030

09-20-2019 LETTING ITEM 030

FAS RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	172-3HB BRR; 130 RS-6	PEORIA	83	1
	ILLINOIS	CONTRACT NO. 68C57		

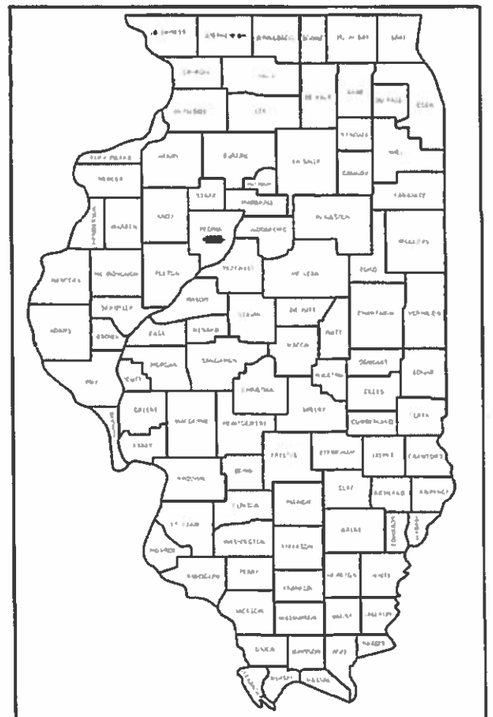
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAI 74 (I-74), FAP 22, FAS 1384 (IL 78)
SECTION (72-3HB) BRR; 130 RS-6
PROJECT NHPP-STP-4EWZ (067)
BRIDGE SUPERSTRUCTURE REPLACEMENT
PEORIA COUNTY

C-94-076-15

D-94-038-15



LOCATION OF SECTION INDICATED THUS: -

INDEX OF SHEETS

• SHEETS PREPARED BY IDOT

LIST OF STANDARDS

000001-07	606001-07	701006-05	701402-12	782001-01	406101-04
001001-02	630001-12	701011-04	701411-09	814001-03	440001-04
001006	630301-09	701101-05	701451-05	821101-02	630101-04
280001-07	631031-15	701106-02	701901-08	825011-04	780001-04
420401-13	635001-02	701400-09	704001-08	BLR21-9	
515001-03	701001-02	701401-12	780001-05		

BELL SCHOOL RD (CH34)

FUNCTIONAL CLASSIFICATION:
MINOR ARTERIAL
2012 ADT=2,050
2032 ADT=1,965
MU%=7.3%; SU=3.4%

PROJECT IS LOCATED IN
BRIMFIELD TOWNSHIP IN
UNINCORPORATED PEORIA COUNTY

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 EXCAVATORS
1-800-892-0123
OR 811

PROJECT ENGINEER: CHRISTOPHER MAUSHARD (309)-671-3453
PROJECT MANAGER: MIKE MOHAMED (309)-671-3462

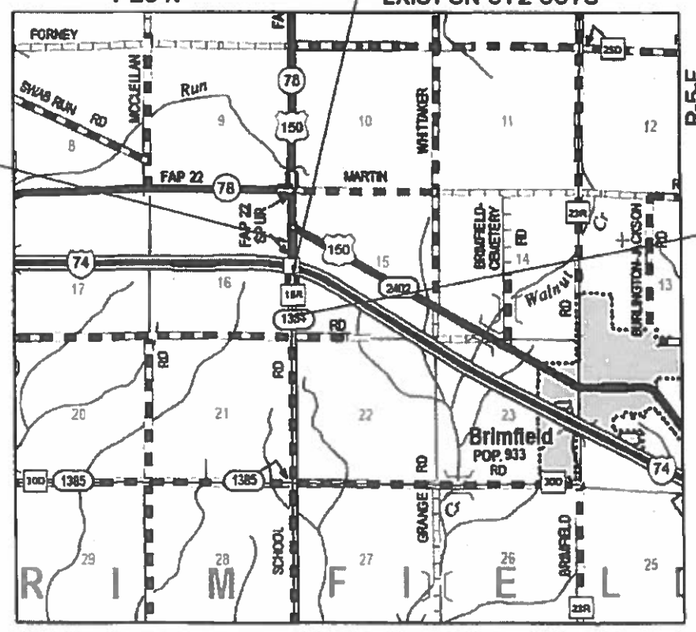
CONTRACT NO. 68C57

CATALOG NO. 035265-00D

BRIDGE SUPERSTRUCTURE REPLACEMENT
STA. 121+81.29
EXIST SN 072-0073

PROJECT BEGINS
STA. 113+92.00
BELL SCHOOL RD.

PROJECT ENDS
STA. 133+27.00
BELL SCHOOL RD.



GROSS LENGTH = 1935 FT. = 0.366 MILE
NET LENGTH = 1935 FT. = 0.366 MILE

LOCATION MAP
NOT TO SCALE

PROJECT DESCRIPTION:
REMOVE AND REPLACE EXISTING BRIDGE SUPERSTRUCTURE AND ABUTMENTS.
REMOVE AND REPLACE HMA SURFACE COURSE ON BRIDGE APPROACHES.

STANLEY J. FEADAY
062-057499
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

5-20-2019

STANLEY J. FEADAY
LICENSE EXPIRES 11-30-2019
THE UPCHURCH GROUP, INC.
MATTOON, ILLINOIS 61938

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 28 2019
Kenail A Barnett KSD
REGION THREE ENGINEER
Aug 16 2019
ENGINEER OF DESIGN AND ENVIRONMENT
Aug 16 2019
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. 7/31/19

GENERAL NOTES

PLAN ELEVATIONS - NORTH AMERICAN VERTICAL DATUM OF 1988
ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON N.A.V.D. 88.

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

PAVEMENT STATION NUMBERS & PLACEMENT
THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH (20 MM) WIDE, 5 INCHES (125 MM) HIGH AND 5/8 INCH (15 MM) DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING)

BOTTOM OF NUMBERS - 6 INCHES (150 MM) FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

LOCATION:
- 2, 3, & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH PAVEMENT STATIONS SHALL USE THIS FORMAT XXX+00,
WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

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

CROSSING EXISTING STRUCTURES WITH EQUIPMENT
THE FOLLOWING STRUCTURES, SN048-0044, SN048-0049, MAY BE CROSSED WITH THE EMPTY MTD.
ANY STRUCTURES NOT LISTED ABOVE SHALL BE VERIFIED BY THE RESIDENT PRIOR TO BEGINNING WORK.

MEDIAN AND ISLAND NOSES
WHEN CONSTRUCTING MEDIAN AND ISLAND NOSES THE FOLLOWING CRITERIA SHOULD BE FOLLOWED:
- BARRIER CURB SHALL BE USED TO CONSTRUCT NOSES WHEN THE MEDIAN OR ISLAND SURROUNDS A MAST ARM OR OTHER NON-BREAKAWAY FOUNDATION.
- RAMPED NOSES SHALL BE USED ON MEDIANS OR ISLANDS WITH BREAKAWAY POSTS.

SIGN POST HOLES
VERTICAL HOLES SHALL BE CONSTRUCTED IN THE ISLAND PAVEMENT AND/OR CONCRETE MEDIAN OF THE TYPE SPECIFIED OR CONCRETE MEDIAN SURFACE 4 INCHES (100 MM). THE HOLES SHALL BY 24 INCHES (600 MM) IN DIAMETER OR 24 INCHES (600 MM) SQUARE AND THEY SHALL BE FREE OF ANY OBSTRUCTION, EXCEPT EARTH, FOR A DEPTH OF 5 FEET (1.5 M) AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ANY HOLES NOT USED FOR THE PLACEMENT OF SIGNS SHALL BE FILLED AND COMPACTED FLUSH WITH THE TOP OF THE ISLAND PAVEMENT, CONCRETE MEDIAN OF THE TYPES SPECIFIED, OR CONCRETE MEDIAN SURFACE 4 INCHES (100 MM). THE TOP 3 INCHES (75 MM) OF SAID COMPACTED FILL SHALL CONSIST OF A HOT-MIX ASPHALT MIXTURE. ALL HOLES IN WHICH THE SIGN POSTS ARE INSTALLED AT THE TIME OF THIS CONTRACT SHALL BE SIMILARLY FILLED.

THIS WORK, INCLUDING ANY REQUIRED PAVEMENT REMOVAL NECESSARY TO CONSTRUCT THE SIGN POST HOLES, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR ISLAND PAVEMENT AND/OR CONCRETE MEDIAN OF THE TYPE SPECIFIED, OR CONCRETE MEDIAN SURFACE, 4 INCHES (100 MM).

RIGHT-OF-WAY MARKERS
WHEN INSTALLING RIGHT-OF-WAY MAKERS, 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.

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 WASTE SITE ENVIRONMENTAL CLEARANCES AND SIX WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES.

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

POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES

Surface Type	Residual Rate
Milled (HMA or PCC)	0.08 lb / sq ft
Existing Pavement	0.04 lb / sq ft
Fog Coat (between lifts)	0.04 lb / sq ft

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.

COMMITMENTS

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

COORDINATE WITH THE PEORIA COUNTY HIGHWAY DEPARTMENT TO OVERLAY BELL SCHOOL ROAD.

PROJECT SPECIFIC GENERAL NOTES

THE LOCATION OF THE RIGHT OF WAY LINES SHOWN ON THESE PLANS WAS DETERMINED USING RIGHT OF WAY PLANS PROVIDED BY IDOT AND FROM THE LOCATIONS OF RIGHT OF WAY MARKERS FOUND IN THE FIELD. THE RIGHT OF WAY LINES WERE NOT DETERMINED BY ACTUAL BOUNDARY OR RIGHT OF WAY SURVEYS.

ALL PERMANENT SURVEY MARKERS THAT ARE PLACED WITHIN THE LIMITS OF THE PAVEMENT SHALL BE INSTALLED1/4" BELOW THE FINISH GRADE OF THE PAVEMENT

FOR THE DISK SET ON THE BRIDGE AT STA 120+62.7, 29.5' RT. THE ELEVATION SHALL BE RUN TO THE DISK. VERIFIED. STAMPED AND A MEMO SENT TO THE CHIEF OF SURVEYS/PLATS DETAILING THE LOCATION OF THE DISK AND THE ELEVATION.

STATUS OF UTILITIES

THE FOLLOWING IS A LIST OF UTILITIES WITH POTENTIAL FACILITY CONFLICT WITHIN THE LIMIT OF THE PROJECT:

IDOT DISTRICT 4 ROADWAY LIGHTING

HMA MIXTURE REQUIREMENT TABLE:

MIXTURE USES:	POLYMERIZED HMA SURFACE N50 (1.5")	HMA SHOULDER 1 ½"
FG:	SBS OR SBR 76-28	PG 64-22
DESIGN AIR VOIDS:	4.0% N = 50	4.0% N = 50
MIXTURE COMPOSITIONS: (MIXTURE GRADATIONS)	IL-9.5	IL-9.5
FRICTION AGGREGATE:	MIX "D"	MIX "C"
QUALITY MANAGEMENT PROGRAM:	OC/OA	OC/CA

The Upchurch Group
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Professional Design Firm Corporation License No. 184.003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.234.3177
e-mail: upchurchgroup@upchurchgroup.com

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	DRAWN - SAE	REVISED -
PLOT SCALE =	CHECKED - MJS	REVISED -
PLOT DATE = JUNE 25, 2019	DATE - JUNE 25, 2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(72-3HB)BR; 130 RS-6	PEORIA	83	2
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 90% FED 10% STATE		80% FED 20% COUNTY	
					ROADWAY		ROADWAY	
					0013		0005	
	20200100	EARTH EXCAVATION	CU YD	100	100			
*	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	20	20			
	21101625	TOPSOIL FURNISH & PLACE, 6"	SQ YD	756	756			
	25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25			
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	14	14			
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	14	14			
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	14	14			
**	25000750	MOWING	ACRE	29.5	29.5			
	25100115	MULCH, METHOD 2	ACRE	0.25	0.25			
	25100630	EROSION CONTROL BLANKET	SQ YD	756	756			
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	16	16			
	28000305	TEMPORARY DITCH CHECKS	FOOT	40	40			
	28000400	PERIMETER EROSION BARRIER	FOOT	426	426			
	40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	7579	6936		643	

** MOWING 100% STATE *= SPECIALTY ITEM

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SUMMARY OF QUANTITIES

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BR; 130 RS-6	PEORIA	83	3
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

REV. 7/31/19

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FED 10% STATE		80% FED 20% COUNTY	
				ROADWAY		ROADWAY	
				0013		0005	
40600982	HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	345	310		35	
40603535	POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	651	576		75	
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	276	276			
44000100	PAVEMENT REMOVAL	SQ YD	17	17			
44000155	HOT - MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	10541	9648		893	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	893	445		448	
44003100	MEDIAN REMOVAL	SQ FT	1904	1501		403	
44004250	PAVED SHOULDER REMOVAL	SQ YD	269	269			
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	185	185			
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	185	185			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	27	5		22	
48203003	HOT - MIX ASPHALT SHOULDERS, 1 1/2"	SQ YD	2784	2784			
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	1			
50104650	SLOPE WALL REMOVAL	SQ YD	657	657			

MODEL: Default
FILE NAME: pw:\\plan-room.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 4\Projects\D4.68C57\CADdata\CADsheets\D468C57-sht-SOQ.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BR, 130 RS-6	PEORIA	83	4
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

REV. 7/31/19

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				90% FED 10% STATE		80% FED 20% COUNTY	
				ROADWAY		ROADWAY	
				0013		0005	
50157300	PROTECTIVE SHIELD	SQ YD	901	901			
50200100	STRUCTURE EXCAVATION	CU YD	56	56			
50300225	CONCRETE STRUCTURES	CU YD	108.5	108.5			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	515.8	515.8			
50300260	BRIDGE DECK GROOVING	SQ YD	1067	1067			
50300300	PROTECTIVE COAT	SQ YD	1977	1977			
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	159.6	159.6			
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1			
50500505	STUD SHEAR CONNECTORS	EACH	10098	10098			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	195570	195570			
51100100	SLOPE WALL 4 INCH	SQ YD	599	599			
51201610	FURNISHING STEEL PILES HP 12 X 63	FOOT	850	850			
51202305	DRIVING PILES	FOOT	850	850			
51203610	TEST PILE STEEL HP 12 X 63	EACH	1	1			

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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BR, 130 RS-6	PEORIA	83	5
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

REV. 7/31/19

					CONSTRUCTION CODE			
					90% FED 10% STATE		80% FED 20% COUNTY	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY		ROADWAY		ROADWAY	
					0013		0005	
51500100	NAME PLATES	EACH	2		2			
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	27		27			
52100520	ANCHOR BOLTS, 1"	EACH	90		90			
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	166		166			
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	96		96			
60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	700		252		448	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	12		12			
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	90		90			
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	403				403	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	350		350			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4		4			
63200310	GUARDRAIL REMOVAL	FOOT	151		151			
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1		1			

*= SPECIALTY ITEM

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				90% FED 10% STATE		80% FED 20% COUNTY	
				ROADWAY		ROADWAY	
				0013		0005	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9			
67100100	MOBILIZATION	L SUM	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30			
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	330	330			
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	42	42			
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	628	628			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	530	530			
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	18020	18020			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	800	800			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	800	800			
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2			
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4			

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SUMMARY OF QUANTITIES

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BR, 130 RS-6	PEORIA	83	7
		CONTRACT NO. 68C57		
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	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
					90% FED 10% STATE		80% FED 20% COUNTY	
					ROADWAY		ROADWAY	
					0013		0005	
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4			
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	188	188			
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	8177	7036		1141	
*	78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	438	438			
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	168	168			
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	64	64			
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8			
*	78200020	CURB REFLECTORS	EACH	23	7		16	
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1			
*	81028320	UNDERGROUND CONDUIT, PVC, 1"DIA.	FOOT	100	100			
*	81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	185	185			
*	81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	2	2			
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	4275	4275			
*	82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	14	14			

*= SPECIALTY ITEM

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PLOT SCALE =	CHECKED - MJS	REVISED -
PLOT DATE = JUNE 25, 2019	DATE - JUNE 25, 2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BR, 130 RS-6	PEORIA	83	8
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

REV. 7/31/19

					CONSTRUCTION CODE			
					90% FED 10% STATE		80% FED 20% COUNTY	
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		ROADWAY	
					0013		0005	
*	82500340	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 480VOLT, 60AMP	EACH	1	1			
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1438	1438			
	X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1			
	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	6000	6000			
	X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	96	96			
*	X7830068	GROOVING FOR RECESSED PAVEMNT MARKING, LETTERS, NUMBERS AND SYMBOLS	SQ FT	263	263			
*	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	8178	7037		1141	
*	X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	438	438			
*	X7830078	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	168	168			
*	X7830090	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	64	64			
*	X8210402	LUMINAIRE MOUNTING BRACKET - SPECIAL	EACH	4	4			
	Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	127	127			
	Z0003617	REMOVAL OF EXISTING SUB-STRUCTURES	EACH	2	2			
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	268	268			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BR; 130 RS-6	PEORIA	83	9
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

REV. 7/31/19

				CONSTRUCTION CODE			
				90% FED 10% STATE		80% FED 20% COUNTY	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		ROADWAY	
				0013		0005	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	70	70			
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	5	5			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	4	4			
Z0024475	TUBULAR MARKER	EACH	1			1	
Z0025615	FURNISH AND INSTALL METAL SCREEN	EACH	10	10			
Z0034105	MATERIAL TRANSFER DEVICE	TON	651	576		75	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	158	158			
Ø Z0076600	TRAINEES	HOUR	1000	1000			
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000			

Ø 0042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BR, 130 RS-6	PEORIA	83	10
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

REV. 7/31/19

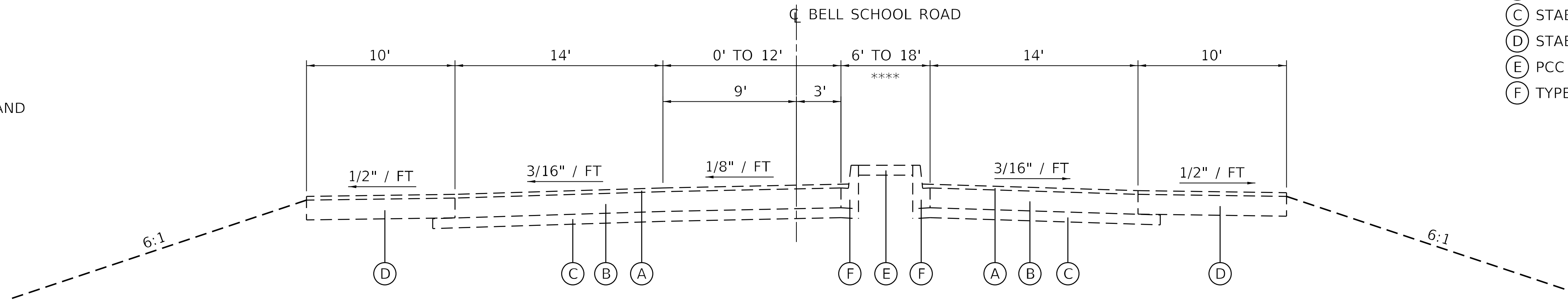
** SEE STANDARD 420401 & SHEET $RDF FOR ADDITIONAL DETAILS OF BRIDGE APPROACH PAVEMENT CONNECTOR

*** PROPOSED GUARDRAIL AND TRAFFIC BARRIER TERMINALS
RT. 118+36.93 - RT. 120+49.31
LT. 119+75.24 - LT. 120+62.70
RT. 123+01.56 - RT. 123+89.02
LT. 123+14.95 - LT. 125+27.33

**** MEDIAN OMISSION FROM
STA. 115+15.54 TO STA. 115+77.18 AND
STA. 128+03.04 TO STA. 128+47.14

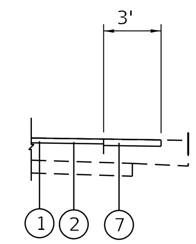
EXISTING

- (A) HMA OVERLAY (DEPTH UNKNOWN)
- (B) PCC PAVEMENT, 8"
- (C) STABILIZED SUBBASE (BAM), 4"
- (D) STABILIZED SHOULDER, 8"
- (E) PCC MEDIAN SURFACE, 4"
- (F) TYPE B-6.12 CURB AND GUTTER



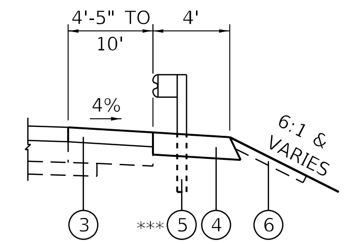
EXISTING TYPICAL SECTION

STA. 113+92 TO STA. 120+18.49 (SHOWN)
STA. 123+45.77 TO STA. 133+27 (REVERSE)



AGGREGATE SHOULDER

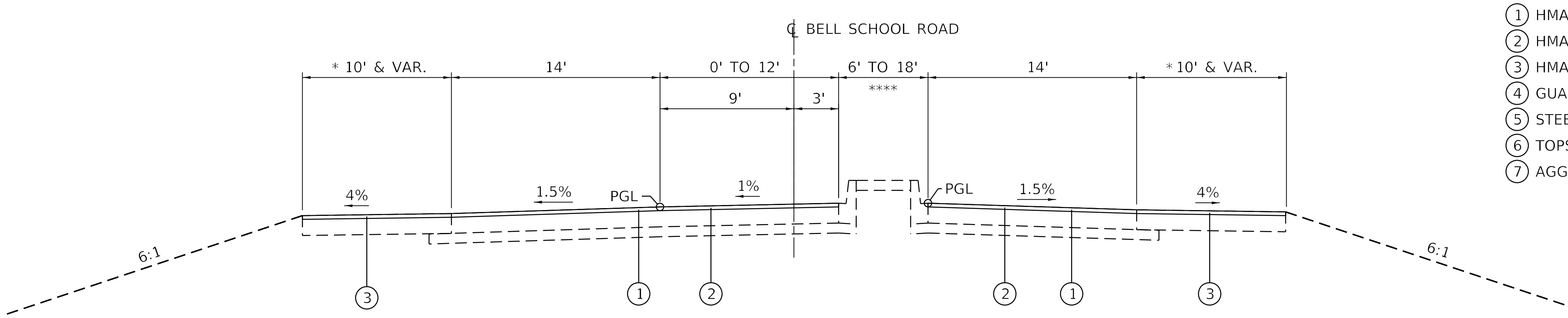
STA. 129+73.19 TO STA. 133+27



DETAIL AT GUARDRAIL

PROPOSED

1. HMA SURFACE REMOVAL, 1 1/2"
2. HMA SURFACE COURSE, 1 1/2"
3. HMA SHOULDER, 1 1/2"
4. GUARDRAIL AGGREGATE EROSION CONTROL, 8"
5. STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
6. TOPSOIL FURNISH AND PLACE
7. AGGREGATE SHOULDER, 2"



* SEE DETAIL AT GUARDRAIL FOR SHOULDER WIDTH ADJACENT TO GUARDRAIL

PROPOSED TYPICAL SECTION

STA. 113+92 TO STA. 120+18.49 (SHOWN)
STA. 123+45.77 TO STA. 133+27 (REVERSE)

** BRIDGE APPROACH PAVEMENT CONNECTOR
(FROM STA. 120+18.49 - STA. 120+40.41 & STA. 123+23.85 - STA. 123+45.77)

SEE THE BRIDGE PLANS FOR BRIDGE APPROACH SLAB DETAILS.
(STA. 120+40.41 - STA. 120+70.41 AND STA. 122+93.85 - STA. 123+23.85)

BRIDGE OMISSION FROM STA. 120+70.41 TO STA. 122+93.85

NOTE:

SEE PLAN AND CROSS SECTIONS FOR TREATMENT OUTSIDE SHOULDER LIMITS.

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TYPICAL SECTIONS
BELL SCHOOL ROAD OVER I-74

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BR	PEORIA	83	11
		CONTRACT NO. 68C57		
		ILLINOIS FED. AID PROJECT		

REMOVAL SCHEDULE

	STATION TO STATION		LT / RT	PAVEMENT REMOVAL	MEDIAN REMOVAL	PAVED SHOULDER REMOVAL	GUARDRAIL REMOVAL	APPROACH SLAB REMOVAL
				SQ YD	SQ FT	SQ YD	FOOT	SQ YD
	118+62.00	119+00	RT			3.6		
	119+00	120+59.84	RT			61.2		
	119+70.92	120+72.29	LT			70.8		
	120+18.49	120+24.00	LT	9.1				
	120+24.00	120+70.94	LT					70.4
	120+18.49	120+63.02	RT					63.7
	120+15.49	120+64.23	LT/RT		750.6			
	119+71.9	120+46.68	RT				75.1	
	123+17.84	123+92.90	LT				75.4	
	122+99.21	123+48.77	LT/RT		750.1			
	122+93.52	123+41.00	RT					69.0
	123+01.30	123+45.77	LT					64.6
	123+41.00	123+45.77	RT	7.4				
	122+92.12	123+93.34	RT			77.1		
	123+04.62	125+00	LT			56.4		
*	132+32	133+66	LT/RT		402.6			
			TOTALS	**16.5**	**1903.3**	**269.1**	**150.5**	**267.7**

CURB AND GUTTER REMOVAL

	STATION	STATION	LT/RT	COMBINATION CURB AND GUTTER REMOVAL
				FOOT
	120+15.49	120+65.21	LT	49.9
	120+15.49	120+65.21	RT	46.1
	122+99.27	123+48.77	LT	46.2
	122+99.27	123+48.77	RT	50.5
	129+16.00	130+42.00	LT/RT	252.0
*	130+42	132+66	LT/RT	448.0
		SUB-TOTALS		**892.7**

BUTT JOINT REMOVAL

	STATION	STATION	LT/RT	HOT - MIX ASPHALT SURFACE REMOVAL BUTT JOINT
				SQ YD
	113+92	114+02	LT/RT	76.2
	RAMP	115+00	LT	59.6
	RAMP	115+00	RT	50.5
	RAMP	128+50	RT	67.8
	RAMP	128+50	LT	55.0
*	133+17	133+27	LT/RT	35.0
		TOTALS		**344.1**

HMA SURFACE COURSE REMOVAL SCHEDULE

	STATION TO STATION		LT / RT	LENGTH	WIDTH	HOT-MIX ASPHALT SURFACE COURSE REMOVAL, 1-1/2"
				FOOT	FOOT	SQ YD
	113+92	116+00	LT/RT	VAR	VAR	1068.2
	113+92	116+00	LT/RT	SHOULDERS		558.6
	RAMP	115+00	LT	VAR	VAR	278.0
	RAMP	115+00	RT	VAR	VAR	232.7
	116+00	119+00	LT	300.0	24	800.0
	116+00	118+53.52	LT	253.5	12	338.0
	118+53.52	119+00	LT	46.0	VAR	54.0
	116+00	119+00	RT	300.0	14	466.7
	116+00	118+62.00	RT	262.0	10	291.1
	118+62.00	119+00	RT	38.0	VAR	40.6
	119+00	119+70.92	LT	71.0	10	78.9
	119+70.92	120+18.49	LT	47.6	VAR	30.5
	119+00	120+18.49	LT	118.5	14	184.3
	119+00	120+18.49	LT	118.5	VAR	64.3
	119+00	120+18.49	RT	118.5	14	184.3
	119+00	120+18.49	RT	118.5	VAR	82.5
	123+45.77	123+93.34	RT	47.6	VAR	28.0
	123+93.34	125+00	RT	106.7	10	118.5
	123+45.77	125+00	RT	154.2	14	239.9
	123+45.77	125+00	RT	154.2	VAR	85.1
	123+45.77	125+00	LT	154.2	14	239.9
	123+45.77	125+01	LT	154.2	VAR	123.8
	125+00	128+00	LT	300.0	10	333.4
	125+00	128+00	LT	300.0	14	466.7
	125+00	128+00	RT	300.0	10	333.4
	125+00	128+00	RT	300.0	14	466.7
	125+00	128+00	RT/LT	300.0	VAR	390.7
	128+00	130+42	RT/LT	VAR	VAR	1086.9
	128+00	129+90	RT/LT	SHOULDERS		439.5
	RAMP	128+50	RT	VAR	VAR	288.7
	RAMP	128+50	LT	VAR	VAR	253.7
*	130+42	133+27	RT	VAR	VAR	420.7
*	130+43	133+27	LT	VAR	VAR	472.1
					TOTALS	**10540.1**

* **FUND CODE 0005**

GUARDRAIL SCHEDULE

LOCATION			STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	GUARDRAIL REFLECTORS, TYPE A	TERMINAL MARKERS - DIRECT APPLIED	GUARDRAIL AGGREGATE EROSION CONTROL
STATION TO STATION		LT / RT	FOOT	EACH	EACH	EACH	EACH	TON
118+00.95	120+48.71	RT	150.0			4		46.7
119+70.92	120+62.10	LT	25.0					16.8
123+02.16	123+93.34	RT	25.0					16.8
123+15.55	125+63.31	LT	150.0			4		46.7
120+11.82	120+49.31	RT		1				
120+25.21	120+62.70	LT		1				
123+01.56	123+39.05	RT		1				
123+14.95	123+52.44	LT		1				
118+36.93	118+61.92	RT			1		1	
119+75.24	120+00.22	LT			1		1	
123+64.04	123+89.02	RT			1		1	
125+02.34	125+27.33	LT			1		1	
		TOTALS	**350**	**4**	**4**	**8**	**4**	**127**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
BELL SCHOOL ROAD OVER I-74

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR; 130RS-6	PEORIA	83	12
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

PAVEMENT SCHEDULE

STATION TO STATION		LT / RT	LENGTH	WIDTH	POLYMERIZED BITUMINOUS MATERIAL TACK COAT	POLYMERIZED HMA SURFACE COURSE, MIX "D", N50	HMA SHOULDERS, 1½"
			FOOT	FOOT	POUND	TON	SQ YD
113+92	116+00	LT/RT	VAR	VAR	941.8	89.7	
113+92	116+00	LT/RT	SHOULDERS				558.6
RAMP	115+00	LT	VAR	VAR	326.3	23.3	
RAMP	115+00	RT	VAR	VAR	270.9	19.6	
116+00	119+00	LT	300.0	10.0	240.0		333.3
116+00	119+00	LT	300.0	14.0	336.0	39.2	
116+00	119+00	LT/RT	300.0	VAR	279.9	32.7	
116+00	119+00	RT	300.0	14.0	336.0	39.2	
116+00	118+63.92	RT	263.9	10.0	211.1		293.2
118+63.92	119+00	RT	36.0	VAR	26.6		37.0
119+00	119+70.92	LT	70.9	10.0	56.7		78.8
119+70.92	120+18.49	LT	47.6	VAR	20.8		28.9
119+00	120+18.49	LT	118.5	14.0	132.7	15.5	
119+00	120+18.49	LT	118.5	VAR	45.4	5.3	
119+00	120+18.49	RT	118.5	14.0	132.7	15.5	
119+00	120+18.49	RT	118.5	VAR	58.1		80.7
123+45.77	125+00	LT	154.2	14.0	172.7	20.2	
123+45.77	125+00	LT	154.2	VAR	86.4		120.0
123+45.77	125+00	RT	154.2	VAR	62.3	7.3	
123+45.77	125+00	RT	154.2	14.0	172.7	20.1	
123+45.77	123+93.34	RT	47.6	VAR	20.1		28.0
123+93.34	125+00	RT	106.7	10.0	85.3		118.5
125+00	128+00	LT	300.0	10.0	240.0		333.3
125+00	128+00	LT	300.0	14.0	336.0	39.2	
125+00	128+00	LT/RT	300.0	VAR	279.5	32.7	
125+00	128+00	RT	300.0	14.0	336.0	39.2	
125+00	128+00	RT	300.0	10.0	240.0		333.3
128+00	130+42	RT/LT	VAR	VAR	891.7	91.3	
128+00	129+90	RT/LT	SHOULDERS				439.5
RAMP	128+50	RT	VAR	VAR	318.6	24.3	
RAMP	128+50	LT	VAR	VAR	279.0	21.3	
130+42	133+27	RT	VAR	VAR	339.9	35.3	
130+43	133+27	LT	VAR	VAR	302.9	39.7	
				TOTALS	**7578.3**	**650.5**	**2783.2**

*** FUND CODE 0005**

TEMPORARY EROSION CONTROL SCHEDULE

STATION TO STATION		LT / RT	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER
			POUND	FOOT	FOOT
117+76.62	121+17.17	LT	4.4	10	74.3
119+70.92	121+14.17	RT	3.3	10	104.6
122+61.17	123+93.34	LT	3.4	10	111.4
122+46.65	125+86.96	RT	4.5	10	135.5
		TOTALS	**15.6**	**40**	**425.8**

PAVEMENT CONNECTOR SCHEDULE

STATION TO STATION		LENGTH	WIDTH	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APRROACH SLAB
				SQ YD
120+18.49	120+40.41	VAR	56.7	138.0
123+23.85	123+45.77	VAR	56.7	138.0
			TOTALS	**276**

PERMANENT EROSION CONTROL SCHEDULE

STATION TO STATION		LT/RT	AREA	TOPSOIL FURNISH AND PLACE, 6"	SEEDING, CLASS 2	MULCH METHOD 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET
			SQ FT	SQ YD	ACRE	ACRE	POUND	POUND	POUND	SQ YD
117+76.62	120+97.57	RT	1925	213.9	0.04	0.04	4.0	4.0	4.0	213.9
119+70.92	121+14.17	LT	1459	162.1	0.03	0.03	3.0	3.0	3.0	162.1
122+48.67	123+93.34	RT	1472	163.6	0.03	0.03	3.0	3.0	3.0	163.6
122+65.27	125+86.96	LT	1940	215.6	0.04	0.04	4.0	4.0	4.0	215.6
		TOTALS		755.1	0.16	0.16	14	14	14	755.1

TEMPORARY CONCRETE BARRIER

STATION TO STATION		LT / RT	TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMP (NON-REDIRECT), TEST LEV 3	IMPACT ATTENUATORS, TEMP (NON-REDIRECT, NAR), TEST LEV 3	RELOCATE IMPACT ATTENUATORS, TEMP (NON-REDIRECT), TEST LEV 3
			FOOT	EACH	FOOT	EACH	EACH	EACH
65+50.00	67+50.00	RT	200.0		200.0			
65+50.00	66+50.00	RT	100.0		100.0			
66+50.00	67+50.00	RT	100.0	48	100.0			
66+40.00	68+40.00	LT	200.0		200.0			
66+40.00	67+40.00	LT	100.0	48	100.0			
67+40.00	68+40.00	LT	100.0		100.0			
65+50.00		RT				1	1	2
68+40.00		LT				1	1	2
		TOTALS	**800**	**96**	**800**	**2**	**2**	**4**

THE CONTRACTOR SHALL MAINTAIN 2 FT. CLEARANCE BEHIND THE TEMPORARY CONCRETE BARRIER OR MAINTAIN 6 INCH CLEARANCE AND PIN THE TEMPORARY CONCRETE BARRIER

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PLOT DATE = 6/26/2019		DATE - JUNE 25, 2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
BELL SCHOOL ROAD OVER I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR; 130RS-6	PEORIA	83	13
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

EXCAVATION BALANCE

STATION TO STATION		OFFSET	EARTH EXCAVATION (CUT)	STRUCTURE EXCAVATION	EARTH EXCAVATION ADJUSTED SHRINKAGE 25% EARTH	ENBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
			CU YD	CU YD	CU YD	CU YD	CU YD
NORTH ABUTMENT			#	28	21	0	21
SOUTH ABUTMENT			#	28	21	0	21
116+0	120+64.23	LT/RT	17.4		13	0	13
120+15.49	120+64.23	MEDIAN	32.3		24	0	24
123+00.18	123+48.77	MEDIAN	32.2		24	0	24
123+00.18	128+00	LT/RT	15.9		12	0	12
TOTALS			97.8	56.0	115.4	0.0	115.4

 # EXCAVATION OF EARTH NECESSARY TO PERFORM THE REMOVAL OF THE EXISTING BRIDGE ABUTMENTS AND BACKFILLING TO THE LEVEL OF THE GROUND SURFACE AS IT EXISTED BEFORE ANY EXCAVATION WAS MADE INCLUDED IN THE COST OF REMOVAL OF EXISTING SUB–STRUCTURES (SEE SPECIAL PROVISION)

OTHER SCHEDULES

	STATION	STATION	CURB REFLECTORS	TUBULAR MARKER
			EACH	EACH
	116+50	117+50		
	126+50	127+50		
	129+16	130+42	7	
*	130+42	133+27	16	
*	133+26	-		1.0
		TOTALS	**23**	**1**

*** FUND CODE 0005**

PERMANENT PAVEMENT MARKINGS AND GROOVING

	STATION	STATION	OFFSET	MODIFIED URETHANE PAVEMENT MARKING, LETTERS AND SYMBOLS	MODIFIED URETHANE PAVEMENT MARKING, LINE 4"	MODIFIED URETHANE PAVEMENT MARKING, LINE 8"	MODIFIED URETHANE PAVEMENT MARKING, LINE 12"	MODIFIED URETHANE PAVEMENT MARKING, LINE 24"	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS	GROOVING FOR RECESSED PAVEMENT MARKING 5"	GROOVING FOR RECESSED PAVEMENT MARKING 9"	GROOVING FOR RECESSED PAVEMENT MARKING 13"	GROOVING FOR RECESSED PAVEMENT MARKING 25"
				SQ FT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	FOOT	FOOT	FOOT
	113+92	116+00	LT & RT		479.1					479.1			
	116+00	119+00	LT & RT		1460.0					1460.0			
	119+00	125+00	LT & RT		2420.0					2420.0			
	125+00	128+00	LT & RT		1460.0					1460.0			
	128+00	130+42	LT & RT		704.0					704.0			
*	130+42	133+27	LT & RT		1140.6					1141.0			
	RAMPS	115+00	LT & RT	31.2	263.4	202.7	71.5	30.0	43.8	263.4	202.7	71.5	30.0
	116+02	116+10	LT	15.6					21.9				
	116+82	116+90	LT	15.6					21.9				
	117+62	117+70	LT	15.6					21.9				
	118+42	118+50	LT	15.6					21.9				
	125+51	125+59	RT	15.6					21.9				
	126+24	126+32	RT	15.6					21.9				
	126+97	127+05	RT	15.6					21.9				
	127+70	127+78	RT	15.6					21.9				
	RAMPS	128+50	LT & RT	31.2	249.7	235.0	95.9	34.0	43.8	249.7	235.0	95.9	34.0
	TOTALS			**187.2**	**8176.8**	**437.7**	**167.4**	**64.0**	**262.8**	**8177.2**	**437.7**	**167.4**	**64.0**

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PLOT DATE = 6/26/2019

DESIGNED - -
DRAWN - SAE
CHECKED - MJS
DATE - JUNE 25, 2019

REVISED - -
REVISED - -
REVISED - -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
BELL SCHOOL ROAD OVER I–74**

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR; 130RS-6	PEORIA	83	14
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

CURB AND GUTTER & MEDIAN

	STATION	STATION	LT/RT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	CONCRETE MEDIAN SURFACE, 4 INCH	CONCRETE MEDIAN, TYPE SB-6.06
				FOOT	FOOT	SQ FT	SQ FT
	120+15.49	120+18.49	LT		3.0	20.6	
	120+15.50	120+18.50	RT		3.0	23.8	
	123+45.77	123+48.77	LT		3.0	23.3	
	123+45.78	123+48.77	RT		3.0	21.6	
	129+16	130+42	LT/RT	252.0			
*	130+42	132+66	LT/RT	448.0			
*	132+66	133+26	LT/RT				402.6
			TOTAL	**700**	**12**	**90**	**402.6**

* **FUND CODE 0005**

AGGREGATE SHOULDERS TYPE B

	STATION TO STATION		WIDTH	DEPTH	AGGREGATE SHOULDERS, TYPE B
			FOOT	INCH	TONS
	129+73.19	130+42	3	2.0	4.5
*	130+42	133+27	3	2.0	21.6
			TOTALS		**26.1**

TEMPORARY PAVEMENT MARKINGS

	STATION	STATION	OFFSET	PAVEMENT MARKING BLACKOUT TAPE, 6"	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	PAVEMENT MARKING TAPE, TYPE IV 4"	TEMPORARY PAVEMENT MARKING REMOVAL	
				FOOT	FOOT	SQ FT	FOOT	SQ FT	
	26+00	67+50		150			9200	3060	**
	66+40	105+50		180			8820	2940	**
	113+92	118+00	LT & RT		141.75	46.8			**
	115+00	RAMP	LT		96	192.0			**
	116+00	118+50	LT		76	26.0			
	125+50	128+00	RT		76	26.0			
	126+50	129+50	LT & RT		141.75	46.8			**
	128+50	RAMP	RT		96	192.0			**
			TOTALS	**330**	**627.5**	**529.6**	**18020**	**6000**	

** **TOTAL TO PROVIDE AND REMOVE TWO TIMES**

MOWING

STATION TO STATION		LT/RT	AREA
			ACRE
113+05	135+20	LT & RT	29.5

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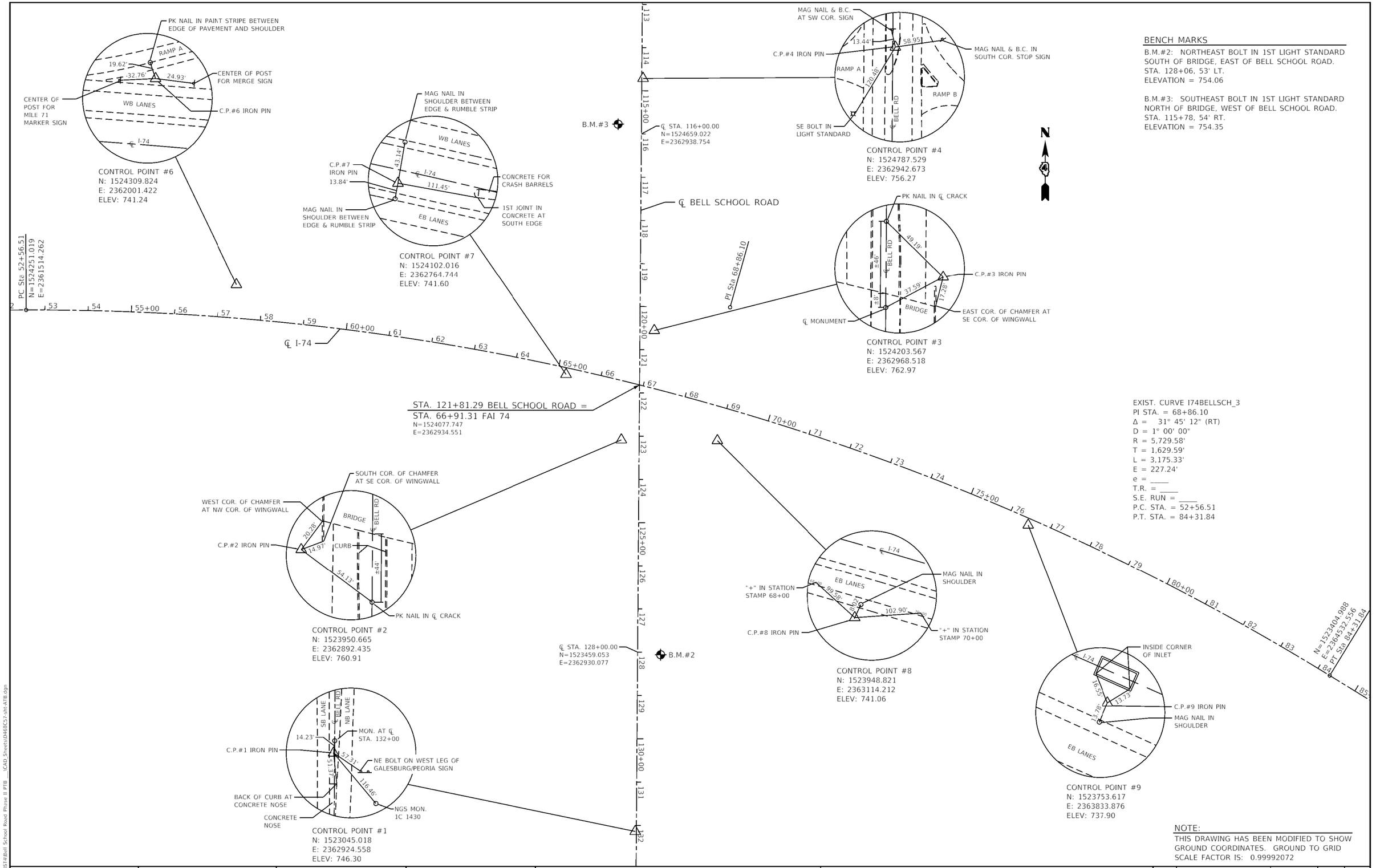
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
BELL SCHOOL ROAD OVER I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR; 130RS-6	PEORIA	83	15
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		



BENCH MARKS

B.M.#2: NORTHEAST BOLT IN 1ST LIGHT STANDARD SOUTH OF BRIDGE, EAST OF BELL SCHOOL ROAD.
STA. 128+06, 53' LT.
ELEVATION = 754.06

B.M.#3: SOUTHEAST BOLT IN 1ST LIGHT STANDARD NORTH OF BRIDGE, WEST OF BELL SCHOOL ROAD.
STA. 115+78, 54' RT.
ELEVATION = 754.35

EXIST. CURVE I74BELLSCH_3
PI STA. = 68+86.10
Δ = 31° 45' 12" (RT)
D = 1° 00' 00"
R = 5,729.58'
T = 1,629.59'
L = 3,175.33'
E = 227.24'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 52+56.51
P.T. STA. = 84+31.84

NOTE:
THIS DRAWING HAS BEEN MODIFIED TO SHOW GROUND COORDINATES. GROUND TO GRID SCALE FACTOR IS: 0.99992072

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
BELL SCHOOL ROAD OVER I–74

SCALE: 200.0000 ' / in SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	16
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

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ROADWAY CHECKED
R.O.W. CHECKED
CADD FILE NAME
NOTE BOOK
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BY
DATE

PROFILE
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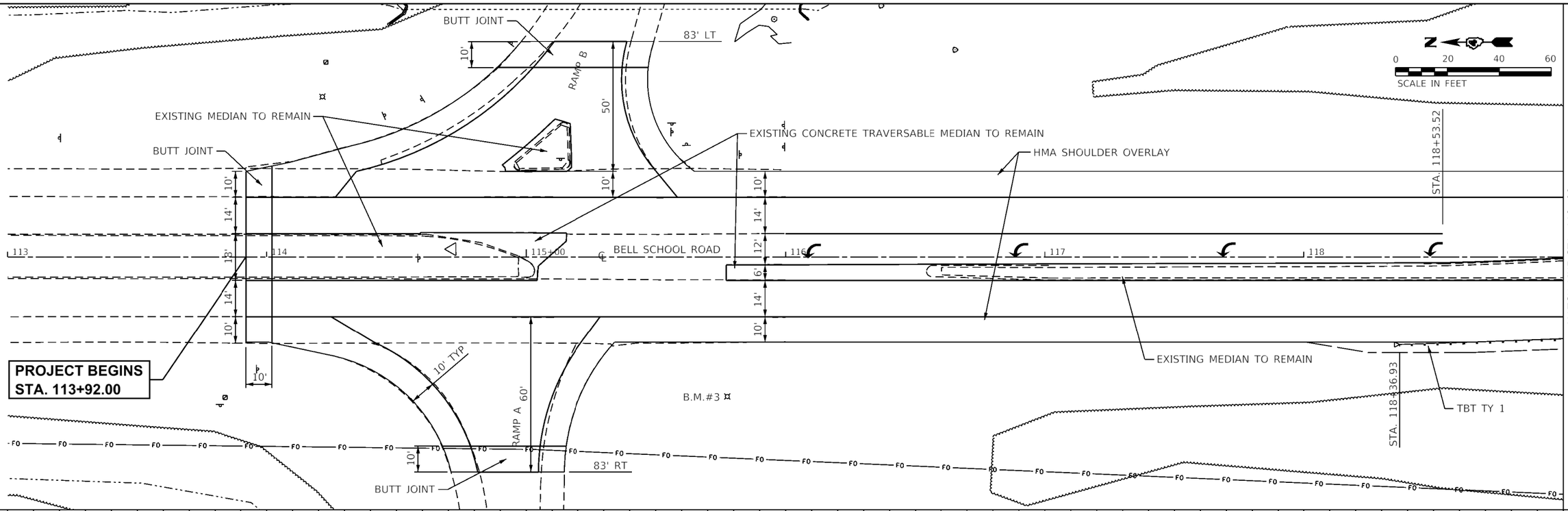
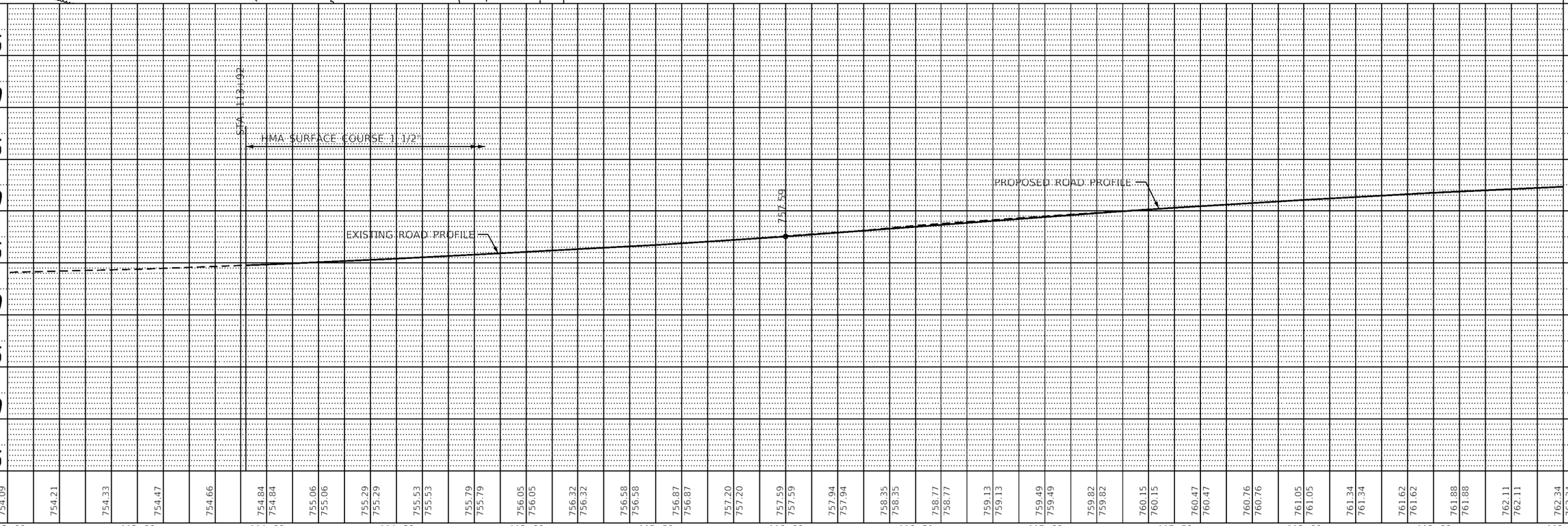
NOTE BOOK
NO.
BY
DATE





