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HIGHWAY STANDARDS

280001-05	631031-09	701411-07
482001-02	642001-01	701901-01
515001-03	701101-02	701401-06
542401-01	701106-02	701416-06
609001-05	701400-05	
609006-05	701406-06	
601101-01		

DISTRICT STANDARDS

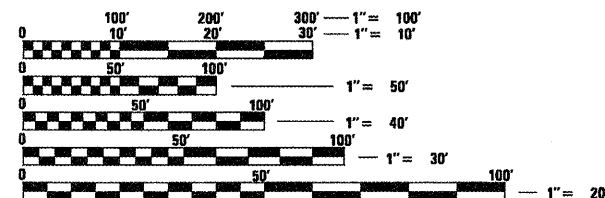
406101-D4	630101-D4
420401-D4	635101-D4
440001-D4	667101-D4
638001-D4	780001-D4

DESIGN DESIGNATION

INTERSTATE
 ADT: 31800 (2009)
 MU: 1450 (2009)
 SU: 850 (2009)

PROJECT DESCRIPTION

THE WORK CONSISTS REHABILITATION AND WIDENING TO STRUCTURES CARRYING I-74 OVER C&NW RR, CONSTRUCTION OF TEMPORARY CROSS-OVER TO MAINTAIN TRAFFIC DURING STAGING.



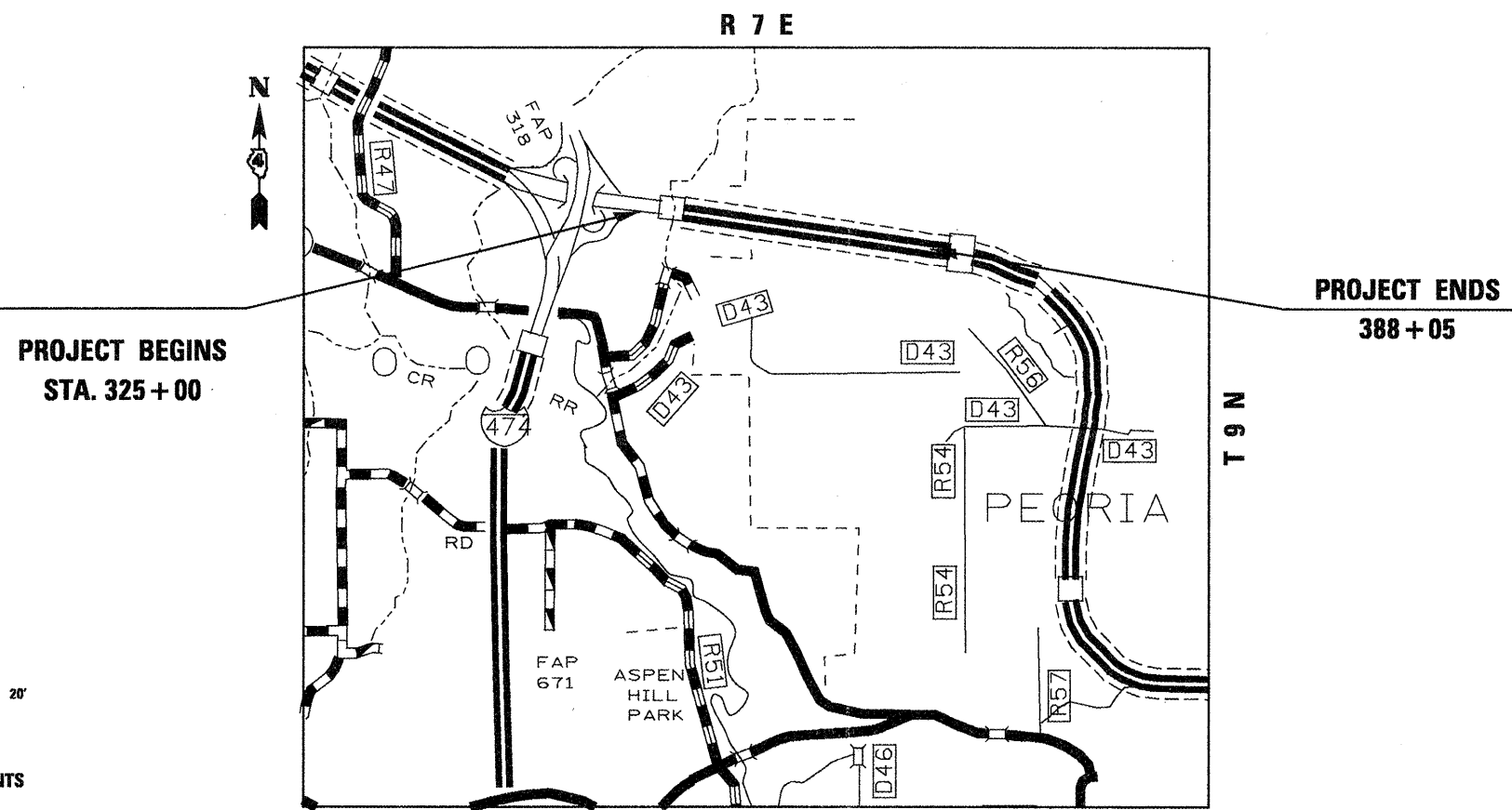
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

PROJECT ENGINEER: CHRISTOPHER MAUSHARD (309) 671-3453
 PROJECT MANAGER: MIKE MOHAMED (309) 671-3462
 CATALOG NO. 032-883-02D
 CONTRACT NO. 68874

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS

FAI ROUTE 74 (I-74)
 SECTION 72[(6VB)BY]
 PROJECT ACIM-074-4(244)088
 INTERSTATE BRIDGE
 PEORIA COUNTY

C-94-058-09

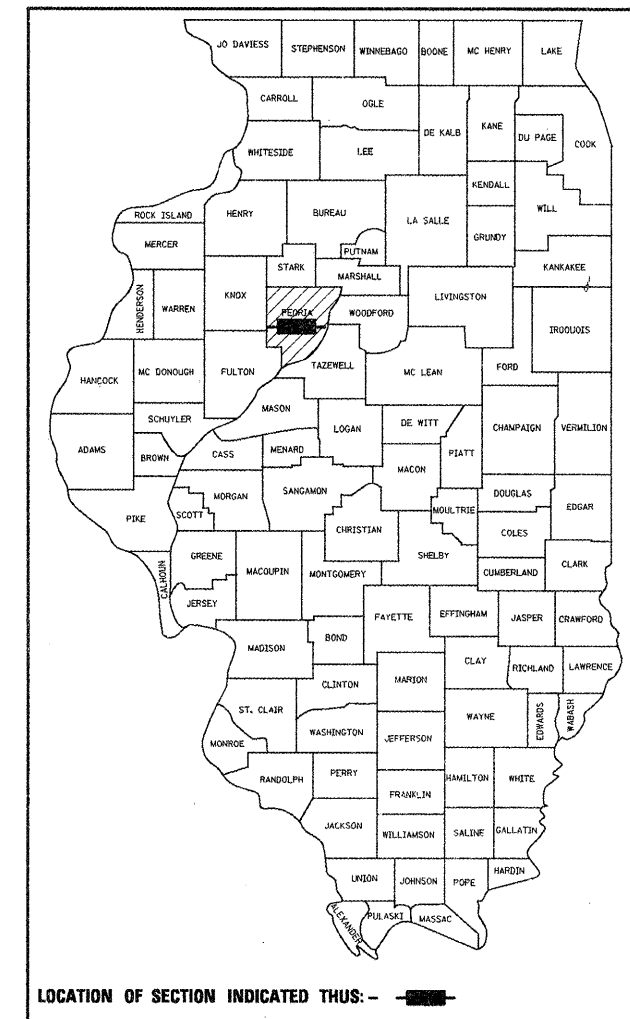


GROSS LENGTH = 6,305 FT. = 1.2 MILE
 NET LENGTH = 1,418 FT. = 0.3 MILE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[(6VB)BY]	PEORIA	133	1
ILLINOIS			CONTRACT NO. 68874	

*133+2=135

D-94-039-09



LOCATION OF SECTION INDICATED THUS: —■—

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED Aug 24 20 11
Joseph E. Crowl
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Oct 14 20 11
Scott E. Stitt, P.E.
 acting ENGINEER OF DESIGN AND ENVIRONMENT

Oct 14 20 11
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

COMMITMENTS

NO COMMITMENTS HAVE BEEN MADE ON THIS PROJECT

GENERAL NOTES

AVAILABILITY OF ELECTRONIC FILES

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

ENVIRONMENTAL REVIEWS

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

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

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

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- * BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- * A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- * SIGNED PROPERTY OWNER AGREEMENT FORM - D4 PI0100
- * COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- * BORROW AREA ENTRY AGREEMENT FORM - D4 PI0101

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

STATUS OF UTILITIES

THERE ARE NO UTILITY CONFLICTS ON THIS PROJECT.

GENERAL NOTES (CONTINUED)

PAVEMENT STATION NUMBERS & PLACEMENT

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

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

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

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

LOCATION:

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

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

FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+X00)", WHERE X REPRESENTS THE PAVEMENT STATION

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

BUTT JOINT CUTTING TIME RESTRICTION

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

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 PRIOR TO ORDERING THESE ITEMS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE(S):	SURFACE COURSE 2" CROSS-OVER	BINDER COURSE 8" CROSS-OVER	HMA SHOULDER (SURFACE LIFT) CROSS-OVER & MAINLINE	HMA SHOULDER (LOWER LIFTS) CROSS-OVER & MAINLINE	SURFACE COURSE 2" MAINLINE
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	SBS OR SBR PG 76-22
RAP% (MAX): **	15%	25%	15%	25%	10%
DESIGN AIR VOIDS:	4.0% @ N=70	4.0% @ N=70	3.0% @ N=50	4.0% @ N=50	4.0% @ N=90
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 OR IL 12.5	IL 19.0	IL 9.5 OR 12.5	IL 19.0	IL 9.5 OR IL 12.5
FRICTION AGGREGATE:	MIXTURE D	N.A.	MIXTURE C	N.A.	MIXTURE E

**** IF THE RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED; THIS WILL BE DETERMINED BY THE ENGINEER.**

FILE NAME = D468874-topo.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMMITMENTS GENERAL NOTES			F.A.I. RTE. 74	SECTION 72(6VBIBY1)	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 2
	PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 68874			
	PLOT DATE = 8/25/2011	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

GENERAL NOTES (CONTINUED)

ENGINEER'S FIELD OFFICE

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (i) AND 670.04 (e):
ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

JOB SPECIFIC NOTES

TEMPORARY PAVEMENT MARKING – LINE 4"

TO PRESERVE THE EXISTING SURFACE THE CONTRACTOR SHALL PLACE TYPE III TAPE PAVEMENT MARKING ON THE MAINLINE I-74. PAINT PAVEMENT MARKINGS WILL BE ALLOWED ON THE CROSS-OVERS ONLY.

TEMPORARY CROSS-OVER

THE CROSS-OVER PROPOSED IN THIS CONTRACT WEST OF THE STRUCTURES IS TEMPORARY AND IS TO BE REMOVED UPON COMPLETION OF THIS CONTRACT. THE REMOVAL OF THE TEMPORARY CROSS-OVER WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT REMOVAL AND PAVED SHOULDER REMOVAL. THE EXISTING CROSS-OVER EAST OF THE STRUCTURES IS TO REMAIN IN PLACE.

UNDERGROUND LIGHTING FACILITIES

CONTRACTOR SHALL LOCATE AND PROTECT FROM DAMAGE EXISTING UNDERGROUND IDOT LIGHTING FACILITIES AND ALL OTHER UNDERGROUND FACILITIES THAT MAY BE IN CONFLICT WITH THE PROPOSED WORK ACCORDING TO SECTION 803 OF THE STANDARD SPECIFICATION.

HMA SHOULDER WIDENING

EXCAVATION FOR THE HMA SHOULDER SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND WILL BE PAID FOR PER CUBIC YARD.

FILE NAME = D:\68874\topo.dgn	USER NAME = johnsontv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 6/25/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES
JOB SPECIFIC NOTES**

SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72I(6VB)BYJ	PEORIA	133	3
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

URBAN

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 PEORIA S.N. 072-0001 90 FED/10 ST	0011 PEORIA S.N. 072-0002 90 FED/10 ST	0004 PEORIA ROADWAY 90 FED/10 ST	0004 PEORIA MOWING 100 ST
20200100	EARTH EXCAVATION	CU YD	2,223			2,223	
20400800	FURNISHED EXCAVATION	CU YD	25			25	
20800150	TRENCH BACKFILL	CU YD	65			65	
21101615	TOPSOIL FURNISH & PLACE, 4"	SQ YD	5,104			5,104	
* 25000210	SEEDING, CLASS 2A	ACRE	1.25			1.25	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	113			113	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	113			113	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	113			113	
* 25100115	MULCH, METHOD 2	ACRE	1.25			1.25	
25100630	EROSION CONTROL BLANKET	SQ YD	1,167			1,167	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	250			250	
28000305	TEMPORARY DITCH CHECKS	FOOT	573			573	
28000500	INLET AND PIPE PROTECTION	EACH	6			6	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	1,555			1,555	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	7			7	
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	5			5	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	409			409	
40600990	TEMPORARY RAMP	SQ YD	218			218	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1,296			1,296	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	394			394	
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	120			120	

*SPECIALTY
ITEM

URBAN

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 PEORIA S.N. 072-0001 90 FED/10 ST	0011 PEORIA S.N. 072-0002 90 FED/10 ST	0004 PEORIA ROADWAY 90 FED/10 ST	0004 PEORIA MOWING 100 ST
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	110			110	
44000100	PAVEMENT REMOVAL	SQ YD	3,174			3,174	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	6,948			6,948	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	507			507	
44004250	PAVED SHOULDER REMOVAL	SQ YD	921			921	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,272			1,272	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	1,451			1,451	
50102400	CONCRETE REMOVAL	CU YD	74.4	37.2	37.2		
50104650	SLOPE WALL REMOVAL	SQ YD	1,906	953	953		
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	2	1	1		
50105220	PIPE CULVERT REMOVAL	FOOT	400			400	
50157300	PROTECTIVE SHIELD	SQ YD	624	312	312		
50200100	STRUCTURE EXCAVATION	CU YD	552	276	276		
50300100	FLOOR DRAINS	EACH	24	12	12		
50300225	CONCRETE STRUCTURES	CU YD	179.2	89.6	89.6		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	729.4	364.7	364.7		
50300260	BRIDGE DECK GROOVING	SQ YD	1,834	917	917		
50300280	CONCRETE ENCASEMENT	CU YD	9.2	4.6	4.6		
50300300	PROTECTIVE COAT	SQ YD	2,304	1,152	1,152		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	0.5	0.5		
50500505	STUD SHEAR CONNECTORS	EACH	7,388	3,694	3,694		

FILE NAME = 0468874--topo.dgn

USER NAME = johnsonv
 PLOT SCALE = 100.0000' / 1"
 PLOT DATE = 9/9/2011

DESIGNED -
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 DATE -

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 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	T2[GVBIBY]	PEORIA	133	5
CONTRACT NO. 68874			ILLINOIS FED. AID PROJECT	

URBAN
SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 PEORIA S.N. 072-0001 90 FED/10 ST	0011 PEORIA S.N. 072-0002 90 FED/10 ST	0004 PEORIA ROADWAY 90 FED/10 ST	0004 PEORIA MOWING 100 ST
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	186,090	93,050	93,040		
50800515	BAR SPLICERS	EACH	172	86	86		
51100100	SLOPE WALL 4 INCH	SQ YD	1,384	692	692		
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	470	235	235		
51202305	DRIVING PILES	FOOT	470	235	235		
51203200	TEST PILE METAL SHELLS	EACH	2	1	1		
51500100	NAME PLATES	EACH	2	1	1		
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	32	16	16		
52100520	ANCHOR BOLTS, 1"	EACH	73	37	36		
54215553	METAL END SECTIONS 18"	EACH	2			2	
5421D018	PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY)	FOOT	400			400	
59000200	EPOXY CRACK INJECTION	FOOT	6	1	5		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	236	118	118		
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	625			625	
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	4			4	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4			4	
63200310	GUARDRAIL REMOVAL	FOOT	625			625	
63304700	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 5	EACH	4			4	
63304805	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 6	EACH	4			4	
64200105	SHOULDER RUMBLE STRIPS	FOOT	16,309			16,309	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	2			2	

* SPECIALTY
ITEM

FILE NAME *
0469974-topo.dgn

USER NAME * jhnsantv

DESIGNED -

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REVISED -

PLOT SCALE * 100.0000' / in.

CHECKED -

REVISED -

PLOT DATE * 9/9/2011

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.I.
RTE.
74

SECTION
72(GVBIBY)

COUNTY
PEORIA

TOTAL SHEETS
133

SHEET NO.
6

CONTRACT NO. 68874

ILLINOIS FED. AID PROJECT

SCALE:

SHEET NO. 3 OF 5 SHEETS

STA.

TO STA.

URBAN

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 PEORIA S.N. 072-0001 90 FED/10 ST	0011 PEORIA S.N. 072-0002 90 FED/10 ST	0004 PEORIA ROADWAY 90 FED/10 ST	0004 PEORIA MOWING 100 ST
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6			6	
67100100	MOBILIZATION	L SUM	1			1	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	1			1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1			1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	20			20	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	320			320	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	65,227			65,227	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	107			107	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2,700			2,700	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,700			2,700	
70500100	TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	25			25	
70500615	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	2			2	
* 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	7,451			7,451	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	125			125	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	19,826			19,826	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	125			125	
80300100	LOCATING UNDERGROUND CABLE	FOOT	1,200			1,200	
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA, PVC	FOOT	157			157	
81300835	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 10"	EACH	2			2	
X0323357	CONCRETE BARRIER REMOVAL AND REPLACEMENT	FOOT	360			360	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	496	248	248		

*SPECIALTY
ITEM

FILE NAME =
D468874-topo.dgn

USER NAME = johnsonr

DESIGNED -

REVISED -

DRAWN -

REVISED -

CHECKED -

REVISED -

PLOT SCALE = 100.0000 / 1" = 100'

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:

SHEET NO. 4 OF 5 SHEETS

STA.

TO STA.

F.A.I.
RTE.

74

SECTION

72(6VB)BYJ

COUNTY

PEORIA

TOTAL SHEETS

133

SHEET NO.

7

CONTRACT NO. 68874

ILLINOIS FED. AID PROJECT

URBAN

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	0011 PEORIA S.N. 072-0001 90 FED/10 ST	0011 PEORIA S.N. 072-0002 90 FED/10 ST	0004 PEORIA ROADWAY 90 FED/10 ST	0004 PEORIA MOWING 100 ST
* X2503100	MOWING	UNIT	126				126
X4400600	END SECTIONS TO BE REMOVED	EACH	2			2	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1,013			1,013	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1			1	
* X7800610	URETHANE PAVEMENT MARKING - LINE 4"	FOOT	19,870			19,870	
X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1			1	
X8410118	MAINTENANCE OF TEMPORARY LIGHTING SYSTEM	L SUM	1			1	
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	104			104	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	28	14	14		
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.1	L SUM	1	1			
Z0007102	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO.2	L SUM	1		1		
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1			
Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1		1		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1			1	
Z0034105	MATERIAL TRANSFER DEVICE	TON	1,810			1,810	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	432	216	216		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1			1	

* SPECIALTY ITEM

FILE NAME = 0468874-topo.dgn

USER NAME = johnsonsv

DESIGNED -

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DRAWN -

REVISED -

PLOT SCALE = 100.0000' / 1"

CHECKED -

REVISED -

PLOT DATE = 9/9/2011

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:

SHEET NO. 5 OF 5 SHEETS

STA.

TO STA.

F.A.I. RTE. 74

SECTION 72(6VB)BYJ

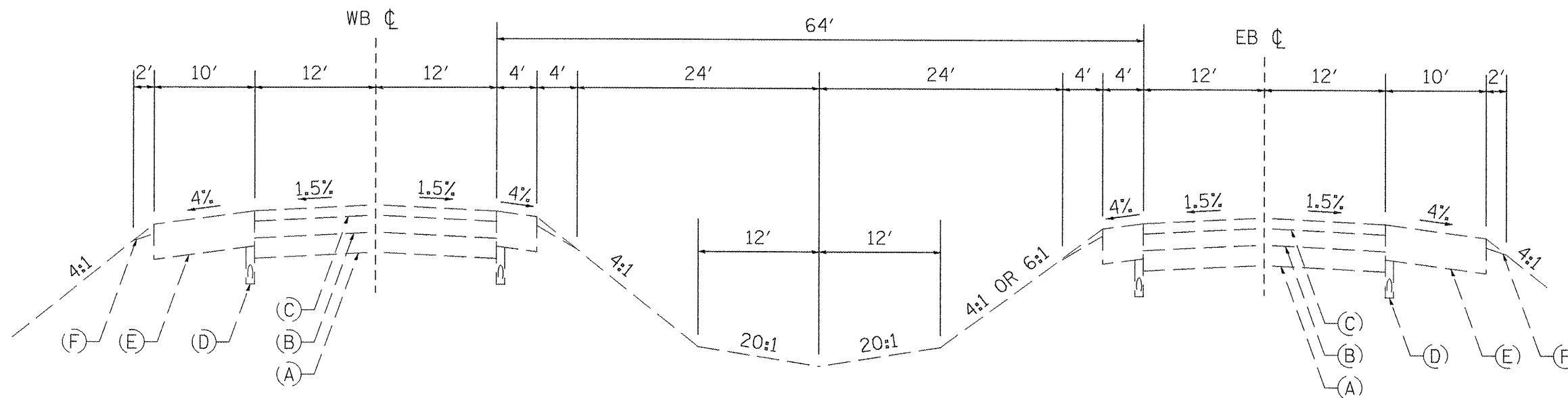
COUNTY PEORIA

TOTAL SHEETS 133

SHEET NO. 8

CONTRACT NO. 68874

ILLINOIS FED. AID PROJECT



TYPICAL SECTION 1
EXISTING ROADWAY
STA. 325+00 TO STA. 388+05

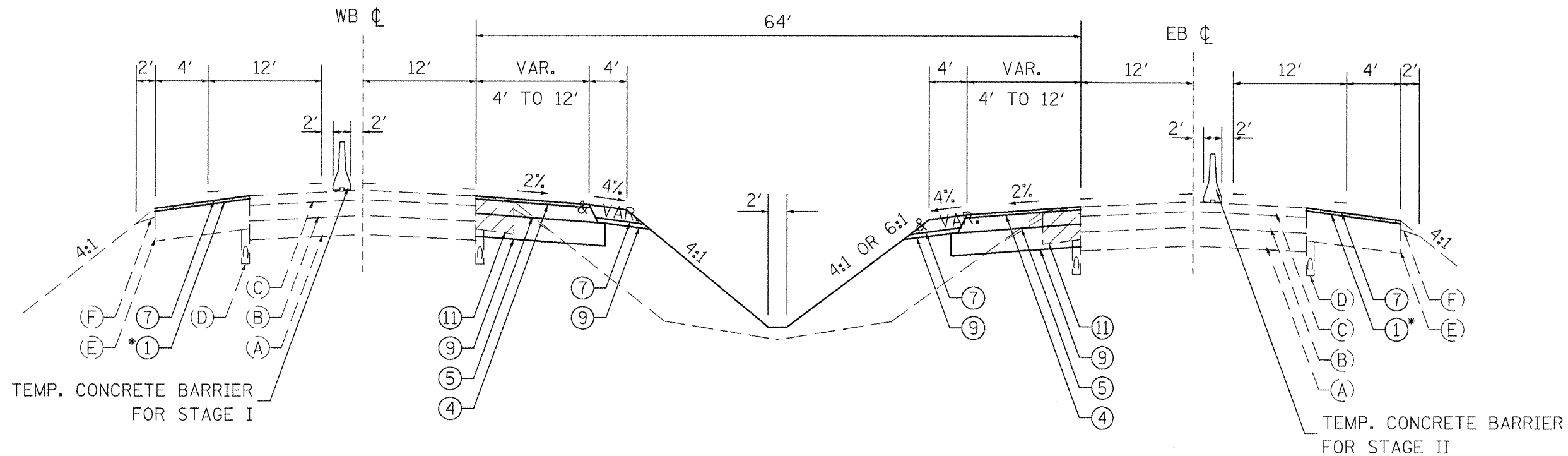
LEGEND - EXISTING

- (A) GRANULAR SUB-BASE, 6" TO 9"
- (B) PCC PAVEMENT, 10"
- (C) HMA OVERLAY, ± 7 1/2"
- (D) PIPE UNDERDRAINS, 4" (NOT TO BE DISTURBED)
- (E) HMA SHOULDER, VAR. DEPTH
- (F) AGGREGATE SHOULDER, TYPE B
- (G) HMA SURFACE CSE, 1 1/2"
- (H) HMA BASE CSE, 8"
- (I) AGG. BASE CSE, 8"

LEGEND - PROPOSED

- ① HMA SURFACE REMOVAL, 1 1/2"
- ② HMA SURFACE REMOVAL, 2"
- ③ HMA SURFACE REMOVAL, VAR. DEPTH
- ④ HMA SURFACE CSE, MIX "D", N70 (2")
- ⑤ HMA BINDER CSE, IL-19.0, N70 (8")
- ⑥ POLYMERIZED HMA SURFACE CSE, MIX "E", N90 (2")
- ⑦ HMA SHOULDER (1 1/2", 2" OR 8")
- ⑧ AGGREGATE SHOULDER, TYPE B (6")
- ⑨ AGGREGATE BASE CSE, TYPE B (4" OR 12")
- ⑩ PAVEMENT REMOVAL
- ⑪ PAVED SHOULDER REMOVAL
- ⑫ TOPSOIL FURNISH AND PLACE, 4"
- ⑬ PIPE CULVERTS, CL D, TY 1 18" (TEMP)

FILE NAME = D468974-topod.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I. RTE. 74	SECTION 72(6VB)BYJ	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 9
		DRAWN -	REVISED -		NOT TO SCALE	SHEET NO. 1 OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 68874			
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



TYPICAL SECTION 2
 PROPOSED CROSS-OVER
 STA. 335+34.73 TO STA. 337+11.50
 STA. 341+79.39 TO STA. 343+58.30

*NOTE: MILL AND OVERLAY OUTSIDE SHOULDERS TO REMOVE EXISTING RUMBLE STRIPS FROM STAGED TRAFFIC LANES

LEGEND - EXISTING

- (A) GRANULAR SUB-BASE, 6" TO 9"
- (B) PCC PAVEMENT, 10"
- (C) HMA OVERLAY, ± 7 1/2"
- (D) PIPE UNDERDRAINS, 4" (NOT TO BE DISTURBED)
- (E) HMA SHOULDER, VAR. DEPTH
- (F) AGGREGATE SHOULDER, TYPE B
- (G) HMA SURFACE CSE, 1 1/2"
- (H) HMA BASE CSE, 8"
- (I) AGG. BASE CSE, 8"

LEGEND - PROPOSED

- (1) HMA SURFACE REMOVAL, 1 1/2"
- (2) HMA SURFACE REMOVAL, 2"
- (3) HMA SURFACE REMOVAL, VAR. DEPTH
- (4) HMA SURFACE CSE, MIX "D", N70 (2")
- (5) HMA BINDER CSE, IL-19.0, N70 (8")
- (6) POLYMERIZED HMA SURFACE CSE, MIX "E", N90 (2")
- (7) HMA SHOULDER (1 1/2", 2" OR 8")
- (8) AGGREGATE SHOULDER, TYPE B (6")
- (9) AGGREGATE BASE CSE, TYPE B (4" OR 12")
- (10) PAVEMENT REMOVAL
- (11) PAVED SHOULDER REMOVAL
- (12) TOPSOIL FURNISH AND PLACE, 4"
- (13) PIPE CULVERTS, CL D, TY 1 18" (TEMP)

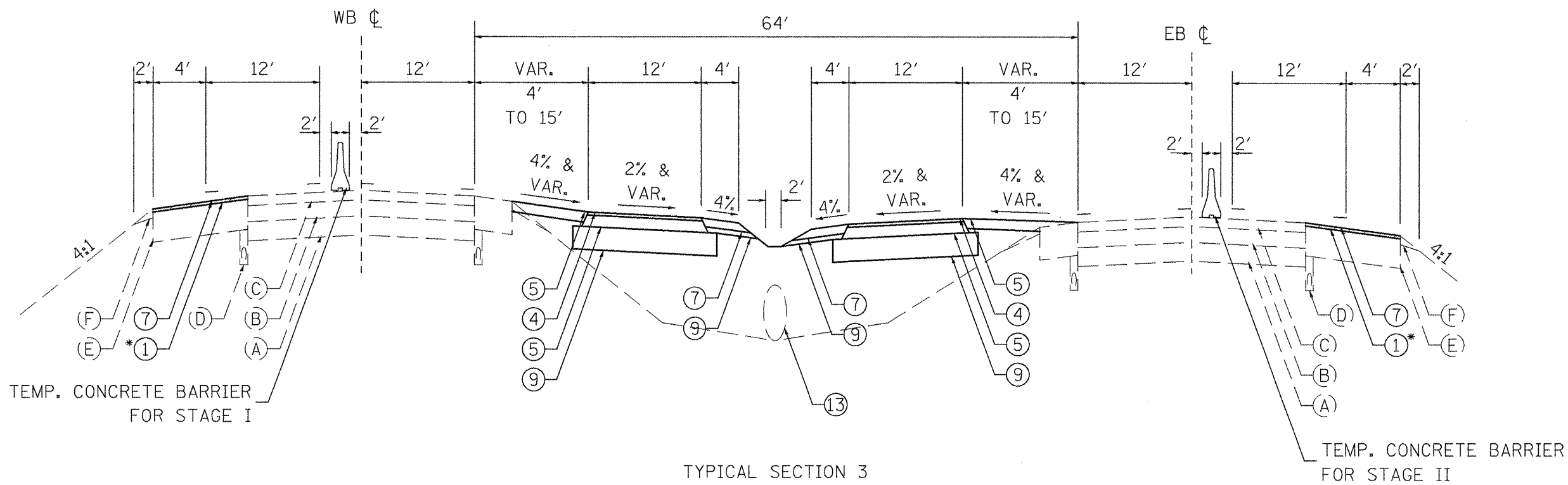
FILE NAME = D468874-topo.dgn	USER NAME = johnsonrv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE SHEET NO. 2 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(16VB)BY1	PEORIA	133	10
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



TYPICAL SECTION 3
 PROPOSED CROSS-OVER
 STA. 337+11.50 TO STA. 338+70.37
 STA. 340+20.37 TO STA. 341+79.39

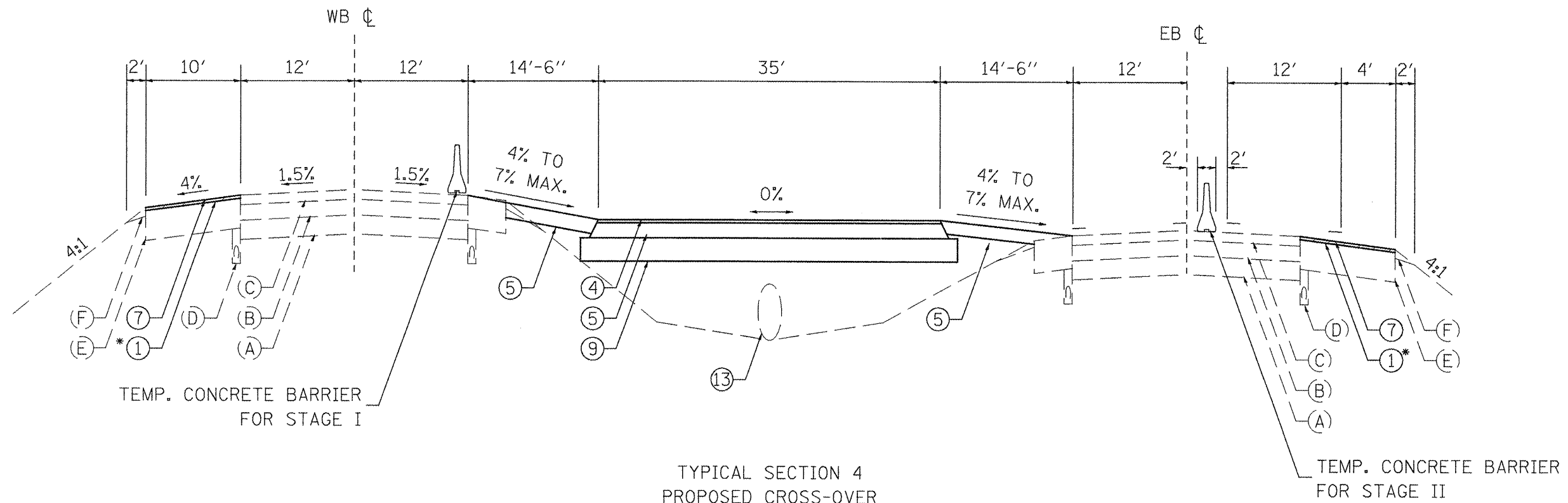
*NOTE: MILL AND OVERLAY OUTSIDE SHOULDERS TO REMOVE EXISTING RUMBLE STRIPS FROM STAGED TRAFFIC LANES

LEGEND - EXISTING

- (A) GRANULAR SUB-BASE, 6" TO 9"
- (B) PCC PAVEMENT, 10"
- (C) HMA OVERLAY, ± 7 1/2"
- (D) PIPE UNDERDRAINS, 4" (NOT TO BE DISTURBED)
- (E) HMA SHOULDER, VAR. DEPTH
- (F) AGGREGATE SHOULDER, TYPE B
- (G) HMA SURFACE CSE, 1 1/2"
- (H) HMA BASE CSE, 8"
- (I) AGG. BASE CSE, 8"

LEGEND - PROPOSED

- ① HMA SURFACE REMOVAL, 1 1/2"
- ② HMA SURFACE REMOVAL, 2"
- ③ HMA SURFACE REMOVAL, VAR. DEPTH
- ④ HMA SURFACE CSE, MIX "D", N70 (2")
- ⑤ HMA BINDER CSE, IL-19.0, N70 (8")
- ⑥ POLYMERIZED HMA SURFACE CSE, MIX "E", N90 (2")
- ⑦ HMA SHOULDER (1 1/2", 2" OR 8")
- ⑧ AGGREGATE SHOULDER, TYPE B (6")
- ⑨ AGGREGATE BASE CSE, TYPE B (4" OR 12")
- ⑩ PAVEMENT REMOVAL
- ⑪ PAVED SHOULDER REMOVAL
- ⑫ TOPSOIL FURNISH AND PLACE, 4"
- ⑬ PIPE CULVERTS, CL D, TY 1 18" (TEMP)



TYPICAL SECTION 4
 PROPOSED CROSS-OVER
 STA. 338+70.37 TO STA. 340+20.37

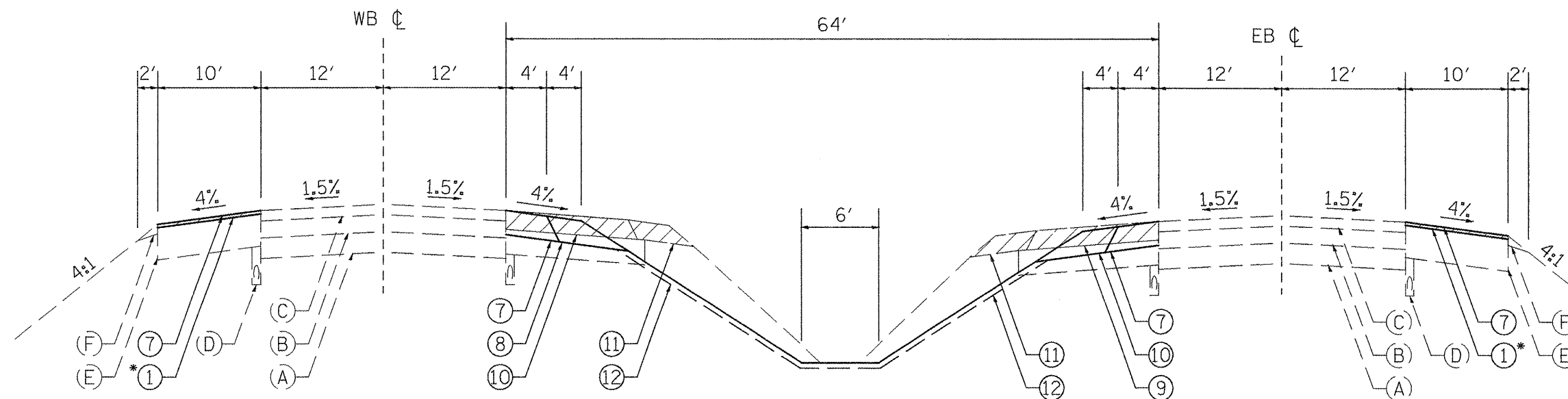
*NOTE: MILL AND OVERLAY OUTSIDE SHOULDERS TO REMOVE EXISTING RUMBLE STRIPS FROM STAGED TRAFFIC LANES

LEGEND - EXISTING

- (A) GRANULAR SUB-BASE, 6" TO 9"
- (B) PCC PAVEMENT, 10"
- (C) HMA OVERLAY, ± 7 1/2"
- (D) PIPE UNDERDRAINS, 4" (NOT TO BE DISTURBED)
- (E) HMA SHOULDER, VAR. DEPTH
- (F) AGGREGATE SHOULDER, TYPE B
- (G) HMA SURFACE CSE, 1 1/2"
- (H) HMA BASE CSE, 8"
- (I) AGG. BASE CSE, 8"

LEGEND - PROPOSED

- ① HMA SURFACE REMOVAL, 1 1/2"
- ② HMA SURFACE REMOVAL, 2"
- ③ HMA SURFACE REMOVAL, VAR. DEPTH
- ④ HMA SURFACE CSE, MIX "D", N70 (2")
- ⑤ HMA BINDER CSE, IL-19.0, N70 (8")
- ⑥ POLYMERIZED HMA SURFACE CSE, MIX "E", N90 (2")
- ⑦ HMA SHOULDER (1 1/2", 2" OR 8")
- ⑧ AGGREGATE SHOULDER, TYPE B (6")
- ⑨ AGGREGATE BASE CSE, TYPE B (4" OR 12")
- ⑩ PAVEMENT REMOVAL
- ⑪ PAVED SHOULDER REMOVAL
- ⑫ TOPSOIL FURNISH AND PLACE, 4"
- ⑬ PIPE CULVERTS, CL D, TY 1 18" (TEMP)



TYPICAL SECTION 5
 PROPOSED CROSS-OVER REMOVAL
 STA. 335+34.73 TO STA. 343+58.30

*NOTE: MILL AND OVERLAY OUTSIDE SHOULDERS TO REMOVE EXISTING RUMBLE STRIPS FROM STAGED TRAFFIC LANES

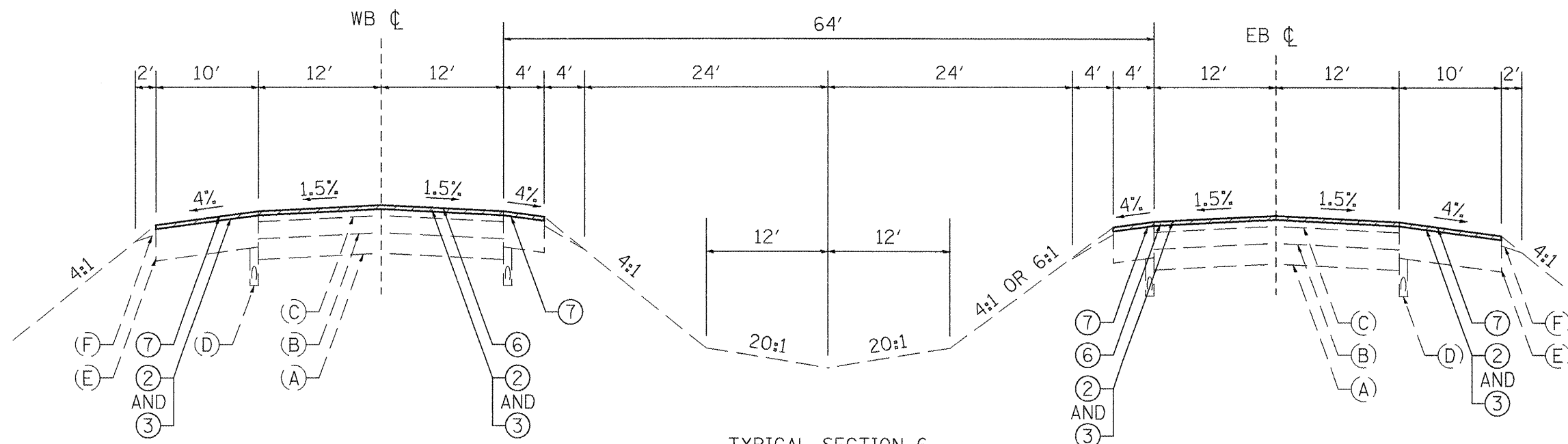
LEGEND - EXISTING

- (A) GRANULAR SUB-BASE, 6" TO 9"
- (B) PCC PAVEMENT, 10"
- (C) HMA OVERLAY, ± 7 1/2"
- (D) PIPE UNDERDRAINS, 4" (NOT TO BE DISTURBED)
- (E) HMA SHOULDER, VAR. DEPTH
- (F) AGGREGATE SHOULDER, TYPE B
- (G) HMA SURFACE CSE, 1 1/2"
- (H) HMA BASE CSE, 8"
- (I) AGG. BASE CSE, 8"

LEGEND - PROPOSED

- (1) HMA SURFACE REMOVAL, 1 1/2"
- (2) HMA SURFACE REMOVAL, 2"
- (3) HMA SURFACE REMOVAL, VAR. DEPTH
- (4) HMA SURFACE CSE, MIX "D", N70 (2")
- (5) HMA BINDER CSE, IL-19.0, N70 (8")
- (6) POLYMERIZED HMA SURFACE CSE, MIX "E", N90 (2")
- (7) HMA SHOULDER (1 1/2", 2" OR 8")
- (8) AGGREGATE SHOULDER, TYPE B (6")
- (9) AGGREGATE BASE CSE, TYPE B (4" OR 12")
- (10) PAVEMENT REMOVAL
- (11) PAVED SHOULDER REMOVAL
- (12) TOPSOIL FURNISH AND PLACE, 4"
- (13) PIPE CULVERTS, CL D, TY 1 18" (TEMP)

FILE NAME = D468874-topo.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.4566' / 1" =	DRAWN -	REVISED -		NOT TO SCALE	SHEET NO. 5 OF 8 SHEETS	STA.	TO STA.	74	72(6VB)BY1	PEORIA	133
PLOT DATE = 8/25/2011	DATE -	REVISED -						CONTRACT NO. 68874		ILLINOIS FED. AID PROJECT		



TYPICAL SECTION 6
 WB STA. 345+29.91 TO STA. 346+29.91
 WB. STA. 348+48.53 TO STA. 349+48.53
 EB STA. 345+23.43 TO STA. 346+23.43
 EB STA. 348+42.00 TO STA. 349+42.00

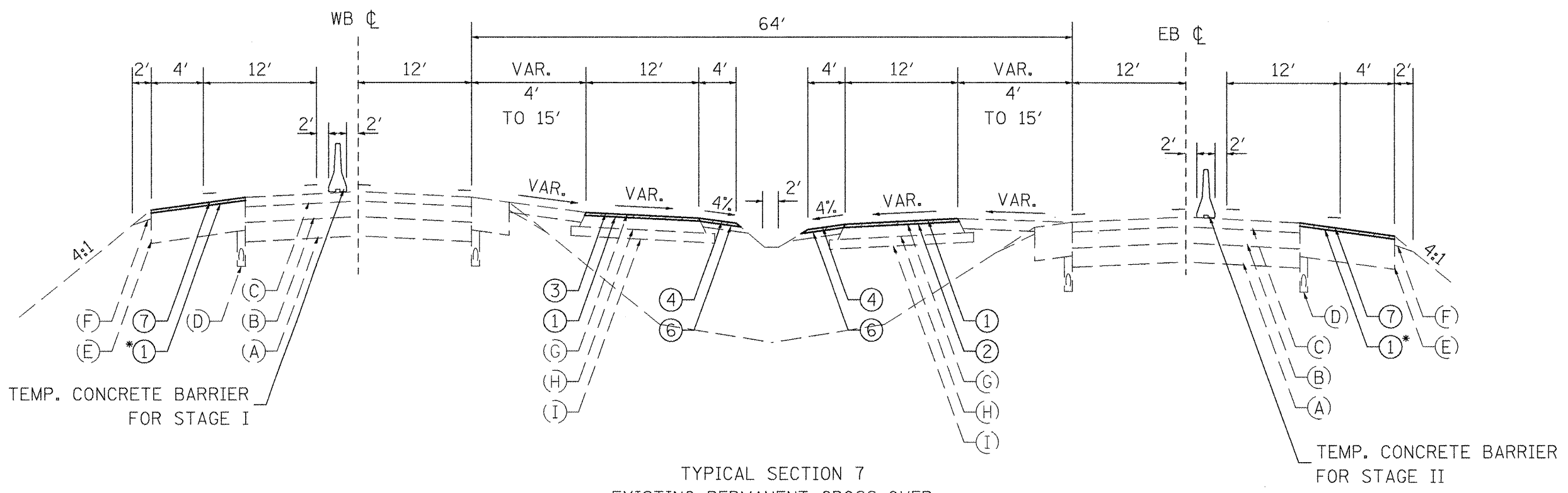
NOTE: SEE HMA SHOULDER WIDENING DETAIL ON SHEET 16

LEGEND - EXISTING

- (A) GRANULAR SUB-BASE, 6" TO 9"
- (B) PCC PAVEMENT, 10"
- (C) HMA OVERLAY, ± 7 1/2"
- (D) PIPE UNDERDRAINS, 4" (NOT TO BE DISTURBED)
- (E) HMA SHOULDER, VAR. DEPTH
- (F) AGGREGATE SHOULDER, TYPE B
- (G) HMA SURFACE CSE, 1 1/2"
- (H) HMA BASE CSE, 8"
- (I) AGG. BASE CSE, 8"

LEGEND - PROPOSED

- (1) HMA SURFACE REMOVAL, 1 1/2"
- (2) HMA SURFACE REMOVAL, 2"
- (3) HMA SURFACE REMOVAL, VAR. DEPTH
- (4) HMA SURFACE CSE, MIX "D", N70 (2")
- (5) HMA BINDER CSE, IL-19.0, N70 (8")
- (6) POLYMERIZED HMA SURFACE CSE, MIX "E", N90 (2")
- (7) HMA SHOULDER (1 1/2", 2" OR 8")
- (8) AGGREGATE SHOULDER, TYPE B (6")
- (9) AGGREGATE BASE CSE, TYPE B (4" OR 12")
- (10) PAVEMENT REMOVAL
- (11) PAVED SHOULDER REMOVAL
- (12) TOPSOIL FURNISH AND PLACE, 4"
- (13) PIPE CULVERTS, CL D, TY 1 18" (TEMP)



TYPICAL SECTION 7
 EXISTING PERMANENT CROSS-OVER
 EB LEG STA. 365+81.00 TO STA. 373+13.20
 WB LEG STA. 365+90.00 TO STA. 373+05.00

*NOTE: MILL AND OVERLAY OUTSIDE SHOULDERS TO REMOVE EXISTING RUMBLE STRIPS FROM STAGED TRAFFIC LANES

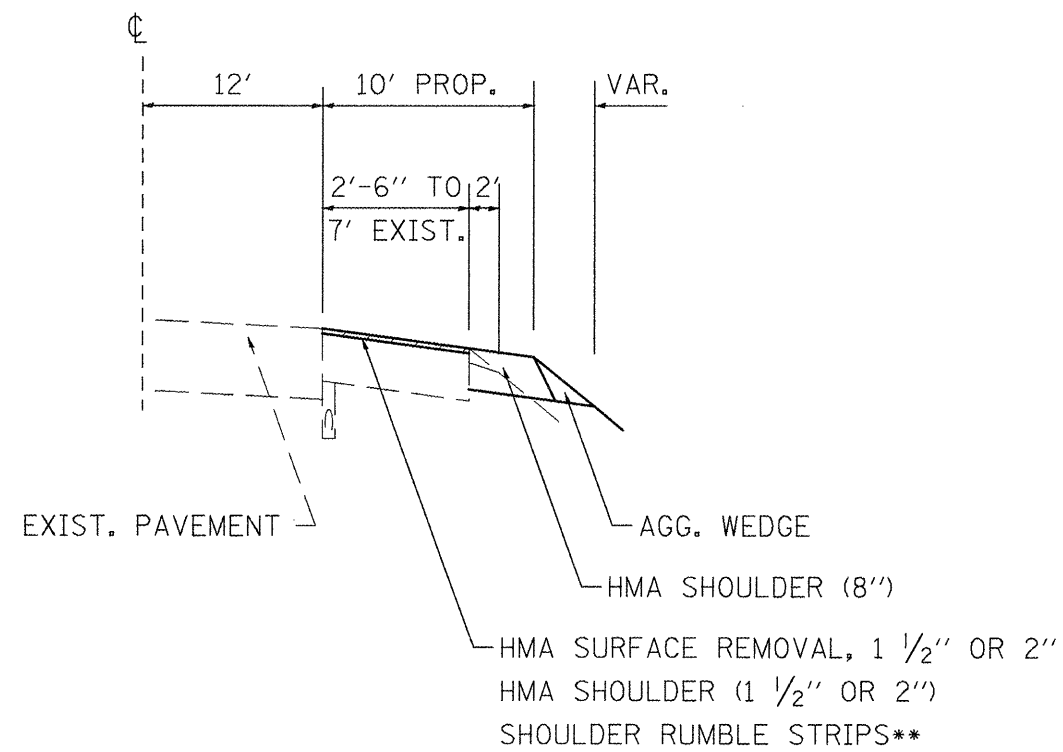
LEGEND - EXISTING

- (A) GRANULAR SUB-BASE, 6" TO 9"
- (B) PCC PAVEMENT, 10"
- (C) HMA OVERLAY, ± 7 1/2"
- (D) PIPE UNDERDRAINS, 4" (NOT TO BE DISTURBED)
- (E) HMA SHOULDER, VAR. DEPTH
- (F) AGGREGATE SHOULDER, TYPE B
- (G) HMA SURFACE CSE, 1 1/2"
- (H) HMA BASE CSE, 8"
- (I) AGG. BASE CSE, 8"

LEGEND - PROPOSED

- (1) HMA SURFACE REMOVAL, 1 1/2"
- (2) HMA SURFACE REMOVAL, 2"
- (3) HMA SURFACE REMOVAL, VAR. DEPTH
- (4) HMA SURFACE CSE, MIX "D", N70 (2")
- (5) HMA BINDER CSE, IL-19.0, N70 (8")
- (6) POLYMERIZED HMA SURFACE CSE, MIX "E", N90 (2")
- (7) HMA SHOULDER (1 1/2", 2" OR 8")
- (8) AGGREGATE SHOULDER, TYPE B (6")
- (9) AGGREGATE BASE CSE, TYPE B (4" OR 12")
- (10) PAVEMENT REMOVAL
- (11) PAVED SHOULDER REMOVAL
- (12) TOPSOIL FURNISH AND PLACE, 4"
- (13) PIPE CULVERTS, CL D, TY 1 18" (TEMP)

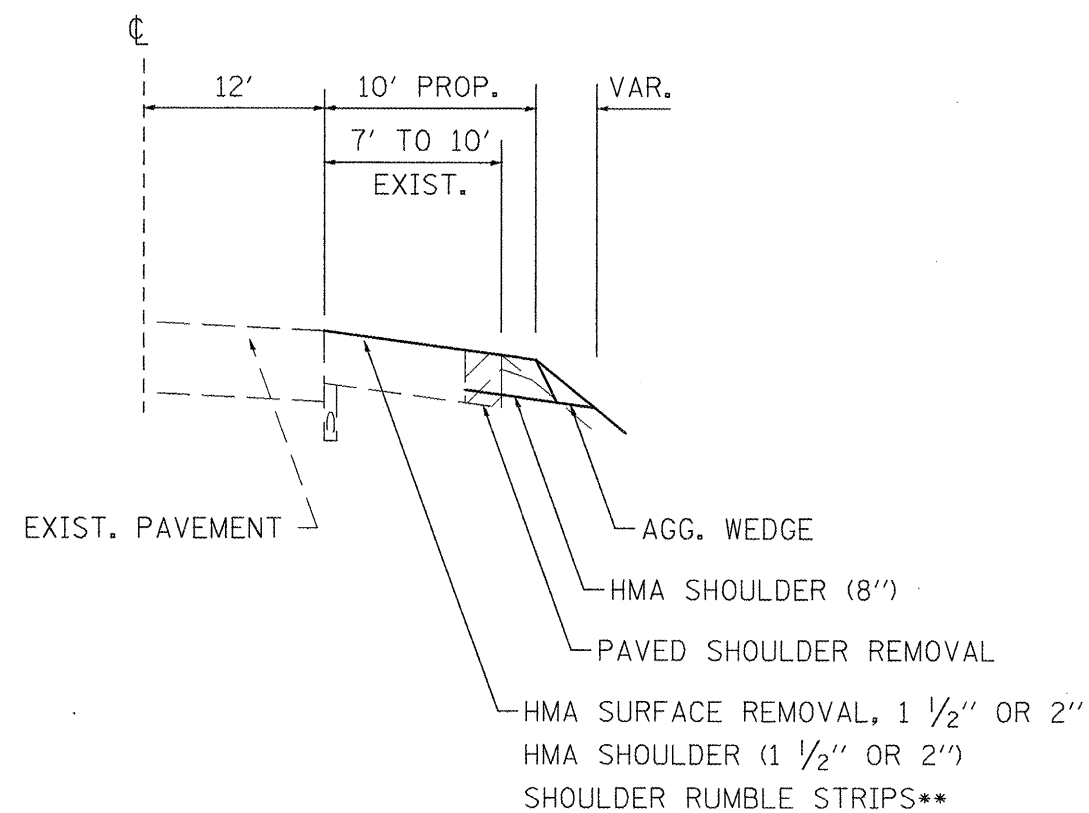
FILE NAME = D468874-topo.dgn	USER NAME = johnsonrv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I. RTE. 74	SECTION 72(6VB)BYJ	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 15
	PLOT SCALE = 1/8" = 100'	DRAWN -	REVISED -		NOT TO SCALE	SHEET NO. 7 OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 68874			
	PLOT DATE = 8/25/2011	CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -									



EB STA. 344+71.95 TO STA. 346+23.43
 WB STA. 348+48.53 TO STA. 349+79.76

TYPICAL SECTION 8
 HMA SHOULDER WIDENING DETAIL

**NOTE: SHOULDER RUMBLE STRIPS ARE
 TO BE PLACED AFTER ALL LANES ARE
 OPEN TO TRAFFIC



EB STA. 343+20.64 TO STA. 344+71.95
 WB STA. 349+79.76 TO STA. 351+14.76

FILE NAME = D468874-topo.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1in.	DRAWN -	REVISED -		74	72(16VB)BYJ	PEORIA	133	16			
PLOT DATE = 8/25/2011	CHECKED -	REVISED -	NOT TO SCALE		SHEET NO. 8 OF 8 SHEETS	STA.	TO STA.	CONTRACT NO. 68874				
	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									

PRIME COAT CONVERSION FACTORS		
SURFACE TYPE	BIT PR COAT	AGG PR COAT
	(GAL/SQ YD)	(LB/SQ YD)
COLD MILLED SURFACES	0.1	4
EXISTING PAVEMENT	0.05	4
NEW HMA COURSES	0.33	2

HMA & AGGREGATE CONVERSION FACTORS		
SURFACE TYPE	LB	TON
	SQ YD IN	CU YD
HMA COURSES	112	2.016
COARSE AGGREGATE	114	2.05
FINE AGGREGATE		1.5

TABULATION OF BITUMINOUS QUANTITIES

LOCATION	HMA SURFACE REMOVAL, 1 1/2"	HMA SURFACE REMOVAL, 2"	HMA SURFACE REMOVAL, VAR. DEPTH	HMA SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP	BIT. MAT. (PRIME COAT)			HMA SURFACE COURSE, MIX "D", N70	HMA BINDER COURSE, IL-19.0, N70	POLYMERIZED HMA SURFACE COURSE, MIX "E", N90	AGGREGATE BASE CSE TY B		HMA SHOULDERS			SHOULDER RUMBLE STRIPS		AGGREGATE SHOULDERS TYPE B				
	SQ YD	SQ YD	SQ YD	SQ YD		GRAN. SUB-BASE	COLD-MILLED	FOG-COAT				TON	TON	TON	TON	TON	TON	TON		TON	TON		
	OUTSIDE SHLDR	MAINLINE														PAVEMENT	SHOULDER	8"		2"	1 1/2"	INSIDE	OUTSIDE
TEMPORARY CROSS-OVER - EB LEG																							
STA. 10+00.00 TO STA. 10+49.63						0.11		0.004	3.71	14.82		22.63	5.03	9.88									
STA. 10+49.63 TO STA. 11+10.91						0.18		0.007	6.86	27.45		41.92	6.21	12.20									
STA. 11+10.91 TO STA. 11+50.00						0.14		0.006	5.84	23.35		35.65	3.96	7.78									
STA. 11+50.00 TO STA. 12+68.41						0.49		0.023	21.73	86.94		132.74	12.00	23.58									
STA. 12+68.41 TO STA. 12+97.53						0.14		0.007	6.59	26.37		40.26	2.95										
STA. 12+97.53 TO STA. 13+47.29						0.28		0.014	13.19	52.77		80.57	5.04										
STA. 13+47.29 TO STA. 13+97.05						0.33		0.017	16.19	64.77		98.89	5.04										
STA. 13+97.05 TO STA. 14+17.32						0.15		0.008	7.46	29.84		45.55	2.05										
STA. 14+17.32 TO STA. 14+21.22						0.02		0.001	1.07	4.28		6.53	0.40	0.78									
STA. 14+21.22 TO STA. 14+50.00						0.11		0.005	4.57	18.27		27.89	2.92	5.73									
STA. 14+50.00 TO STA. 15+80.00						0.46		0.021	19.41	77.65		118.56	13.17	25.88									
STA. 15+80.00 TO STA. 16+39.88						0.17		0.007	6.71	26.83		40.96	6.07	11.92									
STA. 16+39.88 TO STA. 16+83.84						0.10		0.004	3.28	13.13		20.05	4.45	8.75									
TEMPORARY CROSS-OVER - WB LEG																							
STA. 10+00.00 TO STA. 10+41.02						0.09		0.003	3.06	12.25		18.71	4.16	8.17									
STA. 10+41.02 TO STA. 11+04.07						0.18		0.008	7.06	28.25		43.13	6.39	12.55									
STA. 11+04.07 TO STA. 11+50.00						0.16		0.007	6.86	27.44		41.89	4.65	9.15									
STA. 11+50.00 TO STA. 12+63.69						0.47		0.022	20.87	83.47		127.45	11.52	22.64									
STA. 12+63.69 TO STA. 12+92.79						0.14		0.007	6.59	26.34		40.22	2.95										
STA. 12+92.79 TO STA. 13+42.55						0.28		0.014	13.19	52.76		80.55	5.04										
STA. 13+42.55 TO STA. 13+92.32						0.33		0.017	16.20	64.80		98.93	5.04										
STA. 13+92.32 TO STA. 14+16.38						0.15		0.008	7.12	28.46		43.46	2.44										
STA. 14+16.38 TO STA. 14+50.00						0.15		0.007	6.47	25.90		39.54	3.41	6.69									
STA. 14+50.00 TO STA. 15+67.73						0.42		0.019	17.58	70.32		107.37	11.93	23.44									
STA. 15+67.73 TO STA. 16+29.75						0.18		0.007	6.95	27.78		42.42	6.28	12.35									
STA. 16+29.75 TO STA. 16+77.33						0.11		0.004	3.55	14.21		21.70	4.82	9.47									
PERMANENT CROSS-OVER - EB LEG																							
STA. 365+81.00 TO STA. 373+13.20	976.27			13.33	13.33			0.39	82.01								27.34		31.52				
PERMANENT CROSS-OVER - WB LEG																							
STA. 365+90.00 TO STA. 373+05.00	953.33			13.33	13.33			0.38	80.08								26.69		33.09				

FILE NAME =
D468874-topo.dgn

USER NAME = johnantv
PLOT SCALE = 100,0000' / 1" / 1"
PLOT DATE = 9/9/2011

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES

SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(GVB)BYJ	PEORIA	133	17
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

TABULATION OF BITUMINOUS QUANTITIES (CONTINUED)

LOCATION	HMA SURFACE REMOVAL, 1 1/2"	HMA SURFACE REMOVAL, 2"	HMA SURFACE REMOVAL, VAR. DEPTH	HMA SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP	BIT. MAT. (PRIME COAT)	POLYMERIZED BIT. MATERIALS (PRIME COAT)		HMA SURFACE COURSE, MIX "D", N70	HMA BINDER COURSE, IL-19.0, N70	POLYMERIZED HMA SURFACE COURSE, MIX "E", N90	AGGREGATE BASE CSE TY B	HMA SHOULDERS			SHOULDER RUMBLE STRIPS		AGGREGATE SHOULDERS TYPE B				
	SQ YD	SQ YD	SQ YD	SQ YD		SQ YD	GRAN. SUB-BASE	COLD-MILLED					FOG-COAT	TON	TON	TON	TON		FT		TON	
																	PAVEMENT		SHOULDER	8"		2"
	OUTSIDE SHLDR	MAINLINE																				
I-74 MAINLINE WB LANES																						
STA. 335+34.73 TO STA. 335+50.00						0.03								3.04			15.27	2.32				
STA. 335+50.00 TO STA. 336+00.00						0.09								9.96			50.00	7.60				
STA. 336+00.00 TO STA. 336+50.00						0.09								9.96			50.00	7.60				
STA. 336+50.00 TO STA. 337+00.00						0.09								9.96			50.00	7.60				
STA. 337+00.00 TO STA. 337+43.28						0.08								8.62			43.28	6.58				
STA. 337+43.28 TO STA. 337+50.00										1.76												
STA. 337+50.00 TO STA. 338+00.00										18.15												
STA. 338+00.00 TO STA. 338+50.00										27.93												
STA. 338+50.00 TO STA. 338+70.00										11.17												
STA. 338+70.00 TO STA. 339+00.00	33.33			11.11	5.56		0.01			16.76					2.80		30.00					
STA. 339+00.00 TO STA. 339+50.00	55.56						0.02			28.62					4.67		50.00					
STA. 339+50.00 TO STA. 340+00.00	55.56						0.02			28.62					4.67		50.00					
STA. 340+00.00 TO STA. 340+50.00	55.56						0.02			30.17					4.67		50.00					
STA. 340+50.00 TO STA. 341+00.00	55.56						0.02			27.33					4.67		50.00					
STA. 341+00.00 TO STA. 341+49.16	54.62						0.02			17.69					4.59		49.16					
STA. 341+49.16 TO STA. 342+00.00	56.49					0.09	0.02							10.12	4.75	50.84	50.84	7.73				
STA. 342+00.00 TO STA. 342+50.00	55.56					0.09	0.02							9.96	4.67	50.00	50.00	7.60				
STA. 342+50.00 TO STA. 343+00.00	55.56					0.09	0.02							9.96	4.67	50.00	50.00	7.60				
STA. 343+00.00 TO STA. 343+50.00	55.56					0.09	0.02							9.96	4.67	50.00	50.00	7.60				
STA. 343+50.00 TO STA. 343+58.29	9.21					0.01	0.00							1.65	0.77	8.29	8.29	1.26				
STA. 343+58.29 TO STA. 345+29.91	190.69					0.15	0.08								16.02	171.62	171.62	26.09				
STA. 345+29.91 TO STA. 346+29.91		126.67	253.33	84.44	42.22	0.09	0.17			29.87					17.42	100.00	100.00	15.20				
STA. 346+29.91 TO STA. 348+48.53																						
STA. 348+48.53 TO STA. 349+48.53		126.67	253.33	84.44	42.22		0.17			29.87				34.84	17.42	100.00	100.00	15.20				
STA. 349+48.53 TO STA. 351+14.76	184.70						0.07							57.92	15.51	166.23	166.23	25.27				
STA. 351+14.76 TO STA. 388+05.00	4,100.27			11.11	5.56		1.64								344.42	3690.24	3690.24	560.92				
I-74 MAINLINE EB LANES																						
STA. 335+00.00 TO STA. 335+40.57				11.11	5.56		0.02								3.79	40.57	40.57	6.17				
STA. 335+40.57 TO STA. 335+50.00						0.02	0.00							1.88	0.88	9.43	9.43	1.43				
STA. 335+50.00 TO STA. 336+00.00						0.09	0.02							9.96	4.67	50.00	50.00	7.60				
STA. 336+00.00 TO STA. 336+50.00						0.09	0.02							9.96	4.67	50.00	50.00	7.60				
STA. 336+50.00 TO STA. 337+00.00						0.09	0.02							9.96	4.67	50.00	50.00	7.60				
STA. 337+00.00 TO STA. 337+48.04						0.09	0.02							9.57	4.48	48.04	48.04	7.30				
STA. 337+48.04 TO STA. 338+00.00							0.02			19.13					4.85		51.96					
STA. 338+00.00 TO STA. 338+50.00							0.02			28.35					4.67		50.00					
STA. 338+50.00 TO STA. 339+00.00							0.02			26.89					4.67		50.00					
STA. 339+00.00 TO STA. 339+50.00							0.02			20.83					4.67		50.00					
STA. 339+50.00 TO STA. 340+00.00							0.02			20.83					4.67		50.00					
STA. 340+00.00 TO STA. 340+50.00							0.02			21.47					4.67		50.00					
STA. 340+50.00 TO STA. 341+00.00							0.02			21.76					4.67		50.00					
STA. 341+00.00 TO STA. 341+42.52						0.10	0.02							14.82	3.97	42.52	42.52	6.46				
STA. 341+42.52 TO STA. 342+00.00						0.10	0.03							11.44	5.36	57.48	57.48	8.74				
STA. 342+00.00 TO STA. 342+50.00						0.09	0.02							9.96	4.67	50.00	50.00	7.60				
STA. 342+50.00 TO STA. 343+00.00						0.09	0.02							9.96	4.67	50.00	50.00	7.60				
STA. 343+00.00 TO STA. 343+20.64						0.04	0.01							4.11	1.93	20.64	20.64	3.14				
STA. 343+20.64 TO STA. 343+45.85						0.02	0.01							8.78	2.35	25.21	25.21	3.83				
STA. 343+45.85 TO STA. 345+23.43						0.16	0.08							61.88	16.57	177.58	177.58	26.99				
STA. 345+23.43 TO STA. 346+23.43		126.67	253.33	84.44	42.22	0.09	0.17			29.87				34.84	17.42	100.00	100.00	15.20				
STA. 346+23.43 TO STA. 348+42.00																						
STA. 348+42.00 TO STA. 349+42.00		126.67	253.33	84.44	42.22		0.17			29.87					17.42	100.00	100.00	15.20				
STA. 349+42.00 TO STA. 373+68.00				11.11	5.56		1.08								226.43	2426.00	2426.00	368.75				
SUB-TOTAL	6,947.80	506.67	1,013.33	408.89	217.78	7.40	4.99	0.25	394.20	1,295.88	119.47	1,417.54	137.93	584.00	69.69	797.50	7,943.24	8,365.81	1,271.98			
TOTAL	6,948	507	1,013	409	218	7	5		394	1,296	120	1,555		1,451		16,309		1,272				

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES
 SCALE: SHEET NO. 2 OF 6 SHEETS STA. TO STA.

