DESIGNER: DOUGLAS BREWER (309-671-3461) PROJECT ENGR.: RICH DOTSON (309-671-3455)

INDEX OF SHEETS

STANDARDS

420701-01 701006-02
442101-06 701101-01
482001-01 701311-02
602301-01 701400-02
630001-07 701401-03
630301-04 701406-04
631011-03 701423-01
631031-06 701426-02
635006-02 702001-06
635011-01 780001-01
642001 781001-02

DESIGN DESIGNATION
PRIMARY HIGHWAY
CLASS II, TRUCK ROUTE

ADT = 12,500 VEHICLES

MU = 8%

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

CONTRACT NO. 68456 **CATALOG NO. 033034-00D**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

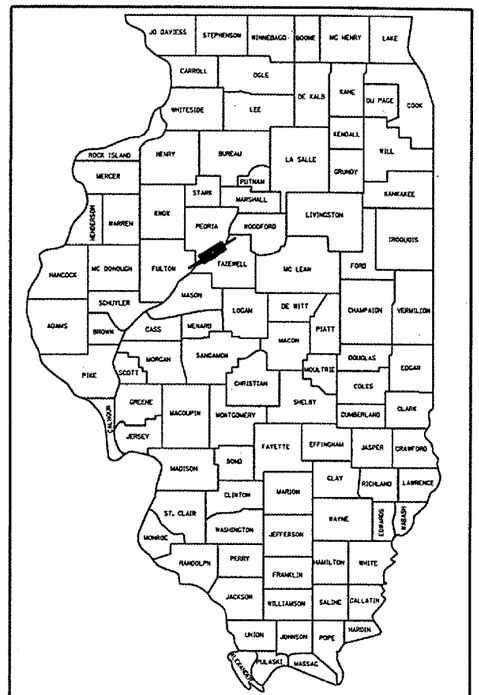
PROPOSED HIGHWAY PLANS

FAP 317 ROUTE US 24
SECTION (44,45)RS-3, (46-1)RS-7
PROJECT BRF-0317(072)
PEORIA COUNTY
C-94-043-05

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5	PEORIA	82	1
	(46-1)RS-7; 45-(RB,RB-2,BRI		+1	
			83	

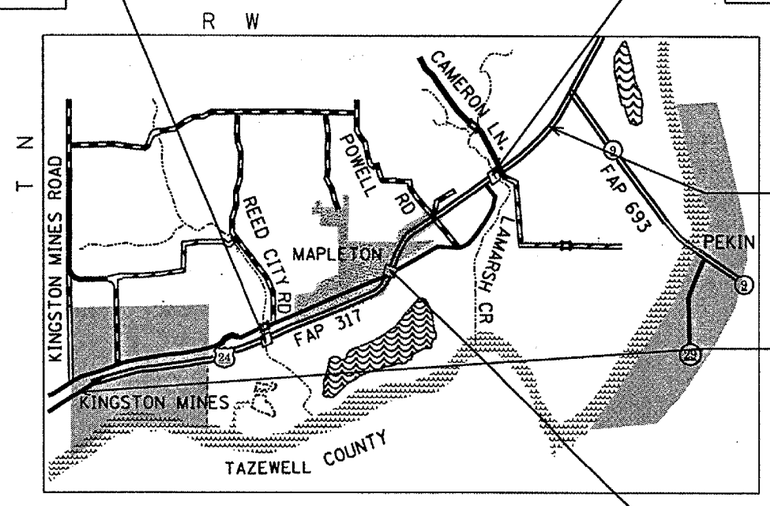
D-94-038-05



LOCATION OF SECTION INDICATED THUS:-

LITTLE LA MARSH CREEK STRUCTURE NUM. 072-0008 AND SN 072-0136

LA MARSH CREEK STRUCTURE NUMBER 072-0010



IMPROVEMENT BEGINS STA. 289+72

IMPROVEMENT ENDS STA. 607+38

WHEELER ROAD /RR STRUCTURE NUM. 072-0009 AND SN 072-0135

STATION EQUATIONS

STA. 320+58.12 BACK = STA. 322+50.13 AHEAD
STA. 407+44.08 BACK = STA. 407+47.35 AHEAD
STA. 431+71.76 BACK = STA. 434+98.90 AHEAD
STA. 538+71.46 BACK = STA. 538+69.52 AHEAD
STA. 605+84.85 BACK = STA. 605+88.63 AHEAD

GROSS LENGTH = 5.75 MILES
NET LENGTH = 5.75 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 05 20 07

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 11 20 07

Eric E. Harm P.E.

Interim ENGINEER OF DESIGN AND ENVIRONMENT

May 11, 20 07

Milton R. Sees P.E.

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRDI)	PEORIA	82	2
	FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT	

COMMITMENTS

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

Permanent Survey Marker at Sta. 310+34.94 is to be salvaged and is to remain undisturbed and unaltered. See Reference Points Detail Sheet for exact location.

DISTRICT CADD STANDARDS

406101-D4 Butt Joints
440001-D4 Bituminous Surface Removal (Cold Milling)
630101-D4 Guardrail Erosion Control Treatments

GENERAL NOTES

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

All elevations shown on the plans are established from U.S.G.S. means sea level datum.

PROPERTY OWNER ACCESS REQUIREMENT

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

WINTER SHUTDOWN RESTRICTIONS ON COLD-MILLED PROJECTS

Prior to winter shutdown the following steps shall be taken
- All cold milled surface shall be overlaid
- All lanes shall be reopened to traffic
- Manholes, where applicable, shall be adjusted to the elevation of the binder course/leveling binder to ease in plowing snow, and readjusted to finished grade in the Spring. The initial manhole adjustment will be paid for at the contract unit price and any re-adjustment, as directed by the Engineer, will be paid for in accordance with Article 109.04.
- Temporary or permanent pavement marking shall be placed as applicable

CRITICAL PATH WORK SCHEDULE REQUIREMENT

The Contractor will submit to the Engineer a satisfactory progress schedule and critical path schedule which shall show the proposed sequence of work at the time of the pre-construction conference.

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

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

BRIDGE OVERLAY NOTIFICATION

After placement of the bridge deck overlay, the Resident Engineer shall notify the District Bridge Maintenance Engineer of the "as constructed" milling depth and overlay thickness for updating the Illinois Highway Information System.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
US 24 (FAP 317)
KINGSTON MINES

DRAWN BY
DATE CHECKED BY

PLOT DATE = 06-07-06
FILE NAME = N:\Prem CADD files\gn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)I	PEORIA	82	3
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

BITUMINOUS CONCRETE MIXTURE REQUIREMENT

Mixture Uses(s):	HMA Leveling Binder	HMA Surface Course	Bridge Deck Overlay	HMA Bituminous Shoulder	HMA Base Cse 9" Full-Dpth Shld Bindr Cse
AC / PG	SBR or SBS PG 76-22	SBR or SBS 76-22	SBR or SBS PG 76-22	PG 64-22	PG 64-22
RAP %: (Max)	0%	0%	0%	15%	25%
Design Air Voids:	4.0% @ N=50	4.2% @ N=70	4.2% @ N=50	4.2% @ N=50	4.2% @ N=50
Mixture Compistion: (GRADATION MIXTURE)	IL 4.75	IL 9.5 or 12.5	IL 9.5 ONLY	IL 9.5 or 12.5	IL 19.0
Friction Aggregate:	N.A.	MIXTURE D	MIXTURE D	MIXTURE D	N.A.

PAVEMENT STATION NUMBERS AND PLACEMENTS

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

The pavement station numbers shall be installed as specified herein:

Interval - 100 meters (metric stationing) or 200 feet (English stationing)

Bottom of Numbers - 150 mm (6 inches) from the inside edge of the pavement marking

Location:

- 2, 3, & 5 Lane Pavements - right edge of pavement in direction of increasing stations
- Multi-lane Divided Roadways - outside edge of pavement in both directions
- Ramps - along baseline edge of pavement

Position - stations shall be placed so they can be read from the adjacent shoulder

Format - Metric (English) pavement stations shall use this format (XX+X00 (XXX"), where X represents the pavement station

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

BUTT JOINTS CUTTING TIME RESTRICTION

Butt Joints shall not be milled more than three (3) days prior to placement of the bituminous surface course

PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the bituminous surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed

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.

TAPER REMOVAL @ FRAME AND GRATES ADJUSTED BY OTHERS

At locations where frames and grates have previously been adjusted by others and they are surrounded by bituminous tapers, the Contractor for this contract shall remove and dispose of the bituminous taper material prior to the placement of the bituminous surface course. This work will not be paid for seperately. but will be considered as included in the cost of the BITUMINOUS SURFACE COURSE.

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.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
US 24 (FAP 317)
KINGSTON MINES

DRAWN BY
DATE
CHECKED BY

PLOT DATE = 06-07-06
FILE NAME = XXX-main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)I	PEORIA		4
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

				80 % FEDERAL FUNDING / 20 % STATE FUNDING			
SUMMARY OF QUANTITIES			URBAN	INTERSTATE ROADWAY	ROADWAY / STRUCTURES 072-0008	BRIDGE S.N. 072-0136	BRIDGE S.N. 072-0010
CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	I000	SFTY - 2A	X081 - 2A	SFTY - 2A
28100809	STONE DUMPED RIPRAP, CLASS A5	TON	425			355	70
35501320	HOT-MIX ASPHALT BASE COURSE, 9"	SQ YD	2,667	2,667			
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	139.4	139.4			
40600300	AGGREGATE (PRIME COAT)	TON	594	594			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	4,400	4,400			
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	313	313			
40600990	TEMPORARY RAMP	SQ YD	1,495	1,495			
40603535	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	141	40			101
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	16,466	16,466			
42001200	PAVEMENT FABRIC	SQ YD	404	404			
42001300	PROTECTIVE COAT	SQ YD	756			578	178
44000151	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SQ YD	31,990	31,990			
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	235,057	235,057			
44001005	HOT-MIX ASPHALT SURFACE REMOVAL	SQ YD	104	104			
44004250	PAVED SHOULDER REMOVAL	SQ YD	2,667	2,667			
44201031	CLASS B PATCHES, TYPE II, 15 INCH	SQ YD	2,227	2,227			
44201035	CLASS B PATCHES, TYPE III, 15 INCH	SQ YD	255	255			
44201037	CLASS B PATCHES, TYPE IV, 15 INCH	SQ YD	150	150			

SUMMARY OF QUANTITIES

PLOT DATE : 06-07-06
FILE NAME : KM-main CADD files.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI	PEORIA		5
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN

	CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	80 % FEDERAL FUNDING / 20 % STATE FUNDING: INTERSTATE ROADWAY	ROADWAY / STRUCTURES 072-0008	BRIDGE S.N. 072-0136	BRIDGE S.N. 072-0010
					I000	SFTY - 2A	X081 - 2A	SFTY - 2A
	44213200	SAW CUTS	FOOT	16,053	16,053			
	48101200	AGGREGATE SHOULDERS, TYPE B	TON	567	567			
	48203100	HOT-MIX ASPHALT SHOULDERS	TON	12,069	12,069			
	50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1			1	
	50102400	CONCRETE REMOVAL	CU YD	41.1			5.5	35.6
	50300225	CONCRETE STRUCTURES	CU YD	6.0			6.0	
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	35.6				35.6
	50300260	BRIDGE DECK GROOVING	SQ YD	542			542	
	50301200	CONCRETE WEARING SURFACE	SQ YD	51				51
	50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SQ FT	5,117			5,117	
	50400605	PRECAST PRESTRESSED CONCRETE DECK BEAMS (33" DEPTH)	SQ FT	1,556				1,556
	50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	204				204
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	11,740			8,310	3,430
	50800515	BAR SPLICERS	EACH	138			138	
	50900905	REMOVING AND RE-ERECTING EXISTING RAILING	FOOT	201				201
*	50901050	STEEL BRIDGE RAIL, TYPE SM	FOOT	244			244	
	51500100	NAME PLATES	EACH	1			1	

*SPECIALTY ITEM

SUMMARY OF QUANTITIES

PLOT DATE = 05-07-05
FILE NAME = k:*main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI	PEORIA		6
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN

	CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	80 % FEDERAL FUNDING / 20 % STATE FUNDING: INTERSTATE ROADWAY	ROADWAY / STRUCTURES 072-0008	BRIDGE S.N. 072-0136	BRIDGE S.N. 072-0010
					I000	SFTY - 2A	X081 - 2A	SFTY - 2A
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	90			90	
	60260200	INLETS TO BE ADJUSTED (SPECIAL)	EACH	1	1			
	60262800	INLETS TO BE RECONSTRUCTED (SPECIAL)	EACH	1	1			
*	63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	2,060	2,060			
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	5	5			
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	10	10			
*	63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	8	8			
	63200310	GUARDRAIL REMOVAL	FOOT	284	284			
	63300935	VERTICAL ADJUSTMENT OF TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2			
	64200105	SHOULDER RUMBLE STRIP	FOOT	104,341	104,341			
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6			
	67100100	MOBILIZATION	L SUM	1	1			
	70100325	TRAFFIC CONTROL AND PROTECTION, STANDARD 701423	EACH	3	3			
	70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1			
	70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1			
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	130	130			
	70300100	SHORT - TERM PAVEMENT MARKING	FOOT	43,042	43,042			

*SPECIALTY ITEM

SUMMARY OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = KM-main CADD Files\dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI)	PEORIA		7
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN

	CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	80 % FEDERAL FUNDING / 20 % STATE FUNDING			
					INTERSTATE ROADWAY	ROADWAY / STRUCTURES 072-0008	BRIDGE S.N. 072-0136	BRIDGE S.N. 072-0010
					I000	SFTY - 2A	X081 - 2A	SFTY - 2A
	70300610	TEMPORARY PAINT PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	452	452			
	70300625	TEMPORARY PAINT PAVEMENT MARKING LINE 4"	FOOT	145,661	145,661			
	70300640	TEMPORARY PAINT PAVEMENT MARKING LINE 8"	FOOT	9,862	9,862			
	70300645	TEMPORARY PAINT PAVEMENT MARKING LINE 12"	FOOT	1,501	1,501			
	70300660	TEMPORARY PAINT PAVEMENT MARKING LINE 24"	FOOT	240	240			
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	9,242	9,242			
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,125	1,125			
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	975	975			
	78003130	PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE B - LINE 6"	FOOT	15,620	15,620			
*	78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	452	452			
*	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	130,518	130,518			
*	78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	9,862	9,862			
*	78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	1,501	1,501			
*	78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	140	140			
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	914	914			
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	17	17			
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	8			

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

PLOT DATE = 06-07-96
FILE NAME = d:\dgn\cadd files\dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)1	PEORIA		8
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES				URBAN	80 % FEDERAL FUNDING / 20 % STATE FUNDING			
					INTERSTATE ROADWAY	ROADWAY / STRUCTURES 072-0008	BRIDGE S.N. 072-0136	BRIDGE S.N. 072-0010
	CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	I000	SFTY - 2A	X081 - 2A	SFTY - 2A
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,823	2,823			
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	914	914			
	X0301424	SILICONE JOINT SEALER	FOOT	213				213
	X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	475	475			
	X0320047	REMOVAL OF EXISTING PRECAST PRESTRESSED CONCRETE DECK BEAMS	SQ FT	1,571				1,571
	X0321781	MECHANICAL SPLICE	EACH	246				246
	X0324626	PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 2 1/4"	SQ YD	1,242	1,242			
	X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	14			14	
■	X2503100	MOWING	UNIT	608	608			
	X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	8,234	8,234			
	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	569			569	
	X6330210	VERTICAL ADJUSTMENT OF TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	4	4			
	X6331007	REMOVAL & REPLACEMENT OF STEEL PLATE BEAM GUARDRAIL, RAIL ELEMENT	FOOT	213	213			
	X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	216	216			
	58000100	MEMBRANE WATERPROOFING	SQ FT	1,595		569		1,026
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1,595		569		1,026
	Z0000200	ADJUST EXISTING GUARD RAIL	FOOT	4,317	4,317			

■ NP 100% STATE

SUMMARY OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = 10H-main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI)	PEORIA		9
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES			URBAN	80 % FEDERAL FUNDING / 20 % STATE FUNDING			
					INTERSTATE ROADWAY	ROADWAY / STRUCTURES 072-0008	BRIDGE S.N. 072-0136	BRIDGE S.N. 072-0010
	CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	I000	SFTY - 2A	X081 - 2A	SFTY - 2A
*	Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	118			90	28
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
	Z0016000	DECK SLAB REPAIR (FULL DEPTH)	SQ YD	48.0		17.0		31.0
	Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	191.4		68.3		123.1
	Z0017202	DOWEL BARS 1 1/2"	EACH	5,716	5,716			
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	3	3			
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	3	3			
	X0325739	HOT-MIX ASPHALT SHOULDER REMOVAL AND REPLACEMENT (SPECIAL)	SQ YD	389	389			

*SPECIALTY ITEM

SUMMARY OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = KH-main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRII)	PEORIA	82	10
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL & PROTECTION, STANDARD 701401	
LOCATION	L SUM
JOBSITE	1
TOTAL	1

TRAFFIC CONTROL & PROTECTION, STANDARD 701406	
LOCATION	L SUM
JOBSITE	1
TOTAL	1

ENGINEER'S FIELD OFFICE TYPE A	
LOCATION	CAL MO
JOBSITE	11
TOTAL	11

TRAFFIC CONTROL SURVEILLANCE	
LOCATION	CAL DAY
JOBSITE	130
TOTAL	130

CONSTRUCTING TEST STRIP	
LOCATION	EACH
JOBSITE	1
TOTAL	1

CONSTRUCTION LAYOUT	
LOCATION	LSUM
JOBSITE	1
TOTAL	1

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
LOCATION	UNIT
EB Sta. 289+72 – Sta. 607+38	398
WB. Sta. 289+72 – Sta. 607+38	516
TOTAL	914

RAISED REFELECTIVE PAVEMENT MARKERS	
LOCATION	UNIT
EB Sta. 289+72 – Sta. 607+38	398
WB. Sta. 289+72 – Sta. 607+38	516
TOTAL	914

WORK ZONE PAVEMENT MARKING REMOVAL	
LOCATION	SQ FT
Sta. 289+72 – Sta. 607+38	4012
TOTAL	4,012

MOBILIZATION	
LOCATION	L SUM
JOBSITE	1
TOTAL	1

SHORT TERM PAVEMENT MARKING		
LOCATION		FEET
EASTBOUND LANES		
RT STA 289+72 TO 607+38	(WHITE SKIP)	9941
RT STA 289+72 TO 607+38	(DIA. EDGE- YELLOW)	3653
RT STA 289+72 TO 607+38	(DIA. EDGE – WHITE)	4374
WESTBOUND LANES		
LT STA 289+72 TO 607+38	(WHITE SKIP)	9941
LT STA 289+72 TO 607+38	(DIA. EDGE – YELLOW)	3653
LT STA 289+72 TO 607+38	(DIA. EDGE – WHITE)	4374
TURN LANES (EB & WB)	(WHITE SKIP)	2966
STOP BARS	(WHITE SOLID)	2940
SIDEROADS	(YELLOW SKIP)	280
TOTAL		42,122 *

*3 APPLICATIONS

SCHEDULE OF QUANTITIES

PLOT DATE = 96-07-96
FILE NAME = KM-main C&DD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45IRS-5, (46-1)RS-7, 45-(RB,RB-2,BR)I	PEORIA	82	11
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SAW CUTS							
LOCATION	PATCH UNIT	TYPE II		TYPE III		TYPE IV	
		NO. OF PATCHES	LINEAR FT.	NO. OF PATCHES	LINEAR FT.	NO. OF PATCHES	LINEAR FT.
EASTBOUND LANES							
STA. 289+72 TO STA. 335+70	1	30	1644	1	84	2	222
STA. 335+70 TO STA. 410+22	2	28	1536	3	258		
STA. 410+22 TO STA. 519+83	3	77	4128	1	81	3	294
STA. 519+83 TO STA. 607+38	4	88	4806	7	510		
WESTBOUND LANES							
STA. 289+72 TO STA. 335+70	1	4	216				
STA. 335+70 TO STA. 410+22	2	12	648				
STA. 410+22 TO STA. 519+83	3	25	1374	2	144		
STA. 519+83 TO STA. 607+38	4	2	108				
SUB-TOTAL			14460		1077		516
ADD 15% FOR WINTER BREAKUP							
TOTAL PER TYPE		266	14,460	14	1,077	5	516
				GRAND TOTAL		16,053	

AGGREGATE SHOULDERS, TYPE B	
LOCATION	TON
EASTBOUND	
WHEELER ROAD	10
POWEL ROAD	10
WEST FIRST STREET	10
TERMINAL ROAD	10
JACKSON STREET	10
PEARL STREET	10
RT & LT STA. 470+00 TO STA. 505+82	136
RT & LT STA. 535+53 TO 559+00	89.1
WESTBOUND	
PRIVATE ENTRANCE STA. 310+00	6
PRIVATE ENTRANCE STA. 318+77	6
PRIVATE ENTRANCE STA. 329+90	6
POWELL ROAD	10
WEST FIRST STREET	10
JACKSON STREET	10
RT & LT STA. 467+75 TO STA. 505+82	144.5
RT & LT STA. 535+53 TO 559+00	89.1
TOTAL	567

CLASS B PATCH - 15 INCHES								PAVEMENT FABRIC	PATCHING REINFORCEMENT	DOWEL BARS
LOCATION	PATCH UNIT	TYPE II		TYPE III		TYPE IV				
		NO. OF PATCHES	SQ YDS	NO. OF PATCHES	SQ YDS	NO. OF PATCHES	SQ YDS	SQ YD	SQ YD	EACH
EASTBOUND LANES										
STA. 289+72 TO STA. 335+70	1	30	250.8	1	21.3	2	66.7	88	88	660
STA. 335+70 TO STA. 410+22	2	28	234.7	3	66.7			66.7	66.7	620
STA. 410+22 TO STA. 519+83	3	79	677.4	1	20	3	82.7	102.7	102.7	1636
STA. 519+83 TO STA. 607+38	4	88	728.1	7	114.7			114.7	114.7	1900
WESTBOUND LANES										
STA. 289+72 TO STA. 335+70	1	4	32					0	0	80
STA. 335+70 TO STA. 410+22	2	12	96					0	0	240
STA. 410+22 TO STA. 519+83	3	23	194.6	2	32			32	32	540
STA. 519+83 TO STA. 607+38	4	2	16					0	0	40
SUB-TOTAL			2226.6		254.7		149.4	404.1	404.1	5716
ADD 15% FOR WINTER BREAKUP										
TOTAL PER TYPE		266	2229.6	14	254.7	5	149.4	404.1	404.1	5716

PLOT DATE = 06-07-96
FILE NAME = k:\main\cadd\filedgn

SCHEDULE OF QUANTITIES

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)I	PEORIA	82	12
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

PCC SURFACE REMOVAL (COLD MILLING) 2 1/4"	
LOCATION	SQ YD
FACTORY ROAD	1242
TOTAL	1,242

PCC SURFACE REMOVAL – BUTT JOINTS	
LOCATION	SQ YD
FACTORY ROAD	
SW ENTRANCE TO CAT	91.7
SE ENTRANCE TO LONZA	90
MAPLETON FACTORY ENTRANCE	131.7
TOTAL	313

REMOVAL & REPLACEMENT OF SPBGR, RAIL ELEMENT	
LOCATION	FEET
EB STA. 297+22	25
EB STA. 296+75	25
WB STA. 339+80	25
EB STA. 376+00	50
EB STA. 416+75	25
EB STA. 502+00	38
EB STA. 531+80	25
TOTAL	213

TRAFFIC BARRIER TERMINAL, TYPE 6	
LOCATION	EACH
EAST BOUND LANES	
STA. 338+89 (SN. 072-0010)	1
STA. 413+70 (SN. 072-0009)	2
STA. 497+51 (SN 072-0008)	2
WEST BOUND LANES	
STA. 336+86 (SN. 072-0010)	1
STA. 410+22 (SN. 072-0009)	2
STA. 496+22 (SN. 072-0136)	2
TOTAL	10

ADJUST EXISTING GUARD RAIL	
LOCATION	FEET
EASTBOUND LANES	
STA. 293+00 – STA. 302+25	858
STA. 338+89 – STA. 340+26	137
STA. 413+70 – STA. 421+67	797
STA. 497+51 – STA. 505+26 (OUTSIDE SHLD) (LITTLE LAMARSH CR)	775
STA. 497+51 – STA. 498+36 (INSIDE SHLD) (LITTLE LAMARSH CR)	85
WESTBOUND LANES	
STA. 338+89 – STA. 340+64	175
STA. 413+70 – STA. 425+26	1,156
STA. 494+49 – STA. 496+26 (OUTSIDE SHLD) (LITTLE LAMARSH CR)	177
STA. 494+69 – STA. 496+26 (INSIDE SHLD) (LITTLE LAMARSH CR)	157
TOTAL	4,317

VERTICAL ADJUSTMENT OF TRAFFIC BARRIER TERMINAL TYPE 2	
LOCATION	EACH
WESTBOUND STA. 340+64	1
WESTBOUND STA. 425+26	1
TOTAL	2

VERTICAL ADJUSTMENT OF TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	
LOCATION	EACH
EASTBOUND STA. 421+67 (LIT LAMARSH CR)	1
EASTBOUND STA. 498+36 (LIT LAMARSH CR)	1
WESTBOUND STA. 494+49 (LIT LAMARSH CR)	1
WESTBOUND STA. 494+69 (LIT LAMARSH CR)	1
TOTAL	4

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = KH-main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)(	PEORIA	82	13
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

GUARDRAIL REMOVAL	
LOCATION	FOOT
EAST BOUND	
LT. STA. 339+53 TO 338+89	64
LT. STA. 450+30 TO 451+50	120
LT. STA. 464+50 TO 465+50	100
TOTAL	284

TRAFFIC BARRIER TERMINAL, TYPE 2	
LOCATION	EACH
E.B. STA. 292+00	1
E.B. STA. 406+13	1
E.B. STA. 450+55	1
E.B. STA. 464+50	1
E.B. STA. 593+63	1
TOTAL	5

TERMINAL MARKER - DIRECT APPLIED	
LOCATION	EACH
EASTBOUND LANES	
STA. 302+00	1
STA. 335+80	1
STA. 340+00	1
STA. 421+05	1
STA. 453+80	1
STA. 467+25	1
STA. 505+70	1
STA. 607+38	1
TOTAL	8

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	
LOCATION	EACH
EB LANES	
STA. 302+00	1
STA. 335+80	1
STA. 340+00	1
STA. 421+05	1
STA. 453+80	1
STA. 467+25	1
STA. 505+70	1
STA. 607+38	1
TOTAL	8

GUARD RAIL MARKERS, TYPE A	
LOCATION	EACH
E.B. STA. 450+55 - 453+80	5
E.B. STA. 464+50 - 467+25	4
E.B. STA. 593+63 - 607+38	8
TOTAL	17

CHANGEABLE MESSAGE SIGN	
ASSUME 2 SIGNS FOR THE PROJECT	
LOCATION	CAL DA
JOBSITE	216
TOTAL	216

MOWING	
LOCATION	UNIT
JOBSITE (2 MOWING OPERATIONS)	608
TOTAL	608

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-96
FILE NAME = KM-main CADD files\dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRDI	PEORIA	82	14
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

STEEL PLATE BEAM GUARD RAIL, TYPE A	
LOCATION	FEET
EAST BOUND LANES (OUTSIDE SHOULDER)	
LT. STA. 335+80 TO 336+65	85
LT. STA. 450+55 TO 453+80	325
LT. STA. 464+50 TO 467+25	275
LT. STA. 593+63 TO 607+38	1,375
TOTAL	2,060

HMA SHOULDER REMOVAL & REPLACEMENT, SPECIAL	
LOCATION	SQ YD
EB. LT. STA. 455+15 TO STA. 455+45	55.6
EB. LT. STA. 456+17 TO STA. 456+57	55.6
EB. LT. STA. 457+10 TO STA. 459+60	277.8
TOTAL	389

INLETS TO BE ADJUSTED (SPECIAL)	
LOCATION	EACH
E.B. OUTSIDE SHOULDER STA. 410+64	1
TOTAL	1

INLETS TO BE RECONSTRUCTED (SPECIAL)	
LOCATION	EACH
E.B. INSIDE SHOULDER STA. 398+02	1
TOTAL	1

GUARD RAIL AGGREGATE EROSION CONTROL	
LOCATION	TON
EB LA MARSH BRIDGE	
EAST SIDE OF STRUCTURE	5.1
WEST SIDE OF STRUCTURE	7.1
EB WHEELER ROAD	
EAST SIDE OF STRUCTURE	29.7
WEST SIDE OF STRUCTURE	60.8
EB STA. 450+55 – 453+80	34.2
EB STA. 466+99 – 469+74	26.6
EB LITTLE LAMARSH CREEK BRIDGE	
WEST SIDE OF STRUCTURE /OS SHOULDER	117.8
WEST SIDE OF STRUCTURE/ IS SHOULDER	12.9
WB CAMERON LANE STA. 335+70	10.0
WB LA MARSH BRIDGE	
WEST SIDE OF STRUCTURE	10.0
WB WHEELER ROAD /RR BRIDGE	
EAST SIDE OF STRUCTURE	21.4
WEST SIDE OF STRUCTURE	87.9
WB LITTLE LAMARSH CREEK BRIDGE	
EAST SIDE OF STRUCTURE /OS SHOULDER	26.9
EAST SIDE OF STRUCTURE /IS SHOULDER	23.9
TOTAL	474.3

114 LB. / SQ. YDS x IN. * 1 TON / 2000 LB.

SCHEDULE OF QUANTITIES

PLOT DATE = 96-07-26
FILE NAME = X:\H-main CADD files\qn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(R8,RB-2,BR)I	PEORIA	82	15
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LOCATION	BRIDGE DECK WEARING SURFACE REMOVAL	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50	WATER PROOFING MEMBRANE (SPECIAL)	DECK SLAB REPAIR (FULL DEPTH)	DECK SLAB REPAIR (PARTIAL)
	SQ YD	TON	TON	TON	SQ YD	SQ YD	SQ YD
EB STA. 336+86 - 338+89 LA MARSH CREEK (SN 072-0010)	1026	0.4	2.1	101	1026	31.0	123.1
EB STA. 496+26 - 497+51 LITTLE LAMARSH CREEK (SN 072-0008)	569	0.2	1.1	40	569	17.0	68.3
TOTALS	1595	0.6	3.2	141	1595	48.0	191.4

SHOULDER RUMBLE STRIPS	
LOCATION	FEET
EASTBOUND LANES OUTSIDE SHOULDER	
STA. 289+72 TO STA. 336+86	4332
STA. 338+89 TO 410+22	6505
STA. 413+70 TO STA. 496+26	6749
STA. 497+51 TO STA. 505+82	831
STA. 526+41 TO 607+38	7895
EASTBOUND LANES INSIDE SHOULDER	
STA. 289+72 TO STA. 336+86	3837
STA. 338+89 TO 410+22	6713
STA. 413+70 TO STA. 492+38	6697
STA. 497+51 TO 589+95	8364
WESTBOUND LANES OUTSIDE SHOULDER	
STA. 289+72 TO 336+86	4032
STA. 338+89 TO 410+22	6960
STA. 413+70 TO STA. 492+38	7609
STA. 497+51 TO 607+38	10885
WESTBOUND LANES INSIDE SHOULDER	
STA. 289+72 TO STA. 336+86	3939
STA. 338+89 TO 410+22	6730
STA. 413+70 TO STA. 496+26	7009
STA. 497+51 TO STA. 519+45	1149
STA. 526+41 TO STA. 559+00	2802
STA. 565+63 TO 579+26	1303
TOTAL	104,341

PREFORMED PLASTIC PAVEMENT MARKING TY. A LINE 6"	
LOCATION	UNIT
EASTBOUND CENTERLINE SKIP	
STA. 289+72 TO STA. 607+38	7810
WESTBOUND CENTERLINE SKIP	
STA. 289+72 TO STA. 607+38	7810
TOTAL	15,620

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = k:*main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(6B,8B-2,8R)I	PEORIA	82	16
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

EPOXY PAVEMENT MARKINGS

LOCATION	4" YELLOW FEET	4" WHITE FEET	8" WHITE FEET	12" YELLOW FEET	12" WHITE FEET	24" WHITE FEET	LETTER & SYMBOLS SQ FT
EASTBOUND LANES							
STA. 289+72 TO 335+70.34	3917	4377					
STA. 335+70.34 TO 410+22	7212	7409	400				31.2
STA. 413+70 TO 519+82.85	10193	10286	3067		451		62.4
STA. 519+82.85 TO 607+38	7914	8754	1359			25	93.6
WESTBOUND LANES							
STA. 289+72 TO 335+70.34	4002.99	4137					
STA. 335+70.34 TO 410+22	6937.73	6927					
STA. 413+70 TO 519+82.85	11604	10784	2102	330	151		124.8
STA. 519+82.85 TO 607+38	9697	8754	2784	532			140.4
McKee Stee		50					
Cameron Lane EB		120	47				
Cameron Lane WB	253	360				42	
Wheeler Road		120					
Powell Road EB		120					
Powell Road WB		80					
West First Street EB		180					
West First Street WB	40	120				12	
Factory Road	1188	1427	44			16	
Walnut Street	180	346	59		37	30	
Reed City Road		60					
Terminal Road	296	2157				15	
Jackson Street EB		100					
Jackson Street WB		40					
Washington Street		150					
Pearl Street		180					
Kingston Mines Road		45					
TOTAL	63,435	67,083	9,862	862	639	140	452

TEMPORARY PAVEMENT MARKINGS

LOCATION	4" YELLOW FEET	4" WHITE FEET	8" WHITE FEET	12" YELLOW FEET	12" WHITE FEET	24" WHITE FEET	LETTER & SYMBOLS SQ FT
EASTBOUND LANES							
STA. 289+72 TO 335+70.34	3917	4377					
STA. 335+70.34 TO 410+22	7212	7409	400				31.2
STA. 413+70 TO 519+82.85	10193	10286	3067		451		62.4
STA. 519+82.85 TO 607+38	7914	8754	1359			25	93.6
WESTBOUND LANES							
STA. 289+72 TO 335+70.34	4002.99	4137					
STA. 335+70.34 TO 410+22	6937.73	6927					
STA. 413+70 TO 519+82.85	11604	10784	2102	330	151		124.8
STA. 519+82.85 TO 607+38	9697	8754	2784	532			140.4
McKee Stee		50					
Cameron Lane EB		120	47				
Cameron Lane WB	253	360				42	
Wheeler Road		120					
Powell Road EB		120					
Powell Road WB		80					
West First Street EB		180					
West First Street WB	40	120				12	
Factory Road	1188	1427	44			16	
Walnut Street	180	346	59		37	30	
Reed City Road		60					
Terminal Road	296	2157				15	
Jackson Street EB		100					
Jackson Street WB		40					
Washington Street		150					
Pearl Street		180					
Kingston Mines Road		45					
TOTAL	63,435	67,083	9,862	862	639	140	452

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-96
FILE NAME = KM-main CADD File.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)1	PEORIA	82	17
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HOT-MIX ASPHALT SURFACE REM. BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE REM. 2.25 IN	HOT-MIX ASPHALT SURFACE REM. 0.5 IN	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLYMERIZED LEVEL BINDER (MACHINE METHOD), N50	POLYMERIZED HMA SURFACE CSE MIX "D", N70	HOT-MIX ASPHALT SHOULDERS			
												LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON
WESTBOUND LANES															
STA. 289 + 72 TO 309 + 75	25.00	2003.00	5563.89	116.67	58.00	5447.22		2.89	11.13	233.68	467.37				
STA. 309 + 75 TO 318 + 60	25.00	885.00	2458.33			2458.33		1.28	4.92	103.25	206.5				
STA. 318 + 60 TO 320 + 58	24.00	198.12	528.32			528.32		0.27	1.06	22.19	44.38				
STA. 322 + 50 TO 336 + 86	24.00	1435.87	3828.99	153.30	76.50	3675.69		1.99	7.66	160.82	321.63				
BRIDGE OMISSION															
STA. 338 + 89 TO 360 + 00	24.00	2111.00	5629.33	153.30	76.50	5476.03		2.93	11.26	236.43	472.86				
STA. 360 + 00 TO 381 + 93	24.00	2193.00	5848.00			5848.00		3.04	11.70	245.62	491.23				
STA. 381 + 93 TO 407 + 44	24.00	2551.08	6802.88			6802.88		3.54	13.61	285.72	571.44				
STA. 407 + 47 TO 410 + 22	24.00	274.65	732.40	128.33	64.00	604.07		0.38	1.46	30.76	61.52				
BRIDGE OMISSION															
STA. 413 + 70 TO 431 + 72	24.00	1801.76	4804.69	128.33	64.00	4676.36		2.50	9.61	201.80	403.59				
STA. 434 + 99 TO 443 + 00	24.00	801.10	2136.27			2136.27		1.11	4.27	89.72	179.45				
STA. 443 + 00 TO 467 + 75	24.00	2475.00	6600.00			6600.00		3.43	13.20	277.20	554.40				
STA. 467 + 75 TO 475 + 17	24.00	742.00	1978.67				1978.67	1.03	3.96	83.10	166.21				
STA. 475 + 17 TO 492 + 38	24.00	1721.00	4589.33				4589.33	2.39	9.18	192.75	385.50				
STA. 492 + 38 TO 496 + 26	24.00	388.00	1034.67	136.67	68.50		898.00	0.54	2.07	43.46	86.91				
BRIDGE OMISSION															
STA. 497 + 51 TO 505 + 82	24.00	831.00	2216.00	136.67	68.50		2079.33	1.15	4.43	93.07	186.14				
STA. 505 + 82 TO 519 + 45	24.00	1363.00	3634.67			3634.67		1.89	7.27	152.66	305.31				
STA. 519 + 45 TO 521 + 41	24.00	196.00	522.67			522.67		0.27	1.05	21.95	43.90				
STA. 521 + 41 TO 526 + 41	24.00	500.00	1333.33			1333.33		0.69	2.67	56.00	112.00				
STA. 526 + 41 TO 535 + 53	24.00	912.00	2432.00			2432.00		1.26	4.86	102.14	204.29				
STA. 535 + 53 TO 538 + 71	24.00	318.45	849.20				849.20	0.44	1.70	35.67	71.33				
STA. 538 + 70 TO 559 + 00	24.00	2030.48	5414.61				5414.61	2.82	10.83	227.41	454.83				
STA. 559 + 00 TO 565 + 63	24.00	663.00	1768.00			1768.00		0.92	3.54	74.26	148.51				
STA. 565 + 63 TO 572 + 25	24.00	662.00	1765.33			1765.33		0.92	3.53	74.14	148.29				
STA. 572 + 25 TO 579 + 26	24.00	701.00	1869.33			1869.33		0.97	3.74	78.51	157.02				
STA. 579 + 26 TO 589 + 95	24.00	1069.00	2850.67			2850.67		1.48	5.70	119.73	239.46				
STA. 589 + 95 TO 590 + 94	24.00	99.00	264.00			264.00		0.14	0.53	11.09	22.18				
STA. 590 + 94 TO 596 + 94	24.00	600.00	1600.00			1600.00		0.83	3.20	67.20	134.40				
STA. 596 + 94 TO 605 + 89	24-12	894.60	1862.43			1862.43		0.97	3.72	78.22	156.44				
STA. 605 + 89 TO 607 + 38	12.00	149.37	199.16	73.33	37.00	125.83		0.10	0.40	8.36	16.73				
EASTBOUND LANES															
STA. 289 + 72 TO 309 + 75	25.00	2003.00	5563.89	116.67	58.00	5447.22		2.89	11.13	233.68	467.37				
STA. 309 + 75 TO 318 + 60	25.00	885.00	2458.33			2458.33		1.28	4.92	103.25	206.50				
STA. 318 + 60 TO 320 + 58	24.00	198.12	528.32			528.32		0.27	1.06	22.19	44.38				
STA. 322 + 50 TO 336 + 86	24.00	1435.87	3828.99	120.00	60.00	3708.99		1.99	7.66	160.82	321.63				
BRIDGE OMISSION															
STA. 338 + 89 TO 360 + 00	24.00	2111.00	5629.33	120.00	60.00	5509.33		2.93	11.26	236.43	472.86				
STA. 360 + 00 TO 381 + 93	24.00	2193.00	5848.00			5848.00		3.04	11.70	245.62	491.23				
STA. 381 + 93 TO 407 + 44	24.00	2551.08	6802.88			6802.88		3.54	13.61	285.72	571.44				
STA. 407 + 47 TO 410 + 22	24.00	274.65	732.40	128.33	64.00	604.07		0.38	1.46	30.76	61.52				
BRIDGE OMISSION															
STA. 413 + 70 TO 431 + 72	24.00	1801.76	4804.69	128.33	64.00	4676.36		2.50	9.61	201.80	403.59				
STA. 434 + 99 TO 443 + 00	24.00	801.10	2136.27			2136.27		1.11	4.27	89.72	179.45				
STA. 443 + 00 TO 470 + 00	24.00	2700.00	7200.00			7200.00		3.74	14.40	302.40	604.80				
STA. 470 + 00 TO 475 + 17	24.00	517.00	1378.67				1378.67	0.72	2.76	57.90	115.81				
SUB-TOTAL				1,640	819	109,201	17,188	66.6	256.1	5,377	10,754				

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = k06-main CADD File.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)1	PEORIA	82	18
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HOT-MIX ASPHALT SURFACE REM. BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE REM. 2.25 IN	HOT-MIX ASPHALT SURFACE REM. 0.5 IN	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLYMERIZED LEVEL BINDER (MACHINE METHOD), N50	POLYMERIZED HMA SURFACE CSE MIX "D", N70	HOT-MIX ASPHALT SHOULDERS			
												LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON
STA. 475 + 17 TO 492 + 38	24.00	1721.00	4589.33				4589.33	2.39	9.18	192.75	385.50				
STA. 492 + 38 TO 496 + 26	24.00	388.00	1034.67	136.67	68.50		898.00	0.54	2.07	43.46	86.91				
BRIDGE OMISSION															
STA. 497 + 51 TO 505 + 82	24.00	831.00	2216.00	136.67	68.50		2079.33	1.15	4.43	93.07	186.14				
STA. 505 + 82 TO 519 + 45	24.00	1363.00	3634.67			3634.67		1.89	7.27	152.66	305.31				
STA. 519 + 45 TO 521 + 41	24.00	196.00	522.67			522.67		0.27	1.05	21.95	43.90				
STA. 521 + 41 TO 526 + 41	24.00	500.00	1333.33			1333.33		0.69	2.67	56.00	112.00				
STA. 526 + 41 TO 535 + 53	24.00	912.00	2432.00			2432.00		1.26	4.86	102.14	204.29				
STA. 535 + 53 TO 538 + 71	24.00	318.45	849.20				849.20	0.44	1.70	35.67	71.33				
STA. 538 + 70 TO 559 + 00	24.00	2030.48	5414.61				5414.61	2.82	10.83	227.41	454.83				
STA. 559 + 00 TO 565 + 63	24.00	663.00	1768.00			1768.00		0.92	3.54	74.26	148.51				
STA. 565 + 63 TO 572 + 25	24.00	662.00	1765.33			1765.33		0.92	3.53	74.14	148.29				
STA. 572 + 25 TO 579 + 26	24.00	701.00	1869.33			1869.33		0.97	3.74	78.51	157.02				
STA. 579 + 26 TO 589 + 95	24.00	1069.00	2850.67			2850.67		1.48	5.70	119.73	239.46				
STA. 589 + 95 TO 590 + 94	24.00	99.00	264.00			264.00		0.14	0.53	11.09	22.18				
STA. 590 + 94 TO 596 + 94	24.00	600.00	1600.00			1600.00		0.83	3.20	67.20	134.40				
STA. 596 + 94 TO 605 + 89	24-12	894.60	1862.43			1862.43		0.97	3.72	78.22	156.44				
STA. 605 + 89 TO 607 + 38	12.00	149.40	199.20	73.33	37.00	125.87		0.10	0.40	8.37	16.73				
MEDIAN CROSS OVERS															
STA. 294 + 30 TO 295 + 10	2.70	80.00	24.00			24.00		0.01	0.05	1.01	2.02				
STA. 302 + 16 TO 303 + 16	2.70	100.00	30.00			30.00		0.02	0.06	1.26	2.52				
STA. 306 + 95 TO 307 + 46	2.70	51.00	15.30			15.30		0.01	0.03	0.64	1.29				
STA. 309 + 85 TO 310 + 33	2.70	48.00	14.40			14.40		0.01	0.03	0.60	1.21				
STA. 314 + 00 TO 315 + 15	7.50	115.00	120.20			120.20		0.06	0.24	5.05	10.10				
STA. 318 + 29 TO 318 + 98	14.00	69.00	107.33			107.33		0.06	0.21	4.51	9.02				
STA. 329 + 60 TO 330 + 18	21.00	58.00	135.33			135.33		0.07	0.27	5.68	11.37				
STA. 335 + 23 TO 336 + 23	21.00	100.00	233.33			233.33		0.12	0.47	9.80	19.60				
STA. 340 + 23 TO 340 + 81	11.00	58.00	70.89			70.89		0.04	0.14	2.98	5.95				
STA. 351 + 85 TO 352 + 59	21.00	74.00	172.67			172.67		0.09	0.35	7.25	14.50				
STA. 381 + 37 TO 382 + 50	21.00	113.00	263.67			263.67		0.14	0.53	11.07	22.15				
STA. 399 + 46 TO 400 + 54	21.50	108.00	258.00			258.00		0.13	0.52	10.84	21.67				
STA. 460 + 94 TO 461 + 99	50.90	105.00	593.83			593.83		0.31	1.19	24.94	49.88				
STA. 491 + 40 TO 491 + 96	0.00	56.00	421.20				421.20	0.22	0.84	17.69	35.38				
STA. 565 + 13 TO 566 + 00	30.00	87.00	290.00			290.00		0.15	0.58	12.18	24.36				
STA. 585 + 56 TO 586 + 49	17.00	93.00	175.67			175.67		0.09	0.35	7.38	14.76				
STA. 589 + 82 TO 590 + 71	30.00	89.00	296.67			296.67		0.15	0.59	12.46	24.92				
STA. 602 + 00 TO 605 + 85	0.00	385.00	438.50			438.50		0.23	0.88	18.42	36.83				
SUB-TOTAL				347	174	23,268	14,252	19.7	75.7	1,590	3,181				

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = KM-main CADD files\qn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI)	PEORIA	82	19
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HOT-MIX ASPHALT SURFACE REM. BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE REM. 2.25 IN	HOT-MIX ASPHALT SURFACE REM. 0.5 IN	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLYMERIZED LEVEL BINDER (MACHINE METHOD), N50	POLYMERIZED HMA SURFACE CSE MIX "D", N70	HOT-MIX ASPHALT SHOULDERS			
												LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON
OUTSIDE WB SHOULDER															
STA. 289 + 72 TO 309 + 75	10.00	2003.00	2225.56			2225.56		0.89	4.45					2225.56	280.42
STA. 309 + 75 TO 318 + 60	10.00	885.00	983.33			983.33		0.39	1.97					983.33	123.90
STA. 318 + 60 TO 320 + 58	10.00	198.12	220.13			220.13		0.09	0.44					220.13	27.74
STA. 322 + 50 TO 336 + 86	10.00	1435.87	1595.41			1595.41		0.64	3.19					1595.41	201.02
BRIDGE OMISSION															
STA. 338 + 89 TO 360 + 00	10.00	2111.00	2345.56			2345.56		0.94	4.69					2345.56	295.54
STA. 360 + 00 TO 381 + 93	10.00	2193.00	2331.11			2331.11		0.93	4.66					2331.11	293.72
STA. 381 + 93 TO 407 + 44	10.00	2551.08	2706.75			2706.75		1.08	5.41					2706.75	341.05
STA. 407 + 47 TO 410 + 22	10.00	274.65	305.17			305.17		0.12	0.61					305.17	38.45
BRIDGE OMISSION															
STA. 413 + 70 TO 431 + 72	10.00	1801.76	2001.96			2001.96		0.80	4.00					2001.96	252.25
STA. 434 + 99 TO 443 + 00	10.00	801.10	890.11			890.11		0.36	1.78					890.11	112.15
STA. 443 + 00 TO 467 + 75	10.00	2475.00	2607.80			2607.80		1.04	5.22					2607.80	328.58
STA. 467 + 75 TO 475 + 17	10.00	742.00	824.44					0.33	1.65					824.44	80.80
STA. 475 + 17 TO 492 + 38	10.00	1721.00	1912.22					0.76	3.82					1912.22	187.40
STA. 492 + 38 TO 496 + 26	10.00	388.00	431.11					0.17	0.86					431.11	42.25
BRIDGE OMISSION															
STA. 497 + 51 TO 505 + 82	10.00	831.00	923.33					0.37	1.85					923.33	90.49
STA. 505 + 82 TO 519 + 45	10.00	1363.00	1514.44			1514.44		0.61	3.03					1514.44	190.82
STA. 519 + 45 TO 521 + 41	10.00	196.00	217.78			217.78		0.09	0.44					217.78	27.44
STA. 521 + 41 TO 526 + 41	10.00	500.00	555.56			555.56		0.22	1.11					555.56	70.00
STA. 526 + 41 TO 535 + 53	10.00	912.00	1013.33			1013.33		0.41	2.03					1013.33	127.68
STA. 535 + 53 TO 538 + 71	10.00	318.45	353.83					0.14	0.71					353.83	34.68
STA. 538 + 70 TO 559 + 00	10.00	2030.48	2256.09					0.90	4.51					2256.09	221.10
STA. 559 + 00 TO 565 + 63	10.00	663.00	667.78			667.78		0.27	1.34					667.78	84.14
STA. 565 + 63 TO 572 + 25	10.00	662.00	735.56			735.56		0.29	1.47					735.56	92.68
STA. 572 + 25 TO 579 + 26	10.00	701.00	778.89			778.89		0.31	1.56					778.89	98.14
STA. 579 + 26 TO 589 + 95	10.00	1069.00	1095.00			1095.00		0.44	2.19					1095.00	137.97
STA. 589 + 95 TO 590 + 94	10.00	99.00	110.00			110.00		0.04	0.22					110.00	13.86
STA. 590 + 94 TO 596 + 94	10.00	600.00	666.67			666.67		0.27	1.33					666.67	84.00
STA. 596 + 94 TO 605 + 85	10.00	890.85	989.83			989.83		0.40	1.98					989.83	124.72
STA. 605 + 89 TO 607 + 38	10.00	149.37	165.97			165.97		0.07	0.33					165.97	20.91
OUTSIDE EB SHOULDER															
STA. 289 + 72 TO 309 + 75	10.00	2003.00	2225.56			2225.56		0.89	4.45					2225.56	280.42
STA. 309 + 75 TO 318 + 60	10.00	885.00	983.33			983.33		0.39	1.97					983.33	123.90
STA. 318 + 60 TO 320 + 58	10.00	198.12	220.13			220.13		0.09	0.44					220.13	27.74
STA. 322 + 50 TO 336 + 86	10.00	1435.87	1595.41			1595.41		0.64	3.19					1595.41	201.02
BRIDGE OMISSION															
STA. 338 + 89 TO 360 + 00	10.00	2111.00	2345.56			2345.56		0.94	4.69					2280.67	287.36
STA. 360 + 00 TO 381 + 93	10.00	2193.00	2436.67			2436.67		0.97	4.87					2336.00	294.34
STA. 381 + 93 TO 407 + 44	10.00	2551.08	2834.53			2834.53		1.13	5.67					2735.64	344.69
STA. 407 + 47 TO 410 + 22	10.00	274.65	305.17			305.17		0.12	0.61					305.17	38.45
BRIDGE OMISSION															
STA. 413 + 70 TO 431 + 72	10.00	1801.76	2001.96			2001.96		0.80	4.00					2001.96	252.25
STA. 434 + 99 TO 443 + 00	10.00	801.10	890.11			890.11		0.36	1.78					890.11	112.15
STA. 443 + 00 TO 470 + 00	10.00	2700.00	3000.00			3000.00		1.20	6.00					2828.00	356.33
STA. 470 + 00 TO 475 + 17	10.00	517.00	574.44					0.23	1.15					574.44	72.38
SUB-TOTAL						45,562		21.1	105.7						6,415

