T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 89472		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

11-18-11 LETTING ITEM 028

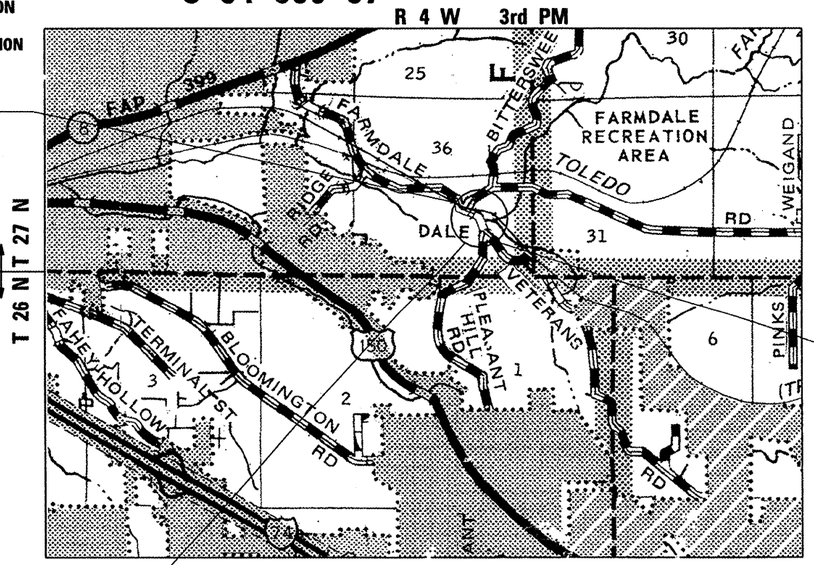
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

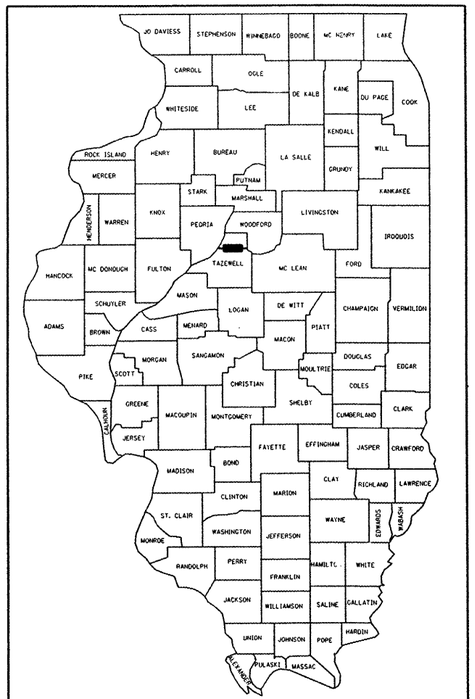
PROPOSED
HIGHWAY PLANS

ROUTE TR 156 (VETERANS ROAD)
SECTION 06-07109-00-BR
PROJECT BROS-0179(028)
FONDULAC ROAD DISTRICT
TAZEWELL COUNTY
C-94-069-07

LIST OF STANDARDS

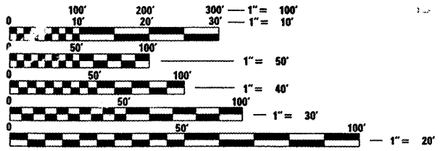
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006-	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
630001-04	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-04	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
667001-01	RIGHT OF WAY MARKERS
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE 2L, 2 W MOVING OPERATIONS - DAY ONLY
701901-01	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
B.L.R. 21-8	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
B.L.R. 22-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONTSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO LANE TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)





LOCATION OF SECTION INDICATED THUS: -

ROADWAY CLASSIFICATION
ROUTE TR 156 (VERTERANS ROAD)- LOCAL ROAD
ADT 2350 (2003) - 98% PV 2% TRUCKS
DESIGN SPEED : 40MPH
DESIGN POLICY : RURAL



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

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

PROJECT ENGINEER JEFF SPILLER
PROJECT MANAGER RICK ANDERSON

CONTRACT NO. 89472

PROJECT LOCATION
SECTION 06-07109-00-BR
NEW BRIDGE CONSTRUCTION(S.N. 090-3244)
PLACED ON NEW ALIGNMENT

FONDULAC TOWNSHIP

LOCATION MAP

PREPARED BY:

MAURER STUTZ, INC.
ENGINEERS SURVEYORS
7615 NORTH HARKER DRIVE
PEORIA, ILLINOIS 61615
TEL 309-693-7615
FAX 309-693-7616

GROSS LENGTH = 1318.43 FT. = 0.25 MILES
NET LENGTH = 1318.43 FT. = 0.25 MILES

ENGINEER'S SIGNATURE BOX
JEFF SPILLER
062-057630
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
SIGNED: 8/16/11
LISC. EXP. DATE: 11/30/11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED Sept 13 20 11
John J. Anderson
COUNTY ENGINEER

PASSED 09/13 20 11
DISTRICT FOUR ENGINEER OF LOCAL ROADS AND STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW 9/16 20 11
Joseph R. Crowe
DEPUTY DIRECTOR OF HIGHWAYS, REGION THREE ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

1. THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007 AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2011 SHALL GOVERN THE CONSTRUCTION OF THE PROPOSED WORK EXCEPT AS MODIFIED BY THE DRAWINGS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
3. ADJUSTMENTS OF PROPOSED GRADES TO MATCH EXISTING ENTRANCES OR OTHER FIELD CONDITIONS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR IS RESPONSIBLE FOR ANY CHANGES TO EXISTING PERMITS OR ADDITIONAL PERMITS AS REQUIRED FOR THIS PROJECT.
5. THE WORK AREA SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.
6. WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A FULL DEPTH SAWCUT SHALL BE MADE TO ACHIEVE A CLEAN BREAK BETWEEN THE PROPOSED AND THE EXISTING PAVEMENT. THE SAWCUT IS TO BE INCLUDED IN THE COST OF THE PAVEMENT REMOVAL.
7. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
8. IN ADDITION TO SURVEYS, SOME OF THE PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING CONDITIONS HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY SUCH DIMENSIONS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
9. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	SURFACE COURSE	BINDER COURSE (TOP LIFTS)	BASE COURSE (LOWER LIFT)
APPLICATION:	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50
PG GRADE:	PG 58-28	PG 58-28	PG 58-22
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 50	4% @ NDESIGN = 50	4% @ NDESIGN = 50
MIXTURE COMPOSITION:	IL-9.5	IL-19.0	IL-19.0
FRICTION AGGREGATE:	MIXTURE D	N/A	N/A

10. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:
    POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT): 0.10 GAL/SQYD (MILLED SURFACE)
    POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT): 0.50 GAL/SQYD (GRAVEL SURFACE)
    POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT): 0.05 GAL/SQYD (EXIST PAVEMENT)
    HOT-MIX ASPHALT: 112 LBS/SQYD/INCH
11. THE FINAL TOP FOUR INCHES OF SOIL IN ANY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS. THE COST SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.
12. THE PROJECT SHALL BEGIN WITH THE CONSTRUCTION OF THE PROPOSED STRUCTURE AND THE PORTION OF VETERANS ROAD BETWEEN STATIONS 29+50 AND THE NEW BRIDGE, AS TO NOT IMPEDE UPON THE FLOW OF TRAFFIC ON THE EXISTING VETERANS ROAD. PRIOR TO COMPLETION, THE CONTRACTOR MUST CONTACT THE TAZEWELL COUNTY ENGINEER AND THE FONDULAC TOWNSHIP SUPERINTENDENT TO COORDINATE A SCHEDULE FOR THE CLOSURE OF EXISTING VETERANS ROAD FOR STAGE 2 CONSTRUCTION.
13. CONSTRUCTION LAYOUT FOR THE PROJECT WILL BE PROVIDED BY THE TAZEWELL COUNTY HIGHWAY DEPARTMENT.

INDEX OF SHEETS

STAGING INFORMATION		
	STAGE 1	STAGE 2
VETERANS ROAD	29+50.00 TO 35+00.00	26+50.00 TO 29+50.00 35+00.00 TO 40+00.00
FARMDALE ROAD	---	ENTIRE
PRIVATE ENTRANCE	10+12.00 TO 10+50.00	10+50.00 TO 11+81.56
PLEASANT HILL ROAD	---	ENTIRE

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	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
GENERAL NOTES AND INDEX OF SHEETS

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	2
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.		ITEM	UNIT	TOTAL QUANTITY	ROADWAY TR 156 80% FEDERAL 20%STATE CONSTRUCTION TYPE CODE BDE 63-5 ROADWAY 0001	STRUCTURE SN 090-3244 80% FEDERAL 20%STATE CONSTRUCTION TYPE CODE BDE 63-5 BRIDGE 0011
20100110		TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	45	45	
20100210		TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	136	136	
20200100		EARTH EXCAVATION	CU YD	5900	5900	
20400800		FURNISHED EXCAVATION	CU YD	1885	1885	
25000210		SEEDING, CLASS 2A	ACRE	3.1	3.1	
25000400		NITROGEN FERTILIZER NUTRIENT	POUND	276	276	
25000500		PHOSPHORUS FERTILIZER NUTRIENT	POUND	276	276	
25000600		POTASSIUM FERTILIZER NUTRIENT	POUND	276	276	
25100115		MULCH, METHOD 2	ACRE	3.1	3.1	
28000250		TEMPORARY EROSION CONTROL SEEDING	POUND	856	856	
28000305		TEMPORARY DITCH CHECKS	FOOT	377	377	
28000400		PERIMETER EROSION BARRIER	FOOT	535	535	
28000500		INLET AND PIPE PROTECTION	EACH	3	3	
28100105		STONE RIPRAP, CLASS A3	SQ YD	124	124	
28100107		STONE RIPRAP, CLASS A4	SQ YD	1076		1076
28200200		FILTER FABRIC	SQ YD	1200	124	1076
35100700		AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	4118	4118	
40200700		AGGREGATE SURFACE COURSE, TYPE A 8"	SQ YD	246	246	
40600115		POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2179	2179	
40600300		AGGREGATE (PRIME COAT)	TON	4	4	
40600990		TEMPORARY RAMP	SQ YD	102	102	
40603230		POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	726	726	
40603535		POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	440	440	
44000100		PAVEMENT REMOVAL	SQ YD	4049	4049	
48100700		AGGREGATE SHOULDERS, TYPE A 8"	SQ YD	2507	2507	
50100100		REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220		PIPE CULVERT REMOVAL	FOOT	34	34	

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES

CODE NO.		ITEM	UNIT	TOTAL QUANTITY	ROADWAY TR 156 80% FEDERAL 20%STATE CONSTRUCTION TYPE CODE BDE 63-5 ROADWAY 0001	STRUCTURE SN 090-3244 80% FEDERAL 20%STATE CONSTRUCTION TYPE CODE BDE 63-5 BRIDGE 0011
50200100		STRUCTURE EXCAVATION	CU YD	117		117
50300100		FLOOR DRAINS	EACH	7		7
50300225		CONCRETE STRUCTURES	CU YD	193.1		193.1
50300255		CONCRETE SUPERSTRUCTURE	CU YD	302.7		302.7
50300260		BRIDGE DECK GROOVING	SQ YD	733		733
50300280		CONCRETE ENCASEMENT	CU YD	9.8		9.8
50300300		PROTECTIVE COAT	SQ YD	897		897
50500105		FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505		STUD SHEAR CONNECTORS	EACH	2628		2628
50800205		REINFORCEMENT BARS, EPOXY COATED	POUND	93220		93220
50800515		BAR SPLICERS	EACH	88		88
50800530		MECHANICAL SPLICERS	EACH	40		40
51201600		FURNISHING STEEL PILES HP12X53	FOOT	1425		1425
51202305		DRIVING PILES	FOOT	1425		1425
51203600		TEST PILE STEEL HP12X53	EACH	4		4
51500100		NAME PLATES	EACH	1		1
52100520		ANCHOR BOLTS, 1"	EACH	48		48
542D0223		PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	70.1	70.1	
542D1057		PIPE CULVERTS, CLASS D, TYPE 2 12"	FOOT	49.0	49.0	
542D1063		PIPE CULVERTS, CLASS D, TYPE 2 18"	FOOT	82.7	82.7	
54214077		ALUMINUM END SECTIONS 12"	EACH	2	2	
54214083		ALUMINUM END SECTIONS 18"	EACH	4	4	
59100100		GEOCOMPOSITE WALL DRAIN	SQ YD	77		77
63000001	*	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	200	200	
63100085	*	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63100169	*	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4	
63200310		GUARDRAIL REMOVAL	FOOT	182	182	

* SPECIALTY ITEMS

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DESIGNED - | DRAWN - | CHECKED - | DATE -

REVISED - JDS 9/20/2011 | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
SUMMARY OF QUANTITIES

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	3
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.		ITEM	UNIT	TOTAL QUANTITY	ROADWAY TR 156 80% FEDERAL 20% STATE	STRUCTURE SN 090-3244 80% FEDERAL 20% STATE
					CONSTRUCTION TYPE CODE BDE 63-5	
					ROADWAY	BRIDGE
					0001	0011
66600105		FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	29	29	
67000500		ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	8	8	
67100100		MOBILIZATION	L SUM	1	1	
70103815		TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5	
78001110	*	PAINT PAVEMENT MARKING - LINE 4"	FOOT	5848	5848	
78100100	*	RAISED REFLECTIVE PAVEMENT MARKER	EACH	17	17	
78100105	*	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4	4	
78200410	*	GUARDRAIL MARKERS, TYPE A	EACH	16	16	
78201000	*	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
XX006066		SIGN TO BE RELOCATED	EACH	13	13	
XX007259		SIGN AND POST REMOVAL	EACH	7	7	
X2070304		POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	100		100
X5020501		UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1
X5020502		UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1
X7010216		TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
Z0046304		PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	160		160
Z0048665		RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Δ Z0076600		TRAINEES	HOURS	1000		

* SPECIALTY ITEMS

Δ 0042

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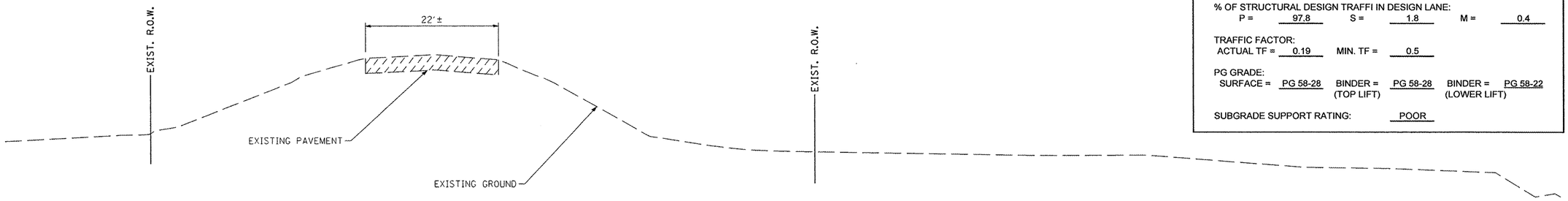
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
SUMMARY OF QUANTITIES

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	4
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STRUCTURAL PAVEMENT DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC:
YEAR 2020
PV = 2336 SU = 42 MU = 11

ROAD/STREET CLASSIFICATION: CLASS II

% OF STRUCTURAL DESIGN TRAFFI IN DESIGN LANE:
P = 97.8 S = 1.8 M = 0.4

TRAFFIC FACTOR:
ACTUAL TF = 0.19 MIN. TF = 0.5

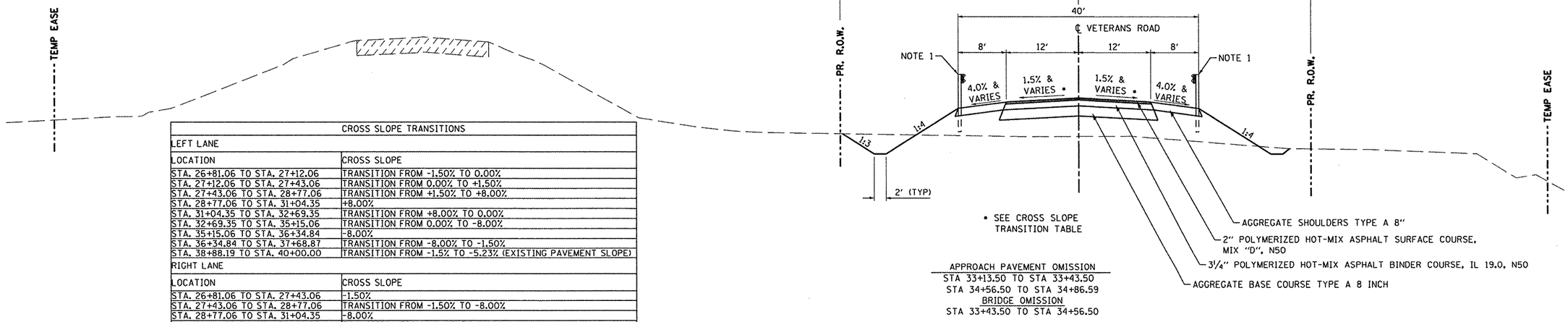
PG GRADE:
SURFACE = PG 58-28 BINDER = PG 58-28 (TOP LIFT) BINDER = PG 58-22 (LOWER LIFT)

SUBGRADE SUPPORT RATING: POOR

EXISTING TYPICAL SECTION
STA 26+81.57 TO STA 40+00.00

NOTE:
1. GUARDRAIL LIMITS:
   STA. 32+30.70 TO STA. 33+24.12, RT
   STA. 32+40.68 TO STA. 33+34.09, LT
   STA. 34+65.91 TO STA. 37+51.83, RT
   STA. 34+76.22 TO STA. 35+72.97, LT

2. THE MAXIMUM ROLLOVER FACTOR FOR THE SHOULDER CROSS SLOPES SHALL BE 8%.



CROSS SLOPE TRANSITIONS	
LEFT LANE	
LOCATION	CROSS SLOPE
STA. 26+81.06 TO STA. 27+12.06	TRANSITION FROM -1.50% TO 0.00%
STA. 27+12.06 TO STA. 27+43.06	TRANSITION FROM 0.00% TO +1.50%
STA. 27+43.06 TO STA. 28+77.06	TRANSITION FROM +1.50% TO +8.00%
STA. 28+77.06 TO STA. 31+04.35	+8.00%
STA. 31+04.35 TO STA. 32+69.35	TRANSITION FROM +8.00% TO 0.00%
STA. 32+69.35 TO STA. 35+15.06	TRANSITION FROM 0.00% TO -8.00%
STA. 35+15.06 TO STA. 36+34.84	-8.00%
STA. 36+34.84 TO STA. 37+68.87	TRANSITION FROM -8.00% TO -1.50%
STA. 38+88.19 TO STA. 40+00.00	TRANSITION FROM -1.5% TO -5.23% (EXISTING PAVEMENT SLOPE)
RIGHT LANE	
LOCATION	CROSS SLOPE
STA. 26+81.06 TO STA. 27+43.06	-1.50%
STA. 27+43.06 TO STA. 28+77.06	TRANSITION FROM -1.50% TO -8.00%
STA. 28+77.06 TO STA. 31+04.35	-8.00%
STA. 31+04.35 TO STA. 32+69.35	TRANSITION FROM -8.00% TO 0.00%
STA. 32+69.35 TO STA. 35+15.06	TRANSITION FROM 0.00% TO +8.00%
STA. 35+15.06 TO STA. 36+34.84	+8.00%
STA. 36+34.84 TO STA. 38+88.19	TRANSITION FROM +8.00% TO +1.50%
STA. 38+88.19 TO STA. 39+19.16	TRANSITION FROM +1.50% TO 0.00%
STA. 39+19.16 TO STA. 40+00.000	TRANSITION FROM 0.00% TO -3.76% (EXISTING PAVEMENT SLOPE)

APPROACH PAVEMENT OMISSION
STA 33+13.50 TO STA 33+43.50
STA 34+56.50 TO STA 34+86.59
BRIDGE OMISSION
STA 33+43.50 TO STA 34+56.50

PROPOSED TYPICAL SECTION
STA 26+81.57 TO STA 40+00.00

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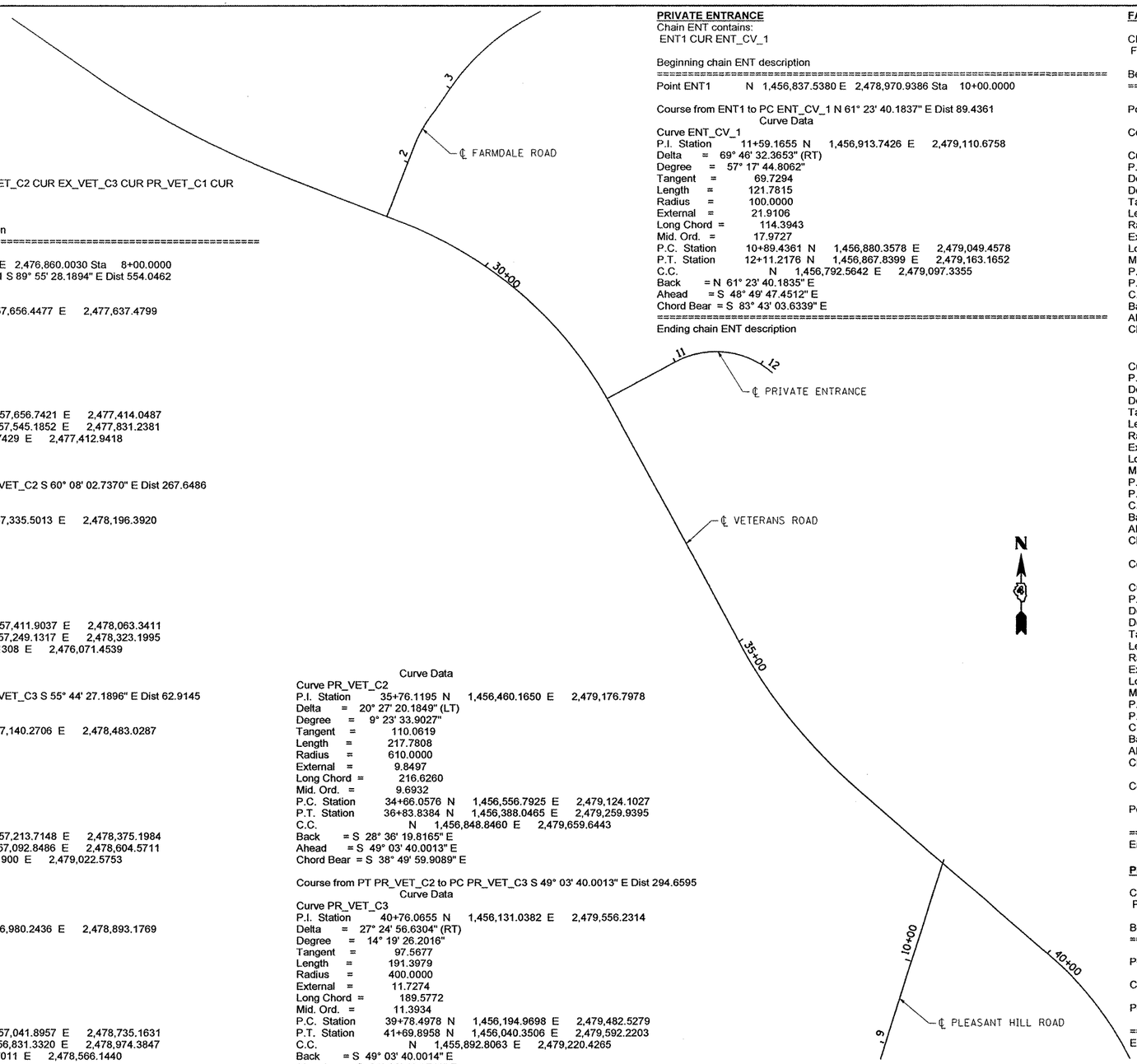
	PLOT DATE = 8/16/2011	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
TYPICAL SECTIONS

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	5
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



VETERANS ROAD
Chain PRVETERAN contains:
EXVET1 CUR EX_VET_C1 CUR EX_VET_C2 CUR EX_VET_C3 CUR PR_VET_C1 CUR PR_VET_C2 C-
UR PR_VET_C3

Beginning chain PRVETERAN description
==========

Point EXVET1 N 1,457,657.4722 E 2,476,860.0030 Sta 8+00.0000
Course from EXVET1 to PC EX_VET_C1 S 89° 55' 28.1894" E Dist 554.0462
Curve Data
Curve EX_VET_C1
P.I. Station 15+77.4776 N 1,457,656.4477 E 2,477,637.4799
Delta = 29° 47' 25.4525" (RT)
Degree = 6° 49' 15.3341"
Tangent = 223.4314
Length = 436.7501
Radius = 840.0000
External = 29.2074
Long Chord = 431.8471
Mid. Ord. = 28.2260
P.C. Station 13+54.0462 N 1,457,656.7421 E 2,477,414.0487
P.T. Station 17+90.7963 N 1,457,545.1852 E 2,477,831.2381
C.C. N 1,456,816.7429 E 2,477,412.9418
Back = S 89° 55' 28.1895" E
Ahead = S 60° 08' 02.7370" E
Chord Bear = S 75° 01' 45.4632" E
Course from PT EX_VET_C1 to PC EX_VET_C2 S 60° 08' 02.7370" E Dist 267.6486
Curve Data
Curve EX_VET_C2
P.I. Station 22+11.8720 N 1,457,335.5013 E 2,478,196.3920
Delta = 4° 23' 35.5476" (RT)
Degree = 1° 25' 56.6202"
Tangent = 153.4271
Length = 306.7038
Radius = 4,000.0000
External = 2.9414
Long Chord = 306.6286
Mid. Ord. = 2.9392
P.C. Station 20+58.4449 N 1,457,411.9037 E 2,478,063.3411
P.T. Station 23+65.1487 N 1,457,249.1317 E 2,478,323.1995
C.C. N 1,453,943.1308 E 2,476,071.4539
Back = S 60° 08' 02.7370" E
Ahead = S 55° 44' 27.1894" E
Chord Bear = S 57° 56' 14.9632" E
Course from PT EX_VET_C2 to PC EX_VET_C3 S 55° 44' 27.1896" E Dist 62.9145
Curve Data
Curve EX_VET_C3
P.I. Station 25+58.5294 N 1,457,140.2706 E 2,478,483.0287
Delta = 12° 56' 41.7498" (LT)
Degree = 4° 58' 56.0701"
Tangent = 130.4661
Length = 259.8214
Radius = 1,150.0000
External = 7.3770
Long Chord = 259.2692
Mid. Ord. = 7.3299
P.C. Station 24+28.0632 N 1,457,213.7148 E 2,478,375.1984
P.T. Station 26+87.8846 N 1,457,092.8486 E 2,478,604.5711
C.C. N 1,458,164.1900 E 2,479,022.5753
Back = S 55° 44' 27.1894" E
Ahead = S 68° 41' 08.9392" E
Chord Bear = S 62° 12' 48.0643" E
Curve Data
Curve PR_VET_C1
P.I. Station 29+97.6800 N 1,456,980.2436 E 2,478,893.1769
Delta = 40° 04' 49.1227" (RT)
Degree = 12° 19' 18.0228"
Tangent = 169.6153
Length = 325.2830
Radius = 465.0000
External = 29.9690
Long Chord = 318.6911
Mid. Ord. = 28.1545
P.C. Station 28+28.0647 N 1,457,041.8957 E 2,478,735.1631
P.T. Station 31+53.3477 N 1,456,831.3320 E 2,478,974.3847
C.C. N 1,456,608.7011 E 2,478,566.1440
Back = S 68° 41' 08.9392" E
Ahead = S 28° 36' 19.8165" E
Chord Bear = S 48° 38' 44.3778" E

Course from PT PR_VET_C1 to PC PR_VET_C2 S 28° 36' 19.8165" E Dist 312.7098

Curve Data
Curve PR_VET_C2
P.I. Station 35+76.1195 N 1,456,460.1650 E 2,479,176.7978
Delta = 20° 27' 20.1849" (LT)
Degree = 9° 23' 33.9027"
Tangent = 110.0619
Length = 217.7808
Radius = 610.0000
External = 9.8497
Long Chord = 216.6260
Mid. Ord. = 9.6932
P.C. Station 34+66.0576 N 1,456,556.7925 E 2,479,124.1027
P.T. Station 36+83.8384 N 1,456,388.0465 E 2,479,259.9395
C.C. N 1,456,848.8460 E 2,479,659.6443
Back = S 28° 36' 19.8165" E
Ahead = S 49° 03' 40.0013" E
Chord Bear = S 38° 49' 59.9089" E

Course from PT PR_VET_C2 to PC PR_VET_C3 S 49° 03' 40.0013" E Dist 294.6595
Curve Data
Curve PR_VET_C3
P.I. Station 40+76.0655 N 1,456,131.0382 E 2,479,556.2314
Delta = 27° 24' 56.6304" (RT)
Degree = 14° 19' 26.2016"
Tangent = 97.5677
Length = 191.3979
Radius = 400.0000
External = 11.7274
Long Chord = 189.5772
Mid. Ord. = 11.3934
P.C. Station 39+78.4978 N 1,456,194.9698 E 2,479,482.5279
P.T. Station 41+69.8958 N 1,456,040.3506 E 2,479,592.2203
C.C. N 1,455,892.8063 E 2,479,220.4265
Back = S 49° 03' 40.0014" E
Ahead = S 21° 38' 43.3710" E
Chord Bear = S 35° 21' 11.6862" E

==========
Ending chain PRVETERAN description

PRIVATE ENTRANCE
Chain ENT contains:
ENT1 CUR ENT_CV_1

Beginning chain ENT description
==========
Point ENT1 N 1,456,837.5380 E 2,478,970.9386 Sta 10+00.0000

Course from ENT1 to PC ENT_CV_1 N 61° 23' 40.1837" E Dist 89.4361
Curve Data
Curve ENT_CV_1
P.I. Station 11+59.1655 N 1,456,913.7426 E 2,479,110.6758
Delta = 69° 46' 32.3653" (RT)
Degree = 57° 17' 44.8062"
Tangent = 69.7294
Length = 121.7815
Radius = 100.0000
External = 21.9106
Long Chord = 114.3943
Mid. Ord. = 17.9727
P.C. Station 10+89.4361 N 1,456,880.3578 E 2,479,049.4578
P.T. Station 12+11.2176 N 1,456,867.8399 E 2,479,163.1652
C.C. N 1,456,792.5642 E 2,479,097.3355
Back = N 61° 23' 40.1835" E
Ahead = S 48° 49' 47.4512" E
Chord Bear = S 83° 43' 03.6339" E
==========
Ending chain ENT description

FARMDALE ROAD

Chain FARMDALE contains:
FDALE1 CUR FDALE_C1 CUR FDALE_C2 CUR FDALE_C3 FDALE2

Beginning chain FARMDALE description
==========

Point FDALE1 N 1,457,050.1584 E 2,478,713.9857 Sta 1+35.7200

Course from FDALE1 to PC FDALE_C1 N 21° 18' 51.0606" E Dist 88.7542
Curve Data
Curve FDALE_C1
P.I. Station 2+46.3863 N 1,457,153.2553 E 2,478,754.2109
Delta = 16° 37' 19.4416" (RT)
Degree = 38° 11' 49.8708"
Tangent = 21.9121
Length = 43.5165
Radius = 150.0000
External = 1.5920
Long Chord = 43.3640
Mid. Ord. = 1.5753
P.C. Station 2+24.4742 N 1,457,132.8419 E 2,478,746.2462
P.T. Station 2+67.9906 N 1,457,170.5373 E 2,478,767.6821
C.C. N 1,457,078.3196 E 2,478,885.9864
Back = N 21° 18' 51.0608" E
Ahead = N 37° 56' 10.5024" E
Chord Bear = N 29° 37' 30.7816" E