F.A.I. RTE. 74 SECTION T2(16VB)BY COUNTY PEORIA TOTAL SHEETS 133 SHEET NO. 18 CONTRACT NO. 68874 ILLINOIS FED. AID PROJECT

PAVEMENT MARKING SCHEDULE						
LOCATION	TEMP. PVMT MARKING - LINE 4"		URETHANE PVMT MARKING - LINE 4"		PREFORMED PLASTIC PVMT MARKING, TY B - LINE 6"	
	YELLOW	WHITE	YELLOW	WHITE	SKIP DASH WHITE	
	FT		FT		FT	
TEMPORARY CROSS-OVER - STAGE I (EB LEG)						
STA. 10+00.00	TO STA. 16+83.84	684	684			
TEMPORARY CROSS-OVER - STAGE II (WB LEG)						
STA. 10+00.00	TO STA. 16+77.33	677	677			
EXISTING CROSS-OVER - STAGE I (EB LEG)						
STA. 365+81.00	TO STA. 373+13.20	732	732			
EXISTING CROSS-OVER - STAGE II (WB LEG)						
STA. 365+90.00	TO STA. 373+05.00	715	715			
I-74 MAINLINE STAGE I						
EB LANES						
STA. 325+00.00	TO STA. 375+00.00	5,000	5,000			1,250
WB LANES						
STA. 338+70.00	TO STA. 388+05.00	4,935	4,935			1,234
I-74 MAINLINE STAGE II						
EB LANES						
STA. 325+00.00	TO STA. 375+00.00	5,000	5,000			1,250
WB LANES						
STA. 338+70.00	TO STA. 388+05.00	4,935	4,935			1,234
I-74 MAINLINE STAGE III						
EB LANES						
STA. 325+00.00	TO STA. 375+00.00	5,000	5,000	5,000	5,000	1,250
WB LANES						
STA. 338+70.00	TO STA. 388+05.00	4,935	4,935	4,935	4,935	1,234
SUBTOTAL:		32,613	32,613	9,935	9,935	7,451
TOTAL:		65,227		19,870		7,451

SHORT-TERM PAVEMENT MARKINGS			
LOCATION		FT	
I-74 MAINLINE - EB LANES			
STA. 345+29.91	TO STA. 346+29.91	80	
STA. 348+48.53	TO STA. 349+48.53	80	
I-74 MAINLINE - WB LANES			
STA. 345+23.43	TO STA. 346+23.43	80	
STA. 348+42.00	TO STA. 349+42.00	80	
TOTAL:		320	

CULVERT SCHEDULE			
LOCATION	PIPE CULVERTS, CL D, TY 1 18" (TEMP)	METAL END SECTIONS 18"	TRENCH BACKFILL
	FOOT	EACH	CU YD
TEMPORARY CROSS-OVER			
STA. 337+50 TO STA. 341+50	400	2	65
TOTAL	400	2	65

CULVERT REMOVAL SCHEDULE		
LOCATION	PIPE CULVERT REMOVAL	END SECTIONS TO BE REMOVED
	FOOT	EACH
TEMPORARY CROSS-OVER		
STA. 337+50 TO STA. 341+50	400	2
TOTAL	400	2

RAISED REFLECTIVE PAVEMENT MARKERS			
LOCATION		EACH	
I-74 MAINLINE - EB LANES			
STA. 325+00.00	TO STA. 346+23.43	28	
	346+23.43	348+42.00	OMISSION
	348+42.00	375+00.00	35
I-74 MAINLINE - WB LANES			
STA. 338+70.00	TO STA. 346+29.91	11	
	346+29.91	348+48.53	OMISSION
	348+48.53	388+05.00	51
TOTAL:		125	

SCHEDULE OF EARTHWORK QUANTITIES - STAGED CONSTRUCTION				
LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
CROSS-OVER				
STA. 335+00 TO STA. 335+50	11.3	8.48		8.48
STA. 335+50 TO STA. 336+00	26.2	19.65		19.65
STA. 336+00 TO STA. 336+50	44.0	33.00	4.4	28.60
STA. 336+50 TO STA. 337+00	64.3	48.23	22.3	25.93
STA. 337+00 TO STA. 337+50	60.2	45.15	54.9	-9.75
STA. 337+50 TO STA. 338+00	35.8	26.85	72.7	-45.85
STA. 338+00 TO STA. 338+50	18.3	13.73	64.6	-50.88
STA. 338+50 TO STA. 339+00	21.4	16.05	49.1	-33.05
STA. 339+00 TO STA. 339+50	31.9	23.93	37.7	-13.78
STA. 339+50 TO STA. 340+00	33.5	25.13	41.8	-16.68
STA. 340+00 TO STA. 340+50	27.3	20.48	48.2	-27.73
STA. 340+50 TO STA. 341+00	24.3	18.23	68.1	-49.88
STA. 341+00 TO STA. 341+50	39.7	29.78	86.3	-56.53
STA. 341+50 TO STA. 342+00	59.5	44.63	68.6	-23.98
STA. 342+00 TO STA. 342+50	57.0	42.75	36.9	5.85
STA. 342+50 TO STA. 343+00	49.2	36.90	11.8	25.10
STA. 343+00 TO STA. 343+50	49.6	37.20	1.2	36.00
STA. 343+50 TO STA. 344+00	56.5	42.38	2.0	40.38
STA. 344+00 TO STA. 344+50	77.2	57.90	2.0	55.90
STA. 344+50 TO STA. 345+00	61.8	46.35	0.2	46.15
STA. 345+00 TO STA. 345+50	16.0	12.00	0.2	11.80
SUB-TOTAL	865.00	648.75	673.00	-24.25
TOTAL	865	649	673	-25

SCHEDULE OF EARTHWORK QUANTITIES - I-74 MAINLINE STAGE III					
LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) SHORTAGE (-)	TOPSOIL FURNISH & PLACE, 4"
	CU YD	CU YD	CU YD	CU YD	SQ YD
I-74					
STA. 335+00 TO STA. 335+50	21.7	16.28	0.2	16.08	126.33
STA. 335+50 TO STA. 336+00	47.2	35.40	1.0	34.40	252.28
STA. 336+00 TO STA. 336+50	60.9	45.68	25.9	19.78	248.26
STA. 336+50 TO STA. 337+00	71.1	53.33	58.3	-4.98	247.39
STA. 337+00 TO STA. 337+50	79.1	59.33	45.9	13.43	249.59
STA. 337+50 TO STA. 338+00	93.9	70.43	16.2	54.23	249.39
STA. 338+00 TO STA. 338+50	86.8	65.10	4.6	60.50	251.20
STA. 338+50 TO STA. 339+00	69.3	51.98	4.5	47.48	252.33
STA. 339+00 TO STA. 339+50	63.0	47.25	8.1	39.15	253.11
STA. 339+50 TO STA. 340+00	58.0	43.50	10.4	33.10	254.06
STA. 340+00 TO STA. 340+50	62.7	47.03	9.3	37.73	251.98
STA. 340+50 TO STA. 341+00	86.4	64.80	9.6	55.20	252.59
STA. 341+00 TO STA. 341+50	103.6	77.70	21.8	55.90	254.76
STA. 341+50 TO STA. 342+00	88.4	66.30	43.5	22.80	254.67
STA. 342+00 TO STA. 342+50	68.9	51.68	47.2	4.48	255.06
STA. 342+50 TO STA. 343+00	38.9	29.18	30.4	-1.23	258.83
STA. 343+00 TO STA. 343+50	40.5	30.38	15.0	15.38	263.50
STA. 343+50 TO STA. 344+00	74.9	56.18	4.7	51.48	264.87
STA. 344+00 TO STA. 344+50	63.3	47.48	0.9	46.58	266.11
STA. 344+50 TO STA. 345+00	50.7	38.03	0.3	37.73	265.56
STA. 345+00 TO STA. 345+50	28.3	21.23	0.0	21.23	132.09
SUB-TOTAL	1357.6	1018.2	357.8	660.4	5103.9
TOTAL	1,358	1,019	358	661	5,104

SCHEDULE OF GUARDRAIL QUANTITIES						
LOCATION	TBT TYPE 5	TBT TYPE 6	SPB GR TY A 6 FT POSTS	GR AGGREGATE EROSION CONTROL	TEMPORARY SPBGR, TY A	TEMPORARY TBT, TY 1
	EACH	EACH	FT	TON		
I-74 WB LANES						
STA. 345+72.41 TO STA. 346+09.91			37.5	3.80		
STA. 346+09.91 TO STA. 346+59.91	2			10.13	12.5	1
STA. 348+18.53 TO STA. 348+68.53		2		10.13		
STA. 348+68.53 TO STA. 351+18.53			250.0	25.33		
I-74 EB LANES						
STA. 343+15.93 TO STA. 346+03.43			287.5	29.13		
STA. 346+03.43 TO STA. 346+53.43		2		10.13		
STA. 348+12.00 TO STA. 348+62.00	2			10.13	12.5	1
STA. 348+62.00 TO STA. 349+12.00			50.0	5.07		
TOTAL	4	4	625	104	25	2

ENGINEER'S FIELD OFFICE, TYPE A	
LOCATION	CAL MO
I-74	6
TOTAL	6

MOBILIZATION	
LOCATION	L SUM
I-74	1
TOTAL	1

EROSION CONTROL SCHEDULE									
LOCATION	TEMPORARY DITCH CHECKS		TEMPORARY EROSION CONTROL SEEDING	SEEDING, CLASS 2A	EROSION CONTROL BLANKET	MULCH, METHOD 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
	FT		POUND	ACRE	SQ YD	ACRE	POUND	POUND	POUND
	DURING STAGING	X-OVER REMOVAL	100 LB/ACRE				90 LB/ACRE	90 LB/ACRE	90 LB/ACRE
I-74 MAINLINE									
STA. 335+00 TO STA. 335+50	43	43	11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 335+50 TO STA. 336+00			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 336+00 TO STA. 336+50			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 336+50 TO STA. 337+00	27	46	11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 337+00 TO STA. 337+50			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 337+50 TO STA. 338+00			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 338+00 TO STA. 338+50		46	11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 338+50 TO STA. 339+00			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 339+00 TO STA. 339+50			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 339+50 TO STA. 340+00		47	11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 340+00 TO STA. 340+50			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 340+50 TO STA. 341+00			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 341+00 TO STA. 341+50	26	48	11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 341+50 TO STA. 342+00			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 342+00 TO STA. 342+50			11.02	0.06	166.67	0.06	4.96	4.96	4.96
STA. 342+50 TO STA. 343+00	42	48	11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 343+00 TO STA. 343+50			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 343+50 TO STA. 344+00			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 344+00 TO STA. 344+50	52	50	11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 344+50 TO STA. 345+00			11.02	0.06	55.56	0.06	4.96	4.96	4.96
STA. 345+00 TO STA. 345+50			11.02	0.06	55.56	0.06	4.96	4.96	4.96
	54								
SUB-TOTAL	245	328	231.40	1.16	1,277.78	1.16	104.13	104.13	104.13
TOTAL	573		250	1.25	1,278	1.25	105	105	105

TRAFFIC CONTROL AND PROTECTION			
LOCATION	STD. 701406	STD. 701411	(SPECIAL)
	L SUM	EACH	LSUM
I-74 CROSS-OVER	1	1	1
TOTAL	1	1	1

SCHEDULE OF TEMPORARY CONCRETE BARRIER QUANTITIES		
LOCATION	TEMP. CONCRETE BARRIER	RELOCATE TEMP. CONCRETE BARRIER
STAGE I	2,700	
STAGE II		2,700
TOTAL	2,700	2,700

INLET AND PIPE PROTECTION	
LOCATION	EACH
I-74	
STA. 333+01.77	1
STA. 337+50.00	1
STA. 341+50.00	1
STA. 344+77.71	1
STA. 345+92.03	1
STA. 345+99.64	1
TOTAL	6

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
LOCATION	SQ YD
S.N. 072-0001 EB	54.67
S.N. 072-0002 WB	54.67
TOTAL	110

TRAFFIC CONTROL SURVEILLANCE	
LOCATION	CAL DA
I-74 CROSS OVERS	20
TOTAL	20

PAVEMENT REMOVAL	
LOCATION	SQ YD
TEMPORARY CROSS-OVER	
WB LEG	
STA. 10+00.00 TO STA. 16+77.33	1041.21
EB LEG	
STA. 10+00.00 TO STA. 16+83.84	1,031.22
I-74 (ADJACENT TO WB LANES)	
STA. 337+43.28 TO STA. 341+49.16	627.60
I-74 (ADJACENT TO EB LANES)	
STA. 337+48.04 TO STA. 341+00.00	473.95
TOTAL	3,174

PAVED SHOULDER REMOVAL	
LOCATION	SQ YD
I-74 WB LANES	
RT. STA. 335+34.75 TO STA. 337+43.28	92.69
RT. STA. 341+49.16 TO STA. 343+58.29	92.95
LT. STA. 349+79.76 TO STA. 351+14.76	22.50
I-74 EB LANES	
LT. STA. 335+40.57 TO STA. 337+48.04	92.21
LT. STA. 341+42.52 TO STA. 343+45.85	90.37
RT. STA. 343+20.64 TO STA. 344+71.95	25.22
TEMPORARY CROSS-OVER	
WB LEG	
STA. 10+00.00 TO STA. 12+63.69	117.20
STA. 14+16.36 TO STA. 16+77.33	115.99
EB LEG	
STA. 10+00.00 TO STA. 12+68.41	119.29
STA. 14+17.32 TO STA. 16+83.84	152.29
SUB-TOTAL:	920.70
TOTAL	921

WORK ZONE PAVEMENT MARKING REMOVAL	
LOCATION	SQ FT
I-74 EB LANES	
STA. 345+29.91 TO STA. 346+29.91	26.67
STA. 348+48.53 TO STA. 349+48.53	26.67
I-74 WB LANES	
STA. 345+23.43 TO STA. 346+23.43	26.67
STA. 348+42.00 TO STA. 349+42.00	26.67
TOTAL	107

PAVEMENT MARKING REMOVAL	
LOCATION	SQ FT
I-74 WB LANES	
STA. 338+70.00 TO STA. 388+05.00	9,047.50
I-74 EB LANES	
STA. 325+00.00 TO STA. 375+00.00	9,166.67
TEMPORARY CROSS-OVER - EB LEG	
STA. 10+00.00 TO STA. 16+83.84	1,367.68
EXISTING CROSS-OVER - EB LEG	
STA. 365+81.00 TO STA. 373+13.20	244.07
TOTAL	19,826

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
LOCATION	EACH
I-74 MAINLINE - EB LANES	
STA. 325+00.00 TO STA. 375+00.00	63
I-74 MAINLINE - WB LANES	
STA. 338+70.00 TO STA. 388+05.00	62
TOTAL	125

SCHEDULE OF ROADWAY LIGHTING QUANTITIES		
LOCATION	TEMP. LIGHTING SYSTEM	MAINTENANCE OF TEMPORARY LIGHTING SYSTEM
	L SUM	L SUM
I-74	1	1
TOTAL	1	1

CONCRETE BARRIER REMOVAL AND REPLACEMENT	
LOCATION	FOOT
I-74 EAST CROSS OVER	360
TOTAL	360

SCHEDULE OF GUARDRAIL REMOVAL QUANTITIES			
LOCATION	GUARDRAIL REMOVAL	TBT TYPE 5 REMOVAL	TBT TYPE 6 REMOVAL
	FT	EACH	EACH
I-74 MAINLINE - EB LANES			
STA. 345+72.41 TO STA. 346+09.91	37.5		
STA. 346+09.91 TO STA. 346+59.91		2	
STA. 348+18.53 TO STA. 348+68.53			2
STA. 348+68.53 TO STA. 351+18.53	250.0		
I-74 MAINLINE - WB LANES			
STA. 343+15.93 TO STA. 346+03.43	287.50		
STA. 346+03.43 TO STA. 346+53.43		2	
STA. 348+12.00 TO STA. 348+62.00			2
STA. 348+62.00 TO STA. 349+12.00	50.0		
TOTAL	625	4	4

MATERIAL TRANSFER DEVICE	
LOCATION	TON
POLYMERIZED HMA SURFACE CSE	120
HMA SURFACE CSE	394
HMA BINDER CSE	1,296
TOTAL	1,810

MOWING	
LOCATION	UNIT
I-74	126
TOTAL	126

RAILROAD PROTECTIVE LIABILITY INSURANCE	
LOCATION	L SUM
I-74	1
TOTAL	1

FILE NAME =
D468874-topo.dgn

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PLOT SCALE = 100.0000' / 1" =
PLOT DATE = 9/9/2011

DESIGNED -
DRAWN -
CHECKED -
DATE -

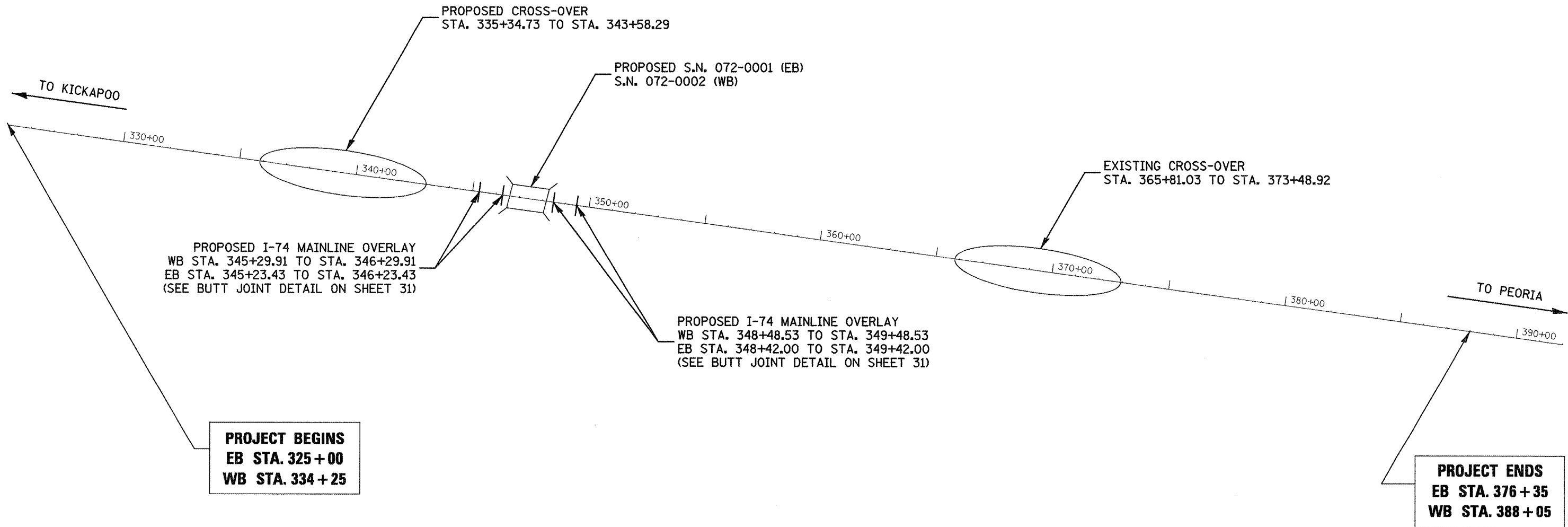
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(6VB1B1)	PEORIA	133	22
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



FILE NAME = D468874-topo.dgn	USER NAME = johnsortv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



LINE DIAGRAM	
NOT TO SCALE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

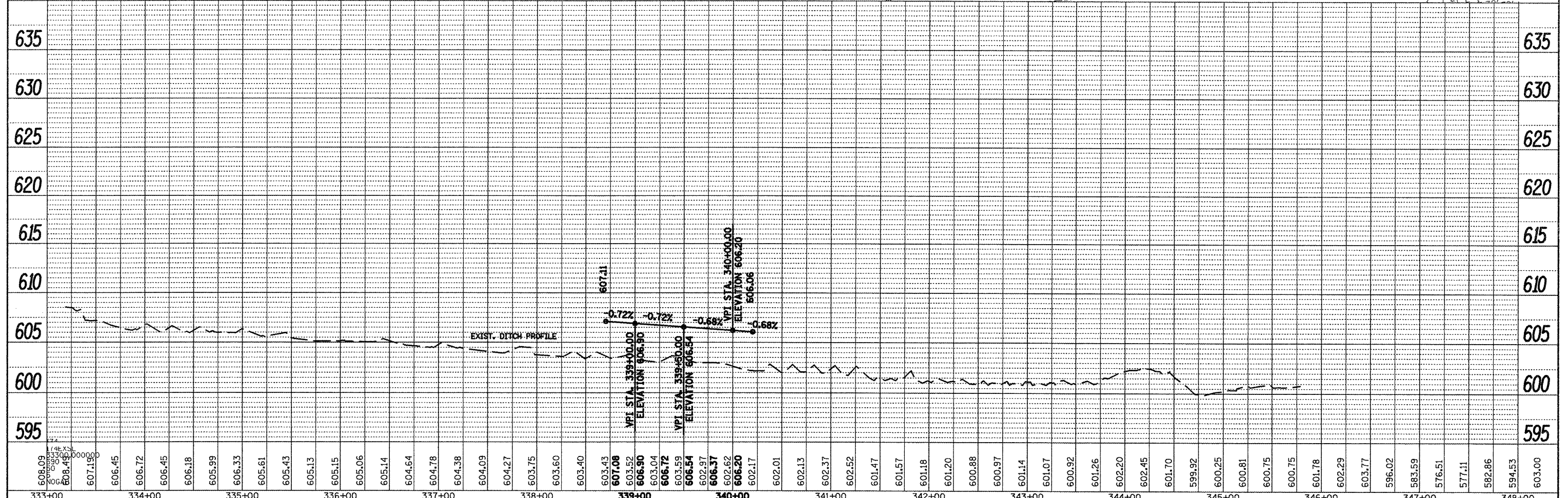
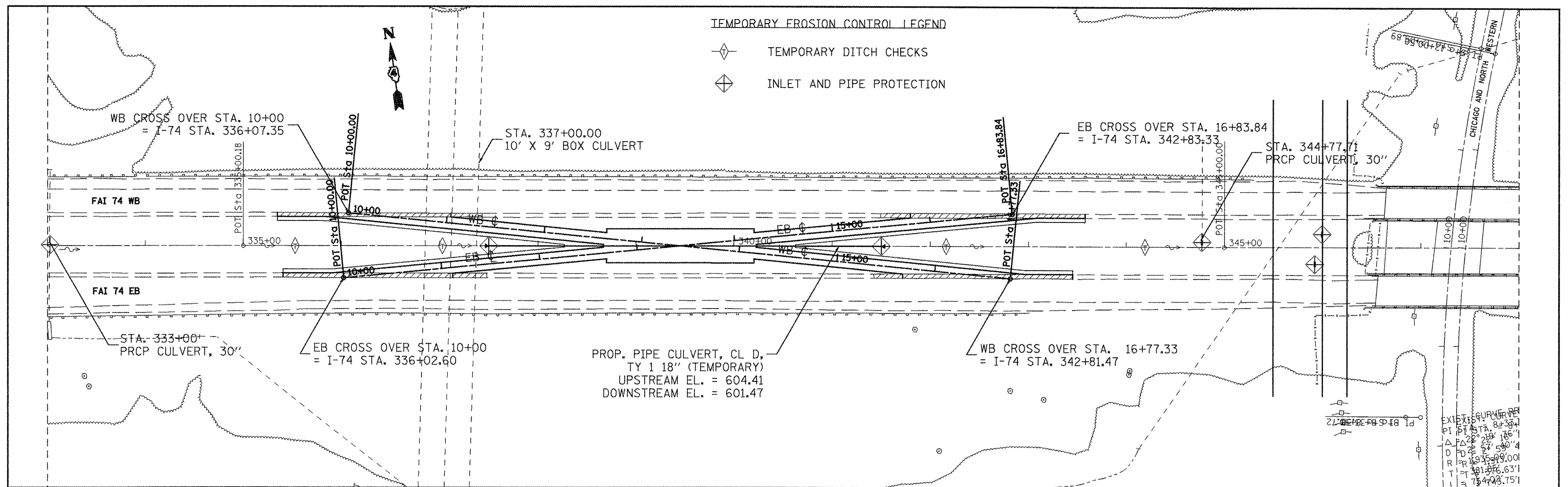
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72E(6VB)BYJ	PEORIA	133	23
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLANNED	
DESIGNED	
DRAWN	
CHECKED	
DATE	

DATE	
BY	
PLANNED	
DESIGNED	
DRAWN	
CHECKED	
DATE	

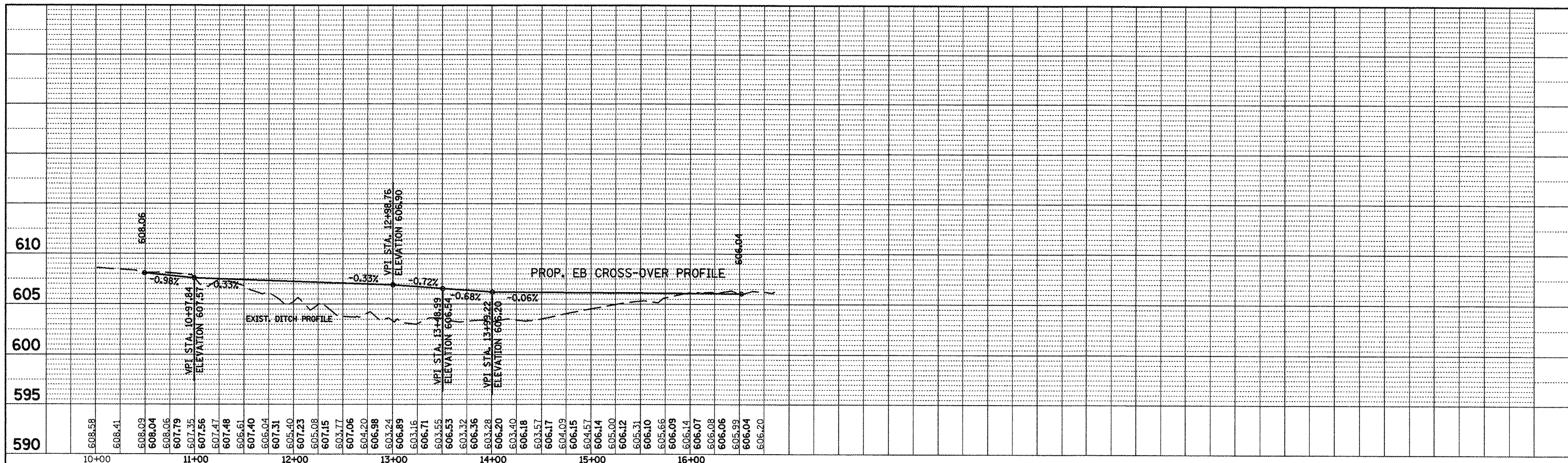
TEMPORARY EROSION CONTROL LEGEND

-  TEMPORARY DITCH CHECKS
-  INLET AND PIPE PROTECTION

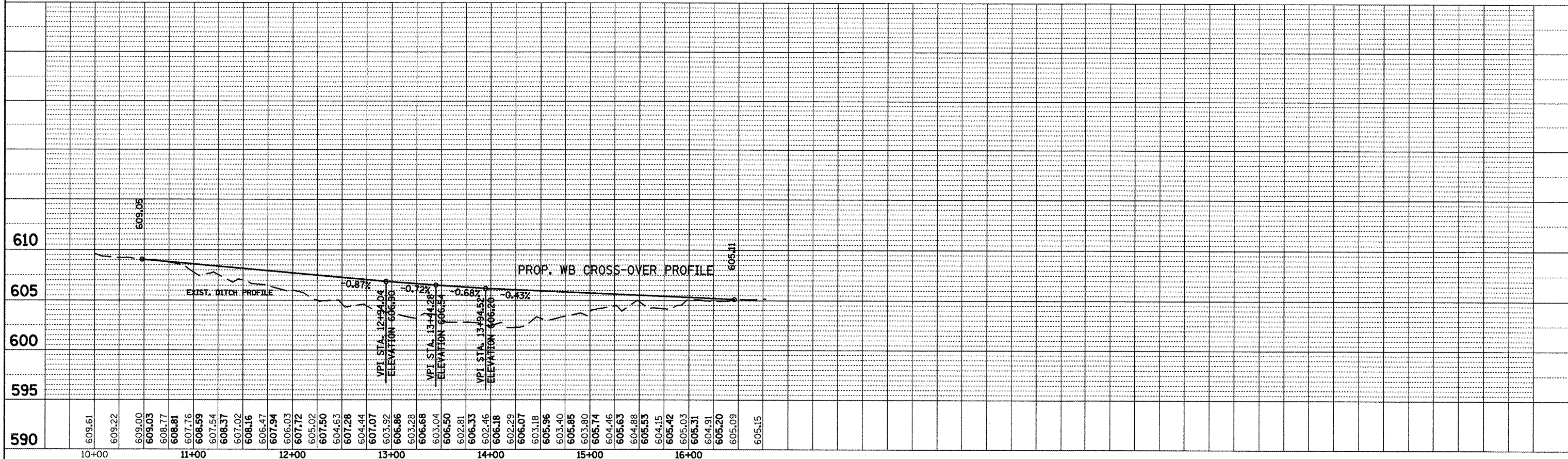


FILE NAME = D468874-ht-plnprfl.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED CROSS OVER PLAN AND PROFILE			F.A.I. RTE. 74	SECTION T2((6VB)BY)	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 24
PLLOT SCALE = 100.4566' / 1"	PLLOT DATE = 8/25/2011	DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 68874			
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	NOTE BOOK		
	NO.		
	CADD FILE NAME		



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOTARY/CHFD		
	NO.		



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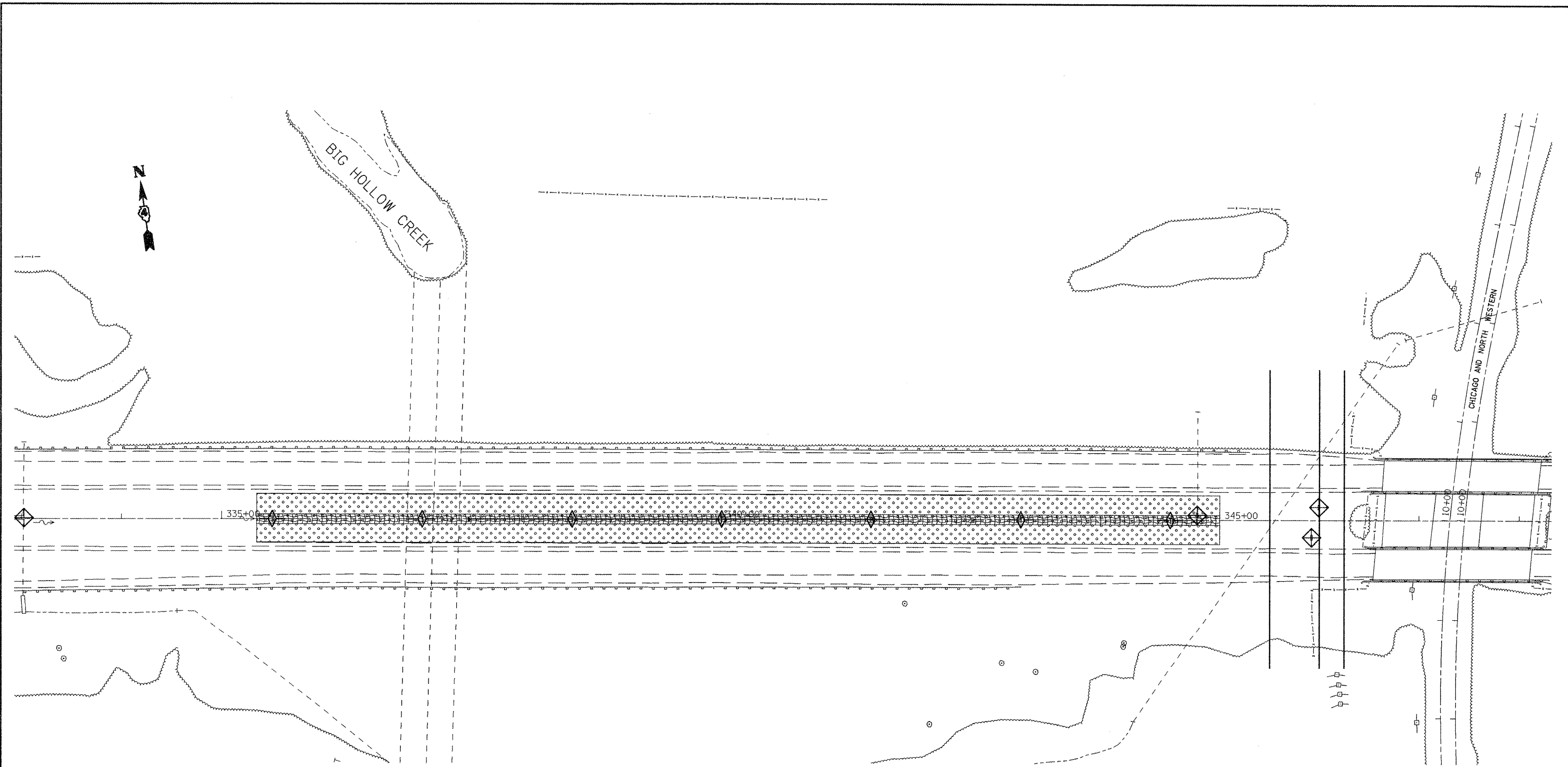
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


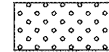


PROPOSED CROSS OVER PLAN AND PROFILE

SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE. 74	SECTION 72(6VB)BYJ	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 25
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



LEGEND

-  EROSION CONTROL BLANKET
-  SEEDING CLASS 2A
-  INLET AND PIPE PROTECTION
-  TEMPORARY DITCH CHECKS

FILE NAME = D468874-topo.dgn	USER NAME = johnsortv	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.4566' / 1" =	CHECKED -	REVISED -
	PLOT DATE = 8/25/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

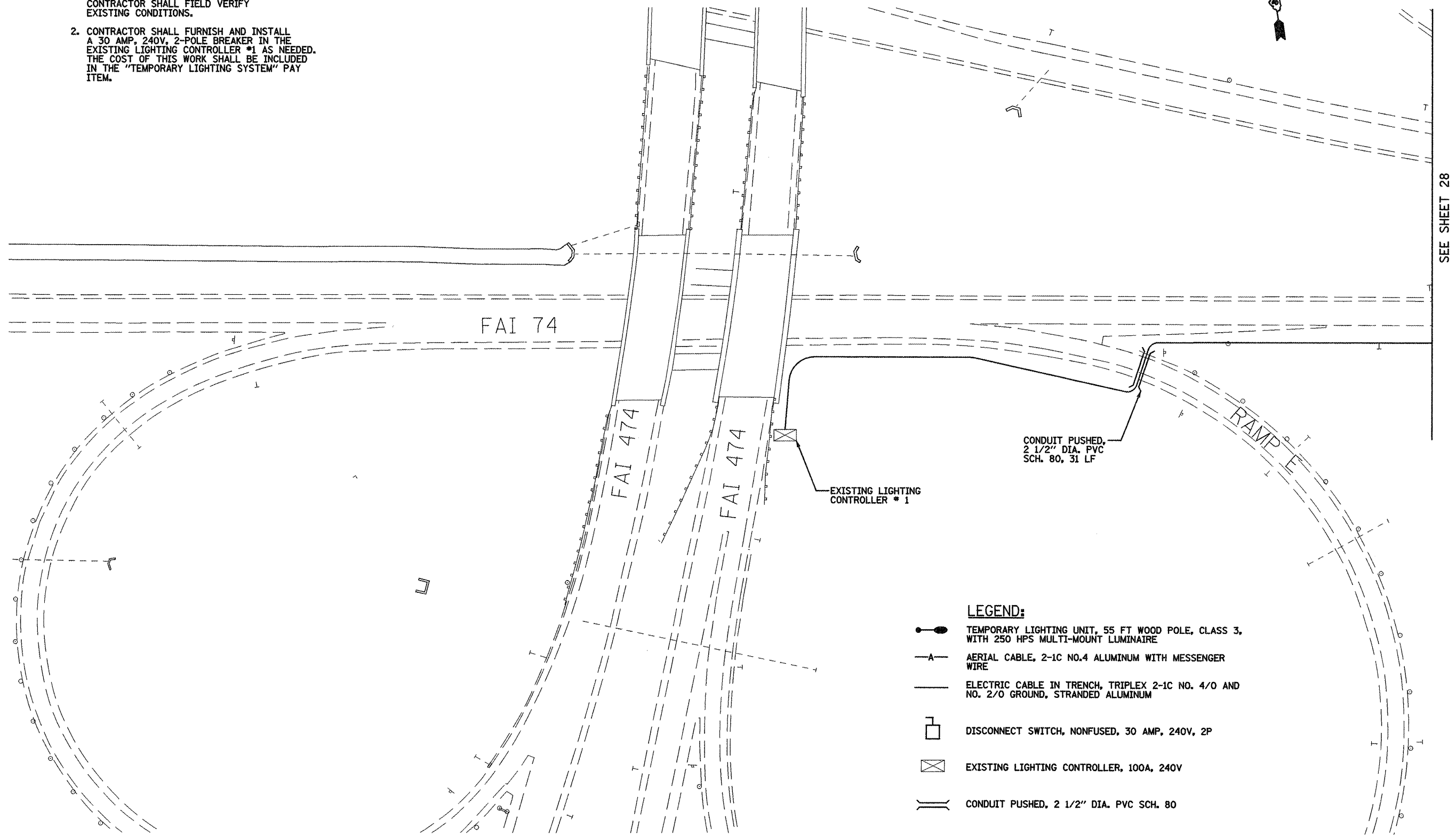
EROSION CONTROL PLAN

NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(6VB)BYJ	PEORIA	133	26
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

NOTES:

1. LOCATIONS OF EXISTING LIGHTING FACILITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS.
2. CONTRACTOR SHALL FURNISH AND INSTALL A 30 AMP, 240V, 2-POLE BREAKER IN THE EXISTING LIGHTING CONTROLLER #1 AS NEEDED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE "TEMPORARY LIGHTING SYSTEM" PAY ITEM.



- LEGEND:**
- TEMPORARY LIGHTING UNIT, 55 FT WOOD POLE, CLASS 3, WITH 250 HPS MULTI-MOUNT LUMINAIRE
 - AERIAL CABLE, 2-1C NO.4 ALUMINUM WITH MESSENGER WIRE
 - ELECTRIC CABLE IN TRENCH, TRIPLEX 2-1C NO. 4/0 AND NO. 2/0 GROUND, STRANDED ALUMINUM
 - DISCONNECT SWITCH, NONFUSED, 30 AMP, 240V, 2P
 - EXISTING LIGHTING CONTROLLER, 100A, 240V
 - CONDUIT PUSHED, 2 1/2" DIA. PVC SCH. 80



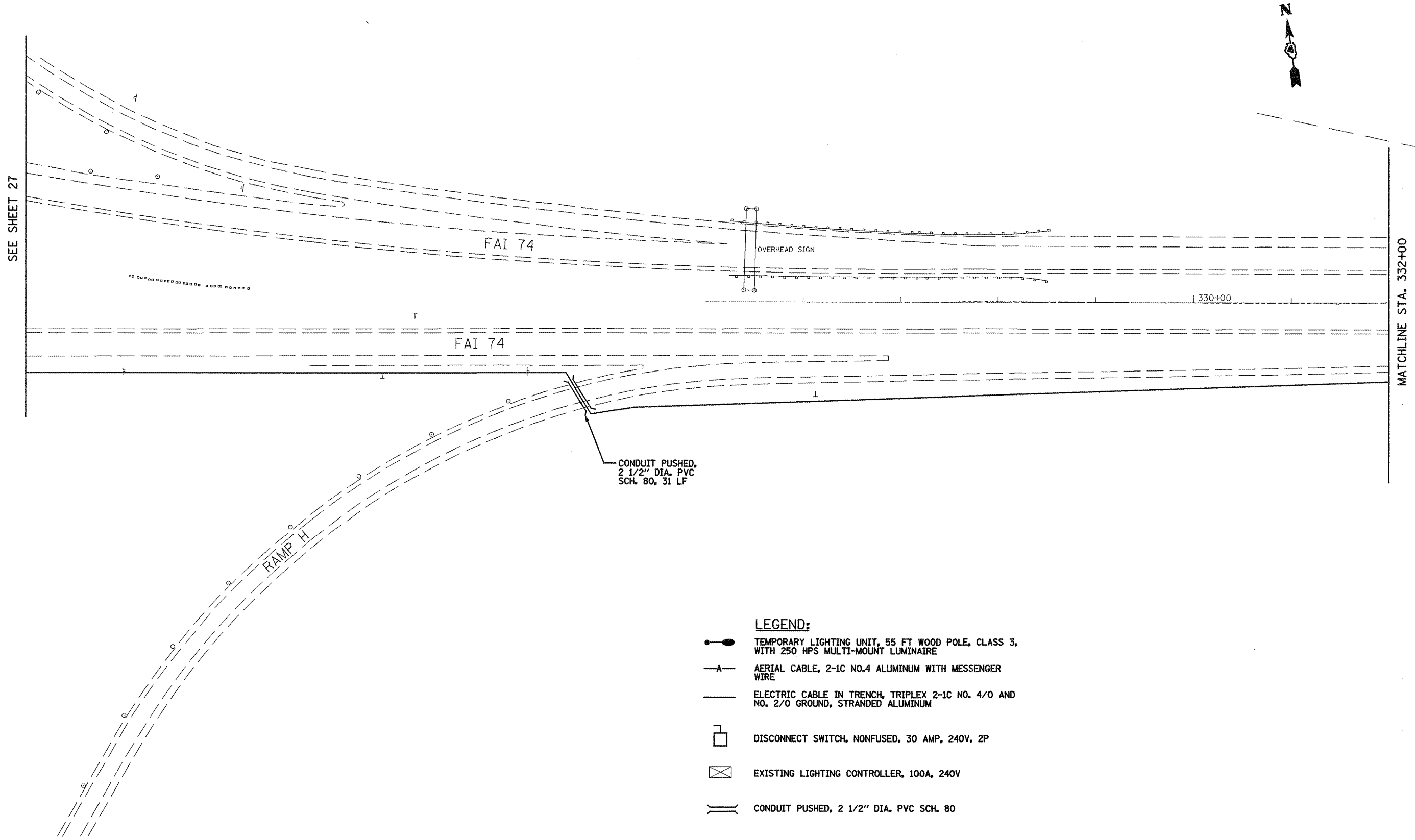
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	PLOT DATE = 8/25/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY ROADWAY
LIGHTING**

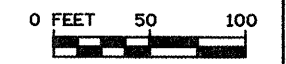
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(16VB)BYJ	PEORIA	133	27
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.



LEGEND:

- TEMPORARY LIGHTING UNIT, 55 FT WOOD POLE, CLASS 3, WITH 250 HPS MULTI-MOUNT LUMINAIRE
- A— AERIAL CABLE, 2-1C NO.4 ALUMINUM WITH MESSENGER WIRE
- ELECTRIC CABLE IN TRENCH, TRIPLEX 2-1C NO. 4/0 AND NO. 2/0 GROUND, STRANDED ALUMINUM
- DISCONNECT SWITCH, NONFUSED, 30 AMP, 240V, 2P
- ⊠ EXISTING LIGHTING CONTROLLER, 100A, 240V
- ≡ CONDUIT PUSHED, 2 1/2" DIA. PVC SCH. 80



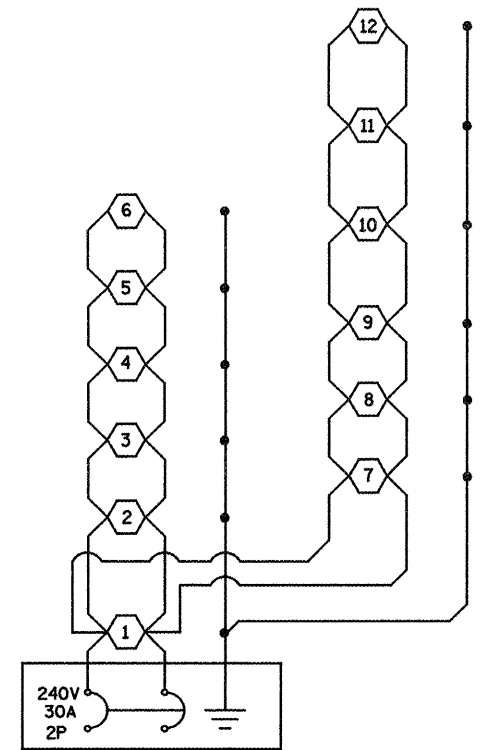
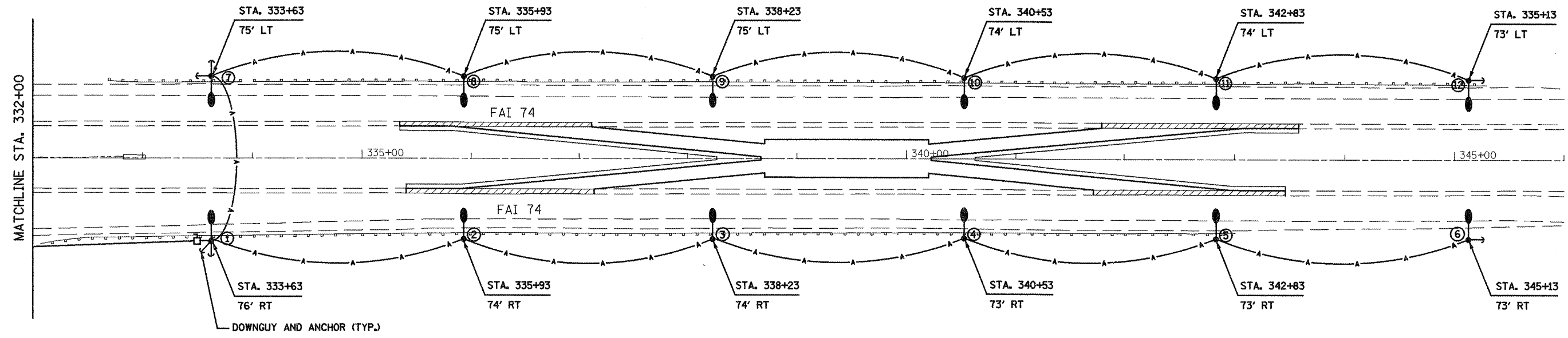
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	PLOT SCALE = 1/8" = 100.4566' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 8/25/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY ROADWAY
LIGHTING**

SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[GVB]BYJ	PEORIA	133	28
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



CIRCUIT DIAGRAM

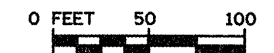
NOTES:

1. POLE HEIGHT SHALL BE INCREASED AS NECESSARY TO MAINTAIN REQUIRED CLEARANCE OF AERIAL CABLE OVER ROADWAY.
2. GUYS AND ANCHORS ARE SHOWN AS AN EXAMPLE AND SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.
3. TEMPORARY WOOD POLES SHALL BE INSTALLED 5 FEET BEHIND GUARDRAIL. POLES NOT PROTECTED BY GUARDRAIL SHALL BE SET BACK A MINIMUM OF 30 FT FROM EXISTING EDGE OF PAVEMENT AND OUTSIDE CLEAR ZONE.

LEGEND:

- TEMPORARY LIGHTING UNIT, 55 FT WOOD POLE, CLASS 3, WITH 250 HPS MULTI-MOUNT LUMINAIRE
- AERIAL CABLE, 2-1C NO.4 ALUMINUM WITH MESSENGER WIRE
- ELECTRIC CABLE IN TRENCH, TRIPLEX 2-1C NO. 4/0 AND NO. 2/0 GROUND, STRANDED ALUMINUM
- DISCONNECT SWITCH, NONFUSED, 30 AMP, 240V, 2P
- EXISTING LIGHTING CONTROLLER, 100A, 240V
- CONDUIT PUSHED, 2 1/2" DIA. PVC SCH. 80

QUANTITIES			
CODE	ITEM DESCRIPTION	UNIT	QUANTITY
X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1
X8410118	MAINTENANCE OF TEMPORARY LIGHTING SYSTEM	L SUM	1



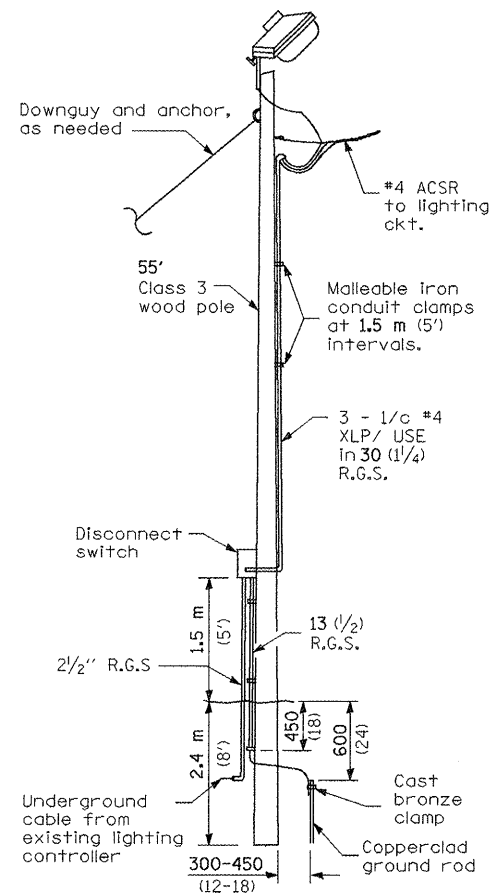
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	PLOT DATE = 8/25/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY ROADWAY
LIGHTING

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

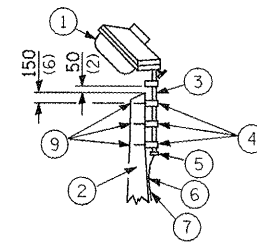
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[GVB]BYJ	PEORIA	133	29
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



**DISCONNECT SWITCH AT POLE # 1
INSTALLATION**

NOTES:

Disconnect switch shall be non-fused, 30 amp, 240V, 2P, 3-wire, solid neutral in NEMA 3R enclosure having lockable external handle.



- ① Luminaire, 250W HPS
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 3/c #10 XLP Type USE cable

⑧ 16 (5/8) ϕ hot dipped galvanized bolt with flat washer & locknut (3 req'd)

NOTES:

Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

Luminaire(s) shall be oriented as recommended by the Engineer.

Connect luminaire equipment ground to ACSR messenger.

Contractor shall adjust the luminaire mounting angle down ten degrees below the standard forty-five degree tilt.

POLE LENGTH	DEPTH IN GROUND
16.8 m (55')	3.0 m (10')

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

FILE NAME = D468874-topo.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -
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		DATE -	REVISED -

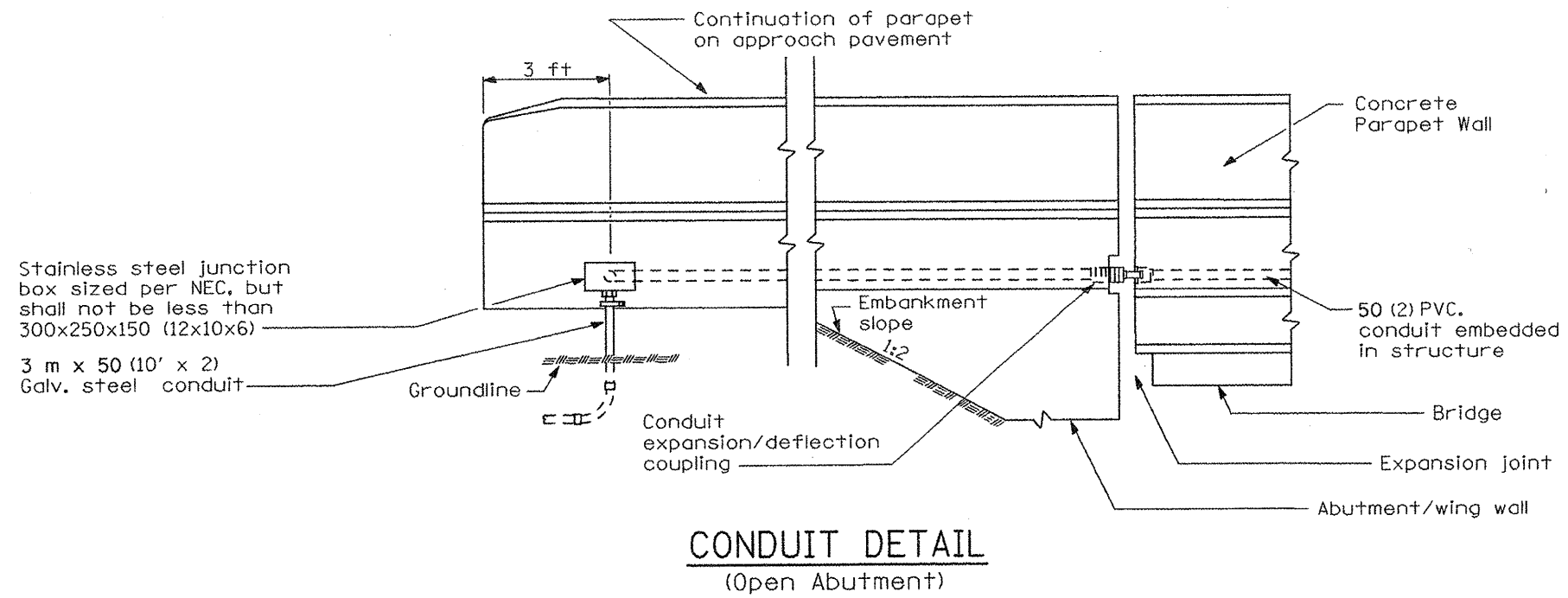
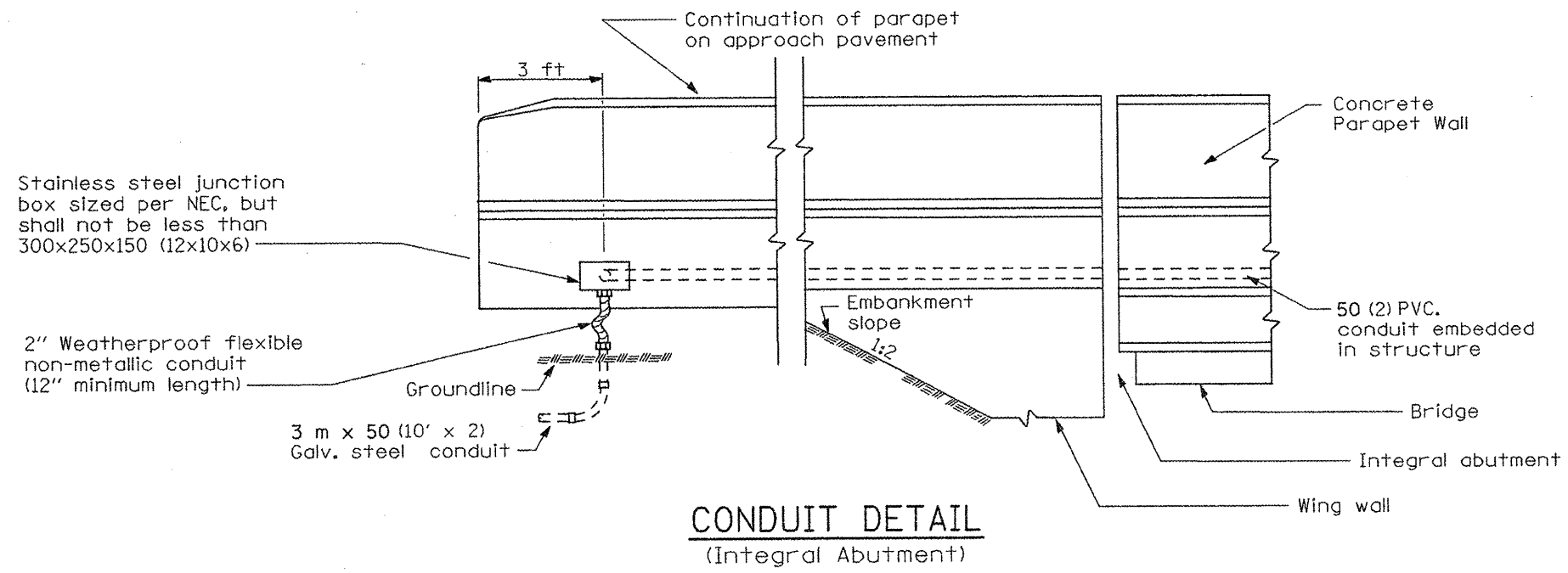
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY ROADWAY
LIGHTING**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[(6VB)BY]	PEORIA	133	30
CONTRACT NO. 68874				

ILLINOIS FED. AID PROJECT



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

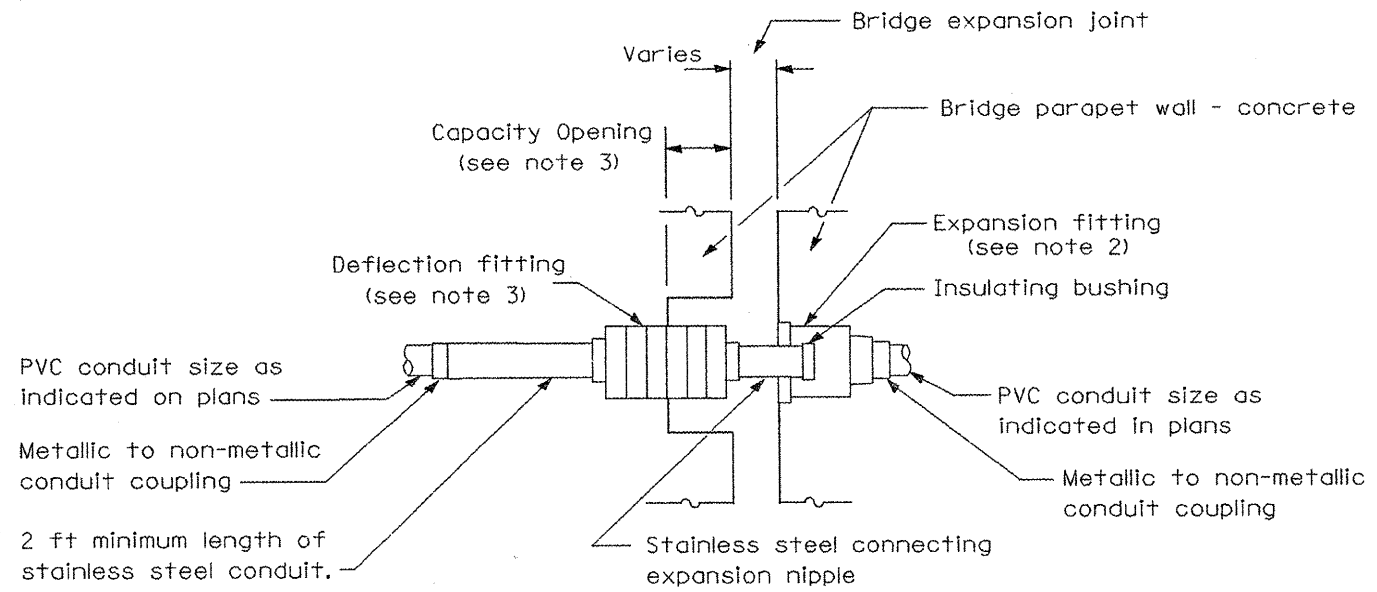
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONDUIT EXITING PARAPET
ON APPROACH PAVEMENT

NOT TO SCALE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(IGVB)BYJ	PEORIA	133	30A
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



CONDUIT EXPANSION/
DEFLECTION COUPLING DETAIL

GENERAL NOTES

The Contractor shall install a conduit expansion/deflection coupling at the joints in the concrete parapet on the bridge capable of accepting the longitudinal movement. All metallic parts of the coupling shall be made of stainless steel or as approved by the Engineer. Any non-stainless metal shall be hot dip galvanized and coated to prevent reaction with the concrete. The cost of the coupling shall be part of and incidental to the conduit system.

The barrel in the expansion fitting shall be fully embedded in the concrete on one side of the expansion joint. One half the length of the deflection fitting shall be embedded in the concrete on the other side of the coupling.

A cavity opening 3" larger in diameter than the deflection fitting shall be provided in the concrete to ensure proper performance of the coupling.

Careful attention to joint movement over a range of temperatures shall be coordinated with the selection and installation of the coupling to ensure the range of movement of the coupling is not exceeded at temperature extremes.

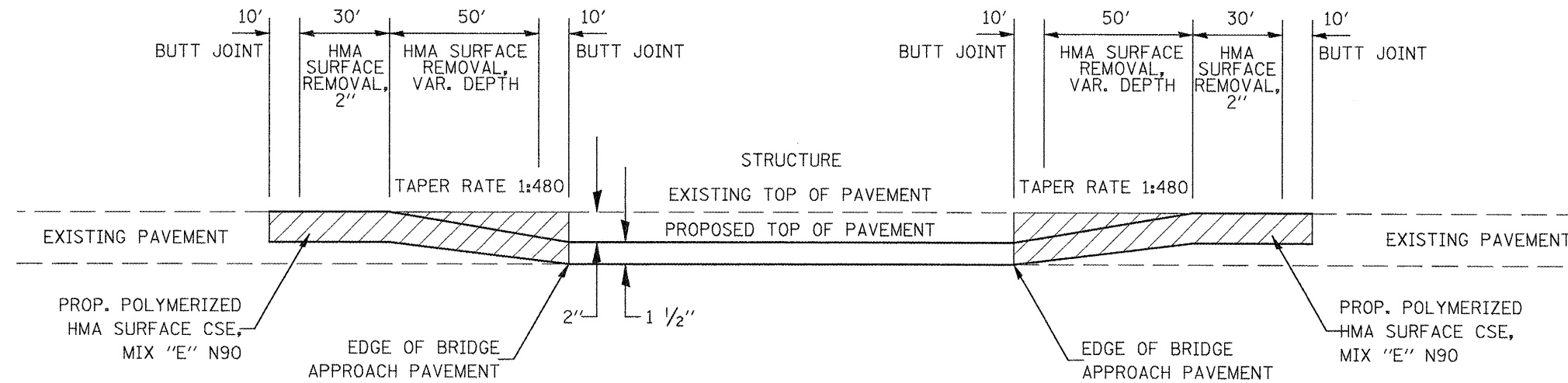
All manufacturer's installation instructions shall be carefully followed to ensure optimum performance of the expansion/deflection coupling.

The Contractor shall install couplings at all bridge expansion joints and shall be responsible to determine the proper number of couplings required.

With the approval of the Engineer, the Contractor may substitute two (2) stainless steel junction boxes attached to the back of the wall and connected by a high grade of flexible non-metallic conduit for all expansion joints. This substitution shall be made at no cost to the Department.

