08-01-2025 LETTING ITEM 028

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 68898		

D-94-064-09

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LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-08	630001-13
001001-02	630301-09
280001-07	631031-18
420401-13	635001-02
482001-02	666001-01
515001-04	701201-05
542001-06	701301-04
542301-03	701311-03
542401-04	701901-10
601101-02	728001-01
602001-02	780001-05
602006-04	781001-04
602301-04	782006-01
602306-03	812001-01
602402-03	821101-03
602406-11	830001-03
604001-05	836001-05
604006-05	838001-01
604036-03	BLR 21-9
606001-08	

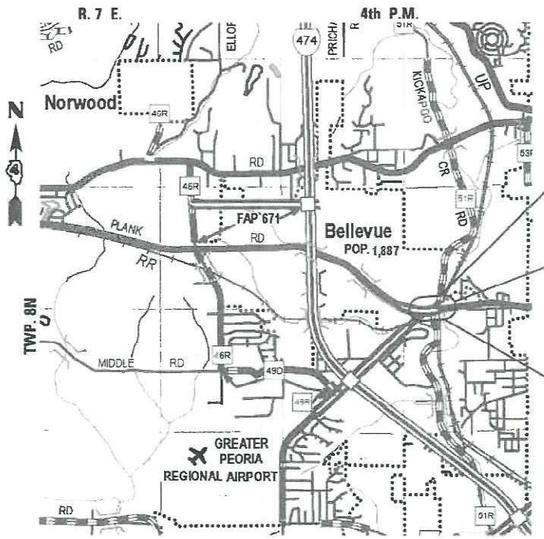
LIST OF DISTRICT 4 CADD STANDARDS

205001-D4
406101-D4
604301-D4
630101-D4
780001-D4

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP ROUTE 669 (IL 116)
SECTION (10R-VBY)BR
PROJECT NHPP-WF2H(398)
PEORIA COUNTY
C-94-091-09



LOCATION MAP

LENGTH OF PROJECT = 1340.00 FEET = 0.254 MILES (IL 116)
LENGTH OF PROJECT = 320.00 FEET = 0.061 MILES (KICKAPOO CREEK ROAD)

BEGIN PROJECT (ROAWAY IMPROVEMENT)
STA. 239+14.60 (IL 116)

END PROJECT
STA. 108+20.00 (KICKAPOO CREEK ROAD)

℄ STA. 245+55.76
SN 072-0249
4-SPAN STEEL GIRDER BRIDGE
650'-0 1/4" BK.-BK ABUTMENTS
66'-0" F.-F. PARAPETS WITH
10'-0" PED./BIKEWAY PATH
14°-22' SKEW LEFT FORWARD

END PROJECT (ROADWAY IMPROVEMENT)
STA. 251+90.00 (IL 116)
BEGIN PROJECT
STA. 105+00.00 (KICKAPOO CREEK ROAD)



LOCATION OF SECTION INDICATED THUS: –

DESIGN DESIGNATION

FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL (IL 116)
FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR (KICKAPOO CREEK RD.)

PROJECT DESCRIPTION: IMPROVEMENT INCLUDES REPLACING THE STRUCTURE CARRYING IL 116 OVER KICKAPOO CREEK, UP AND BNSF RAILROADS AND KICKAPOO CREEK ROAD.

TRAFFIC DATA

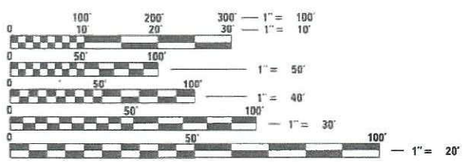
ADT = 8100 (2023) IL 116, ADT = 1900 (2022) KICKAPOO CREEK ROAD
%SU = 2.5% (IL 116), %SU = 2.1% KICKAPOO CREEK ROAD
%MU = 0.5% (IL 116), %MU = 0.7% KICKAPOO CREEK ROAD
MUNICIPALITY: BELLEVUE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED May 22 20 25
Kendal A Barnett FSD
REGION THREE ENGINEER

June 27 20 25
ENGINEER OF DESIGN AND ENVIRONMENT

June 27 20 25
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION



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

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

PROJECT ENGINEER: DAVID BROVIAK 309-671-3454
PROJECT MANAGER: KAREN DVORSKY 309-671-3466

CONTRACT NO. 68898
CATALOG NO. 034248-00

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

CHRISTOPHER P. KOHLHAS 062-060350 LICENSED PROFESSIONAL ENGINEER OF STATE OF ILLINOIS

Christopher P. Kohlhas 5/22/25
EXPIRATION: 11/30/2025

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

SOIL REPORT AVAILABILITY

THE SOILS REPORT AND ALL SOILS DATA COLLECTED AND PROCESSED IN CONJUNCTION WITH THE DESIGN OF THIS IMPROVEMENT IS ON FILE AT THE DISTRICT OFFICE WHERE IT IS AVAILABLE FOR INSPECTION BY CONTRACTORS OR PROSPECTIVE BIDDERS. BY SUBMITTING A BID, THE CONTRACTOR ACKNOWLEDGES THAT THE SOILS REPORT AND DATA HAVE BEEN MADE AVAILABLE, THAT THE CONTRACTOR IS AWARE OF THE REPORT CONTENTS AND APPENDICES, AND THAT THE SOILS REPORT IS PART OF THE CONTRACT DOCUMENTS.

AVAILABILITY OF ELECTRONIC FILES

MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR AFTER CONTRACT AWARD. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

TREE REMOVAL – UTILITY RELOCATION

TREE REMOVAL MAY BE NECESSARY PRIOR TO UTILITY COMPANIES BEING ABLE TO RELOCATE THEIR FACILITIES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHOULD COORDINATE ANY CONTRACT TREE REMOVAL ACTIVITIES WITH THE UTILITY COMPANIES TO ELIMINATE CONFLICTS AND POTENTIAL DELAYS CAUSED BY UTILITY TREE REMOVAL ACTIVITIES OR INCOMPLETE UTILITY RELOCATIONS.

COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN CONSENT OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.
THE DEPARTMENT COMMITS TO ENSURING THAT THE CONTRACTOR WILL CONTACT MR. KENT KOWALSKE OF AMEREN ILLINOIS AT (309) 677–5327 PRIOR TO THE USE OF HEAVY EQUIPMENT OR EXCAVATING WITHIN 36" OF AMEREN ILLINOIS 24" HIGH PRESSURE GAS MAIN ALONG KICKAPOO CREEK. THE CONTRACTOR WILL LEAVE A MINIMUM OF 36" OF COVER RADIALLY AROUND THE 24" GAS MAIN WHEN THEY COMPLETE WORK.

PROPERTY OWNER ACCESS REQUIREMENT

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

CRITICAL PATH WORK SCHEDULE REQUIREMENT

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.

CLEARING

AT LOCATIONS WHERE CLEARING IS INDICATED ON THE PLANS BEYOND THE LIMITS OF THE PROPOSED EXCAVATION OR EMBANKMENT, THE CONTRACTOR SHALL RESTORE THE DISTURBED EARTH BY BLADING AND SHAPING TO BLEND WITH THE ADJACENT GROUND. THE CLEARING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE EXCAVATION PAY ITEMS IN THE PLANS. PAYMENT FOR RESEEDING OR RESODDING WILL BE AS PROVIDED IN THE PLANS. GRADING AND SHAPING ON BNSF ROW WILL REQUIRE ACCEPTANCE BY BNSF.

TREE REMOVAL

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

EARTH EXCAVATION – INCIDENTAL TO CURB, GUTTER, & DRIVEWAY

EARTH EXCAVATION AND BACKFILL FOR PROPOSED CURB AND GUTTERS AND DRIVEWAY PAVEMENTS SHALL BE INCLUDED IN THE UNIT COST OF THE VARIOUS ITEMS.

ENVIRONMENTAL REVIEWS

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

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

* BDE FORM 2289 (CULTURAL AND NATURAL RESOURCES REVIEW OF BORROW AREAS)
* BDE FORM 2290 (WASTE/USE AREA REVIEW)
* A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
* COLOR PHOTOGRAPHS DEPICTING THE USE AREA
* BORROW AREA ENTRY AGREEMENT FORM – D4 PI0101

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

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

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

SEEDING – SIDESLOPE RIPPING

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

BUTT JOINT CUTTING TIME RESTRICTION

BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE HMA SURFACE COURSE.

PAVING SURFACE COURSE

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT–MIX ASPHALT 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.

RIGHT–OF–WAY MARKERS

WHEN INSTALLING RIGHT–OF–WAY MARKERS, CARE SHALL BE TAKEN TO NOT DISTURB ANY EXISTING PROPERTY/RIGHT–OF–WAY PINS. IF A PROPERTY/RIGHT–OF–WAY PIN IS FOUND AT THE LOCATION OF A PROPOSED RIGHT–OF–WAY MARKER, THE MARKER SHALL BE PLACED ONE (1) FOOT IN FRONT OF THE PIN.

ADDITIONAL SUPPLEMENTAL TRAFFIC CONTROL

THE DEPARTMENT RESERVES THE RIGHT AT ANY TIME TO ADD ADDITIONAL TRAFFIC CONTROL SYSTEMS OR DEVICES WITHIN THE ACTIVE CONTRACT LIMITS, BY MEANS OF AN ADDITIONAL CONTRACT. ALL TERMS OF ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS SHALL BE FOLLOWED BY EACH CONTRACTOR.

SIGNING

SIGN LOCATIONS MAY VARY FROM THE STATIONS SHOWN ON THE PLANS IN ACCORDANCE WITH DIRECTIONS FROM THE ENGINEER AT THE TIME OF CONSTRUCTION. SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD TO AVOID ANY FOUND UTILITIES.

ALL WOOD POST LOCATIONS SHALL BE VERIFIED WITH THE BUREAU OF OPERATIONS, TRAFFIC SECTION, BEFORE INSTALLATION.

PROJECT SPECIFIC NOTES

1. THE THICKNESS OF THE HOT–MIX ASPHALT MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT–MIXED ASPHALT MIXTURES ARE PLACED.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO ORDERING MATERIALS AND COMMENCING CONSTRUCTION.
3. THE RESIDENT ENGINEER SHALL SUBMIT A FINAL COUNT OF TREES REMOVED SO THAT THEY WILL BE PROPERLY REPLACED IN THE TREE BACKING PROGRAM. PLEASE CONTACT SUSAN DAVIS AT 309–671–4485 FOR FINAL COUNT.
4. AT ANY TIME IF ANY PERSONNEL OR MACHINERY ENCROACHES ON THE RAILROAD PROPERTY ANY FINES INCURRED FOR THIS ACTION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. CONTRACTOR SHALL FOLLOW ALL ADA STANDARDS AND GUIDELINES.

CALCULATION FACTORS

AGGREGATE SHOULDERS AND BASES: 0.0583 TONS /SQ YD /INCH
HOT MIX ASPHALT: 0.056 TON /SQ YD /INCH
NITROGEN FERTILIZER NUTRIENT: 90 LBS /ACRE
PHOSPHORUS FERTILIZER NUTRIENT: 90 LBS /ACRE
POTASSIUM FERTILIZER NUTRIENT: 90 LBS /ACRE
TEMPORARY EROSION CONTROL SEEDING: 100 LBS /ACRE
STONE DUMPED RIPRAP: 1.5 TONS /CU YD
POLYMERIZED TACK COAT: 0.08 LB /SQ. FT. (MILLED SURFACES)
0.04 LB /SQ. FT. (FOG COAT)
BITUMINOUS MATERIALS: 0.25 LB./SQ. FT.

COMMITMENTS

TREES WILL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30.

THE CONTRACTOR AND RESIDENT ENGINEER WILL COORDINATE WITH MEISTER HEATING AND PLUMBING TO ENSURE THAT ACCESS FOR DELIVERY VEHICLES COMING FROM THE NORTH TO MEISTER HEATING AND PLUMBING ON KICKAPOO CREEK ROAD IS MAINTAINED THROUGHOUT THE PROJECT.

UTILITIES

GREATER PEORIA SANITARY DISTRICT
CONTACT: ENGINEERING GPSD.ORG

BLUEBIRD/PEG BANDWIDTH
CONTACT: JEREMY CARR
JEREMY.CARR BLUEBIRDNETWORK.COM

ILLINOIS AMERICAN WATER
CONTACT: CHARLES BARTON
CHARLES.BARTON AMWATER.COM

AMEREN ILLINOIS (GAS)
CONTACT: ZACH WILSON
ZWILSON AMEREN.COM
309–645–4458

COMCAST
CONTACT: PAUL NASH
PAULNASH COMCAST.COM
309–643–3385

AMEREN ILLINOIS (ELECTRIC)
CONTACT: JOHN RIECK
JREICK AMEREN.COM
309–258–3901

STATUS OF UTILITIES TO BE ADJUSTED

ROUTE/STREET	OFFSET	LOCATION	OWNER	TYPE OF UTILITY	TYPE OF CONFLICT	
IL 116	LT. 86.7′	STA. 248 + 85	GREATER PEORIA SAN. DIST.	8″ BURIED SANITARY	NEW STORM SEWER	CAUTION
IL 116	LT. 40′	STA. 241 + 00 TO STA. 242 + 75	AMEREN ILLINOIS (GAS)	24″ BURIED GAS	EARTHWORK	RELOCATE
KCR	RT. 25′ TO 32′	STA. 105 + 50 TO STA. 106 + 75	AMEREN ILLINOIS (GAS)	24″ BURIED GAS	PIER REMOVAL	CAUTION
IL 116	RT. 57′	STA. 249 + 00 TO STA. 251 + 75	BLUEBIRD /PEG BANDWIDTH	BURIED FIBER	EARTHWORK	RELOCATE
KCR	LT. 21′	STA. 105 + 50 TO STA. 106 + 75	BLUEBIRD /PEG BANDWIDTH	BURIED FIBER	PIER REMOVAL	CAUTION
IL 116	LT. 45′	STA. 240 + 50 TO STA. 242 + 75	ILLINOIS AMERICAN WATER	BURIED WATER LINE	EARTHWORK	RELOCATE
IL 116	LT. 55.2′ TO RT. 80′	CENTERLINE STA. 249 + 02	ILLINOIS AMERICAN WATER	BURIED WATER LINE	NEW ABUTMENT	RELOCATE
IL 116	LT. 40.5′	STA. 241 + 52	COMCAST	POLE	EARTHWORK	RELOCATE
IL 116	LT. 40.5′	STA. 241 + 52	AMEREN ILLINOIS (ELECTRIC)	POLE	EARTHWORK	RELOCATE
IL 116	LT. 41.5′	STA. 251 + 07	AMEREN ILLINOIS (ELECTRIC)	POLE	EARTHWORK	REMOVE

HOT–MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE(S)	POLYMER SURFACE 1.5″	POLYMER BINDER 1.5″	LOWER BINDER LIFTS (4″ AND 2.25″) & VARIABLE DEPTH BINDER	SHOULDERS (SURFACE LIFT)	SHOULDERS (LOWER LIFTS)
AC /PC	SBS OR SBR 70–28	SBS OR SBR 70–28	PG 58–28	PG 64–22	PG 64–22
DESIGN AIR VOIDS	4.0% AT N = 50	4.0% AT N = 50	4.0% AT N = 50	4.0% AT N = 50	4.0% AT N = 50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 9.5	IL 19.0	IL 9.5	IL 19.0
FRICTION AGGREGATE	MIX D	NA	NA	MIX C	NA
QUALITY MANAGEMENT PROGRAM	QCQA	QCQA	QCQA	QCQA	QCQA

NOTE: 1) INDIVIDUAL LIFT THICKNESS OF EACH MIX TYPE WILL BE NO LESS THAN 3 TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN 6 TIMES NOMINAL MAXIMUM AGGREGATE SIZE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2) FOR DESIGN PURPOSES, MIXTURE WEIGHT FOR ALL MIXES IS DETERMINED TO BE 112.0 LBS/S.Y./IN., UNLESS OTHERWISE NOTED.
3) SUBLOT SIZES FOR PFP AND QCP MIXES WILL BE 1000 TONS, UNLESS OTHERWISE AGREED TO BY THE ENGINEER AND THE PAVING CONTRACTOR.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0010	CONSTRUCTION CODE 80% FED 20% STATE BRIDGE 0010
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	222	222	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	66	66	
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	3604	3604	
20400800	FURNISHED EXCAVATION	CU YD	25354	25354	
20800150	TRENCH BACKFILL	CU YD	8	8	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	6275	6275	
25000305	SEEDING, CLASS 3A	ACRE	4.0	4.0	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	360	360	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	360	360	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	360	360	
25100115	MULCH, METHOD 2	ACRE	4.0	4.0	
25100630	EROSION CONTROL BLANKET	SQ YD	3025	3025	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1200	1200	

* SEE SPECIAL PROVISIONS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0010	CONSTRUCTION CODE 80% FED 20% STATE BRIDGE 0010
28000305	TEMPORARY DITCH CHECKS	FOOT	113	113	
28000400	PERIMETER EROSION BARRIER	FOOT	998	998	
28000500	INLET AND PIPE PROTECTION	EACH	6	6	
28100107	STONE RIPRAP, CLASS A4	SQ YD	1333		1333
28100111	STONE RIPRAP, CLASS A6	SQ YD	1206		1206
28100830	STONE DUMPED RIPRAP, CLASS B4	TON	796	796	
28200200	FILTER FABRIC	SQ YD	3733	1194	2539
35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	889	889	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2000	2000	
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	7590	7590	
40600405	MATERIAL TRANSFER DEVICE	TON	2365	2365	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1267	1267	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	2011	2011	
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	354	354	

* SEE SPECIAL PROVISIONS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0010	CONSTRUCTION CODE 80% FED 20% STATE BRIDGE 0010
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	318	318	
44000100	PAVEMENT REMOVAL	SQ YD	216	216	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1192	1192	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	501	501	
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1	1	
50105220	PIPE CULVERT REMOVAL	FOOT	314	314	
50157300	PROTECTIVE SHIELD	SQ YD	1795		1795
50200100	STRUCTURE EXCAVATION	CU YD	417		417
50300225	CONCRETE STRUCTURES	CU YD	995.3	10.8	984.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1550.2		1550.2
50300260	BRIDGE DECK GROOVING	SQ YD	5014		5014
50300280	CONCRETE ENCASEMENT	CU YD	18.6		18.6
50300300	PROTECTIVE COAT	SQ YD	6972		6972

* SEE SPECIAL PROVISIONS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0010	CONSTRUCTION CODE 80% FED 20% STATE BRIDGE 0010
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	218.5		218.5
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	16940		16940
50800105	REINFORCEMENT BARS	POUND	95080		95080
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	695750	80	695670
50800515	BAR SPLICERS	EACH	504		504
50901735	BICYCLE RAILING, CURVED	FOOT	678		678
50901750	PARAPET RAILING	FOOT	708		708
51100100	SLOPE WALL 4 INCH	SQ YD	400		400
51201800	FURNISHING STEEL PILES HP14X73	FOOT	1472		1472
51202305	DRIVING PILES	FOOT	1472		1472
51203800	TEST PILE STEEL HP14X73	EACH	2		2
51500100	NAME PLATES	EACH	1		1
51602000	PERMANENT CASING	FOOT	489		489

* SEE SPECIAL PROVISIONS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0010	CONSTRUCTION CODE 80% FED 20% STATE BRIDGE 0010
51603000	DRILLED SHAFT IN SOIL	CU YD	340.7		340.7
51604000	DRILLED SHAFT IN ROCK	CU YD	252.5		252.5
52000216	FINGER PLATE EXPANSION JOINT, 5"	FOOT	162		162
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	171		171
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	22		22
52100520	ANCHOR BOLTS, 1"	EACH	44		44
52100530	ANCHOR BOLTS, 1 1/4"	EACH	88		88
52100540	ANCHOR BOLTS, 1 1/2"	EACH	22		22
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	1617	1617	
52318802	DRAINAGE SYSTEM FOR STRUCTURES	L SUM	1		1
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	10	10	
542D1060	PIPE CULVERTS, CLASS D, TYPE 2 15"	FOOT	154	154	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	3	3	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1	

* = SPECIALTY ITEM

* SEE SPECIAL PROVISIONS

* *

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0010	CONSTRUCTION CODE 80% FED 20% STATE BRIDGE 0010
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2	2	
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	44	44	
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	72	72	
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	156	156	
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	144	144	
550A0680	STORM SEWERS, CLASS A, TYPE 3 18"	FOOT	44	44	
56109210	WATER VALVES TO BE ADJUSTED	EACH	8	8	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	376		376
58700300	CONCRETE SEALER	SQ FT	2337		2337
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	161		161
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	23.7	23.7	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4	
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	230		230
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2	

* SEE SPECIAL PROVISIONS

				CONSTRUCTION CODE	
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0010	0010
				NONE	NONE
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2	
60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	4	4	
60240220	INLETS, TYPE B, TYPE 3 FRAME AND GRATE	EACH	4	4	
60263100	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	2	2	
60500060	REMOVING INLETS	EACH	9	9	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1061	1061	
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	462.5	462.5	
63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	612.5	612.5	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	1662	1662	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	2	2	
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	6800	6800	

*=SPECIALTY ITEM

* SEE SPECIAL PROVISIONS

* * * * * *

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0010 NONE	 80% FED 20% STATE BRIDGE 0010 NONE
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	14	14	
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24	
	67000600	ENGINEER'S FIELD LABORATORY	CAL MO	24	24	
	67100100	MOBILIZATION	L SUM	1	1	
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	42	42	
*	72000100	SIGN PANEL - TYPE 1	SQ FT	4	4	
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	5	5	
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	24	24	
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1280	1280	
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	94	94	
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	9274	9274	
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	127	127	

* SEE SPECIAL PROVISIONS

*= SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0010 NONE	CONSTRUCTION CODE 80% FED 20% STATE BRIDGE 0010 NONE
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	295	295	
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	30	30	
*	78011000	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	94	94	
*	78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	9274	9274	
*	78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	127	127	
*	78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	295	295	
*	78011125	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	30	30	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	104	104	
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	20	20	
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	14	14	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	20	20	
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1145		1145
*	81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	1		1
*	81300948	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 10"	EACH	2		2

* SEE SPECIAL PROVISIONS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0010 NONE	CONSTRUCTION CODE 80% FED 20% STATE BRIDGE 0010 NONE
*	81603032	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	375		375
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	932		932
*	82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	2		2
*	83008200	LIGHT POLE, ALUMINUM, 40 FT. M.H., 6 FT. MAST ARM	EACH	2		2
	84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	2		2
*	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	3		3
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	466		466
*	K0029618	WEED CONTROL, BROADLEAF IN TURF	GALLON	1	1	
*	X0320051	CROSSHOLE SONIC LOGGING ACCESS DUCTS	FOOT	1024		1024
*	X0320052	CROSSHOLE SONIC LOGGING TESTING	EACH	6		6
*	X2600012	REMOVE AND RELOCATE SIGN PANEL AND POLE ASSEMBLY	EACH	4	4	
*	X5211625	HIGH LOAD MULTI-ROTATIONAL BEARINGS, DISC, GUIDED EXPANSION-500K	EACH	22		22
*	X5230143	DRAINAGE SYSTEM	L SUM	1		1
*	X5230174	DRAINAGE SCUPPERS, DS-11	EACH	3		3

* SEE SPECIAL PROVISIONS

*= SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 80% FED 20% STATE ROADWAY 0010 NONE	CONSTRUCTION CODE: 80% FED 20% STATE BRIDGE 0010 NONE
*	X5230176	DRAINAGE SCUPPERS, DS-12	EACH	28		28
*	X5430236	CURED-IN-PLACE PIPE LINER, 36"	FOOT	102	102	
*	X6023508	INLETS, TYPE A, WITH SPECIAL FRAME AND GRATE	EACH	1	1	
*	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1	1	
*	X6350108	FLEXIBLE DELINEATORS	EACH	4	4	
*	X7010218	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	EACH	1	1	
*	X8140115	HANDHOLE TO BE ADJUSTED	EACH	1	1	
*	Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	101	101	
*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Ø	Z0076600	TRAINEES	HOUR	5,000	5,000	
*	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	5,000	5,000	
*	Z0056678	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 36"	FOOT	282	282	

Ø 0042

*= SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 11 OF 11 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	14
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

REV. 6/16/25 REV. 6/3/25

TREE REMOVAL

LOCATION	20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER) UNIT	20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER) UNIT	20100500 TREE REMOVAL ACRE ACRE
IL 116			
STA. 242+28 58' LT.	12		
STA. 242+33 65' LT.	8		
STA. 249+23 53' LT.	10		
STA. 249+27 72' LT.	10		
STA. 249+55 70' LT.	12		
STA. 249+99 78' LT.	8		
STA. 250+06 76' RT.	6		
STA. 250+13 59' LT.	10		
STA. 250+18 48' LT.	10		
STA. 250+18 96' LT.	8		
STA. 250+19 112' LT.	6		
STA. 250+37 117' LT.	8		
STA. 250+71 127' LT.	10		
STA. 251+33 52' RT.	6		
STA. 251+40 87' LT.	10		
STA. 251+41 89' LT.	10		
STA. 251+55 51' LT.	6		
STA. 251+55 71' LT.	6		
STA. 251+56 54' LT.	6		
STA. 251+56 71' LT.	10		
STA. 249+77 64' LT.		36	
STA. 251+53 49' LT.		30	
STA. 248+60 99' RT. TO STA. 250+48 107' RT.			0.02
STA. 248+80 130' RT. TO STA. 251+55 160' RT.			0.2
KICKAPOO CREEK ROAD			
STA. 104+17 31' RT.	12		
STA. 104+27 32' RT.	6		
STA. 104+36 33' RT.	6		
STA. 104+49 30' RT.	12		
STA. 107+46 34' LT.	6		
STA. 107+77 37' LT.	8		
TOTAL	222	66	0.22

USE 0.25 ACRE

EARTHWORK

LOCATION	20200100 EARTH EXCAVATION CU YD	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE CU YD	EMBANKMENT CU YD	20400800 FURNISHED EXCAVATION EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CU YD
IL 116				
STA. 237+87.7 TO STA. 242+30.75	18	14	2512	-2498
STA. 248+00 TO STA. 254+62	453	340	24151	-23811
IL 116 SUB-TOTAL	471	354	26663	-26309
KICKAPOO CREEK ROAD				
STA. 105+00 TO STA. 108+20	3112	2334	421	1913
NORTH ACCESS ROAD				
STA. 10+13.44 TO STA. 12+50 (INCLUDES RAMPS	21	16	974	-958
TOTAL	3604	2704	28058	-25354

20800150 TRENCH BACKFILL

LOCATION	20800150 TRENCH BACKFILL CU. YD.
IL 116	
LINE D STA. 249+25 TO STA. 249+41 LT. 15"DIA.	4
LINE E STA. 249+25 TO STA. 249+41 RT. 15"DIA.	4
TOTAL	8

STONE DUMPED RIPRAP, CLASS B4 & FILTER FABRIC

LOCATION	28100830 STONE DUMPED RIPRAP, CLASS B4 TON	28200200 FILTER FABRIC SQ. YD.
IL 116		
STA. 241+56 TO STA. 241+64 LT. (SIDESLOPE)	42	60
STA. 241+56 TO STA. 241+64 RT. (SIDESLOPE)	10	13
STA. 247+88 TO STA. 248+00 RT.	21	31
STA. 248+72.2 TO STA. 254+62 RT.	302	455
STA. 249+14.5 TO STA. 251+50 LT.	156	242
STA. 249+37 TO STA. 249+35 LT. (SIDESLOPE)	58	87
STA. 247+59 TO STA. 247+67 LT.	59	88
KICKAPOO CREEK ROAD		
STA. 106+65 TO STA. 108+10 LT.	107	157
STA. 107+06.6 TO STA. 107+28 50.2' to 94.1' LT.	41	61
TOTAL	796	1194

PERMANENT SEEDING AND MULCH

LOCATION	25000305 SEEDING, CLASS 3A	25000400 NITROGEN FERTILIZER NUTRIENT	25000500 PHOSPHORUS FERTILIZER NUTRIENT	25000600 POTASSIUM FERTILIZER NUTRIENT	25100115 MULCH, METHOD 2
	ACRE	POUND	POUND	POUND	ACRE
IL 116					
STA. 237+87.7 75' LT. TO STA. 242+92 170' LT. TO ROW (INCLUDES W. SIDE OF KICKAPOO CREEK RD.	0.74	67	67	67	0.74
STA. 238+19.5 34' RT. TO STA. 242+82 35' RT. (INCLUDES KICKAPOO CREEK RD. TO COMMERCIAL ENT.	0.37	34	34	34	0.37
NORTH ACCESS ROAD EASEMENT AREA	0.42	38	38	38	0.42
STA. 247+40 50' LT. TO STA. 253+68 117' LT.	1.40	126	126	126	1.40
STA. 247+00 35' RT. TO STA. 254+74 55' RT.	0.91	82	82	82	0.91
KICKAPOO CREEK ROAD					
STA. 105+00 TO STA. 108+20 RT.	0.11	10	10	10	0.11
TOTAL	3.95	357	357	357	3.95
	USE 4.0 ACR	USE 360 LB.	USE 360 LB.	USE 360 LB.	USE 4.0 ACRE

21101615 TOPSOIL FURNISH AND PLACE, 4"

LOCATION	TOPSOIL FURNISH AND PLACE, 4"
	SQ. YD.
IL 116	
STA. 238+00 TO STA. 242+30.75 LT.	1141
STA. 238+00 TO STA. 242+30.75 RT.	180
STA. 248+72.2 TO STA. 254+62 RT.	1938
STA. 249+14.5 TO STA. 251+50 LT.	2053
KICKAPOO CREEK ROAD	
STA. 105+00 TO STA. 108+20 LT.	547
STA. 105+00 TO STA. 108+20 RT.	416
TOTAL	6275

TABULATION OF RESURFACING QUANTITIES

LOCATION	40600275 BITUMINOUS MATERIALS (PRIME COAT)	40600295 POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	40600982 HMA SURFACE REMOVAL- BUTT JOINT	40603080 HMA BINDER COURSE IL-19.0, N50	40604060 HMA SURFACE COURSE, IL 9.5 MIX "D", N50	42000080 PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
	POUND	POUND	SQ. YD.	TON	TON	SQ. YD.
IL 116						
STA. 239+14.60 TO STA. 241+77.7 (4 APPLICATIONS)		2906			136	
STA. 239+96.2 TO STA. 241+69.7				473		
STA. 241+77.7 TO STA. 242+00.75						159
STA. 239+14.60 TO STA. 239+96.2			595			
STA. 239+96.2 TO STA. 240+20.9			177			
STA. 240+20.9 TO STA. 240+41.9			150			
	BRIDGE OMISSION S.N. 072-0249					
IL 116						
STA. 249+33.8 TO STA. 251+90 (6 APPLICATIONS)		4376			146	
STA. 249+10.77 TO STA. 249+33.8						159
STA. 249+41.8 TO STA. 251+73.3				1417		
STA. 251+38.7 TO STA.251+55.5			113			
STA. 251+55.5 TO STA. 251+73.3			120			
STA. 251+73.3 TO STA. 251+90			112			
KICKAPOO CREEK ROAD						
STA. 105+00 TO STA. 108+20	2000	308		121	72	
TOTAL	2000	7590	1267	2011	354	318

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

QUANTITY SCHEDULES

SCALE: NONE | SHEET NO. 2 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	16
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

TEMPORARY EROSION CONTROL ITEMS

LOCATION	25100635 EROSION CONTROL BLANKET	28000250 TEMPORARY EROSION CONTROL SEEDING (3 APPLICATIONS)	28000305 TEMPORARY DITCH CHECKS	28000400 PERIMETER EROSION BARRIER	28000500 INLET AND PIPE PROTECTION
	SQ YD	POUND	FOOT	FOOT	EACH
IL 116					
STA. 241+75 TO STA. 242+48.4 LT.	521				
STA. 248+72.2 TO STA. 254+62 RT.	2274				
STA. 249+14.5 TO STA. 249+37 LT.	230				
STA. 237+87.7 TO STA. 254+75 (3.89 ACRE FROM SEEDING QUANTITY)		1167			
STA. 249+50 145' LT. & 95' RT.			16		
STA. 250+00 132' & 89' RT.			16		
SAT. 250+50 124' LT. & 82' RT.			16		
STA. 251+00 125' LT. & 74' RT.			15		
STA. 251+50 110' LT. & 70' RT.			15		
STA. 252+00 65' RT.			7		
STA. 252+50 61' RT.			7		
STA. 253+00 58' RT.			7		
STA. 253+00 58' RT.			7		
STA. 254+00 49' RT.			7		
STA. 242+00 145' LT. TO STA. 108+20 90' LT. (KCR)				135	
STA. 244+40 155' LT. TO STA. 244+65 155' LT.				25	
STA. 244+85 155' LT. TO STA. 245+10 155' LT.				25	
STA. 245+30 155' LT. TO STA. 246+50 155' LT.				120	
STA. 248+00 135' LT. TO STA. 249+00 135'LT.				100	
STA. 249+00 135' LT. TO STA. 250+00 165' LT.				106	
STA. 250+00 165' LT. TO STA. 251+50 120' LT.				157	
STA. 249+25 31' LT. & 31' RT.					2
STA. 249+41 31' LT. & 31' RT.					2
STA. 251+77 31'LT.					1
STA. 54+95 TO STA. 85+50					
STA. 62+06 TO STA. 64+00 LT.					
STA. 57+00 TO STA. 64+00 RT.					
STA. 64+00 TO STA. 65+95 LT.					
STA. 65+65 TO STA. 75+00 RT.					
STA. 73+50 68.5' LT.					
STA. 77+29 48.5' LT.					
KICKAPOO CREEK ROAD					
STA. 105+00 TO STA. 108+20 (0.11 ACRE FROM SEEDING QUANTITY)		33			
STA. 105+00 35' LT. TO STA. 241+00 60' RT. (IL 116)				140	
STA. 105+50 90' RT. TO STA. 107+40 40' RT.				190	
STA. 105+50 39' LT.					1
TOTAL	3025	1200	113	998	6

AGGREGATE SCHEDULE

LOCATION	35100700 AGGREGATE BASE COURSE, TYPE A 8"	48101200 AGGREGATE SHOULDERS, TYPE B
	SQ. YD.	TON
KICKAPOO CREEK ROAD		
STA. 105+00 TO STA. 108+20	889	
STA. 105+00 TO STA. 108+20 LT.		71
STA. 105+00 TO STA. 108+20 RT.		108
ACCESS ROAD		
STA. 10+18 TO STA. 12+50		264
RAMP (±10+50 RT.)		32
RAMP (±11+00 RT.)		26
TOTAL	889	501

52200020 TEMPORARY SOIL RETENTION

LOCATION	TEMPORARY SOIL RETENTION
	SQ. FT.
IL 116	
STA. 249+37 TO STA. 249+45 39' RT. TO 74' RT.	1617
TOTAL	1617

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DEPARTMENT OF TRANSPORTATION

QUANTITY SCHEDULES

SCALE: NONE | SHEET NO. 3 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	17
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT REMOVAL

LOCATION	44000100 PAVEMENT REMOVAL
	SQ YD
IL 116	
STA. 242+28.75 TO STA. 242+60.25	214
STA. 249+37 TO STA. 249+45 29' TO 31' RT.	2
TOTAL	216

COMBINATION CONCRETE CURB AND GUTTER

LOCATION	44000500 COMBINATION CURB AND GUTTER REMOVAL	60605000 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
	FOOT	FOOT
IL 116		
STA. 239+14.60 TO STA. 242+50 LT.	300	
STA. 239+14.60 TO STA. 242+50 RT.	300	
STA. 248+94 TO STA. 251+90 LT.	296	
STA. 248+94 TO STA. 251+90 RT.	296	
STA. 239+14.60 TO STA. 242+09.0 LT.		259
STA. 239+14.60 TO STA. 241+92.5 RT.		243
STA. 249+19.0 TO STA. 251+90 LT.		271
STA. 249+02.5 TO STA. 251+90 RT.		288
TOTAL	1192	1061

END SECTION SCHEDULE

LOCATION	54213663 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	54213675 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	54213681 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"
	EACH	EACH	EACH
IL 116			
STA. 241+60 59' LT.	1		
STA. 241+60 54' RT.	1		
STA. 249+41 55' LT.	1		
STA. 247+75 77.5' LT.			1
KICKAPOO CREEK ROAD			
STA. 107+06 64' LT.		1	
STA. 107+28 39' LT.			1
TOTAL	3	1	2

PIPE CULVERTS

LOCATION	542A0241 PIPE CULVERTS, CLASS A, TYPE 1 36"	542D1060 PIPE CULVERTS, CLASS D, TYPE 2 15"	50105220 PIPE CULVERT REMOVAL
	FOOT	FOOT	FOOT
IL 116			
STA. 242+36 31' LT. TO STA. 242+41 79' LT.			48
STA. 242+36 33' RT. TO STA. 242+37 69' RT.			36
STA. 249 +41 31' LT. TO STA. 249+39 77' LT.			46
STA. 249+41 31' RT. TO STA. 249+41 73' RT.			42
KICKAPOO CREEK ROAD			
STA. 105+45 26' LT. TO 106+91 36' LT.			142
STA. 107+23 48' LT. TO 107+28 39' LT.	10		
ACCESS ROAD			
STA. 10+25 52' RT. TO STA. 10+56 22' LT.		78	
STA. 10+75 52' RT. TO STA. 10+97 20' LT.		76	
TOTAL	10	154	314

WATER VALVES AND HANDHOLES TO BE ADJUSTED

LOCATION	56109210 WATER VALVES TO BE ADJUSTED	X8140115 HANDHOLE TO BE ADJUSTED
	EACH	EACH
IL 116		
STA. 240+33 26' LT.	1	
STA. 240+97 37' LT		1
STA. 241+28 72' LT.	1	
STA. 249+24 85' LT	1	
STA. 249+26 80' LT.	1	
KICKAPOO CREEK ROAD		
STA. 104+97 24' LT.	1	
STA. 106+52 26' RT.	1	
STA. 107+07 14' LT.	1	
STA. 107+12 29' RT.	1	
TOTAL	8	1

STORM SEWER SCHEDULE

LOCATION	550A0070 STORM SEWERS, CLASS A, TYPE 1 15"	550A0090 STORM SEWERS CLASS A, TYPE 1 18"	550A0430 STORM SEWERS CLASS A, TYPE 2 30"	550A0450 STORM SEWERS CLASS A, TYPE 2 36"	550A0680 STORM SEWERS, CLASS A, TYPE 3 18"	Z0056678 STORM SEWERS, TYPE 2 WATER MAIN QUALITY PIPE 36"
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
IL 116						
STA. 241+60 31' LT. TO STA. 241+70 31' LT.	8					
STA. 241+60 31' RT. TO STA. 241+70 31' RT.	8					
STA. 241+60 31' LT. TO STA. 241+60 62' LT.		28				
STA. 241+60 31' RT. TO STA. 241+60 56' RT.		22				
STA. 249+25 31' LT. TO STA. 249+41 31' LT.	14					
STA. 249+25 31' RT. TO STA. 249+41 31' RT.	14					
STA. 249+41 31' LT. TO STA. 249+41 55' LT.		22				
STA. 247+75 77.5' LT. TO STA. 248+65 85' LT.				90		
STA. 248+67 85' LT. TO STA. 250+23 100' LT.						154
STA. 248+12 80' RT. TO STA. 249+40 77.5' RT.						128
STA. 249+42 77.5' RT. TO STA. 250+00 77.5' RT.				54		
STA. 249+41 31' RT. TO STA. 249+41 75' RT.					44	
KICKAPOO CREEK ROAD						
STA. 105+50 39' LT. TO STA. 107+06 64' LT.			156			
TOTAL	44	72	156	144	44	282

78100100 RAISED REFLECTIVE PAVEMENT MARKERS & 78300200 RAISED REFLECTIVE MARKER REMOVAL

LOCATION	78100100 RAISED REFLECTIVE PAVEMENT MARKER 1 WAY CRYSTAL	78100100 RAISED REFLECTIVE PAVEMENT MARKER 1 WAY AMBER	78100100 RAISED REFLECTIVE PAVEMENT MARKER 2 WAY AMBER	78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	EACH	EACH		EACH
IL 116				
STA. 239+20 TO STA. 241+10 6' LT.	12			
STA. 239+20 TO STA. 251+90 18' LT.	16			
STA. 239+20 TO STA. 251+90 18' RT.	16			
STA. 241+50 TO STA. 252+30 6' LT.		28		
STA. 241+50 TO STA. 252+30 6' RT.		28		
STA. 239+20 TO STA. 241+10 6' RT.			4	
STA. 239+20 TO STA. 240+40 (4 SETS OF 4)				16
STA. 251+40 TO STA. 251+80 (2 SETS OF 2)				4
SUB-TOTAL	44	56	4	20
TOTAL		104		20

66600105 FURNISHING AND ERECTING RIGHT OF WAY MARKERS

LOCATION	FURNISHING AND ERECTING ROW MARKERS
	EACH
IL 116	
STA. 247+14.69 135' LT.	1
STA. 249+06.38 135' LT.	1
TOTAL	2

GUARDRAIL SCHEDULE

LOCATION	63000001 SPBGR, TYPE A, 6' POSTS	63000003 SPBGR, TYPE A, 9' POSTS	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	72501000 TERMINAL MARKER DIRECT APPLIED	63200310 GUARDRAIL REMOVAL
	FOOT	FOOT	EACH	EACH	EACH	EACH	FOOT
IL 116							
STA. 238+19.9 TO STA. 241+69.9 RT.	350						
STA. 241+69.9 TO STA. 242+07.4 RT.			1				
STA. 240+99.0 TO STA. 241+49.0 LT.				1		1	
STA. 241+49.0 TO STA. 241+86.5 LT.	37.5						
STA. 241+86.5 TO STA. 242+24.0 LT.			1				
STA. 248+87.5 TO STA. 249+25.0 RT.			1				
STA. 249+25.0 TO STA. 254+12.5 RT.		487.5					
STA. 254+12.5 TO STA. 254+62.5 RT.					1	1	
STA. 249+04.0 TO STA. 249+41.5 LT.			1				
STA. 249+41.5 TO STA. 250+16.5 LT.	75						
STA. 250+16.5 TO STA. 250+66.5 LT.				1			
STA. 238+19.9 TO STA. 242+50 RT.							402
STA. 241+00 TO STA. 242+66 LT.						1	166
STA. 248+94 TO STA. 250+22 LT.							128
STA. 248+94 TO STA. 254+59							566
KICKAPOO CREEK ROAD							
STA. 105+37 TO STA. 105+87 RT.				1		1	
STA. 105+87 TO STA. 107+12 RT.		125					
STA. 107+12 TO STA. 107+62 RT.				1		1	
STA. 105+27 TO STA. 107+02 RT.							175
STA. 105+70 TO STA. 107+95 LT.							225
TOTAL	462.5	612.5	4	4	1	5	1662

SUMMARY OF ENERGY DISSIPATOR QUANTITIES

LOCATION	50300225 CONCRETE STRUCTURES	50800205 REINFORCEMENT BARS, EPOXY COATED
	CU. YD.	POUND
IL 116		
STA. 248+00 TO SA. 248+12 77.5' RT.	10.8	80
TOTAL	10.8	80

59300100 CONTROLLED LOW STRENGTH MATERIAL

LOCATION	CU. YD.
IL 116	
STA. 241 +56 TO STA. 241+64 LT.	8.8
STA. 241 +56 TO STA. 241+64 RT.	1.9
STA. 249 +37 TO STA. 249+45 RT.	13.0
TOTAL	23.7

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DEPARTMENT OF TRANSPORTATION

QUANTITY SCHEDULES

SCALE: NONE | SHEET NO. 6 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	20
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING

LOCATION	78009000 MODIFIED URETHANE PAVEMENT MARKING LETTERS AND SYMBOLS	78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4"			78009006 MODIFIED URETHANE PAVEMENT MARKING LINE 6"		78009012 MODIFIED URETHANE PAVEMENT MARKING LINE 12"	78009024 WHITE MODIFIED URETHANE PAVEMENT MARKING LINE 24"	78001110 PAINT PAVEMENT MARKING - LINE 4"	
		SOLID WHITE	SKIP DASH WHITE	DOUBLE SOLID YELLOW	WHITE SOLID	WHITE 2' LINES 6' DASH	YELLOW DIAGONALS		SOLID WHITE	DOUBLE SOLID YELLOW
	SQ. FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
IL 116										
STA. 237+65 CENTERLINE	15.6									
STA. 238+65 CENTERLINE	15.6									
STA. 239+65 CENTERLINE	15.6									
STA. 240+90 CENTERLINE	15.6									
STA. 252+70 CENTERLINE	15.6									
STA. 253+30 CENTERLINE	15.6									
STA. 237+95 TO STA. 249+50 LT. EDGE		1120								
STA. 237+45 TO STA. 241+25 6' LT. (2 LINES)		682								
STA. 237+45 TO STA. 253+50 18' LT.			400							
STA. 237+45 TO STA. 241+40 6' LT.				720						
STA. 241+40 TO STA. 253+50 6' LT.				2460						
STA. 241+40 6' RT. TO STA. 252+80 6' LT.				2322						
STA. 237+45 TO STA. 253+50 18' RT.			400							
STA. 237+95 TO STA. 249+50 RT. EDGE		1170								
STA. 241+25 TO STA. 242+30 6' LT.										
WHITE SKIP DASH 2'						28				
STA. 241+25 TO STA. 252+65 6' RT.										
WHITE SKIP DASH 2'						14				
STA. 252+65 TO STA. 253+50 6' RT.					85					
STA. 241+53 TO STA. 252+45										
(DIAGONALS IN MEDIAN)							295			
STA. 237+45 STOP BAR								30		
KICKAPOO CREEK ROAD										
STA. 105+00 TO STA. 108+20									640	640
SUB-TOTAL	93.6	2972	800	5502	85	42	295	30	640	640
USE	94									
TOTAL	94	9274			127		295	30	1280	

PAVEMENT GROOVING

LOCATION	78011025 GROOVING FOR RECESSED PAVEMENT MARKING - 5"	78011035 GROOVING FOR RECESSED PAVEMENT MARKING - 7"	78011065 GROOVING FOR RECESSED PAVEMENT MARKING - 13"	78011125 GROOVING FOR RECESSED PAVEMENT MARKING - 25"
	FOOT	FOOT	FOOT	FOOT
IL 116				
STA. 237+95 TO STA. 249+50 LT. EDGE	1120			
STA. 237+45 TO STA. 241+25 6' LT. (2 LINES)	682			
STA. 237+45 TO STA. 253+50 18' LT.	400			
STA. 237+45 TO STA. 241+40 6' LT.	720			
STA. 241+40 TO STA. 253+50 6' LT.	2460			
STA. 241+40 6' RT. TO STA. 252+80 6' LT.	2322			
STA. 237+45 TO STA. 253+50 18' RT.	400			
STA. 237+95 TO STA. 249+50 RT. EDGE	1170			
STA. 241+25 TO STA. 242+30 6' LT.		28		
STA. 241+25 TO STA. 252+65 6' RT.		14		
STA. 252+65 TO STA. 253+50 6' RT.		85		
STA. 241+53 TO STA. 252+45				
(DIAGONALS IN MEDIAN)			295	
STA. 237+45				30
SUB-TOTAL	9274	127	295	30
USE				
TOTAL	9274	127	295	30

GUARDRAIL AND BARRIER WALL REFLECTORS

LOCATION	78200005 GUARDRAIL REFLECTORS TYPE A	78200011 BARRIER WALL REFLECTORS TYPE C
	EACH	EACH
IL 116		
STA. 238+19.9 TO STA. 242+07.4 RT.	5	
STA. 240+99.0 TO STA. 242+24.0 LT.	4	
STA. 248+87.5 TO STA. 254+62.5 RT.	7	
STA. 249+04.0 TO STA. 250+66.5 LT.	4	
STA. 242+30.75 TO STA. 248+80.77 LT. & RT.		14
TOTAL	20	14

50100400 REMOVAL OF EXISTING STRUCTURES NO. 2

LOCATION	REM. OF EXIST. STRUCTURES NO.2
	EACH
IL 116	
STA. 249+85 TO STA. 250+00 76.5' RT. (ENERGY DISSIPATOR)	1
TOTAL	1

SEE ENERGY DISSIPATOR DETAILS SHEET. EXISTING STRUCTURE TO BE REMOVED IS BASICALLY THE SAME AS THE NEW ENERGY DISSIPATOR.

70107025 CHANGEABLE MESSAGE SIGN

LOCATION	CAL. DAY
INTERSECTION OF IL 116 & S. LARAMIE STREET	21
INTERSECTION OF IL 116 & n. MAXWELL ROAD	21
TOTAL	42

K0029618 WEED CONTROL, BROADLEAF IN TURF

LOCATION	WEED CONTROL, BROADLEAF IN TURF
	GALLON
STA. 242+30.75 TO STA. 248+70 (UNDER STRUCTURE)	1
TOTAL	1

X5430236 CURED IN PLACE LINER 36"

LOCATION	CURED IN PLACE LINER
	FOOT
KICKAPOO CREEK ROAD	
STA. 107+28 39' LT. TO STA. 107+53 47' RT.	92
STA. 107+23 48' LT. TO STA. 107+28 39' RT.	10
TOTAL	102

X6350108 FLEXIBLE DELINEATOR

LOCATION	L. SUM
STA. 242+14 38' LT.	1
STA. 242+14 42' LT.	1
STA. 249+18 38' LT.	1
STA. 249+18 42' LT.	1
TOTAL	4

DRAINAGE STRUCTURE SCHEDULE

LOCATION	60221100 MANHOLES, TYPE A 5' DIAMETER, TYPE 1 FRAME, CLOSED LID	60223800 MANHOLES, TYPE A 6' DIAMETER, TYPE 1 FRAME, CLOSED LID	60235700 INLETS, TYPE A TYPE 3 FRAME AND GRATE	60240220 INLETS, TYPE B TYPE 3 FRAME AND GRATE	60263100 INLETS TO BE RECONST. WITH NEW TYPE 3 FRAME AND GRATE	60500060 REMOVING INLETS	X6023508 INLETS, TYPE A WITH SPECIAL FRAME AND GRATE	X6026050 SANITARY MANHOLES TO BE ADJUSTED
	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
IL 116								
STA. 241+60 31' LT. & RT.				2				
STA. 241+70 31' LT. & RT.			2					
STA. 242+26, 31' LT.						1		
STA. 242+26, 33' RT.						1		
STA. 242+36, 31' LT.						1		
STA. 242+36, 33' RT.						1		
STA. 249+25, 31' LT. & RT.			2			2		
STA. 249+41, 31' LT. & RT.				2		2		
STA. 249+41 77.5' RT.	1							
STA. 248+66, 85' LT.		1						
STA. 248+82 71' LT.								1
STA. 250+00 77.5' RT.	1							
STA. 250+24, 100' LT.		1						
STA. 251+41, 31' RT.					1			
STA. 251+77, 31' LT.					1			
KICKAPOO CREEK ROAD								
STA. 105+50, 39' LT.							1	
STA. 105+44, 26' LT.						1		
TOTAL	2	2	4	4	2	9	1	1

X2600012 REMOVE AND RELOCATE SIGN PANEL AND POLE ASSEMBLY

LOCATION	REMOVE AND RELOCATE SIGN PANEL
	EACH
IL 116	
STA. 240+38 35' LT. (I-474)	1
STA. 242+32 38' RT. (KICKAPOO CREEK)	1
STA. 249+53 35' LT. (KICKAPOO CREEK)	1
STA. 253+04 33' LT. (I-474)	1
TOTAL	4

Z0001002 GUARDRAIL AGGREGATE EROSION CONTROL

LOCATION	GUARDRAIL AGGREGATE EROSION CONTROL
	TON
IL 116	
STA. 249+33.8 TO STA. 254+20 RT.	101
TOTAL	101

40600405 MATERIAL TRANSFER DEVICE

LOCATION	MATERIAL TRANSFER DEVICE
	TON
STA. 239+14.6 TO STA. 241+77.7	136
STA. 239+96.2 TO STA. 241+69.7	473
STA. 249+33.8 TO STA. 251+90	146
STA. 249+41.8 TO STA. 251+73.3	1417
STA. 105+00 TO STA. 108+20 (KICKAPOO CREEK ROAD)	193
TOTAL	2365

SIGN PANEL - TYPE 1 AND TELESCOPING STEEL SIGN SUPPORT

LOCATION	72000100 SIGN PANEL - TYPE 1	72800100 TELESCOPING STEEL SIGN SUPPORT
	SQ. FT.	EACH
IL 116		
STA. 242+10 47' LT. (R-9-9 SIGN)	2	
STA. 249+24 47' LT. (R-9-9 SIGN)	2	
STA. 242+10 47' LT.		12
STA. 249+24 47' LT.		12
TOTAL	4	24

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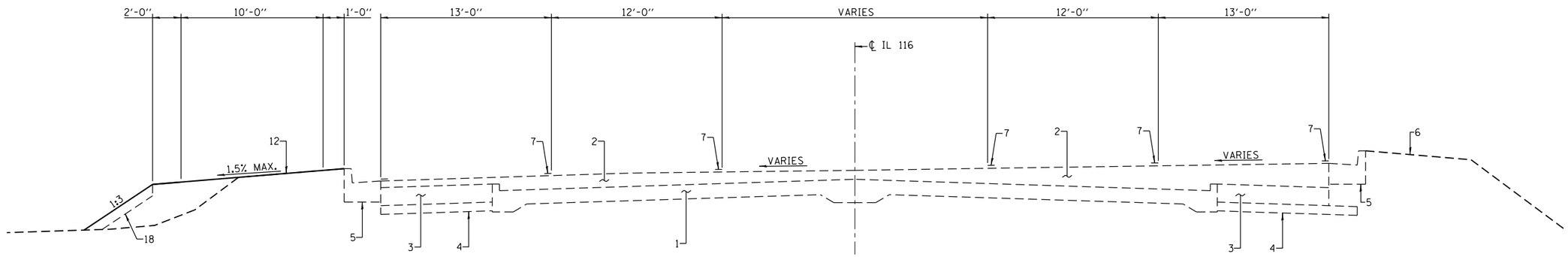
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QUANTITY SCHEDULES

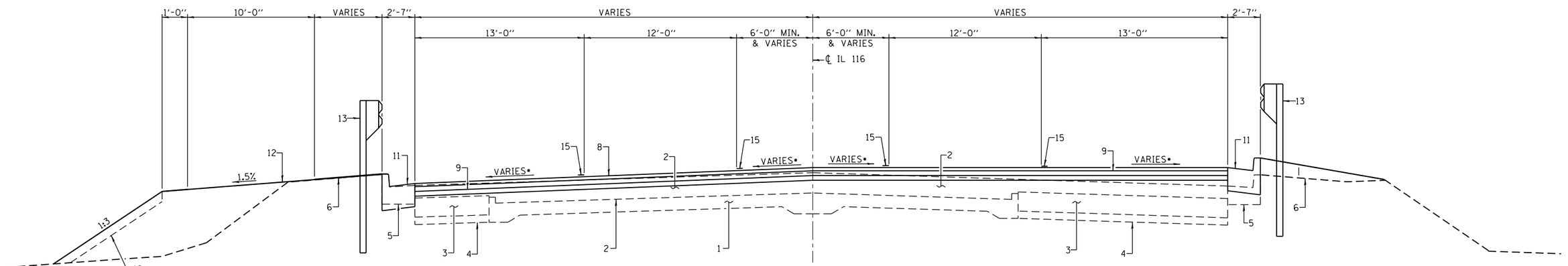
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	23
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



TYPICAL ROADWAY SECTION #1

(STA. 237+87.7 TO STA. 239+44.6)



TYPICAL ROADWAY SECTION #2

(STA. 239+44.6 TO STA. 241+40.0)

• - CROSS SLOPE VARIES BECAUSE OF SUPERELEVATION TRANSITION. SEE CROSS SECTIONS FOR CROSS SLOPE

PAVEMENT LEGEND

1. EX PCC PAVEMENT
2. EX HMA OVERLAYS / BASE COURSE
3. EX PCC BASE COURSE WIDENING
4. EX STABILIZED SUB-BASE
5. EX CONCRETE CURB & GUTTER TYPE B-6.24
6. EX EARTH BERM
7. EX PAVEMENT MARKING
8. PR HMA SURF CSE (1½'')
9. PR HMA BINDER COURSE (VARIABLE DEPTH)
10. PR STONE RIPRAP B4 & FILTER FABRIC
11. PR CONC C & G TYPE B 6.24
12. PR EMBANKMENT FOR FUTURE BIKEWAY/PEDESTRIAN PATH
13. PR GUARDRAIL
14. PR APPROACH SLAB
15. PR MOD. URETHANE PAVEMENT MARKING-LINE 4''
16. PR AGGREGATE EROSION CONTROL 8''
17. PR HEAVY DUTY EROSION CONTROL BLANKET
18. PR TOPSOIL FURNISH AND PLACE 4''

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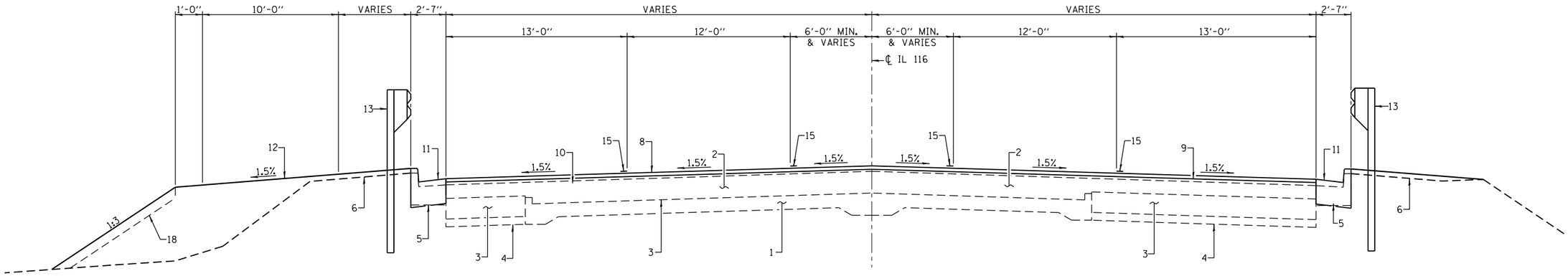
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IL 116 TYPICAL SECTIONS

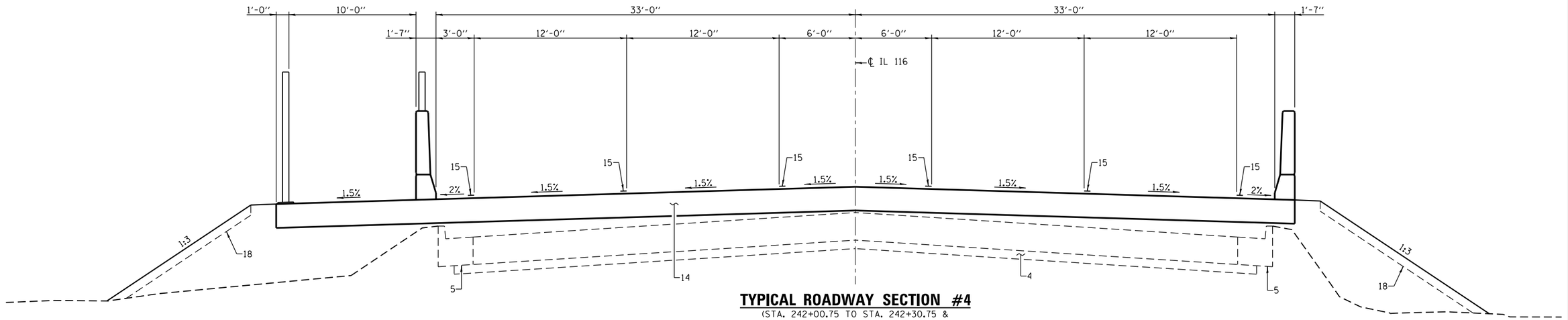
SCALE: | SHEET NO. 1 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(1OR-VBY)BR	PEORIA	179	24
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



TYPICAL ROADWAY SECTION #3

(STA. 241+40 TO STA. 242+00.75)



TYPICAL ROADWAY SECTION #4

(STA. 242+00.75 TO STA. 242+30.75 &
STA. 248+80.77 TO STA. 249+10.77)

PAVEMENT LEGEND

1. EX PCC PAVEMENT
2. EX HMA OVERLAYS / BASE COURSE
3. EX PCC BASE COURSE WIDENING
4. EX STABILIZED SUB-BASE
5. EX CONCRETE CURB & GUTTER TYPE B-6.24
6. EX EARTH BERM
7. EX PAVEMENT MARKING
8. PR HMA SURF CSE (1½")
9. PR HMA BINDER COURSE (VARIABLE DEPTH)
10. PR STONE RIPRAP, CLASS B4 & FILTER FABRIC
11. PR CONC C & G TYPE B 6.24
12. PR EMBANKMENT FOR FUTURE BIKEWAY/PEDESTRIAN PATH
13. PR GUARDRAIL
14. PR APPROACH SLAB
15. PR MOD. URETHANE PAVEMENT MARKING-LINE 4"
16. PR AGGREGATE EROSION CONTROL 8"
17. PR HEAVY DUTY EROSION CONTROL BLANKET
18. PR TOPSOIL FURNISH AND PLACE 4"

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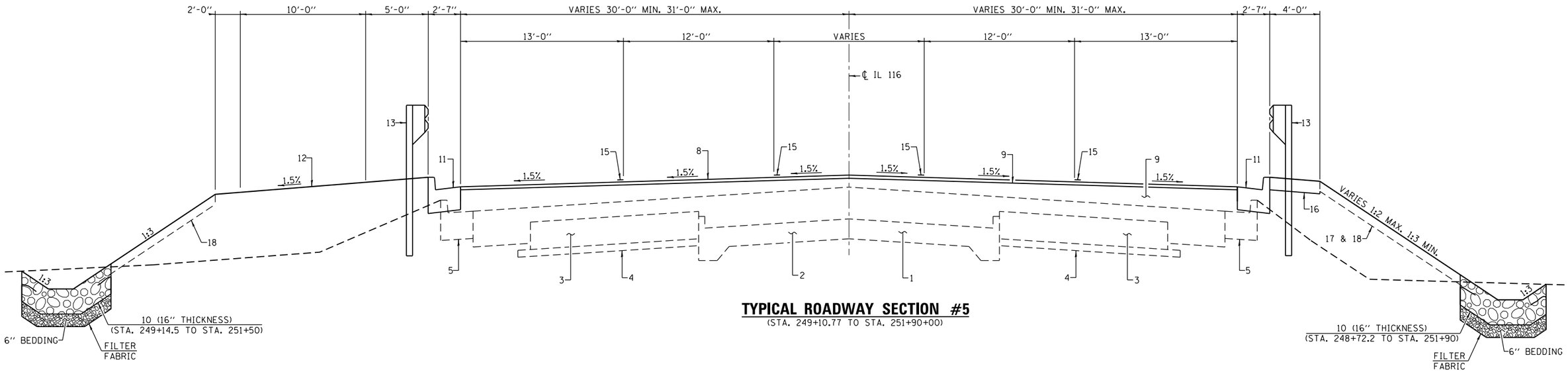
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IL 116TYPICAL SECTIONS

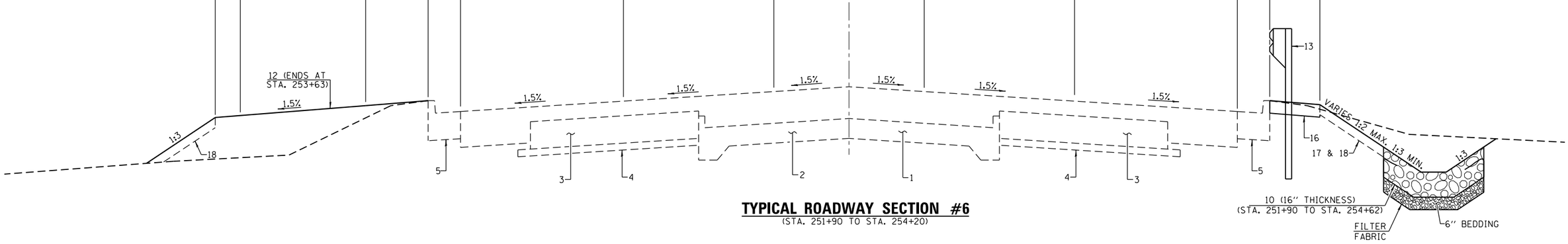
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(IOR-VBY)BR	PEORIA	179	25
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



TYPICAL ROADWAY SECTION #5

(STA. 249+10.77 TO STA. 251+90+00)



TYPICAL ROADWAY SECTION #6

(STA. 251+90 TO STA. 254+20)

PAVEMENT LEGEND

1. EX PCC PAVEMENT
2. EX HMA OVERLAYS / BASE COURSE
3. EX PCC BASE COURSE WIDENING
4. EX STABILIZED SUB-BASE
5. EX CONCRETE CURB & GUTTER TYPE B-6.24
6. EX EARTH BERM
7. EX PAVEMENT MARKING
8. PR HMA SURF CSE (1½")
9. PR HMA BINDER COURSE (VARIABLE DEPTH)
10. PR STONE RIPRAP, CLASS B4 & FILTER FABRIC
11. PR CONC C & G TYPE B 6.24
12. PR EMBANKMENT FOR FUTURE BIKEWAY/PEDESTRIAN PATH
13. PR GUARDRAIL
14. PR APPROACH SLAB
15. PR MOD. URETHANE PAVEMENT MARKING-LINE 4"
16. PR AGGREGATE EROSION CONTROL 8"
17. PR HEAVY DUTY EROSION CONTROL BLANKET
18. PR TOPSOIL FURNISH AND PLACE 4"

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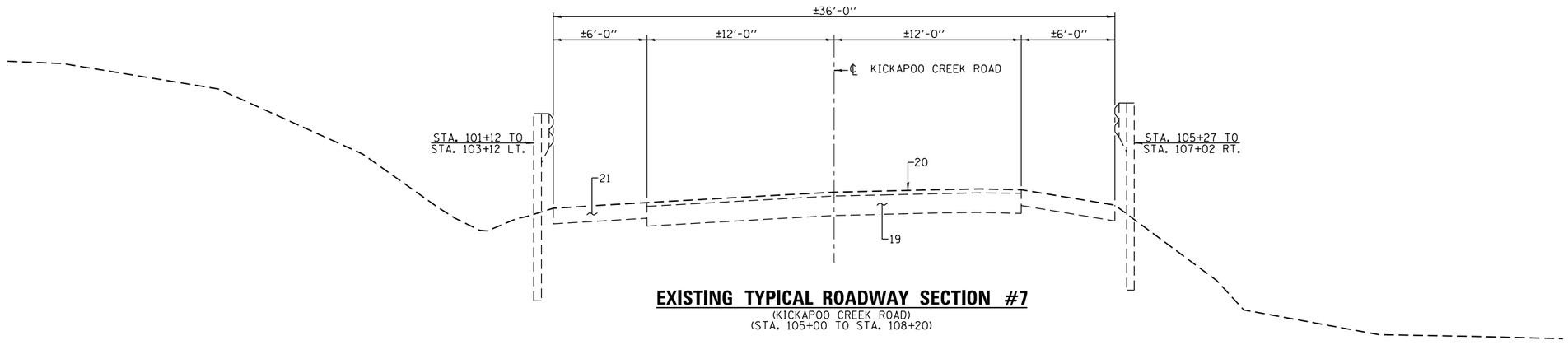
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STATE OF ILLINOIS
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IL 116 TYPICAL SECTIONS

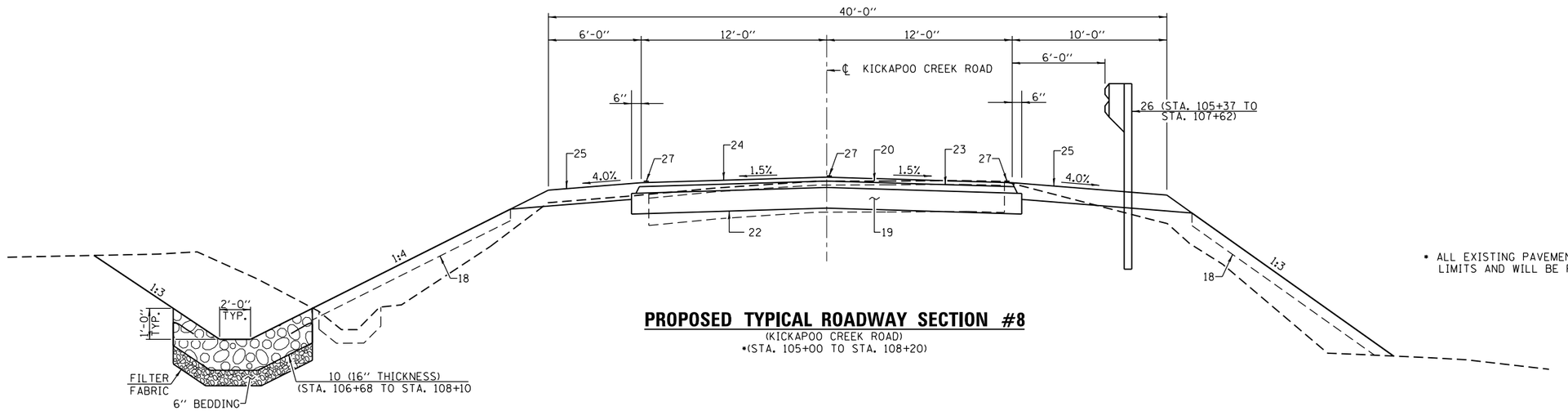
SCALE: | SHEET NO. 3 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	26
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL ROADWAY SECTION #7

(KICKAPOO CREEK ROAD)
(STA. 105+00 TO STA. 108+20)



PROPOSED TYPICAL ROADWAY SECTION #8

(KICKAPOO CREEK ROAD)
*(STA. 105+00 TO STA. 108+20)

* ALL EXISTING PAVEMENT WILL BE REMOVED WITHIN THESE LIMITS AND WILL BE PAID FOR AS EARTH EXCAVATION.

PAVEMENT LEGEND

(KICKAPOO CREEK ROAD)

10. PR STONE RIPRAP, CLASS B4 & FILTER FABRIC
18. PR TOPSOIL FURNISH AND PLACE 4"
19. EX AGG BASE
20. EX HMA OVERLAY
21. EX AGG SHLDR
22. PR AGG BASE CSE TY A 8"
23. PR HMA BINDER CSE 2½"
24. PR HMA SURF CSE 1½"
25. PR AGG SHLDR TY B 6"
26. PR GUARDRAIL
27. PR PAINT PAVEMENT MARKING - LINE 4"

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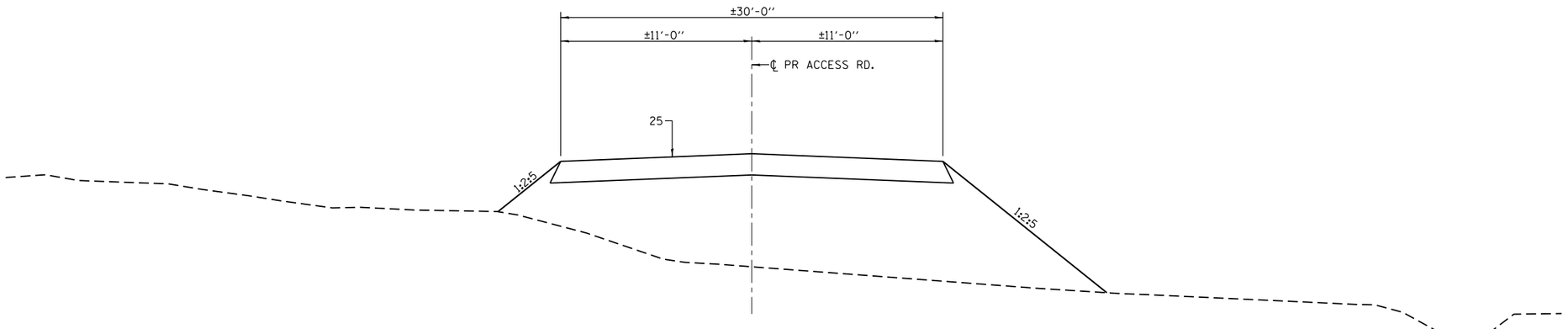
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PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KICKAPOO CREEK ROAD TYPICAL SECTIONS

SCALE: | SHEET NO. 4 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	27
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



PROPOSED TYPICAL ROADWAY SECTION #9
(ACCESS ROAD)

PAVEMENT LEGEND

(KICKAPOO CREEK ROAD)

10. PR STONE RIPRAP, CLASS B4 & FILTER FABRIC
18. PR TOPSOIL FURNISH AND PLACE 4"
19. EX AGG BASE
20. EX HMA OVERLAY
21. EX AGG SHLDR
22. PR AGG BASE CSE TY A 8"
23. PR HMA BINDER CSE 2½"
24. PR HMA SURF CSE 1½"
25. PR AGG SHLDR TY B 6"
26. PR GUARDRAIL
27. PR PAINT PAVEMENT MARKING - LINE 4"

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Springfield, IL. Phone: (217)544-8033

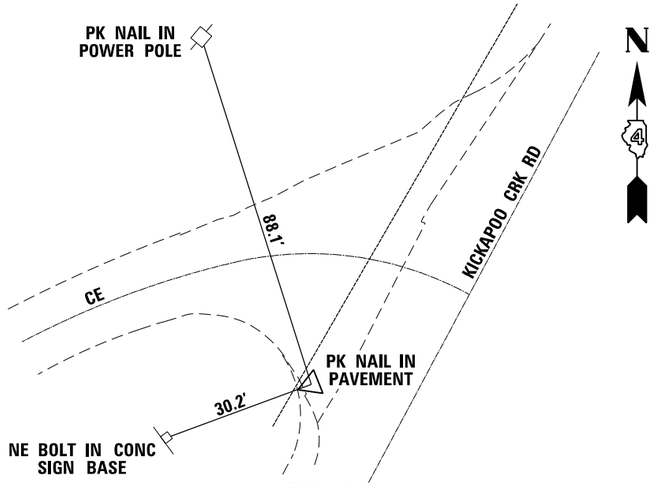
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

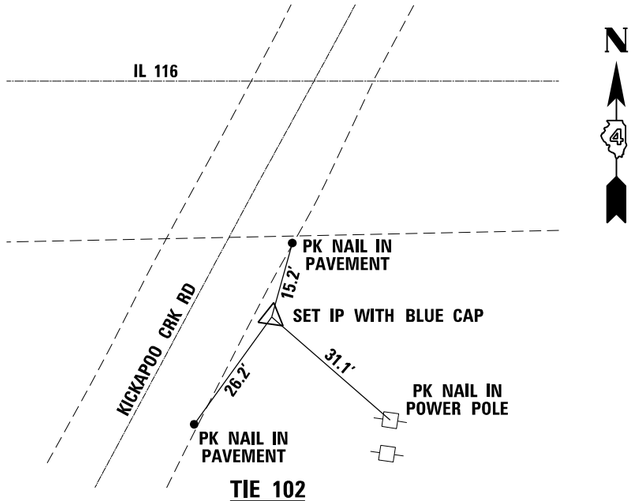
ACCESS ROAD TYPICAL SECTIONS

SCALE: | SHEET NO. 5 OF 5 SHEETS | STA. | TO STA.

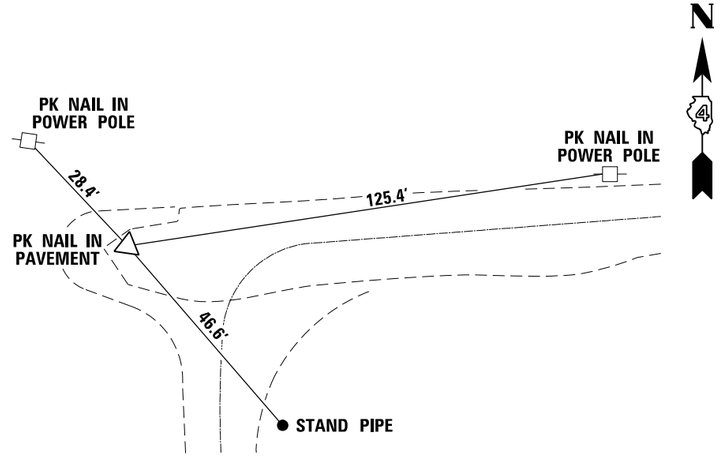
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	28
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



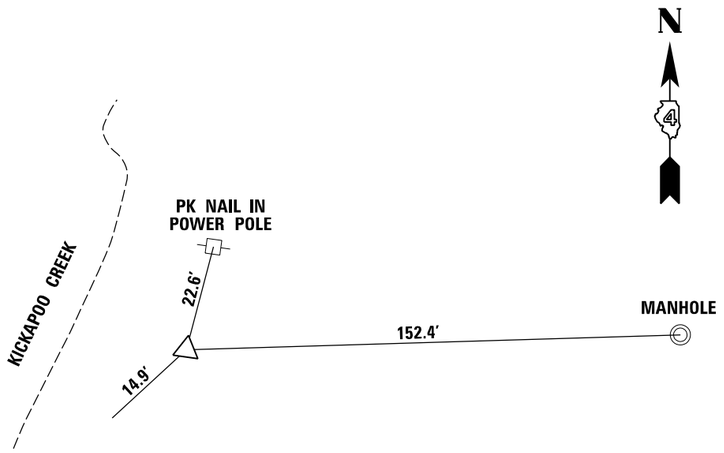
TIE 101
STA. 104 + 45.9 LT
(KICKAPOO CREEK RD)
N. 1462271.343
E. 2438083.196
ELEV. 492.912



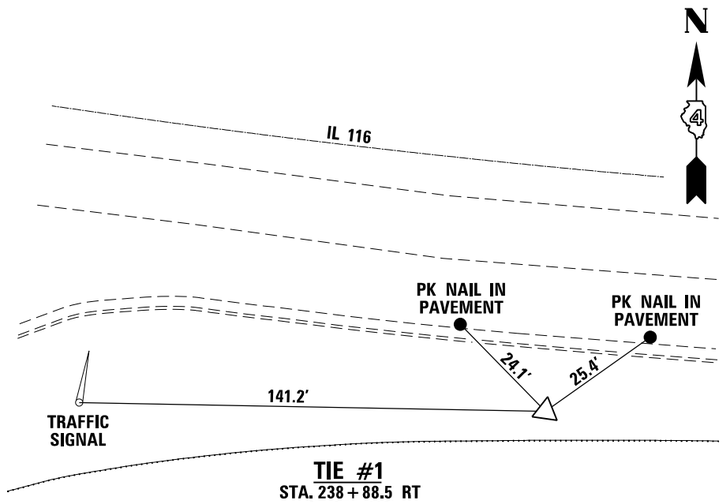
TIE 102
STA. 105 + 94.9 RT.
(KICKAPOO CREEK ROAD)
N. 1462399.595
E. 2438166.173
ELEV. 485.868



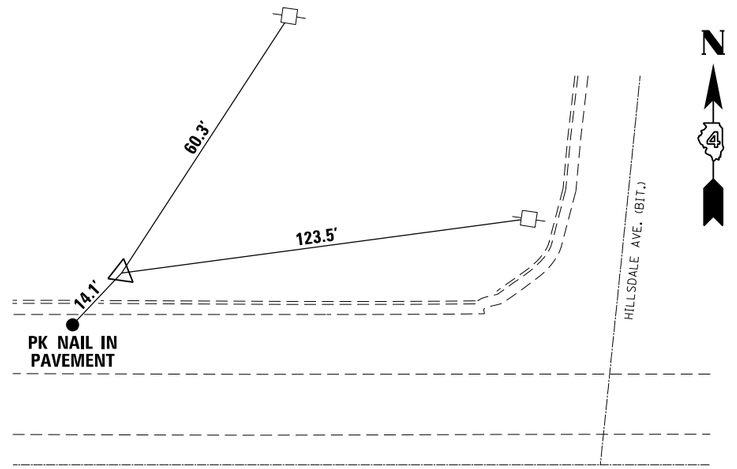
TIE 103
STA. 250 + 64.8 RT.
(IL RTE 116)
N. 1462464.556
E. 2438909.597
ELEV. 492.437



TIE 104
STA. 247 + 02.3 RT
(IL RTE 116)
N. 1462406.243
E. 2438552.612
ELEV. 475.903



TIE #1
STA. 238 + 88.5 RT
(IL RTE 116)
N. 1462348.830
E. 2437770.260
ELEV. 504.196



TIE #12
STA. 252 + 32.3 LT
(IL RTE 116)
N. 1462612.960
E. 2439057.580
ELEV. 520.790

BENCHMARKS

BM#1 – CHISELED "□" NW CORNER OF TURN SIGNAL HANDHOLE IN SE MEDIAN OF HARMON HIGHWAY AND AIRPORT ROAD 50' RT STA. 36 + 94.7 (IL 116) EL. 504.862

BM#2 – CHISELED "□" S SIDE OF MH RIM NE QUAD OF HARMON HIGHWAY AND HILLSDALE AVE 44' LT STA. 254 + 09.5 (IL 116) EL. 533.573

BM#3 – 90d NAIL IN E SIDE OF POWER POLE JUST ON THE E SIDE OF KICKAPOO CREEK ROAD ON S SIDE OF BRIDGE 74.5' RT. STA. 246 + 08.5 (IL RTE 116) EL. 469.171

BM#4 – CHISELED "□" SW CORNER OF CONCRETE DRAINAGE BOX S SIDE OF IL 116 SE OF SE ABUTMENT OF BRIDGE 81.7' RT STA. 249 + 93.9 IL 116 EL. 489.393

BM#5 – CHISELED "□" S SIDE OF CONCRETE BASE OF LIGHT POLE NW OF HARMON HIGHWAY & KICKAPOO CREEK RD 57.9' LT STA. 110 + 28.8 (KICKAPOO CREEK ROAD) EL. 480.447

VEENSTRA & KIMM INC.
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IL. Design Firm No. 184-001939

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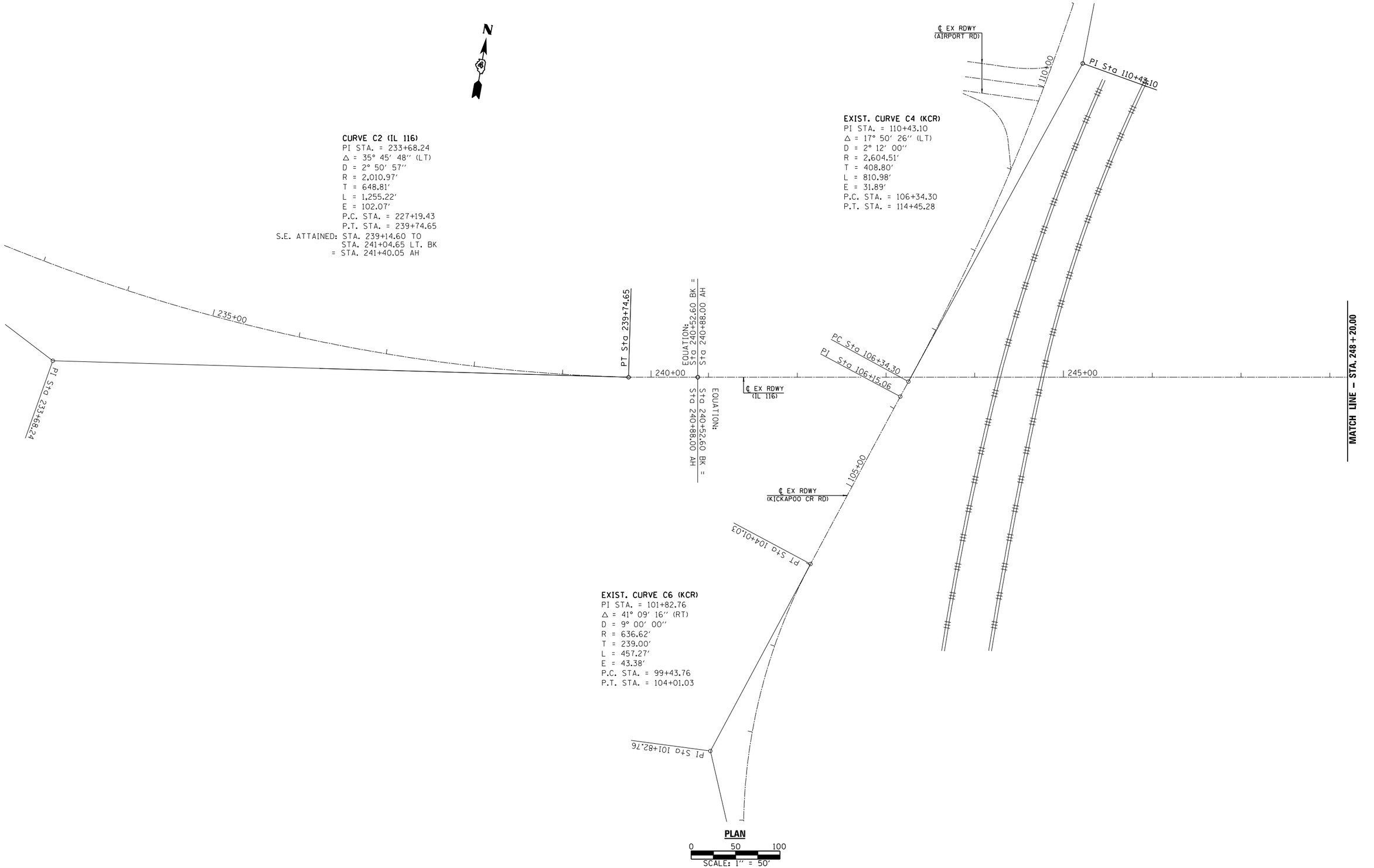
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES & BENCHMARKS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	29
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

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VEENSTRA & KIMM INC.
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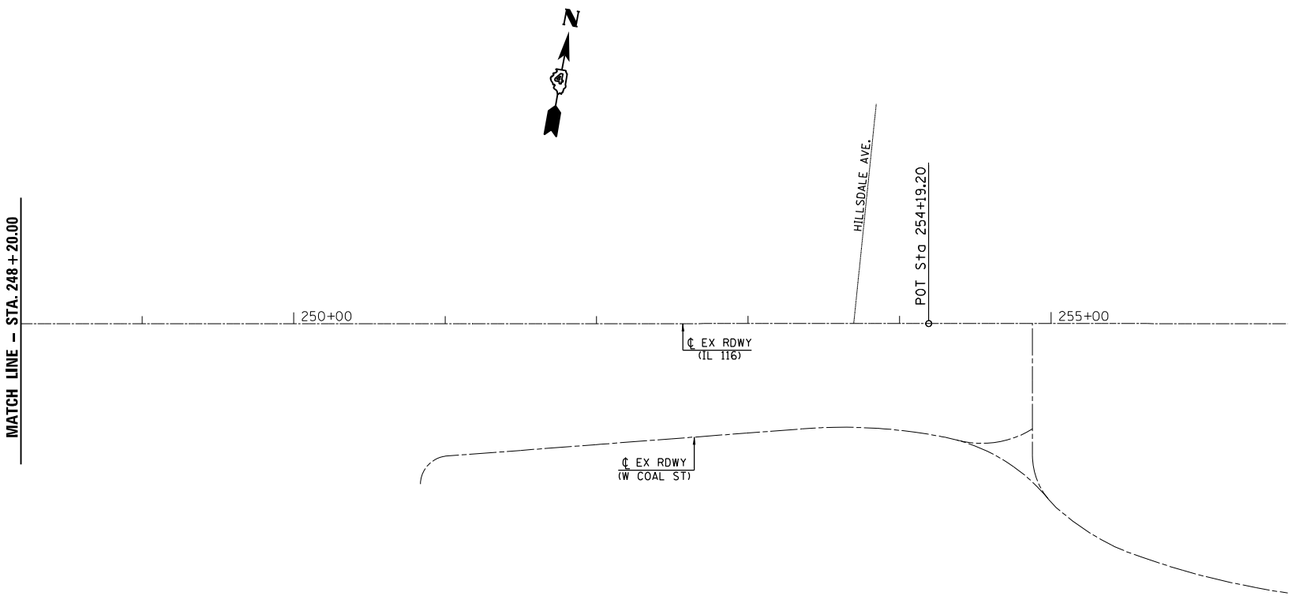
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	DRAWN -	REVISED -
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PLOT DATE = 4/7/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT

SCALE: 1" = 50' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	30
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



PLAN

0 50 100

SCALE: 1'' = 50'

MODEL: 002
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VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 4/7/2025	DATE -	REVISED -

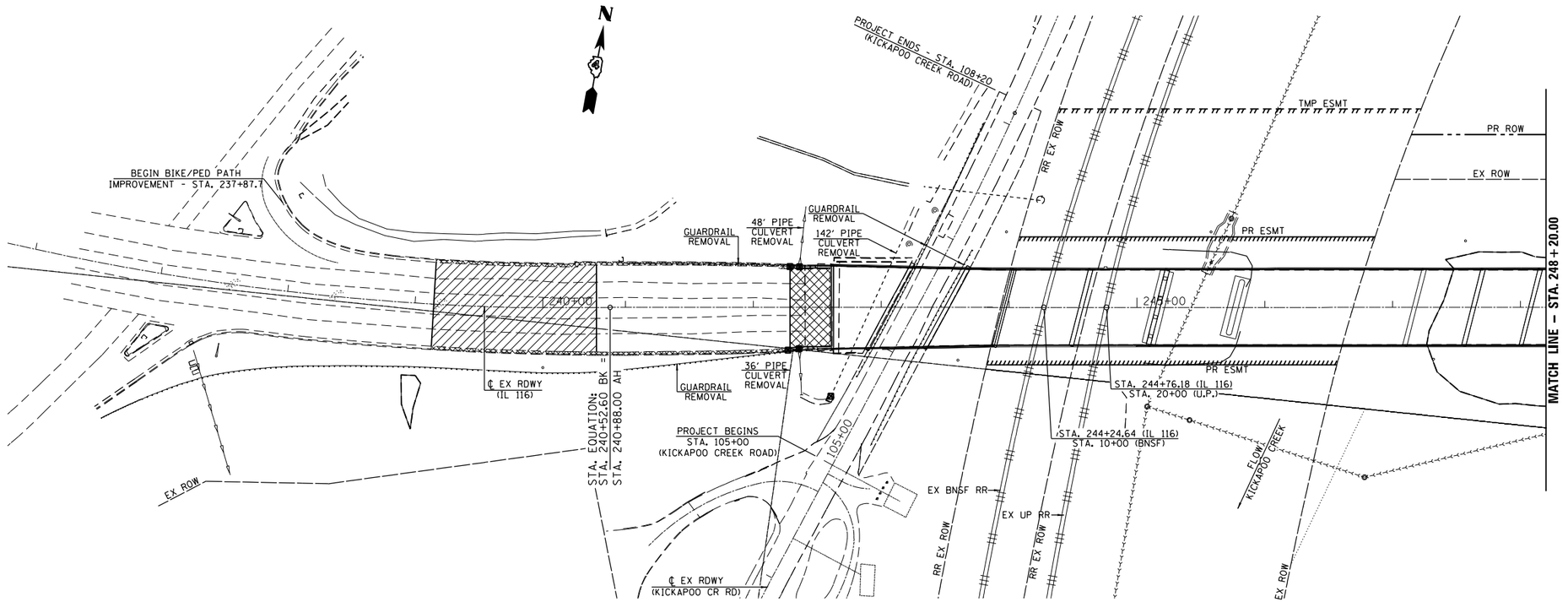
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

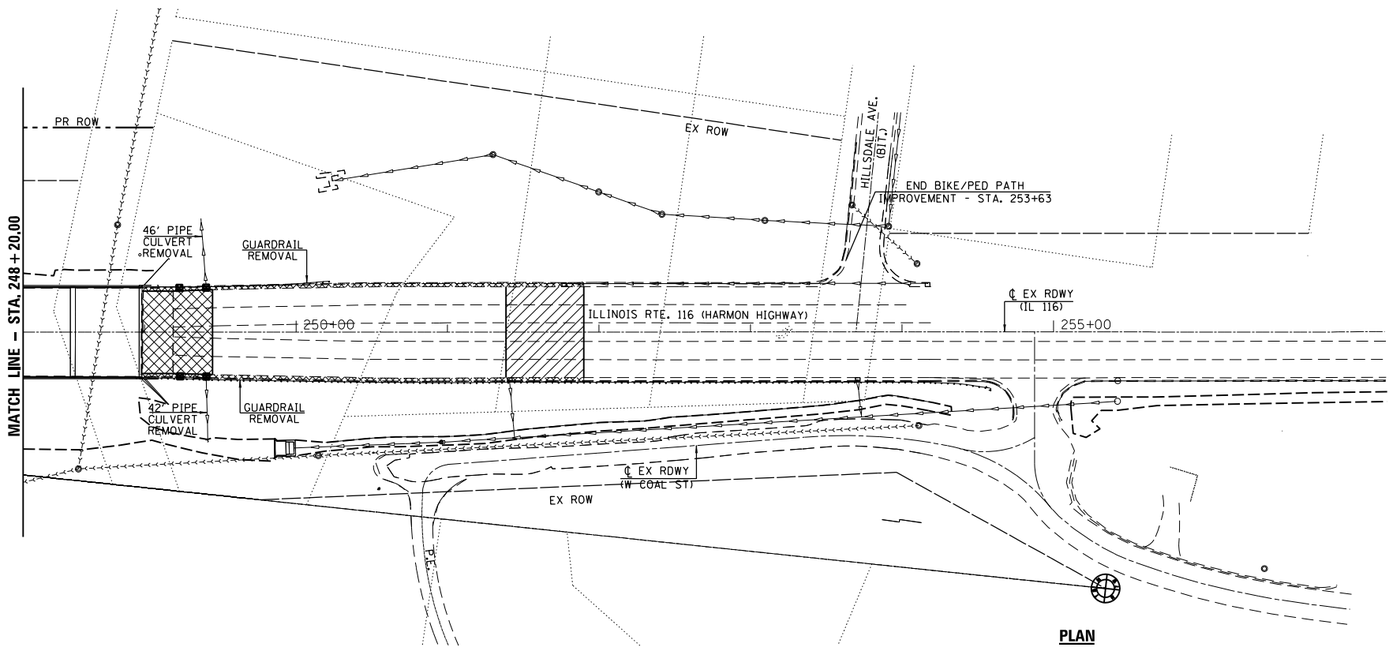
ALIGNMENT

SCALE: 1" = 50' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	31
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

SECTION 12, T. 8N., R. 7E., 4TH P.M.





PLAN

0 50 100

SCALE: 1" = 50'

LEGEND

- HMA SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- COMB CONC CURB & GUTTER REMOVAL
- INLET REMOVAL

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		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN -	REVISED -
	PLOT DATE =	CHECKED -	REVISED -

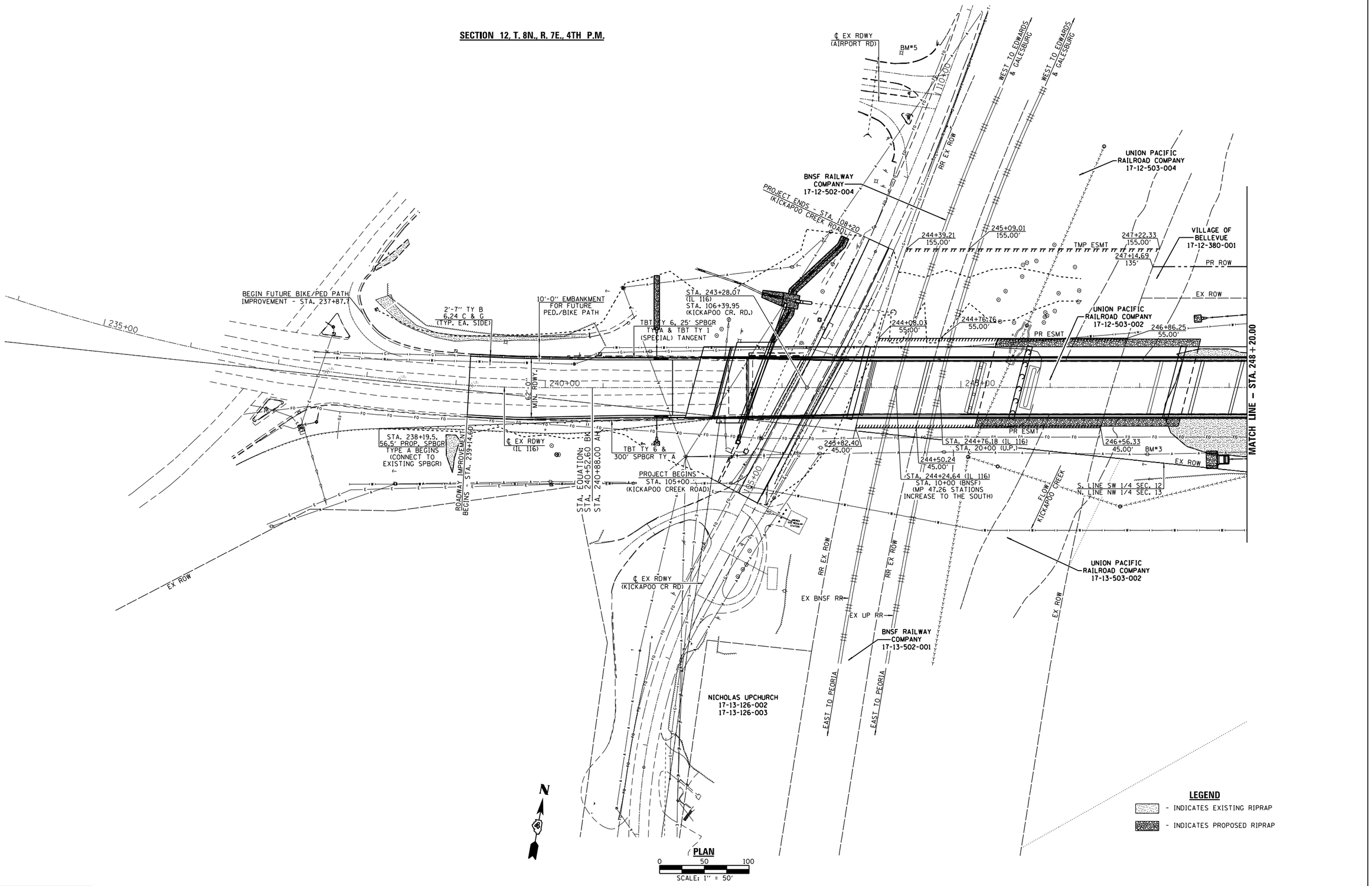
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1" = 50' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	32
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

SECTION 12, T. 8N., R. 7E., 4TH P.M.



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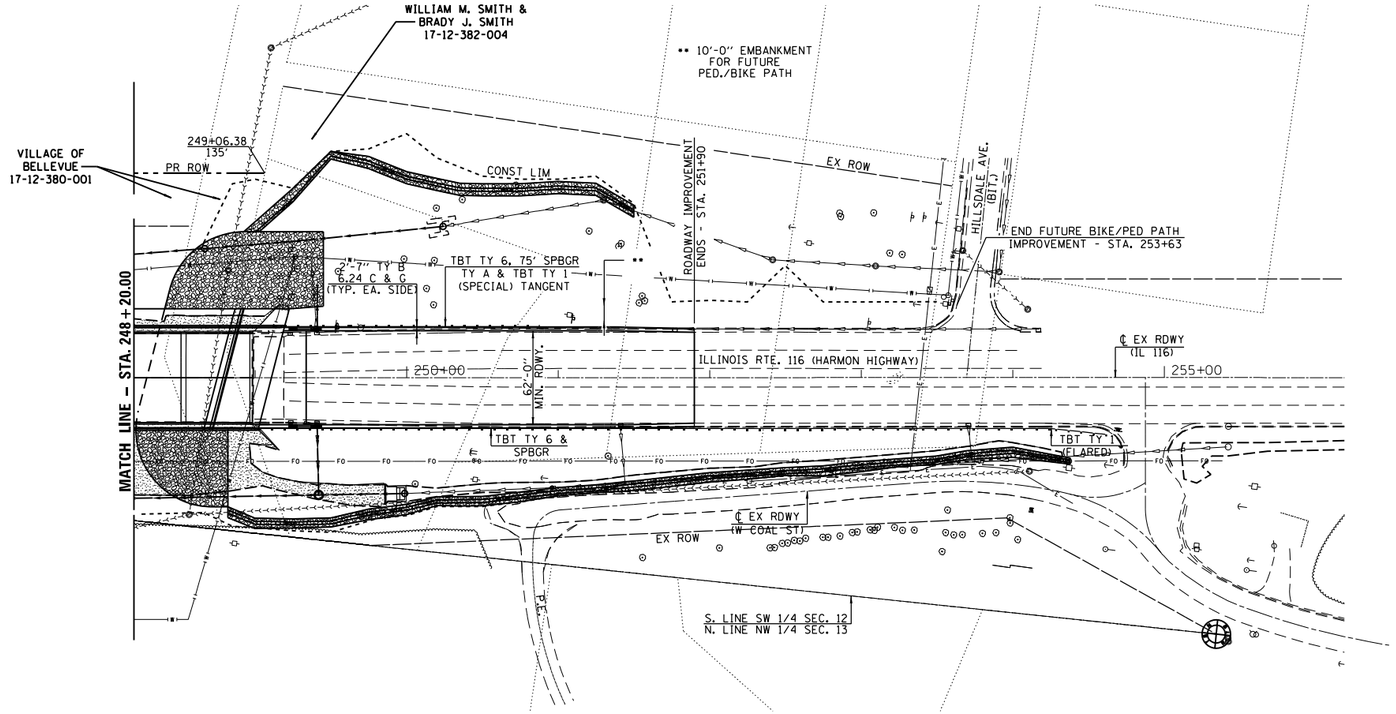
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN

SCALE: 1" = 50' | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	33
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

SECTION 12, T. 8N., R. 7E., 4TH P.M.