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PLOT DATE = 5/29/2019	DATE - MAY 29, 2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
BELL SCHOOL ROAD OVER I-74

SCALE: 40.0000 ' / in. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	17
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

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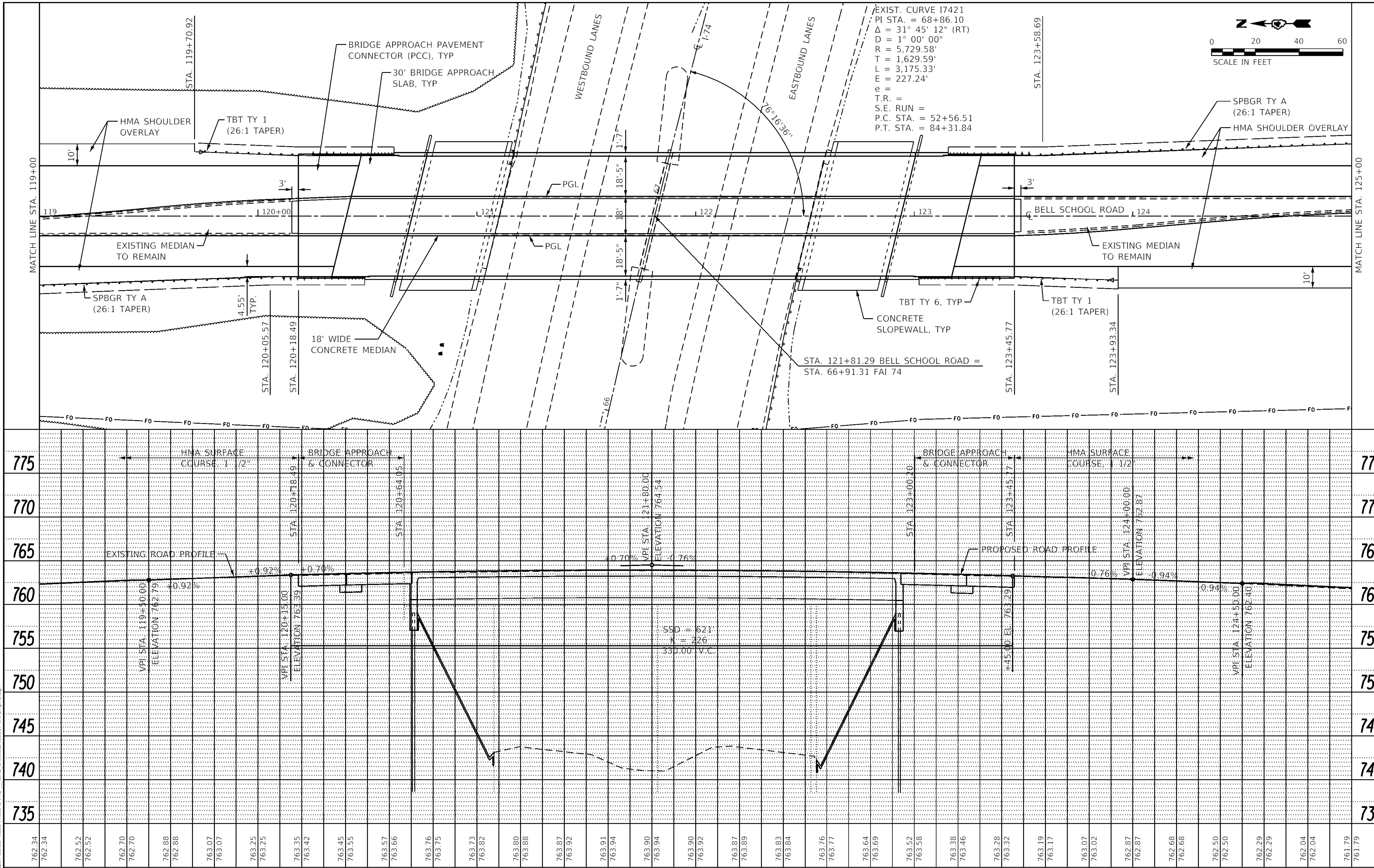

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
BELL SCHOOL ROAD OVER I–74

SCALE: 40.0000 ' / in. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	18
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

PLAN

DATE	BY	
		SURVEYED
		PLOTTED
		DRAWN / CHECKED
		ALIGNMENT CHECKED
		RT. OF WAY CHECKED
		CADD FILE NAME

NOTE BOOK
NO.____

PROFILE

DATE	BY	
		SURVEYED
		PLOTTED
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		ELEV. NOTED
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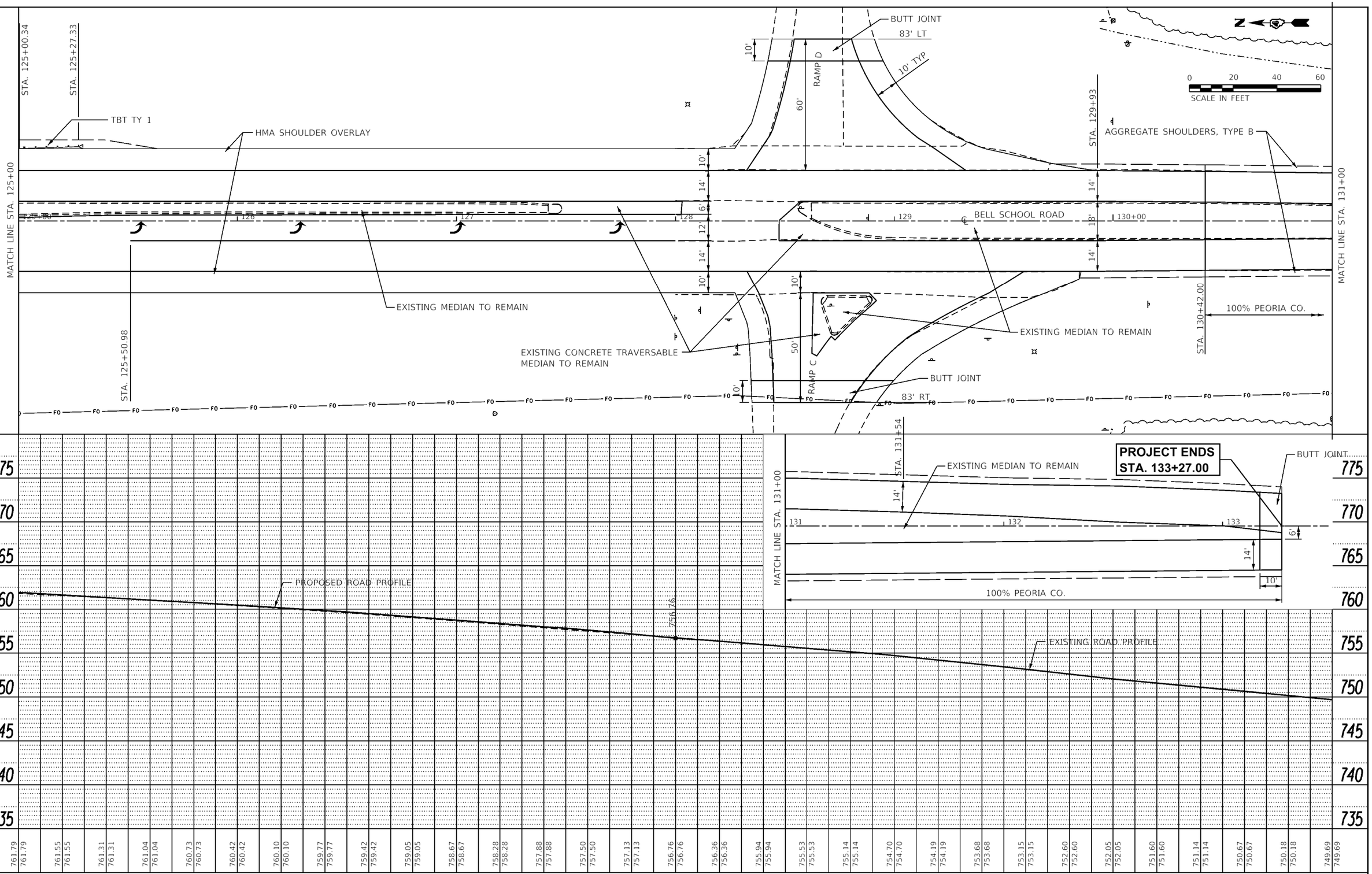

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
BELL SCHOOL ROAD OVER I-74

SCALE: 40.0000 ' / in. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	19
		CONTRACT NO. 68C57		
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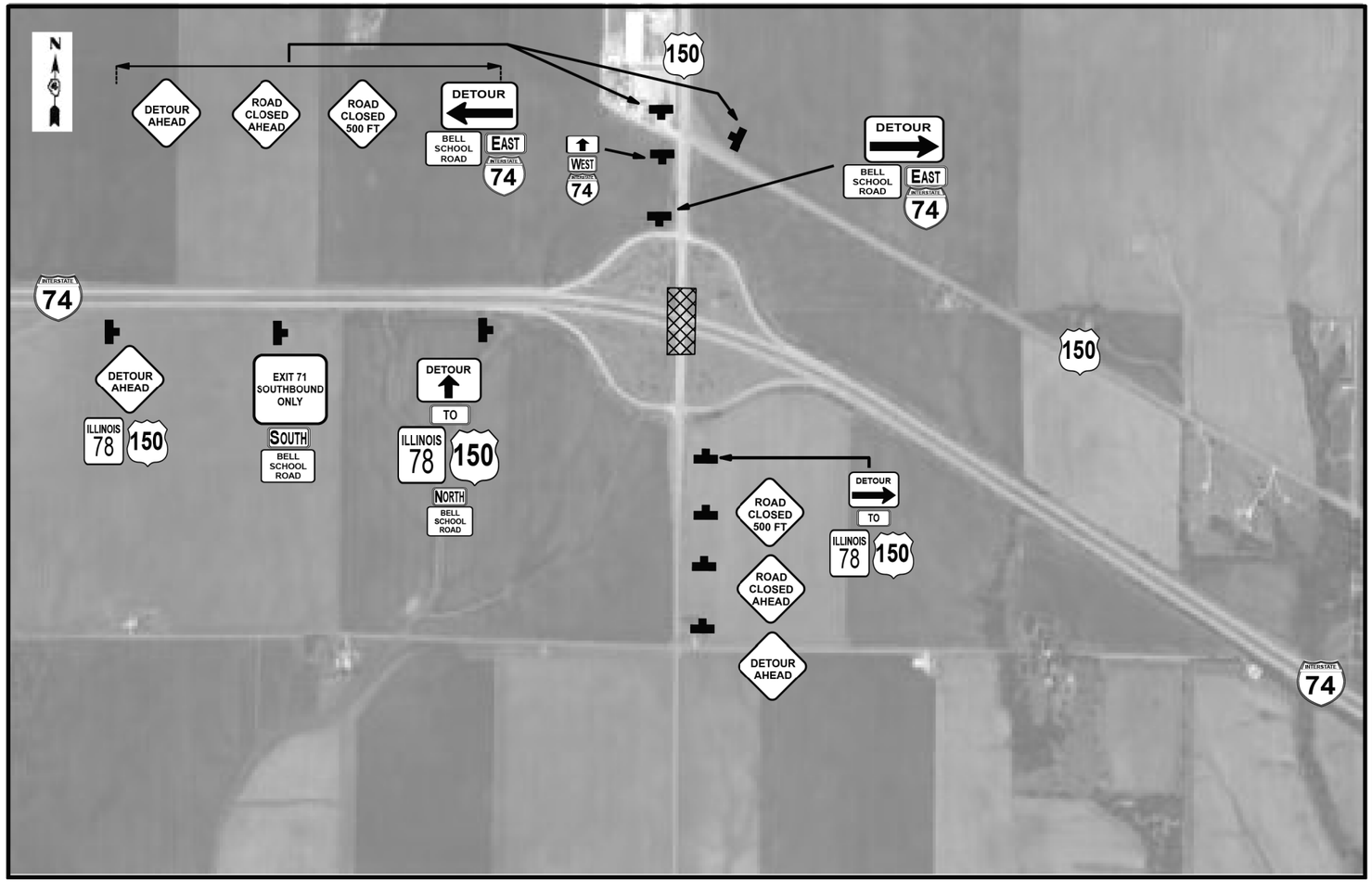

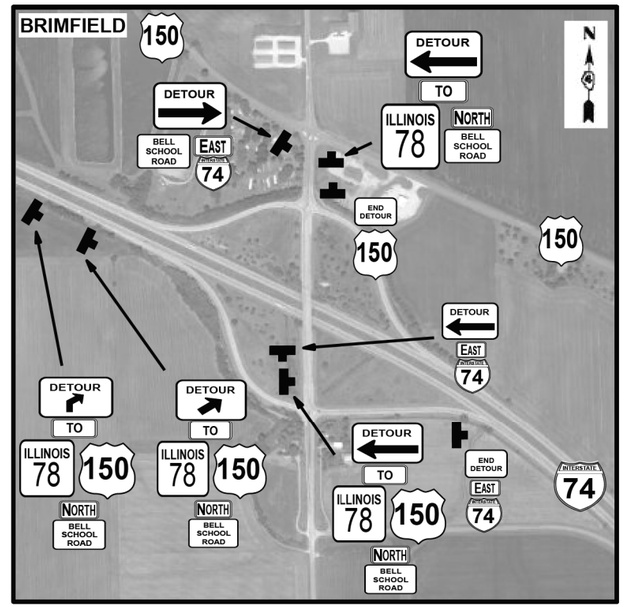

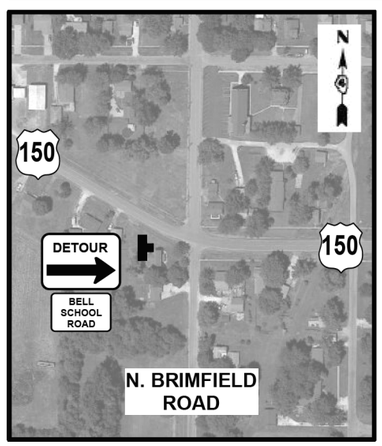

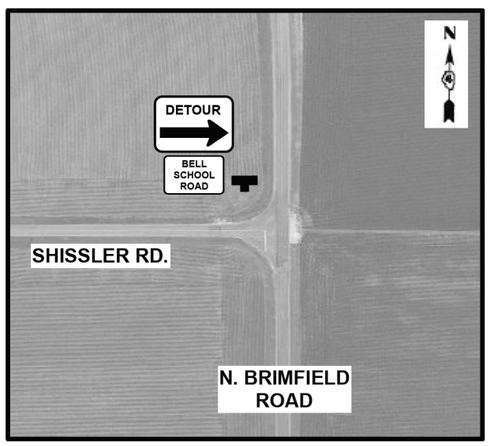

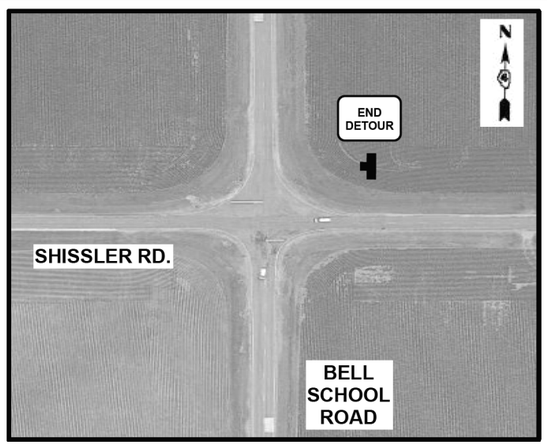

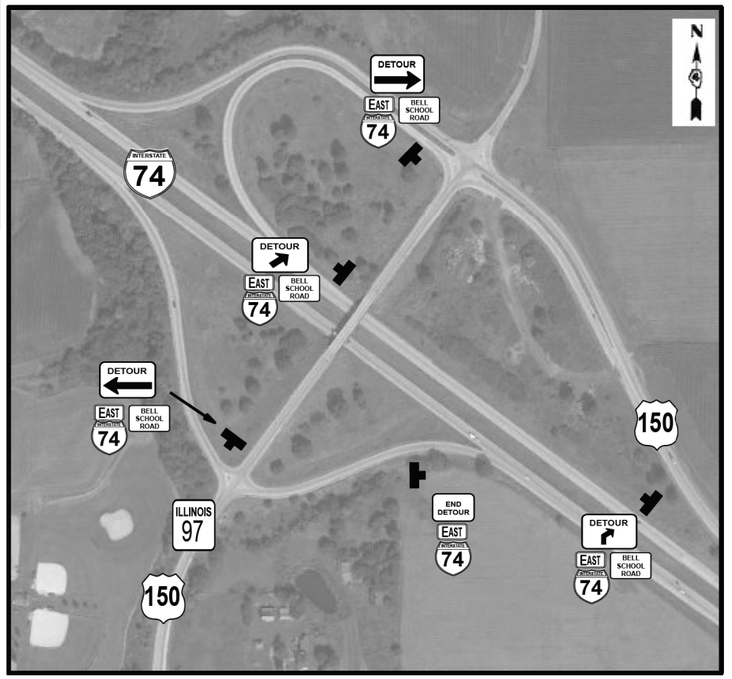

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STATE OF ILLINOIS
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DETOUR PLAN
BELL SCHOOL ROAD OVER I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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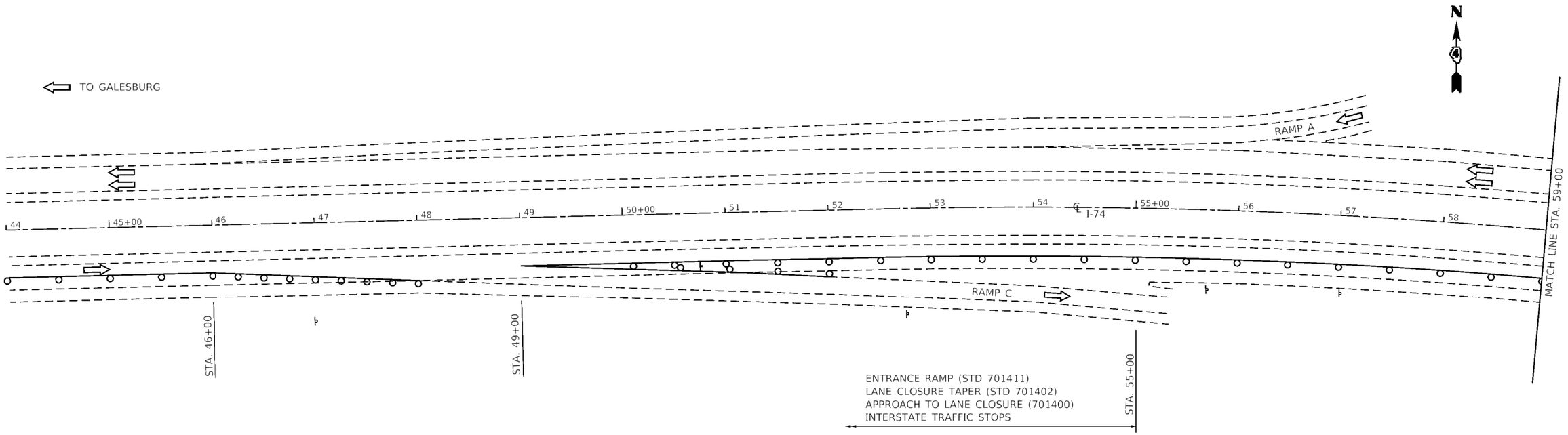
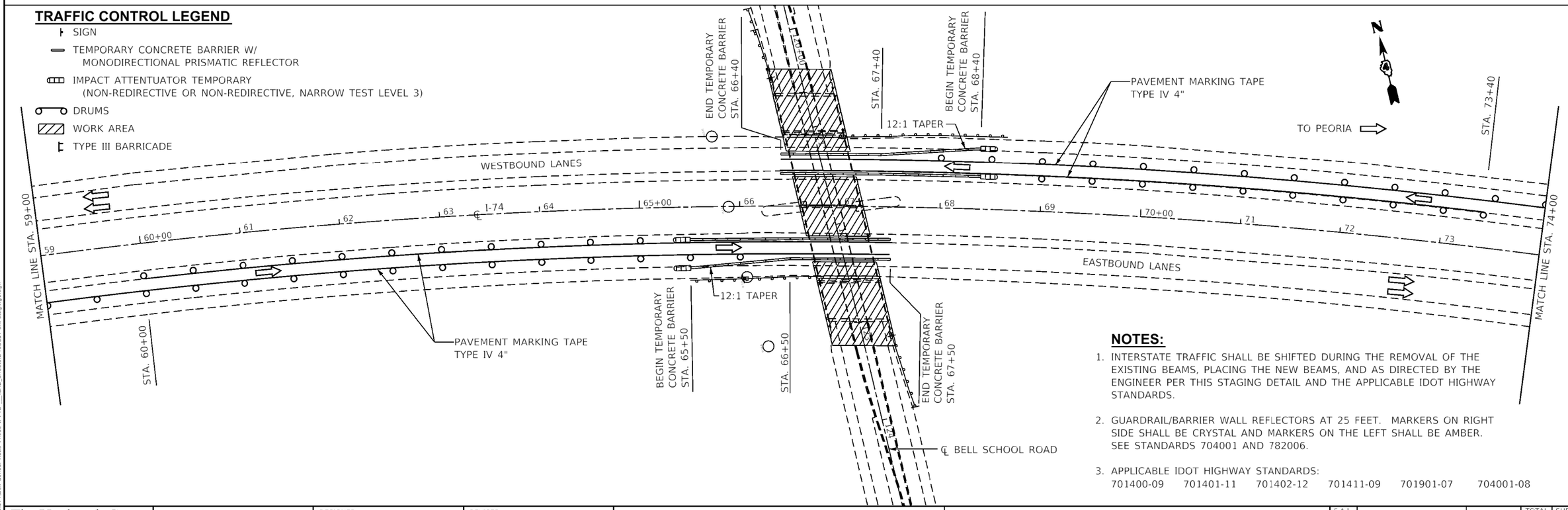


TRAFFIC CONTROL LEGEND

- SIGN
- TEMPORARY CONCRETE BARRIER W/ MONODIRECTIONAL PRISMATIC REFLECTOR
- IMPACT ATTENTUATOR TEMPORARY (NON-REDIRECTIVE OR NON-REDIRECTIVE, NARROW TEST LEVEL 3)
- DRUMS
- WORK AREA
- TYPE III BARRICADE



NOTES:

1. INTERSTATE TRAFFIC SHALL BE SHIFTED DURING THE REMOVAL OF THE EXISTING BEAMS, PLACING THE NEW BEAMS, AND AS DIRECTED BY THE ENGINEER PER THIS STAGING DETAIL AND THE APPLICABLE IDOT HIGHWAY STANDARDS.
2. GUARDRAIL/BARRIER WALL REFLECTORS AT 25 FEET. MARKERS ON RIGHT SIDE SHALL BE CRYSTAL AND MARKERS ON THE LEFT SHALL BE AMBER. SEE STANDARDS 704001 AND 782006.
3. APPLICABLE IDOT HIGHWAY STANDARDS:
   701400-09 701401-11 701402-12 701411-09 701901-07 704001-08

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL I–74 (SHEET 1)
BELL SCHOOL ROAD OVER I–74

SCALE: 100.0000 ' / in. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	21
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

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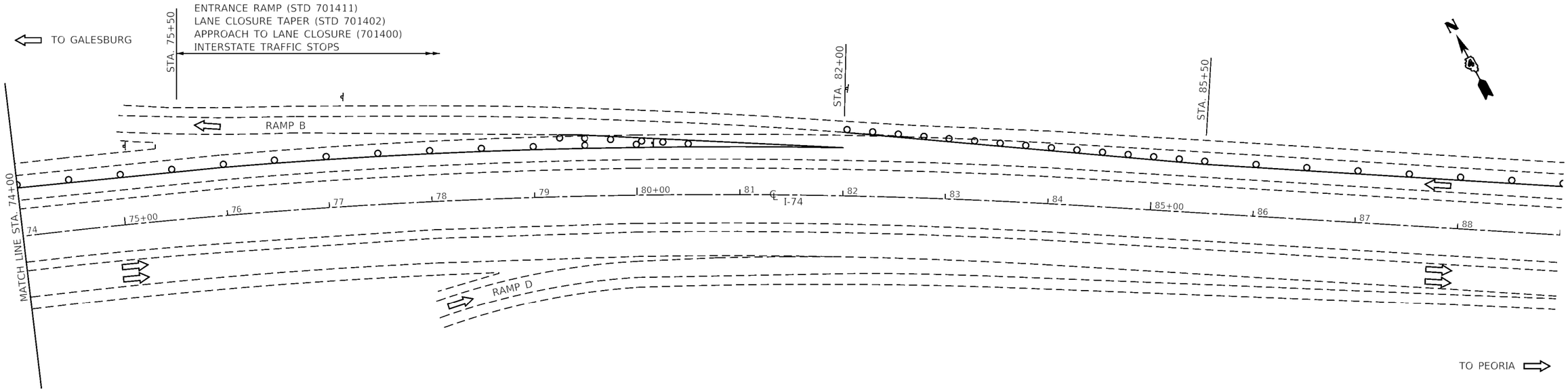
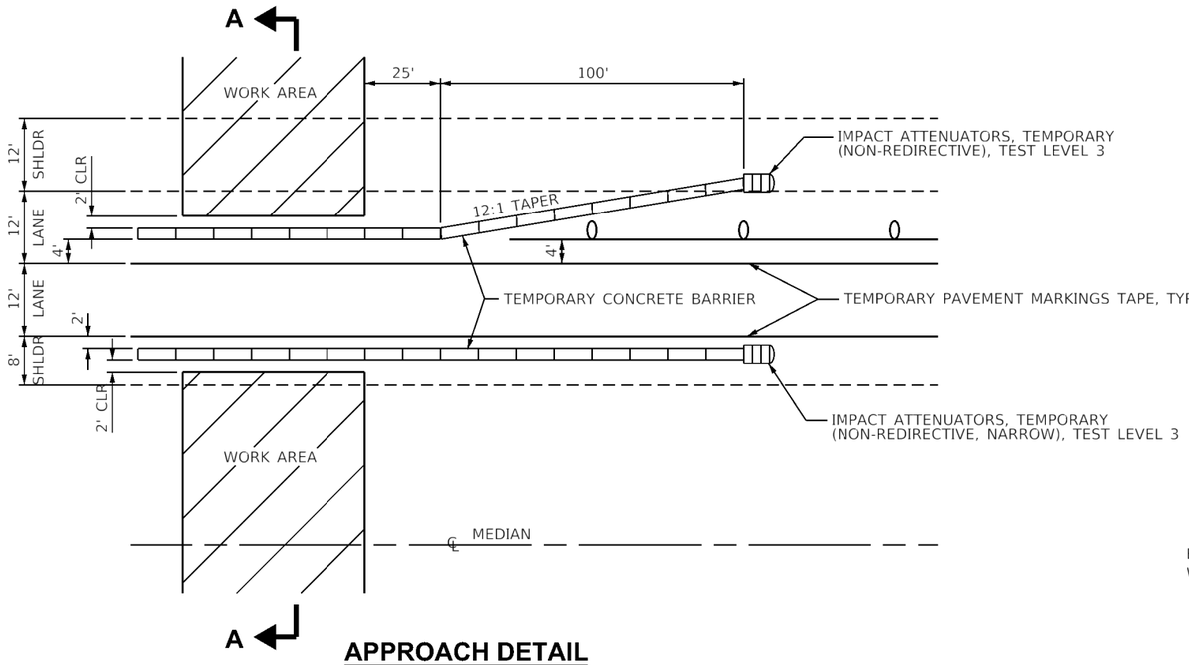
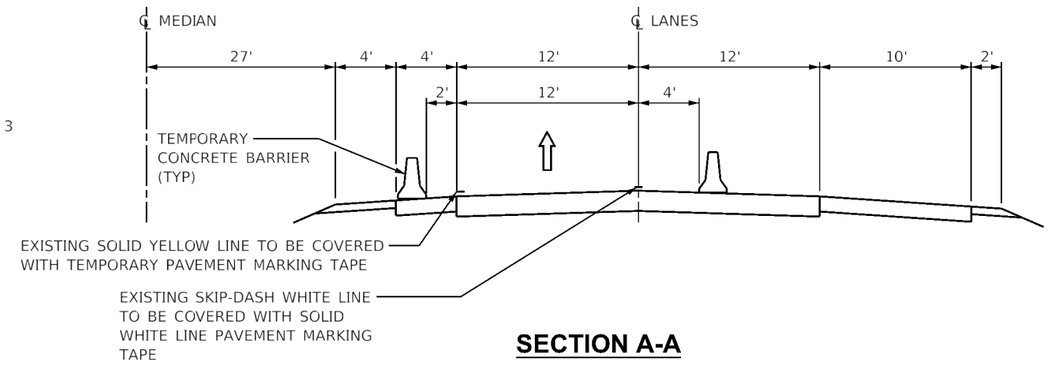




APPROACH DETAIL



SECTION A-A

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL I–74 (SHEET 2)
BELL SCHOOL ROAD OVER I–74

SCALE: 100.0000 ' / in SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	22
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

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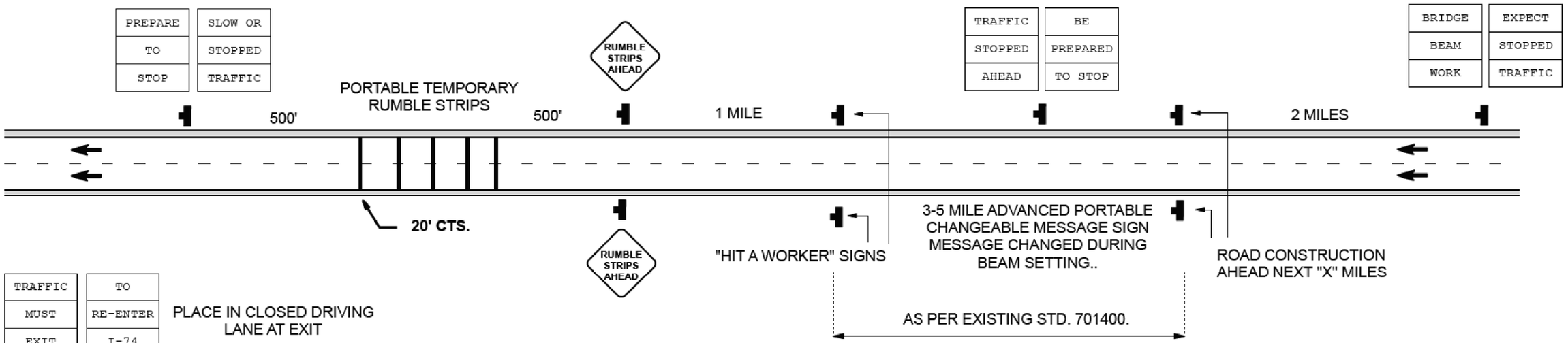
INTERSTATE TRAFFIC STOPS



TEMPORARY RUMBLE STRIPS SHALL BE PLACED AFTER ALL SIGNAGE IS IN PLACE AND REMOVED PRIOR TO ALL SIGN REMOVAL.

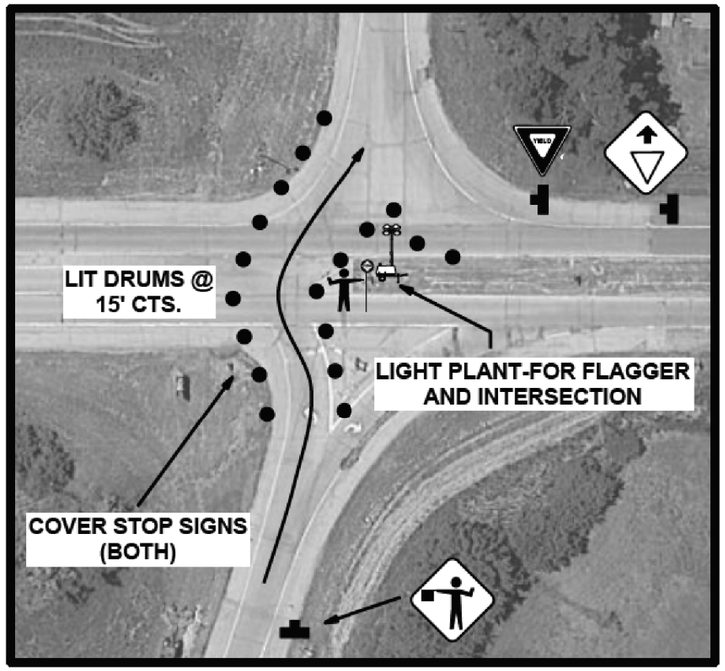
CONTRACTOR SHALL NOTIFY IDOT ONE WEEK PRIOR TO ARRANGE ISP TROOPER FOR SAFETY/DELAYS. THE TROOPER WILL STAY IN ADVANCE OF ANY TRAFFIC QUEUE OR NEAR THE BASE OF THE EXIT RAMP AND SHALL NOT BE POSITIONED NEAR THE FLAGGER.

EACH FLAGGER SHALL HAVE AN OVERHEAD LIGHT AS SHOWN.

CLOSURES SHALL BE DONE AT NIGHT FROM 10:00 PM TO 6:00 AM-MONDAY THRU THURSDAY.

SATURDAY/SUNDAY- NO DAY OR NIGHT CLOSURES ALLOWED.

ALL COSTS, MATERIALS, PORTABLE CHANGEABLE MESSAGE SIGNS, LABOR ETC. AND AS SHOWN IN THIS DETAIL SHALL BE INCLUDED WITH TRAFFIC CONTROL AND PROTECTION, (SPECIAL).



TYPICAL FOR TOP OF RAMP (BOTH)

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architects engineers surveyors
Professional Design Firm Corporation License No. 184-003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL I–74 (SHEET 3)
BELL SCHOOL ROAD OVER I–74

SCALE: 40.0000 ' / in. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	23
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

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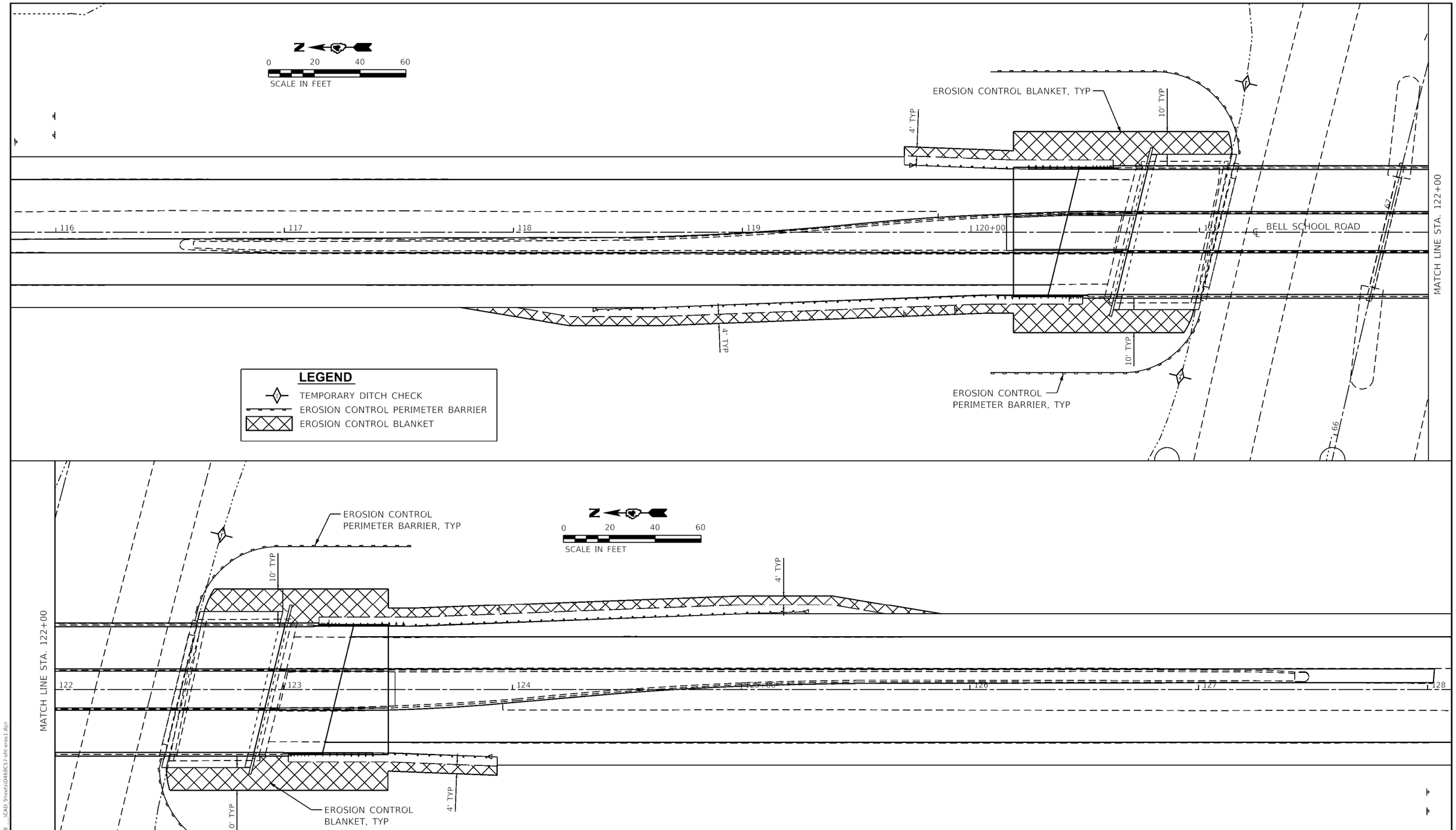

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
BELL SCHOOL ROAD OVER I–74

SCALE: 40.0000 ' / in. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	24
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

ROUTE	LOCATION	EX. LUMINAIRE MOUNTING HEIGHT	EX. LUMINAIRE TYPE AND WATTAGE	EX. LUMINAIRE VOLTAGE	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	PROP. LUMINAIRE MOUNTING BRACKET - SPECIAL	NOTES
I-74	BELL SCHOOL RD. (EXIT 71)	45 FT. (POLES)	HPS, 250W, TENON MOUNT	480 V	14.0	4.0	FURNISH 1 FT. ARM AND INSTALL ON EX. TENON TOP LIGHT POLES, FURNISH AND INSTALL NEW SURGE ARRESTOR, FUSEHOLDER, FUSES, AND LUMINAIRE WIRING

CONSTRUCTION NOTES
1. EXISTING UTILITY LOCATION INFORMATION IS NOT SHOWN ON THE PLAN SHEETS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES PRIOR TO THE INSTALLATION OF ANY COMPONENTS. THE CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS AND TERRAIN PRIOR TO COMMENCING WORK ON THE PROJECT.
2. THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
4. ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
5. THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03 UNLESS SPECIFIED OTHERWISE.
6. ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION.
7. ANY MAINTENANCE OF EXISTING ELECTRICAL FACILITIES WILL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
8. THE EXISTING LIGHTING SHALL REMAIN IN OPERATION DURING THE INSTALLATION OF THE PROPOSED LIGHTING COMPONENTS.
9. REMOVAL OF EXISTING ITEMS (LUMINAIRES, WIRING, ETC.) WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES FOR THE PROPOSED ITEMS.
10. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW FUSEHOLDERS, FUSES, SURGE ARRESTORS, AND POLE WIRING FOR EACH LUMINAIRE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED LUMINAIRES.
11. THE CONTRACTOR SHALL REMOVE HPS LAMPS FROM THE EXISTING FIXTURES PRIOR TO DISPOSAL. THE HPS LAMP SHALL BE DISPOSED OF AT A CERTIFIED RECYCLING FACILITY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED LUMINAIRES.
12. THE CONTRACTOR SHALL FURNISH 1 FT. GALVANIZED LUMINAIRE ARMS AND INSTALL THEM ONTO THE EXISTING TENON TOP LIGHT POLES. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED LUMINAIRES.
13. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW STAINLESS STEEL OR PERFORATED ALUMINUM SCREENING AROUND AN EXISTING LIGHT POLE. THE CONTRACTOR SHALL REMOVE THE EXISTING SCREEN AND DISPOSE OF IT OFF THE RIGHT OF WAY. THE PROPOSED SCREEN SHALL BE SECURELY BANDED ON THE TOP AND BOTTOM OF THE BREAK-AWAY COUPLINGS TO PREVENT RODENT ENTRY AND NO GAPS IN EXCESS OF 0.25 INCH WILL BE ALLOWED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "FURNISH AND INSTALL METAL SCREEN"
14. THE CONTRACTOR SHALL FURNISH AND INSTALL TWIN TENON LUMINAIRE BRACKET CONSTRUCTED FROM GALVANIZED STEEL AND INSTALL IT ON AN EXISTING LIGHT POLE AT THE LOCATIONS SHOWN ON THE PLAN SHEETS. THE BRACKET SHALL ACCOMMODATE THE INSTALLATION OF TWO ROADWAY LUMINAIRES AT 90 DEGREES. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "LUMINAIRE MOUNTING BRACKET, SPECIAL."
15. THE COST OF THE OVERHEAD SERVICE CABLE AND SERVICE CABLE FROM THE DISCONNECT TO THE LIGHTING CONTROLLER SHALL BE INCLUDED IN THE COST OF THE PROPOSED ELECTRIC SERVICE.
16. PCC HANDHOLES SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE MEDIAN, SIDEWALK, OR GROUND LINE.
17. PROPOSED HANDHOLES SHALL BE CAST IN PLACE CONCRETE HANDHOLES.
18. COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC PUSHED OR TRENCHED.
19. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN THE REQUIRED MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
20. ALL LIGHTING STRUCTURES AND HANDHOLES 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 (INCLUDING CLAMPS, HARDWARE, ELECTRICAL CABLE, AND ALL OTHER ITEMS REQUIRED TO BOND THE STRUCTURES).
21. THE CONTRACTOR SHALL INTERCEPT THE EXISTING UNIT DUCT IN THE TWO LOCATIONS SHOWN ON THE PLAN SHEETS AND COUPLE IT TO THE PROPOSED 1" DIAMETER PVC CONDUIT. THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED CONDUIT.
22. THE EXISTING CONDUIT ATTACHED TO STRUCTURE SHALL BE REMOVED AND SHALL BE INCLUDED IN THE COST OF THE STRUCTURE REMOVAL.
23. THE PROPOSED WIRE SHALL BE INSTALLED CONTINUOUS FROM LIGHT POLE 5 TO LIGHT POLE 6 AND SHALL BE SPLICED INTO THE EXISTING CIRCUIT IN THE BASE OF EACH LIGHT POLE. THE CONTRACTOR SHALL REMOVE THE EXISTING ELECTRIC CABLE AND DISPOSE OF IT OFF SITE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED ELECTRIC CABLE.

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DEPARTMENT OF TRANSPORTATION

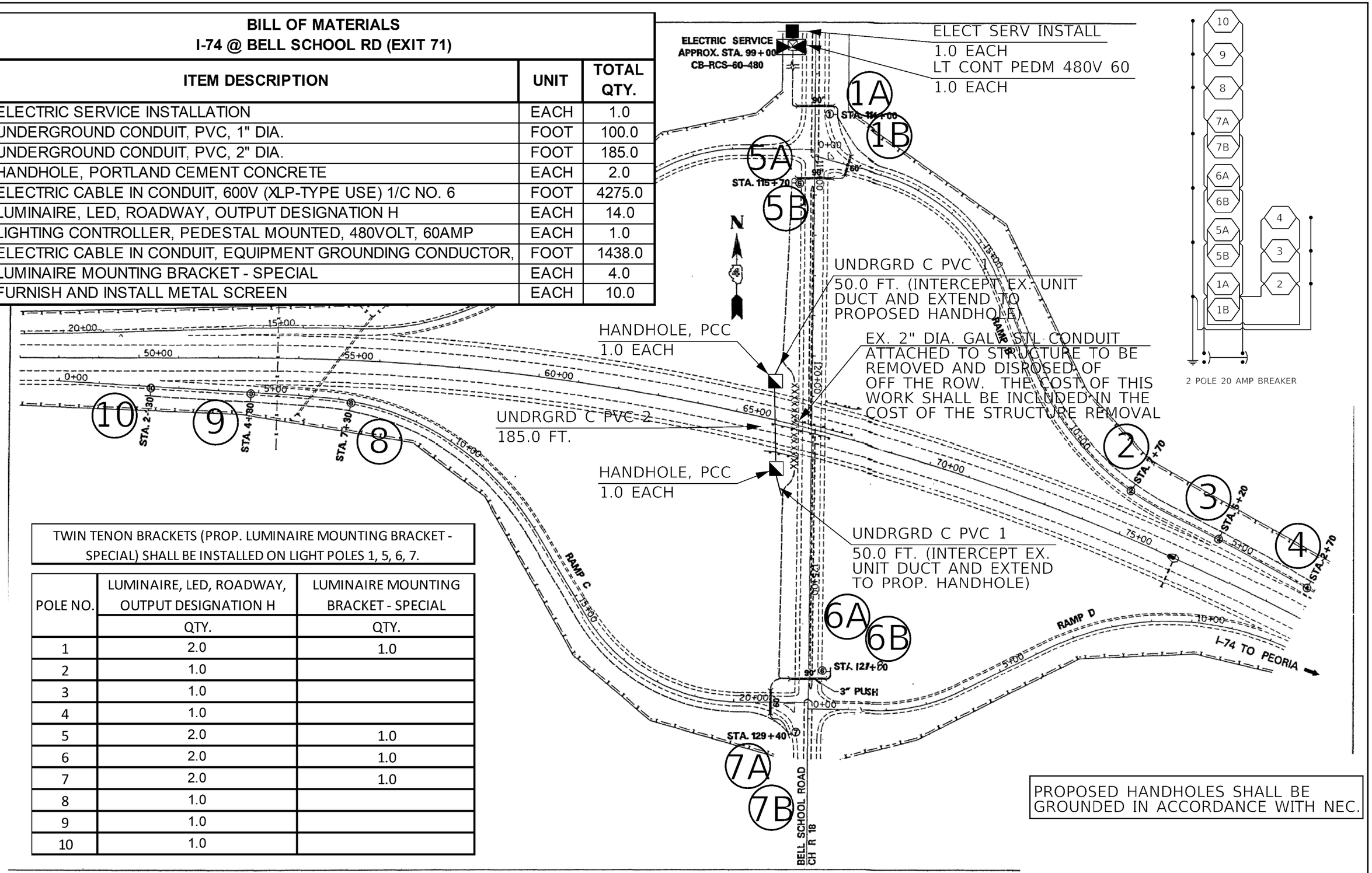
PROPOSED LED LUMINAIRE INSTALLATION DETAILS & LIGHTING CONSTRUCTION NOTES

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	25
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

BILL OF MATERIALS
I-74 @ BELL SCHOOL RD (EXIT 71)

ITEM DESCRIPTION	UNIT	TOTAL QTY.
ELECTRIC SERVICE INSTALLATION	EACH	1.0
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	100.0
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	185.0
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	2.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	4275.0
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	14.0
LIGHTING CONTROLLER, PEDESTAL MOUNTED, 480VOLT, 60AMP	EACH	1.0
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR,	FOOT	1438.0
LUMINAIRE MOUNTING BRACKET - SPECIAL	EACH	4.0
FURNISH AND INSTALL METAL SCREEN	EACH	10.0



TWIN TENON BRACKETS (PROP. LUMINAIRE MOUNTING BRACKET - SPECIAL) SHALL BE INSTALLED ON LIGHT POLES 1, 5, 6, 7.

POLE NO.	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	LUMINAIRE MOUNTING BRACKET - SPECIAL
	QTY.	QTY.
1	2.0	1.0
2	1.0	
3	1.0	
4	1.0	
5	2.0	1.0
6	2.0	1.0
7	2.0	1.0
8	1.0	
9	1.0	
10	1.0	

PROPOSED HANDHOLES SHALL BE GROUNDED IN ACCORDANCE WITH NEC.

