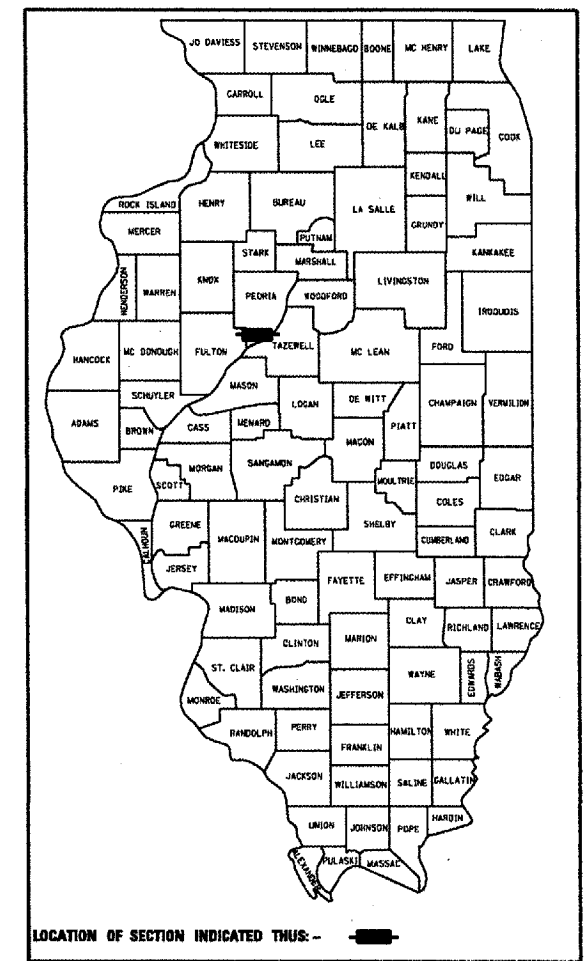


FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44B)BR	PEORIA	31	1
STA. 30+095.501		TO STA. 30+215.091		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

Contract 68217



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**SBI 9 (OLD US ROUTE 24)
AT DRY RUN CREEK**

**SECTION: (44B)BR
PEORIA COUNTY
C-94-026-02**

PROJECT ENGINEER: MAUREEN ADDIS (309)-671-3454

FOR INDEX OF SHEETS, SEE SHEET NO.2

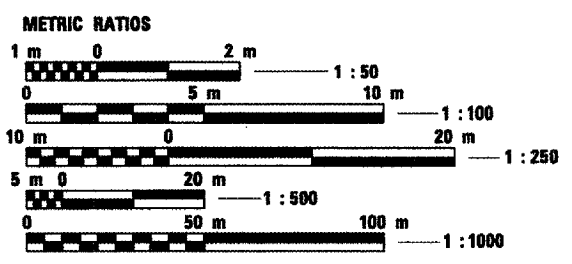
POSTED SPEED: 45 mph
DESIGN SPEED: 45 mph

DESIGN DESIGNATION:

Unmarked State Route
ADT < 50

PROJECT DESCRIPTION:

THIS PROJECT CONSISTS OF STRUCTURE REMOVAL AND REPLACEMENT, APPROACH PAVEMENT, AND DRAINAGE IMPROVEMENTS.

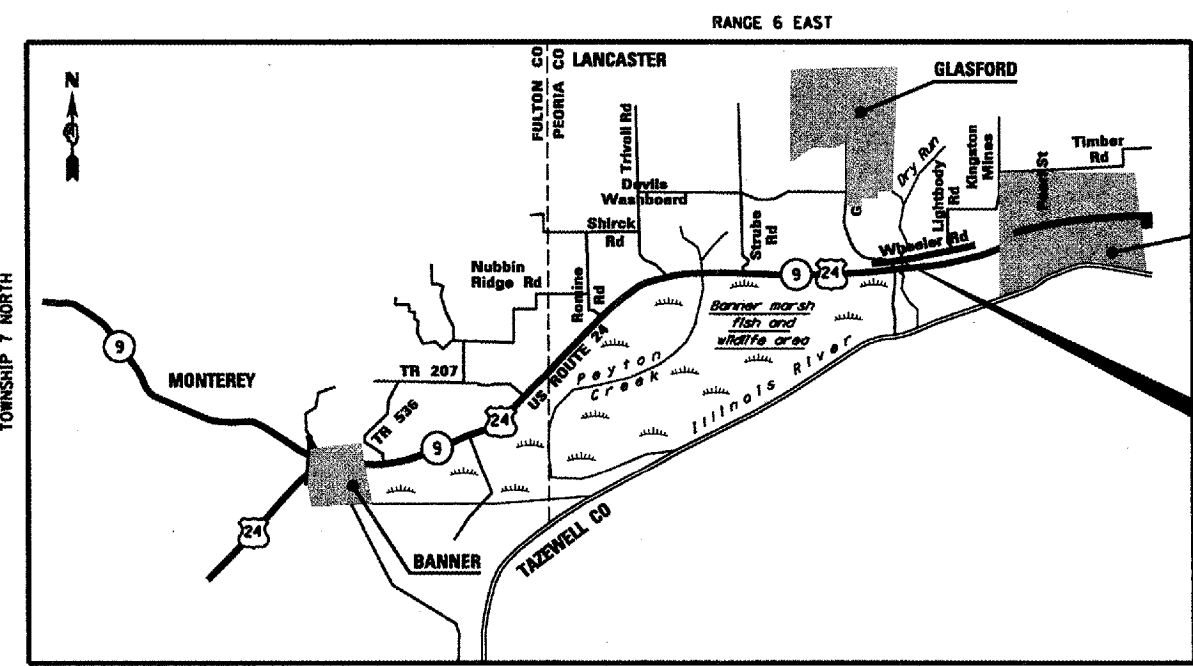


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

404 /401 PERMIT REQUIRED

**CONTRACT NO. 68217
CATALOG NO. 030100-05D**



WHEELER ROAD STRUCTURE OVER DRY RUN CREEK REMOVE AND REPLACE STA 30+168.363, WHEELER RD L = 8.1 m SN 072-2034 (NEW) SN 072-0103 (OLD)



Glenn Tredinick
DATE: SEPTEMBER 15, 2006
EXPIRES: 11-30-2007



NET LENGTH OF PROJECT: WHEELER ROAD = 0.120 km
GROSS LENGTH OF PROJECT: WHEELER ROAD = 0.120 km

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

DESIGN BY: STANLEY CONSULTANTS INC., IDOT LASON: DAVID LAYNE (309)671-3472

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	44BIBR	PEORIA	31	2
STA. 30+095.501		TO STA. 30+215.091		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 68217

INDEX OF SHEETS:

- 1 COVER SHEET
- 2 INDEX OF SHEETS, STANDARDS, & SIGNATURES
- 3 GENERAL NOTES & STATUS OF UTILITIES
- 4 SUMMARY OF QUANTITIES
- 5 TYPICAL SECTIONS
- 6-9 ALIGNMENT, TIES, AND BENCHMARKS
- 10 PLAN AND PROFILE
- 11 DRAINAGE AND UTILITIES PLANS
- 12 DRAINAGE DETAIL
- 13-21 STRUCTURE 072-2034 (WHEELER ROAD OVER DRY RUN CREEK)
- 22-26 DISTRICT 4 STANDARDS
- 27-28 DEWATERING DETAIL
- 29-31 CROSS SECTIONS - WHEELER ROAD

HIGHWAY STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001001-01 AREAS OF REINFORCEMENT BARS
- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-06 BRIDGE APPROACH PAVEMENT
- 515001-02 NAME PLATE FOR BRIDGES
- 542401 METAL END SECTION FOR PIPE CULVERTS
- 630001-07 STEEL PLATE BEAM GUARDRAIL
- 630301-04 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 635006-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-01 REFLECTOR MARKER AND MOUNTING DETAILS
- B.L.R.-22-5 ROAD CLOSED TO THRU TRAFFIC

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

SUBMITTED NOV 29 20 07

[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

February 16 08
Eric E. Harms
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

February 1, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



REVISIONS	
NAME	DATE
D. Layne	11/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

WHEELER ROAD

INDEX OF SHEETS AND SIGNATURES

SCALE: NONE DRAWN BY: E.D.
DATE: CHECKED BY: G.T.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	144B1BR	PEORIA	31	3
STA. 30+095.501 TO STA. 30+215.091				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 68217

AVAILABILITY OF ELECTRONIC FILES

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

UTILITIES - LOCATIONS /INFORMATION ON PLANS

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

PLAN ELEVATIONS - U. S. G. S. MEAN SEA LEVEL DATUM

Use one of the following two options.

1. All elevations shown on the plans are established from U. S. G. S. mean sea level datum.
2. All elevations shown refer to U. S. G. S. datum at mean sea level unless otherwise noted.

COMMITMENTS

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

No commitments have been made for this project.

PROPERTY OWNER ACCESS REQUIREMENTS

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

STATUS OF UTILITIES

Ameren CIPS 700 Jersey Street Quincy, IL

OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
11 m	RT 30+115	POWER POLE	GRADING	CAUTION
13 m	RT 30+188	POWER POLE	GRADING	CAUTION

Glasford Telephone 209 Main Street Glasford, IL

12 m	Lt 30+150	Fiber Optic &	GRADING	CAUTION
9 m	Lt 30+180	Copper Cable	GRADING	CAUTION

ENVIRONMENTAL REVIEWS

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

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

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

The required environmental resource documentation shall include the following:

- * BDE Form 2289 (Environmental Survey Request)
- * A location map showing the size limits and location of the use area
- * Signed property owner agreement form-D4 P10100
- * Color photographs depicting the use area
- * Borrow Area Entry Agreement form-D4 P10101

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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

Mixture Use(s):	HMA SURFACE	HMA BINDER
RAP % (Max)**:	15%	15%
ACPC:	PG64-22	PG64-22
Design Air Voids:	4.2% @ N = 50	4.2% @ N = 50
Mixture Composition: (Gradation Mixture)	IL-12.5 OR IL-9.5	IL-19.0
Friction Aggregate	MIXTURE D	NA

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

ENGINEERS FIELD OFFICE

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

JOB SPECIFIC

A portion of the details and notes contained in these plans are not directly related to this project but are for information only.

The contractor shall notify the Engineer two weeks prior to the closure of Wheeler Road.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES AND COMMITMENTS

SCALE: NONE
DATE:

DRAWN BY:
CHECKED BY:

SUMMARY OF QUANTITIES

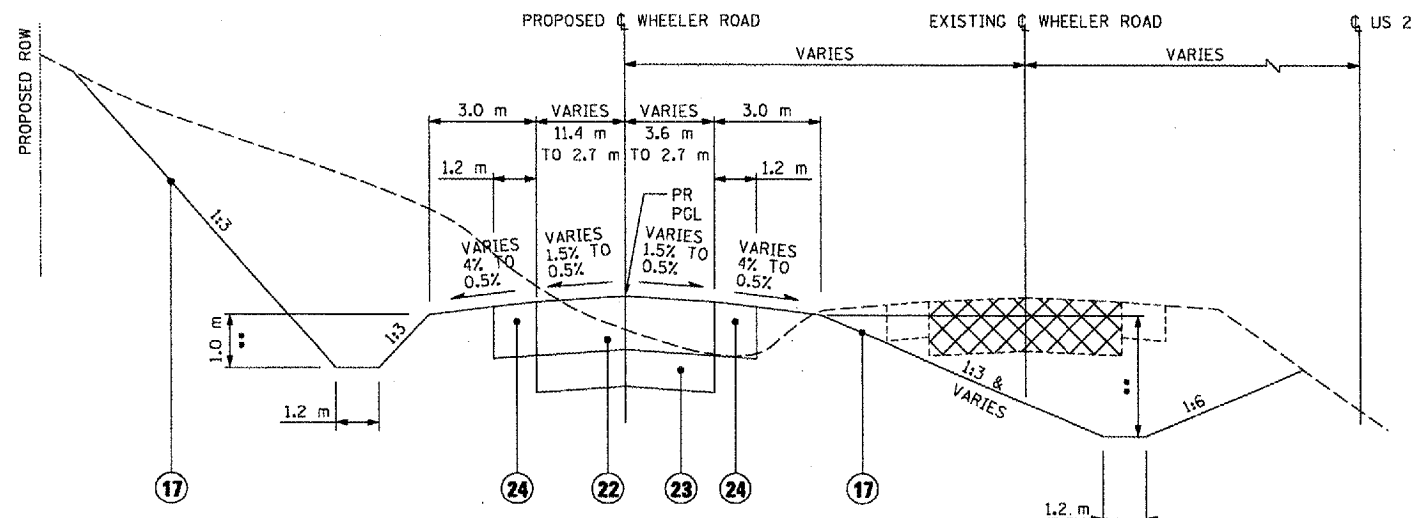
P.A. - SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Other	(44B)BR	Peoria	31	4
STA.		TO STA.		
P.L. ROAD DIST. NO. 1		ILLINOIS	P.L. AD. PROJECT	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		Peoria Co. 100% STATE X028-2A	
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1	
50300100	FLOOR DRAINS	EACH	4	4	
51500100	NAME PLATES	EACH	1	1	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	2	2	
67100100	MOBILIZATION	L SUM	1	1	
70101835	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1	1	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
MX202040	EARTH EXCAVATION (ROCKFILL)	CU M	167	167	
M2020010	EARTH EXCAVATION	CU M	180	180	
M2113100	TOPSOIL FURNISH AND PLACE, 100MM	SO M	1249	1249	
M2500210	SEEDING, CLASS 2A	HA	0.08	0.08	
M2500400	NITROGEN FERTILIZER NUTRIENT	KG	16	16	
M2500500	PHOSPHORUS FERTILIZER NUTRIENT	KG	16	16	
M2500600	POTASSIUM FERTILIZER NUTRIENT	KG	16	16	
M2510115	MULCH, METHOD 2	HA	0.2	0.2	
M2510630	EROSION CONTROL BLANKET	SO M	230	230	
M2801000	AGGREGATE (EROSION CONTROL)	M TON	36.2	36.2	
M2800255	TEMPORARY EROSION CONTROL SEEDING	HA	0.08	0.08	
M2810105	STONE RIPRAP, CLASS A3	SO M	188	188	
M2810109	STONE RIPRAP, CLASS A5	SO M	724	724	
M2820200	FILTER FABRIC	SO M	912	912	
M3110100	SUB-BASE GRANULAR MATERIAL, TYPE A 100MM	SO M	191	191	
M3111200	SUB-BASE GRANULAR MATERIAL, TYPE B 200MM	SO M	182	182	
M4021010	AGGREGATE SURFACE COURSE, TYPE B	M TON	41	41	
M4021200	AGGREGATE FOR TEMPORARY ACCESS	M TON	36	36	
M4060100	BITUMINOUS MATERIALS (PRIME COAT)	LITER	37	37	

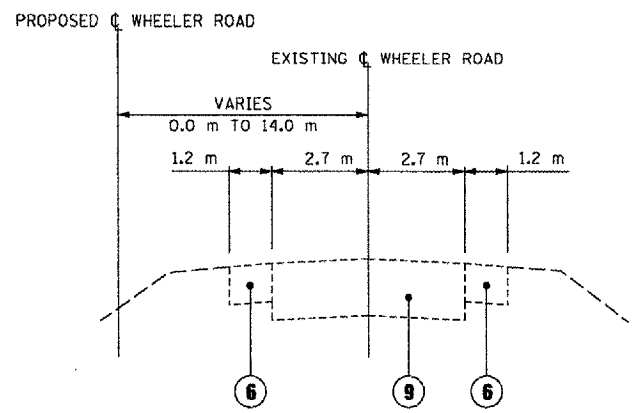
* Specialty Items

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		Peoria Co. 100% STATE X028-2A	
M4080500	INCIDENTAL HOT-MIX ASPHALT SURFACING	M TON	2.6	2.6	
M4205000	BRIDGE APPROACH PAVEMENT	SO M	192	192	
M4206200	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO M	182	182	
M4402000	PAVEMENT REMOVAL	SO M	250	250	
M4812200	AGGREGATE SHOULDERS, TYPE B 200MM	SO M	162	162	
M5010522	PIPE CULVERT REMOVAL	METER	21	21	
M5030390	BRIDGE DECK GROOVING	SO M	78.2	78.2	
M5080105	REINFORCEMENT BARS	KG	4970	4970	
M5080205	REINFORCEMENT BARS, EPOXY COATED	KG	3500	3500	
MX033728	STEEL RAILING, TYPE 2399	METER	17	17	
M5403000	CONCRETE BOX CULVERTS	CU M	74	74	
M542F028	METAL END SECTIONS 600MM	EACH	6	6	
M542H440	PIPE CULVERTS, CLASS D, TYPE 1 600MM	METER	21.6	21.6	
* M6300100	STEEL PLATE BEAM GUARD RAIL, TYPE A	METER	45.7	45.7	
X2800110	TEMPORARY DITCH CHECKS, AGGREGATE	EACH	2	2	
M5030450	PROTECTIVE COAT	SO M	89.7	89.7	

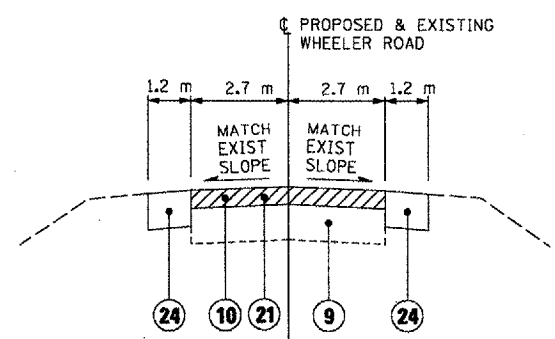
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	44B)BR	PEORIA	29	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 6B217				



PROPOSED TYPICAL SECTION
WHEELER ROAD
STA 30+004.780 TO STA 30+235.500
STA 40+026.500 TO STA 40+575.000



EXISTING TYPICAL SECTION
WHEELER ROAD



PROPOSED TYPICAL SECTION
WHEELER ROAD
WHEELER ROAD STA 30+235.500 =
US RTE 24 STA 20+567.284 TO
US RTE 24 STA 22+029.555 =
WHEELER ROAD STA 40+026.500

SEE PLAN AND PROFILE SHEETS FOR INTERSECTION AND MEDIAN CROSSOVER INFORMATION.

LEGEND

- 1 EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 250 mm
- 2 EXISTING GRANULAR SUBBASE, 150 mm
- 3 EXISTING BITUMINOUS CONCRETE SURFACE, 120 mm
- 4 POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N30, 50 mm
- 5 EXISTING BITUMINOUS SHOULDERS
- 6 EXISTING AGGREGATE SHOULDERS
- 7 CONCRETE MEDIAN SURFACE, 150 mm
- 8 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-15.60
- 9 EXISTING PAVEMENT
- 10 BITUMINOUS SURFACE REMOVAL, 50 mm
- 11 BITUMINOUS BASE COURSE, 230 mm
- 12 LIME MODIFIED SOIL, 300 mm
- 13 CONCRETE GUTTER, TYPE A (MODIFIED)
- 14 BITUMINOUS SURFACE REMOVAL, 75 mm
- 15 BITUMINOUS SHOULDERS, 200 mm
- 16 AGGREGATE SHOULDERS, TYPE B, 150 mm AND VARIABLE DEPTH
- 17 TOPSOIL, 100 mm
- 18 POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-25.0, N30, 57 mm
- 19 SUBBASE GRANULAR MATERIAL, TYPE C, 137 mm
- 20 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-10.60
- 21 BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I, TYPE 2, 50 mm
- 22 BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), TYPE 2, 200 mm (SEE NOTE 2)
- 23 SUBBASE GRANULAR MATERIAL, TYPE B, 200 mm
- 24 AGGREGATE SHOULDERS, TYPE B, 200 mm
- 25 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-10.15
- 26 SUBBASE GRANULAR MATERIAL, TYPE B, 300 mm
- 27 CONCRETE MEDIAN SURFACE, 100 mm

* TYPICAL DITCH TREATMENT MAY VARY WITH CUTS AND FILLS. SEE CROSS SECTIONS.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
d.layne (IDOT)	11/07	<p align="center">US ROUTE 24 TYPICAL SECTIONS</p> <p>SCALE: NONE DRAWN BY: E.O. DATE: AUG 31, 2004 CHECKED BY: G.T.</p>



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44B)BR	PEORIA	31	7
STA. 30+095.501		TO STA. 30+215.091		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 68217				

DATA	CURVE 24-6	CURVE 24-7	CURVE 24-8	CURVE 24-9	CURVE 24-10
PI STA	16+451.911	19+720.747	21+446.936	22+614.910	23+047.430
DELTA ANGLE	51°25'02" RT	7°04'33" LT	19°10'48" LT	9°37'55" RT	9°13'06" RT
TANGENT	706.060	122.008	293.173	227.481	140.792
CURVE LENGTH	1,316.054	243.705	580.860	453.891	280.977
RADIUS	1,466.516	1,973.372	1,735.179	2,700.000	1,746.377
EXTERNAL	161.117	3.768	24.593	9.566	5.666
PC STA	15+745.851	19+598.740	21+153.763	22+387.429	22+906.637
PT STA	17+061.905	19+842.445 BK	21+734.623 BK	22+841.319 BK	23+187.615
DESIGN SPEED	80 km/hr	110 km/hr	110 km/hr	110 km/hr	110 km/hr
SUPERELEVATION	0.025 (EX)	0.028	0.032	0.021	0.032

DATA	CURVE C-2	CURVE C-3	CURVE C-4
PI STA	100+102.909	100+372.270	100+428.456
DELTA ANGLE	95°43'01" LT	199°29'53" LT	115°12'54" RT
TANGENT	58.018	161.221	43.346
CURVE LENGTH	87.705	96.449	55.299
RADIUS	52,500	27,700	27,500
EXTERNAL	25.746	191.283	23.833
PC STA	100+044.891	100+211.049	100+385.111
PT STA	100+132.596	100+307.498	100+440.410
DESIGN SPEED	< 40 km/hr	< 40 km/hr	< 40 km/hr
SUPERELEVATION	N.C.	N.C.	N.C.

