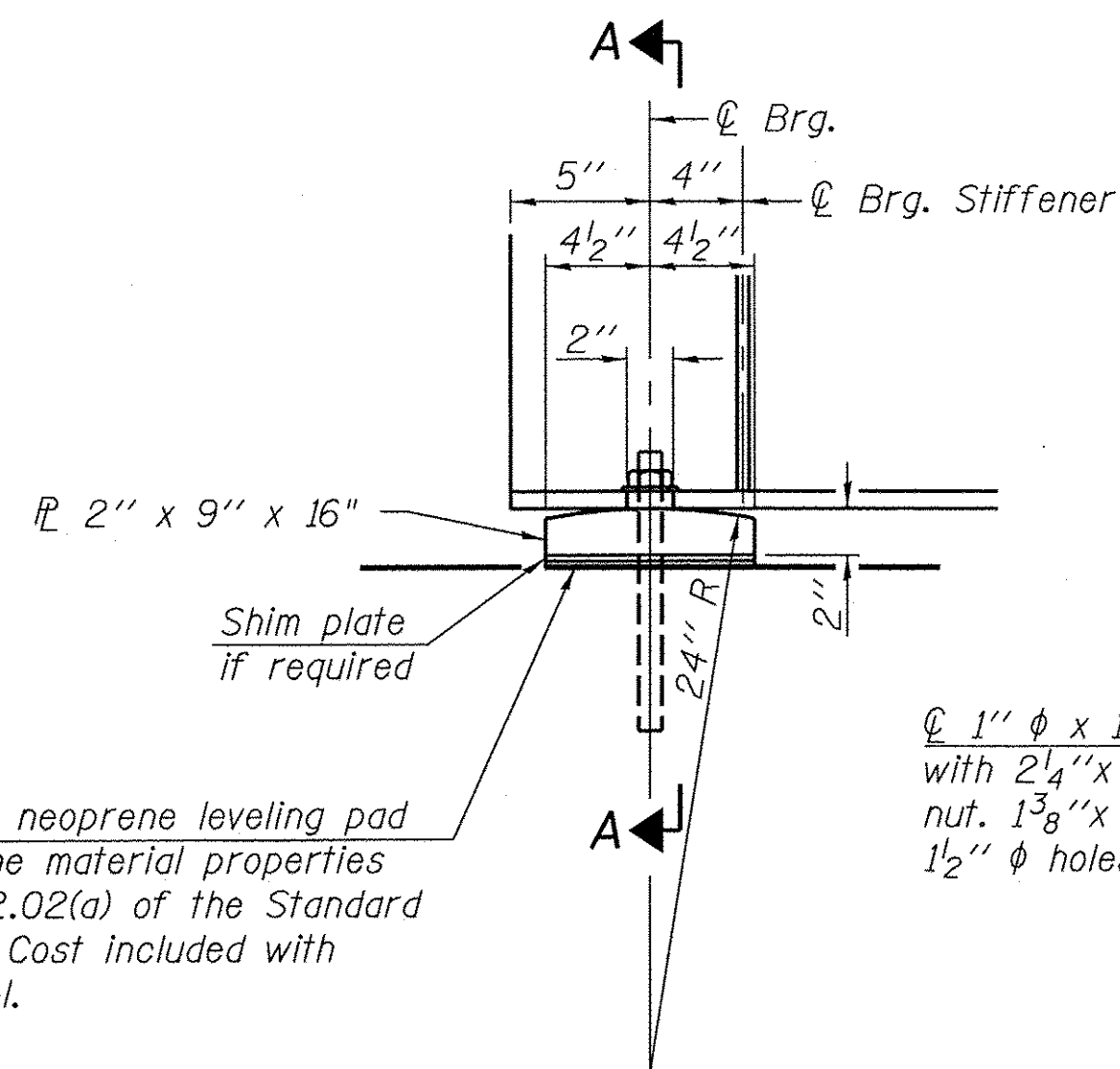
INTERIOR CROSS FRAME CF-1
 (28 Required)

Notes:

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

Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

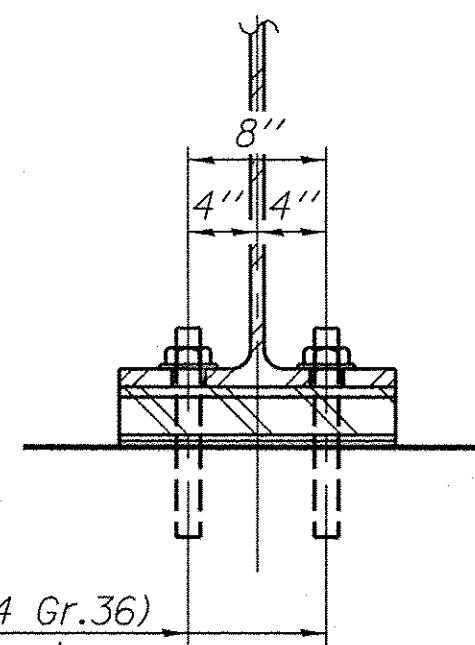
Structural steel for the cross frames shall be: AASHTO M270, Grade 50W - PL
 AASHTO M270, Grade 36W - L



ELEVATION AT ABUTMENT

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

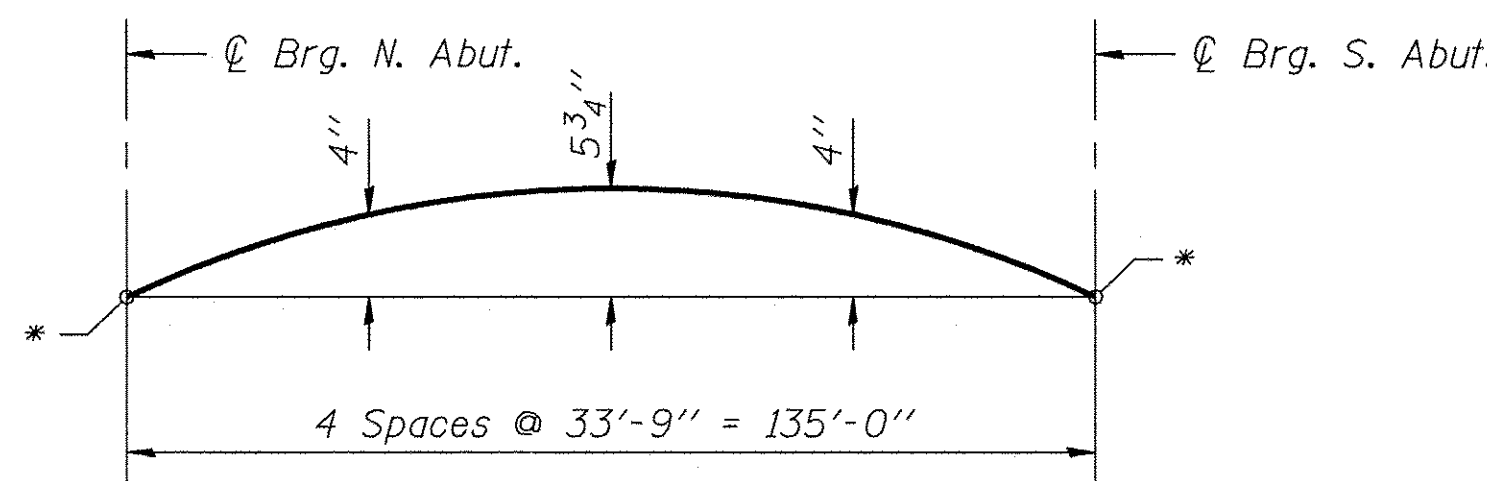
FIXED BEARING



SECTION A-A

INTERIOR GIRDER MOMENT TABLE		
0.5 Sp. 1		
I_s	(in ⁴)	40657
$I_c(n)$	(in ⁴)	100473
$I_c(3n)$	(in ⁴)	72089
S_s	(in ³)	1573
$S_c(n)$	(in ³)	2089
$S_c(3n)$	(in ³)	1919
DC1	(k/')	0.946
M _{DC1}	(k)	2156
DC2	(k/')	0.180
M _{DC2}	(k)	410
DW	(k/')	0.300
M _{DW}	(k)	683
LLDF		0.539
$M_L + IM$	(k)	2326
M_u (Strength I)	(k)	8303
$\phi_r M_n$	(k)	10538
f_s DC1	(ksi)	16.44
f_s DC2	(ksi)	2.56
f_s DW	(ksi)	4.27
f_s (L+IM)	(ksi)	13.37
f_s (Service II)	(ksi)	40.66
0.95R _n F _{yr}	(ksi)	47.50
V _r	(k)	29.6

	N. or S. Abuts.	
	Interior	Exterior
LLDF	0.725	0.725
OCF	-	1.048
R _{DC1} (k)	63.9	63.9
R _{DC2} (k)	12.2	12.2
R _{DW} (k)	20.2	20.2
R _{L + IMP} (k)	100.6	105.5
R _{Total} (k)	196.9	201.8



CAMBER DIAGRAM

* See Table for Final Top of Web Elevations at abutments.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of ASTM M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Two 1/8" adjusting shims shall be provided for each bearing assembly in addition to all other plates or shims and placed as shown on bearing details.

The Structural Steel plates of the Bearing Assemblies shall conform to the requirements of AASHTO M270, Grade 50W.

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in⁴ and in³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

LLDF: Live Load distribution factor.

$M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_c

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
 $M_L + IM / S_c(n)$ or $M_L + IM / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_{sL + IM}$

0.95R_nF_{yr}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

OCF: Obtuse correction factor.

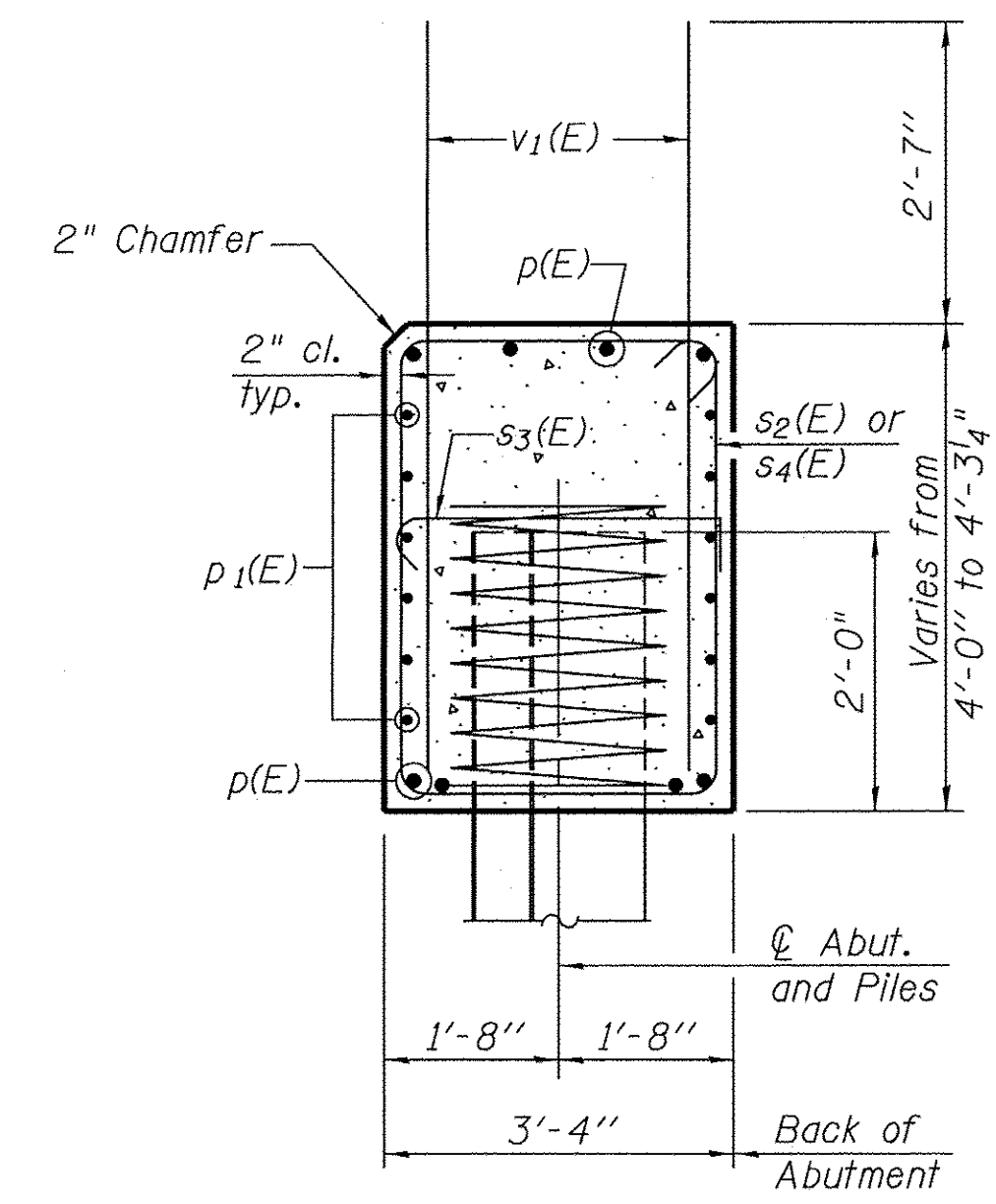
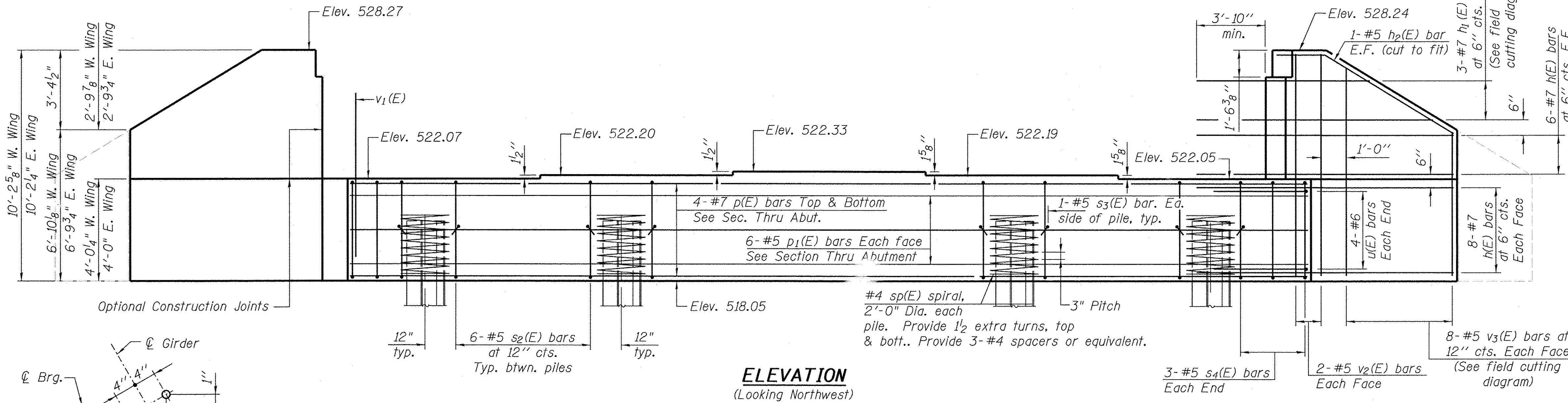
TOP OF WEB ELEVATIONS TABLE
 (For Fabrication Only)

Girder Number	Q Brg. N. Abut.	Q Brg. S. Abut.
1	527.35	526.95
2	527.49	527.09
3	527.63	527.23
4	527.51	527.10
5	527.38	526.97

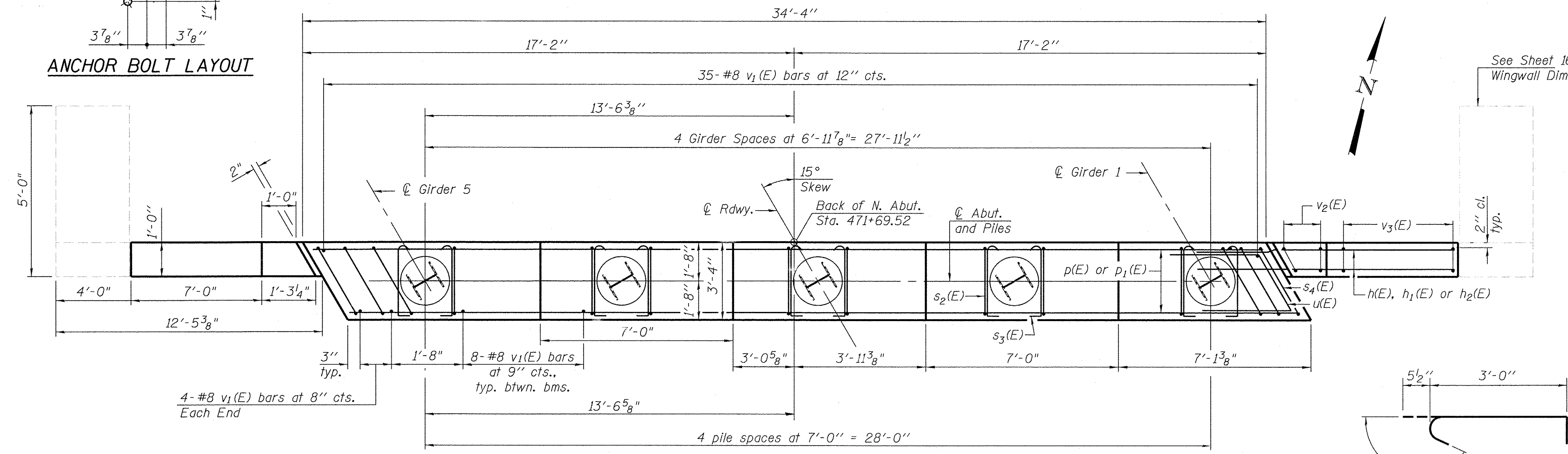
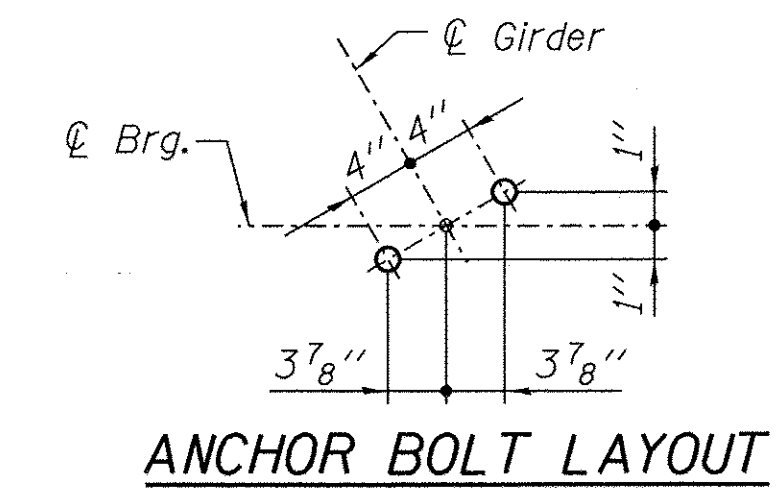
BILL OF MATERIAL

ITEM	UNIT	Quantity
Anchor Bolts, 1"	Each	20

Notes:
Four steps monolithically with cap.



