

09-23-2022 LETTING ITEM 040
 FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**PROPOSED
 HIGHWAY PLANS**

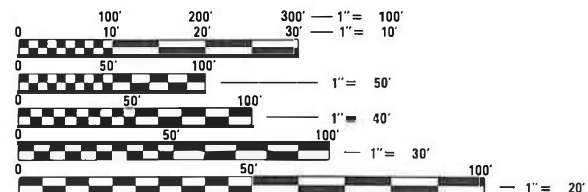
FAI ROUTE 474 (I-474)
 SECTION (72-3HB-2)BR
 PROJECT COVD-NHPP-FTR1(573)
 BRIDGE REPLACEMENT
 PEORIA COUNTY
 C-94-071-09

HIGHWAY STANDARDS

280001-07	601101-02	701101-05	701901-08
420001-10	606201-04	701106-02	704001-08
420101-07	630001-12	701301-04	780001-05
420201-12	630301-09	701311-03	782006-01
420401-13	631011-10	701400-11	BLR 22-7
420701-03	631031-17	701402-12	
442001-04	642001-03	701406-13	
483001-06	664001-02	701411-09	
515001-04	701001-02	701426-09	
601001-05	701006-05	701428-01	

DESIGN DESIGNATION

I-474	IL 116
INTERSTATE (2017)	OTHER ARTERIAL (2018)
ADT = 29200	ADT = 4700
SU = 1075	MU = 170
MU = 2900	SU = 180

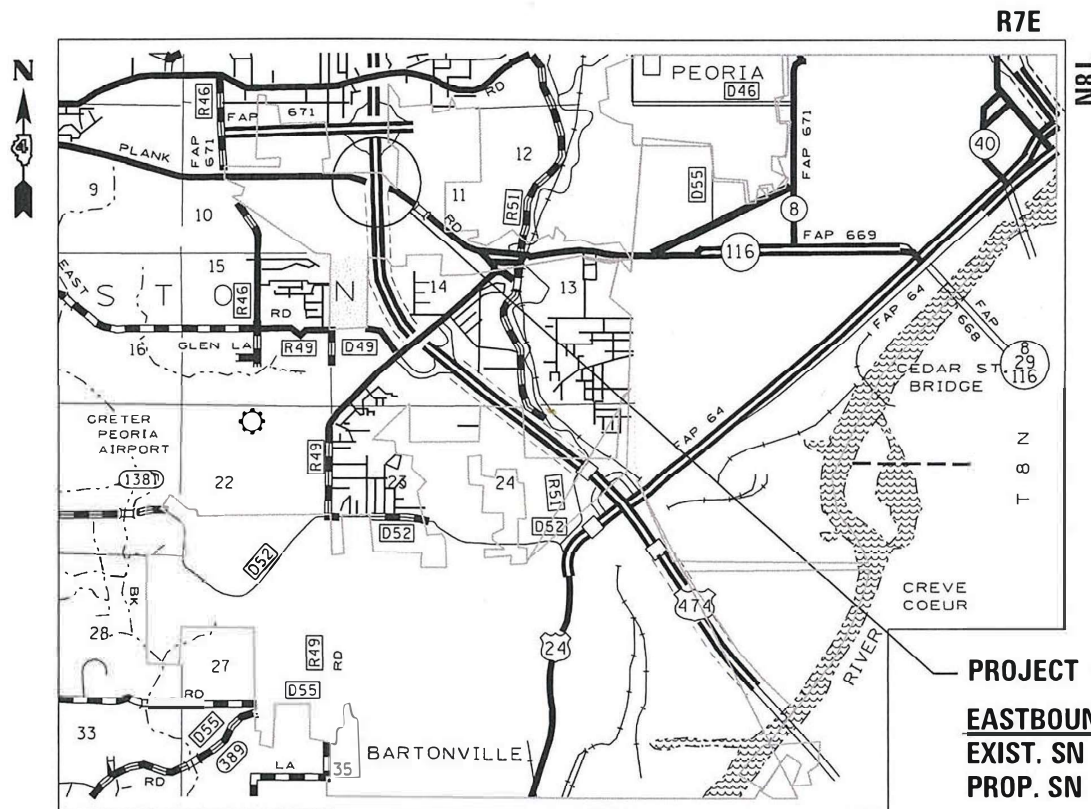


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: RICH DOTSON 309-671-3455
 PROJECT MANAGER: ANNA DEVINE 309-671-3475

CATALOG NO. 034228-00D
 CONTRACT NO. 68884



PROJECT LOCATION:

EASTBOUND I-474
 EXIST. SN 072-0121
 PROP. SN 072-0252

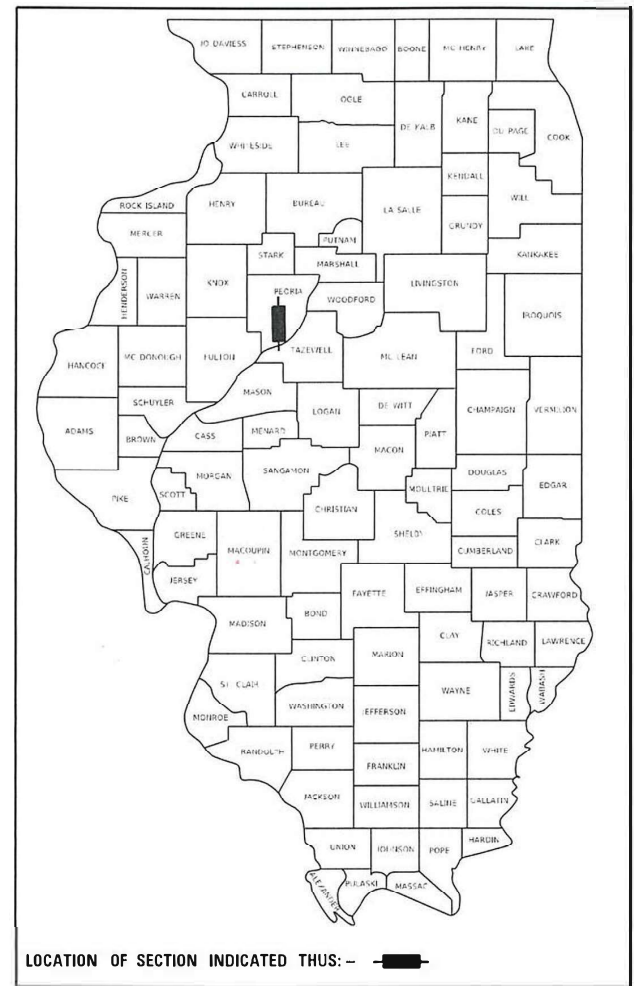
WESTBOUND I-474
 EXIST. SN 072-0122
 PROP. SN 072-0253

GROSS LENGTH = 909.3 FT. = 0.172 MILE
 NET LENGTH = 909.3 FT. = 0.172 MILE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126*	1
		ILLINOIS	CONTRACT NO. 68884	

* 126 + 3 = 129 TOTAL SHEETS

D-94-050-09



DESCRIPTION:
 THIS PROJECT CONSIST OF BRIDGE REPLACEMENTS, PAVEMENT TAPERS, DRAINAGE IMPROVEMENTS, AND ANY OTHER COLLATERAL WORK NECESSARY TO COMPLETE THE PROJECT.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBMITTED July 01 20 22
Kenal A Darnett RSD
 REGION THREE ENGINEER

August 19, 2022 [Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

August 19, 2022 [Signature]
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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 OF THE STATE OF ILLINOIS**

GENERAL NOTES

COMMITMENTS

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

There are no commitments included with this contract.

TREE REMOVAL RESTRICTION

Due to the potential presence of endangered bats no tree removal will be allowed on this project between April 1st and September 30th.

EARTH EXCAVATION – INCIDENTAL TO CURB, GUTTER, & DRIVEWAY

Earth excavation and backfill for proposed curb and gutters and driveway pavements shall be included in the unit cost of the various items.

ENVIRONMENTAL REVIEWS

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

The required environmental resource documentation shall include the following:

- * BDE Form 2289 (Borrow Site Review)
- * 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.

INDEX OF SHEETS

1. COVER SHEET
2. GENERAL NOTES
3. GENERAL NOTES, CONT. & JOB SPECIFIC NOTES
4. STATUS OF UTILITIES & MIX DESIGN
- 5.–14. SUMMARY OF QUANTITIES
- 15.–20. SCHEDULE OF QUANTITIES
21. LINE DIAGRAM
22. CONTROL POINTS AND TIES
- 23.–24. TYPICAL SECTIONS
25. EXISTING R.O.W. & UTILITIES
- 26.–27. I-474 PLAN & PROFILE
28. IL 116 PLAN
29. I-474 GUARDRAIL
30. DRAINAGE & LANDSCAPE PLAN
- 31.–32. STAGING PLAN
- 33.–42. IL 116 CROSS SECTIONS
- 43.–50. ROADWAY DETAIL SHEETS
- 51.–117. BRIDGE PLAN SHEETS
118. CULVERT HEADWALL/WINGWALL PLAN SHEETS
119. CULVERT LINING PLAN SHEETS
- 120.–126. DISTRICT STANDARDS

SEEDING – SIDESLOPE RIPPING

All slopes steeper than 3 to 1 and over 15 ft. (4.5 m) in height shall be ripped. This shall consist of ripping between 18 inches to 24 inches (450 mm to 600 mm) deep normal to the slope. The interval of ripping along the slope shall be 12 ft. (3.6 m). This work shall be done after the seed bed has been prepared but before any fertilizer or seed has been applied. The fertilizer and seed shall be applied within a 24-hour period after the ripping has been done. This work will not be paid for separately but will be included in the cost of the various items of seeding involved.

CROSSING EXISTING STRUCTURES WITH EQUIPMENT

The following structures, SN 072–0121, SN 072–0122, may be crossed with the empty MTD with the following maximum gross weight restrictions.

- SN 072–0121 (40 tons)
- SN 072–0122 (40 tons)

If the same MTD is used throughout the entire contract, then it must be limited to an empty gross weight ≤ 40 tons.

Any structures not listed above shall be verified by the resident prior to beginning work.

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PLOT DATE = 7/3/2022	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	2
			CONTRACT NO. 68884	
			ILLINOIS FED. AID PROJECT	

GENERAL NOTES, CONT.

ORDERING LENGTH CONFIRMATION – DRAINAGE ITEMS

The Contractor shall consult with the Engineer in regard to the exact length of the box/pipe culverts, storm sewers, and/or pipe drains required prior to ordering these items.

NO PASSING ZONE VERIFICATION

The resident shall contact Operations to verify the location of no passing zones prior to placement of centerline striping.

JOB SPECIFIC NOTES

RIGHT-OF-WAY RESTRICTIONS

The Contractor shall be permitted to use the median for parking of paving equipment throughout the project limits. The locations shall be approved by the Resident Engineer and shall provide the following:

1. Any equipment parked in these areas shall be separated from traffic by barrier wall with impact attenuators on approach end of barrier wall or behind guardrail not including any Type 1 Terminals.
2. Storage of equipment shall not encroach upon the paved shoulder or be within 4' of the back of existing guardrail or 2' of temporary barrier wall. Barrier wall must be placed a minimum of 2' from the edge of passing lane.
3. Equipment parking areas shall be located on tangent sections of roadway and not in curves or any location with poor visibility of oncoming traffic.
4. The parking area shall be covered with aggregate to prevent tracking onto the roadway.

When lanes are reopened to traffic, the Contractor shall arrange within a reasonable time period to clean up and restore areas where equipment has been stored to the satisfaction of the Resident Engineer. The disturbed areas shall be seeded using Class 3 seed and covered with Mulch Method 3A or Erosion Control Blanket per Sections 250 and 251 of the Standard Specifications to restore turf to the median.

Any and all material, labor, and equipment costs necessary to comply with these required guidelines shall be included in the cost of project and will not be paid for separately.

IL 116 STATIONING

Contract plans were developed with surveyed stationing as shown in the plans and not with stationing stamped in pavement.

FAA HEIGHT RESTRICTIONS

FAA HEIGHT RESTRICTIONS							
LOCATION	LATITUDE	LONGITUDE	STATION	OFFSET	SITE ELEVATION	ABOVE GROUND LEVEL	ABOVE MEAN SEA LEVEL
EB NORTH APPROACH	40-41-19.32N NAD 83	89-40-32.71 W	222+34	37.25 RT	618 FT	161 FT	779 FT
EB SOUTH APPROACH	40-41-17N NAD 83	89-40-32.6W	224+69	46 RT	619 FT	161 FT	780 FT
WB NORTH APPROACH	40-41-18.9N NAD 83	89-40-32.48W	222+77	33 RT	618 FT	161 FT	779 FT
WB SOUTH APPROACH	40-41-16.46N NAD 83	89-40-31.41W	225+25	44.5 LT	619 FT	161 FT	780 FT

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USER NAME = \$USERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, CONT. & JOB SPECIFIC NOTES				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 1:100	DRAWN -	REVISED -						474	(72-3HB-2)BR	PEORIA	126	3
PLOT DATE = 7/1/2022	CHECKED -	REVISED -		SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.				CONTRACT NO. 68884				
	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

STATUS OF UTILITIES

IL 116 (Plank Road) at I-474						
Location(s)	Offsets from centerline of IL 116	Min. Depth	Company	Type of Utility	Type of conflict	Disposition
Sta. 17+50 to Sta. 18+50	27' 6" south	3'-6"	Ameren Gas	Abandoned 4" with Steel I.P.	proposed bridge piers	Caution*- Line becomes active at the service tee east side of private entrance (5109 Plank Road)
Sta. 18+50 to Sta. 21+43 (293' under structures)	34' south	4'-6"		Abandoned 8" in Steel Casing	proposed bridge piers	
Sta. 21+43 to Project Limit	32' south	30"		4"	NA	
Sta. 16+50, Sta. 22+85, Sta. 23+00	30', 36' north & 46' south	Aerial	Ameren Electric	Utility Pole	equipment, tree removal	Caution
Sta. 16+50 to Sta. 22+85	16' north	36"		Buried	proposed concrete gutter, guardrail and pier foundation	Caution
Located on Ameren electric poles listed above		NA	Comcast	Aerial Power Lines 1/4" Strand .625" coating	equipment, tree removal	Caution
Sta. 16+00 to Sta. 18+75	25' to 130' north	21'	Greater Peoria Sanitary	15" RCP	Grading & shaping, tree removal, headwall & wingwall remove and replace	Caution
Sta. 18+75	Crosses IL 116	21'		15" RCP	driven H-Pile construction method	
Sta. 18+75 to Project limit	22' +/- south	10'		10", 12" & 15" RCP		
Project limit to Project limit	30' +/- south	36"	Illinois American Water	16" Water Main	driven H-Pile construction method	Caution
Project limit to Project limit	25' to 35' south	30"	PEG/ BlueBird	Fiber Optic Cable	driven H-Pile construction method	Caution

All stationing, offsets and depths approximate

***Contact Elizabeth Cooke (309-401-9000) with Ameren for the Pre-Construction meeting**

MIX DESIGN

The following mixture requirements are applicable for this project:

Location(s):	Mainline	Mainline	Mainline	Shoulders (474 & 116)	Shoulders (474 & 116)			
Mixture Use(s):	Polymer Surface 2"	Polymer Binder Lifts	Polymer Binder Lifts (on EB approach)	Surface Lift	Lower Lifts	Incidental Surface		
AC/PG:	SBS or SBR 70-28	SBS or SBR 70-28	SBS or SBR 70-28	PG 58-28	PG 58-28	PG 58-28		
Design Air Voids:	4.0% @ N=70	4.0% @ N=70	4.0% @ N=70	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50		
Mixture Composition: (Mixture Gradation)	IL 9.5	IL 9.5	IL 19.0	IL 9.5FG	IL 19.0	IL 9.5		
Friction Aggregate:	Mix D	N.A.	N.A.	Mix C	N.A.	Mix C		
Quality Management Program:	QCQA	QCQA	QCQA	QCQA	QCQA	QCQA		
MTD:	Yes	Yes	Yes	No	No	No		

Note: 1) Individual lift thickness of each mix type will be no less than 3 times nominal maximum aggregate size and no more than 6 times nominal maximum aggregate size, unless otherwise approved by the Engineer.
 2) For design purposes, mixture weight for all mixes is determined to be 112.0 lb/s.y./in., unless otherwise noted.
 3) Sublot sizes for PFP and QCP mixes will be 600 tons, unless otherwise agreed to by the Engineer and the paving contractor.

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 PLOT DATE = 7/3/2022

CONSTRUCTION CODE			
0004	0010	0010	0010
URBAN	BRIDGE	BRIDGE	BRIDGE
ROADWAY	REPLACEMENT	REPLACEMENT	REPLACEMENT
PEORIA	072-0252 (EB)	072-0253 (WB)	072-0253 (WB)
100% FEDERAL	90/10	90/10	100% FEDERAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0010	0010	0010
20100500	TREE REMOVAL, ACRES	ACRE	0.75	0.75			
20200100	EARTH EXCAVATION	CU YD	25	25			
25000300	SEEDING, CLASS 3	ACRE	1.25	1.25			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	112.5	112.5			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	112.5	112.5			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	112.5	112.5			
25100127	MULCH, METHOD 3A	ACRE	1.25	1.25			
28000305	TEMPORARY DITCH CHECKS	FOOT	20	20			
28000400	PERIMETER EROSION BARRIER	FOOT	403	403			
28000500	INLET AND PIPE PROTECTION	EACH	4	4			
28100227	STONE RIPRAP, CLASS B4	TON	167	155		12	
28200200	FILTER FABRIC	SQ YD	1661	1644		17	
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	680	680			
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	235	235			

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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET 1	OF 10 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68884	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				0004	0010	0010	0010
				URBAN	BRIDGE	BRIDGE	BRIDGE
				ROADWAY	REPLACEMENT	REPLACEMENT	REPLACEMENT
				PEORIA	072-0252 (EB)	072-0253 (WB)	072-0253 (WB)
100% FEDERAL	90/10	90/10	100% FEDERAL				
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	4638	4638			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	3232	3232			
40603208	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	128	128			
40603235	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	126	126			
40604162	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	248	248			
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	11	11			
42000060	WELDED WIRE REINFORCEMENT	SQ YD	321	321			
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	487	487			
42000506	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)	SQ YD	707	707			
44000100	PAVEMENT REMOVAL	SQ YD	707	707			
44000400	GUTTER REMOVAL	FOOT	700	700			
44004250	PAVED SHOULDER REMOVAL	SQ YD	376	376			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	23	23			
48203100	HOT-MIX ASPHALT SHOULDERS	TON	250	250			

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68884	

CONSTRUCTION CODE			
0004	0010	0010	0010
URBAN	BRIDGE	BRIDGE	BRIDGE
ROADWAY	REPLACEMENT	REPLACEMENT	REPLACEMENT
PEORIA	072-0252 (EB)	072-0253 (WB)	072-0253 (WB)
100% FEDERAL	90/10	90/10	100% FEDERAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY				
48300505	PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"	SQ YD	376	376			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2		1		1
50102400	CONCRETE REMOVAL	CU YD	22.8	22.8			
50157300	PROTECTIVE SHIELD	SQ YD	471		245	226	
50200100	STRUCTURE EXCAVATION	CU YD	1449		778	671	
50300100	FLOOR DRAINS	EACH	9		5	4	
50300225	CONCRETE STRUCTURES	CU YD	679.6		358.1	321.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	747.9		389.6		358.3
50300300	PROTECTIVE COAT	SQ YD	2974		1497	1477	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	247.9		129.8		118.1
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		0.54		0.46
50500505	STUD SHEAR CONNECTORS	EACH	12300		5406	6894	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	391,010	12850	197370		180790
50800515	BAR SPLICERS	EACH	2470		1291	1179	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 3 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	7
			CONTRACT NO. 68884	
ILLINOIS FED. AID PROJECT				

CONSTRUCTION CODE			
0004	0010	0010	0010
URBAN	BRIDGE	BRIDGE	BRIDGE
ROADWAY	REPLACEMENT	REPLACEMENT	REPLACEMENT
PEORIA	072-0252 (EB)	072-0253 (WB)	072-0253 (WB)
100% FEDERAL	90/10	90/10	100% FEDERAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY				
51100100	SLOPE WALL 4 INCH	SQ YD	1949		998		951
51201610	FURNISHING STEEL PILES HP12X63	FOOT	1138		569	569	
51201900	FURNISHING STEEL PILES HP14X89	FOOT	1560		806		754
51202305	DRIVING PILES	FOOT	2698		1375	1323	
51203610	TEST PILE STEEL HP12X63	EACH	2		1	1	
51203900	TEST PILE STEEL HP14X89	EACH	4		2	2	
51204650	PILE SHOES	EACH	56		28	28	
51500100	NAME PLATES	EACH	2		1	1	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24		12	12	
52100520	ANCHOR BOLTS, 1"	EACH	48		24	24	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	48		24	24	
52200010	TEMPORARY SHEET PILING	SQ FT	660	660			
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	2418		1532	886	
54003000	CONCRETE BOX CULVERTS	CU YD	42.6	42.6			

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 4 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68884	

CONSTRUCTION CODE			
0004	0010	0010	0010
URBAN	BRIDGE	BRIDGE	BRIDGE
ROADWAY	REPLACEMENT	REPLACEMENT	REPLACEMENT
PEORIA	072-0252 (EB)	072-0253 (WB)	072-0253 (WB)
100% FEDERAL	90/10	90/10	100% FEDERAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY				
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	295		170	125	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	192		99	93	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	16	16			
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	42	42			
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	299		153	146	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	437.5	437.5			
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2			
63200310	GUARDRAIL REMOVAL	FOOT	62.5	62.5			
* 63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	2037.5	2037.5			
* 63301990	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	EACH	4	4			
* 63302000	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 2	EACH	2	2			
* 63302700	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	EACH	5	5			

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PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 8/8/2022	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	9
			CONTRACT NO. 68884	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				0004	0010	0010	0010
				URBAN	BRIDGE	BRIDGE	BRIDGE
				ROADWAY	REPLACEMENT	REPLACEMENT	REPLACEMENT
				PEORIA	072-0252 (EB)	072-0253 (WB)	072-0253 (WB)
100% FEDERAL	90/10	90/10	100% FEDERAL				
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	1026	1026			
66400305	CHAIN LINK FENCE, 6'	FOOT	500	500			
66400905	CHAIN LINK GATES, 4' X 6' SINGLE	EACH	2	2			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18			
67100100	MOBILIZATION	L SUM	1	1			
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2	2			
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1	1			
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1			
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	4549	4549			
70107007	PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	1120	1120			
70107009	PAVEMENT MARKING BLACKOUT TAPE, 9"	FOOT	1408	1408			
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	912	912			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	372	372			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	9195	9195			

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PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 8/8/2022	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68884	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				0004	0010	0010	0010
				URBAN	BRIDGE	BRIDGE	BRIDGE
				ROADWAY	REPLACEMENT	REPLACEMENT	REPLACEMENT
				PEORIA	072-0252 (EB)	072-0253 (WB)	072-0253 (WB)
100% FEDERAL	90/10	90/10	100% FEDERAL				
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	3633	3633			
70300251	TEMPORARY PAVEMENT MARKING - LINE 8" - PAINT	FOOT	371	371			
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	16399	16399			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2450	2450			
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	99	99			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1937.5	1937.5			
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4			
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2			
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	10388	10388			
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1448	1448			
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	8108	8108			
* 78011045	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	1448	1448			

*= SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 7 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	11
			CONTRACT NO. 68884	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				0004	0010	0010	0010
				URBAN	BRIDGE	BRIDGE	BRIDGE
				ROADWAY	REPLACEMENT	REPLACEMENT	REPLACEMENT
				PEORIA	072-0252 (EB)	072-0253 (WB)	072-0253 (WB)
100% FEDERAL	90/10	90/10	100% FEDERAL				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	7	7			
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	6	6			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	15	15			
X0322881	TREE TRIMMING	EACH	1	1			
X0326662	CURED-IN-PLACE PIPE LINER, 24"	FOOT	40	40			
X0326663	CURED-IN-PLACE PIPE LINER, 30"	FOOT	76	76			
X0426200	DEWATERING	L SUM	1	1			
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	254	254			
X2810228	STONE RIPRAP, CLASS B4 (SPECIAL)	TON	1096	1096			
X4420201	PAVEMENT PATCHING (SPECIAL)	SQ YD	299	299			
X5015225	PIPE CULVERT REMOVAL (SPECIAL)	FOOT	448	448			
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1724		984	740	
54390382	INSERTION CULVERT LINER 108"	FOOT	68	68			
X6050310	FILLING INLETS, SPECIAL	EACH	1	1			

*= SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 8 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	12
			CONTRACT NO. 68884	
ILLINOIS FED. AID PROJECT				

CONSTRUCTION CODE			
0004	0010	0010	0010
URBAN	BRIDGE	BRIDGE	BRIDGE
ROADWAY	REPLACEMENT	REPLACEMENT	REPLACEMENT
PEORIA	072-0252 (EB)	072-0253 (WB)	072-0253 (WB)
100% FEDERAL	90/10	90/10	100% FEDERAL

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004	0010	0010	0010
X6060097	CLASS SI CONCRETE (OUTLET), SPECIAL	CU YD	28.5	28.5			
X6062700	CONCRETE GUTTER, TYPE A (SPECIAL)	FOOT	531.5	531.5			
X6640300	CHAIN LINK FENCE REMOVAL	FOOT	500	500			
X7011801	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1	1			
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	442	442			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0016702	DETOUR SIGNING	L SUM	1	1			
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	5			5	
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	11		11		
Z0018800	DRAINAGE SYSTEM	L SUM	1		1		
Z0021400	EXPANSION JOINT (SPECIAL)	FOOT	168	168			
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2785		1471	1314	
Z0034105	MATERIAL TRANSFER DEVICE	TON	501	501			
Ø Z0076600	TRAINEES	HOUR	1500	1500			
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1500	1500			

Ø 0042

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PLOT DATE = 8/8/2022	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 9 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	13
			CONTRACT NO. 68884	
ILLINOIS FED. AID PROJECT				

I-474 PAVEMENT TABLE

LOCATION	LENGTH	DL & PL WIDTH	AVG. RAMP E WIDTH	HMA SURFACE REMOVAL - BUTT JOINT	POLY. HMA SURFACE COURSE, IL-9.5, MIX "D", N70	POLY. HMA BINDER COURSE, IL-9.5, N70	POLY. HMA BINDER COURSE, IL-19.0, N70	PAVEMENT REMOVAL	SUBBASE GRANULAR MATERIAL, TYPE A	PCC PAVEMENT 10 1/4" (JOINTED)	WELDED WIRE REINFORCEMENT	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	MATERIAL TRANSFER DEVICE		
					2"	1.5" OR 2"	VARIES		VARIES				0.08 LBS/SQ FT			
					TON	TON	TON		TON				SQ. YD.		SQ. YD.	TON
FOOT	FOOT	FOOT	SQ. YD.	TON	TON	TON	SQ. YD.	TON	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	POUND	TON		
EASTBOUND I-474																
STA. 218+50.0	TO	219+42.0	92.0	24.0	17.0	419.2	46.9							301.8	46.9	
STA. 219+42.0	TO	219+92.0	50.0	24.0	15.8	221.0	24.8	24.8						318.2	49.5	
STA. 219+92.0	TO	220+34.0	42.0	24.0	14.8	181.0	20.3	20.3						390.9	60.8	
STA. 220+34.0	TO	221+22.8	88.8	24.0	13.3	367.8	41.2	41.2	105.6					1059.2	187.9	
STA. 221+22.8	TO	221+39.5	16.7	EXPANSION JOINT												
STA. 221+39.5	TO	221+84.9	45.4	24.0	11.5			178.8	114.1	178.8						
STA. 221+84.9	TO	222+14.5		VARIES					69.9		104.2	139.8				
STA. 222+14.5	TO	224+92.4		BRIDGE												
STA. 224+92.4	TO	225+16.6		VARIES					29.4		80.9	115.1				
STA. 225+16.6	TO	225+71.2	54.6	24.0	3.8			168.7	53.8	168.7						
STA. 225+71.2	TO	225+87.9	16.7	EXPANSION JOINT												
STA. 225+87.9	TO	226+32.5	44.7	24.0	2.3	130.6	14.6	11.0						188.1	25.6	
STA. 226+32.5	TO	226+92.0	59.5	24.0	0.9	164.7	18.4							237.1	18.4	
WESTBOUND I-474																
STA. 219+90.0	TO	221+27.0	137.0	24.0		365.3	40.9							263.0	40.9	
STA. 221+27.0	TO	221+54.4	27.4	24.0		73.2	8.2	6.1						105.4	14.3	
STA. 221+54.4	TO	221+71.1	16.7	EXPANSION JOINT												
STA. 221+71.1	TO	222+35.0	63.9	24.0				170.3	68.8	170.3						
STA. 222+35.0	TO	222+59.4	24.4	24.0					32.4		65.2	116.0				
STA. 222+59.4	TO	225+37.3		BRIDGE												
STA. 225+37.3	TO	225+63.8	26.5	24.0					25.8		70.6	116.0				
STA. 225+63.8	TO	226+34.6	70.8	24.0				188.9	51.6	188.9						
STA. 226+34.6	TO	226+51.3	16.7	EXPANSION JOINT												
STA. 226+51.3	TO	227+59.3	108.0	24.0		288.0	32.3	24.2						414.7	56.4	
SUBTOTAL						2210.7	247.6	127.5	125.8	706.7	445.7	706.7	320.9	486.8	3278.4	500.9
SHOULDER TABLE						1021.6					233.6				1360.0	
JOB TOTAL						3232.0	248.0	128.0	126.0	707.0	679.0	707.0	321.0	487.0	4638.0	501.0

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 PLOT DATE: 7/26/2022
 PROJECT: I-474
 SHEET: 126 OF 15
 CONTRACT: 68884

USER NAME = \$USERS	DESIGNED -	REVISED -
PLOT SCALE = 1:100	DRAWN -	REVISED -
PLOT DATE = 7/26/2022	CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	15
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68884	

I-474 SHOULDER TABLE														
LOCATION				LENGTH	INSIDE SHLDR WIDTH	OUTSIDE SHLDR WIDTH	HMA SURFACE REMOVAL - BUTT JOINT	HMA SHOULDERS	PAVED SHOULDER REMOVAL	PCC SHOULDERS 10 1/4"	SUBBASE GRANULAR MATERIAL, TYPE A	POLY. BITUMINOUS MATERIALS (TACK COAT)	AGGREGATE SHOULDERS, TYPE B	SHOULDER RUMBLE STRIPS, 16 INCH
								VARIES			VARIES	0.08 LBS/SQ FT		
				FOOT	FOOT	FOOT	SQ. YD.	TON	SQ. YD.	SQ. YD.	TON	POUND	TON	FOOT
EASTBOUND I-474														
STA.	218+50.0	TO	219+42.0	92.0	6.0	6.0	122.7	13.7				88.3		92.0
STA.	219+42.0	TO	219+92.0	50.0	6.0	6.0	66.7	14.9				96.0		50.0
STA.	219+92.0	TO	220+34.0	42.0	6.0	6.0	56.0	18.8				121.0		42.0
STA.	220+34.0	TO	221+22.8	88.8	6.0	6.0	118.4	60.5				255.7		88.8
STA.	221+22.8	TO	221+39.5	16.7	6.0	6.0								
STA.	221+39.5	TO	221+84.9	45.4	6.0	6.0			60.5	60.5	40.1			
STA.	221+84.9	TO	222+14.5		VARIES						22.9			
STA.	222+14.5	TO	224+92.4		BRIDGE									
STA.	224+92.4	TO	225+16.6		VARIES						13.9		2.8	
STA.	225+16.6	TO	225+71.2	54.6	6.0	6.6			76.3	76.3	23.5		6.2	
STA.	225+71.2	TO	225+87.9	16.7	6.0	7.2							1.9	
STA.	225+87.9	TO	226+32.5	44.6	6.0	7.7	67.8	13.3				97.6	5.1	89.2
STA.	226+32.5	TO	226+92.0	59.5	6.0	10.0	105.8	11.8				76.2	6.8	119.0
WESTBOUND I-474														
STA.	219+90.0	TO	221+27.0	137.0	6.0	10.0	243.6	27.3				175.4		274.0
STA.	221+27.0	TO	221+54.4	27.4	6.0	10.0	48.7	9.5				70.1		54.8
STA.	221+54.4	TO	221+71.1	16.7	6.0	10.0								
STA.	221+71.1	TO	222+35.0	63.9	6.0	10.0			113.5	113.5	41.9			
STA.	222+35.0	TO	222+59.4	24.4	6.0	10.0					24.9			
STA.	222+59.4	TO	225+37.3		BRIDGE									
STA.	225+37.3	TO	225+63.8	26.5	6.0	10.0					14.9			
STA.	225+63.8	TO	226+34.6	70.8	6.0	10.0			125.9	125.9	30.1			
STA.	226+34.6	TO	226+51.3	16.7	6.0	10.0								
STA.	226+51.3	TO	227+59.3	108.0	6.0	10.0	192.0	37.6				276.5		216.0
SUBTOTAL							1021.6	207.6	376.3	376.3	212.2	1256.8	22.7	1025.8
IL 116 STAGING TABLES								42.0			21.3	103.2		
JOB TOTAL							SEE PVT TABLE	250.0	376.0	376.0	SEE PVT TABLE	23.0	1026.0	

EXPANSION JOINT														
LOCATION				LENGTH	DL & PL WIDTH	AVG. RAMP E WIDTH	INSIDE SHLDR WIDTH	OUTSIDE SHLDR WIDTH	PAVEMENT PATCHING (SPECIAL)	EXPANSION JOINT (SPECIAL)	PIPE UNDERDRAINS 4" (SPECIAL)	CONCRETE HEADWALLS FOR PIPE DRAINS		
													FOOT	FOOT
EASTBOUND I-474														
STA.	221+22.8	TO	221+39.5	16.7	24.0	12.1	6.0	6.0	85.4	48.1	12.1	2.0		
STA.	225+71.2	TO	225+87.9	16.7	24.0	3.1	6.0	7.2	71.6	40.3	6.5	2.0		
NORTH BRIDGE APPROACH													2.0	
SOUTH BRIDGE APPROACH													2.0	
WESTBOUND I-474														
STA.	221+54.4	TO	221+71.1	16.7	24.0		6.0	10.0	71.1	40.0	9.0	2.0		
STA.	226+34.6	TO	226+51.3	16.7	24.0		6.0	10.0	71.1	40.0	14.0	2.0		
NORTH BRIDGE APPROACH													2.0	
SOUTH BRIDGE APPROACH													2.0	
SUBTOTAL									299.3	168.4	41.6	16.0		
JOB TOTAL									299.0	168.0	42.0	16.0		

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PLOT SCALE = 1:100	CHECKED -	REVISED -
PLOT DATE = 7/26/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES			
SCALE:	SHEET 2	OF 6	SHEETS
STA.		TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	16
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

IL 116 PLAN						
LOCATION			GUTTER REMOVAL	CONCRETE GUTTER, TYPE A (SPECIAL)	CLASS SI CONCRETE (OUTLET), SPECIAL	
					INLET	OUTLET
			FOOT	FOOT	CU. YD.	CU. YD.
IL 116						
LT	STA	18+52.8 TO 21+22.6	236.0	271.5		
LT	STA	21+22.6 TO 21+94.6	12.0		1.2	14.6
RT	STA	18+65.5 TO 21+25.0	260.0	260.0		
SUBTOTAL			508.0	531.5	1.2	14.6
IL 116 STAGING TABLE			192.0			12.7
TOTAL			700.0	531.5	28.5	

FENCE TABLE			
LOCATION	CHAIN LINK FENCE REMOVAL	CHAIN LINK FENCE, 6'	CHAIN LINK GATES, 4'x6' SINGLE
	FOOT	FOOT	EACH
JOBSITE	500.0	500.0	2.0
TOTAL	500.0	500.0	2.0

DRAINAGE TABLE						
LOCATION	FILLING INLETS, SPECIAL	PIPE CULVERT REMOVAL (SPECIAL)	EXPLORATION TRENCH, SPECIAL	CURED-IN-PLACE PIPE LINER, 24"	DEWATERING	CURED-IN-PLACE PIPE LINER, 30"
	EACH	FOOT	FOOT	FOOT	L. SUM	FOOT
I-474						
MEDIAN STA. 222+00				20.0		
WB LT. STA. 225+89	1.0	12.0				
LOCATION 1		182.0				
LOCATION 2		174.0	174.0			
LOCATION 5		80.0	80.0			
IL 116						
STA. 17+89					1.0	76.0
STA. 21+44.8				20		
TOTAL	1.0	448.0	254.0	40.0	1.0	76.0

SEE DRAINAGE SHEET FOR LOCATIONS

STONE RIPRAP TABLE			
LOCATION	FILTER FABRIC	STONE RIPRAP, CLASS B4	STONE RIPRAP, CLASS B4 (SPECIAL)
	SQ. YD.	TON	TON
LOCATION 1	463.4		463.4
LOCATION 3	91.8		61.2
LOCATION 4	964.2	71.3	571.5
LOCATION 6	116.9	77.9	
WB I-474 STA. 225+89	8.0	5.3	
SUBTOTAL	1644.3	154.6	1096.1
BRIDGE BILL OF MATERIALS			
JOB TOTAL	1644.0	155.0	1096.0

EROSION CONTROL TABLE													
LOCATION	AREA	SEEDING, CLASS 3	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 3A	TEMPORARY DITCH CHECKS		PERIMETER EROSION BARRIER	INLET AND PIPE PROTECT	TREE REMOVAL, ACRES	TREE TRIMMING	
	SQ. FT.	ACRE	POUND	POUND	POUND	ACRE	# of Ditch Checks	FOOT	FOOT	EACH	ACRE	EACH	
JOBSITE													
North Median	11078.6	0.25	22.89	22.89	22.89	0.25				1.0			
South Median	5511	0.13	11.39	11.39	11.39	0.13							
NW Quad	31900	0.73	65.91	65.91	65.91	0.73			350.0	1.0	0.74		
NE Quad	8832.5	0.20	18.25	18.25	18.25	0.20	1.0	20.0	53.0	1.0	0.07		
SW Quad										1.0			
IL 116													
RT. STA. 13+55 TO STA. 19+25												1.0	
SUBTOTAL			1.32	118.4	118.4	118.4	1.32		20.0	403.0	4.0	0.81	1.0
PROJECT TOTAL			1.25	112.5	112.5	112.5	1.25		20.0	403.0	4.0	0.75	1.0

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PLOT DATE = 7/26/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
	3	6	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	17
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

I-474 GUARDRAIL TABLE										
LOCATION		LON STA.	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 5	GUARDRAIL AGGREGATE EROSION CONTROL
			FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	TON
EASTBOUND I-474										
DL STA	216+03.5 TO 216+53.5	216+21.6			537.5		1.0			67.4
DL STA	216+53.5 TO 221+78.5					1.0				
DL STA	221+78.5 TO 222+16.0									
PL STA	218+77.0 TO 219+27.0	218+99.3			262.5		1.0			66.3
PL STA	219+27.0 TO 222+02.0					1.0				
PL STA	222+02.0 TO 222+39.5									
WESTBOUND I-474										
PL STA	219+80.8 TO 219+93.3	219+85.0			250.0			1.0		20.4
PL STA	219+93.3 TO 222+43.3					1.0				
PL STA	222+43.3 TO 222+80.2					1.0				
PL STA	225+09.4 TO 225+46.3	228+87.4		50.0	262.5					26.0
PL STA	225+46.3 TO 228+08.8									
PL STA	228+08.8 TO 228+58.8						1.0			
DL STA	219+75.3 TO 219+87.8	219+79.3		37.5	275.0			1.0		24.7
DL STA	219+87.8 TO 222+62.8								1.0	
DL STA	222+62.8 TO 222+99.7			37.5						
DL STA	225+29.0 TO 225+65.9	230+77.3		25.0	450.0		1.0			61.9
DL STA	225+65.9 TO 230+15.9									
DL STA	230+15.9 TO 230+65.9						1.0			
SUB-TOTAL			37.5	112.5	2037.5	5.0	4.0	2.0	1.0	266.7
IL 116 GUARDRAIL TABLE			25.0	325.0						175.7
JOB TOTAL			62.5	437.5	2037.5	5.0	4.0	2.0	1.0	442.0

IL 116 GUARDRAIL								
LOCATION		LON STA.	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	GUARDRAIL AGGREGATE EROSION CONTROL
			FOOT	FOOT	EACH	EACH	EACH	TON
IL 116 (PLANK RD)								
LT STA	17+94.0 TO 18+43.9	18+17.3			1.0	1.0		104.9
LT STA	18+43.9 TO 21+68.9			325.0			6.0	11.7
LT STA	21+68.9 TO 22+19.0	22+01.0			1.0	1.0		59.1
LT STA	21+22.6 TO 22+00.0		25.0					
IL 116 (PLANK RD) SUBTOTAL			25.0	325.0	2.0	2.0	6.0	175.7
TOTAL			SEE I-474 GUARDRAIL TABLE		2.0	2.0	6.0	SEE I-474 GUARDRAIL TABLE

JOBSITE SCHEDULE				
LOCATION	MOBILIZATION	ENGINEER'S FIELD OFFICE, TYPE A	CHANGEABLE MESSAGE SIGN*	CONSTRUCTION LAYOUT
	LSUM	CAL MO	CAL DAY	LSUM
JOBSITE	1.0	18.0	912.0	1.0
TOTAL	1.0	18.0	912.0	1.0
* 2 BOARDS FOR I-474 7 DAYS IN ADVANCE OF CONSTRUCTION FOR 2 SEASONS				
2 BOARDS FOR IL 116 FOR ENTIRE PROJECT				

TRAFFIC CONTROL STANDARDS					
LOCATION	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	DETOUR SIGNING
	EACH	LSUM	EACH	LSUM	LSUM
I-474 EASTBOUND	1.0	0.5	1.0		
I-474 WESTBOUND	1.0	0.5			
IL 116				1.0	1.0
TOTAL	2.0	1.0	1.0	1.0	1.0

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES			
SCALE:	SHEET 4	OF 6 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	18
			CONTRACT NO. 68884	
		ILLINOIS	FED. AID PROJECT	

I-474 STAGING PAVEMENT MARKINGS								
LOCATION	PAVEMENT MARKING BLACKOUT TAPE, 5"		PAVEMENT MARKING BLACKOUT TAPE, 7"	PAVEMENT MARKING BLACKOUT TAPE, 9"	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	
	EDGE LINE		CENTER LINE	FOOT	FOOT	FOOT	SQ. FT.	
	FOOT		FOOT					
EASTBOUND I-474								
STAGE I								
Approach Taper Ramp			320.0		1300.0		620.0	
STA	214+78.0	TO 229+88.0	888.0		1133.0	432.0	993.8	
						2588.0	1232.7	
STAGE II								
TC Weave Ramp			200.0		1760.0		703.3	
STA	216+18.0	TO 228+07.0	1154.0	50.0	275.0	434.0	368.4	
						2253.0	1261.0	
STAGE III								
STA	218+50.0	TO 221+22.8				88.0	29.3	
STA	221+22.8	TO 225+87.9				72.0	24.0	
STA	225+87.9	TO 226+92.0				40.0	13.3	
WESTBOUND I-474								
STAGE I								
Approach Taper			320.0		1300.0		620.0	
STA	217+49.0	TO 230+88.0	1339.0			2437.0	1370.3	
STAGE II								
TC Weave			200.0		1760.0		703.3	
STA	217+89.0	TO 229+57.0	1168.0			2135.0	1198.3	
STAGE III								
STA	219+90.0	TO 221+54.4				56.0	18.7	
STA	221+54.4	TO 226+51.3				76.0	25.3	
STA	226+51.3	TO 227+59.3				40.0	13.3	
SUBTOTAL			4549.0	1120.0	1408.0	16399.0	372.0	9195.1
TOTAL			4549.0	1120.0	1408.0	16399.0	372.0	9195.0

I-474 STAGING				
LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3
	FOOT	FOOT	EACH	EACH
EASTBOUND I-474				
STAGE I				
STA	216+67.5 TO 216+98.0		1.0	
STA	216+98.0 TO 227+35.0	1037.5		
STAGE II				
STA	216+67.5 TO 216+97.5			1.0
STA	216+97.5 TO 227+10.0	1012.5		
WESTBOUND I-474				
STAGE I				
STA	219+90.0 TO 229+39.4	950.0		
STA	229+39.4 TO 229+70.3		1.0	
STAGE II				
STA	219+90.0 TO 229+14.5	925.0		
STA	229+14.5 TO 229+46.9			1.0
SUBTOTAL		1987.5	1937.5	2.0
IL 116 STAGING TOTALS		462.5		
TOTAL		2450.0	1937.5	2.0

IL 116 TRAFFIC CONTROL			
LOCATION	TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
	FOOT	EACH	EACH
LT. IL 116			
STA	18+53.8 TO 18+80.6		1.0
STA	18+80.6 TO 21+43.1	262.5	57.0
STA	21+43.1 TO 21+69.8		1.0
RT. IL 116			
STA	18+93.5 TO 19+20.3		1.0
STA	19+20.3 TO 21+20.3	200.0	42.0
STA	21+20.3 TO 21+47.0		1.0
SUBTOTAL		462.5	99.0
TOTAL		SEE I-474 STAGING	99.0

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	19
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

IL 116 STAGING									
LOCATION	EARTH EX.	SUBBASE GRANULAR MATERIAL, TYPE A	HMA SHOULDERS	INCIDENTAL HMA SURFACING	BITUMINOUS MATERIALS (PRIME COAT)	POLY. BITUMINOUS MATERIALS (TACK COAT)	GUTTER REMOVAL	CLASS SI CONCRETE (OUTLET), SPECIAL	
		4"	8"		0.25 LBS/SQ. FT.	0.08 LBS/SQ. FT.			
		CU. YD.	TON		TON	POUND		POUND	FOOT
LT. IL 116									
STA. 16+58.0	TO 17+18.0						60.0	12.7	
STA. 18+52.8	TO 19+05.6	2.3		7.5	23.6	19.4			
STA. 20+50.4	TO 21+82.5	22.7	21.3	42.0	210.9	67.5	132.0		
RT. IL 116									
STA. 18+92.5	TO 19+28.4			3.8		16.3			
SUBTOTAL		25.0	21.3	42.0	11.3	234.5	103.2	192.0	12.7
TOTAL		25.0	SEE SHLDR TABLE		11.0	235.0	SEE SHLDR TABLE	SEE IL 116 PLAN TABLE	

PAVEMENT MARKINGS											
LOCATION	MODIFIED URETHANE PAVEMENT MARKING LINE - 6"				GROOVING FOR RECESSED PAVEMENT MARKING 7"	MODIFIED URETHANE PAVEMENT MARKING LINE - 8"		GROOVING FOR RECESSED PAVEMENT MARKING 9"	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
	WHITE SOLID	YELLOW SOLID	WHITE SKIP	YELLOW SKIP		WHITE SKIP	WHITE SOLID				
	FOOT	FOOT	FOOT	FOOT		FOOT	FOOT				
EASTBOUND I-474											
STA. 191+20.0	TO 212+00.0			520.0							
STA. 212+00.0	TO 213+11.5	111.5	111.5	30.0							
STA. 213+11.5	TO 219+42.2	630.7	630.7	160.0			1262.0	1262.0			
STA. 219+42.2	TO 222+14.5	272.3	272.3	70.0			69.0	69.0	3.0	5.0	
STA. 222+14.5	TO 224+92.4	277.9	277.9	70.0			69.0	69.0			
STA. 224+92.4	TO 226+84.3	191.9	191.9	50.0			48.0	48.0			
STA. 226+84.3	TO 227+35.0	50.7	50.7	10.0					1.0	3.0	
STA. 227+35.0	TO 230+00.0	265.0	265.0	60.0							
WESTBOUND I-474											
STA. 217+49.0	TO 219+90.0	241.0	241.0	60.0							
STA. 219+90.0	TO 222+59.4	269.4	269.4	70.0					2.0	4.0	
STA. 222+59.4	TO 225+37.3	277.9	277.9	70.0							
STA. 225+37.3	TO 230+88.0	550.7	550.7	140.0					1.0	3.0	
STA. 230+88.0	TO 251+68.0			520.0							
IL 116											
STA. 16+00.0	TO 23+00.0	1400.0	700.0		180.0						
SUBTOTAL		4539.0	3839.0	1830.0	180.0	8108.0	186.0	1262.0	1448.0	7.0	15.0
TOTAL		10388.0			8108.0	1448.0		1448.0	7.0	15.0	

TEMPORARY PAVEMENT MARKINGS							
LOCATION	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT				TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT		
	WHITE SOLID	YELLOW SOLID	WHITE SKIP	YELLOW SKIP	WHITE SKIP	WHITE SOLID	
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	
EASTBOUND I-474							
STA. 218+50.0	TO 219+42.2	92.2	92.2	20.0		185.0	
STA. 219+42.2	TO 222+14.5	272.3	272.3	70.0		69.0	
STA. 222+14.5	TO 224+92.4	277.9	277.9	70.0		69.0	
STA. 224+92.4	TO 226+84.3	191.9	191.9	50.0		48.0	
STA. 226+84.3	TO 226+92.0	7.7	7.7	0.0			
WESTBOUND I-474							
STA. 219+90.0	TO 222+59.4	269.4	269.4	70.0			
STA. 222+59.4	TO 225+37.3	277.9	277.9	70.0			
STA. 225+37.3	TO 227+59.3	222.0	222.0	60.0			
SUBTOTAL		1611.3	1611.3	410.0	0.0	186.0	185.0
TOTAL		3633.0			371.0		

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET 6	OF 6	SHEETS
	STA.	TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	20
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

WEST PEORIA



PEORIA

TO DOWNTOWN PEORIA

W. FARMINGTON RD.

MAXWELL CONN.

N. KICKAPOO CREEK RD.

IL 116

W. PLANK RD.

BELLEVUE

I-474

W. PLANK RD.

W. HARMON HWY

PROJECT LOCATION

EB I-474 (EXIST. SN 072-0121, PROP. SN 072-0252)
WB I-474 (EXIST. SN 072-0122, PROP. SN 072-0253)

AIRPORT RD.

GEN. WAYNE A. DOWNING
PEORIA INT'L AIRPORT

AIRPORT RD.

I-474

SW ADAMS ST

W. SMITHVILLE RD.

BARTONVILLE

MCKINLEY ST.

I-474

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

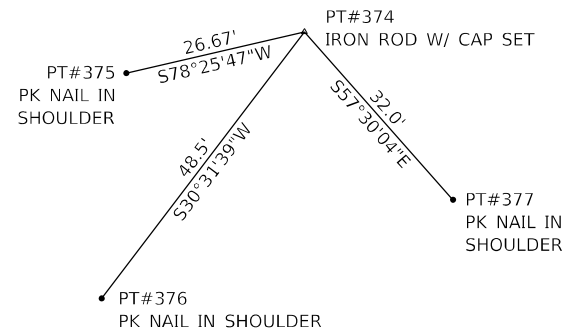
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SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

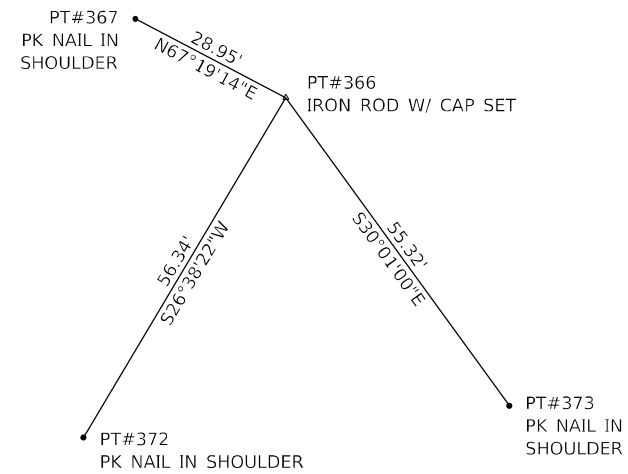
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474	(72-3HB-2)BR	PEORIA	126	21
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



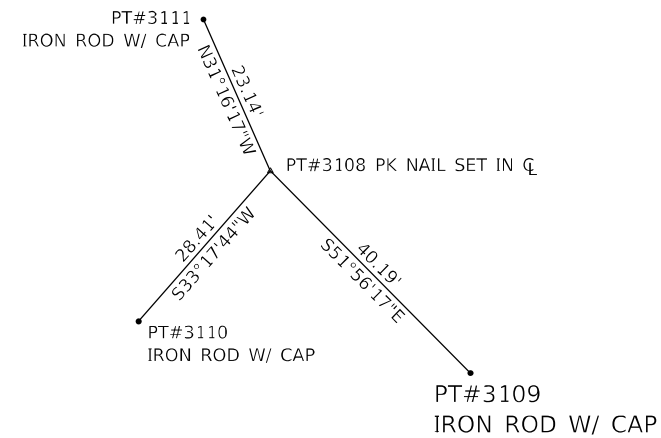
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PT# 374 (STA. 233+25)



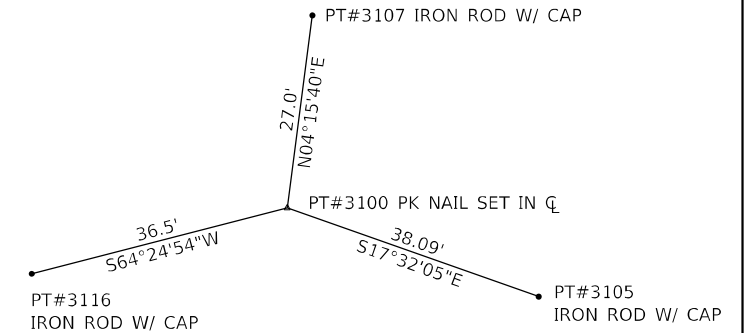
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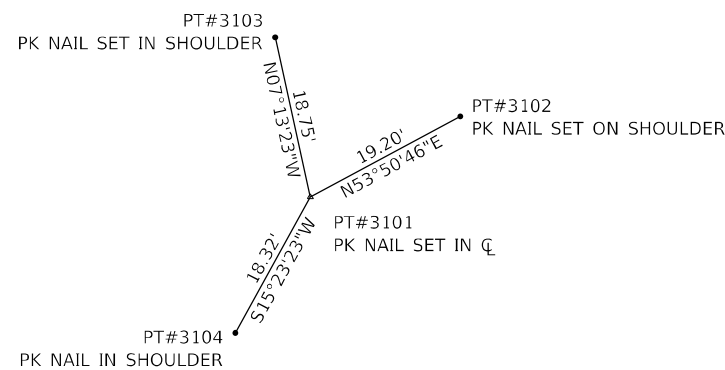
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PT# 3108 (STA. 12+50.61)



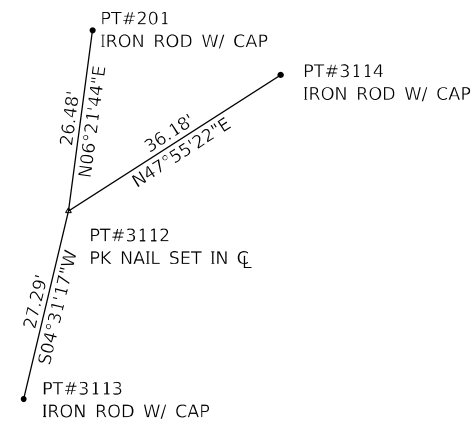
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PT# 3100 (STA. 18+00)



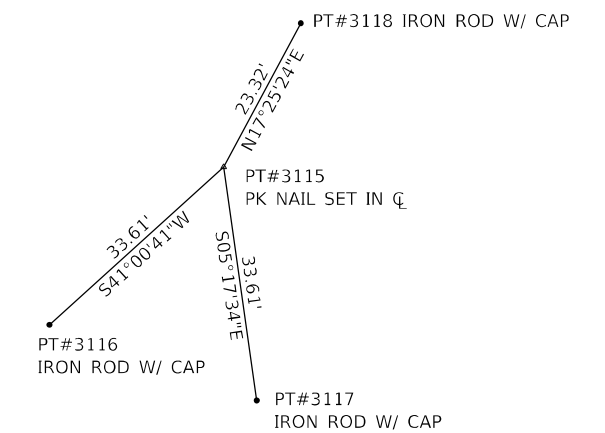
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PT# 3101 (STA. 20+00)



CONTROL POINT AND TIES ALONG PLANK RD. (IL 116)
PT# 3112 (STA. 22+00)



CONTROL POINT AND TIES ALONG PLANK RD. (IL 116)
PT# 3115 (STA. 26+88.98)



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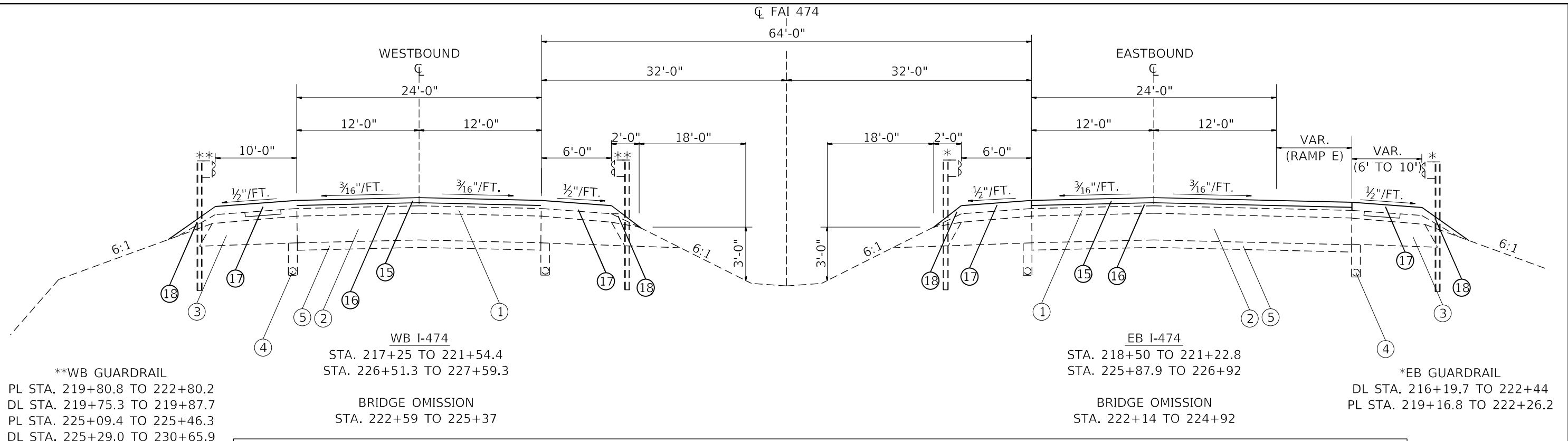
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTROL POINTS AND TIES

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	22
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



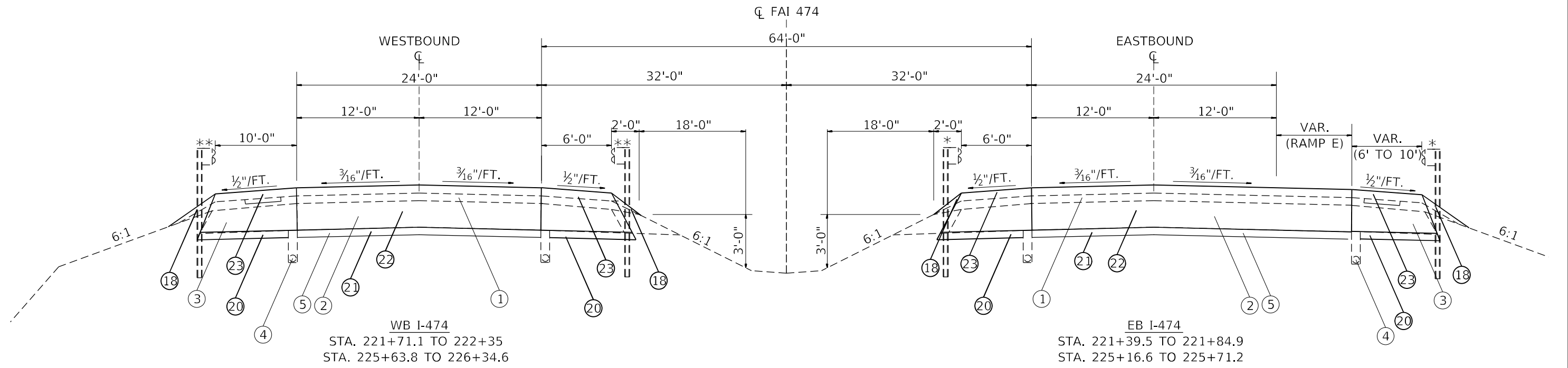
**WB GUARDRAIL
 PL STA. 219+80.8 TO 222+80.2
 DL STA. 219+75.3 TO 219+87.7
 PL STA. 225+09.4 TO 225+46.3
 DL STA. 225+29.0 TO 230+65.9

WB I-474
 STA. 217+25 TO 221+54.4
 STA. 226+51.3 TO 227+59.3
 BRIDGE OMISSION
 STA. 222+59 TO 225+37

EB I-474
 STA. 218+50 TO 221+22.8
 STA. 225+87.9 TO 226+92
 BRIDGE OMISSION
 STA. 222+14 TO 224+92

*EB GUARDRAIL
 DL STA. 216+19.7 TO 222+44
 PL STA. 219+16.8 TO 222+26.2

EXISTING ITEMS		LEGEND		PROPOSED ITEMS	
①	EXIST. BIT. OVERLAY, VARIES 3" - 5"	⑮	HMA SURFACE, 2"	⑲	REMOVE AND REPLACE STEEL PLATE BEAM GUARDRAIL
②	EXIST. CONT. REINF. PCC PAVEMENT, 8" STA. 216+00 TO 223+71.15	⑯	HMA BINDER, VARIES	⑳	SUB-BASE GRANULAR MATERIAL, TYPE C, VARIES
③	EXIST. STABILIZED SHOULDERS (BAM), 8"	⑰	HMA SHOULDER, VARIES	㉑	SUB-BASE GRANULAR MATERIAL, TYPE A, VARIES
④	EXIST. PIPE UNDERDRAIN, 6"	⑱	AGGREGATE SHOULDER, TY B OR GUARDRAIL AGGREGATE	㉒	PCC PAVEMENT 10 1/4" (JOINTED)
⑤	EXIST. STABILIZED SUB BASE (BAM), 4"	㉓	PCC SHOULDERS 10 1/4"		



WB I-474
 STA. 221+71.1 TO 222+35
 STA. 225+63.8 TO 226+34.6

EB I-474
 STA. 221+39.5 TO 221+84.9
 STA. 225+16.6 TO 225+71.2

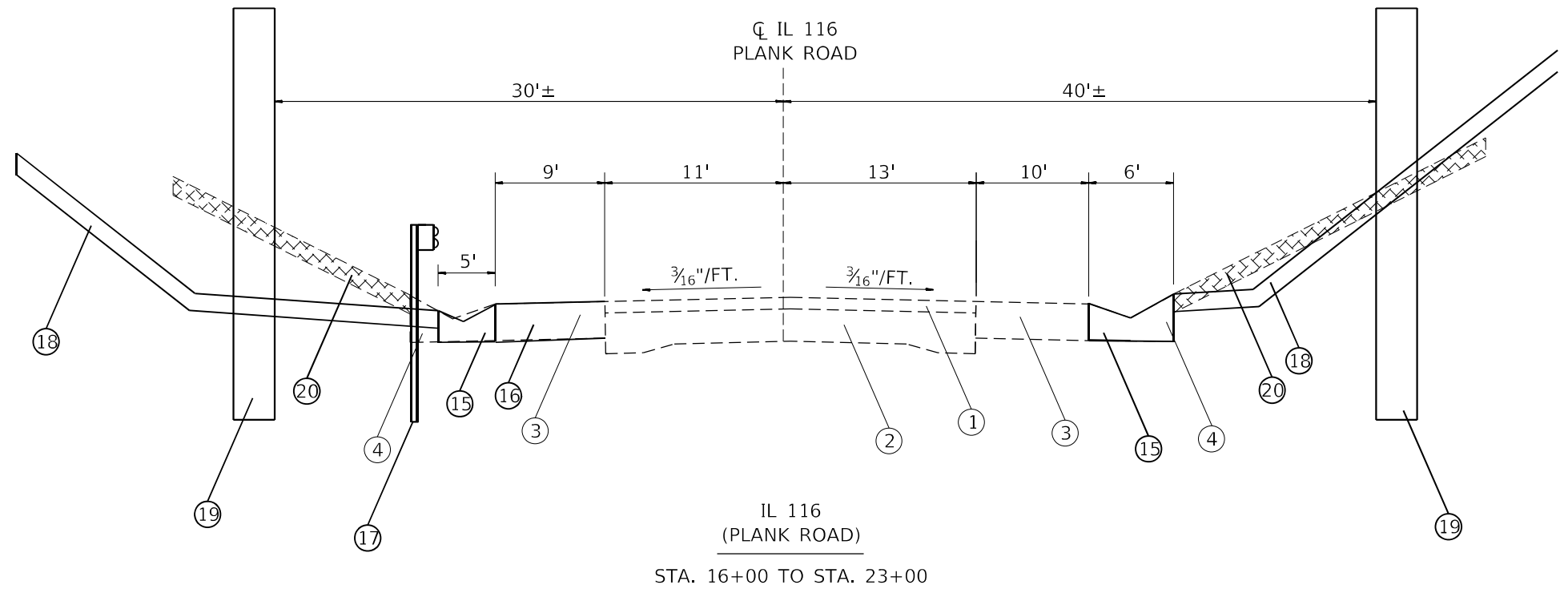
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	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS		
SCALE:	SHEET 1 OF 2 SHEETS	STA. TO STA.

F.A.I. RTE. 474	SECTION (72-3HB-2)BR	COUNTY PEORIA	TOTAL SHEETS 126	SHEET NO. 23
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

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IL 116
(PLANK ROAD)
STA. 16+00 TO STA. 23+00

LEGEND	
<u>EXISTING ITEMS</u>	
①	EXIST. BIT. OVERLAY
②	EXIST. PORTLAND CEMENT CONCRETE PAVEMENT
③	EXIST. BIT. SHOULDER, 8"
④	EXIST. TYPE A GUTTER
<u>PROPOSED ITEMS</u>	
⑮	CONC. GUTTER, TYPE A (SPECIAL)
⑯	HMA SHOULDER, 8"
⑰	STEEL PLATE BEAM GUARDRAIL
⑱	SLOPE WALL
⑲	BRIDGE PIER
⑳	SLOPE WALL REMOVAL

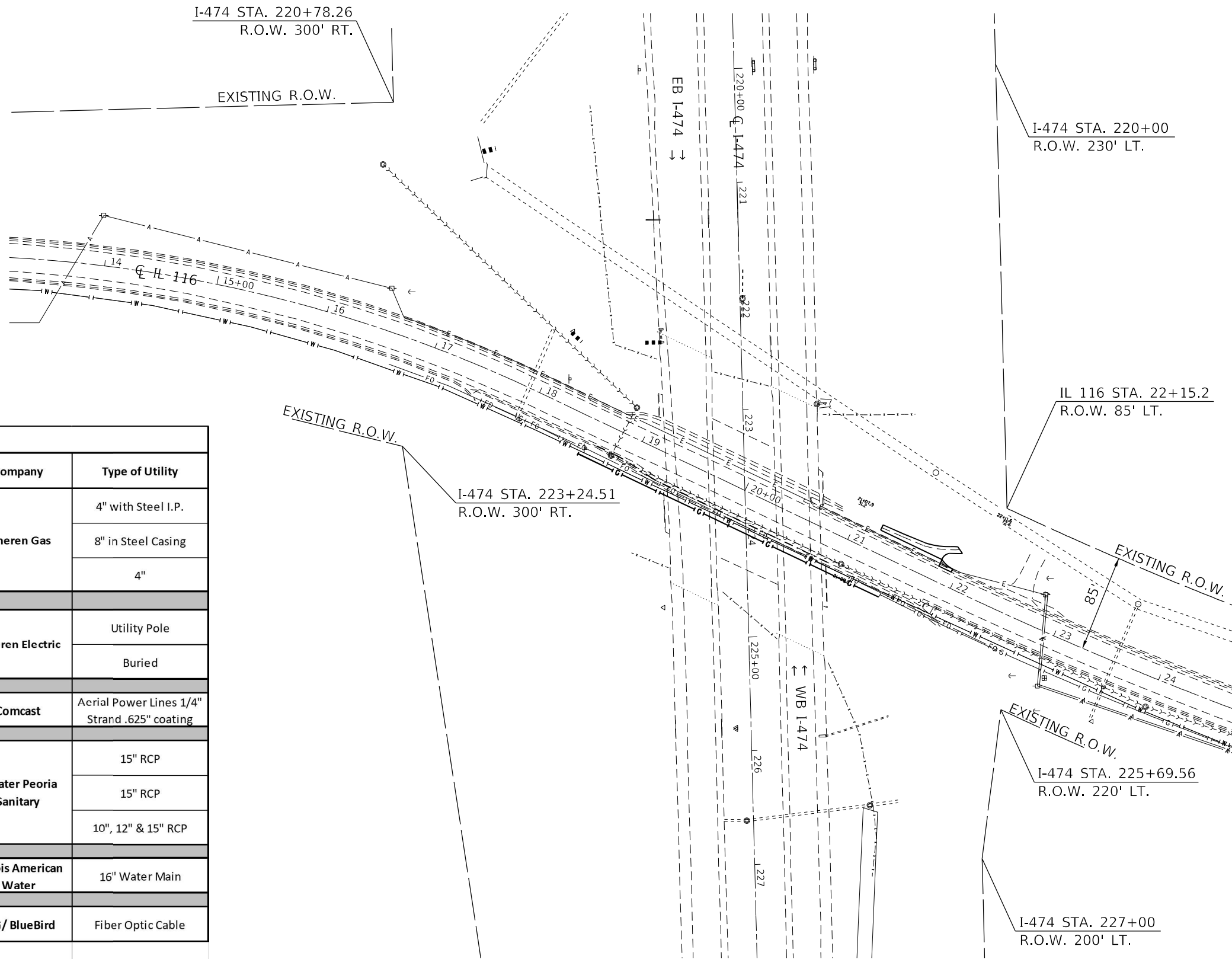
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS			
SCALE:	SHEET 2	OF 2 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	24
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68884	



IL 116 (Plank Road) at I-474

Location(s)	Offsets from centerline of IL 116	Min. Depth	Company	Type of Utility
Sta. 17+50 to Sta. 18+50	27' 6" south	3'-6"	Ameren Gas	4" with Steel I.P.
Sta. 18+50 to Sta. 21+43 (293' under structures)	34' south	4'-6"		8" in Steel Casing
Sta. 21+43 to Project Limit	32' south	36"-?		4"
Sta. 16+50, Sta. 22+85, Sta. 23+00	30', 36' north & 46' south	Aerial	Ameren Electric	Utility Pole
Sta. 16+50 to Sta. 22+85	16' north	36"		Buried
Located on Ameren electric poles listed above		NA	Comcast	Aerial Power Lines 1/4" Strand .625" coating
Sta. 16+00 to Sta. 18+75	25' to 130' north	21'	Greater Peoria Sanitary	15" RCP
Sta. 18+75	Crosses IL 116	21'		15" RCP
Sta. 18+75 to Project limit	22' +/- south	10'		10", 12" & 15" RCP
Project limit to Project limit	30' +/- south	36"	Illinois American Water	16" Water Main
Project limit to Project limit	25' to 35' south	30"	PEG/ BlueBird	Fiber Optic Cable

*All stationing, offsets and depths approximate



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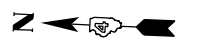
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING R.O.W. & UTILITIES

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	25
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



LEGEND

- HMA SURF. REMOVAL - BUTT JOINT (SEE PAVEMENT TAPER DETAILS SHEETS)
- PAVEMENT & SHOULDER REMOVAL
- PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB

NOTES:

- SEE GUARDRAIL SHEETS FOR PROPOSED GUARDRAIL ITEMS
- SEE DRAINAGE SHEETS FOR DRAINAGE RELATED ITEMS

DATE	
BY	
PLAN	
NO.	
NO.	
NO.	
NO.	

DATE	
BY	
PROFILE	
NO.	
NO.	
NO.	
NO.	

STA. 222+14.5 TO STA. 224+92.4
PROPOSED STRUCTURE SN 072-0252
(SEE STRUCTURE PLANS)

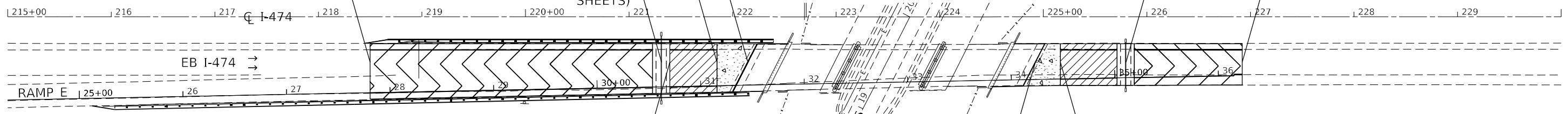
STA. 221+84.9 TO STA. 222+14.5
PAVEMENT CONNECTOR (PCC) FOR
BRIDGE APPROACH SLAB = 139.8 SQ. YD.
SUBBASE GRANULAR MATERIAL, TYPE A = 92.8 TONS

STA. 221+22.8 TO STA. 221+39.5
EXPANSION JOINT
(SEE EXPANSION JOINT DETAIL SHEETS)

STA. 225+71.2 TO STA. 225+87.9
EXPANSION JOINT
(SEE EXPANSION JOINT DETAIL SHEETS)

STA. 226+92.0
EASTBOUND PROJECT LIMIT

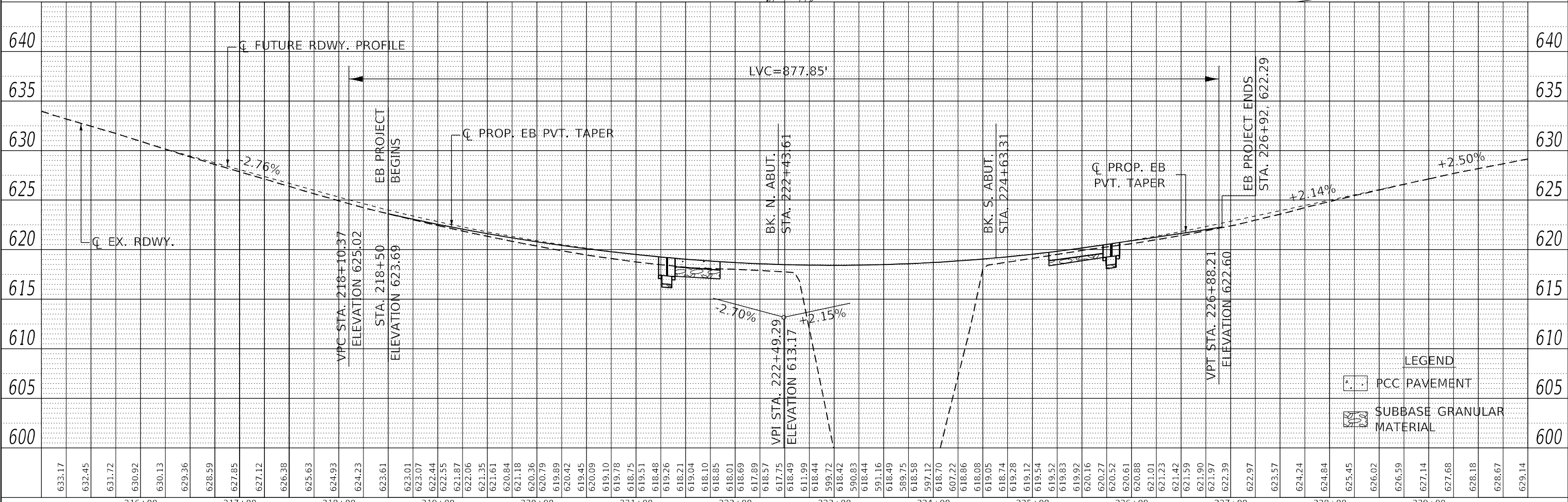
STA. 218+50.0
EASTBOUND PROJECT LIMIT



STA. 221+39.5 TO STA. 221+84.9
PAVEMENT REMOVAL = 178.8 SQ. YD.
PAVED SHOULDER REMOVAL = 60.5 SQ. YD.
PCC PAVEMENT 10 1/4" (JOINTED) = 178.8 SQ. YD.
SUBBASE GRANULAR MATERIAL, TYPE A = 154.2 TONS
PCC SHOULDERS 10 1/4" = 60.5 SQ. YD.

STA. 224+92.4 TO STA. 225+16.6
PAVEMENT CONNECTOR (PCC) FOR BRIDGE
APPROACH SLAB = 115.1 SQ. YD.
SUB. GRAN. MATERIAL, TYPE A = 43.3 TONS

STA. 225+16.6 TO STA. 225+71.2
PAVEMENT REMOVAL = 168.7 SQ. YD.
PAVED SHOULDER REMOVAL = 76.3 SQ. YD.
PCC PAVEMENT 10 1/4" (JOINTED) = 168.7 SQ. YD.
SUBBASE GRANULAR MATERIAL, TYPE A = 77.3 TONS
PCC SHOULDERS 10 1/4" = 76.3 SQ. YD.



LEGEND

- PCC PAVEMENT
- SUBBASE GRANULAR MATERIAL

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EASTBOUND I-474
PLAN AND PROFILE**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	26
CONTRACT NO. 68884				
ILLINOIS		FED. AID PROJECT		

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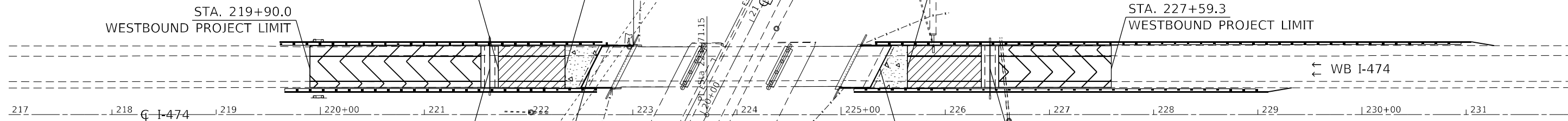
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	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	

STA. 221+71.1 TO STA. 222+35.0
 PAVEMENT REMOVAL = 170.3 SQ. YD.
 PAVED SHOULDER REMOVAL = 113.5 SQ. YD.
 PCC PAVEMENT 10 1/4" (JOINTED) = 170.3 SQ. YD.
 SUBBASE GRANULAR MATERIAL, TYPE A = 110.7 TONS
 PCC SHOULDERS 10 1/4" = 113.5 SQ. YD.