DATA	CURVE XOW
PI STA	96+332.095
DELTA ANGLE	15°01'49" RT
TANGENT	125.325
CURVE LENGTH	249.211
RADIUS	950.000
EXTERNAL	8.231
PC STA	96+206.770
PT STA	96+455.981
DESIGN SPEED	110 km/hr
SUPERELEVATION	0.050

DATA	CURVE W-1	CURVE W-2	CURVE W-3	CURVE W-4
PI STA	30+141.225	40+395.997	40+466.411	40+671.545
DELTA ANGLE	5°27'56" LT	5°04'29" LT	2°23'15" RT	6°42'18" RT
TANGENT	14.559	35.292	20.558 m	136.786
CURVE LENGTH	29.095	70.538	41.109	273.304
RADIUS	305.000	796.400	986.600	2,523.600
EXTERNAL	0.347	0.782	0.214	3.704
PC STA	30+126.666	40+360.705	40+445.853	40+534.759
PT STA	30+155.761	40+431.243	40+486.963	40+808.063
DESIGN SPEED	< 40 km/hr	< 40 km/hr	< 40 km/hr	80 km/hr
SUPERELEVATION	N.C.	N.C.	N.C.	N.C.

DATA	CURVE S-1
PI STA	110+110.795
DELTA ANGLE	60°36'54" RT
TANGENT	20.459
CURVE LENGTH	37.028
RADIUS	35.000
EXTERNAL	5.541
PC STA	110+090.336
PT STA	110+127.364
DESIGN SPEED	< 30 km/hr
SUPERELEVATION	0.080

BENCHMARKS

TEMPORARY BENCHMARKS	DESCRIPTION	OFFSET STATION	ELEVATION METRIC
TBM CE1	CHISELED SQUARE ON NORTHEAST CORNER OF SOUTH HEADWALL OF BOX CULVERT AT PEYTON CREEK (ON SOUTH SIDE OF US ROUTE 24)	STA 17+281 22.8 m RT	EL 143.761
TBM CE2	HIGHEST POINT ON TOP OF RIGHT-OF-WAY MARKER IN NORTHWEST QUADRANT OF INTERSECTION OF STRUBE ROAD AND US ROUTE 24	STA 18+009 11.6 m LT	EL 143.293
TBM CE3	RAILROAD SPIKE IN POWER POLE	STA 18+603 29.7 m LT	EL 135.095
TBM CE4	RAILROAD SPIKE IN POWER POLE ON US ROUTE 24	STA 19+193 29.6 m RT	EL 137.432
TBM CE5	(NGS 16 DLW 1971) STANDARD BRASS DISC IN TOP OF NORTHWEST WINGWALL OF BRIDGE ON US ROUTE 24	STA 20+489 1.0 m LT	EL 140.119
TBM CE5A	RAILROAD SPIKE 0.15 m ABOVE GROUND IN NORTH FACE OF POWER POLE, SOUTH OF US ROUTE 24 AND EAST OF EAST LEVEE FOR DRY RUN CREEK, EAST OF GLASFORD ROAD.	STA 20+518 63.1 m RT	EL 136.954
TBM CE6	RAILROAD SPIKE IN POWER POLE	STA 21+503 144.8 m LT	EL 148.799
TBM CE7	RAILROAD SPIKE IN POWER POLE	STA 22+106 55.2 m LT	EL 148.467
TBM CE8	CHISELED SQUARE IN CENTER OF WEST HEADWALL OF CONCRETE CATCH BASIN IN NORTHWEST QUADRANT OF INTERSECTION OF KINGSTON MINES ROAD AND WHEELER ROAD	STA 22+955 47.8 m LT	EL 151.782

DATA	CURVE F-1	CURVE F-2	CURVE F-3	CURVE F-4
PI STA	200+086.913	200+204.852	200+776.391	200+839.470
DELTA ANGLE	33°30'05" RT	33°30'02" LT	12°48'07" LT	12°48'06" RT
TANGENT	28.593	30.097	11.218	10.657
CURVE LENGTH	1,466.516m	58.469	22.343	21.226
RADIUS	95.000	100.000	100.000	95.000
EXTERNAL	4.210	4.431	0.627	0.596
PC STA	200+058.320	200+174.755	200+765.172	200+828.812
PT STA	200+113.868	200+233.225	200+787.516	200+850.038
DESIGN SPEED	< 40 km/hr	< 40 km/hr	< 40 km/hr	< 40 km/hr
SUPERELEVATION	N.C.	N.C.	N.C.	N.C.

DATA	CURVE G-1	CURVE G-2	CURVE G-3	CURVE G-4
PI STA	9+878.728	9+960.139	10+118.905	10+530.295
DELTA ANGLE	7°27'20" RT	19°05'56" RT	52°47'20" LT	39°14'01" RT
TANGENT	30.512	15.141	95.287	122.642
CURVE LENGTH	58.835	30.001	176.898	235.623
RADIUS	90.000	90.000	192.000	344.098
EXTERNAL	5.031	1.265	22.344	21.202
PC STA	9+848.216	9+944.998	10+023.618	10+407.653
PT STA	9+907.051	9+974.998	10+200.516	10+643.276
DESIGN SPEED	< 40 km/hr	< 40 km/hr	50 km/hr	
SUPERELEVATION	N.C.	N.C.	0.048	0.040

DATA	CURVE BP-1	CURVE BP-2	CURVE BP-3	CURVE BP-4
PI STA	110+131.952	110+189.620	110+243.348	110+296.996
DELTA ANGLE	23°57'47" LT	6°11'24" (LT)	10°24'00" LT	10° 24' 00" (RT)
TANGENT	48.160	10.917	12.832	12.832
CURVE LENGTH	94.911	21.812	25.594	25.594
RADIUS	226.933	201.900	141.000	141.000
EXTERNAL	5.054	0.295	0.583	0.583
PC STA	110+083.792	110+178.704	110+230.516	110+284.164
PT STA	110+178.704	110+200.516	110+256.110	110+309.758
DESIGN SPEED				
SUPERELEVATION	0.048	0.048	N.C.	N.C.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

WHEELER ROAD

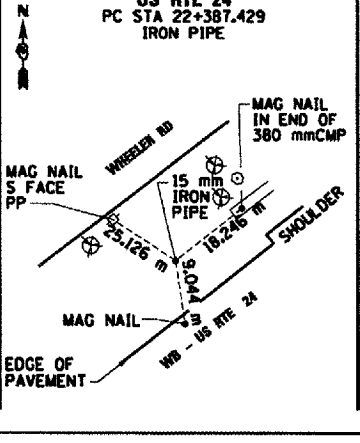
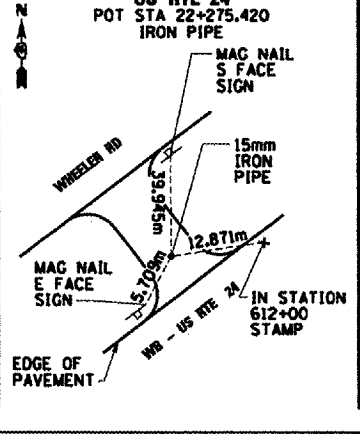
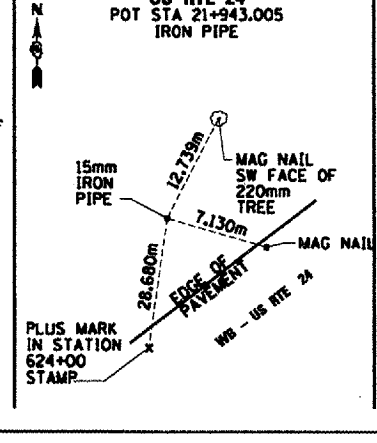
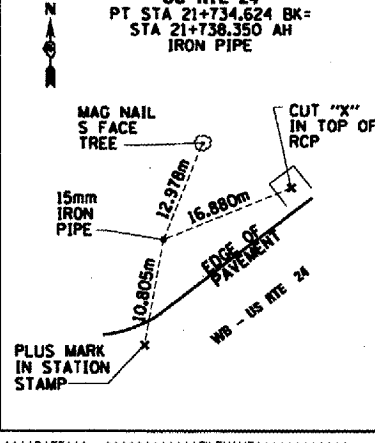
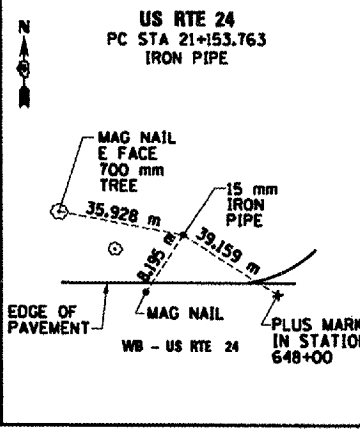
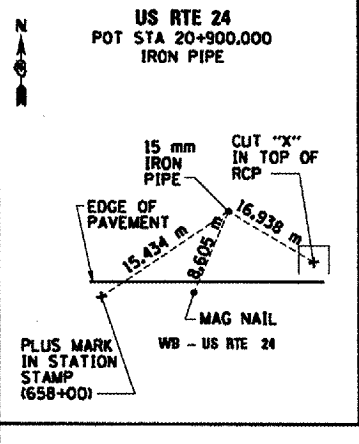
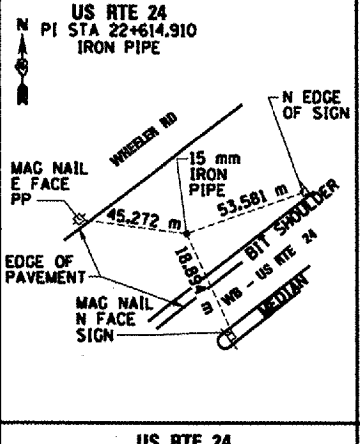
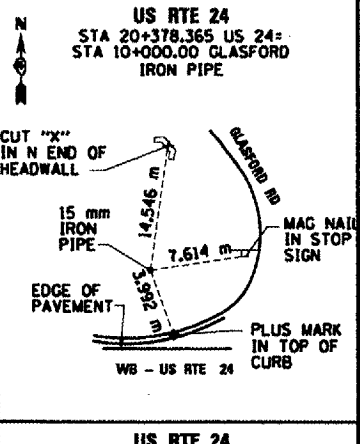
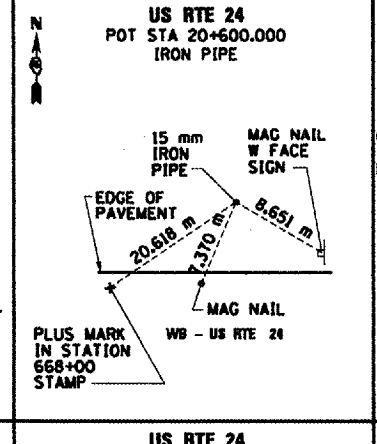
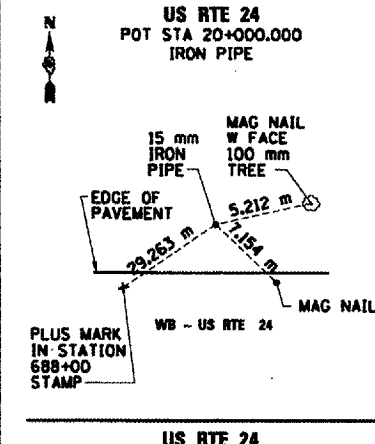
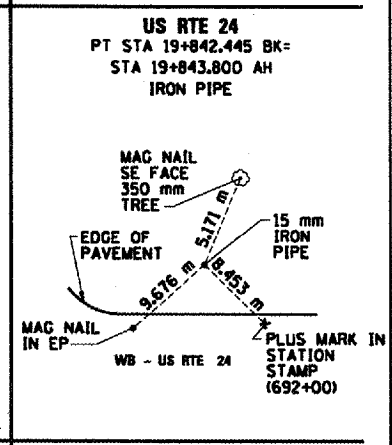
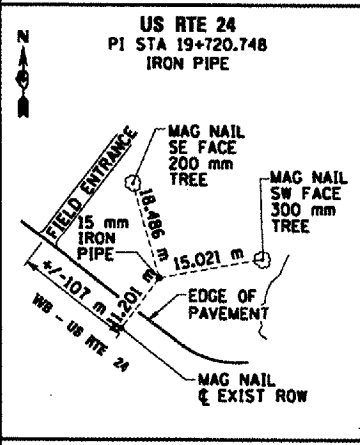
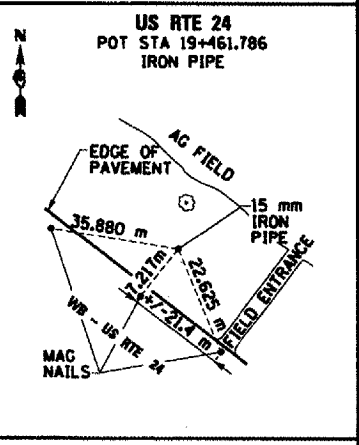
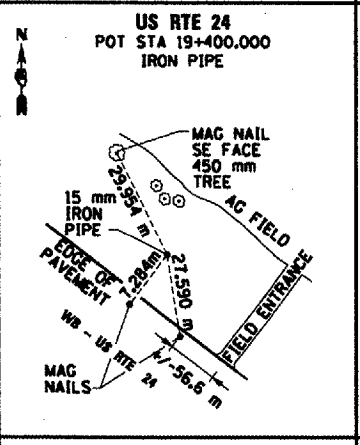
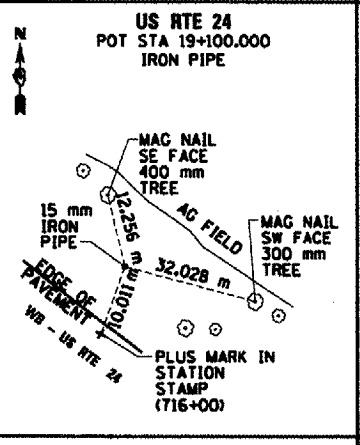
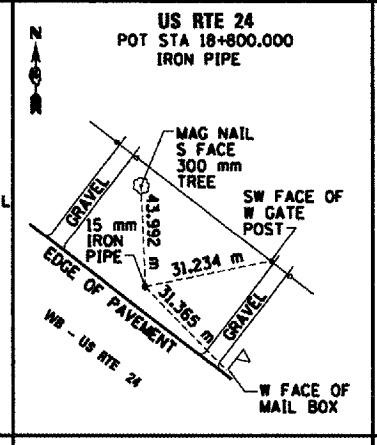
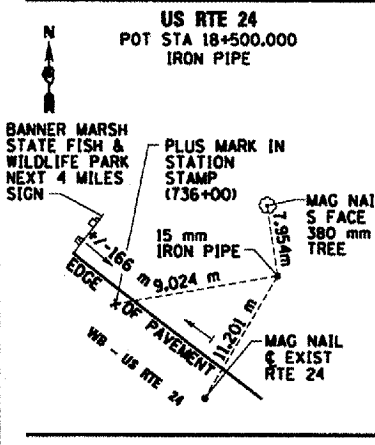
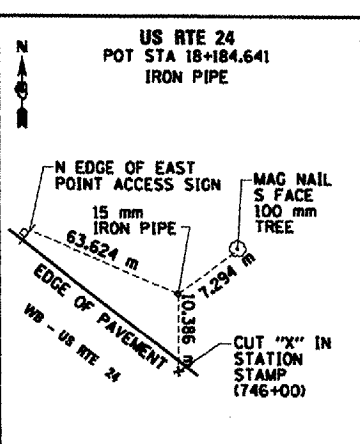
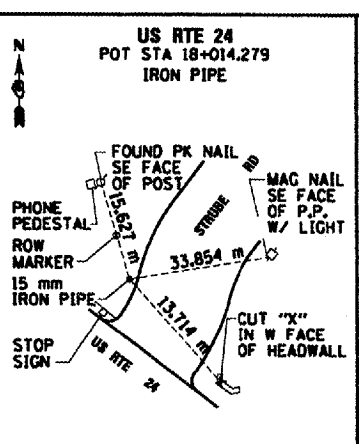
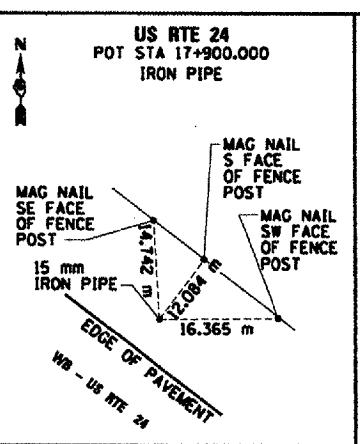
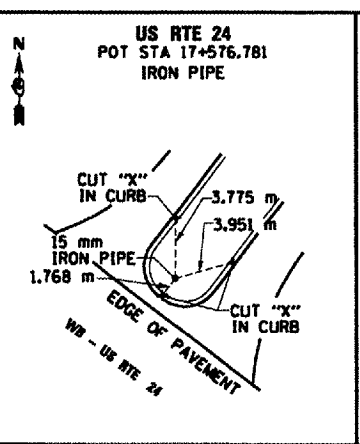
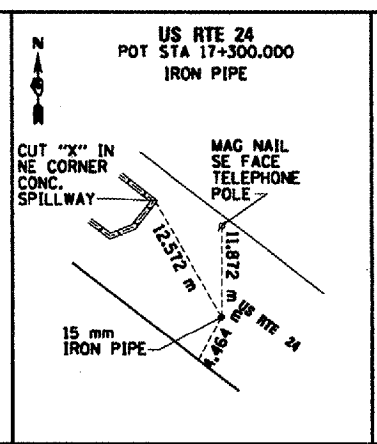
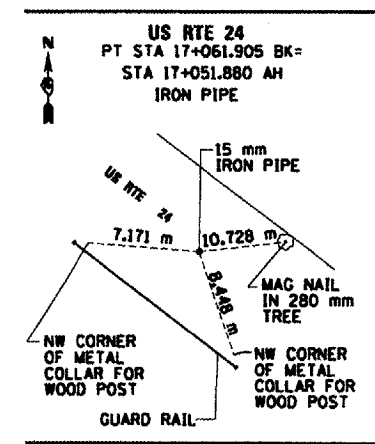
BENCHMARKS AND CURVE DATA

SCALE: NONE DRAWN BY: E.D.

DATE: ****DATE*** CHECKED BY: G.T.



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	1448BR	PEORIA	31	8
STA. 30+095.501		TO STA. 30+215.091		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 68217				

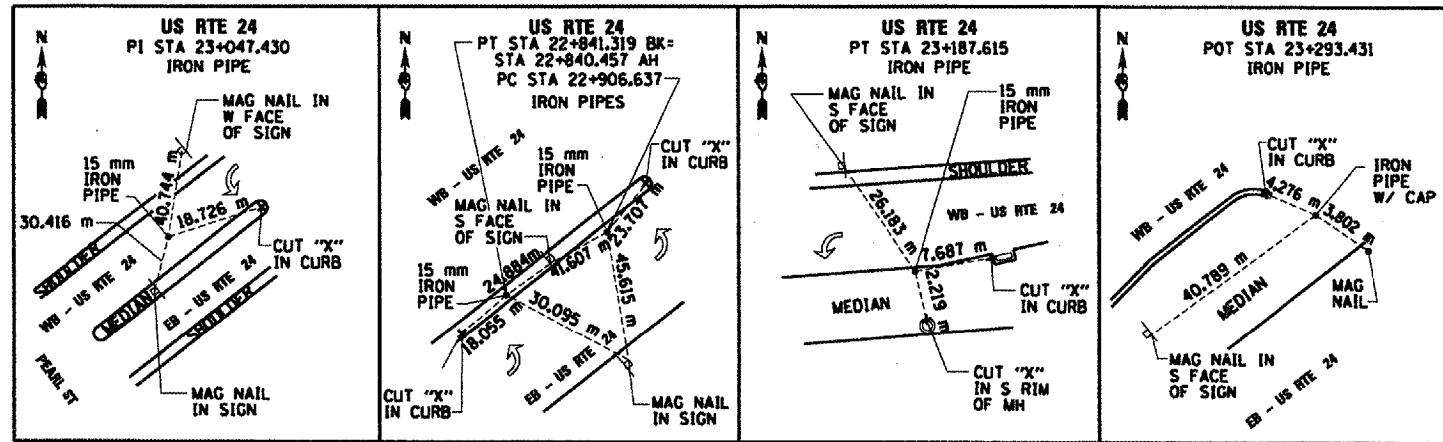


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WHEELER ROAD
ALIGNMENT, TIES AND BENCHMARKS
SCALE: NONE
DATE: ****DATE***
DRAWN BY: E.D.
CHECKED BY: G.T.