Curve Data
Curve FDALE_C2
P.I. Station 2+72.2369 N 1,457,173.8863 E 2,478,770.2926
Delta = 3° 14' 34.9258" (LT)
Degree = 38° 11' 49.8700"
Tangent = 4.2463
Length = 8.4902
Radius = 150.0000
External = 0.0601
Long Chord = 8.4891
Mid. Ord. = 0.0601
P.C. Station 2+67.9906 N 1,457,170.5373 E 2,478,767.6821
P.T. Station 2+76.4809 N 1,457,177.3776 E 2,478,772.7095
C.C. N 1,457,262.7549 E 2,478,649.3778
Back = N 37° 56' 10.5024" E
Ahead = N 34° 41' 35.5766" E
Chord Bear = N 36° 18' 53.0395" E

Course from PT FDALE_C2 to PC FDALE_C3 N 34° 41' 35.5761" E Dist 23.7729
Curve Data
Curve FDALE_C3
P.I. Station 3+64.0533 N 1,457,249.3807 E 2,478,822.5542
Delta = 26° 38' 31.0135" (RT)
Degree = 21° 15' 50.2033"
Tangent = 63.7995
Length = 125.2917
Radius = 269.4504
External = 7.4501
Long Chord = 124.1659
Mid. Ord. = 7.2497
P.C. Station 3+00.2538 N 1,457,196.9240 E 2,478,786.2406
P.T. Station 4+25.5454 N 1,457,279.9844 E 2,478,878.5345
C.C. N 1,457,043.5576 E 2,479,007.7858
Back = N 34° 41' 35.5765" E
Ahead = N 61° 20' 06.5900" E
Chord Bear = N 48° 00' 51.0833" E

Course from PT FDALE_C3 to FDALE2 N 61° 20' 06.5899" E Dist 84.6028

Point FDALE2 N 1,457,320.5671 E 2,478,952.7684 Sta 5+10.1483

==========
Ending chain FARMDALE description

PLEASANT HILL ROAD

Chain PLHILL contains:
PLHILL2 PLHILL3

Beginning chain PLHILL description
==========

Point PLHILL2 N 1,455,870.8904 E 2,479,223.9381 Sta 5+94.4600

Course from PLHILL2 to PLHILL3 N 17° 39' 36.4964" E Dist 455.5399

Point PLHILL3 N 1,456,304.9620 E 2,479,362.1353 Sta 10+49.9999

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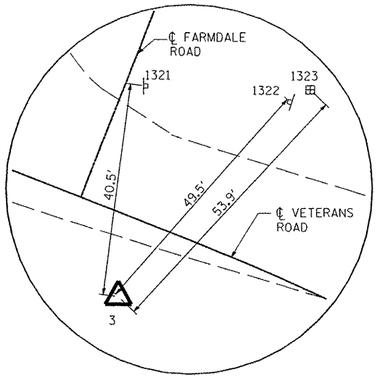
Ending chain PLHILL description

FILE NAME = s:\237\2008\23708010\VeteransRdBridgePh1\CADD\CADD Sheets\D408010-sht-AT8.dgn	USER NAME = jdspiller	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	VETERANS ROAD ALIGNMENT, TIES, AND BENCHMARKS	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -			156	06-07109-00-BR	TAZEWELL	53	6
	PLOT DATE = 8/16/2011	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 89472		
						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

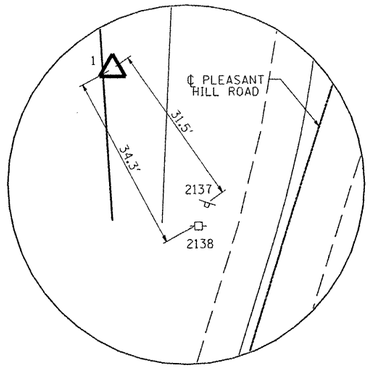
REFERENCE TIES					
POINT NO.	CONTROL POINT NO.	CHAIN	STATION	OFFSET	DESCRIPTION
2138	1	PRVETERAN	38+49.16	115.71' RT	POWER POLE
2137	1	PRVETERAN	38+47.73	111.57' RT	SIGN POLE
2113	2	PLHILL	5+94.46	17.22' LT	POWER POLE
2061	2	PLHILL	5+94.94	9.09' LT	LT EOP
1321	3	PRVETERAN	28+09.06	24.30' LT	SIGN POLE
1322	3	PRVETERAN	28+35.50	31.52' LT	SIGN POLE
1323	3	PRVETERAN	28+38.01	35.23' LT	TELEPHONE SPICE BOX
1523	4	PRVETERAN	33+79.07	111.93' LT	POWER POLE
1590	4	PRVETERAN	33+99.95	174.48' LT	EXISTING TREE
1591	4	PRVETERAN	33+98.80	170.77' LT	EXISTING TREE
12837	5	ENT	12+11.22	4.78' LT	CL EXISTING BRIDGE PIER
12838	5	ENT	12+11.22	6.69' RT	CL EXISTING BRIDGE PIER
2578	6	PRVETERAN	34+75.93	30.92' LT	END OF GUARDRAIL
2585	6	PRVETERAN	35+03.97	23.72' LT	SIGN POLE

BENCHMARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1,455,949.90	2,479,640.24	538.96	PRVETERAN	41+69.89	11.27' LT	CHISELED SQUARE, NW CORNER OF NORTH CONCRETE RAIL OF BOX CULVERT. EAST OF VETERANS/PLEASANT HILL
402	1,457,149.14	2,478,749.08	541.45	PRVETERAN	28+02.05	104.96' LT	PK NAIL IN PAVEMENT AT CL OF RAILROAD CROSSING AND CL OF FARMDALE ROAD.

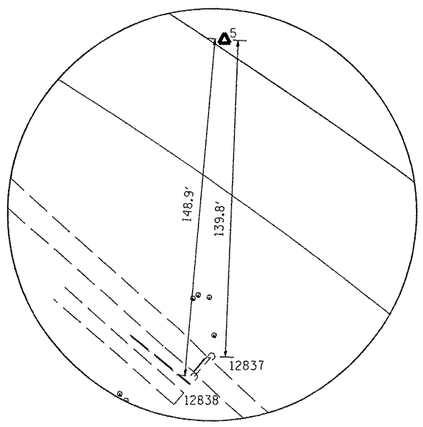
HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1,456,222.38	2,479,292.55	538.34	PRVETERAN	38+17.02	103.78' RT	1/2" REBAR SET ON TOP OF BERM ON PLEASANT HILL AND VETERANS INTERSECTION. (+/- 100' S. OF CL VETERANS & +/- 50' WEST OF CL OF PLEASANT HILL RD.
2	1,455,894.03	2,479,188.65	545.65	PLHILL	6+05.80	40.65' LT	1/2" REBAR SET +/-300' S. OF CP#1 ON TOP OF BERM, LOCATED +/- 50' WEST OF CL OF PLEASANT HILL RD. DIRECTLY WEST OF 2ND POWER POLE SOUTH OF INTERSECTION.
3	1,457,031.29	2,478,721.12	536.97	PRVETERAN	28+18.84	15.0' RT	1/2" REBAR SET +/- 20' SOUTH OF CL OF VETERANS RD, +-/ 50' EAST OF INTERSECTION OF VETERANS AND FARMDALE. DIRECTLY ACROSS FROM RR X-ING SIGN. POINT IS SOUTH OF ROAD.
4	1,456,666.57	2,479,222.38	531.02	PRVETERAN	34+16.73	138.84' LT	1/2" REBAR SET ON TOP OF RIDGE OF CREEK, +/- 75' WEST OF VETERANS RD. BRIDGE ON NORTH SIDE OF CREEK
5	1,456,881.66	2,479,319.72	543.80	ENT	12+11.22	113.46' LT	PK NAIL SET IN RR TIE, +/- 50' WEST OF RR BRIDGE. NAIL SET ON NORTH SIDE OF NORTHERN RAIL IN RR TIE.
6	1,456,561.88	2,479,133.49	528.96	PRVETERAN	34+66.08	10.67' LT	1/2" REBAR SET +/- 25' WEST OF VETERANS RD BRIDGE SOUTH SIDE OF CREEK, +/- 10' SOUTH OF TOP OF BANK ON SOUTH SIDE OF CREEK.



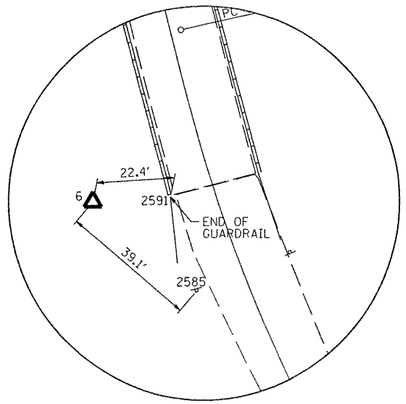
HORIZONTAL CONTROL
POINT NO. 3



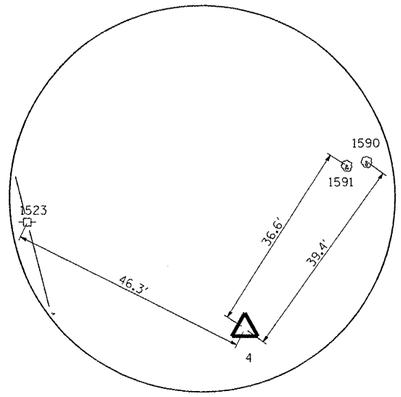
HORIZONTAL CONTROL
POINT NO. 1



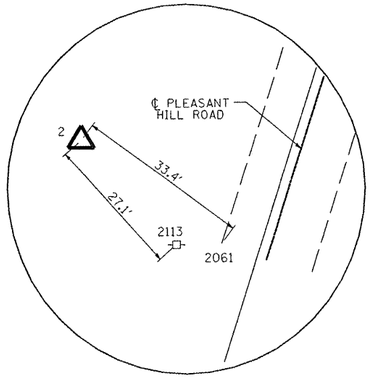
HORIZONTAL CONTROL
POINT NO. 5



HORIZONTAL CONTROL
POINT NO. 6



HORIZONTAL CONTROL
POINT NO. 4



HORIZONTAL CONTROL
POINT NO. 2

FILE NAME = s:\237\2008\23708010\VeteransRdBridgePh1\CADD\CADD Sheets\D408010-sht-ATB.dgn	USER NAME = jdspiller	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
ALIGNMENT, TIES, AND BENCHMARKS

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	7
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

RESURFACING SCHEDULE

STATION LOCATION	35100700 AGGREGATE BASE COURSE, TYPE A 8"	40200700 AGGREGATE SURFACE COURSE, TYPE A 8"	40600115 POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	40600300 AGGREGATE (PRIME COAT)	40603230 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	40603535 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	44000100 PAVEMENT REMOVAL	48100700 AGGREGATE SHOULDERS, TYPE A 8"
	SQ YD	SQ YD	GALLON	TON	TON	TON	SQ YD	SQ YD
VETERANS ROAD								
STA 10+12.00 TO STA 11+81.64 (PRIVATE ENTRANCE)		246						
STA. 26+81.57 TO STA. 33+13.50					372.7	225.4		
STA. 34+86.59 TO STA. 40+00.00					353.3	214.1		
STA. 26+81.57 TO STA. 33+13.50				2.0				
STA. 34+86.59 TO STA. 40+00.00				1.9				
STA. 26+81.57 TO EXISTING STRUCTURE							2251.7	
EXISTING STRUCTURE TO STA. 40+00.00							1797.4	
STA. 39+70.00 TO STA. 40+00.00								
STA. 26+81.57 TO STA. 33+13.50	2118							
STA. 34+86.59 TO STA. 40+00.00	2000							
STA 26+81.57 TO STA 33+10.51, RT								642.8
STA 26+81.57 TO STA 27+93.93, LT								131.5
STA 28+17.98 TO STA 33+19.23, LT								574.9
STA 34+80.19 TO STA 38+56.43, RT								482.2
STA 38+73.29 TO STA 40+00.00, RT								168.7
STA 34+90.09 TO STA 40+00.00, LT								506.6
STA. 27+81.57 TO STA. 33+13.50 (GRANULAR BASE)			1059.2					
STA. 34+86.59 TO STA. 40+00.00 (GRANULAR BASE)			1000.0					
STA. 26+81.57 TO STA. 33+13.50 (NEW BINDER)			61.4					
STA. 34+86.59 TO STA. 40+00.00 (NEW BINDER)			58.2					
TOTALS	4118	246	2179	4	726	440	4049	2507

CULVERT SCHEDULE

STATION LOCATION	50105220 PIPE CULVERT REMOVAL	542D0223 PIPE CULVERTS, CLASS D, TYPE 1 18"	542D1057 PIPE CULVERTS, CLASS D, TYPE 2 12"
		FT	FT
VETERANS RD			
STA. 37+50.00			
STA. 38+72.30		70.1	
STA. 38+67.60, LT TO STA. 38+76.42, RT	34		
PRIVATE ENTRANCE			
STA. 10+35.68			49.0

NOTE: ALL PIPE CULVERTS SHALL BE ALUMINIZED STEEL TYPE 2 CORRUGATED PIPE AS SPECIFIED IN ARTICLE 542.03 OF THE STANDARD SPECIFICATIONS.

EARTHWORK SCHEDULE

LOCATION	20200100 EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (30%)	EMBANKMENT	20400800 FURNISHED EXCAVATION WASTE(+)
	CU YD	CU YD	CU YD	CU YD
STAGE 1				
VETERANS	559.3	391.5	2237.5	-1846.0
PRIVATE ENTRANCE	6.1	4.3	43.1	-38.8
SUBTOTAL	*565.4*	*395.8*	*2280.6*	*-1884.8*
STAGE 2				
VETERANS	5077.8	3554.5	2523.1	1031.3
FARMDALE	9.8	6.9	94.1	-87.2
PRIVATE ENTRANCE	228.2	159.7	126.3	33.4
PLEASANT HILL RD	18.3	12.8	129.5	-116.7
SUBTOTAL	*5334.2*	*3733.9*	*2873.1*	*860.8*
TOTAL	5900			1885

54214077 ALUMINUM END SECTIONS 12"

LOCATION	QUANTITY	UNIT
STA. 31+24.07, 36.1' LT	1	EACH
STA. 31+70.82, 36.2' LT	1	EACH
TOTAL	2	EACH

54214083 ALUMINUM END SECTIONS 18"

LOCATION	QUANTITY	UNIT
STA. 37+50.00, 46.3' RT	1	EACH
STA. 37+50.00, 36.4' LT	1	EACH
STA. 38+63.32, 33.4' LT	1	EACH
STA. 38+81.50, 34.3' RT	1	EACH
TOTAL	4	EACH

MOBILIZATION SCHEDULE

STATION LOCATION	67100100 MOBILIZATION
	L SUM
ENTIRE PROJECT	1
TOTALS	1

GUARDRAIL/ROW MARKER SCHEDULE

STATION LOCATION	63000001 STEEL PLATE BEAM GUARDRAIL, TY A 6FT POSTS	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	63200310 GUARDRAIL REMOVAL	66600105 FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	78200410 GUARDRAIL MARKERS, TYPE A	78201000 TERMINAL MARKER DIRECT APPLIED
	FOOT	EACH	EACH	FOOT	FOOT	EACH	EACH
VETERANS RD							
STA. 26+81.67, 40.0' RT					1		
STA. 26+81.67, 60.0' RT					1		
STA. 28+28.06, 60.0' RT					1		
STA. 28+75.17, 60.0' LT					1		
STA. 30+50.00, 60.0' LT					1		
STA. 30+50.00, 50.0' LT					1		
STA. 31+53.35, 60.0' RT					1		
STA. 31+53.35, 50.0' LT					1		
STA. 34+00.00, 60.0' RT					1		
STA. 34+66.06, 50.0' LT					1		
STA. 35+00.00, 45.0' RT					1		
STA. 35+50.00, 45.0' RT					1		
STA. 36+00.00, 40.0' RT					1		
STA. 36+25.00, 30.0' RT					1		
STA. 36+50.00, 30.0' RT					1		
STA. 36+83.84, 50.0' LT					1		
STA. 37+00.00, 40.0' RT					1		
STA. 39+00.00, 50.0' LT					1		
STA. 39+00.00, 40.0' LT					1		
STA. 39+00.00, 50.0' RT					1		
STA. 40+00.00, 50.0' RT					1		
STA. 40+00.00, 23.4' RT					1		
STA. 40+00.00, 40.0' LT					1		
STA. 40+00.00, 16.7' LT					1		
PLEASANT HILL RD							
STA. 8+89.91, 21.8' LT					1		
STA. 9+25.00, 18.2' RT					1		
STA. 9+25.00, 35.0' RT					1		
STA. 9+50.00, 50.0' LT					1		
STA. 9+60.00, 35.0' RT					1		
VETERANS RD							
STA. 33+29.06 TO STA. 33+98.31, LT				71.2			
STA. 33+36.86 TO STA. 34+04.65, LT				70.8			
STA. 34+75.93 TO STA. 34+94.28, LT				19.2			
STA. 34+83.18 TO STA. 35+04.99, LT				20.4			
STA. 35+08.26 TO STA. 37+02.50, RT	200.0						
STA. 32+80.37 TO STA 33+24.12, RT		1					
STA. 34+65.91 TO STA 35+08.26 RT		1					
STA. 32+90.34 TO STA 33+34.09, LT		1					
STA. 34+76.22 TO STA 35+21.45, LT		1					
STA. 32+30.70 TO STA. 32+80.37, RT			1				1
STA. 37+02.50 TO STA. 37+51.83, RT			1				1
STA. 32+40.68 TO STA. 32+90.34, LT			1				1
STA. 35+21.45 TO STA. 35+72.97, LT			1				1
STA 32+30.70 TO STA 33+24.12, RT						4	
STA 32+40.68 TO STA 33+34.09, LT						4	
STA 34+65.91 TO STA 37+51.83, RT						4	
STA 34+76.22 TO STA 35+72.97, LT						4	
TOTALS	200.0	4	4	182	29	16	4

EROSION CONTROL SCHEDULE

STATION LOCATION	28000250 TEMPORARY EROSION CONTROL SEEDING	28000305 TEMPORARY DITCH CHECKS	28000400 PERIMETER EROSION BARRIER	28000500 INLET AND PIPE PROTECTION
VETERANS ROAD	POUND	FOOT	FOOT	EACH
STA. 26+81.57 TO STA. 33+00.00, LT	429.2			
STA. 26+81.57 TO STA. 33+00.00, RT	211.1			
STA. 35+00.00 TO STA. 40+00.00, LT	139.7			
STA. 35+00.00 TO STA. 40+00.00, RT	75.8			
STA 26+81.02 TO STA 28+50.00, RT			171.5	
STA 33+01.23 TO STA 33+59.14, RT			58.2	
STA 35+50.00 TO STA 36+00.00, RT			50.0	
STA 39+50.00 TO STA 40+00.00, RT			47.7	
STA 39+50.00 TO STA 40+00.00, LT			52.8	
STA. 31+24.07, 36.1' LT				1
STA. 37+50.00, 47.3' RT				1
STA. 38+80.05, 28.9' RT				1
STA. 26+81.57, LT		7.24		
STA. 28+83.11, LT		7.38		
STA. 29+20.38, LT		7.38		
STA. 29+47.60, RT		7.38		
STA. 29+57.65, LT		7.42		
STA. 29+94.92, LT		7.42		
STA. 30+32.19, LT		9.03		
STA. 30+95.20, RT		7.38		
STA. 32+42.80, RT		7.38		
STA. 32+57.94, RT		7.38		
STA. 32+65.88, RT		7.38		
STA. 32+73.82, RT		7.38		
STA. 32+81.76, RT		5.38		
STA. 32+86.67, LT		7.75		
STA. 32+89.70, RT		3.04		
STA. 32+97.64, RT		0.70		
STA. 35+00.00, RT		7.63		
STA. 35+28.52, RT		7.50		
STA. 35+58.89, RT		7.38		
STA. 35+89.26, RT		7.38		
STA. 36+04.80, LT		7.38		
STA. 36+19.63, RT		7.38		
STA. 36+69.68, RT		7.38		
STA. 36+89.36, RT		7.38		
STA. 36+99.88, RT		7.38		
STA. 37+12.14, RT		7.38		
STA. 37+24.28, RT		7.38		
STA. 37+36.42, RT		7.38		
STA. 37+52.40, LT		7.38		
STA. 37+58.78, RT		7.38		
STA. 37+79.39, RT		7.38		
VETERANS ROAD		0.00		
STA. 39+01.60, RT		13.39		
STA. 39+34.40, RT		14.89		
STA. 39+67.20, RT		10.21		

EROSION CONTROL SCHEDULE -CONTINUED-

STATION LOCATION	28000250 TEMPORARY EROSION CONTROL SEEDING	28000305 TEMPORARY DITCH CHECKS	28000400 PERIMETER EROSION BARRIER	28000500 INLET AND PIPE PROTECTION
PRIVATE ENTRANCE				
STA 11+50.00 TO STA 11+81.56, LT			34.3	
STA 11+50.00 TO STA 11+81.56, RT			33.6	
STA. 10+50.00, RT		7.38		
STA. 10+52.00, LT		7.38		
STA. 10+68.00, LT		7.38		
STA. 10+84.00, LT		7.38		
STA. 11+08.40, RT		7.38		
STA. 11+29.20, RT		7.38		
PLEASANT HILL ROAD				
STA 9+25.00 TO STA 9+50.00, LT			25.1	
STA 9+25.00 TO STA 9+50.00, RT			26.5	
STA. 9+41.62, RT		3.73		
STA. 9+43.59, LT		4.09		
STA. 9+58.24, RT		7.46		
STA. 9+62.18, LT		8.19		
STA. 9+74.86, RT		7.46		
STA. 9+90.77, LT		8.19		
FARMDALE ROAD				
STA 2+00.00 TO STA 2+38.23, RT			34.8	
STA. 1+77.00, RT		8.09		
STA. 1+77.60, LT		5.30		
STA. 1+86.89, RT		8.09		
STA. 1+92.90, RT		8.09		
STA. 2+01.90, LT		7.78		
TOTALS	856	377	535	3

SEEDING SCHEDULE

STATION LOCATION	25000210 SEEDING, CLASS 2A	25000400 NITROGEN FERTILIZER NUTRIENT	25000500 PHOSPHORUS FERTILIZER NUTRIENT	25000600 POTASSIUM FERTILIZER NUTRIENT	25100115 MULCH, METHOD 2
	ACRE	POUNDS	POUNDS	POUNDS	ACRE
PROPOSED VETERAN'S ROAD					
STA 26+81.57 TO STA 33+00.00, RT	0.42	38.0	38.0	38.0	0.42
STA 26+81.57 TO STA 33+00.00, LT	0.86	77.3	77.3	77.3	0.86
STA 35+00.00 TO STA 40+00.00, R	0.15	13.2	13.2	13.2	0.15
STA 35+00.00 TO STA 40+00.00, L	0.28	25.8	25.8	25.8	0.28
PRIVATE ENTRANCE					
STA 10+35.68 TO STA 11+81.56, LT	0.05	4.4	4.4	4.4	0.05
STA 10+35.68 TO STA 11+81.56, RT	0.08	7.3	7.3	7.3	0.08
FARMDALE ROAD					
STA 1+86.89 TO STA 2+36.00, LT	0.01	1.0	1.0	1.0	0.01
STA 1+86.89 TO STA 2+36.00, RT	0.01	1.1	1.1	1.1	0.01
PLEASANT HILL ROAD					
STA 9+25.00 TO STA 9+68.05, LT	0.02	1.4	1.4	1.4	0.02
STA 9+25.00 TO STA 9+68.05, RT	0.01	0.7	0.7	0.7	0.01
EXISTING VETERAN'S ROAD					
STA 28+50.00 TO STA 34+00.00	1.17	105.2	105.2	105.2	1.17
TOTALS	3.1	276	276	276	3.1

TRAFFIC CONTROL SURVEILLANCE

STATION LOCATION	70103815 TRAFFIC CONTROL SURVEILLANCE
	CAL DA
ENTIRE PROJECT	5
TOTALS	5

TEMPORARY RAMP

STATION LOCATION	40600990 TEMPORARY RAMP
	SQYD
VETERANS RD	
STA. 26+81.57 TO STA. 26+88.24	17.8
STA. 33+06.63 TO STA. 33+13.50	18.3
STA. 34+86.59 TO STA. 34+93.54	18.5
STA. 39+93.32 TO STA. 40+00.00	15.9
FARMDALE RD	
STA. 2+31.54 TO STA. 2+38.22	17.7
PLEASANT HILL RD	
STA. 9+31.67 TO STA. 9+25.00	13.7
TOTALS	102

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

STATION LOCATION	X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
	L SUM
ENTIRE PROJECT	1
TOTALS	1

TREE REMOVAL (OVER 15 UNITS DIAMETER)

STATION LOCATION	20100210 TREE REMOVAL
	UNIT
STA 35+33.99, RT	16.00
STA 37+54.77, LT	18.00
STA 38+83.59, LT	30.00
STA 39+44.74, LT	18.00
STA 39+48.41, LT	18.00
STA 39+47.13, LT	18.00
STA 39+52.79, LT	18.00
TOTALS	136.00

SIGN SCHEDULE

STATION LOCATION	XX006066 SIGN TO BE RELOCATED	XX007259 SIGN AND POST REMOVAL
	EACH	EACH
VETERANS RD		
STA 27+22.67, 42.4' LT	1	
STA 27+90.08, 53.1' LT	1	
STA 28+05.07, 41.7' LT	1	
STA 28+35.47, 31.6' LT	1	
STA 30+61.72, 74.8' LT	1	
STA 36+31.68, 39.8' LT	1	
STA 38+09.94, 24.1 LT	1	
STA 38+52.21, 22.7' LT	1	
STA. 38+13.55, 25.2' LT	1	
STA 38+83.53, 18.0' LT	1	
STA 39+42.39, 15.8' RT	1	
STA. 27+85.94, 47.9' LT		1
STA. 27+91.96, 34.2' LT		1
STA. 28+09.06, 24.3' LT		1
STA. 33+25.79, 69.1' LT		1
STA. 33+32.07, 98.3' LT		1
STA. 35+03.97, 23.7' LT		1
STA. 35+09.51, 52.0' LT		1
PLEASANT HILL RD		
STA. 9+30.90, 16.1' LT	1	
STA. 9+75.25, 16.1' RT	1	
TOTALS	13	7

ENGINEER'S FIELD OFFICE

STATION LOCATION	67000500 ENGINEER'S FIELD OFFICE, TYPE B
	CAL MO
ENTIRE	8
TOTALS	8

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION LOCATION	20100110 TREE REMOVAL
	UNIT
STA 37+90.86, LT	15.00
STA 37+91.26, LT	15.00
STA 37+95.15, LT	15.00
TOTALS	45.00

PAVEMENT MARKING SCHEDULE

STATION LOCATION	78001110 PAINT PAVEMENT MARKING-LINE 4"	78100105 RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	78100100 RAISED REFLECTIVE PAVEMENT MARKER
	FOOT	EACH	EACH
VETERANS RD			
STA. 26+81.57 TO STA. 27+93.93, LT	185.2		
STA. 26+81.57 TO STA. 38+56.41, RT	1213.7		
STA. 26+81.57 TO STA. 40+00.00, CL	2636.9		
STA. 28+17.98 TO STA. 40+00.00, LT	1261.4		
STA. 38+73.31 TO STA. 40+00.00, RT	226.9		
STA. 26+81.57 TO STA. 33+13.50			9
STA. 33+13.50 TO STA. 34+86.49		4	
STA. 34+86.49 TO STA. 40+00.00			8
FARMDALE RD			
STA. 1+47.72 TO STA. 2+38.20, CL	181.0		
PLEASANT HILL RD			
STA. 9+25.00 TO STA. 10+32.22, CL	107.2		
STA. 9+25.00 TO STA. 10+32.51, CL	35.8		
TOTALS	5848	4	17

RIPRAP SCHEDULE

STATION LOCATION	28100105 STONE RIPRAP, CLASS A3	28200200 FILTER FABRIC
	SQYD	SQYD
STA 31+24.07, LT	11.1	11.1
STA 31+70.82, LT	11.1	11.1
STA 37+50.00, LT	11.1	11.1
STA. 37+00.00 TO STA. 37+70.00, RT	68.3	68.3
STA 38+63.32, LT	11.7	11.7
STA. 38+80.05, RT	11.1	11.1
BRIDGE PLANS		1076
TOTALS	124	1200

FILE NAME = s:\237\2008\23708010\VeteransRdBridgePhII\CADD\CADD Sheets\D408010-sht-Schedule.dgn

USER NAME = bathierer | PLOT SCALE = 2.0000 ' / IN. | PLOT DATE = 8/16/2011

DESIGNED - | DRAWN - | CHECKED - | DATE -

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
SCHEDULE OF QUANTITIES

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	9
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:
1. THE EXISTING RAILROAD SIGNAL ON THE SOUTH SIDE OF FARMDALE ROAD WILL BE RELOCATED BY NORFOLK SOUTHERN RAILWAY COMPANY. TAZEWELL COUNTY HIGHWAY DEPARTMENT WILL NOTIFY THE RAILWAY WHEN THE SIGNAL IS NEEDED TO BE RELOCATED.
2. THE SIGN AND POST REMOVAL ITEMS SHALL BE SALVAGED FOR FONDULAC TOWNSHIP. ALL SIGNS TO BE RELOCATED AND SIGN AND POST REMOVAL SHALL BE COORINATED WITH THE RESIDENT ENGINEER.