LEGEND

- INDICATES EXISTING RIPRAP

- INDICATES PROPOSED RIPRAP

N

PLAN

0 50 100

SCALE: 1" = 50'

Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME =	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN -	REVISED -
	PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN

SCALE: 1" = 50' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	34
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
DESIGN CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DESIGN CHECKED
S.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

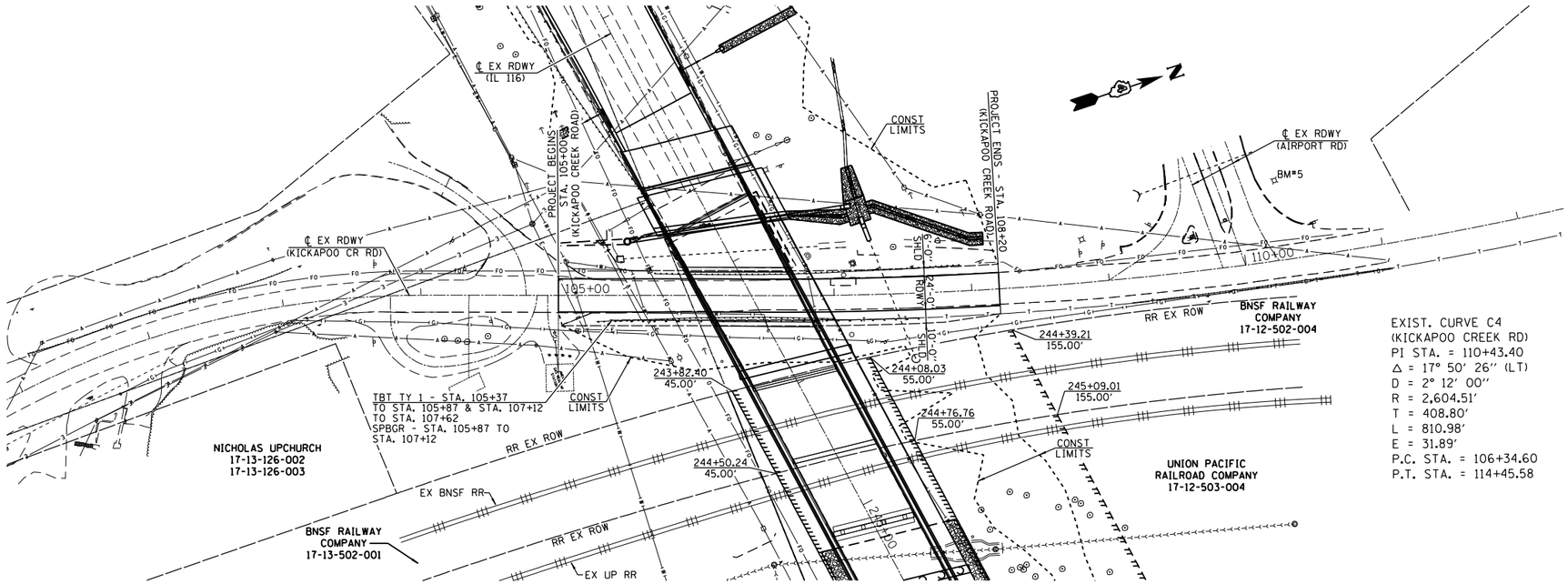
VPC STA. 239+14.60
ELEV. 503.97
ROADWAY IMPROVEMENT BEGINS
120.00' V.C.
ex = 0.14'
K = 133
VPI STA. 239+74.60
TAN. ELEV. 504.00
+0.05%
+0.95%
VPRC STA. 240+34.60
ELEV. 504.57
+0.95%
120.00' V.C.
ex = -0.07'
K = 273
VPI STA. 241+30.00
TAN. ELEV. 505.14
+0.51%
VPT STA. 241+90.00
ELEV. 505.45
+0.51%
BK. W. ABUT.
STA. 242+30.75
+0.51%
VPC STA. 248+70.00
ELEV. 508.91
BK. E. ABUT.
STA. 248+80.77
+0.51%
320.00' V.C.
ex = 1.99'
K = 64
VPI STA. 250+30.00
TAN. ELEV. 509.73
+3.33%
VPT STA. 251+90.00
ELEV. 518.53
ROADWAY IMPROVEMENT ENDS
+5.50%
+8.80%
+8.40%
+11.60%
+10.00%
+10.20%
+50.00 EL. 509.40
+00.00 EL. 514.40
+50.00 EL. 519.40
+00.00 EL. 524.50
+75.00 EL. 511.50
DITCH RT
+9.80%
+10.80%
+75.00 EL. 502.30
+00.00 EL. 505.00
+25.00 EL. 497.50
+00.00 EL. 495.50
+75.00 EL. 492.80
+50.00 EL. 491.00
+00.00 EL. 490.00
+35.00 EL. 489.5
+20.00 EL. 486.50
+00.00 EL. 484.50
+80.00 EL. 481.00
+50.00 EL. 498.00
+18.00%
+8.00%
+7.20%
+6.67%
+15.00%
+10.00%
DITCH LT
+2.00%
+50.00 EL. 488.00
+00.00 EL. 489.00
+50.00 EL. 481.00
+00.00 EL. 480.00
+85.00 EL. 479.70
+66.00 EL. 479.30
+2.11%
+2.00%
+50.00 EL. 477.50
+00.00 EL. 479.20
+00.00 EL. 483.00
+9.67%
+19.00%
+10.00%
+13.33%
+8.00%
+85.00 EL. 471.50
+00.00 EL. 473.50
℄ EX RDWY (KICKAPOO CREEK RD)
℄ EX BNSF RR
℄ EX UP RR
100 YR FL ELEV. 474.3
50 YR FL ELEV. 472.5

EQUATION:
Sta 240+52.60 BK =
Sta 240+88.00 AH

| | | |

SECTION 12, T. 8N., R. 7E., 4TH P.M.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

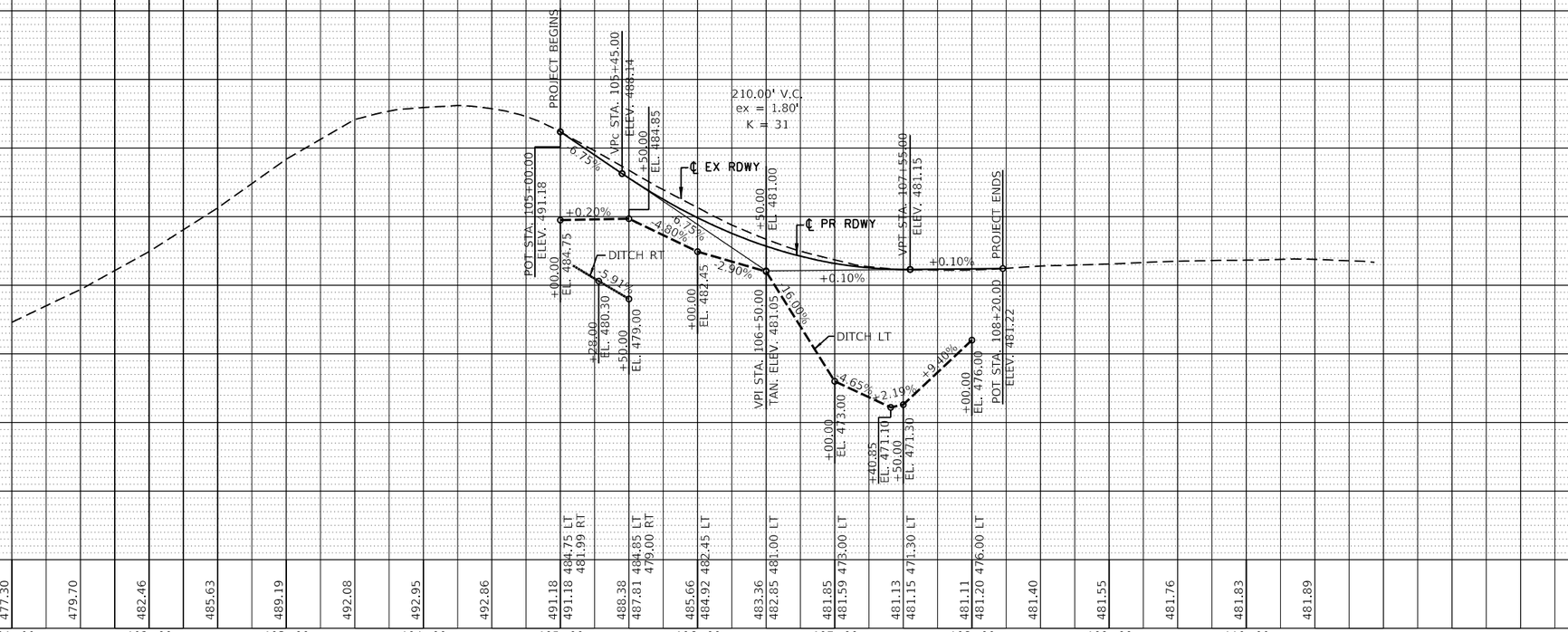


EXIST. CURVE C4
(KICKAPOO CREEK RD)
PI STA. = 110+43.40
△ = 17° 50′ 26″ (LT)
D = 2° 12′ 00″
R = 2,604.51′
T = 408.80′
L = 810.98′
E = 31.89′
P.C. STA. = 106+34.60
P.T. STA. = 114+45.58

PLAN

0 50 100
SCALE: 1″ = 50′

PROFILE
SURVEYED
PLOTTED
CROSSES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



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	PLOT DATE = 4/7/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
(KICKAPOO CREEK RD)

SCALE: 1″ = 50′ | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	36
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

INSTALL NEW 36"Ø X 10' PIPE CULVERTS, CLASS A, TYPE 1 W/ PRC END SECTIONS
℄ INLET - EL. 471.0
℄ OUTLET - EL. 470.4

EXIST. 36" Ø X 92' CONCRETE PIPE (TO BE LINED)

POT STA. 10+00.00 = STA. 107+69 (KCR)

POT Sta 10+00.00

244+39.38
155.50'

INSTALL 15" Ø X 78' PIPE CULVERTS, CLASS D, TYPE 2
℄ IN. EL. 473.1
STA. 10+25 52' RT.
℄ OUT. EL. 472.9
STA. 10+56 22' LT.

INSTALL 15" Ø X 76' PIPE CULVERTS, CLASS D, TYPE 2
℄ IN. EL. 471.5
STA. 10+75 52' RT.
℄ OUT. EL. 471.3
STA. 10+97 20' LT.

TMP ESMT

℄ PR 24' WIDE ACCESS ROAD

15'R
10+00
11
73° 9'R
STA. 244+44.5•
109.6' LT.
73°
STA. 244+86.5••
109.6' LT.
15'R
15'R
15'R
12'
7.8'
20.4'
12'
12.7'
45.92'
100'
55.50'

• = STA. 10+60 PIER ACCESS ROAD
•• = STA. 11+02 PIER ACCESS ROAD

244+08.18
55.50'

PR ESMT

247+22.53
155.50'

247+14.69
135'
PR ROW

246+86.41
55.50'

B1
SB-5
SB-7

245+00

20.00' V.C.
ex = -0.40'
K = 1

PLAN
0 20 40
SCALE: 1" = 20'

PROFILE
SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
BKM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

POT STA. 10+13.44 = STA. 107+69 (12' RT.) KCR
ELEV. 481.21
VPC STA. 10+15.00
ELEV. 481.15
4.00%
VPI STA. 10+25.00
TAN. ELEV. 480.75
VPRC STA. 10+35.00
ELEV. 478.77
-19.80%
30.00' V.C.
ex = 0.72'
K = 2
VPT STA. 10+65.00
ELEV. 475.69
-0.73%
VPI STA. 10+50.00
TAN. ELEV. 475.80
EXIST GROUND LINE
℄ BNSF R.R.
℄ U.P. R.R.
VPC STA. 11+30.00
ELEV. 475.22
-0.73%
40.00' V.C.
ex = -1.11'
K = 2
VPI STA. 11+50.00
TAN. ELEV. 475.07
-22.93%
VPRC STA. 11+70.00
ELEV. 470.48
30.00' V.C.
ex = 2.29'
K = 3
℄ PR ACCESS ROAD
+0.00%
VPT STA. 12+50.00
ELEV. 461.31
TOP OF BANK
VPI STA. 12+10.00
ELEV. 461.31

490 485 480 475 470 465 460 455 450

481.12
472.09 476.52
471.21 475.43
PROFILE
467.16 473.96
461.21 464.89
461.31 461.31

10+00 10+50 11+00 11+50 12+00 12+50

FILE NAME = Z:\2011 Jobs\IDOT\011-017A1 PTB 159-25 IDOT D-4 IL 116 over Kickapoo Creek\CADD Sheets\Design\plan-prof-access NORTH.dgn	USER NAME = ckohlrus	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	DRAWN -	REVISED -
	PLOT DATE = 4/7/2025	CHECKED -	REVISED -

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Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

PLAN & PROFILE (PIER NORTH ACCESS)

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	37
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE C2
(IL 116)
PI STA. = 233+68.24
Δ = 35° 45′ 48″ (LT)
D = 2° 50′ 57″
R = 2,010.97′
T = 648.81′
L = 1,255.22′
E = 102.07′
P.C. STA. = 227+19.43
P.T. STA. = 239+74.65

N

PROJECT ENDS - STA. 108+20
(KICKAPOO CREEK ROAD)

RR EX ROW

10′ 10′

244+39.21
155.00′

245+09.01
155.00′

TMP ESMT

STA. 243+28.07
(IL 116)
STA. 106+39.95
(KICKAPOO CR. RD.)

244+08.03
55.00′

244+76.76
55.00′

PR ESMT

PT Sta 239+74.65

STA. EQUATION:
Sta 240+52.60 BK =
Sta 240+88.00 AH

240+00

245+00

Sta 106+39.95

243+82.40
45.00′

STA. 244+76.18 (IL 116)
STA. 20+00 (U.P.)

PR ESMT

244+50.24
45.00′

STA. 244+24.64 (IL 116)
STA. 10+00 (BNSF)

MATCH LINE – STA. 246+20.00

ROADWAY IMPROVEMENT
BEGINS - STA. 239+14.60

℄ EX RDWY
(IL 116)

STA. EQUATION:
STA. 240+52.60 BK =
STA. 240+88.00 AH

105+00

PROJECT BEGINS - STA. 105+00
(KICKAPOO CREEK ROAD)

EX ROW

℄ EX RDWY
(KICKAPOO CR RD)

RR EX ROW

RR EX ROW

BNSF RR

UP RR

FLOW
KICKAPOO CREEK

EX ROW

LEGEND

- INDICATES SEEDING, CLASS 3A & HEAVY DUTY EROSION CONTROL BLANKET •
- INDICATES PERIMETER EROSION BARRIER
- INDICATES INLET & PIPE PROTECTION
- INDICATES TEMPORARY DITCH CHECK
- INDICATES STONE RIPRAP

• ALL SEEDING ON OR NEAR BNSF ROW TO BE COORDINATED WITH BNSF

PLAN

0 30 60
SCALE: 1″ = 30′

MODEL: 001
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VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

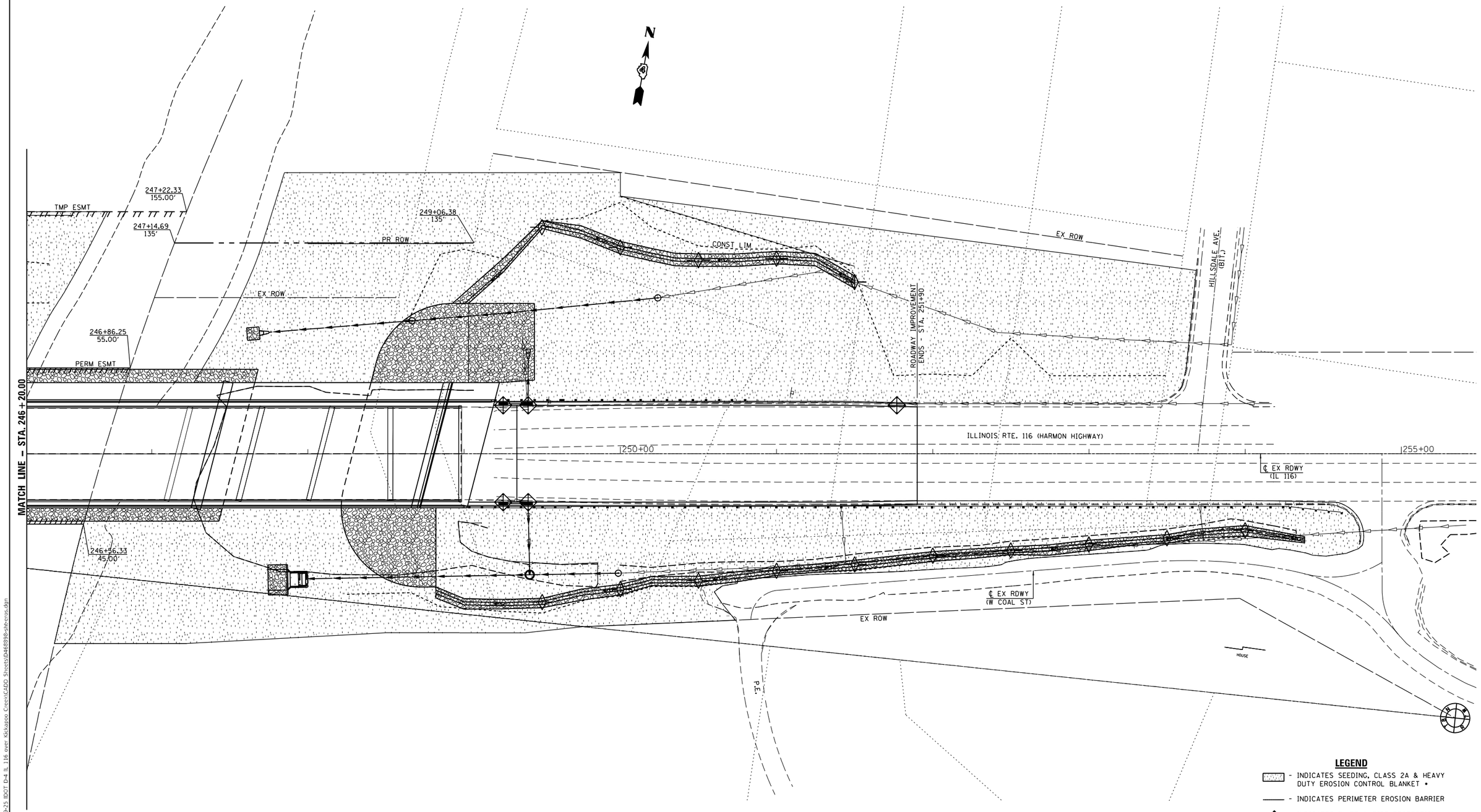
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PLOT SCALE = 60.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/7/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: 1" = 30' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	38
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		



LEGEND

- INDICATES SEEDING, CLASS 2A & HEAVY DUTY EROSION CONTROL BLANKET •
- INDICATES PERIMETER EROSION BARRIER
- INDICATES INLET & PIPE PROTECTION
- INDICATES TEMPORARY DITCH CHECK
- INDICATES STONE RIPRAP

• ALL SEEDING ON OR NEAR BNSF ROW TO BE COORDINATED WITH BNSF

PLAN

0 30 60

SCALE: 1'' = 30'

MODEL: 002
FILE NAME: Z:\2011 Jobs\IDOT\011-017A\ PTB 159-25 IDOT D+4 IL 116 over Kickapoo Creek\CADD Sheets\D468898-ohl-eros.dgn

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Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ckohlrus	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 60.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/7/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

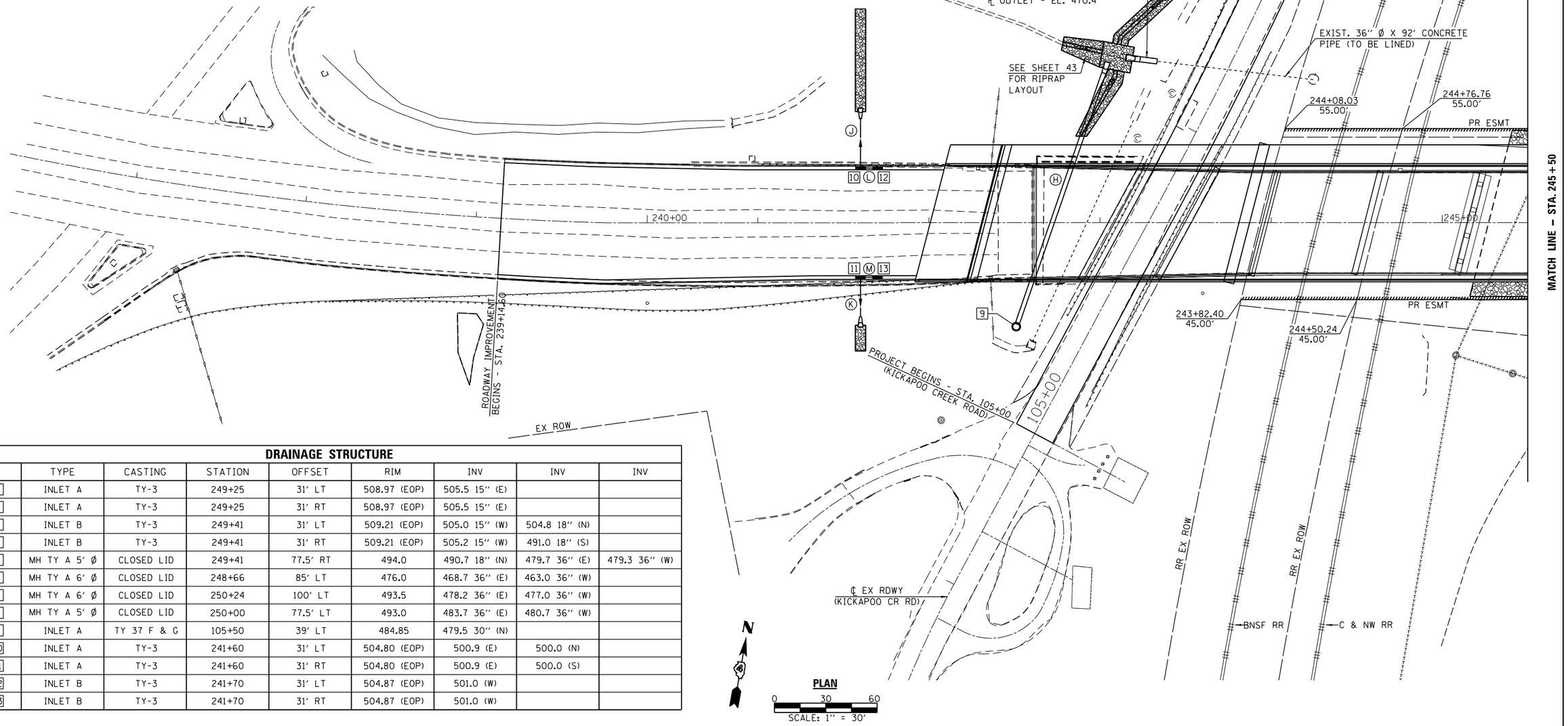
EROSION CONTROL PLAN

SCALE: 1" = 30' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	39
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

STORM SEWER

	LOCATION	TYPE	LENGTH	INV (IN)	INV (OUT)
Ⓐ	STA. 247+75 77.5′ LT. TO STA. 248+65 85′ LT.	STORM SEWER, CLASS A, TYPE 2, 36″	90	463.0	461.5
Ⓑ	STA. 248+67 85′ LT. TO STA. 250+23 100′ LT.	STORM SEWERS, TY. 2, WATER MAIN QUALITY 36″	154	477.0	468.7
Ⓒ	STA. 248+12 80′ RT. TO STA. 249+40 77.5′ RT.	STORM SEWERS, TY. 2, WATER MAIN QUALITY 36″	128	479.30	470.25
Ⓓ	STA. 249+25 31′ LT. TO STA. 249+41 31′ LT.	STORM SEWER, CLASS A, TYPE 1, 15″	14	505.5	
Ⓔ	STA. 249+25 31′ RT. TO STA. 249+41 31′ RT.	STORM SEWER, CLASS A, TYPE 1, 15″	14	505.5	
Ⓕ	STA. 249+41 31′ LT. TO STA. 249+41 55′ LT.	STORM SEWER, CLASS A, TYPE 1, 18″	22	505.0	504.8
Ⓖ	STA. 249+41 31′ RT. TO STA. 249+41 75′ RT.	STORM SEWER, CLASS A, TYPE 3, 18″	44	491.0	490.7
Ⓗ	STA. 105+50 39′ LT. TO STA. 107+06 63′ LT.	STORM SEWER, CLASS A, TYPE 2, 30″	156	479.5	471.2
Ⓘ	STA. 249+42 77.5′ RT. TO STA. 250+00 77.5′ RT.	STORM SEWER, CLASS A, TYPE 2, 36″	54	483.7	479.7
Ⓙ	STA. 241+60 31′ LT. TO STA. 241+60 62′ LT.	STORM SEWER, CLASS A, TYPE 1, 18″	28	500.9	500.0
Ⓚ	STA. 241+60 31′ RT. TO STA. 241+60 56′ RT.	STORM SEWER, CLASS A, TYPE 1, 18″	22	500.9	500.0
Ⓛ	STA. 241+60 31′ LT. TO STA. 241+70 31′ LT.	STORM SEWER, CLASS A, TYPE 1, 15″	8	501.0	500.9
Ⓜ	STA. 241+60 31′ RT. TO STA. 241+70 31′ RT.	STORM SEWER, CLASS A, TYPE 1, 15″	8	501.0	500.9



DRAINAGE STRUCTURE

	TYPE	CASTING	STATION	OFFSET	RIM	INV	INV	INV
1	INLET A	TY-3	249+25	31′ LT	508.97 (EOP)	505.5 15″ (E)		
2	INLET A	TY-3	249+25	31′ RT	508.97 (EOP)	505.5 15″ (E)		
3	INLET B	TY-3	249+41	31′ LT	509.21 (EOP)	505.0 15″ (W)	504.8 18″ (N)	
4	INLET B	TY-3	249+41	31′ RT	509.21 (EOP)	505.2 15″ (W)	491.0 18″ (S)	
5	MH TY A 5′ Ø	CLOSED LID	249+41	77.5′ RT	494.0	490.7 18″ (N)	479.7 36″ (E)	479.3 36″ (W)
6	MH TY A 6′ Ø	CLOSED LID	248+66	85′ LT	476.0	468.7 36″ (E)	463.0 36″ (W)	
7	MH TY A 6′ Ø	CLOSED LID	250+24	100′ LT	493.5	478.2 36″ (E)	477.0 36″ (W)	
8	MH TY A 5′ Ø	CLOSED LID	250+00	77.5′ LT	493.0	483.7 36″ (E)	480.7 36″ (W)	
9	INLET A	TY 37 F & G	105+50	39′ LT	484.85	479.5 30″ (N)		
10	INLET A	TY-3	241+60	31′ LT	504.80 (EOP)	500.9 (E)	500.0 (N)	
11	INLET A	TY-3	241+60	31′ RT	504.80 (EOP)	500.9 (E)	500.0 (S)	
12	INLET B	TY-3	241+70	31′ LT	504.87 (EOP)	501.0 (W)		
13	INLET B	TY-3	241+70	31′ RT	504.87 (EOP)	501.0 (W)		

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

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	DRAWN -	REVISED -	
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PLOT DATE = 4/25/2025	DATE -	REVISED -	

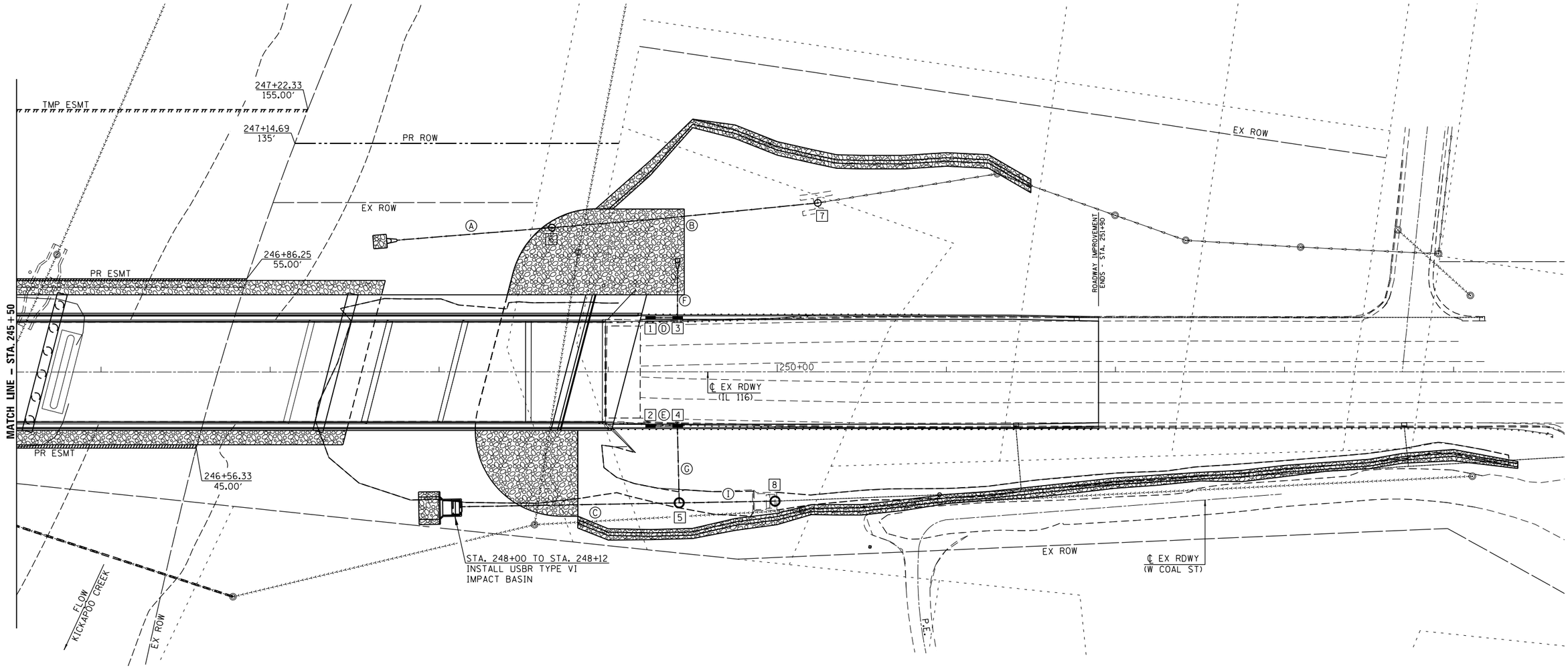
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN

SCALE: 1" = 30' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	40
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

MODEL: 001
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STORM SEWER

	LOCATION	TYPE	LENGTH	INV (IN)	INV (OUT)
Ⓐ	STA. 247+75 77.5′ LT. TO STA. 248+65 85′ LT.	STORM SEWER, CLASS A, TYPE 2, 36″	90	463.0	461.5
Ⓑ	STA. 248+67 85′ LT. TO STA. 250+23 100′ LT.	STORM SEWERS, TY. 2, WATER MAIN QUALITY 36″	154	477.0	468.7
Ⓒ	STA. 248+12 80′ RT. TO STA. 249+40 77.5′ RT.	STORM SEWERS, TY. 2, WATER MAIN QUALITY 36″	128	479.30	470.25
Ⓓ	STA. 249+25 31′ LT. TO STA. 249+41 31′ LT.	STORM SEWER, CLASS A, TYPE 1, 15″	14	505.5	
Ⓔ	STA. 249+25 31′ RT. TO STA. 249+41 31′ RT.	STORM SEWER, CLASS A, TYPE 1, 15″	14	505.5	
Ⓕ	STA. 249+41 31′ LT. TO STA. 249+41 55′ LT.	STORM SEWER, CLASS A, TYPE 1, 18″	22	505.0	504.8
Ⓖ	STA. 249+41 31′ RT. TO STA. 249+41 75′ RT.	STORM SEWER, CLASS A, TYPE 3, 18″	44	491.0	490.7
Ⓗ	STA. 105+50 39′ LT. TO STA. 107+06 63′ LT.	STORM SEWER, CLASS A, TYPE 2, 30″	156	479.5	471.2
Ⓘ	STA. 249+42 77.5′ RT. TO STA. 250+00 77.5′ RT.	STORM SEWER, CLASS A, TYPE 2, 36″	54	483.7	479.7
Ⓙ	STA. 241+60 31′ LT. TO STA. 241+60 62′ LT.	STORM SEWER, CLASS A, TYPE 1, 18″	28	500.9	500.0
Ⓚ	STA. 241+60 31′ RT. TO STA. 241+60 56′ RT.	STORM SEWER, CLASS A, TYPE 1, 18″	22	500.9	500.0
Ⓛ	STA. 241+60 31′ LT. TO STA. 241+70 31′ LT.	STORM SEWER, CLASS A, TYPE 1, 15″	8	501.0	500.9
Ⓜ	STA. 241+60 31′ RT. TO STA. 241+70 31′ RT.	STORM SEWER, CLASS A, TYPE 1, 15″	8	501.0	500.9

N

PLAN

0 30 60

SCALE: 1″ = 30′

DRAINAGE STRUCTURE

	TYPE	CASTING	STATION	OFFSET	RIM	INV	INV	INV
1	INLET A	TY-3	249+25	31′ LT	508.97 (EOP)	505.5 15″ (E)		
2	INLET A	TY-3	249+25	31′ RT	508.97 (EOP)	505.5 15″ (E)		
3	INLET B	TY-3	249+41	31′ LT	509.21 (EOP)	505.0 15″ (W)	504.8 18″ (N)	
4	INLET B	TY-3	249+41	31′ RT	509.21 (EOP)	505.2 15″ (W)	491.0 18″ (S)	
5	MH TY A 5′ Ø	CLOSED LID	249+41	77.5′ RT	494.0	490.7 18″ (N)	479.7 36″ (E)	479.3 36″ (W)
6	MH TY A 6′ Ø	CLOSED LID	248+66	85′ LT	476.0	468.7 36″ (E)	463.0 36″ (W)	
7	MH TY A 6′ Ø	CLOSED LID	250+24	100′ LT	493.5	478.2 36″ (E)	477.0 36″ (W)	
8	MH TY A 5′ Ø	CLOSED LID	250+00	77.5′ LT	493.0	483.7 36″ (E)	480.7 36″ (W)	
9	INLET A	TY 37 F & G	105+50	39′ LT	484.85	479.5 30″ (N)		
10	INLET B	TY-3	241+60	31′ LT	504.80 (EOP)	500.9 (E)	500.0 (N)	
11	INLET B	TY-3	241+60	31′ RT	504.80 (EOP)	500.9 (E)	500.0 (S)	
12	INLET A	TY-3	241+70	31′ LT	504.87 (EOP)	501.0 (W)		
13	INLET A	TY-3	241+70	31′ RT	504.87 (EOP)	501.0 (W)		

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Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

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	DRAWN -	REVISED -	
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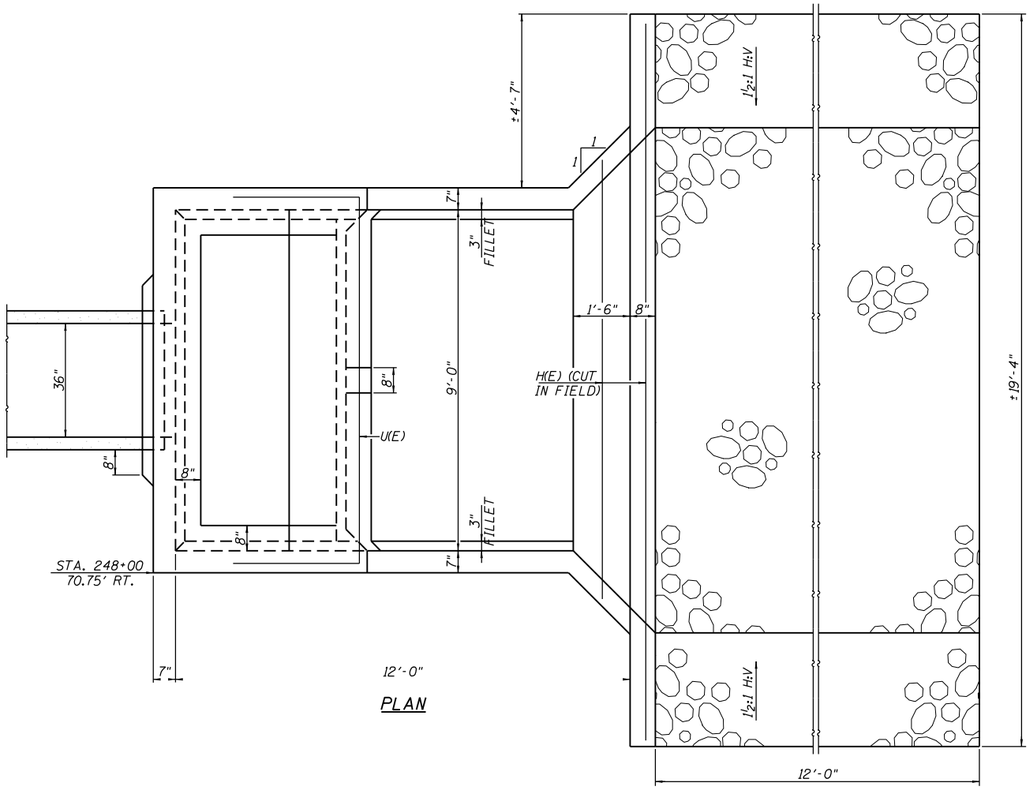
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN

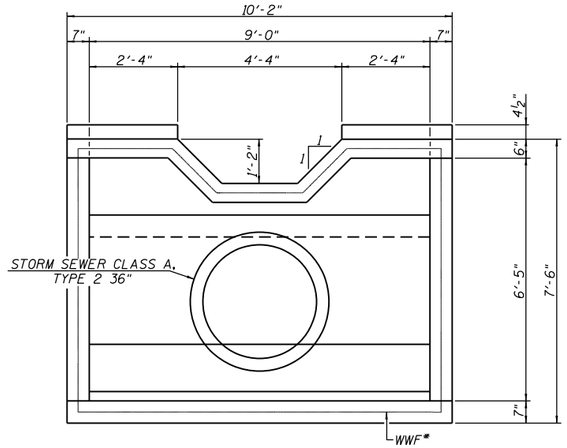
SCALE: 1" = 30' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68898		
		ILLINOIS	FED. AID PROJECT	

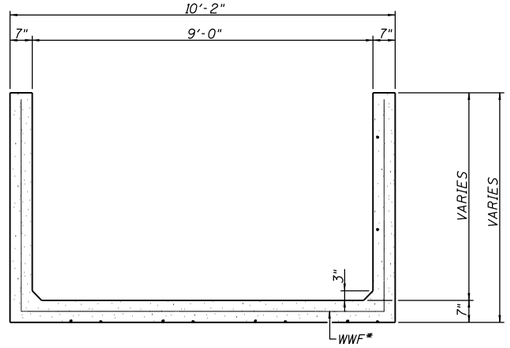
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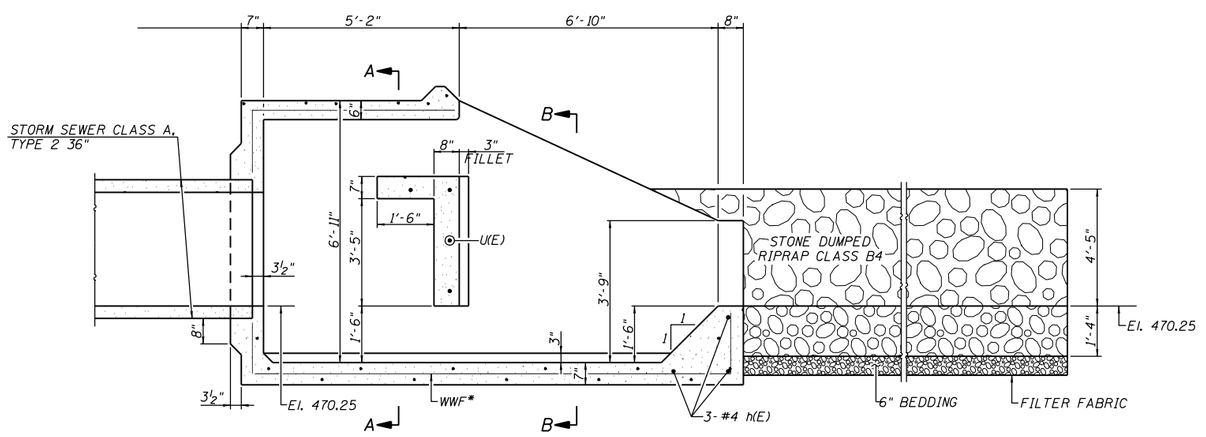
PLAN



SECTION A-A

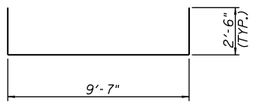


SECTION B-B



ELEVATION

ENERGY DISSIPATOR DETAILS



BAR u(E)

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
H(E)	3	#4	18'-8"	———
U(E)	4	#4	14'-7"	⌊——⌋

REINFORCEMENT BARS, EPOXY COATED	POUND	80
CONCRETE STRUCTURES	CU. YD.	10.8
STONE DUMPED RIPRAP, CLASS B4	TON	21
FILTER FABRIC	SQ. YD.	31

* ENERGY DISSIPATOR SHALL BE REINFORCED WITH WELDED WIRE FABRIC 6 IN. x 6 IN.-W4.0 x W4.0 WEIGHING 58 LBS. PER 100 SQ. FT. CSOT INCLUDED WITH CONCRETE STRUCTURES.

MODEL: 001
FILE NAME: Z:\2011 Jobs\IDOT\011-0174\1 PTB 159-25 IDOT D-4 IL 116 over Kickapoo Creek\CADD Sheets\D468898-sht-drainage details.dgn

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IL. Design Firm No. 184-001939

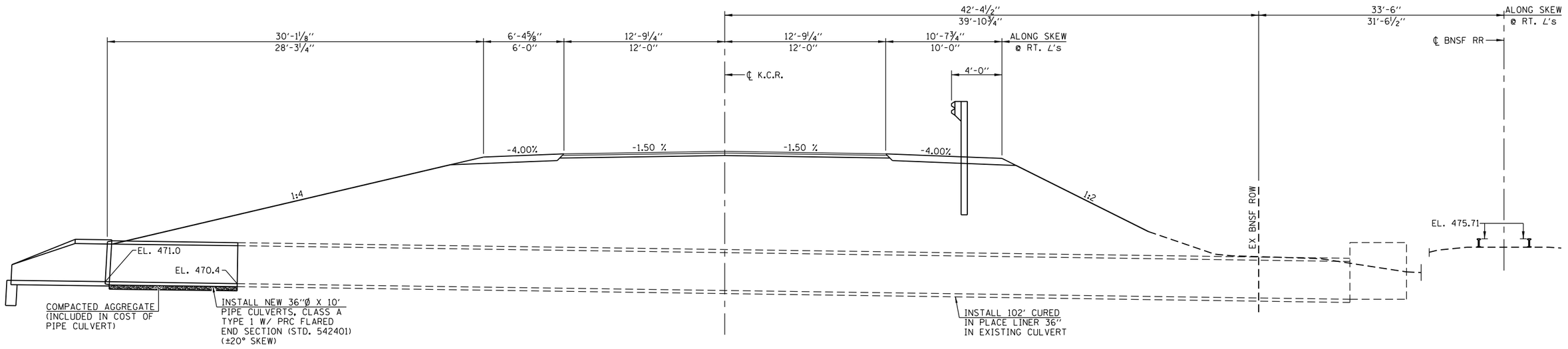
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PLOT DATE = 4/8/2025	DATE - _____	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENERGY DISSIPATOR DETAILS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. _____ | TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	42
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		



LONGITUDINAL SECTION

(EXIST CULVERT - ℄ STA. 107+41)

MODEL: 002
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VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

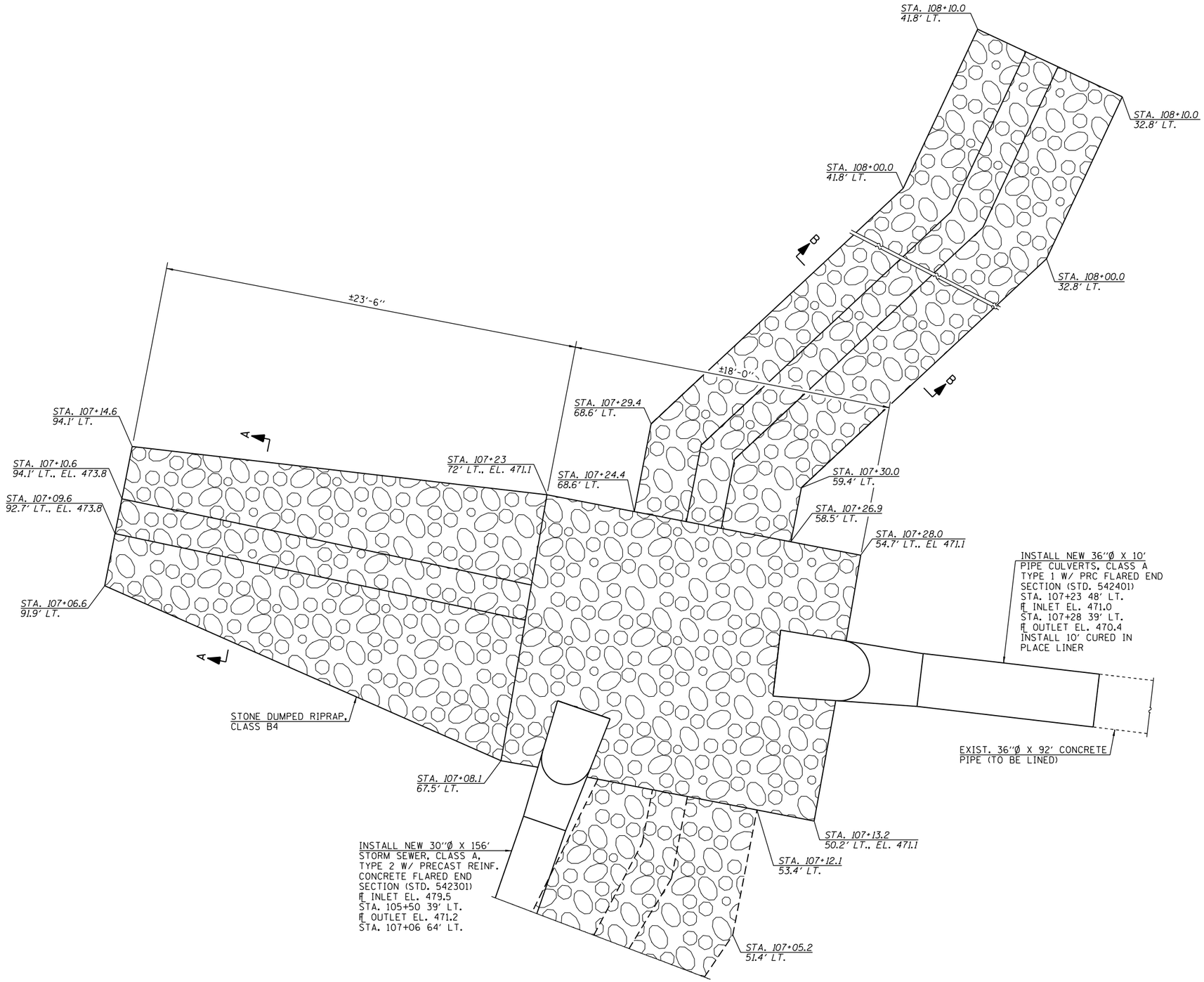
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PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

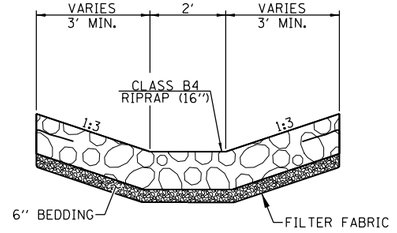
KICKAPOO CREEK ROAD CULVERT PLAN

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

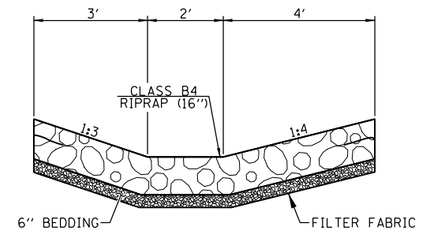
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	43
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



RIPRAP PLAN



SECTION A-A
(STA. 107+10.6 94.1' LT.
TO STA. 107+23 72' LT.)



SECTION B-B
(SECTION THRU DITCH
STA. 107+24.4 TO STA. 108+10 LT.)

MODEL: 003
FILE NAME: Z:\2011 Jobs\IDOT\011-0172A1 PTB 159-25 IDOT D-4 IL 116 over Kickapoo Creek\CADD Sheets\D468898-sht-drainage details.dgn

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
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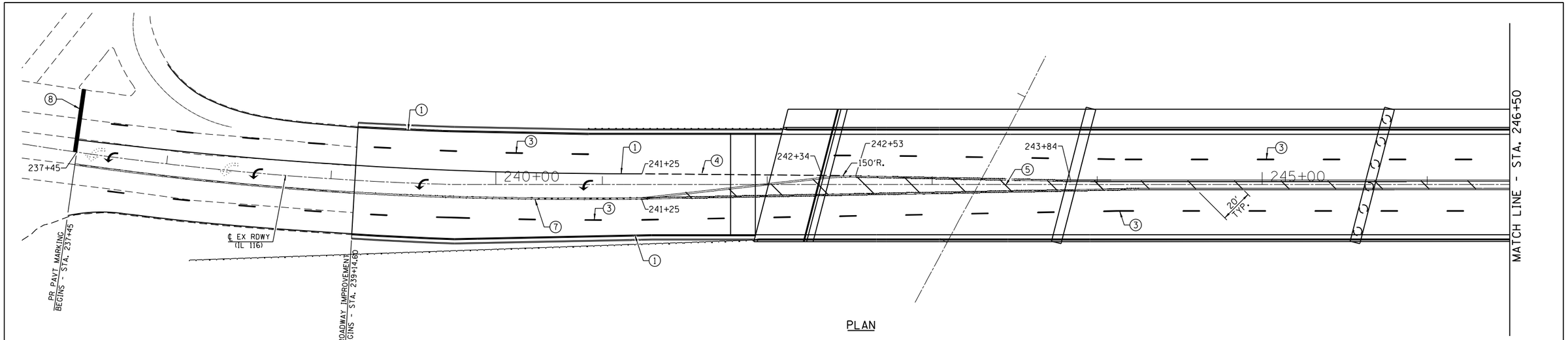
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	DRAWN -	REVISED -
PLOT SCALE = 6.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

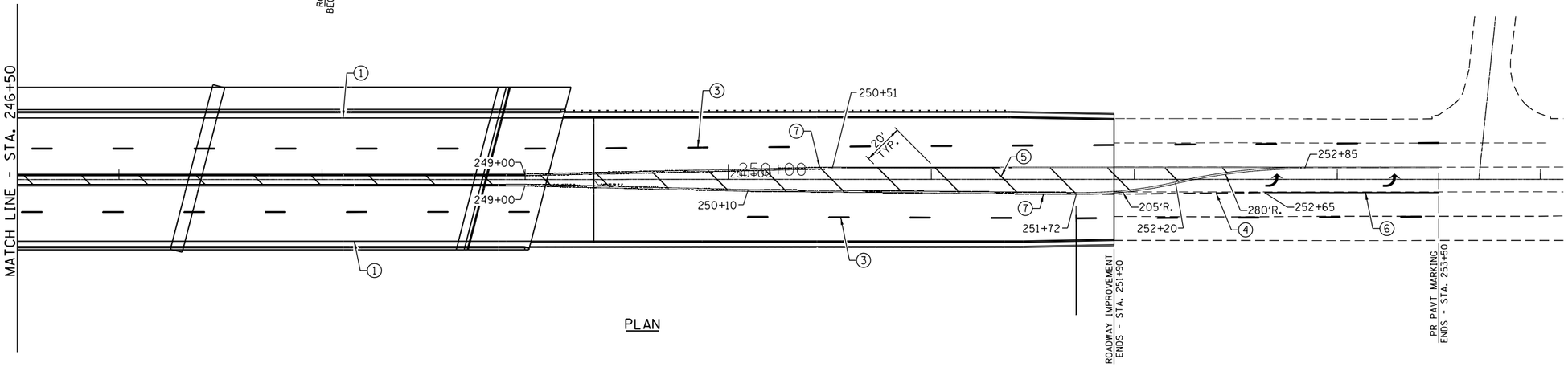
KICKAPOO CREEK ROAD CULVERT RIPRAP PLAN

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

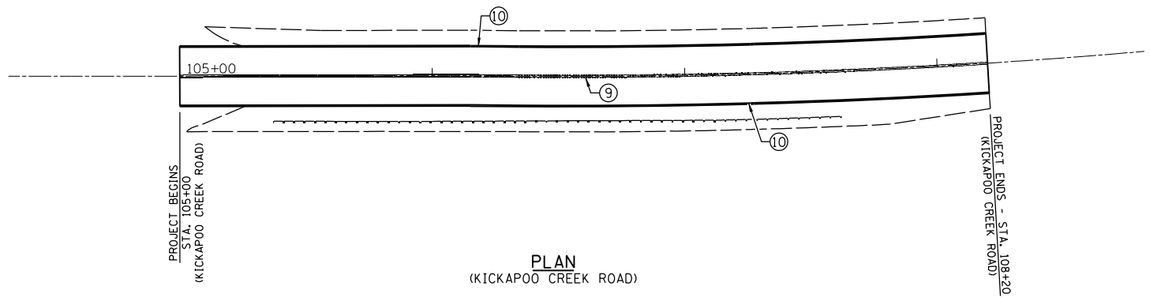
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	44
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		



PLAN



PLAN



PLAN
(KICKAPOO CREEK ROAD)

LEGEND

- (1) - MODIFIED URETHANE PAVEMENT MARKING LINE - 4" (WHITE)
- (2) - MODIFIED URETHANE PAVEMENT MARKING LINE - 4" (YELLOW)
- (3) - MODIFIED URETHANE PAVEMENT MARKING LINE - 4" (WHITE SKIP DASH)
- (4) - MODIFIED URETHANE PAVEMENT MARKING LINE - 6" (WHITE SKIP DASH) 2' LINES 6' DASH
- (5) - MODIFIED URETHANE PAVEMENT MARKING - LINE 12" SOLID (YELLOW)
- (6) - MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE)
- (7) - MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW NO PASSING)
- (8) - MODIFIED URETHANE PAVEMENT MARKING - LINE 24" (WHITE)
- (9) - PAINT PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW NO PASSING)
- (10) - PAINT PAVEMENT MARKING - LINE 4" (WHITE)
- ◁ RAISED REFLECTIVE PAVEMENT MARKER (1 WAY) (CRYSTAL)
- ◀ RAISED REFLECTIVE PAVEMENT MARKER (1 WAY) (AMBER)
- ◆ RAISED REFLECTIVE PAVEMENT MARKER (2 WAY) (AMBER)
- MODIFIED URETHANE PAVEMENT MARKING - LETTERS & SYMBOLS

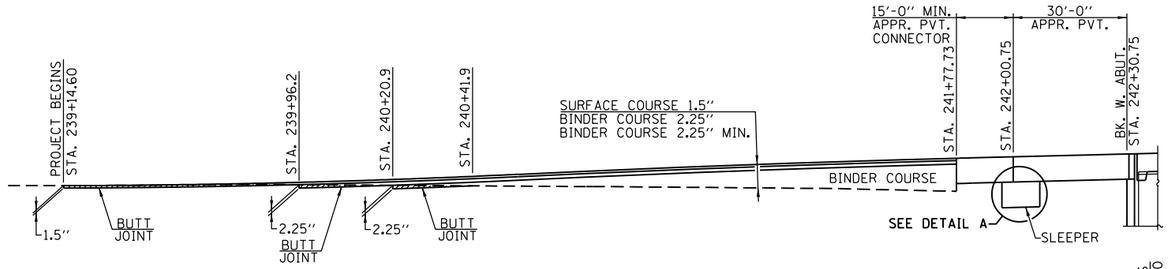
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

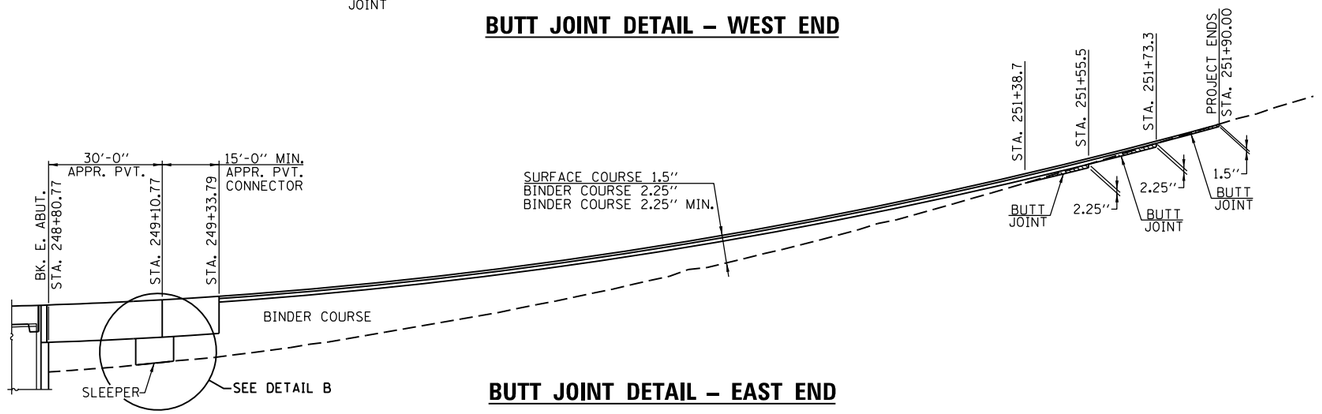
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING

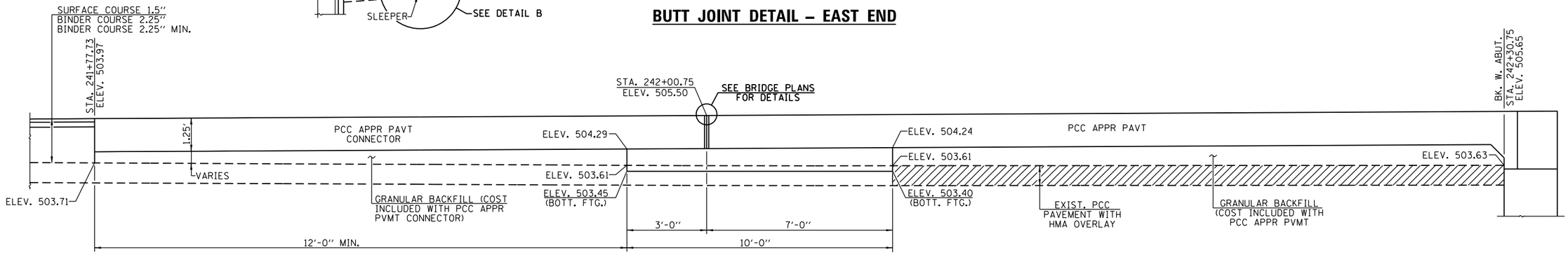
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	45
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



BUTT JOINT DETAIL – WEST END

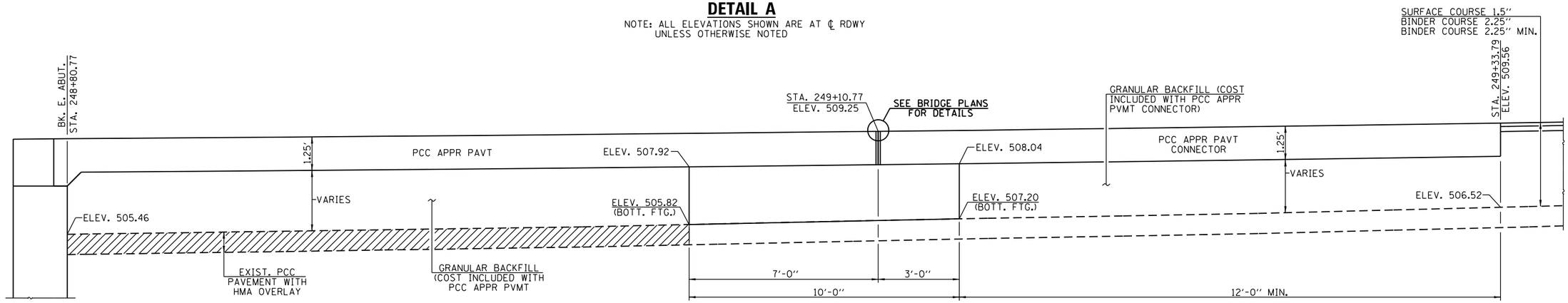


BUTT JOINT DETAIL – EAST END



DETAIL A

NOTE: ALL ELEVATIONS SHOWN ARE AT ℄ RDWY
UNLESS OTHERWISE NOTED



DETAIL B

NOTE: ALL ELEVATIONS SHOWN ARE AT ℄ RDWY
UNLESS OTHERWISE NOTED

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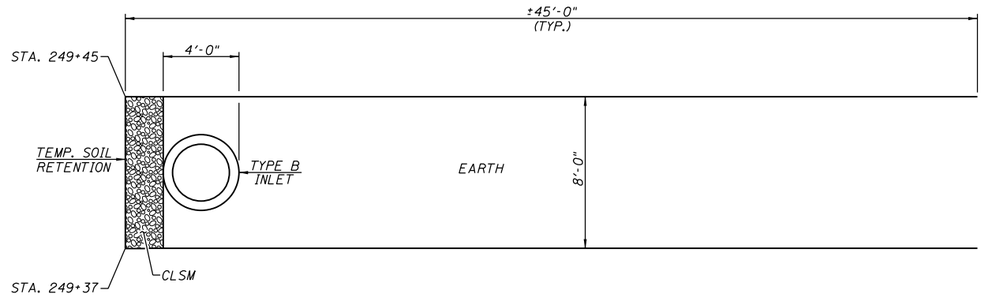
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	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

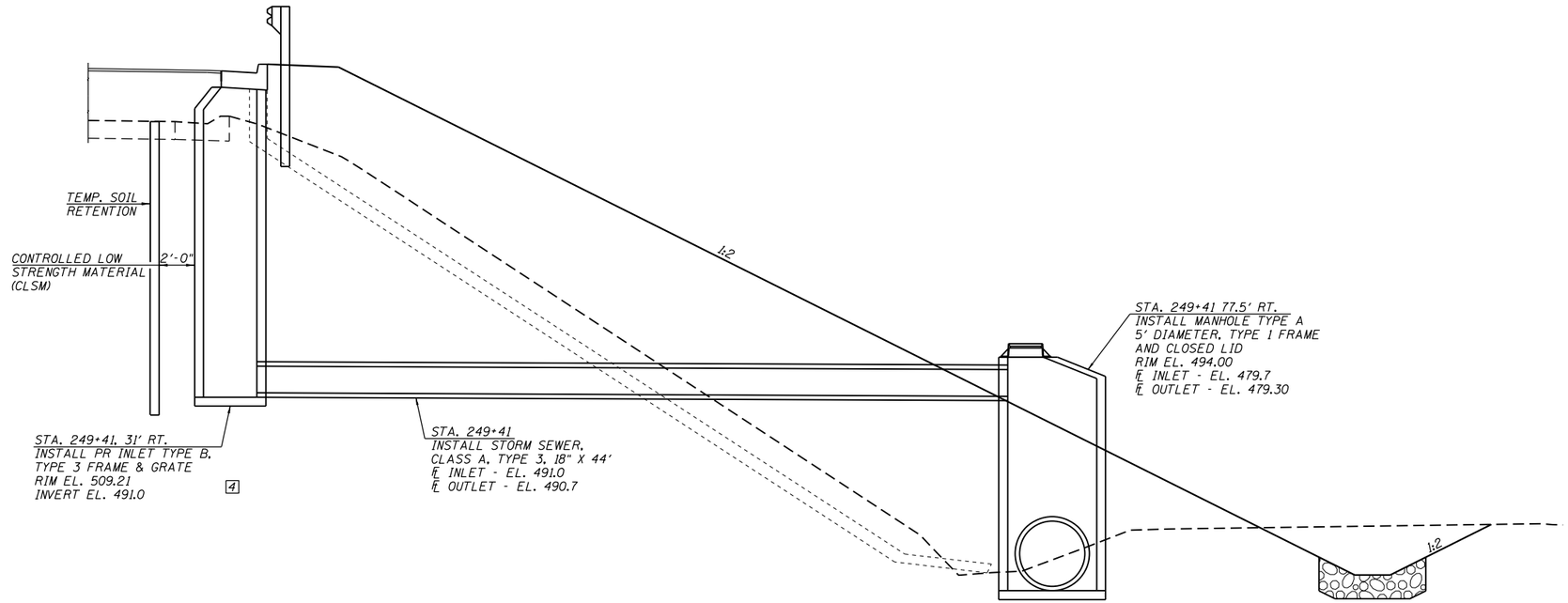
BUTT JOINT DETAILS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	46
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



PLAN



ELEVATION

5

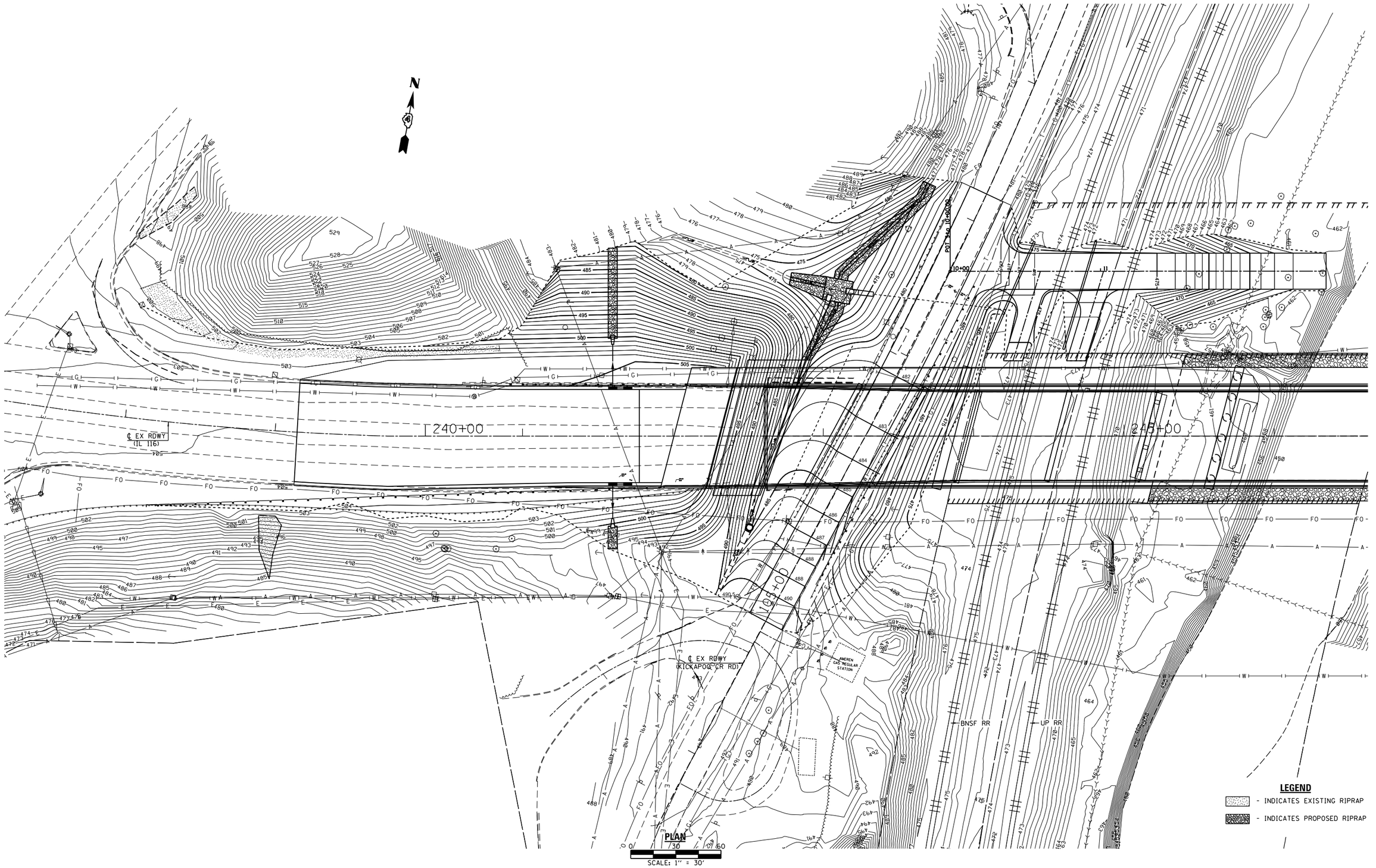
Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME =	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN -	REVISED -
	PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION DETAIL

SCALE: 1" = 50' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	47
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		



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Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN

SCALE: 1" = 30' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(1OR-VBY)BR	PEORIA	179	48
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

IL 116-HARMON HIGHWAY- TRAFFIC CONTROL AND DETOUR PLANS



LEGEND

- TYPE III BARRICADE
- POST MOUNTED (GROUND) SIGN
- STAND MOUNT (TALL)
- DRUM/BARRELL- LIGHTS PER SPEC.
- TRAFFIC FLOW
- X PAVEMENT MARKING REMOVAL

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/7/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

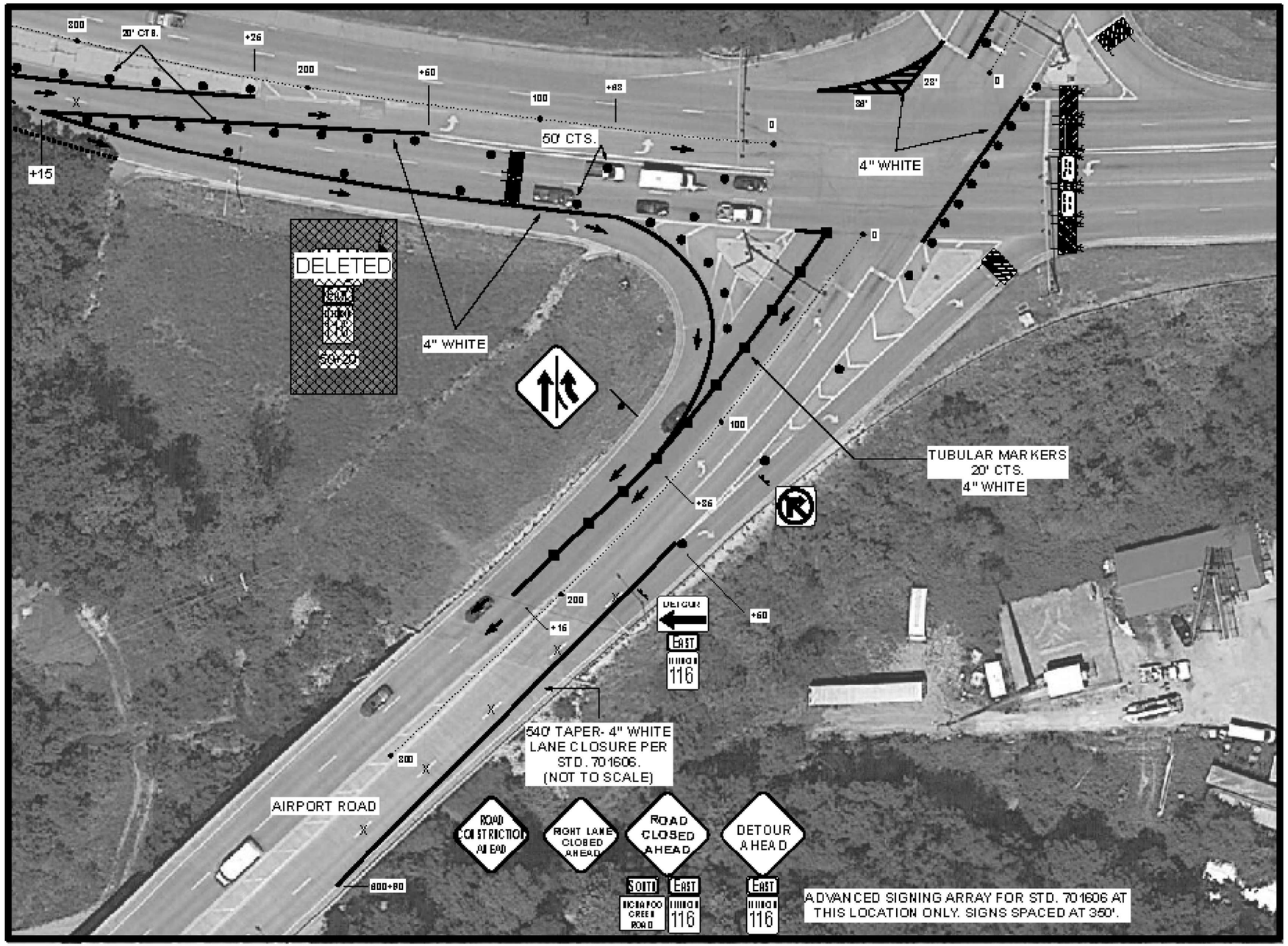
DETOUR PLAN

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	49
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

MODEL: 001
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IL 116-HARMON HIGHWAY- TRAFFIC CONTROL AND DETOUR PLANS



Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME = ___	DESIGNED - ___	REVISED - ___
		CHECKED - ___	REVISED - ___
	PLOT SCALE = ___	DRAWN - ___	REVISED - ___
	PLOT DATE = ___	CHECKED - ___	REVISED - ___

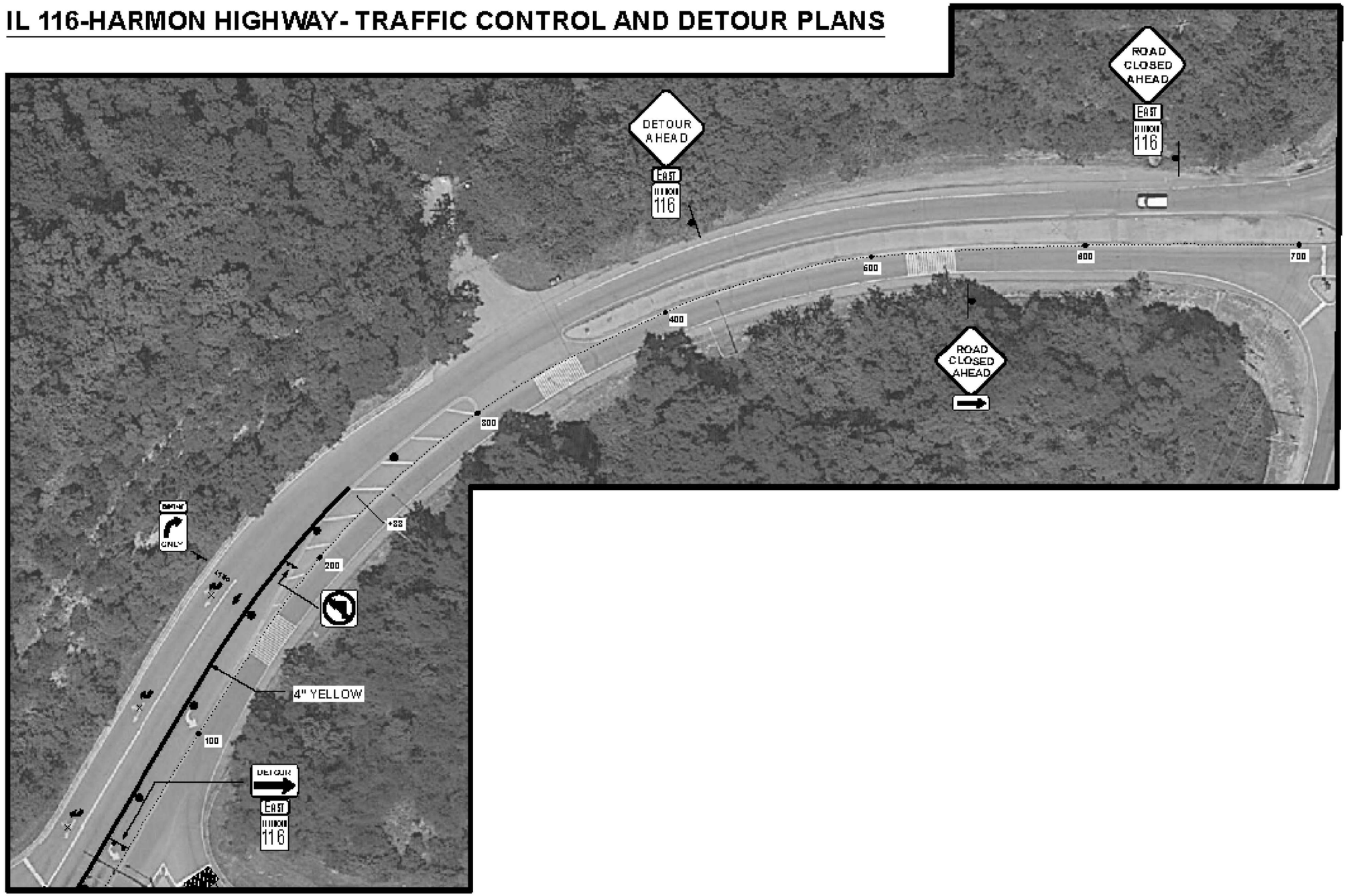
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN

SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(1OR-VBY)BR	PEORIA	179	50
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

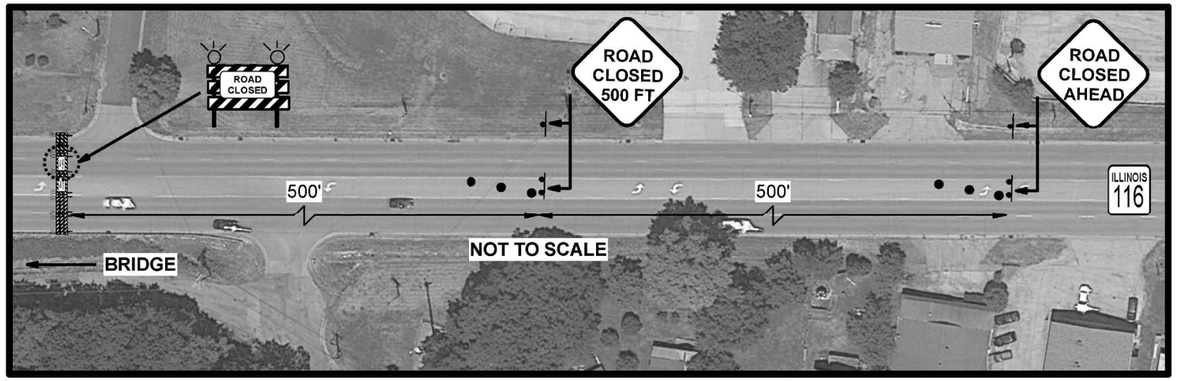
IL 116-HARMON HIGHWAY- TRAFFIC CONTROL AND DETOUR PLANS

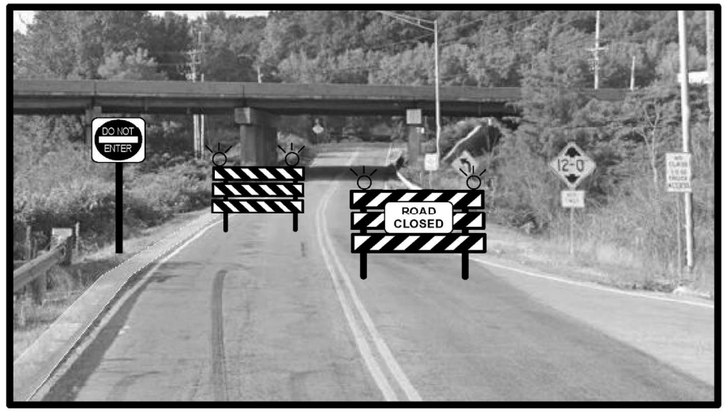


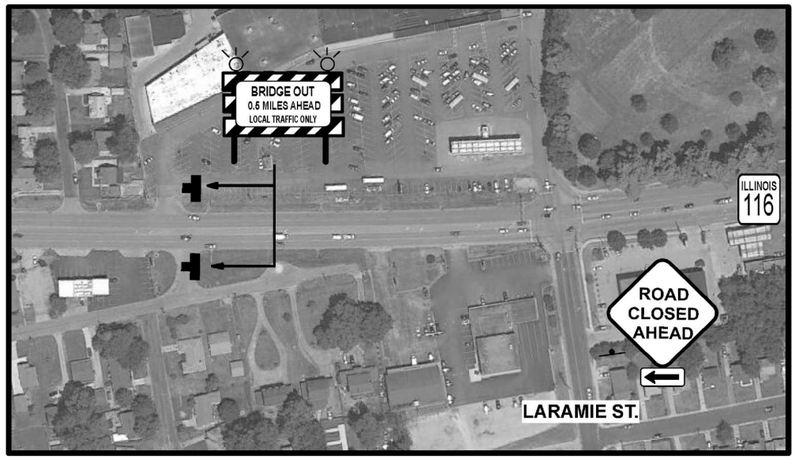
V&K Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME = ___	DESIGNED - ___	REVISED - ___	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR PLAN
		CHECKED - ___	REVISED - ___		
	PLOT SCALE = ___	DRAWN - ___	REVISED - ___		SCALE: NONE / SHEET NO. 3 OF 7 SHEETS / STA. / TO STA.
	PLOT DATE = ___	CHECKED - ___	REVISED - ___		

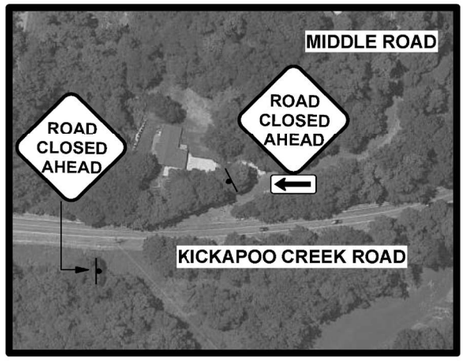
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	51
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

IL 116-HARMON HIGHWAY- TRAFFIC CONTROL AND DETOUR PLANS









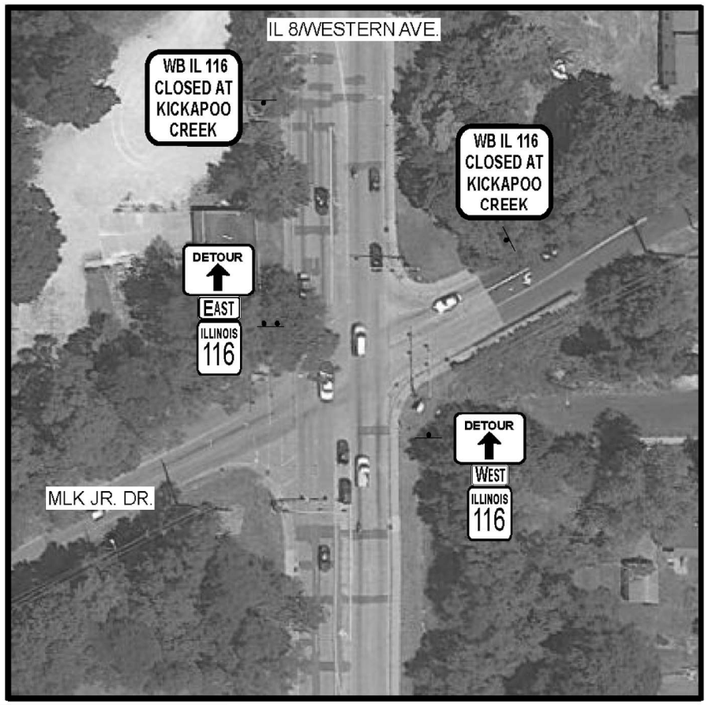


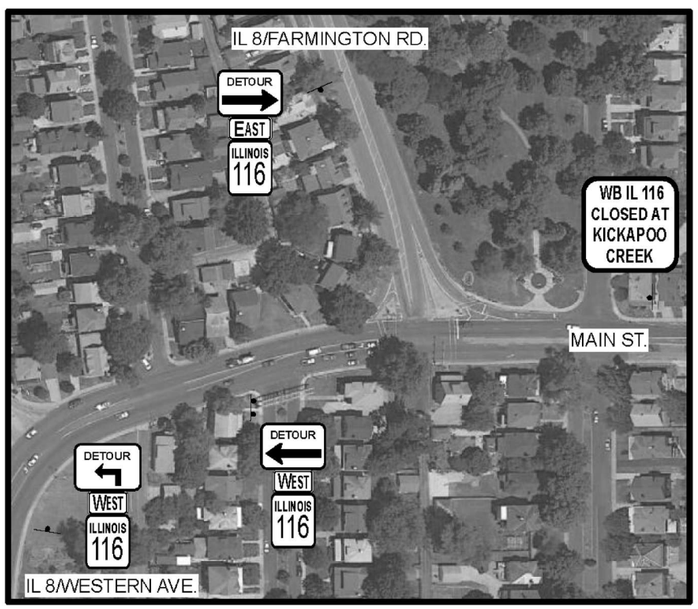


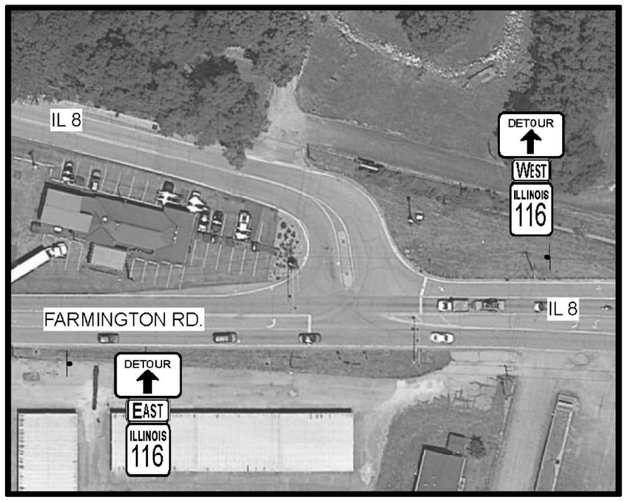
Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME = ___	DESIGNED - ___	REVISED - ___	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - ___	REVISED - ___					669	(1OR-VBY)BR	PEORIA	179	52
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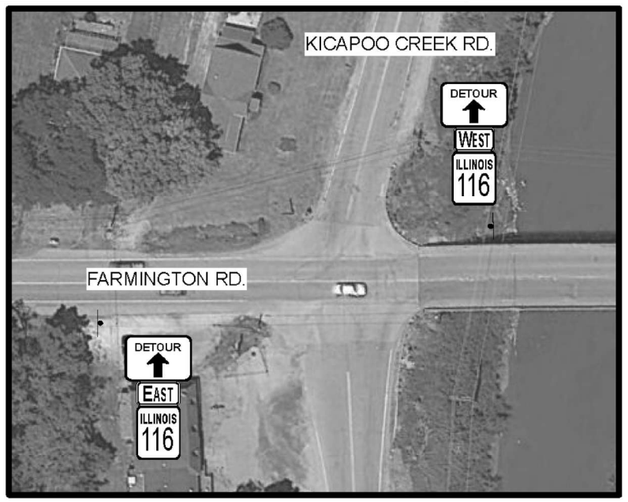
IL 116-HARMON HIGHWAY- TRAFFIC CONTROL AND DETOUR PLANS











Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME = ___	DESIGNED - ___	REVISED - ___
	CHECKED - ___	REVISED - ___
PLOT SCALE = ___	DRAWN - ___	REVISED - ___
PLOT DATE = ___	CHECKED - ___	REVISED - ___

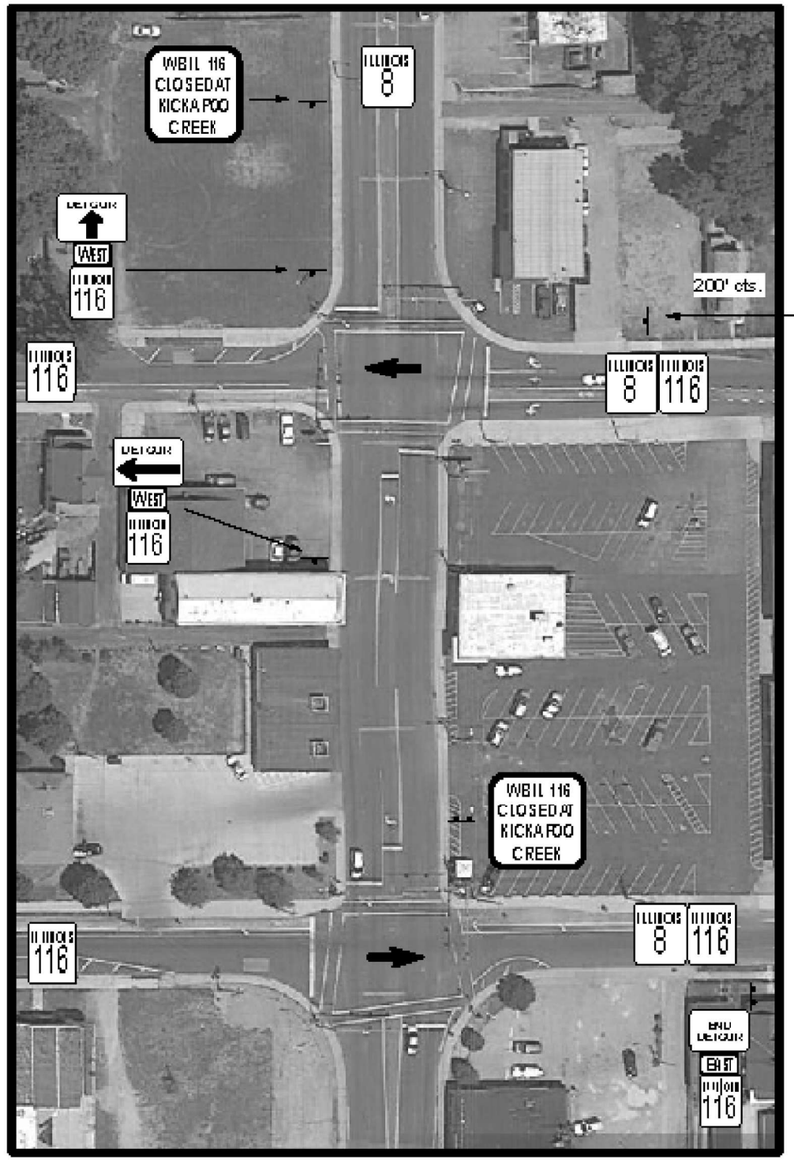
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

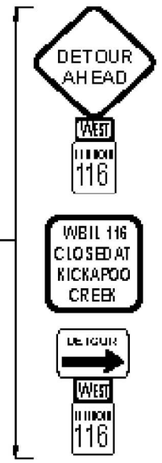
DETOUR PLAN

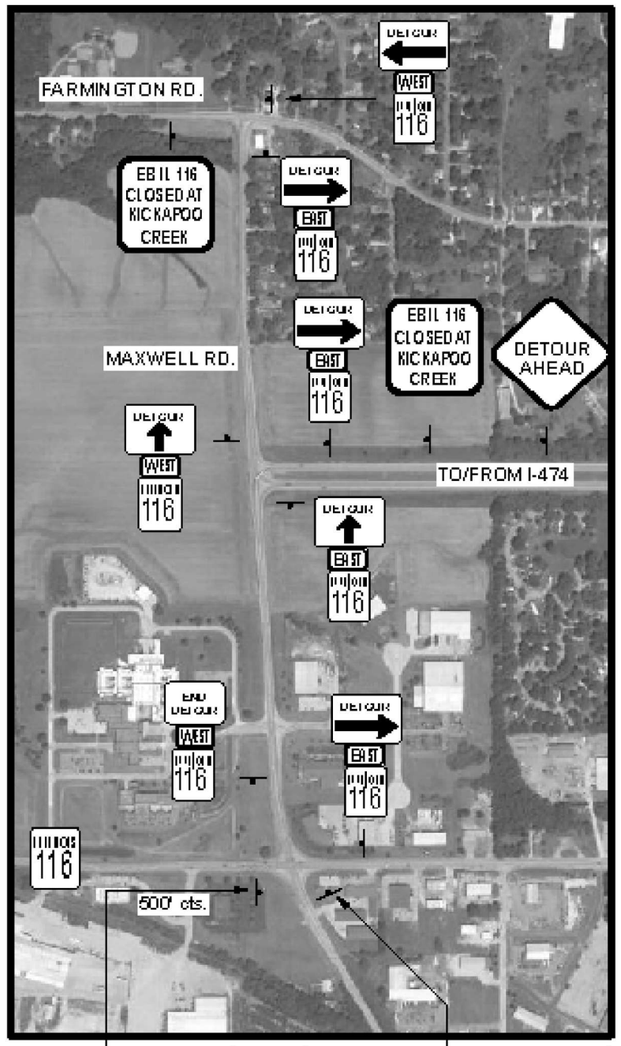
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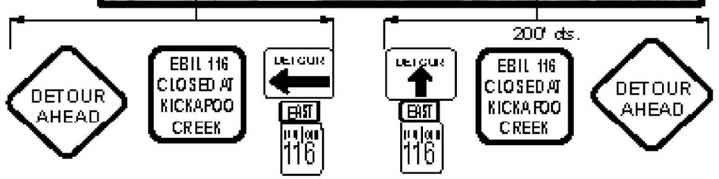
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	53
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

IL 116-HARMON HIGHWAY- TRAFFIC CONTROL AND DETOUR PLANS









V&K Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME = ___	DESIGNED - ___	REVISED - ___
		CHECKED - ___	REVISED - ___
	PLOT SCALE = ___	DRAWN - ___	REVISED - ___
	PLOT DATE = ___	CHECKED - ___	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN

SCALE: NONE | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	54
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

IL 116-HARMON HIGHWAY- TRAFFIC CONTROL AND DETOUR PLAN GENERAL NOTES

Five (5) Portable Changeable Message Signs (PCMS) shall be placed seven (7) calendar days in advance of closing IL 116 and Kickapoo Creek Road.

The locations shall be as follows:

1) One (1) each- Eastbound/Westbound IL 116.
2) One (1) - Northbound Airport Road.
3) One (1) each- Northbound/Southbound Kickapoo Creek Road.

The Contractor shall notify the following fourteen (14) days in advanced of closing IL 116 and Kickapoo Creek Road:

All local Police/Fire/EMS that utilize either of these routes.
Postmaster.
Local grade and high schools.
CitiLink.
Village of Bartonville Public Works.
Peoria County Highway Department.
Limestone Township Road Commissioner.

One (1) PCMS shall be available, as requested by the Resident Engineer, for use to alert/warn/guide traffic as needed. The PCMS shall be available for use for a cumulative duration of 30 days.

Route (State and Local) and cardinal direction signs shall be sized per MUTCD for conventional roads. These signs shall be black on white.

Mileage signs shall be sized with a minimum 4" lettering and black on orange.



This sign, and similar,shall be made to fit- 48"x48" black on orange.

Traffic Control and Protection, Standard 701606 shall be utilized as shown on the plan sheets and for any single lane closures on IL 116 prior to closing the road.



Two (2) signs (each side) shall be placed on Eastbound/Westbound IL 116, Signs shall be 60"x30"- black on white.

Tony Bridson, IDOT Traffic Signal Technician,shall be notified two (2) weeks prior to the closing of IL 116-(309) 671-4464.

Don Hoffman, Traffic Control Supervisor, shall be notified twenty-one (21) days prior to closing IL 116.

MODEL: 007
FILE NAME: Z:\2011 Jobs\IDOT\011-017A1 PTB 159-25 IDOT D-4 IL 116 over Kickapoo Creek\CADD Sheets\D468898-sht-detour.dgn

VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME = ckohlrus	DESIGNED - _____	REVISED - _____	
	DRAWN - _____	REVISED - _____	
PLOT SCALE = 2.0000 ' / in.	CHECKED - _____	REVISED - _____	
PLOT DATE = 4/7/2025	DATE - _____	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN

SCALE: NONE | SHEET 7 OF 7 SHEETS | STA. _____ | TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	55
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

BM#8 - IL. Div. of Highway Disk on top of bridge wall on Southwest side of bridge 33.7' Rt. Sta. 242+54. El. 506.08

Existing Structure: 072-0037 was built as S.B.I. Route 8, Section 10R-B, F & E-N.R.H. in 1935. The bridge was widened in 1967. The entire superstructure was replaced in 1988 except for the deck truss in Span 7 as Section (10RVBY)-1. In Span 7 the concrete deck was replaced, the truss's expansion bearings at Pier 6 were replaced, the steel deck truss was cleaned and painted and the substructure was repaired and modified as required. 637'-10¼" Bk. to Bk. Abutments. 62'-0" to 67'-8" out to out deck. In 2006 a scour mitigation plan was implemented. Road to be closed & traffic detoured during construction.

No salvage.

* Min. vertical clearance at 9'-6" west of ℄ tracks.

** Ground elevation shown at ℄ Il. 116

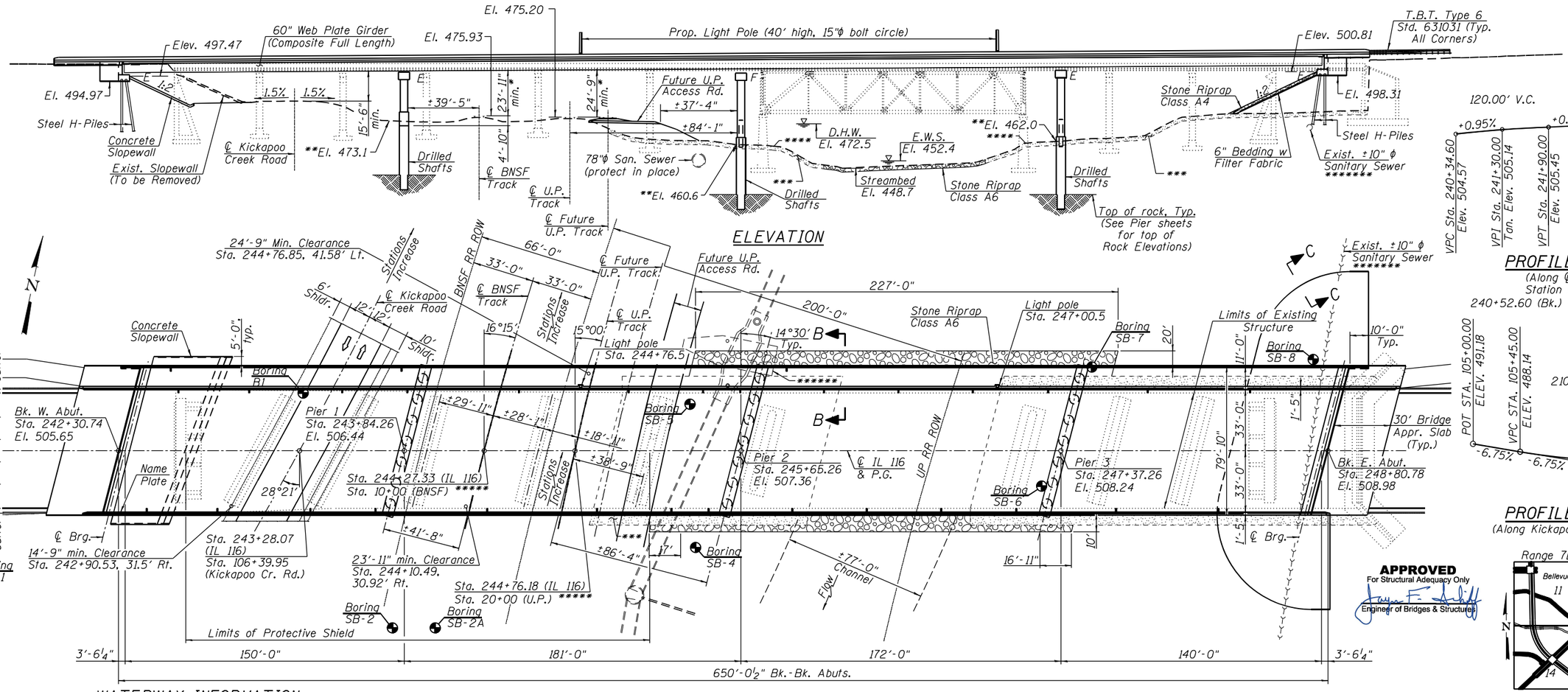
*** Maintain and preserve existing riprap when possible.

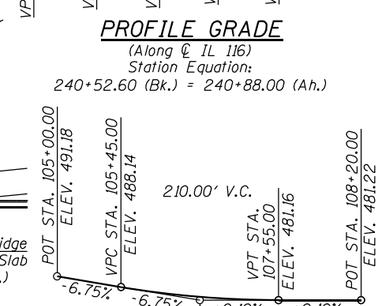
**** Cut off existing piers at channel banks at top of riprap elevation to maintain and stabiize existing riprap behind them.

***** MP 47.26 (increases to south)

****** Portions of the existing concrete slab interfering with the placement of the drilled shaft shall be removed. Removal to be paid for in accordance with Section 109.04 of the Standard Specifications.

******* Accurately locate existing sanitary sewer prior to driving piles. Increase batter of piles as necessary to miss sanitary sewer.



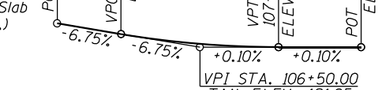


PROFILE GRADE

(Along ℄ IL 116)

Station Equation:

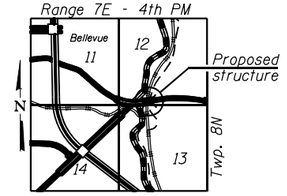
240+52.60 (Bk.) = 240+88.00 (Ah.)



PROFILE GRADE

(Along Kickapoo Creek Road)

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures



LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area = 297.7 mi²

Exist. Overtopping Elev. 503.73 at Sta. 242+60
Prop. Overtopping Elev. 504.03 at Sta. 240+00

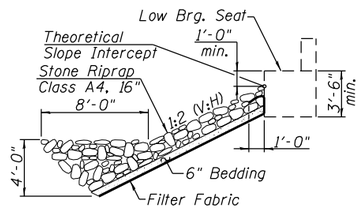
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	17500	2758	2784	468.4	0.8	0.7	469.2	469.1
Design	50	29100	3974	4014	472.5	0.8	0.8	473.3	473.3
Base	100	35000	4651	4701	474.3	0.8	0.8	475.1	475.1
	200	42000	5398	5398	476.1	0.9	0.9	477.0	477.0
Overtopping									
Max. Calc.	500	51000	6086	6188	477.7	1.1	0.9	478.8	478.6

10 year velocity through Existing Bridge = 5.9 fps

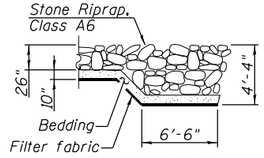
10 year velocity through Proposed Bridge = 5.8 fps

Event/Limit State	Design Scour Elevations (ft.) W. Abut.	Pier 1	Pier 2	Pier 3	E. Abut.	Item 113
0100	494.9	458.7	448.1	438.8	498.2	5
0200	494.9	458.7	448.1	437.8	498.2	
Design	494.9	458.7	448.1	438.8	498.2	
Check	494.9	458.7	448.1	437.8	498.2	

PLAN



SECTION C-C



SECTION B-B

Note: Free Fall Deck Drains will not be permitted in the span over railroad tracks or within 10' of cross arms of a railroad pole line.