SEC. THRU ABUT.
Dimensions at right angles to abutment.



PLAN

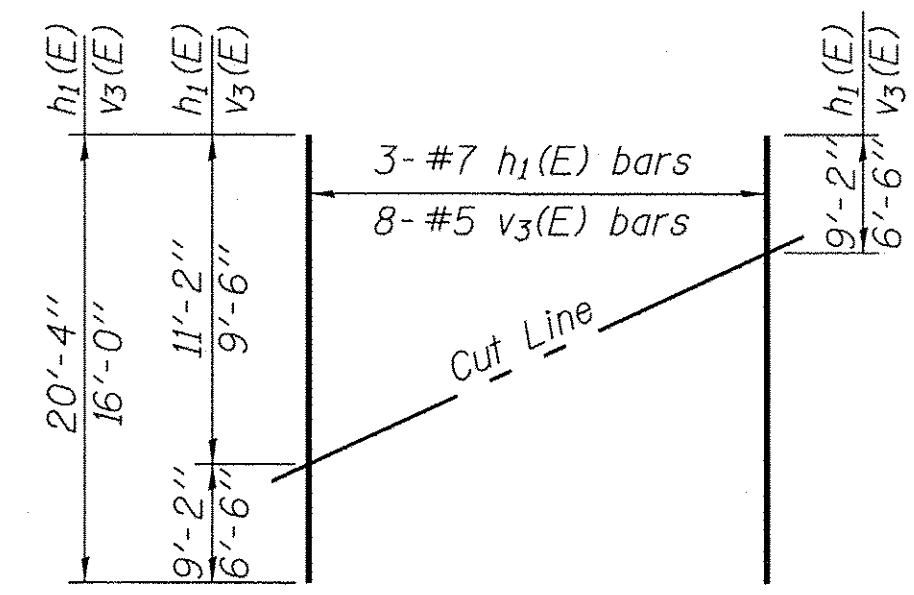
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	56	#7	12'-3"	
h1(E)	6	#7	20'-4"	
h2(E)	4	#5	8'-7"	
p(E)	8	#7	34'-0"	
p1(E)	12	#5	34'-0"	
s2(E)	24	#5	14'-3"	
s3(E)	10	#5	4'-0"	
s4(E)	6	#5	14'-5"	
sp(E)	5	#4	2'-0"	MMM
u(E)	8	#6	10'-7"	
v1(E)	75	#8	5'-11"	
v2(E)	8	#5	9'-10"	
v3(E)	16	#5	16'-0"	
Structure Excavation		Cu. Yd.	101	
Concrete Structures		Cu. Yd.	22.9	
Reinforcement Bars, Epoxy Coated		Pound	5060	
Furnishing Steel Piles, HP14x89		Foot	172	
Driving Piles		Foot	172	
Test Pile Steel, HP14x89		Each	1	

* Length is height of spiral.
For details of piles see sheet 17 of 18.

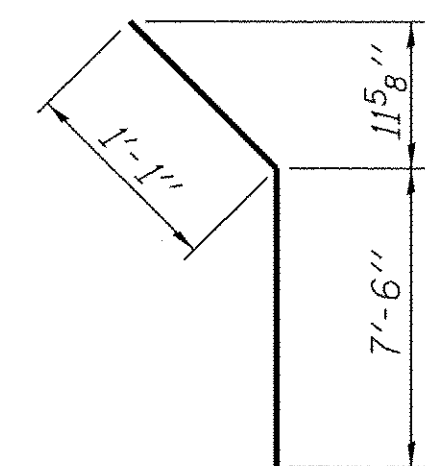
PILE DATA

Type: HP14x89
Nominal Required Bearing: 705 kips
Factored Resistance Available: 388 kips
Est. Length: 43'
No. Production Piles: 4
No. Test Piles: 1

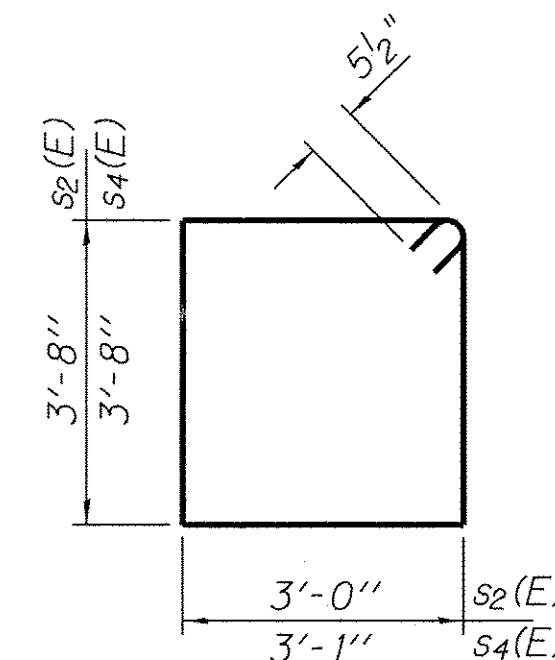


FIELD CUTTING DIAGRAM

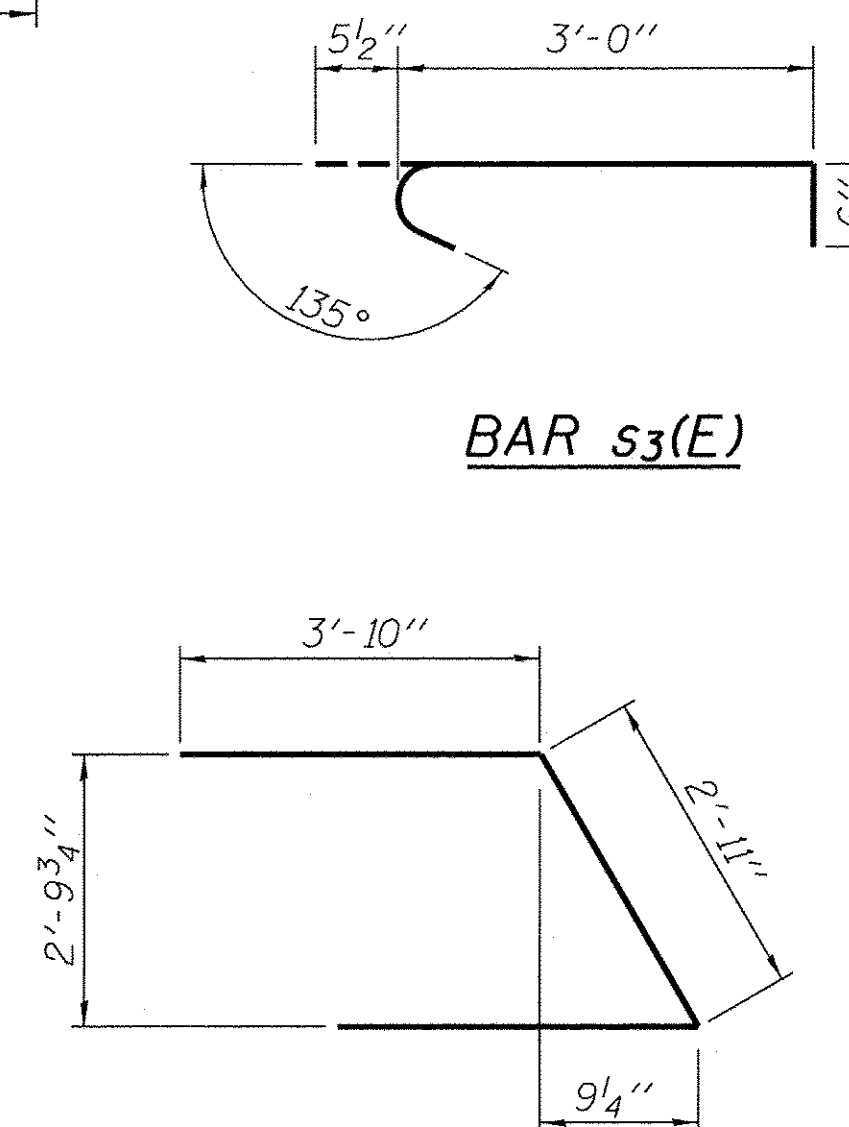
Order h1(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR h2(E)



BARS s2(E) & s4(E)



BAR u(E)

I:\15Jobs\15L000\CAD\Struct\Sheet\014 North Abutment.dgn



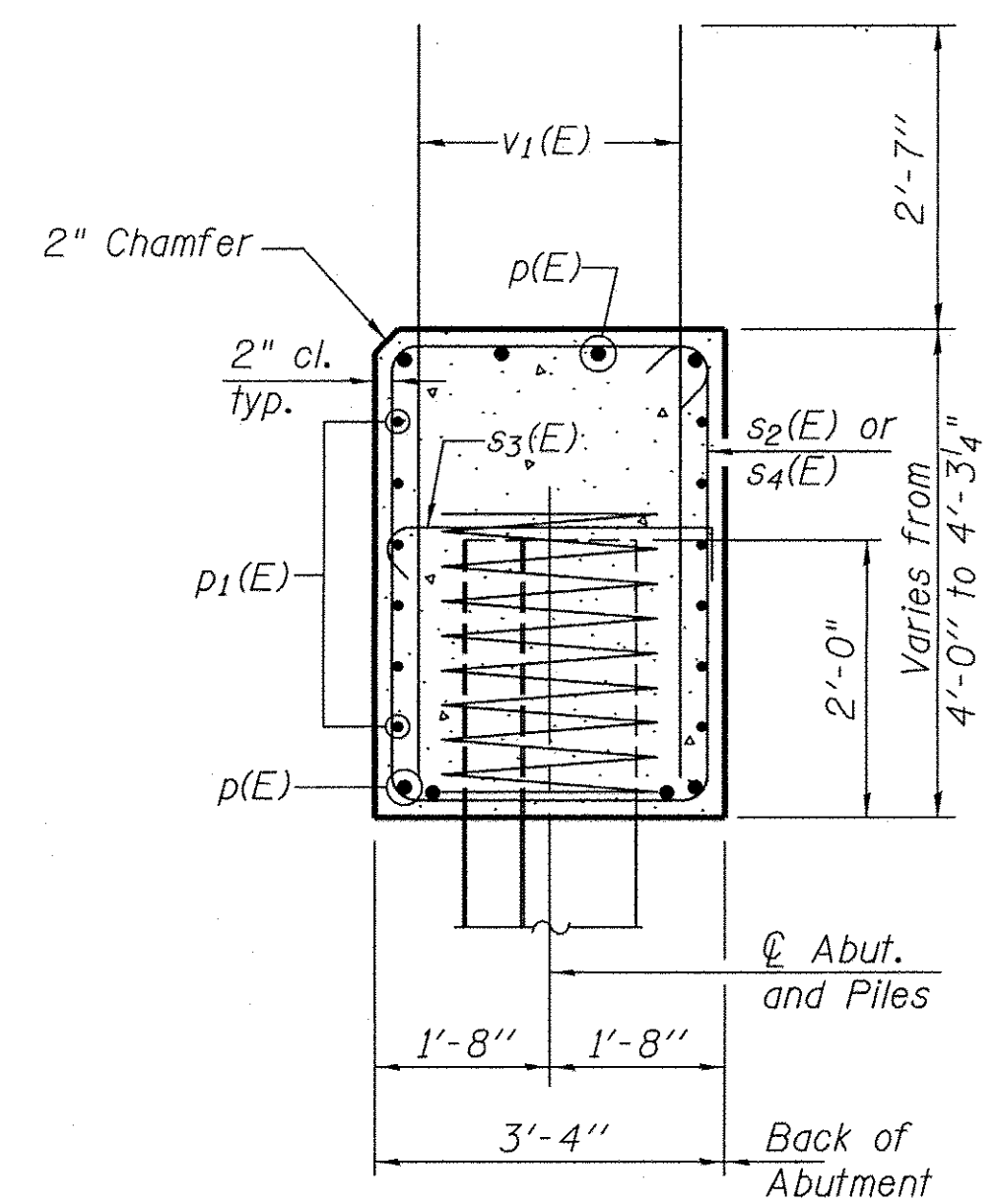
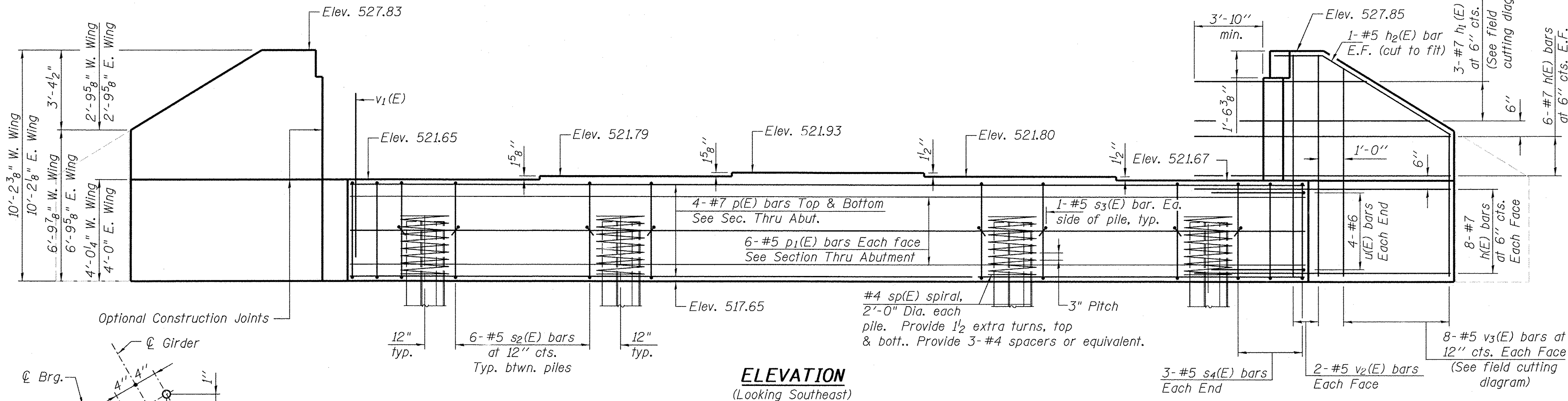
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PLOT SCALE: 1/8" = 1' / ft.	CHECKED - MNM	REVISED -
PLOT DATE : 7/29/2016	DRAWN - DAP	REVISED -
	CHECKED - JGT/MNM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

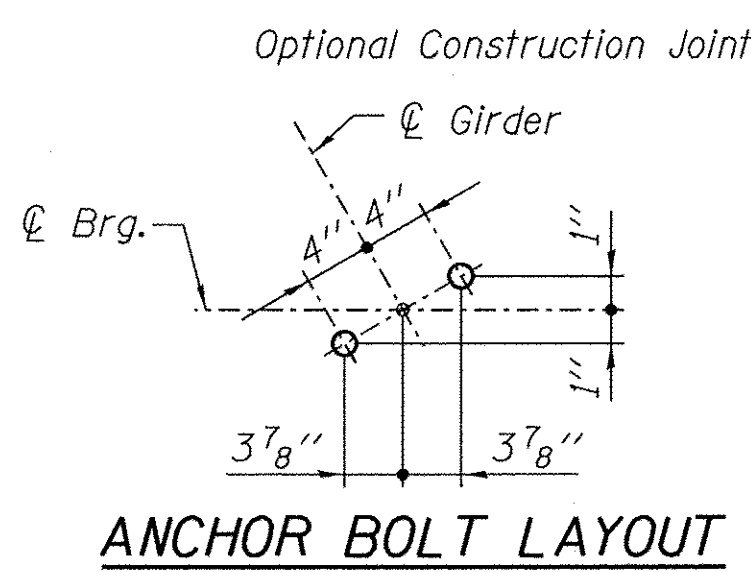
NORTH ABUTMENT
STRUCTURE NO. 071-3156
SHEET NO. 14 OF 18 SHEETS

F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 29
C.H. 25			CONTRACT NO. 89698	
ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				

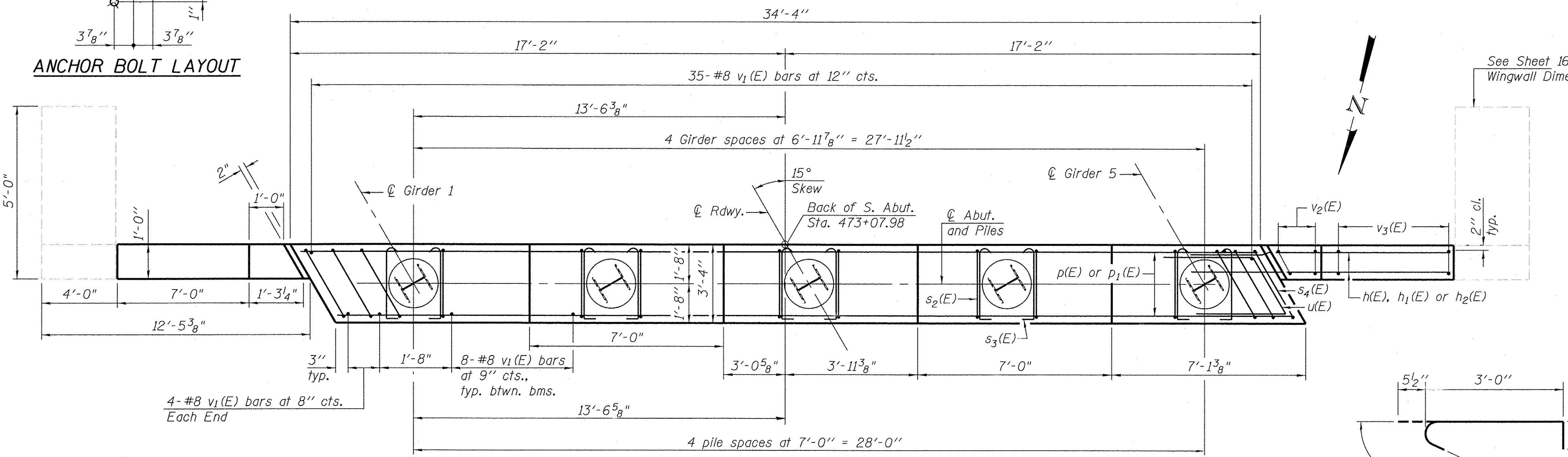
Notes:
Pour steps monolithically with cap.



SEC. THRU ABUT.
Dimensions at right angles to abutment.