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-96
FILE NAME = KM-main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI[	PEORIA	82	20
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HOT-MIX ASPHALT SURFACE REM. BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE REM. 2.25 IN	HOT-MIX ASPHALT SURFACE REM. 0.5 IN	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLYMERIZED LEVEL BINDER (MACHINE METHOD), N50	POLYMERIZED HMA CSE, SUPER, MIX "D", N 70	HOT-MIX ASPHALT SHOULDERS			
												LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON
STA. 475 + 17 TO 492 + 38	10.00	1721.00	1912.22					0.76	3.82					1912.22	240.94
STA. 492 + 38 TO 496 + 26	10.00	388.00	431.11					0.17	0.86					431.11	54.32
BRIDGE OMISSION															
STA. 497 + 51 TO 505 + 82	10.00	831.00	923.33					0.37	1.85					923.33	116.34
STA. 505 + 82 TO 519 + 45	10.00	1363.00	1611.11			1611.11		0.64	3.22					1611.11	203.00
STA. 519 + 45 TO 521 + 41	10.00	196.00	217.78					0.09	0.44						
STA. 521 + 41 TO 526 + 41	10.00	500.00	555.56					0.22	1.11						
STA. 526 + 41 TO 535 + 53	10.00	912.00	1260.00			1260.00		0.50	2.52					1260.00	158.76
STA. 535 + 53 TO 538 + 71	10.00	318.45	353.83					0.14	0.71					353.83	44.58
STA. 538 + 70 TO 559 + 00	10.00	2030.48	2256.09					0.90	4.51					2256.09	284.27
STA. 559 + 00 TO 565 + 63	10.00	663.00	736.67			736.67		0.29	1.47					643.34	81.06
STA. 565 + 63 TO 572 + 25	10.00	662.00	735.56			735.56		0.29	1.47					735.56	92.68
STA. 572 + 25 TO 579 + 26	10.00	701.00	778.89			778.89		0.31	1.56					778.89	98.14
STA. 579 + 26 TO 589 + 95	10.00	1069.00	1187.78			1187.78		0.48	2.38					1187.78	149.66
STA. 589 + 95 TO 590 + 94	10.00	99.00	110.00			110.00		0.04	0.22					110.00	13.86
STA. 590 + 94 TO 596 + 94	10.00	600.00	666.67			666.67		0.27	1.33					666.67	84.00
STA. 596 + 94 TO 605 + 85	10.00	890.85	989.83			989.83		0.40	1.98					989.83	124.72
STA. 605 + 89 TO 607 + 38	10.00	149.40	166.00			166.00		0.07	0.33					166.00	20.92
SUB-TOTAL						8,243		6.0	29.8						1,767

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = RM-main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI)[	PEORIA	82	21
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HOT-MIX ASPHALT SURFACE REM. BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE REM. 2.25 IN	HOT-MIX ASPHALT SURFACE REM. 0.5 IN	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLYMERIZED LEVEL BINDER SUPER, IL-4.75 METHOD), N50	POLYMERIZED HMA SURFACE CSE MIX "D", N 70	HOT-MIX ASPHALT SHOULDERS			
												LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON
INSIDE EB SHOULDER															
STA. 289 + 72 TO 309 + 75	0.00	2003.00													
STA. 309 + 75 TO 318 + 60	0.00	885.00													
STA. 318 + 60 TO 320 + 58	6.00	132.62	88.41			88.41		0.04	0.18			88.41	11.14		
STA. 322 + 50 TO 336 + 86	6.00	1277.87	851.91			851.91		0.34	1.70			851.91	107.34		
BRIDGE OMISSION															
STA. 338 + 89 TO 360 + 00	6.00	2037.00	1358.00			1358.00		0.54	2.72			1358.00	171.11		
STA. 360 + 00 TO 381 + 93	6.00	2193.00	1462.00			1462.00		0.58	2.92			1462.00	184.21		
STA. 381 + 93 TO 407 + 44	6.00	2330.08	1553.39			1553.39		0.62	3.11			1553.39	195.73		
STA. 407 + 47 TO 410 + 22	6.00	274.65	183.10			183.10		0.07	0.37			183.10	23.07		
BRIDGE OMISSION															
STA. 413 + 70 TO 431 + 72	6.00	1801.76	1201.17			1201.17		0.48	2.40			1201.17	151.35		
STA. 434 + 99 TO 443 + 00	6.00	801.10	534.07			534.07		0.21	1.07			534.07	67.29		
STA. 443 + 00 TO 470 + 00	6.00	2700.00	1730.00			1730.00		0.69	3.46			1730.00	213.78		
STA. 470 + 00 TO 475 + 17	6.00	517.00	344.67					0.14	0.69			344.67	33.78		
STA. 475 + 17 TO 492 + 38	6.00	1577.00	1051.33					0.42	2.10			1051.33	103.03		
STA. 492 + 38 TO 496 + 26	6.00	388.00	258.67					0.10	0.52			258.67	25.35		
BRIDGE OMISSION															
STA. 497 + 51 TO 505 + 82	6.00	831.00	554.00					0.22	1.11			554.00	54.29		
STA. 505 + 82 TO 519 + 45	6-4	1363.00	813.34			813.34		0.33	1.63			813.34	102.48		
STA. 519 + 45 TO 521 + 41	4.00	113.00	50.22			50.22		0.02	0.10			50.22	6.33		
STA. 521 + 41 TO 526 + 41	6-4	500.00	250.89			250.89		0.10	0.50			250.89	31.61		
STA. 526 + 41 TO 535 + 53	6.00	912.00	608.00			608.00		0.24	1.22			608.00	59.58		
STA. 535 + 53 TO 538 + 71	6.00	318.45	212.30					0.08	0.42			212.30	20.81		
STA. 538 + 70 TO 559 + 00	6.00	2030.48	1353.65					0.54	2.71			1353.65	170.56		
STA. 559 + 00 TO 565 + 63	4.00	598.07	265.81			265.81		0.11	0.53			265.81	33.49		
STA. 565 + 63 TO 572 + 25	6-2	662.00	216.67			216.67		0.09	0.43			216.67	27.30		
STA. 572 + 25 TO 579 + 26	6-4	701.00	456.00			456.00		0.18	0.91			456.00	57.46		
STA. 579 + 26 TO 589 + 95	4.00	976.00	433.78			1095.00		0.44	0.87			433.78	54.66		
STA. 589 + 95 TO 590 + 94	0.00	99.00													
STA. 590 + 94 TO 596 + 94	0.00	600.00													
STA. 596 + 94 TO 605 + 85	0.00	890.85													
STA. 605 + 89 TO 607 + 38	0.00	149.37													
INSIDE WB SHOULDER															
STA. 289 + 72 TO 309 + 75	0.00	2003.00													
STA. 309 + 75 TO 318 + 60	0.00	885.00													
STA. 318 + 60 TO 320 + 58	6.00	162.12	108.08			108.08		0.04	0.22			108.08	13.62		
STA. 322 + 50 TO 336 + 86	6.00	1277.87	851.91			851.91		0.34	1.70			851.91	107.34		
BRIDGE OMISSION															
STA. 338 + 89 TO 360 + 00	6.00	1979.00	1319.33			1319.33		0.53	2.64			1319.33	166.24		
STA. 360 + 00 TO 381 + 93	6.00	2193.00	1462.00			1462.00		0.58	2.92			1462.00	184.21		
STA. 381 + 93 TO 407 + 44	6.00	2330.08	1553.39			1553.39		0.62	3.11			1553.39	195.73		
STA. 407 + 47 TO 410 + 22	6.00	274.65	183.10			183.10		0.07	0.37			183.10	23.07		
BRIDGE OMISSION															
STA. 413 + 70 TO 431 + 72	6.00	1801.76	1201.17			1201.17		0.48	2.40			1201.17	151.35		
STA. 434 + 99 TO 443 + 00	6.00	801.10	534.07			534.07		0.21	1.07			534.07	67.29		
STA. 443 + 00 TO 467 + 75	8.00	529.50	470.67			470.67		0.19	0.94			470.67	59.30		
STA. 467 + 75 TO 475 + 17	8.00	742.00	659.56					0.26	1.32			659.56	83.10		
SUB-TOTAL						20,402		9.9	48.3				2,957		

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = kh-main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)I	PEORIA	82	22
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HOT-MIX ASPHALT SURFACE REM. BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE REM. 2.25 IN	HOT-MIX ASPHALT SURFACE REM. 0.5 IN	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLYMERIZED LEVEL BINDER SUPER, IL-4.75 METHOD), N50	POLYMERIZED HMA SURFACE CSE MIX "D", N70	HOT-MIX ASPHALT SHOULDERS			
												LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON
STA. 475 + 17 TO 492 + 38	8.00	1665.00	1480.00					0.59	2.96			1480.00	186.48		
STA. 492 + 38 TO 496 + 26	8.00	388.00	344.89					0.14	0.69			344.89	43.46		
BRIDGE OMISSION															
STA. 497 + 51 TO 505 + 82	8.00	831.00	738.67					0.30	1.48			738.67	93.07		
STA. 505 + 82 TO 519 + 45	6-5	1363.00	707.23			707.23		0.28	1.41			707.23	89.11		
STA. 519 + 45 TO 521 + 41	5.00	196.00	108.89			108.89		0.04	0.22			108.89	13.72		
STA. 521 + 41 TO 526 + 41	6-5	500.00	160.44			160.44		0.06	0.32			160.44	20.22		
STA. 526 + 41 TO 535 + 53	6.00	912.00	608.00			608.00		0.24	1.22			608.00	76.61		
STA. 535 + 53 TO 538 + 71	8.00	318.45	283.07					0.11	0.57			283.07	35.67		
STA. 538 + 70 TO 559 + 00	8.00	2030.48	1804.87					0.72	3.61			1804.87	227.41		
STA. 559 + 00 TO 565 + 63	6-2	606.00	195.15			195.15		0.08	0.39			195.15	24.59		
STA. 565 + 63 TO 572 + 25	6-4	629.00	285.96			285.96		0.11	0.57			285.96	36.03		
STA. 572 + 25 TO 579 + 26	6-2	701.00	458.48			458.48		0.18	0.92			458.48	57.77		
STA. 579 + 26 TO 589 + 95	2.00	928.07	206.24			206.24		0.08	0.41			206.24	25.99		
STA. 589 + 95 TO 590 + 94	0.00	99.00													
STA. 590 + 94 TO 596 + 94	0.00	600.00													
STA. 596 + 94 TO 605 + 85	0.00	890.85													
STA. 605 + 89 TO 607 + 38	0.00	149.40													
TURNLANES															
CAMERON LANE EB LT			806.90			806.90		0.32	1.61	33.89	67.78				
FACTORY ROAD WB LT			3286.72			3286.72		1.31	6.57	138.04	276.08				
WALNUT ST. EB LT			3946.25			3946.25		1.58	7.89	165.74	331.49				
FACTORY ROAD EB MERGE LN			1267.56			1267.56		0.51	2.54	53.24	106.48				
FACTORY ROAD EB RT			314.00			314.00		0.13	0.63	13.19	26.38				
REED CITY ROAD EB LT			550.00				550.00	0.22	1.10	23.10	46.20				
TERMINAL ROAD EB RT			624.67			624.67		0.25	1.25	26.24	52.47				
TERMINAL ROAD EB MERGE LN			1956.00			1956.00		0.78	3.91	82.15	164.30				
TERMINAL ROAD WB LT			2627.47			2627.47		1.05	5.25	110.35	220.71				
TERMINAL ROAD WB MERGE LN			2263.44			2263.44		0.91	4.53	95.06	190.13				
JACKSON ST WB LT			793.33			793.33		0.32	1.59	33.32	66.64				
JACKSON ST EB LT			750.83			750.83		0.30	1.50	31.54	63.07				
WASHINGTON ST WB LT			1390.00			1390.00		0.56	2.78	58.38	116.76				
PEARL STREET EB LT			793.30			793.30		0.32	1.59	33.32	66.64				
SUB-TOTAL						23,551	550	11.5	57.5	898	1,795		930		

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-96
FILE NAME = KH-mesn CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI)	PEORIA	82	23
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HOT-MIX ASPHALT SURFACE REM. BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE REM. 2.25 IN	HOT-MIX ASPHALT SURFACE REM. 0.5 IN	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLYMERIZED LEVEL BINDER (MACHINE METHOD), N50	POLYMERIZED HMA SURFACE CSE MIX "D", N70	HOT-MIX ASPHALT SHOULDERS			
												LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON
WESTBOUND SIDEROADS															
MCKEE STREET															
STA. 302 + 43			138.40	138.40	16.70			0.07	0.28	5.81	11.63				
Private Entrance Sta. 307+21			100.00	100.00	16.70			0.05	0.20	4.20	8.40				
CAMERON LANE															
STA. 335 + 70			687.66	126.67	18.30	560.99		0.36	1.38	28.88	57.76				
POWELL LANE															
STA. 381 + 93			338.10	80.00	20.00	258.10		0.18	0.68	14.20	28.40				
WEST FIRST STREET															
STA. 400 + 03			345.00	87.00	22.00	258.00		0.18	0.69	14.49	28.98				
WALNUT STREET															
STA. 461 + 47			1008.00	340.00	71.10	668.00		0.52	2.02	42.34	84.67				
REED CITY ROAD															
STA. 491 + 77			171.60	171.60	27.00			0.09	0.34	7.21	14.42				
JACKSON STREET															
STA. 565 + 56			86.00	86.00	23.00			0.04	0.17	3.61	7.23				
KINGSTON MINES ROAD															
STA. 590 + 12			139.90	139.90	35.00			0.07	0.28	5.88	11.75				
SUB-TOTAL				1,270	250	1,745		1.6	6.0	127	253				

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = K:\H-main CADD files\dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-1RB,RB-2,BRI	PEORIA	82	24
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

TABULATION OF RESURFACING QUANTITIES

LOCATION	TOTAL ROADWAY WIDTH	LENGTH	AREA	HOT-MIX ASPHALT SURFACE REM. BUTT JOINT	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE REM. 2.25 IN	HOT-MIX ASPHALT SURFACE REM. 0.5 IN	POLYMERIZED BITUMINOUS MATERIALS PRIME COAT	AGGREGATE MATERIALS PRIME COAT	POLYMERIZED LEVEL BINDER SUPER, IL-4.75 METHOD), N50	POLYMERIZED HMA SURFACE CSE MIX "D", N70	HOT-MIX ASPHALT SHOULDERS			
												LEFT AREA	LEFT SIDE	RIGHT AREA	RIGHT SIDE
	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	SQ YD	TON	SQ YD	TON
EASTBOUND SIDEROADS															
CAMERON LANE															
STA. 335 + 70			283.80	123.83	17.00	159.97		0.15	0.57	11.92	23.84				
WHEELER ROAD															
STA. 340 + 53			139.80	139.80	15.60			0.07	0.28	5.87	11.74				
POWELL LANE															
STA. 381 + 93			193.00	193.00	25.00			0.10	0.39	8.11	16.21				
WEST FIRST STREET															
STA. 400 + 03			345.60	83.33	17.00	262.27		0.18	0.69	14.52	29.03				
CATERPILLAR / LONZA ENTER															
STA. 461 + 47			2701.10	121.00	65.00	1059.10		1.40	5.40	113.45	226.89				
TERMINAL ROAD															
STA. 519 + 83			1039.80	147.00	37.00	892.80		0.54	2.08	43.67	87.34				
JACKSON ROAD															
STA. 565 + 56			307.40	141.67	27.00	165.73		0.16	0.61	12.91	25.82				
WASHINGTON ROAD															
STA. 586 + 01			298.40	87.00	22.00	211.40		0.16	0.60	12.53	25.07				
PEARL ROAD															
STA. 590 + 12			439.90	106.67	26.70	333.23		0.23	0.88	18.48	36.95				
SUB-TOTAL				1,143	252	3,085		3	11.5	241.5	483				
SUB-TOTAL (FROM SHEET 21)				1,270	250	1,745		1.6	6.0	127	253				
SUB-TOTAL (FROM SHEET 20)						23,551	550	11.5	57.5	898	1,795		930		
SUB-TOTAL (FROM SHEET 19)						20,402		9.9	48.3				2,957		
SUB-TOTAL (FROM SHEET 18)						8,243		6.0	29.8						1,767
SUB-TOTAL (FROM SHEET 17)						45,562		21.1	105.7						6,415
SUB-TOTAL (FROM SHEET 16)				347	174	23,268	14,252	19.7	75.7	1,590	3,181				
SUB-TOTAL (FROM SHEET 15)				1,640	819	109,201	17,188	66.6	256.1	5,377	10,754				
GRAND-TOTAL				4,400	1,495	235,057	31,990	139.4	590.6	8,233.5	16,466	12,069			

PRIME COAT APPLICATION RATES		
SURFACE TYPE	BIT PR COAT *(GAL/SQ YD)	AGG PR COAT (LB/SQ YD)
COLD MILLED SURFACES	0.1	4
EXISTING PAVEMENT	0.05	4
NEW BITUMINOUS COURSES	0.03	2

*0.004 TONS/GAL

BITUMINOUS & AGGREGATE APPLICATION RATES	
SURFACE TYPE	
BIT. SURF. COURSES	112 LB /SQ YD/IN
ALL OTHER BIT.	112 LB /SQ YD/IN
AGGREGATE SHOULDERS	2.05 TONS/CUYD

SCHEDULE OF QUANTITIES

PLOT DATE = 06-07-06
FILE NAME = K:\Main CADD files\dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)I	PEORIA	82	25
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

N

4

LITTLE LAMARSH CR

MAPLE RIDGE RD

MAPLETON RD

POWELL RD

CAMERON LANE

WHEELER RD

FAP 317

9

FAP 693

CAMERON LANE

PEKIN

9

29

WALNUT ST

MAPLETON

WEST FIRST ST

REED CITY RD

KINGSTON MINES RD

PEARL ST

WASHINGTON ST

24

FACTORY RD

TERMINAL RD

TAZEWELL COUNTY

JACKSON ST

KINGSTON MINES

PROJECT STARTS
STA. 289+72
SAFETY STA. 114.58

LA MARSH CR
STRUCTURE 072-0010
STA. 337+87.67

LITTLE LAMARSH CR
STRUCTURES
072-0008 & 072-0136
STA 496+94

WHEELER RD BRIDGE
STRUCTURES
072-0009 & 072-0135
STA. 411+32.88

PROJECT ENDS
STA. 607+38
SAFETY STA. 120.60

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

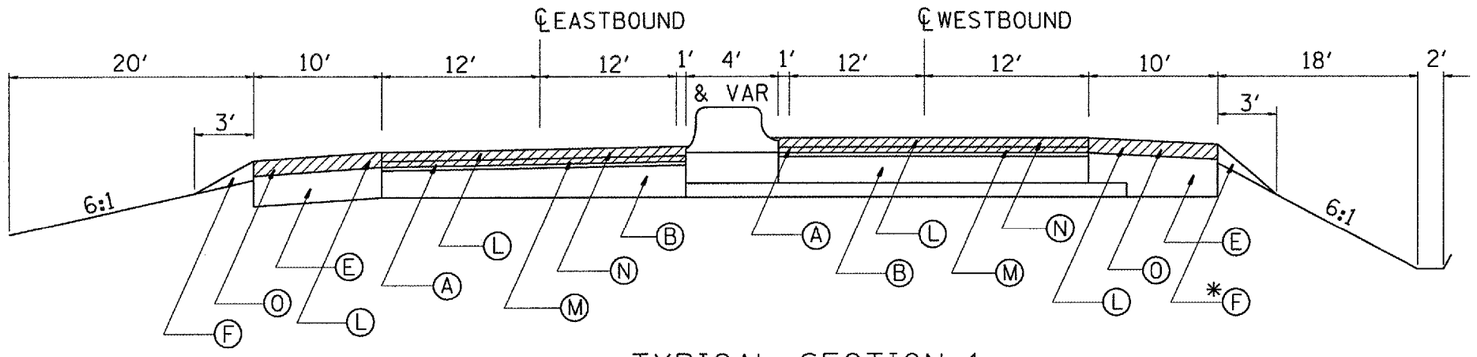
JOB LOCATION MAP
CONTRACT 68456
US 24 KINGSTON MINES

DRAWN BY
DATE CHECKED BY

PLOT DATE = 06-07-06
FILE NAME = K:\H-mesn CADD files\dgn

CONTRACT NO. 68456

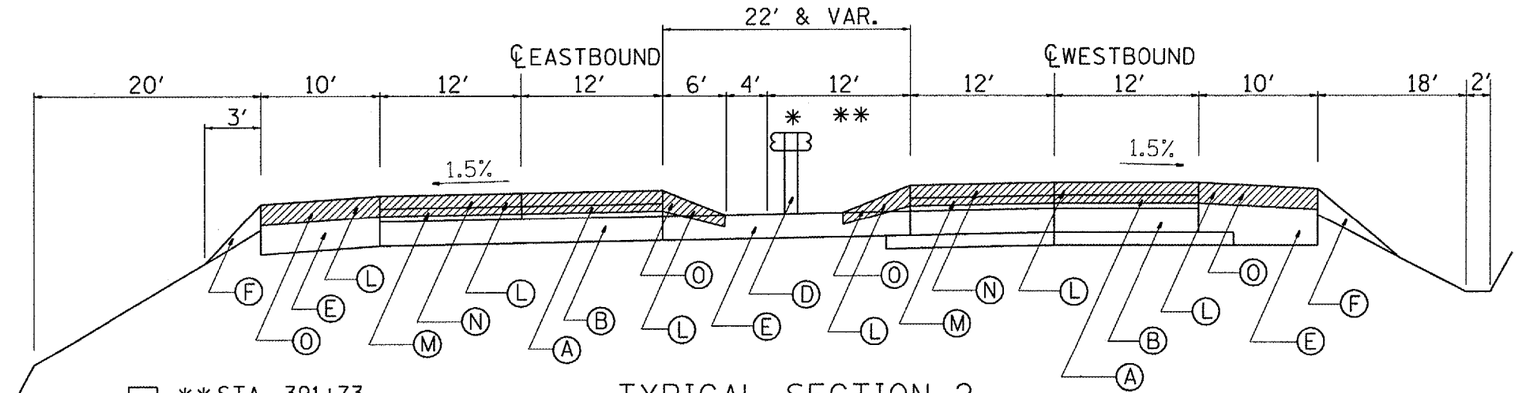
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7 45-(RB,RB-2,BR)1	PEORIA	82	26
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION 1
(U.S. 24)

* STA. 289+72 TO STA. 294+00
TYPE A GUTTER

STA. 289+72 TO STA. 309+75
STA. 309+75 TO STA. 318+60 MEDIAN WIDTH TRANSITION (VAR)



**STA. 391+73
TO STA. 436+55
JERSEY WALL ℄

TYPICAL SECTION 2
(U.S. 24)

STA. 318+60 TO STA. 443+00
SEE BRIDGE NOTE FOR S.N. 072-0010
SEE BRIDGE NOTE FOR S.N. 072-0009 AND S.N. 072-0135

TYPICAL SECTION 2 NOTES

STA. 336+86 TO STA. 338+89 BRIDGE (S.N. 072-0010)

LAMARSH CREEK STRUCTURE
- SUPERSTRUCTURE REPAIR
SEE TYPICAL SECTION 3

STA. 410+22 ± TO STA. 413+70 ±

WHEELER ROAD / RAILROAD STRUCTURE
BRIDGE OMISSION (S.N. 072-0009) EB
BRIDGE OMISSION (S.N. 072-0135) WB

* STA. 318+98 TO STA. 335+26 STABILIZED MEDIAN
STA. 336+20 TO STA. 342+65 CONC. MED. SURF. 4″
W/ MED. WIDTH TRANSITION

STA. 342+85 TO STA. 443+00 STABILIZED MEDIAN

STA. 440+50 TO STA. 441+21 MEDIAN SURFACE 4″

LEGEND

Ⓐ EXISTING 2 1/2 ″ AND VARIABLE HMA
Ⓑ EXISTING P.C.C. PAVEMENT 10″.
Ⓓ EXISTING GUARDRAIL (MEDIAN).
Ⓔ EXISTING HMA SHOULDER
Ⓕ EXISTING AGGREGATE SHOULDER
Ⓖ EXISTING CONCRETE MEDIAN SURF. - 4″
Ⓗ EXISTING COMB. CONC. CURB & GUTTER

Ⓙ PROPOSED AGGREGATE SHOULDER TYPE B
Ⓚ PROPOSED 1/2 ″ HMA SURFACE REMOVAL (HATCHED AREA)
Ⓛ PROPOSED 2 1/4 ″ HMA SURFACE REMOVAL (HATCHED AREA)
Ⓜ PROPOSED ¾″ LEVELING BINDER MACHINE METHOD
Ⓝ PROPOSED 1 1/2 ″ HMA SURFACE COURSE
Ⓞ PROPOSED 2 1/4 ″ HMA SHOULDER
Ⓟ PROPOSED 1 3/4 ″ HMA SHOULDER

ILLINOIS DEPARTMENT OF TRANSPORTATION

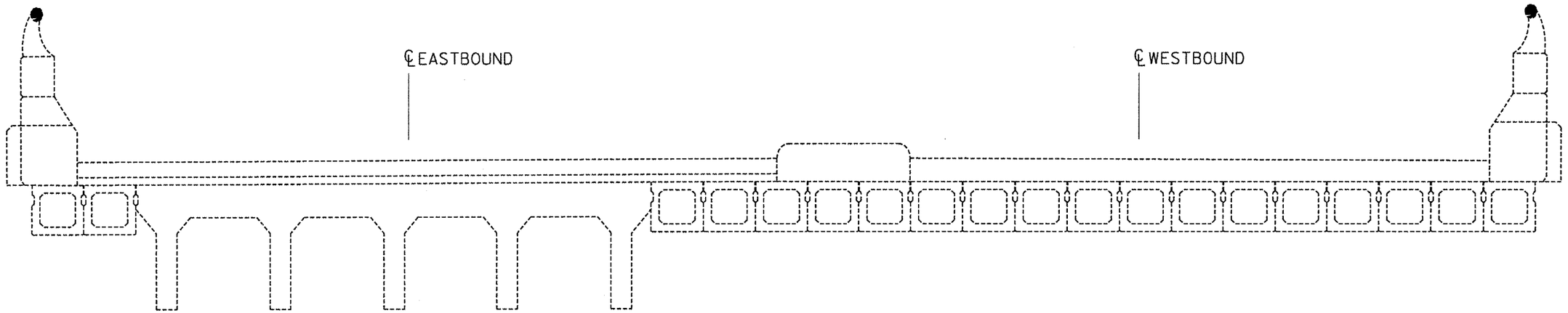
PROPOSED TYPICAL SECTIONS - US 24

DATE: 02-10-06 DRAWN BY: DBB CHECKED BY: CEM

PLOT DATE = 02-02-06
FILE NAME = KM-Typical Sections.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7 45-(RB,RB-2,BRI)	PEORIA	82	27
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



VARIOUS DECK BEAMS TO BE REPLACED
REFER TO STRUCUTURAL PLANS FOR PROPOSED IMPROVEMENT

TYPICAL SECTION 3
(U.S. 24)

LAMARSH CREEK STRUCTURE (SN 072-0010)
(LOOKING WESTBOUND)
STA. 336+86 TO STA. 338+89

ILLINOIS DEPARTMENT OF TRANSPORTATION

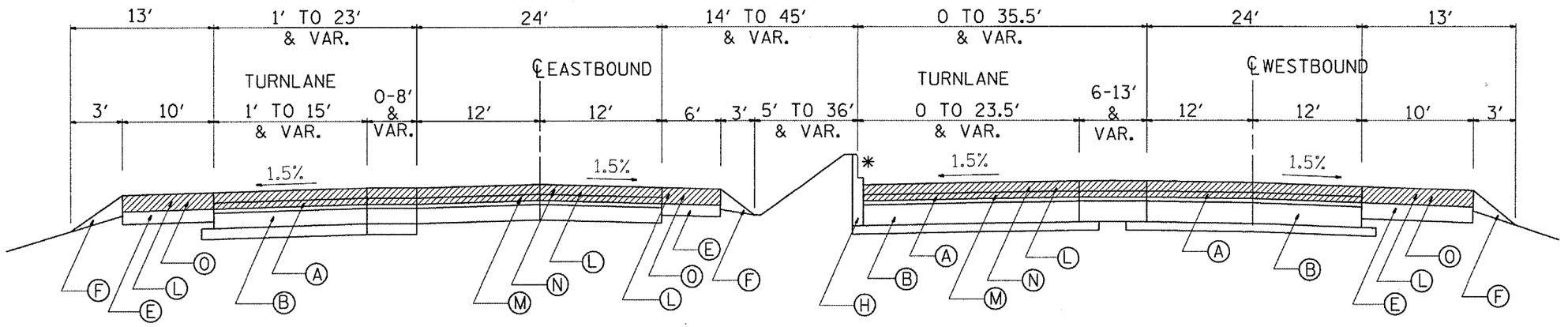
PROPOSED TYPICAL SECTIONS - US 24

DATE: 02-10-06 DRAWN BY: DBB CHECKED BY: CEM

PLOT DATE = 02-02-06
FILE NAME = KH-Typical Sections.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7 45-1RB,RB-2,BRII	PEORIA	82	28
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION 4

(U.S. 24)

STA. 443+00 TO STA. 467+75

* STA. 453+85 TO STA. 460+88 CC/G TY. B-9.06

LEGEND

Ⓐ EXISTING 2 1/2 " AND VARIABLE HMA
Ⓑ EXISTING P.C.C. PAVEMENT 10".
Ⓓ EXISTING GUARDRAIL (MEDIAN).
Ⓔ EXISTING HMA SHOULDER
Ⓕ EXISTING AGGREGATE SHOULDER
Ⓒ EXISTING CONCRETE MEDIAN SURF. - 4"
Ⓗ EXISTING COMB. CONC. CURB & GUTTER

Ⓙ PROPOSED AGGREGATE SHOULDER TYPE B
Ⓚ PROPOSED 1/2 " HMA SURFACE REMOVAL (HATCHED AREA)
Ⓛ PROPOSED 2 1/4 " HMA SURFACE REMOVAL (HATCHED AREA)
Ⓜ PROPOSED 3/4" LEVELING BINDER MACHINE METHOD
Ⓝ PROPOSED 1 1/2 " HMA SURFACE COURSE
Ⓞ PROPOSED 2 1/4 " HMA SHOULDER
Ⓟ PROPOSED 1 3/4 " HMA SHOULDER

ILLINOIS DEPARTMENT OF TRANSPORTATION

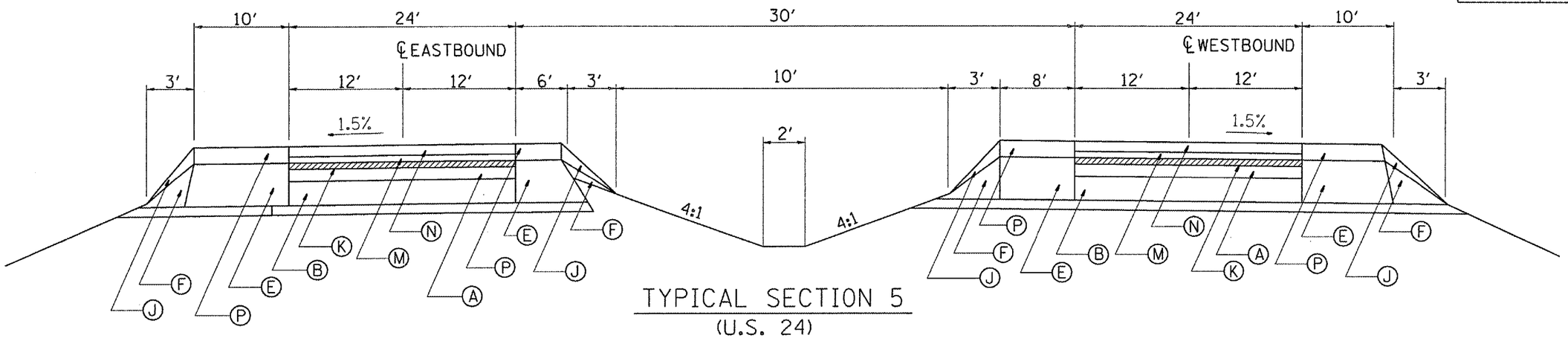
PROPOSED TYPICAL SECTIONS - US 24

DATE: 02-10-06 DRAWN BY: DBB CHECKED BY: CEM

PLOT DATE = 02-02-06
FILE NAME = KM-Typical Sections.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7 45-(RB,RB-2,BR)1	PEORIA	82	29
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

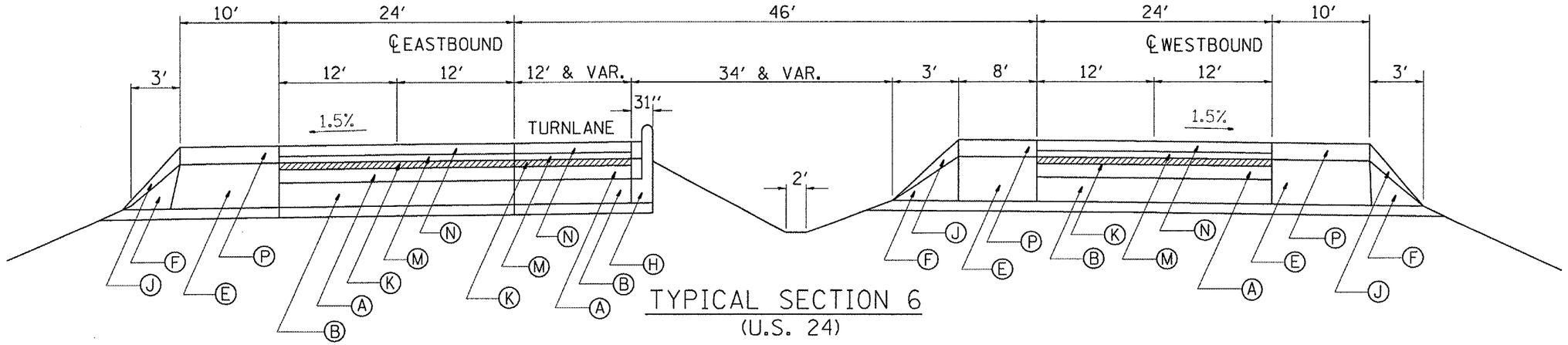


TYPICAL SECTION 5
(U.S. 24)

STA. 467+75 TO STA. 492+38
* STA. 496+26 TO STA. 505+82
STA. 535+53 TO STA. 559+00

SEE TYPICAL SECTION 7 FOR TURNLANE DETAIL FOR TERMINAL ROAD INTERSECTION

* STA. 496+26 ± TO STA. 497+51 ±
LITTLE LAMARSH CREEK STRUCTURE
BRIDGE OVERLAY (S.N. 072-0008) EB
BRIDGE DECK REPLACEMENT (S.N. 072-0136) WB
SEE TYPICAL SECTION 7



TYPICAL SECTION 6
(U.S. 24)

STA. 492+38 TO STA. 496+26 LEFT TURN LANE E.B.L. - REED CITY ROAD

LEGEND

- Ⓐ EXISTING 2 1/2 " AND VARIABLE HMA
- Ⓑ EXISTING P.C.C. PAVEMENT 10".
- Ⓓ EXISTING GUARDRAIL (MEDIAN).
- Ⓔ EXISTING HMA SHOULDER
- Ⓕ EXISTING AGGREGATE SHOULDER
- Ⓖ EXISTING CONCRETE MEDIAN SURF. - 4"
- Ⓗ EXISTING COMB. CONC. CURB & GUTTER
- Ⓙ PROPOSED AGGREGATE SHOULDER TYPE B
- Ⓚ PROPOSED 1/2 " HMA SURFACE REMOVAL (HATCHED AREA)
- Ⓛ PROPOSED 2 1/4 " HMA SURFACE REMOVAL (HATCHED AREA)
- Ⓜ PROPOSED 3/4" LEVELING BINDER MACHINE METHOD
- Ⓝ PROPOSED 1 1/2 " HMA SURFACE COURSE
- Ⓞ PROPOSED 2 1/4 " HMA SHOULDER
- Ⓟ PROPOSED 1 3/4 " HMA SHOULDER

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS - US 24

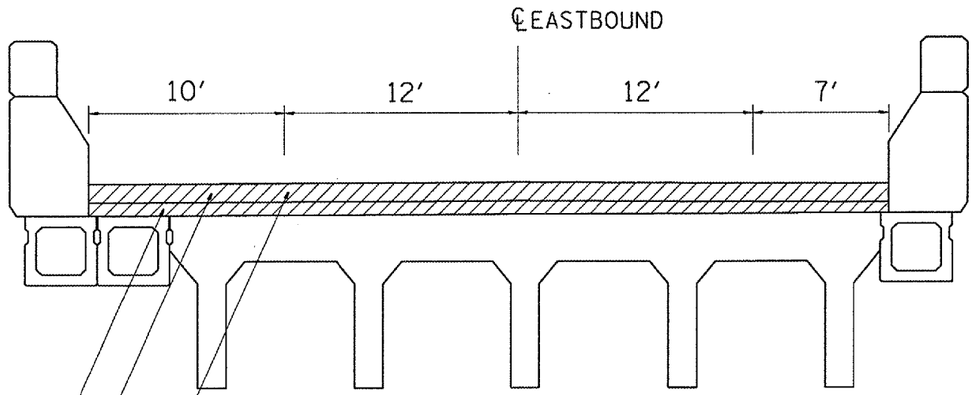
DATE: 02-10-06 DRAWN BY: DBB CHECKED BY: CEM

PLOT DATE = 02-02-06
FILE NAME = 104-Typical Sections.dgn

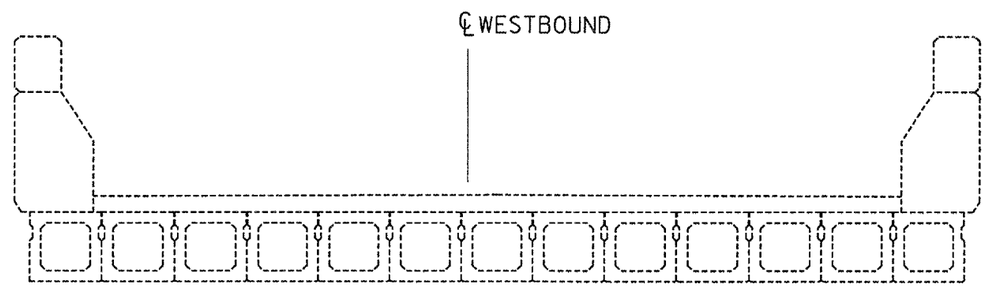
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7 45-(RB,RB-2,BR)]	PEORIA	82	30
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SN 072-0008



SN 072-0136



SUPERSTRUCTURE TO BE REPLACED
REFER TO STRUCUTURAL PLANS FOR PROPOSED IMPROVEMENT

TYPICAL SECTION 7

(U.S. 24)

LITTLE LAMARSH CREEK STRUCTURES
(SN 072-0008 & SN 072-0136)

(LOOKING WESTBOUND)

STA. 496+26 TO STA. 497+51

LEGEND

Ⓐ EXISTING 2 1/2 " AND VARIABLE HMA
Ⓑ EXISTING P.C.C. PAVEMENT 10".
Ⓓ EXISTING GUARDRAIL (MEDIAN).
Ⓔ EXISTING HMA SHOULDER
Ⓕ EXISTING AGGREGATE SHOULDER
Ⓖ EXISTING CONCRETE MEDIAN SURF. - 4"
Ⓗ EXISTING COMB. CONC. CURB & GUTTER
Ⓙ PROPOSED AGGREGATE SHOULDER TYPE B
Ⓚ PROPOSED 1/2 " HMA SURFACE REMOVAL (HATCHED AREA)
Ⓛ PROPOSED 2 1/4 " HMA SURFACE REMOVAL (HATCHED AREA)
Ⓜ PROPOSED ¾" LEVELING BINDER MACHINE METHOD
Ⓝ PROPOSED 1 1/2 " HMA SURFACE COURSE
Ⓞ PROPOSED 2 1/4 " HMA SHOULDER
Ⓟ PROPOSED 1 3/4 " HMA SHOULDER

ILLINOIS DEPARTMENT OF TRANSPORTATION

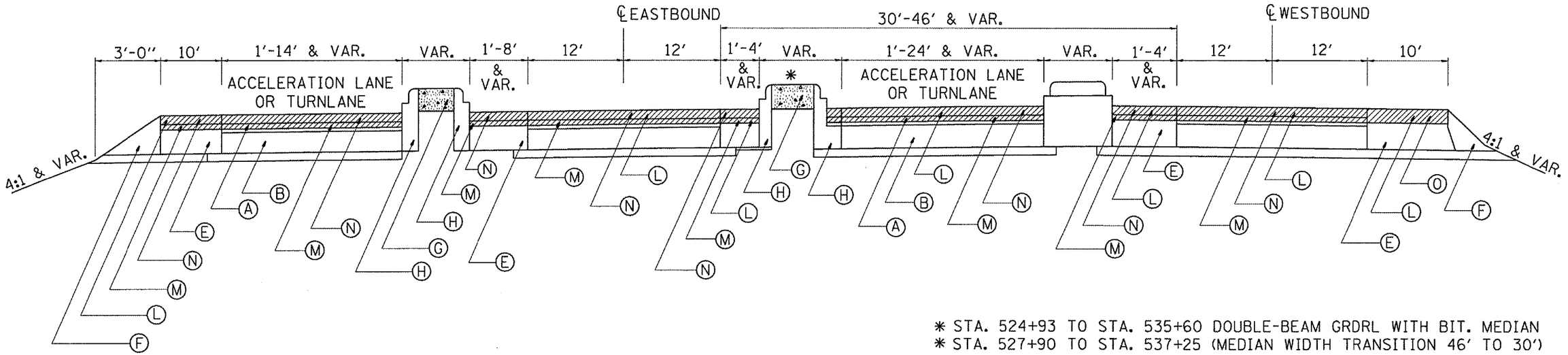
PROPOSED TYPICAL SECTIONS - US 24

DATE: 02-10-06 DRAWN BY: DBB CHECKED BY: CEM

PLOT DATE = 02-02-06
FILE NAME = KH-Typical Sections.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7 45-(RB,RB-2,BRI)	PEORIA	82	31
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



* STA. 524+93 TO STA. 535+60 DOUBLE-BEAM GRDRL WITH BIT. MEDIAN
* STA. 527+90 TO STA. 537+25 (MEDIAN WIDTH TRANSITION 46' TO 30')

TYPICAL SECTION 8
(U.S. 24)

TURNLANE DETAIL FOR TERMINAL ROAD INTERSECTION

STA. 505+82 TO STA. 519+45 (RIGHT TURN ACCELERATION FROM TERMINAL RD. TO E.B.L.)
STA. 508+82 TO STA. 519+83 (LEFT TURN LANE ONTO TERMINAL RD. FROM W.B.L.)
STA. 519+45 TO STA. 535+53 (LEFT TURN ACCELERATION FROM TERMINAL RD. TO W.B.L.)
STA. 521+41 TO STA. 526+41 (RIGHT TURN LANE ONTO TERMINAL RD. FROM E.B.L.)