STA. 222+35.0 TO STA. 222+59.4
 PAVEMENT CONNECTOR (PCC) FOR
 BRIDGE APPROACH SLAB = 116.0 SQ. YD.
 SUB. GRAN. MATERIAL, TYPE A = 57.3 TONS

STA. 225+63.8 TO STA. 226+34.6
 PAVEMENT REMOVAL = 188.9 SQ. YD.
 PAVED SHOULDER REMOVAL = 125.9 SQ. YD.
 PCC PAVEMENT 10 1/4" (JOINTED) = 188.9 SQ. YD.
 SUBBASE GRANULAR MATERIAL, TYPE A = 81.7 TONS
 PCC SHOULDERS 10 1/4" = 125.9 SQ. YD.

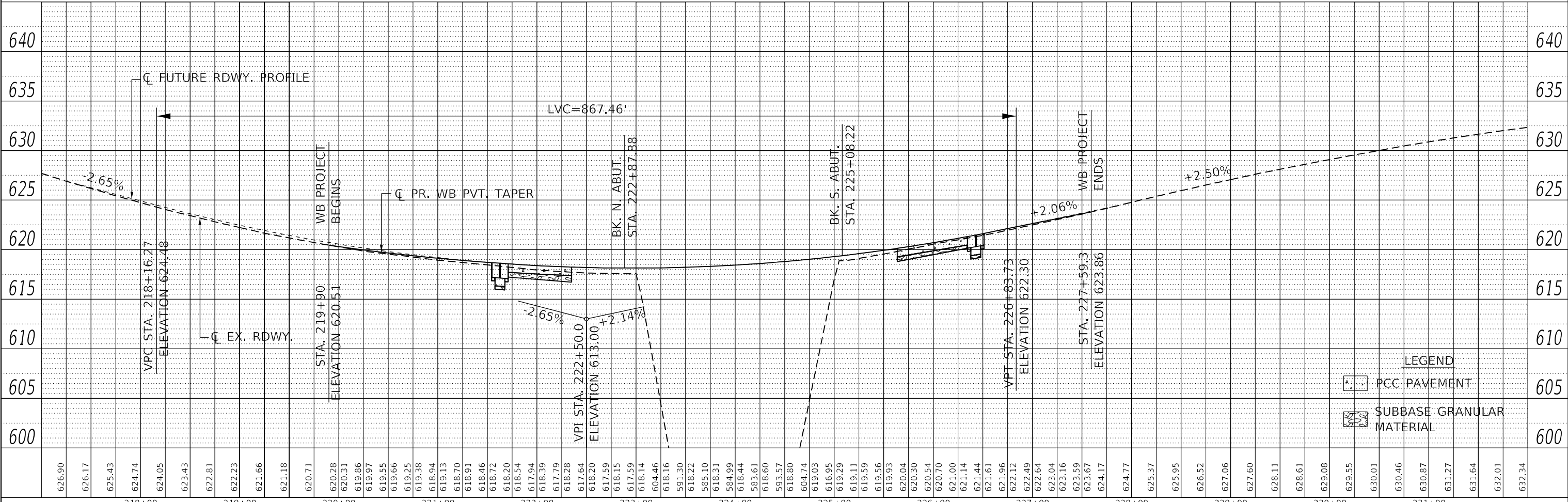


LEGEND

- HMA SURF. REMOVAL - BUTT JOINT (SEE PAVEMENT TAPER DETAILS SHEETS)
- PAVEMENT & SHOULDER REMOVAL
- PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB

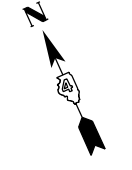
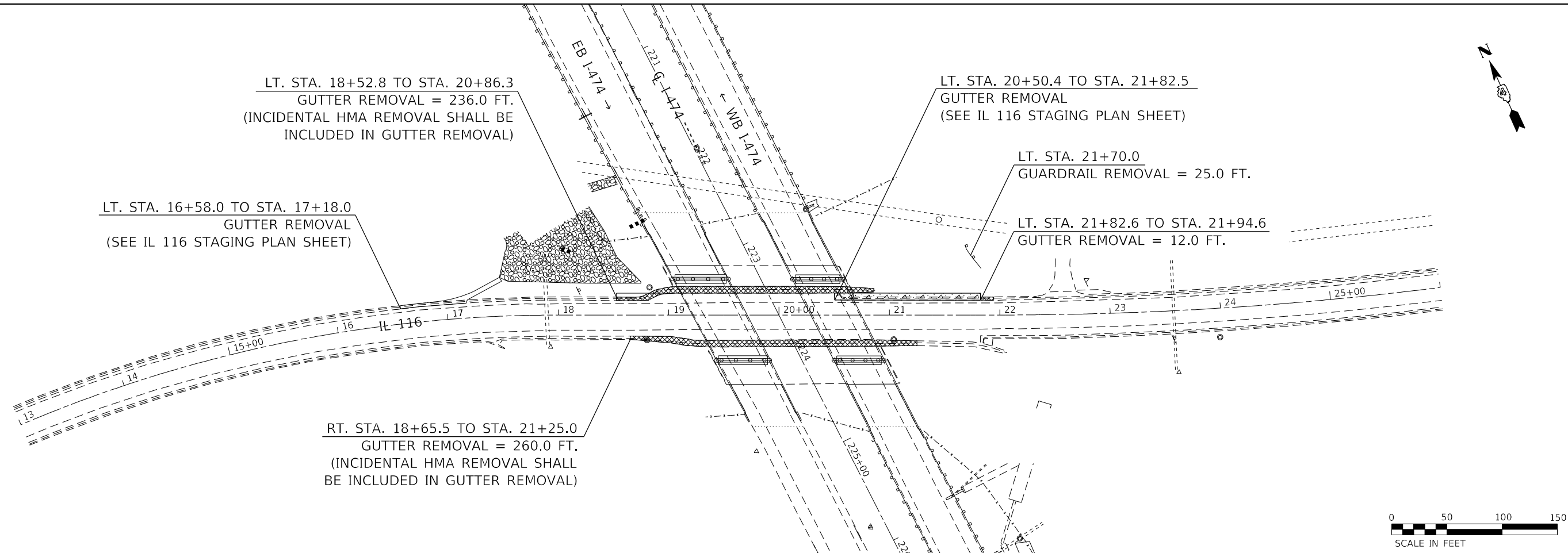
NOTES:

- SEE GUARDRAIL SHEETS FOR PROPOSED GUARDRAIL ITEMS
- SEE DRAINAGE SHEETS FOR DRAINAGE RELATED ITEMS

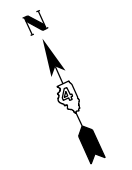
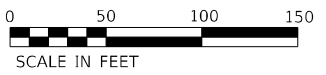
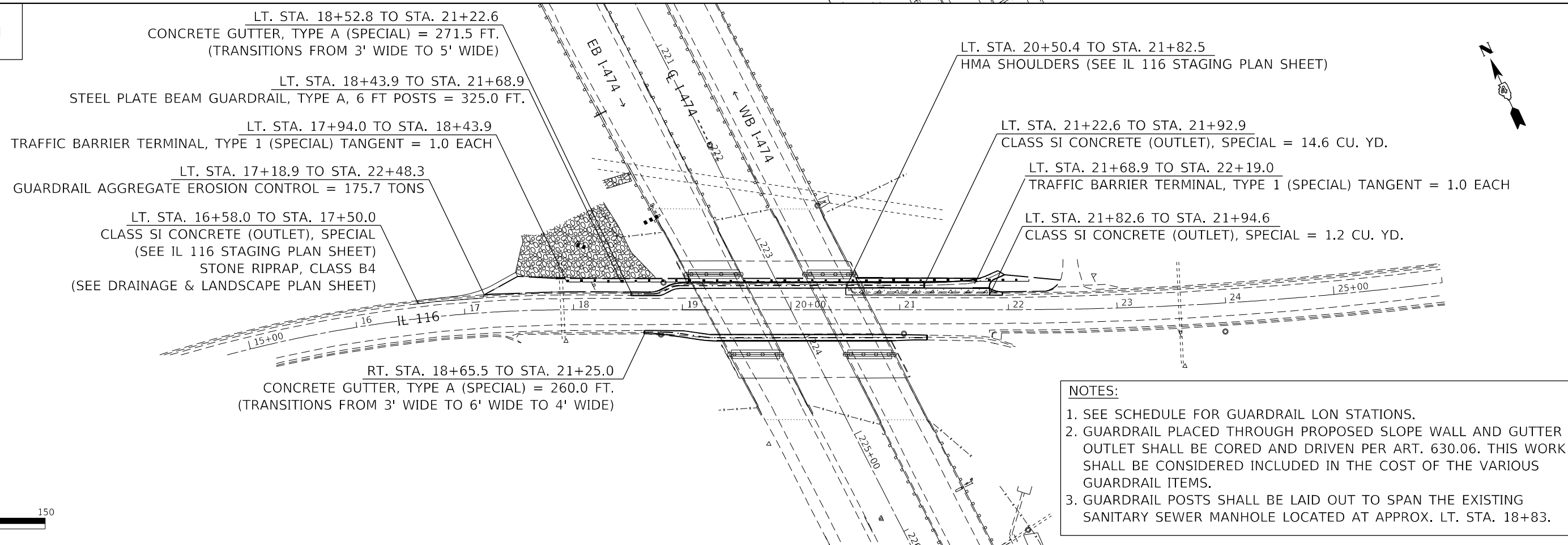


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			SCALE:	SHEET 2	OF 2	SHEETS	STA.	TO STA.
			ILLINOIS		FED. AID PROJECT			

REMOVAL PLAN



PROPOSED PLAN



- NOTES:**
- SEE SCHEDULE FOR GUARDRAIL LON STATIONS.
 - GUARDRAIL PLACED THROUGH PROPOSED SLOPE WALL AND GUTTER OUTLET SHALL BE CORED AND DRIVEN PER ART. 630.06. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE VARIOUS GUARDRAIL ITEMS.
 - GUARDRAIL POSTS SHALL BE LAID OUT TO SPAN THE EXISTING SANITARY SEWER MANHOLE LOCATED AT APPROX. LT. STA. 18+83.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 116 PLAN		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE:	SHEET 1 OF 1 SHEETS	474	(72-3HB-2)BR	PEORIA	126	28
	STA. TO STA.	CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT						



STA. 219+62.5 TO STA. 222+87.5
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 2 = 1.0 EACH
 REMOVE AND REERECT SPBG, TYPE A = 275.0 FT.
 SPBG, TYPE A, 6 FOOT POSTS = 37.5 FT.

STA. 222+87.5 TO STA. 223+00.8
 TRAFFIC BARRIER TERMINALS, TYPE 5 = 1.0 EACH
 GUARDRAIL REMOVAL = 37.5 FT.
 (REMOVAL OF EXIST. TY. 6)

STA. 225+12.3 TO STA. 225+49.8
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6 = 1.0 EACH

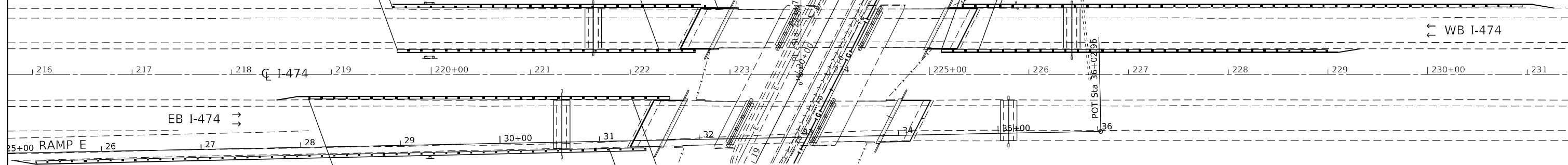
STA. 225+32.7 TO STA. 225+70.2
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6 = 1.0 EACH

STA. 225+49.8 TO STA. 228+99.8
 REMOVE AND REERECT SPBG, TYPE A = 262.5 FT.
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1 = 1.0 EACH
 SPBG, TYPE A, 6 FOOT POSTS = 50.0 FT.

STA. 219+66.0 TO STA. 222+28.5
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 2 = 1.0 EACH
 REMOVE AND REERECT SPBG, TYPE A = 250.0 FT.

STA. 222+28.5 TO STA. 222+66.0
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6 = 1.0 EACH

STA. 225+70.2 TO STA. 230+95.2
 REMOVE AND REERECT SPBG, TYPE A = 450.0 FT.
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1 = 1.0 EACH
 SPBG, TYPE A, 6 FOOT POSTS = 25.0 FT.



STA. 218+77.0 TO STA. 222+02.0
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1 = 1.0 EACH
 REMOVE AND REERECT SPBG, TYPE A = 262.5 FT.
 (REERECT ADDITIONAL 12.5' TY. A FROM WB DL)

STA. 222+02.0 TO STA. 222+39.5
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6 = 1.0 EACH

STA. 221+78.5 TO STA. 222+16.0
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6 = 1.0 EACH

STA. 216+03.5 TO STA. 221+78.5
 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1 = 1.0 EACH
 REMOVE AND REERECT SPBG, TYPE A = 537.5 FT.
 (12.5' SECTION TO BE REMOVED FROM AND REERECTED ON EB PL)

NOTES:
 1. SPBG WAS CALCULATED ASSUMING THE TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT IS 50.0 FT.
 2. SEE SCHEDULE FOR LENGTH OF NEED STATIONS AND GUARDRAIL AGGREGATE EROSION CONTROL QUANTITIES.



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

I-474 GUARDRAIL

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	29
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



SHEET LEGEND

- x - x - CHAIN LINK FENCE REMOVAL = 500.0 FT. (JOBSITE)
CHAIN LINK FENCE, 6' = 500.0 FT. (JOBSITE)
- SEEDING, CLASS 3 & MULCH METHOD 3A
- TREE REMOVAL
- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECKS
- INLET AND PIPE PROTECTION

NOTE:

1. SEE SCHEDULES FOR QUANTITIES
2. PREPARATION FOR AND PLACEMENT OF FILTER FABRIC AND BEDDING SHALL BE COMPLETED IN THE SAME DAY, ELIMINATING THE NEED FOR TEMP. EROSION CONTROL

LOCATION 1 (EXISTING 36" CMP)
 PIPE CULVERT REMOVAL (SPECIAL) = 182.0 FT.
 STONE RIPRAP, CLASS B4 (SPECIAL) = 463.4 TON
 FILTER FABRIC = 463.4 SQ. YD.
 (SEE DETAIL B)

LOCATION 2 (EXISTING 24" CMP IN NORTH WINGWALL)
 EXPLORATION TRENCH, SPECIAL = 174.0 FT.
 PIPE CULVERT REMOVAL (SPECIAL) = 174.0 FT.

LOCATION 3 (ARMOR BEHIND PROP. WINGWALLS & HEADWALL)
 STONE RIPRAP, CLASS B4 (SPECIAL) = 61.2 TON
 FILTER FABRIC = 91.8 SQ. YD.
 (SEE HEADWALL & WINGWALL DESIGN SHEETS FOR PROPOSED HEADWALL)

LOCATION 4
 STONE RIPRAP, CLASS B4 = 71.3 TON (SEE DETAIL A)
 STONE RIPRAP, CLASS B4 (SPECIAL) = 571.5 TON
 FILTER FABRIC = 964.2 SQ. YD.

IL 116 STA. 17+89.0
 DEWATERING = 1.0 LSUM
 CURED-IN-PLACE PIPE LINER, 30" = 76.0 FT.
 (FILL HEIGHT VARIES, LT EOP 4.55', \bar{C} 3.59', RT EOP 2.41'
 SEE IL 116 CROSS SECTIONS, STA. 17+89.8)

LOCATION 5 (EXISTING 12" CMP)
 EXPLORATION TRENCH, SPECIAL = 80.0 FT.
 PIPE CULVERT REMOVAL (SPECIAL) = 80.0 FT.

I-474 STA. 222+00
 EXISTING CMP (CENTER MEDIAN INLET)
 CURED-IN-PLACE PIPE LINER, 24"
 = 20.0 FT.

LOCATION 6
 STONE RIPRAP, CLASS B4 = 77.9 TON
 FILTER FABRIC = 116.9 SQ. YD.
 *SEE BRIDGE BILL OF MATERIAL FOR ADDITIONAL QUANTITY

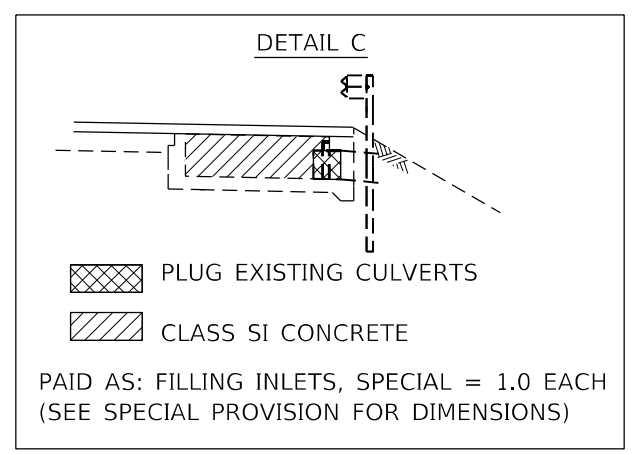
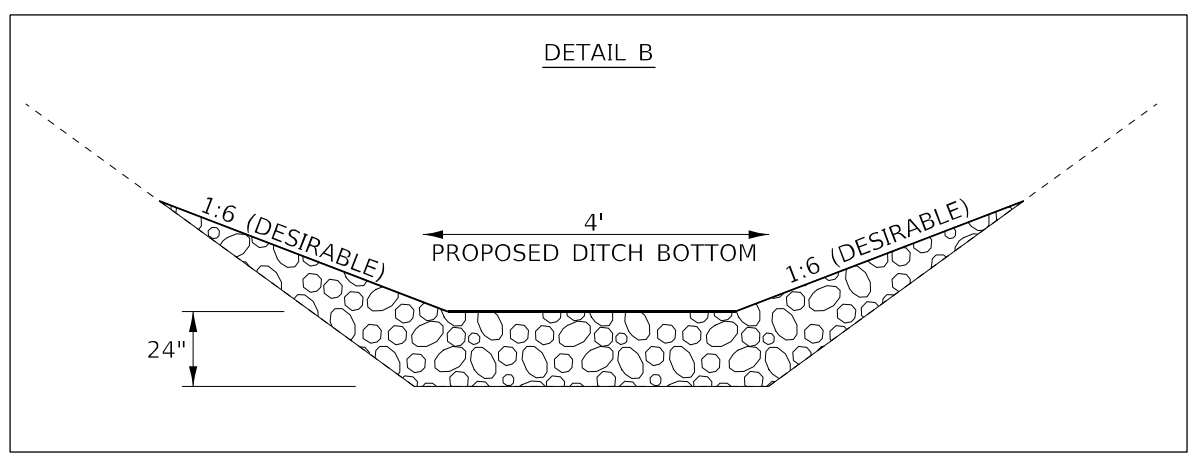
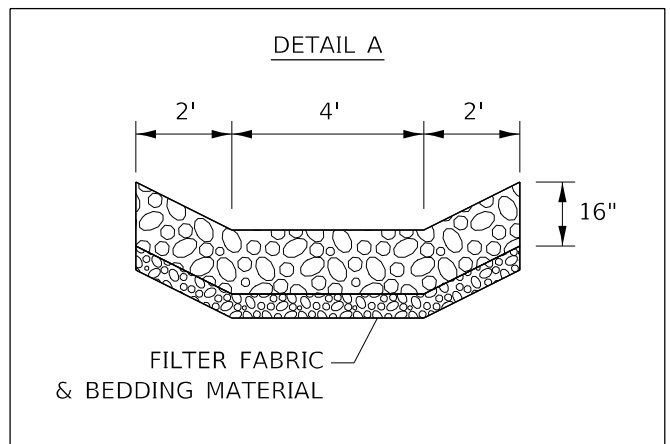
CHAIN LINK GATES, 4'x6' SINGLE = 1.0 EACH

IL 116 STA. 21+44.8
 CURED-IN-PLACE PIPE LINER, 24"
 = 20.0 FT.

EXISTING REVETMENT MAT TO REMAIN

CHAIN LINK GATES, 4'x6' SINGLE = 1.0 EACH

WB I-474 STA. 225+89
 PIPE CULVERT REMOVAL (SPECIAL) = 12.0 FT.
 STONE RIPRAP, CLASS B4 = 5.3 TON
 FILTER FABRIC = 8.0 SQ. YD.
 (SEE DETAIL A)
 FILLING INLETS, SPECIAL = 1.0 EACH
 (SEE DETAIL C)



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRAINAGE & LANDSCAPE PLAN
 SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

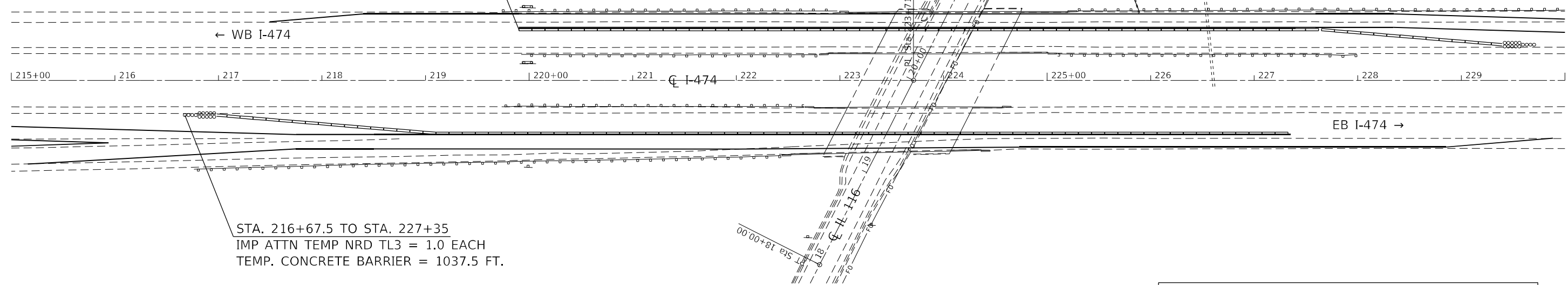
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474	(72-3HB-2)BR	PEORIA	126	30
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



STAGE I

STA. 219+90 TO STA. 229+70.3
TEMPORARY CONCRETE BARRIER = 950.0 FT.
IMP ATTN TEMP NRD TL3 = 1.0 EACH

FILL INLET PRIOR TO STAGE I
(SEE DRAINAGE & LANDSCAPE PLAN)
CUT WEEP HOLE IN EXISTING WOODEN BACKPLATE



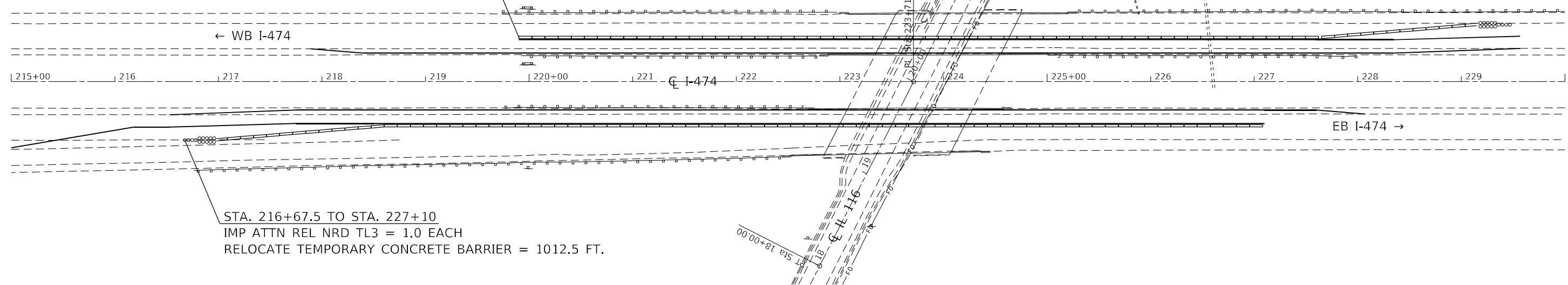
STA. 216+67.5 TO STA. 227+35
IMP ATTN TEMP NRD TL3 = 1.0 EACH
TEMP. CONCRETE BARRIER = 1037.5 FT.

- NOTES:
1. UTILIZE HIGHWAY STANDARD 701402 AND TRAFFIC CONTROL WEAVE DETAIL FOR MAINLINE
 2. UTILIZE HIGHWAY STANDARD 701411 FOR RAMP



STAGE II

STA. 219+90 TO STA. 229+46.9
RELOCATE TEMPORARY CONCRETE BARRIER = 925.0 FT.
IMP ATTN REL NRD TL3 = 1.0 EACH



STA. 216+67.5 TO STA. 227+10
IMP ATTN REL NRD TL3 = 1.0 EACH
RELOCATE TEMPORARY CONCRETE BARRIER = 1012.5 FT.



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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-474 STAGING PLAN

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	31
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

LEGEND

	INCIDENTAL HMA
	HMA SHOULDERS
	STONE RIPRAP, CLASS B4
	REMOVAL

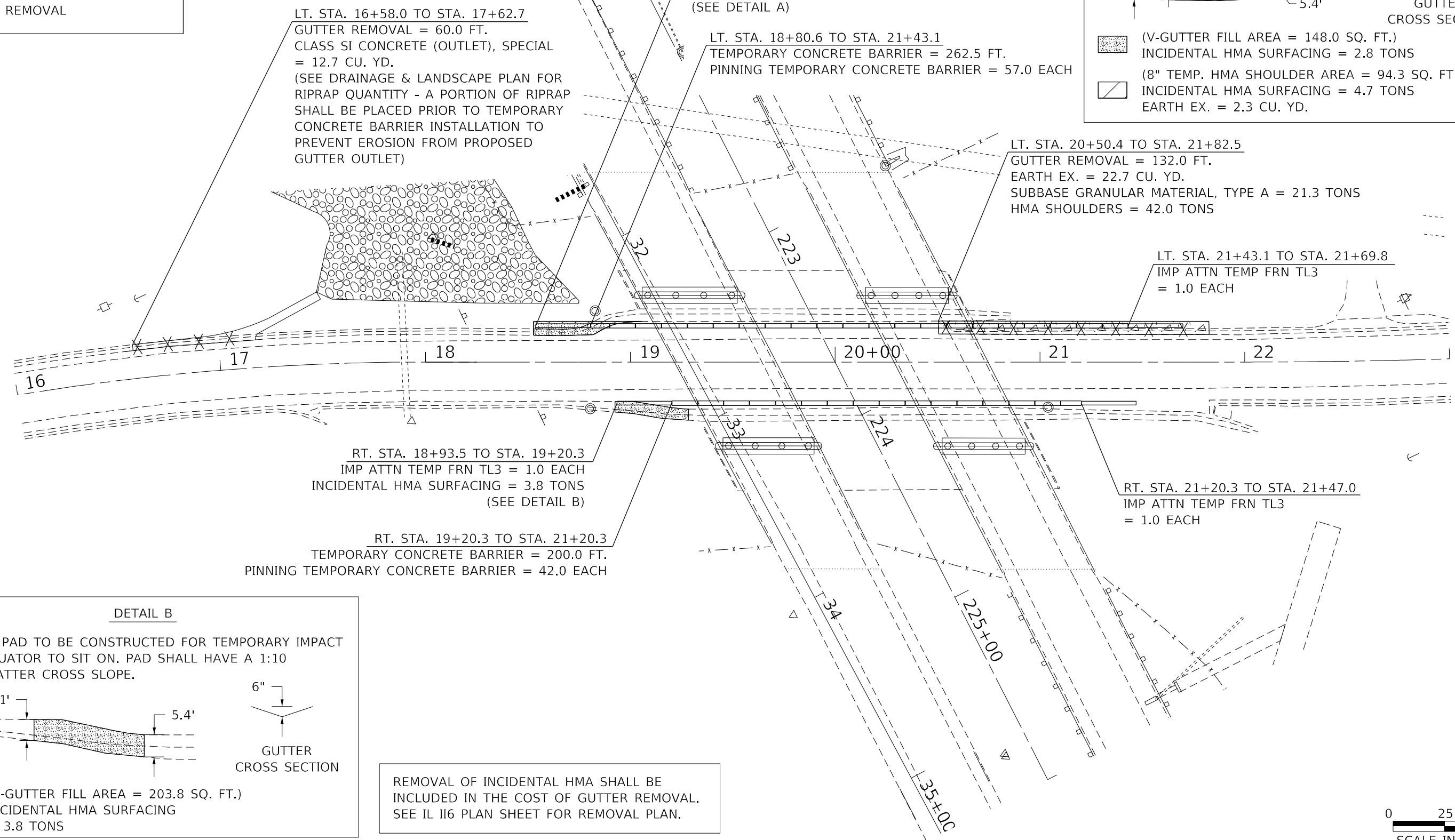


DETAIL A

NOTE: PAD TO BE CONSTRUCTED FOR TEMPORARY IMPACT ATTENUATOR TO SIT ON. PAD SHALL HAVE A 1:10 OR FLATTER CROSS SLOPE.

GUTTER CROSS SECTION

- (V-GUTTER FILL AREA = 148.0 SQ. FT.)
- INCIDENTAL HMA SURFACING = 2.8 TONS
- (8" TEMP. HMA SHOULDER AREA = 94.3 SQ. FT.)
- INCIDENTAL HMA SURFACING = 4.7 TONS
- EARTH EX. = 2.3 CU. YD.



DETAIL B

NOTE: PAD TO BE CONSTRUCTED FOR TEMPORARY IMPACT ATTENUATOR TO SIT ON. PAD SHALL HAVE A 1:10 OR FLATTER CROSS SLOPE.

GUTTER CROSS SECTION

- (V-GUTTER FILL AREA = 203.8 SQ. FT.)
- INCIDENTAL HMA SURFACING = 3.8 TONS

REMOVAL OF INCIDENTAL HMA SHALL BE INCLUDED IN THE COST OF GUTTER REMOVAL. SEE IL 116 PLAN SHEET FOR REMOVAL PLAN.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 116 STAGING PLAN

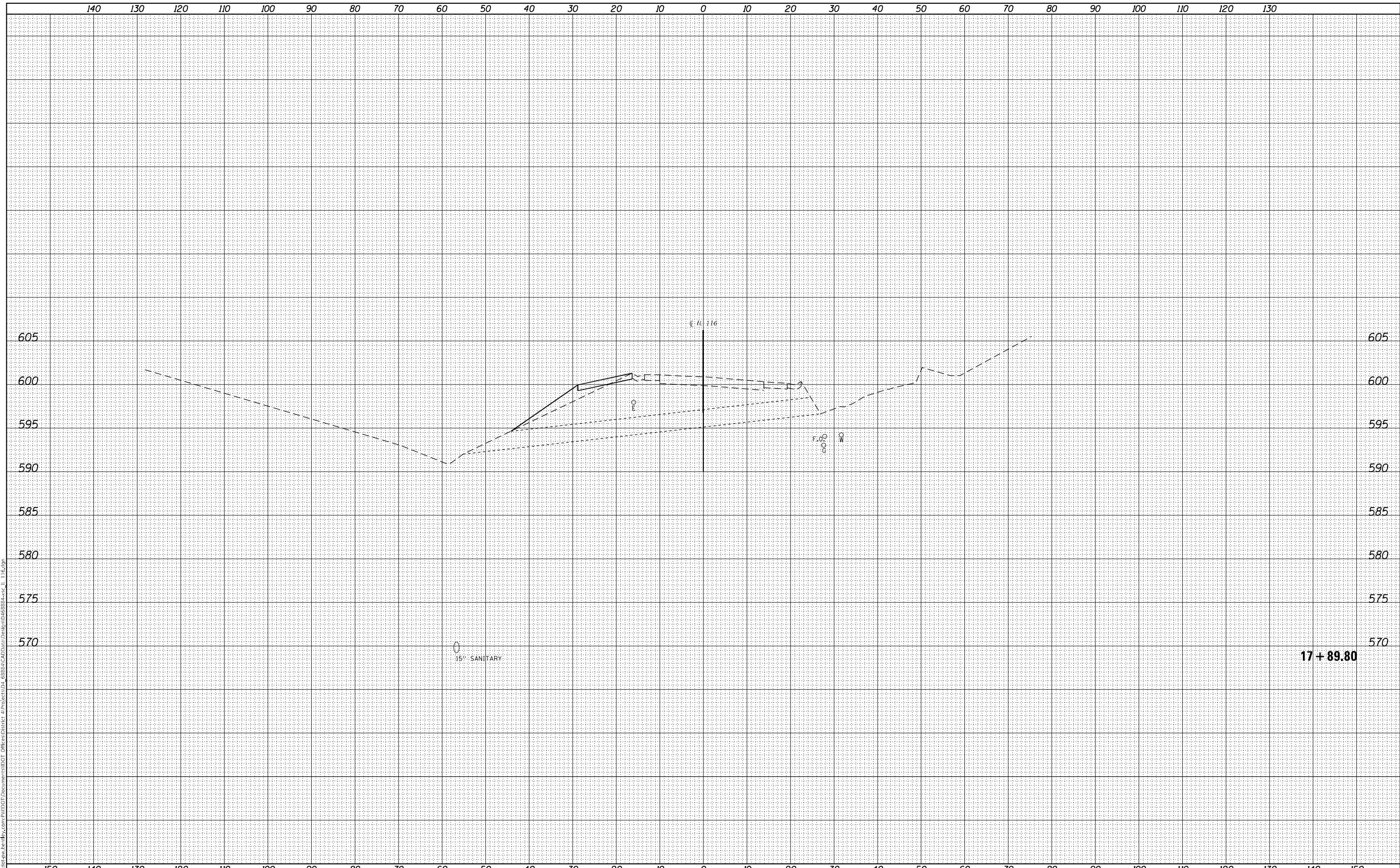
SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	32
			CONTRACT NO. 68884	
ILLINOIS FED. AID PROJECT				

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

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	PLOTTED		
	TEMPLATE		
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 116 CROSS SECTIONS

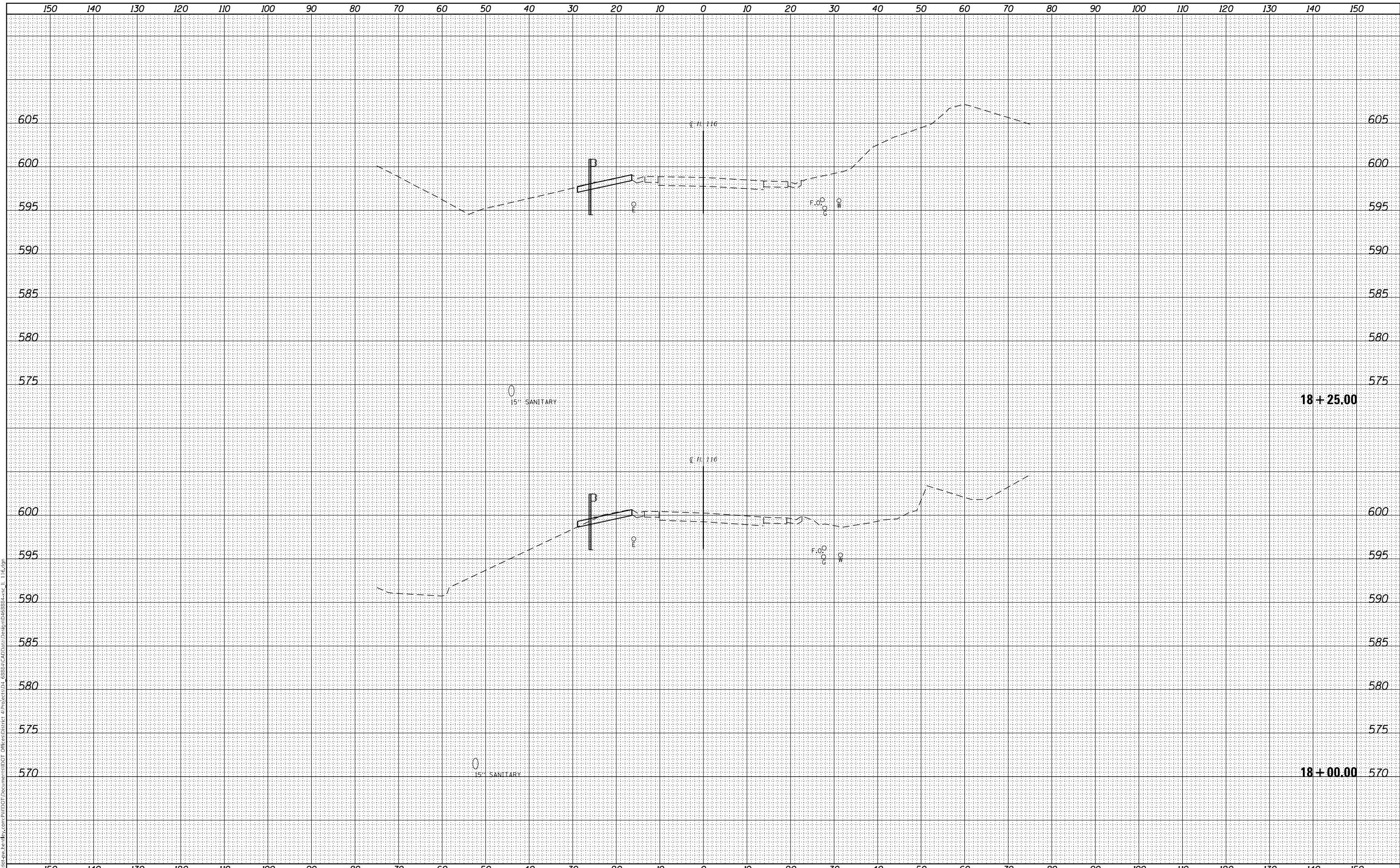
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	34
			CONTRACT NO. 68884	
		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

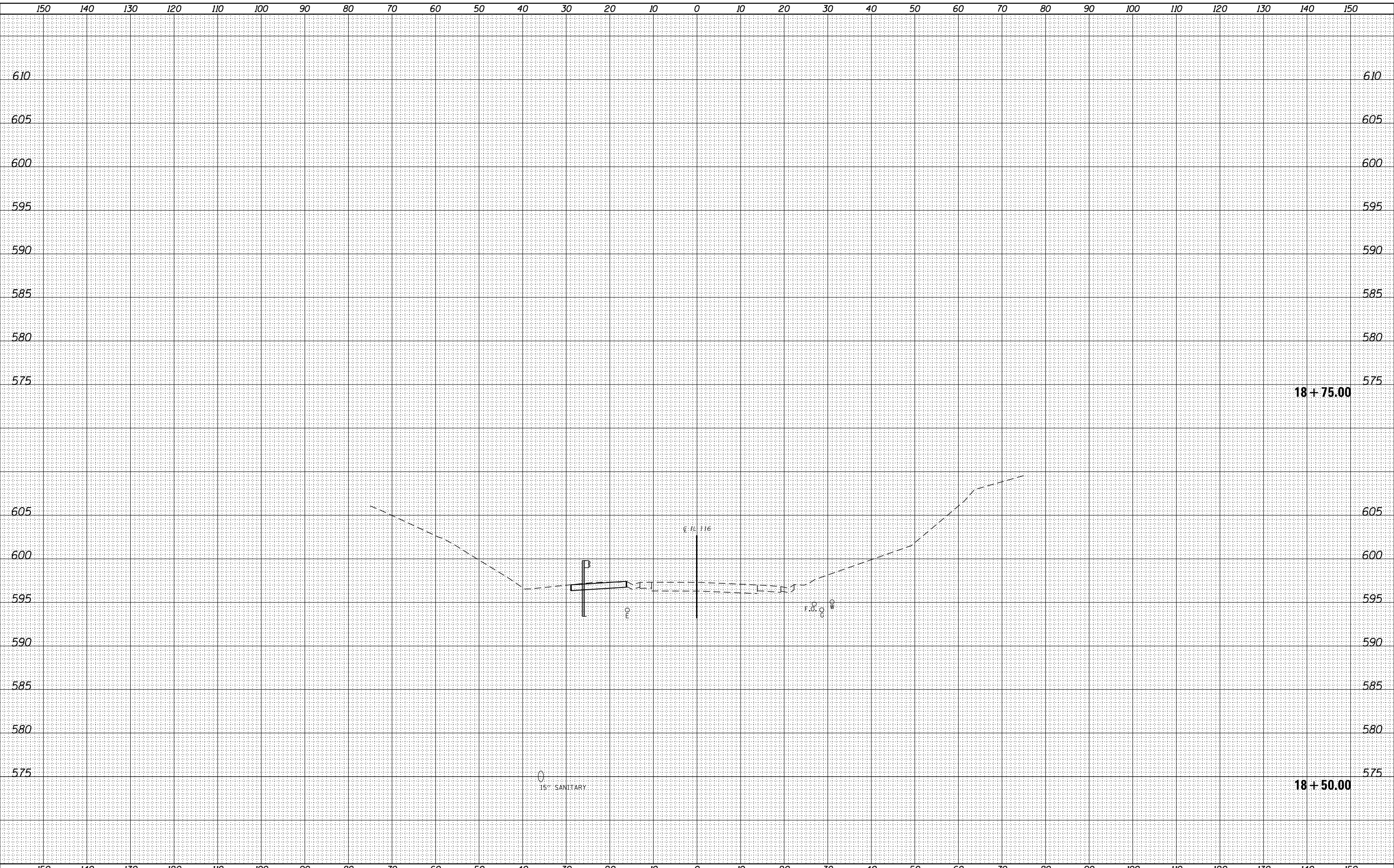
IL 116 CROSS SECTIONS
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	35
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
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	TEMPLATE		
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 116 CROSS SECTIONS

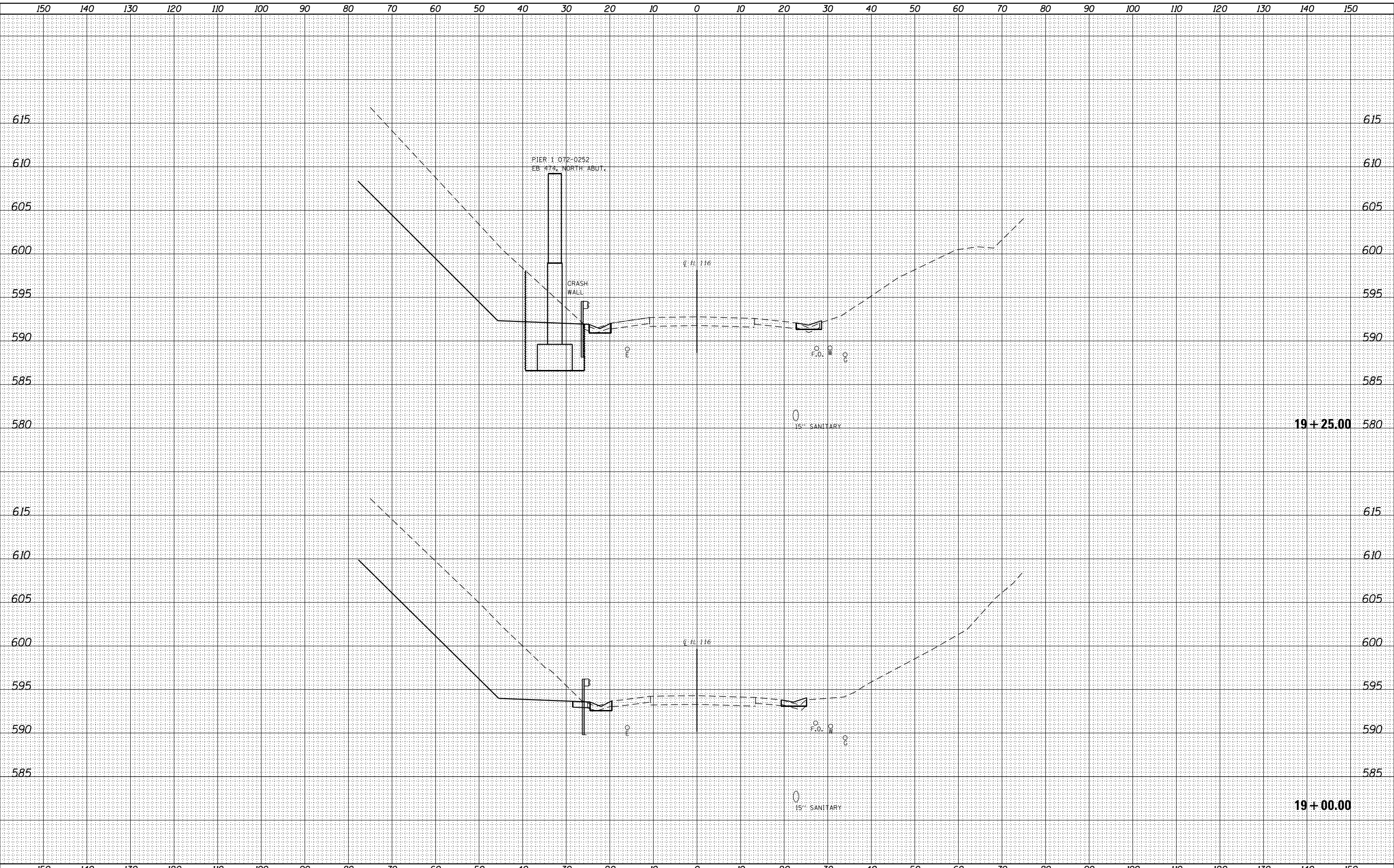
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	36
CONTRACT NO. 68884			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED	BY	DATE
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AREAS CHECKED	TEMPLATE		
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 116 CROSS SECTIONS

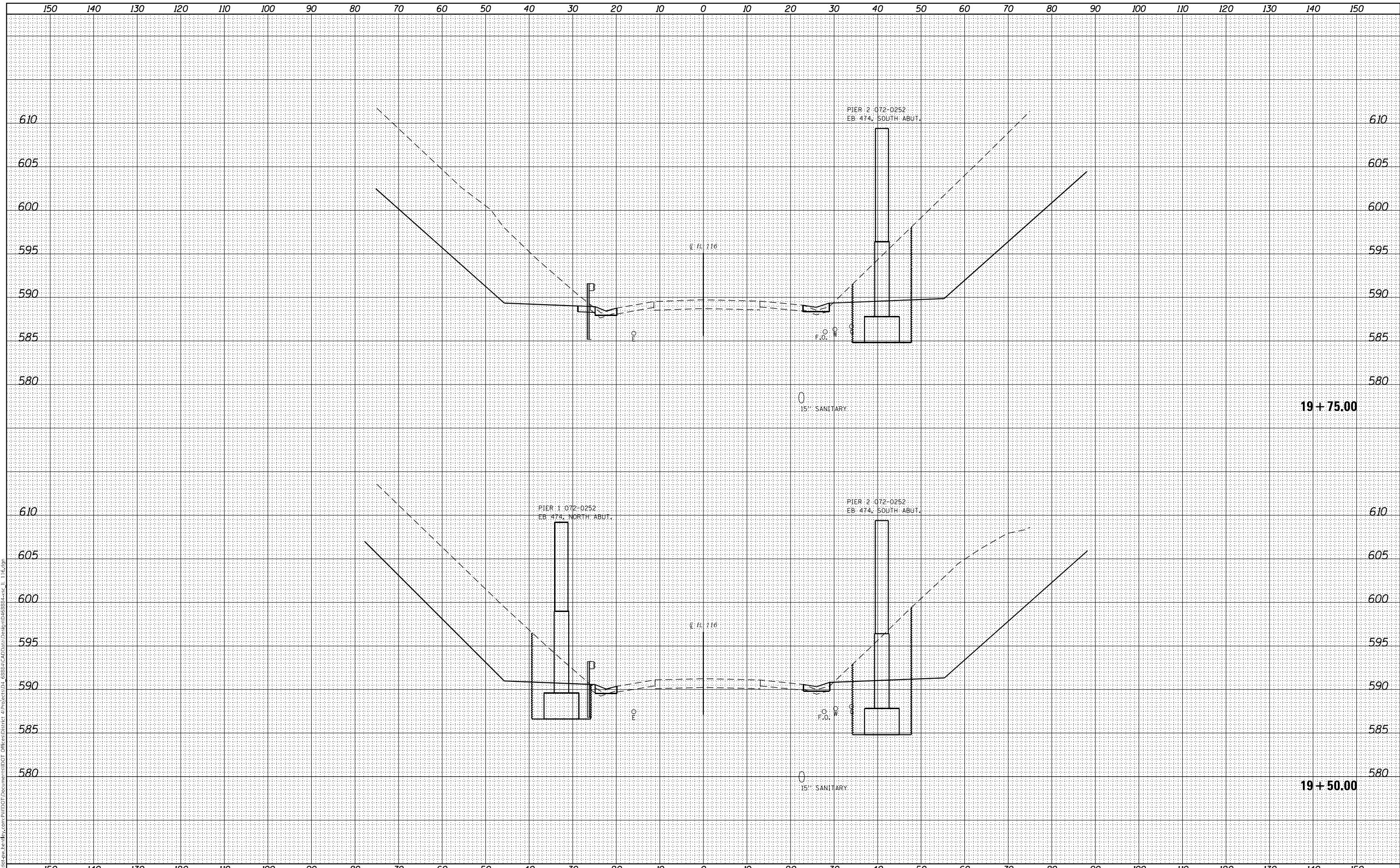
SCALE: SHEET 5 OF 10 SHEETS STA. 19+00.00 TO STA. 19+25.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	37
			CONTRACT NO. 68884	
		ILLINOIS FED. AID PROJECT		

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

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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 116 CROSS SECTIONS

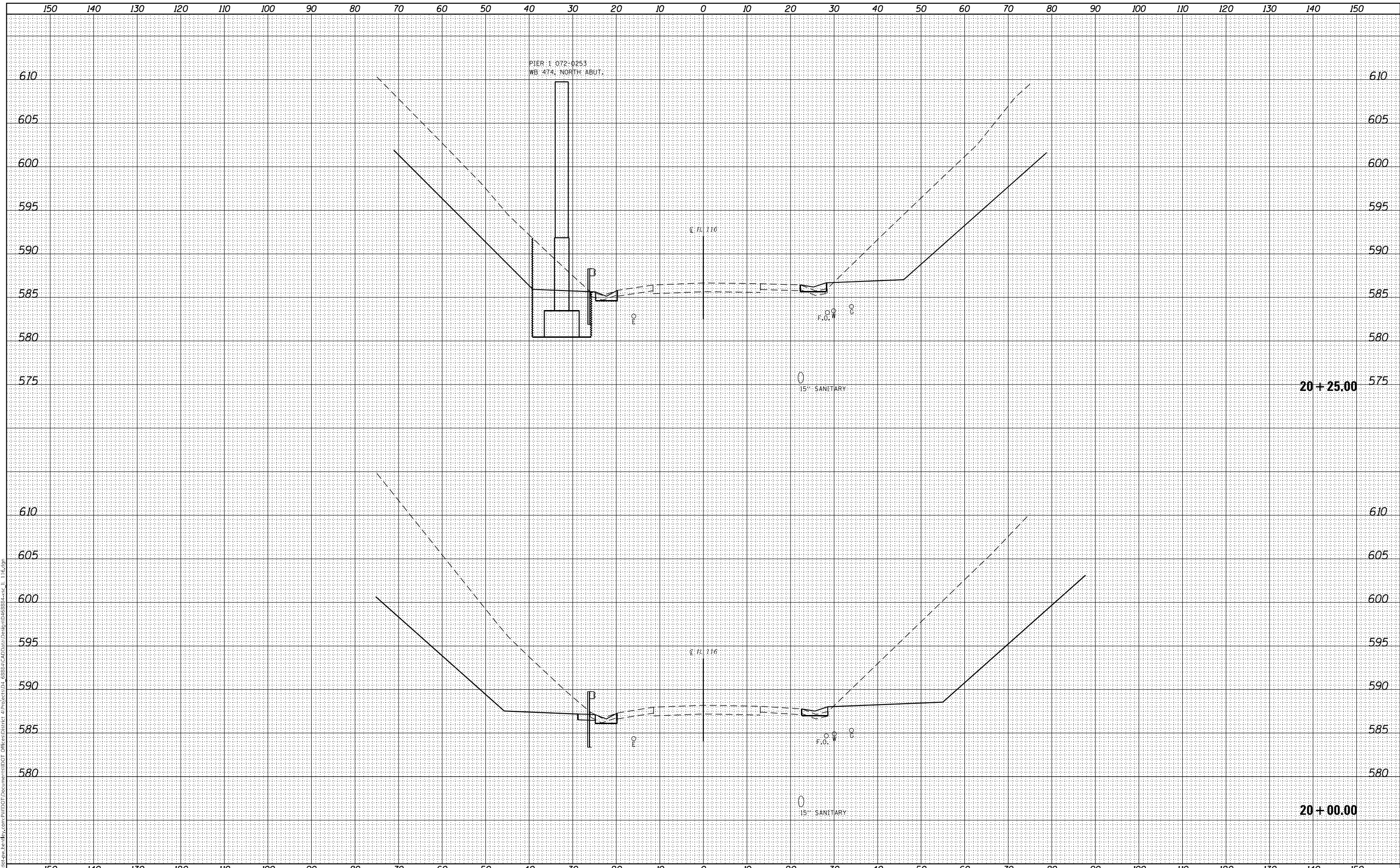
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	38
			CONTRACT NO. 68884	
ILLINOIS			FED. AID PROJECT	

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

ORIGINAL SURVEY NO.	SURVEYED	DATE
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 116 CROSS SECTIONS

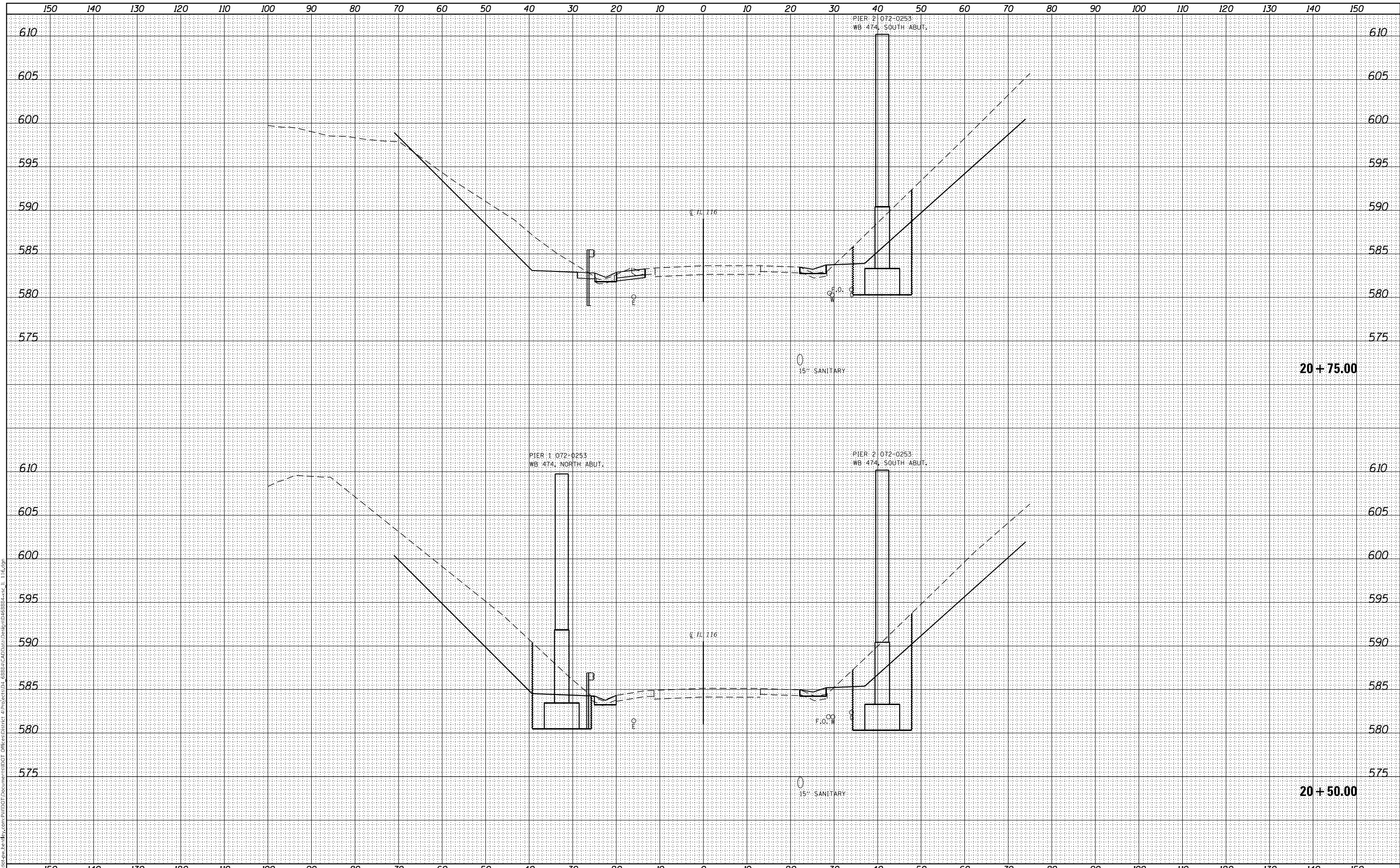
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	39
CONTRACT NO. 68884				
ILLINOIS		FED. AID PROJECT		

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

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

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 116 CROSS SECTIONS

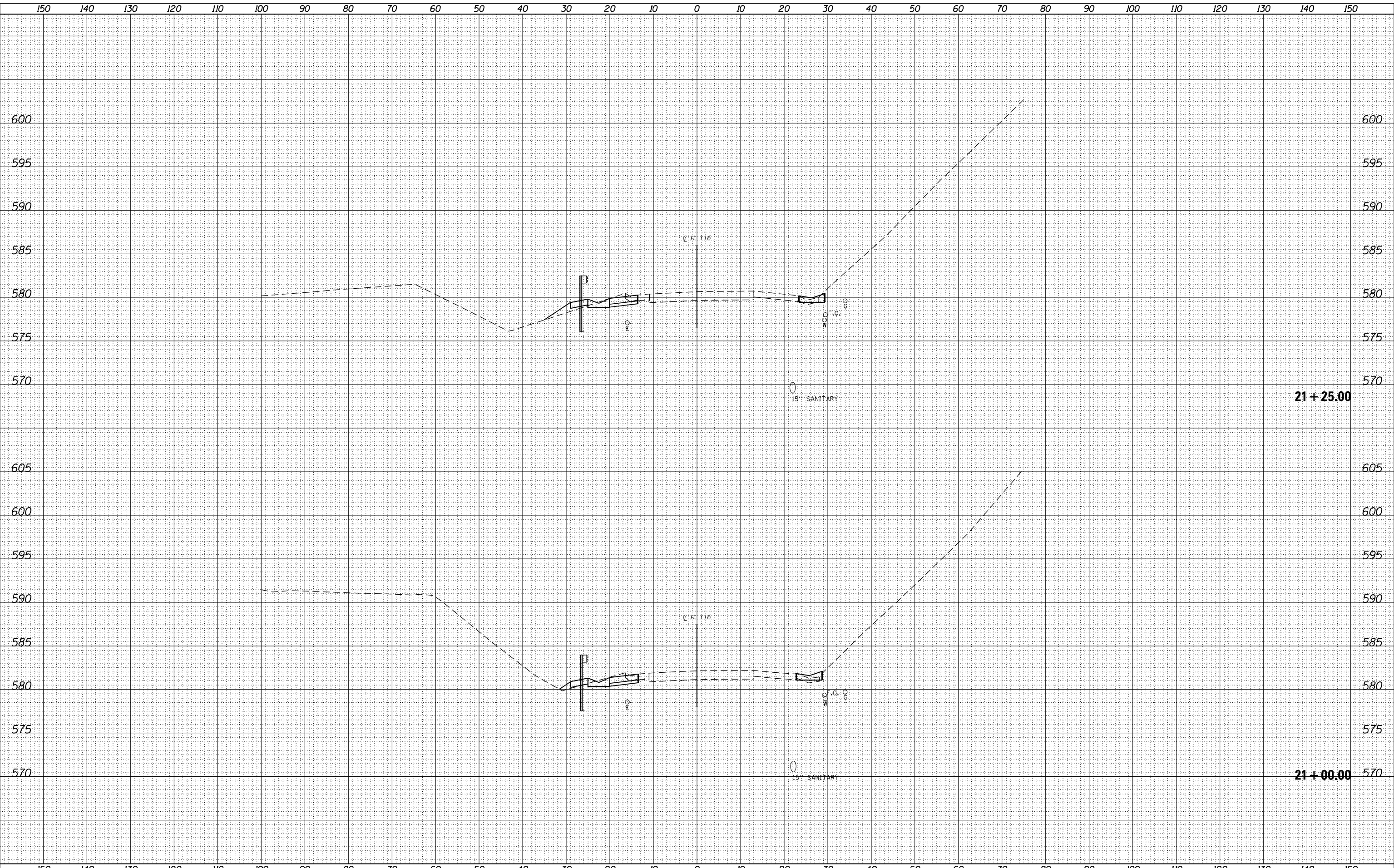
SCALE: SHEET 8 OF 10 SHEETS STA. 20+50.00 TO STA. 20+75.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	40
			CONTRACT NO. 68884	
		ILLINOIS FED. AID PROJECT		

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

ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
AREAS CHECKED	TEMPLATE	
	AREAS CHECKED	

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PLOT DATE = 7/3/2022	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 116 CROSS SECTIONS

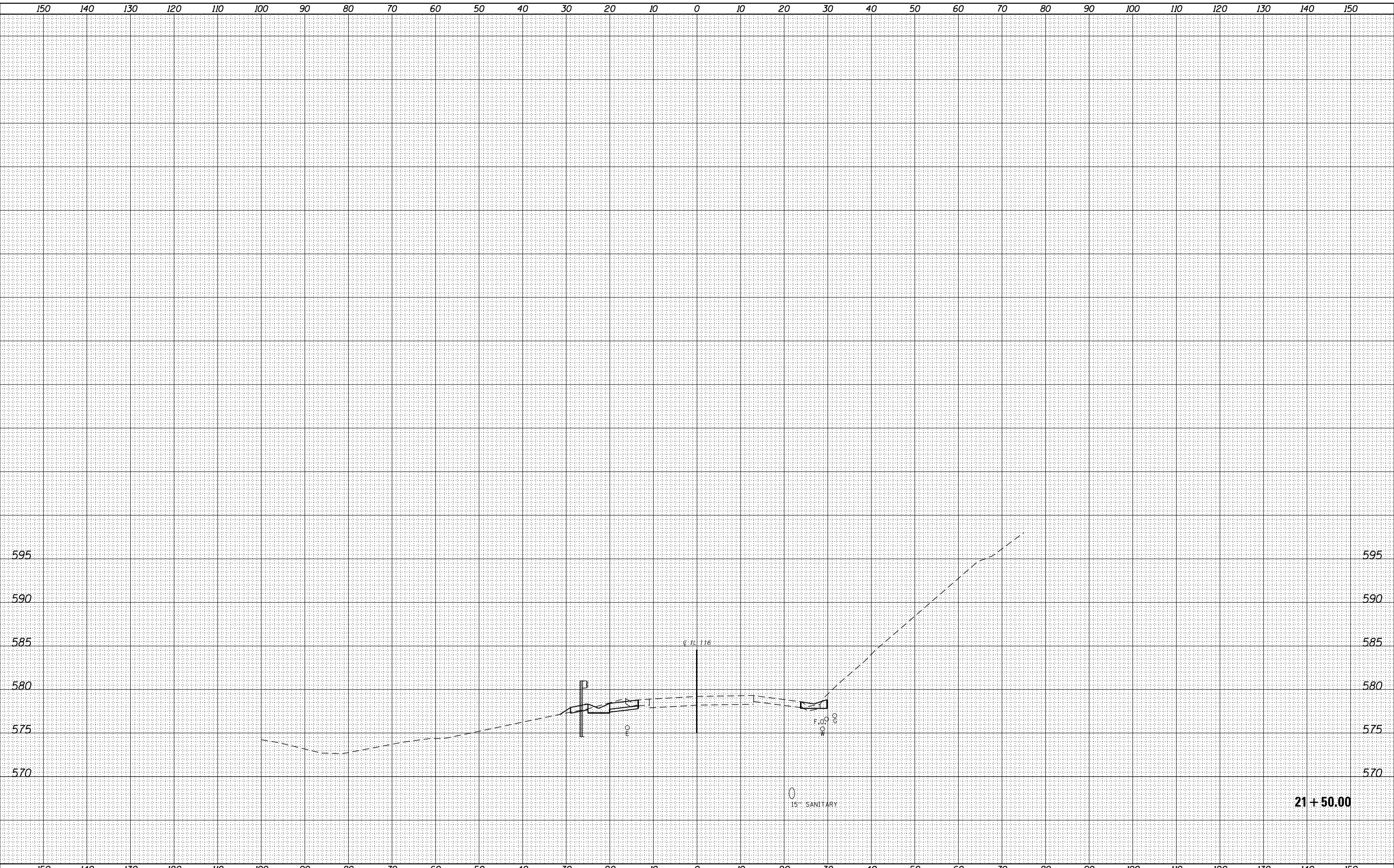
SCALE: SHEET 9 OF 10 SHEETS STA. 21+00.00 TO STA. 21+25.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	41
			CONTRACT NO. 68884	
		ILLINOIS	FED. AID PROJECT	

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

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

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21 + 50.00

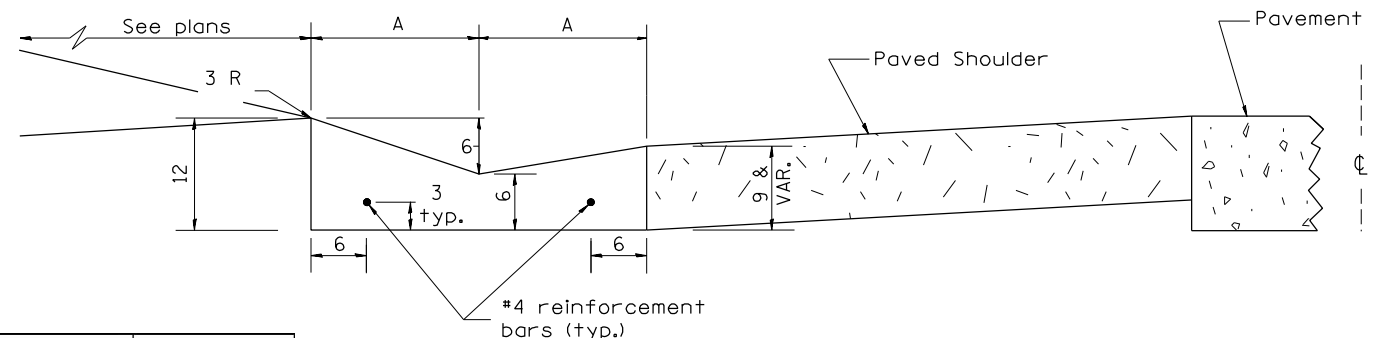
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PLOT DATE = 7/3/2022	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 116 CROSS SECTIONS

SCALE: SHEET 10 OF 10 SHEETS STA. 21+50.00 TO STA. 21+75.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	42
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



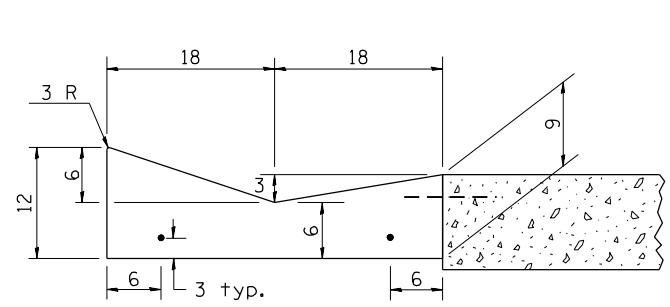
	3' WIDE GUTTER	5' WIDE GUTTER	6' WIDE GUTTER
	INCH	INCH	INCH
A	18	30	36

SHOULDER EDGE GUTTER

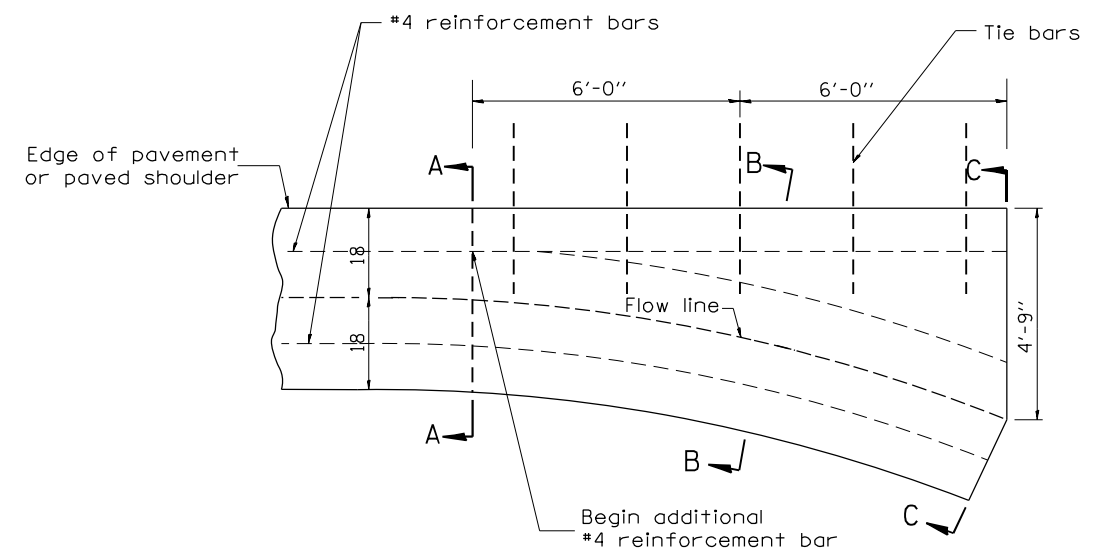
CONCRETE GUTTER, TYPE A, (SPECIAL)

GENERAL NOTES:

1. CONCRETE GUTTER, TYPE A, (SPECIAL) SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTION 606 OF THE STANDARD SPECIFICATIONS.
2. TIE BARS SHALL BE NO. 6X24 AT 36" CENTERS UNLESS OTHERWISE SHOWN.
3. GUTTER, GUTTER INLETS, GUTTER OUTLETS, AND GUTTER ENTRANCES SHALL BE TIED TO RIGID PAVEMENT IN ACCORDANCE WITH DETAILS SHOWN ON HIGHWAY STANDARD 420001.
4. JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ARTICLE 606.06 OF THE STANDARD SPECIFICATIONS.
5. WELDED WIRE FABRIC SHALL CONFORM TO ARTICLE 1006.10(b)(1) OF THE STANDARD SPECIFICATIONS AND SHALL NOT BE LESS THAN 58 LBS/100 SQ. FT.

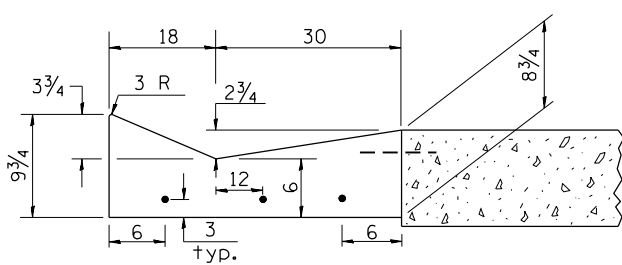


SECTION A-A

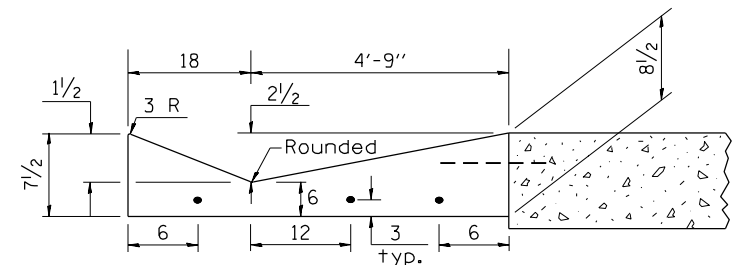


PLAN

QUANTITY
Section A-A to C-C = 1.2 cu. yd. concrete



SECTION B-B



SECTION C-C

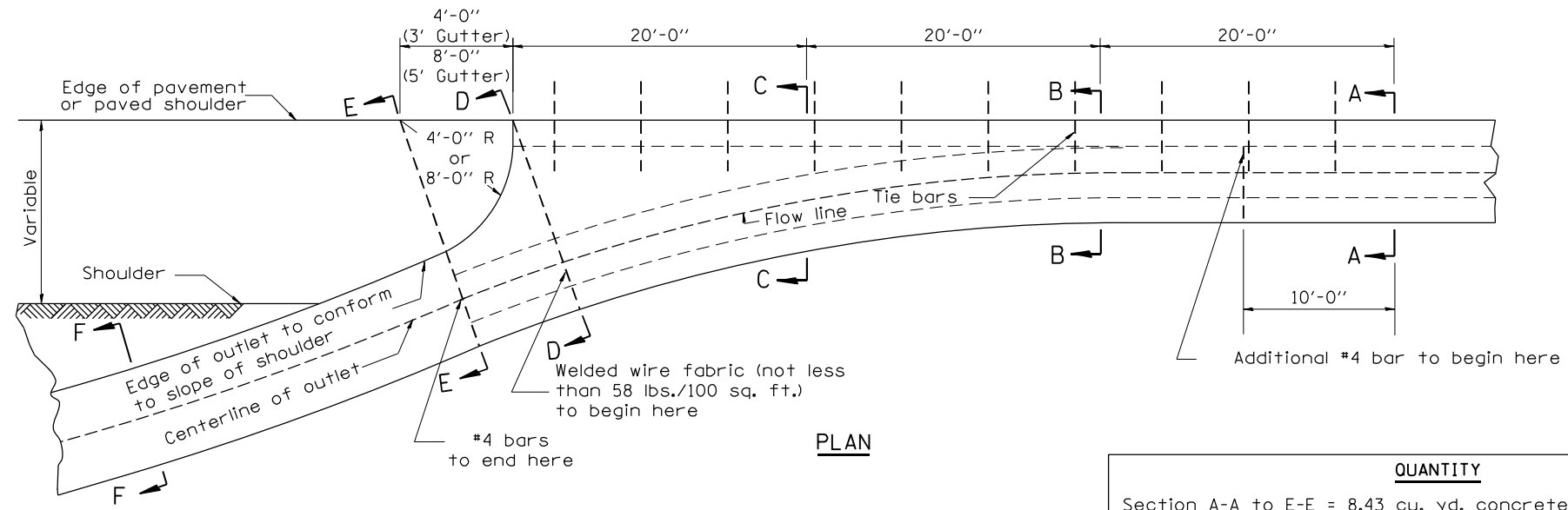
INLET

All dimensions are in inches unless otherwise noted.