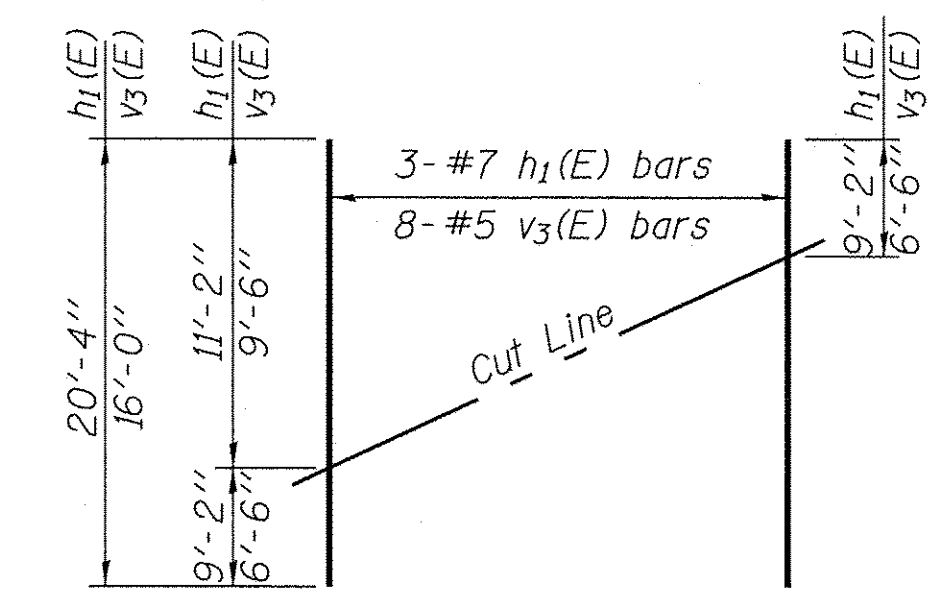


ANCHOR BOLT LAYOUT



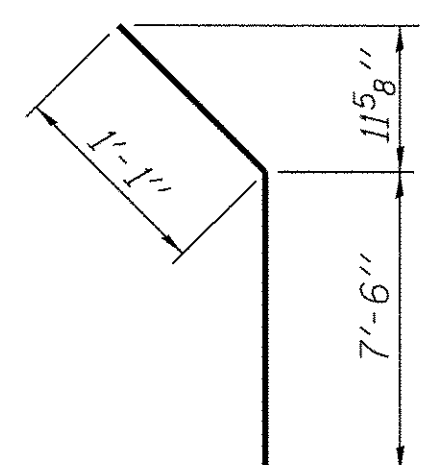
PLAN

PILE DATA
Type: HP14x89
Nominal Required Bearing: 705 kips
Factored Resistance Available: 388 kips
Est. Length: 38'
No. Production Piles: 4
No. Test Piles: 1

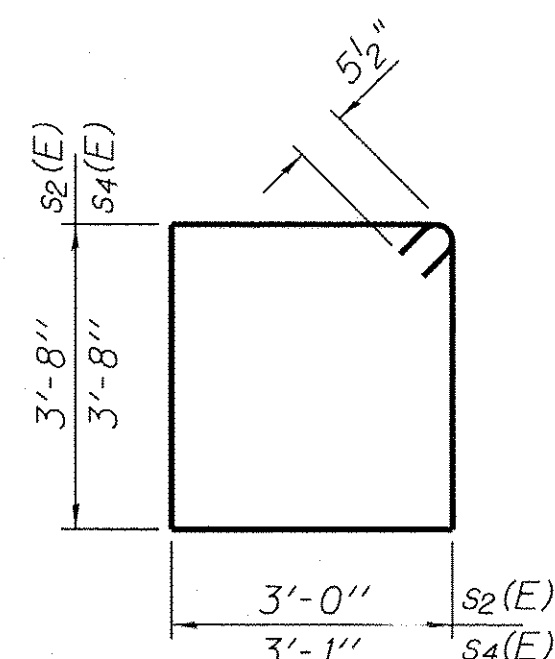


FIELD CUTTING DIAGRAM

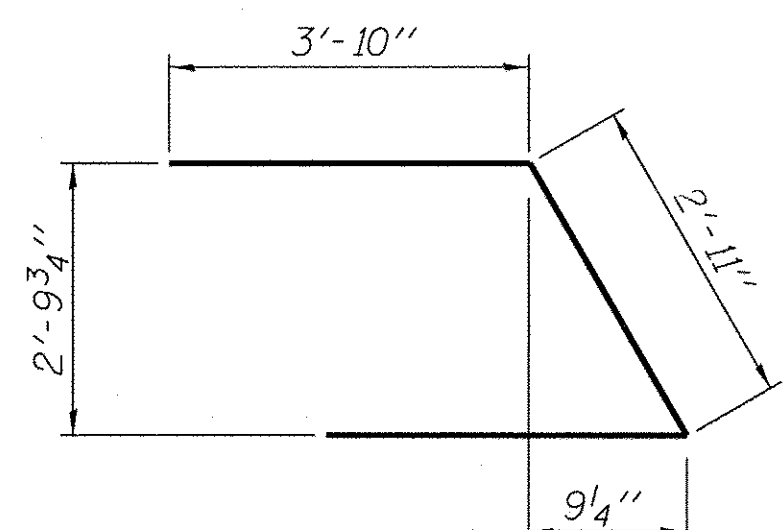
Order h1(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR h2(E)



BARS s2(E) & s4(E)

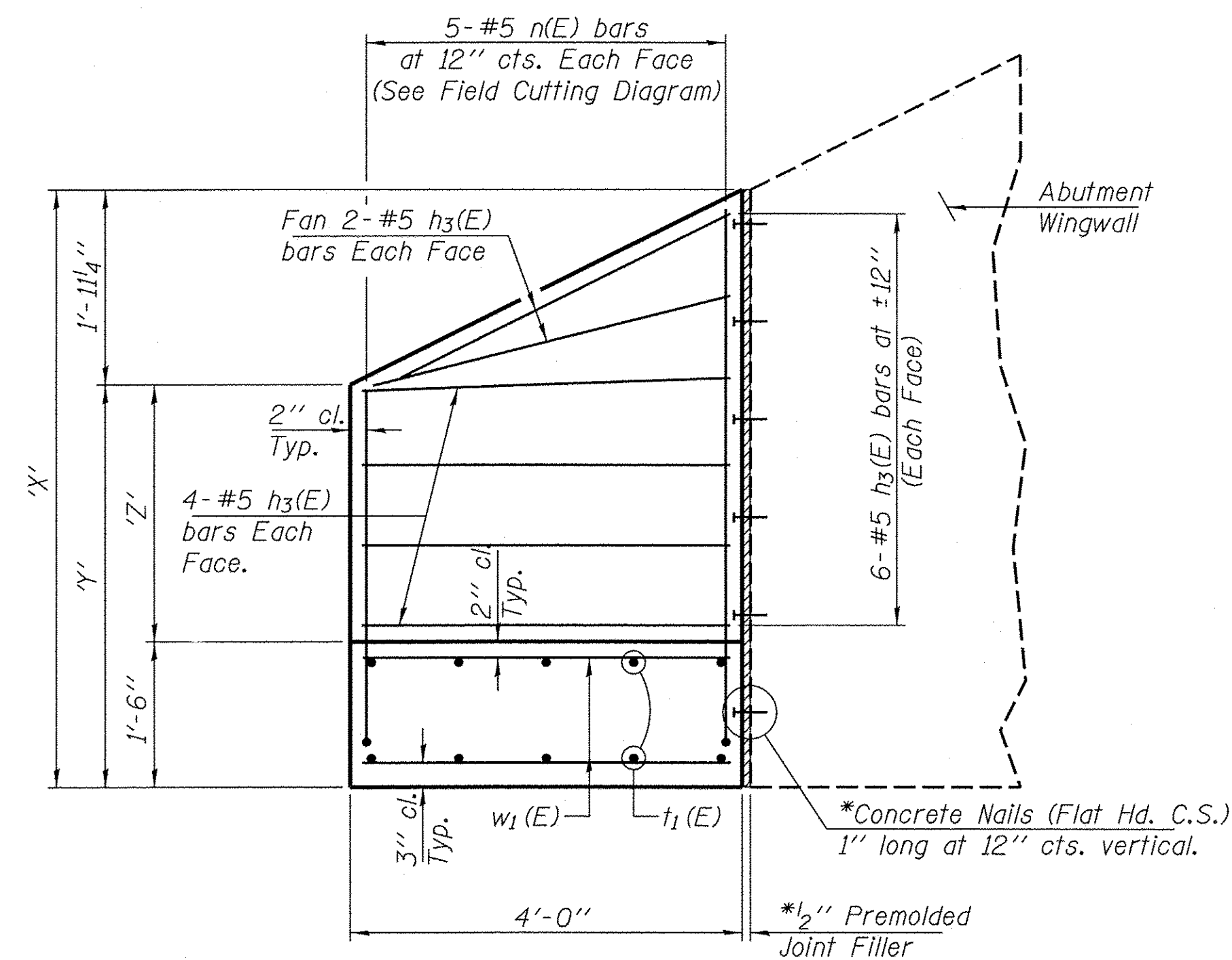


BAR u(E)

BILL OF MATERIAL

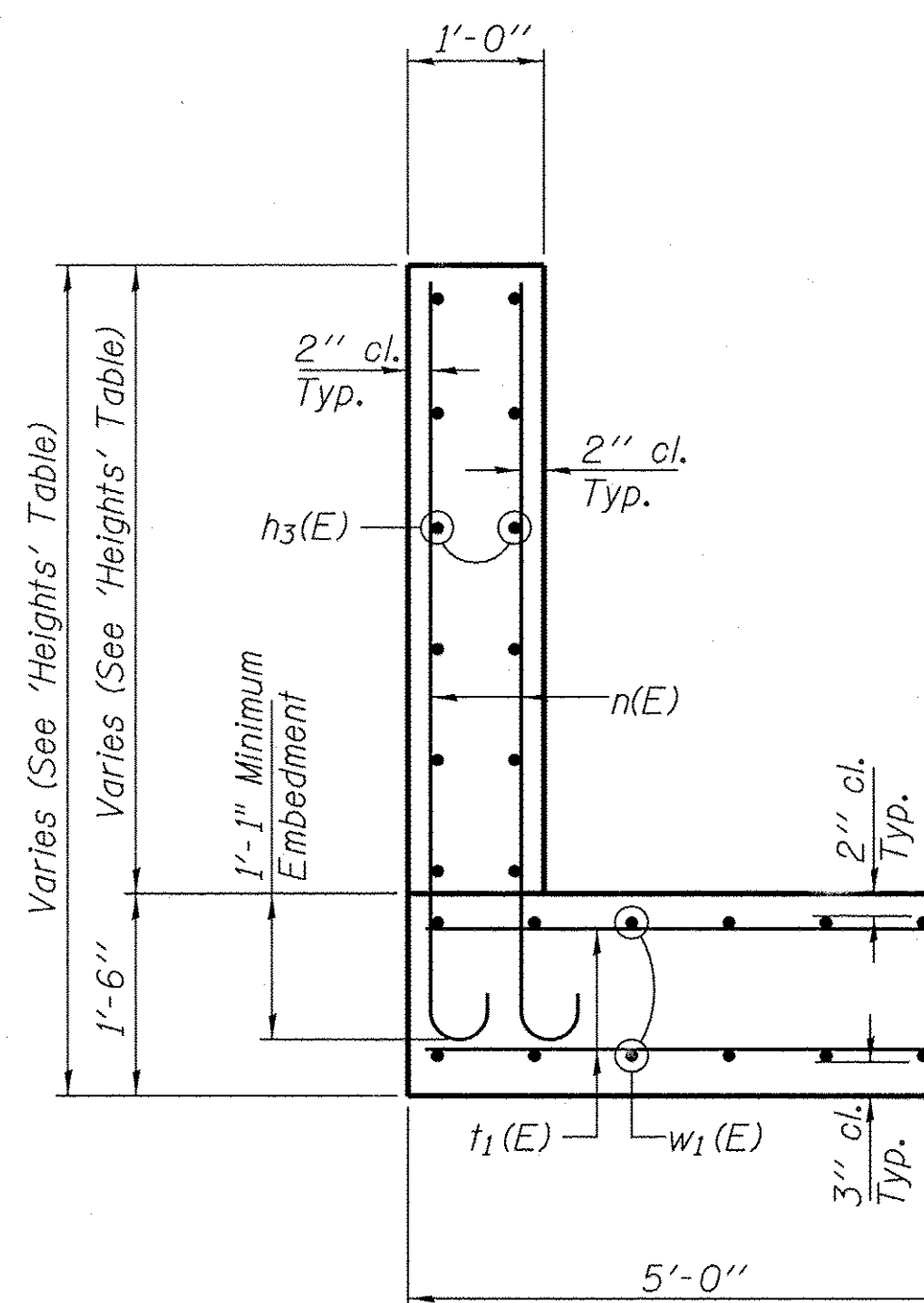
Bar	No.	Size	Length	Shape
h(E)	56	#7	12'-3"	—
h1(E)	6	#7	20'-4"	—
h2(E)	4	#5	8'-7"	—
p(E)	8	#7	34'-0"	—
p1(E)	12	#5	34'-0"	—
s2(E)	24	#5	14'-3"	□
s3(E)	10	#5	4'-0"	□
s4(E)	6	#5	14'-5"	□
sp(E)	5	#4	2'-0"	WWM
u(E)	8	#6	10'-7"	—
v1(E)	75	#8	5'-11"	—
v2(E)	8	#5	9'-10"	—
v3(E)	16	#5	16'-0"	—
Structure Excavation		Cu. Yd.	101	
Concrete Structures		Cu. Yd.	22.8	
Reinforcement Bars, Epoxy Coated		Pound	5060	
Furnishing Steel Piles, HP14x89		Foot	152	
Driving Piles, Test Pile Steel, HP14x89		Each	1	

* Length is height of spiral.
For details of piles see sheet 17 of 18.

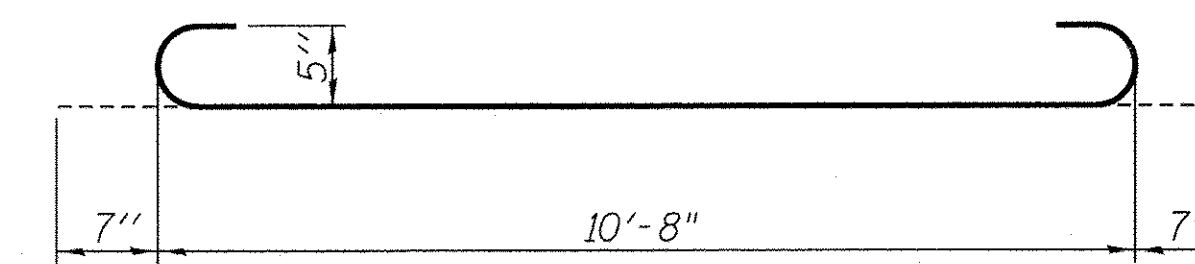


ELEVATION

*Cost included with Concrete Structures



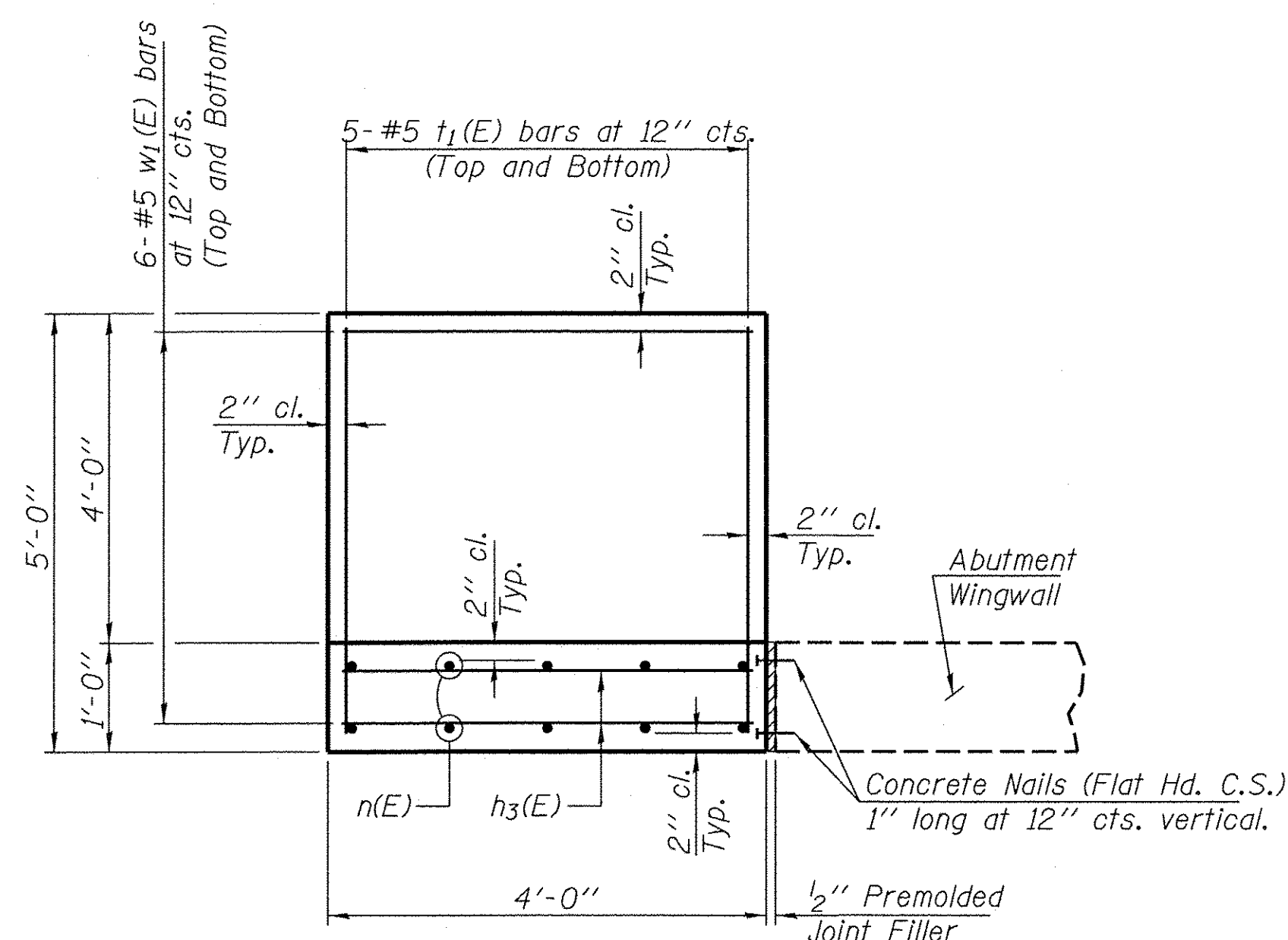
SECTION THRU WALL



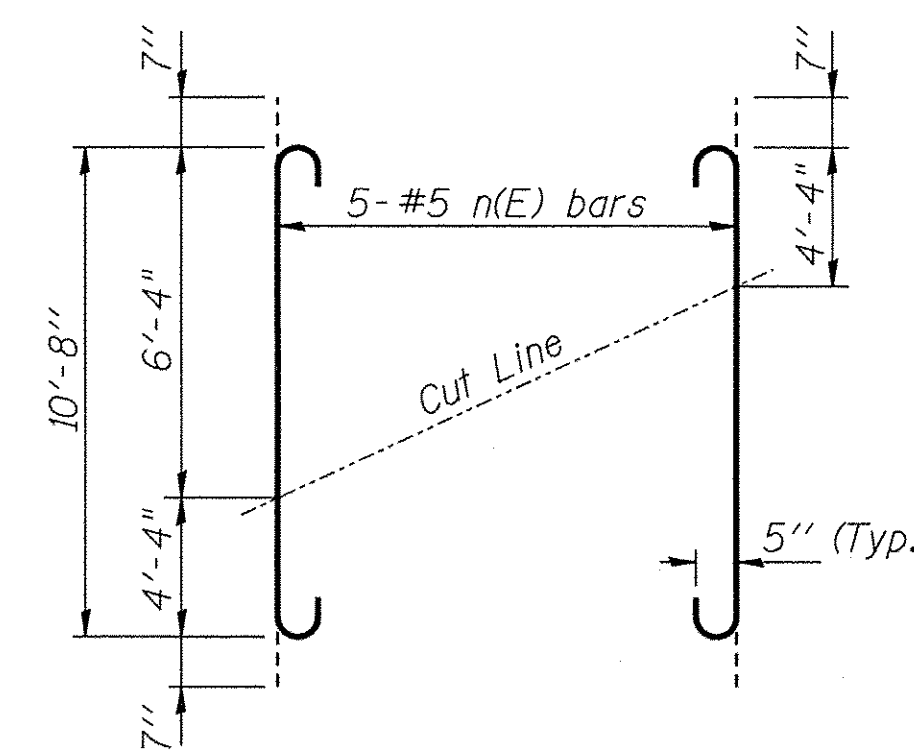
BAR n(E)
(See Field Cutting Diagram)

