06 - 11 - 2021 LETTING ITEM 042

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	1
	ILLINOIS	CONTRACT NO. 68C58		

D–94–039–15

INDEX OF SHEETS

1	COVER SHEET
2	GENERAL NOTES AND COMMITMENTS
3 - 9	SUMMARY OF QUANTITIES
10 - 11	TYPICAL SECTIONS
12 - 15	SCHEDULE OF QUANTITIES
16	ALIGNMENT, TIES AND BENCHMARKS
17 - 20	ROADWAY PLAN AND PROFILE
21 - 22	DETOUR PLAN
23 - 25	TRAFFIC CONTROL I-74
26	EROSION CONTROL PLAN
27 - 28	LIGHTING PLANS
29 - 32	REMOVAL PLAN AND PROFILE
33 - 62	STRUCTURE PLANS
63 - 69	EXISTING BRIDGE PLANS
70 - 77	DISTRICT STANDARDS
78	ROADWAY MEDIAN DETAIL
79 - 82	CROSS SECTIONS

LIST OF DISTRICT STANDARDS

406101	BUTT JOINTS
630101	GUARDRAIL EROSION CONTROL TREATMENT
667101	PERMANENT SURVEY TIE & PERMANENT SURVEY MARKERS TY.I - TY.II
780001	TYPICAL PAVEMENT MARKINGS

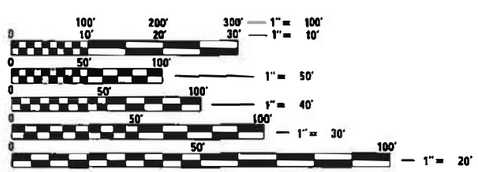
LIST OF STANDARDS

000001-08	606001-07	701001-02	701401-12	782001-01
001001-02	606301-04	701006-05	701402-12	814001-03
001006	630001-12	701011-04	701411-09	821101-02
280001-07	630301-09	701101-05	701901-08	825011-04
420401-13	631031-17	701106-02	704001-08	BLR21-9
515001-04	635001-02	701400-10	780001-05	601101 - 02
				701451 - 05

MAHER RD (CH25R)

FUNCTIONAL CLASSIFICATION:
MINOR ARTERIAL
2012 ADT=2,250
2032 ADT=2,177
MU%=7.3%; SU=3.4%

PROJECT IS LOCATED IN
BRIMFIELD TOWNSHIP IN
UNINCORPORATED PEORIA COUNTY



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

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

PROJECT ENGINEER: CHRISTOPHER MAUSHARD (309)–671–3453
PROJECT MANAGER: MIKE MOHAMED (319)–671–3462

CONTRACT NO. 68C58

CATALOG NO. 035266–00D

STATE OF ILLINOIS

DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

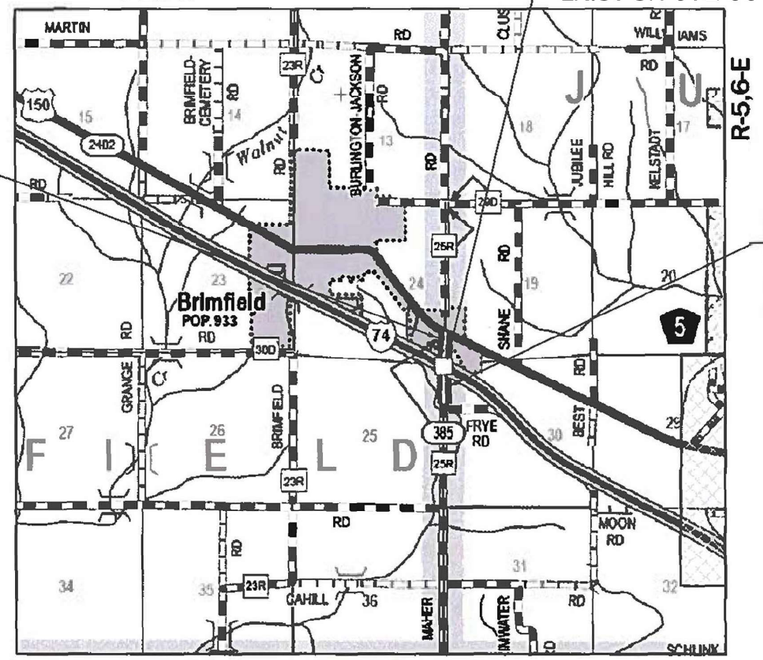
FAI 74 (I–74)
SECTION (72–4HB)BR
PROJECT NHPP–IK8K(870)
BRIDGE SUPERSTRUCTURE REPLACEMENT
PEORIA COUNTY

C–94–077–15

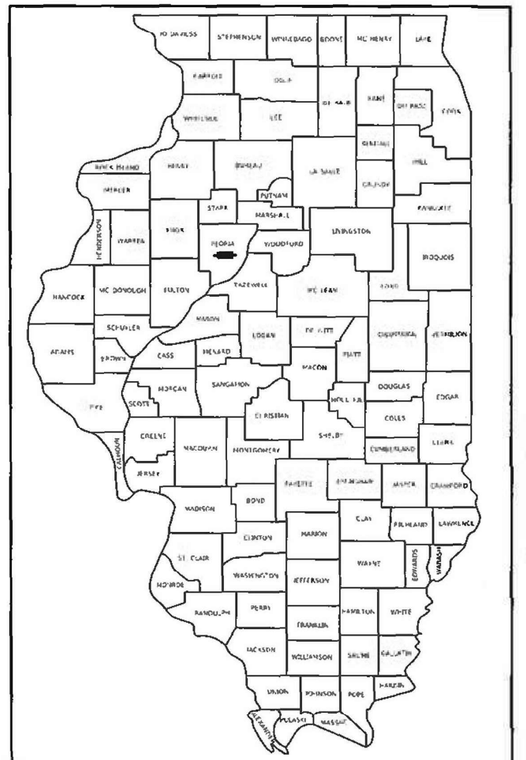
BRIDGE SUPERSTRUCTURE REPLACEMENT
STA. 20+00.00
EXIST SN 072-0076

PROJECT BEGINS
STA. 11+50.00
MAHER RD.

PROJECT ENDS
STA. 33+20.00
MAHER RD.



GROSS LENGTH = 2170 FT. = 0.411 MILE
NET LENGTH = 2170 FT. = 0.411 MILE



LOCATION OF SECTION INDICATED THUS:–

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

N

LOCATION MAP
NOT TO SCALE

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

Stanley J. Fearday 2-23-2021
STANLEY J. FEARDAY
LICENSE EXPIRES 11–30–2021
THE UPCHURCH GROUP, INC.
MATTOON, ILLINOIS 61938

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Mar 19 2021
Kensil A Barnett KSD
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 7, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

May 7, 2021
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV. 5/19/21 REV. 4/22/21 REV. 4/7/21 REV. 3/24/21

GENERAL NOTES

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

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

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

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

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

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

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

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

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

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

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

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

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

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

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

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

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

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:
- BDE FORM 2289 (CULTURAL AND NATURAL RESOURCES REVIEW OF BORROW AREAS)
- BDE FORM 2290 (WASTE/USE AREA REVIEW)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM - D4 PI0101

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

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

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

POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES

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

PAVING SURFACE COURSE
CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

HMA MIXTURE REQUIREMENT TABLE:

MIXTURE USES:	POLYMERIZED SURFACE	HMA SHOULDER	"D" PATCH
FG:	SBS OR SBR 76-28	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% N = 50	4.0% N = 50	4.0% N = 50
MIXTURE COMPOSITIONS: (MIXTURE GRADATIONS)	IL-9.5 FG	IL-9.5	IL-19.0
FRICTION AGGREGATE:	MIX "D"	MIX "C"	N.A.
QUALITY MANAGEMENT PROGRAM:	OC/OA	OC/CA	QC/QA

COMMITMENTS

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

NO COMMITMENTS HAVE BEEN INCURRED FOR THIS PROJECT

PROJECT SPECIFIC GENERAL NOTES

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

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

FOR THE DISK SET ON THE BRIDGE AT STA 18+60, 31.8 FT. RIGHT. THE ELEVATION SHALL BE RUN TO THE DISK. VERIFIED. STAMPED AND A MEMO SENT TO THE CHIEF OF SURVEYS/PLATS DETAILING THE LOCATION OF THE DISK AND THE ELEVATION.

STATUS OF UTILITIES

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

IDOT DISTRICT 4 ROADWAY LIGHTING
IDOT DISTRICT FIBER OPTIC ON NORTH SIDE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0013	CONSTRUCTION CODE 100% COUNTY ROADWAY 0005
	20200100	EARTH EXCAVATION	CU YD	60	60	
*	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	20	20	
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	769	769	
	25000200	SEEDING, CLASS 2	ACRE	0.25	0.25	
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	15	15	
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	15	15	
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	15	15	
**	25000750	MOWING	ACRE	31.0	31.0	
	25100115	MULCH, METHOD 2	ACRE	0.25	0.25	
	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	769	769	
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	16	16	
	28000305	TEMPORARY DITCH CHECKS	FOOT	40	40	
	28000400	PERIMETER EROSION BARRIER	FOOT	552	552	
	40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	6468	5174	1294

* **SPECIALTY ITEMS** ** **MOWING 100% STATE**

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta37	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/26/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	3
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_DOT_D5\Sta10\Maher Road Phase II PTB 158 011\047-14\CAD_Sheets\D4685C58-sh1-SOQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0013	CONSTRUCTION CODE 100% COUNTY ROADWAY 0005
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	88	88	
40600990	TEMPORARY RAMP	SQ YD	88	88	
40604110	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "D", N50	TON	700	540	160
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	366	366	
44000100	PAVEMENT REMOVAL	SQ YD	103	103	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"	SQ YD	8831	7178	1653
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1724	1724	
44003100	MEDIAN REMOVAL	SQ FT	6417	6417	
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	1005		1005
44004250	PAVED SHOULDER REMOVAL	SQ YD	315	315	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	306	306	
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	306	306	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	132	71	61
48203100	HOT-MIX ASPHALT SHOULDERS	TON	258	258	

* **SPECIALTY ITEMS**

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

USER NAME = Sta37 | PLOT SCALE = 2.0000 ' / in. | PLOT DATE = 3/4/2021

DESIGNED - | DRAWN - SAE | CHECKED - MJS | DATE - FEBRUARY 23, 2021

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	4
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_IDOT_D8743\Maher Road Phase II PTB 158 011\047-141\CAD_Sheets\D468C58-sht-SQQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0013	CONSTRUCTION CODE 100% COUNTY ROADWAY 0005
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	1	
50102400	CONCRETE REMOVAL	CU YD	29.1	29.1	
50104650	SLOPE WALL REMOVAL	SQ YD	702	702	
50157300	PROTECTIVE SHIELD	SQ YD	994	994	
50200100	STRUCTURE EXCAVATION	CU YD	196	196	
50300225	CONCRETE STRUCTURES	CU YD	57.0	57.0	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	598.1	598.1	
50300260	BRIDGE DECK GROOVING	SQ YD	1193	1193	
50300300	PROTECTIVE COAT	SQ YD	2223	2223	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	159.2	159.2	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	LSUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	10530	10530	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	207740	207740	
51100100	SLOPE WALL 4 INCH	SQ YD	723	723	

* **SPECIALTY ITEMS**

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta37	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/26/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	5
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_DOT_DIST4\Maher Road Phase II PTB 158 011\047-141\CAD_Sheets\D4685C58-sh1-SOQ.dgn

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 90% FED 10% STATE ROADWAY 0013	CONSTRUCTION CODE 100% COUNTY ROADWAY 0005
	51500100	NAME PLATES	EACH	1	1	
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	36	36	
	52100520	ANCHOR BOLTS, 1"	EACH	54	54	
	52100530	ANCHOR BOLTS, 1 1/4"	EACH	36	36	
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	196	196	
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	101	101	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1398	1398	
	60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	3790	3790	
	60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	577	577	
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	350	350	
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
	63200310	GUARDRAIL REMOVAL	FOOT	152	152	
*	66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	2	2	

* **SPECIALTY ITEMS**

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta37	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/26/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	6
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

REV. 4/7/21

P:\Civil_DOT_D5\Sta\Maher Road Phase II PTB 158 011\047-14\CAD_Sheets\D4685C58-sh1-SOQ.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 90% FED 10% STATE ROADWAY 0013	CONSTRUCTION CODE: 100% COUNTY ROADWAY 0005
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	16	16	
67100100	MOBILIZATION	LSUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30	
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	325	325	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	42	42	
70200100	NIGHTTIME WORK ZONE LIGHTING	LSUM	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	419	419	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	139	139	
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	19255	19255	
70300906	PAVEMENT MARKING TAPE, TYPE IV 6"	FOOT	260	260	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	850	850	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	850	850	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	