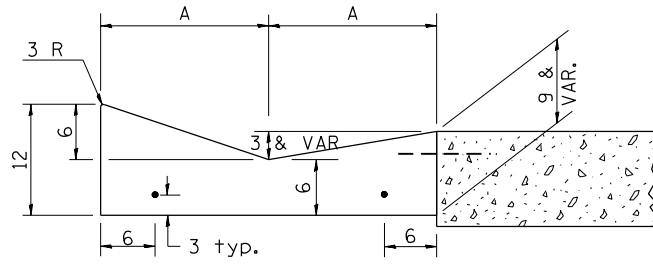
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USER NAME = \$USERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE GUTTER, TYPE A (SPECIAL) DETAIL				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	REVISED -	REVISED -						474	(72-3HB-2)BR	PEORIA	126	43
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PLOT DATE = 7/3/2022	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

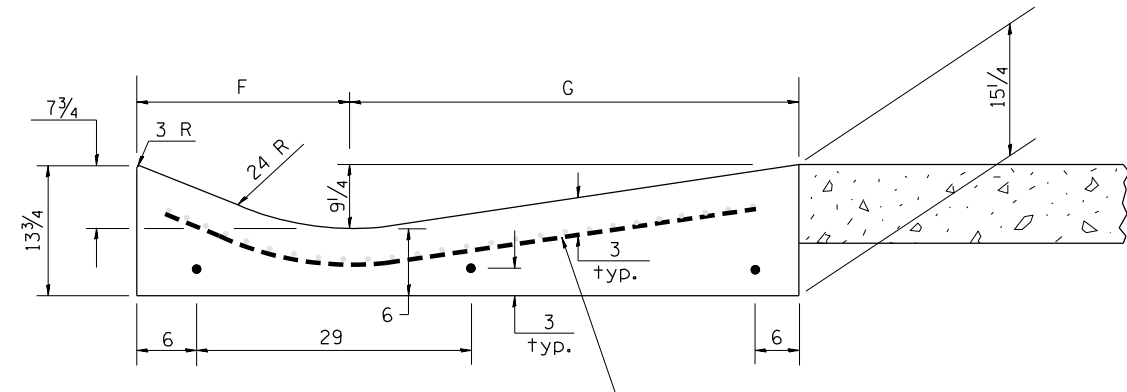
	3' WIDE GUTTER	5' WIDE GUTTER
	INCH	INCH
A	18	30
B	19.31	31.31
C	22.69	34.69
D	21	33
E	37	49
F	22	34
G	63	97.25
H	24	36



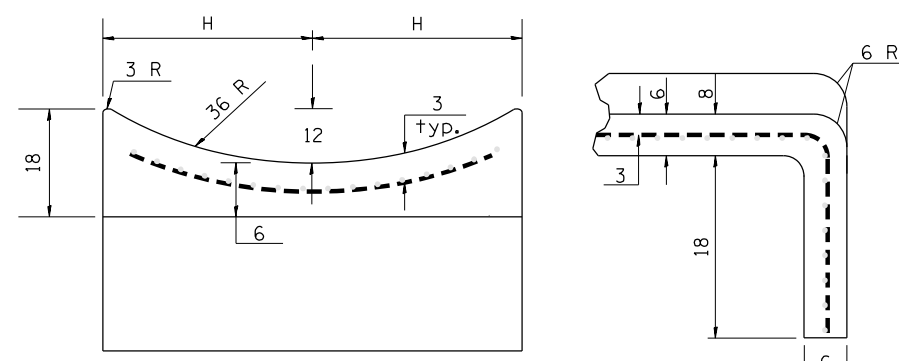
QUANTITY	
Section A-A to E-E = 8.43 cu. yd. concrete	FOR 3' GUTTER
Section E-E to F-F = 0.12 cu. yd./ft. concrete	
Section A-A to E-E = 12.81 cu. yd. concrete	FOR 5' GUTTER
Section E-E to F-F = 0.19 cu. yd./ft. concrete	



SECTION A-A

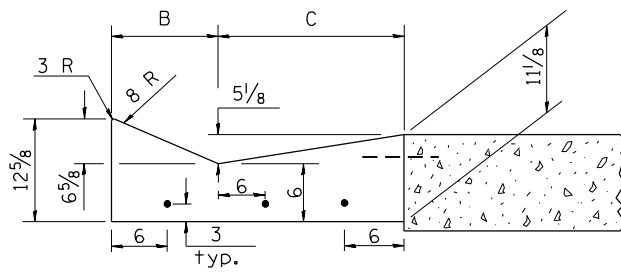


SECTION D-D

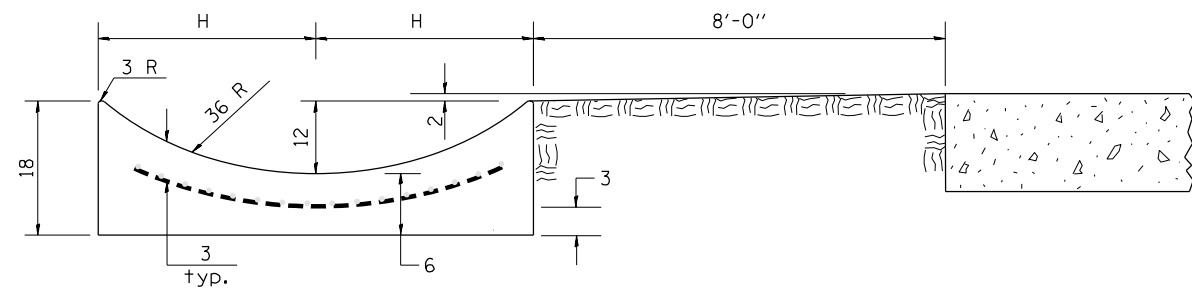


SECTIONS AT END OF OUTLET (CURTAIN WALL)

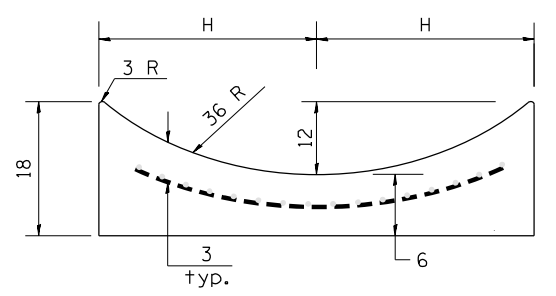
QUANTITY	
Curtain Wall = 0.1 cu. yd. concrete	



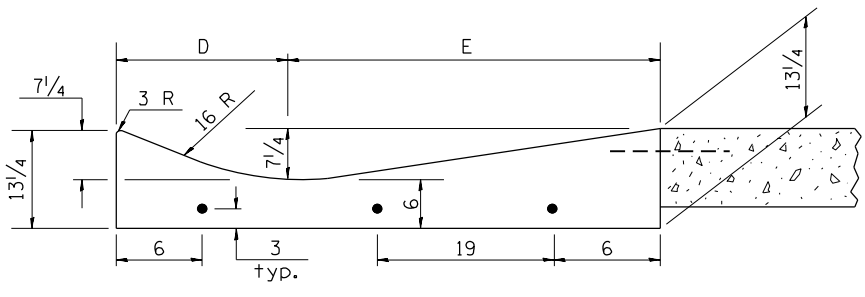
SECTION B-B



SECTION E-E



SECTION F-F



SECTION C-C

OUTLET

All dimensions are in inches unless otherwise noted.

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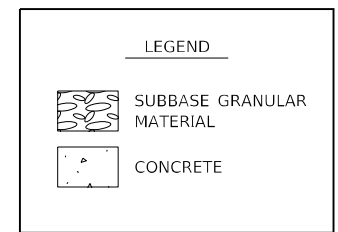
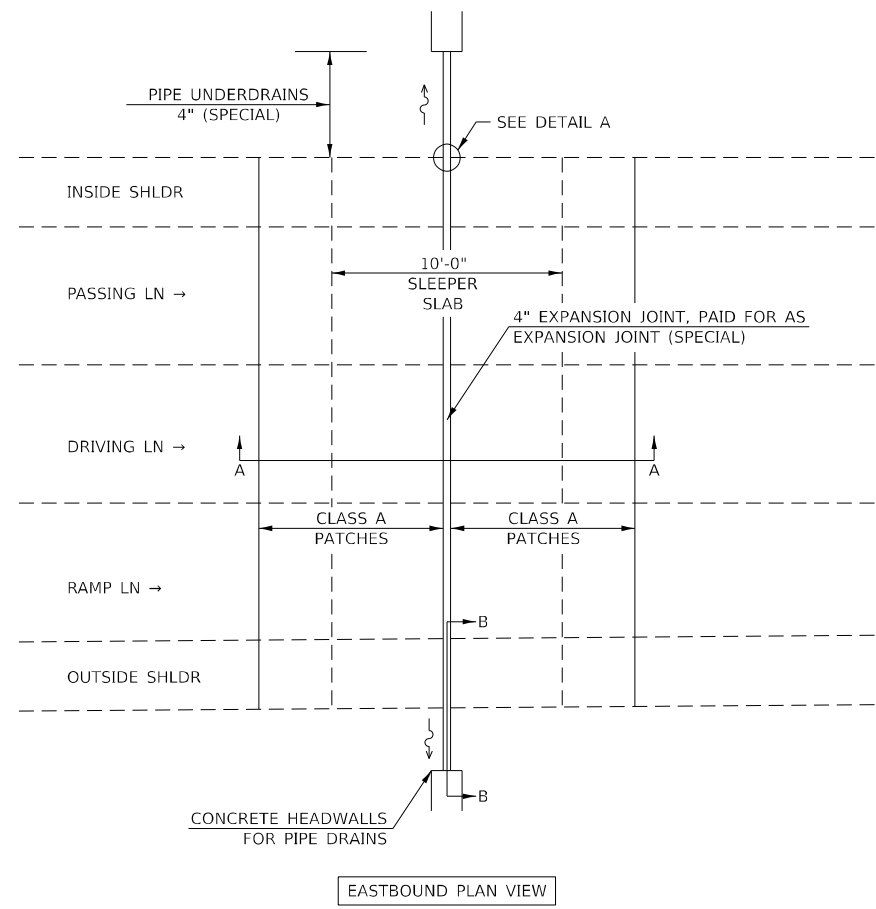
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE GUTTER, TYPE A (SPECIAL) DETAIL

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

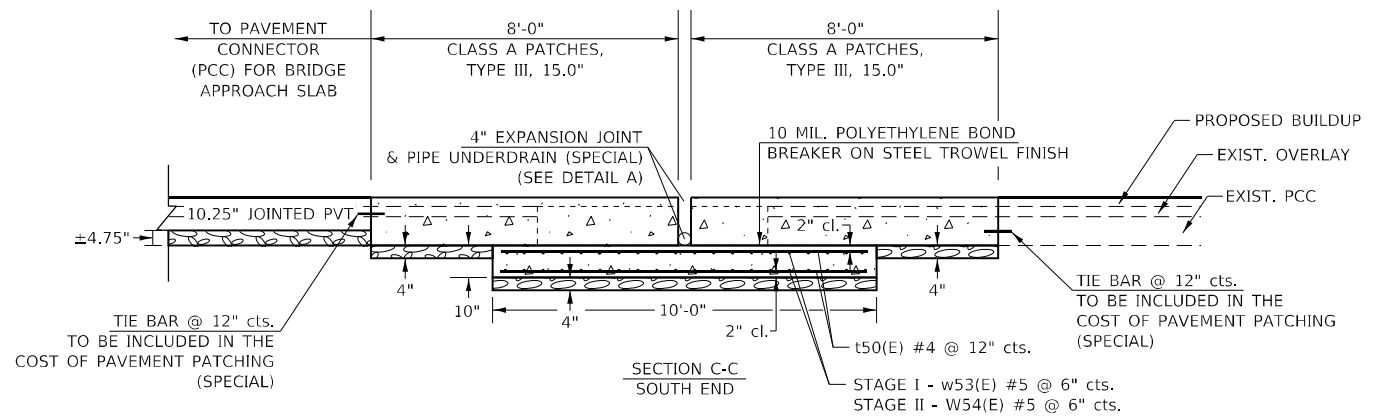
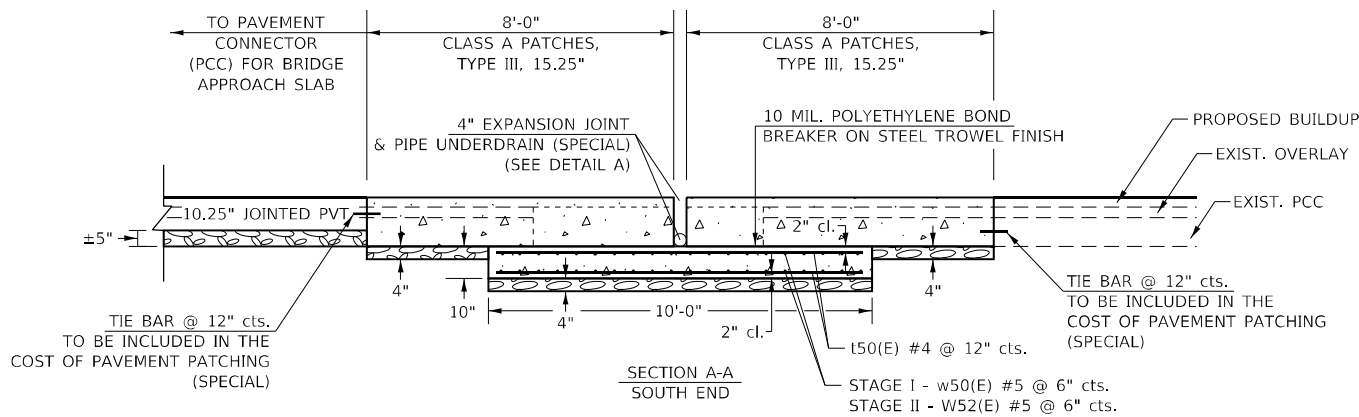
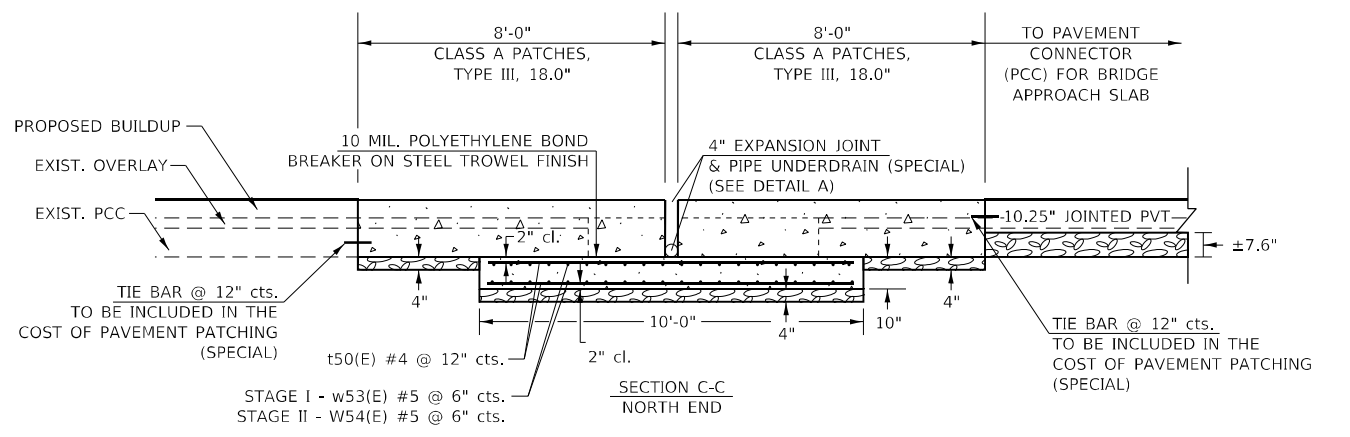
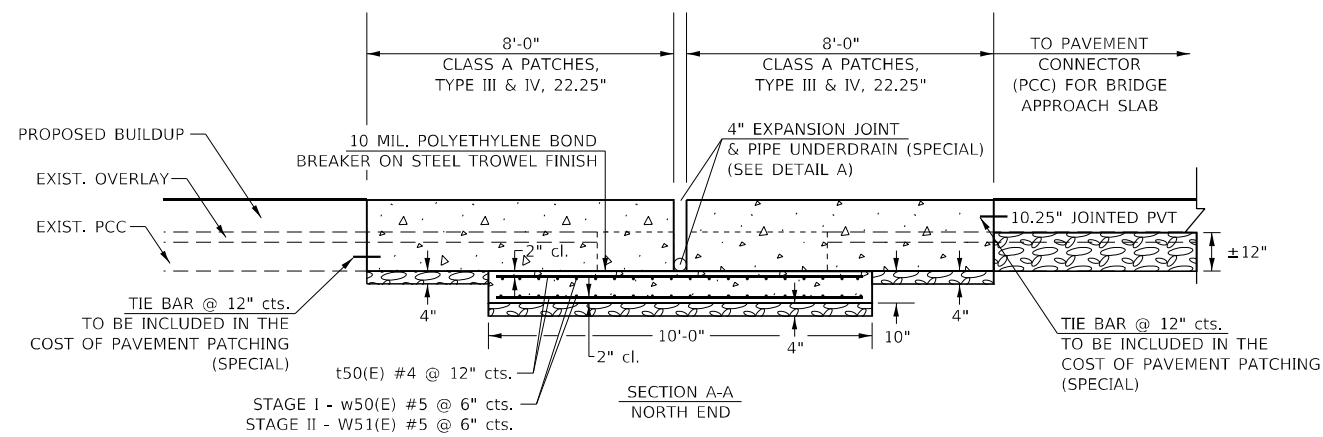
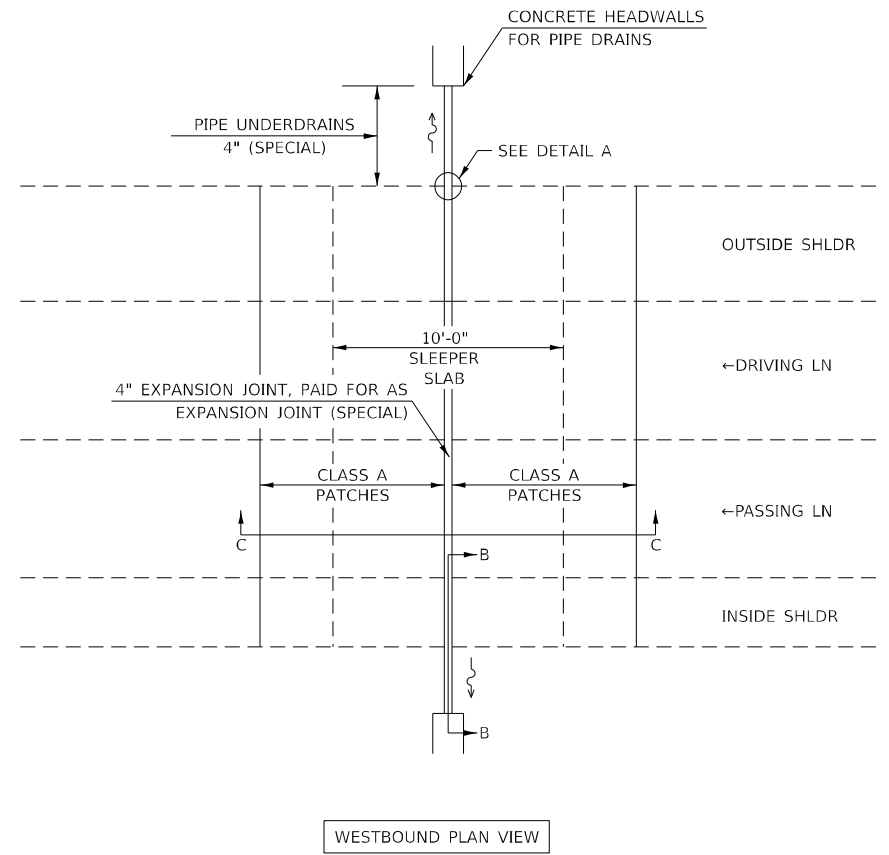
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	44
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



NOTES:

- CLASS A PATCHES TO BE PAID FOR AS PAVEMENT PATCHING (SPECIAL).
- ALL PATCHING AND SLEEPER SLAB REINFORCEMENT, WELDED WIRE REINFORCEMENT, TIE BARS, AND SAW CUTS SHALL BE INCLUDED IN THE COST OF PAVEMENT PATCHING (SPECIAL).
- SLEEPER SLAB AND SUBBASE TO BE INCLUDED IN THE COST OF PAVEMENT PATCHING (SPECIAL)

DRAWINGS NOT TO SCALE



USER NAME = \$USERS	DESIGNED -	REvised -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAIL

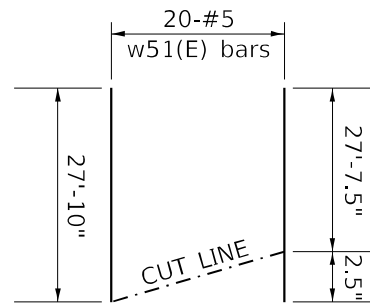
SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	45
CONTRACT NO. 68884				

ILLINOIS FED. AID PROJECT

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**SLEEPER SLAB
FIELD CUTTING DIAGRAM
(FOR EB NORTH END ONLY)**



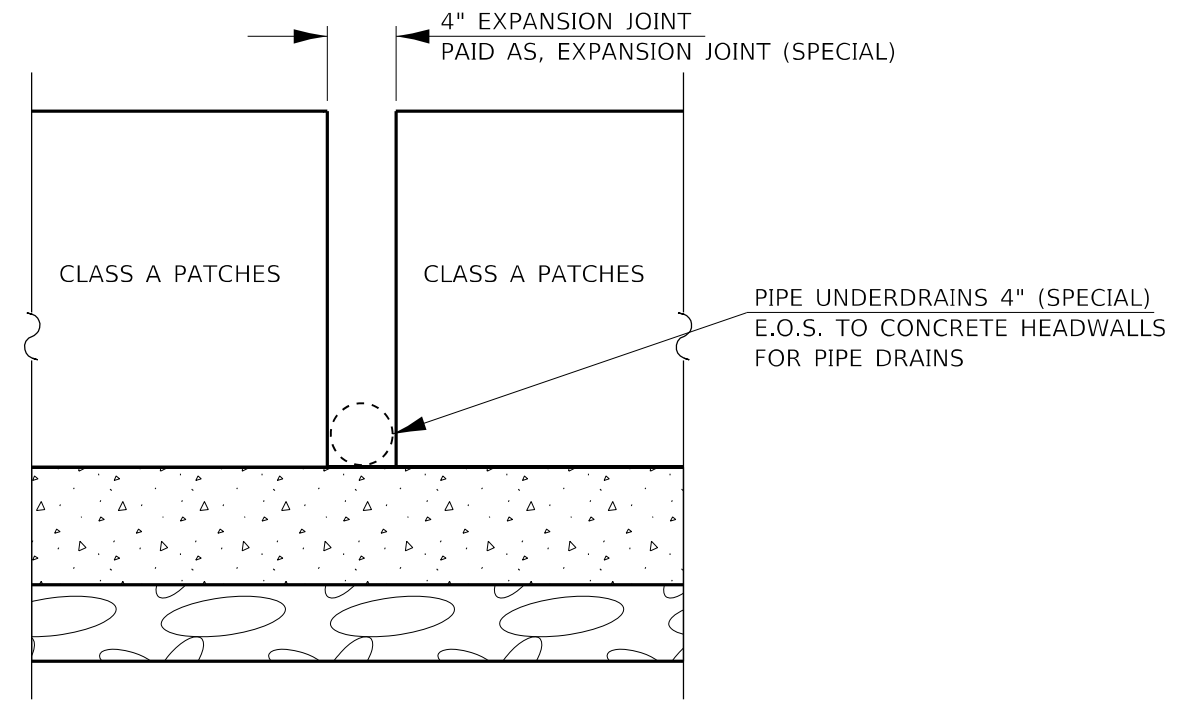
Order w51(E) bars full length.
Cut as shown.

SLEEPER SLAB BILL OF MATERIAL (EB APPROACH)				
INFORMATION ONLY				
BAR	NO.	SIZE	LENGTH	SHAPE
t50(E)	96	#4	9'-8"	—
w50(E)	40	#5	19'-8"	—
w51(E)	40	#5	27'-10"	—
CONCRETE STRUCTURES	CU YD	14.9		
REINFORCEMENT BARS, EPOXY COATED	POUND	2602		

SLEEPER SLAB BILL OF MATERIAL (EB DEPARTURE)				
INFORMATION ONLY				
BAR	NO.	SIZE	LENGTH	SHAPE
t50(E)	80	#4	9'-8"	—
w50(E)	40	#5	19'-8"	—
w52(E)	40	#5	20'-0"	—
CONCRETE STRUCTURES	CU YD	12.4		
REINFORCEMENT BARS, EPOXY COATED	POUND	2171		



SLEEPER SLAB BILL OF MATERIAL (WB APPROACH)				
INFORMATION ONLY				
BAR	NO.	SIZE	LENGTH	SHAPE
t50(E)	80	#4	9'-8"	—
w53(E)	40	#5	17'-8"	—
w54(E)	40	#5	21'-8"	—
CONCRETE STRUCTURES	CU YD	12.3		
REINFORCEMENT BARS, EPOXY COATED	POUND	2158		

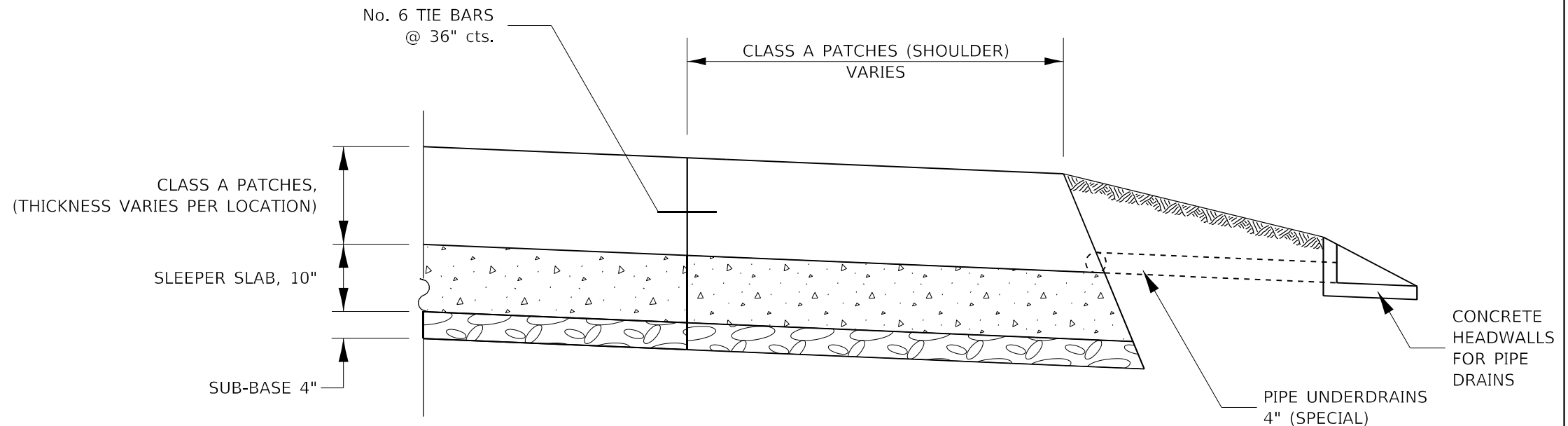
SLEEPER SLAB BILL OF MATERIAL (WB DEPARTURE)				
INFORMATION ONLY				
BAR	NO.	SIZE	LENGTH	SHAPE
t50(E)	80	#4	9'-8"	—
w53(E)	40	#5	17'-8"	—
w54(E)	40	#5	21'-8"	—
CONCRETE STRUCTURES	CU YD	12.3		
REINFORCEMENT BARS, EPOXY COATED	POUND	2158		



DETAIL A

LEGEND

-  SUBBASE GRANULAR MATERIAL, TYPE A 4"
-  SLEEPER SLAB



SECTION B-B

PLAN NOTE:

IF EXISTING UNDERDRAINS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL RECONNECT THEM TO MAINTAIN FLOW. RECONNECTION SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARD 601001 AND SECTION 601 OF THE STANDARD SPECIFICATIONS. RECONNECTION SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF PIPE UNDERDRAINS, SPECIAL.

DRAWING NOT TO SCALE.
ACTUAL FIELD LOCATIONS AND MEASUREMENTS SHALL BE VERIFIED

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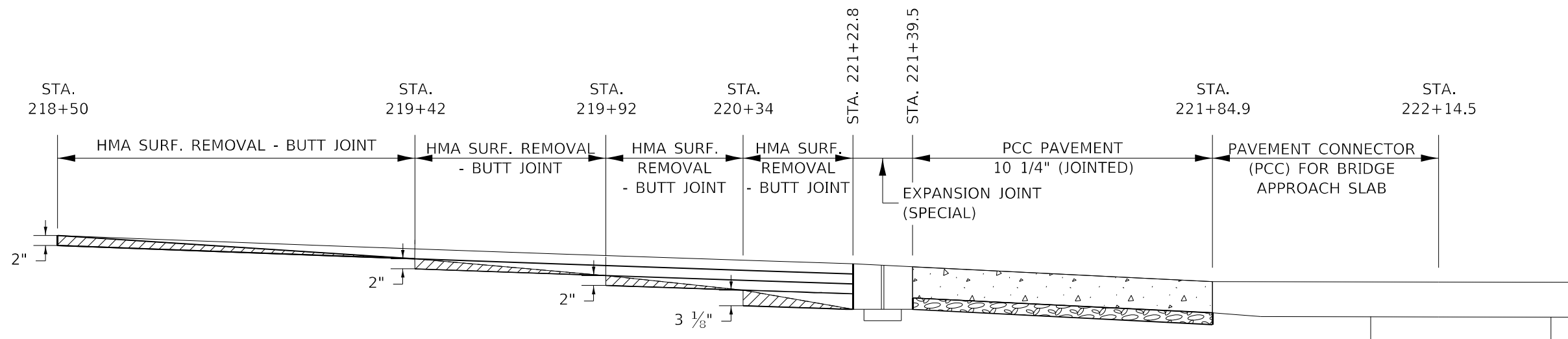
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXPANSION JOINT DETAIL



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	46
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

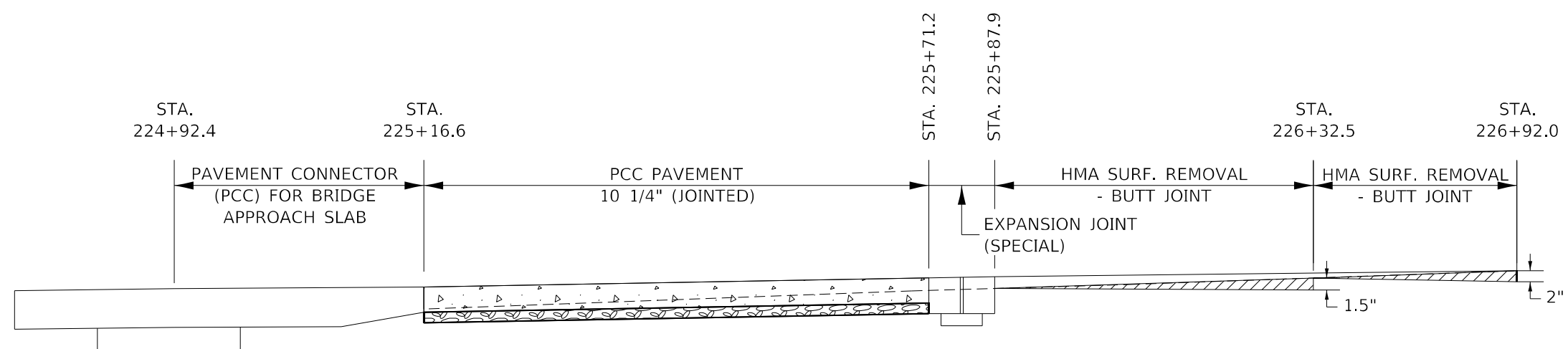
EASTBOUND APPROACH



LEGEND

-  SUBBASE GRANULAR MATERIAL, TYPE A
-  HMA SURF. REMOVAL BUTT JOINT
-

EASTBOUND DEPARTURE



DRAWINGS NOT TO SCALE

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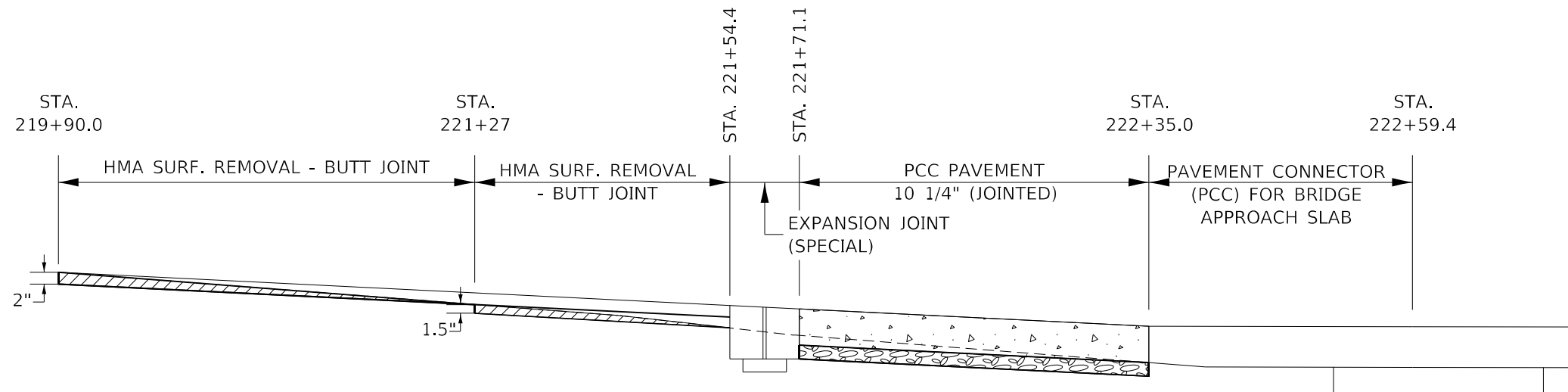
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT TAPER DETAILS




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CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

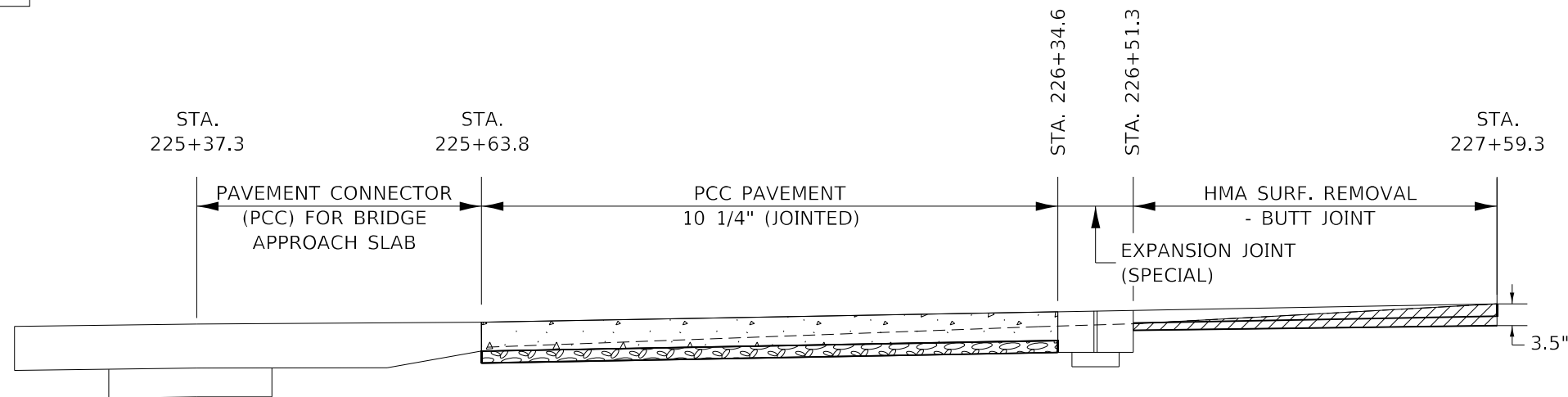
WESTBOUND DEPARTURE



LEGEND

-  SUBBASE GRANULAR MATERIAL, TYPE A
-  HMA SURF. REMOVAL BUTT JOINT
-  PCC PAVEMENT 10 1/4" (JOINTED)

WESTBOUND APPROACH



DRAWINGS NOT TO SCALE

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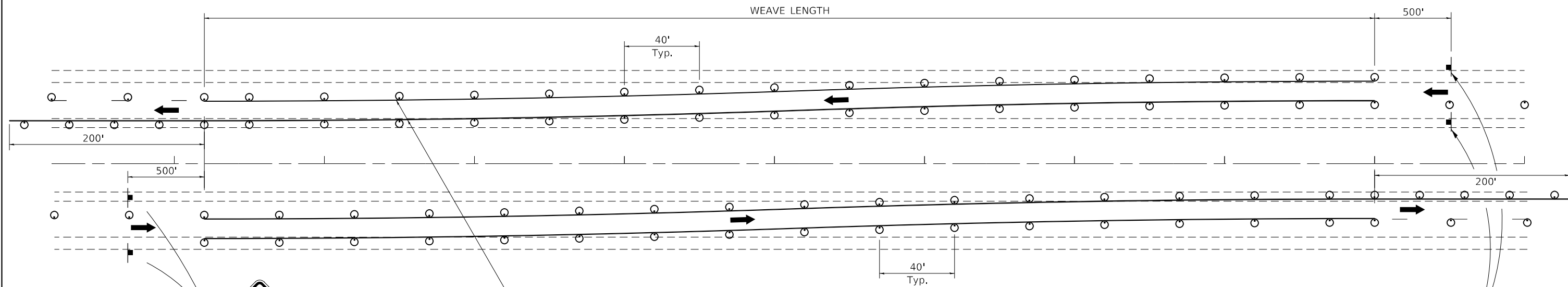
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT TAPER DETAILS

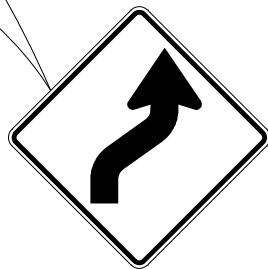
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CONTRACT NO. 68884			ILLINOIS FED. AID PROJECT	

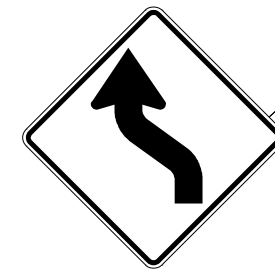
TRAFFIC CONTROL WEAVE DETAIL



TEMPORARY PAVEMENT MARKING REQUIRED IF TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.





W1-4R(O)-48



W1-4L(O)-48

SYMBOLS

-  DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
-  SIGN

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

POSTED SPEED LIMIT	WEAVE LENGTH
65 MPH OR HIGHER	780 FT.
55 MPH	660 FT.
45 MPH	540 FT.

GENERAL NOTES:

USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.

USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.

TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.

TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

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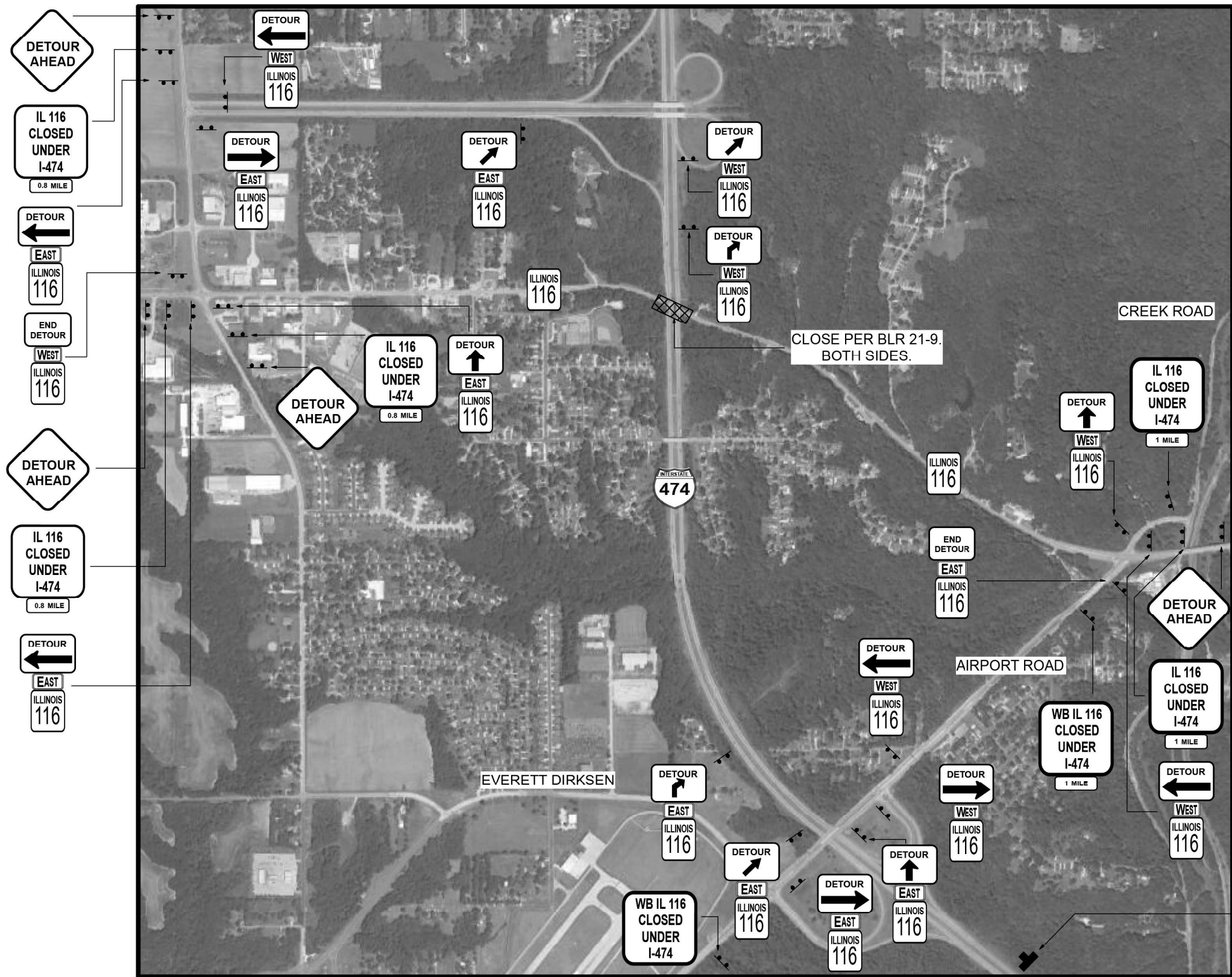
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL WEAVE DETAIL

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	49
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

IL 116 CLOSURE/DETOUR DETAIL



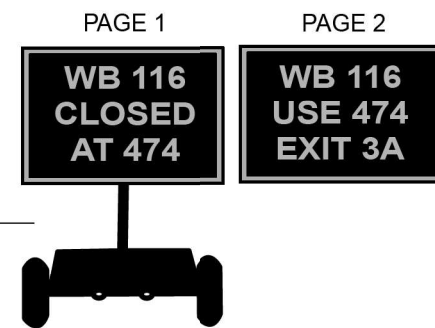
CONTRACTOR SHALL NOTIFY LOCAL POLICE/FIRE 7 DAYS IN ADVANCE OF CLOSURE.

CONTRACTOR SHALL NOTIFY DON HOFFMAN-TRAFFIC CONTROL SUPERVISOR- 21 DAYS IN ADVANCE OF CLOSURE.

THE CONTRACTOR SHALL PLACE TWO PORTABLE CHANGEABLE MESSAGE SIGNS 7 DAYS IN ADVANCE OF THE CLOSURE. THE PCMS SHALL BE ON EACH SIDE OF THE CLOSURE.

I-474 DETOUR SIGNS MAY BE SIZED FOR CONVENTIONAL ROADS.

IL 116 CLOSED UNDER I-474 TYP.- 48 X 48 BLACK ON ORANGE



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

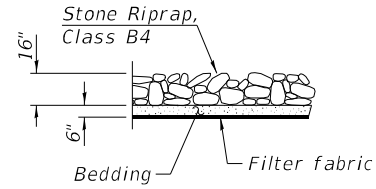
DETOUR DETAIL	
SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

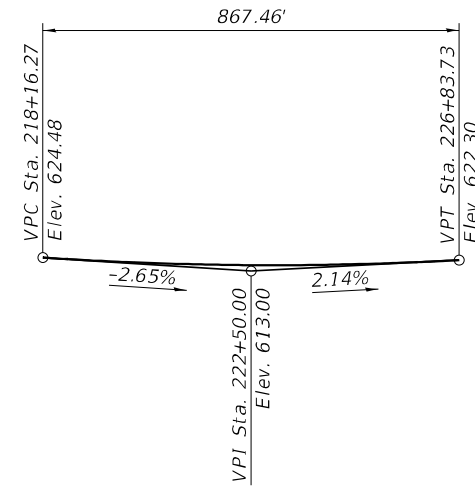
Benchmark: BM #10 - 5/8" Iron Rod with Control Cap. Sta. 203+18.28, Offset 144.31' Lt., Elev. 691.49
 Existing Structure: S.N. 072-0121 (SB) & 072-0122 (NB) Built in 1978 as F.A.I. Rte. 474, Section 72-3HB-2, at Sta. 223+71.15. Existing dual structures each consist of a 124' single span 74" welded steel plate girder supporting an 8" thick reinforced concrete deck. Approach spans consist of a PPC I-Beam superstructure. The substructure consists of reinforced concrete vaulted abutments and approach bents supported on steel H-piles. The concrete approach slabs are supported on timber piles. The NB structure is 218'-2" back-to-back of abutments and has an out-to-out width of 42'-0". The SB structure is 188'-2" back-to-back of abutments and has an out-to-out width that varies from 43'-8 1/4" to 47'-6". The skew is 27°01'08". A bituminous overlay was placed on the structures and adjoining mainline pavement in 2009. Structures to be removed and replaced. Traffic to be maintained utilizing stage construction.

No Salvage

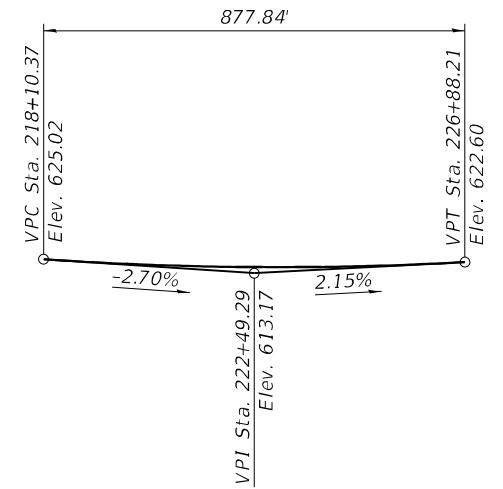
Traffic Barrier Terminal
 Type 6 (Std. 631031) at approach ends
 Type 5 (Std. 631026) at departure ends



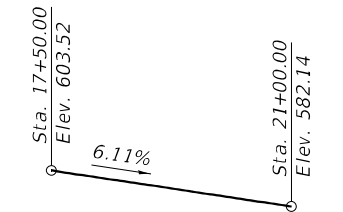
SECTION A-A



PROFILE GRADE F.A.I. WB 474
 (Along C WB Lanes)

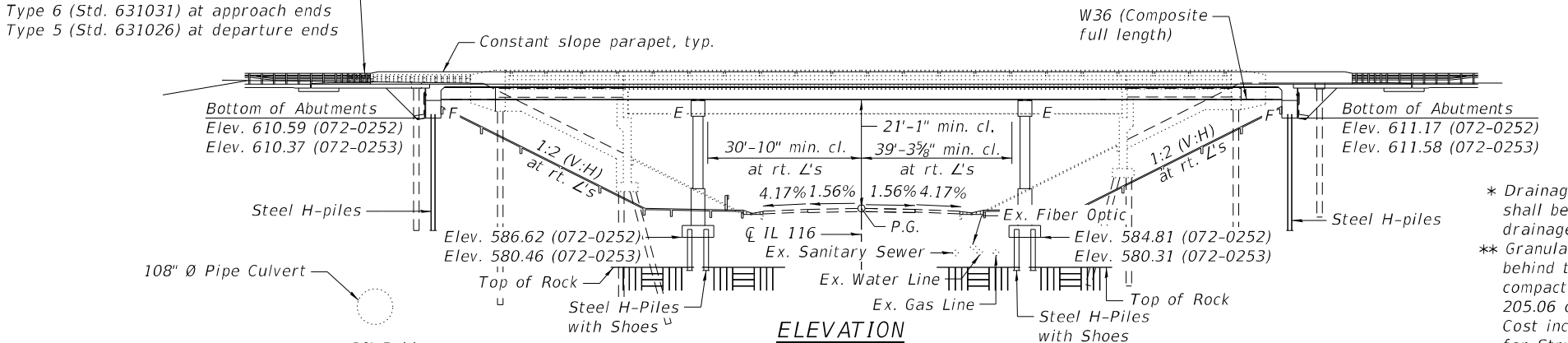


PROFILE GRADE F.A.I. EB 474
 (Along C EB Lanes)

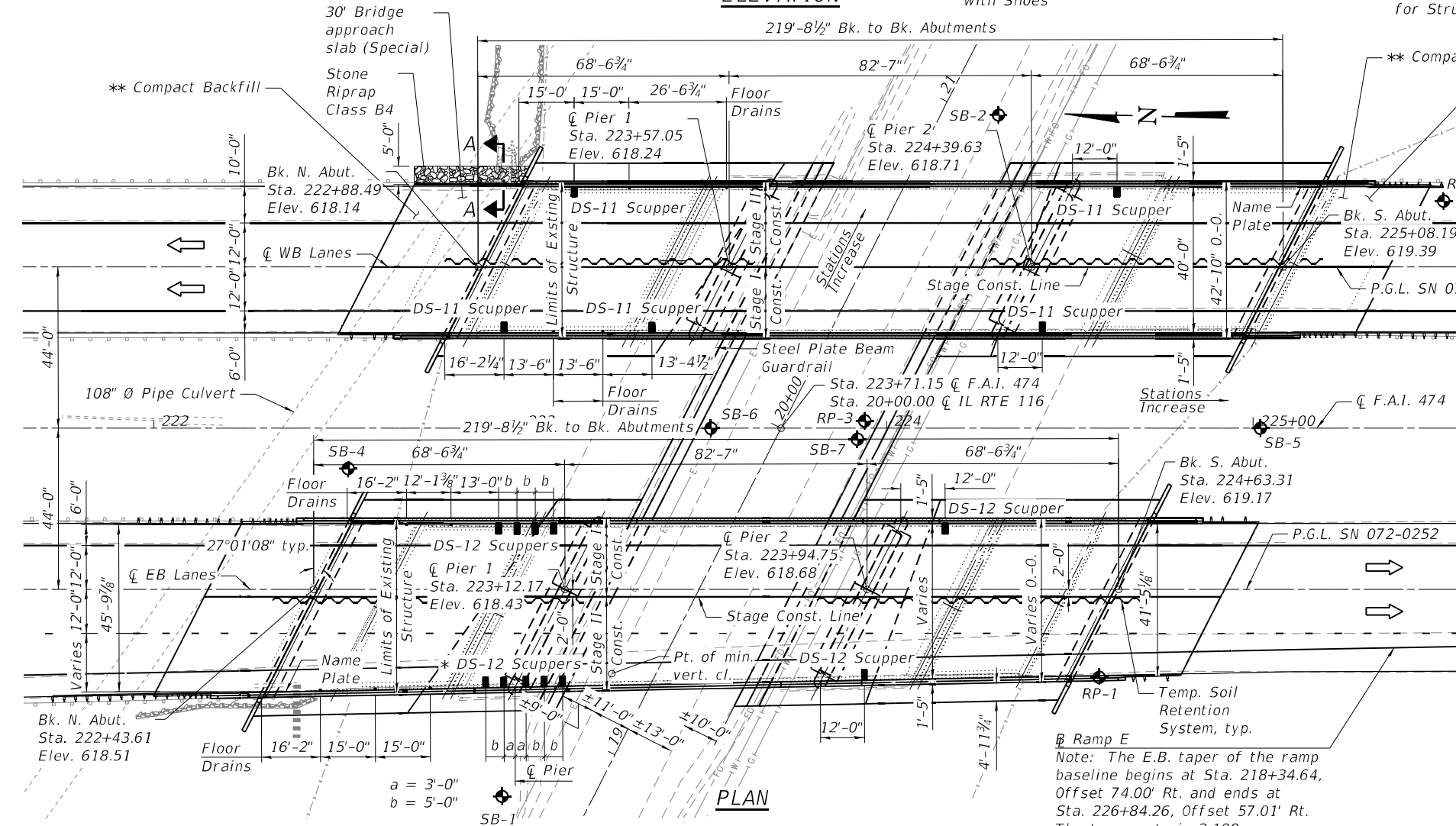


PROFILE GRADE IL 116
 (Along C IL 116)

- * Drainage Scuppers near piers shall be attached to a closed drainage system.
- ** Granular Backfill for Structures behind the WB Abutments shall be compacted according to Article 205.06 of the Standard Specifications. Cost included with Granular Backfill for Structures.

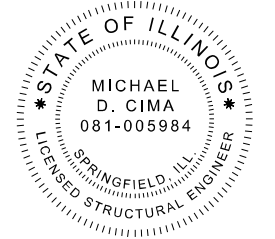


ELEVATION



PLAN

APPROVED
 For Structural Adequacy Only
 Michael D. Cima
 Engineer of Bridges & Structures



Michael D. Cima 7/29/2022
 Michael D. Cima, Illinois S.E. 081-005984 Date Expires 11/30/2022

- Notes:
- The profile grade shows the final elevations after grinding. Up to 1/4" may be ground off the bridge deck and the bridge approach slabs.
 - Longitudinal dimensions are measured parallel to C F.A.I. 474, U.N.O.
 - Transverse dimensions are measured perpendicular to C F.A.I. 474, U.N.O.

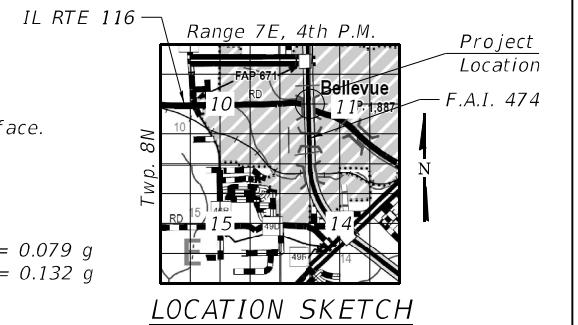
LOADING HL-93
 Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA
 Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.079 g
 Design Spectral Acceleration at 0.2 sec. (SDS) = 0.132 g
 Soil Site Class = C

DESIGN SPECIFICATIONS
 2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES
 FIELD UNITS

- f'c = 3,500 psi
- f'c = 4,000 psi (Superstructure)
- fy = 60,000 psi (Reinforcement)
- fy = 50,000 psi (M270 Grade 50)
- fy = 36,000 psi (M270 Grade 36)



GENERAL PLAN AND ELEVATION
 I-474 OVER IL ROUTE 116
 F.A.I. RTE 474 - SECTION (72-3HB-2)BR
 PEORIA COUNTY
 STA. 223+71.15
 STRUCTURE NO. 072-0252 (EB)
 STRUCTURE NO. 072-0253 (WB)

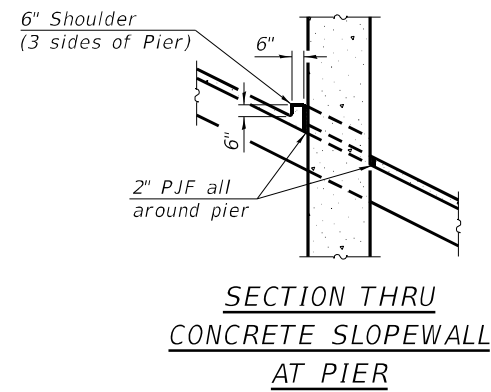
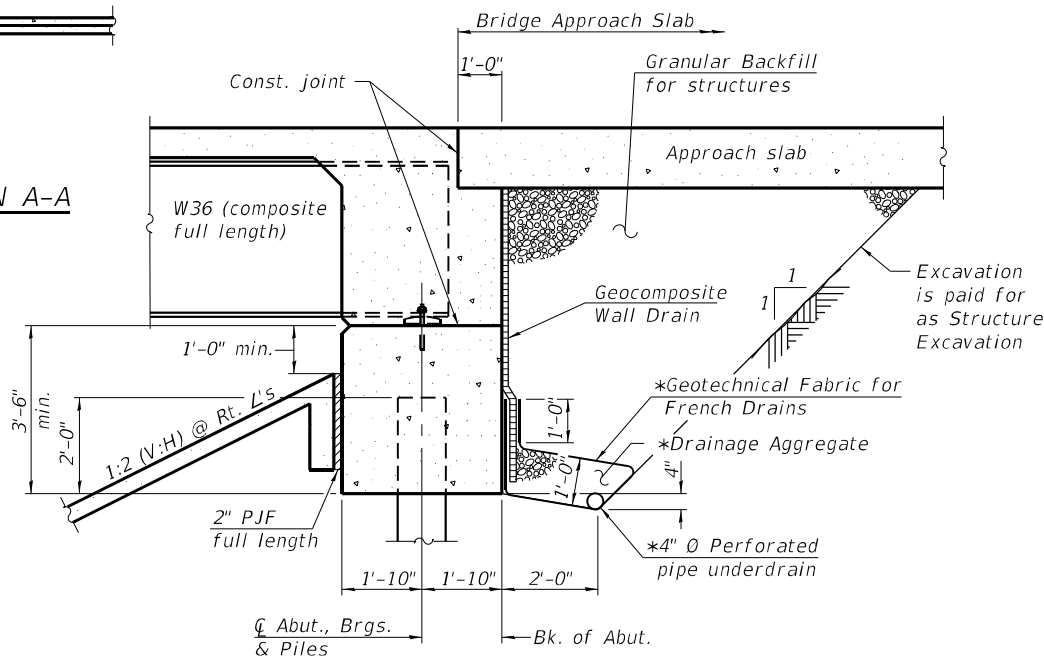
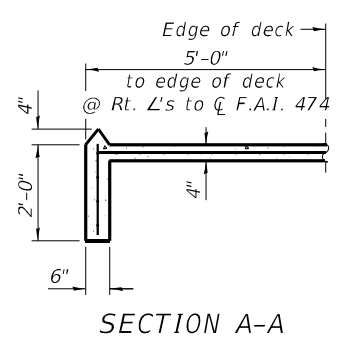
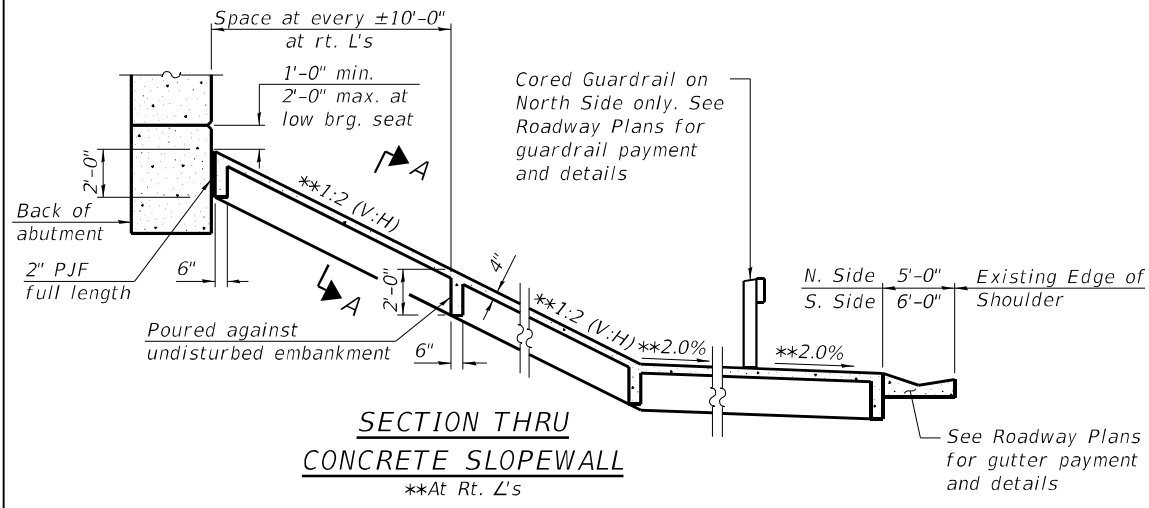
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
 STRUCTURE NO. 072-0252 (EB) & 072-0253 (WB)

SHEET 1 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	51
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

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STATION 223+71.15
BUILT 202_BY
STATE OF ILLINOIS
F.A.I. RT. 474 SEC. (72-3HB-2)BR
LOADING HL-93
STR. NO. 072-0252

STATION 223+71.15
BUILT 202_BY
STATE OF ILLINOIS
F.A.I. RT. 474 SEC. (72-3HB-2)BR
LOADING HL-93
STR. NO. 072-0253

NAME PLATE
See Std. 515001

NAME PLATE
See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SN 072-0252 (EB)			SN 072-0253 (WB)		
		SUPER	SUB	TOTAL	SUPER	SUB	TOTAL
Stone Riprap, Class B4	Ton				12	12	
Filter Fabric	Sq. Yd.				17	17	
Removal of Existing Structures	Each			1			1
Protective Shield	Sq. Yd.	245		245	226		226
Structure Excavation	Cu. Yd.		778	778	671		671
Floor Drains	Each	5		5	4		4
Concrete Structures	Cu. Yd.		358.1	358.1	321.5		321.5
Concrete Superstructure	Cu. Yd.	389.6		389.6	358.3		358.3
Protective Coat	Sq. Yd.	1,497		1,497	1,477		1,477
Concrete Superstructure (Approach Slab)	Cu. Yd.	129.8		129.8	118.1		118.1
Furnishing & Erecting Structural Steel	L. Sum	0.54		0.54	0.46		0.46
Stud Shear Connectors	Each	5,406		5,406	6,894		6,894
Reinforcement Bars, Epoxy Coated	Pound	152,000	45,370	197,370	132,240	48,550	180,790
Bar Splicers	Each	1,071	220	1,291	957	222	1,179
Slope Wall 4 Inch	Sq. Yd.		998	998	951		951
Furnishing Steel Piles HP12x63	Foot		569	569	569		569
Furnishing Steel Piles HP14x89	Foot		806	806	754		754
Driving Piles	Foot		1,375	1,375	1,323		1,323
Test Pile Steel HP12x63	Each		1	1	1		1
Test Pile Steel HP14x89	Each		2	2	2		2
Pile Shoes	Each		28	28	28		28
Name Plates	Each	1		1	1		1
Elastomeric Bearing Assembly, Type I	Each		12	12	12		12
Anchor Bolts, 1"	Each		24	24	24		24
Anchor Bolts, 1 1/4"	Each		24	24	24		24
Temporary Soil Retention System	Sq. Ft.		1,532	1,532	886		886
Granular Backfill for Structures	Cu. Yd.		170	170	125		125
Geocomposite Wall Drain	Sq. Yd.		99	99	93		93
Pipe Underdrains for Structures 4"	Foot		153	153	146		146
Drainage Scuppers, DS-11	Each				5		5
Drainage Scuppers, DS-12	Each	11		11			
Drainage System	L. Sum	1		1			
Diamond Grinding (Bridge Section)	Sq. Yd.	1,471		1,471	1,314		1,314
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	984		984	740		740

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

*Included in the cost of Pipe Underdrains for Structures.

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).

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8" Ø, holes 1 1/16" Ø, unless otherwise noted.
- Calculated weight of Structural Steel = 41,160 (M270 Grade 36) = 551,960 (M270 Grade 50)
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. 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 blue, Munsell No. 10B 3/6.
- Sloped wall shall be reinforced with galvanized welded wire fabric. 6 in. x 6 in. - W4.0 x W4.0 weighing 58 lbs. per 100 sq. ft.

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- General Plan & Elevation
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- Stage Construction (2 of 2)
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- South Abutments Stage Removal
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- Top of Slab Elevations (1 of 3) (EB)
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- Soil Boring Logs (SB-5)
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- Soil Boring Logs (SB-7) (1 of 2)
- Soil Boring Logs (SB-7) (2 of 2)
- Soil Boring Logs (RP-1)
- Soil Boring Logs (RP-2)
- Soil Boring Logs (RP-3)

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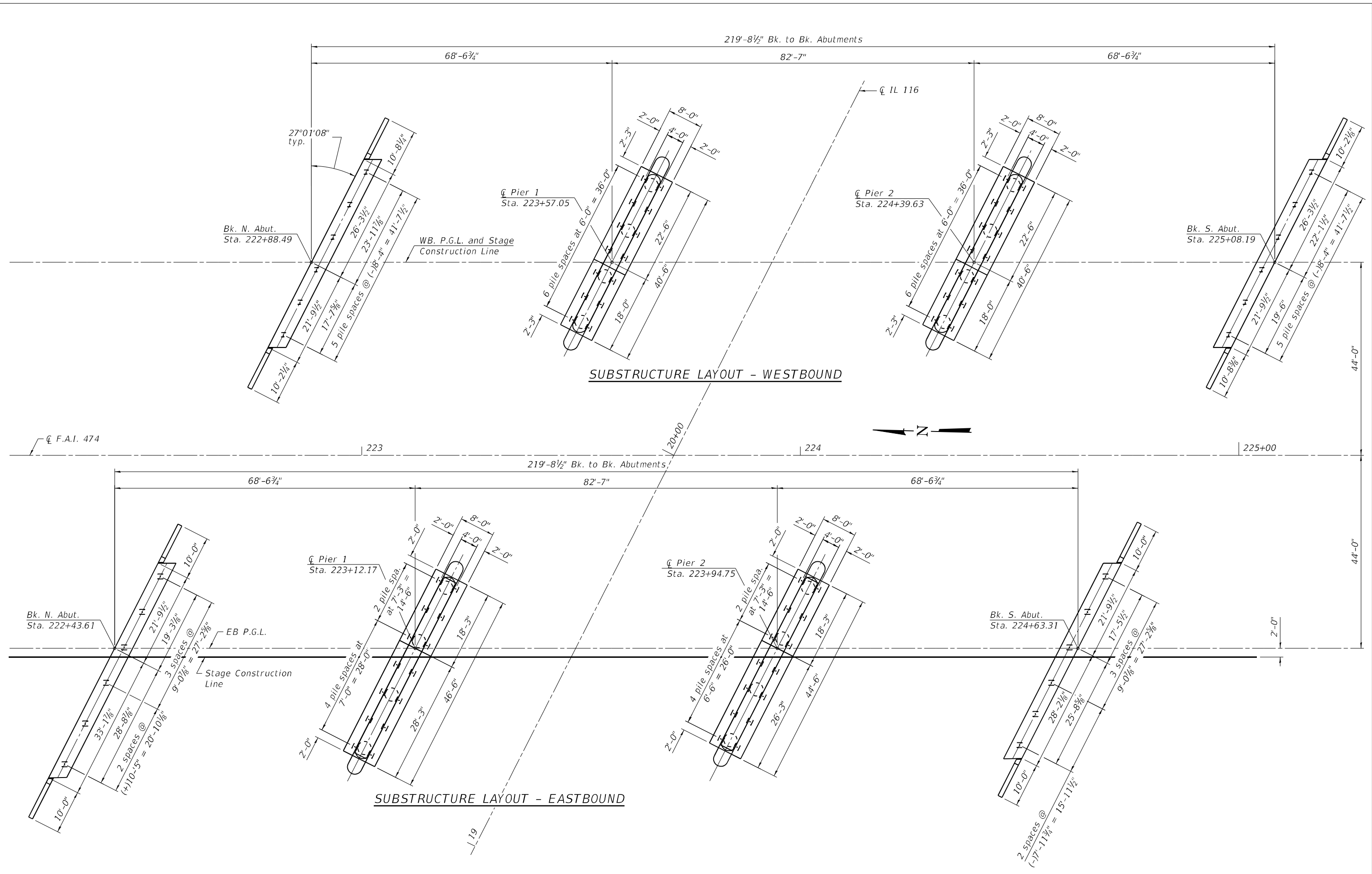
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 072-0252 (EB) & 072-0253 (WB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	52
CONTRACT NO. 68884				
SHEET 2 OF 65 SHEETS		ILLINOIS FED. AID PROJECT		

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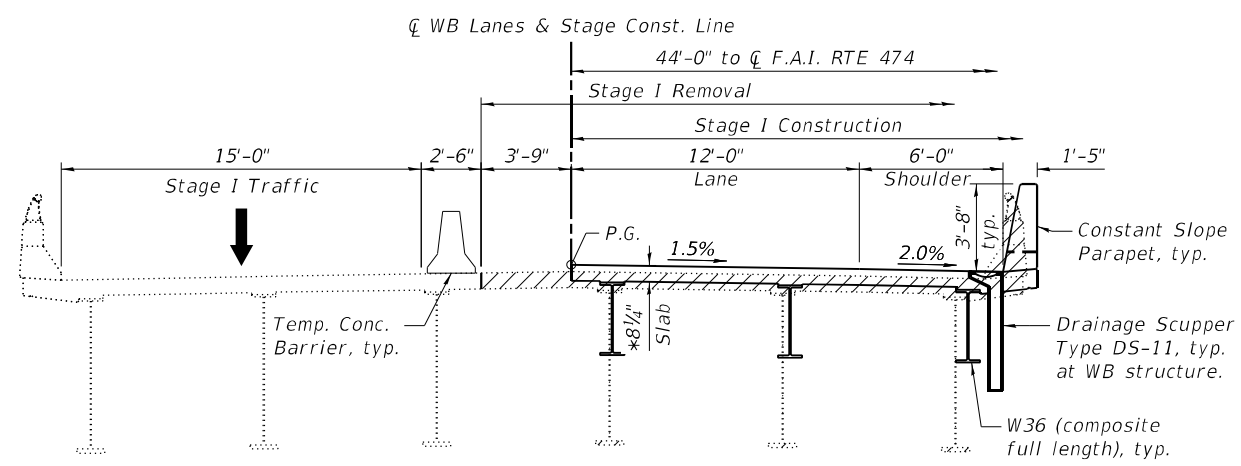
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

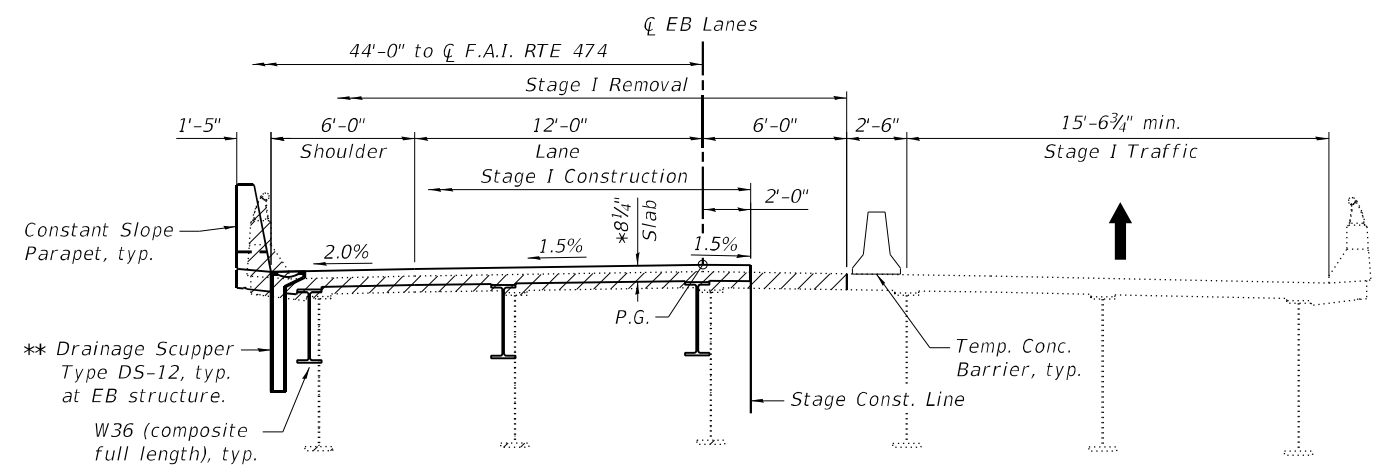
STRUCTURE NO. 072-0252 (EB) & 072-0253 (WB)
 SHEET 3 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	53
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

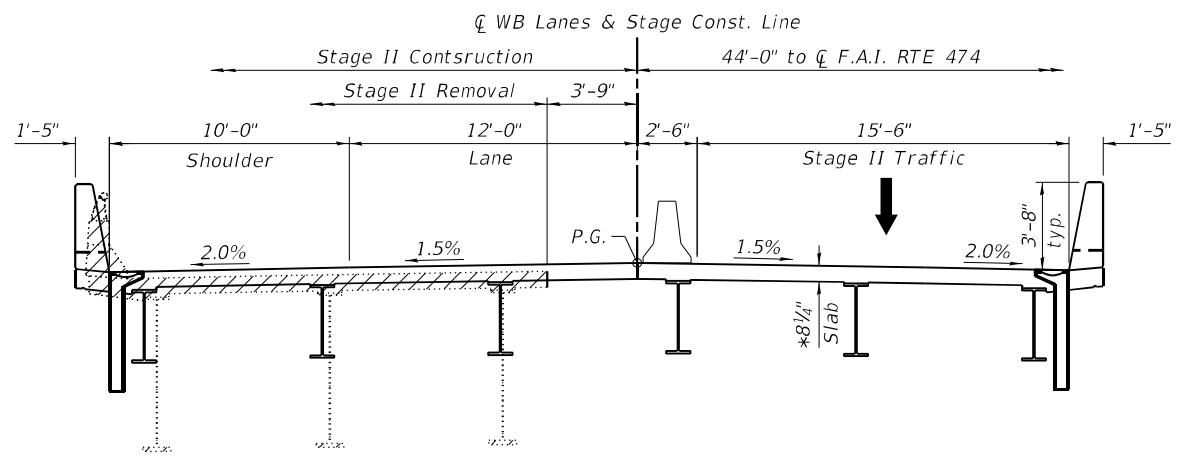
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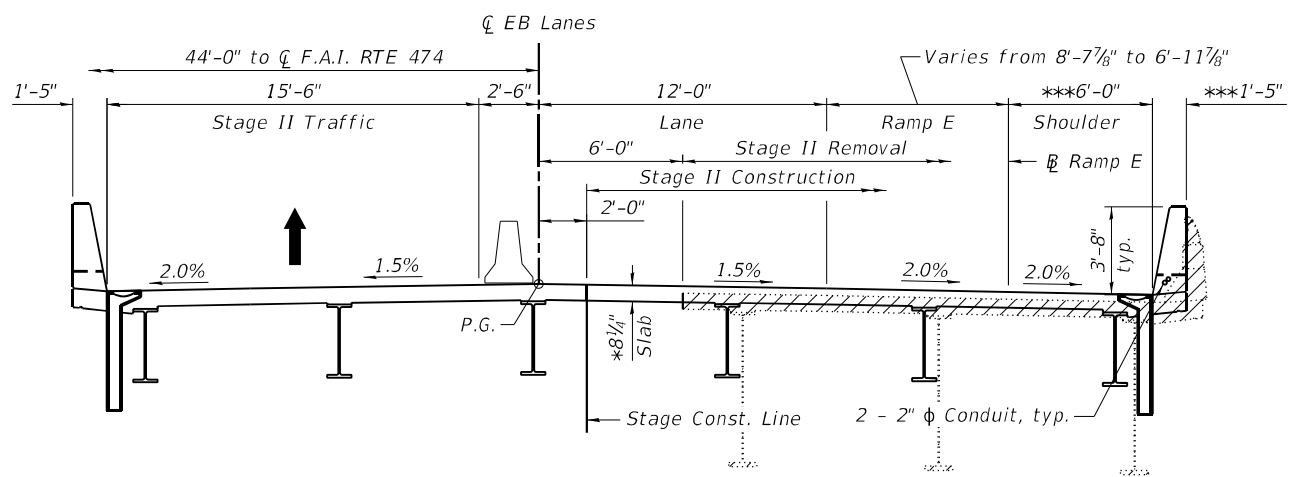
SPAN 2 STAGE I CONSTRUCTION - WESTBOUND
 (Looking South)



SPAN 2 STAGE I CONSTRUCTION - EASTBOUND
 (Looking South)
 (At \bar{C} of Span 2 Bearings)
 (Measured Perpendicular to \bar{C} Lanes)

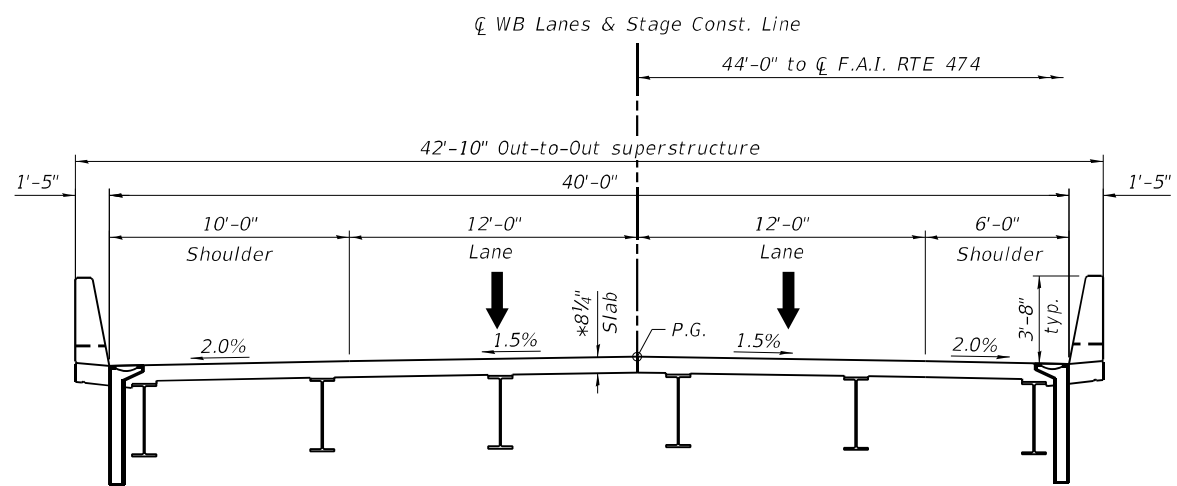


SPAN 2 STAGE II CONSTRUCTION - WESTBOUND
 (Looking South)

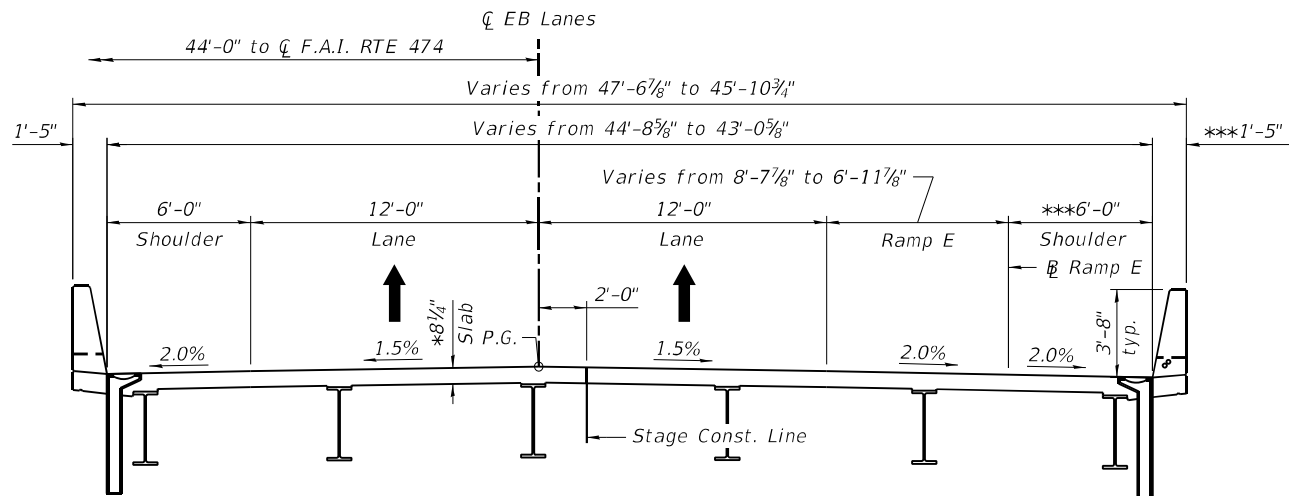


SPAN 2 STAGE II CONSTRUCTION - EASTBOUND
 (Looking South)
 (At \bar{C} of Span 2 Bearings)
 (Measured Perpendicular to \bar{C} Lanes, U.N.O.)

- * Prior to Grinding
 - ** Drainage Scuppers near piers shall be attached to a closed drainage system.
 - *** Measured perpendicular to edge of deck
- ▨ Stage Removal



SPAN 2 - WESTBOUND
 (Looking South)



SPAN 2 - EASTBOUND
 (Looking South)
 (At \bar{C} of Span 2 Bearings)
 (Measured Perpendicular to \bar{C} Lanes, U.N.O.)