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

FILE NAME = 1gtr002c.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONDUIT COUPLING EXPANSION /DEFLECTION	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0:25.1142 m / in.	DRAWN -	REVISED -			74	72(16VB)BYJ	PEORIA	133	30B
PLOT DATE = 10/14/2011	CHECKED -	DATE -	REVISED -	NOT TO SCALE	SHEET 2 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 68874		



THIS DETAIL IS TO BE APPLIED AT THE FOLLOWING LOCATIONS:
 S.N. 072-0001 (EB)
 STA. 345+23.43 TO STA. 346+23.43 AND
 STA. 348+42.00 TO STA. 349+42.00
 S.N. 072-0002 (WB)
 STA. 345+29.91 TO STA. 346+29.91 AND
 STA. 348+48.53 TO STA. 349+48.53

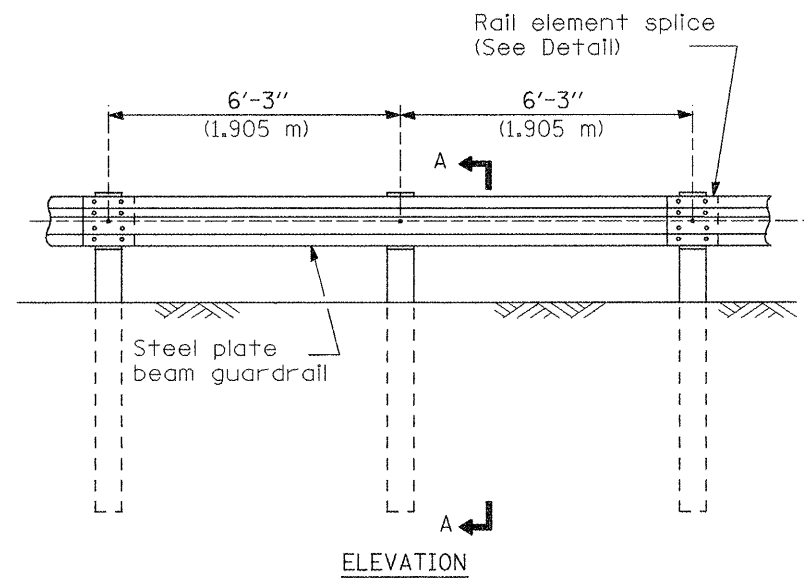
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

BUTT JOINT DETAIL

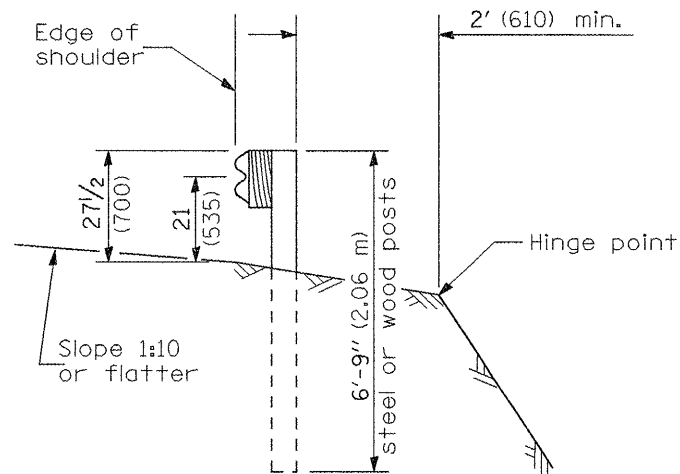
NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72E(GVB)BYJ	PEORIA	133	31
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

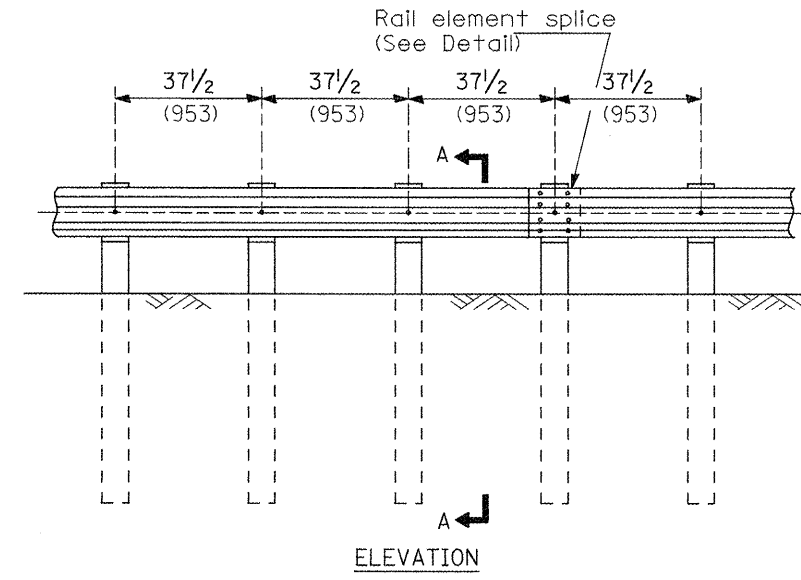


TYPE A

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

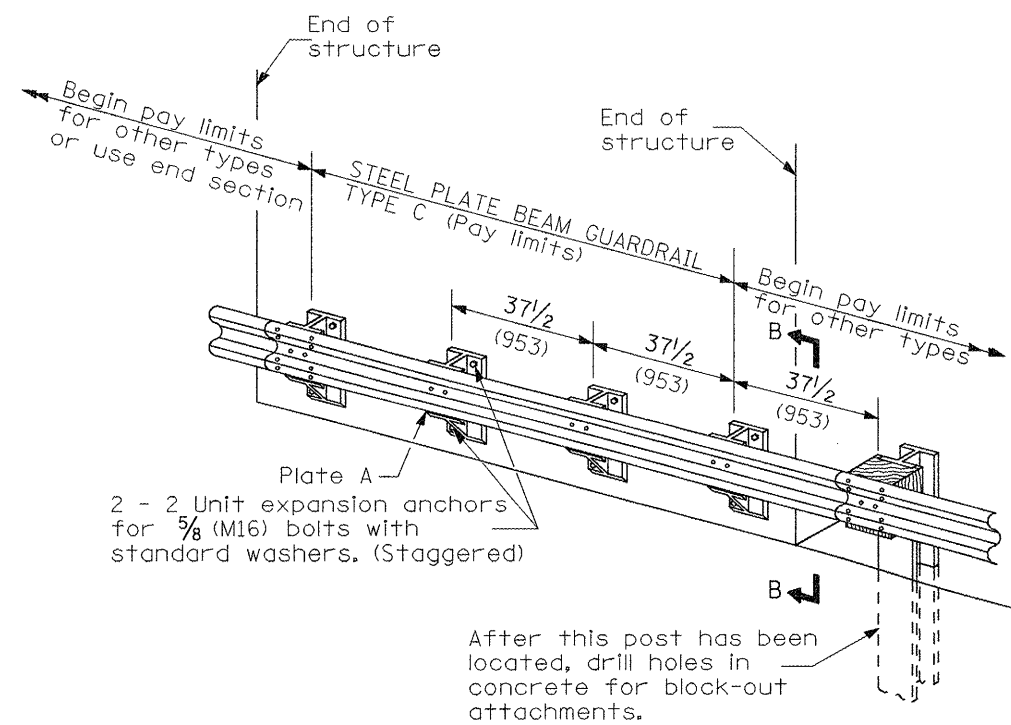


SECTION A-A



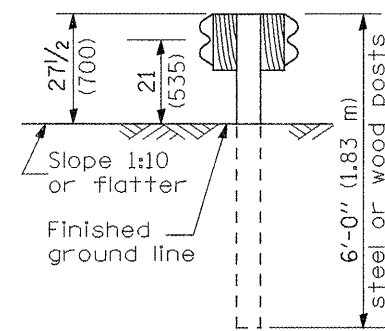
TYPE B

37 1/2 (953) Closed post spacing

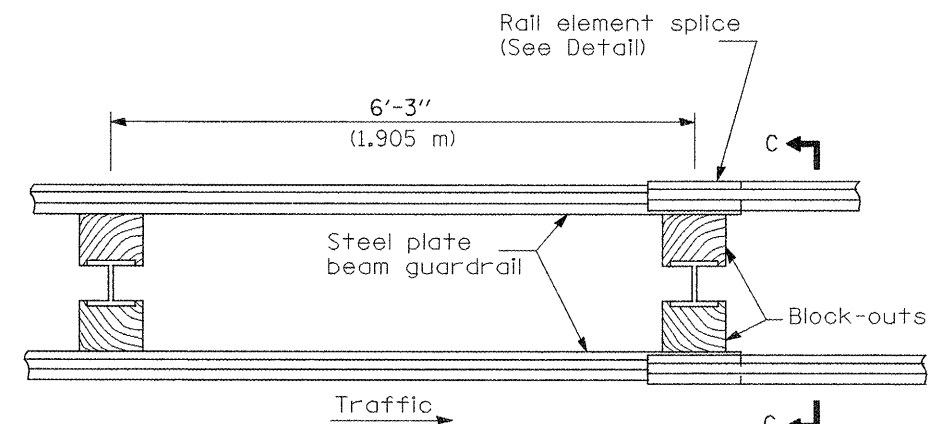


TYPE C

37 1/2 (953) Block-out spacing



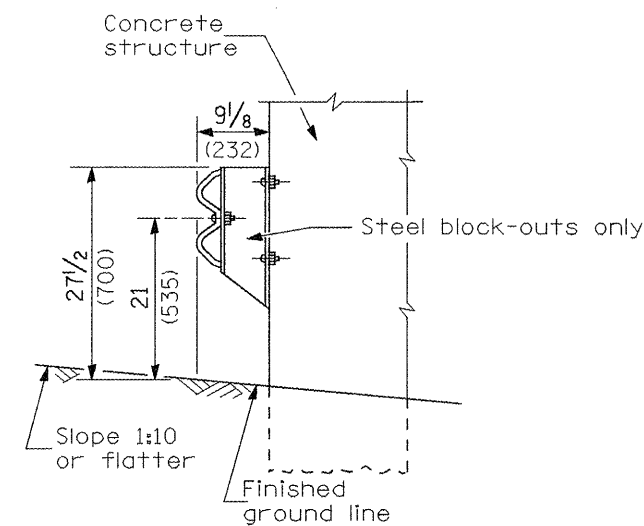
SECTION C-C



PLAN

TYPE D

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



SECTION B-B

GENERAL NOTES

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

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

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

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

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

03-01-07	NEW DETAIL	RJD			
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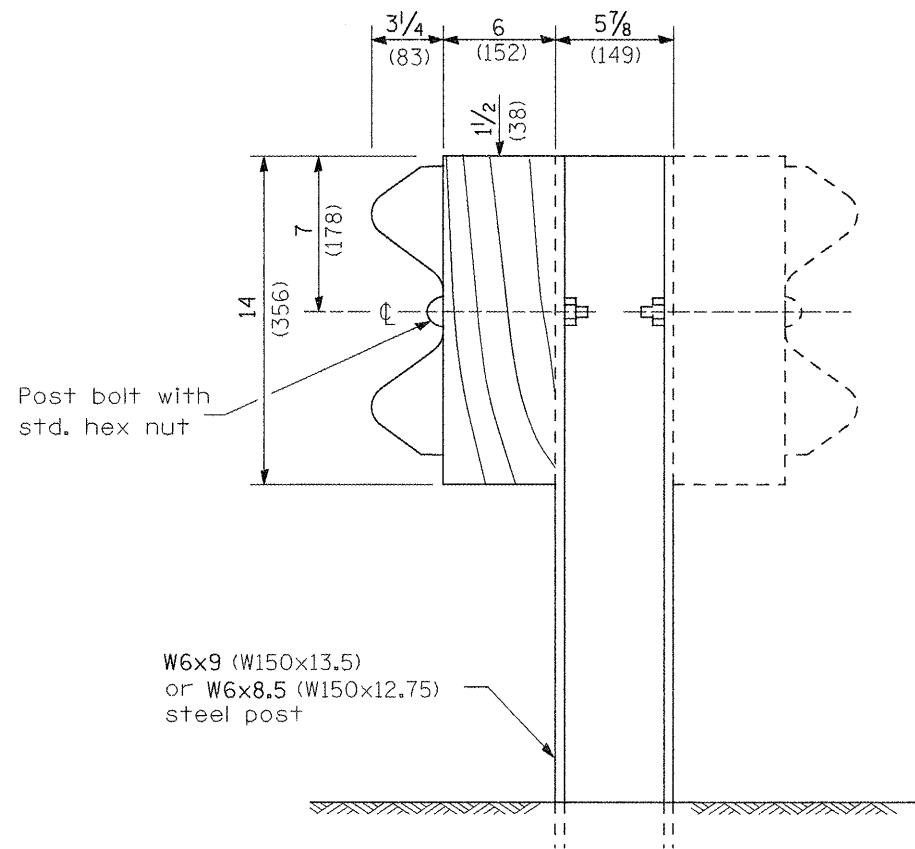
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GUARDRAIL DETAIL

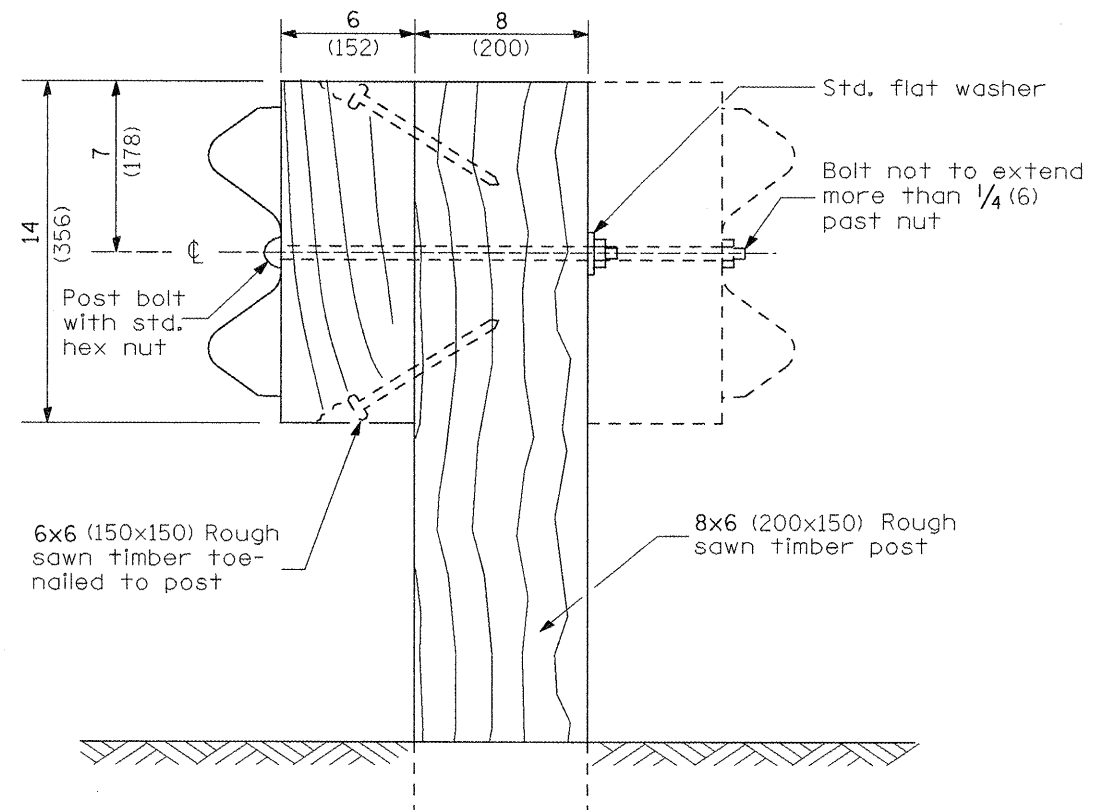
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SHT. 1 OF 4

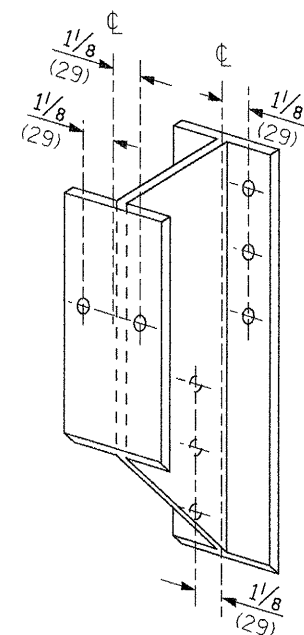
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(6VB)BY1	PEORIA	133	32
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68874	



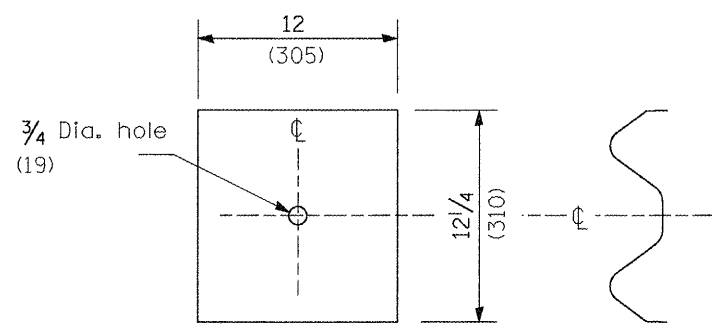
STEEL POST CONSTRUCTION



WOOD POST CONSTRUCTION



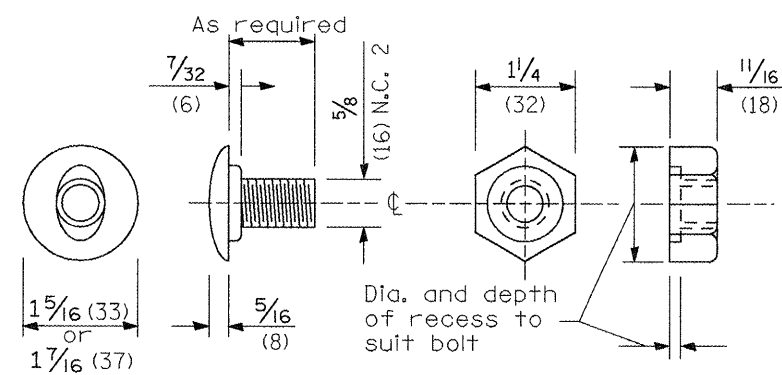
STEEL BLOCK-OUT DETAIL



NOTE

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

PLATE A

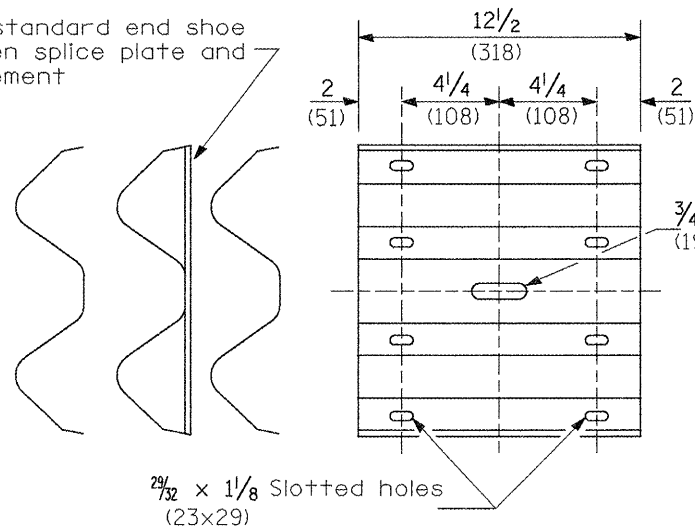


POST OR SPLICE BOLT & NUT

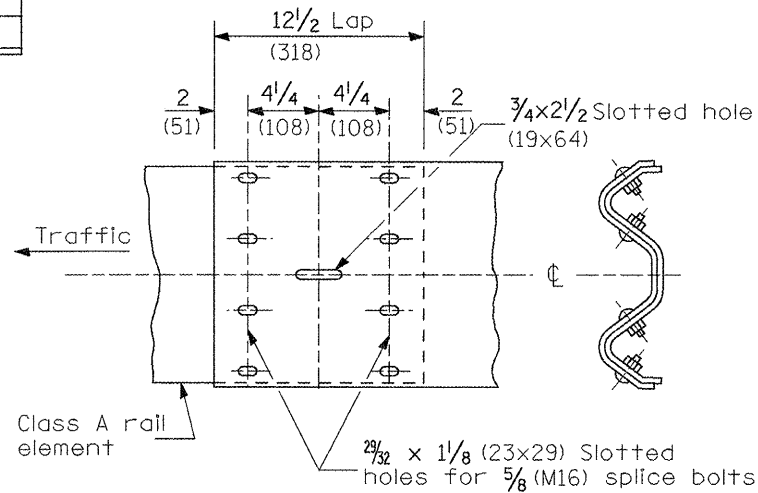
All dimensions are in inches (millimeters) unless otherwise noted.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(16VB/BY)	PEORIA	133	33
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68874	

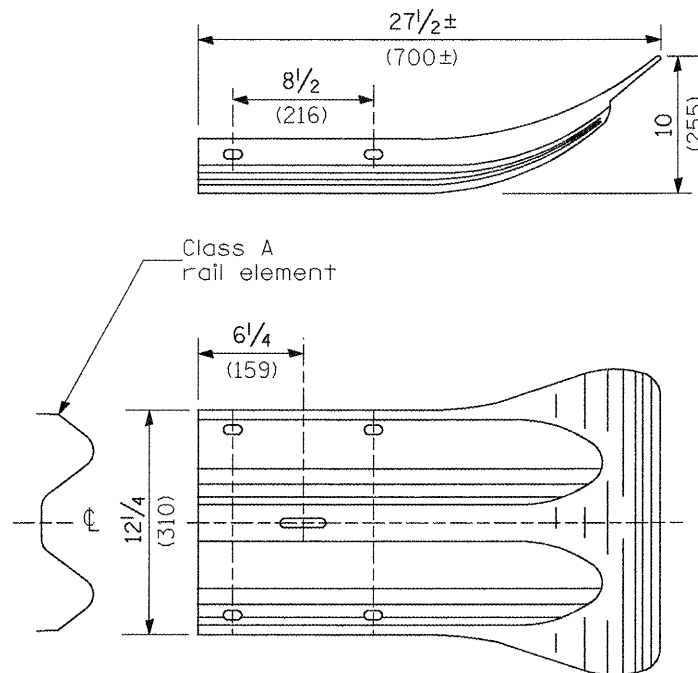
Place standard end shoe between splice plate and rail element



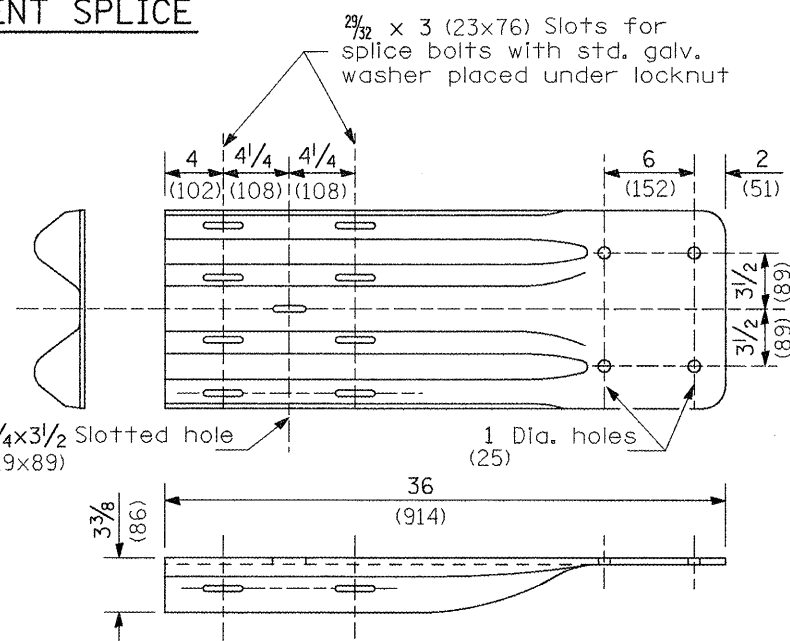
SPLICE PLATE



RAIL ELEMENT SPLICE



END SECTION



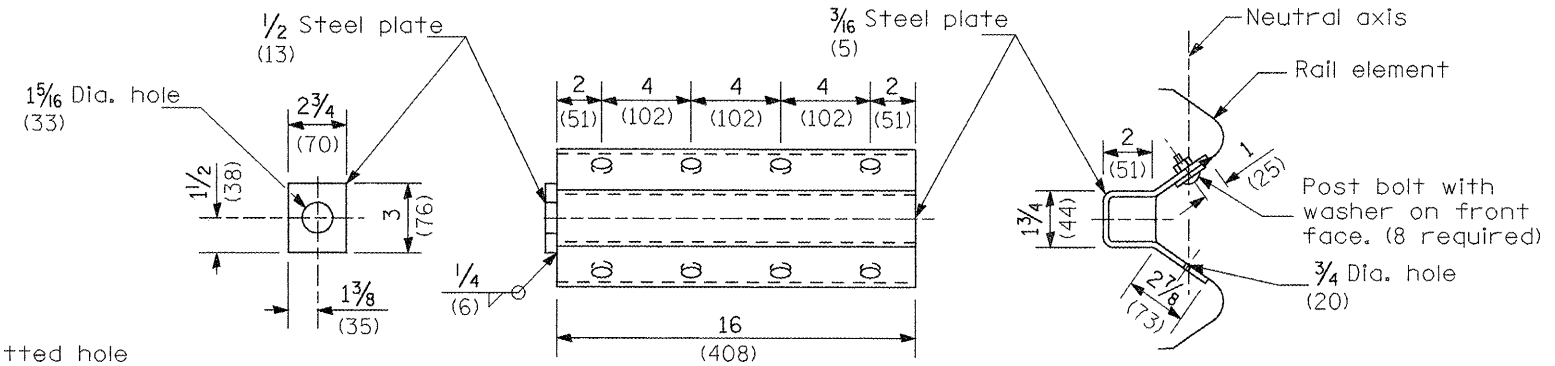
NOTE

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

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

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

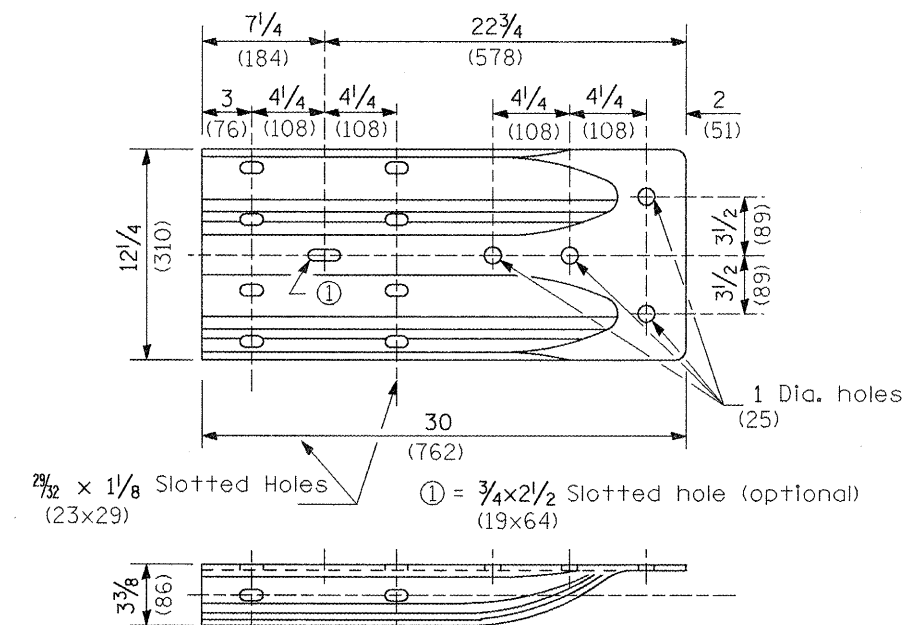
END SHOE



NOTE

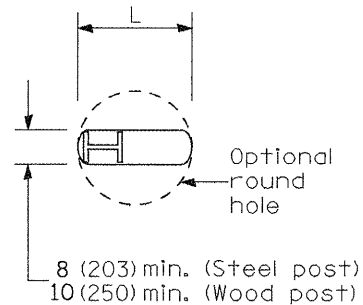
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS

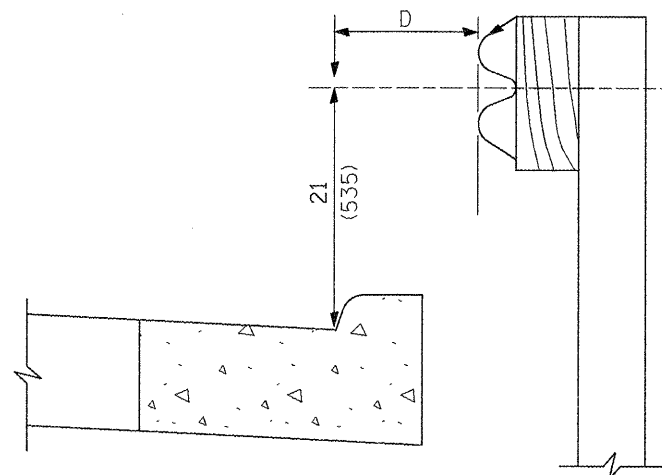


ALTERNATE END SHOE

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



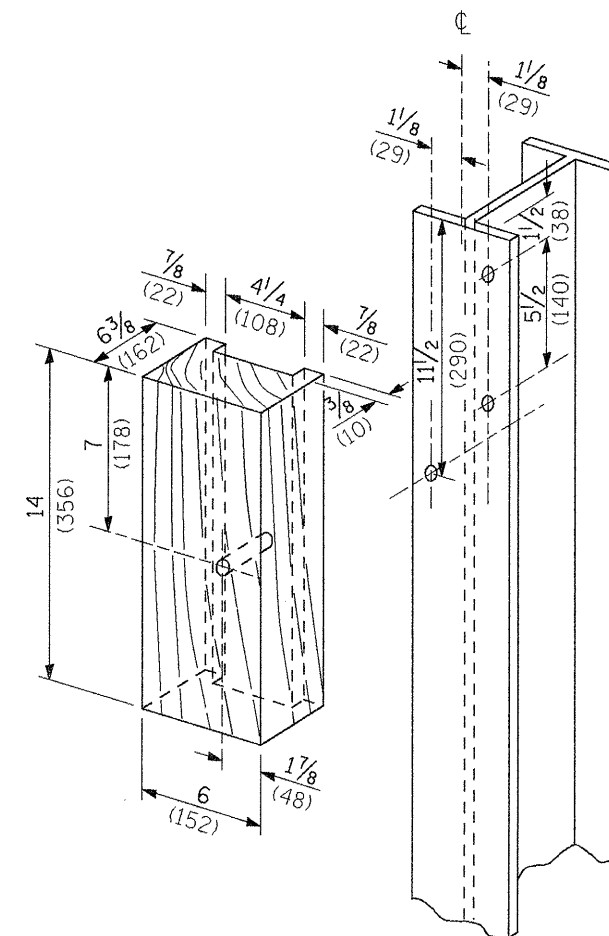
PLAN



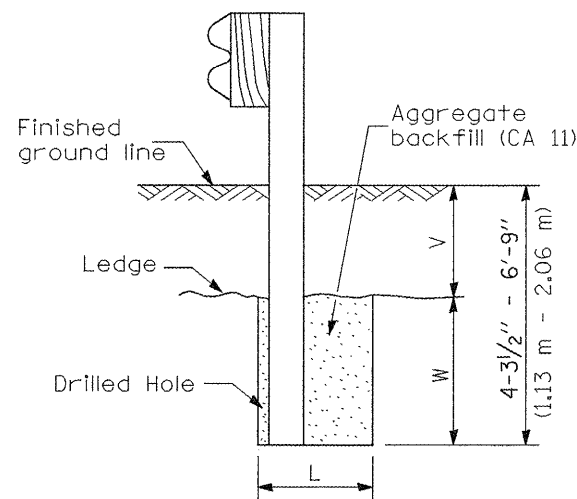
Note:
If it is necessary for D to be more than 12 (300) and less than 10'-0" (3.0 m) type M-2 (M-5) curb and gutter (Std. 606001) shall be used in front of and in advance of the guardrail.

GUARDRAIL PLACED BEHIND CURB

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



WOOD BLOCK-OUT AND STEEL POST DETAILS

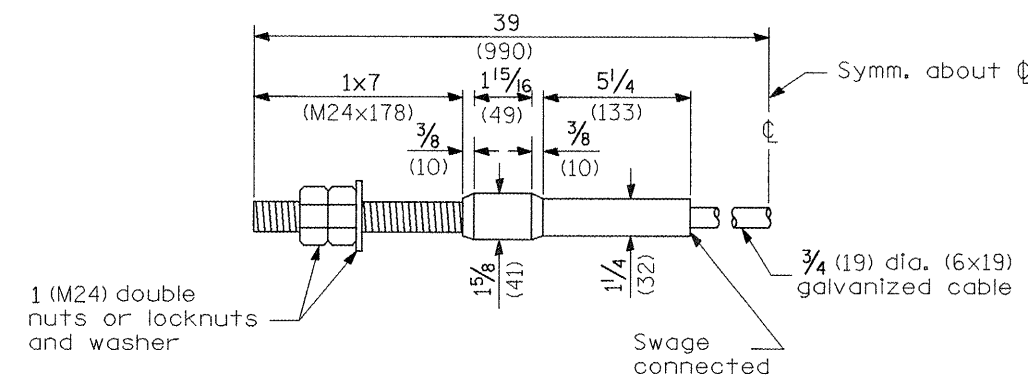


Note:
Ledge line is top of rock ledge or hard slag fill.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

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



CABLE ASSEMBLY

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

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

PRE-STAGE I

1. MILL AND RESURFACE OUTSIDE SHOULDERS ON MAINLINE I-74 TO REMOVE RUMBLE STRIPS FROM STAGED TRAFFIC LANES WB STA. 338+70 TO STA. 388+05 AND EB STA. 335+00 TO STA. 373+68.
2. REMOVE TEMPORARY CONCRETE BARRIER ON EXISTING EAST OF STRUCTURES CROSS-OVER PRIOR TO OPENING.
3. MILL AND RESURFACE THE EXISTING CROSS-OVER EAST OF STRUCTURES.
4. CONSTRUCT TEMPORARY CROSS-OVER WEST OF STRUCTURES.

STAGE I

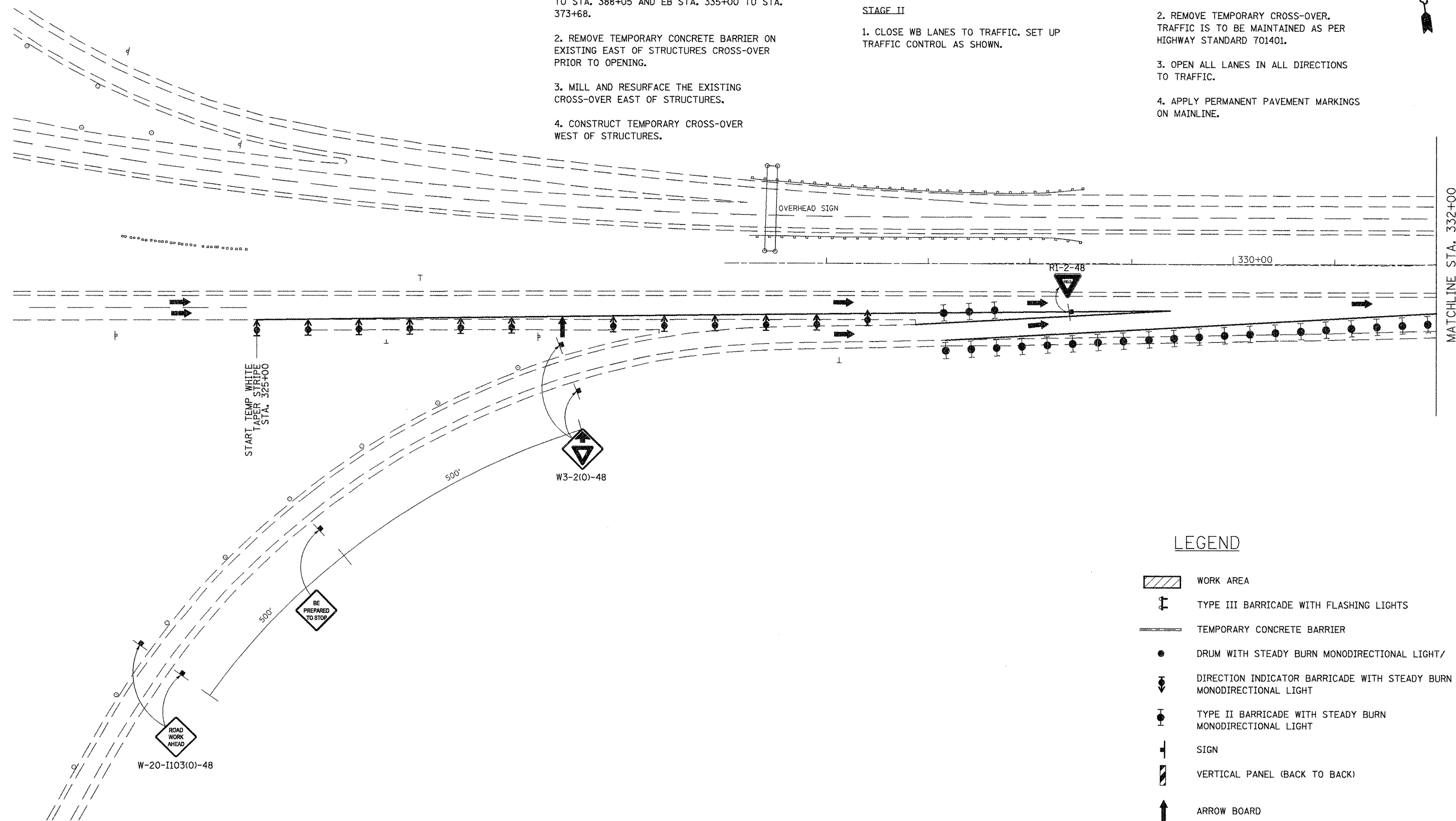
1. CLOSE EB LANES TO TRAFFIC. SET UP TRAFFIC CONTROL AS SHOWN.

STAGE II

1. CLOSE WB LANES TO TRAFFIC. SET UP TRAFFIC CONTROL AS SHOWN.

STAGE III

1. REINSTALL TEMPORARY CONCRETE BARRIER ON PERMANENT CROSS-OVER EAST OF STRUCTURES.
2. REMOVE TEMPORARY CROSS-OVER. TRAFFIC IS TO BE MAINTAINED AS PER HIGHWAY STANDARD 701401.
3. OPEN ALL LANES IN ALL DIRECTIONS TO TRAFFIC.
4. APPLY PERMANENT PAVEMENT MARKINGS ON MAINLINE.



LEGEND

- WORK AREA
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT/
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- SIGN
- VERTICAL PANEL (BACK TO BACK)
- ARROW BOARD
- IMPACT ATTENUATOR

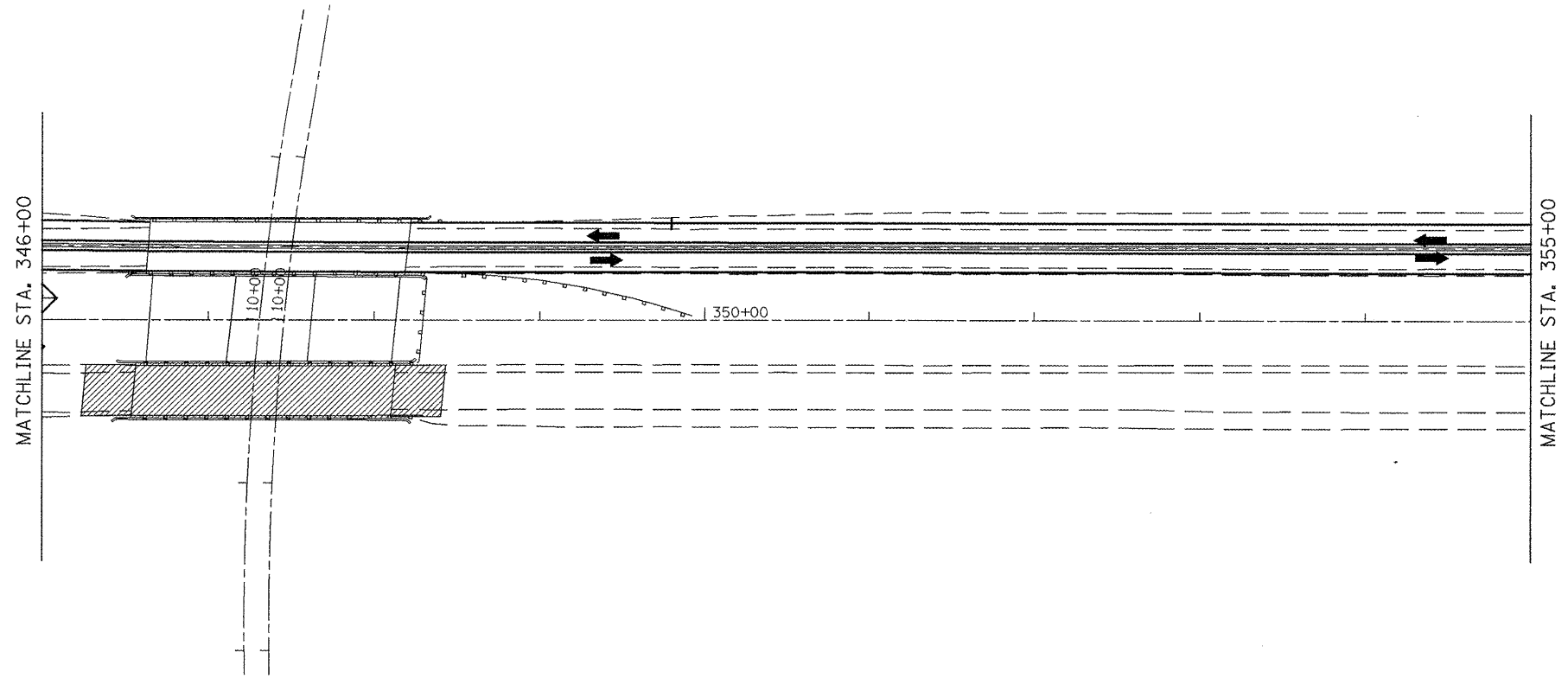
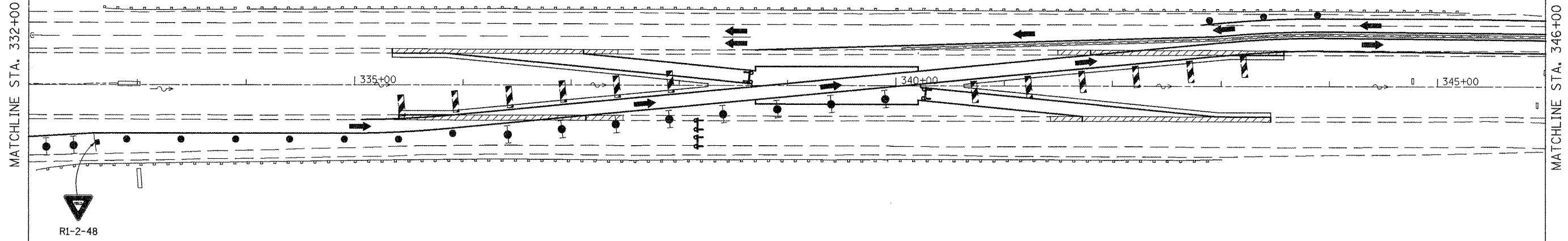
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		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
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	PLOT DATE = 8/25/2011		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**











**MAINTENANCE OF TRAFFIC PLAN
STAGE I**

SCALE: 1" = 50' SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[(6VB)/BYJ]	PEORIA	133	36
CONTRACT NO. 68874				
<small>ILLINOIS FED. AID PROJECT</small>				



LEGEND

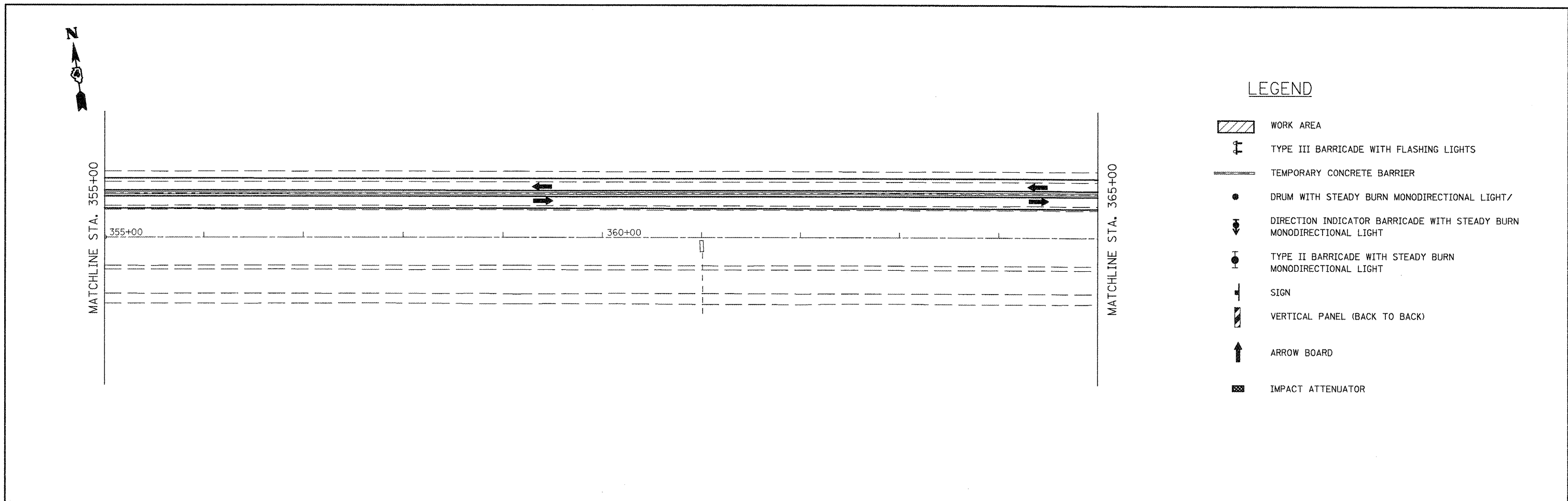
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-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)
-  ARROW BOARD
-  IMPACT ATTENUATOR

FILE NAME = D468874-topo.dgn	USER NAME = johnsonsv	DESIGNED -	REVISED -
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	PLOT DATE = 8/25/2011	DATE -	REVISED -











**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

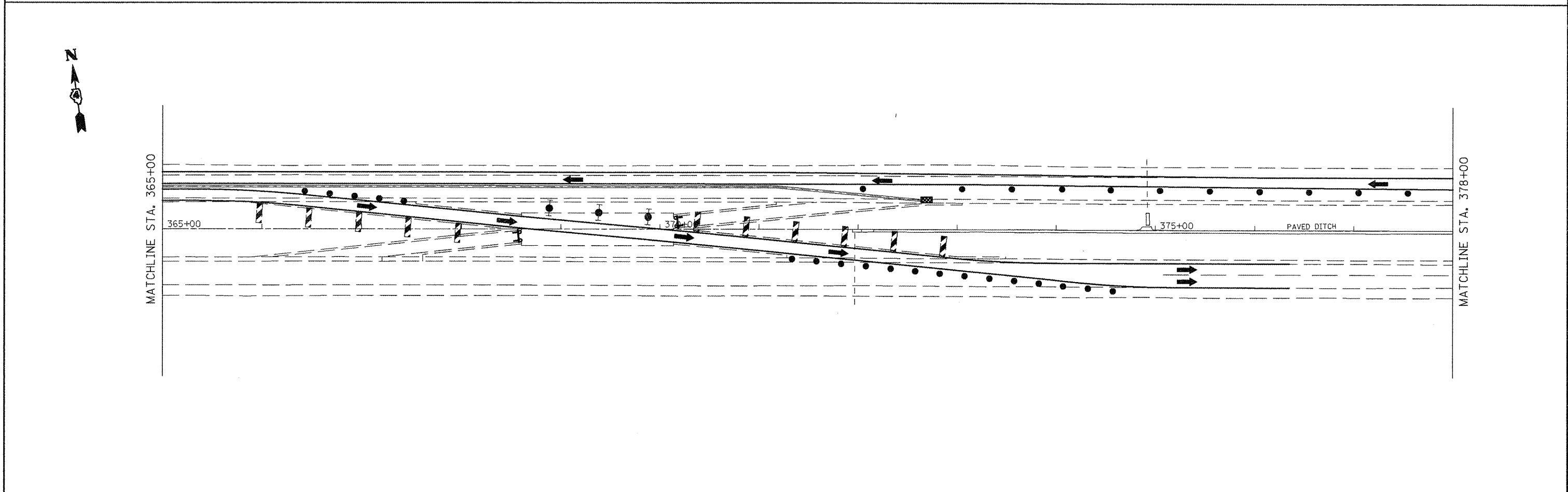
MAINTENANCE OF TRAFFIC PLAN STAGE I			
SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.

F.A.I. RTE. 74	SECTION 72[GVB]BYJ	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 37
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

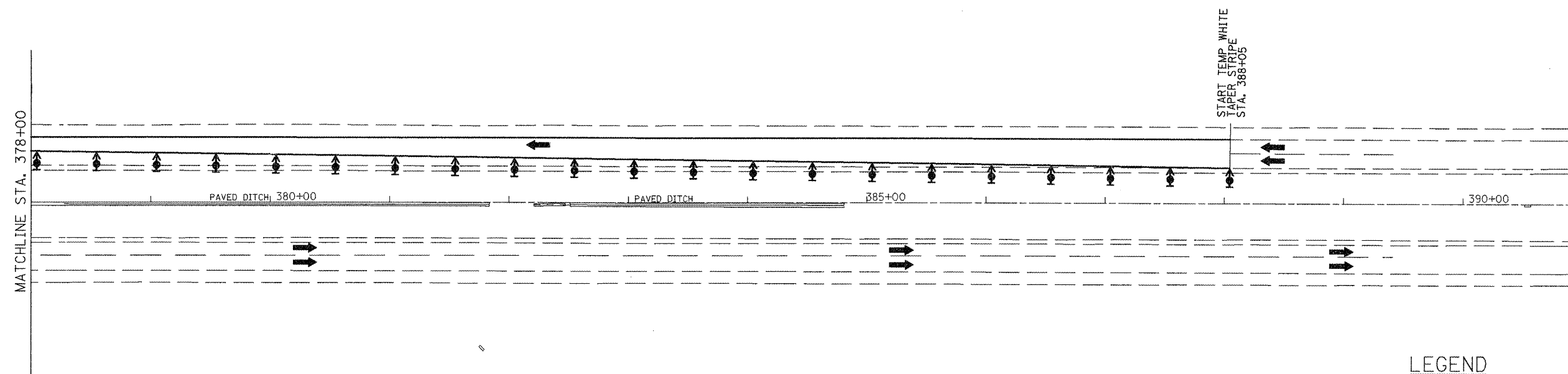


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









-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT/
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)
-  ARROW BOARD
-  IMPACT ATTENUATOR



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PLOT SCALE = 100.4566' / in.	CHECKED -	DATE -	REVISED -	SCALE:	SHEET NO. 3 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 68874 ILLINOIS FED. AID PROJECT		



LEGEND

-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT/
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)
-  ARROW BOARD
-  IMPACT ATTENUATOR

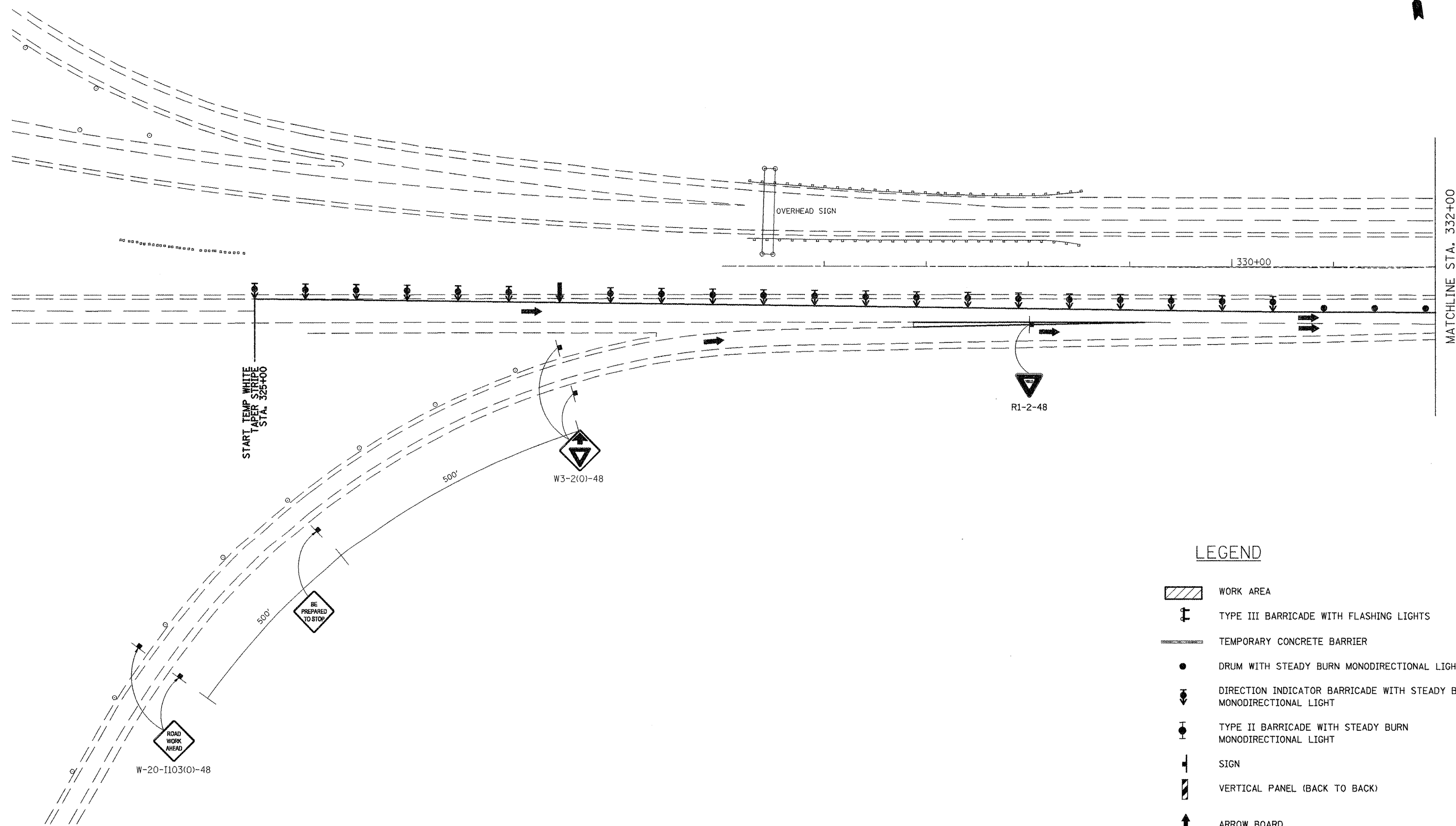
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**











**MAINTENANCE OF TRAFFIC PLAN
STAGE I**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[6VB]BYJ	PEORIA	133	39
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



LEGEND

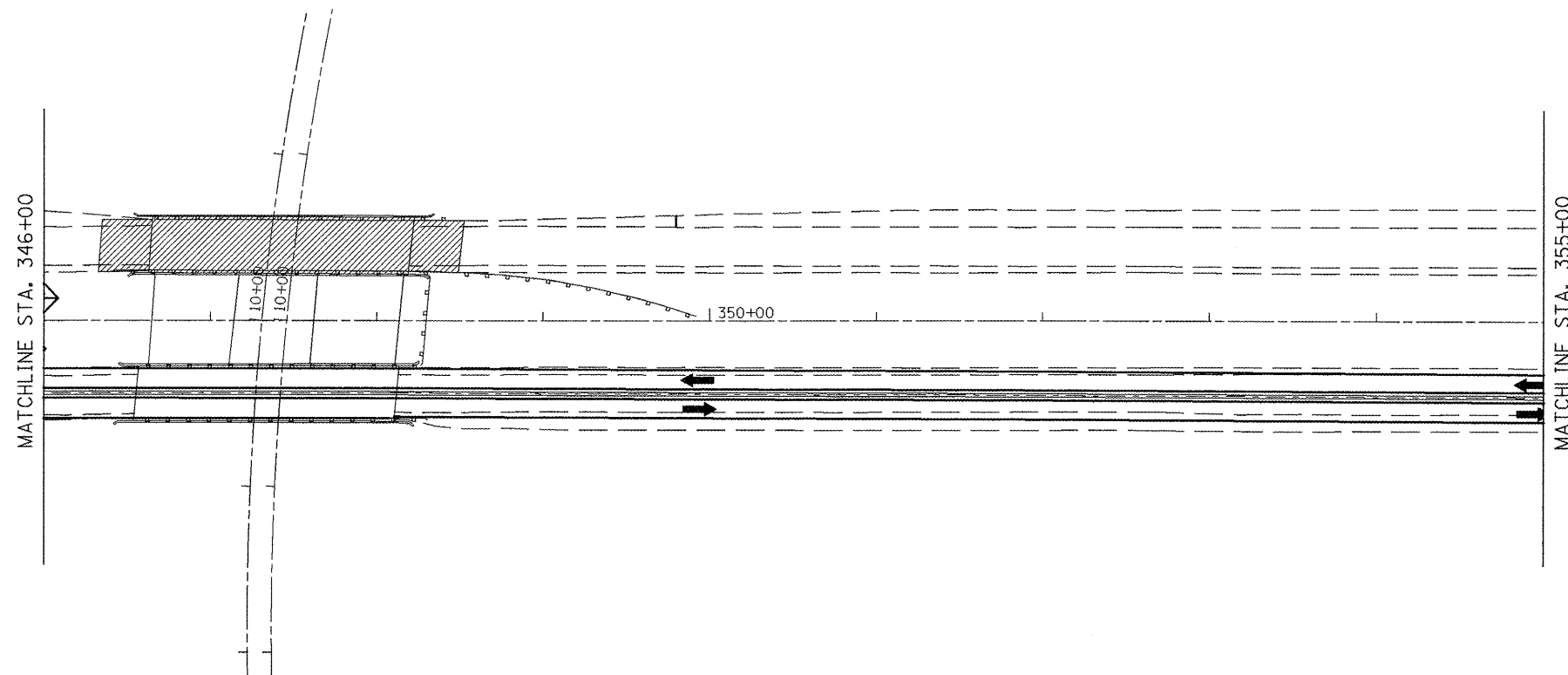
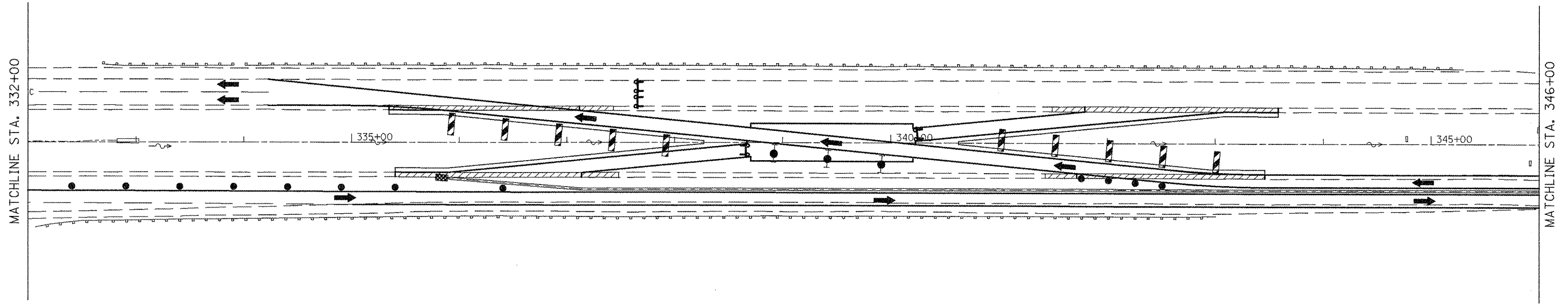
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-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT/
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)
-  ARROW BOARD
-  IMPACT ATTENUATOR

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	PLOT DATE = 8/25/2011	DATE -	REVISED -











**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MAINTENANCE OF TRAFFIC PLAN STAGE II			
SCALE: 1" = 50'	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[GVB/BY]	PEORIA	133	40
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



LEGEND

-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT /
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)
-  ARROW BOARD
-  IMPACT ATTENUATOR

FILE NAME =
D468874-topo.dgn

USER NAME = johnsonv
PLOT SCALE = 100.4566' / 1" /
PLOT DATE = 8/25/2011

DESIGNED -
DRAWN -
CHECKED -
DATE -

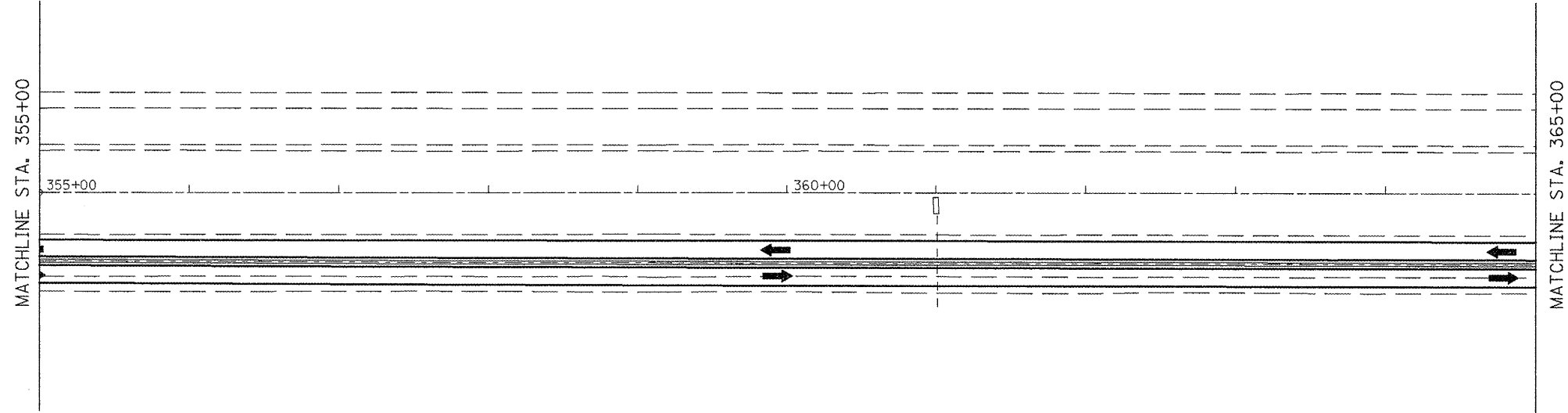
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

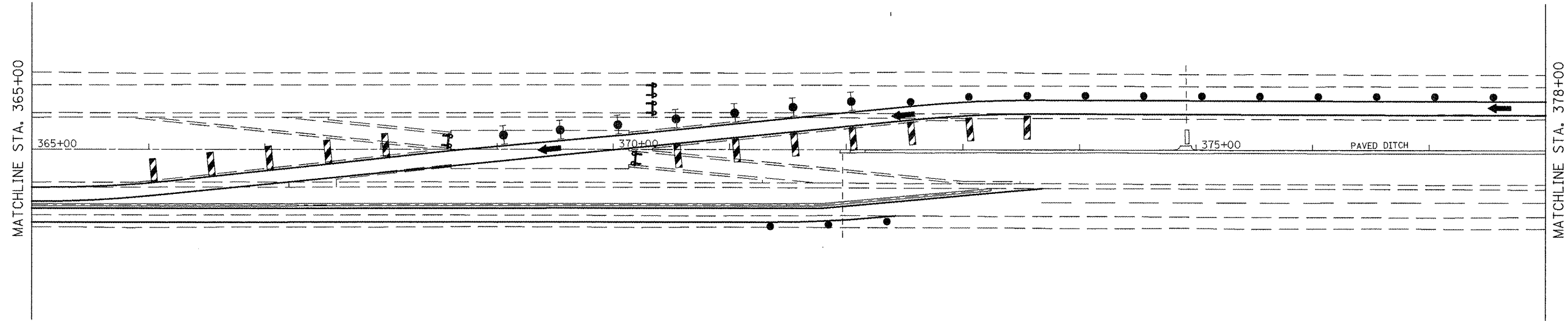
**MAINTENANCE OF TRAFFIC PLAN
STAGE II**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72L(6VB)BYJ	PEORIA	133	41
CONTRACT NO. 68874				
<small>ILLINOIS FED. AID PROJECT</small>				



LEGEND

- WORK AREA
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT/
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- SIGN
- VERTICAL PANEL (BACK TO BACK)
- ARROW BOARD
- IMPACT ATTENUATOR



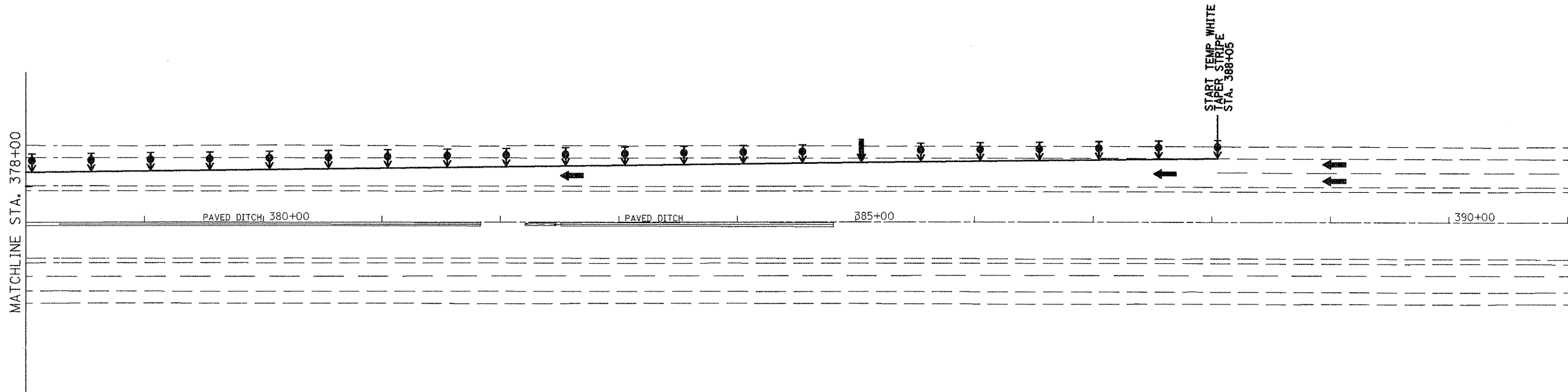
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**











**MAINTENANCE OF TRAFFIC PLAN
STAGE II**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[GVB]BY1	PEORIA	133	42
CONTRACT NO. 68874				

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT



LEGEND

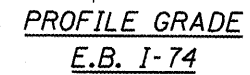
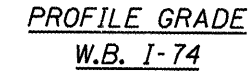
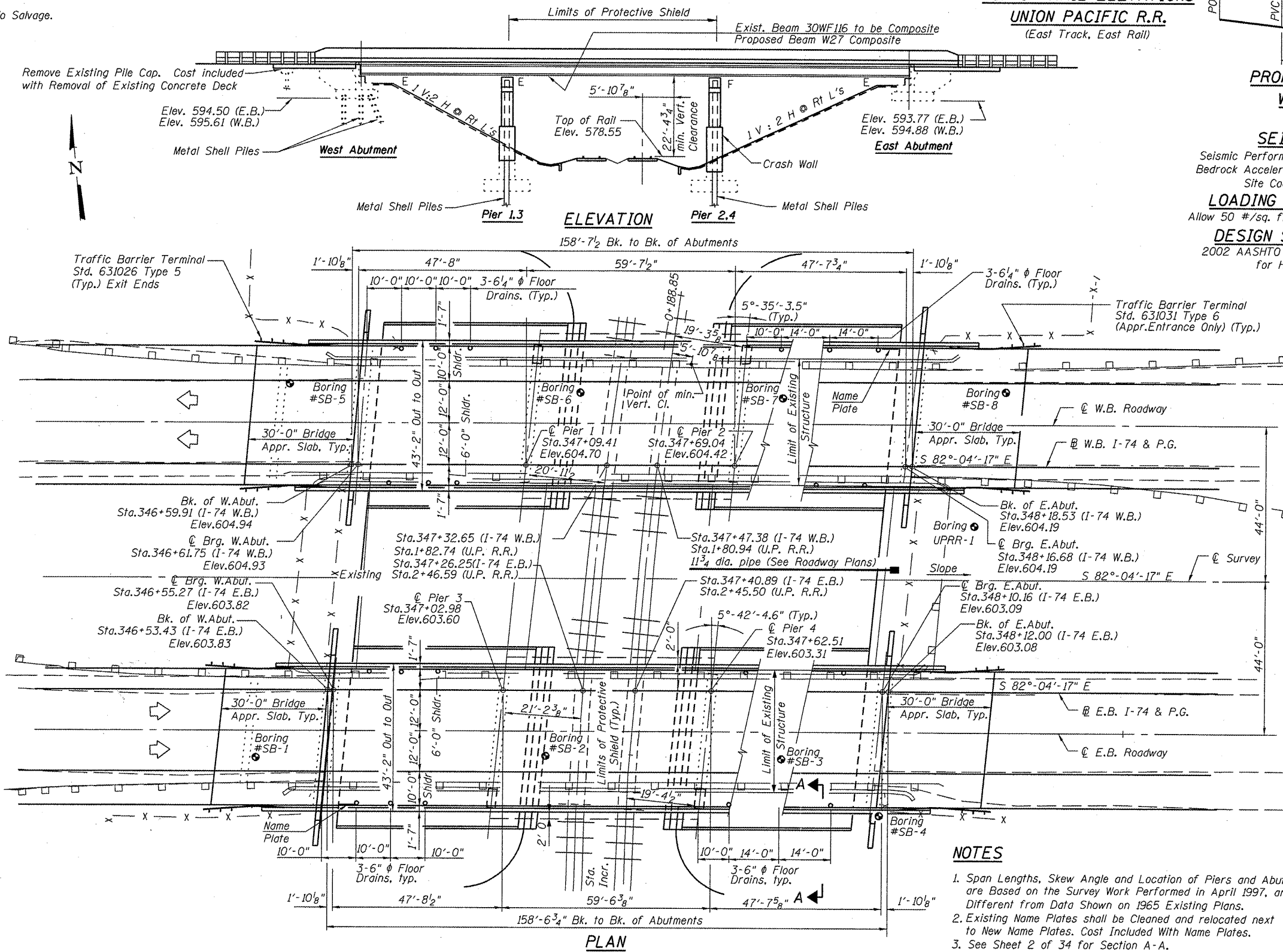
-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT/
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)
-  ARROW BOARD
-  IMPACT ATTENUATOR

FILE NAME = D468874-topo.dgn	USER NAME = johnsortv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC PLAN STAGE II			F.A.I. RTE. 74	SECTION 72(6VB)BYJ	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 43
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -		SCALE:	SHEET NO. 4 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 68874			
	PLOT DATE = 8/25/2011	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

B. M. #102: Chiseled "L" on N.W. Wingwall, Westbound I-74, Structure No. 072-0002. Elev. 605.63.

Existing Structure: S.N. 072-0001 (E.B.) & S.N. 072-0002 (W.B.) built as F.A.I. Route 74, Section 72-6VB in 1965. The E.B. and W.B. superstructure consists of a R.C. deck 35'-8" wide by 158'-9 1/2" long supported on a 3 span continuous, noncomposite wide flange beams. The existing deck shall be removed and replaced with a widened composite deck supported on the existing beams and 1 additional new outer beam, existing abutments shall be widened and converted to semi-integral abutments and the existing piers shall be widened. Traffic shall be maintained on existing S.N. 072-0001 during construction of S.N. 072-0002, and on S.N. 072-0002 during construction of S.N. 072-0001 by use of cross overs. Union Pacific R.R. remains open during construction.