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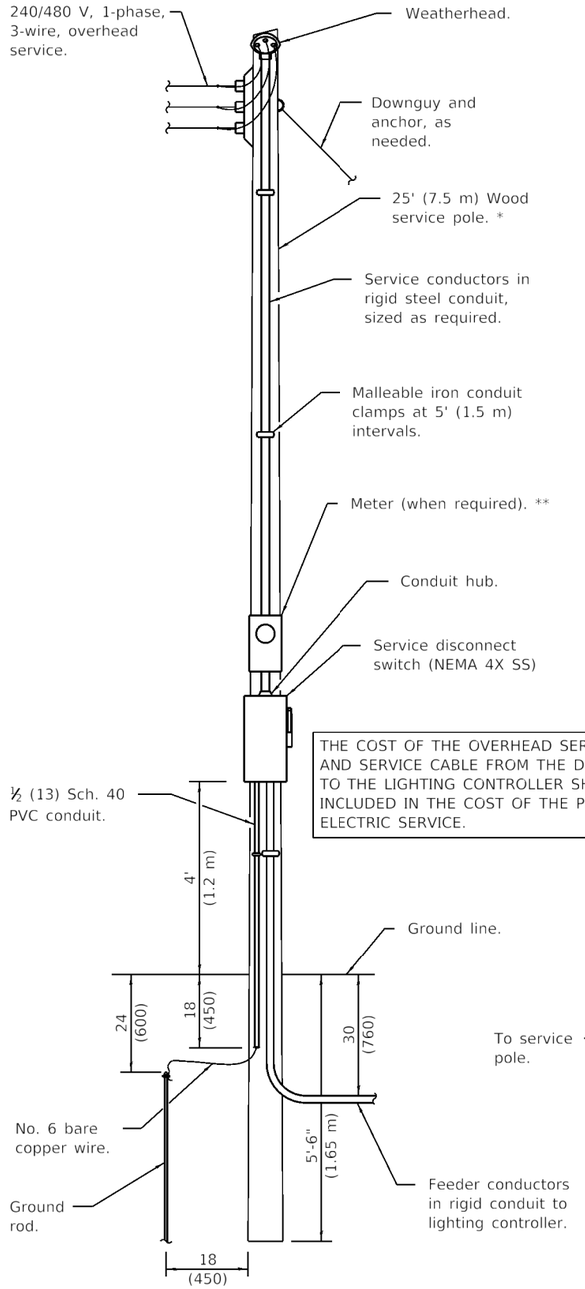
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLANS
BELL SCHOOL ROAD OVER I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	26
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			



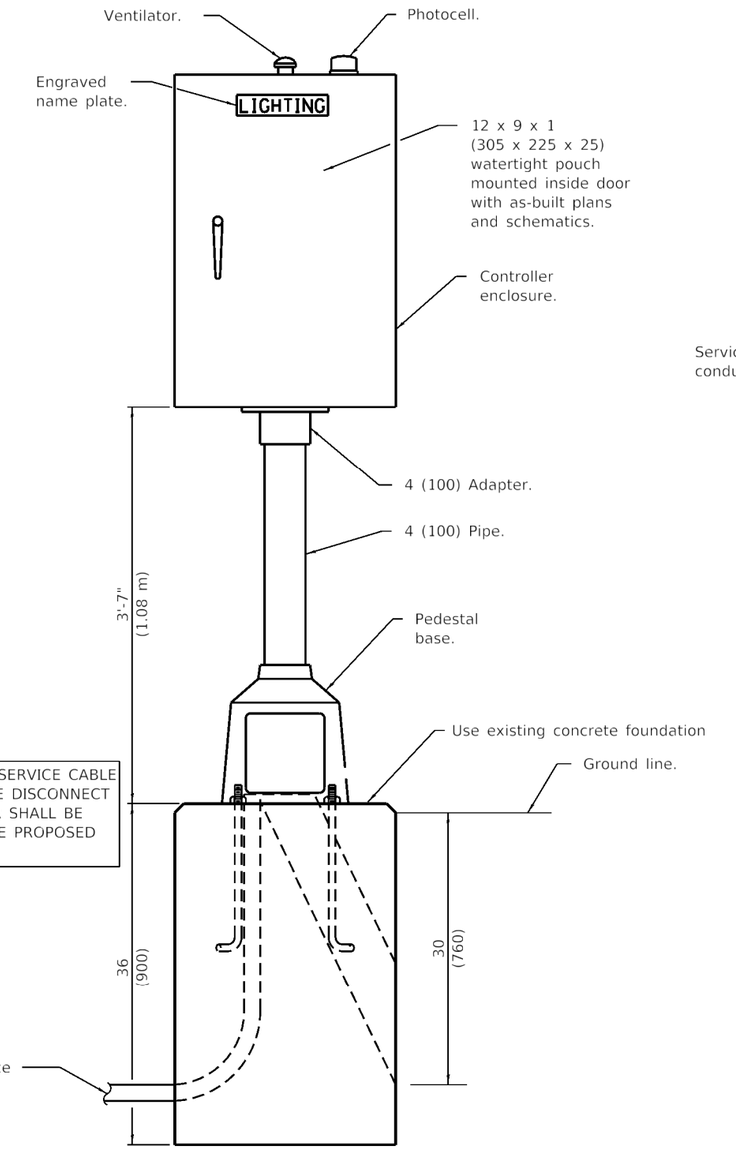
THE COST OF THE OVERHEAD SERVICE CABLE AND SERVICE CABLE FROM THE DISCONNECT TO THE LIGHTING CONTROLLER SHALL BE INCLUDED IN THE COST OF THE PROPOSED ELECTRIC SERVICE.

ELECTRIC SERVICE INSTALLATION

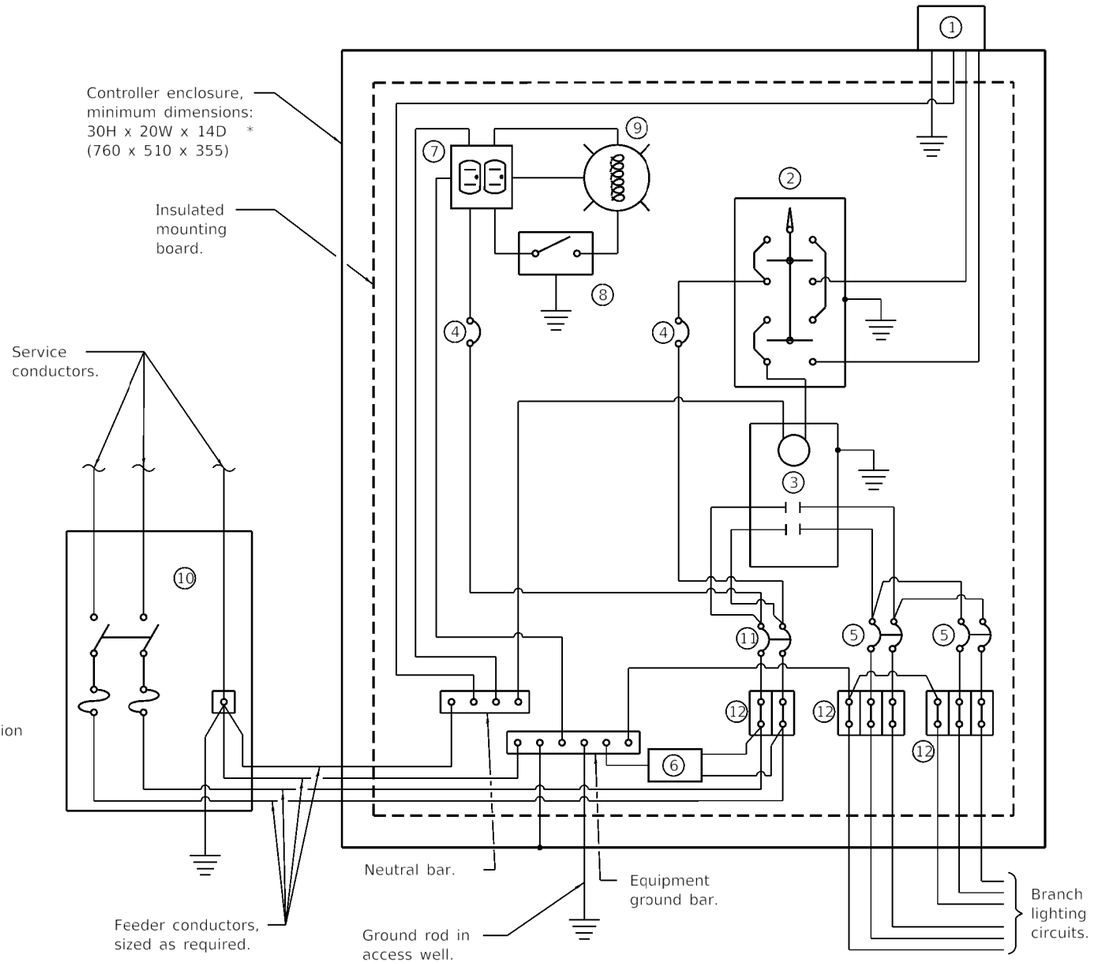
(Typical overhead service shown. Cut pole off for underground service and treat cut surface with preservative. Consult utility company standards for exact requirements.)

* Size larger as needed.

** When cold sequencing is required, provide a meter disconnect switch as directed by Utility Company.



LIGHTING CONTROLLER



CONTROL SCHEMATIC

1. Photocell with integral surge arrester.
2. HAND-OFF-AUTO selector switch.
3. 100 amp*, electrically held contactor.
4. 15 amp, 1-pole circuit breaker.
5. 10 amp*, 2-pole circuit breaker (QTY 4.0:
   1.0 - lighting circuit
   1.0 - ITS cabinet transformer
   2.0 - spares).
6. Surge arrester.
7. GFCI duplex receptacle.
8. Single-pole, single-throw switch.
9. LED light bulb, enclosed and gasketted with 800 lumen lamp.
10. Service disconnect switch - 2-pole, 3-wire, 60 amp*, fused at 60 amp*, solid neutral in NEMA 4X enclosure having lockable external handle.
11. 60 amp*, 2-pole circuit breaker.
12. Terminal block sized for conductors as shown on plans.

* Size larger as needed.

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

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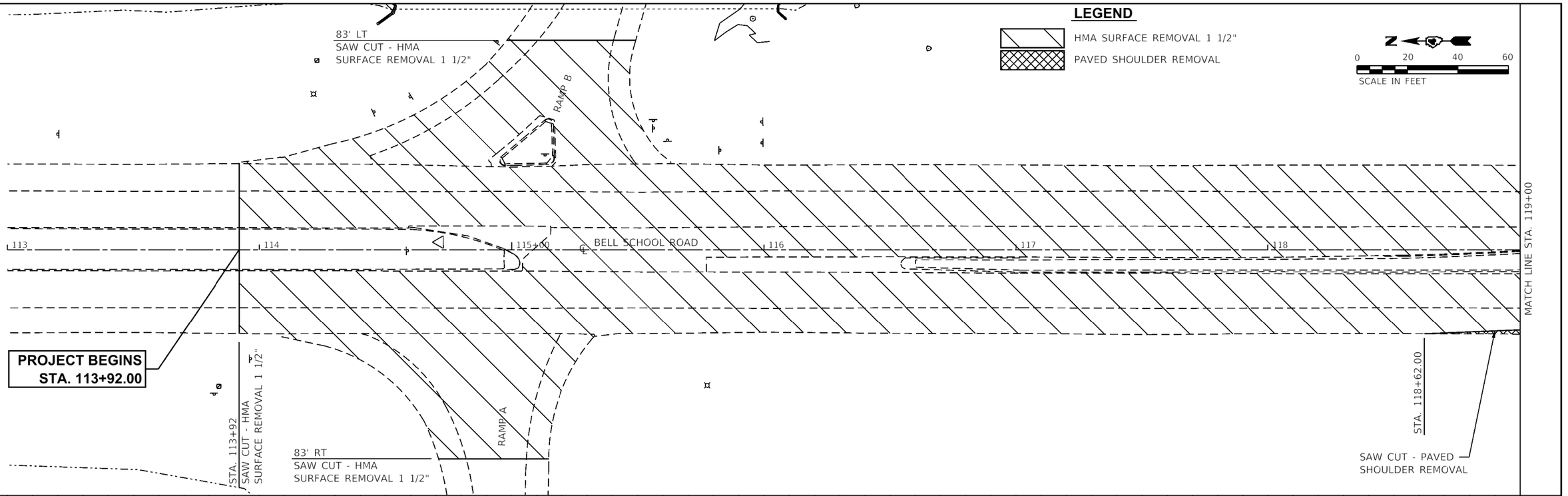
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING CONTROLLER DETAIL
BELL SCHOOL ROAD OVER I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	27
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN AND PROFILE
BELL SCHOOL ROAD OVER I-74

SCALE: 40.0000 ' / in. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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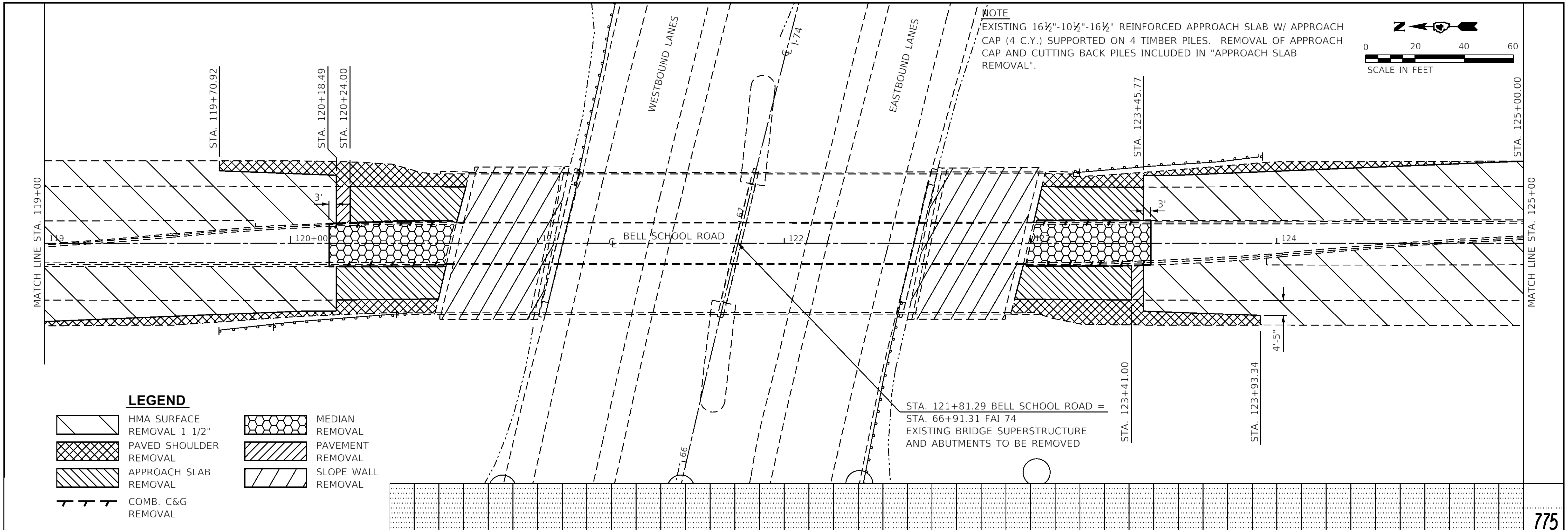
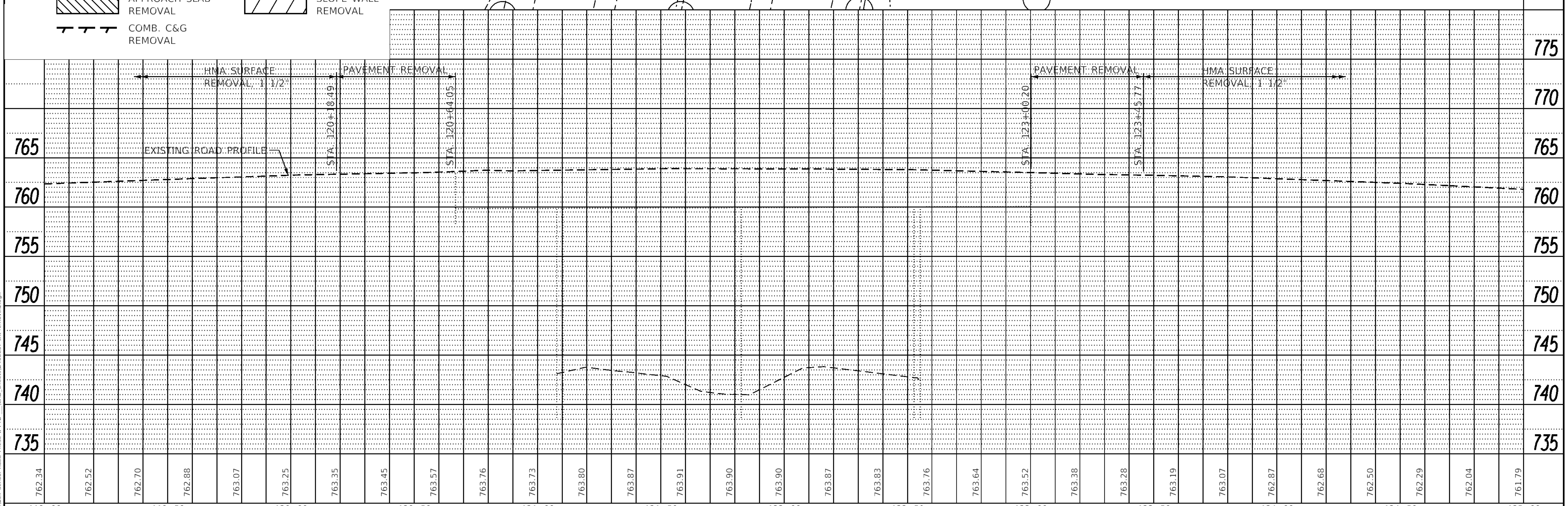
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN AND PROFILE
BELL SCHOOL ROAD OVER I-74

SCALE: 40.0000 ' / in. SHEET OF SHEETS STA. TO STA.

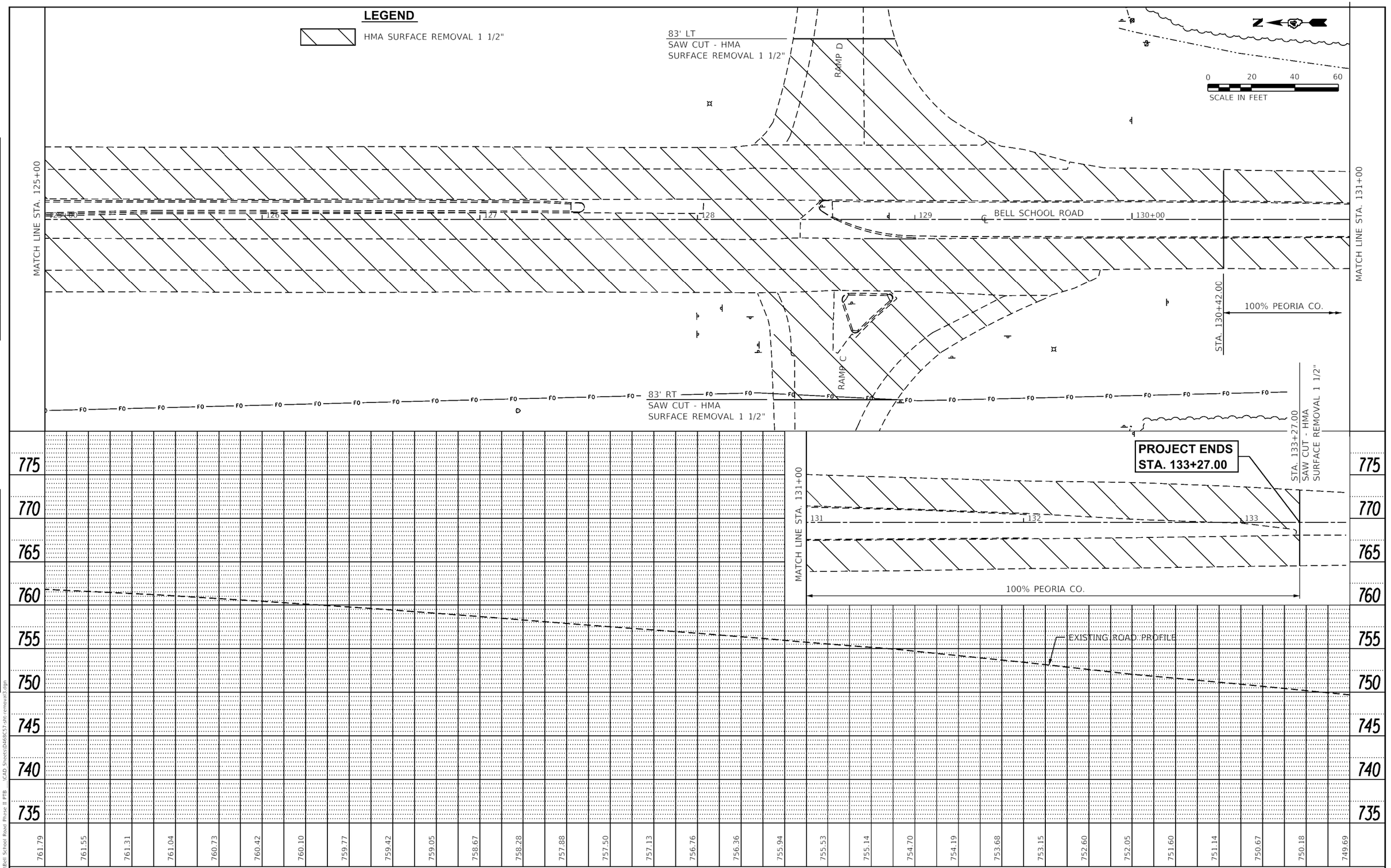
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	29

CONTRACT NO. 68C57

ILLINOIS FED. AID PROJECT

LEGEND

HMA SURFACE REMOVAL 1 1/2"



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN AND PROFILE
BELL SCHOOL ROAD OVER I-74

SCALE: 40.0000 ' / in. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	30
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

Bench Mark: NE Bolt in 1st Light Standard Base south of the bridge on east side of Bell School Road. Elevation 754.06

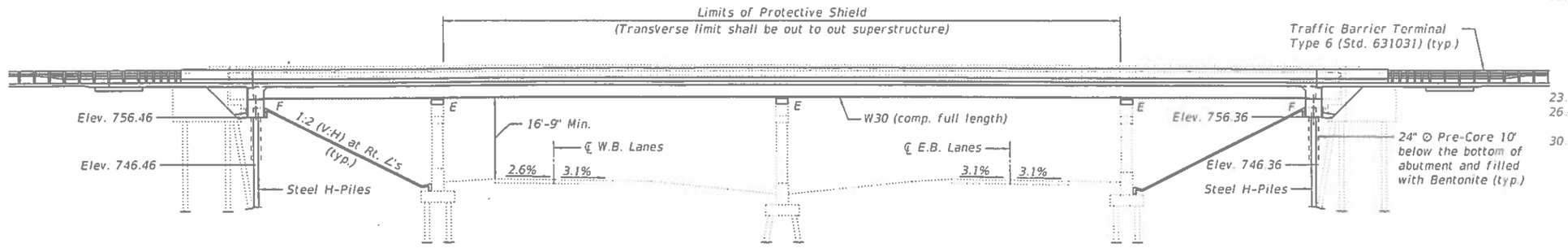
Existing Structure:-SN-072-0073 Built in 1968 under F.A.I. Route 74 (Bell School Rd.) Section 72-3HB. In 1977 it underwent rehabilitation work to the deck and abutments. In 1984 the steel was painted. Fire damage to Pier 1 and Beam 1 was repaired in 2001. In 2009 protective shield was added over I-74. The bridge has a four span continuous steel beam superstructure on spill thru type abutments and multi-column piers. It is 237'-2" bk-bk abut. and 58'-0" o-o deck. The bridge will be reconstructed as shown. Traffic is to be detoured and the road closed during construction.

No salvage.

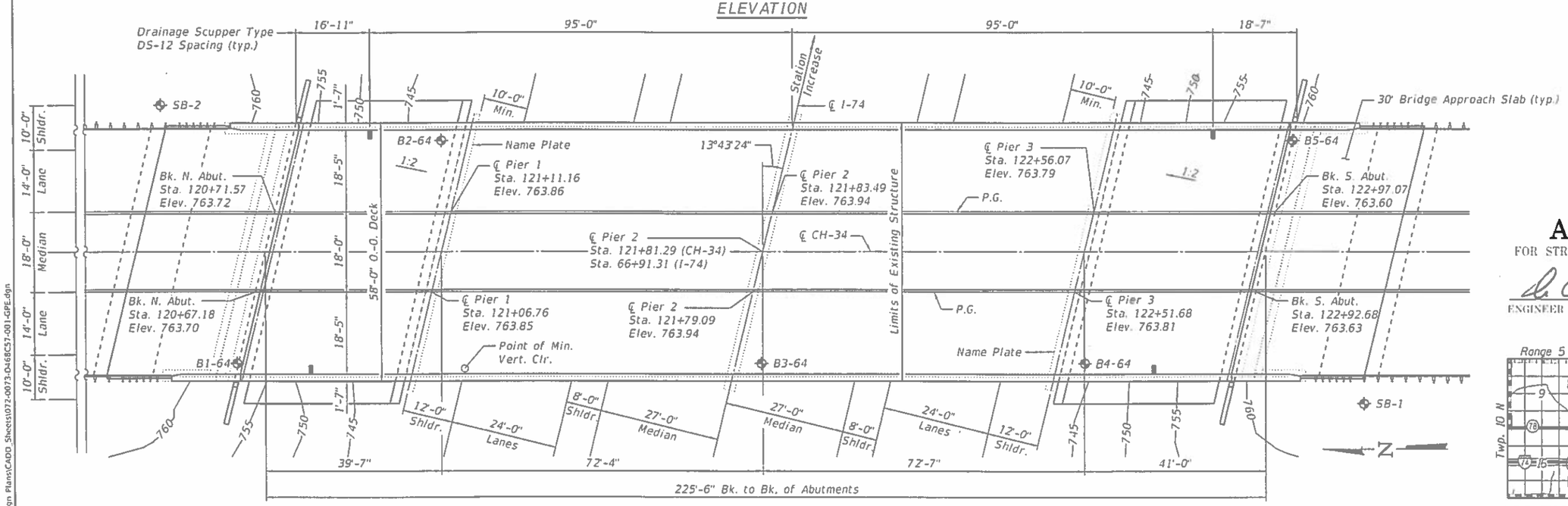
SCOPE OF WORK

1. Remove and replace existing superstructure.
2. Remove and replace abutments.
3. Replace existing bearings with new steel fixed and elastomeric expansion bearings.
4. Repair piers.
5. Replace slopewalls

INDEX OF SHEETS



ELEVATION

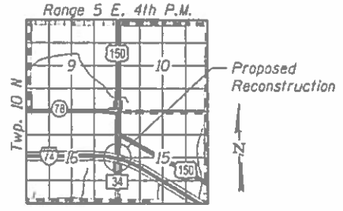


PLAN

APPROVED

FOR STRUCTURAL ADEQUACY ONLY

ENGINEER OF BRIDGES AND STRUCTURES



LOCATION SKETCH

SEISMIC DATA

New Construction

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.075g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.122g
Soil Site Class = C

Existing Piers

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient = 0.041g
Site Coefficient = 1.0

DESIGN SPECIFICATIONS (New Constr.)

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 and 2016 Interims

Existing Piers

1995 FHWA Seismic Retrofitting Manual for Highway Bridges

LOADING HL-93

Allow 25#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS (New Construction)

f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Concrete)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

FIELD UNITS (Exist. Piers)

fc = 1,400 psi
fs = 20,000 psi (Reinforcement)

LICENSED STRUCTURAL ENGINEER * MICHAEL T. HALEY 81-5991 CHATHAM * STATE OF ILLINOIS

Michael T. Haley 5-23-2019

Michael T. Haley — Date
Licensed Structural Engineer
State of Illinois No. 81-5991
Expires 11/30/2020

GENERAL PLAN & ELEVATION
CH-34 (BELL SCHOOL ROAD) OVER I-74
FAI ROUTE 74 - SECTION (72-3HB)BRR;130RS-6
PEORIA COUNTY
STATION 121+81.29
STRUCTURE NUMBER 072-0073

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield Illinois

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 33 SHEETS

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR,130RS-6	PEORIA	83	31
		CONTRACT NO. 68C57		
		ILLINOIS	FED. AID PROJECT	

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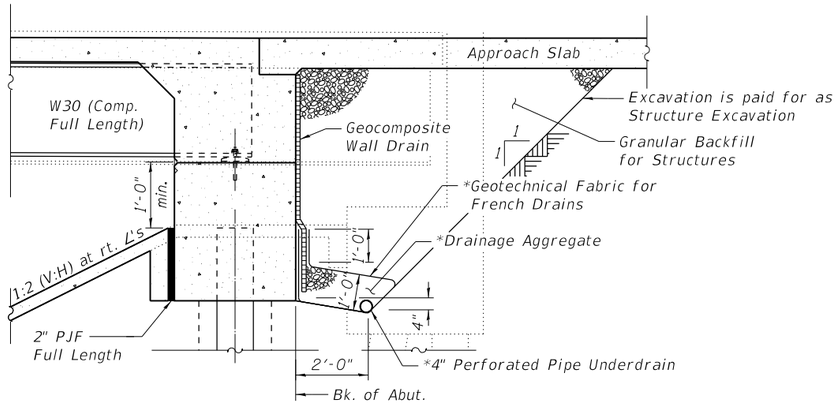
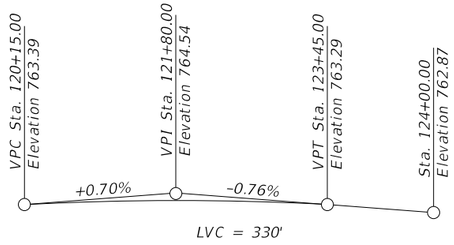


SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ℄'s)

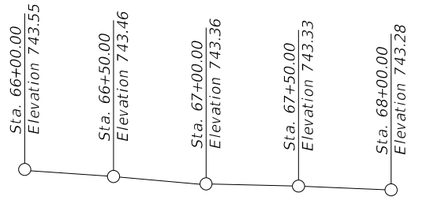
*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

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



PROFILE GRADE CH-34

(along P.G.)



PROFILE GRADE I-74 W.B.

(along ℄ W.B. Lanes)

GENERAL NOTES

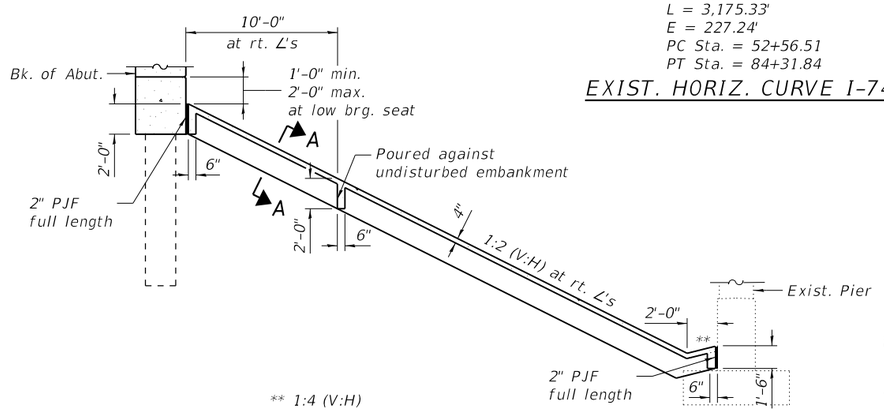
1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts ⅞ in. Ø, holes $^{15}/_{16}$ in. Ø, unless otherwise noted.
2. Calculated weight of Structural Steel = 370,510 lb (Grade 50)
   17,300 lb (Grade 36)
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
8. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1	-	1
Slope Wall Removal	Sq. Yd.	-	657	657
Protective Shield	Sq. Yd.	901	-	901
Structure Excavation	Cu. Yd.	-	56	56
Concrete Structures	Cu. Yd.	-	108.5	108.5
Concrete Superstructure	Cu. Yd.	515.8	-	515.8
Bridge Deck Grooving	Sq. Yd.	1067	-	1067
Protective Coat	Sq. Yd.	1977	-	1977
Concrete Superstructure (Approach Slab)	Cu. Yd.	159.6	-	159.6
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	10098	-	10098
Reinforcement Bars, Epoxy Coated	Pound	175610	19960	195570
Slope Wall 4 Inch	Sq. Yd.	-	599	599
Furnishing Steel Piles HP12x63	Foot	-	850	850
Driving Piles	Foot	-	850	850
Test Pile Steel HP12x63	Each	-	1	1
Name Plates	Each	-	2	2
Elastomeric Bearing Assembly, Type I	Each	-	27	27
Anchor Bolts, 1"	Each	-	90	90
Geocomposite Wall Drain	Sq. Yd.	-	96	96
Granular Backfill for Structures	Cu. Yd.	-	166	166
Removal of Existing Sub-Structures	Each	-	2	2
Drainage Scuppers, DS-12	Each	4	-	4
Structural Repair of Concrete (Depth ≤5 Inches)	Sq. Ft.	-	70	70
Structural Repair of Concrete (Depth >5 Inches)	Sq. Ft.	-	5	5
Pipe Underdrains for Structures 4"	Foot	-	158	158

Existing Curve 17421
PI Sta. = 68+86.10
Δ = 30°45'12" (RT)
D = 1°0'0"
R = 5,729.58'
T = 1,629.39'
L = 3,175.33'
E = 227.24'
PC Sta. = 52+56.51
PT Sta. = 84+31.84

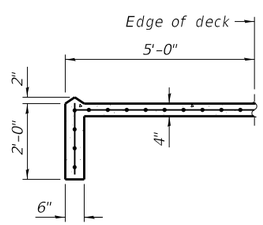
EXIST. HORIZ. CURVE I-74



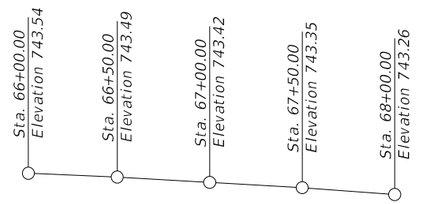
** 1:4 (V:H)

SECTION THRU CONCRETE SLOPEWALL

Note: Slopewall shall be reinforced with galvanized welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



SECTION A-A



PROFILE GRADE I-74 E.B.

(along ℄ E.B. Lanes)

STATION 121+81.29
BUILT 20 BY
STATE OF ILLINOIS
FAI RTE. 74 SEC. (72-3HB)BRR;130RS-6
LOADING HL-93
STRUCTURE NO. 072-0073

NAME PLATE

See Std. 515001

New Name Plates to be located next to existing Name Plates on Piers.

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Springfield, Illinois

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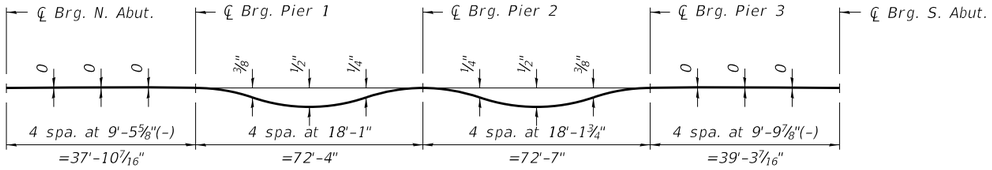
PLOT SCALE =	DRAWN - CGY	REVISED -	
PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 072-0073
SHEET 2 OF 33 SHEETS

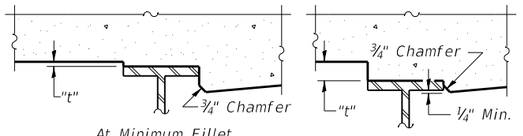
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	32
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			



DEAD LOAD DEFLECTION DIAGRAM

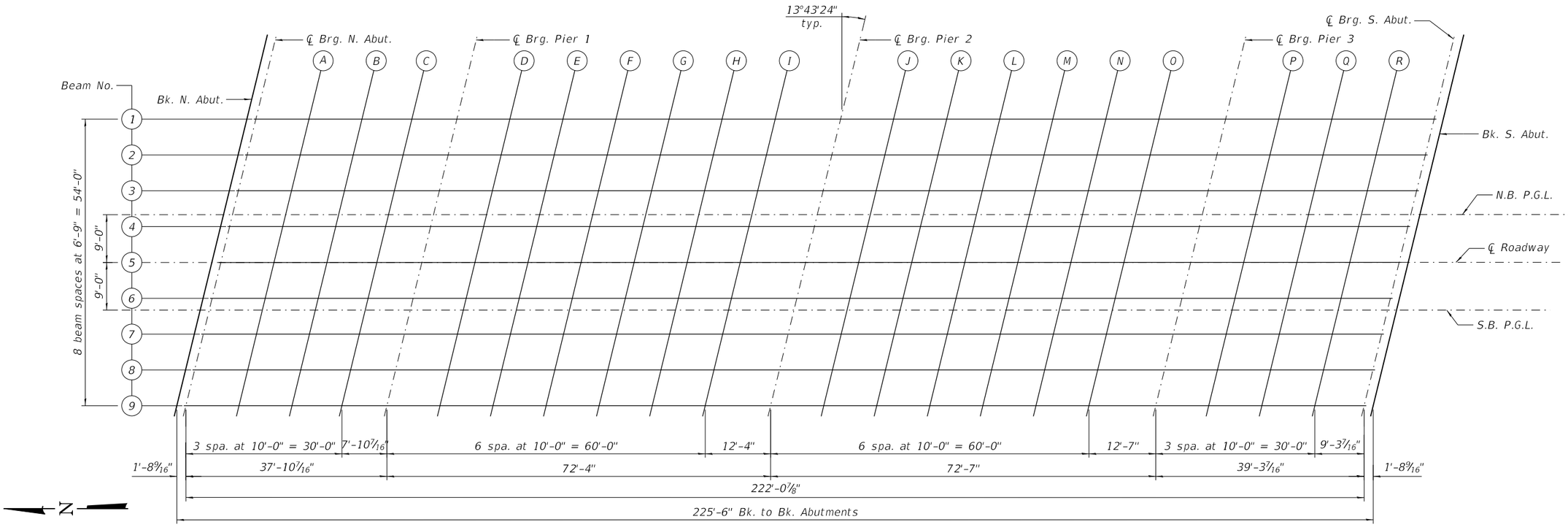
(Includes weight of concrete only.)

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 7 of 33.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4 thru 7 of 33, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

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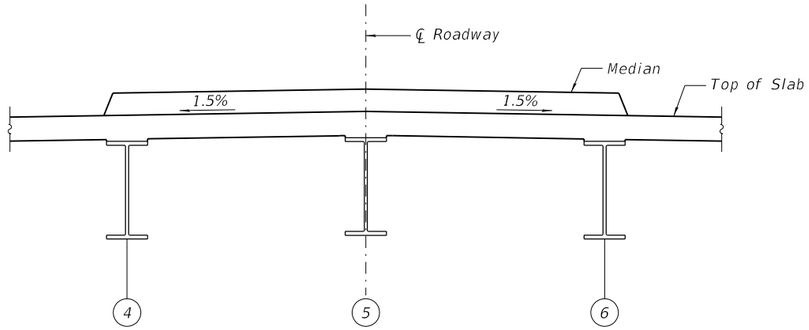
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0073
SHEET 3 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	33
		CONTRACT NO. 68C57		
		ILLINOIS	FED. AID PROJECT	



DETAIL AT MEDIAN

Elevations at Beams 4, 5 and 6 are given at Theoretical Top of Slab below median. (Looking South)

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+75.97	-27.00	763.44	763.44
℄ Brg. N. Abut.	120+77.68	-27.00	763.45	763.45
A	120+87.68	-27.00	763.49	763.49
B	120+97.68	-27.00	763.53	763.53
C	121+07.68	-27.00	763.56	763.56
℄ Brg. Pier 1	121+15.55	-27.00	763.58	763.58
D	121+25.55	-27.00	763.60	763.62
E	121+35.55	-27.00	763.62	763.65
F	121+45.55	-27.00	763.64	763.67
G	121+55.55	-27.00	763.65	763.68
H	121+65.55	-27.00	763.65	763.68
I	121+75.55	-27.00	763.65	763.66
℄ Brg. Pier 2	121+87.89	-27.00	763.65	763.65
J	121+97.89	-27.00	763.64	763.65
K	122+07.89	-27.00	763.63	763.65
L	122+17.89	-27.00	763.61	763.64
M	122+27.89	-27.00	763.59	763.62
N	122+37.89	-27.00	763.56	763.59
O	122+47.89	-27.00	763.53	763.55
℄ Brg. Pier 3	122+60.47	-27.00	763.49	763.49
P	122+70.47	-27.00	763.44	763.44
Q	122+80.47	-27.00	763.40	763.40
R	122+90.47	-27.00	763.35	763.35
℄ Brg. S. Abut.	122+99.76	-27.00	763.30	763.30
Bk. S. Abut.	123+01.47	-27.00	763.29	763.29

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+74.32	-20.25	763.56	763.56
℄ Brg. N. Abut.	120+76.03	-20.25	763.57	763.57
A	120+86.03	-20.25	763.61	763.61
B	120+96.03	-20.25	763.64	763.64
C	121+06.03	-20.25	763.68	763.67
℄ Brg. Pier 1	121+13.90	-20.25	763.70	763.70
D	121+23.90	-20.25	763.72	763.74
E	121+33.90	-20.25	763.74	763.77
F	121+43.90	-20.25	763.76	763.80
G	121+53.90	-20.25	763.77	763.81
H	121+63.90	-20.25	763.77	763.80
I	121+73.90	-20.25	763.78	763.79
℄ Brg. Pier 2	121+86.24	-20.25	763.77	763.77
J	121+96.24	-20.25	763.76	763.77
K	122+06.24	-20.25	763.75	763.78
L	122+16.24	-20.25	763.73	763.77
M	122+26.24	-20.25	763.71	763.76
N	122+36.24	-20.25	763.69	763.72
O	122+46.24	-20.25	763.66	763.68
℄ Brg. Pier 3	122+58.82	-20.25	763.61	763.61
P	122+68.82	-20.25	763.57	763.57
Q	122+78.82	-20.25	763.53	763.53
R	122+88.82	-20.25	763.48	763.48
℄ Brg. S. Abut.	122+98.11	-20.25	763.43	763.43
Bk. S. Abut.	122+99.82	-20.25	763.42	763.42

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+72.67	-13.50	763.65	763.65
℄ Brg. N. Abut.	120+74.38	-13.50	763.66	763.66
A	120+84.38	-13.50	763.70	763.70
B	120+94.38	-13.50	763.74	763.74
C	121+04.38	-13.50	763.77	763.77
℄ Brg. Pier 1	121+12.26	-13.50	763.79	763.79
D	121+22.26	-13.50	763.82	763.83
E	121+32.26	-13.50	763.84	763.87
F	121+42.26	-13.50	763.86	763.90
G	121+52.26	-13.50	763.87	763.91
H	121+62.26	-13.50	763.87	763.90
I	121+72.26	-13.50	763.88	763.89
℄ Brg. Pier 2	121+84.59	-13.50	763.87	763.87
J	121+94.59	-13.50	763.87	763.88
K	122+04.59	-13.50	763.85	763.88
L	122+14.59	-13.50	763.84	763.88
M	122+24.59	-13.50	763.82	763.86
N	122+34.59	-13.50	763.79	763.83
O	122+44.59	-13.50	763.76	763.78
℄ Brg. Pier 3	122+57.17	-13.50	763.72	763.72
P	122+67.17	-13.50	763.68	763.68
Q	122+77.17	-13.50	763.64	763.64
R	122+87.17	-13.50	763.59	763.59
℄ Brg. S. Abut.	122+96.46	-13.50	763.54	763.54
Bk. S. Abut.	122+98.17	-13.50	763.53	763.53

Note:
Offsets measured from ℄ roadway.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072–0073
SHEET 4 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	34
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

NORTHBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+71.57	-9.00	763.72	763.72
℄ Brg. N. Abut.	120+73.28	-9.00	763.72	763.72
A	120+83.28	-9.00	763.76	763.77
B	120+93.28	-9.00	763.80	763.80
C	121+03.28	-9.00	763.84	763.83
℄ Brg. Pier 1	121+11.16	-9.00	763.86	763.86
D	121+21.16	-9.00	763.88	763.90
E	121+31.16	-9.00	763.90	763.94
F	121+41.16	-9.00	763.92	763.96
G	121+51.16	-9.00	763.93	763.97
H	121+61.16	-9.00	763.94	763.97
I	121+71.16	-9.00	763.94	763.96
℄ Brg. Pier 2	121+83.49	-9.00	763.94	763.94
J	121+93.49	-9.00	763.93	763.94
K	122+03.49	-9.00	763.92	763.95
L	122+13.49	-9.00	763.91	763.95
M	122+23.49	-9.00	763.89	763.93
N	122+33.49	-9.00	763.86	763.90
O	122+43.49	-9.00	763.83	763.85
℄ Brg. Pier 3	122+56.07	-9.00	763.79	763.79
P	122+66.07	-9.00	763.75	763.75
Q	122+76.07	-9.00	763.71	763.71
R	122+86.07	-9.00	763.66	763.66
℄ Brg. S. Abut.	122+95.36	-9.00	763.61	763.61
Bk. S. Abut.	122+97.07	-9.00	763.60	763.60

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+71.02	-6.75	763.75	763.75
℄ Brg. N. Abut.	120+72.73	-6.75	763.75	763.75
A	120+82.73	-6.75	763.80	763.80
B	120+92.73	-6.75	763.83	763.83
C	121+02.73	-6.75	763.87	763.86
℄ Brg. Pier 1	121+10.61	-6.75	763.89	763.89
D	121+20.61	-6.75	763.92	763.93
E	121+30.61	-6.75	763.94	763.97
F	121+40.61	-6.75	763.95	764.00
G	121+50.61	-6.75	763.97	764.01
H	121+60.61	-6.75	763.97	764.00
I	121+70.61	-6.75	763.98	763.99
℄ Brg. Pier 2	121+82.94	-6.75	763.98	763.98
J	121+92.94	-6.75	763.97	763.98
K	122+02.94	-6.75	763.96	763.98
L	122+12.94	-6.75	763.94	763.98
M	122+22.94	-6.75	763.92	763.97
N	122+32.94	-6.75	763.90	763.93
O	122+42.94	-6.75	763.87	763.89
℄ Brg. Pier 3	122+55.52	-6.75	763.83	763.83
P	122+65.52	-6.75	763.79	763.79
Q	122+75.52	-6.75	763.75	763.75
R	122+85.52	-6.75	763.70	763.70
℄ Brg. S. Abut.	122+94.82	-6.75	763.65	763.65
Bk. S. Abut.	122+96.52	-6.75	763.64	763.64

℄ ROADWAY & BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+69.38	0.00	763.84	763.84
℄ Brg. N. Abut.	120+71.08	0.00	763.85	763.85
A	120+81.08	0.00	763.89	763.89
B	120+91.08	0.00	763.93	763.93
C	121+01.08	0.00	763.96	763.96
℄ Brg. Pier 1	121+08.96	0.00	763.99	763.99
D	121+18.96	0.00	764.01	764.03
E	121+28.96	0.00	764.04	764.07
F	121+38.96	0.00	764.05	764.10
G	121+48.96	0.00	764.07	764.11
H	121+58.96	0.00	764.07	764.10
I	121+68.96	0.00	764.08	764.09
℄ Brg. Pier 2	121+81.29	0.00	764.08	764.08
J	121+91.29	0.00	764.07	764.08
K	122+01.29	0.00	764.06	764.09
L	122+11.29	0.00	764.05	764.09
M	122+21.29	0.00	764.03	764.07
N	122+31.29	0.00	764.00	764.04
O	122+41.29	0.00	763.98	764.00
℄ Brg. Pier 3	122+53.88	0.00	763.93	763.93
P	122+63.87	0.00	763.90	763.89
Q	122+73.88	0.00	763.85	763.85
R	122+83.87	0.00	763.81	763.81
℄ Brg. S. Abut.	122+93.17	0.00	763.76	763.76
Bk. S. Abut.	122+94.87	0.00	763.75	763.75

Note:
Offsets measured from ℄ roadway.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072–0073
SHEET 5 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	35
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+67.73	6.75	763.73	763.73
℄ Brg. N. Abut.	120+69.43	6.75	763.74	763.74
A	120+79.43	6.75	763.78	763.78
B	120+89.43	6.75	763.82	763.82
C	120+99.43	6.75	763.86	763.85
℄ Brg. Pier 1	121+07.31	6.75	763.88	763.88
D	121+17.31	6.75	763.91	763.92
E	121+27.31	6.75	763.93	763.96
F	121+37.31	6.75	763.95	763.99
G	121+47.31	6.75	763.96	764.00
H	121+57.31	6.75	763.97	764.00
I	121+67.31	6.75	763.98	763.99
℄ Brg. Pier 2	121+79.64	6.75	763.98	763.98
J	121+89.64	6.75	763.97	763.98
K	121+99.64	6.75	763.96	763.99
L	122+09.64	6.75	763.95	763.99
M	122+19.64	6.75	763.93	763.97
N	122+29.64	6.75	763.91	763.94
O	122+39.64	6.75	763.88	763.90
℄ Brg. Pier 3	122+52.23	6.75	763.84	763.84
P	122+62.23	6.75	763.80	763.80
Q	122+72.23	6.75	763.76	763.76
R	122+82.23	6.75	763.71	763.72
℄ Brg. S. Abut.	122+91.52	6.75	763.67	763.67
Bk. S. Abut.	122+93.23	6.75	763.66	763.66

SOUTHBOUND P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+67.18	9.00	763.70	763.70
℄ Brg. N. Abut.	120+68.89	9.00	763.70	763.70
A	120+78.89	9.00	763.75	763.75
B	120+88.89	9.00	763.79	763.78
C	120+98.89	9.00	763.82	763.82
℄ Brg. Pier 1	121+06.76	9.00	763.85	763.85
D	121+16.76	9.00	763.87	763.89
E	121+26.76	9.00	763.90	763.93
F	121+36.76	9.00	763.91	763.96
G	121+46.76	9.00	763.93	763.97
H	121+56.76	9.00	763.94	763.97
I	121+66.76	9.00	763.94	763.96
℄ Brg. Pier 2	121+79.09	9.00	763.94	763.94
J	121+89.09	9.00	763.94	763.95
K	121+99.09	9.00	763.93	763.96
L	122+09.09	9.00	763.92	763.96
M	122+19.09	9.00	763.90	763.94
N	122+29.09	9.00	763.87	763.91
O	122+39.09	9.00	763.85	763.87
℄ Brg. Pier 3	122+51.68	9.00	763.81	763.81
P	122+61.68	9.00	763.77	763.77
Q	122+71.68	9.00	763.73	763.73
R	122+81.68	9.00	763.68	763.68
℄ Brg. S. Abut.	122+90.97	9.00	763.64	763.64
Bk. S. Abut.	122+92.68	9.00	763.63	763.63

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+66.08	13.50	763.62	763.62
℄ Brg. N. Abut.	120+67.79	13.50	763.63	763.63
A	120+77.79	13.50	763.67	763.68
B	120+87.79	13.50	763.71	763.71
C	120+97.79	13.50	763.75	763.75
℄ Brg. Pier 1	121+05.66	13.50	763.78	763.78
D	121+15.66	13.50	763.80	763.82
E	121+25.66	13.50	763.83	763.86
F	121+35.66	13.50	763.85	763.89
G	121+45.66	13.50	763.86	763.90
H	121+55.66	13.50	763.87	763.90
I	121+65.66	13.50	763.88	763.89
℄ Brg. Pier 2	121+77.99	13.50	763.88	763.88
J	121+87.99	13.50	763.87	763.88
K	121+97.99	13.50	763.86	763.89
L	122+07.99	13.50	763.85	763.89
M	122+17.99	13.50	763.83	763.88
N	122+27.99	13.50	763.81	763.85
O	122+37.99	13.50	763.78	763.80
℄ Brg. Pier 3	122+50.58	13.50	763.74	763.74
P	122+60.58	13.50	763.71	763.70
Q	122+70.58	13.50	763.67	763.67
R	122+80.58	13.50	763.62	763.62
℄ Brg. S. Abut.	122+89.87	13.50	763.58	763.58
Bk. S. Abut.	122+91.58	13.50	763.57	763.57

Note:
Offsets measured from ℄ roadway.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072–0073
SHEET 6 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	36
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+64.43	20.25	763.51	763.51
℄ Brg. N. Abut.	120+66.14	20.25	763.52	763.52
A	120+76.14	20.25	763.57	763.57
B	120+86.14	20.25	763.61	763.61
C	120+96.14	20.25	763.64	763.64
℄ Brg. Pier 1	121+04.01	20.25	763.67	763.67
D	121+14.01	20.25	763.70	763.71
E	121+24.01	20.25	763.72	763.75
F	121+34.01	20.25	763.74	763.78
G	121+44.01	20.25	763.76	763.80
H	121+54.01	20.25	763.77	763.80
I	121+64.01	20.25	763.77	763.79
℄ Brg. Pier 2	121+76.35	20.25	763.77	763.77
J	121+86.35	20.25	763.77	763.78
K	121+96.35	20.25	763.76	763.79
L	122+06.35	20.25	763.75	763.79
M	122+16.35	20.25	763.73	763.78
N	122+26.35	20.25	763.71	763.75
O	122+36.35	20.25	763.69	763.71
℄ Brg. Pier 3	122+48.93	20.25	763.65	763.65
P	122+58.93	20.25	763.61	763.61
Q	122+68.93	20.25	763.57	763.57
R	122+78.93	20.25	763.53	763.53
℄ Brg. S. Abut.	122+88.22	20.25	763.48	763.48
Bk. S. Abut.	122+89.93	20.25	763.47	763.47

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	120+62.78	27.00	763.38	763.38
℄ Brg. N. Abut.	120+64.49	27.00	763.39	763.39
A	120+74.49	27.00	763.44	763.44
B	120+84.49	27.00	763.48	763.48
C	120+94.49	27.00	763.52	763.51
℄ Brg. Pier 1	121+02.36	27.00	763.54	763.54
D	121+12.36	27.00	763.57	763.58
E	121+22.36	27.00	763.60	763.62
F	121+32.36	27.00	763.62	763.65
G	121+42.36	27.00	763.63	763.67
H	121+52.36	27.00	763.64	763.67
I	121+62.36	27.00	763.65	763.66
℄ Brg. Pier 2	121+74.70	27.00	763.65	763.65
J	121+84.70	27.00	763.65	763.66
K	121+94.70	27.00	763.64	763.67
L	122+04.70	27.00	763.63	763.67
M	122+14.70	27.00	763.62	763.65
N	122+24.70	27.00	763.60	763.62
O	122+34.70	27.00	763.57	763.59
℄ Brg. Pier 3	122+47.28	27.00	763.53	763.53
P	122+57.28	27.00	763.50	763.49
Q	122+67.28	27.00	763.46	763.46
R	122+77.28	27.00	763.41	763.41
℄ Brg. S. Abut.	122+86.57	27.00	763.37	763.37
Bk. S. Abut.	122+88.28	27.00	763.36	763.36

Note:
Offsets measured from ℄ roadway.