\$\$\$\$DATE\$\$\$ \$\$\$\$\$\$\$\$\$\$FILENAME\$\$\$\$\$\$\$\$\$\$\$\$\$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	144B1B	PEORIA	31	9
STA. 30+095.501		TO STA. 30+215.091		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 6B217				



REST AREA		
DESCRIPTION	STATION	OFFSET
POT STA 100+000.000	17+583.796	0.000
PC CURVE C-2	17+583.796	-44.891
PT CURVE C-2	17+526.066	-97.129
PC CURVE C-3	17+448.003	-89.314
PT CURVE C-3	17+462.563	-36.692
PC CURVE C-4	17+532.780	-69.756
PT CURVE C-4	17+571.996	-44.876
POT STA 100+485.286	17+571.996	0.000

US ROUTE 24		
DESCRIPTION	STATION	OFFSET
POT STA 9+828.767	20+443.561	153.708
PC CURVE G-1	20+443.344	134.261
PT CURVE G-1	20+424.181	79.737
PC CURVE G-2	20+400.770	49.872
PT CURVE G-2	20+386.502	23.640
POT STA 100+000.000	20+378.365	0.000
PC CURVE G-3	20+370.678	-22.333
PT CURVE G-3	20+249.157	-142.222
POT STA 10+254.313	20+198.057	-159.041
PC CURVE G-4	20+052.586	-207.536
PT CURVE G-4	19+870.652	-349.952

GLASFORD ROAD		
DESCRIPTION	STATION	OFFSET
POT STA 30+000.000	20+332.224	-87.863
PC CURVE W-1	20+458.890	-88.315
PT CURVE W-1	20+487.936	-89.806
POT STA 30+350.937	20+682.156	-109.090

US ROUTE 24		
DESCRIPTION	STATION	OFFSET
POT STA 40+000.000	22+003.203	-77.429
PC CURVE W-2	22+361.895	-39.383
PT CURVE W-2	22+431.699	-35.425
PC CURVE W-3	22+446.120	-35.454
PT CURVE W-3	22+486.695	-35.097
PC CURVE W-4	22+533.880	-34.462
PT CURVE W-4	22+803.827	-32.086
POT STA 40+963.505	22+957.025	-32.725

GLASFORD BY-PASS		
DESCRIPTION	STATION	OFFSET
PC CURVE BP-1	20+348.411	-87.802
PCC CURVE BP-1 & 2	20+272.563	-143.702
PT CURVE BP-2	20+252.252	-151.626
PC CURVE BP-3	20+223.756	-161.005
PT CURVE BP-3	20+198.854	-166.762
PC CURVE BP-4	20+171.061	-170.578
PT CURVE BP-4	20+146.156	-176.336

STRUBE ROAD (TR100)		
DESCRIPTION	STATION	OFFSET
POT STA 110+000.000	18+014.277	0.000
PC CURVE S-1	18+014.277	-90.337
PT CURVE S-1	18+032.103	-120.834
POT STA 110+147.214	18+049.399	-130.574

US ROUTE 24		
DESCRIPTION	STATION	OFFSET
POT STA 299+975.000	22+075.000	48.300
POT STA 300+239.531	22+339.531	48.300
POT STA 300+249.270	22+339.531	58.039

WHEELER ROAD		
DESCRIPTION	STATION	OFFSET
POT STA 40+000.000	22+003.203	-77.429
PC CURVE W-2	22+361.895	-39.383
PT CURVE W-2	22+431.699	-35.425
PC CURVE W-3	22+446.120	-35.454
PT CURVE W-3	22+486.695	-35.097
PC CURVE W-4	22+533.880	-34.462
PT CURVE W-4	22+803.827	-32.086
POT STA 40+963.505	22+957.025	-32.725

US ROUTE 24		
DESCRIPTION	STATION	OFFSET
POT STA 200+000.000	18+015.909	-100.900
PC CURVE F-1	18+074.229	-100.901
PT CURVE F-1	18+126.665	-85.120
PC CURVE F-2	18+177.439	-51.513
PT CURVE F-2	18+232.633	-34.902
PC CURVE F-3	18+764.581	-34.904
PT CURVE F-3	18+786.739	-37.390
PC CURVE F-4	18+827.009	-46.540
PT CURVE F-4	18+848.058	-48.902
POT STA 200+927.185	18+925.205	-48.902

FRONTAGE ROAD ACCESS		
DESCRIPTION	STATION	OFFSET
POT STA 0+100.000	18+908.139	0.000
POT STA 0+051.099	18+908.139	-48.902

FRONTAGE ROAD ACCESS		
DESCRIPTION	STATION	OFFSET
POT STA 40+000.000	22+003.203	-77.429
PC CURVE W-2	22+361.895	-39.383
PT CURVE W-2	22+431.699	-35.425
PC CURVE W-3	22+446.120	-35.454
PT CURVE W-3	22+486.695	-35.097
PC CURVE W-4	22+533.880	-34.462
PT CURVE W-4	22+803.827	-32.086
POT STA 40+963.505	22+957.025	-32.725

FRONTAGE ROAD		
DESCRIPTION	STATION	OFFSET
POT STA 200+000.000	18+015.909	-100.900
PC CURVE F-1	18+074.229	-100.901
PT CURVE F-1	18+126.665	-85.120
PC CURVE F-2	18+177.439	-51.513
PT CURVE F-2	18+232.633	-34.902
PC CURVE F-3	18+764.581	-34.904
PT CURVE F-3	18+786.739	-37.390
PC CURVE F-4	18+827.009	-46.540
PT CURVE F-4	18+848.058	-48.902
POT STA 200+927.185	18+925.205	-48.902

PUBLIC SERVICE DRIVE		
DESCRIPTION	STATION	OFFSET
POT STA 299+975.000	22+075.000	48.300
POT STA 300+239.531	22+339.531	48.300
POT STA 300+249.270	22+339.531	58.039

WHEELER ROAD / PUBLIC SERVICE DRIVE ACCESS		
DESCRIPTION	STATION	OFFSET
POT STA 0+100.000	22+145.521	48.299
POT STA 0+210.634	22+145.507	-62.335

LANE TRANSITION		
DESCRIPTION	STATION	OFFSET
POT STA 96+054.244	16+664.426	11.435
PC CURVE XOW	16+817.725	4.785
PT CURVE XOW	17+055.981	-7.500
POT STA 96+500.000	17+100.000	-7.500

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

WHEELER ROAD

ALIGNMENT, TIES AND BENCHMARKS

SCALE: NONE DRAWN BY: E.D.

DATE: ****DATE*** CHECKED BY: G.T.



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44)BR	PEORIA	31	10
STA. 30+095.501 TO STA. 30+215.091				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 68217				

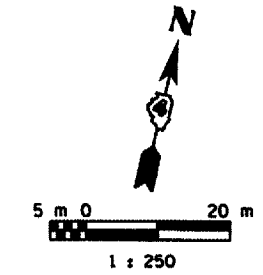
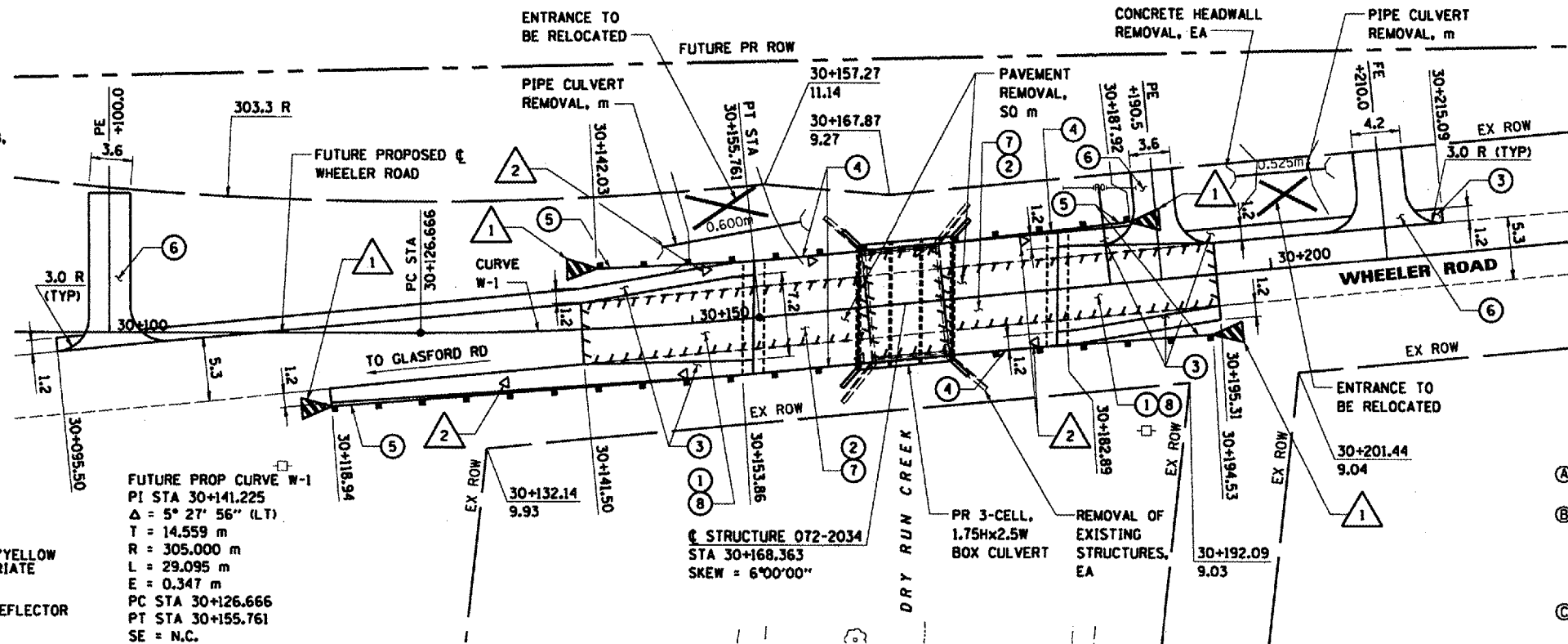
PROPOSED LEGEND:

- ① BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE), 50 M (SEE NOTE B)
- ② BRIDGE APPROACH PAVEMENT, 50 M
- ③ AGGREGATE SHOULDERS, TYPE B, 200 mm, 50 M
- ④ STEEL PLATE BEAM GUARDRAIL, TYPE A, M
- ⑤ TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) (TANGENT), EA
- ⑥ AGGREGATE SURFACE COURSE, TYPE B, 150 mm, m TON
- ⑦ SUB-BASE GRANULAR MATERIAL, TYPE A, 100 mm, 50 m
- ⑧ SUB-BASE GRANULAR MATERIAL, TYPE B, 200 mm, 50 m

DELINEATOR LEGEND:

- ① ▲ TERMINAL MARKER - BLACK/YELLOW LEFT OR RIGHT AS APPROPRIATE
- ② ▷ MONODIRECTIONAL SILVER REFLECTOR

FUTURE PROP CURVE W-1
 PI STA 30+141.225
 $\Delta = 5^\circ 27' 56''$ (LT)
 T = 14.559 m
 R = 305.000 m
 L = 29.095 m
 E = 0.347 m
 PC STA 30+126.666
 PT STA 30+155.761
 SE = N.C.

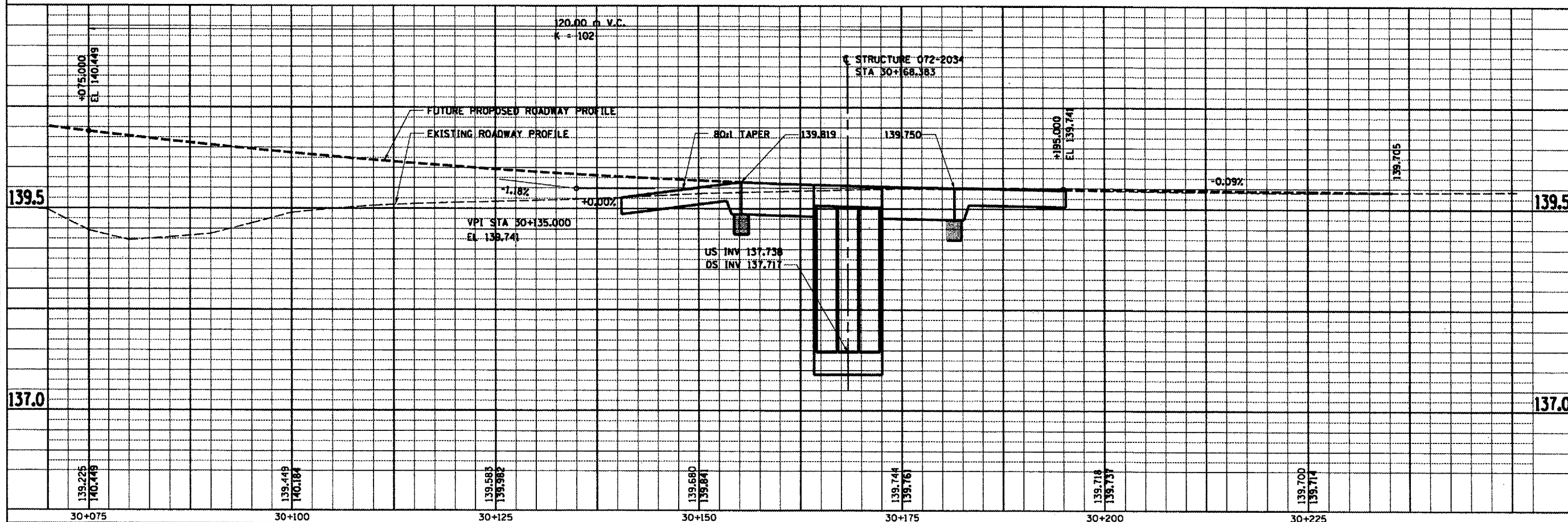


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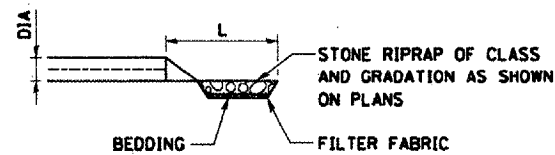
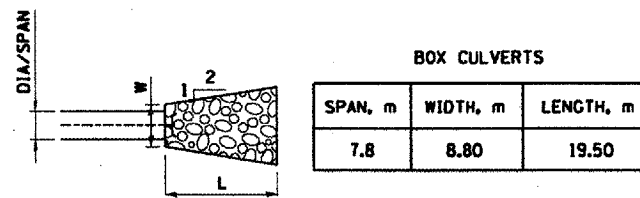
- Ⓐ ALL DIMENSIONS ARE IN METERS (m) EXCEPT AS NOTED.
- Ⓑ FLEXIBLE CONNECTOR PAVEMENT SHALL CONSIST OF HOT MIX ASPHALT SURFACE COURSE, MIXTURE D, N50, 50 mm, AND HOT MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIES FROM 335 mm TO 150 mm.
- Ⓒ SEE DRAINAGE PLAN FOR ADDITIONAL REMOVALS AND INFORMATION.
- Ⓓ SEE STRUCTURAL PLANS FOR ADDITIONAL INFORMATION.

DATE	BY

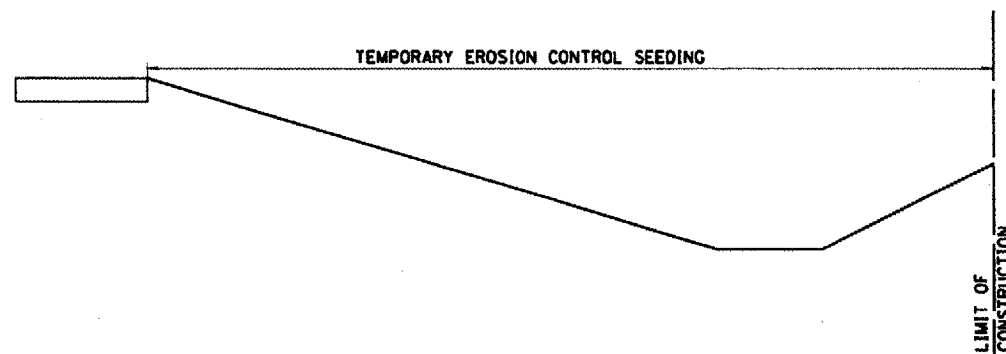
DATE	BY



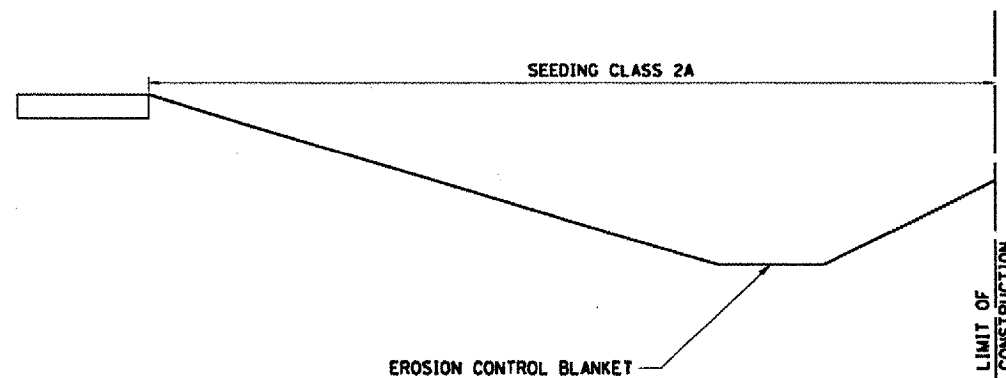
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44B)BR	PEORIA	31	12
STA. 30+095.501 TO STA. 30+215.091				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 68217				



CULVERT INLET /OUTLET RIPRAP EROSION CONTROL DETAIL



TEMPORARY EROSION CONTROL TYPICAL SECTION



M2800255 TEMPORARY EROSION CONTROL SEEDING		
STATION	STATION	AREA
WHEELER ROAD		
30+075	30+150	525
30+184	30+225	287
TOTAL		812 SQ M 0.081 HA

M2500210 SEEDING CLASS 2A		
STATION	STATION	AREA
WHEELER ROAD		
30+075	30+150	807
30+184	30+225	441.7
TOTAL		1248.750 M 0.125 HA

M2510630 EROSION CONTROL BLANKET		
STATION	STATION	AREA
WHEELER ROAD		
30+075	30+150	172.5
30+184	30+225	57.5
TOTAL		230.0 SQ M 0.023 HA

M2810107 RIPRAP, CLASS A3		
STATION	STATION	AREA
WHEELER ROAD		
30+150	30+164	105.0
30+173	30+184	82.5
TOTAL		187.5 SQ M

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



REVISIONS	
NAME	DATE
D. Layne	11/17/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
WHEELER ROAD DRAINAGE DETAILS SHEET 1 OF 1
SCALE: NONE
DATE: ****DATE***
DRAWN BY: E.D.
CHECKED BY: G.T.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

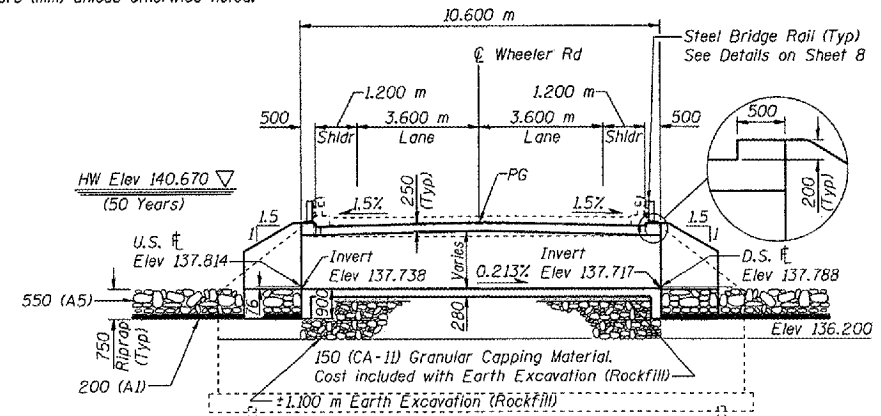
ROUTE NO.	SECTION	CRAFT	DATE	SHEET	SHEET NO. 1
F.A.P. 317	44(B)BR	PEORIA	31	13	9 SHEETS
REG. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract No. 68217		

Benchmark: CE5A - Railroad Spike, 0.15 m above ground, in north face of power pole, south of U.S. Route 24 and east of east levee for Dry Run Creek, just east of Glasford Road. 63.1 m south of U.S. Route 24 centerline at Station 20+518. Elev. = 136.954.

Existing Structure: S.N. 072-0103 Built as SBI Route 9, Section 44-B at Station 654+82 (English) in 1924.
Superstructure - One Span Cast-in-Place Concrete Deck Slab.
Substructure - Cast-in-Place Concrete Closed Abutments on Timber Piles.
Length = 6.706 m (Back to Back Abutments), Width = 9.804 m (Out to Out Deck).
Traffic is to be rerouted during construction.