BENJAMIN BOWER 081-007230 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

ILLINOIS STRUCTURAL ENGINEER
NO. 081-007230
LICENSE EXPIRES: 11-30-2022
SIGNED: Benjamin Bower
DATE: 1-27-2021
SHEETS: 18-20, & 38-41

MARK A. HENDERSON 393 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

ILLINOIS STRUCTURAL ENGINEER
NO. 081-005513
LICENSE EXPIRES: 11-30-2026
SIGNED: Mark A Henderson
DATE: 04-22-2025
SHEETS: 1-17, 21-37, & 42-52

GENERAL PLAN & ELEVATION
IL. ROUTE 116 OVER KICKAPOO CREEK, U.P. RAILROAD, BNSF RAILROAD & KICKAPOO CREEK ROAD
F.A.P. RTE. 669 - SEC. (10R-VBY)BR
PEORIA COUNTY
STATION 245+55.76
STRUCTURE NO. 072-0249
RAILROAD MP 47.26
PEORIA SUBDIVISION
LAT. 40°40'52" LONG. 89°39'22"

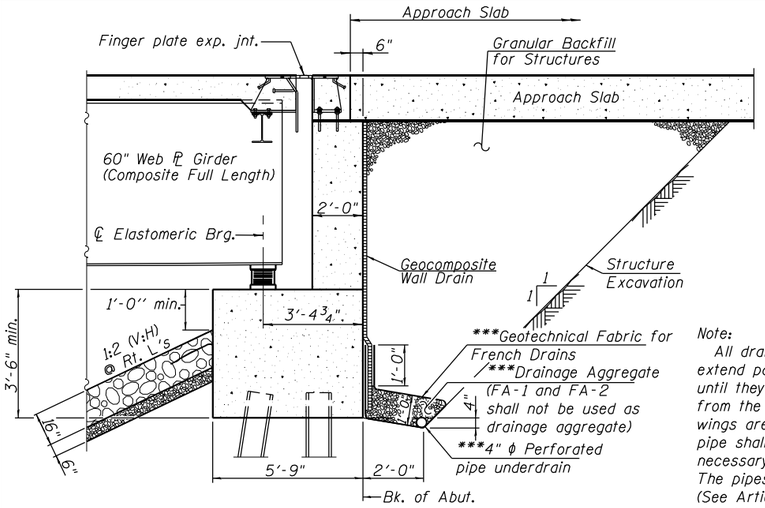
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Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED -
	CHECKED - PES	REVISED -
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 072-0249
SHEET NO. 1 OF 55 SHEETS

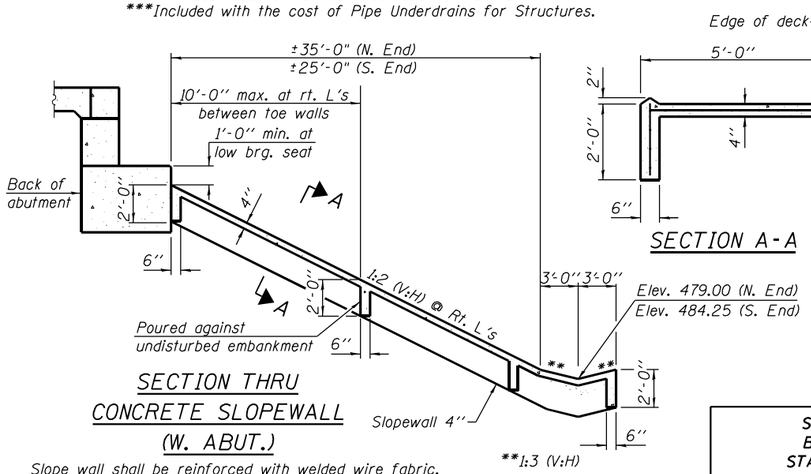
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	56
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



SECTION THRU ABUTMENT

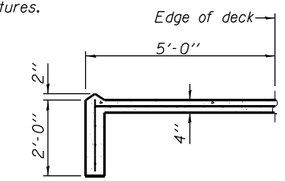
(Horiz. dim. @ Rt. L's)
(East abutment shown, West abutment similar)
***Included with the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend parrallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

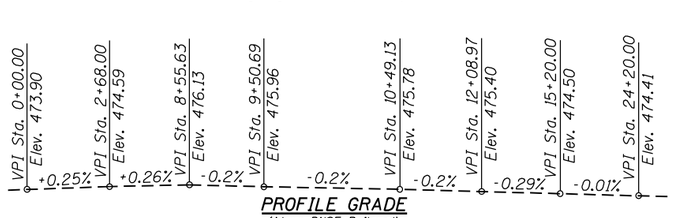


SECTION THRU CONCRETE SLOPEWALL (W. ABUT.)

Slope wall shall be reinforced with welded wire fabric.
6 in. x 6 in. - W4.0 x W4.0 weighing 58 lbs. per Sq. Ft.

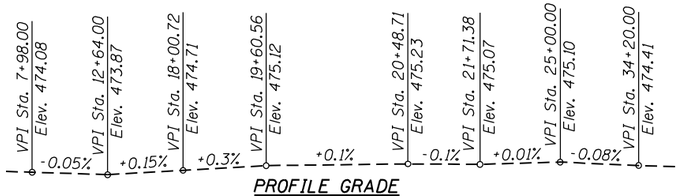


SECTION A-A



PROFILE GRADE

(Along BNSF Railroad)



PROFILE GRADE

(Along U.P. Railroad)

INDEX OF SHEETS

1 - General Plan & Elevation
2 - General Data
3 - 9 - Top of Slab Elevations
10 - Top of West Approach Slab Elevations
11 - Top of East Approach Slab Elevations
12 - Superstructure Spans 1 & 2
13 - Superstructure Spans 3 & 4
14 - 17 - Superstructure Details
18 - 20 - Bridge Approach Slab Details
21 - 24 - Finger Plate Expansion Joint Details
25 - Drainage Scupper DS-11 Details
26 - Drainage Scupper DS-12 Details
27 - Drainage System
28 - Bicycle and Parapet Railing Details
29 - 30 - Bicycle Fence Railing, Sidewalk Mounted
31 - 32 - Structural Steel
33 - 34 - Steel Details
35 - Bearing Details-Abutments
36 - Bearing Details-Pier 1 & Pier 3
37 - Bearing Details-Pier 2
38 - 39 - West Abutment
40 - 41 - East Abutment
42 - Pier 1
43 - Pier 2
44 - Pier 3
45 - HP Pile Details
46 - Bar Splicer Assembly and Mechanical Splicer Details
47 - Concrete Slip Forming Option
48 - 52 - Boring Logs
53 - 55 - Lighting Plans

LOADING HL-93

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

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi (Substructure Concrete)
f'_c = 4,000 psi (Superstructure Concrete)
f_y = 60,000 psi (Reinforcement)
* f_y = 50,000 psi (M270 Grade 50)

* All new Structural steel shall be galvanized

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Seismic Spectral Acceleration at 1.0 sec (S_{D1}) =0.080 g.
Seismic Spectral Acceleration at 0.2 sec (S_{DS}) =0.132 g.
Soil Site Class = C

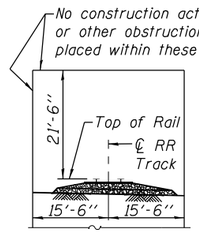
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		1333	1333
Stone Riprap, Class A6	Sq. Yd.		1206	1206
Filter Fabric	Sq. Yd.		2539	2539
Removal of Existing Structures No. 1	Each	1		1
Protective Shield	Sq. Yd.	1795		1795
Structure Excavation	Cu. Yd.		417	417
Concrete Structures	Cu. Yd.		984.5	984.5
Concrete Superstructure	Cu. Yd.	1550.2		1550.2
Bridge Deck Grooving	Sq. Yd.	5014		5014
Concrete Encasement	Cu. Yd.		18.6	18.6
Protective Coat	Sq. Yd.	6972		6972
Concrete Superstructure (Approach Slab)	Cu. Yd.	218.5		218.5
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	16940		16940
Reinforcement Bars	Pound		95080	95080
Reinforcement Bars, Epoxy Coated	Pound	525880	169790	695670
Bar Splicers	Each	504		504
Bicycle Railing, Curved	Foot	678		678
Parapet Railing	Foot	708		708
Slope Wall 4 Inch	Sq. Yd.		400	400
Furnishing Steel Piles HP 14x73	Foot		1472	1472
Driving Piles	Foot		1472	1472
Test Pile Steel HP 14x73	Each		2	2
Name Plates	Each	1		1
Permanent Casing	Foot		489	489
Drilled Shaft in Soil	Cu. Yd.		340.7	340.7
Drilled Shaft in Rock	Cu. Yd.		252.5	252.5
Finger Plate Expansion Joint, 5"	Foot	162		162
Fabric Reinforced Elastomeric Trough	Foot	171		171
Elastomeric Bearing Assembly, Type II	Each	22		22
Anchor Bolts, 1"	Each	44		44
Anchor Bolts, 1 1/4"	Each	88		88
Anchor Bolts, 1 1/2"	Each	22		22
Concrete Sealer	Sq. Ft.		2337	2337
Geocomposite Wall Drains	Sq. Yd.		161	161
Pipe Underdrains for Structures 4"	Foot		230	230
High Load Multi-Rotational Bearings, Disc, Guided Expansion-500 k	Each	22		22
Granular Backfill for Structures	Cu. Yd.		376	376
Drainage Scuppers, DS-11	Each	3		3
Drainage Scuppers, DS-12	Each	28		28
Drainage System for Structures	L. Sum	1		1
Crosshole Sonic Logging Access Ducts	Foot		1024	1024
Crosshole Sonic Logging Testing	Each		6	6

STA. 245+55.76
BUILT 202 BY
STATE OF ILLINOIS
F.A.P. RTE. 669 - SEC. (10R-VBY)BR
LOADING HL93
STRUCTURE NO. 072-0249

NAME PLATE

Note: Locate name plate at southwest corner of structure according to Standard 515001.



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

(Normal to Railroad)

RAILROAD NOTES

1. The proposed grade separation project shall not increase the quantity and/or characteristics of the flow of the Railroad's ditches and/or drainage structures.
2. The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
3. The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad.
4. All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guidelines for Temporary Shoring.
5. All demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's Demolition Guidelines.
6. Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
7. Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.
8. False-work clearances shall comply with minimum construction clearances.
9. All permanent clearances shall be verified before project closing.
10. For Railroad coordination please refer to the Railroad's Coordination Requirements as part of the Special Provisions for the project.
11. UPRR "Call Before You Dig" (CBYD) phone number: 1-800-336-9193.

GENERAL NOTES

All new structural steel shall be hot-dip galvanized. See Special Provision for "Hot-Dip Galvanizing for Structural Steel".

Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts 7/8 in. ϕ, holes 15/16 in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 2,568,420 lbs. (M270 Grade 50)

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

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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

Concrete Sealer shall be applied to the designated areas of the abutments. The Concrete Sealer shall be a "film forming" type for horizontal surfaces.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

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

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additinoal bracket locations.

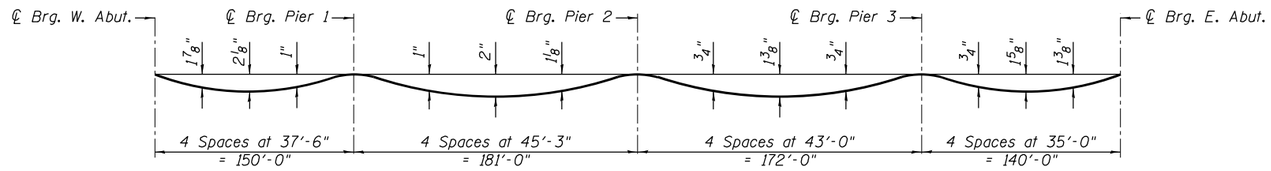
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Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED - ---
	CHECKED - PES	REVISED - ---
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 072-0249
SHEET NO. 2 OF 55 SHEETS

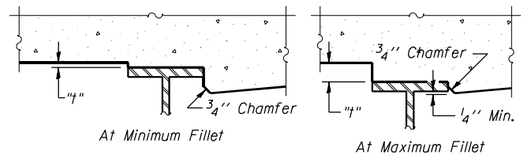
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	57
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



DEAD LOAD DEFLECTION DIAGRAM

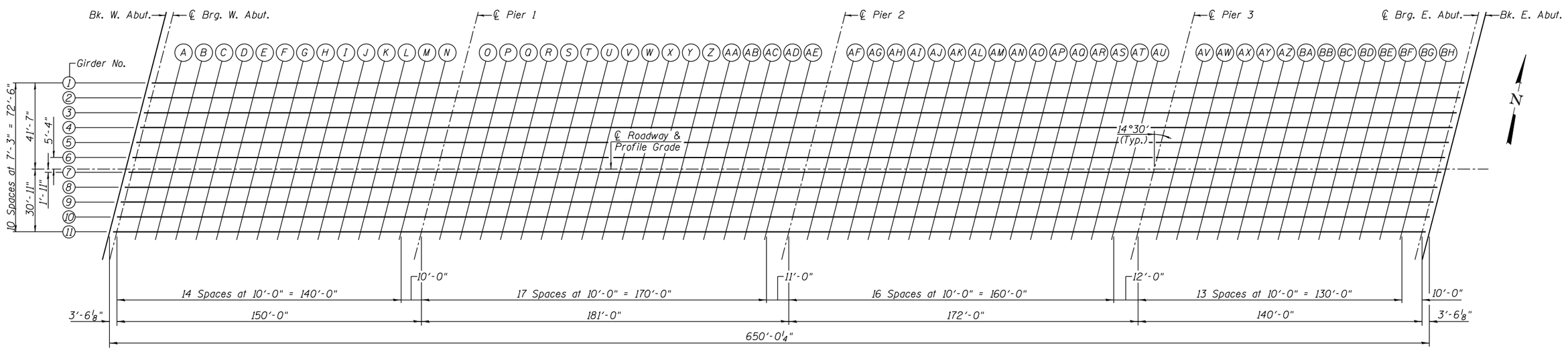
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 4 thru 9 of 55.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 4 thru 9 of 55, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



PLAN

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED -
	CHECKED - PES	REVISED -
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0249
SHEET NO. 3 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	58
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+41.49	-41.58	505.08	505.08
℄ Brg. W. Abut.	242+45.01	-41.58	505.10	505.10
A	242+55.01	-41.58	505.15	505.20
B	242+65.01	-41.58	505.20	505.30
C	242+75.01	-41.58	505.26	505.39
D	242+85.01	-41.58	505.31	505.47
E	242+95.01	-41.58	505.36	505.54
F	243+05.01	-41.58	505.41	505.60
G	243+15.01	-41.58	505.46	505.65
H	243+25.01	-41.58	505.51	505.68
I	243+35.01	-41.58	505.56	505.71
J	243+45.01	-41.58	505.61	505.73
K	243+55.01	-41.58	505.66	505.75
L	243+65.01	-41.58	505.71	505.77
M	243+75.01	-41.58	505.77	505.80
N	243+85.01	-41.58	505.82	505.83
℄ Pier 1	243+95.01	-41.58	505.87	505.87
O	244+05.01	-41.58	505.92	505.92
P	244+15.01	-41.58	505.97	505.99
Q	244+25.01	-41.58	506.02	506.06
R	244+35.01	-41.58	506.07	506.14
S	244+45.01	-41.58	506.12	506.22
T	244+55.01	-41.58	506.17	506.30
U	244+65.01	-41.58	506.22	506.37
V	244+75.01	-41.58	506.28	506.44
W	244+85.01	-41.58	506.33	506.50
X	244+95.01	-41.58	506.38	506.54
Y	245+05.01	-41.58	506.43	506.58
Z	245+15.01	-41.58	506.48	506.62
AA	245+25.01	-41.58	506.53	506.64
AB	245+35.01	-41.58	506.58	506.67
AC	245+45.01	-41.58	506.63	506.69
AD	245+55.01	-41.58	506.68	506.72
AE	245+65.01	-41.58	506.73	506.75
℄ Pier 2	245+76.01	-41.58	506.79	506.79
AF	245+86.01	-41.58	506.84	506.84
AG	245+96.01	-41.58	506.89	506.91
AH	246+06.01	-41.58	506.94	506.97
AI	246+16.01	-41.58	506.99	507.05
AJ	246+26.01	-41.58	507.05	507.12
AK	246+36.01	-41.58	507.10	507.19
AL	246+46.01	-41.58	507.15	507.26
AM	246+56.01	-41.58	507.20	507.32
AN	246+66.01	-41.58	507.25	507.37
AO	246+76.01	-41.58	507.30	507.41
AP	246+86.01	-41.58	507.35	507.45
AQ	246+96.01	-41.58	507.40	507.48
AR	247+06.01	-41.58	507.45	507.51
AS	247+16.01	-41.58	507.50	507.54

GIRDER 1 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
AT	247+26.01	-41.58	507.56	507.57
AU	247+36.01	-41.58	507.61	507.61
℄ Pier 3	247+48.01	-41.58	507.67	507.67
AV	247+58.01	-41.58	507.72	507.73
AW	247+68.01	-41.58	507.77	507.80
AX	247+78.01	-41.58	507.82	507.87
AY	247+88.01	-41.58	507.87	507.95
AZ	247+98.01	-41.58	507.92	508.03
BA	248+08.01	-41.58	507.97	508.10
BB	248+18.01	-41.58	507.02	508.16
BC	248+28.01	-41.58	508.08	508.22
BD	248+38.01	-41.58	508.13	508.27
BE	248+48.01	-41.58	508.18	508.31
BF	248+58.01	-41.58	508.23	508.34
BG	248+68.01	-41.58	508.28	508.36
BH	248+78.01	-41.58	508.33	508.37
℄ Brg. E. Abut.	248+88.01	-41.58	508.40	508.40
Bk. E. Abut.	248+91.53	-41.58	508.43	508.43

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+39.62	-34.33	505.18	505.18
℄ Brg. W. Abut.	242+43.14	-34.33	505.20	505.20
A	242+53.14	-34.33	505.25	505.30
B	242+63.14	-34.33	505.30	505.40
C	242+73.14	-34.33	505.36	505.49
D	242+83.14	-34.33	505.41	505.57
E	242+93.14	-34.33	505.46	505.64
F	243+03.14	-34.33	505.51	505.70
G	243+13.14	-34.33	505.56	505.74
H	243+23.14	-34.33	505.61	505.78
I	243+33.14	-34.33	505.66	505.81
J	243+43.14	-34.33	505.71	505.83
K	243+53.14	-34.33	505.76	505.85
L	243+63.14	-34.33	505.81	505.87
M	243+73.14	-34.33	505.87	505.89
N	243+83.14	-34.33	505.92	505.93
℄ Pier 1	243+93.14	-34.33	505.97	505.97
O	244+03.14	-34.33	506.02	506.02

GIRDER 2 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
P	244+13.14	-34.33	506.07	506.09
Q	244+23.14	-34.33	506.12	506.16
R	244+33.14	-34.33	506.17	506.24
S	244+43.14	-34.33	506.22	506.32
T	244+53.14	-34.33	506.27	506.40
U	244+63.14	-34.33	506.32	506.47
V	244+73.14	-34.33	506.38	506.54
W	244+83.14	-34.33	506.43	506.59
X	244+93.14	-34.33	506.48	506.64
Y	245+03.14	-34.33	506.53	506.68
Z	245+13.14	-34.33	506.58	506.72
AA	245+23.14	-34.33	506.63	506.74
AB	245+33.14	-34.33	506.68	506.77
AC	245+43.14	-34.33	506.73	506.79
AD	245+53.14	-34.33	506.78	506.81
AE	245+63.14	-34.33	506.83	506.85
℄ Pier 2	245+74.14	-34.33	506.89	506.89
AF	245+84.14	-34.33	506.94	506.94
AG	245+94.14	-34.33	506.99	507.01
AH	246+04.14	-34.33	507.04	507.07
AI	246+14.14	-34.33	507.09	507.15
AJ	246+24.14	-34.33	507.15	507.22
AK	246+34.14	-34.33	507.20	507.29
AL	246+44.14	-34.33	507.25	507.36
AM	246+54.14	-34.33	507.30	507.42
AN	246+64.14	-34.33	507.35	507.47
AO	246+74.14	-34.33	507.40	507.51
AP	246+84.14	-34.33	507.45	507.55
AQ	246+94.14	-34.33	507.50	507.58
AR	247+04.14	-34.33	507.55	507.61
AS	247+14.14	-34.33	507.60	507.64
AT	247+24.14	-34.33	507.66	507.67
AU	247+34.14	-34.33	507.71	507.71
℄ Pier 3	247+46.14	-34.33	507.77	507.77
AV	247+56.14	-34.33	507.82	507.83
AW	247+66.14	-34.33	507.87	507.90
AX	247+76.14	-34.33	507.92	507.97
AY	247+86.14	-34.33	507.97	508.05
AZ	247+96.14	-34.33	508.02	508.12
BA	248+06.14	-34.33	508.07	508.20
BB	248+16.14	-34.33	508.12	508.26
BC	248+26.14	-34.33	508.18	508.32
BD	248+36.14	-34.33	508.23	508.37
BE	248+46.14	-34.33	508.28	508.41
BF	248+56.14	-34.33	508.33	508.44
BG	248+66.14	-34.33	508.38	508.46
BH	248+76.14	-34.33	508.43	508.47
℄ Brg. E. Abut.	248+86.14	-34.33	508.50	508.50
Bk. E. Abut.	248+89.66	-34.33	508.52	508.52

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+37.74	-27.08	505.28	505.28
℄ Brg. W. Abut.	242+41.26	-27.08	505.30	505.30
A	242+51.26	-27.08	505.35	505.40
B	242+61.26	-27.08	505.40	505.50
C	242+71.26	-27.08	505.45	505.59
D	242+81.26	-27.08	505.51	505.67
E	242+91.26	-27.08	505.56	505.74
F	243+01.26	-27.08	505.61	505.80
G	243+11.26	-27.08	505.66	505.84
H	243+21.26	-27.08	505.71	505.88
I	243+31.26	-27.08	505.76	505.91
J	243+41.26	-27.08	505.81	505.93
K	243+51.26	-27.08	505.86	505.95
L	243+61.26	-27.08	505.91	505.97
M	243+71.26	-27.08	505.96	505.99
N	243+81.26	-27.08	506.02	506.02
℄ Pier 1	243+91.26	-27.08	506.07	506.07
O	244+01.26	-27.08	506.12	506.12
P	244+11.26	-27.08	506.17	506.19
Q	244+21.26	-27.08	506.22	506.26
R	244+31.26	-27.08	506.27	506.34
S	244+41.26	-27.08	506.32	506.42
T	244+51.26	-27.08	506.37	506.50
U	244+61.26	-27.08	506.42	506.57
V	244+71.26	-27.08	506.47	506.64
W	244+81.26	-27.08	506.53	506.69
X	244+91.26	-27.08	506.58	506.74
Y	245+01.26	-27.08	506.63	506.78
Z	245+11.26	-27.08	506.68	506.82
AA	245+21.26	-27.08	506.73	506.84
AB	245+31.26	-27.08	506.78	506.86
AC	245+41.26	-27.08	506.83	506.89
AD	245+51.26	-27.08	506.88	506.91
AE	245+61.26	-27.08	506.93	506.94
℄ Pier 2	245+72.26	-27.08	506.99	506.99
AF	245+82.26	-27.08	507.04	507.04
AG	245+92.26	-27.08	507.09	507.11
AH	246+02.26	-27.08	507.14	507.17
AI	246+12.26	-27.08	507.19	507.25
AJ	246+22.26	-27.08	507.24	507.32
AK	246+32.26	-27.08	507.30	507.39
AL	246+42.26	-27.08	507.35	507.46
AM	246+52.26	-27.08	507.40	507.52
AN	246+62.26	-27.08	507.45	507.57
AO	246+72.26	-27.08	507.50	507.61
AP	246+82.26	-27.08	507.55	507.65
AQ	246+92.26	-27.08	507.60	507.68
AR	247+02.26	-27.08	507.65	507.71
AS	247+12.26	-27.08	507.70	507.74

GIRDER 3 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
AT	247+22.26	-27.08	507.75	507.77
AU	247+32.26	-27.08	507.81	507.81
℄ Pier 3	247+44.26	-27.08	507.87	507.87
AV	247+54.26	-27.08	507.92	507.93
AW	247+64.26	-27.08	507.97	508.00
AX	247+74.26	-27.08	508.02	508.07
AY	247+84.26	-27.08	508.07	508.15
AZ	247+94.26	-27.08	508.12	508.22
BA	248+04.26	-27.08	508.17	508.30
BB	248+14.26	-27.08	508.22	508.36
BC	248+24.26	-27.08	508.27	508.42
BD	248+34.26	-27.08	508.33	508.47
BE	248+44.26	-27.08	508.38	508.51
BF	248+54.26	-27.08	508.43	508.54
BG	248+64.26	-27.08	508.48	508.56
BH	248+74.26	-27.08	508.53	508.57
℄ Brg. E. Abut.	248+84.26	-27.08	508.59	508.59
Bk. E. Abut.	248+87.78	-27.08	508.62	508.62

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+35.87	-19.83	505.38	505.38
℄ Brg. W. Abut.	242+39.39	-19.83	505.40	505.40
A	242+49.39	-19.83	505.45	505.50
B	242+59.39	-19.83	505.50	505.60
C	242+69.39	-19.83	505.55	505.69
D	242+79.39	-19.83	505.61	505.77
E	242+89.39	-19.83	505.66	505.84
F	242+99.39	-19.83	505.71	505.90
G	243+09.39	-19.83	505.76	505.94
H	243+19.39	-19.83	505.81	505.98
I	243+29.39	-19.83	505.86	506.01
J	243+39.39	-19.83	505.91	506.03
K	243+49.39	-19.83	505.96	506.05
L	243+59.39	-19.83	506.01	506.07
M	243+69.39	-19.83	506.06	506.09
N	243+79.39	-19.83	506.11	506.12
℄ Pier 1	243+89.39	-19.83	506.17	506.17
O	243+99.39	-19.83	506.22	506.22

GIRDER 4 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
P	244+09.39	-19.83	506.27	506.29
Q	244+19.39	-19.83	506.32	506.36
R	244+29.93	-19.83	506.37	506.44
S	244+39.39	-19.83	506.42	506.52
T	244+49.39	-19.83	506.47	506.60
U	244+59.39	-19.83	506.52	506.67
V	244+69.39	-19.83	506.57	506.74
W	244+79.39	-19.83	506.62	506.79
X	244+89.39	-19.83	506.68	506.84
Y	244+99.39	-19.83	506.73	506.88
Z	245+09.39	-19.83	506.78	506.92
AA	245+19.39	-19.83	506.83	506.94
AB	245+29.39	-19.83	506.88	506.96
AC	245+39.39	-19.83	506.93	506.99
AD	245+49.39	-19.83	506.98	507.01
AE	245+59.39	-19.83	507.03	507.04
℄ Pier 2	245+70.39	-19.83	507.09	507.09
AF	245+80.39	-19.83	507.14	507.14
AG	245+90.39	-19.83	507.19	507.20
AH	246+00.39	-19.83	507.24	507.27
AI	246+10.39	-19.83	507.29	507.35
AJ	246+20.39	-19.83	507.34	507.42
AK	246+30.39	-19.83	507.39	507.49
AL	246+40.39	-19.83	507.45	507.55
AM	246+50.39	-19.83	507.50	507.61
AN	246+60.39	-19.83	507.55	507.67
AO	246+70.39	-19.83	507.60	507.71
AP	246+80.39	-19.83	507.65	507.75
AQ	246+90.39	-19.83	507.70	507.78
AR	247+00.39	-19.83	507.75	507.81
AS	247+10.39	-19.83	507.80	507.84
AT	247+20.39	-19.83	507.85	507.87
AU	247+30.39	-19.83	507.90	507.91
℄ Pier 3	247+42.39	-19.83	507.97	507.97
AV	247+52.39	-19.83	508.02	508.03
AW	247+62.39	-19.83	508.07	508.09
AX	247+72.39	-19.83	508.12	508.17
AY	247+82.39	-19.83	508.17	508.25
AZ	247+92.39	-19.83	508.22	508.32
BA	248+02.39	-19.83	508.27	508.40
BB	248+12.39	-19.83	508.32	508.46
BC	248+22.39	-19.83	508.37	508.52
BD	248+32.39	-19.83	508.43	508.57
BE	248+42.39	-19.83	508.48	508.61
BF	248+52.39	-19.83	508.53	508.63
BG	248+62.39	-19.83	508.58	508.66
BH	248+72.39	-19.83	508.63	508.67
℄ Brg. E. Abut.	248+82.39	-19.83	508.69	508.69
Bk. E. Abut.	248+85.91	-19.83	508.72	508.72

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+33.99	-12.58	505.48	505.48
℄ Brg. W. Abut.	242+37.51	-12.58	505.50	505.50
A	242+47.51	-12.58	505.55	505.60
B	242+57.51	-12.58	505.60	505.70
C	242+67.51	-12.58	505.65	505.79
D	242+77.51	-12.58	505.70	505.87
E	242+87.51	-12.58	505.76	505.94
F	242+97.51	-12.58	505.81	505.99
G	243+07.51	-12.58	505.86	506.04
H	243+17.51	-12.58	505.91	506.08
I	243+27.51	-12.58	505.96	506.11
J	243+37.51	-12.58	506.01	506.13
K	243+47.51	-12.58	506.06	506.15
L	243+57.51	-12.58	506.11	506.17
M	243+67.51	-12.58	506.16	506.19
N	243+77.51	-12.58	506.21	506.22
℄ Pier 1	243+87.51	-12.58	506.26	506.26
O	243+97.51	-12.58	506.32	506.32
P	244+07.51	-12.58	506.37	506.39
Q	244+17.51	-12.58	506.42	506.46
R	244+27.51	-12.58	506.47	506.54
S	244+37.51	-12.58	506.52	506.62
T	244+47.51	-12.58	506.57	506.69
U	244+57.51	-12.58	506.62	506.77
V	244+67.51	-12.58	506.67	506.83
W	244+77.51	-12.58	506.72	506.89
X	244+87.51	-12.58	506.78	506.94
Y	244+97.51	-12.58	506.83	506.98
Z	245+07.51	-12.58	506.88	507.01
AA	245+17.51	-12.58	506.93	507.04
AB	245+27.51	-12.58	506.98	507.06
AC	245+37.51	-12.58	507.03	507.09
AD	245+47.51	-12.58	507.08	507.11
AE	245+57.51	-12.58	507.13	507.14
℄ Pier 2	245+68.51	-12.58	507.19	507.19
AF	245+78.51	-12.58	507.24	507.24
AG	245+88.51	-12.58	507.29	507.30
AH	245+98.51	-12.58	507.34	507.37
AI	246+08.51	-12.58	507.39	507.44
AJ	246+18.51	-12.58	507.44	507.52
AK	246+28.51	-12.58	507.49	507.59
AL	246+38.51	-12.58	507.55	507.65
AM	246+48.51	-12.58	507.60	507.71
AN	246+58.51	-12.58	507.65	507.76
AO	246+68.51	-12.58	507.70	507.81
AP	246+78.51	-12.58	507.75	507.85
AQ	246+88.51	-12.58	507.80	507.88
AR	246+98.51	-12.58	507.85	507.91
AS	247+08.51	-12.58	507.90	507.94

GIRDER 5 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
AT	247+18.51	-12.58	507.95	507.97
AU	247+28.51	-12.58	508.00	508.01
℄ Pier 3	247+40.51	-12.58	508.06	508.07
AV	247+50.51	-12.58	508.12	508.13
AW	247+60.51	-12.58	508.17	508.19
AX	247+70.51	-12.58	508.22	508.27
AY	247+80.51	-12.58	508.27	508.35
AZ	247+90.51	-12.58	508.32	508.42
BA	248+00.51	-12.58	508.37	508.50
BB	248+10.51	-12.58	508.42	508.56
BC	248+20.51	-12.58	508.47	508.62
BD	248+30.51	-12.58	508.52	508.67
BE	248+40.51	-12.58	508.58	508.71
BF	248+50.51	-12.58	508.63	508.73
BG	248+60.51	-12.58	508.68	508.75
BH	248+70.51	-12.58	508.73	508.76
℄ Brg. E. Abut.	248+80.51	-12.58	508.79	508.79
Bk. E. Abut.	248+84.03	-12.58	508.81	508.81

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+32.12	-5.33	505.58	505.58
℄ Brg. W. Abut.	242+35.64	-5.33	505.60	505.60
A	242+45.64	-5.33	505.65	505.70
B	242+55.64	-5.33	505.70	505.80
C	242+65.64	-5.33	505.75	505.89
D	242+75.64	-5.33	505.80	505.97
E	242+85.64	-5.33	505.85	506.04
F	242+95.64	-5.33	505.91	506.09
G	243+05.64	-5.33	505.96	506.14
H	243+15.64	-5.33	506.01	506.18
I	243+25.64	-5.33	506.06	506.21
J	243+35.64	-5.33	506.11	506.23
K	243+45.64	-5.33	506.16	506.25
L	243+55.64	-5.33	506.21	506.27
M	243+65.64	-5.33	506.26	506.29
N	243+75.64	-5.33	506.31	506.32
℄ Pier 1	243+85.64	-5.33	506.36	506.36
O	243+95.64	-5.33	506.42	506.42

GIRDER 6 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
P	244+05.64	-5.33	506.47	506.49
Q	244+15.64	-5.33	506.52	506.56
R	244+25.64	-5.33	506.57	506.64
S	244+35.64	-5.33	506.62	506.72
T	244+45.64	-5.33	506.67	506.79
U	244+55.64	-5.33	506.72	506.87
V	244+65.64	-5.33	506.77	506.93
W	244+75.64	-5.33	506.82	506.99
X	244+85.64	-5.33	506.87	507.04
Y	244+95.64	-5.33	506.93	507.08
Z	245+05.64	-5.33	506.98	507.11
AA	245+15.64	-5.33	507.03	507.14
AB	245+25.64	-5.33	507.08	507.16
AC	245+35.64	-5.33	507.13	507.19
AD	245+45.64	-5.33	507.18	507.21
AE	245+55.64	-5.33	507.23	507.24
℄ Pier 2	245+66.64	-5.33	507.29	507.29
AF	245+76.64	-5.33	507.34	507.34
AG	245+86.64	-5.33	507.39	507.40
AH	245+96.64	-5.33	507.44	507.47
AI	246+06.64	-5.33	507.49	507.54
AJ	246+16.64	-5.33	507.54	507.62
AK	246+26.64	-5.33	507.59	507.69
AL	246+36.64	-5.33	507.64	507.75
AM	246+46.64	-5.33	507.70	507.81
AN	246+56.64	-5.33	507.75	507.86
AO	246+66.64	-5.33	507.80	507.91
AP	246+76.64	-5.33	507.85	507.95
AQ	246+86.64	-5.33	507.90	507.98
AR	246+96.64	-5.33	507.95	508.01
AS	247+06.64	-5.33	508.00	508.04
AT	247+16.64	-5.33	508.05	508.07
AU	247+26.64	-5.33	508.10	508.11
℄ Pier 3	247+38.64	-5.33	508.16	508.16
AV	247+48.64	-5.33	508.22	508.22
AW	247+58.64	-5.33	508.27	508.29
AX	247+68.64	-5.33	508.32	508.37
AY	247+78.64	-5.33	508.37	508.44
AZ	247+88.64	-5.33	508.42	508.52
BA	247+98.64	-5.33	508.47	508.59
BB	248+08.64	-5.33	508.52	508.66
BC	248+18.64	-5.33	508.57	508.72
BD	248+28.64	-5.33	508.62	508.77
BE	248+38.64	-5.33	508.67	508.80
BF	248+48.64	-5.33	508.73	508.83
BG	248+58.64	-5.33	508.78	508.85
BH	248+68.64	-5.33	508.83	508.87
℄ Brg. E. Abut.	248+78.64	-5.33	508.88	508.88
Bk. E. Abut.	248+82.16	-5.33	508.90	508.90

PROFILE GRADE & ℄ IL 116

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+30.74	0.00	505.65	505.65
℄ Brg. W. Abut.	242+34.26	0.00	505.67	505.67
A	242+44.26	0.00	505.72	505.77
B	242+54.26	0.00	505.77	505.87
C	242+64.26	0.00	505.83	505.96
D	242+74.26	0.00	505.88	506.04
E	242+84.26	0.00	505.93	506.11
F	243+94.26	0.00	505.98	506.17
G	243+04.26	0.00	506.03	506.21
H	243+14.26	0.00	506.08	506.25
I	243+24.26	0.00	506.13	506.28
J	243+34.26	0.00	506.18	506.30
K	243+44.26	0.00	506.23	506.32
L	243+54.26	0.00	506.28	506.34
M	243+64.26	0.00	506.34	506.36
N	243+74.26	0.00	506.39	506.40
℄ Pier 1	243+84.26	0.00	506.44	506.44
O	243+94.26	0.00	506.49	506.49
P	244+04.26	0.00	506.54	506.56
Q	244+14.26	0.00	506.59	506.63
R	244+24.26	0.00	506.64	506.71
S	244+34.26	0.00	506.69	506.79
T	244+44.26	0.00	506.74	506.87
U	244+54.26	0.00	506.79	506.94
V	244+64.26	0.00	506.85	507.01
W	244+74.26	0.00	506.90	507.06
X	244+84.26	0.00	506.95	507.11
Y	244+94.26	0.00	507.00	507.15
Z	245+04.26	0.00	507.05	507.19
AA	245+14.26	0.00	507.10	507.21
AB	245+24.26	0.00	507.15	507.24
AC	245+34.26	0.00	507.20	507.26
AD	245+44.26	0.00	507.25	507.28
AE	245+54.26	0.00	507.30	507.32
℄ Pier 2	245+65.26	0.00	507.36	507.36
AF	245+75.26	0.00	507.41	507.41
AG	245+85.26	0.00	507.46	507.48
AH	245+95.26	0.00	507.51	507.54
AI	246+05.26	0.00	507.56	507.62
AJ	246+15.26	0.00	507.62	507.69
AK	246+25.26	0.00	507.67	507.76
AL	246+35.26	0.00	507.72	507.83
AM	246+45.26	0.00	507.77	507.89
AN	246+55.26	0.00	507.82	507.94
AO	246+65.26	0.00	507.87	507.98
AP	246+75.26	0.00	507.92	508.02
AQ	246+85.26	0.00	507.97	508.05
AR	246+95.26	0.00	508.02	508.08
AS	247+05.26	0.00	508.07	508.11

PROFILE GRADE & ℄ IL 116 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
AT	247+15.26	0.00	508.13	508.14
AU	247+25.26	0.00	508.18	508.18
℄ Pier 3	247+37.26	0.00	508.24	508.24
AV	247+47.26	0.00	508.29	508.30
AW	247+57.26	0.00	508.34	508.37
AX	247+67.26	0.00	508.39	508.44
AY	247+77.26	0.00	508.44	508.52
AZ	247+87.26	0.00	508.49	508.59
BA	247+97.26	0.00	508.54	508.67
BB	248+07.26	0.00	508.59	508.73
BC	248+17.26	0.00	508.65	508.79
BD	248+27.26	0.00	508.70	508.84
BE	248+37.26	0.00	508.75	508.88
BF	248+47.26	0.00	508.80	508.91
BG	248+57.26	0.00	508.85	508.93
BH	248+67.26	0.00	508.90	508.94
℄ Brg. E. Abut.	248+77.26	0.00	508.95	508.95
Bk. E. Abut.	248+80.78	0.00	508.97	508.97

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+30.24	1.92	505.62	505.62
℄ Brg. W. Abut.	242+33.76	1.92	505.64	505.64
A	242+43.76	1.92	505.69	505.74
B	242+53.76	1.92	505.74	505.84
C	242+63.76	1.92	505.79	505.93
D	242+73.76	1.92	505.84	506.01
E	242+83.76	1.92	505.90	506.08
F	242+93.76	1.92	505.95	506.14
G	243+03.76	1.92	506.00	506.18
H	243+13.76	1.92	506.05	506.22
I	243+23.76	1.92	506.10	506.25
J	243+33.76	1.92	506.15	506.27
K	243+43.76	1.92	506.20	506.29
L	243+53.76	1.92	506.25	506.31
M	243+63.76	1.92	506.30	506.33
N	243+73.76	1.92	506.35	506.36
℄ Pier 1	243+83.76	1.92	506.41	506.41
O	243+93.76	1.92	506.46	506.46

GIRDER 7 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
P	244+03.76	1.92	506.51	506.53
Q	244+13.76	1.92	506.56	506.60
R	244+23.76	1.92	506.61	506.68
S	244+33.76	1.92	506.66	506.76
T	244+43.76	1.92	506.71	506.84
U	244+53.76	1.92	506.76	506.91
V	244+63.76	1.92	506.81	506.97
W	244+73.76	1.92	506.86	507.03
X	244+83.76	1.92	506.92	507.08
Y	244+93.76	1.92	506.97	507.12
Z	245+03.76	1.92	507.02	507.15
AA	245+13.76	1.92	507.07	507.18
AB	245+23.76	1.92	507.12	507.20
AC	245+33.76	1.92	507.17	507.23
AD	245+43.76	1.92	507.22	507.25
AE	245+53.76	1.92	507.27	507.28
℄ Pier 2	245+64.76	1.92	507.33	507.33
AF	245+74.76	1.92	507.38	507.38
AG	245+84.76	1.92	507.43	507.44
AH	245+94.76	1.92	507.48	507.51
AI	246+04.76	1.92	507.53	507.58
AJ	246+14.76	1.92	507.58	507.66
AK	246+24.76	1.92	507.63	507.73
AL	246+34.76	1.92	507.69	507.79
AM	246+44.76	1.92	507.74	507.85
AN	246+54.76	1.92	507.79	507.91
AO	246+64.76	1.92	507.84	507.95
AP	246+74.76	1.92	507.89	507.99
AQ	246+84.76	1.92	507.94	508.02
AR	246+94.76	1.92	507.99	508.05
AS	247+04.76	1.92	508.04	508.08
AT	247+14.76	1.92	508.09	508.11
AU	247+24.76	1.92	508.14	508.15
℄ Pier 3	247+36.76	1.92	508.21	508.21
AV	247+46.76	1.92	508.26	508.27
AW	247+56.76	1.92	508.31	508.33
AX	247+66.76	1.92	508.36	508.41
AY	247+76.76	1.92	508.41	508.49
AZ	247+86.76	1.92	508.46	508.56
BA	247+96.76	1.92	508.51	508.64
BB	248+06.76	1.92	508.56	508.70
BC	248+16.76	1.92	508.61	508.76
BD	248+26.76	1.92	508.66	508.81
BE	248+36.76	1.92	508.72	508.85
BF	248+46.76	1.92	508.77	508.87
BG	248+56.76	1.92	508.82	508.90
BH	248+66.76	1.92	508.87	508.91
℄ Brg. E. Abut.	248+76.76	1.92	508.92	508.92
Bk. E. Abut.	248+80.28	1.92	508.94	508.94

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+28.37	9.17	505.50	505.50
℄ Brg. W. Abut.	242+31.89	9.17	505.52	505.52
A	242+41.89	9.17	505.57	505.62
B	242+51.89	9.17	505.62	505.72
C	242+61.89	9.17	505.68	506.81
D	242+71.89	9.17	505.73	505.89
E	242+81.89	9.17	505.78	505.96
F	242+91.89	9.17	505.83	506.02
G	243+01.89	9.17	505.88	506.07
H	243+11.89	9.17	505.93	506.10
I	243+21.89	9.17	505.98	506.13
J	243+31.89	9.17	506.03	506.15
K	243+41.89	9.17	506.08	506.17
L	243+51.89	9.17	506.13	506.19
M	243+61.89	9.17	506.19	506.22
N	243+71.89	9.17	506.24	506.25
℄ Pier 1	243+81.89	9.17	506.29	506.29
O	243+91.89	9.17	506.34	506.34
P	244+01.89	9.17	506.39	506.41
Q	244+11.89	9.17	506.44	506.48
R	244+21.89	9.17	506.49	506.56
S	244+31.89	9.17	506.54	506.64
T	244+41.89	9.17	506.59	506.72
U	244+51.89	9.17	506.64	506.79
V	244+61.89	9.17	506.70	506.86
W	244+71.89	9.17	506.75	506.92
X	244+81.89	9.17	506.80	506.96
Y	244+91.89	9.17	506.85	507.00
Z	245+01.89	9.17	506.90	507.04
AA	245+11.89	9.17	506.95	507.06
AB	245+21.89	9.17	507.00	507.09
AC	245+31.89	9.17	507.05	507.11
AD	245+41.89	9.17	507.10	507.14
AE	245+51.89	9.17	507.15	507.17
℄ Pier 2	245+62.89	9.17	507.21	507.21
AF	245+72.89	9.17	507.26	507.26
AG	245+82.89	9.17	507.31	507.33
AH	245+92.89	9.17	507.36	507.39
AI	246+02.89	9.17	507.41	507.47
AJ	246+12.89	9.17	507.47	507.54
AK	246+22.89	9.17	507.52	507.61
AL	246+32.89	9.17	507.57	507.68
AM	246+42.89	9.17	507.62	507.74
AN	246+52.89	9.17	507.67	507.79
AO	246+62.89	9.17	507.72	507.83
AP	246+72.89	9.17	507.77	507.87
AQ	246+82.89	9.17	507.82	507.90
AR	246+92.89	9.17	507.87	507.93
AS	247+02.89	9.17	507.92	507.96

GIRDER 8 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
AT	247+12.89	9.17	507.98	507.99
AU	247+22.89	9.17	508.03	508.03
℄ Pier 3	247+34.89	9.17	508.09	508.09
AV	247+44.89	9.17	508.14	508.15
AW	247+54.89	9.17	508.19	508.22
AX	247+64.89	9.17	508.24	508.29
AY	247+74.89	9.17	508.29	508.37
AZ	247+84.89	9.17	508.34	508.45
BA	247+94.89	9.17	508.39	508.52
BB	248+04.89	9.17	508.44	508.58
BC	248+14.89	9.17	508.50	508.64
BD	248+24.89	9.17	508.55	508.69
BE	248+34.89	9.17	508.60	508.73
BF	248+44.89	9.17	508.65	508.76
BG	248+54.89	9.17	508.70	508.78
BH	248+64.89	9.17	508.75	508.79
℄ Brg. E. Abut.	248+74.89	9.17	508.80	508.80
Bk. E. Abut.	248+78.41	9.17	508.82	508.82

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+26.49	16.42	505.39	505.39
℄ Brg. W. Abut.	242+30.01	16.42	505.40	505.40
A	242+40.01	16.42	505.46	505.50
B	242+50.01	16.42	505.51	505.60
C	242+60.01	16.42	505.56	505.69
D	242+70.01	16.42	505.61	505.77
E	242+80.01	16.42	505.66	505.84
F	242+90.01	16.42	505.71	505.90
G	243+00.01	16.42	505.76	505.95
H	243+10.01	16.42	505.81	505.98
I	243+20.01	16.42	505.86	506.01
J	243+30.01	16.42	505.91	506.03
K	243+40.01	16.42	505.97	506.05
L	243+50.01	16.42	506.02	506.07
M	243+60.01	16.42	506.07	506.10
N	243+70.01	16.42	506.12	506.13
℄ Pier 1	243+80.01	16.42	506.17	506.17
O	243+90.01	16.42	506.22	506.22

GIRDER 9 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
P	244+00.01	16.42	506.27	506.29
Q	244+10.01	16.42	506.32	506.36
R	244+20.01	16.42	506.37	506.44
S	244+30.01	16.42	506.42	506.52
T	244+40.01	16.42	506.48	506.60
U	244+50.01	16.42	506.53	506.67
V	244+60.01	16.42	506.58	506.74
W	244+70.01	16.42	506.63	506.80
X	244+80.01	16.42	506.68	506.85
Y	244+90.01	16.42	506.73	506.89
Z	245+00.01	16.42	506.78	506.92
AA	245+10.01	16.42	506.83	506.94
AB	245+20.01	16.42	506.88	506.97
AC	245+30.01	16.42	506.93	506.99
AD	245+40.01	16.42	506.99	507.02
AE	245+50.01	16.42	507.04	507.05
℄ Pier 2	245+61.01	16.42	507.09	507.09
AF	245+71.01	16.42	507.14	507.15
AG	245+81.01	16.42	507.19	507.21
AH	245+91.01	16.42	507.25	507.28
AI	246+01.01	16.42	507.30	507.35
AJ	246+11.01	16.42	507.35	507.42
AK	246+21.01	16.42	507.40	507.49
AL	246+31.01	16.42	507.45	507.56
AM	246+41.01	16.42	507.50	507.62
AN	246+51.01	16.42	507.55	507.67
AO	246+61.01	16.42	507.60	507.71
AP	246+71.01	16.42	507.65	507.75
AQ	246+81.01	16.42	507.70	507.78
AR	246+91.01	16.42	507.76	507.81
AS	247+01.01	16.42	507.81	507.84
AT	247+11.01	16.42	507.86	507.87
AU	247+21.01	16.42	507.91	507.91
℄ Pier 3	247+33.01	16.42	507.97	507.97
AV	247+43.01	16.42	508.02	508.03
AW	247+53.01	16.42	508.07	508.10
AX	247+63.01	16.42	508.12	508.17
AY	247+73.01	16.42	508.17	508.25
AZ	247+83.01	16.42	508.22	508.33
BA	247+93.01	16.42	508.28	508.40
BB	248+03.01	16.42	508.33	508.47
BC	248+13.01	16.42	508.38	508.52
BD	248+23.01	16.42	508.43	508.57
BE	248+33.01	16.42	508.48	508.61
BF	248+43.01	16.42	508.53	508.64
BG	248+53.01	16.42	508.58	508.66
BH	248+63.01	16.42	508.63	508.67
℄ Brg. E. Abut.	248+73.01	16.42	508.68	508.68
Bk. E. Abut.	248+76.53	16.42	508.70	508.70

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+24.62	23.67	505.27	505.27
℄ Brg. W. Abut.	242+28.14	23.67	505.29	505.29
A	242+38.14	23.67	505.34	505.39
B	242+48.14	23.67	505.39	505.48
C	242+58.14	23.67	505.44	505.57
D	242+68.14	23.67	505.49	505.65
E	242+78.14	23.67	505.54	505.72
F	242+88.14	23.67	505.59	505.78
G	242+98.14	23.67	505.64	505.83
H	243+08.14	23.67	505.69	505.87
I	243+18.14	23.67	505.75	505.89
J	243+28.14	23.67	505.80	505.92
K	243+38.14	23.67	505.85	505.93
L	243+48.14	23.67	505.90	505.95
M	243+58.14	23.67	505.95	505.98
N	243+68.14	23.67	506.00	506.01
℄ Pier 1	243+78.14	23.67	506.05	506.05
O	243+88.14	23.67	506.10	506.11
P	243+98.14	23.67	506.15	506.17
Q	244+08.14	23.67	506.20	506.24
R	244+18.14	23.67	506.26	506.32
S	244+28.14	23.67	506.31	506.40
T	244+38.14	23.67	506.36	506.48
U	244+48.14	23.67	506.41	506.55
V	244+58.14	23.67	506.46	506.62
W	244+68.14	23.67	506.51	506.68
X	244+78.14	23.67	506.56	506.73
Y	244+88.14	23.67	506.61	506.77
Z	244+98.14	23.67	506.66	506.80
AA	245+08.14	23.67	506.71	506.83
AB	245+18.14	23.67	506.77	506.85
AC	245+28.14	23.67	506.82	506.87
AD	245+38.14	23.67	506.87	506.90
AE	245+48.14	23.67	506.92	506.93
℄ Pier 2	245+59.14	23.67	506.97	506.97
AF	245+69.14	23.67	507.03	507.03
AG	245+79.14	23.67	507.08	507.09
AH	245+89.14	23.67	507.13	507.16
AI	245+99.14	23.67	507.18	507.23
AJ	246+09.14	23.67	507.23	507.30
AK	246+19.14	23.67	507.28	507.37
AL	246+29.14	23.67	507.33	507.44
AM	246+39.14	23.67	507.38	507.50
AN	246+49.14	23.67	507.43	507.55
AO	246+59.14	23.67	507.48	507.60
AP	246+69.14	23.67	507.54	507.63
AQ	246+79.14	23.67	507.59	507.67
AR	246+89.14	23.67	507.64	507.70
AS	246+99.14	23.67	507.69	507.72

GIRDER 10 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
AT	247+09.14	23.67	507.74	507.76
AU	247+19.14	23.67	507.79	507.79
℄ Pier 3	247+31.14	23.67	507.85	507.85
AV	247+41.14	23.67	507.90	507.91
AW	247+51.14	23.67	507.95	507.98
AX	247+61.14	23.67	508.00	508.05
AY	247+71.14	23.67	508.06	508.13
AZ	247+81.14	23.67	508.11	508.21
BA	247+91.14	23.67	508.16	508.28
BB	248+01.14	23.67	508.21	508.35
BC	248+11.14	23.67	508.26	508.40
BD	248+21.14	23.67	508.31	508.45
BE	248+31.14	23.67	508.36	508.49
BF	248+41.14	23.67	508.41	508.52
BG	248+51.14	23.67	508.46	508.54
BH	248+61.14	23.67	508.51	508.55
℄ Brg. E. Abut.	248+71.14	23.67	508.56	508.56
Bk. E. Abut.	248+74.66	23.67	508.58	508.58

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	242+22.74	30.92	505.15	505.15
℄ Brg. W. Abut.	242+26.26	30.92	505.17	505.17
A	242+36.26	30.92	505.22	505.27
B	242+46.26	30.92	505.27	505.36
C	242+56.26	30.92	505.32	505.45
D	242+66.26	30.92	505.37	505.53
E	242+76.26	30.92	505.42	505.60
F	242+86.26	30.92	505.47	505.66
G	242+96.26	30.92	505.52	505.71
H	243+06.26	30.92	505.58	505.75
I	243+16.26	30.92	505.63	505.78
J	243+26.26	30.92	505.68	505.80
K	243+36.26	30.92	505.73	505.82
L	243+46.26	30.92	505.78	505.84
M	243+56.26	30.92	505.83	505.86
N	243+66.26	30.92	505.88	505.89
℄ Pier 1	243+76.26	30.92	505.93	505.93
O	243+86.26	30.92	505.98	505.99

GIRDER 11 (CONTINUED)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
P	243+96.26	30.92	506.03	506.05
Q	244+06.26	30.92	506.09	506.13
R	244+16.26	30.92	506.14	506.20
S	244+26.26	30.92	506.19	506.28
T	244+36.26	30.92	506.24	506.36
U	244+46.26	30.92	506.29	506.44
V	244+56.26	30.92	506.34	506.50
W	244+66.26	30.92	506.39	506.56
X	244+76.26	30.92	506.44	506.61
Y	244+86.26	30.92	506.49	506.65
Z	244+96.26	30.92	506.54	506.68
AA	245+06.26	30.92	506.60	506.71
AB	245+16.26	30.92	506.65	506.73
AC	245+26.26	30.92	506.70	506.75
AD	245+36.26	30.92	506.75	506.78
AE	245+46.26	30.92	506.80	506.81
℄ Pier 2	245+57.26	30.92	506.86	506.86
AF	245+67.26	30.92	506.91	506.91
AG	245+77.26	30.92	506.96	506.97
AH	245+87.26	30.92	507.01	507.04
AI	245+97.26	30.92	507.06	507.11
AJ	246+07.26	30.92	507.11	507.18
AK	246+17.26	30.92	507.16	507.25
AL	246+27.26	30.92	507.21	507.32
AM	246+37.26	30.92	507.26	507.38
AN	246+47.26	30.92	507.31	507.43
AO	246+57.26	30.92	507.37	507.48
AP	246+67.26	30.92	507.42	507.51
AQ	246+77.26	30.92	507.47	507.55
AR	246+87.26	30.92	507.52	507.58
AS	246+97.26	30.92	507.57	507.61
AT	247+07.26	30.92	507.62	507.64
AU	247+17.26	30.92	507.67	507.68
℄ Pier 3	247+29.26	30.92	507.73	507.73
AV	247+39.26	30.92	507.78	507.79
AW	247+49.26	30.92	507.83	507.86
AX	247+59.26	30.92	507.89	507.94
AY	247+69.26	30.92	507.94	508.01
AZ	247+79.26	30.92	507.99	508.09
BA	247+89.26	30.92	508.04	508.16
BB	247+99.26	30.92	508.09	508.23
BC	248+09.26	30.92	508.14	508.29
BD	248+19.26	30.92	508.19	508.33
BE	248+29.26	30.92	508.24	508.37
BF	248+39.26	30.92	508.29	508.40
BG	248+49.26	30.92	508.34	508.42
BH	248+59.26	30.92	508.40	508.44
℄ Brg. E. Abut.	248+69.26	30.92	508.45	508.45
Bk. E. Abut.	248+72.78	30.92	508.46	508.46

NORTH FACE OF CURB

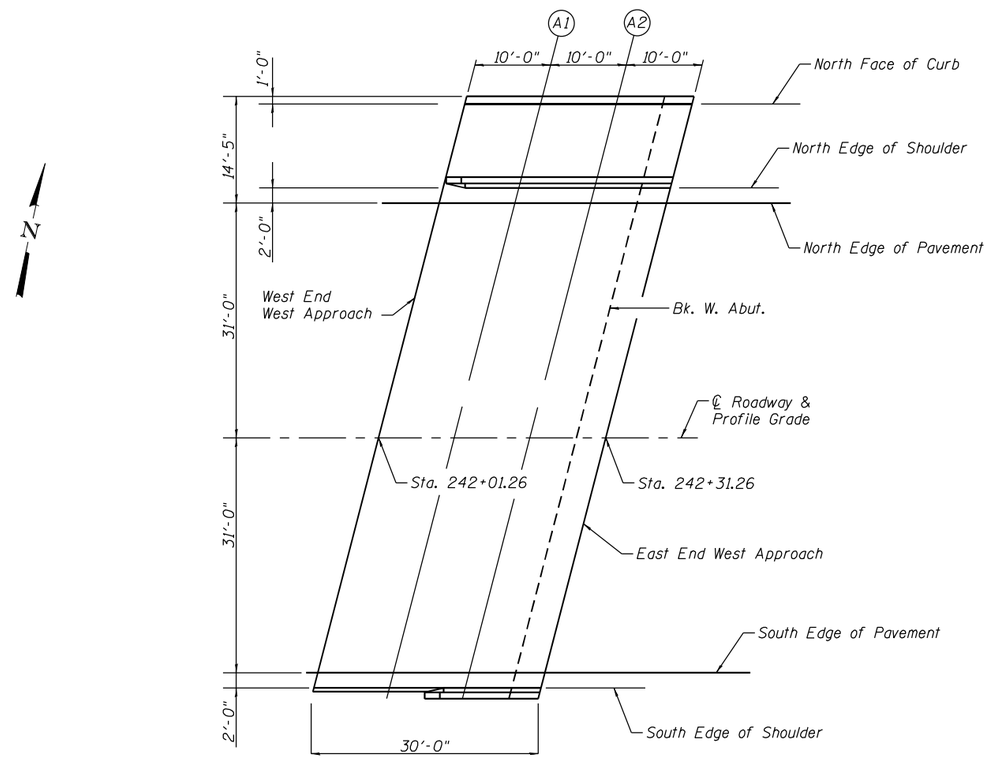
Location	Station	Offset	Theoretical Grade Elevations
West End West Appr.	242+12.75	-44.42	504.90
A1	242+22.75	-44.42	504.95
A2	242+32.75	-44.42	505.00
East End West Appr.	242+42.75	-44.42	505.06

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West End West Appr.	242+09.79	-33.00	505.05
A1	242+19.79	-33.00	505.10
A2	242+29.79	-33.00	505.15
East End West Appr.	242+39.79	-33.00	505.21

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West End West Appr.	242+09.28	-31.00	505.08
A1	242+19.28	-31.00	505.13
A2	242+29.28	-31.00	505.18
East End West Appr.	242+39.28	-31.00	505.23



PLAN

CENTERLINE ROAD & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
West End West Appr.	242+01.26	0.00	505.50
A1	242+11.26	0.00	505.55
A2	242+21.26	0.00	505.61
East End West Appr.	242+31.26	0.00	505.66

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West End West Appr.	241+93.24	31.00	505.00
A1	242+03.24	31.00	505.05
A2	242+13.24	31.00	505.10
East End West Appr.	242+23.24	31.00	505.15

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West End West Appr.	241+92.73	33.00	504.96
A1	242+02.73	33.00	505.01
A2	242+12.73	33.00	505.06
East End West Appr.	242+22.73	33.00	505.11

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PLOT DATE =	CHECKED - SMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 072-0249
SHEET NO. 10 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	65
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

NORTH FACE OF CURB

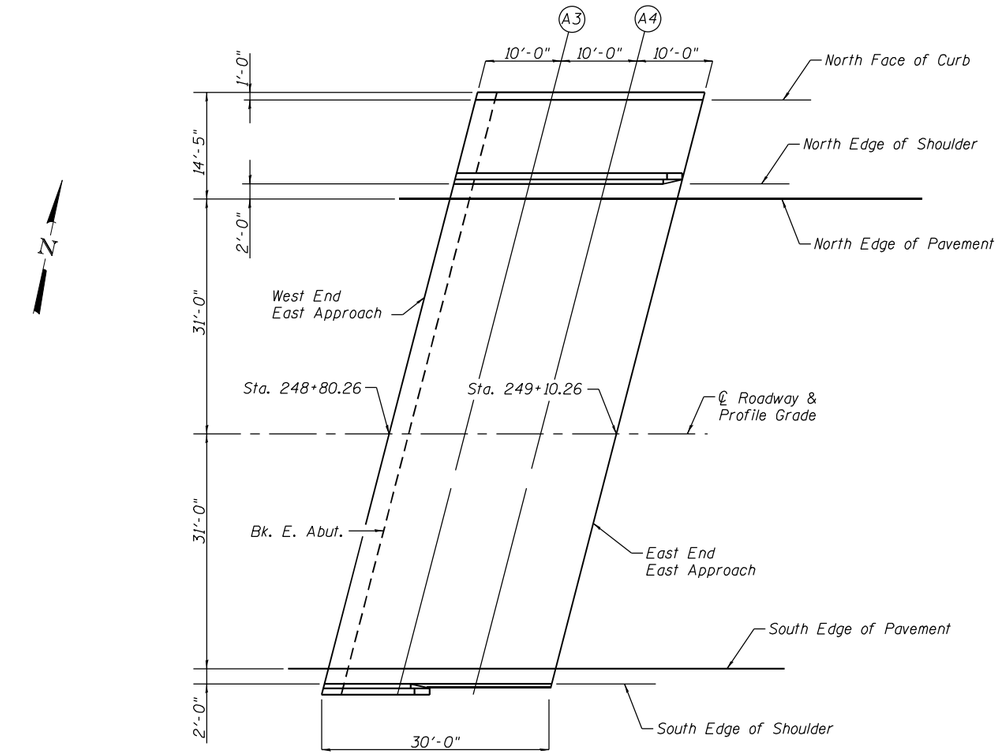
Location	Station	Offset	Theoretical Grade Elevations
West End East Appr.	248+91.75	-44.42	508.40
A3	249+01.75	-44.42	508.50
A4	249+11.75	-44.42	508.60
East End East Appr.	249+21.75	-44.42	508.73

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West End East Appr.	248+88.79	-33.00	508.54
A3	248+98.79	-33.00	508.63
A4	249+08.79	-33.00	508.73
East End East Appr.	249+18.79	-33.00	508.85

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West End East Appr.	248+88.28	-31.00	508.57
A3	248+98.28	-31.00	508.66
A4	249+08.28	-31.00	508.76
East End East Appr.	249+18.28	-31.00	508.88



PLAN

CENTERLINE ROAD & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
West End East Appr.	248+80.26	0.00	508.97
A3	248+90.26	0.00	509.05
A4	249+00.26	0.00	509.14
East End East Appr.	249+10.26	0.00	509.25

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West End East Appr.	248+72.24	31.00	508.46
A3	248+82.24	31.00	508.52
A4	248+92.24	31.00	508.60
East End East Appr.	249+02.24	31.00	508.69

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West End East Appr.	248+71.73	33.00	508.42
A3	248+81.73	33.00	508.48
A4	248+91.73	33.00	508.56
East End East Appr.	249+01.73	33.00	508.65

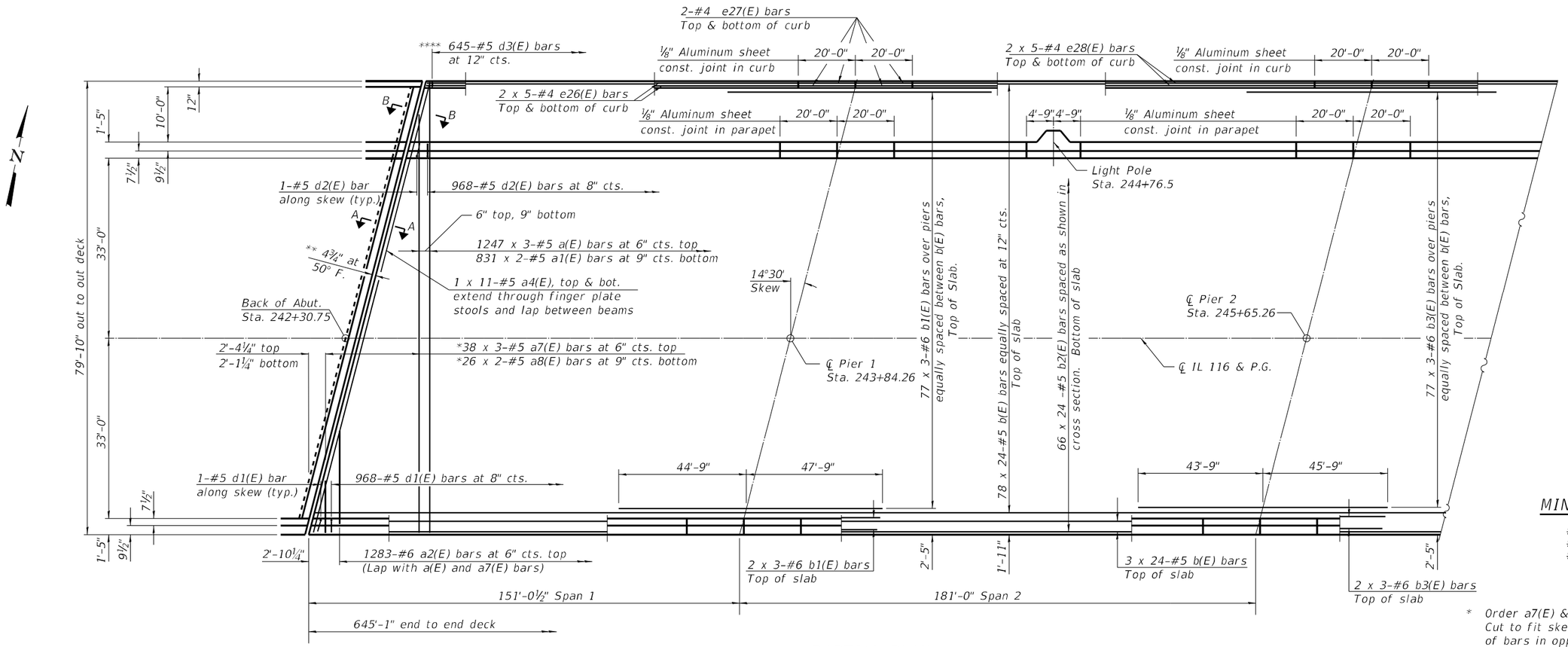
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PLOT SCALE =	DRAWN - MAM	REVISED -
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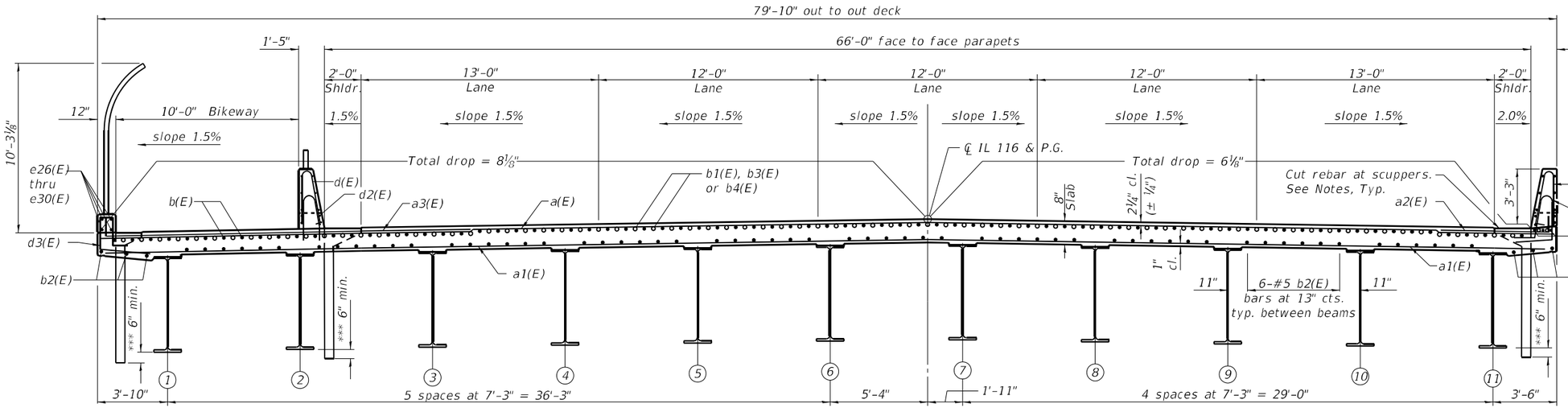
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 072-0249
SHEET NO. 11 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	66
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



PARTIAL PLAN



CROSS SECTION NEAR PIER

(Looking Upstation)

Structure Depth = 5'-11½"

MINIMUM BAR LAP

#4 bar = 2'-5"
#5 bar = 3'-6"
#6 bar = 3'-7"

* Order a7(E) & a8(E) bars full length. Cut to fit skew and use remainder of bars in opposite end. See Field Cutting Diagram on Sheet 17 of 55.

** Dimension showing concrete opening. For joint opening, see sheet 16 of 55.

*** Except at Scuppers connected to Drainage System.

Notes:
For Section A-A & B-B, see sheet 16 of 55.
See sheets 14 thru 17 of 55 for superstructure details and Bill of Material.
Cut longitudinal reinforcement to clear drainage scuppers. See sheet 14 of 55 for additional reinforcing around scuppers.
See sheet 25 thru 27 of 55 for scupper & drain details.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

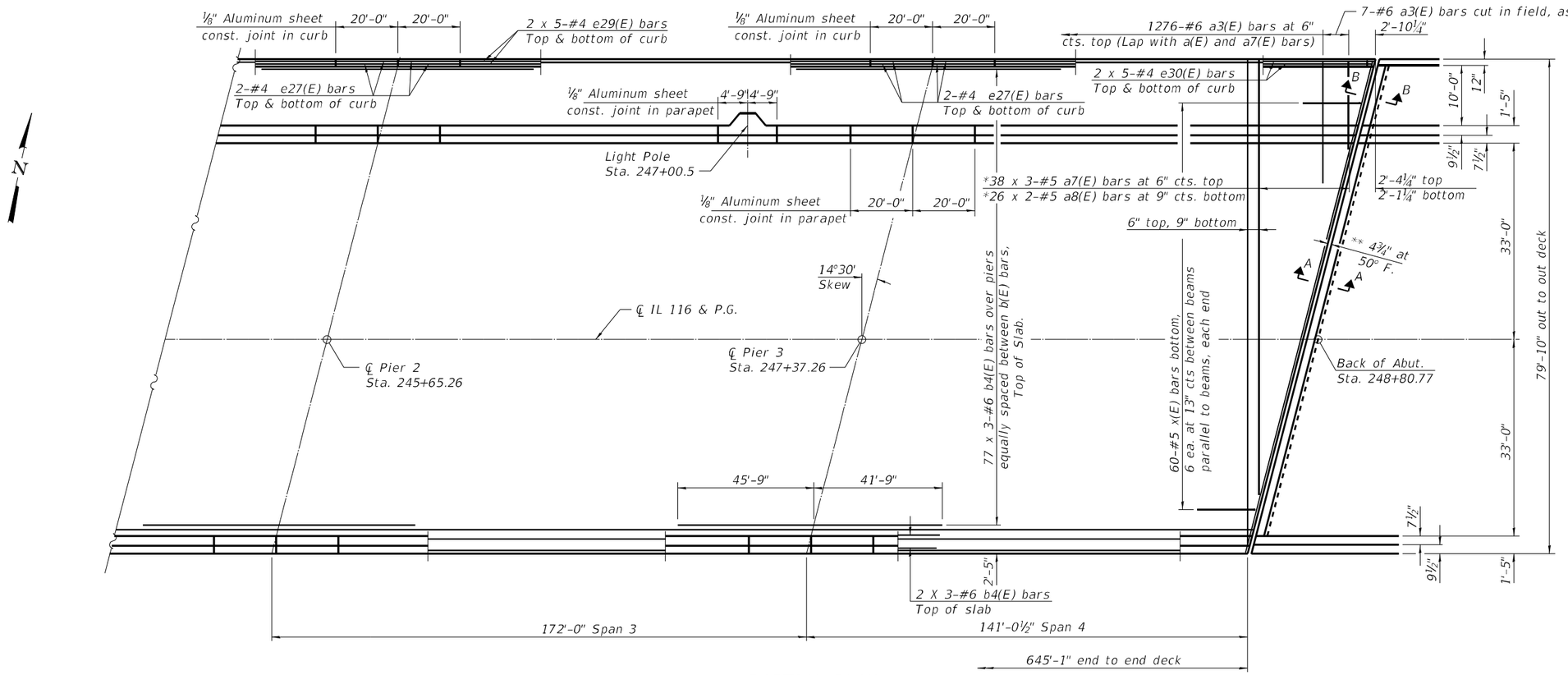
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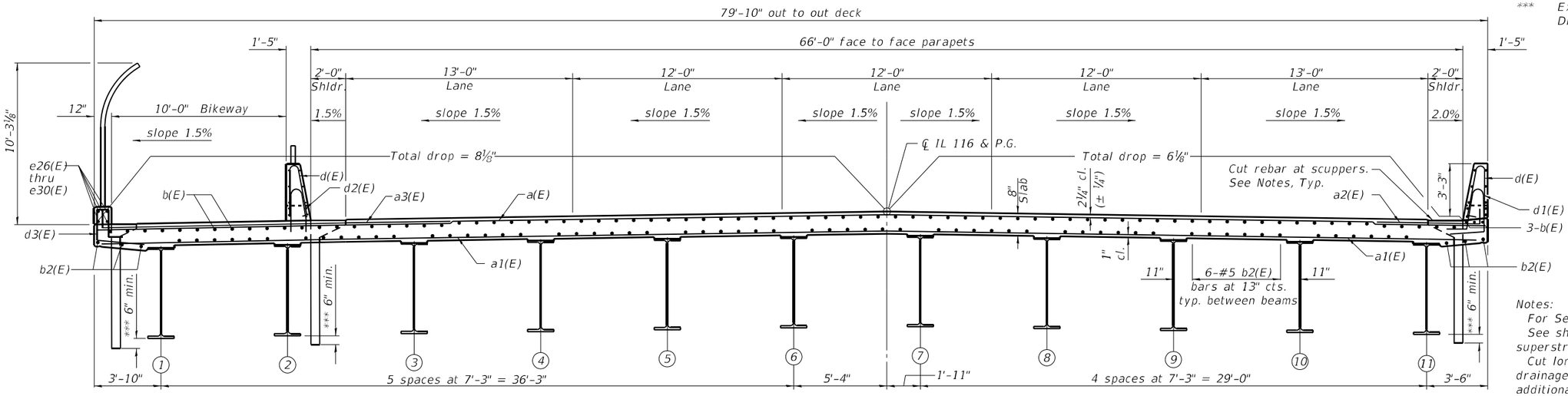
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE – SPANS 1 & 2
STRUCTURE NO. 072-0249
SHEET NO. 12 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	67
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



PARTIAL PLAN



CROSS SECTION NEAR MIDSPAN

(Looking Upstation)

MINIMUM BAR LAP

#4 bar = 2'-5"
#5 bar = 3'-6"
#6 bar = 3'-7"

* Order a7(E) & a8(E) bars full length. Cut to fit skew and use remainder of bars in opposite end. See Field Cutting Diagram on Sheet 17 of 55.

** Dimension showing concrete opening. For joint opening, see sheet 16 of 55.

*** Except at Scuppers connected to Drainage System.

Notes:

For Section A-A & B-B, see sheet 16 of 55.

See sheets 14 thru 17 of 55 for superstructure details and Bill of Material.

Cut longitudinal reinforcement to clear drainage scuppers. See sheet 14 of 55 for additional reinforcing around scuppers.

See sheet 25 thru 27 of 55 for scupper & drain details.

Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

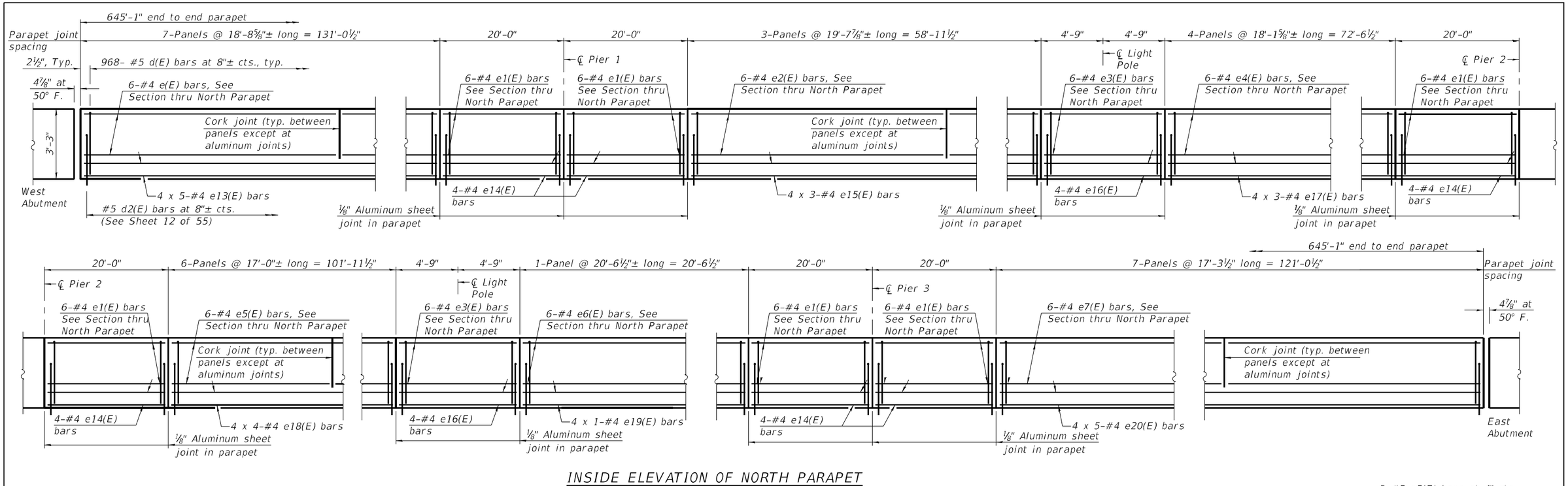
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PLOT DATE =	CHECKED - PES	REVISED -	

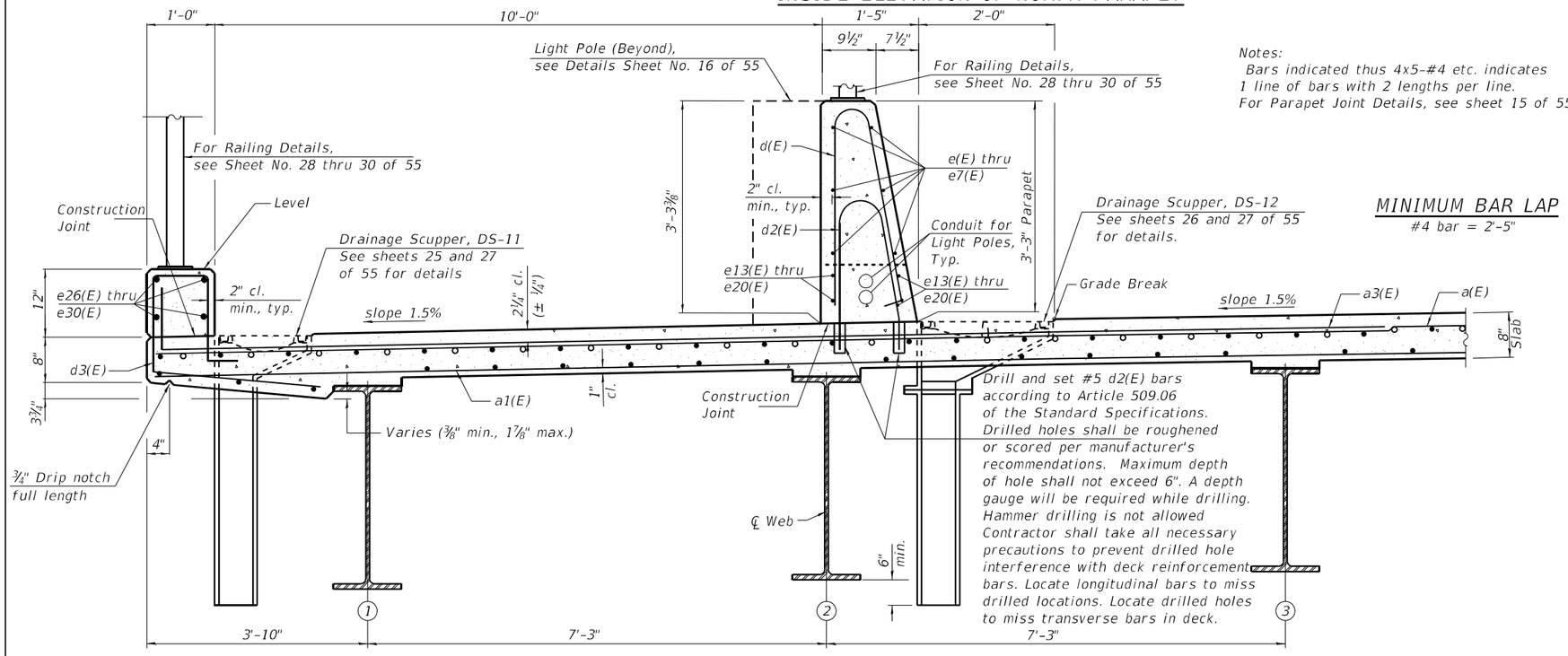
STATE OF ILLINOIS
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SUPERSTRUCTURE – SPANS 3 & 4
STRUCTURE NO. 072-0249
SHEET NO. 13 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	68
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF NORTH PARAPET

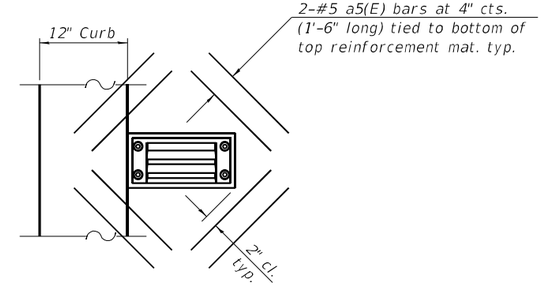


SECTION THRU NORTH PARAPET

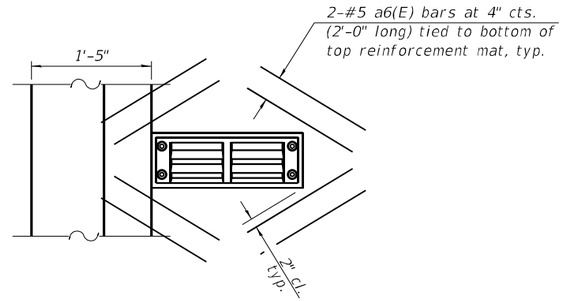
Notes:
Bars indicated thus 4x5-#4 etc. indicates 1 line of bars with 2 lengths per line.
For Parapet Joint Details, see sheet 15 of 55.

MINIMUM BAR LAP

#4 bar = 2'-5"



DS-11 SCUPPER REINFORCEMENT



DS-12 SCUPPER REINFORCEMENT

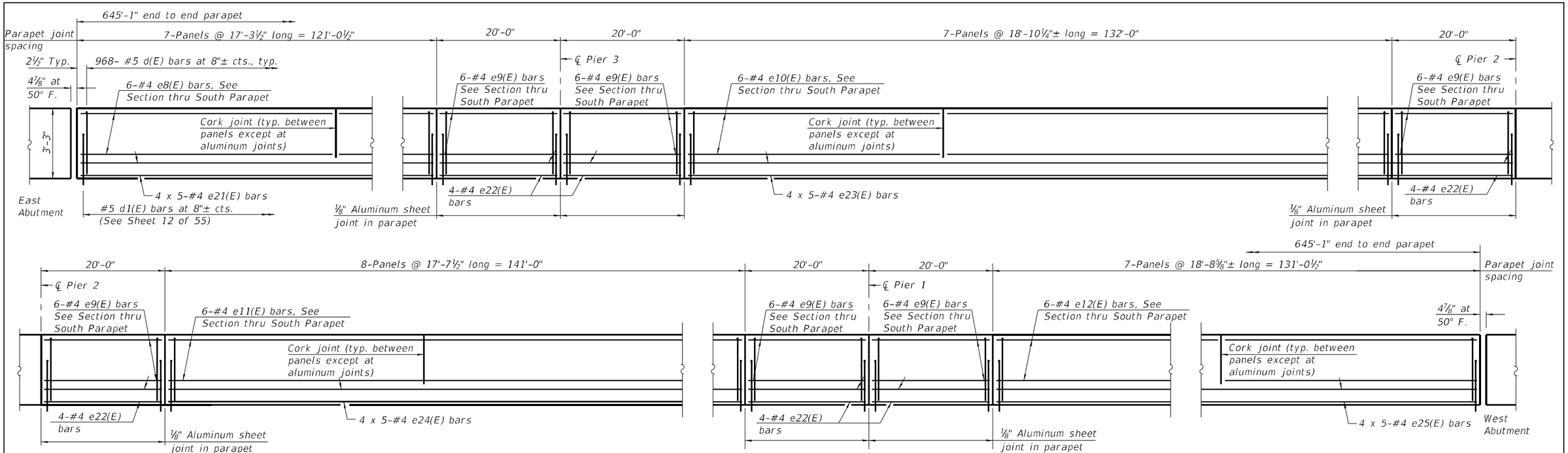
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PLOT DATE =	CHECKED - PES	REVISED -

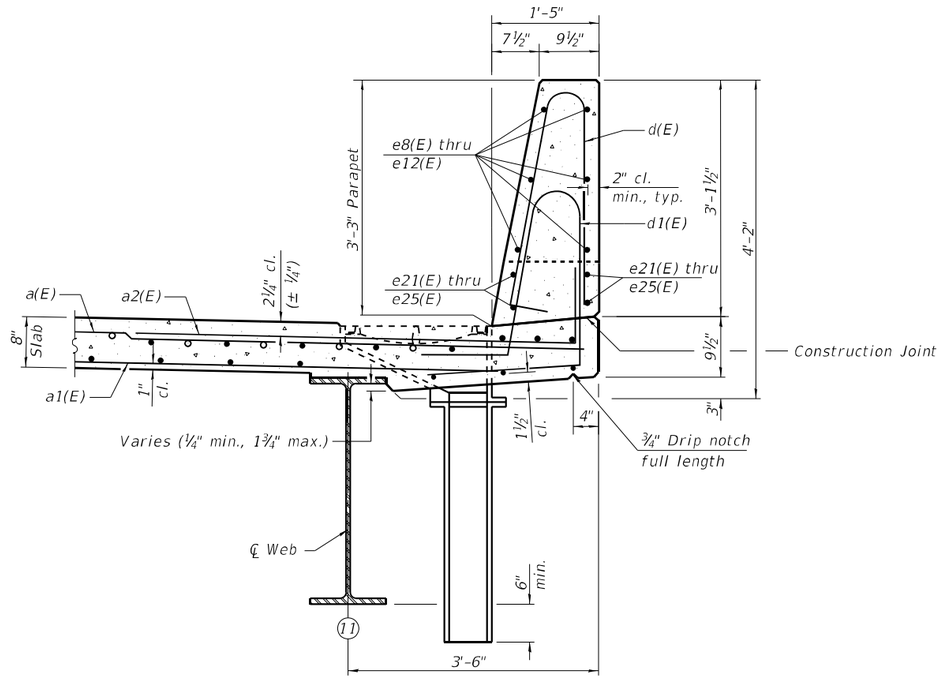
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 14 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	69
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF SOUTH PARAPET

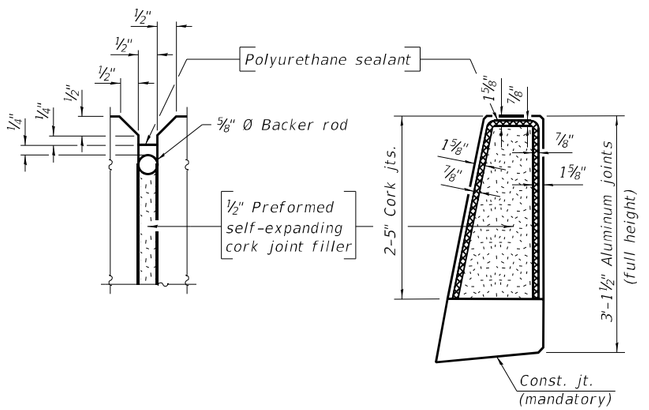


SECTION THRU SOUTH PARAPET

MINIMUM BAR LAP

#4 bar = 2'-5"

Notes:
Bars indicated thus 4x5-#4 etc. indicates 1 line of bars with 2 lengths per line.
The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.



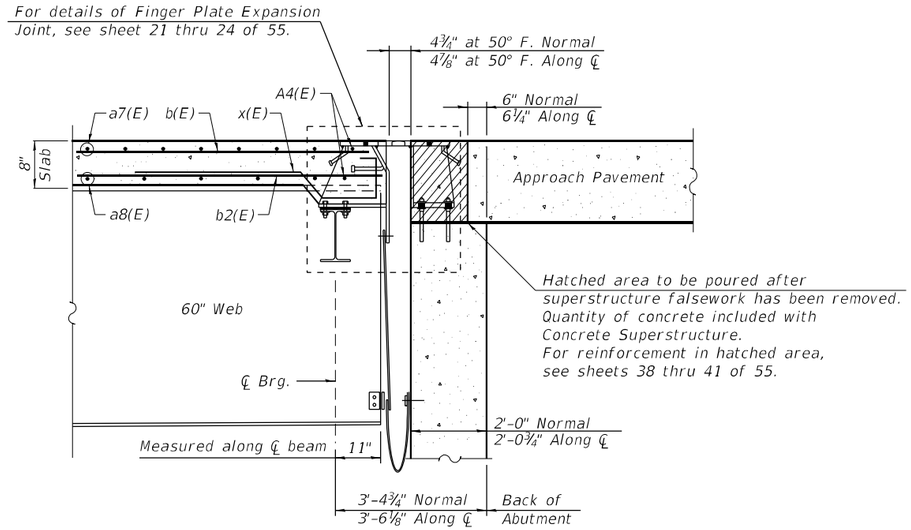
PARAPET JOINT DETAILS

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PLOT SCALE =	DRAWN - MAM	REVISED -	
PLOT DATE =	CHECKED - PES	REVISED -	

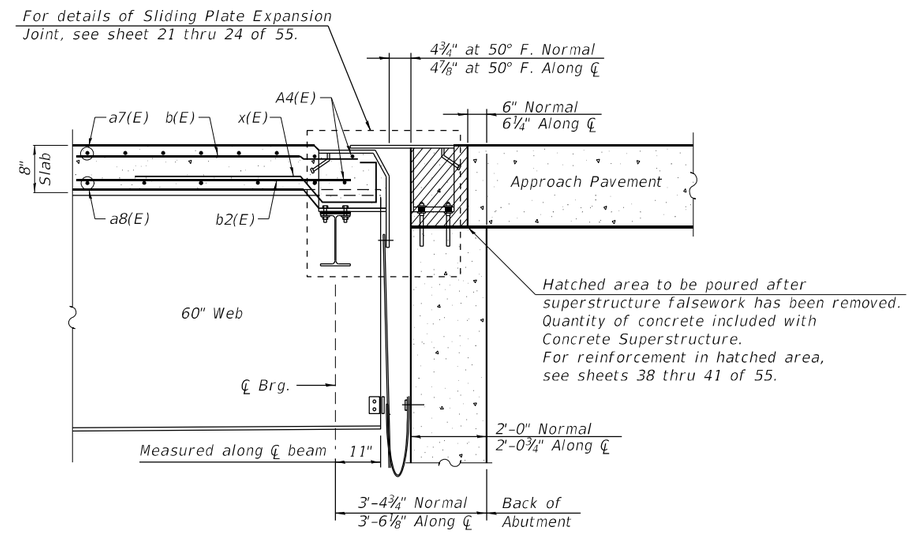
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SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 15 OF 55 SHEETS

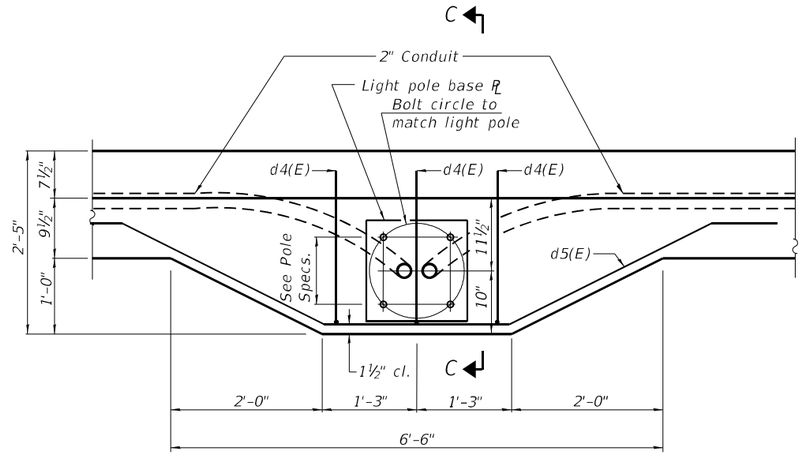
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	70
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



SECTION A-A

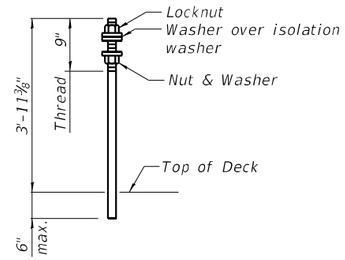


SECTION B-B



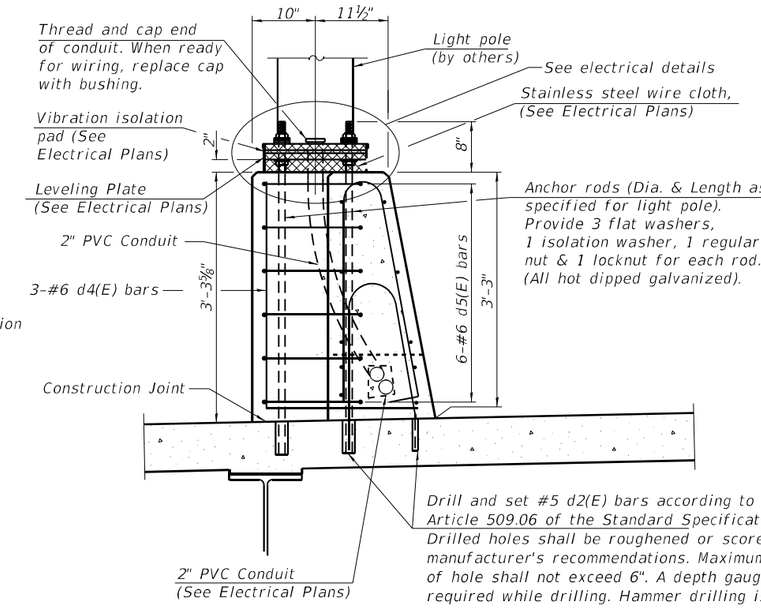
PLAN

Notes:
Cost of anchor rods and conduit is included with Concrete Superstructure.
Conduit shall not be placed until reinforcement in the deck is set.



ANCHOR ROD - LIGHT POLES

Diameter as specified for light poles. (ASTM F 1554 Grade 105, Full Length hot dipped galvanized)



SECTION C-C

LIGHT PEDESTAL DETAILS

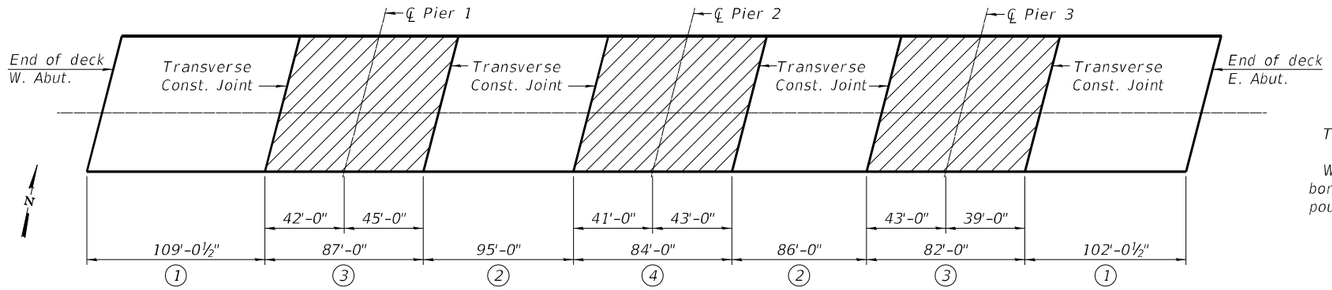
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 16 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	71
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

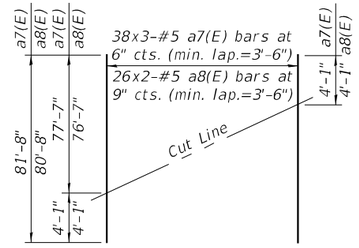


DECK POURING SEQUENCE

The concete deck shall be poured in the numerical order shown.

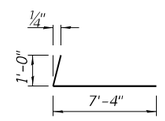
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1) *At least 72 hours shall have elapsed from the end of the previous pour.*
2) *The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.*

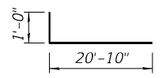


a7(E) and a8(E) FIELD CUTTING DIAGRAM

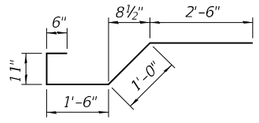
Order a7(E) and a8(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



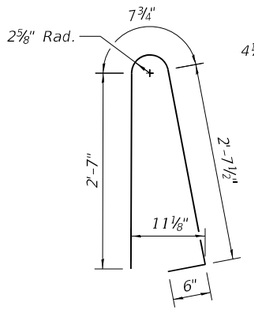
BAR a2(E)



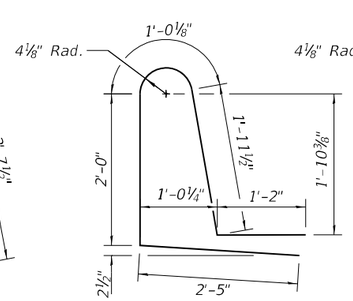
BAR a3(E)



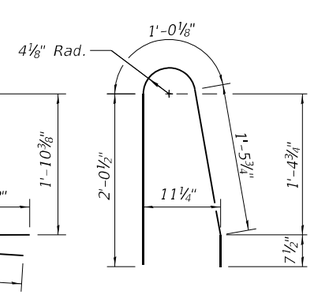
BAR x(E)



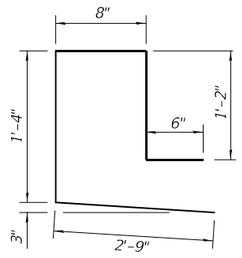
BAR d(E)



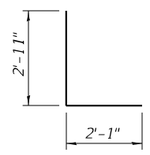
BAR d1(E)



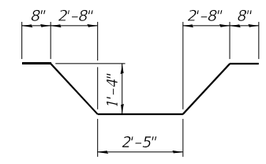
BAR d2(E)



BAR d3(E)



BAR d4(E)



BAR d5(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	3741	#5	28'-10"	
a1(E)	1714	#5	41'-7"	
a2(E)	1283	#6	8'-4"	
a3(E)	1283	#6	21'-10"	
a4(E)	44	#5	11'-0"	
a5(E)	24	#5	1'-6"	
a6(E)	224	#5	2'-0"	
a7(E)	114	#5	29'-7"	
a8(E)	52	#5	41'-10"	
b(E)	1944	#5	30'-3"	
b1(E)	237	#6	33'-3"	
b2(E)	1584	#5	30'-3"	
b3(E)	237	#6	32'-3"	
b4(E)	237	#6	31'-7"	
d(E)	1936	#5	6'-5"	
d1(E)	970	#5	8'-7"	
d2(E)	970	#5	5'-2"	
d3(E)	645	#5	6'-5"	
d4(E)	6	#6	5'-0"	
d5(E)	12	#6	9'-9"	
e(E)	42	#4	18'-4"	
e1(E)	36	#4	19'-8"	
e2(E)	18	#4	19'-3"	
e3(E)	12	#4	9'-2"	
e4(E)	24	#4	17'-9"	
e5(E)	36	#4	16'-8"	
e6(E)	6	#4	20'-2"	
e7(E)	42	#4	16'-11"	
e8(E)	42	#4	16'-11"	
e9(E)	36	#4	19'-8"	
e10(E)	42	#4	18'-6"	
e11(E)	48	#4	17'-3"	
e12(E)	42	#4	18'-4"	
e13(E)	20	#4	28'-1"	
e14(E)	24	#4	19'-8"	
e15(E)	12	#4	21'-3"	
e16(E)	8	#4	9'-2"	
e17(E)	12	#4	25'-9"	
e18(E)	16	#4	27'-4"	
e19(E)	4	#4	20'-2"	
e20(E)	20	#4	26'-2"	
e21(E)	20	#4	26'-1"	
e22(E)	24	#4	19'-8"	
e23(E)	20	#4	28'-4"	
e24(E)	20	#4	30'-1"	
e25(E)	20	#4	28'-1"	
e26(E)	20	#4	28'-1"	
e27(E)	24	#4	19'-8"	
e28(E)	20	#4	30'-1"	
e29(E)	20	#4	28'-4"	
e30(E)	20	#4	26'-1"	
x(E)	120	#5	6'-5"	
Reinforcement Bars, Epoxy Coated		Lbs.	440,350	
Concrete Superstructure		Cu. Yds.	1,541.6	

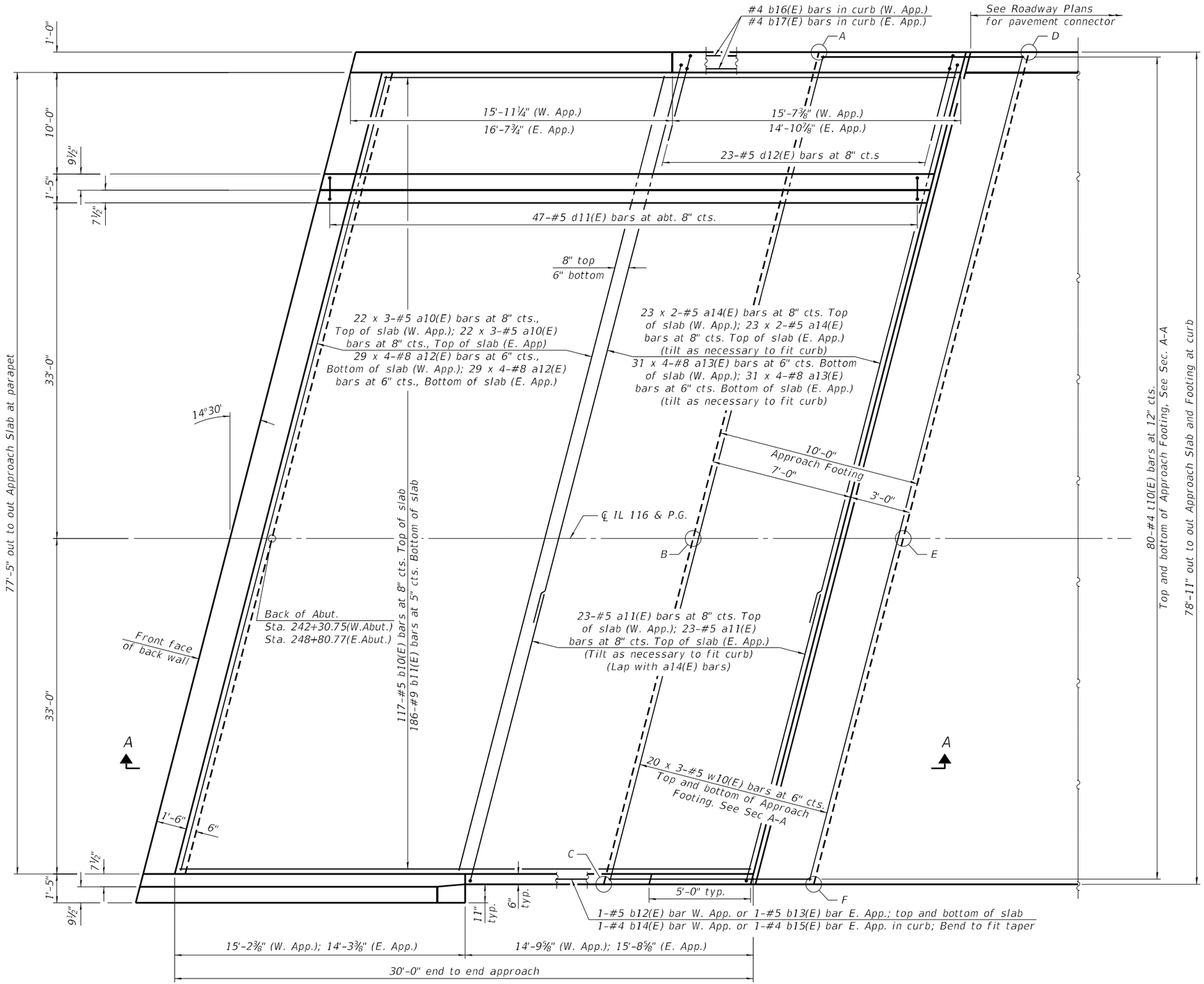
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 17 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	72
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



PLAN

(East approach shown, West approach similar)

N

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach		East Approach	
Point	Top	Bottom	Top	Bottom
A (NW)	503.62	502.78	507.37	506.53
B (W. side ℄)	504.24	503.40	507.92	507.08
C (SW)	503.68	502.85	507.32	506.49
D (NE)	503.67	502.84	507.50	506.67
E (E. side ℄)	504.29	503.46	508.03	507.20
F (SE)	503.73	502.90	507.42	506.59

MINIMUM BAR LAP

#5 bar = 3'-6"
#8 bar = 4'-9"

Notes:
Bars indicated thus 22 x 3-#5 etc. indicates 22 lines of bars with 3 lengths per line.
See sheet 19 of 55 for Section A-A.