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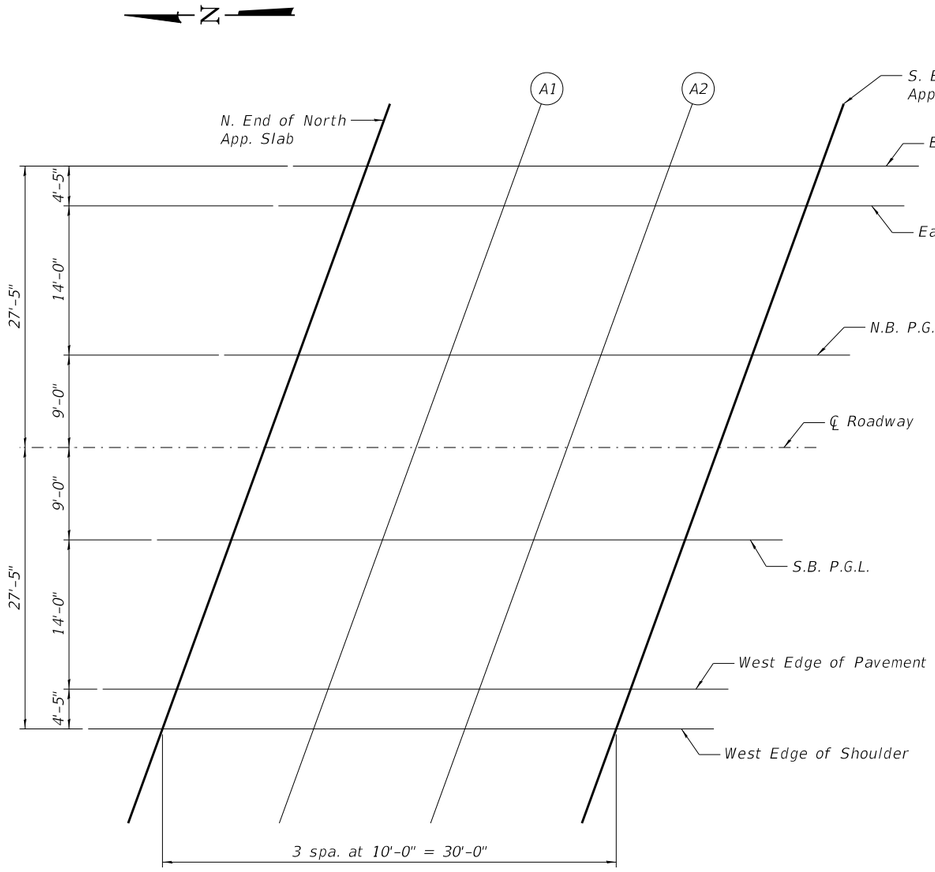
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072–0073
SHEET 7 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	37
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		



PLAN
(North Approach)

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	120+47.10	-27.42	763.29
A1	120+57.10	-27.42	763.35
A2	120+67.10	-27.42	763.40
S. End of North App. Slab	120+77.10	-27.42	763.44

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	120+46.02	-23.00	763.38
A1	120+56.02	-23.00	763.43
A2	120+66.02	-23.00	763.48
S. End of North App. Slab	120+76.02	-23.00	763.52

N.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	120+42.60	-9.00	763.57
A1	120+52.60	-9.00	763.62
A2	120+62.60	-9.00	763.67
S. End of North App. Slab	120+72.60	-9.00	763.72

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	120+40.40	0.00	763.69
A1	120+50.40	0.00	763.75
A2	120+60.40	0.00	763.80
S. End of North App. Slab	120+70.40	0.00	763.84

S.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	120+38.21	9.00	763.54
A1	120+48.21	9.00	763.60
A2	120+58.21	9.00	763.65
S. End of North App. Slab	120+68.21	9.00	763.70

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	120+34.79	23.00	763.31
A1	120+44.79	23.00	763.37
A2	120+54.79	23.00	763.42
S. End of North App. Slab	120+64.79	23.00	763.47

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	120+33.71	27.42	763.21
A1	120+43.71	27.42	763.27
A2	120+53.71	27.42	763.33
S. End of North App. Slab	120+63.71	27.42	763.38

Note:
Offsets measured from ℄ roadway.

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Springfield, Illinois

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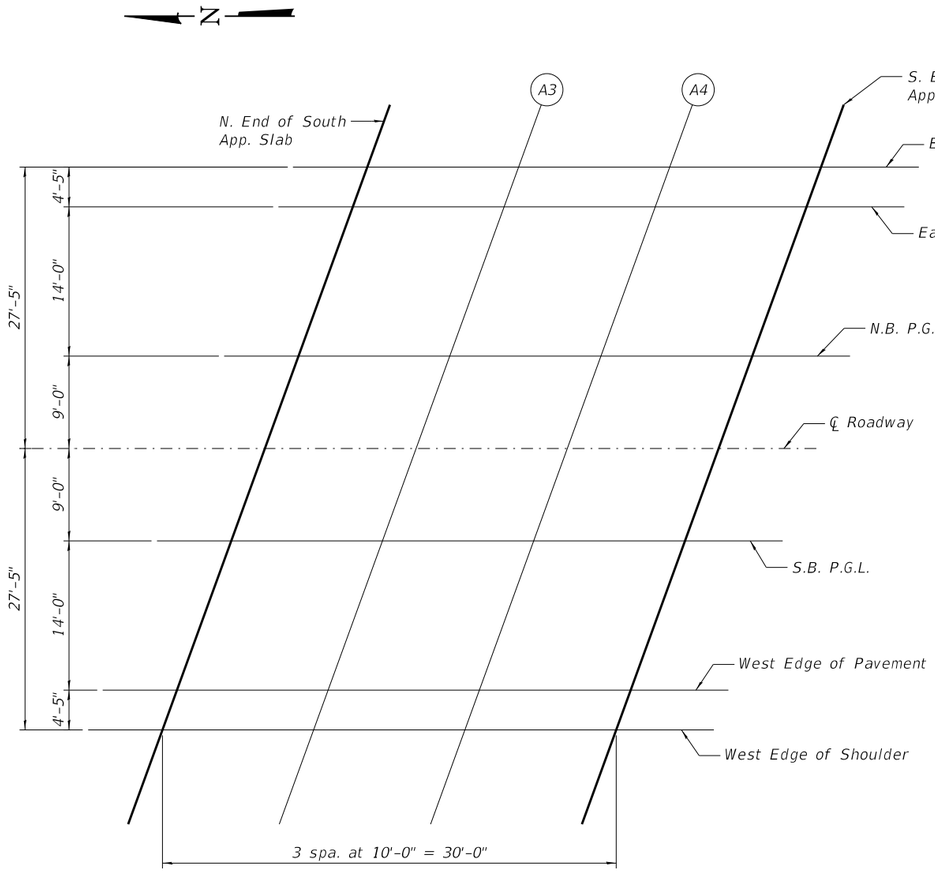
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 072-0073
SHEET 8 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	38
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			



PLAN
(South Approach)

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	123+00.54	-27.42	763.29
A3	123+10.54	-27.42	763.23
A4	123+20.54	-27.42	763.17
S. End of South App. Slab	123+30.54	-27.42	763.10

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	122+99.46	-23.00	763.38
A3	123+09.46	-23.00	763.32
A4	123+19.46	-23.00	763.26
S. End of South App. Slab	123+29.46	-23.00	763.19

N.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	122+96.04	-9.00	763.61
A3	123+06.04	-9.00	763.55
A4	123+16.04	-9.00	763.49
S. End of South App. Slab	123+26.04	-9.00	763.43

℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	122+93.85	0.00	763.76
A3	123+03.85	0.00	763.70
A4	123+13.85	0.00	763.64
S. End of South App. Slab	123+23.85	0.00	763.58

S.B. P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	122+91.65	9.00	763.63
A3	123+01.65	9.00	763.58
A4	123+11.65	9.00	763.52
S. End of South App. Slab	123+21.65	9.00	763.46

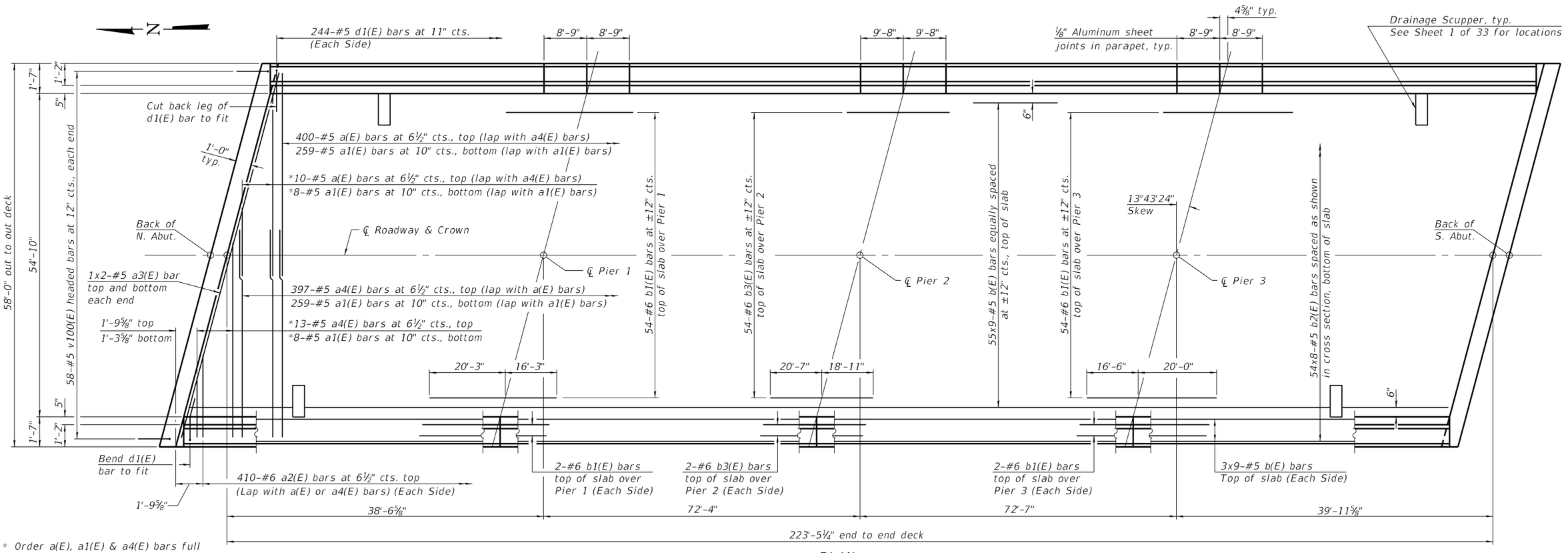
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	122+88.23	23.00	763.44
A3	122+98.23	23.00	763.39
A4	123+08.23	23.00	763.33
S. End of South App. Slab	123+18.23	23.00	763.27

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	122+87.15	27.42	763.36
A3	122+97.15	27.42	763.31
A4	123+07.15	27.42	763.25
S. End of South App. Slab	123+17.15	27.42	763.19

Note:
Offsets measured from ℄ roadway.



PLAN

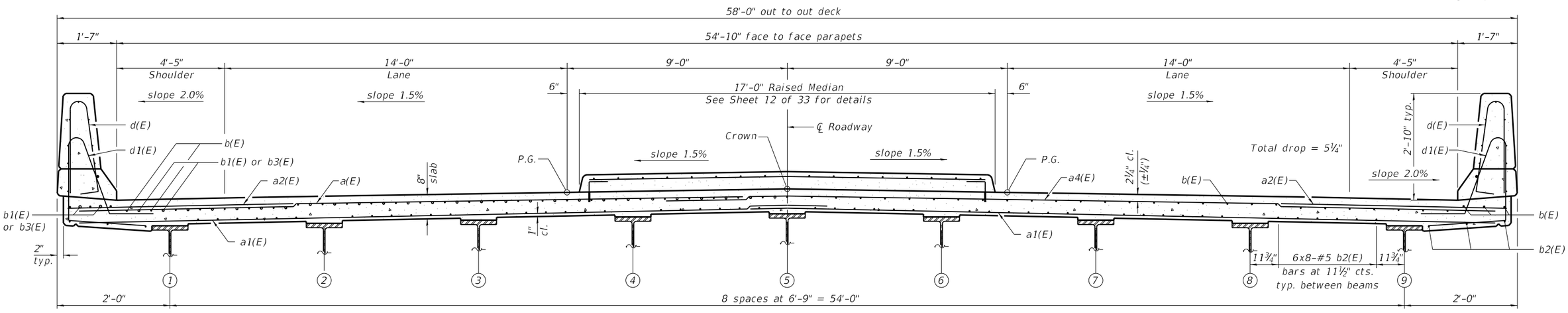
(Median not shown for clarity)

* Order a(E), a1(E) & a4(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

Notes:
See sheet 11 and 12 of 33 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MINIMUM BAR LAP

#5 bar = 3'-6"



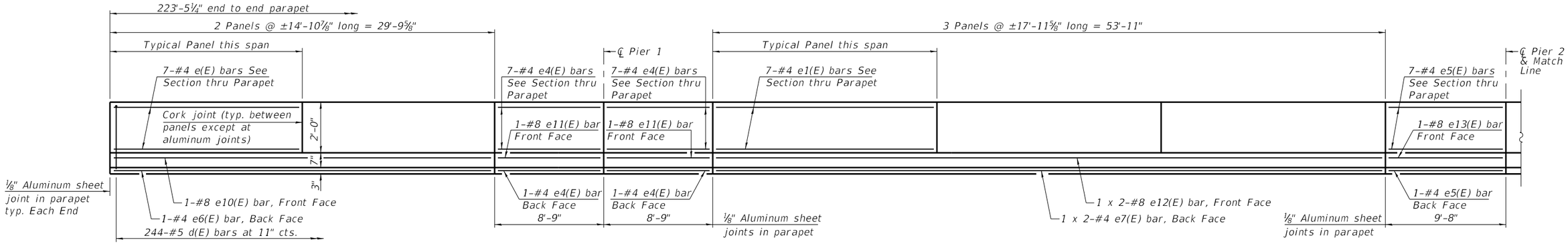
NEAR PIER

NEAR MIDSPAN

CROSS SECTION

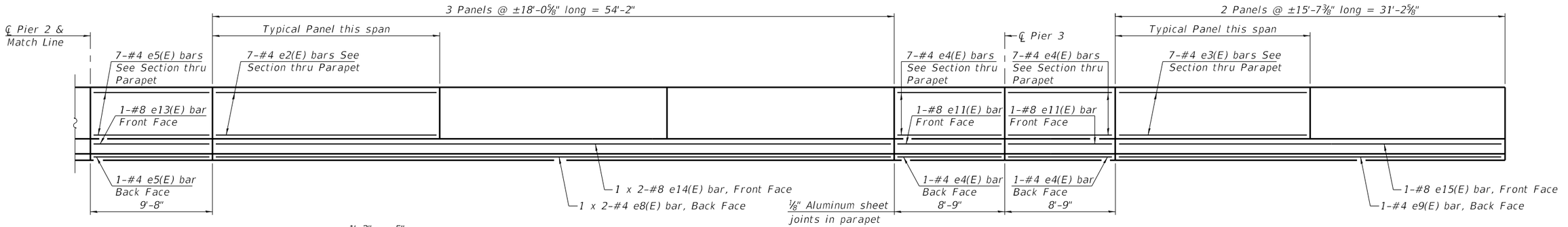
(Looking South)

(Scuppers and shear studs not shown for clarity)



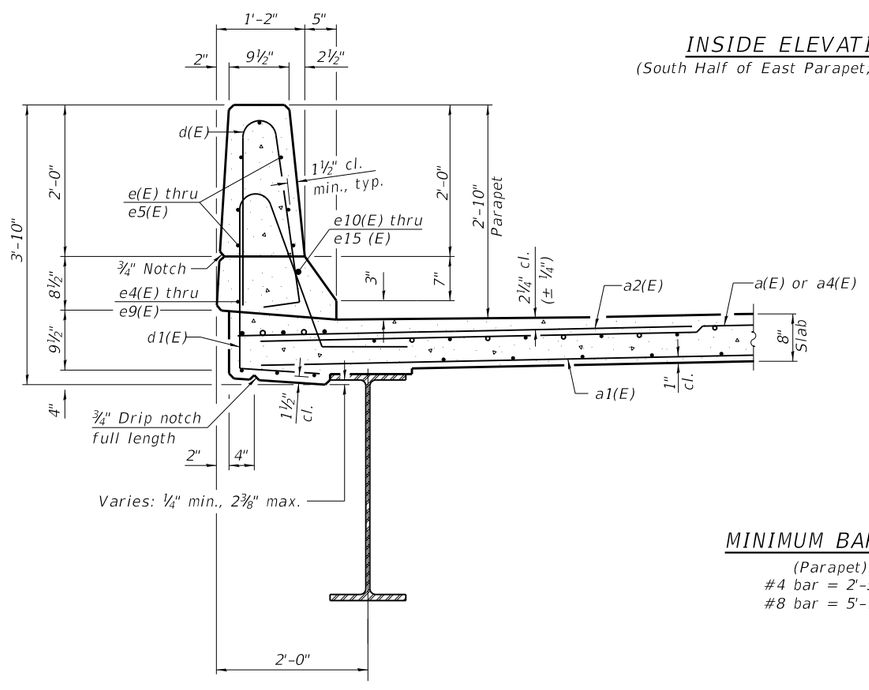
INSIDE ELEVATION OF PARAPET

(North Half of East Parapet; West Parapet mirror image)



INSIDE ELEVATION OF PARAPET

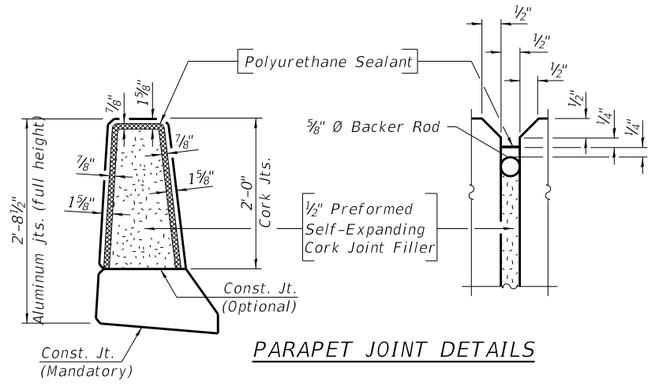
(South Half of East Parapet; West Parapet mirror image)



SECTION THRU PARAPET

MINIMUM BAR LAP

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



PARAPET JOINT DETAILS

Notes:

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.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

MODEL: Default
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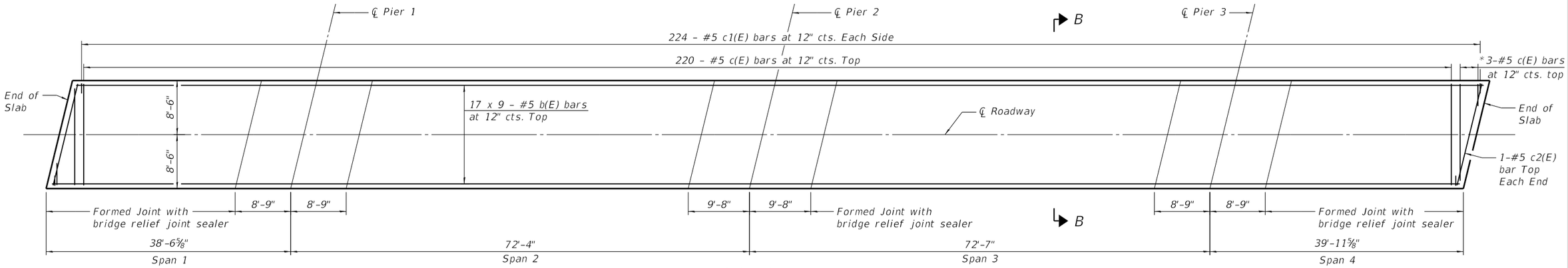
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0073
SHEET 11 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	41
		CONTRACT NO. 68C57		
		ILLINOIS	FED. AID PROJECT	

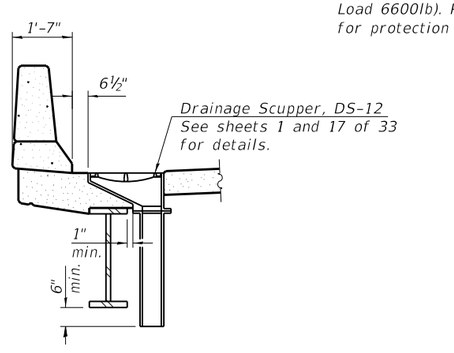


MEDIAN PLAN

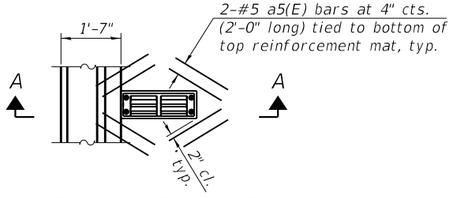
* Order c(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

** The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

*** Full width – backer rod not required.

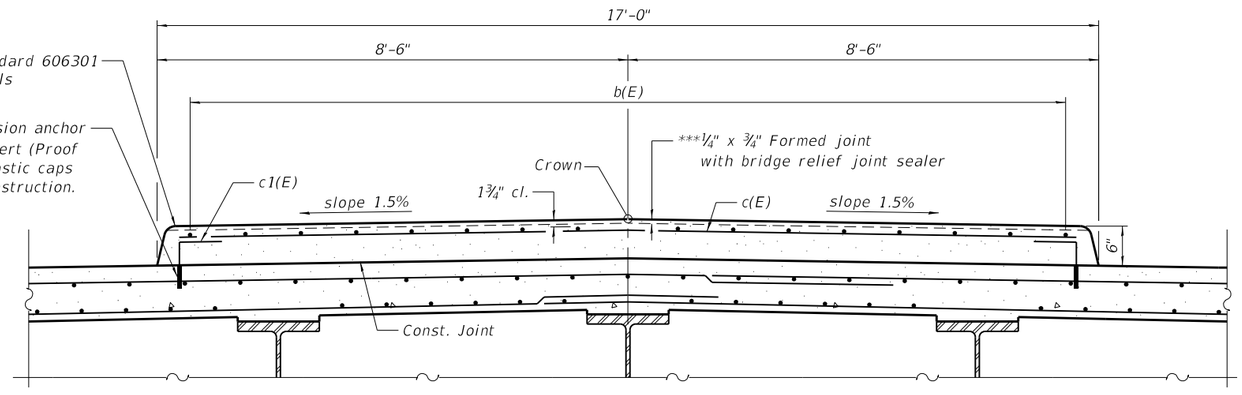


SECTION A–A



PLAN AT SCUPPER

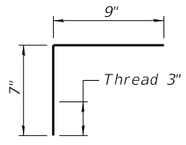
Note:
Cut longitudinal reinforcement to clear drainage scuppers.



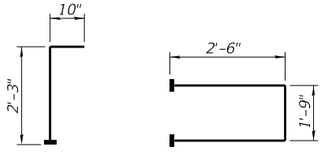
SECTION B–B

MINIMUM BAR LAP

(Median)
#5 bar = 3'–6"



BAR c1(E)

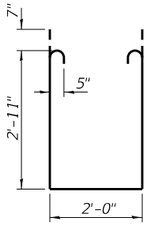


BAR v100(E)

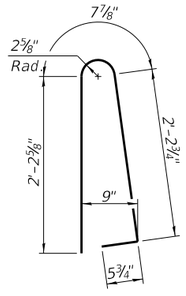
(Headed)

BAR s10(E)

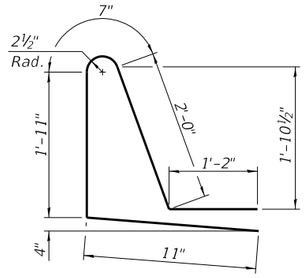
(Headed)



BAR s11(E)



BAR d(E)



BAR d1(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	410	#5	27'–1"	
a1(E)	534	#5	30'–5"	
a2(E)	820	#6	6'–6"	
a3(E)	8	#5	31'–5"	
a4(E)	410	#5	33'–10"	
a5(E)	32	#5	2'–0"	
b(E)	702	#5	27'–11"	
b1(E)	116	#6	36'–6"	
b2(E)	432	#5	31'–0"	
b3(E)	58	#6	39'–6"	
c(E)	223	#5	16'–6"	
c1(E)	448	#5	1'–4"	
c2(E)	2	#5	17'–0"	
d(E)	488	#5	5'–7"	
d1(E)	488	#5	6'–7"	
e(E)	28	#4	14'–7"	
e1(E)	42	#4	17'–8"	
e2(E)	42	#4	17'–9"	
e3(E)	28	#4	15'–4"	
e4(E)	64	#4	8'–6"	
e5(E)	32	#4	9'–5"	
e6(E)	2	#4	29'–6"	
e7(E)	4	#4	28'–2"	
e8(E)	4	#4	28'–3"	
e9(E)	2	#4	30'–11"	
e10(E)	2	#8	29'–6"	
e11(E)	8	#8	8'–6"	
e12(E)	4	#8	29'–11"	
e13(E)	4	#8	9'–5"	
e14(E)	4	#8	30'–0"	
e15(E)	2	#8	30'–11"	
m10(E)	16	#6	31'–10"	
m11(E)	48	#6	6'–7"	
m12(E)	12	#6	1'–7"	
m13(E)	54	#5	4'–0"	
s10(E)	104	#5	6'–9"	
s11(E)	104	#5	9'–0"	
v100(E)	116	#5	3'–1"	
Reinforcement Bars, Epoxy Coated			Lbs.	113390
Concrete Superstructure			Cu. Yds.	490.2

Bars indicated thus 1 x 2–#8 etc. indicates 1 line of bars with 2 lengths per line.

Notes:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
See sheet 16 of 33 for approach median details and Bill of Material.

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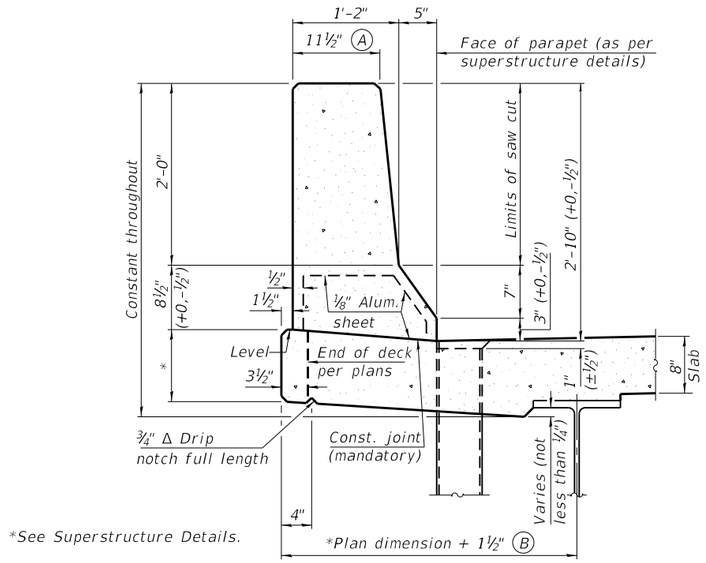
PLOT DATE = 5/29/2019 | DRAWN - CGY | REVISED -
CHECKED - MTH | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

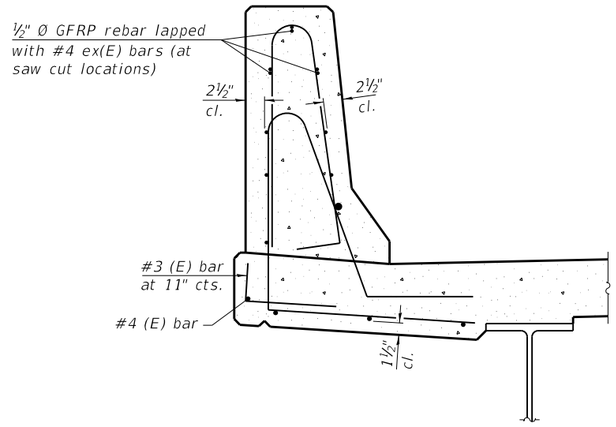
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072–0073
SHEET 12 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	42
		CONTRACT NO. 68C57		
		ILLINOIS	FED. AID PROJECT	



34" F SHAPE PARAPET SECTION

(Showing dimensions)



SECTION

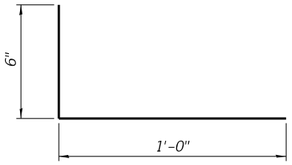
(34" parapet shown – 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

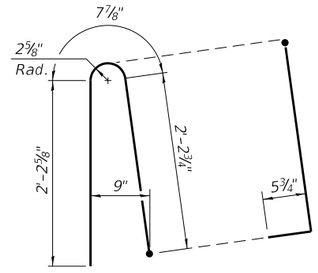
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.

Steel superstructure shown. Other superstructure types similar.



#3 (E) BAR

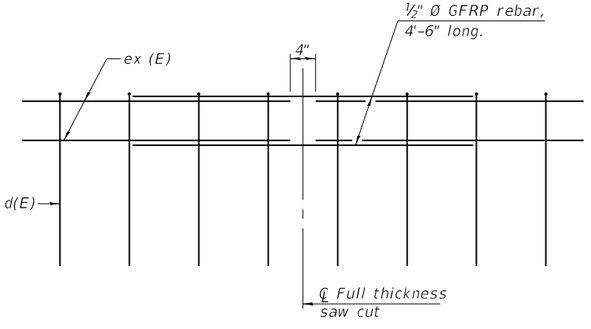


ALTERNATE BAR d(E)

(For 34" parapet when conduit is present)

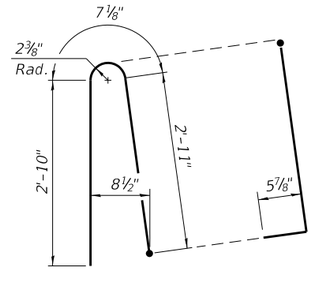
42" F SHAPE PARAPET SECTION

(Showing dimensions)



GFRP REBAR STIFFENING DETAIL

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



ALTERNATE BAR d(E)

(For 42" parapet when conduit is present)

SFP 34-42 2-17-2017

LIN ENGINEERING,LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - MTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 072–0073
		CHECKED - VPT	REVISED -		
	PLOT SCALE =	DRAWN - CGY	REVISED -		SHEET 13 OF 33 SHEETS
	PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	43
		CONTRACT NO. 68C57		
		ILLINOIS	FED. AID PROJECT	

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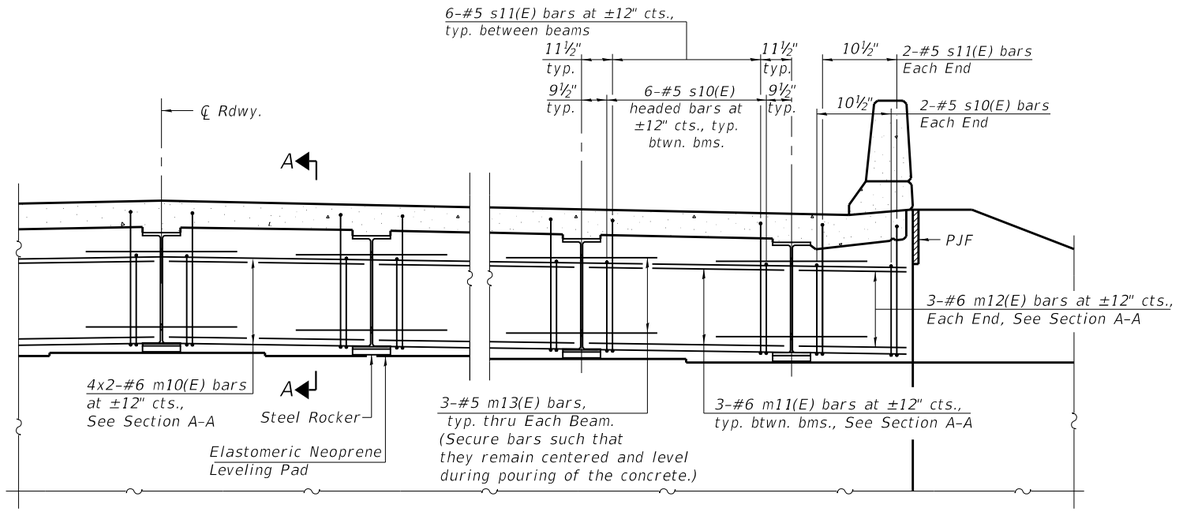
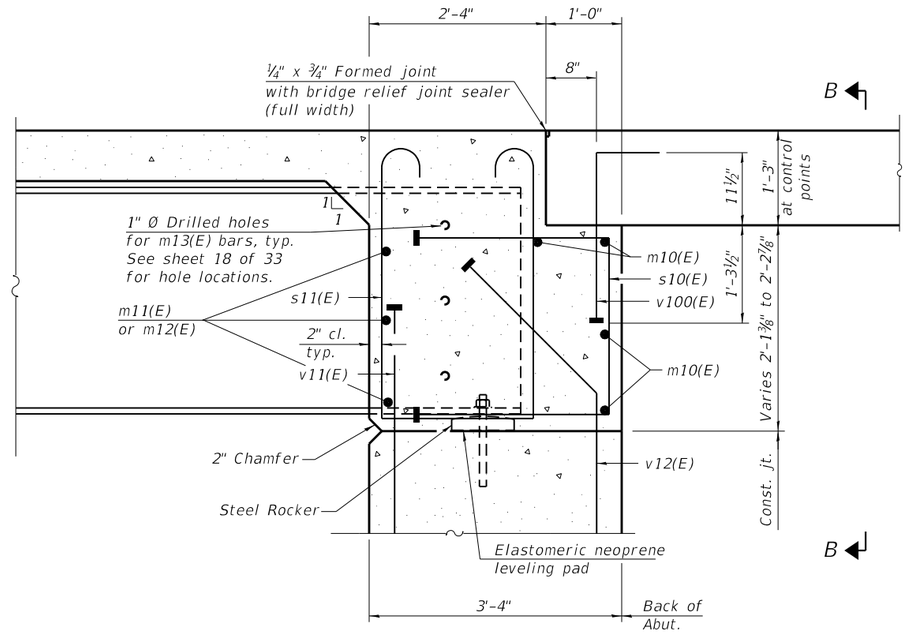
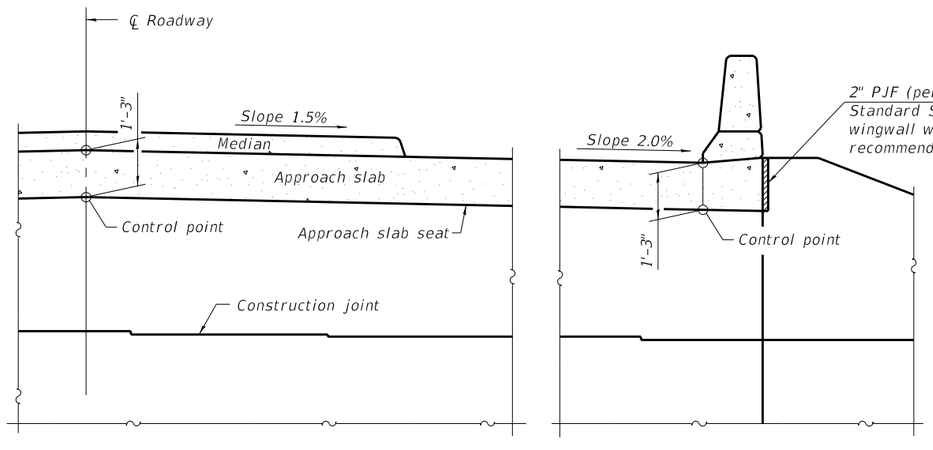


DIAPHRAGM AT ABUTMENT
(Median not shown for clarity)

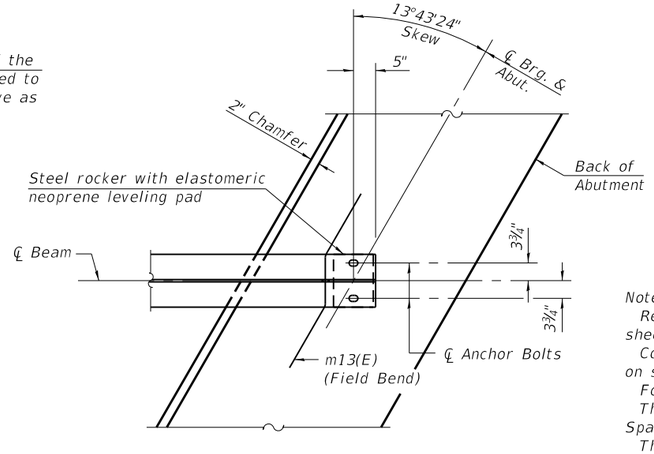
MINIMUM BAR LAP
#6 bar = 4'-0"



SECTION A-A
(at Rt. ℄'s)

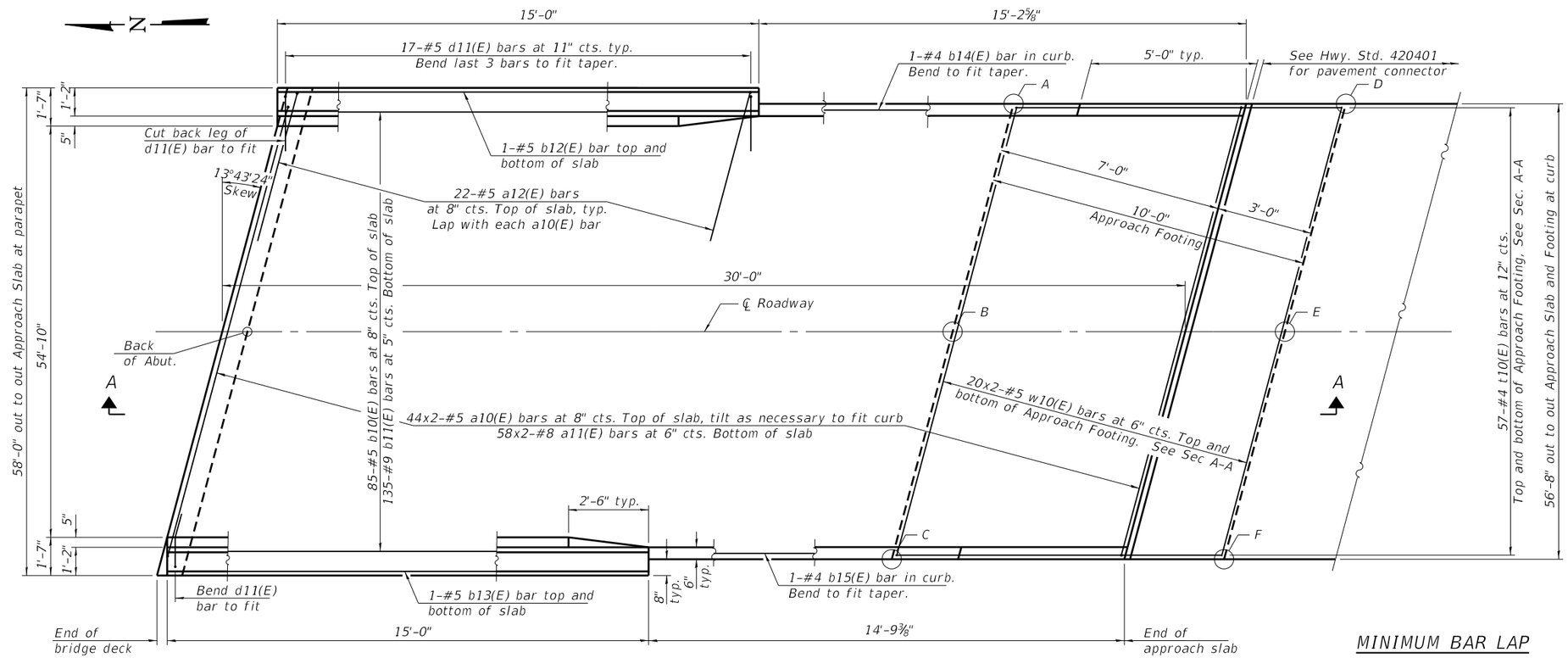


SECTION B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 33.
Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 33.
For details of bars s10(E), s11(E) and v100(E) see sheet 12 of 33.
The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
For bearing details see sheet 19 of 33.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.



PLAN

(South Approach Slab Shown; North Approach Slab rotated 180°)
(Median not shown for clarity)

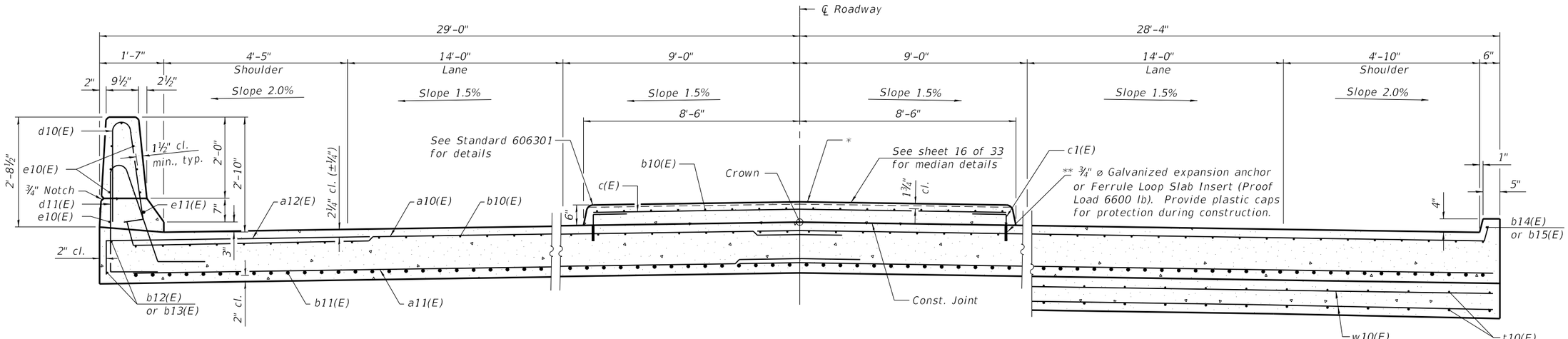
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	North Approach		South Approach	
Point	Top	Bottom	Top	Bottom
A	761.99	761.16	761.88	761.04
B	762.48	761.65	762.37	761.54
C	762.07	761.23	761.96	761.13
D	761.93	761.09	761.81	760.97
E	762.42	761.59	762.31	761.47
F	762.01	761.18	761.90	761.07

MINIMUM BAR LAP

#5 bar = 3'-4" (Slab)
#8 bar = 4'-9" (Slab)
#5 bar = 3'-2" (Footing)

Note:
Bars indicated thus 20x2-#5 etc. indicates 20 lines of bars with 2 lengths per line.



NEAR ABUTMENT

CROSS SECTION

(Looking South)

AT APPROACH FOOTING

* ¼"x¾" Formed joint with bridge relief joint sealer at ends. Full width – backer rod not required.

** The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

MODEL: Default
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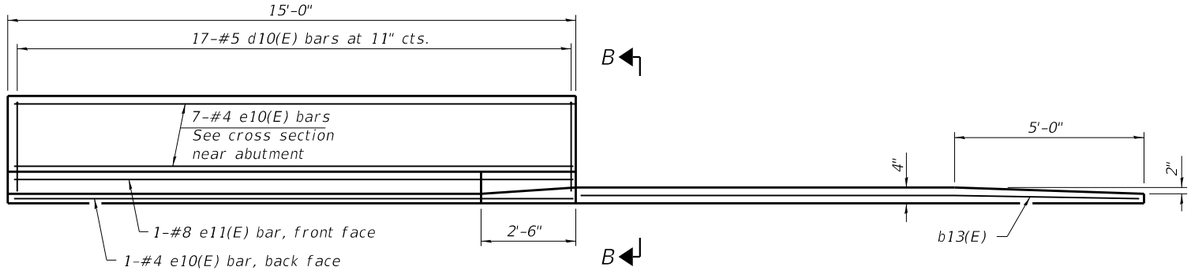
CHECKED - VPT | REVISED -

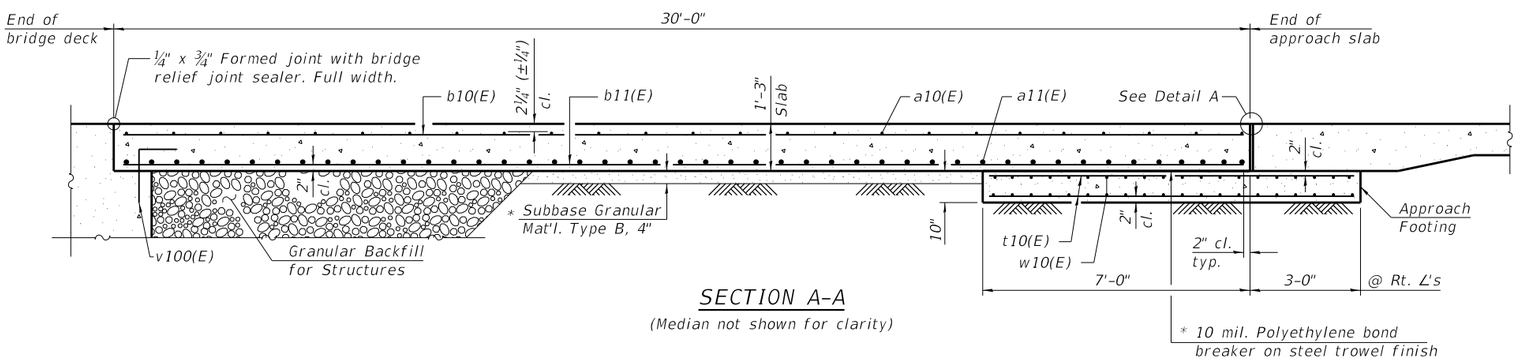
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0073
SHEET 15 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	45
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

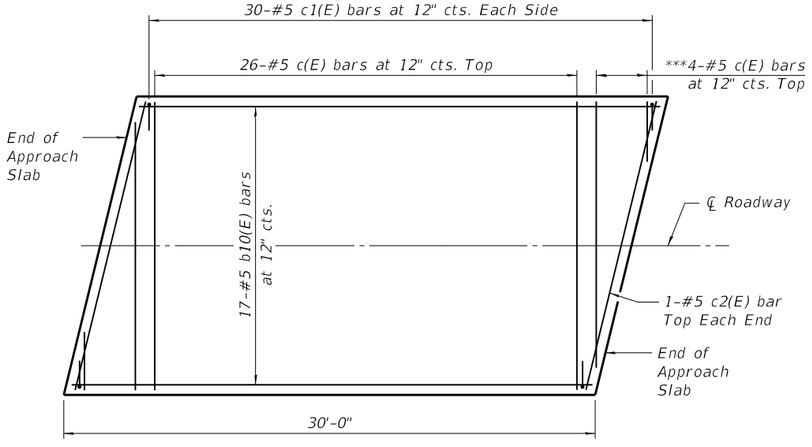


INSIDE ELEVATION OF PARAPET AND CURB



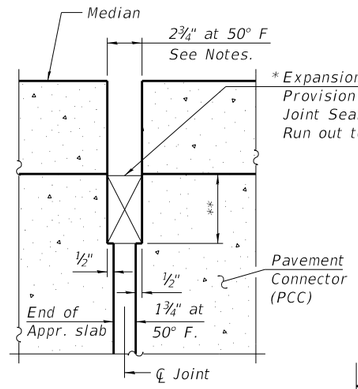
SECTION A-A

(Median not shown for clarity)



APPROACH MEDIAN PLAN

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

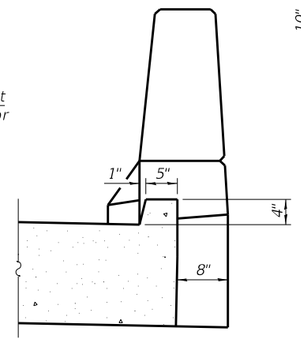


DETAIL A

(@ Rt. ℄'s)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



VIEW B-B

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 and median concrete shall be paid for as Concrete Superstructure.