No Salvage

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

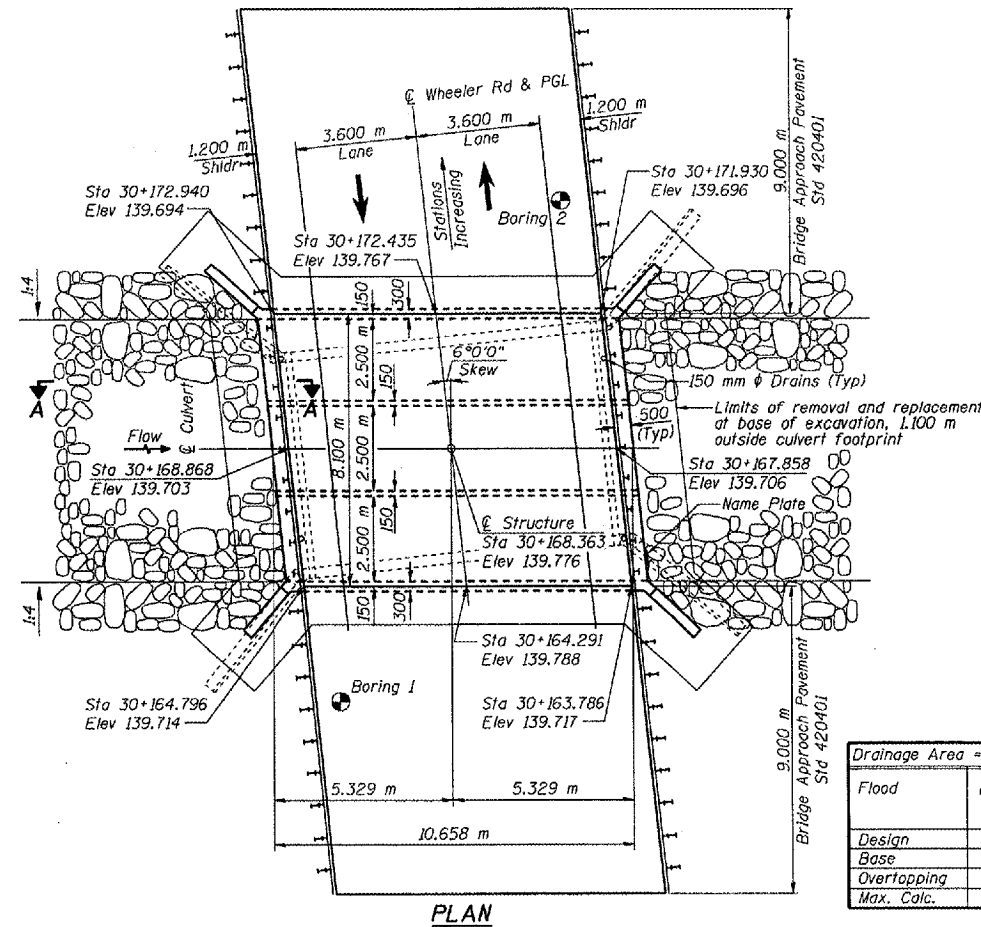


LONGITUDINAL SECTION

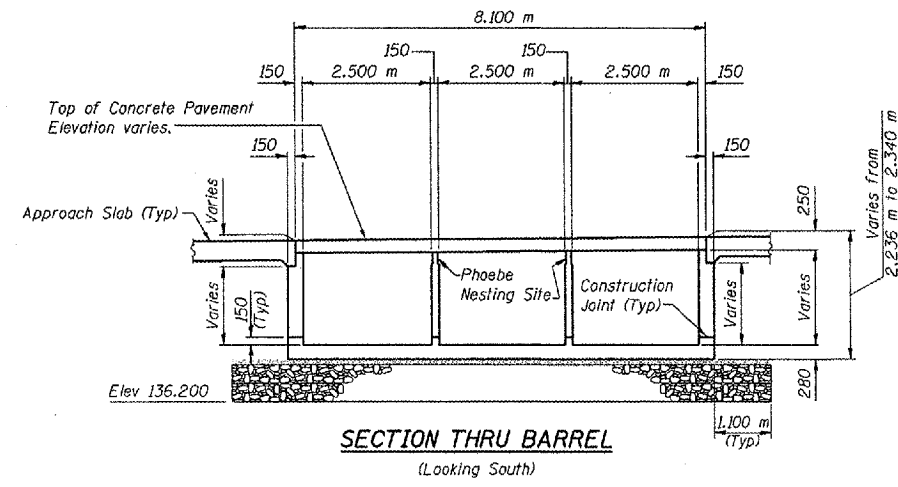
Dimensions shown at Right Angle to \hat{C} of Roadway

LEGEND

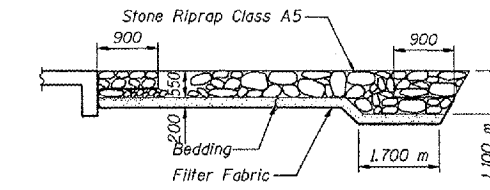
- Soil Boring Location
- U.S. Upstream
- D.S. Downstream



PLAN

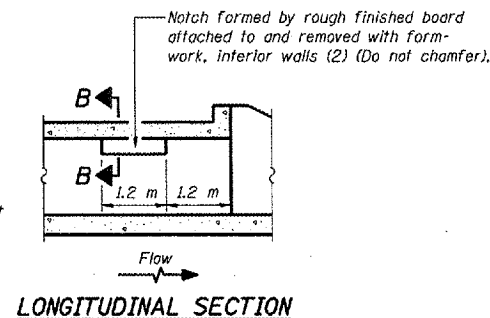


SECTION THRU BARREL
(Looking South)

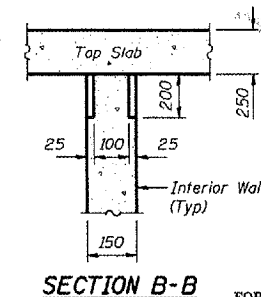


SECTION A-A

(See Drainage Details Sheet for limits of Riprap, Bedding and Filter Fabric.)



LONGITUDINAL SECTION



SECTION B-B

PHOEBE NESTING
SITE DETAILS

(Downstream End Only)

DESIGN SPECIFICATIONS
AASHTO 2002 Standard Specifications for Highway Bridges.

LOADING MS18

Allow 2.4 kN/m² for future wearing surface.

DESIGN STRESSES

FIELD UNITS

$f_c = 24$ MPa
 $f_y = 420$ MPa (reinforcement)

STATION 30+168.363
BUILT 200 BY
STATE OF ILLINOIS
F.A.P. RT. 317 SEC. (44R)BR
LOADING MS18
STR. NO. 072-2034

NAME PLATE

See Std. 515001

CURVE DATA

(Along \hat{C} of Roadway)

$\Delta = 5^\circ 27' 56''$ (LT)
 $R = 305.000$ m
 $T = 14.559$ m
 $L = 29.095$ m
 $E = 0.347$ m
PC Sta. 30+126.666
PI Sta. 30+141.225
PT Sta. 30+155.761

VC = 120.000 m

PROFILE GRADE

(Along \hat{C} of Roadway)



EXPIRATION DATE: 11-30-06
DATE: 9-15-2006

APPROVED

FOR STRUCTURAL ADEQUACY ONLY

Robert E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

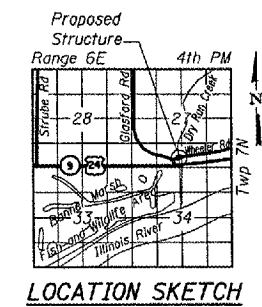
Illinois Firm Registration No. 04-00533



WATERWAY INFORMATION

Drainage Area = 6.5 km² Low Grade Elev. 139.88 @ Sta. 30+305.000

Flood	Freq. Yr.	Q m ³ /s	Opening m ²		Nat. H.W.E.		Head - m		Headwater Elev.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	50	50	9.10	13.125	140.85	140.67	0.21	-0.01	141.06	140.66
Base	100	59	9.10	13.125	140.94	140.85	0.40	-0.01	141.34	140.84
Overlapping	3	17	9.10	13.125	139.35	139.79	0.55	0.09	139.90	139.87
Max. Calc.	500	81	9.10	13.125						



LOCATION SKETCH

DESIGNED	BG
CHECKED	DSE
DRAWN	RTT
CHECKED	BG
DATE	AUGUST 31, 2004

GENERAL PLAN
WHEELER ROAD OVER
DRY RUN CREEK
FAP RTE 317 SECTION (44B)BR
PEORIA COUNTY
STA 30+168.363
STRUCTURE NUMBER 072-2034

D:\SERVING\CA\DD\01-871\SCU00301.dwg 14-SEP-2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET TOTAL	SHEET NO. 2
F.A.P. 317	44B)BR	PEORIA	32	14	9 SHEETS
FED. ROAD DIST. NO. 7		BILL NO.	FED. AID PROJECT		

Contract No. 68217

INDEX OF DRAWINGS

- 1 General Plan and Elevation
- 2 General Notes and Total Bill of Material
- 3 Removal and Stage Construction
- 4 Culvert Details
- 5 Culvert Details
- 6 Culvert Details
- 7 Culvert Details
- 8 Steel Bridge Rail Curb Mounted
- 9 Soil Boring Logs 1 & 2

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706M Grade 420 (IL Modified). See Special Provisions.
2. Excavation behind existing abutment walls shall be done before removing the existing superstructure.
3. A distance of half the length of the wingwall but not less than 2 m of the barrel shall be poured monolithically with the wingwalls.
4. Layout of slope protection systems may be varied in the field to suit ground conditions as directed by the Engineer.
5. Precast Culvert alternate is not allowed.
6. All dimensions are in millimeters (mm) except as noted.
7. The limits and quantities of removal and replacement of unsuitable material shown are based on the boring data and may be modified by the District Geotechnical and Field Engineers for actual subsurface conditions encountered in the field. This work is covered by the pay item Earth Excavation (Rockfill).
8. Gradation of 150 mm CA-11 used to cap the rock fill shall be approved by the District Geotechnical Engineer.
9. All construction joints shall be bonded.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1
Floor Drains	Each	4
Name Plates	Each	1
Bridge Deck Grooving	m ²	78.2
Reinforcement Bars	kg	4,970
Reinforcement Bars, Epoxy Coated	kg	3,500
Steel Railing, Type 2399	m	17
Concrete Box Culverts	m ³	74.0
Earth Excavation (Rockfill)	m ³	16.7
Permanent Survey Markers Type 1	Each	1
Protective Coat	m ²	89.7

DESIGNED	BG
CHECKED	DSE
DRAWN	RD
CHECKED	DSE
DATE	AUGUST 31, 2004

Illinois Firm Registration No. 84-00633



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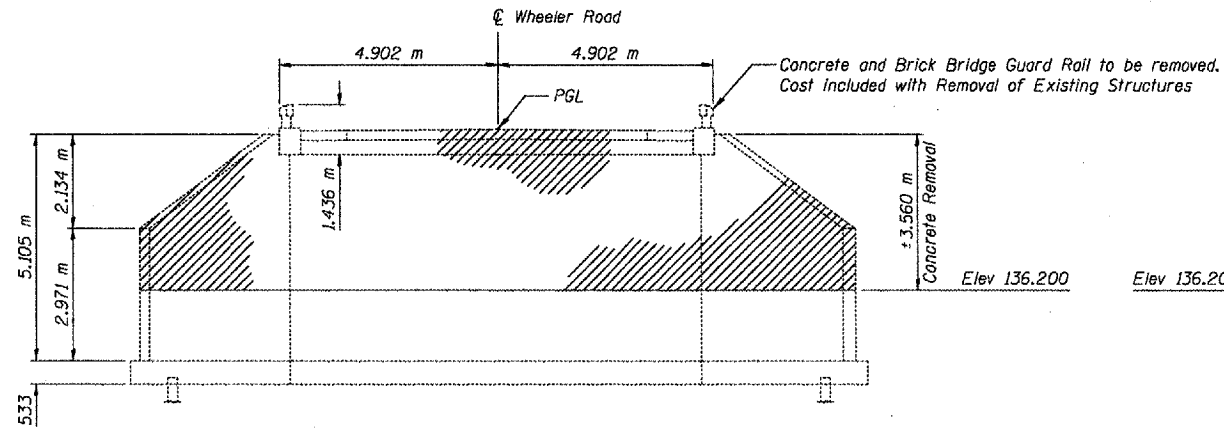
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GENERAL NOTES AND TOTAL BILL OF MATERIAL
WHEELER ROAD OVER
DRY RUN CREEK
FAP RTE 317 SECTION (44B)BR
PEORIA COUNTY
STA 30+168.363
STRUCTURE NUMBER 072-2034

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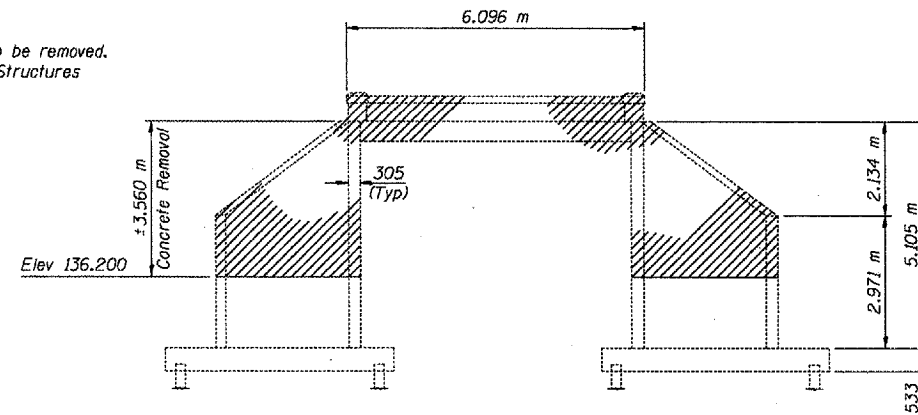
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP, 317	44B)BR	PEORIA	31	15
SHEET NO. 3 9 SHEETS				
FED. ROAD DIST. NO. 7	DISTRICT	FED. AID PROJECT		
			Contract No. 68217	



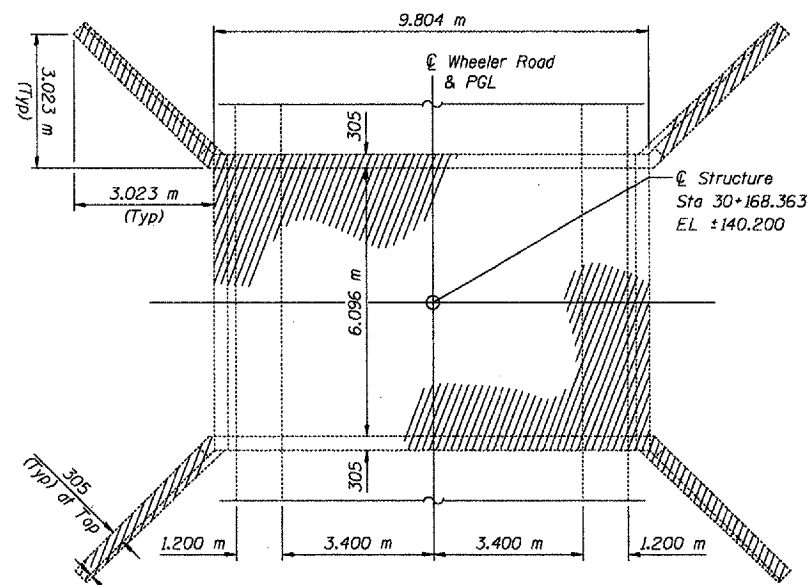
EXISTING ELEVATION

(Looking East)
Dimensions shown at Right Angle
to $\text{\textcircled{C}}$ of Roadway



EXISTING CROSS SECTION

(Looking South)
Dimensions shown Parallel
to $\text{\textcircled{C}}$ of Roadway



PLAN

NOTES:

- Existing dimensions and elevation shown are approximates, to be verified in field. See General Note 4, Sheet 2.
- Remove existing concrete as shown. Cut-off existing reinforcing flush with the remaining concrete.

DESIGNED	BG
CHECKED	DSE
DRAWN	RD
CHECKED	DSE
DATE	AUGUST 31, 2004

LEGEND

Indicates removal of Existing Structures

Illinois Firm Registration No. 04-00533



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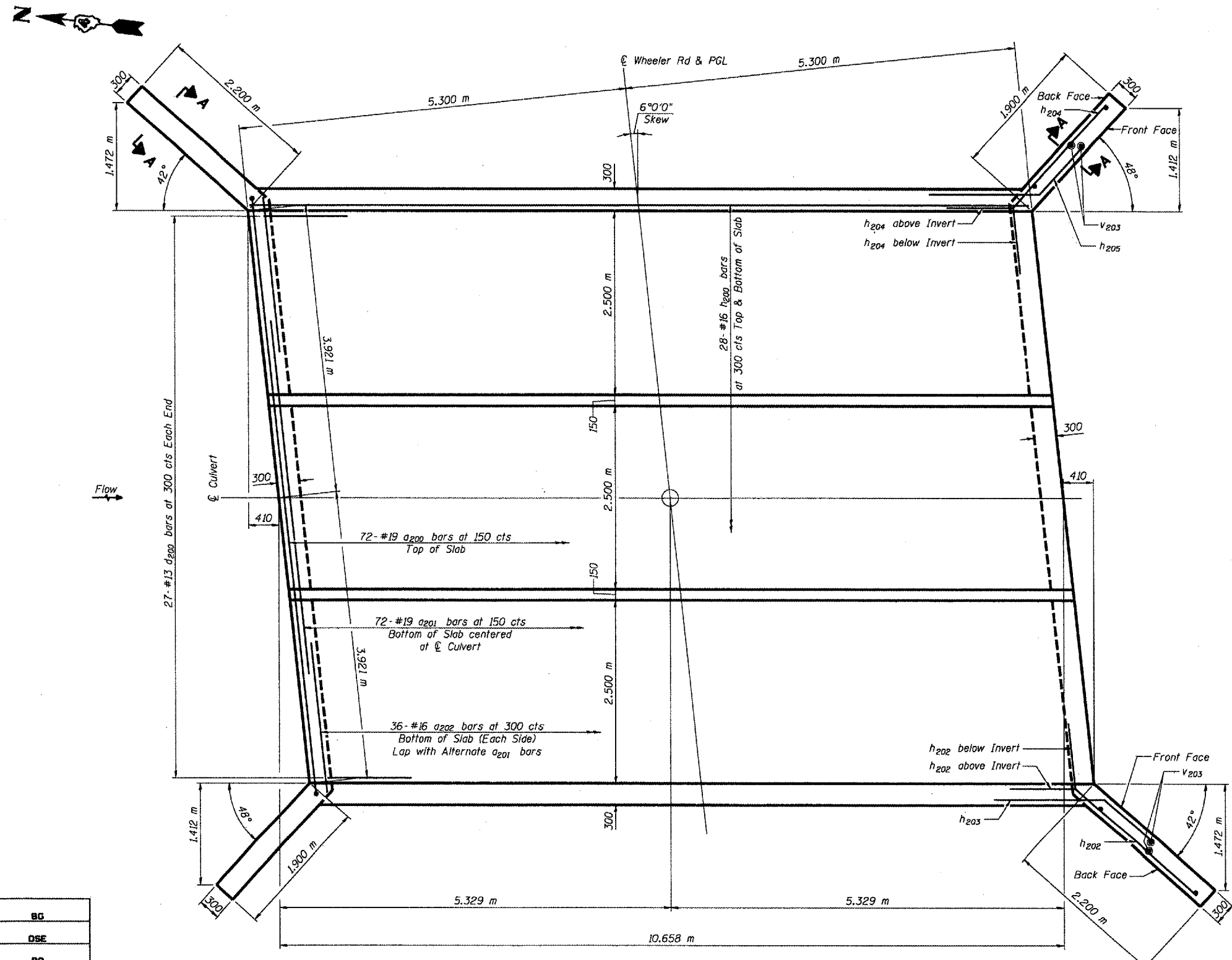
**REMOVAL AND STAGE CONSTRUCTION
WHEELER ROAD OVER
DRY RUN CREEK
FAP RTE 317 SECTION (44B)BR
PEORIA COUNTY
STA 30+168.363
STRUCTURE NUMBER 072-2034**

*****FILENAME*****
*****DATE*****

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	44B)BR	PEORIA	31	16
SHEET NO. 1 9 SHEETS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract No. 68217



PLAN
(Bottom Slab)

- NOTES:**
1. Wingwall reinforcement shown for SE Wingwall is typical for NW Wingwall. Wingwall reinforcement shown for SW Wingwall is typical for NE Wingwall.
 2. Work this sheet with sheets 5, 6 and 7.