No Salvage.



SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.04g
 Site Coefficient (S) = 1.0
LOADING HS20-44 & ALT.
 Allow 50 #/sq. Ft. for future wearing surface.
DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications for Highway Bridges

STATION 347+32.71
 REBUILT BY
 STATE OF ILLINOIS
 F.A.I. ROUTE 74 SECTION 72-6VB
 LOADING HS20 & ALT.
 STRUCTURE NO. 072-0001

NAME PLATE (E.B.)
 See Std. 515001 and note 2

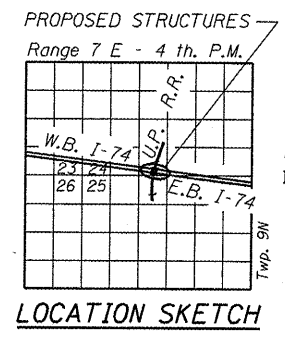
STATION 347+39.22
 REBUILT BY
 STATE OF ILLINOIS
 F.A.I. ROUTE 74 SECTION 72-6VB
 LOADING HS20 & ALT.
 STRUCTURE NO. 072-0002

NAME PLATE (W.B.)
 See Std. 515001 and note 2

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)
 $f_y = 36,000$ ksi (M270 Grade 36)

EXISTING STRUCTURE
 $f'_c = 3$ ksi
 $f_y = 40$ ksi Reinf. Steel (Grade 40)
 $f_y = 36$ ksi Struct. Steel (A-36)



APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 [Signature]
 ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
 WILLIAM J. VEGRZYN
 4983 HANOVER PARK
 LICENSED STRUCTURAL ENGINEER
 9-29-11
 Expires 11-30-12

- NOTES**
- Span Lengths, Skew Angle and Location of Piers and Abutments are Based on the Survey Work Performed in April 1997, and are Different from Data Shown on 1965 Existing Plans.
 - Existing Name Plates shall be Cleaned and relocated next to New Name Plates. Cost Included With Name Plates.
 - See Sheet 2 of 34 for Section A-A.

GENERAL PLAN AND ELEVATION
I-74 OVER THE UNION PACIFIC RAILROAD
F.A.I. RTE. 74 - SECTION 72-6VB
PEORIA COUNTY
STATION 347+32.71 & 347+39.22
STRUCTURE NO. 072-0001 & 072-0002



V3 Companies of Illinois Ltd.
 7325 James Avenue
 Woodridge, IL 60517
 830.724.9200 phone
 830.724.9202 fax
 www.v3co.com

FILE NAME: B1 General Plan and Elevation.dgn
 PLOT SCALE: 1:1
 PLOT DATE: July 1, 2011

DESIGNED: B. Vegryzn
 CHECKED: Coombe-Bloxdorf
 DRAWN: B. Vegryzn
 CHECKED: Coombe-Bloxdorf

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	44
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 57,698 pounds
 AASHTO M270 Grade 50 = 49,274 pounds
 AASHTO M270 Grade 36 = 8,424 pounds

No field welding is permitted except as specified in the contract documents.
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.

Reinforcement bars designated (E) shall be epoxy coated.
 Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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

Span lengths, skew angle and location of piers and abutments are based on the survey work performed in April 1997, and are different from data shown on the 1965 existing plans. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing structural steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10.

All existing structural steel shall be painted according to the requirements of Paint System 1 - OZ/E/U. 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.

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. See Special Provision for "Cleaning and Painting New Metal Structures".

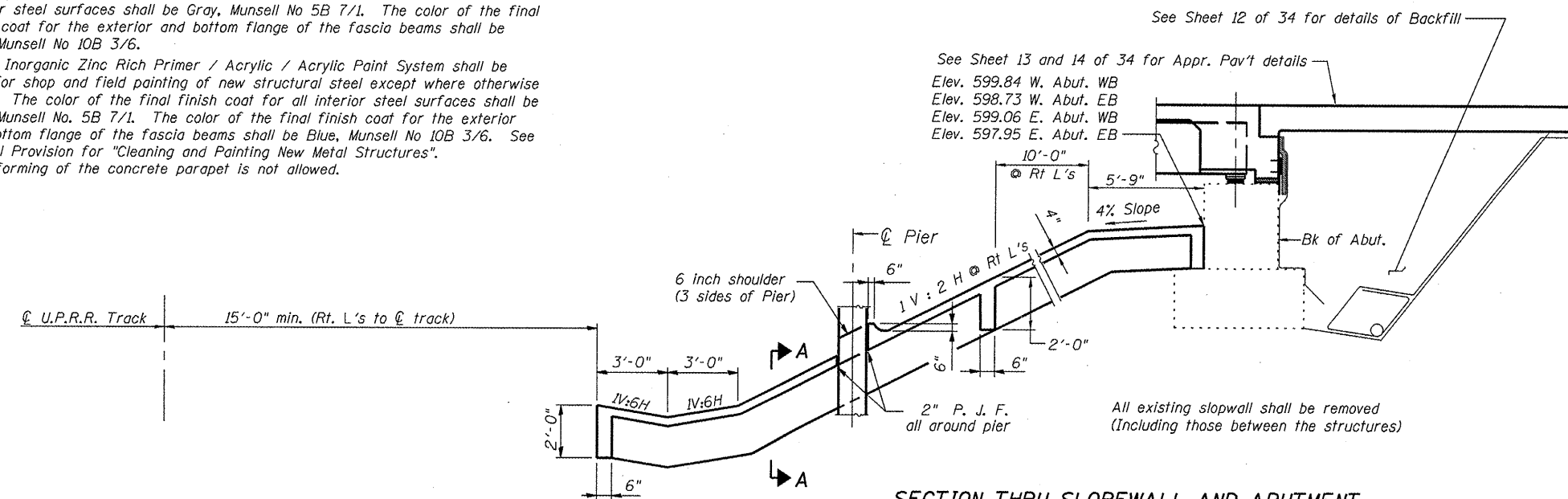
Slipforming of the concrete parapet is not allowed.

TOTAL BILL OF MATERIAL

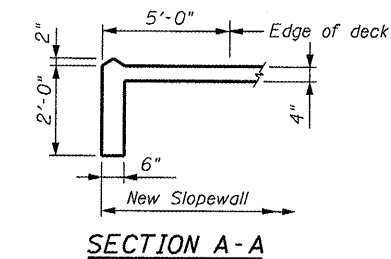
ITEM	UNIT	WESTBOUND			EASTBOUND			GRAND TOTAL
		SUPER	SUB	TOTAL	SUPER	SUB	TOTAL	
Removal of Existing Concrete Deck	Each	1		1	1		1	2
Concrete Removal	Cu. Yd.		37.2	37.2		37.2	37.2	74.4
Slope Wall Removal	Sq. Yd.		953	953		953	953	1906
Protective Shield	Sq. Yd.	312		312	312		312	624
Structure Excavation	Cu. Yd.		276	276		276	276	552
Concrete Structures	Cu. Yd.		89.6	89.6		89.6	89.6	179.2
Concrete Superstructure	Cu. Yd.	364.7		364.7	364.7		364.7	729.4
Concrete Encasement	Cu. Yd.		4.6	4.6		4.6	4.6	9.2
Bridge Deck Grooving	Sq. Yd.	917		917	917		917	1834
Protective Coat	Sq. Yd.	1152		1152	1152		1152	2304
Floor Drains	Each	12		12	12		12	24
Furnishing and Erecting Structural Steel	L Sum							1
Stud Shear Connectors	Each	3694		3694	3694		3694	7388
Reinforcement Bars, Epoxy Coated	Pound	85,160	7880	93,040	85,160	7890	93,050	186,090
Bar Splicers	Each	86		86	86		86	172
Slope Wall 4 Inch	Sq. Yd.		692	692		692	692	1384
Furnishing Metal Shell Piles 14"x0.25"	Foot		235	235		235	235	470
Driving Piles	Foot		235	235		235	235	470
Test Pile Metal Shells	Each		1	1		1	1	2
Name Plates	Each	1		1	1		1	2
Elastomeric Bearing Assembly, Type I	Each	16		16	16		16	32
Anchor Bolts, 1"	Each	36		36	37		37	73
Epoxy Crack Injection	Foot		5	5		1	1	6
Geocomposite Wall Drain	Sq. Yd.		118	118		118	118	236
Porous Granular Embankment, Special	Cu. Yd.		248	248		248	248	496
Cleaning And Painting Steel Bridge No. 1	L Sum					1	1	1
Containment & Disposal of Lead Paint Cleaning Residues No. 1	L Sum					1	1	1
Containment & Disposal of Lead Paint Cleaning Residues No. 2	L Sum	1		1				1
Jack and Remove Existing Bearings	Each	14		14	14		14	28
Pipe Underdrains for Structures 4"	Foot		216	216		216	216	432
Cleaning And Painting Steel Bridge No. 2	L Sum	1		1				1

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- 2 General Notes and Misc. Details
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- 4 Top of Slab Elevations - Eastbound
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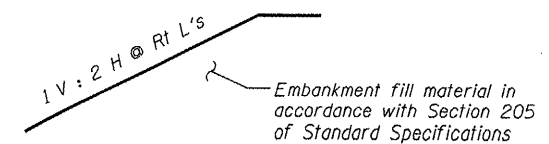


SECTION THRU SLOPEWALL AND ABUTMENT
 Slopewall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

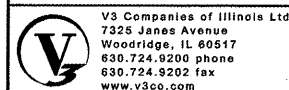


SECTION A-A

Note: Top soil and sodding by others. The Contractor shall provide temporary erosion control as necessary and as approved by the Engineer. See Civil Plans.



SLOPE BETWEEN STRUCTURES



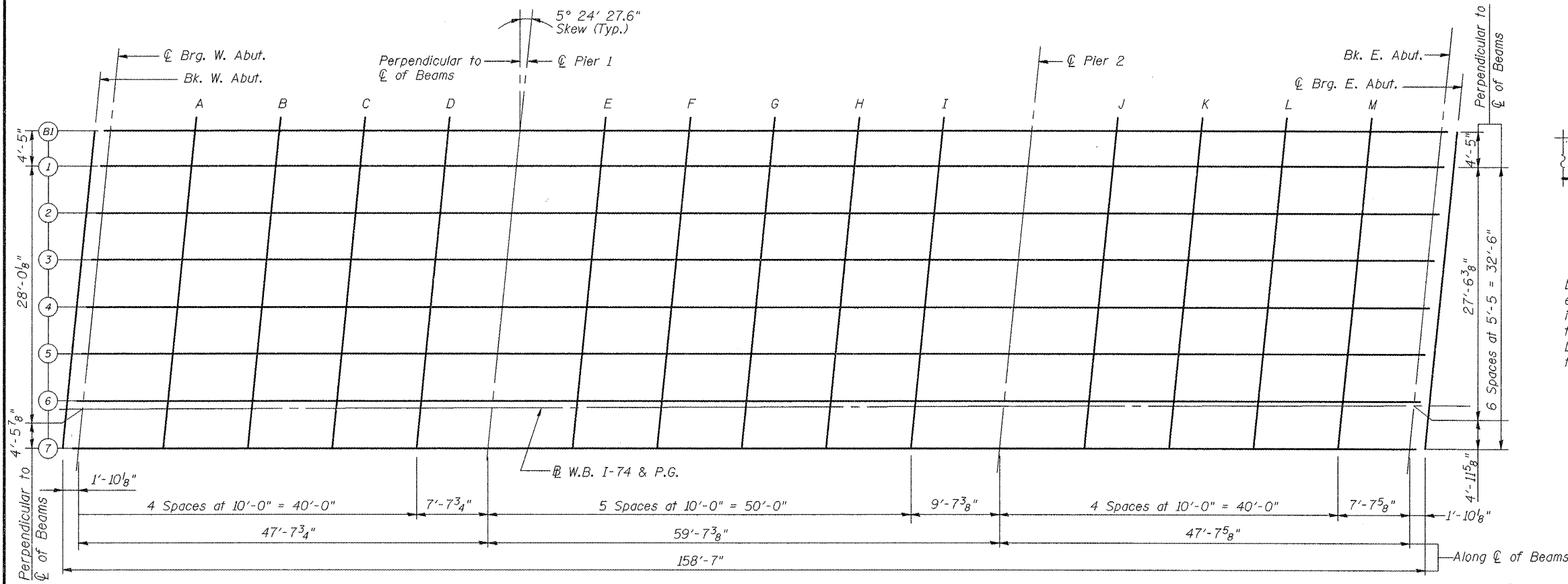
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 PLOT SCALE: 1:1
 PLOT DATE: July 1, 2011

DESIGNED: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf
 DRAWN: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf

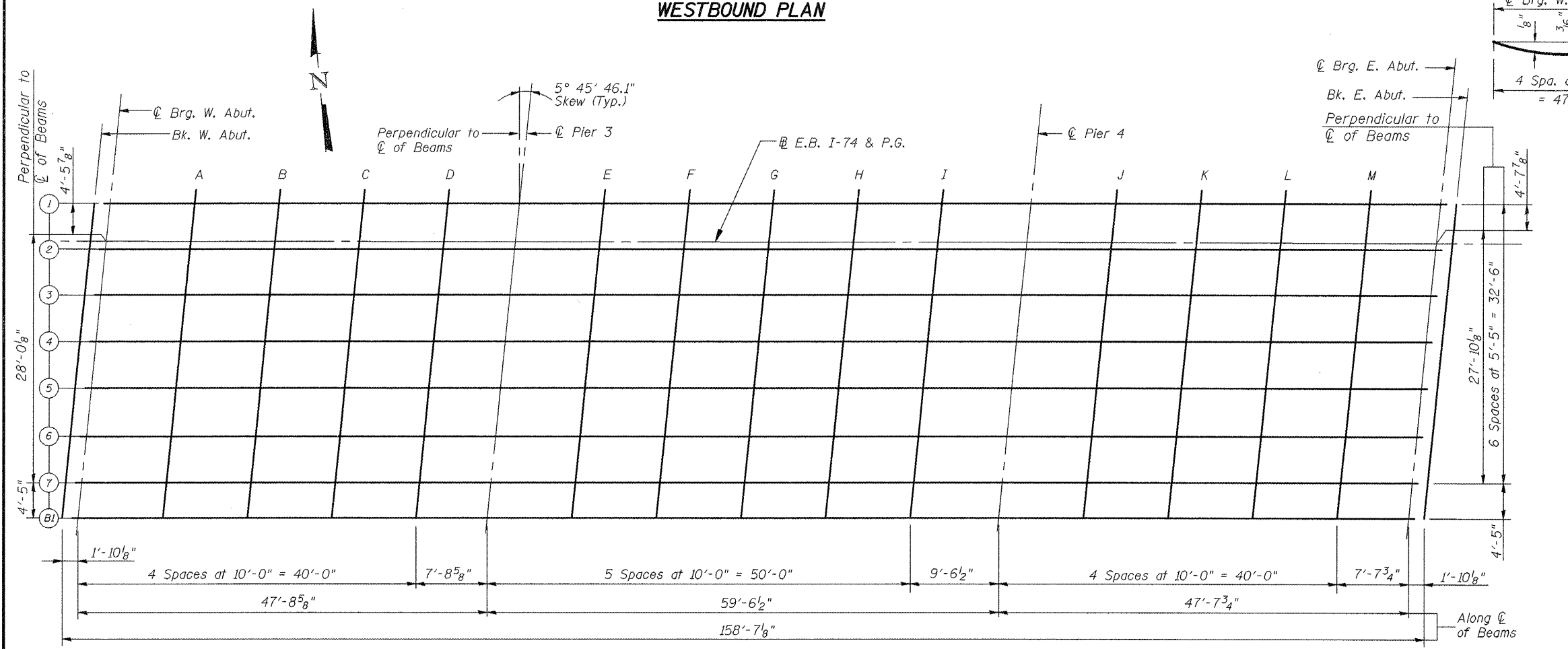
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND MISC. DETAILS
 STRUCTURE NO. 072-0001 & 072-0002
 SHEET NO. 2 OF 34 SHEETS

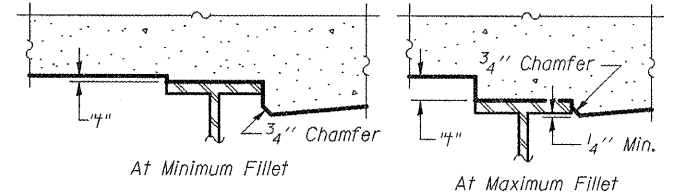
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	45
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



WESTBOUND PLAN

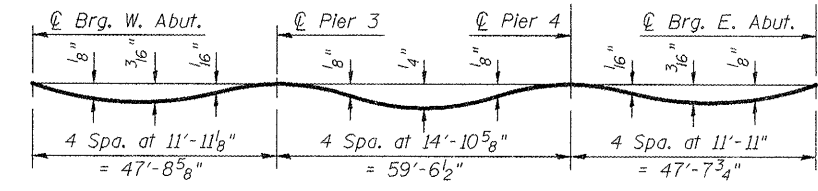


EASTBOUND PLAN



To determine "t": After all existing concrete deck has been removed and all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4 and 5 of 34, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
(E.B. Shown, W.B. Similar)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4 and 5 of 34.

BEAM 1					PROFILE GRADE LINE					BEAM 2					BEAM 3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	346+53.88	-4.49	603.74	603.74	Bk. W. Abut.	346+53.43	0.00	603.83	603.83	Bk. W. Abut.	346+53.34	0.93	603.84	603.84	Bk. W. Abut.	346+52.80	6.35	603.93	603.93
⊕ Brg. W. Abut.	346+55.72	-4.49	603.73	603.73	⊕ Brg. W. Abut.	346+55.27	0.00	603.82	603.82	⊕ Brg. W. Abut.	346+55.18	0.93	603.84	603.84	⊕ Brg. W. Abut.	346+54.64	6.34	603.92	603.92
A	346+65.72	-4.50	603.68	603.69	A	346+65.27	0.00	603.77	603.78	A	346+65.18	0.92	603.79	603.80	A	346+64.64	6.33	603.87	603.88
B	346+75.72	-4.51	603.63	603.65	B	346+75.27	0.00	603.73	603.74	B	346+75.18	0.91	603.74	603.76	B	346+74.64	6.32	603.82	603.84
C	346+85.72	-4.52	603.59	603.60	C	346+85.27	0.00	603.68	603.69	C	346+85.18	0.90	603.69	603.71	C	346+84.64	6.31	603.78	603.79
D	346+95.72	-4.53	603.54	603.54	D	346+95.27	0.00	603.63	603.63	D	346+95.18	0.88	603.65	603.65	D	346+94.64	6.30	603.73	603.73
⊕ Pier 3	347+03.43	-4.54	603.50	603.50	⊕ Pier 3	347+02.98	0.00	603.60	603.60	⊕ Pier 3	347+02.89	0.88	603.61	603.61	⊕ Pier 3	347+02.35	6.29	603.69	603.69
E	347+13.43	-4.55	603.46	603.46	E	347+12.98	0.00	603.55	603.55	E	347+12.89	0.87	603.56	603.57	E	347+12.35	6.28	603.65	603.65
F	347+23.43	-4.56	603.41	603.42	F	347+22.98	0.00	603.50	603.52	F	347+22.89	0.86	603.51	603.53	F	347+22.35	6.27	603.60	603.61
G	347+33.43	-4.57	603.36	603.38	G	347+32.98	0.00	603.45	603.47	G	347+32.89	0.84	603.47	603.49	G	347+32.35	6.26	603.55	603.57
H	347+43.43	-4.58	603.31	603.33	H	347+42.98	0.00	603.41	603.42	H	347+42.89	0.83	603.42	603.43	H	347+42.35	6.25	603.50	603.52
I	347+53.43	-4.59	603.27	603.27	I	347+52.98	0.00	603.36	603.36	I	347+52.89	0.82	603.37	603.38	I	347+52.35	6.24	603.46	603.46
⊕ Pier 4	347+62.97	-4.61	603.22	603.22	⊕ Pier 4	347+62.51	0.00	603.31	603.31	⊕ Pier 4	347+62.43	0.81	603.33	603.33	⊕ Pier 4	347+61.89	6.23	603.41	603.41
J	347+72.97	-4.62	603.17	603.18	J	347+72.51	0.00	603.27	603.27	J	347+72.43	0.80	603.28	603.28	J	347+71.89	6.22	603.36	603.37
K	347+82.97	-4.63	603.12	603.14	K	347+82.51	0.00	603.22	603.23	K	347+82.43	0.79	603.23	603.25	K	347+81.89	6.21	603.32	603.33
L	347+92.97	-4.64	603.08	603.09	L	347+92.51	0.00	603.17	603.19	L	347+92.43	0.78	603.18	603.20	L	347+91.89	6.20	603.27	603.28
M	348+02.97	-4.65	603.03	603.04	M	348+02.51	0.00	603.12	603.13	M	348+02.43	0.77	603.14	603.14	M	348+01.89	6.19	603.22	603.23
⊕ Brg. E. Abut.	348+10.63	-4.66	602.99	602.99	⊕ Brg. E. Abut.	348+10.16	0.00	603.09	603.09	⊕ Brg. E. Abut.	348+10.09	0.76	603.10	603.10	⊕ Brg. E. Abut.	348+09.55	6.18	603.18	603.18
Bk. E. Abut.	348+12.47	-4.66	602.98	602.98	Bk. E. Abut.	348+12.00	0.00	603.08	603.08	Bk. E. Abut.	348+11.93	0.76	603.09	603.09	Bk. E. Abut.	348+11.39	6.18	603.18	603.18

BEAM 4					BEAM 5					BEAM 6					BEAM 7				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	346+52.26	11.76	604.01	604.01	Bk. W. Abut.	346+51.72	17.18	603.94	603.94	Bk. W. Abut.	346+51.18	22.60	603.86	603.86	Bk. W. Abut.	346+50.63	28.02	603.76	603.76
⊕ Brg. W. Abut.	346+54.10	11.76	604.00	604.00	⊕ Brg. W. Abut.	346+53.56	17.18	603.93	603.93	⊕ Brg. W. Abut.	346+53.02	22.60	603.85	603.85	⊕ Brg. W. Abut.	346+52.47	28.01	603.75	603.75
A	346+64.10	11.75	603.96	603.96	A	346+63.56	17.17	603.88	603.89	A	346+63.02	22.59	603.81	603.81	A	346+62.47	28.00	603.71	603.72
B	346+74.10	11.74	603.91	603.92	B	346+73.56	17.16	603.84	603.85	B	346+73.02	22.57	603.76	603.77	B	346+72.47	27.99	603.66	603.68
C	346+84.10	11.73	603.86	603.87	C	346+83.56	17.15	603.79	603.80	C	346+83.02	22.56	603.71	603.72	C	346+82.47	27.98	603.61	603.62
D	346+94.10	11.72	603.81	603.81	D	346+93.56	17.14	603.74	603.74	D	346+93.02	22.55	603.66	603.67	D	346+92.47	27.97	603.57	603.57
⊕ Pier 3	347+01.81	11.71	603.78	603.78	⊕ Pier 3	347+01.27	17.13	603.71	603.71	⊕ Pier 3	347+00.73	22.54	603.63	603.63	⊕ Pier 3	347+00.19	27.96	603.53	603.53
E	347+11.81	11.70	603.73	603.73	E	347+11.27	17.12	603.66	603.66	E	347+10.73	22.53	603.58	603.59	E	347+10.19	27.95	603.48	603.49
F	347+21.81	11.69	603.68	603.70	F	347+21.27	17.11	603.61	603.63	F	347+20.73	22.52	603.53	603.55	F	347+20.19	27.94	603.44	603.45
G	347+31.81	11.68	603.63	603.66	G	347+31.27	17.10	603.57	603.59	G	347+30.73	22.51	603.49	603.51	G	347+30.19	27.93	603.39	603.41
H	347+41.81	11.67	603.59	603.60	H	347+41.27	17.09	603.52	603.53	H	347+40.73	22.50	603.44	603.46	H	347+40.19	27.92	603.34	603.36
I	347+51.81	11.66	603.54	603.54	I	347+51.27	17.07	603.47	603.48	I	347+50.73	22.49	603.39	603.40	I	347+50.19	27.91	603.29	603.30
⊕ Pier 4	347+61.35	11.65	603.49	603.49	⊕ Pier 4	347+60.81	17.06	603.43	603.43	⊕ Pier 4	347+60.27	22.48	603.35	603.35	⊕ Pier 4	347+59.72	27.90	603.25	603.25
J	347+71.35	11.64	603.45	603.45	J	347+70.81	17.05	603.38	603.38	J	347+70.27	22.47	603.30	603.30	J	347+69.72	27.89	603.20	603.21
K	347+81.35	11.63	603.40	603.41	K	347+80.81	17.04	603.33	603.35	K	347+80.27	22.46	603.25	603.27	K	347+79.72	27.88	603.16	603.17
L	347+91.35	11.61	603.35	603.37	L	347+90.81	17.03	603.28	603.30	L	347+90.27	22.45	603.21	603.22	L	347+89.72	27.87	603.11	603.12
M	348+01.35	11.60	603.30	603.31	M	348+00.81	17.02	603.24	603.24	M	348+00.27	22.44	603.16	603.16	M	347+99.72	27.86	603.06	603.07
⊕ Brg. E. Abut.	348+09.00	11.60	603.27	603.27	⊕ Brg. E. Abut.	348+08.46	17.01	603.20	603.20	⊕ Brg. E. Abut.	348+07.92	22.43	603.12	603.12	⊕ Brg. E. Abut.	348+07.38	27.85	603.02	603.02
Bk. E. Abut.	348+10.84	11.59	603.26	603.26	Bk. E. Abut.	348+10.30	17.01	603.19	603.19	Bk. E. Abut.	348+09.76	22.43	603.11	603.11	Bk. E. Abut.	348+09.22	27.85	603.02	603.02

BEAM B1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	346+50.19	32.43	603.68	603.68
⊕ Brg. W. Abut.	346+52.03	32.43	603.67	603.67
A	346+62.03	32.42	603.62	603.63
B	346+72.03	32.41	603.57	603.59
C	346+82.03	32.40	603.53	603.54
D	346+92.03	32.39	603.48	603.48
⊕ Pier 3	346+99.75	32.38	603.44	603.44
E	347+09.75	32.37	603.40	603.40
F	347+19.75	32.36	603.35	603.37
G	347+29.75	32.35	603.30	603.32
H	347+39.75	32.34	603.26	603.27
I	347+49.75	32.33	603.21	603.21
⊕ Pier 4	347+59.28	32.31	603.16	603.16
J	347+69.28	32.30	603.12	603.12
K	347+79.28	32.29	603.07	603.08
L	347+89.28	32.28	603.02	603.04
M	347+99.28	32.27	602.97	602.98
⊕ Brg. E. Abut.	348+06.94	32.26	602.94	602.94
Bk. E. Abut.	348+08.78	32.26	602.93	602.93

BEAM B1					BEAM 1					BEAM 2					BEAM 3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	346+63.08	-32.43	604.75	604.75	Bk. W. Abut.	346+62.65	-28.01	604.84	604.84	Bk. W. Abut.	346+62.12	-22.60	604.95	604.95	Bk. W. Abut.	346+61.59	-17.18	605.03	605.03
⊕ Brg. W. Abut.	346+64.92	-32.42	604.74	604.74	⊕ Brg. W. Abut.	346+64.49	-28.01	604.83	604.83	⊕ Brg. W. Abut.	346+63.96	-22.59	604.94	604.94	⊕ Brg. W. Abut.	346+63.43	-17.18	605.02	605.02
A	346+74.92	-32.39	604.70	604.71	A	346+74.49	-27.98	604.79	604.80	A	346+73.96	-22.56	604.89	604.90	A	346+73.43	-17.15	604.97	604.98
B	346+84.92	-32.36	604.65	604.67	B	346+84.49	-27.95	604.74	604.76	B	346+83.96	-22.53	604.84	604.86	B	346+83.43	-17.12	604.93	604.94
C	346+94.92	-32.33	604.60	604.62	C	346+94.49	-27.92	604.69	604.71	C	346+93.96	-22.50	604.80	604.81	C	346+93.43	-17.08	604.88	604.89
D	347+04.92	-32.30	604.56	604.56	D	347+04.49	-27.88	604.65	604.65	D	347+03.96	-22.47	604.75	604.75	D	347+03.43	-17.05	604.83	604.83
⊕ Pier 1	347+12.56	-32.28	604.52	604.52	⊕ Pier 1	347+12.13	-27.86	604.61	604.61	⊕ Pier 1	347+11.60	-22.45	604.71	604.71	⊕ Pier 1	347+11.07	-17.03	604.80	604.80
E	347+22.56	-32.24	604.47	604.48	E	347+22.13	-27.83	604.56	604.57	E	347+21.60	-22.41	604.67	604.67	E	347+21.07	-17.00	604.75	604.76
F	347+32.56	-32.21	604.43	604.44	F	347+32.13	-27.80	604.52	604.53	F	347+31.60	-22.38	604.62	604.64	F	347+31.07	-16.97	604.70	604.72
G	347+42.56	-32.18	604.38	604.40	G	347+42.13	-27.77	604.47	604.49	G	347+41.60	-22.35	604.57	604.59	G	347+41.07	-16.94	604.66	604.68
H	347+52.56	-32.15	604.33	604.35	H	347+52.13	-27.74	604.42	604.44	H	347+51.60	-22.32	604.53	604.54	H	347+51.07	-16.91	604.61	604.63
I	347+62.56	-32.12	604.29	604.29	I	347+62.13	-27.71	604.38	604.38	I	347+61.60	-22.29	604.48	604.48	I	347+61.07	-16.88	604.56	604.57
⊕ Pier 2	347+72.17	-32.09	604.24	604.24	⊕ Pier 2	347+71.74	-27.68	604.33	604.33	⊕ Pier 2	347+71.21	-22.26	604.44	604.44	⊕ Pier 2	347+70.69	-16.85	604.52	604.52
J	347+82.17	-32.06	604.20	604.20	J	347+81.74	-27.65	604.29	604.29	J	347+81.21	-22.23	604.39	604.39	J	347+80.69	-16.81	604.47	604.48
K	347+92.17	-32.03	604.15	604.16	K	347+91.74	-27.61	604.24	604.25	K	347+91.21	-22.20	604.34	604.36	K	347+90.69	-16.78	604.43	604.44
L	348+02.17	-32.00	604.10	604.12	L	348+01.74	-27.58	604.19	604.21	L	348+01.21	-22.17	604.29	604.31	L	348+00.69	-16.75	604.38	604.39
M	348+12.17	-31.97	604.06	604.06	M	348+11.74	-27.55	604.15	604.15	M	348+11.21	-22.14	604.25	604.25	M	348+10.69	-16.72	604.33	604.34
⊕ Brg. E. Abut.	348+19.80	-31.94	604.02	604.02	⊕ Brg. E. Abut.	348+19.37	-27.53	604.11	604.11	⊕ Brg. E. Abut.	348+18.84	-22.11	604.21	604.21	⊕ Brg. E. Abut.	348+18.31	-16.70	604.30	604.30
Bk. E. Abut.	348+21.65	-31.94	604.01	604.01	Bk. E. Abut.	348+21.22	-27.52	604.10	604.10	Bk. E. Abut.	348+20.69	-22.11	604.20	604.20	Bk. E. Abut.	348+20.16	-16.69	604.29	604.29

BEAM 4					BEAM 5					BEAM 6					PROFILE GRADE LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	346+61.06	-11.77	605.11	605.11	Bk. W. Abut.	346+60.53	-6.35	605.03	605.03	Bk. W. Abut.	346+60.00	-0.94	604.95	604.95	Bk. W. Abut.	346+59.91	0.00	604.94	604.94
⊕ Brg. W. Abut.	346+62.90	-11.76	605.10	605.10	⊕ Brg. W. Abut.	346+62.37	-6.35	605.02	605.02	⊕ Brg. W. Abut.	346+61.84	-0.93	604.94	604.94	⊕ Brg. W. Abut.	346+61.75	0.00	604.93	604.93
A	346+72.90	-11.73	605.05	605.06	A	346+72.37	-6.32	604.97	604.98	A	346+71.84	-0.90	604.89	604.90	A	346+71.75	0.00	604.88	604.89
B	346+82.90	-11.70	605.00	605.02	B	346+82.37	-6.29	604.92	604.94	B	346+81.84	-0.87	604.85	604.86	B	346+81.75	0.00	604.83	604.85
C	346+92.90	-11.67	604.95	604.97	C	346+92.37	-6.25	604.88	604.89	C	346+91.84	-0.84	604.80	604.81	C	346+91.75	0.00	604.79	604.80
D	347+02.90	-11.64	604.91	604.91	D	347+02.37	-6.22	604.83	604.83	D	347+01.84	-0.81	604.75	604.75	D	347+01.75	0.00	604.74	604.74
⊕ Pier 1	347+10.55	-11.62	604.87	604.87	⊕ Pier 1	347+10.02	-6.20	604.79	604.79	⊕ Pier 1	347+09.49	-0.78	604.71	604.71	⊕ Pier 1	347+09.41	0.00	604.70	604.70
E	347+20.55	-11.58	604.82	604.83	E	347+20.02	-6.17	604.74	604.75	E	347+19.49	-0.75	604.67	604.67	E	347+19.41	0.00	604.65	604.66
F	347+30.55	-11.55	604.77	604.79	F	347+30.02	-6.14	604.70	604.71	F	347+29.49	-0.72	604.62	604.63	F	347+29.41	0.00	604.61	604.62
G	347+40.55	-11.52	604.73	604.75	G	347+40.02	-6.11	604.65	604.67	G	347+39.49	-0.69	604.57	604.59	G	347+39.41	0.00	604.56	604.58
H	347+50.55	-11.49	604.68	604.69	H	347+50.02	-6.08	604.60	604.62	H	347+49.49	-0.66	604.52	604.54	H	347+49.41	0.00	604.51	604.53
I	347+60.55	-11.46	604.63	604.64	I	347+60.02	-6.05	604.55	604.56	I	347+59.49	-0.63	604.47	604.48	I	347+59.41	0.00	604.47	604.47
⊕ Pier 2	347+70.16	-11.43	604.59	604.59	⊕ Pier 2	347+69.63	-6.02	604.51	604.51	⊕ Pier 2	347+69.10	-0.60	604.43	604.43	⊕ Pier 2	347+69.04	0.00	604.42	604.42
J	347+80.16	-11.40	604.54	604.54	J	347+79.63	-5.98	604.46	604.46	J	347+79.10	-0.57	604.38	604.38	J	347+79.04	0.00	604.37	604.38
K	347+90.16	-11.37	604.49	604.50	K	347+89.63	-5.95	604.41	604.43	K	347+89.10	-0.54	604.33	604.35	K	347+89.04	0.00	604.33	604.34
L	348+00.16	-11.34	604.44	604.46	L	347+99.63	-5.92	604.36	604.38	L	347+99.10	-0.51	604.29	604.30	L	347+99.04	0.00	604.28	604.29
M	348+10.16	-11.31	604.39	604.40	M	348+09.63	-5.89	604.32	604.32	M	348+09.10	-0.48	604.24	604.24	M	348+09.04	0.00	604.23	604.24
⊕ Brg. E. Abut.	348+17.78	-11.28	604.36	604.36	⊕ Brg. E. Abut.	348+17.25	-5.87	604.28	604.28	⊕ Brg. E. Abut.	348+16.72	-0.45	604.20	604.20	⊕ Brg. E. Abut.	348+16.68	0.00	604.19	604.19
Bk. E. Abut.	348+19.63	-11.28	604.35	604.35	Bk. E. Abut.	348+19.10	-5.86	604.27	604.27	Bk. E. Abut.	348+18.58	-0.45	604.19	604.19	Bk. E. Abut.	348+18.53	0.00	604.19	604.19

BEAM 7				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	346+59.47	4.48	604.85	604.85
⊕ Brg. W. Abut.	346+61.31	4.48	604.84	604.84
A	346+71.31	4.51	604.79	604.80
B	346+81.31	4.54	604.74	604.76
C	346+91.31	4.58	604.70	604.71
D	347+01.31	4.61	604.65	604.65
⊕ Pier 1	347+08.96	4.63	604.61	604.61
E	347+18.96	4.66	604.56	604.57
F	347+28.96	4.69	604.52	604.53
G	347+38.96	4.72	604.47	604.49
H	347+48.96	4.75	604.42	604.43
I	347+58.96	4.78	604.37	604.38
⊕ Pier 2	347+68.57	4.81	604.33	604.33
J	347+78.57	4.85	604.28	604.28
K	347+88.57	4.88	604.23	604.24
L	347+98.57	4.91	604.18	604.20
M	348+08.57	4.94	604.13	604.14
⊕ Brg. E. Abut.	348+16.20	4.96	604.10	604.10
Bk. E. Abut.	348+18.05	4.97	604.09	604.09

NORTH CURB LINE/FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+34.11	-34.42	604.84
A	346+44.11	-34.42	604.79
B	346+54.07	-34.00	604.75
E. End of Appr. Slab	346+64.07	-34.00	604.71

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+33.09	-24.00	605.05
A	346+43.09	-24.00	605.01
B	346+53.09	-24.00	604.96
E. End of Appr. Slab	346+63.09	-24.00	604.91

℄ ROADWAY

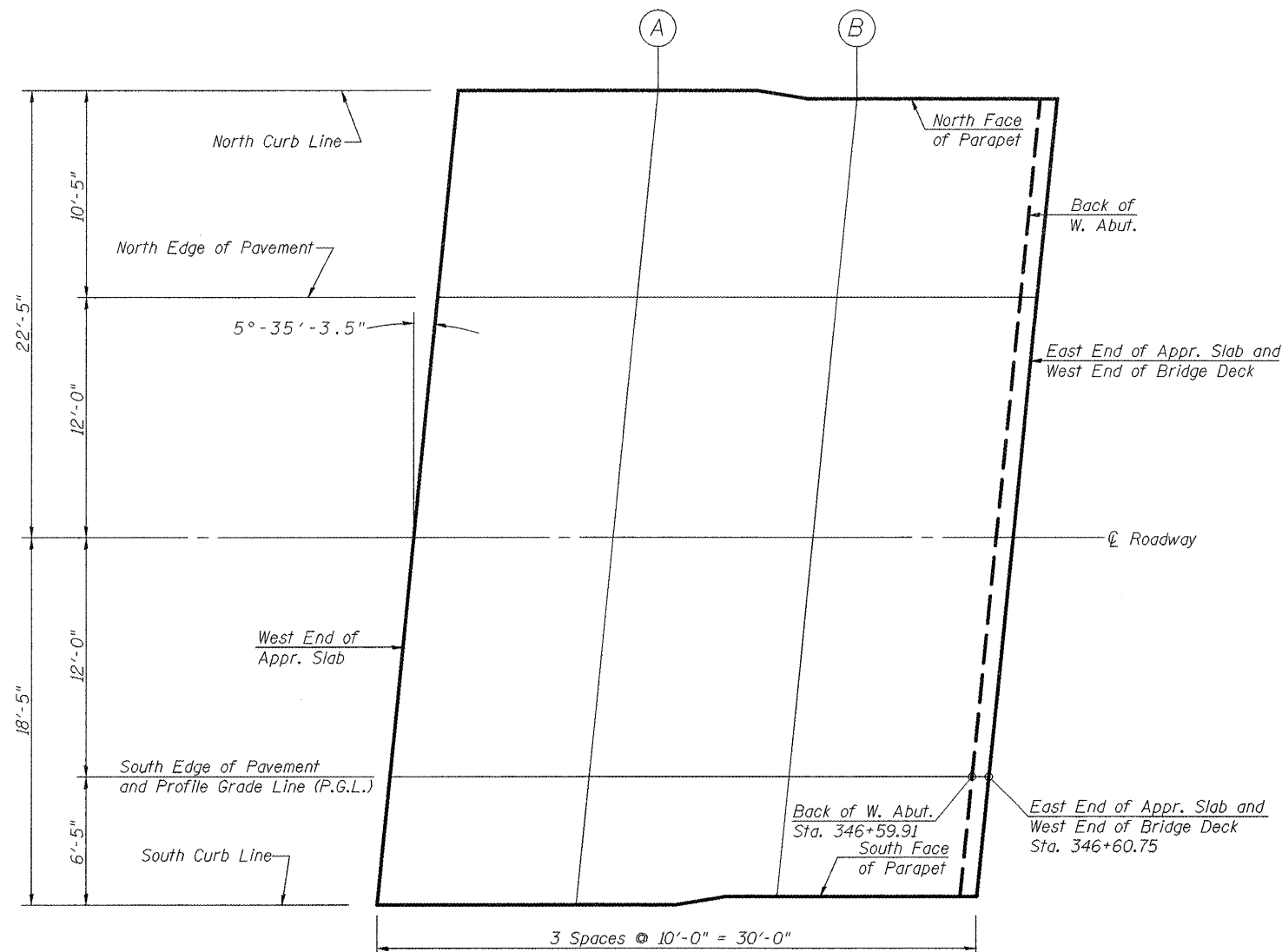
Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+31.92	-12.00	605.24
A	346+41.92	-12.00	605.19
B	346+51.92	-12.00	605.14
E. End of Appr. Slab	346+61.92	-12.00	605.10

SOUTH EDGE OF PAVEMENT/P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+30.75	0.00	605.06
A	346+40.75	0.00	605.02
B	346+50.75	0.00	604.97
E. End of Appr. Slab	346+60.75	0.00	604.92

SOUTH CURB LINE/FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+30.12	6.42	604.94
A	346+40.12	6.42	604.89
B	346+50.16	6.00	604.85
E. End of Appr. Slab	346+60.16	6.00	604.80



PLAN

NORTH CURB LINE/NORTH FACE OF PARAPET

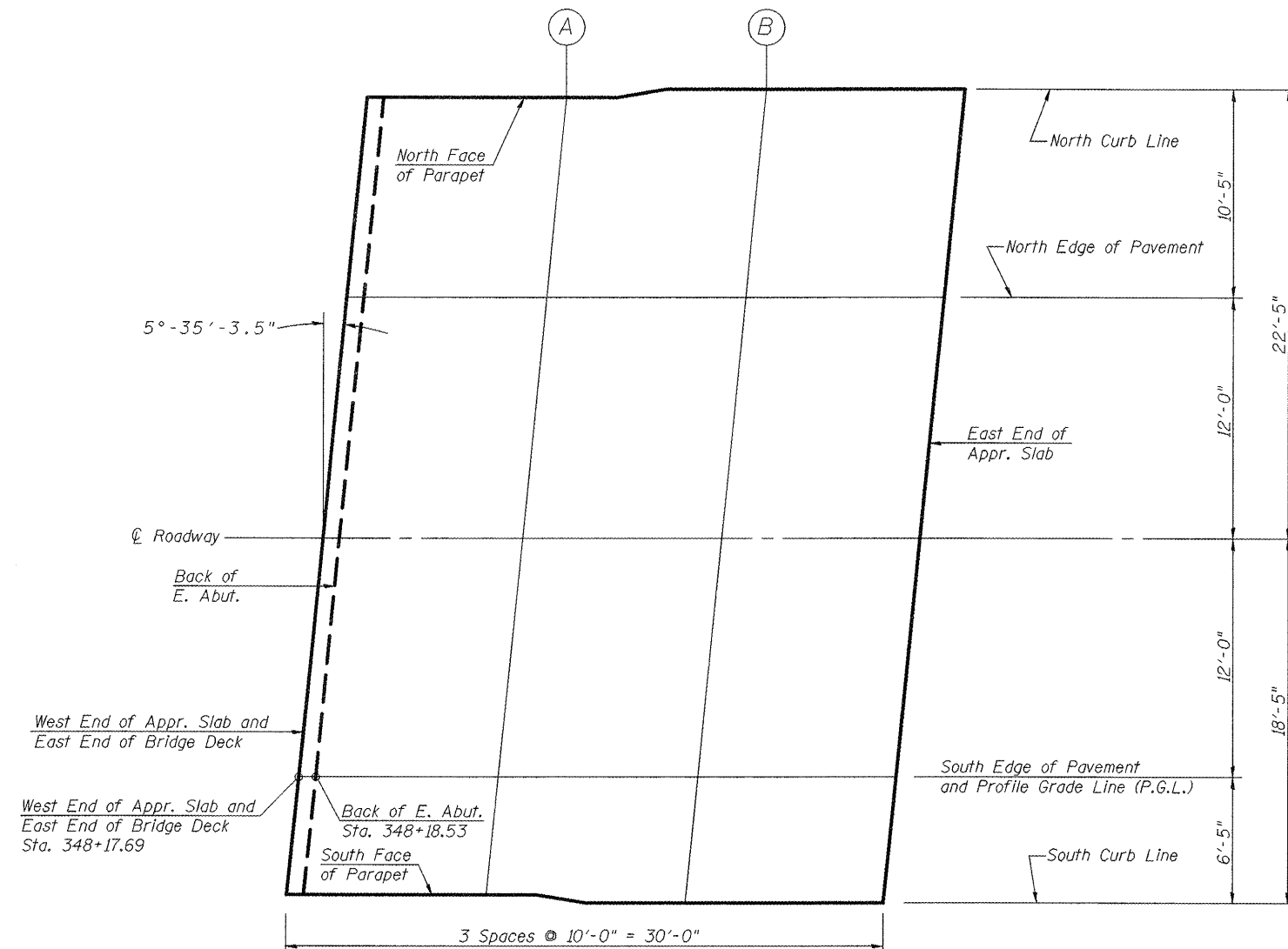
Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+21.01	-34.00	603.96
A	348+31.01	-34.00	603.92
B	348+41.05	-34.42	603.86
E. End of Appr. Slab	348+51.05	-34.42	603.81

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+20.03	-24.00	604.17
A	348+30.03	-24.00	604.12
B	348+40.03	-24.00	604.07
E. End of Appr. Slab	348+50.03	-24.00	604.03

☉ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+18.86	-12.00	604.35
A	348+28.86	-12.00	604.31
B	348+38.86	-12.00	604.26
E. End of Appr. Slab	348+48.86	-12.00	604.21



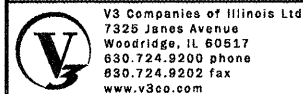
PLAN

SOUTH EDGE OF PAVEMENT/P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+17.69	0.00	604.18
A	348+27.69	0.00	604.13
B	348+37.69	0.00	604.08
E. End of Appr. Slab	348+47.69	0.00	604.04

SOUTH CURB LINE/SOUTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+17.10	6.00	604.06
A	348+27.10	6.00	604.01
B	348+37.06	6.42	603.96
E. End of Appr. Slab	348+47.06	6.42	603.91



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www.v3co.com

FILE NAME: 07 Top of E Approach Slab Elevations-Westbound.dgn
DESIGNED: B. Vegrzyn
CHECKED: Coombe-Bloxdorf
DRAWN: B. Vegrzyn
CHECKED: Coombe-Bloxdorf
REVISIONS:
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF E. APPROACH SLAB ELEVATIONS - WESTBOUND
STRUCTURE NO. 072-0001 & 072-0002**

SHEET NO. 7 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	50
CONTRACT NO. 68874				

ILLINOIS FED. AID PROJECT

NORTH CURB LINE/NORTH FACE OF PARAPET

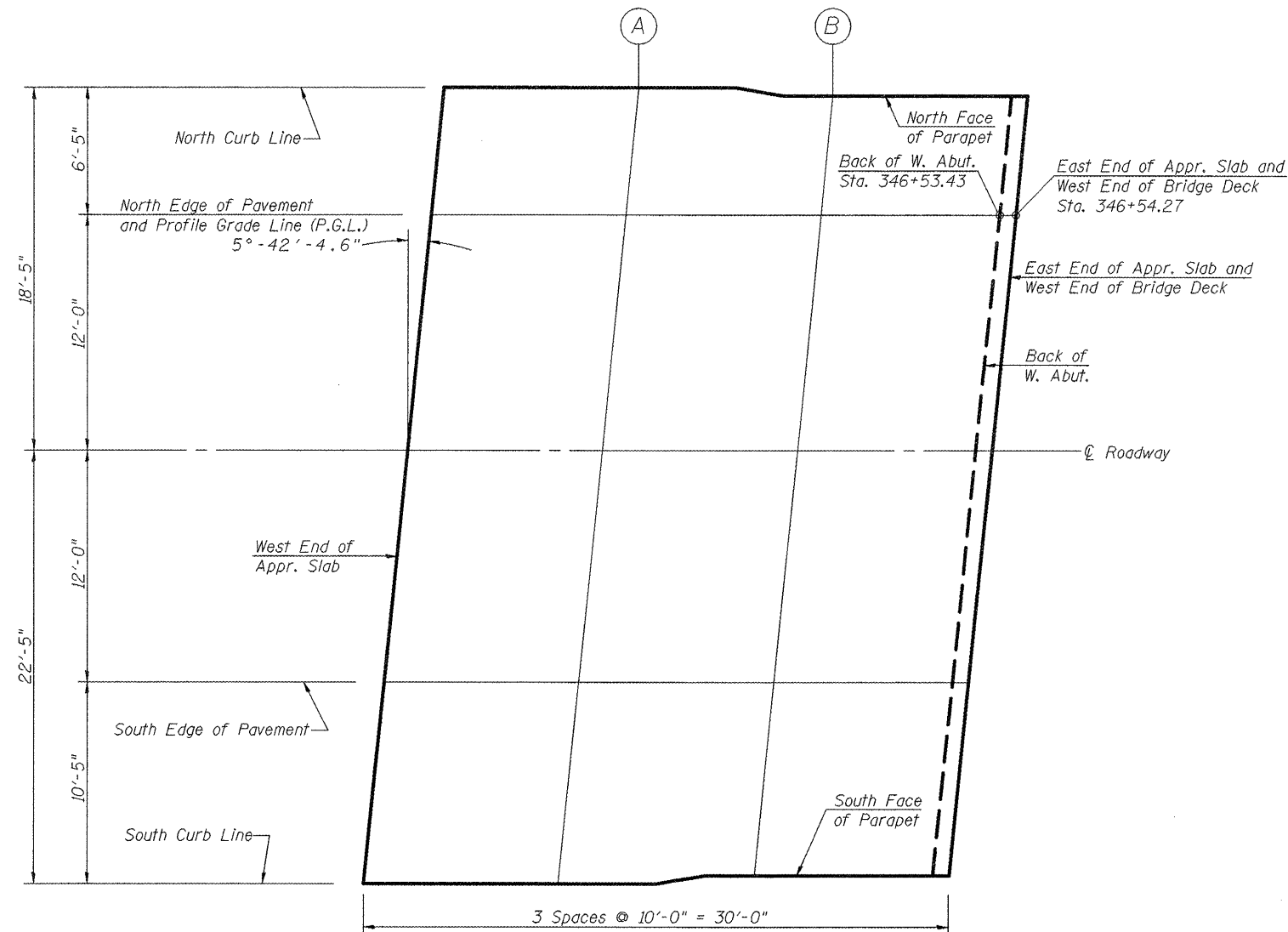
Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+24.91	-6.42	603.83
A	346+34.91	-6.42	603.78
B	346+44.87	-6.00	603.75
E. End of Appr. Slab	346+54.87	-6.00	603.70

NORTH EDGE OF PAVEMENT/P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+24.27	0.00	603.96
A	346+34.27	0.00	603.92
B	346+44.27	0.00	603.87
E. End of Appr. Slab	346+54.27	0.00	603.82

☉ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+23.07	12.00	604.15
A	346+33.07	12.00	604.10
B	346+43.07	12.00	604.05
E. End of Appr. Slab	346+53.07	12.00	604.01



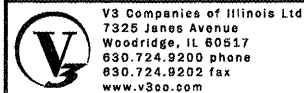
PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+21.87	24.00	603.97
A	346+31.87	24.00	603.93
B	346+41.87	24.00	603.88
E. End of Appr. Slab	346+51.87	24.00	603.83

SOUTH CURB LINE/SOUTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	346+20.83	34.42	603.77
A	346+30.83	34.42	603.72
B	346+40.88	34.00	603.68
E. End of Appr. Slab	346+50.88	34.00	603.64



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www.v8co.com

DESIGNED: B. Vegrzyn
CHECKED: Coombe-Bloxdorf
DRAWN: B. Vegrzyn
CHECKED: Coombe-Bloxdorf

REVISIONS:
REVISÉ -
REVISÉ -
REVISÉ -
REVISÉ -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF W. APPROACH SLAB ELEVATIONS - EASTBOUND
STRUCTURE NO. 072-0001 & 072-0002**

SHEET NO. 8 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	51
CONTRACT NO. 68874				

ILLINOIS FED. AID PROJECT

NORTH CURB LINE/NORTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+11.76	-6.00	602.96
A	348+21.76	-6.00	602.91
B	348+31.80	-6.42	602.85
E. End of Appr. Slab	348+41.80	-6.42	602.81

NORTH EDGE OF PAVEMENT/P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+11.16	0.00	603.08
A	348+21.16	0.00	603.03
B	348+31.16	0.00	602.98
E. End of Appr. Slab	348+41.16	0.00	602.94

☉ ROADWAY

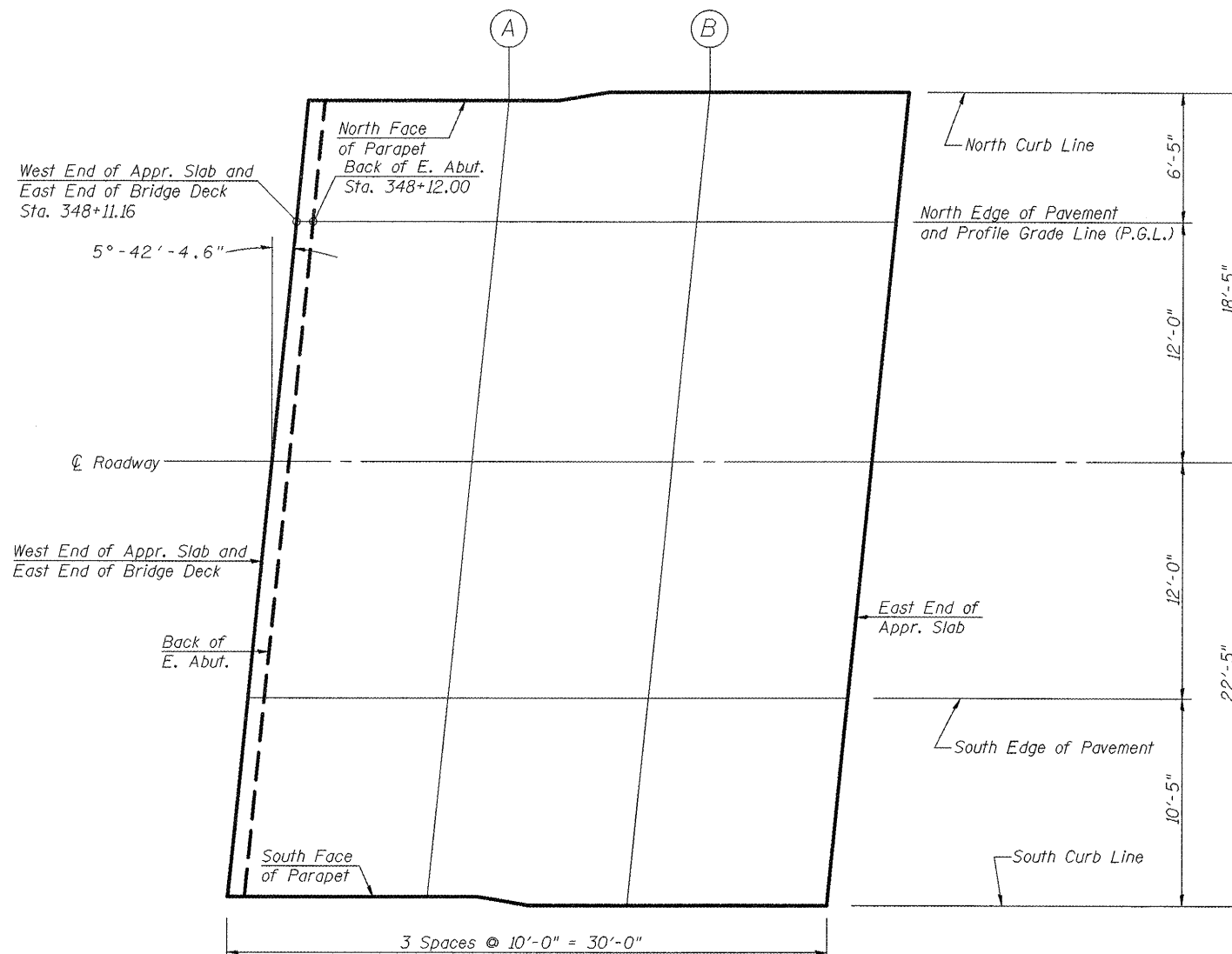
Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+09.96	12.00	603.26
A	348+19.96	12.00	603.22
B	348+29.96	12.00	603.17
E. End of Appr. Slab	348+39.96	12.00	603.12

SOUTH EDGE OF PAVEMENT

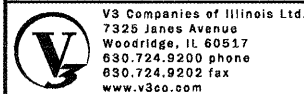
Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+08.76	24.00	603.09
A	348+18.76	24.00	603.04
B	348+28.76	24.00	603.00
E. End of Appr. Slab	348+38.76	24.00	602.95

SOUTH CURB LINE/SOUTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevations
W. End of Appr. Slab	348+07.77	34.00	602.90
A	348+17.77	34.00	602.85
B	348+27.72	34.42	602.79
E. End of Appr. Slab	348+37.72	34.42	602.75



PLAN



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DESIGNED: B. Vegrzyn
CHECKED: Coombe-Bloxdorf
DRAWN: B. Vegrzyn
CHECKED: Coombe-Bloxdorf

REVISIED -
REVISIED -
REVISIED -
REVISIED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF E. APPROACH SLAB ELEVATIONS - EASTBOUND
STRUCTURE NO. 072-0001 & 072-0002**

SHEET NO. 9 OF 34 SHEETS

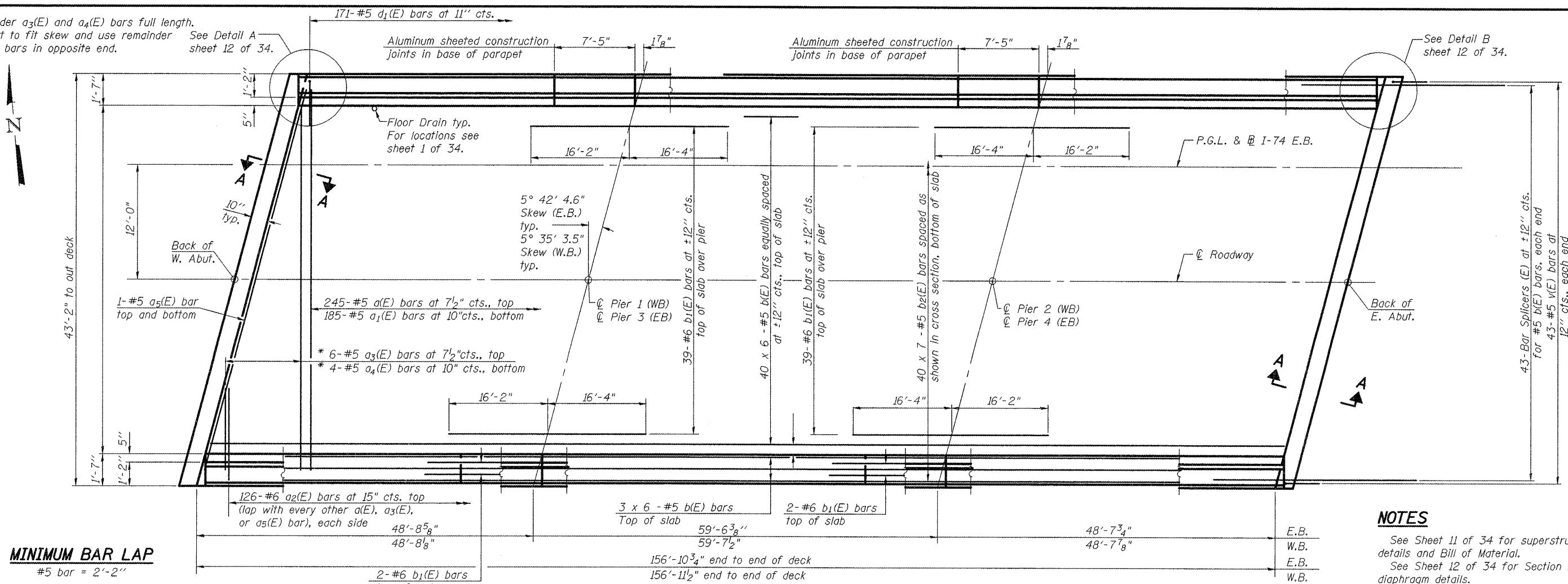
F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	52
CONTRACT NO. 68874				

ILLINOIS FED. AID PROJECT

* Order $a_3(E)$ and $a_4(E)$ bars full length.
Cut to fit skew and use remainder of bars in opposite end.

See Detail A sheet 12 of 34.

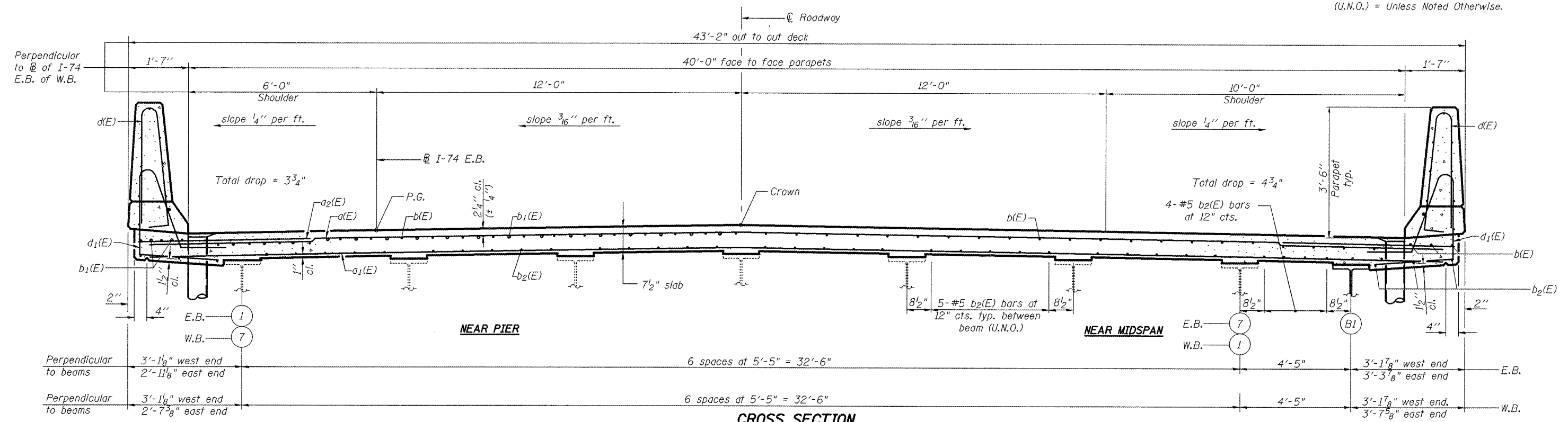
See Detail B sheet 12 of 34.



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

NOTES

See Sheet 11 of 34 for superstructure details and Bill of Material.
See Sheet 12 of 34 for Section A-A and diaphragm details.
Bars indicated thus 40 x 7-#5 etc. indicates 40 lines of bars with 7 lengths per line.
(U.N.O.) = Unless Noted Otherwise.