* **SPECIALTY ITEMS**

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 6111047-14\CAD_Sheets\D4685C58-sh1-SOQ.dgn

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta37	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/26/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	7
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE: 90% FED 10% STATE ROADWAY 0013	CONSTRUCTION CODE: 100% COUNTY ROADWAY 0005
	70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4	
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	63	63	
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	8699	8699	
*	78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	453	453	
*	780090012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	104	104	
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8	
*	78200020	CURB REFLECTORS	EACH	56	56	
*	81603037	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	365	365	
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1	
	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	6685	6685	
	X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	204	204	
*	X8130110	JUNCTION BOX (SPECIAL)	EACH	2	2	

* **SPECIALTY ITEMS**

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

USER NAME = Sta37	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/26/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	8
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

P:\Civil_DOT_DISTA\Maher Road Phase II PTB 158 611\047-141\CAD_Sheets\D468C58-snt-SOQ.dgn

					CONSTRUCTION CODE	
					90% FED 10% STATE	100% COUNTY
					ROADWAY	ROADWAY
CODE NO.	ITEM	UNIT	TOTAL QUANTITY		0013	0005
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	124		124	
Z0004552	APPROACH SLAB REMOVAL	SQ YD	288		288	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	15		15	
Z0013798	CONSTRUCTION LAYOUT	LSUM	1		1	
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	6		6	
Z0024475	TUBULAR MARKER	EACH	4		4	
Z0034105	MATERIAL TRANSFER DEVICE	TON	540		540	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	186		186	
Ø Z0076600	TRAINEES	HOUR	1,000		1,000	
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1,000		1,000	

* **SPECIALTY ITEMS** Ø 0042

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 159 6111047-141\CAD_Sheets\D468C58-sht-600.dgn

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

USER NAME = Sta37	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 3/5/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

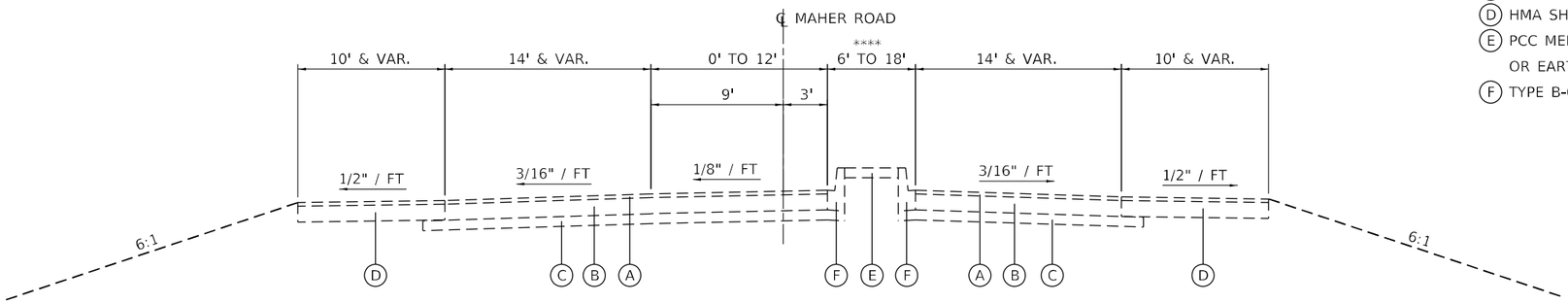
SUMMARY OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	9
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

REV. 4/20/21

**** MEDIAN OMISSION FROM
RT 13+41.67 - RT 14+59.76
LT 25+40.53 - LT 26+61.13



EXISTING TYPICAL SECTION

STA. 11+50.00 TO STA. 18+12.59 (SHOWN)
STA. 21+84.91 TO STA. 33+20.00 (REVERSE)

EXISTING

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

P:\Civil_IDOT_DIST\6\Maher Road Phase II PTB 153 611\047-H\CAD_Sheets\D1686238-sht4typical.dgn

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184-001001
123 North 15th Street Mattoon, IL 61938
Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta34	DESIGNED -		REVISED -
	DRAWN - SAE		REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - MJS		REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTION
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	10
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

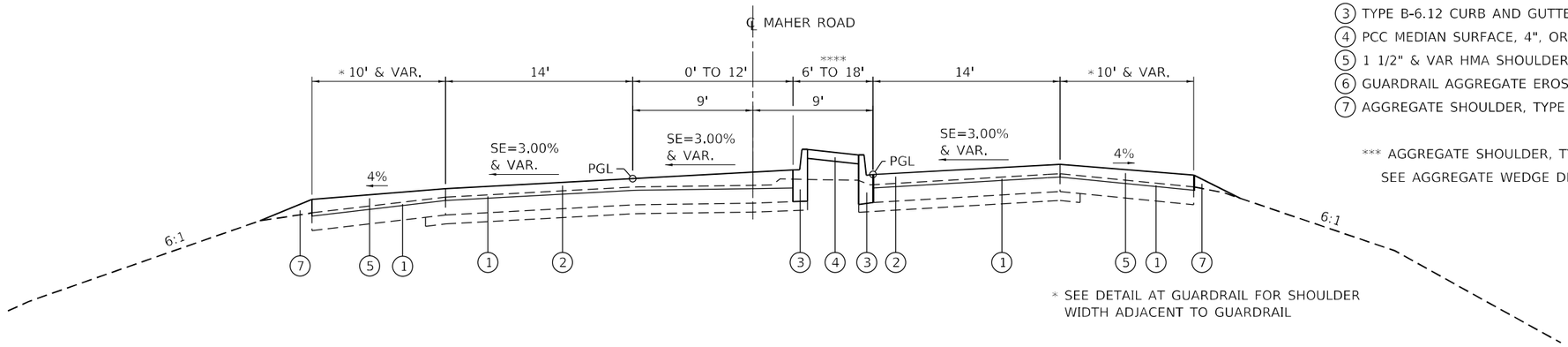
** SEE STANDARD 420401 & SHEET 77 FOR ADDITIONAL DETAILS OF BRIDGE APPROACH PAVEMENT CONNECTOR

**** MEDIAN OMISSION FROM
RT 13+41.67 - RT 14+59.76
LT 25+40.53 - LT 26+61.13

PROPOSED

1. HMA SURFACE REMOVAL, 1 1/2"
2. 1 1/2" & VAR POLYMERIED HMA SURFACE COURSE, IL 9.5FG, MIX "D", N50 (1 1/2" MIN)
3. TYPE B-6.12 CURB AND GUTTER
4. PCC MEDIAN SURFACE, 4", OR EARTH MEDIAN
5. 1 1/2" & VAR HMA SHOULDER, (1 1/2" MIN)***
6. GUARDRAIL AGGREGATE EROSION CONTROL, 8"
7. AGGREGATE SHOULDER, TYPE B

*** AGGREGATE SHOULDER, TYPE B
SEE AGGREGATE WEDGE DETAIL



* SEE DETAIL AT GUARDRAIL FOR SHOULDER WIDTH ADJACENT TO GUARDRAIL

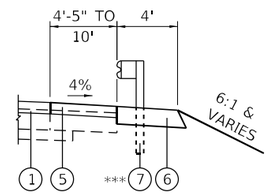
PROPOSED TYPICAL SECTION

STA. 11+50.00 TO STA. 18+11.57

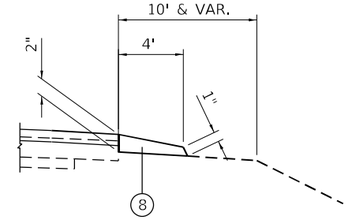
** BRIDGE APPROACH PAVEMENT CONNECTOR
(FROM STA. 18+11.57 - STA. 18+40.58 & STA. 21+56.92 - STA. 21+86.02)

SEE THE BRIDGE PLANS FOR BRIDGE APPROACH SLAB DETAILS.
(STA. 18+40.58 - STA. 18+70.58 AND STA. 21+26.92 - STA. 21+56.92)

BRIDGE OMISSION FROM STA. 18+70.58 TO STA. 21+26.92

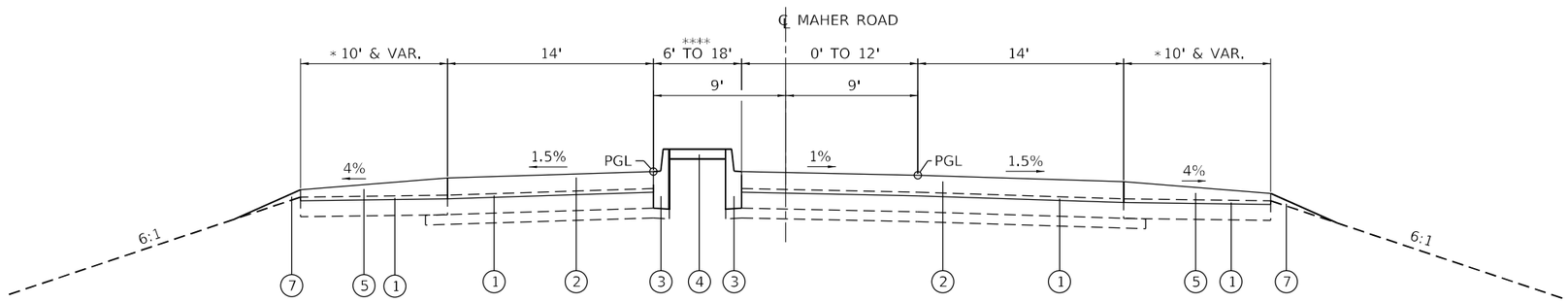


* DETAIL AT GUARDRAIL



*** DETAIL OF AGGREGATE WEDGE

STA: 27+79.88 TO STA: 33+20



* SEE DETAIL AT GUARDRAIL FOR SHOULDER WIDTH ADJACENT TO GUARDRAIL

NOTE:

SEE PLAN AND CROSS SECTIONS FOR TREATMENT OUTSIDE SHOULDER LIMITS.

PROPOSED TYPICAL SECTION

STA. 21+86.02 TO STA. 33+20.00

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184-003501
123 North 15th Street Mattoon, IL 61938
Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	11
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_IDOT_DIST7\Maher Road Phase II PTB 138 611\07-Hi\CAD_Sheets\D468C58-sht4typical.dgn

REMOVAL SCHEDULE

STATION TO STATION		LT / RT	PAVEMENT REMOVAL	MEDIAN REMOVAL	MEDIAN REMOVAL PARTIAL DEPTH	PAVED SHOULDER REMOVAL	GUARDRAIL REMOVAL	APPROACH SLAB REMOVAL
			SQ YD	SQ FT		SQ YD	FOOT	SQ YD
11+50	17+00	RT		1136.3				
16+56.00	17+00	RT				3.9		
17+00	18+60.82	RT				63.8		
17+00	18+71.09	LT/RT		2053.2				
17+71.43	18+46.60	RT					75.8	
17+83.00	18+86.03	LT				90.2		
18+11.62	18+35.06	LT	41.1					
18+11.62	18+19.14	RT	11.9					
18+19.14	18+67.85	RT						71.8
18+35.06	18+83.47	LT						73.1
21+11.41	22+14	RT				90.9		
21+14.07	21+62.44	RT						71.3
21+29.68	21+78.37	LT						71.6
21+26.51	23+00	LT/RT		2080.6				
21+36.79	23+00	LT				63.7		
21+50.85	22+26.26	LT					75.7	
21+62.44	21+84.91	RT	38.9					
21+78.37	21+84.91	LT	10.3					
23+00	28+00	LT		1146.6				
23+00	23+41.00	LT				2.4		
* 30+61.41	32+99.49	LT/RT			1005.0			
		TOTALS	**103**	**6417**	**1005**	**315**	**152**	**288**

*** FUND CODE 0005**

CURB AND GUTTER REMOVAL

STATION	STATION	COMBINATION CURB AND GUTTER REMOVAL
		FOOT
13+22.50	13+42.00	44.49
14+58.43	17+00	471.7
17+00	18+71.09	342.7
21+26.51	23+00	347.7
23+00	25+42.18	472.9
26+61.00	26+78.83	44.2
	TOTALS	**1,724**

BUTT JOINT REMOVAL

STATION	STATION	LT/RT	HOT - MIX ASPHALT SURFACE REMOVAL BUTT JOINT	TEMPORARY RAMP
			SQ YD	SQ YD
11+50	11+60	RT	54.1	54.1
33+10	33+20	LT	33.9	33.9
		TOTAL	**88.0**	**88.0**