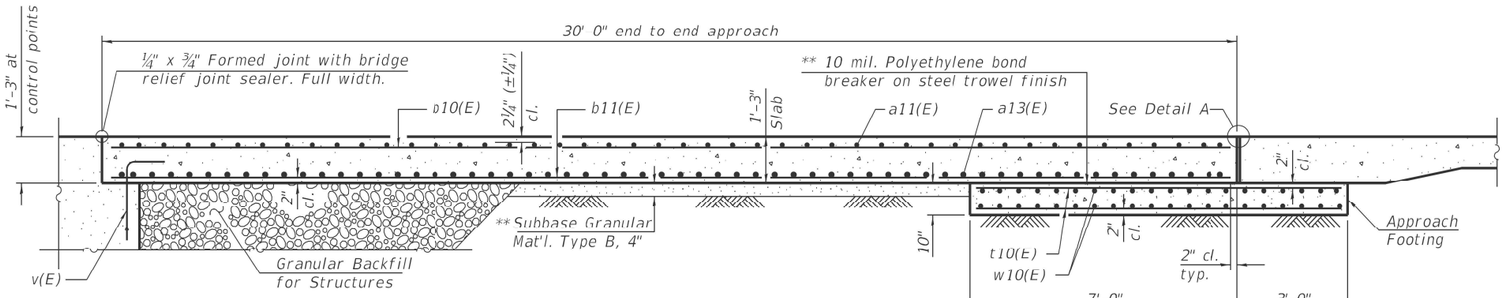
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FILE NAME: $FILE1$

$DATE$ $TIME$

Kaskaskia Engineering Group, LLC
700 E. Main St., Suite 100, Belleville, Illinois 62220
618.233.5877 phone
618.233.5877 fax
www.kaskaskiaeng.com
ENGINEERING CORPORATION OF ILLINOIS
Illinois Professional Design Firm: 184.007773
Professional Engineering Group 20.5860166

USER NAME =		DESIGNED - MC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 072-0249
		CHECKED - BB	REVISED -		
PLOT SCALE =		DRAWN - RJO	REVISED -		
PLOT DATE =		CHECKED - BB	REVISED -		SHEET 18 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		



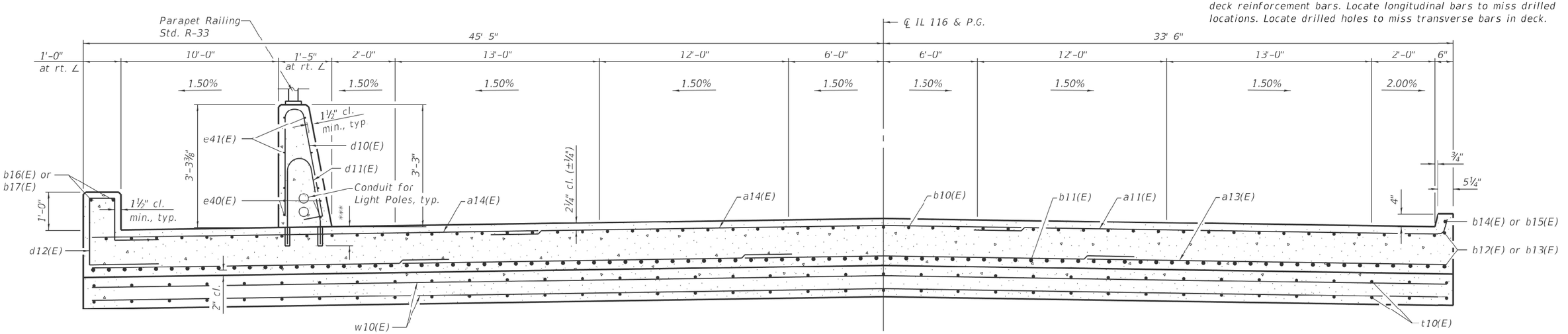
SECTION A-A

Note:
See Sheet 20 of 55 for Detail A.

* ½" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet.

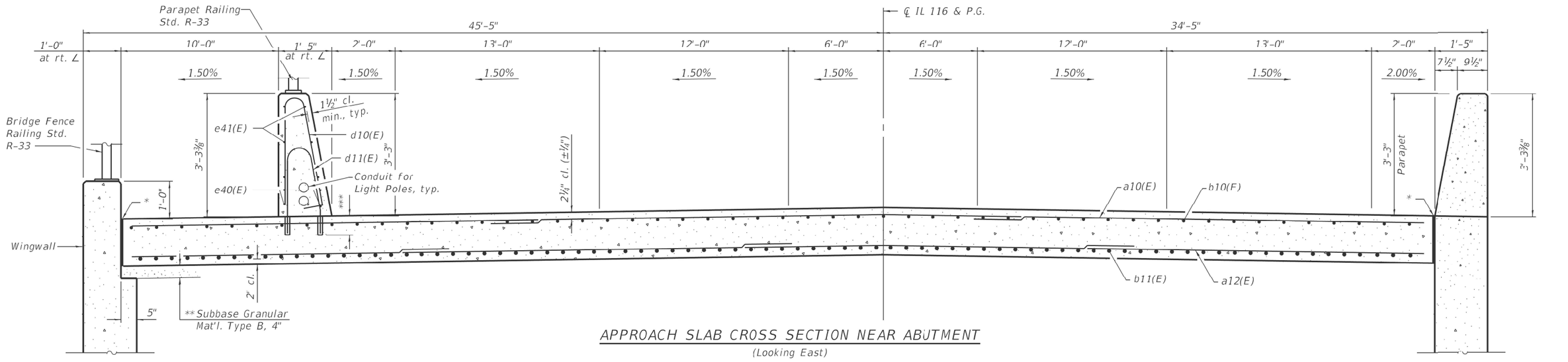
** Cost included with Concrete Superstructure (Approach Slab).

*** Drill and set #5 d11(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's reccomendations. Maximum depth of hole shall not exceed 6". A depth gauge will be required while drilling. Hammer drilling is not allowed. Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.



APPROACH SLAB CROSS SECTION NEAR FOOTING

(Looking East)



APPROACH SLAB CROSS SECTION NEAR ABUTMENT

(Looking East)

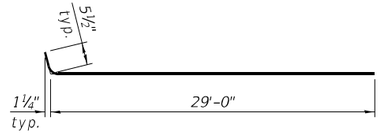
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Kaskaskia Engineering Group, LLC
PROFESSIONAL REGISTRATIONS
Illinois Professional Design Firm 184.004773
Professional Engineering Group 26-5880586
268 E. Main St., Suite 300 Robinson, Illinois 62454
618.233.3077 phone 618.233.3975 fax www.kaskaskiaeng.com
LICENSE NO.

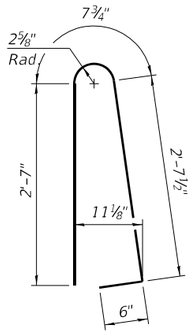
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		CHECKED - BB	REVISED -		
PLOT SCALE =		DRAWN - RJO	REVISED -		SHEET 19 OF 55 SHEETS
PLOT DATE =		CHECKED - BB	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68898		
		ILLINOIS	FED. AID PROJECT	

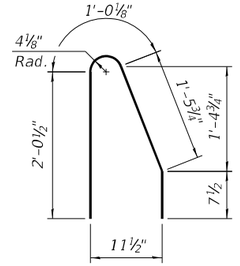
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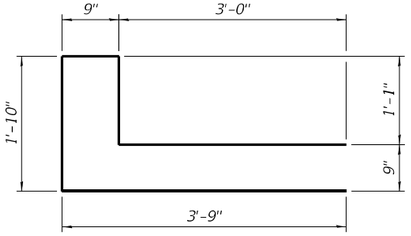
BAR a11(E)



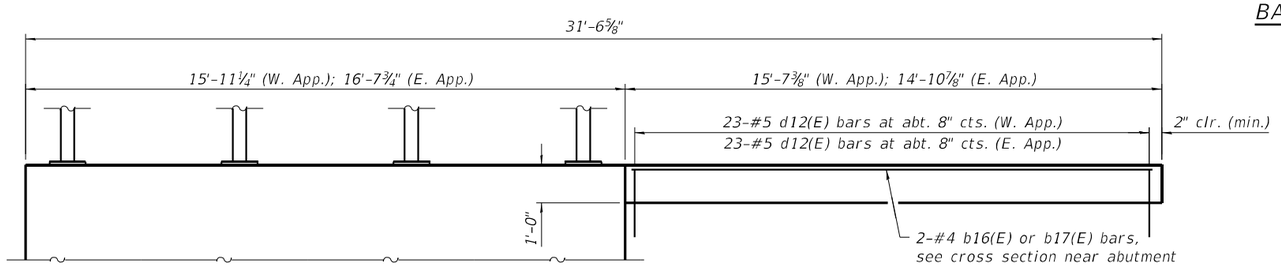
BAR d10(E)



BAR d11(E)

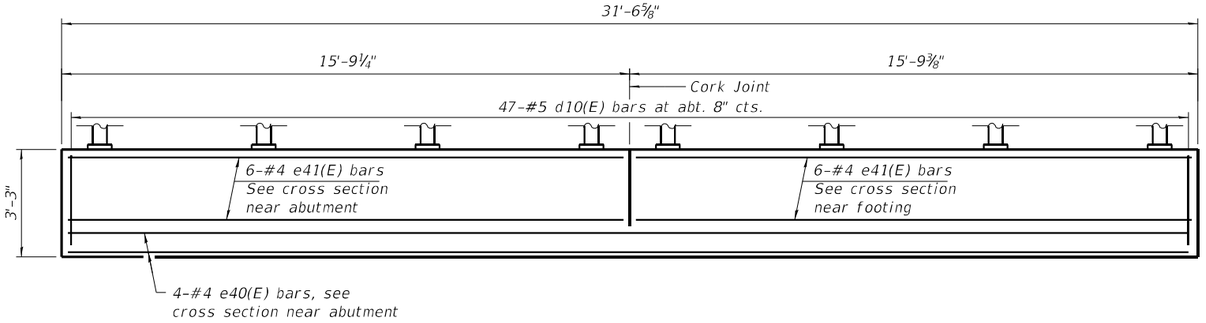


BAR d12(E)



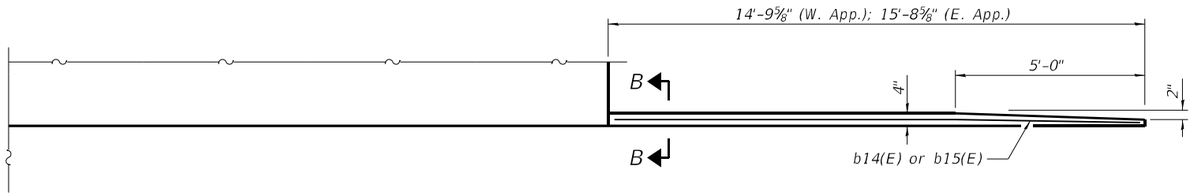
INSIDE ELEVATION OF BICYCLE RAILING, CURVED CURB

(East abutment shown, West abutment similar)

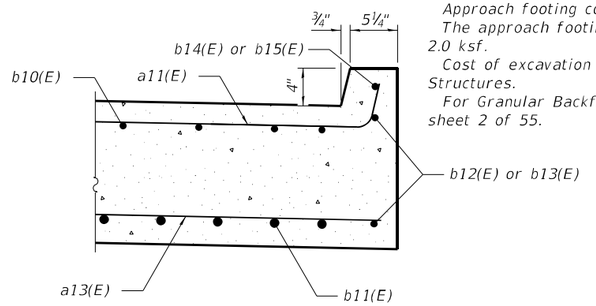


INSIDE ELEVATION OF BICYCLE PARAPET

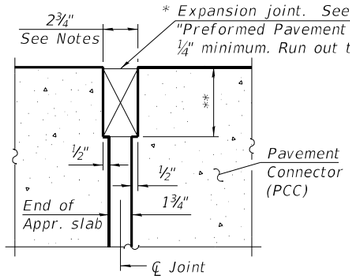
(East abutment shown, West abutment similar)



INSIDE ELEVATION OF PARAPET AND CURB



SECTION B-B



DETAIL A

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 55.

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	132	#5	28'-11"	
a11(E)	46	#5	29'-6"	
a12(E)	232	#8	23'-6"	
a13(E)	248	#8	23'-11"	
a14(E)	92	#5	29'-7"	
b10(E)	234	#5	29'-8"	
b11(E)	372	#9	29'-8"	
b12(E)	2	#5	14'-6"	
b13(E)	2	#5	15'-4"	
b14(E)	1	#4	14'-6"	
b15(E)	1	#4	15'-4"	
b16(E)	2	#4	15'-4"	
b17(E)	2	#4	14'-7"	
d10(E)	94	#5	6'-5"	
d11(E)	94	#5	5'-2"	
d12(E)	46	#5	10'-5"	
e40(E)	8	#4	29'-8"	
e41(E)	24	#4	15'-4"	
t10(E)	320	#4	10'-0"	
w10(E)	240	#5	29'-5"	
Concrete Superstructure			Cu. Yd.	8.6
Concrete Superstructure (Approach Slab)			Cu. Yd.	218.5
Concrete Structures			Cu. Yd.	50.3
Reinforcement Bars, Epoxy Coated			Pound	95,050

(Sheet 3 of 3)

MODEL: $MODELNAME$
FILE NAME: $FILE$

Kaskaskia Engineering Group, LLC
200 S. Main St., Suite 101, Bellevville, Illinois 62220, 618.233.5077 phone, 618.233.5077 fax, www.kaskaskiaeng.com
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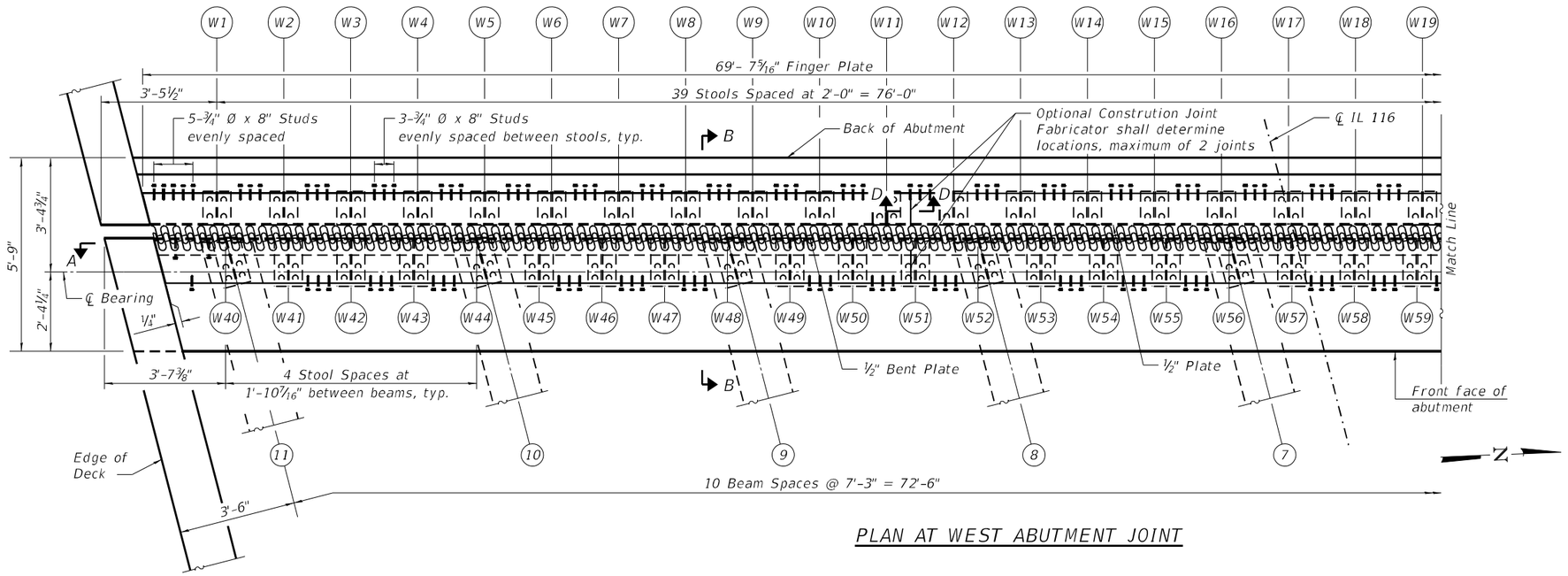
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PLOT DATE =	CHECKED - BB	REVISED -	

$DATE$ $TIME$

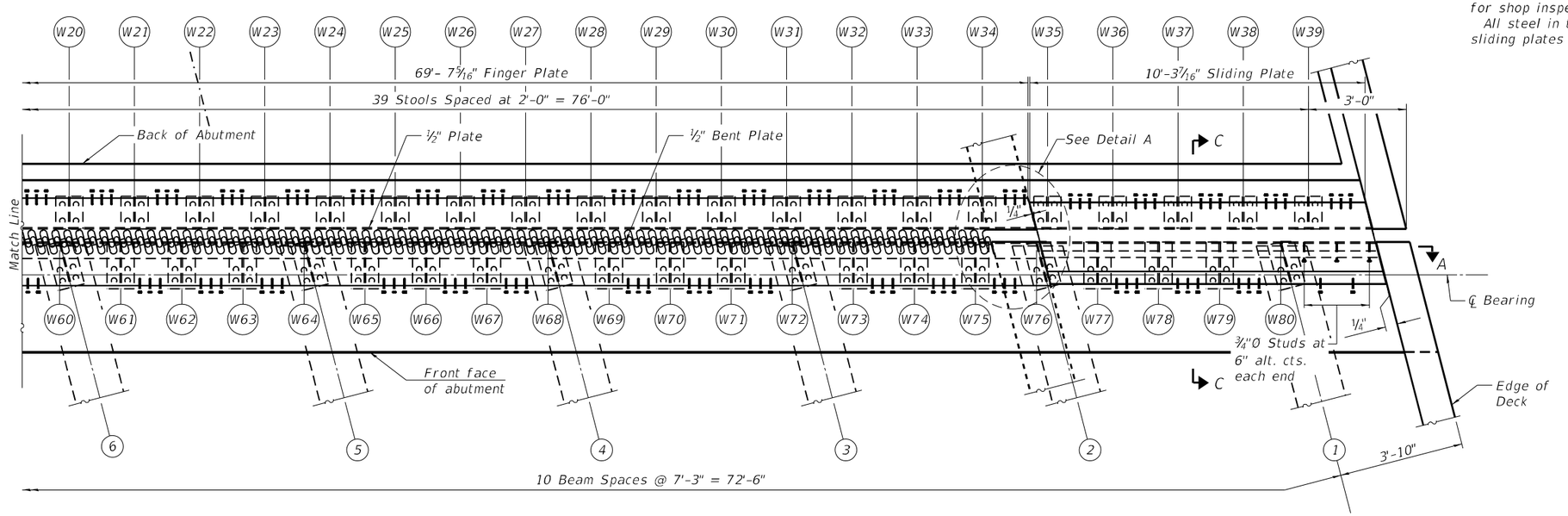
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0249
SHEET 20 OF 55 SHEETS

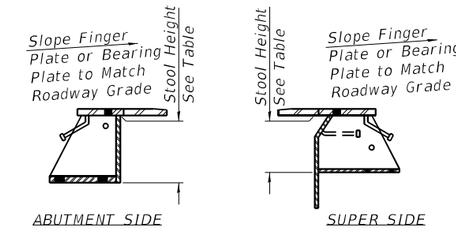
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	75
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



PLAN AT WEST ABUTMENT JOINT

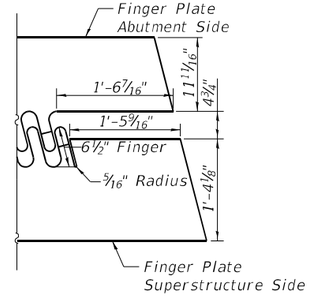


PLAN AT WEST ABUTMENT JOINT



STOOL HEIGHT MEASUREMENT LOCATIONS

Note:
Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
All steel in the finger plates, sliding plates, parapet sliding plates and stools shall be hot dip galvanized.

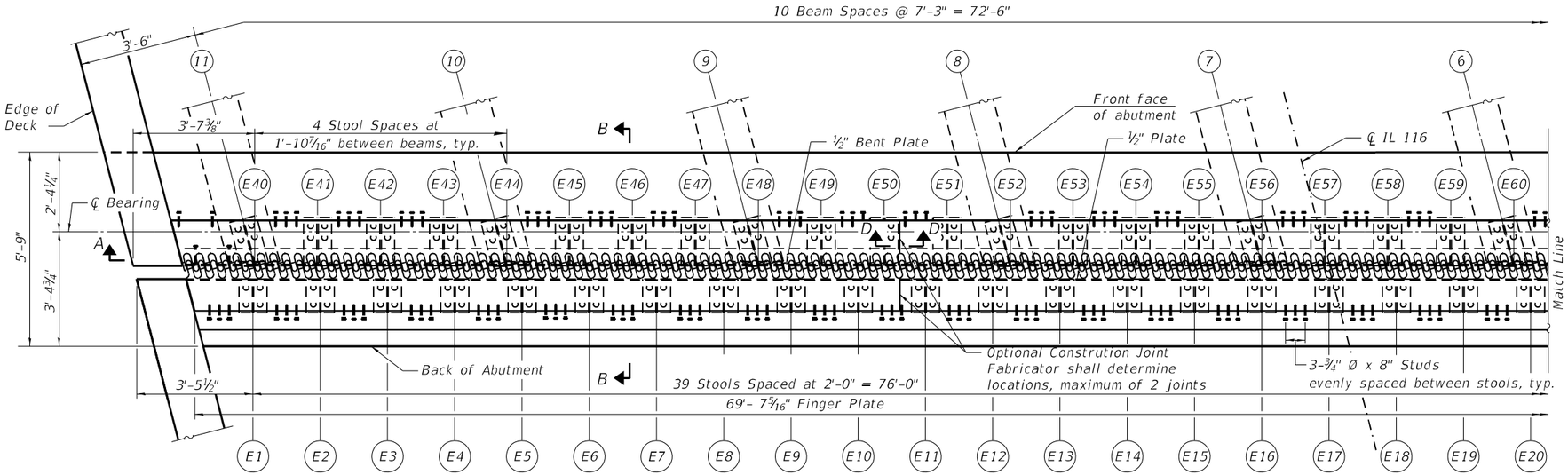


DETAIL A

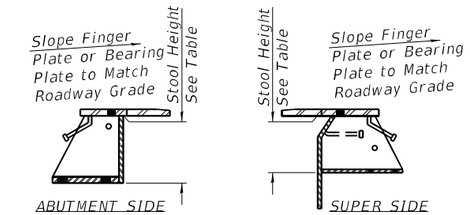
STOOL HEIGHTS TABLE

STOOL MARK (ABUT.)	W1	W2	W3	W4	W5	W6	W7	W8	W9	W10	W11	W12	W13	W14	W15	W16	W17	W18	W19	W20	W21	W22	W23	W24	W25	W26	W27	W28	W29	W30	W31	W32	W33	W34	W35	W36	W37	W38	W39	---	---
STOOL HEIGHT	11 1/8"	11 1/2"	11 7/8"	12 1/4"	12 5/8"	13"	13 3/8"	13 3/4"	14 1/8"	14 1/2"	14 7/8"	15 1/4"	15 5/8"	16	16 7/16"	16 13/16"	17 3/16"	16 7/8"	16 9/16"	16 1/4"	15 15/16"	15 5/8"	15 5/16"	15	14 11/16"	14 5/16"	14	13 11/16"	13 3/8"	13 1/16"	12 3/4"	12 7/16"	12 1/8"	11 13/16"	12 1/16"	11 13/16"	11 1/2"	11 1/8"	10 7/8"	---	---
STOOL MARK (SUPER)	W40	W41	W42	W43	W44	W45	W46	W47	W48	W49	W50	W51	W52	W53	W54	W55	W56	W57	W58	W59	W60	W61	W62	W63	W64	W65	W66	W67	W68	W69	W70	W71	W72	W73	W74	W75	W76	W77	W78	W79	W80
STOOL HEIGHT	7 3/8"	11 11/16"	12 1/16"	12 7/16"	7 3/8"	11 11/16"	12 1/16"	12 7/16"	7 5/16"	11 11/16"	12 1/16"	12 5/8"	7 5/16"	11 11/16"	12	12 5/8"	7 5/16"	12 1/8"	11 7/8"	11 9/16"	7 1/4"	12 3/16"	11 7/8"	11 9/16"	7 5/16"	12 3/16"	11 7/8"	11 9/16"	7 5/16"	12 3/16"	11 7/8"	11 9/16"	7 5/16"	12 3/16"	11 13/16"	11 5/8"	7 5/16"	12 1/16"	11 13/16"	11 1/2"	7 3/16"

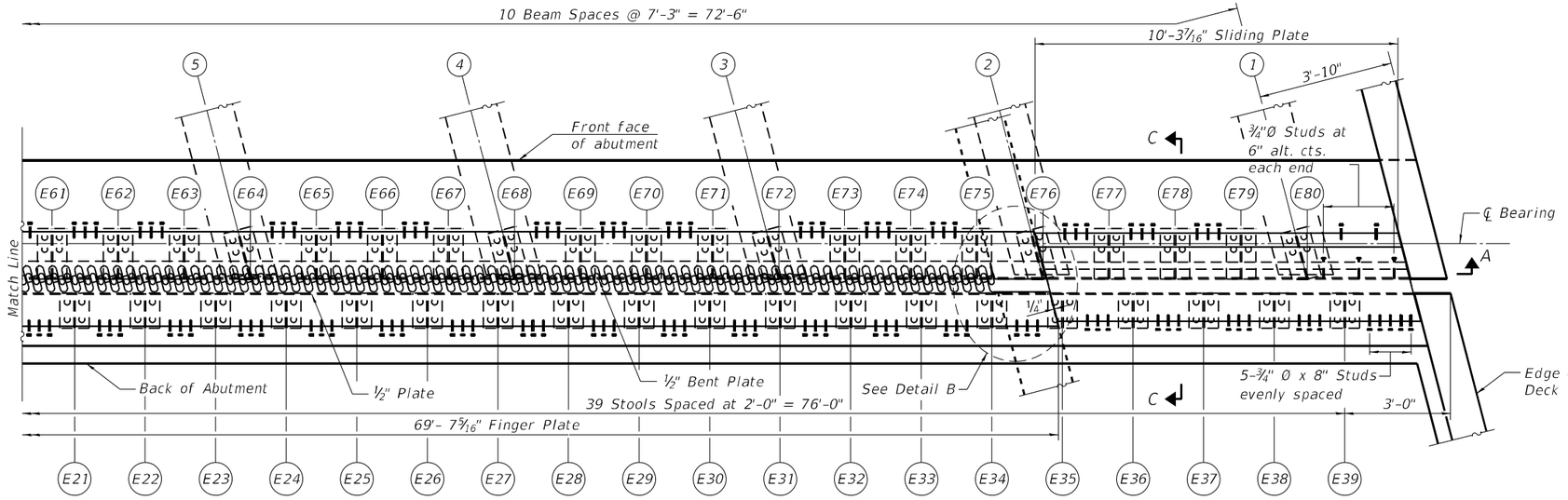
Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME =	DESIGNED - MAM	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE EXPANSION JOINT DETAILS STRUCTURE NO. 072-0249	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - PES	REVISED - ---			669	(1OR-VBY)BR	PEORIA	179	76
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PLAN AT EAST ABUTMENT JOINT

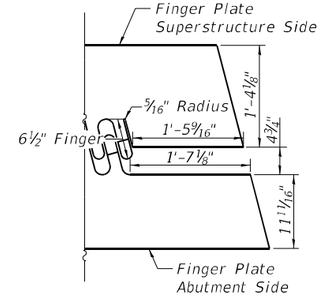


STOOL HEIGHT MEASUREMENT LOCATIONS



PLAN AT EAST ABUTMENT JOINT

Note:
Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
All steel in the finger plates, sliding plates, parapet sliding plates and stools shall be hot dip galvanized.



DETAIL B

STOOL HEIGHTS TABLE

STOOL MARK (ABUT.)	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18	E19	E20	E21	E22	E23	E24	E25	E26	E27	E28	E29	E30	E31	E32	E33	E34	E35	E36	E37	E38	E39	---	---
STOOL HEIGHT	10 1⁵⁄₁₆"	11⅛"	11 7⁄₁₆"	11 13⁄₁₆"	12¼"	12⅜"	13"	13⅜"	13¾"	14⅛"	14½"	14 15⁄₁₆"	15⅜"	15 11⁄₁₆"	16⅛"	16 7⁄₁₆"	16 13⁄₁₆"	16⅝"	16¼"	15 15⁄₁₆"	15⅝"	15 5⁄₁₆"	15"	14 1⁄₁₆"	14⅜"	14 1⁄₁₆"	13¾"	13 7⁄₁₆"	13⅛"	12⅞"	12 9⁄₁₆"	12¼"	12"	11 1⁄₁₆"	12"	11 11⁄₁₆"	11 7⁄₁₆"	11⅛"	10 3⁄₁₆"	---	---
STOOL MARK (SUPER)	E40	E41	E42	E43	E44	E45	E46	E47	E48	E49	E50	E51	E52	E53	E54	E55	E56	E57	E58	E59	E60	E61	E62	E63	E64	E65	E66	E67	E68	E69	E70	E71	E72	E73	E74	E75	E76	E77	E78	E79	E80
STOOL HEIGHT	7½"	11 13⁄₁₆"	12 3⁄₁₆"	12½"	7½"	11 13⁄₁₆"	12 3⁄₁₆"	12 9⁄₁₆"	7½"	11 13⁄₁₆"	12¼"	12½"	7 7⁄₁₆"	11 13⁄₁₆"	12 3⁄₁₆"	12 9⁄₁₆"	7½"	12 5⁄₁₆"	12 1⁄₁₆"	11¾"	7½"	12 3⁄₁₆"	12 1⁄₁₆"	11 13⁄₁₆"	7½"	12 3⁄₁₆"	12"	11¾"	7 7⁄₁₆"	12 3⁄₁₆"	12 1⁄₁₆"	11 13⁄₁₆"	7½"	12¼"	12"	11¾"	7½"	12¼"	12"	11 11⁄₁₆"	7¾"

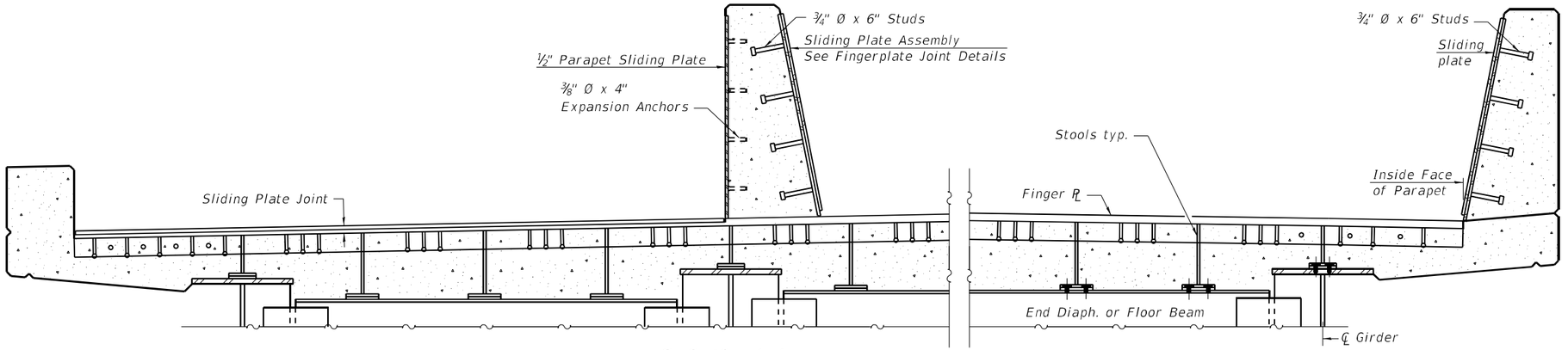
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Springfield, IL. Phone: (217)544-8033

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	CHECKED - PES	REVISED - ---	
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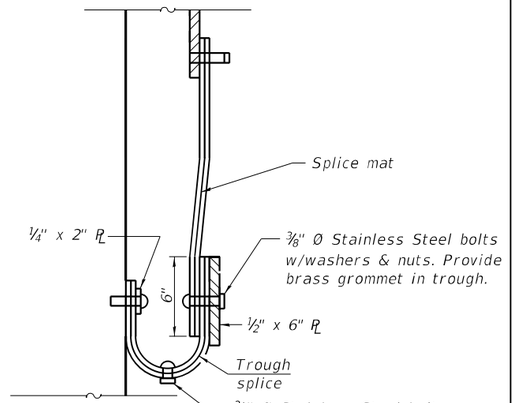
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINGER PLATE EXPANSION JOINT DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 22 OF 55 SHEETS

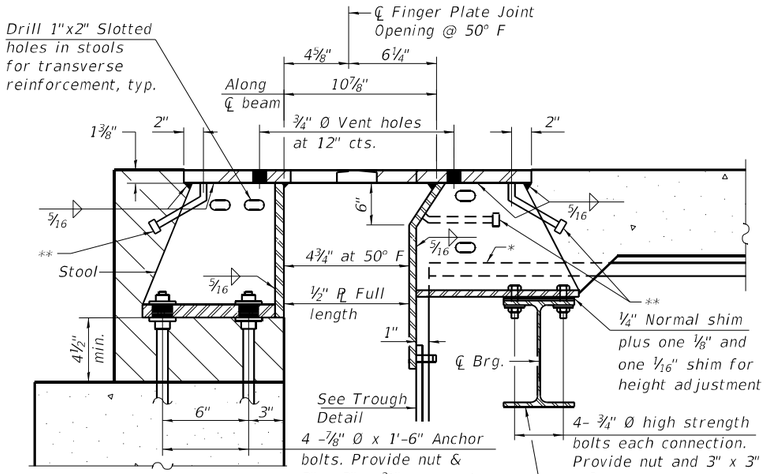
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669	(10R-VBY)BR	PEORIA	179	77
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



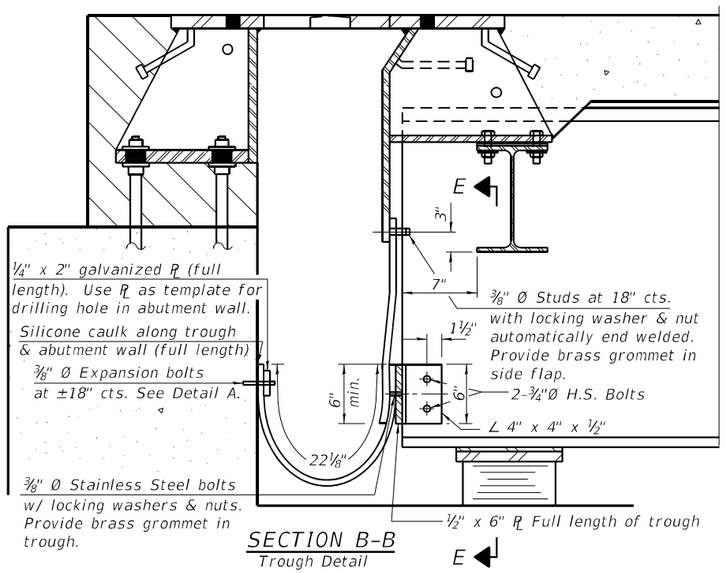
SECTION A-A



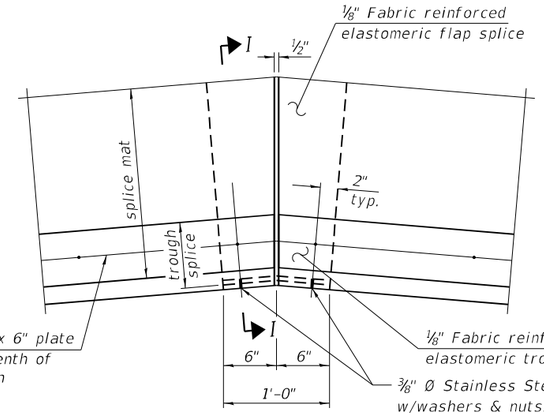
SECTION I-I



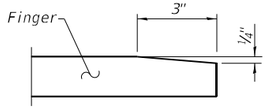
SECTION B-B
Finger Plate Details



SECTION B-B
Trough Detail



TROUGH SPLICE
DETAIL

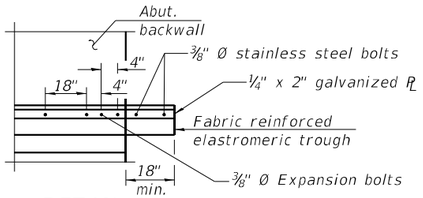


BEVEL DETAIL

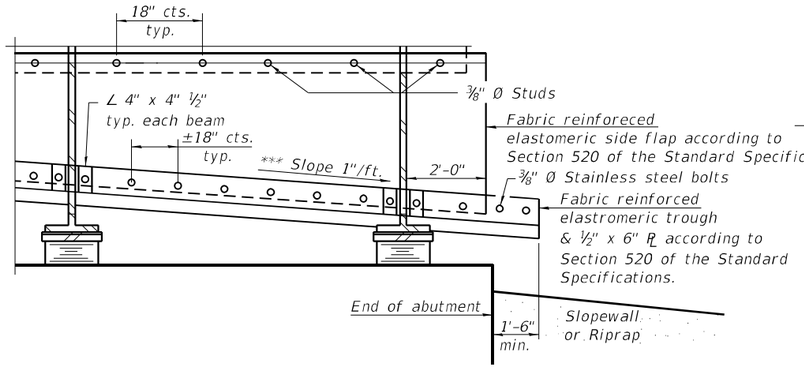
* Clip top flange. See detail on sheet 31 of 55.

** ¾" Ø x 8" Granular or solid flux filled headed studs conforming to Art. 1006.32 of the Std. Specifications.

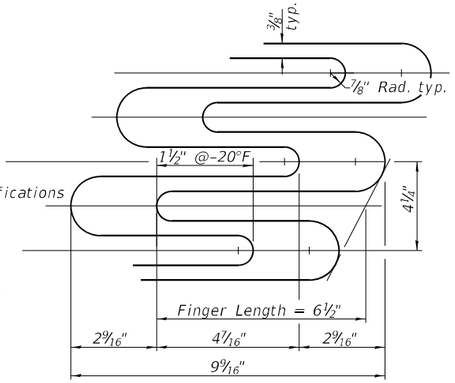
*** min. slope ⅝"/ft.



DETAIL A



SECTION E-E



JOINT OPENING AND GEOMETRY DETAIL

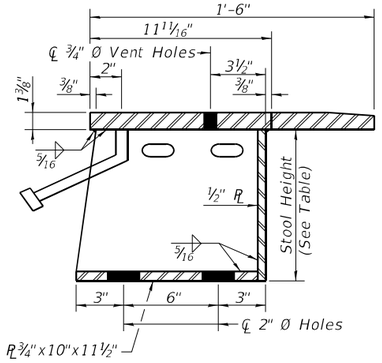
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

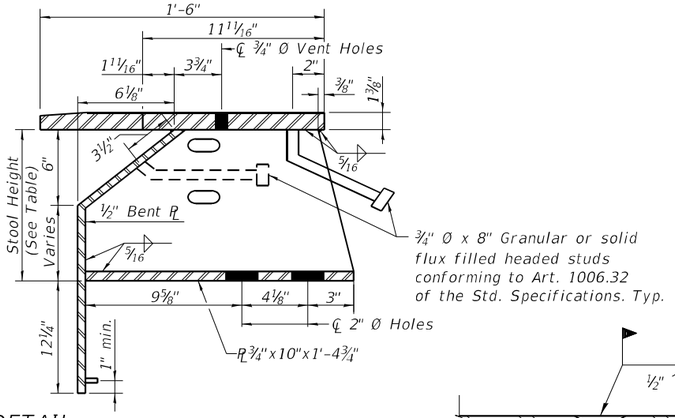
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	CHECKED - PES	REVISED - ---
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - SMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

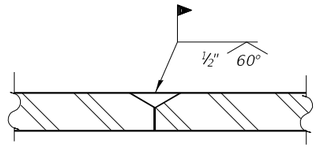
FINGER PLATE EXPANSION JOINT DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 23 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

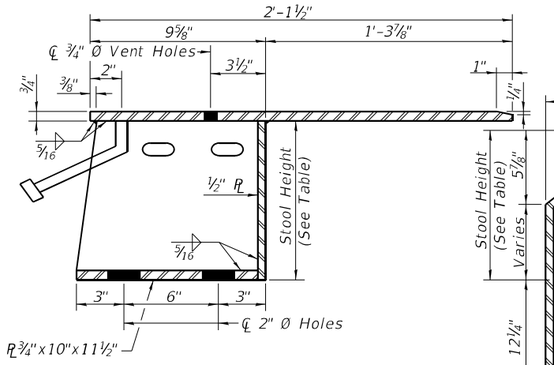


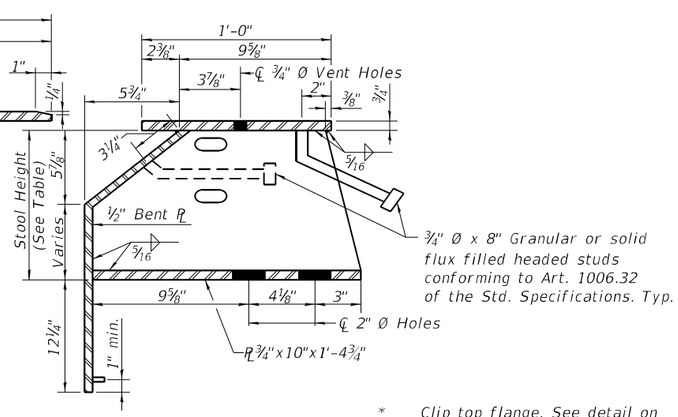


STOOL DETAIL
Finger Plate



SECTION D-D

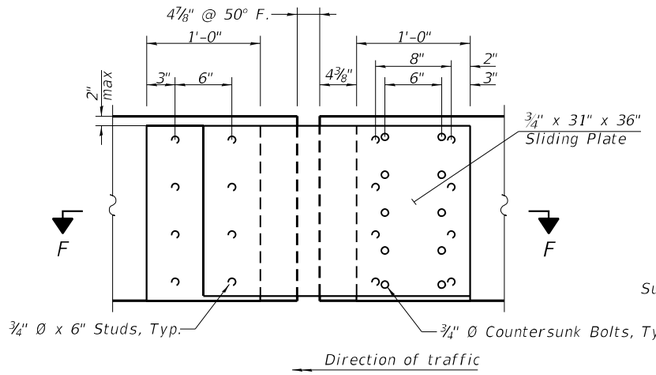




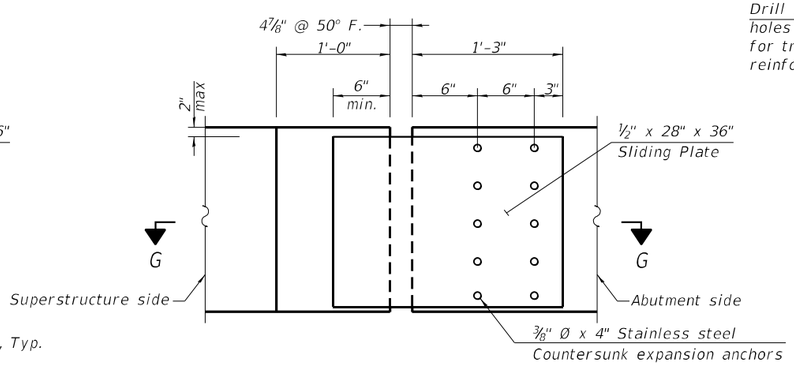
STOOL DETAIL
Sliding Plate

* Clip top flange. See detail on sheet 31 of 55.

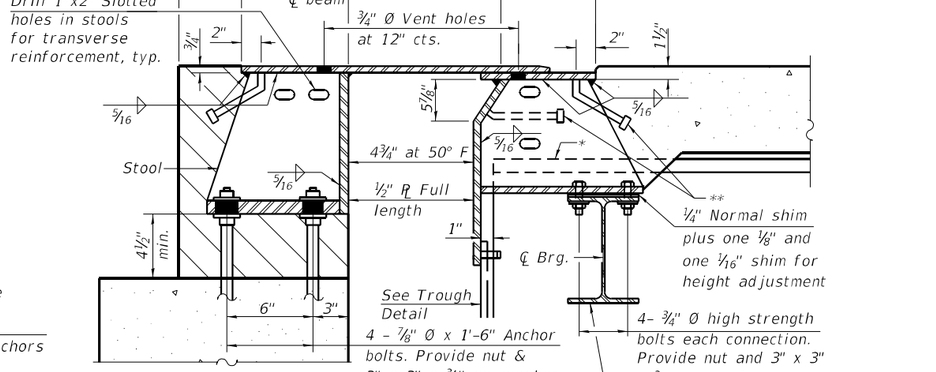
** 3/4" Ø x 8" Granular or solid flux filled headed studs conforming to Art. 1006.32 of the Std. Specifications.



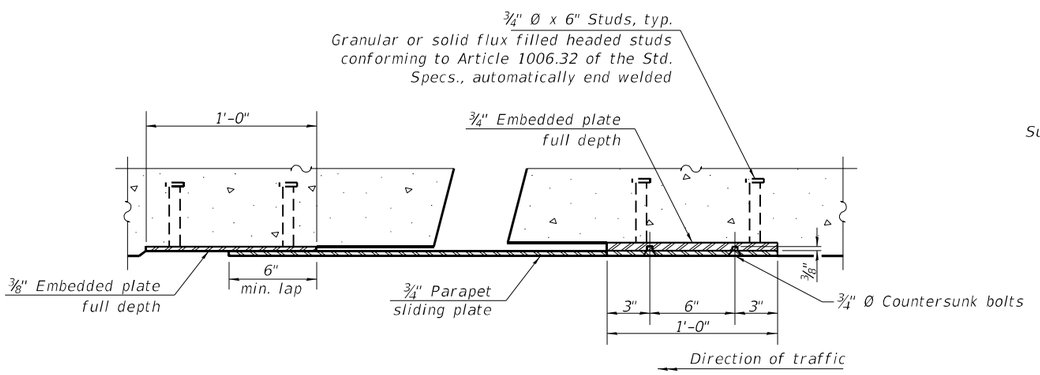
INSIDE ELEVATION OF PARAPETS TRAFFIC SIDE



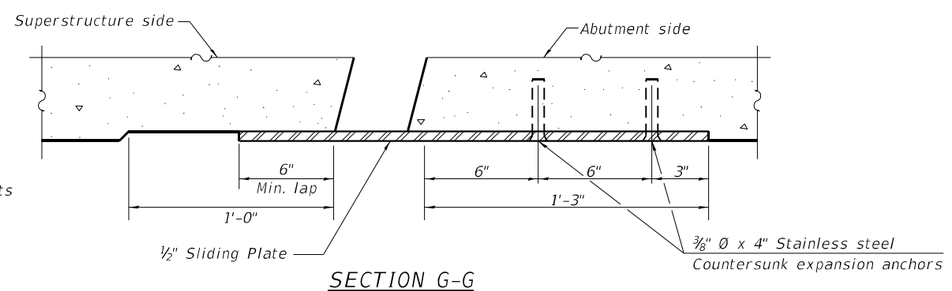
INSIDE ELEVATION OF PARAPET BIKEWAY SIDE



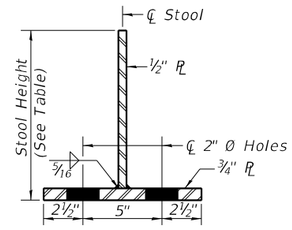
SECTION C-C
Sliding Plate Details



SECTION F-F



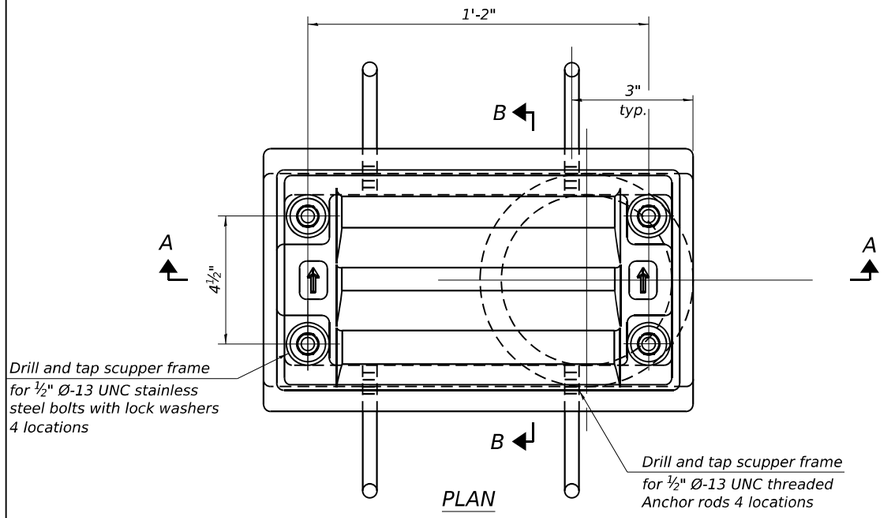
SECTION G-G



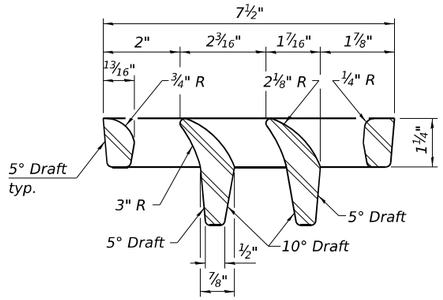
SECTION THRU STOOL

Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME =	DESIGNED - MAM	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE EXPANSION JOINT DETAILS STRUCTURE NO. 072-0249
		CHECKED - ---	REVISED - ---		
	PLOT SCALE =	DRAWN - MAM	REVISED -		SHEET NO. 24 OF 55 SHEETS
	PLOT DATE =	CHECKED - ---	REVISED -		

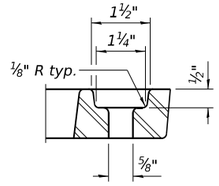
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	79
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



PLAN



VANE GRATE DETAIL



GRATE BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

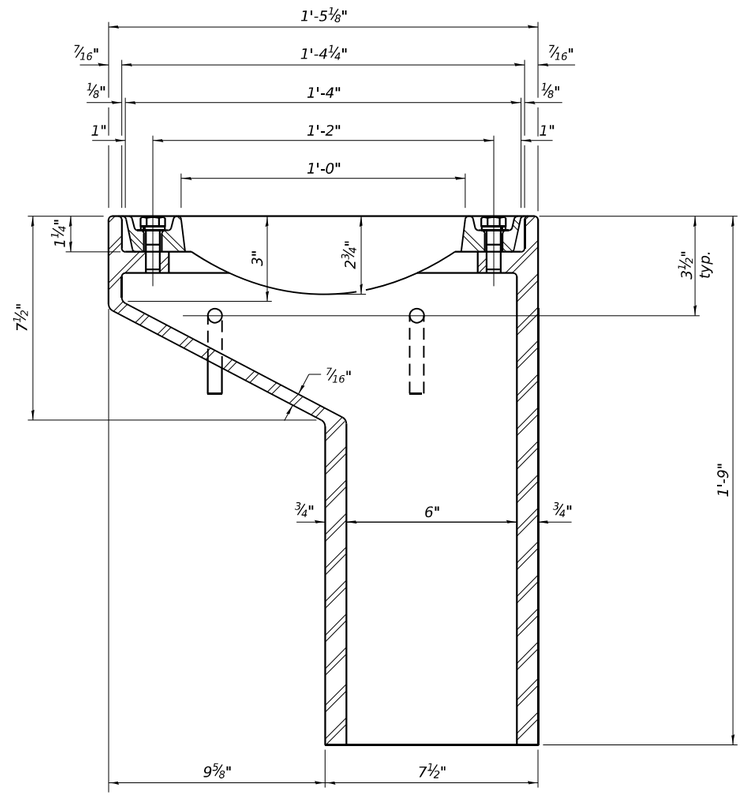
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 27 of 55.

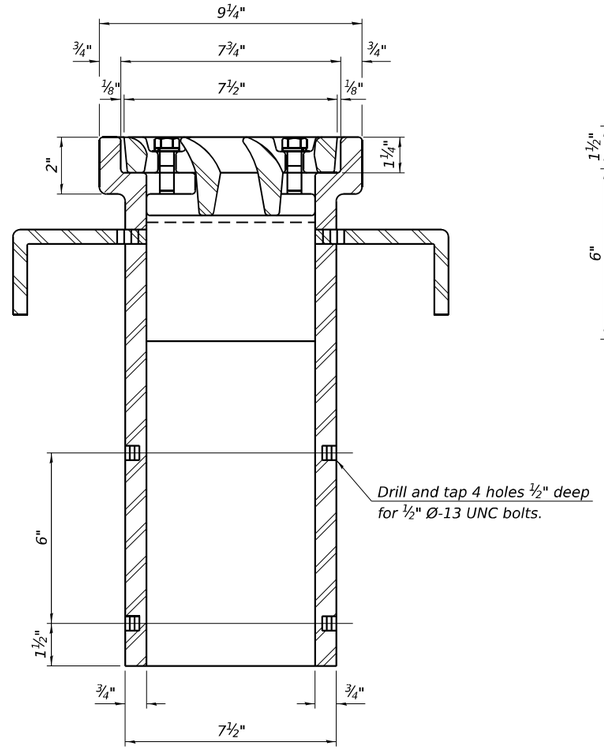
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

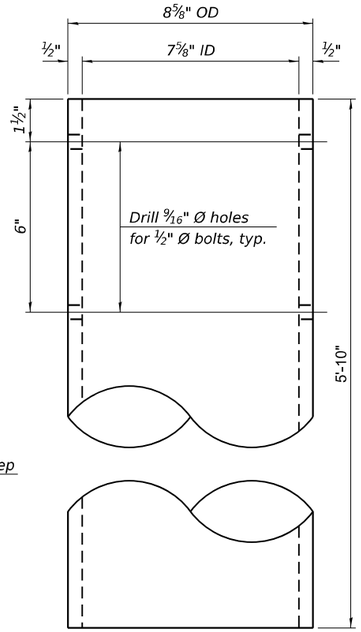


SECTION A-A

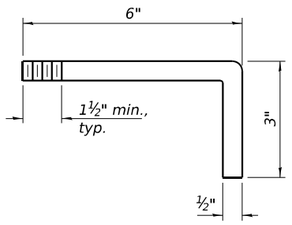
See sheet 14 of 55 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

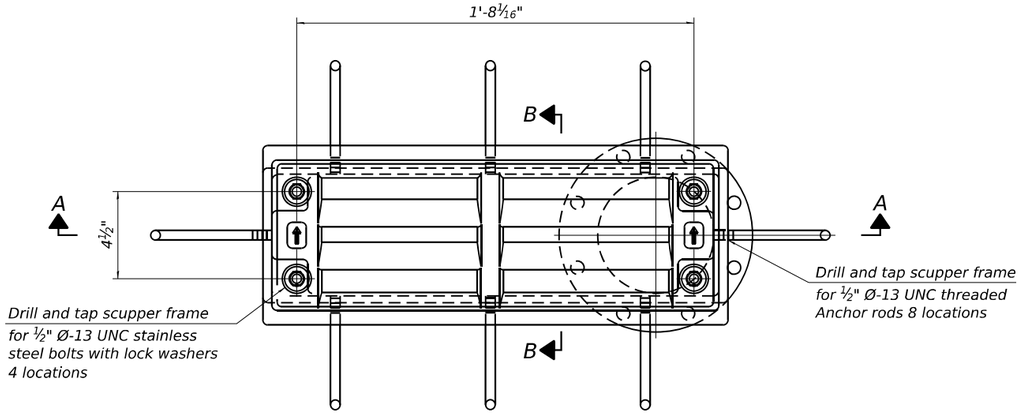
ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-11	Each	3

DS-11 5-15-2023

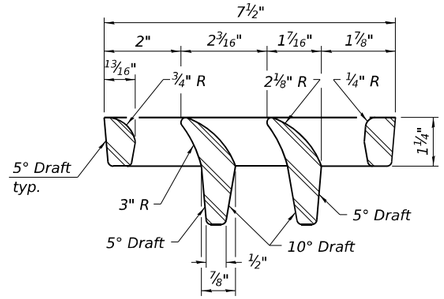
USER NAME =	DESIGNED - MAM	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED - PES	REVISED - ---	DRAINAGE SCUPPER DS-11 DETAILS STRUCTURE NO. 072-0249
PLOT SCALE =	DRAWN - MAM	REVISED -	SHEET NO. 25 OF 55 SHEETS
PLOT DATE =	CHECKED - PES	REVISED -	

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Springfield, IL. Phone: (217)544-8033

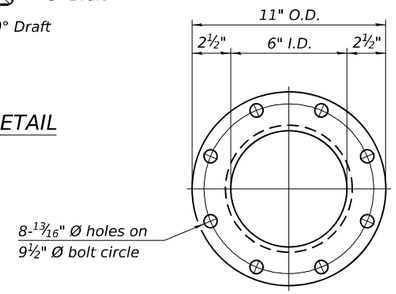
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(1OR-VBY)BR	PEORIA	179	80
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



PLAN



VANE GRATE DETAIL



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

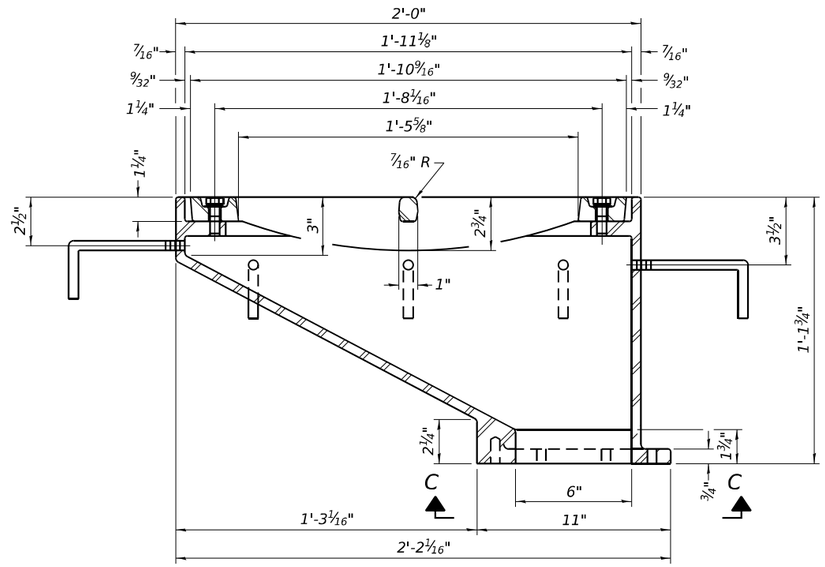
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 27 of 55.

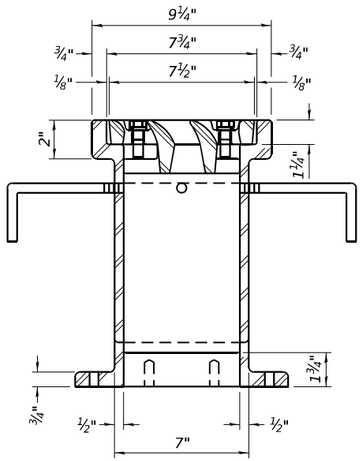
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-12.

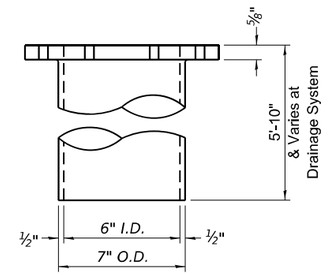


SECTION A-A

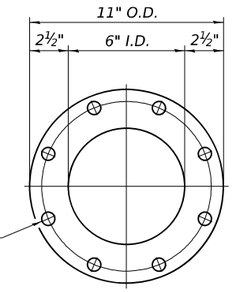
See sheet 14 of 55 for scupper location relative to parapet.



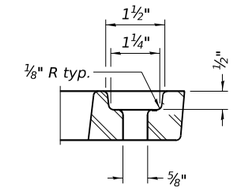
SECTION B-B



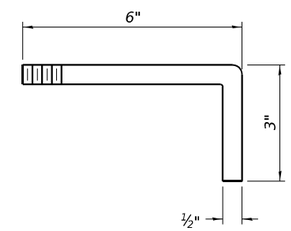
DOWNSPOUT



VIEW C-C



GRATE BOLT HOLE DETAIL



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-12	Each	28

DS-12

5-15-2023

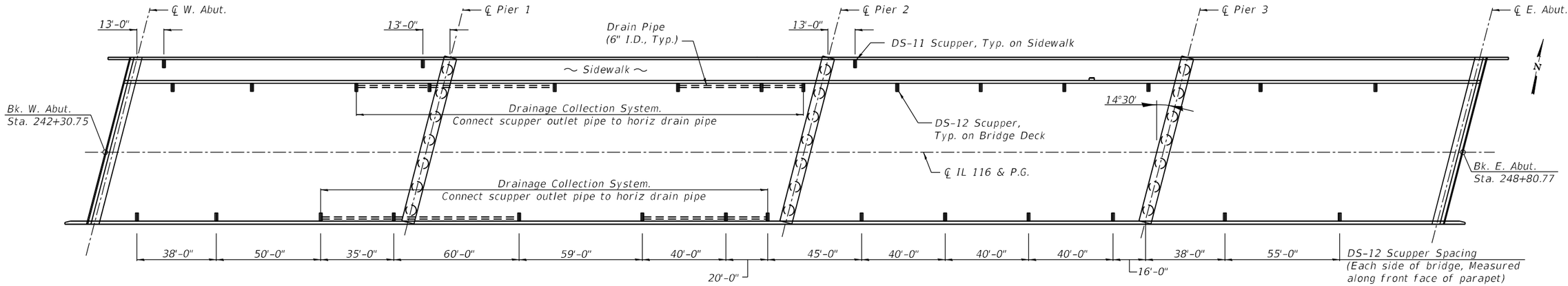
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED - ---
	CHECKED - PES	REVISED - ---
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

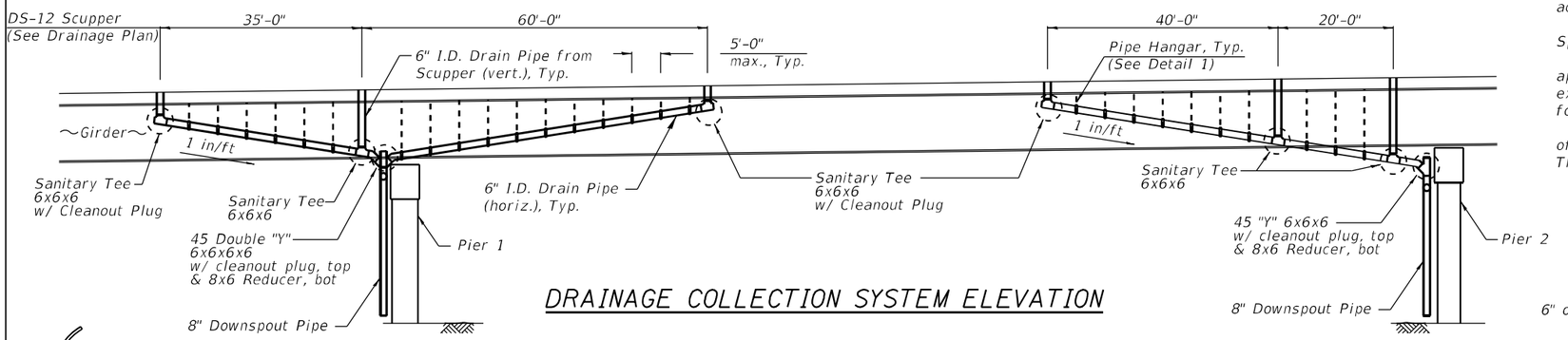
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER DS-12 DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 26 OF 55 SHEETS

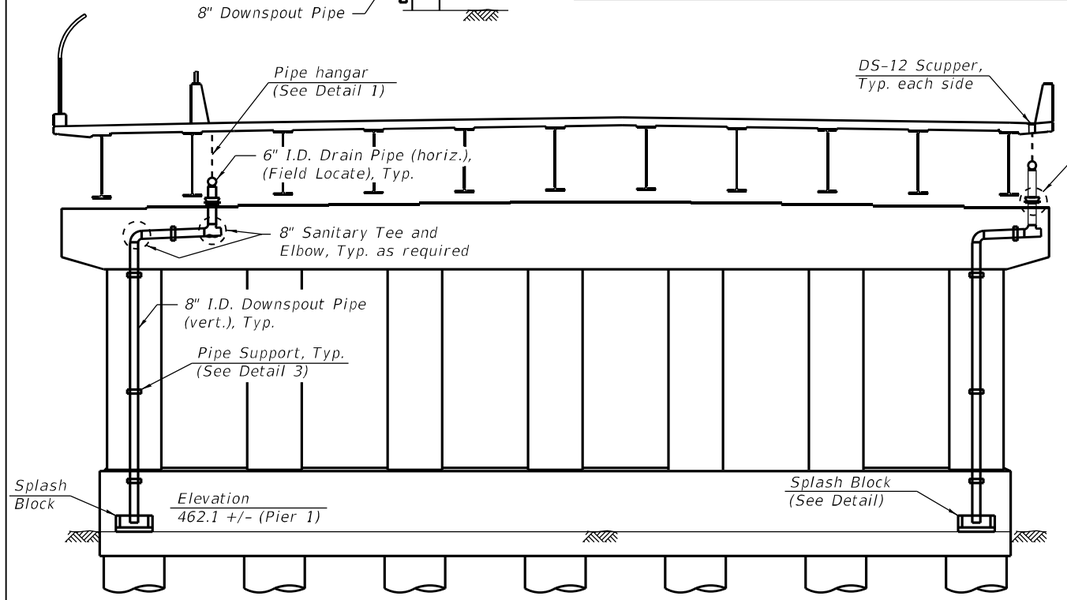
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(1OR-VBY)BR	PEORIA	179	81
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



DRAINAGE PLAN

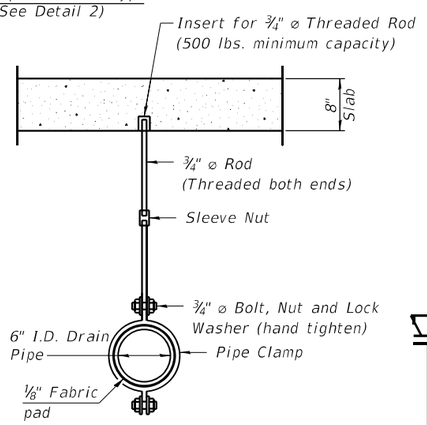


DRAINAGE COLLECTION SYSTEM ELEVATION



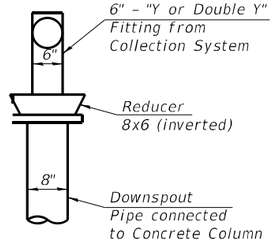
ELEVATION

Pier 1 Looking East (Pier 2 Similar)



DETAIL 1

Pipe Hangar



DETAIL 2

Pipe Size Change

Notes:

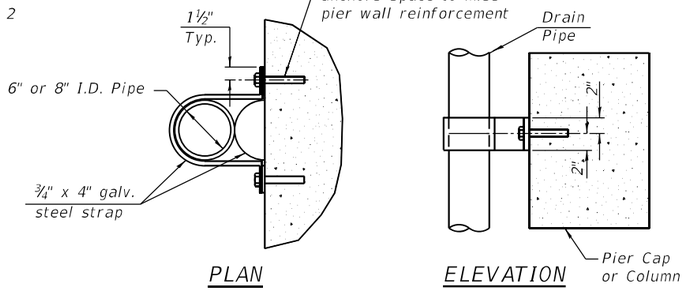
Bolts, expansion anchors, washers, nuts, etc. shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

The pipe type shall conform to the requirements specified in the Standard Specifications Art. 523.

Cost of the Hangars, Pipe, Tees, Elbows, Cleanouts, Wyes, Splash blocks and all appurtenances required for the installation of the drainage collection system, except scuppers, shall be included in and paid for at the contract lump sum price for Drainage System.

The Organic Zinc Rich Primer / Epoxy / Urethane paint system shall be used for painting of the exposed Drainage System components. The entire system shall be shop applied, The color of the final finish coat shall be gray, Munsell No. 5B 7/1.

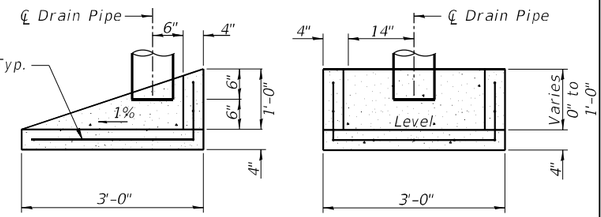


PLAN

ELEVATION

DETAIL 3

Pipe Connection to Pier



SPLASH BLOCK DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage System for Structures	L. Sum	1

Note: Drawing Not to Scale. Follow Dimensions.

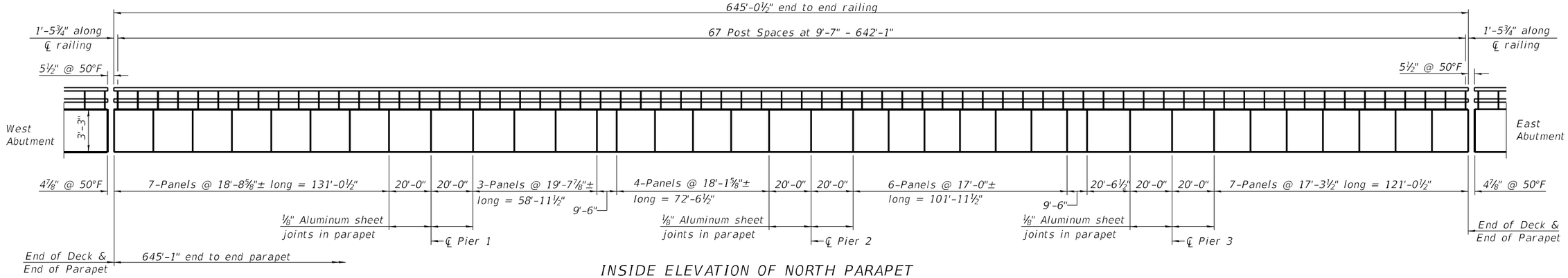
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED - ---
	CHECKED - PES	REVISED - ---
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

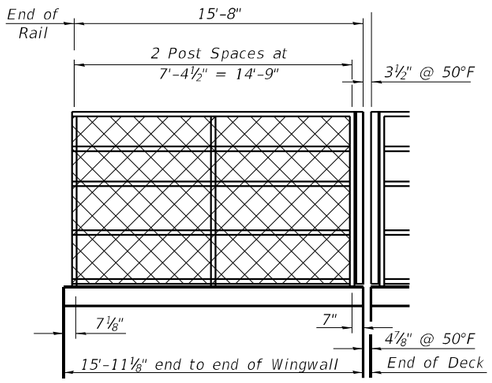
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM
STRUCTURE NO. 072-0249
SHEET NO. 27 OF 55 SHEETS

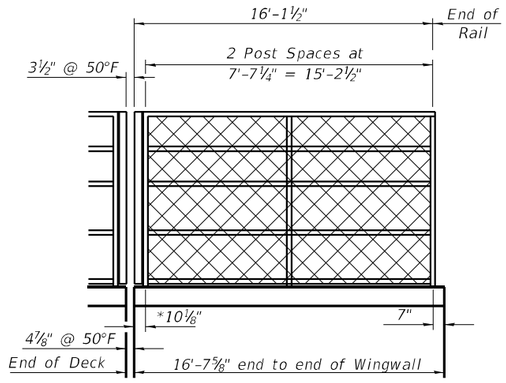
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	82
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



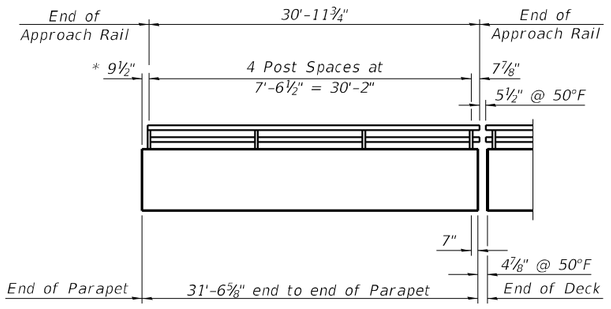
INSIDE ELEVATION OF NORTH PARAPET



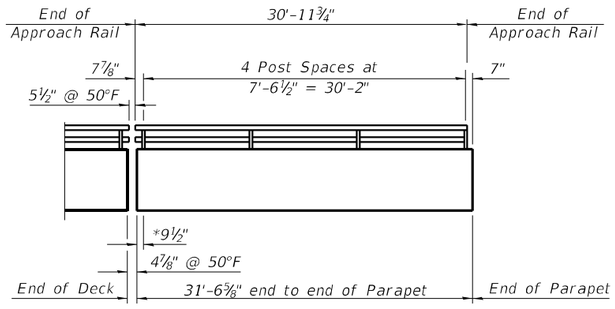
INSIDE ELEVATION OF WEST WINGWALL



INSIDE ELEVATION OF EAST WINGWALL

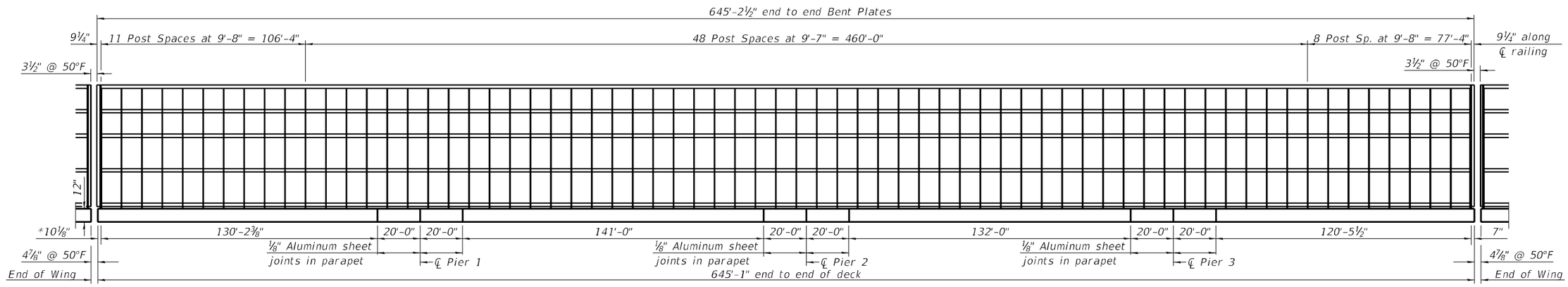


INSIDE ELEVATION OF NORTHWEST PARAPET



INSIDE ELEVATION OF NORTHEAST PARAPET

* 7" measured from back face



INSIDE ELEVATION OF BICYCLE RAILING

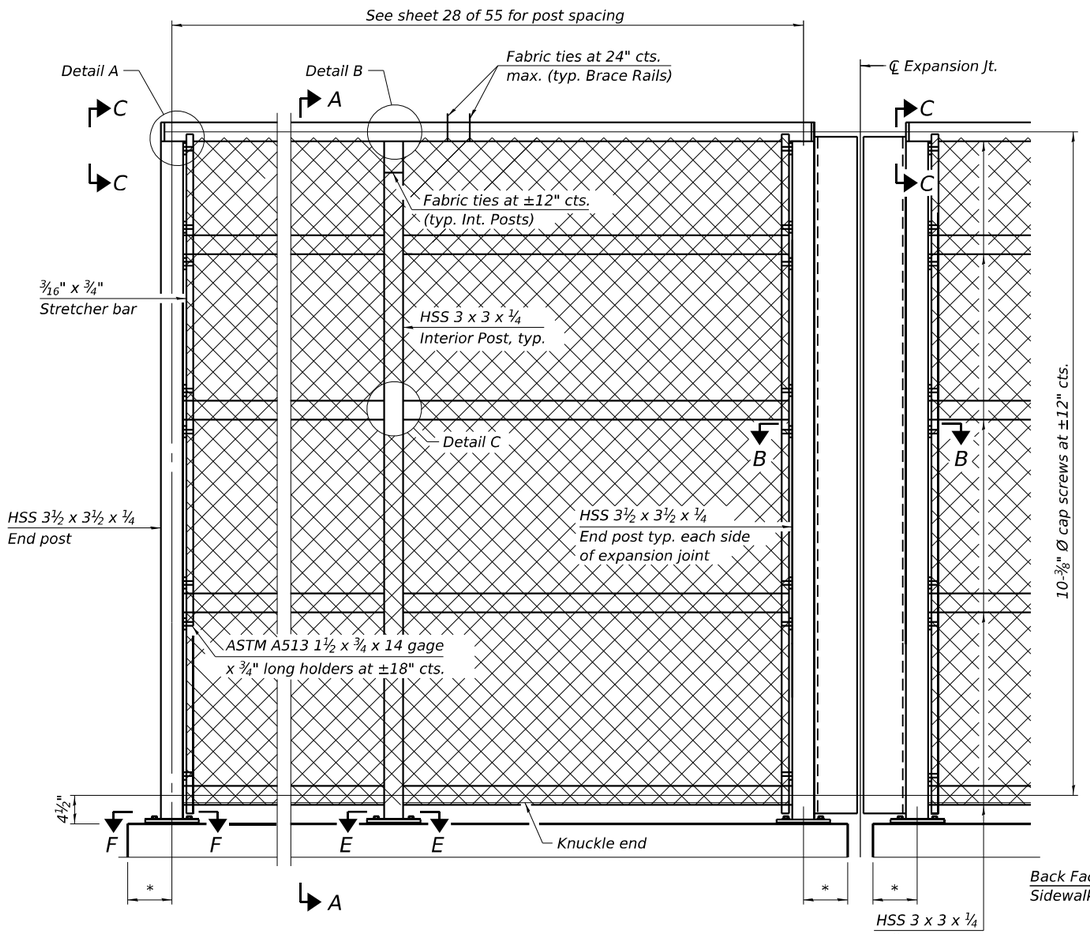
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PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - SMM	REVISED -

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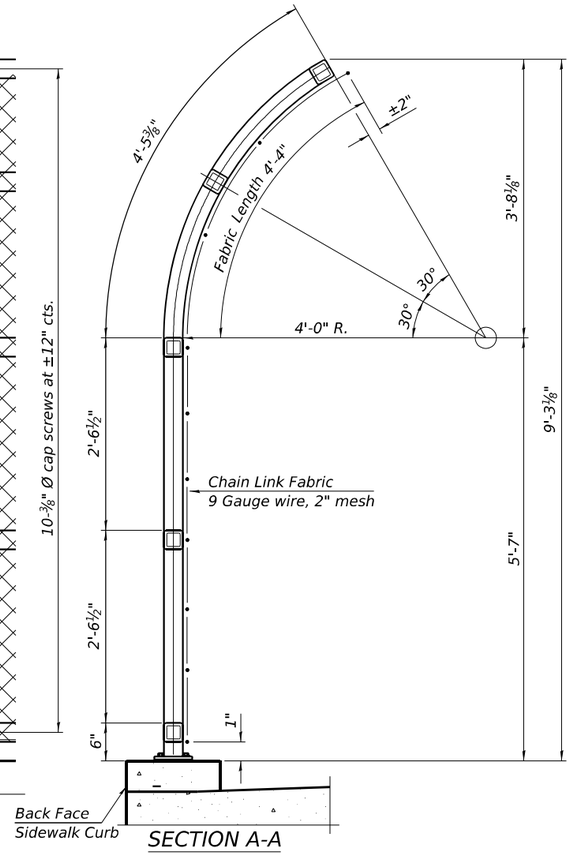
BICYCLE AND PARAPET RAILING DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 28 OF 54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	83
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

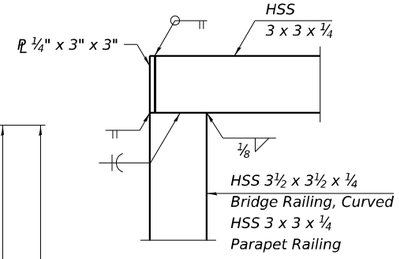


ELEVATION BICYCLE RAILING, CURVED

(Inside face)

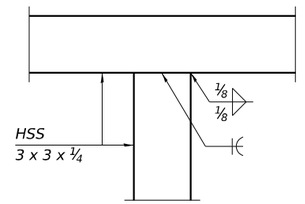


SECTION A-A

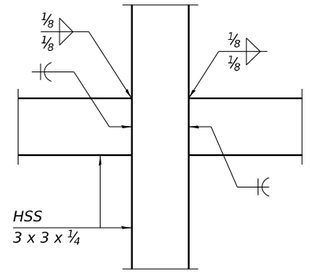


DETAIL A

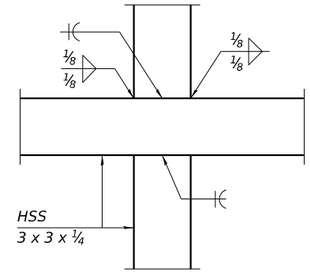
(Parapet railing shown, bicycle railing similar)



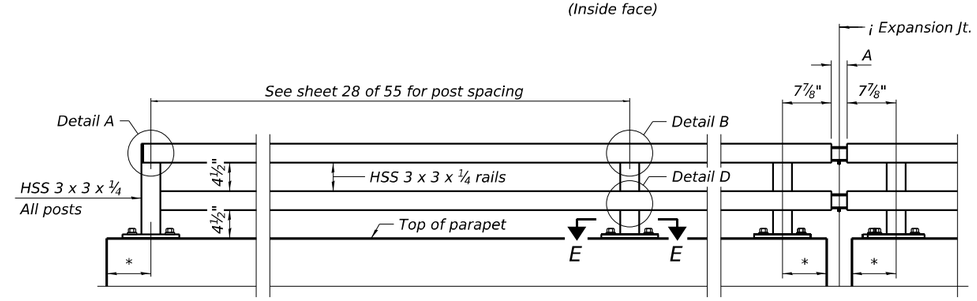
DETAIL B



DETAIL C

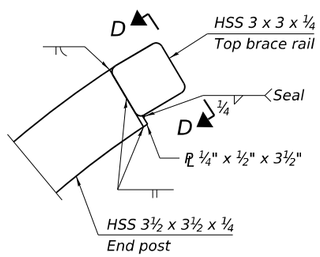


DETAIL D

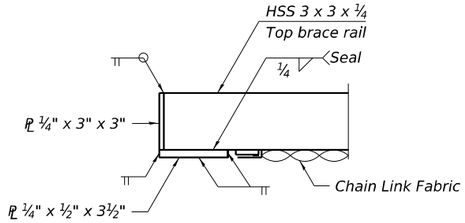


ELEVATION PARAPET RAILING

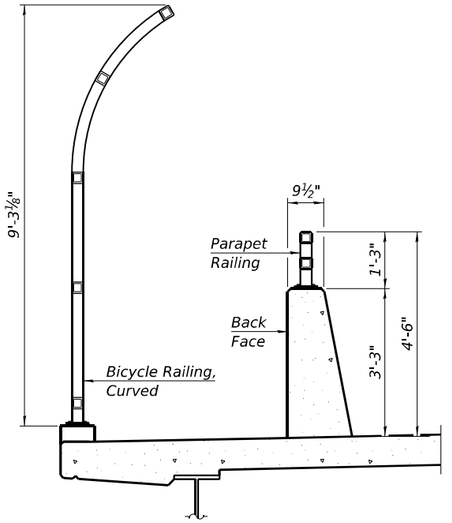
(Inside face)



VIEW C-C



VIEW D-D



SECTION THRU DECK

RAILING CRITERIA

MASH 2016 Test Level	4
Parapet Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

* Variable - See Sheet 28 of 55.

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(Sheet 1 of 2)

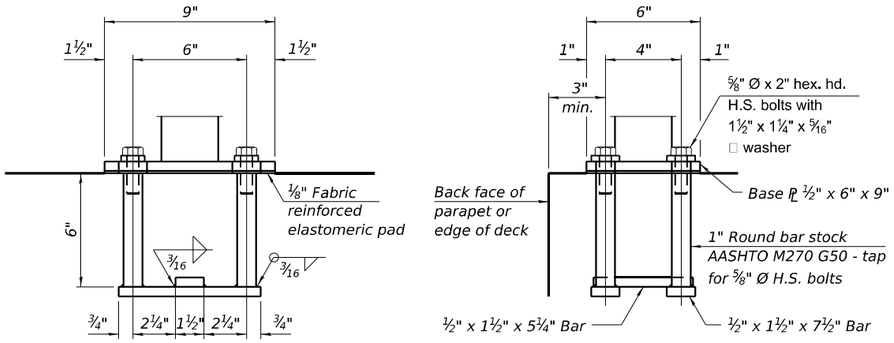
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PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - SMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE FENCE RAILING, SIDEWALK MOUNTED
STRUCTURE NO. 072-0249
SHEET NO. 29 OF 55 SHEETS

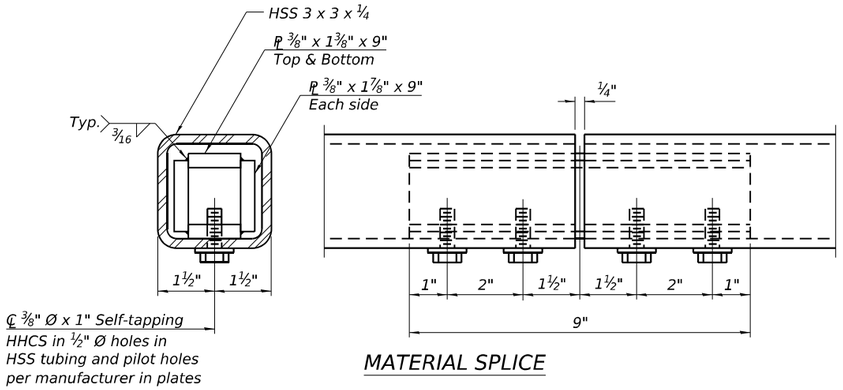
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(1OR-VBY)BR	PEORIA	179	84
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



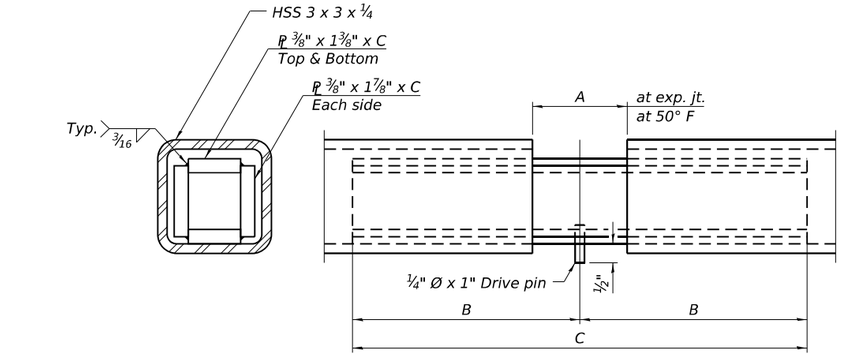
ANCHORAGE ASSEMBLY

The Bicycle Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



MATERIAL SPLICE



EXPANSION SPLICE

Notes:

Place reinforcement bars to miss anchor rod locations.

CVN testing is not required for the HSS tubing used in the Bicycle Railing, Curved.

All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.

All base plates used for the Parapet Railing shall be AASHTO M270 grade 50.

All heavy hex nuts shall be according to ASTM A 563 grade DH.

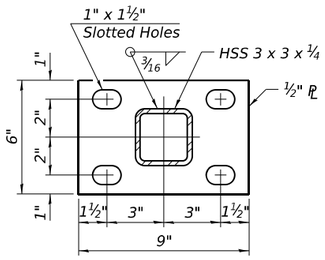
All fully threaded anchor rods shall be ASTM F1554 grade 105.

The post base plate shall be fastened to the curb snug tight and given an additional ⅛" turn.

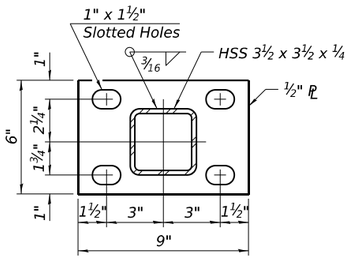
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.

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

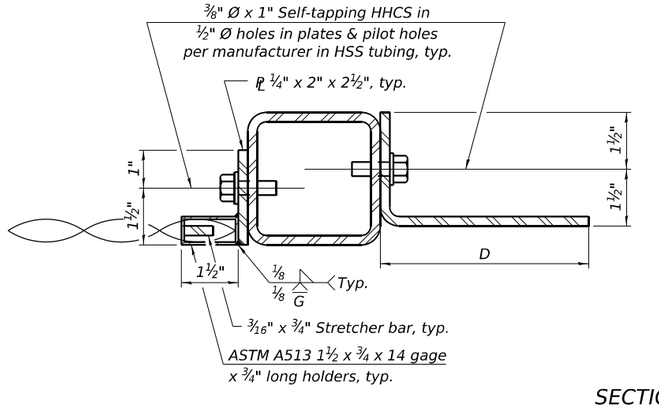
See sheet 28 of 55 for dimensions of concrete openings at expansion joints.



SECTION E-E



SECTION F-F



SECTION B-B

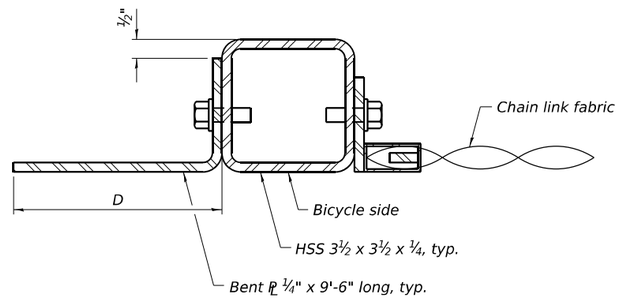


TABLE OF DIMENSIONS

Location	T	A	B	C	D	E
Over Strip Seal Jt.	≤4"	2½"	1'-2"	2'-4"	7¼"	7"
Over Finger or Modular Jt.	≤9½"	5½"	1'-7¾"	3'-3½"	7½"	
Over Finger or Modular Jt.	≤15"	8¼"	2'-1¼"	4'-2½"		

T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing, Curved	Foot	678
Parapet Railing	Foot	708

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5-15-2023

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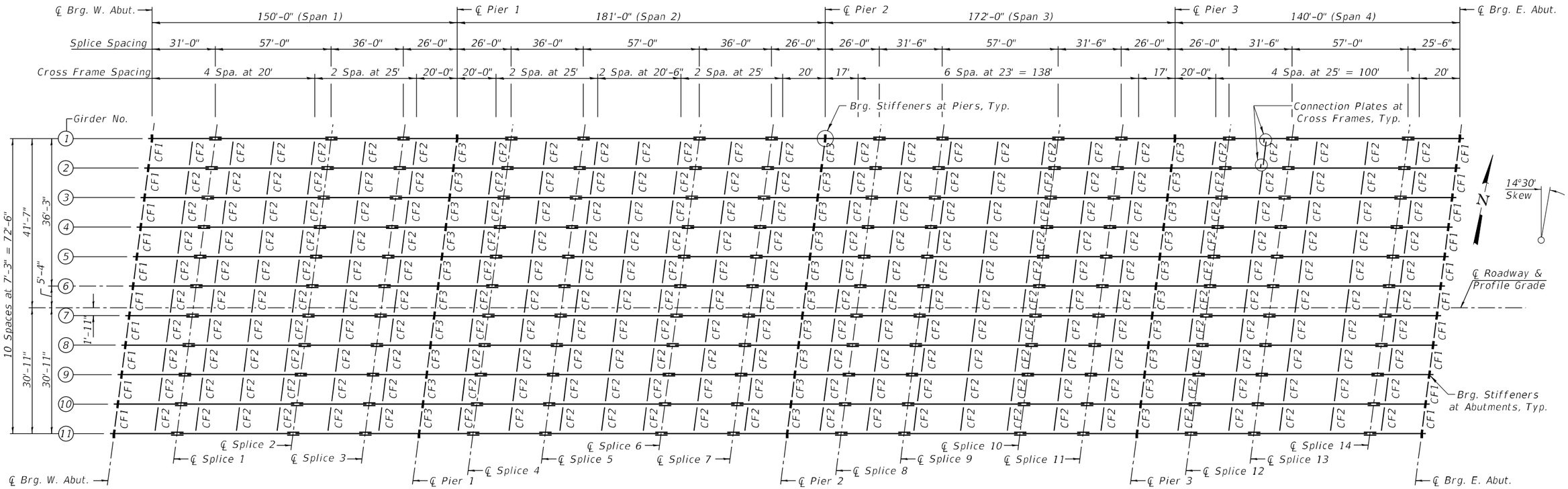
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	CHECKED - PES	REVISED - ---
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - SMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

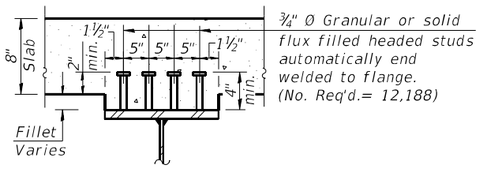
BICYCLE FENCE RAILING, SIDEWALK MOUNTED
STRUCTURE NO. 072-0249

SHEET NO. 30 OF 55 SHEETS

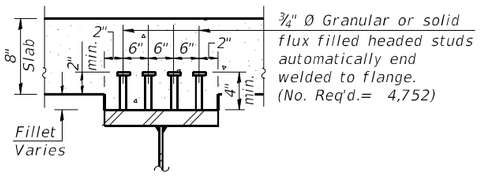
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(1OR-VBY)BR	PEORIA	179	85
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



FRAMING PLAN



SECTION A-A



SECTION B-B

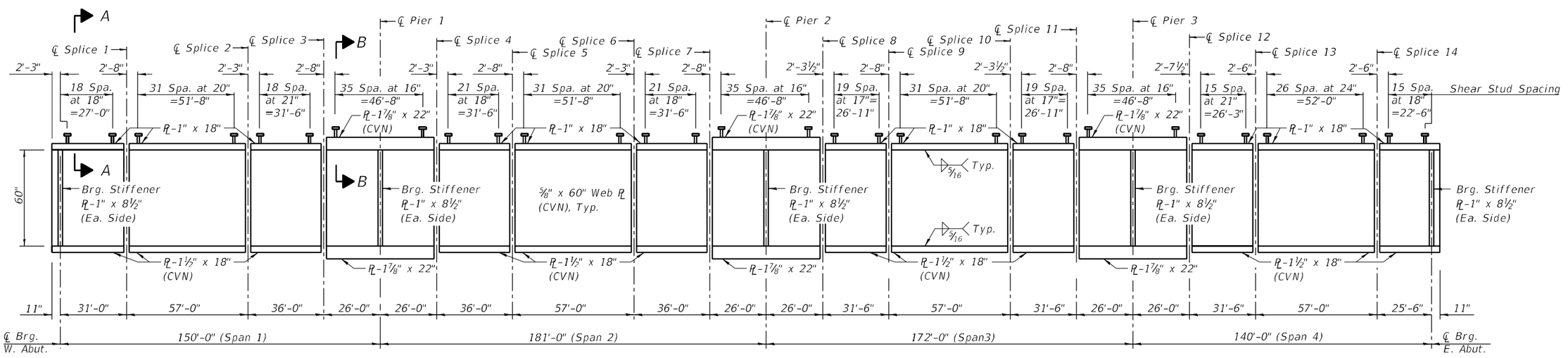
Notes:

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

"CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.

All structural steel, including bearing stiffeners, shall be AASHTO M 270 Grade 50, Galvanized.

All bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.



GIRDER ELEVATION

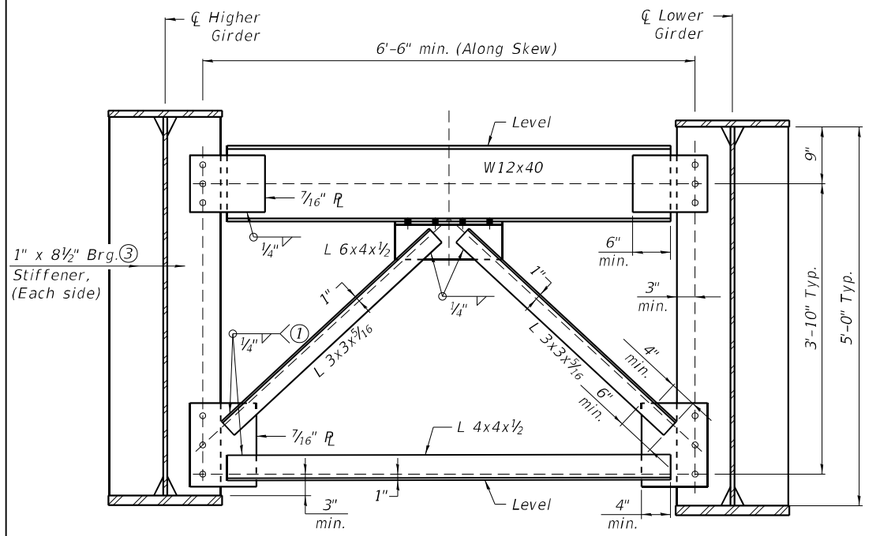
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USER NAME =	DESIGNED - MAM	REVISED - ---
	CHECKED - PES	REVISED - ---
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

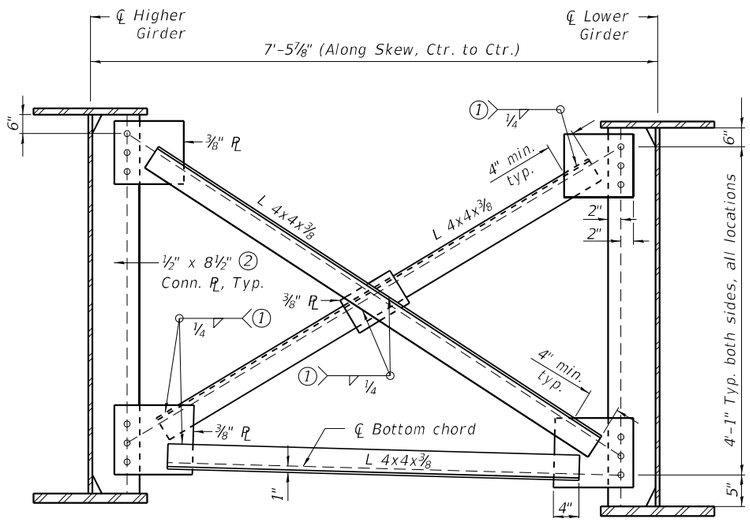
STRUCTURAL STEEL
STRUCTURE NO. 072-0249
SHEET NO. 31 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



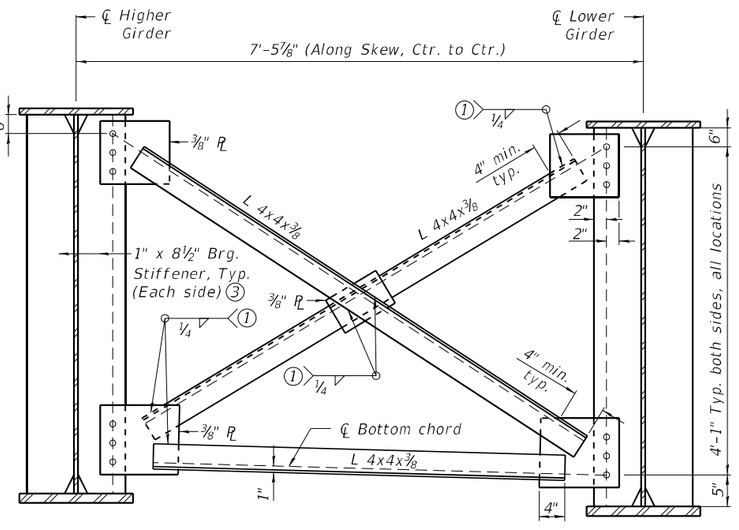
END CROSS FRAME (CF1) AT ABUTMENTS

(20 Required)



INTERIOR CROSS FRAME (CF2)

(250 Required)



INTERIOR CROSS FRAME (CF3) AT PIERS

(30 Required)

Notes:

Provide 15/16" Ø holes for 3/4" Ø High Strentgh Bolts with 1-nut and 2-Hardened Washers each. Typical for all bolted Cross Frame Connections.

All Cross Frame bolts, nuts and washers, shall be galvanized.

All Cross Frame Members shall be AASHTO M270, Grade 50, Galvanized.

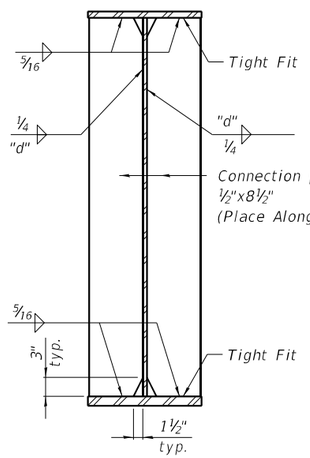
For Cross Frames at abutments, place diaphragm members with projecting legs outward from abutment backwall.