NORFOLK SOUTHERN RR.
T.E.
EXIST. R.O.W.
PROP. R.O.W.
CONSTRUCTION LIMITS (TYP.)
SIGN TO BE RELOCATED
RELOCATE RAILROAD SIGNAL (BY OTHERS)
RELOCATE SPLICE BOX (BY OTHERS)
℄ PROPOSED FARMDALE ROAD
PC Sta 2+24.47
2+35.63
PT Sta 26+87.88
26+81.57
POT Sta 1+35.72
PC Sta 28+28.06
PC Sta 30+72.46
RELOCATE POLE (BY OTHERS)
SIGN AND POST REMOVAL
℄ VETERANS ROAD
MATCHLINE STA. 30+80.00
0 20' 40'
1" = 20'

REMOVAL LEGEND
AGGREGATE ENTRANCE REMOVAL
PAVEMENT REMOVAL
GUARDRAIL REMOVAL (TYP)

EXIST. R.O.W.
PT Sta 32+84.03
CONSTRUCTION LIMITS (TYP.)
FARM CREEK
ACKERMAN CREEK
SIGN TO BE RELOCATED
PC Sta 10+89.44
℄ PROPOSED AGGREGATE PRIVATE ENTRANCE
PRC Sta 35+09.04
EXIST. BRIDGE TO BE REMOVED
RELOCATE POLE (BY OTHERS)
PROP. R.O.W.
℄ VETERANS ROAD
POT Sta 10+00.00
53.35
34+66.06
TREE REMOVAL
16"
MATCHLINE STA. 30+80.00
MATCHLINE STA. 36+40.00

FILE NAME = s:\237\2008\23708010\VeteransRdBridgePh2\CADD\CADD Sheets\D408010-sht-removal.dgn	USER NAME = jdspiller	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/16/2011	DATE -	REVISED -

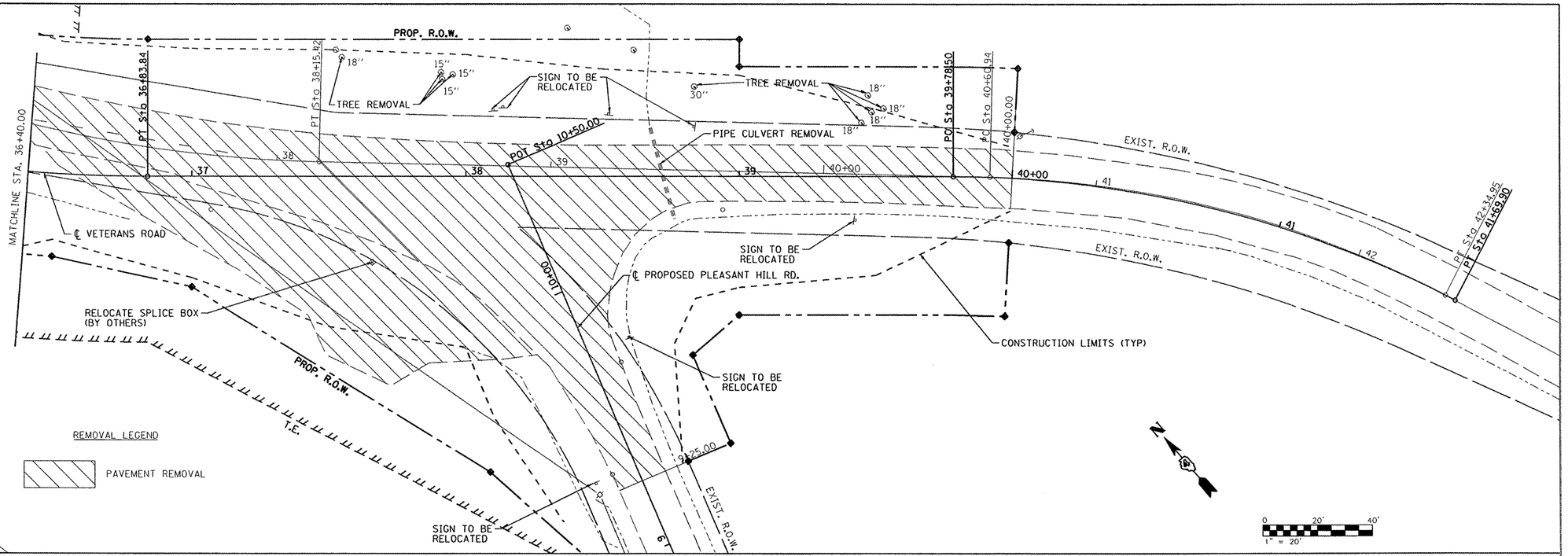
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
REMOVAL PLAN

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	10
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS



MAURER & STUTZ, INC. ENGINEERS SURVEYORS

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		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
REMOVAL PLAN

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	11
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:
SEE SHEET 15 FOR FARMDALE RD.
INTERSECTION ELEVATION INFORMATION.

PC Sta 2+24.87

EXISTING R.O.W.

R.A. CULLINAN

PT Sta 26+87.88

FARMDALE RD.

4' 24' 4'

STA. 28+75.17
60.0' LT.

EXISTING RR R.O.W.

T.E.

CONSTRUCTION LIMITS (TYP)

FARMDALE VALLEY DEVELOPMENT

PROP. R.O.W.

R=525.0'

STA. 30+50.00
60.0' LT.

EXIST. R.O.W.

STA. 30+50.00
50.0' LT.

R=515.0'

℄ VETERANS ROAD

L 26

27

POT Sta 1+35.72

28

L 29

L 30+00

IMPROVEMENT BEGINS
STA. 26+81.57

POLYMERIZED
HOT-MIX ASPHALT
SURFACE COURSE,
MIX "D", N50

PC Sta 28+28.06

PROPOSED DITCH ℄
(TYP)

60.00'

60.00'

50.00'

8'

12'

12'

8'

AGGREGATE SHOULDERS
TYPE A 8" (TYP)

STA. 26+81.67
40.0' RT.

PROP. R.O.W.

STA. 26+81.67
60.0' RT.

CONSTRUCTION LIMITS
(TYP.)

STA. 28+28.06
60.0' RT.

FARMDALE VALLEY DEVELOPMENT

R=405.0'

MATCHLINE STA. 30+80.00

N

0 20' 40'
1" = 20'

MAURER ▲ STUTZ, INC.
ENGINEERS
SURVEYORS

PLAN
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
PLAT OF WAY CHECKED
ROAD FILE NAME
BY
DATE

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADES CHECKED
STRUCTURE NOTATNS CHKD
BY
DATE

545 540 535 530 525 520 515 510

538.68 +0.03% 537.52 528.98 535.01 -0.26% -2.11% -1.98% -0.58% -2.11%

+81.56 EL. 537.49 +0.03% +00.00 EL. 537.50

PROPOSED: LEFT
DITCH PROFILE
GRADE

+80.00 EL. 538.43

ex = -0.32
K = 76
140.00' V.C.

PROPOSED PROFILE
GRADE

VPI STA. 28+50.00
ELEVATION 538.25

PROPOSED LEFT
DITCH PROFILE
GRADE

EXISTING PROFILE
GRADE

+75.00 EL. 535.61

ex = 0.60'
K = 84
200.00' V.C.

PROPOSED RIGHT
DITCH PROFILE
GRADE

+20.00 EL. 536.77

+00.00 EL. 530.96

VPI STA. 30+75.00
ELEVATION 533.50

	27+00	27+50	28+00	28+50	29+00	29+50	30+00	30+50
LT DITCH EXIST.	537.50	537.52	528.98	534.93	535.94	532.95	531.95	530.96
RT DITCH PROP.	538.63	538.31	537.92	537.80	536.94	533.46	529.84	530.25
	538.64	538.51	538.35	537.93	537.17	536.14	535.12	534.36
				528.73	528.48	526.23	527.98	527.13

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		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
PLAN AND PROFILE

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	12
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:
SEE PRIVATE ENTRANCE PLAN AND PROFILE SHEET 16 FOR PRIVATE ENTRANCE INFORMATION.

DAN & MELANIE DELONG

CONSTRUCTION LIMITS (TYP.)

T.E.

EXIST. R.O.W.

EXIST. R.O.W.

PC Sta 10+89.44

STA. 31+53.35
50.0' LT.

ALUMINUM END SECTIONS 12"
STA. 31+24.07, 36.1' LT.
ELEV=530.51

ALUMINUM END SECTIONS 12"
STA. 31+70.82, 36.2' LT.
ELEV=530.32

PRIVATE ENTRANCE

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED (TYP.)

STA. 34+66.06
50' LT

BRIDGE APPROACH PAVEMENT (TYP)

R=560.0'

PROP. R.O.W.

R=515.0'

PROP. R.O.W.

STA. 33+13.50

TRAFFIC BARRIER TERMINAL, TYPE 6 (TYP.)

AGGREGATE SHOULDERS TYPE A 8" (TYP)

MATCHLINE STA. 36+40.00

PIPE CULVERTS, CLASS D, TYPE 2 12"

50'

8'
12'
12'
8'

36

MATCHLINE STA. 30+80.00

10+00

90°

POT Sta 10+00.00

31

32

℄ VETERANS ROAD

33

34

35+00

STEEL PLATE BEAM GUARDRAIL, TYPE A 6FT POSTS

PC Sta 34+66.06

DITCH ℄

STA. 36+25.00
30.0' RT.

STA. 34+86.60

STA. 36+00.00
40.0' RT.

AGGREGATE SHOULDERS TYPE A 8" (TYP)

PT Sta 31+53.35

PROPOSED DITCH ℄ (TYP)

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

℄ PROP. S.N. 090-3244
STA. 34+00.00
(SEE BRIDGE PLANS)

CONST. LIMITS (TYP.)

60'

FARM CREEK

STA. 34+66.06
60.0' RT.

STA. 35+50.00
45.0' RT.

STA. 35+00.00
45.0' RT.

R=405.0'

FARMDALE VALLEY DEVELOPMENT

PROP. R.O.W.

PROP. R.O.W.

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

STA. 31+53.35
60.0' RT.

T.E.

T.E.

STA. 34+00.00
60.0' RT.

R.A.CULLINAN

T.E.

R=670.0'

0 20' 40'
1" = 20'

N

+75.00 EL. 533.77

EXISTING PROFILE GRADE

PROPOSED PROFILE GRADE

PROPOSED RIGHT DITCH PROFILE GRADE

PROPOSED RIGHT DITCH PROFILE GRADE

+0.27%

-0.32%

VPI STA. 35+50.00
ELEVATION 534.80

+2.43%

+0.50%

PROPOSED LEFT DITCH PROFILE GRADE

-0.50%

-9.30%

+50.00
EL. 526.73

529.52

522.08

531.35

528.22

+90.00 EL. 534.64

ex = -0.09'
K = 204.
120.00 V.C.

+0.00 EL. 534.61

PROPOSED LEFT DITCH PROFILE GRADE

	540	535	530	525	520	515	510	505
LT DITCH								
RT DITCH								
EXIST.	530.67	530.57	530.80	530.94	531.30	529.04	522.89	514.89	527.37	533.39	532.67	531.53
PROP.	527.48	533.90	533.74	533.84	533.98	534.12	534.25	534.39	534.53	534.66	534.71	534.64

31+00	31+50	32+00	32+50	33+00	33+50	34+00	34+50	35+00	35+50	36+00

PLAN — SURVEYED — DRAWN — ALIGNMENT CHECKED — RTE. FED. RTE. NAME — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED — DRAWN — GRADES CHECKED — STRUCTURE NO(S)/TAPING CHKD — NOTE BOOK — NO. — BY — DATE

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

FILE NAME =	USER NAME = jdspiller	DESIGNED -	REVISED -
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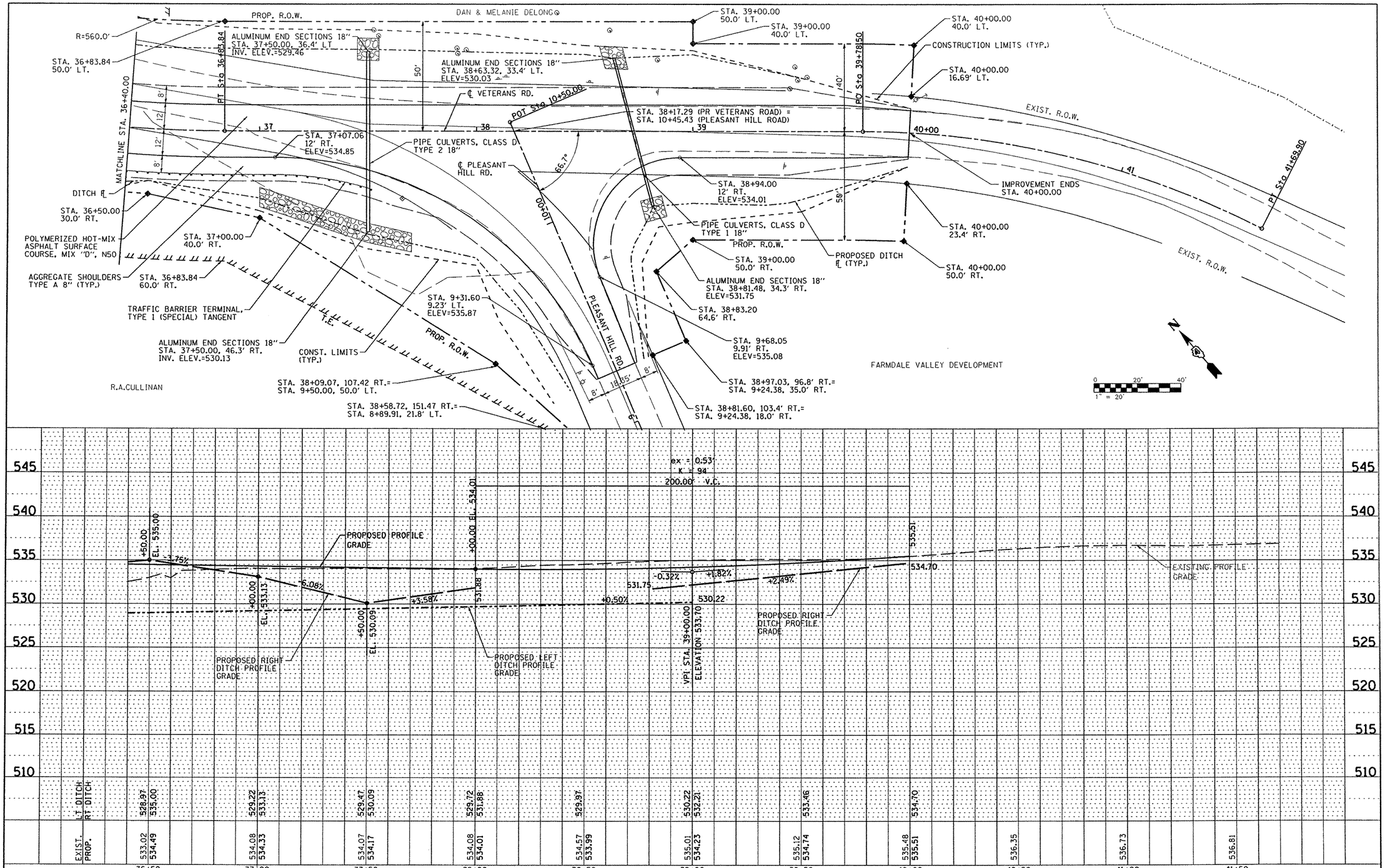
	PLOT DATE = 8/16/2011	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
PLAN AND PROFILE

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	13
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

SURVEYED	DATE
DRAWN	
GRADES CHECKED	
R.O.W. STAKED	
ALIGNMENT CHECKED	
R.O.W. CHECKED	
ROAD TB'S SHOWN	
NOTE BOOK	
NO.	

PROFILE

SURVEYED	BY	DATE
DRAWN		
GRADES CHECKED		
R.O.W. STAKED		
STRUCTURE NO.&TB'S SHOWN		
NOTE BOOK		
NO.		

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

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	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
PLAN AND PROFILE

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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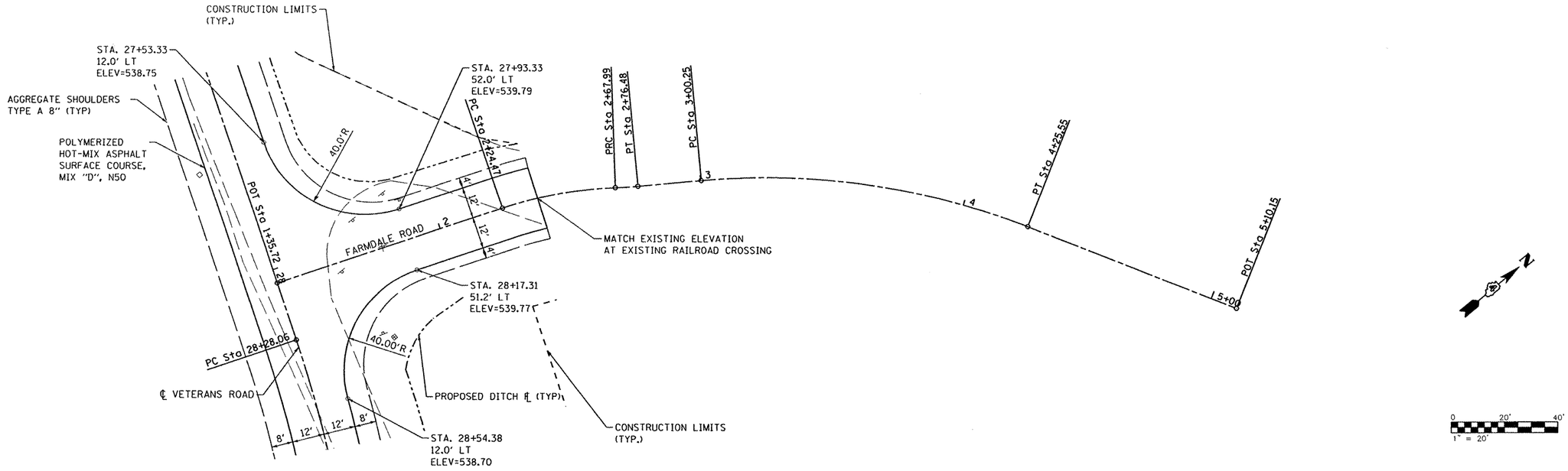
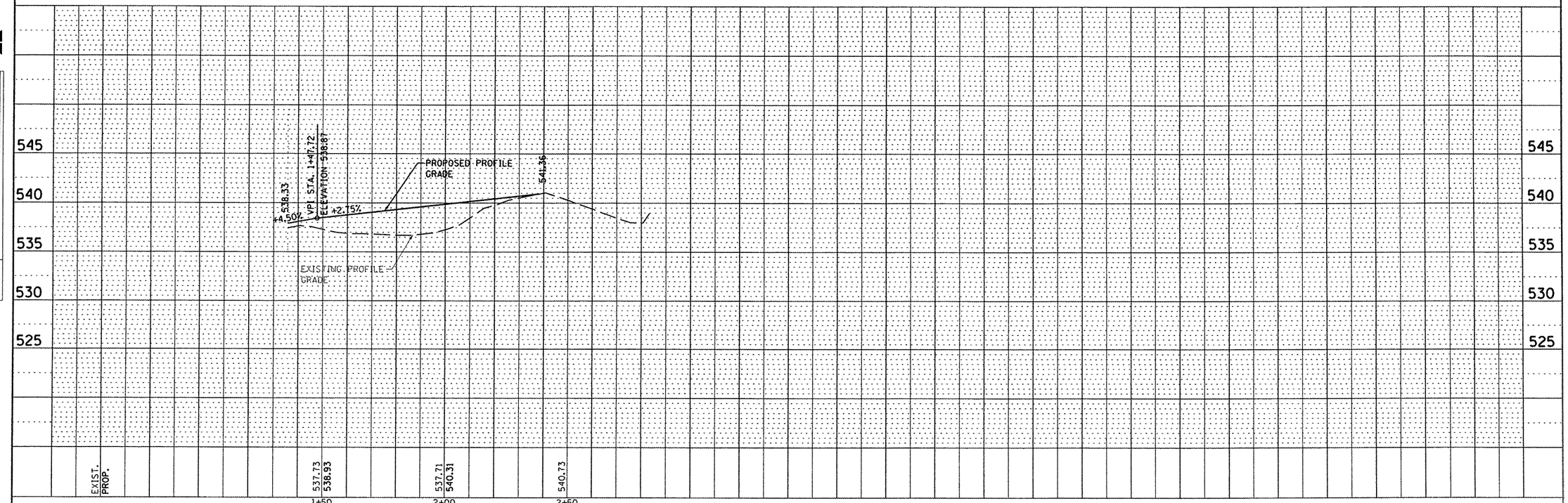
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARMDALE ROAD
PLAN AND PROFILE

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	15
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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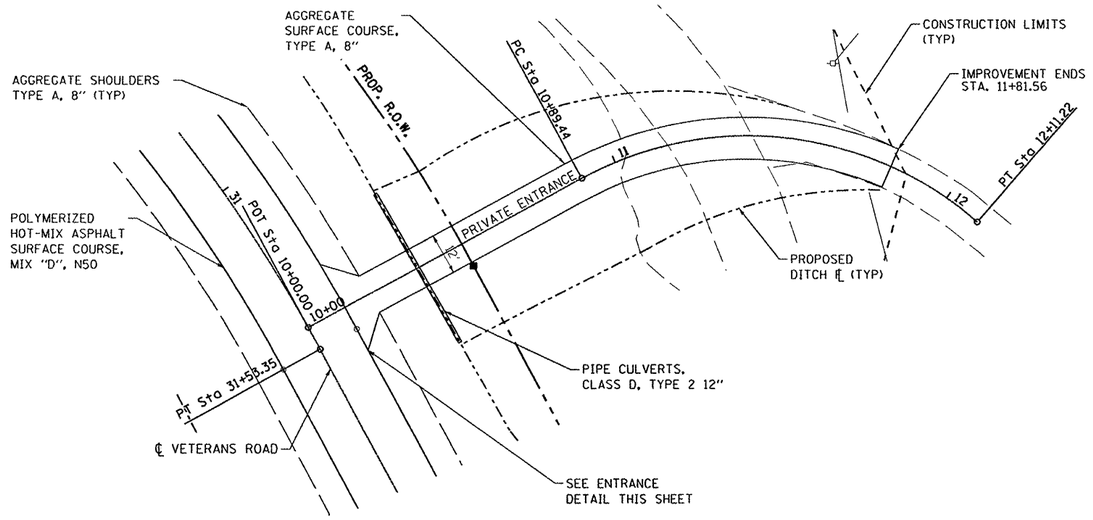
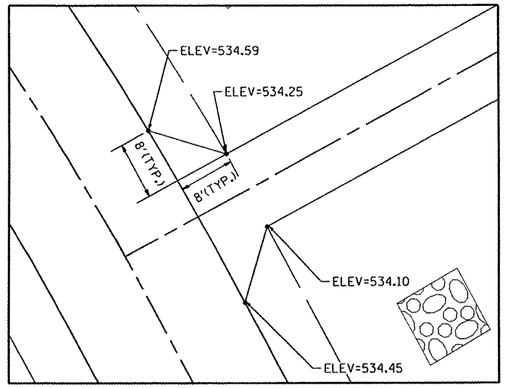
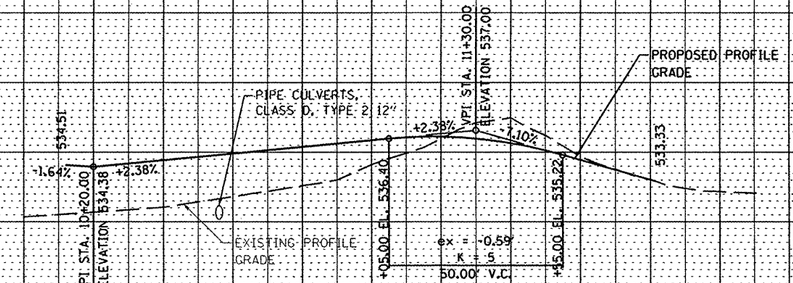
PROFILE — SURVEYED, PLOTTED, ELEVATIONS CHECKED, BENCH MARK CHECKED, STRUCTURE NOTATING DWKD, NOTE BOOK, NO. ____, BY, DATE

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS





ENTRANCE DETAIL
NOT TO SCALE



	10+00	10+50	11+00	11+50	12+00
EXIST.	530.78	531.86	534.54	536.65	532.61
PROP.		534.01	533.75	533.50	

PLAN — SURVEYED; PLOTTED; GRADES CHECKED; ALIGNMENT CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; GRADES CHECKED; ALIGNMENT CHECKED; STRUCTURE NO(S).FNS CHKD; NOTE BOOK; NO.; BY; DATE

MAURER ▲ STUTZ, INC. SURVEYORS ENGINEERS

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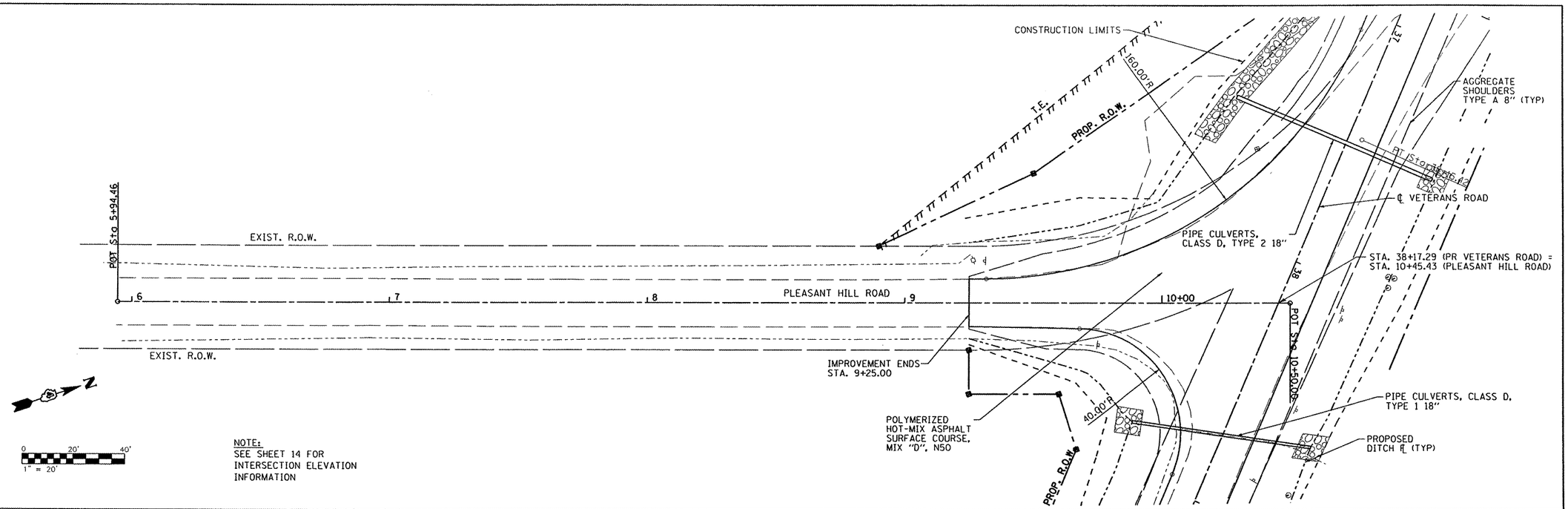
	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRIVATE ENTRANCE
PLAN AND PROFILE

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	16
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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PROFILE — SURVEYED, PLOTTED, PLOTTED, CHECKED, ALL NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO. — BY — DATE

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

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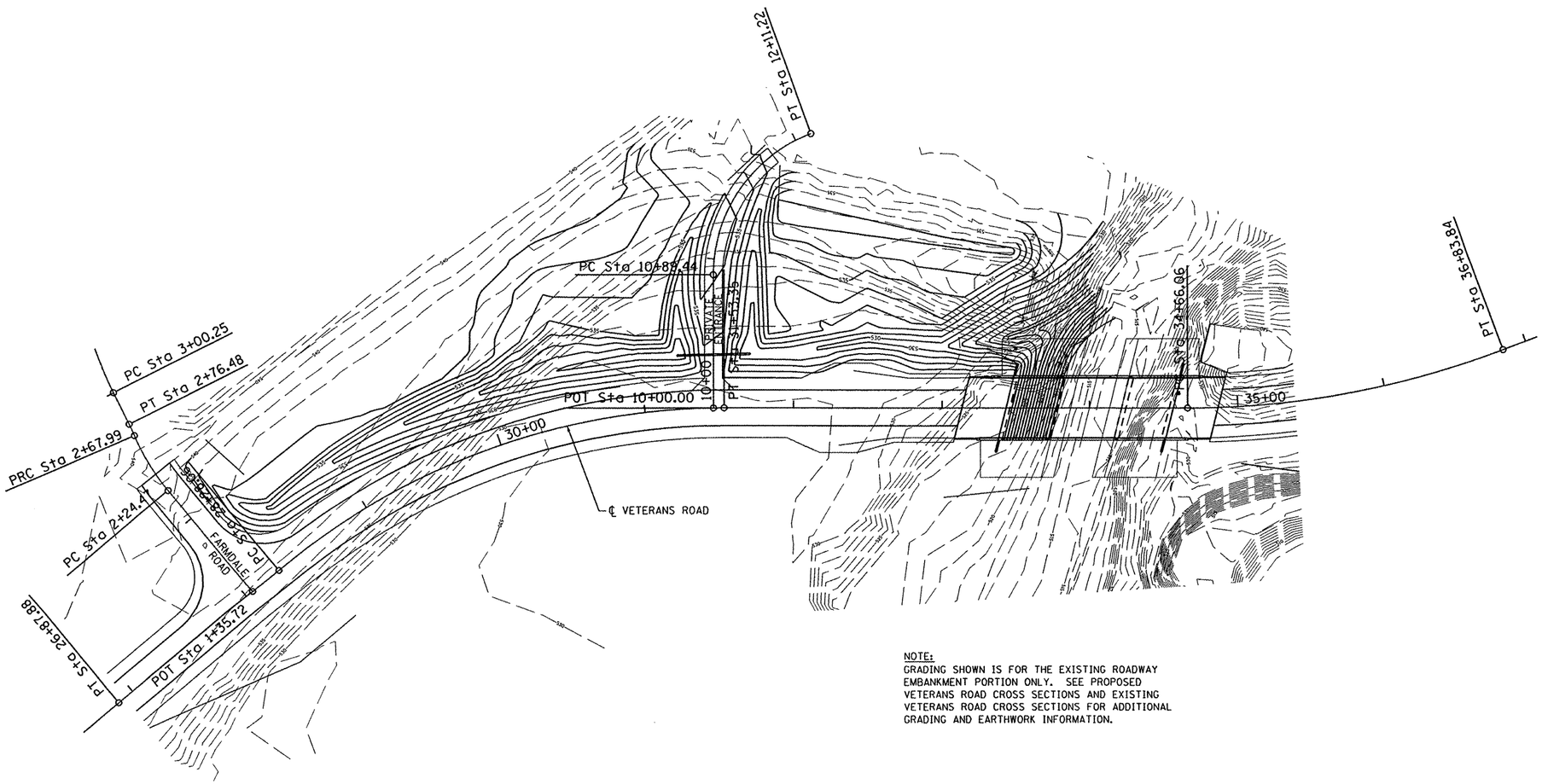
	PLOT DATE = 8/16/2011	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLEASANT HILL ROAD
PLAN AND PROFILE

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

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	17
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:
GRADING SHOWN IS FOR THE EXISTING ROADWAY EMBANKMENT PORTION ONLY. SEE PROPOSED VETERANS ROAD CROSS SECTIONS AND EXISTING VETERANS ROAD CROSS SECTIONS FOR ADDITIONAL GRADING AND EARTHWORK INFORMATION.