HMA SURFACE COURSE REMOVAL SCHEDULE

STATION TO STATION		LT / RT	LENGTH	WIDTH	HOT-MIX ASPHALT SURFACE COURSE REMOVAL, 1 1/2"
			FOOT	FOOT	SQ YD
11+60	14+00	LT/RT	VAR	VAR	1,033.7
14+00	17+00	LT	300.0	10	333.3
14+00	17+00	LT	300.0	14	466.7
14+00	17+00	LT/RT	300.0	VAR	405.4
14+00	14+58	RT	58.0	VAR	39.2
14+00	17+00	RT	300.0	14	466.7
14+00	16+56	RT	256.0	10	284.4
16+56	17+00	RT	44.0	VAR	44.5
17+00	17+83	LT	83.3	10	92.6
17+83	18+11.62	LT	28.6	4.4	14.0
17+00	18+11.62	LT	111.6	14	173.6
17+00	18+11.62	LT	111.6	VAR	77.7
17+00	18+11.62	RT	111.6	14	173.6
17+00	18+11.62	RT	111.6	VAR	77.2
21+84.91	23+00	LT	115.1	VAR	84.8
21+84.91	23+00	LT	115.1	14	179.0
21+84.91	23+00	RT	115.1	VAR	78.0
21+84.91	23+00	RT	115.1	14	179.0
21+84.91	23+00	RT	115.1	VAR	107.8
23+00	23+41.00	LT	41.0	VAR	42.9
23+41.00	26+00	LT	259.0	10	287.8
23+00	26+00	LT	300.0	14	466.7
23+00	26+00	RT	300.0	VAR	401.9
23+00	26+00	RT	300.0	14	466.7
23+00	26+00	RT	300.0	10	333.3
25+42.41	26+00	LT	57.6	VAR	42.1
26+00	28+00	LT/RT	VAR	VAR	825.1
* 28+00	29+00	LT/RT	VAR	VAR	311.3
* 29+00	33+10	LT/RT	VAR	VAR	1342.1
				TOTAL	**8831**

*** FUND CODE 0005**

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

USER NAME = Sta37	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/26/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	12
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT SCHEDULE

	STATION TO STATION		LT / RT	LENGTH	WIDTH	POLYMERIZED BITUMINOUS MATERIAL TACK COAT	POLYMERIZED HMA SURFACE COURSE, IL 9.5FG, MIX "D" N50	HOT-MIX ASPHALT SHOULDERS	MATERIAL TRANSFER DEVICE
				FOOT	FOOT	POUND	TON	TON	TON
	11+50	14+00	LT/RT	VAR	VAR	796.6	77.9	15.1	77.9
	14+00	17+00	LT	300	10	240.0		46.7	
	14+00	17+00	LT	300	14	336.0	65.3		65.3
	14+00	16+25.06	LT/RT	225.1	12	216.1	42.0		42.0
	16+25.06	17+00	LT/RT	74.9	VAR	59.6	11.6		11.6
	14+00	15+09.73	RT	109.7	VAR	32.2	6.3		6.3
	14+00	17+00	RT	300	14	336.0	65.3		65.3
	14+00	16+56.00	RT	257	10	205.6		40.0	
	16+56.00	17+00	RT	44	VAR	31.6		6.2	
	17+00	17+83.00	LT	83	10	66.4		12.9	
	17+83.00	18+11.62	LT	28.6	4.4	10.1		2.0	
	17+00	18+11.62	LT	111.6	14	125.0	24.3		24.3
	17+00	18+11.62	LT	111.6	VAR	43.4	8.4		8.4
	17+00	18+11.62	RT	111.6	14	125.0	24.3		24.3
	17+00	18+11.62	RT	111.6	VAR	52.9		10.3	
	21+84.91	23+00	LT	115.1	VAR	58.4		11.3	
	21+84.91	23+00	LT	115.1	14	128.9	15.0		15.0
	21+84.91	23+00	RT	115.1	VAR	45.0	5.3		5.3
	21+84.91	23+00	RT	115.1	14	128.9	15.0		15.0
	21+84.91	22+14.00	RT	29.1	4.4	10.2		2.0	
	22+14.00	23+00	RT	86	10	68.8		13.4	
	23+00	23+41.00	LT	41	VAR	30.3		5.9	
	23+41.00	26+00	LT	259	10	207.2		40.3	
	23+00	26+00	LT	300	14	336.0	39.2		39.2
	24+90.53	26+00	LT	109.5	VAR	32.0	3.7		3.7
	23+00	23+72.44	LT/RT	72	VAR	58.1	6.8		6.8
	23+72.44	26+00	LT/RT	227.6	12	218.5	25.5		25.5
	23+00	26+00	RT	300	14	336.0	39.2		39.2
	23+00	26+00	RT	300	10	240.0		46.7	
	26+00	28+00	LT/RT	VAR	VAR	599.1	64.4	5.5	64.4
*	28+00	29+00	LT/RT	VAR	VAR	224.1	26.1		
*	29+00	33+20	LT/RT	VAR	VAR	1069.8	125.0		
*	30+61.41	32+99.49	LT/RT	VAR	VAR		9.3		
					TOTALS	**6,467.8**	**700.0**	**258.3**	**540**

* **FUND CODE 0005**

GUARDRAIL SCHEDULE

STATION	STATION	LT / RT	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	GUARDRAIL REFLECTORS, TYPE A	TERMINAL MARKERS - DIRECT APPLIED	GUARDRAIL AGGREGATE EROSION CONTROL
			FOOT	EACH	EACH	EACH	EACH	TON
15+95.40	18+41.93	RT	150			4		47
17+83.00	18+69.23	LT	25					15
21+28.27	22+14.00	RT	25					15
21+55.57	24+03.34	LT	150			4		47
18+05.21	18+42.53	RT		1				
18+32.29	18+69.83	LT		1				
21+27.67	21+65.16	RT		1				
21+54.97	21+92.47	LT		1				
16+31.23	16+56.07	RT			1		1	
17+82.05	18+07.17	LT			1		1	
21+90.16	22+15.50	RT			1		1	
23+42.37	23+67.37	LT			1		1	
		TOTALS	**350**	**4**	**4**	**8**	**4**	**124**

TEMPORARY PAVEMENT MARKINGS

STATION	STATION	OFFSET	PAVEMENT MARKING BLACKOUT TAPE, 5"	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	PAVEMENT MARKING TAPE, TYPE IV 4"	PAVEMENT MARKING TAPE, TYPE IV 6"	TEMPORARY PAVEMENT MARKING REMOVAL	
			FOOT	FOOT	SQ FT	FOOT	FOOT	SQ FT	
228+50	231+50	LT	150				120	123	**
260+27.07	263+74.07	RT	175				140	143	**
208+50	247+37.50	LT				9850		3284	**
245+87.5	283+74.07	RT				9405		3135	**
14+00	16+25	RT		67.5	22.5				***
14+01	16+26	ARROW		141.8	46.8				***
23+72	26+00	ARROW		141.8	46.8				***
23+72	26+00	LT		67.5	22.5				***
		TOTALS	**325**	**419**	**139**	**19255**	**260**	**6685**	

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

*** **TOTAL TO PROVIDE AND REMOVE THREE TIMES**

P:\Civil_IDOT_D5T4\Maher Road Phase II PTB 158 611047-14\CAD_Sheets\D468C58sht-schedule.dgn

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

USER NAME = Sta37	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 3/4/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	13
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

EXCAVATION BALANCE

STATION TO STATION		OFFSET	EARTH EXCAVATION (CUT)	STRUCTURE EXCAVATION	EARTH EXCAVATION ADJUSTED SHRINKAGE 25% EARTH	FURNISHED EXCAVATION (FILL)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
			CU YD	CU YD	CU YD	CU YD	CU YD
18+40.58	21+56.92	STRUCTURAL	-	196.0	147.0	-	147.0
14+00	18+11.62	LT/RT	7.1	-	5.3	26.1	-20.8
18+11.62	18+40.58	APPROACH	26.9	-	20.2	-	20.2
21+56.92	21+84.91	APPROACH	21.0	-	15.8	-	15.8
21+84.91	23+00	LT/RT	5.0	-	3.8	46.5	-42.8
		TOTALS	**60.0**	**196.0**	**192.0**	**72.6**	**119.4**

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

PERMANENT PAVEMENT MARKINGS

STATION	STATION	OFFSET	MODIFIED URETHANE PAVEMENT MARKING, LETTERS AND SYMBOLS	MODIFIED URETHANE PAVEMENT MARKING, LINE 4"	MODIFIED URETHANE PAVEMENT MARKING, LINE 8"	MODIFIED URETHANE PAVEMENT MARKING, LINE 12"
			SQ FT	FOOT	FOOT	FOOT
11+50	14+00	LT & RT		1201.6		
14+00	17+00	LT & RT		777.0	225.0	26.0
17+00	23+00	LT & RT		2400.0		
23+00	29+00	LT & RT		2203.2	227.5	26.0
29+00	33+20	LT & RT		2116.7		52.0
14+15		LT	15.6			
16+25		LT	15.6			
23+72		RT	15.6			
25+82		RT	15.6			
		TOTALS	**63**	**8699**	**453**	**104**

CURB & GUTTER AND MEDIAN SURFACE SCHEDULE

STATION	STATION	LT/RT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	CONCRETE MEDIAN SURFACE, 4 INCH	CONCRETE MEDIAN, TYPE SB-6.12
			FOOT	SQ FT	SQ FT
13+22.71	13+42.68	LT/RT			258.5
14+58.43	17+00	LT/RT	473.0	779.9	22.6
17+00	18+11.62	LT	111.7	1112.0	
17+00	18+11.62	RT	111.6		
21+84.91	23+00	LT	114.0	1127.3	
21+84.91	23+00	RT	114.1		
23+00	25+42.18	LT/RT	473.2	770.8	22.6
26+58.20	26+78.83	LT/RT			272.5
TOTALS			**1,398**	**3,790**	**577**

AGGREGATE SHOULDERS TYPE B

	STATION TO STATION		LOCATION	WIDTH	DEPTH (AVG)	AGGREGATE SHOULDERS, TYPE B
			LT/RT	FOOT	INCH	TONS
	11+50.00	12+25.50	RT	3	1.75	3.9
	11+50.00	11+99.22	LT	3	1.75	2.5
	13+88.74	15+95.40	RT	3	1.75	10.6
	13+74.37	17+83.00	LT	3	1.75	20.9
	22+14.00	26+27.63	RT	3	1.75	21.2
	24+03.34	26+31.65	LT	3	1.75	11.7
*	27+79.96	29+00.00	LT	4	1.50	6.8
*	27+85.30	29+00.00	RT	4	1.50	6.5
*	29+00.00	33+20.00	LT	4	1.50	23.9
*	29+00.00	33+20.00	LT	4	1.50	23.9
					TOTAL	**131.9**

*** FUND CODE 0005**

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

USER NAME = Sta37	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 3/4/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
MAHER ROAD OVER I–74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	14
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_IDOT_D8749\Maher Road Phase II PTB 158 611\1047-14\CAD_Sheets\D468C58-sht-schedule.dgn

PERMANENT EROSION CONTROL SCHEDULE

STATION TO STATION		LT / RT	AREA	TOPSOIL FURNISH	SEEDING, CLASS 2	MULCH, METHOD 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	HEAVY DUTY EROSION CONTROL BLANKET
			SQ FT	SQ YD	ACRE	ACRE	POUND	POUND	POUND	SQ YD
15+70.49	19+00.85	RT	1926	214.0	0.04	0.04	4	4	4	214.0
17+83.00	19+38.00	LT	1558	173.2	0.04	0.04	3	3	3	173.2
20+62.00	22+14.00	RT	1536	170.7	0.04	0.04	3	3	3	170.7
20+96.30	24+27.70	LT	1896	210.7	0.04	0.04	4	4	4	210.7
			TOTALS	**768.6**	**0.16**	**0.16**	**15**	**15**	**15**	**768.6**

OTHER SCHEDULES

STATION	STATION	CURB REFLECTORS	TUBULAR MARKER
		EACH	EACH
11+50	33+20		4
14+59	25+40	56	
	TOTALS	**56**	**4**

TEMPORARY CONCRETE BARRIER

STATION TO STATION		LT / RT	TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMP (NON-REDIRECT), TEST LEV 3	IMPACT ATTENUATORS, TEMP (NON-REDIRECT, NAR), TEST LEV 3	RELOCATE IMPACT ATTENUATORS, TEMP (NON-REDIRECT), TEST LEV 3
			FOOT	EACH	FOOT	EACH	EACH	EACH
245+25	247+37.50	RT	212.5		212.5			
245+25	246+25	RT	100.0		100.0			
246+25	247+37.50	RT	112.5	102	112.5			
245+87.5	248+00	LT	212.5		212.5			
245+87.5	247+00	LT	112.5	102	112.5			
247+00	248+00	LT	100.0		100.0			
245+25		RT				1	1	2
248+00		LT				1	1	2
		TOTALS	**850**	**204**	**850**	**2**	**2**	**4**