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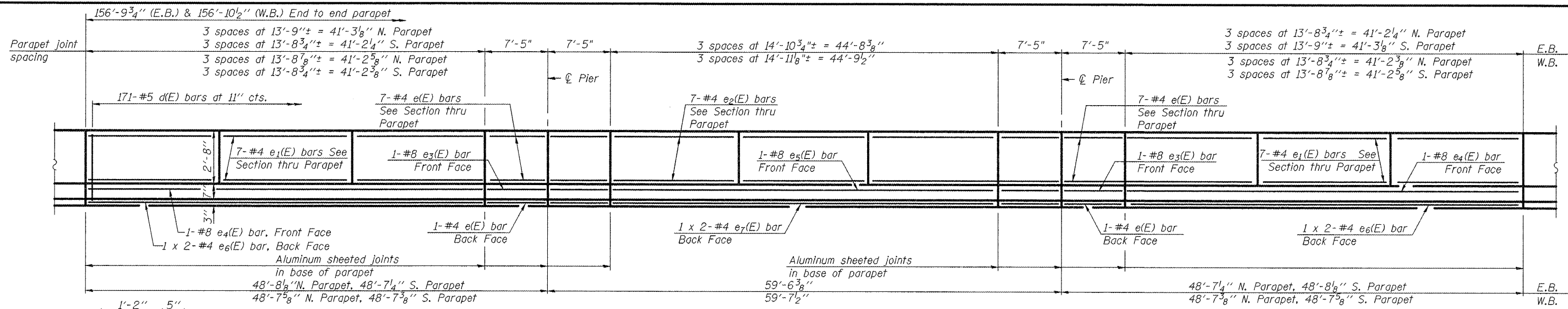
FILE NAME: 10 Deck Plan and Section.dgn	DESIGNED: C. Burke	REVISED -
PLOT SCALE: 1:1	CHECKED: WJV/Coombe-Bloxdorf	REVISED -
PLOT DATE: July 1, 2011	DRAWN: C. Burke	REVISED -
	CHECKED: WJV/Coombe-Bloxdorf	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

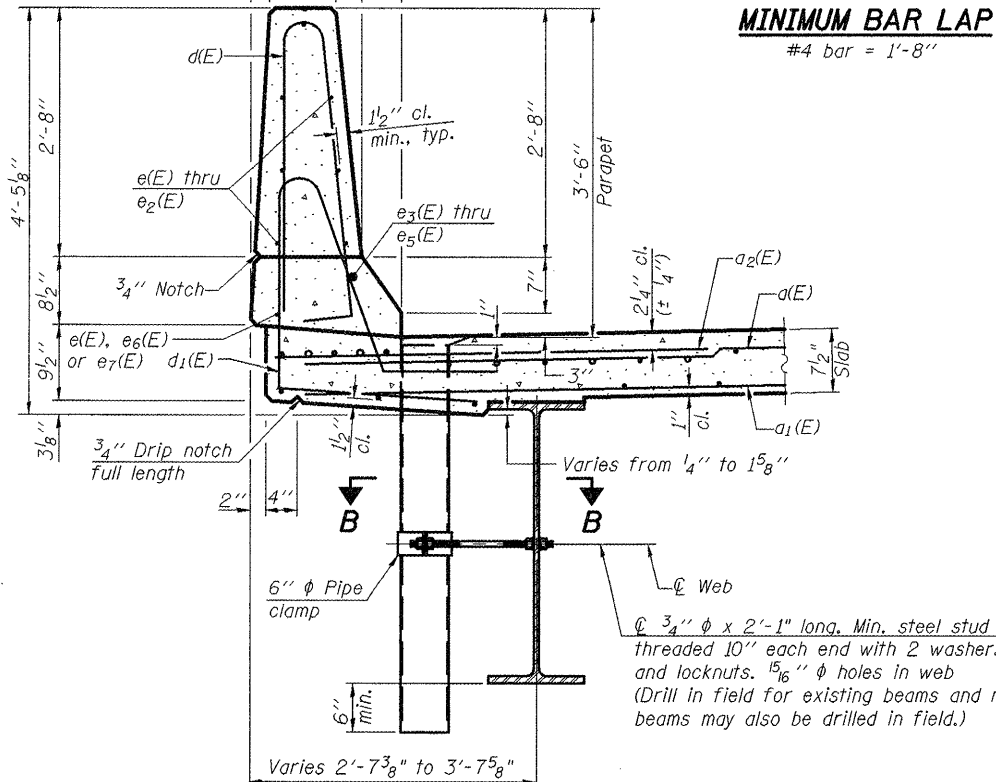
DECK PLAN AND SECTION
STRUCTURE NO. 072-0001 & 072-0002

SHEET NO. 10 OF 34 SHEETS

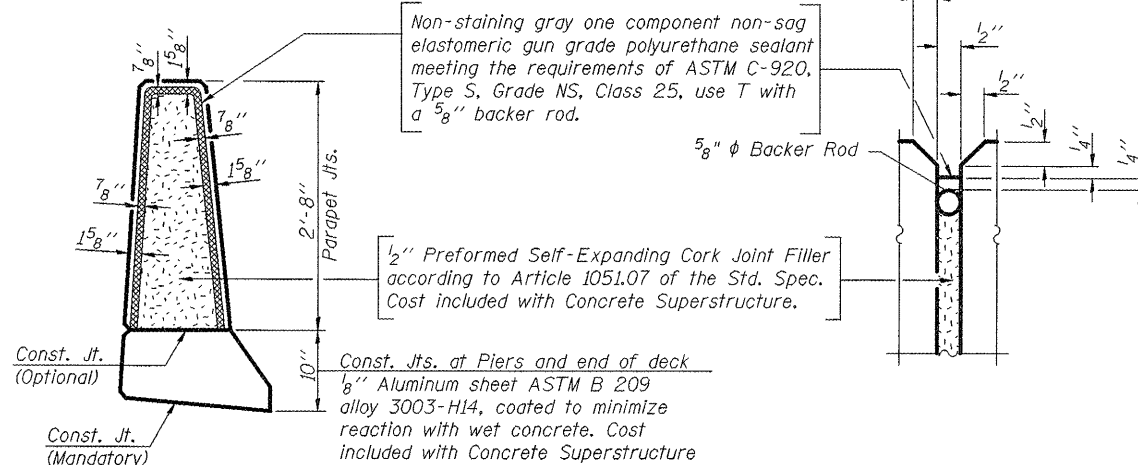
F.A.I. RTE. 74	SECTION 72-6VB	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 53
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET

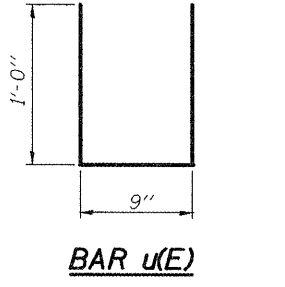


MINIMUM BAR LAP
#4 bar = 1'-8"

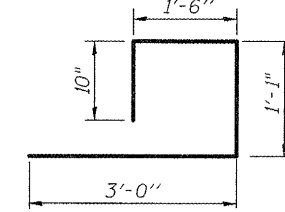


PARAPET JOINT DETAILS

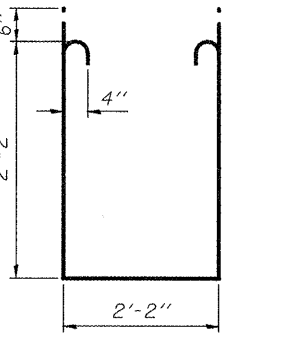
Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.



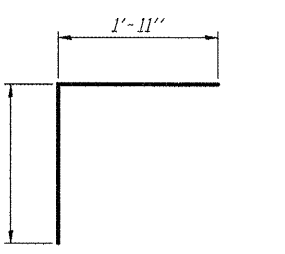
BAR u(E)



BAR s(E)



BAR s1(E)

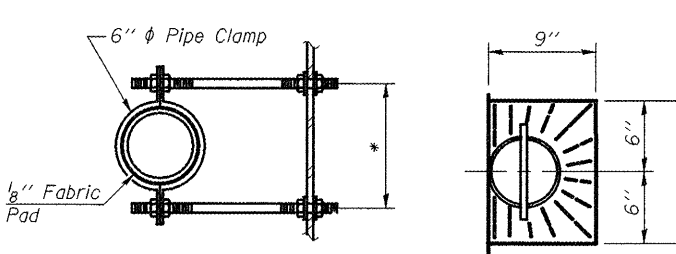


BAR v(E)

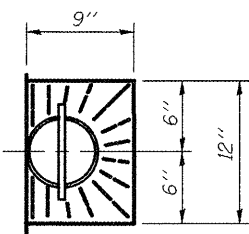
SUPERSTRUCTURE BILL OF MATERIAL
(Eastbound or Westbound)

Bar	No.	Size	Length	Shape
a(E)	245	#5	42'-6"	—
a1(E)	185	#5	42'-0"	—
a2(E)	252	#6	6'-6"	—
a3(E)	6	#5	43'-0"	—
a4(E)	4	#5	37'-0"	—
a5(E)	4	#5	42'-8"	—
b(E)	276	#5	27'-11"	—
b1(E)	86	#6	32'-6"	—
b2(E)	280	#5	24'-3"	—
d(E)	342	#5	6'-10"	⌒
d1(E)	342	#5	7'-0"	⌒
e(E)	64	#4	7'-1"	—
e1(E)	84	#4	13'-5"	—
e2(E)	42	#4	14'-7"	—
e3(E)	8	#8	7'-1"	—
e4(E)	4	#8	40'-11"	—
e5(E)	2	#8	44'-5"	—
e6(E)	8	#4	21'-3"	—
e7(E)	4	#4	23'-1"	—
m(E)	24	#6	22'-7"	—
m1(E)	36	#6	7'-7"	—
m2(E)	24	#6	5'-1"	—
m3(E)	4	#6	4'-1"	—
m4(E)	8	#6	3'-0"	—
m5(E)	4	#6	37'-6"	—
s(E)	80	#5	6'-5"	□
s1(E)	80	#4	7'-6"	□
u(E)	86	#5	2'-9"	U
v(E)	86	#5	3'-9"	Γ
Reinforcement Bars, Epoxy Coated		Pound	50,800	
Concrete Superstructure		Cu. Yds.	233.7	
Bar Splicers		Each	86	
Floor Drains		Each	12	
Bridge deck Grooving		Sq. Yd.	663	
Protective Coat		Sq. Yd.	848	

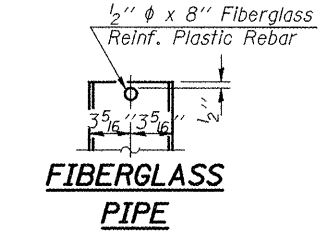
SECTION THRU PARAPET



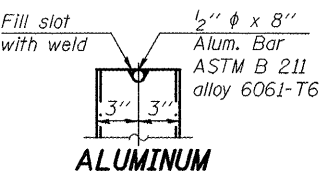
SECTION B-B
*Dimension as required by Pipe Clamp



TOP PLAN

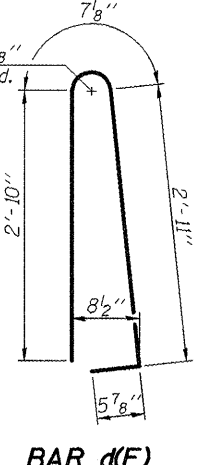


FIBERGLASS PIPE

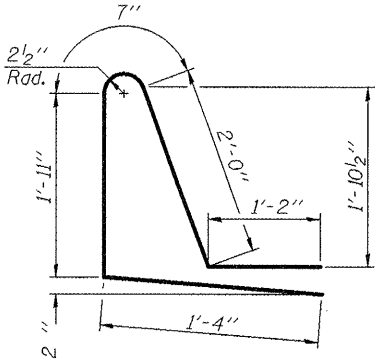


ALUMINUM TUBE

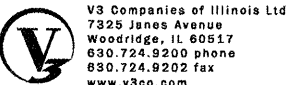
TOP PLAN (Showing Aluminum Tube)



BAR d(E)



BAR d1(E)



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7325 Jones Avenue
Woodridge, IL 60517
830.724.9200 phone
830.724.9202 fax
www.v3co.com

FILE NAME: 11 Parapet Elevations and Details.dgn
DESIGNED: C. Burke
CHECKED: WJV/Coombe-Bloxdorf
DRAWN: C. Burke
PLOT SCALE: 1/8"
PLOT DATE: July 1, 2011

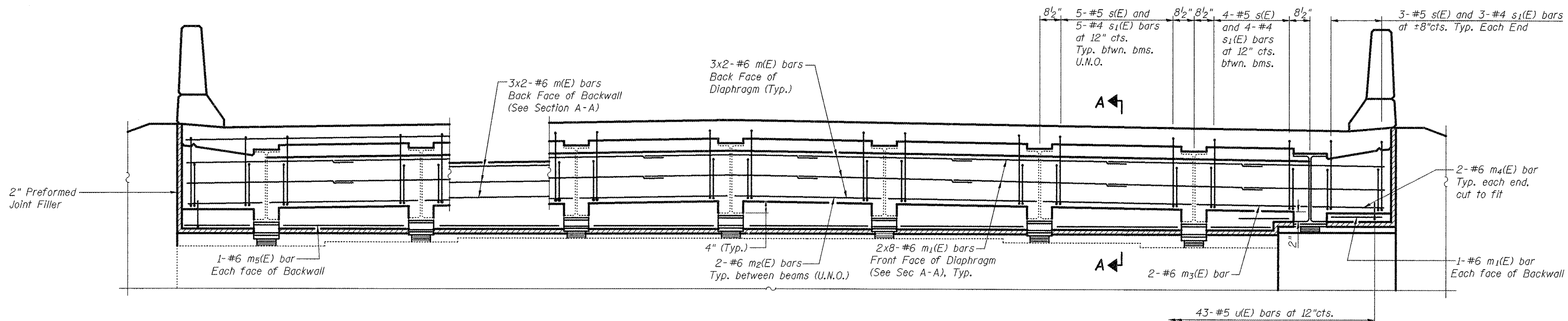
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PARAPET ELEVATION AND DETAILS
STRUCTURE NO. 072-0001 & 072-0002**

SHEET NO. 11 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	54
			CONTRACT NO. 68874	
ILLINOIS FED. AID PROJECT				



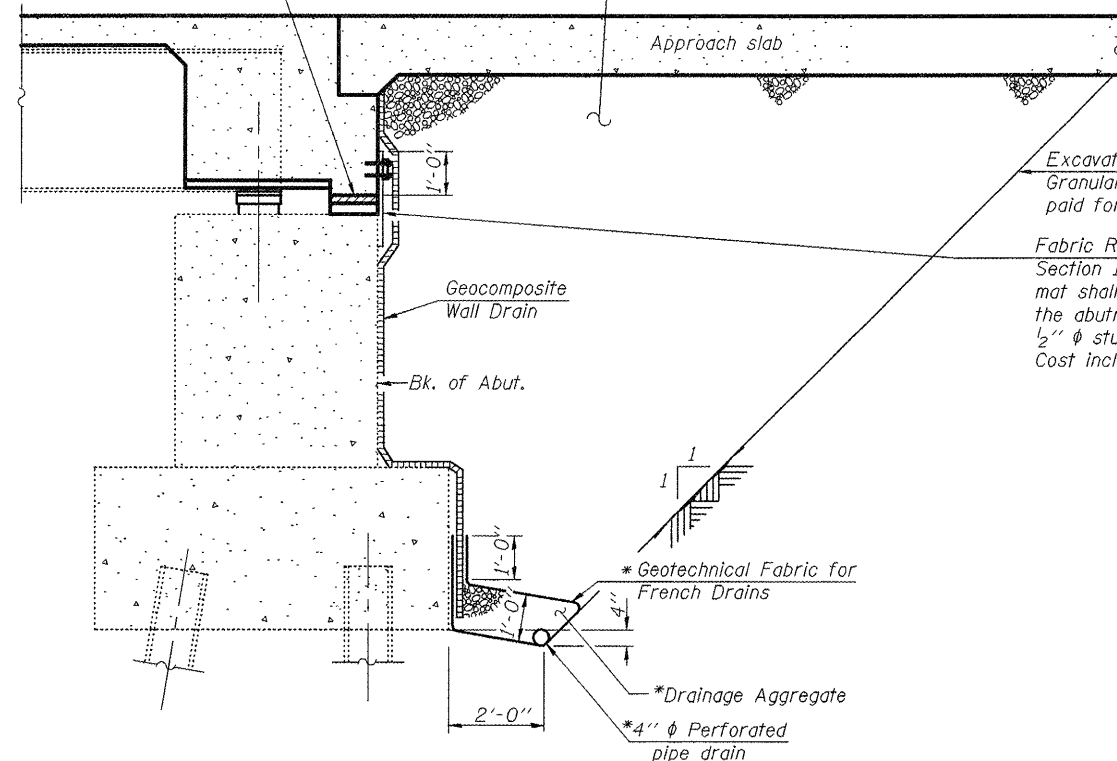
DIAPHRAGM ELEVATION AT WEST ABUTMENT (W.B.)

(W. Abut. (WB) and E. Abut. (EB) Shown,
W. Abut. (EB) and E. Abut. (WB) Opposite Hand)

2" PJF (per Article 1051.08 of the Standard Specifications) full width and vertically at edges bonded to abutment cap with suitable adhesive as recommended by supplier. Cost included with Concrete Superstructure.

Backfill with Porous Granular Embankment (Special) by Bridge Contractor after superstructure is in place.

MIN. BAR LAP
#6 Bar = 2'-7"



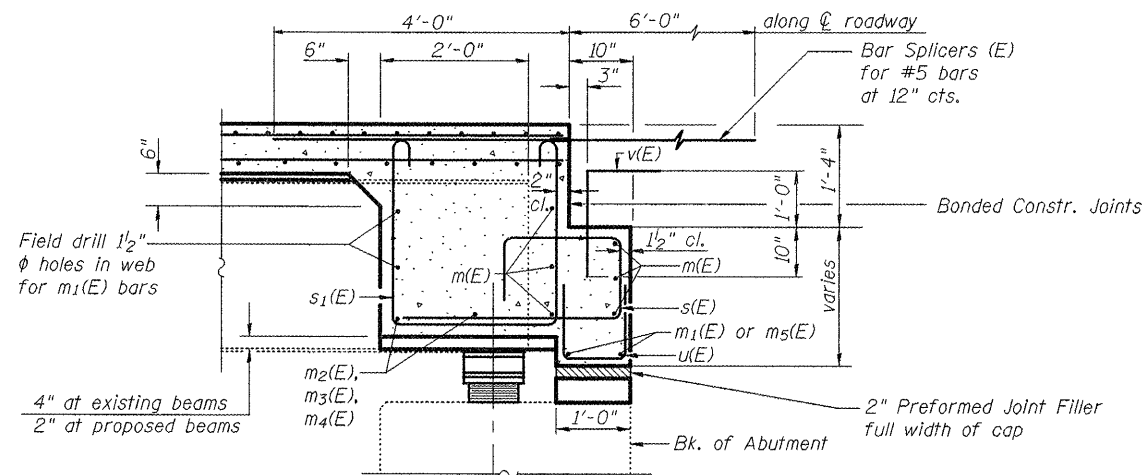
SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

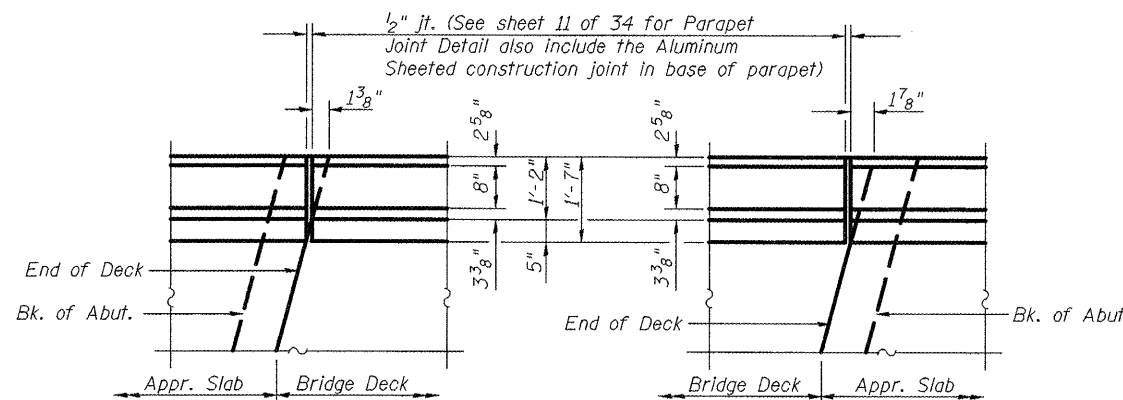
Note:

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



SECTION A-A

(Dimensions at Rt. L's except as noted)



DETAIL A

DETAIL B

NOTES

Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 34.

Bars indicated thus 2x8-#6 etc. indicates 2 lines of bars with 8 lengths per line.

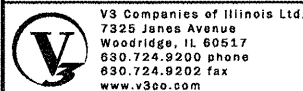
Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 34.

For details of bars s(E), s1(E) & u(E) see sheet 11 of 34.

The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

U.N.O. = Unless Noted Otherwise.

Existing steel end diaphragms to be cleaned and remain in place, but are not shown for clarity.



V3 Companies of Illinois Ltd.
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www.v3co.com

DESIGNED: C. Burke	REVISED: -
CHECKED: WJV/Coombe-Bloxdorf	REVISED: -
DRAWN: C. Burke	REVISED: -
CHECKED: WJV/Coombe-Bloxdorf	REVISED: -

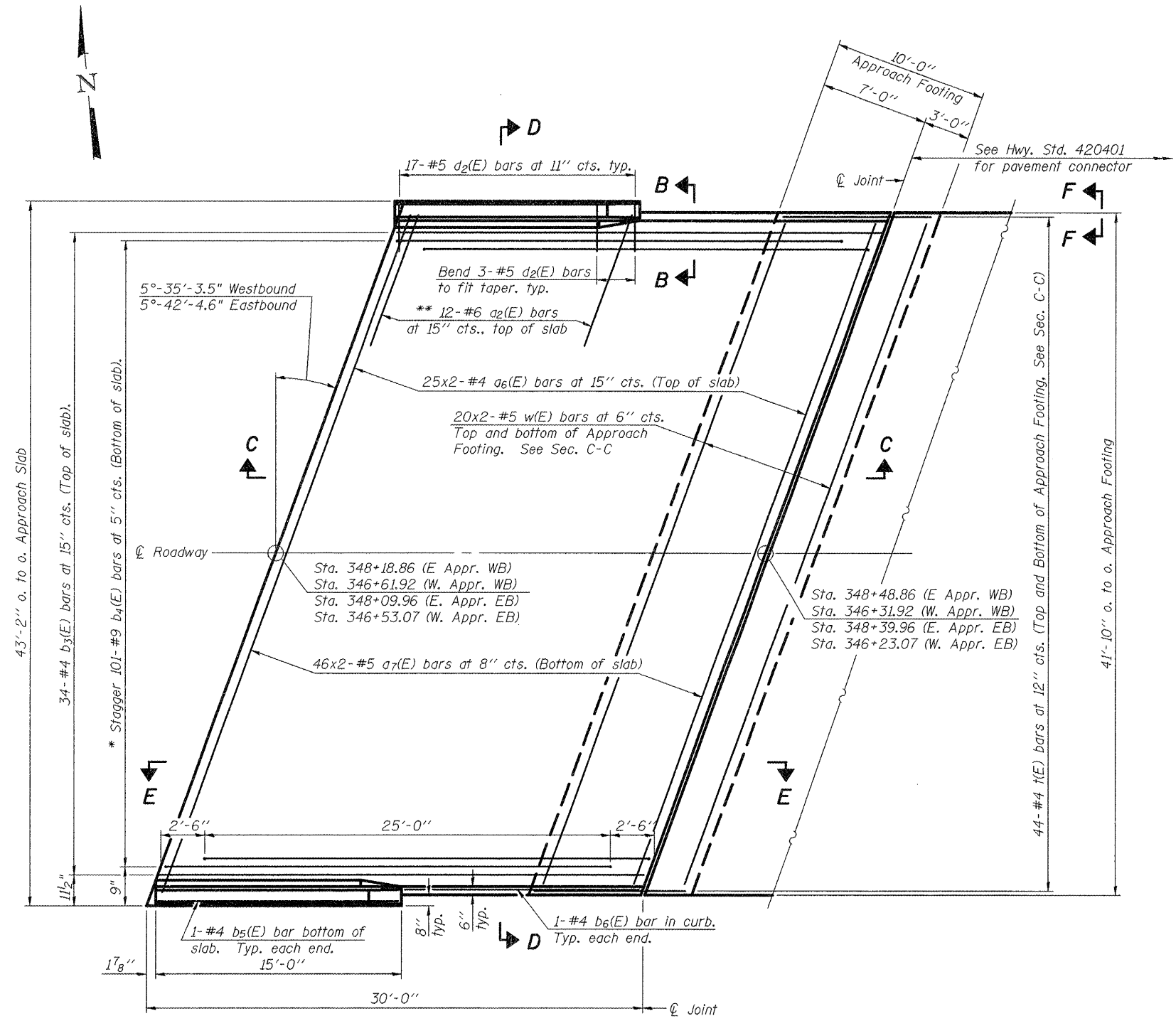
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
STRUCTURE NO. 072-0001 & 072-0002**

SHEET NO. 12 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	55
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJ. CT				

Notes:
 See sheet 14 of 32 for Sections C-C & D-D and View E-E.
 $a_6(E)$ and $a_7(E)$ bar spacings measured along C.R.
 Bars indicated thus 25x2-#4 etc. indicates 25 lines of bars with 2 lengths per line.



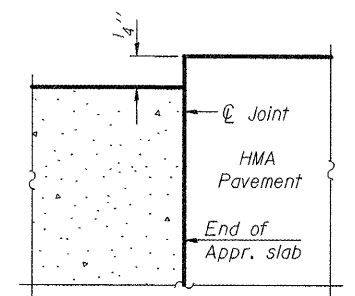
PLAN

(E. Appr. for EB & WB Shown
 W. Appr. for EB and WB Similar)

- * Tilt #9 $b_4(E)$ bars as required to maintain clearance.
- ** Space between $a_6(E)$ bars, typ. each parapet.
- EB = Eastbound
- WB = Westbound

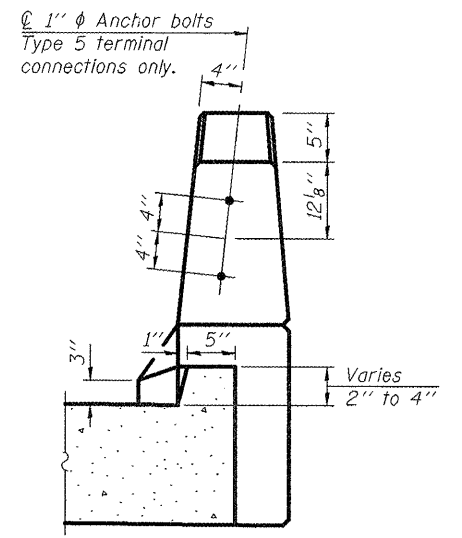
MIN. BAR LAP

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



FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B

(Sheet 1 of 2)



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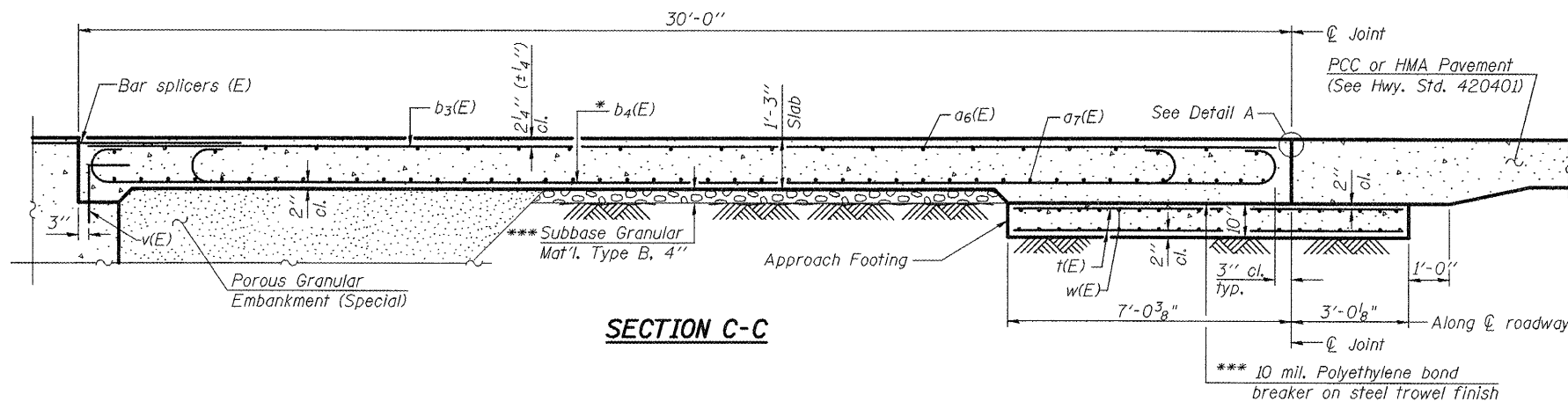
FILE NAME: 13 Bridge Approach Slab Details-1.dgn	DESIGNED: B. Vegrzyn	REVISED -
PLOT SCALE: 1:1	CHECKED: Coombe-Bloxdorf	REVISED -
PLOT DATE: July 1, 2011	DRAWN: B. Vegrzyn	REVISED -
	CHECKED: Coombe-Bloxdorf	REVISED -

**STATE OF ILLINOIS
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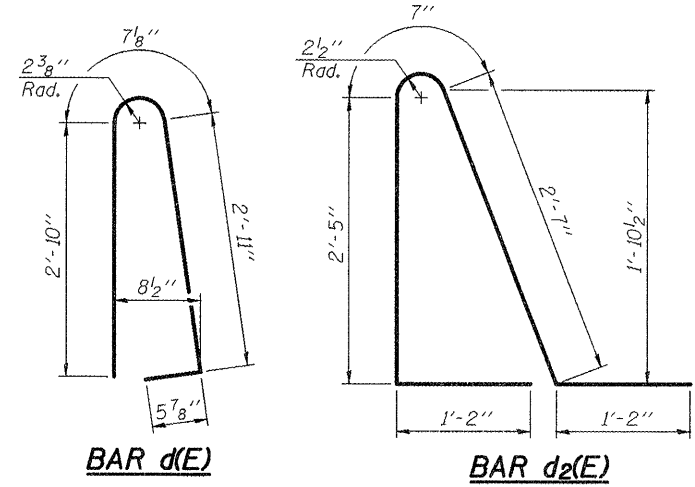
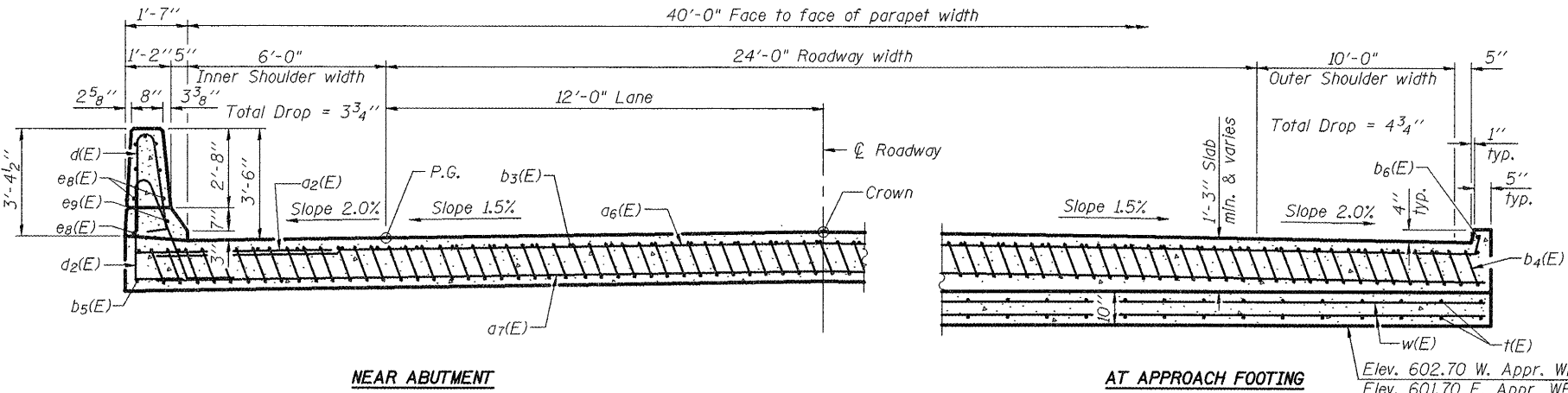
**BRIDGE APPROACH SLAB DETAILS - I
 STRUCTURE NO. 072-0001 & 072-0002**

SHEET NO. 13 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	56
				CONTRACT NO. 68874
ILLINOIS FED. AID PROJECT				



Notes:
 See sheet 13 of 32 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 11 of 34.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 27 of 34.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 12 of 34.
 For additional parapet details, see sheet 11 of 34.



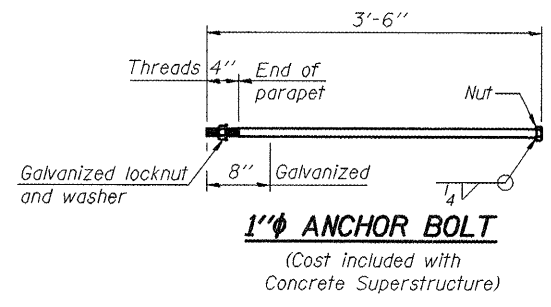
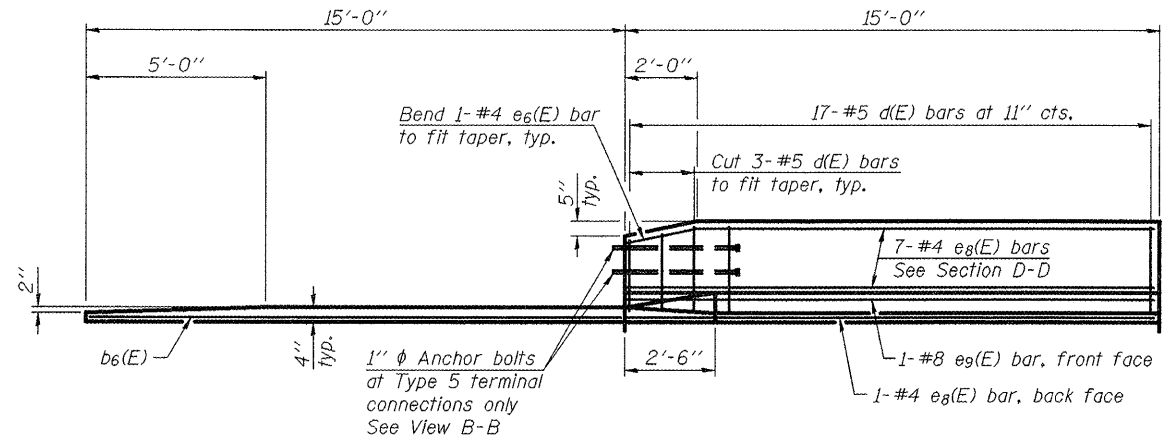
NEAR ABUTMENT

SECTION D-D
 (See Plan for dimensions not shown)

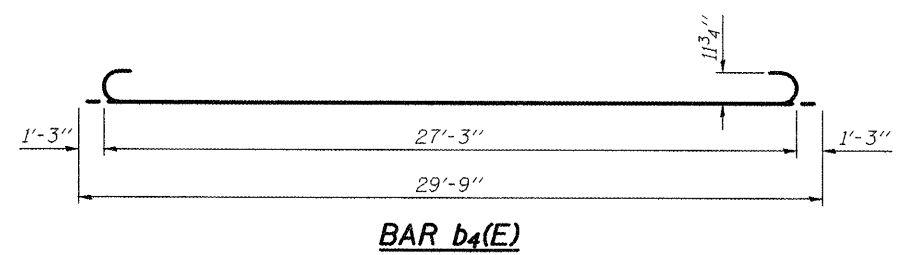
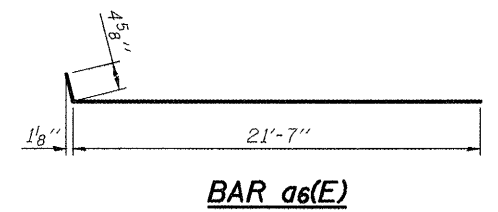
AT APPROACH FOOTING

Elev. 602.70 W. Appr. WB
 Elev. 601.70 E. Appr. WB
 Elev. 601.60 W. Appr. EB
 Elev. 600.60 E. Appr. EB
 (Level out to out)

* Tilt #9 b4(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.
 EB = Eastbound
 WB = Westbound



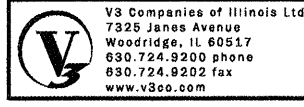
VIEW E-E



BILL OF MATERIAL
 (One Approach)

Bar	No.	Size	Length	Shape
a2(E)	24	#6	6'-6"	—
a6(E)	50	#4	22'-0"	—
a7(E)	92	#5	22'-0"	—
b3(E)	34	#4	29'-8"	—
b4(E)	101	#9	29'-9"	—
b5(E)	2	#4	14'-8"	—
b6(E)	2	#4	14'-8"	—
d(E)	34	#5	6'-10"	⤴
d2(E)	34	#5	7'-11"	⤴
e8(E)	16	#4	14'-8"	—
e9(E)	2	#8	14'-8"	—
t(E)	88	#4	9'-9"	—
w(E)	80	#5	22'-0"	—
Concrete Superstructure		Cu. Yd.	65.5	
Bridge Deck Grooving		Sq. Yd.	127	
Protective Coat		Sq. Yd.	152	
Concrete Structures		Cu. Yd.	13.0	
Reinforcement Bars, Epoxy Coated		Pound	17,180	

(Sheet 2 of 2)



FILE NAME: 14 Bridge Approach Slab Details-11.dgn
 PLOT SCALE: 1:1
 PLOT DATE: July 1, 2011

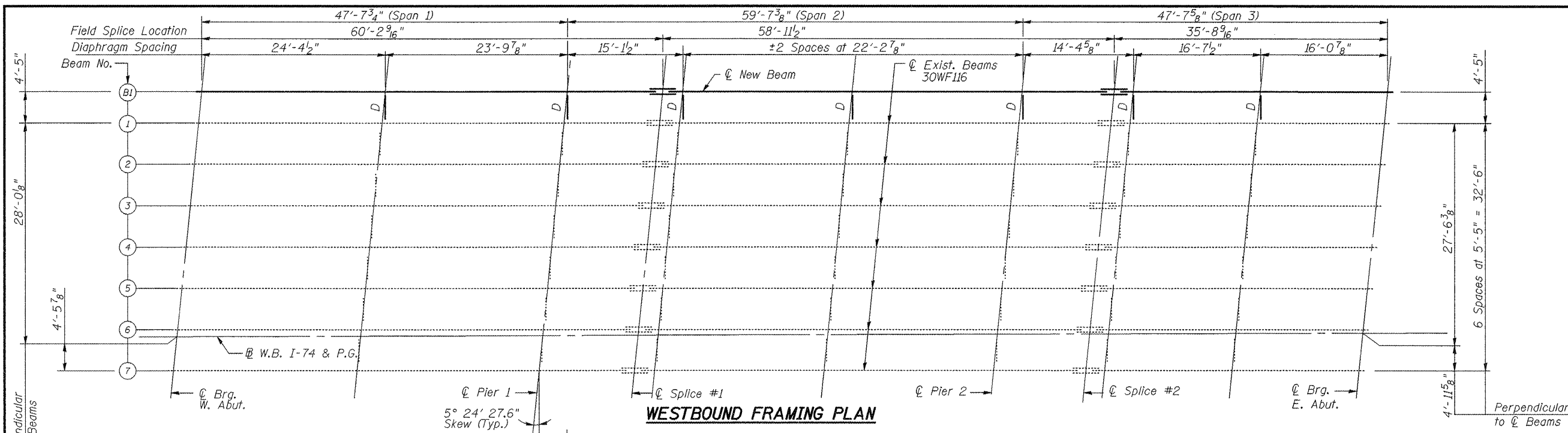
DESIGNED: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf
 DRAWN: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

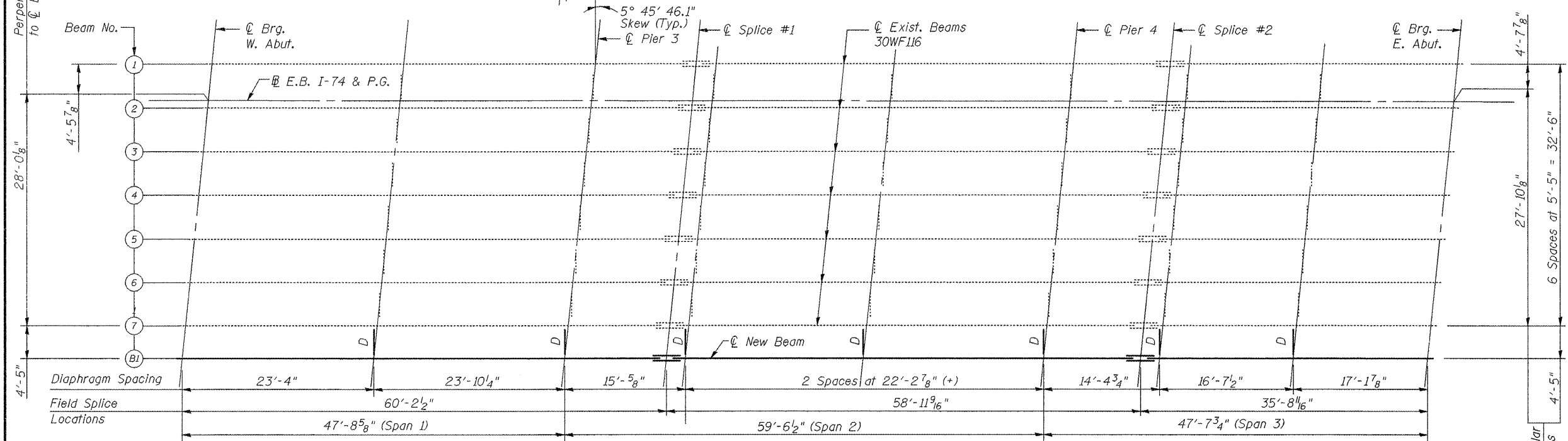
BRIDGE APPROACH SLAB DETAILS - II
 STRUCTURE NO. 072-0001 & 072-0002
 SHEET NO. 14 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	57

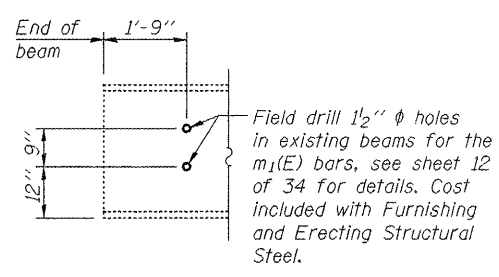
CONTRACT NO. 68874
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WESTBOUND FRAMING PLAN



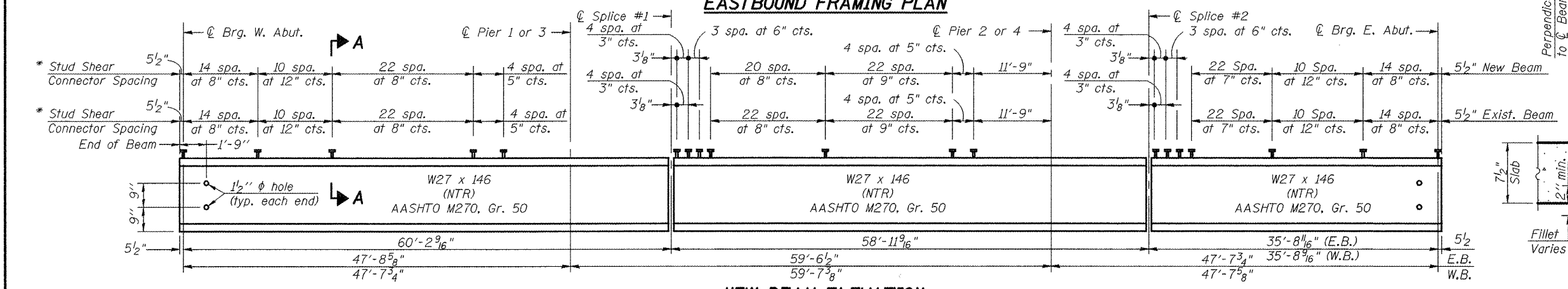
EASTBOUND FRAMING PLAN



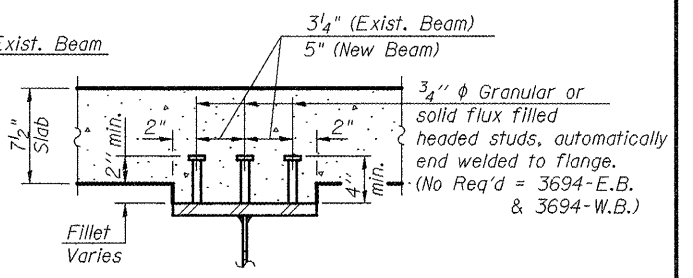
TYP. END OF EXISTING BEAM

NOTES:

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
For steel details see sheet 16 of 34.

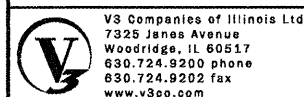


NEW BEAM ELEVATION



SECTION A-A

* (For layout of stud shear connectors at splice, see Sheet 16 of 34)



FILE NAME: 15 Framing Plan and Elevation.dgn	DESIGNED: B. Vegrzyn	REVISED -
PLOT SCALE: 1:1	CHECKED: Coombe-Bloxdorf	REVISED -
PLOT DATE: July 1, 2011	DRAWN: B. Vegrzyn	REVISED -
	CHECKED: Coombe-Bloxdorf	REVISED -

**STATE OF ILLINOIS
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**FRAMING PLAN AND ELEVATION
STRUCTURE NO. 072-0001 & 072-0002**

SHEET NO. 15 OF 34 SHEETS

F.A.I. RTE. 74	SECTION 72-6VB	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 58
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

NEW BEAM MOMENT TABLE						
		0.4 Span 1	Pier 1 or 3	0.5 Span 2	Pier 2 or 4	0.6 Span 3
I_s	(in ⁴)	5660	5660	5660	5660	5660
$I_c(n)$	(in ⁴)	13,718	-	13,718	-	13,718
$I_c(3n)$	(in ⁴)	9795	-	9795	-	9795
S_s	(in ³)	414	414	414	414	414
$S_c(n)$	(in ³)	578	-	578	-	578
$S_c(3n)$	(in ³)	517	-	517	-	517
Z	(in ³)	-	-	-	-	-
Q	(k/')	0.688	1.069	0.704	1.085	0.719
M_Q	(k)	107.3	291.7	109.3	296.8	113.5
s_Q	(k/')	0.380	-	0.380	-	0.380
M_{sQ}	(k)	67.5	-	78.4	-	67.5
M_L	(k)	254.1	152.1	267.8	151.5	253.6
M_{IM}	(k)	73.7	42.6	72.2	42.4	73.5
$^5_3 [M_L + i]$	(k)	546.3	324.5	566.7	323.2	545.2
M_o	(k)	932.4	801.1	980.7	806.0	944.1
M_u	(k)	2339	-	2342	-	2347
$f_s Q$ non-comp	(ksi)	3.1	8.5	3.2	8.7	3.3
$f_s Q$ (comp)	(ksi)	1.6	-	1.8	-	1.6
$f_s ^5_3 [M_L + M_I]$	(ksi)	11.3	9.4	11.8	9.4	11.3
f_s (Overload)	(ksi)	16.0	17.9	16.8	18.1	16.2
f_s (Total)	(ksi)	-	20.7	-	20.7	-
VR	(k)	39.6	-	41.9	-	40.1

INTERIOR BEAM MOMENT TABLE						
		0.4 Span 1	Pier 1 or 3	0.5 Span 2	Pier 2 or 4	0.6 Span 3
I_s	(in ⁴)	4930	4930	4930	4930	4930
$I_c(n)$	(in ⁴)	13,244	-	13,244	-	13,244
$I_c(3n)$	(in ⁴)	9542	-	9542	-	9542
S_s	(in ³)	329	329	329	329	329
$S_c(n)$	(in ³)	488	-	488	-	488
$S_c(3n)$	(in ³)	436	-	436	-	436
Z	(in ³)	-	-	-	-	-
Q	(k/')	0.684	1.064	0.684	1.064	0.684
M_Q	(k)	107.8	286.2	105.7	285.9	107.5
s_Q	(k/')	0.380	-	0.380	-	0.380
M_{sQ}	(k)	68.4	-	79.8	-	68.2
M_L	(k)	251.2	145.4	264.6	145.4	250.8
M_{IM}	(k)	72.8	40.7	71.4	40.7	72.7
$^5_3 [M_L + i]$	(k)	540.0	310.2	560.1	310.2	539.2
M_o	(k)	931.1	775.3	969.3	774.9	929.4
M_u	(k)	1381	-	1381	-	1381
$f_s Q$ non-comp	(ksi)	3.9	10.4	3.9	10.4	3.9
$f_s Q$ (comp)	(ksi)	1.9	-	2.2	-	1.9
$f_s ^5_3 [M_L + M_I]$	(ksi)	13.3	11.3	13.8	11.3	13.3
f_s (Overload)	(ksi)	19.1	21.7	19.9	21.7	19.1
f_s (Total)	(ksi)	-	28.0	-	28.0	-
VR	(k)	38.8	-	41.0	-	39.4

* Compact section
 ** Braced non-compact and partially braced section

NOTES

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

All splice plate material shall be AASHTO M270 Grade 50.

NEW BEAM REACTION TABLE					
		W. Abut.	Pier 1 or 3	Pier 2 or 4	E. Abut.
R_Q	(k)	42.8	63.9	63.9	43.4
R_L	(k)	32.5	38.2	38.2	32.5
R_I	(k)	9.4	10.7	10.7	9.4
R_{Total}	(k)	84.7	112.8	112.8	85.3

INTERIOR BEAM REACTION TABLE					
		W. Abut.	Pier 1 or 3	Pier 2 or 4	E. Abut.
R_Q	(k)	42.8	63.1	63.1	42.8
R_L	(k)	32.0	37.5	37.5	32.0
R_I	(k)	9.3	10.5	10.5	9.3
R_{Total}	(k)	84.1	111.1	111.1	84.1

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) 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 and Overload) 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 and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).

Z : Plastic Section Modulus of the steel section in non-composite areas (in³).

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

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

s_Q : Un-factored long-term composite (superimposed) dead load (kips/ft.).

M_{sQ} : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L : Un-factored live load moment (kip-ft.).

M_I : Un-factored moment due to impact (kip-ft.).

M_o : Factored design moment (kip-ft.).

$1.3 [M_Q + M_{sQ} + \frac{5}{8} (M_L + M_I)]$

M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).

$M_Q + M_{sQ} + \frac{5}{8} (M_L + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

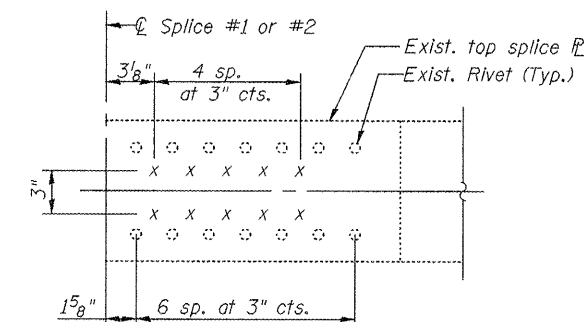
$1.3 [M_Q + M_{sQ} + \frac{5}{8} (M_L + M_I)]$

VR: Maximum \pm impact shear range within the composite portion of the span for stud shear connector design (kips).

TOP OF BEAM ELEVATIONS (EASTBOUND)

(FOR FABRICATION ONLY)

Location	New Beam
Q Brg. W. Abutment	603.00
Q Pier 3	602.71
Q Splice #1	602.64
Q Pier 4	602.42
Q Splice #2	602.36
Q Brg. E. Abutment	602.27

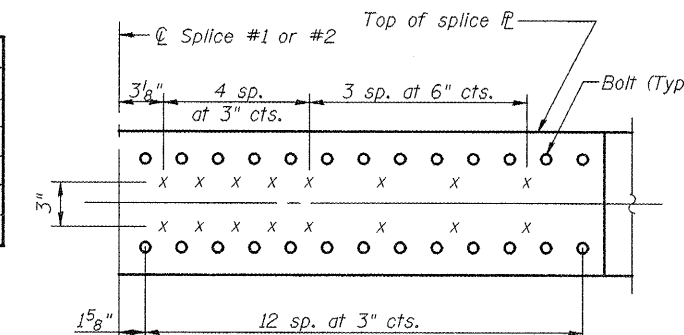


EXIST BEAM

TOP OF BEAM ELEVATIONS (WESTBOUND)

(FOR FABRICATION ONLY)

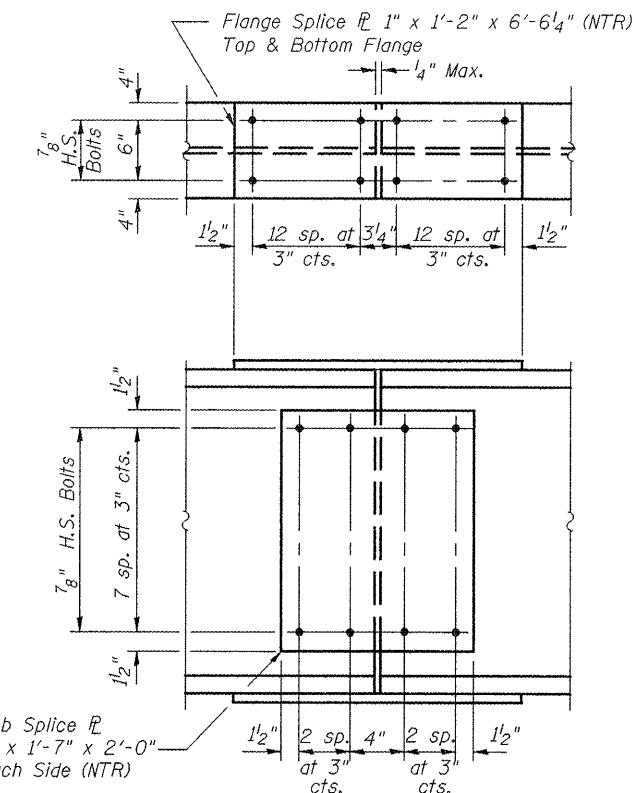
Location	New Beam
Q Brg. W. Abutment	604.07
Q Pier 1	603.78
Q Splice #1	603.71
Q Pier 2	603.49
Q Splice #2	603.44
Q Brg. E. Abutment	603.35



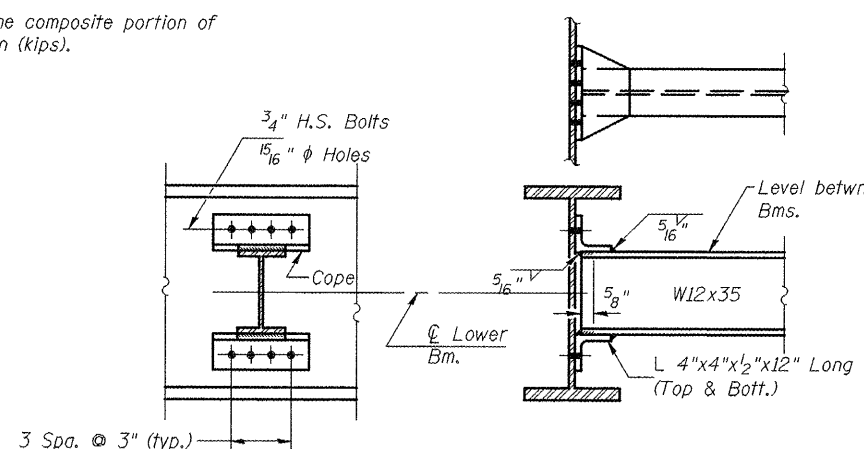
NEW BEAM

STUD SHEAR CONNECTORS AT SPLICE

x - Stud Shear Connectors



SPLICE #1 & #2



INT. DIAPHRAGM D

14 Required

Note: Two hardened washers shall be required over all overside holes for diaphragms. The Contractor shall field drill holes in the existing beam web for connection of new diaphragms using holes in the connection angles as a template. Cost included in Furnishing and Erecting Structural Steel.



V3 Companies of Illinois Ltd.
 7325 Janas Avenue
 Woodridge, IL 60517
 630.724.9200 phone
 630.724.9202 fax
 www.v3co.com

DESIGNED: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf
 DRAWN: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf

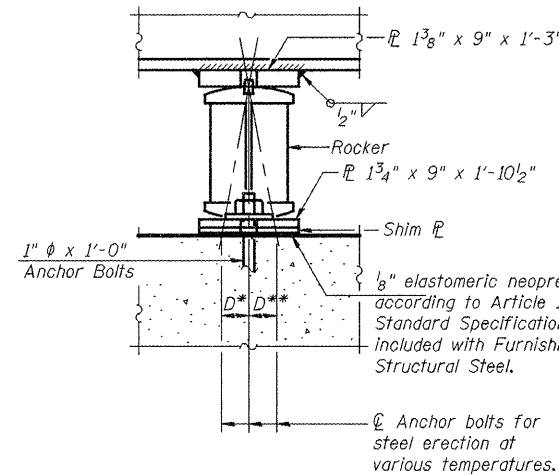
REvised -
 REvised -
 REvised -
 REvised -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

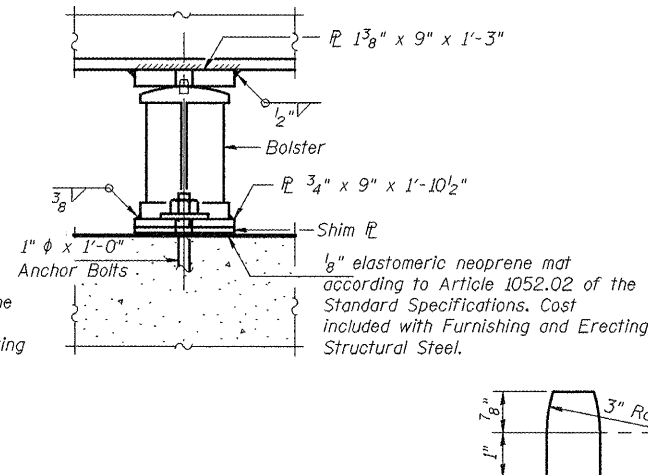
STRUCTURAL STEEL DETAILS
 STRUCTURE NO. 072-0001 & 072-0002
 SHEET NO. 16 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	59

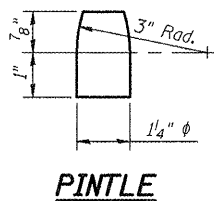
CONTRACT NO. 68874
 ILLINOIS FED. AID PROJECT



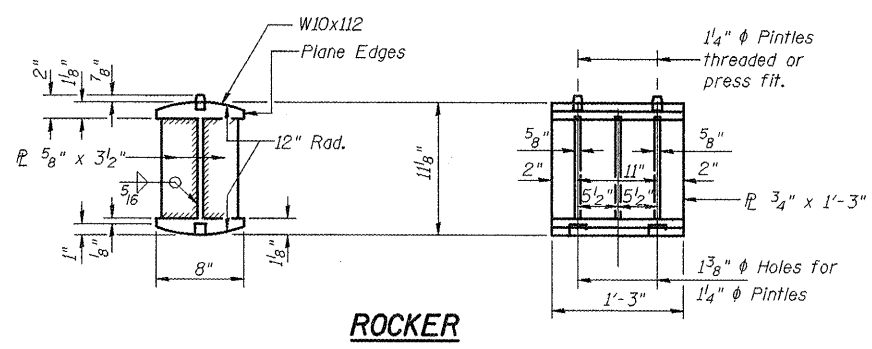
ELEVATION



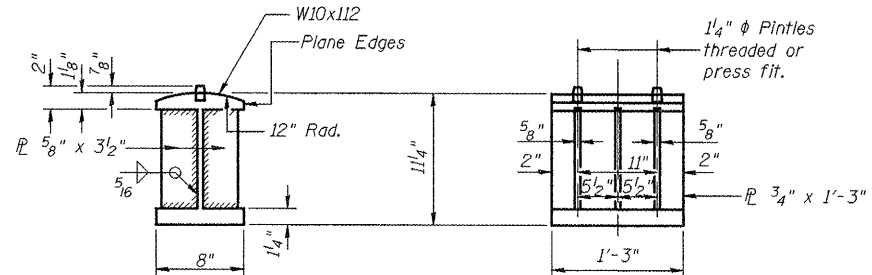
ELEVATION



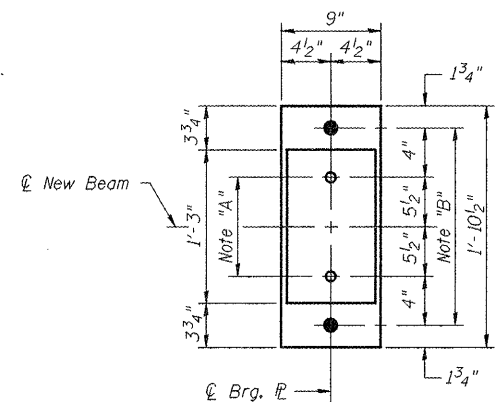
PINTLE



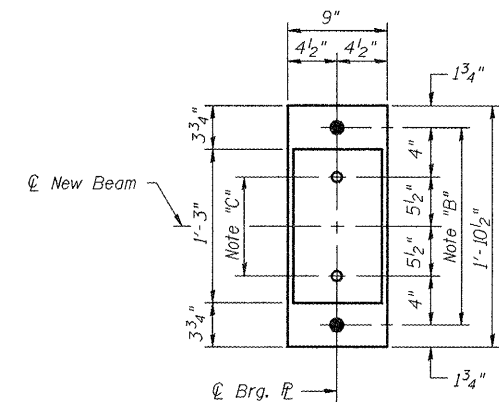
ROCKER



BOLSTER



PLAN AT PIERS 1 & 3



PLAN AT PIERS 2 & 4

Note "A"
 1 3/8" ϕ Holes-1" deep in top PL for 1 1/4" ϕ pintles. Thread or press fit pintles in bottom PL.

Note "B"
 1 1/2" ϕ Holes for 1" Anchor Bolts (ASTM F1554 Grade 36) with 2 1/4" x 2 1/4" x 3/16" PL washer under nut.

Note "C"
 1 3/8" ϕ Holes-1" deep in top PL for 1 1/4" ϕ pintles.

Notes:
 Anchor bolts at fixed bearings may be cast into the masonry. The cost of furnishing and installing new rocker bearings and bolsters shall be included with Furnishing and Erecting Structural Steel.
 See Sheet 17 of 34 for Anchor bolt notes.
 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.