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

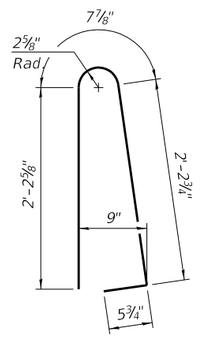
Approach footing concrete shall be paid for as Concrete Structures.

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

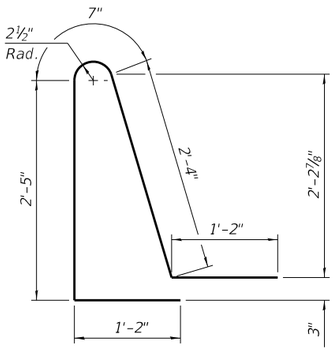
Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 33.

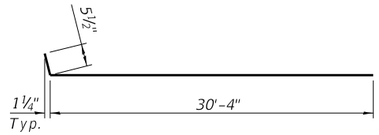
See sheet 15 of 33 for additional median details.



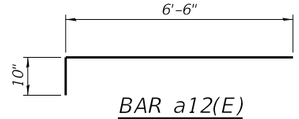
BAR d10(E)



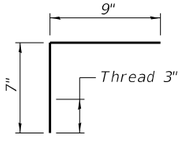
BAR d11(E)



BAR a10(E)



BAR a12(E)



BAR c1(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	176	#5	30'-9"	
a11(E)	232	#8	31'-6"	
a12(E)	88	#5	7'-4"	
b10(E)	204	#5	29'-8"	
b11(E)	270	#9	29'-8"	
b12(E)	4	#5	14'-4"	
b13(E)	4	#5	15'-1"	
b14(E)	2	#4	14'-11"	
b15(E)	2	#4	14'-6"	
c(E)	60	#5	16'-6"	
c1(E)	120	#5	1'-4"	
c2(E)	4	#5	17'-0"	
d10(E)	68	#5	5'-7"	
d11(E)	68	#5	7'-8"	
e10(E)	32	#4	14'-8"	
e11(E)	4	#8	14'-8"	
t10(E)	228	#4	9'-11"	
w10(E)	160	#5	30'-8"	
Concrete Superstructure		Cu. Yd.	25.6	
Concrete Superstructure (Approach Slab)		Cu. Yd.	159.6	
Concrete Structures		Cu. Yd.	36.1	
Reinforcement Bars, Epoxy Coated		Pound	68850	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0073
SHEET 16 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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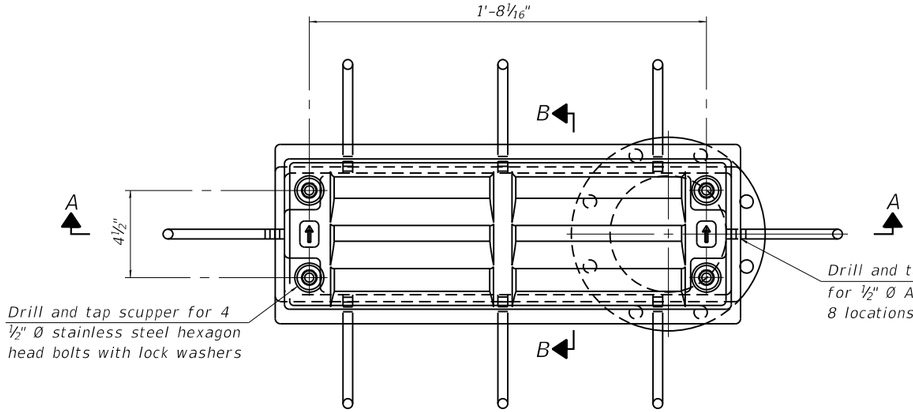
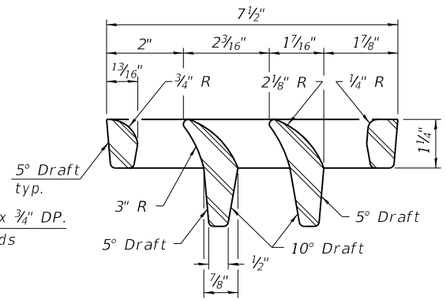
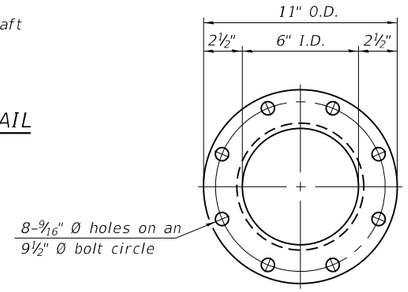
		CONTRACT NO. 68C57		
		ILLINOIS	FED. AID PROJECT	



PLAN



VANE GRATE DETAIL



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

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

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

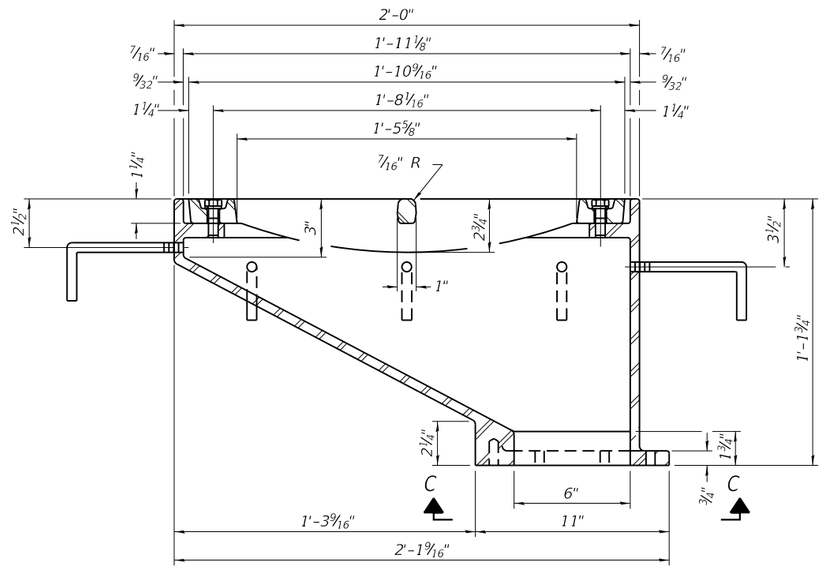
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

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

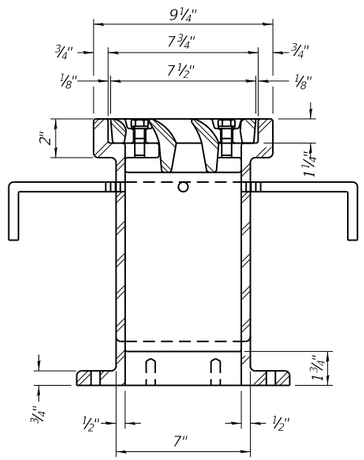
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

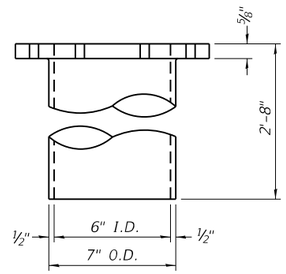


SECTION A-A

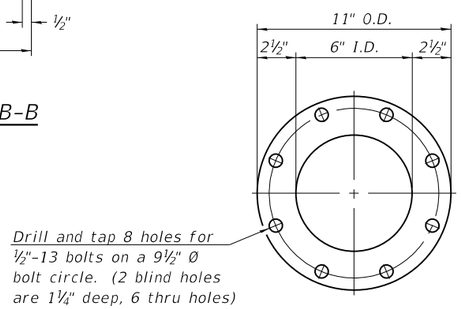
See sheet 12 of 33 for scupper location relative to parapet.



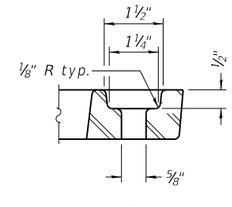
SECTION B-B



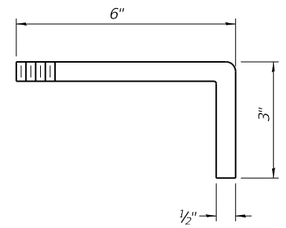
DOWNSPOUT



VIEW C-C



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	4

DS-12 2-17-2017

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - MTH	REVISED -
		CHECKED - VPT	REVISED -
	PLOT SCALE =	DRAWN - CGY	REVISED -
	PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER DS-12
STRUCTURE NO. 072-0073
SHEET 17 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	47
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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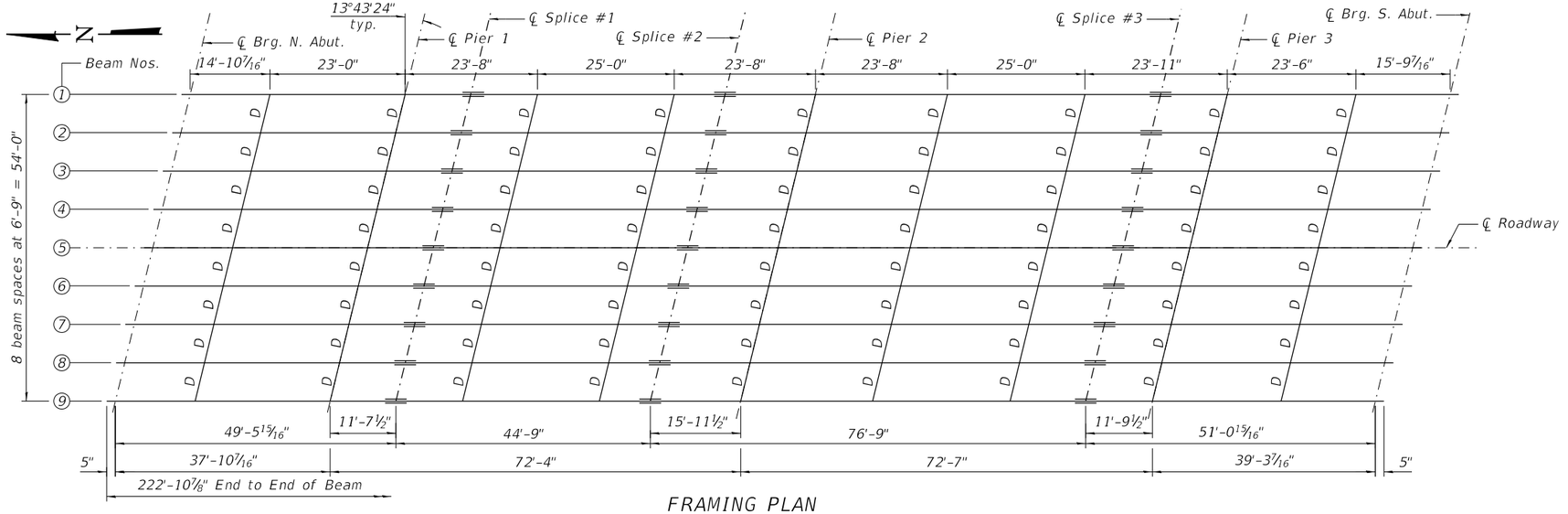
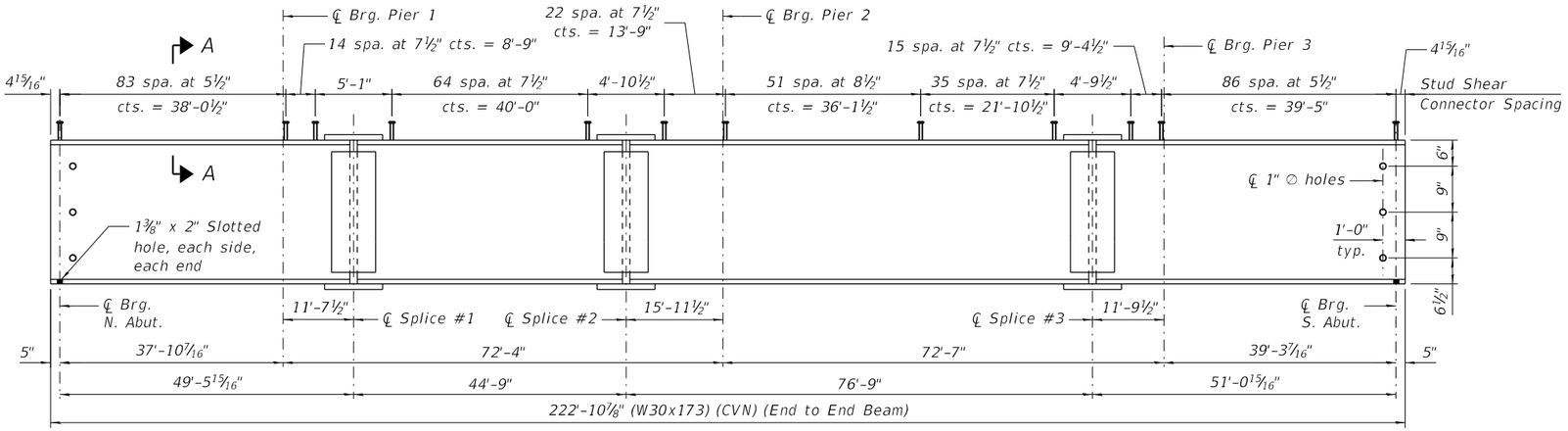
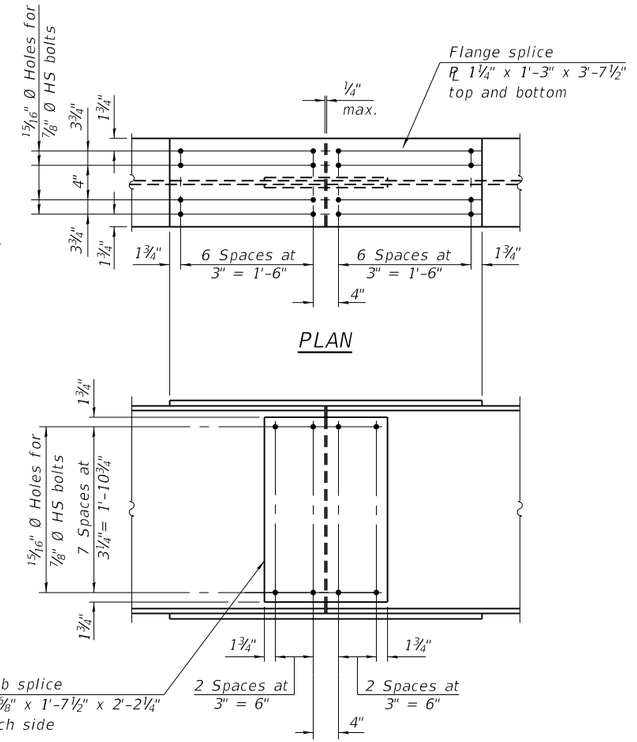


FRAMING PLAN



BEAM ELEVATION



SPLICE DETAIL

(27 Required)

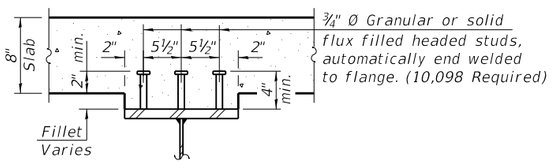
NOTES:

1. All beams and splice plates shall be AASHTO M270 Grade 50 (CVN).
2. "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
3. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

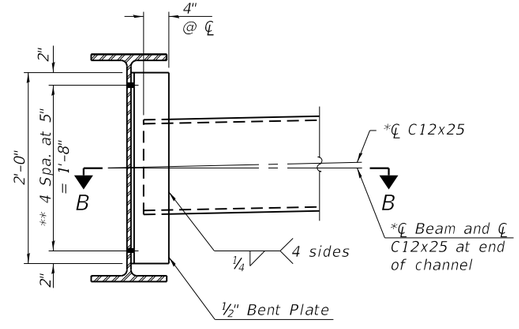
TOP OF BEAM ELEVATIONS

(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9
℄ Brg. N. Abut.	762.73	762.84	762.93	763.03	763.12	763.02	762.90	762.80	762.67
℄ Pier 1	762.78	762.89	762.99	763.09	763.19	763.08	762.97	762.87	762.74
℄ Splice 1	762.79	762.91	763.01	763.11	763.21	763.10	762.99	762.89	762.76
℄ Splice 2	762.84	762.97	763.07	763.17	763.27	763.17	763.07	762.97	762.84
℄ Pier 2	762.81	762.94	763.05	763.15	763.25	763.15	763.05	762.95	762.82
℄ Splice 3	762.71	762.84	762.95	763.06	763.16	763.07	762.97	762.88	762.75
℄ Pier 3	762.68	762.81	762.92	763.03	763.13	763.04	762.94	762.85	762.72
℄ Brg. S. Abut.	762.57	762.71	762.81	762.93	763.04	762.95	762.85	762.76	762.64

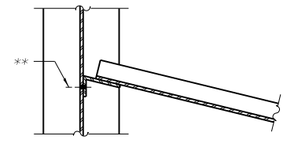


SECTION A-A



DIAPHRAGM D

(72 Required)



SECTION B-B

Note:
Two hardened washers required for each set of oversized holes.
**C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on C12x25. The alternate, if utilized, shall be provided at no additional cost to the Department.*
***3/4" Ø HS bolts, 15/16" Ø holes*

MODEL: Default
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LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - MTH	REVISED -	
	CHECKED - VPT	REVISED -	
PLOT SCALE =	DRAWN - CGY	REVISED -	
PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 072-0073

SHEET 18 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	48
		CONTRACT NO. 68C57		
		ILLINOIS	FED. AID PROJECT	

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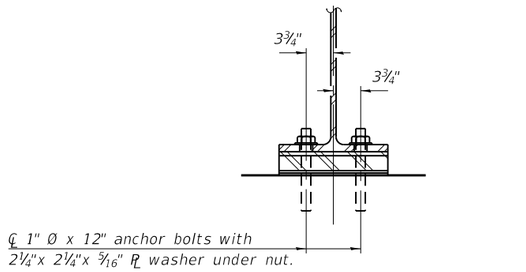
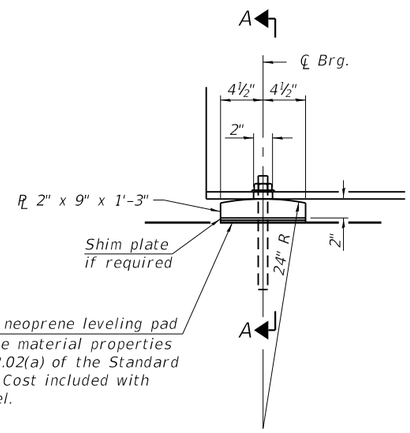


SECTION A-A



ELEVATION AT ABUTMENT

FIXED BEARING

Notes:

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

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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

The structural steel plates of the bearing shall conform to the requirements of AASHTO M270 Grade 50.

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.

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)	8230	8230	8230	8230	8230	8230	8230
Ic(n)	(in^4)	21732	21732	21732	21732	21732	21732	21732
Ic(3n)	(in^4)	15852	15852	15852	15852	15852	15852	15852
Ic(cr)	(in^4)	–	10694	–	10694	–	10694	–
Ss	(in^3)	541	541	541	541	541	541	541
Sc(n)	(in^3)	780	780	780	780	780	780	780
Sc(3n)	(in^3)	706	706	706	706	706	706	706
Sc(cr)	(in^3)	–	610	–	610	–	610	–
DC1	(k/')	0.891	0.891	0.891	0.891	0.891	0.891	0.891
MDC1	('k)	36	294	217	436	218	299	46
DC2	(k/')	0.242	0.242	0.242	0.242	0.242	0.242	0.242
MDC2	('k)	10	80	59	118	59	81	12
DW	(k/')	0.105	0.105	0.105	0.105	0.105	0.105	0.105
MDW	('k)	4	35	26	51	26	35	5
LLDF		0.663	0.621	0.592	0.592	0.592	0.619	0.659
M_{L+IM}	('k)	397	579	617	664	622	574	411
Mu (Strength I)	('k)	758	1533	1464	1931	1474	1532	799
Øf Mn	('k)	3734	2350	3734	2355	3734	2395	3734
fs DC1	(ksi)	0.80	6.52	4.81	9.67	4.84	6.63	1.02
fs DC2	(ksi)	0.17	1.57	1.00	2.32	1.00	1.59	0.20
fs DW	(ksi)	0.07	0.69	0.44	1.00	0.44	0.69	0.08
fs (L+IM)	(ksi)	6.11	11.39	9.49	13.06	9.57	11.29	6.32
fs (Service II)	(ksi)	8.98	23.59	18.60	29.97	18.72	23.59	9.53
0.95Rh Fyf	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50	47.50
fs (Total)(Strength I)	(ksi)	–	–	–	–	–	–	–
Øf Fn	(ksi)	–	–	–	–	–	–	–
Vf	(k)	21.4	23.7	20.6	24.0	19.8	26.4	21.3

GIRDER REACTION TABLE

		N. Abut.		Pier 1		Pier 2		Pier 3		S. Abut.	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.725	0.465	0.725	0.465	0.725	0.465	0.725	0.465	0.725	0.465
OCF		–	1.049	–	–	–	–	–	–	–	1.049
RDC1	(k)	* 19.0	* 16.1	54.9	46.8	68.4	57.9	55.6	47.4	* 19.8	* 16.0
RDC2	(k)	2.5	2.5	14.9	14.9	18.6	18.6	15.1	15.1	2.7	2.7
RDW	(k)	1.1	1.1	6.5	6.5	8.1	8.1	6.7	6.7	1.2	1.2
RL	(k)	46.6	31.4	83.7	53.7	87.3	56.0	83.7	53.7	47.3	31.8
R IM	(k)	12.4	8.4	17.1	11.0	16.6	10.6	17.0	10.9	12.5	8.4
RTotal	(k)	81.6	59.5	177.1	132.9	199.0	151.2	178.1	133.8	83.5	60.1

* Includes weight of concrete end diaphragm.

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.

LLDF: Live Load Distribution Factor

OCF: Obtuse Correction Factor

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	36

MODEL: Default
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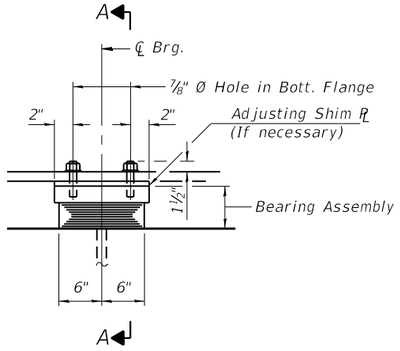
LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - MTH	REVISED -	
	CHECKED - VPT	REVISED -	
PLOT SCALE =	DRAWN - CGY	REVISED -	
PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

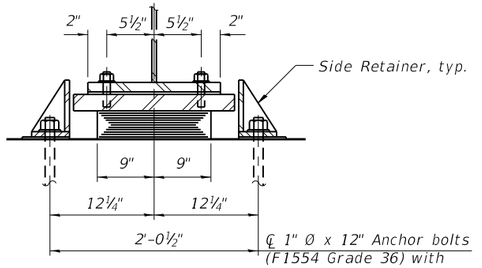
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS
STRUCTURE NO. 072-0073
SHEET 19 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	49
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

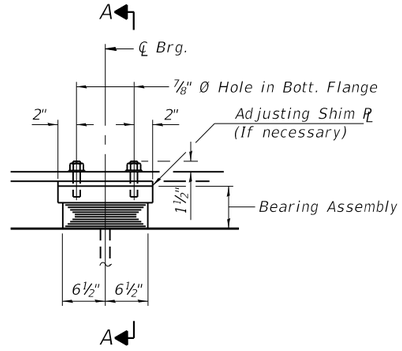


ELEVATION AT PIERS 1 & 3

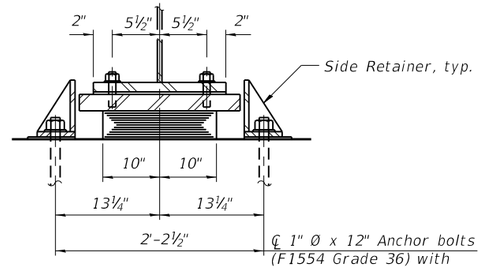


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

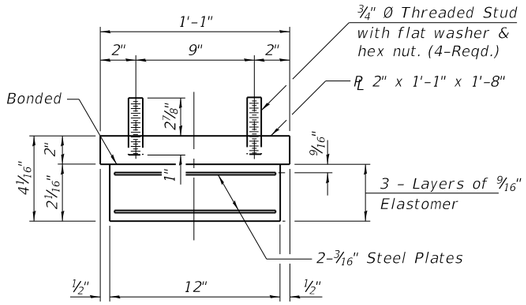


ELEVATION AT PIER 2



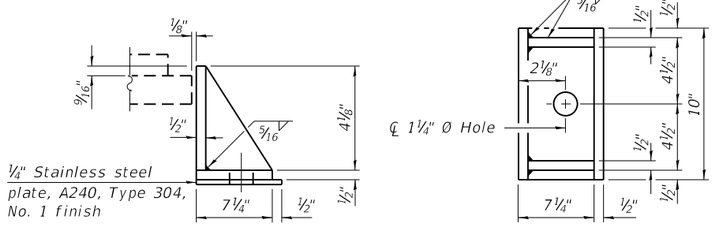
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

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



SIDE RETAINER

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

Notes:

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

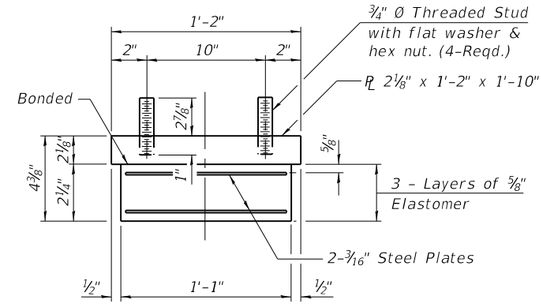
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

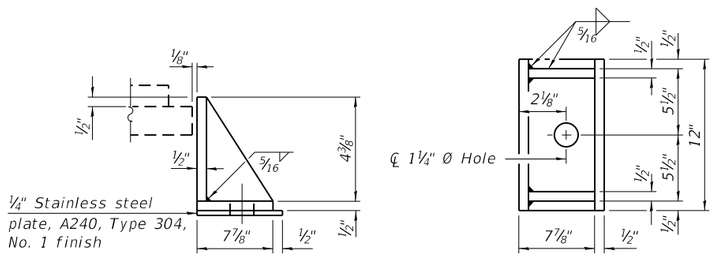
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Cost of removing existing bearings shall be included in the cost of Removal of Existing Superstructures.



BEARING ASSEMBLY

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

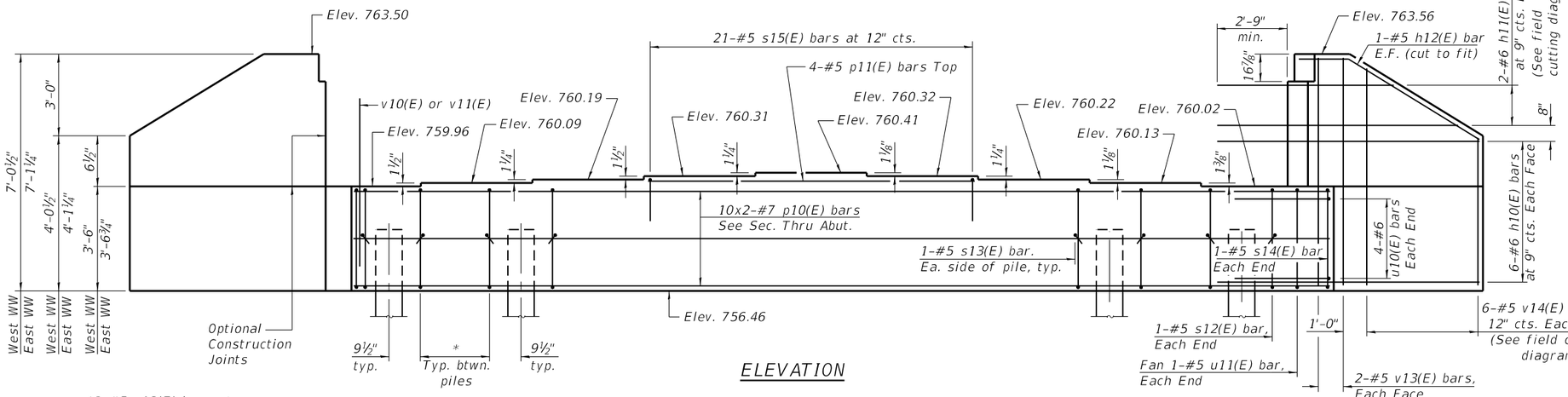


SIDE RETAINER

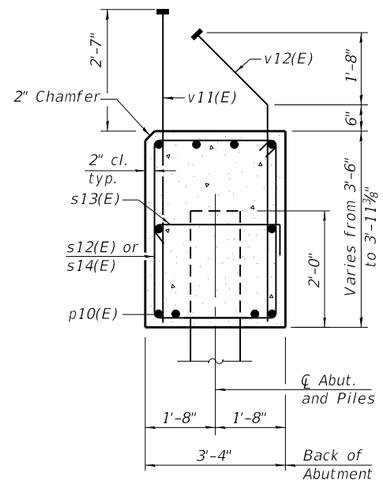
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	27
Anchor Bolts, 1"	Each	54



ELEVATION



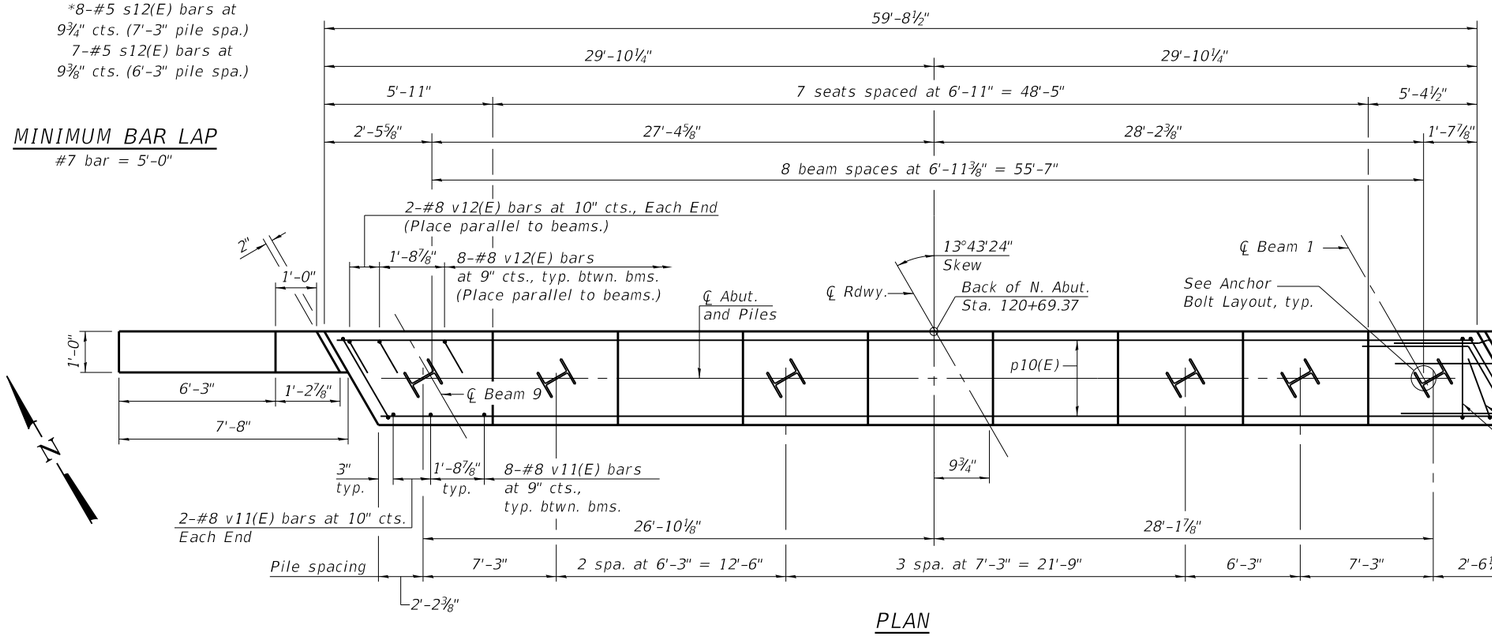
SEC. THRU ABUT.

Dimensions at right angles to abutment.

*8-#5 s12(E) bars at 9¾" cts. (7'-3" pile spa.)
7-#5 s12(E) bars at 9⅜" cts. (6'-3" pile spa.)

MINIMUM BAR LAP

#7 bar = 5'-0"



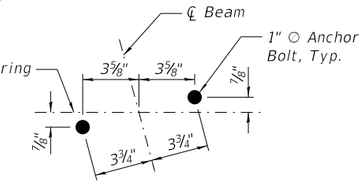
PLAN

PILE DATA

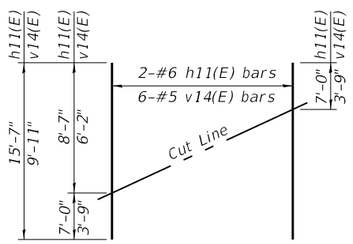
Type: HP12x63
Nominal Required Bearing: 365 kips
Factored Resistance Available: 201 kips
Est. Length: 50 ft
No. Production Piles: 8
No. Test Piles: 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	24	#6	10'-1"	
h11(E)	4	#6	15'-7"	
h12(E)	4	#5	7'-7"	
p10(E)	20	#7	32'-3"	
p11(E)	4	#5	20'-5"	
s12(E)	63	#5	13'-3"	
s13(E)	18	#5	4'-0"	
s14(E)	2	#5	13'-5"	
s15(E)	21	#5	8'-0"	
u10(E)	8	#6	10'-8"	
u11(E)	2	#5	8'-2"	
v11(E)	68	#8	5'-11"	
v12(E)	68	#8	6'-2"	
v13(E)	8	#5	6'-8"	
v14(E)	12	#5	9'-11"	
Structure Excavation		Cu. Yd.	27	
Concrete Structures		Cu. Yd.	30.7	
Reinforcement Bars, Epoxy Coated		Pound	5570	
Furnishing Steel Piles, HP12x63		Foot	400	
Driving Piles		Foot	400	
Test Pile Steel HP12x63		Each	1	

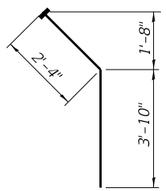


ANCHOR BOLT LAYOUT



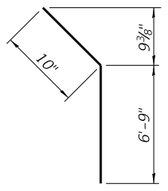
FIELD CUTTING DIAGRAM

Order h11(E) and v14(E) full length. Cut as shown and use remainder of bars in opposite face.

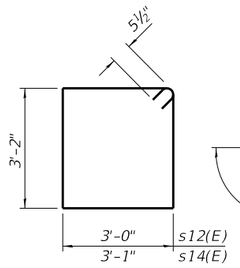


BAR v12(E)

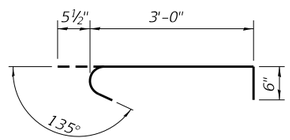
(headed)



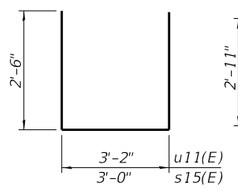
BAR h12(E)



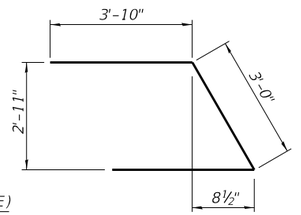
BAR s12(E) & s14(E)



BAR s13(E)



BAR u11(E) & s15(E)



BAR u10(E)

Notes:

Pour steps monolithically with cap.

Space reinforcement in cap to miss anchor bolts.

Piles are spaced to miss existing battered piles.

Piles shall be driven through 24 inch diameter precored holes extending to elevation 746.46 and filled with bentonite according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles.

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

For details of piles see sheet 29 of 33.

For drainage details see sheet 2 of 33.

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

Piles to be driven with webs oriented perpendicular to ℄ roadway.

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Springfield, Illinois

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
STRUCTURE NO. 072-0073

SHEET 21 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	51
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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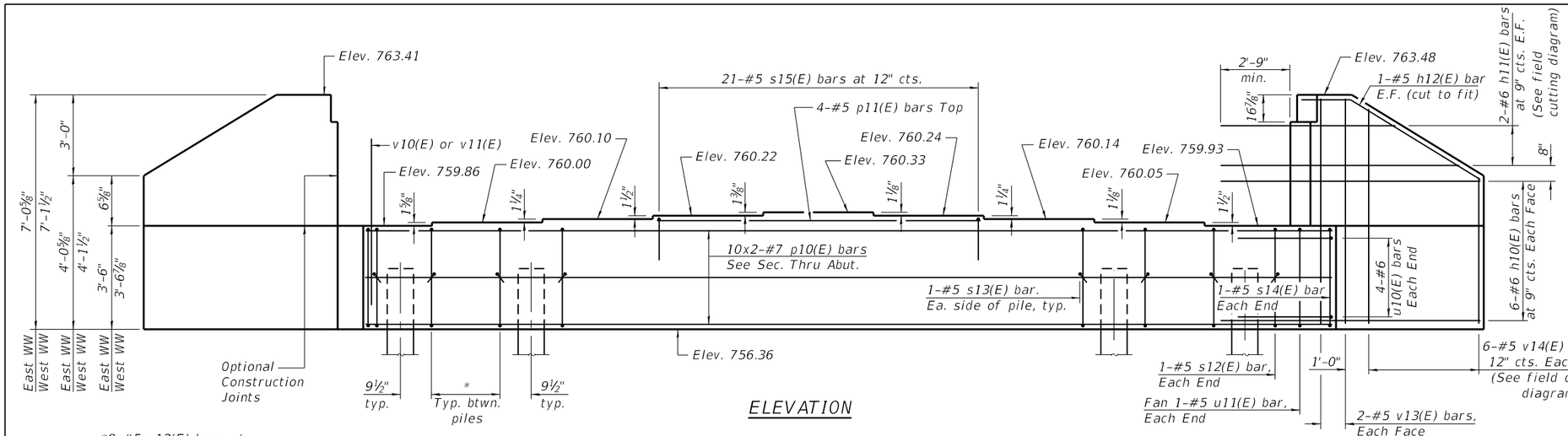
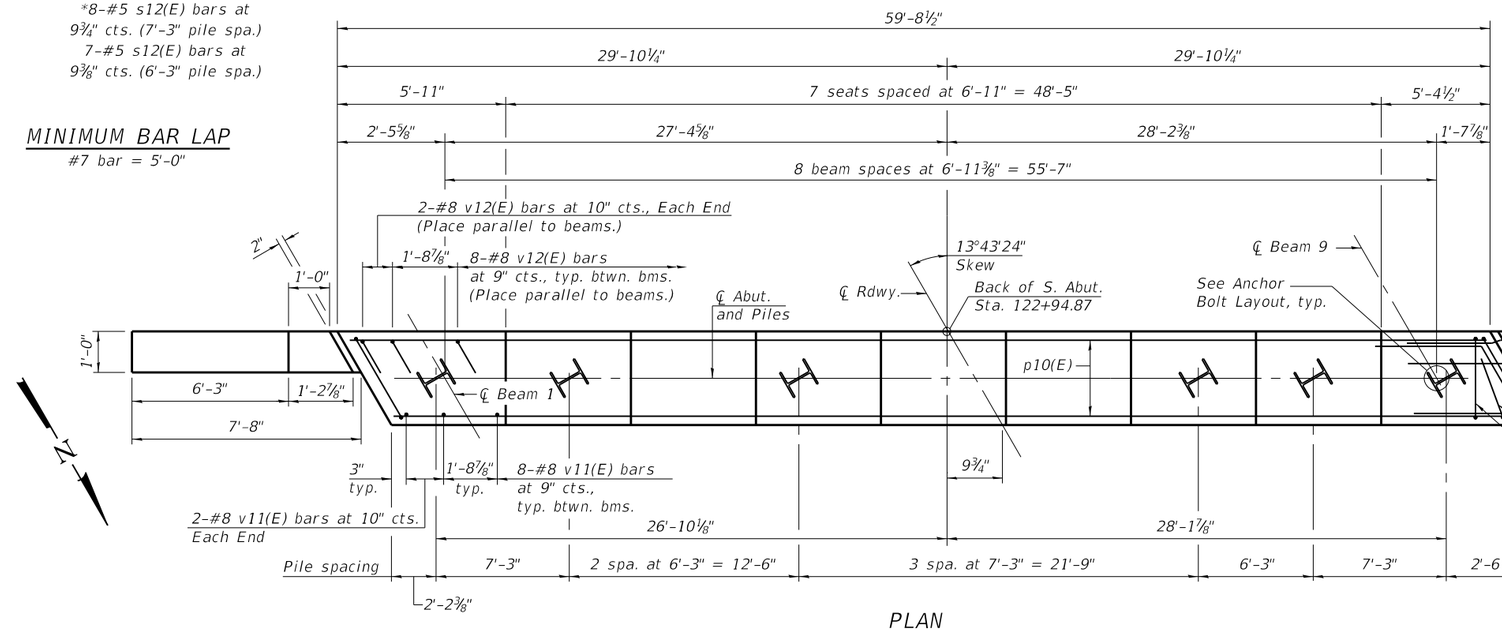


ELEVATION

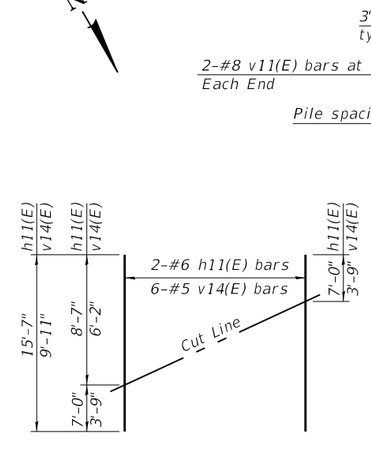
*8-#5 s12(E) bars at 9¾" cts. (7'-3" pile spa.)
7-#5 s12(E) bars at 9⅜" cts. (6'-3" pile spa.)

MINIMUM BAR LAP

#7 bar = 5'-0"

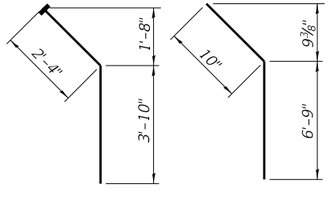


PLAN



FIELD CUTTING DIAGRAM

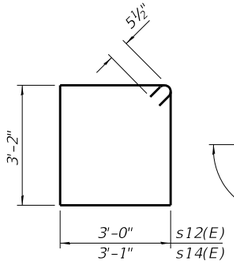
Order h11(E) and v14(E) full length. Cut as shown and use remainder of bars in opposite face.



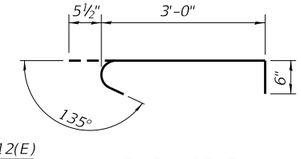
BAR v12(E)

(headed)

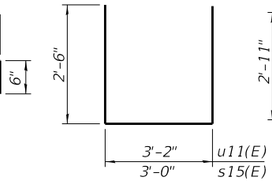
BAR h12(E)



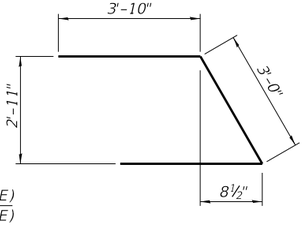
BAR s12(E) & s14(E)



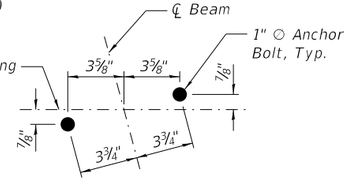
BAR s13(E)



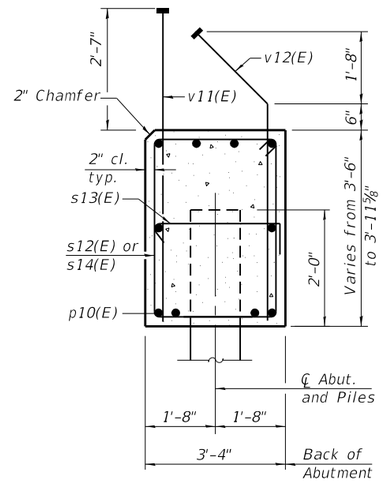
BAR u11(E) & s15(E)



BAR u10(E)



ANCHOR BOLT LAYOUT



SEC. THRU ABUT.

Dimensions at right angles to abutment.

PILE DATA

Type: HP12x63
Nominal Required Bearing: 365 kips
Factored Resistance Available: 201 kips
Est. Length: 50 ft
No. Production Piles: 9

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	24	#6	10'-1"	
h11(E)	4	#6	15'-7"	
h12(E)	4	#5	7'-7"	
p10(E)	20	#7	32'-3"	
p11(E)	4	#5	20'-5"	
s12(E)	63	#5	13'-3"	
s13(E)	18	#5	4'-0"	
s14(E)	2	#5	13'-5"	
s15(E)	21	#5	8'-0"	
u10(E)	8	#6	10'-8"	
u11(E)	2	#5	8'-2"	
v11(E)	68	#8	5'-11"	
v12(E)	68	#8	6'-2"	
v13(E)	8	#5	6'-8"	
v14(E)	12	#5	9'-11"	
Structure Excavation	Cu. Yd.		29	
Concrete Structures	Cu. Yd.		30.8	
Reinforcement Bars, Epoxy Coated	Pound		5570	
Furnishing Steel Piles, HP12x63	Foot		450	
Driving Piles	Foot		450	

Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.
Piles are spaced to miss existing battered piles.
Piles shall be driven through 24 inch diameter precored holes extending to elevation 746.36 and filled with bentonite according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
For details of piles see sheet 29 of 33.
For drainage details see sheet 2 of 33.
Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.
Piles to be driven with webs oriented perpendicular to ℄ roadway.

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Springfield, Illinois

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REVISED -

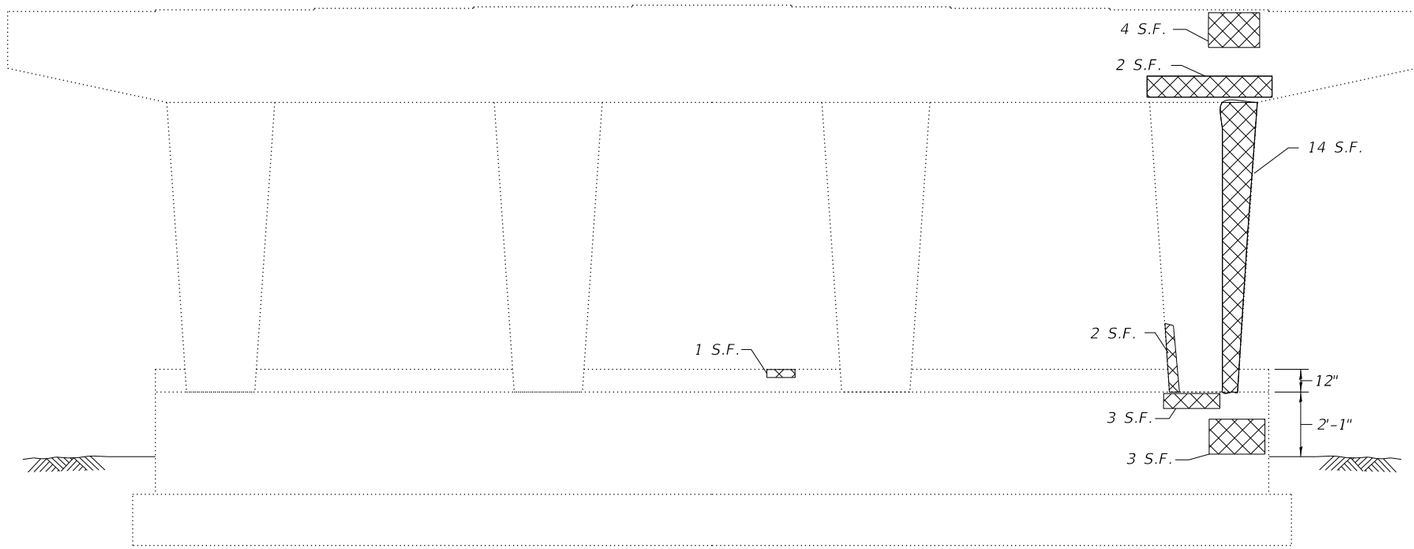
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS
STRUCTURE NO. 072-0073
SHEET 22 OF 33 SHEETS

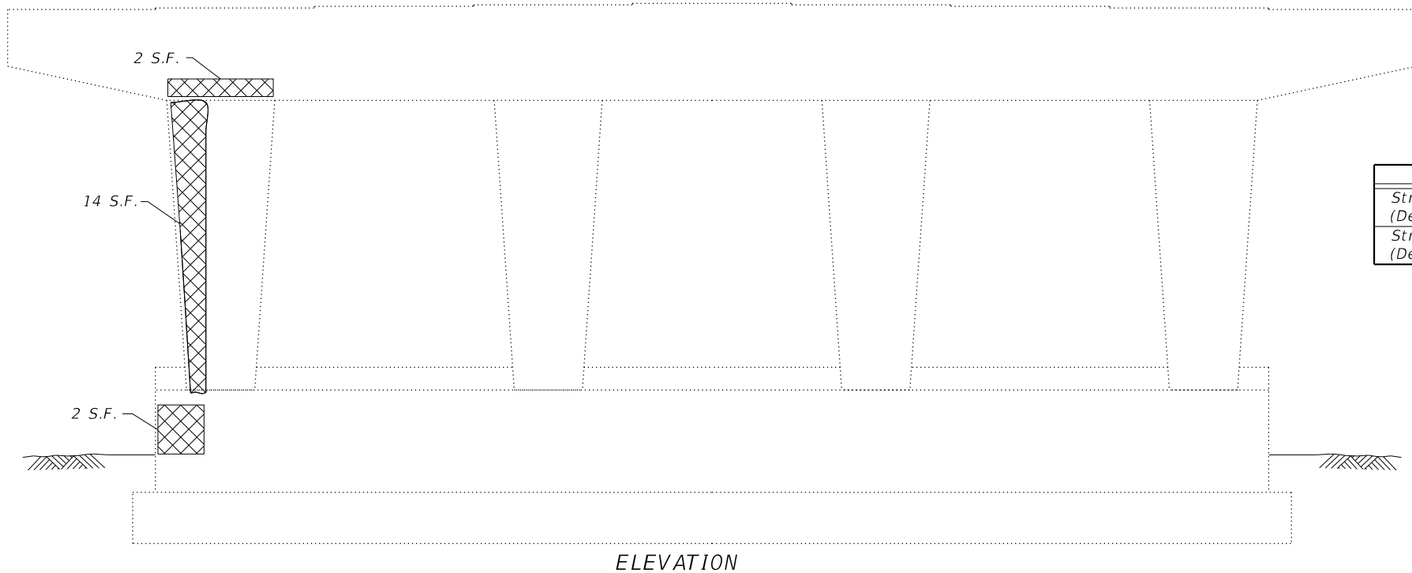
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	52
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

TOP PLAN

ELEVATION
(Looking North)

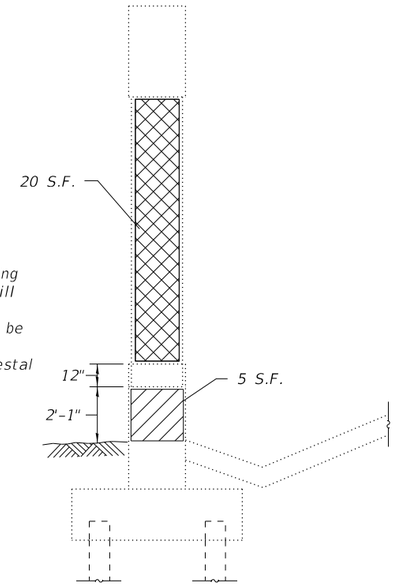


ELEVATION
(Looking South)



N

Notes:
The quantities shown are for estimating purposes only. The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built plans.
See Sheet 26 of 33 for concrete pedestal details.