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

TEMPORARY EROSION CONTROL SCHEDULE

STATION TO STATION		LT / RT	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS*	PERIMETER EROSION BARRIER
			POUND	FOOT	FOOT
18+01.75	13+10.48	RT	4	10	119.7
18+01.49	19+37.95	LT	4	10	159.6
20+62.00	21+96.02	RT	4	10	156.3
20+96.30	21+96.02	LT	4	10	116.1
		TOTALS	**16**	**40**	**552**

* USE ROLLED EXCELSIOR BLANKET

PAVEMENT CONNECTOR SCHEDULE

STATION TO STATION		LT / RT	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
			SQ YD
18+11.62	18+40.58	LT/RT	182.3
21+56.92	21+84.91	LT/RT	183.3
		TOTALS	**366**

MOWING SCHEDULE

STATION TO STATION		MOWING
		ACRE
13+00	27+00	30.8
	TOTAL	**30.8**

PATCHING SCHEDULES

STATION	STATION	CLASS D PATCHES, TYPE II, 10 INCH	CLASS D PATCHES, TYPE IV, 10 INCH
		SQ YD	SQ YD
11+50	14+00	48	48
14+00	26+00	222	222
26+00	28+00	36	36
	TOTALS	**306**	**306**

PROVISIONAL QUANTITY TO BE USED BY RESIDENT ENGINEER AS NEEDED

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

USER NAME = Sta37	DESIGNED -	REVISED -	
	DRAWN - SAE	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -	
PLOT DATE = 3/4/2021	DATE - FEBRUARY 23, 2021	REVISED -	

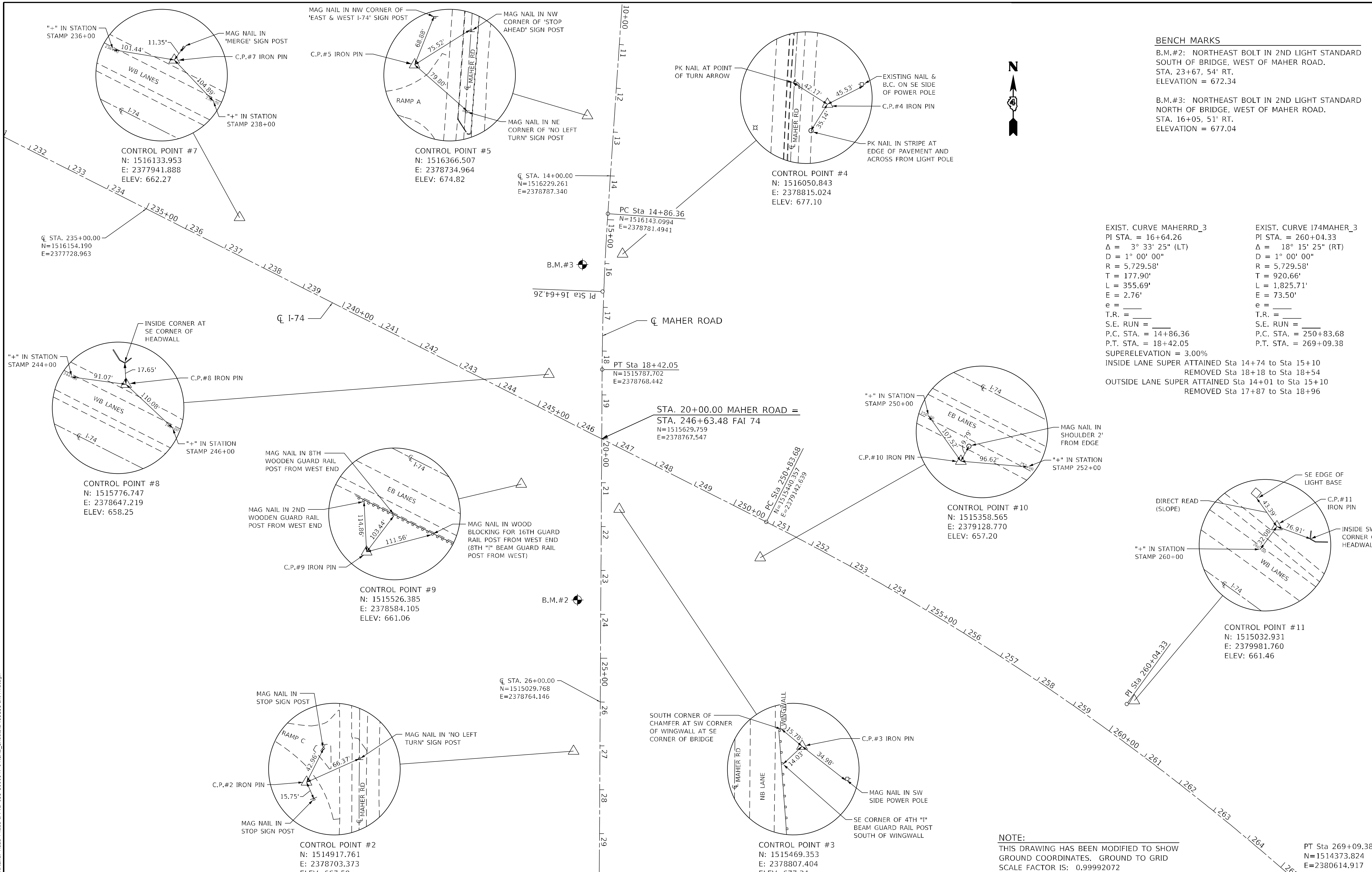
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	15
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_IDOT_D8\T49\Maher Road Phase II PTB 158 6111047-141CAD_Sheets\D468C58-sht-schedule.dgn



BENCH MARKS

B.M.#2: NORTHEAST BOLT IN 2ND LIGHT STANDARD SOUTH OF BRIDGE, WEST OF MAHER ROAD.
STA. 23+67, 54' RT.
ELEVATION = 672.34

B.M.#3: NORTHEAST BOLT IN 2ND LIGHT STANDARD NORTH OF BRIDGE, WEST OF MAHER ROAD.
STA. 16+05, 51' RT.
ELEVATION = 677.04

EXIST. CURVE MAHERRD_3	EXIST. CURVE I74MAHER_3
PI STA. = 16+64.26	PI STA. = 260+04.33
Δ = 3° 33' 25" (LT)	Δ = 18° 15' 25" (RT)
D = 1° 00' 00"	D = 1° 00' 00"
R = 5,729.58'	R = 5,729.58'
T = 177.90'	T = 920.66'
L = 355.69'	L = 1,825.71'
E = 2.76'	E = 73.50'
e = ____	e = ____
T.R. = ____	T.R. = ____
S.E. RUN = ____	S.E. RUN = ____
P.C. STA. = 14+86.36	P.C. STA. = 250+83.68
P.T. STA. = 18+42.05	P.T. STA. = 269+09.38

SUPERELEVATION = 3.00%
INSIDE LANE SUPER ATTAINED Sta 14+74 to Sta 15+10
REMOVED Sta 18+18 to Sta 18+54
OUTSIDE LANE SUPER ATTAINED Sta 14+01 to Sta 15+10
REMOVED Sta 17+87 to Sta 18+96

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

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

USER NAME = Sta34	DESIGNED -	REVISED -	
	DRAWN - SAE	REVISED -	
PLOT SCALE = 200.0000 ' / in.	CHECKED - MJS	REVISED -	
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCH MARKS
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	16
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

PROJECT BEGINS STA. 11+50.00

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE)

RAMP B

STA. 11+99.22

STA. 12+72.68

STA. 13+22.71

STA. 13+42.68

STA. 13+74.37

MODIFIED URETHANE PAVEMENT MARKING - DIAGONAL LINE 12" (YELLOW) (20' SPACING)

STA. 14+59.76

PC STA. 14+86.36

EXIST. CURVE MAHERRD1
PI STA. = 16+64.26
Δ = 3° 33' 25" (LT)
D = 1° 00' 00"
R = 5,729.58'
T = 177.90'
L = 355.69'
E = 2.76'
P.C. STA. = 14+86.36
P.T. STA. = 18+42.05
SUPERELEVATION = 3.00%
INSIDE LANE SUPER ATTAINED Sta 14+74 to Sta 15+10
REMOVED Sta 18+18 to Sta 18+54
OUTSIDE LANE SUPER ATTAINED Sta 14+01 to Sta 15+10
REMOVED Sta 17+87 to Sta 18+96

N

0 20 40 60
SCALE IN FEET

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE)

HMA SHOULDER 1 1/2"

STA. 16+25.06

MODIFIED URETHANE PAVEMENT MARKING - LINE 8" (WHITE)

MATCH LINE STA. 17+00

11 12 13 14 15 16

EARTH MEDIAN

10' 14' 12' 6' 14' 10'

+15

3' 3'

15+00

℄ MAHER ROAD

PCC MEDIAN, TYPE SB-6.12

PCC MEDIAN, TYPE SB-6.12

6' 6'

STA. 12+25.50

STA. 13+88.74

STA. 14+00.00

STA. 15+09.73

STA. 16+31.24

STA. 16+56.00

10' BUTT JOINT

MODIFIED URETHANE PAVEMENT MARKING - DOUBLE LINE 4" (YELLOW)

TBT TY 1

B-6.12 C&G, TYP

PCC MEDIAN SURFACE, 4"

MODIFIED URETHANE PAVEMENT MARKING - LETTER AND SYMBOLS (WHITE)

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW)

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW)

GUARDRAIL AGG. EROSION CONTROL

RAMP A

PLAN
SURVEYED
PLOTTED
DESIGN CHECKED
R.O.W. CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DESIGN CHECKED
R.O.W. CHECKED
BAR. NOTED
STRUCTURE NO(ATN'S CHKD
NOTE BOOK
NO.

695 690 685 680 675 670 665 660 655

STA. 11+50
STA. 11+60
10' BUTT JOINT
676.73

EXISTING & PROPOSED ROAD PROFILE

677.20

PROPOSED ROAD PROFILE

EXISTING ROAD PROFILE

+0.88% +1.02%

VPI STA. 16+00.00
ELEVATION 678.95

SSD = 592'
K = 264
800.00' V.C.

11+00	11+50	12+00	12+50	13+00	13+50	14+00	14+50	15+00	15+50	16+00	16+50	17+00
676.95	676.85	676.76	676.70	676.68	676.66	676.66	676.66	676.67	676.71	676.75	676.78	676.88	676.91	677.04	677.20 / 677.20	677.32 / 677.37	677.44 / 677.55	677.60 / 677.72	677.79 / 677.90	677.99 / 678.07	678.16 / 678.25	678.34 / 678.42	678.51 / 678.60	678.70 / 678.77	678.89 / 678.95	679.07 / 679.15	679.25 / 679.33	679.43 / 679.50	679.58 / 679.65	679.74 / 679.79

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

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	17
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 6111047-14\CAD_Sheets\D468C58-sht-plnprf1.dgn

EXIST. CURVE MAHERRD1
PI STA. = 16+64.26
Δ = 3° 33' 25" (LT)
D = 1° 00' 00"
R = 5,729.58'
T = 177.90'
L = 355.69'
E = 2.76'
P.C. STA. = 14+86.36
P.T. STA. = 18+42.05
SUPERELEVATION = 3.00%
INSIDE LANE SUPER ATTAINED Sta 14+74 to Sta 15+10
REMOVED Sta 18+18 to Sta 18+54
OUTSIDE LANE SUPER ATTAINED Sta 14+01 to Sta 15+10
REMOVED Sta 17+87 to Sta 18+96

GUARDRAIL AGG. EROSION CONTROL
TBT TY 1
STA. 17+83.00
STA. 18+11.62
PT STA. 18+42.05
STA. 18+45.06
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC), SEE DETAIL
30' BRIDGE APPROACH SLAB, TYP
WESTBOUND LANES
℄ I-74
EASTBOUND LANES
63°32'00"
247
246
GUARDRAIL AGG. EROSION CONTROL
MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE)
CONCRETE SLOPEWALL, TYP
SPBGR TY A (26:1 TAPER)
HMA SHOULDER 1 1/2"
MATCH LINE STA. 17+00
10'
4.42'
14'
18'
1'-7"
18'-5"
PGL
℄ MAHER ROAD
20+00
17
18
19
21
22
HMA SHOULDER 1 1/2"
B-6.12 C&G
PCC MEDIAN SURFACE, 4"
SPBGR TY A (26:1 TAPER)
TBT TY 6, TYP
18' WIDE CONCRETE MEDIAN
CONCRETE SLOPEWALL
GUARDRAIL AGG. EROSION CONTROL
STA. 20+00.00 MAHER ROAD = STA. 246+63.48 FAI 74
MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW)
STA. 21+52.44
STA. 21+84.91
STA. 22+14.00
TBT TY 1
GUARDRAIL AGG. EROSION CONTROL
MATCH LINE STA. 23+00
N
0 20 40 60
SCALE IN FEET

HMA SURFACE COURSE, VARIABLE DEPTH
BRIDGE APPROACH & CONNECTOR
STA. 18+11.62
STA. 18+71.70
STA. 21+25.80
STA. 21+84.91
VPI STA. 20+00.00
ELEVATION 683.05
+1.02%
-2.01%
EXISTING ROAD PROFILE
PROPOSED ROAD PROFILE
SSD = 592'
K = 264
800.00' V.C.