LEGEND

Ⓐ EXISTING 2 1/2 " AND VARIABLE HMA
Ⓑ EXISTING P.C.C. PAVEMENT 10".
Ⓓ EXISTING GUARDRAIL (MEDIAN).
Ⓔ EXISTING HMA SHOULDER
Ⓕ EXISTING AGGREGATE SHOULDER
Ⓖ EXISTING CONCRETE MEDIAN SURF. - 4"
Ⓗ EXISTING COMB. CONC. CURB & GUTTER

Ⓙ PROPOSED AGGREGATE SHOULDER TYPE B
Ⓚ PROPOSED 1/2 " HMA SURFACE REMOVAL (HATCHED AREA)
Ⓛ PROPOSED 2 1/4 " HMA SURFACE REMOVAL (HATCHED AREA)
Ⓜ PROPOSED 3/4" LEVELING BINDER MACHINE METHOD
Ⓝ PROPOSED 1 1/2 " HMA SURFACE COURSE
Ⓞ PROPOSED 2 1/4 " HMA SHOULDER
Ⓟ PROPOSED 1 3/4 " HMA SHOULDER

ILLINOIS DEPARTMENT OF TRANSPORTATION

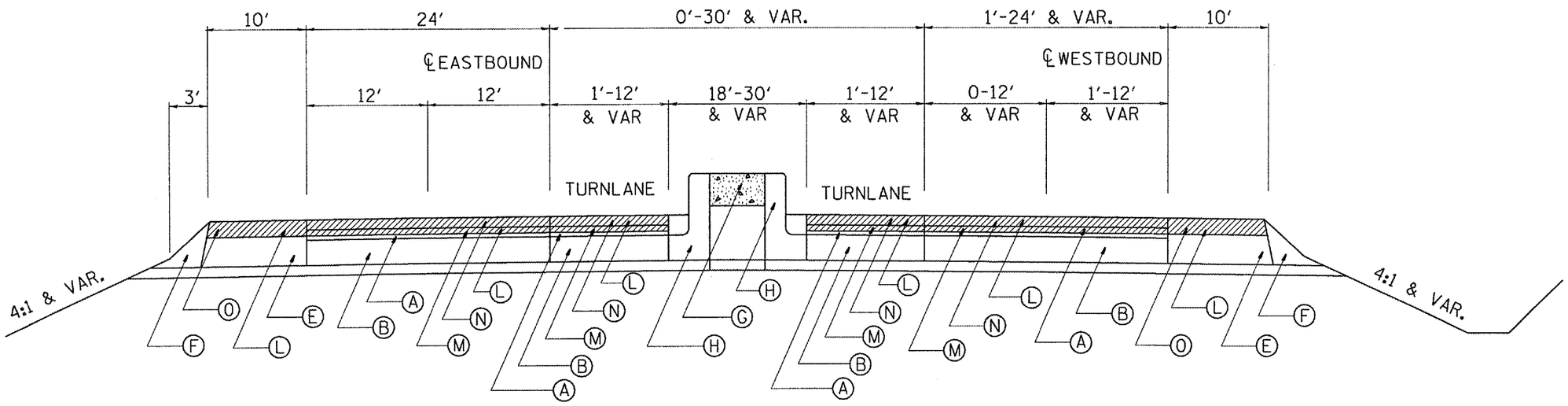
PROPOSED TYPICAL SECTIONS - US 24

DATE: 02-10-06 DRAWN BY: DBB CHECKED BY: CEM

PLOT DATE = 02-02-06
FILE NAME = XXX-Typical Sectionsdgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7 45-(RB,RB-2,BRI(	PEORIA	82	32
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION 9
(U.S. 24)

STA. 559+00 TO STA. 565+63 (LEFT TURN LANE FROM W.B.L. ONTO S. JACKSON ST.)
STA. 565+63 TO STA. 572+25 (LEFT TURN LANE FROM E.B.L. ONTO N. JACKSON ST.)
STA. 572+25 TO STA. 579+26 (OMIT TURN LANES)
STA. 579+26 TO STA. 586+00 (LEFT TURN LANE FROM W.B.L. ONTO WASHINGTON ST.)
STA. 586+00 TO STA. 589+67 (LEFT TURN LANE FROM W.B.L. ONTO PEARL ST.)
STA. 590+57 TO STA. 596+80 (LEFT TURN LANE FROM E.B.L. ONTO KINGSTON MINES RD.)
STA. 589+95 TO STA. 607+38 (TRANSITION 4 LANE DIVIDED TO 2 LANE UNDIVIDED)

LEGEND

Ⓐ EXISTING 2 1/2 " AND VARIABLE HMA
Ⓑ EXISTING P.C.C. PAVEMENT 10".
Ⓓ EXISTING GUARDRAIL (MEDIAN).
Ⓔ EXISTING HMA SHOULDER
Ⓕ EXISTING AGGREGATE SHOULDER
Ⓖ EXISTING CONCRETE MEDIAN SURF. - 4"
Ⓗ EXISTING COMB. CONC. CURB & GUTTER
Ⓙ PROPOSED AGGREGATE SHOULDER TYPE B
Ⓚ PROPOSED 1/2 " HMA SURFACE REMOVAL (HATCHED AREA)
Ⓛ PROPOSED 2 1/4 " HMA SURFACE REMOVAL (HATCHED AREA)
Ⓜ PROPOSED ¾" LEVELING BINDER MACHINE METHOD
Ⓝ PROPOSED 1 1/2 " HMA SURFACE COURSE
Ⓞ PROPOSED 2 1/4 " HMA SHOULDER
Ⓟ PROPOSED 1 3/4 " HMA SHOULDER

ILLINOIS DEPARTMENT OF TRANSPORTATION

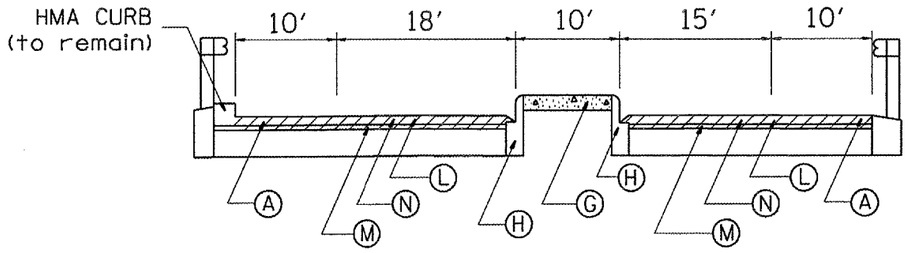
PROPOSED TYPICAL SECTIONS - US 24

DATE: 02-10-06 DRAWN BY: DBB CHECKED BY: CEM

PLOT DATE = 02-10-06
FILE NAME = c:\dm\typical sections\dgn

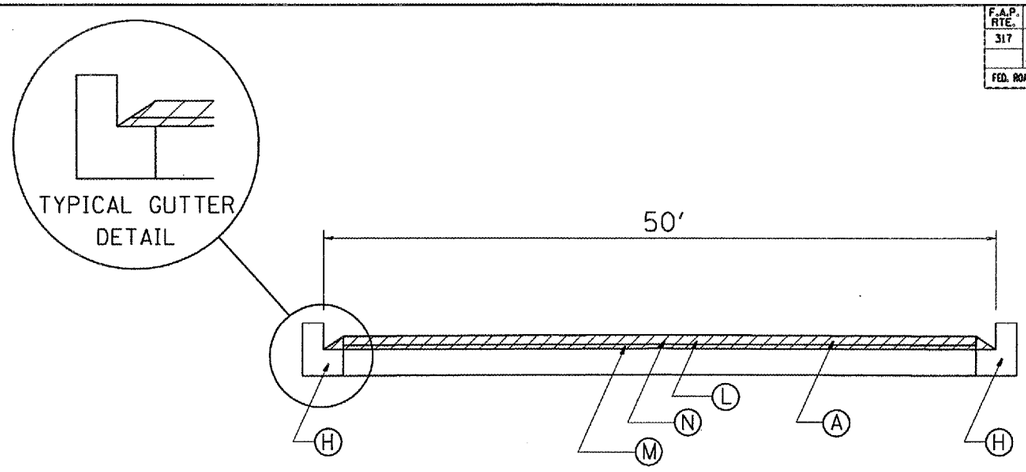
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, 146-1)RS-7 45-(RB,RB-2,BRI)	PEORIA	82	33
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	



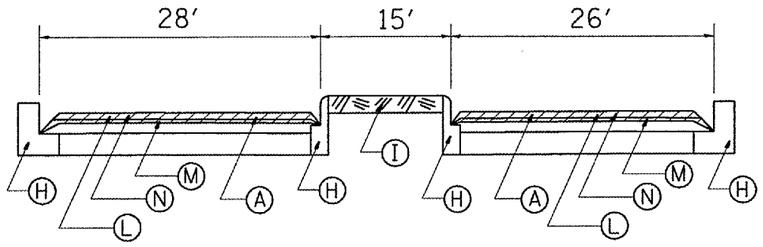
CAMERON LANE (NORTH) TYPICAL SECTION

(LOOKING NORTH) - EXTEND OVERLAY TO EXISTING BUTT JOINT



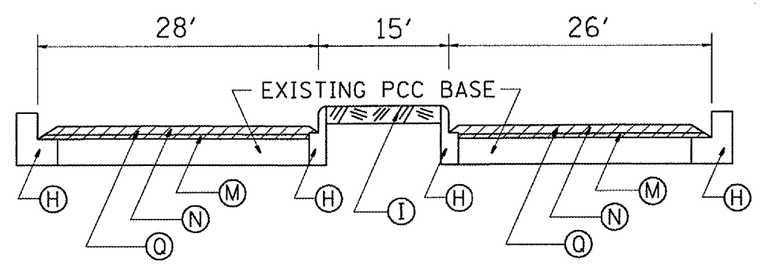
WALNUT LANE TYPICAL SECTION

(LOOKING NORTH) - EXTEND TO WHEELER ROAD INTERSECTION



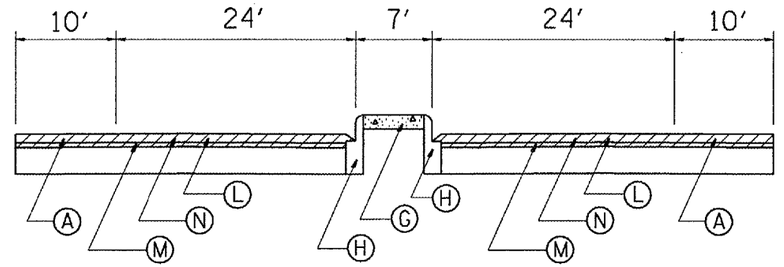
FACTORY ROAD TYPICAL SECTION - HMA PAVEMENT

(LOOKING SOUTH)- EXTEND OVERLAY TO RADIUS RETURN OF INTERSECTING SIDEROADS



FACTORY ROAD TYPICAL SECTION - CONCRETE PAVEMENT

(LOOKING SOUTH)- EXTEND OVERLAY TO RADIUS RETURN OF INTERSECTING SIDEROADS



TERMINAL ROAD TYPICAL SECTION

(LOOKING SOUTH) - EXTEND OVERLAY TO EXISTING BUTT JOINT

LEGEND

- Ⓐ EXISTING 2 1/2 " AND VARIABLE HMA
- Ⓖ EXISTING CONCRETE MEDIAN SURFACE - 4"
- Ⓗ EXISTING COMBINATION CONCRETE CURB & GUTTER
- Ⓘ EXISTING GRASS MEDIAN SURFACE
- Ⓛ PROPOSED 2 1/4 " HMA SURFACE REMOVAL (HATCHED AREA)
- Ⓜ PROPOSED ¾" LEVELING BINDER MACHINE METHOD, TYPE 2
- Ⓝ PROPOSED 1 1/2 " HMA SURFACE COURSE
- Ⓠ PROPOSED 2¼" CONCRETE SURFACE REM. (HATCHED AREA)

ILLINOIS DEPARTMENT OF TRANSPORTATION

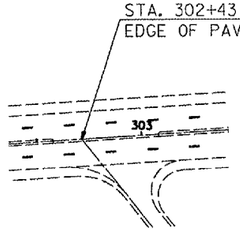
PROPOSED TYPICAL SECTIONS - US 24

DATE: 02-10-06 DRAWN BY: DBB CHECKED BY: CEM

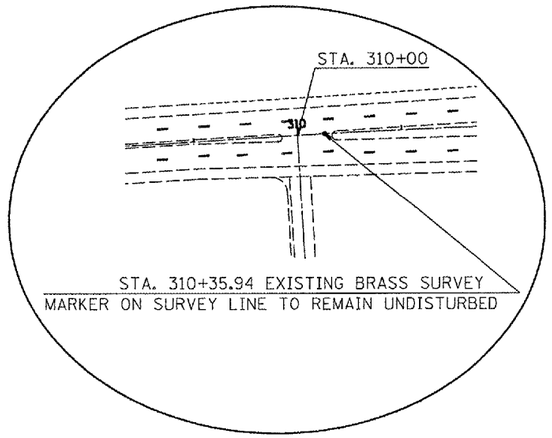
PLOT DATE = 02-02-06
FILE NAME = IDM-Typical Sections.dgn

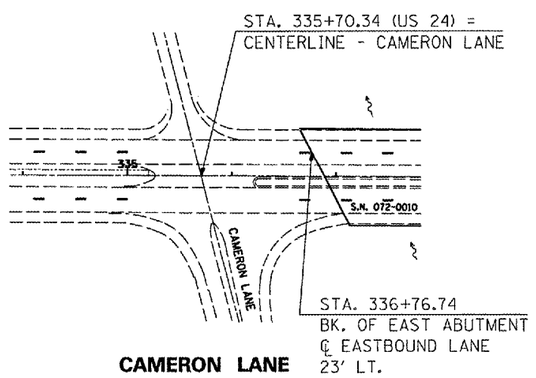
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI)	PEORIA	82	34
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

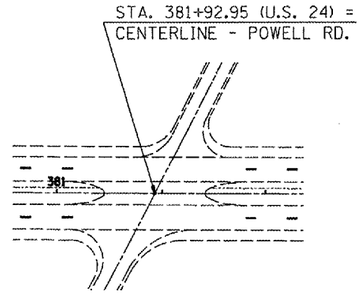


MCKEE STREET

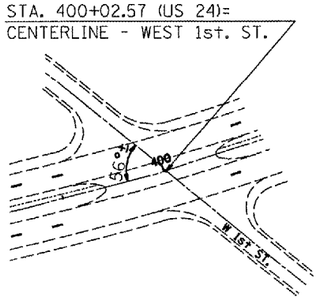




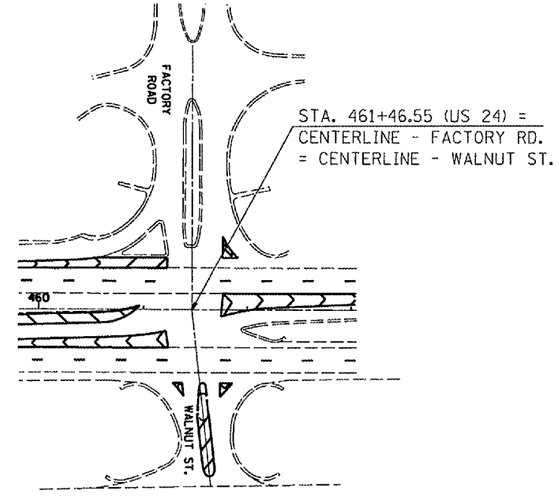
CAMERON LANE



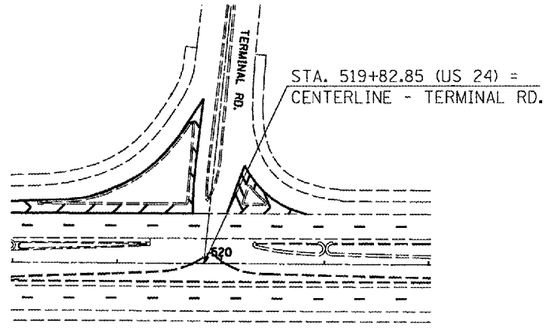
POWELL ROAD



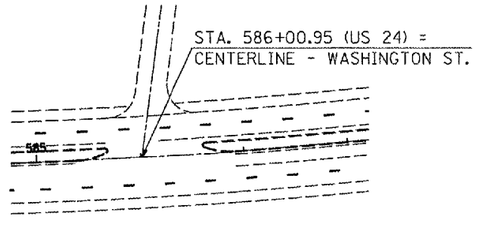
WEST FIRST STREET



FACTORY ROAD / WALNUT STREET



TERMINAL ROAD



WASHINGTON ROAD

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

REFERENCE POINT US 24 (FAP 317) KINGSTON MINES

DRAWN BY

DATE CHECKED BY

PLOT DATE = 06-07-96
FILE NAME = KM-main CADD file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI)	PEORIA	82	35
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

STA. EQN. 320+58.12 BK = 322+50.13 AH

STA. EQN. 407+44.08 BK = 407+47.35 AH

STA. EQN. 431+71.76 BK = 434+98.9 AH

STA. EQN. 538+71.46 BK = 538+69.52 AH

N

4

MCKEE STREET

CAMERON LN

POWELL RD

PATCHING UNIT ②

24

PATCHING UNIT ①

9

FAP 693

PEKIN

9

FAP 317

MAPLETON

REED CITY RD

WALNUT STREET

WHEELER ROAD

PATCHING UNIT ④

KINGSTON MINES ROAD

WHEELER RD

FACTORY ROAD

WEST FIRST STREET

PROJECT STARTS
STA. 289+72
SAFETY STA. 114.58

TERMINAL ROAD

JACKSON STREET

③ PATCHING UNIT

KINGSTON MINES

LITTLE LAMARSH CR
STRUCTURES
072-0008 & 072-0136
STA. 496+94

LA MARSH CR
STRUCTURE 072-0010
STA. 337+87.67
PARTIAL BRIDGE OMISSION
OVERLAY ON THE SOUTH-
SIDE OF THE STRUCTURE

WASHINGTON STREET

PEARL STREET

WHEELER RD BRIDGE
STRUCTURES
072-0009 & 072-0135
STA. 411+32.88
BRIDGE OMISSION

PROJECT ENDS
STA. 607+38
SAFETY STA. 120.60

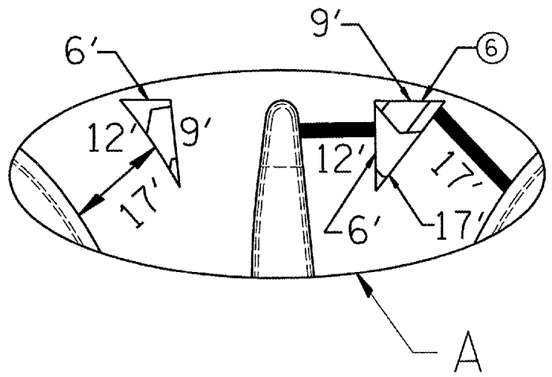
STA. EQN. 605+84.85 BK = 605+88.63 AH

LINE DIAGRAM
US 24 (FAP 317)
KINGSTON MINES

PLOT DATE = 06-07-06
FILE NAME = k:\main\DGN files\gn

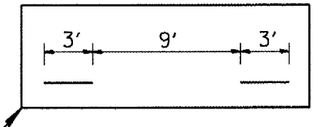
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)1	PEORIA	82	36
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



LEGEND

1. 4" YELLOW
2. 4" WHITE
3. 6" WHITE SKIP DASH
4. 24" WHITE
5. DOUBLE 4" YELLOW
6. 8" WHITE
7. 12" YELLOW
8. 12" WHITE
9. 8' TURN ARROW
10. 6" YELLOW
11. 6" WHITE
12. 8" WHITE SKIP DASH



ILLINOIS DEPARTMENT OF TRANSPORTATION

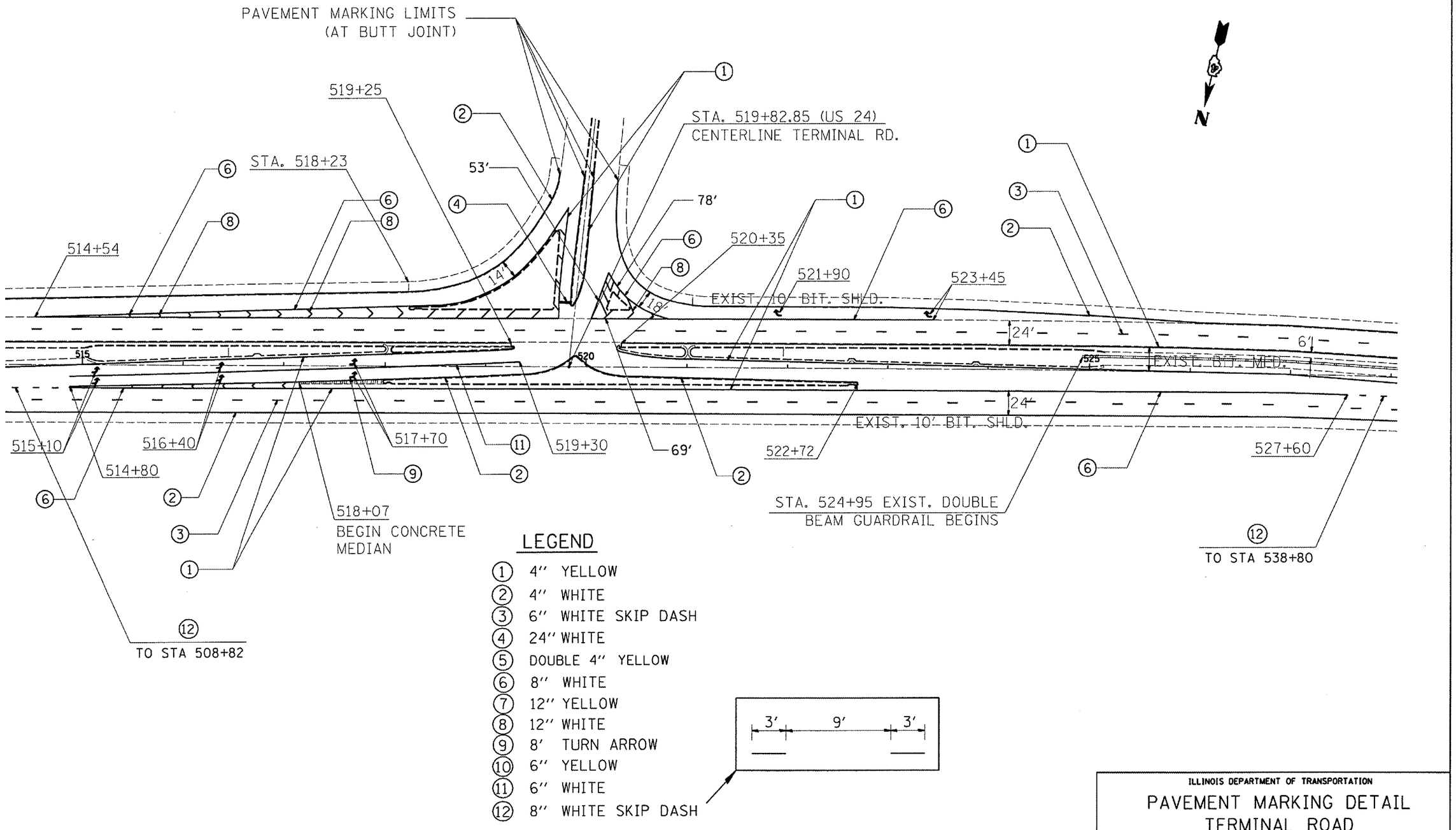
PAVEMENT MARKING DETAIL
FACTORY ROAD / WALNUT STREET
US 24 (FAP 317)

DATE DRAWN BY CHECKED BY

PLOT DATE = 06-07-96
FILE NAME = s:\mmm\cadd\file.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BRI)	PEORIA	82	37
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



LEGEND

1. 4" YELLOW
2. 4" WHITE
3. 6" WHITE SKIP DASH
4. 24" WHITE
5. DOUBLE 4" YELLOW
6. 8" WHITE
7. 12" YELLOW
8. 12" WHITE
9. 8' TURN ARROW
10. 6" YELLOW
11. 6" WHITE
12. 8" WHITE SKIP DASH

ILLINOIS DEPARTMENT OF TRANSPORTATION

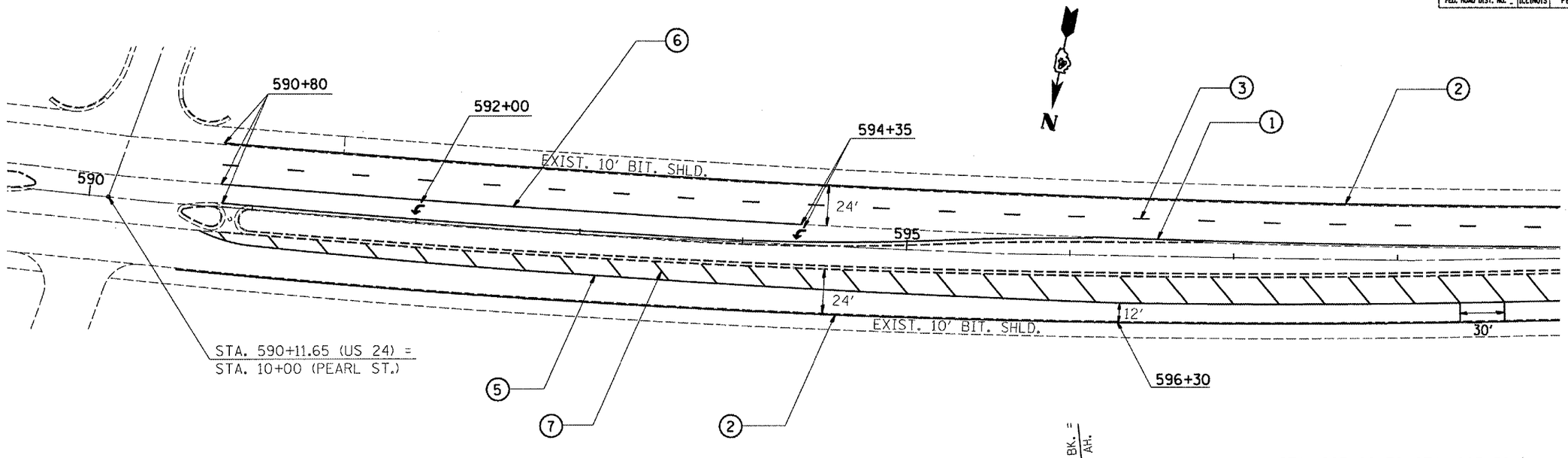
PAVEMENT MARKING DETAIL
TERMINAL ROAD
KINGSTON MINES

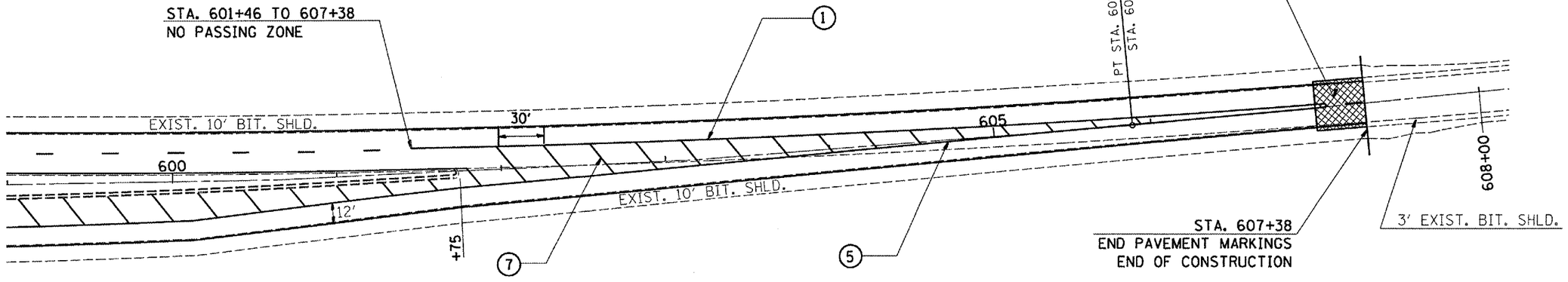
DATE | DRAWN BY | CHECKED BY

PLOT DATE = 05-07-05
FILE NAME = k:**-main CADD file.dgn

CONTRACT NO. 68456

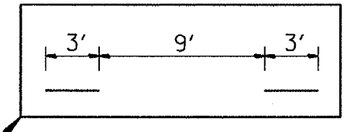
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45)RS-5, (46-1)RS-7, 45-(RB,RB-2,BR)[	PEORIA	82	38
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		





LEGEND

1. 4" YELLOW
2. 4" WHITE
3. 6" WHITE SKIP DASH
4. 24" WHITE
5. DOUBLE 4" YELLOW
6. 8" WHITE
7. 12" YELLOW
8. 12" WHITE
9. 8' TURN ARROW
10. 6" YELLOW
11. 6" WHITE
12. 8" WHITE SKIP DASH



ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAIL
PROJECT TERMINI
KINGSTON MINES

DATE | DRAWN BY | CHECKED BY

PLOT DATE = 86-07-86
FILE NAME = KH-main CADD File\dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	39
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING SCHEDULE

LOCATION	LENGTH (FT.)	PAVEMENT MK. REMOVAL WHITE (SQ. FT.)	PAVEMENT MK. REMOVAL YELLOW (SQ. FT.)	TEMP. PVMT. MK. LINE - 4" WHITE (FT.)	TEMP. PVMT. MK. LINE - 4" YELLOW (FT.)	SHORT TERM PVMT. MARKING LINE WHITE (FT.)	SHORT TERM PVMT. MARKING LINE YELLOW (FT.)	WORK ZONE PVMT. MARKING REMOVAL WHITE (SQ. FT.)	WORK ZONE PVMT. MARKING REMOVAL YELLOW (SQ. FT.)		TEMPORARY PAINT PAVEMENT MARKING LINE-24" WHITE (FOOT)
STA. 324+00 TO STA. 347+00 (W.B.)	2300					*460					
STA. 324+00 TO STA. 347+00 (E.B.)	2300					*460					
STA. 336+91.9 TO STA. 338+95.1 LT. (W.B.)	203.2										
STA. 336+98.3 TO STA. 339+01.5 ℄ (W.B.)	203.2										
STA. 337+04.7 TO STA. 339+07.9 RT. (W.B.)	203.2										
STA. 336+67.5 TO STA. 338+70.7 LT. (E.B.)	203.2										
STA. 336+73.9 TO STA. 338+77.1 ℄ (E.B.)	203.2										
STA. 336+80.3 TO STA. 338+83.5 RT. (E.B.)	203.2										
STA. 336+86.6 TO STA. 338+89.8 RT. (E.B.)	203.2										
STA. 324+00 TO STA. 335+00 LT. (W.B.)	1100	363									
STA. 324+00 TO STA. 335+00 ℄ (W.B.)	1100	95									
STA. 327+00 TO STA. 335+00 RT. (W.B.)	800	264									
STA. 336+20 TO STA. 340+25 LT. (W.B.)	405	134									
STA. 336+20 TO STA. 340+50 ℄ (W.B.)	430	36									
STA. 336+20 TO STA. 340+50 RT. (W.B.)	430	142									
STA. 334+00 TO STA. 335+00 LT. (E.B.)	100	33									
STA. 336+20 TO STA. 340+00 LT. (E.B.)	380	126									
STA. 341+00 TO STA. 345+00 LT. (E.B.)	400	132									
STA. 334+00 TO STA. 345+00 ℄ (E.B.)	1100	363									
STA. 336+20 TO STA. 340+30 TURN LANE (E.B.)	410	135									
STA. 336+20 TO STA. 340+30 RT. (E.B.)	410	135									
STA. 340+70 TO STA. 345+00 RT. (E.B.)	430	142									
STAGE I											
STA. 324+00 TO STA. 335+00 LT. (W.B.)	1100			1100				363			
STA. 327+00 TO STA. 335+00 RT. (W.B.)	800			800				264			
STA. 336+25 TO STA. 340+25 LT. (W.B.)	400			400				132			
STA. 336+75 TO STA. 340+50 RT. (W.B.)	375			375				124			
CAMERON LANE S. SIDE (N.B. LANE)	12							24			12
CAMERON LANE N. SIDE (S.B. LANE)	12							24			12
CAMERON LANE N. SIDE (TURN LANE)	16							32			16
WHEELER ROAD (N.B. LANE)	28							56			28
STAGE II											
STA. 327+00 TO STA. 335+00 LT. (W.B.)	800			800				264			
STA. 327+00 TO STA. 335+00 RT. (W.B.)	800			800				264			
STA. 336+75 TO STA. 341+00 LT. & RT. (W.B.)	750			750				247			
STA. 334+00 TO STA. 345+00 LT. (E.B.)	1100			1100				363			
STA. 334+00 TO STA. 347+00 ℄ (E.B.)	1300			1300				429			
STA. 335+00 TO STA. 345+00 RT. (E.B.)	1000			1000				330			
CAMERON LANE N. SIDE (S.B. & TURN LANE)	32							64			32
STAGE III											
STA. 336+25 TO STA. 347+00 LT. (E.B.)	1075			1075				355			
STA. 336+25 TO STA. 342+68 ℄ (E.B.)	643			643				212			
STA. 336+25 TO STA. 340+25 RT. (E.B.)	400			400				132			
TOTAL		2100		10543		920		3679			100

NOTE: SHORT-TERM PAVEMENT MARKING QUANTITIES ARE FOR TWO APPLICATIONS.
* 10% OF TOTAL LENGTH FOR SHORT-TERM PAVEMENT MARKING

TRAFFIC CONTROL SCHEDULE

LOCATION STATION TO STATION	TEMP. CONC. BARRIER (FOOT)	RELOCATE TEMP. CONC. BARRIER (FOOT)	IMPACT ATTENUATOR TEMPORARY (EACH)	RELOCATE IMPACT ATTENUATOR (EACH)
STAGE I				
STA. 336+85 TO STA. 337+00 (W.B.)			1	
STA. 337+00 TO STA. 339+50 (W.B.)	250			
STAGE II				
STA. 336+22.84 TO STA. 336+37.84 (W.B.)				1
STA. 336+37.84 TO STA. 337+00 (W.B.)	62.5			
STA. 337+00 TO STA. 339+50 (W.B.)		250		
STA. 336+25 TO STA. 340+11.96 (E.B.)	387.5			
STA. 340+11.96 TO STA. 340+26.96 (E.B.)			1	
STAGE III				
STA. 336+25 TO STA. 339+25 (E.B.)		300		
STA. 339+25 TO STA. 339+40 (E.B.)				1
TOTAL	700	550	2	2

SCHEDULE
HOT MIX ASPHALT BASE COURSE, 9" & PAVED SHOULDER REMOVAL

LOCATION	H.M.A. BASE CSE. (SQ. YD.)	PAVED SHLD. REM. (SQ. YD.)
STA. 331+00 TO STA. 335+40 RT.	489	489
STA. 336+65 TO STA. 337+12 RT.	52	52
STA. 339+10 TO STA. 341+00 RT.	211	211
STA. 336+00 TO STA. 336+73 LT.	81	81
STA. 338+75 TO STA. 340+00 LT.	139	139
STA. 341+00 TO STA. 345+00 LT.	445	445
TOTAL	1417	1417

SCHEDULE
TRAFFIC CONTROL AND PROTECTION STANDARD 701423

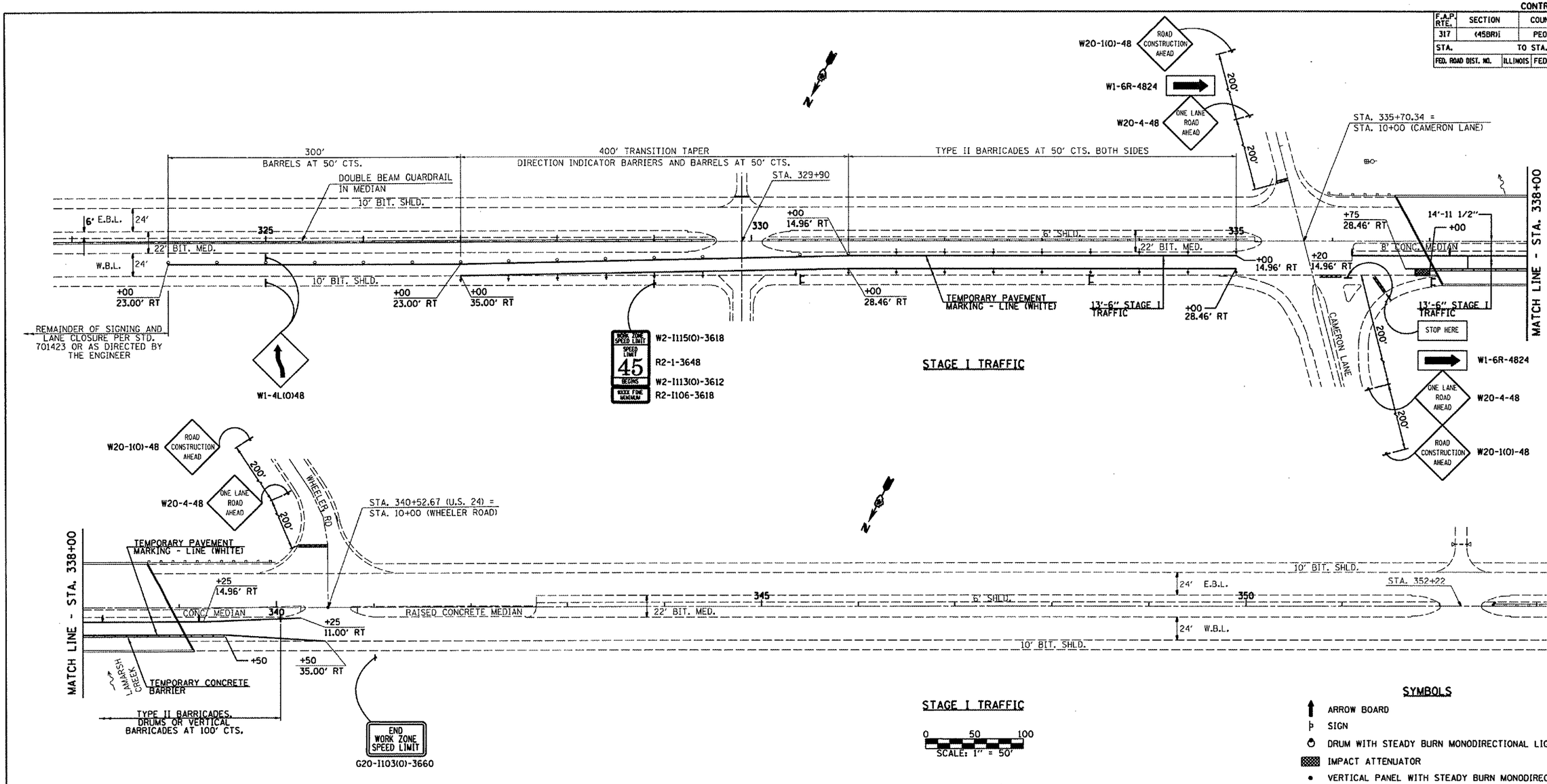
LOCATION	QUANTITY (EACH)
U.S. 24 W.B. LANES	1
U.S. 24 E.B. LANES	1
TOTAL	2

SCHEDULE OF QUANTITIES
F.A.P. ROUTE 317 - (U.S. 24)
OVER LAMARSH CREEK
SECTION (45BR)I
PEORIA COUNTY
S.N. 072-0010

PLOT DATE = 3/22/2007
FILE NAME = C:\Documents and Settings\mousherdos\Desktop\SHT88id4.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	40
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SUGGESTED STAGE CONSTRUCTION SEQUENCE

STAGE I

1. REMOVE AND REPLACE PAVED SHOULDERS WITH HOT MIX ASPHALT BASE COURSE 9" PER SHOULDER SCHEDULE
2. ERECT TRAFFIC CONTROL FOR STAGE I AND INSTALL TEMPORARY PAVEMENT MARKING.
3. CUT EXISTING CONCRETE OVERLAY AND WATERPROOFING MEMBRANE AT ALL EDGES OF EXISTING P.P.C. DECK BEAM NO. 19 IN SPAN 3 AS SHOWN ON PLAN SHEET.
4. REMOVE EXISTING CURB, RAIL AND P.P.C. DECK BEAM NO. 19 IN SPAN 3 AND REPLACE WITH NEW P. P. C. DECK BEAM.
5. CONSTRUCT PROPOSED CURB AND RAIL ON TOP OF NEW P.P.C. DECK BEAM.
6. INSTALL NEW WATERPROOFING MEMBRANE SYSTEM AND 5" CONCRETE OVERLAY ON NEW P.P.C. DECK BEAM.

STAGE II

1. ERECT TRAFFIC CONTROL FOR STAGE II AND INSTALL TEMPORARY PAVEMENT MARKINGS.
2. CUT EXISTING CONCRETE OVERLAY, WATERPROOFING MEMBRANE AND MEDIAN AT ALL EDGES OF EXISTING P.P.C. DECK BEAM NOS. 3 AND 8 IN SPAN 1 AND BEAM NO. 7 IN SPAN 3 AS SHOWN ON PLAN SHEET.
3. REMOVE EXISTING P.P.C. DECK BEAMS NO. 3 AND 8 IN SPAN 1 AND BEAM NO. 7 IN SPAN 3 AND REPLACE WITH NEW P.P.C. DECK BEAMS.
4. REPAIR CUT MEDIAN AREAS PER DETAILS SHOWN ON SHEET NO.
5. INSTALL NEW WATERPROOFING MEMBRANE SYSTEM AND 5" CONCRETE OVERLAY ON NEW P.P.C. DECK BEAMS.

STAGE III

1. ERECT TRAFFIC CONTROL FOR STAGE III AND INSTALL TEMPORARY PAVEMENT MARKING.
2. CUT EXISTING HOT MIX ASPHALT AND WATERPROOFING MEMBRANE AT ALL EDGES OF EXISTING P.P.C. DECK BEAMS NO. 1 AND 2 IN SPANS 2 AND 3 AS SHOWN ON PLAN SHEET.
3. REMOVE EXISTING CURB, RAIL AND P.P.C. DECK BEAM NOS. 1 AND 2 IN SPANS 2 AND 3 AND REPLACE WITH PROPOSED P.P.C. DECK BEAMS.
4. CONSTRUCT PROPOSED CURB AND RAIL ON TOP OF NEW P.P.C. DECK BEAM.
5. INSTALL NEW WATERPROOFING MEMBRANE SYSTEM AND HOT MIX ASPHALT ON NEW P.P.C. DECK BEAM.

STAGE I TRAFFIC

0 50 100
SCALE: 1" = 50'

SYMBOLS

- ARROW BOARD
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- IMPACT ATTENUATOR
- VERTICAL PANEL WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE , DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE C MONODIRECTIONAL REFLECTOR
- TYPE III BARRICADE
- TEMPORARY PAINT MARKING - LINE 24"

GENERAL NOTES

1. THIS TRAFFIC CONTROL DETAIL SHALL BE USED IN CONJUNCTION WITH STANDARD 701423.
2. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING ALL PHASES OF CONSTRUCTION.
4. COST OF INSTALLATION OF TEMPORARY STOP SIGNS, BARRICADES, AND DRUMS, NO MATTER HOW MANY SET-UPS REQUIRED, SHALL BE INCLUDED IN THE COST EACH OF TRAFFIC CONTROL AND PROTECTION STANDARD 701423.

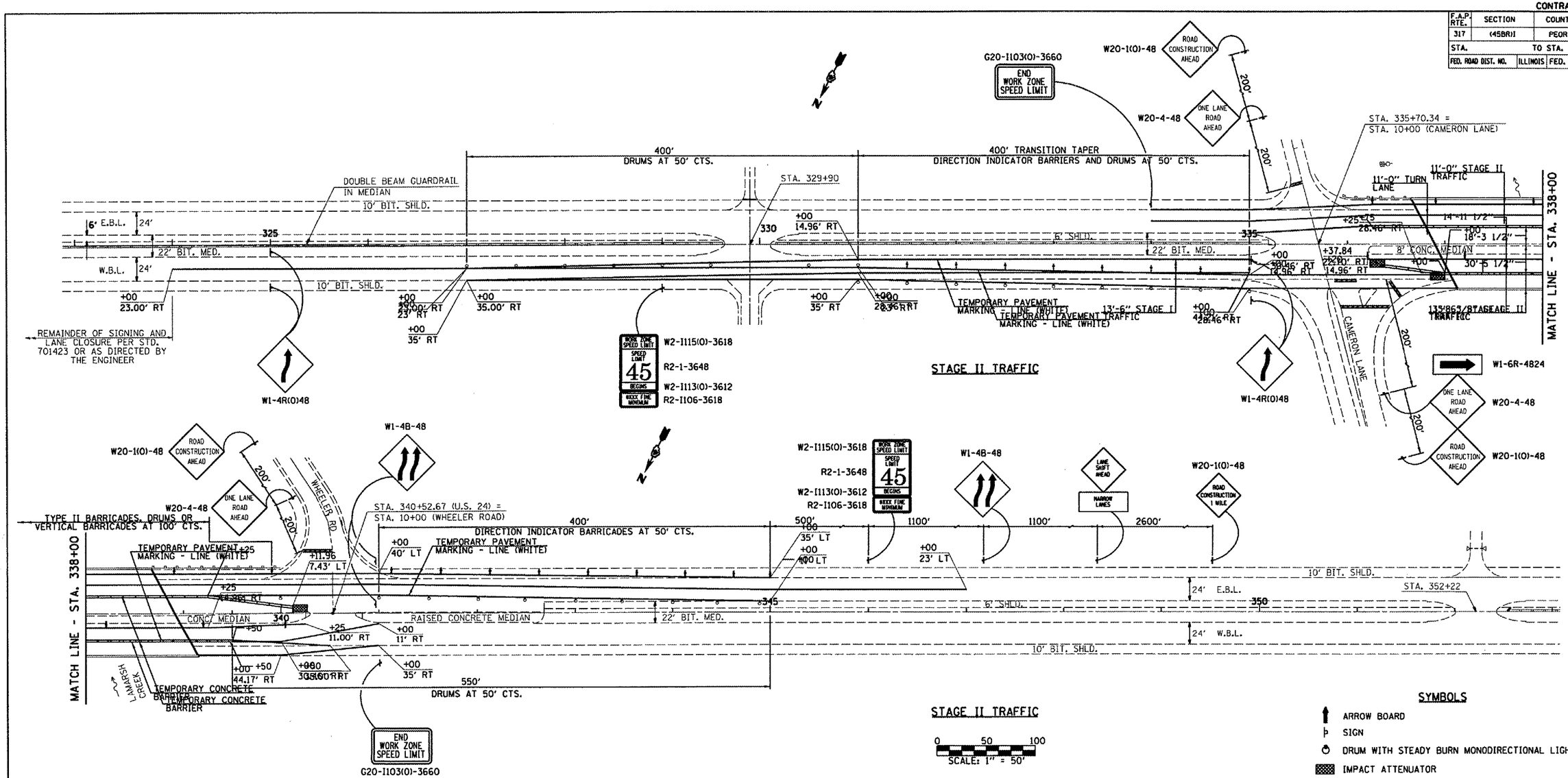
NOTE: WORK THIS SHEET WITH THE FOLLOWING SHEET.

STAGE CONSTRUCTION TRAFFIC DETAILS
F.A.P. ROUTE 317 - (U.S. 24)
OVER LAMARSH CREEK
SECTION (45BR)I
PEORIA COUNTY
S.N. 072-0010

PLOT DATE = 3/22/2007
FILE NAME = C:\Documents and Settings\meuehardes\Desktop\SHT1882d4.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	41
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SUGGESTED STAGE CONSTRUCTION SEQUENCE

STAGE I

1. REMOVE AND REPLACE PAVED SHOULDERS WITH HOT MIX ASPHALT BASE COURSE 9" PER SHOULDER SCHEDULE
2. ERECT TRAFFIC CONTROL FOR STAGE I AND INSTALL TEMPORARY PAVEMENT MARKING.
3. CUT EXISTING CONCRETE OVERLAY AND WATERPROOFING MEMBRANE AT ALL EDGES OF EXISTING P.P.C. DECK BEAM NO. 19 IN SPAN 3 AS SHOWN ON PLAN SHEET.
4. REMOVE EXISTING CURB, RAIL AND P.P.C. DECK BEAM NO. 19 IN SPAN 3 AND REPLACE WITH NEW P. P. C. DECK BEAM.
5. CONSTRUCT PROPOSED CURB AND RAIL ON TOP OF NEW P.P.C. DECK BEAM.
6. INSTALL NEW WATERPROOFING MEMBRANE SYSTEM AND 5" CONCRETE OVERLAY ON NEW P.P.C. DECK BEAM.

STAGE II

1. ERECT TRAFFIC CONTROL FOR STAGE II AND INSTALL TEMPORARY PAVEMENT MARKINGS.
2. CUT EXISTING CONCRETE OVERLAY, WATERPROOFING MEMBRANE AND MEDIAN AT ALL EDGES OF EXISTING P.P.C. DECK BEAM NOS. 3 AND 8 IN SPAN 1 AND BEAM NO. 7 IN SPAN 3 AS SHOWN ON PLAN SHEET.
3. REMOVE EXISTING P.P.C. DECK BEAMS NO. 3 AND 8 IN SPAN 1 AND BEAM NO. 7 IN SPAN 3 AND REPLACE WITH NEW P.P.C. DECK BEAMS.
4. REPAIR CUT MEDIAN AREAS PER DETAILS SHOWN ON SHEET NO.
5. INSTALL NEW WATERPROOFING MEMBRANE SYSTEM AND 5" CONCRETE OVERLAY ON NEW P.P.C. DECK BEAMS.

STAGE III

1. ERECT TRAFFIC CONTROL FOR STAGE III AND INSTALL TEMPORARY PAVEMENT MARKING.
2. CUT EXISTING HOT MIX ASPHALT AND WATERPROOFING MEMBRANE AT ALL EDGES OF EXISTING P.P.C. DECK BEAMS NO. 1 AND 2 IN SPANS 2 AND 3 AS SHOWN ON PLAN SHEET.
3. REMOVE EXISTING CURB, RAIL AND P.P.C. DECK BEAM NOS. 1 AND 2 IN SPANS 2 AND 3 AND REPLACE WITH PROPOSED P.P.C. DECK BEAMS.
4. CONSTRUCT PROPOSED CURB AND RAIL ON TOP OF NEW P.P.C. DECK BEAM.
5. INSTALL NEW WATERPROOFING MEMBRANE SYSTEM AND HOT MIX ASPHALT ON NEW P.P.C. DECK BEAM.

STAGE II TRAFFIC

0 50 100

SCALE: 1" = 50'

GENERAL NOTES

1. THIS TRAFFIC CONTROL DETAIL SHALL BE USED IN CONJUNCTION WITH STANDARD 701423.
2. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING ALL PHASES OF CONSTRUCTION.
4. COST OF INSTALLATION OF TEMPORARY STOP SIGNS, BARRICADES, AND DRUMS, NO MATTER HOW MANY SET-UPS REQUIRED, SHALL BE INCLUDED IN THE COST EACH OF TRAFFIC CONTROL AND PROTECTION STANDARD 701423.

SYMBOLS

- ARROW BOARD
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- IMPACT ATTENUATOR
- VERTICAL PANEL WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE , DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE C MONODIRECTIONAL REFLECTOR
- TYPE III BARRICADE
- TEMPORARY PAINT MARKING - LINE 24"

NOTE: WORK THIS SHEET WITH THE FOLLOWING SHEET.