END VIEW
(Looking West)

LEGEND

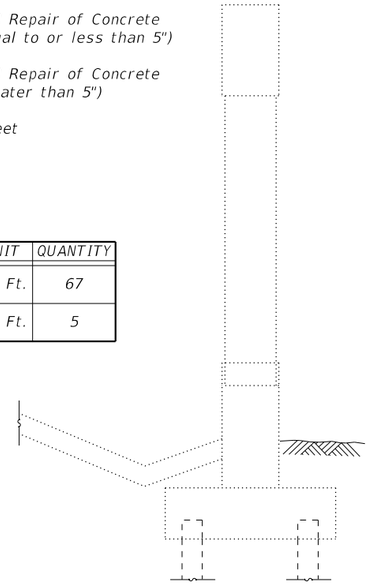
= Structural Repair of Concrete (Depth equal to or less than 5")

= Structural Repair of Concrete (Depth greater than 5")

S.F. = Square Feet

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	67
Structural Repair of Concrete (Depth greater than 5")	Sq. Ft.	5



END VIEW
(Looking East)

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Springfield, Illinois

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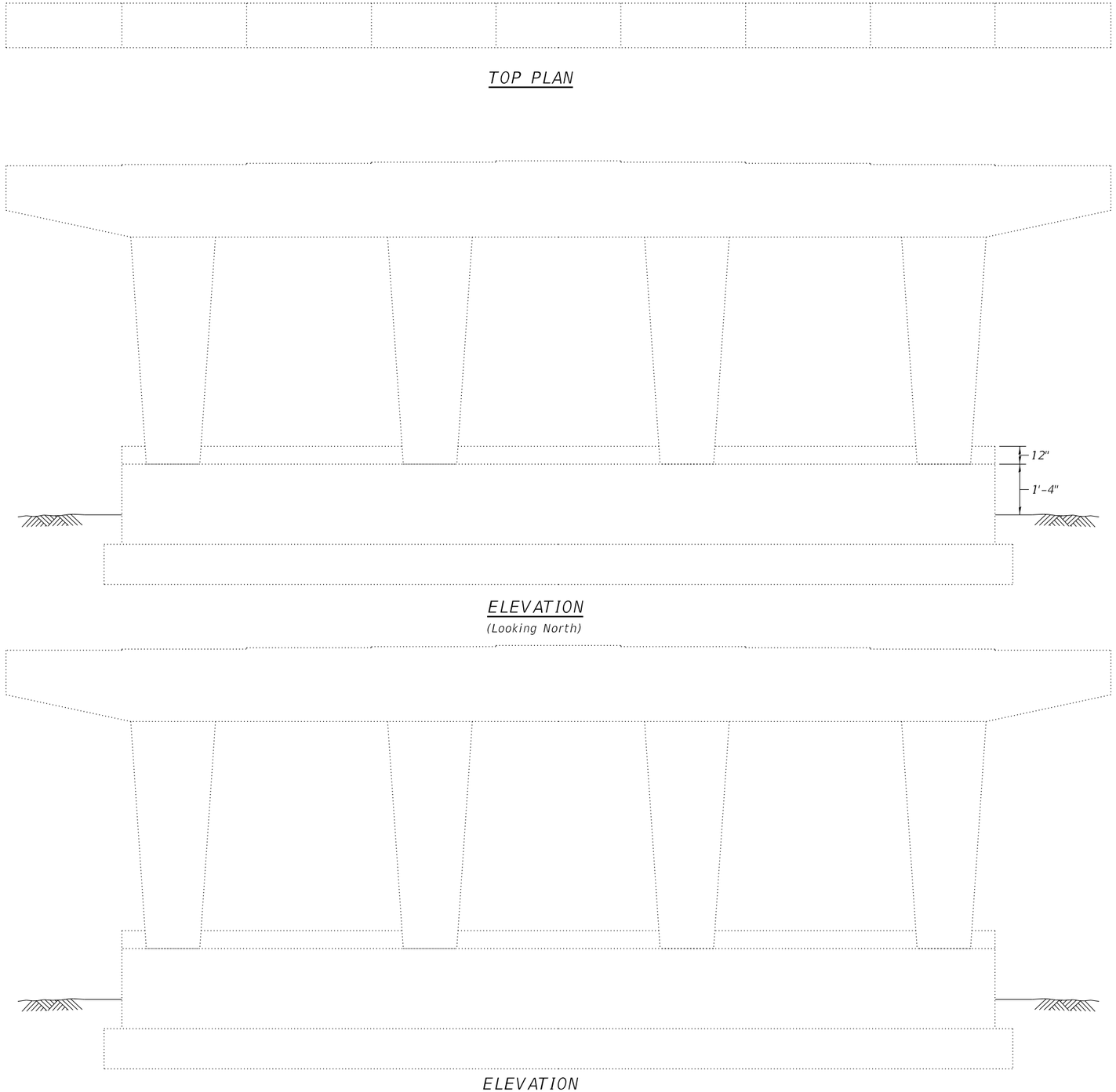
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS – PIER 1
STRUCTURE NO. 072–0073
SHEET 23 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	53
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		



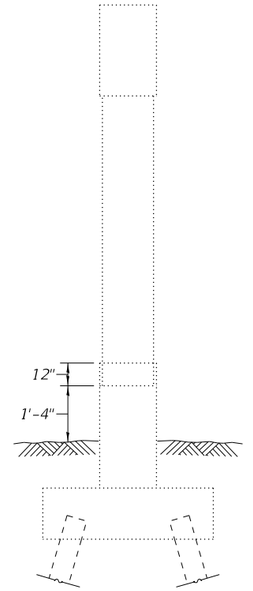
TOP PLAN

ELEVATION
(Looking North)

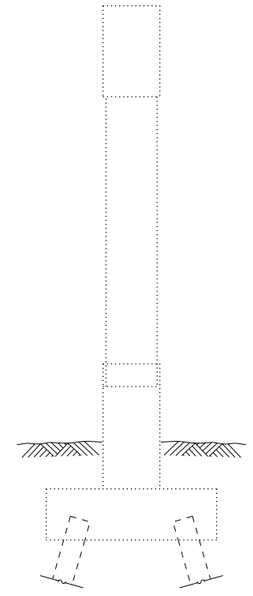
ELEVATION
(Looking South)

N

Notes:
The quantities shown are for estimating purposes only. The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built plans.
See Sheet 27 of 33 for concrete pedestal details.



END VIEW
(Looking West)



END VIEW
(Looking East)

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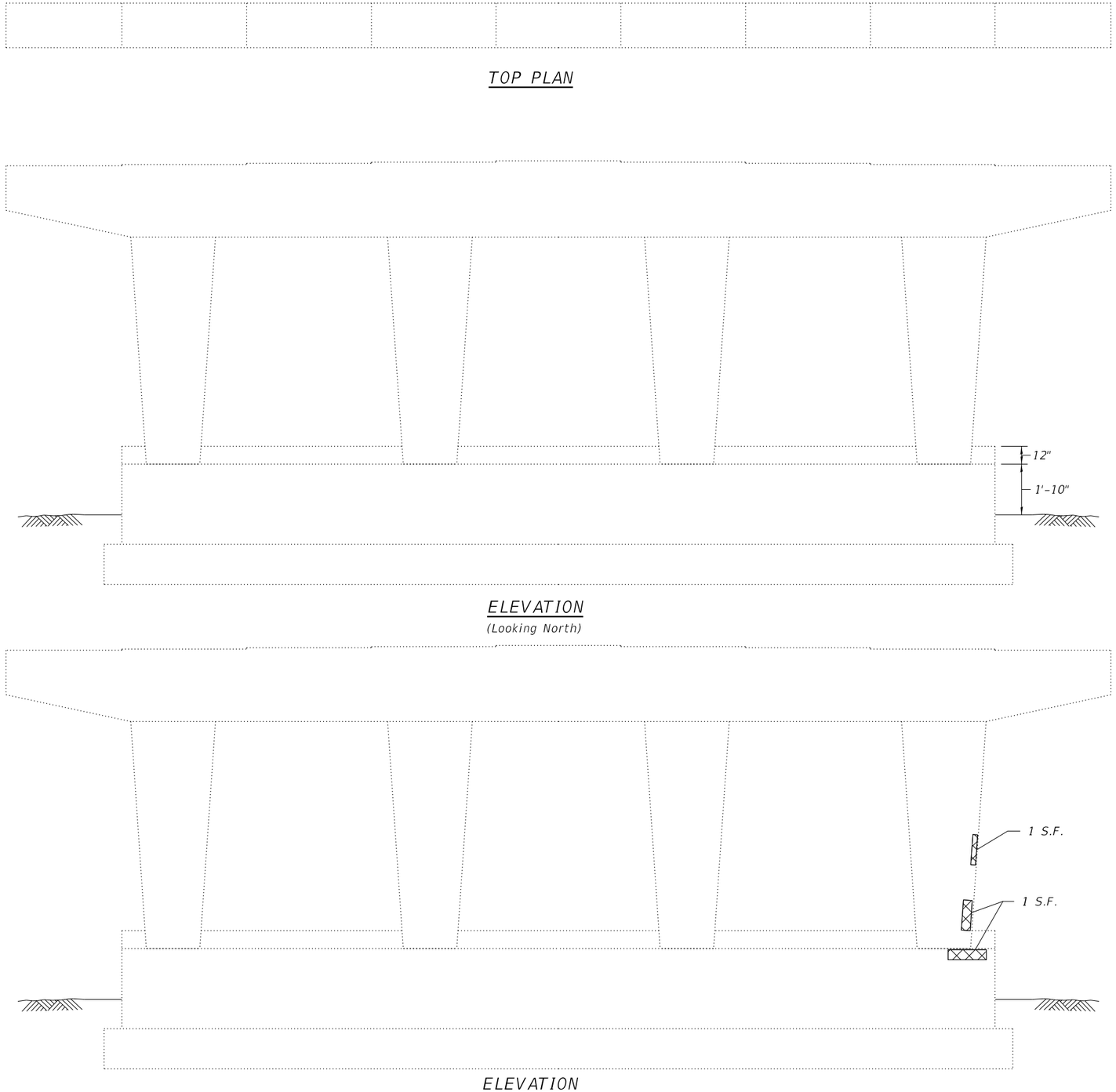
	PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

PIER REPAIRS – PIER 2
STRUCTURE NO. 072-0073
SHEET 24 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	54
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		



TOP PLAN

ELEVATION
(Looking North)

ELEVATION
(Looking South)

N

Notes:
The quantities shown are for estimating purposes only. The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built plans.
See Sheet 28 of 33 for concrete pedestal details.

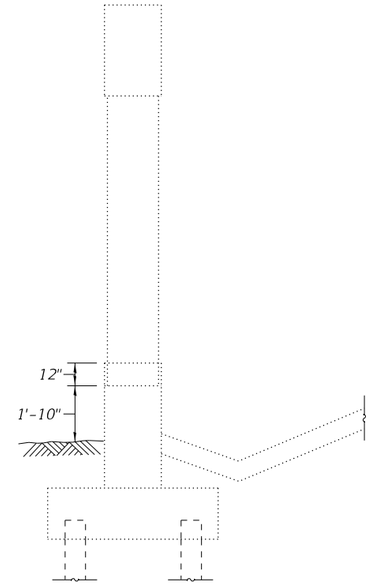
LEGEND

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

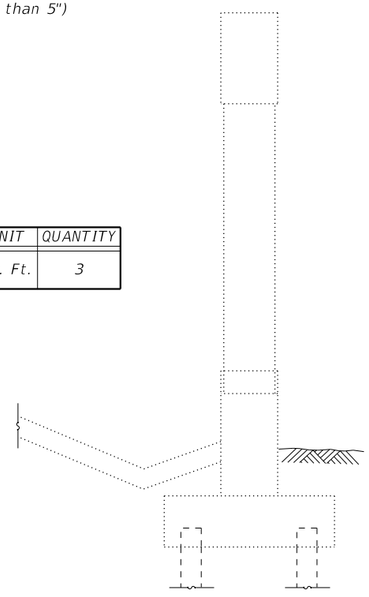
S.F. = Square Feet

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	3



END VIEW
(Looking East)



END VIEW
(Looking West)

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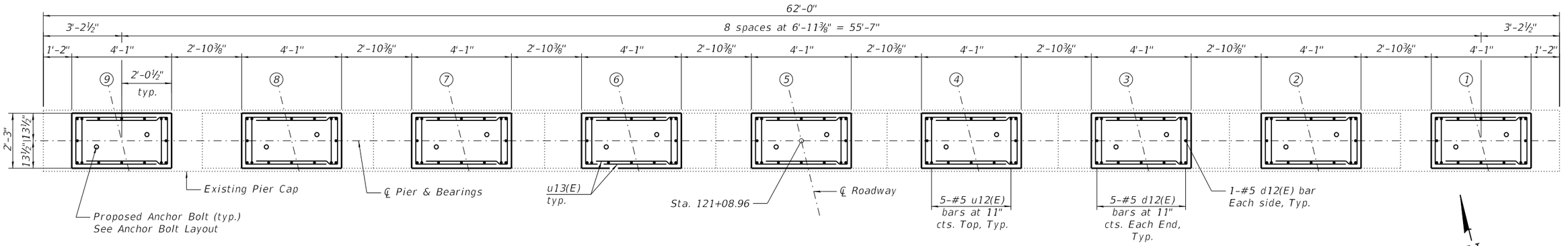
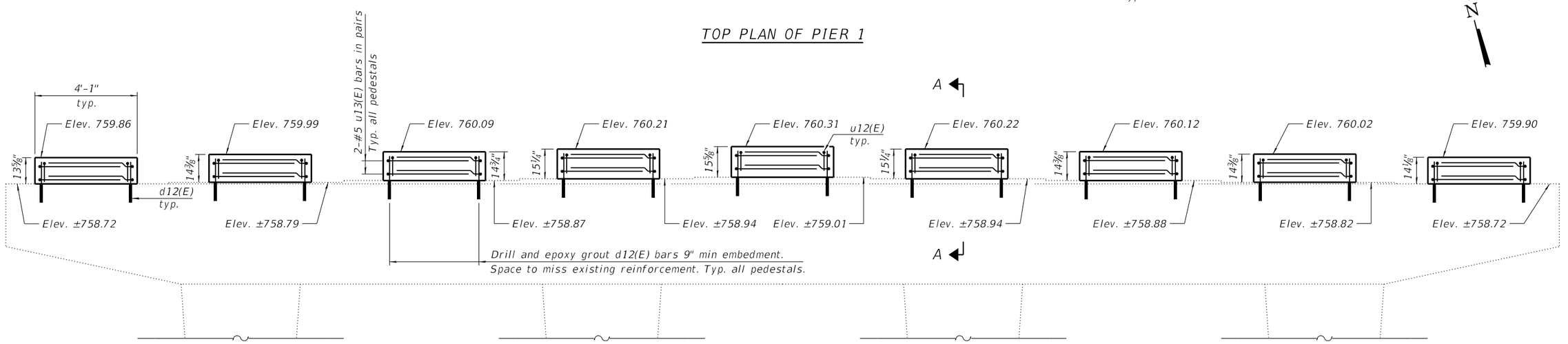
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS – PIER 3
STRUCTURE NO. 072-0073
SHEET 25 OF 33 SHEETS

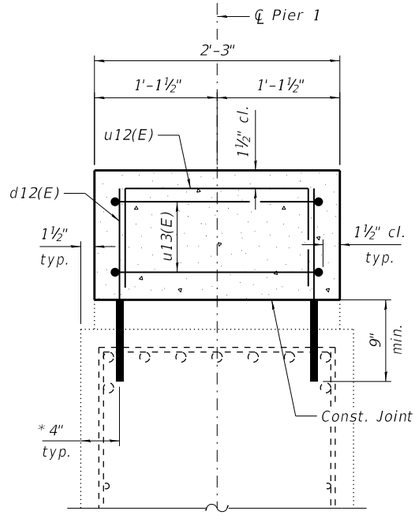
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	55
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		



TOP PLAN OF PIER 1

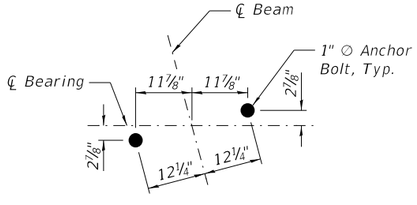


ELEVATION
(Looking North)



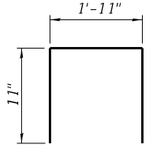
SECTION A-A

* Adjust as necessary to miss existing reinforcement in cap.

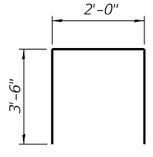


ANCHOR BOLT LAYOUT
(Typ. each pedestal)

MINIMUM BAR LAP
#5 bars = 3'-2"



BAR u12(E)



BAR u13(E)

PIER 1
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d12(E)	108	#5	1'-11"	——
u12(E)	45	#5	3'-9"	⊓
u13(E)	36	#5	9'-0"	⊓
Concrete Structures			Cu. Yd.	3.8
Reinforcement Bars, Epoxy Coated			Pound	730

Notes:
Space pedestal reinforcement to miss proposed anchor bolts.
Prior to ordering any material, the Contractor shall verify in the field all existing pier dimensions and elevations.

MODEL: Default
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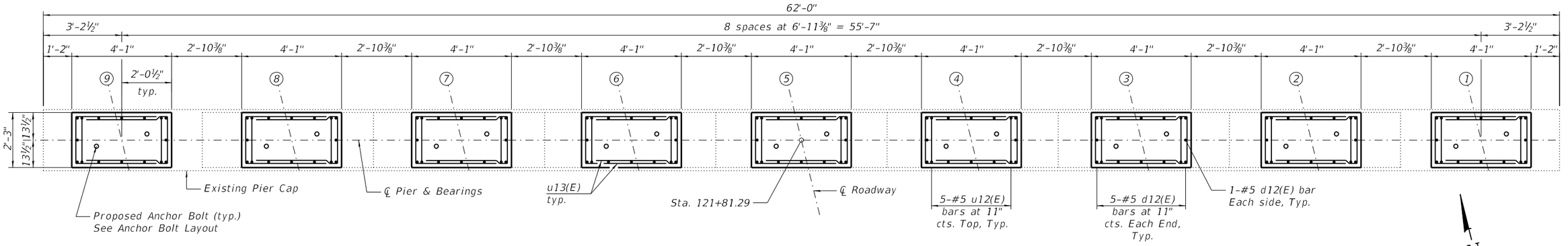
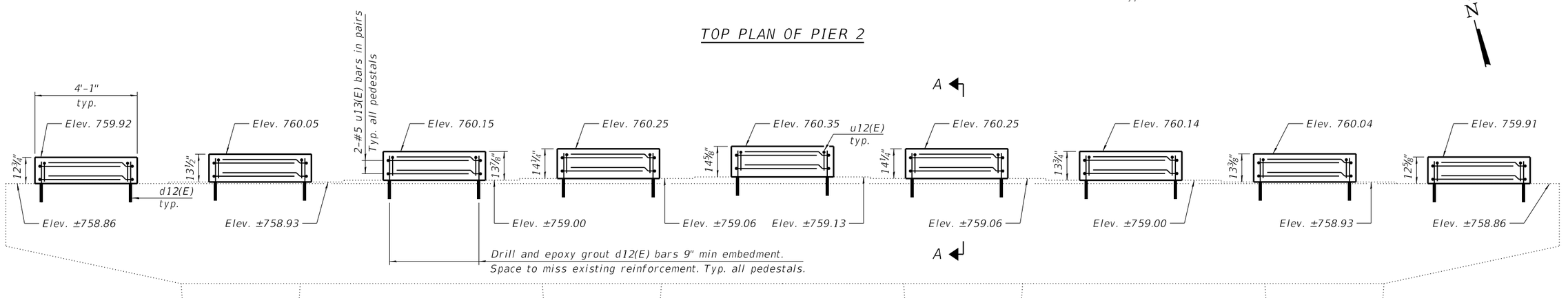
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER PEDESTAL DETAILS – PIER 1
STRUCTURE NO. 072-0073
SHEET 26 OF 33 SHEETS

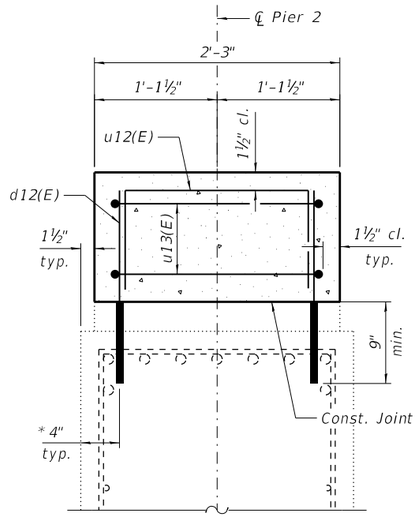
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	56
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		



TOP PLAN OF PIER 2

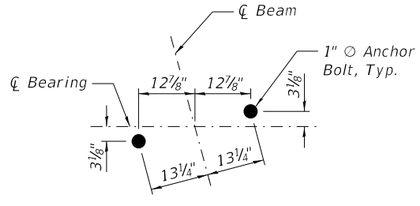


ELEVATION
(Looking North)



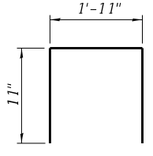
SECTION A-A

* Adjust as necessary to miss existing reinforcement in cap.

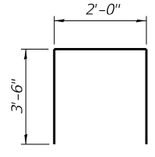


ANCHOR BOLT LAYOUT
(Typ. each pedestal)

MINIMUM BAR LAP
#5 bars = 3'-2"



BAR u12(E)



BAR u13(E)

PIER 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d12(E)	108	#5	1'-11"	——
u12(E)	45	#5	3'-9"	⊓
u13(E)	36	#5	9'-0"	⊓
Concrete Structures			Cu. Yd.	3.5
Reinforcement Bars, Epoxy Coated			Pound	730

Notes:
Space pedestal reinforcement to miss proposed anchor bolts.
Prior to ordering any material, the Contractor shall verify in the field all existing pier dimensions and elevations.

MODEL: Default
FILE NAME: E:\0936-12\Struct\G. SN 072-0073\4. Final Design\Design Plans\CADD_Sheets\072-0073-D468C57-027-PierDetails2.dgn

5/29/2019 11:25:53 AM

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Springfield, Illinois

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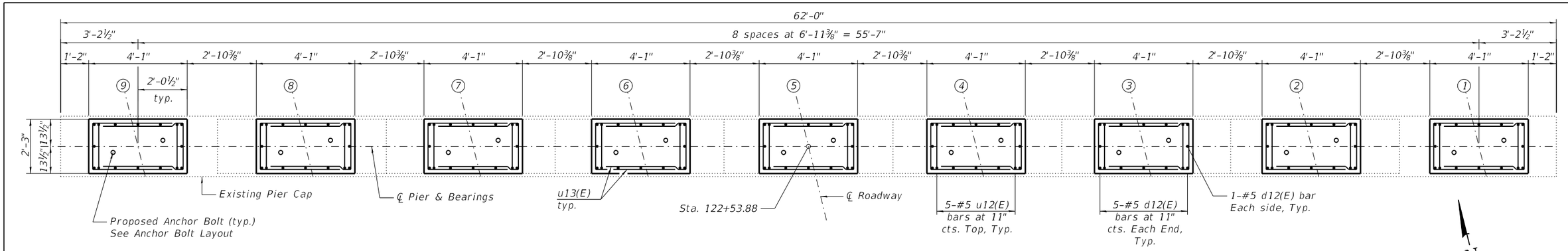
PLOT SCALE =	DRAWN - CGY	REVISED -	
PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

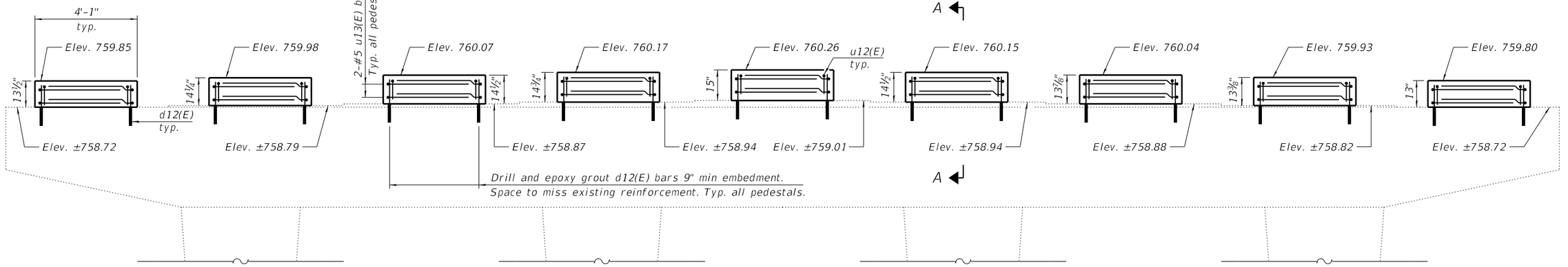
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER PEDESTAL DETAILS – PIER 2
STRUCTURE NO. 072-0073
SHEET 27 OF 33 SHEETS

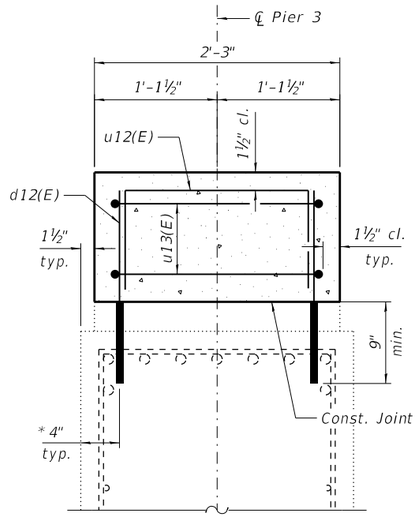
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	57
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		



TOP PLAN OF PIER 3

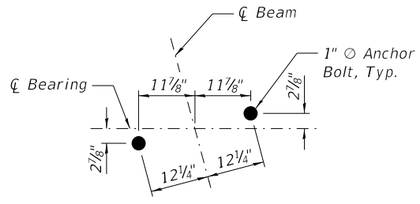


ELEVATION
(Looking North)



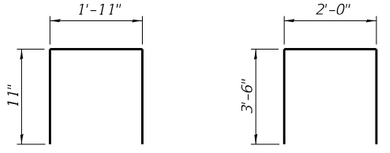
SECTION A-A

* Adjust as necessary to miss existing reinforcement in cap.



ANCHOR BOLT LAYOUT
(Typ. each pedestal)

MINIMUM BAR LAP
#5 bars = 3'-2"



BAR u12(E)

BAR u13(E)

PIER 3
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d12(E)	108	#5	1'-11"	——
u12(E)	45	#5	3'-9"	⊓
u13(E)	36	#5	9'-0"	⊓
Concrete Structures			Cu. Yd.	3.6
Reinforcement Bars, Epoxy Coated			Pound	730

Notes:
Space pedestal reinforcement to miss proposed anchor bolts.
Prior to ordering any material, the Contractor shall verify in the field all existing pier dimensions and elevations.

(Sheet 3 of 3)

MODEL: Default
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Springfield, Illinois

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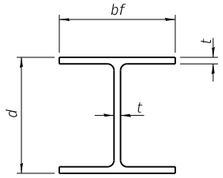
PLOT SCALE =	DRAWN - CGY	REVISED -	
PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

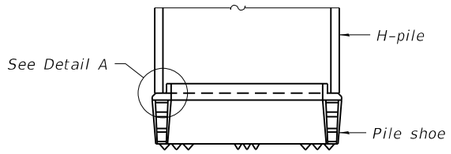
PIER PEDESTAL DETAILS – PIER 3
STRUCTURE NO. 072-0073
SHEET 28 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	58
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

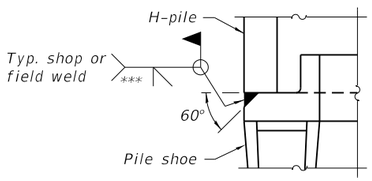


STEEL PILE TABLE

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
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"



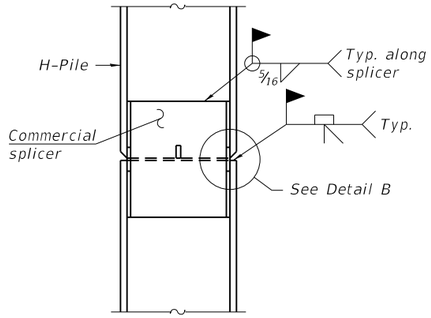
ELEVATION



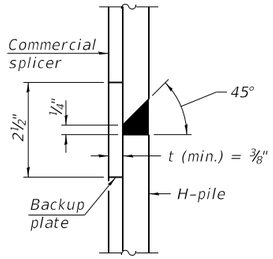
DETAIL A

SHOE ATTACHMENT

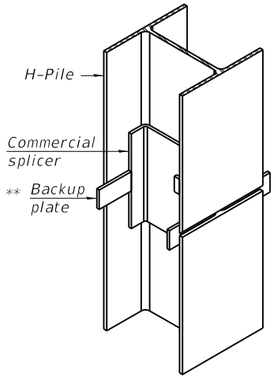
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



ELEVATION

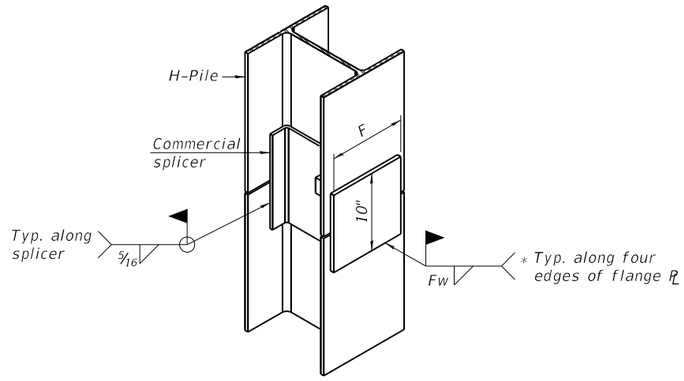


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



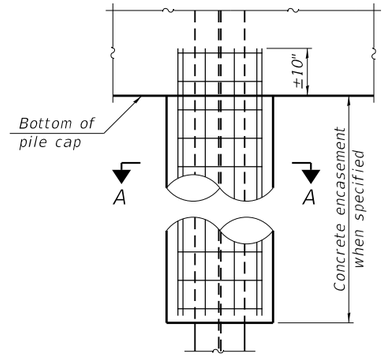
ISOMETRIC VIEW

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.).



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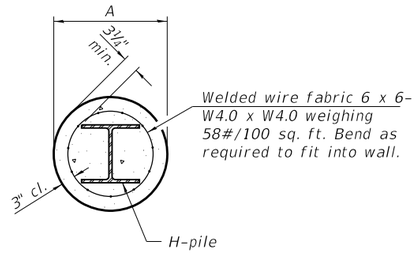
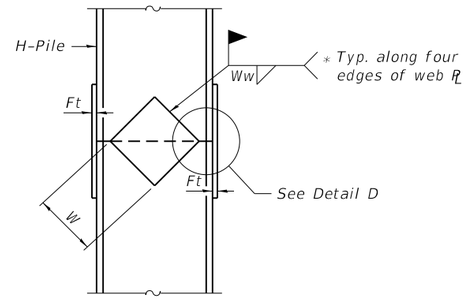


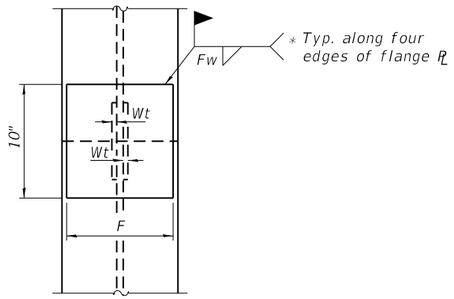
SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

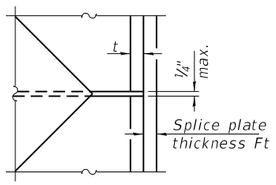
(Forms for encasement may be omitted when soil conditions permit).



ELEVATION



END VIEW



DETAIL D

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12½"	1"	⅞"	7¾"	⅝"	½"
x102	12½"	⅞"	¾"	7¾"	⅝"	½"
x89	12½"	¾"	11/16"	7¾"	⅝"	½"
x73	12½"	⅝"	9/16"	7¾"	⅝"	½"
HP 12x84	10"	⅞"	11/16"	6½"	⅝"	½"
x74	10"	⅞"	11/16"	6½"	⅝"	½"
x63	10"	⅝"	½"	6½"	½"	⅜"
x53	10"	⅜"	½"	6½"	½"	⅜"
HP 10x57	8"	¾"	9/16"	5¼"	½"	⅜"
x42	8"	⅝"	9/16"	5¼"	½"	⅜"
HP 8x36	7"	⅝"	7/16"	4¼"	½"	⅜"

WELDED PLATE FIELD SPLICE

F-HP 8-11-2017

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PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 072-0073
SHEET 29 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	59
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: E:\0936-12\StructG, SN 072-0073\4. Final Design\Design Plans\CADD_Sheets\072-0073-D468C57-029-HPPileDetails.dgn

5/29/2019 11:25:59 AM

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 1/26/17

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY KEG

SECTION 72-3HB LOCATION South Abutment (west end), SEC. , TWP. , RNG. ,
Latitude 40d 51' 02" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. SB-1
Station 123+17 (Bell School Rd)
Offset 34.0 ft RT
Ground Surface Elev. 763.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 728.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
762.75			
TOPSOIL with PEA GRAVEL (FILL)			
TOPSOIL with GRAVEL: Black, trace organics (FILL)	3		
	2 2		14
760.50			
SILTY CLAY (FILL)			
Black to gray, very stiff	2		
	5 6	2.5 B	25
-5			
	3		
	7 8	2.9 B	24
becomes gray, stiff	3		
-10	5 6	1.7 B	29
becomes black to gray, trace gravel, hard	3		
	7 11	4.5 P	24
becomes very stiff	5		
-15	8 10	3.3 B	26
becomes gray	4		
	8 10	3.6 B	25
	3		
-20	5 8	2.6 B	30

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY (FILL) *(continued)*			
becomes dark gray to black	4		
	7 8	3.6 B	32
740.00			
SILTY CLAY: Gray, soft	2		
	3 5	0.5 B	23
-25			
SHELBY TUBE RECOVERY: 25" One Dimensional Consolidation Test Performed becomes brown to gray, medium		2.0 S	21
	3		
-30	3 4	0.6 B	26
becomes brown, wet, stiff			
▽ -35	4 5	1.3 B	28
becomes gray, wet, very stiff	5		
723.00 -40	7 10	2.5 B	20

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)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 1/26/17

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY KEG

SECTION 72-3HB LOCATION South Abutment (west end), SEC. , TWP. , RNG. ,
Latitude 40d 51' 02" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. SB-1
Station 123+17 (Bell School Rd)
Offset 34.0 ft RT
Ground Surface Elev. 763.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 728.0 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TILL: Gray, hard			
	22		
-45	30 50	>4.5 P	19
	21		
713.00 -50	50/5"	>4.5 P	12
NO RECOVERY			
	100/8"		
708.00 -55			
SHALE: Gray			
	38		
703.00 -60	100/4"	>4.5 P	12

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
End of Boring			
-65			
-70			
-75			
-80			

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)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 1/25/17

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY KEG

SECTION 72-3HB LOCATION North Abutment (east end), SEC. , TWP. , RNG. ,
Latitude 40d 51' 05" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. SB-2
Station 120+46 (Bell School Rd)
Offset 33.0 ft LT
Ground Surface Elev. 763.10 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 728.1 ft ▽
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL with GRAVEL (FILL)			
762.10			
SILTY CLAY (FILL)	4		
Black, trace gravel	1 3		21
becomes black to gray, stiff	2		
	4 7	1.7 B	28
-5			
becomes gray, very stiff			
	3		
	5 7	2.8 S	21
becomes black to gray			
	2		
-10	5 7	2.9 B	24
becomes gray	4		
	8 10	2.9 B	21
	3		
-15	6 10	2.1 B	21
becomes black, hard	7		
	11 15	4.5 B	21
becomes dark brown, very stiff	3		
-20	5 8	2.1 B	31

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY (FILL) *(continued)*			
742.10			
SILTY CLAY: Gray, stiff	2		
	3 6	1.1 S	24
SHELBY TUBE RECOVERY: 23" One Dimensional Consolidation Test Performed becomes brown to gray, soft		1.5 B	22
-25			
	3		
	3 4	0.5 B	24
becomes brown, moist, medium	3		
-30	3 5	0.8 B	24
trace gravel, wet, very stiff			
	4		
	5 9	2.9 B	26
▽ -35			
	7		
	11 15	4.5 B	21
becomes gray	13		
723.10 -40	19 30	3.7 S	20

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)

MODEL: Default
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5/29/2019 11:26:02 AM

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - MTH	REVISED -	
	CHECKED - VPT	REVISED -	
PLOT SCALE =	DRAWN - CGY	REVISED -	
PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING DATA
STRUCTURE NO. 072–0073
SHEET 30 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	60
		CONTRACT NO. 68C57		
		ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 1/25/17

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY KEG

SECTION 72-3HB LOCATION North Abutment (east end), SEC. , TWP. , RNG. , Latitude 40d 51' 05" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. SB-2
Station 120+46 (Bell School Rd)
Offset 33.0 ft LT
Ground Surface Elev. 763.10 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion 728.1 ft ▽
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TILL: Gray, hard				
		22		
	-45	50/5"	>4.5 P	13
		27		
	-50	50/5"	>4.5 P	10
		28		
	708.10 -55	50/5"	2.6 S	16
SHALE: Gray				
		100/7"		
	703.10 -60		>4.5 P	12
End of Boring	-65			
	-70			
	-75			
	-80			

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)

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Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 12/30/64

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY RL Irwin

SECTION 72-3HB LOCATION North Abutment (west end), SEC. , TWP. , RNG. , Latitude 40d 51' 04" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HAMMER TYPE

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. B1-64
Station 120+63 (Bell School Rd)
Offset 25.0 ft RT
Ground Surface Elev. 741.90 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY: Light Brown and Gray Mottled, Medium Stiff				
	-5	5	0.7 B	31
	735.40	5	1.0 B	21
SILTY CLAY LOAM: Light Brown and Gray Mottled, Stiff				
	732.90	8	1.3 B	
SILTY CLAY LOAM: Light Brown and Gray Mottled, Medium Stiff	-10			
	730.40	5	0.7 B	26
SILTY CLAY: Brown, Medium Stiff				
	727.90	7	0.9 B	26
CLAY: Brown, Very Stiff, Trace Sand	-15			
	725.40	11	2.3 B	24
CLAY: Brown and Gray Mottled, Stiff, Trace Sand				
	722.90	16	1.8 B	
CLAY: Gray, Very Stiff	-20			
CLAY: Gray, Very Stiff *(continued)*				
	720.40	28	2.4 S	
CLAY: Gray, Hard				
	717.90	60	4.4 S	18
SHALEY CLAY: Gray, Hard	-25			
		50/5"	4.8 S	
		50/4"		
	711.40			14
End of Boring	-30	100/8"		
	-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)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 12/30/64

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY RL Irwin

SECTION 72-3HB LOCATION Pier 1 (east end), SEC. , TWP. , RNG. , Latitude 40d 51' 04" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HAMMER TYPE

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. B2-64
Station 121+09 (Bell School Rd)
Offset 25.0 ft LT
Ground Surface Elev. 742.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY: Light Brown and Gray Mottled, Medium Stiff				
	738.00	6	0.9 B	
SILTY CLAY: Light Brown and Gray Mottled, Stiff	-5			
	735.50	10	1.2 B	
SILTY CLAY LOAM: Light Brown and Gray Mottled, Stiff				
		10	1.1 B	
	-10			
	730.50	9	1.2 B	
SILTY CLAY: Brown, Medium Stiff				
	728.00	5	0.8 B	
CLAY: Brown, Very Stiff, Trace Sand	-15			
	725.50	17	2.8 B	
CLAY: Brown, Medium Stiff, Trace Sand and Gravel				
	723.00	6	1.0 B	
CLAY: Gray, Very Stiff	-20			
CLAY: Gray, Very Stiff *(continued)*				
	720.50	22	2.8 S	
CLAY: Gray, Hard				
	718.00	64		
SHALEY CLAY: Gray, Hard	-25			
		50/5"	4.0 S	
		50/5"	7.3 S	
	711.50			
End of Boring	-30	100/8"	6.4 S	
	-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)

MODEL: Default
FILE NAME: E:\0936-12\Struct\G. SN 072-0073\4. Final Design\Design Plans\CADD_Sheets\072-0073-D468C57-031-SoilBoringData.dgn

5/29/2019 11:26:10 AM

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - MTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING DATA STRUCTURE NO. 072–0073
		CHECKED - VPT	REVISED -		
	PLOT SCALE =	DRAWN - CGY	REVISED -		
	PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -		SHEET 31 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	61
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 12/29/64

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY RL Irwin

SECTION 72-3HB LOCATION Pier 2 (west end), SEC. , TWP. , RNG. ,
Latitude 40d 51' 04" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HAMMER TYPE

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. B3-64
Station 121+81 (Bell School Rd)
Offset 25.0 ft RT
Ground Surface Elev. 740.10 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY: Light Brown and Gray Mottled, Medium Stiff			
	4	0.6 B	
-5			
733.60	6	0.7 B	
SILTY CLAY LOAM: Light Brown and Gray Mottled, Medium Stiff			
	6	0.6	
-10			
728.60	6	0.6 B	
CLAY: Brown, Stiff			
726.10	8	1.2 B	
CLAY: Brown, Very Stiff, Trace Sand			
-15			
723.60	8	2.1 B	
CLAY: Light Brown and Gray Mottled, Very Stiff			
721.10	12	3.1 S	
CLAY: Gray, Hard			
-20			
CLAY: Gray, Hard *(continued)*	30	5.3 S	
716.10	73	3.5 S	
SHALEY CLAY: Gray, Hard			
-25			
	106		
-30			
709.60	50/6"		
End of Boring	100/11"		
-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)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 12/31/64

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY RL Irwin

SECTION 72-3HB LOCATION Pier 3 (west end), SEC. , TWP. , RNG. ,
Latitude 40d 51' 03" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HAMMER TYPE

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. B4-64
Station 122+54 (Bell School Rd)
Offset 25.0 ft RT
Ground Surface Elev. 740.60 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY: Light Brown and Gray Mottled, Soft			
	4	0.3 B	
736.60			
SILTY CLAY: Light Brown and Gray Mottled, Stiff			
-5			
	7	1.4 B	
734.10			
SILTY CLAY LOAM: Light Brown and Gray, Stiff			
	8	1.4 B	
731.60			
SILTY CLAY LOAM: Gray, Stiff			
-10			
	6	1.5 B	
729.10			
SILTY CLAY: Brown, Stiff			
726.60	7	1.3 B	
CLAY: Brown, Very Stiff, Trace Sand			
-15			
	14	2.4 B	
721.60			
CLAY: Brown and Gray, Hard	25	4.0	12
-20			
CLAY: Brown and Gray, Hard *(continued)*	29	4.6 S	
719.10			
SHALEY CLAY: Gray, Hard			
-25	100/11"		
	50/5"		
-30			
	50/4"		
-35			
	50/6"		
-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)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 12/31/64

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY RL Irwin

SECTION 72-3HB LOCATION Pier 3 (west end), SEC. , TWP. , RNG. ,
Latitude 40d 51' 03" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HAMMER TYPE

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. B4-64
Station 122+54 (Bell School Rd)
Offset 25.0 ft RT
Ground Surface Elev. 740.60 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SHALEY CLAY: Gray, Hard *(continued)*			
	50/6"		
	50/4"		
-45			
	50/3"		
	50/5"		
-50			
690.10	50/5"		
End of Boring			
-55			
-60			

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)

MODEL: Default
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5/29/2019 11:26:16 AM

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - MTH	REVISED -	
	CHECKED - VPT	REVISED -	
PLOT SCALE =	DRAWN - CGY	REVISED -	
PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING DATA
STRUCTURE NO. 072–0073
SHEET 32 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	62
		CONTRACT NO. 68C57		
		ILLINOIS	FED. AID PROJECT	

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 12/31/64

ROUTE I-74 (FAI 74) DESCRIPTION Bell School Road over I-74 LOGGED BY RL Irwin

SECTION 72-3HB LOCATION South Abutment (east end), SEC. , TWP. , RNG.
Latitude 40d 51' 02" N, Longitude 89d 55' 39" W

COUNTY Peoria DRILLING METHOD HAMMER TYPE

STRUCT. NO. 072-0073
Station 66+91.31 (I-74)

BORING NO. B5-64
Station 123+01 (Bell School Rd)
Offset 25.0 ft LT
Ground Surface Elev. 740.80 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY CLAY: Light Brown and Gray Mottled, Medium Stiff				
		5	0.6 B	31
736.80				
SILTY CLAY: Light Brown and Gray Mottled, Stiff	-5			
		8	1.2 B	
734.30				
SILTY CLAY LOAM: Light Brown and Gray Mottled, Stiff				
		10	1.2 B	23
	-10			
		7	1.2 B	
729.30				
SILTY CLAY: Brown, Medium Stiff, Trace Sand				
		6	0.8 B	24
726.80				
CLAY: Brown, Very Stiff, Trace Sand	-15			
		11	2.2	
724.30				
CLAY: Light Brown and Gray Mottled, Very Stiff, Trace Sand				
		18	2.8 S	19
721.80				
CLAY: Gray, Hard	-20			
CLAY: Gray, Hard *(continued)*				
		33	4.0 S	
719.30				
SHALEY CLAY: Gray, Hard				
		97		14
	-25			
		50/6"		
				12
		50/5"		
	-30			
710.30				
End of Boring		100/8"		
	-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)

LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - MTH	REVISED -	
	CHECKED - VPT	REVISED -	
PLOT SCALE =	DRAWN - CGY	REVISED -	
PLOT DATE = 5/29/2019	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING DATA
STRUCTURE NO. 072–0073
SHEET 33 OF 33 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB)BRR;130RS-6	PEORIA	83	63
		CONTRACT NO. 68C57		
		ILLINOIS FED. AID PROJECT		

B.M. #17 Horiz. log screw in fence post East of Gravel Rd.
Approx. 110' Lt. Sta. 67+20 Elev. 746.72

Creosoted Appr. Piles:

	N. Appr.	S. Appr.
No. Reqd. -	8	8
Reqd. Length -	28 Ft.	25 Ft.

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

SECT. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B.R.S. F.A.I. 74	72-3 HB	PEORIA	50	11

SHEET NO. 1
9 SHEETS

FIELD WELDING OF CONSTRUCTION ACCESSORIES TO THE BOTTOM FLANGES OR FOR A DISTANCE OF 1/4 OF THE SPAN EACH WAY FROM PIER SUPPORTS ON THE TOP FLANGES OF BEAMS OR GIRDERS WILL NOT BE PERMITTED. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.