LEGEND
PROPOSED CONTOURS
EXISTING CONTOURS

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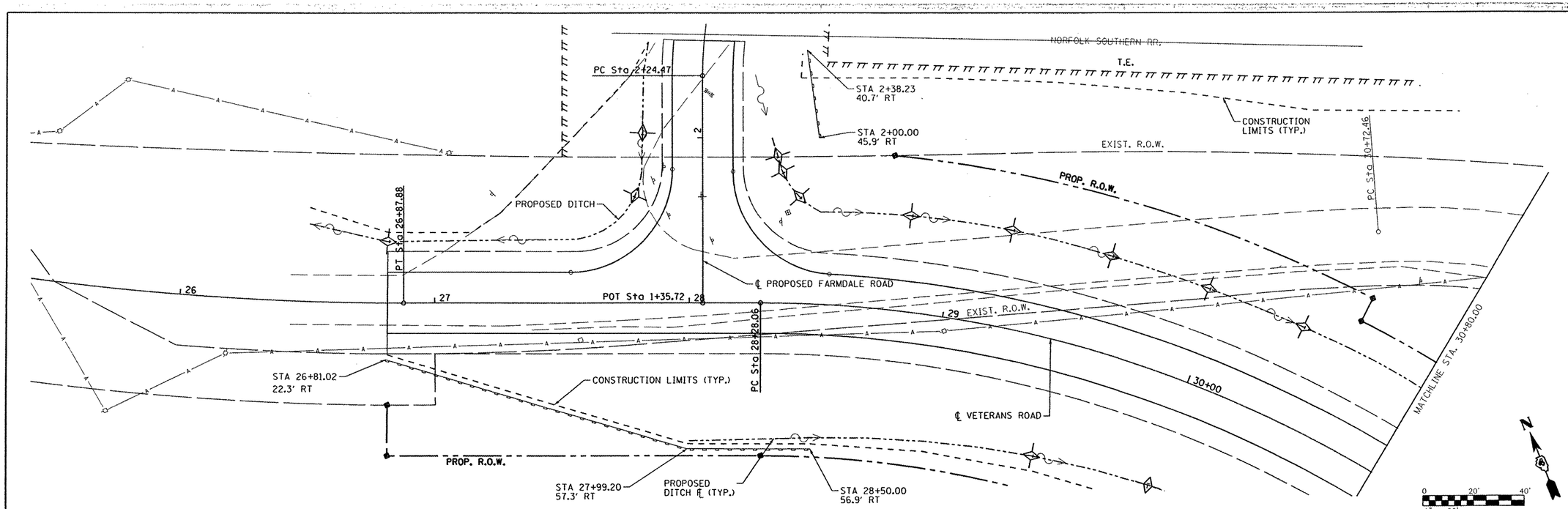
	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
GRADING PLAN

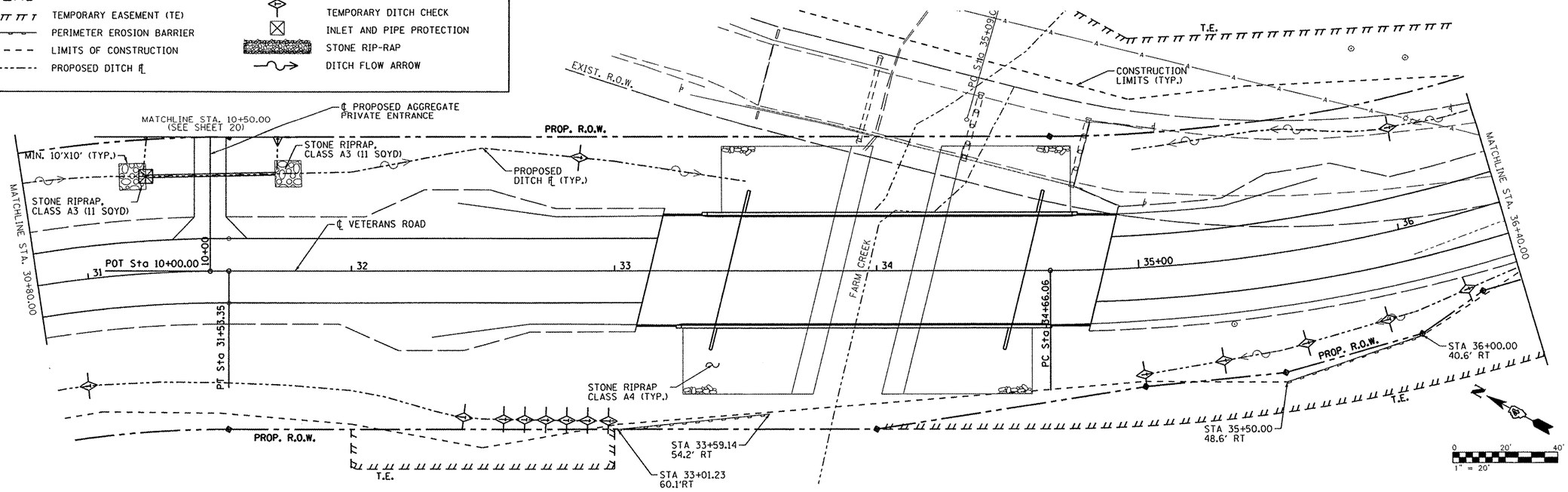
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	18
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- TEMPORARY EASEMENT (TE)
- PERIMETER EROSION BARRIER
- LIMITS OF CONSTRUCTION
- PROPOSED DITCH ℄
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- STONE RIP-RAP
- DITCH FLOW ARROW



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	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/16/2011	DATE -	REVISED -

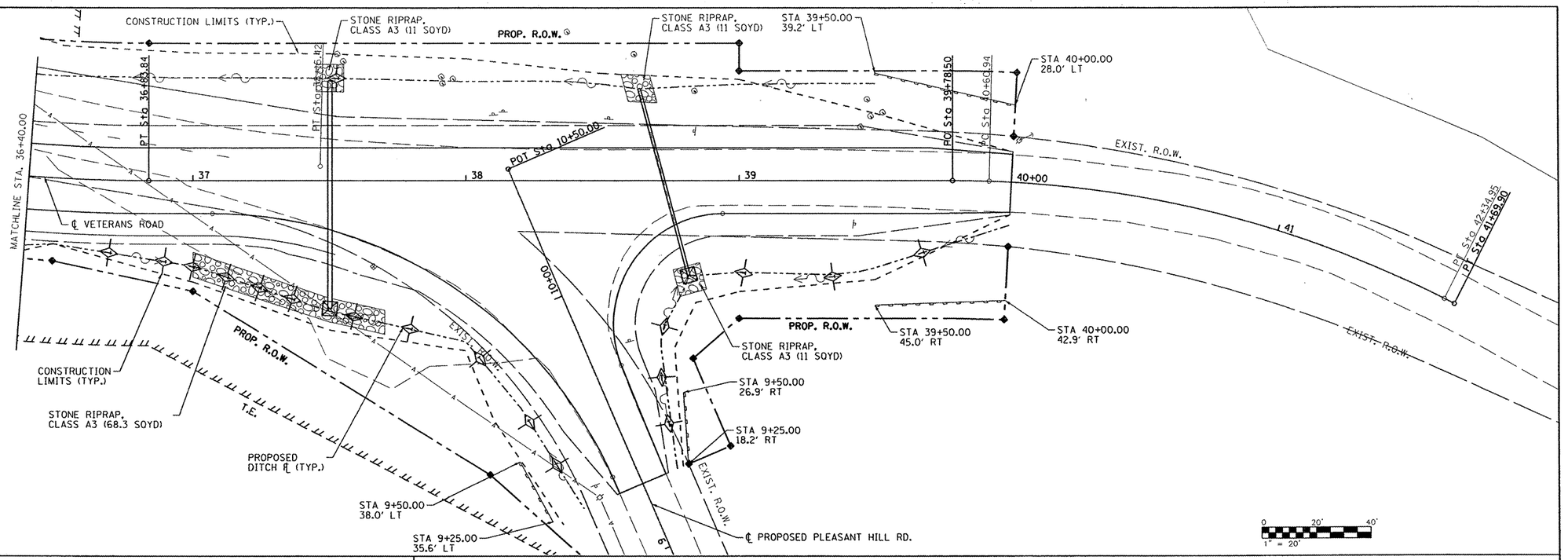
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
EROSION CONTROL PLAN

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

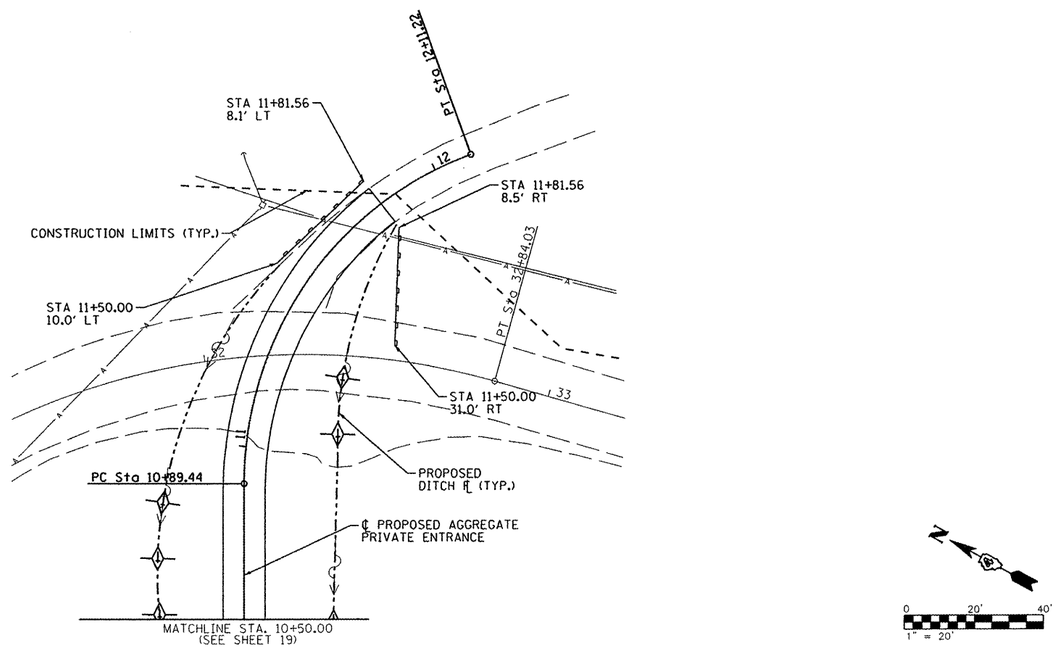
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	19
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS



LEGEND

- TEMPORARY EASEMENT (TE)
- PERIMETER EROSION BARRIER
- LIMITS OF CONSTRUCTION
- PROPOSED DITCH ℄
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- STONE RIP-RAP
- DITCH FLOW ARROW



MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

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	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
EROSION CONTROL PLAN

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

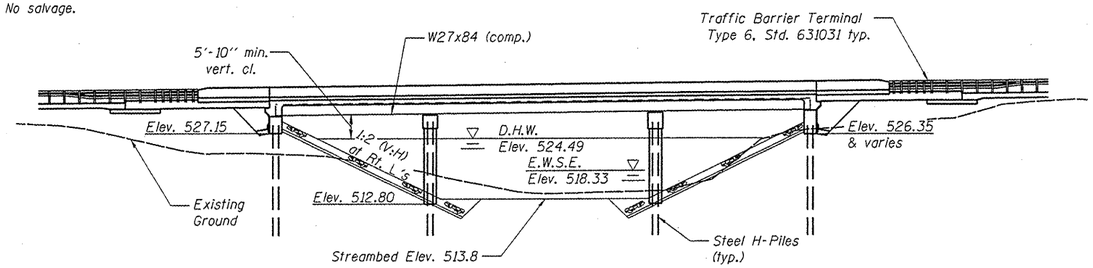
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	20
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Benchmark: Chiseled square on the NE corner of north concrete rail of box culvert, west of Veterans Road and Pleasant Hill Road intersection. Elev. 538.96

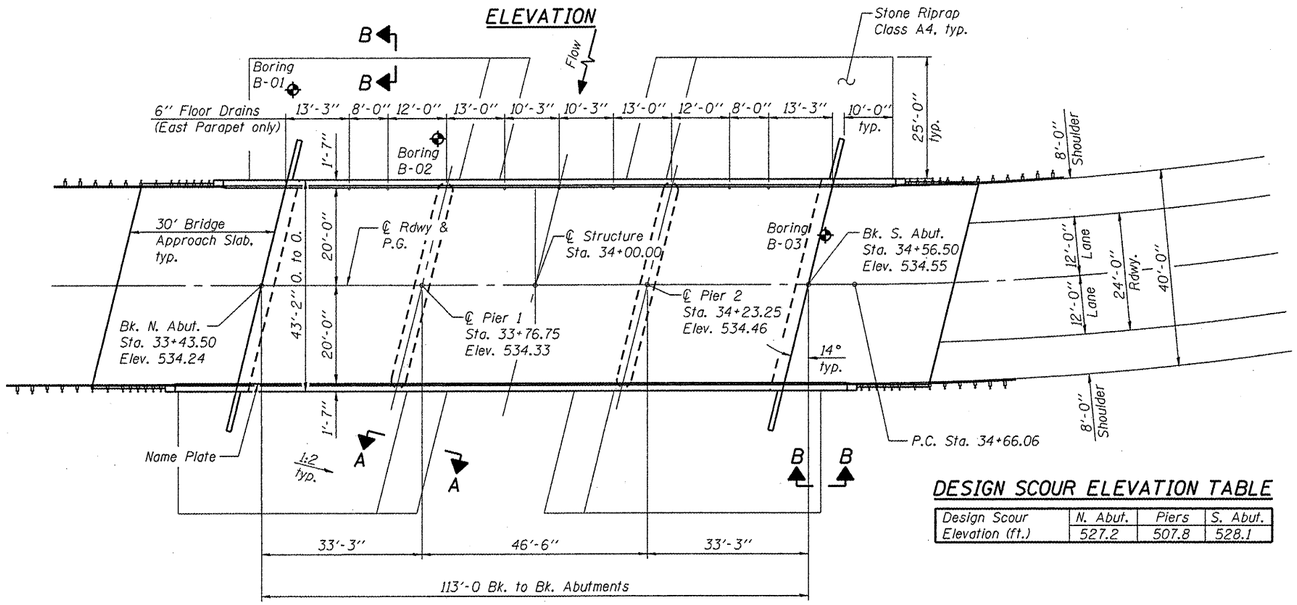
Existing Structure: S.N. 090-3104 was built in 1953. The original structure was a two-span continuous I-beam superstructure on closed abutments. In June 1980, the north abutment washed out. Later that same year, the bridge was reconstructed by adding a third span with a new pier and open abutment. The existing structure is 27'-6" wide and 124'-4" long. Structure is to be removed and replaced with a 3-span composite W27 steel beam bridge on open integral abutments on a new alignment. Traffic is to be maintained over existing bridge during construction.

No salvage.

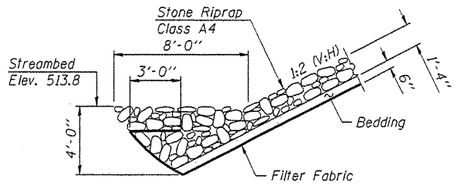
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



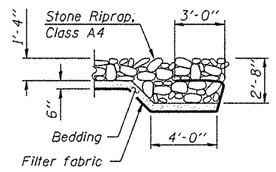
ELEVATION



PLAN



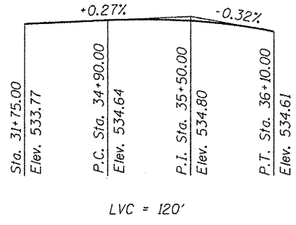
SECTION A-A



SECTION B-B

FARM CREEK
BUILT 20__ BY
FONDULAC ROAD DISTRICT
TAZEWELL COUNTY
SEC. 06-07109-00-BR
T.R. 156 STA. 34+00
STR. NO. 090-3244 LOADING HL-93

NAME PLATE
See Std. 515001



PROFILE GRADE

INDEX OF SHEETS

CURVE DATA

Δ = 20° 27' 20" (LT.)
D = 9° 23' 34"
T = 110.06'
L = 217.78'
E = 9.85'
R = 610.00'
S.E. = 8.0%
P.C. = Sta. 34+66.06
P.T. = Sta. 36+83.84
P.I. = Sta. 35+76.12

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	Piers	S. Abut.
	527.2	507.8	528.1

WATERWAY INFORMATION

Drainage Area = 38.5 sq. mi.
Exist. Low Grade Elev. 533.18 ft. @ Sta. 38+65
Prop. Low Grade Elev. 533.74 ft. @ Sta. 31+52.01

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Natural H.W.E. Exist.	Natural H.W.E. Prop.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Ten-Year	10	2906	392	481	522.98	522.68	0.90	0.88	523.88	523.56
Design	50	5122	533	616	524.94	524.49	1.56	1.20	526.50	525.69
Base	100	6221	587	664	525.64	525.10	1.92	1.42	527.56	526.52
Max. Calc.	500	9216	719	784	527.29	526.55	2.74	0.18	530.03	526.73

10-Year Velocity Through Existing Structure = 8.6 fps
10-Year Velocity Through Proposed Structure = 6.9 fps

DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications with 2008 Interims

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

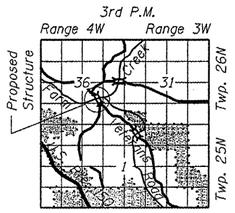
DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = .114
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = .180
Soil Site Class = D

DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

STATE OF ILLINOIS
BRYAN A. SWANSON
081-006716
PEORIA, IL
LICENSED STRUCTURAL ENGINEER

Bryan Swanson
Date Signed: 8-16-11
Exp. Date: 11-30-12



LOCATION SKETCH

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

GENERAL PLAN AND ELEVATION
VETERANS ROAD OVER FARM CREEK
T.R. 156 SEC. 06-07109-00-BR
TAZEWELL COUNTY
STATION 34+00.00
STRUCTURE NO. 090-3244

SHEET NO. 1	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	21
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ. holes $\frac{15}{16}$ in. ϕ. unless otherwise noted.

Calculated weight of Structural Steel = 75,580 lbs.

All structural steel shall be AASHTO M 270 Grade 50W.

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. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ 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.

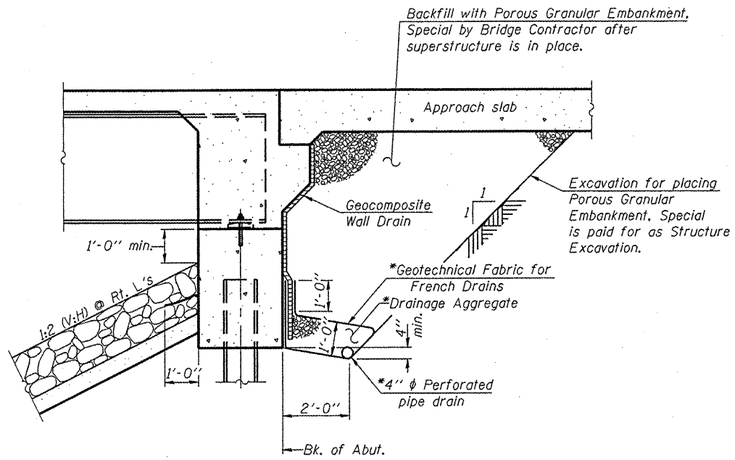
Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

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

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

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

Slipforming of the parapets is not allowed.



SECTION THRU 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).

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		100	100
Stone Riprap, Class A4	Sq. Yd.		1076	1076
Filter Fabric	Sq. Yd.		1076	1076
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		117	117
Floor Drains	Each	7		7
Concrete Structures	Cu. Yd.		193.1	193.1
Concrete Superstructure	Cu. Yd.	302.7		302.7
Bridge Deck Grooving	Sq. Yd.	733		733
Concrete Encasement	Cu. Yd.		9.8	9.8
Protective Coat	Sq. Yd.	897		897
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2628		2628
Reinforcement Bars, Epoxy Coated	Pound	72290	20930	93220
Bar Splicers	Each	88		88
Furnishing Steel Piles HP12x53	Foot		1425	1425
Driving Piles	Foot		1425	1425
Test Pile Steel HP12x53	Each		4	4
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		48	48
Geocomposite Wall Drain	Sq. Yd.		77	77
Pipe Underdrains for Structures, 4"	Foot		160	160
Mechanical Splicers	Each		40	40
Underwater Structure Excavation Protection, Location 1	Each		1	1
Underwater Structure Excavation Protection, Location 2	Each		1	1

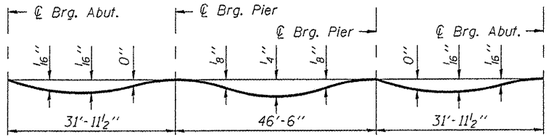
DESIGNED	- JAE
CHECKED	- BAS
DRAWN	- SGM
CHECKED	- BAS

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

GENERAL NOTES
STRUCTURE NO. 090-3244

SHEET NO. 2	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	22
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

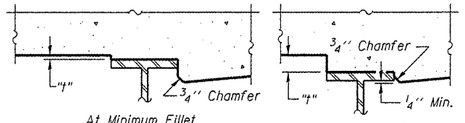
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DEAD LOAD DEFLECTION DIAGRAM

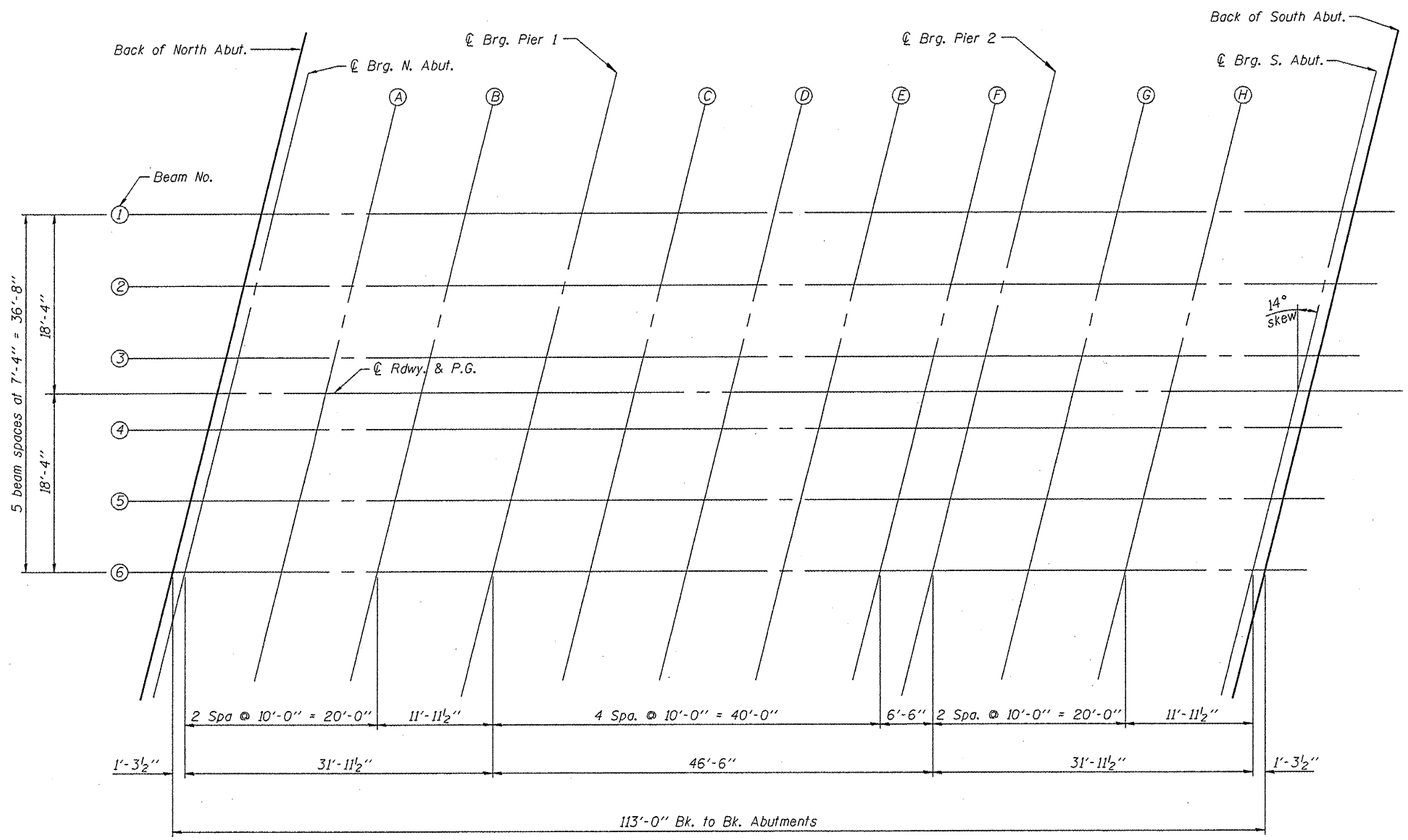
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 3 and 4 of 22.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 3 and 4 of 22, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of North Abut.	033+48.07	-18.33	533.78	533.78
CL Brg. N. Abut.	033+49.36	-18.33	533.77	533.77
A	033+59.36	-18.33	533.74	533.75
B	033+69.36	-18.33	533.71	533.71
CL Brg. Pier 1	033+81.32	-18.33	533.67	533.67
C	033+91.32	-18.33	533.64	533.65
D	034+01.32	-18.33	533.61	533.63
E	034+11.32	-18.33	533.58	533.59
F	034+21.32	-18.33	533.54	533.55
CL Brg. Pier 2	034+27.82	-18.33	533.52	533.52
G	034+37.82	-18.33	533.49	533.49
H	034+47.82	-18.33	533.46	533.46
CL Brg. S. Abut.	034+59.78	-18.33	533.42	533.42
Back of South Abut.	034+61.07	-18.33	533.42	533.42

DESIGNED	- JAE
CHECKED	- BAS
DRAWN	- SGM
CHECKED	- BAS

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-3244

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

SHEET NO. 3	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	23
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of North Abut.	033+46.24	-11.00	533.97	533.97
CL Brg. N. Abut.	033+47.53	-11.00	533.97	533.97
A	033+57.53	-11.00	533.96	533.96
B	033+67.53	-11.00	533.95	533.95
CL Brg. Pier 1	033+79.49	-11.00	533.94	533.94
C	033+89.49	-11.00	533.93	533.94
D	033+99.49	-11.00	533.92	533.94
E	034+09.49	-11.00	533.92	533.93
F	034+19.49	-11.00	533.91	533.91
CL Brg. Pier 2	034+25.99	-11.00	533.90	533.90
G	034+35.99	-11.00	533.89	533.90
H	034+45.99	-11.00	533.89	533.89
CL Brg. S. Abut.	034+57.95	-11.00	533.88	533.88
Back of South Abut.	034+59.24	-11.00	533.88	533.88

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of North Abut.	033+44.41	-3.67	534.15	534.15
CL Brg. N. Abut.	033+45.70	-3.67	534.15	534.15
A	033+55.70	-3.67	534.17	534.17
B	033+65.70	-3.67	534.18	534.18
CL Brg. Pier 1	033+77.66	-3.67	534.20	534.20
C	033+87.66	-3.67	534.22	534.23
D	033+97.66	-3.67	534.23	534.25
E	034+07.66	-3.67	534.25	534.27
F	034+17.66	-3.67	534.26	534.27
CL Brg. Pier 2	034+24.16	-3.67	534.27	534.27
G	034+34.16	-3.67	534.29	534.29
H	034+44.16	-3.67	534.30	534.31
CL Brg. S. Abut.	034+56.13	-3.67	534.32	534.32
Back of South Abut.	034+57.41	-3.67	534.33	534.33

℄ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of North Abut.	033+43.50	0.00	534.24	534.24
CL Brg. N. Abut.	033+44.79	0.00	534.24	534.24
A	033+54.79	0.00	534.27	534.27
B	033+64.79	0.00	534.29	534.30
CL Brg. Pier 1	033+76.75	0.00	534.33	534.33
C	033+86.75	0.00	534.35	534.37
D	033+96.75	0.00	534.38	534.40
E	034+06.75	0.00	534.41	534.43
F	034+16.75	0.00	534.44	534.44
CL Brg. Pier 2	034+23.25	0.00	534.46	534.46
G	034+33.25	0.00	534.48	534.48
H	034+43.25	0.00	534.51	534.52
CL Brg. S. Abut.	034+55.21	0.00	534.54	534.54
Back of South Abut.	034+56.50	0.00	534.55	534.55

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of North Abut.	033+42.59	3.67	534.32	534.32
CL Brg. N. Abut.	033+43.87	3.67	534.33	534.33
A	033+53.87	3.67	534.37	534.37
B	033+63.87	3.67	534.40	534.41
CL Brg. Pier 1	033+75.84	3.67	534.45	534.45
C	033+85.84	3.67	534.49	534.50
D	033+95.84	3.67	534.53	534.55
E	034+05.84	3.67	534.57	534.59
F	034+15.84	3.67	534.61	534.62
CL Brg. Pier 2	034+22.34	3.67	534.64	534.64
G	034+32.34	3.67	534.68	534.68
H	034+42.34	3.67	534.72	534.72
CL Brg. S. Abut.	034+54.30	3.67	534.76	534.76
Back of South Abut.	034+55.59	3.67	534.77	534.77

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of North Abut.	033+40.76	11.00	534.48	534.48
CL Brg. N. Abut.	033+42.05	11.00	534.49	534.49
A	033+52.05	11.00	534.56	534.56
B	033+62.05	11.00	534.62	534.62
CL Brg. Pier 1	033+74.01	11.00	534.69	534.69
C	033+84.01	11.00	534.76	534.77
D	033+94.01	11.00	534.82	534.84
E	034+04.01	11.00	534.88	534.90
F	034+14.01	11.00	534.95	534.95
CL Brg. Pier 2	034+20.51	11.00	534.99	534.99
G	034+30.51	11.00	535.05	535.05
H	034+40.51	11.00	535.12	535.12
CL Brg. S. Abut.	034+52.47	11.00	535.19	535.19
Back of South Abut.	034+53.76	11.00	535.20	535.20

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of North Abut.	033+38.93	18.33	534.64	534.64
CL Brg. N. Abut.	033+40.22	18.33	534.65	534.65
A	033+50.22	18.33	534.74	534.74
B	033+60.22	18.33	534.82	534.83
CL Brg. Pier 1	033+72.18	18.33	534.93	534.93
C	033+82.18	18.33	535.02	535.03
D	033+92.18	18.33	535.10	535.12
E	034+02.18	18.33	535.19	535.21
F	034+12.18	18.33	535.28	535.28
CL Brg. Pier 2	034+18.68	18.33	535.33	535.33
G	034+28.68	18.33	535.42	535.42
H	034+38.68	18.33	535.51	535.51
CL Brg. S. Abut.	034+50.64	18.33	535.61	535.61
Back of South Abut.	034+51.93	18.33	535.62	535.62

DESIGNED	- JAE
CHECKED	- BAS
DRAWN	- SGM
CHECKED	- BAS

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-3244

SHEET NO. 4	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	24
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End of North Appr. Pavt.	033+18.49	-20.00	533.85
I	033+28.49	-20.00	533.81
J	033+38.49	-20.00	533.77
Back of North Abut.	033+48.49	-20.00	533.73

EAST EDGE OF PAVEMENT

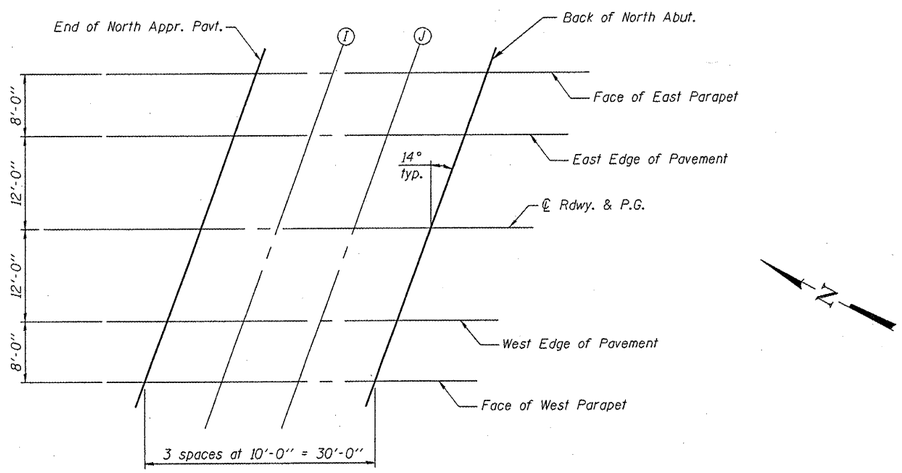
Location	Station	Offset	Theoretical Grade Elevations
End of North Appr. Pavt.	033+16.49	-12.00	533.98
I	033+26.49	-12.00	533.97
J	033+36.49	-12.00	533.95
Back of North Abut.	033+46.49	-12.00	533.94

℄ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
End of North Appr. Pavt.	033+13.50	0.00	534.15
I	033+23.50	0.00	534.18
J	033+33.50	0.00	534.21
Back of North Abut.	033+43.50	0.00	534.24

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of North Appr. Pavt.	033+10.51	12.00	534.31
I	033+20.51	12.00	534.37
J	033+30.51	12.00	534.44
Back of North Abut.	033+40.51	12.00	534.51



PLAN

FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End of North Appr. Pavt.	033+08.51	20.00	534.39
I	033+18.51	20.00	534.49
J	033+28.51	20.00	534.58
Back of North Abut.	033+38.51	20.00	534.67

TOP OF NORTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 090-3244

DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

SHEET NO. 5	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	25
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FACE OF EAST PARAPET