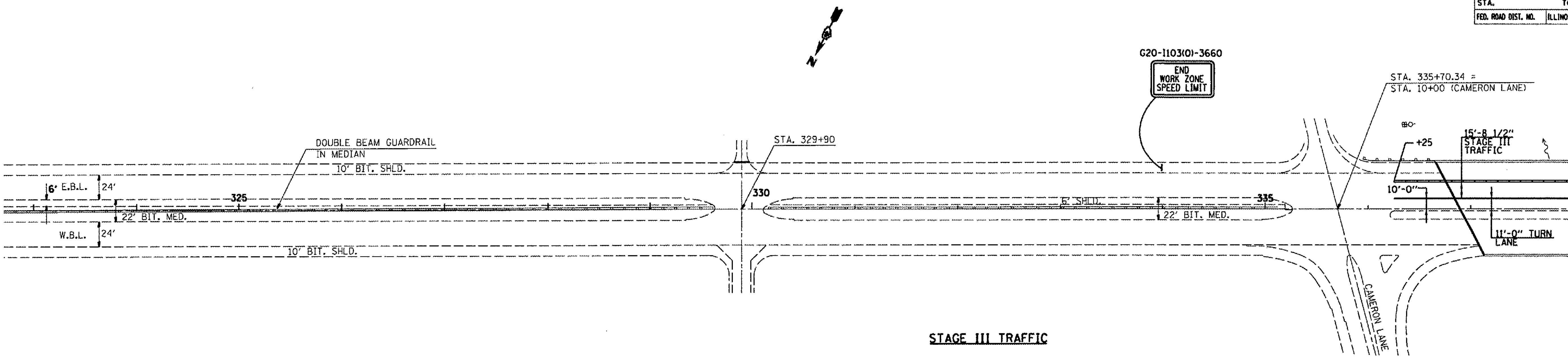
STAGE CONSTRUCTION TRAFFIC DETAILS

F.A.P. ROUTE 317 - (U.S. 24)
OVER LAMARSH CREEK
SECTION (45BR)I
PEORIA COUNTY
S.N. 072-0010

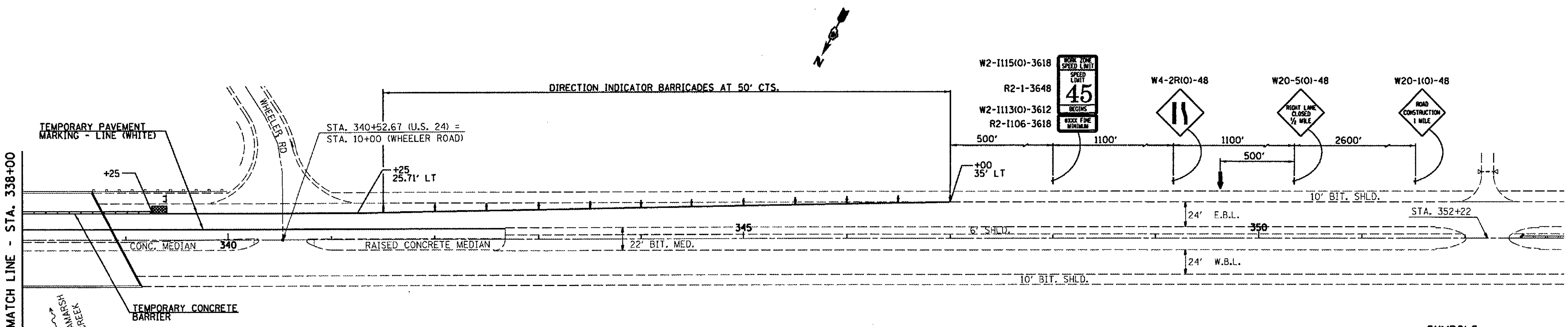
PLOT DATE = 3/22/2007
FILE NAME = c:\Documents and Settings\mmarhardie\Desktop\SHT88364.dgn

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	42
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE III TRAFFIC



STAGE III TRAFFIC

0 50 100
SCALE: 1" = 50'

SYMBOLS

- ARROW BOARD
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- IMPACT ATTENUATOR
- VERTICAL PANEL WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE , DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE C MONODIRECTIONAL REFLECTOR
- TYPE III BARRICADE
- TEMPORARY PAINT MARKING - LINE 24"

SUGGESTED STAGE CONSTRUCTION SEQUENCE

STAGE I

1. REMOVE AND REPLACE PAVED SHOULDERS WITH HOT MIX ASPHALT BASE COURSE 9" PER SHOULDER SCHEDULE
2. ERECT TRAFFIC CONTROL FOR STAGE I AND INSTALL TEMPORARY PAVEMENT MARKING.
3. CUT EXISTING CONCRETE OVERLAY AND WATERPROOFING MEMBRANE AT ALL EDGES OF EXISTING P.P.C. DECK BEAM NO. 19 IN SPAN 3 AS SHOWN ON PLAN SHEET.
4. REMOVE EXISTING CURB, RAIL AND P.P.C. DECK BEAM NO. 19 IN SPAN 3 AND REPLACE WITH NEW P. P. C. DECK BEAM.
5. CONSTRUCT PROPOSED CURB AND RAIL ON TOP OF NEW P.P.C. DECK BEAM.
6. INSTALL NEW WATERPROOFING MEMBRANE SYSTEM AND 5" CONCRETE OVERLAY ON NEW P.P.C. DECK BEAM.

STAGE II

1. ERECT TRAFFIC CONTROL FOR STAGE II AND INSTALL TEMPORARY PAVEMENT MARKINGS.
2. CUT EXISTING CONCRETE OVERLAY, WATERPROOFING MEMBRANE AND MEDIAN AT ALL EDGES OF EXISTING P.P.C. DECK BEAM NOS. 3 AND 8 IN SPAN 1 AND BEAM NO. 7 IN SPAN 3 AS SHOWN ON PLAN SHEET.
3. REMOVE EXISTING P.P.C. DECK BEAMS NO. 3 AND 8 IN SPAN 1 AND BEAM NO. 7 IN SPAN 3 AND REPLACE WITH NEW P.P.C. DECK BEAMS.
4. REPAIR CUT MEDIAN AREAS PER DETAILS SHOWN ON SHEET NO.
5. INSTALL NEW WATERPROOFING MEMBRANE SYSTEM AND 5" CONCRETE OVERLAY ON NEW P.P.C. DECK BEAMS.

STAGE III

1. ERECT TRAFFIC CONTROL FOR STAGE III AND INSTALL TEMPORARY PAVEMENT MARKING.
2. CUT EXISTING HOT MIX ASPHALT AND WATERPROOFING MEMBRANE AT ALL EDGES OF EXISTING P.P.C. DECK BEAMS NO. 1 AND 2 IN SPANS 2 AND 3 AS SHOWN ON PLAN SHEET.
3. REMOVE EXISTING CURB, RAIL AND P.P.C. DECK BEAM NOS. 1 AND 2 IN SPANS 2 AND 3 AND REPLACE WITH PROPOSED P.P.C. DECK BEAMS.
4. CONSTRUCT PROPOSED CURB AND RAIL ON TOP OF NEW P.P.C. DECK BEAM.
5. INSTALL NEW WATERPROOFING MEMBRANE SYSTEM AND HOT MIX ASPHALT ON NEW P.P.C. DECK BEAM.

GENERAL NOTES

1. THIS TRAFFIC CONTROL DETAIL SHALL BE USED IN CONJUNCTION WITH STANDARD 701423.
2. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING ALL PHASES OF CONSTRUCTION.
4. COST OF INSTALLATION OF TEMPORARY STOP SIGNS, BARRICADES, AND DRUMS, NO MATTER HOW MANY SET-UPS REQUIRED, SHALL BE INCLUDED IN THE COST EACH OF TRAFFIC CONTROL AND PROTECTION STANDARD 701423.

NOTE: WORK THIS SHEET WITH THE FOLLOWING SHEET.

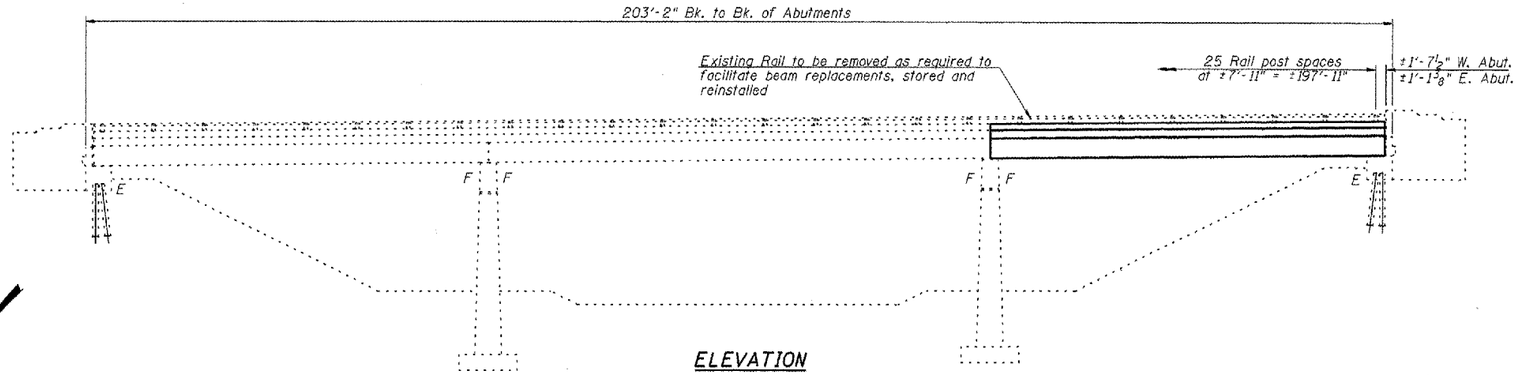
STAGE CONSTRUCTION TRAFFIC DETAILS
F.A.P. ROUTE 317 - (U.S. 24)
OVER LAMARSH CREEK
SECTION (45BR)I
PEORIA COUNTY
S.N. 072-0010

PLOT DATE : 3/22/2007
FILE NAME : C:\Documents and Settings\mayhardes\Desktop\SHT8094d.dgn

CONTRACT NO. 68456

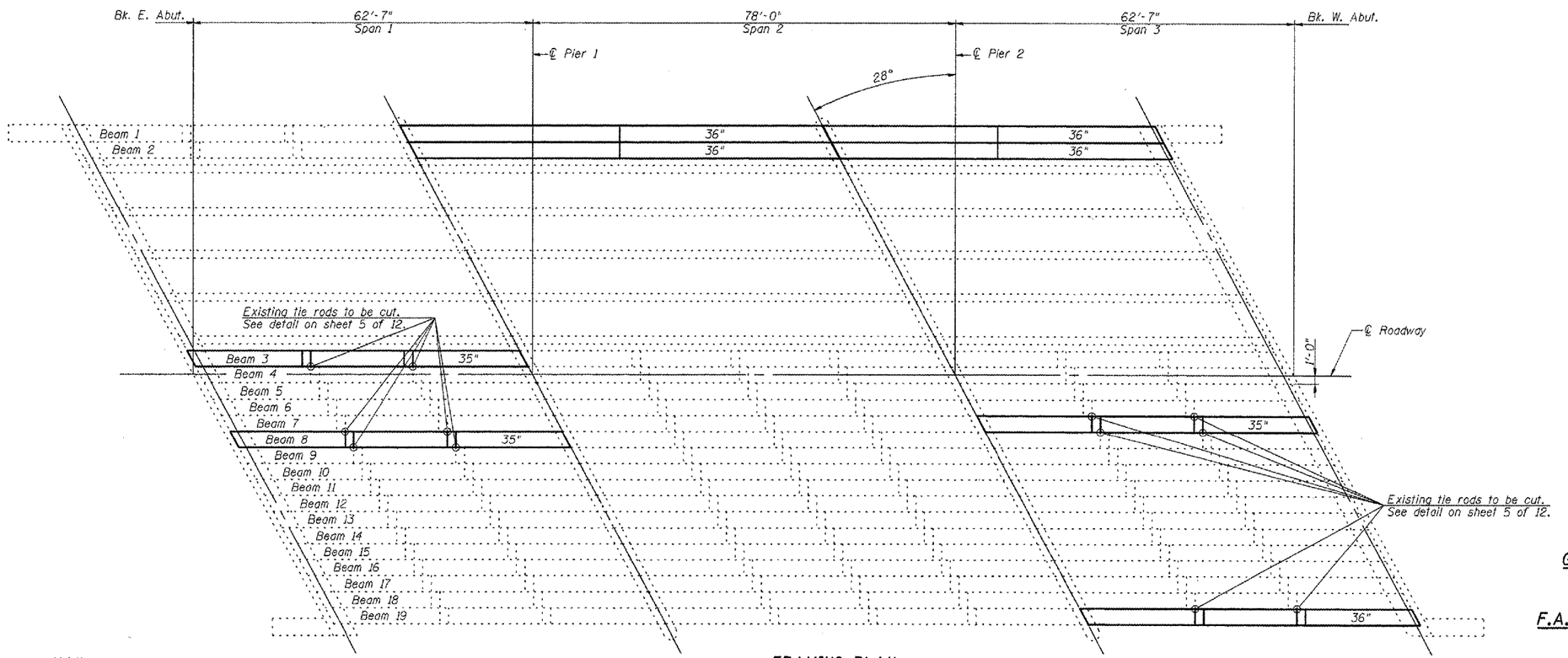
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	43
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 1
OF 12 SHEETS



ELEVATION

INDEX OF SHEETS

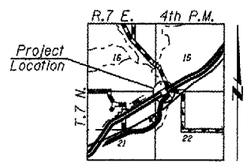


FRAMING PLAN

MARK A. HENDERSON 5518 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

5/10/07

EXP. DATE: 11/30/2008



LOCATION MAP

GENERAL PLAN & ELEVATION
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

Designed: M.A.H.
Checked: C.B.R.
Drawn: J.P.P.
Checked: M.A.H.

PLOT DATE = #DATE#
FILE NAME = #FILE#

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	44
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
OF 12 SHEETS

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60 (IL Modified). See Special Provisions.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of "Removal of Existing PPC Deck Beams".

The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Prescast Prestressd Concrete Products.

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to manufacturer's specifications prior to another coat of zinc. This work shall be performed by the producer and included with the cost of the beam. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face & 9" on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. Cost included with PPC Deck Beams.

Temporary concrete barrier shall only be anchored into the overlay and not the PPC Deck Beams.

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the beams shown.

If the contractor's procedure for existing beam removal or replacement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. Prior to placement of the timber mats the following shall be done: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys. A temporary means of lateral restraint will be required for fascia beams at expansion ends of beams to prevent movement of the beams.

All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

Existing reinforcement extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included with Concrete Removal.

The proposed concrete wearing surface over the new beams shall be a variable thickness (5" minimum) and shall match the profile of the adjacent existing wearing surface.

Reinforcement bars designated (E) shall be epoxy coated.

LOADING HS20-44

No allowance for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications.

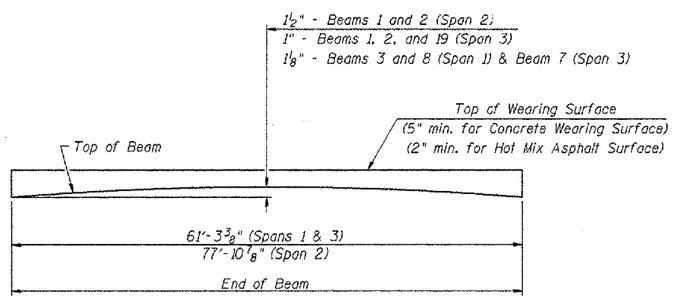
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 p.s.i.
f'c = 5,000 p.s.i. (Concrete Wearing Surface)
fy = 60,000 p.s.i. (Reinforcement)

PRECAST PRESTRESSED UNITS

f'c = 5,000 p.s.i. (Spans 1 & 3)
f'c = 6,000 p.s.i. (Span 2)
f'ci = 4,000 p.s.i. (Spans 1 & 3)
f'ci = 5,000 p.s.i. (Span 2)
f's = 270,000 p.s.i. ($\frac{1}{2}$" ϕ low lax strands)
f'si = 201,960 p.s.i. ($\frac{1}{2}$" ϕ low lax strands)



ANTICIPATED INITIAL CAMBER DIAGRAM

TOTAL BILL OF MATERIAL

	ITEM	UNIT	QUANTITY
*	Polymerized Hot-Mix Asphalt Surface Course, Mix "D", N50	Tons	15.3
	Stone Dumped Riprap, Class A5	Ton	70
	Removal of Existing PPC Deck Beams	Sq. Ft.	1571
	Precast Prestressed Concrete Deck Beams (33" Depth)	Sq. Ft.	1556
	Silicone Joint Sealer	Foot	213
	Removing and Re-erecting Existing Railing	Foot	201
	Asbestos Bearing Pad Removal	Each	28
	Concrete Superstructure	Cu. Yd.	35.6
	Concrete Removal	Cu. Yd.	35.6
	Reinforcement Bars, Epoxy Coated	Pound	3430
	Concrete Wearing Surface	Sq. Yd.	51
	Mechanical Splicer	Each	246
	Protective Coat	Sq. Yd.	178
	Furnishing and Erecting Structural Steel	Pound	204

* Includes quantity for work over Beams 1 and 2 in Spans 2 and 3, and Beam 3 in Span 1.

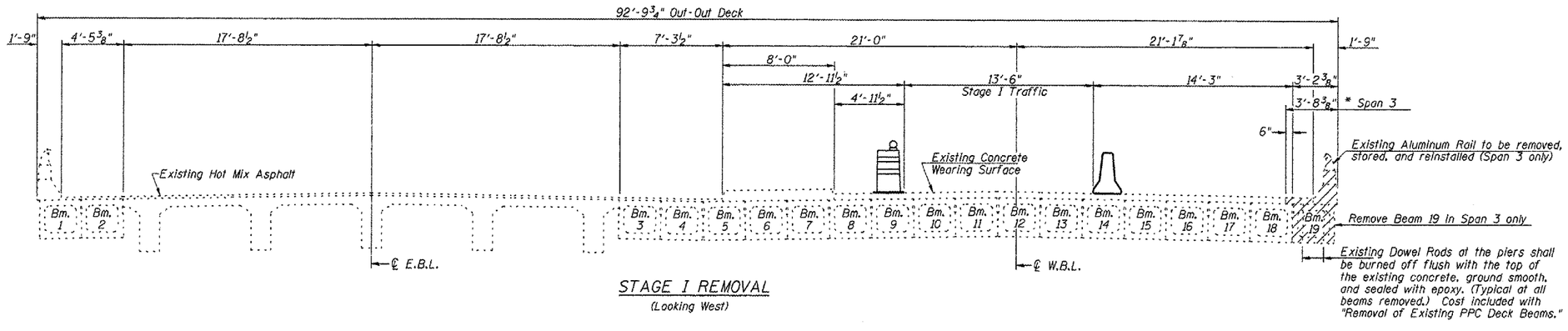
GENERAL NOTES
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

PLOT DATE = #DATE#
FILE NAME = #FILE#

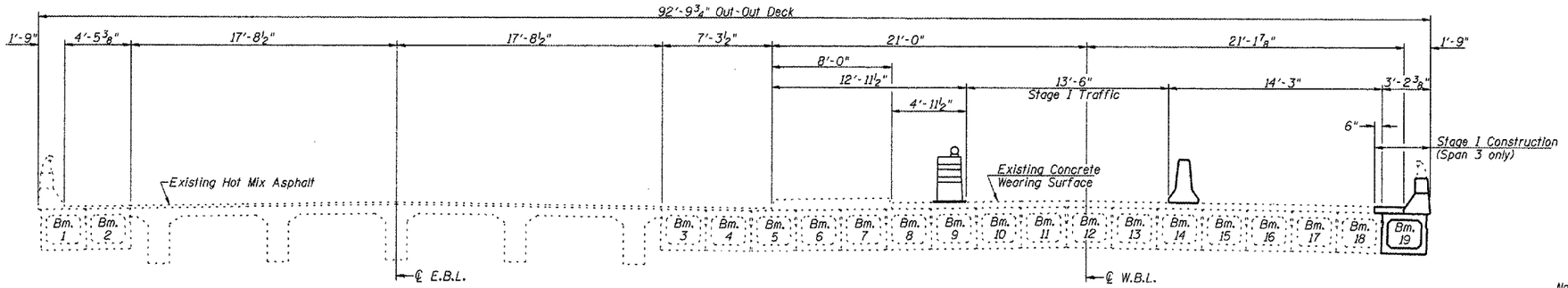
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	45
STA.	TO STA.			
		FED. AID PROJECT		

SHEET NO. 3 OF 12 SHEETS



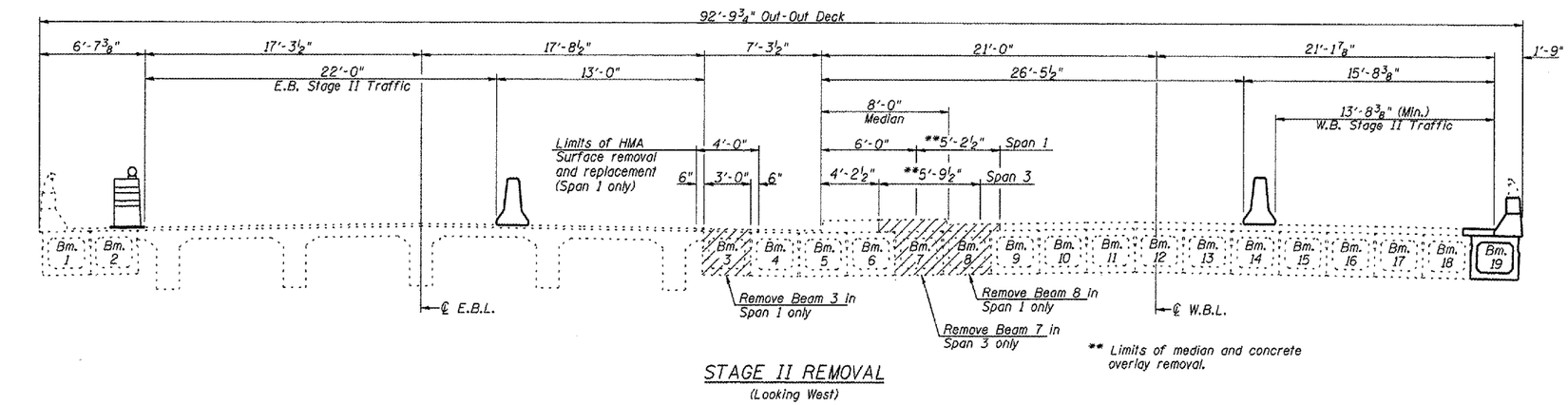
STAGE I REMOVAL
(Looking West)



STAGE I CONSTRUCTION
(Looking West)

* Limits of parapet and concrete overlay removal

Notes:
Hatched areas indicate limits of removal.
Cost of removal of the existing concrete parapet and concrete median are included in the cost of "Concrete Removal".
Cost of removal of the existing concrete and HMA wearing surfaces included in the cost of "Removal of Existing PPC Deck Beams."
For quantity of Temporary Barrier see Roadway Plans.



STAGE II REMOVAL
(Looking West)

** Limits of median and concrete overlay removal.

STAGING DETAILS
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

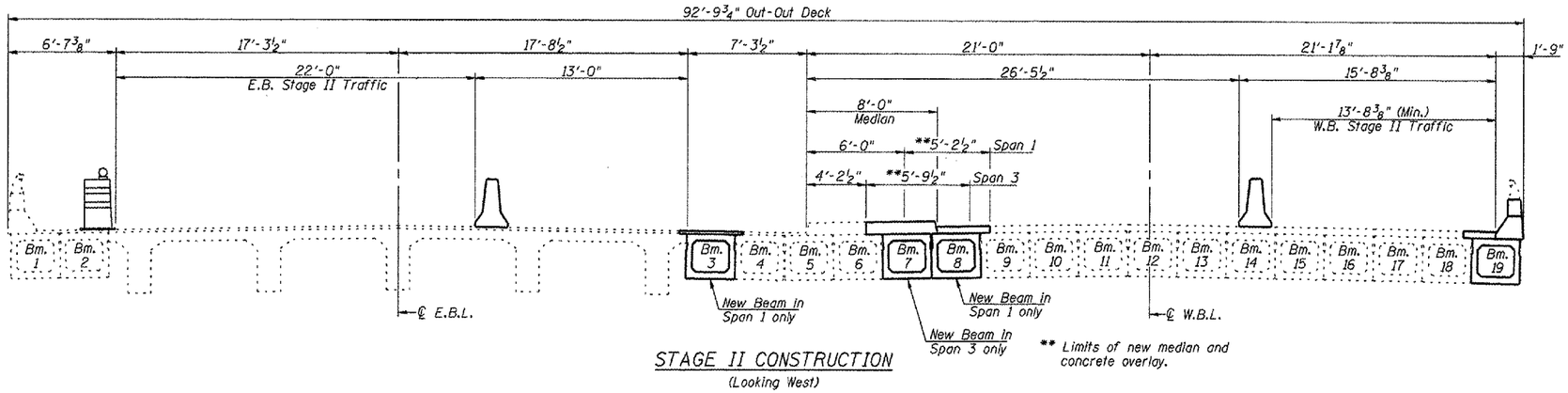
PLOT DATE = #DATE#
FILE NAME = #FILE#

ALLEN HENDERSON & ASSOCIATES, INC. CONSULTING CIVIL AND STRUCTURAL ENGINEERS SPRINGFIELD, IL. PHONE: (217) 544-8033 IL DESIGN FIRM NO. 184-001907

CONTRACT NO. 68456

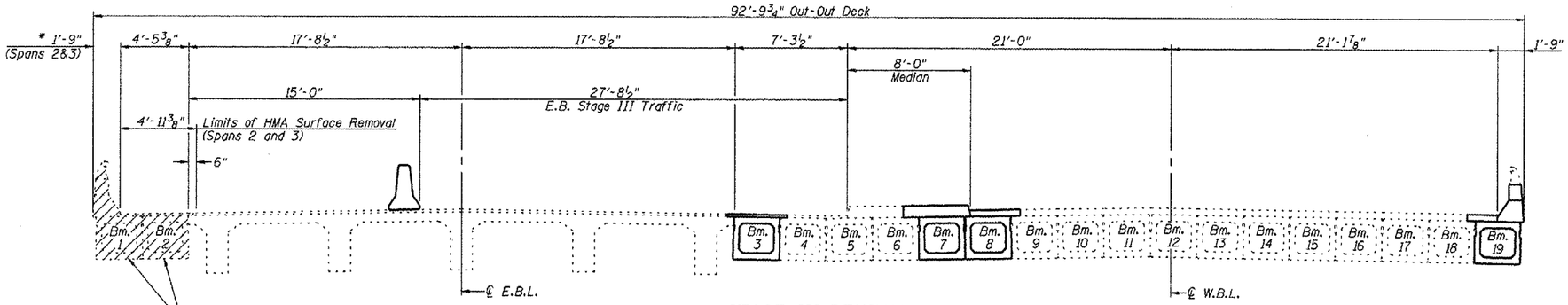
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BRI)I	PEORIA	82	46
STA.		TO STA.		
		FED. AID PROJECT		

SHEET NO. 4
OF 12 SHEETS



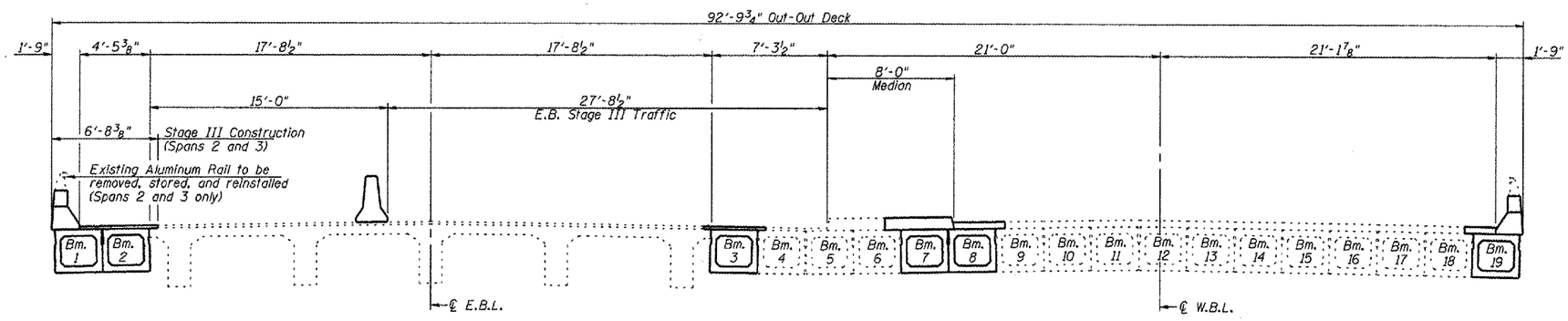
STAGE II CONSTRUCTION
(Looking West)

** Limits of new median and concrete overlay.



STAGE III REMOVAL
(Looking West)

* Limits of parapet removal



STAGE III CONSTRUCTION
(Looking West)

Notes:
Hatched areas indicate limits of removal.
Cost of removal of the existing concrete parapet and concrete median are included in the cost of "Concrete Removal".
Cost of removal of the existing concrete and HMA wearing surfaces included in the cost of "Removal of Existing PPC Deck Beams."
For quantity of Temporary Barrier see Roadway Plans.

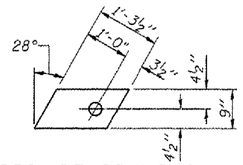
STAGING DETAILS
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

PLOT DATE = #DATE#
FILE NAME = #FILE$

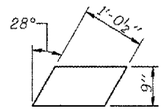
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	47
STA.	TO STA.			
		FED. AID PROJECT		

SHEET NO. 5 OF 12 SHEETS

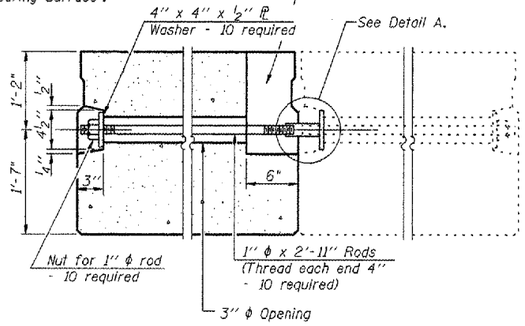


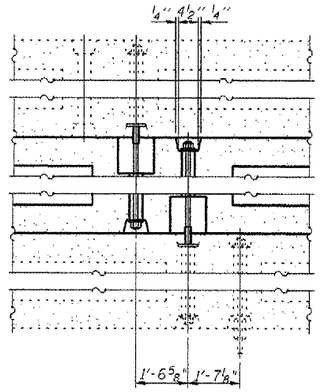
FABRIC BEARING PAD
(6 Required)
FIXED
(At Piers)



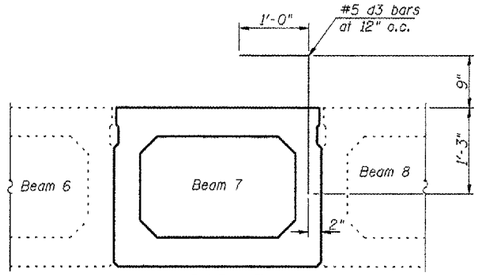
FABRIC BEARING PAD
(6 Required)
EXPANSION
(At Abutments)

6" x 6" x 1'-4½" Blockout to be filled with Class BD Concrete after Beams have been installed. Cost shall be included in the cost of "Concrete Wearing Surface".

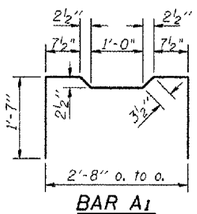




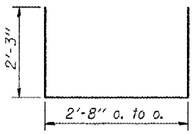
TYPICAL TRANSVERSE TIE ASSEMBLY



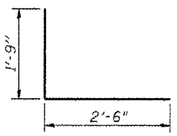
BAR d3
(Beam 7 only)



BAR A1



BARS U & U1



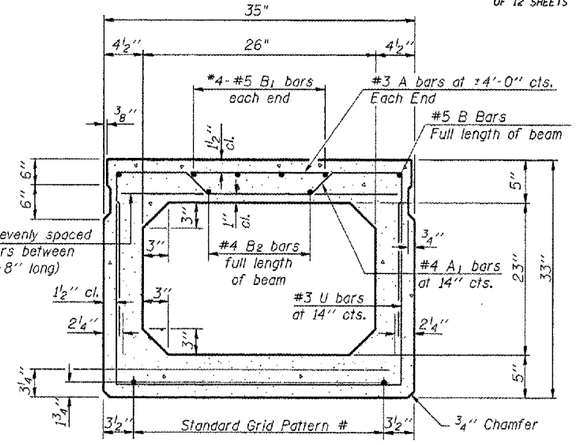
BAR D

TRANSVERSE PLACEMENT GUIDELINES

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be ½".
4. The minimum clearance from strand to void shall be ½".

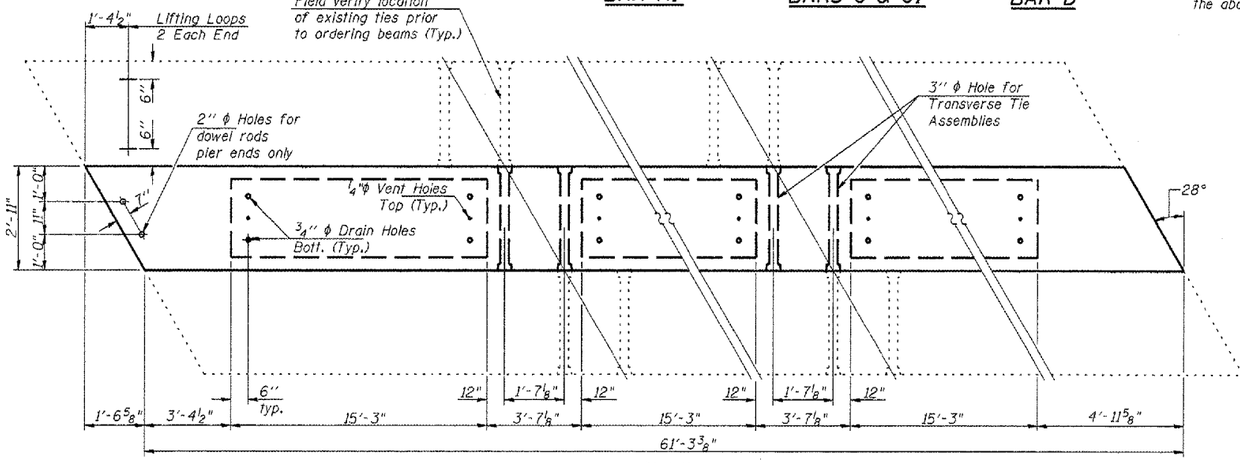
Vertical placement of strands shall not be adjusted to satisfy the above guidelines.

*0.2 x Length of beam



TYPICAL SECTION

13 - ½" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
9 - Strands 1¾" up, 4 - Strands 3¼" up



PLAN
(Span 1, Beams 3 & 8)
(Span 3, Beam 7)

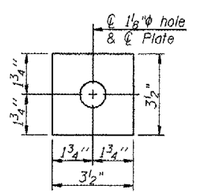
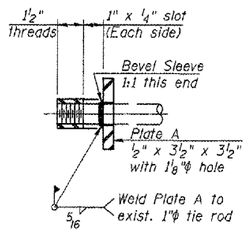
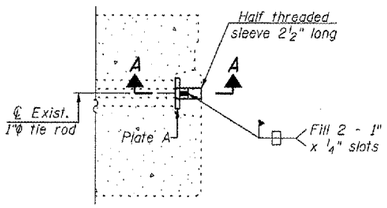


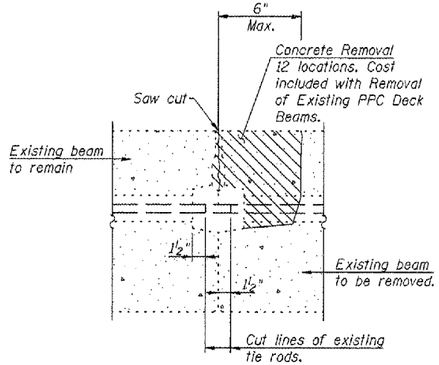
PLATE A
(10 Required)



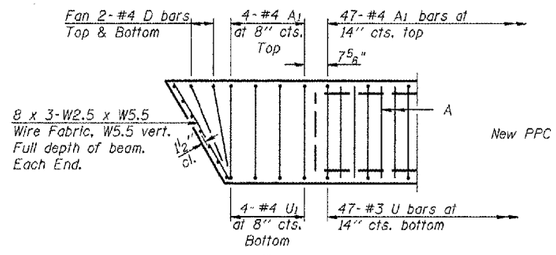
SECTION A-A



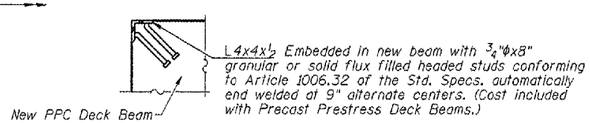
DETAIL A



BEAM REMOVAL DETAIL AT TRANSVERSE TIES



END PLAN



SECTION THRU END OF BEAM AT ABUTMENT
(Beam 3 only)

BILL OF MATERIAL - SPAN 1 (BEAMS 3 & 8) & SPAN 3 (BEAM 7)

Precast Prestressed Conc. Deck Bms. (33" Depth)	Sq. Ft.	537

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2 - ½" ϕ-270 ksi strands, as shown.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two ⅛" fabric adjusting shims of the dimensions shown shall be provided for each bearing.

Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.

Corrosion Inhibitor, according to Articles 1020.05(b)(12) of the Standard Specifications. shall be used in the concrete for precast prestressed concrete deck beams.

Required Release Strength, f'ci, shall be 4000 p.s.i.

Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.

For lifting loop detail see Sheet 6 of 12.

BEAM DETAILS - SPAN 1 (BEAMS 3 & 8) & SPAN 3 (BEAM 7)
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

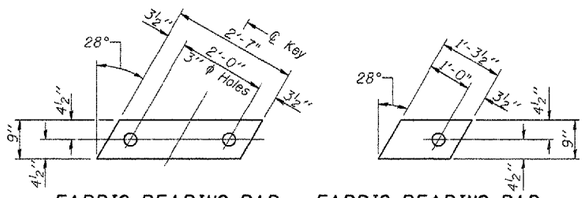
PLOT DATE = #DATE#
FILE NAME = #FILE1#

ALLEN HENDERSON & ASSOCIATES, INC. CONSULTING CIVIL AND STRUCTURAL ENGINEERS SPRINGFIELD, IL. PHONE: (217) 544-8033 IL DESIGN FIRM NO. 184-001907

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	48
STA.		TO STA.		
		FED. AID PROJECT		

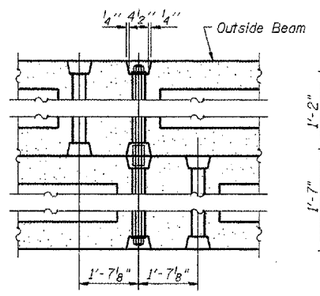
SHEET NO. 6 OF 12 SHEETS

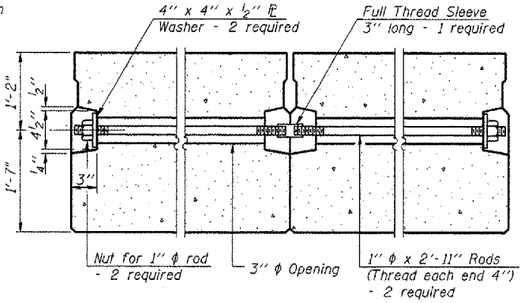


FABRIC BEARING PAD
(2 Required)
(At joint between Beams 1 & 2)

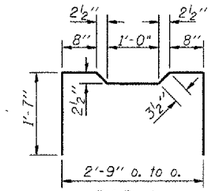
FIXED

FABRIC BEARING PAD
(4 Required)
(At outside edge of Beam 1 and at joint between Beams 2 & 3)

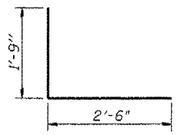




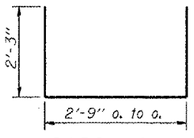
TYPICAL TRANSVERSE TIE ASSEMBLY



BAR A1



BAR D



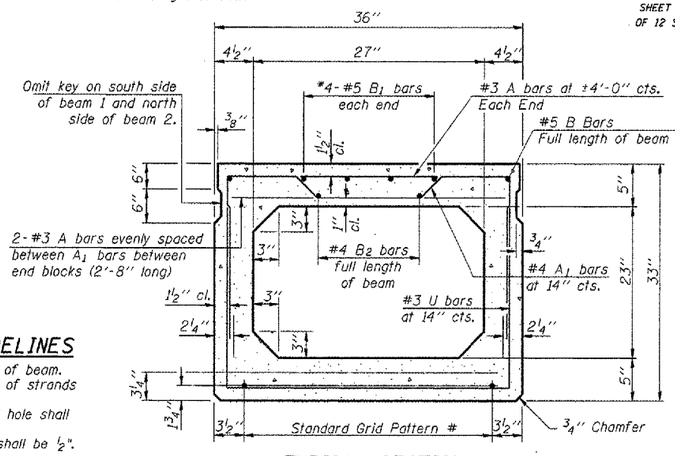
BARS U & U1

TRANSVERSE PLACEMENT GUIDELINES

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be ½".
4. The minimum clearance from strand to void shall be ½".

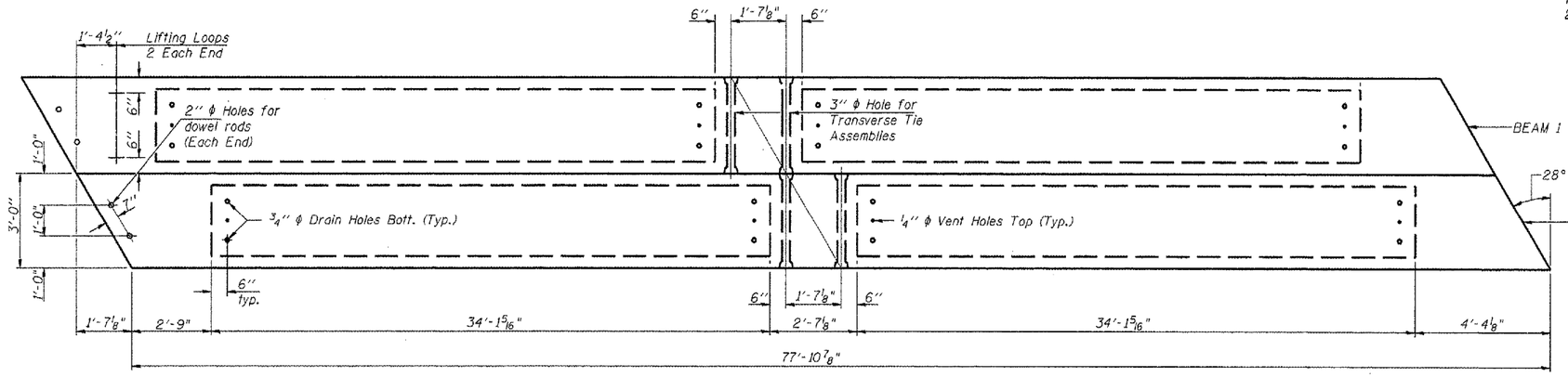
Vertical placement of strands shall not be adjusted to satisfy the above guidelines.

*0.2 x Length of beam

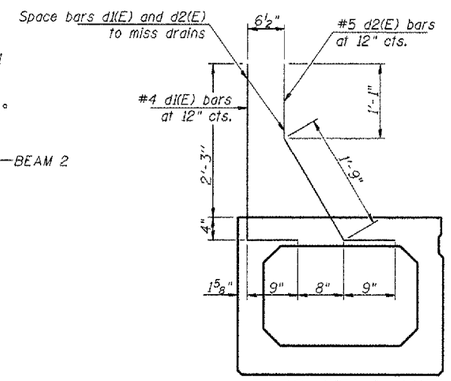


TYPICAL SECTION

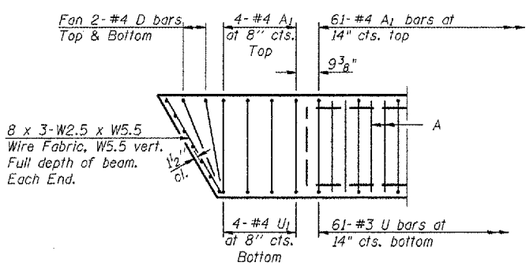
19 - ½" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
7 - Strands 1¾" up, 6 - Strands 3¼" up, 2 - Strands 6" up
2 - Strands 9" up, 2 - Strands 12" up



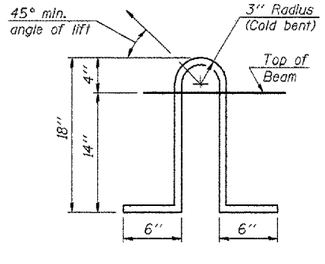
PLAN
(Span 2, Beams 1 & 2)



BARS d1(E) & d2(E)
(Beam 1 only)



END PLAN



LIFTING LOOP DETAIL

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.
Lifting loops shall be 3 - ½" ϕ-270 ksi strands, as shown.
The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.
Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.
The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two ⅛" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.
Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.
Corrosion Inhibitor, per Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
Required Release Strength, f'ci, shall be 5000 p.s.i.

BILL OF MATERIAL - SPAN 2 (BEAMS 1 & 2)

Precast Prestressed Conc. Deck Bms. (33" Depth)	Sq. Ft.	467

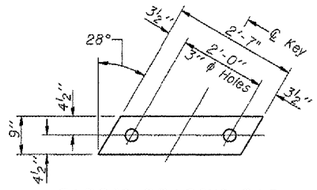
BEAM DETAILS - SPAN 2 (BEAMS 1 & 2)
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

PLOT DATE = #DATE#
FILE NAME = #FILE1#

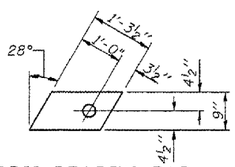
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	49
STA.		TO STA.		
		FED. AID PROJECT		

SHEET NO. 7 OF 12 SHEETS

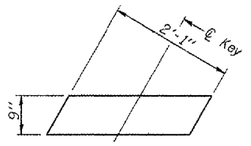


FABRIC BEARING PAD
(1 Required)
(At joint between Beams 1 & 2)

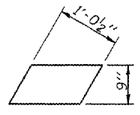


FABRIC BEARING PAD
(2 Required)
(At outside edge of Beams 1 & 2)

FIXED

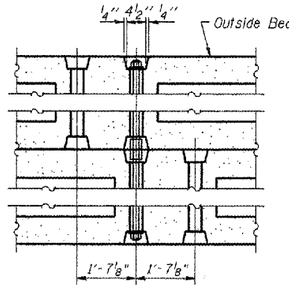


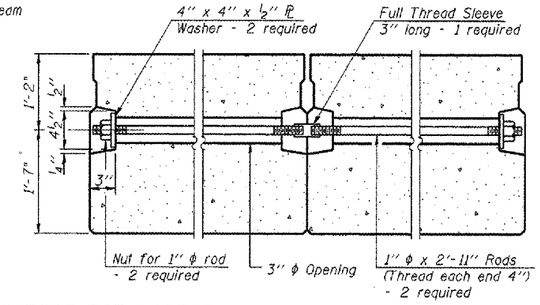
FABRIC BEARING PAD
(1 Required)
(At joint between Beams 1 & 2)



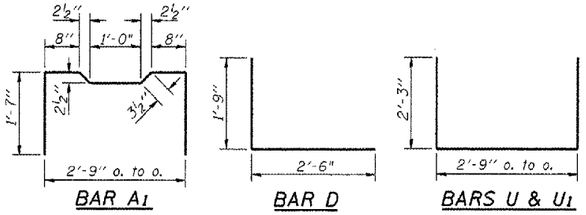
FABRIC BEARING PAD
(2 Required)
(At outside edge of Beams 1 & 2)

EXPANSION





TYPICAL TRANSVERSE TIE ASSEMBLY

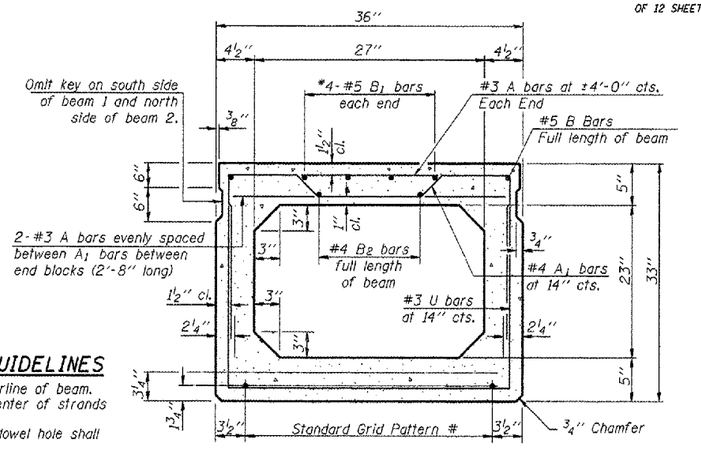


TRANSVERSE PLACEMENT GUIDELINES

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be ½".
4. The minimum clearance from strand to void shall be ½".

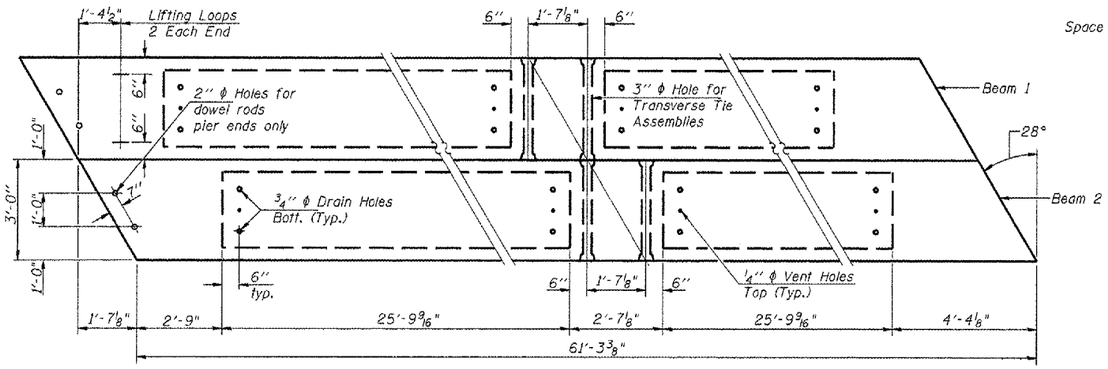
Vertical placement of strands shall not be adjusted to satisfy the above guidelines.