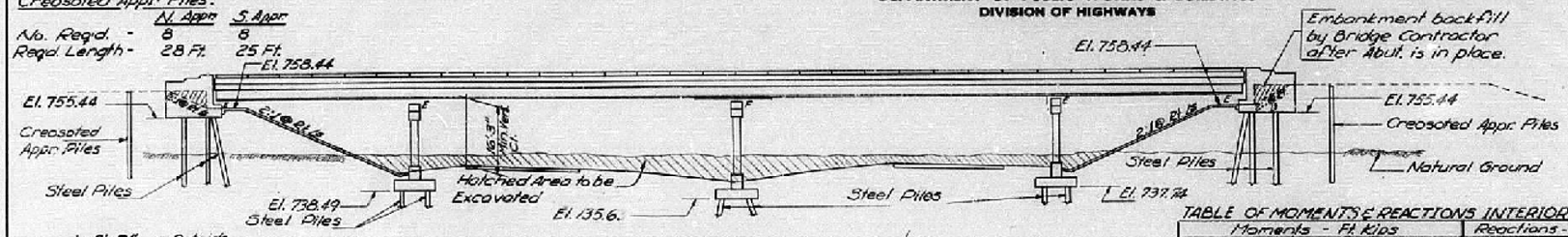
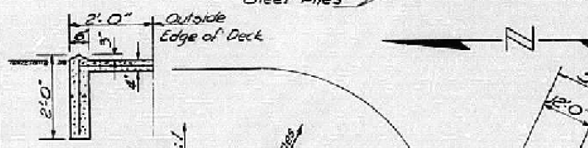


TABLE OF MOMENTS & REACTIONS INTERIOR BEAM

	Moments - Ft. Kips				Reactions - Kips		
	4 Span	Pier 1	5 Span	Pier 2	Abut.	Pier 1	Pier 2
D.L.	80.0	-329.0	216.2	-513.0	12.9	60.8	75.0
L.L.	257.7	-289.1	375.2	-376.4	33.2	43.6	48.2
Imp.	77.3	- 80.9	93.8	- 94.1			
Total	415.0	-699.0	685.2	-983.5	46.1	104.4	123.2

D.L. = Dead Load L.L. = Live Load Imp. = Impact

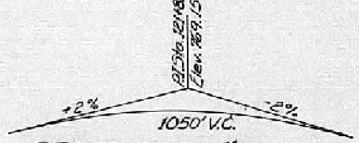


STATION 66+91.31
BUILT 196 BY
STATE OF ILLINOIS
F.A.I. RTE. 74 SEC. 72-3HB
FA. PROJ. I-74-3(24)
LOADING H520

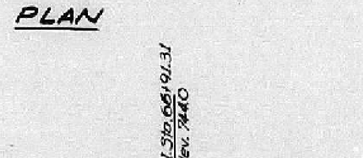
NAME PLATE
See Std. 2113-1

CURVE DATA

FA.I. RT. 74
P.I. Sta. 68+85.66
Δ = 31°-45'-12"
D = 1°-00'
S.A. = 210'
L = 3,175.33'
S.E. = 0.03%
R = 5729.58'
P.C. Sta. 52+56.07
P.T. Sta. 84+31.40



PROFILE CH. #34



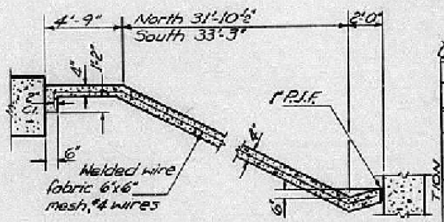
PROFILE F.A.I. RT. 74

DESIGNED	
CHECKED	R. D. PATEL
DRAWN	A. Borrozo
CHECKED	

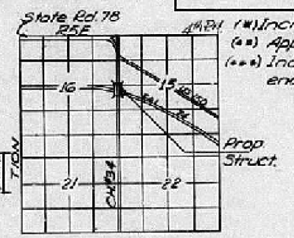
Oct. 19 1965
EXAMINED
PASSED
APPROVED

DESIGN STRESSES

f'c = 1400 psi Super & Sub.
vc = 75 psi Flgs.
fs = 20,000 psi Reinf.
fs = 20,000 psi Struct
n = 10
Allowable Δ Deflection 1/1000
LOADING H520-44



SECTION B-B



LOCATION PLAN

GENERAL NOTES

Class X Concrete shall be used throughout.
Coarse aggregate to be used in parapet handrails and end post must be absolutely free of chert, flint, limonite, lignite and soft sandstone.
The concrete floor slab shall be finished in accordance with Art. 51.19 of the Standard Specifications.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, #4 wires, weighing 58# per 100 Sq. Ft.
All reinforcement bars shall be lapped 20 dia. unless otherwise shown.
Rivets 3/4", Open holes 13/16", unless otherwise noted.
Anchor bolts shall be set before riveting diaphragms over supports.
The exposed surfaces of the expansion guards shall be given two shop coats of red lead paint, the contact surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.
Expansion guards are in the quantity of Struct. Steel. Est. weight 19,501 lbs.
Except as otherwise provided, all struct steel shall receive one shop coat of red lead paint and two field coats of paint. See Special Provisions
Permanent forms will not be permitted in forming the concrete floor.
All structural steel shall comply with the specification for structural steel ASTM Designation A-36
The Contractor shall drive three (3) steel (BBP36) test piles, one each at Pier 1, Pier 2 & S. Abut. in permanent location, as directed by the Engr. before ordering the remainder of piles.

Excavation for portions of structures in the embankments shall not be classified.

TOTAL BILL OF MATERIAL

ITEM		Super.	Sub.	Total
Class "A" Excavation for Struc.	Cu. Yds.			290
Class X Concrete	Cu. Yds.	399.5	376.8	776.1
Structural Steel	Lbs.	369,970		369,970
Aluminum Handrail	Lin. Ft.	468		468
Reinforcement Bars	Lbs.	115,450	40,750	156,200
Creosoted Piles (20'-38')	Lin. Ft.			424
Steel Piles (BBP36)	Lin. Ft.		2577	2577
Test Piles (Steel BBP36)	Ea.		3	3
Name Plates	Ea.		2	2
Slope Wall (4")	Sq. Yds.			657
Protective Coat	Sq. Yds.			1683
Bridge Seat Sealant	Lump Sum			

(*) Includes Excavation for slope wall.
(**) Applied at Abutments.
(***) Includes inside vertical face, top & exposed end of Abut. wings.

Rev. 8-8-67 Class X Super. from 418.1 to 399.5 Cu. Yds. Total Class X from 790.9 to 776.1 Cu. Yds.
Reinf. Bars Super from 114,930 to 115,450 lbs. Total Reinf. from 156,480 to 156,200 lbs.
Reinf. Bars Sub from 40,700 to 40,750
Rev. 1-31-69 erased "By Others" from Guard Rail Note.

GENERAL PLAN & ELEVATION
PROJ. I-74-3(24) 73
CH. #34 OVER F.A.I. RTE. 74
F.A.I. RTE. 74 SEC. 72-3HB
PEORIA COUNTY
STA. 66+91.31

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184-003401
123 North 15th Street Mattoon, IL 61938
Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta37	DESIGNED -	REVISED -	
	DRAWN - SAE	REVISED -	
PLOT SCALE = 2.0000 ' / in	CHECKED - MJS	REVISED -	
PLOT DATE = 5/29/2019	DATE - MAY 29, 2019	REVISED -	

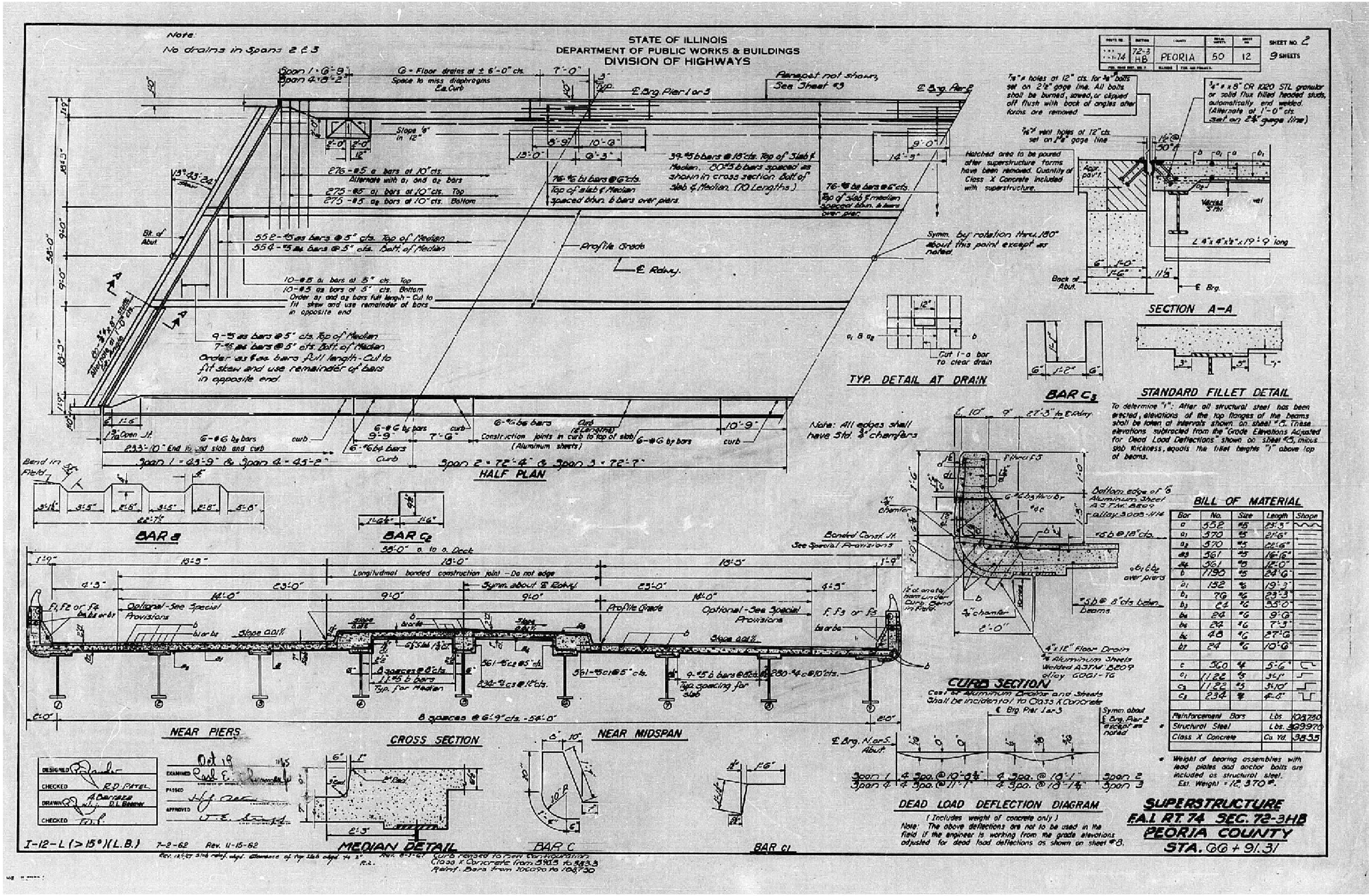
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING GENERAL PLAN AND ELEVATION
BELL SCHOOL ROAD OVER I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	64
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_IDOT_DIST4\Bell School Road Phase II PTB ___\CAD Sheets\072003-68C57-Existing GPE.dgn



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	552	#5	23'-3"	
a1	570	#5	21'-6"	
a2	570	#5	22'-6"	
a3	561	#5	16'-6"	
a4	561	#5	12'-0"	
b	1190	#5	24'-6"	
b1	152	#6	19'-3"	
b2	76	#6	23'-3"	
b3	24	#6	35'-0"	
b4	24	#6	9'-6"	
b5	24	#6	7'-3"	
b6	48	#6	27'-6"	
b7	24	#6	10'-6"	
c	560	#4	5'-6"	
c1	1122	#5	3'-1"	
c2	1122	#5	3'-10"	
c3	234	#4	4'-0"	
Reinforcement Bars			Lbs.	108730
* Structural Steel			Lbs.	389970
Class X Concrete			Cu. Yd.	3835

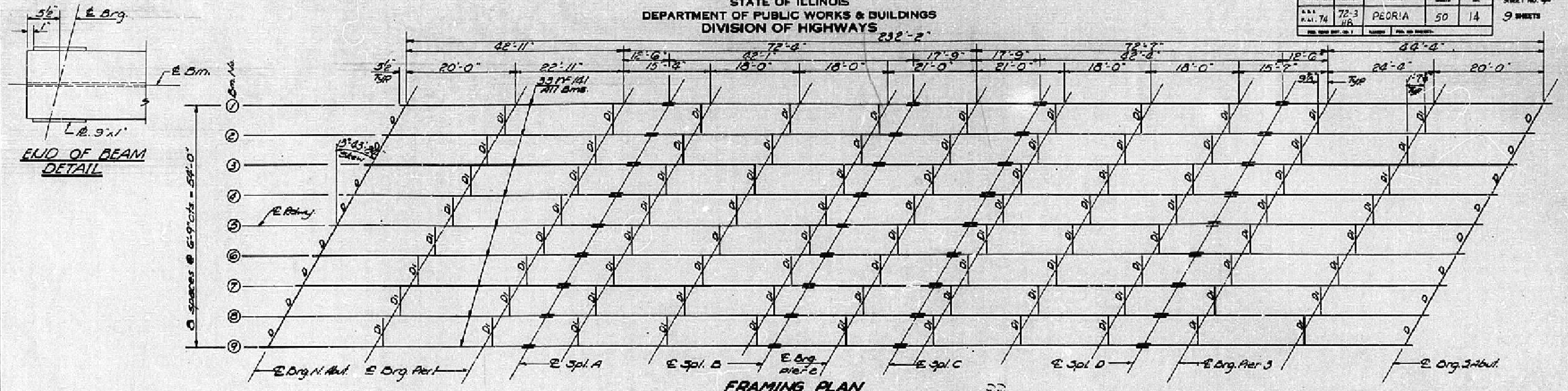
* Weight of bearing assemblies with lead plates and anchor bolts are included as structural steel. Est. Weight = 12,370#.

The Upchurch Group	USER NAME = Sta37	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING SUPERSTRUCTURE BELL SCHOOL ROAD OVER I-74	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
architects engineers surveyors		DRAWN - SAE	REVISED -			74	(72-3HB) BRR; 130 RS-6	PEORIA	83	65
	PLOT SCALE = 2.0000 ' / in	CHECKED - MJS	REVISED -			CONTRACT NO. 68C57				
	PLOT DATE = 5/29/2019	DATE - MAY 29, 2019	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				

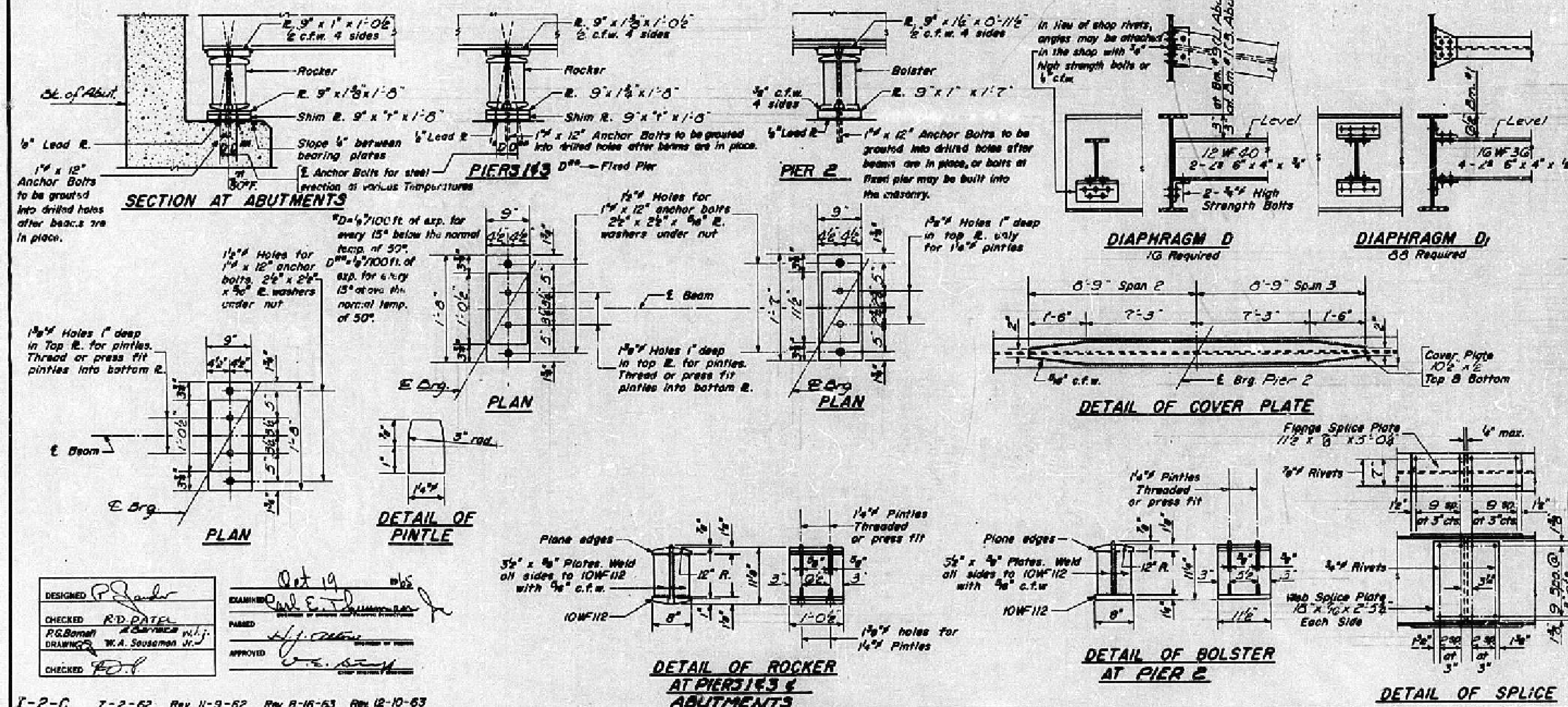
Professional Design Firm Corporation License No. 184-003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
F.A.I. 74	72-3 HB	PEORIA	50	14	9 SHEETS



FRAMING PLAN



ELEVATION TOP OF 33 WF 141 BMS.

Bm. No. \ Loc.	℄ Brg. N. Abut.	℄ Brg. Pier 1	℄ Spl. A	℄ Spl. B	℄ Brg. Pier 2
1	762.912	763.004	763.031	763.083	763.079
2	762.973	763.067	763.095	763.149	763.146
3	763.033	763.131	763.159	763.216	763.214
4	763.094	763.194	763.223	763.283	763.282
5	763.154	763.257	763.267	763.349	763.349
6	763.079	763.185	763.216	763.280	763.282
7	763.004	763.112	763.144	763.212	763.214
8	762.929	763.041	763.073	763.143	763.146
9	762.854	762.966	763.001	763.074	763.079

Bm. No. \ Loc.	℄ Spl. C	℄ Spl. D	℄ Brg. Pier 3	℄ Brg. S. Abut.
1	763.074	763.000	762.966	762.846
2	763.143	763.072	763.039	762.922
3	763.212	763.143	763.111	762.997
4	763.280	763.215	763.184	763.072
5	763.349	763.286	763.255	763.147
6	763.283	763.222	763.192	763.036
7	763.216	763.159	763.130	763.026
8	763.149	763.095	763.067	762.966
9	763.083	763.031	763.003	762.905

SHIM "T" DIMENSIONS

Bm. No. \ Loc.	North Abut.	Pier 1	Pier 2	Pier 3	South Abut.
1	¼"	7/16"	—	—	—
2	¼"	—	—	—	—
3	—	—	—	—	—
4	—	—	—	—	—
5	—	—	—	—	—
6	—	—	—	—	—
7	—	—	—	—	—
8	—	—	—	—	¼"
9	—	—	—	7/16"	¼"

STRUCTURAL STEEL
F.A.I. RT. 74 SEC. 72-3HB
PEORIA COUNTY
STA. 66+91.31

I-2-C 7-2-62 Rev. 11-9-62 Rev. 8-16-63 Rev. 12-10-63

USER NAME = Sta37	DESIGNED -		REVISED -
	DRAWN -	SAE	REVISED -
PLOT SCALE = 2.0000 ' / in	CHECKED -	MJS	REVISED -
PLOT DATE = 5/29/2019	DATE -	MAY 29, 2019	REVISED -

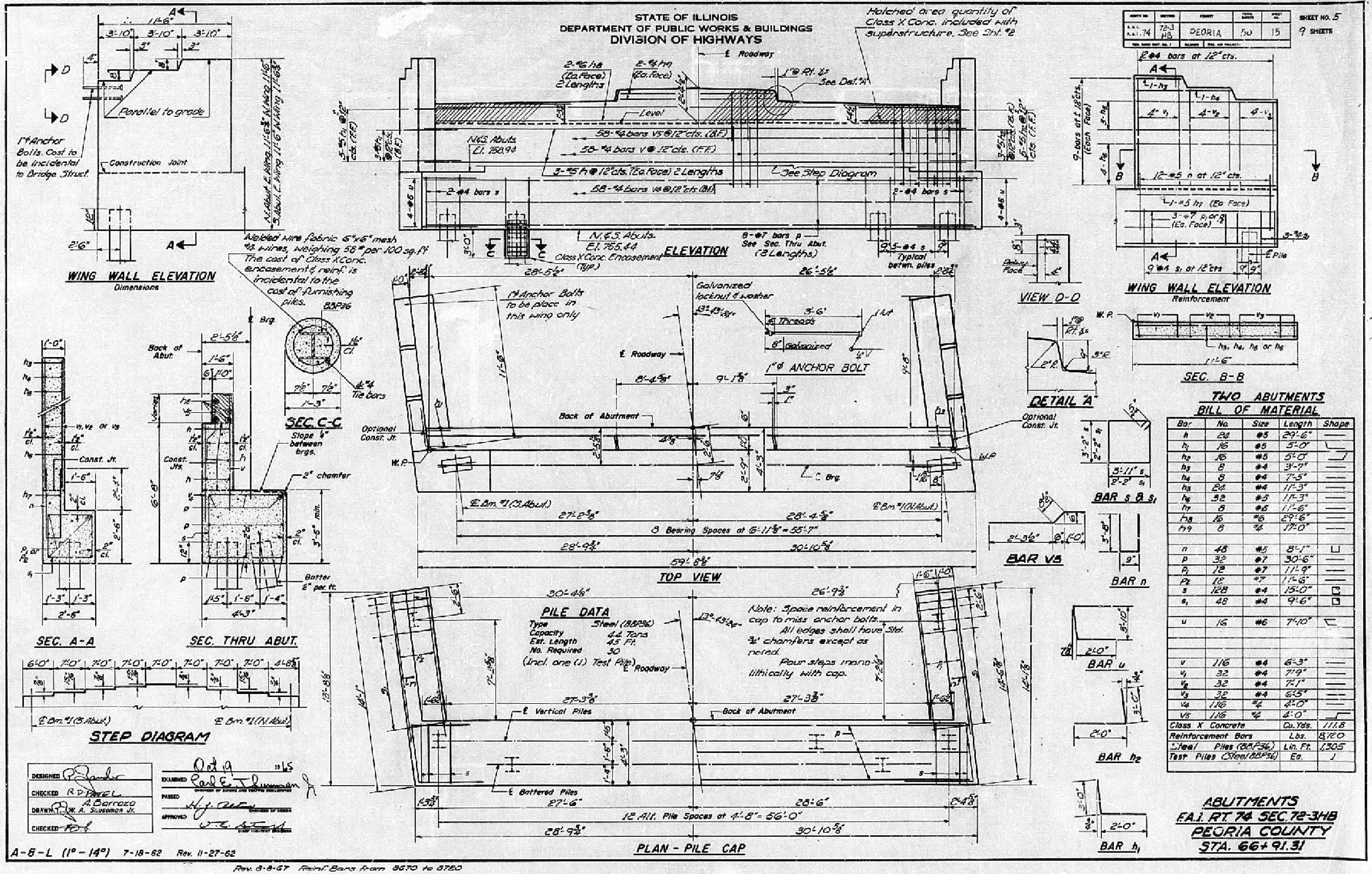
The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184-003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURAL STEEL
BELL SCHOOL ROAD OVER I-74

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	66
		CONTRACT NO. 68C57		
		ILLINOIS	FED. AID PROJECT	



TWO ABUTMENTS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	24	#5	29'-6"	
h1	16	#5	5'-0"	
h2	16	#5	5'-0"	
h3	8	#4	3'-7"	
h4	8	#4	7'-5"	
h5	24	#4	11'-3"	
h6	32	#5	11'-3"	
h7	8	#6	11'-6"	
h8	16	#6	29'-6"	
h9	8	#4	17'-0"	
n	48	#5	8'-1"	
p	32	#7	30'-6"	
p1	12	#7	11'-9"	
p2	12	#7	11'-6"	
s	128	#4	15'-0"	
s1	48	#4	9'-6"	
u	16	#6	7'-10"	
v	116	#4	6'-3"	
v1	32	#4	7'-9"	
v2	32	#4	7'-1"	
v3	32	#4	6'-5"	
v4	116	#4	4'-0"	
v5	116	#4	4'-0"	
Class X Concrete			Cu. Yds.	111.8
Reinforcement Bars			Lbs.	8720
Steel Piles (8BP36)			Lin. Ft.	1305
Test Piles (Steel 8BP36)			Ea.	1

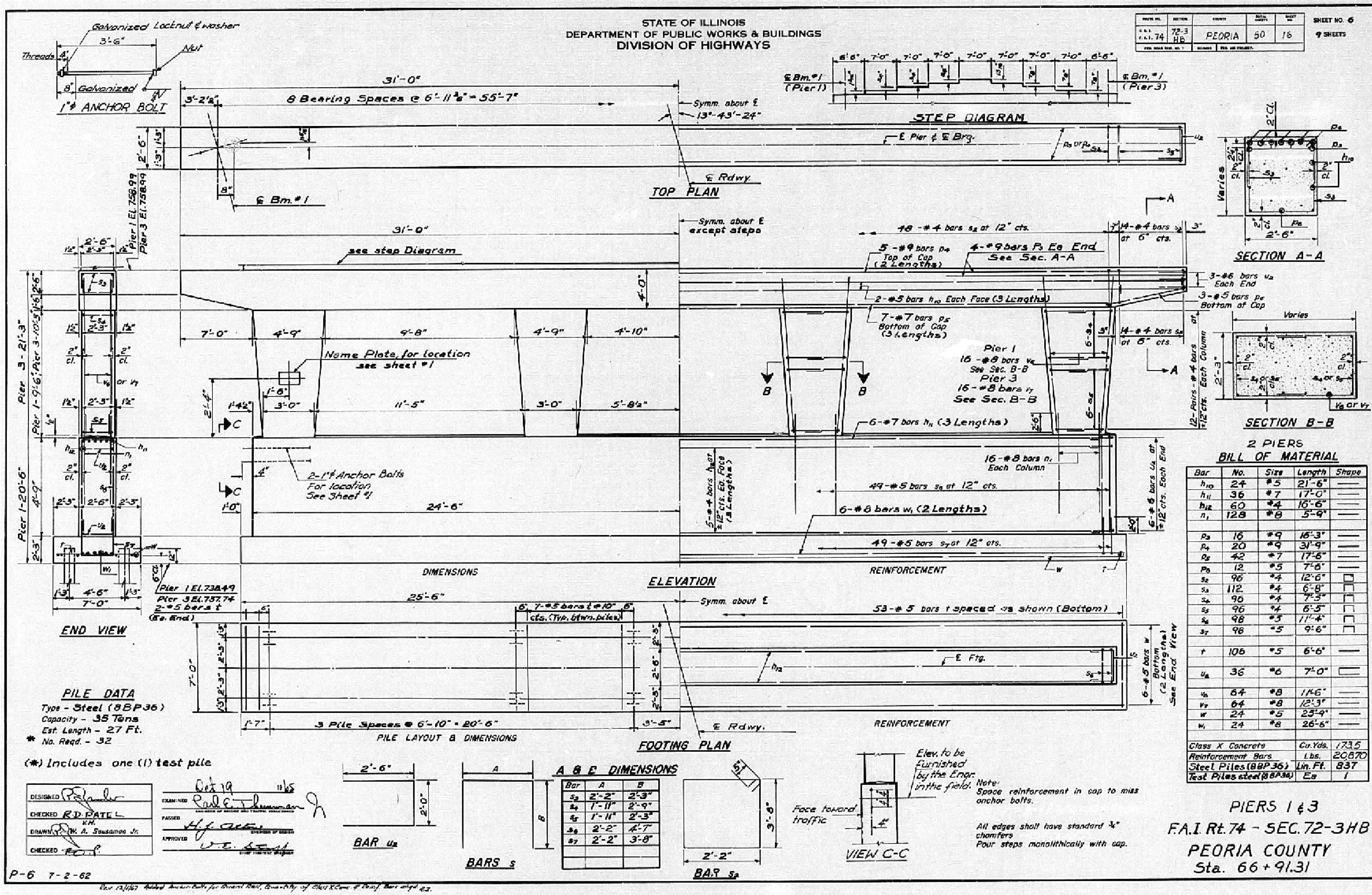
The Upchurch Group — architects engineers surveyors	USER NAME = Sta37	DESIGNED -	REVISED -
Professional Design Firm Corporation, License No. 184-003401; 123 North 15th Street, Mattoon, IL 61938; Phone: 217.235.3177; e-mail: upchurchgroup@upchurchgroup.com	PLOT SCALE = 2.0000 ' / in	DRAWN - SAE	REVISED -
	PLOT DATE = 5/29/2019	CHECKED - MJS	REVISED -
		DATE - MAY 29, 2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ABUTMENTS
BELL SCHOOL ROAD OVER I-74

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	67
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		



2 PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10	24	#5	21'-6"	
h11	36	#7	17'-0"	
h12	60	#4	16'-6"	
n1	128	#8	5'-9"	
p3	16	#9	16'-3"	
p4	20	#9	31'-9"	
p5	42	#7	17'-6"	
p6	12	#5	7'-6"	
s2	96	#4	12'-6"	
s3	112	#4	6'-8"	
s4	96	#4	7'-3"	
s5	96	#4	6'-5"	
s6	98	#5	11'-4"	
s7	98	#5	9'-6"	
t	106	#5	6'-6"	
u2	36	#6	7'-0"	
v6	64	#8	14'-6"	
v7	64	#8	12'-3"	
w	24	#5	25'-9"	
w1	24	#8	26'-6"	

Class X Concrete	Cu. Yds.	173.5
Reinforcement Bars	Lbs.	20870
Steel Piles (8BP36)	Lin. Ft.	837
Test Piles steel (8BP36)	Ea.	1

A & B DIMENSIONS

Bar	A	B
s2	2'-2"	2'-3"
s4	1'-11"	2'-9"
s5	1'-11"	2'-3"
s6	2'-2"	4'-7"
s7	2'-2"	3'-8"

The Upchurch Group — architects, engineers, surveyors

USER NAME = Sta37	DESIGNED -	REVISED -	
	DRAWN - SAE	REVISED -	
PLOT SCALE = 2.0000 ' / in	CHECKED - MJS	REVISED -	
PLOT DATE = 5/29/2019	DATE - MAY 29, 2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PIERS 1 & 3
BELL SCHOOL ROAD OVER I-74

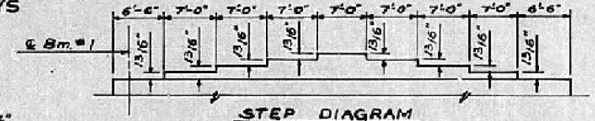
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	68

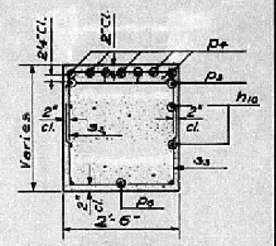
CONTRACT NO. 68C57

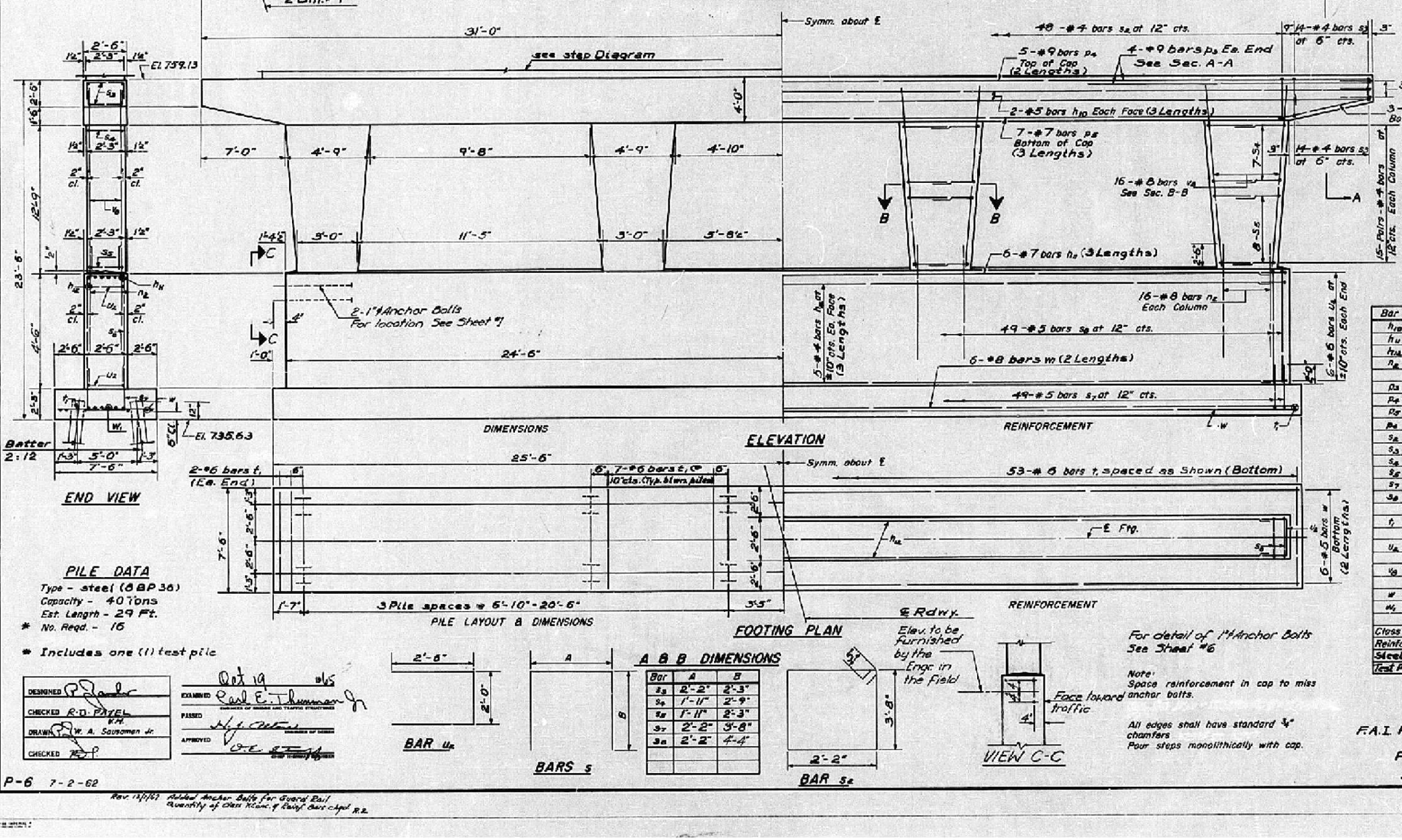
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

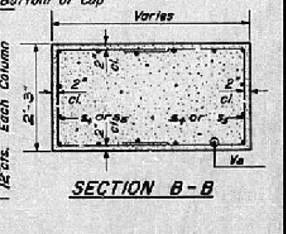
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	72-3 HB	PEORIA	50	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 7
9 SHEETS









PILE DATA

Type - steel (BBP36)
Capacity - 40 Tons
Est. Length - 29 Ft.
* No. Reqd. - 16

* Includes one (1) test pile

DESIGNED	P. Jadav
CHECKED	R. D. PATEL
DRAWN	W. A. Sausaman Jr.
CHECKED	

Oct 19 1965
EXAMINED Paul E. Thurman Jr.
PASSED
APPROVED

BAR u_2

BARS s

A B B DIMENSIONS

Bar	A	B
s_8	2'-2"	2'-3"
s_9	1'-11"	2'-9"
s_{10}	1'-11"	2'-3"
s_7	2'-2"	3'-8"
s_{11}	2'-2"	4'-4"

BAR s_2

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{10}	12	#5	21'-6"	
h_{11}	18	#7	17'-0"	
h_{13}	30	#4	18'-6"	
n_2	64	#8	5'-6"	
p_3	8	#9	16'-3"	
p_4	10	#9	31'-9"	
p_5	21	#7	17'-6"	
p_6	6	#5	7'-6"	
s_2	48	#4	12'-6"	
s_3	56	#4	6'-8"	
s_4	56	#4	7'-5"	
s_5	64	#4	8'-5"	
s_7	49	#5	9'-6"	
s_9	49	#5	10'-10"	
t_1	53	#6	7'-0"	
u_4	18	#6	7'-0"	
v_3	64	#8	14'-9"	
w	12	#5	28'-9"	
w_1	12	#8	26'-5"	
Class X Concrete			Cu. Yds.	91.5
Reinforcement Bars			Lbs.	11,160
Steel Piles (BBP36)			Lin. Ft.	435
Test Piles steel (BBP36)			Ea.	1

PIER 2
F.A.I. RT. 74 - SEC. 72-3HB
PEORIA COUNTY
Sta. 66+91.31

P-6 7-2-62

Rev. 12/1/67 Added Anchor Bolts for Guard Rail
Quantity of Class X Conc. & Reinf. Bars Adjd. R.2

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184-003401
123 North 11th Street Mattoon, IL 61938 Phone: 217.235.3177
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USER NAME = Sta37		DESIGNED -	REVISED -
		DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in		CHECKED - MJS	REVISED -
PLOT DATE = 5/29/2019		DATE - MAY 29, 2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PIER 2
BELL SCHOOL ROAD OVER I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	69
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_IDOT_DIST4\Bell School Road Phase II PTB ___\CAD Sheets\072003-68C57-Existing Pier2.dgn

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

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-74	72-3HB	PEORIA	50	19

SHEET NO. 9
9 SHEETS

Boring No. 1

Station 120+63
Offset 23' Rt ℄ along E. Abut.
Ground Surface 741.9

Stratum	Bottom Elevation
Medium Light Brown & Gray Mottled Silty CLAY	735.4
Stiff Light Brown & Gray Mottled Silty CLAY LOAM	733.9
Medium Light Brown & Gray Mottled Silty Clay LOAM	730.4
Medium Brown Silty CLAY	727.9
Very Stiff Brown CLAY, Trace Sand	725.4
Stiff Brown & Gray Mottled CLAY, Trace Sand	722.9
Very Stiff Gray CLAY	720.4
Hard Gray CLAY	717.9
Hard Gray Shaley CLAY	
End of Boring	711.4

Depth	N	Qu t/s.f.	w (%)
	8	0.78 B	31
-5	5	0.95 B	31
	8	1.30 B	—
-10	5	0.78 B	26
	7	0.88 B	26
-15	11	2.38 B	24
	16	2.77 B	—
-20	20	2.42 S	—
	60	4.40 S	28
-25	50/5"	4.46 S	—
	50/1"	—	—
-30	100/5"	—	16

Surface Water El. ——
Groundwater El. at Completion 717.9
After 24 Hours 720.9

Boring No. 2

Station 121+09
Offset 23' Lt ℄ along Pier 1
Ground Surface 742.0

Stratum	Bottom Elevation
Medium Light Brown & Gray Mottled Silty CLAY	738.0
Stiff Light Brown & Gray Mottled Silty CLAY	736.5
Stiff Light Brown & Gray Mottled Silty Clay LOAM	730.5
Medium Brown Silty CLAY	728.0
Very Stiff Brown CLAY, Trace Sand	726.5
Medium Brown CLAY, Trace Sand & Gravel	723.0
Very Stiff Gray CLAY	720.5
Hard Gray CLAY	718.0
Hard Gray Shaley CLAY	
End of Boring	711.5

Depth	N	Qu t/s.f.	w (%)
	4	0.89 B	—
-5	16	1.86 B	—
	10	1.11 B	—
-10	9	1.17 B	—
	5	0.81 B	—
-15	17	2.77 B	—
	4	0.98 B	—
-20	25	2.77 S	—
	64	—	—
-25	50/5"	4.03 S	—
	50/5"	7.55 S	—
-30	100/6"	8.30 S	—

Note: Moisture Content Comparable to Boring 1

Surface Water El. ——
Groundwater El. at Completion 724.0
After 22 Hours 730.0

Boring No. 3

Station 121+81
Offset 23' Rt ℄ along Pier 2
Ground Surface 740.1

Stratum	Bottom Elevation
Medium Light Brown & Gray Mottled Silty CLAY	733.6
Medium Light Brown & Gray Mottled Silty Clay LOAM	728.6
Stiff Brown CLAY	726.1
Very Stiff Brown CLAY, Trace Sand	724.6
Very Stiff Light Brown & Gray Mottled CLAY	720.1
Hard Gray CLAY	716.1
Hard Gray Shaley CLAY	
End of Boring	709.6

Depth	N	Qu t/s.f.	w (%)
	4	0.65 B	—
-5	6	0.65 B	—
	6	0.6 B	—
-10	4	0.82 B	—
	8	2.[illegible] B	—
-15	8	2.12 B	—
	12	3.32 B	—
-20	30	7.38 S	—
	71	3.40 S	—
-25	104	—	—
	50/6"	—	—
-30	100/11"	—	—

Note: Moisture content comparable to Boring 1

Surface Water El. ——
Groundwater El. at Completion 716.1
After 29 Hours 737.1

Boring No. 4

Station 122+54
Offset 25' Rt ℄ along Pier 3
Ground Surface 740.6

Stratum	Bottom Elevation
Soft Light Brown & Gray Mottled Silty CLAY	736.6
Stiff Light Brown & Gray Mottled Silty CLAY	734.1
Stiff Light Brown & Gray Silty Clay LOAM	731.6
Stiff Gray Silty Clay LOAM	729.1
Stiff Brown Silty CLAY	726.6
Very Stiff Brown CLAY, Trace Sand	721.6
Hard Brown & Gray CLAY	719.1
Hard Gray Shaley CLAY	
End of Boring (-50)	690.1

Depth	N	Qu t/s.f.	w (%)
	4	0.33 B	—
-5	7	1.43 B	—
	8	1.37 B	—
-10	6	2.30 B	—
	7	2.30 B	—
-15	14	2.66 B	—
	25	4.0 E	—
-20	29	4.58 S	—
	100/11"	—	—
-25	50/5"	—	—
	50/5"	—	—
-30	50/4"	—	—
	50/4"	—	—
-35	50/5"	—	—
	50/5"	—	18
-40	50/5"	—	—
	50/5"	—	—
-45	50/5"	—	—
	50/5"	—	—
-50	50/5"	—	—

Note: Moisture content comparable to Boring 3

Surface Water El. ——
Groundwater El. at Completion None
After —— Hours ——

Boring No. 5

Station 123+81
Offset 25' Lt ℄
Ground Surface 740.8

Stratum	Bottom Elevation
Medium Light Brown & Gray Mottled Silty CLAY	736.8
Stiff Light Brown & Gray Mottled Silty CLAY	734.3
Stiff Light Brown & Gray Mottled Silty Clay LOAM	729.3
Medium Brown Silty CLAY, Trace Sand	726.8
Very Stiff Brown CLAY, Trace Sand	724.3
Very Stiff Light Brown & Gray Mottled CLAY, Trace Sand	721.8
Hard Gray CLAY	719.3
Hard Gray Shaley CLAY	
End of Boring	710.3

Depth	N	Qu t/s.f.	w (%)
	5	0.62 B	31
-5	8	1.17 B	—
	10	1.17 B	23
-10	7	1.24 B	—
	6	0.81 B	24
-15	11	2.4 E	—
	18	2.77 S	19
-20	33	4.03 S	—
	97	—	14
-25	50/6"	—	—
	50/5"	—	12
-30	100/8"	—	—

Surface Water El. ——
Groundwater El. at Completion None
After 19 Hours 723.8

N – Standard Penetration Test – Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# 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

DESIGNED	P. Sander
CHECKED	R. B. PATEL
DRAWN	
CHECKED	

Oct 19 1965
EXAMINED Carl E. Thunman Jr.
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED H. J. Aeton
ENGINEER OF DESIGN
APPROVED [illegible signature]
CHIEF HIGHWAY ENGINEER

BORINGS DATA
F.A.I. RT. 74 SEC. 72-3HB
PEORIA COUNTY
STA. 66+91.31

P:\Civil_IDOT_DIST4\Bell School Road Phase II PTB ...\CAD_Sheets\0720073-68C57-Existing Boring.dgn

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USER NAME = Sta37	DESIGNED -	REVISED -	
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PLOT SCALE = 2.0000 ' / in	CHECKED - MJS	REVISED -	
PLOT DATE = 5/29/2019	DATE - MAY 29, 2019	REVISED -	

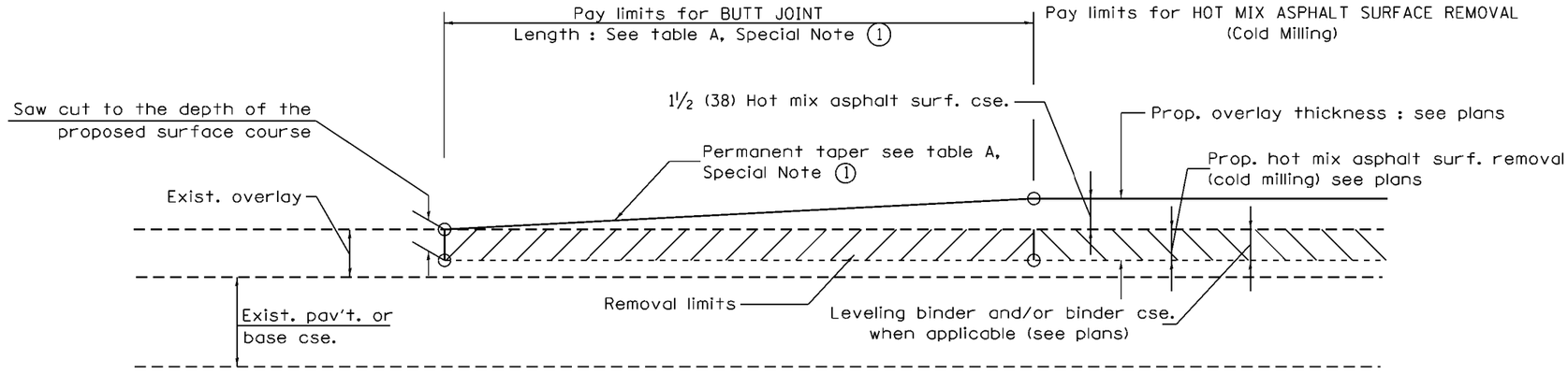
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BORING DATA
BELL SCHOOL ROAD OVER I-74

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	70

CONTRACT NO. 68C57
ILLINOIS FED. AID PROJECT



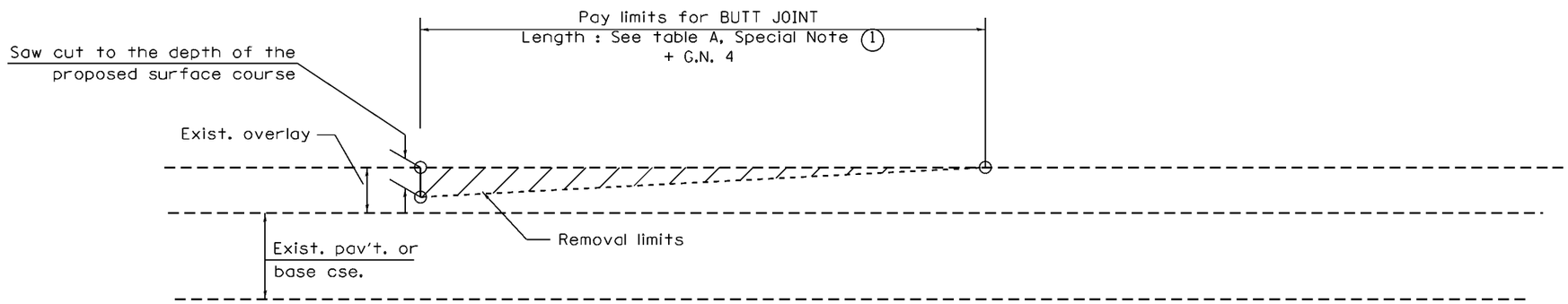
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

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	1:80	1:40

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 miling 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)

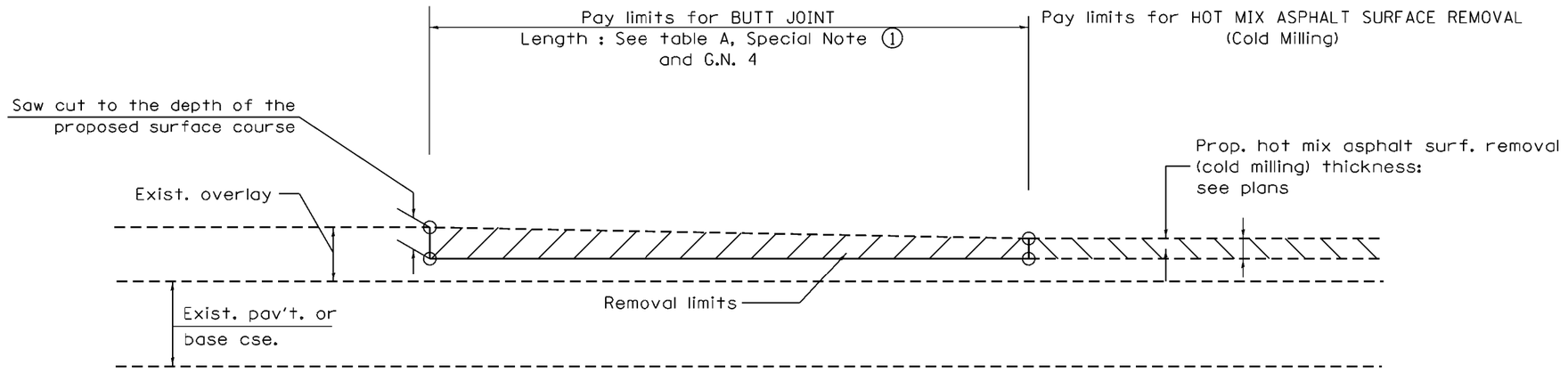
All dimensions are in inches (millimeters) unless otherwise noted.

01-01-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
04-01-97	CORRECTION TO DEPTH	J.A.
09-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.
08-21-13	MAJOR MODIFICATIONS	R.D.
02-29-16	MINOR CORRECTIONS	R.D.
04-12-16	MINOR CORRECTIONS	R.D.
02-14-17	ADDED NOTE 5	R.D.