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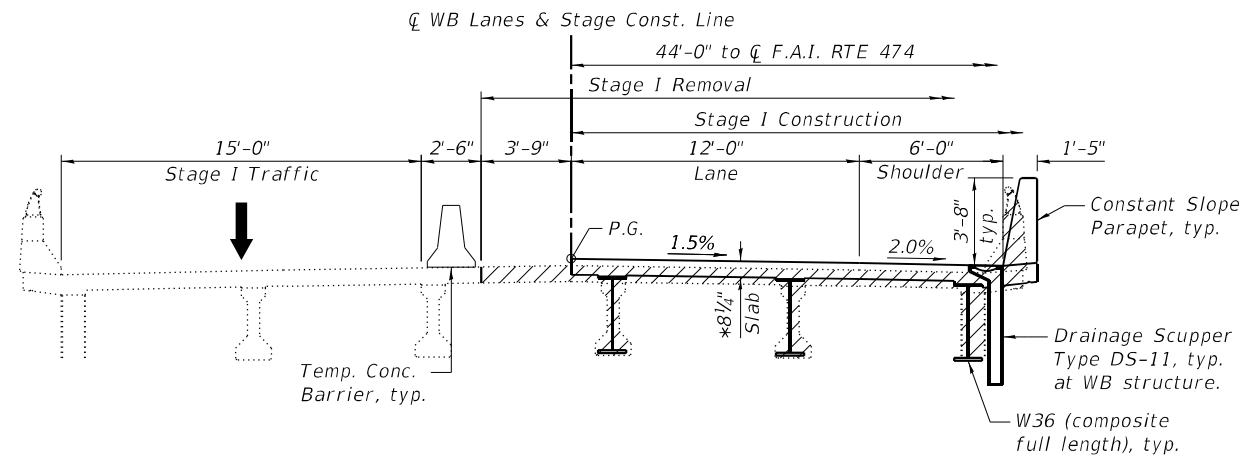
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION (1 OF 2)
STRUCTURE NO. 072-0252 (EB) & 072-0253 (WB)

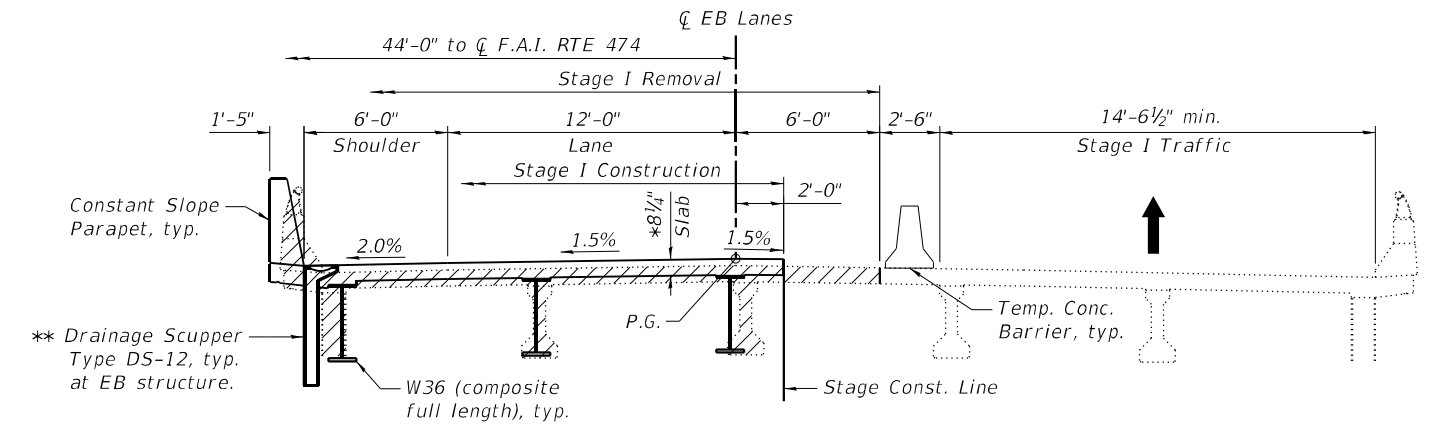
SHEET 4 OF 65 SHEETS

F.A.I. RTE. 474	SECTION (72-3HB-2)BR	COUNTY PEORIA	TOTAL SHEETS 126	SHEET NO. 54
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

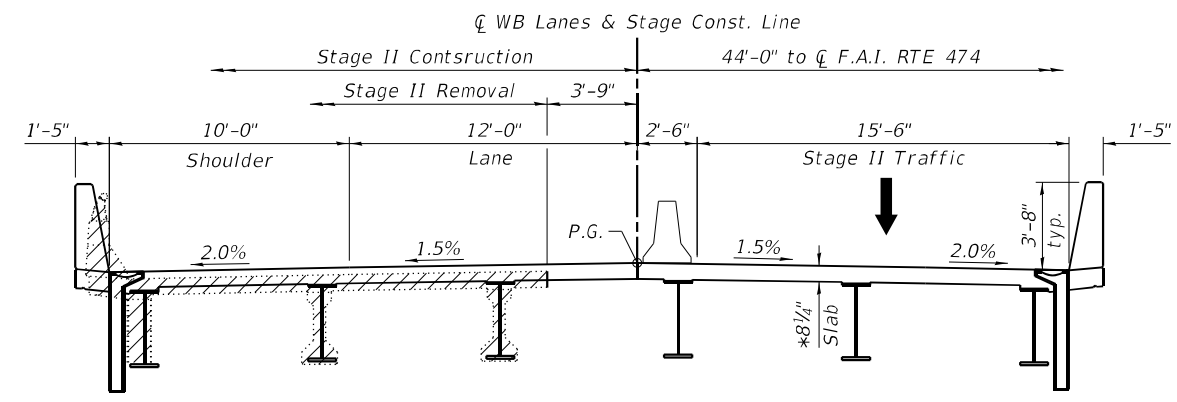
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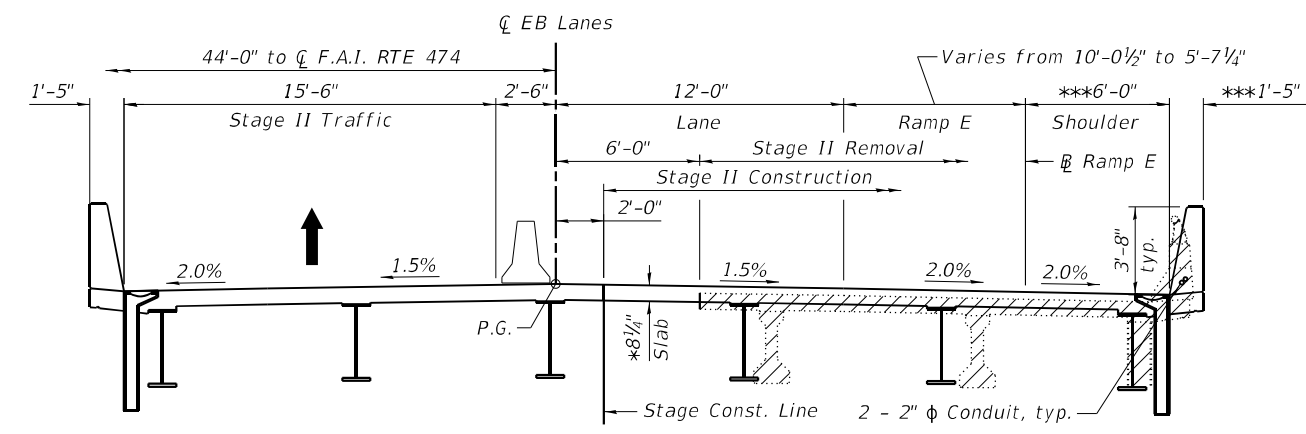
SPANS 1 & 3 STAGE I CONSTRUCTION - WESTBOUND
 (Looking South)



SPANS 1 & 3 STAGE I CONSTRUCTION - EASTBOUND
 (Looking South)
 (At Back of Proposed Abutment)
 (Measured Perpendicular to $\bar{\bar{C}}$ Lanes)



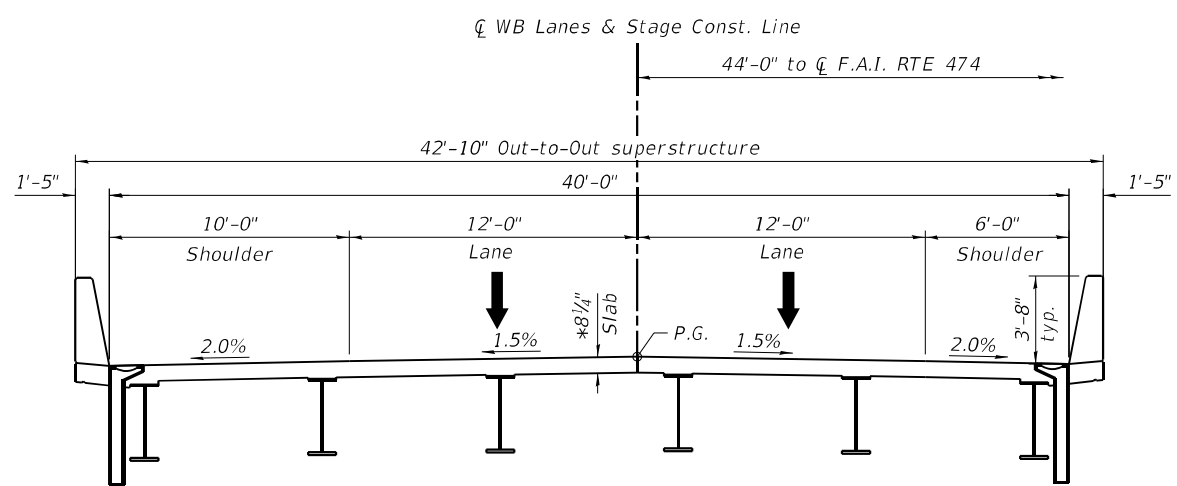
SPANS 1 & 3 STAGE II CONSTRUCTION - WESTBOUND
 (Looking South)



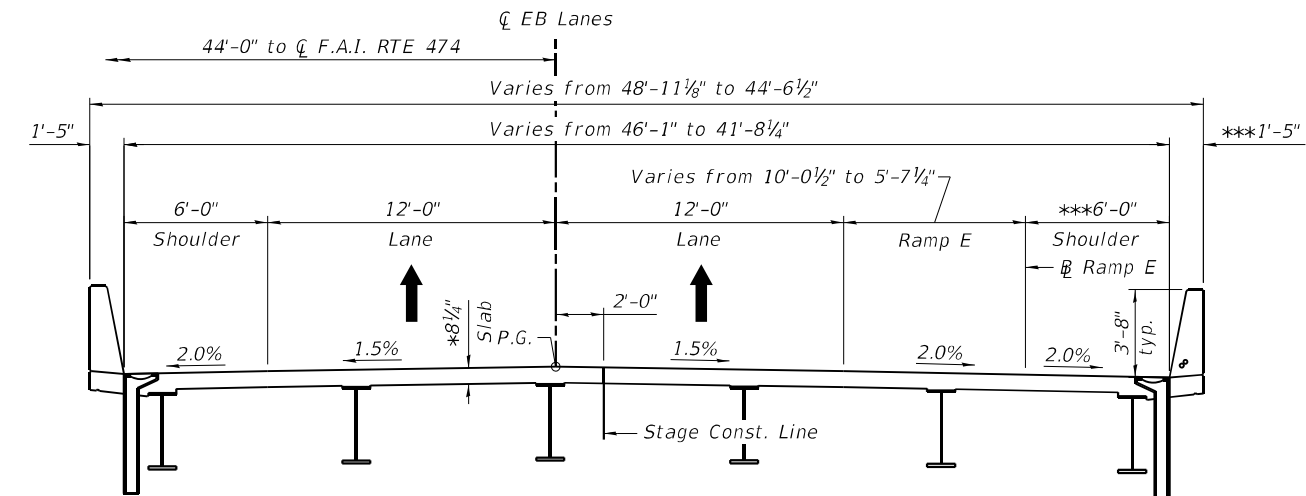
SPANS 1 & 3 STAGE II CONSTRUCTION - EASTBOUND
 (Looking South)
 (At Back of Proposed Abutment)
 (Measured Perpendicular to $\bar{\bar{C}}$ Lanes, U.N.O.)

- * Prior to Grinding
- ** Drainage Scuppers near piers shall be attached to a closed drainage system.
- *** Measured perpendicular to edge of deck

Stage Removal



SPANS 1 & 3 - WESTBOUND
 (Looking South)



SPANS 1 & 3 - EASTBOUND
 (Looking South)
 (At Back of Proposed Abutment)
 (Measured Perpendicular to $\bar{\bar{C}}$ Lanes, U.N.O.)



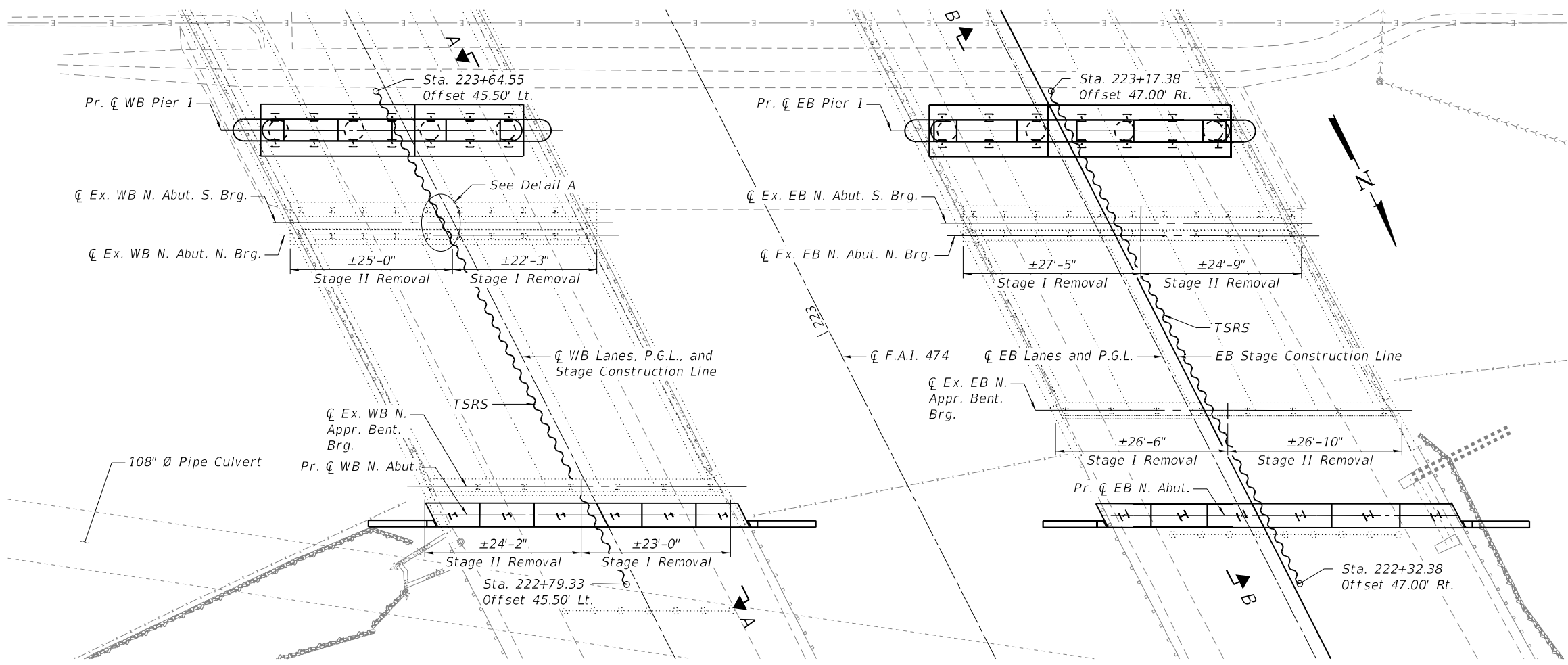
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION (2 OF 2)
 STRUCTURE NO. 072-0252 (EB) & 072-0253 (WB)**

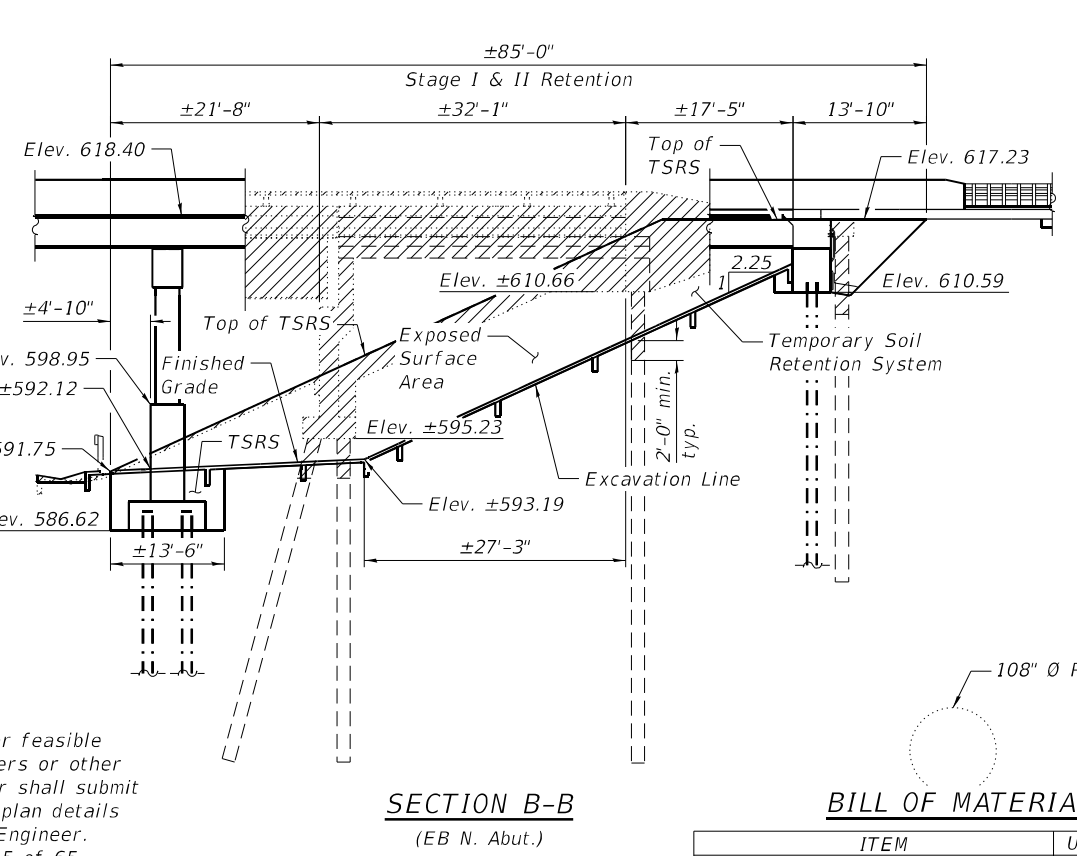
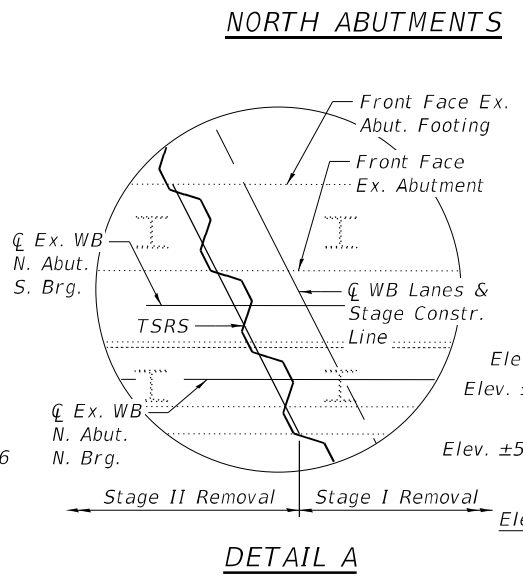
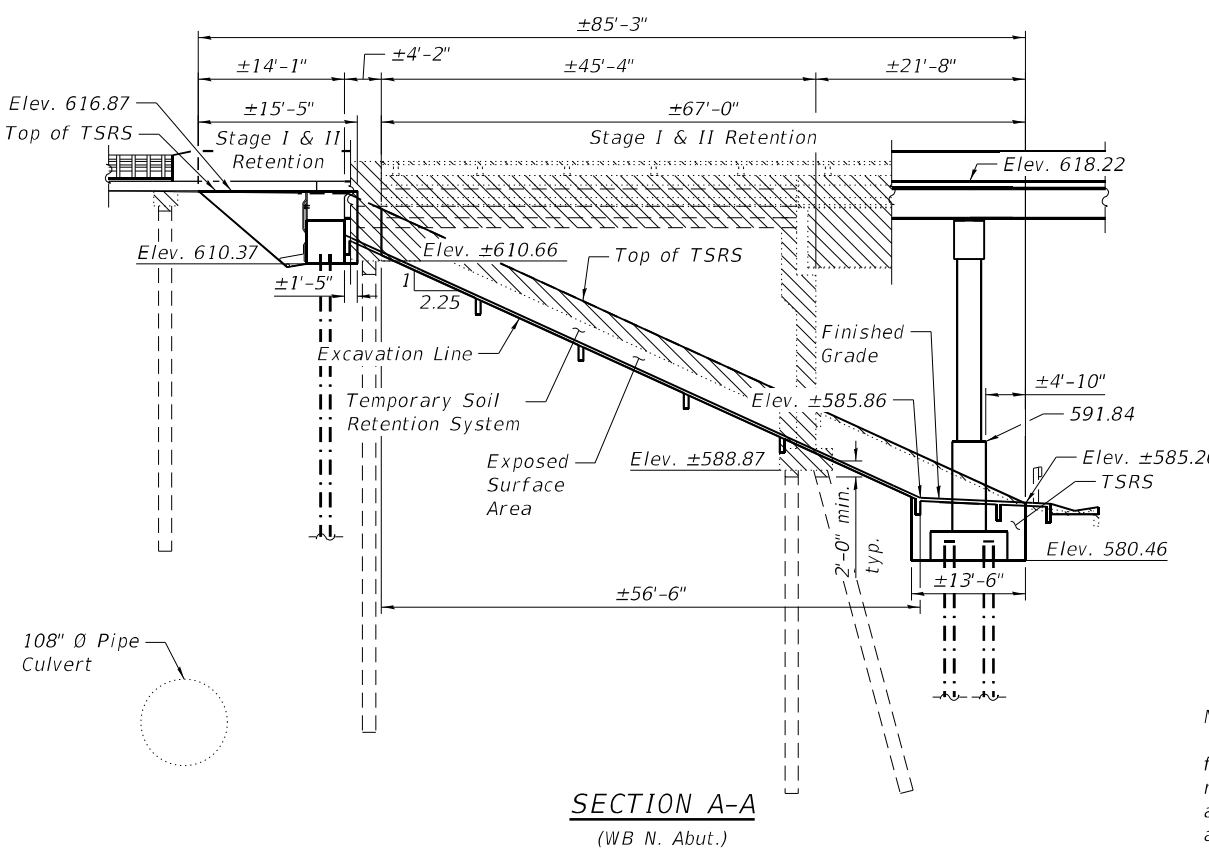
SHEET 5 OF 65 SHEETS

F.A.I. RTE. 474	SECTION (72-3HB-2)BR	COUNTY PEORIA	TOTAL SHEETS 126	SHEET NO. 55
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



LEGEND

- Existing Structure Removal
- Existing Underground Electric
- Existing Fence
- Existing Underground Sanitary Sewer



Notes:
 A cantilevered sheet piling design does not appear feasible for the WB and EB structures and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
 For Stage Construction Details see sheets 4 and 5 of 65.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Soil Retention System	Sq. Ft.	1,138

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

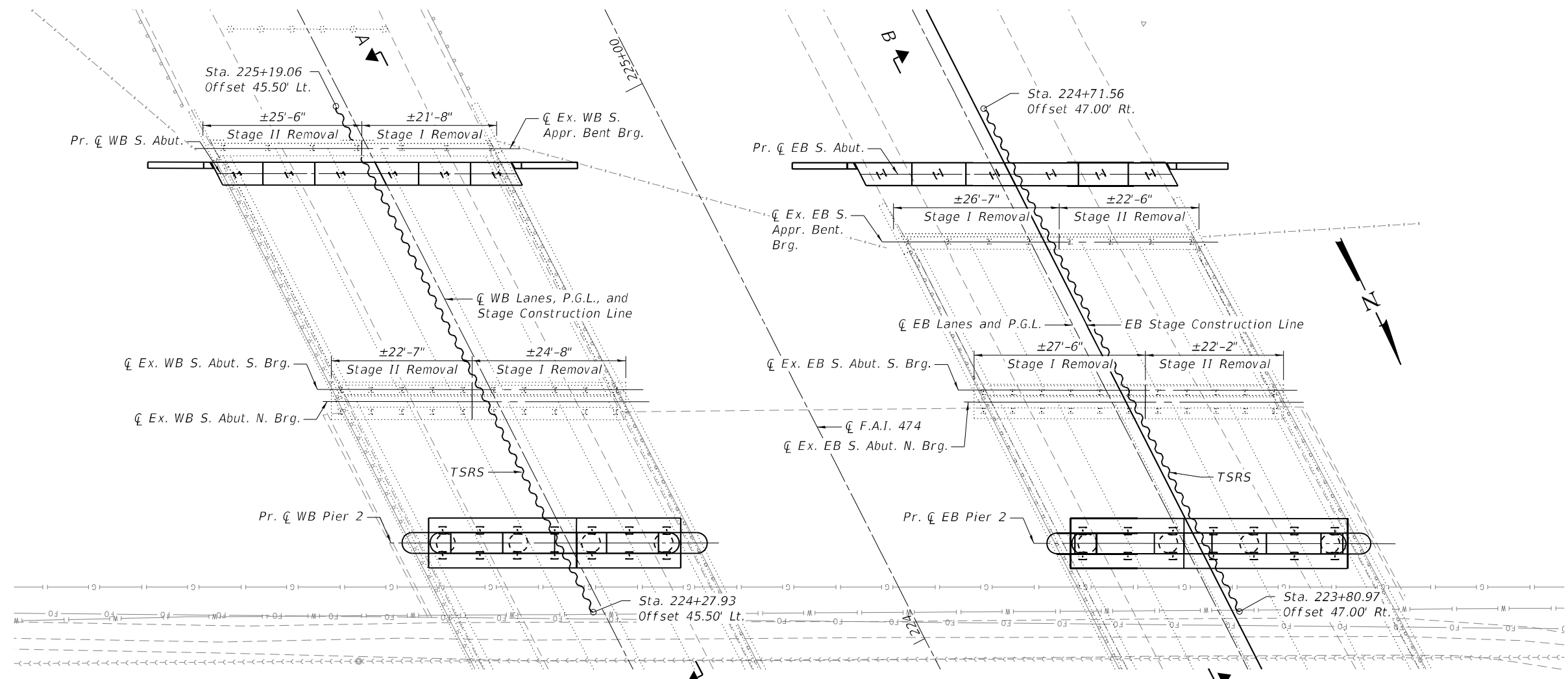
**NORTH ABUTMENTS STAGE REMOVAL
 STRUCTURE NO. 072-0252 (EB) & 072-0253 (WB)**

SHEET 6 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	56

CONTRACT NO. 68884
 ILLINOIS FED. AID PROJECT

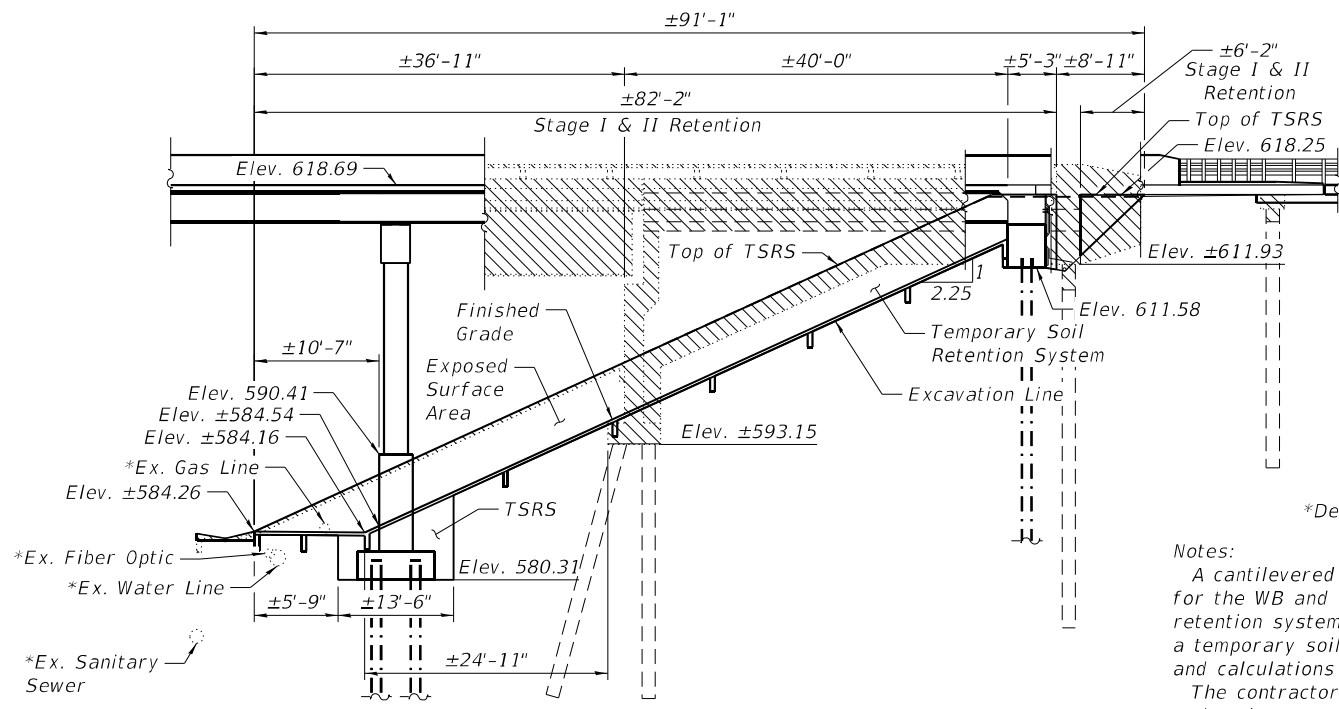
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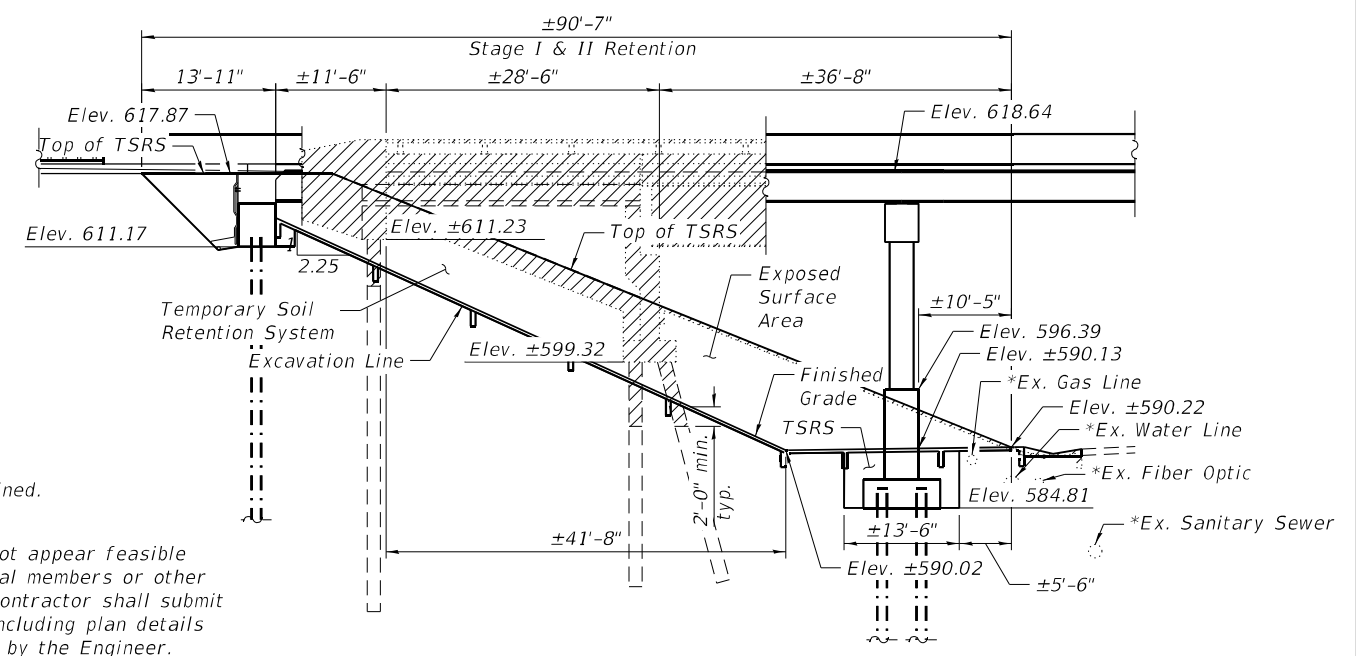
LEGEND

- Existing Structure Removal
- Existing Underground Gas Line
- Existing Underground Water Line
- Existing Underground Fiber Optic Line
- Existing Underground Sanitary Sewer
- Existing Fence

SOUTH ABUTMENTS



SECTION A-A
(WB S. Abut.)



SECTION B-B
(EB S. Abut.)

Notes:
 A cantilevered sheet piling design does not appear feasible for the WB and EB structures and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
 The contractor is alerted to the presence of underground utilities under the proposed Temporary Soil Retention System and that may need to be kept in service during construction of the wall.
 For Stage Construction Details see sheets 4 and 5 of 65.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Soil Retention System	Sq. Ft.	1,280



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

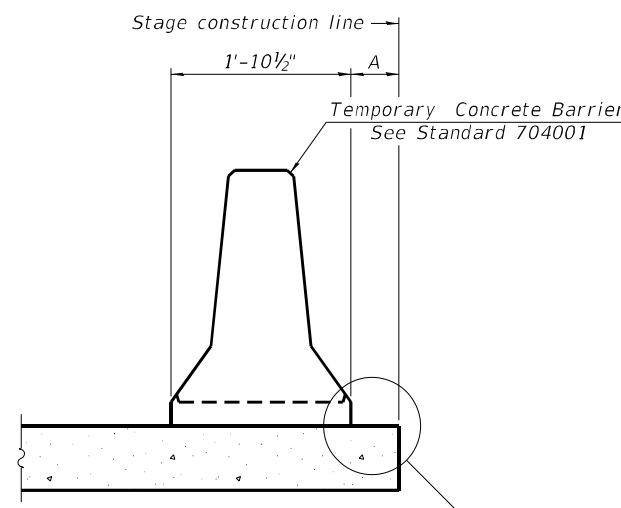
SOUTH ABUTMENTS STAGE REMOVAL
STRUCTURE NO. 072-0252 (EB) & 072-0253 (WB)

SHEET 7 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	57

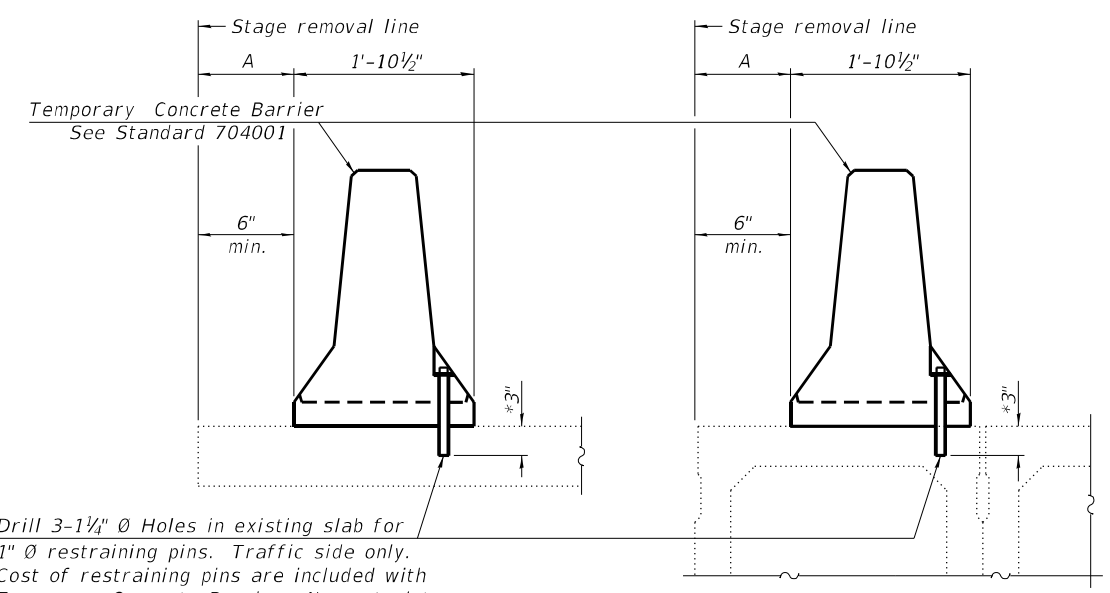
CONTRACT NO. 68884
 ILLINOIS FED. AID PROJECT

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When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

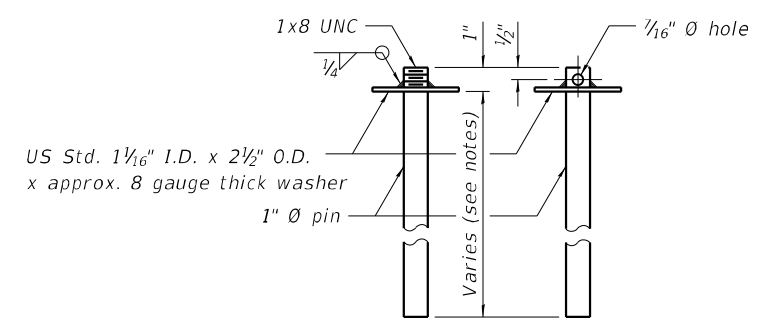
NEW SLAB OR NEW DECK BEAM



Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

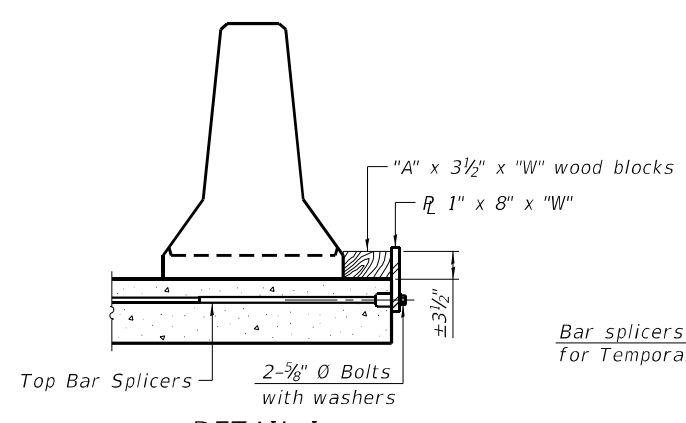
EXISTING SLAB **EXISTING DECK BEAM**

SECTIONS THRU SLAB OR DECK BEAM

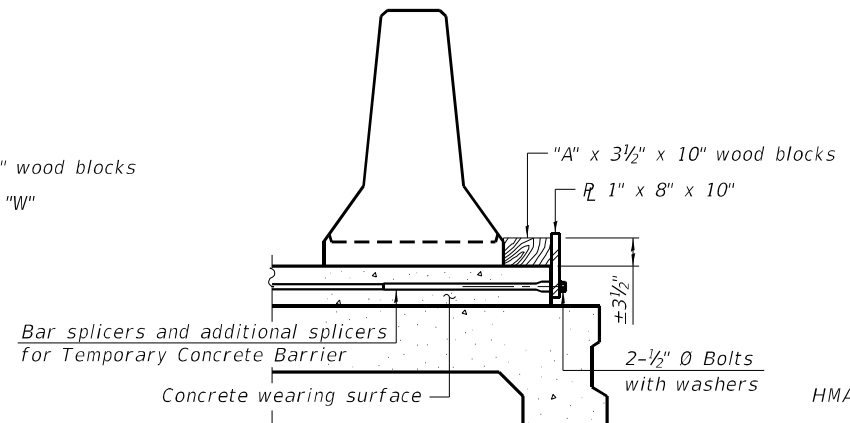


RESTRAINING PIN

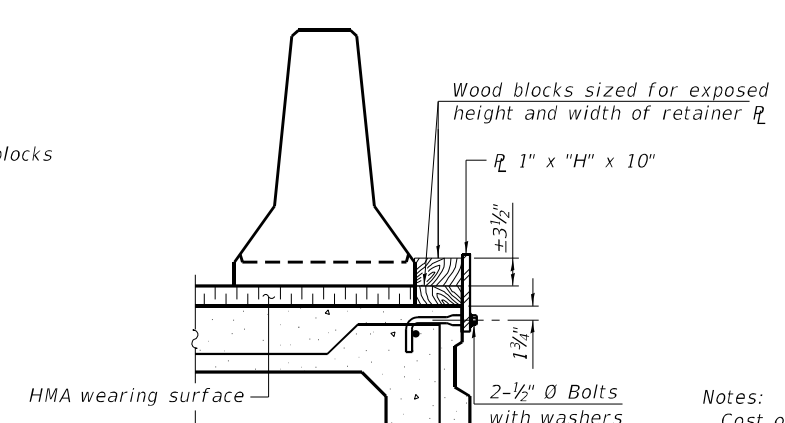
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



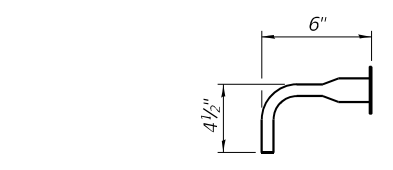
DETAIL I



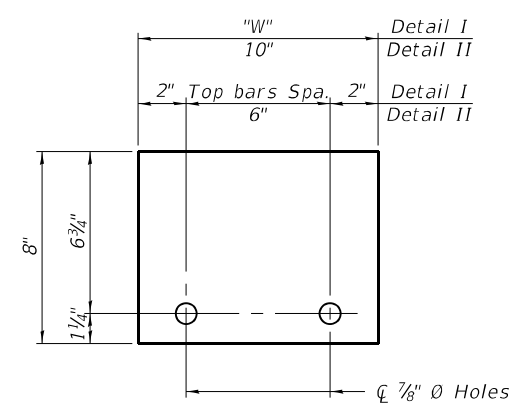
DETAIL II



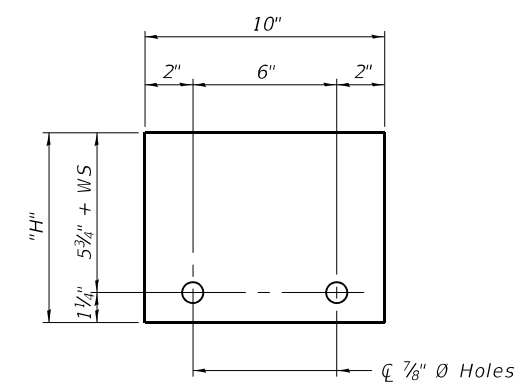
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

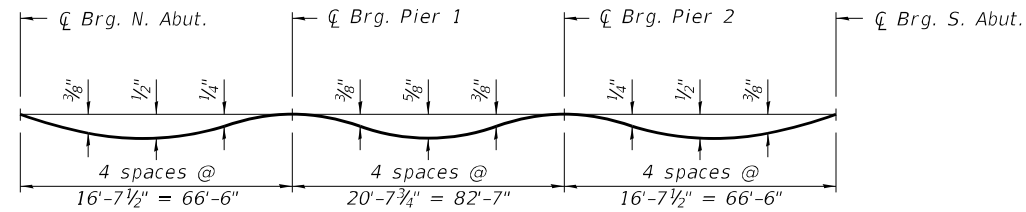
Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

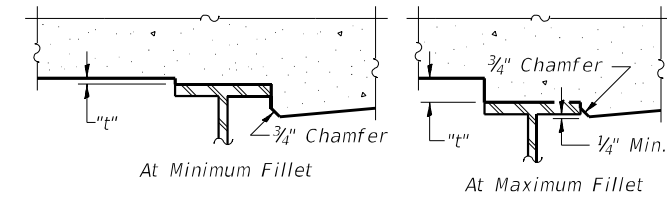


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

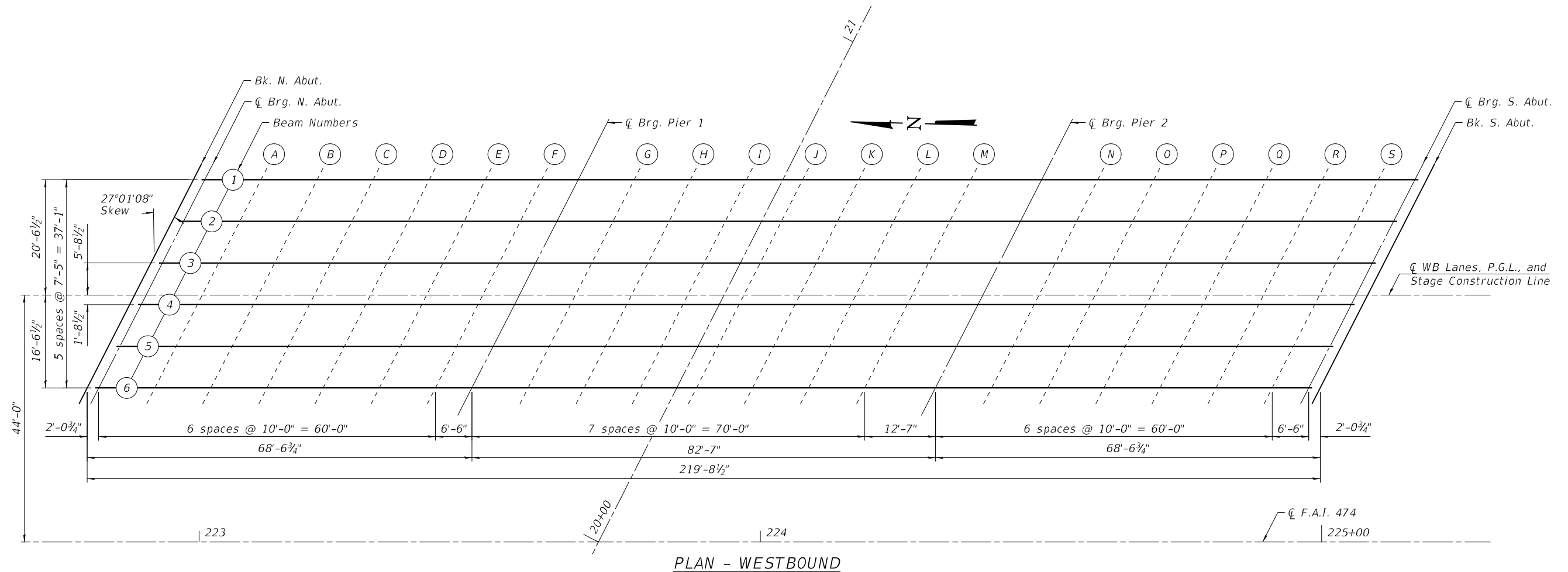
The deflections in this diagram are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 10 and 11 of 65.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 10 and 11 of 65, minus 8 1/4" deck thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 10 and 11 of 65. For grinding the deck, see Special Provisions.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (1 OF 3) (WB)
STRUCTURE NO. 072-0253 (WB)

SHEET 9 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	59
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+98.97	-20.54	617.79	617.81
☉ Brg - North Abut.	223+01.02	-20.54	617.79	617.81
A	223+11.02	-20.54	617.80	617.84
B	223+21.02	-20.54	617.81	617.86
C	223+31.02	-20.54	617.82	617.88
D	223+41.02	-20.54	617.85	617.90
E	223+51.02	-20.54	617.87	617.91
F	223+61.02	-20.54	617.91	617.93
☉ Pier 1	223+67.53	-20.54	617.93	617.95
G	223+77.53	-20.54	617.97	618.00
H	223+87.53	-20.54	618.02	618.06
I	223+97.53	-20.54	618.08	618.14
J	224+07.53	-20.54	618.14	618.20
K	224+17.53	-20.54	618.20	618.26
L	224+27.53	-20.54	618.27	618.32
M	224+37.53	-20.54	618.35	618.38
☉ Pier 2	224+50.11	-20.54	618.45	618.47
N	224+60.11	-20.54	618.54	618.57
O	224+70.11	-20.54	618.63	618.67
P	224+80.11	-20.54	618.73	618.78
Q	224+90.11	-20.54	618.83	618.89
R	225+00.11	-20.54	618.95	619.00
S	225+10.11	-20.54	619.06	619.09
☉ Brg. - South Abut.	225+16.61	-20.54	619.14	619.16
Bk. South Abut.	225+18.67	-20.54	619.16	619.18

BEAM 2

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+95.18	-13.13	617.94	617.96
☉ Brg. - North Abut.	222+97.24	-13.13	617.94	617.96
A	223+07.24	-13.13	617.94	617.98
B	223+17.24	-13.13	617.95	618.01
C	223+27.24	-13.13	617.96	618.02
D	223+37.24	-13.13	617.99	618.04
E	223+47.24	-13.13	618.01	618.05
F	223+57.24	-13.13	618.04	618.06
☉ Pier 1	223+63.74	-13.13	618.07	618.09
G	223+73.74	-13.13	618.11	618.14
H	223+83.74	-13.13	618.15	618.20
I	223+93.74	-13.13	618.20	618.26
J	224+03.74	-13.13	618.26	618.33
K	224+13.74	-13.13	618.32	618.38
L	224+23.74	-13.13	618.39	618.44
M	224+33.74	-13.13	618.46	618.49
☉ Pier 2	224+46.32	-13.13	618.57	618.59
N	224+56.32	-13.13	618.65	618.68
O	224+66.32	-13.13	618.74	618.78
P	224+76.32	-13.13	618.84	618.89
Q	224+86.32	-13.13	618.94	619.00
R	224+96.32	-13.13	619.05	619.10
S	225+06.32	-13.13	619.16	619.20
☉ Brg. - South Abut.	225+12.83	-13.13	619.24	619.26
Bk. South Abut.	225+14.88	-13.13	619.27	619.29

BEAM 3

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+91.40	-5.71	618.05	618.07
☉ Brg. - North Abut.	222+93.46	-5.71	618.05	618.07
A	223+03.46	-5.71	618.06	618.10
B	223+13.46	-5.71	618.06	618.12
C	223+23.46	-5.71	618.08	618.14
D	223+33.46	-5.71	618.09	618.14
E	223+43.46	-5.71	618.12	618.16
F	223+53.46	-5.71	618.15	618.17
☉ Pier 1	223+59.96	-5.71	618.17	618.19
G	223+69.96	-5.71	618.21	618.24
H	223+79.96	-5.71	618.25	618.30
I	223+89.96	-5.71	618.30	618.36
J	223+99.96	-5.71	618.36	618.43
K	224+09.96	-5.71	618.42	618.48
L	224+19.96	-5.71	618.48	618.53
M	224+29.96	-5.71	618.55	618.58
☉ Pier 2	224+42.54	-5.71	618.65	618.67
N	224+52.54	-5.71	618.74	618.77
O	224+62.54	-5.71	618.82	618.86
P	224+72.54	-5.71	618.92	618.97
Q	224+82.54	-5.71	619.02	619.08
R	224+92.54	-5.71	619.13	619.18
S	225+02.54	-5.71	619.24	619.28
☉ Brg. - South Abut.	225+09.04	-5.71	619.31	619.33
Bk. South Abut.	225+11.10	-5.71	619.34	619.36

Notes:
Stations are measured along ☉ F.A.I. 474.
Offsets are measured from WB P.G.L.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (2 OF 3) (WB)
STRUCTURE NO. 072-0253 (WB)

SHEET 10 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	60
CONTRACT NO. 68884				
ILLINOIS		FED. AID PROJECT		

☉ WB LANES, P.G.L., & STAGE CONSTRUCTION JOINT

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+88.49	0.00	618.14	618.16
☉ Brg - North Abut.	222+90.55	0.00	618.14	618.16
A	223+00.55	0.00	618.14	618.18
B	223+10.55	0.00	618.15	618.20
C	223+20.55	0.00	618.16	618.22
D	223+30.55	0.00	618.17	618.23
E	223+40.55	0.00	618.20	618.23
F	223+50.55	0.00	618.22	618.25
☉ Pier 1	223+57.05	0.00	618.24	618.27
G	223+67.05	0.00	618.28	618.31
H	223+77.05	0.00	618.32	618.37
I	223+87.05	0.00	618.37	618.43
J	223+97.05	0.00	618.42	618.49
K	224+07.05	0.00	618.48	618.55
L	224+17.05	0.00	618.55	618.60
M	224+27.05	0.00	618.62	618.65
☉ Pier 2	224+39.63	0.00	618.71	618.73
N	224+49.63	0.00	618.80	618.82
O	224+59.63	0.00	618.88	618.93
P	224+69.63	0.00	618.98	619.03
Q	224+79.63	0.00	619.08	619.14
R	224+89.63	0.00	619.18	619.23
S	224+99.63	0.00	619.29	619.33
☉ Brg. - South Abut.	225+06.13	0.00	619.37	619.39
Bk. South Abut.	225+08.19	0.00	619.39	619.41

BEAM 4

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+87.62	1.71	618.12	618.14
☉ Brg. - North Abut.	222+89.68	1.71	618.11	618.13
A	222+99.68	1.71	618.11	618.15
B	223+09.68	1.71	618.12	618.18
C	223+19.68	1.71	618.13	618.19
D	223+29.68	1.71	618.15	618.20
E	223+39.68	1.71	618.17	618.21
F	223+49.68	1.71	618.19	618.21
☉ Pier 1	223+56.18	1.71	618.22	618.24
G	223+66.18	1.71	618.25	618.28
H	223+76.18	1.71	618.29	618.34
I	223+86.18	1.71	618.34	618.40
J	223+96.18	1.71	618.39	618.46
K	224+06.18	1.71	618.45	618.51
L	224+16.18	1.71	618.52	618.57
M	224+26.18	1.71	618.59	618.62
☉ Pier 2	224+38.76	1.71	618.68	618.70
N	224+48.76	1.71	618.76	618.79
O	224+58.76	1.71	618.85	618.89
P	224+68.76	1.71	618.94	618.99
Q	224+78.76	1.71	619.04	619.10
R	224+88.76	1.71	619.15	619.20
S	224+98.76	1.71	619.26	619.30
☉ Brg. - South Abut.	225+05.26	1.71	619.33	619.35
Bk. South Abut.	225+07.32	1.71	619.35	619.37

BEAM 5

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+83.84	9.13	618.01	618.03
☉ Brg. - North Abut.	222+85.89	9.13	618.01	618.03
A	222+95.89	9.13	618.00	618.04
B	223+05.89	9.13	618.01	618.07
C	223+15.89	9.13	618.01	618.07
D	223+25.89	9.13	618.03	618.08
E	223+35.89	9.13	618.05	618.09
F	223+45.89	9.13	618.07	618.09
☉ Pier 1	223+52.40	9.13	618.09	618.11
G	223+62.40	9.13	618.13	618.16
H	223+72.40	9.13	618.17	618.22
I	223+82.40	9.13	618.21	618.27
J	223+92.40	9.13	618.26	618.33
K	224+02.40	9.13	618.32	618.38
L	224+12.40	9.13	618.38	618.43
M	224+22.40	9.13	618.45	618.48
☉ Pier 2	224+34.98	9.13	618.54	618.56
N	224+44.98	9.13	618.62	618.65
O	224+54.98	9.13	618.71	618.75
P	224+64.98	9.13	618.80	618.85
Q	224+74.98	9.13	618.89	618.95
R	224+84.98	9.13	618.99	619.04
S	224+94.98	9.13	619.10	619.14
☉ Brg. - South Abut.	225+01.48	9.13	619.17	619.19
Bk. South Abut.	225+03.54	9.13	619.20	619.22

BEAM 6

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+80.05	16.54	617.88	617.90
☉ Brg. - North Abut.	222+82.11	16.54	617.87	617.89
A	222+92.11	16.54	617.87	617.91
B	223+02.11	16.54	617.87	617.92
C	223+12.11	16.54	617.88	617.94
D	223+22.11	16.54	617.89	617.94
E	223+32.11	16.54	617.91	617.95
F	223+42.11	16.54	617.93	617.95
☉ Pier 1	223+48.61	16.54	617.95	617.97
G	223+58.61	16.54	617.98	618.01
H	223+68.61	16.54	618.02	618.06
I	223+78.61	16.54	618.06	618.12
J	223+88.61	16.54	618.11	618.17
K	223+98.61	16.54	618.16	618.22
L	224+08.61	16.54	618.22	618.27
M	224+18.61	16.54	618.29	618.32
☉ Pier 2	224+31.19	16.54	618.38	618.40
N	224+41.19	16.54	618.46	618.49
O	224+51.19	16.54	618.54	618.58
P	224+61.19	16.54	618.63	618.68
Q	224+71.19	16.54	618.72	618.78
R	224+81.19	16.54	618.82	618.87
S	224+91.19	16.54	618.93	618.96
☉ Brg. - South Abut.	224+97.70	16.54	619.00	619.02
Bk. South Abut.	224+99.75	16.54	619.02	619.04

Notes:
Stations are measured along ☉ F.A.I. 474.
Offsets are measured from WB P.G.L.

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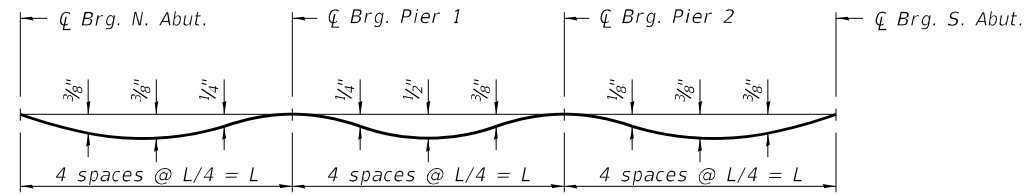
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (3 OF 3) (WB)
STRUCTURE NO. 072-0253 (WB)

SHEET 11 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	61
CONTRACT NO. 68884				
ILLINOIS		FED. AID PROJECT		



DEAD LOAD DEFLECTION DIAGRAM

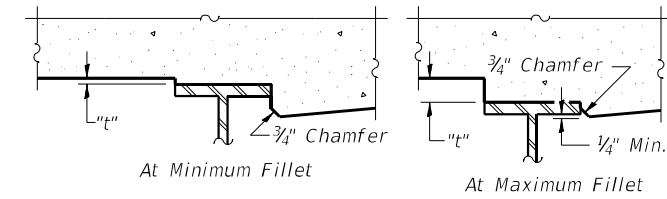
(Includes weight of concrete only.)

Note:

The deflections in this diagram are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown above and on sheets 13 and 14 of 65.

Notes:

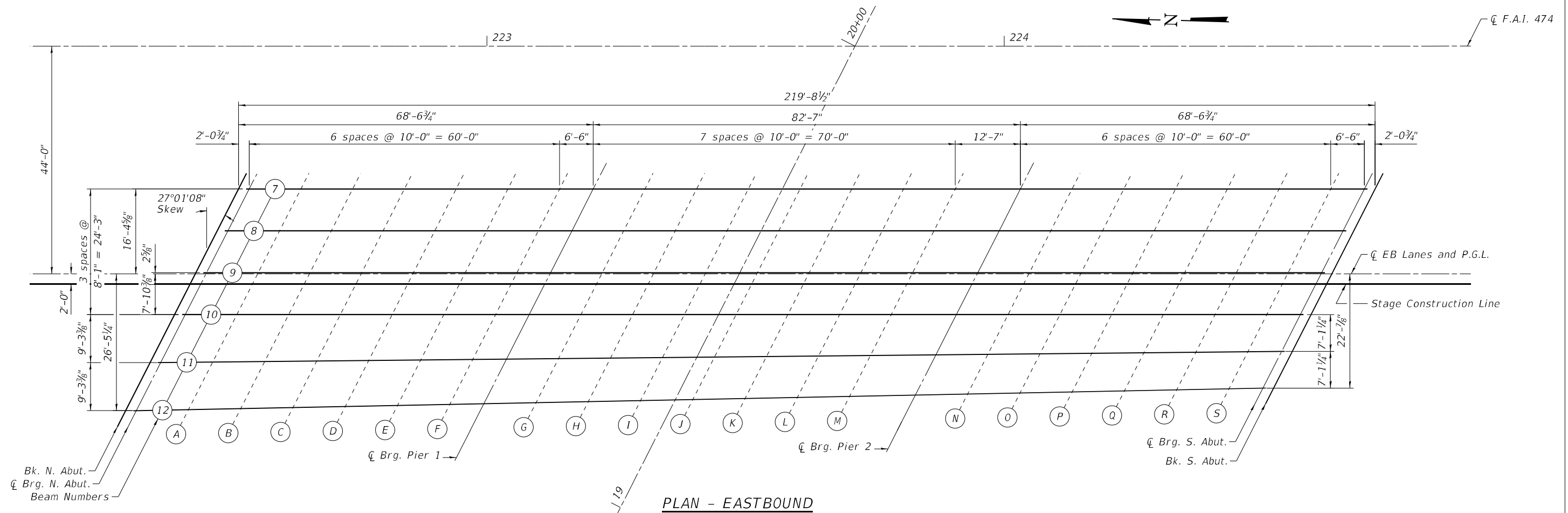
Longitudinal dimensions are measured parallel to \bar{C} EB Lanes, U.N.O.
 Transverse dimensions are measured perpendicular to \bar{C} EB Lanes, U.N.O.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 13 and 14 of 65, minus 8 1/4" deck thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 13 and 14 of 65. For grinding the deck, see Special Provisions.



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (1 OF 3) (EB)
 STRUCTURE NO. 072-0252 (EB)

SHEET 12 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	62
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

BEAM 7

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+51.97	-16.39	618.22	618.24
☉ Brg - North Abut.	222+54.02	-16.39	618.21	618.23
A	222+64.02	-16.39	618.19	618.23
B	222+74.02	-16.39	618.17	618.22
C	222+84.02	-16.39	618.16	618.21
D	222+94.02	-16.39	618.16	618.20
E	223+04.02	-16.39	618.16	618.19
F	223+14.02	-16.39	618.16	618.18
☉ Pier 1	223+20.52	-16.39	618.17	618.19
G	223+30.52	-16.39	618.18	618.21
H	223+40.52	-16.39	618.20	618.25
I	223+50.52	-16.39	618.23	618.28
J	223+60.52	-16.39	618.26	618.32
K	223+70.52	-16.39	618.30	618.35
L	223+80.52	-16.39	618.34	618.39
M	223+90.52	-16.39	618.39	618.42
☉ Pier 2	224+03.11	-16.39	618.45	618.47
N	224+13.11	-16.39	618.51	618.54
O	224+23.11	-16.39	618.58	618.62
P	224+33.11	-16.39	618.65	618.70
Q	224+43.11	-16.39	618.73	618.78
R	224+53.11	-16.39	618.81	618.86
S	224+63.11	-16.39	618.90	618.93
☉ Brg. - South Abut.	224+69.61	-16.39	618.96	618.98
Bk. South Abut.	224+71.66	-16.39	618.98	619.00

BEAM 8

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+47.84	-8.30	618.37	618.39
☉ Brg - North Abut.	222+49.90	-8.30	618.36	618.39
A	222+59.90	-8.30	618.34	618.38
B	222+69.90	-8.30	618.32	618.38
C	222+79.90	-8.30	618.31	618.37
D	222+89.90	-8.30	618.30	618.35
E	222+99.90	-8.30	618.30	618.33
F	223+09.90	-8.30	618.30	618.33
☉ Pier 1	223+16.40	-8.30	618.31	618.33
G	223+26.40	-8.30	618.32	618.35
H	223+36.40	-8.30	618.34	618.38
I	223+46.40	-8.30	618.36	618.42
J	223+56.40	-8.30	618.39	618.46
K	223+66.40	-8.30	618.42	618.49
L	223+76.40	-8.30	618.46	618.51
M	223+86.40	-8.30	618.51	618.54
☉ Pier 2	223+98.98	-8.30	618.57	618.59
N	224+08.98	-8.30	618.63	618.66
O	224+18.98	-8.30	618.70	618.74
P	224+28.98	-8.30	618.76	618.82
Q	224+38.98	-8.30	618.84	618.90
R	224+48.98	-8.30	618.92	618.97
S	224+58.98	-8.30	619.00	619.04
☉ Brg. - South Abut.	224+65.48	-8.30	619.06	619.08
Bk. South Abut.	224+67.54	-8.30	619.08	619.10

BEAM 9

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+43.72	-0.22	618.50	618.52
☉ Brg - North Abut.	222+45.78	-0.22	618.50	618.52
A	222+55.78	-0.22	618.47	618.51
B	222+65.78	-0.22	618.45	618.50
C	222+75.78	-0.22	618.43	618.49
D	222+85.78	-0.22	618.42	618.47
E	222+95.78	-0.22	618.42	618.46
F	223+05.78	-0.22	618.42	618.44
☉ Pier 1	223+12.28	-0.22	618.42	618.45
G	223+22.28	-0.22	618.43	618.46
H	223+32.28	-0.22	618.45	618.50
I	223+42.28	-0.22	618.47	618.53
J	223+52.28	-0.22	618.50	618.56
K	223+62.28	-0.22	618.53	618.59
L	223+72.28	-0.22	618.57	618.62
M	223+82.28	-0.22	618.61	618.64
☉ Pier 2	223+94.86	-0.22	618.67	618.69
N	224+04.86	-0.22	618.73	618.76
O	224+14.86	-0.22	618.79	618.83
P	224+24.86	-0.22	618.86	618.91
Q	224+34.86	-0.22	618.93	618.98
R	224+44.86	-0.22	619.01	619.06
S	224+54.86	-0.22	619.09	619.12
☉ Brg. - South Abut.	224+61.36	-0.22	619.15	619.17
Bk. South Abut.	224+63.42	-0.22	619.17	619.19

☉ EB LANES AND P.G.L.

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+43.61	0.00	618.51	618.53
☉ Brg - North Abut.	222+45.67	0.00	618.50	618.52
A	222+55.67	0.00	618.47	618.52
B	222+65.67	0.00	618.45	618.51
C	222+75.67	0.00	618.44	618.50
D	222+85.67	0.00	618.43	618.48
E	222+95.67	0.00	618.42	618.46
F	223+05.67	0.00	618.42	618.45
☉ Pier 1	223+12.17	0.00	618.43	618.45
G	223+22.17	0.00	618.44	618.47
H	223+32.17	0.00	618.45	618.50
I	223+42.17	0.00	618.47	618.53
J	223+52.17	0.00	618.50	618.57
K	223+62.17	0.00	618.53	618.60
L	223+72.17	0.00	618.57	618.62
M	223+82.17	0.00	618.61	618.65
☉ Pier 2	223+94.75	0.00	618.68	618.70
N	224+04.75	0.00	618.73	618.76
O	224+14.75	0.00	618.79	618.83
P	224+24.75	0.00	618.86	618.91
Q	224+34.75	0.00	618.93	618.99
R	224+44.75	0.00	619.01	619.06
S	224+54.75	0.00	619.09	619.13
☉ Brg. - South Abut.	224+61.25	0.00	619.15	619.17
Bk. South Abut.	224+63.31	0.00	619.17	619.19

Notes:
Stations are measured along ☉ F.A.I. 474.
Offsets are measured from EB P.G.L.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (2 OF 3) (EB)
STRUCTURE NO. 072-0252 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	63
CONTRACT NO. 68884				
ILLINOIS			FED. AID PROJECT	

STAGE CONSTRUCTION JOINT

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+42.59	2.00	618.48	618.50
☉ Brg - North Abut.	222+44.65	2.00	618.47	618.50
A	222+54.65	2.00	618.45	618.49
B	222+64.65	2.00	618.43	618.48
C	222+74.65	2.00	618.41	618.47
D	222+84.65	2.00	618.40	618.45
E	222+94.65	2.00	618.39	618.43
F	223+04.65	2.00	618.39	618.42
☉ Pier 1	223+11.15	2.00	618.40	618.42
G	223+21.15	2.00	618.41	618.44
H	223+31.15	2.00	618.42	618.47
I	223+41.15	2.00	618.44	618.50
J	223+51.15	2.00	618.47	618.53
K	223+61.15	2.00	618.50	618.56
L	223+71.15	2.00	618.54	618.59
M	223+81.15	2.00	618.58	618.61
☉ Pier 2	223+93.73	2.00	618.64	618.66
N	224+03.73	2.00	618.70	618.72
O	224+13.73	2.00	618.76	618.80
P	224+23.73	2.00	618.82	618.87
Q	224+33.73	2.00	618.89	618.95
R	224+43.73	2.00	618.97	619.02
S	224+53.73	2.00	619.05	619.09
☉ Brg. - South Abut.	224+60.23	2.00	619.11	619.13
Bk. South Abut.	224+62.29	2.00	619.13	619.15

BEAM 10

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+39.60	7.86	618.40	618.42
☉ Brg - North Abut.	222+41.66	7.86	618.40	618.42
A	222+51.66	7.86	618.37	618.41
B	222+61.66	7.86	618.34	618.40
C	222+71.66	7.86	618.33	618.39
D	222+81.66	7.86	618.31	618.37
E	222+91.66	7.86	618.31	618.34
F	223+01.66	7.86	618.30	618.33
☉ Pier 1	223+08.16	7.86	618.31	618.33
G	223+18.16	7.86	618.31	618.34
H	223+28.16	7.86	618.33	618.37
I	223+38.16	7.86	618.35	618.41
J	223+48.16	7.86	618.37	618.44
K	223+58.16	7.86	618.40	618.46
L	223+68.16	7.86	618.44	618.49
M	223+78.16	7.86	618.48	618.51
☉ Pier 2	223+90.74	7.86	618.54	618.56
N	224+00.74	7.86	618.59	618.62
O	224+10.74	7.86	618.65	618.69
P	224+20.74	7.86	618.71	618.76
Q	224+30.74	7.86	618.78	618.84
R	224+40.74	7.86	618.86	618.91
S	224+50.74	7.86	618.94	618.97
☉ Brg. - South Abut.	224+57.24	7.86	619.00	619.02
Bk. South Abut.	224+59.30	7.86	619.01	619.03

BEAM 11

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+34.85	17.16	618.25	618.27
☉ Brg - North Abut.	222+36.92	17.15	618.25	618.27
A	222+46.97	17.05	618.22	618.26
B	222+57.03	16.95	618.19	618.25
C	222+67.08	16.85	618.17	618.24
D	222+77.13	16.74	618.16	618.22
E	222+87.18	16.64	618.15	618.19
F	222+97.23	16.54	618.15	618.18
☉ Pier 1	223+03.77	16.48	618.15	618.17
G	223+13.82	16.38	618.16	618.19
H	223+23.87	16.28	618.17	618.22
I	223+33.92	16.17	618.19	618.25
J	223+43.97	16.07	618.22	618.28
K	223+54.02	15.97	618.25	618.31
L	223+64.07	15.87	618.28	618.33
M	223+74.13	15.77	618.32	618.36
☉ Pier 2	223+86.77	15.64	618.38	618.40
N	223+96.83	15.54	618.44	618.46
O	224+06.88	15.44	618.49	618.53
P	224+16.93	15.34	618.56	618.61
Q	224+26.98	15.24	618.63	618.68
R	224+37.03	15.14	618.71	618.75
S	224+47.08	15.04	618.79	618.82
☉ Brg. - South Abut.	224+53.62	14.97	618.84	618.86
Bk. South Abut.	224+55.69	14.96	618.86	618.88

BEAM 12

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding
Bk. North Abut.	222+30.11	26.47	618.08	618.11
☉ Brg - North Abut.	222+32.19	26.43	618.08	618.10
A	222+42.29	26.23	618.05	618.09
B	222+52.39	26.03	618.02	618.08
C	222+62.50	25.83	618.00	618.06
D	222+72.60	25.62	617.99	618.04
E	222+82.70	25.42	617.98	618.02
F	222+92.81	25.22	617.98	618.00
☉ Pier 1	222+99.37	25.09	617.98	618.00
G	223+09.48	24.89	617.99	618.02
H	223+19.58	24.69	618.00	618.04
I	223+29.68	24.48	618.02	618.08
J	223+39.79	24.28	618.04	618.11
K	223+49.89	24.08	618.07	618.13
L	223+59.99	23.88	618.11	618.16
M	223+70.09	23.68	618.15	618.18
☉ Pier 2	223+82.81	23.42	618.21	618.23
N	223+92.91	23.22	618.26	618.29
O	224+03.01	23.02	618.32	618.36
P	224+13.12	22.82	618.39	618.43
Q	224+23.22	22.61	618.46	618.51
R	224+33.32	22.41	618.53	618.58
S	224+43.43	22.21	618.61	618.65
☉ Brg. - South Abut.	224+49.99	22.08	618.67	618.69
Bk. South Abut.	224+52.07	22.04	618.69	618.71

Notes:
Stations are measured along ☉ F.A.I. 474.
Offsets are measured from EB P.G.L.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (3 OF 3) (EB)
STRUCTURE NO. 072-0252 (EB)

SHEET 14 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	64
CONTRACT NO. 68884				
		ILLINOIS FED. AID PROJECT		

EAST EDGE OF SLAB

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Appr.	222+71.09	-22.50	617.77	617.79
A1	222+81.09	-22.50	617.76	617.78
A2	222+91.09	-22.50	617.75	617.77
S. end of N. Appr.	223+01.09	-22.50	617.75	617.77

EAST EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Appr.	222+65.73	-12.00	617.98	618.00
A1	222+75.73	-12.00	617.97	617.99
A2	222+85.73	-12.00	617.96	617.98
S. end of N. Appr.	222+95.73	-12.00	617.96	617.98

☐ WB LANES, P.G.L., & STAGE CONSTRUCTION JOINT

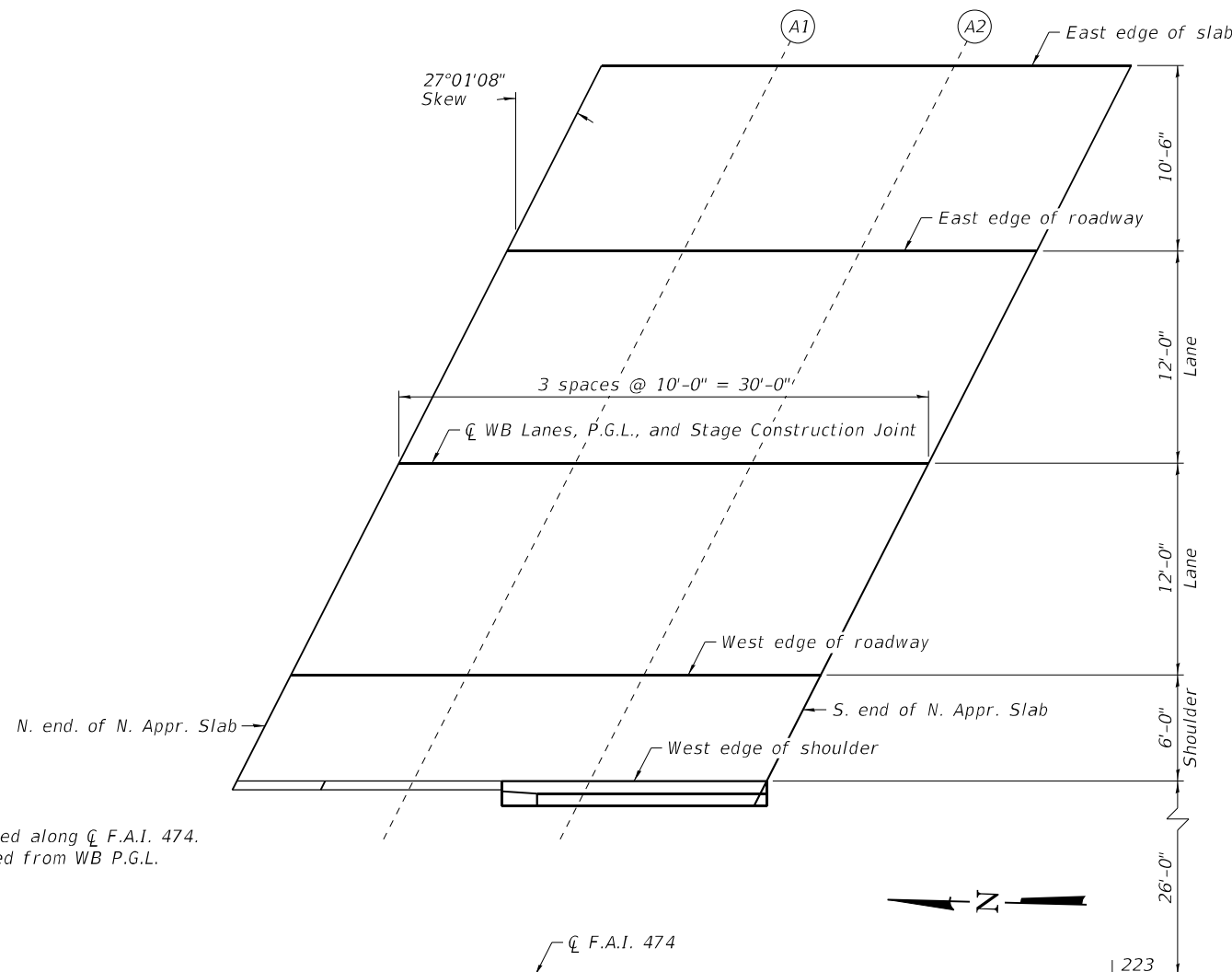
Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Appr.	222+59.61	0.00	618.18	618.20
A1	222+69.61	0.00	618.16	618.18
A2	222+79.61	0.00	618.15	618.17
S. end of N. Appr.	222+89.61	0.00	618.14	618.16

WEST EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Appr.	222+53.49	12.00	618.01	618.03
A1	222+63.49	12.00	617.99	618.01
A2	222+73.49	12.00	617.97	617.99
S. end of N. Appr.	222+83.49	12.00	617.96	617.98

WEST EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Appr.	222+50.44	18.00	617.90	617.92
A1	222+60.44	18.00	617.87	617.89
A2	222+70.44	18.00	617.86	617.88
S. end of N. Appr.	222+80.44	18.00	617.85	617.87



Notes:
Stations are measured along ☐ F.A.I. 474.
Offsets are measured from WB P.G.L.