*0.2 x Length of beam

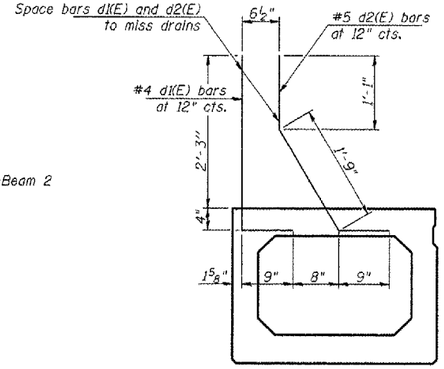


TYPICAL SECTION

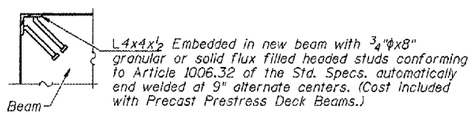
12 - ½" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
10 - Strands 1¾" up, 2 - Strands 3¼" up



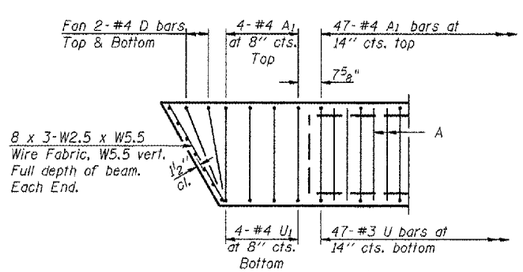
PLAN
(Span 3, Beams 1 & 2)



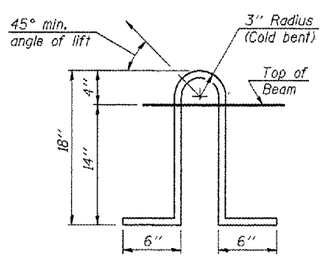
BARS d1(E) & d2(E)
(Beam 1 only)



SECTION THRU END OF BEAM AT ABUTMENT



END PLAN



LIFTING LOOP DETAIL

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2 - ½" ϕ-270 ksi strands, as shown.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.

The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two ⅛" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.

Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.

Corrosion Inhibitor, per Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Required Release Strength, f'ci, shall be 4000 p.s.i.

BILL OF MATERIAL - SPAN 3 (BEAMS 1 & 2)

Precast Prestressed Conc. Deck Bms. (33" Depth)	Sq. Ft.	368

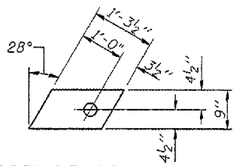
BEAM DETAILS - SPAN 3 (BEAMS 1 & 2)
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

PLOT DATE = #DATE#
FILE NAME = #FILE#

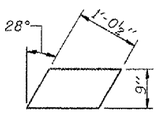
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	50
STA.	TO STA.			
		FED. AID PROJECT		

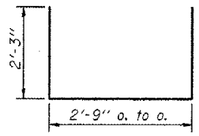
SHEET NO. 8 OF 12 SHEETS



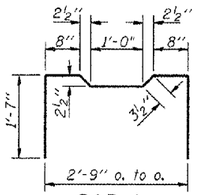
FABRIC BEARING PAD
(2 Required)
FIXED
(At Pier End)



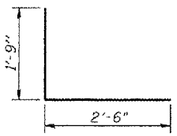
FABRIC BEARING PAD
(2 Required)
EXPANSION
(At Abutment End)



BARS U & U1



BAR A1



BAR D

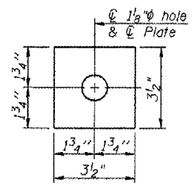
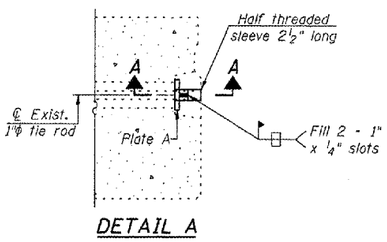
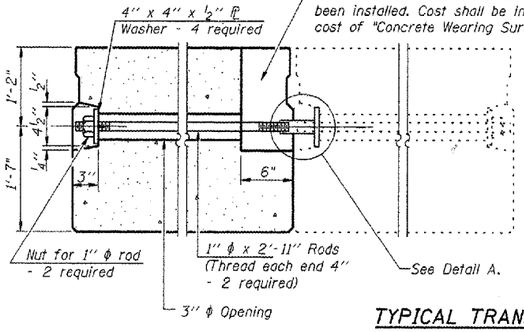


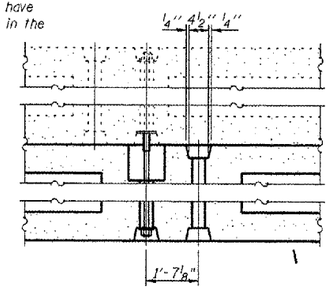
PLATE A
(2 Required)



DETAIL A



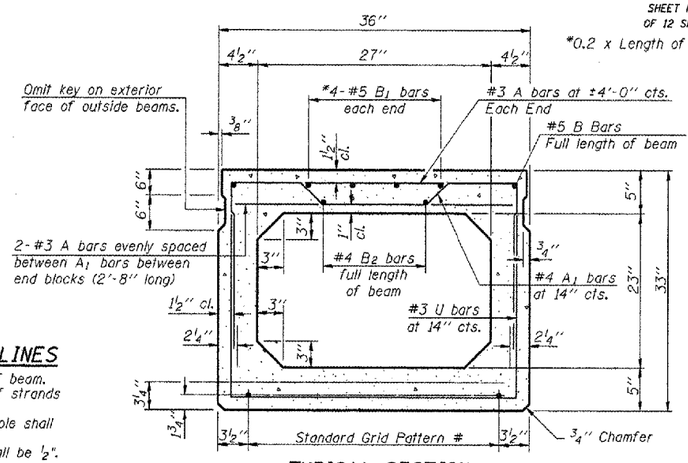
TYPICAL TRANSVERSE TIE ASSEMBLY



TRANSVERSE PLACEMENT GUIDELINES

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be ½".
4. The minimum clearance from strand to void shall be ½".

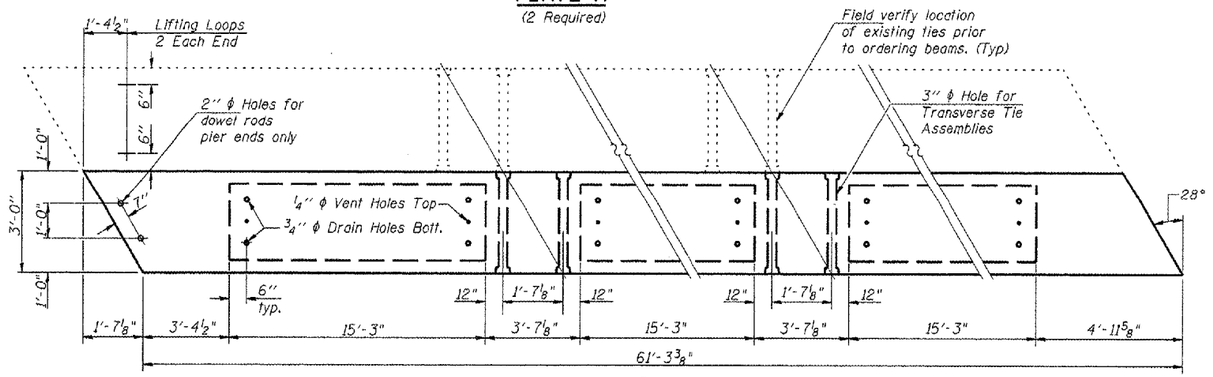
Vertical placement of strands shall not be adjusted to satisfy the above guidelines.



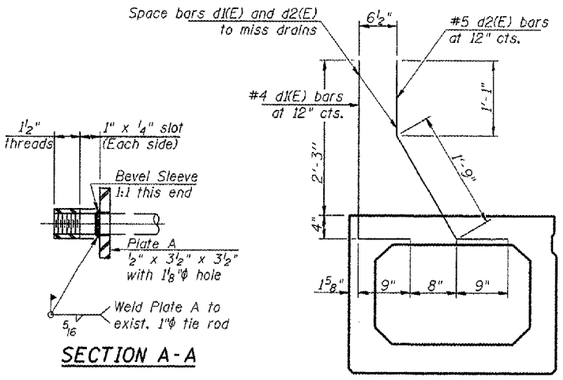
TYPICAL SECTION

12 - ½" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
10 - Strands 1¾" up, 2 - Strands 3¼" up

*0.2 x Length of beam

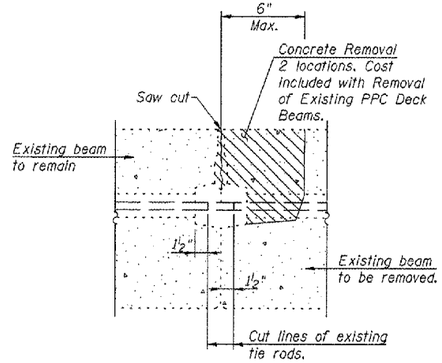


PLAN
(Span 3, Beam 19)

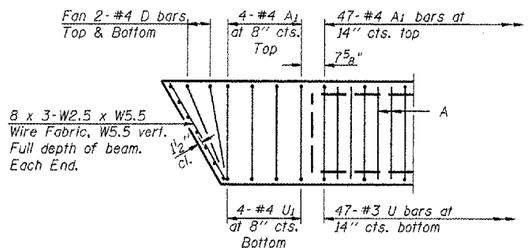


BARS d1(E) & d2(E)

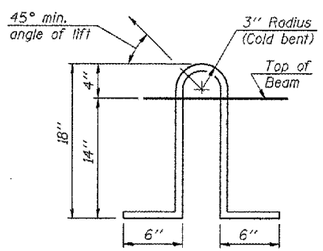
SECTION A-A



BEAM REMOVAL DETAIL
AT TRANSVERSE TIES



END PLAN



LIFTING LOOP DETAIL

BILL OF MATERIAL - SPAN 3 (BEAM 19)

Precast Prestressed Conc. Deck Bms. (33" Depth)	Sq. Ft.	184

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

Lifting loops shall be 2 - ½" ϕ-270 ksi strands, as shown.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.

The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two ⅛" fabric adjusting shims of the dimensions shown shall be provided for each bearing.

Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.

Corrosion Inhibitor, according to Articles 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Required Release Strength, f'ci, shall be 4000 p.s.i.

BEAM DETAILS - SPAN 3 (BEAM 19)
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

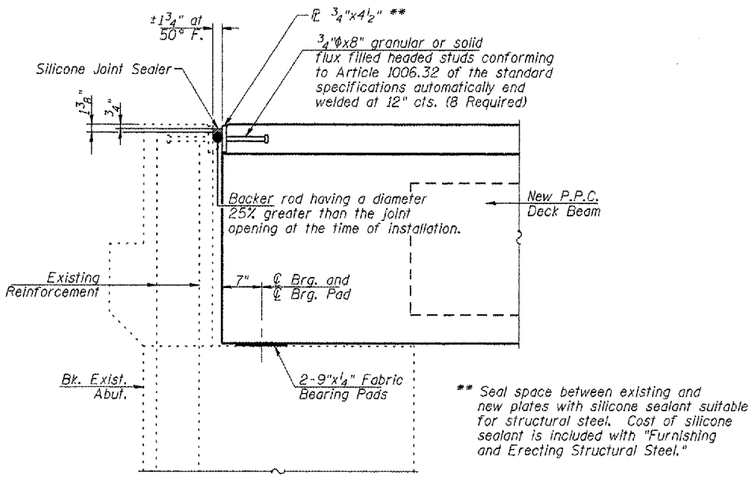
PLOT DATE = $DATE$
FILE NAME = #FILL#

ALLEN HENDERSON & ASSOCIATES, INC. CONSULTING CIVIL AND STRUCTURAL ENGINEERS SPRINGFIELD, IL. PHONE: (217) 544-8033 IL DESIGN FIRM NO. 184-001907

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	51
STA.	TO STA.			
		FED. AID PROJECT		

SHEET NO. 9 OF 12 SHEETS

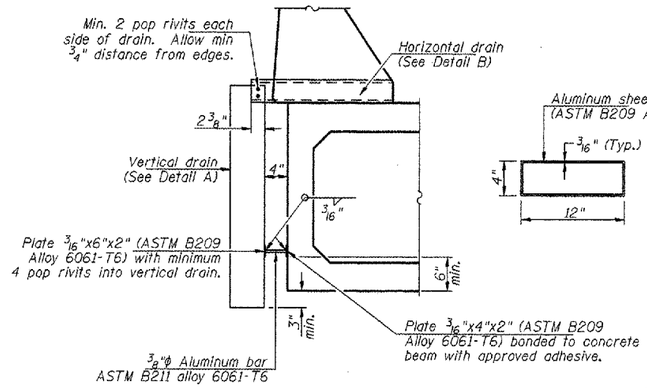


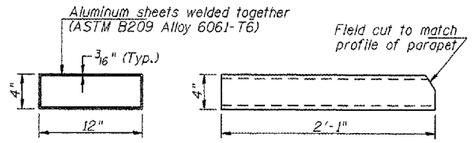
** Seal space between existing and new plates with silicone sealant suitable for structural steel. Cost of silicone sealant is included with "Furnishing and Erecting Structural Steel."

SECTION THRU ABUTMENT

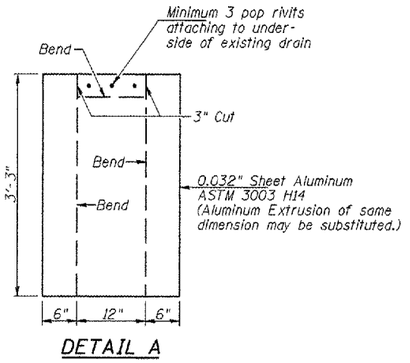
(Beam 8 - Span 1
Beams 7 & 19 - Span 3)

Notes :
Existing P.J.S. to be removed and replaced with a Silicone Joint Sealer. Cost of Preformed Joint Seal removal included with "Removal of Existing P.P.C. Deck Beams".
Cut and remove existing ℄ 3/4"x4 3/4" within the limits of wearing surface removal on deck side only.
All horizontal dimensions are at right angles to beam ends.





DETAIL B

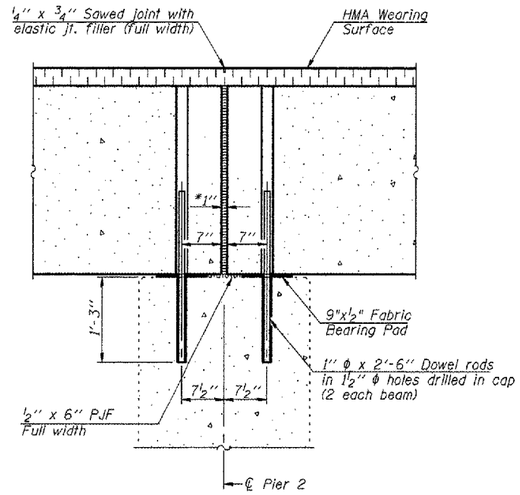


DETAIL A

DRAIN DETAILS

Notes :
Drain location to match spacing of existing drains at Beam 1, Spans 2 and 3, and Beam 19, Span 3.
Cost of drains included with "Concrete Superstructure".

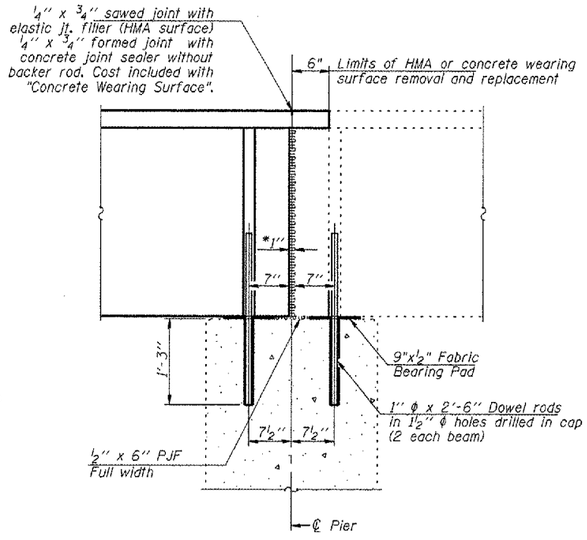
* 1" Jt. shall be filled with non-shrink grout. 1" dimension may vary to accommodate tolerance in beam lengths.



SECTION THRU PIER 2

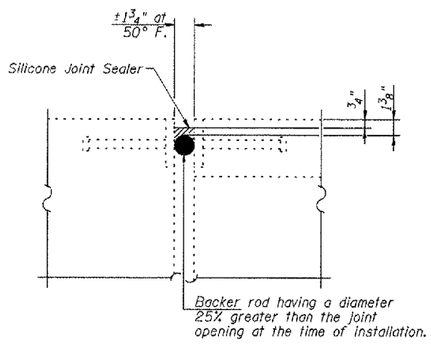
(Beams 1 & 2)

Notes :
Ends of beams shall be aligned at the expansion joints. Any lineal variation in the beam lengths shall be placed at the fixed joint.
After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
All horizontal dimensions are at right angles to beam ends.
See Beam sheets for bearing pad details.



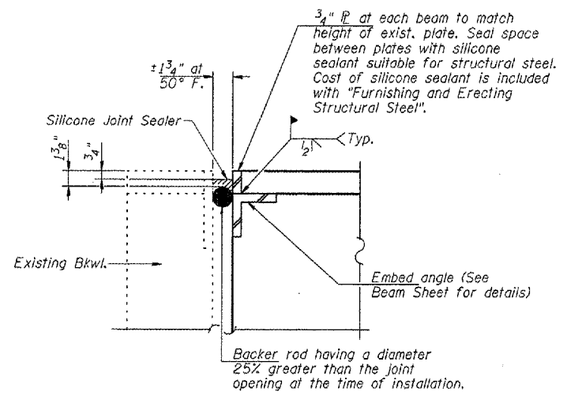
SECTION THRU PIER

(Pier 1 - Beams 1, 2, 3 and 8
Pier 2 - Beams 7 and 19)



JOINT DETAIL AT EXIST BEAMS

(West Bound Lanes shown, East Bound Lanes similar)



JOINT DETAIL

(Beams 1 & 2 - West Abutment
Beam 3 - East Abutment)

BRIDGE REPAIR DETAILS
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

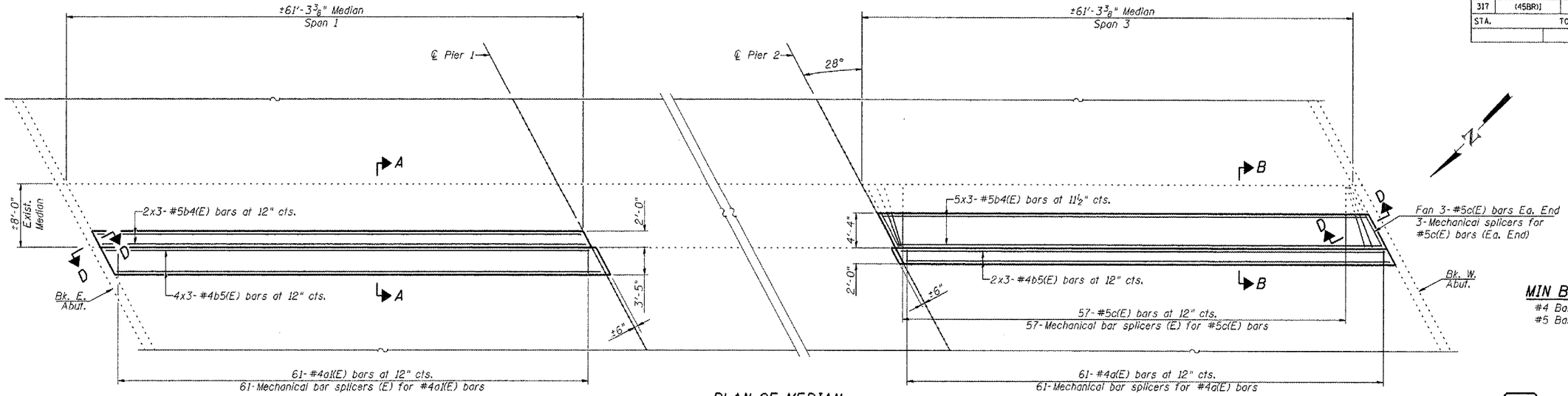
PLOT DATE = #DATE$
FILE NAME = #FILE$

ALLEN HENDERSON & ASSOCIATES, INC. CONSULTING CIVIL AND STRUCTURAL ENGINEERS SPRINGFIELD, IL. PHONE: (217) 544-8033 IL DESIGN FIRM NO. 184-001907

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	52
STA.	TO STA.			
		FED. AID PROJECT		

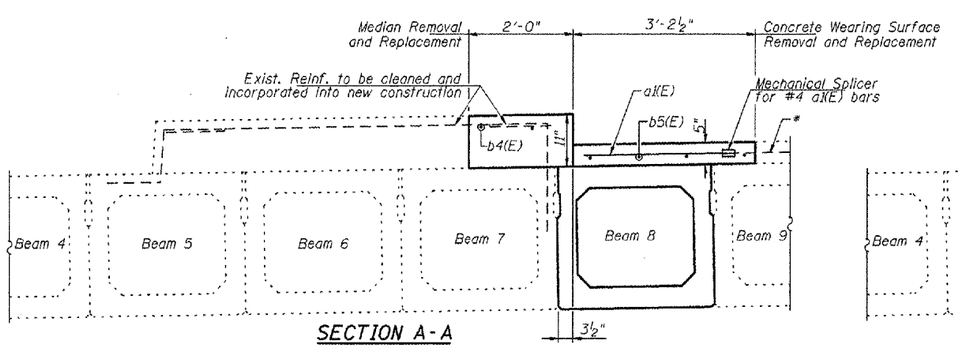
SHEET NO. 10 OF 12 SHEETS



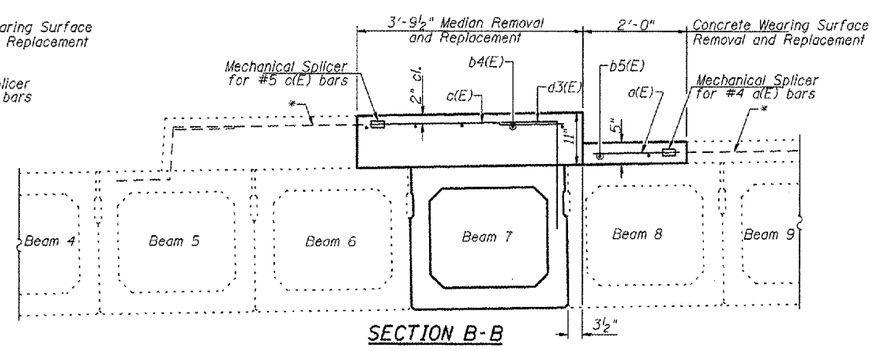
PLAN OF MEDIAN

MIN BAR LAPS

#4 Bars - 1'-8"
#5 Bars - 2'-2"



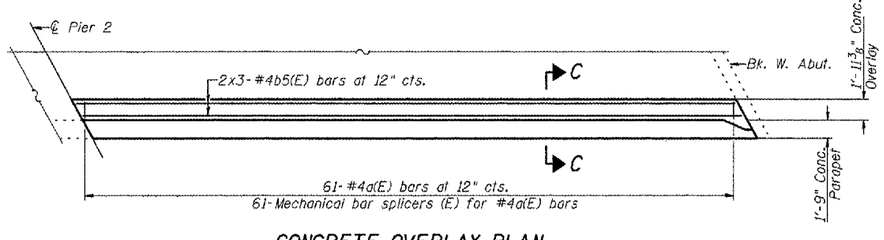
SECTION A-A



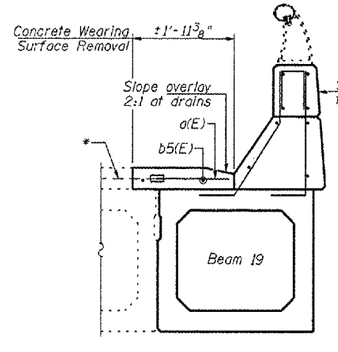
SECTION B-B

* - Existing reinforcement. Leave 6" min. extending into removal area (Typ.)

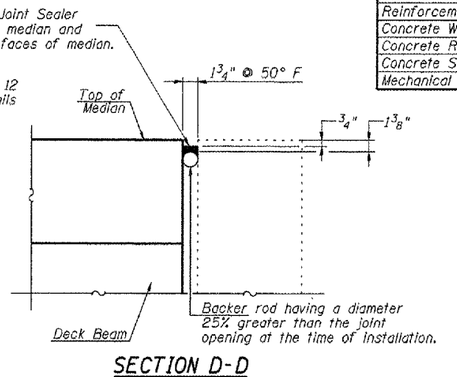
Notes:
Bar d3(E) shall be cast with the PPC Deck Beams. Cost included in the cost of Precast Prestressed Concrete Deck Beams (33" Depth).
Bars indicated thus 5x3-#5 etc. indicates 5 lines of bars with 3 lengths per line.



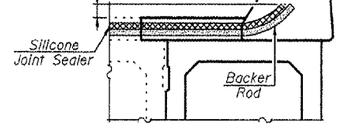
CONCRETE OVERLAY PLAN
(Span 3, Beam 19)



SECTION C-C



SECTION D-D



END OF SEAL TREATMENT AT PARAPET

BILL OF MATERIAL - MEDIAN & CONCRETE OVERLAY

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	122	#4	1'-3"	——
a1(E)	61	#4	2'-6"	——
b4(E)	21	#5	22'-0"	——
b5(E)	24	#4	21'-8"	——
c(E)	63	#5	3'-1"	——
Reinforcement Bars, Epoxy Coated			Pound	1240
Concrete Wearing Surface			Sq. Yds.	51
Concrete Removal			Cu. Yds.	12.9
Concrete Superstructures			Cu. Yds.	12.9
Mechanical Splices			Each	246

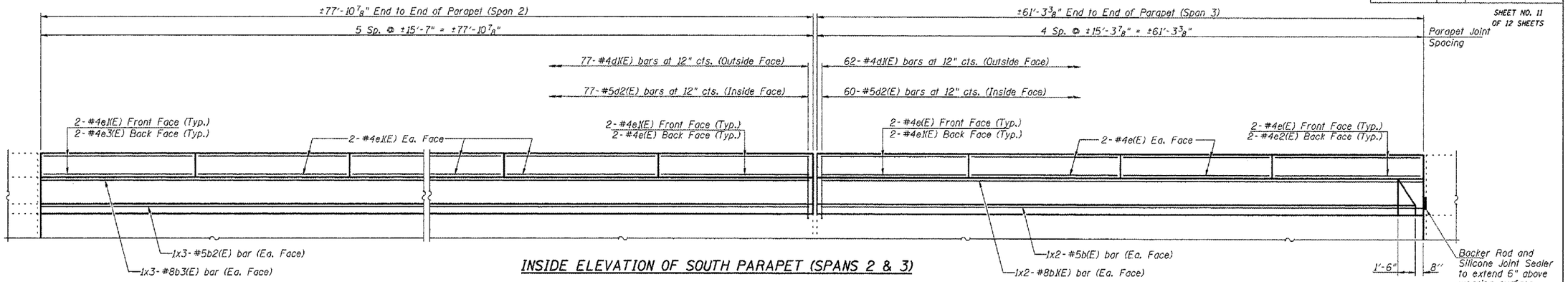
MEDIAN & CONCRETE OVERLAY DETAILS
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

PLOT DATE = $DATE
FILE NAME = #FILE$

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BRI)	PEORIA	82	53
STA.	TO STA.			
		FED. AID PROJECT		

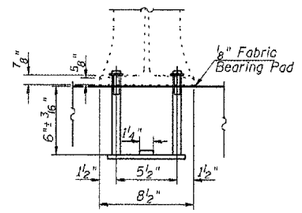
SHEET NO. 11 OF 12 SHEETS

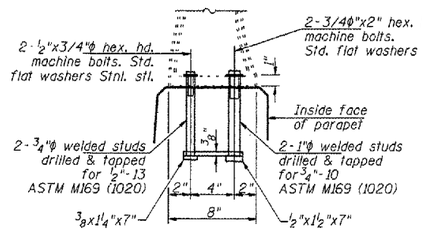


INSIDE ELEVATION OF SOUTH PARAPET (SPANS 2 & 3)

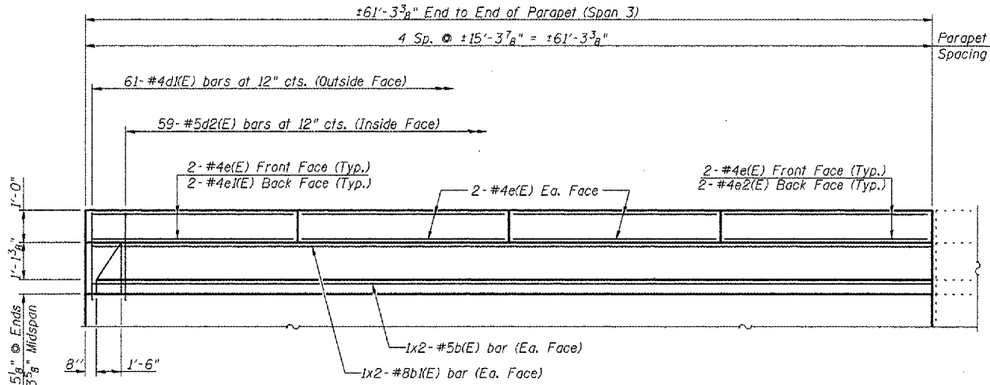
MIN. BAR LAP

#4 = 1'-8"
#5 = 2'-2"
#8 = 4'-6"





RAIL POST ANCHORAGE DETAILS

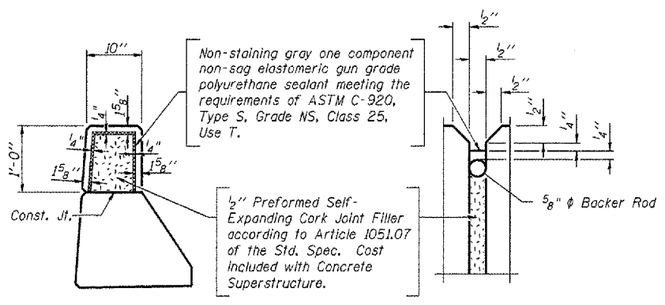


INSIDE ELEVATION OF NORTH PARAPET (SPAN 3)

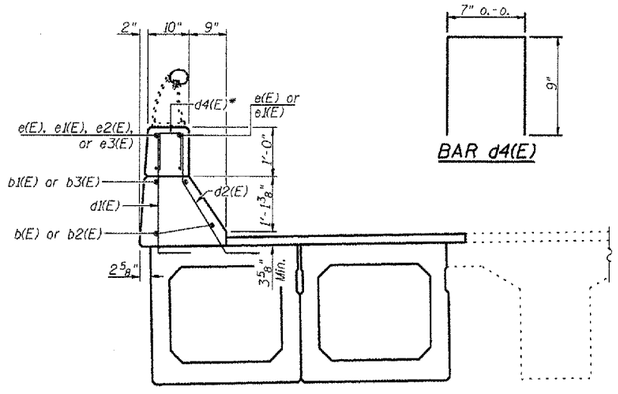
BILL OF MATERIAL - PARAPET

BAR	NO.	SIZE	LENGTH	SHAPE
b(E)	8	#5	31'-8"	——
b1(E)	8	#8	32'-9"	——
b2(E)	6	#5	27'-5"	——
b3(E)	6	#8	29'-0"	——
d4(E)	52	#4	2'-1"	⊓
e(E)	26	#4	14'-11"	——
e1(E)	20	#4	15'-3"	——
e2(E)	4	#4	14'-7"	——
e3(E)	2	#4	15'-7"	——
Reinforcement Bars, Epoxy Coated			Pound	2190
Concrete Superstructures			Cu. Yds.	22.7
Concrete Removal			Cu. Yds.	22.7
Removing and Re-erecting Existing Railing			Foot	201

Notes:
Bars d1(E) and d2(E) shall be cast with the P.P.C. Deck beams. Cost included in the cost of Precast Prestressed Concrete Deck Beams (33" Depth).
Bars indicated thus 1x2-#5 etc. indicates 1 line of bars with 2 lengths per line.



PARAPET JOINT DETAILS



BAR d4(E)

SECTION THRU PARAPET

(Beam 1 shown, Beam 19 Similar)

*Place 2-#4d4(E) bars at each rail post anchor. See sheet 1 of 12 for rail post spacing.

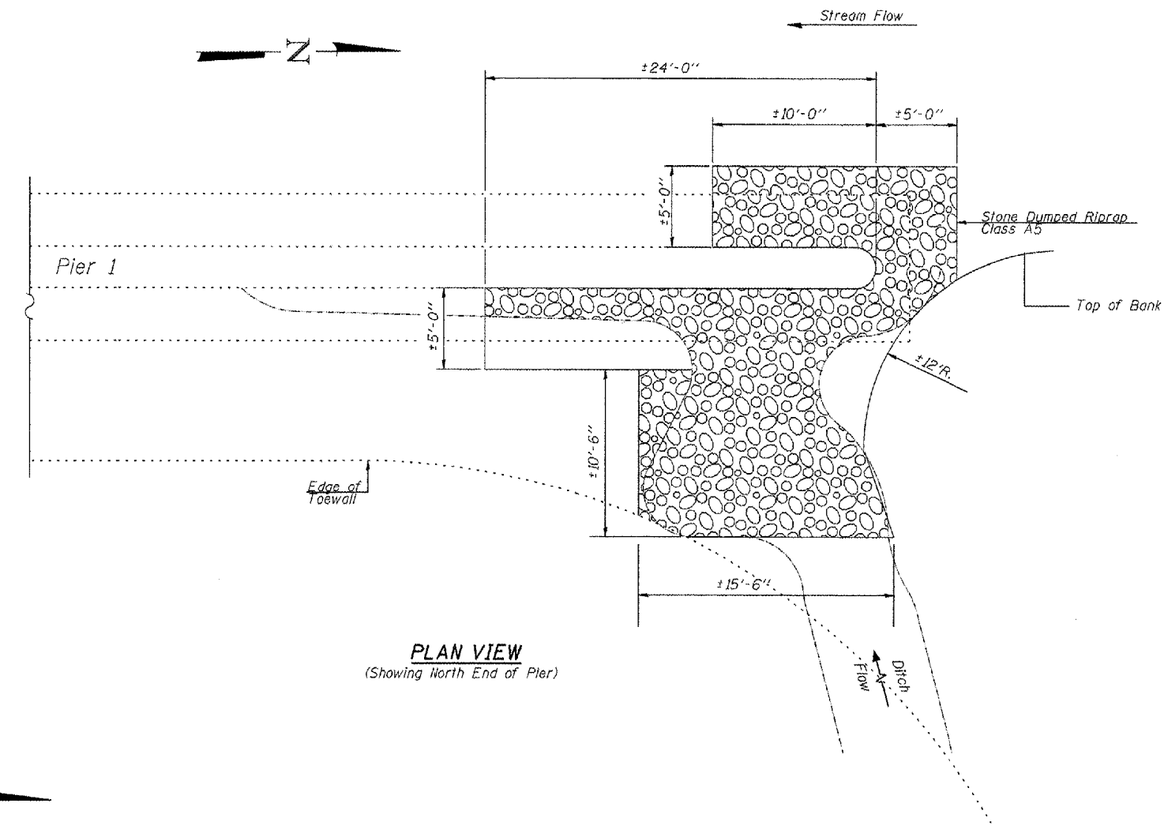
PARAPET DETAILS
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

PLOT DATE = #DATE#
FILE NAME = #FILE1#

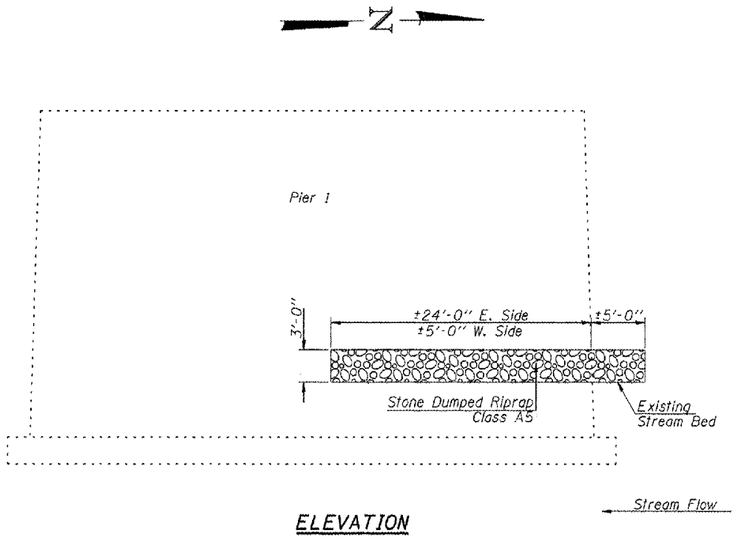
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45BR)I	PEORIA	82	54
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

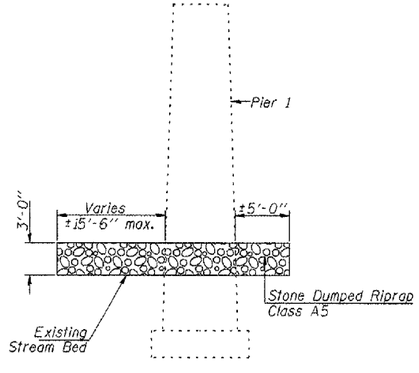
SHEET NO. 12
OF 12 SHEETS



PLAN VIEW
(Showing North End of Pier)



ELEVATION



END VIEW
(Looking Downstream)

BILL OF MATERIAL

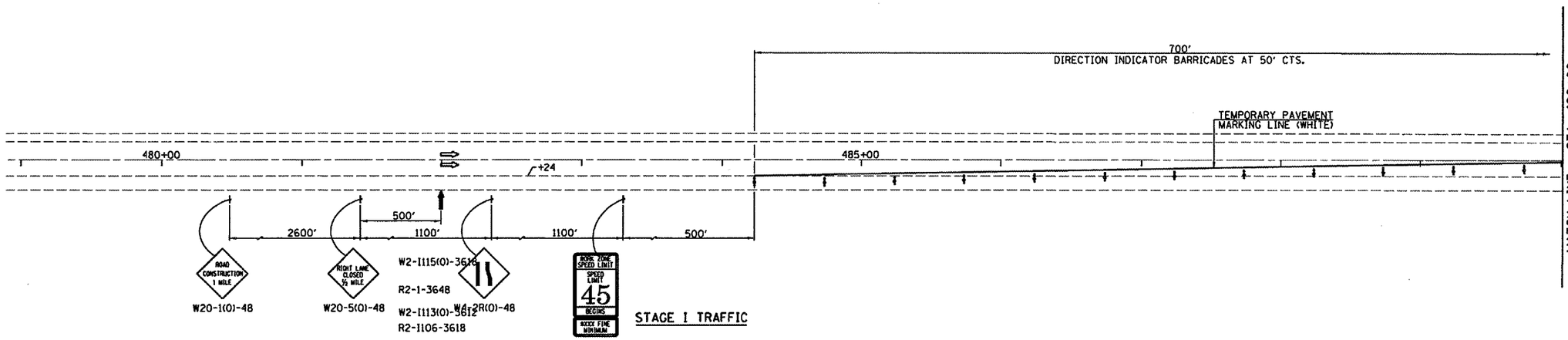
Stone Dumped Riprap, Class A5	Ton	70

SCOUR PROTECTION PLAN
U.S. RTE. 24 / IL RTE. 9
OVER LAMARSH CREEK
F.A.P. RTE. 317 - SECTION (45BR)I
PEORIA COUNTY
STA. 337+87.67
S.N. 072-0010

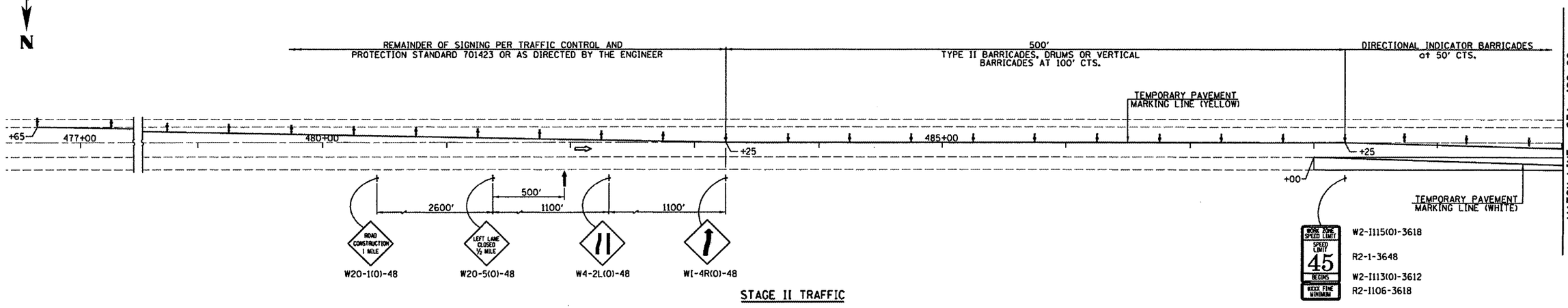
PLOT DATE = $DATE$
FILE NAME = $FILEL$

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45RB)I-1	PEORIA	82	55
STA. 492+25 TO STA. 499+50				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE I TRAFFIC



STAGE II TRAFFIC

SUGGESTED STAGE CONSTRUCTION SEQUENCE

STAGE I

1. REMOVE EXISTING PAVED SHOULDER AND REPLACE WITH HOT MIX ASPHALT BASE COURSE 9" FROM STA. 488+00 TO STA. 499+25 RT.
2. ERECT TRAFFIC CONTROL FOR STAGE I AND INSTALL TEMPORARY PAVEMENT MARKING.
3. REMOVE EXISTING DECK RIGHT, ℄ STA. 496+86.55.
4. INSTALL RIPRAP PER GENERAL PLAN & ELEVATION SHEET.
5. CONSTRUCT PROPOSED STAGE I PRECAST PRESTRESSED DECK ℄ STA. 496+86.55 AND TEMPORARY RAMP.
6. CONSTRUCT TEMPORARY RAMPS AT APPROACH ROADWAY.
7. CONSTRUCT PROPOSED GUARDRAIL & TERMINALS RT.

STAGE II

1. ERECT TRAFFIC CONTROL FOR STAGE II AND INSTALL TEMPORARY PAVEMENT MARKING.
2. REMOVE EXISTING DECK LEFT, ℄ STA. 496+86.55.
3. INSTALL RIPRAP PER GENERAL PLAN & ELEVATION SHEET.
4. CONSTRUCT TEMPORARY RAMPS AT APPROACH ROADWAY.
5. CONSTRUCT PROPOSED GUARDRAIL & TERMINALS LT.

FINAL

1. REMOVE ALL STAGE TRAFFIC CONTROL AND RE-ESTABLISH NORMAL TRAFFIC PATTERNS.
2. COMPLETE HOT MIX ASPHALT BINDER AND SURFACE COURSE ON APPROACH ROADWAY UNDER TRAFFIC WITH FLAGGERS.
3. FINAL STRIPING AND MISCELLANEOUS CLEANUP.

GENERAL NOTES

1. THIS TRAFFIC CONTROL DETAIL SHALL BE USED IN CONJUNCTION WITH STANDARD 701423.
2. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING ALL PHASES OF CONSTRUCTION.
4. SIGNING FOR STAGE II SAME AS STAGE I.
5. LANE CLOSURES SHALL BE COORDINATED WITH PATCHING AND OVERLAY OPERATIONS.

0 40 80
SCALE: 1" = 40'

SCHEDULE
PAVED SHOULDER REMOVAL & HOT MIX ASPHALT BASE COURSE 9"
(TO BE USED FOR SHOULDER REPLACEMENT)

LOCATION STATION TO STATION	PAVED SHOULDER REMOVAL (SQ. YD.)	H.M.A. BASE COURSE 9" (SQ. YD.)
STA. 488+00 TO STA. 499+25 RT.	1250	1250
TOTAL	1250	1250

SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- IMPACT ATTENUATOR
- VERTICAL PANEL WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE , DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE C MONODIRECTIONAL REFLECTOR

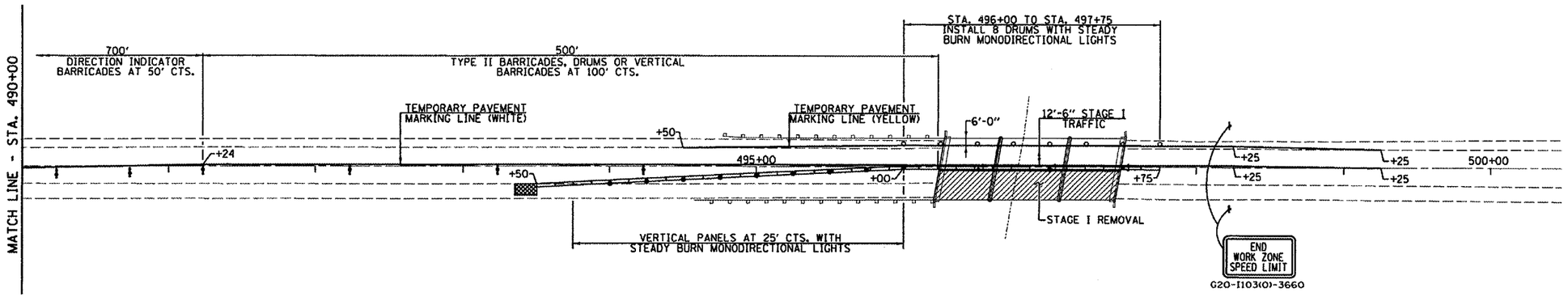
NOTE: WORK THIS SHEET WITH THE FOLLOWING SHEET.

STAGE CONSTRUCTION TRAFFIC DETAILS
F.A.P. ROUTE 317 - (U.S. 24)
OVER LITTLE LAMARSH CREEK
SECTION (45RB)I-1
PEORIA COUNTY
S.N. 072-0136

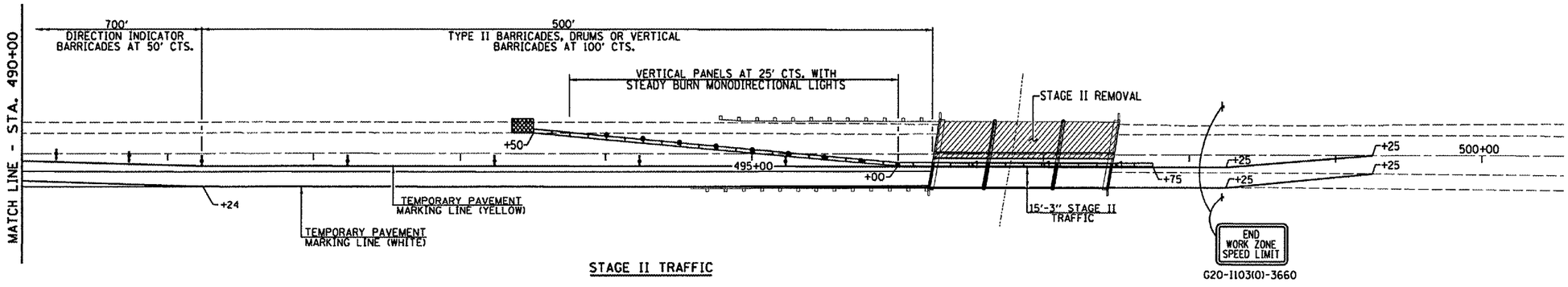
FILE NAME: SCTD 2-3 (REV. 1/31/07)

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(45RB)I-1	PEORIA	82	56
STA. 492+25 TO STA. 499+50				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE I TRAFFIC



STAGE II TRAFFIC

N

SCHEDULE
TEMPORARY PAVEMENT MARKING & WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION STATION TO STATION	TEMP. PAV'T. MARKING LINE - 4" WHITE (FOOT)	TEMP. PAV'T. MARKING LINE - 4" YELLOW (FOOT)	WORK ZONE PAVEMENT MARKING REMOVAL (SQ. FT.)
STAGE I			
STA. 484+25 TO STA. 499+25 ℄	1500		495
STA. 493+50 TO STA. 499+25 EDGE		575	190
STAGE II			
STA. 484+25 TO STA. 499+25 ℄		1500	495
STA. 488+00 TO STA. 499+25 EDGE	1125		371
SUB-TOTAL	2625	2075	1551
TOTAL	4600		1551

TRAFFIC CONTROL SCHEDULE

LOCATION STATION TO STATION	TEMP. CONC. BARRIER (FOOT)	RELOCATE TEMP. CONC. BARRIER (FOOT)	IMPACT ATTENUATOR TEMPORARY (EACH)	RELOCATE IMPACT ATTENUATOR (EACH)	TRAFFIC CONT. AND PROTECT. STD. 701423 (EACH)	
STAGE I						
STA. 493+35 RT.			1			
STA. 493+50 TO STA. 497+75	425					
STAGE II						
STA. 493+35 LT.				1		
STA. 493+50 TO STA. 497+75		425				
TOTAL	425	425	1	1	1	

PAVEMENT MARKING SCHEDULE

LOCATION STATION TO STATION	LENGTH (FOOT)	PAVEMENT MARKING REMOVAL	
		WHITE (SQ. FT.)	WHITE SKIP DASH (SQ. FT.)
STA. 496+24.05 TO STA. 497+49.05 LT. & RT. (EDGE)	125		
STA. 493+50 TO STA. 499+25 LT. (EDGE) ST. I	575	190	
STA. 484+24 TO STA. 496+24 (℄) ST. I	1200		99
STA. 488+00 TO STA. 499+25 RT. (EDGE) ST. II	1125	371	
STA. 476+65 TO STA. 484+24 (℄) ST. II	759		63
TOTAL		723	

SYMBOLS

- ARROW BOARD
- WORK AREA
- SIGN
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- IMPACT ATTENUATOR
- VERTICAL PANEL WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE , DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE C MONODIRECTIONAL REFLECTOR

0 40 80
SCALE: 1" = 40'

NOTE: WORK THIS SHEET WITH THE PREVIOUS SHEET.