**BILL OF MATERIAL
4 WINGWALL EXTENSIONS**

Bar	No.	Size	Length	Shape
h ₃ (E)	48	#5	3'-8"	—
n(E)	20	#5	11'-10"	U
t ₁ (E)	40	#5	4'-8"	—
w ₁ (E)	48	#5	3'-8"	—
Structure Excavation			Cu. Yd.	30
Concrete Structures			Cu. Yd.	7.0
Reinforcement Bars, Epoxy Coated			Pound	810



PLAN

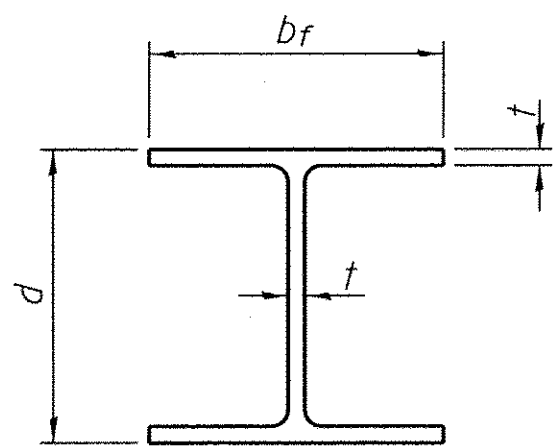


FIELD CUTTING DIAGRAM

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

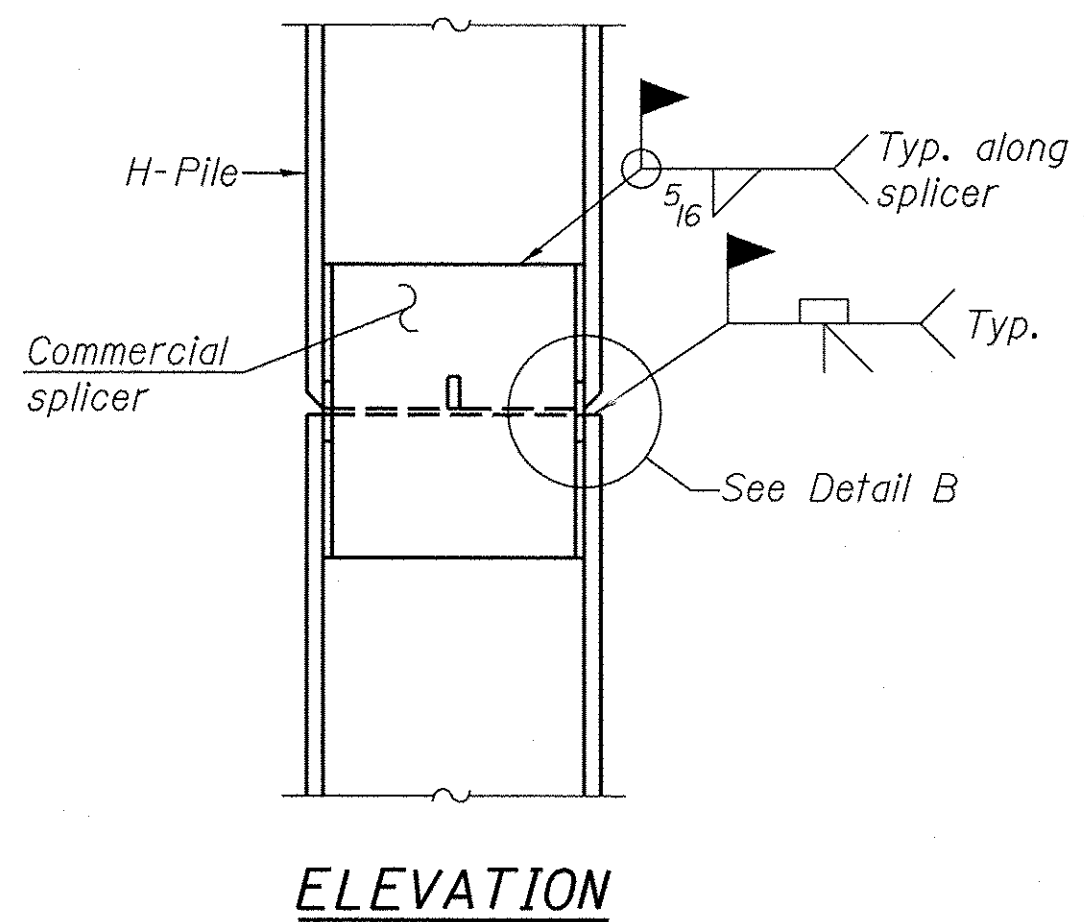
'L' TYPE RETAINING WALL HEIGHTS

Dimension	North Abut.		South Abut.	
	West	East	West	East
X'	6'-10 1/8"	6'-9 3/4"	6'-9 7/8"	6'-9 5/8"
Y'	4'-10 1/8"	4'-10 1/2"	4'-10 5/8"	4'-10 3/8"
Z'	3'-4 1/8"	3'-4 1/2"	3'-4 5/8"	3'-4 3/8"

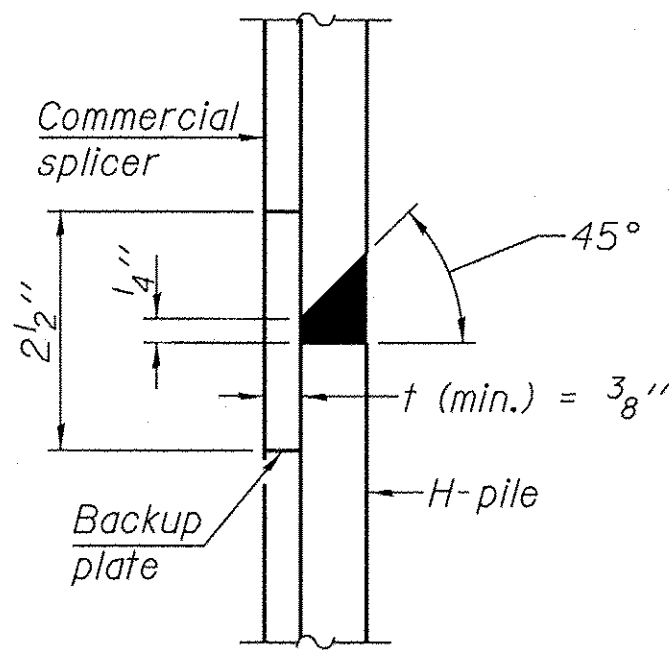


STEEL PILE TABLE

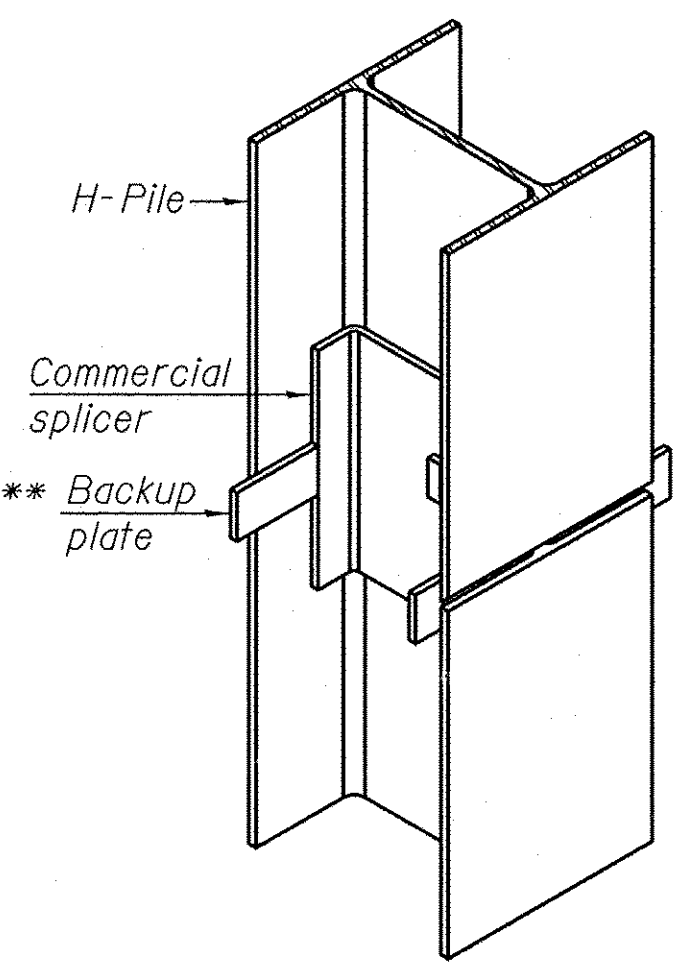
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



ELEVATION

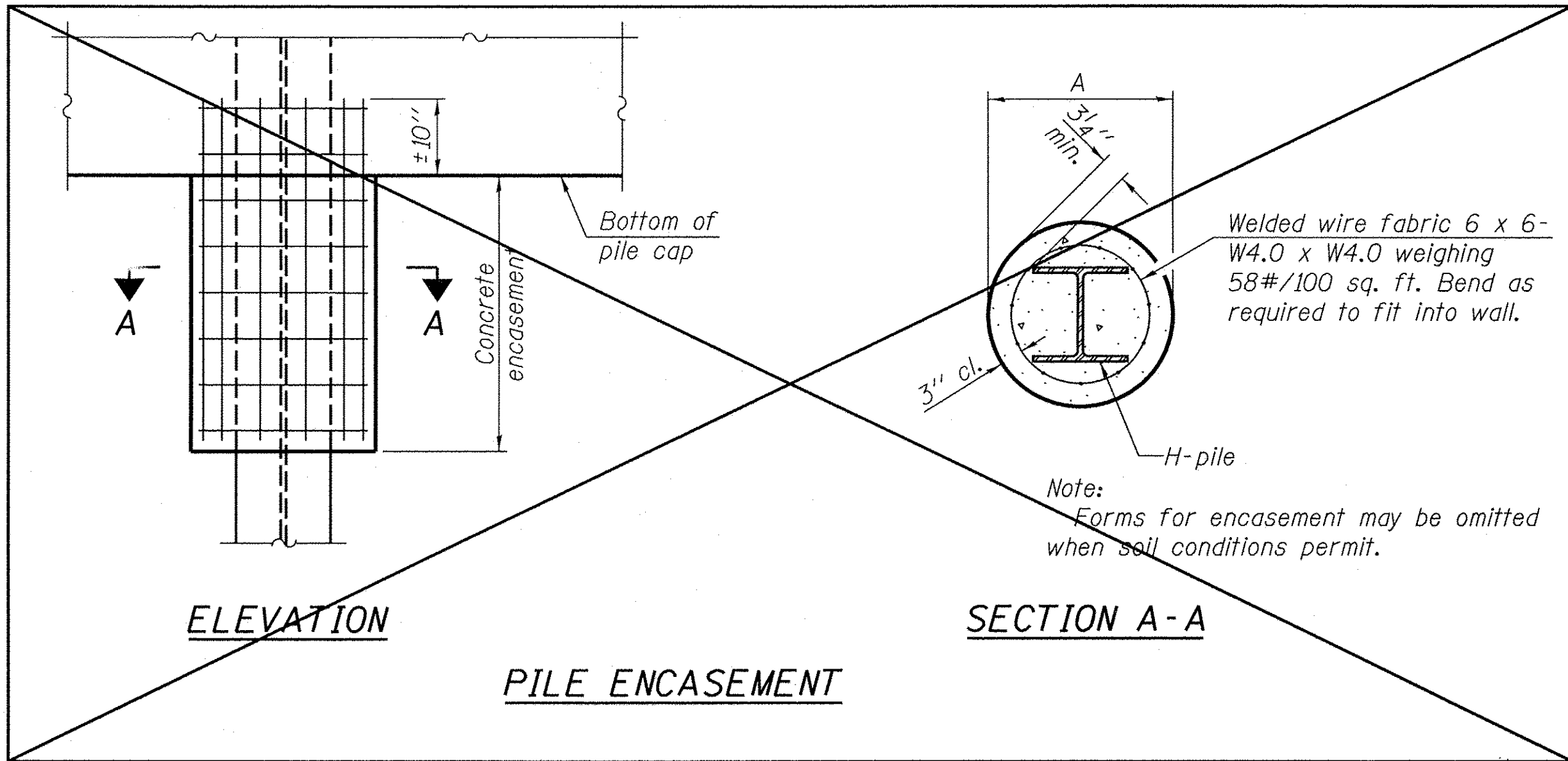


DETAIL "B"