① *Members are galvanized. Weld all-around.*

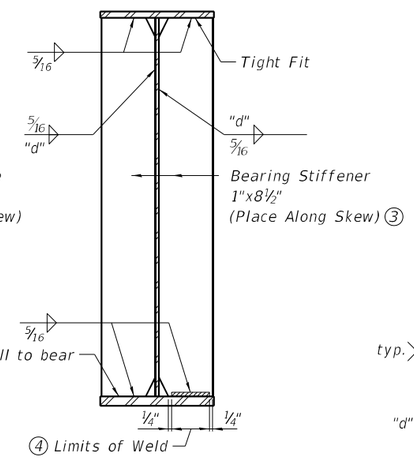
② *Connecting Plate not required on outside of exterior girder.*

③ *Bearing Stiffener on outside of exterior girder shall be placed normal to girder web.*

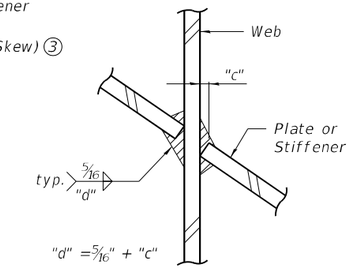
④ *Stop Welds 1/4" (+/- 1/8") from edges of plates or stiffeners. Typical both web and flange welds.*



CONNECTION PLATES

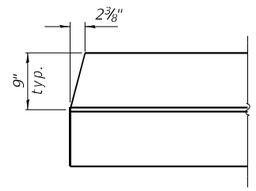


BEARING STIFFENERS



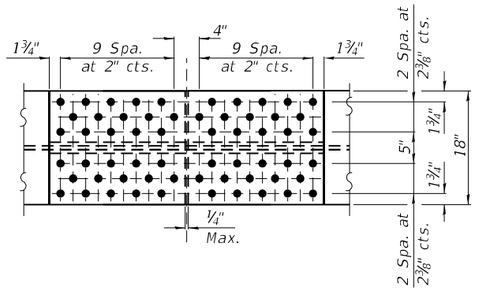
WEB WELD DETAIL

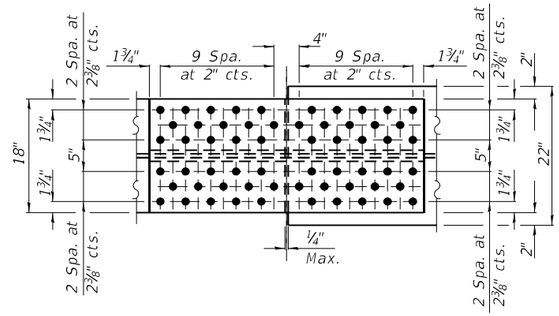
WELD AND CLIP DETAILS

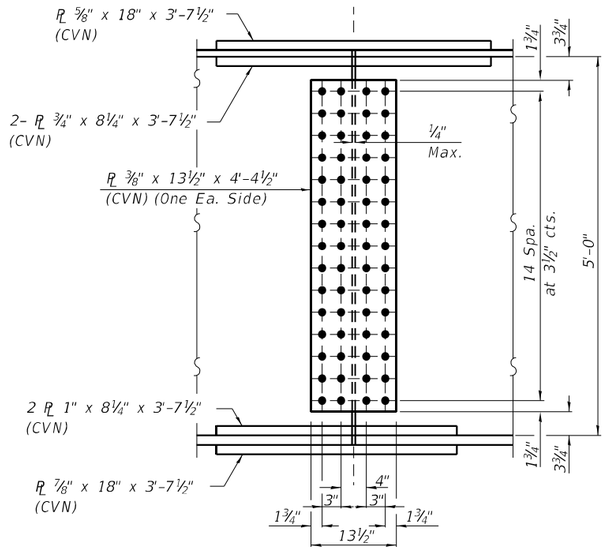


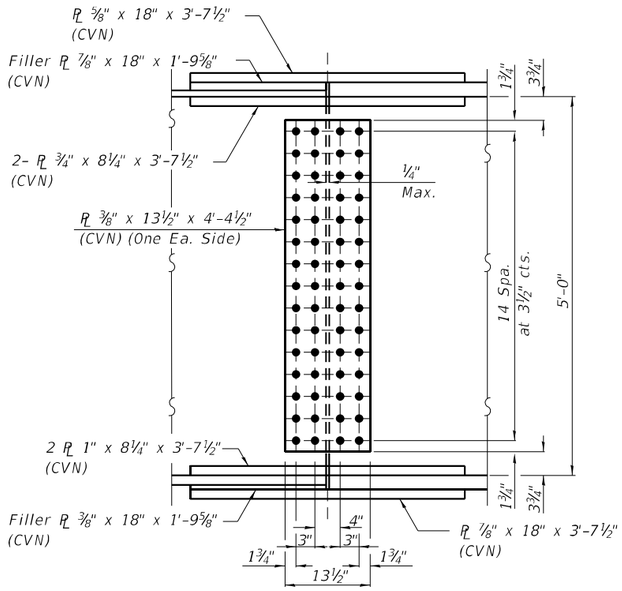
TOP FLANGE CLIP DETAIL

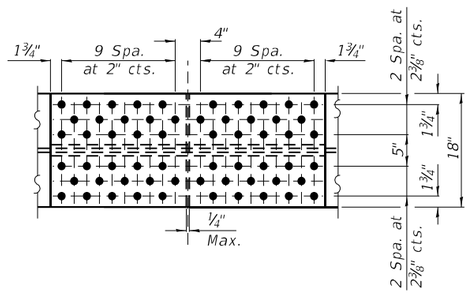
(West Abutment Shown, East abutment similar by 180 degree rotation)



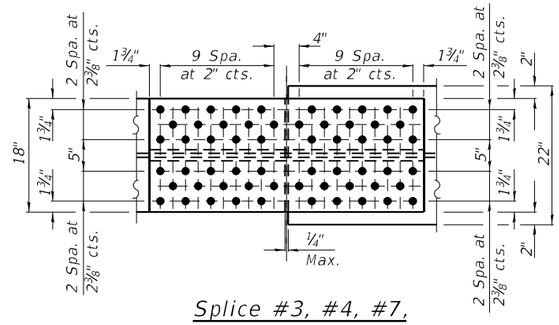








Splice #1, #2, #5, #6,
#9, #10, #13, & #14
(88 Required)



Splice #3, #4, #7,
#8, #11, & #12
(66 Required)

FIELD SPLICE DETAILS

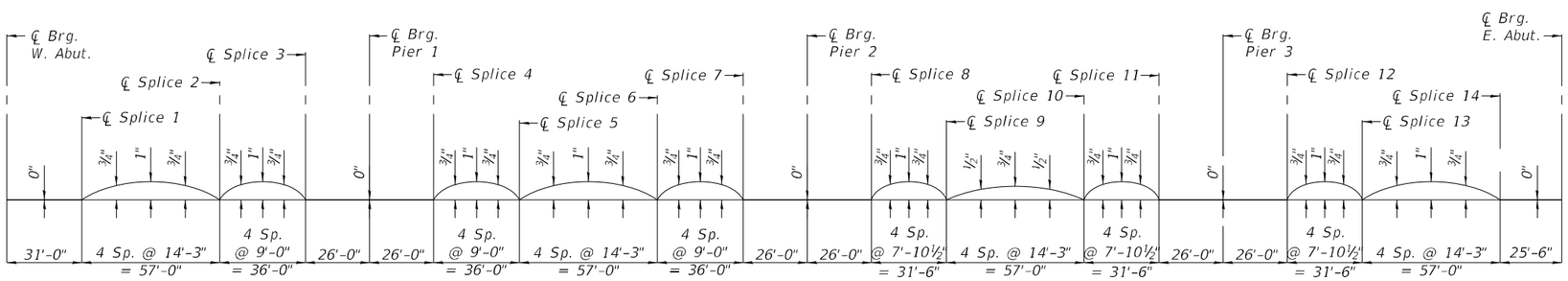
Notes:

"CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.
Provide ⅞" Ø High Strength Bolts with $^{15}/_{16}$" Ø Holes for all splice connections. All bolts shall conform to ASTM F3125, A 325 Bolts with 1-nut and 2-Hardened Washers each.
All Splice Plates shall be AASHTO M 270, Grade 50, Galvanized.
All Splice Bolts, nuts and washers, shall be galvanized.

INTERIOR GIRDER MOMENT TABLE								
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
Is	(in^4)	52572	90237	52572	90237	52572	90237	52572
Ic(n)	(in^4)	122537	160453	122537	160453	122537	160453	122537
Ic(3n)	(in^4)	88802	123399	88802	123399	88802	123399	88802
Ic(cr)	(in^4)	--	99038	--	99038	--	99038	--
Ss	(in^3)	1872	2831	1872	2831	1872	2831	1872
Sc(n)	(in^3)	2483	3348	2483	3348	2483	3348	2483
Sc(3n)	(in^3)	2269	3126	2269	3126	2269	3126	2269
Sc(cr)	(in^3)	--	2905	--	2905	--	2905	--
DC1	(k/')	1.04	1.19	1.04	1.19	1.04	1.19	1.04
MDC1	('k)	1506	-3328	1197	-2932	1006	-2888	1318
DC2	(k/')	0.18	0.18	0.18	0.18	0.18	0.18	0.18
MDC2	('k)	269	-543	223	-486	188	-469	236
DW	(k/')	0.36	0.36	0.36	0.36	0.36	0.36	0.36
MDW	('k)	541	-1101	459	-988	382	-951	473
LLDF		.548	.539	.531	.533	.535	.544	.555
M_{L+IM}	('k)	2220	-2536	2135	-2524	2031	-2384	2062
Mu (Strength I)	('k)	6915	-10928	6200	-10172	5620	-9795	6261
Øf Mn	('k)	12406	--	12406	--	12406	--	12406
fs DC1	(ksi)	9.65	-14.11	7.67	-12.43	6.45	-12.24	8.45
fs DC2	(ksi)	1.42	-2.24	1.18	-2.01	0.99	-1.94	1.25
fs DW	(ksi)	2.86	-4.55	2.43	-4.08	2.02	-3.93	2.50
fs (L+IM)	(ksi)	10.73	-10.48	10.32	-10.43	9.82	-9.85	9.97
fs (Service II)	(ksi)	27.89	-34.52	24.69	-32.07	22.22	-30.91	25.15
0.95Rh Fyf	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50	47.50
fs (Total)(Strength I)	(ksi)	36.91	-45.59	32.76	-42.41	29.51	-40.85	33.31
Øf Fn	(ksi)	--	50.00	--	50.00	--	50.00	--
Vf	(k)	28.8	39.3	30.6	42.8	30.0	43.3	27.7

GIRDER REACTION TABLE										
		W. Abut.		Pier 1		Pier 2		Pier 3		E. Abut.	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.761	0.7104	0.761	0.7104	0.761	0.7104	0.761	0.7104	0.761	0.7104
OCF		-	1.052	-	-	-	-	-	-	-	1.052
R_{DC1}	(k)	57.5	56.1	206.1	202.6	192.2	188.5	192.7	188.8	53.8	52.5
R_{DC2}	(k)	9.9	9.9	33.7	33.7	31.6	31.6	31.3	31.3	9.2	9.2
R_{DW}	(k)	19.9	19.9	68.2	68.2	64.0	64.0	63.5	63.5	18.6	18.6
R_{L}	(k)	83.6	82.1	178.4	166.8	178.4	166.5	173.1	162.0	81.8	80.3
R_{IM}	(k)	16.6	16.3	29.8	27.8	29.7	27.7	29.7	27.5	16.5	16.3
R_{Total}	(k)	187.5	184.3	516.2	499.1	495.9	478.3	490.3	473.1	179.9	176.9

TOP OF WEB ELEVATIONS TABLE																			
Girder Number	℄ Brg. W. Abut.	℄ Splice No. 1	℄ Splice No. 2	℄ Splice No. 3	℄ Brg. Pier 1	℄ Splice No. 4	℄ Splice No. 5	℄ Splice No. 6	℄ Splice No. 7	℄ Brg. Pier 2	℄ Splice No. 8	℄ Splice No. 9	℄ Splice No. 10	℄ Splice No. 11	℄ Brg. Pier 3	℄ Splice No. 12	℄ Splice No. 13	℄ Splice No. 14	℄ Brg. E. Abut.
Girder 1	504.29	504.57	504.89	504.86	504.98	505.10	505.48	505.79	505.78	505.90	506.02	506.33	506.63	506.63	506.77	506.91	507.25	507.51	507.59
Girder 2	504.39	504.67	504.98	504.95	505.08	505.20	505.58	505.89	505.87	505.99	506.11	506.43	506.73	506.73	506.87	507.01	507.35	507.61	507.69
Girder 3	504.49	504.77	505.08	505.05	505.18	505.30	505.68	505.99	505.97	506.09	506.21	506.53	506.82	506.83	506.97	507.11	507.45	507.71	507.78
Girder 4	504.59	504.87	505.18	505.15	505.28	505.40	505.78	506.09	506.07	506.19	506.31	506.63	506.92	506.93	507.07	507.21	507.55	507.81	507.88
Girder 5	504.69	504.97	505.28	505.25	505.38	505.50	505.88	506.19	506.17	506.29	506.41	506.73	507.02	507.03	507.17	507.31	507.65	507.91	507.97
Girder 6	504.79	505.07	505.38	505.35	505.47	505.60	505.98	506.28	506.27	506.39	506.51	506.83	507.12	507.13	507.27	507.41	507.75	508.01	508.07
Girder 7	504.83	505.11	505.42	505.39	505.52	505.64	506.02	506.33	506.31	506.43	506.55	506.87	507.16	507.17	507.31	507.45	507.79	508.05	508.11
Girder 8	504.71	504.99	505.30	505.27	505.40	505.52	505.90	506.21	506.19	506.31	506.43	506.75	507.05	507.05	507.19	507.33	507.67	507.93	507.99
Girder 9	504.59	504.87	505.19	505.16	505.28	505.40	505.79	506.09	506.08	506.20	506.32	506.64	506.93	506.93	507.07	507.22	507.55	507.81	507.87
Girder 10	504.47	504.76	505.07	505.04	505.16	505.29	505.67	505.97	505.96	506.08	506.20	506.52	506.81	506.81	506.95	507.10	507.43	507.69	507.75
Girder 11	504.35	504.64	504.95	504.92	505.04	505.17	505.55	505.85	505.84	505.96	506.08	506.40	506.69	506.69	506.84	506.98	507.31	507.57	507.63



CAMBER DIAGRAM

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads ($in.^4$ and $in.^3$).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

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

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

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

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

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

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

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

Mu (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_{L+IM}

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

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1/ Snc

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.

fs (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{L+IM} / Sc(n) or M_{L+IM} / Sc(cr) as applicable.

fs (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs(L+IM)

0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(L+IM)

Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

Vf: Maximum factored shear range in span computed according to Article 6.10.10.

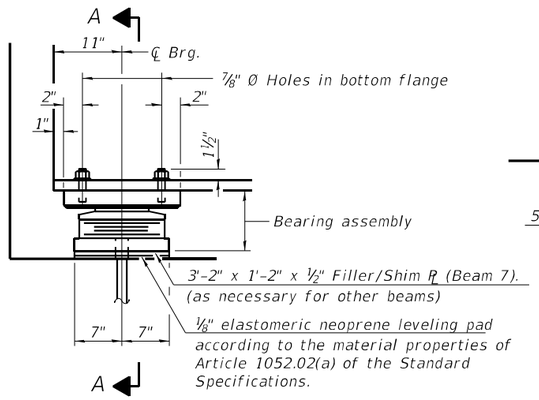
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED - ---	
	CHECKED - PES	REVISED - ---	
PLOT SCALE =	DRAWN - MAM	REVISED -	
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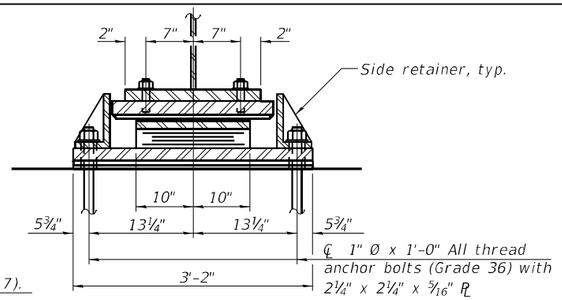
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 34 OF 55 SHEETS

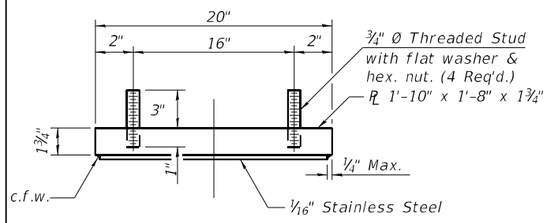
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		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



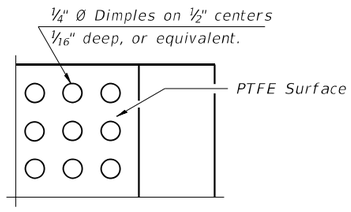
ELEVATION AT ABUT.



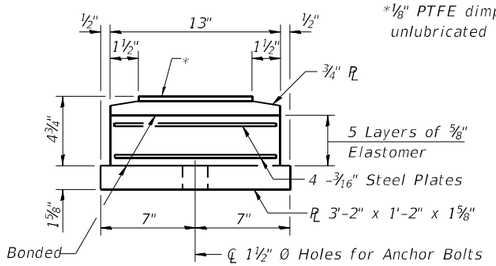
SECTION A-A



TOP BEARING ASSEMBLY

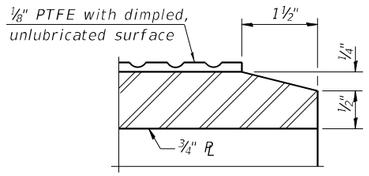


PLAN-PTFE SURFACE

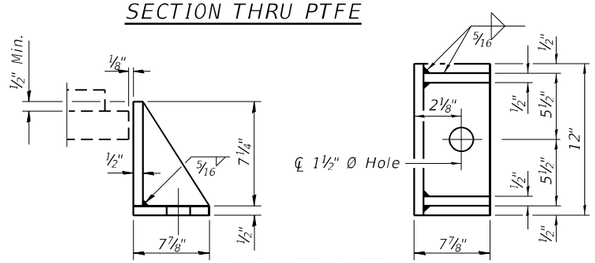


*⅛" PTFE dimpled,
unlubricated

BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE



SIDE RETAINER

Equivalent rolled angle with stiffeners
will be allowed in lieu of welded plates.

TYPE II ELASTOMERIC EXP. BRG. AT WEST ABUTMENT

Notes:

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The ⅛" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

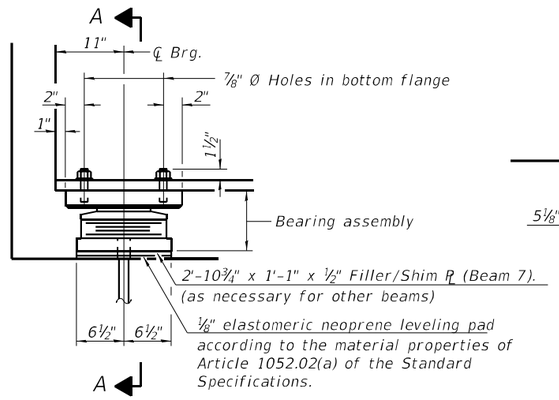
The plates of the bearing assembly shall be AASHTO M270, Grade 50.

Bonding of ⅛" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

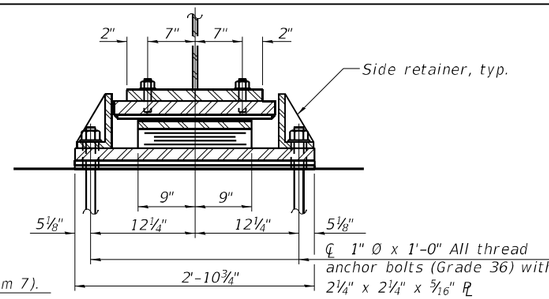
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

All bearing plates, side retainers, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

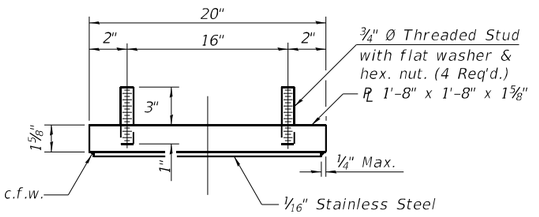
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



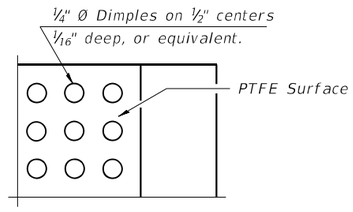
ELEVATION AT ABUT.



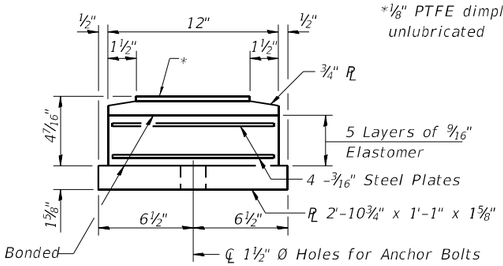
SECTION A-A



TOP BEARING ASSEMBLY

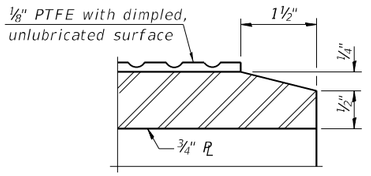


PLAN-PTFE SURFACE

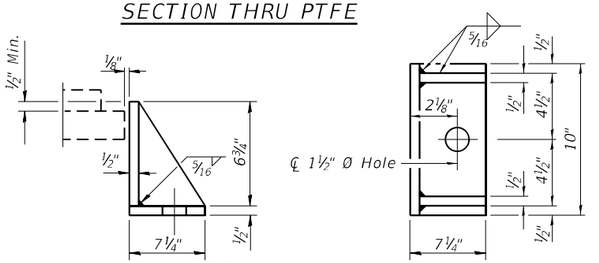


*⅛" PTFE dimpled,
unlubricated

BOTTOM BEARING ASSEMBLY



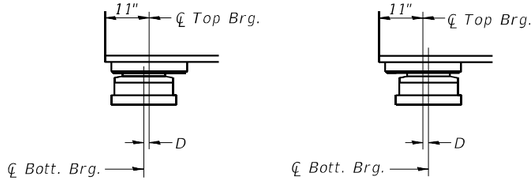
SECTION THRU PTFE



SIDE RETAINER

Equivalent rolled angle with stiffeners
will be allowed in lieu of welded plates.

TYPE II ELASTOMERIC EXP. BRG. AT EAST ABUTMENT



EXPANSION BEARING ORIENTATION

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	22
Anchor Bolts, 1"	Each	44

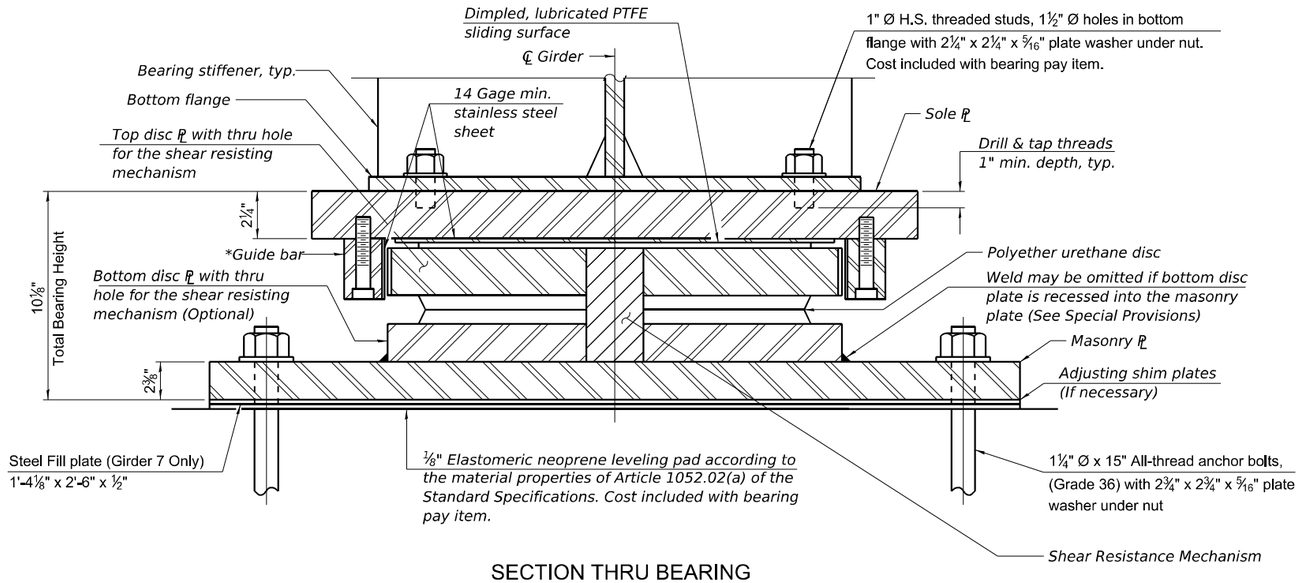
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Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - PES	REVISED - ---
	CHECKED - MAM	REVISED - ---
PLOT SCALE =	DRAWN - PES	REVISED -
PLOT DATE =	CHECKED - MAM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS – ABUTMENTS
STRUCTURE NO. 072-0249
SHEET NO. 35 OF 55 SHEETS

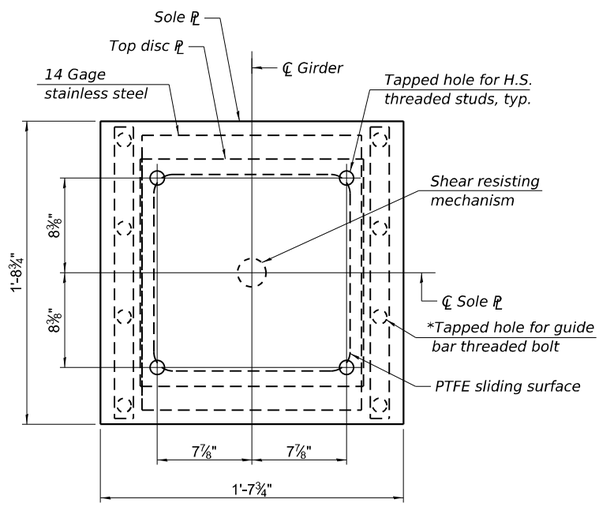
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		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



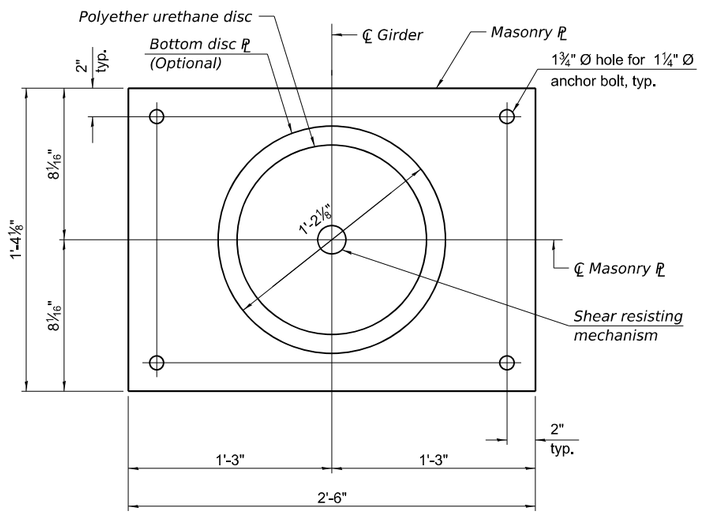
SECTION THRU BEARING

(Piers 1 and 3)

*As alternates to the bolted connection shown, the guide bars may be connected to the sole plate by groove welds or the guide bars and sole plate may be fabricated as a single piece.



SOLE PLATE AND TOP DISC PLATE PLAN

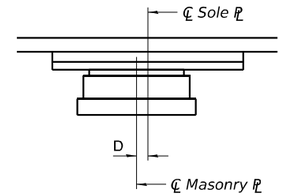


MASONRY PLATE AND BOTTOM DISC PLATE PLAN

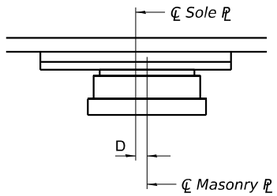
DESIGN DATA

Unfactored Vertical Dead Load Reaction (R_{DC})	239.8 kips
Unfactored Vertical Wearing Surface Reaction (R_{DW})	68.2 kips
Unfactored Vertical Live Load without Impact Reaction (R_{LL})	178.4 kips
Maximum Strength or Extreme Event Lateral Reaction (H_u)	142.9 kips
Maximum Strength Limit State Rotation (Θ according to Article 14.4.2.2)	0.01 rad
Unfactored Design Thermal Movement from 50° F (ΔT)	1 in.
Service I Factored Lateral Reaction	97.3 kips
Service I Rotation	0.02 rad
Strength I Factored Longitudinal Movement	1.2 in.
Service I Factored Vertical Reaction	486.5 kips
Strength I Factored Vertical Reaction	714.3 kips

Service I Load Factors = 1.0DC + 1.0DW + 1.00LL
Strength I Load Factors = 1.25DC + 1.5DW + 1.75LL + 1.2TU
Extreme Event Load Factors = 1.0EQ



BELOW 50°F.
(Move masonry ℙ away from fixed bearing)



ABOVE 50°F.
(Move masonry ℙ toward fixed bearing)

SETTING ANCHOR BOLTS AT EXPANSION BEARING

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

NOTES:

1. Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Shim plates not included in total bearing height. Cost included with bearing pay item.
2. Total bearing height is estimated based on manufacturer data. Actual bearing height may differ from contract plans. The Contractor shall be responsible for verifying bearing heights and adjusting seat elevations, if required, prior to placing pier or abutment concrete.
3. The plates of the bearing assembly shall be AASHTO M270, Grade 50.
4. All bearing plates, side retainers, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M 111 or M232 as applicable.
5. Cost of neoprene leveling pad is included with HLMR Guided Expansion Bearings.

BILL OF MATERIAL

	Item	Unit	Total
**	High Load Multi-Rotational Bearings, Disc, Guided Expansion - 500K	Each	22
	Anchor Bolts, 1¼"	Each	88

** The value specified in the pay item name is an approximate vertical load capacity that is used for letting and bidding purposes only. Exact bearing capacity will vary subject to final design.

HLMR-D-GE *5/15/2023*

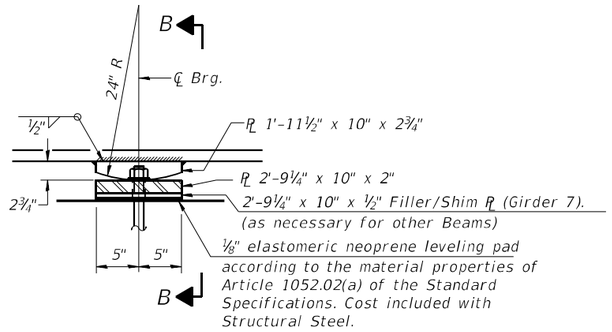
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

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	CHECKED - MAM	REVISED - ---	
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PLOT DATE =	CHECKED - MAM	REVISED -	

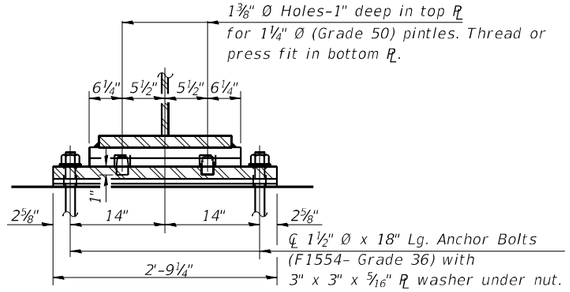
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUIDED EXPANSION HLMR DISC BEARING DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 36 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	91
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



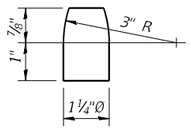
ELEVATION AT PIER



SECTION B-B

FIXED BEARING - PIER 2

(11 Required)



PINTLE

Notes:

Anchor bolts shall be according to Article 521.06 of the Standard Specifications.

Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on the bearing details.

Anchor bolts at fixed bearings may be built into the concrete masonry.

All structural steel bearing plates and pintels for low profile fixed bearings shall be AASHTO M270, Grade 50.

All bearing plates, side retainers, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1½"	Each	22

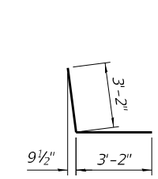
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

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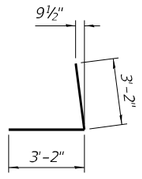
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS - PIER 2
STRUCTURE NO. 072-0249
SHEET NO. 37 OF 55 SHEETS

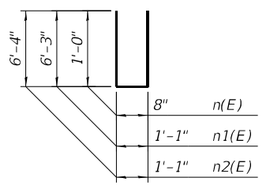
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		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



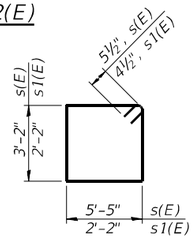
BAR h1(E)



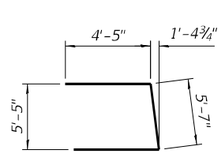
BAR h2(E)



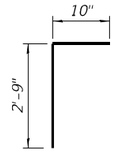
BAR n(E), n1(E) & n2(E)



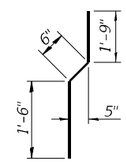
BARS s(E) & s1(E)



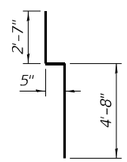
BAR u(E)



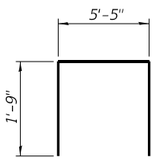
BAR v(E)



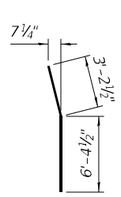
BAR v1(E)



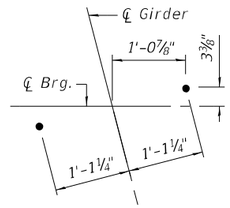
BAR v5(E)



BAR s2(E)



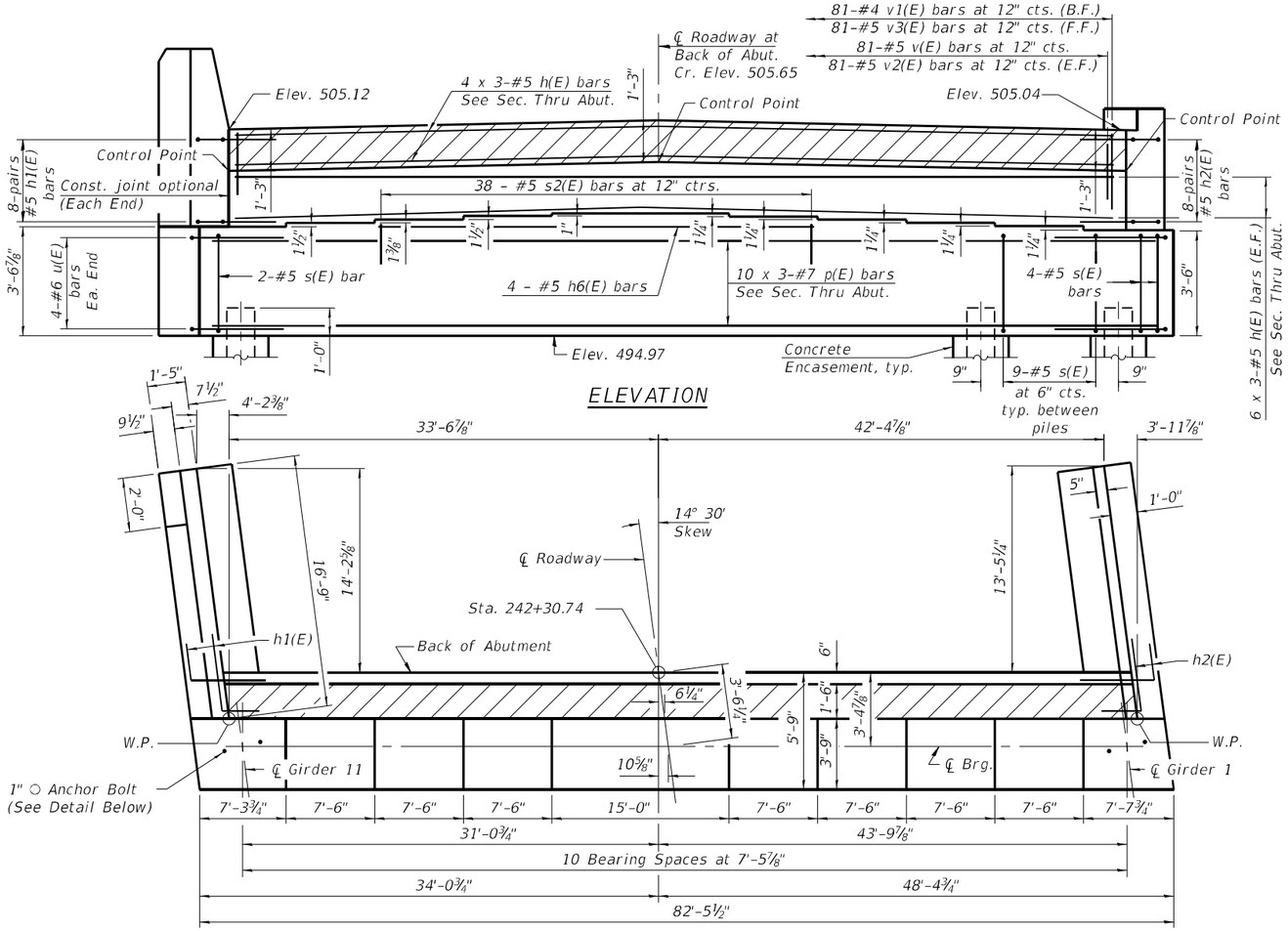
BAR v6(E)



ANCHOR BOLT DETAIL

PILE DATA

Type: HP 14 x 73
Nominal Required Bearing: 578 K
Factored Resistance Available: 318 K
Est. Length: 56'-0"
No. Production Piles: 16
No. Test Piles: 1



WEST ABUTMENT BEARING SEAT INFORMATION

Girder	Seat Elevation
1	498.47
2	498.57
3	498.67
4	498.77
5	498.87
6	498.97
7	498.97
8	498.89
9	498.77
10	498.66
11	498.54

MINIMUM BAR LAP

#7 = 4'-5"
#6 = 3'-10"
#5 = 3'-2"

WEST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#5	28'-8"	
h1(E)	16	#5	6'-4"	
h2(E)	16	#5	6'-4"	
h3(E)	26	#4	16'-1"	
h4(E)	18	#4	15'-7"	
h6(E)	4	#5	37'-2"	
n(E)	16	#6	2'-8"	
n1(E)	16	#6	13'-7"	
n2(E)	17	#6	13'-9"	
p(E)	30	#7	30'-4"	
p1(E)	6	#7	18'-9"	
p2(E)	6	#7	18'-3"	
s(E)	132	#5	18'-1"	
s1(E)	45	#4	9'-5"	
s2(E)	38	#5	8'-11"	
u(E)	8	#6	14'-5"	
v(E)	81	#5	3'-7"	
v1(E)	81	#4	3'-9"	
v2(E)	162	#5	8'-5"	
v3(E)	81	#5	3'-0"	
v4(E)	16	#6	7'-3"	
v5(E)	16	#6	7'-8"	
v6(E)	17	#6	9'-7"	
v7(E)	17	#6	9'-5"	
Concrete Structures		Cu. Yd.	118.9	
Reinforcement Bars, Epoxy Coated		Pound	11,650	
Furnishing Steel Piles, HP14x73		Foot	896	
Driving Piles		Foot	896	
Test Pile, HP14x73		Each	1	
Concrete Encasement		Cu. Yd.	9.3	
Concrete Sealer		Sq. Ft.	1170	
Structure Excavation		Cu. Yd.	311	

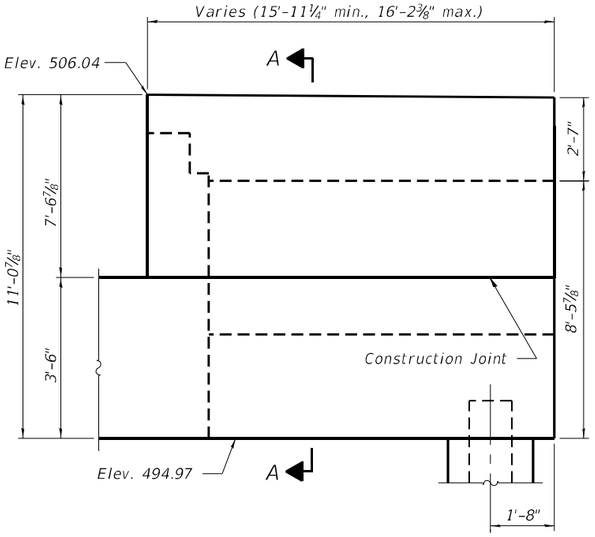
For details of piles and Concrete Encasement, see sheet 45 of 55.
Bars indicated thus 10 x 3-#5 etc. indicates 10 lines of bars with 3 lengths per line

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$DATE$ $TIME$

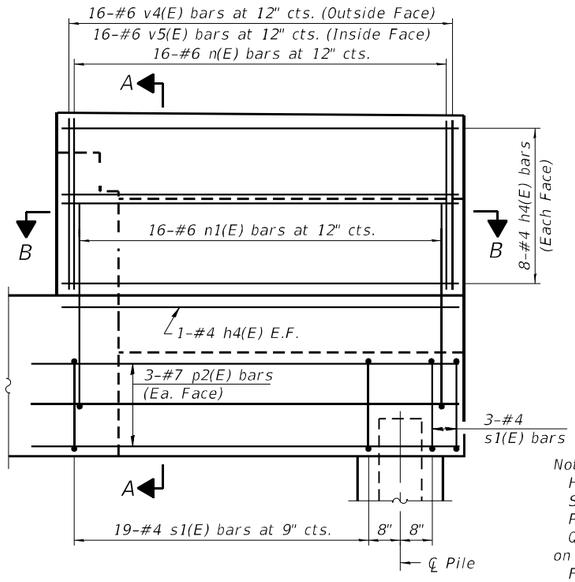
Kaskaskia Engineering Group, LLC
200 E. Main St., Suite 100, Salem, Illinois 62481, 618.533.5112 Voice, 618.533.5177 Fax, www.kaskaskiaeng.com
PROFESSIONAL REGISTRATIONS: Illinois Professional Design Firm: 184.005775, Professional Engineering Group: 20-5000185
LICENSE NO.

USER NAME =		DESIGNED - MC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT STRUCTURE NO. 072-0249
		CHECKED - BB	REVISED -		
PLOT SCALE =		DRAWN - RJO	REVISED -		
PLOT DATE =		CHECKED - BB	REVISED -		SHEET 38 OF 55 SHEETS

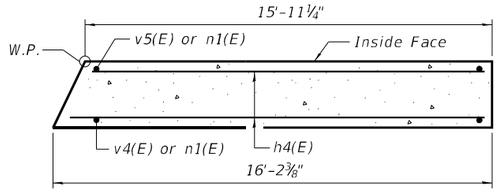
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	93
		CONTRACT NO. 68898		
		ILLINOIS	FED. AID PROJECT	



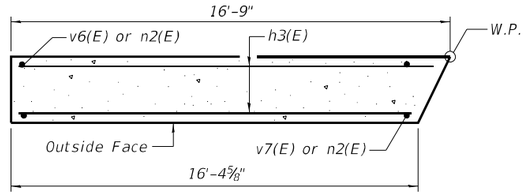
NORTH WING WALL ELEVATION
Showing Dimensions



NORTH WING WALL ELEVATION
Showing Reinforcement

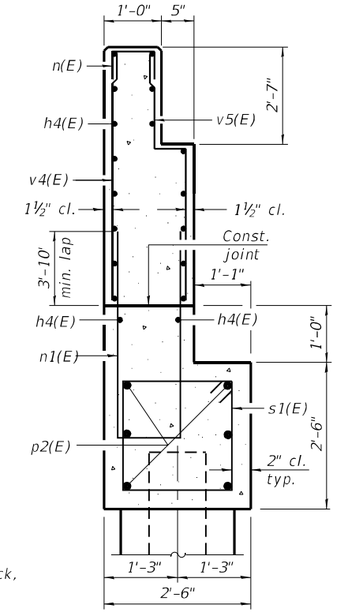


SECTION B-B

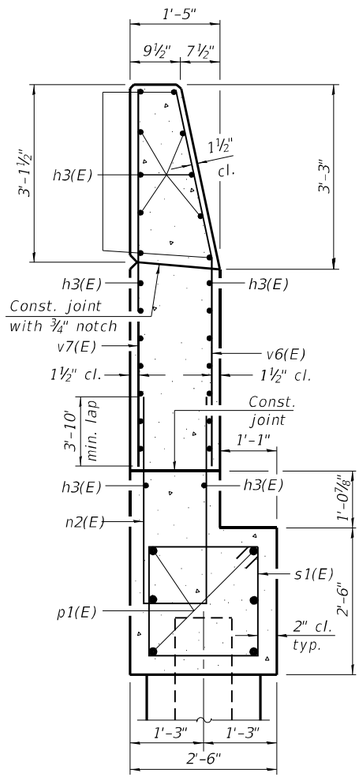


SECTION D-D

Notes:
Hatched area to be poured after superstructure false work has been removed.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Quantity of concrete in end post and hatched area included with Concrete Superstructure on sheet 17 of 55.
For Concrete Encasement details, see sheet 45 of 55.
Concrete Sealer shall be applied to the bearing seats and front faces of the hatched block, back wall, and abutment cap. A penetrating Concrete Sealer shall be used on vertical surfaces.
The top of back wall and approach slab seat shall have a constant slope determined from the control points shown.

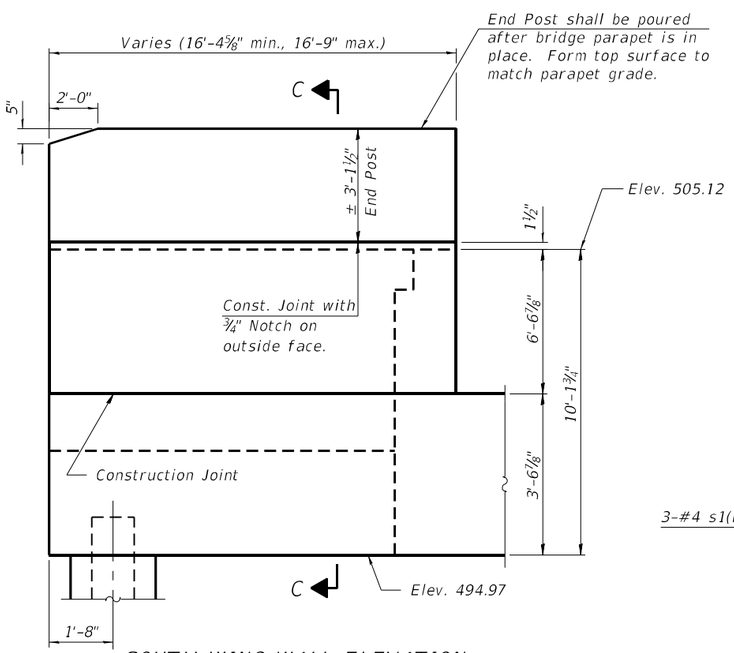


SECTION A-A

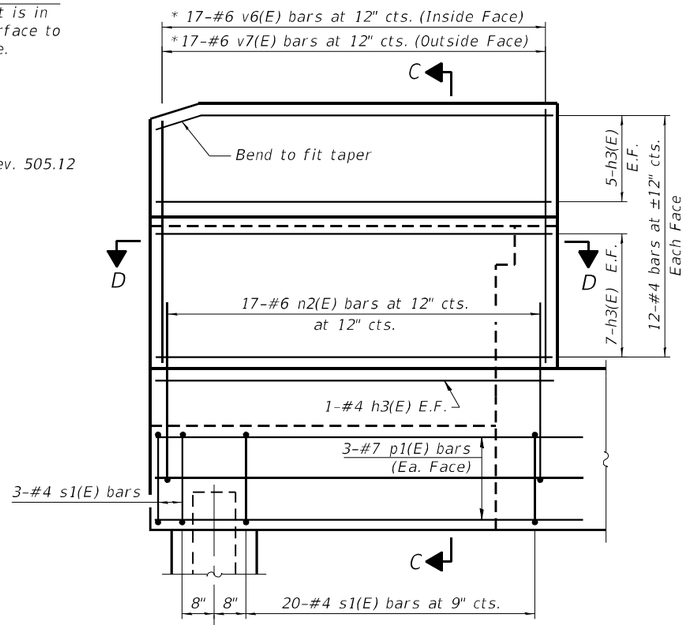


SECTION C-C

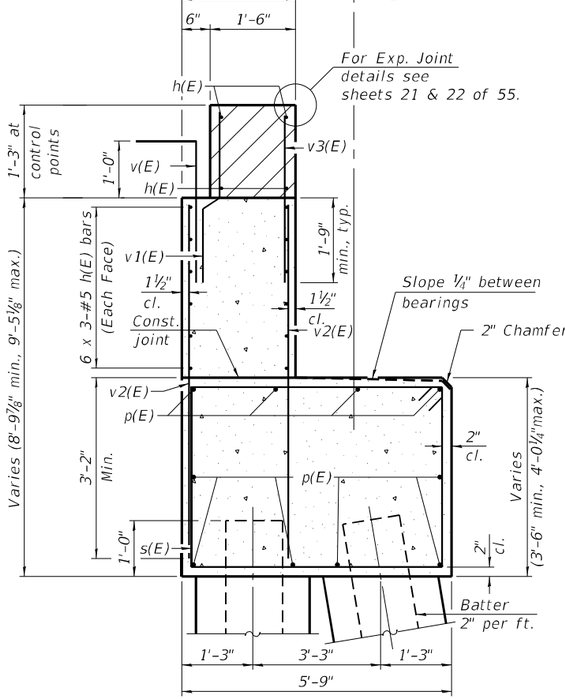
* Cut to fit taper.



SOUTH WING WALL ELEVATION
Showing Dimensions



SOUTH WING WALL ELEVATION
Showing Reinforcement



SEC. THRU ABUT.

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$DATE$ $TIME$

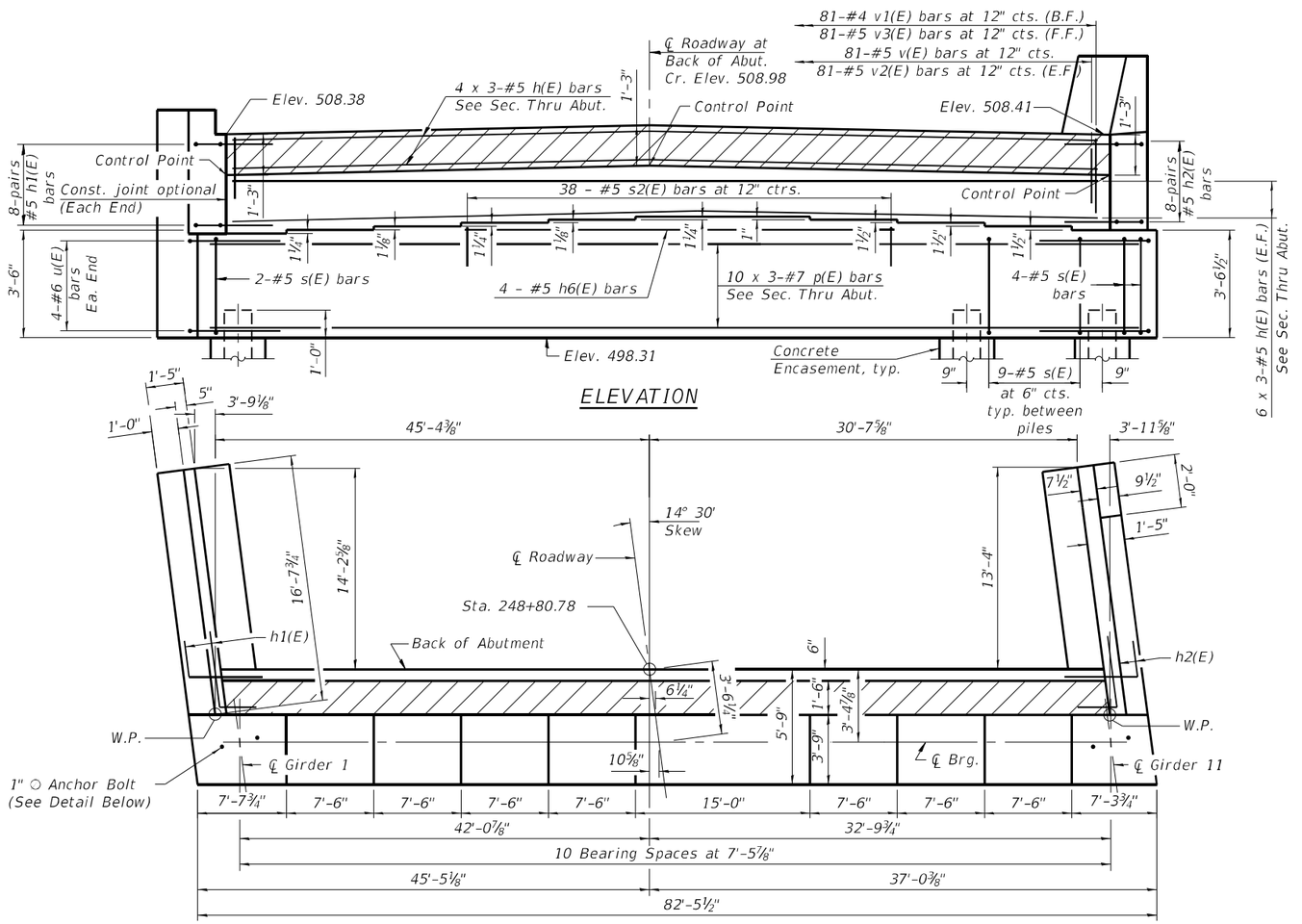
Kaskaskia Engineering Group, LLC
200 E. Main St., Suite 100, Belleville, Illinois 62220
618.233.5977 phone
618.233.5975 fax
www.kaskaskiaeng.com
PROFESSIONAL ENGINEER'S SEAL
Illinois Professional Design Firm: 184.005775
Professional Engineering Group: 20.5000185

USER NAME =	DESIGNED - MC	REVISED -	
	CHECKED - BB	REVISED -	
PLOT SCALE =	DRAWN - RJO	REVISED -	
PLOT DATE =	CHECKED - BB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
STRUCTURE NO. 072-0249
SHEET 39 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	94
		CONTRACT NO. 68898		
		ILLINOIS	FED. AID PROJECT	



EAST ABUTMENT BEARING SEAT INFORMATION

Girder	Seat Elevation
1	501.81
2	501.91
3	502.00
4	502.10
5	502.19
6	502.29
7	502.29
8	502.21
9	502.09
10	501.97
11	501.85

MINIMUM BAR LAP

#7 = 4'-5"
#6 = 3'-10"
#5 = 3'-2"

EAST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#5	28'-8"	
h1(E)	16	#5	6'-4"	
h2(E)	16	#5	6'-4"	
h3(E)	18	#4	16'-1"	
h5(E)	26	#4	15'-6"	
h6(E)	4	#5	37'-2"	
n(E)	17	#6	2'-8"	
n1(E)	17	#6	13'-7"	
n2(E)	16	#6	13'-9"	
p(E)	30	#7	30'-4"	
p1(E)	6	#7	18'-9"	
p2(E)	6	#7	18'-3"	
s(E)	132	#5	18'-1"	
s1(E)	45	#4	9'-5"	
s2(E)	38	#5	8'-11"	
u(E)	8	#6	14'-5"	
v(E)	81	#5	3'-7"	
v1(E)	81	#4	3'-9"	
v2(E)	162	#5	8'-5"	
v3(E)	81	#5	3'-0"	
v4(E)	17	#6	7'-3"	
v5(E)	17	#6	7'-8"	
v6(E)	16	#6	9'-7"	
v7(E)	16	#6	9'-5"	
Concrete Structures	Cu. Yd.		118.7	
Reinforcement Bars, Epoxy Coated	Pound		11,640	
Furnishing Steel Piles, HP14x73	Foot		576	
Driving Piles	Foot		576	
Test Pile, HP14x73	Each		1	
Concrete Encasement	Cu. Yd.		9.3	
Concrete Sealer	Sq. Ft.		1167	

PILE DATA

Type: HP 14 x 73
Nominal Required Bearing: 578 K
Factored Resistance Available: 318 K
Est. Length: 36'-0"
No. Production Piles: 16
No. Test Piles: 1

For details of piles and Concrete Encasement, see sheet 45 of 55.
Bars indicated thus 10 x 3-#5 etc. indicates 10 lines of bars with 3 lengths per line
See sheet 38 of 55 for bar bend details.

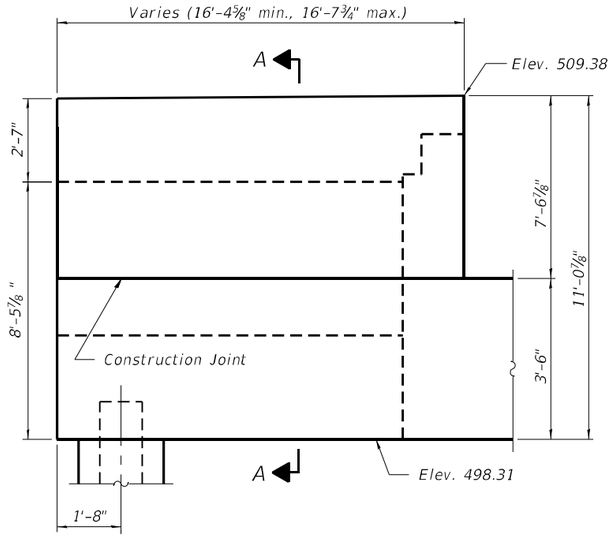
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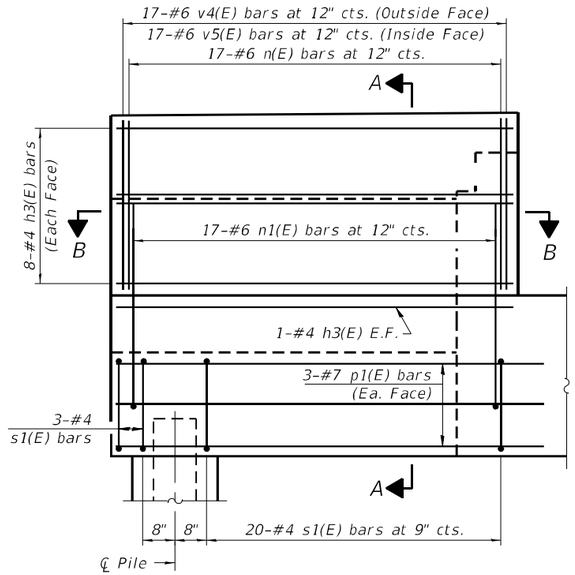
Kaskaskia Engineering Group, LLC
PROFESSIONAL REGISTRATIONS — LICENSE NO.
Illinois Professional Design Firm: 184.005775
Professional Engineering Group: 20-5000185

USER NAME =	DESIGNED - MC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT STRUCTURE NO. 072-0249	
	CHECKED - BB	REVISED -			
PLOT SCALE =	DRAWN - RJO	REVISED -			
PLOT DATE =	CHECKED - BB	REVISED -		SHEET 40 OF 55 SHEETS	

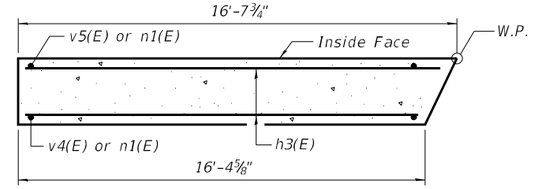
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68898		
		ILLINOIS	FED. AID PROJECT	



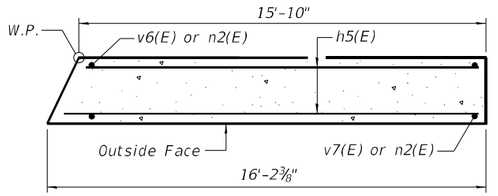
NORTH WING WALL ELEVATION
Showing Dimensions



NORTH WING WALL ELEVATION
Showing Reinforcement

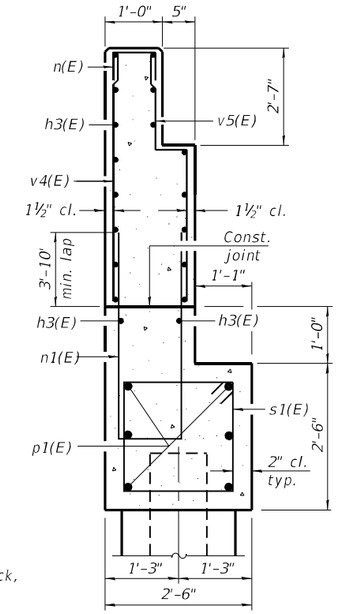


SECTION B-B



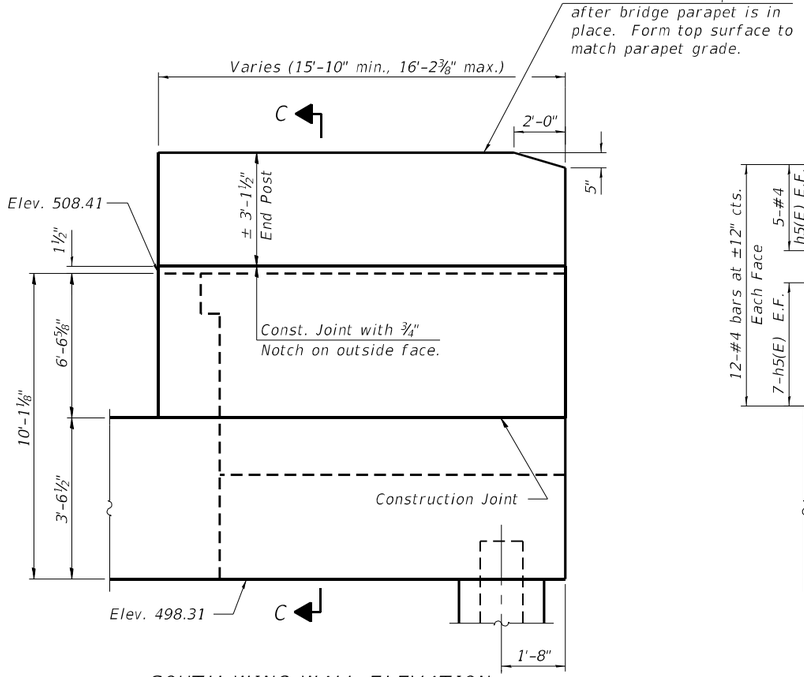
SECTION D-D

Notes:
Hatched area to be poured after superstructure false work has been removed.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Quantity of concrete in end post and hatched area included with Concrete Superstructure on sheet 17 of 55.
For Concrete Encasement details, see sheet 45 of 55.
Concrete Sealer shall be applied to the bearing seats and front faces of the hatched block, back wall, and abutment cap. A penetrating Concrete Sealer shall be used on vertical surfaces.
The top of back wall and approach slab seat shall have a constant slope determined from the control points shown.

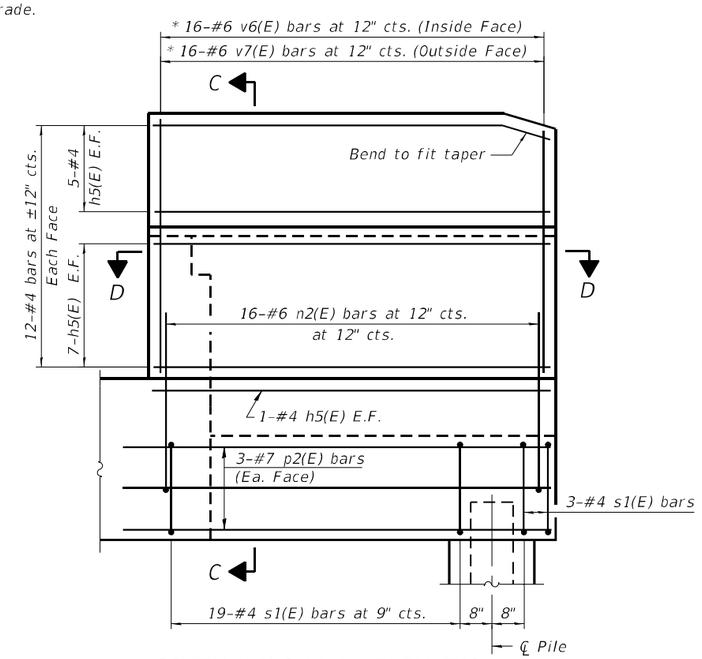


SECTION A-A

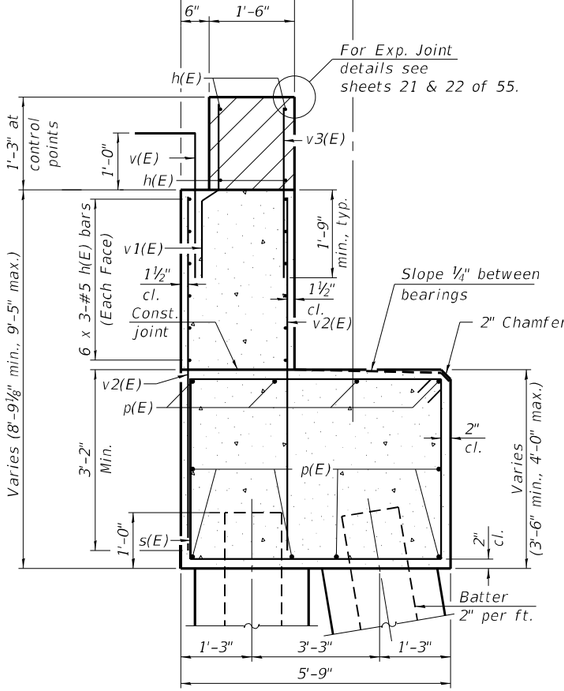
* Cut to fit taper



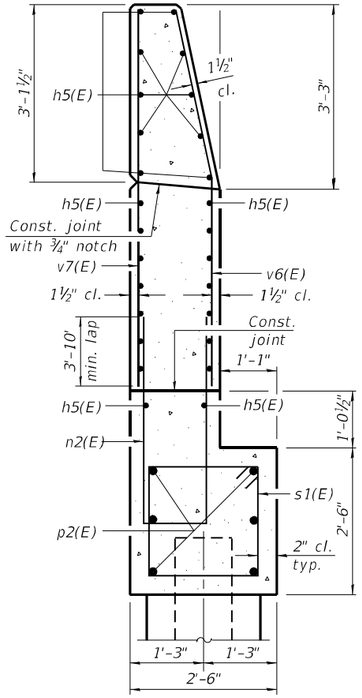
SOUTH WING WALL ELEVATION
Showing Dimensions



SOUTH WING WALL ELEVATION
Showing Reinforcement



SEC. THRU ABUT.



SECTION C-C

MODEL: $MODELNAME$
FILE NAME: $FILE$

$DATE$ $TIME$

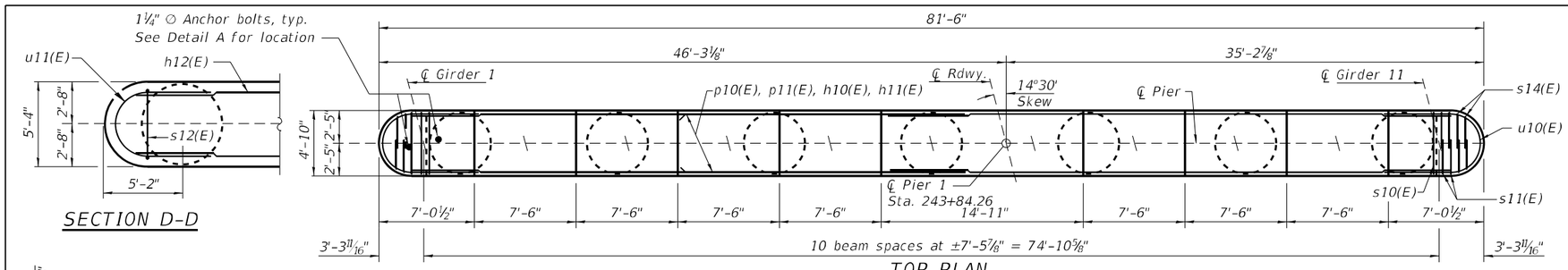
Kaskaskia Engineering Group, LLC
200 S. Main St., Suite 101, Bellevville, Illinois 62220
618.233.5077 phone
618.233.5077 fax
www.kaskaskiaeng.com
PROFESSIONAL DESIGNATIONS: Illinois Professional Design Firm: Professional Engineering Group
LICENSE NO.: 184.005713 20-5600566

USER NAME =	DESIGNED - MC	REVISED -	
	CHECKED - BB	REVISED -	
PLOT SCALE =	DRAWN - RJO	REVISED -	
PLOT DATE =	CHECKED - BB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

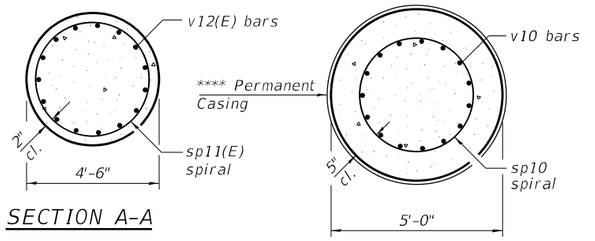
EAST ABUTMENT DETAILS
STRUCTURE NO. 072-0249
SHEET 41 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	96
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		



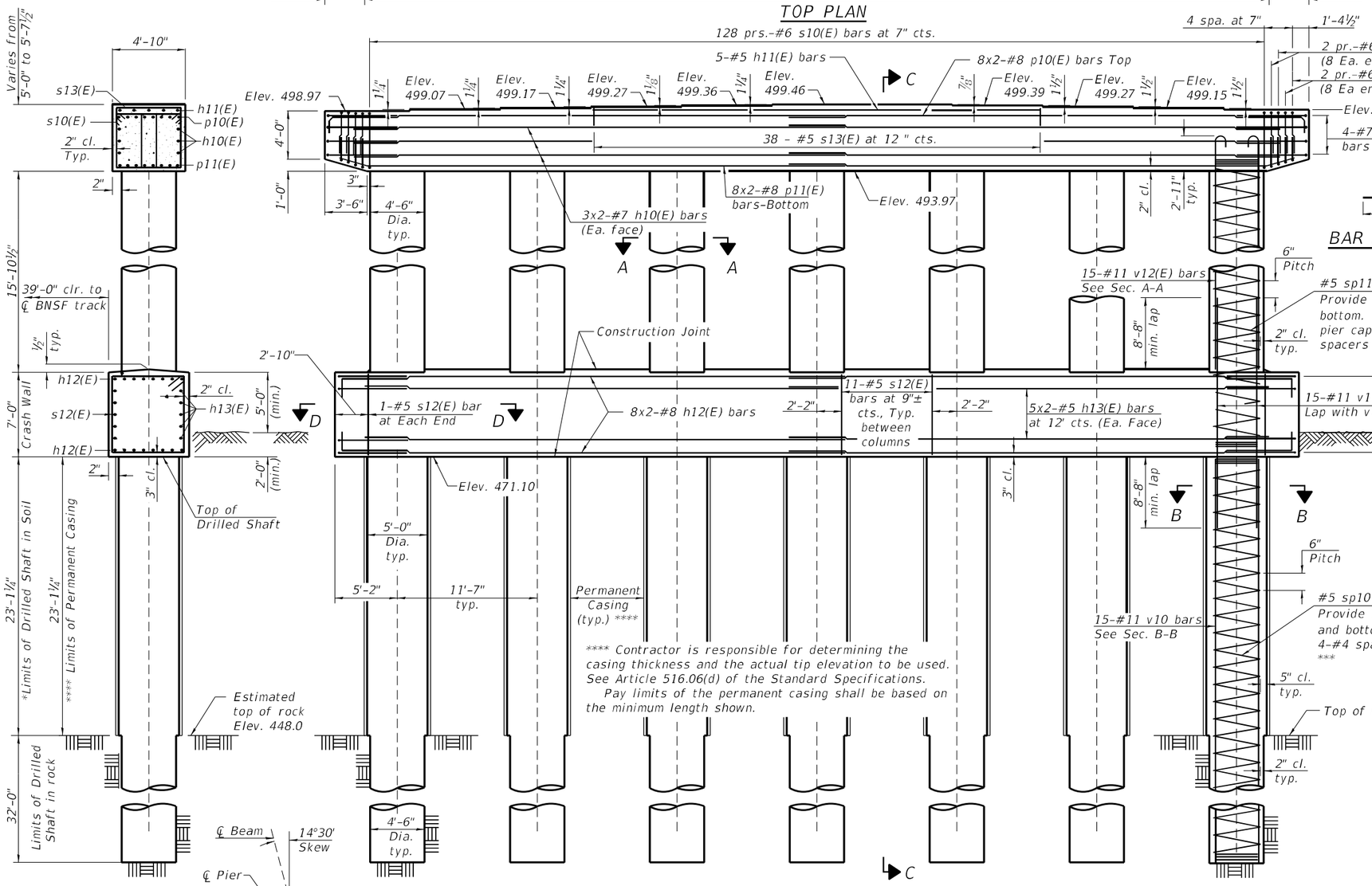
SECTION D-D

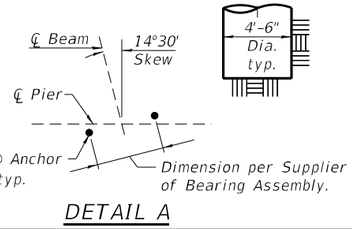
TOP PLAN



SECTION A-A

SECTION B-B





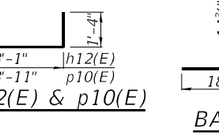
SECTION C-C

DETAIL A

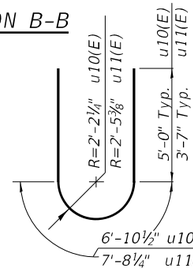
MINIMUM BAR LAP

#5 bar = 3'-6"
#7 bar = 5'-0"
#8 bar = 6'-8"
#11 bar = 8'-8"

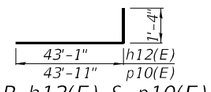
ELEVATION (Looking East)



BARS s11(E), s13(E) & s14(E)



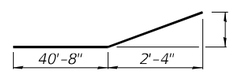
BARS u10(E) & u11(E)



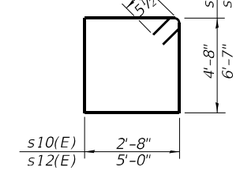
BAR h12(E) & p10(E)



BAR v12(E)



BAR p11(E)



BARS s10(E) & s12(E)

BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	h10(E)	12	#7	40'-10"	
	h11(E)	5	#5	37'-1"	
	h12(E)	32	#8	44'-5"	
	h13(E)	20	#5	39'-1"	
	p10(E)	16	#8	45'-3"	
	p11(E)	16	#8	43'-2"	
	s10(E)	256	#6	16'-0"	
	s11(E)	16	#6	11'-0"	
	s12(E)	68	#5	24'-1"	
	s13(E)	38	#5	6'-10"	
	s14(E)	16	#6	10'-6"	
**	sp10	7	#5	51'-0"	
**	sp11(E)	7	#5	23'-0"	
	u10(E)	8	#7	16'-11"	
	u11(E)	14	#5	14'-10"	
	v10	105	#11	50'-9"	
	v11(E)	105	#11	24'-8"	
	v12(E)	105	#11	20'-4"	
	Concrete Structures			Cu. Yd.	249.8
	Structure Excavation			Cu. Yd.	56
	Reinforcement Bars			Pound	38360
	Reinforcement Bars, Epoxy Coated			Pound	48520
	Drilled Shaft in Soil			Cu. Yd.	117.6
	Drilled Shaft in Rock			Cu. Yd.	132.0
	Crosshole Sonic Logging Access Ducts			Foot	386
	Crosshole Sonic Logging Testing			Each	2
	Permanent Casing			Foot	162

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
*** Minimum lap for spirals = 4'-0".
** Length is height of spiral.
Bars indicated thus 8x2-#8 etc. indicates 8 lines of bars with 2 lengths per line.

* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

**** Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications.
Pay limits of the permanent casing shall be based on the minimum length shown.

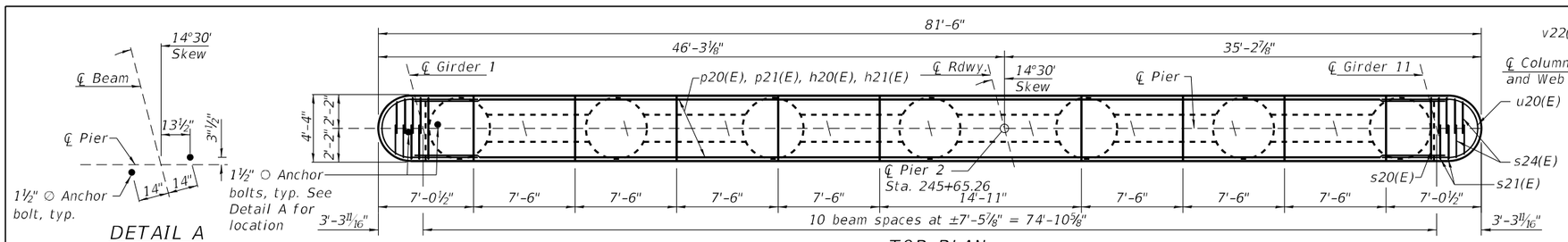
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED - ---
	CHECKED - REW	REVISED - ---
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - PES	REVISED -

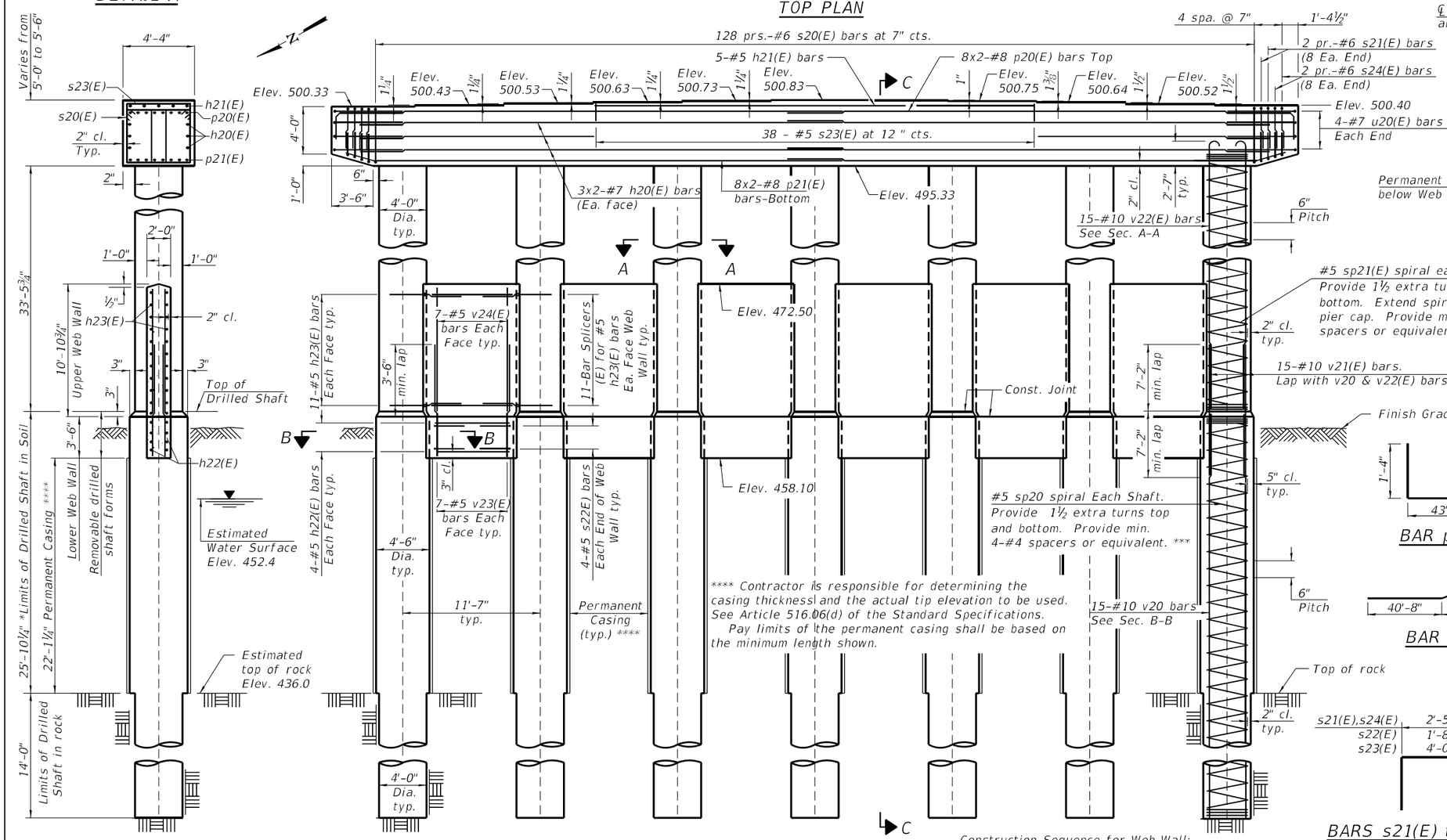
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
STRUCTURE NO. 072-0249
SHEET NO. 42 OF 55 SHEETS

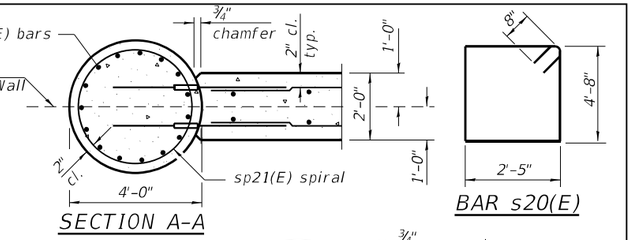
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	97
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



TOP PLAN

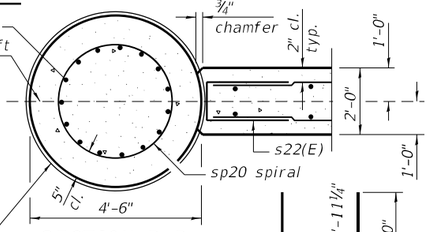


SECTION C-C

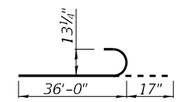


SECTION A-A

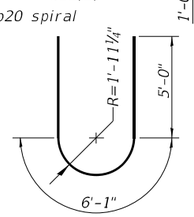
BAR s20(E)



SECTION B-B



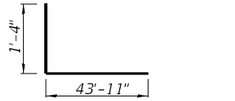
BAR v22(E)



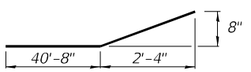
BAR u20(E)

BILL OF MATERIAL

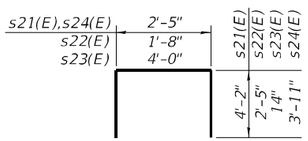
Bar	No.	Size	Length	Shape
h20(E)	12	#7	41'-1"	
h21(E)	5	#5	37'-1"	
h22(E)	48	#5	7'-0"	
h23(E)	132	#5	7'-4"	
p20(E)	16	#8	45'-3"	
p21(E)	16	#8	43'-2"	
s20(E)	256	#6	15'-6"	
s21(E)	16	#6	10'-9"	
s22(E)	48	#5	6'-6"	
s23(E)	38	#5	6'-4"	
s24(E)	16	#6	10'-3"	
** sp20	7	#5	39'-10"	
** sp21(E)	7	#5	33'-7"	
u20(E)	8	#7	16'-1"	
v20	105	#10	39'-6"	
v21(E)	105	#10	14'-8"	
v22(E)	105	#10	37'-5"	
v23(E)	84	#5	6'-10"	
v24(E)	84	#5	10'-8"	
Concrete Structures		Cu. Yd.	227.5	
Structure Excavation		Cu. Yd.	25	
Reinforcement Bars		Pound	24840	
Reinforcement Bars, Epoxy Coated		Pound	44600	
Drilled Shaft in Soil		Cu. Yd.	106.6	
Drilled Shaft in Rock		Cu. Yd.	45.6	
Bar Splicers		Each	264	
Crosshole Sonic Logging Access Ducts		Foot	279	
Crosshole Sonic Logging Testing		Each	2	
Permanent Casing		Foot	155	



BAR p20(E)



BAR p21(E)



BARS s21(E) thru s24(E)

ELEVATION
(Looking East)

MINIMUM BAR LAP

#5 bar = 3'-6"
#7 bar = 5'-0"
#8 bar = 6'-8"
#10 bar = 7'-2"

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

**** Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications.
Pay limits of the permanent casing shall be based on the minimum length shown.

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
*** Minimum lap for spirals = 4'-0".
** Length is height of spiral.
Bars indicated thus 8x2-#8 etc. indicates 8 lines of bars with 2 lengths per line.

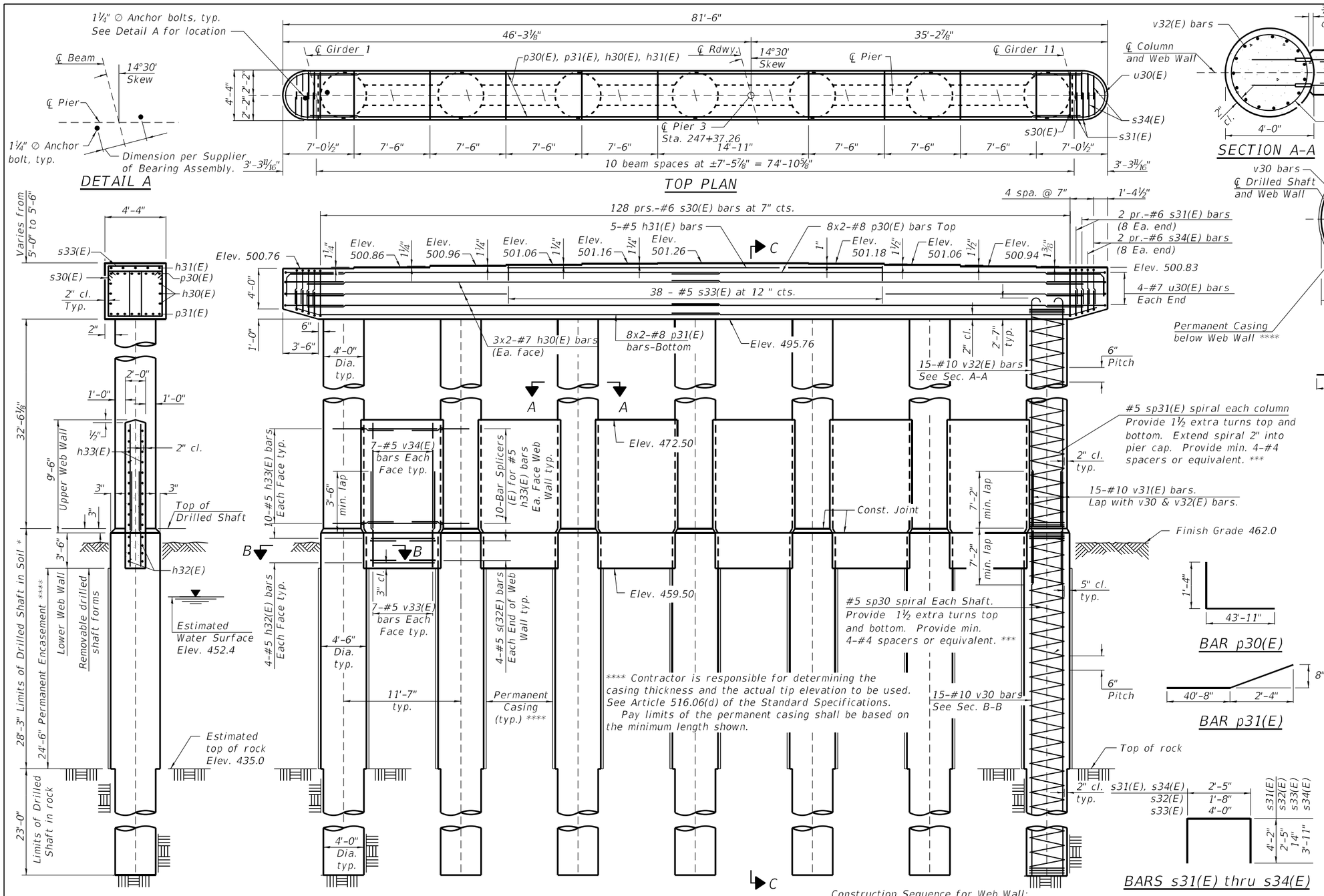
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED -	---
	CHECKED - REW	REVISED -	---
PLOT SCALE =	DRAWN - MAM	REVISED -	
PLOT DATE =	CHECKED - PES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2
STRUCTURE NO. 072-0249
SHEET NO. 43 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	98
		CONTRACT NO. 68898		
		ILLINOIS FED. AID PROJECT		



* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

MINIMUM BAR LAP

#5 bar	3'-6"
#7 bar	5'-0"
#8 bar	6'-8"
#10 bar	7'-2"

**** Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications.

Pay limits of the permanent casing shall be based on the minimum length shown.

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	12	#7	41'-1"	
h31(E)	5	#5	37'-2"	
h32(E)	48	#5	7'-0"	
h33(E)	120	#5	7'-4"	
p30(E)	16	#8	45'-3"	
p31(E)	16	#8	43'-2"	
s30(E)	256	#6	15'-6"	
s31(E)	16	#6	10'-9"	
s32(E)	48	#5	6'-6"	
s33(E)	38	#5	6'-4"	
s34(E)	16	#6	10'-3"	
** sp30	7	#5	51'-2"	
** sp31(E)	7	#5	32'-9"	
u30(E)	8	#7	16'-1"	
v30	105	#10	51'-0"	
v31(E)	105	#10	14'-8"	
v32(E)	105	#10	36'-5"	
v33(E)	84	#5	7'-0"	
v34(E)	84	#5	9'-3"	

Concrete Structures	Cu. Yd.	219.3
Structure Excavation	Cu. Yd.	25
Reinforcement Bars	Pound	31880
Reinforcement Bars, Epoxy Coated	Pound	43860
Drilled Shaft in Soil	Cu. Yd.	116.5
Drilled Shaft in Rock	Cu. Yd.	74.9
Bar Splicers	Each	240
Crosshole Sonic Logging Access Ducts	Foot	359
Crosshole Sonic Logging Testing	Each	2
Permanent Casing	Foot	172

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
*** Minimum lap for spirals = 4'-0".
** Length is height of spiral.
Bars indicated thus 8x2-#8 etc. indicates 8 lines of bars with 2 lengths per line.

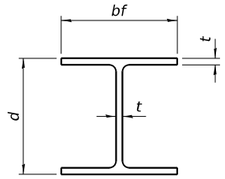
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Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED -	---
	CHECKED - REW	REVISED -	---
PLOT SCALE =	DRAWN - MAM	REVISED -	
PLOT DATE =	CHECKED - PES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

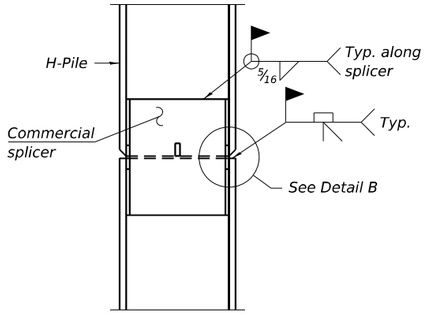
PIER 3
STRUCTURE NO. 072-0249
SHEET NO. 44 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

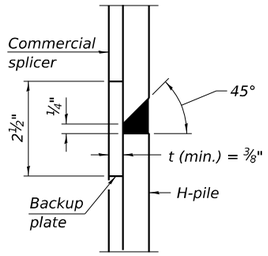


STEEL PILE TABLE

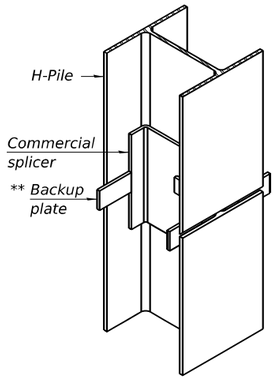
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17¾"	17⅞"	⅞"	36"
x135	17½"	17¾"	¾"	36"
HP 16x183	16½"	16½"	1⅛"	36"
x162	16¼"	16⅛"	1"	36"
x141	16	16	⅞"	36"
x121	15¾"	15⅞"	¾"	36"
HP 14x117	14¼"	14⅞"	13/16"	30"
x102	14"	14¾"	11/16"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅝"	14⅝"	½"	30"
HP 12x84	12¼"	12¼"	11/16"	24"
x74	12⅛"	12¼"	⅝"	24"
x63	12"	12⅛"	½"	24"
x53	11¾"	12"	7/16"	24"
HP 10x57	10"	10¼"	9/16"	24"
x42	9¾"	10⅛"	7/16"	24"
HP 8x36	8"	8⅛"	7/16"	18"



ELEVATION

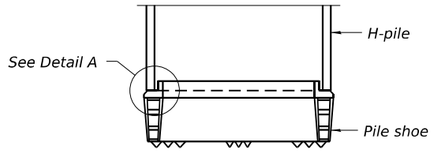


DETAIL B

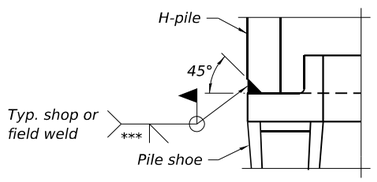


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



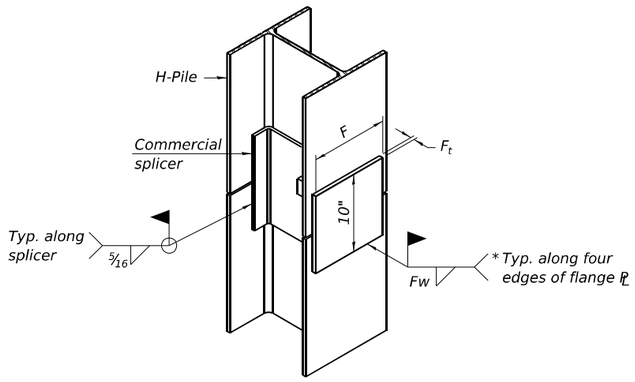
ELEVATION



DETAIL A

SHOE ATTACHMENT

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



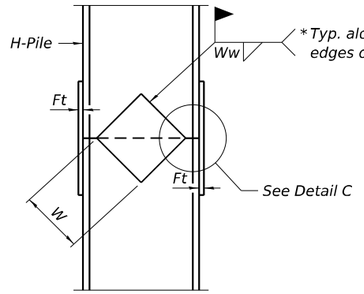
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

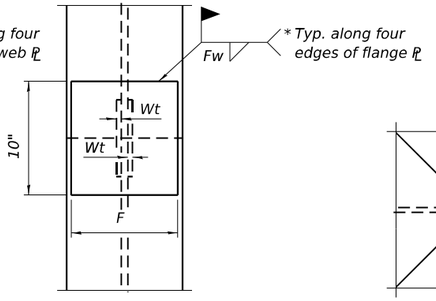
* Interrupt welds ¼" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

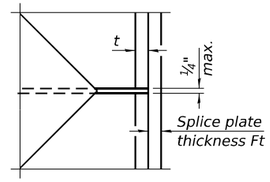
*** Weld size per pile shoe manufacturer (5/16" min.).



ELEVATION



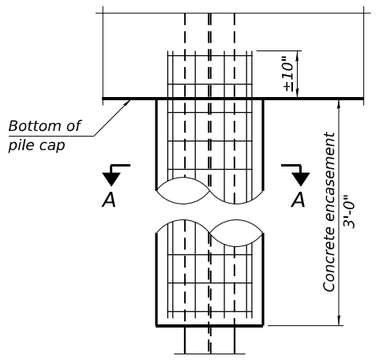
END VIEW



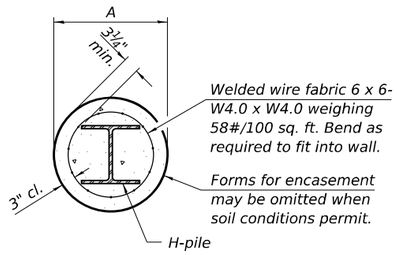
DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15½"	1½"	1"	9½"	⅞"	¾"
x157	15¼"	1¼"	1"	9½"	⅞"	¾"
x135	15¼"	1¼"	1"	9½"	⅞"	¾"
HP 16x183	13¾"	1½"	1"	8¼"	⅞"	¾"
x162	13½"	1½"	1"	8¼"	¾"	⅝"
x141	13½"	1¼"	⅞"	8¼"	¾"	⅝"
x121	13½"	1¼"	⅞"	8¼"	¾"	⅝"
HP 14x117	12½"	1¼"	⅞"	7¾"	⅝"	½"
x102	12½"	1"	¾"	7¾"	⅝"	½"
x89	12½"	⅞"	11/16"	7¾"	⅝"	½"
x73	12½"	¾"	9/16"	7¾"	⅝"	½"
HP 12x84	10"	1"	11/16"	6½"	⅝"	½"
x74	10"	⅞"	11/16"	6½"	⅝"	½"
x63	10"	¾"	½"	6½"	½"	⅜"
x53	10"	¾"	½"	6½"	½"	⅜"
HP 10x57	8"	⅞"	9/16"	5¼"	½"	⅜"
x42	8"	¾"	9/16"	5¼"	½"	⅜"
HP 8x36	6¾"	⅝"	7/16"	4"	½"	⅜"

WELDED PLATE FIELD SPLICE



ELEVATION



SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(when specified)

F-HP 10-27-2023

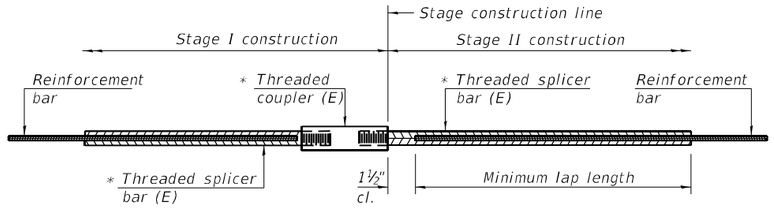
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED - ---
	CHECKED - PES	REVISED - ---
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - SMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 45 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	100
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

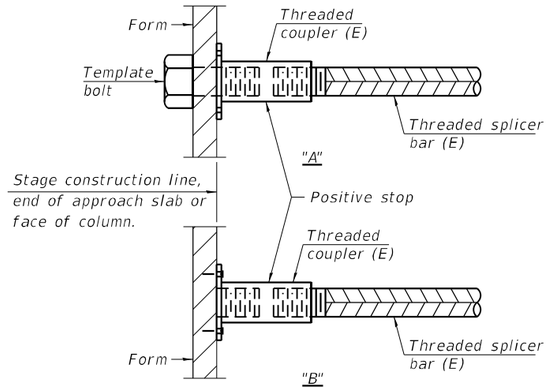


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1½" + thread length

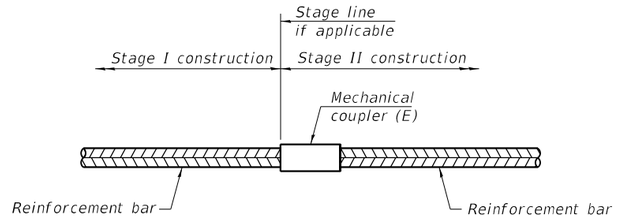
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length



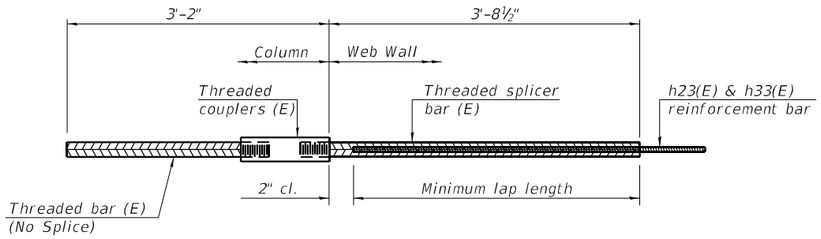
INSTALLATION AND SETTING METHODS

"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.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY PIER 2 & 3 COLUMNS

Location	Bar size	No. assemblies required	Minimum lap length
Pier 2	#5	264	2'-1"
Pier 3	#5	240	2'-1"

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

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

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

2-17-2017

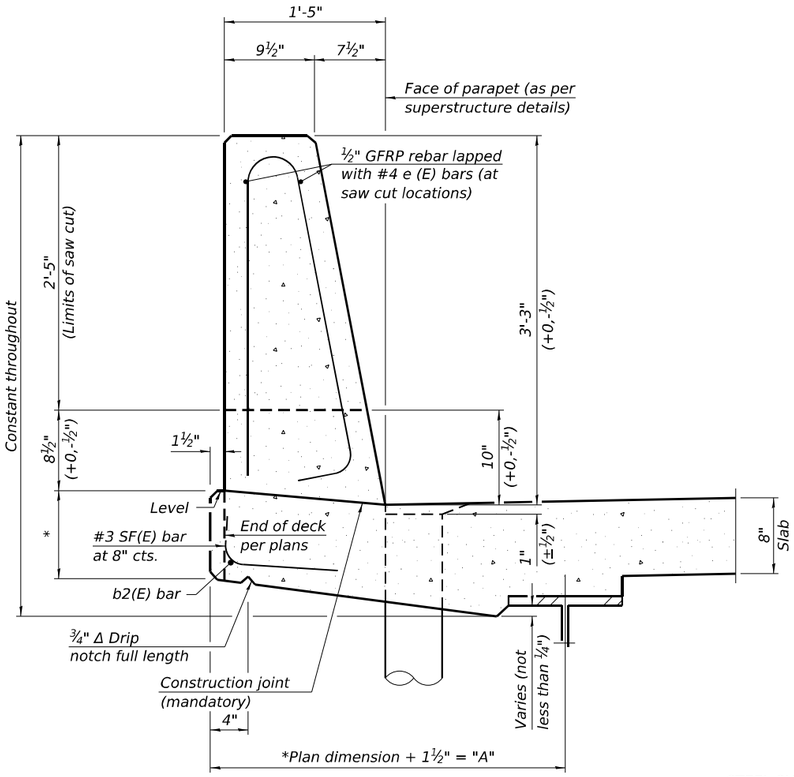
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED - ---	
	CHECKED - PES	REVISED - ---	
PLOT SCALE =	DRAWN - MAM	REVISED -	
PLOT DATE =	CHECKED - PES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

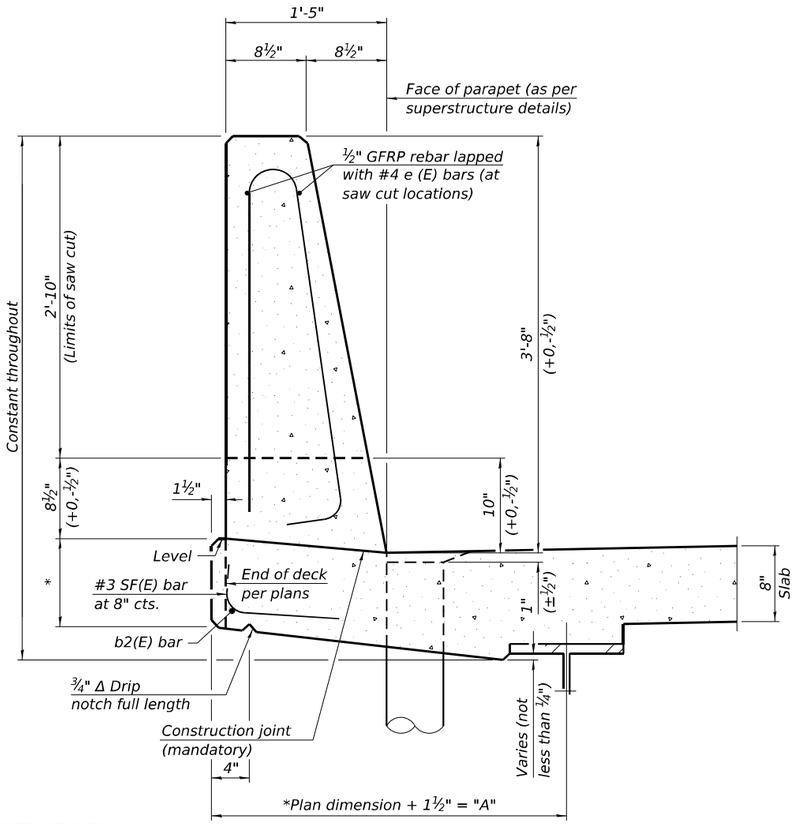
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 072-0249
SHEET NO. 46 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	101
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



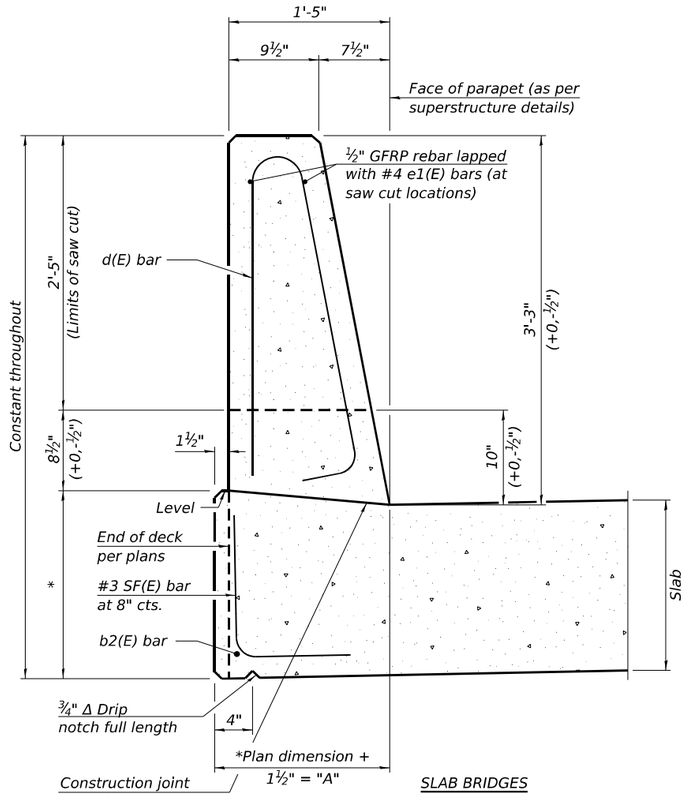
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



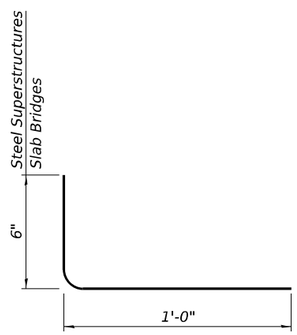
39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

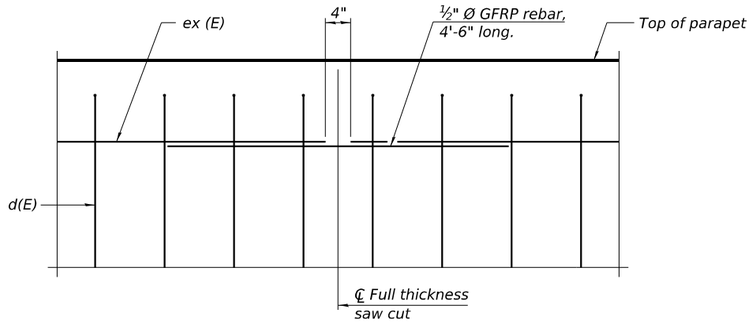
STEEL SUPERSTRUCTURES

SLAB BRIDGES

*See Superstructure Details.