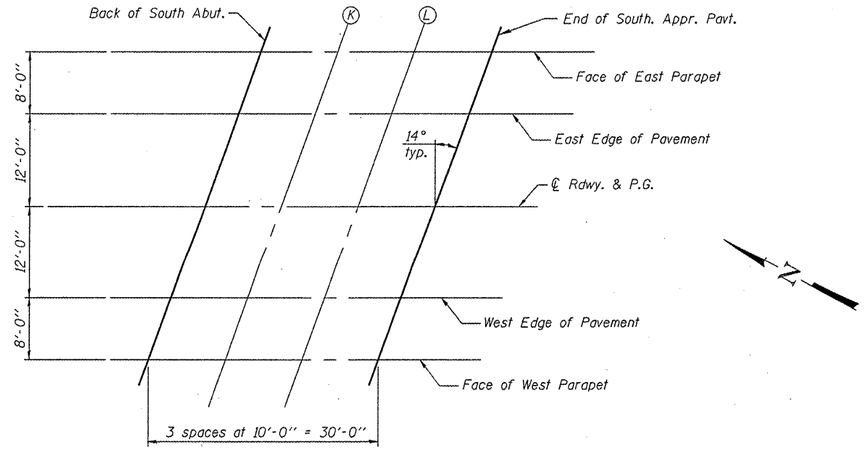
Location	Station	Offset	Theoretical Grade Elevations
Back of South Abut.	034+61.49	-20.00	533.31
K	034+71.49	-20.00	533.27
L	034+81.49	-20.00	533.24
End of South Appr. Pavt.	034+91.49	-20.00	533.20

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Back of South Abut.	034+59.49	-12.00	533.81
K	034+69.49	-12.00	533.80
L	034+79.49	-12.00	533.79
End of South Appr. Pavt.	034+89.49	-12.00	533.78

℄ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
Back of South Abut.	034+56.50	0.00	534.55
K	034+66.50	0.00	534.58
L	034+76.50	0.00	534.60
End of South Appr. Pavt.	034+86.50	0.00	534.63



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Back of South Abut.	034+53.51	12.00	535.26
K	034+63.51	12.00	535.33
L	034+73.51	12.00	535.39
End of South Appr. Pavt.	034+83.51	12.00	535.46

FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
Back of South Abut.	034+51.51	20.00	535.72
K	034+61.51	20.00	535.81
L	034+71.51	20.00	535.91
End of South Appr. Pavt.	034+81.51	20.00	536.00

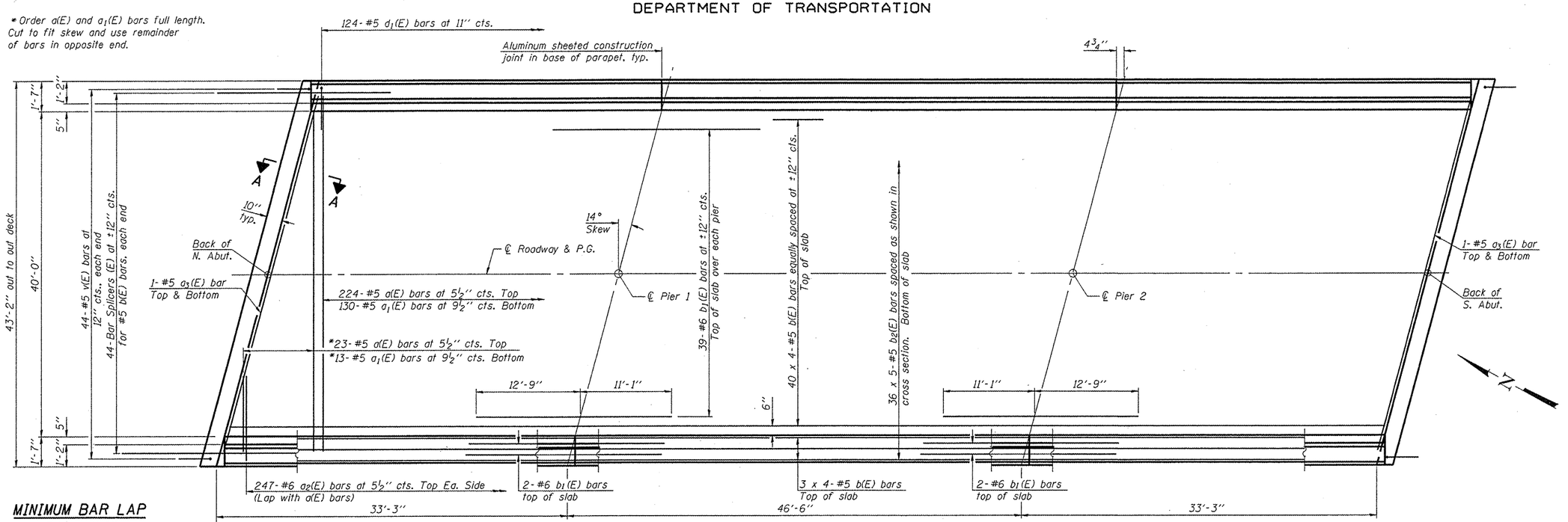
TOP OF SOUTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 090-3244

DESIGNED -	JAE
CHECKED -	BAS
DRAWN -	SGM
CHECKED -	BAS

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

SHEET NO. 6	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	26
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

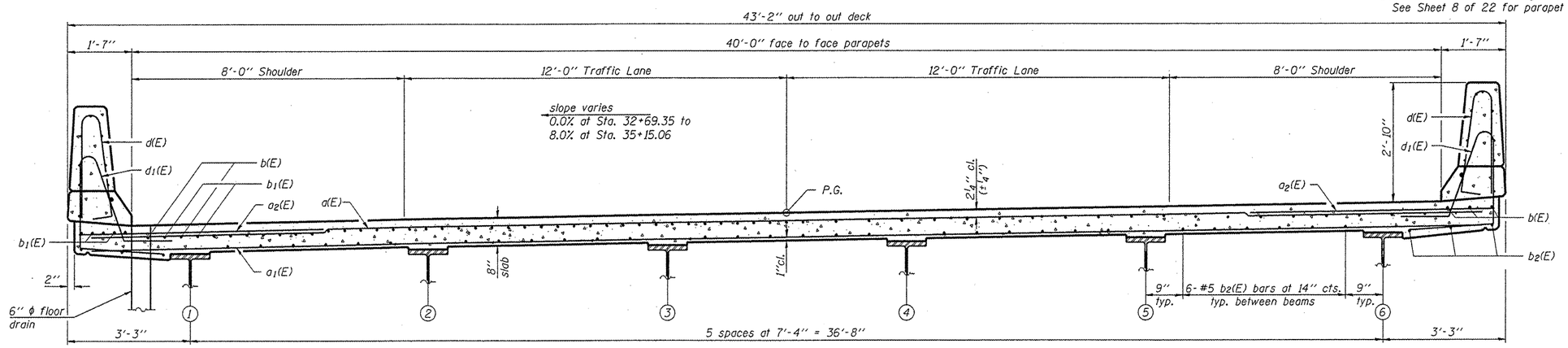


PLAN

Notes:
See Sheet 8 of 22 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 8 of 22 for parapet reinforcement.

MINIMUM BAR LAP

#5 bar = 1'-8"



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking South)

SUPERSTRUCTURE
STRUCTURE NO. 090-3244

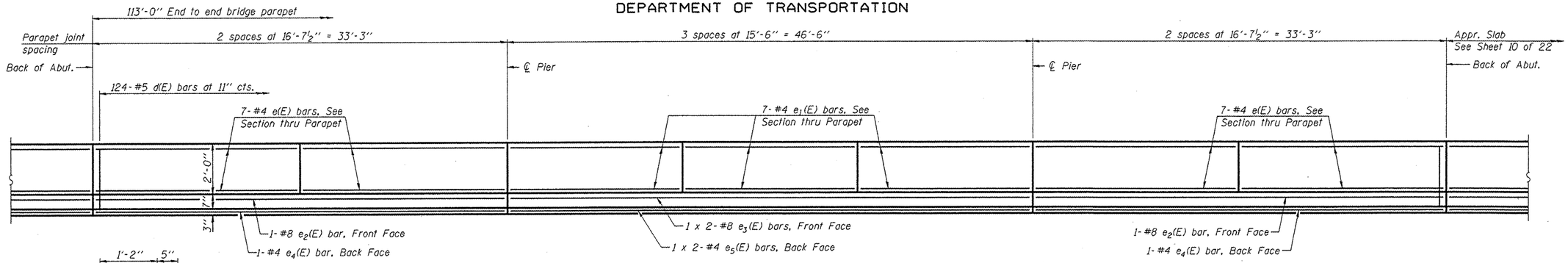
DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

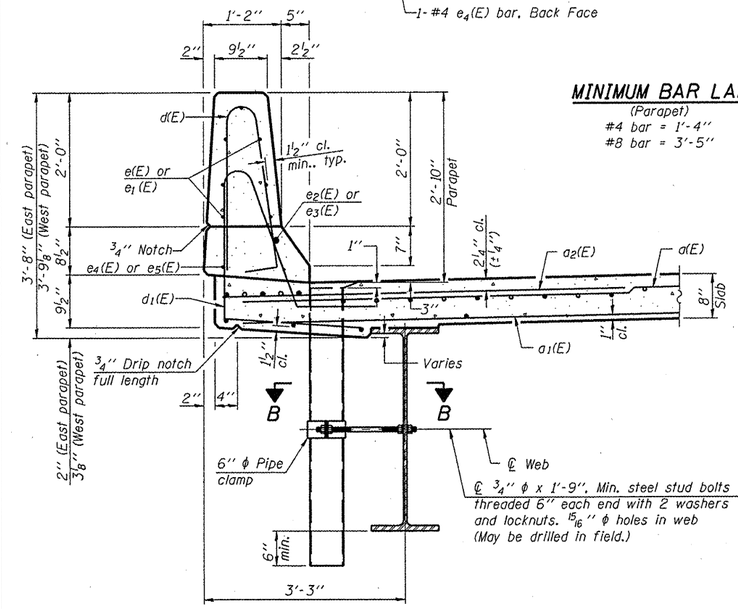
SHEET NO. 7
22 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	27
		CONTRACT NO. 89472		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

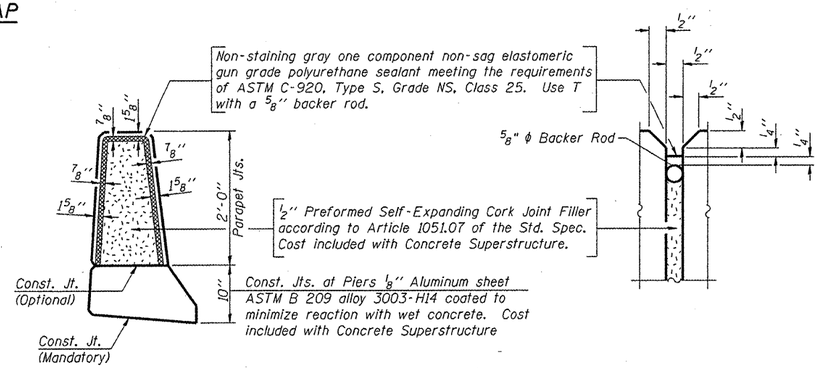


INSIDE ELEVATION OF PARAPET



MINIMUM BAR LAP

(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"



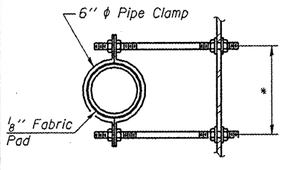
PARAPET JOINT DETAILS

Notes:
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

SUPERSTRUCTURE BILL OF MATERIAL

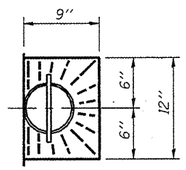
Bar	No.	Size	Length	Shape
a(E)	247	#5	42'-6"	
a1(E)	143	#5	41'-2"	
a2(E)	494	#6	6'-0"	
a3(E)	4	#5	43'-9"	
b(E)	184	#5	29'-6"	
b1(E)	86	#6	23'-10"	
b2(E)	180	#5	23'-11"	
d(E)	248	#5	5'-7"	
d1(E)	248	#5	8'-0"	
e(E)	56	#4	16'-4"	
e1(E)	42	#4	15'-2"	
e2(E)	4	#8	32'-11"	
e3(E)	4	#8	24'-11"	
e4(E)	4	#4	32'-11"	
e5(E)	4	#4	23'-10"	
m(E)	10	#6	44'-1"	
m1(E)	24	#6	9'-8"	
m2(E)	10	#6	7'-2"	
m3(E)	4	#6	3'-0"	
s(E)	98	#5	6'-10"	
s1(E)	86	#4	8'-7"	
v(E)	88	#5	3'-4"	
Reinforcement Bars, Epoxy Coated		Pound	42910	
Concrete Superstructure		Cu. Yd.	172.7	
Floor Drains		Each	7	

Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.

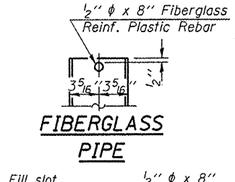


SECTION B-B

*Dimension as required by Pipe Clamp

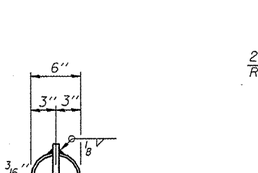


TOP PLAN

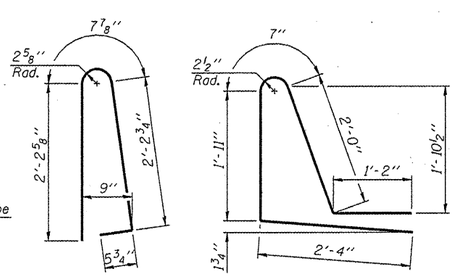


FIBERGLASS PIPE

ALUMINUM TUBE

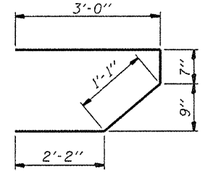


TOP PLAN
(Showing Aluminum Tube)

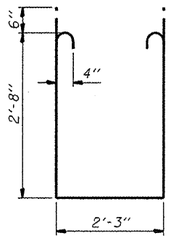


BAR d(E)

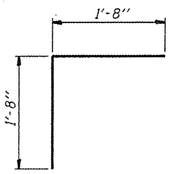
BAR d1(E)



BAR s(E)



BAR s1(E)



BAR v(E)

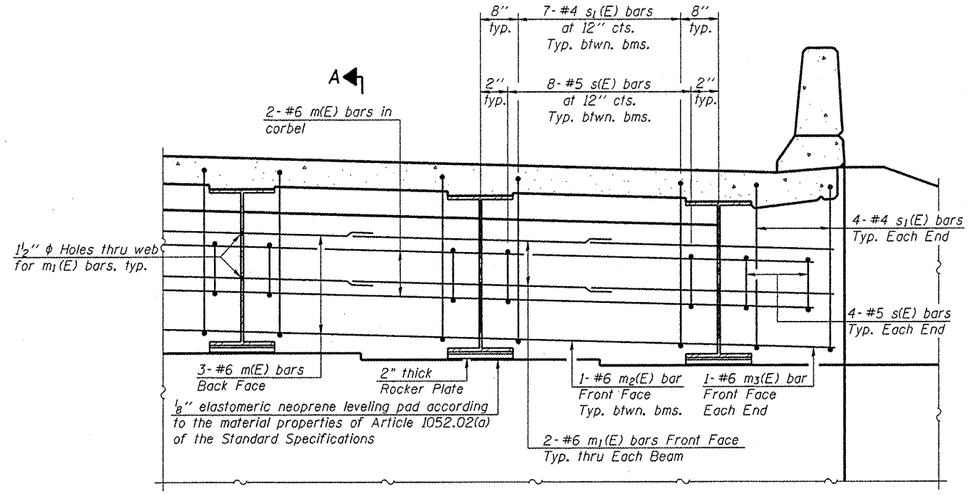
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-3244

DESIGNED	-	JAE
CHECKED	-	BAS
DRAWN	-	SGM
CHECKED	-	BAS

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

SHEET NO. 8	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	28
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

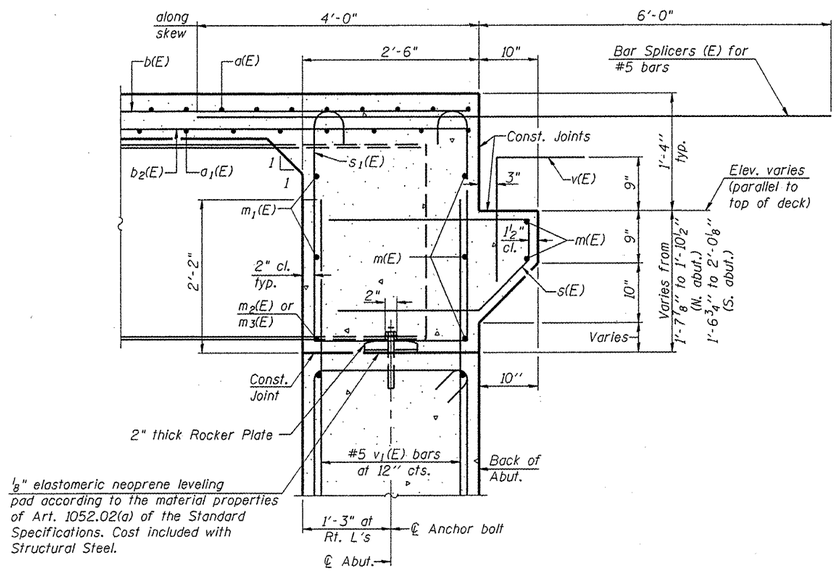


DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 22.
Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 22.
For details of bars s(E) & s_1(E) see sheet 8 of 22.
The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP

#6 bar = 2'-9"



SECTION A-A

Dimensions at right angles to abutment, except as shown.

INTEGRAL ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 090-3244

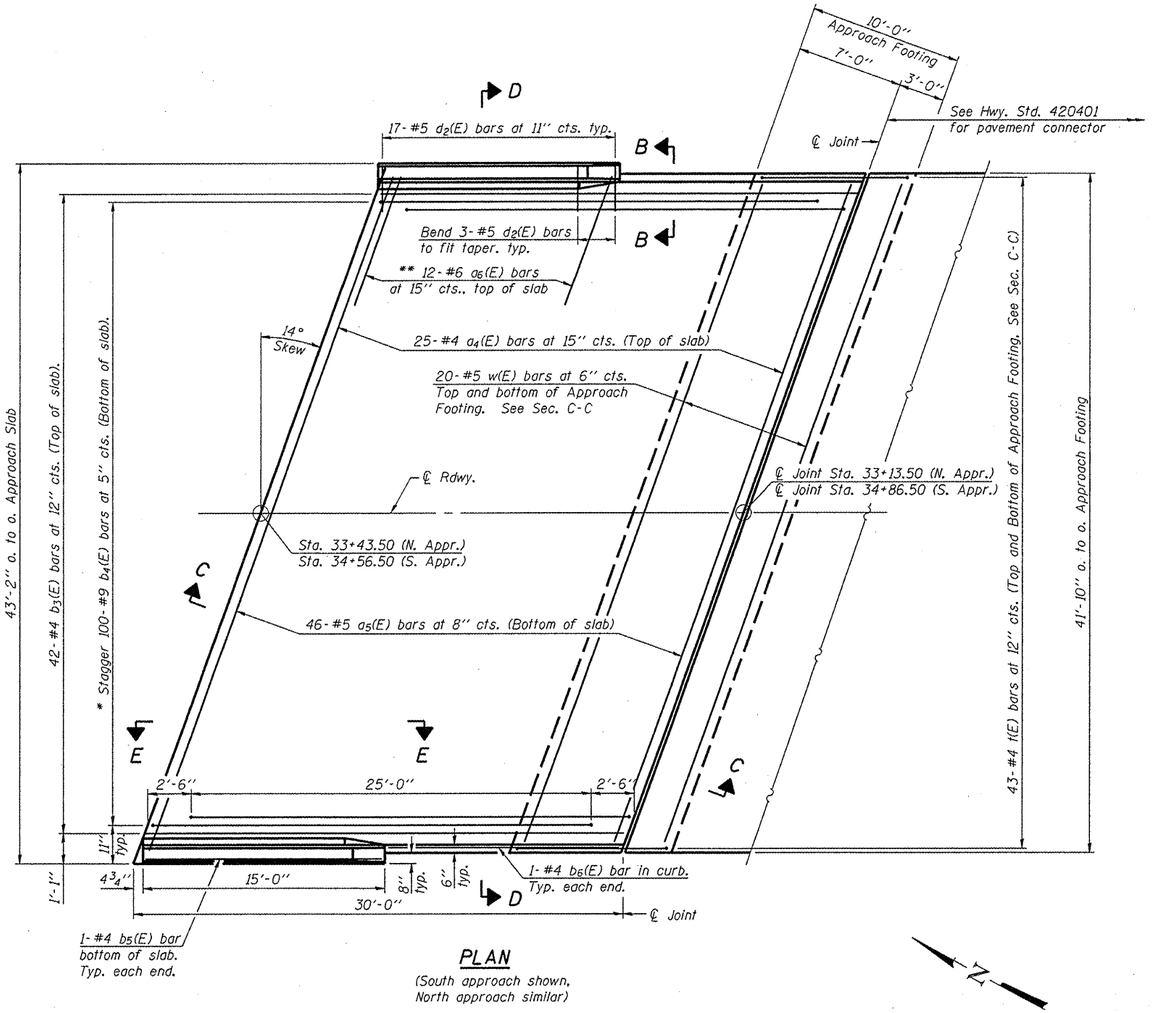
DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

SHEET NO. 9	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	29
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

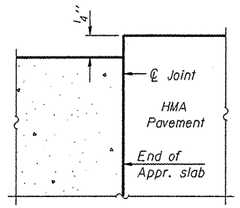
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 11 of 22 for Sections C-C & D-D and View E-E.
$a_4(E)$ and $a_5(E)$ bar spacings measured parallel to ℄ Rdwy.



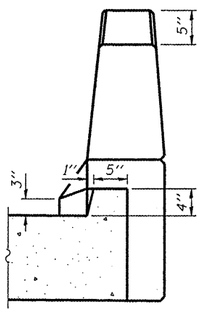
PLAN
(South approach shown. North approach similar)

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.
** Alternate with $a_4(E)$ bars. typ. each parapet.



FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B
(Exit ends only)

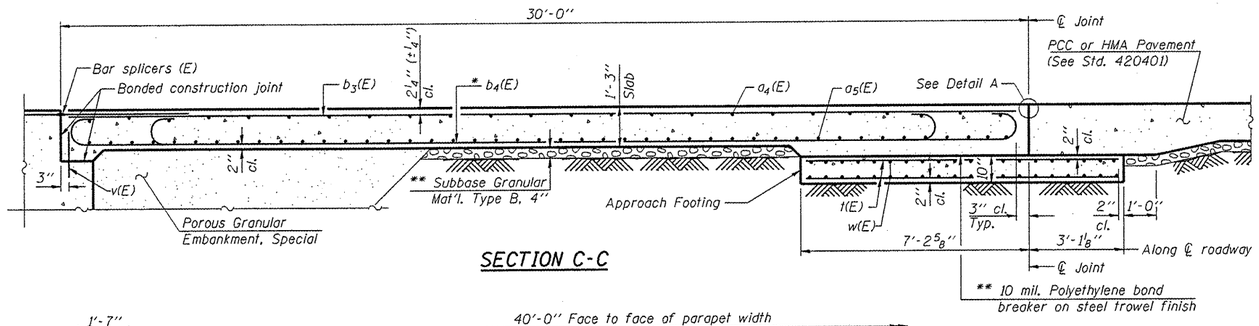
DESIGNED	- JAE
CHECKED	- BAS
DRAWN	- SGM
CHECKED	- BAS

(Sheet 1 of 2)
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 090-3244

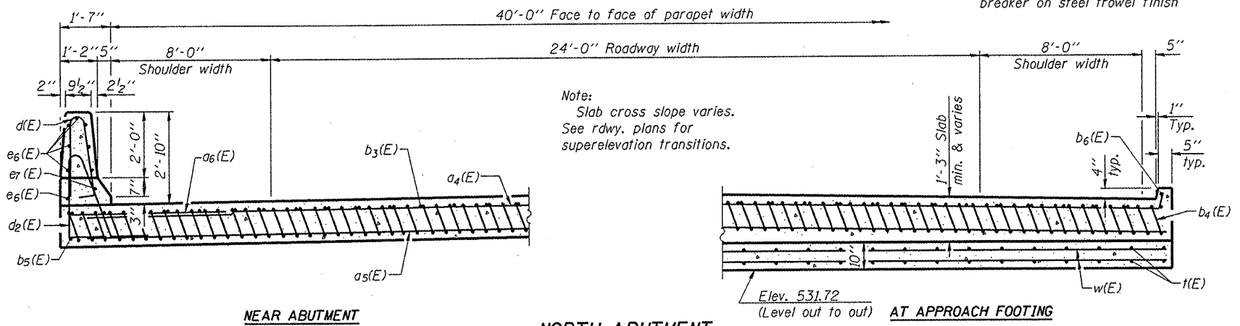
MAURER & STUTZ, INC. ENGINEERS SURVEYORS

SHEET NO. 10	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	30
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION C-C



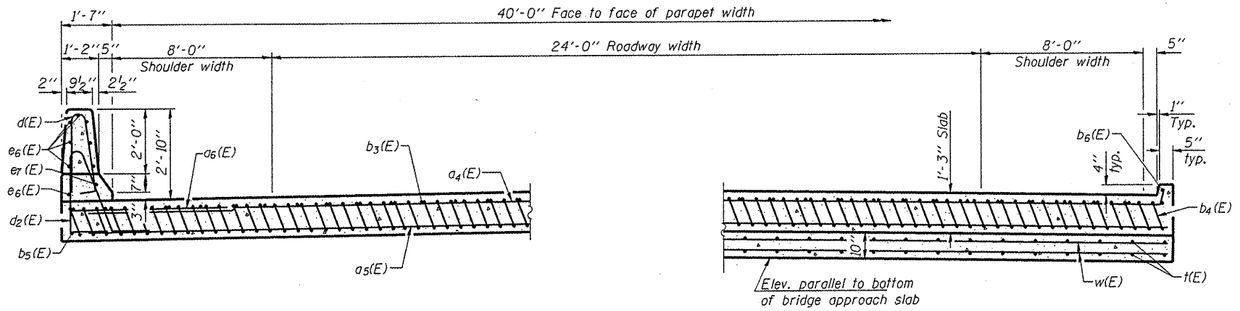
NEAR ABUTMENT

AT APPROACH FOOTING

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

* Tilt #9 b_4(E) bars as required to maintain clearance.

** Cost included with Concrete Superstructure.

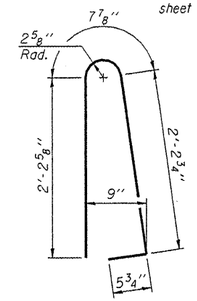


NEAR ABUTMENT

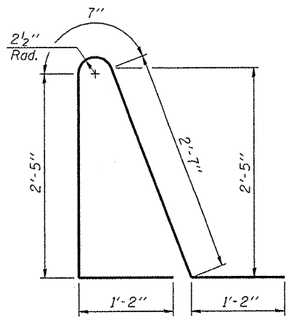
AT APPROACH FOOTING

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

Notes:
See sheet 10 of 22 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 8 of 22.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 18 of 22.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment, Special and drainage treatment details, see sheet 2 of 22.