PLAN - WESTBOUND NORTH APPROACH SLAB

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS (WB)
STRUCTURE NO. 072-0253 (WB)

SHEET 15 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	65
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

EAST EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Appr.	225+18.29	-22.00	619.13	619.15
A3	225+28.29	-22.00	619.26	619.28
A4	225+38.29	-22.00	619.39	619.41
S. end of S. Appr.	225+48.29	-22.00	619.52	619.54

EAST EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Appr.	225+13.19	-12.00	619.27	619.29
A3	225+23.19	-12.00	619.39	619.41
A4	225+33.19	-12.00	619.52	619.54
S. end of S. Appr.	225+43.19	-12.00	619.65	619.67

☐ WB LANES, P.G.L., & STAGE CONSTRUCTION JOINT

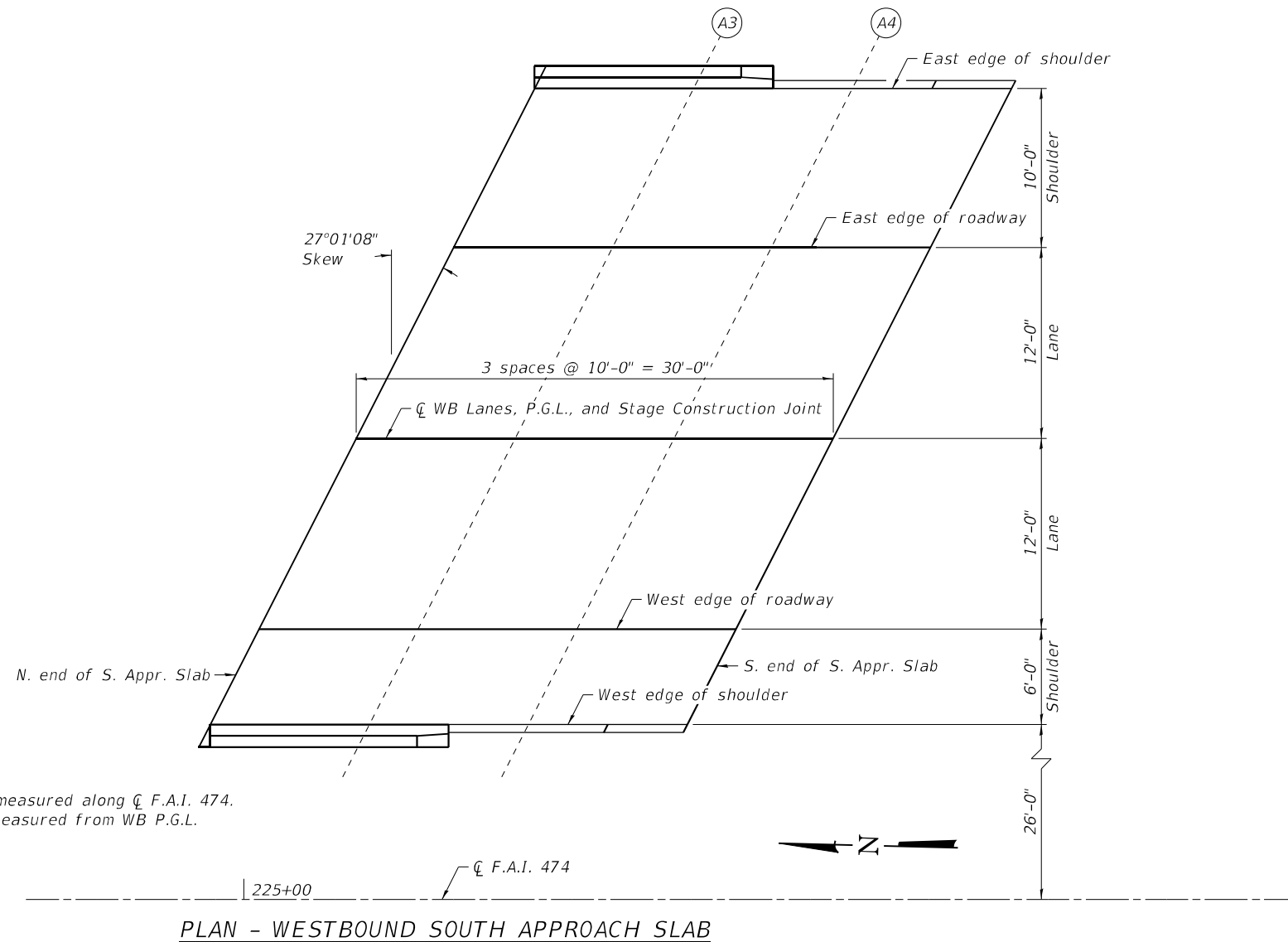
Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Appr.	225+07.07	0.00	619.38	619.40
A3	225+17.07	0.00	619.50	619.52
A4	225+27.07	0.00	619.62	619.64
S. end of S. Appr.	225+37.07	0.00	619.75	619.77

WEST EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Appr.	225+00.95	12.00	619.13	619.15
A3	225+10.95	12.00	619.24	619.26
A4	225+20.95	12.00	619.36	619.38
S. end of S. Appr.	225+30.95	12.00	619.49	619.51

WEST EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Appr.	224+97.89	18.00	618.97	618.99
A3	225+07.89	18.00	619.09	619.11
A4	225+17.89	18.00	619.21	619.23
S. end of S. Appr.	225+27.89	18.00	619.33	619.35



Notes:
Stations are measured along ☐ F.A.I. 474.
Offsets are measured from WB P.G.L.

PLAN - WESTBOUND SOUTH APPROACH SLAB

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS (WB)
STRUCTURE NO. 072-0253 (WB)

SHEET 16 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	66
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

EAST EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Apr.	222+23.91	-18.00	618.28	618.30
A1	222+33.91	-18.00	618.24	618.26
A2	222+43.91	-18.00	618.21	618.23
S. end of N. Apr.	222+53.91	-18.00	618.18	618.20

EAST EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Apr.	222+20.85	-12.00	618.41	618.43
A1	222+30.85	-12.00	618.37	618.39
A2	222+40.85	-12.00	618.34	618.36
S. end of N. Apr.	222+50.85	-12.00	618.31	618.33

☐ EB LANES & P.G.L.

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Apr.	222+14.73	0.00	618.62	618.64
A1	222+24.73	0.00	618.58	618.60
A2	222+34.73	0.00	618.54	618.56
S. end of N. Apr.	222+44.73	0.00	618.50	618.53

STAGE CONSTRUCTION JOINT

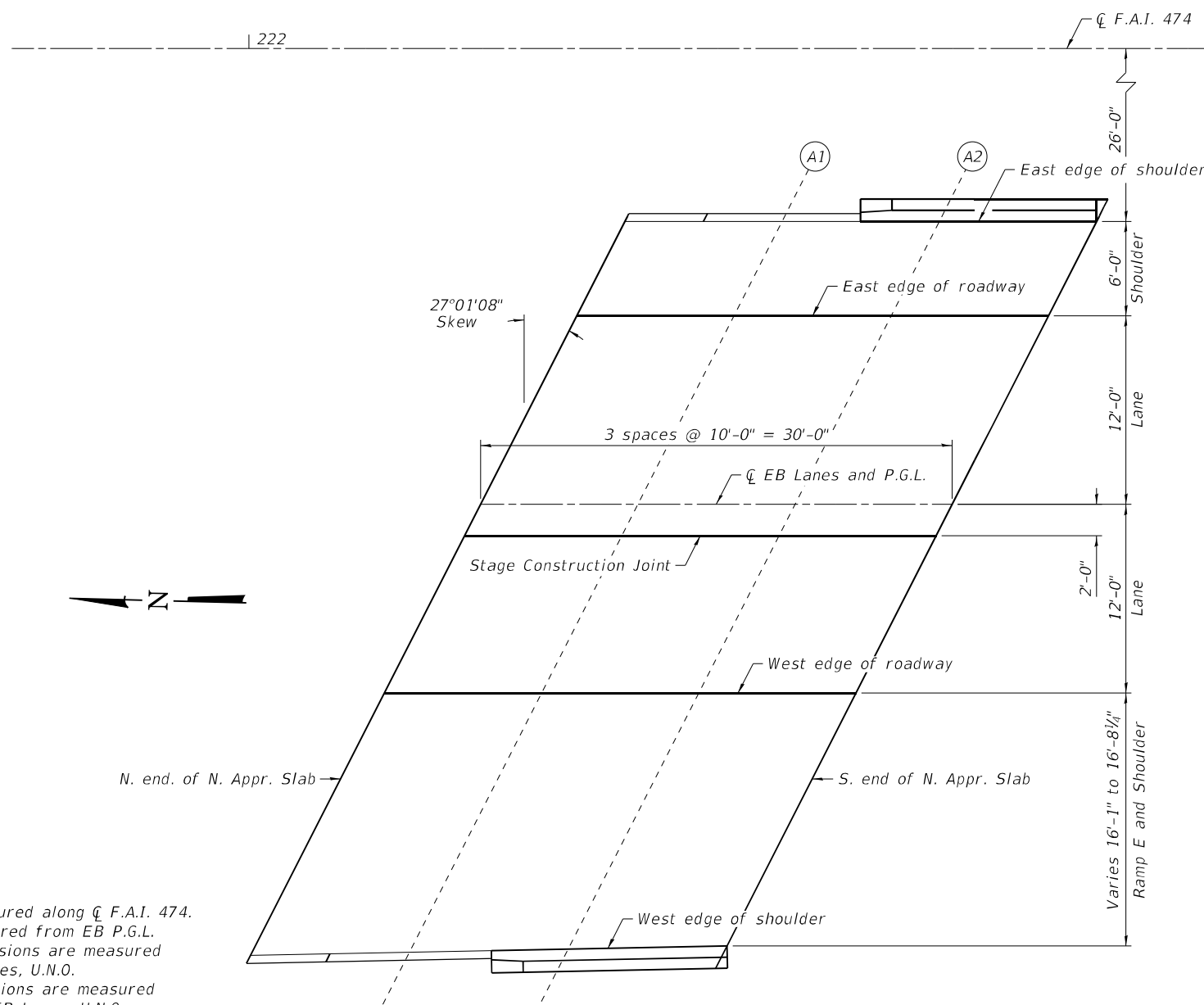
Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Apr.	222+13.71	2.00	618.59	618.61
A1	222+23.71	2.00	618.55	618.57
A2	222+33.71	2.00	618.51	618.53
S. end of N. Apr.	222+43.71	2.00	618.48	618.50

WEST EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Apr.	222+08.61	12.00	618.47	618.49
A1	222+18.61	12.00	618.42	618.44
A2	222+28.61	12.00	618.38	618.40
S. end of N. Apr.	222+38.61	12.00	618.34	618.36

WEST EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of N. Apr.	222+00.10	28.69	618.18	618.20
A1	222+10.21	28.49	618.13	618.15
A2	222+20.31	28.28	618.09	618.11
S. end of N. Apr.	222+30.41	28.08	618.05	618.07



PLAN - EASTBOUND NORTH APPROACH SLAB

Notes:
 Stations are measured along ☐ F.A.I. 474.
 Offsets are measured from EB P.G.L.
 Longitudinal dimensions are measured parallel to ☐ EB Lanes, U.N.O.
 Transverse dimensions are measured perpendicular to ☐ EB Lanes, U.N.O.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS (EB)
 STRUCTURE NO. 072-0252 (EB)

SHEET 17 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	67
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

EAST EDGE OF SHOULDER

EAST EDGE OF ROADWAY

☐ EB LANES & P.G.L.

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Aprr.	224+71.37	-18.00	618.94	618.96
A3	224+81.37	-18.00	619.04	619.06
A4	224+91.37	-18.00	619.14	619.17
S. end of S. Aprr.	225+01.37	-18.00	619.25	619.27

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Aprr.	224+68.31	-12.00	619.03	619.05
A3	224+78.31	-12.00	619.13	619.15
A4	224+88.31	-12.00	619.23	619.25
S. end of S. Aprr.	224+98.31	-12.00	619.34	619.36

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Aprr.	224+62.19	0.00	619.16	619.18
A3	224+72.19	0.00	619.25	619.27
A4	224+82.19	0.00	619.35	619.37
S. end of S. Aprr.	224+92.19	0.00	619.45	619.47

STAGE CONSTRUCTION JOINT

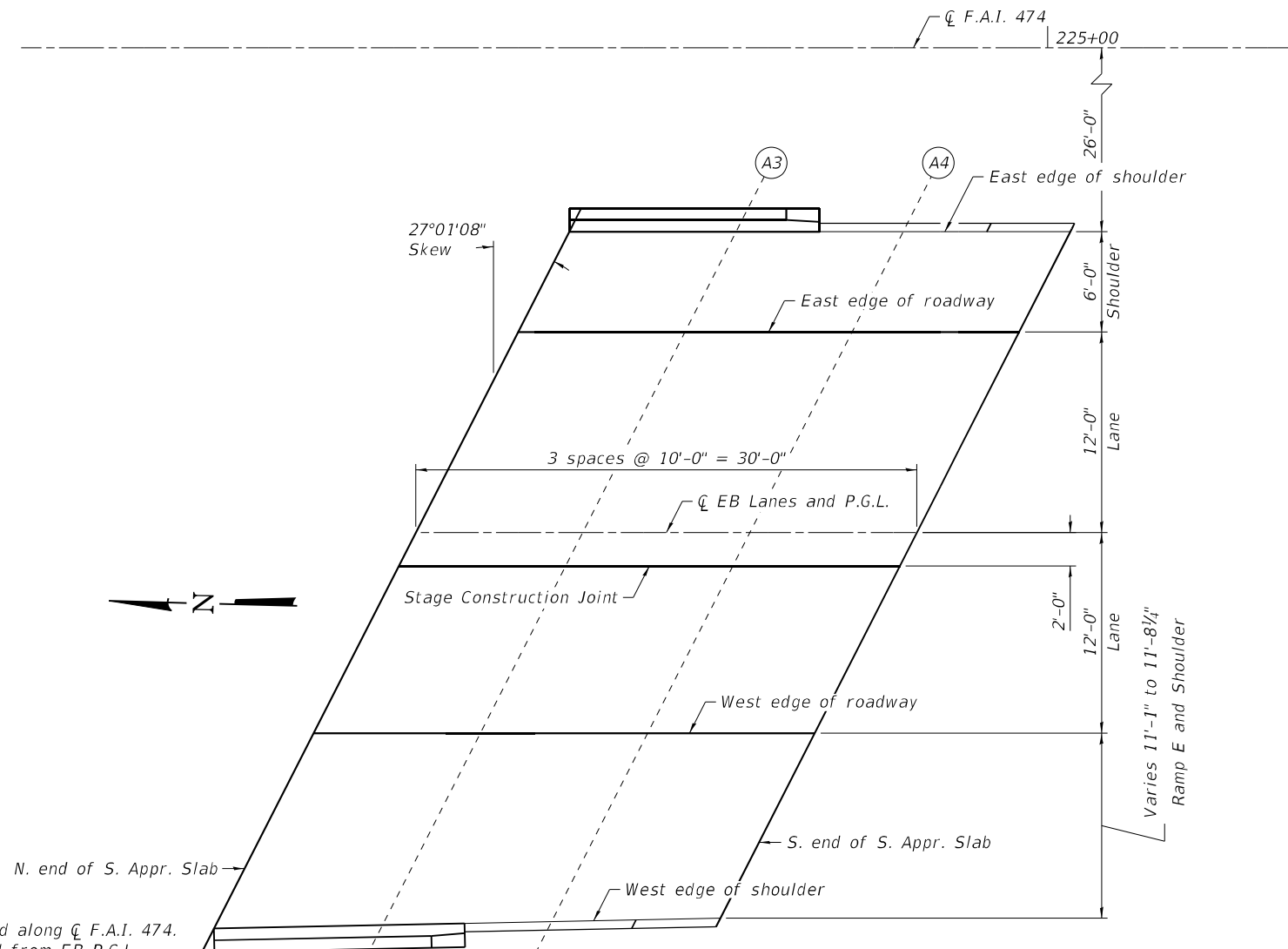
Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Aprr.	224+61.17	2.00	619.12	619.14
A3	224+71.17	2.00	619.21	619.23
A4	224+81.17	2.00	619.31	619.33
S. end of S. Aprr.	224+91.17	2.00	619.41	619.43

WEST EDGE OF ROADWAY

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Aprr.	224+56.07	12.00	618.92	618.94
A3	224+66.07	12.00	619.01	619.03
A4	224+76.07	12.00	619.11	619.13
S. end of S. Aprr.	224+86.07	12.00	619.21	619.23

WEST EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. end of S. Aprr.	224+50.11	23.69	618.64	618.66
A3	224+60.21	23.49	618.73	618.75
A4	224+70.31	23.29	618.83	618.85
S. end of S. Aprr.	224+80.42	23.08	618.93	618.95



PLAN - EASTBOUND SOUTH APPROACH SLAB

Notes:
 Stations are measured along ☐ F.A.I. 474.
 Offsets are measured from EB P.G.L.
 Longitudinal dimensions are measured parallel to ☐ EB Lanes, U.N.O.
 Transverse dimensions are measured perpendicular to ☐ EB Lanes, U.N.O.

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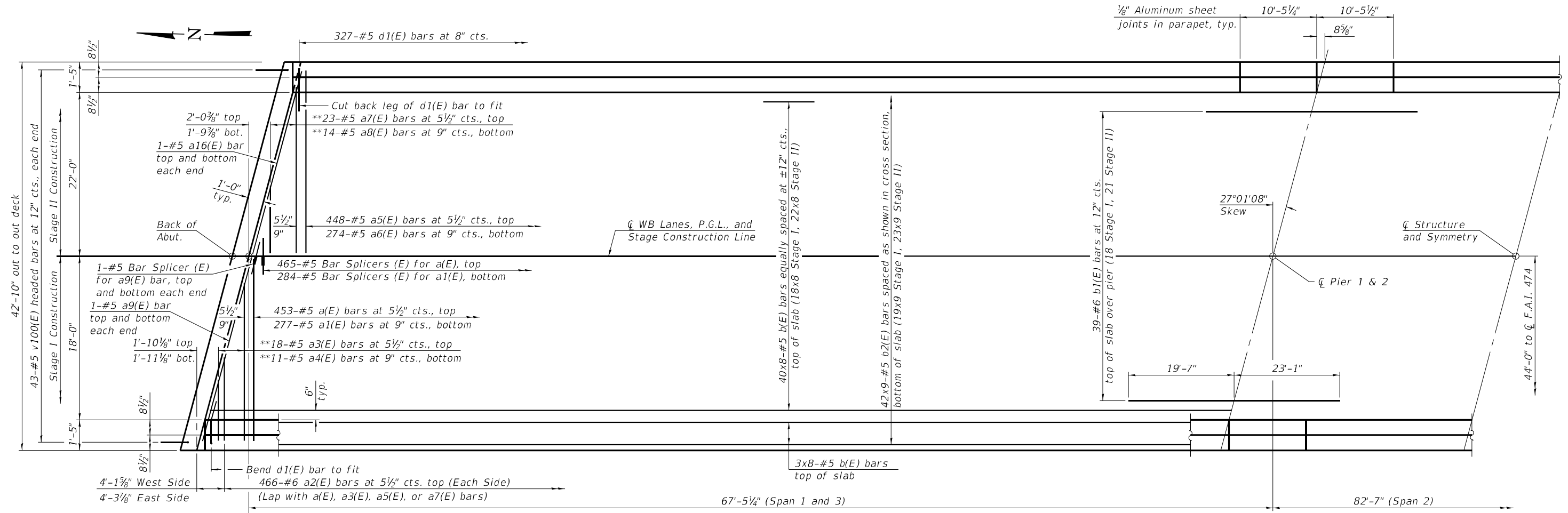
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS (EB)
 STRUCTURE NO. 072-0252 (EB)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	68
CONTRACT NO. 68884				

SHEET 18 OF 65 SHEETS

ILLINOIS FED. AID PROJECT

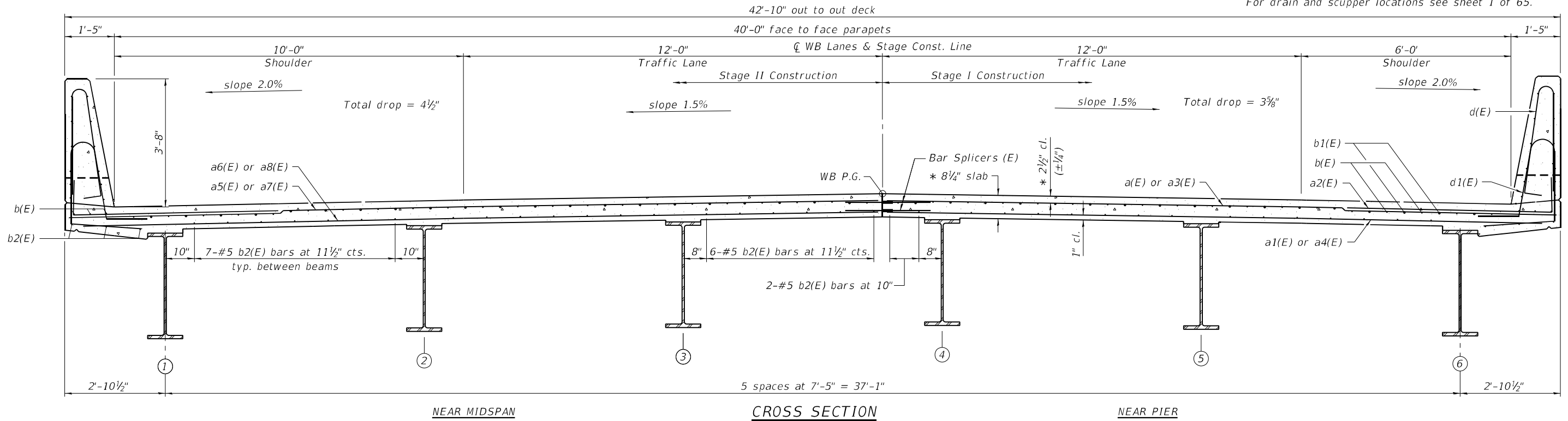


MINIMUM BAR LAP
 #5 bar = 3'-6"

PARTIAL PLAN - WESTBOUND

* Prior to grinding
 ** See Field Cutting Diagram on sheet 20 of 65.

Notes:
 See sheet 20 of 65 for superstructure details and Bill of Material. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See sheet 20 of 65 for parapet reinforcement.
 See sheet 52 of 65 for Bar Splicer details.
 For drain and scupper locations see sheet 1 of 65.



NEAR MIDSPAN

CROSS SECTION

NEAR PIER

SI-SB-2-L(≤30°) 6-15-2019

(SN 072-0253 Looking South)

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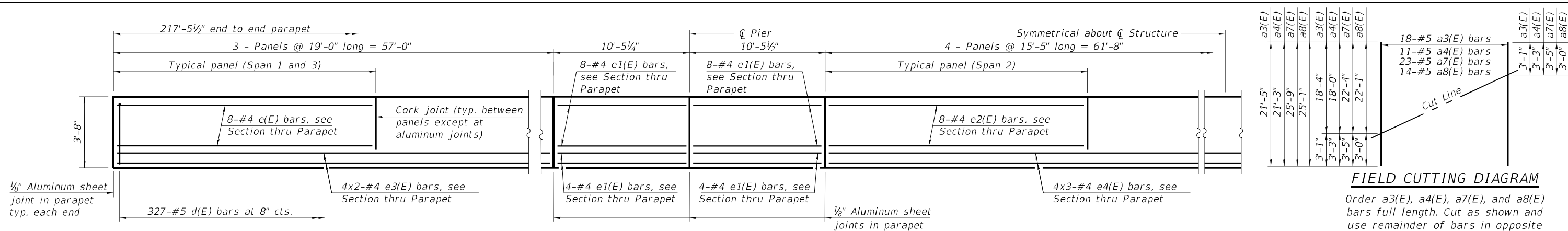
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE (WB)
STRUCTURE NO. 072-0253 (WB)

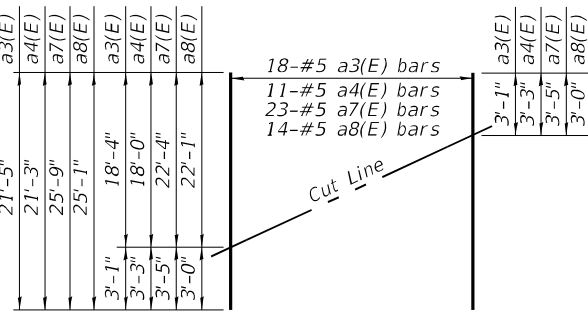
SHEET 19 OF 65 SHEETS

F.A.I. RTE. 474	SECTION (72-3HB-2)BR	COUNTY PEORIA	TOTAL SHEETS 126	SHEET NO. 69
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

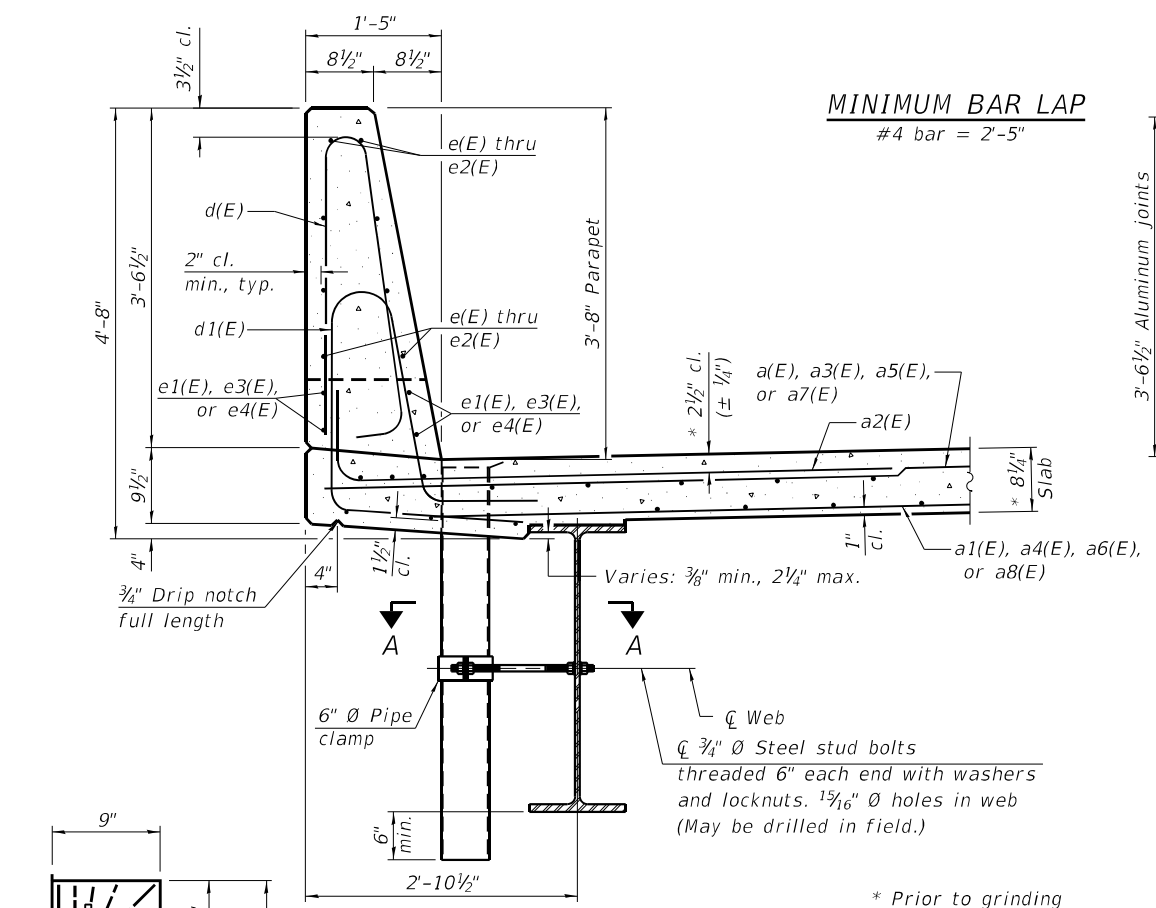
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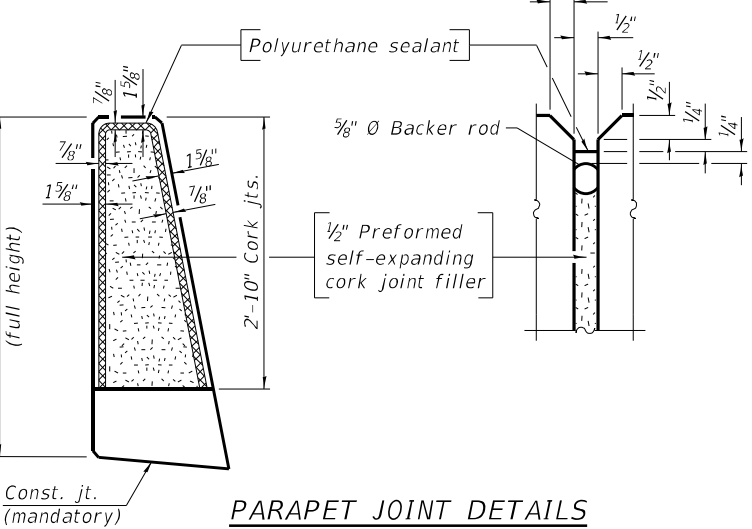
INSIDE ELEVATION OF PARAPET



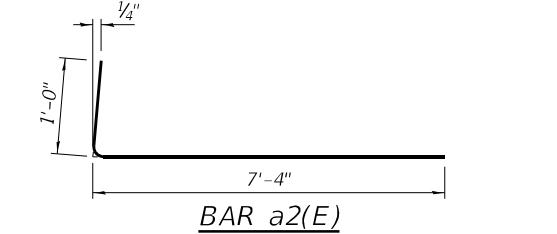
FIELD CUTTING DIAGRAM
Order a3(E), a4(E), a7(E), and a8(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



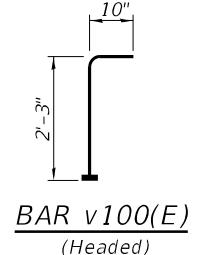
SECTION THRU PARAPET



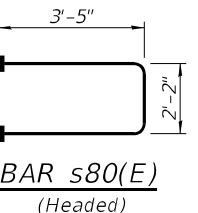
PARAPET JOINT DETAILS



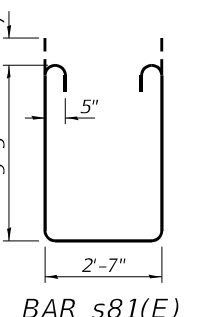
BAR a2(E)



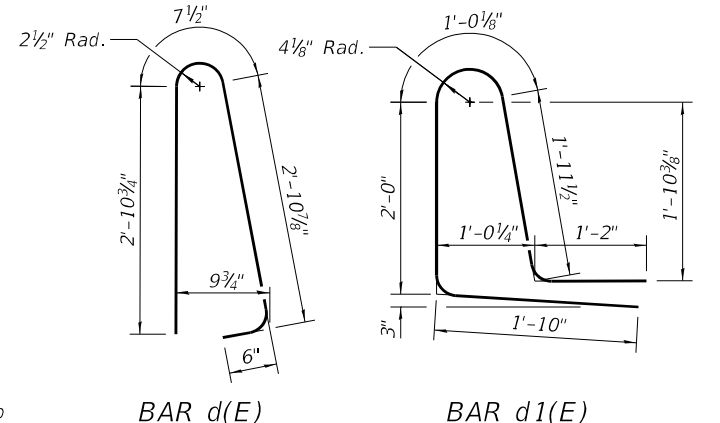
BAR v100(E)
(Headed)



BAR s80(E)
(Headed)



BAR s81(E)



BAR d(E)

BAR d1(E)

MINIMUM BAR LAP
#4 bar = 2'-5"

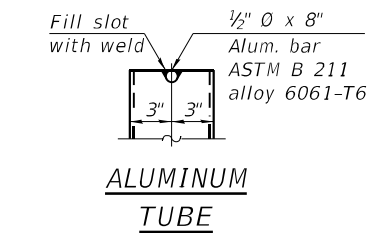
Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete. The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
The 1/8" 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.
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.
Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.

WESTBOUND SUPERSTRUCTURE BILL OF MATERIAL

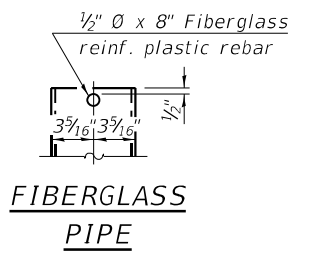
Bar	No.	Size	Length	Shape
a(E)	453	#5	19'-1"	—
a1(E)	277	#5	18'-9"	—
a2(E)	932	#6	8'-4"	—
a3(E)	18	#5	21'-5"	—
a4(E)	11	#5	21'-3"	—
a5(E)	448	#5	23'-1"	—
a6(E)	274	#5	22'-9"	—
a7(E)	23	#5	25'-9"	—
a8(E)	14	#5	25'-1"	—
a9(E)	4	#5	21'-5"	—
a16(E)	4	#5	25'-11"	—
a17(E)	40	#5	1'-6"	—
b(E)	368	#5	30'-3"	—
b1(E)	78	#6	42'-8"	—
b2(E)	378	#5	27'-3"	—
d(E)	654	#5	7'-0"	—
d1(E)	654	#5	8'-0"	—
e(E)	96	#4	18'-8"	—
e1(E)	96	#4	10'-1"	—
e2(E)	64	#4	15'-1"	—
e3(E)	32	#4	29'-7"	—
e4(E)	24	#4	22'-1"	—
m80(E)	8	#6	26'-0"	—
m81(E)	8	#6	21'-6"	—
m82(E)	24	#6	8'-0"	—
m83(E)	12	#6	2'-11"	—
m84(E)	6	#6	1'-6"	—
m85(E)	6	#6	6'-1"	—
s80(E)	84	#5	9'-0"	—
s81(E)	84	#5	10'-7"	—
v100(E)	86	#5	3'-1"	—
Concrete Superstructure		Cu. Yd.	352.0	
Protective Coat		Sq. Yd.	1,182	
Reinforcement Bars, Epoxy Coated		Pound	89,310	
Diamond Grinding (Bridge Section)		Sq. Yd.	870	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	580	

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

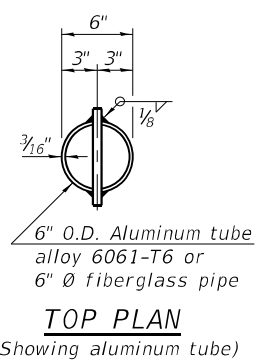
TOP PLAN



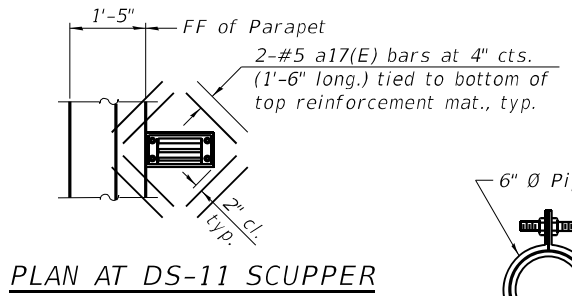
ALUMINUM TUBE



FIBERGLASS PIPE

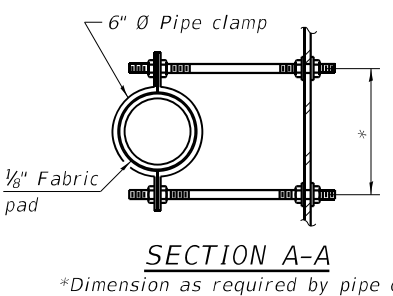


TOP PLAN
(Showing aluminum tube)



PLAN AT DS-11 SCUPPER

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



SECTION A-A

*Dimension as required by pipe clamp

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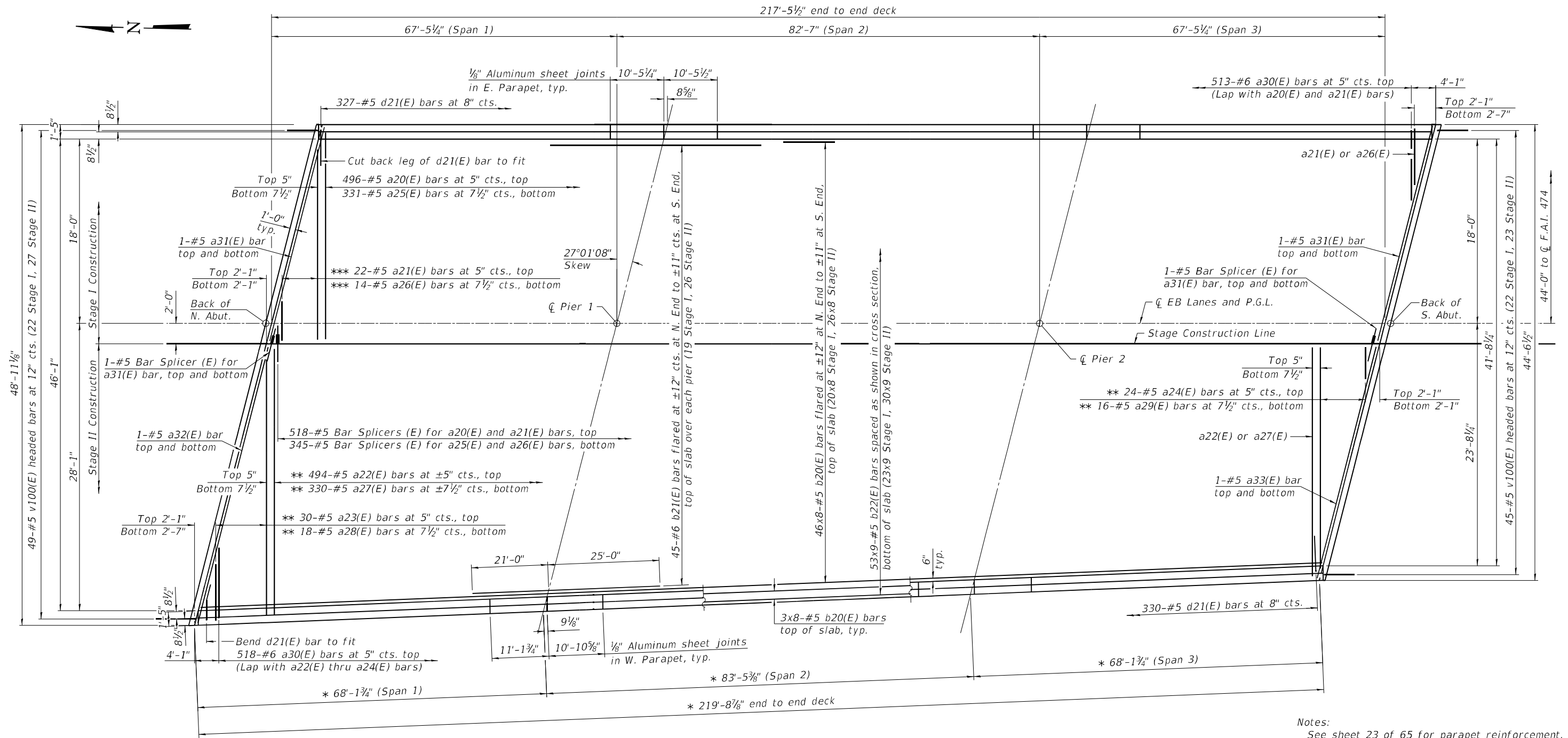
SUPERSTRUCTURE DETAILS (WB) STRUCTURE NO. 072-0253 (WB)

SHEET 20 OF 65 SHEETS

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	70

CONTRACT NO. 68884
ILLINOIS FED. AID PROJECT

MODEL: Default
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PLAN - EASTBOUND

MINIMUM BAR LAP
 #5 bar = 3'-6"

- * Measured parallel to edge of deck.
- ** See Field Cutting Diagram on sheet 24 of 65.
- *** See Field Cutting Diagram on sheet 24 of 65. Use remainder in opposite end.

Notes:
 See sheet 23 of 65 for parapet reinforcement.
 See sheet 52 of 65 for Bar Splicer details.
 See sheets 23 and 24 of 65 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.
 Longitudinal dimensions are measured parallel to \bar{C} EB Lanes, U.N.O.
 Transverse dimensions are measured perpendicular to \bar{C} EB Lanes, U.N.O.
 For drain and scupper locations see sheet 1 of 65.



USER NAME =	z davidson	DESIGNED -	RPW	REVISED -	
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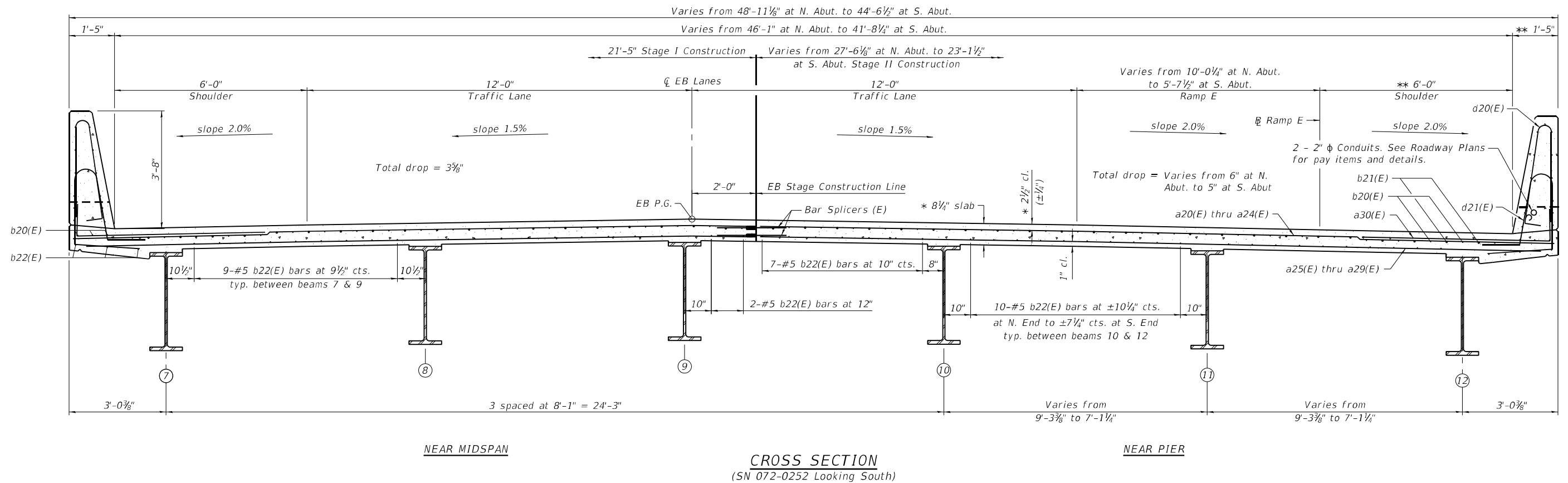
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE (1 OF 2) (EB)
 STRUCTURE NO. 072-0252 (EB)**

SHEET 21 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	71
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

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* Prior to grinding
 ** Measured perpendicular to edge of deck

Note:
 Dimensions are measured perpendicular to ζ EB Lanes, U.N.O.



USER NAME =	z davidson	DESIGNED -	RPW	REVISED -	
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PLOT DATE =		CHECKED -	MDC	REVISED -	

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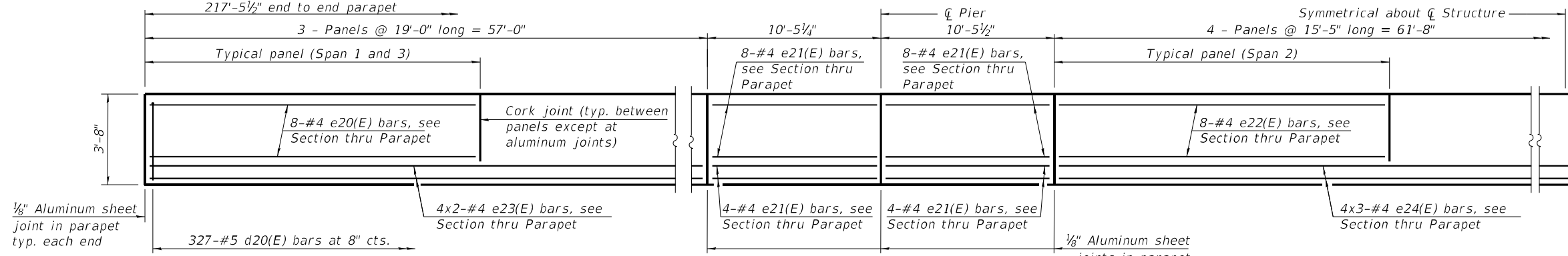
SUPERSTRUCTURE (2 OF 2) (EB)
 STRUCTURE NO. 072-0252 (EB)

SHEET 22 OF 65 SHEETS

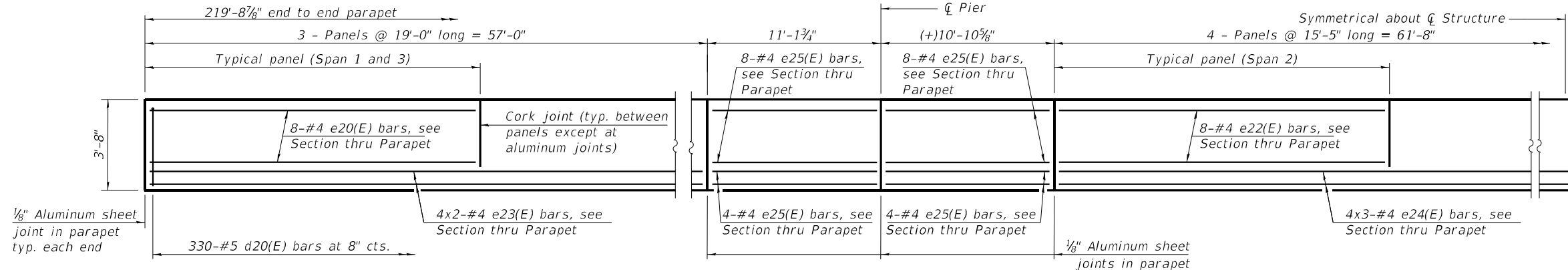
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	72
CONTRACT NO. 68884				

ILLINOIS FED. AID PROJECT

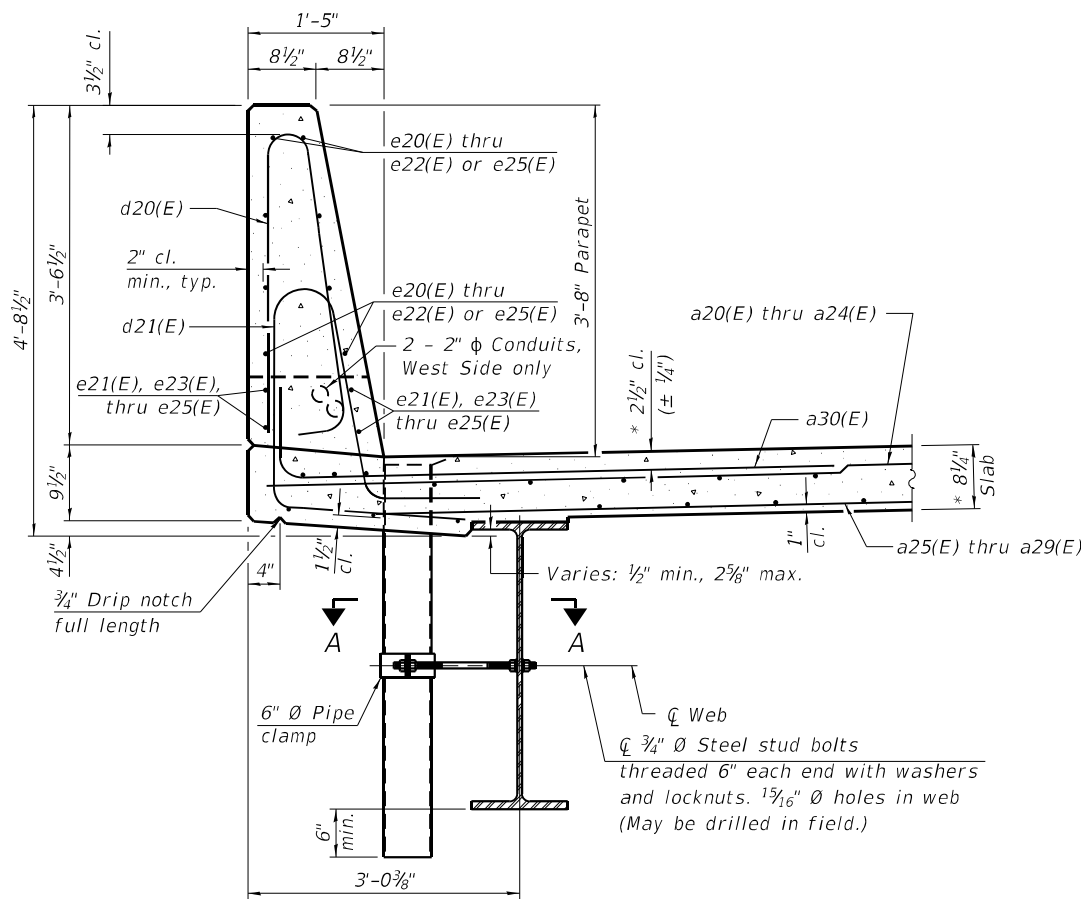
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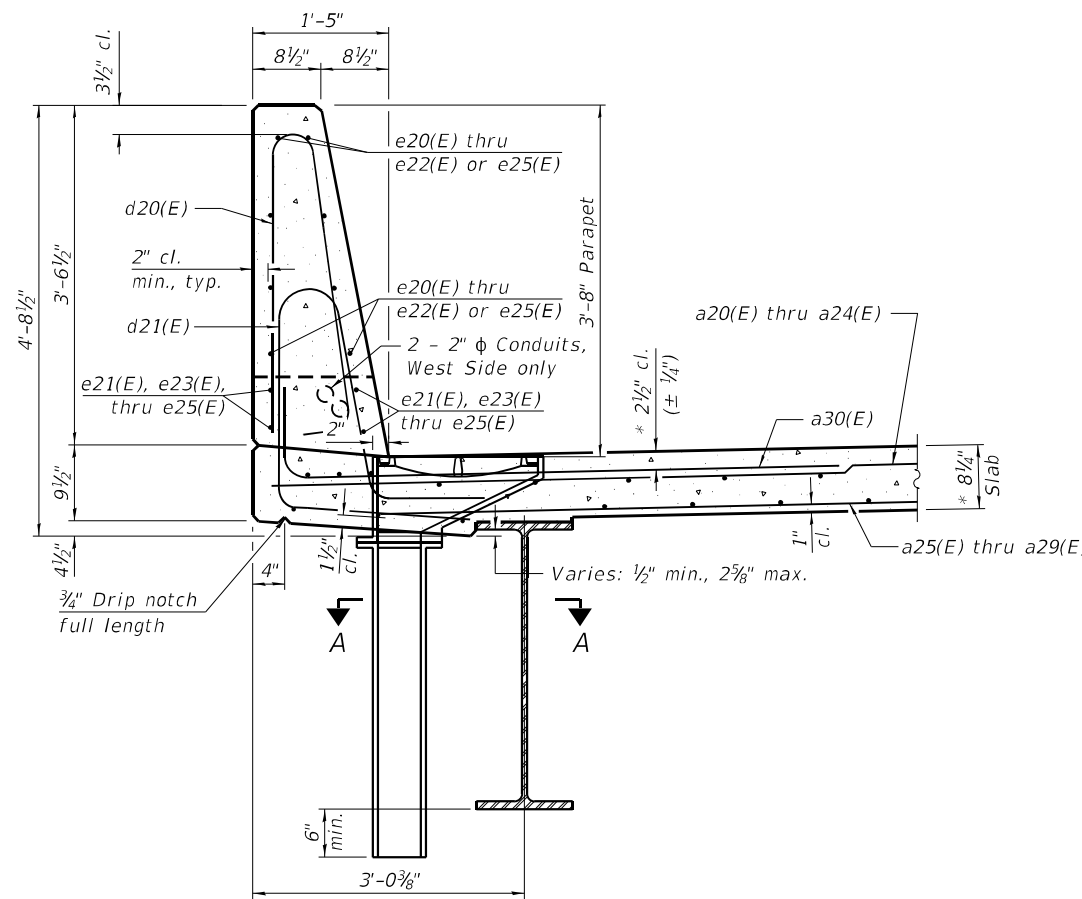
INSIDE ELEVATION OF EAST PARAPET - EASTBOUND



INSIDE ELEVATION OF WEST PARAPET - EASTBOUND



SECTION THRU PARAPET AT FLOOR DRAIN

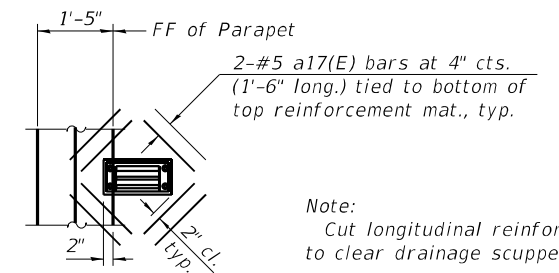


SECTION THRU PARAPET AT DS-12 SCUPPER

Note:
For additional notes and details see Sheets 20 and 24 of 65.

MINIMUM BAR LAP
#4 bar = 2'-5"

* Prior to grinding



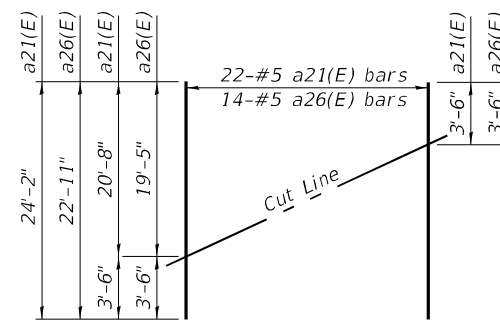
Note:
Cut longitudinal reinforcement to clear drainage scuppers.

PLAN AT DS-12 SCUPPER

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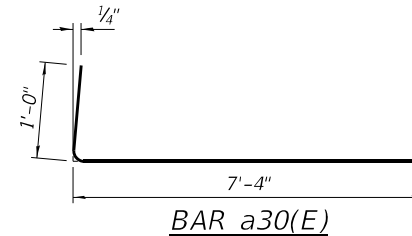
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	73
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

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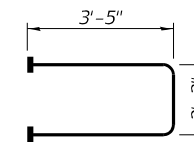


FIELD CUTTING DIAGRAM

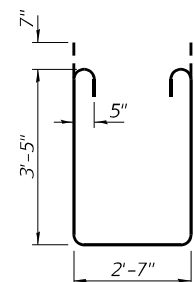
Order a21(E) and a26(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



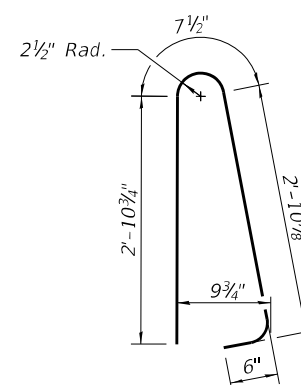
BAR a30(E)



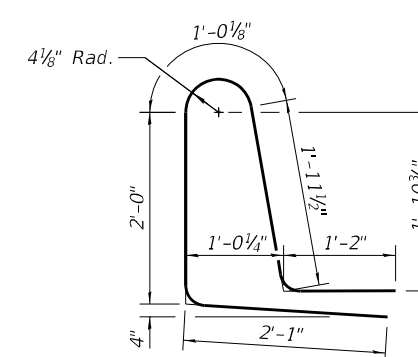
BAR s90(E)
(Headed)



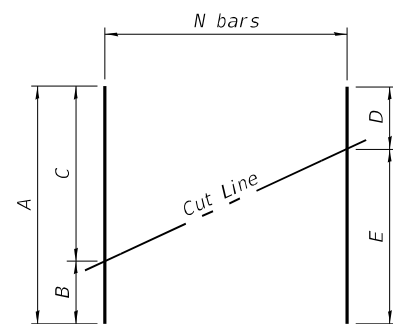
BAR s91(E)



BAR d20(E)



BAR d21(E)



FIELD CUTTING DIAGRAM

Order a22(E), a23(E), a24(E), a27(E), a28(E), and a29(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

BAR CUTTING INFORMATION TABLE

Bar	N	A	B	C	D	E
a22(E)	247	49'-8"	22'-9"	26'-11"	24'-10"	24'-10"
a23(E)	15	30'-5"	3'-6"	26'-11"	15'-7"	14'-10"
a24(E)	12	25'-10"	3'-6"	22'-4"	13'-4"	12'-6"
a27(E)	165	47'-6"	21'-8"	25'-10"	23'-9"	23'-9"
a28(E)	9	27'-7"	3'-6"	24'-1"	14'-5"	13'-2"
a29(E)	8	25'-5"	3'-6"	21'-11"	13'-4"	12'-1"

Notes:
 For additional notes and details see Sheets 20 and 23 of 65.
 For detail of Bar v100(E) see Sheet 20 of 65.

**EASTBOUND
 SUPERSTRUCTURE
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a17(E)	88	#5	1'-6"	—
a20(E)	496	#5	21'-1"	—
a21(E)	22	#5	24'-2"	—
a22(E)	247	#5	49'-8"	—
a23(E)	15	#5	30'-5"	—
a24(E)	12	#5	25'-10"	—
a25(E)	331	#5	20'-0"	—
a26(E)	14	#5	22'-11"	—
a27(E)	165	#5	47'-6"	—
a28(E)	9	#5	27'-7"	—
a29(E)	8	#5	25'-5"	—
a30(E)	1031	#6	8'-4"	—
a31(E)	4	#5	23'-8"	—
a32(E)	2	#5	30'-6"	—
a33(E)	2	#5	25'-7"	—
b20(E)	416	#5	30'-7"	—
b21(E)	90	#6	46'-0"	—
b22(E)	477	#5	27'-7"	—
d20(E)	657	#5	7'-0"	—
d21(E)	657	#5	8'-3"	—
e20(E)	96	#4	18'-8"	—
e21(E)	48	#4	10'-1"	—
e22(E)	64	#4	15'-1"	—
e23(E)	32	#4	29'-8"	—
e24(E)	24	#4	22'-2"	—
e25(E)	48	#4	10'-6"	—
m90(E)	8	#6	23'-8"	—
m91(E)	4	#6	30'-6"	—
m92(E)	12	#6	8'-9"	—
m93(E)	12	#6	3'-1"	—
m94(E)	6	#6	6'-3"	—
m95(E)	6	#6	10'-0"	—
m96(E)	4	#6	25'-7"	—
m97(E)	6	#6	7'-8"	—
s90(E)	92	#5	9'-0"	—
s91(E)	92	#5	10'-7"	—
v100(E)	94	#5	3'-1"	—
Concrete Superstructure		Cu. Yd.		381.2
Protective Coat		Sq. Yd.		1,168
Reinforcement Bars, Epoxy Coated		Pound		104,590
Diamond Grinding (Bridge Section)		Sq. Yd.		964
Bridge Deck Grooving (Longitudinal)		Sq. Yd.		771

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



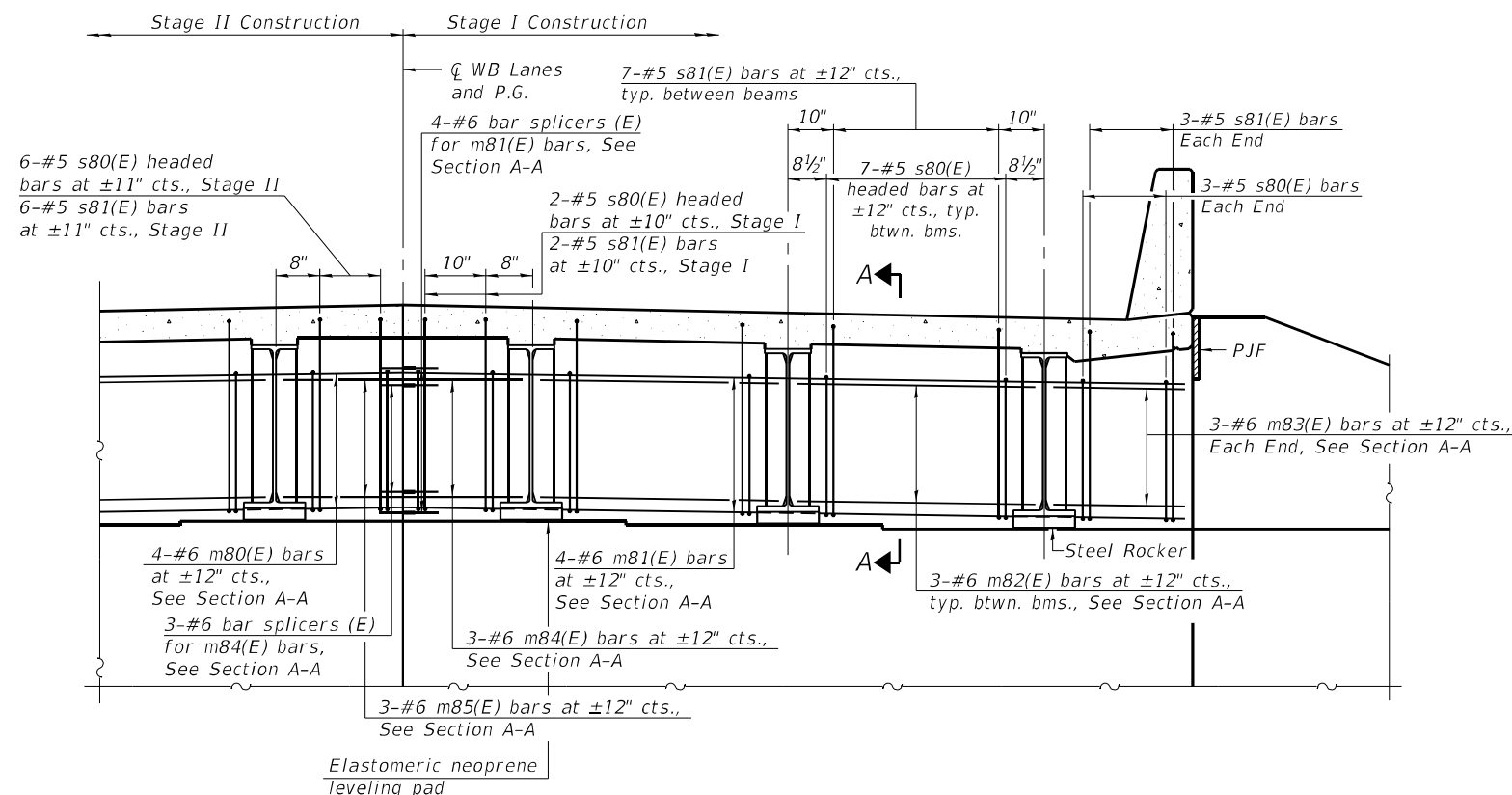
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**STATE OF ILLINOIS
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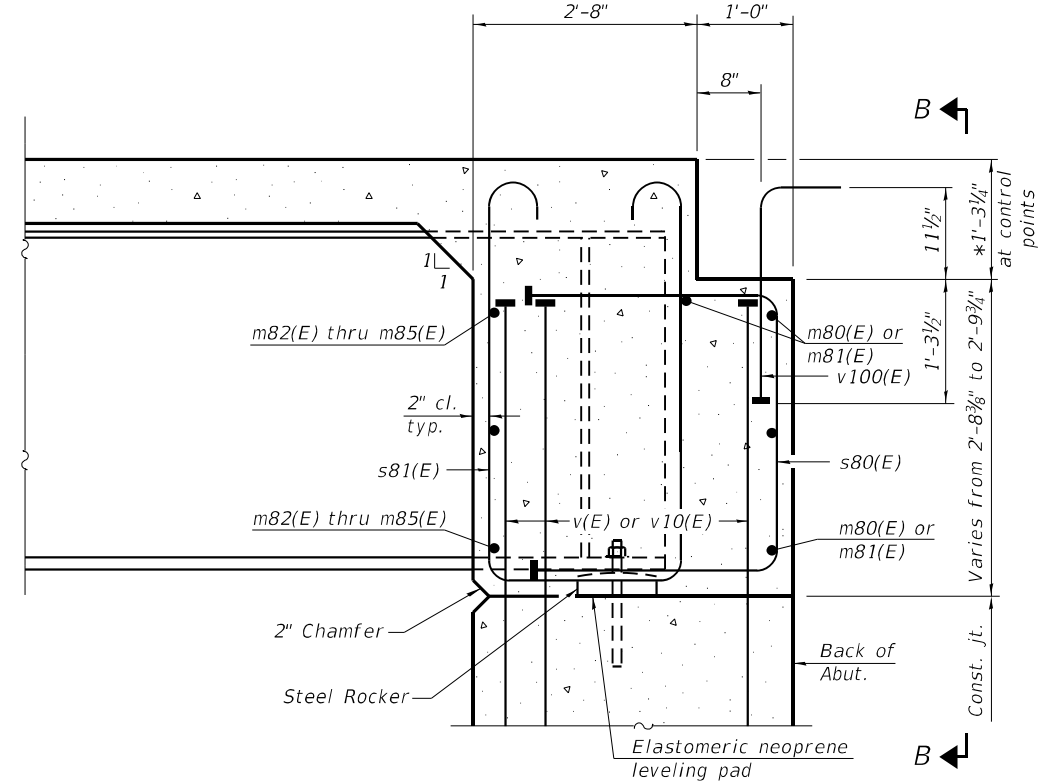
**SUPERSTRUCTURE DETAILS (EB)
 STRUCTURE NO. 072-0252 (EB)**

SHEET 24 OF 65 SHEETS

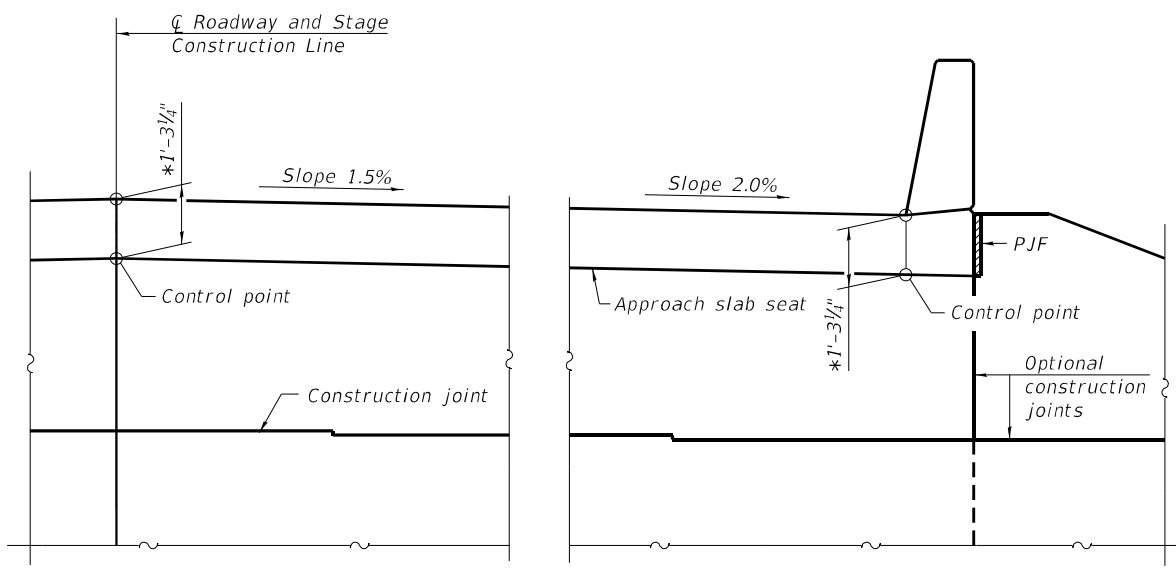
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CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



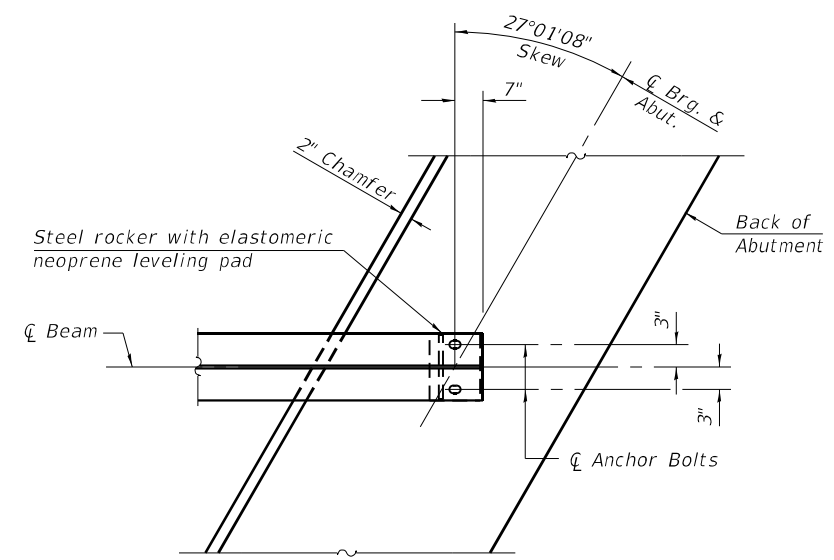
DIAPHRAGM ELEVATION AT SOUTH ABUTMENT
Looking South (South Abutment Shown, North Abutment Similar)



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



VIEW B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
See sheet 20 of 65 for superstructure details and Bill of Material.
See sheets 31 and 33 of 65 for P.J.F. details.
The s80(E), s81(E), and v100(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.
See sheet 52 of 65 for Bar Splicer details.

* Prior to grinding

MODEL: Default
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DIA-SB-L

06-15-2019



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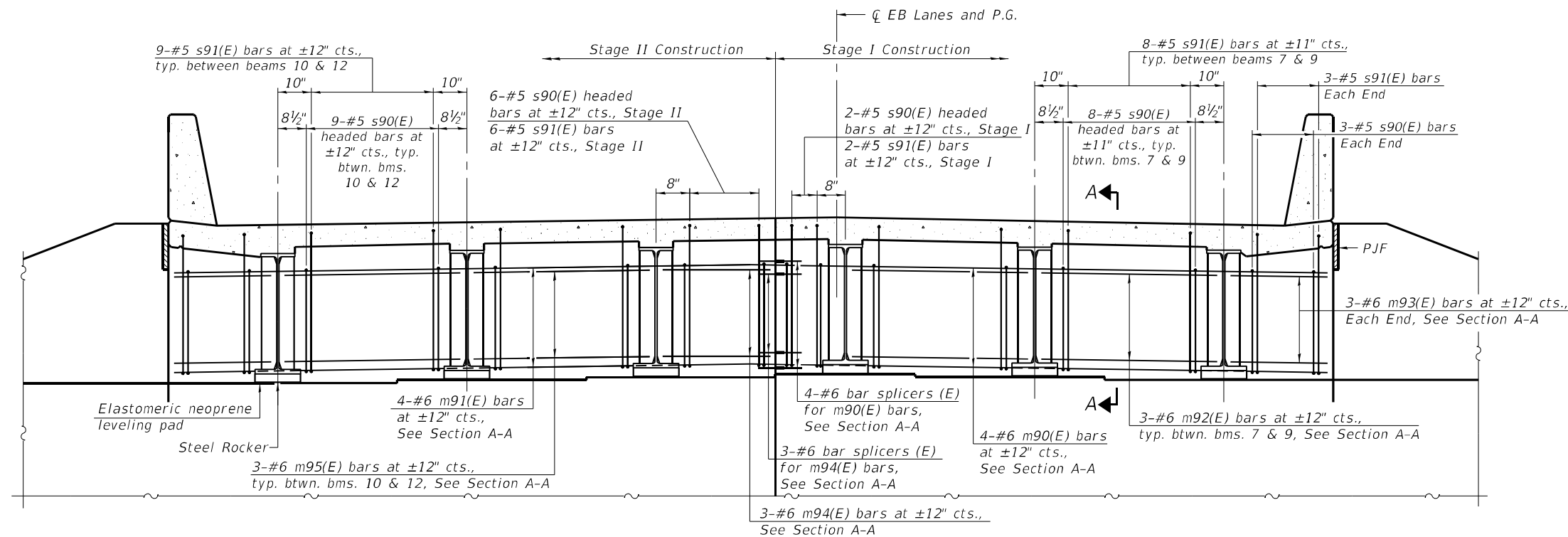
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS (WB)
STRUCTURE NO. 072-0253 (WB)

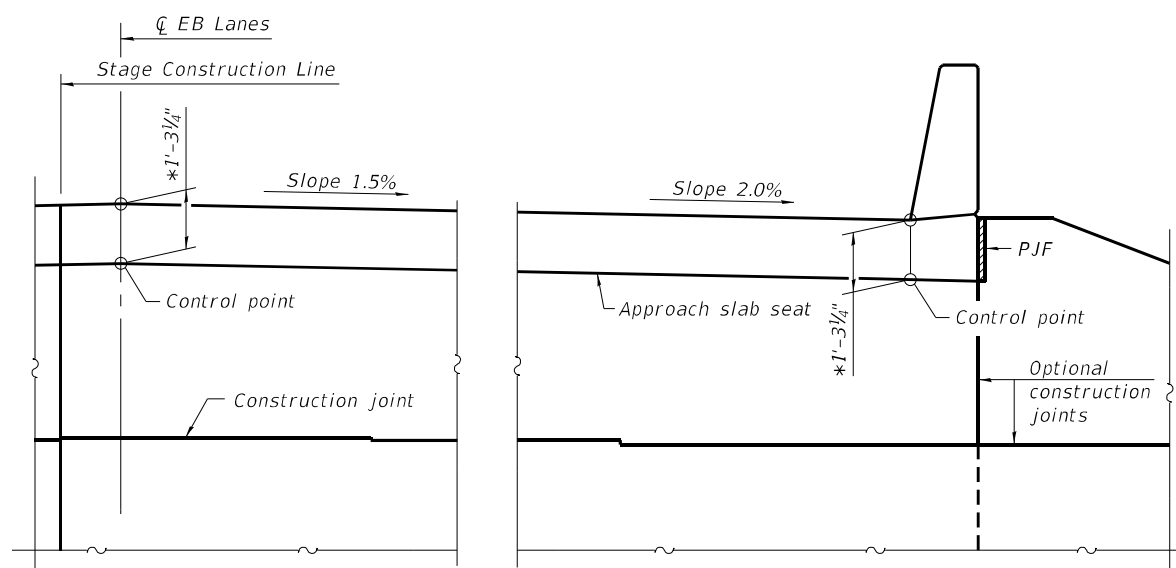
SHEET 25 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	75
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

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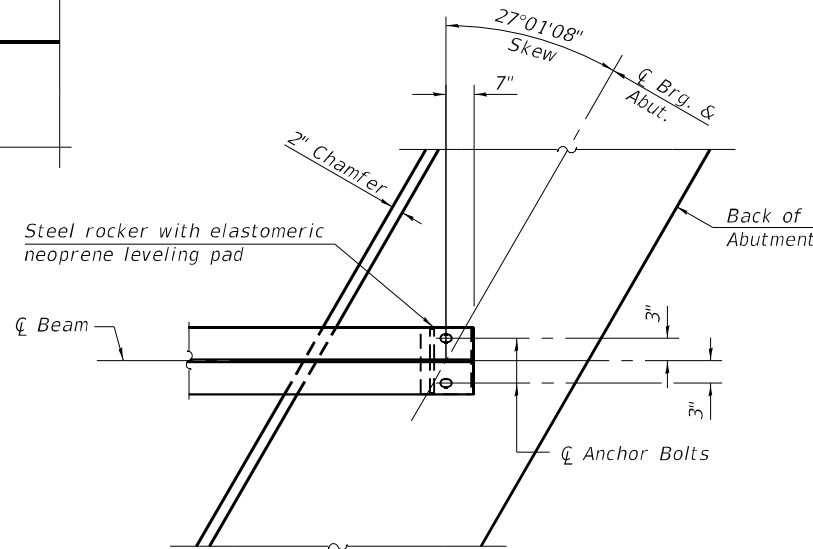


DIAPHRAGM ELEVATION AT NORTH ABUTMENT

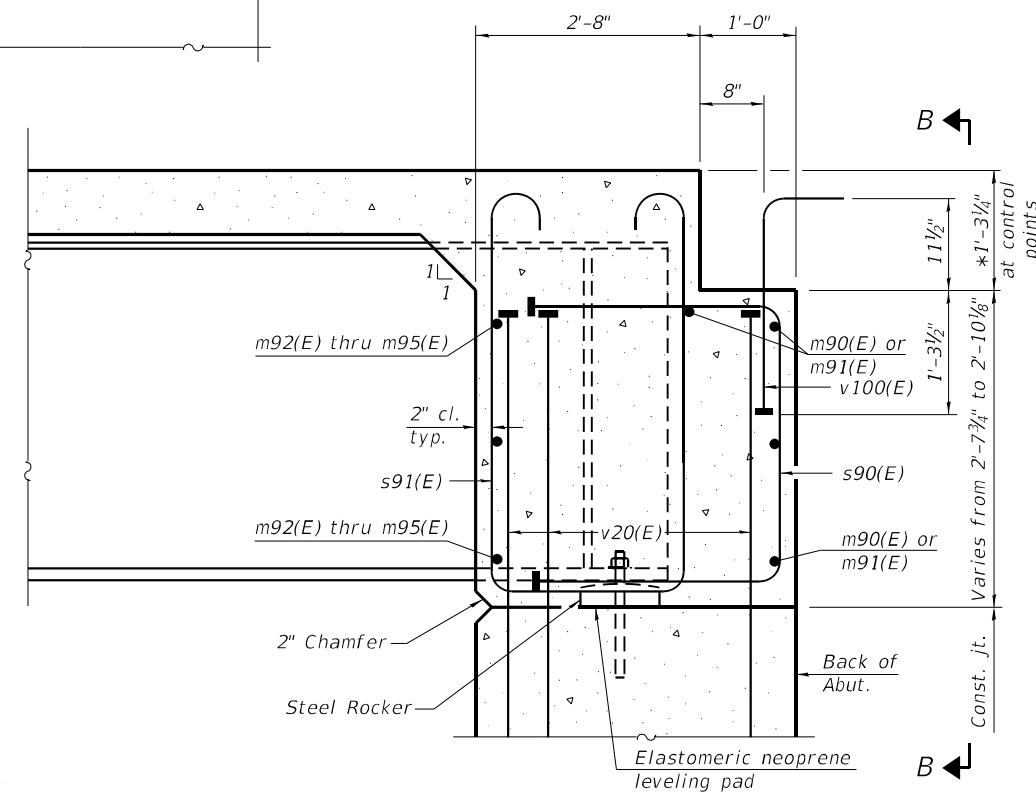


VIEW B-B

* Prior to grinding



PLAN AT ABUTMENT
 (Showing bottom flange of beam)



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

Notes:
 See sheets 23 and 24 of 65 for superstructure details and Bill of Material.
 See sheet 35 of 65 for P.J.F. details.
 The s90(E), s91(E), and v100(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.
 See sheet 52 of 65 for Bar Splicer details.