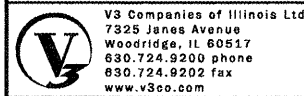
BEARING ASSEMBLY DETAILS

NOTES FOR SETTING OF ANCHOR BOLTS AT EXPANSION BEARINGS

- a.) D* (Side of brg. away from fixed brg.)
 $D^* = \frac{1}{16}$ " per each 32'-9 3/4" of expansion for every 8 °C fall below the normal temp. of 10 °C.
- D** (Side of brg. toward fixed brg.)
 $D^{**} = \frac{1}{16}$ " per each 32'-9 3/4" of expansion for every 8 °C rise above the normal temp. of 10 °C.
- b.) After beams have been erected and dimensions D* & D** determined, holes shall be drilled and anchor bolts shall be installed.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	9



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 7325 James Avenue
 Woodridge, IL 60517
 830.724.9200 phone
 830.724.9202 fax
 www.v3co.com

FILE NAME: 18 Fixed Bearings and Rocker Bearings for New Beams at piers.dgn
 PLOT SCALE: 1:1
 PLOT DATE: July 1, 2011

DESIGNED: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf
 DRAWN: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION


FIXED BEARINGS AND ROCKER BEARINGS FOR NEW BEAMS AT PIERS
 STRUCTURE NO. 072-0001 & 072-0002

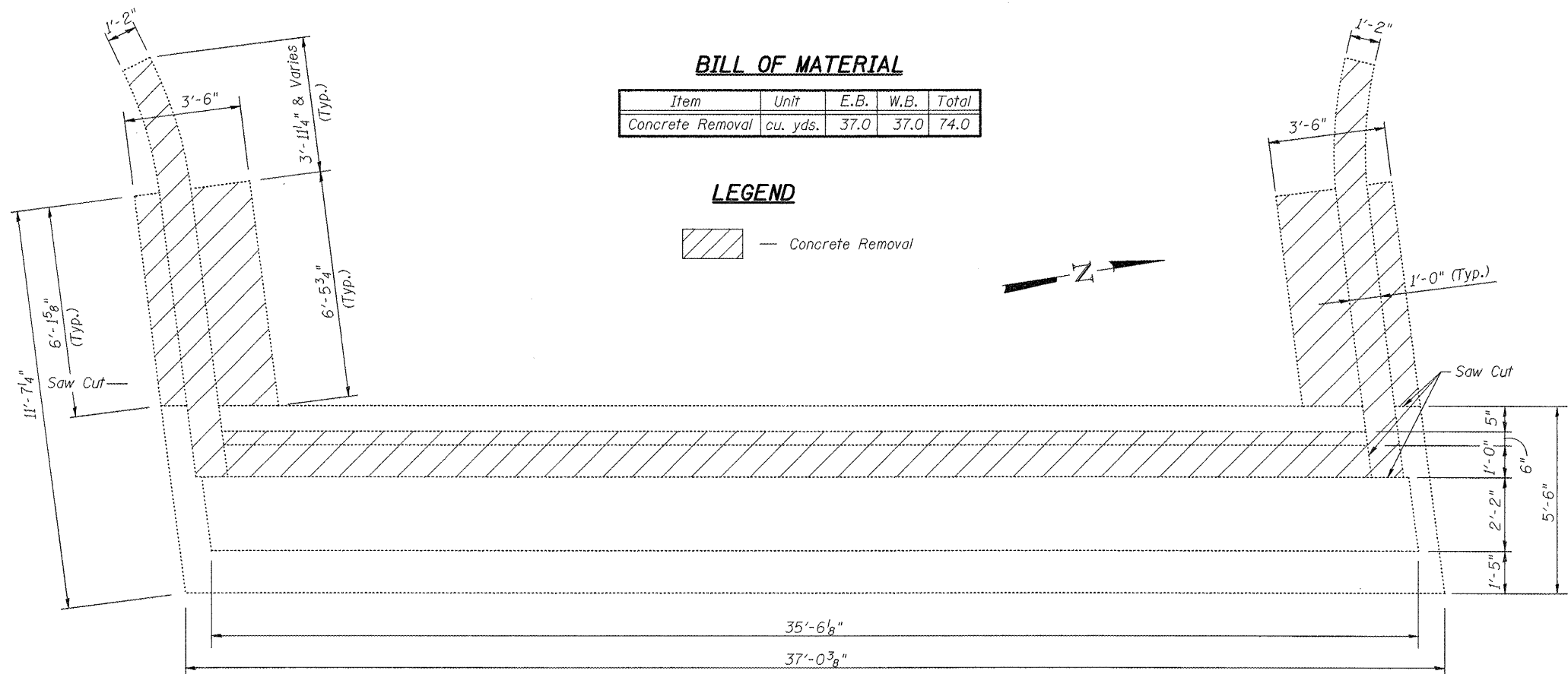
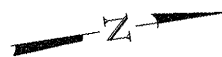
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	61
			CONTRACT NO. 68874	
ILLINOIS FED. AID PROJECT				

BILL OF MATERIAL

Item	Unit	E.B.	W.B.	Total
Concrete Removal	cu. yds.	37.0	37.0	74.0

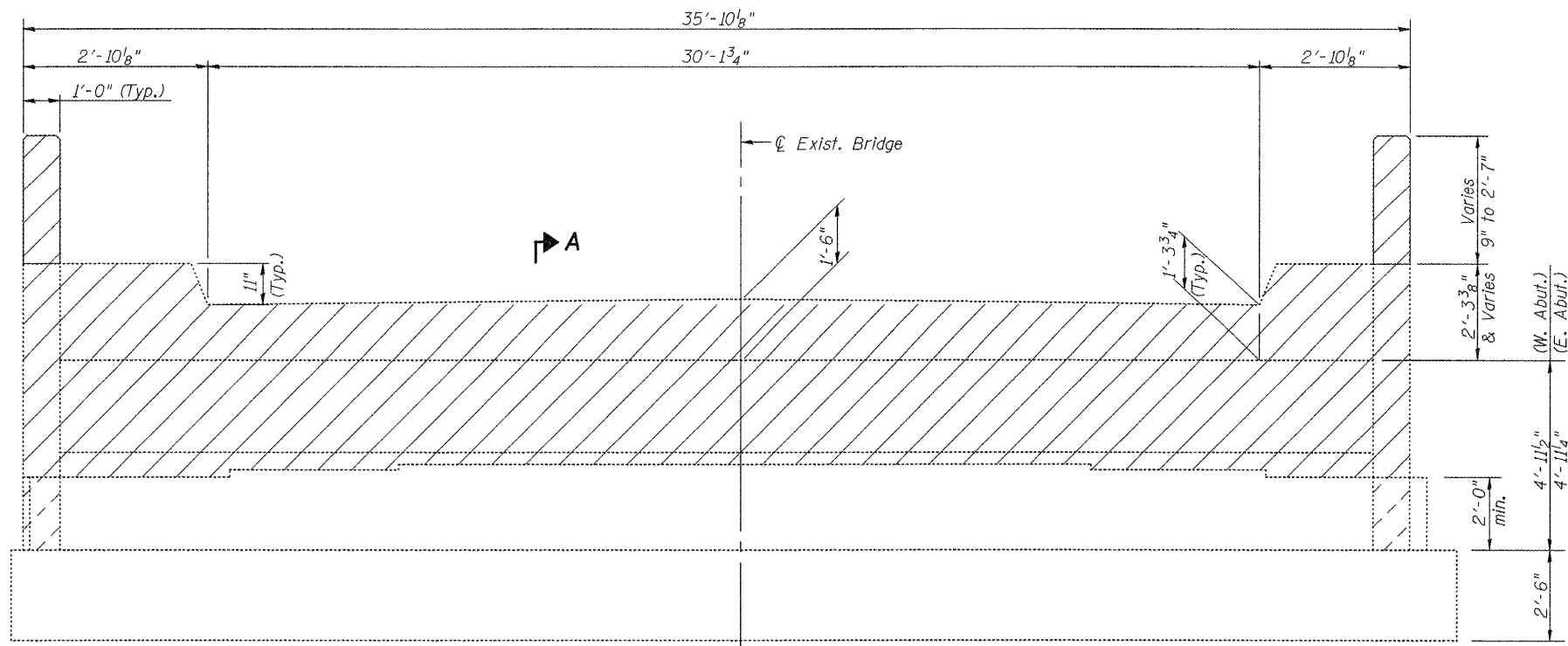
LEGEND

 Concrete Removal

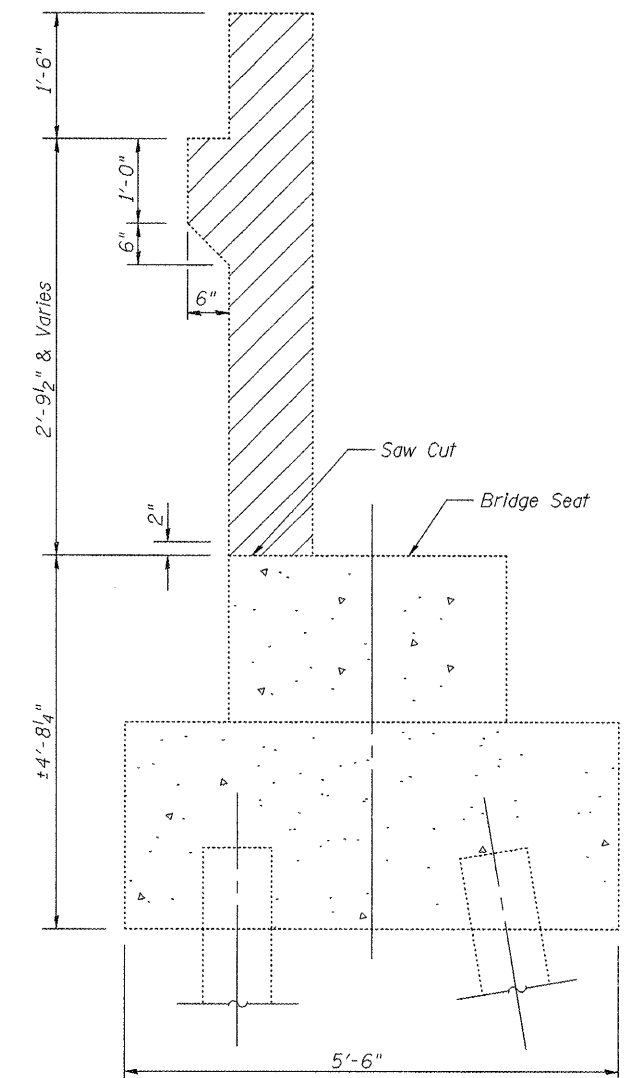


ABUTMENT PLAN

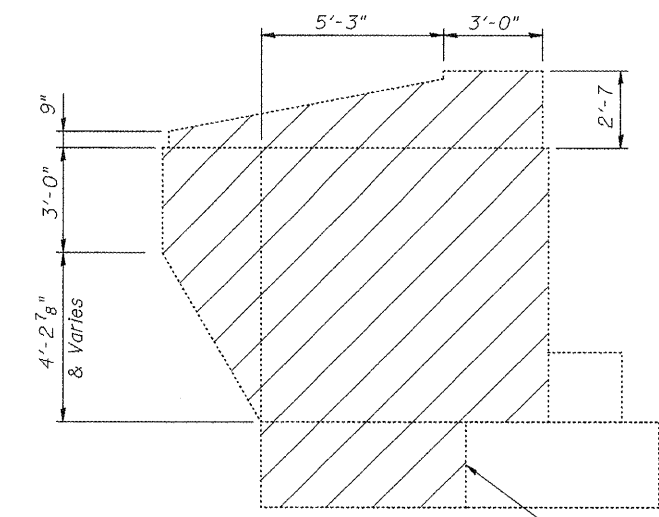
(W. Abut. shown, E. Abut. similar)



ABUTMENT ELEVATION

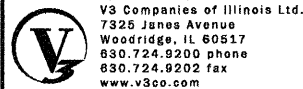


SECTION A-A



WINGWALL ELEVATION

(South Face, West Abut. shown, other wingwalls similar)



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Woodridge, IL 60517
830.724.8200 phone
830.724.8202 fax
www.v3co.com

DESIGNED: B. Vegrzyn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -
DRAWN: B. Vegrzyn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -

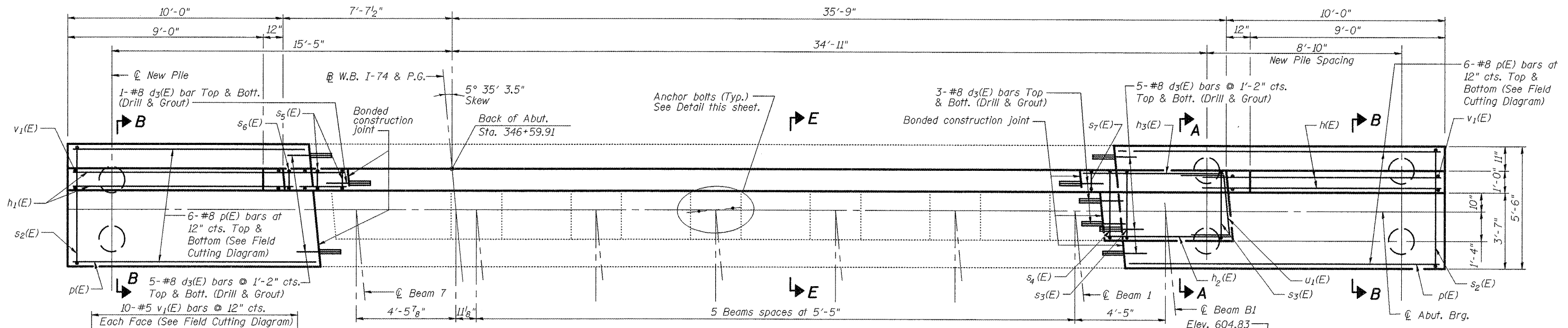
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT REMOVAL
STRUCTURE NO. 072-0001 & 072-0002

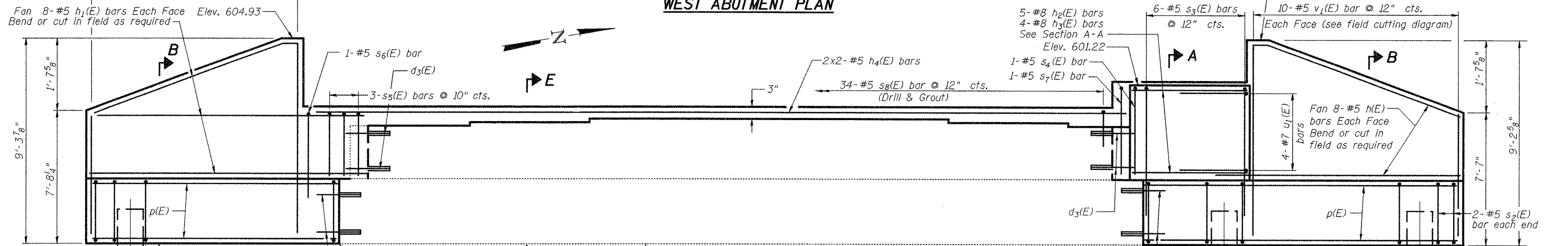
SHEET NO. 19 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	62
CONTRACT NO. 68874				

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WEST ABUTMENT PLAN

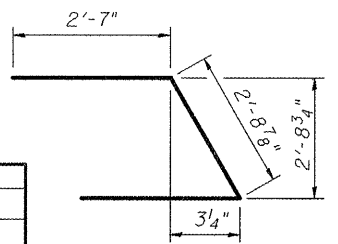


ELEVATION
(Looking West)

BILL OF MATERIAL

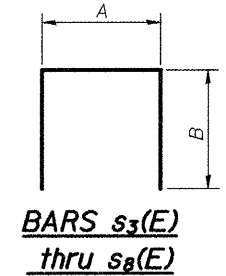
Bar	No.	Size	Length	Shape
d3(E)	28	#8	2'-0"	—
h(E)	16	#5	10'-10"	—
h1(E)	16	#5	12'-4"	—
h2(E)	5	#8	5'-8"	—
h3(E)	4	#8	6'-8"	—
h4(E)	4	#5	20'-0"	—
p(E)	12	#8	25'-10"	—
s2(E)	28	#5	15'-7"	□
s3(E)	6	#5	13'-2"	□
s4(E)	1	#5	8'-8"	□
s5(E)	3	#5	4'-8"	□
s6(E)	1	#5	9'-4"	□
s7(E)	1	#5	6'-6"	□
s8(E)	34	#5	2'-8"	□
u1(E)	4	#7	7'-11"	▤
v1(E)	20	#5	15'-9"	—

Bar	A	B
s3(E)	2'-10"	5'-2"
s4(E)	2'-10"	2'-11"
s5(E)	8"	2'-0"
s6(E)	8"	4'-4"
s7(E)	8"	2'-11"
s8(E)	8"	1'-0"

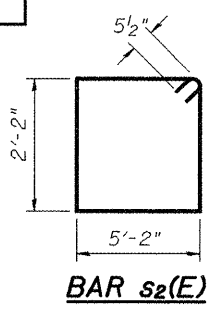


MINIMUM BAR LAP
#5 bar = 2'-2"

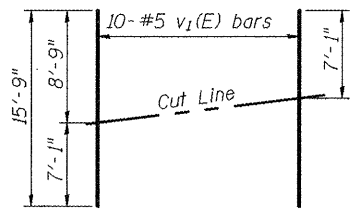
BAR u1(E)



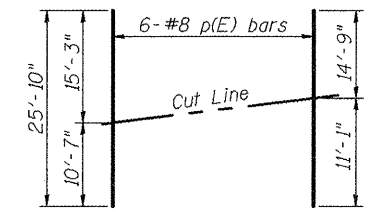
BARS s3(E) thru s8(E)



BAR s2(E)



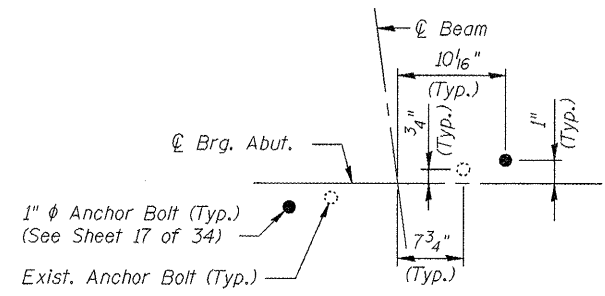
FIELD CUTTING DIAGRAM
Order v1(E) full length. Cut as shown and use remainder of bars in opposite face.



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

PILE DATA

Type: Metal Shell Piles - 14" φ x .25" walls
Nominal Required Bearing: 180 kips
Factored Resistance Available: 90 kips;
Est. Length: 25'-0"
No. Required: 5 Plus 1 Test Pile

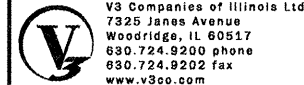


ANCHOR BOLTS LOCATION

Concrete Structures	Cu. Yd.	22.6
Reinforcement Bars, Epoxy Coated	Pound	2660
Structure Excavation	Cu. Yd.	136
Test Pile Metal Shells	Each	1
Furnishing Metal Shell Piles 14"x0.25"	Foot	125'-0"
Driving Piles	Foot	125'-0"
Porous Granular Embankment, Special	Cu. Yd.	124

NOTES

The cost of drilling and grouting d3(E) and s8(E) bars is included with Reinforcement Bars, Epoxy Coated. Installation as per Sec. 584 of the Standard Specifications. Min. depth of embedment will be 9 Inch.
See Sheet 24 of 34 for Sections A-A, B-B and E-E.
Bars indicated thus 2x2-#5 etc. indicates 2 lines of bars with 2 lengths per line.



V3 Companies of Illinois Ltd.
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830.724.9202 fax
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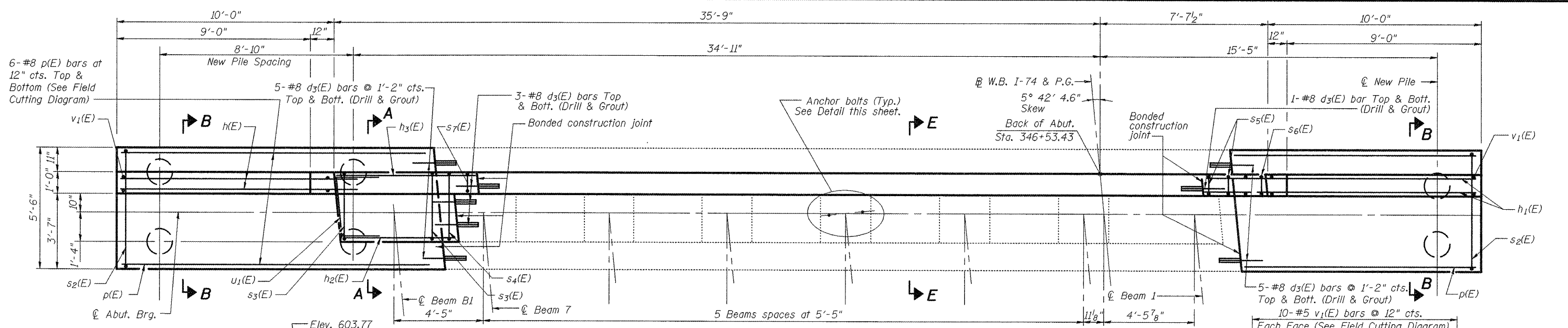
DESIGNED: B. Vegrzyn
CHECKED: Coombe-Bloxdorf
DRAWN: B. Vegrzyn
CHECKED: Coombe-Bloxdorf

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

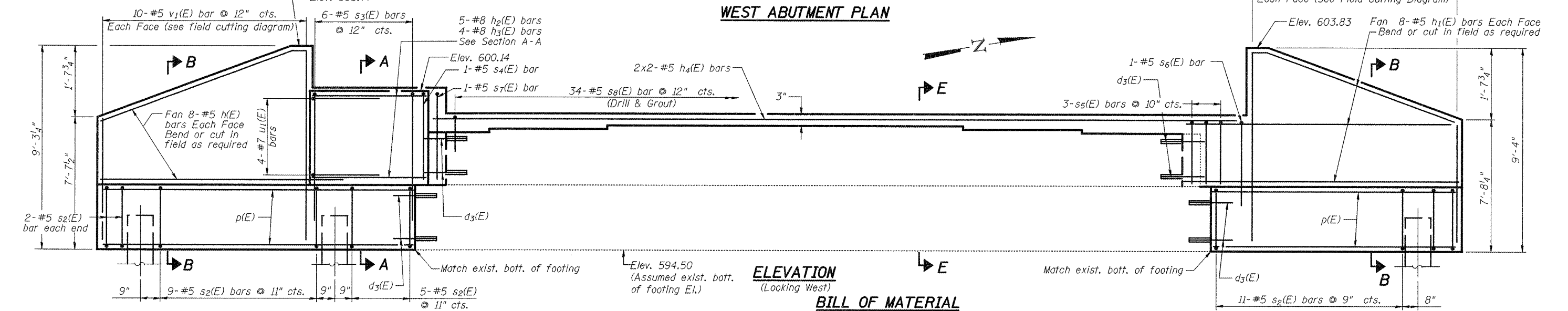
WEST ABUTMENT WIDENING (WESTBOUND)
STRUCTURE NO. 072-0001 & 072-0002
SHEET NO. 20 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	T2-6VB	PEORIA	133	63

CONTRACT NO. 68874
ILLINOIS FED. AID PROJECT



WEST ABUTMENT PLAN



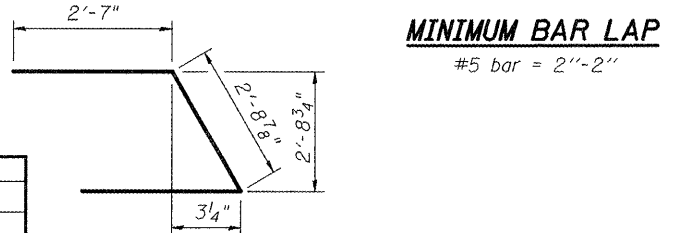
ELEVATION
(Looking West)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d3(E)	28	#8	2'-0"	—
h(E)	16	#5	10'-10"	—
h1(E)	16	#5	12'-4"	—
h2(E)	5	#8	5'-8"	—
h3(E)	4	#8	6'-8"	—
h4(E)	4	#5	20'-0"	—
p(E)	12	#8	25'-10"	—
s2(E)	29	#5	15'-7"	□
s3(E)	6	#5	13'-2"	□
s4(E)	1	#5	8'-8"	□
s5(E)	3	#5	4'-8"	□
s6(E)	1	#5	9'-4"	□
s7(E)	1	#5	6'-6"	□
s8(E)	34	#5	2'-8"	□
u1(E)	4	#7	7'-11"	▽
v1(E)	20	#5	15'-9"	—

PILE DATA

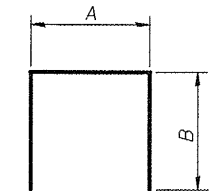
Type: Metal Shell Piles - 14" φ x .25" walls
 Nominal Required Bearing: 180 kips
 Factored Resistance Available: 90 kips:
 Est. Length: 25'-0"
 No. Required: 5 Plus 1 Test Pile



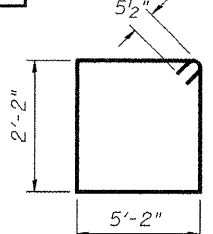
MINIMUM BAR LAP
#5 bar = 2'-2"

Bar	A	B
s3(E)	2'-10"	5'-2"
s4(E)	2'-10"	2'-11"
s5(E)	8"	2'-0"
s6(E)	8"	4'-4"
s7(E)	8"	2'-11"
s8(E)	8"	1'-0"

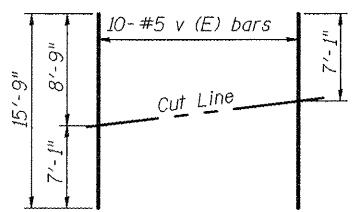
BAR u1(E)



BARS s3(E) thru s8(E)

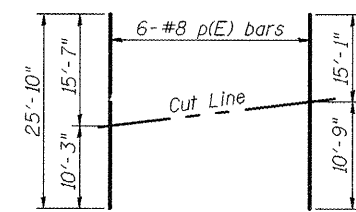


BAR s2(E)



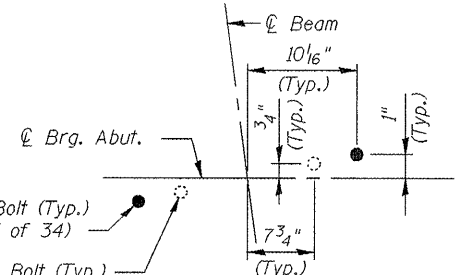
FIELD CUTTING DIAGRAM

Order v1(E) full length. Cut as shown and use remainder of bars in opposite face.



FIELD CUTTING DIAGRAM

Order p(E) full length. Cut as shown and use remainder of bars in opposite footing.

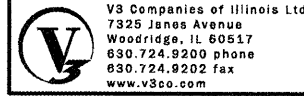


ANCHOR BOLTS LOCATION

NOTES

The cost of drilling and grouting d3(E) and s8(E) bars is included with Reinforcement Bars, Epoxy Coated. Installation as per Sec. 584 of the Standard Specifications. Min. depth of embedment will be 9 Inch.
 See Sheet 24 of 34 for Sections A-A, B-B and E-E.
 Bars indicated thus 2x2-#5 etc. indicates 2 lines of bars with 2 lengths per line.

Concrete Structures	Cu. Yd.	22.6
Reinforcement Bars, Epoxy Coated	Pound	2680
Structure Excavation	Cu. Yd.	136
Test Pile Metal Shells	Each	1
Furnishing Metal Shell Piles 14"x0.25"	Foot	125'-0"
Driving Piles	Foot	125'-0"
Porous Granular Embankment, Special	Cu. Yd.	124



FILE NAME: 21 West Abutment Widening EB.dgn
 PLOT SCALE: 1:1
 PLOT DATE: July 1, 2011

DESIGNED: B. Vegryzn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -
DRAWN: B. Vegryzn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -

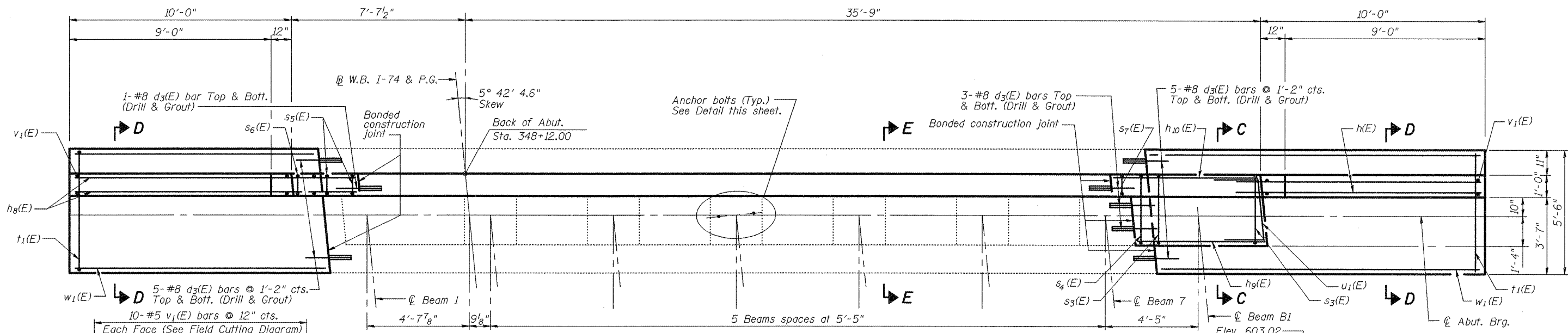
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT WIDENING (EASTBOUND)
STRUCTURE NO. 072-0001 & 072-0002

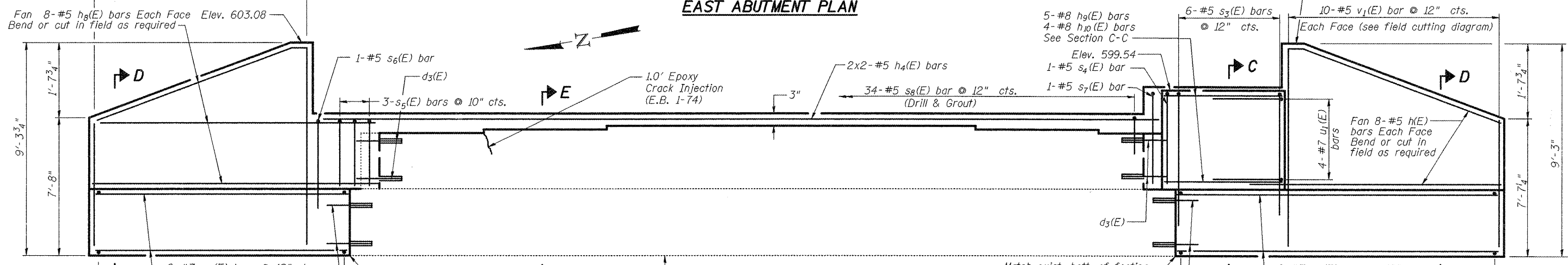
SHEET NO. 21 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	64

CONTRACT NO. 68874
 ILLINOIS FED. AID PROJECT



EAST ABUTMENT PLAN

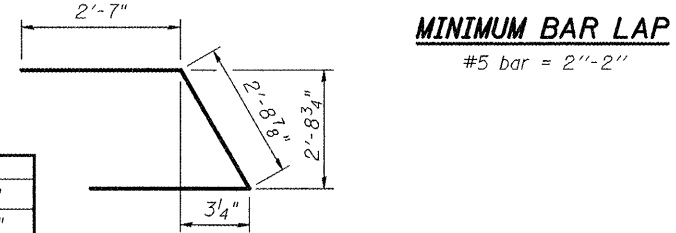


ELEVATION
(Looking East)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d3(E)	28	#8	2'-0"	—
h(E)	16	#5	10'-10"	—
h4(E)	4	#5	20'-0"	—
h8(E)	16	#5	12'-2"	—
h9(E)	5	#8	5'-10"	—
h10(E)	4	#8	6'-10"	—
s3(E)	6	#5	13'-2"	≡
s4(E)	1	#5	8'-8"	≡
s5(E)	3	#5	4'-8"	≡
s6(E)	1	#5	9'-4"	≡
s7(E)	1	#5	6'-6"	≡
s8(E)	34	#5	2'-8"	≡
t1(E)	27	#7	5'-2"	—
t2(E)	27	#8	5'-2"	—
u1(E)	4	#7	7'-11"	≡
v1(E)	20	#5	15'-9"	—
w1(E)	12	#7	25'-10"	—

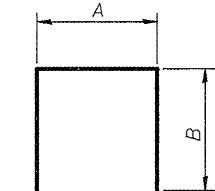
Material	Unit	Quantity
Epoxy Crack Injection	Foot	1
Concrete Structures	Cu. Yd.	22.6
Reinforcement Bars, Epoxy Coated	Pound	2670
Structure Excavation	Cu. Yd.	136
Porous Granular Embankment, Special	Cu. Yd.	124



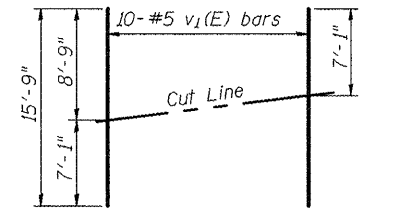
SOIL DATA
Allow. Brg. Pressure: 4500 psf
Max. Soil Pressure: 3500 psf

Bar	A	B
s3(E)	2'-10"	5'-2"
s4(E)	2'-10"	2'-11"
s5(E)	8"	2'-0"
s6(E)	8"	4'-4"
s7(E)	8"	2'-11"
s8(E)	8"	1'-0"

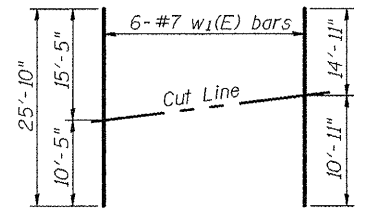
BAR u1(E)



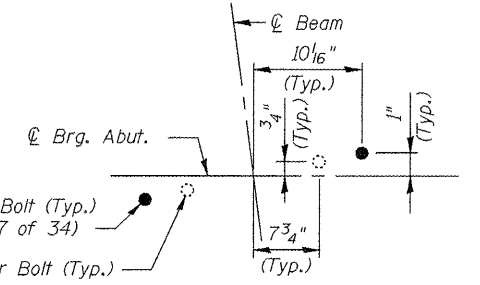
BARS s3(E) thru s8(E)



FIELD CUTTING DIAGRAM
Order v1(E) full length. Cut as shown and use remainder of bars in opposite face.



FIELD CUTTING DIAGRAM
Order w1(E) full length. Cut as shown and use remainder of bars in opposite footing.



ANCHOR BOLTS LOCATION

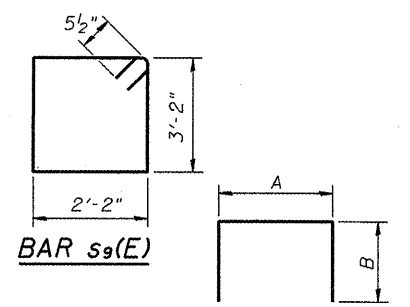
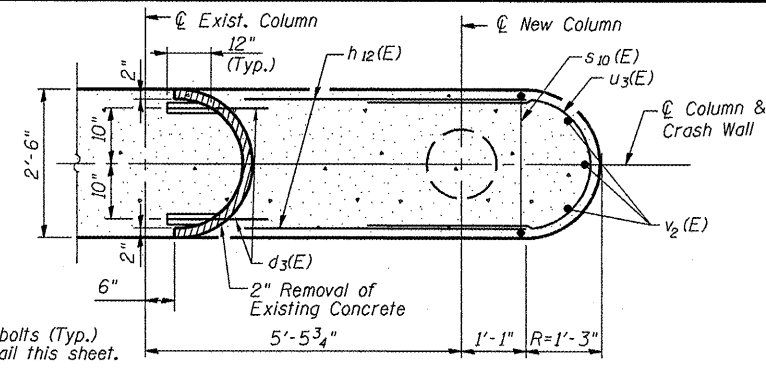
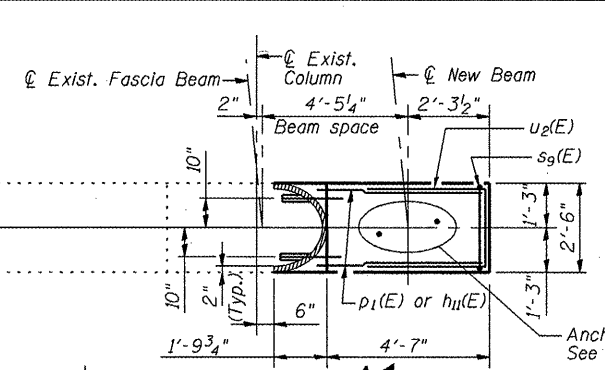
NOTES

The cost of drilling and grouting d3(E) and s8(E) bars is included with Reinforcement Bars, Epoxy Coated. Installation as per Sec. 584 of the Standard Specifications. Min. depth of embedment will be 9 Inch.
See Sheet 24 of 34 for Sections A-A, B-B and E-E.
Bars indicated thus 2x2-#5 etc. indicates 2 lines of bars with 2 lengths per line.

Column, Brg. & Crash Wall

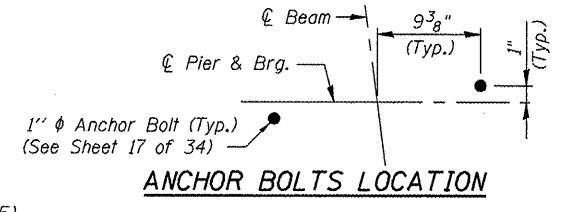
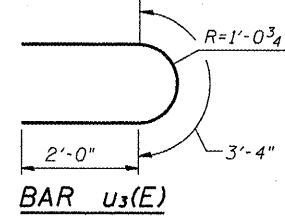
Install new anchor bolt 1" ϕ x 1'-0" with 2 1/4" x 2 1/4" x 5/16" \bar{r} washer under nut for exist. beam bearing on Pier 3, E.B. Cost Included with Anchor Bolts on Sheet 18 of 34.

TOP PLAN
(E.B. shown, W.B. similar)



BARS s10(E)
s11(E), s12(E), U2(E)
A & B DIMENSIONS

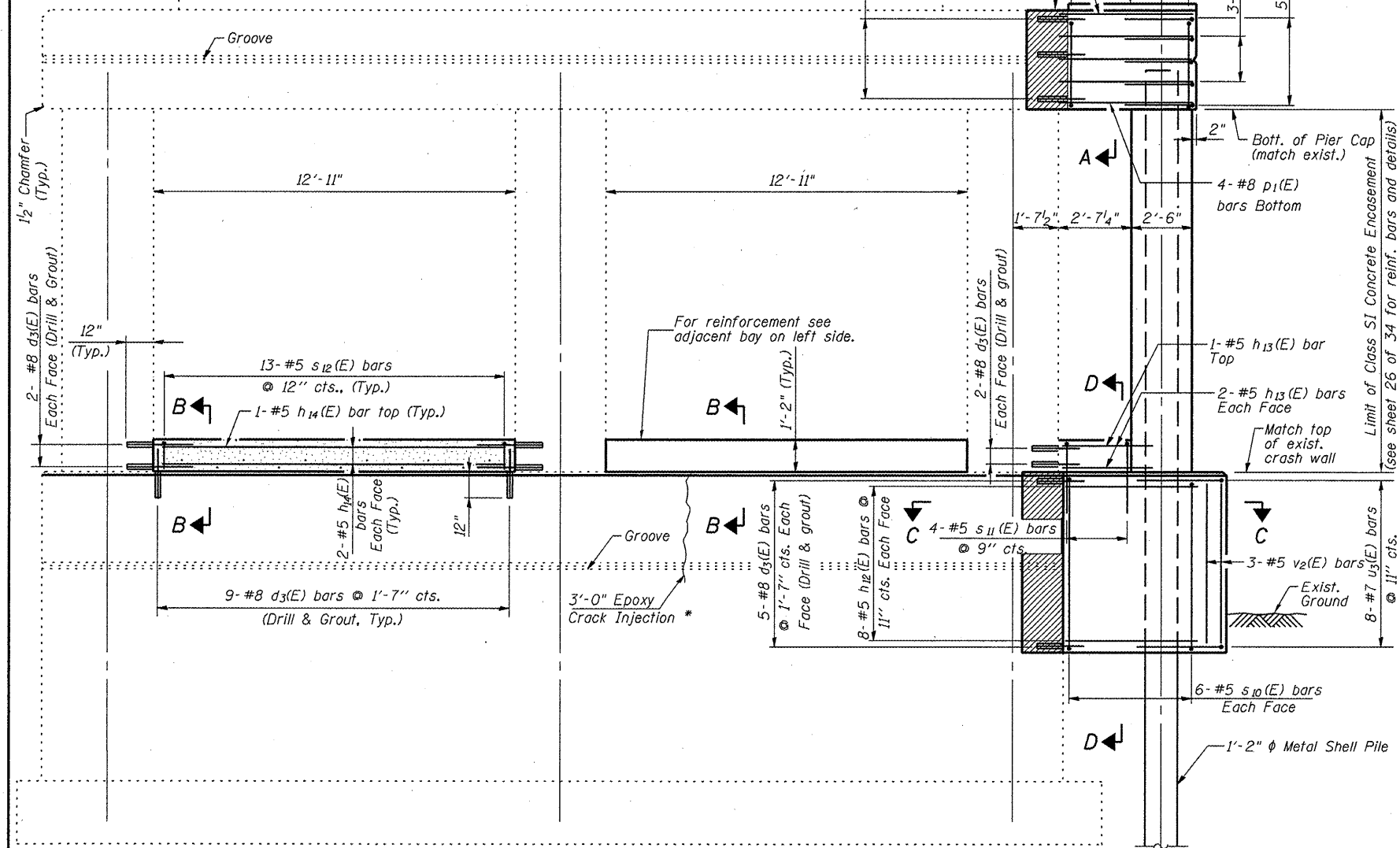
Bar	A	B
s10(E)	6'-3"	2'-2"
s11(E)	1'-10"	2'-4"
s12(E)	1'-11"	11"
U2(E)	2'-0 3/4"	2'-9"



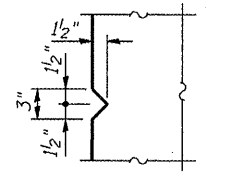
BILL OF MATERIAL
(One Pier)

Bar	No.	Size	Length	Shape
d3(E)	54	#8	2'-0"	—
h11(E)	6	#7	5'-11"	—
h12(E)	16	#5	5'-9"	—
h13(E)	5	#5	3'-11"	—
h14(E)	8	#5	12'-10"	—
p1(E)	8	#8	5'-11"	—
s9(E)	6	#5	11'-7"	□
s10(E)	12	#5	10'-7"	┌
s11(E)	4	#5	6'-6"	┐
s12(E)	26	#5	3'-9"	┐
U2(E)	5	#7	7'-7"	┐
U3(E)	8	#7	7'-4"	┌
v2(E)	3	#5	6'-3"	—
Concrete Structures			Cu. Yd.	9.2
Reinforcement Bars, Epoxy Coated			Pound	1270
Structure Excavation			Cu. Yd.	2
Concrete Removal			Cu. Yd.	0.1
Furnishing Metal Shell Piles 14"x0.25"			Foot	55.0
Driving Piles			Foot	55.0
Concrete Encasement			Cu. Yd.	2.3
**Epoxy Crack Injection			Foot	3

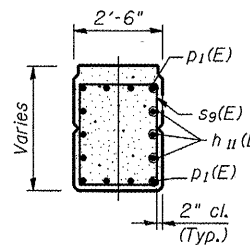
**At Pier 1 WB only



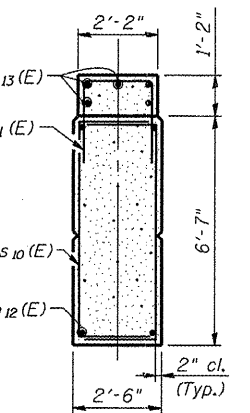
SECTION C-C



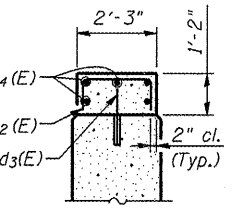
GROOVE DETAIL



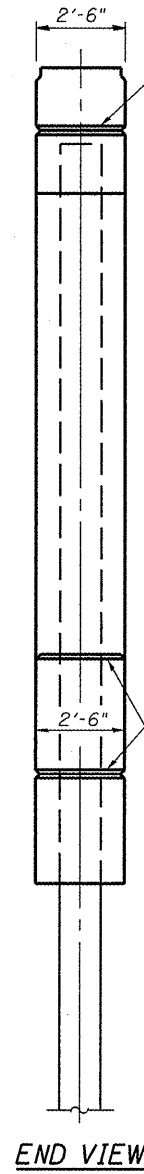
SECTION A-A



SECTION D-D



SECTION B-B



END VIEW

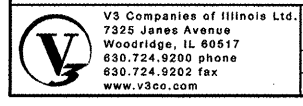
PILE DATA

Type: Metal Shell Piles - 14" ϕ x .25" walls * Locations on West Face of Pier 1, W.B. I-74
 Nominal Required Bearing: 340 kips
 Factored Resistance Available: 170 kips:
 Est. Length: 55'-0"
 No. Required: 4, one at each pier

ELEVATION

NOTES

Use bonded construction joint at the interface of new and existing concrete.
 The Cost of drilling and grouting d3(E) bars is included with Reinforcement Bars, Epoxy Coated. Installation as per Sec. 584 of the Standard Specifications. Minimum depth of embedment = 9", unless noted otherwise.
 Hatched area indicates concrete removal.



V3 Companies of Illinois Ltd.
 7325 Janes Avenue
 Woodridge, IL 60517
 830.724.9200 phone
 830.724.9202 fax
 www.v3co.com

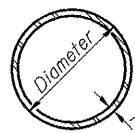
DESIGNED: B. Vegrzyn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -
DRAWN: B. Vegrzyn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER WIDENING
STRUCTURE NO. 072-0001 & 072-0002

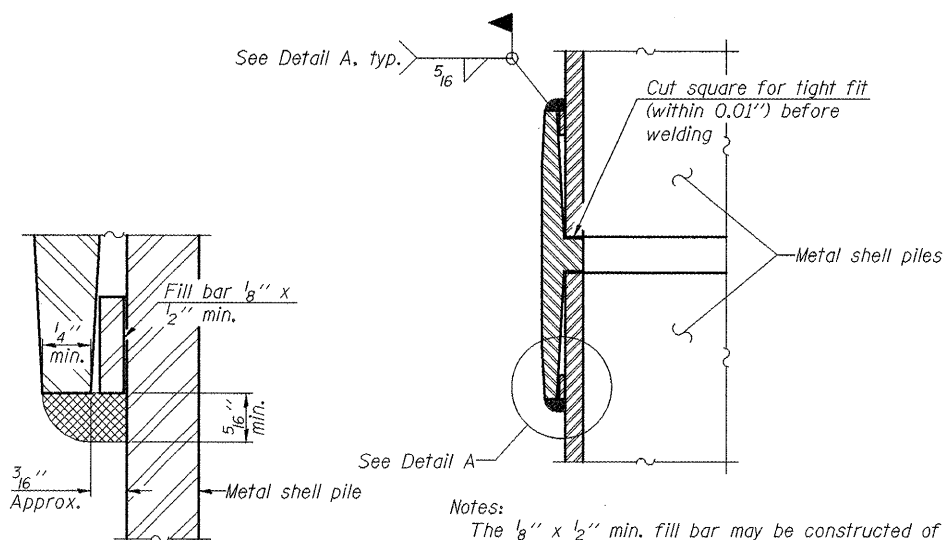
SHEET NO. 25 OF 34 SHEETS

F.A.I. RTE. 74	SECTION 72-6VB	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 68
			CONTRACT NO. 68B74	
ILLINOIS FED. AID PROJECT				



METAL SHELL PILE TABLE

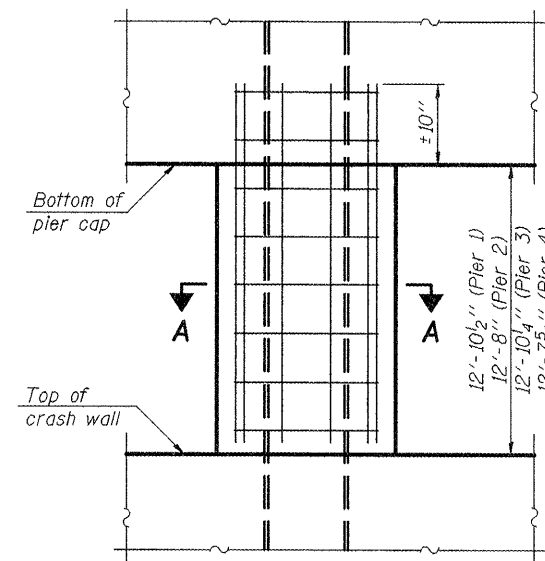
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



DETAIL A

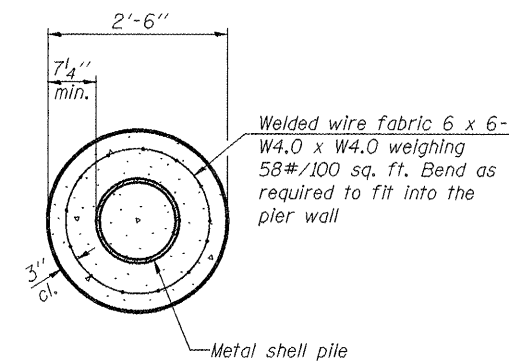
Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE

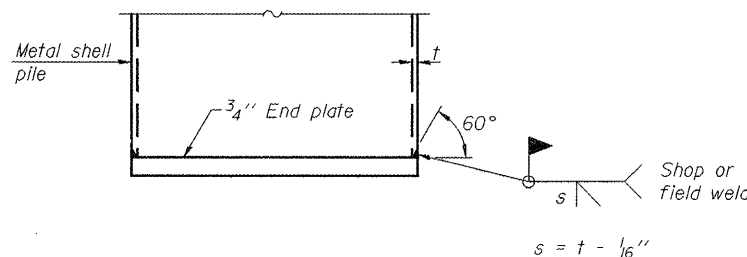


ELEVATION

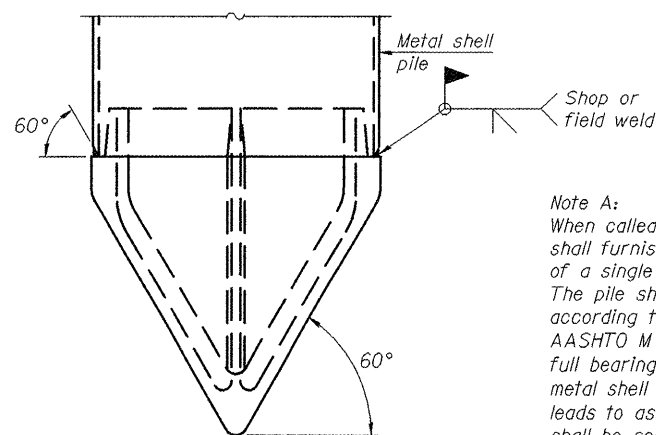
CONCRETE ENCASEMENT AT PIERS



SECTION A-A



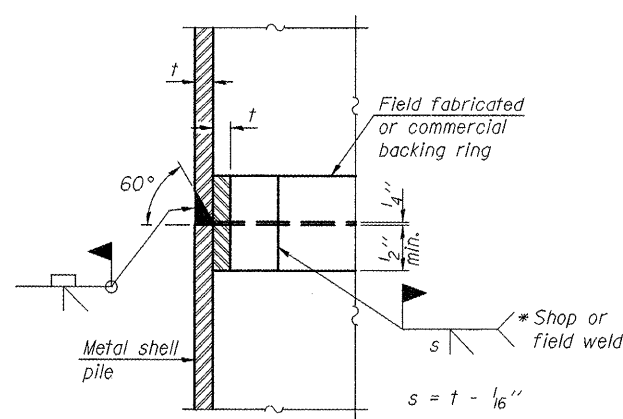
END PLATE ATTACHMENT



Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

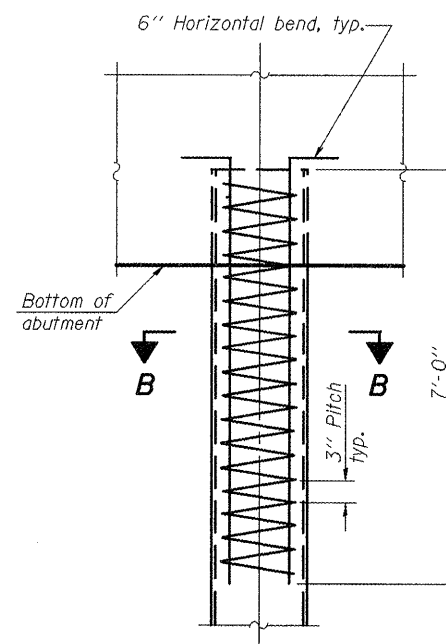
METAL SHELL PILE SHOE ATTACHMENT

(See Note A)



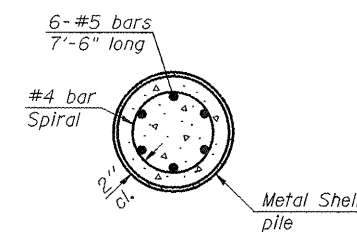
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



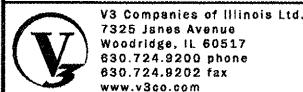
ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.



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 7325 Janes Avenue
 Woodridge, IL 60517
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 830.724.9202 fax
 www.v3co.com

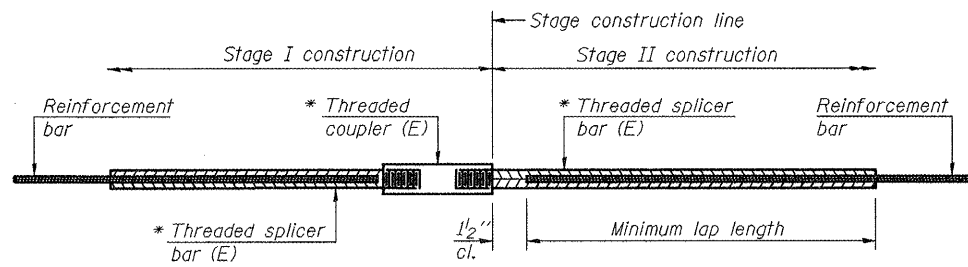
DESIGNED: B. Vegrzyn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -
DRAWN: B. Vegrzyn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
 STRUCTURE NO. 072-0001 & 072-0002

SHEET NO. 26 OF 34 SHEETS

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	69
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

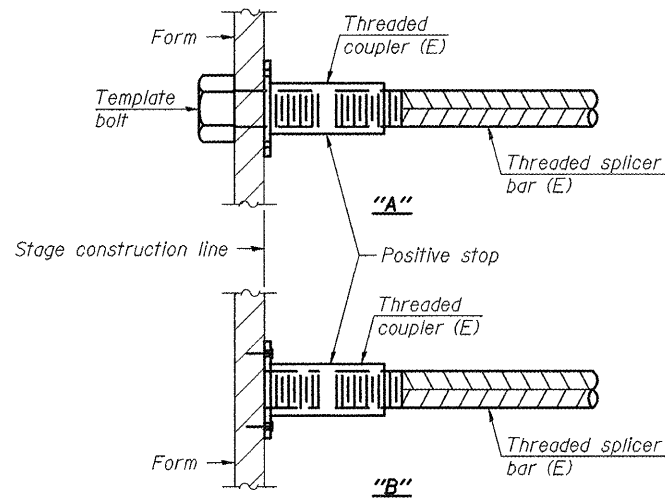
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

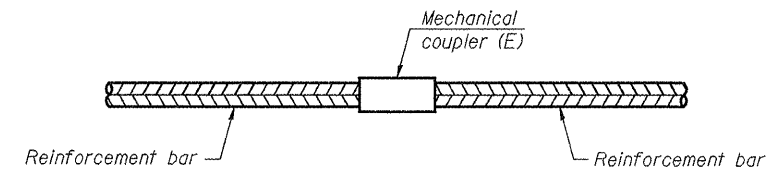
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



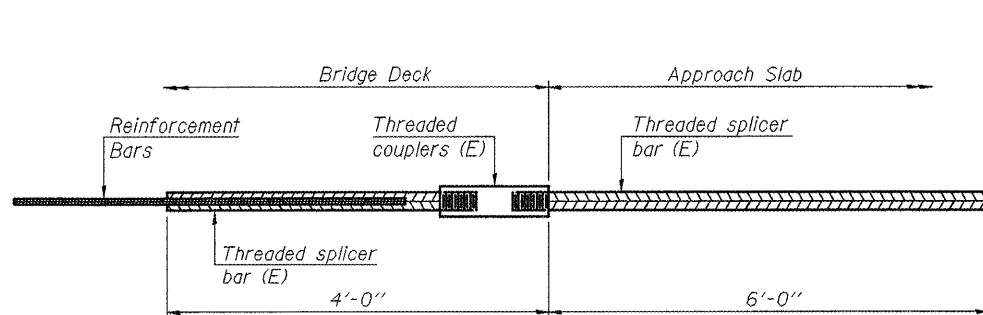
INSTALLATION AND SETTING METHODS

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



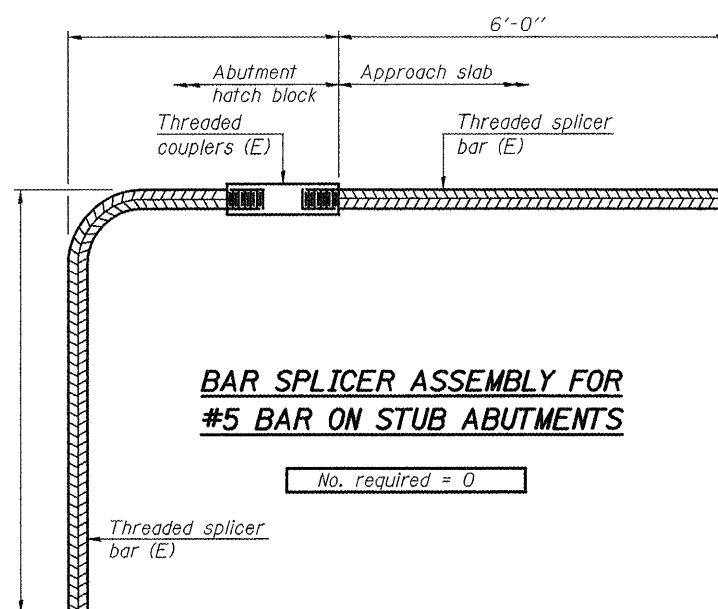
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 172



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 0

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 7-1-10



V3 Companies of Illinois Ltd.
 7325 James Avenue
 Woodridge, IL 60517
 830.724.9200 phone
 830.724.9202 fax
 www.v3co.com

FILE NAME: 27 Bar Splicer Assembly Details.dgn
 PLOT SCALE: 1:1
 PLOT DATE: July 1, 2011

DESIGNED: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf
 DRAWN: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 072-0001 & 072-0002

SHEET NO. 27 OF 34 SHEETS

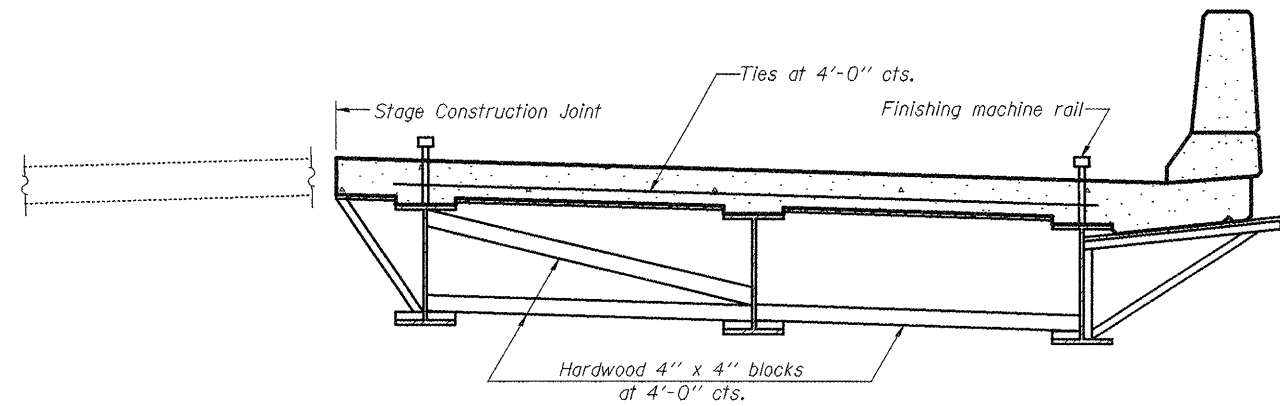
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	70
CONTRACT NO. 68874			ILLINOIS FED. AID PROJECT	

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

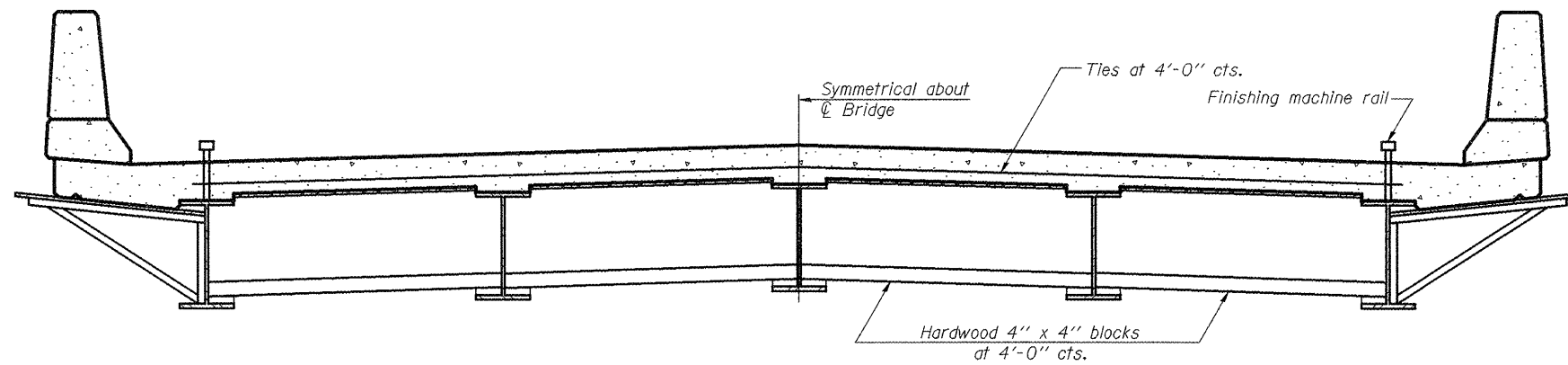
The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



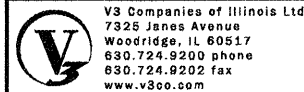
**FORM BRACES FOR
STAGE CONSTRUCTION**



**FORM BRACES FOR
STANDARD CONSTRUCTION**

SB-1

7-1-10



V3 Companies of Illinois Ltd.
7325 Jones Avenue
Woodridge, IL 60517
830.724.9200 phone
830.724.9202 fax
www.v3co.com

FILE NAME: 28 Cantilever forming Brackets.dgn	DESIGNED: B. Vegrzyn	REVISED -
PLOT SCALE: 1:1	CHECKED: Coombe-Bloxdorf	REVISED -
PLOT DATE: July 1, 2011	DRAWN: B. Vegrzyn	REVISED -
	CHECKED: Coombe-Bloxdorf	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CANTILEVER FORMING BRACKETS FOR SUPERSTRUCTURES WITH
W27 BEAMS AND SMALLER STRUCTURE NO. 072-0001 & 072-0002**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	71
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 1/18/95

ROUTE FAI-74 DESCRIPTION EB I-74 over UPRR LOGGED BY K. Olson

SECTION (72-6VB) LOCATION Kickapoo Twnsp SE 1/4, SW 1/4, SEC. 24, TWP. 9N, RNG. 7E, 4th PM, Latitude, Longitude

COUNTY Peoria DRILLING METHOD HSA/RW HAMMER TYPE AUTO

STRUCT. NO. 072-0001(EXIST)
 Station 348+38.61

BORING NO. SB1 (W. Abut)
 Station 347+32
 Offset 24.6 ft RT
 Ground Surface Elev. 603.84 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)	Surface Water Elev.		DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)
				ft	ft				
0						0			
4			10			4			
3			10			7	2.2	15	
2						9	2.3	12	
600.8						8			
2						8	4.5	11	
3	2.0	11				8			
4						8			
-5						8			
2						8			
3	2.6	13				8			
4						8			
6						8			
6	2.3	16				7	3.5	15	
8						9	5.0	12	
-10						9			
2						9			
2	1.3	14				11	7.4	13	
2						17			
6						13			
6	2.5	15				20			
5						13	3.1	12	
-15						13			
3						9	6.6	14	
4	1.5	17				8			
5						18			
4						4			
7	1.9	14				6	2.8	13	
12						9			
-20						9			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/18/95

ROUTE FAI-74 DESCRIPTION EB I-74 over UPRR LOGGED BY K. Olson

SECTION (72-6VB) LOCATION Kickapoo Twnsp SE 1/4, SW 1/4, SEC. 24, TWP. 9N, RNG. 7E, 4th PM, Latitude, Longitude

COUNTY Peoria DRILLING METHOD HSA/RW HAMMER TYPE AUTO

STRUCT. NO. 072-0001(EXIST)
 Station 348+38.61

BORING NO. SB1 (W. Abut)
 Station 347+32
 Offset 24.6 ft RT
 Ground Surface Elev. 603.84 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)	Surface Water Elev.		DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)
				ft	ft				
0						0			
4						4			
6						11	2.2	15	
8						8	2.3	12	
558.3						8			
8						8			
8						8	4.5	11	
-45						8			
5						8			
3	2.6	13				8			
4						8			
6						8			
6	2.3	16				7	3.5	15	
8						9	5.0	12	
-10						9			
2						9			
2	1.3	14				11	7.4	13	
2						17			
6						13			
6	2.5	15				20			
5						13	3.1	12	
-15						13			
3						9	6.6	14	
4	1.5	17				8			
5						18			
4						4			
7	1.9	14				6	2.8	13	
12						9			
-20						9			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/20/96

ROUTE FAI-74 DESCRIPTION EB I-74 over UPRR LOGGED BY J. Dudjicek

SECTION (72-6VB) LOCATION Kickapoo Twnsp SE 1/4, SW 1/4, SEC. 24, TWP. 9N, RNG. 7E, 4th PM, Latitude, Longitude

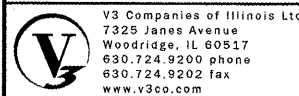
COUNTY Peoria DRILLING METHOD HSA/RW HAMMER TYPE AUTO

STRUCT. NO. 072-0001(EXIST)
 Station 348+38.61

BORING NO. SB2 (W. Pier)
 Station 348+13
 Offset 18.0 ft RT
 Ground Surface Elev. 574.05 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)	Surface Water Elev.		DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)
				ft	ft				
0						0			
1						1			
2						2	2.0	15	
3						3			
5						5			
6						6	4.8	13	
9						9			
550.6						5			
5						5			
8						8	4.2	12	
-25						12			
3						3			
4	2.2	15				4			
5						5			
3						3			
5	2.5	15				5			
6						6			
546.1						7	4.0	14	
7						7			
3						3			
5	2.7	14				5			
7						7			
3						3			
5	2.9	12				5			
7						7			
4						4			
5	2.4	12				5			
6						6			
-15						6			
3						3			
5	2.1	13				5			
9						9			
6						6			
8	2.7	14				8			
-20						8			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)



FILE NAME: 29 Borings 1.dgn
 PLOT SCALE: 1:1
 PLOT DATE: July 1, 2011

DESIGNED: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf
 DRAWN: B. Vegrzyn
 CHECKED: Coombe-Bloxdorf

REVISSED -
 REVISSED -
 REVISSED -
 REVISSED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORINGS I
 STRUCTURE NO. 072-0001 & 072-0002

SHEET NO. 29 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	72
				CONTRACT NO. 68874
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 1/18/95

ROUTE FAI-74 DESCRIPTION EB I-74 over UPRR LOGGED BY K. Olson

SECTION (72-6VB) LOCATION Kickapoo Twnsp SE 1/4, SW 1/4, SEC. 24, TWP. 9N, RNG. 7E, 4th PM

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 072-0001(EXIST)	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station 348+38.61	E	L	C	O	Stream Bed Elev. _____ ft	P	O	S	I
BORING NO. SB4 (E. Abut)	P	T	W	S	Groundwater Elev.: _____ ft	H	S	Q	T
Station 349+42	T	H	S	Qu	First Encounter 564.5 ft				
Offset 34.4 ft RT					Upon Completion 548.5 ft				
Ground Surface Elev. 602.62 ft					After 24 Hrs. 599.7 ft				

GR LOAM, A-4 (continued)					BR & GR BR GRAVELLY SAND, A-1-b (continued)				
4					9				
10	4.6	11			14			7	
13					14				
4					8				
5	3.6	12			13			6	
6					15				
557.1					15				
BR GR CLAY LOAM, A-6					13				
10	7.7	13			29			5	
15					28				
SAND, A-2-4 SEAM					535.1				
18		6			Boring Terminated at 67.5 ft.				
10									
16	6.7	11							
27									
11									
18	4.2	11							
27									
6									
8	4.0	12							
10									
545.1									
18									
35	7.2	11							
38									
BR & GR BR GRAVELLY SAND, A-1-b									
11									
17									
20									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/16/95

ROUTE FAI-74 DESCRIPTION WB I-74 over UPRR LOGGED BY M. Dooley

SECTION (72-6VB) LOCATION Kickapoo Twnsp SE 1/4, SW 1/4, SEC. 24, TWP. 9N, RNG. 7E, 4th PM

COUNTY Peoria DRILLING METHOD HSA/RW HAMMER TYPE AUTO

STRUCT. NO. 072-0002(EXIST)	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station 348+32.31	E	L	C	O	Stream Bed Elev. _____ ft	P	O	S	I
BORING NO. SB5 (W. Abut)	P	T	W	S	Groundwater Elev.: _____ ft	H	S	Q	T
Station 347+42	T	H	S	Qu	First Encounter 603.5 ft				
Offset 22.6 ft LT					Upon Completion _____ ft				
Ground Surface Elev. 604.82 ft					After 24 Hrs. _____ ft				

PAVEMENT MATERIALS: 2" AC 13" PCC					5				
603.6					10				
FILL: BR SAND, A-2-4					5			10	
602.6					4			12	
FILL: BR & GR CLAY LOAM, A-6					4				
					4			12	
					4	2.9			
					5				
					2			18	
					3	1.8			
					3				
					3	3.5		12	
					4				
					10				
					3				
					3				
					4				
					2				
					3	1.6		13	
					4				
					3				
					3	2.5		14	
					4				
					2				
					3	1.5		22	
					4				
					2				
					4	3.0		17	
					5				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/16/95

ROUTE FAI-74 DESCRIPTION WB I-74 over UPRR LOGGED BY M. Dooley

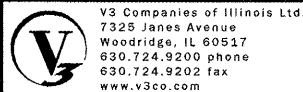
SECTION (72-6VB) LOCATION Kickapoo Twnsp SE 1/4, SW 1/4, SEC. 24, TWP. 9N, RNG. 7E, 4th PM

COUNTY Peoria DRILLING METHOD HSA/RW HAMMER TYPE AUTO

STRUCT. NO. 072-0002(EXIST)	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M
Station 348+32.31	E	L	C	O	Stream Bed Elev. _____ ft	P	O	S	I
BORING NO. SB5 (W. Abut)	P	T	W	S	Groundwater Elev.: _____ ft	H	S	Q	T
Station 347+42	T	H	S	Qu	First Encounter 603.5 ft				
Offset 22.6 ft LT					Upon Completion _____ ft				
Ground Surface Elev. 604.82 ft					After 24 Hrs. _____ ft				

FILL: GR CLAY LOAM, A-6 (continued)					BR & GR BR GRAVELLY SAND (continued)				
563.3					10				
FILL: BR & GR CLAY LOAM, A-6					7			14	
					541.8				
					BR & GR BR GRAVELLY SAND, A-1-b				
					16				
					15			9	
					10				
					19				
					22			7	
					24				
					17				
					13			10	
					15				
					534.3				
					GR BR SAND, A-2-4				
					9				
					11			13	
					14				
					7				
					6			15	
					9				
					529.3				
					BR SAND, A-3				
					6				
					5			14	
					4				
					2				
					3			14	
					4				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



V3 Companies of Illinois Ltd. 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com

DESIGNED: B. Vegzyn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -
DRAWN: B. Vegzyn	REVISED -
CHECKED: Coombe-Bloxdorf	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BORINGS III STRUCTURE NO. 072-0001 & 072-0002 SHEET NO. 31 OF 34 SHEETS

F.A.I. RTE. 74	SECTION 72-6VB	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 74
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 1/17/95

ROUTE FAI-74 DESCRIPTION WB I-74 over UPRR LOGGED BY J. Dudlcek

SECTION (72-6VB) LOCATION Kickapoo Twnsp SE 1/4, SW 1/4, SEC. 24, TWP. 9N, RNG. 7E, 4th PM.