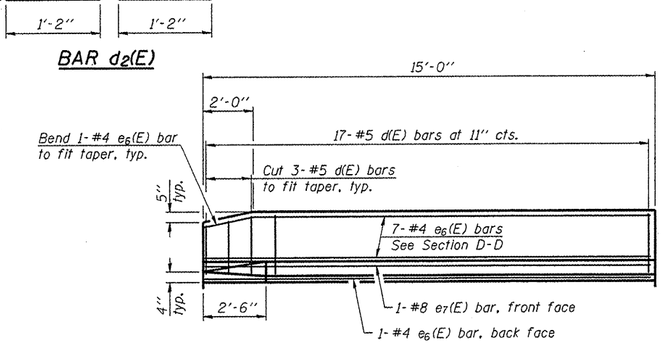
BAR d(E)



BAR d_2(E)

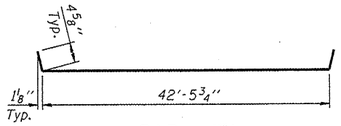
TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_4(E)	50	#4	43'-3"	
a_5(E)	92	#5	42'-9"	
a_6(E)	48	#6	6'-0"	
b_3(E)	84	#4	29'-8"	
b_4(E)	200	#9	29'-9"	
b_5(E)	4	#4	14'-8"	
b_6(E)	4	#4	14'-4"	
d(E)	68	#5	5'-7"	
d_2(E)	68	#5	7'-11"	
e_6(E)	32	#4	14'-8"	
e_7(E)	4	#8	14'-8"	
t(E)	172	#4	9'-11"	
w(E)	80	#5	42'-9"	
Concrete Superstructure			Cu. Yd.	130.0
Concrete Structures			Cu. Yd.	26.6
Reinforcement Bars, Epoxy Coated			Pound	34090

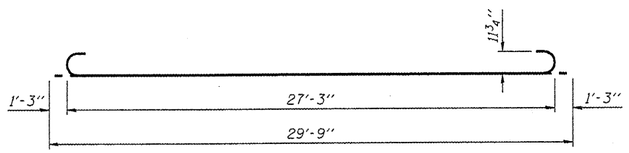


VIEW E-E

DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS



BAR a_4(E)



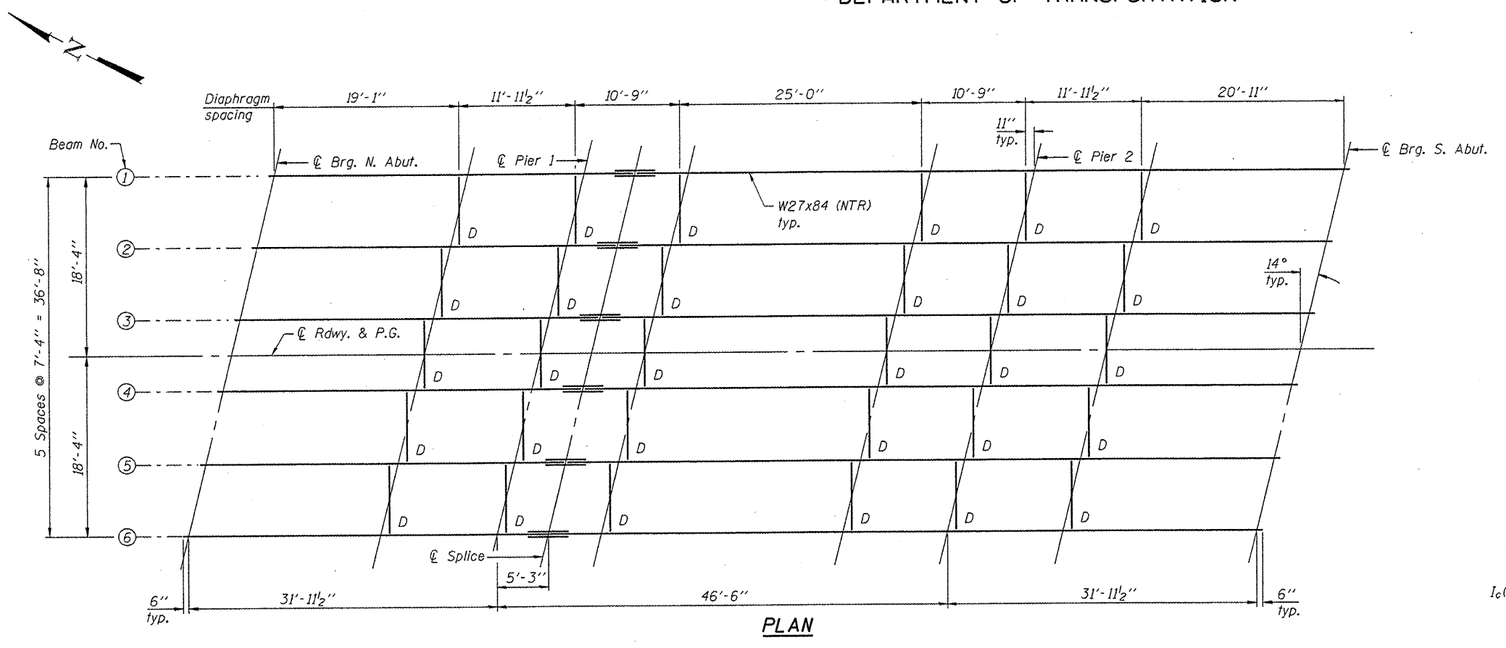
BAR b_4(E)

(Sheet 2 of 2)
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 090-3244

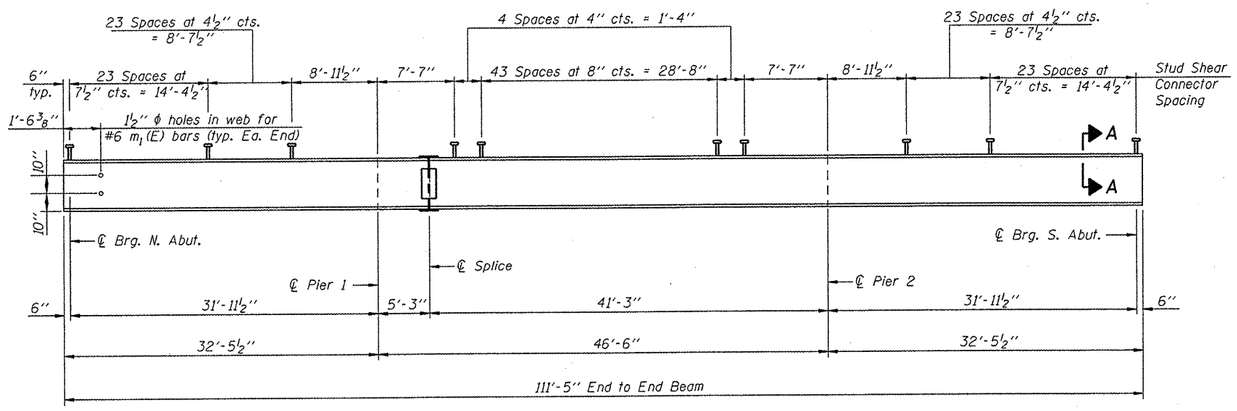
MAURER & STUTZ, INC. ENGINEERS SURVEYORS

SHEET NO. 11	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	31
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



ELEVATION

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier	.5 Span 2
I_s	(in^4)	2850	2850	2850
$I_c(n)$	(in^4)	8935	--	2935
$I_c(3n)$	(in^4)	6815	--	6815
S_s	(in^3)	213	213	213
$S_c(n)$	(in^3)	337	--	337
$S_c(3n)$	(in^3)	306	--	306
Z	(in^3)	--	244	--
DC1	(k/')	.838	.988	.838
M_{DC1}	('k)	47.9	155.4	89.3
DC2	(k/')	.150	--	.150
M_{DC2}	('k)	11.1	--	22.4
DW	(k/')	.333	.333	.333
M_{DW}	('k)	24.7	40.4	49.6
M_{L+IM}	('k)	346.7	224.0	445.6
M_U (Strength I)	('k)	717.5	646.9	993.8
$\phi_f M_n$, $\phi_f M_{nc}$	('k)	1773.1	1016.7	1727.2
f_s DC1	(ksi)	2.70	8.75	5.03
f_s DC2	(ksi)	0.43	--	0.88
f_s DW	(ksi)	0.97	2.28	1.94
f_s 1.3(L+IM)	(ksi)	16.05	16.41	15.87
f_s (Service II)	(ksi)	20.15	27.44	23.72
V_f	(k)	18.5	--	17.7

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R_{DC1}	(k)	9.1	37.2
R_{DC2}	(k)	1.8	6.5
R_{DW}	(k)	4.1	14.3
R_{L+IM}	(k)	57.1	87.5
R_{Total}	(k)	72.1	145.5

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

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

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

Z: Plastic Section Modulus of the steel section in non-composite areas ($in.^3$).

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

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

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

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

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

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

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

M_U (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

Notes:

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

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

All structural steel shall be AASHTO M270 Grade 50W.

TOP OF BEAM ELEVATIONS
(For Fabrication Only)

	℄ Brg. N. Abut.	℄ Pier 1	℄ Splice	℄ Pier 2	℄ Brg. S. Abut.
Beam 1	533.052	532.915	532.893	532.785	532.702
Beam 2	533.242	533.185	533.176	533.163	533.152
Beam 3	533.432	533.445	533.448	533.535	533.602
Beam 4	533.602	533.695	533.711	533.897	534.042
Beam 5	533.772	533.935	533.962	534.250	534.472
Beam 6	533.932	534.175	534.215	534.597	534.892

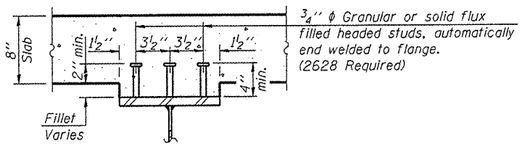
DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

FRAMING PLAN AND ELEVATION
STRUCTURE NO. 090-3244

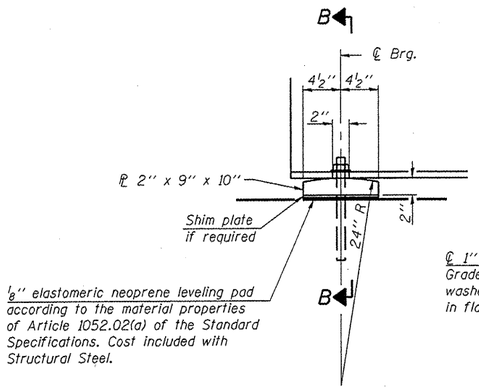
SHEET NO. 12	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	32
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

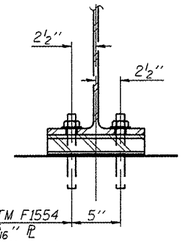


SECTION A-A

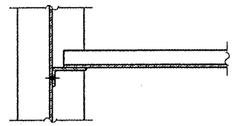
Notes:
Structural steel for splice shall be AASHTO M270 Gr. 50W. Load carrying components designated "NTR" shall comform to the Supplimental Provisions for Notch Toughness, Zone 2.



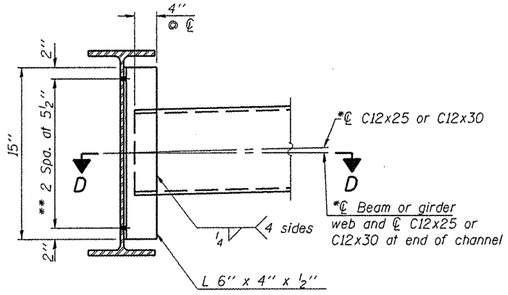
ELEVATION AT ABUTMENT



SECTION B-B



SECTION D-D



DIAPHRAGM D

FIXED BEARING AT ABUTMENTS

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

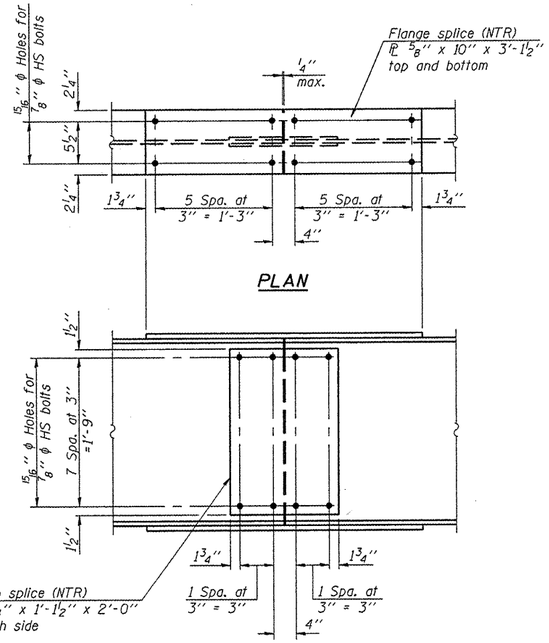
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.05 of the Standard Specifications.

Structural steel for bearings shall be AASHTO M270 Gr. 50W.

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

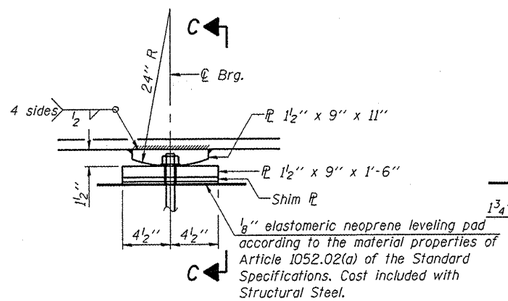
Note:
Two hardened washers required for each set of oversized holes.
*Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**¾" ϕ HS bolts. 15/16" ϕ holes



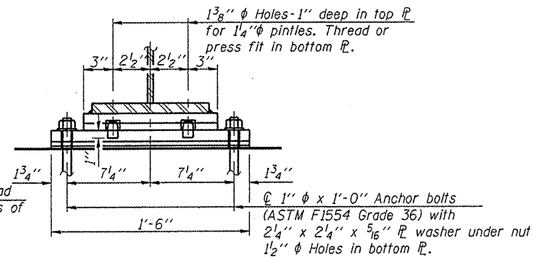
PLAN

ELEVATION

SPLICE DETAIL
(6 Required)

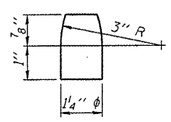


ELEVATION AT PIER



SECTION C-C

FIXED BEARING AT PIERS



PINTLE

DESIGNED - JAE
CHECKED - BAS
DRAWN - SGM
CHECKED - BAS

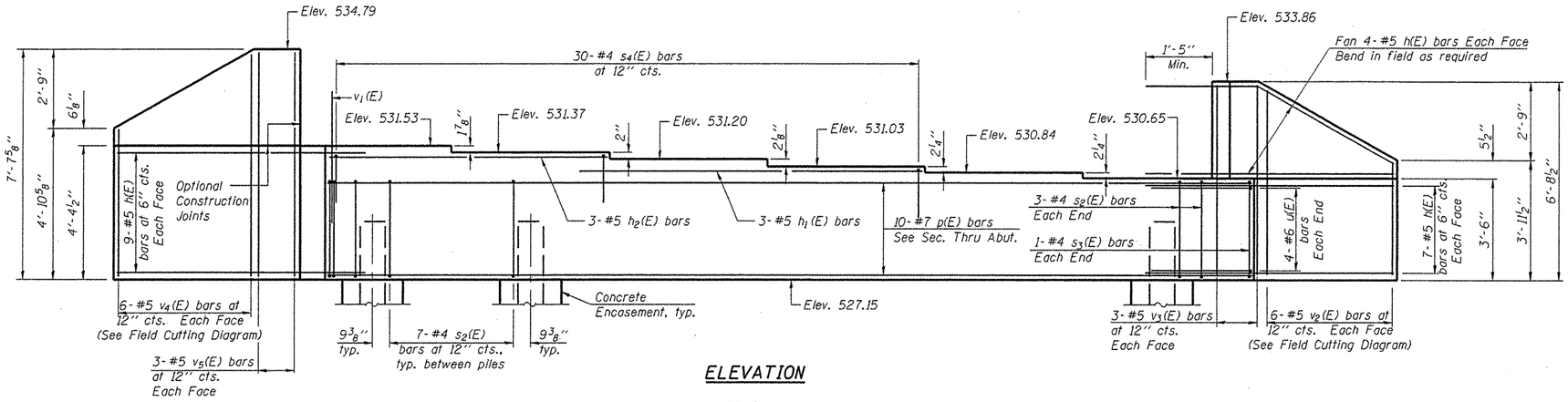
FRAMING DETAILS
STRUCTURE NO. 090-3244

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

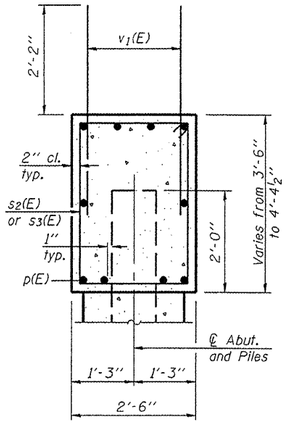
SHEET NO. 13	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	33
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.

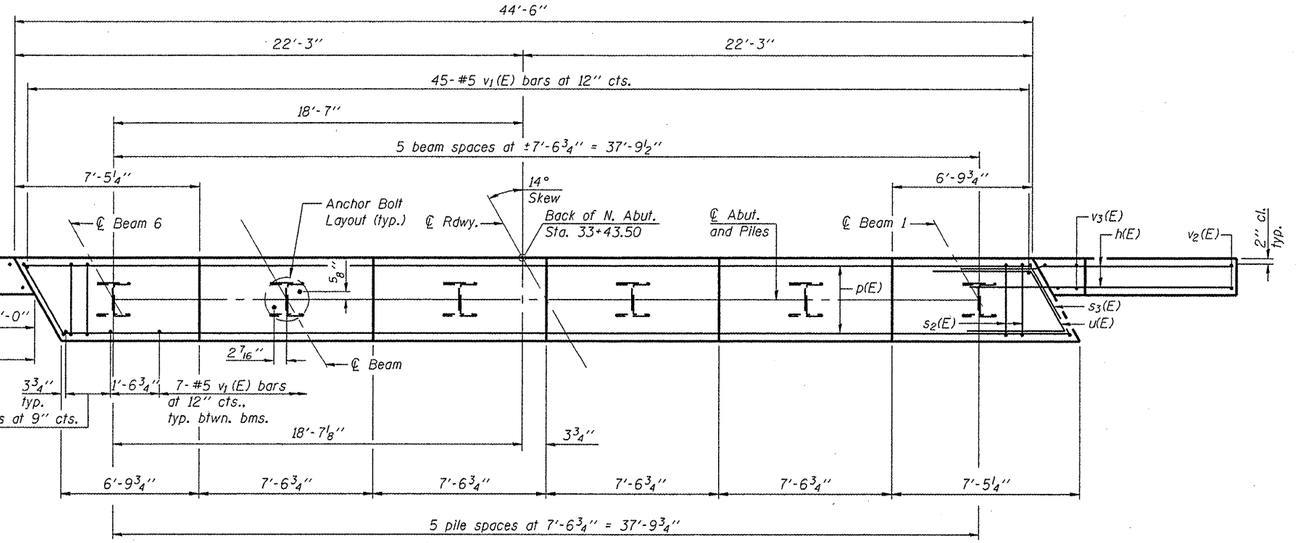
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



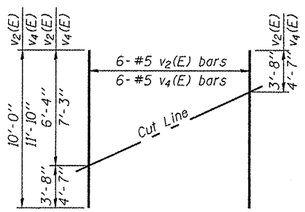
SEC. THRU ABUT.



PLAN

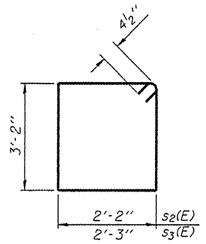
PILE DATA

Type: HP12x53
Nominal Required Bearing: 292k
Factored Resistance Available: 146k
Est. Length: 50'
No. Production Piles: 5
No. Test Piles: 1

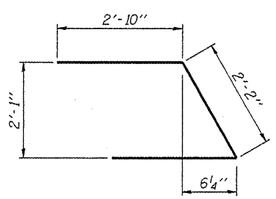


FIELD CUTTING DIAGRAM

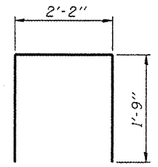
Order v2(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)



BAR u(E)



BAR s4(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#5	10'-7"	
h1(E)	3	#5	16'-10"	
h2(E)	3	#5	14'-1"	
p(E)	10	#7	44'-1"	
s2(E)	41	#4	11'-5"	
s3(E)	2	#4	11'-7"	
s4(E)	30	#4	5'-8"	
u(E)	8	#6	7'-10"	
v1(E)	88	#5	4'-4"	
v2(E)	6	#5	10'-0"	
v3(E)	6	#5	6'-5"	
v4(E)	6	#5	11'-10"	
v5(E)	6	#5	7'-4"	
Concrete Structures		Cu. Yd.	20.3	
Concrete Encasement		Cu. Yd.	2.1	
Reinforcement Bars, Epoxy Coated		Pound	2680	
Furnishing Steel Piles, HP12x53		Foot	250	
Driving Piles		Foot	250	
Test Pile, HP12x53		Each	1	
Anchor Bolts, 1"		Each	12	

For details of Bar Splicers, see sheet 18 of 22.
For details of piles and Concrete Encasement, see sheet 19 of 22.

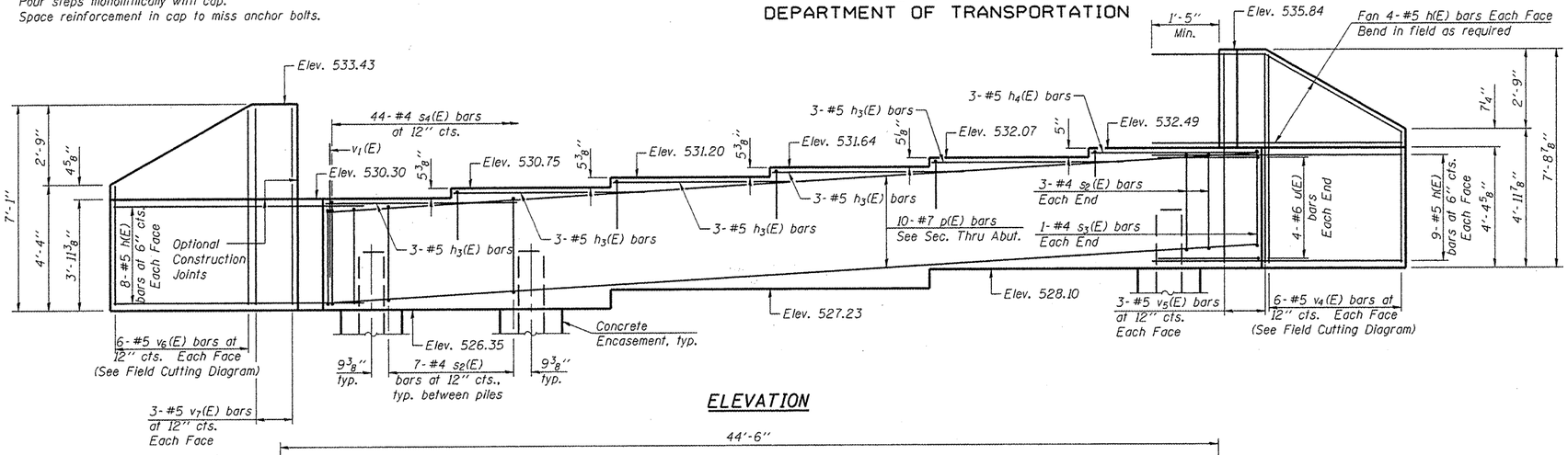
NORTH ABUTMENT
STRUCTURE NO. 090-3244

DESIGNED - JAE	SHEET NO. 14	T.R.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
CHECKED - BAS	22 SHEETS	156	06-07109-00-BR	TAZEWELL	53 / 34
DRAWN - SGM				CONTRACT NO. 89472	
CHECKED - BAS		FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

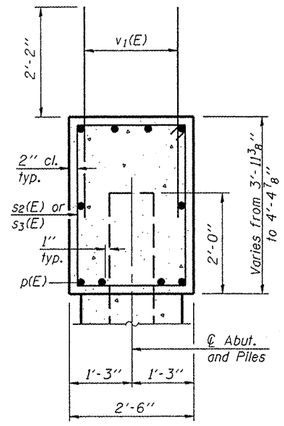
MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



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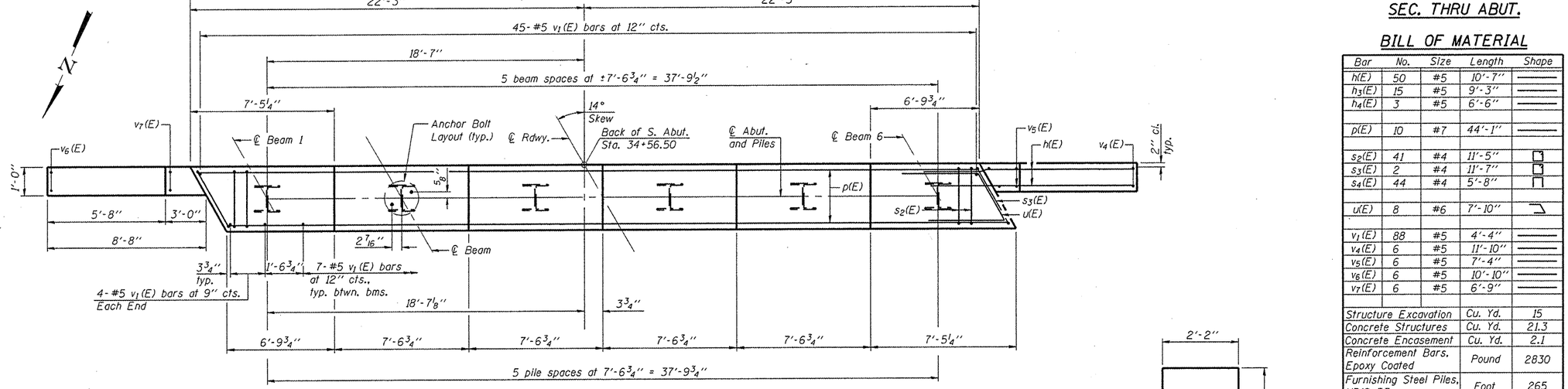


PLAN

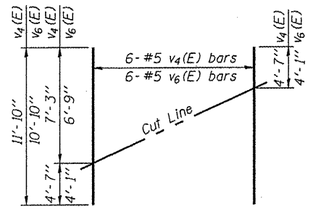
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	50	#5	10'-7"	
h_3(E)	15	#5	9'-3"	
h_4(E)	3	#5	6'-6"	
p(E)	10	#7	44'-1"	
s_2(E)	41	#4	11'-5"	
s_3(E)	2	#4	11'-7"	
s_4(E)	44	#4	5'-8"	
u(E)	8	#6	7'-10"	
v_1(E)	88	#5	4'-4"	
v_4(E)	6	#5	11'-10"	
v_5(E)	6	#5	7'-4"	
v_6(E)	6	#5	10'-10"	
v_7(E)	6	#5	6'-9"	
Structure Excavation		Cu. Yd.	15	
Concrete Structures		Cu. Yd.	21.3	
Concrete Encasement		Cu. Yd.	2.1	
Reinforcement Bars, Epoxy Coated		Pound	2830	
Furnishing Steel Piles, HP12x53		Foot	265	
Driving Piles		Foot	265	
Test Pile, HP12x53		Each	1	
Anchor Bolts, 1"		Each	12	

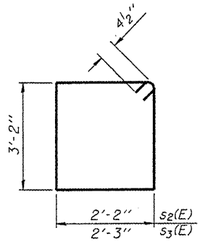
For details of Bar Splicers, see sheet 18 of 22.
For details of piles and Concrete Encasement, see sheet 19 of 22.

PILE DATA

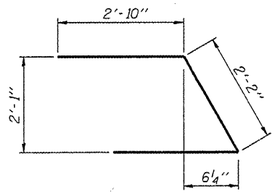
Type: HP12x53
Nominal Required Bearing: 292k
Factored Resistance Available: 146k
Est. Length: 53'
No. Production Piles: 5
No. Test Piles: 1



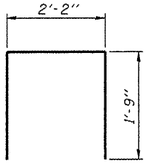
FIELD CUTTING DIAGRAM
Order v_4(E) and v_6(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s_2(E) & s_3(E)



BAR u(E)



BAR s_4(E)

SOUTH ABUTMENT
STRUCTURE NO. 090-3244

SHEET NO. 15	T.R.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR		TAZEWELL	53	35
				CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT			

DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

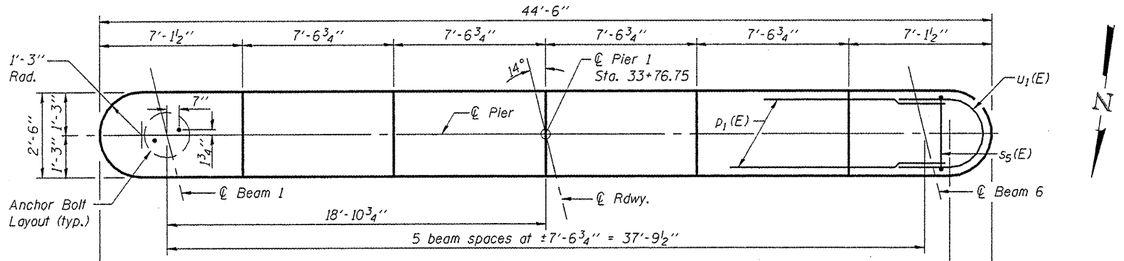
MAURER & STUTZ, INC. ENGINEERS SURVEYORS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

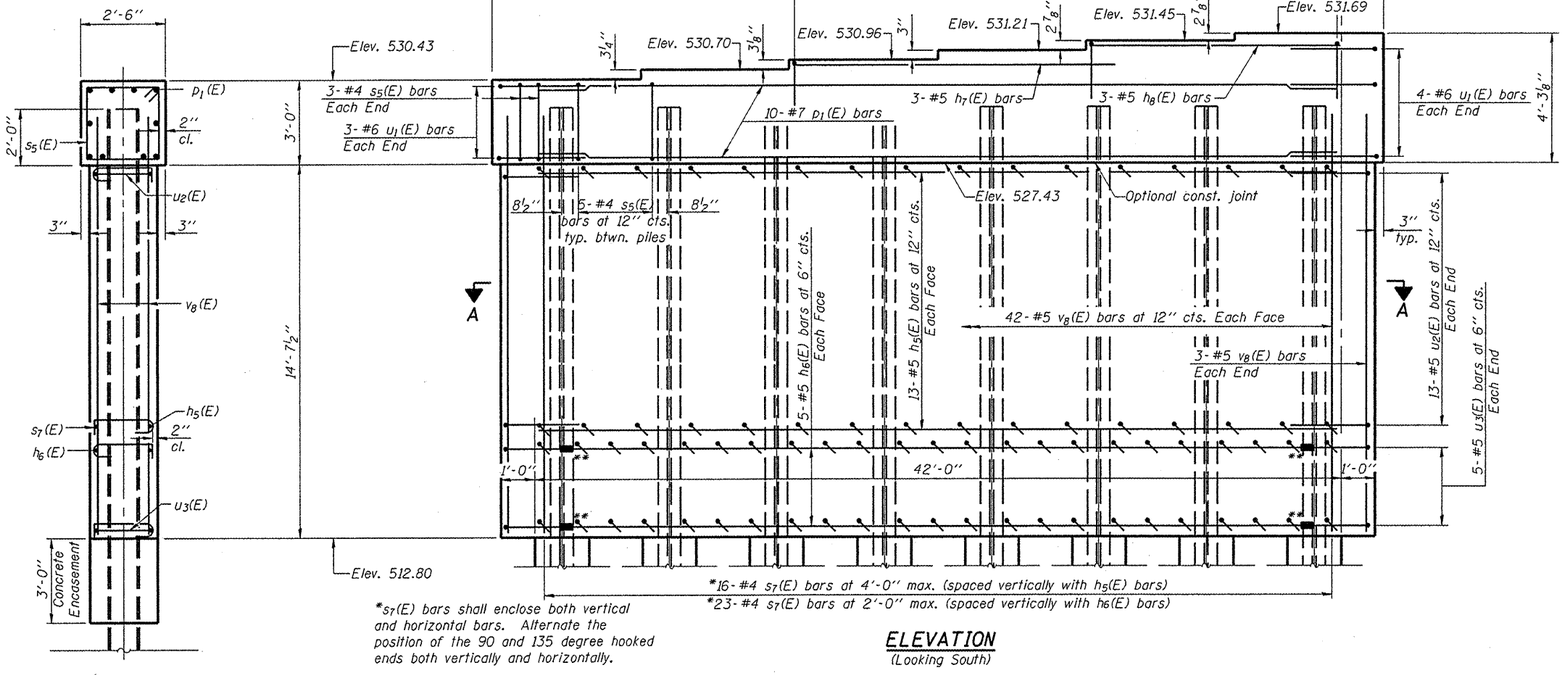
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 19 of 22.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

PILE DATA

Type: Steel HP12x53
Nominal Required Bearing: 314k
Factored Resistance Available: 152k
Est. Length: 69'
No. Production Piles: 7
No. Test Piles: 1



TOP PLAN

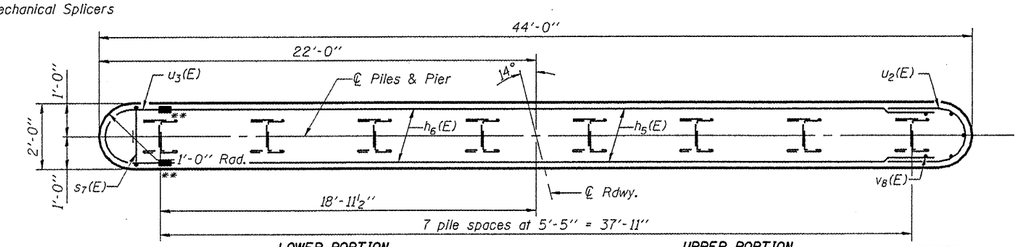


ELEVATION
(Looking South)

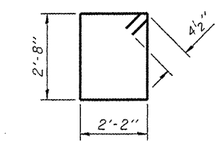
*$s_7(E)$ bars shall enclose both vertical and horizontal bars. Alternate the position of the 90 and 135 degree hooked ends both vertically and horizontally.