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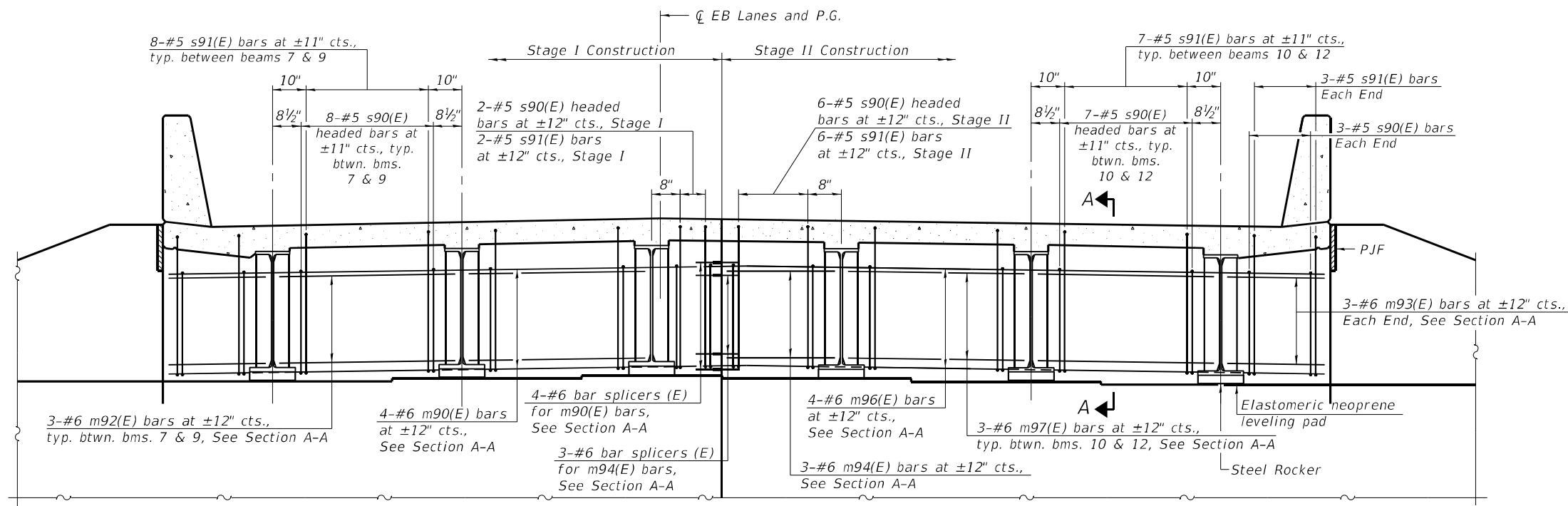
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS AT NORTH ABUTMENT (EB)
 STRUCTURE NO. 072-0252 (EB)

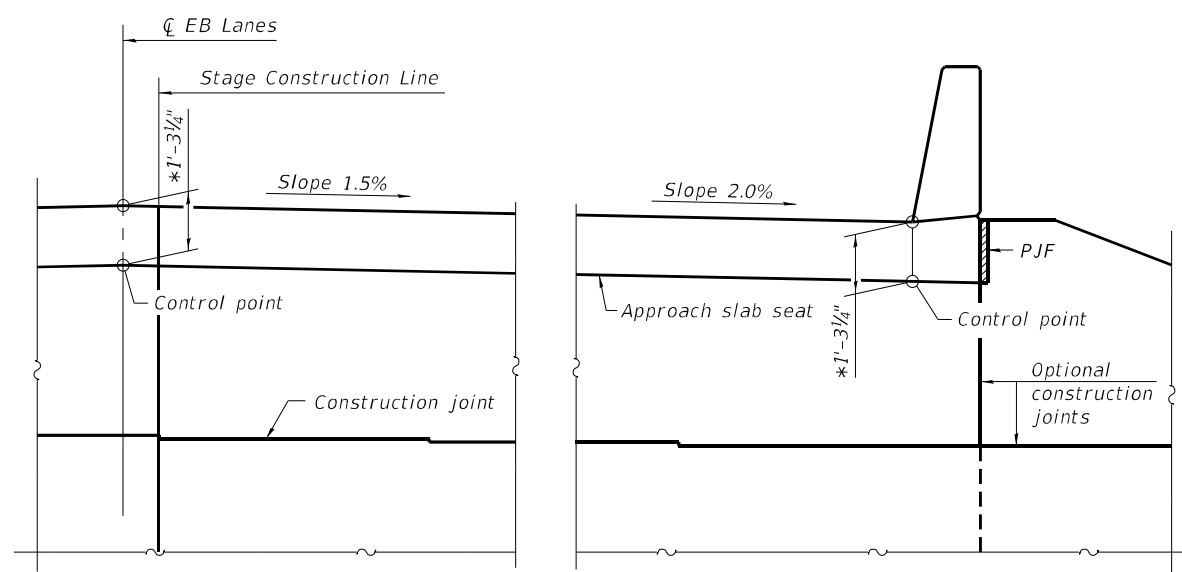
SHEET 26 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

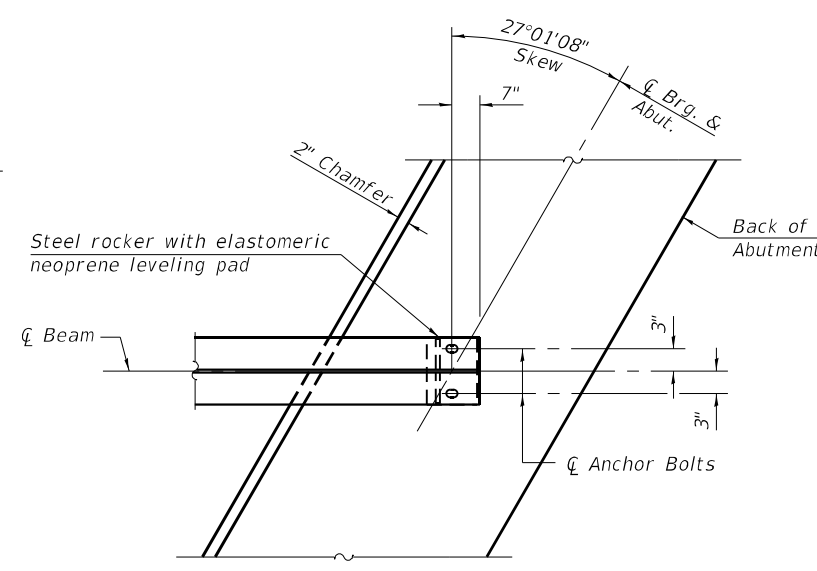
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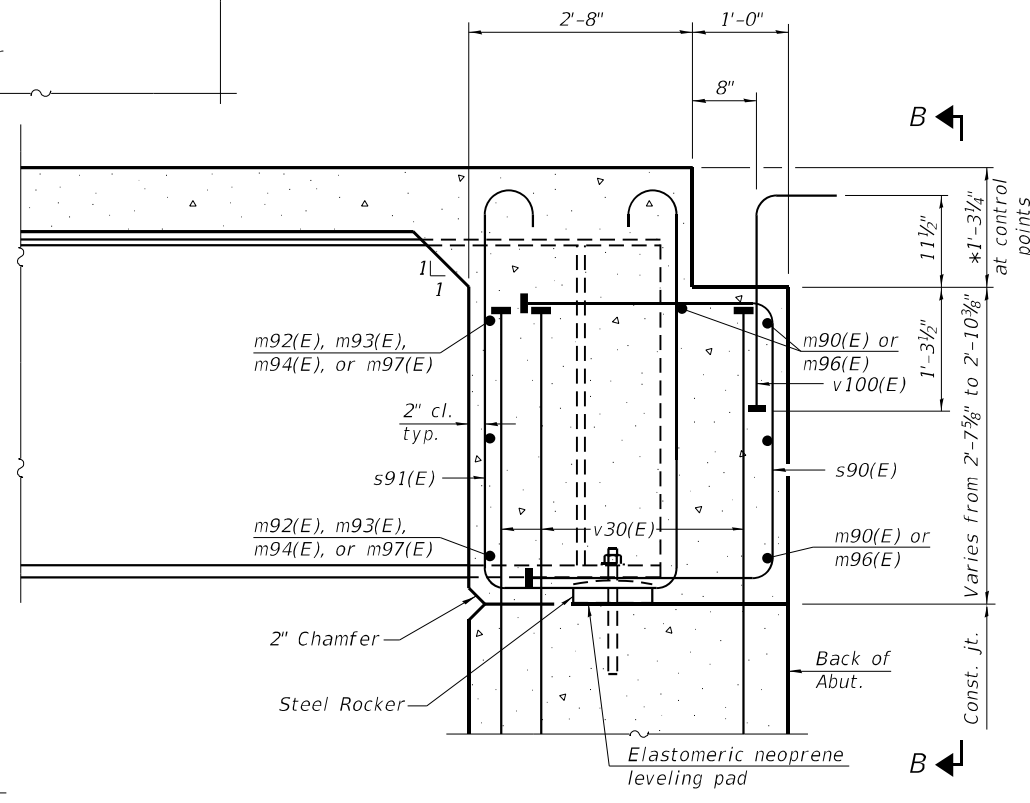
DIAPHRAGM ELEVATION AT SOUTH ABUTMENT



VIEW B-B



PLAN AT ABUTMENT
 (Showing bottom flange of beam)



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

Notes:
 See sheets 23 and 24 of 65 for superstructure details and Bill of Material.
 See sheet 36 of 65 for P.J.F. details.
 The s90(E), s91(E), and v100(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.
 See sheet 52 of 65 for Bar Splicer details.



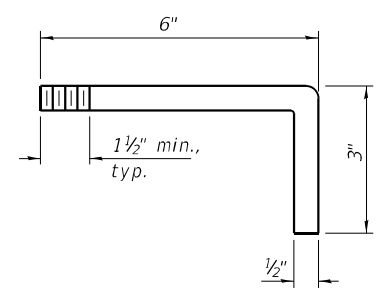
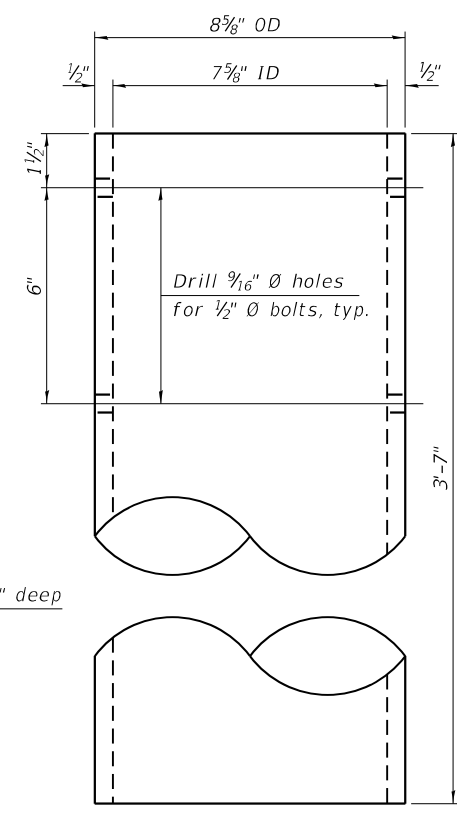
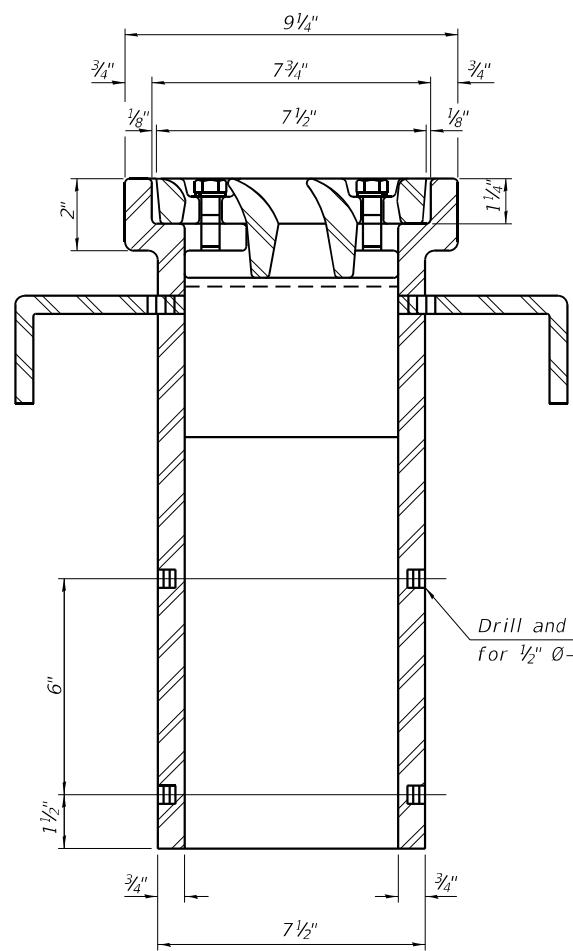
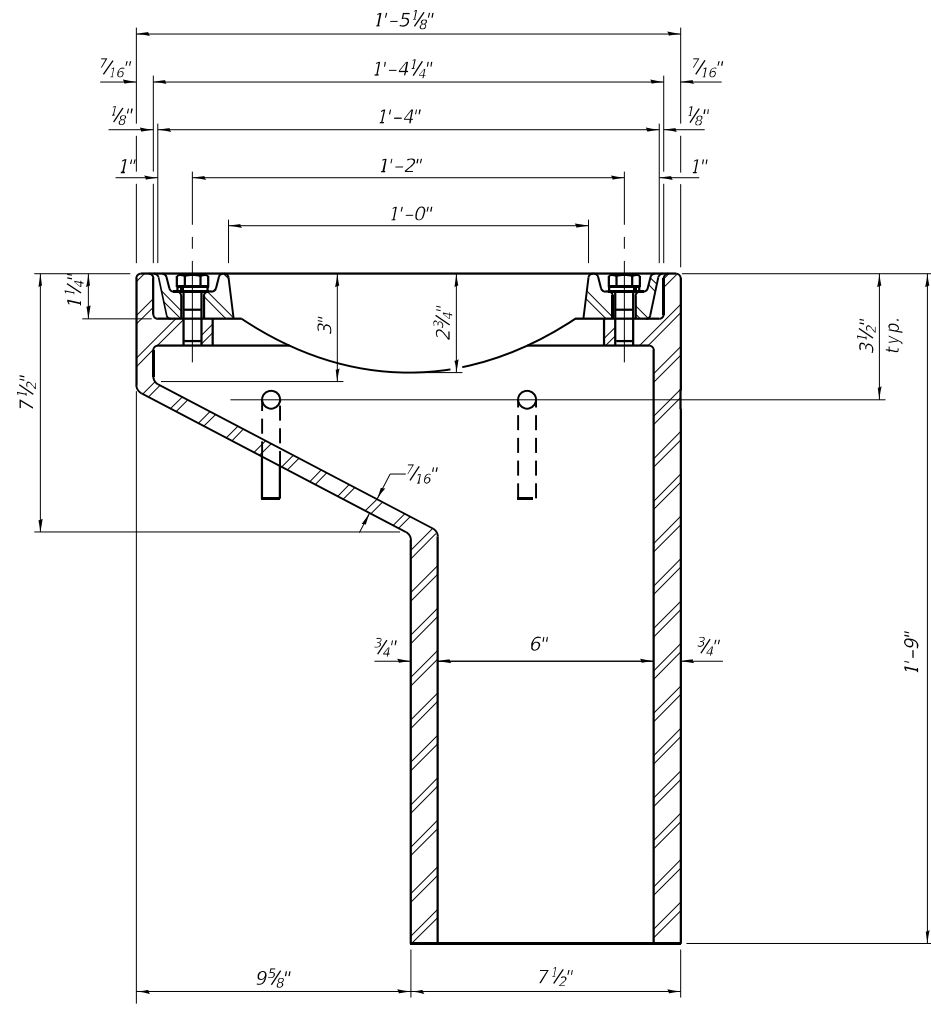
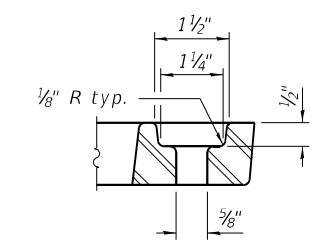
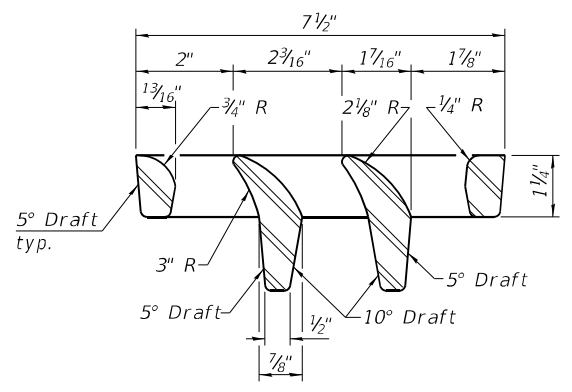
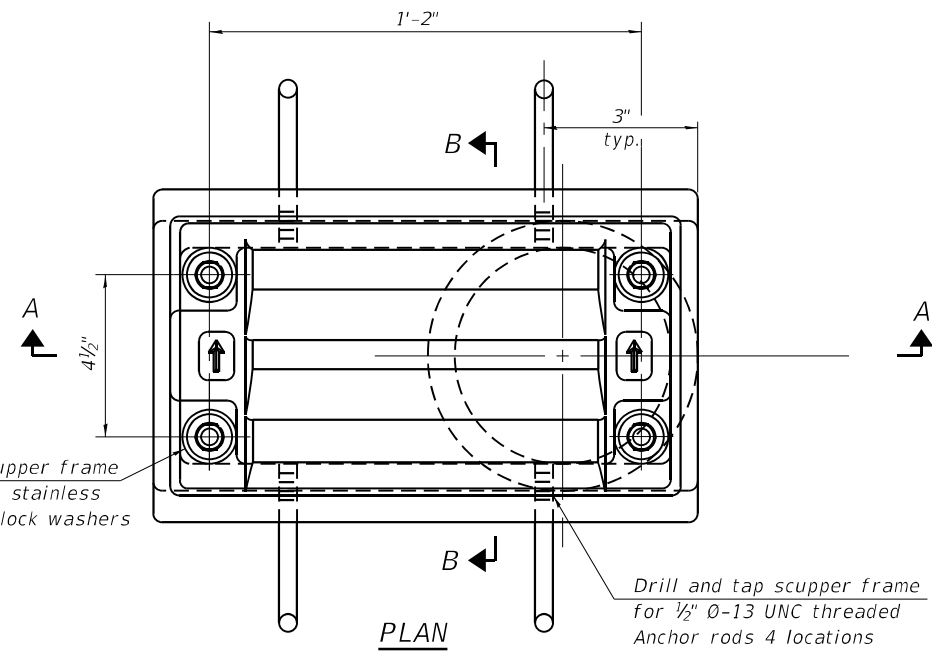
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS AT SOUTH ABUTMENT (EB)
 STRUCTURE NO. 072-0252 (EB)

F.A.I. RTE. 474	SECTION (72-3HB-2)BR	COUNTY PEORIA	TOTAL SHEETS 126	SHEET NO. 77
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

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 8/3/2022 9:58:30 AM



Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
 Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be painted with the finish coat specified for the exterior side of the fascia beam.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

SECTION B-B

DOWNSPOUT

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	5

DS-11

1-1-2020



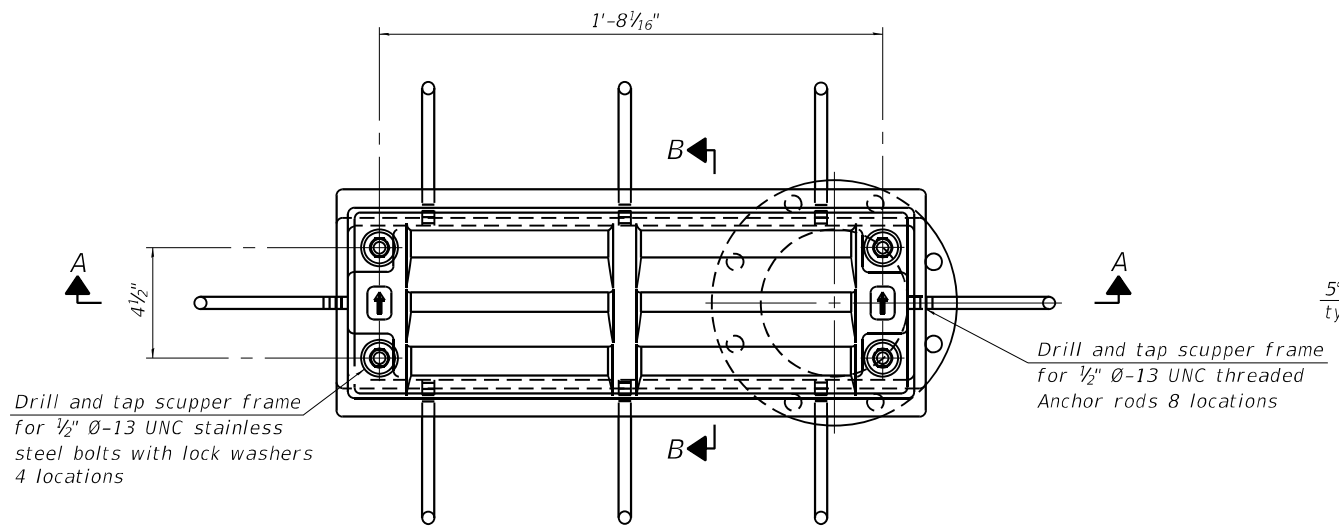
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

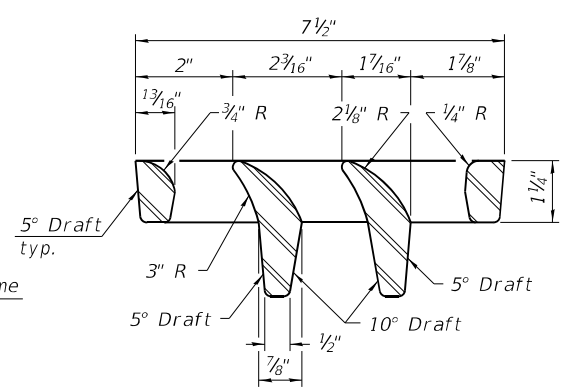
DRAINAGE SCUPPER, DS-11 (WB)
STRUCTURE NO. 072-0253 (WB)

SHEET 28 OF 65 SHEETS

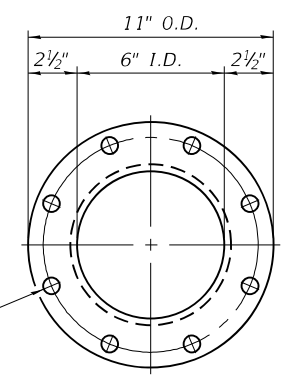
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	78
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



PLAN

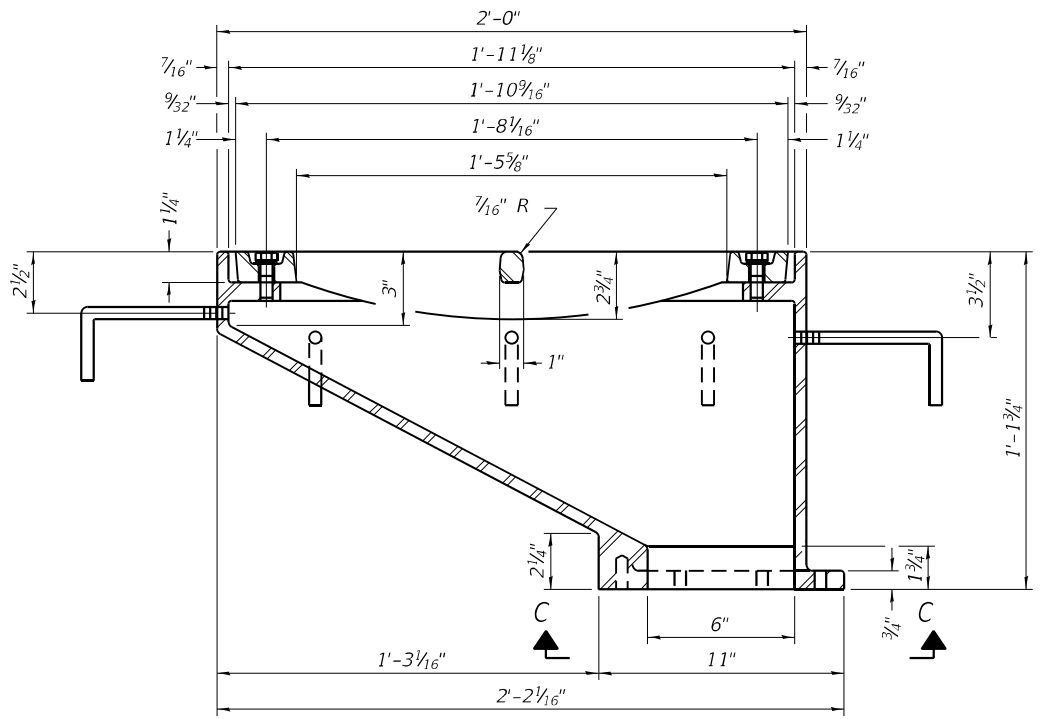


VANE GRATE DETAIL

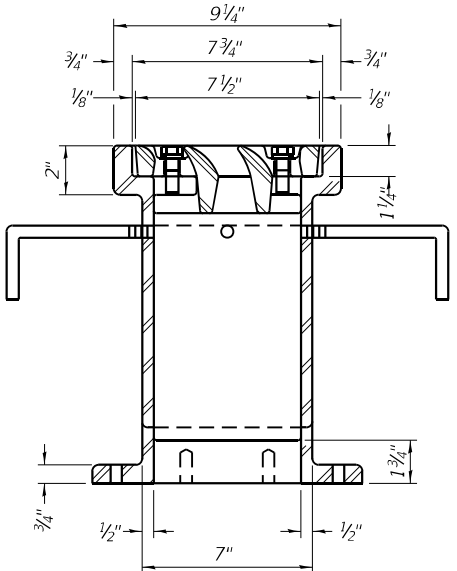


VIEW C-C

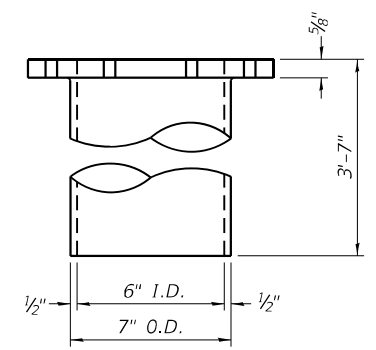
Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
 Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be painted with the finish coat specified for the exterior side of the fascia beam.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-12.



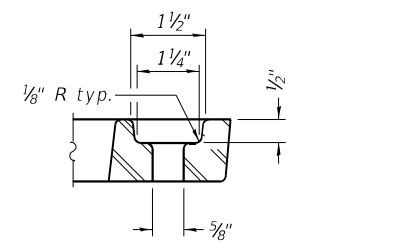
SECTION A-A
 See sheet 23 of 65 for scupper location relative to parapet.



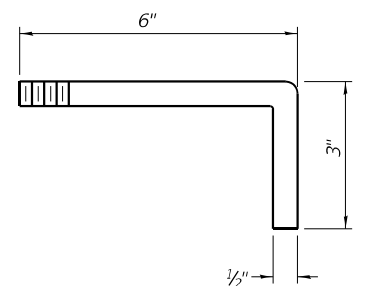
SECTION B-B



DOWNSPOUT



GRATE BOLT HOLE DETAIL



ANCHOR ROD DETAIL

Drill and tap 8 holes for 3/4" Ø-13 UNC bolts on 9 1/2" Ø bolt circle. (2 blind holes are 1 1/4" deep, 6 thru holes)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	11

MODEL: Default
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DS-12

1-1-2020



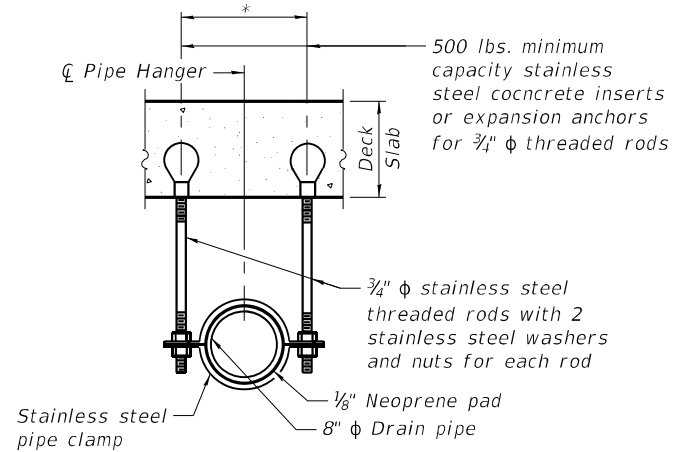
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PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12 (EB)
 STRUCTURE NO. 072-0252 (EB)

SHEET 29 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	79
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

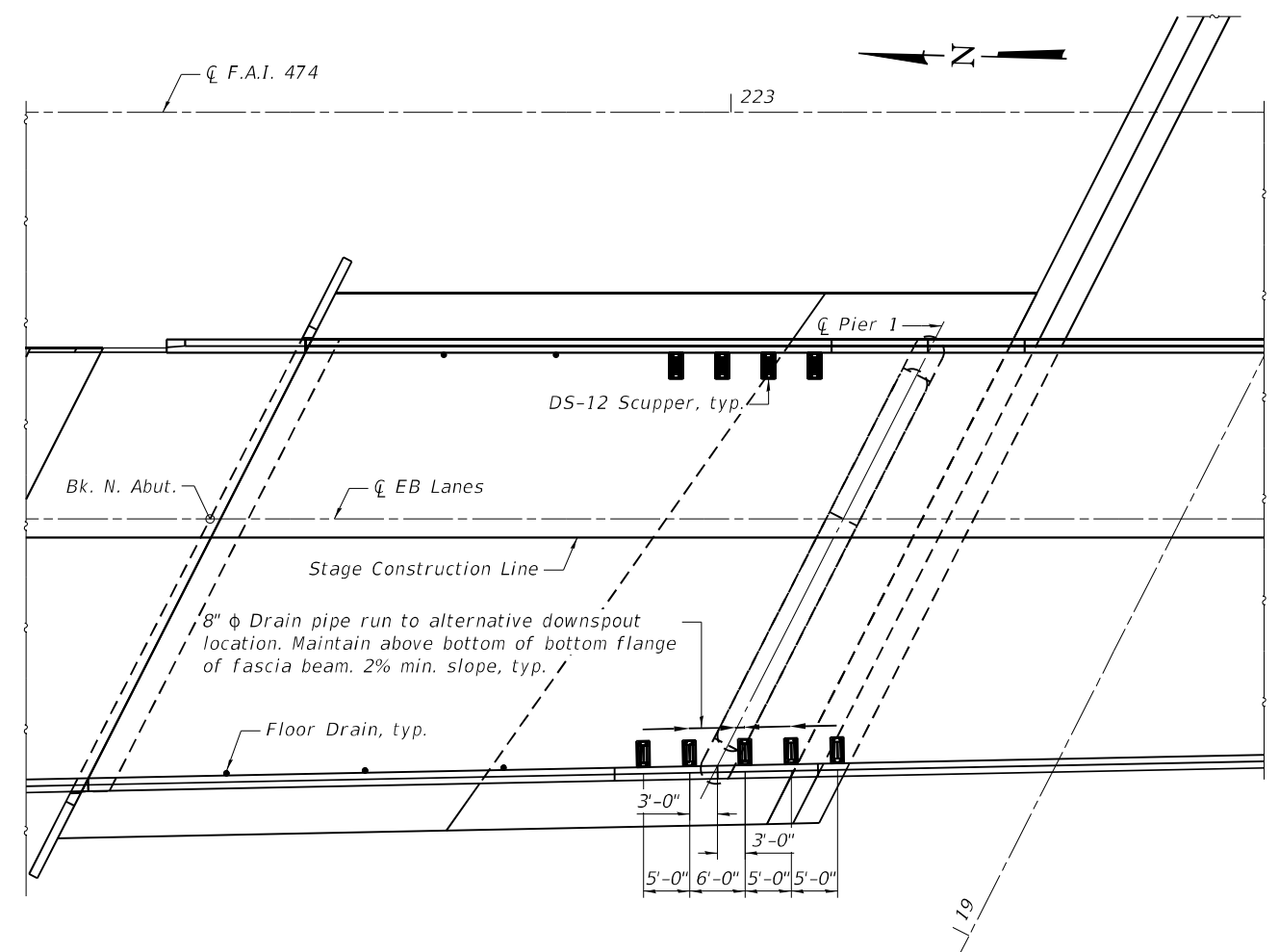


PIPE HANGER DETAILS

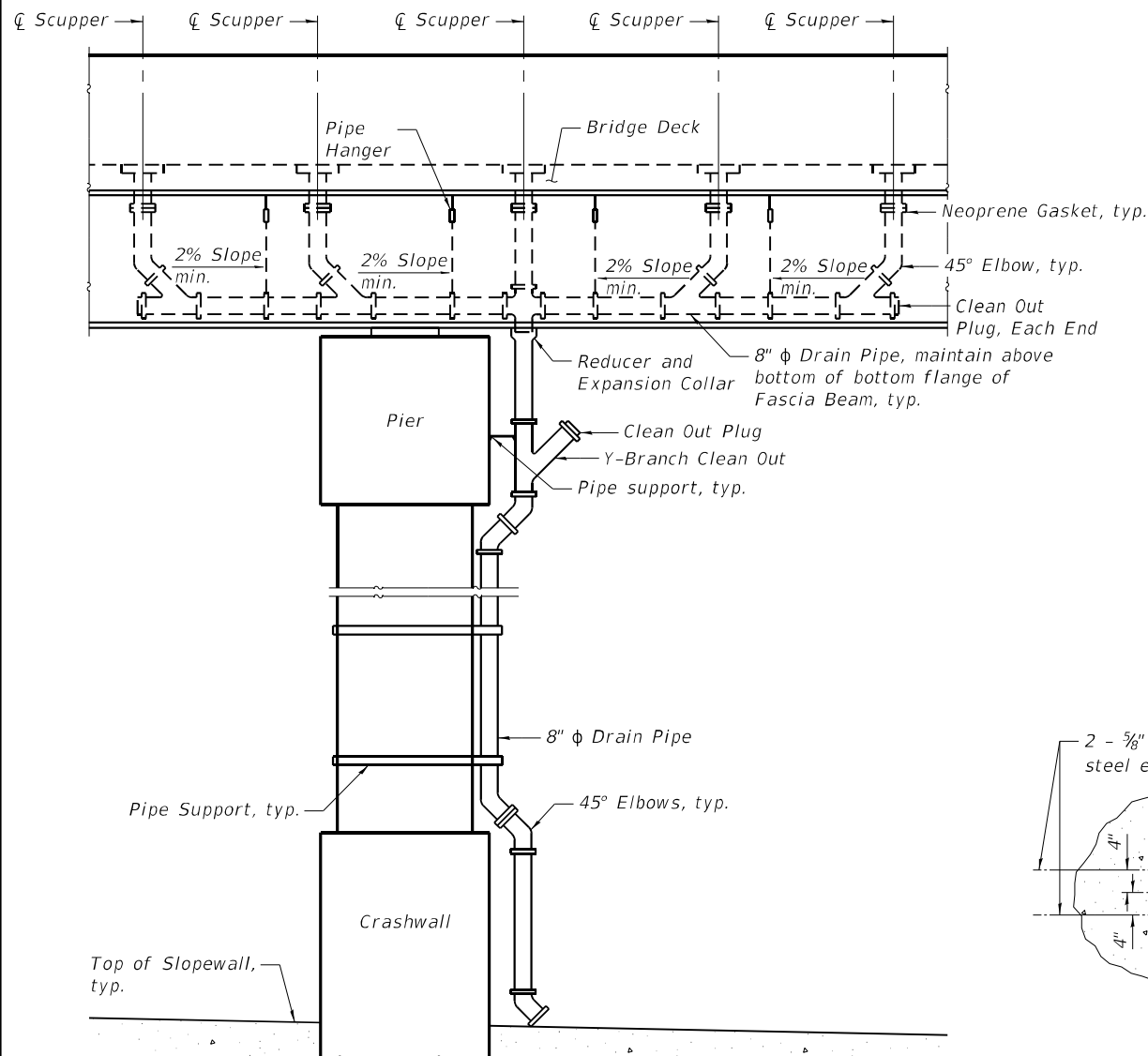
* Dimension as required by pipe clamp

Notes:

All drain pipes and fittings shall be 8" φ.
 Pipe Hangers shall be provided on all horizontal pipes at each fitting, cleanout, or change in direction and at intermediate points as specified by the manufacturer, but not to exceed 5'-0" on centers. Pipe hanger shall have a load capacity of not less than 500 lb. Pipe supports shall be provided on all vertical pipes at points not more than 12'-0" on centers.
 Reducers shall be sized to accommodate longitudinal thermal movement of the Superstructure between the abutments, piers and the scuppers.
 Bolt pattern and size in drain pipe flange to match scupper flange. For scupper details, see Sheet 29 of 65.
 All cost for the components and work required for the closed drainage system, other than the scuppers, will be included in the pay item DRAINAGE SYSTEM (L. Sum).



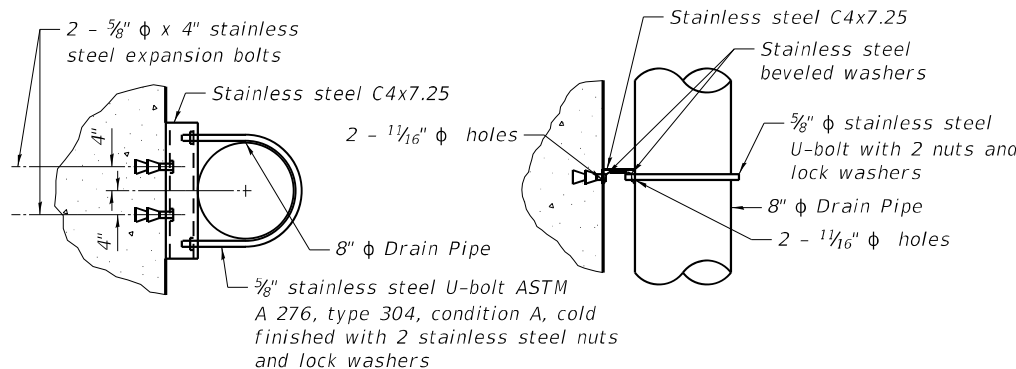
DRAINAGE SYSTEM PLAN EAST SIDE OF DECK - EASTBOUND



END ELEVATION

DRAINAGE SYSTEM DETAILS AT EAST END OF PIER 1 - EASTBOUND

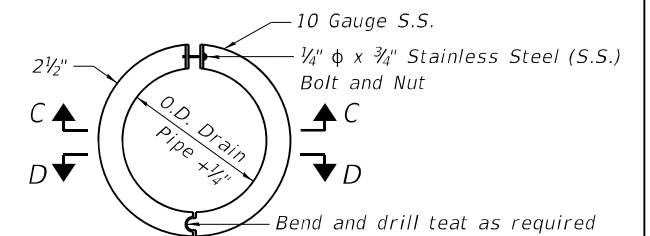
(Looking East)



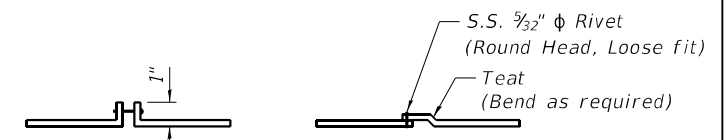
PLAN

ELEVATION

VERTICAL DRAIN PIPE SUPPORT DETAILS



EXPANSION COLLAR PLAN
(Looking down)



SECTION C-C

SECTION D-D

MODEL: Default
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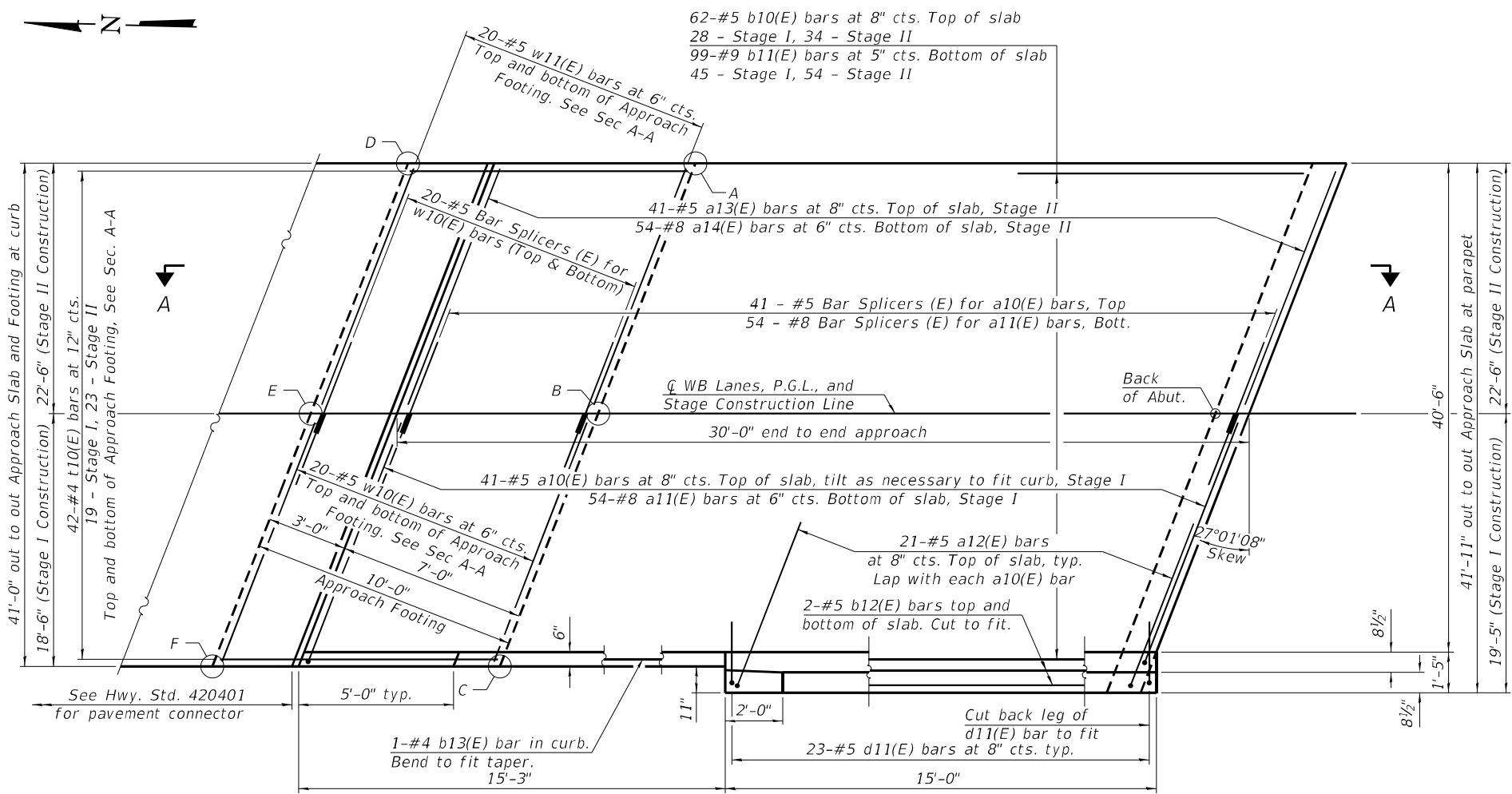
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CLOSED DRAINAGE SYSTEM
 STRUCTURE NO. 072-0252 (EB)**

SHEET 30 OF 65 SHEETS

F.A.I. RTE. 474	SECTION (72-3HB-2)BR	COUNTY PEORIA	TOTAL SHEETS 126	SHEET NO. 80
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

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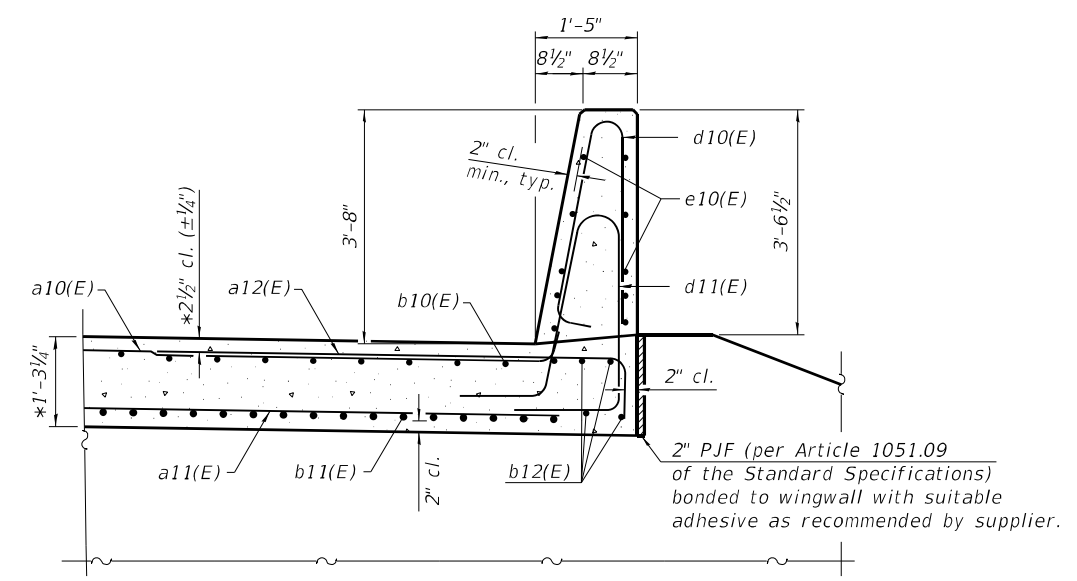


PLAN

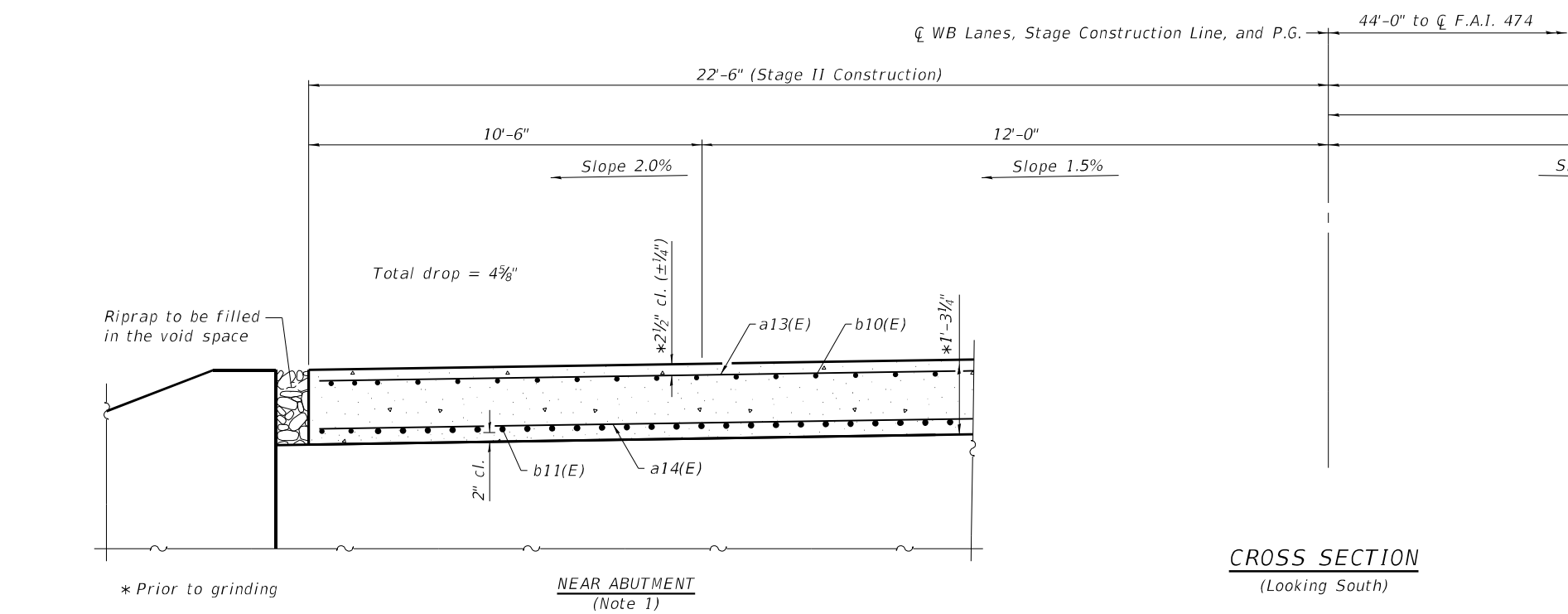
Notes:
 1. No parapet or curb along east edge of north bridge approach slab.
 2. See sheet 52 of 65 for Bar Splicer details.

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

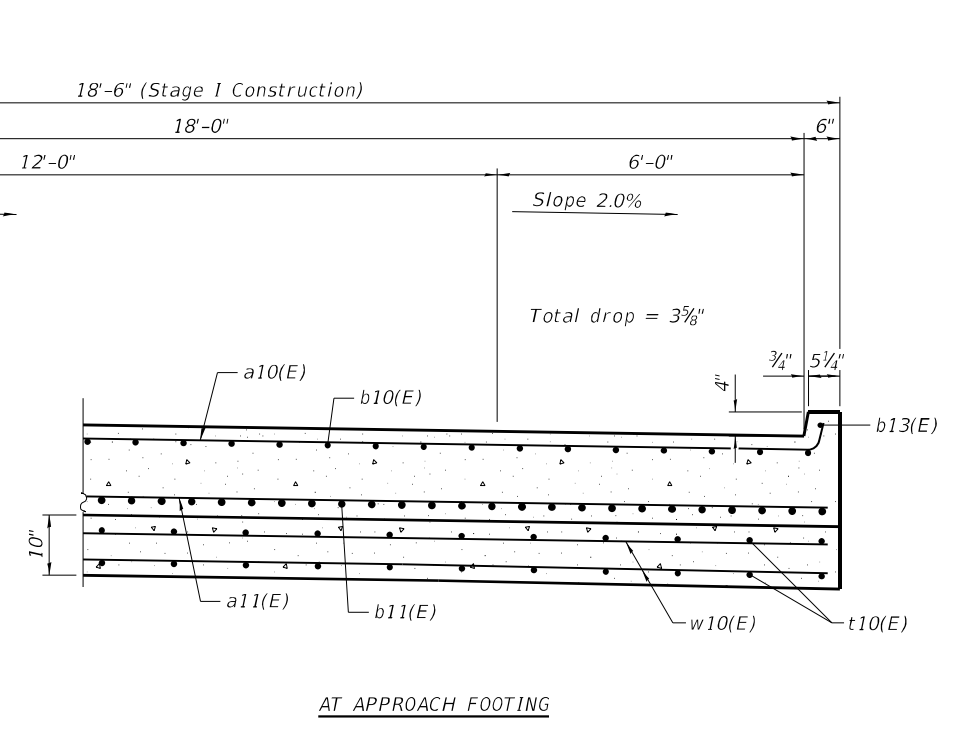
Point	Top	Bottom
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B	616.91	616.08
C	616.62	615.78
D	616.52	615.69
E	616.93	616.10
F	616.65	615.81



SECTION NEAR ABUTMENT AT WEST EDGE OF APPROACH



CROSS SECTION (Looking South)



AT APPROACH FOOTING

(Sheet 1 of 2)



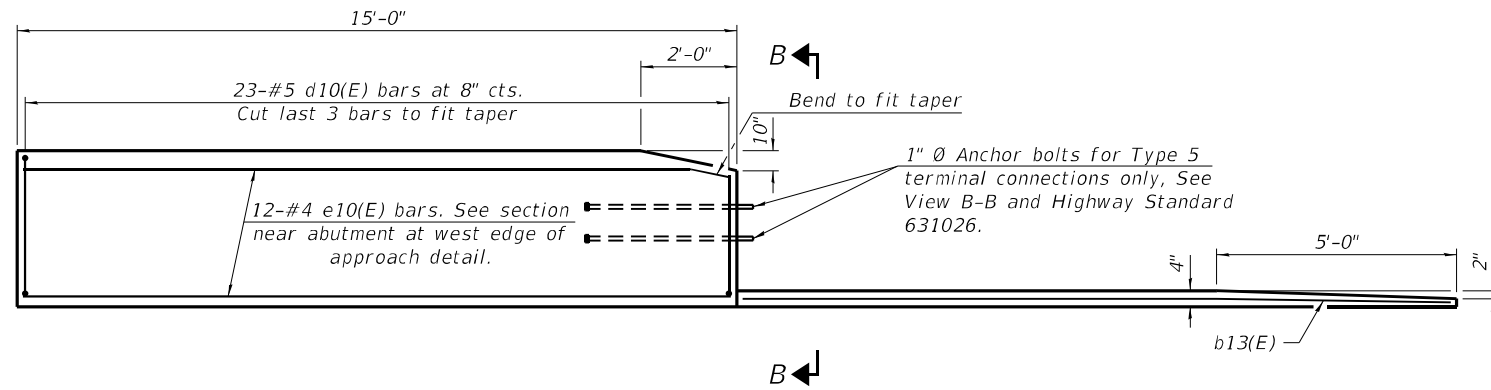
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**NORTH BRIDGE APPROACH SLAB (WB)
 STRUCTURE NO. 072-0253 (WB)**

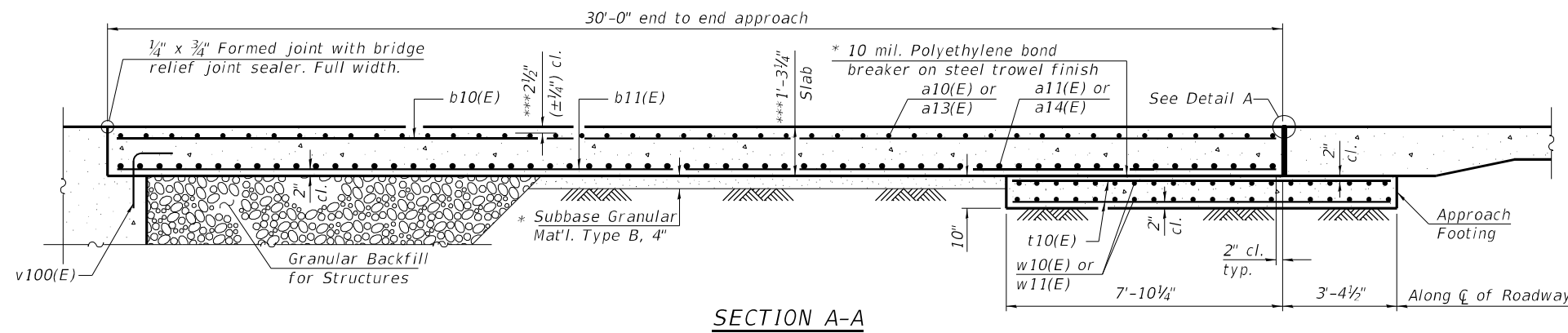
SHEET 31 OF 65 SHEETS

F.A.I. RTE. 474	SECTION (72-3HB-2)BR	COUNTY PEORIA	TOTAL SHEETS 126	SHEET NO. 81
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

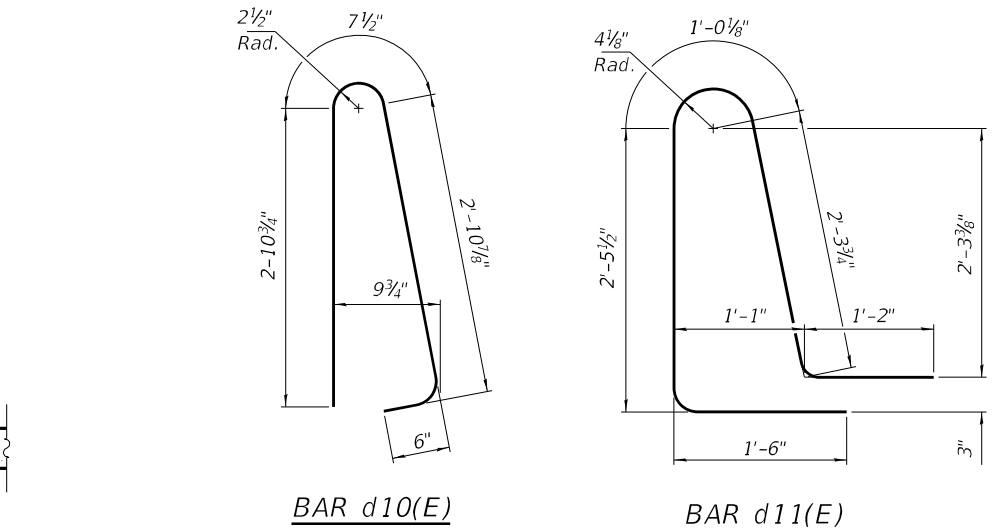


INSIDE ELEVATION OF PARAPET AND CURB
(West Side Only)

Notes:
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 65.



SECTION A-A

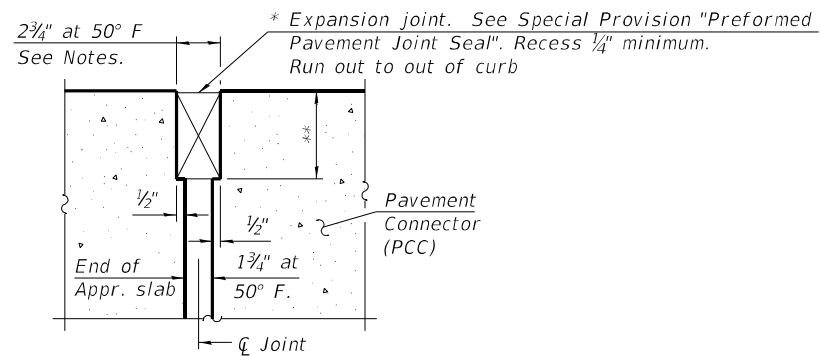


BAR d10(E)

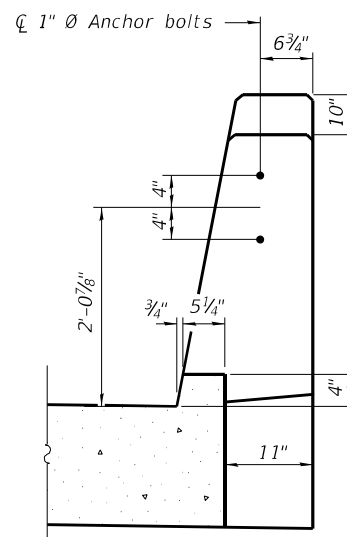
BAR d11(E)

WB - NORTH APPROACH
BILL OF MATERIAL

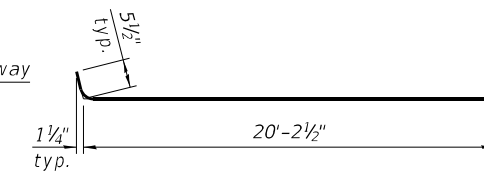
Bar	No.	Size	Length	Shape
a10(E)	41	#5	20'-8"	[Symbol]
a11(E)	54	#8	20'-4"	[Symbol]
a12(E)	21	#5	7'-4"	[Symbol]
a13(E)	41	#5	24'-11"	[Symbol]
a14(E)	54	#8	24'-11"	[Symbol]
b10(E)	62	#5	29'-8"	[Symbol]
b11(E)	99	#9	29'-8"	[Symbol]
b12(E)	4	#5	14'-5"	[Symbol]
b13(E)	1	#4	14'-9"	[Symbol]
d10(E)	23	#5	7'-0"	[Symbol]
d11(E)	23	#5	8'-6"	[Symbol]
e10(E)	12	#4	14'-8"	[Symbol]
t10(E)	84	#4	10'-10"	[Symbol]
w10(E)	40	#5	20'-4"	[Symbol]
w11(E)	40	#5	24'-11"	[Symbol]
Concrete Structures		Cu. Yd.	14.3	
Concrete Superstructure		Cu. Yd.	2.1	
Protective Coat		Sq. Yd.	144	
Concrete Superstructure (Approach Slab)		Cu. Yd.	58.7	
Reinforcement Bars, Epoxy Coated		Pound	23,600	
Diamond Grinding (Bridge Section)		Sq. Yd.	222	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	80	



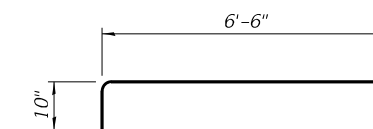
DETAIL A
(@ Rt. L's)



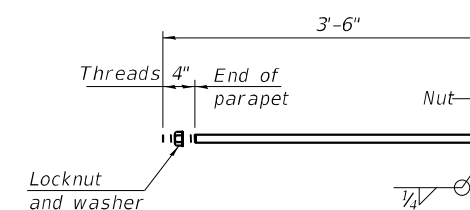
VIEW B-B



BAR a10(E)



BAR a12(E)



*** 1" Ø ANCHOR BOLT**

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

(Sheet 2 of 2)

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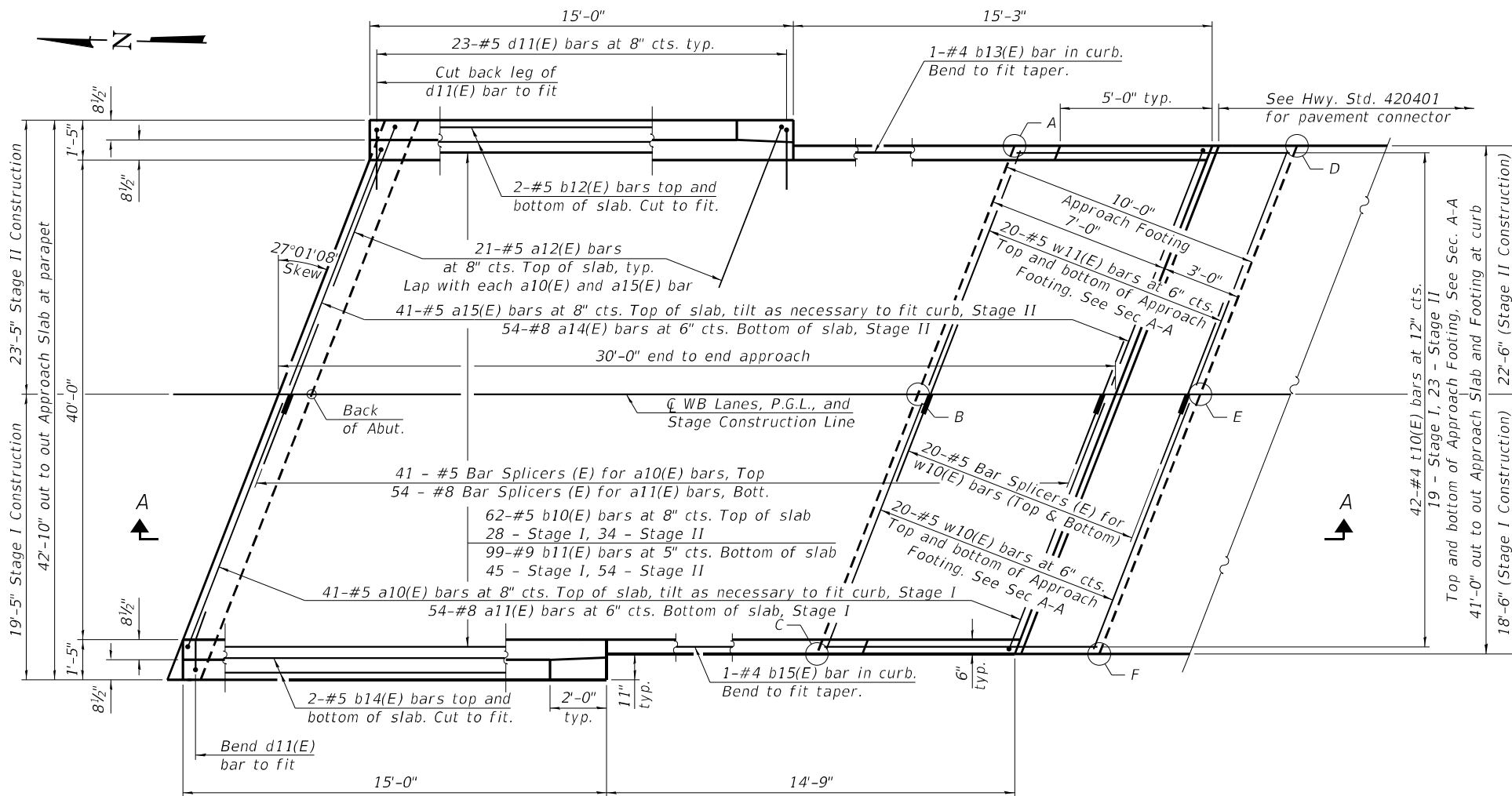
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH BRIDGE APPROACH SLAB DETAILS (WB)
STRUCTURE NO. 072-0253 (WB)

SHEET 32 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	82
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

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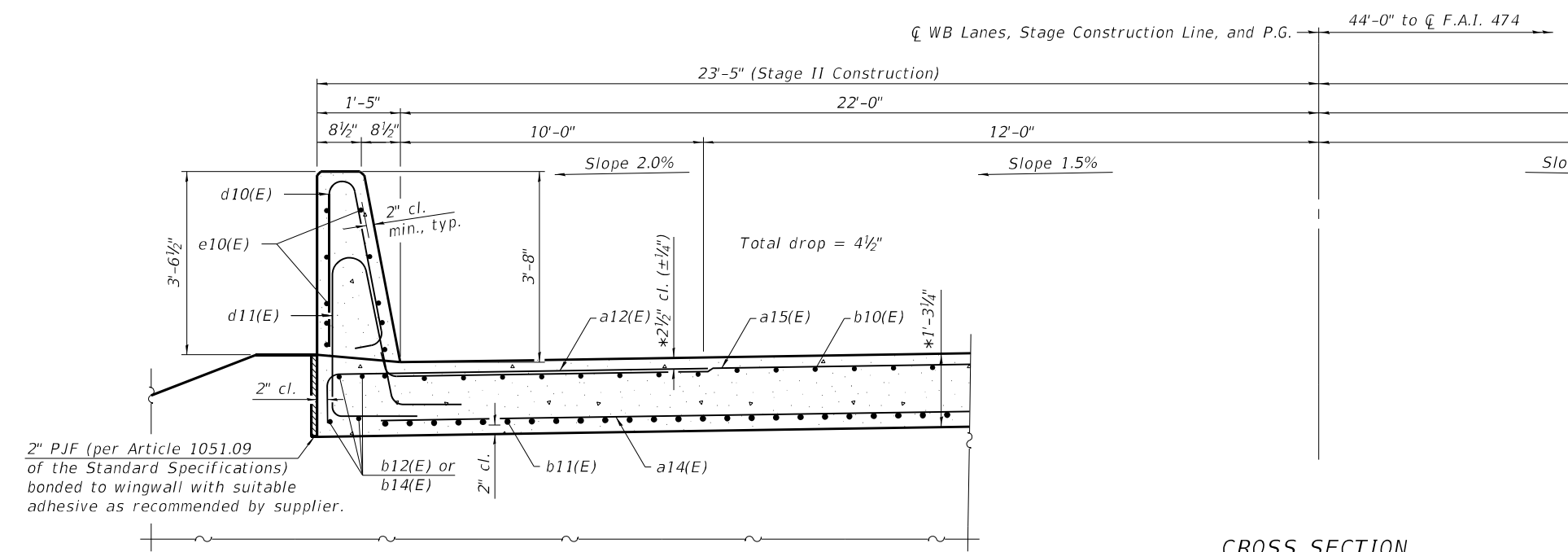


PLAN

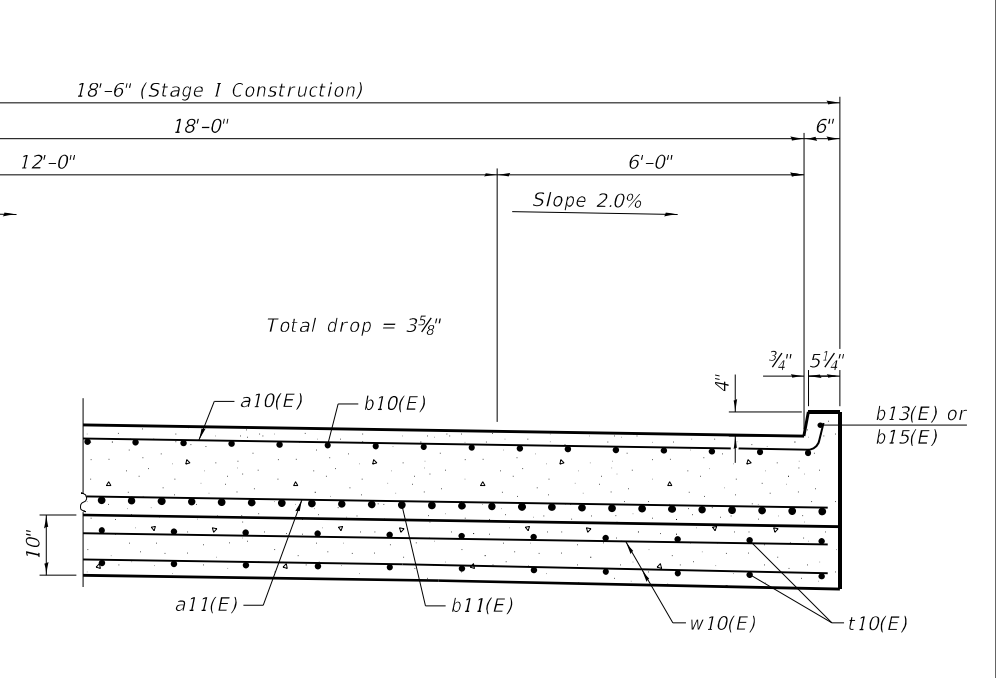
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	Top	Bottom
A	618.16	617.33
B	618.40	617.57
C	617.97	617.14
D	618.32	617.48
E	618.55	617.71
F	618.11	617.28

Note:
 See sheet 52 of 65 for Bar Splicer Details.



CROSS SECTION (Looking South)



AT APPROACH FOOTING

(Sheet 1 of 2)



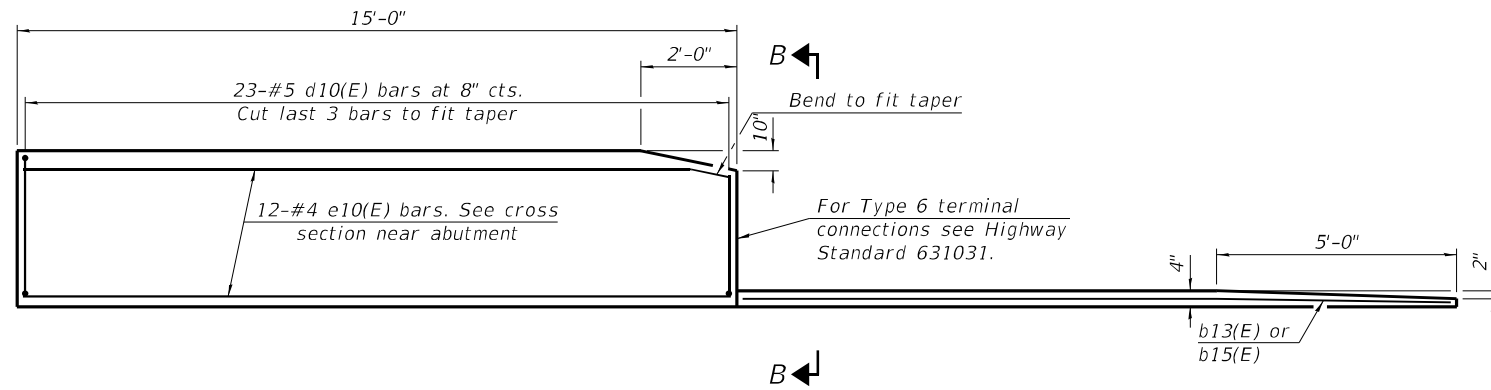
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOUTH BRIDGE APPROACH SLAB (WB)
 STRUCTURE NO. 072-0253 (WB)**

SHEET 33 OF 65 SHEETS

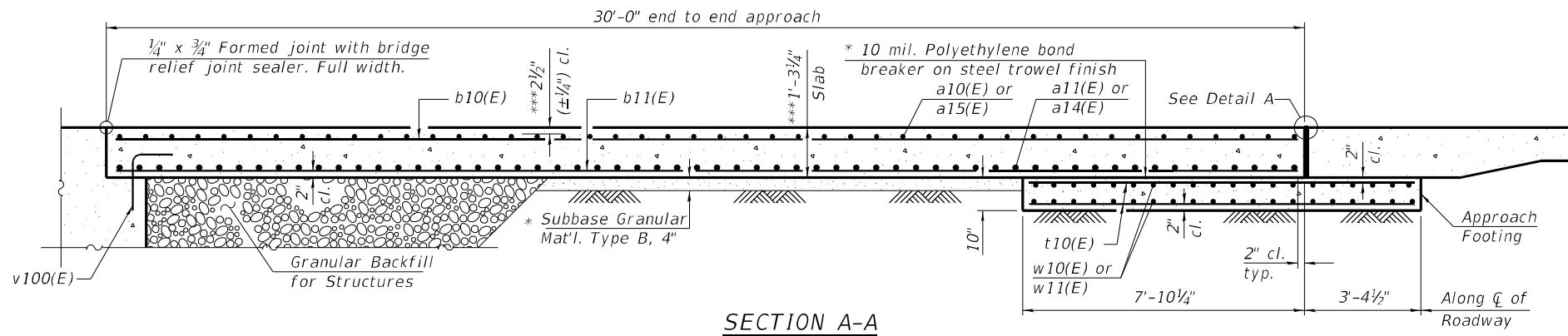
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CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



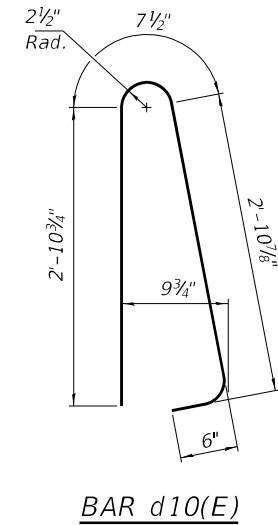
INSIDE ELEVATION OF PARAPET AND CURB

Notes:

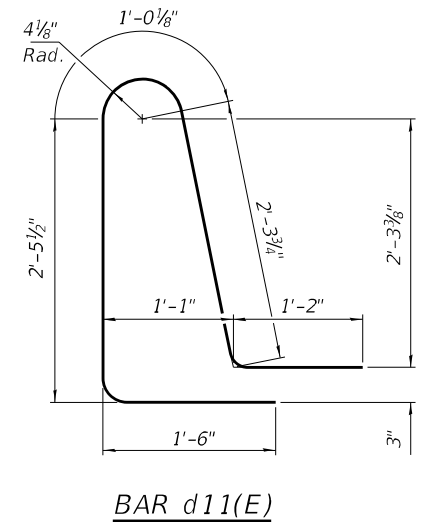
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 65.