SF(E) BAR



DETAIL - GFRP REBAR STIFFENING ELEVATION

(Place as shown in parapet section at each parapet joint location.)

Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension "A" which is to be revised as shown.

Additional concrete needed to revise dimension "A" (39" and 44" parapets):

Steel Superstructures: 0.00348 cu. yds./ft.

Slab Bridge Superstructures: cu. yds./ft.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

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	CHECKED - PES	REVISED - ---
PLOT SCALE =	DRAWN - MAM	REVISED -
PLOT DATE =	CHECKED - SMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 072-0249

SHEET NO. 47 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	102
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

Bridge Foundation Boring Log

Sh. 1 of 1Sh.

PROJECT BHF-669(15) BRIDGE ILL. RTE. 116 OVER KICKAPOO CREEK Date 12-19-86

ROUTE F.A. 669 Bored By R. WARD

SEC. (10R,V,B,Y)-1 STA. PIER #1- 243+06.52 Checked By ROY SAETTLER

COUNTY PEORIA

Boring No. 1
Station 243+30
Offset 31' LT ℄

Surface Water El.
Groundwater El. at Completion 459.6
After — Hours —

Elevation		N	Qu t/s.f.		w (%)
Ground Surface 482.2	0				
MOTTLED SILTY LOAM		3 16	2.2	S	17
	-5	2 6	0.5	S	19
		1 2	0.4	B	25
FREE H_2O ▼	-10	1 3	0.3	B	24
		1 4	0.8	B	23
GRAY SILTY CLAY LOAM	-15	1 5	2.0	B	20
		1 5	0.9	B	31
CONTINUED NEXT COLUMN	-20	3 7	0.5	B	24

Elevation		N	Qu t/s.f.		w (%)
BROWN/GRAY SILTY CLAY LOAM		3 14	0.9	B	20
SEAM OF SANDY LOAM @ 23' TRACES COAL 24-25.5'	-25	3 7	0.4	S	25
455.7					
MOTTLED SILTY CLAY LOAM SAND & GRAVEL SEAM		2 3	0.3	B	26
442.0					
MOTTLED SHALEY CLAY LOAM	-30	4 12	1.5	S	21
		7 12	-		16
448.2					
GRAY SHALE	-35	29 100/5"	4.1	S	13
		29 50/2"	-		13
441.7	-40	29 50/3"	-		17
END OF BORING					
	-45				

N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%.

Type failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value
P - Penetrometer

BD 137 (Rev. 4-78)

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Page 1 of 1

Date 8/24/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0037
Station

BORING NO. SB-1
Station 239+98
Offset 53.0 ft RT
Ground Surface Elev. 504.20 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 470.7 ft ▼
Upon Completion Dry ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL: 9" 503.5			
SILT (fill): Brown, stiff, trace clay	6 6 8	3.8 P	19
500.7			
SILTY CLAY LOAM (fill): Gray-brown, trace iron, trace gravel LL: 32 PL: 17 PI: 15	4 4 4	3.0 P	20
498.2			
SILTY LOAM (fill): Brown, stiff, some fine sand	4 7 9	1.1 B	19
495.7			
FINE SAND: Brown, medium dense, trace clay, trace iron	4 4 7	2.3 P	15
493.2			
WEATHERED SHALE: Brown, gray, black, stiff	5 6 9	>4.5 P	23
becomes brown, stiff, trace iron, trace sand and clay	7 5 6	>4.5 P	26
becomes black, hard	4 15 38		16
485.7			
COAL: Black, hard, possibly some weathered shale	27 50/5"		24

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
COAL: Black, hard, possibly some weathered shale (continued) 483.2			
WEATHERED SHALE: black, hard	50/5"		16
becomes dark gray	50/5.5"		11
	38 50/4"		12
	35 50/5"		12
trace sand ▼	18 40 50/3"		14
Spoon sent after Auger Refusal @ 37.5' 466.5	50/3"		2
Gray rock fragment Boring terminated at 37.8 ft.			

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

BBS, form 137 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Page 1 of 1

Date 8/26/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0037
Station

BORING NO. SB-2
Station 243+78
Offset 106.5 ft RT
Ground Surface Elev. 477.30 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILT: Brown, stiff, trace iron, trace clay, trace gravel, trace organics	3 6 7	2.0 P	19
becomes black/dark brown, with gravel 472.8	7 50/4"		9
Boring terminated at 4.7 ft.			

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

BBS, form 137 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Page 1 of 1

Date 8/26/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0037
Station

BORING NO. SB-2A
Station 244+01
Offset 106.5 ft RT
Ground Surface Elev. 477.30 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
				Blind drilled to 6'
471.3	5 2 3	1.3 P	17	SILTY LOAM: Brown-orange, medium stiff, trace iron, trace gravel, some silt bands
468.8	5 18 40		10	WEATHERED SANDSTONE: Light brown, hard, iron staining, dry
466.3	18 45 50/4"		9	SHALE: Light blue-gray, hard, dry, friable
463.8	28 50/6"		8	SANDY SHALE: Brown with some gray, some iron staining
	9 15 29		10	becomes light brown, trace iron staining
458.8	23 37 50/6"		10	SHALE: Light blue-gray, hard, dry, trace iron staining, friable
				SHALE: Light blue-gray, hard, dry, trace iron staining, friable *(continued)*
	25 50/4"		9	
452.8	29 50/6"		9	Spoon Refusal @ 24.5'
				Boring terminated at 24.5 ft.

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

BBS, form 137 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Page 1 of 3

Date 8/25/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0037
Station

BORING NO. SB-4
Station 245+41
Offset 52.0 ft RT
Ground Surface Elev. 462.00 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter 447.5 ft ▼
Upon Completion 447.5 ft ▽
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
461.7				TOPSOIL: 4"
	8 4 5	2.0 P	15	SANDY SILT: Brown, stiff, trace iron, trace clay
456.0	4 2 3	0.8 P	16	becomes dark brown, medium stiff, fine sand, trace clay
	3 2 2	0.4 B	20	SILTY LOAM: Dark brown, soft, moist, trace iron, trace sand
		0.3 P	27	SHELBY TUBE RECOVERY: 21" LL: 26 PL: 18 PI: 8
451.0	0 2 2	0.3 P	26	SILTY CLAY LOAM: Brown, soft, moist, trace gravel, trace sand, trace silt LL: 38 PL: 18 PI: 20
448.5	6 8 6		23	SAND: Brown, medium dense, moist, fine to medium, trace gravel
	1 1 1		25	very loose
	0 4 4		25	loose
				SAND: Brown, medium dense, moist, fine to medium, trace gravel *(continued)*
	7 9 8		17	medium dense
438.5	5 6 5		10	GRAVEL: Multiple colors, medium dense, wet
436.0	11 26 50/6"	>4.5 P	14	SHALE: Gray, hard
	38 50/6"		15	
427.5	24 50/6"		15	Borehole continued with rock coring.

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

BBS, form 137 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

ROCK CORE LOG

Page 2 of 3

Date 8/26/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria CORING METHOD Conventional

STRUCT. NO. 072-0037
Station

BORING NO. SB-4
Station 245+41
Offset 52.0 ft RT
Ground Surface Elev. 462.00 ft

CORING BARREL TYPE & SIZE NQ
Core Dismeter in
Top of Rock Elev. 436.00 ft
Begin Core Elev. 427.50 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	DESCRIPTION
427.50	1	100	92	1.61	8.7	SHALE: Gray, fissile
	2	96	92	1.96	36.0	

Color pictures of the cores
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

ROCK CORE LOG

Date 8/25/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria CORING METHOD Conventional

STRUCT. NO. 072-0037 Station
CORING BARREL TYPE & SIZE NQ
Core Diameter in
BORING NO. SB-4 Station 245+41 Offset 52.0 ft RT Ground Surface Elev. 462.00 ft
Top of Rock Elev. 436.00 ft
Begin Core Elev. 427.50 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
SHALE: Gray, fissile *(continued)* -55	3	82	78	1.8	21.8
402.50					
End of Boring -60					
-65					
-70					

Color pictures of the cores
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Date 8/26/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0037 Station
BORING NO. SB-5 Station 245+38 Offset -25.0 ft LT Ground Surface Elev. 462.50 ft
Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft
Groundwater Elev.:
First Encounter 445.5 ft ▼
Upon Completion 432.5 ft ▽
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Rip-Rap 461.5			
Rock and Rip-Rap residuals	28 17 8		7
459.0			
SILTY LOAM: Green-gray, stiff, trace sand, trace silt bands, rip-rap residual -5	8 6 4	3.0 P	19
becomes dark brown, soft, moist, trace iron, more clay	2 1 1	0.3 B	33
no iron, trace sand -10	2 1 1	0.4 B	20
SHELBY TUBE RECOVERY: 26.25" LL: 35 PL: 20 PI: 15		0.3 P	32
449.0			
CLAY: Brown, soft, moist, trace organics, trace silt, trace sand -15	1 1 2	0.3 B	34
445.5 ▼	0 1 3	<0.25 P	33
GRAVELLY SANDY LOAM: Dark gray, fine, trace shells and organics, trace gravel, some sandy clay becomes brown, trace gravel and rock, wet, fine to medium, trace clay -20	0 1 3		17

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
441.5			
GRAVEL: Weathered rocks, medium dense, wet, trace brown clay, trace sand	3 2 3		21
sand is fine to medium -25	3 2 4		15
436.5			
SHALE: Gray, hard, dry	16 40 50/6"		11
▽ -30	15 31 45		16
428.6	50/5"		16
Boring terminated at 33.9 ft. -35			
-40			

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

BBS, form 137 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Date 8/27/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0037 Station
BORING NO. SB-6 Station 247+27 Offset 19.0 ft RT Ground Surface Elev. 461.60 ft
Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft
Groundwater Elev.:
First Encounter 449.1 ft ▼
Upon Completion N/A ft
After 15 Hrs. 450.5 ft ▽

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND: Fine 460.6			
CLAYEY SILT: Dark brown, medium stiff, trace fine sand, trace gravel/rock	6 5 3	1.3 P	21
trace iron -5	2 3 3	0.5 B	20
455.6			
SILTY CLAY LOAM: Dark brown, soft, moist, trace organics, trace silt LL: 42 PL: 22 PI: 20	2 1 2	0.4 B	31
453.1			
SILTY LOAM: Brown SHELBY TUBE RECOVERY: 24.5" LL: 31 PL: 21 PI: 10 -10		0.3 P	27
450.6 ▽	5		
SILTY SAND: Dark gray, stiff, moist, fine sand, trace iron, trace clay ▼	6 5	0.9 B	13
448.1			
GRAVELLY SANDY LOAM: Gray-brown, stiff, moist, fine to medium, trace gravel -15	2 2 7		19
fine sand, with gray clay, wet, trace gravel	1 2 4		27
becomes brown, fine to medium, trace river gravel, wet -20	3 5 8		12

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
GRAVELLY SANDY LOAM: Gray brown, stiff, moist, fine to medium, trace gravel *(continued)* coarse sand and gravel, multiple colors, wet	5 11 10		6
438.1			
GRAVEL: Coarse, wet, trace sand -25	10 10 7		10
435.1	13		
SHALE: Dark gray, hard, dry, friable	50/4"		13
stopped drilling on 8/27/15, resumed with rock coring on 8/28/2015 432.1	33 50/5"		14
Borehole continued with rock coring. -30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

ROCK CORE LOG

Date 8/27/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria CORING METHOD Conventional

STRUCT. NO. 072-0037 CORING BARREL TYPE & SIZE NQ

Station

Core Diameter in

BORING NO. SB-6 Top of Rock Elev. 435.10 ft

Station 247+27 Begin Core Elev. 432.10 ft

Offset 19.0 ft RT

Ground Surface Elev. 461.60 ft

		DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
SHALE: Gray, clayey	432.10	-30	1			2.96	
Core stuck/destroyed in barrel Only 8.5" of core sample recovered at bottom of Run #1							
	427.10	-35	2	70	70	1.16	9.0
hard							
	422.10	-40	3	100	100	1.47	10.0
some interbedded layers of gravel, hard, more clayey, fissile		-45					
	412.10						

Color pictures of the cores

Cores will be stored for examination until

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

ROCK CORE LOG

Date 8/27/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria CORING METHOD Conventional

STRUCT. NO. 072-0037 CORING BARREL TYPE & SIZE NQ

Station

Core Diameter in

BORING NO. SB-6 Top of Rock Elev. 435.10 ft

Station 247+27 Begin Core Elev. 432.10 ft

Offset 19.0 ft RT

Ground Surface Elev. 461.60 ft

		DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
SHALE: Gray		-50	4	71	69	1.32	9.4
lost last 3 ft. of Run #4 upon sampler retrieval		-55					
	402.10						
End of Boring		-60					
		-65					

Color pictures of the cores

Cores will be stored for examination until

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Date 8/31/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0037

Station

BORING NO. SB-7

Station 247+54

Offset 45.0 ft LT

Ground Surface Elev. 462.60 ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND: fine	461.6			
SANDY SILT: Brown, stiff, gravel, trace fine sand		5 9 10	1.5 P	16
CLAYEY SILT: Brown, soft, trace organics, trace sand	459.1	4 2 2	0.8 B	20
SILTY LOAM: Brown, soft, slightly moist, trace sand bands of silt and sand	-5 456.6	1 1 2	<0.25 P	26
no sand		2 1 1	0.3 B	29
SHELBY TUBE RECOVERY: 26" LL: 27 PL: 17 PI: 10	-10 ▼		1.3 P	28
CLAY: Gray, medium stiff, moist, trace organics, trace silt, trace sand	449.1	1 1 4	0.4 B	29
GRAVELLY SAND: Multi-color, fine to medium, wet, trace gravel	-15 446.6	4 10 7		15
becomes dark gray, very loose, very moist, fine sand, trace clay, trace gravel	-20	2 0 1		32

		DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Surface Water Elev. N/A ft					
Stream Bed Elev. N/A ft					
Groundwater Elev.:					
First Encounter 452.6 ft ▼					
Upon Completion Dry ft					
After 16 Hrs. 452.4 ft ▽					
(low recovery) GRAVELLY SAND: Multi-color, fine to medium, wet, trace gravel *(continued)* becomes multi-color, medium dense, medium sand, wet, trace clay		-25	7 13 10		9
fine to medium, medium dense, wet, with gravel			11 12 13		15
SHALE: Gray, hard, breaks easily	436.1	-30	26 50/3"		13
			24 50/5"		13
Borehole continued with rock coring.	428.1	-35	24 50/6.5"		14
		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)

The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

ROCK CORE LOG

Page 2 of 3

Date 8/31/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria CORING METHOD Conventional

STRUCT. NO. 072-0037
Station

BORING NO. SB-7
Station 247+54
Offset -45.0 ft LT
Ground Surface Elev. 462.60 ft

CORING BARREL TYPE & SIZE NQ
Core Diameter in
Top of Rock Elev. 437.10 ft
Begin Core Elev. 428.10 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
SHALE: Gray, some clay 428.10					
-35	1	92	77	1.1	3.2
hard					
-40	2	97	93	1.3	7.8
-45					
-50	3	100	97	1.6	31.3

Color pictures of the cores
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

ROCK CORE LOG

Page 3 of 3

Date 8/31/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria CORING METHOD Conventional

STRUCT. NO. 072-0037
Station

BORING NO. SB-7
Station 247+54
Offset -45.0 ft LT
Ground Surface Elev. 462.60 ft

CORING BARREL TYPE & SIZE NQ
Core Diameter in
Top of Rock Elev. 437.10 ft
Begin Core Elev. 428.10 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
SHALE: Gray, some clay *(continued)*					
-55					
403.10					
End of Boring					
-60					
-65					
-70					

Color pictures of the cores
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Page 1 of 1

Date 9/1/15

ROUTE FAP 669 DESCRIPTION IL 116 over Kickapoo Creek and UPRR LOGGED BY KEG

SECTION (10R-VBY)BR LOCATION Bellevue, IL

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0037
Station

BORING NO. SB-8
Station 248+73
Offset -49.0 ft LT
Ground Surface Elev. 475.40 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion N/A ft
After N/A Hrs. N/A ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND (fill): Fine 474.4			
SILT: Dark brown, some orange-brown, trace gravel, trace sand, trace clay	7 11 9	2.5 P	14
471.9			
GRAVEL and FINE SAND: Brown, fine to some medium, trace clay, trace silt	12 13 16		9
-5 469.4			
WEATHERED ROCK (Sandstone and Shale): Orange-yellow, with some gray, very dense, friable	11 11 16	>4.5 P	14
becomes light gray with orange staining, hard, friable, some clay	6 13 35		12
-10 464.4			
SHALE: Light gray, hard, trace iron staining, friable	9 44 50/4"		9
highly weathered	22 50/5.5"		8
-15			
	34 50/5"		7
some brown, trace orange staining	16 48 50/4"		9
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SHALE: Light gray, hard, trace iron staining, friable *(continued)*			
Spoon Refusal @ 24.3' 451.1	42 50/4"		7
Boring terminated at 24.3 ft.			
-25			
-30			
-35			
-40			

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

BBS, form 137 (Rev. 8-99)

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAM	REVISED - ---	
	CHECKED - PES	REVISED - ---	
PLOT SCALE =	DRAWN - MAM	REVISED -	
PLOT DATE =	CHECKED - SMM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 072-0249
SHEET NO. 52 OF 55 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	107
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

ITEM DESCRIPTION	UNIT	TOTAL QTY.
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1145.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	1.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 10"	EACH	2.0
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	375.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	932.0
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	2.0
LIGHT POLE, ALUMINUM, 40 FT. M.H., 6 FT. MAST ARM	EACH	2.0
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	2.0
RELOCATE EXISTING LIGHTING UNIT	EACH	3.0
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	466.0

HIGHWAY STANDARDS	
812001	RACEWAY EMBEDDED IN STRUCTURE
821101-02	LUMINAIRE WIRING IN POLE
830001-03	LIGHT POLE, ALUMINUM MAST ARM
836001-04	LIGHT POLE FOUNDATION
838001-01	BREAKAWAY DEVICES

CONSTRUCTION NOTES	
1.	THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE GENERAL CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
2.	THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE GENERAL CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
3.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
4.	THE LOCATIONS FOR LIGHT POLES ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
5.	ALL HIGHWAY LIGHTING STRUCTURES SHALL BE BONDED IN ACCORDANCE WITH NEC REQUIREMENTS. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C" AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO BOND THE STRUCTURES.
6.	THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03.
7.	ELECTRICAL CABLE WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 817.04.
8.	POTHOLING TO LOCATE EXISTING UNDERGROUND UTILITIES SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE CONDUIT AND UNIT DUCT PAY ITEMS.
9.	ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
10.	NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING UNIT-DUCT OR CONDUIT AT GREATER THAN 2 FT. MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
11.	THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE UNIT-DUCT AND CONDUIT.
12.	THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BIDDING. THERE WILL BE NO ADDITIONAL COMPENSATION PAID FOR CLAIMS THAT ARISE FROM A FAILURE TO FULLY INVESTIGATE EXISTING FIELD CONDITIONS.
13.	THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING LIGHTING COMPONENTS (LIGHT POLES, LUMINAIRES, WIRING, ETC.) AS SHOWN IN THE PLANS. THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "REMOVAL OF LIGHTING UNIT, NO SALVAGE."
14.	THE CONTRACTOR SHALL FURNISH AND INSTALL NEW FUSEHOLDERS, FUSES, SURGE ARRESTORS, AND LUMINAIRE WIRING INSIDE THE POLE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE OF THE PROPOSED LUMINAIRES.
15.	THE CONTRACTOR SHALL DISPOSE OF THE EXISTING LIGHT POLES, CONCRETE AND METAL FOUNDATIONS, LUMINAIRES, WIRING, ETC. OFF THE JOB SITE. THE SALVAGE COST OF THESE ITEMS SHALL BE INCLUDED IN THE BID PRICES FOR "REMOVAL OF LIGHTING UNIT, NO SALVAGE" AND "RLOCATE EXISTING LIGHTING UNIT"
16.	COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC PUSHED OR TRENCHED.
17.	THE EXISTING LIGHTING SYSTEM SHALL REMAIN IN OPERATION UNTIL THE PROPOSED LIGHTING SYSTEM IS FULLY OPERATIONAL.
18.	THE CONTRACTOR WILL BE ALLOWED TO INSTALL CONDUIT AND INDIVIDUAL CONDUCTORS IN PLACE OF UNIT DUCT AT NO ADDITIONAL COST TO THE DEPARTMENT.
19.	THE CONTRACTOR SHALL RELOCATE EXISTING LIGHT POLES AT THE LOCATIONS SHOWN ON THE PLAN SHEETS AS REQUIRED TO ACCOMMODATE THE PROPOSED MULTI-USE PATHWAY. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO DETERMINE FINAL PLACEMENT OF THE LIGHT POLES (SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION).

LIGHTING
1 OF 3

MODEL: Default
FILE NAME: J:\2011 Jobs\IDOT\D-I-J\7AI PTB 159-25 IDOT D-4 IL 116 over Kickapoo Creek\Lighting\D468398- Design Files ver 1.2\D468398- Design Files ver 1.2\Sheets\D468398-sht-tcp1dfs-108.dgn

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME = $USER$	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = 4/23/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 116 OVER BNSF & UPRR/KICKAPOO CR
LIGHTING SCHEDULE, STANDARDS, AND CONSTRUCTION NOTES

SCALE: | SHEET 53 OF 55 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	108
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- EXISTING LIGHTING UNIT
- PROPOSED LIGHTING UNIT, M.H. 40 FT, ALUMINUM POLE, LED LUMINAIRE
- PROPOSED ELECTRIC CABLE IN CONDUIT, SIZED AS NOTED
- (11) EXISTING METAL POLE, M.H. 40 FT, HPS LUMINAIRE
- PROPOSED CONDUIT SIZED AS NOTED
- PROPOSED JUNCTION BOX SIZED AS NOTED

N

UD 2*6*6G
XLPUSE 1.2
125.0 FT.

RELOCATE EX.
LTG UNIT
1.0 EACH

RELOCATE EX.
LTG UNIT
1.0 EACH

INSTALL NEW CONDUIT
AND WIRING FOR
RELOCATED LIGHT POLES
TYP.

RELOCATE EX.
LTG UNIT
1.0 EACH

POLE #9
STA. 244+75
PROPOSED
REPLACE EXISTING

POLE #8
STA. 247+00
PROPOSED
REPLACE EXISTING

PROPOSED
JUNCTION BOX
FOR FUTURE USE
24" X 24" X 10"

UD 2*6*6G
XLPUSE 1.2
250.0 FT.

PROPOSED
JUNCTION BOX
FOR LIGHTING
12" X 12" X 6"

PROPOSED
JUNCTION BOX
FOR FUTURE USE
24" X 24" X 10"

PROPOSED
CONDUIT IN STRUCTURE
FOR LIGHTING
TOTAL LEN. 470 FT

STA. 235+22
OFFSET 91' RT
EXISTING
LIGHTING CABINET

(1) CABLE IN CONDUIT
LEN. 228 FT X 2

(1) CABLE IN CONDUIT
LEN. 238 FT X 2

(3) 2" CONDUIT FOR
FUTURE USE EMBEDDED
IN PARAPET WALL FOR
LENGTH OF STRUCTURE
LEN. 675 FT

CONDUIT/CONDUCTOR SCHEDULE

(1)	CABLE IN CONDUIT, COPPER, 600V, 1C NO. 6 X 2, 1/C NO. 6 GROUND (XLP-TYPE USE)
(2)	CONDUIT EMBEDDED IN STRUCTURE 2" DIA. PVC

LIGHTING
2 OF 3

MODEL: Default
FILE NAME: Z:\2011 jobs\IDOT\D1-917A1 PTB 159-25 IDOT D-4 IL 116 over Kickapoo Creek\Lighting\D468898- Design Files ver 1.2\D468898- Design Files ver 1.2\Sheets\D468898-sht-ltg-dtls-108.dgn

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Springfield, IL. Phone: (217)544-8033

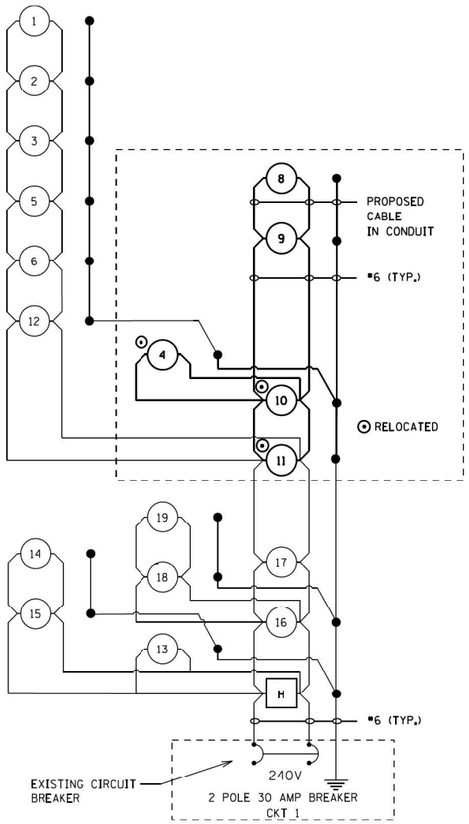
USER NAME = $USER$	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = 4/23/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 116 OVER BNSF & UPRR/KICKAPOO CR
LIGHTING PLAN

SCALE: | SHEET 54 OF 55 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	109
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



EXISTING LIGHTING CONTROLLER
SW CORNER OF INTERSECTION IL ROUTE 116 AT HARMON HWY

NOTES:

1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDTIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

(N) PROPOSED
REPLACE EXISTING LIGHTING UNIT

H EXISTING HANDHOLE

(1) EXISTING LIGHTING UNIT TO REMAIN

EXISTING GROUND ROD

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
6/29/20	68898	(10R-VBY)BR	PEORIA

Marked Route Number	Municipality
IL-116	UNINCORPORATED

Roadway

Lane Width	#of Lanes	Median Width	I.E.S Surface Classification	Q-Zero Value
12	2	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set Back	Number of Luminaires (Highmast & Sign Lighting Only)
45 FT	15 FT	20 FT	N/A

Luminaire

Description	I.E.S. Lateral Distribution	I.E.S. Vertical Distribution
ROADWAY, OUTPUT DESIGNATION H	TYPE III	MEDIUM

Total Light Loss Factor (LLF)	BUG Rating	Shields	Dimming Protocol
0.7	U = 0	N/A	0-10V

Layout

Spacing (to Nearest 5 Ft)	Configuration (Opposite, Staggered, 1 Sided, or Median)
155 FT	SINGLE SIDED

Performance

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
1.3	3.0:1

Average Luminance, L_{AVE} (cd/m^2)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{MIN}
0.9	3.0:1	5.0:1	0.3:1

Light Tresspass

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E	Max. Vertical Illuminance at ROW, E
N/A	N/A	N/A

Notes

1. Set Back is from Edge of Pavement (white line) except for sign luminaires when it is vertical and horizontal distance from the sign to the luminaire.
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to roadway.
3. Total Light Loss Factor (LLF) = the product of "Lumen Maintenance" (LLD) = 0.9, "Dirt Depreciation" (LDD) = 0.8, and "Equipment Factors" (EF) = 0.95.
4. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions above.

PHOTOMETRIC CALCULATIONS TO BE PERFORMED IN ONE DIRECTION ONLY.

COMPLIANCE WITH PERFORMANCE CRITERIA SHALL BE HELD TO ONE SIGNIFICANT DIGIT.

INITIAL LUMENS OF THE PROPOSED LUMINAIR MAY VARY FROM THE VALUES SPECIFIED IN THE TABLE GIVEN IN ARTICLE 1067.06 OF THE BDE SPECIAL PROVISION FOR LUMINAIRE, LED

LIGHTING
3 OF 3

MODEL: Default
FILE NAME: Z:\2011 Jobs\IDOT\01-9017A1 PTB 159-25 IDOT D-4 IL 116 over Kickapoo Creek\Lighting\0468898- Design Files ver 1.2\Sheets\0468898-sht-trp-dtls-108.dgn

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME = $USER$	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = 4/23/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 116 OVER BNSF & UPRR/KICKAPOO CR
WIRING DIAGRAM AND LUMINAIRE PERFORMANCE TABLE

SCALE: | SHEET 55 OF 55 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	110
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

Bench Mark : TBM #1 – Elev. 475.62 Step on telegraph pole between two sets of R.R. tracks, north of Rte. 116 bridge over Kickapoo Creek

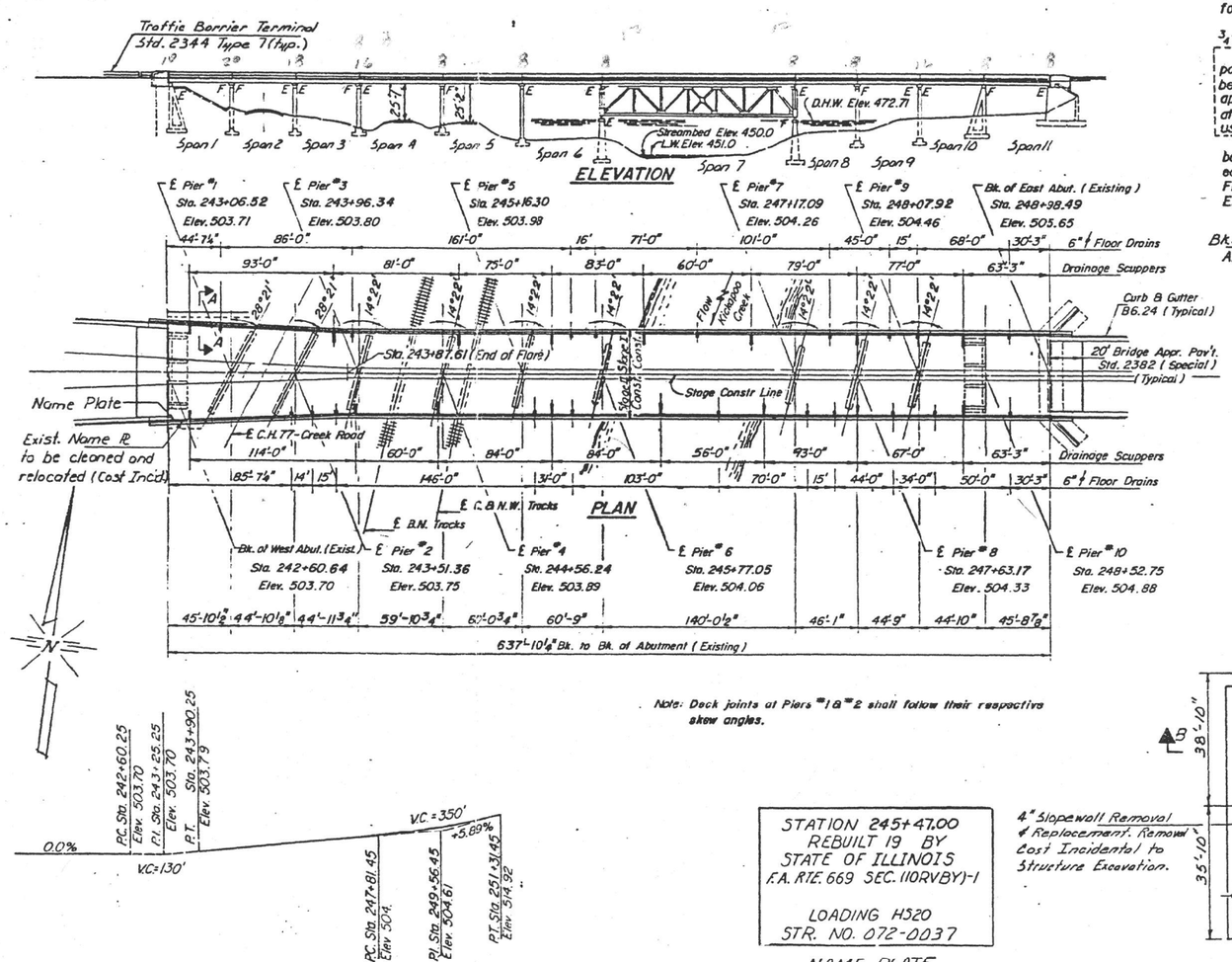
Existing Structure: #072-0037 The existing structure was built in 1935 as S.B.I. Rte. 8, Sec. 10R-B, FAE-N.R.H. . The bridge was widened in 1967. The bk. to bk. of abutment length measures 638'-0" and the out to out measures 62'-0" at the East Abutment and 67'-8" at the West Abutment. The entire existing superstructure is to be removed and replaced except for the deck truss in span 7 which shall have only the existing slab replaced. All new bearings are to be installed with the exception of retaining the deck truss bearings at Pier 7. The existing substructure will be repaired as required. Two lane traffic shall be maintained at all times utilizing stage construction

No salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 669	(10RV BY)-1	PEORIA	88	11a
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 10
64 SHEETS



Note: Deck joints at Piers #1 & #2 shall follow their respective skew angles.

PROFILE GRADE
ILL. Rte. 116 F.A. Rte. 669
(Along ℄ Roadway)

STATION 245+47.00
REBUILT 19 BY
STATE OF ILLINOIS
F.A. RTE. 669 SEC. (10RVBY)-1

LOADING H520
STR. NO. 072-0037

NAME PLATE
(Sec Std. 2113)

DESIGNED	Daniel J. Greyer	January 3 1986
CHECKED	Ralph E. Anderson	EXAMINED Greg L. Kaspar, ENGINEER OF BRIDGE DESIGN
DRAWN	R. Sommer	PASSED James I. Kaufman, ENGINEER OF BRIDGES AND STRUCTURES
CHECKED	DLG	APPROVED, DIRECTOR OF HIGHWAYS

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from field measurements 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 bid for the work.

Fasteners shall be high strength bolts (AASHTO M 164, Type 3). Bolts 3/4" ϕ, open holes 13/16" ϕ, 7/8" ϕ, open holes 15/16" ϕ, unless otherwise noted.

The Zinc-silicate and vinyl paint system shall be used for shop and field painting of New Structural Steel except for the cover plate and support beams in truss, bottom bearing plates and retainer angles for the approach beams to Span 7 and new expansion bearings for truss at Pier #6. The Basic Lead Silico Chromate Paint System shall be used for shop and field painting of these exceptions.

Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

Anchor bolts shall be set before bolting diaphragms over supports.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These Components are all wide flange beams, all splice plate material and the bottom cover plates on the existing deck truss floor beams.

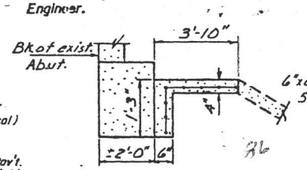
Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-53 Grade 60.

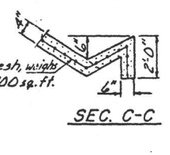
Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

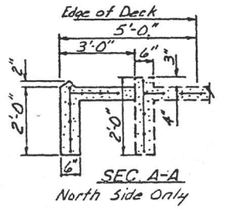
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. (For Type I Elastomeric Bearings, shims of the dimensions of top plate shall be provided and placed as detailed).

All existing structural steel in truss span (Span 7) shall be cleaned by Method I and given three coats of Basic Lead Silico Chromate Paint System.

Calculated weight of Structural Steel: M-183 = 110,610 lbs.
AASHTO M-223 = 455,160 lbs. (Grade 50)



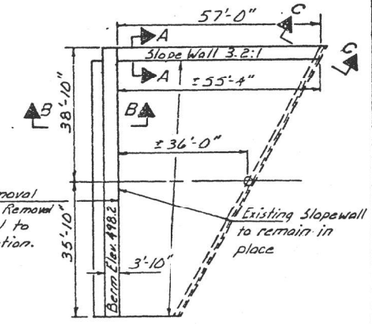




TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub.	Total
* Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		313	313
Class X Concrete	Cu. Yd.	1,149.5	356.6	1506.1
Structural Steel	L. S.	1		1
Stud Shear Connectors	Each	14,652		14,652
Reinforcement Bars	Lbs.		62,830	62,830
Reinforcement Bars (Epoxy Coated)	Lbs.	298,120		298,120
Cleaning and Painting Steel Bridge	L. S.	1		1
Epoxy Crack Sealing	Lin. Ft.		216	216
Epoxy Mortar Repair	Cu. Ft.		137	137
Repair Concrete Structures	Sq. Ft.		224	224
Structure Excavation	Cu. Yd.		124	124
Jacking and Removing Existing Bearing	Each	2		2
Elastomeric Bearing Assembly, Special	Each	2		2
Elastomeric Bearing Assembly, Type I	Each	68		68
Elastomeric Bearing Assembly, Type II	Each	16		16
Neoprene Expansion Joint 4"	Lin. Ft.	62		62
Preformed Joint Seal 1 1/2"	Lin. Ft.	75		75
Preformed Joint Seal 2"s	Lin. Ft.	260		260
Preformed Joint Seal 4"	Lin. Ft.	136		136
Floor Drains	Each	20		20
Drainage Scuppers	Each	16		16
Protective Coat	Sq. Yd.	4,877		4,877
Slope Wall 4"	Sq. Yd.		52	52
Name Plate	Each	1		1
Conduit System	L. S.	1		1
Light Pole, Aluminum, 40 Ft. M.H., 4 Ft. Mast Arm	Each	2		2
Drainage System	L. S.	1		1
Removal Existing Concrete Deck	L. S.	1		1
Removal Existing Lighting (Units)	L. S.	1		1

* Span 7 excluded



SLOPEWALL AT WEST ABUTMENT

WATERWAY INFORMATION

Drainage Area = 297 sq. mi.	Low Grade Elev. 503.5		@ Sta					
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head-Ft. Exist.	Head-Ft. Prop.	Headwater-El Exist.	Headwater-El Prop.
Design	50	29753	4858	4858	472.71	.07	.07	472.78	472.78
Base	100	33903	5311	5311	474.08	.08	.08	474.16	474.16
Overtopping									
Max Calc	500	45690	6620	6620	477.36	0.15	0.15	477.51	477.51

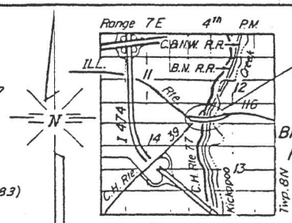
DESIGN SPECIFICATIONS

AASHTO (1983) and 1984 Interim Specification

LOADING HS 20-44
(Superstructure Only)

DESIGN STRESSES

fy = 36,000 psi (New Structural Steel) (M183)
f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (New Structural Steel) (M-223 Grade 50)



LOCATION SKETCH

GENERAL PLAN
Ill. Rte. 116 Over
BN & CNW R.R., Kickapoo Creek & CH77
F.A. Rte. 669 SECTION (10RVBY)-1
PEORIA COUNTY
Sta. 245+47.00
STRUCTURE NUMBER 072-0037

AS REVISED 4-9-86 R.E.A.

USER NAME =	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE =	CHECKED - MAH	REVISED -	

V&K Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

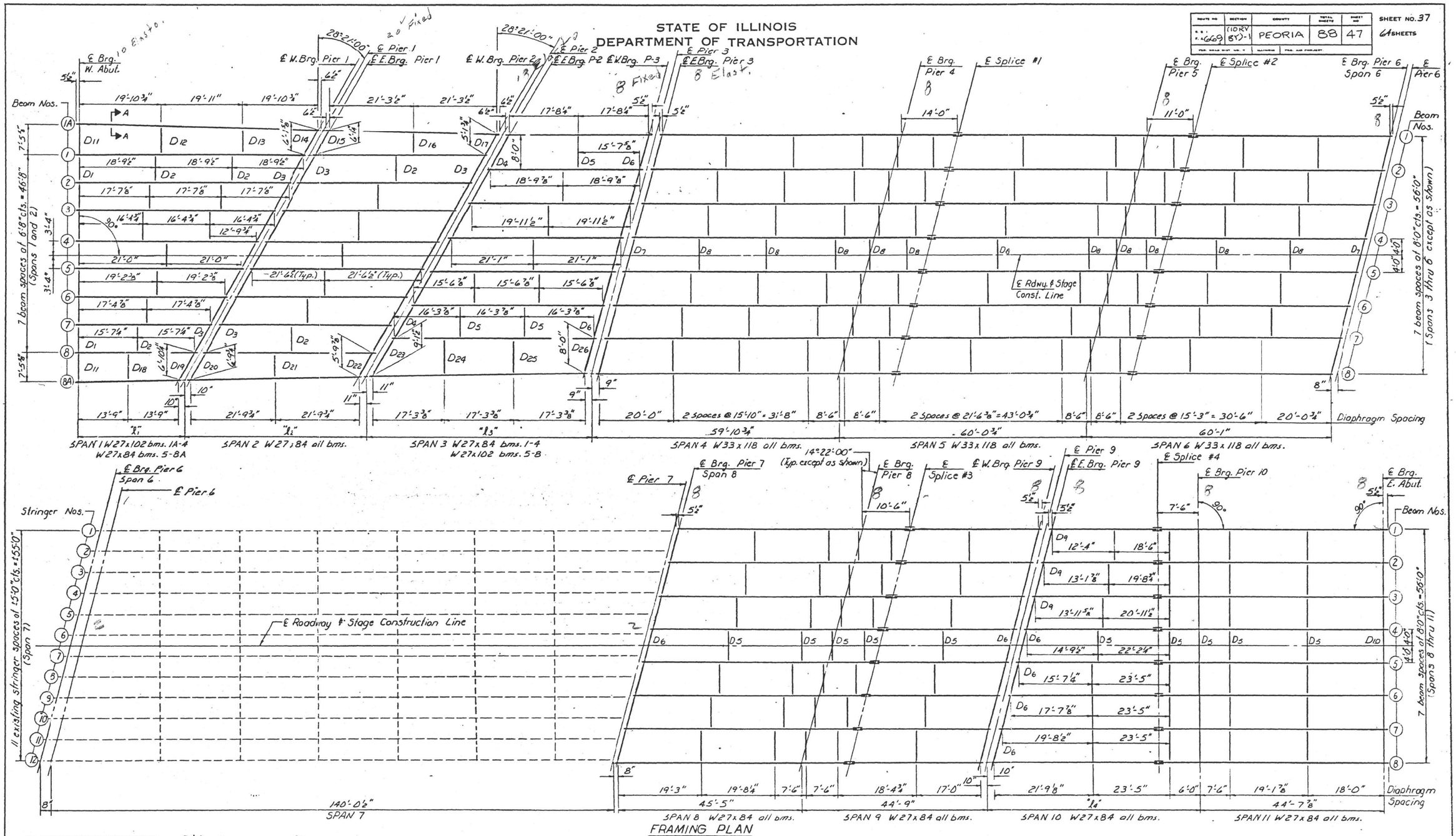
SHEET NO. 1 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	111
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 669	(10RV BY)-1	PEORIA	88	47
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 37
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FRAMING PLAN

DESIGNED	David J. Greiß
CHECKED	Raimund Bowa
	R. Sommer
DRAWN	R. Doty
CHECKED	REA

Jan 3 1986

EXAMINED Iraj O. Kaspar — ENGINEER OF BRIDGE DESIGN

PASSED James T. Kaylor — ENGINEER OF BRIDGES AND STRUCTURES

APPROVED — DIRECTOR OF HIGHWAYS

AASHTO M 223 (Grade 50) steel shall be used for all wide flange beams, splice material, cover plates on deck truss floor beams, and all bearing plates except bolster for deck truss bearings at Pier #6.

Notes: For Stud Shear Connector locations & Section A-A, "and lengths" see Sheet #38.
For Diaphragms and splices see Sheet #39.
Diaphragms between Beam Lines 4 & 5 to be placed during Stage II Construction.

STRUCTURAL STEEL
F.A. RTE. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+4100

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE =	CHECKED - MAH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
SHEET NO. 2 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	112
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

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

ROUTE NO	SEC.	COUNTY	TOTAL SHEETS	SHEET NO
8	46A-1 & 46E-1&2	Peoria	95	83

FED. ROAD DIST. NO 7 | ILLINOIS | FED. AND PROJECT 246-A-1&2

SHEET NO. 9
19 SHEETS

SEC. Y-Y

SECTION X-X

SEC. W-W
End view of U7-L7 similar to Sec. C-C Sheet #7

SEC. V-V

DETAIL OF LOWER LATERAL

DETAIL OF LATERAL SPLICE

See sheet #10 for General Notes.

STANDARD	COMPUTED	L.G.W. T.V.V.
	CHECKED	V.V.O - V.M.R
	DRAWN	V.M. Romine
	CHECKED	V.V.O
SPECIAL	ASSEMBLED	
	CHECKED	

EXAMINED 5-4-1934

PASSED

APPROVED

1½ 46-A
PLANK ROAD BRIDGE
OVER C.B.&Q. R.R. & C.&N.W. R.R.
AND KICKAPOO CREEK
PEORIA COUNTY
S.B.I. RT. 8 — SEC. 10-R E of N.R.H.
STA. 245+57

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE =	CHECKED - MAH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

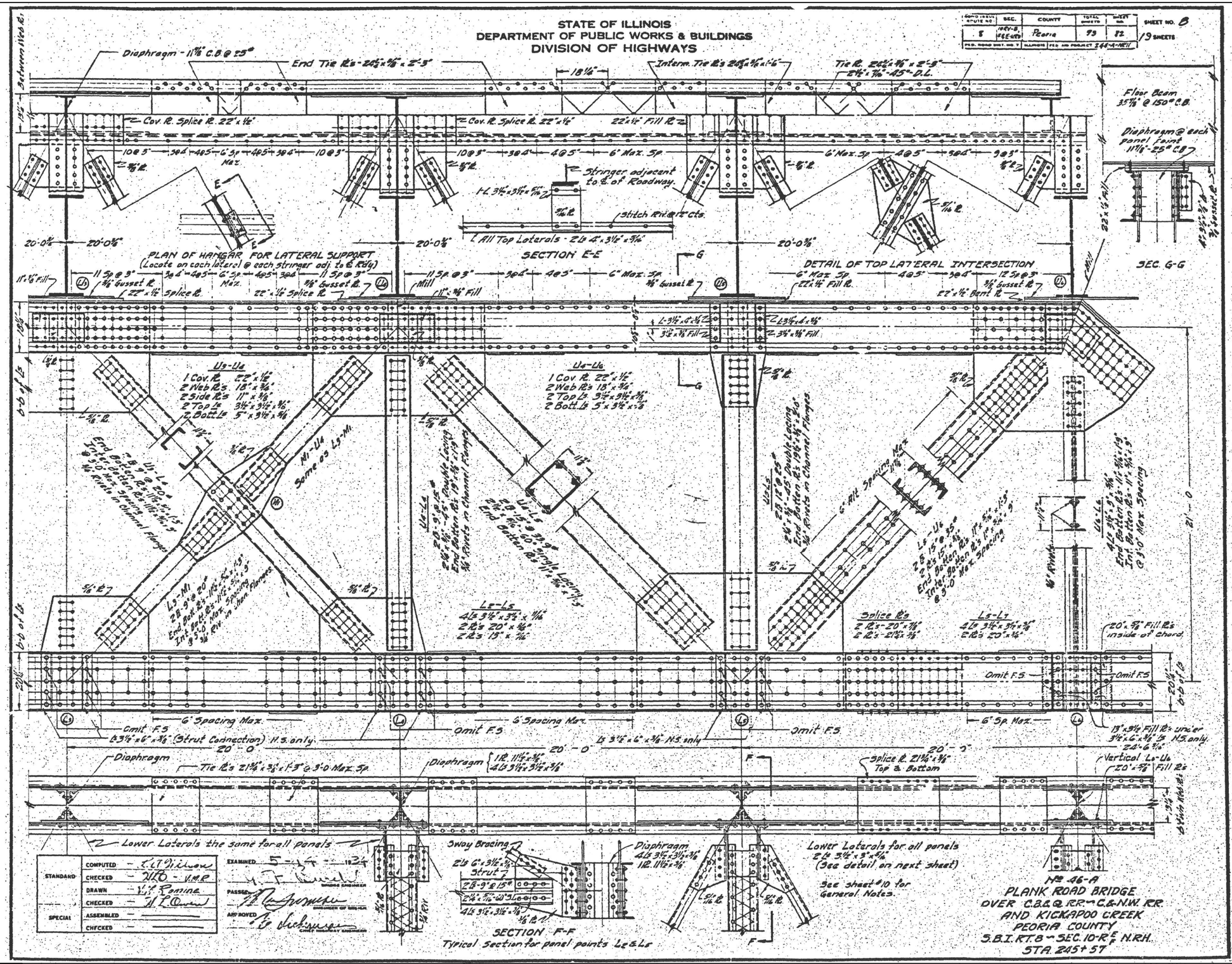
EXISTING STRUCTURE PLANS
SHEET NO. 3 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	113
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

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

COMBINED ISSUE STUDY NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
5	(10R-VBY)BR	Peoria	179	12
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	244-A-NEW	

SHEET NO. 8
19 SHEETS



STANDARD	COMPUTED	T.L.T. Wilson	
	CHECKED	V.M.R.	
	DRAWN	V.J. Ponzine	
	CHECKED	T.L.T. Wilson	
SPECIAL	ASSEMBLED		
	CHECKED		

EXAMINED 5-14-1934
PASSED
APPROVED

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAH	REVISED -	10-4-2017
	CHECKED - KES	REVISED -	6-27-2018
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE =	CHECKED - MAH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

SHEET NO. 4 OF 22 SHEETS

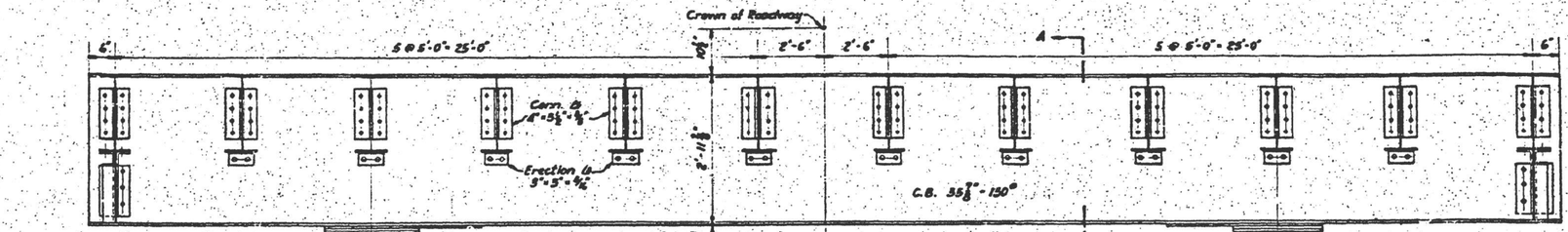
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	114
		CONTRACT NO. 68898		
		ILLINOIS	FED. AID PROJECT	

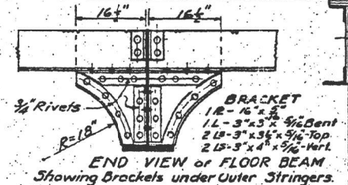
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO	SEC.	COUNTY	TOTAL SHEETS	SHEET NO
8	10R-B, 10E-NBI	Peoria	93	16

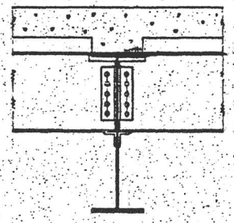
FED. ROAD DIST NO. 7 | ILLINOIS | FED. AID PROJECT 2.2.44-NBH

SHEET NO 10
19 SHEETS

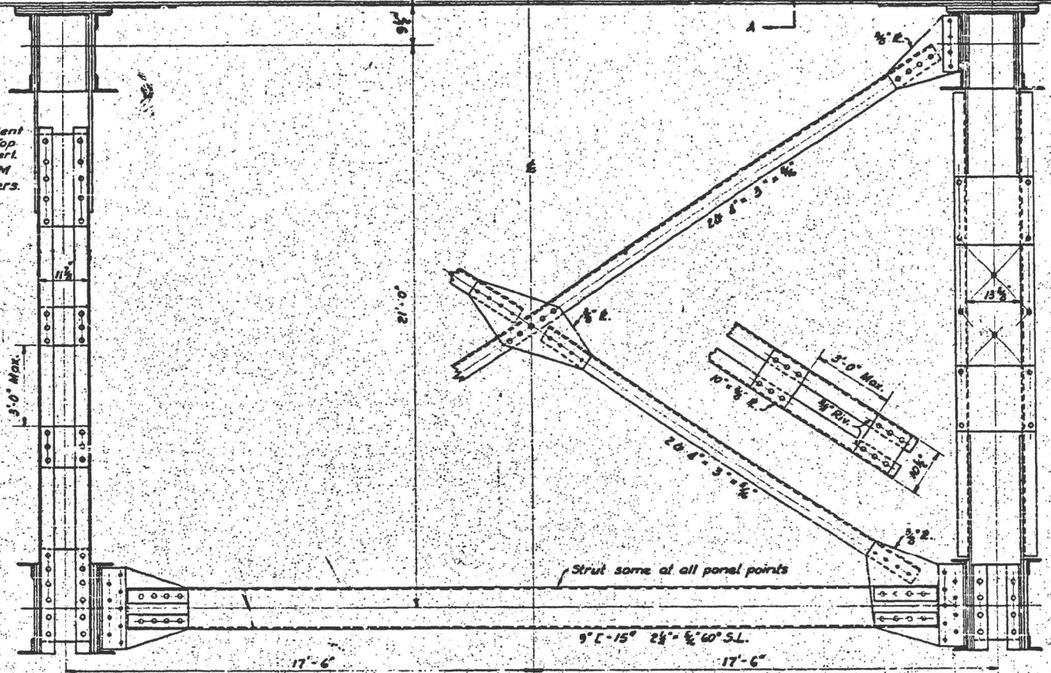




END VIEW or FLOOR BEAM
Showing Brackets under Outer Stringers.

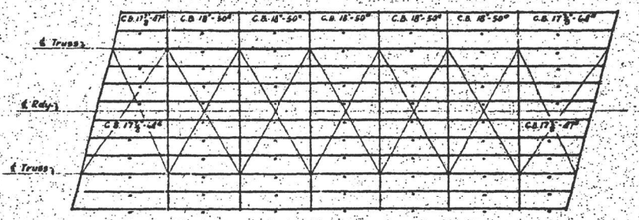


SECTION A-A

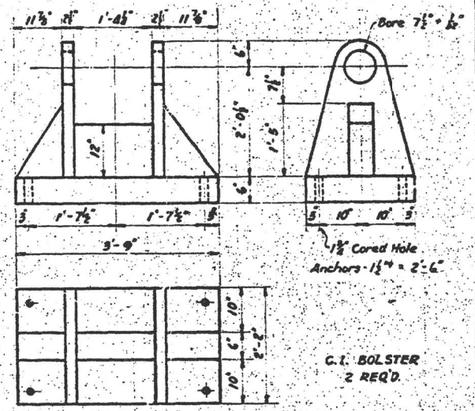


HALF SECTION SHOWING PANEL POINTS 1 and 6

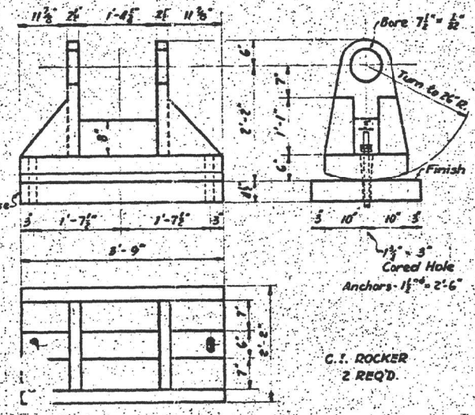
HALF SECTION SHOWING PANEL POINTS 2 and 5



FLOOR PLAN



C.I. BOLSTER
2 REQ'D.



C.I. ROCKER
2 REQ'D.

General Notes

Rivets ⅞" unless noted.

Holes punched 15/16" except as noted and except as follows:

All main truss members both shop and field shall be subpunched ⅞" and reamed to 15/16" with members assembled.

Each truss shall be assembled complete for reaming. Connections shall be match-marked while assembled.

Floor beams shall be reamed to a hardened steel templet one inch thick.

Holes may be punched full size for building up members, laterals, sway bracing and stringers.

Inspection by Illinois Division of Highways before painting.

Paint shall be furnished by Contractor; one coat of blue lead paint in shop and two coats of white lead paint in field. Omit all paint from tops of stringers.

Concrete floor shall be finished according to Article 45.5 (a) of Specifications.

STANDARD	COMPUTED	L.U.K. D.M.R.
	CHECKED	M.R.D.
	DRAWN	M.R.D.
	CHECKED	D.M.R.
SPECIAL	ASSEMBLED	
	CHECKED	

EXAMINED 5-1-34 1934
BRIDGE ENGINEER
PASSED
ENGINEER OF BRIDGES
APPROVED
CHIEF HIGHWAY ENGINEER

Revised 6-21-34 L.U.K. to provide brackets under outside stringers.

BILL OF MATERIAL
SPAN 7 - SEC. E&F ONLY

Structural Steel	Lbs. —	465530
Iron Castings	Lbs. —	11900

For Bill of Material-Sec. E only see Sheet 5

No 46A
PLANK ROAD BRIDGE
OVER C.B. & Q. R.R. - C. & N.W. R.R.
AND KICKAPOO CREEK
PEORIA COUNTY
S.B.I. ROUTE 8 SEC. 10R-E&F-N.R.H.
STATION 245 + 57

USER NAME =	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE =	CHECKED - MAH	REVISED -	

V&K
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

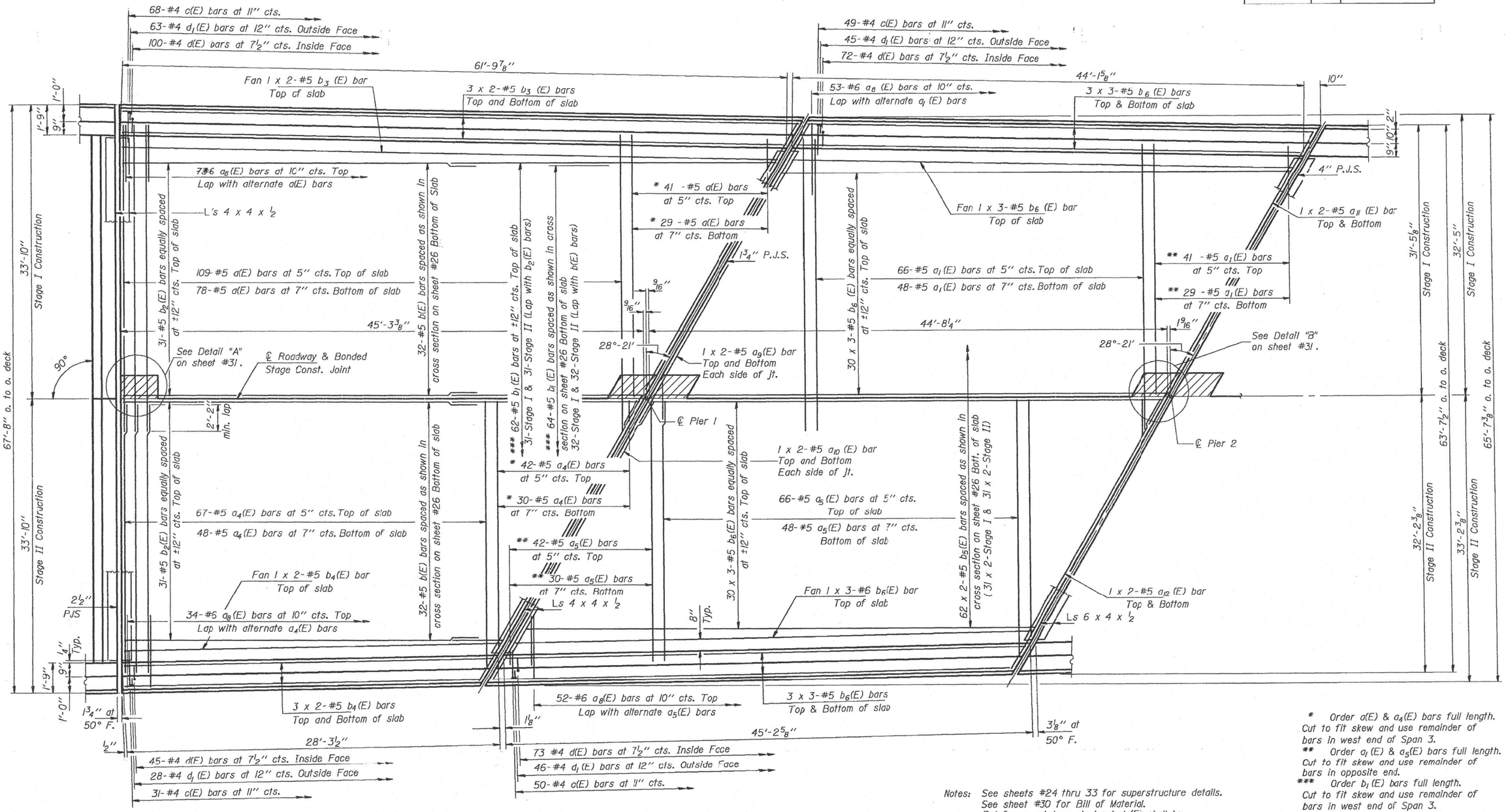
SHEET NO. 5 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	115
		CONTRACT NO. 68898		
		ILLINOIS FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. F. A. 669	(10RV BY)-1	PEORIA	88	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 16
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SPANS 1 AND 2

* Order a(E) & a4(E) bars full length. Cut to fit skew and use remainder of bars in west end of Span 3.
** Order a1 (E) & a5(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
*** Order b1 (E) bars full length. Cut to fit skew and use remainder of bars in west end of Span 3.

Notes: See sheets #24 thru 33 for superstructure details.
See sheet #30 for Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. lap for #5 bars = 1'-8".
For locations of Floor Drains & Drainage Scuppers see sheet #1.
Horizontal dimensions are given along toe of curb except as shown.

SUPERSTRUCTURE
SPANS 1 AND 2
F.A. RTE. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

DESIGNED	David J. Graf, Jr.
CHECKED	Rimvydas Bilkis
DRAWN	R. Doty Ron Sommer
CHECKED	REA

Jan 3 1986
EXAMINED Raj D. Kaspar — ENGINEER OF BRIDGE DESIGN
PASSED James T. Ruburn — ENGINEER OF BRIDGES AND STRUCTURES
APPROVED — DIRECTOR OF HIGHWAYS

S-1-0 12-1-83

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE =	CHECKED - MAH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

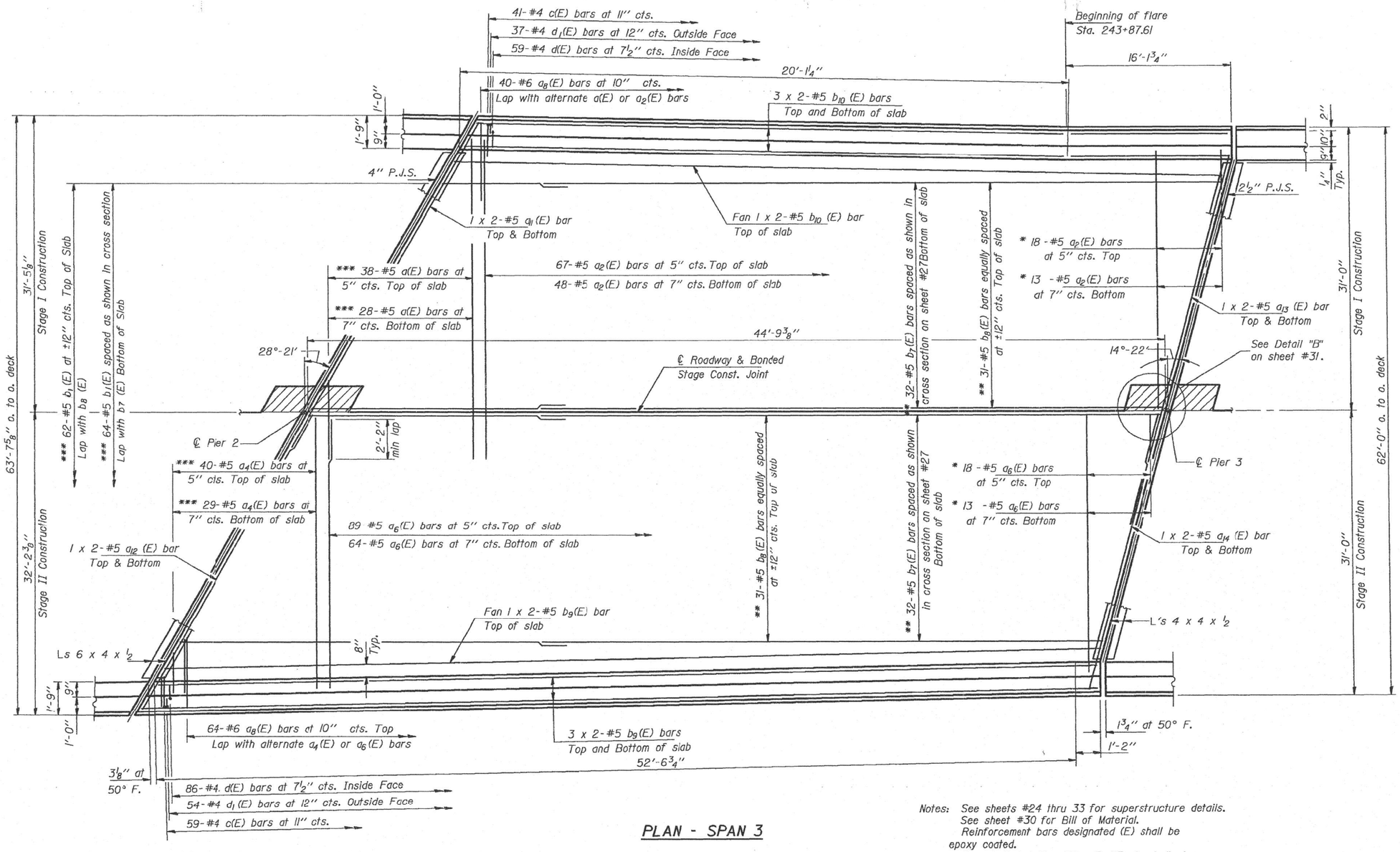
EXISTING STRUCTURE PLANS
SHEET NO. 6 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	116
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.669	(10RVBY)-1	PEORIA	88	27
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 17
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SPAN 3

DESIGNED	David J Kraft
CHECKED	Dennis Bellus
DRAWN	P. Doty Ron Semmer
CHECKED	REA

Jan 3 1986

EXAMINED Graj D Kaspar
ENGINEER OF BRIDGE DESIGN

PASSED James T Kaukuri
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED
DIRECTOR OF HIGHWAYS

* Order $a_2(E)$ & $a_6(E)$ bars full length. Cut to fit skew and use remainder of bars in west end of Span 10.

** Order $b_7(E)$ & $b_8(E)$ bars full length. Cut to fit skew and use remainder of bars in west end of Span 10.

*** $a(E)$, $a_4(E)$ & $b_1(E)$ bars are billed with Spans 1 & 2.

Notes: See sheets #24 thru 33 for superstructure details.
See sheet #30 for Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. lap for #5 bars = 1'-8".
For locations of Floor Drains and Drainage Scuppers see sheet #1.
Horizontal dimensions are given along toe of curb except as shown.

SUPERSTRUCTURE
SPAN 3
F.A. RTE. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

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	CHECKED - KES	REVISED -	6-27-2018
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE =	CHECKED - MAH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

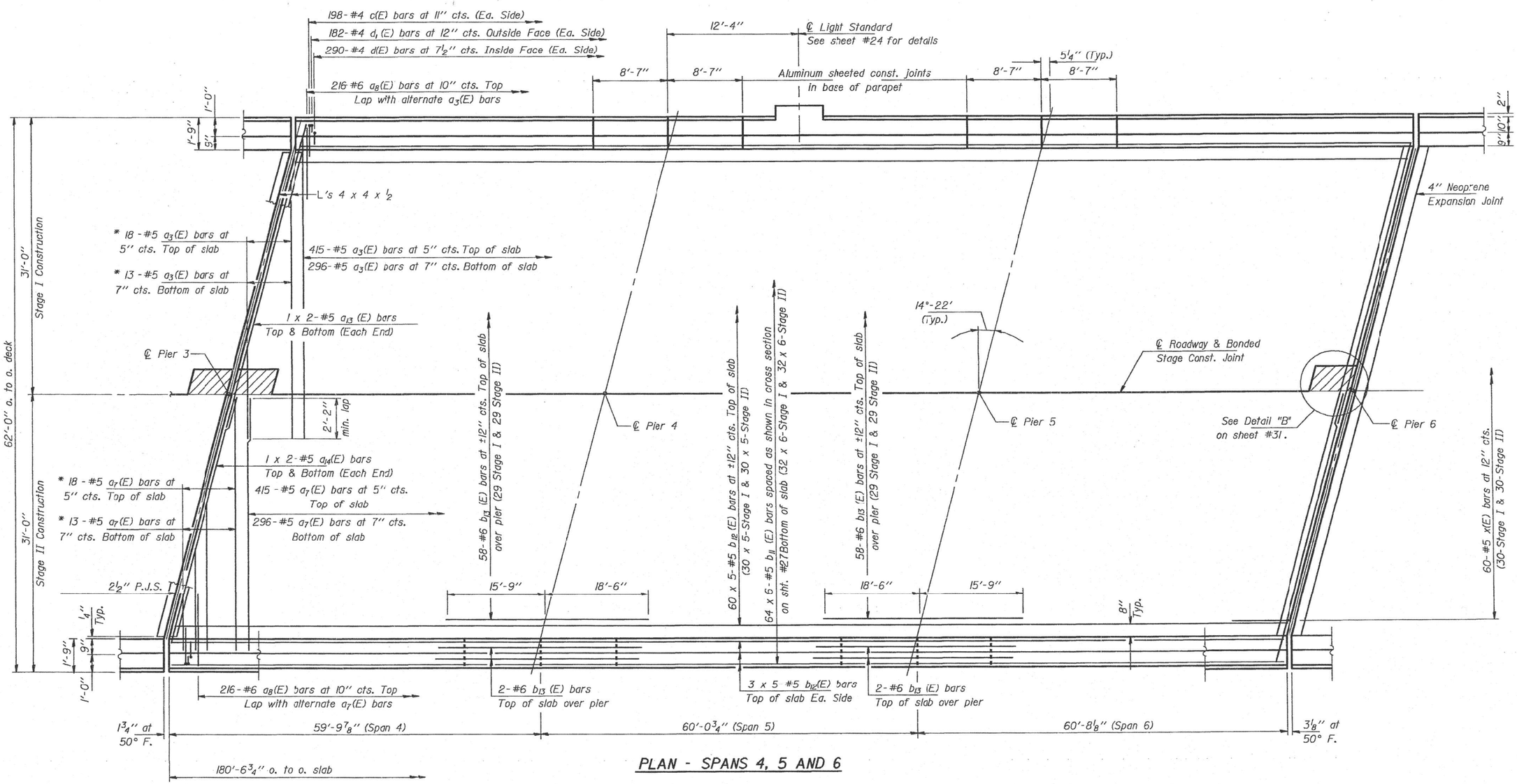
EXISTING STRUCTURE PLANS
SHEET NO. 7 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	117
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 669	(10RV BV)-1	PEORIA	88	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 18
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SPANS 4, 5 AND 6

DESIGNED	David J. Brazley
CHECKED	Brian Baker
DRAWN	R. Doty Ron Sommer
CHECKED	REA

Jan 3 1986

EXAMINED Engineer of Bridge Design

PASSED James T. Kaufmann Engineer of Bridges and Structures

APPROVED Director of Highways

* Order $a_3(E)$ & $a_7(E)$ bars full length. Cut to fit skew and use remainder of bars in opposite end.

Notes: See sheets #24 thru 33 for superstructure details.
See sheet #30 for Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. lap for #5 bars = 1'-8".
For locations of Floor Drains and Drainage Scuppers see sheet #1.

SUPERSTRUCTURE
SPANS 4, 5 AND 6
F.A. RTE. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE =	CHECKED - MAH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

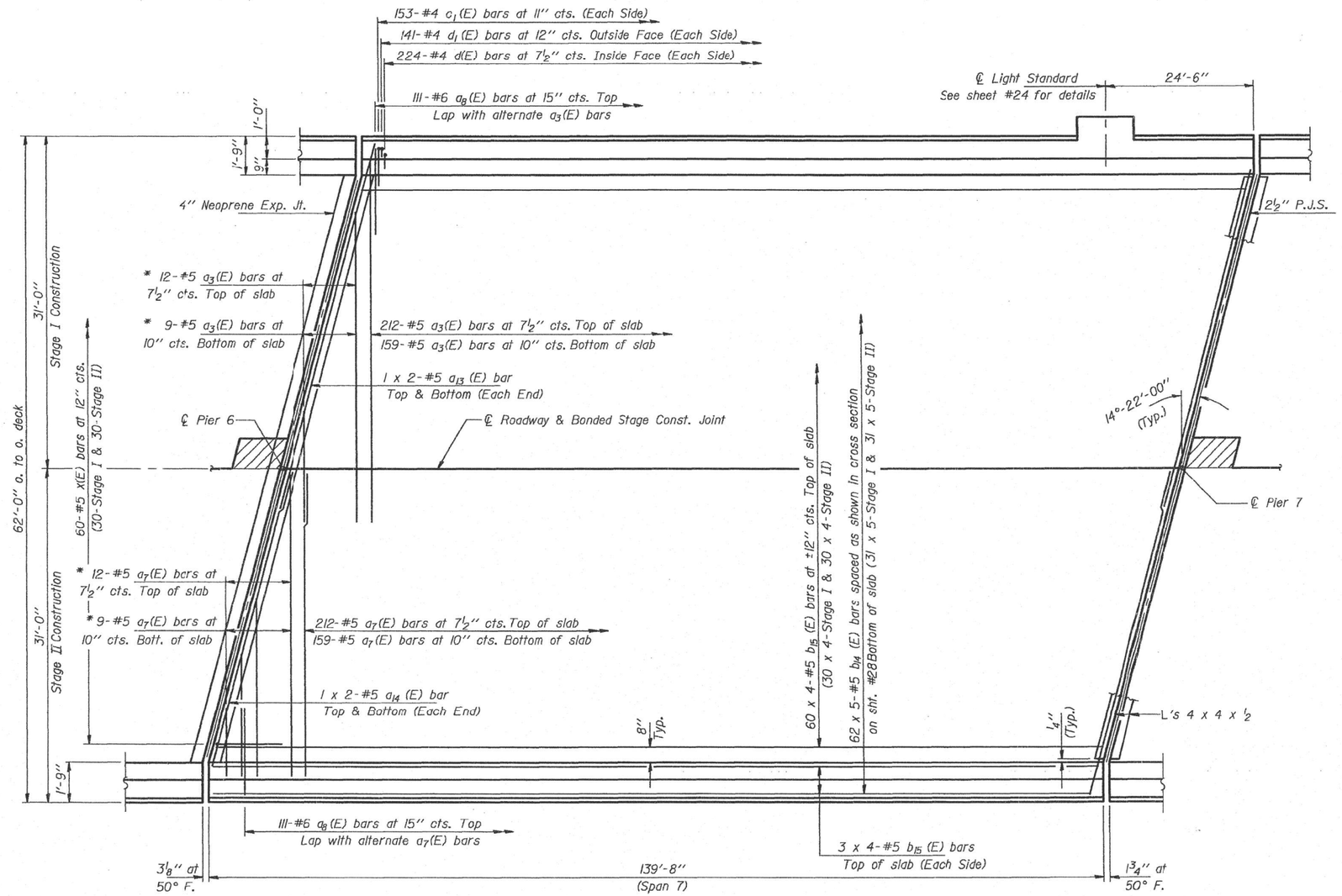
EXISTING STRUCTURE PLANS
SHEET NO. 8 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	118
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. F. A. 669	(10RV BY)-1	PEORIA	88	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 19
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SPAN 7

DESIGNED Samuel J. Graf, Jr.
CHECKED Dwight Baker
DRAWN R. Doty Ron Semmer
CHECKED REA

Jan. 3 1986
EXAMINED Graj O Kaspar ENGINEER OF BRIDGE DESIGN
PASSED James I Rayburn ENGINEER OF BRIDGES AND STRUCTURES
APPROVED DIRECTOR OF HIGHWAYS

* Order a_3(E) & a_7(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

Notes: See sheets #24 thru 33 for superstructure details.
See sheet #30 for Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. lap for #5 bars = 1'-8".
For locations of Floor Drains and Drainage Scuppers see sheet #1.
For fillet reinforcement see sheet #28.

SUPERSTRUCTURE
SPAN 7
F.A. RTE. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE =	DRAWN - JRP	REVISED -	
PLOT DATE =	CHECKED - MAH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

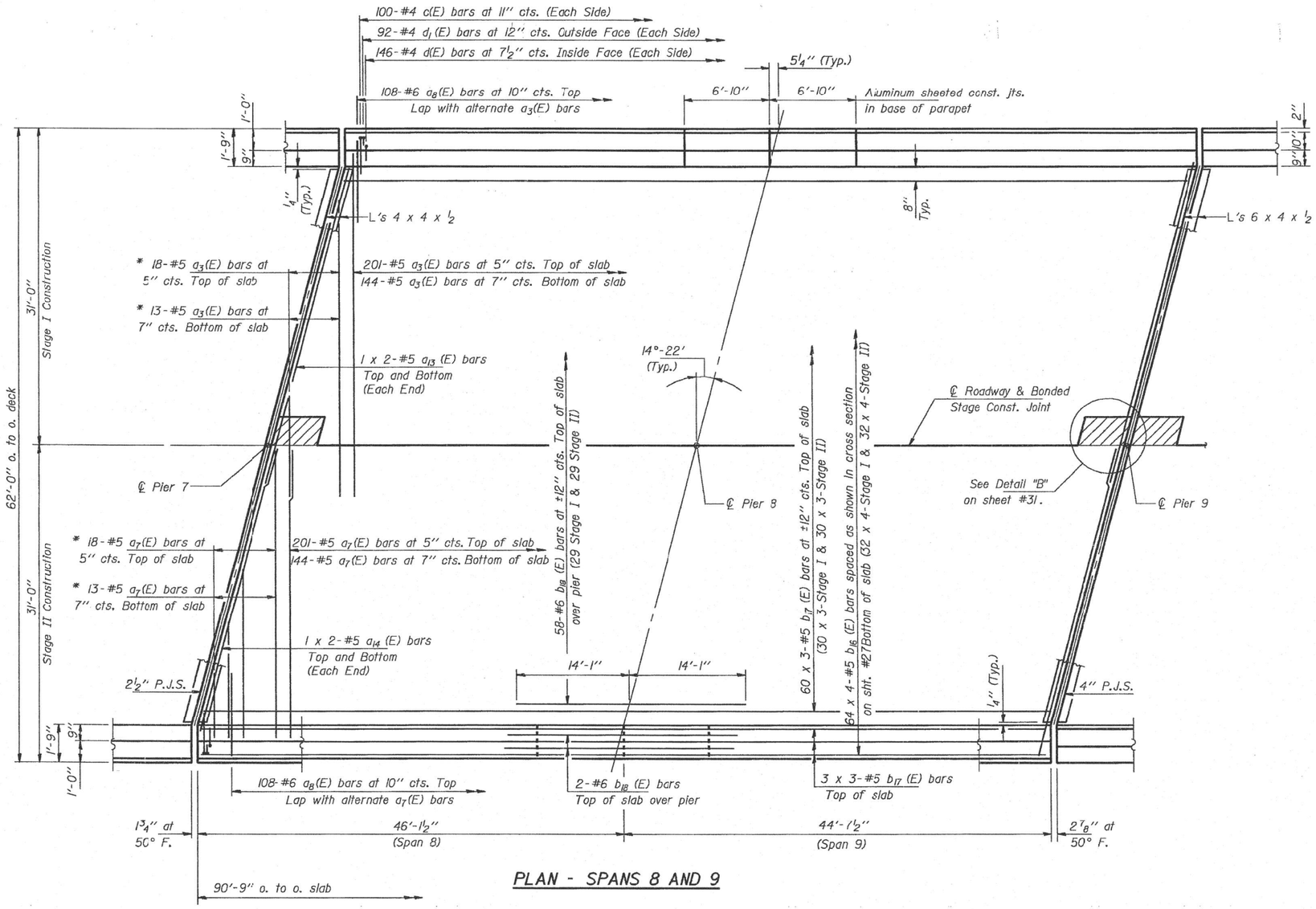
EXISTING STRUCTURE PLANS
SHEET NO. 9 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	119
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.669	(10RVBY)-1	PEORIA	88	30
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 20
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SPANS 8 AND 9

DESIGNED	David T. Gleitz	
CHECKED	Rowena Gibson	
DRAWN	R. Doty	Ron Sommer
CHECKED	REA	

Jan 3 19 86

EXAMINED Graj D. Kaspar
ENGINEER OF BRIDGE DESIGN

PASSED James T. Rayburn
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED
DIRECTOR OF HIGHWAYS

* Order a_3(E) & a_7(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

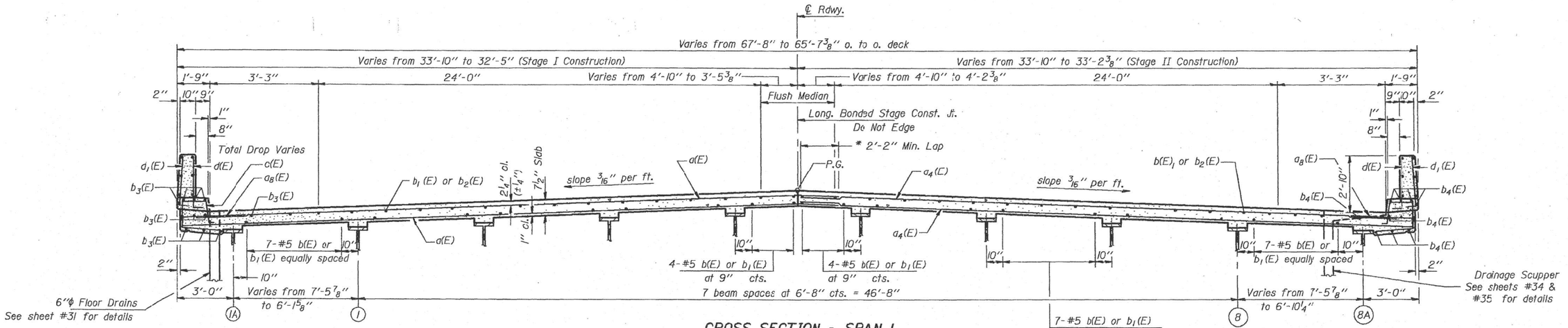
Notes: See sheets #24 thru 33 for superstructure details.
See sheet #30 for Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. lap for #5 bars = 1'-8".
For locations of Floor Drains & Drainage Scuppers see sheet #1.

SUPERSTRUCTURE
SPANS 8 AND 9
F.A. RTE. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

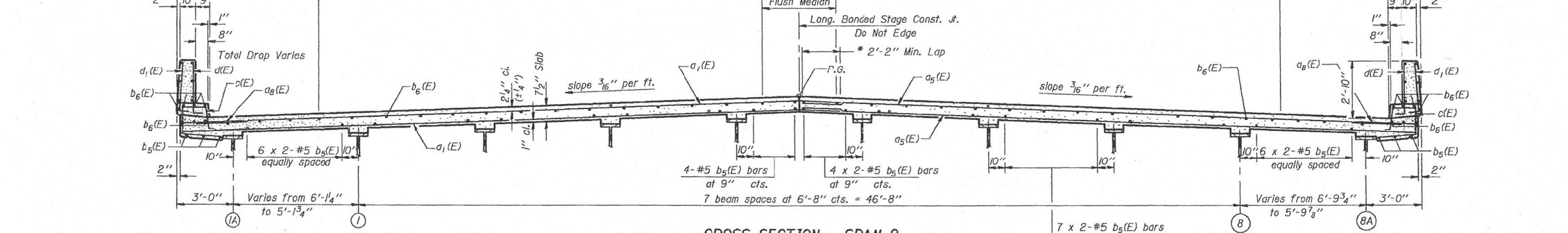
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 669	(IORV BY)-1	PEORIA	38	36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 26
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



CROSS SECTION - SPAN 1
(Looking East)



CROSS SECTION - SPAN 2
(Looking East)

Notes: Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 3 x 2-#5 etc. indicates 3 lines of bars with 2 lengths per line.
For locations of drains see sheet #1.

* Lapped bars at this location shall be tied with double the number of ties normally used.

DESIGNED David T. Hurtgen
CHECKED Dennis Belcher
DRAWN R. Doty Ron Sommer
CHECKED REA

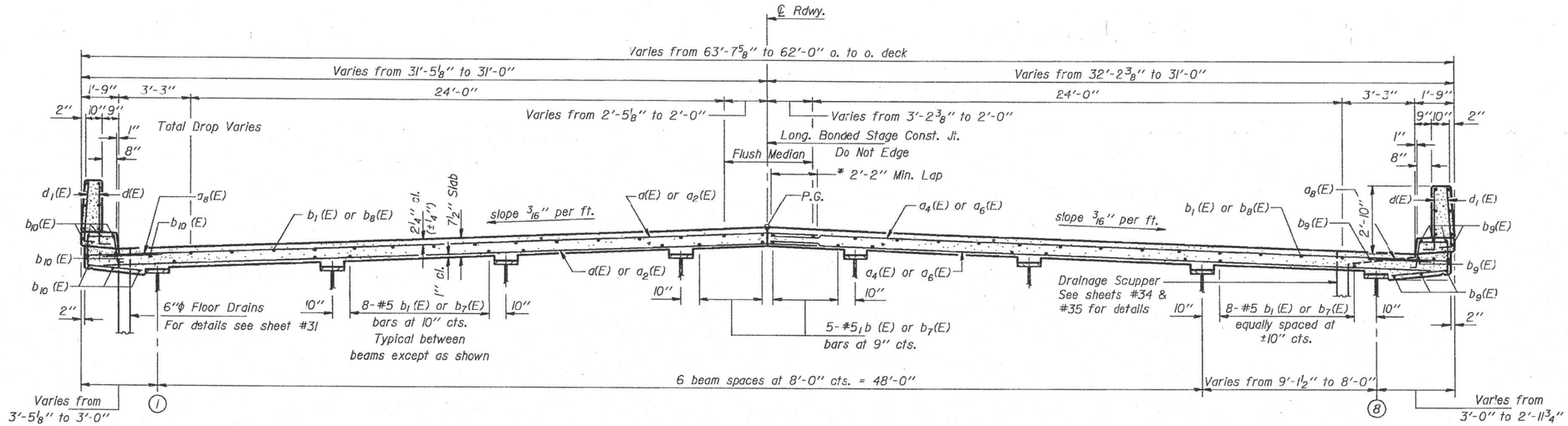
Jan 3 1986
EXAMINED Raj D. Kapur ENGINEER OF BRIDGE DESIGN
PASSED James T. Rayburn ENGINEER OF BRIDGES & STRUCTURES
APPROVED DIRECTOR OF HIGHWAYS

SUPERSTRUCTURE DETAILS
SPANS 1 & 2
F.A. RTE. 669 SEC. (IORVBY)-1
PEORIA COUNTY
STA. 245+47.00

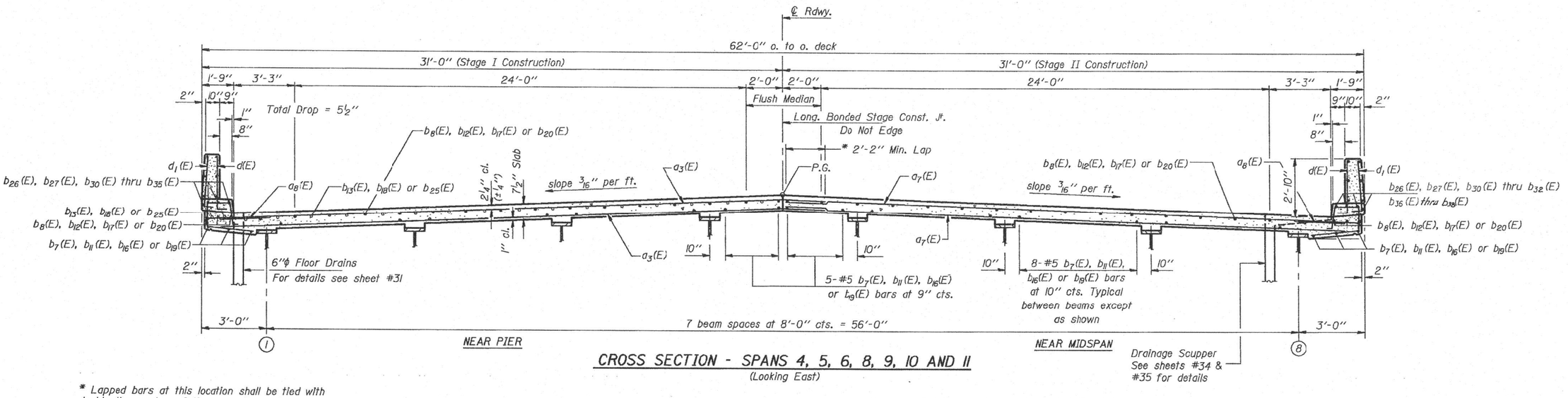
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.669	(10RV BY)-1	PEORIA	58	37
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT -		

SHEET NO. 27
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



CROSS SECTION - SPAN 3
(Looking East)



CROSS SECTION - SPANS 4, 5, 6, 8, 9, 10 AND 11
(Looking East)

* Lapped bars at this location shall be tied with double the number of ties normally used.

Notes: Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 3 x 2-#5 etc. indicates 3 lines of bars with 2 lengths per line.
For locations of drains see sheet #1.

DESIGNED	Daniel J. Brady
CHECKED	Rimmi Bhasin
DRAWN	R. Doty Ron Semmer
CHECKED	REA

Jan 3 1986

EXAMINED Oraj O. Kaspar
ENGINEER OF BRIDGE DESIGN

PASSED James T. Rayburn
ENGINEER OF BRIDGES AND STRUCTURES

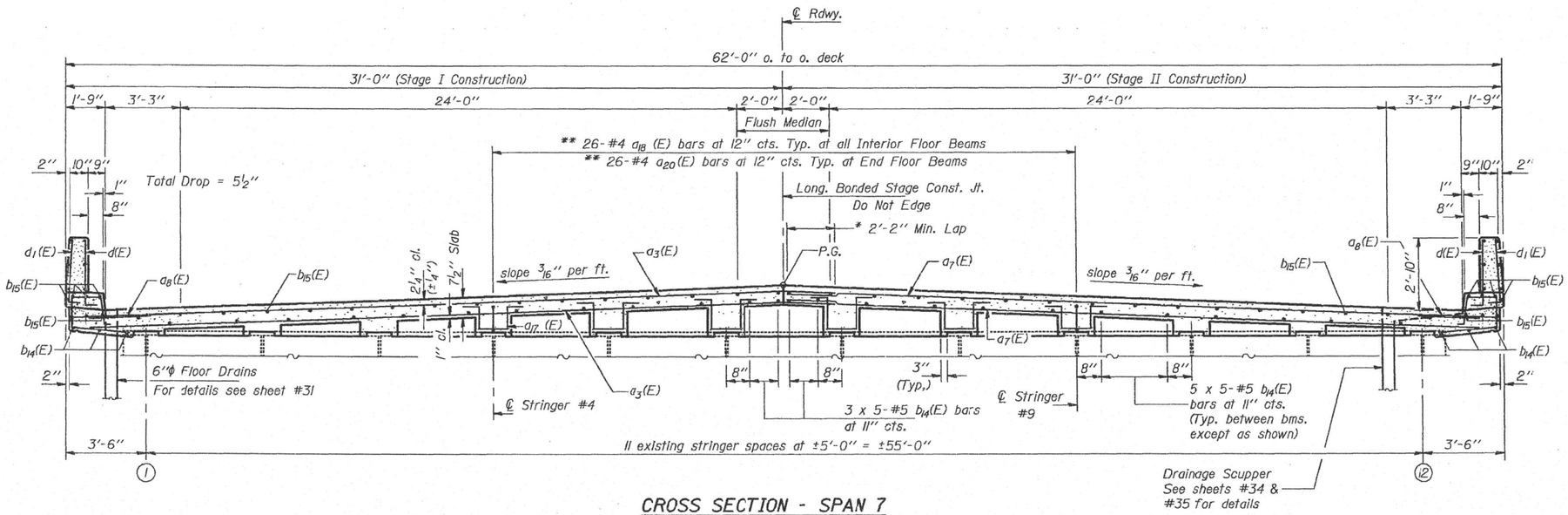
APPROVED
DIRECTOR OF HIGHWAYS

SUPERSTRUCTURE DETAILS
F.A. RTE. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 669	(10RV BY)-1	PEORIA	88	38
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 28
64 SHEETS

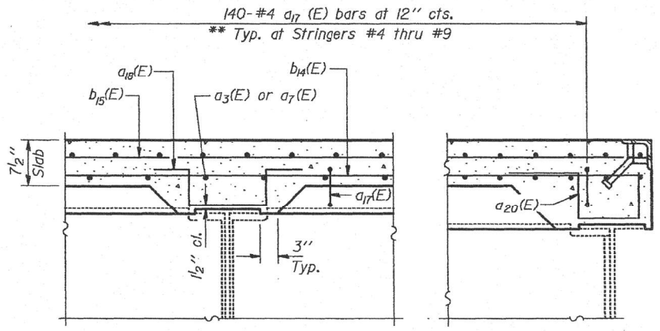
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



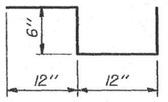
CROSS SECTION - SPAN 7
(Looking East)

* Lapped bars at this location shall be tied with double the number of ties normally used.

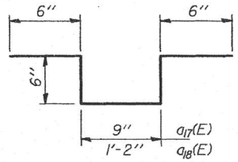
** a_{17} (E), a_{18} (E) and a_{20}(E) bars shall be required where fillet heights exceed 4". The number and placement of these bars, as shown on the plans, were based on the theoretical fillets shown on sheet #13. Additional a_{17} (E), a_{18} (E) and a_{20}(E) bars may be required.



SECTION THRU FLOOR BEAMS



BAR a_{20}(E)



BARS a_{17} (E) & a_{18} (E)

Notes: Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 3 x 2-#5 etc. indicates 3 lines of bars with 2 lengths per line.
For locations of drains see sheet #.

SUPERSTRUCTURE DETAILS - SPAN #7
F.A. RTE. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

DESIGNED	David J. Gruja
CHECKED	Dominic Bolin
DRAWN	R. Doty Ron Sommer
CHECKED	REA

Jan 3 1986
EXAMINED Graj D Kaspar ENGINEER OF BRIDGE DESIGN
PASSED James J Rayburn ENGINEER OF BRIDGES AND STRUCTURES
APPROVED DIRECTOR OF HIGHWAYS

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME = ___	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = ___	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
SHEET NO. 13 OF 22 SHEETS

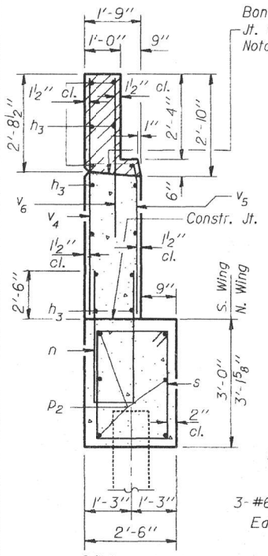
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	123
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

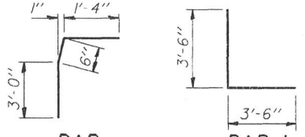
SHEET NO. 54
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* The v_7 bars to be epoxy grouted in $1\frac{1}{2}$"ϕ x 12" min. holes, see Special Provisions. The epoxy grouted bars shall develop, in tension, a minimum capacity of 58.9 kips and shall have a minimum certified pull out strength of 23.6 kips. Actual length to be determined by Epoxy Manufacturer's requirement to meet pull out strength.

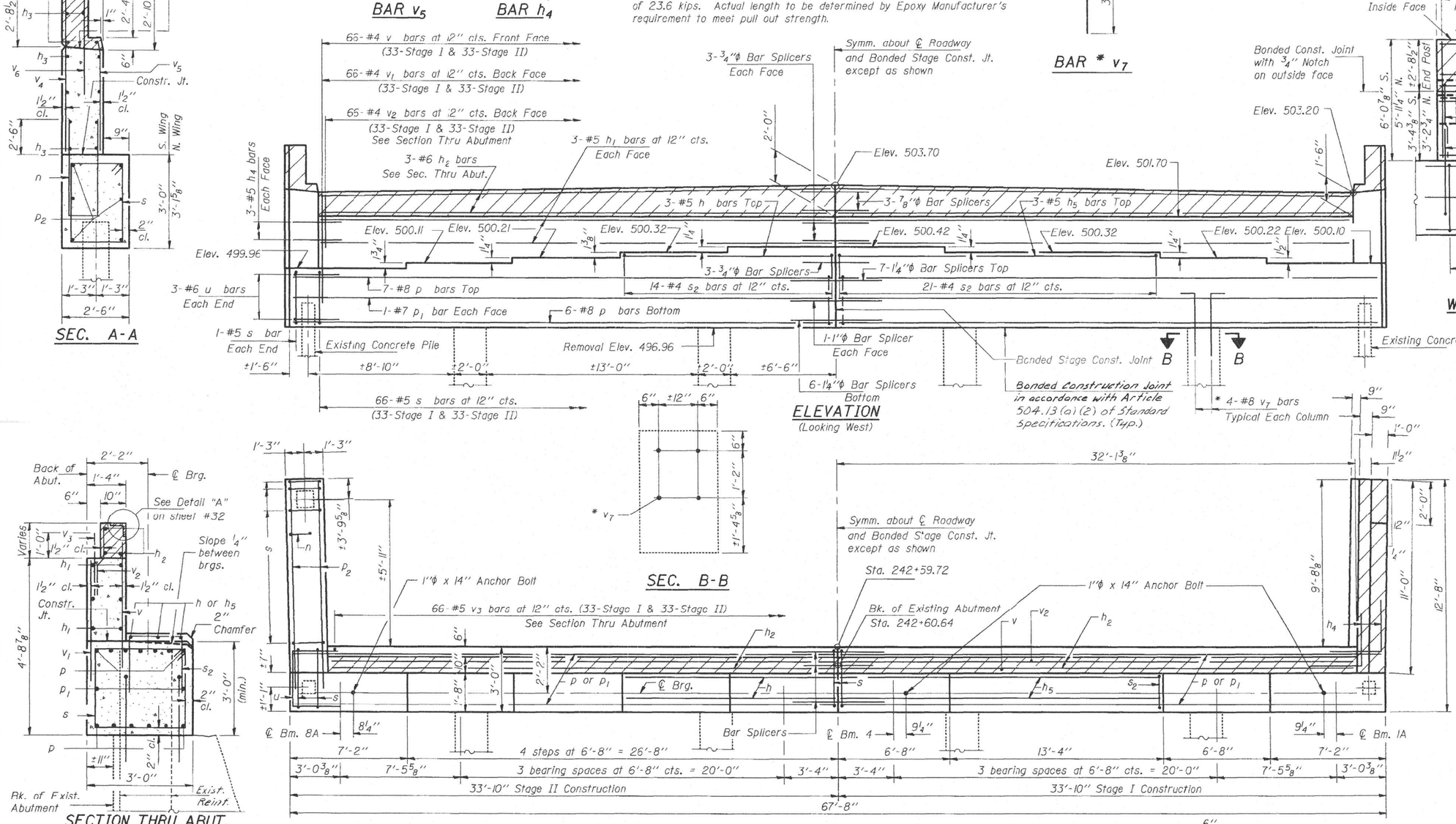


SEC. A-A



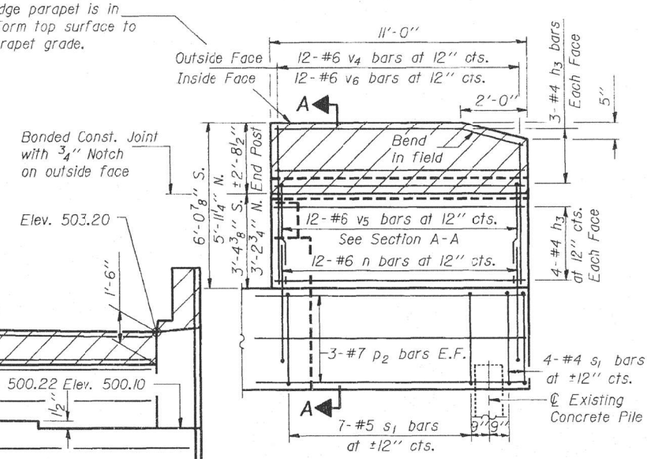
BAR v_5 BAR h_4

BAR * v_7



ELEVATION
(Looking West)

End Post shall be poured after bridge parapet is in place. Form top surface to match parapet grade.