**Mechanical Splicers

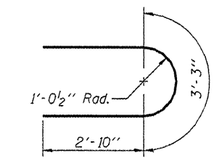
END VIEW



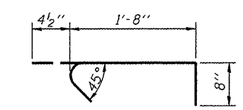
LOWER PORTION — SECTION A-A — UPPER PORTION



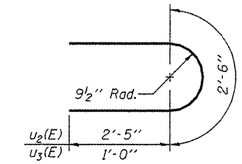
BAR $s_5(E)$



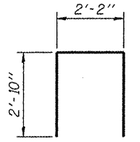
BAR $u_1(E)$



BAR $s_7(E)$



BARS $u_2(E)$ & $u_3(E)$



BAR $s_6(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_5(E)$	26	#5	42'-0"	—
$h_6(E)$	10	#5	40'-0"	—
$h_7(E)$	3	#5	16'-10"	—
$h_8(E)$	3	#5	13'-3"	—
$p_1(E)$	10	#7	42'-0"	—
$s_5(E)$	41	#4	10'-5"	□
$s_6(E)$	29	#4	7'-10"	⊓
$s_7(E)$	323	#4	2'-9"	⊓
$u_1(E)$	7	#6	8'-11"	⊃⊃
$u_2(E)$	26	#5	7'-4"	⊃⊃
$u_3(E)$	10	#5	4'-6"	⊃⊃
$v_8(E)$	90	#5	16'-0"	—
Structure Excavation		Cu. Yd.		71
Concrete Structures		Cu. Yd.		62.1
Concrete Encasement		Cu. Yd.		2.8
Reinforcement Bars, Epoxy Coated		Pound		5380
Furnishing Steel Piles, HP12x53		Foot		483
Driving Piles		Foot		483
Test Pile, HP12x53		Each		1
Anchor Bolts, 1"		Each		12
Mechanical Splicers		Each		20
Underwater Structure Excavation Protection Location 1		Each		1

DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

PIER 1
STRUCTURE NO. 090-3244

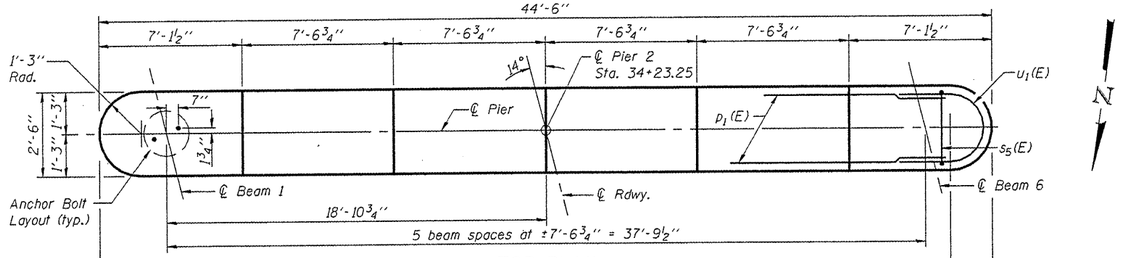
SHEET NO. 16	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	36
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

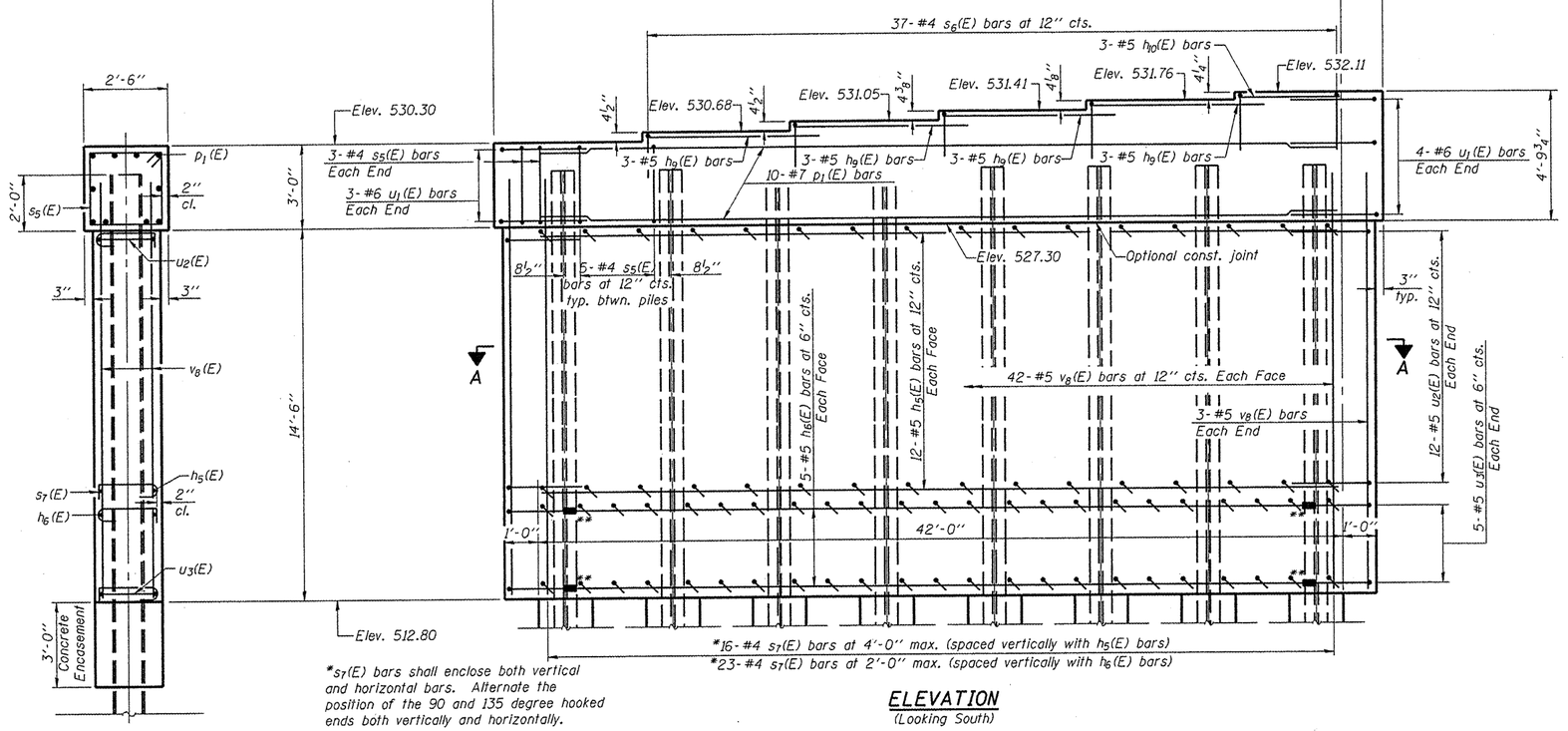
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 19 of 22.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

PILE DATA

Type: Steel HP12x53
Nominal Required Bearing: 314k
Factored Resistance Available: 152k
Est. Length: 61'
No. Production Piles: 7
No. Test Piles: 1



TOP PLAN

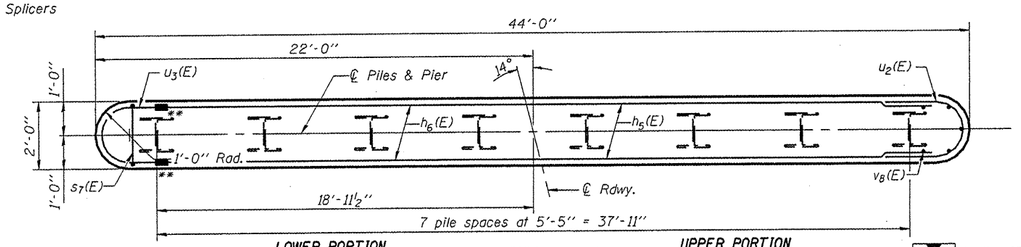


END VIEW

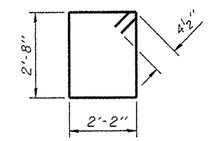
ELEVATION
(Looking South)

*$s_7(E)$ bars shall enclose both vertical and horizontal bars. Alternate the position of the 90 and 135 degree hooked ends both vertically and horizontally.

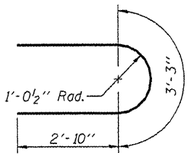
**Mechanical Splicers



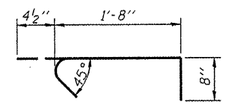
LOWER PORTION — SECTION A-A — UPPER PORTION



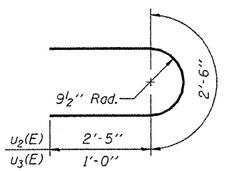
BAR $s_5(E)$



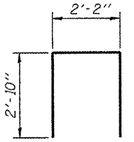
BAR $u_1(E)$



BAR $s_7(E)$



BARS $u_2(E)$ & $u_3(E)$



BAR $s_6(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_5(E)$	24	#5	42'-0"	——
$h_6(E)$	10	#5	40'-0"	——
$h_9(E)$	12	#5	9'-3"	——
$h_{10}(E)$	3	#5	5'-8"	——
$p_1(E)$	10	#7	42'-0"	——
$s_5(E)$	41	#4	10'-5"	
$s_6(E)$	37	#4	7'-10"	
$s_7(E)$	307	#4	2'-9"	
$u_1(E)$	7	#6	8'-11"	
$u_2(E)$	24	#5	7'-4"	
$u_3(E)$	10	#5	4'-6"	
$v_8(E)$	90	#5	16'-0"	——
Structure Excavation		Cu. Yd.	31	
Concrete Structures		Cu. Yd.	62.8	
Concrete Encasement		Cu. Yd.	2.8	
Reinforcement Bars, Epoxy Coated		Pound	5330	
Furnishing Steel Piles, HP12x53		Foot	427	
Driving Piles		Foot	427	
Test Pile, HP12x53		Each	1	
Anchor Bolts, 1"		Each	12	
Mechanical Splicers		Each	20	
Underwater Structure Excavation Protection Location 2		Each	1	

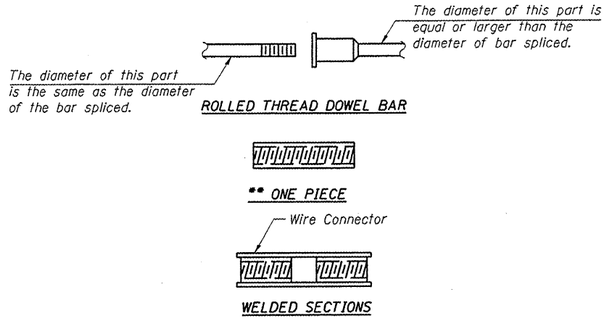
DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

PIER 2
STRUCTURE NO. 090-3244

SHEET NO. 17	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	37
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

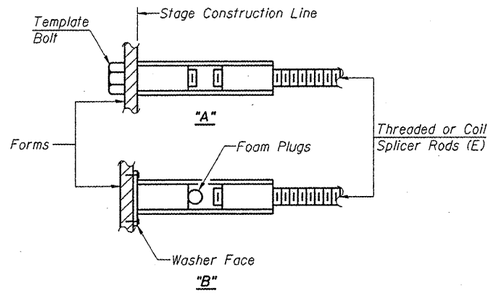
MAURER & STUTZ, INC. ENGINEERS SURVEYORS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

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

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

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

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

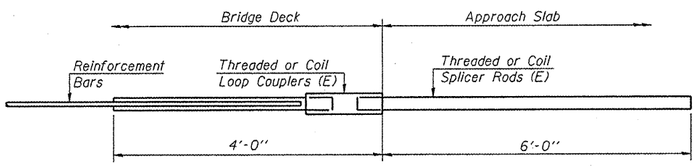
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

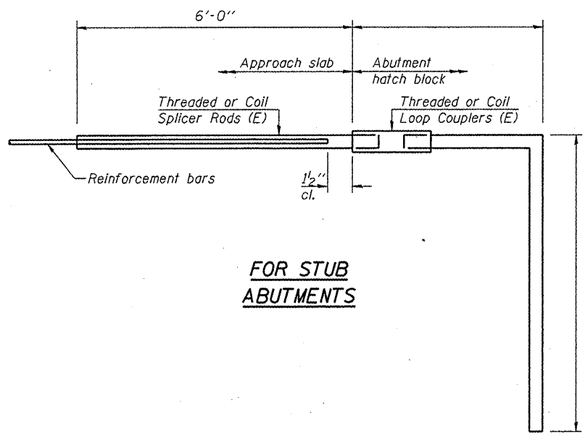
Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



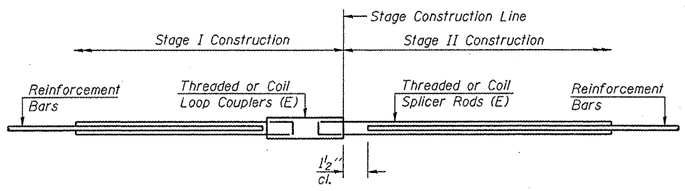
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 88



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 090-3244

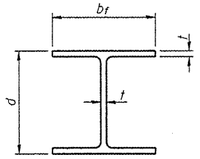
DESIGNED -	JAE
CHECKED -	BAS
DRAWN -	SGM
CHECKED -	BAS

BSD-1 10-1-08

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

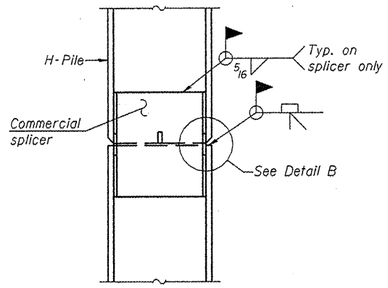
SHEET NO. 18	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	38
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

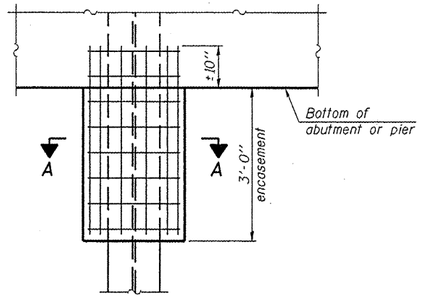


STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	$14\frac{1}{4}''$	$14\frac{7}{8}''$	$\frac{13}{16}''$	30''
x102	14''	$14\frac{3}{4}''$	$\frac{11}{16}''$	30''
x89	$13\frac{7}{8}''$	$14\frac{3}{4}''$	$\frac{5}{8}''$	30''
x73	$13\frac{5}{8}''$	$14\frac{5}{8}''$	$\frac{1}{2}''$	30''
HP 12x84	$12\frac{1}{4}''$	$12\frac{1}{4}''$	$\frac{11}{16}''$	24''
x74	$12\frac{1}{8}''$	$12\frac{1}{4}''$	$\frac{5}{8}''$	24''
x63	12''	$12\frac{1}{8}''$	$\frac{1}{2}''$	24''
x53	$11\frac{3}{4}''$	12''	$\frac{7}{16}''$	24''
HP 10x57	10''	$10\frac{1}{4}''$	$\frac{9}{16}''$	24''
x42	$9\frac{3}{4}''$	$10\frac{1}{8}''$	$\frac{7}{16}''$	24''
HP 8x36	8''	$8\frac{1}{8}''$	$\frac{7}{16}''$	18''



ELEVATION



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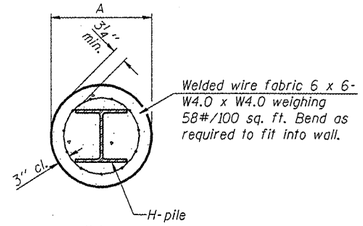
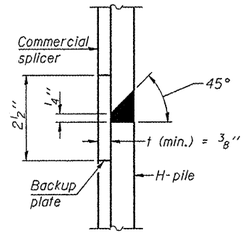


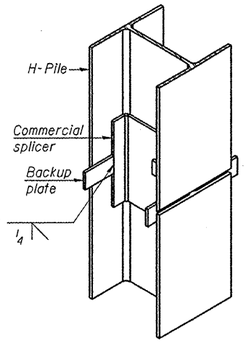
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

PILE ENCASEMENT

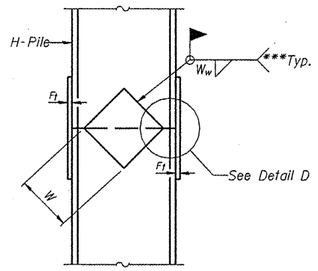


DETAIL "B"

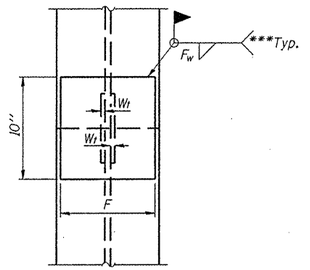


ISOMETRIC VIEW

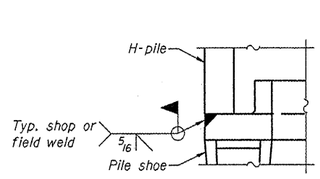
WELDED COMMERCIAL SPLICE



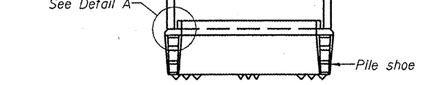
ELEVATION



END VIEW

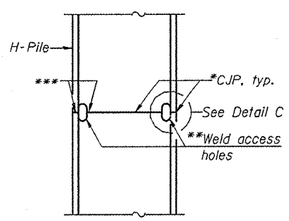


DETAIL A

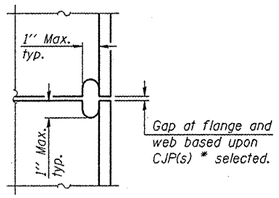


ELEVATION

H-PILE SHOE ATTACHMENT

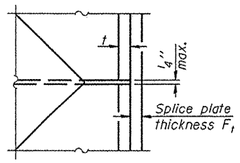


ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE



DETAIL D

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	$12\frac{1}{2}''$	1''	$\frac{7}{8}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x102	$12\frac{1}{2}''$	$\frac{7}{8}''$	$\frac{3}{4}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x89	$12\frac{1}{2}''$	$\frac{3}{4}''$	$\frac{11}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x73	$12\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{9}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
HP 12x84	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x74	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x63	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x53	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 10x57	8''	$\frac{3}{4}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x42	8''	$\frac{5}{8}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 8x36	7''	$\frac{5}{8}''$	$\frac{7}{16}''$	$4\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$

WELDED PLATE FIELD SPLICE

* Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.

** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.

*** Interrupt welds ¼'' from end of each pile.

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

DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

F-HP 10-1-08

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

HP PILE DETAILS
STRUCTURE NO. 090-3244

SHEET NO. 19	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	39
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WHITNEY & ASSOCIATES INCORPORATED
2405 West Nebraska Avenue
PEORIA, ILLINOIS 61604

BORING LOG

BORING NO. B-01
DATE 12-20-07
W. & A. FILE NO. 4374
SHEET 1 OF 6
PROJECT VETERANS ROAD BRIDGE - SECTION #06-07109-00-BR
LOCATION Tazewell County, Illinois
BORING LOCATION Station 33+50; 40' Left of Centerline
DRILLED BY Fehl
BORING TYPE Hollow Stem Auger
WEATHER CONDITIONS Partly Cloudy & Mild
SOIL CLASSIFICATION SYSTEM U.S.B.S.C.
SEEPAGE WATER ENCOUNTERED AT ELEVATION (-)24.5 Ft.
GROUND SURFACE ELEVATION 530.5+
GROUND WATER ELEVATION AT - HRS. -
BORING DISCONTINUED AT ELEVATION 474.5+
GROUND WATER ELEVATION AT COMPLETION (-)18.2 Ft. CAVE-IN

DESCRIPTION	DEPTH IN FEET	SAMPLE TYPE	N	Qp	Qu	Dd	Mc
CONCRETE DEBRIS (Fill)							
	04	SS	14 20	-	-	-	6
Dense, Gray-Brown, Medium- To Coarse-Grained SAND And Fine-Grained GRAVEL With Some Silty Clay			21(41)				
Medium-Density, Gray-Brown, Medium- To Coarse-Grained SAND And Fine-Grained GRAVEL With Some Silty Clay	08	SS	7 9 9(18)	-	-	-	5
Very Stiff, Brown, Weathered GLACIAL SILTY CLAY TILL	12	SS	10 18 23(41)	3.5	2.8	123	12
Medium-Density, Gray-Brown. Fine- To Medium-Grained SAND And GRAVEL With Some Silty Clay		SS	9 10 18(28)	-	-	-	5
Medium-Density, Brown, Coarse-Grained SAND And Fine-Grained GRAVEL With Considerable Silty Clay	16	SS	10 13 16(29)	-	-	-	8
Medium-Density, Light Brown, Fine-Grained SAND With Occasional Fine-Grained Gravel		SS	10 12 12(24)	-	-	-	5
	20	SS	8 11 12(23)	-	-	-	5
Medium-Density, Light Brown, Fine-Grained SAND		SS	9 12 13(25)	-	-	-	8
Medium-Density, Light Brown, Fine-Grained SAND With Some Fine-Grained Gravel	24	SS	7 10 13(23)	-	-	-	19

N - BLOWS DELIVERED PER FOOT BY A 140 LB. HAMMER FALLING 30 INCHES
SS - SPLIT SPOON SAMPLE
ST - SHELBY TUBE SAMPLE
Qp - CALIBRATED PENETROMETER READING - T.S.F.
Qu - UNCONFINED COMPRESSIVE STRENGTH - T.S.F.
Dd - NATURAL DRY DENSITY - P.C.F.
Mc - NATURAL MOISTURE CONTENT - %

WHITNEY & ASSOCIATES
PEORIA, ILLINOIS

BORING LOG (CONTINUATION)

BORING NO. B-01
DATE 12-20-07
PROJECT Veterans Road Bridge - Section #06-07109-00-BR
SHEET 2 OF 6
LOCATION Tazewell County, Illinois
W. & A. FILE NO. 4374

DESCRIPTION	DEPTH IN FEET	SAMPLE TYPE	N	Qp	Qu	Dd	Mc
See Sheet 1 of 6							
Medium-Density, Light Brown. Fine-Grained SAND		SS	8 9 12(21)	-	-	-	-
Medium-Density, Light Brown. Fine- To Medium-Grained SAND	30	SS	8 9 13(22)	-	-	-	-
	34	SS	10 11 15(26)	-	-	-	-
Very Stiff, Gray-Brown SILT	38	SS	13 15 25(40)	2.5	2.2	107	18
Dense, Light Brown, Medium- To Coarse-Grained SAND And Fine-Grained GRAVEL	42	SS	18 23 27(50)	-	-	-	-
Dense, Light Brown, Fine- To Medium-Grained SAND And Fine-Grained GRAVEL	46	SS	13 21 26(47)	-	-	-	-
Dense, Light Brown, Fine- To Coarse-Grained SAND And Fine-Grained GRAVEL	50	SS	12 19 27(46)	-	-	-	-
EXPLORATORY BORING DISCONTINUED	54						

N - BLOWS DELIVERED PER FOOT BY A 140 LB. HAMMER FALLING 30 INCHES
SS - SPLIT SPOON SAMPLE
ST - SHELBY TUBE SAMPLE
Qp - CALIBRATED PENETROMETER READING - T.S.F.
Qu - UNCONFINED COMPRESSIVE STRENGTH - T.S.F.
Dd - NATURAL DRY DENSITY - P.C.F.
Mc - NATURAL MOISTURE CONTENT - %

WHITNEY & ASSOCIATES
PEORIA, ILLINOIS

DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

MAURER & STOTZ, INC. ENGINEERS SURVEYORS

SOIL BORINGS
STRUCTURE NO. 090-3244

SHEET NO. 20	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	40
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WHITNEY & ASSOCIATES
INCORPORATED
2406 West Nebraska Avenue
PEORIA, ILLINOIS 61604

BORING LOG

BORING NO. B-02
DATE 12-20-07
W. & A. FILE NO. 4374
SHEET 3 OF 6
PROJECT VETERANS ROAD BRIDGE - SECTION #06-07109-00-BR
BORING LOCATION Station 33+80; 30' Left of Centerline
BORING TYPE Hollow Stem Auger
SOIL CLASSIFICATION SYSTEM U.S.B.S.C.
GROUND SURFACE ELEVATION 525±
BORING DISCONTINUED AT ELEVATION 469±
LOCATION Tazewell County, Illinois
DRILLED BY Fehl
WEATHER CONDITIONS Partly Cloudy & Mild
SEEPAGE WATER ENCOUNTERED AT ELEVATION (-)19.0 Ft.
GROUND WATER ELEVATION AT - HRS. -
GROUND WATER ELEVATION AT COMPLETION (-)10.5 Ft. CAVE-IN

DESCRIPTION	DEPTH IN FEET	SAMPLE TYPE	N	Qp	Qu	Dd	Mc
CONCRETE DEBRIS (Slabs - Fill)							
	04						
	08						
Stiff, Dark Brown SILTY CLAY With Some Coarse-Grained Sand And Organic Matter (Fill)		SS	3 4 8(12)	1.5	1.2	102	22
	12	SS	2 3 4(7)	1.2	1.0	98	24
Medium-Density, Gray-Brown, Fine- To Coarse-Grained GRAVEL		SS	7 8 9(17)	-	-	-	3
	16						
Medium-Density, Brown, Fine- To Coarse-Grained GRAVEL With Some Coarse-Grained Sand And Silty Clay		SS	5 7 8(15)	-	-	-	5
Medium-Density, Light Brown, Fine- To Medium-Grained SAND	20	SS	8 10 13(23)	-	-	-	20
Medium-Density, Light Brown, Fine- To Medium-Grained SAND With Occasional Fine-Grained Gravel		SS	6 8 12(20)	-	-	-	-
	24						
Medium-Density, Light Brown, Fine-Grained SAND		SS	7 9 11(20)	-	-	-	-

N - BLOWS DELIVERED PER FOOT BY A 140 LB. HAMMER FALLING 30 INCHES
SS - SPLIT SPOON SAMPLE
ST - SHELBY TUBE SAMPLE
Qp - CALIBRATED PENETROMETER READING - T.S.F.
Qu - UNCONFINED COMPRESSIVE STRENGTH - T.S.F.
Dd - NATURAL DRY DENSITY - P.C.F.
Mc - NATURAL MOISTURE CONTENT - %

WHITNEY & ASSOCIATES
PEORIA, ILLINOIS

BORING LOG
(CONTINUATION)

BORING NO. B-02
DATE 12-20-07
PROJECT Veterans Road Bridge - Section #06-07109-00-BR
LOCATION Tazewell County, Illinois
SHEET 4 OF 6
W. & A. FILE NO. 4374

DESCRIPTION	DEPTH IN FEET	SAMPLE TYPE	N	Qp	Qu	Dd	Mc
See Sheet 3 of 6		SS	7 9 12(21)	-	-	-	-
Medium-Density, Gray-Brown, Fine- To Medium-Grained SAND With Occasional Fine-Grained Gravel	30	SS	7 10 11(21)	-	-	-	-
Very Stiff, Brown SILT	34	SS	7 9 14(23)	4.0	3.7	109	17
Stiff, Brown And Gray-Brown SILT	38	SS	5 6 8(14)	1.5	1.1	103	23
Dense, Brown, Medium- To Coarse-Grained SAND And Fine-Grained GRAVEL	42	SS	8 14 17(31)	-	-	-	-
	46						
Dense, Brown, Medium- To Coarse-Grained SAND	50	SS	9 15 17(32)	-	-	-	-
	54	SS	11 18 28(46)	-	-	-	-
EXPLORATORY BORING DISCONTINUED							

N - BLOWS DELIVERED PER FOOT BY A 140 LB. HAMMER FALLING 30 INCHES
SS - SPLIT SPOON SAMPLE
ST - SHELBY TUBE SAMPLE
Qp - CALIBRATED PENETROMETER READING - T.S.F.
Qu - UNCONFINED COMPRESSIVE STRENGTH - T.S.F.
Dd - NATURAL DRY DENSITY - P.C.F.
Mc - NATURAL MOISTURE CONTENT - %

WHITNEY & ASSOCIATES
PEORIA, ILLINOIS

DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

SOIL BORINGS
STRUCTURE NO. 090-3244

SHEET NO. 21	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	41
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WHITNEY & ASSOCIATES
INCORPORATED
2406 West Nebraska Avenue
PEORIA, ILLINOIS 61604

BORING LOG

BORING NO. B-03
DATE 12-20-07
W. & A. FILE NO 4374
SHEET 5 OF 6
PROJECT VETERANS ROAD BRIDGE - SECTION #06-07109-00-BR
LOCATION Tazewell County, Illinois
BORING LOCATION Station 34+60, 10' Left of Centerline
DRILLED BY Fehl
BORING TYPE Hollow Stem Auger
WEATHER CONDITIONS Partly Cloudy & Mild
SOIL CLASSIFICATION SYSTEM U.S.B.S.C.
SEEPAGE WATER ENCOUNTERED AT ELEVATION (-)28.5 Ft.
GROUND SURFACE ELEVATION 528±
GROUND WATER ELEVATION AT - HRS. -
BORING DISCONTINUED AT ELEVATION 472±
GROUND WATER ELEVATION AT COMPLETION (-)15.9 Ft. CAVE-IN

DESCRIPTION	DEPTH IN FEET	SAMPLE TYPE	N	Qp	Qu	Dd	Mc
Dark Brown SANDY CLAY LOAM Organic Topsoil	18"						
Medium-Density, Gray-Brown, Fine-Grained SAND With Some Coarse-Grained Sand And Fine-Grained Gravel	04	SS	6 5 7(12)	-	-	-	3
Medium-Density, Brown, Fine- To Medium-Grained SAND With Considerable Silty Clay		SS	8 9 10(19)	-	-	-	6
Medium-Density, Brown, Medium-Grained SAND With Some Fine-Grained Gravel And Silty Clay	08	SS	7 8 9(17)	-	-	-	6
Medium-Density, Brown, Medium- To Coarse-Grained SAND With Some Silty Clay	12	SS	8 9 10(19)	-	-	-	7
Medium-Density, Light Brown, Fine-Grained SAND		SS	5 7 9(16)	-	-	-	4
	16	SS	6 8 10(18)	-	-	-	5
		SS	7 7 9(16)	-	-	-	5
Medium-Density, Light Brown, Fine- To Medium-Grained SAND	20	SS	8 11 17(28)	-	-	-	4
		SS	8 11 12(23)	-	-	-	5
	24		8				
Medium-Density, Light Brown, Fine-Grained SAND		SS	10 13(23)	-	-	-	7

N - BLOWS DELIVERED PER FOOT BY A 140 LB. HAMMER FALLING 30 INCHES
SS - SPLIT SPOON SAMPLE
ST - SHELBY TUBE SAMPLE
Qp - CALIBRATED PENETROMETER READING - T.S.F.
Qu - UNCONFINED COMPRESSIVE STRENGTH - T.S.F.
Dd - NATURAL DRY DENSITY - P.C.F.
Mc - NATURAL MOISTURE CONTENT - %

WHITNEY & ASSOCIATES
PEORIA, ILLINOIS

BORING LOG
(CONTINUATION)

BORING NO. B-03
DATE 12-20-07
PROJECT Veterans Road Bridge - Section #06-07109-00-BR
SHEET 6 OF 6
LOCATION Tazewell County, Illinois
W & A. FILE NO. 4374

DESCRIPTION	DEPTH IN FEET	SAMPLE TYPE	N	Qp	Qu	Dd	Mc
See Sheet 5 of 6		SS	9 10 11(21)	-	-	-	18
Medium-Density, Light Brown, Fine- To Medium-Grained SAND With Occasional Fine-Grained Gravel	30	SS	8 14 16(30)	-	-	-	-
Stiff, Brown SANDY CLAY With Some Coarse-Grained Sand And Fine-Grained Gravel	34	SS	7 8 10(18)	1.5	1.2	107	18
Medium-Density, Brown, Medium- To Coarse-Grained SAND And Fine-Grained GRAVEL	38	SS	5 7 8(15)	-	-	-	-
Dense, Brown, Medium- To Coarse-Grained SAND	42	SS	8 12 20(32)	-	-	-	-
Dense, Brown, Medium- To Coarse-Grained SAND And Fine- To Coarse-Grained GRAVEL	46	SS	8 21 27(48)	-	-	-	-
EXPLORATORY BORING DISCONTINUED	50	SS	9 19 24(43)	-	-	-	-
	54						

N - BLOWS DELIVERED PER FOOT BY A 140 LB. HAMMER FALLING 30 INCHES
SS - SPLIT SPOON SAMPLE
ST - SHELBY TUBE SAMPLE
Qp - CALIBRATED PENETROMETER READING - T.S.F.
Qu - UNCONFINED COMPRESSIVE STRENGTH - T.S.F.
Dd - NATURAL DRY DENSITY - P.C.F.
Mc - NATURAL MOISTURE CONTENT - %

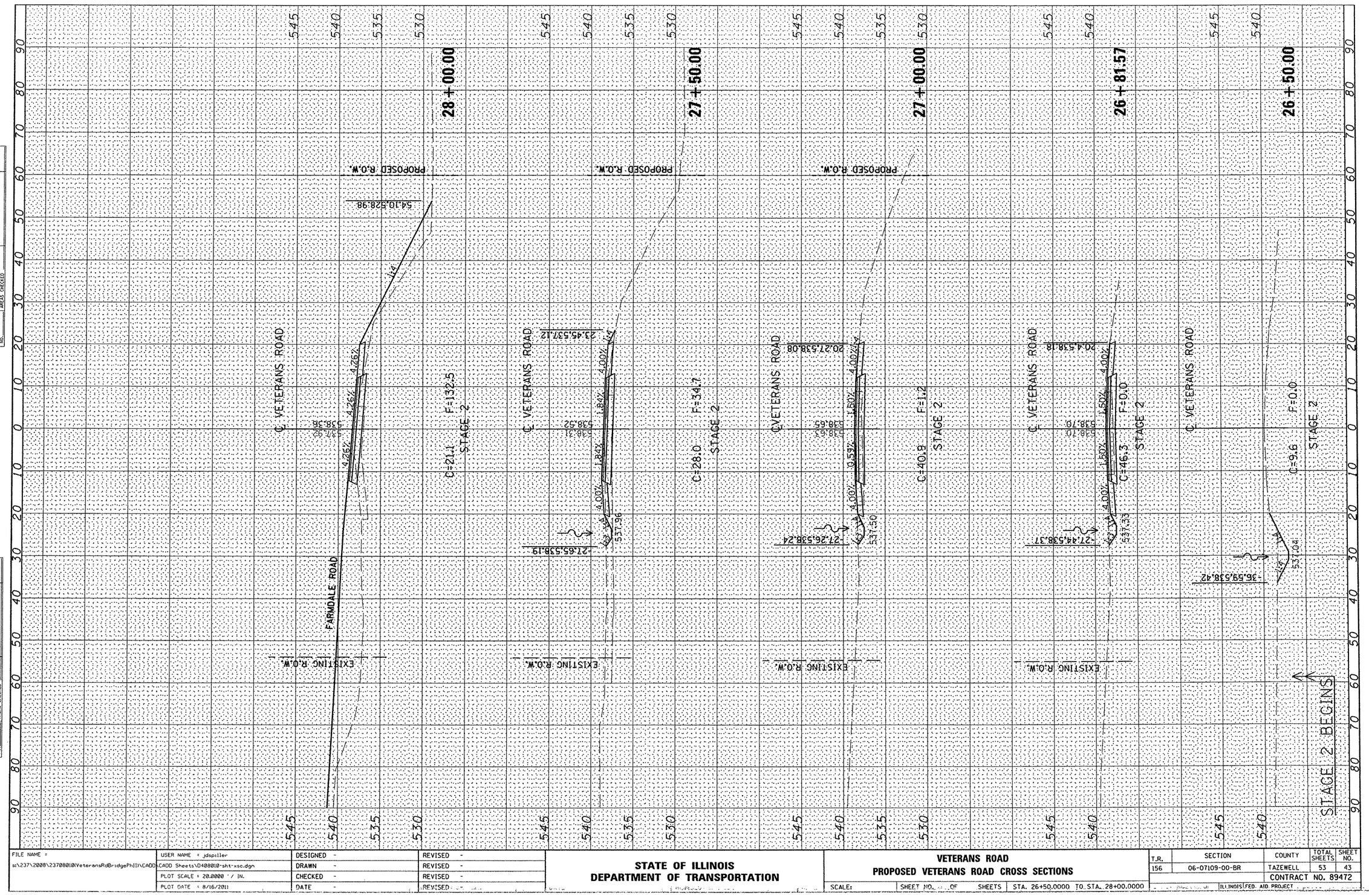
WHITNEY & ASSOCIATES
PEORIA, ILLINOIS

DESIGNED	JAE
CHECKED	BAS
DRAWN	SGM
CHECKED	BAS

MAURER & STUTZ, INC.
ENGINEERS SURVEYORS

SOIL BORINGS
STRUCTURE NO. 090-3244

SHEET NO. 22	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	156	06-07109-00-BR	TAZEWELL	53	42
			CONTRACT NO. 89472		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



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		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
PROPOSED VETERANS ROAD CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 26+50.0000 TO STA. 28+00.0000

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	43
		CONTRACT NO. 89472		
	ILLINOIS FED. AID PROJECT			

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

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

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

30+50.00

℄ VETERANS ROAD

C=30.9 F=180.7

STAGE 1

PROPOSED R.O.W.