ISOMETRIC VIEW

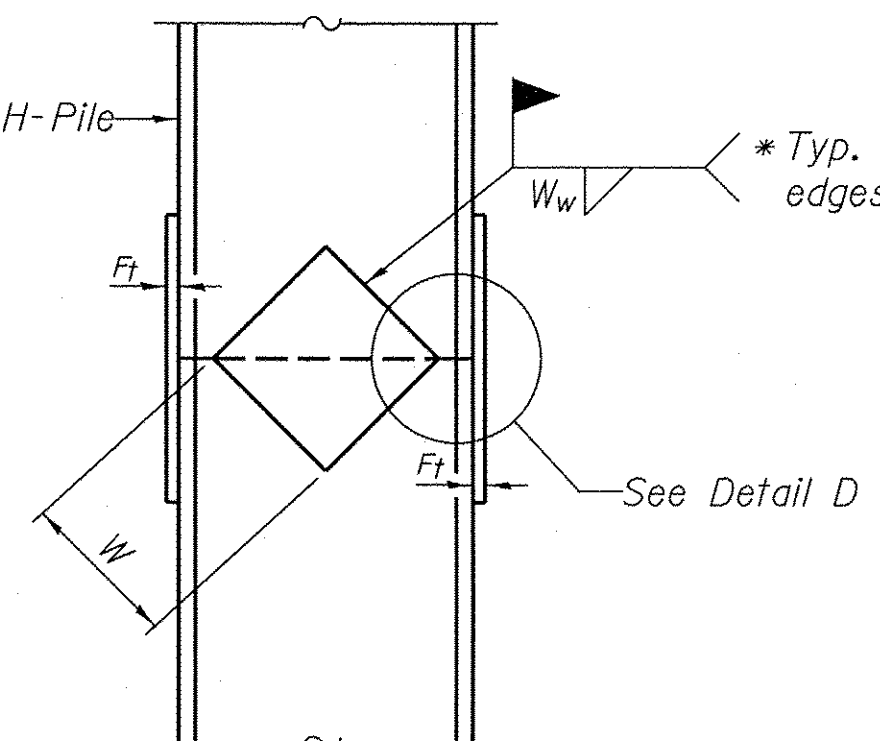
WELDED COMMERCIAL SPLICE



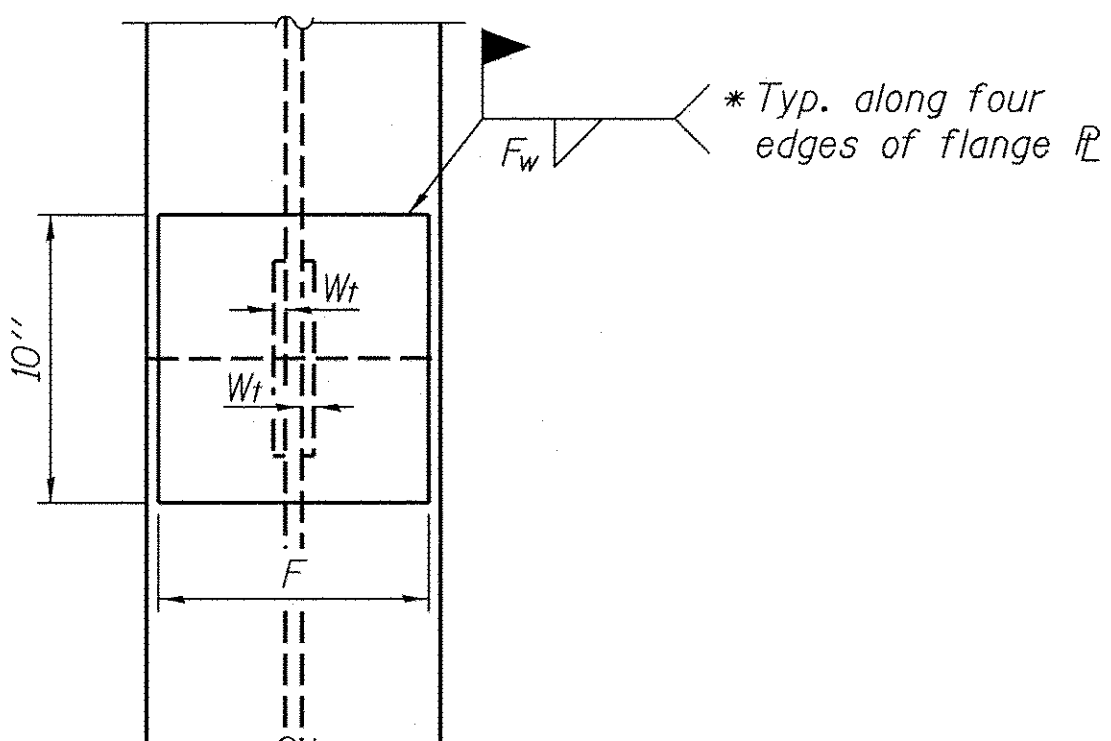
ELEVATION

SECTION A-A

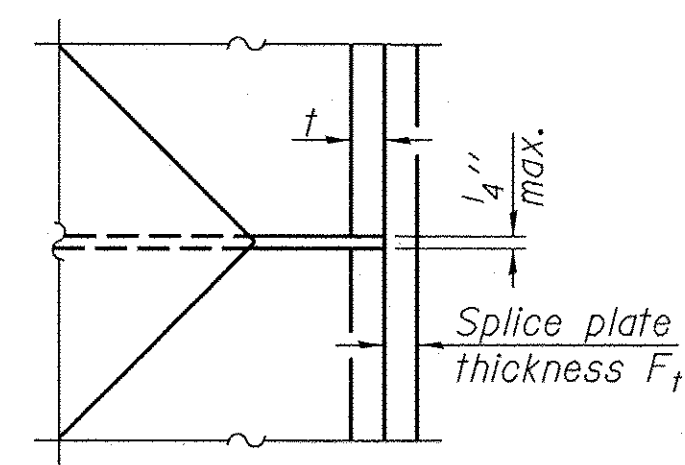
PILE ENCASEMENT



ELEVATION



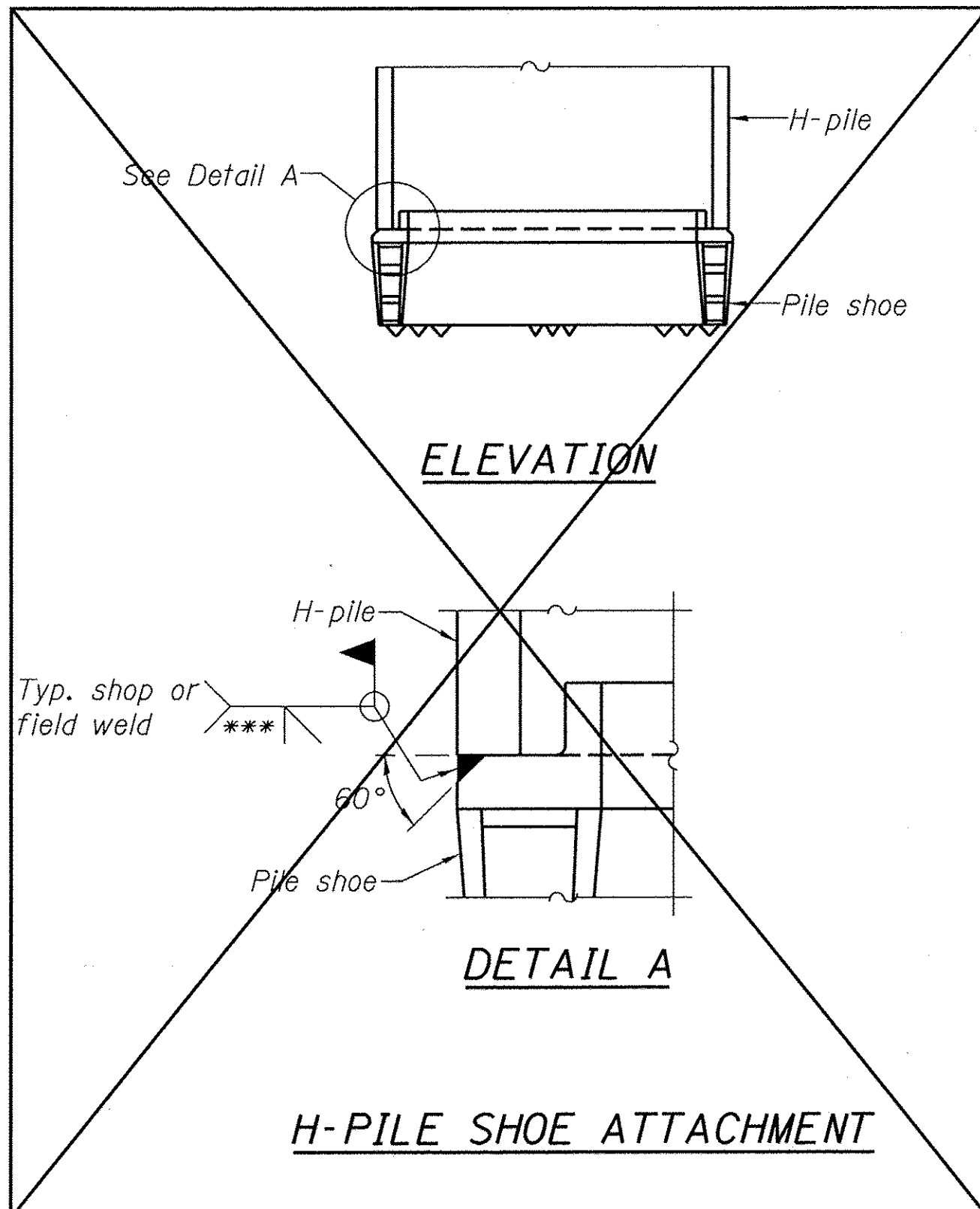
END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

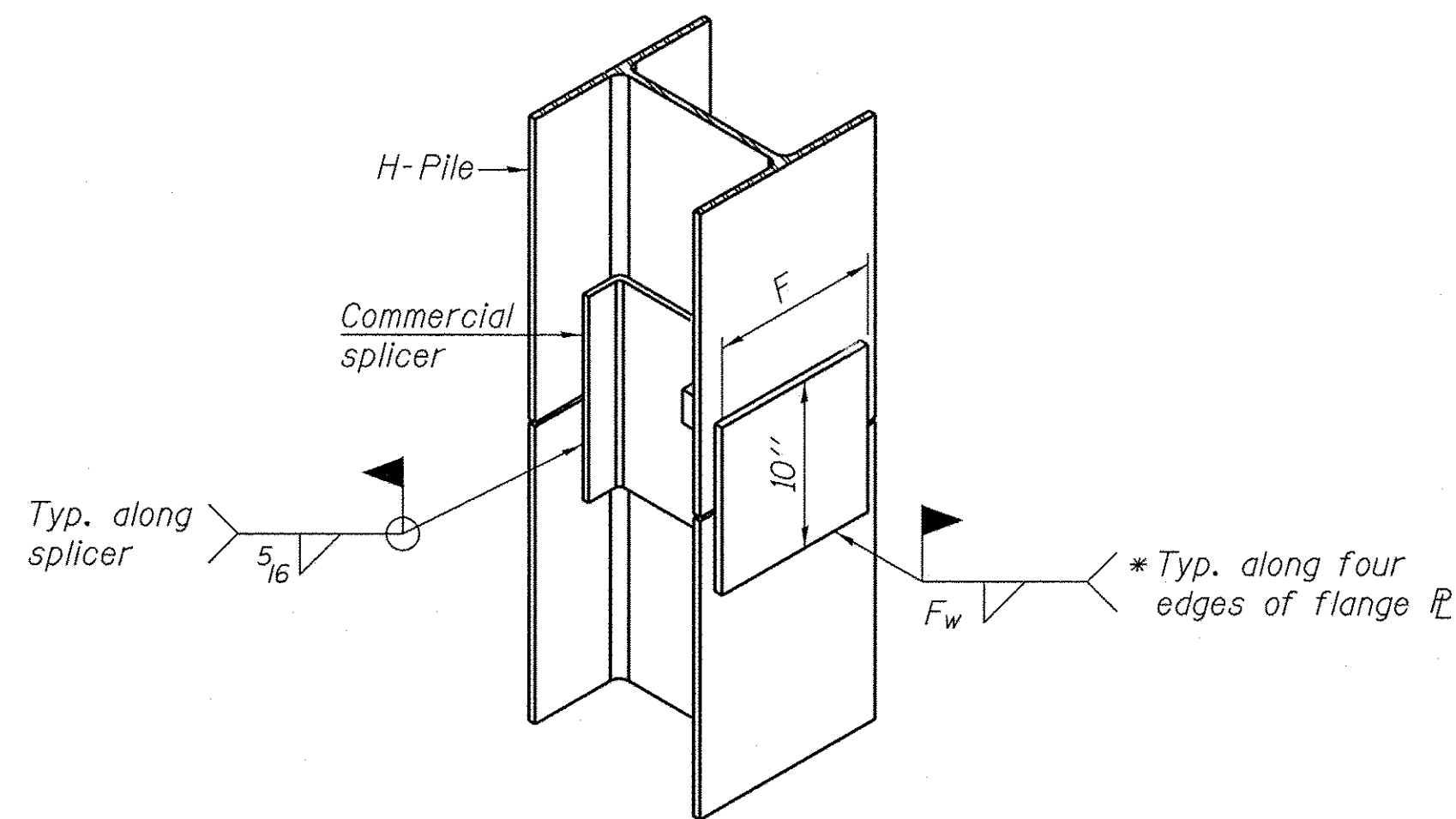
Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"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



ELEVATION

DETAIL A

H-PILE SHOE ATTACHMENT

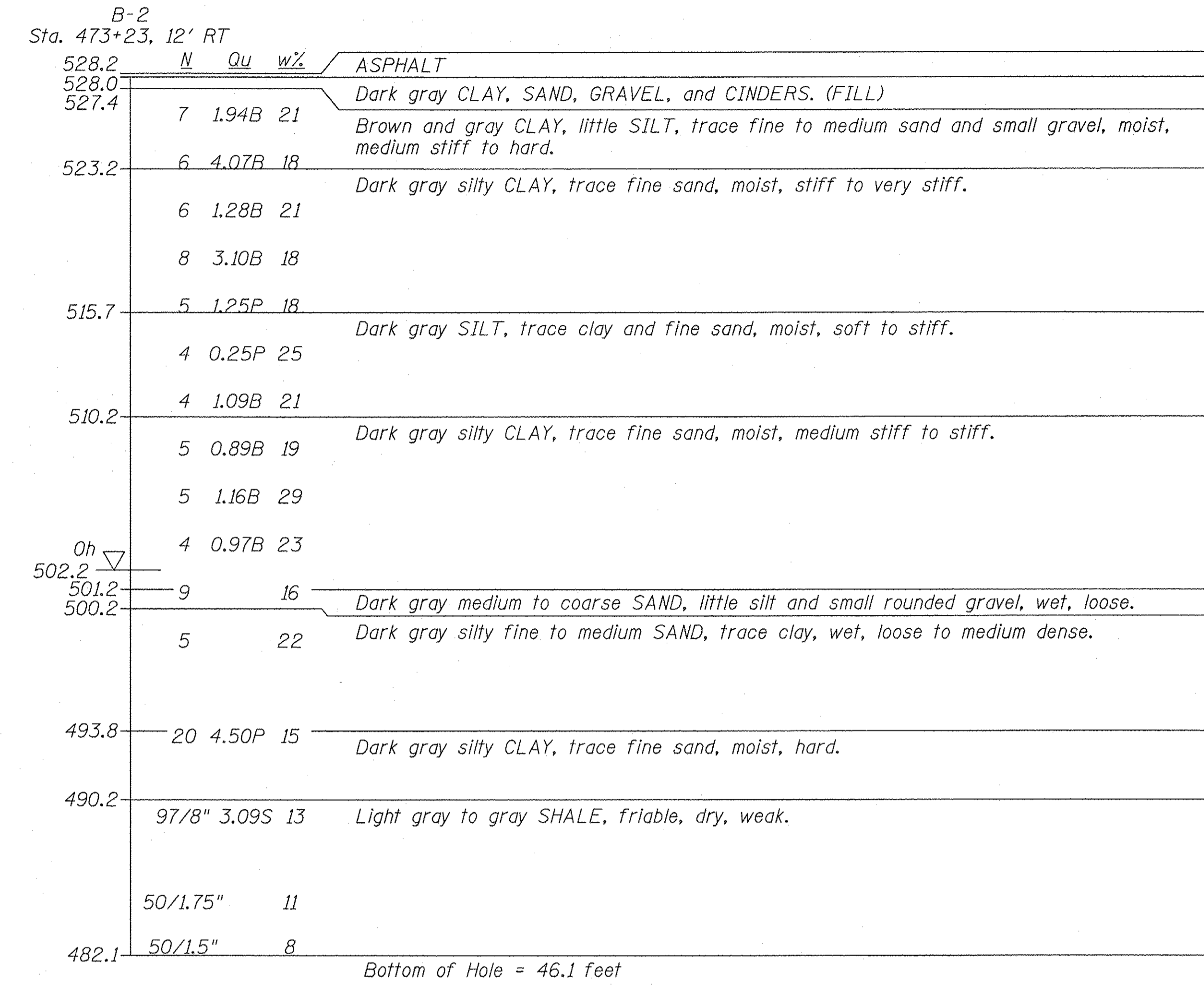
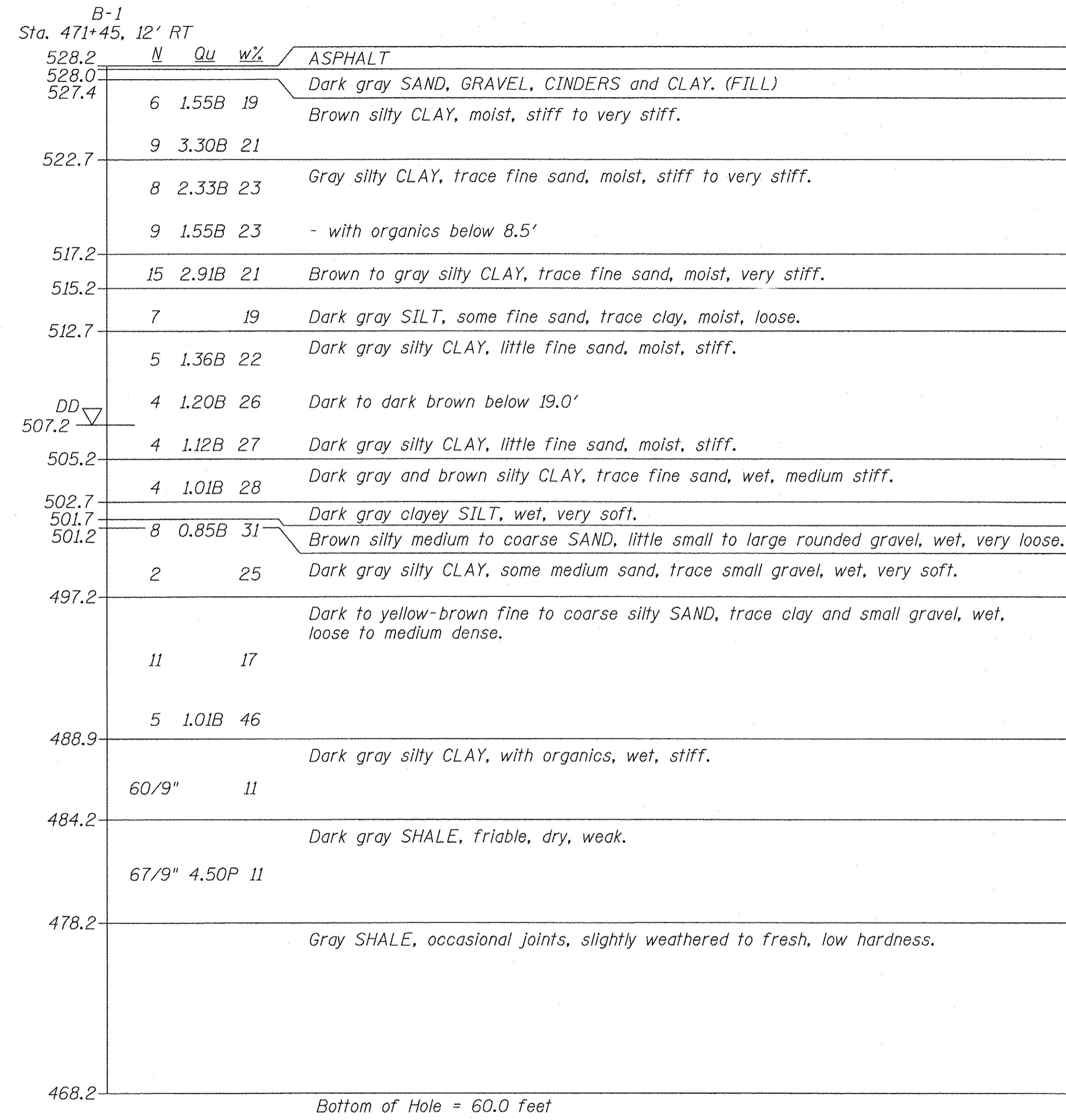


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

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



LEGEND

N Standard Penetration Test N (blows/ft)
 Qu Unconfined Strength (tsf)
 w% Natural Moisture Content (%)

DD
507.20 ▽ Water Surface Elevation Encountered in Boring
 DD = during drilling
 Oh = at completion
 24h = 24 hours after completion

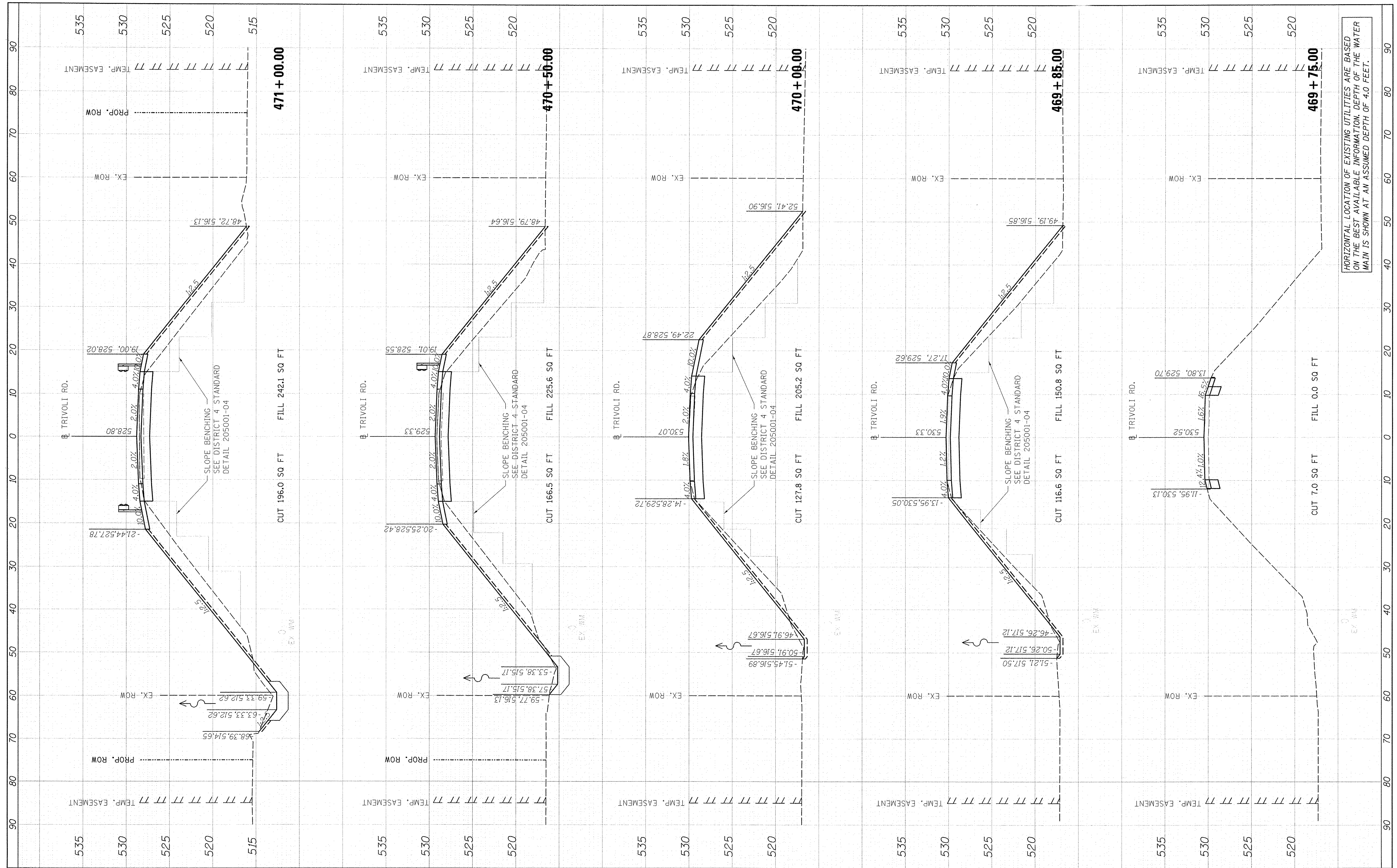
I:\15Jobs\15L000\CAD\Struct\Sheet\018 Subsurface Data Profile.dgn