695 690 685 680 675 670 665 660 655

17+00	17+50	18+00	18+50	19+00	19+50	20+00	20+50	21+00	21+50	22+00	22+50	23+00
679.74 / 679.79	679.83 / 679.91	679.92 / 680.01	679.98 / 680.10	680.07 / 680.18	680.20 / 680.24	680.22 / 680.29	680.20 / 680.32	680.21 / 680.33	680.26 / 680.33	680.26 / 680.32	680.22 / 680.29	680.17 / 680.24	680.11 / 680.18	680.03 / 680.11	679.94 / 680.01	679.83 / 679.91	679.72 / 679.79	679.57 / 679.65	679.37 / 679.50	679.18 / 679.33	679.01 / 679.15	678.67 / 678.95	678.37 / 678.74	678.23 / 678.51	678.09 / 678.27	677.79 / 678.01	677.48 / 677.74	677.17 / 677.45	676.85 / 677.15	676.52 / 676.83

PLAN: SURVEYED | PLOTTED | DESIGNS CHECKED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE
PROFILE: SURVEYED | PLOTTED | DESIGNS CHECKED | BAR. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 611104?-14\CADD_Sheets\D408C58-sht-plnprf2.dgn

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

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
MAHER ROAD OVER I-74
SCALE: 40.0000 ' / in. SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	18
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

GUARDRAIL AGG. EROSION CONTROL

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW)

STA. 23+41.00

STA. 23+67.37

STA. 24+90.53

TBT TY 1

HMA SHOULDER 1 1/2"

MODIFIED URETHANE PAVEMENT MARKING - DOUBLE LINE 4" (YELLOW)

STA. 26+31.65

STA. 26+78.83

STA. 27+79.96

RAMP D

AGGREGATE SHOULDER, TYPE B, (WEDGE)

MATCH LINE STA. 23+00

MATCH LINE STA. 29+00

MAHER ROAD

EARTH MEDIAN

PCC MEDIAN, TYPE SB-6.12

PCC MEDIAN, TYPE SB-6.12

B-6.12 C&G, TYP

PCC MEDIAN SURFACE, 4"

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE)

MODIFIED URETHANE PAVEMENT MARKING - LINE 8" (WHITE)

MODIFIED URETHANE PAVEMENT MARKING - LETTER AND SYMBOLS (WHITE)

MODIFIED URETHANE PAVEMENT MARKING - DIAGONAL LINE 12" (YELLOW) (20' SPACING)

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW)

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE)

STA. 23+72.44

STA. 25+40.53

STA. 26+00.00

STA. 26+27.63

STA. 26+58.20

STA. 27+28.20

STA. 27+85.30

RAMP C

SCALE IN FEET 0 20 40 60

PROPOSED ROAD PROFILE

EXISTING ROAD PROFILE

EXISTING & PROPOSED ROAD PROFILE

100.00 EL. 675.01

-2.01%

VPI STA. 25+70.00

ELEVATION 671.59

-2.37%

670.88

695	690	685	680	675	670	665	660	655
676.52	676.21	675.91	675.59	675.26	674.93	674.52	674.10	673.69
676.83	676.50	676.15	675.78	675.40	675.01	674.61	674.21	673.80

673.28	672.84	672.43	672.04	671.65	671.27	670.88	670.42	670.01	669.68	669.51	668.98	668.57	668.16	667.76	667.31	666.73	666.32	665.93	665.54	665.15	664.76
673.40	673.00	672.60	672.20	671.79	671.35	670.88															

23+00 23+50 24+00 24+50 25+00 25+50 26+00 26+50 27+00 27+50 28+00 28+50 29+00

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

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

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 6111047-14\CADD_Sheets\D468C58-sht-plnprf1x.dgn

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

USER NAME = Sta34
PLOT SCALE = 40.0000 ' / in.
PLOT DATE = 2/19/2021

DESIGNED -
DRAWN - SAE
CHECKED - MJS
DATE - FEBRUARY 23, 2021

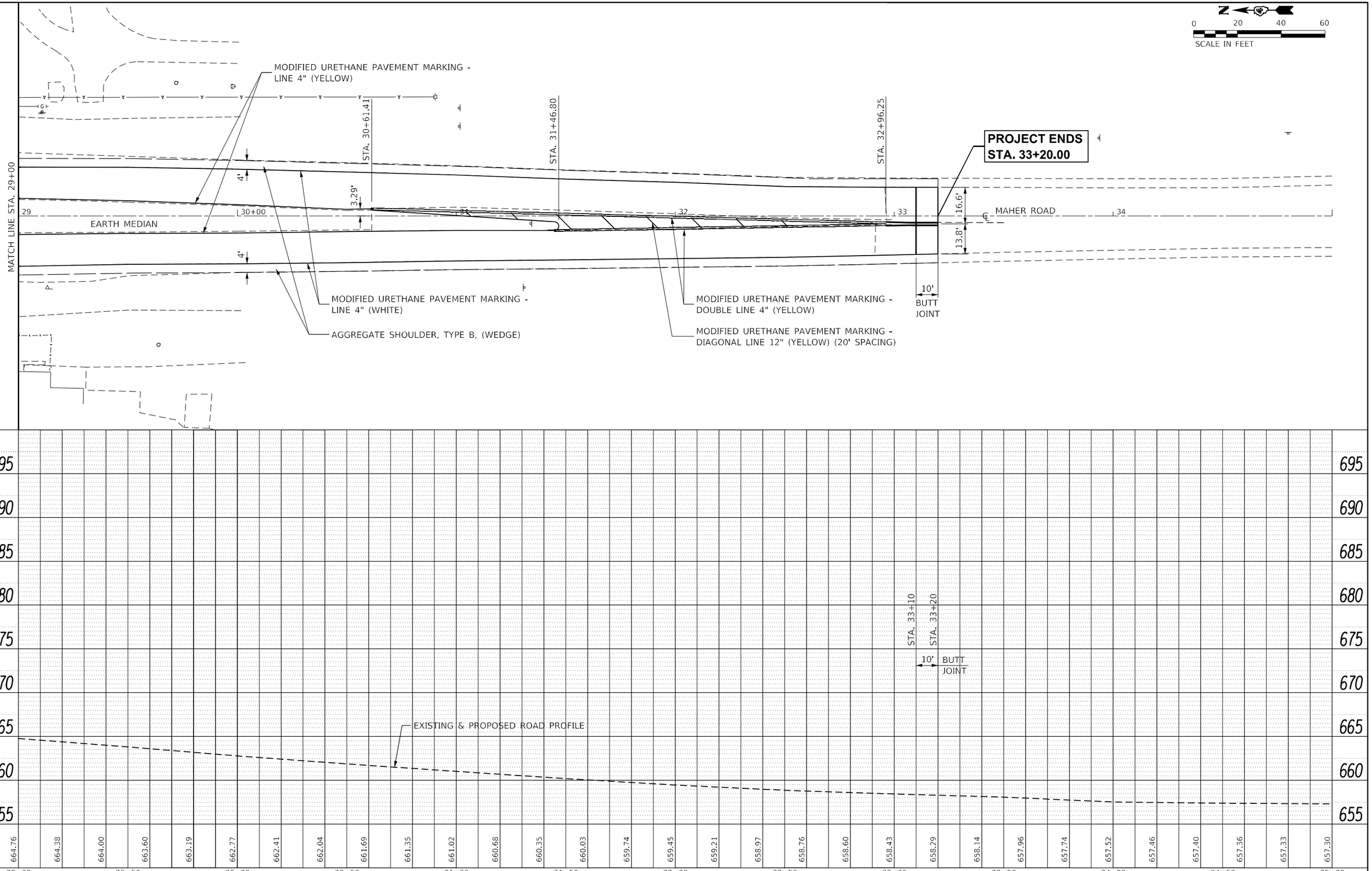
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	19
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		



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

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

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 153 6111047-1A\CAD_Sheets\D468C58-sht-plnprf4.dgn

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

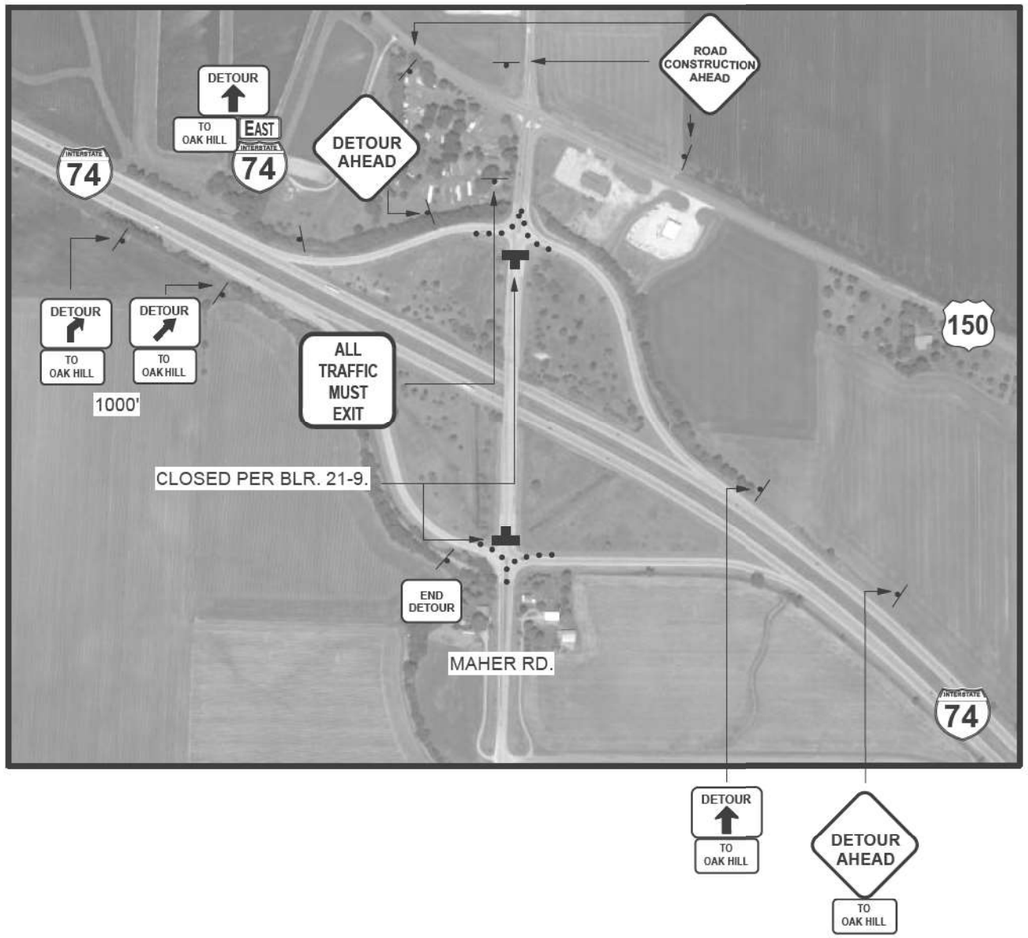
USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