50.48,530.51

527.73

1:4

8.00%

8.00%

534.36

530.26

0.00%

1:4

530.96

19.45,531.05

PROPOSED R.O.W.

30+00.00

℄ VETERANS ROAD

C=20.3 F=194.4

STAGE 1

PROPOSED R.O.W.

50.79,530.19

527.98

1:4

8.00%

8.00%

535.12

529.84

0.00%

1:4

531.95

-59.89,539.08

PROPOSED R.O.W.

STAGE 2

SEE EXISTING VETERANS ROAD CROSS SECTIONS

29+50.00

℄ VETERANS ROAD

C=15.8 F=118.0

STAGE 1

PROPOSED R.O.W.

52.04,529.83

528.23

1:4

8.00%

8.00%

536.46

530.14

0.00%

1:4

532.95

-53.94,538.05

PROPOSED R.O.W.

EXISTING R.O.W.

STAGE 2

SEE EXISTING VETERANS ROAD CROSS SECTIONS

STAGE 1 BEGINS

STAGE 2 ENDS

29+00.00

℄ VETERANS ROAD

C=91.4 F=91.6

STAGE 2

PROPOSED R.O.W.

53.37,529.49

528.48

1:4

8.00%

8.00%

537.17

530.89

0.00%

1:4

533.94

-49.45,537.50

PROPOSED R.O.W.

EXISTING R.O.W.

28+50.00

℄ VETERANS ROAD

C=50.6 F=69.4

STAGE 2

PROPOSED R.O.W.

54.86,529.20

528.73

1:4

6.69%

6.69%

537.80

531.93

1.31%

1:4

534.93

44.35,537.42

EXISTING R.O.W.

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	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
PROPOSED VETERANS ROAD CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 28+50.0000 TO STA. 30+50.0000

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	44
		CONTRACT NO. 89472		
	ILLINOIS FED. AID PROJECT			

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

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

APPROACH PAVEMENT OMISSION
STA. 34+56.50 TO STA. 34+86.60

BRIDGE OMISSION
STA. 33+43.50 TO STA. 34+56.50

APPROACH PAVEMENT OMISSION
STA. 33+13.50 TO STA. 33+43.50

STAGE 2 BEGINS
STAGE 1 ENDS

STAGE 2
SEE EXISTING VETERANS ROAD CROSS SECTIONS

PRIVATE ENTRANCE

FILE NAME =	USER NAME = jdspiller	DESIGNED -	REVISED -
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	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

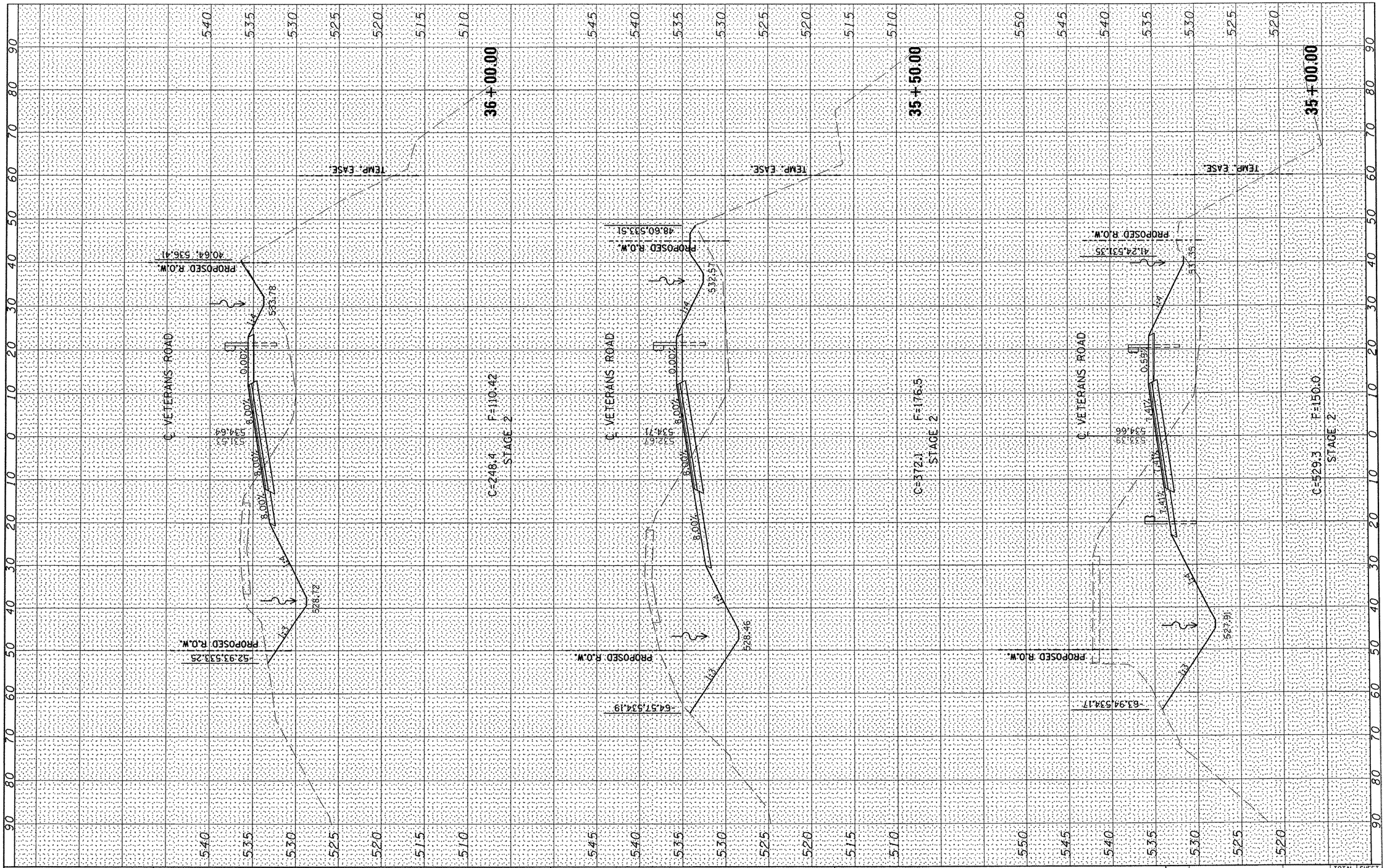
VETERANS ROAD
PROPOSED VETERANS ROAD CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 31+00.0000 TO STA. 33+00.0000

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	45
		CONTRACT NO. 89472		
		ILLINOIS FED. AID PROJECT		

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

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



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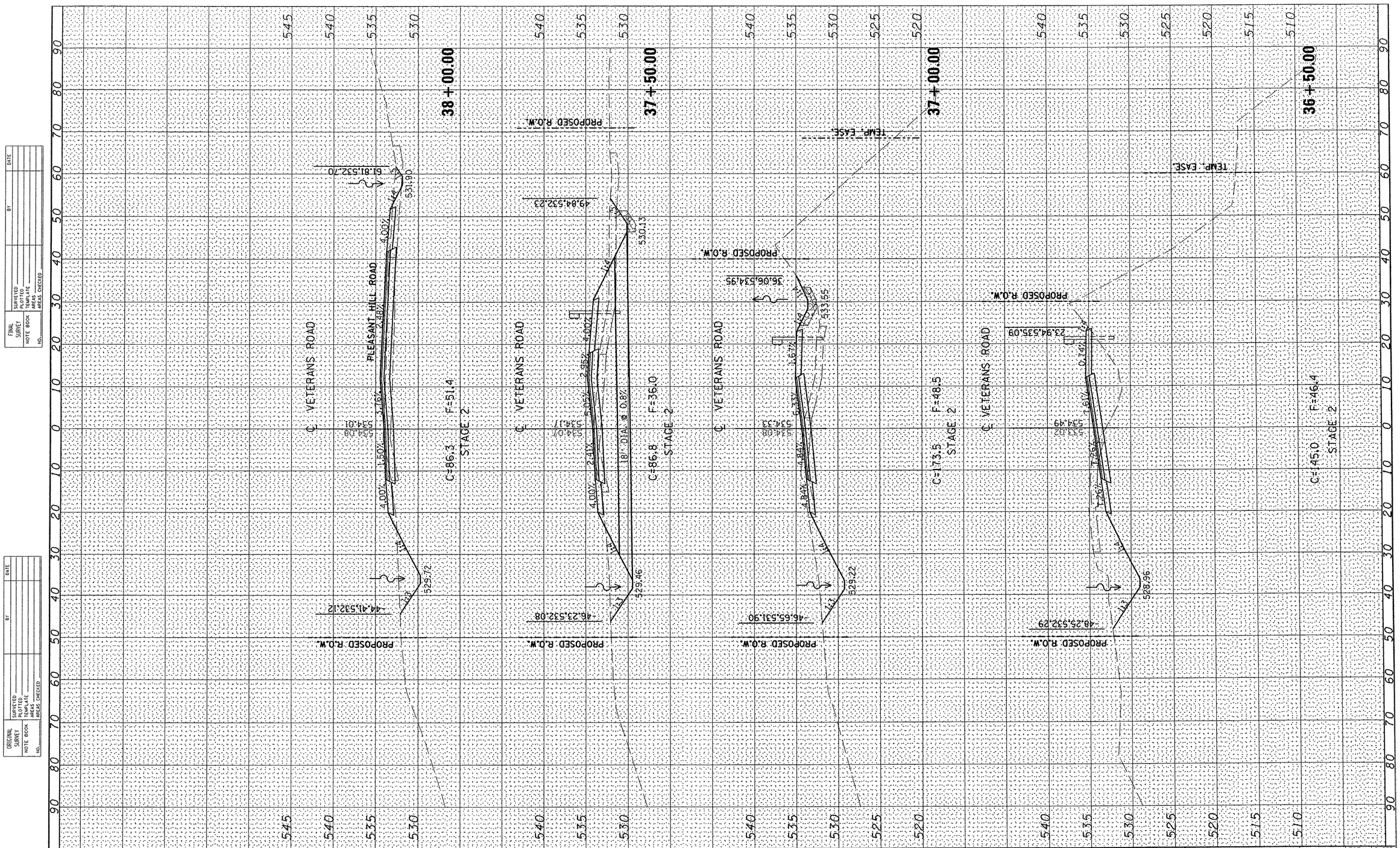
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/16/2011	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
PROPOSED VETERANS ROAD CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 35+00.0000 TO STA. 36+00.0000

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	46
		CONTRACT NO. 89472		
	ILLINOIS FED. AID PROJECT			



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

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

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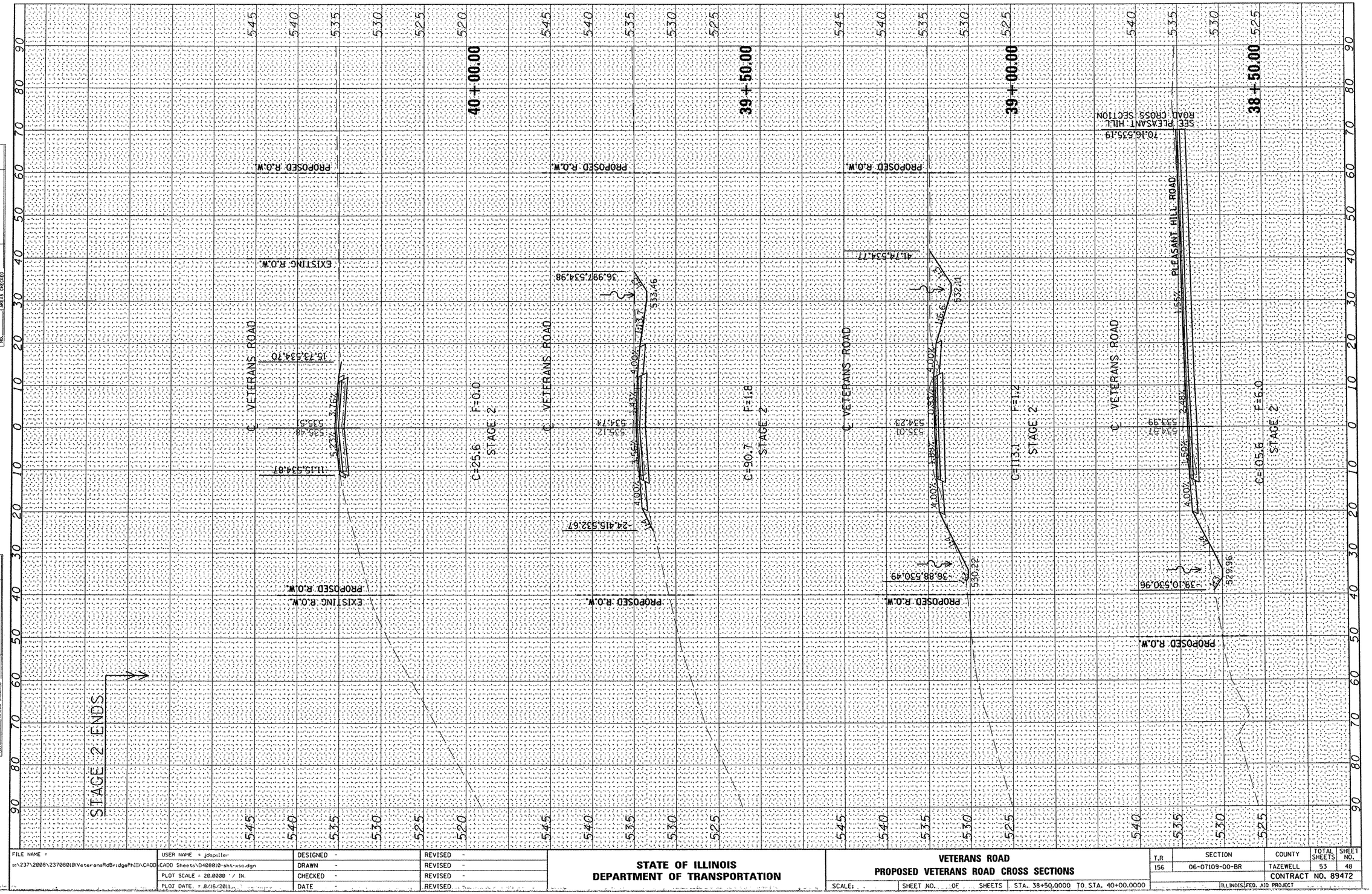
	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
PROPOSED VETERANS ROAD CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 36+50.0000 TO STA. 38+00.0000

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	47
		CONTRACT NO. 89472		
		ILLINOIS FED. AID PROJECT		



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	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
PROPOSED VETERANS ROAD CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 38+50.0000 TO STA. 40+00.0000

T.R	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	48
		CONTRACT NO. 89472		
		ILLINOIS FED. AID PROJECT		

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

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

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

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

STAGE 1:
SEE PROPOSED
VETERANS ROAD
CROSS SECTIONS

℄ EXISTING VETERANS ROAD

32+00.00
31+50.00
31+00.00
30+50.00
30+00.00
29+50.00

8,39,535.76
52,46,534.62
57,69,535.48
55,83,539.00
43,24,535.06
46,99,538.97
11,99,536.02
49,03,538.83
53.11
60,15,539.02
4,66,537.97
61,84,539.10
20,35,537.98

F=171.1
C=36.5
F=76.1
C=86.3
F=14.7
C=116.7
F=30.8
C=114.2
F=33.0
C=105.4

145.8
145.3
145.5
144.3
144.3
144.3
144.3
532.13
533.13

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	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/16/2011	DATE	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

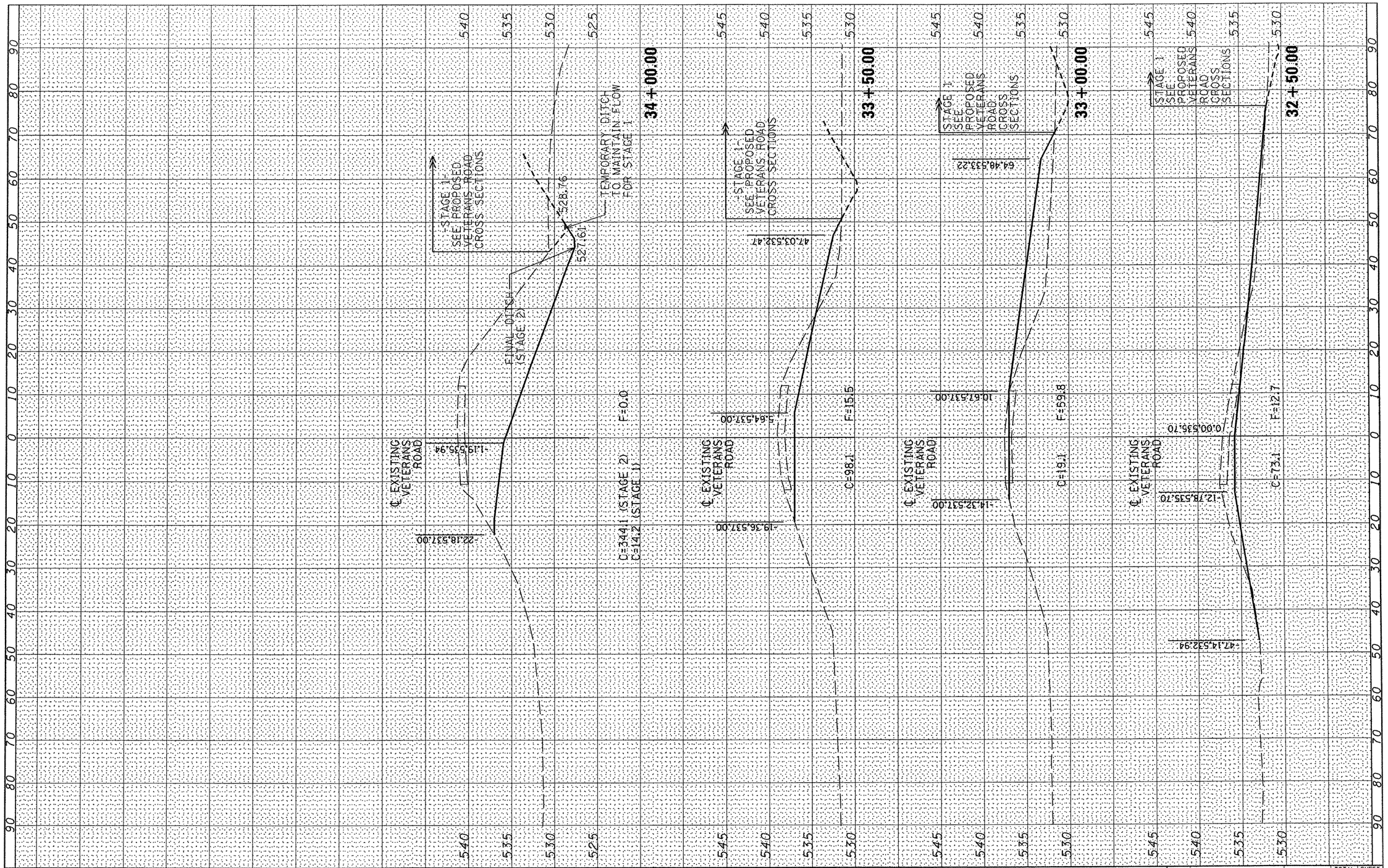
VETERANS ROAD
EXISTING VETERANS ROAD CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 29+50.0000 TO STA. 32+00.0000

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	49
		CONTRACT NO. 89472		
		ILLINOIS FED. AID. PROJECT		

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

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



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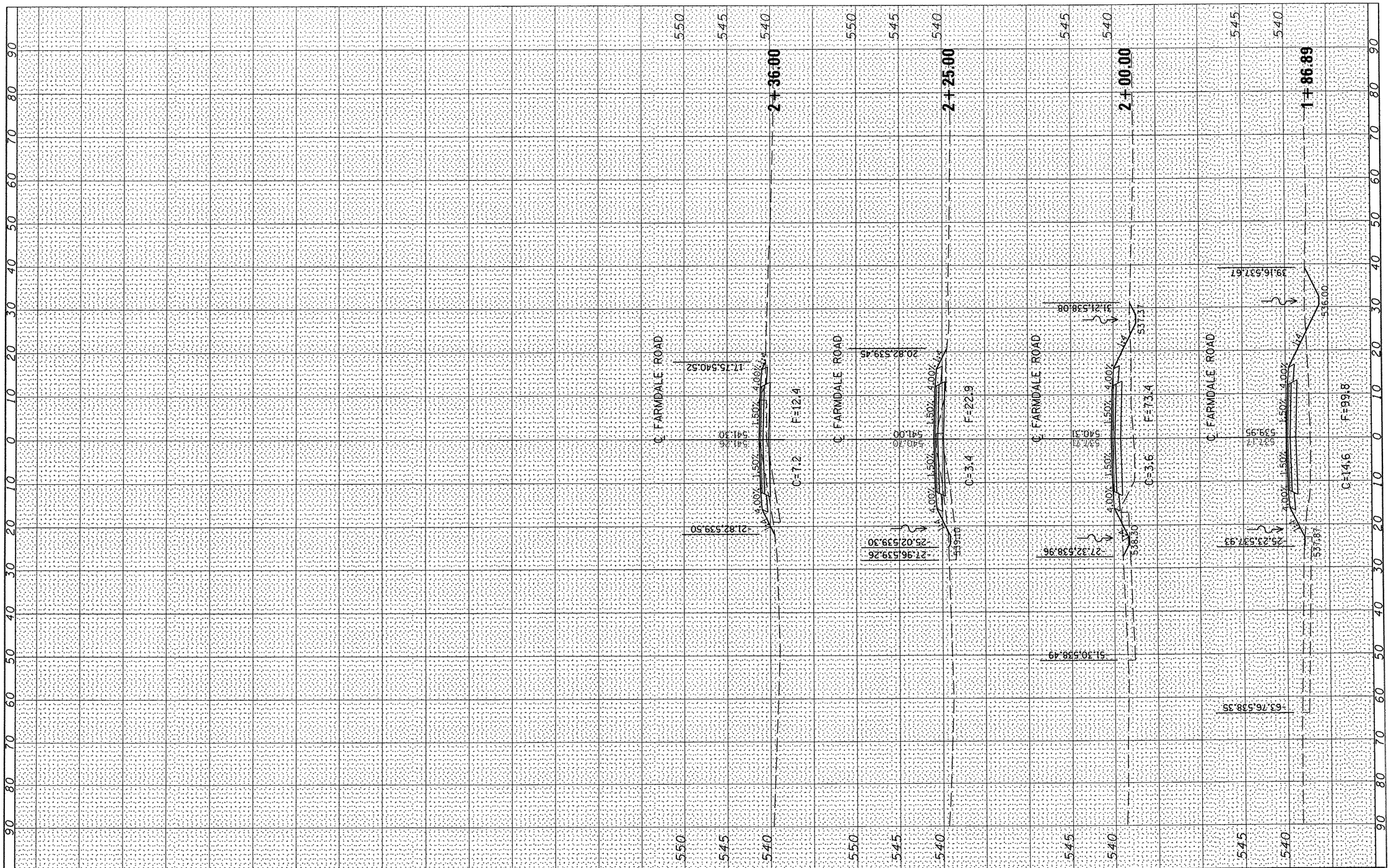
	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VETERANS ROAD
EXISTING VETERANS ROAD CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 32+50.0000 TO STA. 34+00.0000

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	09-07109-00-BR		53	50
			CONTRACT NO. 89472	
		ILLINOIS FED. AID PROJECT		



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	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARMDALE ROAD
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 1+86.8907 TO STA. 2+35.9987

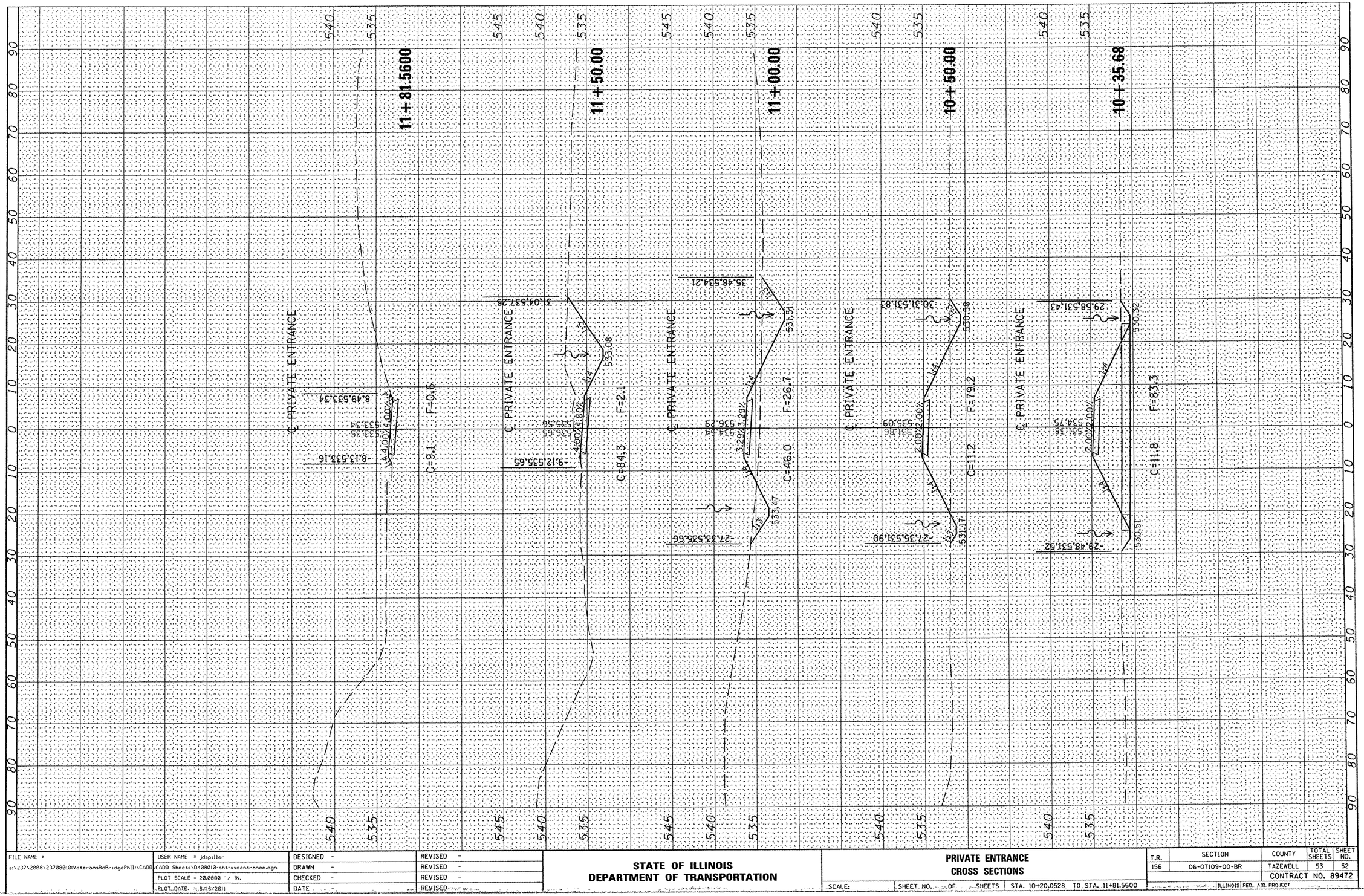
T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	51
		CONTRACT NO. 89472		
		ILLINOIS FED. AID PROJECT		

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

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

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

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



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	PLOT DATE = 8/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRIVATE ENTRANCE
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 10+20.0528 TO STA. 11+81.5600

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	52
		CONTRACT NO. 89472		
		ILLINOIS FED. AID PROJECT		

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

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

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		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 5/16/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLEASANT HILL ROAD
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 9+25.0515 | TO STA. 9+68.0520

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
156	06-07109-00-BR	TAZEWELL	53	53
		CONTRACT NO. 89472		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		