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	PLOT SCALE: 1:8,000 '1' / ft.	CHECKED - MNM	REVISED -			1386	13-00075-01-BR	PEORIA	44	33	
	PLOT DATE : 7/29/2016	DRAWN - DAP	REVISED -			C.H. 25		CONTRACT NO. 89698		ILLINOIS FED. AID PROJECT RS-BRS-1386(102)	
		CHECKED - JGT/MNM	REVISED -			SHEET NO. 18 OF 18 SHEETS					

FINAL
 SUPPLY
 NO. 1002
 DATE



DATE
 DATE
 DATE



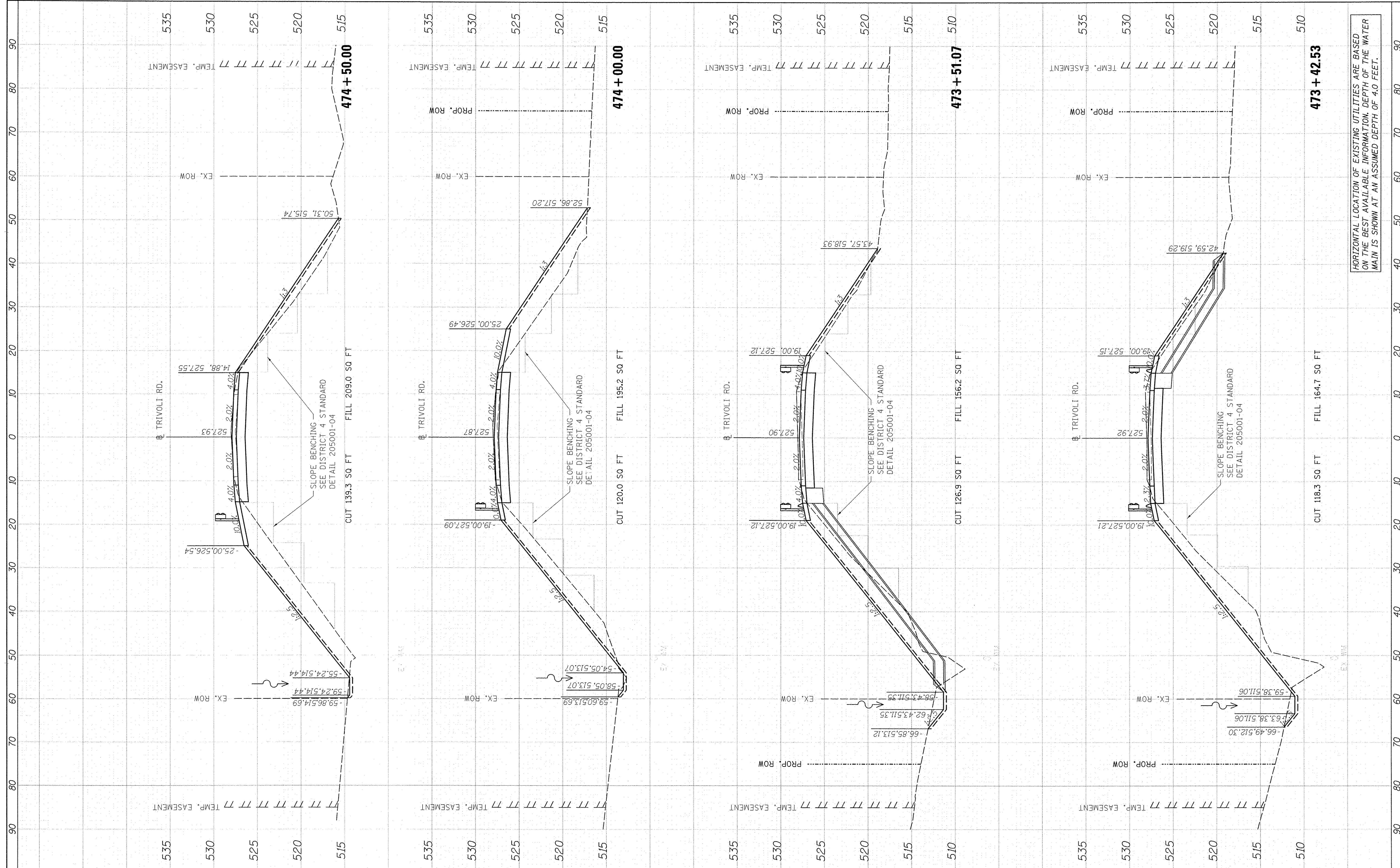
HORIZONTAL LOCATION OF EXISTING UTILITIES ARE BASED ON THE BEST AVAILABLE INFORMATION. DEPTH OF THE WATER MAIN IS SHOWN AT AN ASSUMED DEPTH OF 4.0 FEET.

FILE NAME I:\15\Jobs\15L\0800\CD\Road\Sheet\1415L0800R.sht	USER NAME schandl\josh	DESIGNED CLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRIVOLI ROAD CROSS SECTIONS	F.A.S. RTE. 1386	SECTION 13-00075-01-BR C.H. 25	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 34
	PLOT SCALE 1/8" = 1'-0"	CHECKED MGD	REVISED -			SCALE: SHEET OF SHEETS	STA. 469+75.00 TO STA. 471+00.00	CONTRACT NO. 89698	ILLINOIS FED. AID PROJECT RS-BRS-1386(102)	

FINAL SURVEY	DATE
PLOTTED	
TEMP. DATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



ORIGINAL SURVEY	DATE
PLOTTED	
TEMP. DATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



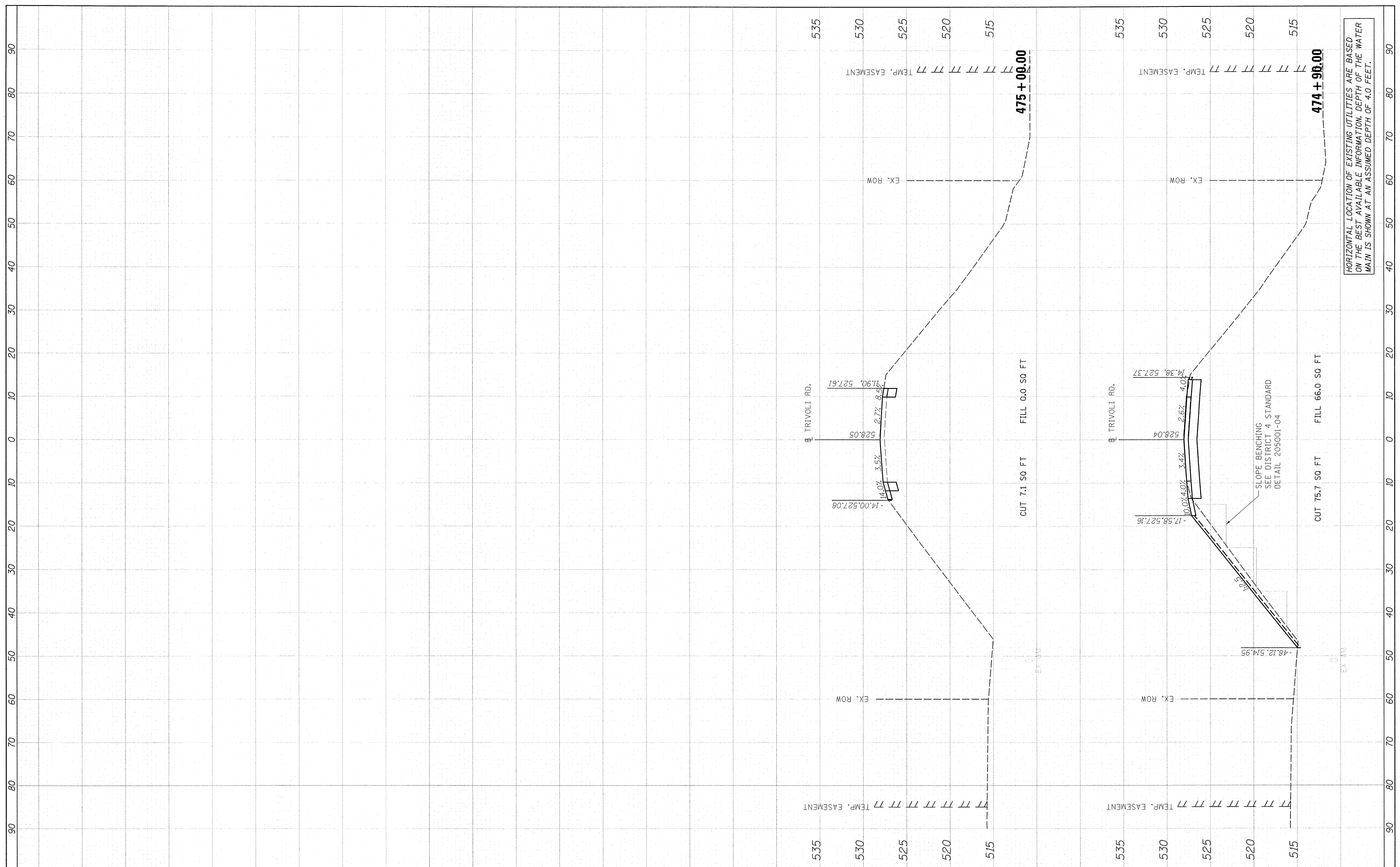
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FILE NAME: \\P515104\X\PL\0088\CL\01\Road\Sheet\473+51.07.dwg	DESIGNED: CLS	REVISOR: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRIVOLI ROAD CROSS SECTIONS		F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 36
DRAWN: CLS	REVISOR: -	SCALE: SHEET OF SHEETS		STA. 473+42.53 TO STA. 474+50.00	C.H. 25	CONTRACT NO. 89698				
CHECKED: MGD	REVISOR: -			ILLINOIS FED. AID PROJECT RS-BRS-1386(102)						
DATE: 8/2/2016	REVISOR: -									

FINAL SURVEY	SURVEYED	BY	DATE
PLOTTED	PLOTTED		
NOTE BOOK	NOTE BOOK		
AREAS	AREAS		
AREAS	AREAS		



ORIGINAL SURVEY	SURVEYED	BY	DATE
PLOTTED	PLOTTED		
NOTE BOOK	NOTE BOOK		
AREAS	AREAS		
AREAS	AREAS		



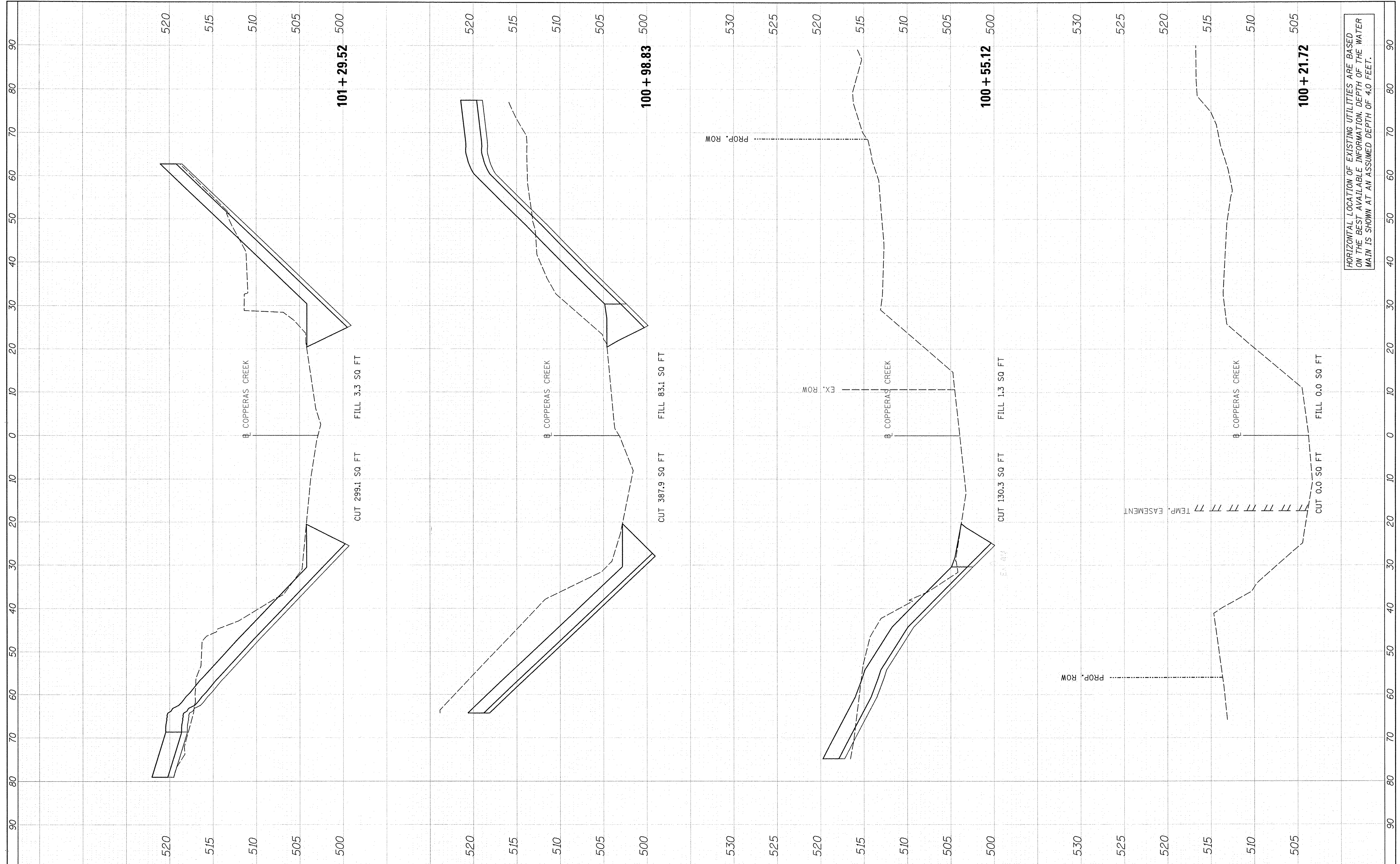
HORIZONTAL LOCATION OF EXISTING UTILITIES ARE BASED ON THE BEST AVAILABLE INFORMATION. DEPTH OF THE WATER MAIN IS SHOWN AT AN ASSUMED DEPTH OF 4.0 FEET.

FILE NAME: I:\15\Jobs\1510\BR08\CAD\Road\Sheet\1510\BR08.sht	USER: T.M. Judge	DESIGNED: CLS	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRIVOLI ROAD CROSS SECTIONS	F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 37	
PILOT SCALE: 1"=40'	PILOT DATE: 7/21/2016	DRAWN: CLS	REVISOR: MGD			SCALE: SHEET OF SHEETS	STA. 474+90.00 TO STA. 475+00.00	C.H. 25	CONTRACT NO. 89698		
DATE: 8/2/2016		CHECKED: MGD	REVISOR: -			ILLINOIS FED. AID PROJECT RS-BRS-1386(102)					
		DATE: 8/2/2016	REVISOR: -								

FINAL	SURVEYED	BY:	DATE:
CHECKED	PLOTTED		
NOTE BOOK	TEMPLATE		
AREAS	CHECKED		



ORIGINAL	SURVEYED	BY:	DATE:
CHECKED	PLOTTED		
NOTE BOOK	TEMPLATE		
AREAS	CHECKED		



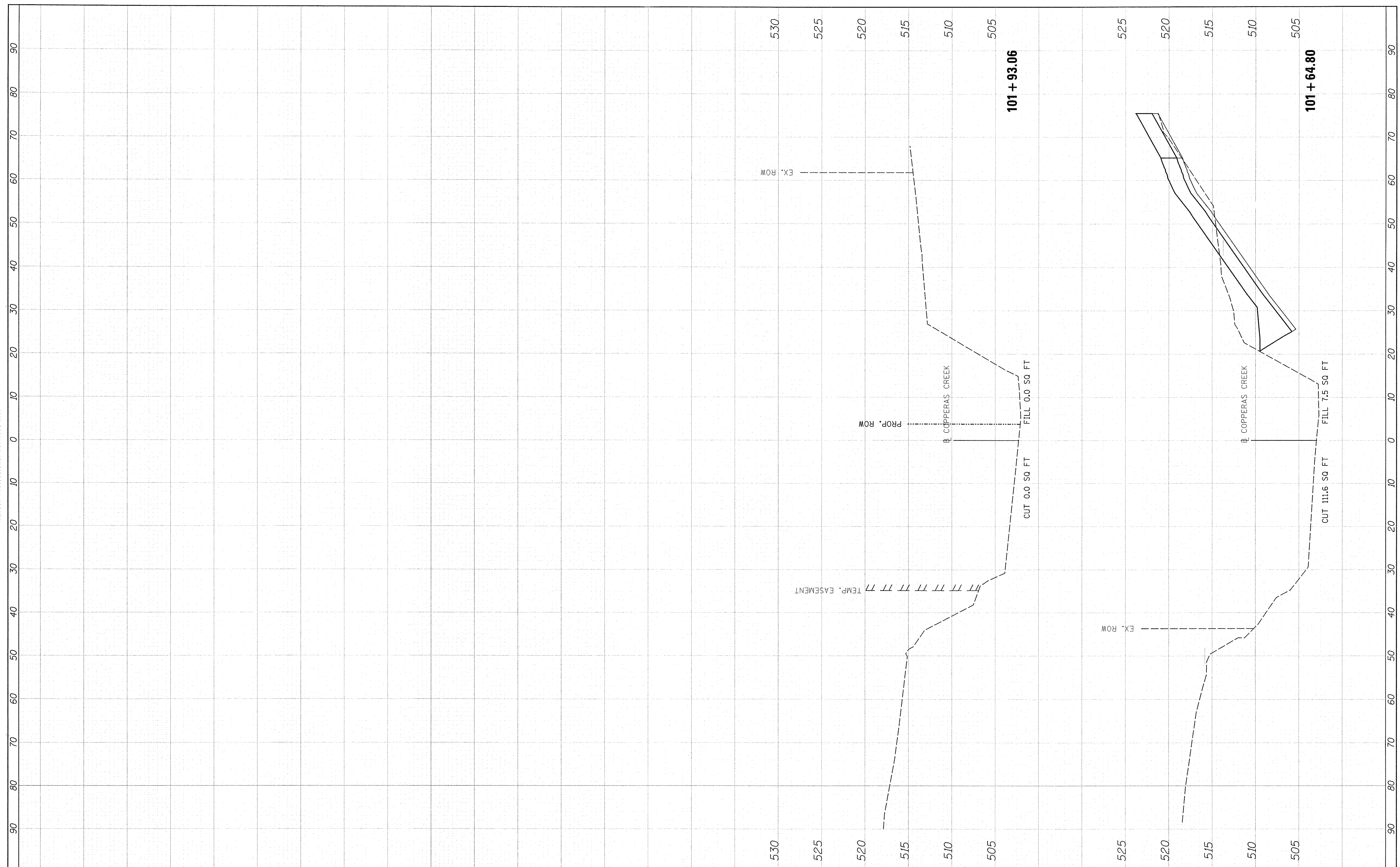
HORIZONTAL LOCATION OF EXISTING UTILITIES ARE BASED ON THE BEST AVAILABLE INFORMATION. DEPTH OF THE WATER MAIN IS SHOWN AT AN ASSUMED DEPTH OF 4.0 FEET.