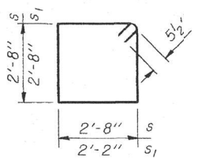
WING WALL ELEVATION

SECTION THRU ABUT.

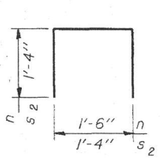
SEC. B-B

PLAN

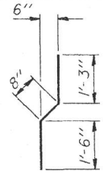
Notes:
Pour steps monolithically with cap.
All edges shall have standard 3/4" chamfers except as noted.
Space reinforcement in cap to miss anchor bolts.
For details of bar splicers see sheet #6.
For concrete removal details see sheet #52.
Existing vertical reinforcement in the columns and existing concrete piles shall be retained, cleaned and incorporated into the new construction.
Hatched areas shall be poured after superstructure forms have been removed. Quantity of Class X Concrete included with superstructure on sheet #30.
For Anchor Bolt installation details see sheet #50.



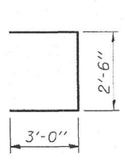
BARS s & s_1



BARS n & s_2



BAR v_2



BAR u

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	3	#5	13'-0"	
h1	12	#5	31'-9"	
h2	6	#6	31'-9"	
h3	28	#4	10'-9"	
h4	12	#5	7'-0"	L
h5	3	#5	19'-9"	
n	24	#6	10'-0"	U
p	26	#8	33'-6"	
p1	4	#7	33'-6"	
p2	12	#7	12'-0"	
s	68	#5	11'-7"	
s1	22	#5	10'-7"	
s2	35	#4	4'-0"	U
u	6	#6	8'-6"	
v	66	#4	4'-5"	
v1	66	#4	3'-5"	
v2	66	#4	3'-5"	
v3	66	#5	2'-0"	
v4	24	#6	5'-8"	
v5	24	#6	4'-10"	
v6	24	#6	5'-0"	
* v7	16	#8	4'-11"	
Class X Concrete			Cu. Yd.	39.4
Reinforcement Bars			Pound	6,980
Concrete Removal			Cu. Yd.	29

DESIGNED
CHECKED
DRAWN R. Doty PWS
CHECKED R E A

Jan 5 1984
EXAMINED Engineer of Bridge Design
PASSED James T. Rayburn Engineer of Bridges and Structures
APPROVED Director of Highways

WEST ABUTMENT
F.A. RTE. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME =	DESIGNED - MAH	REVISED - 10-4-2017
	CHECKED - KES	REVISED - 6-27-2018
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE =	CHECKED - MAH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

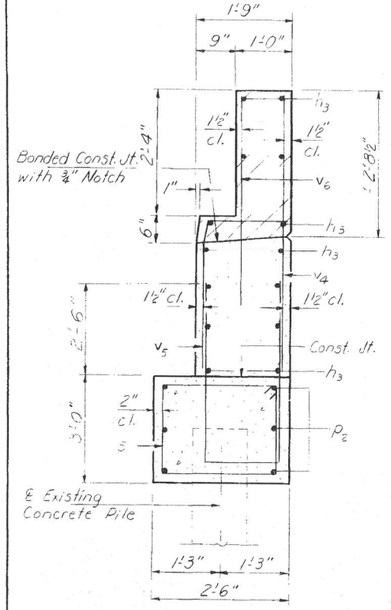
EXISTING STRUCTURE PLANS
SHEET NO. 14 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	124
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

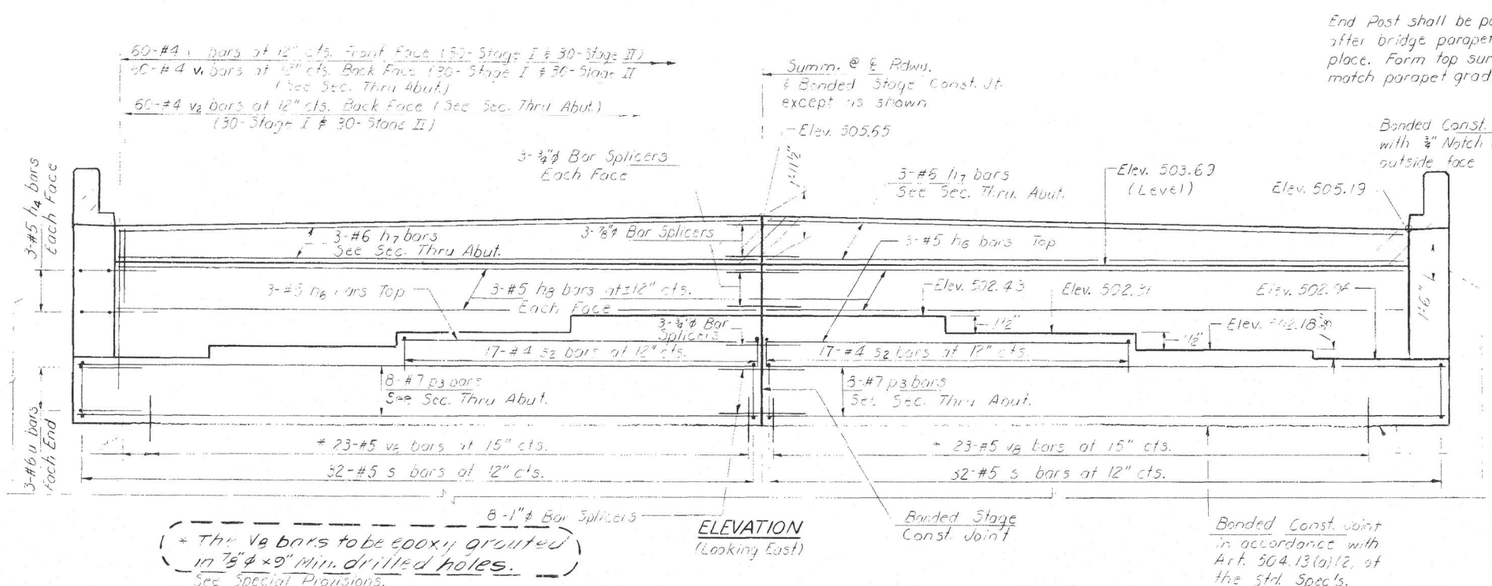
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.				55a
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO 55a
64 SHEETS

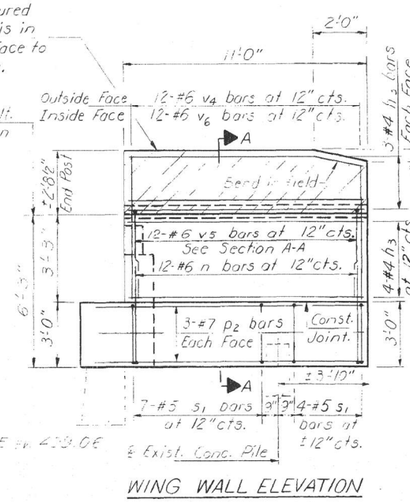


SECTION A-A

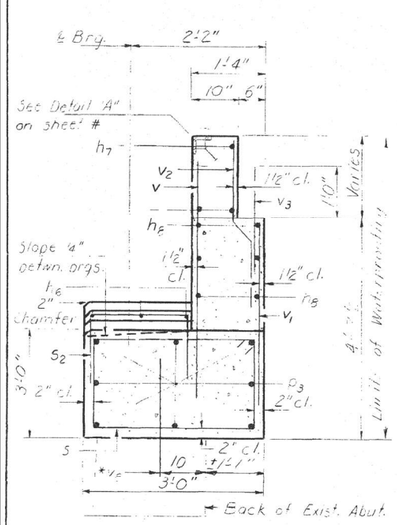


ELEVATION
(Looking East)

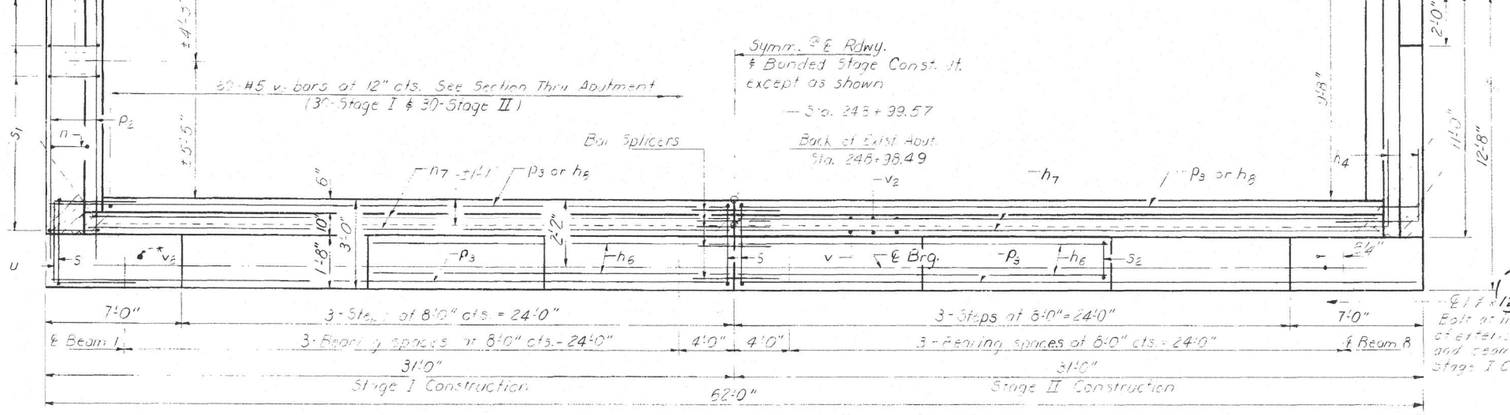
End Post shall be poured after bridge parapet is in place. Form top surface to match parapet grade.



WING WALL ELEVATION

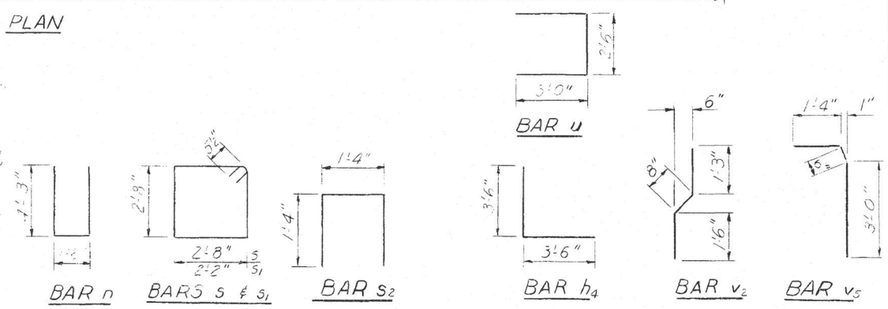


SECTION THRU ABUT.



PLAN

Notes:
Hatched area to be poured after superstructure forms have been removed. Quantity of Class X Concrete included with superstructure on sheet # 30.
Four steps monolithically with cap.
Existing vertical reinforcement and concrete piles shall be retained, cleaned and incorporated into the new construction.
Space reinforcement in cap to miss anchor bolts.
All others shall have standard ¾" chamfers except as noted.
For concrete removal details see sheet # 53.
For Bar Splicer details see sheet # 6.
For Anchor Bolt installation details see sheet # 50.
The back face of closed Abutment 31 will be waterproofed according to Article 503.11 of the Standard Specifications.



BAR n | BAR S & S1 | BAR S2 | BAR h4 | BAR v2 | BAR v5

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3	28	#4	10'-9"	
h4	12	#5	7'-0"	L
h6	6	#5	5'-9"	
h7	6	#5	23'-0"	
h8	12	#5	22'-0"	
n	24	#6	10'-0"	U
P2	12	#7	12'-0"	
P3	16	#7	30'-9"	
S	61	#5	11'-7"	
S1	22	#5	10'-7"	
S2	34	#4	4'-0"	
u	6	#6	8'-6"	
v	60	#4	4'-5"	
v1	60	#4	3'-6"	
v2	60	#4	3'-5"	
v3	60	#5	3'-0"	
v4	24	#6	5'-6"	
v5	24	#6	4'-10"	
v6	24	#6	5'-0"	
v8	46	#5	6'-3"	
Concrete Removal			Cu. Yd.	27
Class X Concrete			Cu. Yd.	36.0
Reinforcement Bars			Pound	5,110

AS REVISED 4-9-86 R.E.A.

EAST ABUTMENT
F.A. RT. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

DESIGNED	[illegible]		
CHECKED	[illegible]	July 3	1986
DRAWN	R. Doty	EXAMINED	ENGINEER OF BRIDGE DESIGN
CHECKED	[illegible]	PASSED	ENGINEER OF BRIDGES AND STRUCTURES
		APPROVED	DIRECTOR OF HIGHWAYS

V&K
Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

USER NAME = ___	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = ___	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

SHEET NO. 15 OF 22 SHEETS

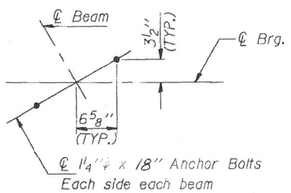
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	125
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I.				
F. A.				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

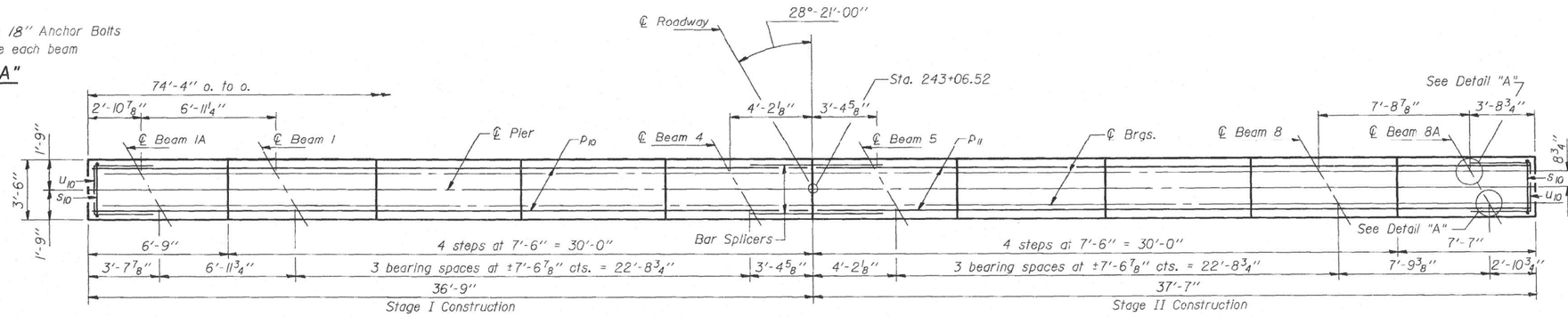
SHEET NO. 56
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

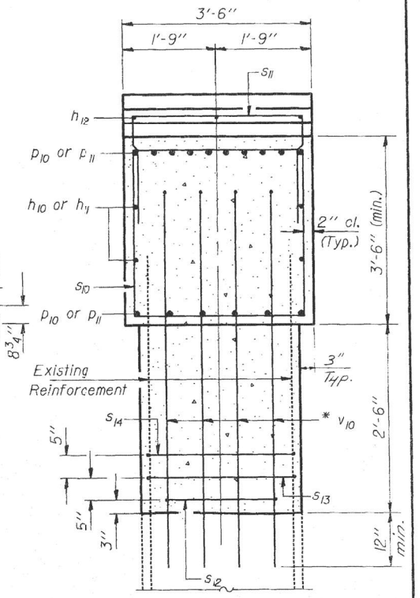
Notes:
Pour steps monolithically with cap.
All edges shall have standard $\frac{3}{4}$" chamfers except as noted.
Space reinforcement in cap to miss anchor bolts.
For details of bar splicers see sheet #6.
For concrete removal and repair details see sheet #51.
Existing vertical reinforcement shall be cleaned and incorporated into the new construction.
For Anchor Bolt installation details see sheet #50.



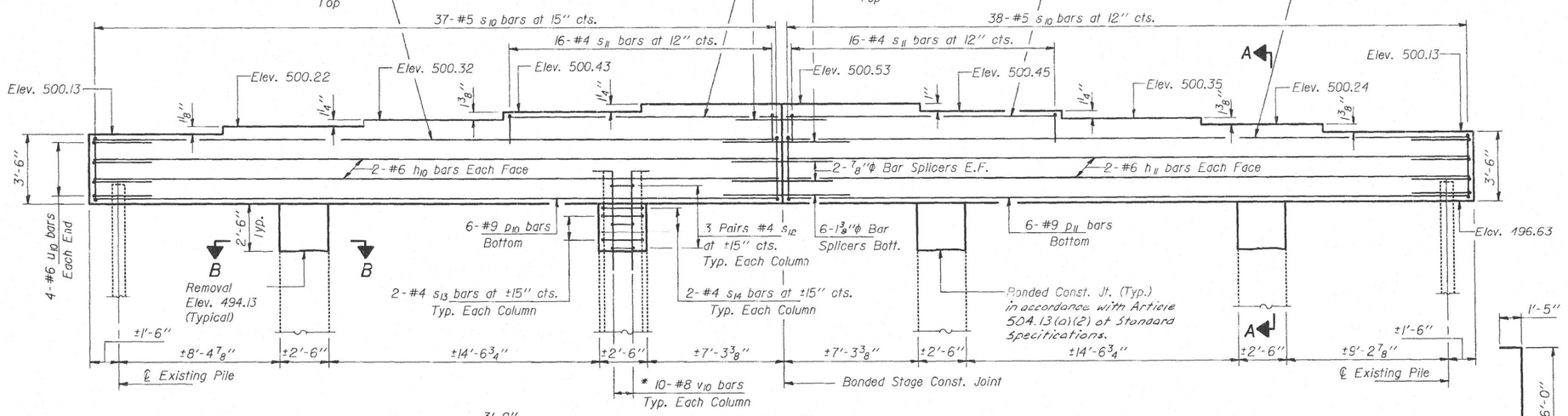
DETAIL "A"



PLAN



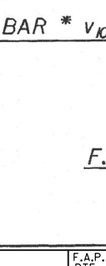
SECTION A-A



ELEVATION
(Looking East)

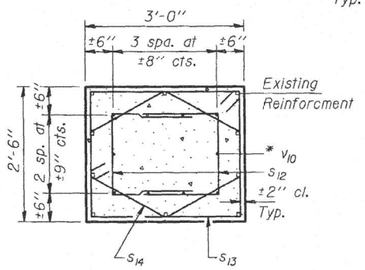
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{10}	4	#6	36'-6"	——
h_{11}	4	#6	37'-4"	——
h_{12}	6	#5	14'-9"	——
p_{10}	16	#9	36'-6"	——
p_{11}	16	#9	37'-4"	——
s_{10}	75	#5	13'-7"	⊿
s_{11}	32	#4	7'-2"	□
s_{12}	24	#5	6'-2"	⊏
s_{13}	8	#4	10'-3"	⊿
s_{14}	8	#4	8'-4"	○
u_{10}	8	#6	9'-0"	⊏
* v_{10}	40	#8	7'-5"	⌞
Class X Concrete			Cu. Yd.	38.6
Reinforcement Bars			Pound	6,920
Concrete Removcl			Cu. Yd.	38

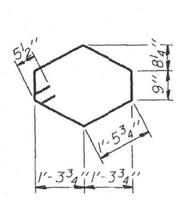


BAR * v_{10}

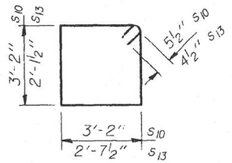
* The v_{10} bars to be epoxy grouted in 1½"ϕ x 12" min. holes, see Special Provisions. The epoxy grouted bars shall develop, in tension, a minimum capacity of 58.9 kips and shall have a minimum certified pull out strength of 23.6 kips. Actual length to be determined by Epoxy Manufacturer's requirement to meet pull out strength.



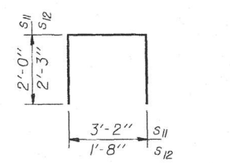
SECTION B-B



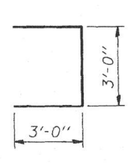
BAR s_{14}



BARS s_{10} & s_{13}



BARS s_{11} & s_{12}



BAR u_{10}

DESIGNED	
CHECKED	
DRAWN	R. Doty
CHECKED	

EXAMINED July 2 1985
Engineer of Bridge Design
PASSED
Engineer of Bridges and Structures
APPROVED
Director of Highways

PIER 1
F.A. RT. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

USER NAME = ___	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = ___	CHECKED - MAH	REVISED - ___	

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
SHEET NO. 16 OF 22 SHEETS

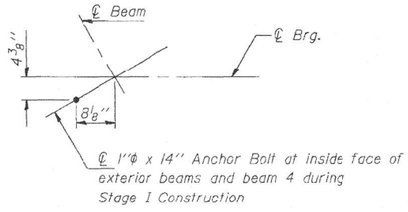
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	126
		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

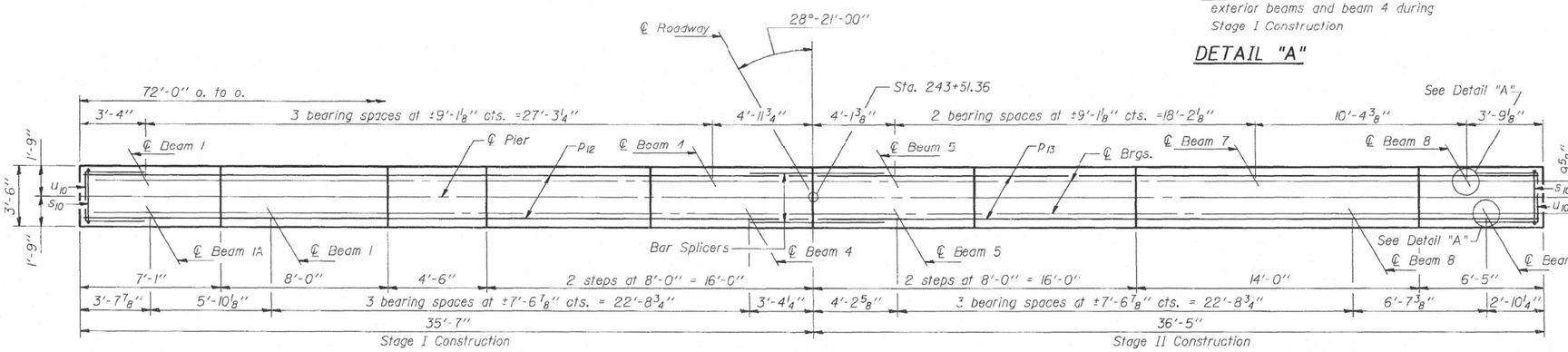
SHEET NO. 57
64 SHEETS

Notes:
Pour steps monolithically with cap.
All edges shall have standard $\frac{3}{4}$" chamfers except as noted.
Space reinforcement in cap to miss anchor bolts.
For details of bar splicers see sheet #6.
For concrete removal and repair details see sheet 51
Existing vertical reinforcement shall be cleaned and incorporated into the new construction.
For Anchor Bolt installation details see sheet 50

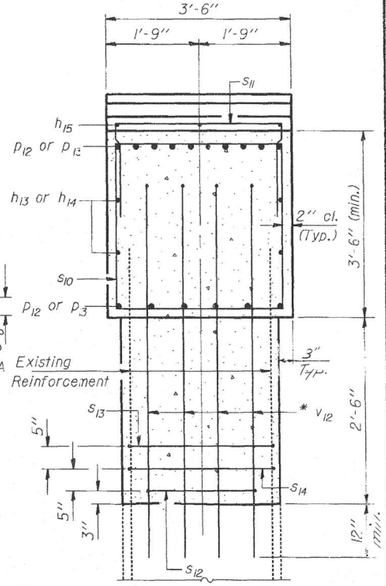
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



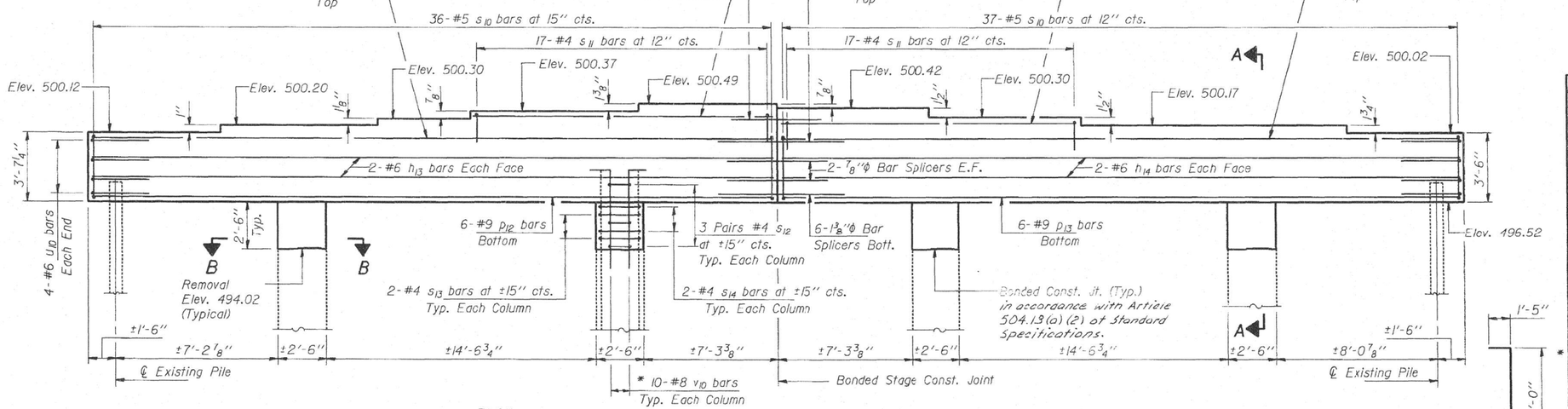
DETAIL "A"



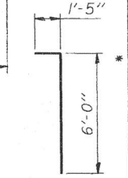
PLAN



SECTION A-A



ELEVATION
(Looking East)

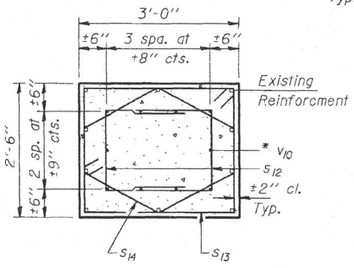


BAR * V10

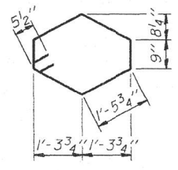
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h13	4	#6	35'-4"	
h14	4	#6	36'-2"	
h15	6	#5	15'-9"	
P12	16	#9	35'-4"	
P13	16	#9	36'-2"	
S10	73	#5	13'-7"	
S11	34	#4	7'-2"	
S12	24	#5	6'-2"	
S13	8	#4	10'-3"	
S14	8	#4	8'-4"	
U10	8	#6	9'-0"	
V10	40	#8	7'-5"	
Class X Concrete			Cu. Yd.	37.7
Reinforcement Bars			Pound	6,770
Concrete Removal			Cu. Yd.	37

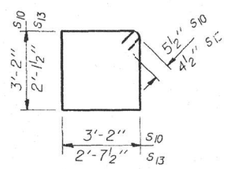
* The V_{10} bars to be epoxy grouted in $1\frac{1}{2}$"ϕ x 12" min. holes, see Special Provisions. The epoxy grouted bars shall develop, in tension, a minimum capacity of 58.9 kips and shall have a minimum certified pull out strength of 23.6 kips. Actual length to be determined by Epoxy Manufacturer's requirement to meet pull out strength.



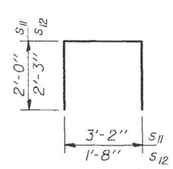
SECTION B-B



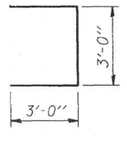
BAR S14



BARS S10 & S13



BARS S11 & S12



BAR U10

DESIGNED	P.L.S.
CHECKED	
DRAWN	R. Doty
CHECKED	R.E.A.

EXAMINED Jan 3 19 56
Graj D Kaspar
ENGINEER OF BRIDGE DESIGN
PASSED
James T Rayburn
ENGINEER OF BRIDGES AND STRUCTURES
APPROVED
DIRECTOR OF HIGHWAYS

PIER 2
F.A. RT. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

USER NAME = ___	DESIGNED - MAH	REVISED - 10-4-2017	
	CHECKED - KES	REVISED - 6-27-2018	
PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
PLOT DATE = ___	CHECKED - MAH	REVISED - ___	

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

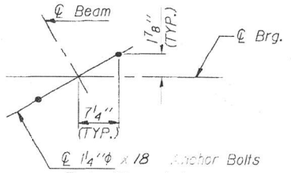
EXISTING STRUCTURE PLANS
SHEET NO. 17 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	127
		CONTRACT NO. 68898		
		ILLINOIS FED. AID PROJECT		

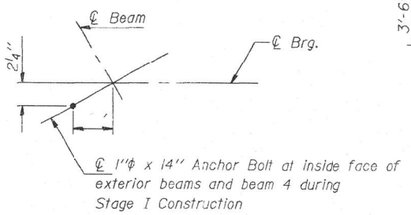
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I. / F. A.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 58
64 SHEETS

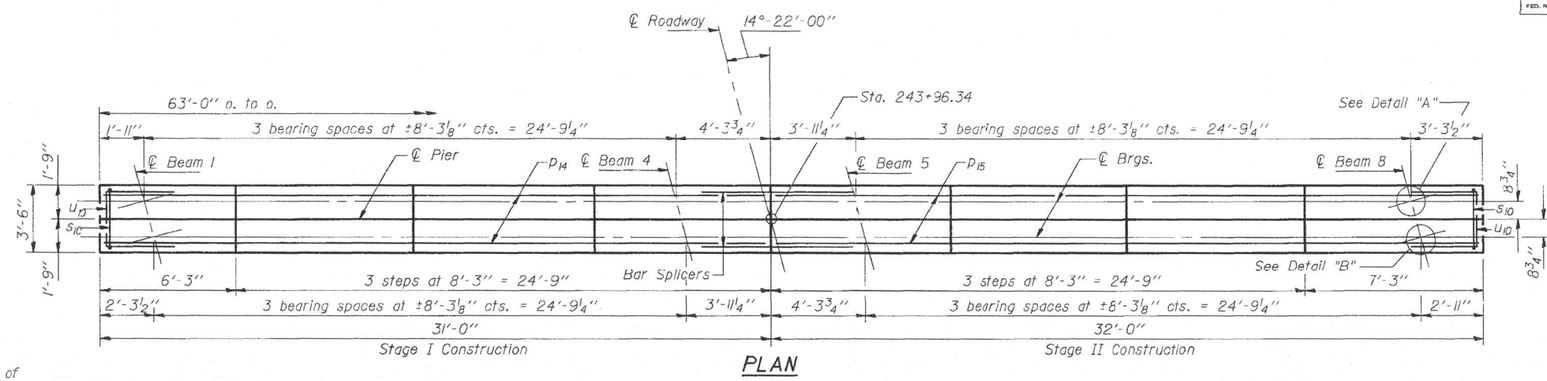
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



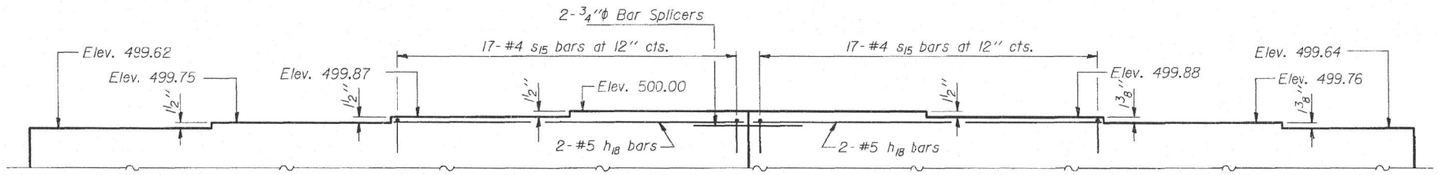
DETAIL "B"



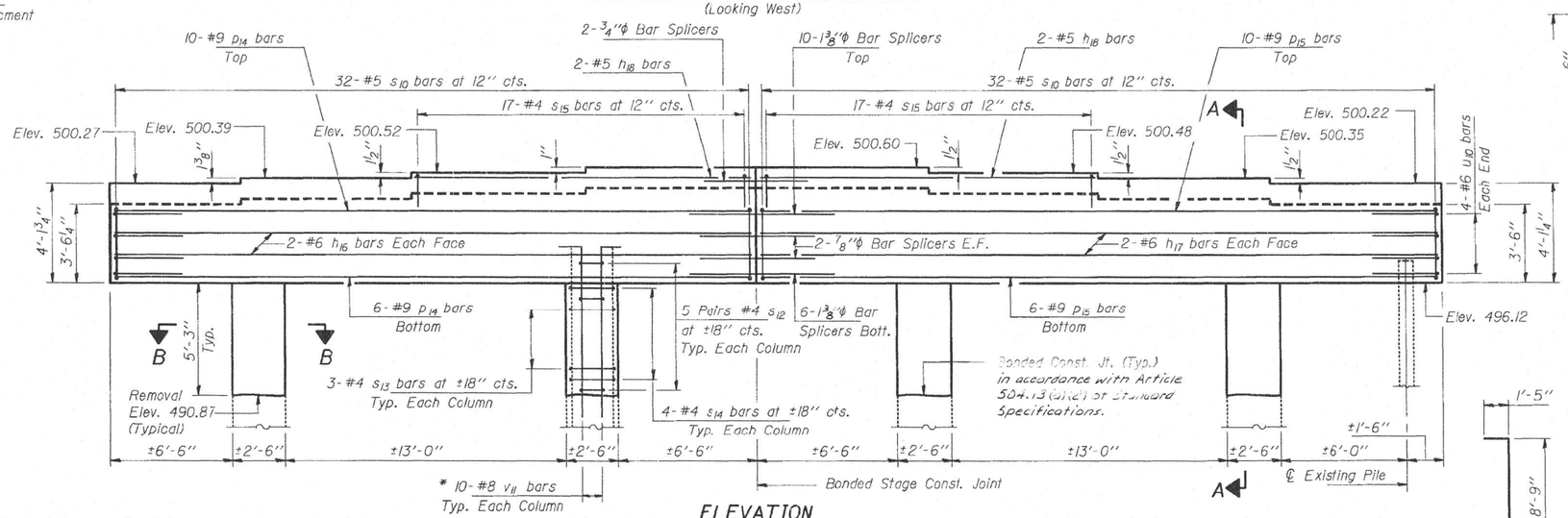
DETAIL "A"



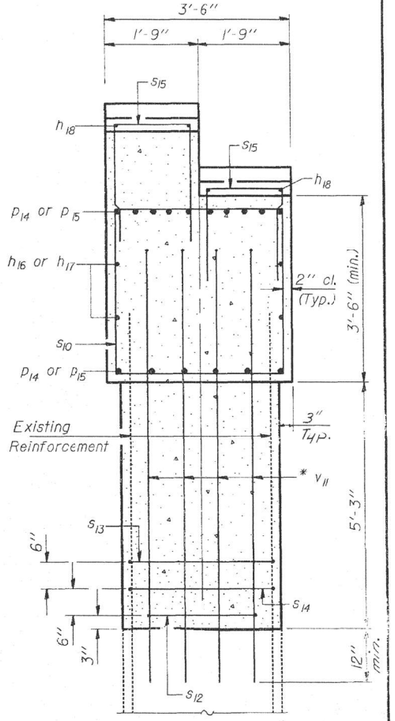
PLAN



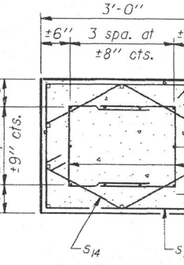
STEP ELEVATION - EAST SIDE
(Looking West)



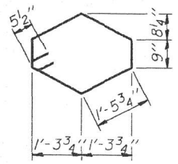
ELEVATION
(Looking East)



SECTION A-A



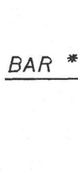
SECTION B-B



BAR s_{14}

BILL OF MATERIAL

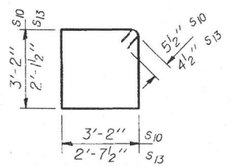
Bar	No.	Size	Length	Shape
h_{16}	4	#6	30'-9"	
h_{17}	4	#6	31'-9"	
h_{18}	8	#5	16'-3"	
p_{14}	16	#9	30'-9"	
p_{15}	16	#9	31'-9"	
s_{10}	64	#5	13'-7"	
s_{12}	40	#5	6'-2"	
s_{13}	12	#4	10'-3"	
s_{14}	16	#4	8'-4"	
s_{15}	68	#4	5'-5"	
u_{10}	8	#5	9'-0"	
* v_{11}	40	#8	10'-2"	
Class X Concrete		Cu. Yd.	38.5	
Reinforcement Bars		Pound	6,690	
Concrete Removal		Cu. Yd.	36	



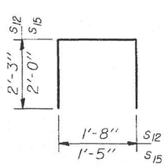
BAR * v_{11}

* The v_{11} bars to be epoxy grouted in 1 1/2"ϕ x 12" min. holes, see Special Provisions. The epoxy grouted bars shall develop, in tension, a minimum capacity of 58.9 kips and shall have a minimum certified pull out strength of 23.6 kips. Actual length to be determined by Epoxy Manufacturer's requirement to meet pull out strength.

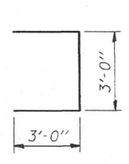
Notes:
- Pour steps monolithically with cap.
- All edges shall have standard 3/4" chamfers except as noted.
- Space reinforcement in cap to miss anchor bolts.
- For details of bar splicers see sheet #54.
- For concrete removal and repair details see sheet #51.
- Existing vertical reinforcement in the columns shall be cleaned and incorporated into the new construction.
- For Anchor Bolt installation details see sheet #50.



BARS s_{10} & s_{13}



BARS s_{12} & s_{15}



BAR u_{10}

DESIGNED	
CHECKED	
DRAWN	R. Doty
CHECKED	

19
EXAMINED — Engineer of Bridge Design
PASSED — Engineer of Bridges and Structures
APPROVED — Director of Highways

PIER 3
F.A. RT. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

V&K Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME = ___	DESIGNED - MAH	REVISED - 10-4-2017	
		CHECKED - KES	REVISED - 6-27-2018	
	PLOT SCALE = ___	DRAWN - JRP	REVISED - ___	
	PLOT DATE = ___	CHECKED - MAH	REVISED - ___	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS

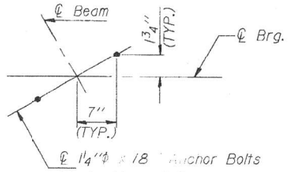
SHEET NO. 18 OF 22 SHEETS

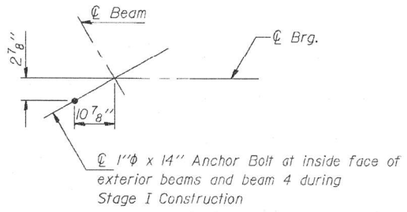
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	128
		CONTRACT NO. 68898		
		ILLINOIS FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 59
64 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

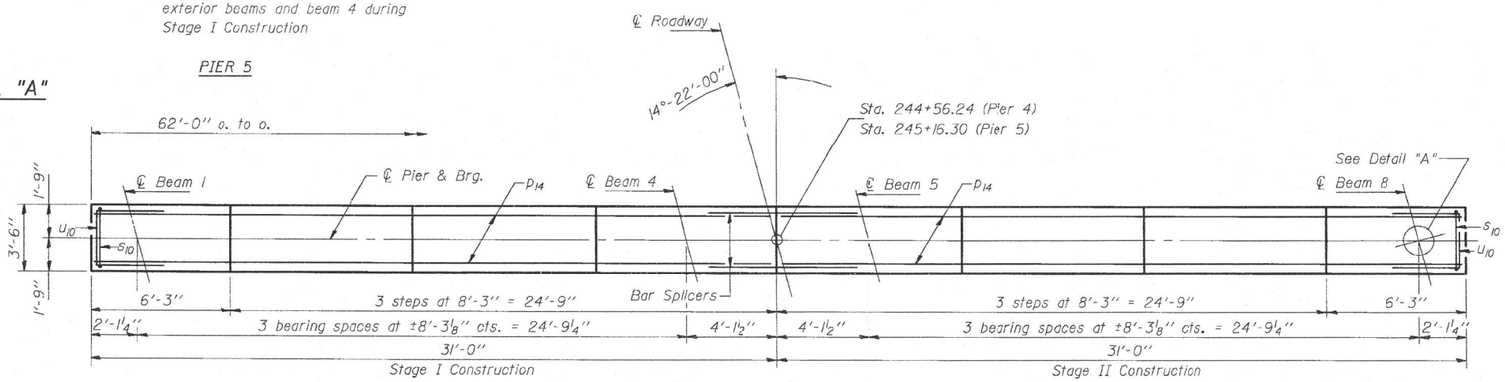




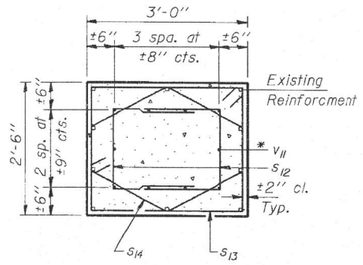
PIER 4

PIER 5

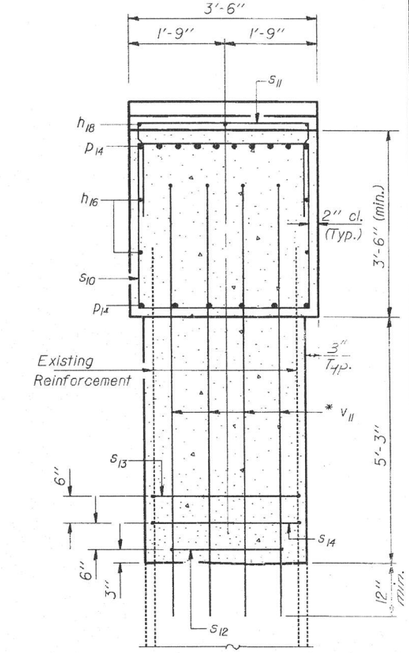
DETAIL "A"



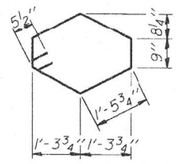
PLAN



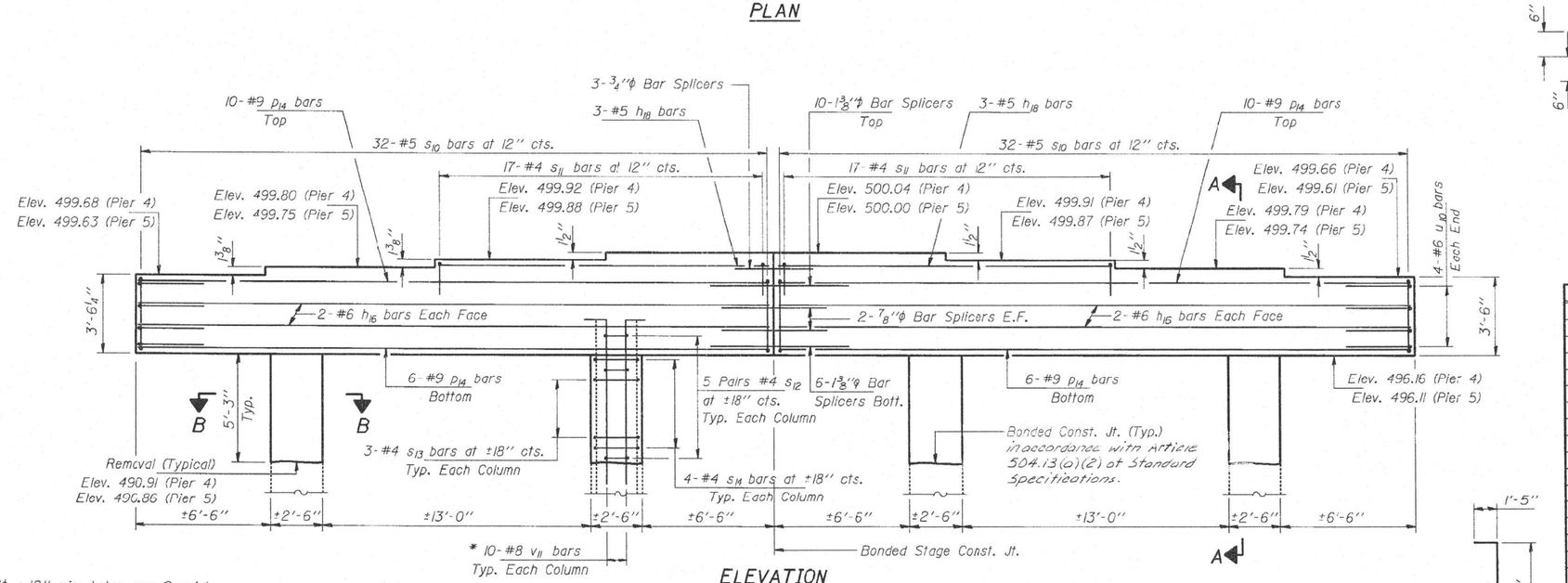
SECTION B-B



SECTION A-A



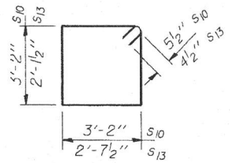
BAR s_{14}



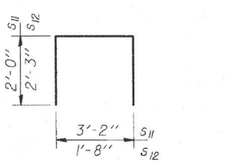
ELEVATION
(Looking East)

* The v_{11} bars to be epoxy grouted in 1 1/2"ϕ x 12" min. holes, see Special Provisions. The epoxy grouted bars shall develop, in tension, a minimum capacity of 58.9 kips and shall have a minimum certified pull out strength of 23.6 kips. Actual length to be determined by Epoxy Manufacturer's requirement to meet pull out strength.

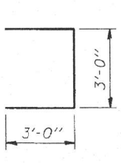
Notes:
- Pour steps monolithically with cap.
- All edges shall have standard 3/4" chamfers except as noted.
- Space reinforcement in cap to miss anchor bolts.
- For details of bar splicers see sheet #46.
- For concrete removal and repair details see sheet #51 and #52.
- Existing vertical reinforcement in the columns shall be cleaned and incorporated into the new construction.
- For Anchor Bolt installation details see sheet #50.



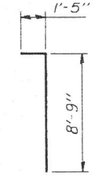
BARS s_{10} & s_{13}



BARS s_{11} & s_{12}



BAR u_{10}



BAR * v_{11}

PIERS 4 & 5
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{16}	16	#6	30'-9"	
h_{18}	12	#5	16'-3"	
p_{14}	64	#9	30'-9"	
s_{10}	128	#5	13'-7"	
s_{11}	68	#4	7'-2"	
s_{12}	80	#5	6'-2"	
s_{13}	24	#4	10'-3"	
s_{14}	32	#4	8'-4"	
u_{10}	16	#6	9'-0"	
v_{11}	80	#8	10'-2"	
Class X Concrete			Cu. Yd.	71.2
Reinforcement Bars			Pound	13,020
Concrete Removal			Cu. Yd.	70

DESIGNED
CHECKED
DRAWN R. Doty
CHECKED

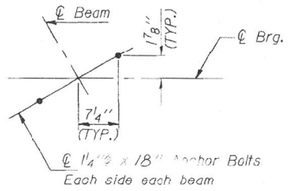
Jan. 19--
EXAMINED Engineer of Bridge Design
PASSED James T. Rayburn Engineer of Bridges and Structures
APPROVED Director of Highways

PIERS 4 & 5
F.A. RT. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

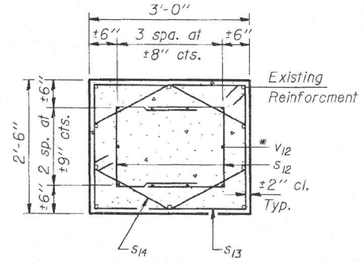
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I.				
F. A.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

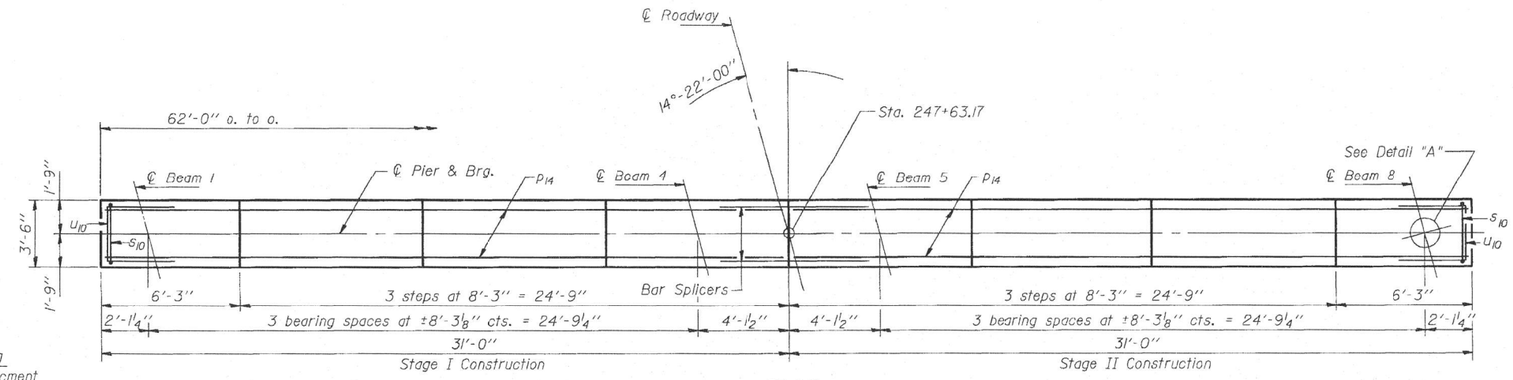
SHEET NO. 60
64 SHEETS



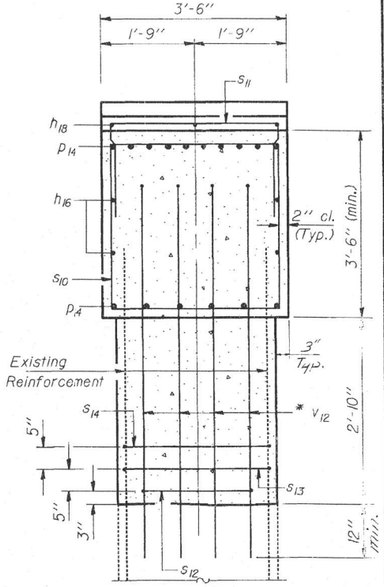
DETAIL "A"



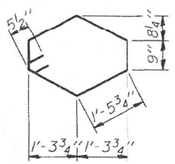
SECTION B-B



PLAN



SECTION A-A

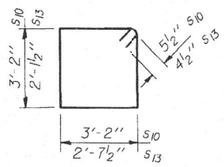


BAR s_{14}

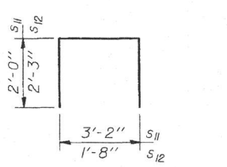
ELEVATION
(Looking East)

* The v_{12} bars to be epoxy grouted in 1½"ø x 12" min. holes, see Special Provisions. The epoxy grouted bars shall develop, in tension, a minimum capacity of 58.9 kips and shall have a minimum certified pull out strength of 23.6 kips. Actual length to be determined by Epoxy Manufacturer's requirement to meet pull out strength.

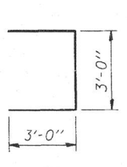
Notes:
- Pour steps monolithically with cap.
- All edges shall have standard ¾" chamfers except as noted.
- Space reinforcement in cap to miss anchor bolts.
- For details of bar splicers see sheet #36.
- For concrete removal and repair details see sheet #52
- Existing vertical reinforcement in the columns shall be cleaned and incorporated into the new construction.
- For Anchor Bolt installation details see sheet #50.



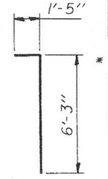
BARS s_{10} & s_{13}



BARS s_{11} & s_{12}



BAR u_{10}



BAR * v_{12}

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{16}	8	#6	30'-9"	
h_{18}	6	#5	16'-3"	
p_{14}	32	#9	30'-9"	
s_{10}	64	#5	13'-7"	
s_{11}	34	#4	7'-2"	
s_{12}	24	#5	6'-2"	
s_{13}	8	#4	10'-3"	
s_{14}	8	#4	8'-4"	
u_{10}	8	#6	9'-0"	
* v_{12}	40	#8	7'-8"	
Class X Concrete			Cu. Yd.	32.9
Reinforcement Bars			Pound	6,070
Concrete Removal			Cu. Yd.	31

PIER 8
F.A. RT. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

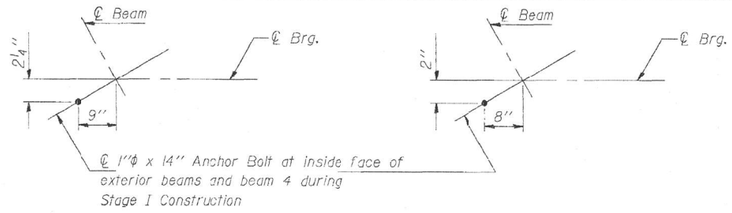
DESIGNED	[illegible]
CHECKED	[illegible]
DRAWN	R. Doty
CHECKED	[illegible]

Jan. 3 19 86
EXAMINED Raj D. Kaspar, ENGINEER OF BRIDGE DESIGN
PASSED James T. Kyburn, ENGINEER OF BRIDGES AND STRUCTURES
APPROVED, DIRECTOR OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

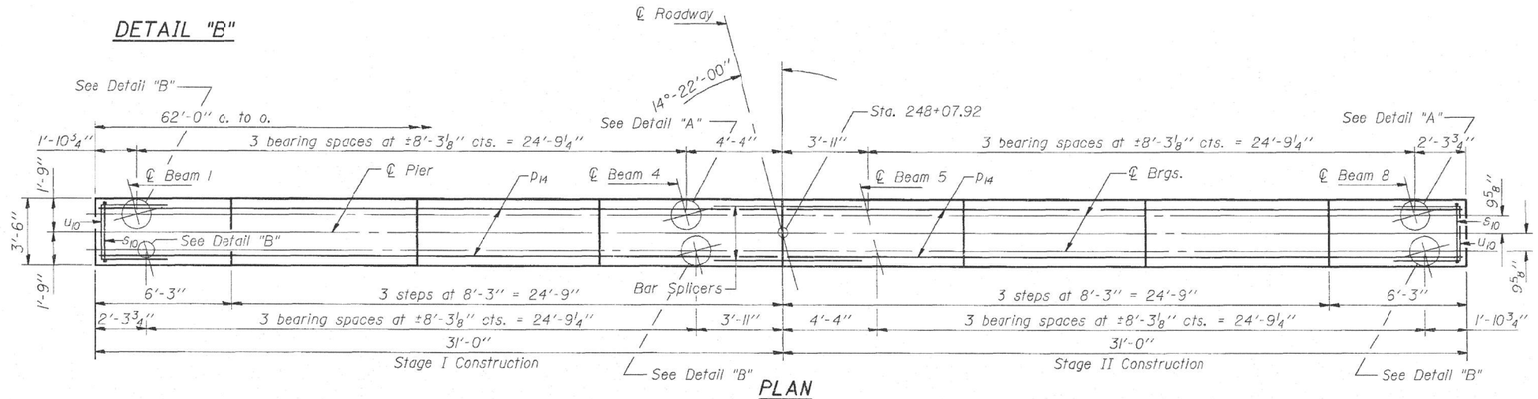
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I.				
F.A.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 61
64 SHEETS

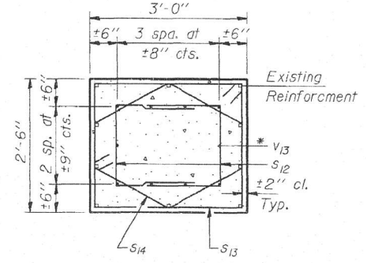


DETAIL "A"

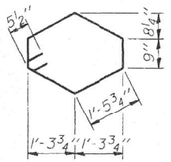
DETAIL "B"



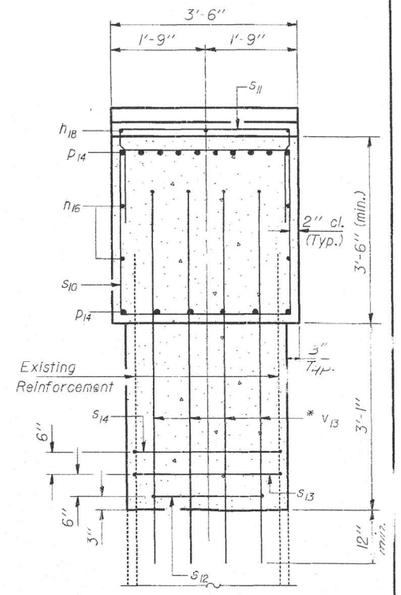
PLAN



SECTION B-B



BAR s_{14}



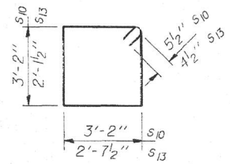
SECTION A-A

ELEVATION

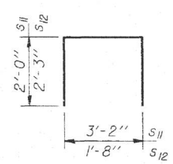
(Looking East)

* The v_{13} bars to be epoxy grouted in 1½"ϕ x 12" min. holes, see Special Provisions. The epoxy grouted bars shall develop, in tension, a minimum capacity of 58.9 kips and shall have a minimum certified pull out strength of 23.6 kips. Actual length to be determined by Epoxy Manufacturer's requirement to meet pull out strength.

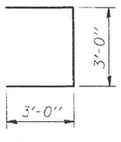
Notes:
- Pour steps monolithically with cap.
- All edges shall have standard ¾" chamfers except as noted.
- Space reinforcement in cap to miss anchor bolts.
- For details of bar splicers see [illegible] #6
- For concrete removal and repair details see sheet #52
- Existing vertical reinforcement in the columns shall be placed and incorporated into the new construction.
- For Anchor Bolt installation details see sheet #50.



BARS s_{10} & s_{13}



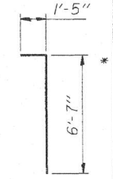
BARS s_{11} & s_{12}



BAR u_{10}

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{16}	8	#6	30'-9"	——
h_{18}	6	#5	16'-3"	——
p_{14}	32	#9	30'-9"	——
s_{10}	64	#5	13'-7"	☐
s_{11}	34	#4	7'-2"	⊓
s_{12}	24	#5	6'-2"	⊏
s_{13}	8	#4	10'-3"	☐
s_{14}	8	#4	8'-4"	⬡
u_{10}	8	#6	9'-0"	⊏
v_{13}	40	#8	3'-0"	——
Class X Concrete			Cu. Yd.	33.5
Reinforcement Bars			Pound	6,100
Concrete Removal			Cu. Yd.	31



BAR * v_{13}

DESIGNED	
CHECKED	
DRAWN	R. Doty
CHECKED	

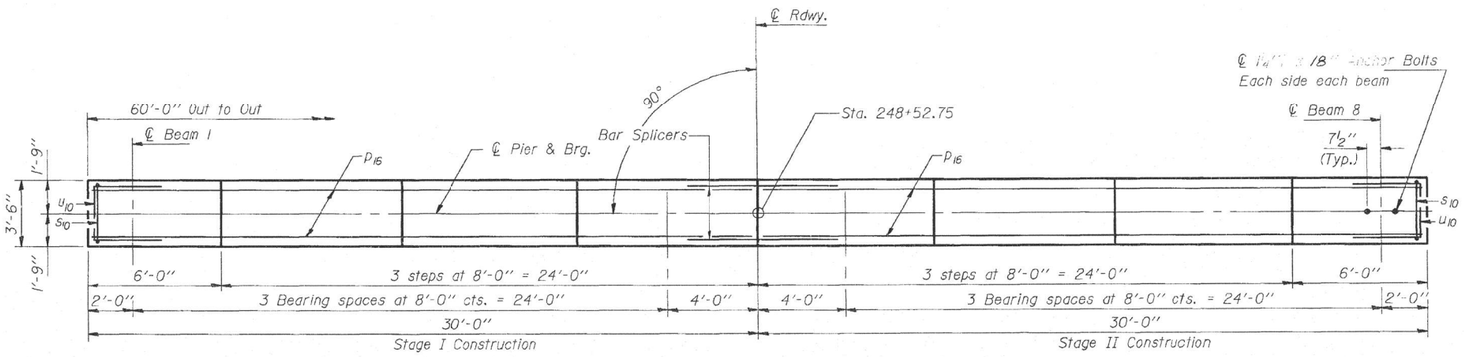
19
EXAMINED — ENGINEER OF BRIDGE DESIGN
PASSED — ENGINEER OF BRIDGES AND STRUCTURES
APPROVED — DIRECTOR OF HIGHWAYS

PIER 9
F.A. RT. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

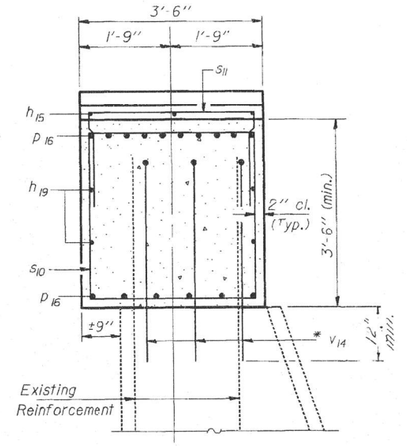
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. I.				
F. A.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 62
64 SHEETS

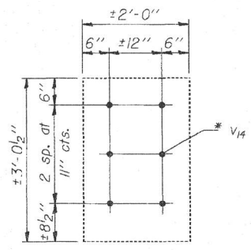
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



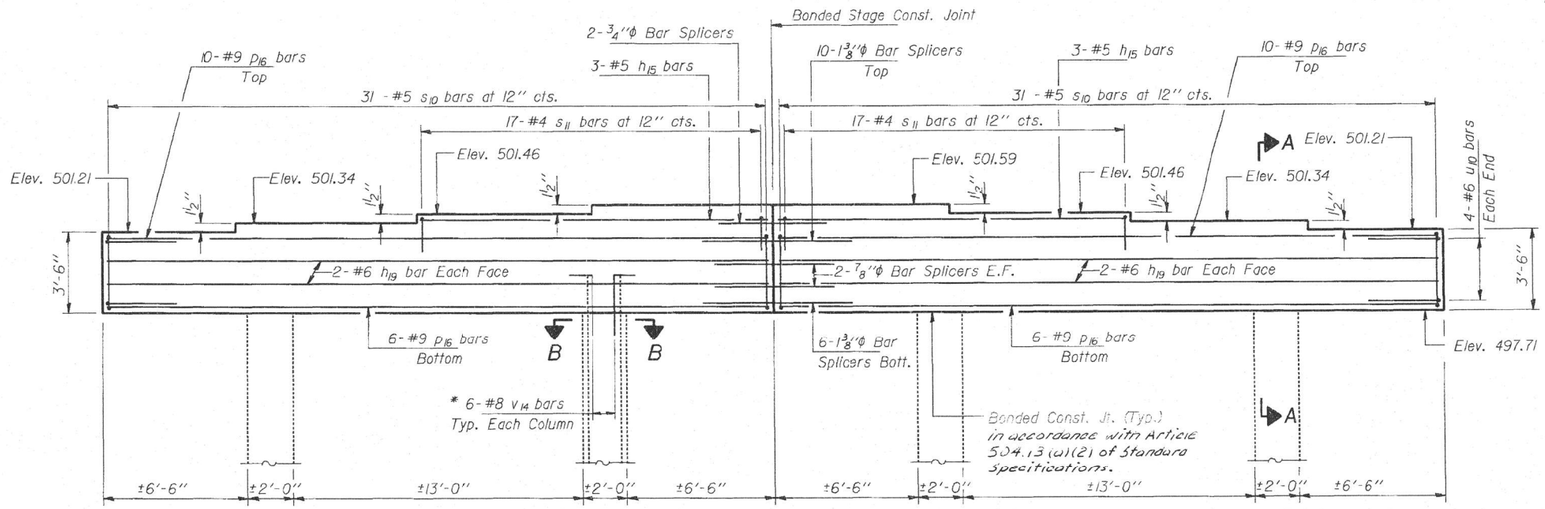
PLAN



SECTION A-A



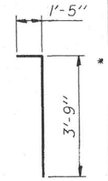
SECTION B-B



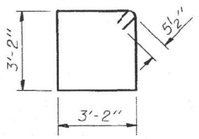
ELEVATION
(Looking East)

BILL OF MATERIAL

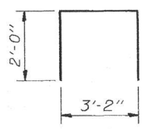
Bar	No.	Size	Length	Shape
h_{15}	6	#5	15'-9"	
h_{19}	8	#6	29'-9"	
p_{16}	32	#9	29'-9"	
s_{10}	62	#5	13'-7"	
s_{11}	34	#4	7'-2"	
u_{10}	8	#6	9'-0"	
* v_{14}	24	#8	5'-2"	
Class X Concrete			Cu. Yd.	28.8
Reinforcement Bars			Pound	5,170
Concrete Removal			Cu. Yd.	13



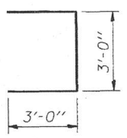
BAR * v_{14}



BAR s_{10}



BAR s_{11}



BAR u_{10}

* The v_{14} bars to be epoxy grouted in 1½"ϕ x 12" min. holes, see Special Provisions. The epoxy grouted bars shall develop, in tension, a minimum capacity of 58.9 kips and shall have a minimum certified pull out strength of 23.6 kips. Actual length to be determined by Epoxy Manufacturer's requirement to meet pull out strength.

Notes:
Pour steps monolithically with cap.
All edges shall have standard ¾" chamfers except as noted.
Space reinforcement in cap to miss anchor bolts.
For details of bar splicers see sheet #6.
For concrete removal and repair details see sheet 52.
Existing vertical reinforcement in the columns shall be cleaned and incorporated into the new construction.
For Anchor Bolt installation details see sheet #50.

DESIGNED	
CHECKED	
DRAWN	R. Doty
CHECKED	

July 3 19 86
EXAMINED Greg D. Kaspar ENGINEER OF BRIDGE DESIGN
PASSED James T. Kyburz ENGINEER OF BRIDGES AND STRUCTURES
APPROVED DIRECTOR OF HIGHWAYS

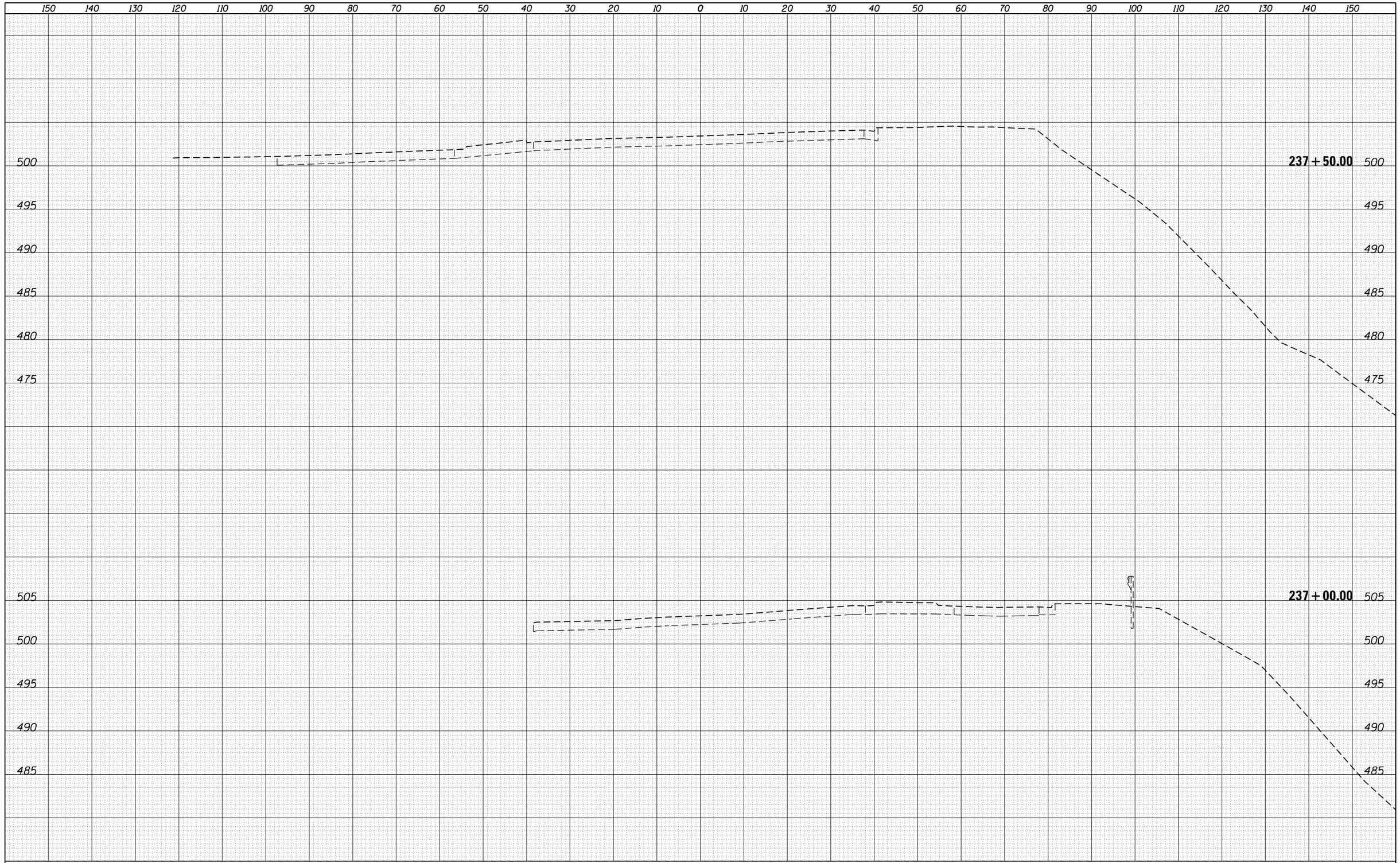
PIER 10
F.A. RT. 669 SEC. (10RVBY)-1
PEORIA COUNTY
STA. 245+47.00

Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033	USER NAME = ___	DESIGNED - MAH	REVISED - 10-4-2017
		CHECKED - KES	REVISED - 6-27-2018
	PLOT SCALE = ___	DRAWN - JRP	REVISED - ___
	PLOT DATE = ___	CHECKED - MAH	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
SHEET NO. 22 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	132
		CONTRACT NO. 68898		
	ILLINOIS	FED. AID PROJECT		



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

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

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Springfield, IL Phone: (217)544-8033

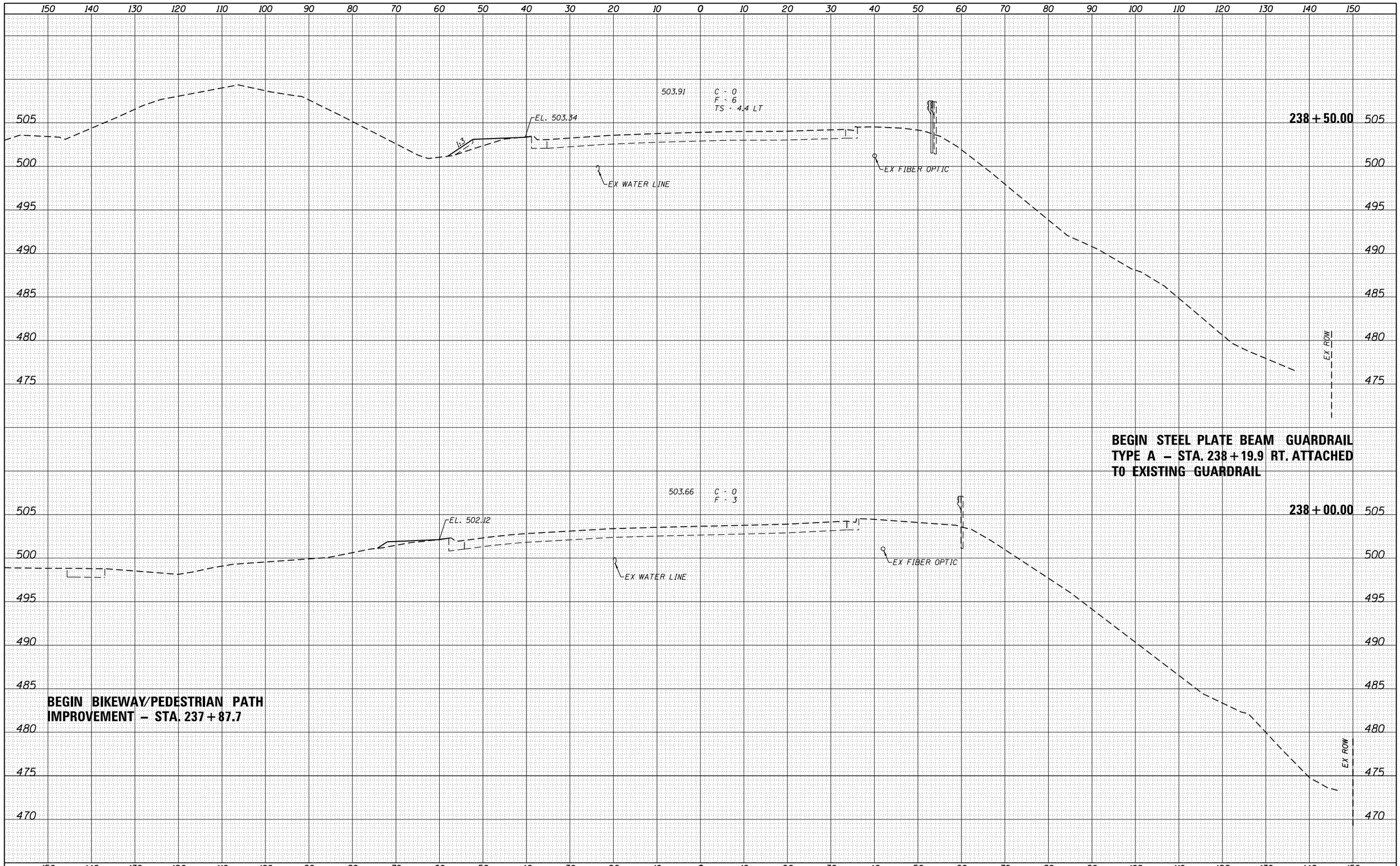
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	DRAWN -	REVISED -
PLOT SCALE = 20.0019 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 1 OF 31 SHEETS | STA. 237+00.00 TO STA. 237+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	133
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO.
SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED
BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO.
SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED
BY — DATE

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Springfield, IL Phone: (217)544-8033

USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0174 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 2 OF 31 SHEETS | STA. 238+00.00 TO STA. 238+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	134
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

515 510 505 500 495 490 485 480 475 470

503.98
C - 0
F - 13
B - 0
TS - 4.2

EL. 503.68
EL. 503.35
1.91%
+0.90%
EL. 504.08
1:3
EX GAS LINE
EX WATER LINE
EX FIBER OPTIC
EX ROW

239 + 25.00

BEGIN ROADWAY IMPROVEMENT – STA. 239 + 14.60
(MATCH EXISTING ROADWAY PROFILE)

503.98
C - 0
F - 9
TS - 1.8 LT

EL. 503.57
EX GAS LINE
EX WATER LINE
EX FIBER OPTIC
EX ROW

239 + 00.00

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED	PLOTTED	
TEMPLATE	AREAS	
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED	PLOTTED	
TEMPLATE	AREAS	
AREAS CHECKED		

BY	DATE

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Springfield, IL Phone: (217)544-8033

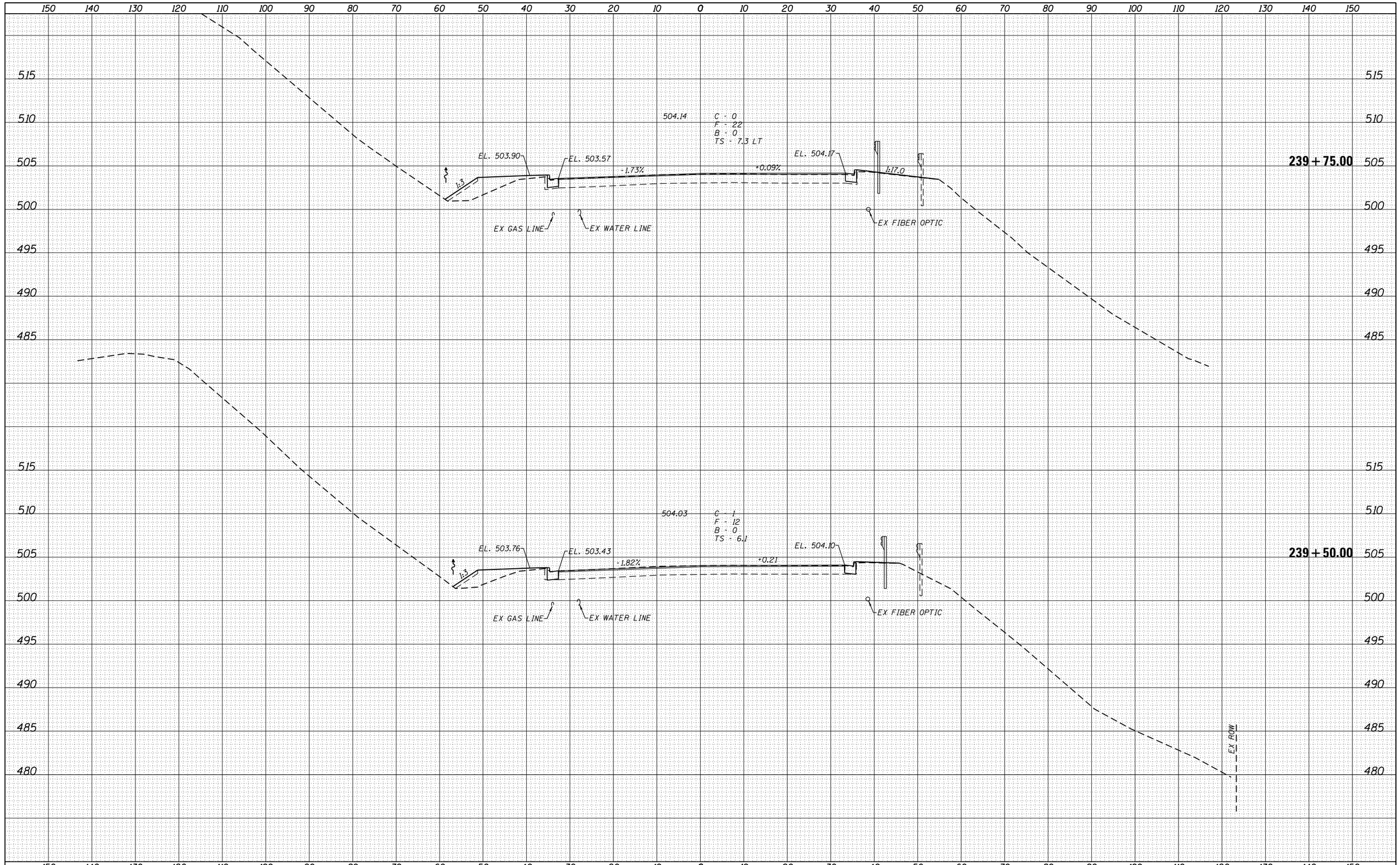
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	DRAWN -	REVISED -
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PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 3 OF 31 SHEETS | STA. 239+00.00 TO STA. 239+25.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	135
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

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USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

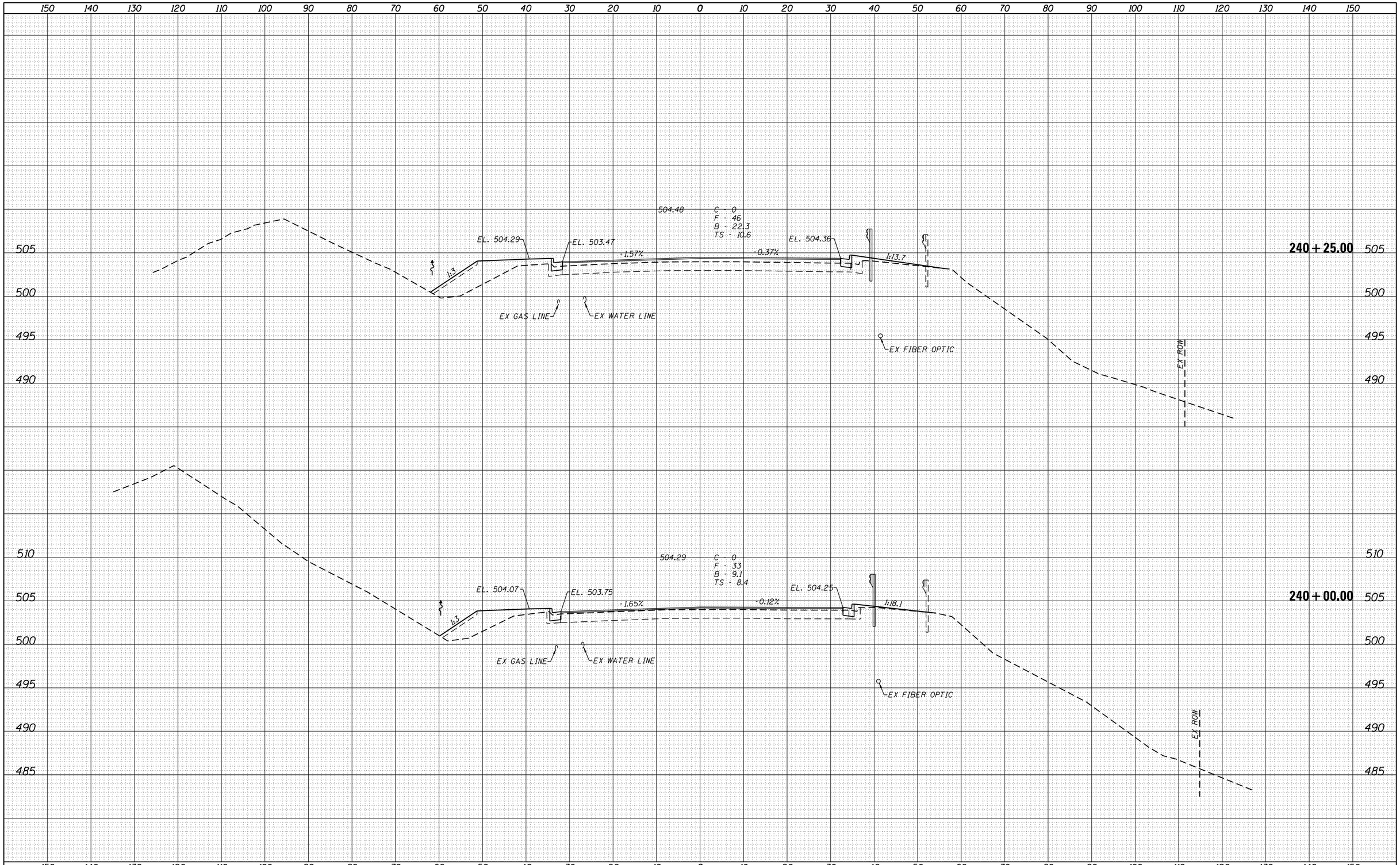
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 4 OF 31 SHEETS | STA. 239+50.00 | TO STA. 239+75.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	136
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

Veenstra & Kimm, Inc.
Springfield, IL Phone: (217)544-8033

USER NAME = ckohlrus	DESIGNED -	REVISED -
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PLOT DATE = 4/8/2025	DATE -	REVISED -

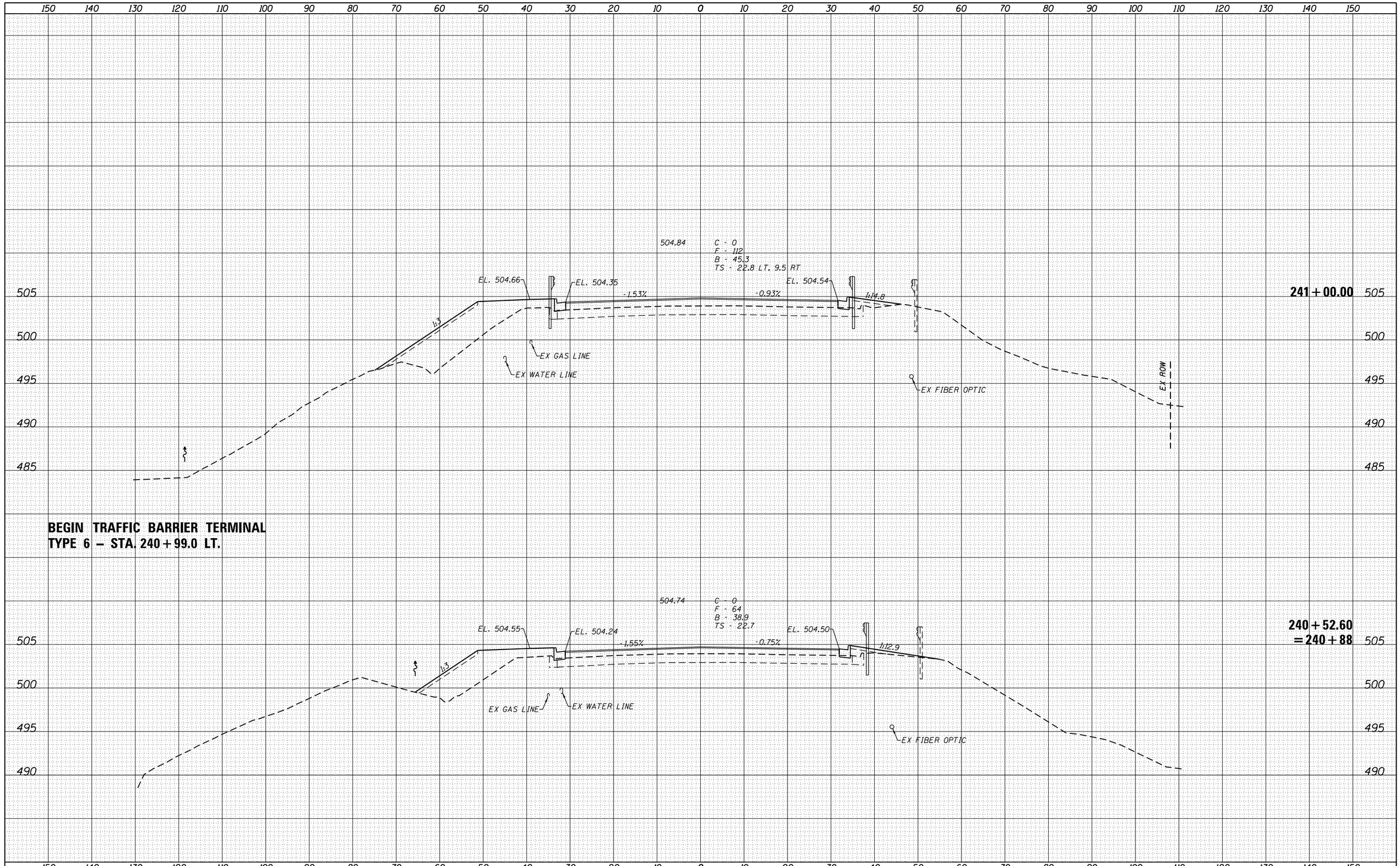
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 5 OF 31 SHEETS | STA. 240+00.00 | TO STA. 240+25.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	137
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

Veenstra & Kimm, Inc.
Springfield, IL Phone: (217)544-8033

USER NAME = ckohlrus	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/8/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 6 OF 31 SHEETS | STA. 240+52.60 TO STA. 241+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	138
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INSTALL INLETS TYPE B
STA. 241+60 LT. & RT.

INSTALL STONE DUMPED RIPRAP CLASS B4 INTERSPRESED WITH CONTROLLED LOW STRENGTH MATERIAL ON SIDE SLOPE
STA. 241+56 TO STA. 241+64 LT. & RT.

505.21
C - 0
F - 585
B - 72.5
TS - 73.3 LT. 8.2 RT

EL. 505.04
EL. 504.74
1.5%
1.5%
EL. 504.74
1:2.1
1:3
241+50.00

STA. 249+60 AHEAD 31' LT.
INSTALL INLET TYPE B WITH
TYPE 3 FRAME AND GRATE
RIM EL. 504.80
INVERT EL. 500.9
10

STA. 241+60 AHEAD 31' RT.
INSTALL INLET TYPE B WITH
TYPE 3 FRAME AND GRATE
RIM EL. 504.80
INVERT EL. 500.9
11

EX GAS LINE
EX WATER LINE

STA. 241+60 AH
INSTALL STORM SEWER,
CLASS A TY. 1 18"x28" W/
PRC FLARED END SECTION
E INLET - EL. 500.9
E OUTLET - EL. 500.0

STA. 241+60 AH
INSTALL STORM SEWER,
CLASS A TY. 1 18"x28" W/
PRC FLARED END SECTION
E INLET - EL. 500.9
E OUTLET - EL. 500.0

EX FIBER OPTIC

SUPERELEVATION TRANSITION ENDS – STA. 241+40.05

505.04
C - 0
F - 434
B - 59.5
TS - 67.9 LT. 10.8 RT

EL. 504.87
EL. 504.56
1.51%
1.22%
EL. 504.65
1:9.2
1:3
241+25.00

EX GAS LINE
EX WATER LINE
EX FIBER OPTIC

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0024 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 7 OF 31 SHEETS | STA. 241+25.00 | TO STA. 241+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	139
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

TRANSITION FORESLOPES FROM 1:3 AT STA. 241+75 TO 1:2 AT STA. 242+25 LT.

INSTALL HEAVY DUTY EROSION CONTROL BLANKET FROM STA. 241+75 TO STA. 242+25 LT.

505.50
C - 20
F - 484
B - 52.7
TS - 66.5 LT. 26.8 RT

242+00.00

1:2.5

EX GAS LINE

EX WATER LINE

1:3

EX FIBER OPTIC

505.37
C - 0
F - 602
B - 88.5
TS - 81.7 LT. 10.4 RT

EL. 505.20

EL. 505.31

-1.50%

-1.50%

EL. 504.90

1:3.9

1:3

EX GAS LINE

EX WATER LINE

STA. 249+70 BACK 31' LT.
INSTALL INLET TYPE A WITH TYPE 3 FRAME AND GRATE
RIM EL. 504.87
INVERT EL. 501.0

STA. 241+70 BACK 31' RT.
INSTALL INLET TYPE A WITH TYPE 3 FRAME AND GRATE
RIM EL. 504.87
INVERT EL. 501.0

EX FIBER OPTIC

INSTALL INLETS TYPE A STA. 241+70 LT. & RT.

241+75.00

Veenstra & Kimm, Inc.
Springfield, IL Phone: (217)544-8033

USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0048 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 8 OF 31 SHEETS | STA. 241+75.00 | TO STA. 242+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	140
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

510 505 500 495 490 485 480 475

BK. W. ABUT. – STA. 242 + 30.75

505.75

EX GAS LINE

EX WATER LINE

EX FIBER OPTIC

242 + 50.00

505.62

C - 0
F - 431
B - 0
TS - 55.8 LT. 19.1 RT

1:2

1:3

242 + 25.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

510 505 500 495 490 485 480 475

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Springfield, IL Phone: (217)544-8033

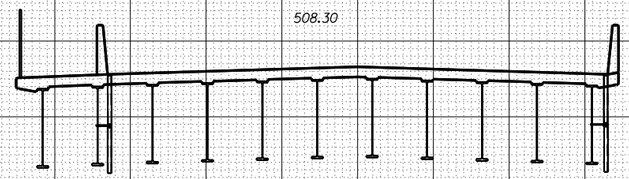
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PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 9 OF 31 SHEETS | STA. 242+25.00 TO STA. 242+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	141
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



247+50.00

EX ROW

EX WATER LINE

EX FIBER OPTIC

PR ROW

EX ROW

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

510 505 500 495 490 485 480 475 470 465 460 455 450

FINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

ORIGINAL SURVEY | NOTE BOOK | NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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USER NAME = ckohlrus	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 10 OF 31 SHEETS | STA. 247+50.00 | TO STA. 247+50.00

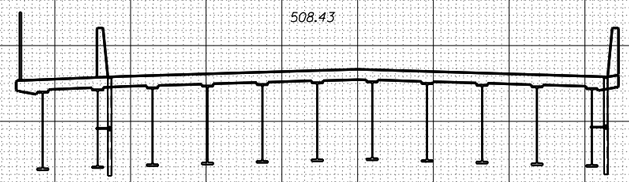
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(1OR-VBY)BR	PEORIA	179	142
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

510 505 500 495 490 485 480 475 470 465 460 455



247+75.00

STORM SEWERS CLASS A
TYPE 2 36" X 90° W/PRC
FLARED END SECTIONS
E INLET - EL. 463.0
STA.248+65. 85' LT.
E OUTLET - EL. 461.5
STA. 247+75. 77.5' LT.

SS, CL A, TY 2
EL. 461.50

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0019 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 11 OF 31 SHEETS | STA. 247+75.00 TO STA. 247+75.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	143
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

510 505 500 495 490 485 480 475 470 465 460

508.56 C - 0 F - 154

248+00.00

PR ROW

EX ROW

SS. TY 2. WATER MAIN QUALITY EL. 461.92

EX WATER LINE

EL. 475.0

EX ROW

EX SAN SEWER

EX FIBER OPTIC

STA. 248+00 TO STA. 248+12
INSTALL USBR
TYPE VI IMPACT BASIN
RIPRAP CLASS B4 AND FILTER
FABRIC INSTALLED FROM STA.
247+88 TO STA. 248+00 RT.

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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Springfield, IL Phone: (217)544-8033

USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0018 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 12 OF 31 SHEETS | STA. 248+00.00 TO STA. 248+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	144
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

510 505 500 495 490 485 480 475 470 465

508.68

C - 8
F - 115

248 + 25.00

SS, TY 2, WATER
MAIN QUALITY
EL. 462.33

EX WATER LINE

EL. 477.0

EX ROW

SS, TY 2 WATER
MAIN QUALITY
EL. 471.17

EX SAN SEWER

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Veenstra & Kimm, Inc.
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USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 13 OF 31 SHEETS | STA. 248+25.00 | TO STA. 248+25.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	145
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

510 505 500 495 490 485 480 475 470 465

508.68

C - 0
F - 1266

248+50.00

VARIES

VARIES

EL. 479.0

EX ROW

PR ROW

EX ROW

SS, TY 2 WATER
MAIN QUALITY
EL. 462.75

EX WATER LINE

SS, TY 2 WATER
MAIN QUALITY
EX ~~FIBER~~ DUCTILE

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USER NAME = ckohlrus	DESIGNED -	REVISED -
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PLOT SCALE = 20.0062 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 14 OF 31 SHEETS | STA. 248+50.00 TO STA. 248+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	146
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

510 505 500 495 490 485 480 475 470

508.89 C - 2 F - 2252

248 + 66.00

1:2

VARIES

PR ROW

EX ROW

EX ROW

479.3

EX FIBER OPTIC

SS, TY 2 WATER MAIN QUALITY EL. 474.07

EX SAN SEWER

EX WATER LINE

EL. 468.7

STA. 248+66
INSTALL MANHOLE
TYPE A 6' DIAMETER
W/ CLOSED LID
E IN EL. 468.7
E OUT EL. 463.0
RIM EL. 476.0

EL. 463.0

6

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

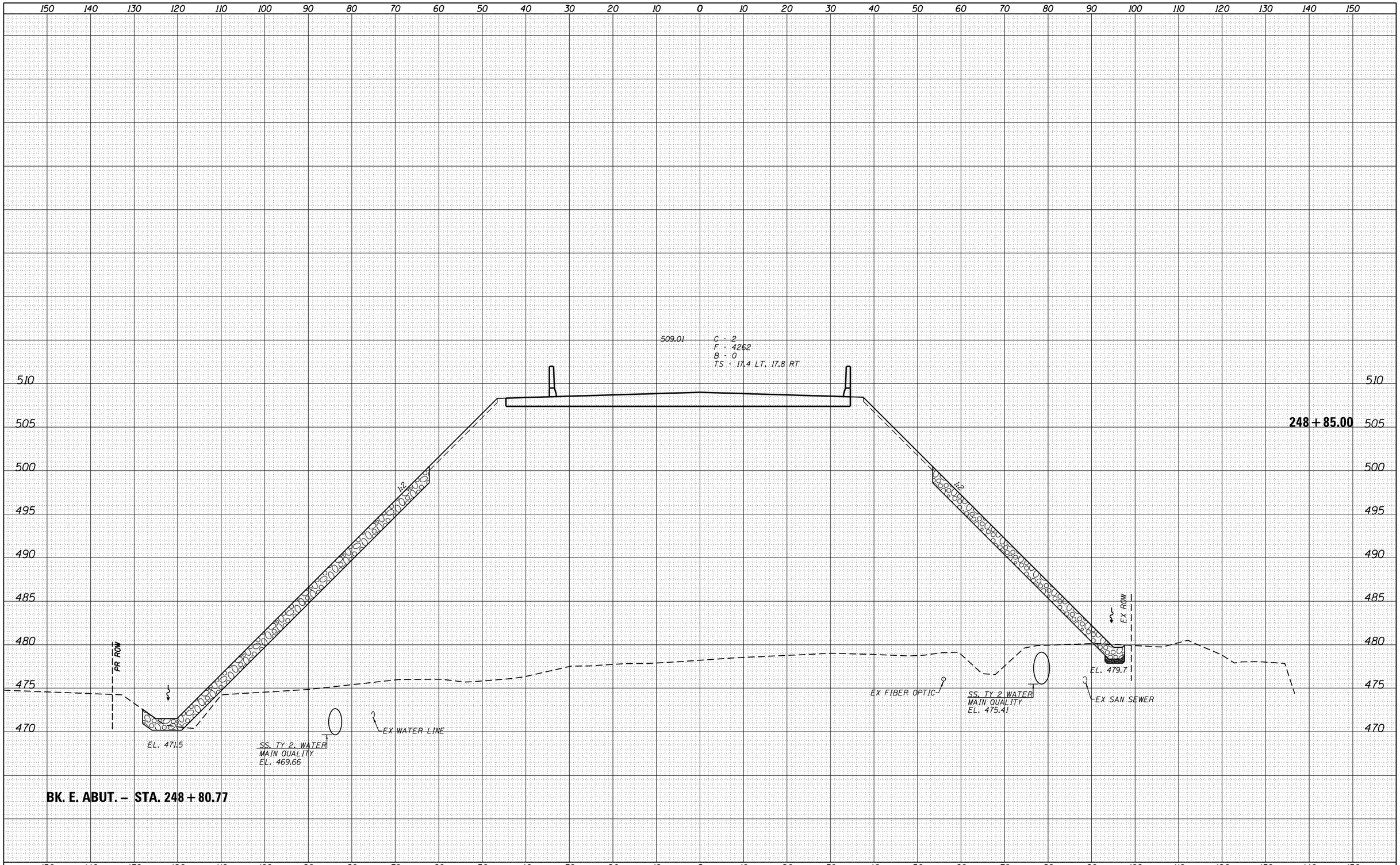
CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 15 OF 31 SHEETS | STA. 248+66.00 TO STA. 248+66.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	147
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



BK. E. ABUT. – STA. 248 + 80.77

Veenstra & Kimm, Inc. Springfield, IL Phone: (217)544-8033	USER NAME = ckohlrus	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0167 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 16 OF 31 SHEETS | STA. 248+85.00 | TO STA. 248+85.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	148
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	NO.	BY	DATE
ORIGINAL SURVEY	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	NO.	BY	DATE

INSTALL INLETS TYPE A –
STA. 249+25 LT. & RT.
℄ INLET – 506.0

BEGIN HEAVY DUTY EROSION CONTROL BLANKET – STA. 249+14.5 LT.

BEGIN STONE DUMPED RIPRAP CLASS B4 – STA. 249+14.5 LT.

BEGIN HEAVY DUTY EROSION CONTROL BLANKET – STA. 248+72.2 RT.

BEGIN DUMPED STONE RIPRAP CLASS B4 – STA. 248+72.2 RT.

509.15

C - 3
F - 2548
B - 0
TS - 19.5 LT. 61.7 RT

249+00.00

510
505
500
495
490
485
480
475

1:2.2

1:2

PR ROW

EX ROW

EL. 473.5

SS. TY 2. WATER
MAIN QUALITY
EL. 470.46

EX WATER LINE

EX FIBER OPTIC

SS. TY 2 WATER
MAIN QUALITY
EL. 476.47

EL. 480.0
RR - 10.4

EX SAN SEWER

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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USER NAME = ckohlrus	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0028 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/8/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 17 OF 31 SHEETS | STA. 249+00.00 TO STA. 249+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	149
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

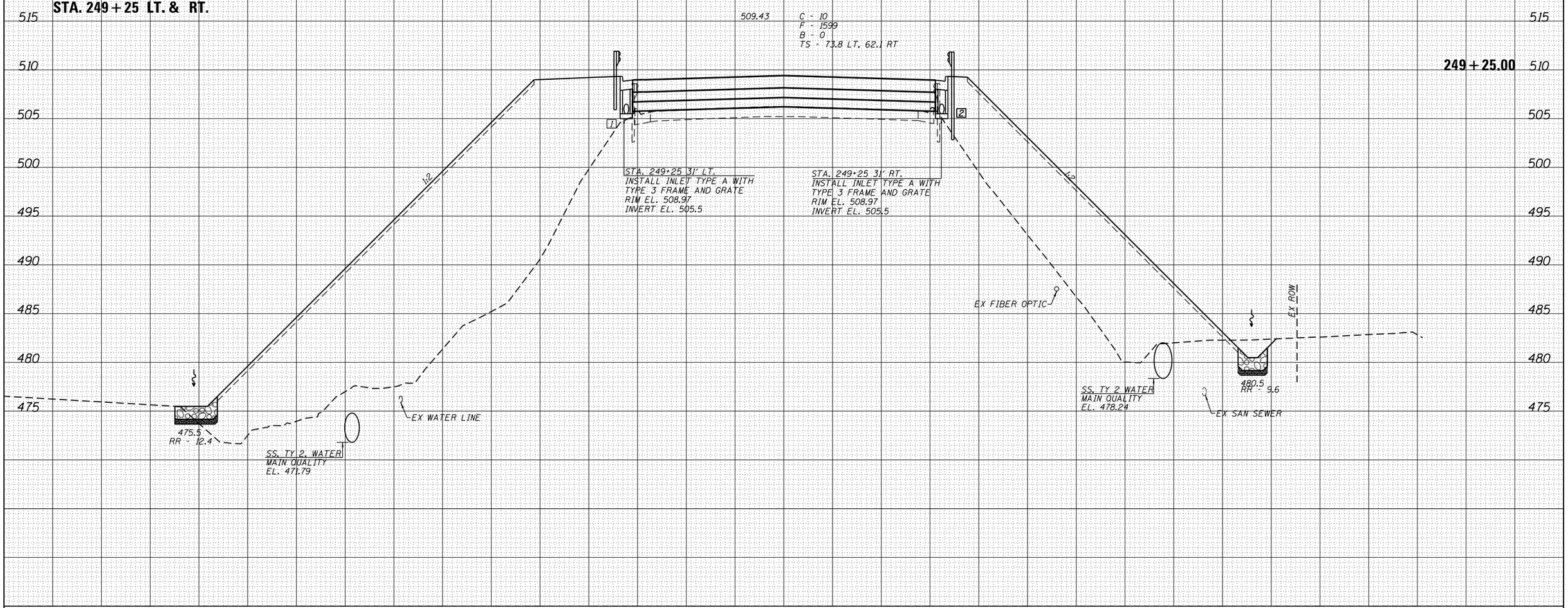
FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

INSTALL INLETS TYPE A
STA. 249+25 LT. & RT.