DESIGNED	BG
CHECKED	DSE
DRAWN	RD
CHECKED	DSE
DATE	AUGUST 31, 2004

Wholesale Firm Registration No. 04-05533

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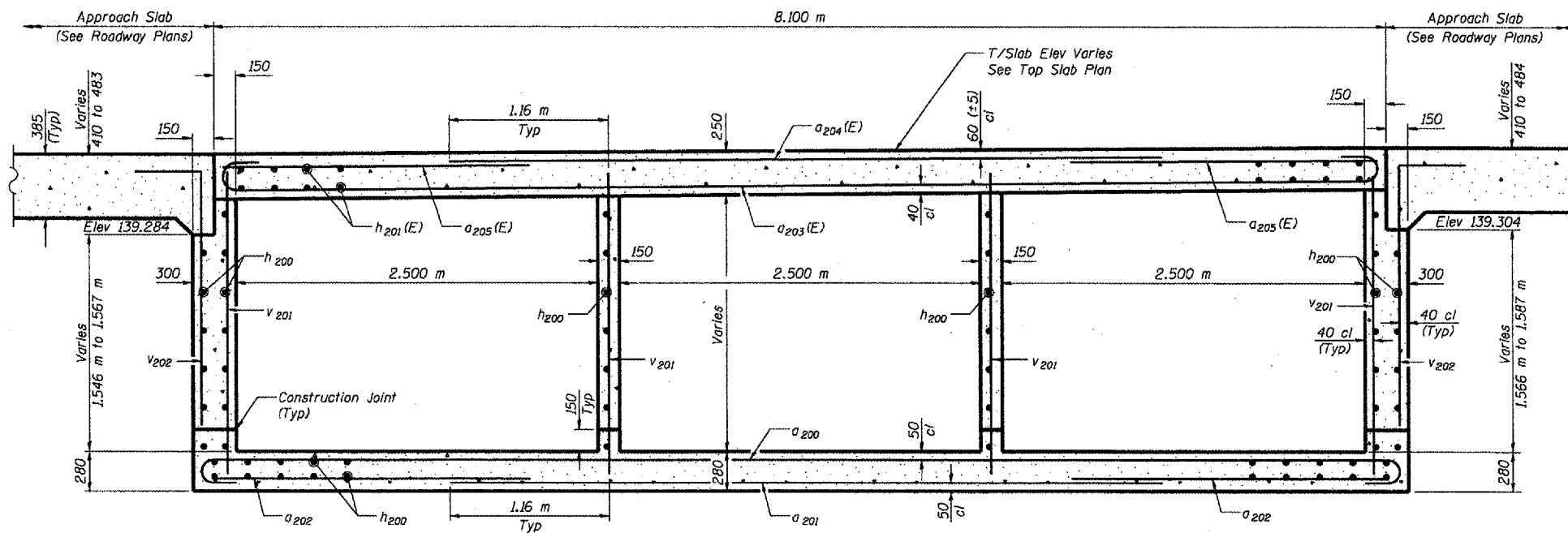
CULVERT DETAILS
WHEELER ROAD OVER
DRY RUN CREEK
FAP RTE 317 SECTION (44B)BR
PEORIA COUNTY
STA 30+168.363
STRUCTURE NUMBER 072-2034

*****FILENAME*****
*****DATE*****

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

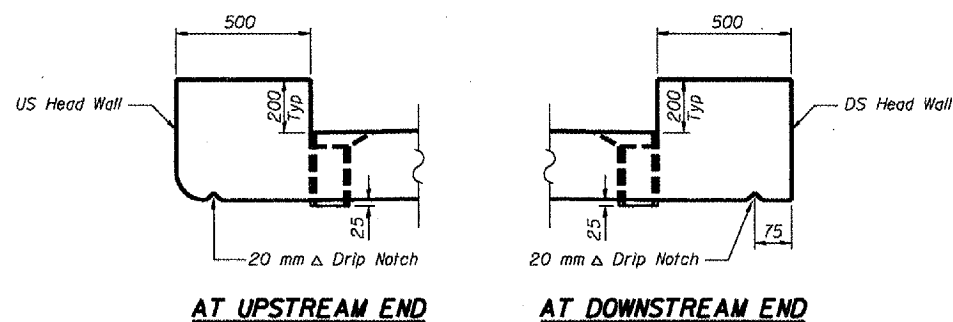
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F.A.P. 317	448(B)R	PEORIA	31	19	9 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract No. 68217



CROSS SECTION

(Looking South - Dimensions at Right L's)

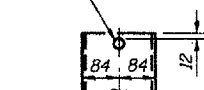


DRAIN DETAIL

NOTE:

Floor drains need not be painted. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 200 MPa minimum.

12 mm ϕ x 200 mm Fiberglass Reinforce Plastic Rebar

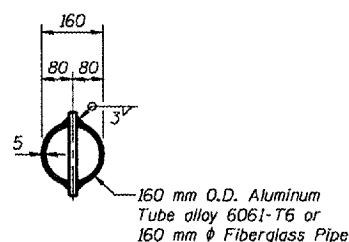


FIBERGLASS PIPE

Fill slot with weld 12 mm ϕ x 200 mm Aluminum Bar ASTM B 211M alloy 6061-T6

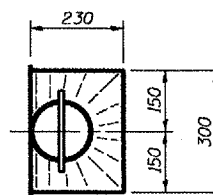


ALUMINUM TUBE



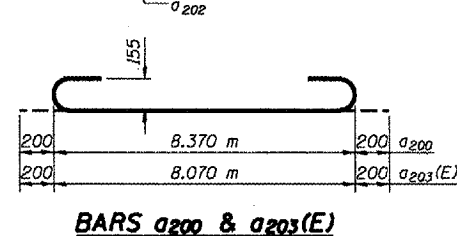
TOP PLAN

(Showing Aluminum Tube)

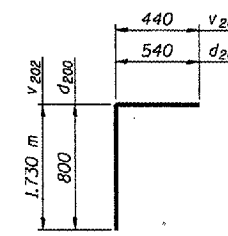


TOP PLAN

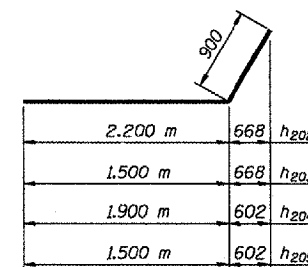
FLOOR DRAIN DETAILS



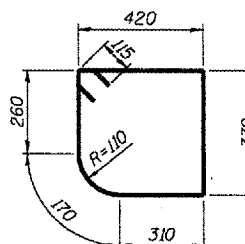
BARS a200 & a203(E)



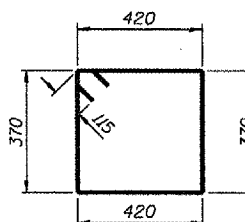
BARS d200 & v202



BARS h202, h203, h204 & h205



BAR s200(E)



BAR s201(E)

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
a200	74	#19	8.77	—
a201	72	#19	5.00	—
a202	72	#16	2.35	—
a203 (E)	65	#19	8.47	—
a204 (E)	65	#19	5.00	—
a205 (E)	66	#16	2.35	—
d200	54	#13	1.34	—
h200	96	#16	10.58	—
h201 (E)	54	#16	10.58	—
h202	16	#16	3.10	—
h203	20	#16	2.40	—
h204	16	#16	2.80	—
h205	20	#16	2.40	—
h206 (E)	12	#19	8.36	—
s200 (E)	53	#13	1.76	—
s201 (E)	53	#13	1.81	—
v201	144	#13	2.17	—
v202	72	#13	2.17	—
v203	16	#13	2.98	—
Concrete Box Culverts		m ³	74.0	
Reinforcement Bars		kg	4,970	
Reinforcement Bars, Epoxy Coated		kg	3,500	
Floor Drains		Each	4	

Reinforcement bars designated (E) shall be epoxy coated.

NOTE:

Work this sheet with sheets 4, 5 and 6.

MIN BAR LAP

- #13 bars = 440
- #16 bars = 550
- #19 bars = 670

Welds File Registration No. 04-00533

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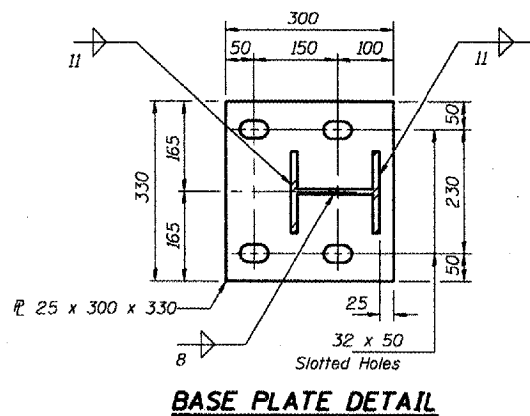
CULVERT DETAILS
WHEELER ROAD OVER
DRY RUN CREEK
FAP RTE 317 SECTION (448)BR
PEORIA COUNTY
STA 30+168.363
STRUCTURE NUMBER 072-2034

DESIGNED	BC
CHECKED	DBE
DRAWN	RD
CHECKED	DBE
DATE	AUGUST 31, 2004

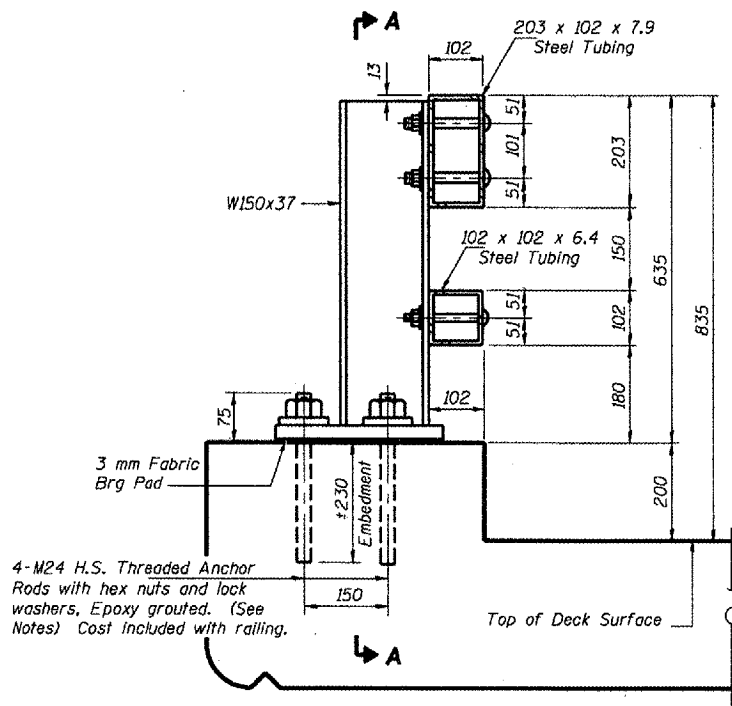
*****FILENAME*****

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

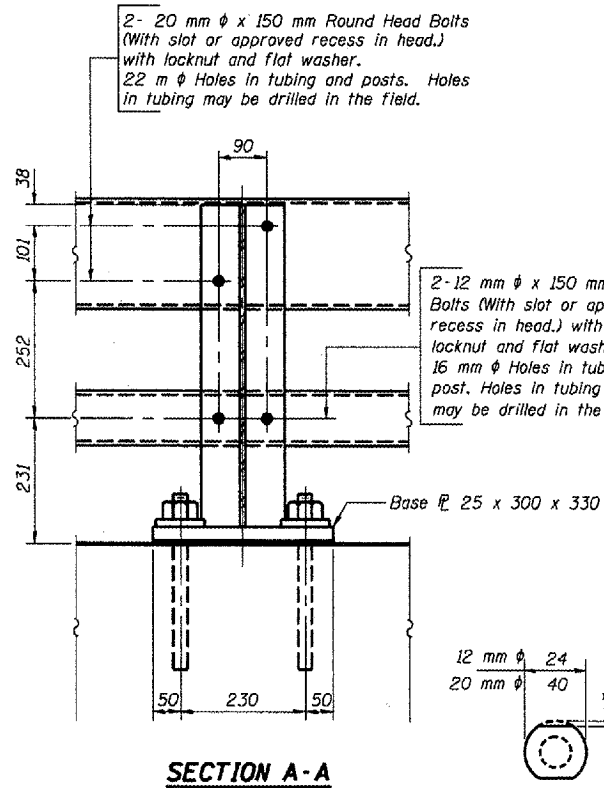
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO.
F.A.P. 317	44B1BR	PEORIA	31	28	9 SHEETS
FED. ROAD DIST. NO. 7		OWNER	FED. ROAD PROJECT		
Contract No. 68217					



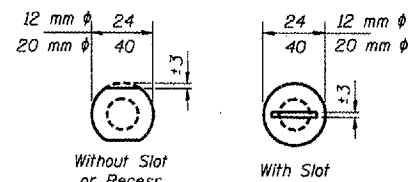
BASE PLATE DETAIL



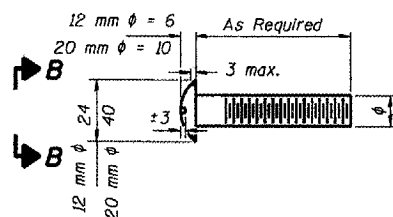
SECTION AT RAIL POST



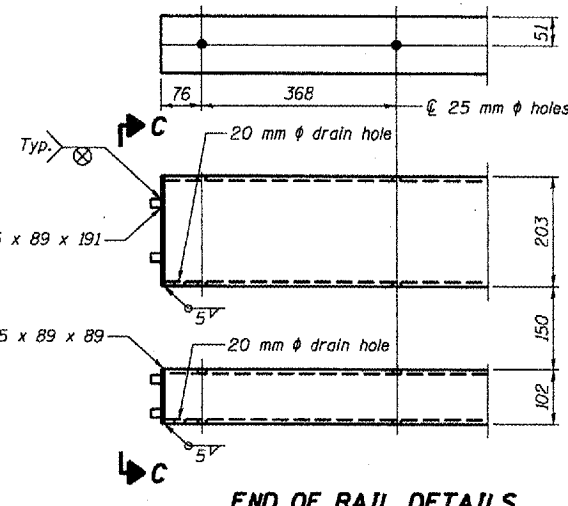
SECTION A-A



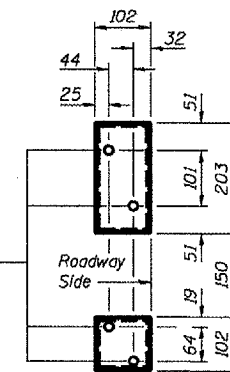
VIEW B-B



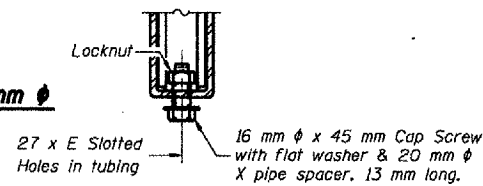
DETAIL OF 12 mm & 20 mm ROUND HEAD BOLTS



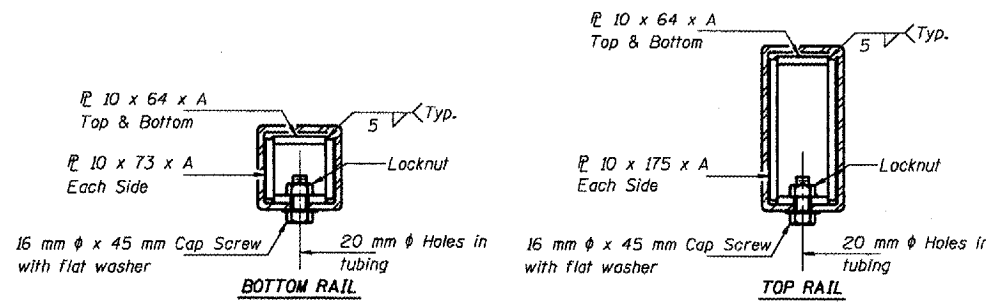
END OF RAIL DETAILS



VIEW C-C

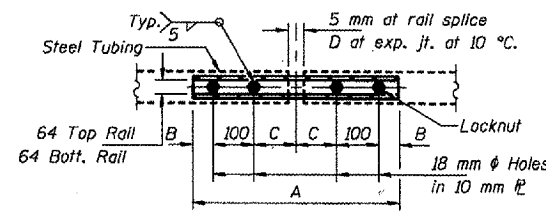


RAIL SPLICE CONNECTION AT EXPANSION JT.



SECTIONS AT RAIL SPLICE

(1.90 m Maximum Post Spacing)



PLAN-BOTT. SPLICE TYPICAL

NOTES

Follow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, Structural Steel Tubing and shall meet the longitudinal CVN requirements of 20 N m at 18 °C.
All other steel shapes and plates shall conform to the requirements of AASHTO M 270M Grade 250 except posts shall conform to AASHTO M 270M, Grade 345.
Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A 307 except that threaded rods, nuts and washers shall conform to AASHTO M 164M.
All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
All posts, railing, rail splices and anchor rods shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.
Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per meter STEEL RAILING, TYPE 2399
All field drilled holes shall be coated with an approved zinc rich paint before erection.
Posts shall not be located closer than 400 mm to an existing bridge expansion joint or end of bridge.
STEEL RAILING, TYPE 2399 expansion joint shall be provided between any two (2) posts which span a bridge expansion joint. Bolts located at expansion joint shall be provided with locknuts and shall be tightened only to a point that will allow railing movement.
Provide one 3 mm and two 1.6 mm steel shims for 25% of the posts. Shims shall be similar to base plates in size and holes.
Expansion joint width shall be "D" at 10 °C and shall be adjusted for other temperatures according to Article 503.10(c) of the Standard Specifications.
The Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with premeasured amounts of the adhesive chemical.
Nuts for 24 mm diameter threaded anchor rods connecting the base plate to the concrete shall be tightened to a snug fit and given an additional 1/2 turn.
All dimensions are in millimeters (mm) except as noted.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type 2399	m	17

SPLICE DIMENSIONS

T	D	A	B	C	E
≤100	65	500	50	100	65
>100 ≤ 165	95	610	65	140	90
> 165 ≤ 230	125	710	90	165	230
>230 ≤ 330	175	860	115	215	280
Rail Splice	5	500	50	100	—

T = Total movement at expansion joint as shown on the design plans.

DESIGNED	
CHECKED	
DRAWN	RD
CHECKED	BG
DATE	AUGUST 31, 2004

Illinois Fire Registration No. 04-00533
Stanley Consultants INC.
150 West Higgins Road, Suite 130, Chicago, Illinois 60637-2801
www.stanleygroup.com

**STEEL BRIDGE RAIL CURB MOUNTED
WHEELER ROAD OVER
DRY RUN CREEK
FAP RTE 317 SECTION (44B)BR
PEORIA COUNTY
STA 30+168.363
STRUCTURE NUMBER 072-2034**

*****FILENAME*****
*****DATE*****

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. 9
F.A.P. 317	44B1BR	PEORIA	31	21	9 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. ROAD PROJECT		Contract No. 68217



SOIL BORING LOG

Page 1 of 1

Date 8/5/01

ROUTE FAP 317 & 689 DESCRIPTION WHEELER RD. OVER DRY RUN CREEK LOGGED BY KRW

SECTION (44 B) BR LOCATION SW 14, SE 14, TIMBER TOWNSHIP, SEC. 27, TWP. 7N, RING. 6E, 4th PM

COUNTY PEORIA DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-0103(EXIST)
Station 9+855(95+25)
BORING NO. 1
Station 9+848
Offset 4.05m LT
Ground Surface Elev. 140.14 m (m)

SOIL DESCRIPTION	DEPTH (m)	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	D	B	U	M
		E	L	C	O			First Encounter	P	L	C	O
		T	W	S	I			Upon Completion	H	S	Q	T
		H	S	Q	T			After 24 Hrs.	(/150 mm)	(kPa)	(%)	
NO SAMPLES TAKEN 0-1.5'						137.10		136.8	4			19
Brown SAND & GRAVEL (continued)								137.4	4			19
Brown SILTY CLAY LOAM	138.89	3		217	22				4			19
		4		B					19	272		19
		4							40	S		
Brown SILTY LOAM	138.92	1										
		1		24	28				60			
		1		B					100@4"			12
		1							38			
sand & gravel seam @ 8'		1		20	25				100@4"			12
		1		B								
Lt Brown SILTY CLAY & SILTY SAND seams w/coal fragments @ 8'	137.40	1							50			
		2		8	21				100@4"			13
		3		B								
		0										
		1		20	23							
		1		B								
Brown SAND & GRAVEL	135.88	1										
		1			18							
		1										
		1			18							
		1										
		5										

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

BBS, from 137 (Rev. 8-99)

DESIGNED	
CHECKED	
DRAWN	RD
CHECKED	BC
DATE	AUGUST 31, 2004



SOIL BORING LOG

Page 1 of 1

Date 8/5/01

ROUTE FAP 317 & 689 DESCRIPTION WHEELER RD. OVER DRY RUN CREEK LOGGED BY KRW

SECTION (44 B) BR LOCATION SW 14, SE 14, TIMBER TOWNSHIP, SEC. 27, TWP. 7N, RING. 6E, 4th PM

COUNTY PEORIA DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-0103(EXIST)
Station 9+855(95+25)
BORING NO. 2
Station 9+862
Offset 3.96m RT
Ground Surface Elev. 140.19 m (m)

SOIL DESCRIPTION	DEPTH (m)	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	D	B	U	M
		E	L	C	O			First Encounter	P	L	C	O
		T	W	S	I			Upon Completion	H	S	Q	T
		H	S	Q	T			After 24 Hrs.	(/150 mm)	(kPa)	(%)	
NO SAMPLES TAKEN 0-1.5'						137.10		135.9	4			20
Brown SAND & GRAVEL (continued)								136.8	4			20
DL Brown SILTY CLAY LOAM	139.73	1							2	59		24
		2							2	B		
		2							2			21
		2							2			
Gray Brown SILTY CLAY LOAM	138.97	0										
		3			24				2			
		3							2			18
		3							4			
Brown SAND & GRAVEL	138.21	1										
		2			14							
		2										
Gray SHALE	132.11								11			
									43			15
									57			
Brown SILTY CLAY	137.45	1										
		2		20	23				33			
		2		B					100@4"			14
thin organic seam @ 10.5'												
		4										
		2		20	22				63			
		2		B					100@10"			13
sandy & gravelly												
End of Boring	130.19											
Brown SILTY SAND w/trace gravel & organics	135.82	3										
		2		96	15							
		2		P								
Brown SILTY CLAY w/sand	135.16	0										
		2		20	28							
		4		B								
Brown SAND & GRAVEL	134.40	10										