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	PLOT SCALE: 1/8" = 1'-0"	CHECKED: MGD	REVISIONS:					ILLINOIS FED. AID PROJECT RS-BRS-1386(102)			
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FINN	DATE
SUPPER	BY
NOTED	
TEMP. DATE	
AREAS CHECKED	

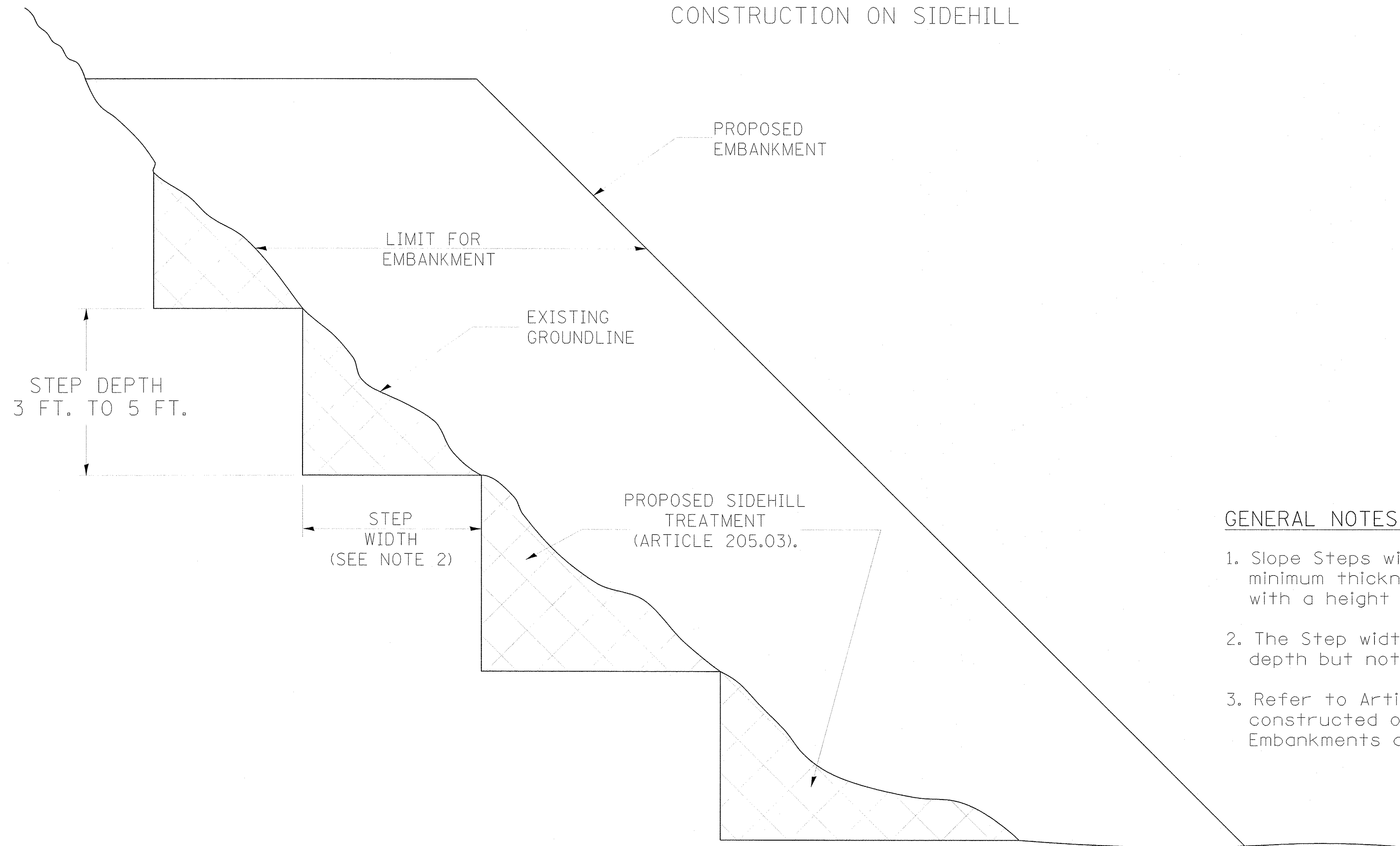


ORIGINAL	DATE
SURVEY	BY
NOTED	
TEMP. DATE	
AREAS CHECKED	



FILE NAME I:\153\Jobs\153\000\ROAD\Sheet\10415L000B.dwg	USER NAME schweizerj	DESIGNED CLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COPPERAS CREEK CROSS SECTIONS	F.A.S. RTE. 1386	SECTION 13-00075-01-BR C.H. 25	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 39	CONTRACT NO. 89698
DESIGNED CLS	DRAWN CLS	CHECKED MGD	REVISED -			ILLINOIS FED. AID PROJECT	RS-BRS-1386(102)				
DATE 8/2/2016	DATE 8/2/2016	DATE 8/2/2016	DATE 8/2/2016			ILLINOIS FED. AID PROJECT	RS-BRS-1386(102)				
DATE 8/2/2016	DATE 8/2/2016	DATE 8/2/2016	DATE 8/2/2016			ILLINOIS FED. AID PROJECT	RS-BRS-1386(102)				

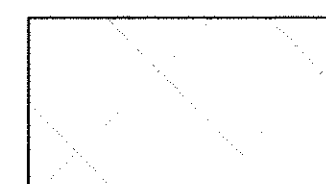
SLOPE STEPS DETAIL
 TYPICAL CROSS-SECTION EMBANKMENT
 CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "silver fills" and on a fills with a height of 10'(3.0m).
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:



STANDARD EMBANKMENT
 (IN ACCORDANCE WITH
 205 OF THE STANDARD SPECIFICATION).

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

1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

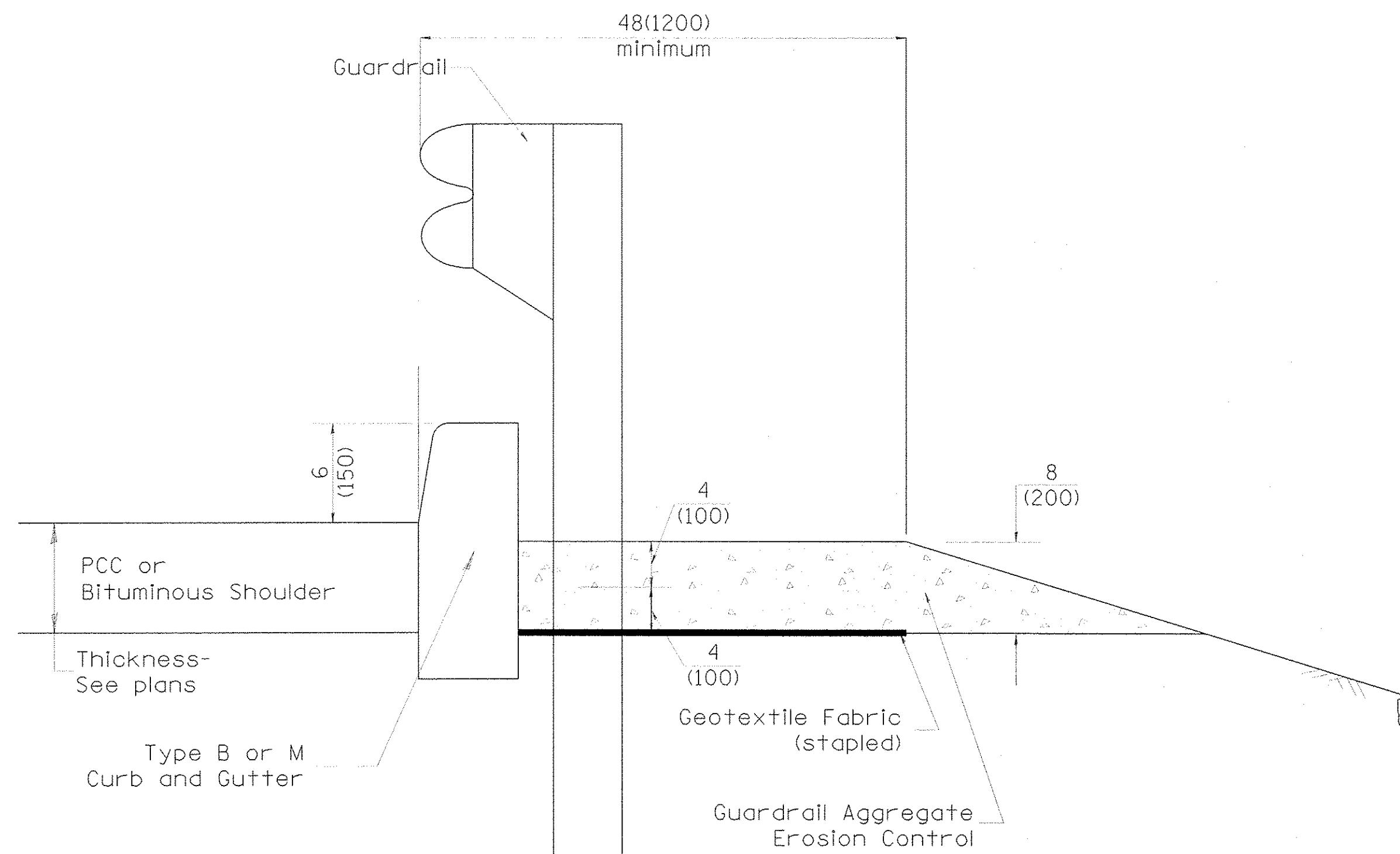
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SLOPE STEPS DETAIL

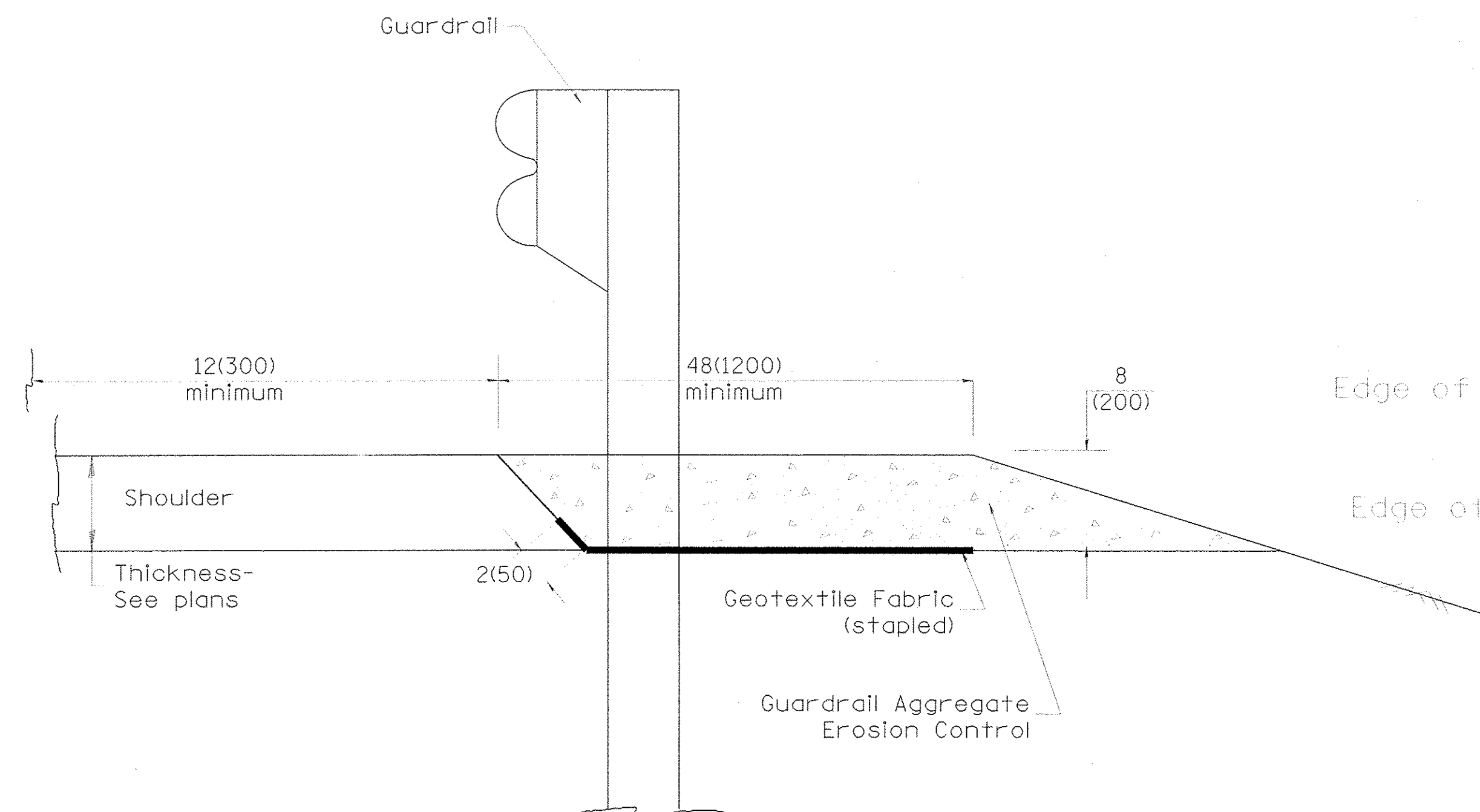
NOT TO SCALE

CADD STD. 205001-D4

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1386	13-00075-01-BR	PEORIA	44	40
	C.H. 25		CONTRACT NO. 89698	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	RS-BRS-1386(102)		



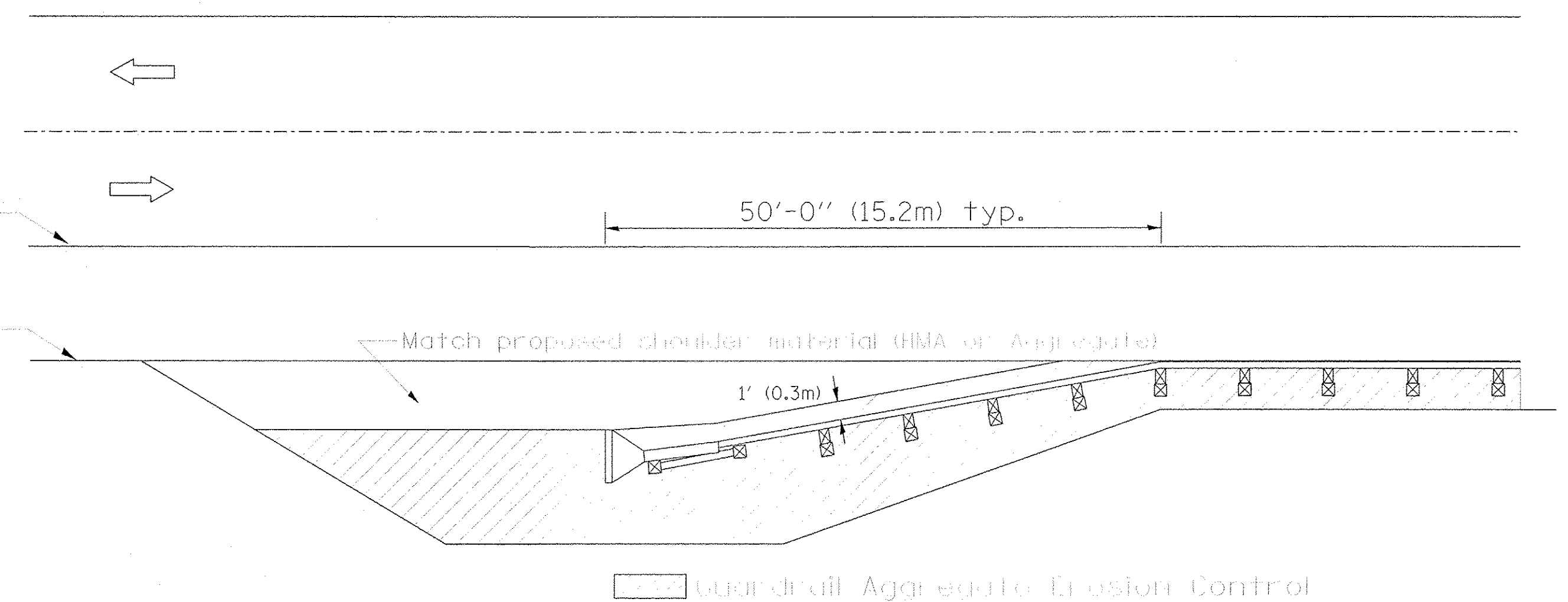
TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
 - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
 - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.



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

By: [Illegible] Date: [Illegible]

01-01-97	RENUM. C-22.01, NEW REVISION BOX	T.P.	3-7-11	Added Detail showing plan view	R.D.
03-01-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.	8-10-12	Revised curb "B" and aggregate	R.D.
11-03-00	CORRECTION TO NOTES	M.A.	7-15-15	Addressed shoulder inlet curb	R.D.
10-16-06	REVISED TO 2007 SPEC.	M.A.			