STAGE CONSTRUCTION TRAFFIC DETAILS
F.A.P. ROUTE 317 - (U.S. 24)
OVER LITTLE LAMARSH CREEK
SECTION (45RB)I-1
PEORIA COUNTY
S.N. 072-0136

FILE NAME: SCTD 2-3 (REV. 2/1/07)

Benchmark: U.S.G.S. Disk on N.E. Wingwall of old U.S. 24 Bridge,
S.N. 072-0064 Elev. 461.08

Existing Structure: S.N. 072-0136 was built as S.B.I. Route 9 Section 45 RB-2 in 1974 at Sta. 496+86.55. The existing structure is a Three Span Precast Prestressed Concrete Deck Beam Bridge with reinforced concrete open abutments and solid reinforced concrete pile bent piers.

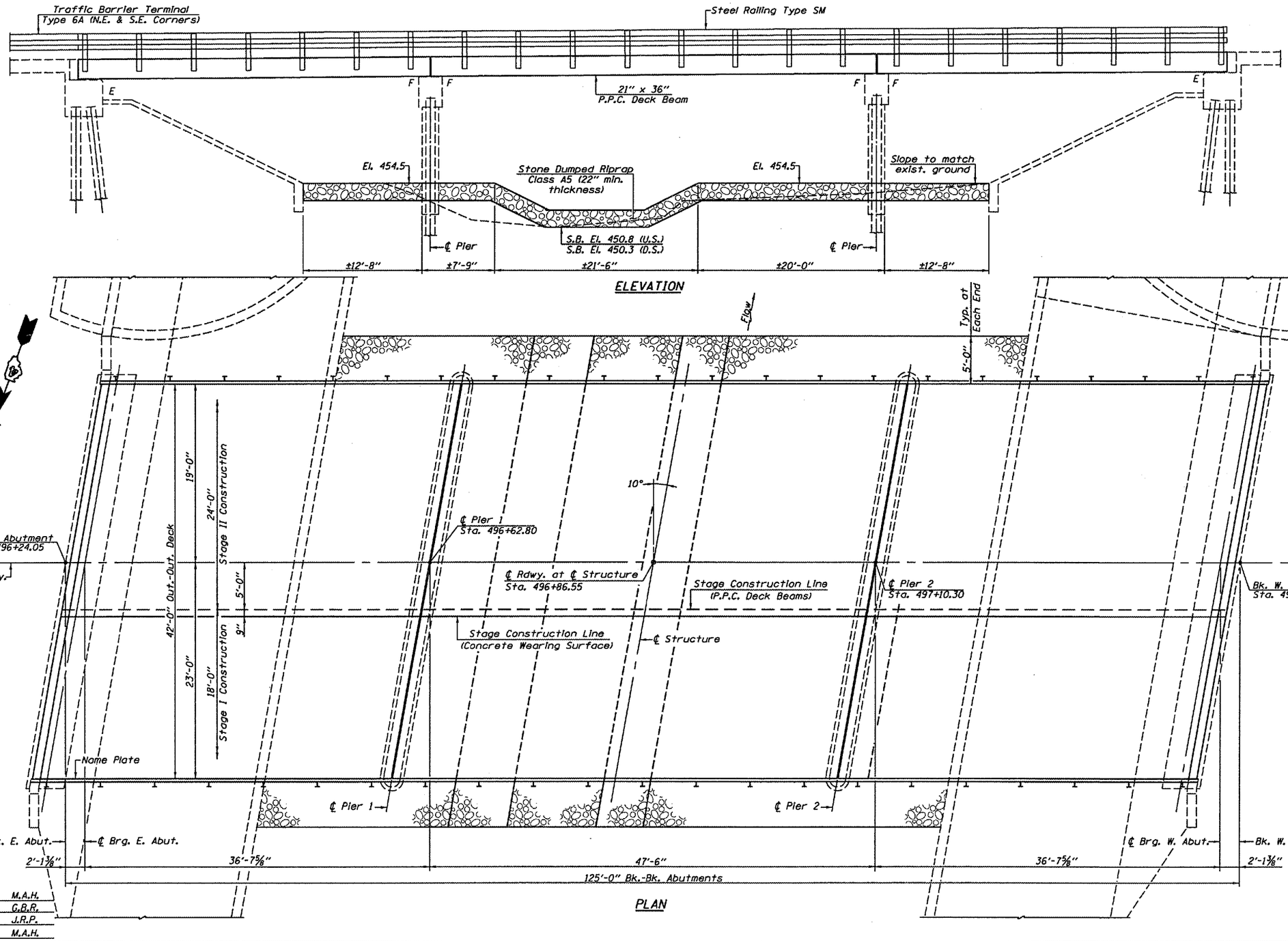
Proposed Improvement: Existing P.P.C. Deck beams are to be removed and replaced. Traffic to be maintained utilizing Stage Construction.

No Salvage.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)1-1	PEORIA	82	57
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SHEET NO. 1 OF 14 SHEETS

CONTRACT NO. 68456



INDEX OF SHEETS

APPROVED
For Structural Adequacy Only

Ralph E. Anderson
Engineer of Bridges & Structures

MARK A. HENDERSON 55151 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

3/12/07

Exp. Date: 11/30/08

Note: Layout of the Stone Dumped Riprap may be varied in the field to suit ground conditions as directed by the Engineer.

Designed: M.A.H.
Checked: G.B.R.
Drawn: J.R.P.
Checked: M.A.H.

FILE NAME: STRUCTURE PLANS (REV. 2/2/07)

GENERAL PLAN & ELEVATION
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)1-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)1-1	PEORIA	82	58
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SHEET NO. 2 OF 14 SHEETS

CONTRACT NO. 68456

LOADING HS20-44

No allowance for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications.

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 p.s.i.
f'c = 5,000 p.s.i. (Concrete Wearing Surface)
fy = 60,000 p.s.i. (Reinforcement)

PRECAST PRESTRESSED UNITS

f'c = 5,000 p.s.i.
f'ci = 4,000 p.s.i.
f's = 270,000 p.s.i. (1/2 "Ø low lax strands)
f'si = 201,960 p.s.i. (1/2 "Ø low lax strands)

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60 (IL Modified). See Special Provisions.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

All construction joints shall be bonded.

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to manufacturuer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

The minimum thickness of the concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

The Contractor is advised that the existing P.P.C. Deck Beams are in a deteriorated condition with reduced load bearing capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removing and replacement of the superstructure.

If the Contractor's procedure for existing beam removal or placment of new beams involves placement of cranes or other heavy equipment on new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations prepared and sealed by an Illinois Licensed Structural Engineer verifying that the equipment and procedure used will not overstress the new beams. To distribute load to multiple beams and protect the concrete in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to insure uniform contact with the underlying beams. Prior to placement of the transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys. A temporary means of lateral restraint will be required for fascia beams at expansion ends of beams to prevent movement of the beams.

All structural steel shall be shop painted with inorganic zinc rich primer per A.A.S.H.T.O. M300, Type I. Cost included with Preformed Joint Strip Seal.

The cost for all grading and shaping for riprap installation shall be included in the cost for Stone Dumped Riprap, Class A5.

STA. 496+86.55
REBUILT 200 BY
STATE OF ILLINOIS
F.A.P. RTE. 317
SECTION (45-RB)1-1
LOADING HS 20-44
STR. NO. 072-0136

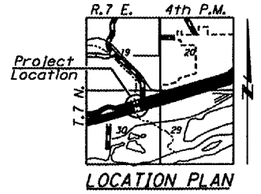
NAME PLATE

(Standard 515001)

Attach new name plate to the backside of 8" rail element. Existing Name Plate shall be removed, cleaned and relocated adjacent to new Name Plate. Cost included with Name Plates.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Protective Coat	Sq. Yd.	578		578
Removal of Existing Superstructure	Each	1		1
Concrete Removal	Cu. Yd.		5.5	5.5
Concrete Structures	Cu. Yd.		6.0	6.0
Bridge Deck Grooving	Sq. Yd.	542		542
Precast Prestreesed Concrete Deck Beams (21")	Sq. Ft.	5117		5117
Reinforcement Bars, Epoxy Coated	Pound	7300	1010	8310
Bar Splicers	Each	126	12	138
Steel Railing, Type SM	Foot	244		244
Name Plates	Each	1		1
Concrete Wearing Surface 5"	Sq. Yd.	569		569
Preformed Joint Strip Seal	Foot	90		90
Asbestos Bearing Pad Removal	Each	90		90
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.		14	14
Stone Dumped Riprap, Class A5	Ton			355



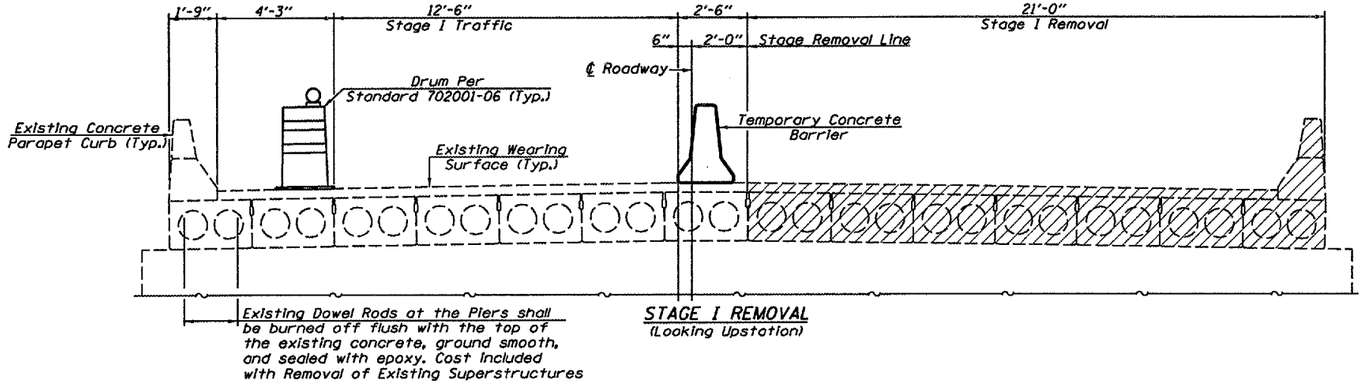
LOCATION PLAN

GENERAL PLAN & ELEVATION
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)1-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

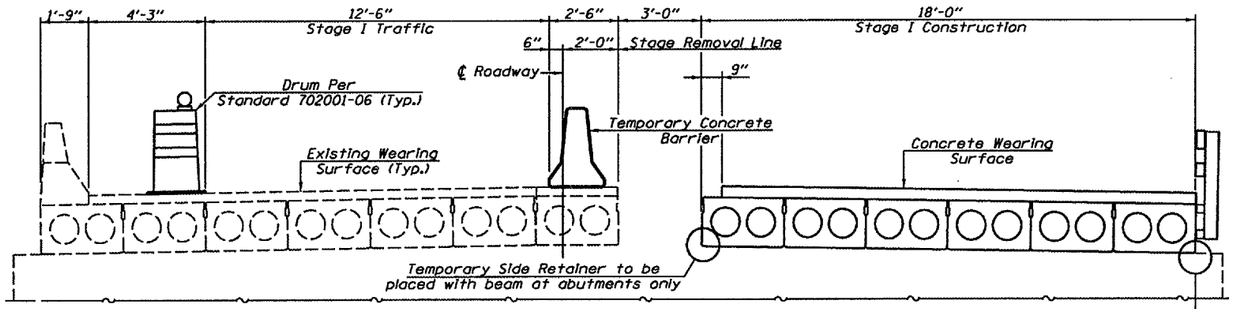
FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)I-1	PEORIA	82	59
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

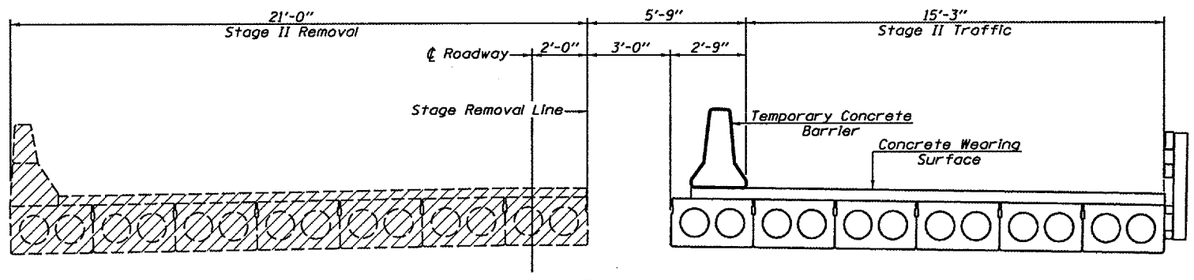
CONTRACT NO. 68456



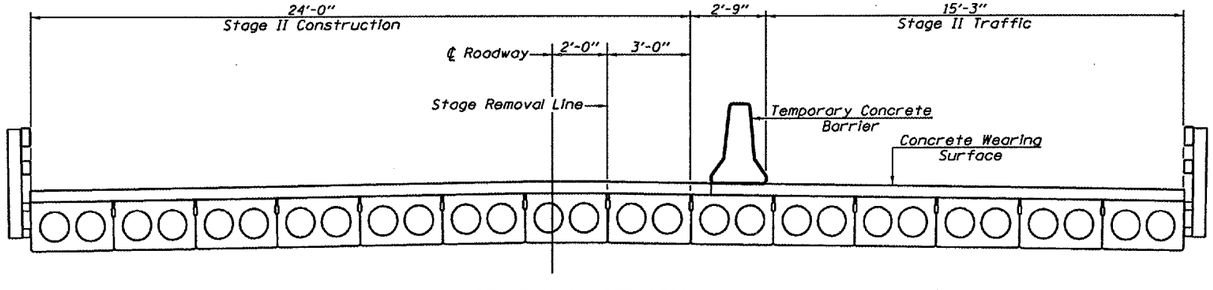
STAGE I REMOVAL
(Looking Upstation)



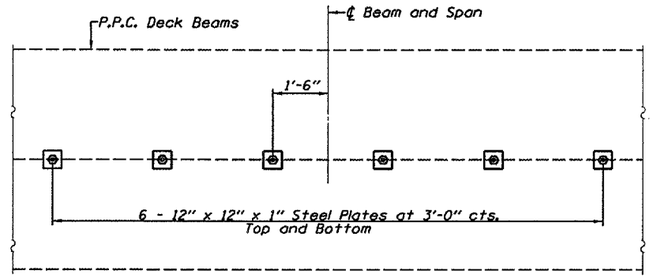
STAGE I CONSTRUCTION
(Looking Upstation)



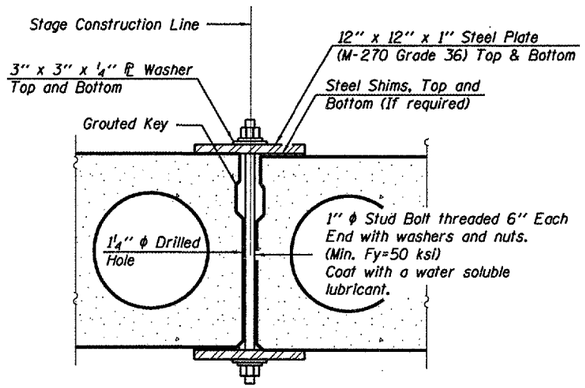
STAGE II REMOVAL
(Looking Upstation)



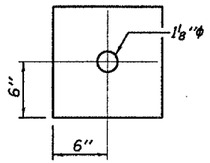
STAGE II CONSTRUCTION
(Looking Upstation)



PLAN AT STAGE CONSTRUCTION LINE



SECTION



CLAMPING PLATE

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

See Article 504.06 (d) of the Standard Specifications for Stage Construction of Precast Prestressed Concrete Deck Beams.
Cost included with "Precast Prestressed Concrete Deck Beams".
See Stage Construction Details for traffic lanes.

Notes: All Cross sections are looking West.
Hatched area indicates "Removal of Existing Superstructures."
Cost of removal of the existing wearing surface, existing precast prestressed concrete deck beams and concrete parapet curb are included with "Removal of Existing Superstructures".
For quantity of Temporary Concrete Barrier see Roadway Plans.
For Permanent & Temporary Side Retainer details see Sheet 13 of 14.

STAGE CONSTRUCTION DETAILS
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)I-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

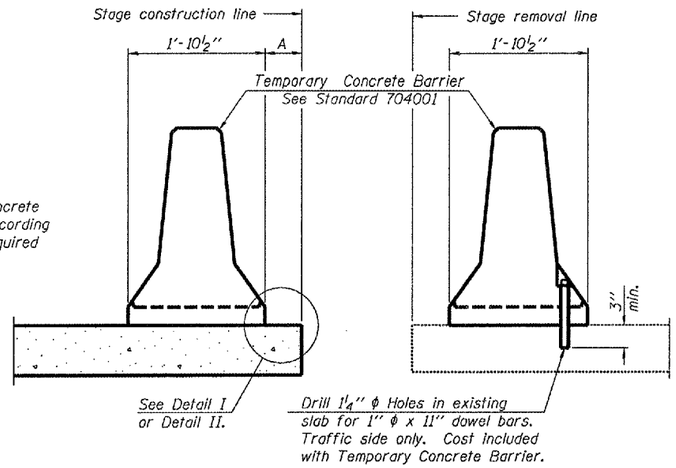
FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RBII-1	PEORIA	82	60
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4 OF 14 SHEETS

CONTRACT NO. 68456

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



NEW SLAB EXISTING SLAB

SECTIONS THRU SLAB

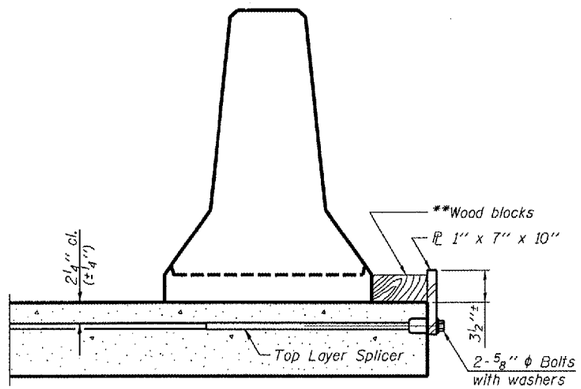
NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℙ to the top layer of couplers with 2-$\frac{5}{8}$" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

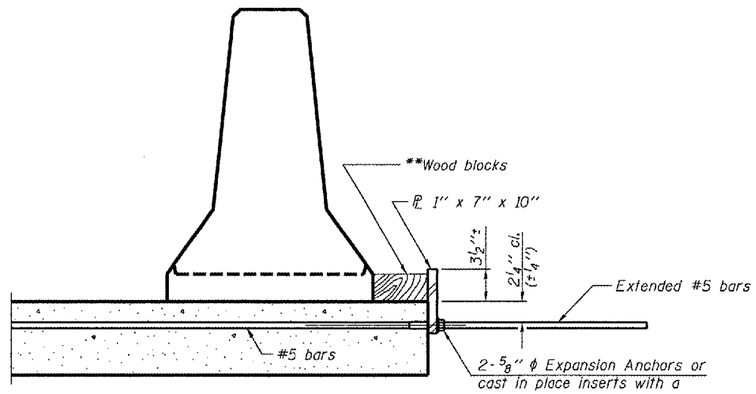
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel ℙ to the concrete slab with 2-$\frac{5}{8}$" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

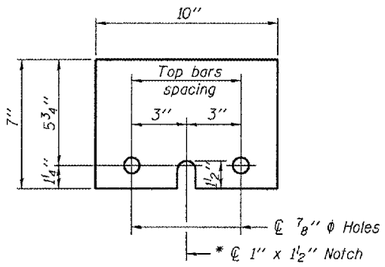


DETAIL I



DETAIL II

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



STEEL RETAINER ℙ 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)I-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

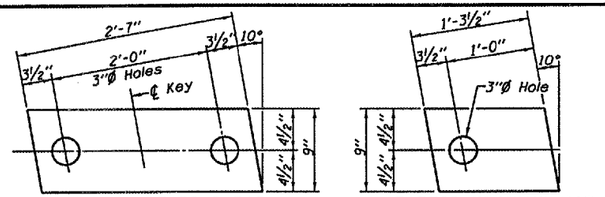
FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

R-27 11-1-06

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)I-1	PEORIA	82	61
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5 OF 14 SHEETS

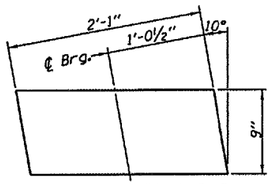
CONTRACT NO. 68456



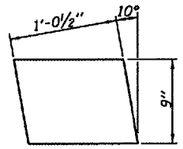
FABRIC BEARING PAD

FABRIC BEARING PAD

FIXED

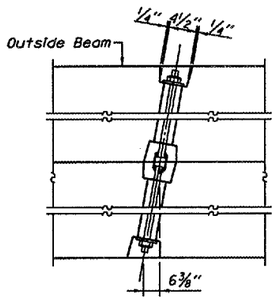


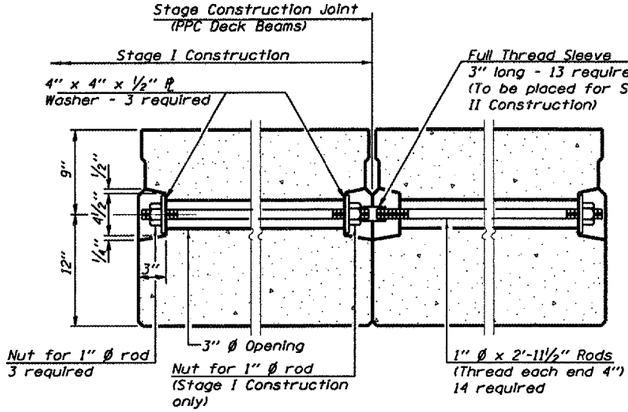
FABRIC BEARING PAD
(Interior)



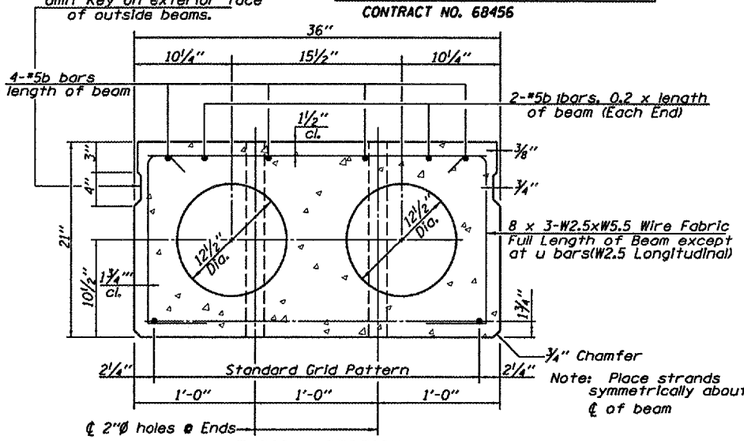
FABRIC BEARING PAD
(Exterior)

EXPANSION





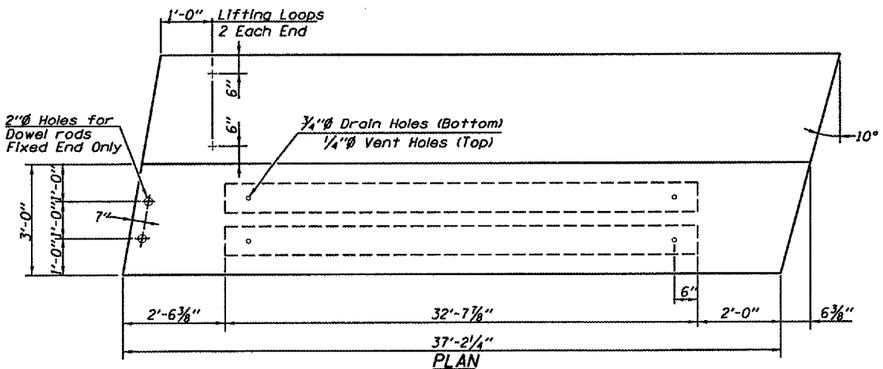
TYPICAL TRANSVERSE TIE ASSEMBLY



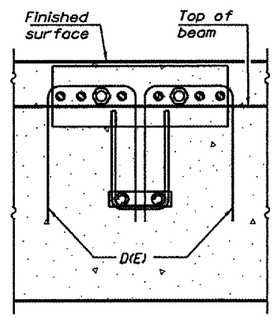
TYPICAL SECTION

Spans 1 & 3: 10-½"Ø Strands - Each Strand Stressed to 30,900 lbs.
6 - 1¾" up, 4 - 3¼" up

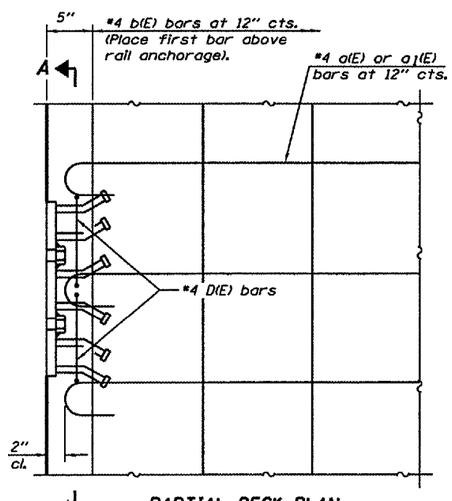
Span 2: 15-½"Ø Strands - Each Strand Stressed to 30,900 lbs.
7 - 1¾" up, 6 - 3¼" up, 2 - 9" up



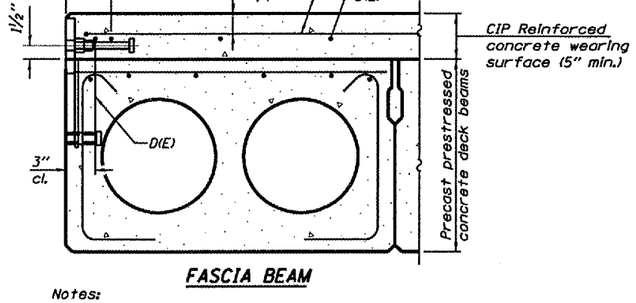
PLAN
(Spans 1 & 3)



SECTION A-A

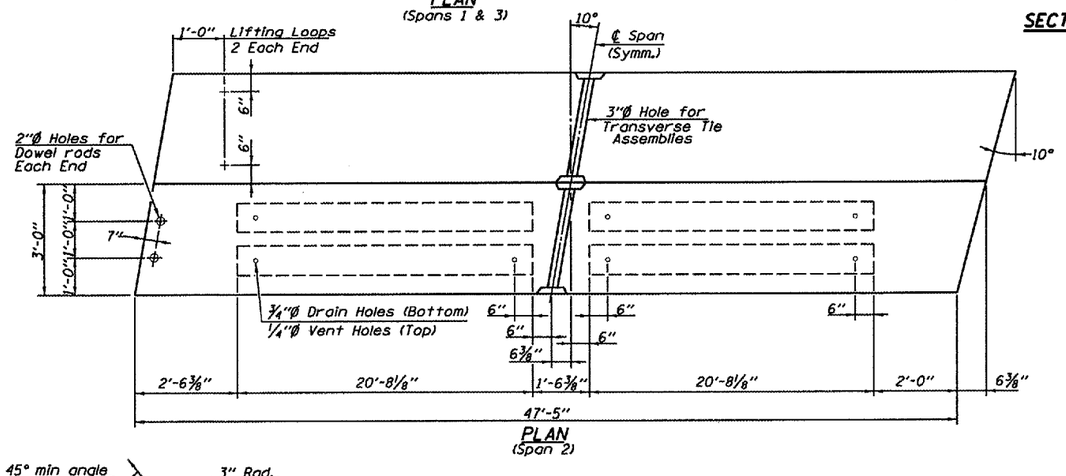


PARTIAL DECK PLAN
AT RAIL ANCHORAGE

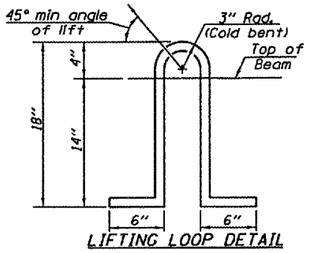


FASCIA BEAM

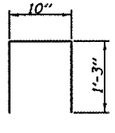
Notes:
The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and or additional inserts cast into the beam. Drilling into the beam will not be permitted.



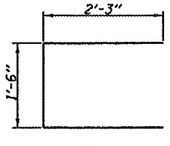
PLAN
(Span 2)



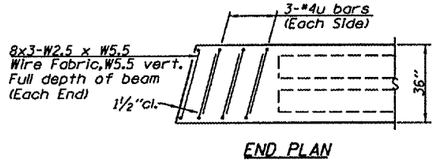
LIFTING LOOP DETAIL



BAR D(E)



BAR u



END PLAN

NOTES

After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hours prior to grouting the shear keys.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.

The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

Lifting loops shall be 2 -½" Ø-270 ksi strands as shown.

The 1" Ø rods in the Transverse Tie Assembly shall be tightened to a snug fit and the threads set. Pockets that recieve transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

Non-prestressing steel shall conform to ASTM A 706 Grade 60 (IL Modified) See Special Provisions.

The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two ⅛" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.

Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beams and the bottom edge of the key.

Corrosion Inhibitor, according to Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for Precast Prestressed Concrete Deck Beams.

Required Release Strength, f'ci, shall be 4000 p.s.i.

See Sheet 7 of 14 for rail anchorage locations.

BILL OF MATERIAL

Item	Unit	Quantity
Precast Prestressed Concrete Deck Beams (21")	Sq. Ft.	5117

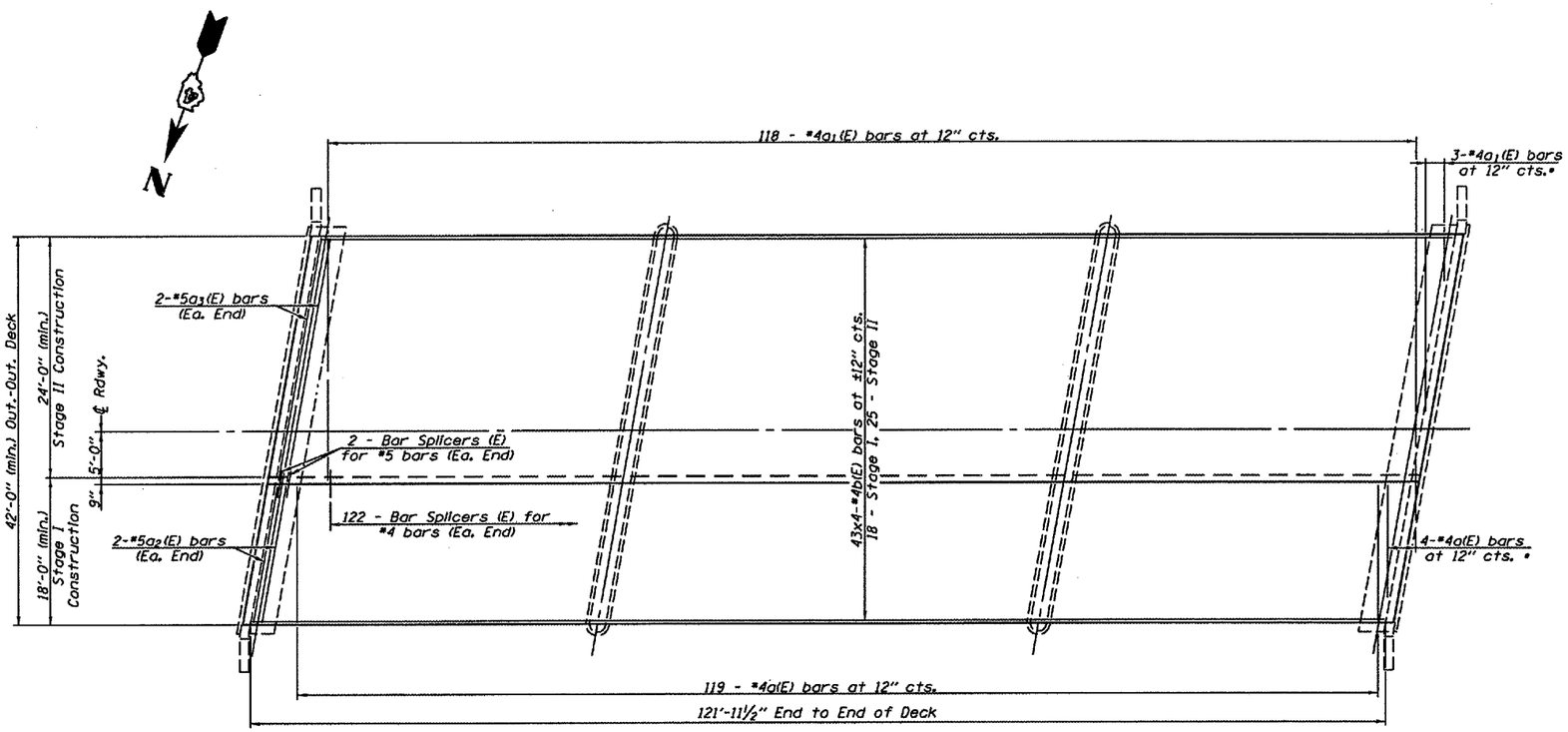
DECK BEAM DETAILS
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)I-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

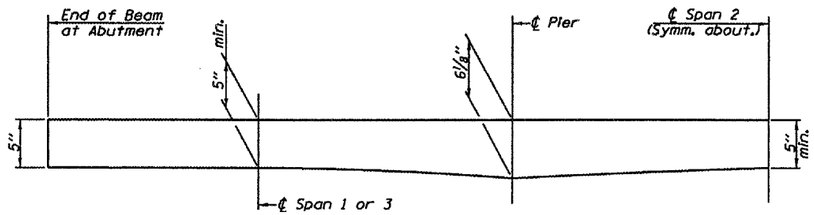
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)1-1	PEORIA	82	62
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SHEET NO. 6 OF 14 SHEETS

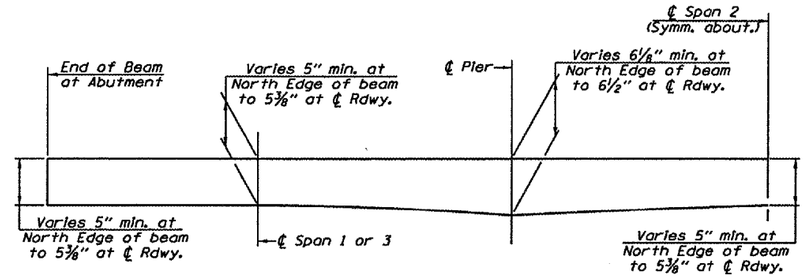
CONTRACT NO. 68456



OVERLAY PLAN

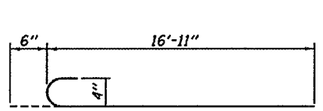


REINFORCED CONCRETE WEARING SURFACE PROFILE
(Typical at all locations except beam 7)

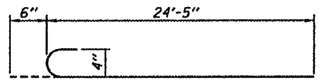


REINFORCED CONCRETE WEARING SURFACE PROFILE
(Beam 7)

MIN. BAR LAPS
*4 = 1'-8"

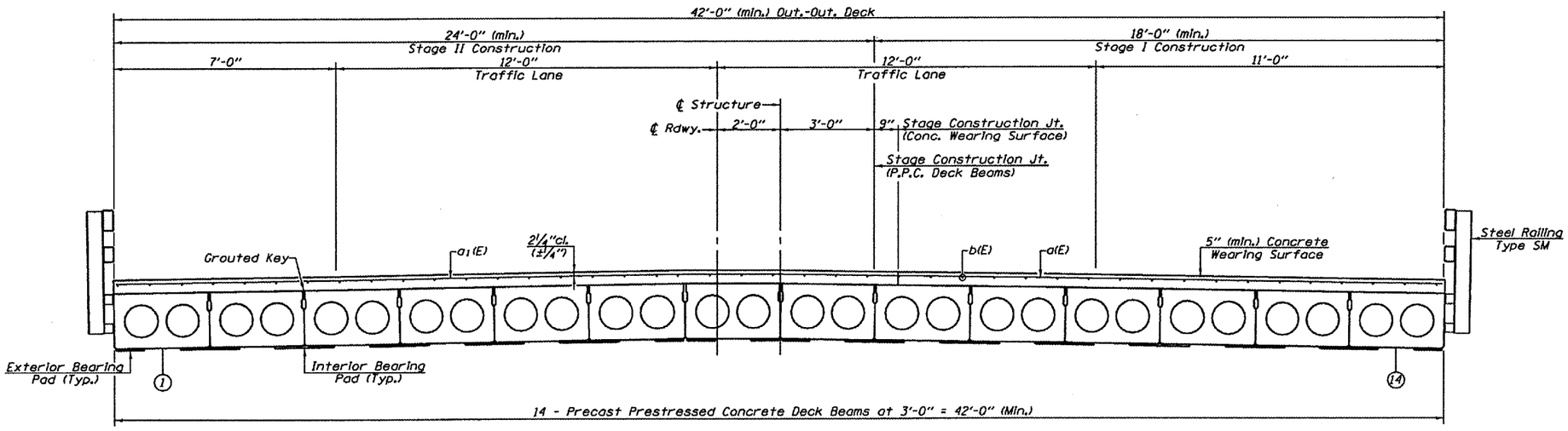


BAR a(E)



BAR a1(E)

• Order a(E) and a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end. Ensure hooked end is placed adjacent to outer edge of fascia beam.



CROSS SECTION
(Looking West)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	122	*4	17'-5"	c——
a1(E)	122	*4	24'-11"	c——
a2(E)	4	*5	17'-2"	——
a3(E)	4	*5	24'-9"	——
b(E)	172	*4	32'-0"	——
Reinforcement Bars, Epoxy Coated			Pound	7300
Bar Splicers			Each	126

Reinforcement bars designated (E) shall be Epoxy Coated.

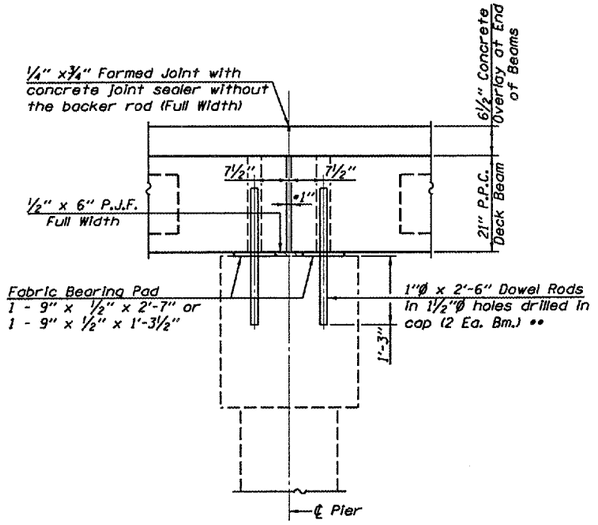
SUPERSTRUCTURE
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)1-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RBI)1-1	PEORIA	82	63
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

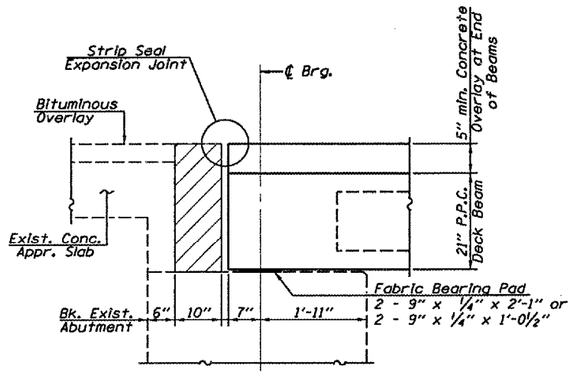
SHEET NO. 7 OF 14 SHEETS

CONTRACT NO. 68456



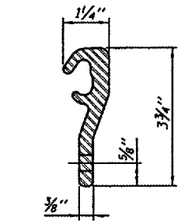
SECTION THRU PIERS

- 1" Joint shall be filled with non-shrink grout. 1" Dimension may vary to accommodate tolerance in beam lengths.
- •• Existing dowel rods shall be cut off and ground flush with the top of existing concrete. Cost to be included with "Removal of Existing Superstructures".

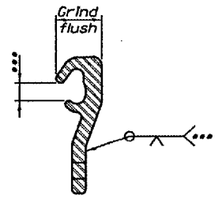


SECTION THRU ABUTMENT

(At Rt. ℄'s)

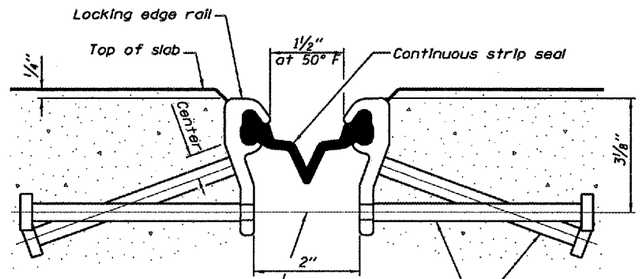


LOCKING EDGE RAIL



••• Omit weld at seal opening.

LOCKING EDGE RAIL SPLICE



3/8" Ø holes at 4'-0" cts. for 3/8" Ø bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

Place 1/2" Ø x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS

(17 Studs Stage I, 25 Studs Stage II)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

Strip seal to extend 12" beyond edge of deck (both ends).

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

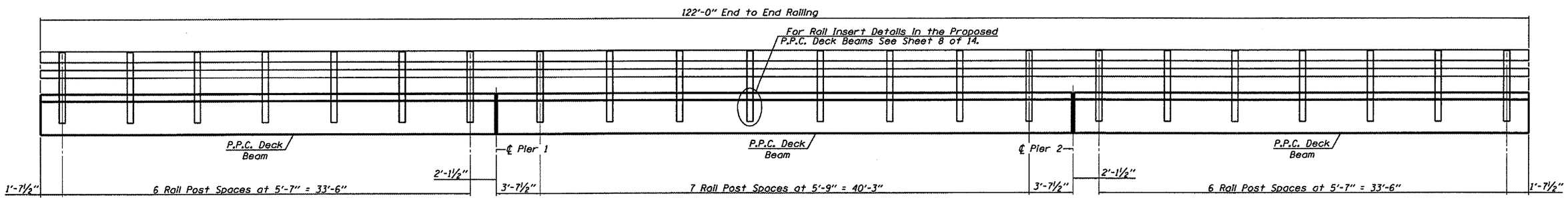
After fabrication, the steel locking edge rail assembly shall be hot dip galvanized according to AASHTO M111 and ASTM A123.

Notes :

After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.

Hatched area to be poured after concrete wearing surface is in place.

See sheet 5 of 14 for bearing pad details.



RAIL POST SPACING FOR STEEL BRIDGE RAIL

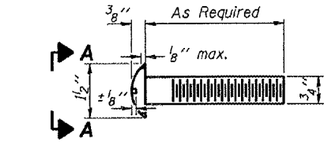
SUPERSTRUCTURE DETAILS
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)I-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

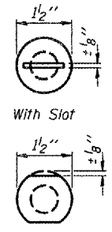
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)I-1	PEORIA	82	64
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 8 OF 14 SHEETS

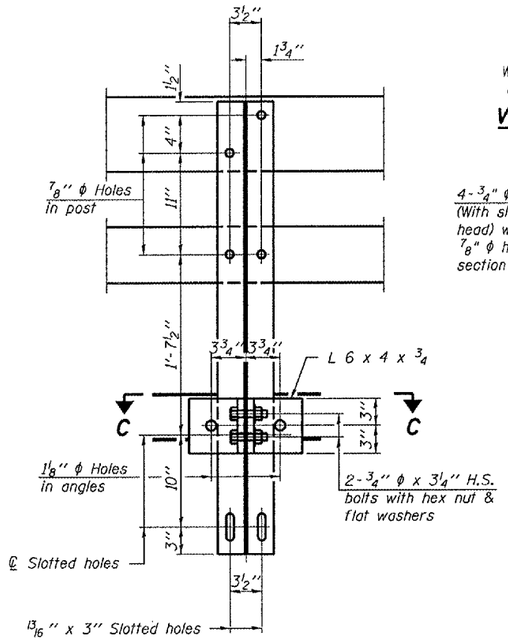
CONTRACT NO. 68456



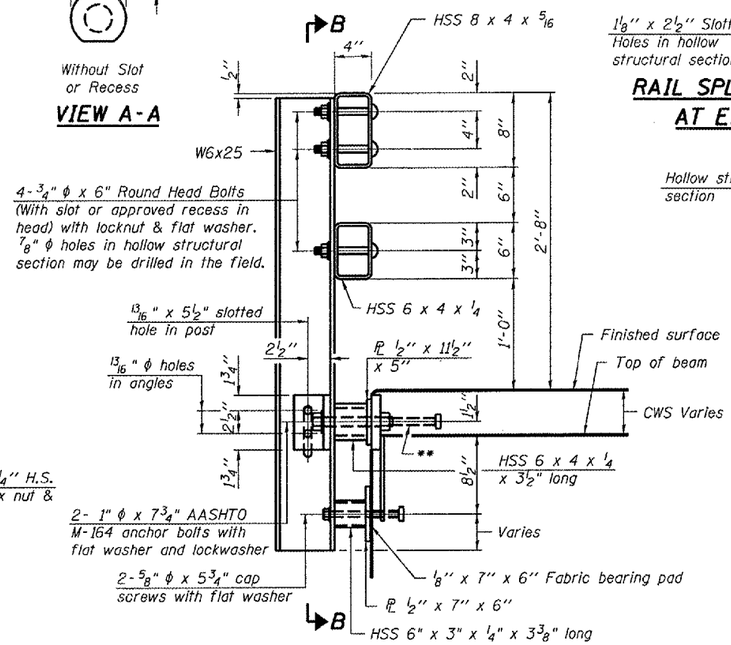
DETAIL OF 3/4" ϕ ROUND HEAD BOLT



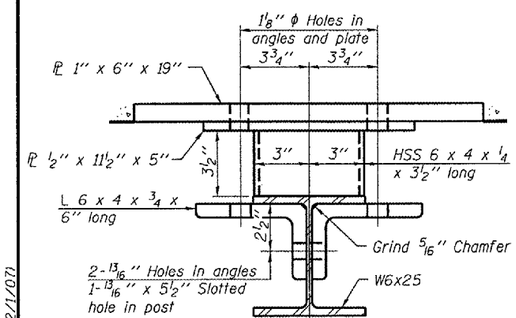
VIEW A-A



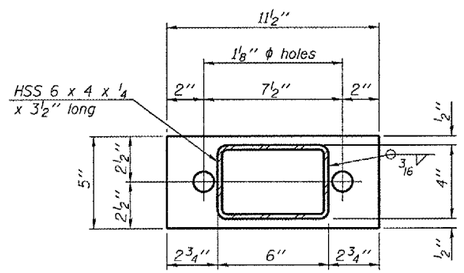
SECTION B-B



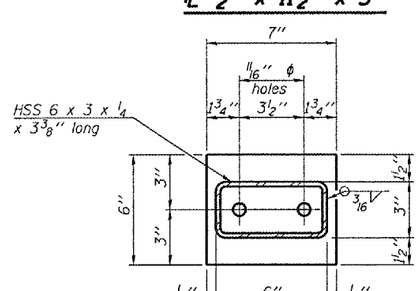
SECTION AT RAIL POST



SECTION C-C

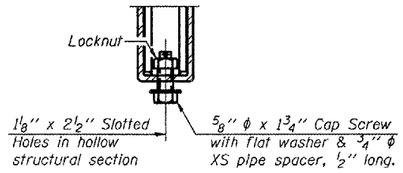


PL 1/2" x 11 1/2" x 5"

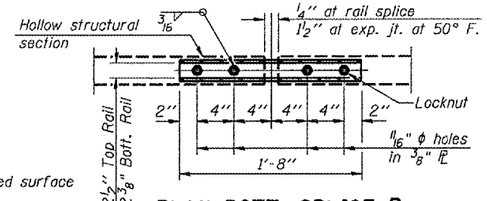


PL 1/2" x 7" x 6"

(6'-3" Maximum Post Spacing) (5" minimum to 7 1/8" maximum CWS thickness)



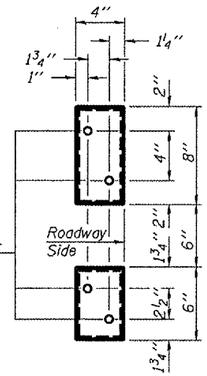
RAIL SPLICE CONNECTION AT EXPANSION JT.



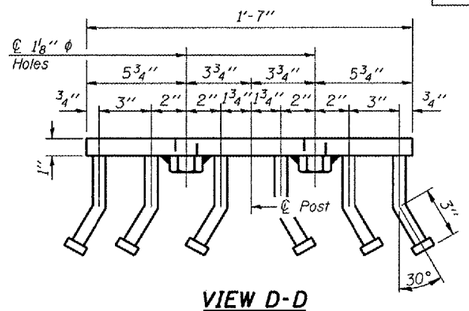
PLAN-BOTT. SPLICE PL TYPICAL

℄ - 5/8" reduced base welded studs. Provide 4 - 5/8" washers and self-locking nuts or nuts and jam nuts for guardrail connection shown on Std. 631032

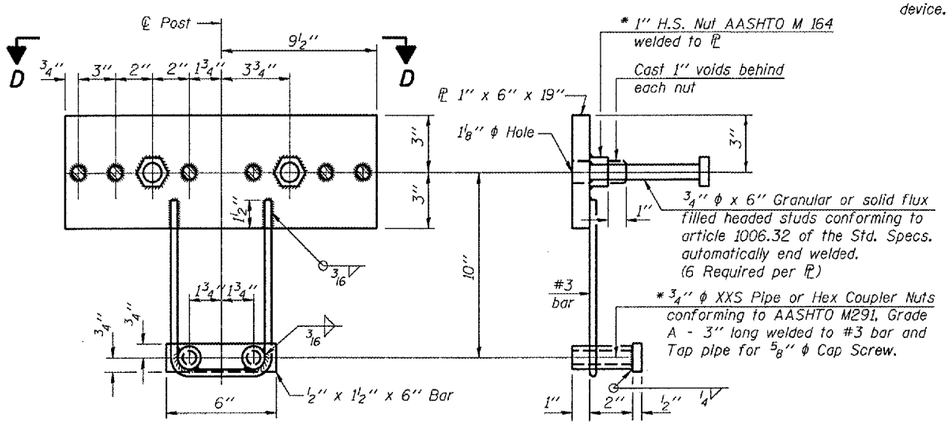
SECTION AT RAIL SPLICE



VIEW E-E

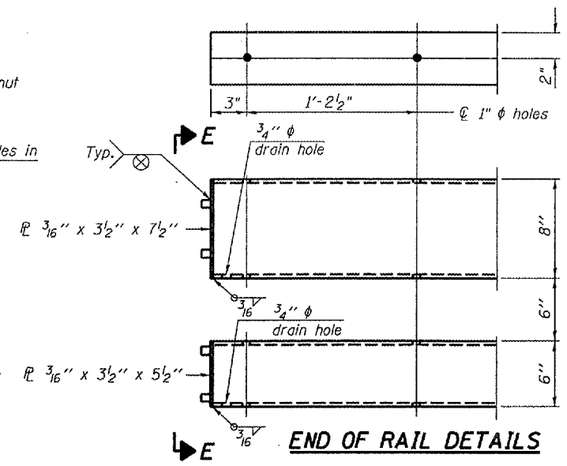


VIEW D-D



ANCHOR DEVICE

* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.