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

BBS, from 137 (Rev. 8-99)

Wholesale Registration No. 04-00533

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www.stanleygroup.com

SOIL BORING LOGS 1 & 2
WHEELER ROAD OVER
DRY RUN CREEK
FAP RTE 317 SECTION (44R-1)BR
PEORIA COUNTY
STA 20+496.500
STRUCTURE NUMBER 072-

*****FILENAME*****
*****DATE*****

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 9	(44B)BR	Peoria	31	22
DIST. NO. 4		ILLINOIS		

contract 68217

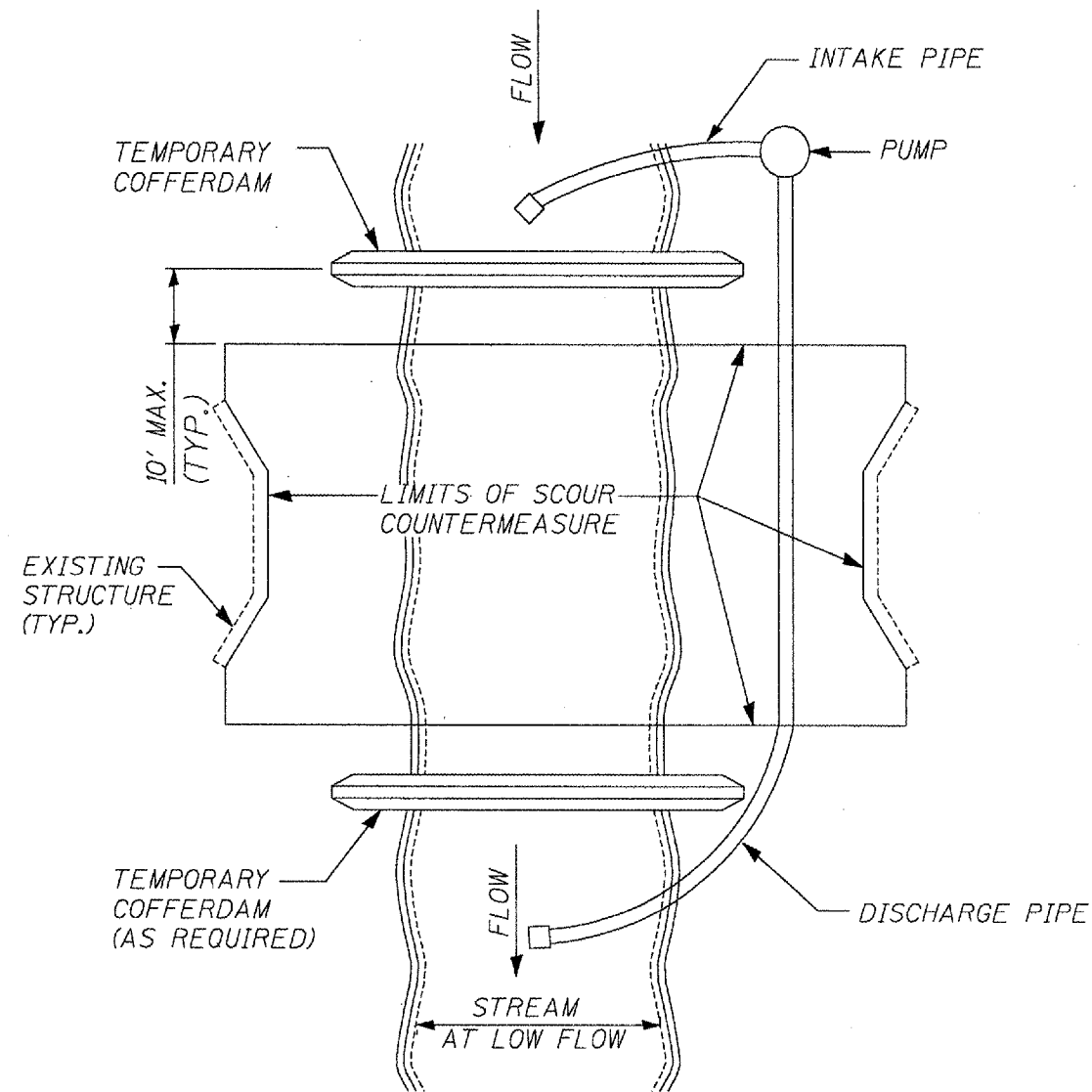


FIGURE D1. TEMPORARY COFFERDAM WITH PUMP BYPASS

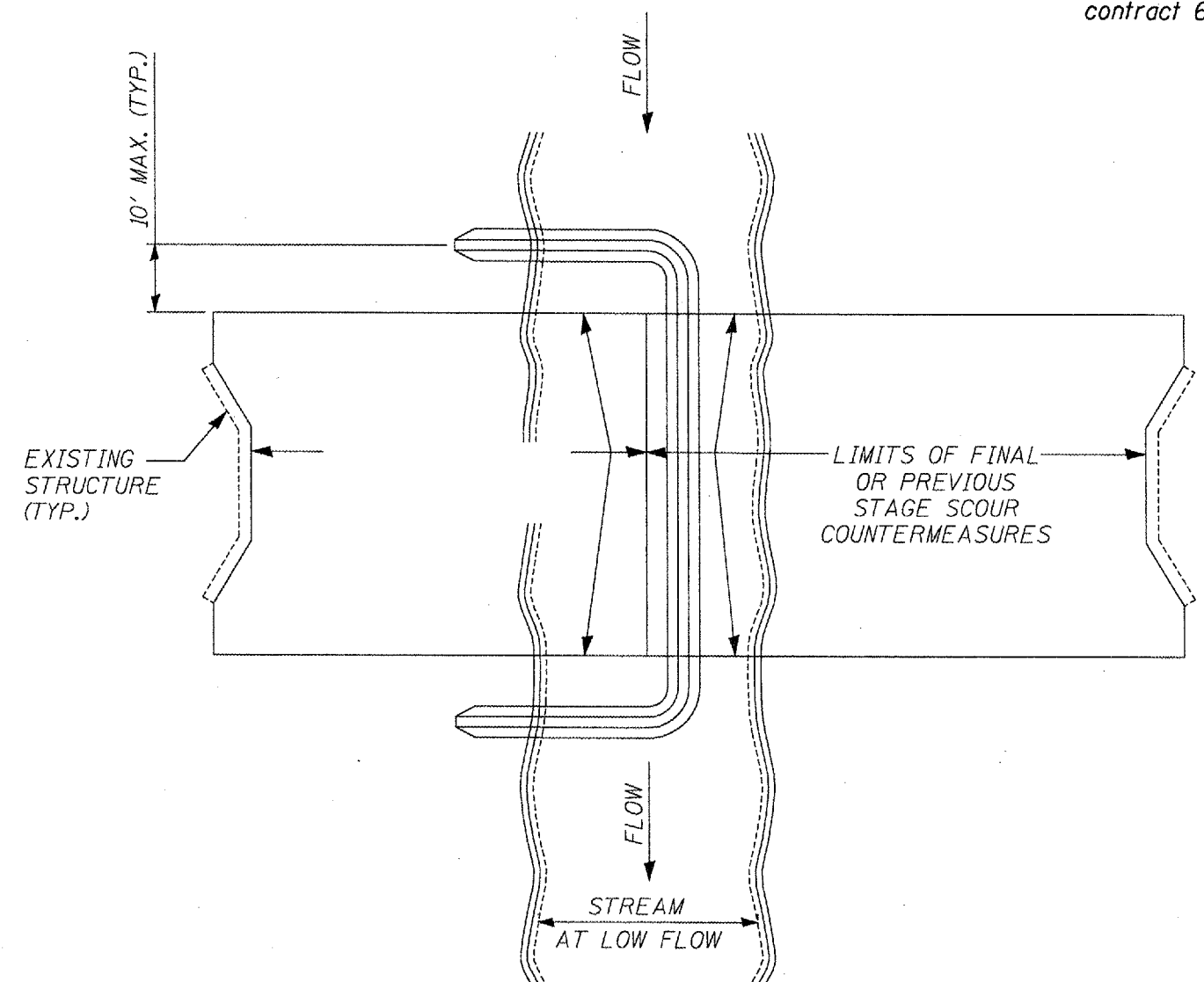


FIGURE D2. STAGED IN-STREAM COFFERDAM DIVISION

NOTE: DEWATERING SYSTEM DETAILS SHALL BE USED IN CONJUNCTION WITH THE PROJECT SPECIAL PROVISIONS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DEWATERING SYSTEM
DETAILS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 9	(44B)BR	Peoria	31	23
DIST. NO. 4		ILLINOIS		

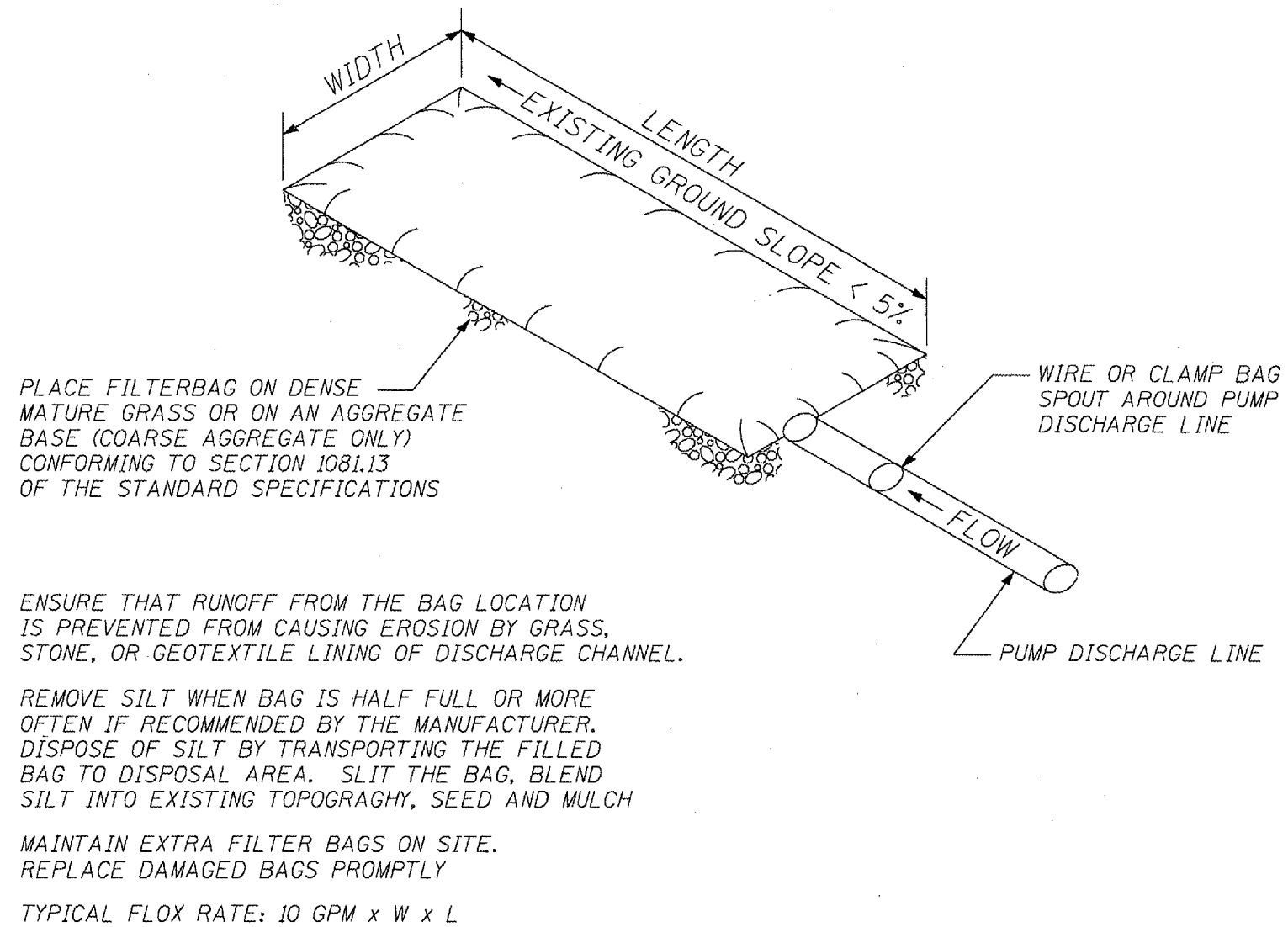
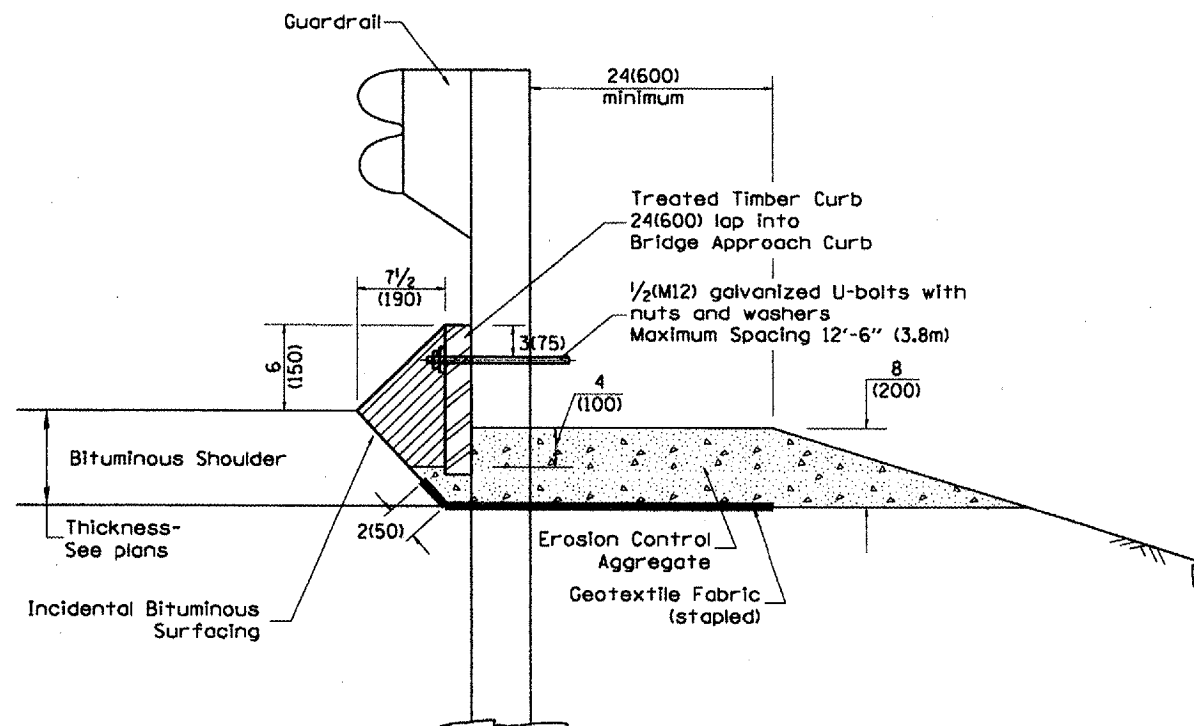


FIGURE S1. SEDIMENT FILTER BAG

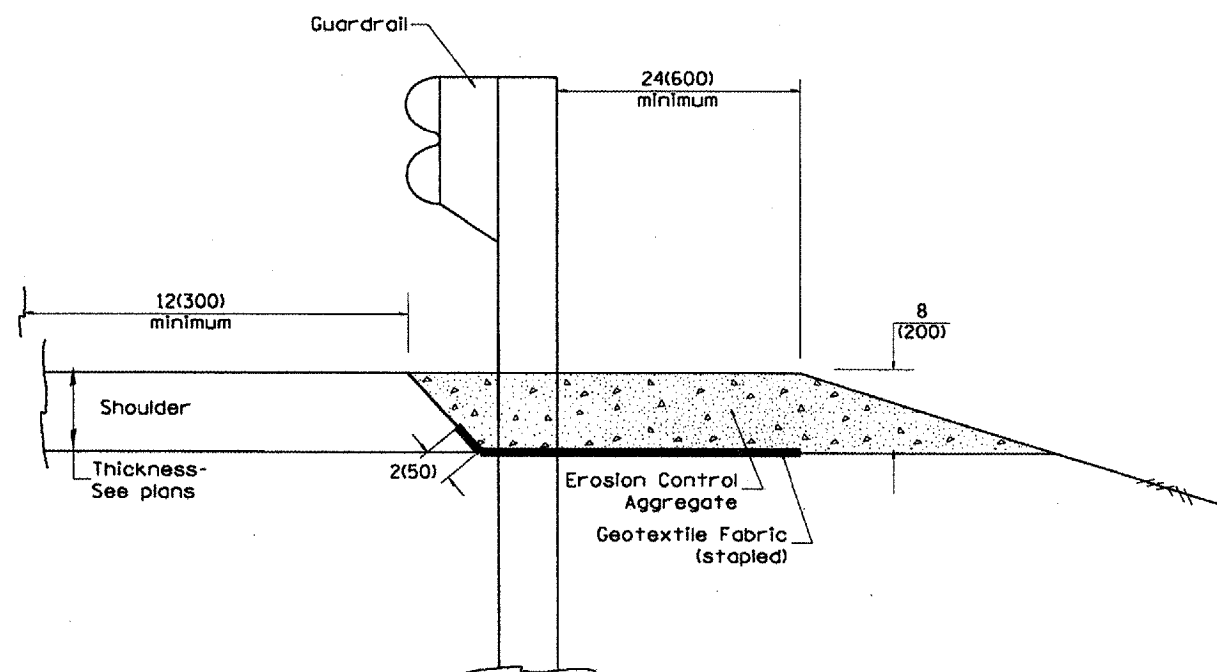
NOTE: DEWATERING SYSTEM DETAILS SHALL BE USED IN CONJUNCTION WITH THE PROJECT SPECIAL PROVISIONS.

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DEWATERING SYSTEM
 DETAILS**

CONTRACT NO. 68217				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44B)BR	PEORIA	31	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

1. This work shall consist of grading as needed, installing hardware and treated timber boards, furnishing and placing mastic material and incidental bituminous surfacing in front of Steel Plate Beam Guardrail in accordance with Plan Details.
2. Timber shall be treated in accordance with Article 1007.12. All preservatives specified in the article will be allowed. Waterborne preservatives "asa" and "cca" shall have a minimum retention of 0.40 lbs./cu. ft. (6.4 kg/m³)

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.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

GUARDRAIL EROSION CONTROL TREATMENTS

DATE	REVISIONS	BY
1-1-97	RENUM. C-22.01. NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.
11-3-00	CORRECTION TO NOTES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

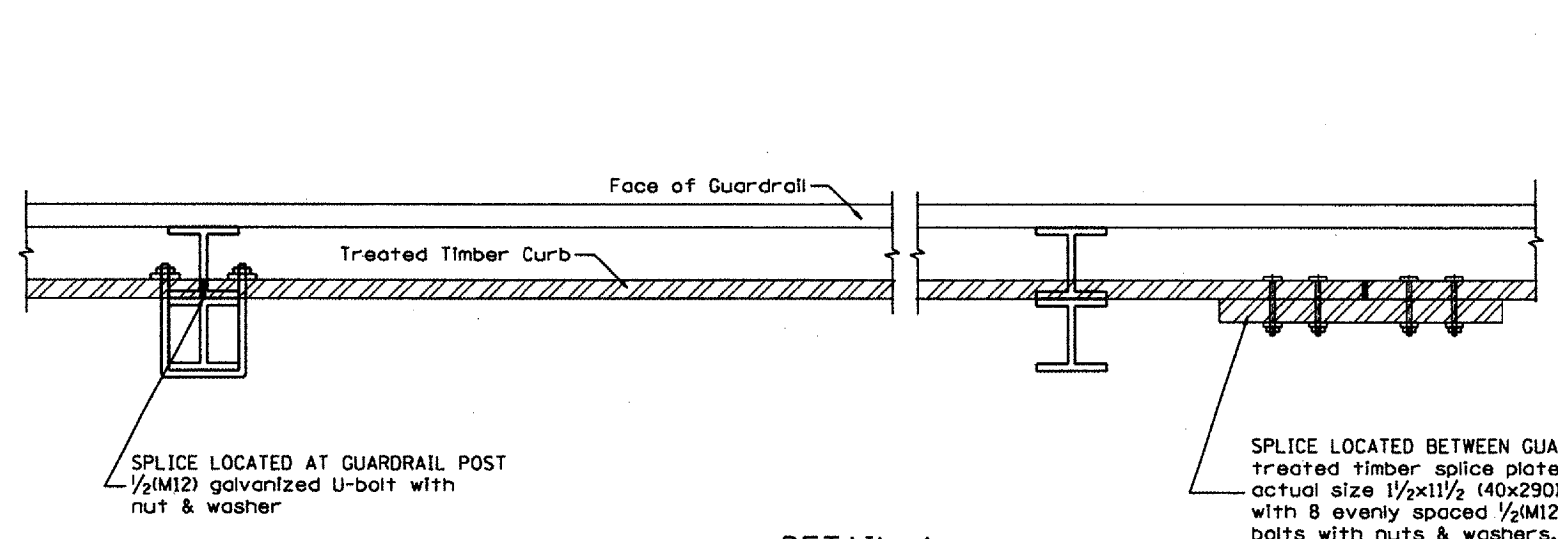
CADD STD NO. 630101-D4(1)
SCALE: NOT DRAWN TO SCALE

SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

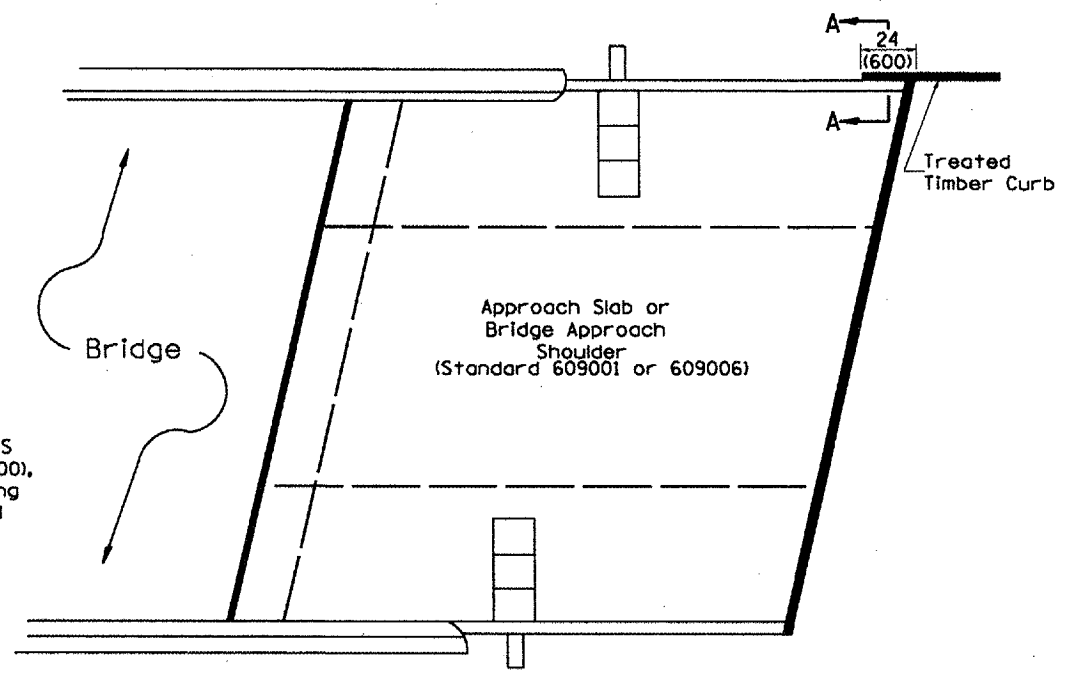
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DESIGNER NOTE:

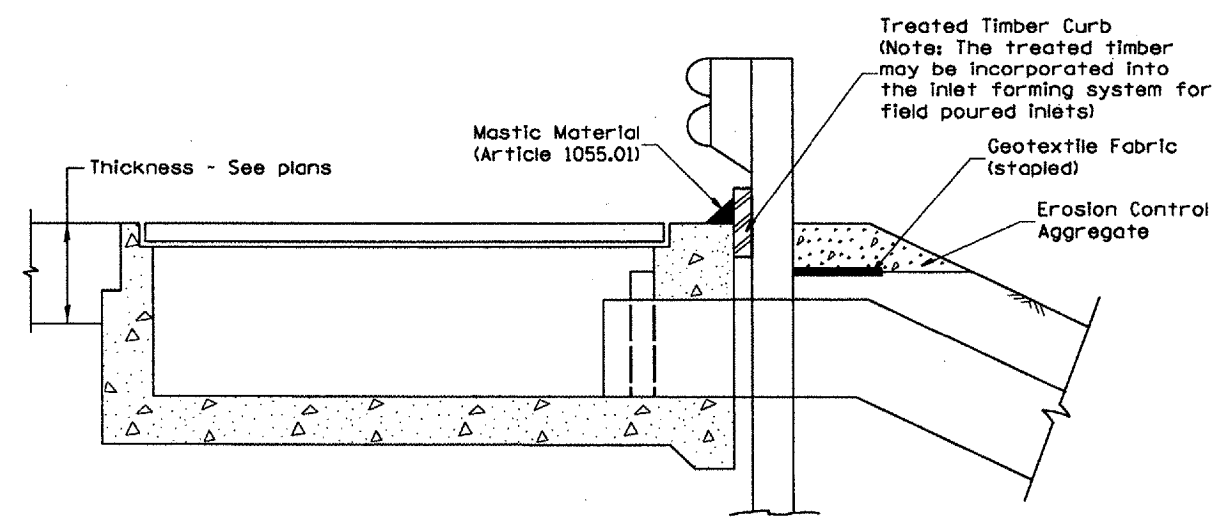
CONTRACT NO. 68217				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	144B1BR	PEORIA	31	25
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



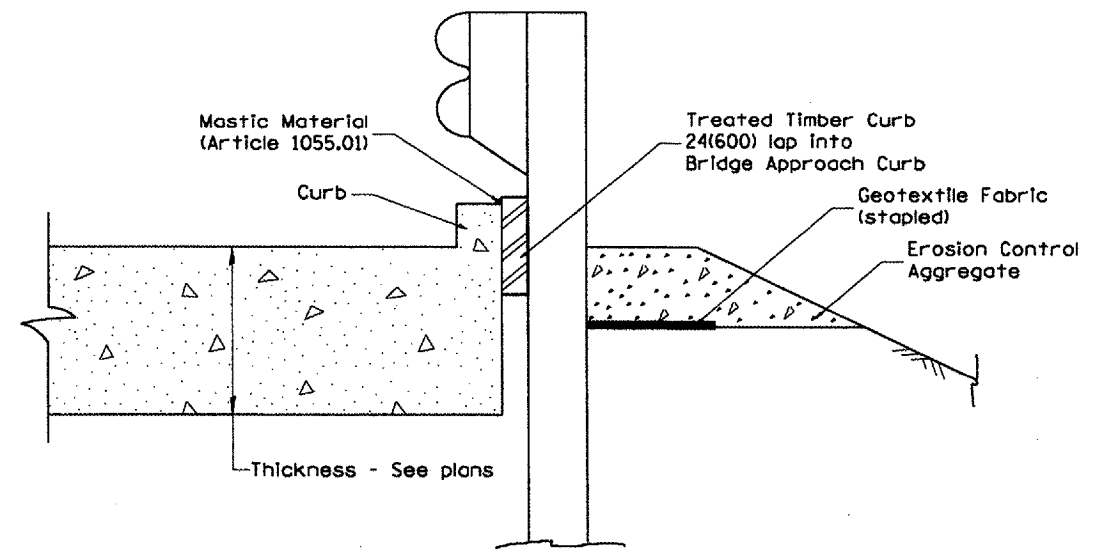
DETAIL A
(Typical Treated Timber Splices)



PLAN VIEW
APPROACH SLAB OR BRIDGE APPROACH SHOULDER
(STANDARD 609001 or 609006)



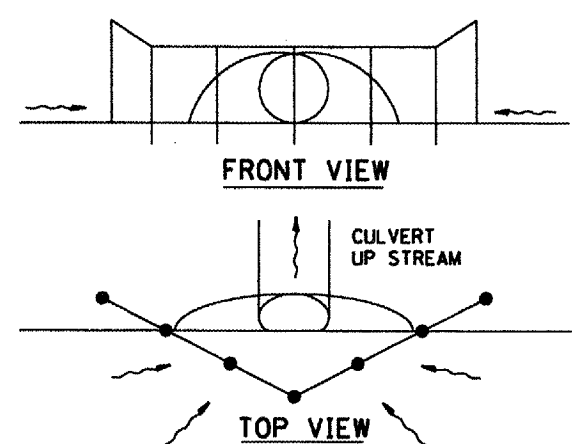
TYPICAL SECTION WITH EROSION CONTROL CURB
AT INLETS TYPE E & F (STANDARD 610001)



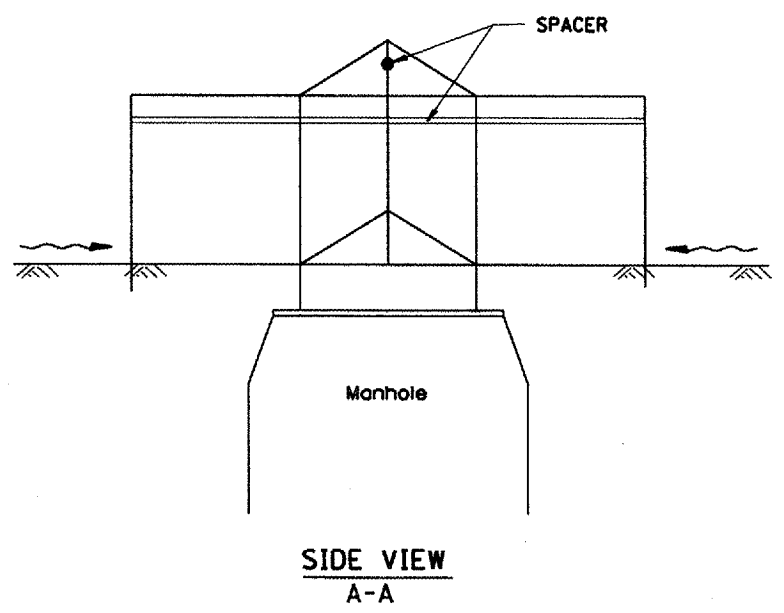
SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

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

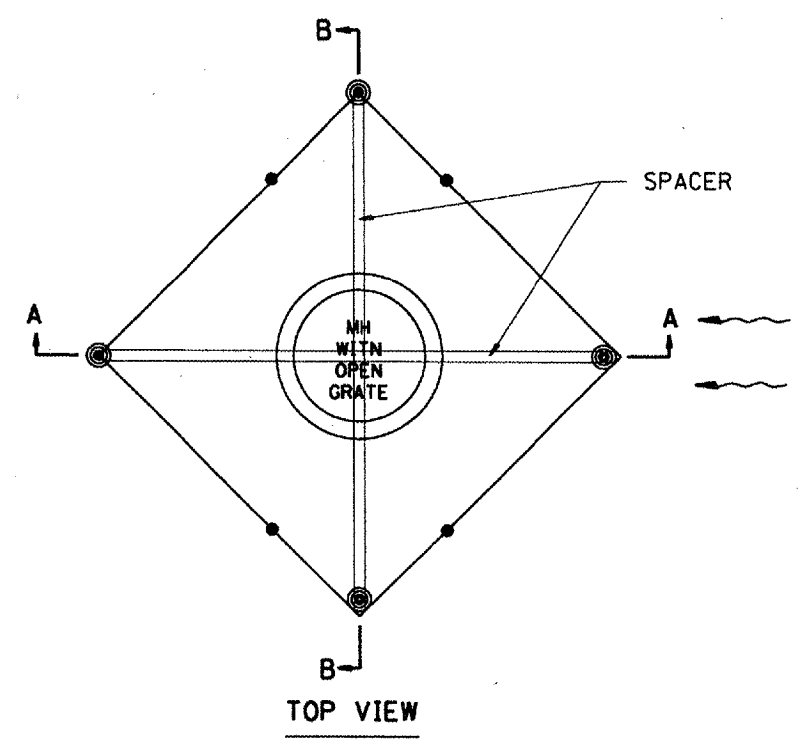
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(2)	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY



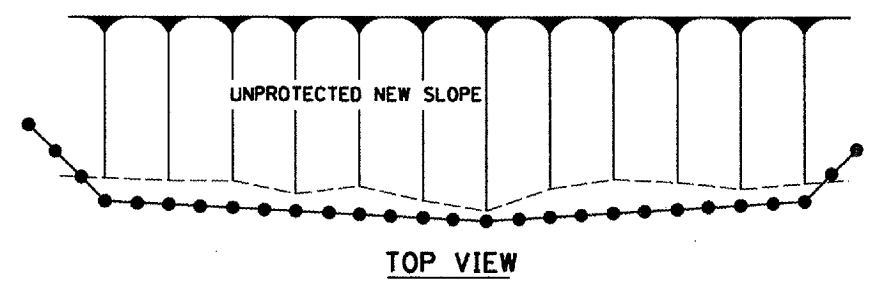
UPSTREAM PIPE CULVERT EROSION CONTROL



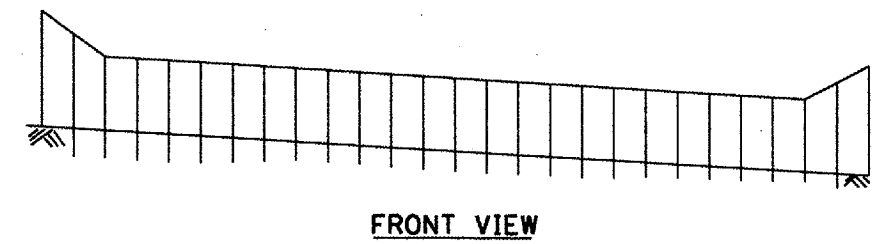
**SIDE VIEW
A-A**



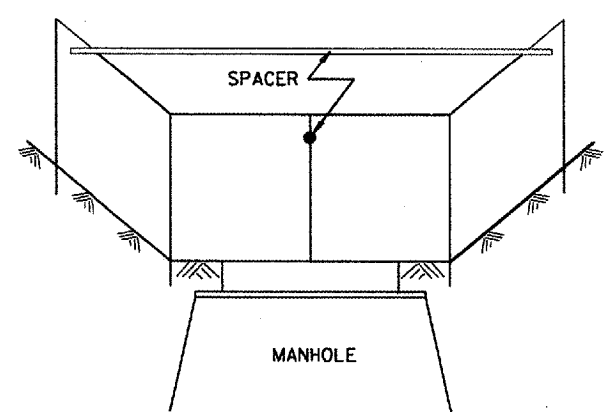
TOP VIEW



TOP VIEW



FRONT VIEW



**Front View
B-B**

**EROSION CONTROL
AT
OPEN GRATE MAN HOLE**

GENERAL NOTES:

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

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

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

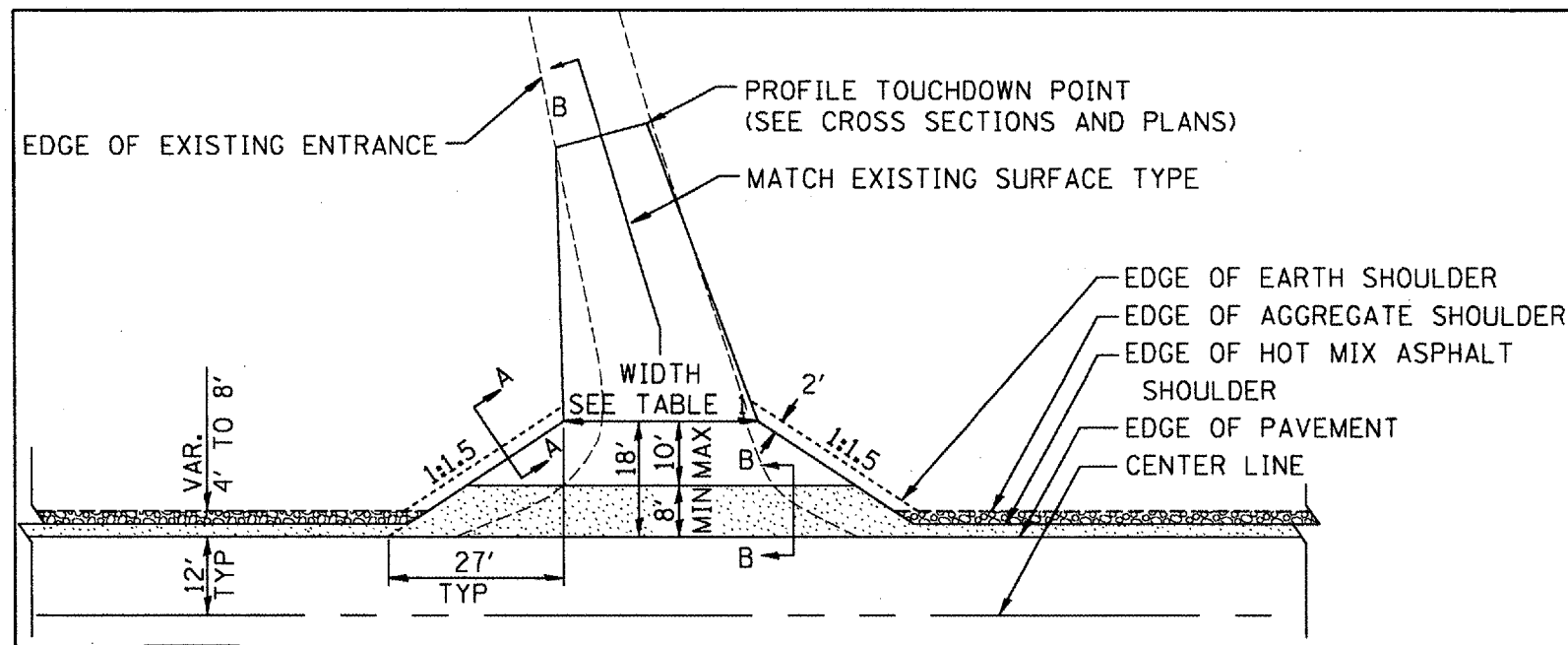
ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

TYPICAL APPLICATION OF SILT FILTER FENCE

CADD DETAIL 280001-D4 DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44B)BR	PEORIA	31	27
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

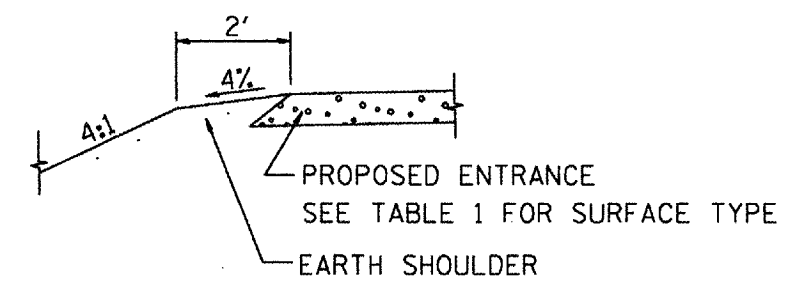


HOT MIX ASPHALT SHOULDER, 8"
 AGGREGATE SHOULDER, TYPE B, 6"

PLAN

COMMERCIAL / FARM-RELATED ENTRANCE

ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT		COMMERCIAL			
					1-WAY OPERATION		2-WAY OPERATION	
WIDTH (W)	12'(3.6m) Min.	24'(7.2m) Max.	20' (6.1m)Max.	30' (9.0m)Max.	14'(4.3m) Min.	24'(7.2m) Max.	24'(7.2m) Min.	35'(10.7m) Max.
FLARE	1:1.5							
MAX. GRADE (G)	12%		12%		10%			
SURFACE TYPE								
INCIDENTAL HOT MIX ASPHALT SURFACING	6"		—		8"			
AGGREGATE SURFACE COURSE	6"		8"		8"			
PCC DRIVEWAY PAVEMENT	6"		—		7"			

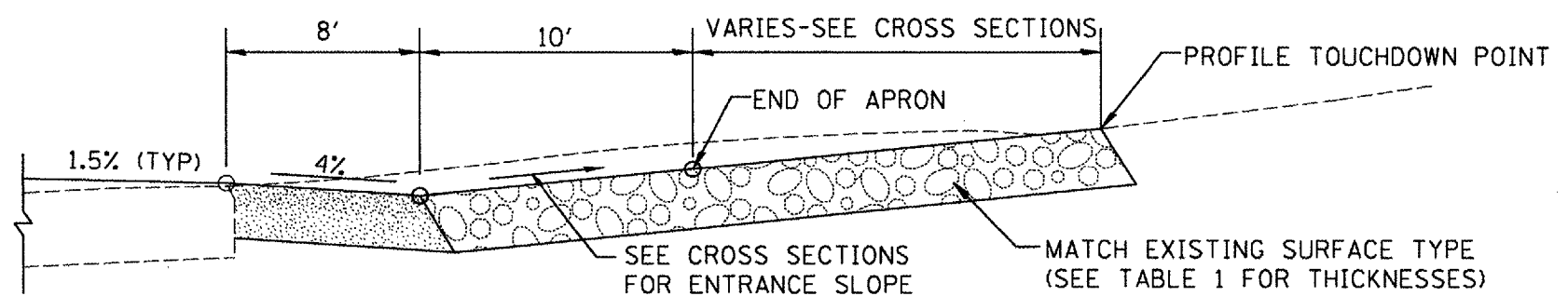


SECTION A-A

SHOULDER TREATMENT FOR RURAL ENTRANCES

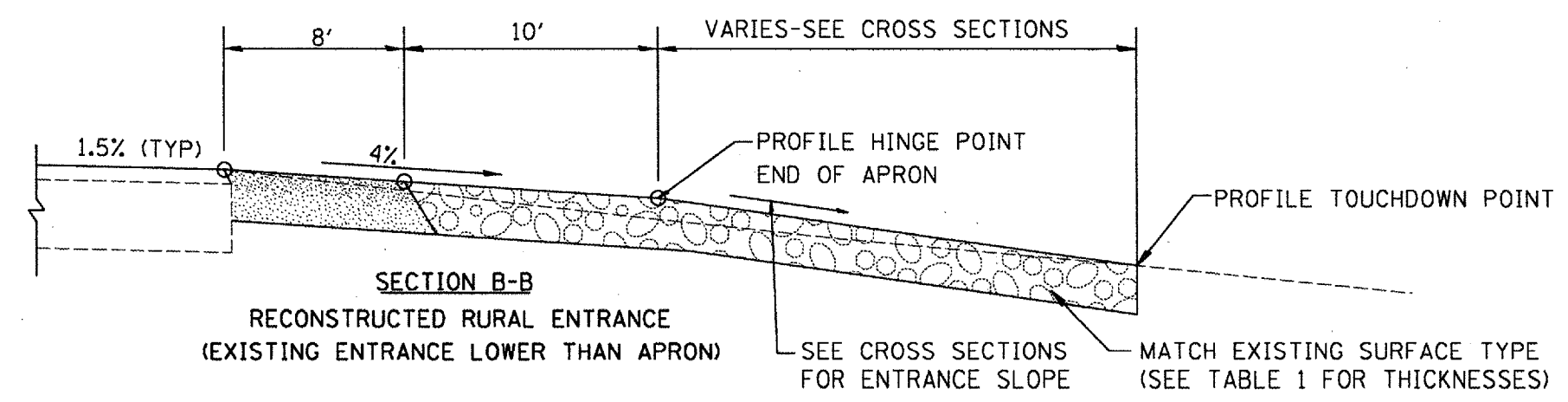
GENERAL NOTES

- ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.
- A MINIMUM 8' PAVED SHOULDER SHALL BE CONSTRUCTED BETWEEN LOCATIONS WHERE THE RURAL ENTRANCE IS LESS THAN 50' FROM AN ADJACENT SIDEROAD, ENTRANCE OR MAILBOX TURNOUT.
- A TAPER RATE OF 5:1 IS DESIRABLE WHEN TRANSITING FROM THE RURAL ENTRANCE WIDTH SHOWN IN TABLE 1, TO THE EXISTING ENTRANCE WIDTH.