SECTION A-A



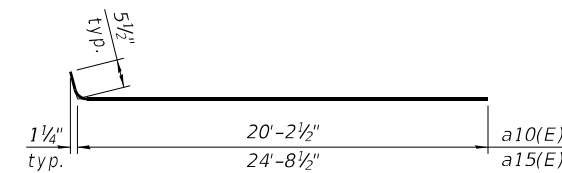
BAR d10(E)



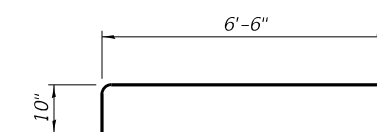
BAR d11(E)

WB - SOUTH APPROACH
BILL OF MATERIAL

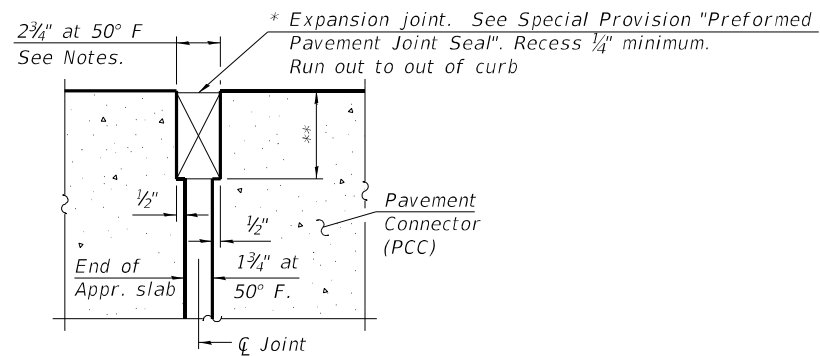
Bar	No.	Size	Length	Shape
a10(E)	41	#5	20'-8"	U
a11(E)	54	#8	20'-4"	U
a12(E)	42	#5	7'-4"	U
a14(E)	54	#8	24'-11"	U
a15(E)	41	#5	25'-2"	U
b10(E)	62	#5	29'-8"	—
b11(E)	99	#9	29'-8"	—
b12(E)	4	#5	14'-5"	—
b13(E)	1	#4	14'-9"	—
b14(E)	4	#5	15'-2"	—
b15(E)	1	#4	14'-6"	—
d10(E)	46	#5	7'-0"	U
d11(E)	46	#5	8'-6"	U
e10(E)	24	#4	14'-8"	—
t10(E)	84	#4	10'-10"	—
w10(E)	40	#5	20'-4"	—
w11(E)	40	#5	24'-11"	—
Concrete Structures		Cu. Yd.	14.3	
Concrete Superstructure		Cu. Yd.	4.2	
Protective Coat		Sq. Yd.	151	
Concrete Superstructure (Approach Slab)		Cu. Yd.	59.4	
Reinforcement Bars, Epoxy Coated		Pound	24,330	
Diamond Grinding (Bridge Section)		Sq. Yd.	222	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	80	



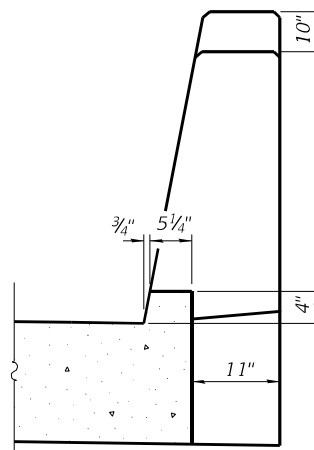
BAR a10(E) & a15(E)



BAR a12(E)



DETAIL A
(@ Rt. L's)



VIEW B-B

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

*** Prior to grinding

(Sheet 2 of 2)

MODEL: Default
 FILE NAME: S:\2020\201006 - PTB 194-35 D4 - Upchurch - Various Phase - HIW07 - 1-464 Bridge Replacements\CADD\CADD Sheets\0720253-68884-034-ApproachWBSD.dgn
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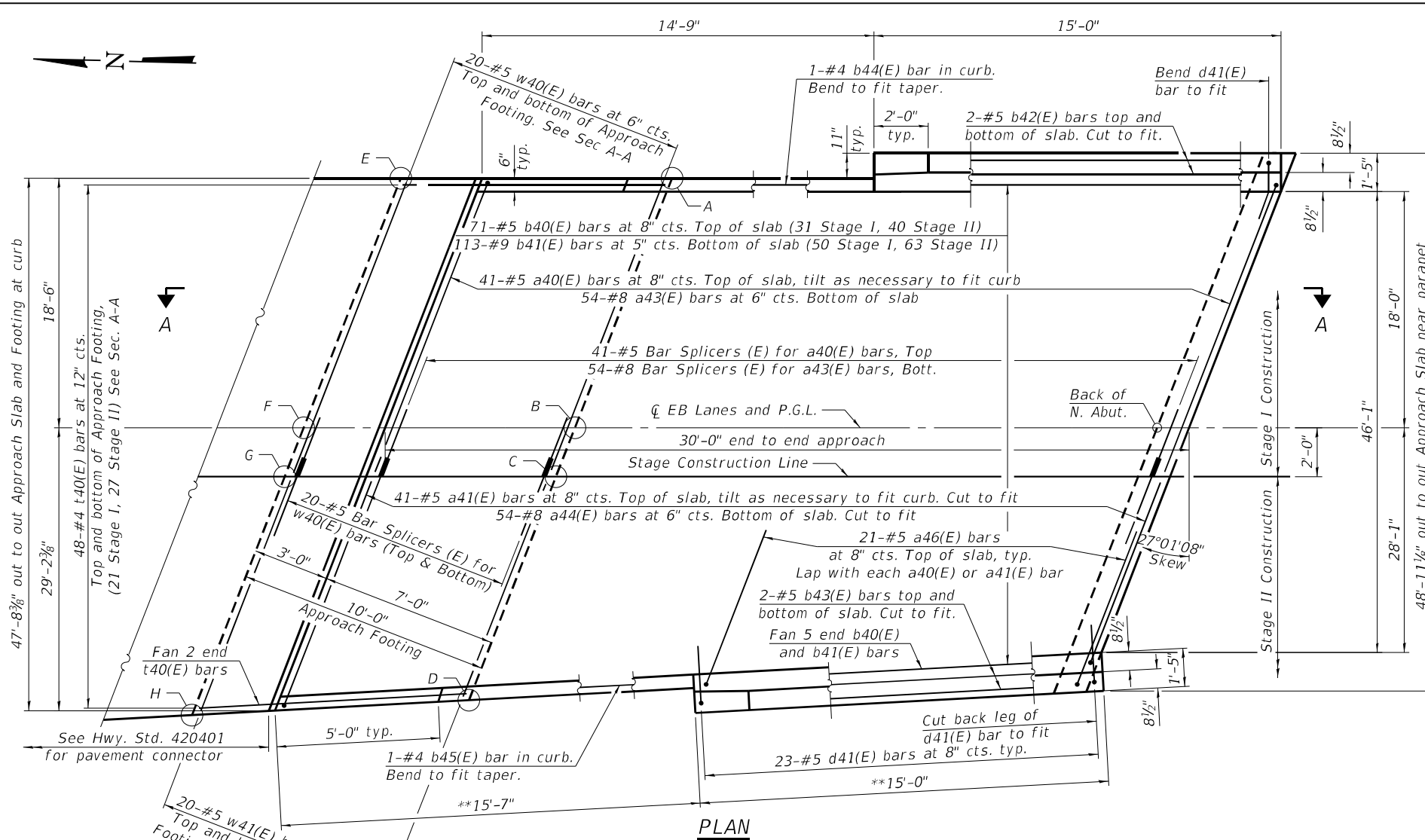
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PLOT DATE =		CHECKED -	MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB DETAILS (WB)
STRUCTURE NO. 072-0253 (WB)

SHEET 34 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	84
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

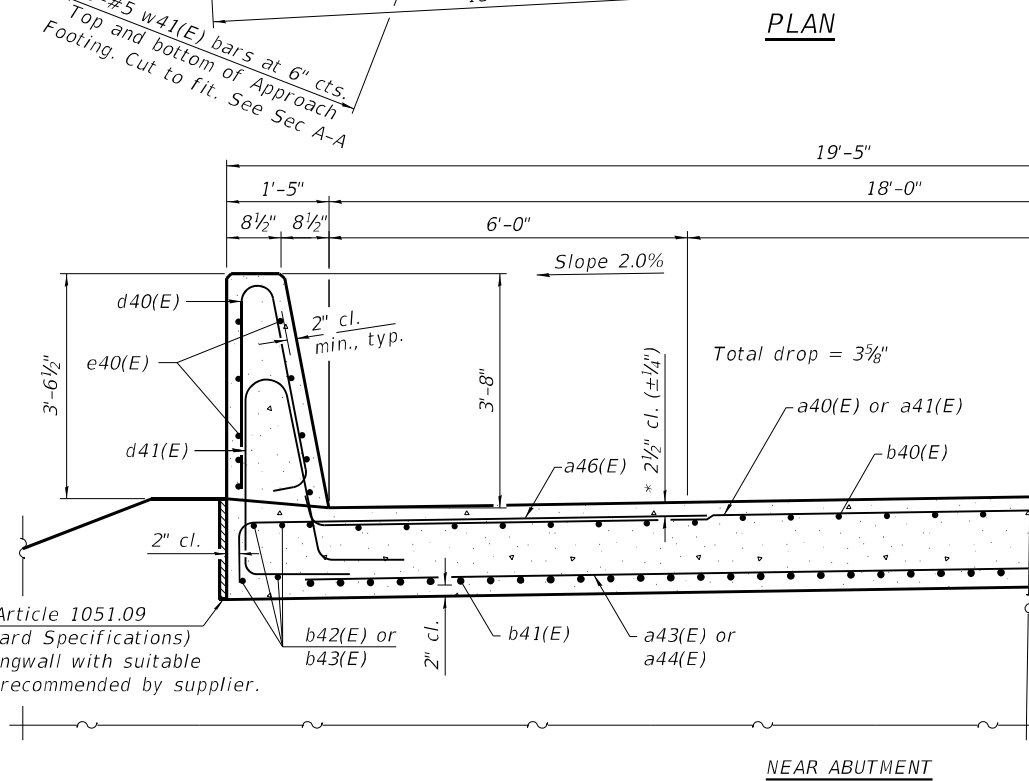


**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

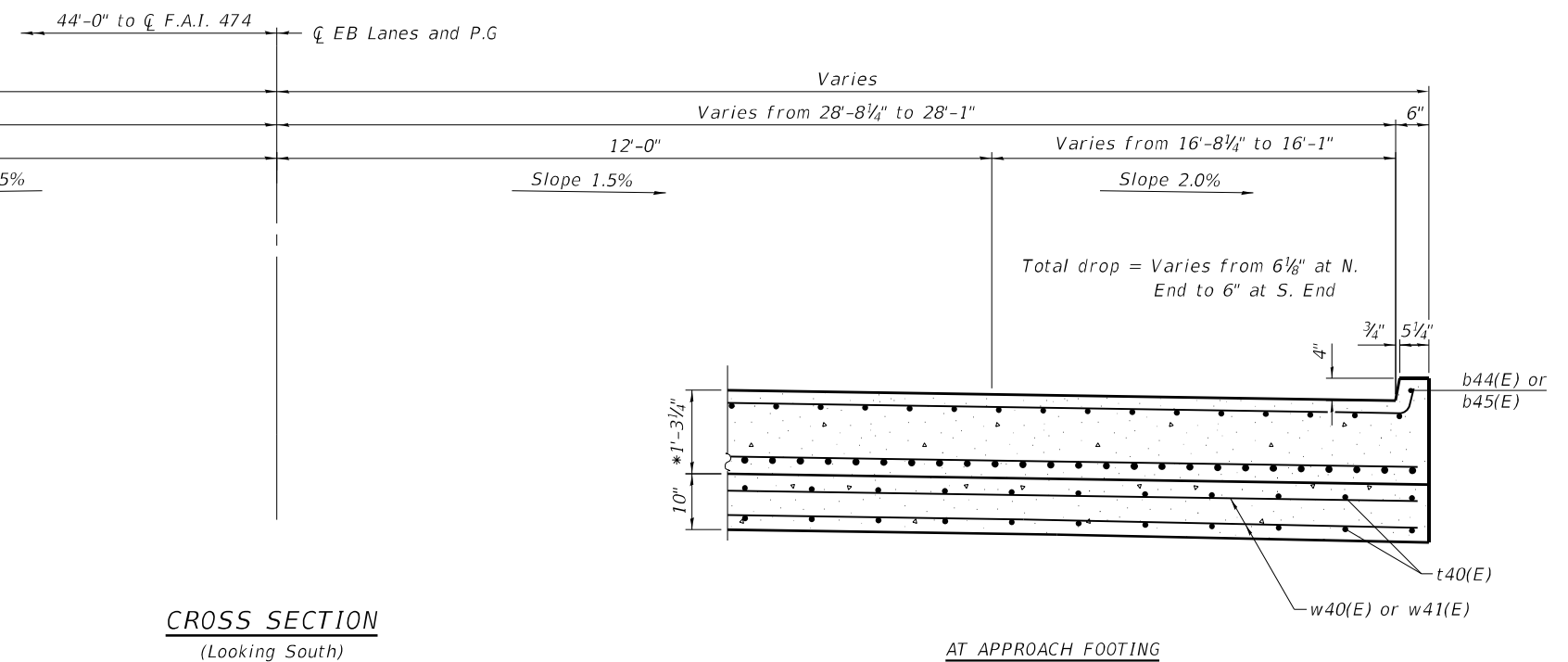
Point	Top	Bottom
A	616.95	616.12
B	617.30	616.47
C	617.28	616.44
D	616.85	616.02
E	617.00	616.17
F	617.35	616.52
G	617.33	616.49
H	616.91	616.07

* Prior to grinding.
** Measured parallel to back of parapet or curb.

Notes:
Longitudinal dimensions are measured parallel to CL EB Lanes, U.N.O.
Transverse dimensions are measured perpendicular to CL EB Lanes, U.N.O.
See sheet 52 of 65 for Bar Splicer Details.



**CROSS SECTION
(Looking South)**



(Sheet 1 of 3)

MODEL: Default
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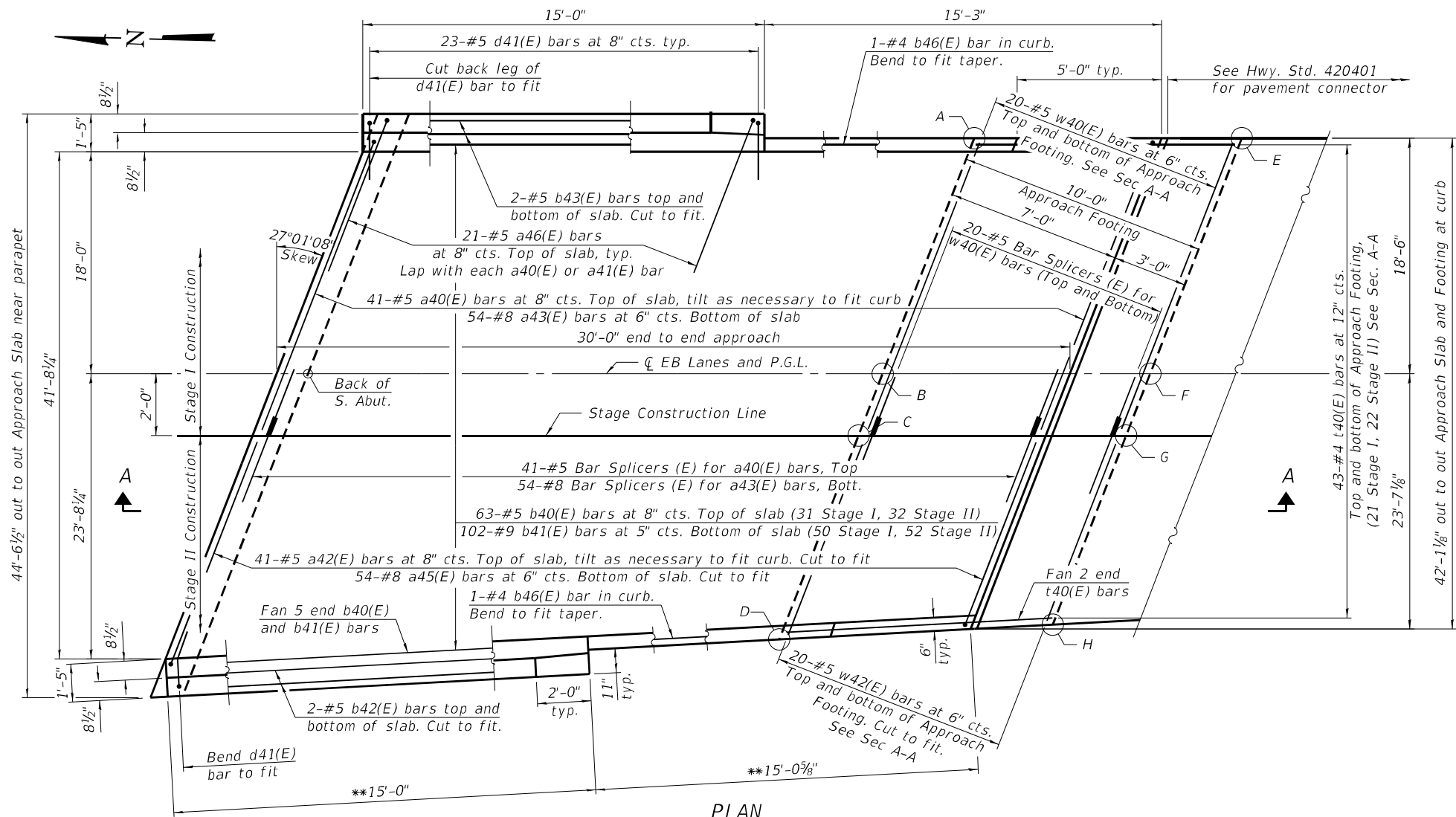
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PLOT SCALE =	0:2.0000 "/> <td>DRAWN -</td> <td>LMC</td> <td>REVISED -</td> <td></td>	DRAWN -	LMC	REVISED -	
PLOT DATE =		CHECKED -	MDC	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH BRIDGE APPROACH SLAB (EB)
STRUCTURE NO. 072-0252 (EB)**

SHEET 35 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	85
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



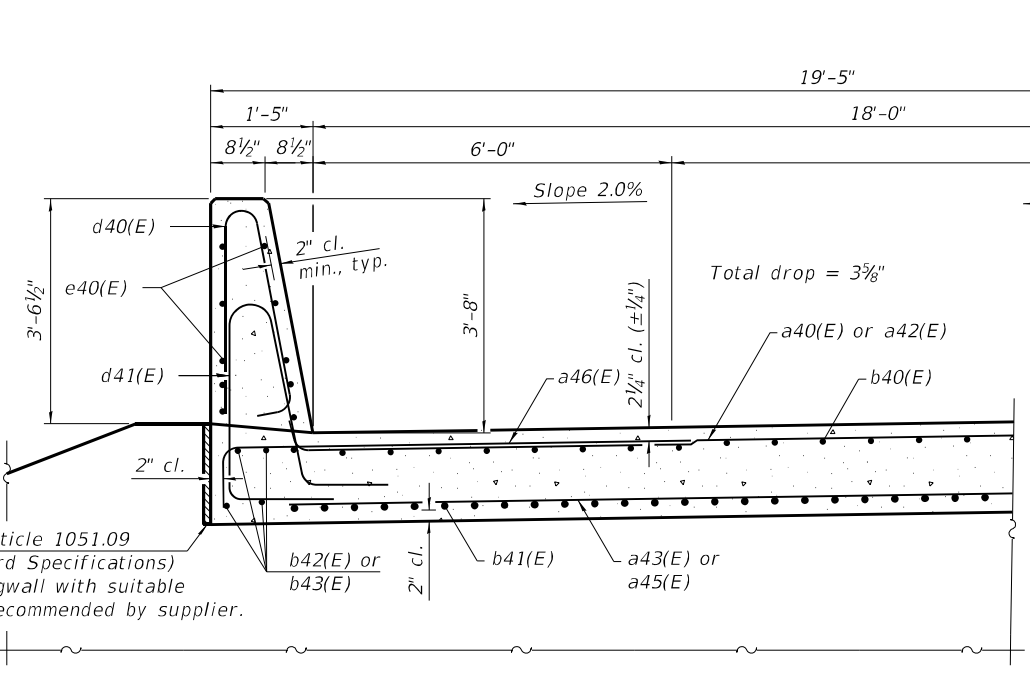
PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

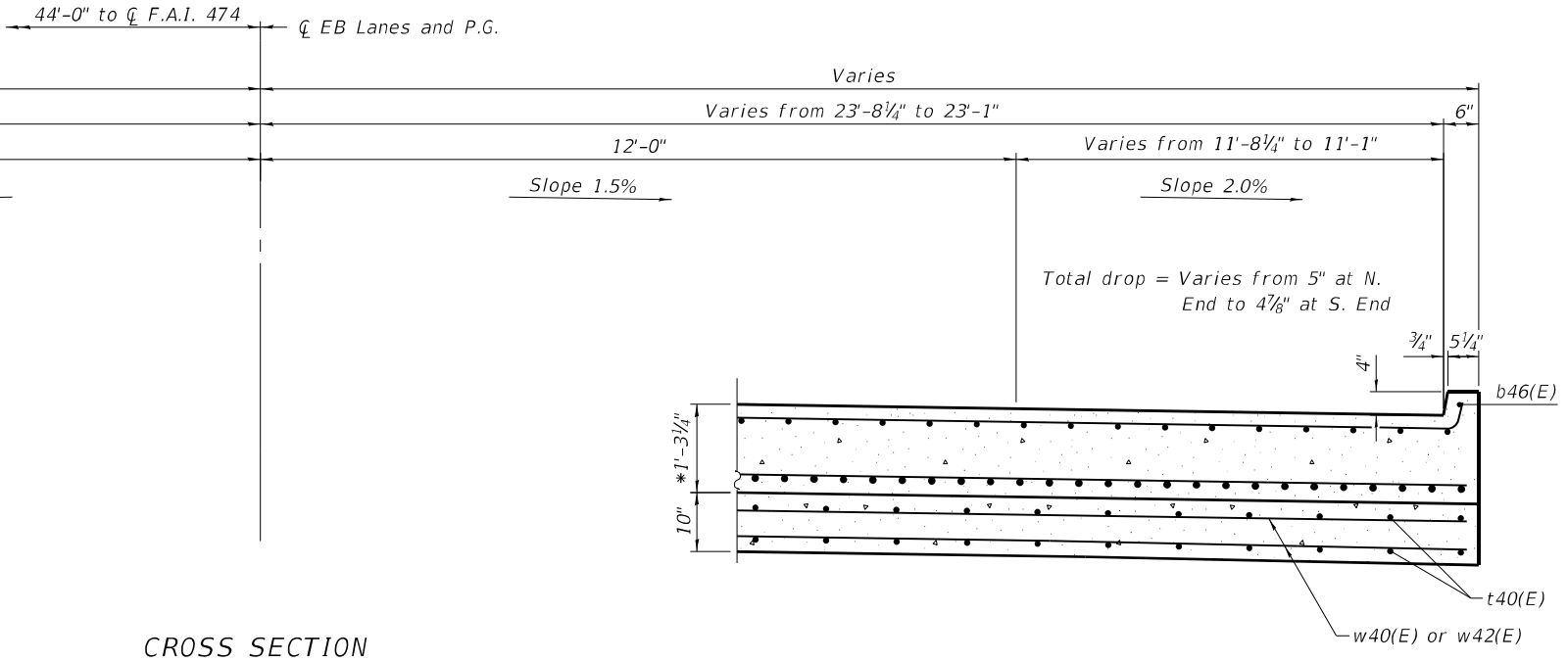
Point	Top	Bottom
A	617.88	617.04
B	618.09	617.25
C	618.05	617.21
D	617.55	616.72
E	618.00	617.17
F	618.21	617.37
G	618.17	617.33
H	617.67	616.84

* Prior to grinding.
** Measured parallel to back of parapet or curb.

Notes:
Longitudinal dimensions are measured parallel to \bar{C} EB Lanes, U.N.O.
Transverse dimensions are measured perpendicular to \bar{C} EB Lanes, U.N.O.
See sheets 52 of 65 for Bar Splicer details.



NEAR ABUTMENT



CROSS SECTION (Looking South)

AT APPROACH FOOTING

(Sheet 2 of 3)

MODEL: Default
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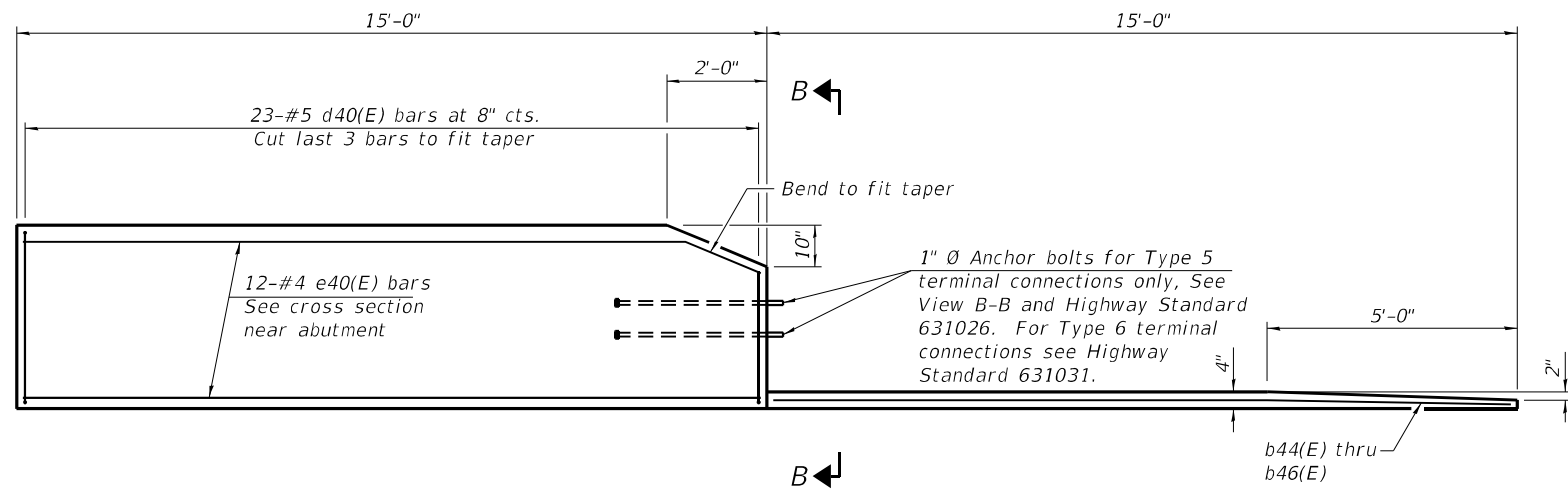
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH BRIDGE APPROACH SLAB (EB)
STRUCTURE NO. 072-0252 (EB)

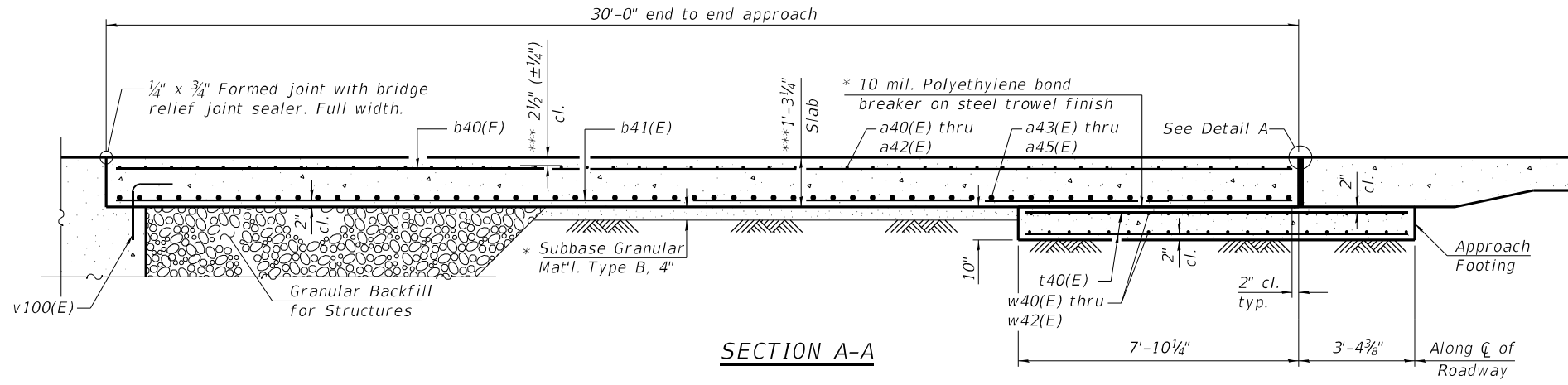
SHEET 36 OF 65 SHEETS

F.A.I. RTE. 474	SECTION (72-3HB-2)BR	COUNTY PEORIA	TOTAL SHEETS 126	SHEET NO. 86
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

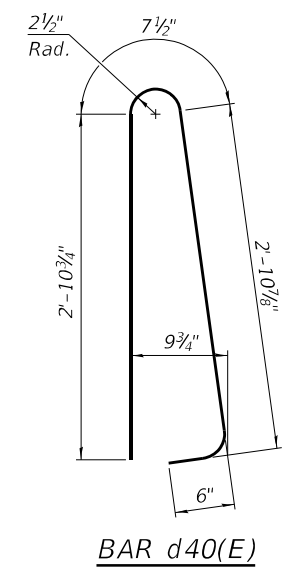


INSIDE ELEVATION OF PARAPET AND CURB

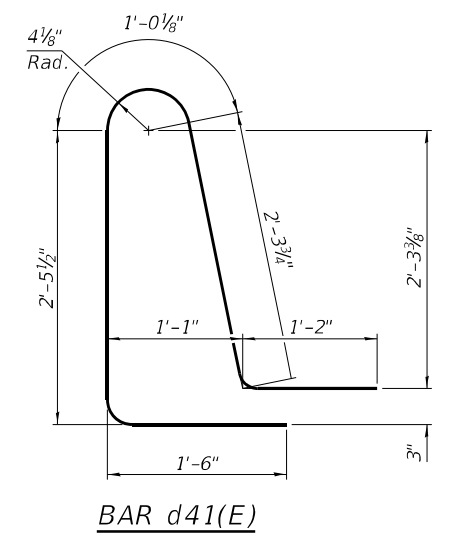
Notes:
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 65.



SECTION A-A



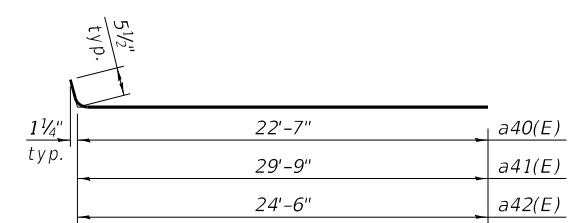
BAR d40(E)



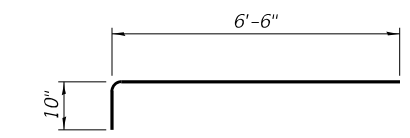
BAR d41(E)

EASTBOUND APPROACHES
 BILL OF MATERIAL

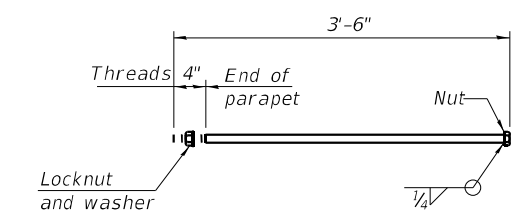
Bar	No.	Size	Length	Shape
a40(E)	82	#5	23'-1"	┌───┐
a41(E)	41	#5	30'-3"	┌───┐
a42(E)	41	#5	25'-0"	┌───┐
a43(E)	108	#8	22'-8"	┌───┐
a44(E)	54	#8	29'-10"	┌───┐
a45(E)	54	#8	24'-5"	┌───┐
a46(E)	84	#5	7'-4"	┌───┐
b40(E)	134	#5	29'-8"	┌───┐
b41(E)	215	#9	29'-8"	┌───┐
b42(E)	8	#5	15'-2"	┌───┐
b43(E)	8	#5	14'-2"	┌───┐
b44(E)	1	#4	14'-5"	┌───┐
b45(E)	1	#4	15'-0"	┌───┐
b46(E)	2	#4	14'-8"	┌───┐
d40(E)	92	#5	7'-0"	┌───┐
d41(E)	92	#5	8'-6"	┌───┐
e40(E)	48	#4	14'-8"	┌───┐
t40(E)	91	#4	10'-10"	┌───┐
w40(E)	40	#5	22'-8"	┌───┐
w41(E)	20	#5	29'-11"	┌───┐
w42(E)	20	#5	23'-11"	┌───┐
Concrete Structures		Cu. Yd.	31.2	
Concrete Superstructure		Cu. Yd.	8.4	
Protective Coat		Sq. Yd.	329	
Concrete Superstructure (Approach Slab)		Cu. Yd.	129.8	
Reinforcement Bars, Epoxy Coated		Pound	50,140	
Diamond Grinding (Bridge Section)		Sq. Yd.	507	
Bridge Deck Grooving (Longitudinal)		Sq. Yd.	213	



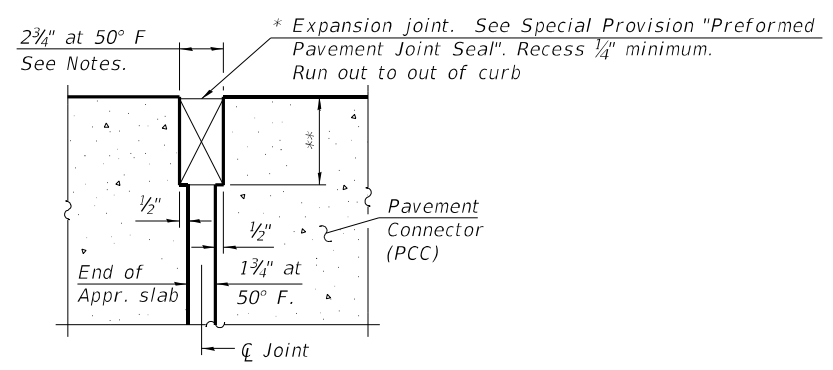
BAR a40(E) THRU a42(E)



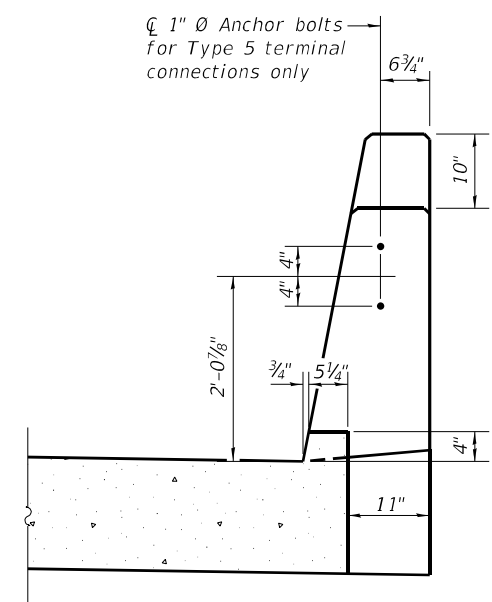
BAR a46(E)



* 1" Ø ANCHOR BOLT
 (Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)



DETAIL A
 (@ Rt. L's)



VIEW B-B

* Cost included with Concrete Superstructure (Approach Slab).
 ** Per manufacturer recommendations
 *** Prior to grinding

BAIA-CIP-44CS-0 10-12-2021

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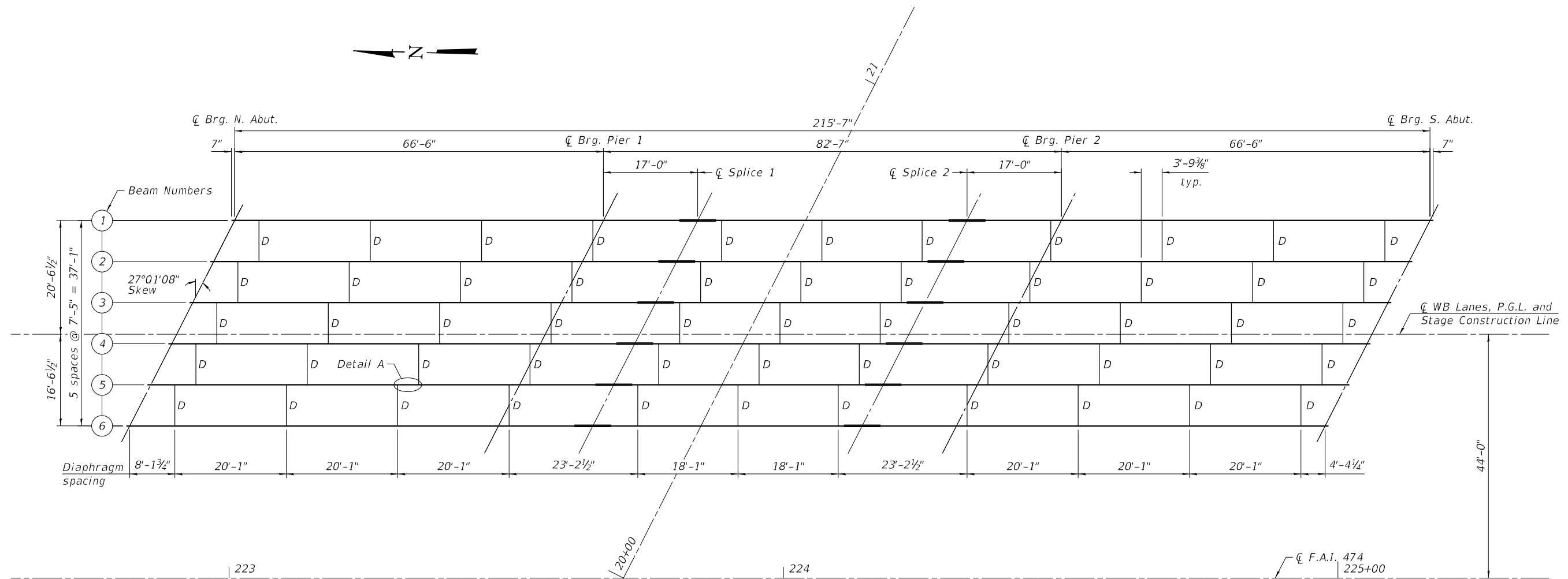
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

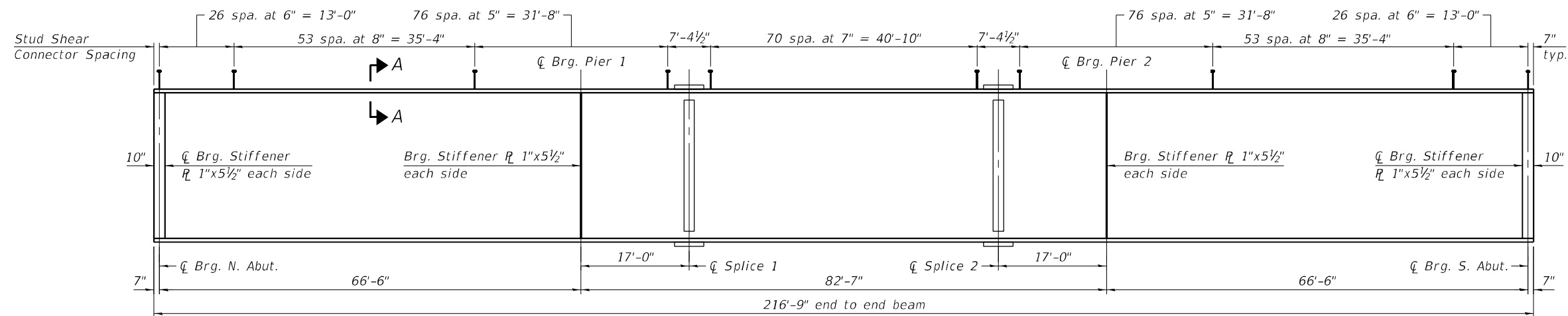
BRIDGE APPROACH SLAB DETAILS (EB)
 STRUCTURE NO. 072-0252 (EB)

SHEET 37 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	87
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



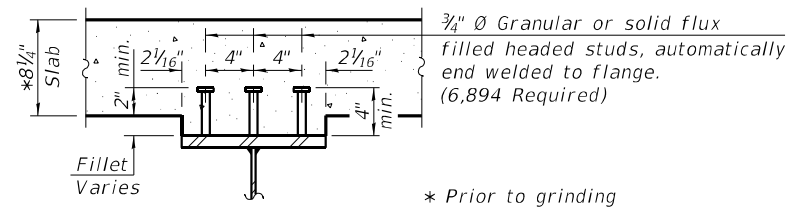
STEEL FRAMING PLAN - WESTBOUND



BEAM ELEVATION - WESTBOUND
(All beams are W36x182, AASHTO M270, Grade 50, CVN)

TOP OF BEAM ELEVATIONS
(For Fabrication Only)

Beam	℄ Brg. N. Abut.	℄ Brg. Pier 1	℄ Splice 1	℄ Splice 2	℄ Brg. Pier 2	℄ Brg. S. Abut.
1	617.07	617.15	617.17	617.48	617.67	618.42
2	617.22	617.29	617.31	617.60	617.79	618.52
3	617.33	617.39	617.40	617.68	617.87	618.59
4	617.39	617.44	617.45	617.72	617.90	618.61
5	617.29	617.31	617.31	617.58	617.76	618.45
6	617.15	617.17	617.17	617.42	617.60	618.28



SECTION A-A

Notes:
 See sheet 40 of 65 for Detail A and additional details.
 All girders, bearing stiffeners, and splice plates shall be AASTHO M270 Grade 50.
 "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
 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.
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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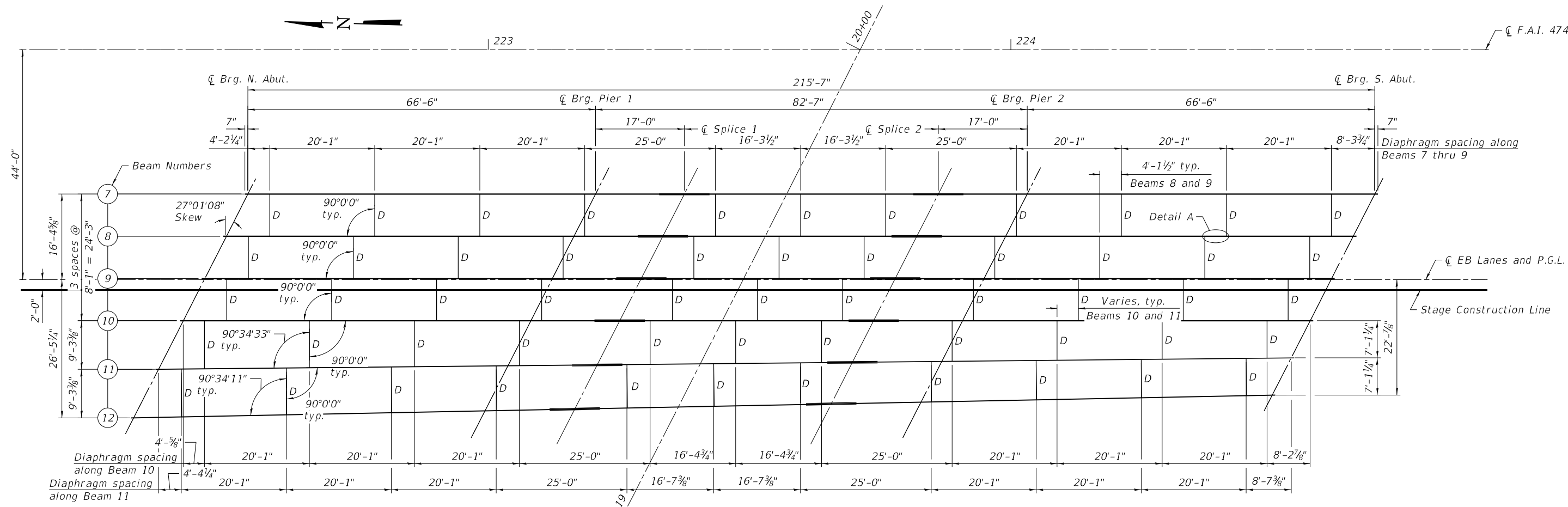
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

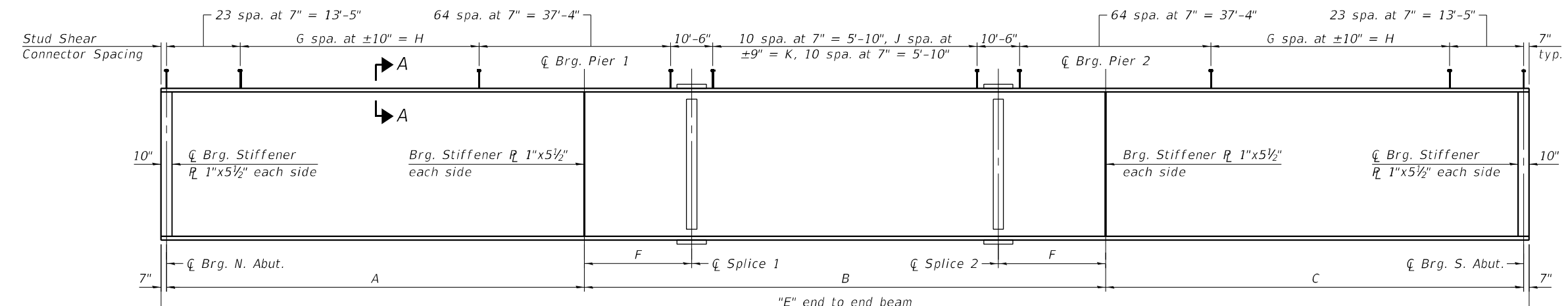
FRAMING PLAN (WB)
 STRUCTURE NO. 072-0253 (WB)

SHEET 38 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	88
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



STEEL FRAMING PLAN - EASTBOUND



BEAM ELEVATION - EASTBOUND

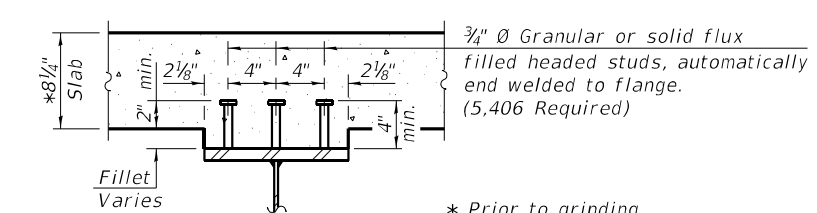
Notes:
 See sheet 40 of 65 for Detail A and additional details.
 All girders, bearing stiffeners, and splice plates shall be AASTHO M270 Grade 50.
 "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

TOP OF BEAM ELEVATIONS
 (For Fabrication Only)

Beam	Cl Brg. N. Abut.	Cl Brg. Pier 1	Cl Splice 1	Cl Splice 2	Cl Brg. Pier 2	Cl Brg. S. Abut.
7	617.47	617.35	617.43	617.60	617.64	618.21
8	617.62	617.49	617.57	617.73	617.76	618.32
9	617.75	617.61	617.68	617.83	617.86	618.40
10	617.65	617.49	617.56	617.70	617.72	618.25
11	617.50	617.33	617.40	617.54	617.57	618.10
12	617.33	617.15	617.22	617.36	617.39	617.93

BEAM TABLE

Beam	A	B	C	E	F	G	H	J	K
Beams 7-10	66'-6"	82'-7"	66'-6"	216'-9"	17'-0"	33	27'-6"	36	26'-5"
Beam 11	(+66'-10 1/8"	83'-0 1/8"	(+66'-10 1/8"	217'-10 1/2"	17'-1"	34	27'-11 1/8"	37	26'-8"
Beam 12	67'-2 3/8"	83'-5 3/8"	67'-2 3/8"	219'-0 1/8"	17'-2 1/8"	35	28'-4 1/2"	37	26'-11 1/8"



SECTION A-A

MODEL: Default
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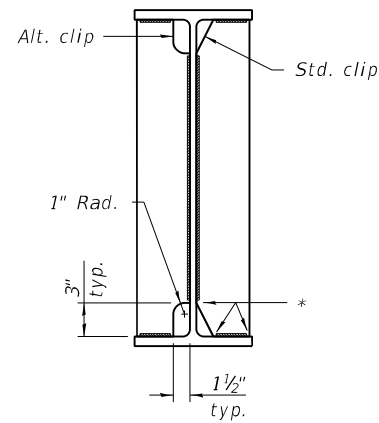
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FRAMING PLAN (EB)
 STRUCTURE NO. 072-0252 (EB)

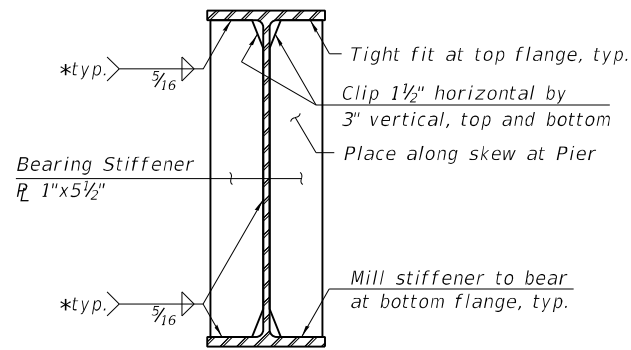
SHEET 39 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	89
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



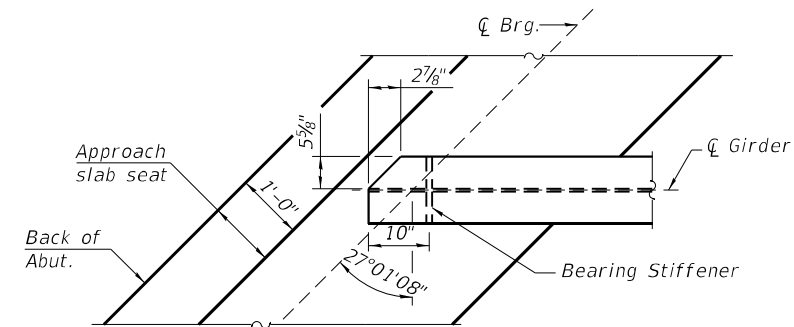
DIAPHRAGM WELD LIMITS AND CLIP DETAILS

* Stop welds 1/4" (±1/8") from edges as shown. Typical.



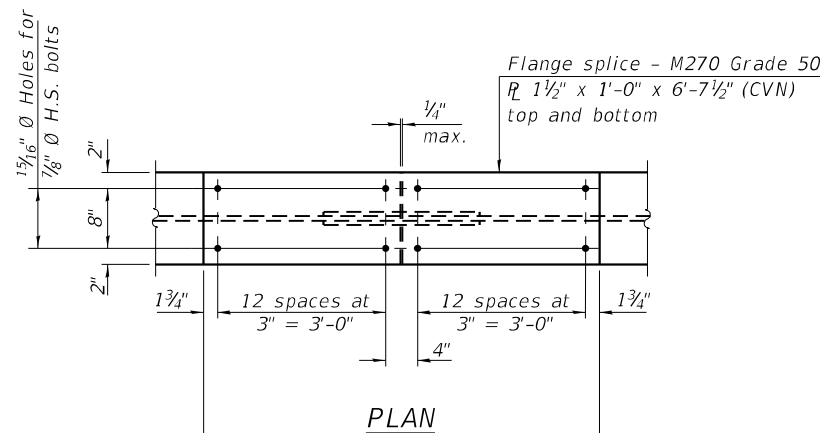
BEARING STIFFENER DETAIL

(48 Required)

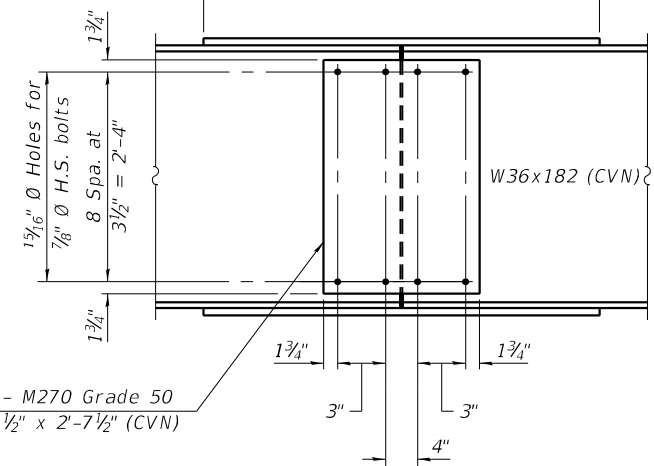


EASTBOUND TOP FLANGE PLAN - CLIPPED

(Westbound structure top flange shall not be clipped)



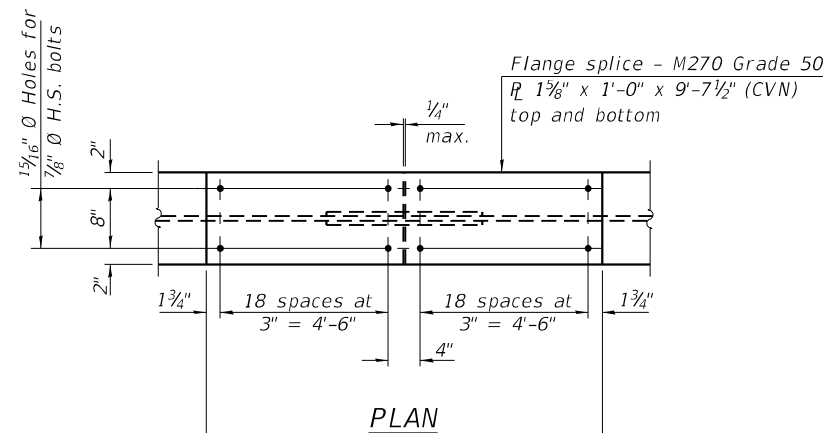
PLAN



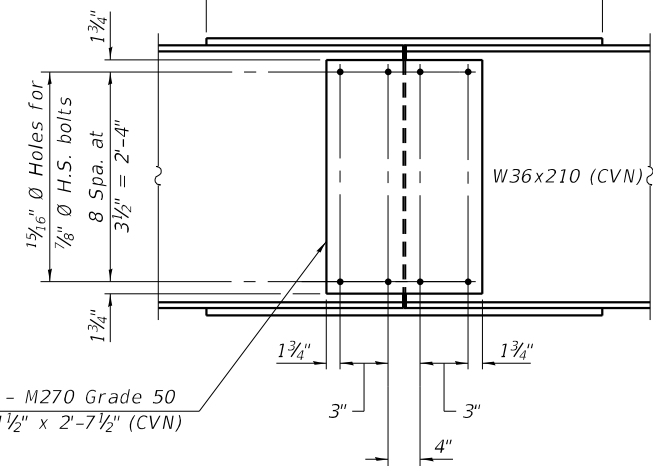
ELEVATION

SPLICE DETAIL - WESTBOUND

(12 Required)



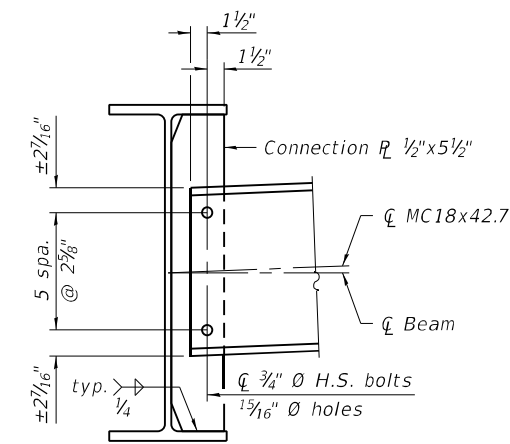
PLAN



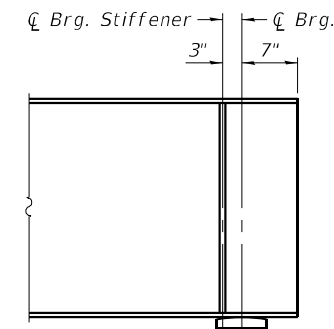
ELEVATION

SPLICE DETAIL - EASTBOUND

(12 Required)

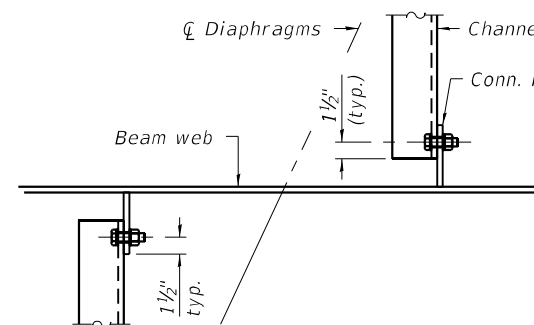


INTERIOR DIAPHRAGM D



END OF BEAM DETAIL

(Showing bearing stiffener location)



DETAIL A

Notes:
 Two hardened washers required for each set of oversized holes.
 See Sheets 38 and 39 of 65 for Detail A location and additional details.
 All girders, bearing stiffeners, and splice plates shall be AASTH0 M270 Grade 50.
 "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

MODEL: Default
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
 STRUCTURE NO. 072-0252 (EB) & 072-0253 (WB)

SHEET 40 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	90
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

INTERIOR BEAM MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
I_s	(in ⁴)	11,300	11,300	11,300
$I_c(n)$	(in ⁴)	30,387	30,387	30,387
$I_c(3n)$	(in ⁴)	22,347	22,347	22,347
$I_c(cr)$	(in ⁴)	-	-	-
S_s	(in ³)	623	623	623
$S_c(n)$	(in ³)	918	918	918
$S_c(3n)$	(in ³)	830	830	830
$S_c(cr)$	(in ³)	-	-	-
DC1	(k/')	0.990	0.990	0.990
M_{DC1}	(k)	305	-552	292
DC2	(k/')	0.190	0.190	0.190
M_{DC2}	(k)	58	-107	55
DW	(k/')	0.333	0.333	0.333
M_{DW}	(k)	102	-188	97
LLDF		0.612	0.594	0.579
M_{LL+IM}	(k)	785	-809	762
f_r (Strength I)	(ksi)	0	0	0
$M_u + 1/2 f_r S_{xc}$	(k)	1,981	-2,522	1,913
ϕM_n	(k)	4,665	-	4,665
f_s DC1	(ksi)	5.88	-10.64	5.63
f_s DC2	(ksi)	0.84	-1.55	0.79
f_s DW	(ksi)	1.47	-2.72	1.40
f_s (LL + IM)	(ksi)	10.26	-10.58	9.96
f_s (Service II)	(ksi)	0	0	0
$f_s + f_r/2$ (Service II)	(ksi)	21.53	-28.65	20.78
$0.95R_n F_{yt}$	(ksi)	47.50	47.50	47.50
$f_s + f_r/3$ (Total)(Strength I)	(ksi)	-	-37.82	-
ϕF_v	(ksi)	-	50.00	-
V_r	(k)	65.28	-	65.28

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kips-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live load distribution factor.
- M_{LL+IM} : Unfactored live load moment plus dynamic load allowance (impact) (kip-ft.).
- f_r (Strength I): Flange lateral bending stress (ksi).
- $M_u + 1/2 f_r S_{xc}$: Factored design moment (kip-ft.).
- ϕM_n : Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
- M_{DC1}/S_{xc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
- $M_{DC2}/S_c(3n)$ or $M_{DC2}/S_c(cr)$ as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
- $M_{DW}/S_c(3n)$ or $M_{DW}/S_c(cr)$ as applicable.
- f_s (LL + 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).
- $M_{LL+IM}/S_c(n)$ or $M_{LL+IM}/S_c(cr)$ as applicable.
- f_s (Service II): Un-factored flange lateral bending stress (ksi).
- $f_s + f_r/2$ (Service II): Sum of stresses as computed below (ksi).
- f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (LL + IM) + 1/2 f_s (Service II)
- $0.95R_n F_{yt}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- $f_s + f_r/3$ (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
- $1.25(f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (LL + IM) + 1/3 f_r$ (Strength I)
- ϕF_v : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- V_r : Maximum factored shear range in span computed according to Article 6.10.10.
- OCF: Obtuse Correction Factor computed according to Table 4.6.2.2.3c-1 or as simplified in Section 3.3.1 of the Bridge Manual.

BEAM REACTION TABLE					
	Abut.		Pier		
	Interior	Exterior	Interior	Exterior	
LLDF	0.773	0.627	0.773	0.627	
OCF	-	1.102	-	-	
R_{DC1}	(k)	25.6	23.4	82.1	75.0
R_{DC2}	(k)	4.7	4.7	15.8	15.8
R_{DW}	(k)	8.3	8.3	27.7	27.7
R_L	(k)	61.2	54.7	99.4	80.6
R_{IM}	(k)	15.2	13.6	19.8	16.1
R_{total}	(k)	115.0	104.7	244.8	215.2

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	PLOT DATE =	CHECKED - MDC	REVISED -			ILLINOIS FED. AID PROJECT				

INTERIOR BEAM MOMENT TABLE (BEAM 11)				
		0.4 Sp. 1	Pier 1	0.5 Sp. 2
I_s	(in ⁴)	13,200	13,200	13,200
$I_c(n)$	(in ⁴)	37,910	37,501	37,054
$I_c(3n)$	(in ⁴)	27,694	27,288	26,853
$I_c(cr)$	(in ⁴)	-	-	-
S_s	(in ³)	719	719	719
$S_c(n)$	(in ³)	1,104	1,100	1,096
$S_c(3n)$	(in ³)	995	989	984
$S_c(cr)$	(in ³)	-	-	-
DC1	(k/')	1.201	1.159	1.116
M_{DC1}	(k)	379	-656	333
DC2	(k/')	0.190	0.190	0.190
M_{DC2}	(k)	58	-109	56
DW	(k/')	0.448	0.428	0.408
M_{DW}	(k)	142	-243	122
LLDF		0.713	0.670	0.629
M_{LL+IM}	(k)	924	-921	835
f_r (Strength I)	(ksi)	0	0	0
$M_u + 1/2 f_r S_{xc}$	(k)	2,376	-2,933	2,131
ϕM_n	(k)	5,608	-	5,507
f_s DC1	(ksi)	6.32	-10.94	5.56
f_s DC2	(ksi)	0.70	-1.32	0.68
f_s DW	(ksi)	1.71	-2.95	1.49
f_s (LL + IM)	(ksi)	10.05	-10.05	9.15
f_s (Service II)	(ksi)	0	0	0
$f_s + f_r/2$ (Service II)	(ksi)	21.80	-28.28	19.62
$0.95R_n F_{yt}$	(ksi)	47.50	47.50	47.50
$f_s + f_r/3$ (Total)(Strength I)	(ksi)	-	-37.34	-
ϕF_n	(ksi)	-	50.00	-
V_r	(k)	67.44	-	67.38

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³)
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³)
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³)
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³)
- DC1: Un-factored non-composite dead load (kips/ft.).
 M_{DC1} : Un-factored moment due to non-composite dead load (kips-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
LLDF: Live load distribution factor.
 M_{LL+IM} : Unfactored live load moment plus dynamic load allowance (impact) (kip-ft.).
 f_r (Strength I): Flange lateral bending stress (ksi).
 $M_u + 1/2 f_r S_{xc}$: Factored design moment (kip-ft.).
 $1.25(M_{DC1} + M_{DC2}) + 1.5M_{DW} + 1.75M_{LL+IM} + 1/3 f_r$ (Strength I) S_{xc}
 ϕM_n : Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
 f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1}/S_c
 f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2}/S_c(3n)$ or $M_{DC2}/S_c(cr)$ as applicable.
 f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW}/S_c(3n)$ or $M_{DW}/S_c(cr)$ as applicable.
 f_s (LL + 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).
 $M_{LL+IM}/S_c(n)$ or $M_{LL+IM}/S_c(cr)$ as applicable.
 f_s (Service II): Un-factored flange lateral bending stress (ksi).
 $f_s + f_r/2$ (Service II): Sum of stresses as computed below (ksi).
 f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (LL + IM) + 1/2 f_s (Service II)
 $0.95R_n F_{yt}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 $f_s + f_r/3$ (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25(f_s$ DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (LL + IM) + 1/3 f_r (Strength I)
 ϕF_n : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
 V_r : Maximum factored shear range in span computed according to Article 6.10.10.
OCF: Obtuse Correction Factor computed according to Table 4.6.2.2.3c-1 or as simplified in Section 3.3.1 of the Bridge Manual.

BEAM REACTION TABLE				
	N. Abut.		Pier 1	
	Interior	Exterior	Interior	Exterior
LLDF	0.900	0.762	0.854	0.723
OCF	-	1.102	-	-
R_{DC1}	(k)	31.7	27.7	96.9
R_{DC2}	(k)	4.7	4.7	15.9
R_{DW}	(k)	11.4	11.4	35.9
R_L	(k)	71.4	66.7	110.8
R_{IM}	(k)	17.8	16.6	22.2
R_{total}	(k)	137.0	127.1	281.7

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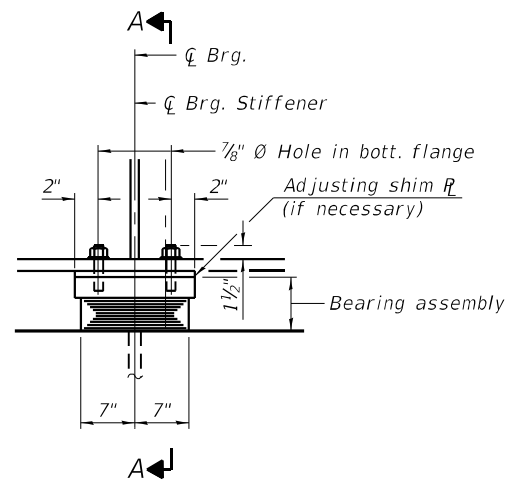
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

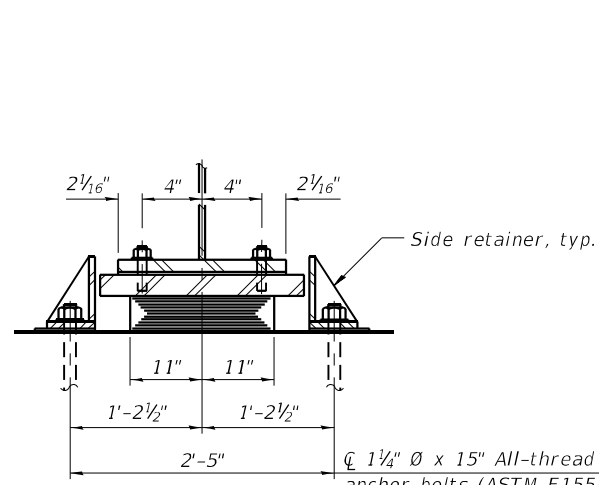
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STRUCTURE NO. 072-0252 (EB)

SHEET 42 OF 65 SHEETS

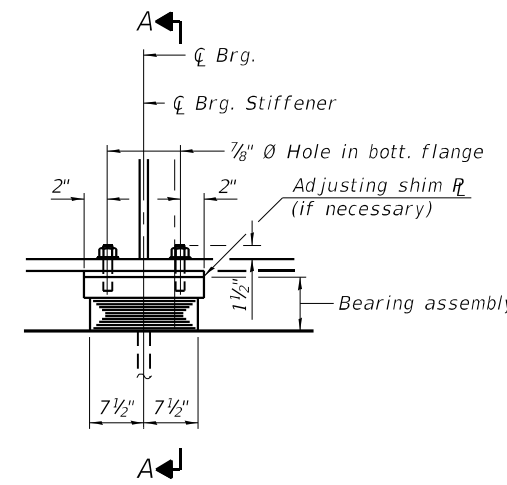
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	92
CONTRACT NO. 68884				
ILLINOIS		FED. AID PROJECT		



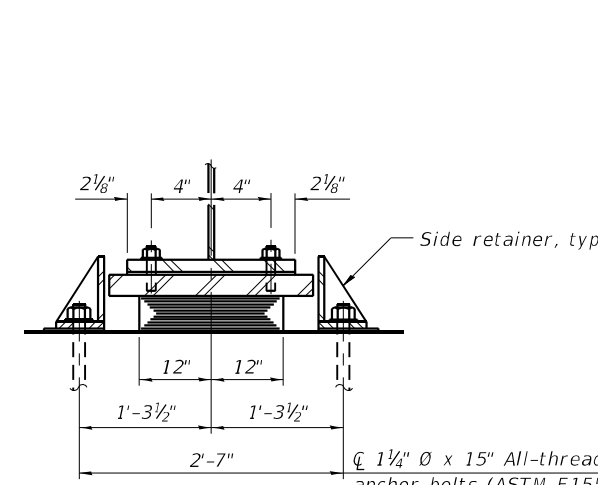
ELEVATION AT PIER



SECTION A-A



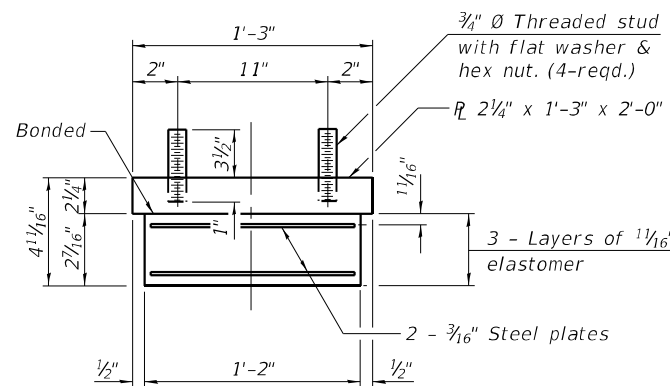
ELEVATION AT PIER



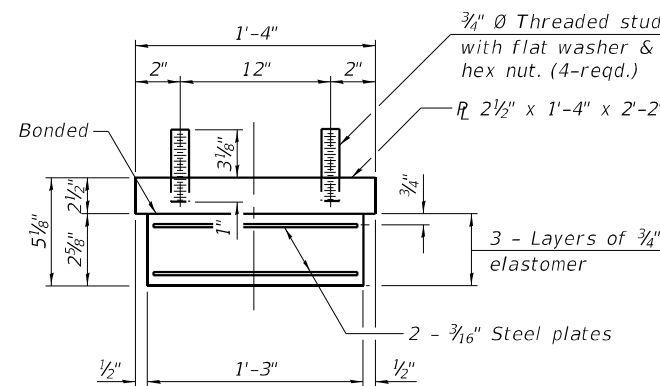
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. AT WB PIERS 1 & 2

TYPE I ELASTOMERIC EXP. BRG. AT EB PIERS 1 & 2



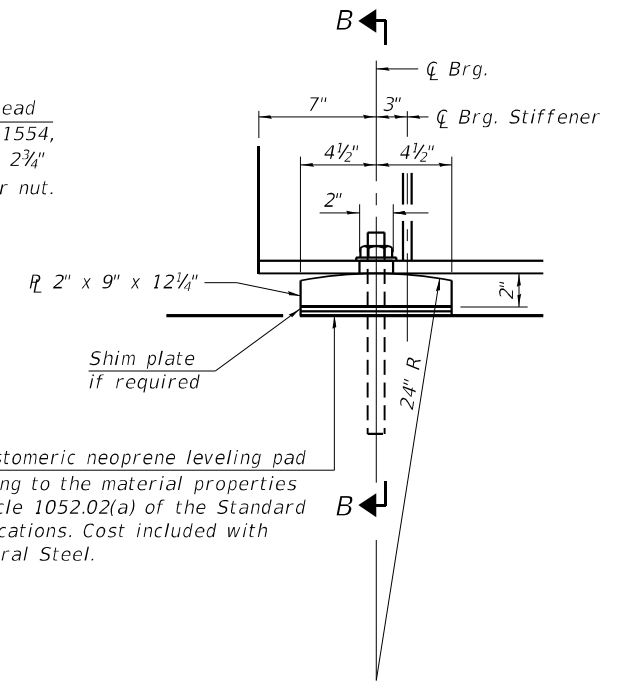
WB BEARING ASSEMBLY



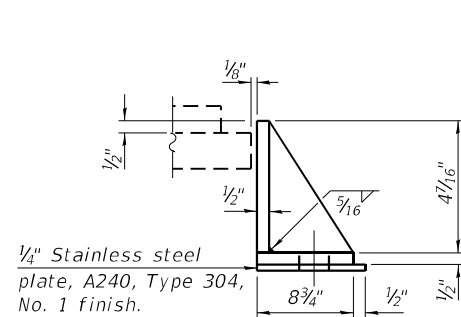
EB BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.

Notes:
Side retainers and stainless steel plates 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 M270 Grade 50.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
All steel parts of elastomeric bearings shall be galvanized according to AASHTO M111 or M232 as applicable. Cost shall be included with Elastomeric Bearing Assembly, Type I.
Anchor bolts shall be according to Article 521.06 of the Standard Specifications.
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.

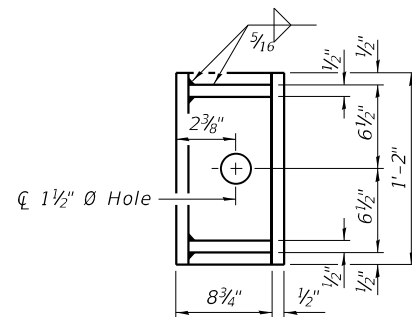


ELEVATION AT ABUTMENT



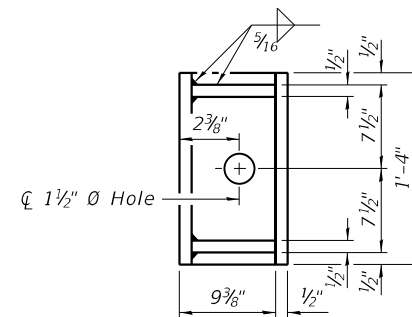
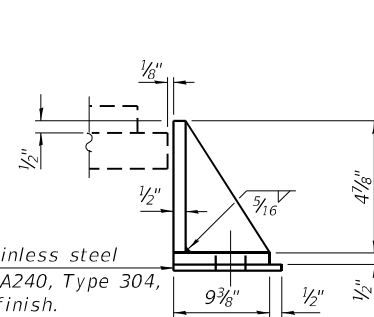
WB SIDE RETAINER

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



EB SIDE RETAINER

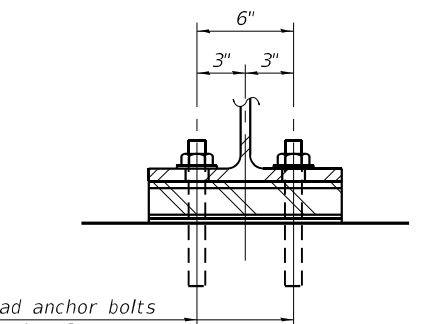
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BEARING FILL PLATES

Location	Thickness
WB - Pier 1, Beam 4	3/8"
WB - Pier 2, Beam 4	3/8"
WB - South Abut., Beam 4	1/4"

Fill plates are required at the locations shown in this table and shall be placed as shown on the bearing details.



SECTION B-B

FIXED BEARING AT ABUTMENT

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
Anchor Bolts, 1"	Each	48
Anchor Bolts, 1 1/4"	Each	48

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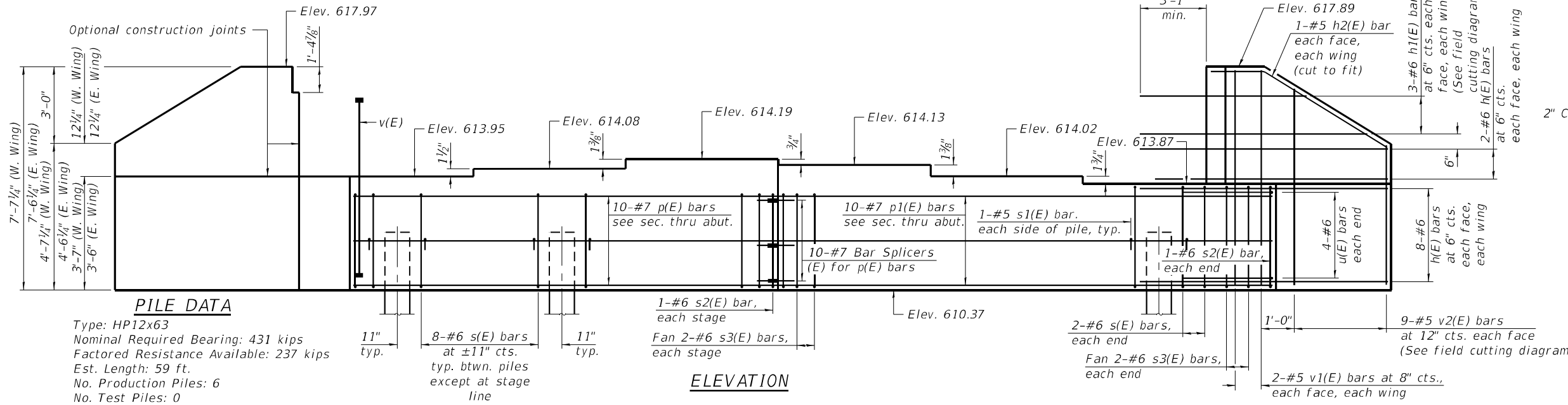
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STATE OF ILLINOIS
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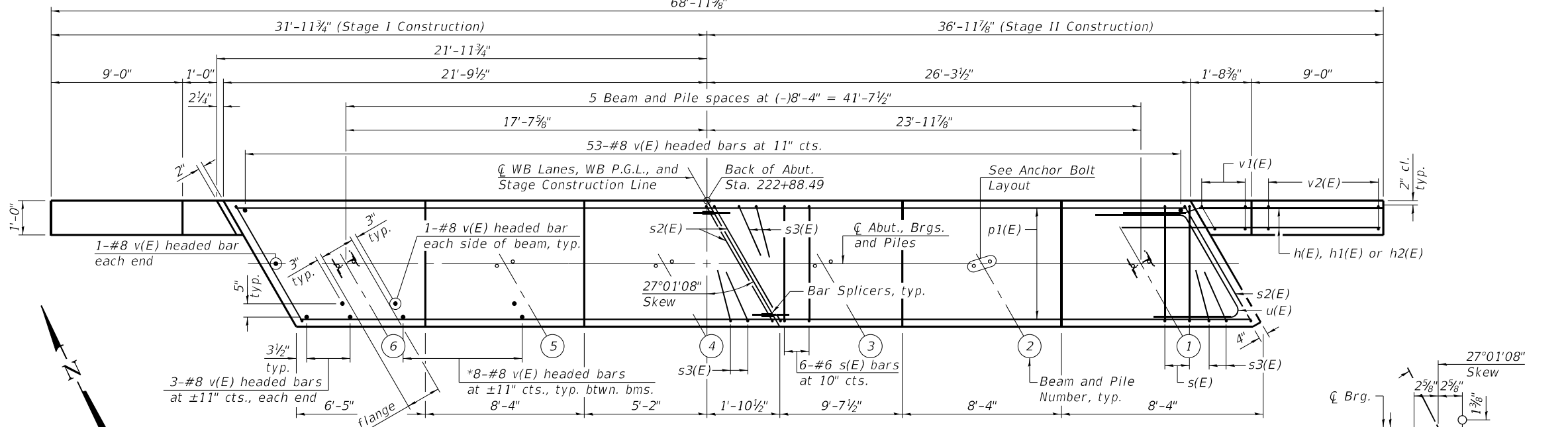
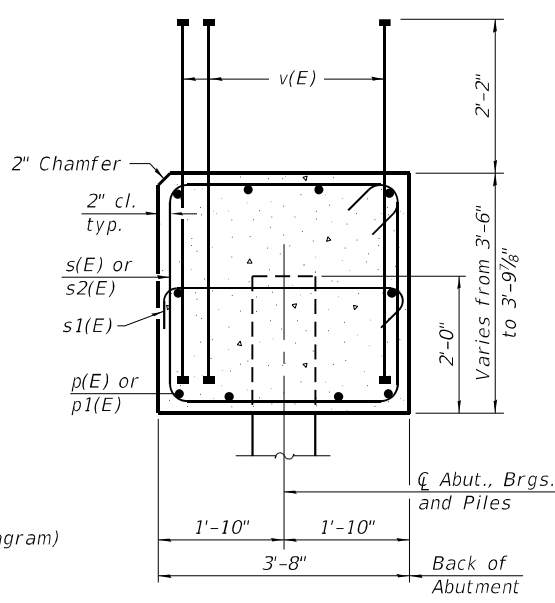
BEARING DETAILS
STRUCTURE NO. 072-0252 (EB) & 072-0253 (WB)

SHEET 43 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	93
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



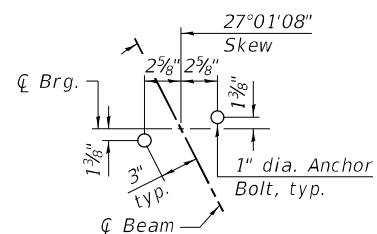
PILE DATA
 Type: HP12x63
 Nominal Required Bearing: 431 kips
 Factored Resistance Available: 237 kips
 Est. Length: 59 ft.
 No. Production Piles: 6
 No. Test Piles: 0



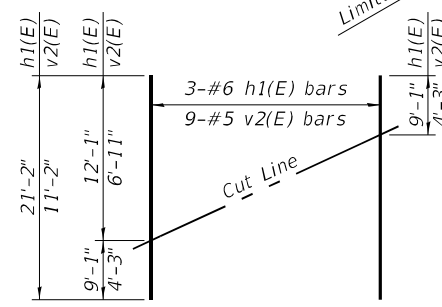
SEC. THRU ABUT.
 Dimensions at right angles to abutment.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#6	13'-5"	—
h1(E)	6	#6	21'-2"	—
h2(E)	4	#5	10'-6"	—
p(E)	10	#7	21'-6"	—
p1(E)	10	#7	26'-0"	—
s(E)	42	#6	14'-4"	□
s1(E)	12	#5	4'-4"	□
s2(E)	4	#6	15'-2"	□
s3(E)	8	#6	6'-8"	□
u(E)	8	#6	12'-3"	□
v(E)	113	#8	5'-6"	—
v1(E)	8	#5	7'-2"	—
v2(E)	18	#5	11'-2"	—
Structure Excavation	Cu. Yd.	177		
Concrete Structures	Cu. Yd.	28.8		
Reinforcement Bars, Epoxy Coated	Pound	5,220		
Furnishing Steel Piles HP12x63	Foot	354		
Driving Piles	Foot	354		

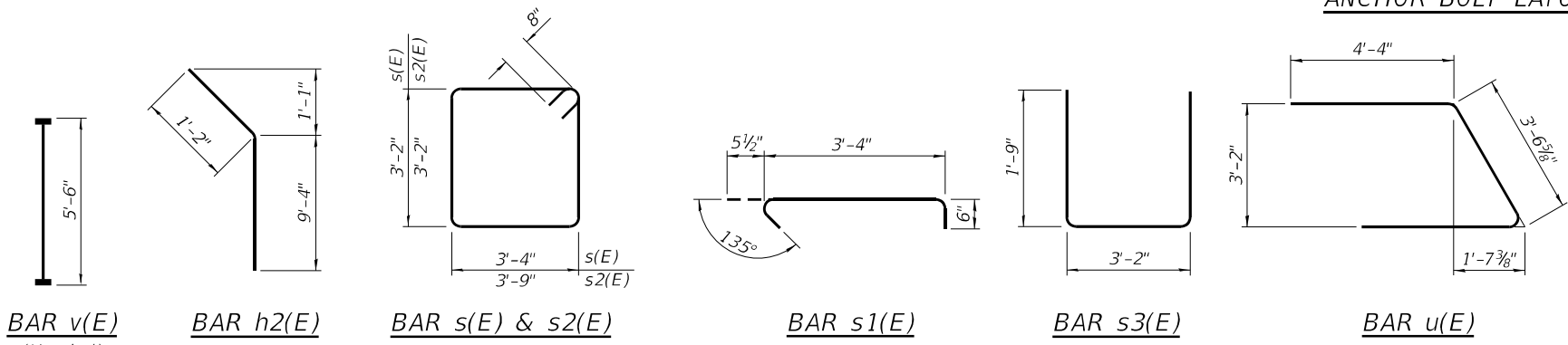


ANCHOR BOLT LAYOUT



FIELD CUTTING DIAGRAM

Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



Notes:
 Pour steps monolithically with cap.
 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 53 of 65.
 See sheet 52 of 65 for Bar Splicer details.