END OF RAIL DETAILS

Notes:

All field drilled holes shall be coated with an approved zinc rich paint before erection.

For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.

Steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	244

STEEL RAILING, TYPE SM WITH CONCRETE WEARING SURFACE U.S. ROUTE 24 OVER LITTLE LaMARSH CREEK F.A.P. RTE. 317 - SECTION (45-RB)I-1 PEORIA COUNTY STA. 496+86.55 S.N. 072-0136

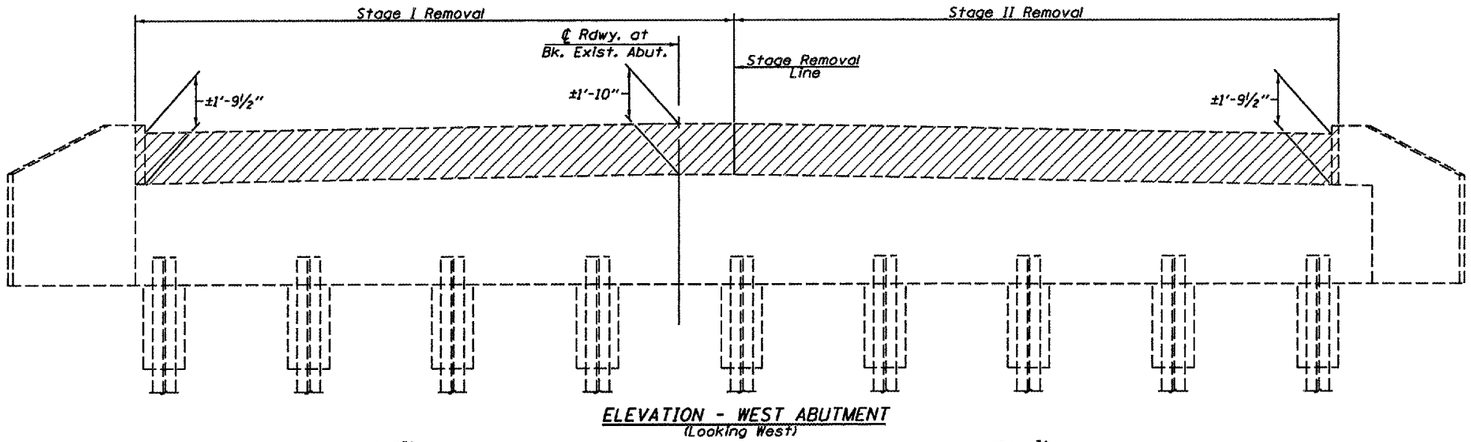
R-34CWS 11-1-06

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

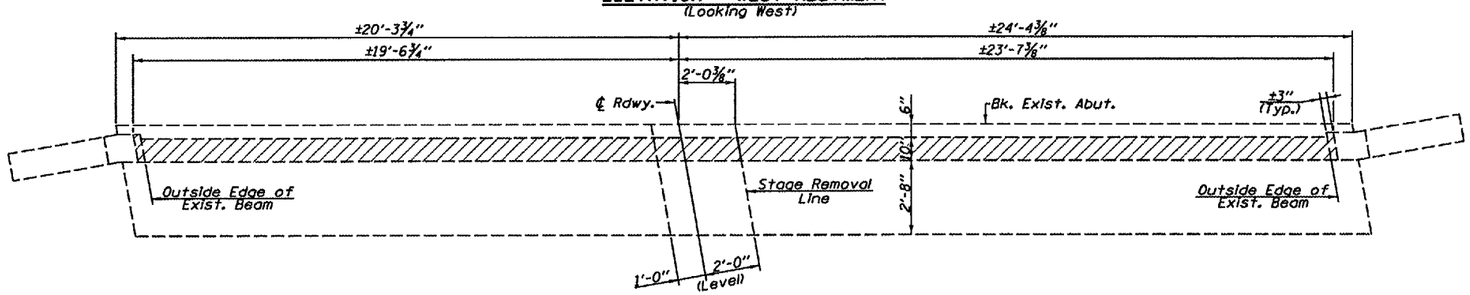
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RBII-1	PEORIA	82	65
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SHEET NO. 9 OF 14 SHEETS

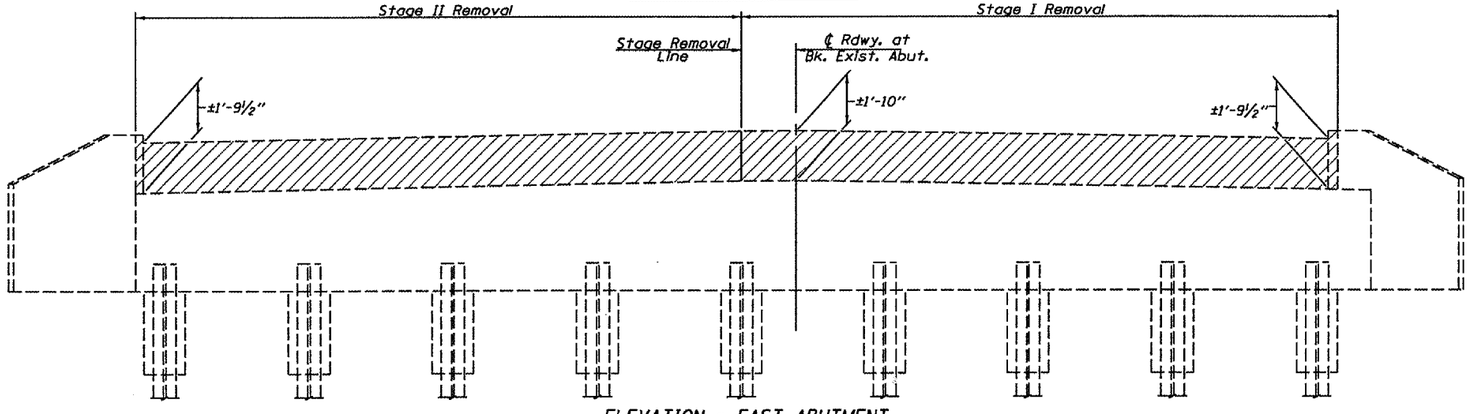
CONTRACT NO. 68456



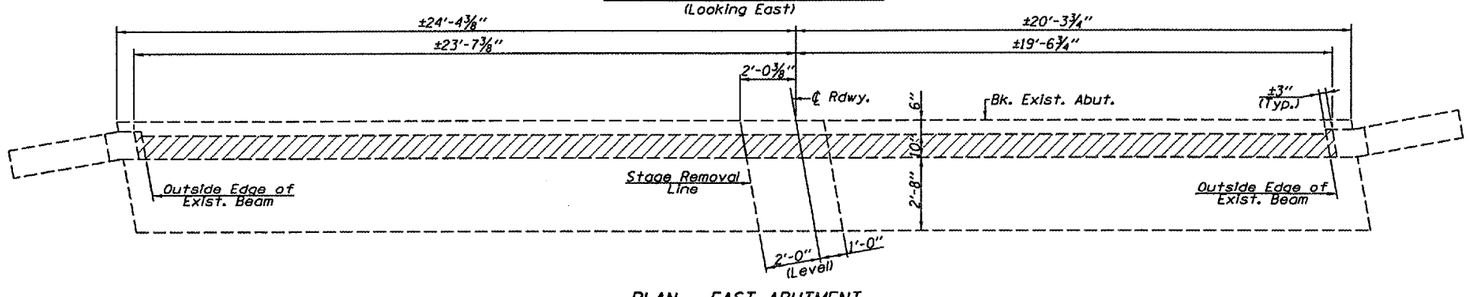
ELEVATION - WEST ABUTMENT
(Looking West)



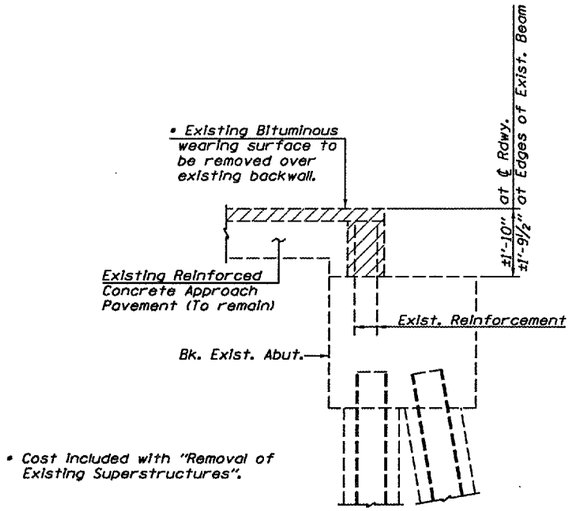
PLAN - WEST ABUTMENT



ELEVATION - EAST ABUTMENT
(Looking East)



PLAN - EAST ABUTMENT



• Cost included with "Removal of Existing Superstructures".

SECTION THRU ABUTMENT

Notes: Existing vertical reinforcing steel to be cleaned, straightened, cut (if required) and incorporated into new construction. Damaged reinforcing steel shall be replaced or removed as directed by the Engineer. Cost included with "Concrete Removal".
Removal of existing joint system is included in the cost of "Concrete Removal".

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	5.5

LEGEND

▨ - Indicates Concrete Removal

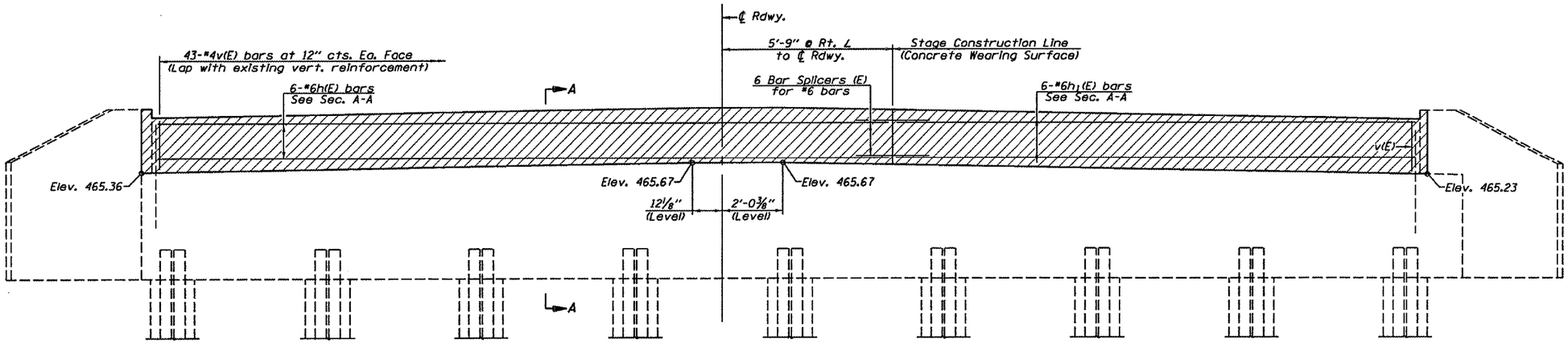
ABUTMENT CONCRETE REMOVAL
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)1-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

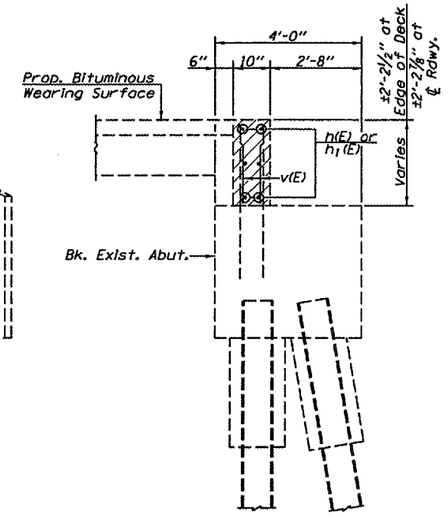
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)I-1	PEORIA	82	66
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SHEET NO. 10 OF 14 SHEETS

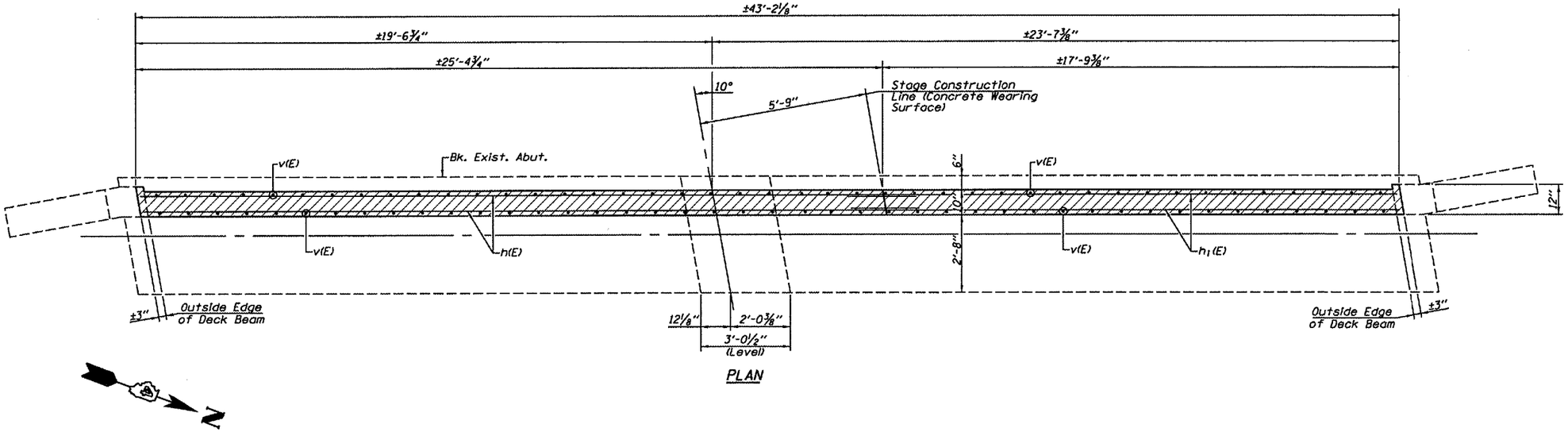
CONTRACT NO. 68456



ELEVATION
(Looking West)



SECTION A-A



PLAN

Note: Hatched area to be placed after wearing surface is in place.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#6	25'-0"	———
h1(E)	6	#6	17'-5"	———
v(E)	86	#4	2'-1"	———
Reinforcement Bars, Epoxy Coated			Pound	505
Bar Splicers			Each	6
Concrete Structures			Cu. Yd.	3.0

Reinforcement bars designated (E) shall be Epoxy Coated.

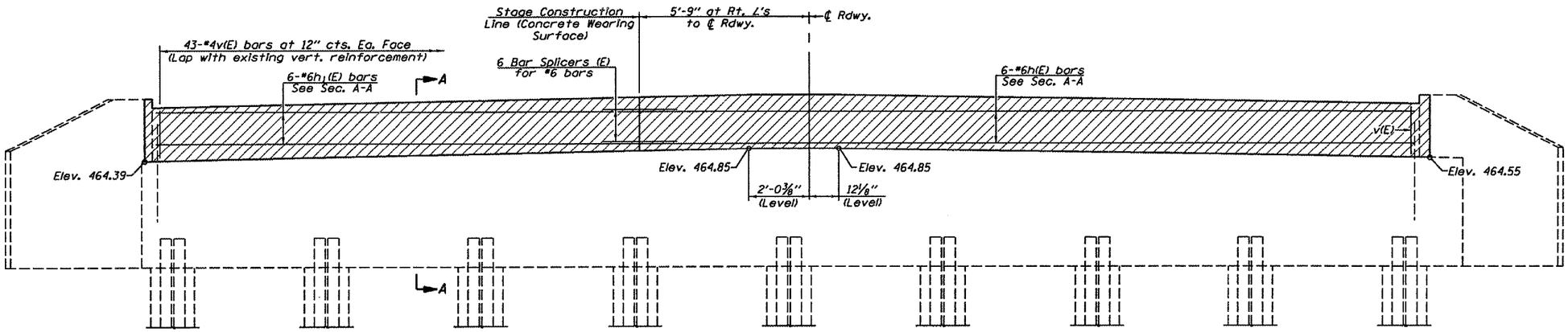
WEST ABUTMENT
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)I-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

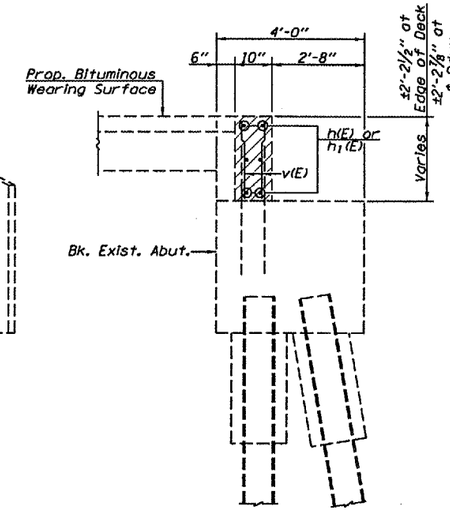
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RBI)-1	PEORIA	82	67
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SHEET NO. 11 OF 14 SHEETS

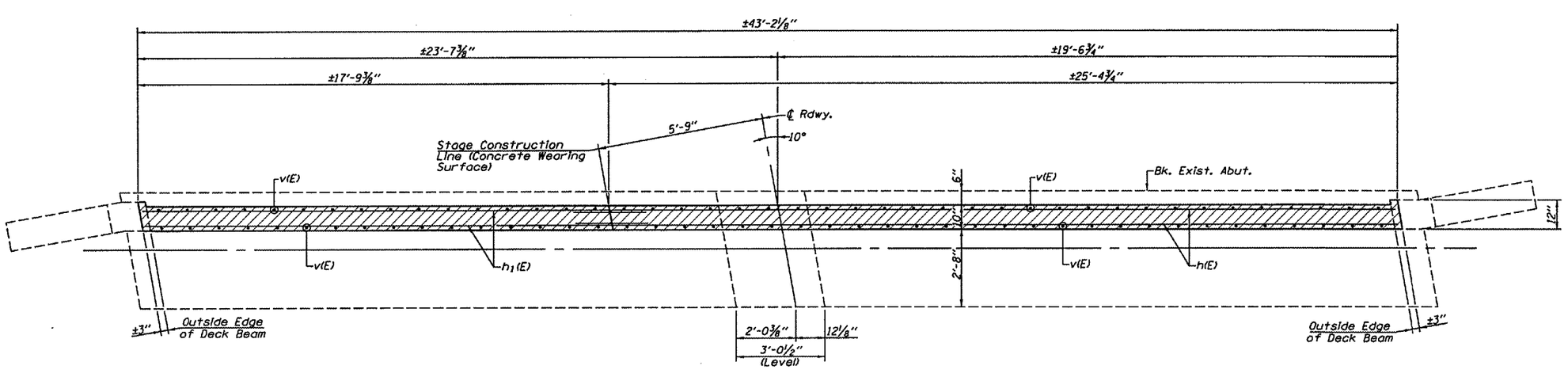
CONTRACT NO. 68456



ELEVATION
(Looking East)



SECTION A-A



PLAN

Note: Hatched area to be placed after wearing surface is in place.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#6	25'-0"	———
h1(E)	6	#6	17'-5"	———
v(E)	86	#4	2'-1"	———
Reinforcement Bars, Epoxy Coated			Pound	505
Bar Splicers			Each	6
Concrete Structures			Cu. Yd.	3.0

Reinforcement bars designated (E) shall be Epoxy Coated.

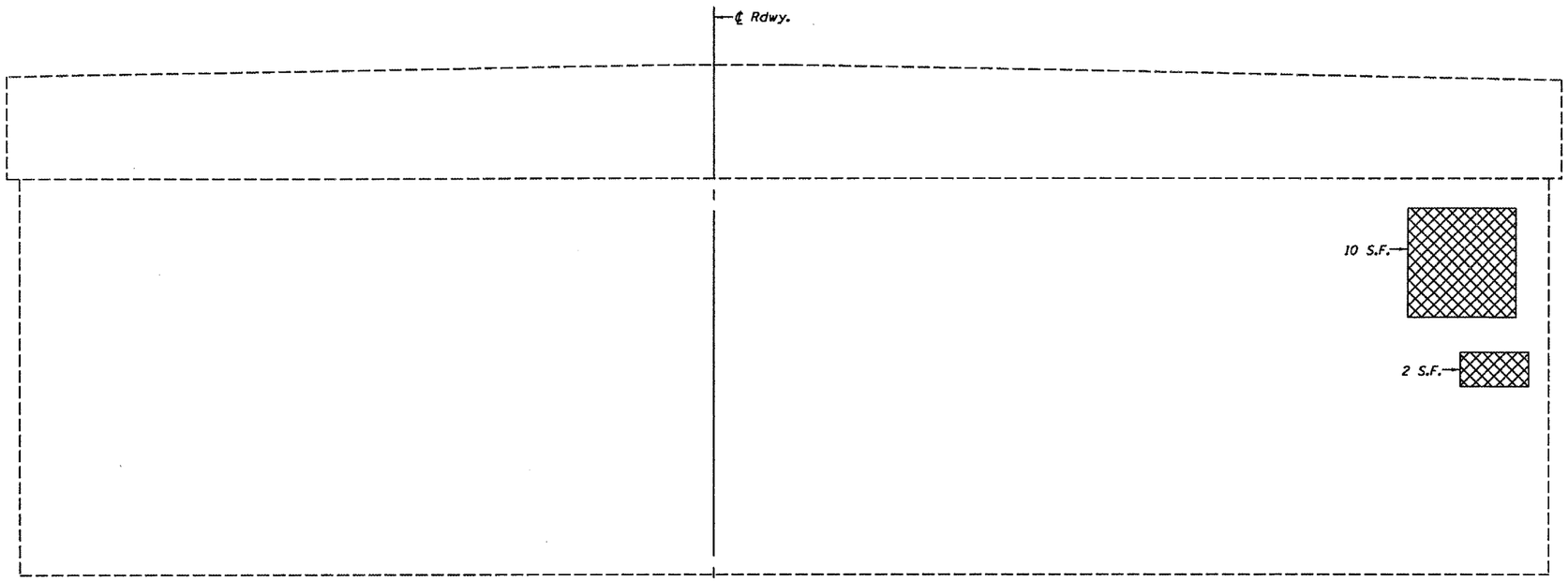
EAST ABUTMENT
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RBI)1-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

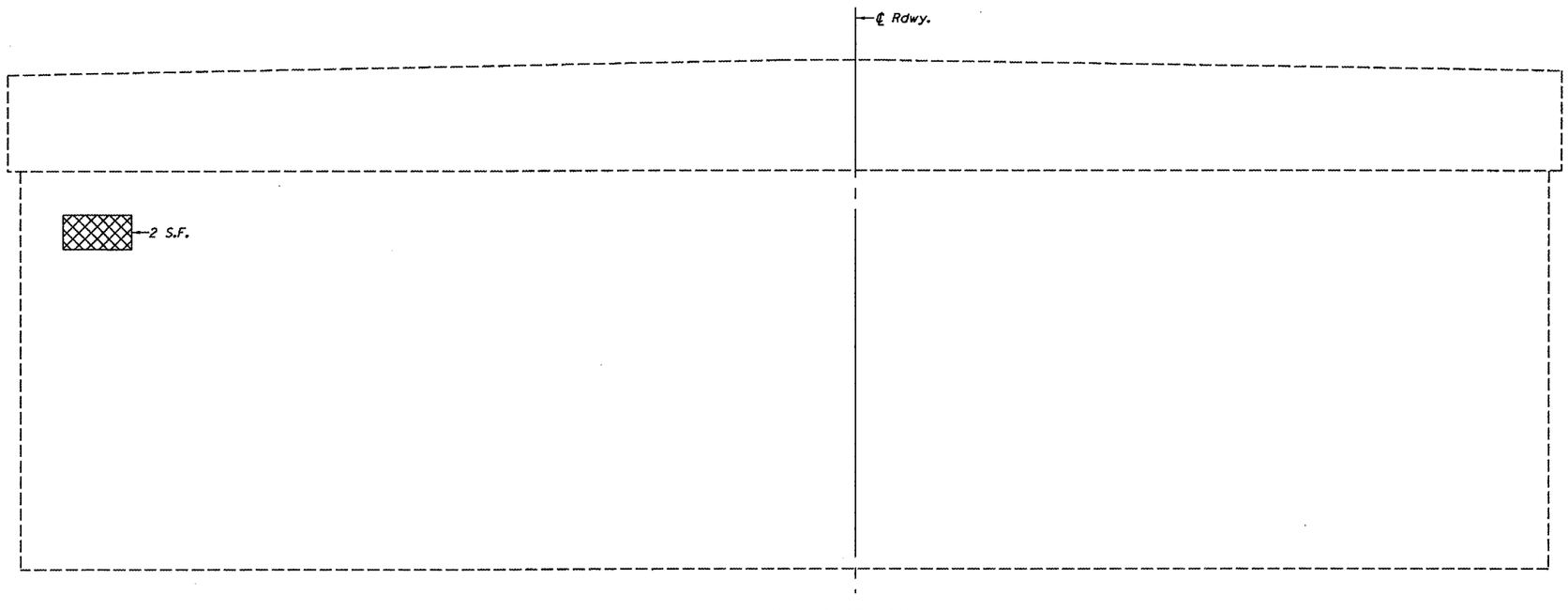
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)I-1	PEORIA	82	68
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 12 OF 14 SHEETS

CONTRACT NO. 68456



ELEVATION (WEST SIDE)



ELEVATION (EAST SIDE)

LEGEND

- Structural Repair of Concrete (Depth equal to or less than 5")

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	14

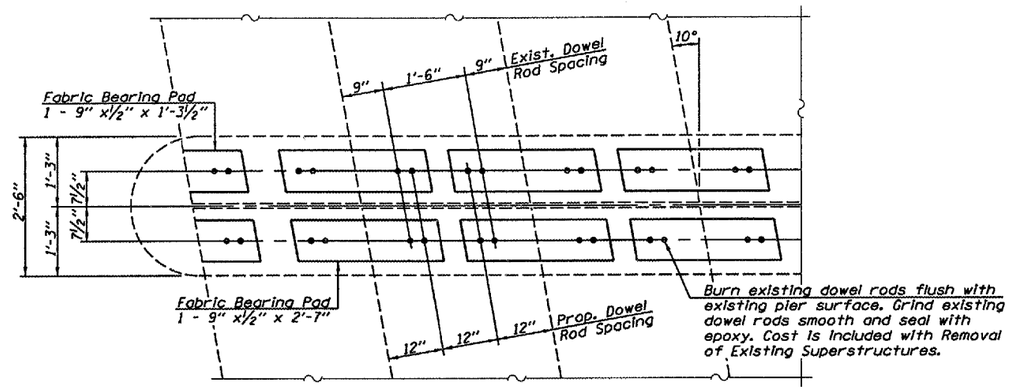
PIER 2 REPAIR
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)I-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)I-1	PEORIA	82	69
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

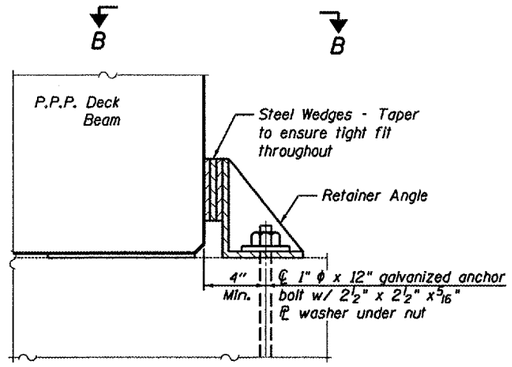
SHEET NO. 13 OF 14 SHEETS

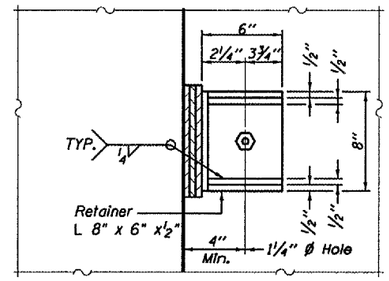
CONTRACT NO. 68456



PLAN

DOWEL ROD SPACING AT PIERS





Note: At temporary side retainers, burn off anchor bolts flush with the top of the existing concrete, grind smooth, and seal with epoxy after the Concrete Wearing Surface has cured and prior to placement of the PPC Deck Beam at ℄ Roadway. Cost included with PPC Deck Beam (21" Depth)

ELEVATION VIEW B-B

PERMANENT AND TEMPORARY SIDE RETAINER AT ABUTMENTS

* Epoxy grout 1"ϕ anchor bolts in 9" (min.). drilled holes according to Section 584 of the Standard Specification. Cost of retainer and accessories are included with PPC Deck Beams (21" Depth)

ANCHOR BOLTS FOR RETAINERS

GENERAL NOTES

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

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

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for PPC Deck Beams (21" Depth).

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

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

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

Location	Type
E. Abut.	A325
W. Abut.	A325

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

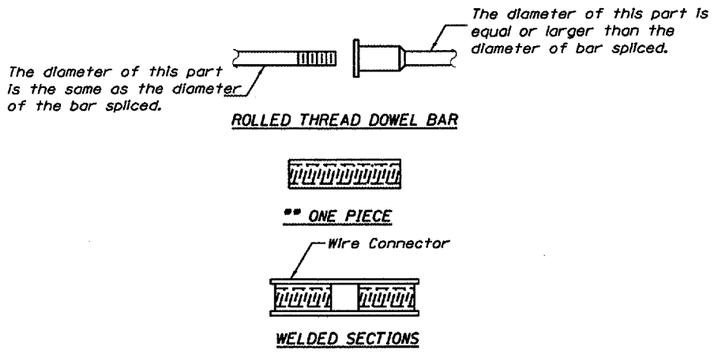
SUBSTRUCTURE DETAILS
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)I-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 317	(45-RB)I-1	PEORIA	82	70
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

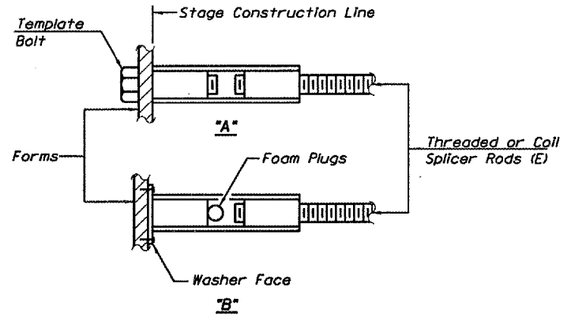
SHEET NO. 14 OF 14 SHEETS

CONTRACT NO. 68456



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) $= 1.25 \times fy \times At$

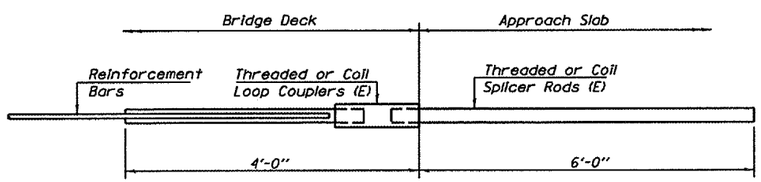
② Minimum •Pull-out Strength (Tension in kips) $= 1.25 \times fs_{allow} \times At$

Where fy = Yield strength of lapped reinforcement bars in ksi.

At = Tensile stress area of lapped reinforcement bars.

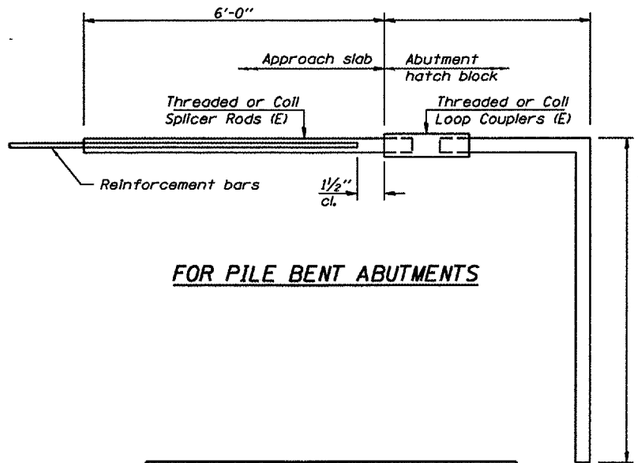
• = 28 day concrete

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



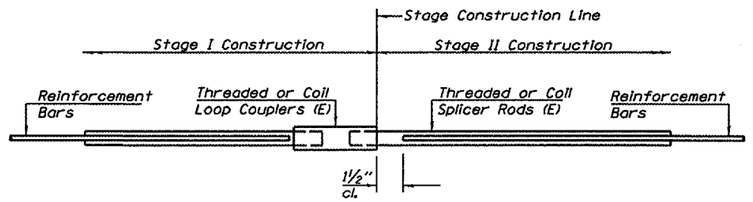
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR PILE BENT ABUTMENTS

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



STANDARD

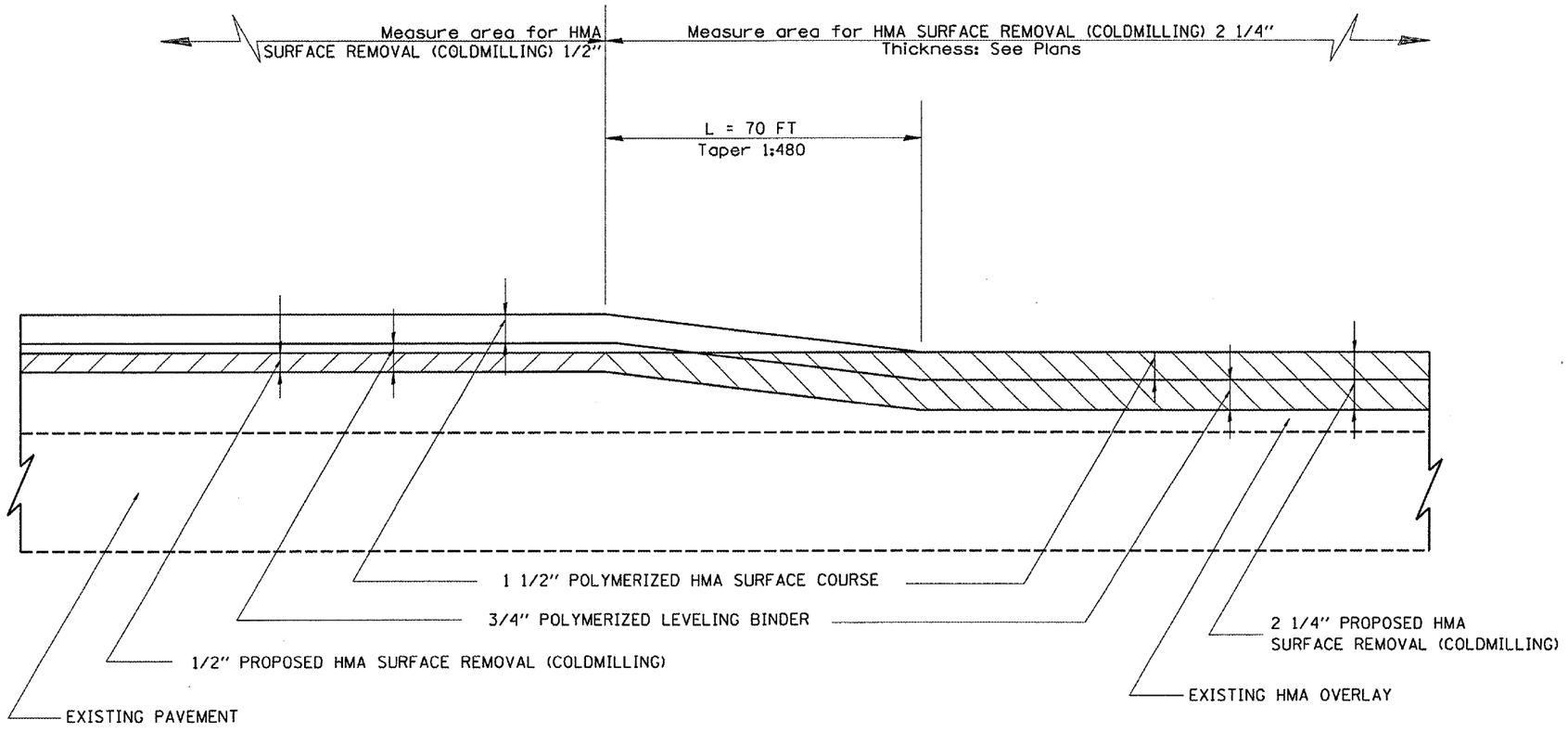
Bar Size	No. Assemblies Required	Location
#4	122	Conc. Wearing Surface
#5	4	Conc. Wearing Surface
#6	12	Abutment Backwalls

BAR SPLICER ASSEMBLY DETAILS
U.S. ROUTE 24 OVER
LITTLE LaMARSH CREEK
F.A.P. RTE. 317 - SECTION (45-RB)I-1
PEORIA COUNTY
STA. 496+86.55
S.N. 072-0136

FILE NAME: STRUCTURE PLANS (REV. 2/1/07)

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BRII	PEORIA	82	71



HMA SURFACE REMOVAL TAPER DETAIL (COLD MILLING)

STATION LOCATIONS OF HMA MILLING TAPER FROM 2 1/4" MILL TO 1/2" MILL
STA. 467+75 TO STA. 468+45 = 70 FT TRANSITION
STA. 535+53 TO STA. 536+23 = 70 FT TRANSITION

STATION LOCATIONS OF HMA MILLING TAPER FROM 1/2" MILL TO 2 1/4" MILL
STA. 505+12 TO STA. 505+82 = 70 FT TRANSITION
STA. 558+30 TO STA. 559+00 = 70 FT TRANSITION

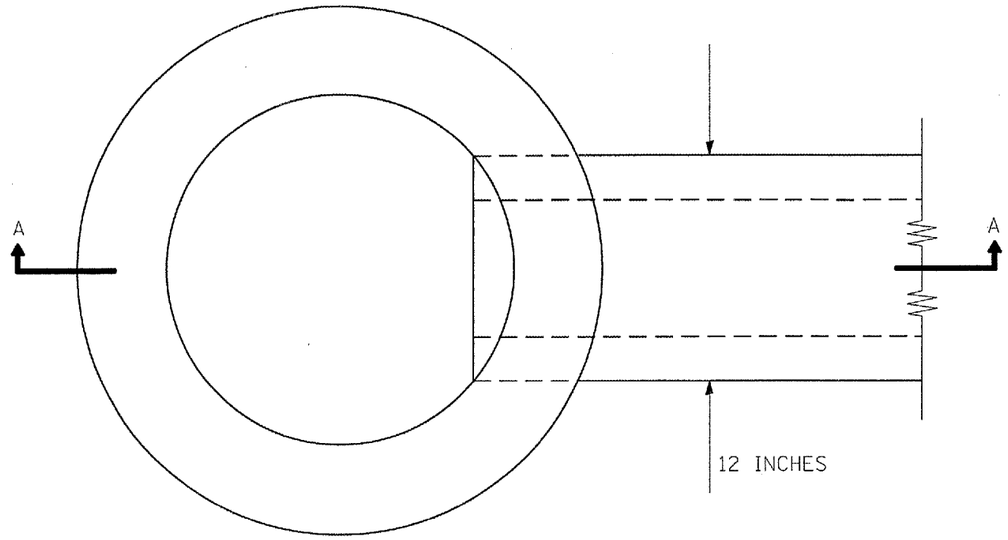
ILLINOIS DEPARTMENT OF TRANSPORTATION

HMA SURFACE REMOVAL (COLD MILLING) TAPER RATE DETAIL

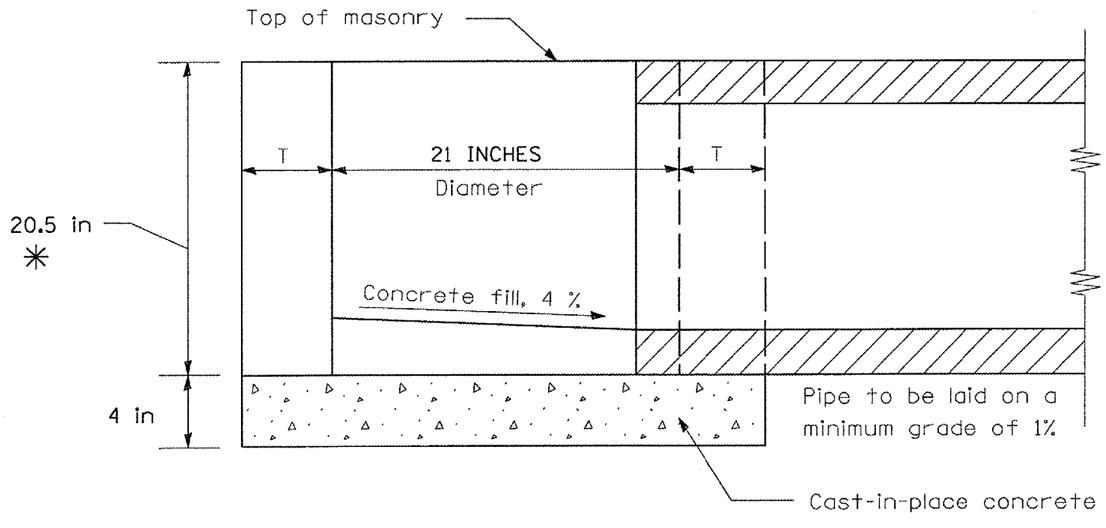
DATE: 05/31/2006 DRAWN BY DBB
SCALE: NOT TO SCALE CHECKED BY CEM

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BR)1	PEORIA	82	72



PLAN



SECTION A-A

✳ NOTE: EXISTING INLET IS APPROXIMATELY 24 INCHES FROM INVERT OF OUTLET PIPE TO TOP OF GRATE

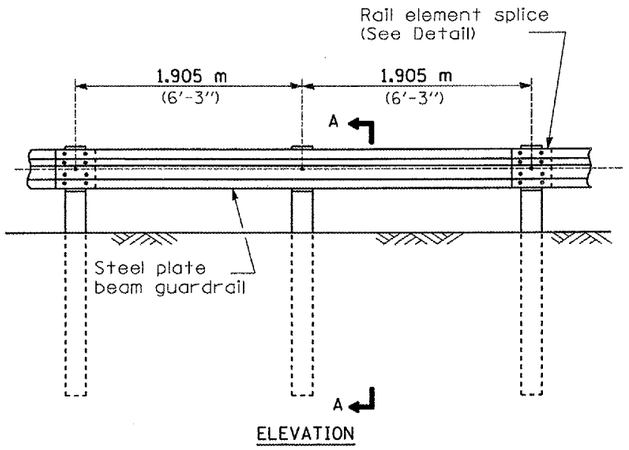
ILLINOIS DEPARTMENT OF TRANSPORTATION

INLET - TYPE A
DETAIL

DATE: 06/05/2006 DRAWN BY DBB
SCALE: NOT TO SCALE CHECKED BY CEM

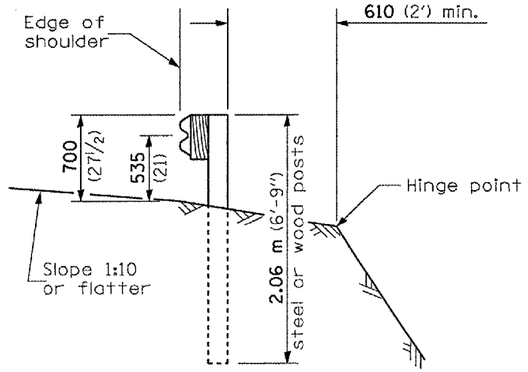
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-1RB,RB-2,BRI	PEORIA	82	73

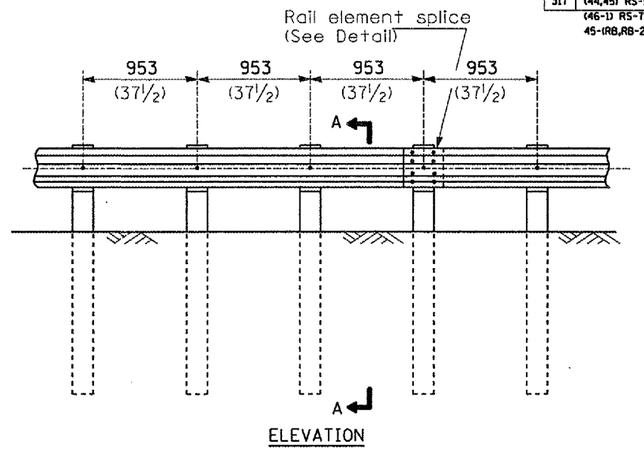


TYPE A

1.905 m (6'-3") Typical post spacing

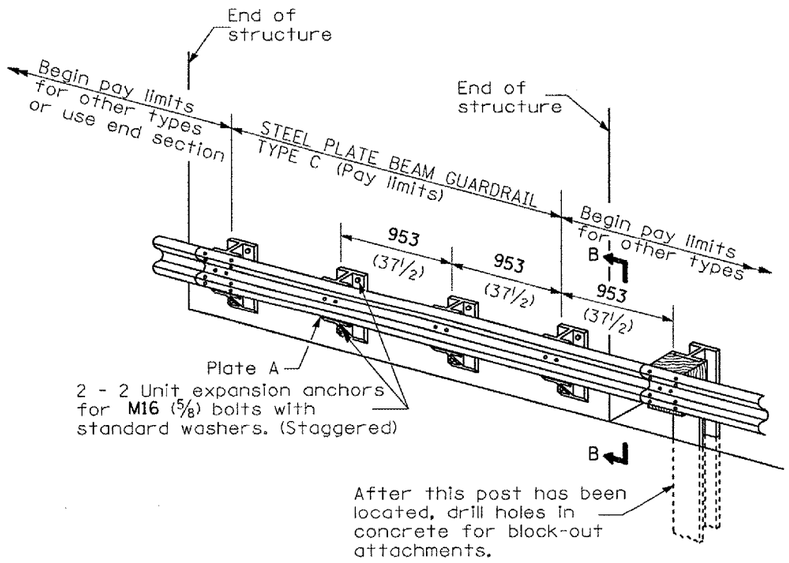


SECTION A-A



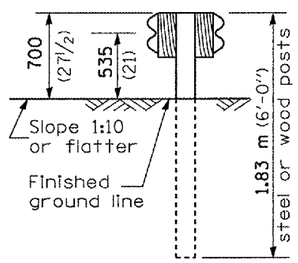
TYPE B

953 (37½) Closed post spacing

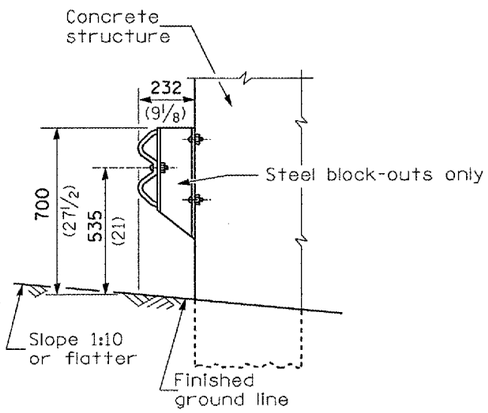


TYPE C

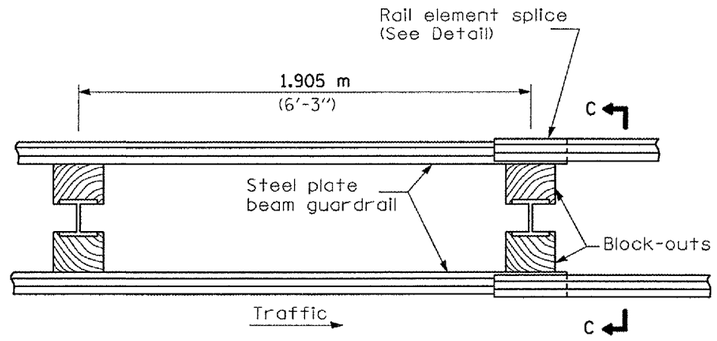
953 (37½) Block-out spacing



SECTION C-C



SECTION B-B



PLAN

TYPE D

Double steel plate beam guardrail
1.905 m (6'-3") typical post spacing

GENERAL NOTES

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

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

The existing steel posts may be drilled to match the bolt pattern shown herein for the wood block-out, or a new steel post shall be provided.

This detail is applicable to the guardrail system used prior to January 1, 2007. For details on the Midwest Guardrail System, see Standard 630001.