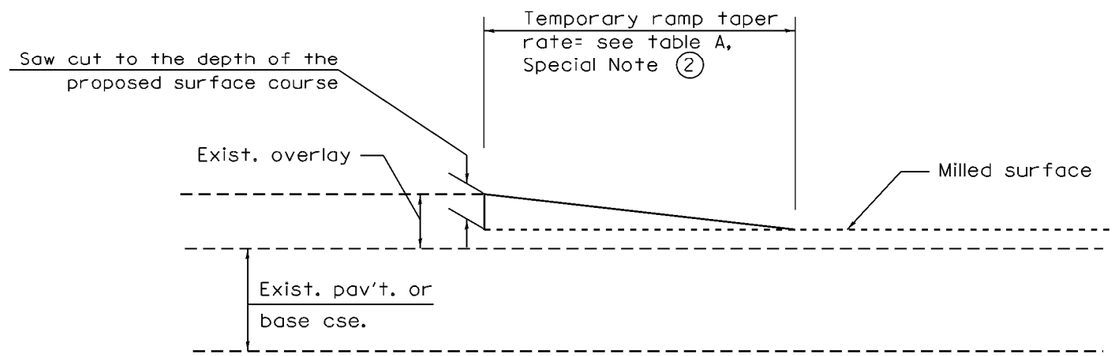
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS
SHT. 1 OF 3
NOT TO SCALE
CADD STD. 406101-D4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	71
		CONTRACT NO. 68C57		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



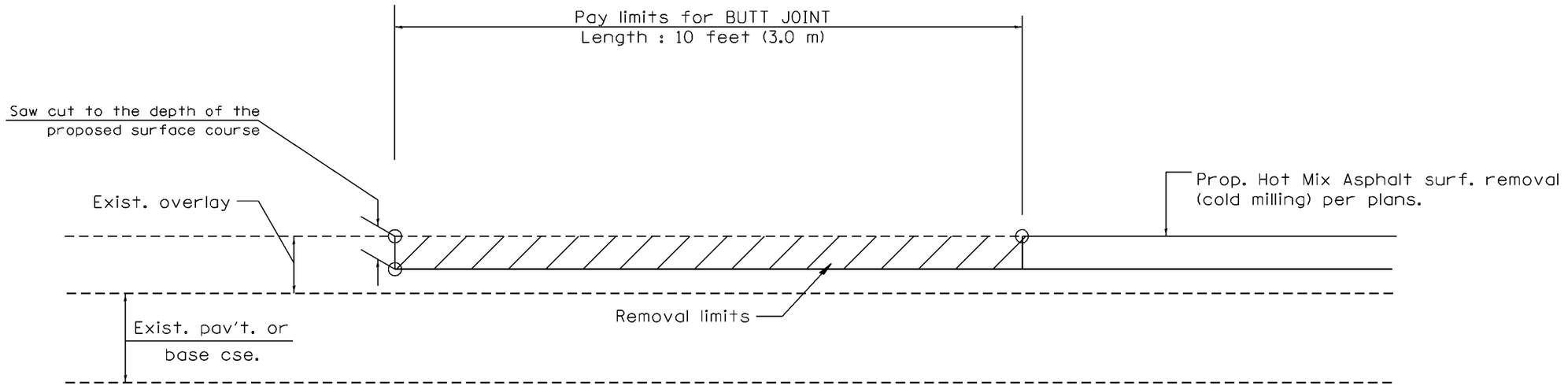
CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



DETAIL TEMPORARY RAMP

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

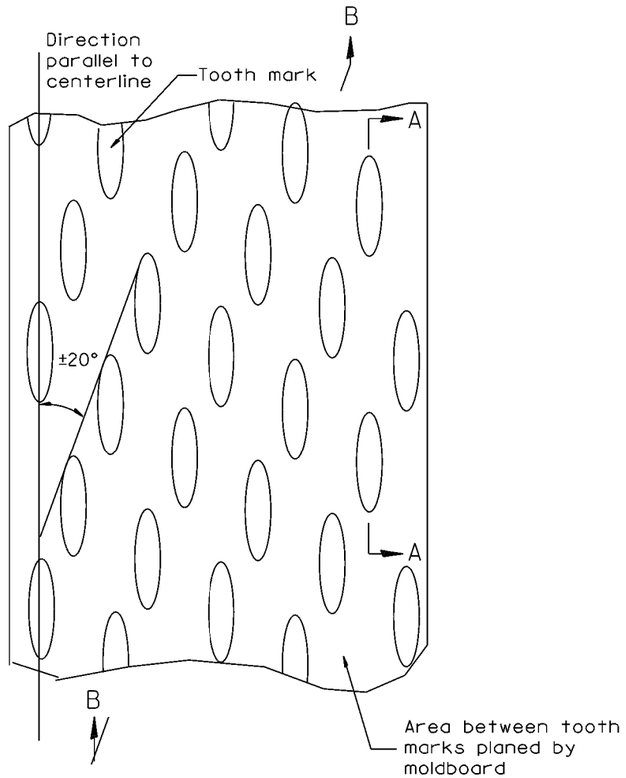
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINTS NOT TO SCALE SHT. 2 OF 3 CADD STD. 406101-D4	F.A. RTE. 74 · SECTION (72-3HB) BRR; 130 RS-6 · COUNTY PEORIA · TOTAL SHEETS 83 · SHEET NO. 72 CONTRACT NO. 68C57 FED. ROAD DIST. NO. 4 · ILLINOIS · FED. AID PROJECT



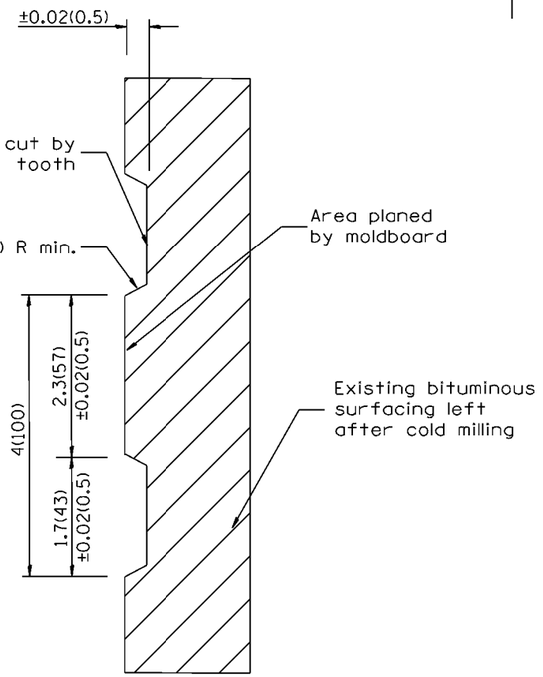
CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING) TIE-IN TO EXISTING BITUMINOUS TAPER

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

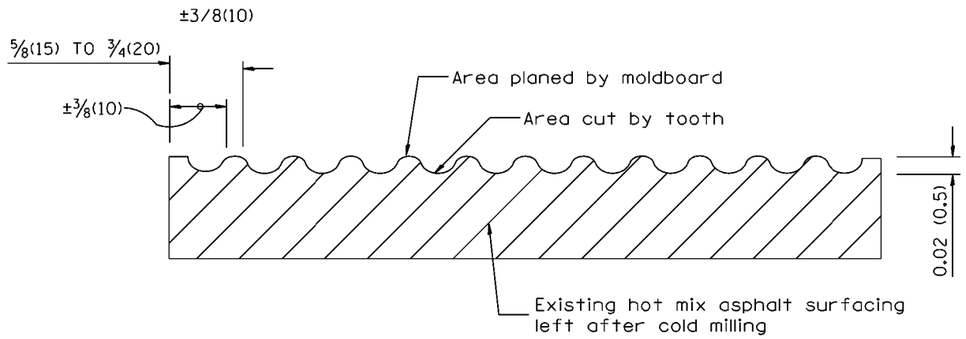
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINTS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		74	(72-3HB) BRR; 130 RS-6	PEORIA	83 / 73
				CONTRACT NO. 68C57	
NOT TO SCALE	SHT. 3 OF 3 CADD STD. 406101-D4	FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT	



PLAN



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

General notes:

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

DESIGNER NOTES:
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

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

01-01-97	RENUM. C-104.01, NEW REVISION BOX	T.P.
04-20-98	REMOVED MILLING DETAIL FROM STANDARD	J.A.
09-08-98	CORRECT NOTE LEADER PLACEMENT	R.W.
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

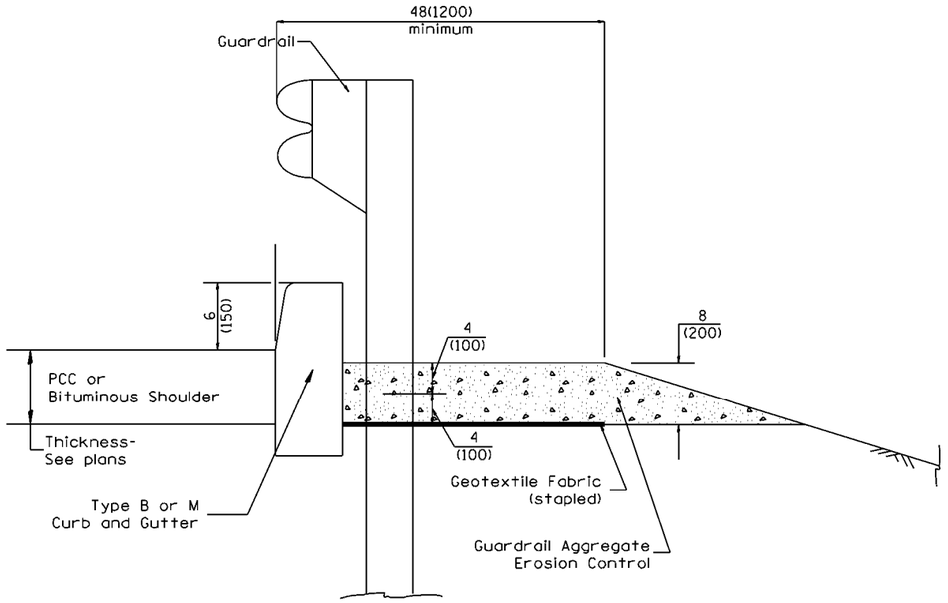
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

NOT TO SCALE — CADD STD. 440001-D4

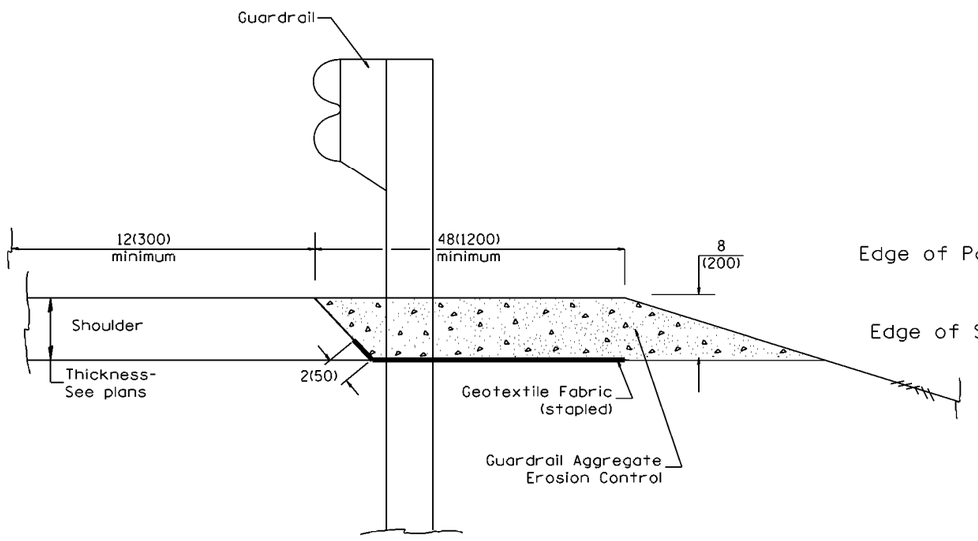
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	74
		CONTRACT NO. 68C57		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

DESIGNER NOTES:

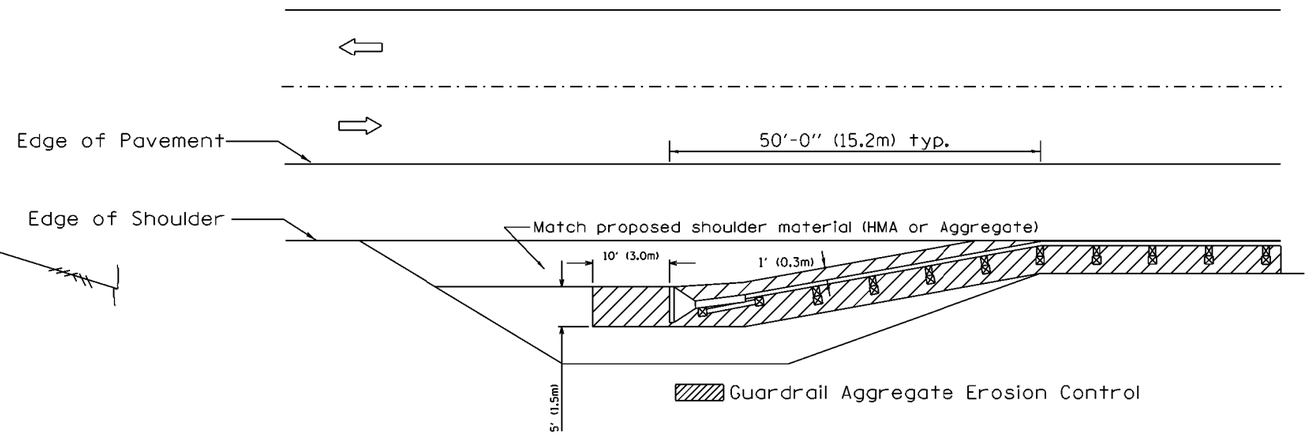
1. CONSIDER USING A "B" CURB PAY ITEM AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE EQUAL TO OR GREATER THAN 1% AND AT INLETS. (INCLUDE DISTRICT SPECIAL PROVISION)
2. USE "GUARDRAIL AGGREGATE EROSION CONTROL" AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE LESS THAN 1% (INCLUDE DISTRICT SPECIAL PROVISION).
3. INCLUDE STATE STANDARD 610001, IF APPLICABLE.
4. INCLUDE THE FOLLOWING DISTRICT CADD STANDARDS AS NEEDED: SLOPE DRAINS FOR EXPOSED PIPES; SLOPE DRAINS FOR BURIED PIPES; SEEPAGE COLLARS FOR BURIED PIPES
   SEEPAGE COLLARS FOR EXPOSED PIPES; CONCRETE THRUST BLOCKS AND PIPE ELBOW.
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



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB



GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.

2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.

3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.

4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.

5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.

6. Materials shall meet the following requirements:

   A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.

   B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

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

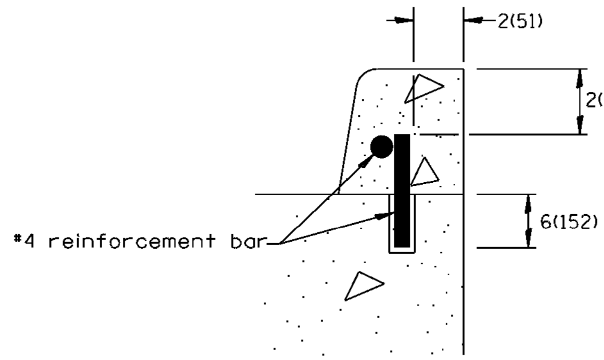
01-01-97	RENUM. C-22.01, NEW REVISION BOX	T.P.	03-07-11	ADDED DETAIL SHOWING PLAN VIEW	R.D.	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUARDRAIL EROSION CONTROL TREATMENTS
03-01-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.	08-10-12	REVISED CURB "B" AND AGGREGATE	R.D.		
11-03-00	CORRECTION TO NOTES	M.A.	07-15-15	ADDRESSED SHOULDER INLET CURB	R.D.		
10-16-06	REVISED TO 2007 SPEC.	M.A.	01-26-17	REVISED	R.D.		NOT TO SCALE

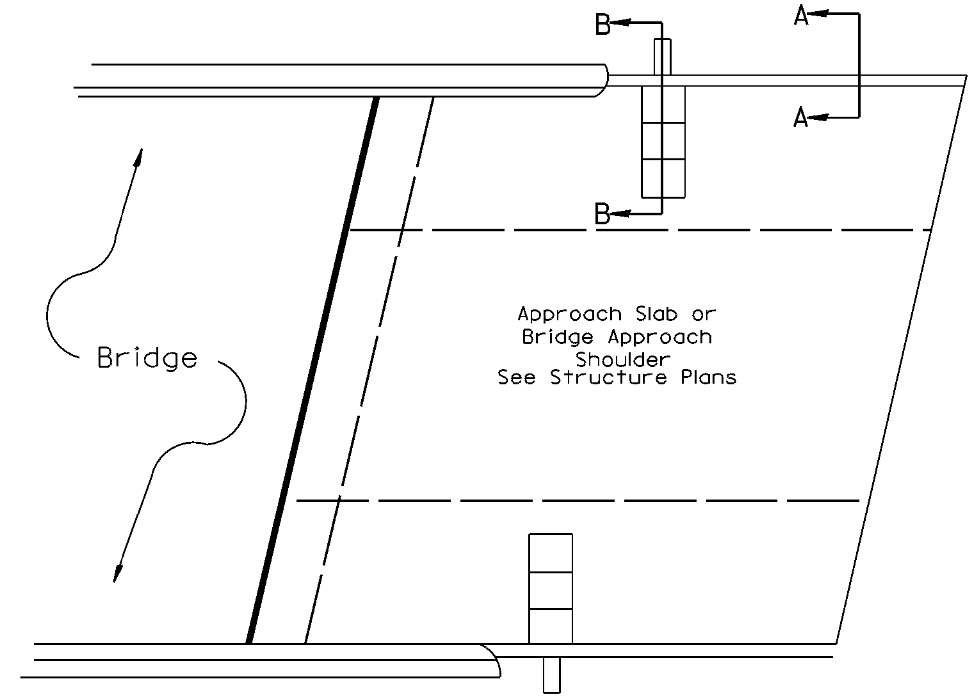
SHT. 1 OF 2
CADD STD. 630101-D4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	75
		CONTRACT NO. 68C57		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

DETAIL "A"

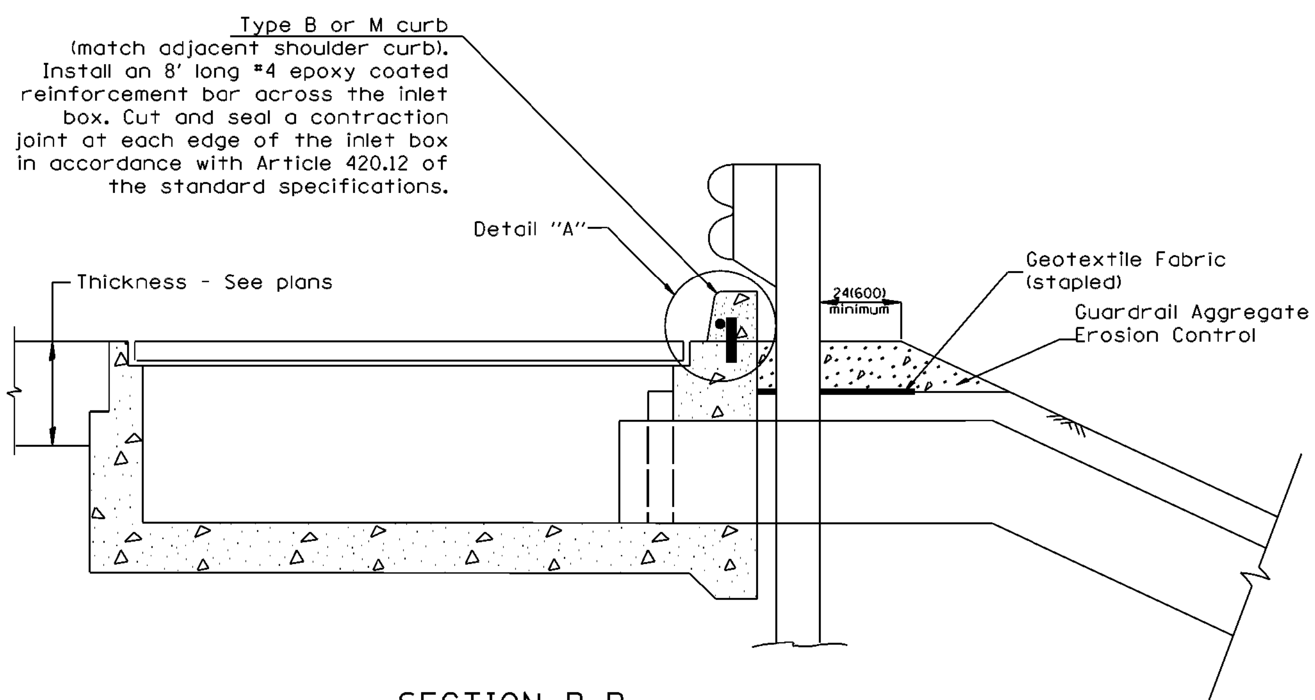
#4 reinforcement bars may be cast in PCC apron and precast inlet box or drilled and anchored with an apporoved chemical adhesive at 2' spacing. Cost of curb and reinforcement are included in the cost of shoulder inlet.





PLAN VIEW

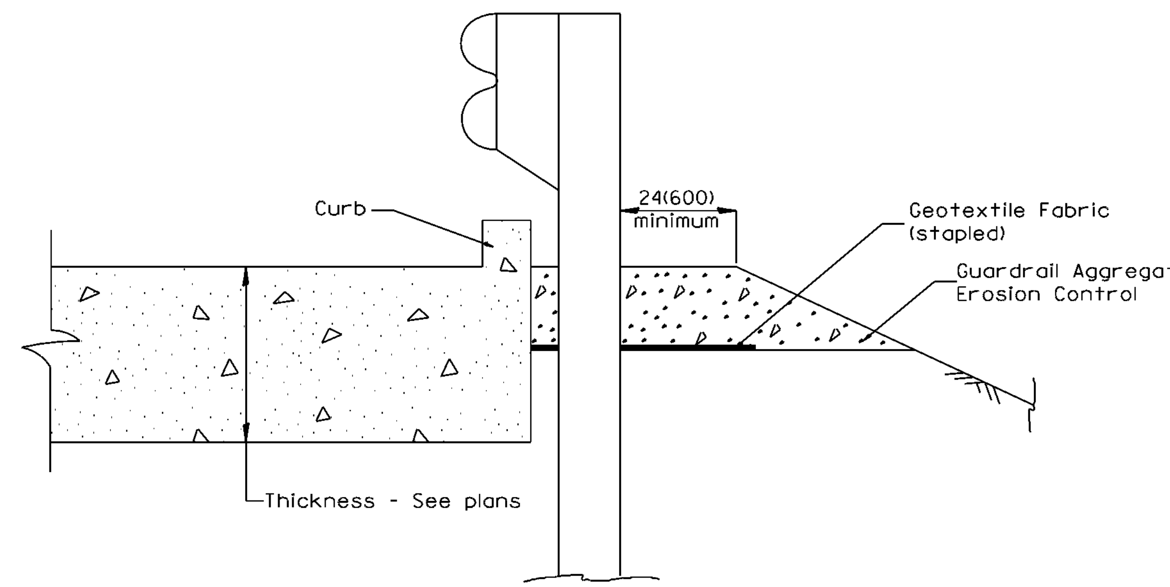
APPROACH SLAB OR SHOULDER PLACEMENT



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 (millimeters) unless otherwise noted.

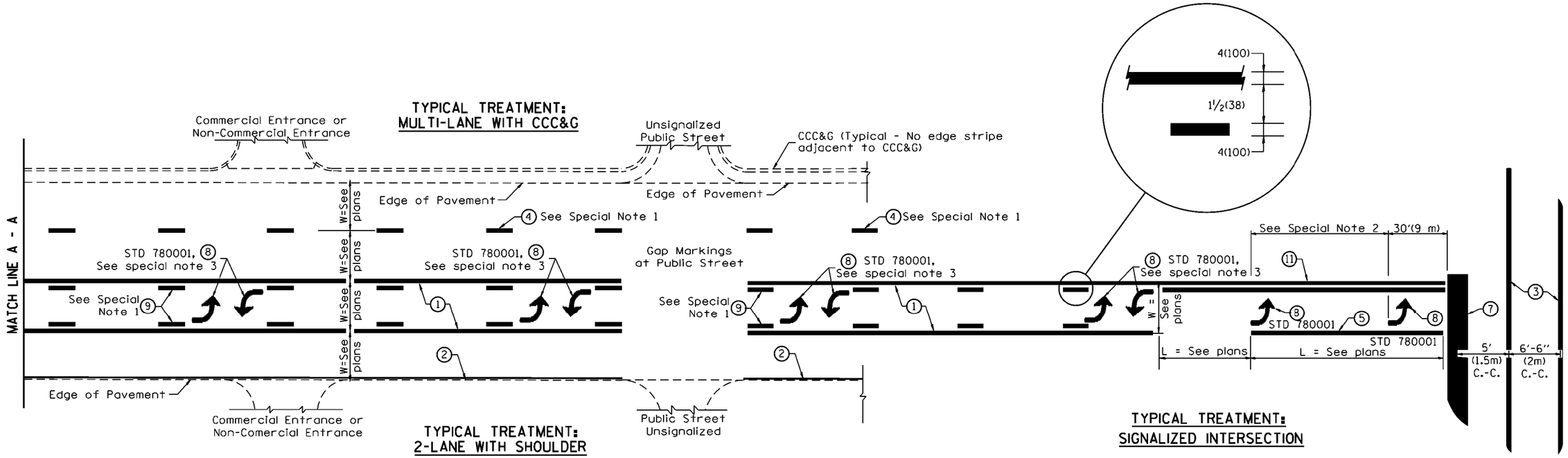
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

NOT TO SCALE

SHT. 2 OF 2
CADD STD. 630101-D4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	76
		CONTRACT NO. 68C57		
FED. ROAD DIST. NO. 4	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(100) Solid (Yellow)
2. 4(100) Solid (White)
3. 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
   2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
4. 6(150) Skip-Dash (White) — 10' (3.05m) / 30' (9.14m) / 10' (3.05m) (See Special Note 1)
5. 8(200) Solid (White)
6. 12(300) Diagonal (White) (Item 6 is shown on Std. 780001)
7. 24(600) Stop Bar (White)
8. Letters & Arrows — 33' (10m) (See Std. 780001 and Special Notes 2 & 3)
9. 4(100) Skip-Dash (Yellow) — 10' (3.05m) / 30' (9.14m) / 10' (3.05m) (See Special Note 1)
10. 12(300) Diagonal (Yellow) (See Table A) — 45°
11. 4(100) Double Solid (Yellow) — 11(280) 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 transversly across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
   A. A minimum of two (2) arrows is required.
   B. The maximum spacing between arrows is 80' (24 m).
   C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
   A. A minimum of two (2) arrow pairs is required.
   B. The maximum spacing between arrow pairs is 200' (61 m).
   C. Arrow pairs shall be evenly spaced if three (3) or more are required.
   D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

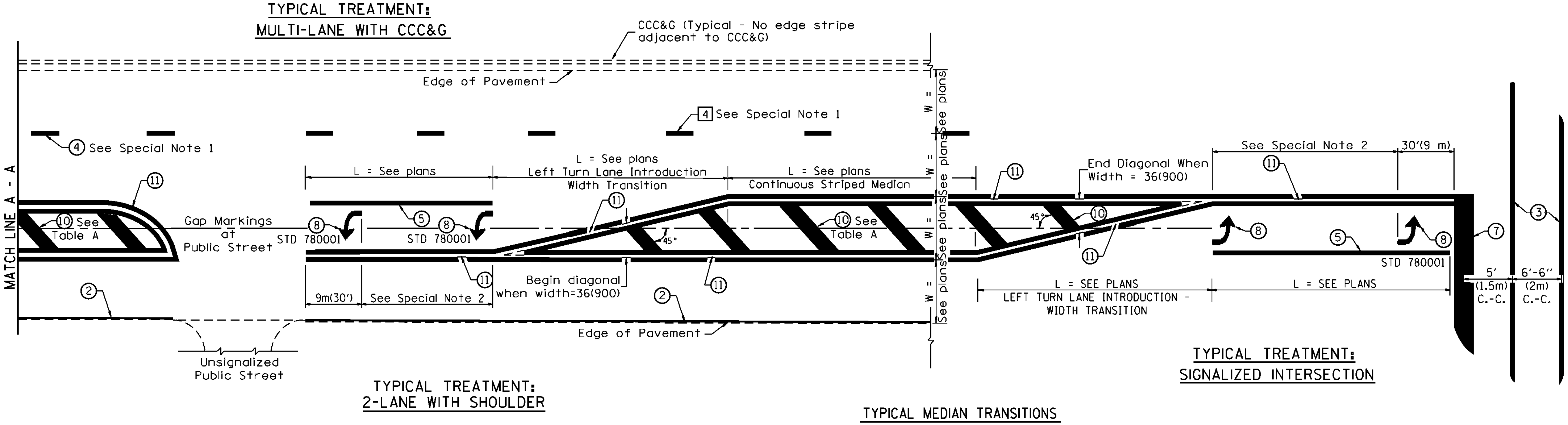
GENERAL NOTES

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

DESIGNER NOTES:
1. Include State Standard 780001 (Typical Pavement Markings)

01-01-97	RENUM. F-8.03, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS NOT TO SCALE SHT. 1 OF 2 CADD STD. 780001-D4
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.	2/29/16	ADDED GROOVING AREAS	R.D.		
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.					
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.					

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	77
		CONTRACT NO. 68C57		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

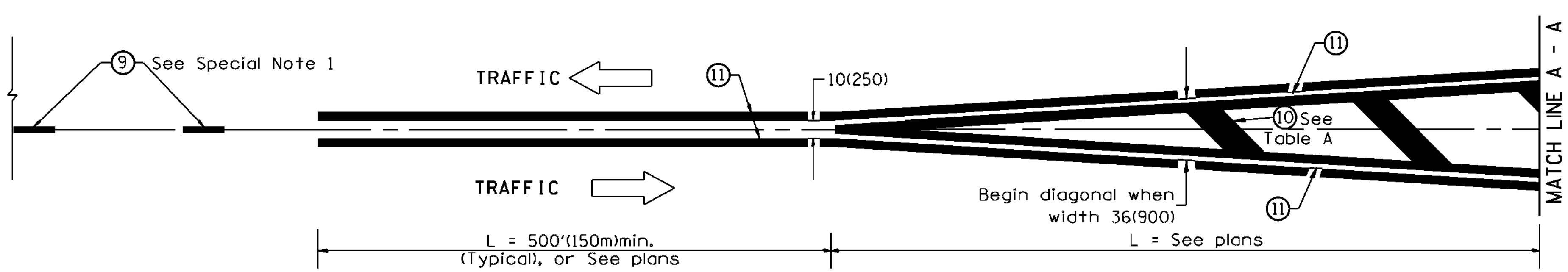


FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

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 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)

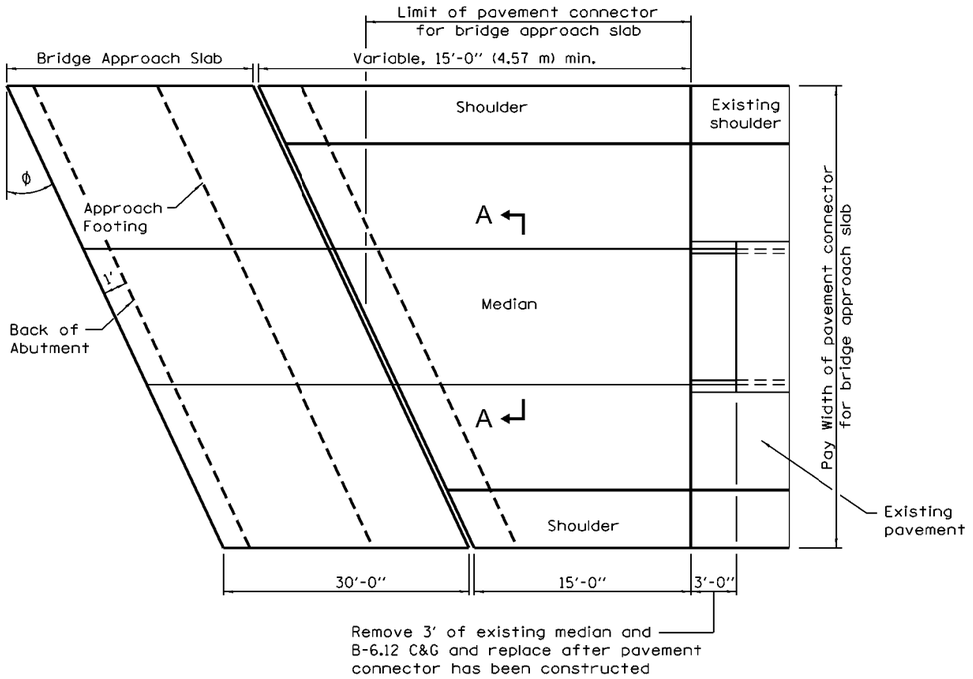


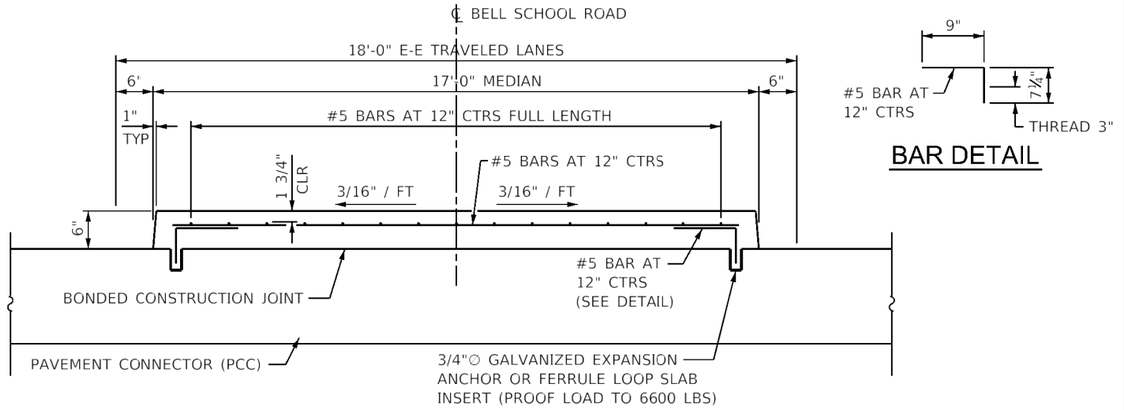
MEDIAN INTRODUCTION - WIDTH TRANSITIONS

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

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS		
	NOT TO SCALE	SHT. 2 OF 2 CADD STD. 780001-D4	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	78
		CONTRACT NO. 68C57		
FED. ROAD DIST. NO. 4	ILLINOIS FED. AID PROJECT			





SECTION A-A

BAR DETAIL

NOTE: 1. FOR ADDITIONAL DETAILS
SEE PAVEMENT CONNECTOR (PCC) FOR
BRIDGE APPROACH STANDARD 420401.

2. MEDIAN INCLUDED IN COST OF PAVEMENT
CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB.

P:\Civil\IDOT_D8T4Bell School Road Phase II PTB ___\CAD_Sheets\D468C57-sht-details.dgn

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation
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Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

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	DRAWN - SAE	REVISED -
PLOT SCALE = 4.0000 ' / in	CHECKED - MJS	REVISED -
PLOT DATE = 5/29/2019	DATE - MAY 29, 2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY MEDIAN DETAIL
BELL SCHOOL ROAD OVER I-74

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	79
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
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	PLOTTED		
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NO.	AREAS CHECKED		

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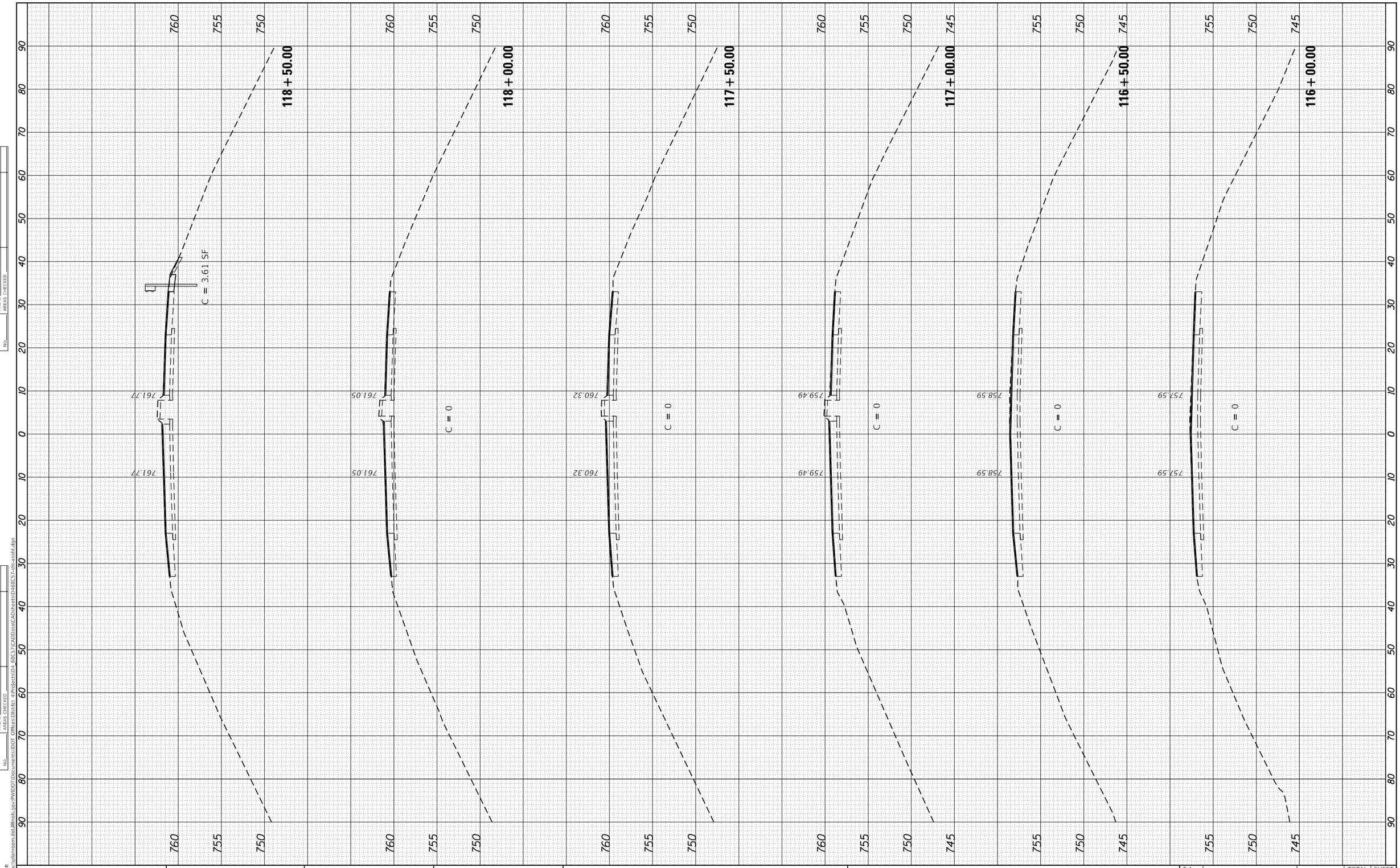

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
BELL SCHOOL ROAD OVER I–74

SCALE: 20.0000 ' / in. SHEET OF SHEETS STA. 116+00.00 TO STA. 118+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	80
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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ORIGINAL SURVEY		BY	DATE
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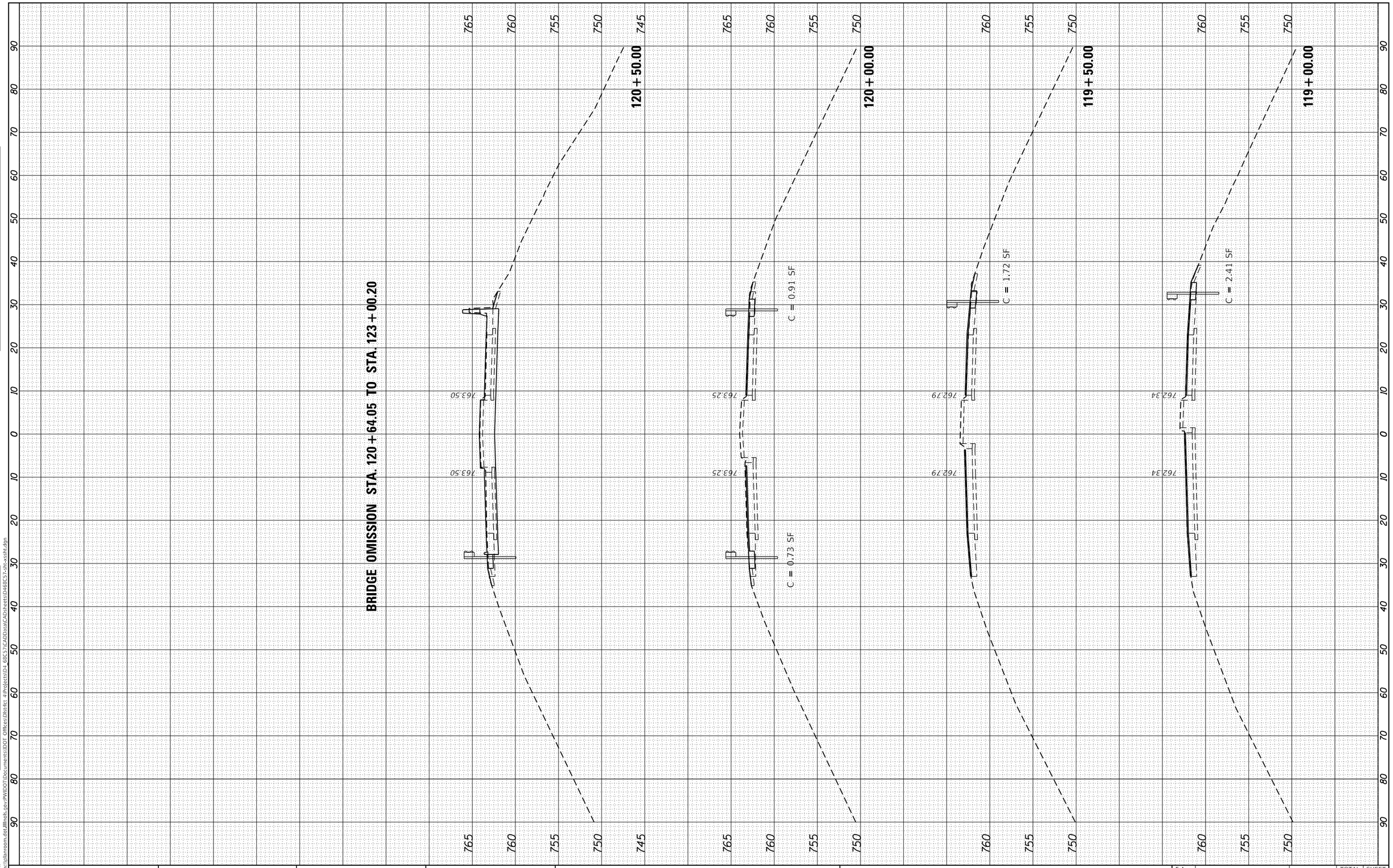
BRIDGE OMISSION STA. 120+64.05 TO STA. 123+00.20



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
BELL SCHOOL ROAD OVER I-74

SCALE: 20.0000 ' / in. SHEET OF SHEETS STA. 119+00.00 TO STA. 120+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	81
		CONTRACT NO. 68C57		
	ILLINOIS FED. AID PROJECT			

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

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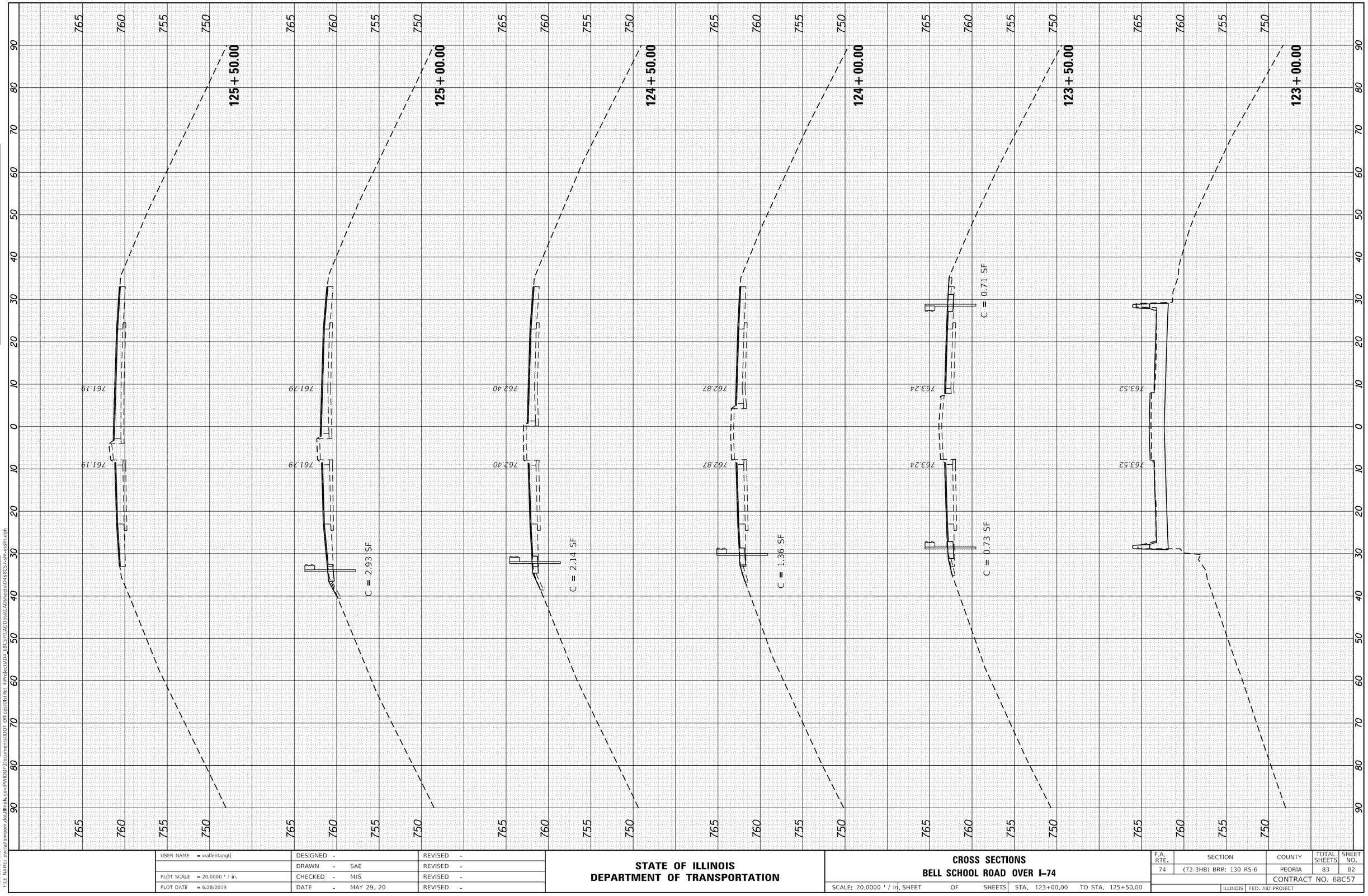

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PLOT DATE = 6/28/2019	DATE -	MAY 29, 20	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
BELL SCHOOL ROAD OVER I–74

SCALE: 20.0000 ' / in. SHEET OF SHEETS STA. 123+00.00 TO STA. 125+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	82
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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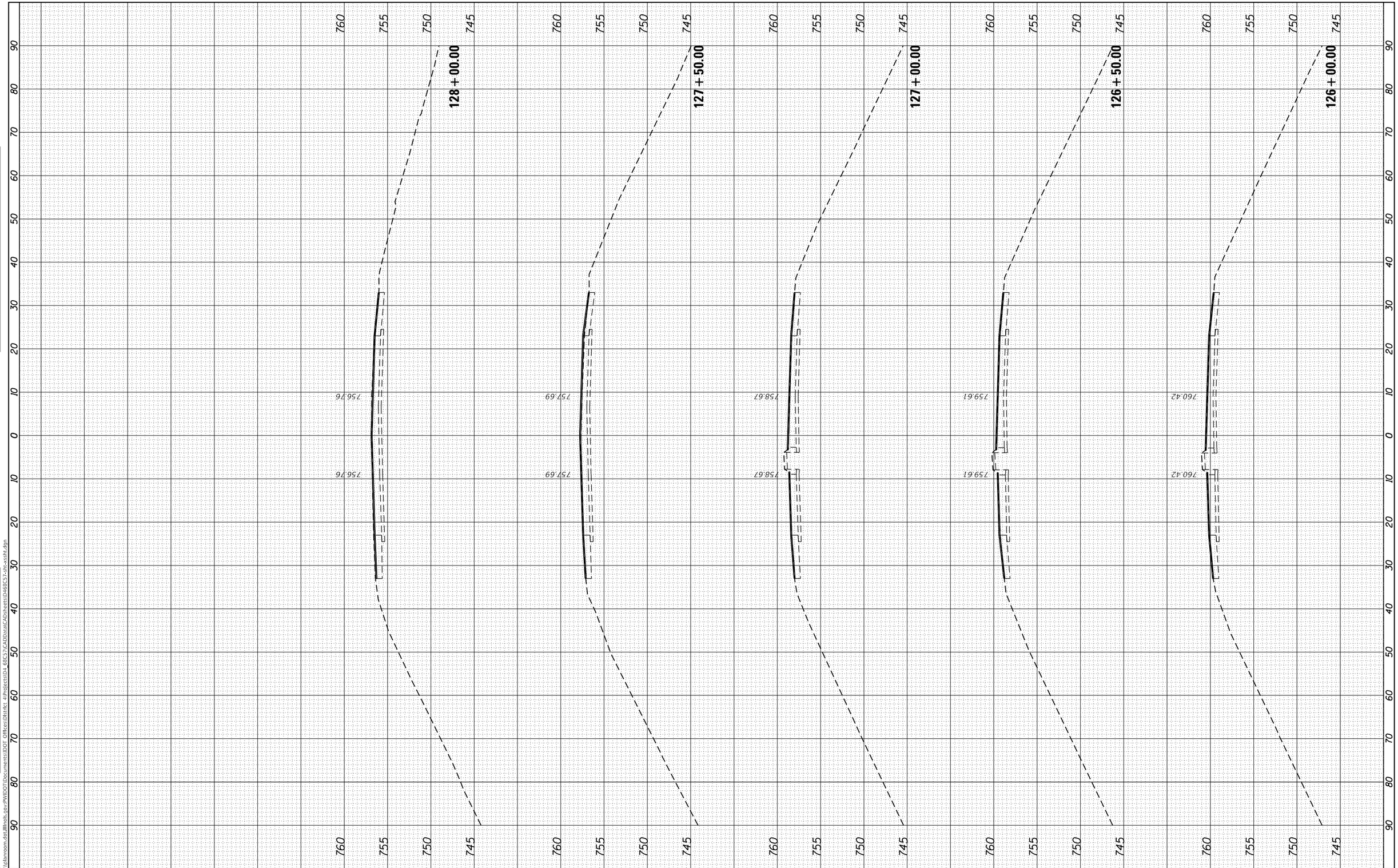

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USER NAME = wallenfangtj	DESIGNED -		REVISED -
	DRAWN -	SAE	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	MJS	REVISED -
PLOT DATE = 6/28/2019	DATE -	MAY 29, 20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
BELL SCHOOL ROAD OVER I-74

SCALE: 20.0000 ' / in. SHEET OF SHEETS STA. 126+00.00 TO STA. 128+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-3HB) BRR; 130 RS-6	PEORIA	83	83
		CONTRACT NO. 68C57		
	ILLINOIS	FED. AID PROJECT		