COUNTY Peoria DRILLING METHOD HSA/RW HAMMER TYPE AUTO

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	ft	(ft)	(/6")	(tsf)	(%)	Surface Water Elev.	ft	Stream Bed Elev.	ft	Groundwater Elev.:	ft	First Encounter	ft	Upon Completion	ft	After 48 Hrs.	ft	(ft)	(/6")	(tsf)	(%)
072-0002(EXIST)	348+32.31	SB7 (E. Pier)	348+84	19.0 ft LT	584.74										NONE											
PCC SLOPEWALL: 6" PCC		FILL: BR SAND, A-1-b		GR SILTY LOAM, A-4 (continued)		584.2						11														
				SAND, A-2-4 SEAM								6														
				GR LOAM, A-4		561.2						4														
		BR GRAVELLY SAND, A-1-b				579.2						25														
				BR CLAY LOAM, A-6		556.2						4														
				GR SANDY LOAM, A-4		574.7	-10					5														
		BR & GR BR SANDY LOAM, A-2-4				573.7						7														
				FREQUENT SAND, A-3 SEAMS								7														
				BR & GR BR GRAVELLY SAND, A-1-b		548.7						8														
				Boring Terminated at 38.0 ft.		546.7						11														
		GR SILTY LOAM, A-4				566.2						13														

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/17/95

ROUTE FAI-74 DESCRIPTION WB I-74 over UPRR LOGGED BY K. Olson

SECTION (72-6VB) LOCATION Kickapoo Twnsp SE 1/4, SW 1/4, SEC. 24, TWP. 9N, RNG. 7E, 4th PM.

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	ft	(ft)	(/6")	(tsf)	(%)	Surface Water Elev.	ft	Stream Bed Elev.	ft	Groundwater Elev.:	ft	First Encounter	ft	Upon Completion	ft	After 24 Hrs.	ft	(ft)	(/6")	(tsf)	(%)
072-0002(EXIST)	348+32.31	SB8 (E. Abut)	349+45	21.0 ft LT	604.40										576.5											
PAVEMENT MATERIALS: 2" PCC 12"		FILL: BR SAND, A-1-b		BR GRAVELLY SAND, A-1-b (continued)		603.2						8														
				BR SAND, A-2-4		581.4						11														
		PNK BR CLAY LOAM, A-6		BR SANDY LOAM, A-4		576.4						7														
		BR GRAVELLY SAND, A-1-b		GR LOAM, A-4		573.9						4														

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/17/95

ROUTE FAI-74 DESCRIPTION WB I-74 over UPRR LOGGED BY K. Olson

SECTION (72-6VB) LOCATION Kickapoo Twnsp SE 1/4, SW 1/4, SEC. 24, TWP. 9N, RNG. 7E, 4th PM.

COUNTY Peoria DRILLING METHOD HSA HAMMER TYPE AUTO

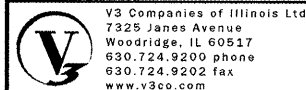
STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	ft	(ft)	(/6")	(tsf)	(%)	Surface Water Elev.	ft	Stream Bed Elev.	ft	Groundwater Elev.:	ft	First Encounter	ft	Upon Completion	ft	After 24 Hrs.	ft	(ft)	(/6")	(tsf)	(%)
072-0002(EXIST)	348+32.31	SB8 (E. Abut)	349+45	21.0 ft LT	604.40										576.5											
GR LOAM, A-4 (continued)		BR & GR BR GRAVELLY SAND, A-1-b				543.9						12														
				BR GR CLAY LOAM, A-6		553.9						9														
		SAND, A-3 SEAM										12														

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

RSV ENGINEERING, INC		BORING LOG		SCHAUMBURG, ILLINOIS					
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: UPRR-1	STATION: 140+906WB	OFFSET: 4m Rt	SURF ELEV: 183.79				
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois									
LOCATION: I-74 Over Union Pacific Railroad SN 072-0002									
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers									
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %	
Probable FILL: Black Silty Loam A-4; Organic matter noted	183.57		0.00-0.30		Auger 4			31	
Probable FILL: Br Sandy Loam A-4; Roots noted	182.87		0.30-0.76	432	3-4	77	15	21	
Probable FILL: Br Sand A-1-b; Cobbles noted	182.11		1.07-1.52	457	12-19			4	
Hard Br Loam A-6	181.35		1.83-2.29	457	8-12	393	15	13	
Medium Dense Br Sand A-1-b	180.59		2.59-3.05	457	8-11			5	
Dense to Very Dense Br Sand A-1-b; Cobble noted at 4.3m	179.06		3.35-3.81	457	13-17			3	
		5	4.11-4.57	254	17-29			4	
Medium Dense to Dense Br Sand A-1-b			4.88-5.33	457	11-14			4	
	177.54		5.64-6.10	457	10-17			4	
Medium Dense Br Sand A-1-b			6.40-6.86	457	10-12			8	
	176.02		7.16-7.62	457	7-12			15	
Medium Dense Br Sandy Loam A-2-4			7.92-8.38	457	6-8			13	
	175.01		8.69-9.14	457	9-10	192	15	13	
Very Stiff Gr Sandy Loam A-4			9.45-9.91	457	9-10	259		14	
Dense Gr Silt A-4	173.94		10.21-10.67	457	8-12	211	15	12	
	173.67	10	10.97-11.43	457	3-7	182	15	12	
Very Stiff to Stiff Gr Loam A-4			11.73-12.19	457	4-7	163	15	12	
REMARKS						*Denotes Calibrated Penetrometer Estimate			
WATER	7.6m ELEV.	176.17	DURING DRILLING	∅ CORE SIZE	mm	DATE:	Jun 23, 00		
WATER	m ELEV.		AT COMPLETION	∅ CASING LENGTH	m	DRILLER:	Fehl		
WATER	Caved at 7.3m ELEV.	176.47	AFTER 1/2 HRS.	∅ CASING DIAMETER	mm	INSPECTOR:	Reed		

RSV ENGINEERING, INC		BORING LOG		SCHAUMBURG, ILLINOIS					
JOB NO: 98600	CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING NO: UPRR-1	STATION: 140+906WB	OFFSET: 4m Rt	SURF ELEV: 183.79				
PROJECT: Interstate Route 74 Improvements - Peoria, Illinois									
LOCATION: I-74 Over Union Pacific Railroad SN 072-0002									
BORING RIG & METHOD: CME-75 w/Hollow Stem Augers									
SOIL DESCRIPTION	ELEV.	DEPTH	SAMPLE FROM - TO	REC. mm	BLOWS/150mm	q _u kPa	STRAIN %	WATER CONTENT %	
			12.50-12.95	457	5-8	172	15	12	
Very Stiff to Stiff Gr Loam A-4			13.26-13.72	457	5-7	182	15	11	
	169.46		14.02-14.48	457	7-12	201	15	11	
Very Stiff to Stiff Gr Clay Loam A-6		15	14.78-15.24	457	5-8	182	15	12	
	168.40		15.54-16.00	457	7-10	230	15	11	
Very Stiff Gr Loam A-4			16.31-16.76	457	13-12	354	15	10	
	165.90		17.07-17.53	457	9-9	287	15	12	
			17.83-18.29	457	26-36			4	
Very Dense to Dense Br Sand A-1-a			18.59-19.05	457	29-31			5	
			19.35-19.81	457	23-23			7	
Cobble noted at 20.4m		20	20.12-20.57	305	19-32			4	
Boring terminated at 20.6m									
REMARKS						*Denotes Calibrated Penetrometer Estimate			
WATER	7.6m ELEV.	176.17	DURING DRILLING	∅ CORE SIZE	mm	DATE:	Jun 23, 00		
WATER	m ELEV.		AT COMPLETION	∅ CASING LENGTH	m	DRILLER:	Fehl		
WATER	Caved at 7.3m ELEV.	176.47	AFTER 1/2 HRS.	∅ CASING DIAMETER	mm	INSPECTOR:	Reed		

Note: Conversion of boring logs to English is required.



V3 Companies of Illinois Ltd
7325 James Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

FILE NAME: 34 Borings VI.dgn
DESIGNED: B. Vegrzyn
CHECKED: Coombe-Bloxdorf
DRAWN: B. Vegrzyn
PLOT SCALE: 1:1
PLOT DATE: July 1, 2011
CHECKED: Coombe-Bloxdorf

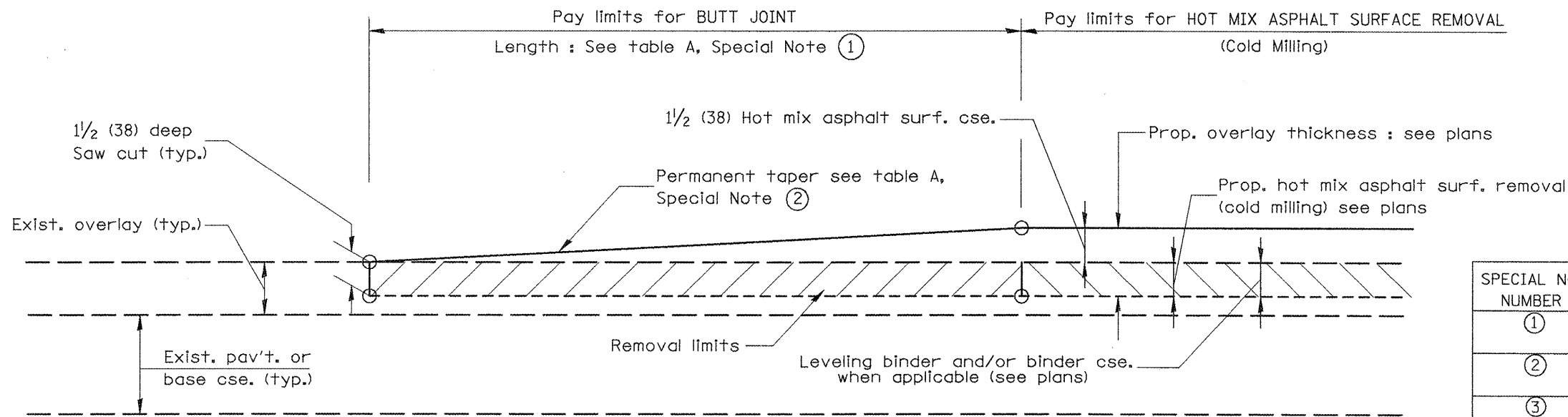
REVISOR: -
REVISOR: -
REVISOR: -
REVISOR: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORINGS VI
STRUCTURE NO. 072-0001 & 072-0002

SHEET NO. 34 OF 34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72-6VB	PEORIA	133	77
				CONTRACT NO. 68874
ILLINOIS FED. AID PROJECT				



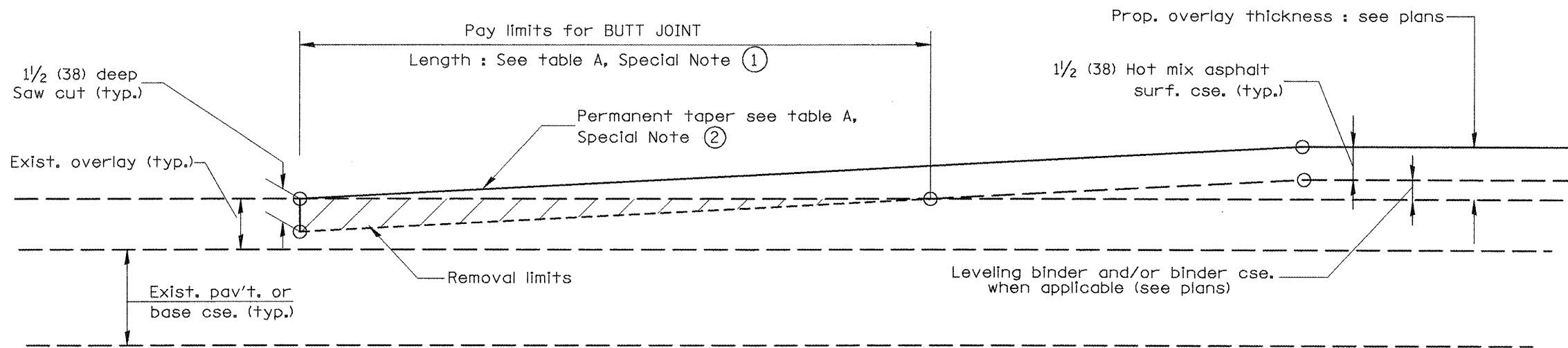
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

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

GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

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

01-01-97	RENUM. C-23.01, NEW REVISION BOX	T.P.		
04-01-97	CORRECTION TO DEPTH	J.A.		
09-15-05	REVISED DESIGNER NOTE	M.M.A.		
10-16-06	REVISED TO 2007 SPEC.	M.A.		

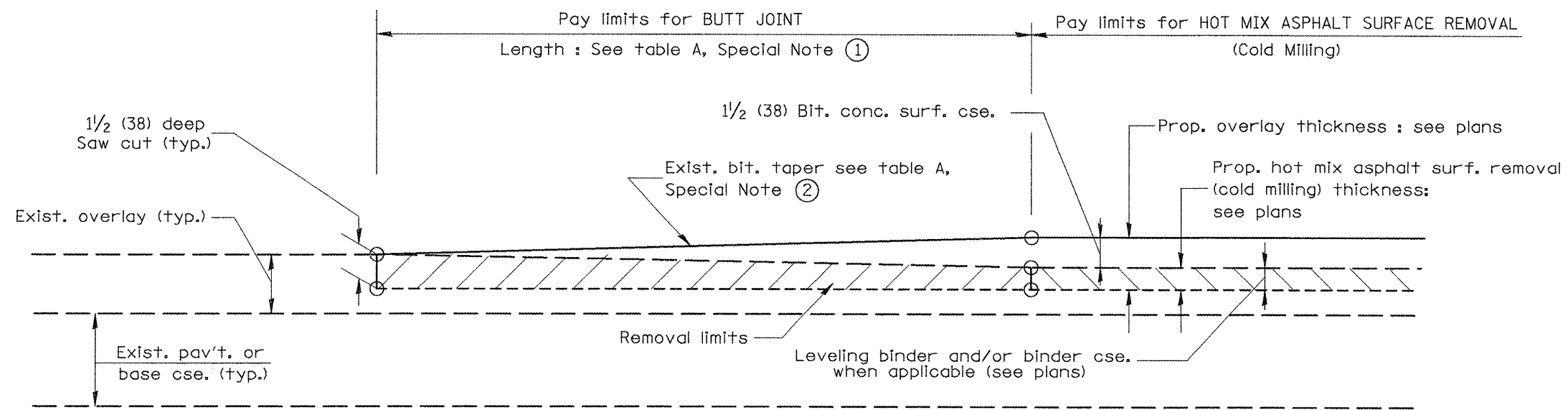
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINTS

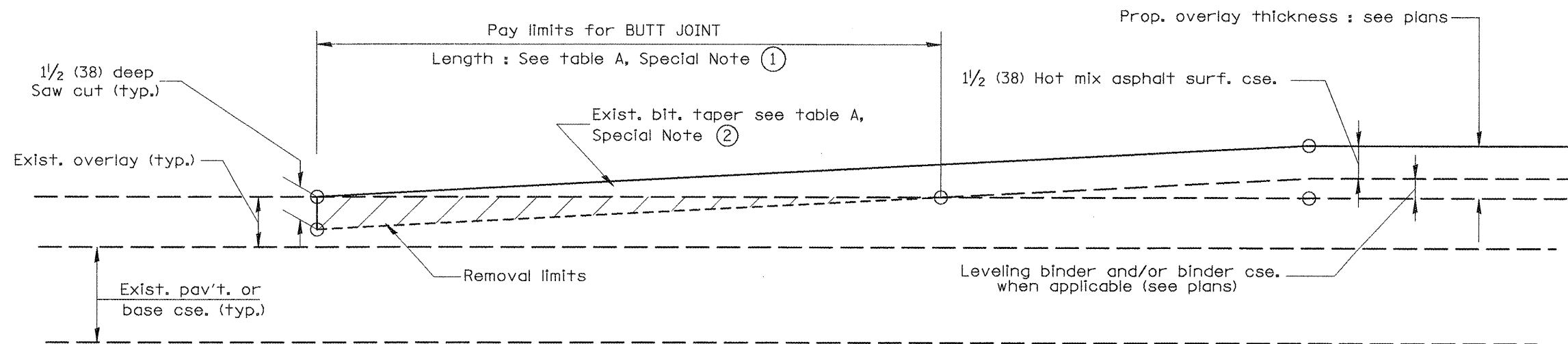
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SHT. 1 OF 3
CADD STD. 406101-D4

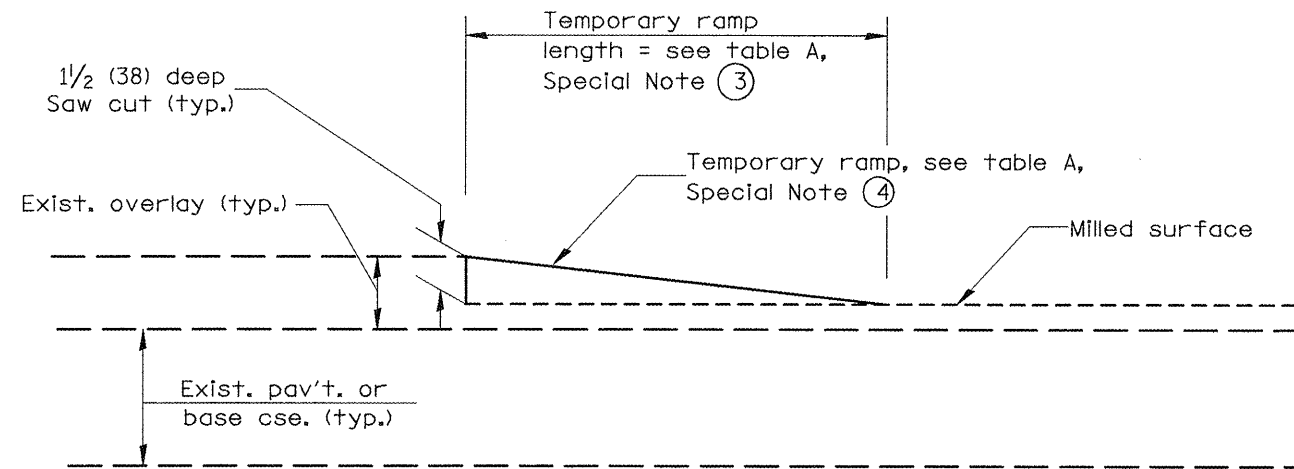
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(16VB)BY1	PEORIA	133	78
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68874	



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



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



DETAIL TEMPORARY RAMP

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

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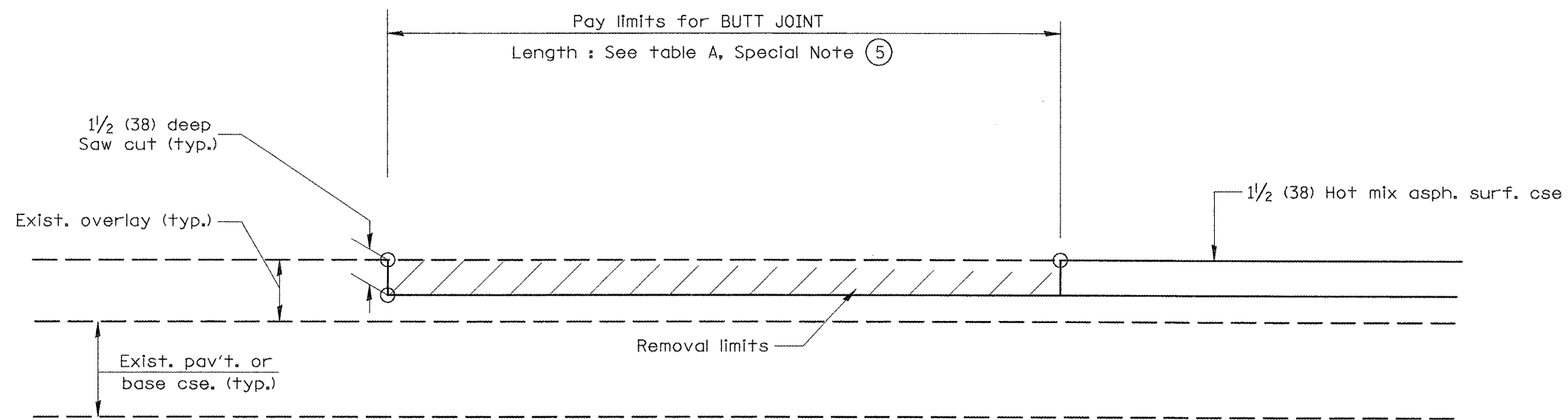
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

NOT TO SCALE

SHT. 2 OF 3
CADD STD. 406101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[6VBIBY]	PEORIA	133	79
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68874	



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

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

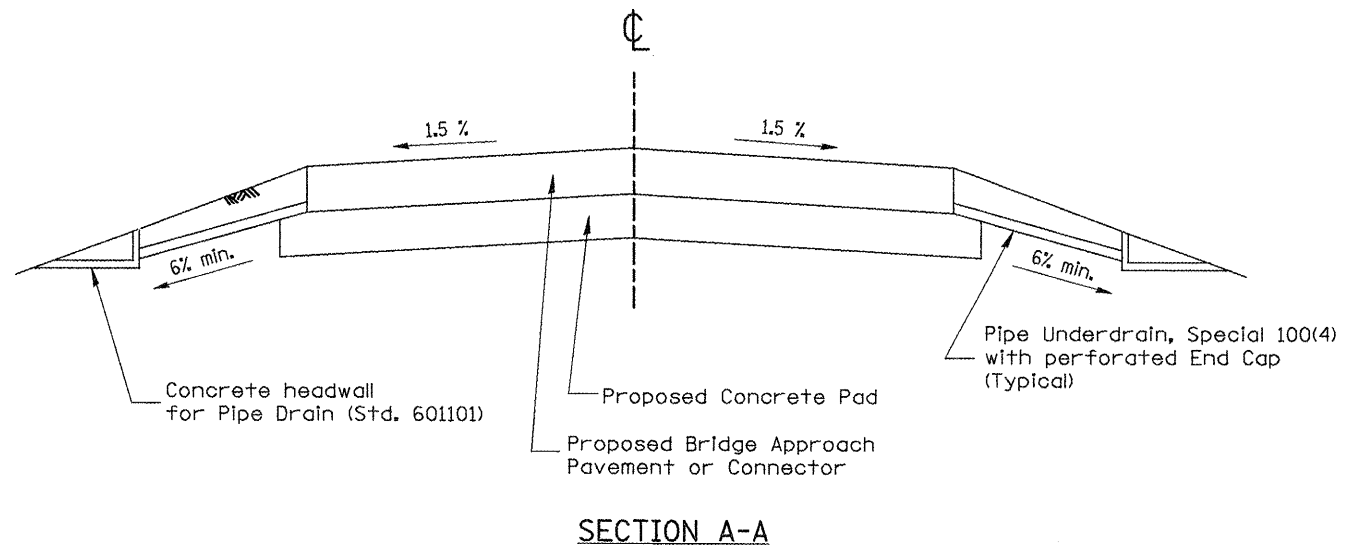
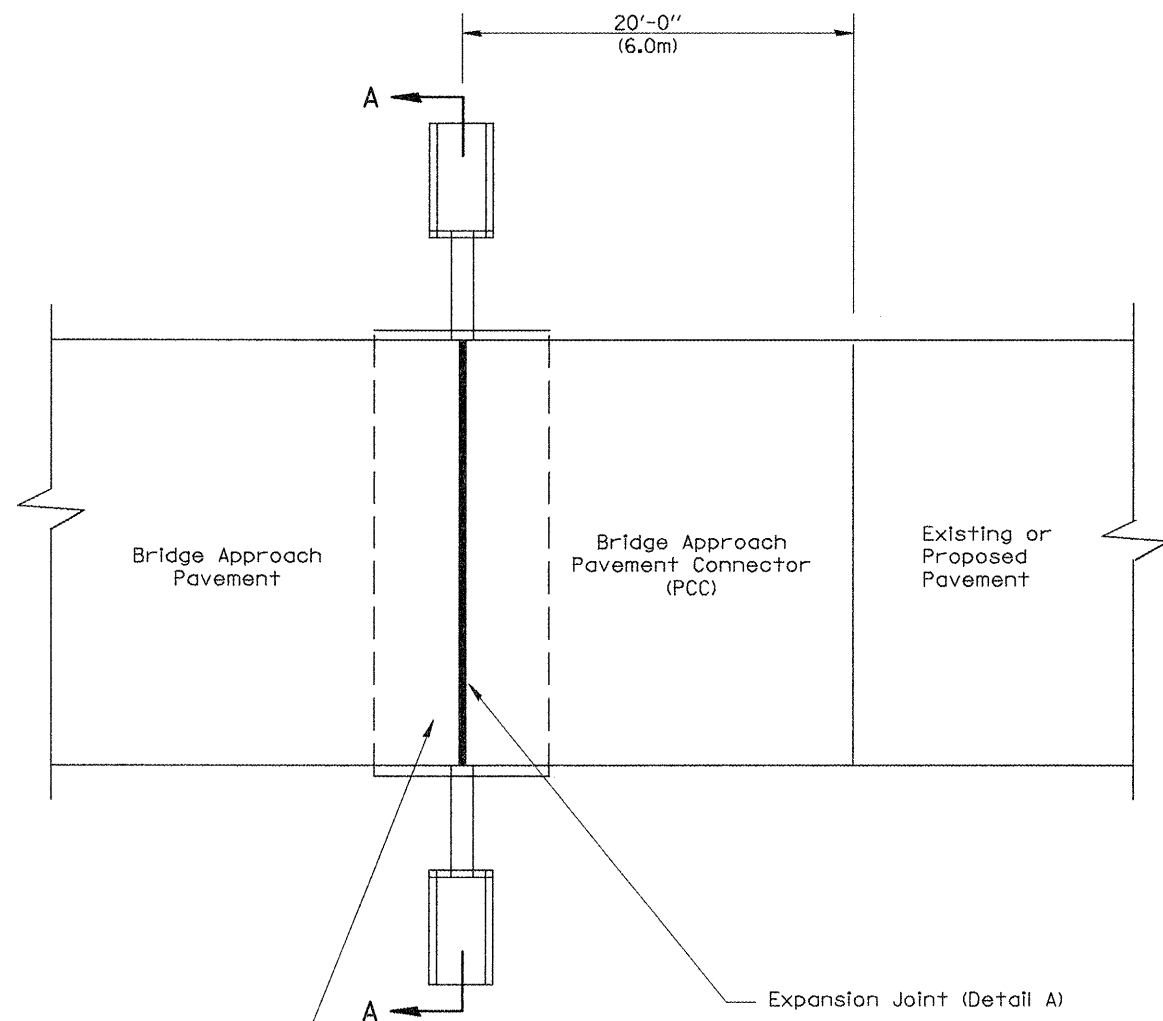
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

NOT TO SCALE

SHT. 3 OF 3
 CADD STD. 406101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(16VB)BY	PEORIA	133	80
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68874	

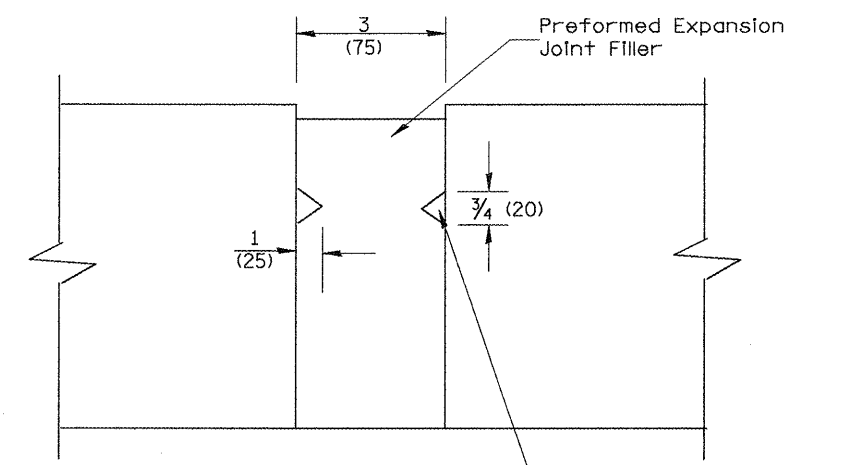


Concrete Pad (Std. 420401)

Expansion Joint (Detail A)

GENERAL NOTES:

1. All work shall be done in accordance with Standard 420401 except as shown herein.
2. The concrete headwalls and pipe underdrain special will be in accordance with Section 601.
3. The bridge approach pavement connector (pcc) shall be constructed similar to section G-G for existing construction rigid pavement as shown standard 420401. Adjacent to PCC base course or pavement deformed bars will be required. Adjacent to bituminous pavement deformed bars will not be required.



DETAIL A - EXPANSION JOINT

Preformed Expansion Joint Filler shall meet the requirements of Article 1051.08 or 1051.09. The expansion joint shall be constructed in accordance with Expansion Joint Sealing Detail shown on Standard 420001 and as shown herein.

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

01-01-97	RENUM. H-6.09, NEW REVISION BOX, NOTES	T.P.
02-22-97	REVISED SECTION A-A	
03-01-97	CORRECT STD. NO. IN NOTES	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

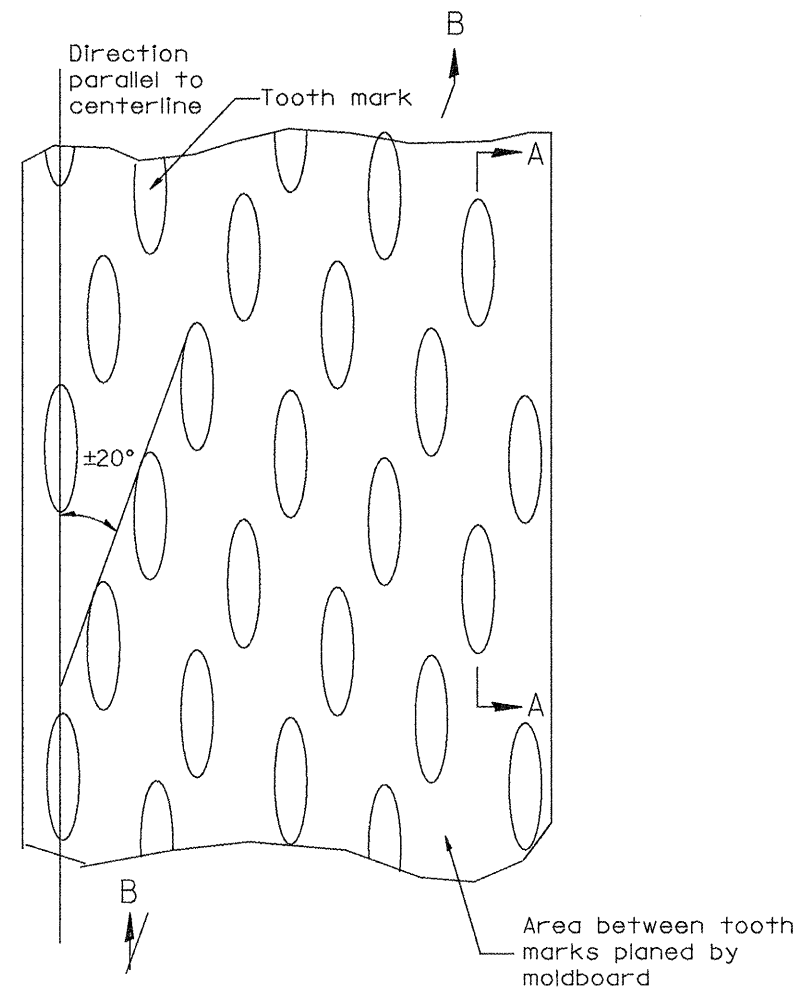
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BRIDGE APPROACH DETAIL

NOT TO SCALE

CADD STD. 420401-D4

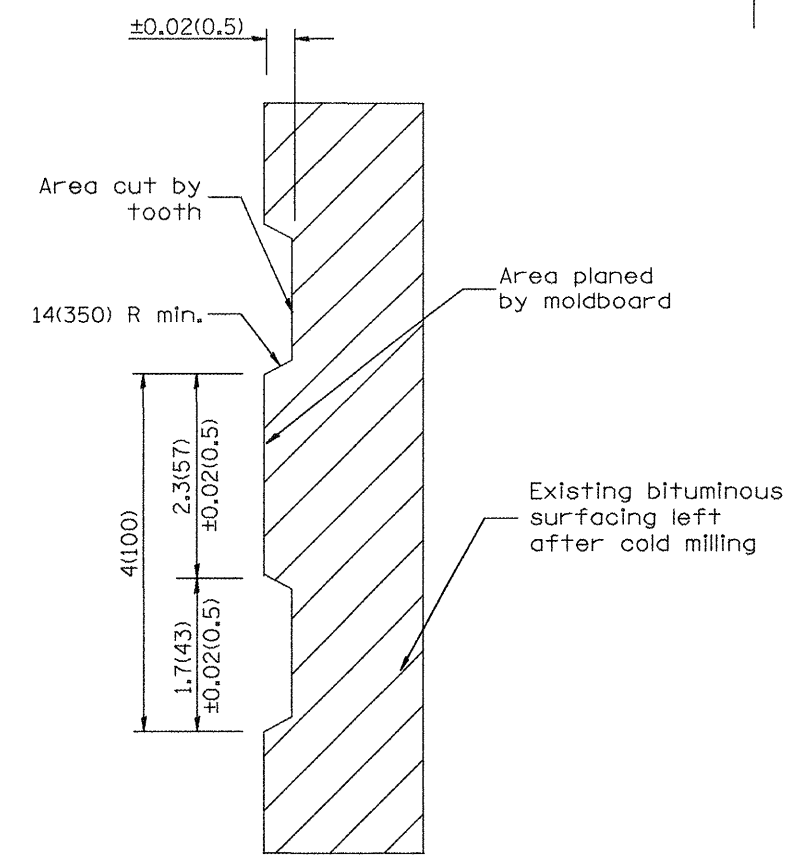
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[(6VB)BYJ]	PEORIA	133	81
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68874	



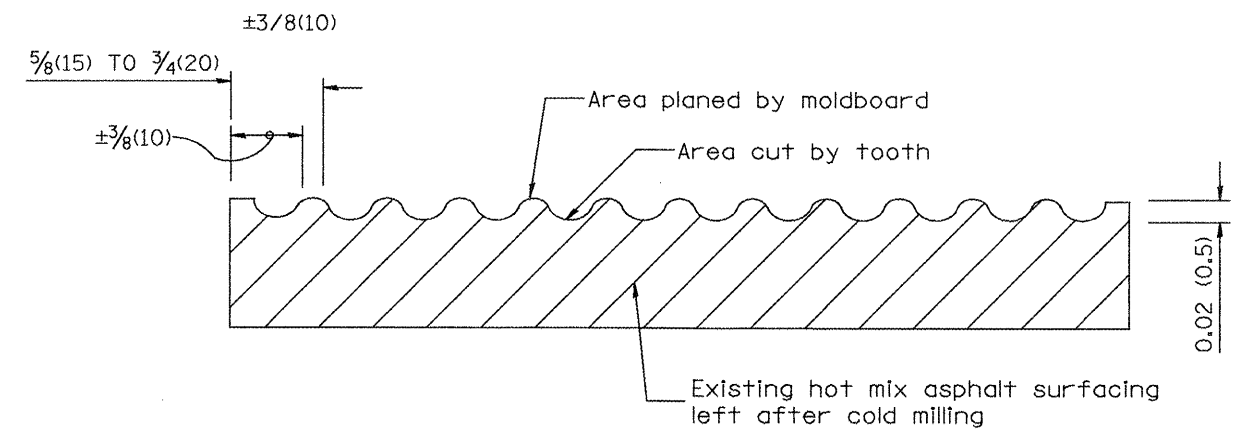
PLAN

General notes:

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



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

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

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

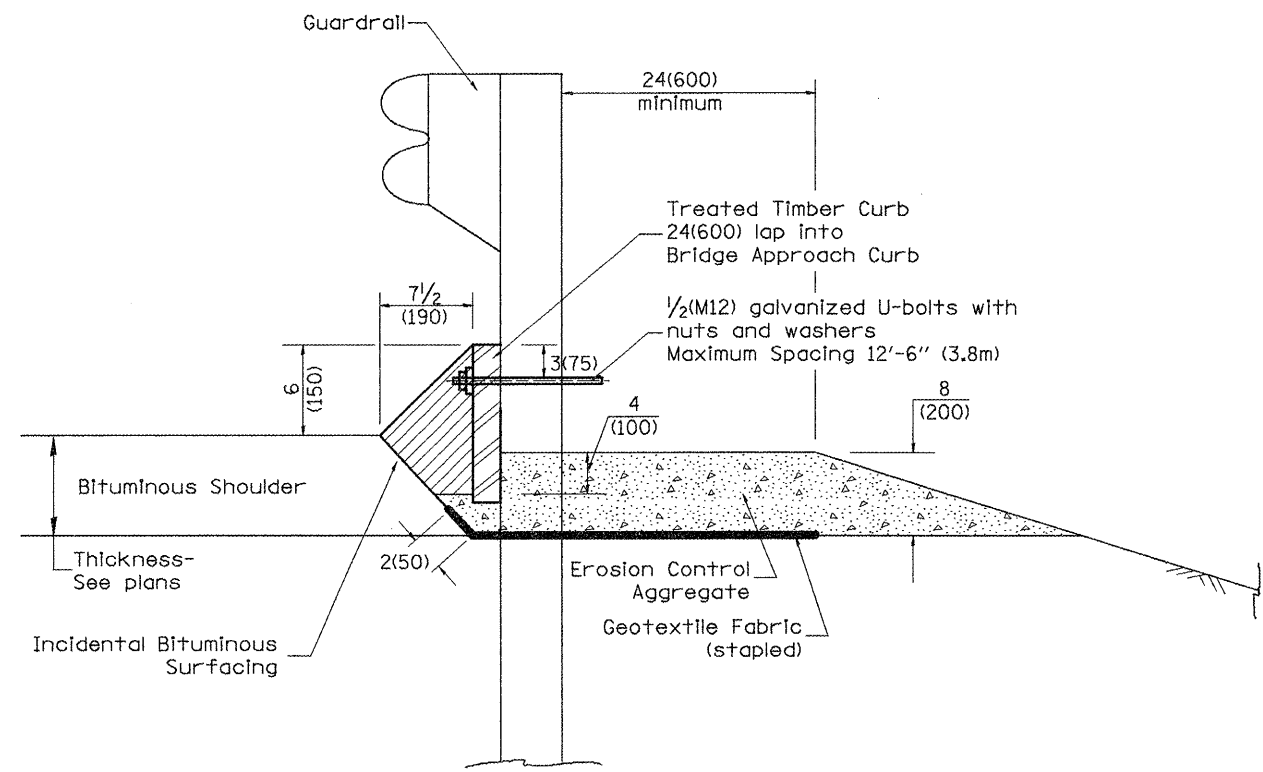
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

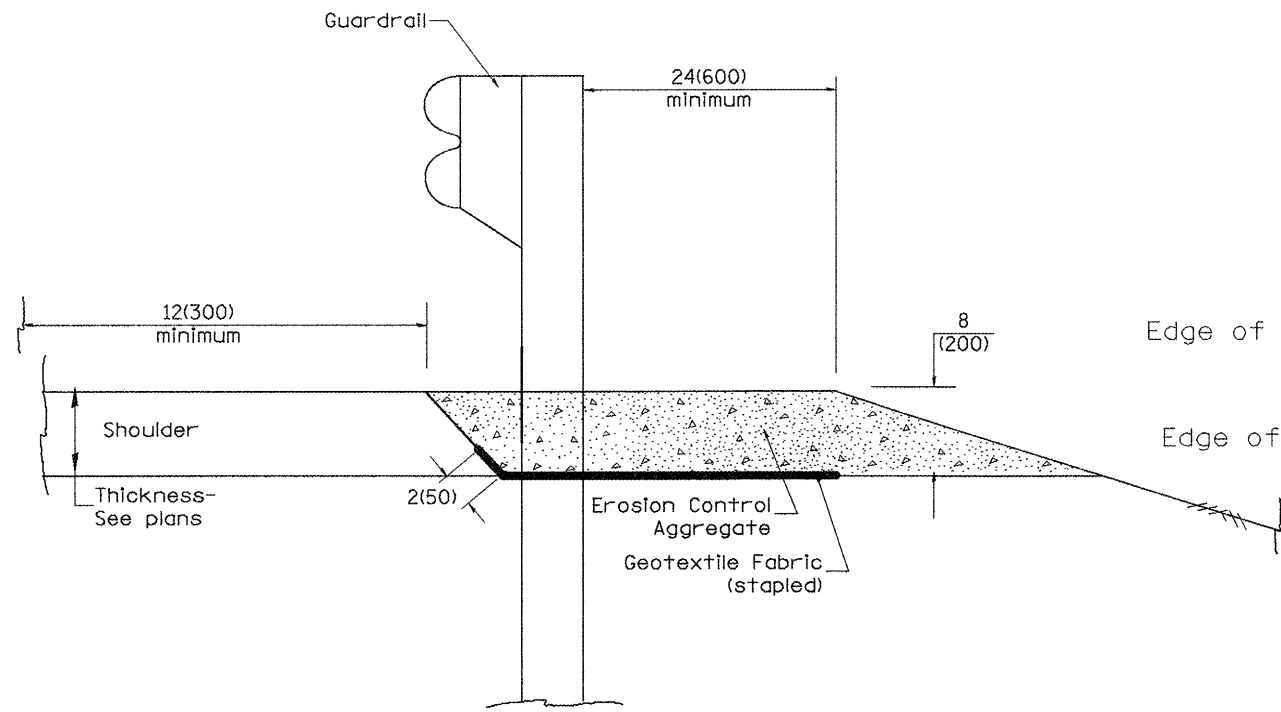
NOT TO SCALE

CADD STD. 440001-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(16VB)BYJ	PEORIA	133	82
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68874	



TYPICAL SECTION WITH EROSION CONTROL CURB



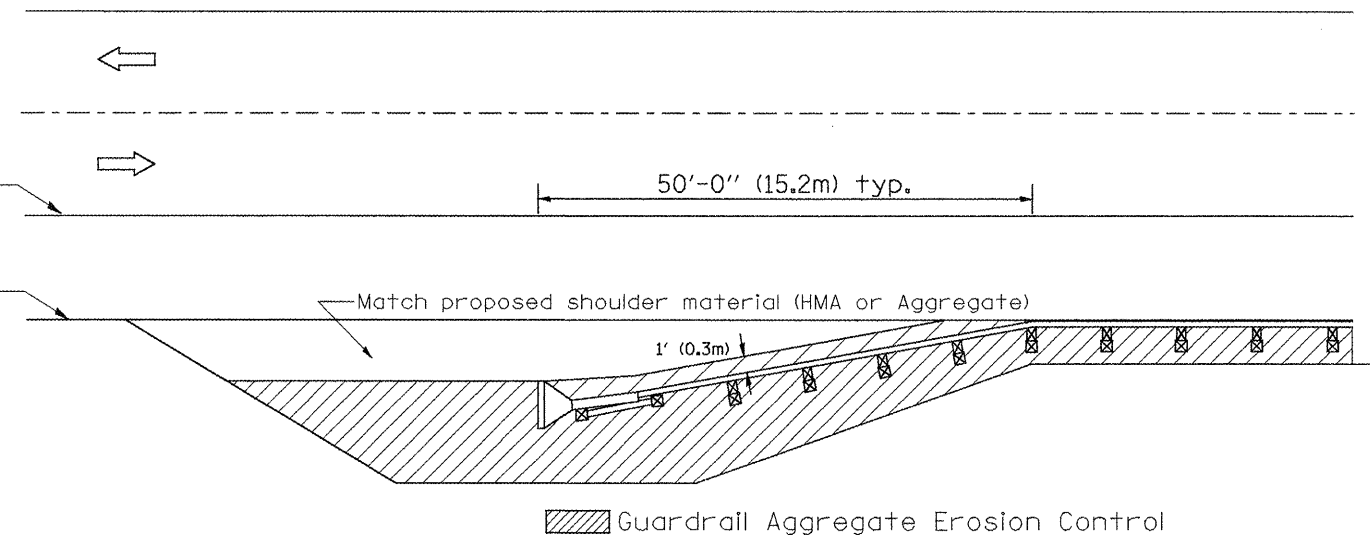
TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

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

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
 - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
 - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.



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

01-01-97	RENUM. C-22.01, NEW REVISION BOX	T.P.	3-7-11	Added Detail showing plan view	R.D.
03-01-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.			
11-03-00	CORRECTION TO NOTES	M.A.			
10-16-06	REVISED TO 2007 SPEC.	M.A.			

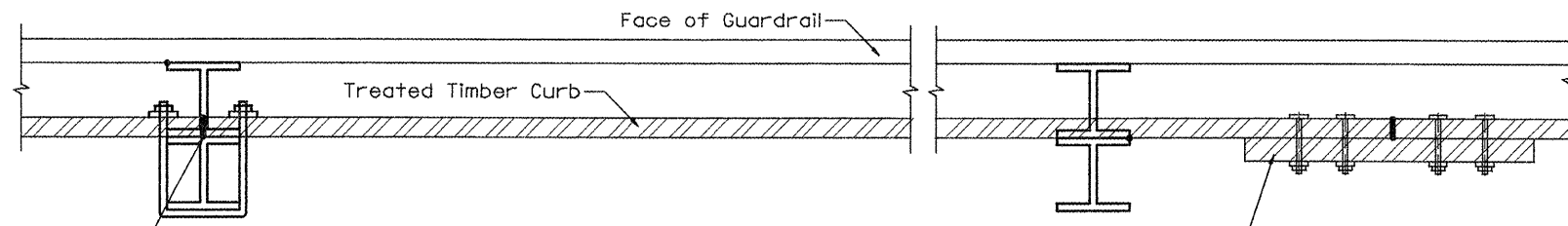
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

NOT TO SCALE

SHT. 1 OF 2
CADD STD. 630101-D4

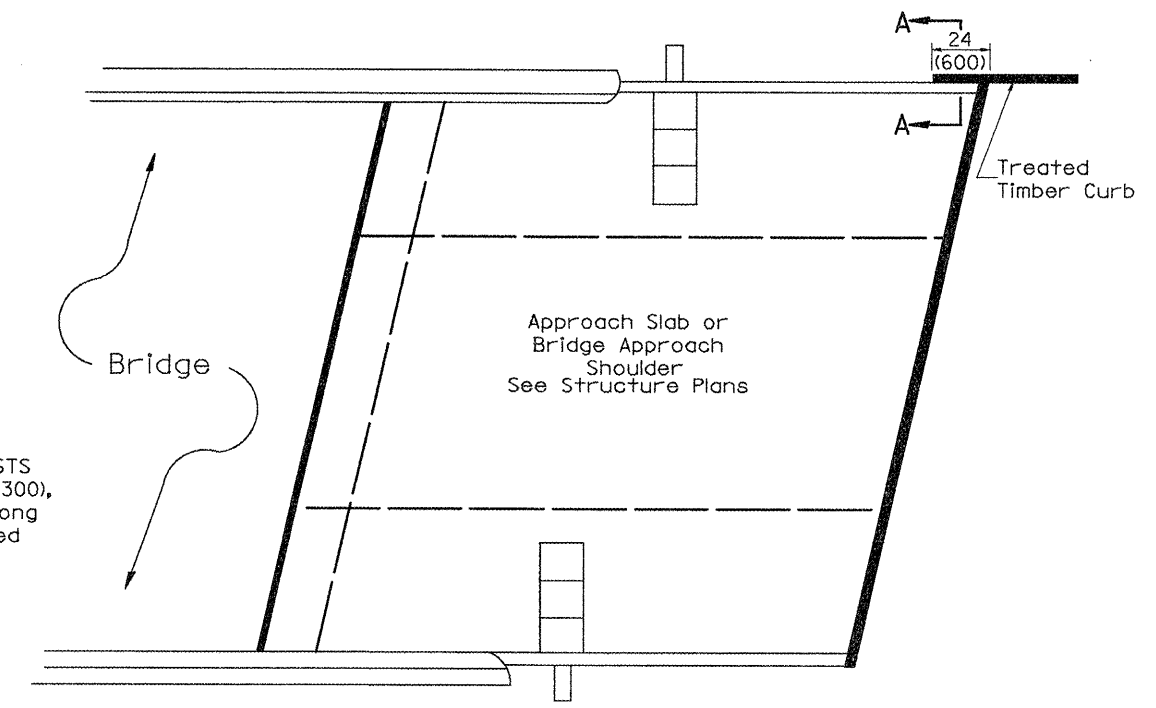
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(16VB)BYJ	PEORIA	133	83
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68874	



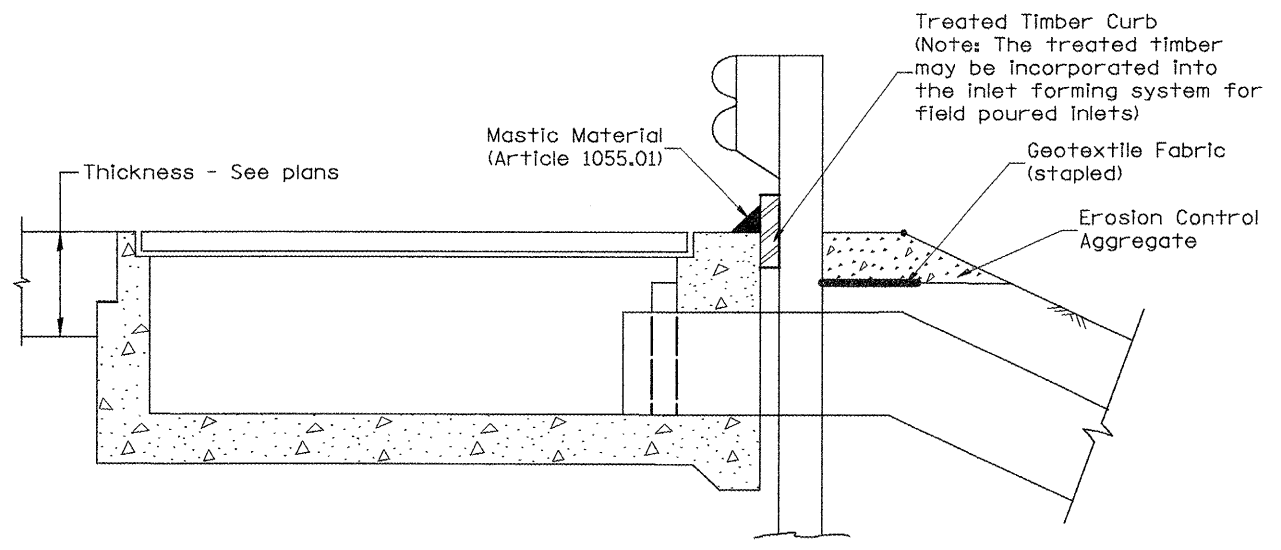
SPLICE LOCATED AT GUARDRAIL POST
1/2(M12) galvanized U-bolt with
nut & washer

SPLICE LOCATED BETWEEN GUARDRAIL POSTS
treated timber splice plate 2x12 (50x300),
actual size 1 1/2x1 1/2 (40x290), 24(600) long
with 8 evenly spaced 1/2(M12) galvanized
bolts with nuts & washers.

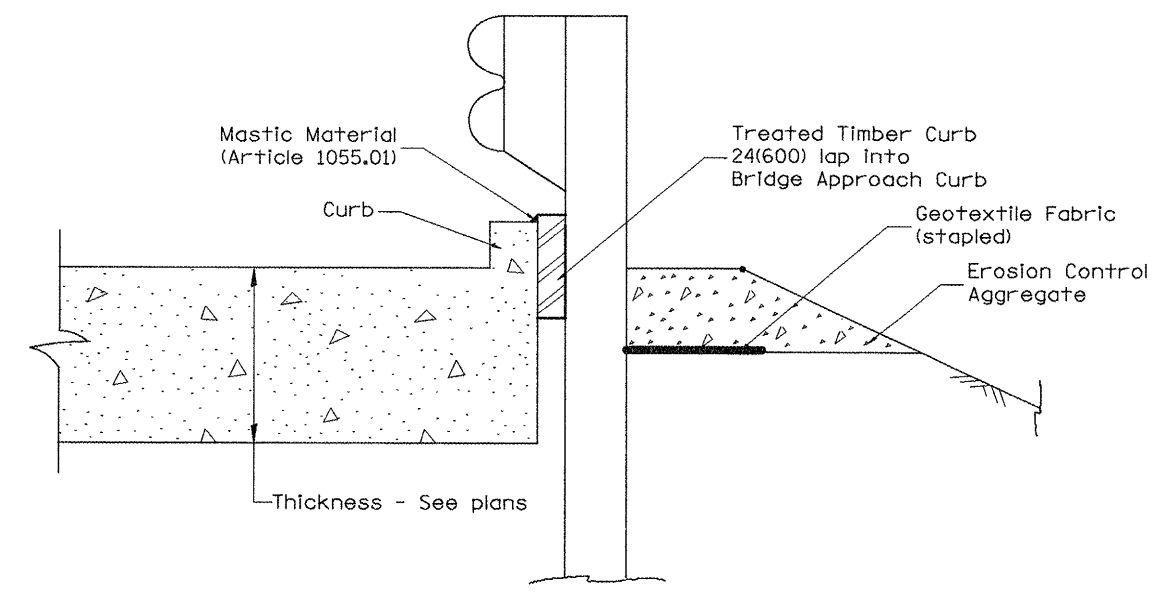
DETAIL A
(Typical Treated Timber Splices)



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



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



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

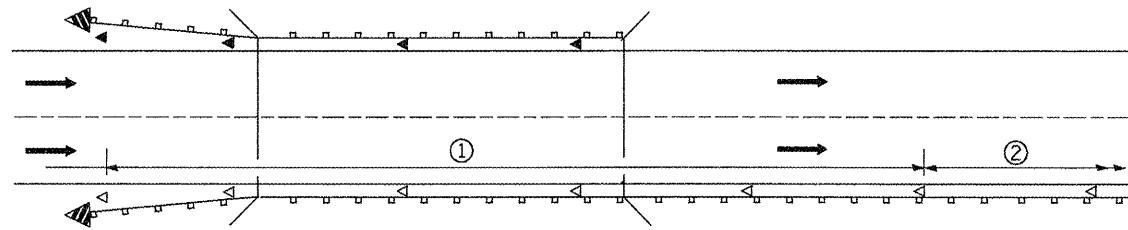
All dimensions are in Inches (millimeters)
unless otherwise noted.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS
SHT. 2 OF 2
CADD STD. 630101-D4
NOT TO SCALE

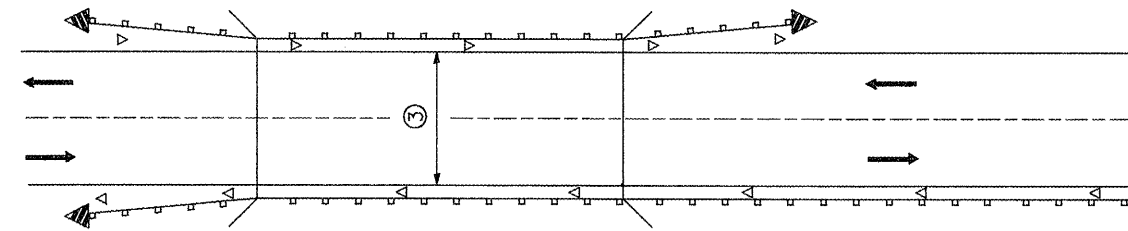
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(6VB)BY1	PEORIA	133	84
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68874	



① Spacing 80 ft. (24 m) max. for first 400 ft. (122 m) or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).

② After 400 ft. (122 m), transition to normal delineator spacing shown in Standard 635001, and continue as required.

ONE-WAY TRAFFIC



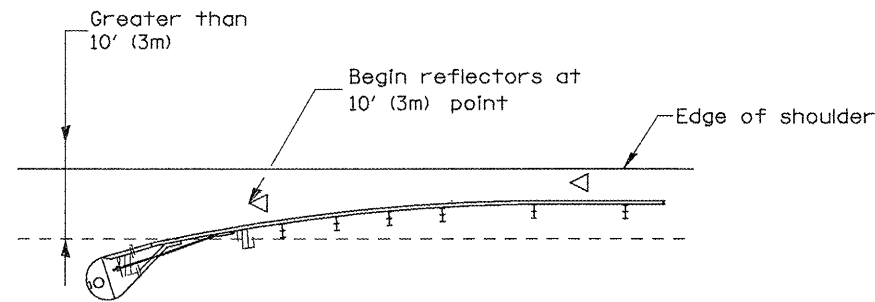
③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 24 (610) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

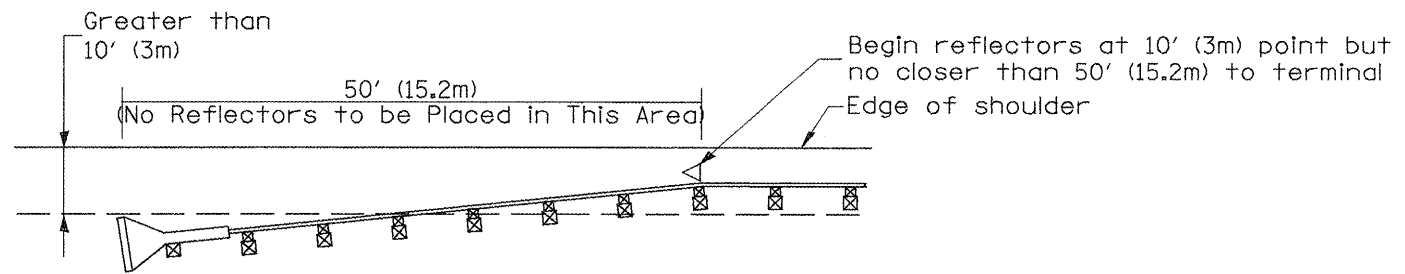
- ◁ Monodirectional silver
- ◄ Monodirectional amber
- ▴ Terminal Marker - Black/Yellow
Left or Right as appropriate



NOTE: Omit terminal marker when terminal over 10' (3m) from edge of paved shoulder or break point of unpaved shoulder, or when terminal buried in backslope.

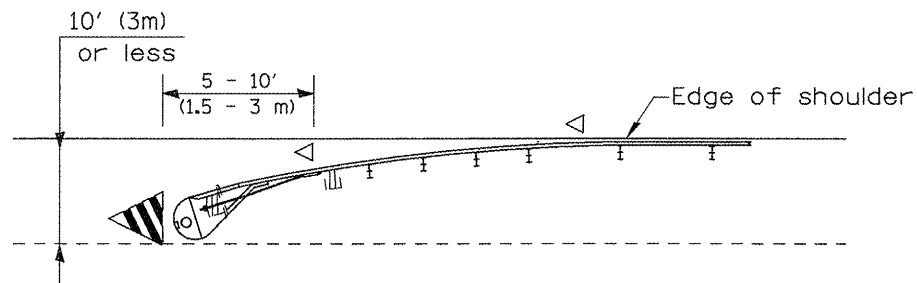
Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) from edge of shoulder]
*See Plans for Type



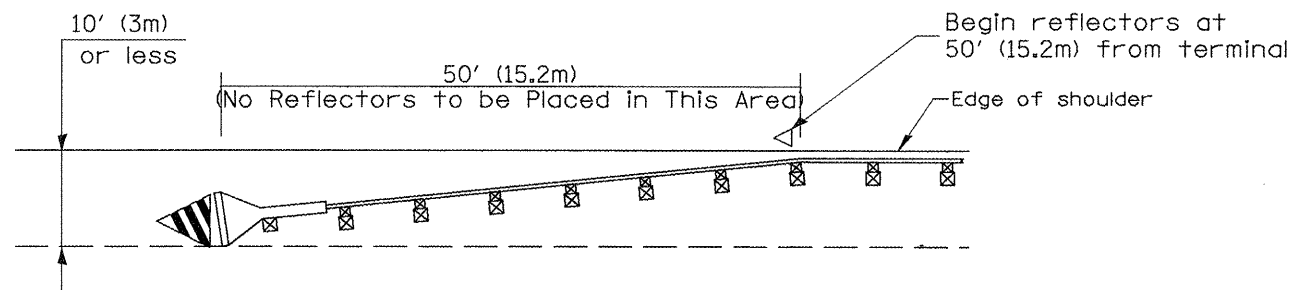
NOTE: Omit terminal marker when terminal over (10') from edge of paved shoulder or break point of unpaved shoulder.