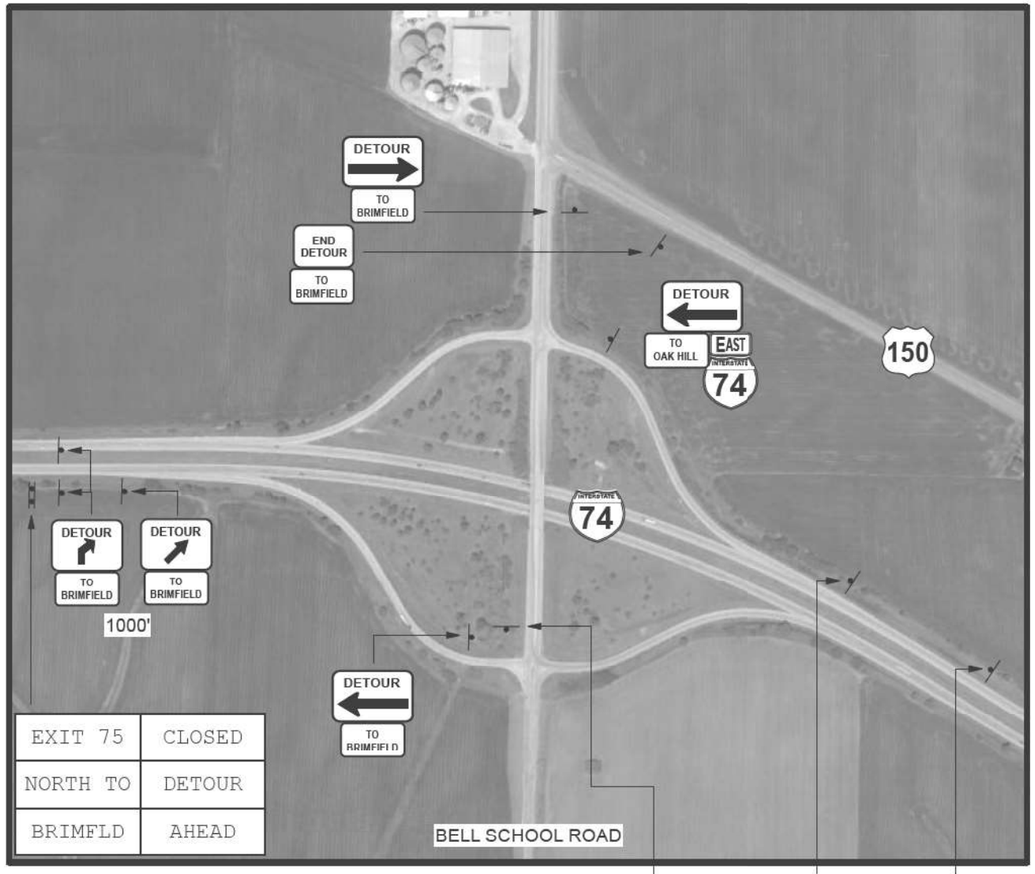
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN AND PROFILE
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	20
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			





DETOUR DETAIL

P:\Civil 3D_DS\10\Maher Road Phase II PTB 153 611\047+10\CAD_Sheets\D468C58-sht+Detour Plan.dgn

USER NAME = Sta34	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -	

DETOUR PLAN
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	21
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

EB I-74

EB I-74

EB I-74

DETOUR DETAIL

WB I-74

GENERAL NOTES

ALL SIGNS SHALL BE GROUND POST MOUNTED UNLESS SHOWN AFFIXED TO AN EXISTING SIGN POLE.

INTERSTATE DETOUR SIGNS WITH ARROW SHALL BE SIZED PER THE MUTCD FOR THE INTERSTATE. ALL OTHER DETOUR SIGNS WITH ARROW SHALL CONFORM TO THE MUTCD FOR CONVENTIONAL ROADS.

DETOUR DESIGNATION SIGNS SHALL BE BLACK ON ORANGE WITH 6 INCH LETTER HEIGHTS. INTERSTATE CARDINAL DIRECTION SIGNS SHALL BE WHITE ON BLUE AND THE SHIELD COLORS SHALL BE AS DISPLAYED ON EXISTING SHIELDS.

"ALL TRAFFIC MUST EXIT" SHALL BE 48 X 48 AND BLACK ON ORANGE.

CONFLICTING SIGNS SHALL BE COVERED OR PARTIALLY COVERED TO OMIT THE CONFLICTING MESSAGE. NO TAPE OR ADHESIVE OF ANY TYPE SHALL BE AFFIXED TO THE FACE OF THE SIGN. SMALL DRILL HOLES SHALL BE ALLOWED.

WB I-74

TEN DRUMS WILL NEED TO BE AVAILABLE TO PLACE IN U-TURNS ON I-74 SHOULD THIS BECOME AN ISSUE WITH TRAFFIC BY-PASSING THE DETOUR.

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 611\047-DATCAD_Sheets\D168C58-sht42detour_PM.dgn

USER NAME = Sta34	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -	

DETOUR DETAIL
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	22
		CONTRACT NO. 68C58		
		ILLINOIS	FED. AID PROJECT	

NOTES:

1. INTERSTATE TRAFFIC SHALL BE SHIFTED DURING THE REMOVAL OF THE EXISTING BEAMS, PLACING THE NEW BEAMS, AND AS DIRECTED BY THE ENGINEER PER THIS STAGING DETAIL AND THE APPLICABLE IDOT HIGHWAY STANDARDS.

2. GUARDRAIL/BARRIER WALL REFLECTORS AT 25 FEET. MARKERS ON RIGHT SIDE SHALL BE CRYSTAL AND MARKERS ON THE LEFT SHALL BE AMBER. SEE STANDARDS 704001 AND 782006.

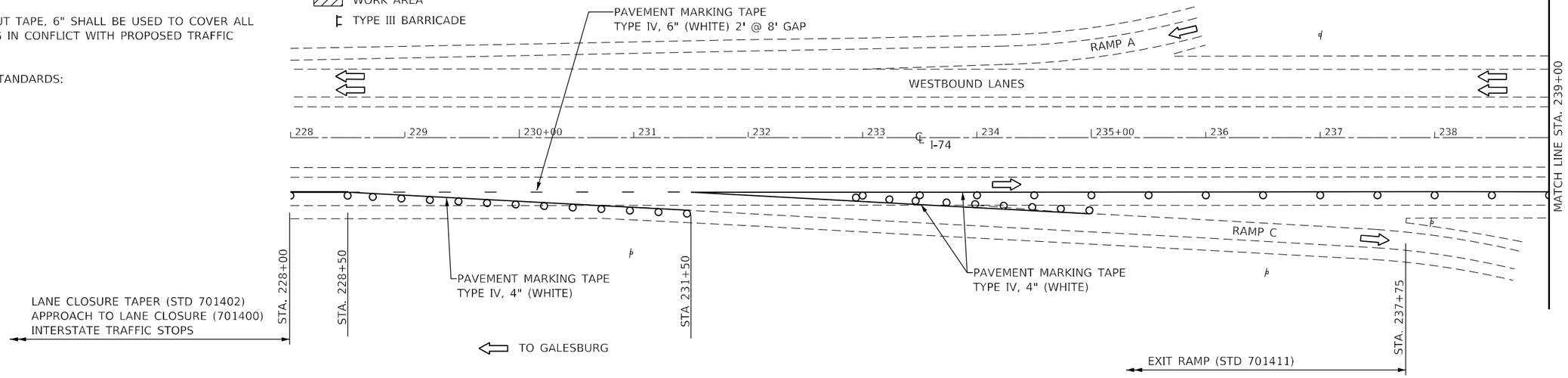
3. PAVEMENT MARKING BLACKOUT TAPE, 6" SHALL BE USED TO COVER ALL EXISTING PAVEMENT MARKING IN CONFLICT WITH PROPOSED TRAFFIC CONTROL.

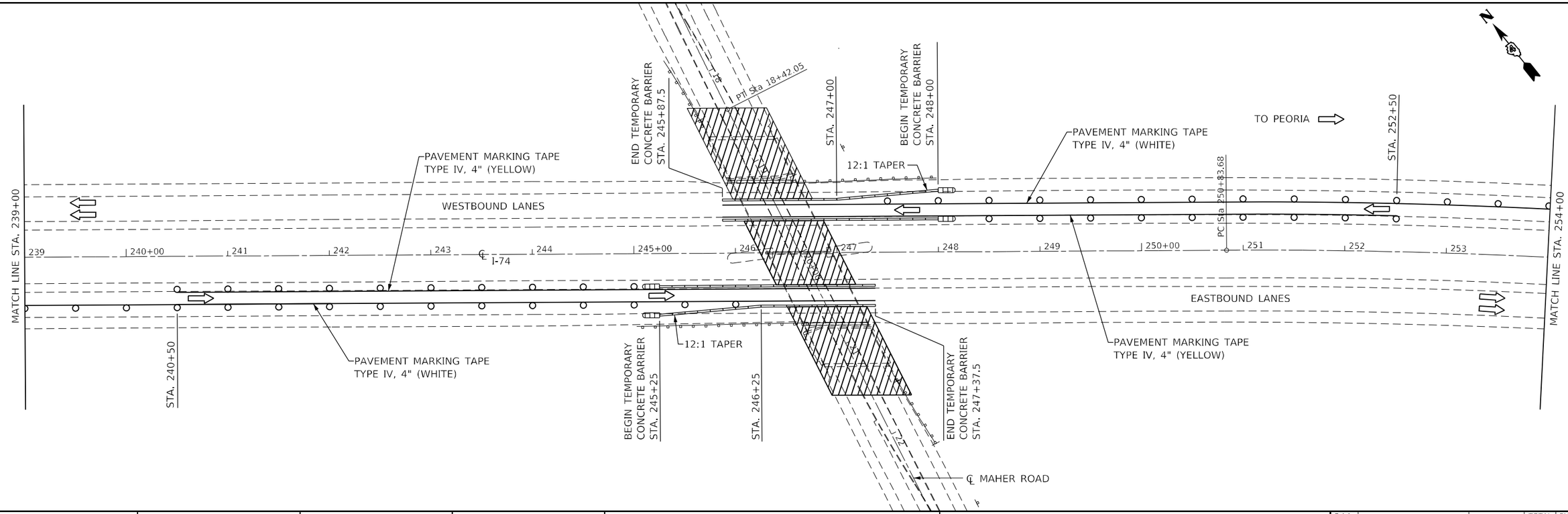
4. APPLICABLE IDOT HIGHWAY STANDARDS:

   701400-10
   701401-12
   701402-12
   701411-09
   701901-08
   704001-08

TRAFFIC CONTROL LEGEND

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





P:\Civil_2001_DIST 6\Maher Road Phase II PTB 138 611\047-1A\CAD_Sheets\D-168C-38-Phasing1.dgn

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184-003401
123 North 15th Street Mattoon, IL 61938
Phone: 217.233.3177
e-mail: upchurchgroup@upchurchgroup.com

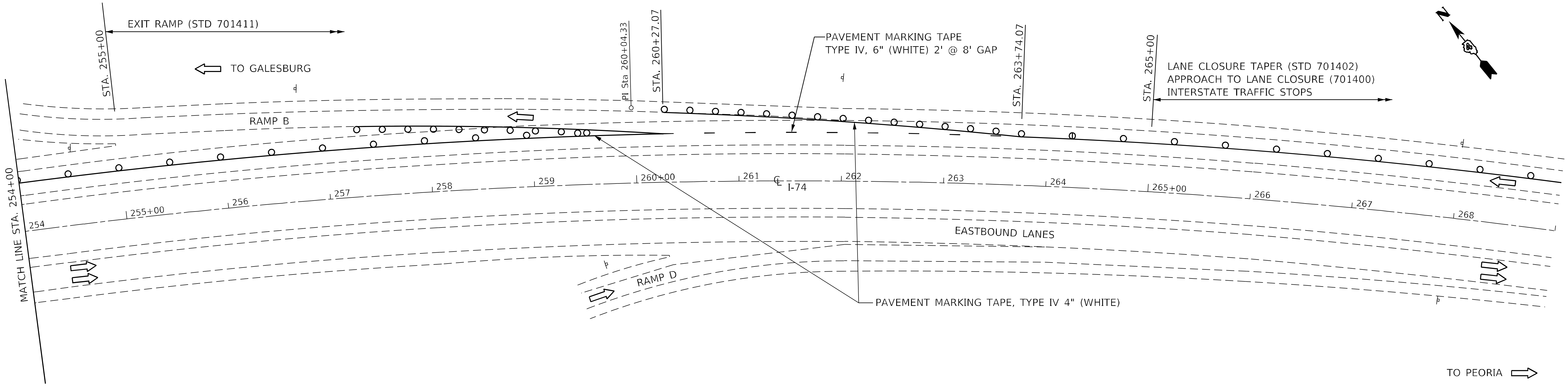
USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