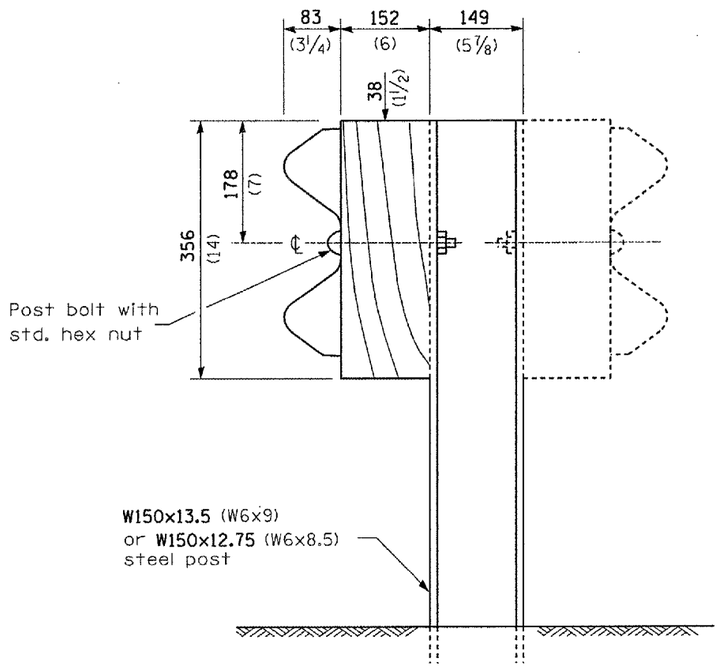
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

(Sheet 1 of 4)

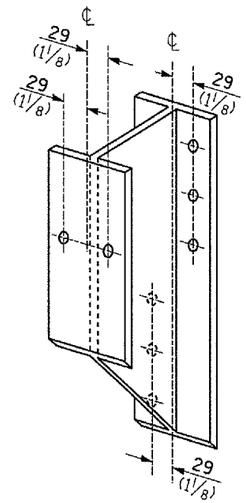
DETAIL

CONTRACT NO. 68456

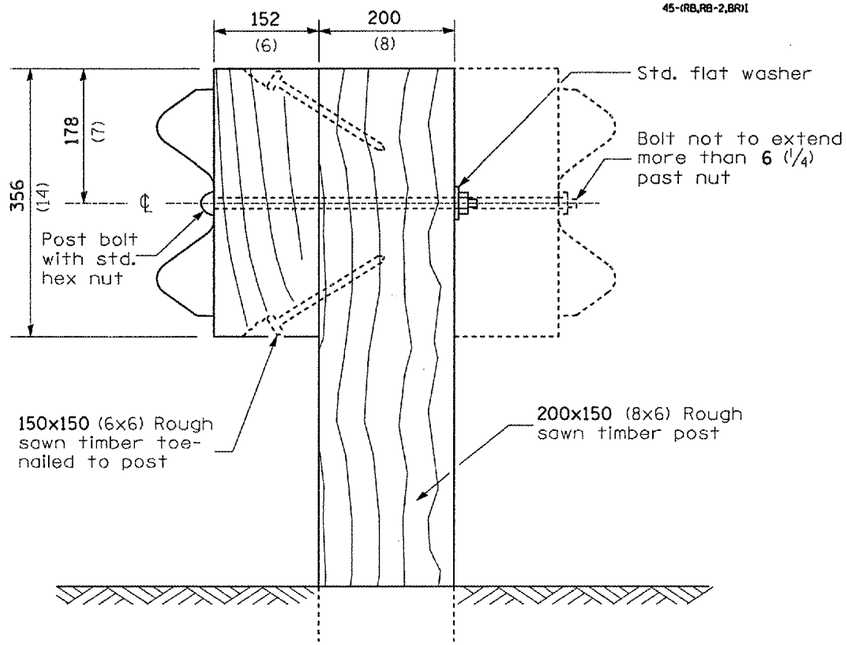
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BRI	PEORIA	82	74



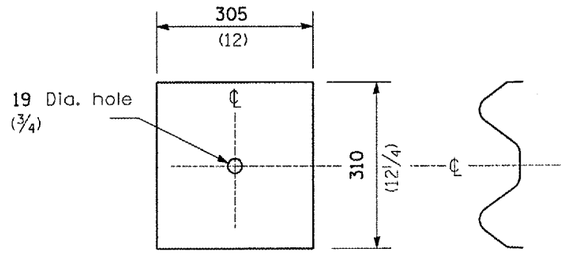
STEEL POST CONSTRUCTION



STEEL BLOCK-OUT DETAIL



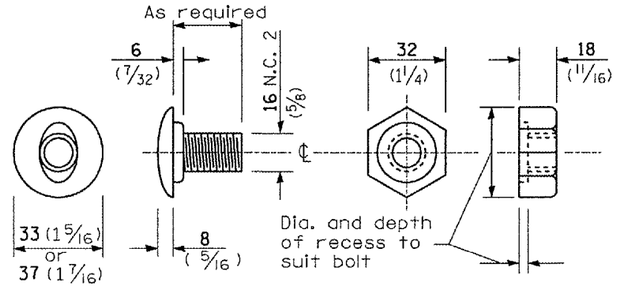
WOOD POST CONSTRUCTION



NOTE

Plate A shall be placed between rail element and block-out at non-splice mounting points only when steel block-outs are used.

PLATE A



POST OR SPLICE BOLT & NUT

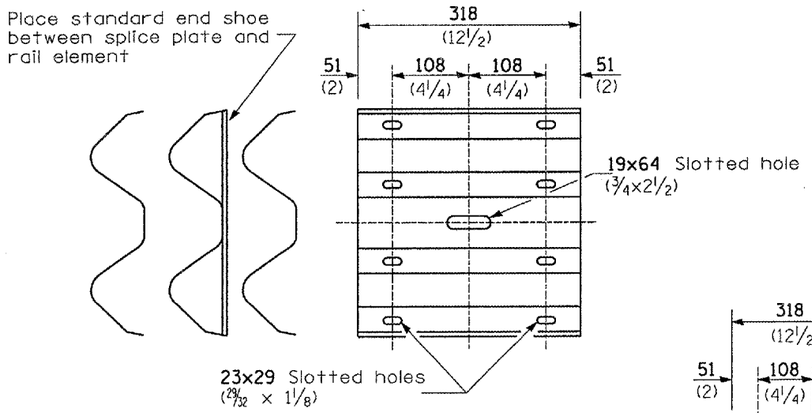
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

(Sheet 2 of 4)

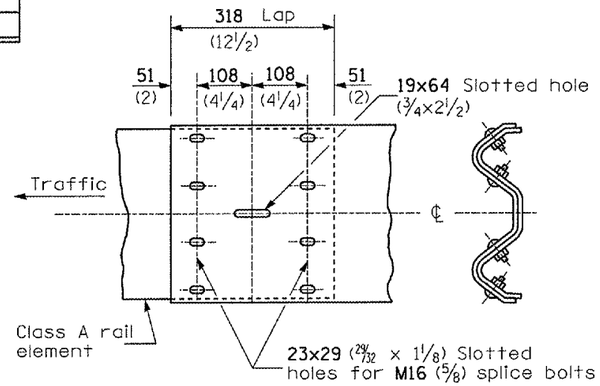
DETAIL

CONTRACT NO. 68456

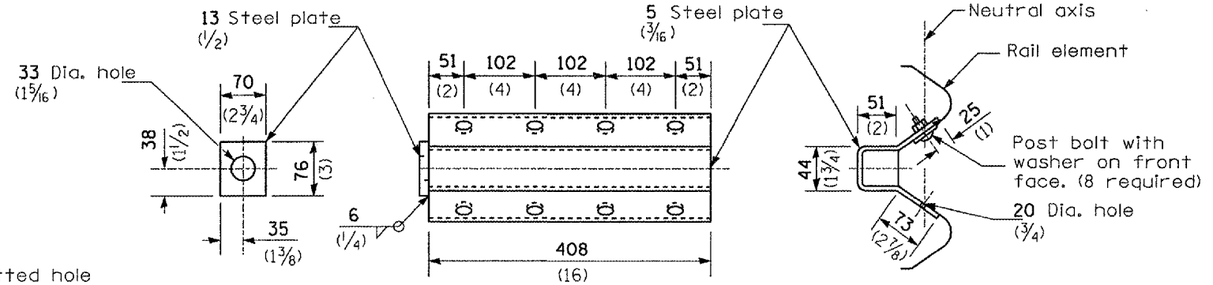
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BRI	PEORIA	82	75



SPLICE PLATE



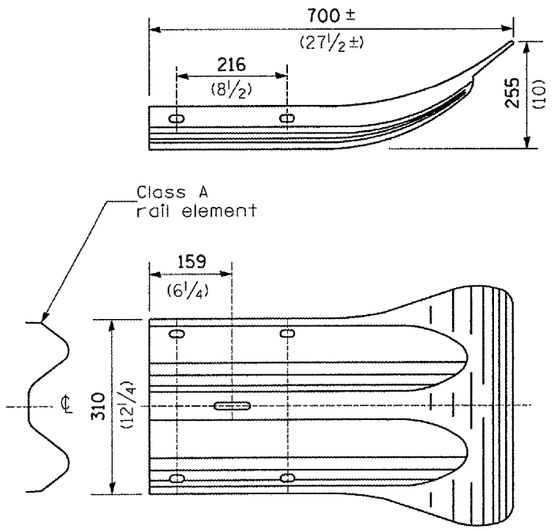
RAIL ELEMENT SPLICE



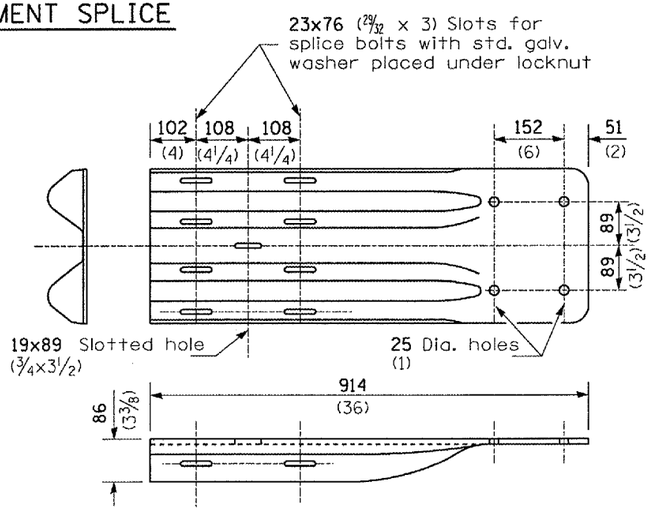
NOTE

Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS



END SECTION



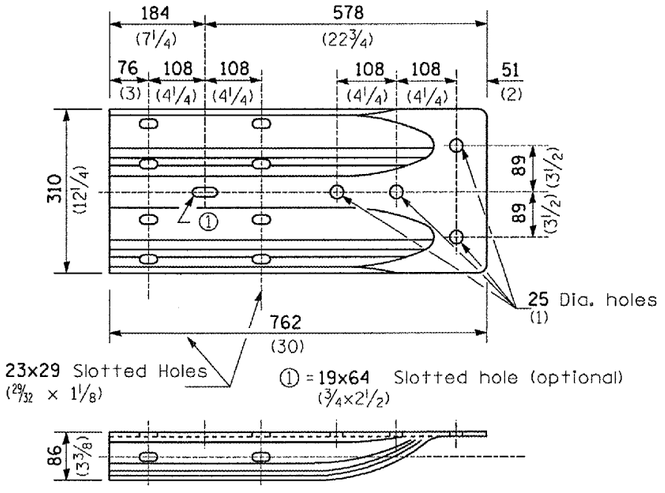
NOTE

When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE



ALTERNATE END SHOE

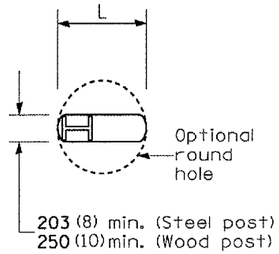
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

(Sheet 3 of 4)

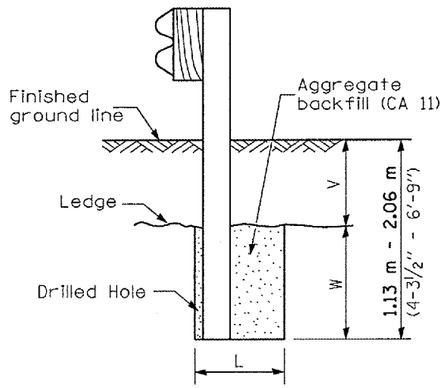
DETAIL

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BR)1	PEORIA	82	76



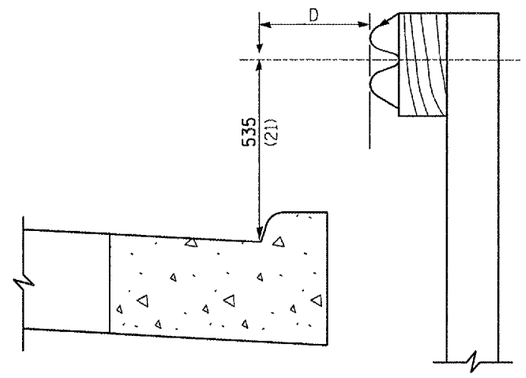
PLAN



Note:
Ledge line is top of rock ledge or hard slag fill.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

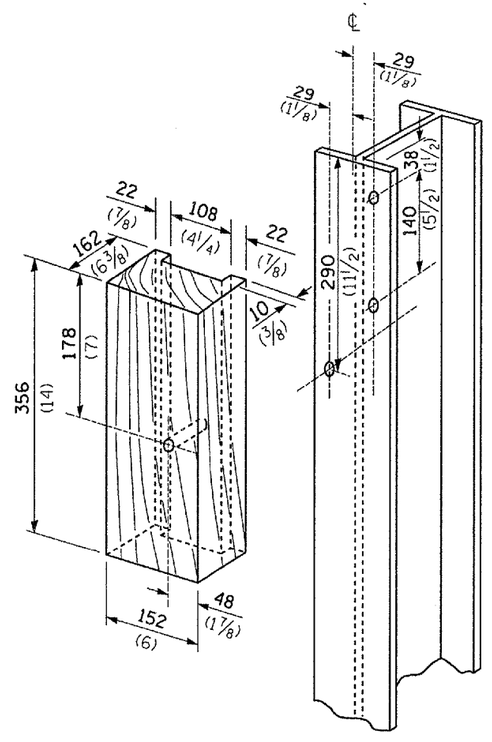


Note:
If it is necessary for D to be more than 300 (12) and less than 3.0 m (10'-0") type M-5 (M-2) curb and gutter (Std. 606001) shall be used in front of and in advance of the guardrail.

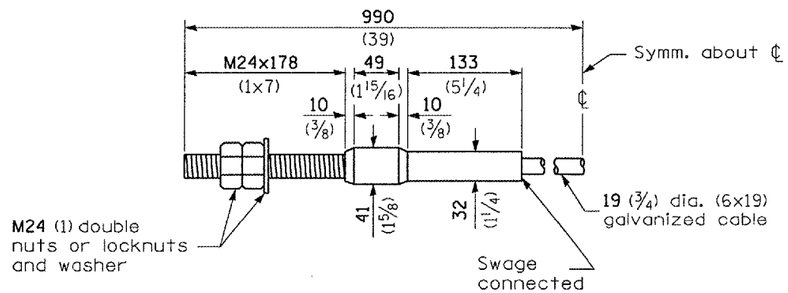
GUARDRAIL PLACED BEHIND CURB

(D = 0 desirable to 300 (12) maximum)

V	W	L	
		Steel Post	Wood Post
0 - 460 (0 - 18)	610 (24)	530 (21)	580 (23)
>460 - 825 (>18 - 41.5)	305 (12)	203 (8)	250 (10)
>825 - 1.13 m (>41.5 - 53.5)	305 - 0 (12 - 0)	203 (8)	250 (10)



WOOD BLOCK-OUT AND STEEL POST DETAILS



CABLE ASSEMBLY

(18,100 kg (40,000 lbs.) min. breaking strength)
Tighten to taut tension.

REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL

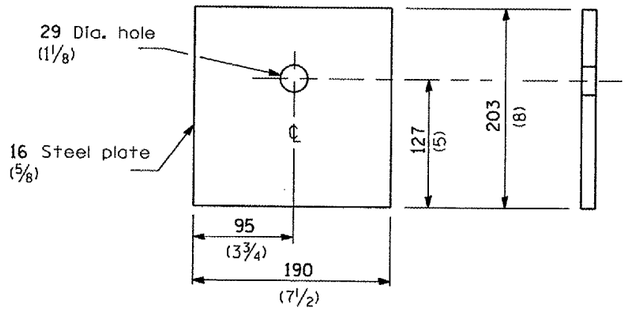
(Sheet 4 of 4)

DETAIL

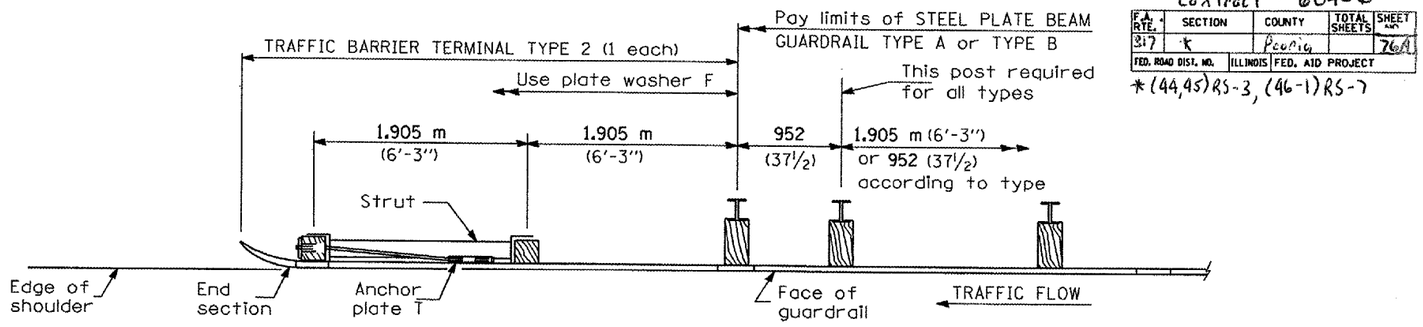
Contract # 68456

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	K	Peoria		76A
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

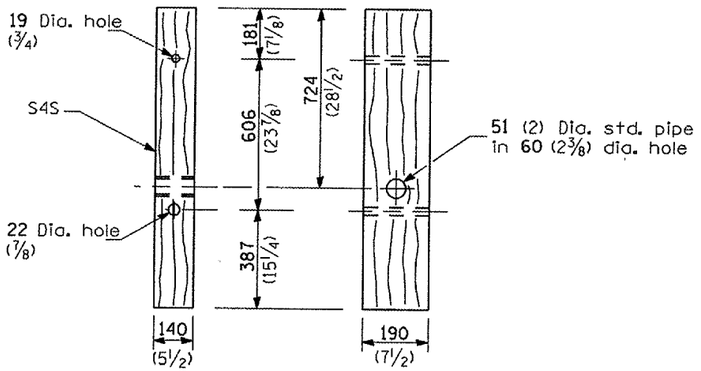
*(44,45)RS-3, (46-1)RS-7



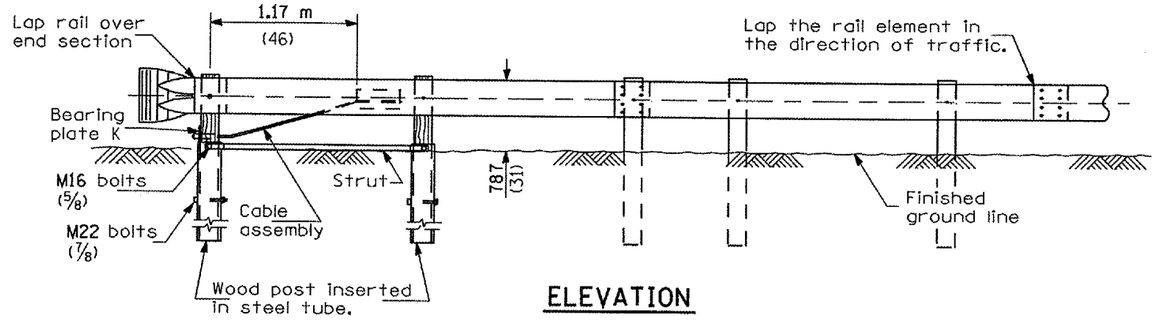
BEARING PLATE K



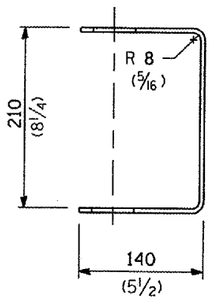
PLAN



WOOD POST

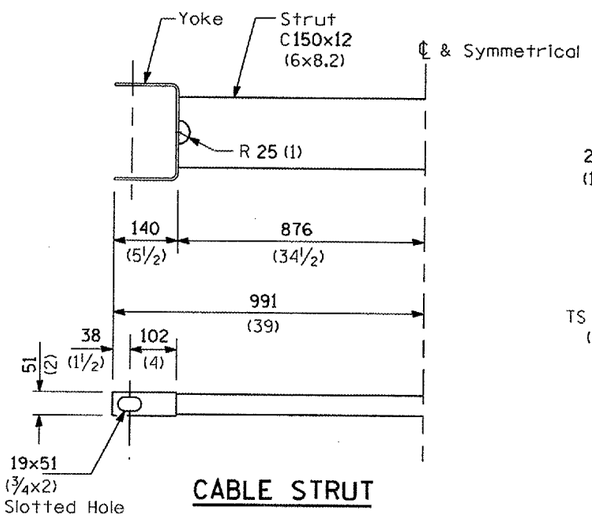


ELEVATION

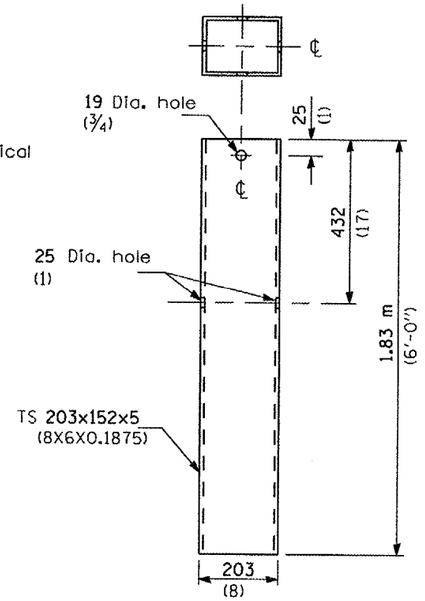


YOKE

5 (3/16) thick steel



CABLE STRUT



STEEL TUBE

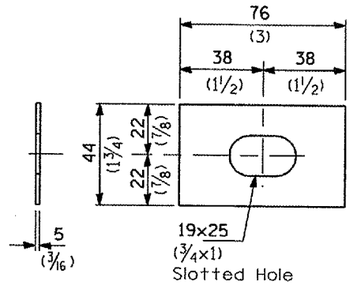


PLATE WASHER F

GENERAL NOTES

See Standard 630001 for details of guardrail not shown.

The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.

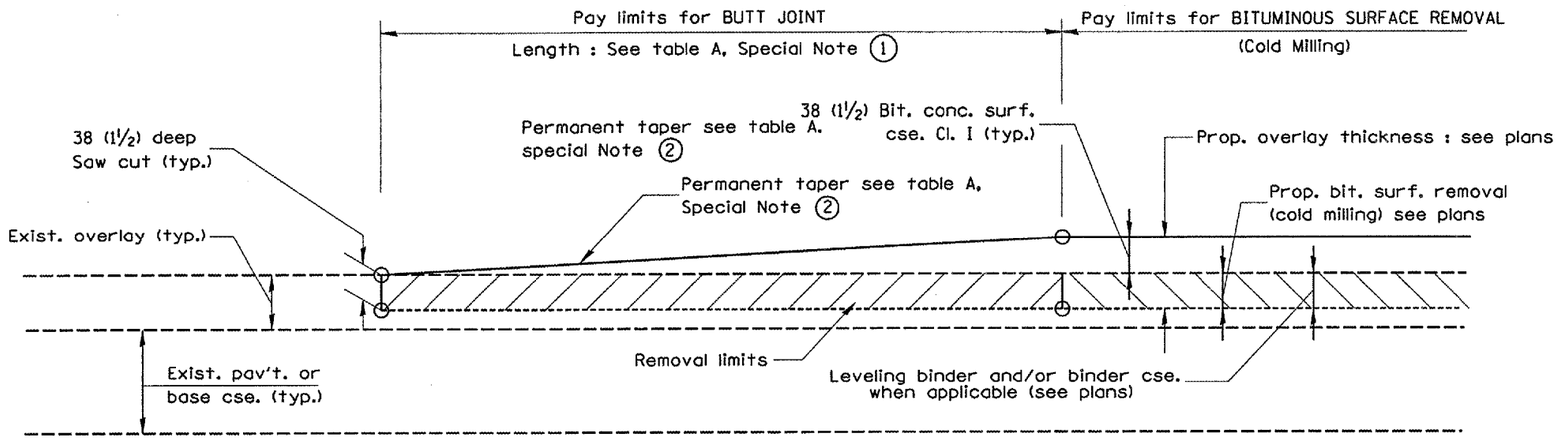
All dimensions are in millimeters (inches) unless otherwise shown.

TRAFFIC BARRIER TERMINAL, TYPE 2

DETAIL

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BRI	PEORIA	82	77



CASE 1 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)

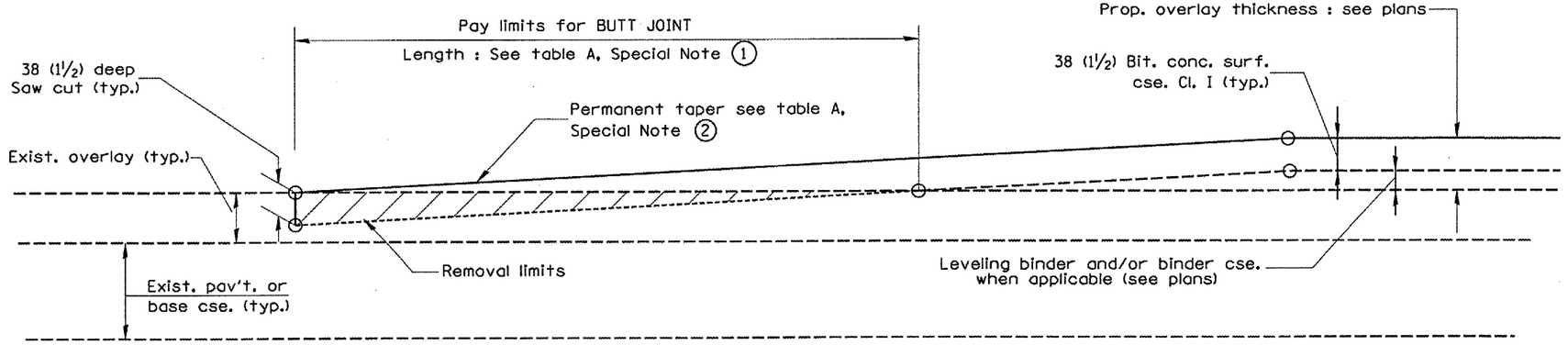
TABLE A

(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
(1)	LENGTH OF BUTT JOINT	18.0 m(60')	9.0 m(30')
(2)	PERMANENT TAPER RATE	1:480	1:240
(3)	TEMPORARY RAMP TAPER RATE	1:80	1:40
(4)	TEMPORARY RAMP LENGTH	3.0 m(10')	1.5 m(5')
(5)	LENGTH OF BUTT JOINT	3.0 m(10')	3.0 m(10')

GENERAL NOTES

1. The work shall be done in accordance with Article 406.18 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.03 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.06.



CASE 2 : NO BITUMINOUS SURFACE REMOVAL (COLD MILLING)

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

DATE	REVISIONS	BY
1-1-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
4-1-97	CORRECTION TO DEPTH	J.A.
9-15-05	REVISED DESIGNER NOTE	M.M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 1 OF 3

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

DATE $$DATE$$ CHECKED BY

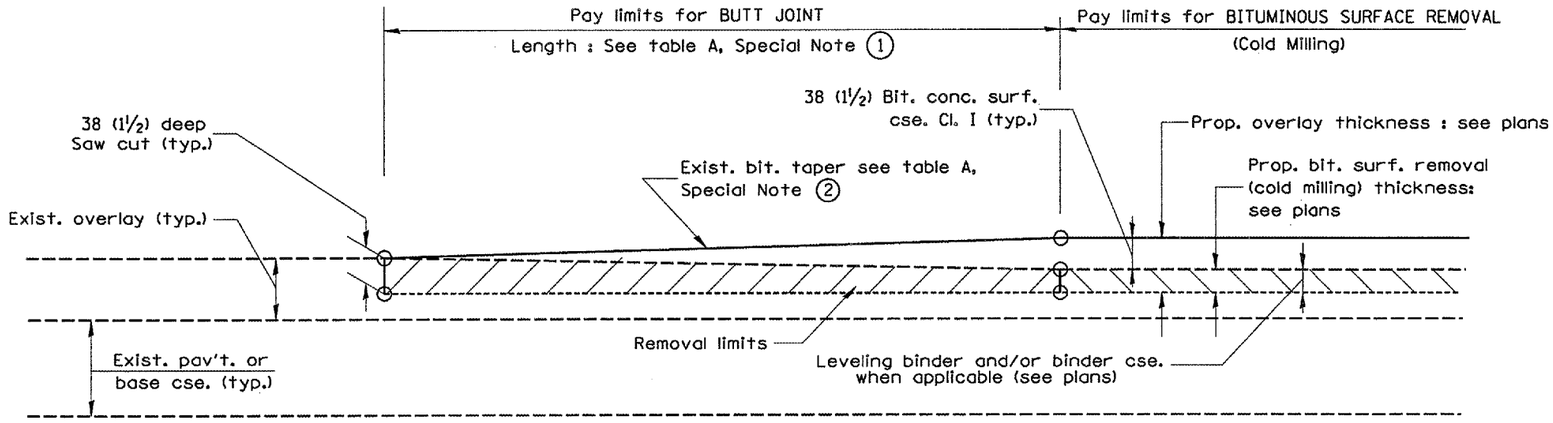
$$DATE$$

•DGN-ONLY•

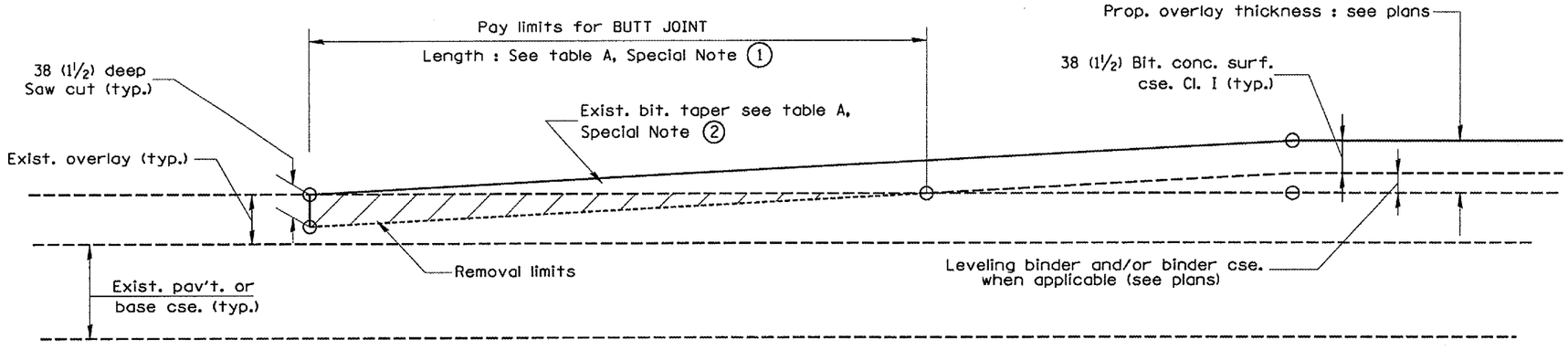
406101-D4 (1)

CONTRACT NO. 68456

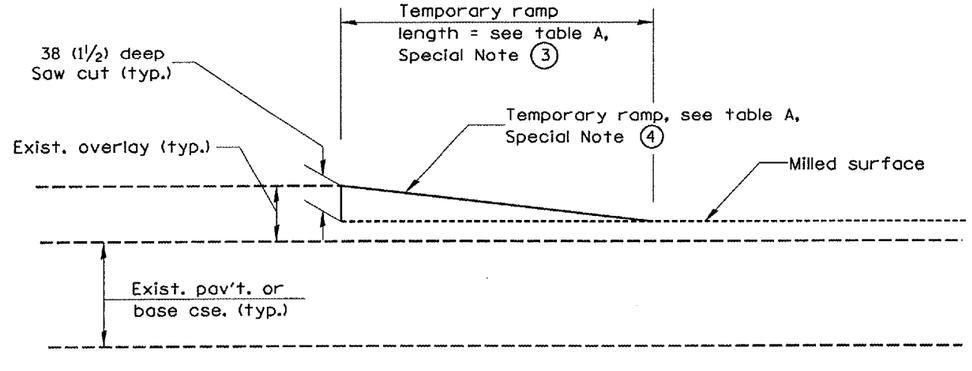
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BRII	PEORIA	82	78



CASE 3 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



CASE 4 : NO BITUMINOUS SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



DETAIL TEMPORARY RAMP

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 2 OF 3

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

CHECKED BY

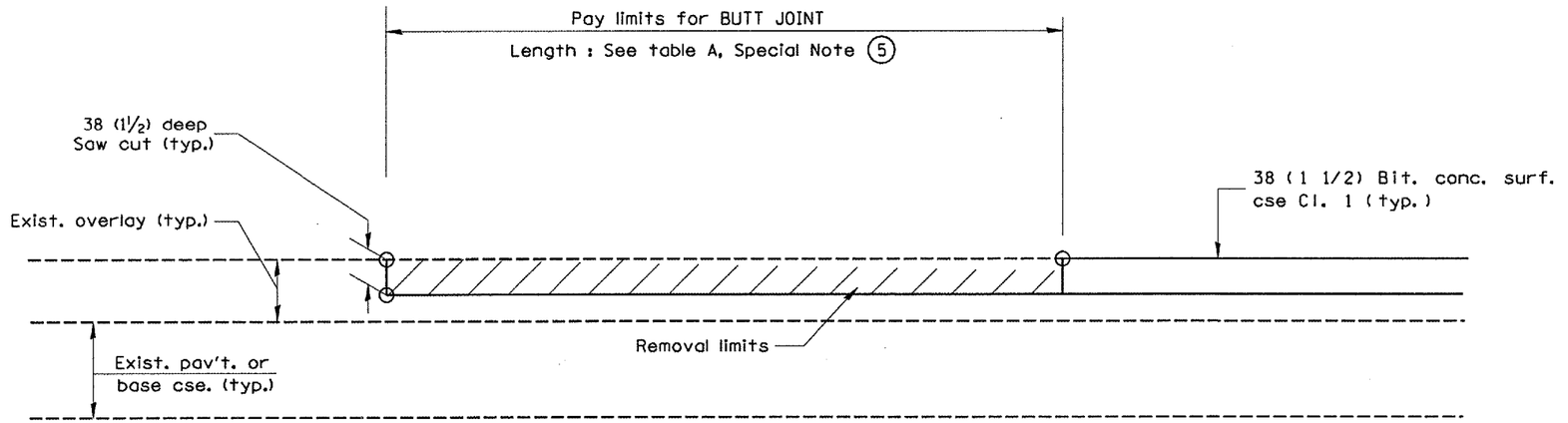
406101-D4 (2)

$$DATE$$

DGN-ONLY

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BR)1	PEORIA	82	79



CASE 5 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
CHECKED BY

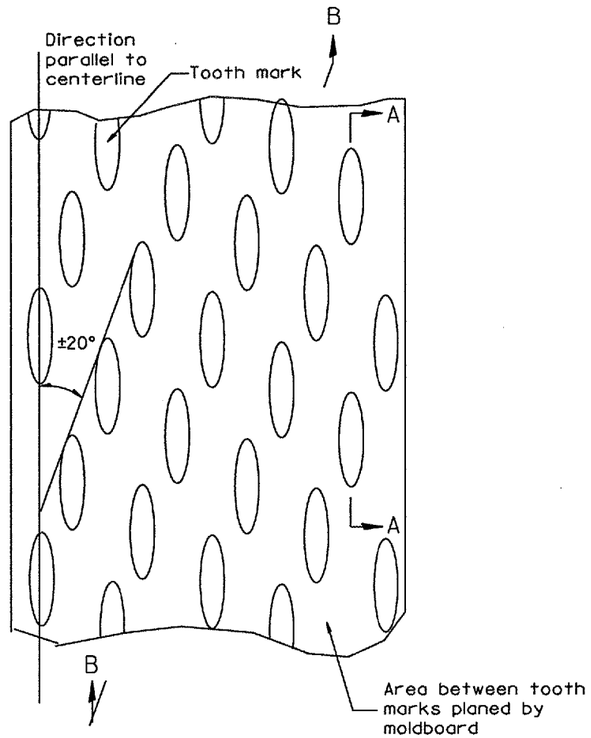
406101-D4 (3)

$$DATE$$

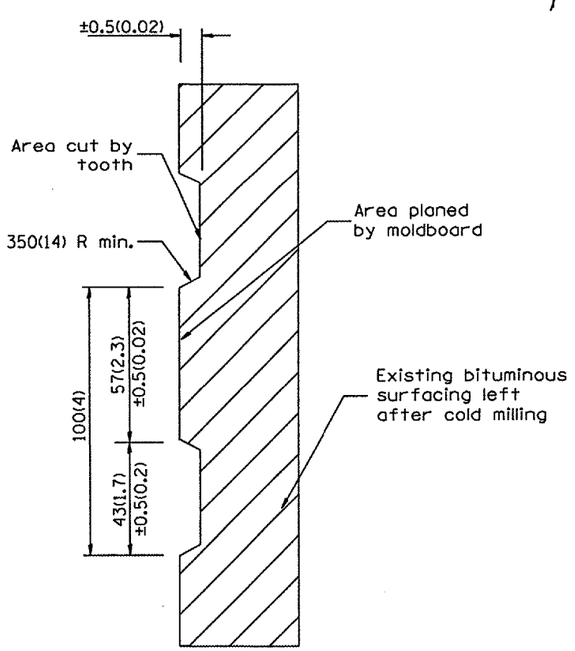
DGN-ONLY

CONTRACT NO. 68456

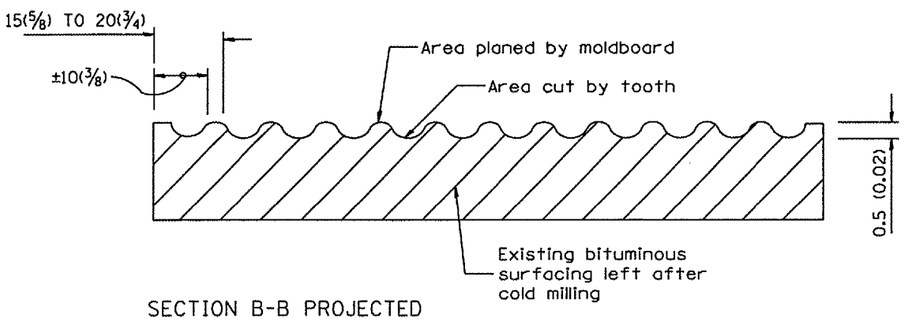
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BRI[	PEORIA	82	80



PLAN



SECTION A-A



SECTION B-B PROJECTED PERPENDICULAR TO CENTERLINE

General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.

DESIGNER NOTE
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

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

DATE	REVISIONS	BY
1-1-97	RENUM. C-104.01, NEW REVISION BOX	T. P.
4-20-98	REMOVED MILLING DETAIL FROM STD.	J. A.
9-08-98	CORRECT NOTE LEADER PLACEMENT	R. W.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BITUMINOUS SURFACE REMOVAL (COLD MILLING)

CADD STD NO. 440001-D4

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

DATE $$DATE$$ CHECKED BY

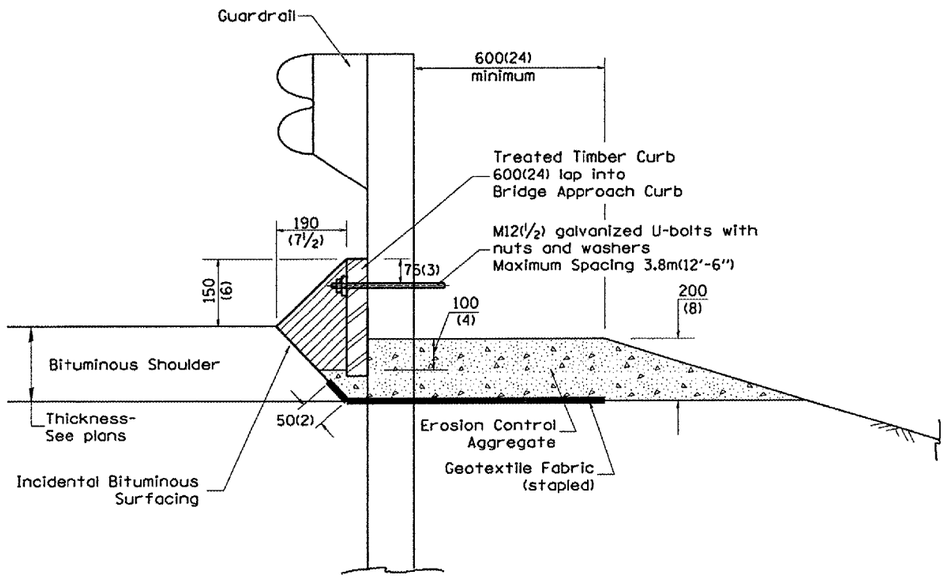
$$DATE$$

DGN-ONLY

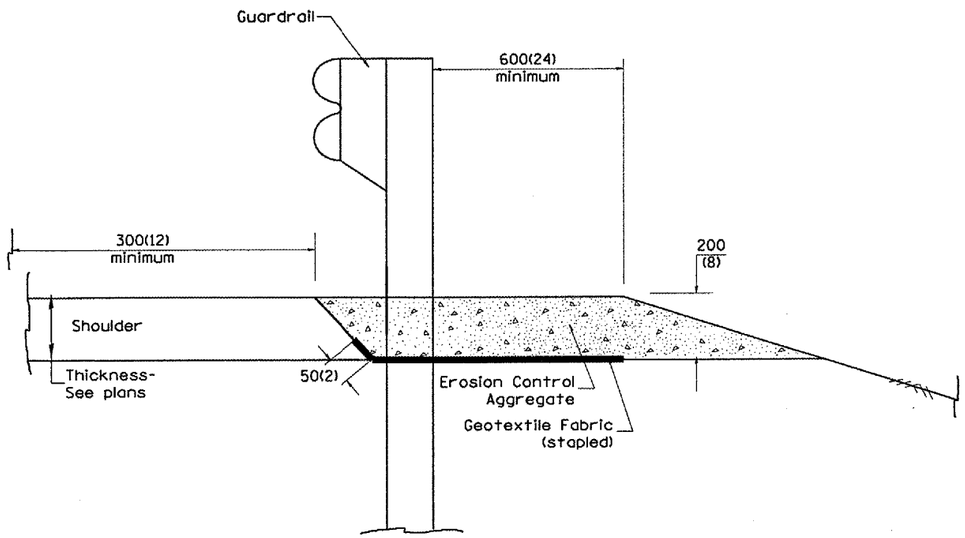
440001-D4

CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BRI)	PEORIA	82	81



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 6.4 kg/m^3 (0.40 lbs./cu. ft.)

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 300(12) 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 millimeters (inches) unless otherwise noted.

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.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL EROSION CONTROL TREATMENTS

CADD STD NO. 630101-D4(1)

SCALE: NOT DRAWN TO SCALE

SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

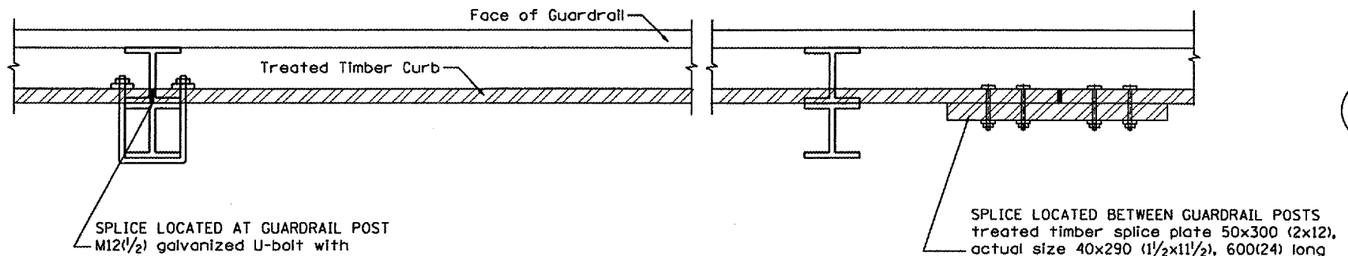
630101-D4(1)

$$DATE$$

DGN-ONLY

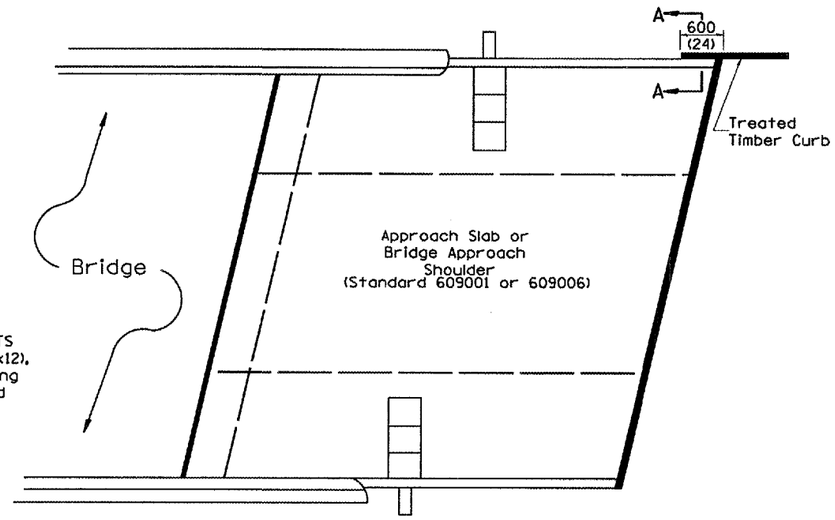
CONTRACT NO. 68456

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(44,45) RS-5, (46-1) RS-7, 45-(RB,RB-2,BRI)	PEORIA	82	82



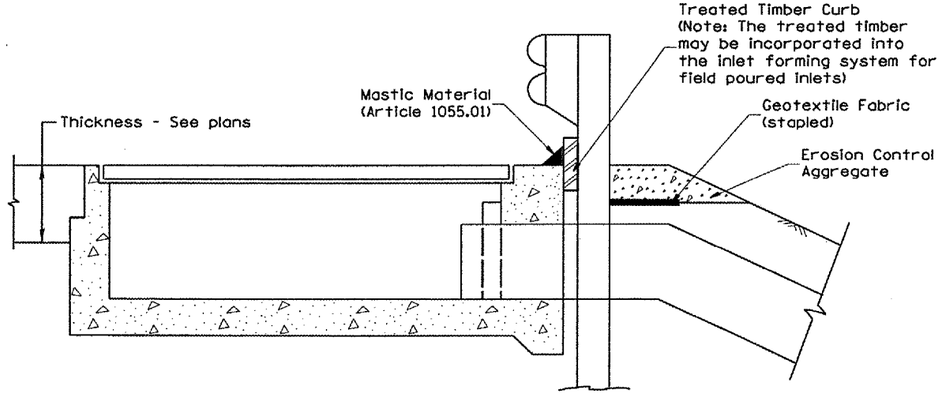
DETAIL A

(Typical Treated Timber Splices)

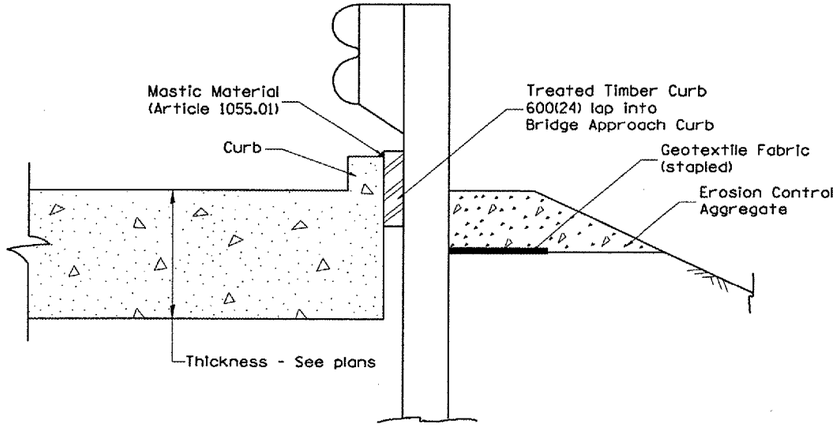


PLAN VIEW

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 millimeters
(inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

GUARDRAIL EROSION
CONTROL TREATMENTS

CADD STD NO. 630101-D4(2)

SCALE: NOT DRAWN TO SCALE

SHEET 2 OF 2
DRAWN BY CADD
CHECKED BY

$$DATE$$

DGN-ONLY

630101-D4(2)