Veenstra & Kimm, Inc. Springfield, IL Phone: (217)544-8033	USER NAME = ckohlrus	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS (IL 116)
		DRAWN -	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 4/8/2025	DATE -	REVISED -		SCALE: SHEET NO. 18 OF 31 SHEETS STA. 249+25.00 TO STA. 249+25.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	150
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

INSTALL STONE DUMPED RIPRAP CLASS B4 INTERSPERSED WITH CONTROLLED LOW STRENGTH MATERIAL ON SIDE SLOPE – STA. 249+37 TO STA. 249+45 LT

END HEAVY DUTY EROSION CONTROL BLANKET – STA. 249+37 LT.

INSTALL INLETS TYPE B – STA. 249+41 LT. & RT.

249+50.00

509.82

C - 30
F - 1596
B - 167.0
TS - 97.5 LT. 61.7 RT

STA. 249+41
INSTALL STORM SEWER, CLASS A, TYPE 1, 18" X 22" W/ PRC FLARED END SECTION
℄ INLET - EL. 505.0
℄ OUTLET - EL. 504.8

STA. 249+41 BACK 31' LT.
INSTALL INLET TYPE B WITH TYPE 3 FRAME AND GRATE
RIM EL. 509.21
INVERT EL. 505.0

TEMPORARY SOIL RETENTION SYSTEM

2'-0"

STA. 249+41
INSTALL STORM SEWER, CLASS A, TYPE 3, 18" X 44"
℄ INLET - EL. 491.0
℄ OUTLET - EL. 490.7

STA. 249+41 BACK 77.5' RT.
INSTALL MANHOLE TYPE A 5' DIAMETER, TYPE 1 FRAME AND CLOSED LID
RIM EL. 494.0
℄ INLET - EL. 479.7 (E)
℄ OUTLET - EL. 479.30 (W)

STA. 249+41 BACK 31' RT.
INSTALL INLET TYPE B WITH TYPE 3 FRAME AND GRATE
RIM EL. 509.21
INVERT EL. 491.0

EX FIBER OPTIC

EX ROW

EL. 481.0
RR - 9.6

EX SAN SEWER

EL. 477.5
RR - 12.1

SS, TY 2, WATER MAIN QUALITY
EL. 473.12

EX WATER LINE

1:3

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

Veenstra & Kimm, Inc. Springfield, IL Phone: (217)544-8033	USER NAME = ckohlrus	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS (IL 116)

SCALE: | SHEET NO. 19 OF 31 SHEETS | STA. 249+50.00 TO STA. 249+50.00

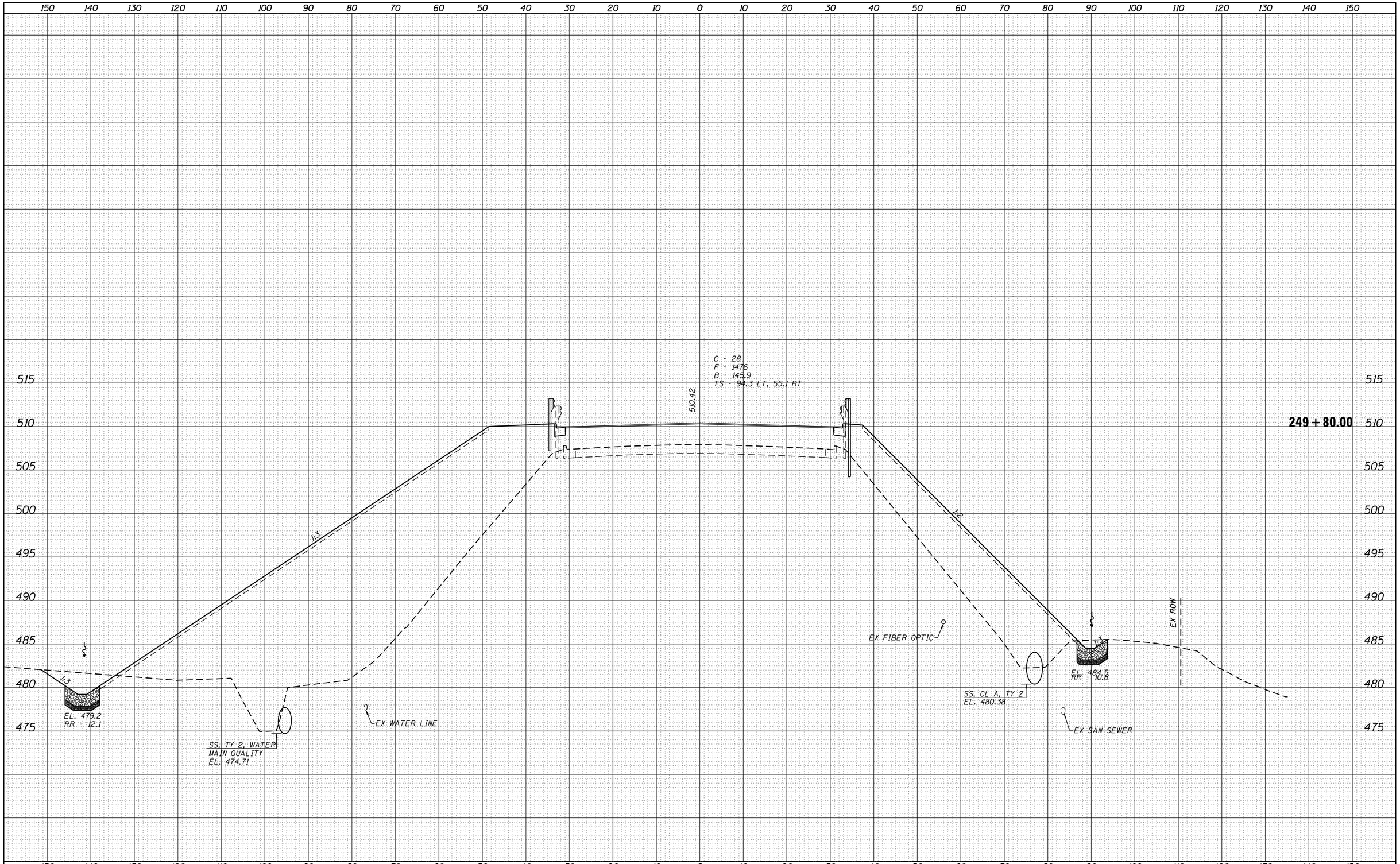
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	151
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	

ORIGINAL SURVEY	NOTE BOOK	NO.

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	



USER NAME = ckohlrus	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0010 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/8/2025	DATE -	REVISED -	

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Springfield, IL Phone: (217)544-8033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 20 OF 31 SHEETS | STA. 249+80.00 TO STA. 249+80.00

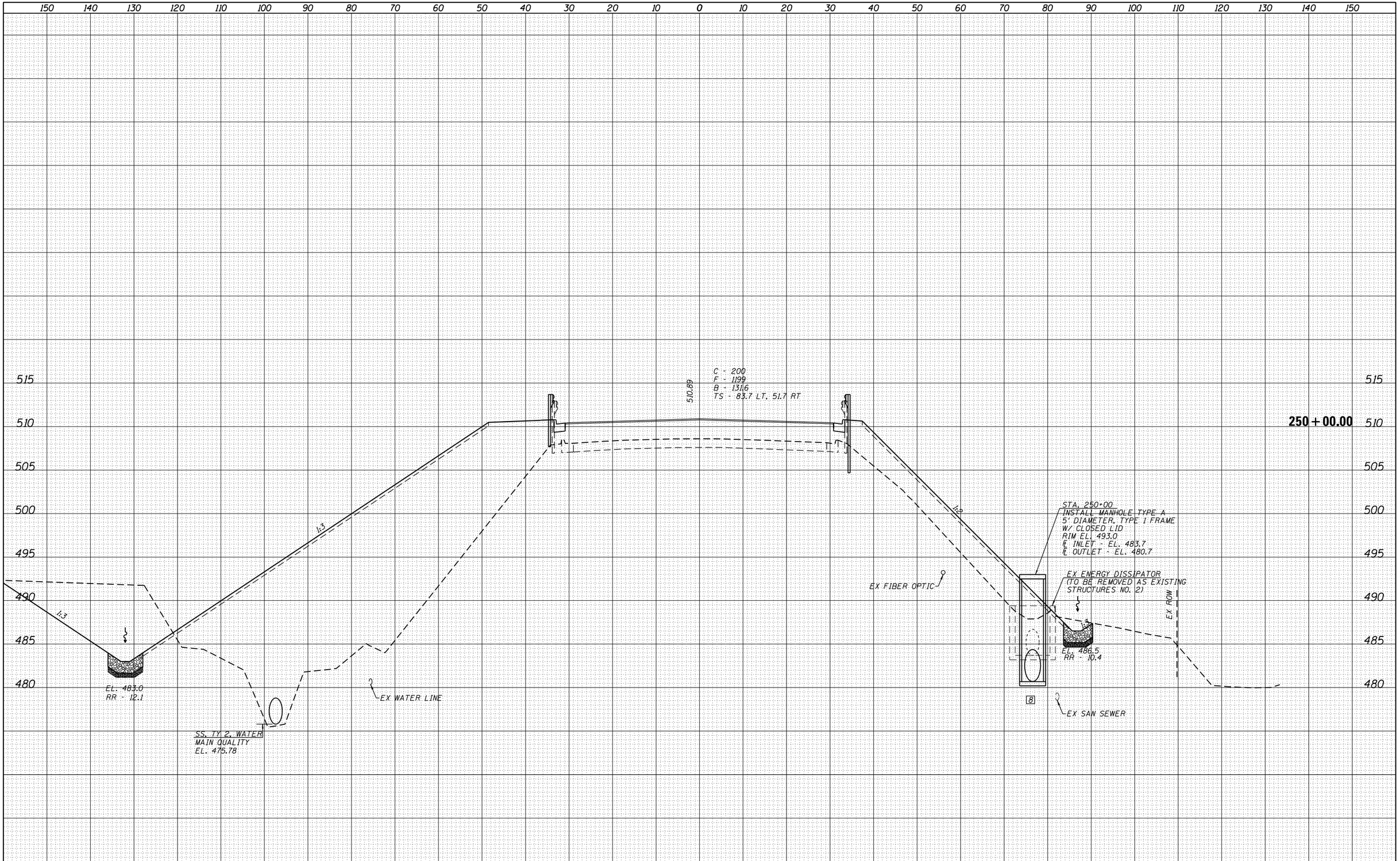
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	152
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE



USER NAME = ckohlrus	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0028 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/8/2025	DATE -	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 21 OF 31 SHEETS | STA. 250+00.00 TO STA. 250+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	153
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

515 510 505 500 495 490 485 480

250 + 20.00

C - 96
F - 12.17
B - 112.6
TS - 79 LT. 50.1 RT

511.43

1:3

1:2

STA. 250+24 AHEAD 100' LT
INSTALL MANHOLE TYPE A
6' DIAMETER. TYPE 1 FRAME
W/ CLOSED LID
RIM EL. 493.5
℄ INLET - EL. 478.2
℄ OUTLET - EL. 477.0

EL. 485.0
RR - 12.1

EL. 476.84

EX WATER LINE

EX FIBER OPTIC

EL. 489.5
RR - 8.4

EX ROW

EX STORM SEWER

EX 4'Ø SANITARY MANHOLE
TO BE ADJUSTED
STA. 250+15 BK 81.6' RT
TOP EL. 489.0
℄ EL. 478.8

EX SAN SEWER

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0035 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

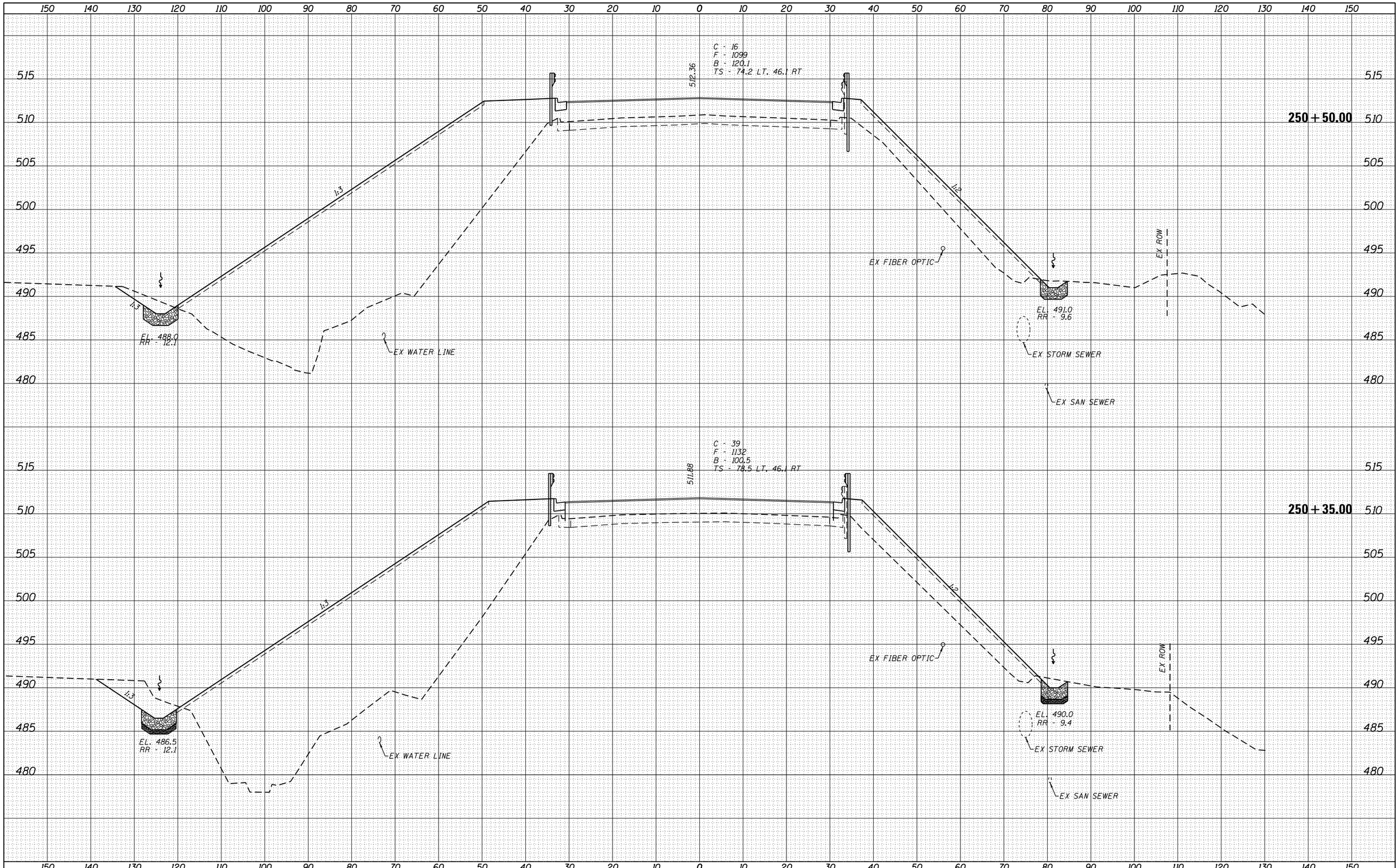
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 22 OF 31 SHEETS | STA. 250+20.00 | TO STA. 250+20.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	154
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

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USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 4/8/2025	DATE -	REVISED -

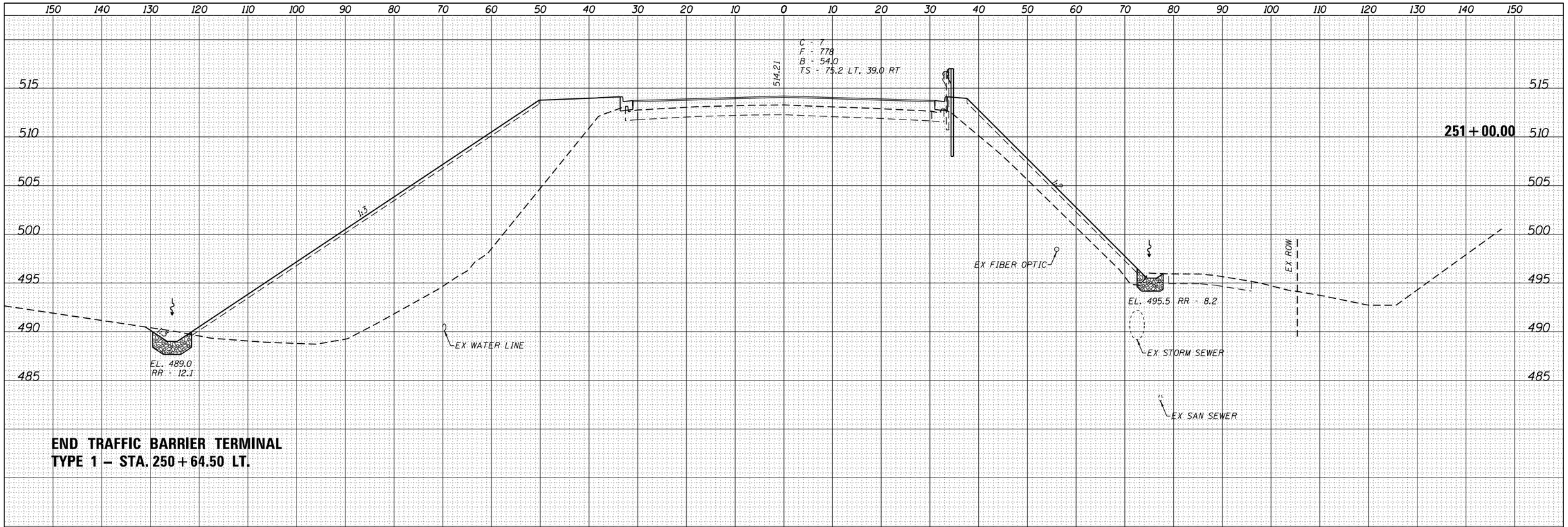
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 23 OF 31 SHEETS | STA. 250+35.00 TO STA. 250+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	155
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

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USER NAME = ckohlrus	DESIGNED -	REVISED -
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PLOT SCALE = 20.0007 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 24 OF 31 SHEETS | STA. 250+75.00 TO STA. 251+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	156
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

520 515 510 505 500 495 490

END STONE RIPRAP
CLASS B4 – STA. 251+50 LT.

END TOPSOIL – STA. 251+50 LT.

C - 11
F - 66
B - 12.6
TS - 34.2 RT

516.45

1:3

EX WATER LINE

251+50.00

EX ROW

1:3 1:3

EL. 498.0
RR - 12.1

1:2

EX FIBER OPTIC

1:3

RR - 9.7
EL. 499.9

EX ROW

EX STORM SEWER

EX SAN SEWER

STA. 251+41 RT. AHEAD
EXISTING INLETS TO BE RECONSTRUCTED
W/NEW TYPE 3 FRAME AND GRATE
RIM EL. 515.56

C - 23
F - 373
B - 30.8
TS - 74.1 LT, 37.0 RT

515.28

251+25.00

1:3

1:2

1:3

EL. 493.5
RR - 12.11

EX 6'Ø SEWER
MANHOLE CLOSED
LID - STA. 251+30
AH - 117' LT.
TOP EL. 495.5
EST BOTT. 485.5

EX WATER LINE

EX FIBER OPTIC

EL. 497.5
RR - 7.9

EX STORM SEWER

EX SAN SEWER

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY — NOTE BOOK — NO.
SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED
BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO.
SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED
BY — DATE

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USER NAME = ckohlrus	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

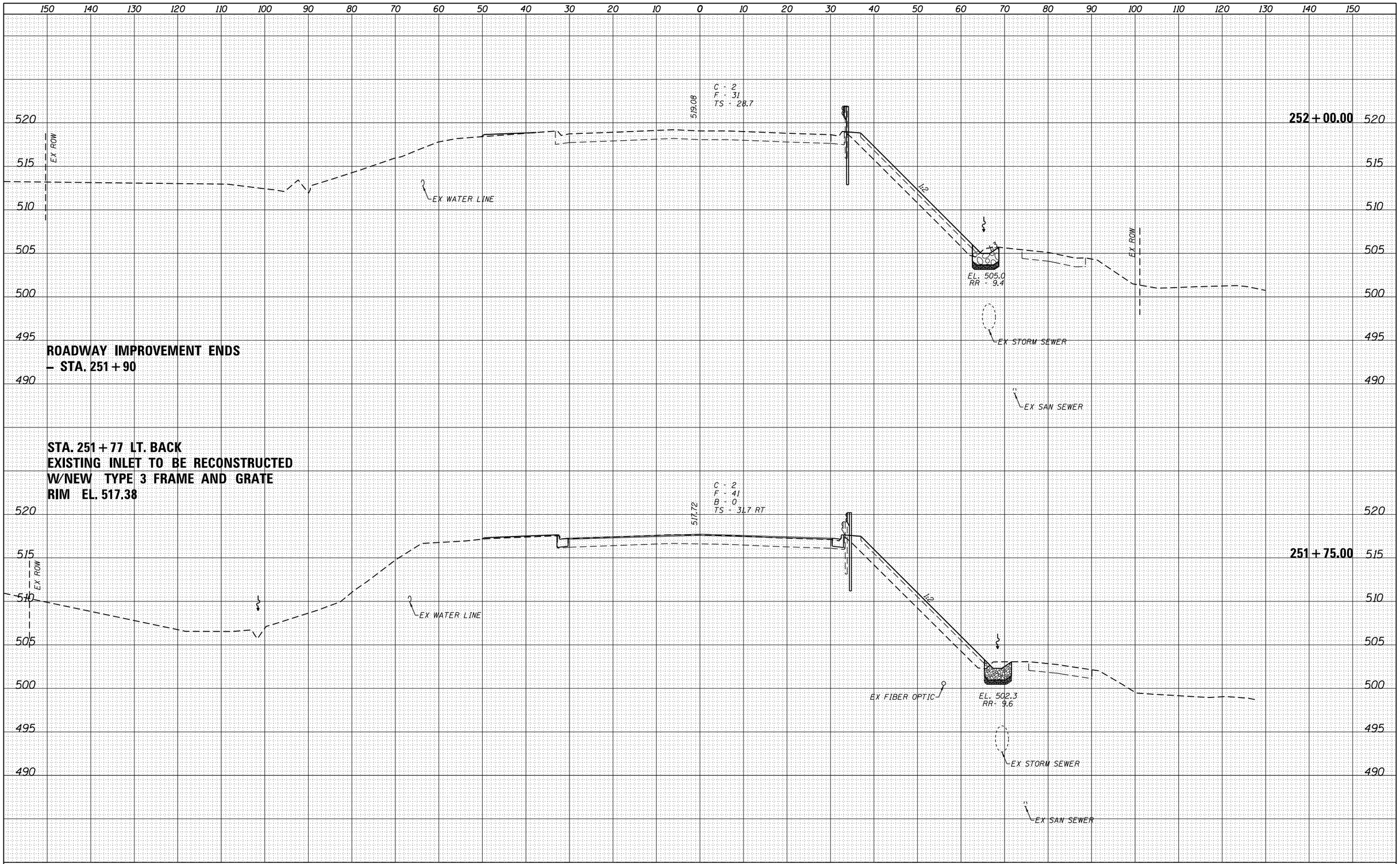
SCALE: | SHEET NO. 25 OF 31 SHEETS | STA. 251+25.00 TO STA. 251+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	157
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

ROADWAY IMPROVEMENT ENDS – STA. 251 + 90

STA. 251 + 77 LT. BACK
EXISTING INLET TO BE RECONSTRUCTED
W/NEW TYPE 3 FRAME AND GRATE
RIM EL. 517.38



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

Veenstra & Kimm, Inc.
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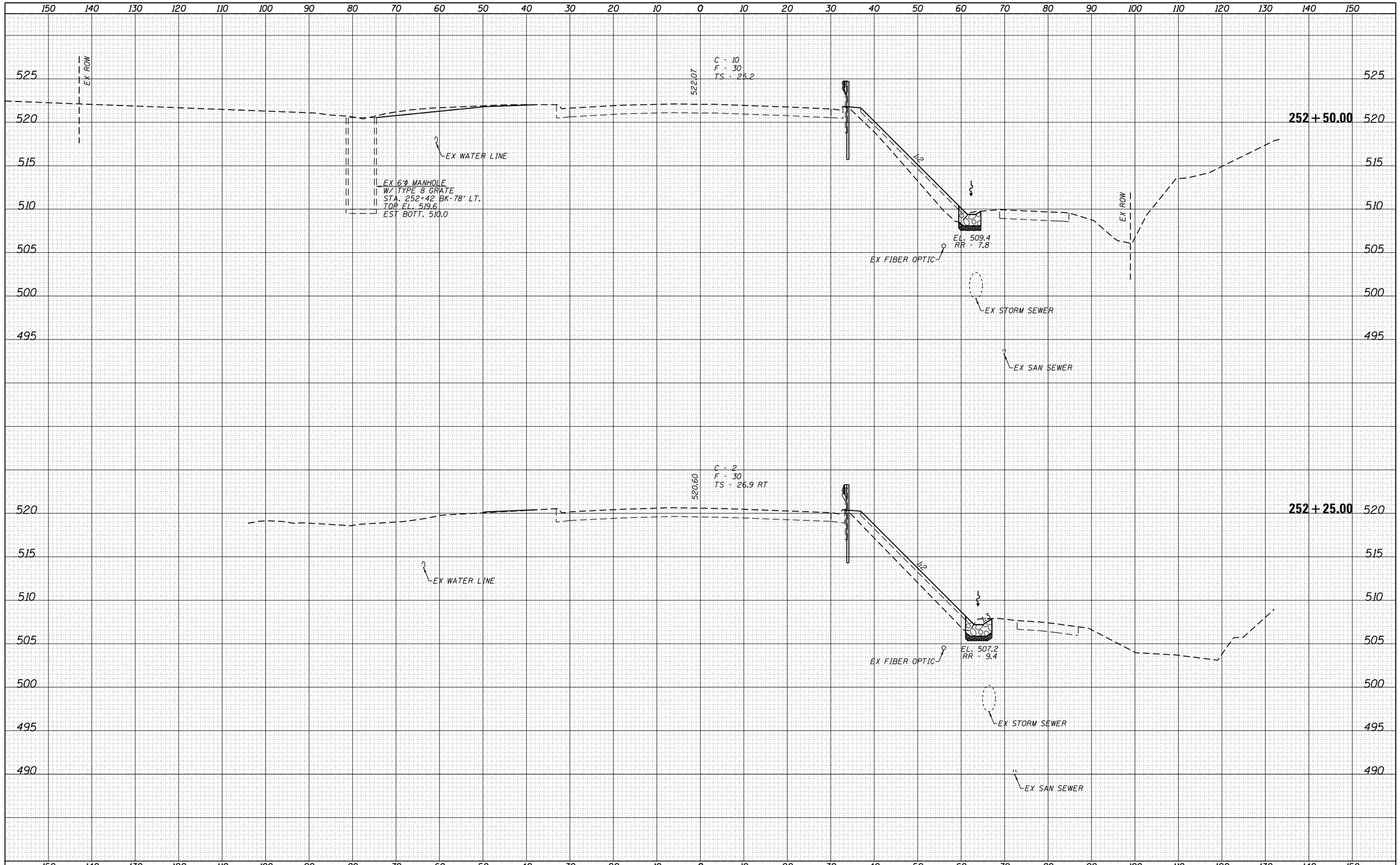
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	DRAWN -	REVISED -	
PLOT SCALE = 20.0098 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/8/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 26 OF 31 SHEETS | STA. 251+75.00 | TO STA. 252+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	158
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO.

ORIGINAL SURVEY — NOTE BOOK — NO.

BY	DATE

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

Veenstra & Kimm, Inc.
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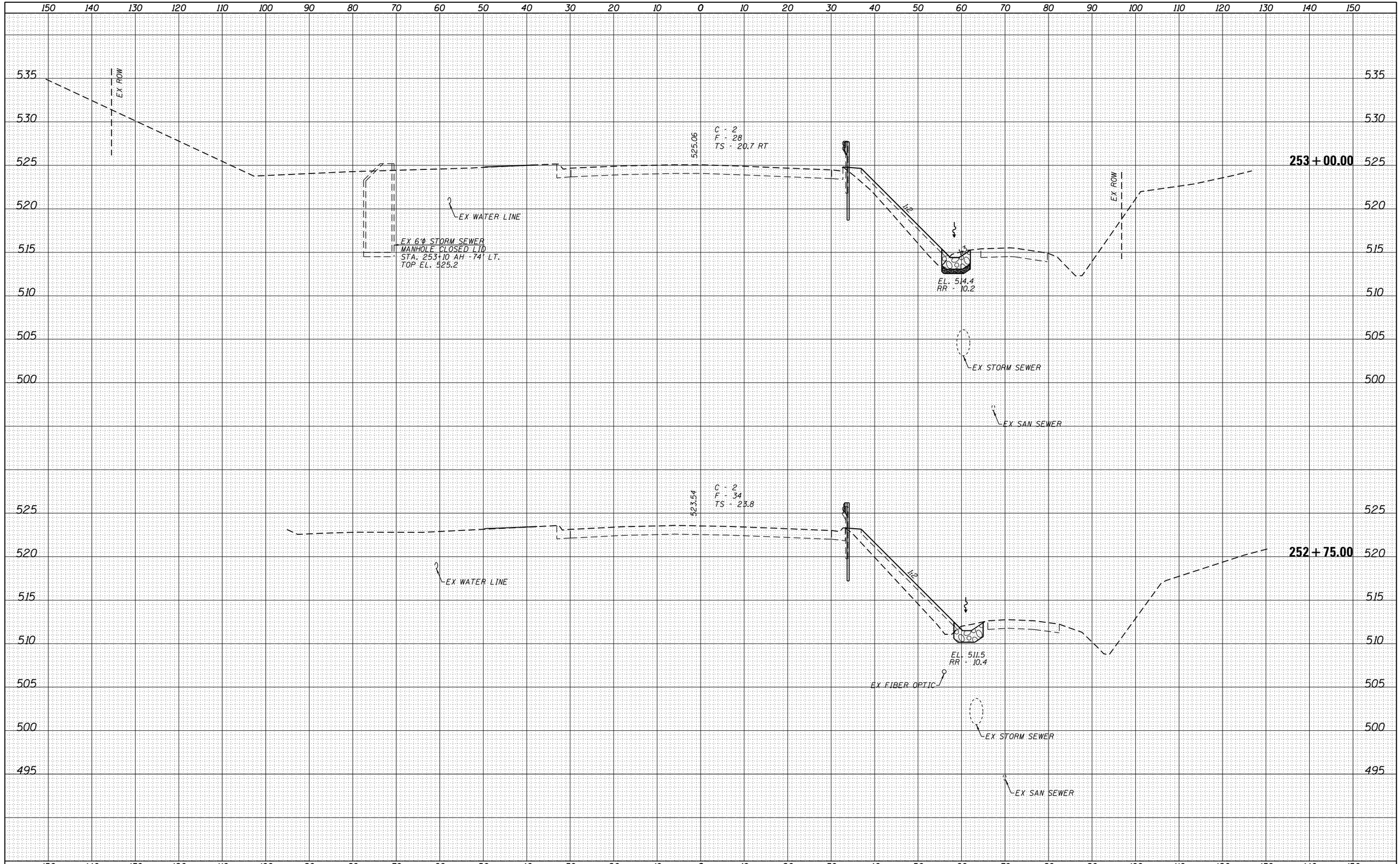
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PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 27 OF 31 SHEETS | STA. 252+25.00 TO STA. 252+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	159
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	PLOTTED	TEMPLATE	AREAS	AREAS CHECKED	BY	DATE

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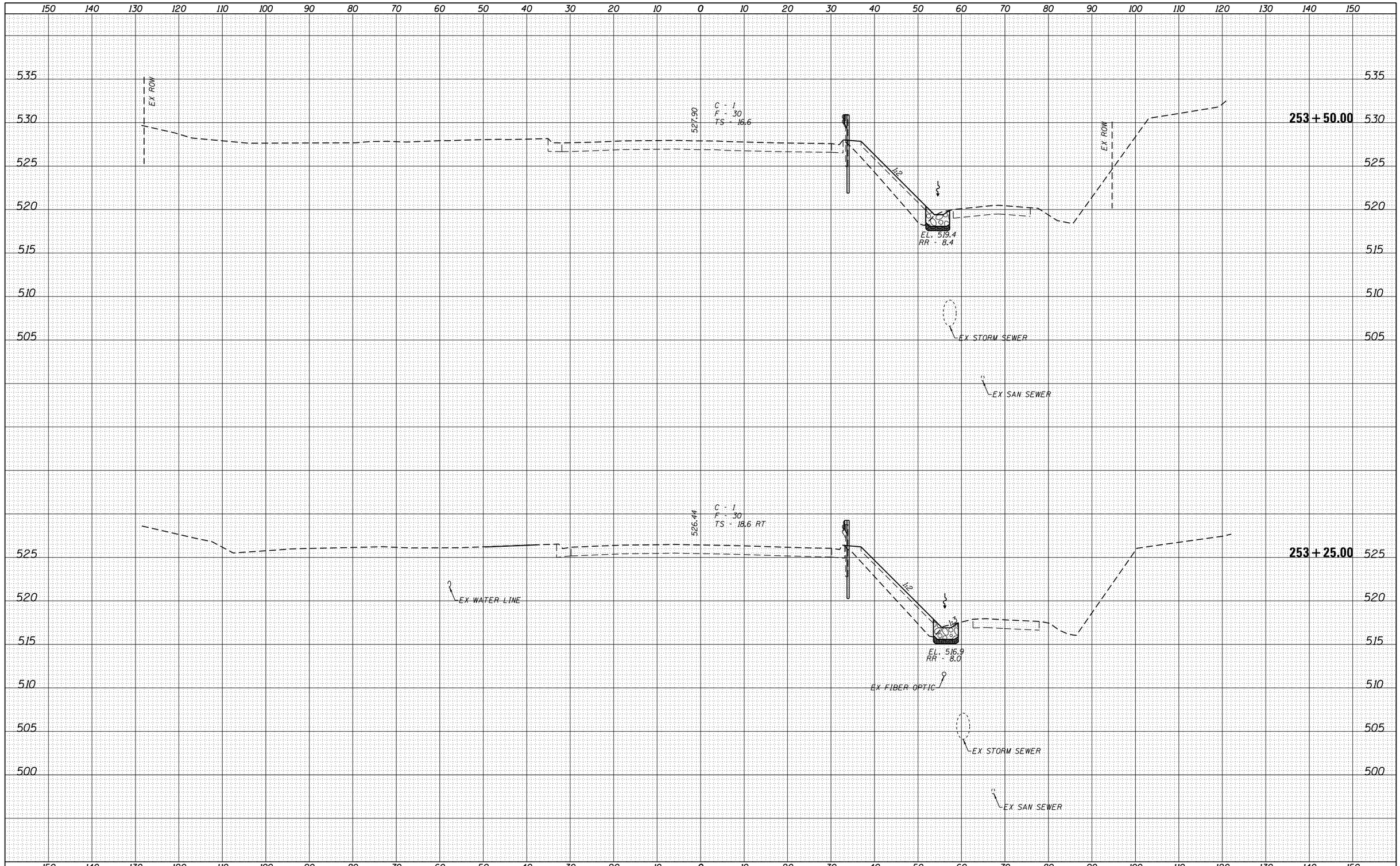
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 28 OF 31 SHEETS | STA. 252+75.00 TO STA. 253+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	160
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO.

SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO.

SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

BY — DATE

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USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 31 OF 31 SHEETS | STA. 253+25.00 TO STA. 253+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	161
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

540 535 530 525 520 515 510 505

END STEEL PLATE BEAM GUARDRAIL
TYPE A 9 FOOT POSTS – STA. 254+12.5 RT.

254+00.00

EX ROW

C = 2
F = 22
TS = 11.0

531.02

1:2

1:3

EL. 524.5
RR- 10.3

EX ROW

EX 4'Ø MANHOLE
STA. 254+11 AH -62' RT.
TOP EL. 526.7
BOTT. EL. 516.7

EX STORM SEWER

EX SANITARY SEWER

C = 15
F = 16
TS = 12.8

529.10

253+75.00

EX ROW

1:2

1:3

EL. 522.0
RR- 9.3

EX FIBER OPTIC

EX STORM SEWER

EX SANITARY SEWER

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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USER NAME = ckohlrus	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0045 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 32 OF 31 SHEETS | STA. 253+69.69 TO STA. 254+00.00

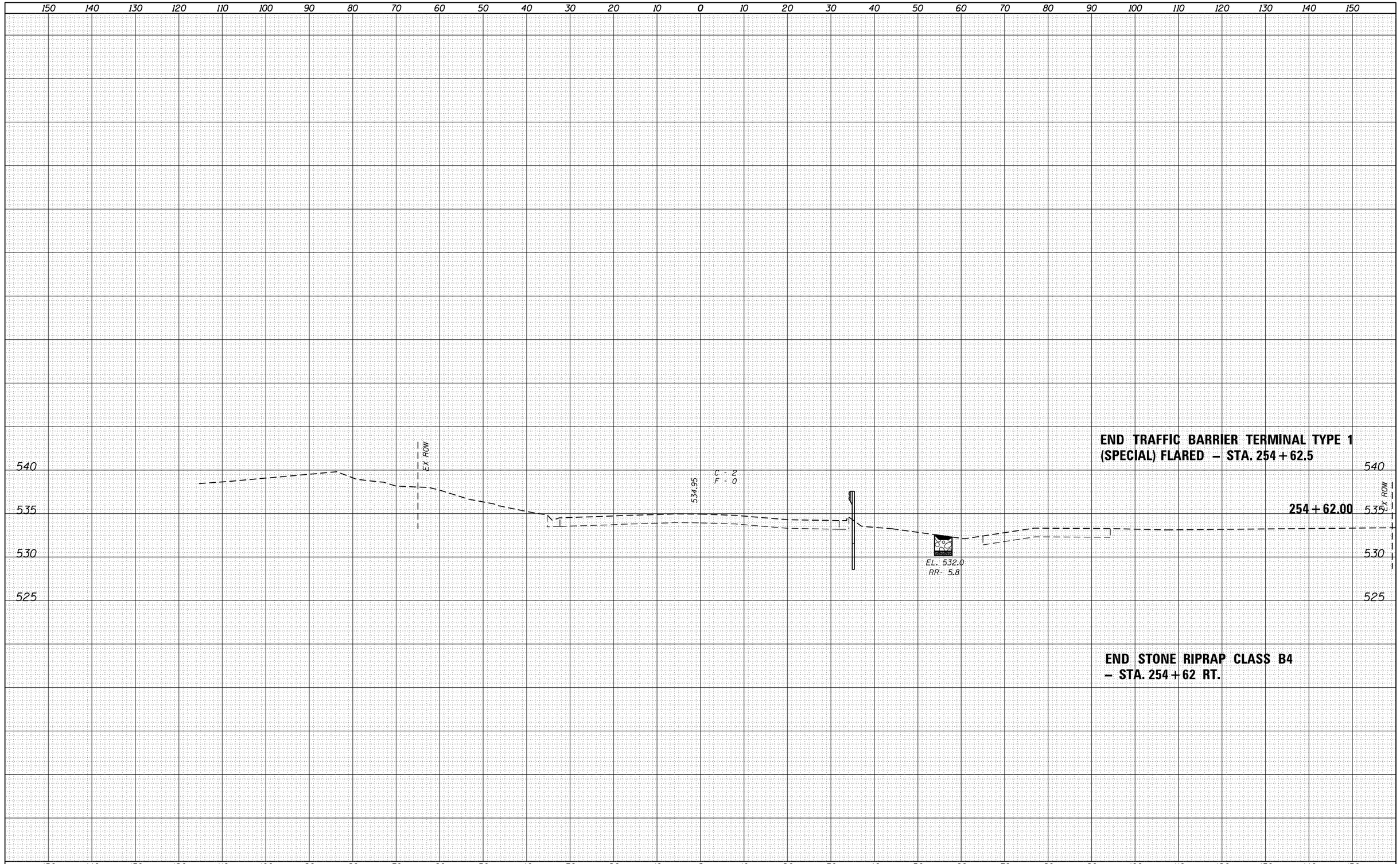
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669	(10R-VBY)BR	PEORIA	179	162
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE



Veenstra & Kimm, Inc.
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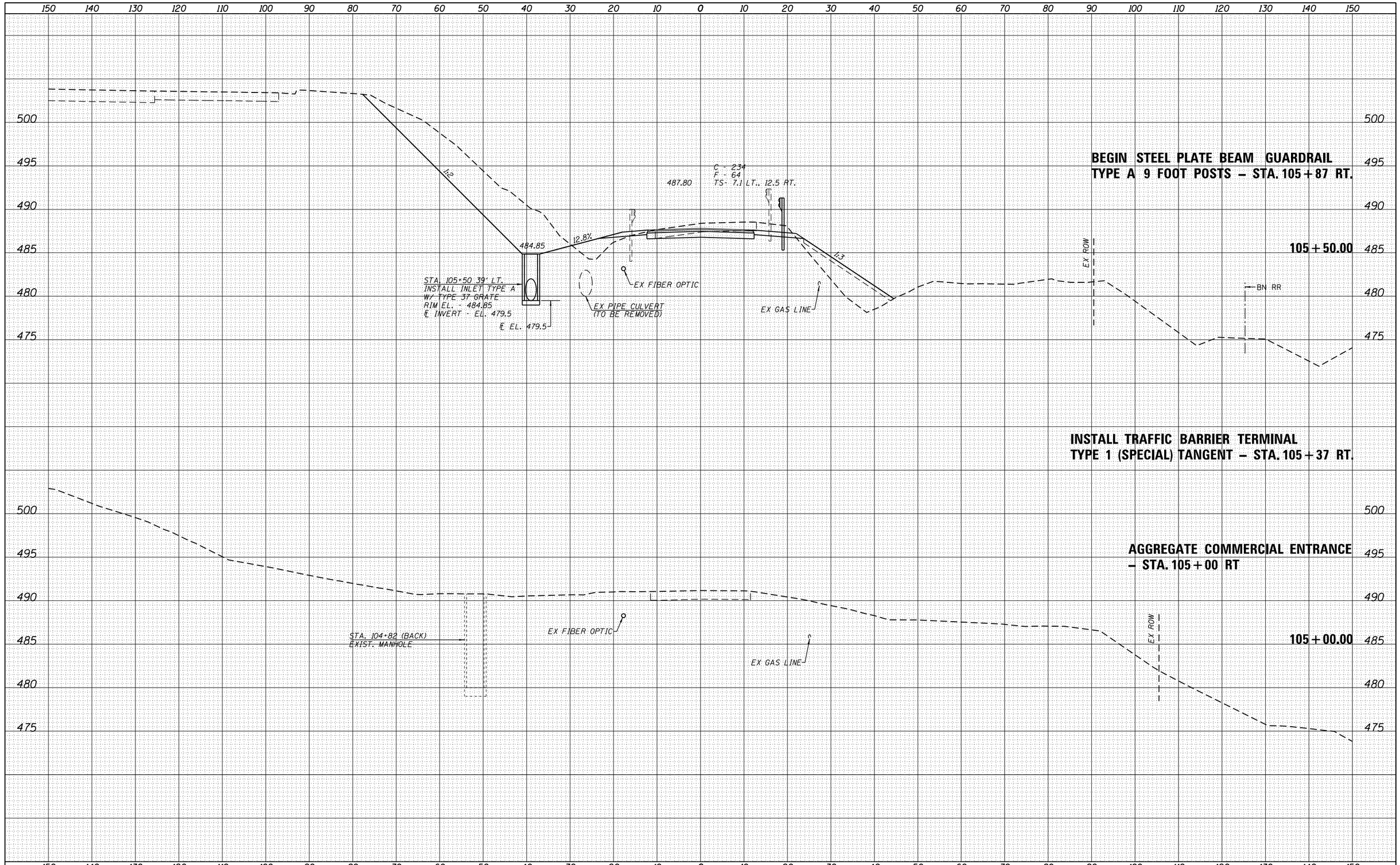
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PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
(IL 116)

SCALE: | SHEET NO. 31 OF 31 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	163
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

NOTE BOOK	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY

NOTE BOOK	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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	PLOT DATE = 4/8/2025	DATE -	REVISED -

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Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

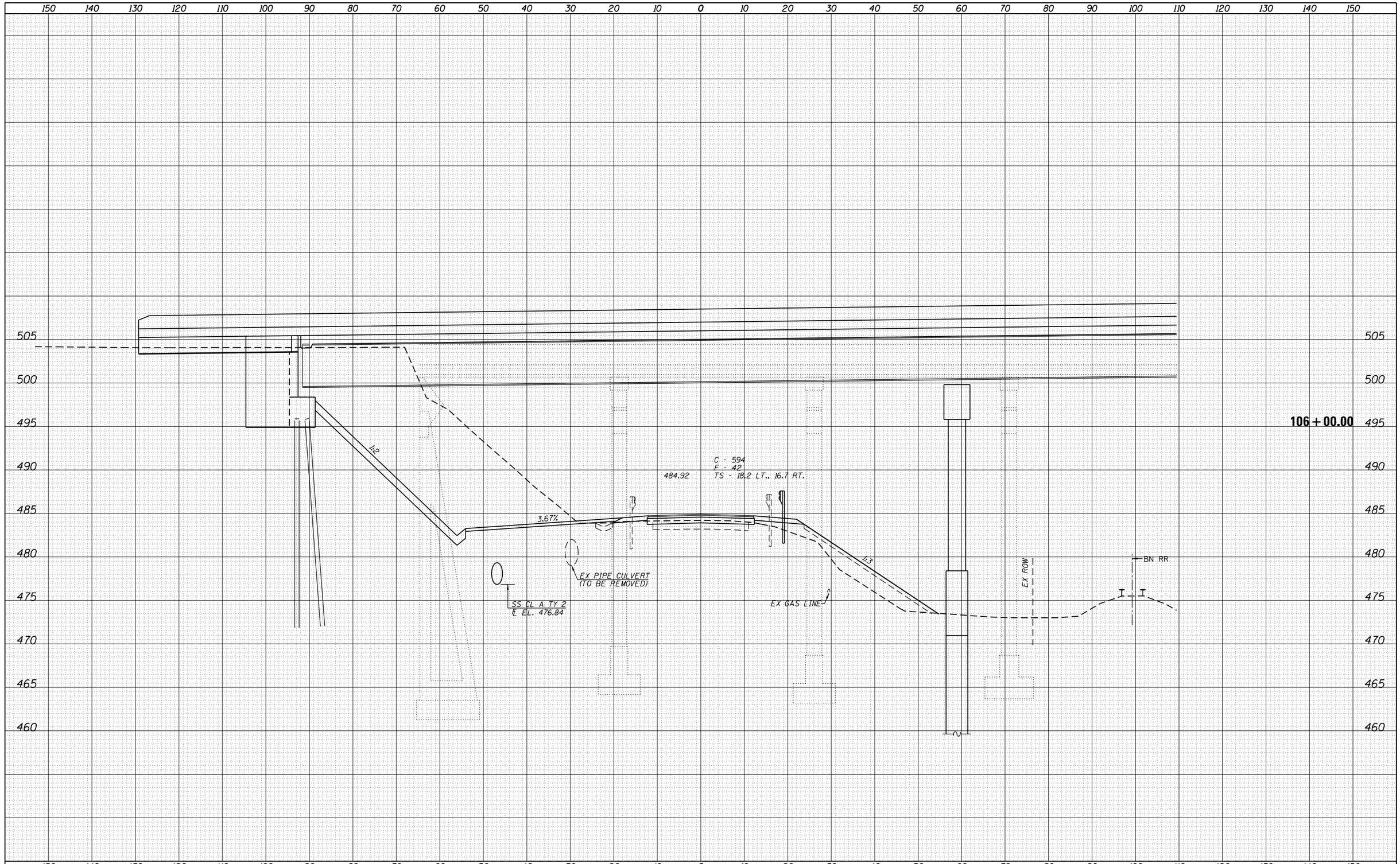
CROSS SECTIONS
(KICKAPOO CREEK ROAD)

SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. 105+00.00 TO STA. 105+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	164
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



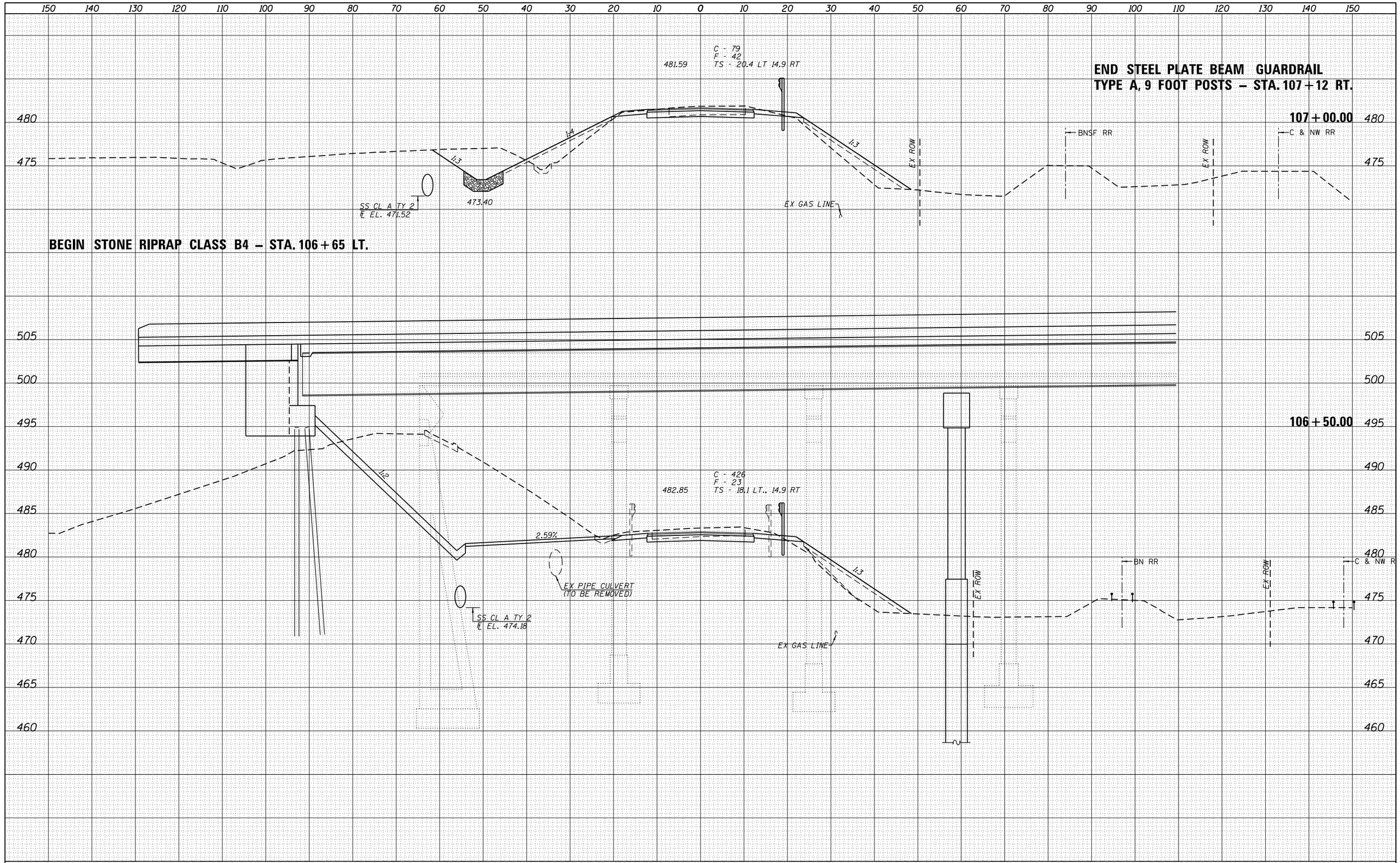
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	PLOT DATE = 4/8/2025	DATE -	REVISED -

Veenstra & Kimm, Inc.
Springfield, IL. Phone: (217)544-8033
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CROSS SECTIONS
(KICKAPOO CREEK ROAD)

SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. 106+00.00 | TO STA. 106+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	165
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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	PLOT DATE = 4/8/2025	DATE -	REVISED -

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CROSS SECTIONS (KICKAPOO CREEK ROAD)

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. 106+50.00 TO STA. 107+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(1OR-VBY)BR	PEORIA	179	166
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT ENDS – STA. 108+20

END STONE RIPRAP CLASS B4 – STA. 108+10 LT.

108+50.00

EX FIBER OPTIC

EX GAS LINE

EX ROW

BN RR

C & NW RR

EX ROW

C - 98
F - 17
TS - 12.7 LT

481.20

1:3

1:4

476.00

108+00.00

BN RR

C & NW RR

EX ROW

EX ROW

1:3

EX GAS LINE

C - 139
F - 53
TS - 23.9 LT. 16.0 RT

481.15

END TRAFFIC BARRIER TERMINAL, TYPE 1
(SPECIAL) TANGENT – STA. 107+62 RT.

107+50.00

BN RR

C & NW RR

EX ROW

EX ROW

1:4

1:3

1:6

EX GAS LINE

471.30

C - 135
F - 58
TS - 26.9 LT. 9.6 RT

481.17

107+40.85

BN RR

C & NW RR

EX ROW

1:4

1:2

471.10

INSTALL NEW 36"ϕ X 10' PIPE
CULVERTS, CLASS A, TYPE 1
W/ PRC END SECTIONS
℄ INLET - EL. 471.0
℄ OUTLET - EL. 470.4
℄ OUT. EXIST. EL. 469.5

EXIST. 36" ϕ X 92' CONCRETE
PIPE (TO BE LINED)

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	PLOT DATE = 4/8/2025	DATE -	REVISED -

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IL. Design Firm No. 184-001939

CROSS SECTIONS
(KICKAPOO CREEK ROAD)

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. 107+40.85 TO STA. 108+50.00

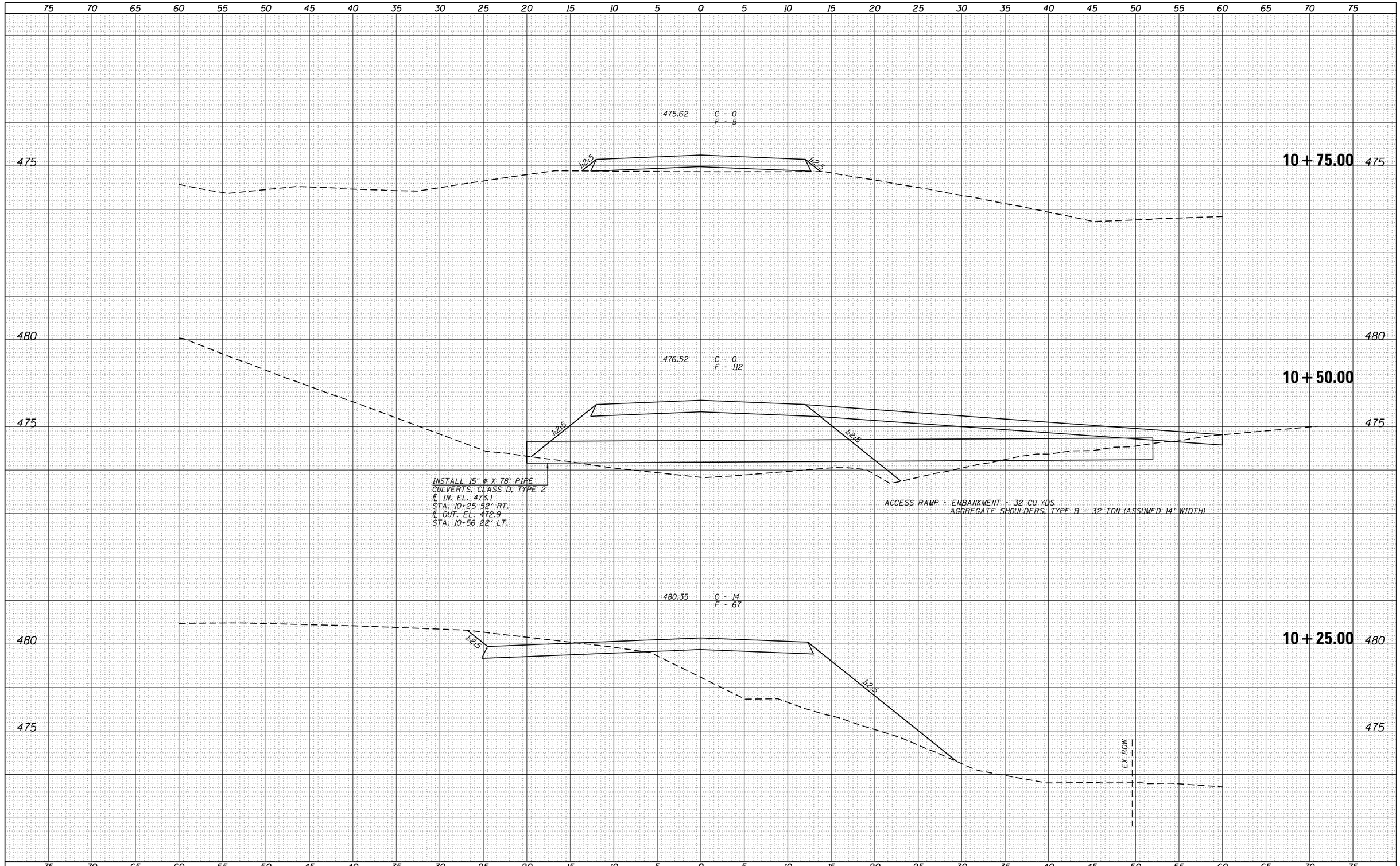
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669	(10R-VBY)BR	PEORIA	179	167
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY — NOTE BOOK — NO. — BY — DATE
SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

ORIGINAL SURVEY — NOTE BOOK — NO. — BY — DATE
SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED

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

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



USER NAME = ckohlrus	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
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PLOT DATE = 4/8/2025	DATE -	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – NORTH ACCESS

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. 10+00.00 TO STA. 10+25.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	168
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

473.96 C - 0 F - 301

11 + 50.00

475.25 C - 0 F - 4

11 + 25.00

475.43 C - 0 F - 119

11 + 00.00

470 465 460 475

1:2.5 1:2.5 1:2.5 1:2.5 1:2.5 1:2.5

INSTALL 15" ϕ X 76' PIPE CULVERTS, CLASS D, TYPE 2
℄ IN. EL. 471.5
STA. 10+75.52' RT.
℄ OUT. EL. 471.3
STA. 10+97.20' LT.

ACCESS RAMP - EMBANKMENT - 21 CU YDS
AGGREGATE SHOULDERS, TYPE B - 26 TON (ASSUMED 14' WIDTH)

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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Springfield, IL Phone: (217)544-8033

USER NAME = ckohlrus	DESIGNED -	REVISED -
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PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

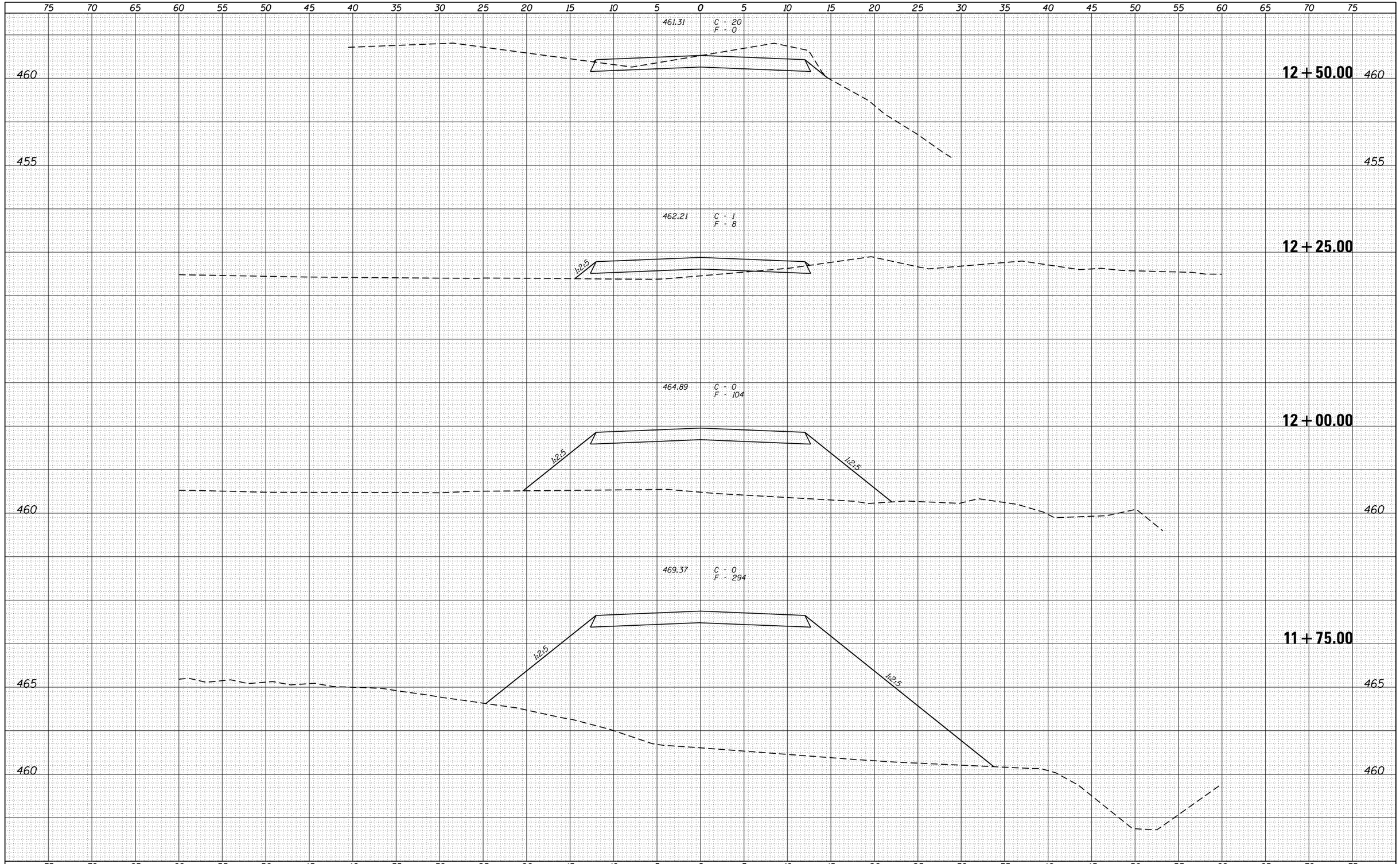
CROSS SECTIONS – NORTH ACCESS

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. 10+50.00 TO STA. 11+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	169
		CONTRACT NO. 68998		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



Veenstra & Kimm, Inc. Springfield, IL Phone: (217)544-8033	USER NAME = ckohlrus	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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	PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

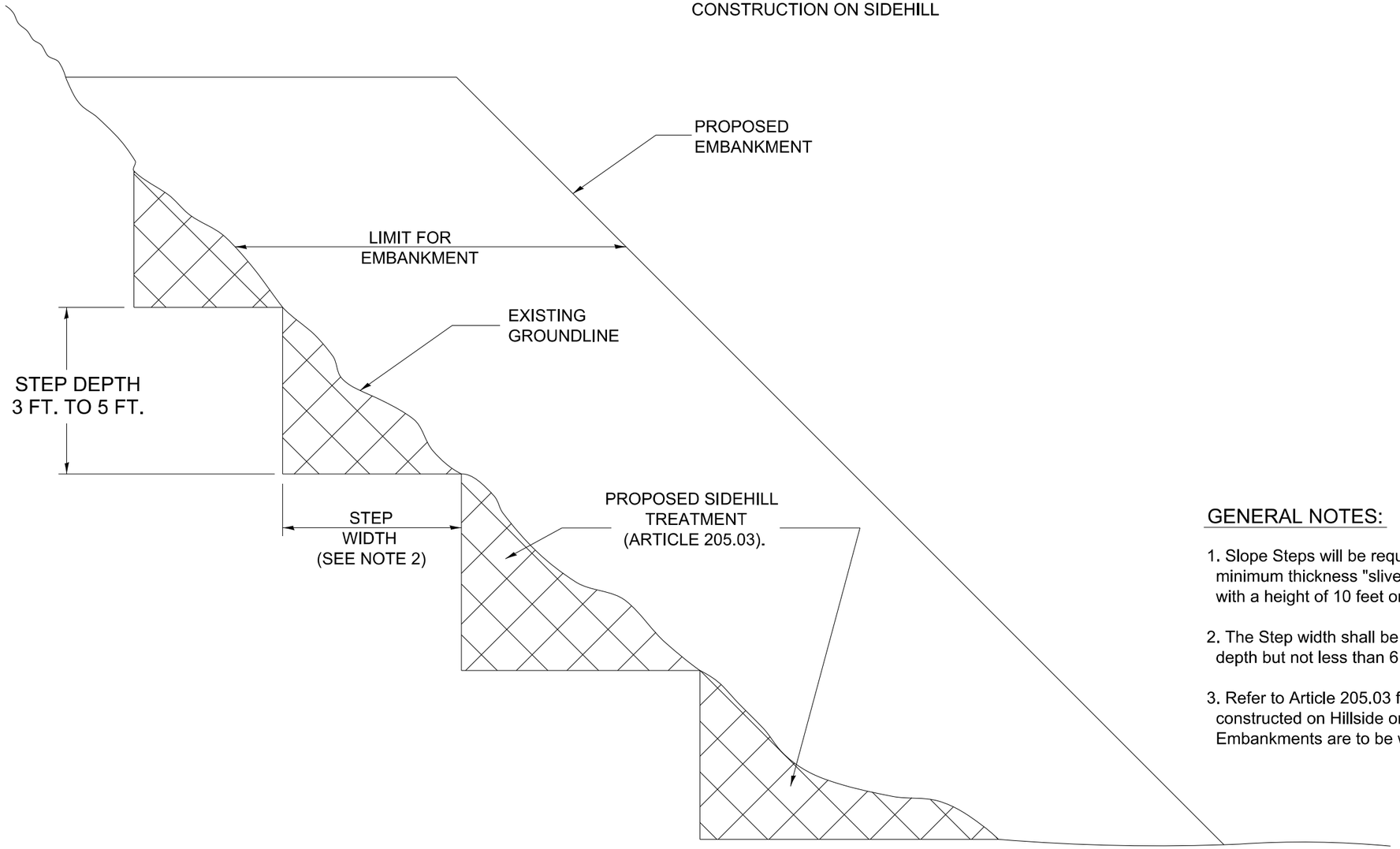
CROSS SECTIONS – NORTH ACCESS

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. 11+75.00 | TO STA. 12+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	170
		CONTRACT NO. 68898		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT
CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12 minimum thickness "sliver fills" and on all fills with a height of 10 feet or greater.

2. The Step width shall be twice the Step depth but not less than 6 feet.

3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:

STANDARD EMBANKMENT
(IN ACCORDANCE WITH ARTICLE
205 OF THE STANDARD SPECIFICATIONS).

All dimensions are in inches
unless otherwise noted.

DESIGNER NOTE:

1. EACH PROJECT SHOULD BE REVIEWED INDEPENDENTLY FOR TREATMENT REQUIRED.
2. REFER TO THIS DETAIL WITH NOTE ON APPLICABLE TYPICAL SECTIONS.

MODEL: Default
FILE NAME: Z:\2011 Jobs\IDOT\011-0171A1 PTB 159-25 IDOT D-4 IL 116 over Kickapoo Creek\CADD Sheets\D468898-slhc-dtl_standards.dgn

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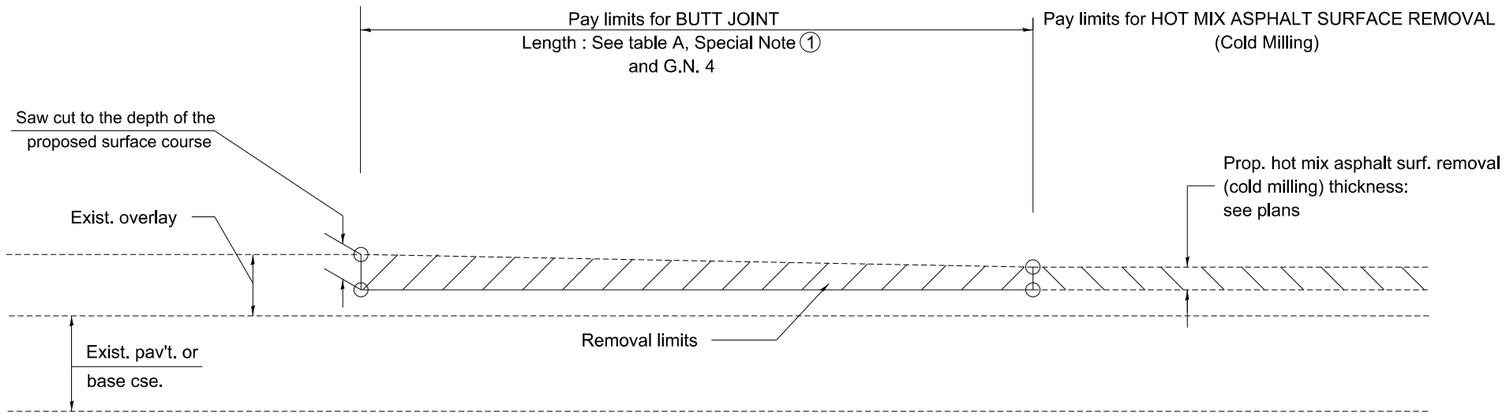
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	DRAWN -	REVISED -
PLOT SCALE = 1.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/8/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

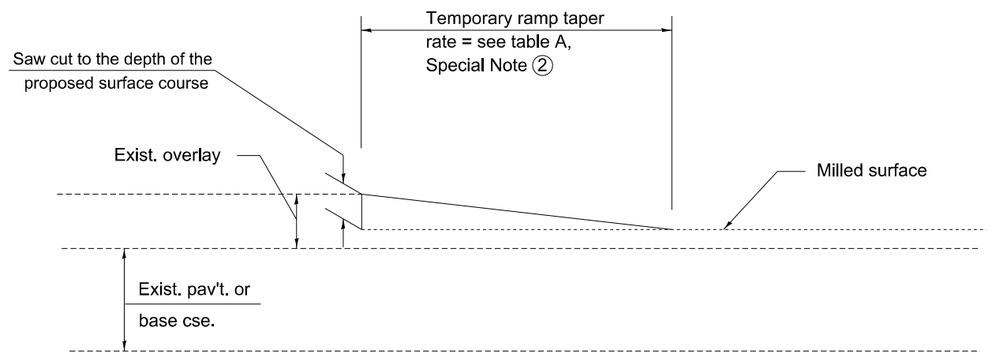
SLOPE STEPS DETAIL

SCALE: NONE | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	171
DISTRICT 4 DETAIL NO. 205001		CONTRACT NO. 68898		
ILLINOIS	FED. AID PROJECT			



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



DETAIL TEMPORARY RAMP

All dimensions are in inches
unless otherwise noted.

MODEL: Default
FILE NAME: Z:\2011 Jobs\IDOT\011-917A1 PTB 159-25 IDOT D-4 IL 116 over Kickapoo Creek\CADD Sheets\D468898-sht-dist standards.dgn

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IL. Design Firm No. 184-001939

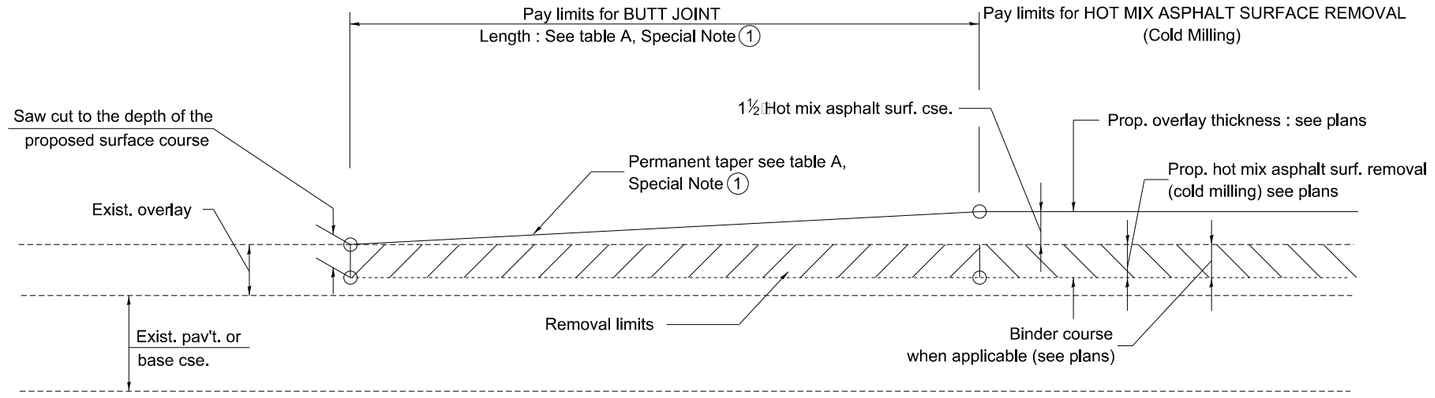
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	DRAWN -	REVISED -	
PLOT SCALE = 1.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/8/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

SCALE: NONE | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	172
DISTRICT 4 STANDARD NO. 406101		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



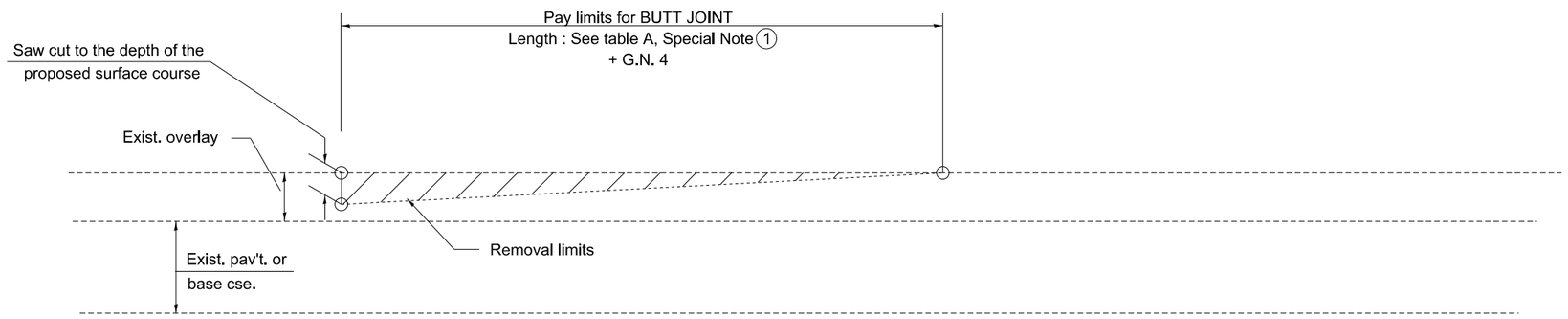
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
TAPER RATES

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
(1)	BUTT JOINT TAPER RATE	1:480	1:240
(2)	TEMPORARY RAMP TAPER RATE	1:40	1:80

GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 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 440.04 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 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

All dimensions are in inches unless otherwise noted.

MODEL: Default
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VEENSTRA & KIMM INC.
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

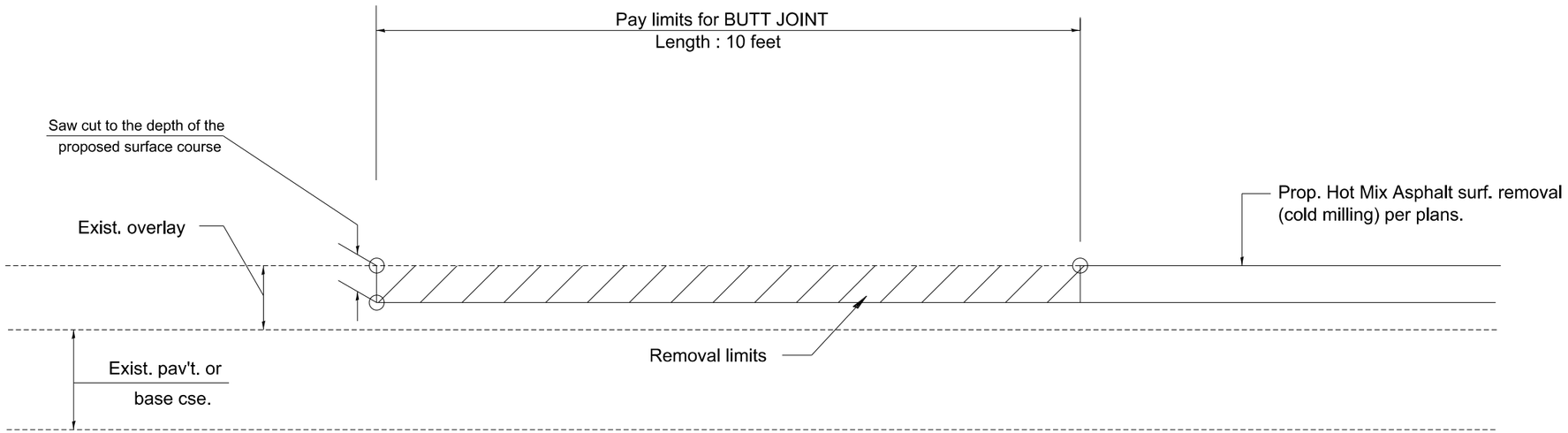
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

SCALE: NONE | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	173
DISTRICT 4 STANDARD NO. 406101		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			



CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING) TIE-IN TO EXISTING BITUMINOUS TAPER

All dimensions are in inches unless otherwise noted.

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IL. Design Firm No. 184-001939

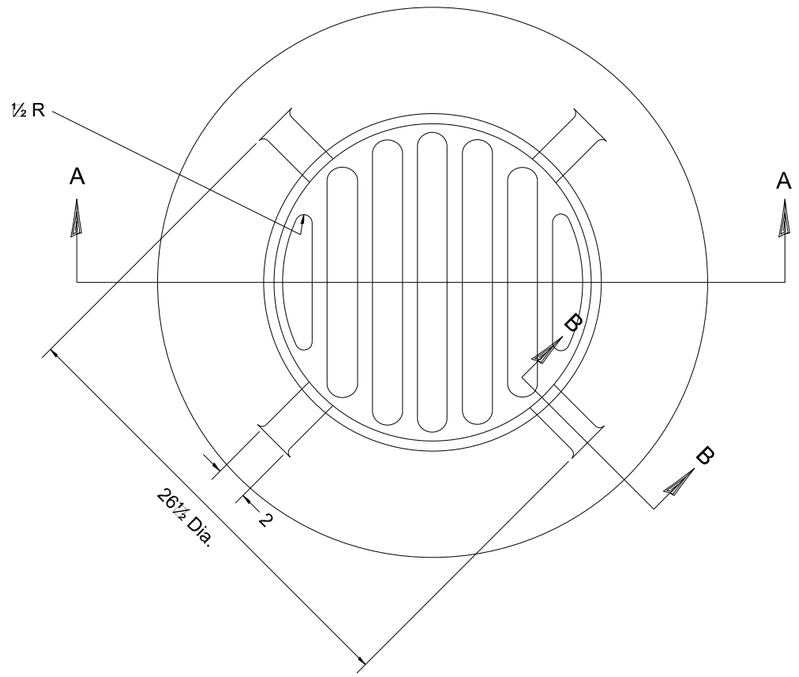
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

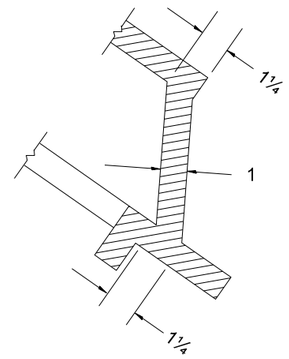
BUTT JOINTS

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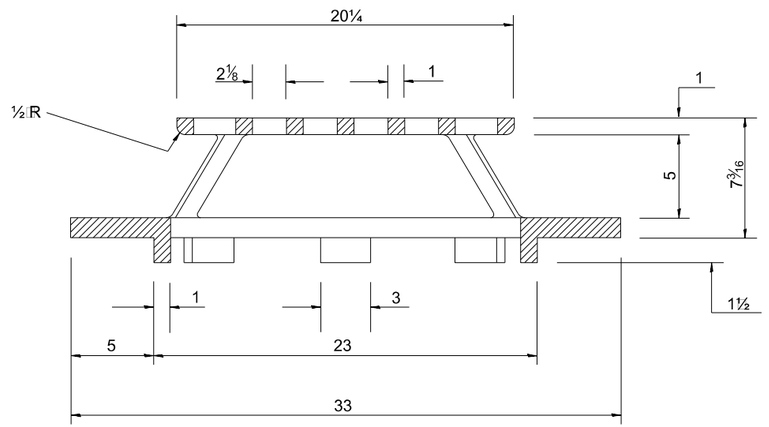
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669	(10R-VBY)BR	PEORIA	179	174
DISTRICT 4 STANDARD NO. 406101		CONTRACT NO. 68898		
	ILLINOIS | FED. AID PROJECT			



PLAN



SECTION B - B



SECTION A - A

GENERAL NOTES

1. MATERIAL - Cast Gray Iron
   Weight 209 lbs

All dimensions are in inches
unless otherwise noted.

DESIGNER NOTE:
1. INCLUDE DISTRICT SPECIAL PROVISION.

MODEL: Default
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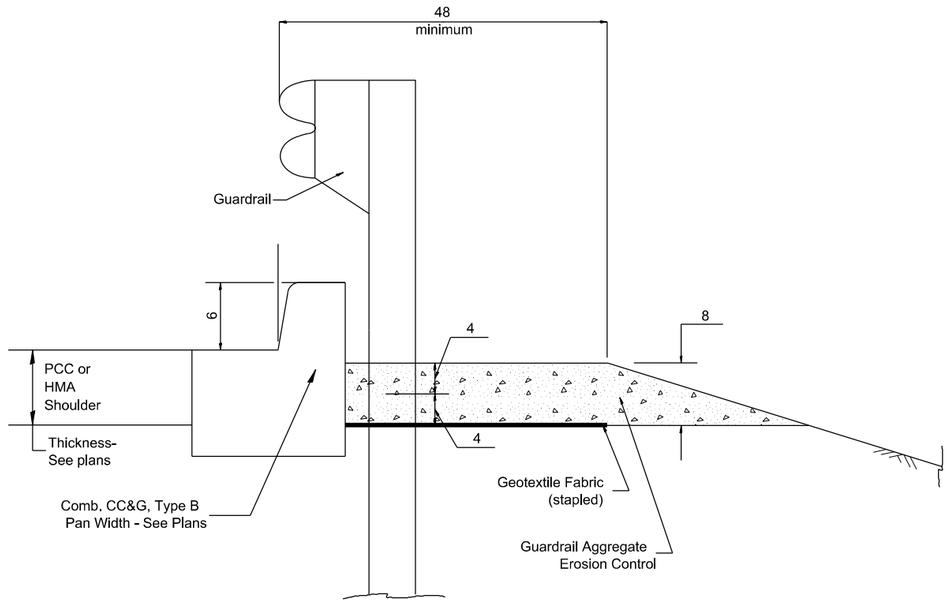
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPE 37 GRATE

SCALE: NONE | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	175
DISTRICT 4 DETAIL NO. 604301		CONTRACT NO. 68898		
ILLINOIS	FED. AID PROJECT			



TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.

2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.

3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12 minimum overlap. A knife cut for guardrail post installation is necessary.

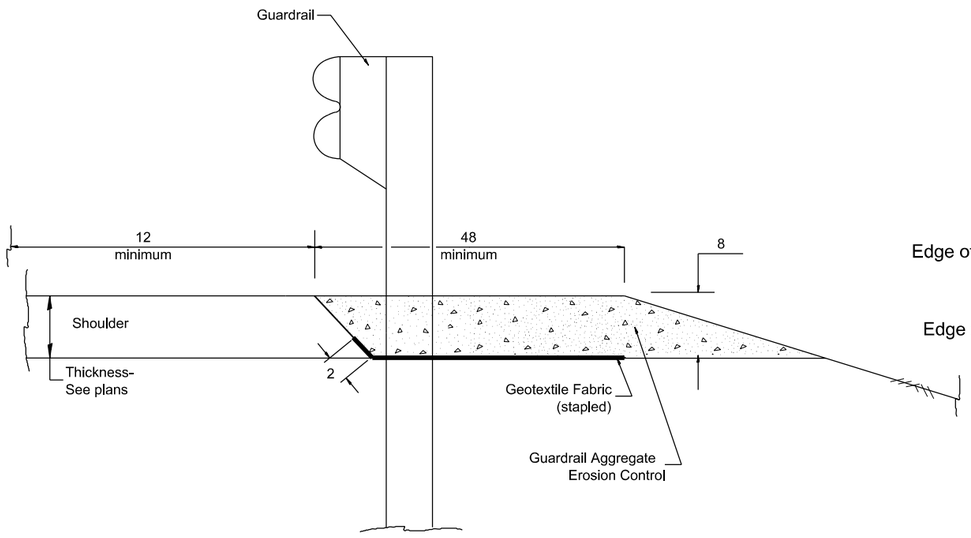
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.

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.

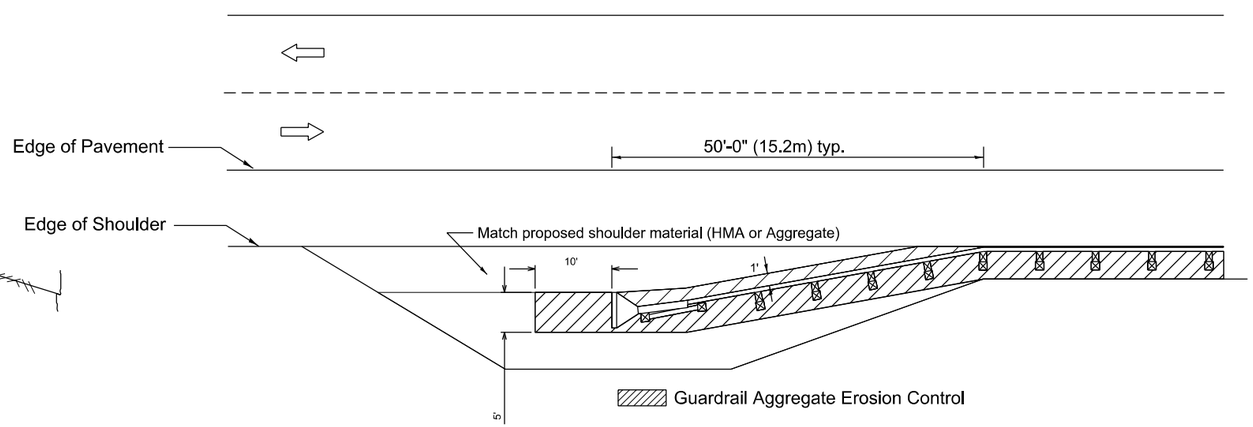
6. Materials shall meet the following requirements:

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.



TYPICAL SECTION WITHOUT EROSION CONTROL CURB



All dimensions are in inches
unless otherwise noted.

DESIGNER NOTES:
1. CONSIDER USING A "B" CURB PAY ITEM AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE EQUAL TO OR GREATER THAN 1% AND AT INLETS. (INCLUDE DISTRICT SPECIAL PROVISION)
2. USE "GUARDRAIL AGGREGATE EROSION CONTROL" AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE LESS THAN 1% (INCLUDE DISTRICT SPECIAL PROVISION).
3. INCLUDE STATE STANDARD 610001, IF APPLICABLE.
4. INCLUDE THE FOLLOWING DISTRICT CADD STANDARDS AS NEEDED: SLOPE DRAINS FOR EXPOSED PIPES; SEEPAGE COLLARS FOR BURIED PIPES; CONCRETE THRUST BLOCKS FOR EXPOSED PIPES; SLOPE DRAINS FOR BURIED PIPES; SEEPAGE COLLARS FOR BURIED PIPES
5. INCLUDE DISTRICT SPECIAL PROVISION - "AGGREGATE QUALITY" FOR PROJECTS LOCATED IN THE WESTERN AREA OF THE DISTRICT - APPROX. DIVIDING LINE IS IL 97.
6. DELETE DESIGNER NOTES WHEN INSERTING INTO PLAN FILES.
7. OPERATIONS PREFERS USE OF PIPE OUTLETTING ONTO FORESLOPE WITH RIPRAP. USE NON-METALLIC PIPE WHEN POSSIBLE BECAUSE OF FUTURE CORROSION ISSUES.
8. IF NO OTHER SEEDING IS PAID FOR ON THE CONTRACT, USE DISTRICT SPECIAL PROVISION FOR SEEDING, MINOR AREAS

MODEL: Default
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DEPARTMENT OF TRANSPORTATION

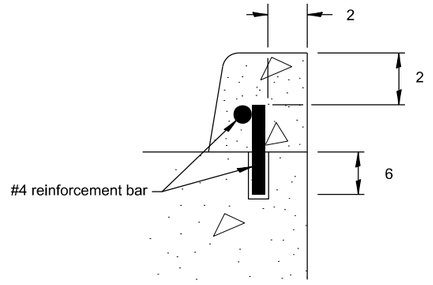
GUARDRAIL EROSION CONTROL TREATMENTS

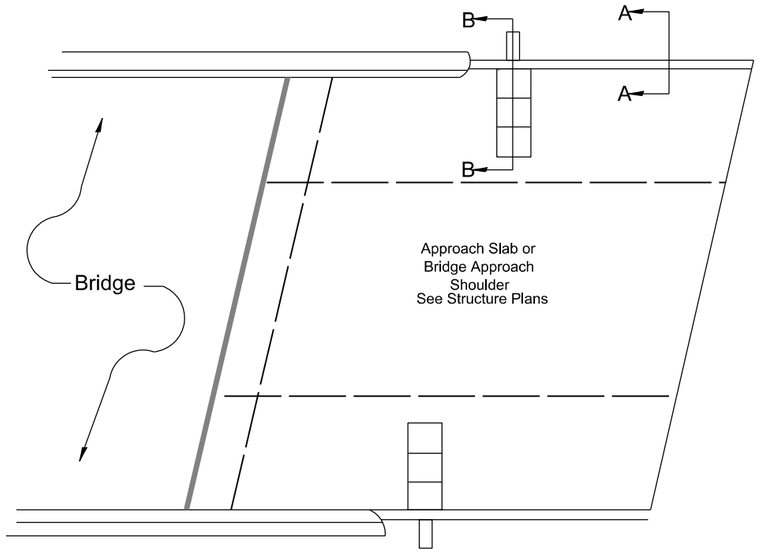
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	176
DISTRICT 4 DETAIL NO. 630101		CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			

DETAIL "A"

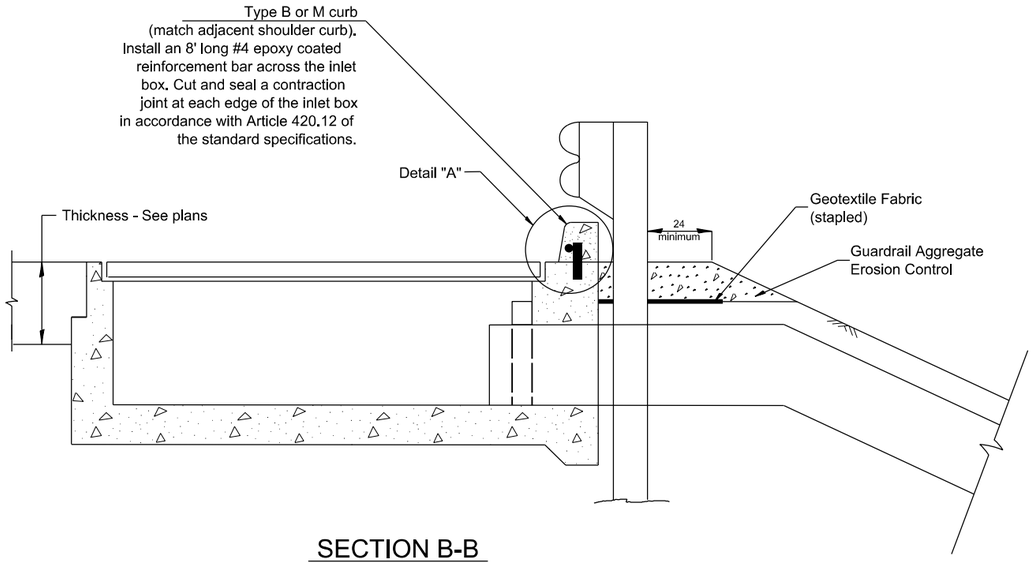
#4 reinforcement bars may be cast in PCC apron and precast inlet box or drilled and anchored with an approved chemical adhesive at 2' spacing. Cost of curb and reinforcement are included in the cost of shoulder inlet.





PLAN VIEW

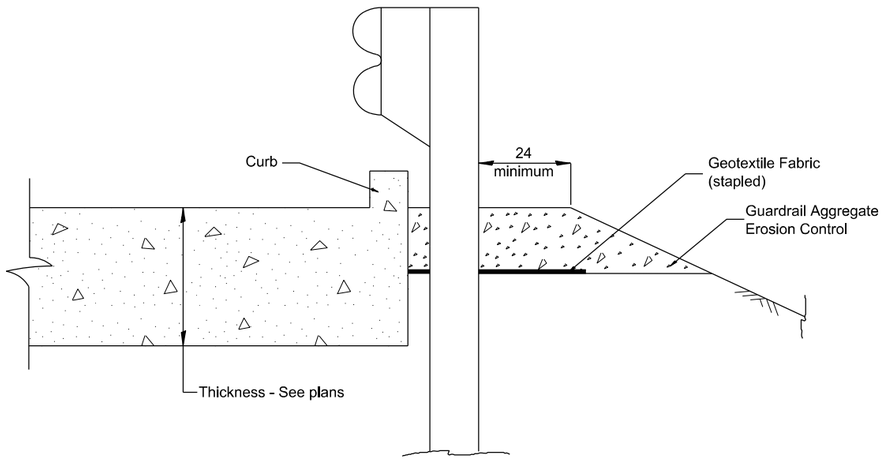
APPROACH SLAB OR SHOULDER PLACEMENT



SECTION B-B

TYPICAL SECTION AT INLETS

TYPE E, F & G (HIGHWAY STANDARD 610001)



SECTION A-A

TYPICAL SECTION WITH BRIDGE APPROACH CURB

All dimensions are in inches
unless otherwise noted.

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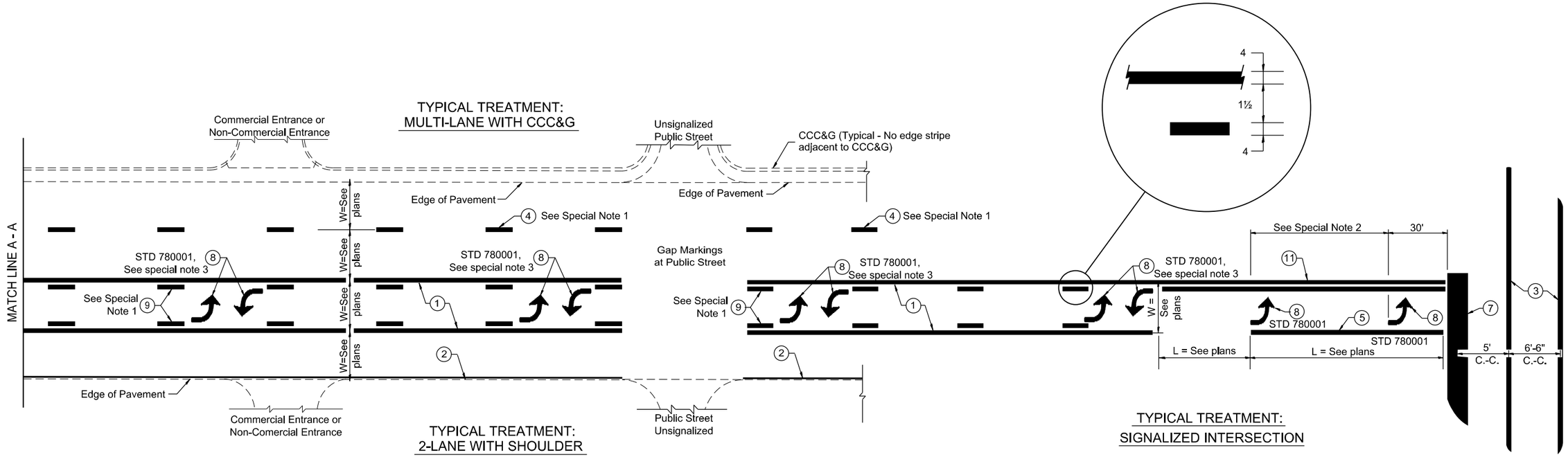
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DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

SCALE: NONE | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	177
DISTRICT 4 DETAIL NO. 630101		CONTRACT NO. 68898		
ILLINOIS	FED. AID PROJECT			



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

TYPICAL PAVEMENT MARKING LEGEND

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

1. 4 Solid (Yellow)
2. 4 Solid (White)
3. 2-6 Crosswalk @ 6'-6" min C.-C. (White)
   2-8 Crosswalk @ 6'-6" min C.-C. (White) (When traffic signals are present.)
4. 6 Skip-Dash (White) — 10' / 30' / 10' (See Special Note 1)
5. 8 Solid (White)
6. 12 Diagonal (White) (Item 6 is shown on Std. 780001)
7. 24 Stop Bar (White)
8. Letters & Arrows — 33' (See Std. 780001 and Special Notes 2 & 3)
9. 4 Skip-Dash (Yellow) — 10' / 30' / 10' (See Special Note 1)
10. 12 Diagonal (Yellow) (See Table A) — 45°
11. 4 Double Solid (Yellow) — 11 C.-C., See Table A

SPECIAL NOTES

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

GENERAL NOTES

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

DESIGNER NOTES:
1. Include State Standard 780001 (Typical Pavement Markings)

MODEL: Default
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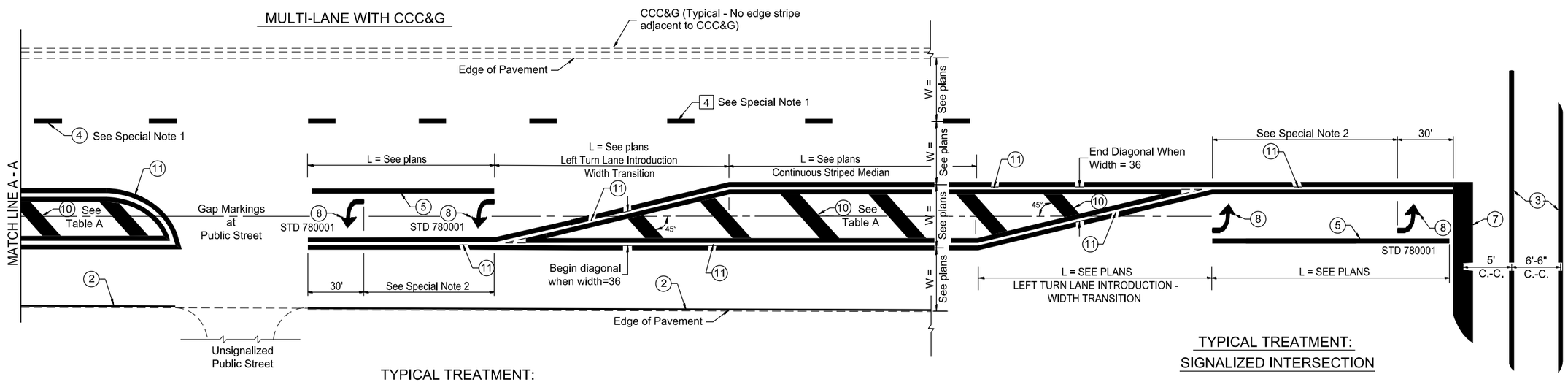
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	178
DISTRICT 4 DETAIL NO. 780001		CONTRACT NO. 68898		
ILLINOIS	FED. AID PROJECT			

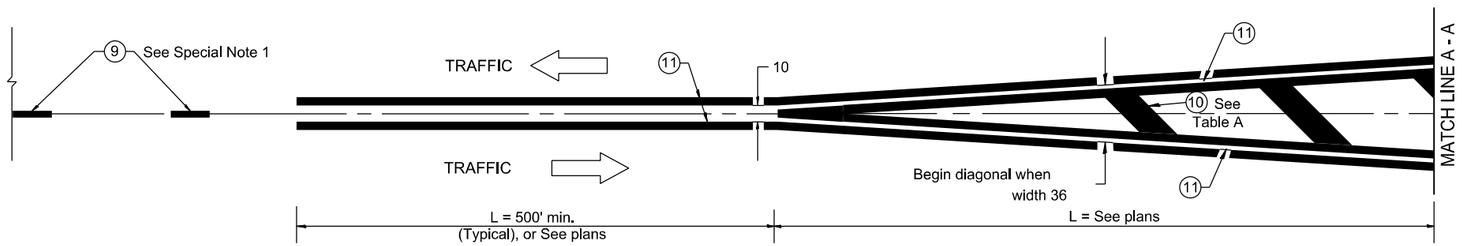


FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A

RECOMMENDED SPACING BETWEEN DIAGONAL LINES

SPEED LIMIT RANGE	CONTINUOUS	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)
Less Than 30 mph	50'	15'
30 - 45 mph	75'	20'
Over 45 mph	150'	30'



MEDIAN INTRODUCTION - WIDTH TRANSITIONS

All dimensions are in inches unless otherwise noted.

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
669	(10R-VBY)BR	PEORIA	179	179
	DISTRICT 4 DETAIL NO. 780001	CONTRACT NO. 68898		
	ILLINOIS FED. AID PROJECT			