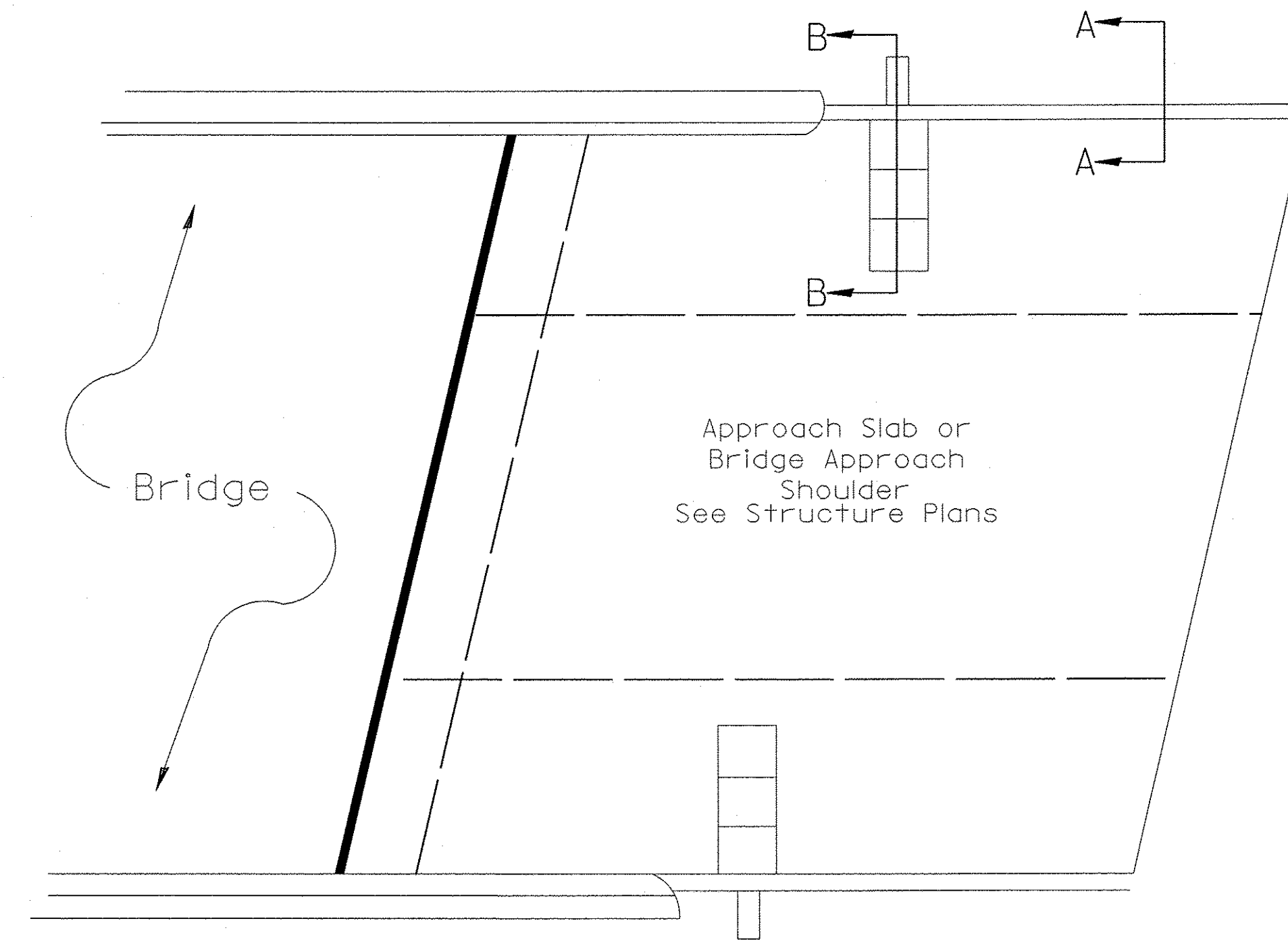
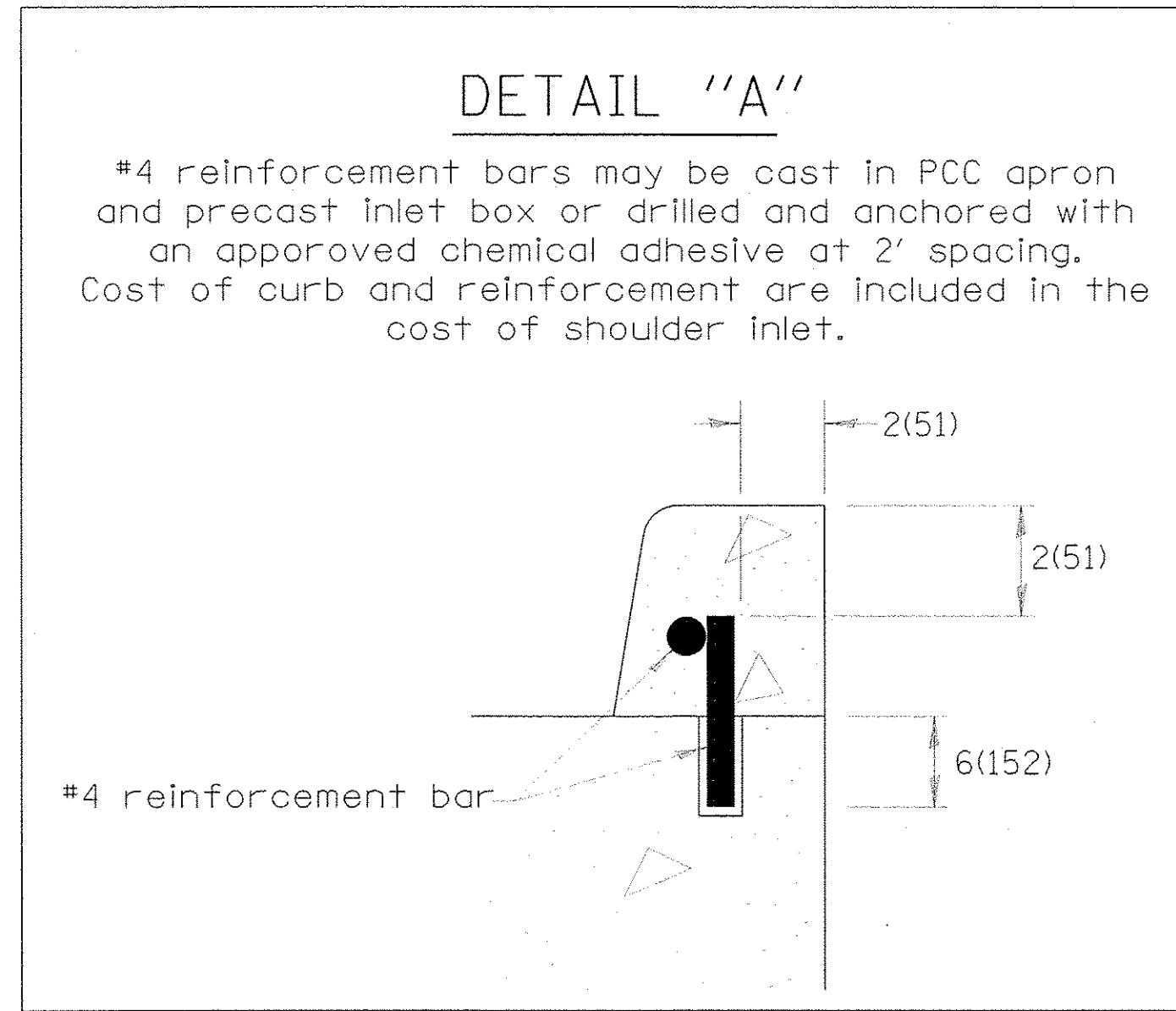
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

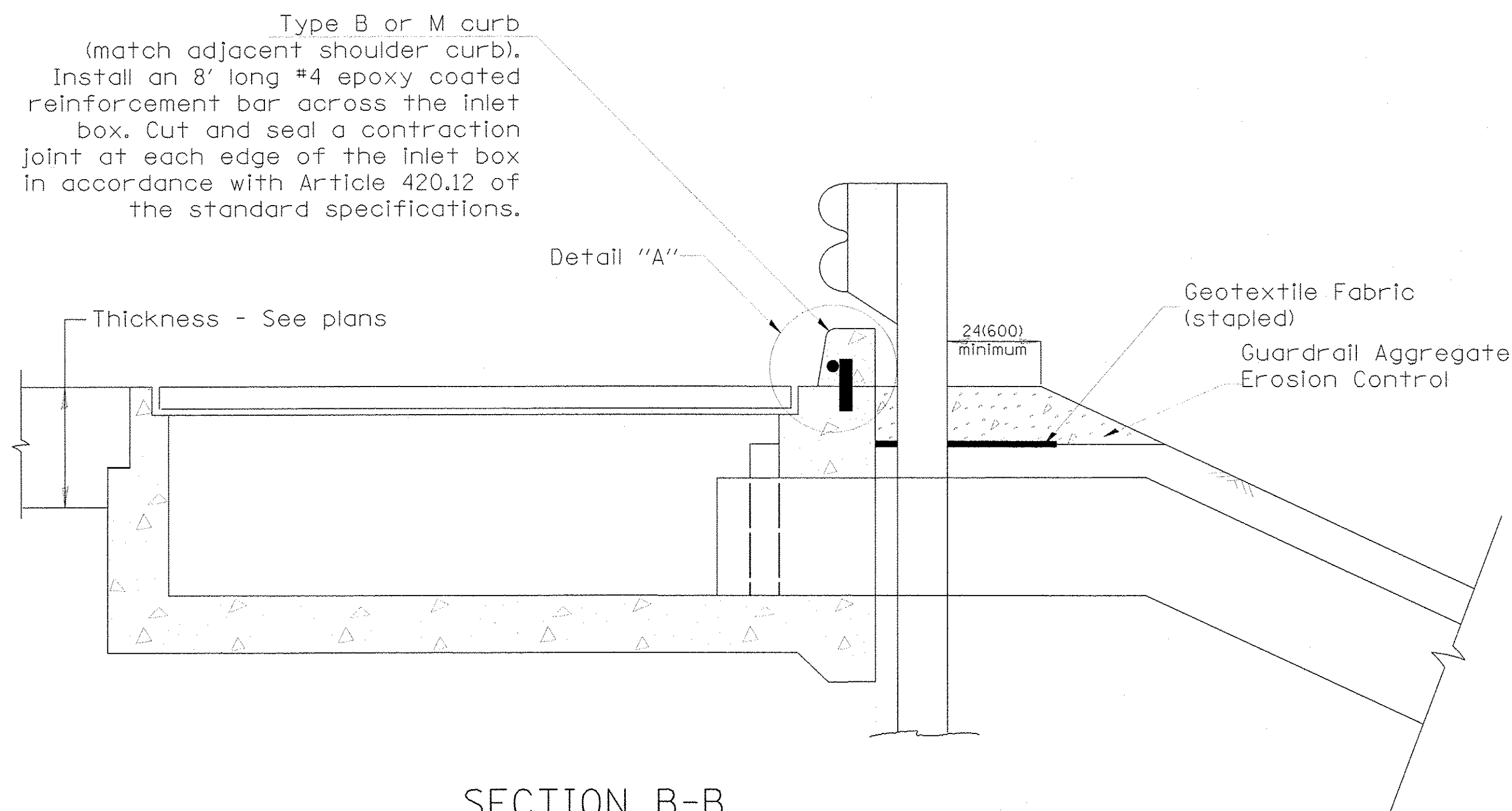
NOT TO SCALE

SHT. 1 OF 2
CADD STD. 630101-D4

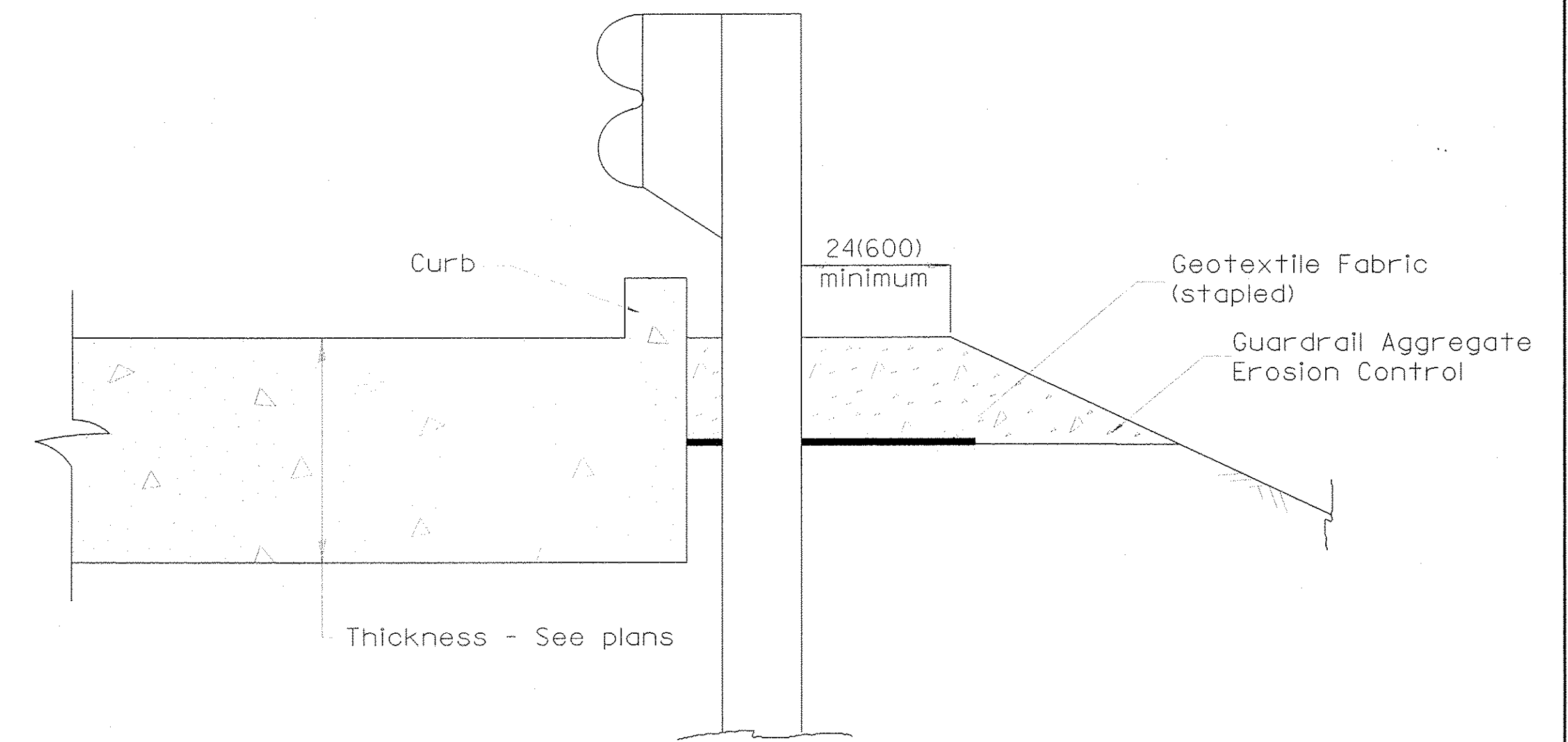
F.A.S. RTE. 1386	SECTION 13-00075-01-BR	COUNTY PEORIA	TOTAL SHEETS 44	SHEET NO. 41
C.H. 25		CONTRACT NO. 89698		
ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				



PLAN VIEW
APPROACH SLAB OR SHOULDER PLACEMENT



SECTION B-B
TYPICAL SECTION AT INLETS
TYPE E, F & G (HIGHWAY STANDARD 610001)



SECTION A-A
TYPICAL SECTION WITH BRIDGE APPROACH CURB

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

FILE NAME	USER NAME
ENVSJobu\19\040\N\CAD\Road\Sheet\11445LD	schau01704
PL01 SCALE = 50.00000	PL01 DATE = 7/21/2016

DESIGNED	REVISED
DRAWN	REVISED
CHECKED	REVISED
DATE	REVISED

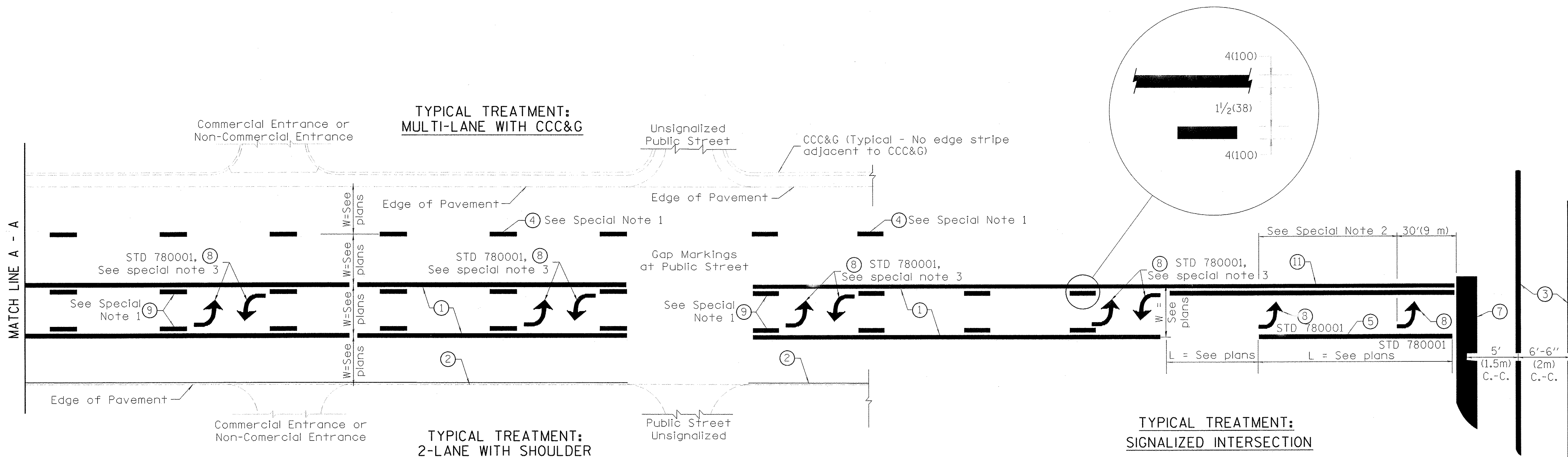
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

NOT TO SCALE SHEET OF SHEETS STA. CADD STD. 630101-D4

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1386	13-00075-01-BR	PEORIA	44	42
C.H. 25		CONTRACT NO. 89698		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT RS-BRS-1386(102)				

SHT. 2 OF 2



**FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE
WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION**

TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A) (See Table A)
- ⑪ 4(100) Double Solid (Yellow) (See Table A)

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrows is required.
 - B. The maximum spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.
3. Refer to Article 780.13 for letter, number and symbol areas (sq. ft.)
4. Areas are grooved 1" beyond each edge for the following symbols:
Through Arrow= 14.8 sq. ft.
Large Left or Right Arrow= 21.9 sq. ft.
2 Arrow Combination Left (or Right) and Through= 34.9 sq. ft.
Wrong Way Arrow= 29.5 sq. ft.
Railroad Crossing Symbol= 69.8 sq. ft.
(For further information, refer to BDE Special Provision: Grooving for Recessed Pavement Markings)

01-01-97	RENUM. F-8.03, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.	2/29/16	ADDED GROOVING AREAS	R.D.			1386	13-00075-01-BR	PEORIA	44	43	
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.							C.H. 25				CONTRACT NO. 89698
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.											ILLINOIS FED. AID PROJECT RS-BRS-1386(102)

NOT TO SCALE

SHT. 1 OF 2
CADD STD. 780001-D4