MODEL: Default
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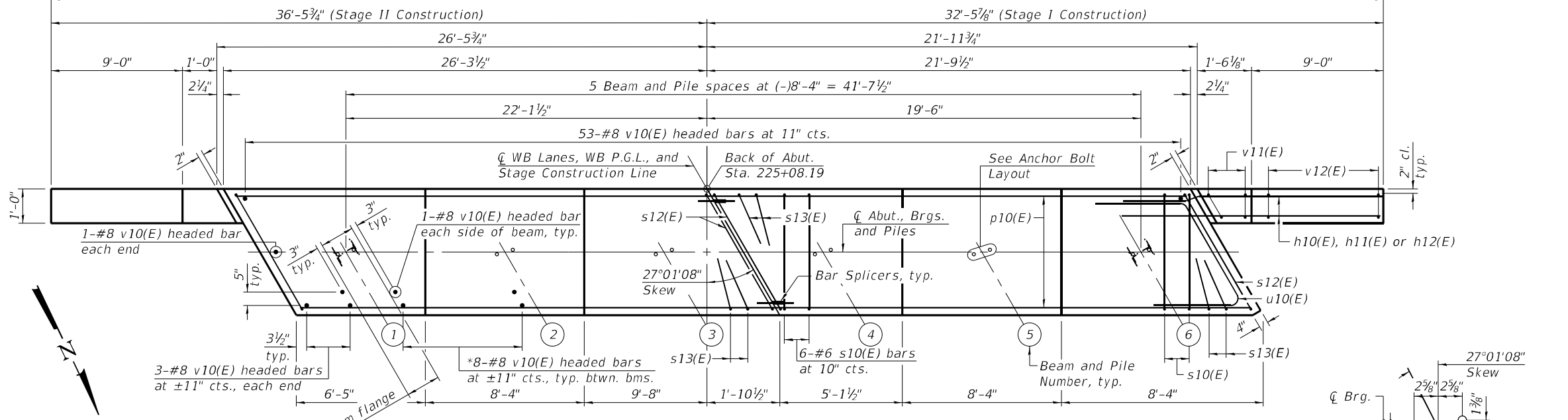
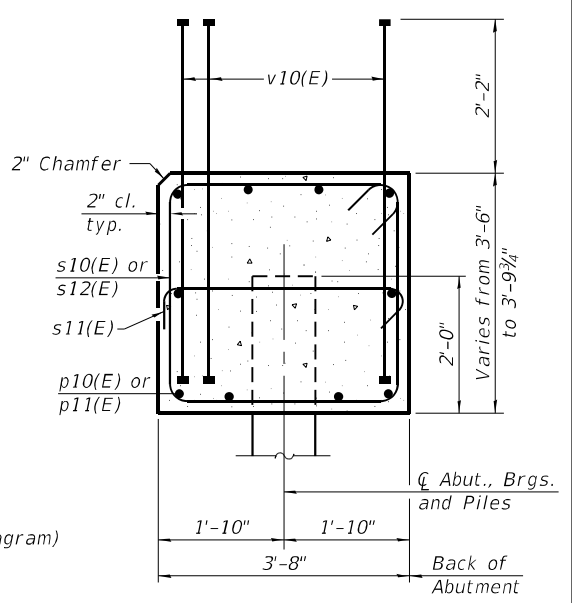
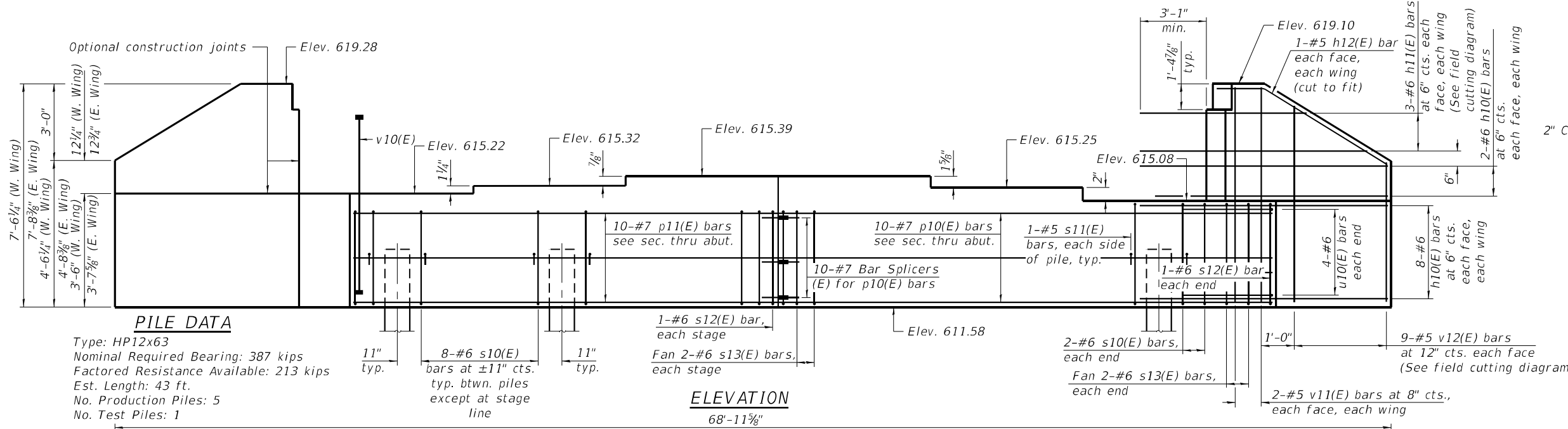
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT (WB)
 STRUCTURE NO. 072-0253 (WB)**

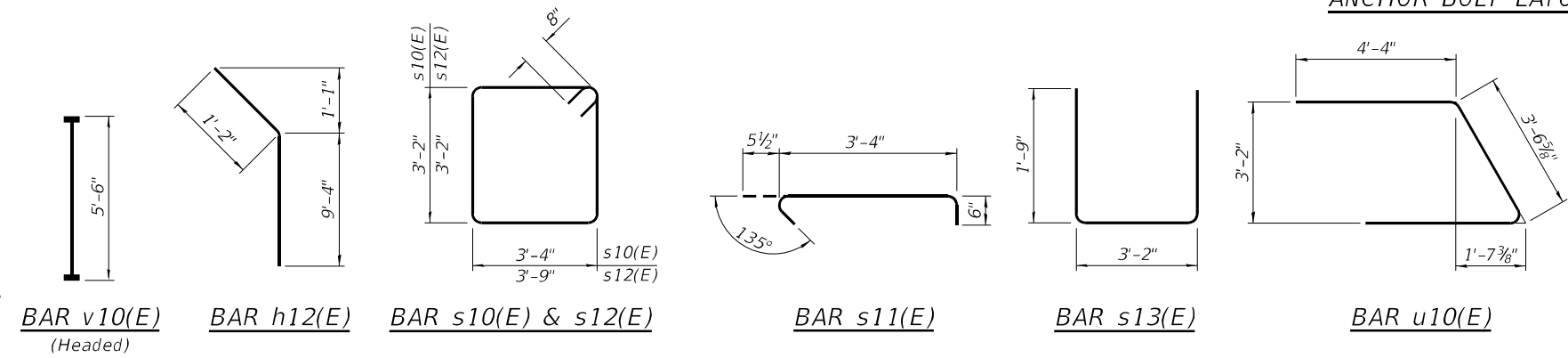
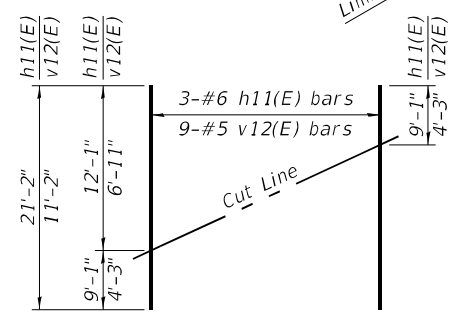
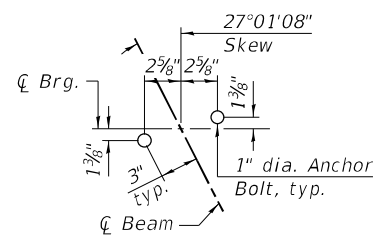
SHEET 44 OF 65 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	94
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	40	#6	13'-5"	—
h11(E)	6	#6	21'-2"	—
h12(E)	4	#5	10'-6"	—
p10(E)	10	#7	21'-6"	—
p11(E)	10	#7	26'-0"	—
s10(E)	42	#6	14'-4"	□
s11(E)	12	#5	4'-4"	□
s12(E)	4	#6	15'-2"	□
s13(E)	8	#6	6'-8"	□
u10(E)	8	#6	12'-3"	U
v10(E)	113	#8	5'-6"	—
v11(E)	8	#5	7'-2"	—
v12(E)	18	#5	11'-2"	—
Structure Excavation		Cu. Yd.	178	
Concrete Structures		Cu. Yd.	29.0	
Reinforcement Bars, Epoxy Coated		Pound	5,220	
Furnishing Steel Piles HP12x63		Foot	215	
Driving Piles		Foot	215	
Test Pile Steel HP12x63		Each	1	



Notes:
 Pour steps monolithically with cap.
 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 53 of 65.
 See sheet 52 of 65 for Bar Splicer details.

MODEL: Default
 FILE NAME: S:\2020\201006 - PTB 194-35 D4 - Upchurch - Various Phase - HIW07 - I-464 Bridge Replacements\CADD\CADD Sheets\0720253-68884-045-AbutWBS.dgn
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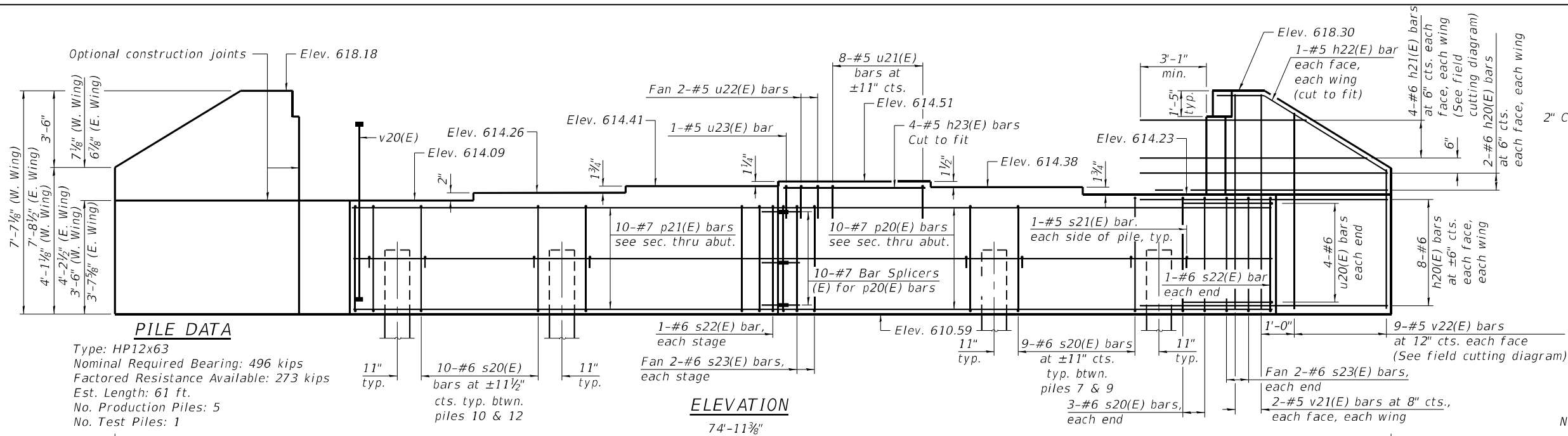


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT (WB)
 STRUCTURE NO. 072-0253 (WB)**

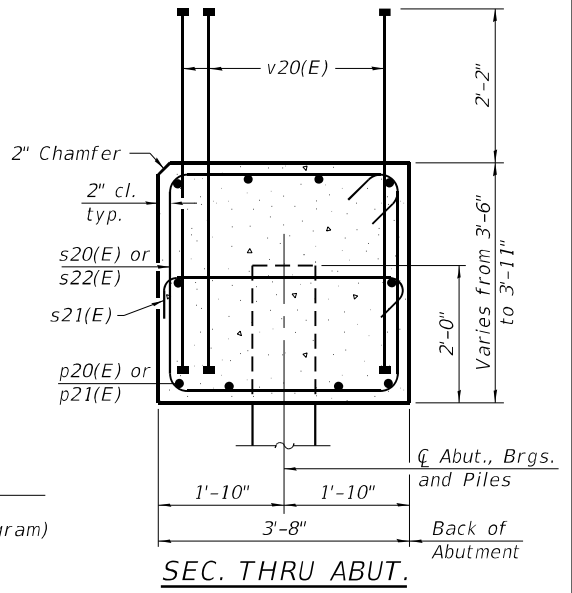
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	95
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				



PILE DATA

Type: HP12x63
 Nominal Required Bearing: 496 kips
 Factored Resistance Available: 273 kips
 Est. Length: 61 ft.
 No. Production Piles: 5
 No. Test Piles: 1

ELEVATION



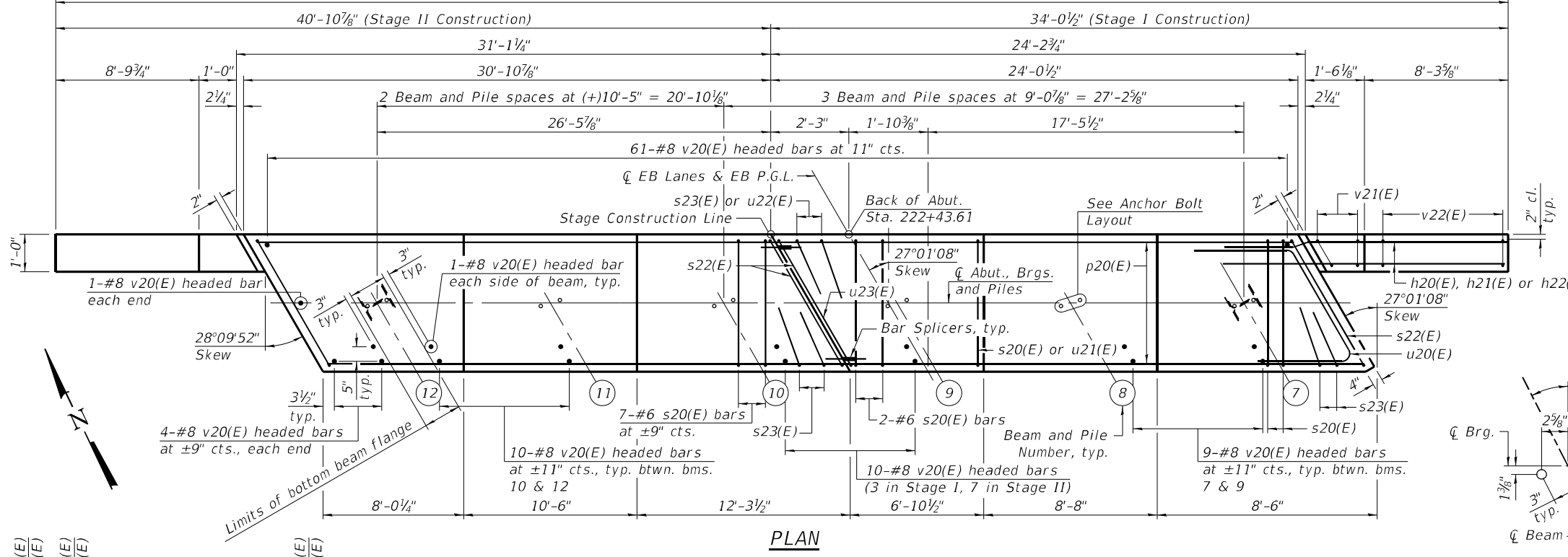
SEC. THRU ABUT.

Dimensions at right angles to abutment.

Notes:
 Pour steps monolithically with cap.
 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 53 of 65.
 See sheet 52 of 65 for Bar Splicer details.

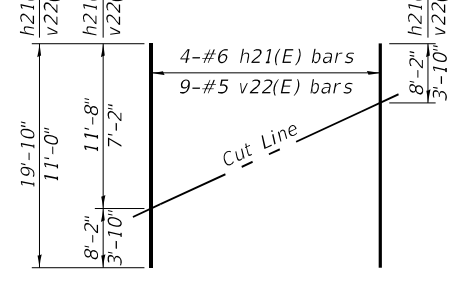
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	40	#6	13'-7"	▬
h21(E)	8	#6	19'-10"	▬
h22(E)	4	#5	10'-6"	▬
h23(E)	4	#5	8'-3"	▬
p20(E)	10	#7	23'-7"	▬
p21(E)	10	#7	30'-5"	▬
s20(E)	53	#6	14'-4"	▬
s21(E)	12	#5	4'-4"	▬
s22(E)	4	#6	15'-2"	▬
s23(E)	8	#6	6'-8"	▬
u20(E)	8	#6	12'-3"	▬
u21(E)	8	#5	8'-2"	▬
u22(E)	2	#5	4'-2"	▬
u23(E)	1	#5	8'-7"	▬
v20(E)	131	#8	5'-6"	▬
v21(E)	8	#5	7'-3"	▬
v22(E)	18	#5	11'-0"	▬
Structure Excavation		Cu. Yd.	197	
Concrete Structures		Cu. Yd.	32.4	
Reinforcement Bars, Epoxy Coated		Pound	6,030	
Furnishing Steel Piles HP12x63		Foot	305	
Driving Piles		Foot	305	
Test Pile Steel HP12x63		Each	1	



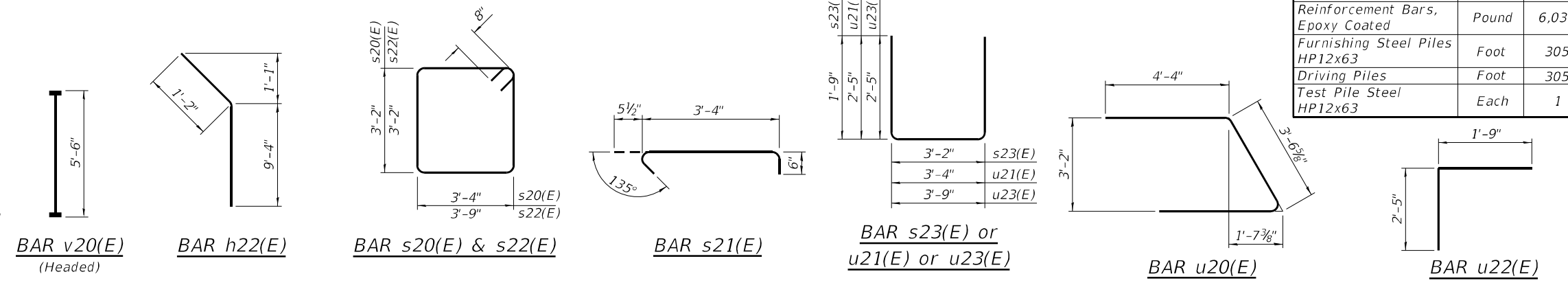
PLAN

ANCHOR BOLT LAYOUT



FIELD CUTTING DIAGRAM

Order h21(E) and v22(E) full length. Cut as shown and use remainder of bars in opposite wing.



MODEL: Default
 FILE NAME: S:\2020\2010\006 - PTB. 194+35 D4 - Upchurch - Various Phase - H11W07 - 1464 Bridge Replacements\CADD\CADD Sheets\0720252-68884-046-AbutEBN.dgn
 8/3/2022 10:02:48 AM



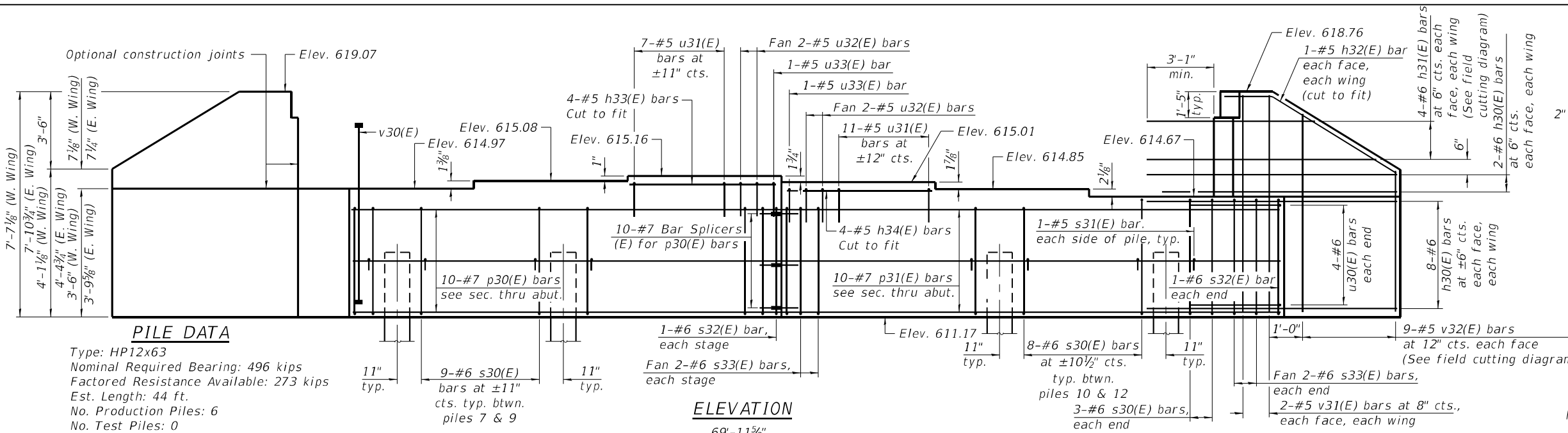
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0720252_0720253-68884-046-AbutEBN.dgn	CHECKED - ZLD	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

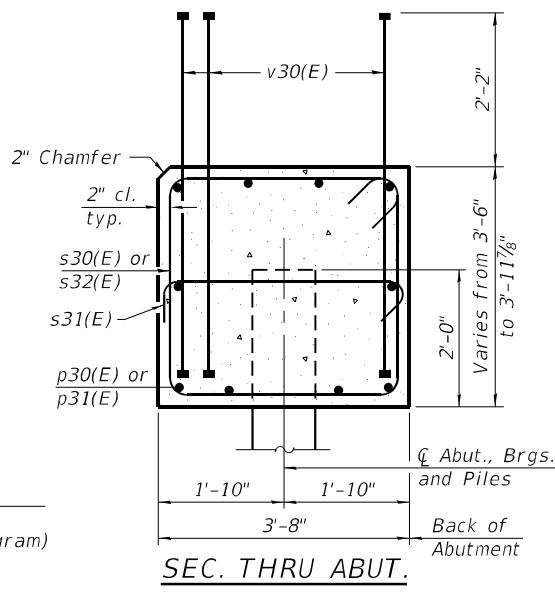
**NORTH ABUTMENT (EB)
 STRUCTURE NO. 072-0252 (EB)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	96
CONTRACT NO. 68884				
ILLINOIS FED. AID PROJECT				

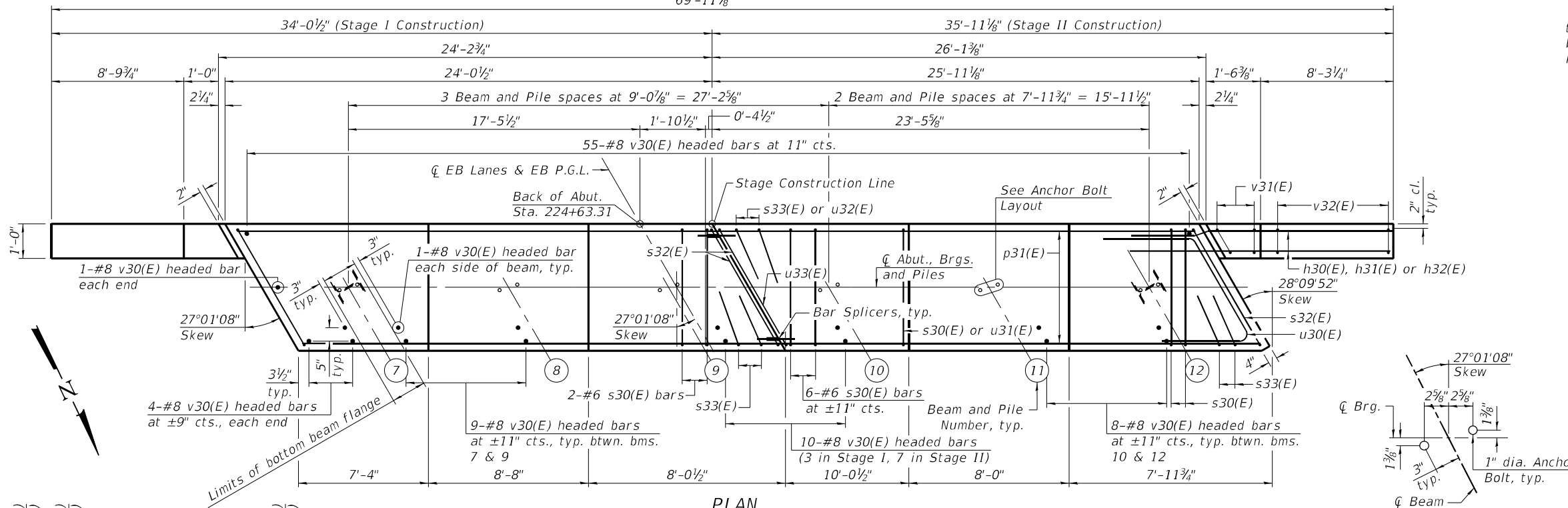
SHEET 46 OF 65 SHEETS



PILE DATA
 Type: HP12x63
 Nominal Required Bearing: 496 kips
 Factored Resistance Available: 273 kips
 Est. Length: 44 ft.
 No. Production Piles: 6
 No. Test Piles: 0



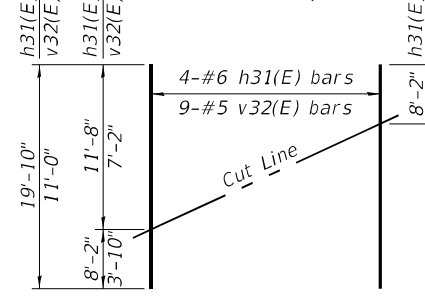
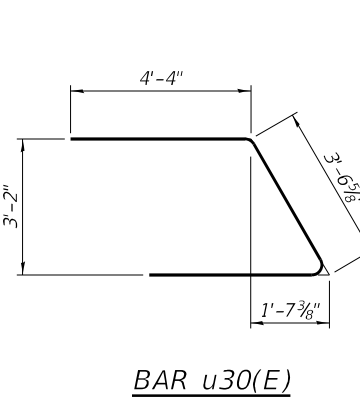
SEC. THRU ABUT.
 Dimensions at right angles to abutment.
 Notes:
 Pour steps monolithically with cap.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
 For details of piles see sheet 53 of 65.
 See sheet 52 of 65 for Bar Splicer details.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h30(E)	40	#6	13'-7"	▬▬▬
h31(E)	8	#6	19'-10"	▬▬▬
h32(E)	4	#5	10'-6"	▬▬▬
h33(E)	4	#5	7'-8"	▬▬▬
h34(E)	4	#5	11'-6"	▬▬▬
p30(E)	10	#7	23'-7"	▬▬▬
p31(E)	10	#7	25'-6"	▬▬▬
s30(E)	48	#6	14'-4"	▬▬▬
s31(E)	12	#5	4'-4"	▬▬▬
s32(E)	4	#6	15'-2"	▬▬▬
s33(E)	8	#6	6'-8"	▬▬▬
u30(E)	8	#6	12'-3"	▬▬▬
u31(E)	18	#5	8'-2"	▬▬▬
u32(E)	4	#5	4'-2"	▬▬▬
u33(E)	2	#5	8'-7"	▬▬▬
v30(E)	121	#8	5'-6"	▬▬▬
v31(E)	8	#5	7'-3"	▬▬▬
v32(E)	18	#5	11'-0"	▬▬▬
Structure Excavation		Cu. Yd.	187	
Concrete Structures		Cu. Yd.	30.4	
Reinforcement Bars, Epoxy Coated		Pound	5,820	
Furnishing Steel Piles HP12x63		Foot	264	
Driving Piles		Foot	264	

ANCHOR BOLT LAYOUT



FIELD CUTTING DIAGRAM
 Order h31(E) and v32(E) full length. Cut as shown and use remainder of bars in opposite wing.

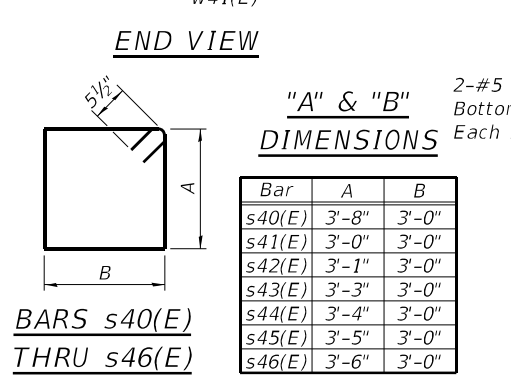
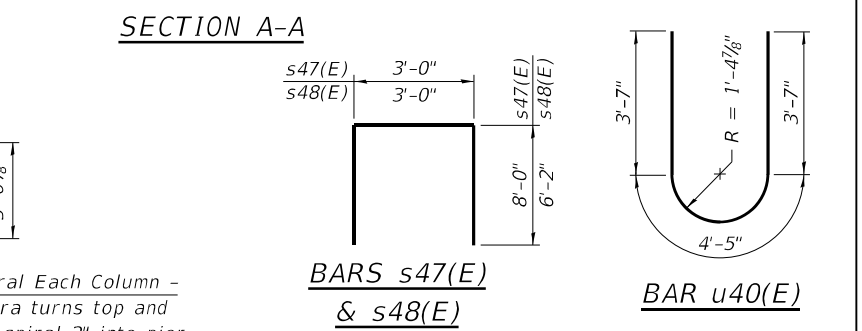
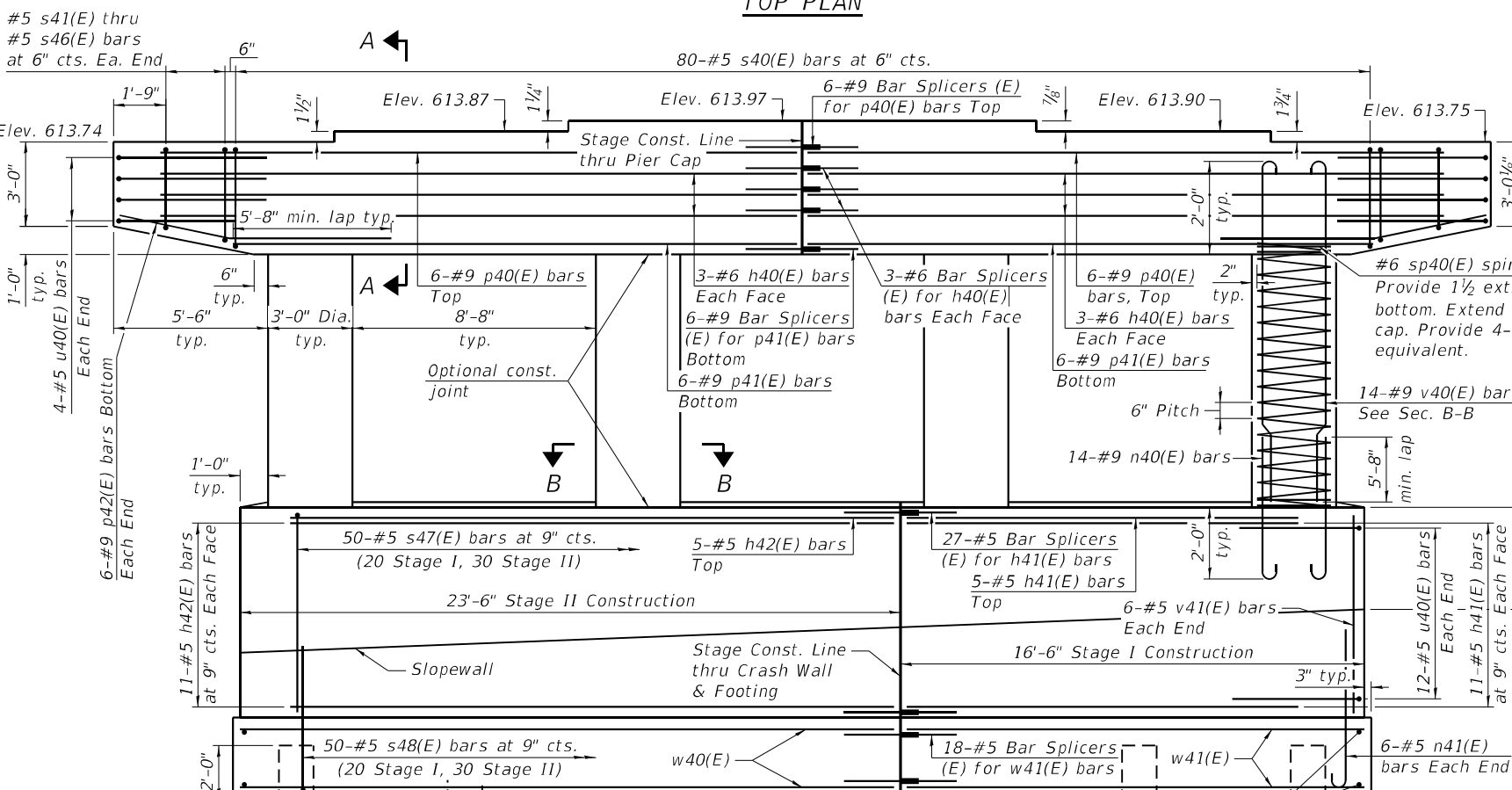
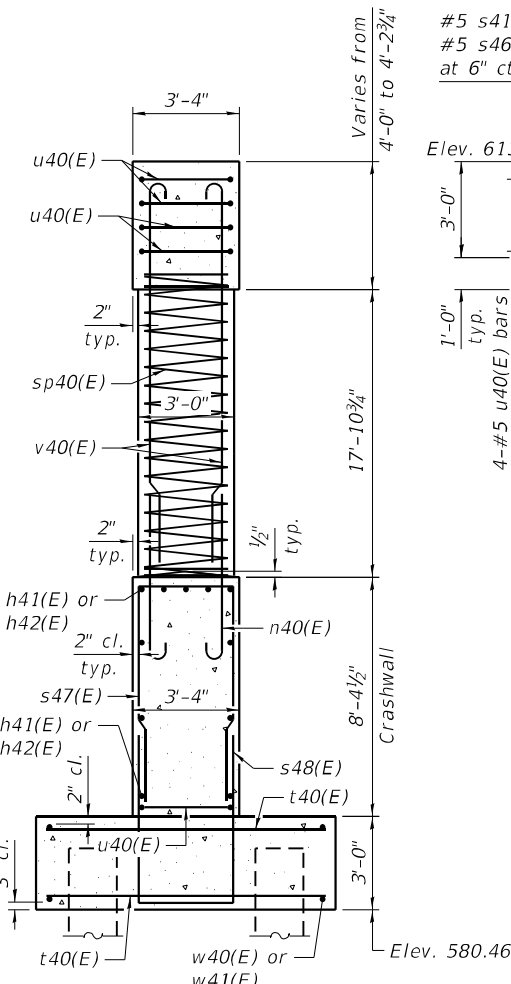
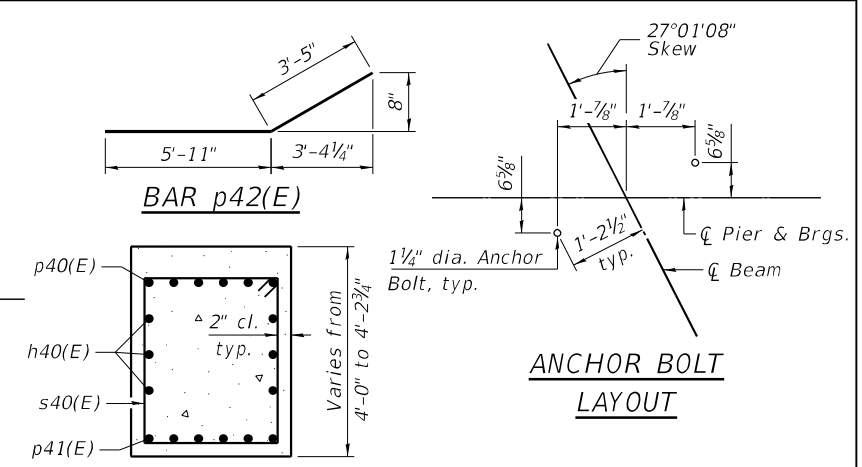
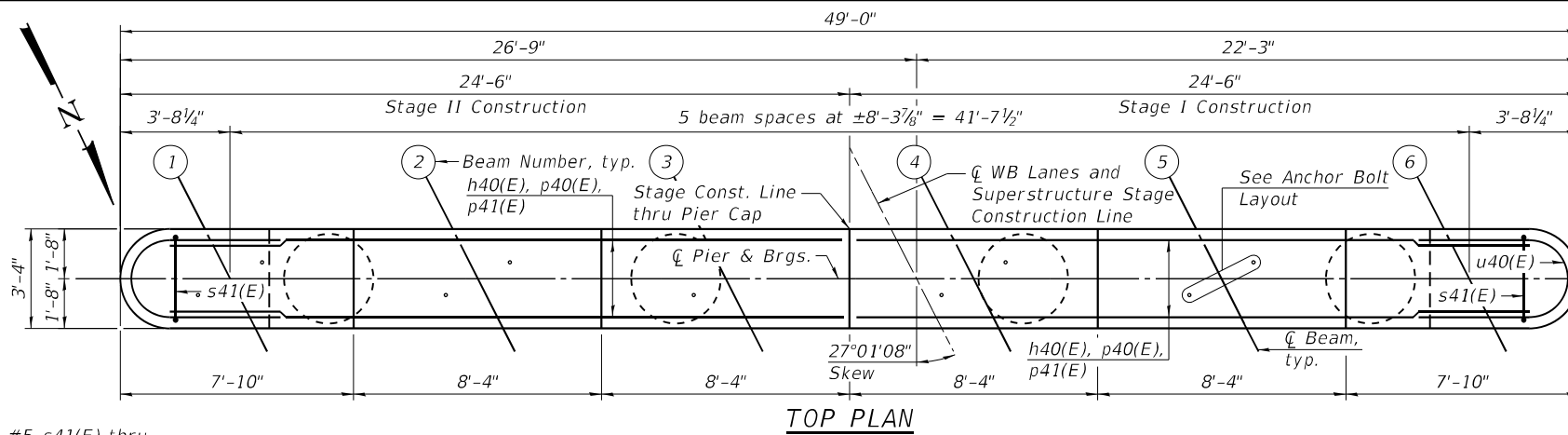
- BAR v30(E)** (Headed)
- BAR h32(E)**
- BAR s30(E) & s32(E)**
- BAR s31(E)**
- BAR s33(E) or u31(E) or u33(E)**
- BAR u30(E)**
- BAR u32(E)**

MODEL: Default
 FILE NAME: S:\2020\2010\006 - PTB. 194+35 D4 - Upchurch - Various Phase - HIW07 - I-464 Bridge Replacements\CADD\CADD Sheets\0720252-68884-047-AbutEBS.dgn
 8/3/2022 10:03:01 AM

Notes:
 Space reinforcement into cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 53 of 65.
 See sheet 52 of 65 for Bar Splicer details.

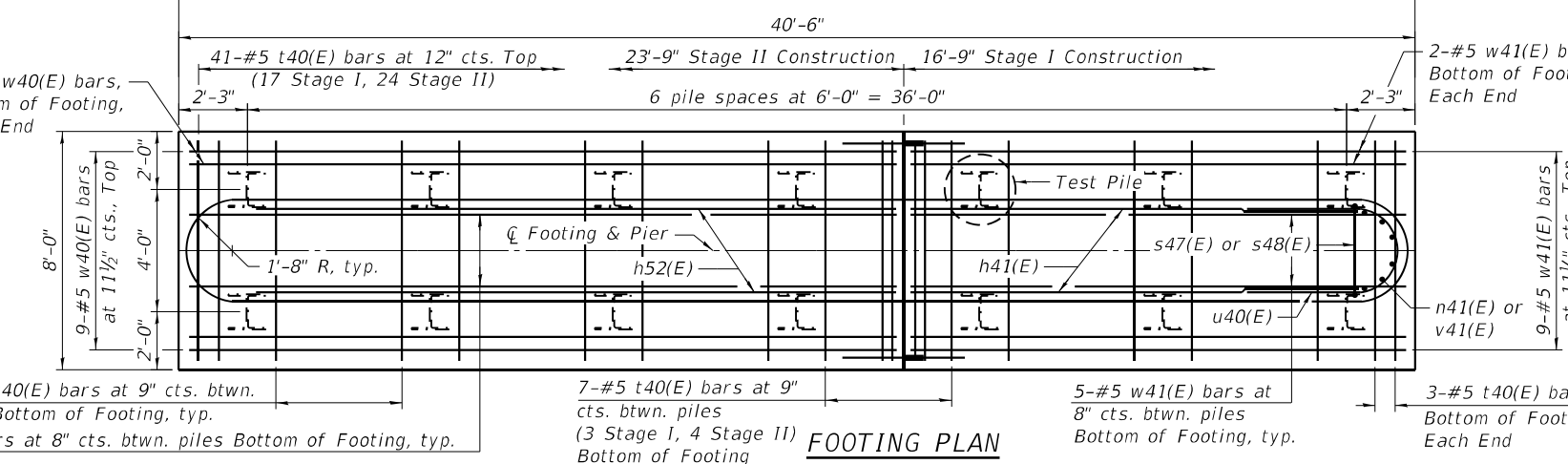
PILE DATA

Type: HP14x89 with pile shoes
 Nominal Required Bearing: 705 kips
 Factored Resistance Available: 388 kips
 Est. Length: 31 ft
 No. Production Piles: 13
 No. Test Piles: 1



"A" & "B" DIMENSIONS

Bar	A	B
s40(E)	3'-8"	3'-0"
s41(E)	3'-0"	3'-0"
s42(E)	3'-1"	3'-0"
s43(E)	3'-3"	3'-0"
s44(E)	3'-4"	3'-0"
s45(E)	3'-5"	3'-0"
s46(E)	3'-6"	3'-0"



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h40(E)	12	#6	22'-9"	—
h41(E)	27	#5	14'-8"	—
h42(E)	27	#5	21'-8"	—
n40(E)	56	#9	9'-2"	—
n41(E)	12	#5	6'-9"	—
p40(E)	12	#9	22'-9"	—
p41(E)	12	#9	19'-8"	—
p42(E)	12	#9	9'-4"	—
s40(E)	80	#5	14'-3"	□
s41(E)	2	#5	12'-11"	□
s42(E)	2	#5	13'-1"	□
s43(E)	2	#5	13'-5"	□
s44(E)	2	#5	13'-7"	□
s45(E)	2	#5	13'-9"	□
s46(E)	2	#5	13'-11"	□
s47(E)	50	#5	19'-0"	□
s48(E)	50	#5	15'-4"	□
sp40(E)	4	#6	18'-1"	⌋
t40(E)	89	#5	7'-8"	—
u40(E)	32	#5	11'-7"	U
v40(E)	56	#9	21'-0"	—
v41(E)	12	#5	8'-0"	—
w40(E)	18	#5	23'-5"	—
w41(E)	18	#5	16'-5"	—
Structure Excavation			Cu. Yd.	146
Concrete Structures			Cu. Yd.	119.6
Reinforcement Bars, Epoxy Coated			Pound	16,450
Furnishing Steel Piles HP14x89			Foot	403
Driving Piles			Foot	403
Test Pile Steel HP14x89			Each	1
Pile Shoes			Each	14

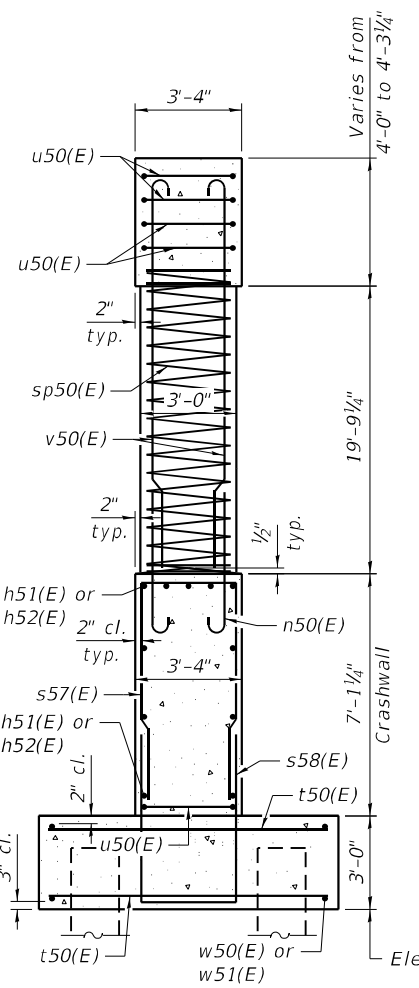
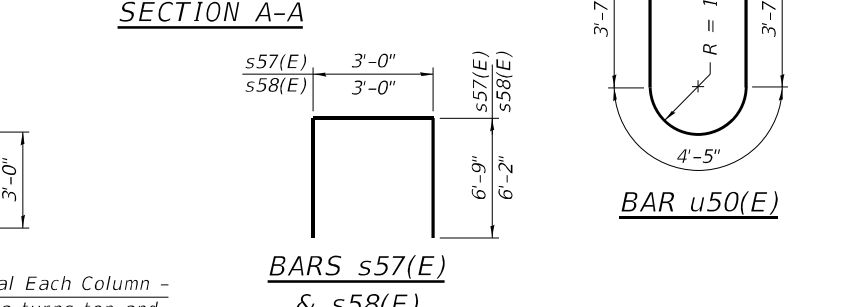
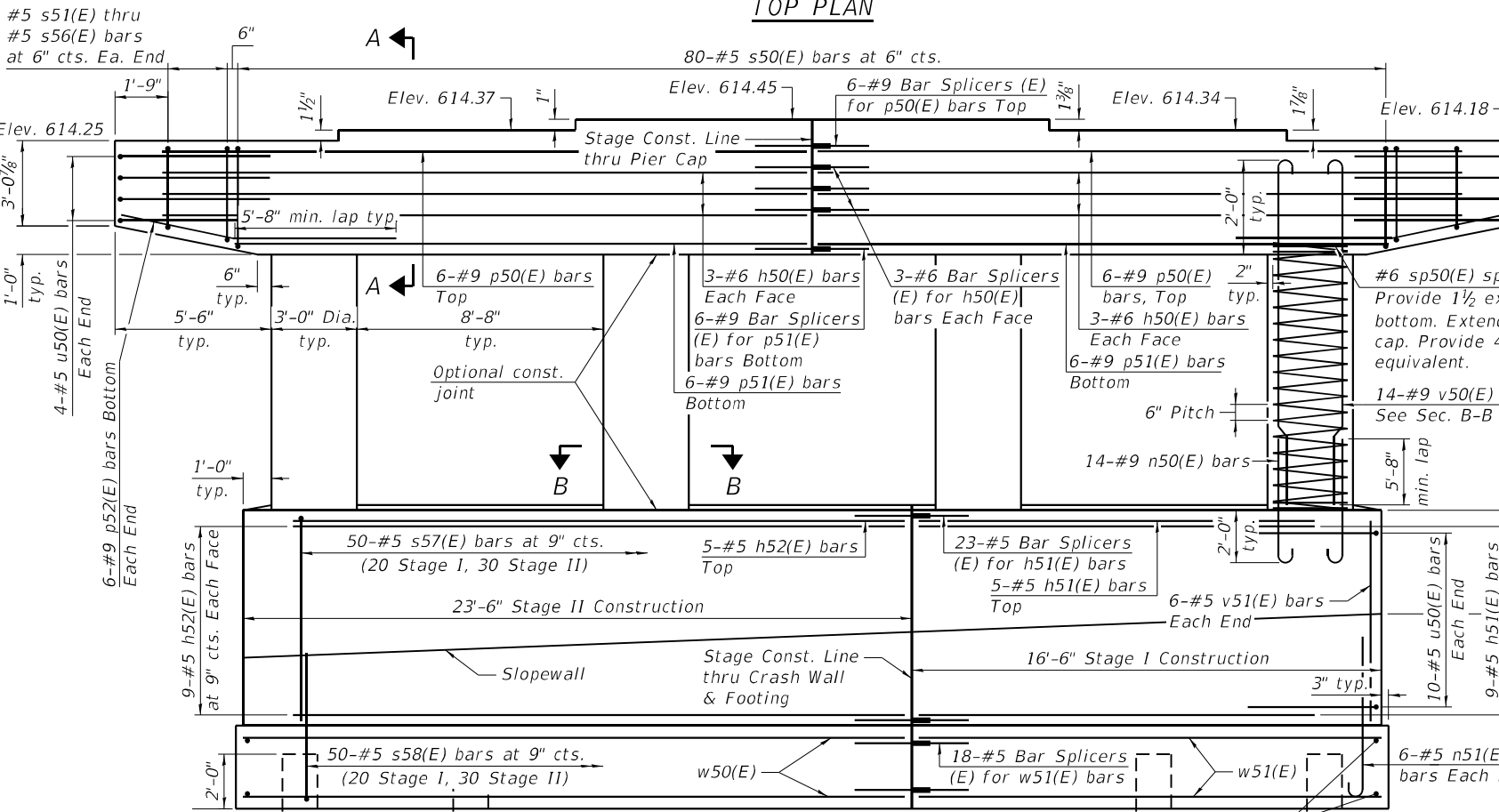
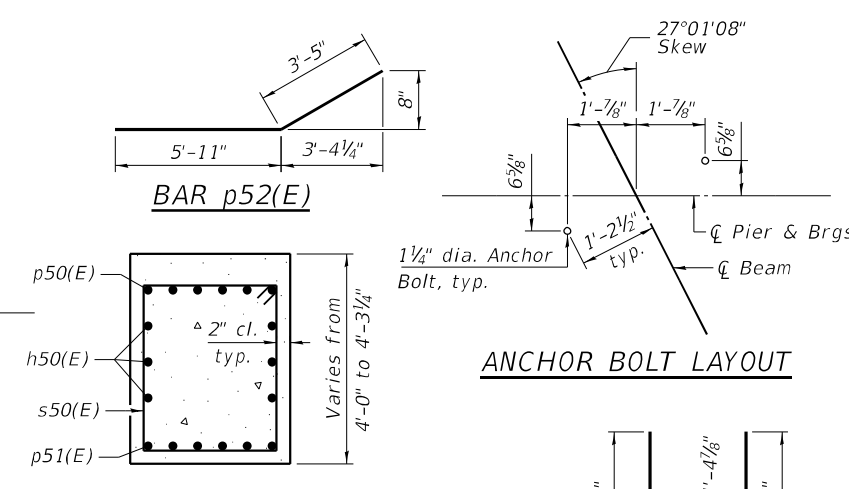
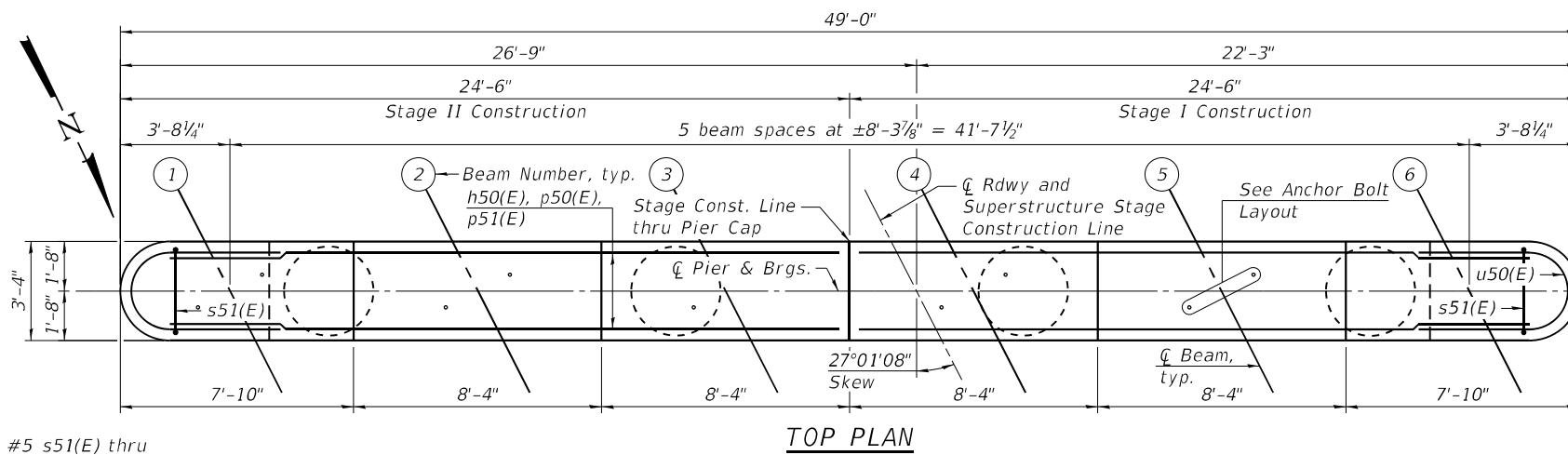
** Length is height of spiral.

MODEL: Default
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 8/3/2022 10:03:16 AM

Notes:
 Space reinforcement into cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 53 of 65.
 See sheet 52 of 65 for Bar Splicer details.

PILE DATA

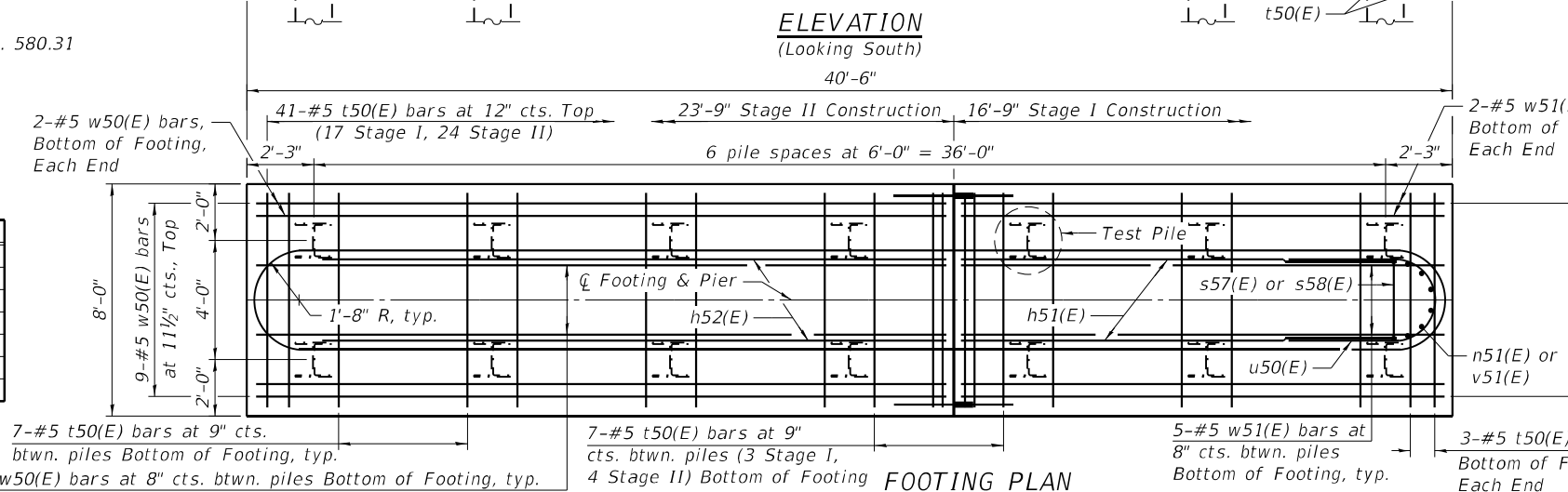
Type: HP14x89 with pile shoes
 Nominal Required Bearing: 705 kips
 Factored Resistance Available: 388 kips
 Est. Length: 27 ft
 No. Production Piles: 13
 No. Test Piles: 1



END VIEW

"A" & "B" DIMENSIONS

Bar	A	B
s50(E)	3'-8"	3'-0"
s51(E)	3'-0"	3'-0"
s52(E)	3'-1"	3'-0"
s53(E)	3'-3"	3'-0"
s54(E)	3'-4"	3'-0"
s55(E)	3'-5"	3'-0"
s56(E)	3'-6"	3'-0"

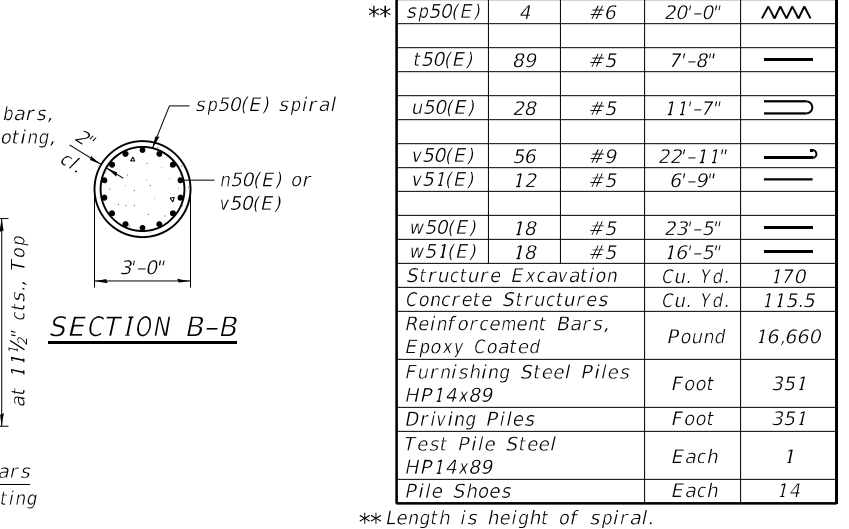


BARS s57(E) & s58(E)

BARS n50(E), n51(E) & v50(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h50(E)	12	#6	22'-9"	—
h51(E)	23	#5	14'-8"	—
h52(E)	23	#5	21'-8"	—
n50(E)	56	#9	9'-2"	U
n51(E)	12	#5	6'-9"	U
p50(E)	12	#9	22'-9"	—
p51(E)	12	#9	19'-8"	—
p52(E)	12	#9	9'-4"	—
s50(E)	80	#5	14'-3"	□
s51(E)	2	#5	12'-11"	□
s52(E)	2	#5	13'-1"	□
s53(E)	2	#5	13'-5"	□
s54(E)	2	#5	13'-7"	□
s55(E)	2	#5	13'-9"	□
s56(E)	2	#5	13'-11"	□
s57(E)	50	#5	16'-6"	U
s58(E)	50	#5	15'-4"	U
sp50(E)	4	#6	20'-0"	W
t50(E)	89	#5	7'-8"	—
u50(E)	28	#5	11'-7"	U
v50(E)	56	#9	22'-11"	U
v51(E)	12	#5	6'-9"	—
w50(E)	18	#5	23'-5"	—
w51(E)	18	#5	16'-5"	—
Structure Excavation			Cu. Yd.	170
Concrete Structures			Cu. Yd.	115.5
Reinforcement Bars, Epoxy Coated			Pound	16,660
Furnishing Steel Piles HP14x89			Foot	351
Driving Piles			Foot	351
Test Pile Steel HP14x89			Each	1
Pile Shoes			Each	14



MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 (WB)
STRUCTURE NO. 072-0253 (WB)

FA.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-3HB-2)BR	PEORIA	126	99

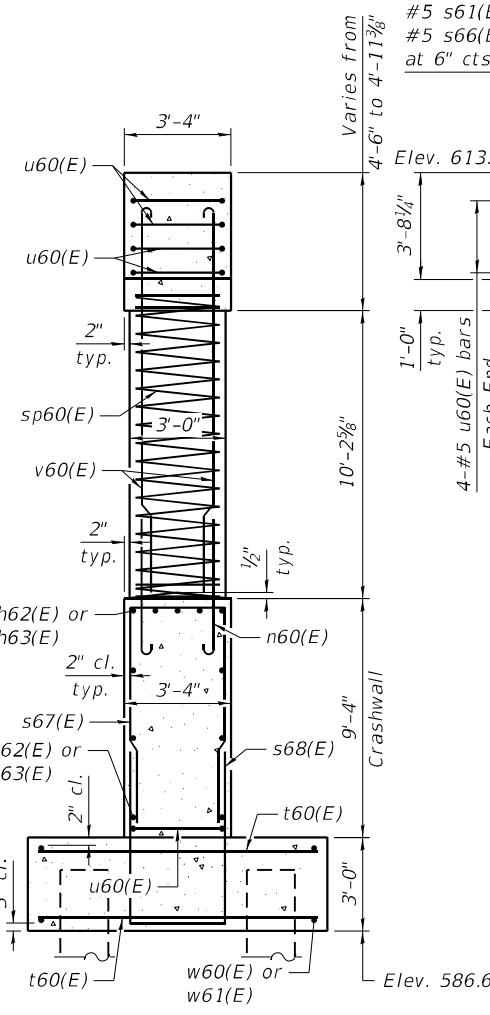
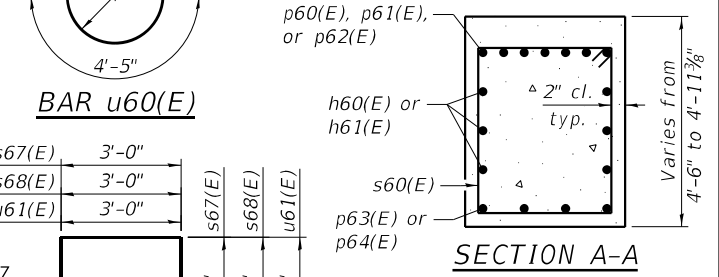
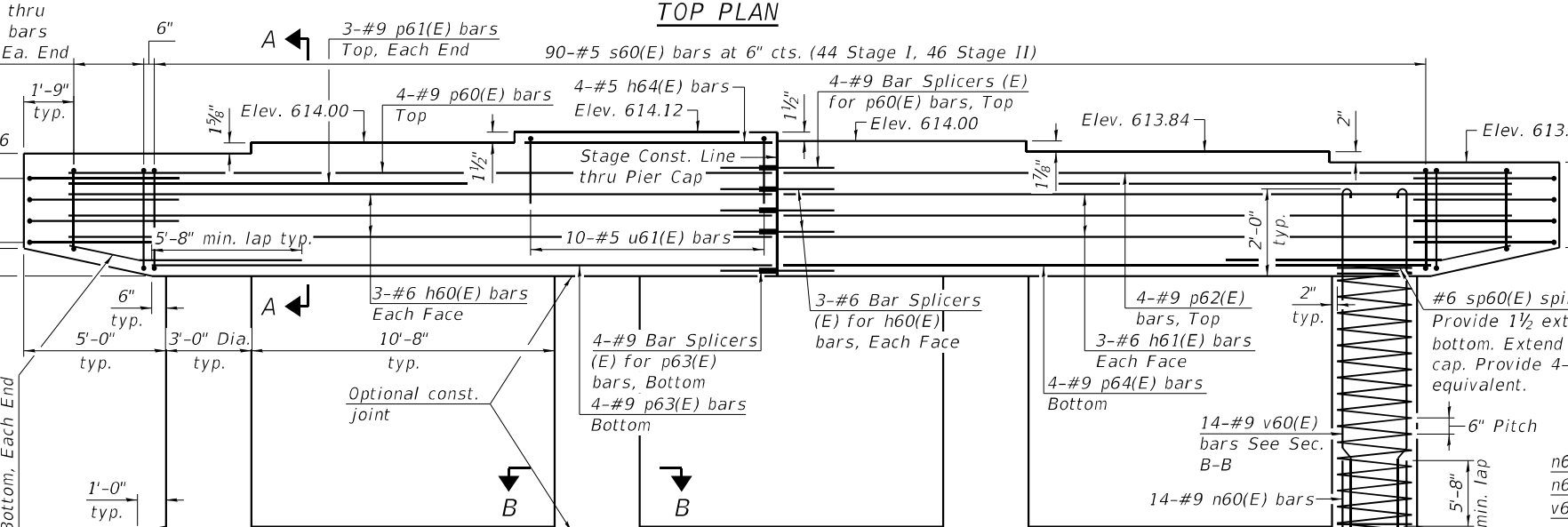
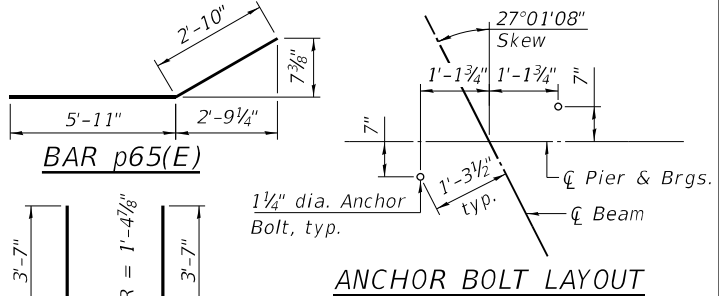
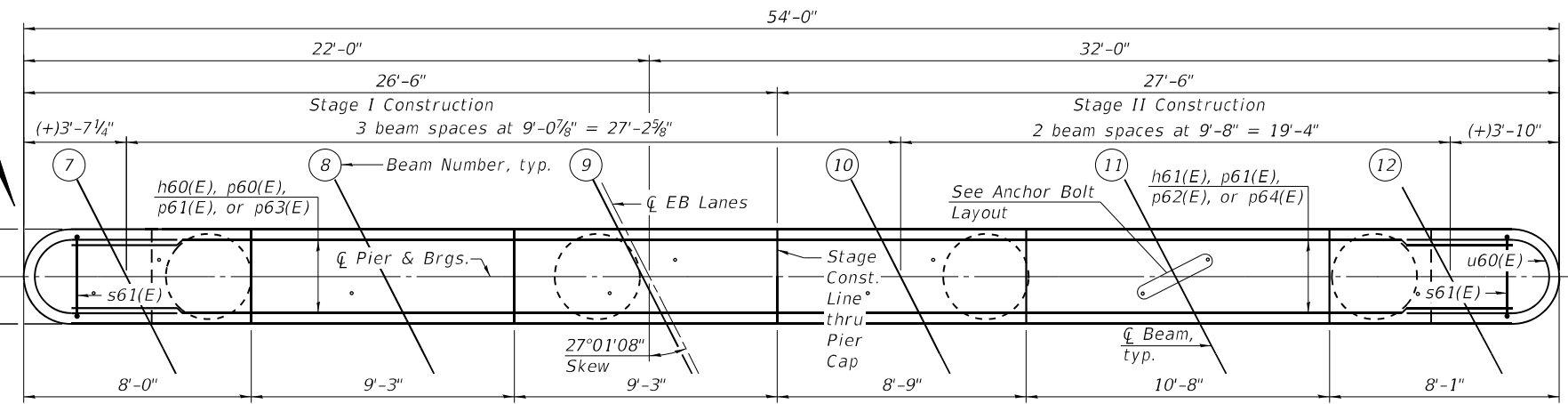
CONTRACT NO. 68884

ILLINOIS FED. AID PROJECT

Notes:
 Space reinforcement into cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 53 of 65.
 See sheet 52 of 65 for Bar Splicer details.

PILE DATA

Type: HP14x89 with pile shoes
 Nominal Required Bearing: 705 kips
 Factored Resistance Available: 388 kips
 Est. Length: 36 ft
 No. Production Piles: 13
 No. Test Piles: 1



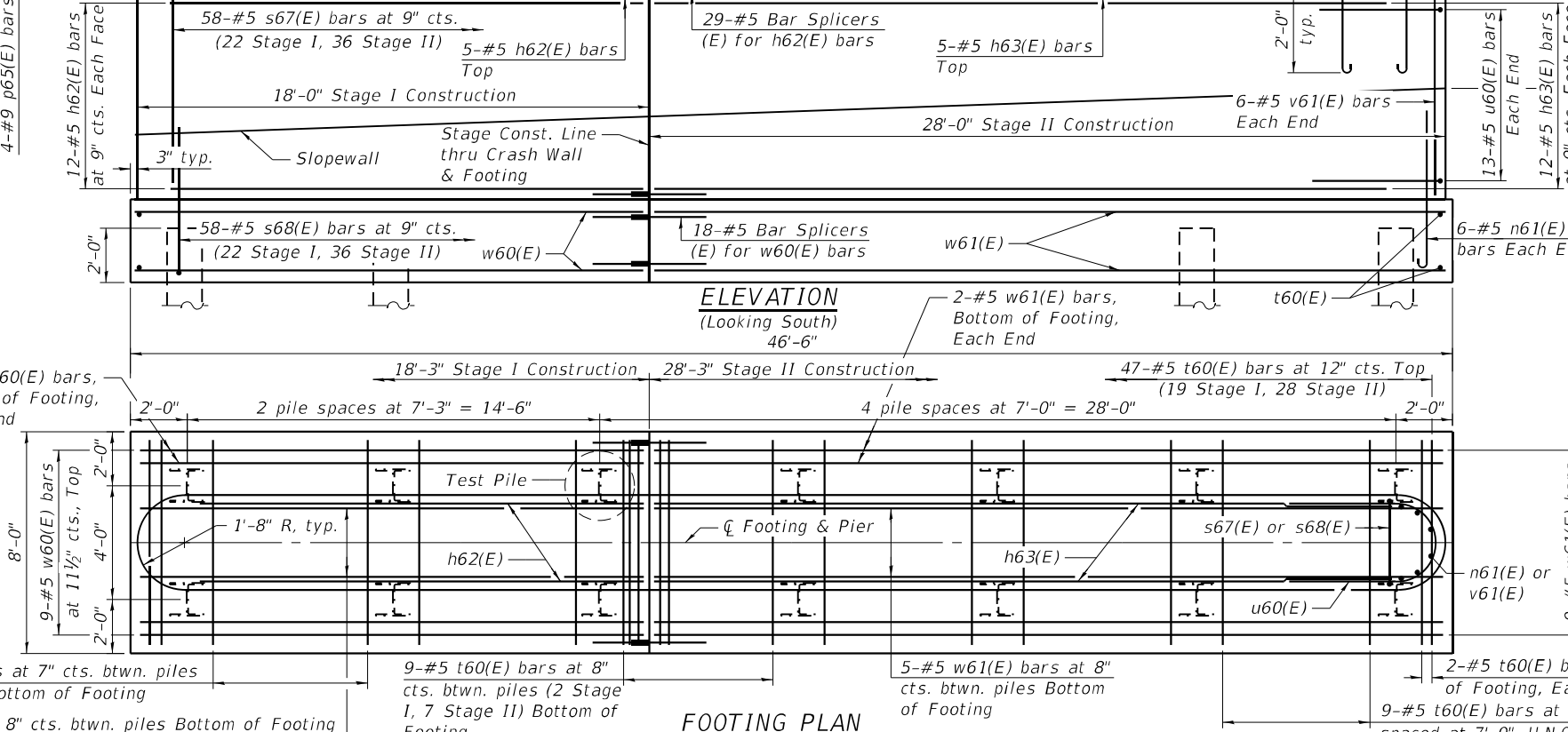
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h60(E)	6	#6	24'-7"	—
h61(E)	6	#6	25'-7"	—
h62(E)	29	#5	16'-1"	—
h63(E)	29	#5	26'-1"	—
h64(E)	4	#5	8'-11"	—
n60(E)	56	#9	9'-2"	—
n61(E)	12	#5	6'-9"	—
p60(E)	4	#9	24'-7"	—
p61(E)	6	#9	12'-0"	—
p62(E)	4	#9	25'-7"	—
p63(E)	4	#9	21'-9"	—
p64(E)	4	#9	22'-9"	—
p65(E)	8	#9	8'-9"	—
s60(E)	90	#5	15'-3"	□
s61(E)	2	#5	13'-11"	□
s62(E)	2	#5	14'-3"	□
s63(E)	2	#5	14'-6"	□
s64(E)	2	#5	14'-8"	□
s65(E)	2	#5	14'-11"	□
s66(E)	2	#5	15'-2"	□
s67(E)	58	#5	21'-0"	—
s68(E)	58	#5	15'-4"	—
sp60(E)	4	#6	10'-5"	⋈
t60(E)	109	#5	7'-8"	—
u60(E)	34	#5	11'-7"	—
u61(E)	10	#5	7'-10"	—
v60(E)	56	#9	13'-4"	—
v61(E)	12	#5	9'-0"	—
w60(E)	18	#5	17'-11"	—
w61(E)	18	#5	27'-11"	—
Structure Excavation	Cu. Yd.		176	
Concrete Structures	Cu. Yd.		135.1	
Reinforcement Bars, Epoxy Coated	Pound		15,260	
Furnishing Steel Piles HP14x89	Foot		468	
Driving Piles	Foot		468	
Test Pile Steel HP14x89	Each		1	
Pile Shoes	Each		14	

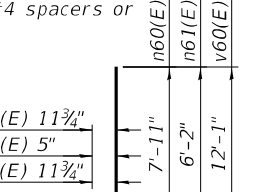
"A" & "B" DIMENSIONS

Bar	A	B
s60(E)	4'-2"	3'-0"
s61(E)	3'-6"	3'-0"
s62(E)	3'-8"	3'-0"
s63(E)	3'-9 1/2"	3'-0"
s64(E)	3'-10 1/2"	3'-0"
s65(E)	4'-0"	3'-0"
s66(E)	4'-1 1/2"	3'-0"

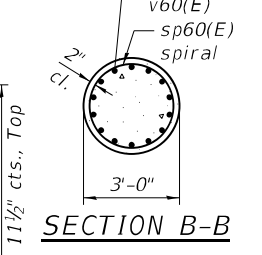
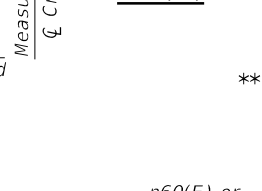
BARS s60(E) THRU s66(E)



BARS s67(E), s68(E) & u61(E)



BARS n60(E), n61(E) & v60(E)



MODEL: Default
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USER NAME = zdavidson
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 PLOT DATE =

DESIGNED - RPW
 CHECKED - ZLD
 DRAWN - LMC
 CHECKED - MDC

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIER 1 (EB)
 STRUCTURE NO. 072-0252 (EB)**
 SHEET 50 OF 65 SHEETS

FAI. RTE. 474 SECTION (72-3HB-2)BR COUNTY PEORIA TOTAL SHEETS 126 SHEET NO. 100 CONTRACT NO. 68884 ILLINOIS FED. AID PROJECT