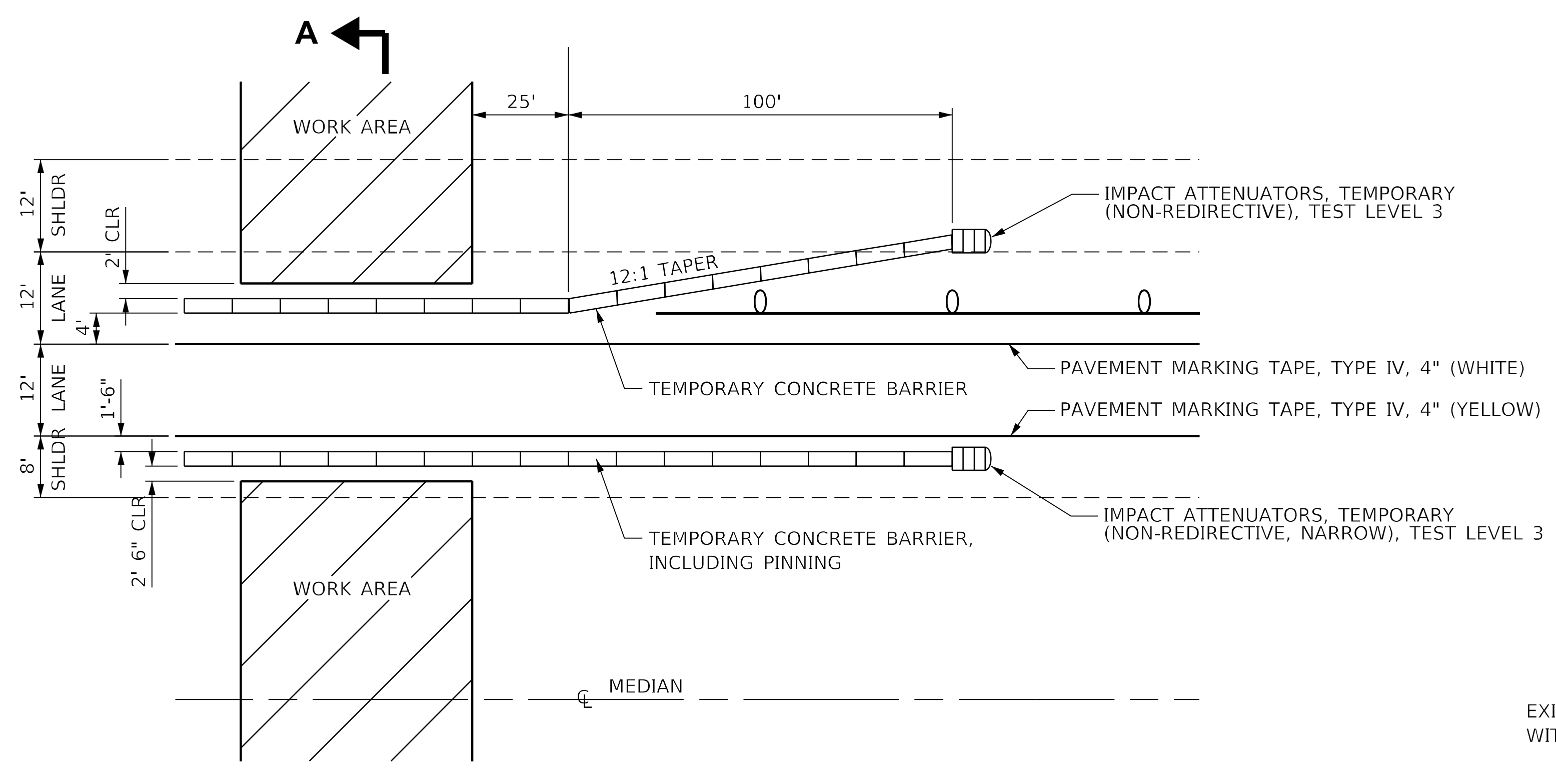
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL I-74 (SHEET 1)
MAHER ROAD OVER I-74

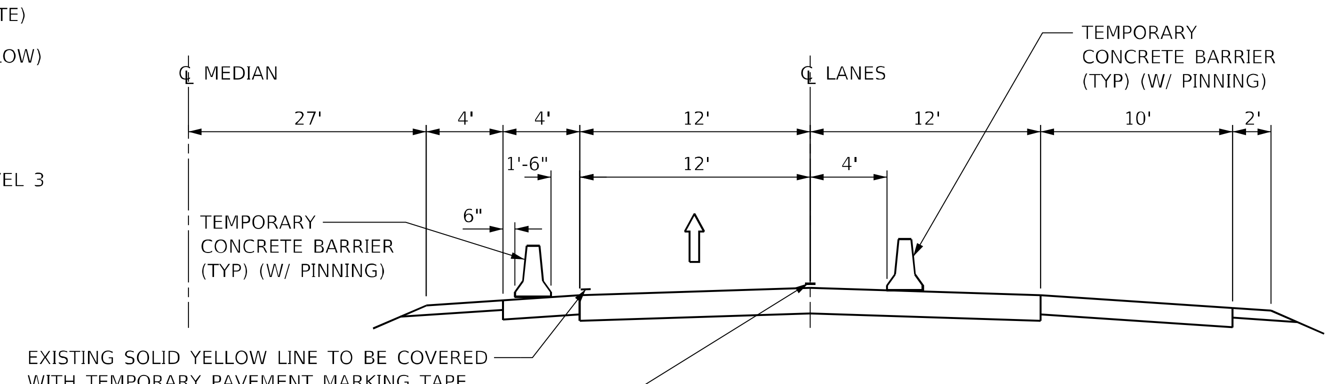
SCALE: 100.0000 ' / in SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR:	PEORIA	82	23
		CONTRACT NO. 68C58		
		ILLINOIS FED. AID PROJECT		





APPROACH DETAIL



SECTION A-A

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 611104?-14\CAD_Sheets\D468C58-sht-staging2.dgn

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

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

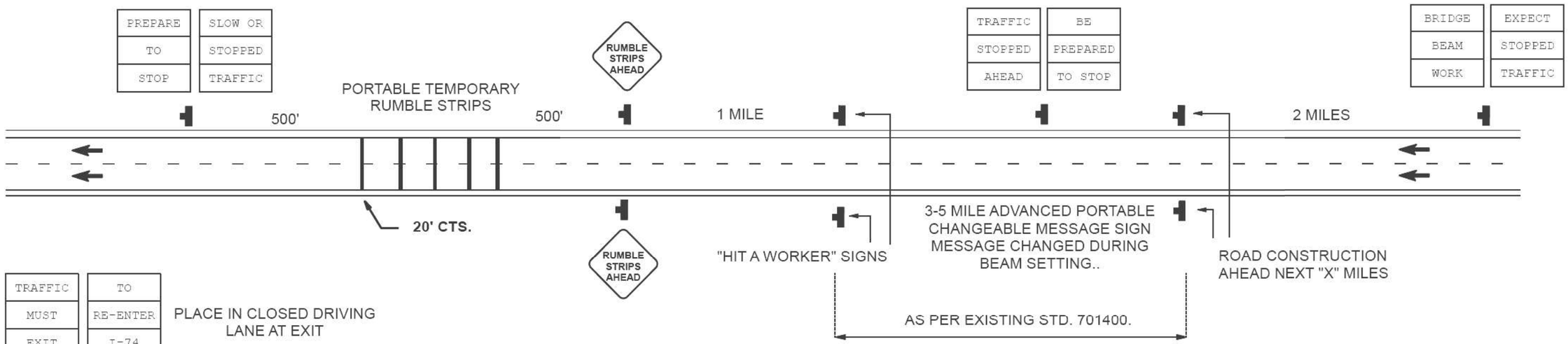
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL I-74 (SHEET 2)
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	24
		CONTRACT NO. 68C58		
		ILLINOIS FED. AID PROJECT		

INTERSTATE TRAFFIC STOPS



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

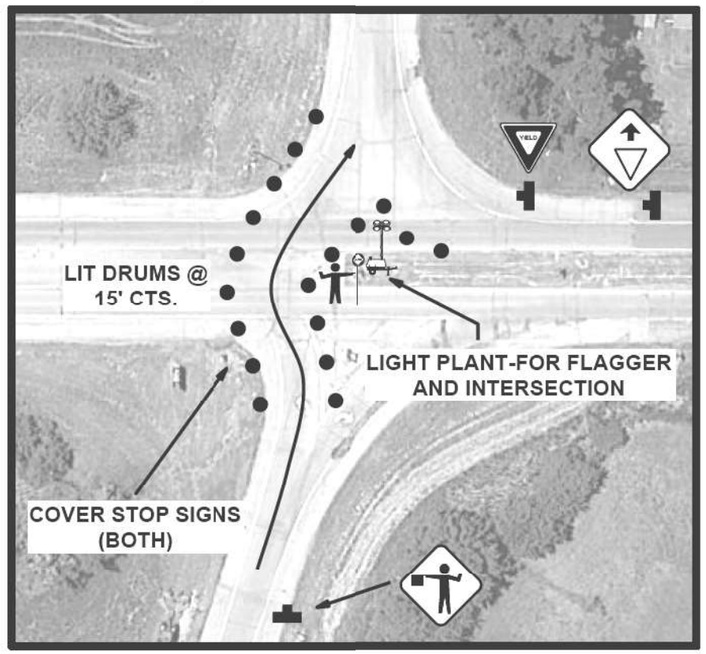
CONTRACTOR SHALL NOTIFY IDOT ONE WEEK PRIOR TO ARRANGE ISP TROOPER FOR SAFETY/DELAYS. THE TROOPER WILL STAY IN ADVANCE OF ANY TRAFFIC QUEUE OR NEAR THE BASE OF THE EXIT RAMP AND SHALL NOT BE POSITIONED NEAR THE FLAGGER.

EACH FLAGGER SHALL HAVE AN OVERHEAD LIGHT AS SHOWN.

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

SATURDAY/SUNDAY- NO DAY OR NIGHT CLOSURES ALLOWED.

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



TYPICAL FOR TOP OF RAMP (BOTH)

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No.: 184-003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.253.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

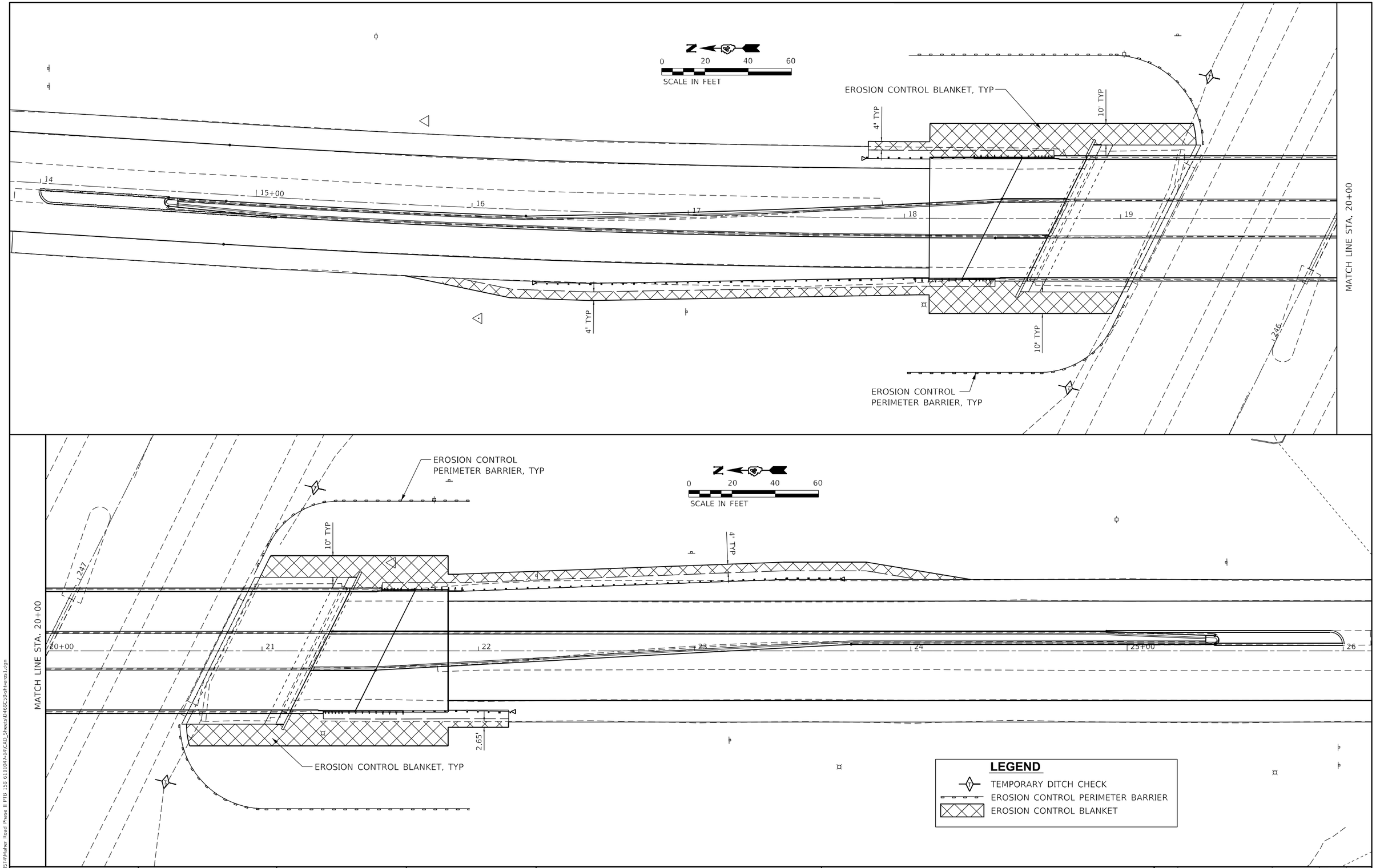
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL I-74 (SHEET 3)
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	25
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