SECTION B-B

RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE HIGHER THAN APRON)



SECTION B-B

RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE LOWER THAN APRON)

DATE	REVISIONS	BY
1-1-97	RENUM. C-103.06. NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.
1-17-03	ADJUST DESIGN, CHANGE ENTRANCE	J.A.T.R.
9-15-05	RADIUS FOR FLARE	M.M.A.
10-18-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

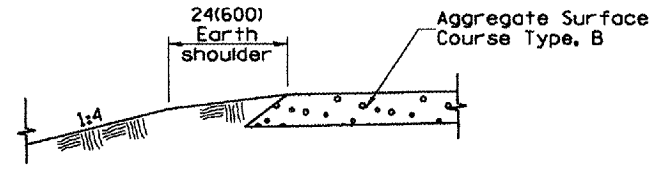
RURAL ENTRANCES FOR
"3R" PROJECTS

SHEET 1 OF 2

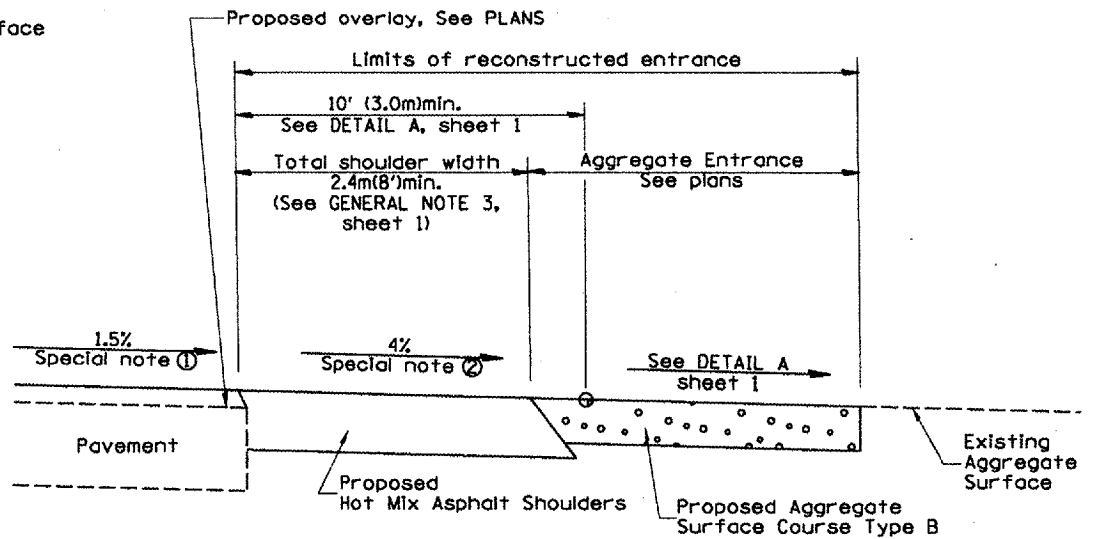
CADD STD NO. 406301-D4
SCALE: NOT DRAWN TO SCALE
DATE

DRAWN BY CADD
CHECKED BY: T. PICKERING

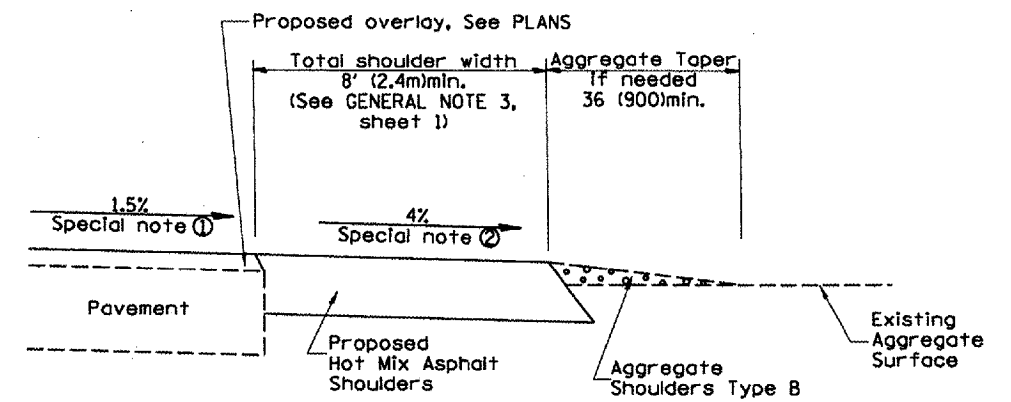
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	44B1BR	PEORIA	31	28
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



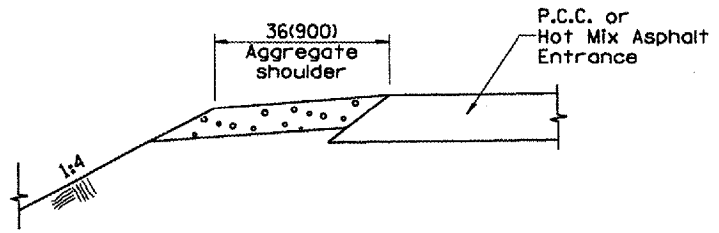
SECTION A-A
SHOULDER TREATMENT FOR AGGREGATE ENTRANCES



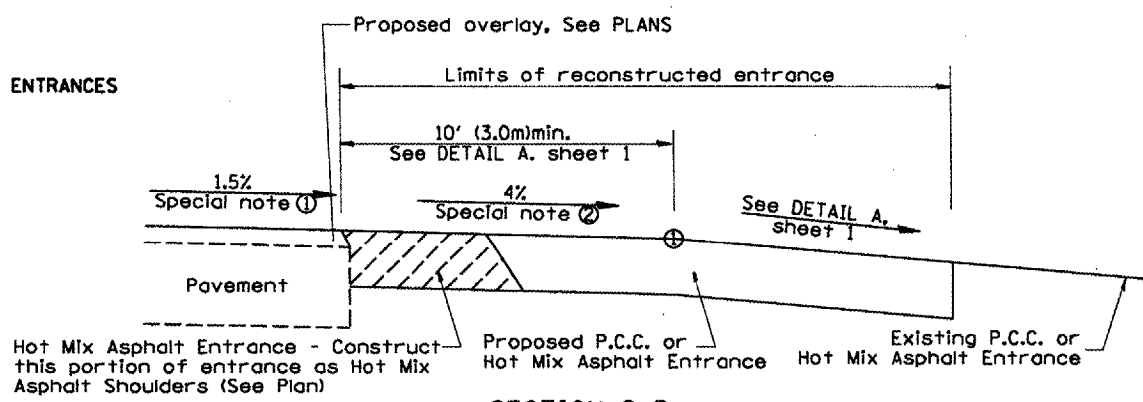
SECTION B-B
RECONSTRUCTED AGGREGATE ENTRANCE



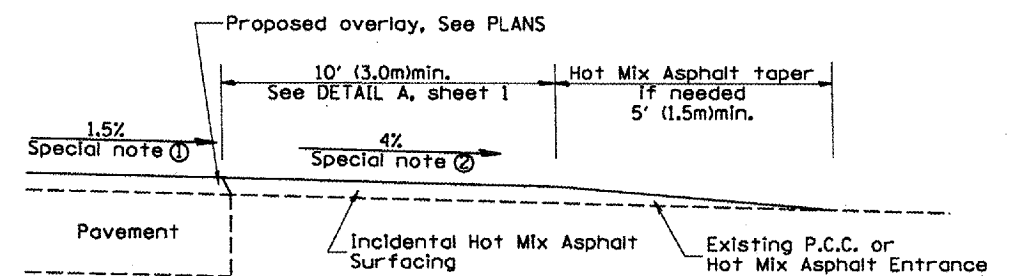
SECTION B-B
EXISTING AGGREGATE ENTRANCE



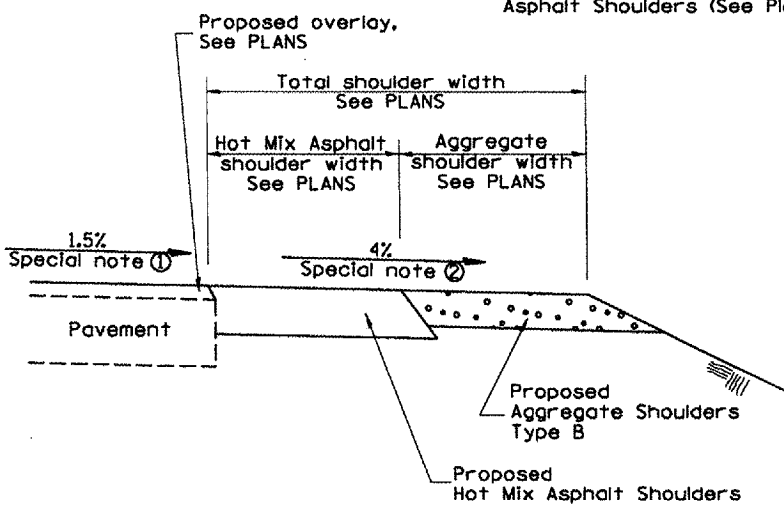
SECTION C-C
SHOULDER TREATMENT FOR P.C.C. OR HOT MIX ASPHALT ENTRANCES



SECTION D-D
RECONSTRUCTED P.C.C. OR HOT MIX ASPHALT ENTRANCE



SECTION D-D
EXISTING P.C.C. OR HOT MIX ASPHALT ENTRANCE



SECTION E-E
MAINLINE SHOULDER TREATMENT

SPECIAL NOTES

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.
- ② The shoulder slope shall control the entrance profile for a distance of 10' (3.0m) minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6' (1.8m) and wider and 12% for shoulders 4' (1.2m) and less. Where 12' (366cm) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
RURAL ENTRANCES FOR "3R" PROJECTS	
SHEET 2 OF 2	
CADD STD NO. 406301-D4	DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE	CHECKED BY: T. PICKERING

FINAL SURVEY NO. _____
 SURVEYED BY _____
 DATE _____
 TEMPLATE NO. _____
 AREAS CHECKED _____
 AREAS CHECKED _____

ORIGINAL SURVEY NO. _____
 SURVEYED BY _____
 DATE _____
 TEMPLATE NO. _____
 AREAS CHECKED _____
 AREAS CHECKED _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	44B1BR	PEORIA	31	29
STA. 30+095.501		TO STA. 30+215.091		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 68217				



30+210.000

20

10

0

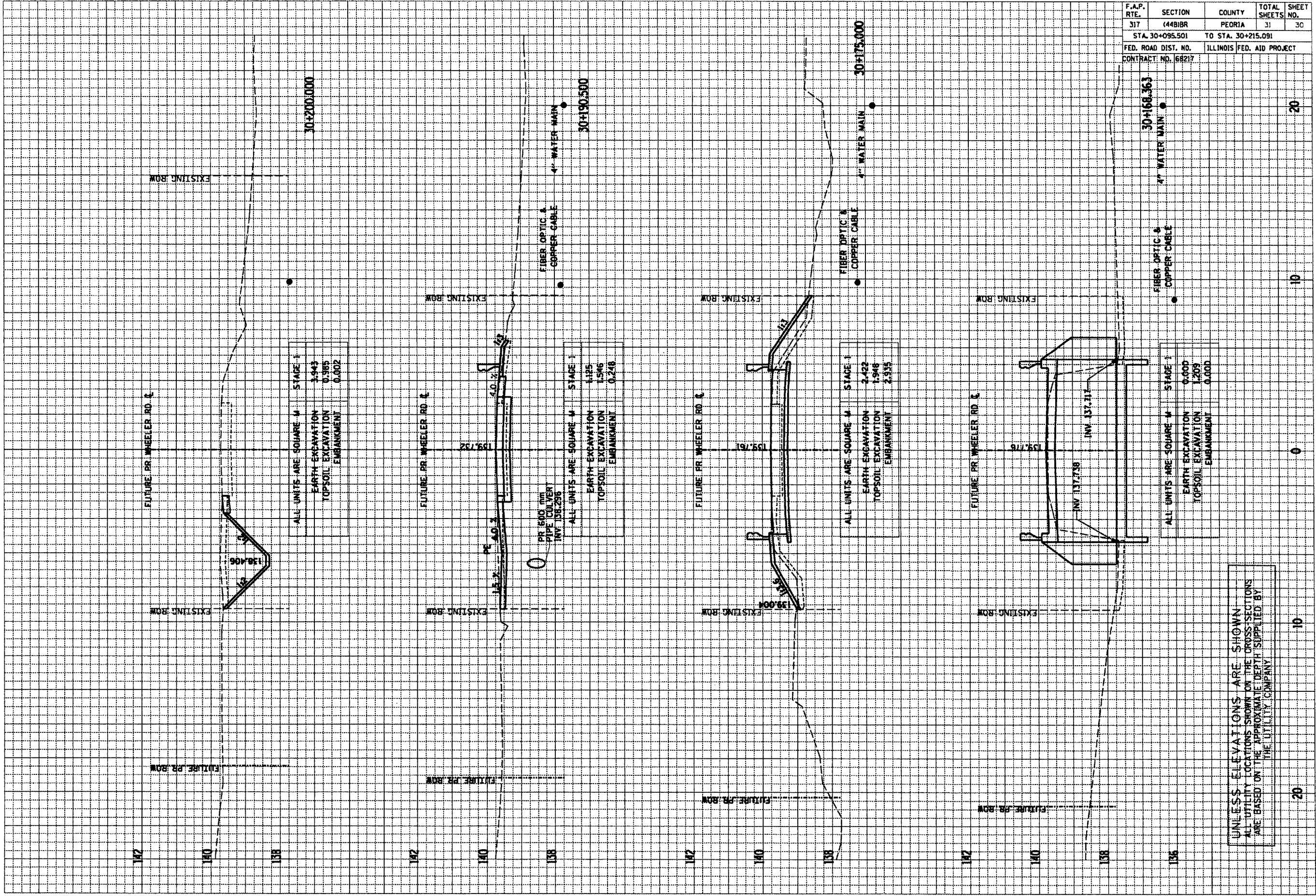
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20

UNLESS ELEVATIONS ARE SHOWN
 ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
 ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
 THE UTILITY COMPANY

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

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



ALL UNITS ARE SQUARE M	STAGE 1
EARTH EXCAVATION	1.443
TOPSOIL EXCAVATION	0.385
EMBANKMENT	0.002

ALL UNITS ARE SQUARE M	STAGE 1
EARTH EXCAVATION	1.195
TOPSOIL EXCAVATION	1.546
EMBANKMENT	0.248

ALL UNITS ARE SQUARE M	STAGE 1
EARTH EXCAVATION	2.422
TOPSOIL EXCAVATION	1.946
EMBANKMENT	2.315

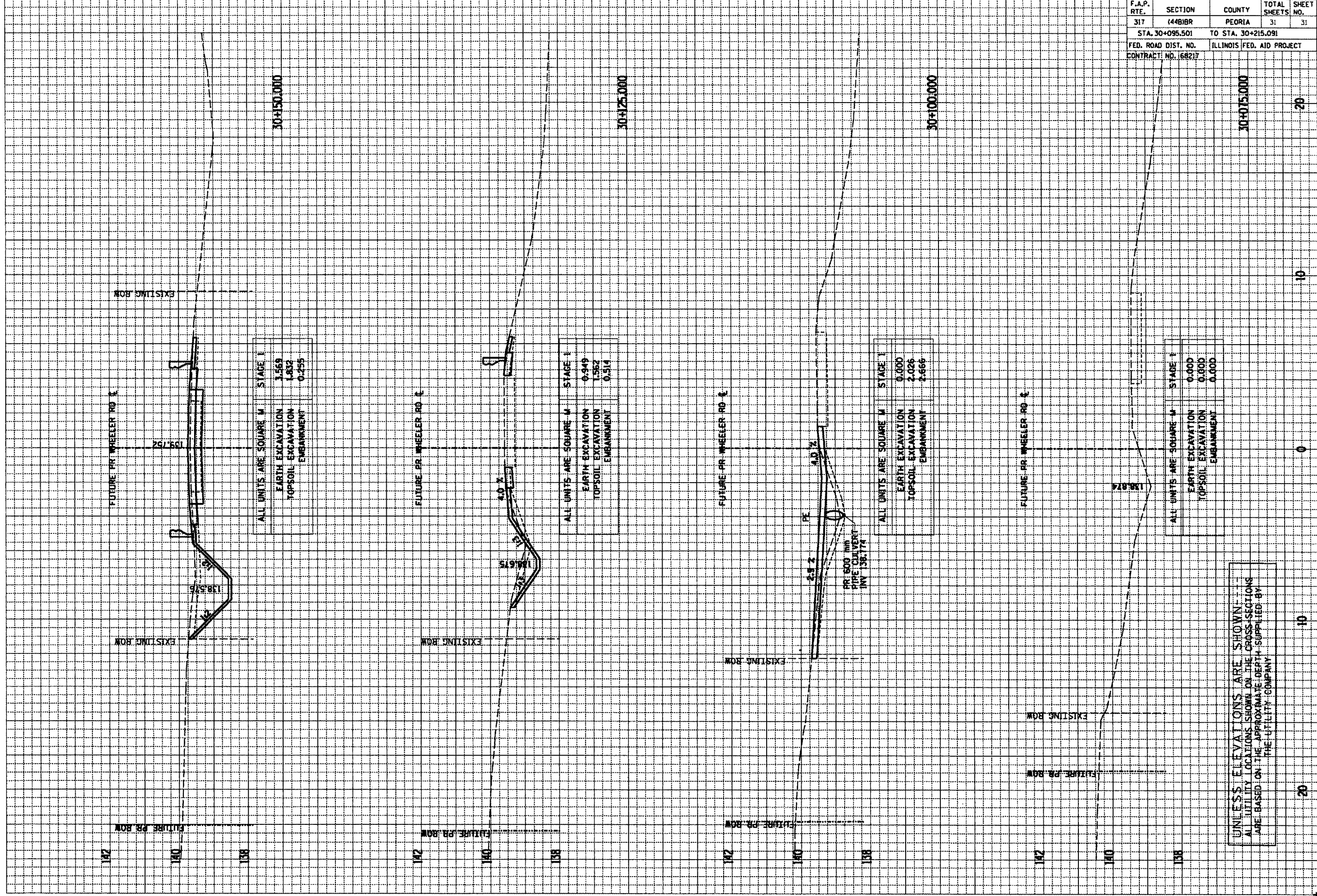
ALL UNITS ARE SQUARE M	STAGE 1
EARTH EXCAVATION	0.000
TOPSOIL EXCAVATION	1.209
EMBANKMENT	0.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44B)BR	PEORIA	31	30
STA. 30+095.501		TO STA. 30+215.091		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 68217				

UNLESS ELEVATIONS ARE SHOWN
 ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
 ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
 THE UTILITY COMPANY

ORIGINAL SURVEY
 SUBMITTED
 PLOTTED
 NOTE BOOK
 TEMPLATE
 AREAS CHECKED

FINAL SURVEY
 SUBMITTED
 PLOTTED
 NOTE BOOK
 TEMPLATE
 AREAS CHECKED



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(448)BR	PEORIA	31	31
STA. 30+095.501		TO STA. 30+215.091		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 168217				

UNLESS ELEVATIONS ARE SHOWN
 ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
 ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
 THE UTILITY COMPANY

30+150.000

20

10

0

10

20