Traffic Barrier Terminal Type 1 (Special)
[Terminal over 10' (3m) from edge of shoulder]



Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) or less from edge of shoulder]
*See Plans for Type



Traffic Barrier Terminal Type 1(Special)
[Terminal 10' (3m) or less from edge of shoulder]

TERMINAL MARKER PLACEMENT

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

01-01-97	RENUM. E-10.02, NEW REVISION BOX	T.P.
03-01-97	CORRECT STD. SPEC. *	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

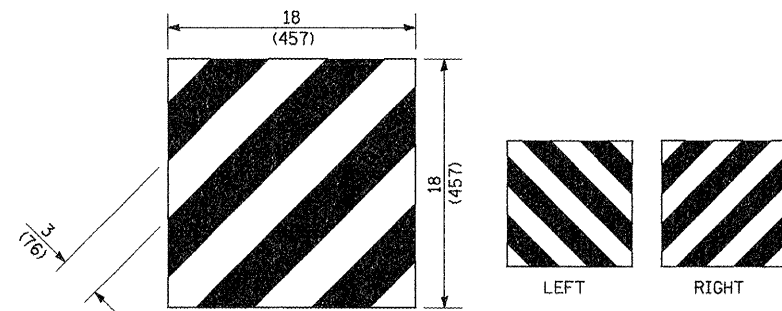
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GUARDRAIL AND BARRIER WALL DELINEATION

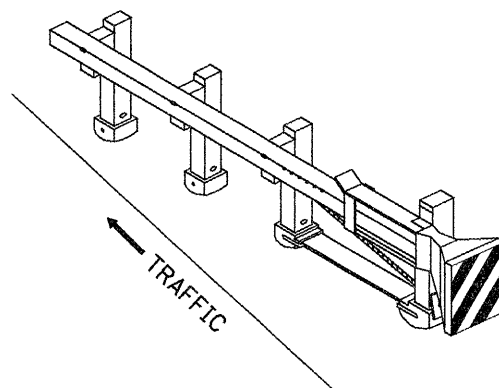
NOT TO SCALE

SHT. 1 OF 3
CADD STD. 635101-D4

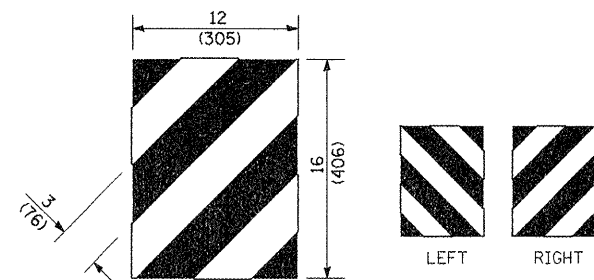
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(16VB)BYJ	PEORIA	133	85
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68874	



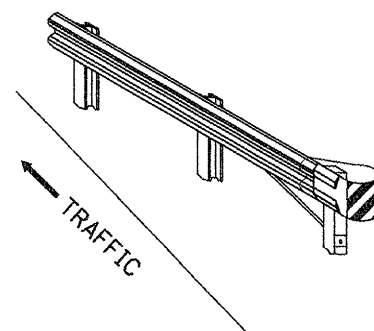
For Traffic Barrier Terminal Type 1 (Special)



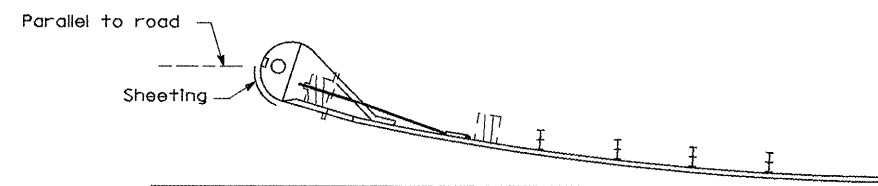
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



For Traffic Barrier Terminal Type (*)
and Post Mount
* See Plans for Type



Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type (*)
* See Plans for Type



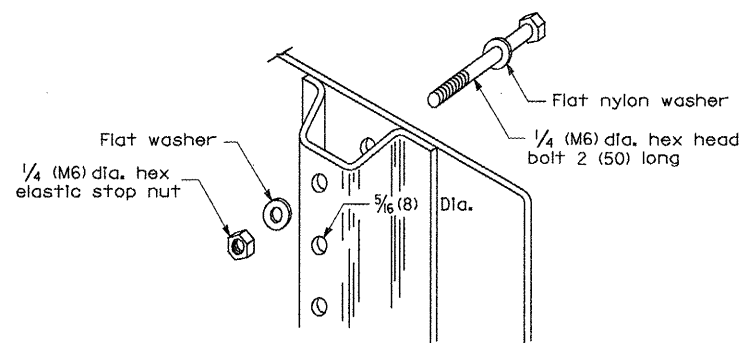
Sheeting Position for
Traffic Barrier Terminal Type (*)
* See Plans for Type

TERMINAL MARKER DETAILS

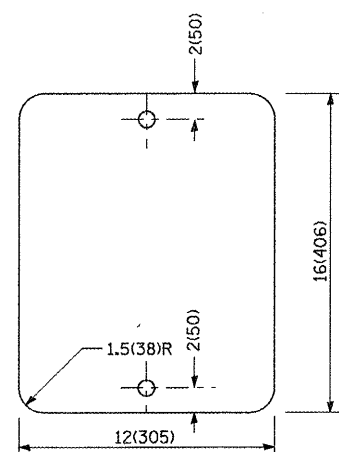
Color: Black / Yellow reflectorized

OM - I100 (L or R) Direct applied reflective sheeting

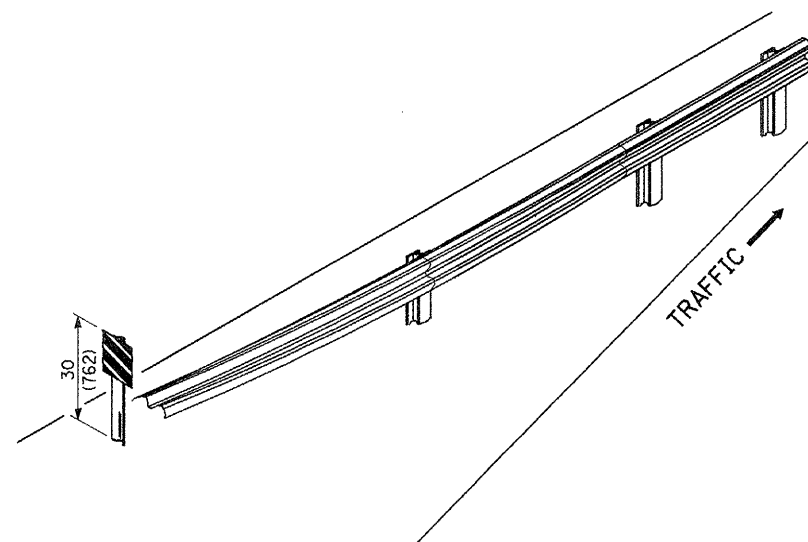
OM - I200 (L or R) Post mounted



DETAIL OF MOUNTING TERMINAL MARKER TO POST



STANDARD TERMINAL MARKER



ALTERNATE TREATMENT - POST MOUNTED
(For turned-down terminal where sheeting cannot be direct applied)

TERMINAL MARKER TREATMENTS

GENERAL NOTES

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

POST MOUNTED TERMINAL MARKER ASSEMBLY

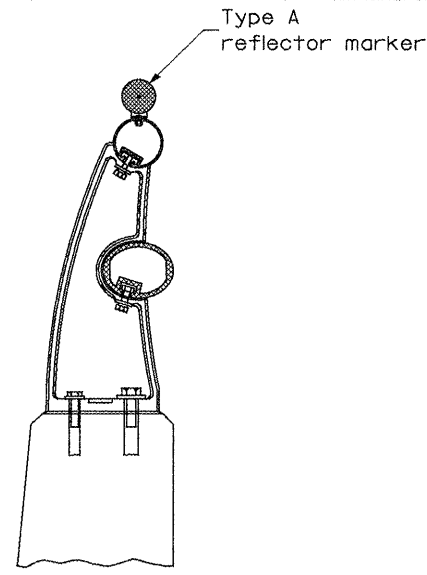
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL AND BARRIER WALL DELINEATION

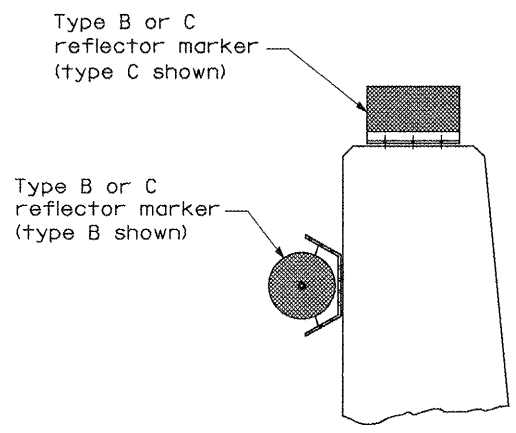
NOT TO SCALE

SHT. 2 OF 3
CADD STD. 635101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[(6VB)BY]	PEORIA	133	86
CONTRACT NO. 68874				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

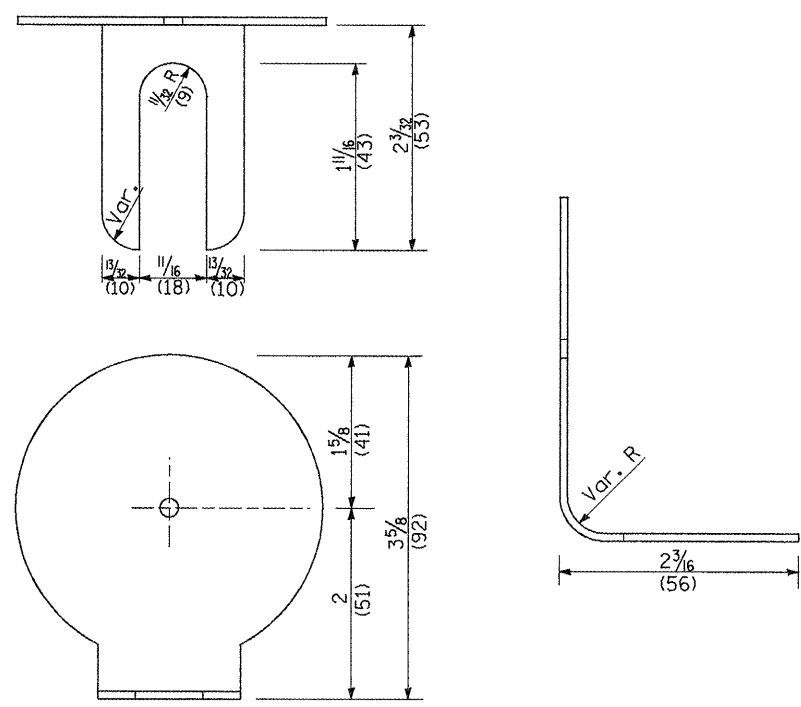


TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR



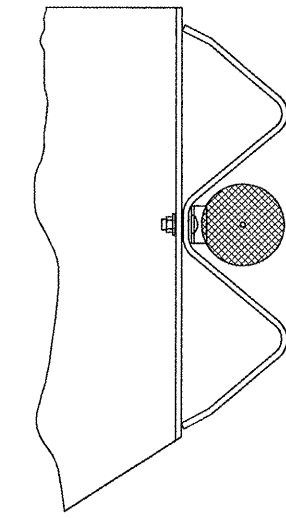
TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

REFLECTOR MOUNTING

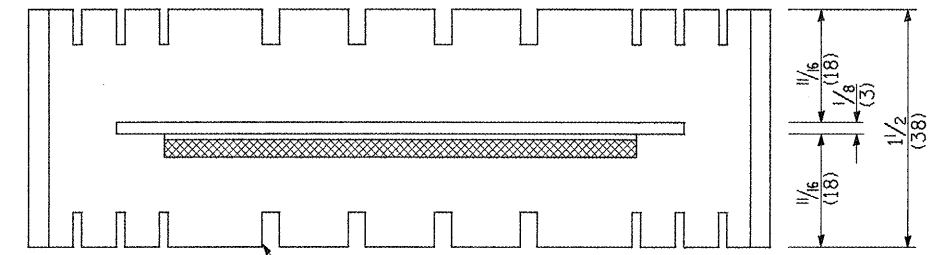


REFLECTOR MARKER TYPE A

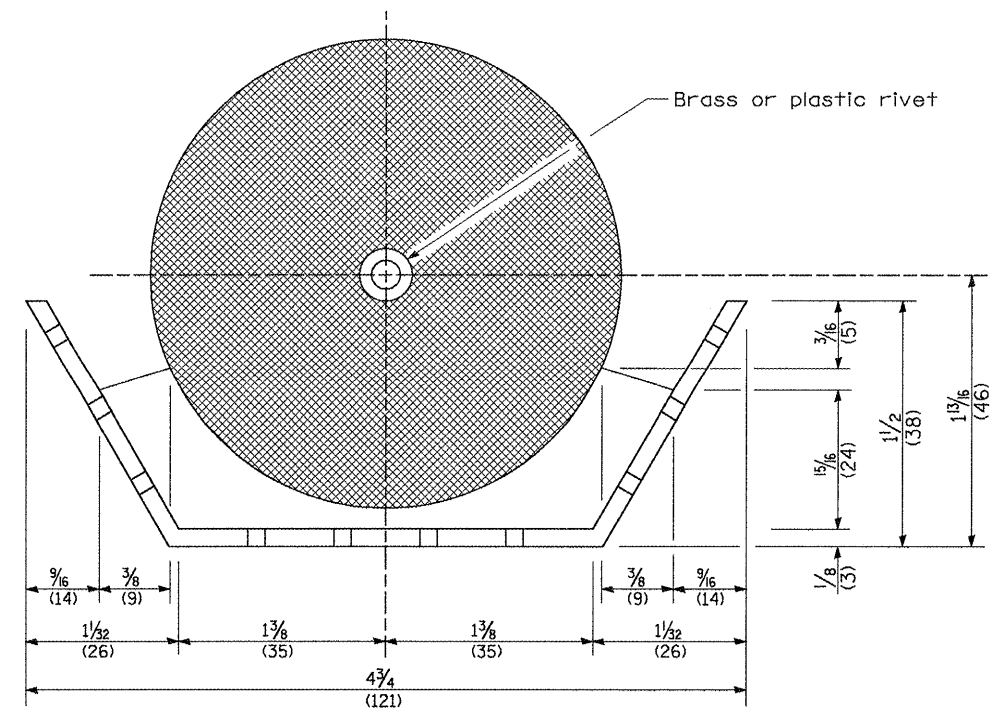
Min. reflective area 6 1/2 sq. in. (4,194 mm²) each side. May be rectangular or slight trapezoid.



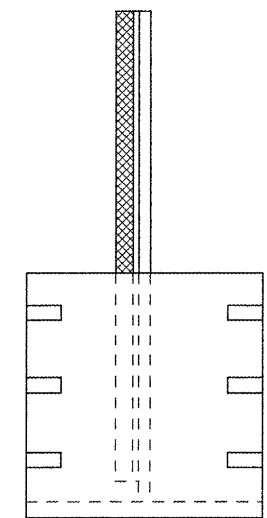
TYPICAL GUARDRAIL MOUNTING WITH REFLECTOR MARKER TYPE A



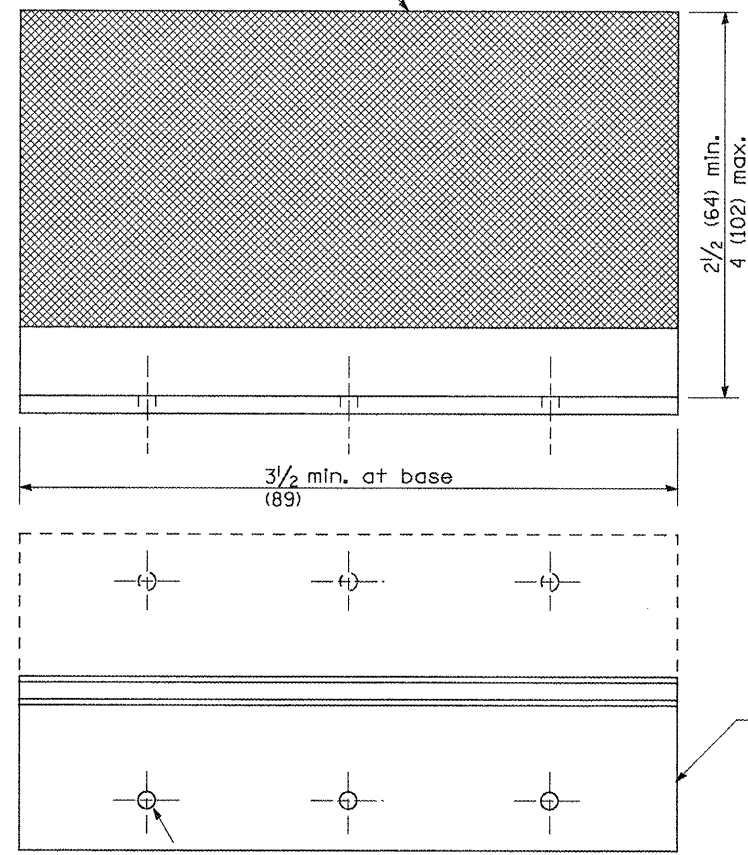
Adhesive weep slots or holes equally spaced on both sides



REFLECTOR MARKER TYPE B

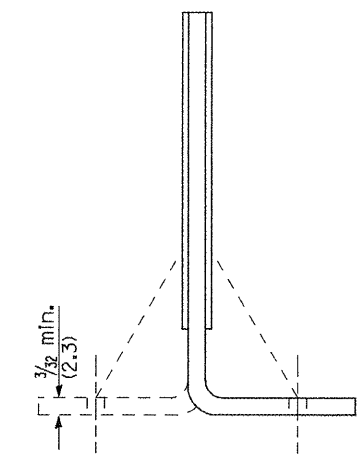


3 min. adhesive weep holes or slots each side, variable spacing.



REFLECTOR MARKER TYPE C

Minimum total area of base 7.0 Sq. in. (4,516 mm²)

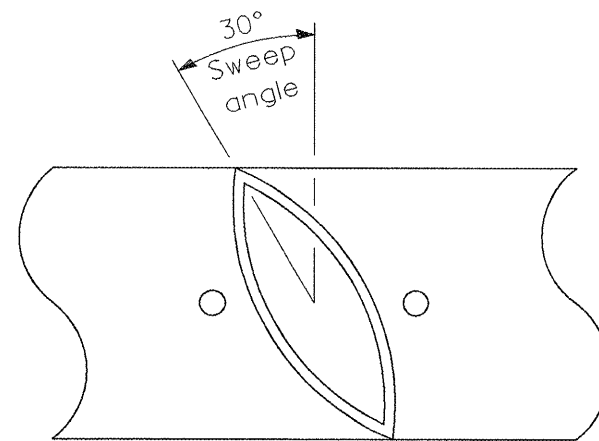
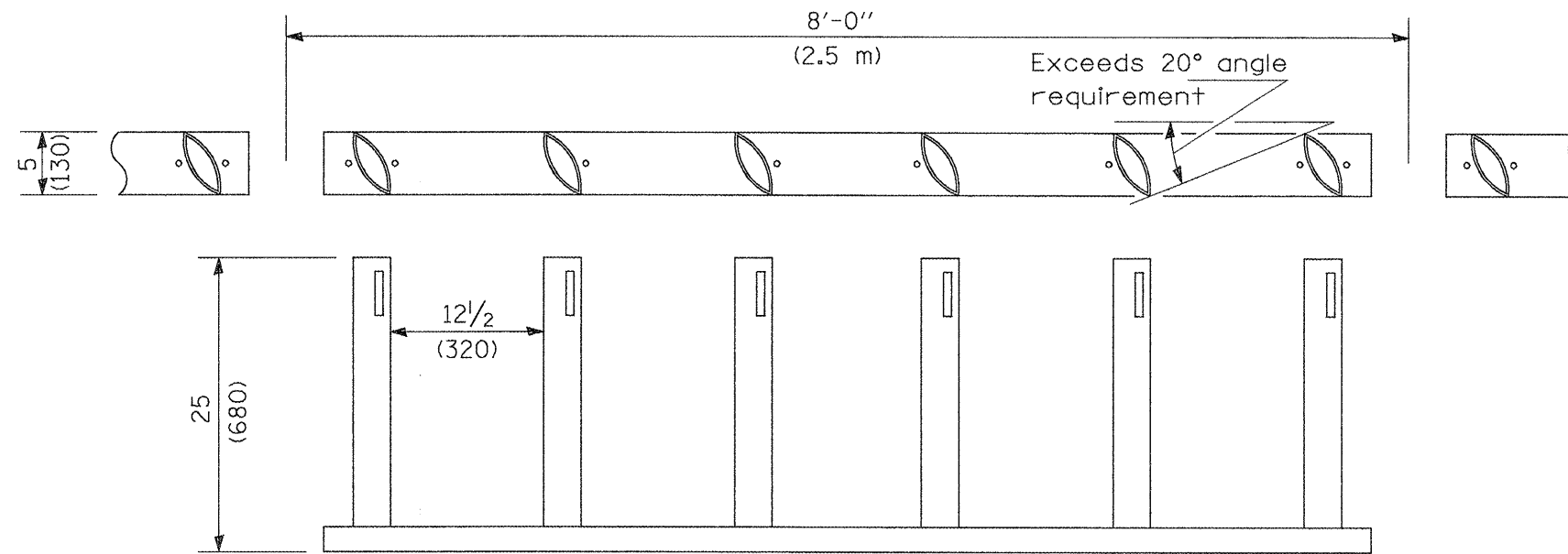


Cross section may be "T" or "L" shaped and may have side supports at ends.

REFLECTORS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(6VB)BYJ	PEORIA	133	87
CONTRACT NO. 68874				



Detail Drawing

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

01-01-97	RENUM. E-10.05, NEW REVISION BOX	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GLARE SCREEN BLADES

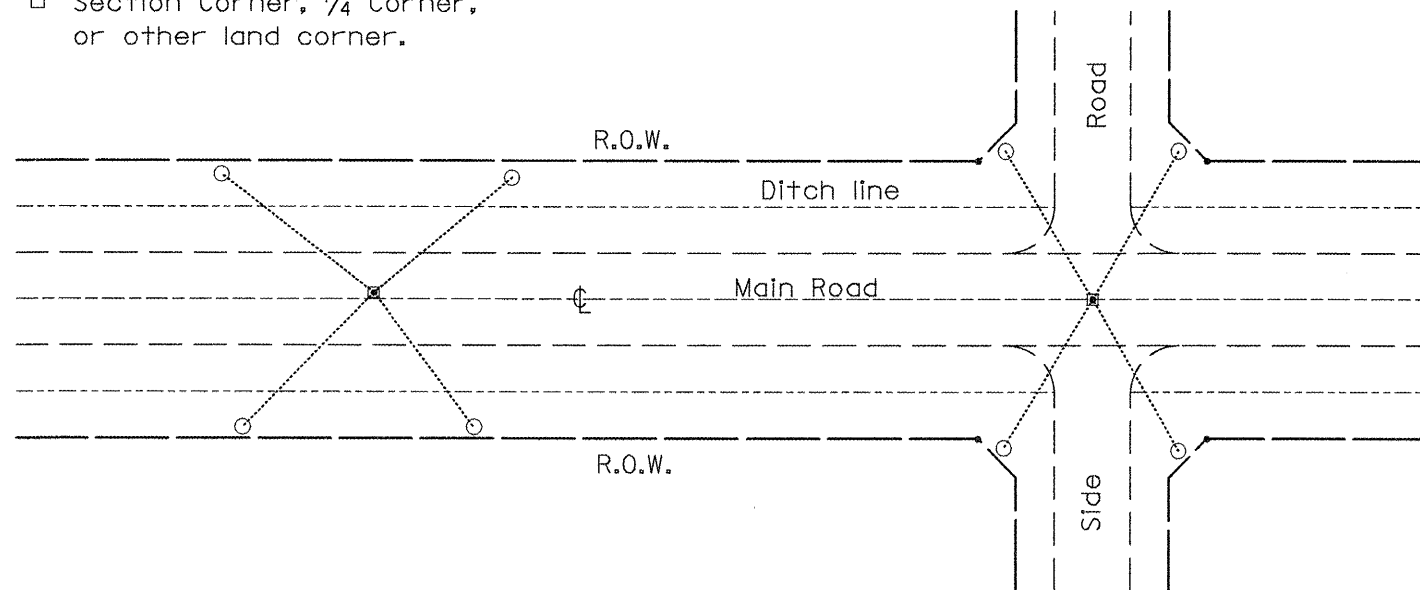
NOT TO SCALE

CADD STD. 638001-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[6VB]BY]	PEORIA	133	88
CONTRACT NO. 68874				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PERMANENT SURVEY TIES

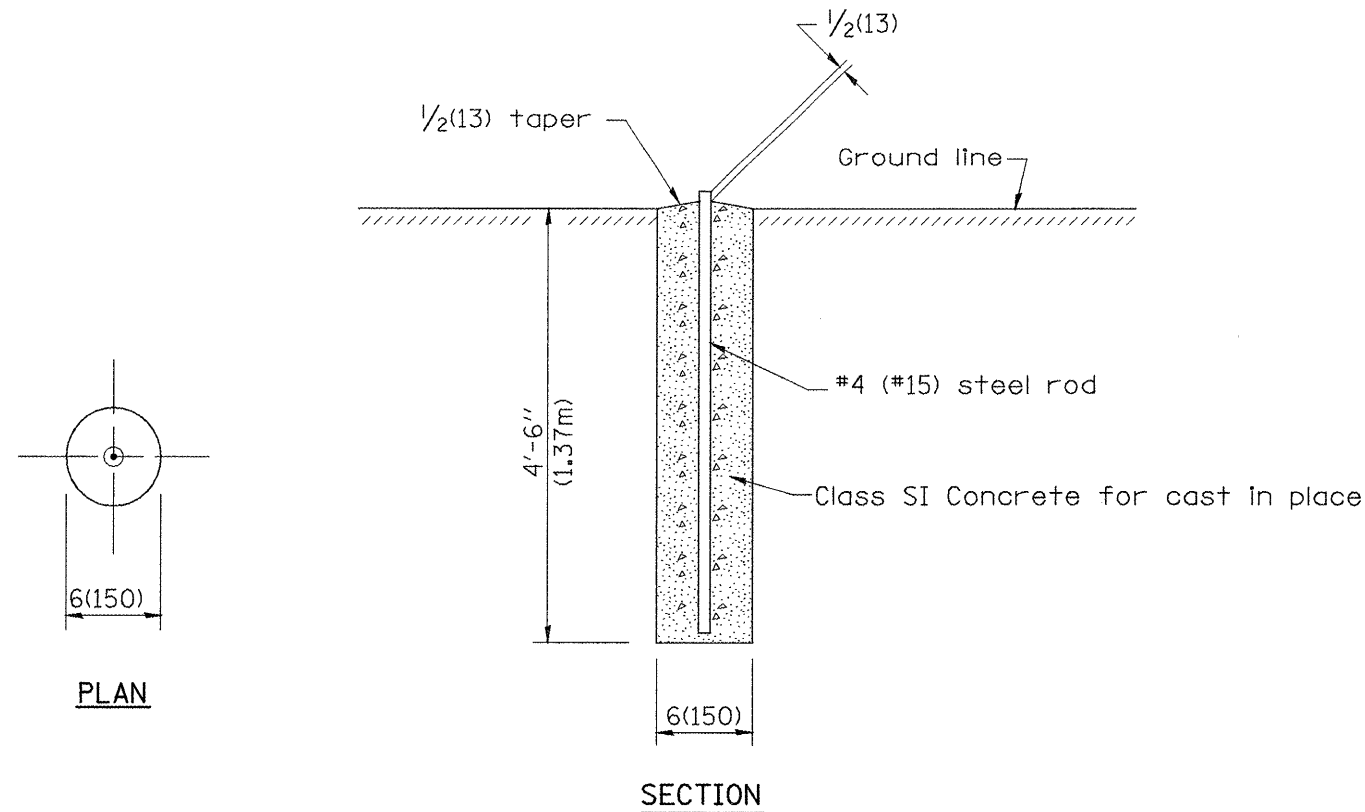
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



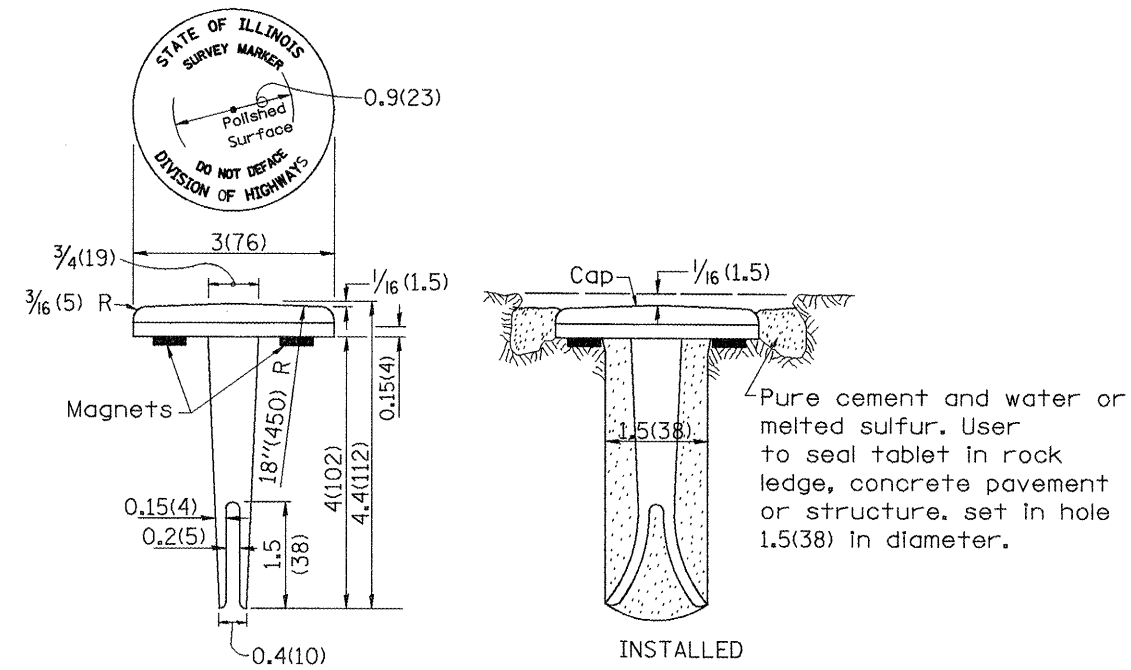
TYPICAL APPLICATION

GENERAL NOTES

1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the surveyor setting the PSM. All ties shall be turned over to the IDOT Chief of Surveys or Chief of Plats for recordation.
4. All documentation shall be performed by a PLS



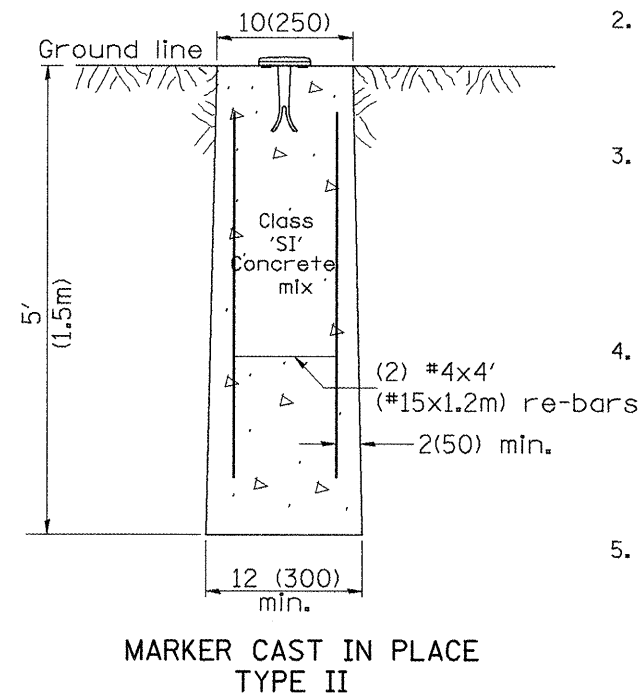
PERMANENT SURVEY MARKERS



TYPE I

GENERAL NOTES

1. All type II markers shall be cast in place, and precast markers will not be allowed.
2. Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/4 (6), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
3. The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s, P.C.'s, and P.I.'s located within the R.O.W. of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (300m).
4. The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
5. The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.



MARKER CAST IN PLACE TYPE II

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

01-01-97	RENUM. D-3.01, NEW REVISION BOX, REVISED	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
	TITLE BOX, ADD DESIGNER NOTE		01-04-11	REVISED FOR CORRECTIONS	R.D.
07-07-98	ADD DESIGNER NOTE	J.A.			
05-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

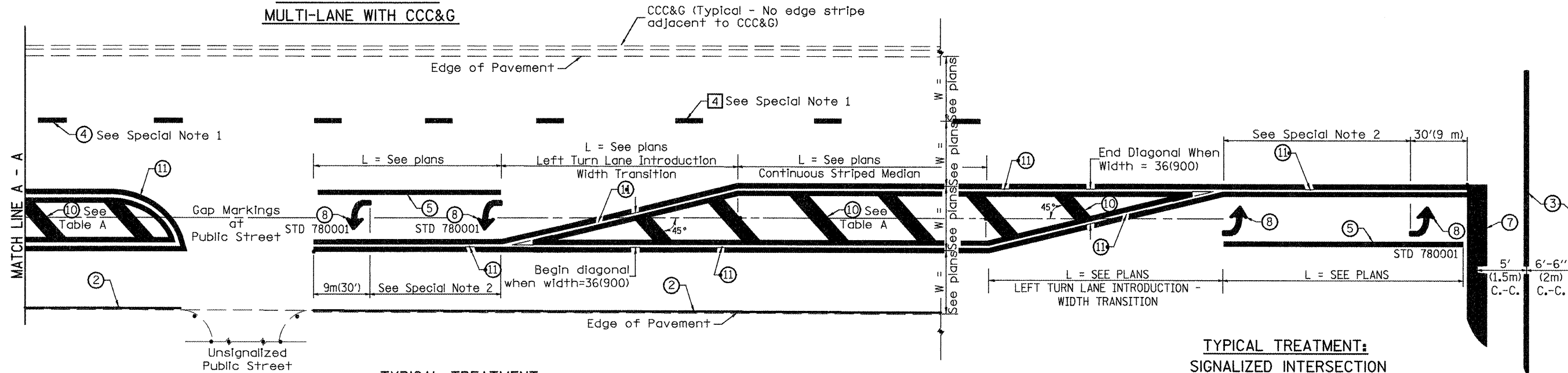
**PERMANENT SURVEY TIE &
PERMANENT SURVEY MARKERS TY.I - TY.II**

NOT TO SCALE

CADD STD. 667101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[6VB]BYJ	PEORIA	133	89
CONTRACT NO. 68874				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

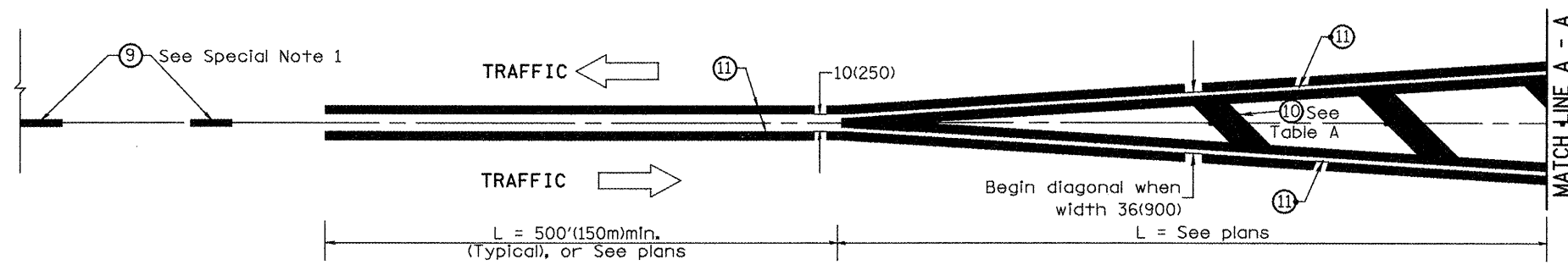
**TYPICAL TREATMENT:
MULTI-LANE WITH CCC&G**



FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

**TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES**

SPEED LIMIT RANGE	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)	
	CONTINUOUS	
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



MEDIAN INTRODUCTION - WIDTH TRANSITIONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKINGS

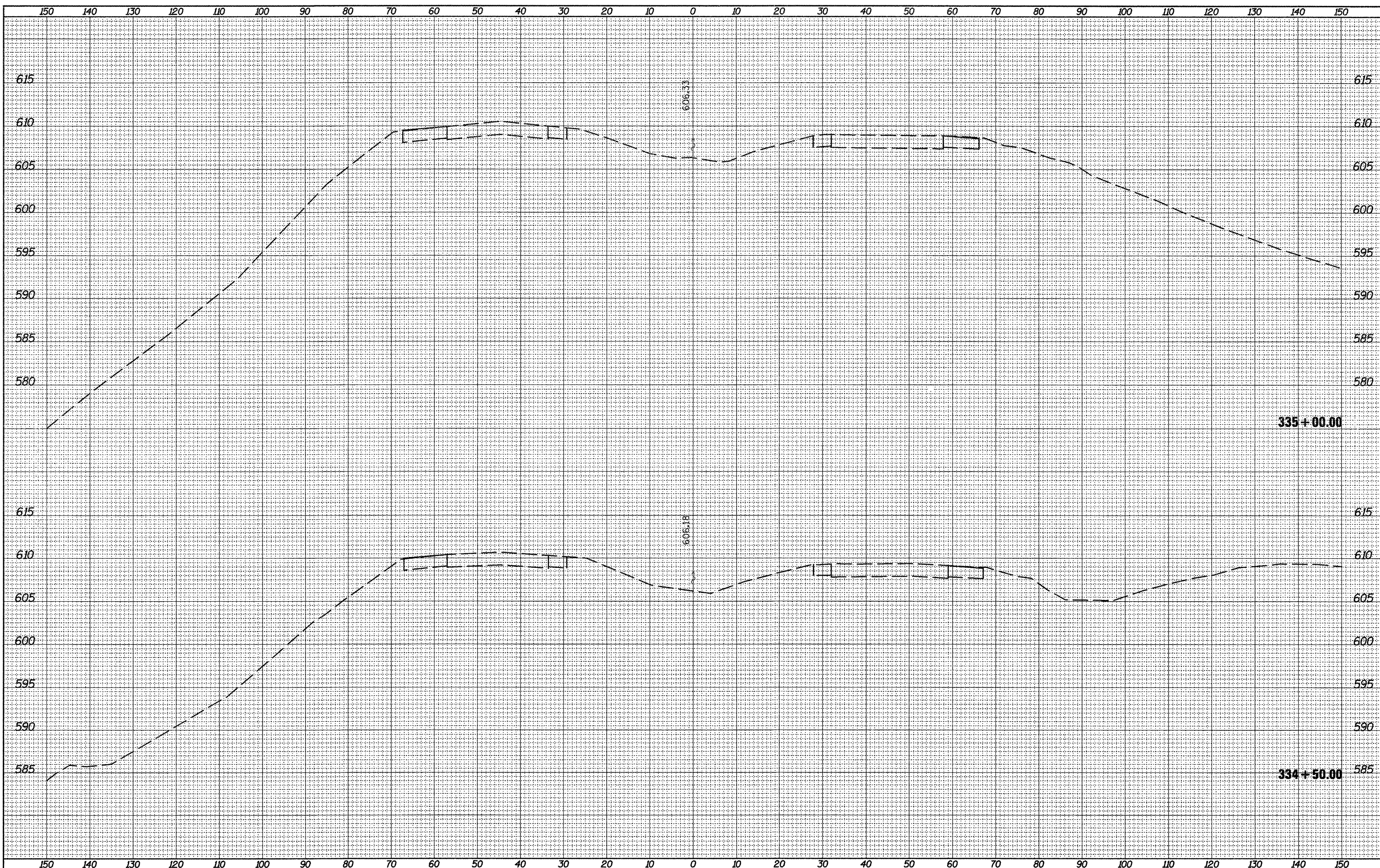
NOT TO SCALE

SHT. 2 OF 2
CADD STD. 780001-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72(6VB)BYJ	PEORIA	133	91
		CONTRACT NO. 68874		
		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		

SURVEY NO. _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS _____
 AREAS CHECKED _____

SURVEY NO. _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS _____
 AREAS CHECKED _____



FILE NAME = D468874--topo.dgn
 USER NAME = johnsontv
 PLOT SCALE = 20.0/91.3' / in.
 PLOT DATE = 8/25/2011

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

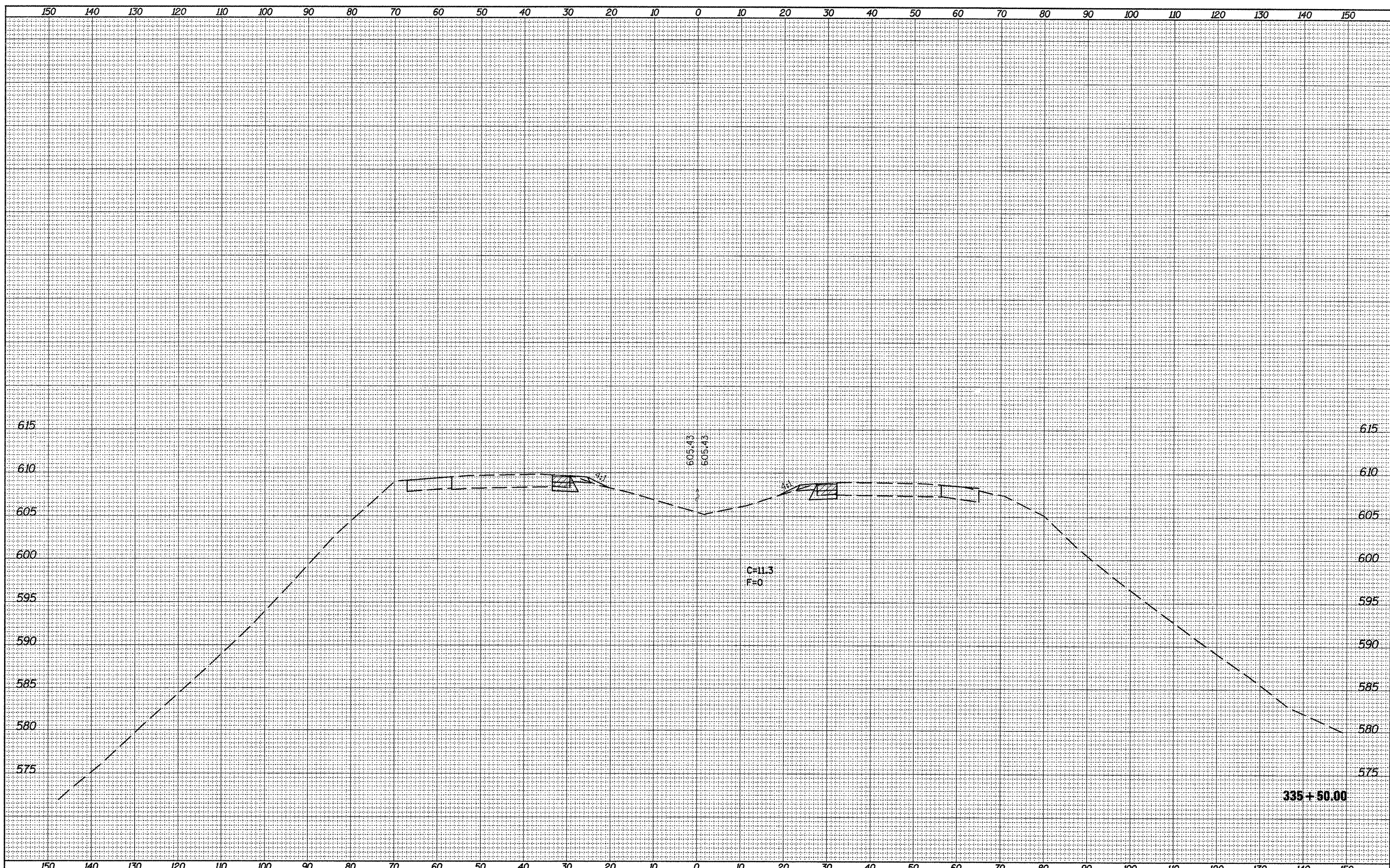
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS-OVER CROSS SECTIONS

SCALE: SHEET NO. 1 OF 21 SHEETS STA. 334+50.00 TO STA. 335+00.00

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	72[GVB]BYJ	PEORIA	133	92
CONTRACT NO. 68874			ILLINOIS FED. AID PROJECT	



SURVEY PLOTTED
 NOTE BOOK TEMPLATE AREAS CHECKED
 NO.

SURVEY PLOTTED
 NOTE BOOK TEMPLATE AREAS CHECKED
 NO.

FILE NAME =
 0469874-topo.dgn

USER NAME = johnsontv
 PLOT SCALE = 20,000' / 1" = 20000
 PLOT DATE = 8/25/2011

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

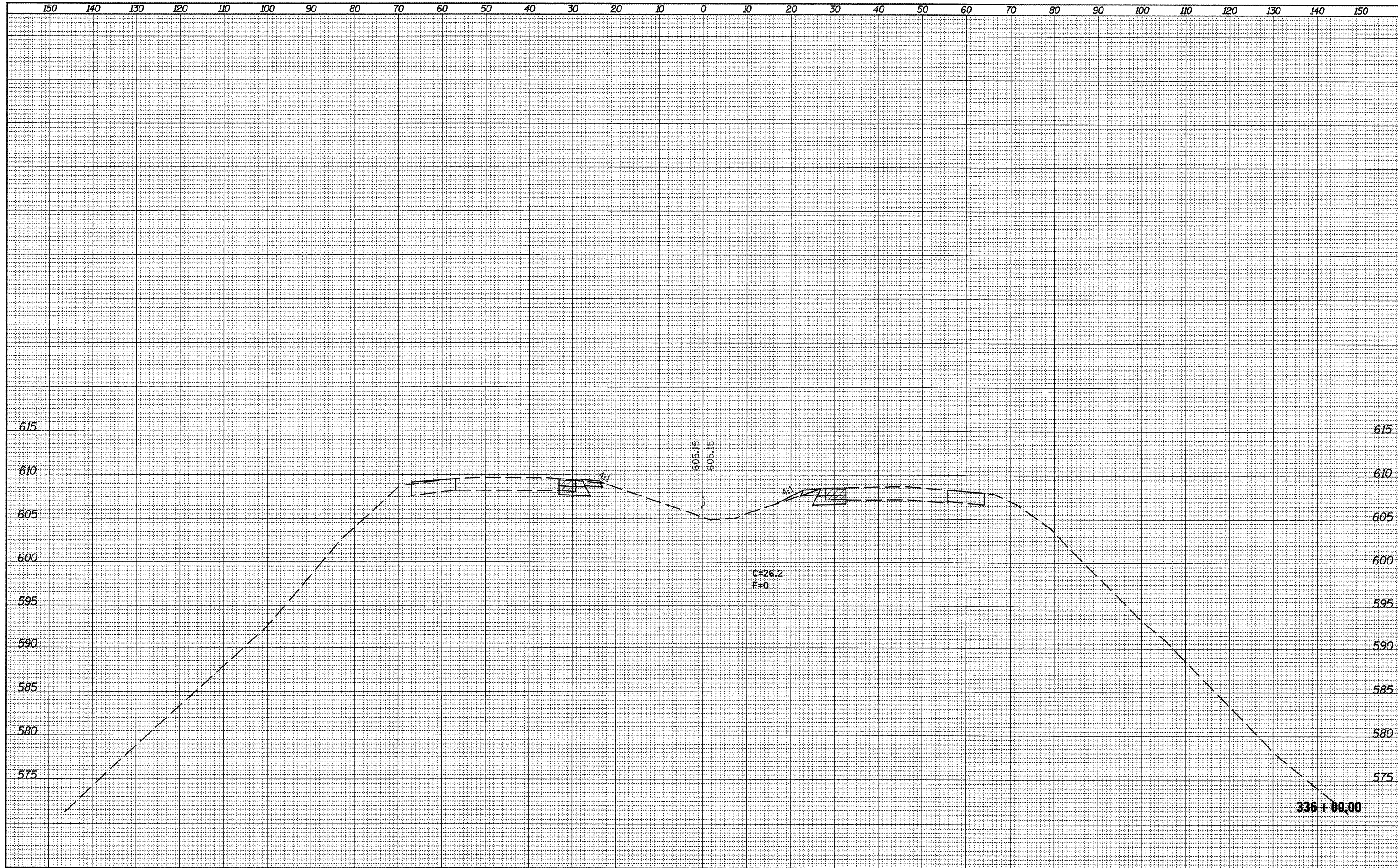
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS-OVER CROSS SECTIONS
 SCALE: SHEET NO. 2 OF 21 SHEETS STA. 335+50.00 TO STA. 335+50.00

F.A.I. RTE. 74	SECTION 72(6VB)BY	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 93
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

SURVEYED _____
 SURVEY _____
 NOTE BOOK _____
 NO. _____
 SURVEYED _____
 SURVEY _____
 NOTE BOOK _____
 NO. _____

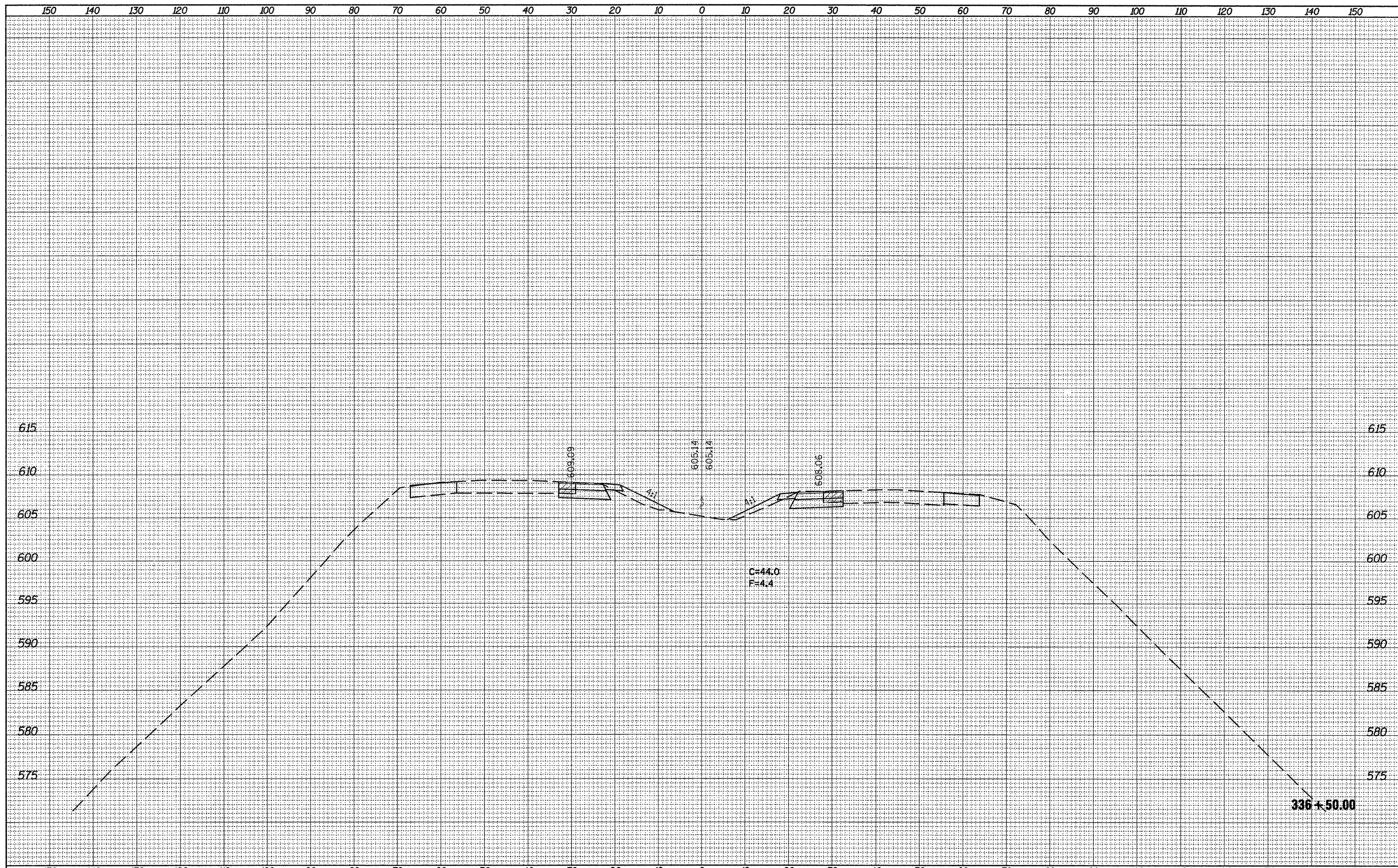
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 NOTE BOOK _____
 NO. _____
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 SURVEY _____
 NOTE BOOK _____
 NO. _____



FILE NAME = D468874-topo.dgn	USER NAME = johnsontv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED CROSS-OVER CROSS SECTIONS		F.A.I. RTE. 74	SECTION 72[6VB/BY]	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 94	
	PLOT SCALE = 20.0/913' / 1" =	DRAWN -	REVISED -		SCALE:	SHEET NO. 3 OF 21 SHEETS	STA. 336+00.00 TO STA. 336+00.00	CONTRACT NO. 68874				
	PLOT DATE = 8/25/2011	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

SURVEY NO. _____
 SURVEY DATE _____
 SURVEY AREA _____
 SURVEY METHOD _____
 SURVEY INSTRUMENT _____
 SURVEY NOTES _____
 SURVEY DRAWING NO. _____

SURVEY NO. _____
 SURVEY DATE _____
 SURVEY AREA _____
 SURVEY METHOD _____
 SURVEY INSTRUMENT _____
 SURVEY NOTES _____
 SURVEY DRAWING NO. _____



FILE NAME = D468874-topo.dgn
 USER NAME = johnsonv
 PLOT SCALE = 20.0/913 // in.
 PLOT DATE = 8/25/2011

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

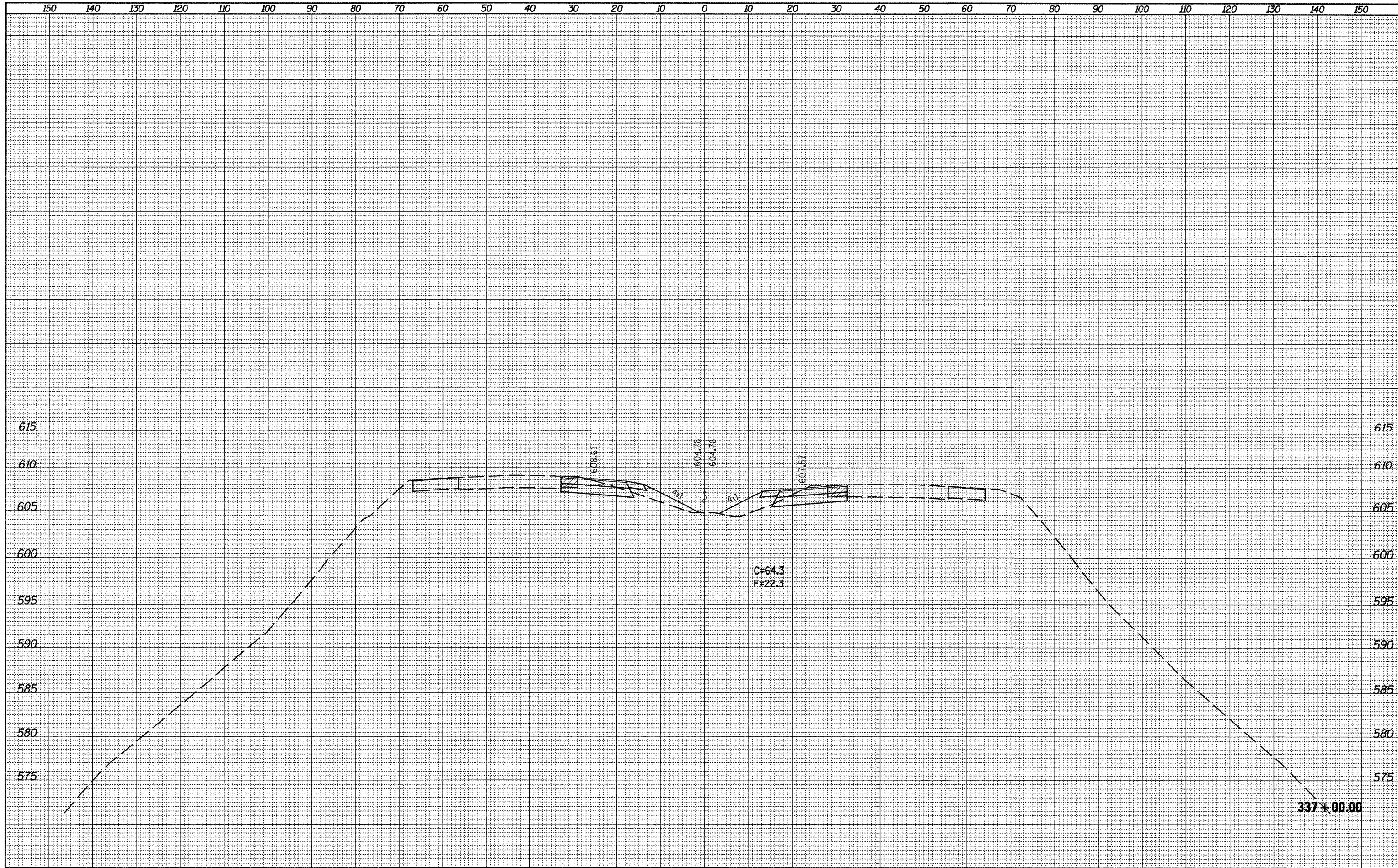
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS-OVER CROSS SECTIONS
 SCALE: SHEET NO. 4 OF 21 SHEETS STA. 336+50.00 TO STA. 336+50.00

F.A.I. RTE. 74	SECTION 72(16VB)BYJ	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 95
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				

SURVEYED	
SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	
NO.	

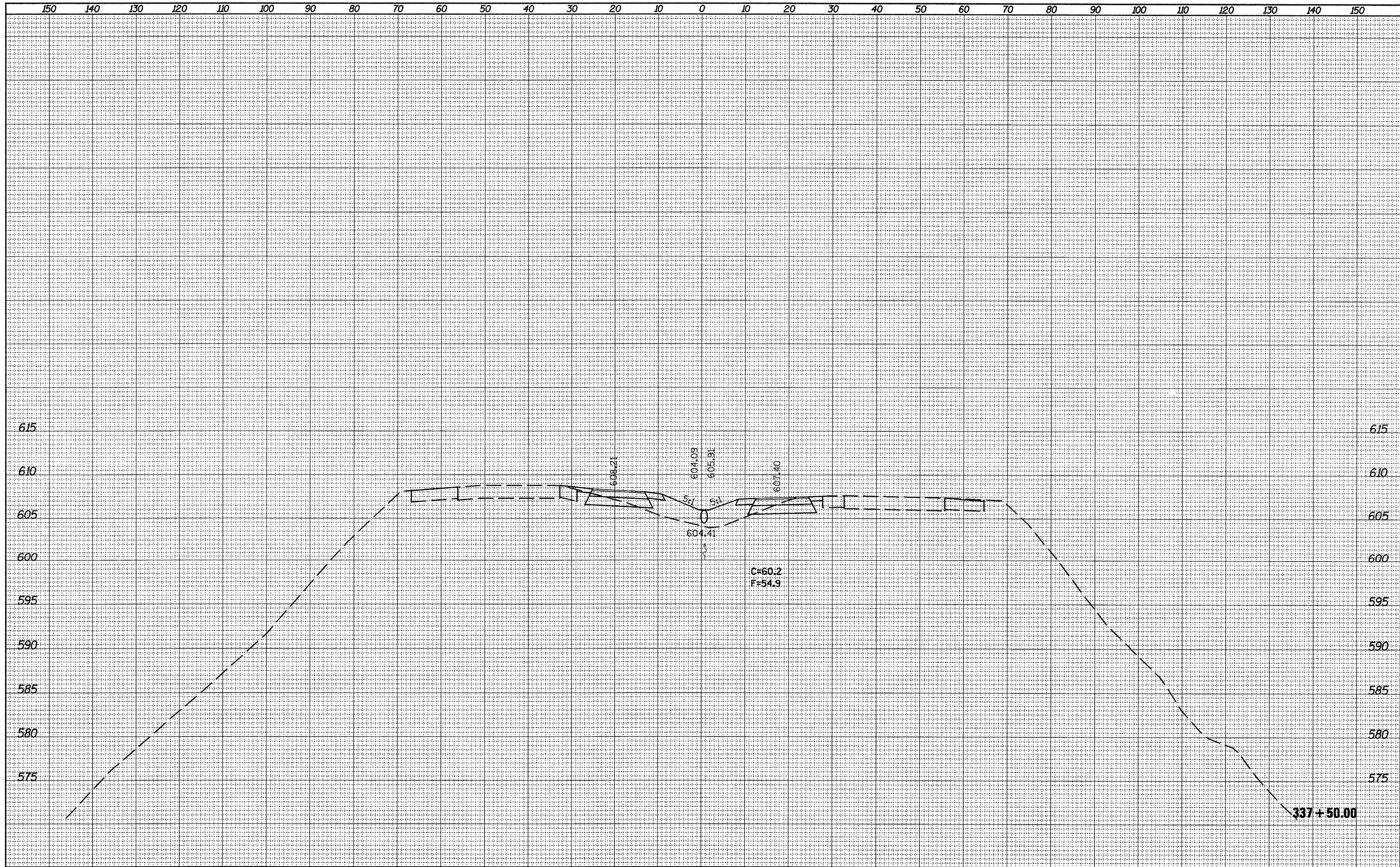
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NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	
NO.	



FILE NAME = D468874-topo.dgn	USER NAME = johnsonrv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED CROSS-OVER CROSS SECTIONS			F.A.I. RTE. 74	SECTION 72[GVBIBY]	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 96
	PLOT SCALE = 20.0' = 1" / 1"	DRAWN -	REVISED -		SCALE:	SHEET NO. 5 OF 21 SHEETS	STA. 337+00.00 TO STA. 337+00.00	CONTRACT NO. 68874				
	PLOT DATE = 8/25/2011	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

SURVEYED	
SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	

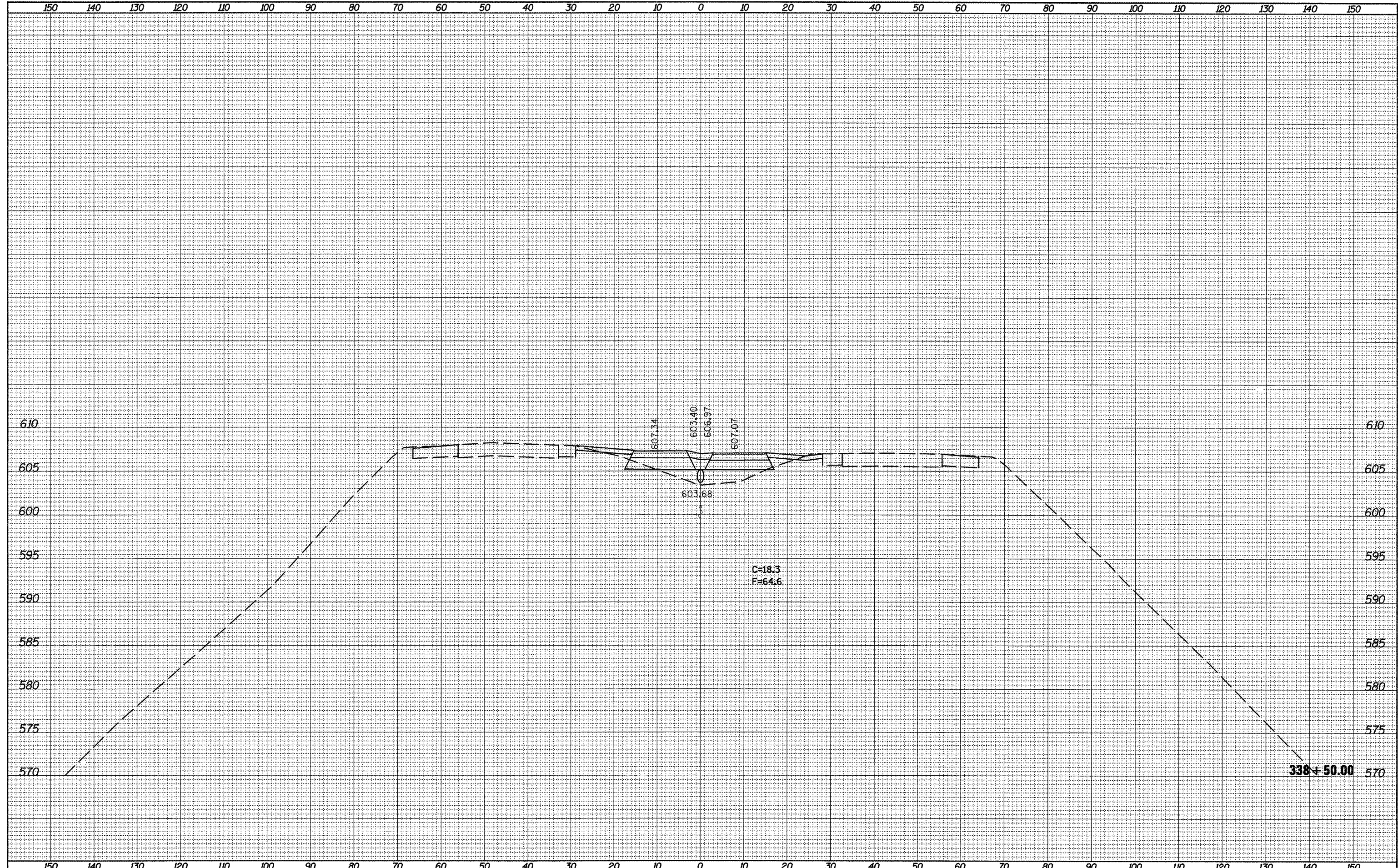
SURVEYED	
SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	



FILE NAME = D468874-topo.dgn	USER NAME = johnsonv	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED CROSS-OVER CROSS SECTIONS				
	PLOT SCALE = 20.0/13' / in.	DRAWN -	REVISED -		SCALE:	SHEET NO. 6 OF 21 SHEETS	STA. 337+50.00 TO STA. 337+50.00	F.A.I. RTE. 74	
	PLOT DATE = 8/25/2011	CHECKED -	REVISED -				SECTION 72[GVB]BYJ	COUNTY PEORIA	
		DATE -	REVISED -				TOTAL SHEETS 133	SHEET NO. 97	
								CONTRACT NO. 68874	
								ILLINOIS FED. AID PROJECT	

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

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



FILE NAME = D468874-topo.dgn

USER NAME = johnsonrv	DESIGNED -	REVISED -
PLOT SCALE = 20.0/113' / 1" =	DRAWN -	REVISED -
PLOT DATE = 8/25/2011	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

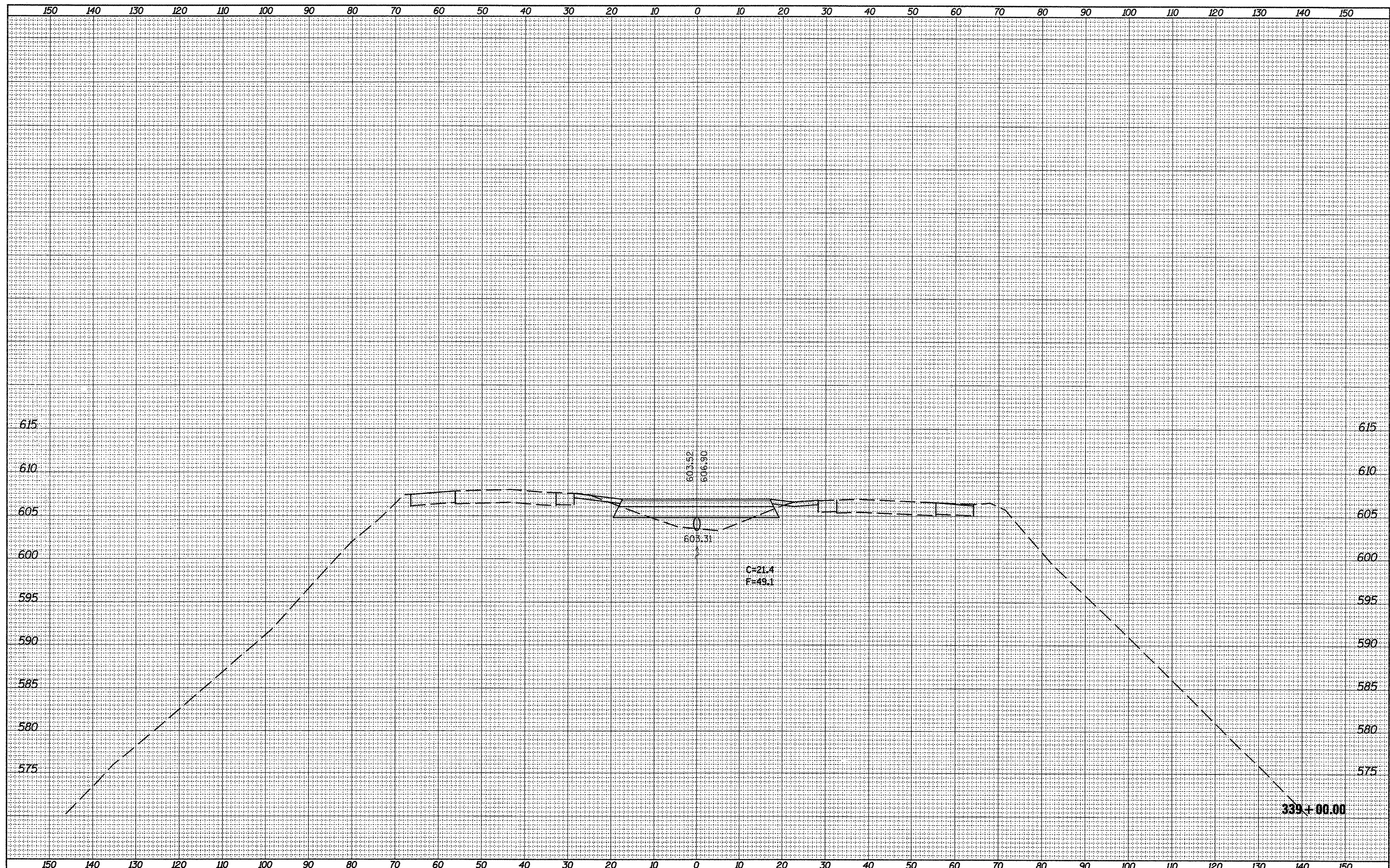
PROPOSED CROSS-OVER CROSS SECTIONS

SCALE: SHEET NO. 8 OF 21 SHEETS STA. 338+50.00 TO STA. 338+50.00

F.A.I. RTE. 74	SECTION T2[6VB]BYJ	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 99
			CONTRACT NO. 68874	
ILLINOIS FED. AID PROJECT				

SURVEYED _____
 SURVEY _____
 PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____

SURVEYED _____
 SURVEY _____
 PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____



FILE NAME =
 D468874-topo.dgn

USER NAME = johnsonv
 PLOT SCALE = 20.0913' / in.
 PLOT DATE = 8/25/2011

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS-OVER CROSS SECTIONS
 SCALE: SHEET NO. 9 OF 21 SHEETS STA. 339+00.00 TO STA. 339+00.00

F.A.I. RTE. 74	SECTION 72(16VB)BY]	COUNTY PEORIA	TOTAL SHEETS 133	SHEET NO. 100
CONTRACT NO. 68874				
ILLINOIS FED. AID PROJECT				