P:\Civil_IDOT_DIST\Maher Road Phase II PTB 158 6111047-HICAD_Sheets\D168C58-shts-staging3.dgn



P:\Civil_IDOT_DIST10\Maher Road Phase II PTB 150 611\0670-10\CAD_Sheets\D468C58-sht-eros1.dgn

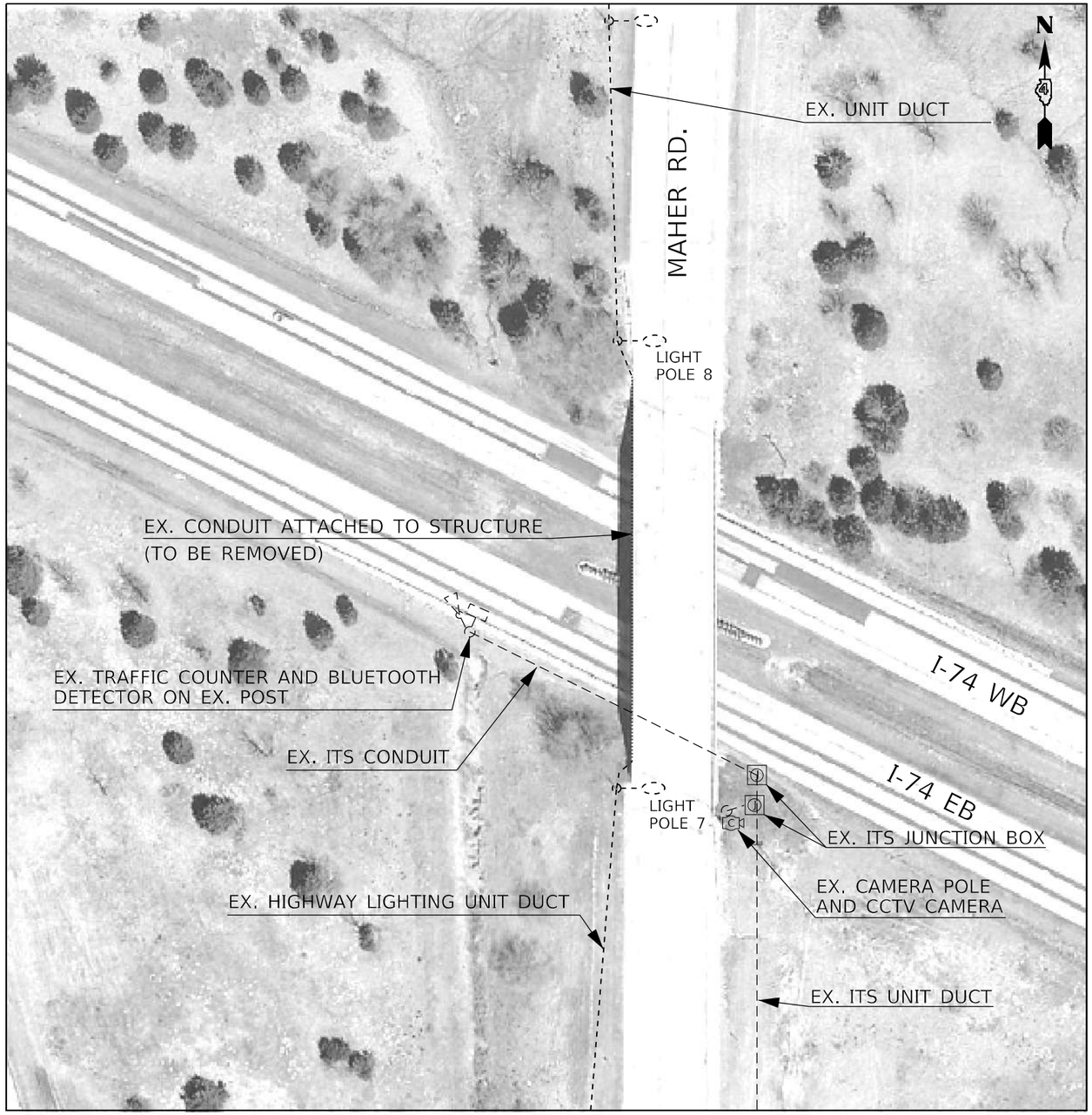
The Upchurch Group architects engineers surveyors Professional Design Firms Corporation License No.: 184003601 123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177 e-mail: upchurchgroup@upchurchgroup.com	USER NAME = Sta34	DESIGNED -	REVISED -
		DRAWN - SAE	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - MJS	REVISED -
	PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
MAHER ROAD OVER I–74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	26
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		



NOTES:
1. THE EXISTING CONDUIT AND JUNCTION BOXES ATTACHED TO STRUCTURE SHALL BE REMOVED AND DISPOSED OF OFF OF THE JOB SITE, THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE STRUCTURE REMOVAL.

LEGEND

- EX. UNIT DUCT
- EX. LIGHT POLE
- EX. CONDUIT ATTACHED TO STRUCTURE
- EX. CONDUIT

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 6111047-14\CAD Sheets\68C58 I-74 @ Maher Rd Lighting 02-18-21.dgn

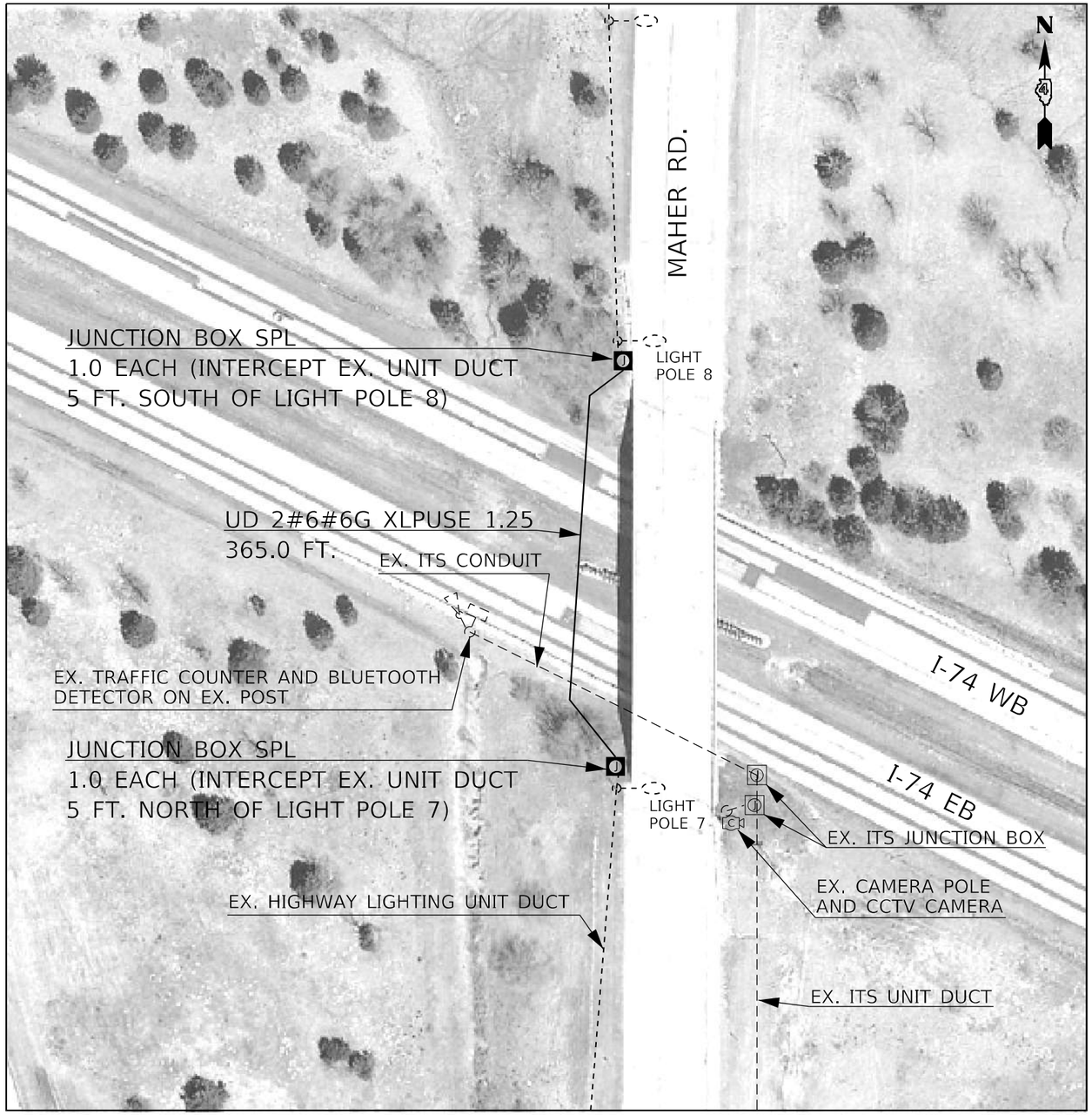
USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 178.8071 ' / in.	CHECKED -	REVISED -
PLOT DATE = 2/19/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING PLANS
I–74 & MAHER RD. (EXIT 75)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	27
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

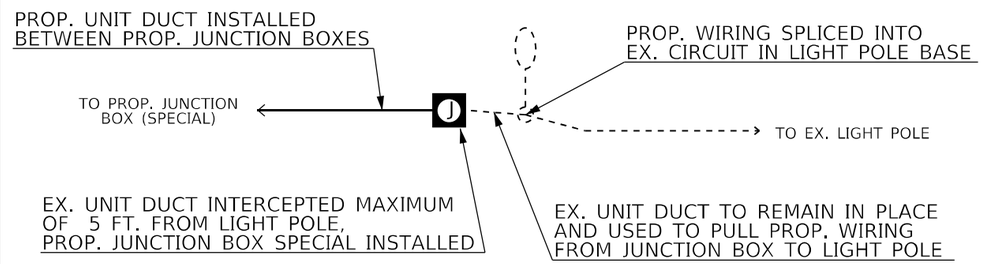


LEGEND

- EX. UNIT DUCT
- EX. LIGHT POLE
- EX. CONDUIT
- PROP. UNIT DUCT
- PROP. JUNCTION BOX (SPECIAL)

BILL OF MATERIALS I-74 & MAHER RD. (EXIT 75)		
ITEM DESCRIPTION	UNIT	TOTAL QTY.
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE FOOT UD 2#6#6G XLPUSE 1.25	FOOT	365.0
JUNCTION BOX (SPECIAL)	EACH	2.0

JUNCTION BOX (SPECIAL) INSTALLATION DETAIL



HIGHWAY LIGHTING CONSTRUCTION NOTES	
1.	EXISTING UTILITY LOCATION INFORMATION IS NOT SHOWN ON THE PLAN SHEETS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES PRIOR TO THE INSTALLATION OF ANY COMPONENTS. THE CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS AND TERRAIN PRIOR TO COMMENCING WORK ON THE PROJECT.
2.	THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
3.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
4.	THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03 UNLESS SPECIFIED OTHERWISE.
5.	ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION.
6.	ANY MAINTENANCE OF EXISTING ELECTRICAL FACILITIES WILL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
7.	THE EXISTING LIGHTING SHALL REMAIN IN OPERATION DURING THE INSTALLATION OF THE PROPOSED LIGHTING COMPONENTS.
8.	THE EXISTING CONDUIT AND JUNCTION BOXES ATTACHED TO STRUCTURE SHALL BE REMOVED AND DISPOSED OF OFF OF THE JOB SITE, THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE STRUCTURE REMOVAL.
9.	JUNCTION BOXES SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF GROUND LINE.
10.	THE CONTRACTOR MAY ELECT TO PROVIDE SCHEDULE 40 DUCT AND INDIVIDUAL CONDUCTORS IN LIEU OF UNIT DUCT. THIS WORK WILL BE PAID FOR AS UNIT DUCT, OF THE SIZE AND TYPE SPECIFIED IN THE PLANS. THERE WILL BE NO ADDITIONAL COMPENSATION FOR THIS WORK.
11.	NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING UNIT DUCT AT GREATER THAN THE REQUIRED MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
12.	ALL LIGHTING STRUCTURES AND JUNCTION BOXES SHALL BE BONDED IN ACCORDANCE WITH NEC REQUIREMENTS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT BID PRICE OF THE UNIT DUCT PAY ITEM AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS (INCLUDING CLAMPS, HARDWARE, ELECTRICAL CABLE, AND ALL OTHER ITEMS REQUIRED TO BOND THE STRUCTURES).
13.	THE CONTRACTOR SHALL INTERCEPT THE EXISTING UNIT DUCT IN THE TWO LOCATIONS SHOWN ON THE PLAN SHEETS AND INSTALL THE PROPOSED JUNCTION BOXES AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL INSTALL THE PROPOSED UNIT DUCT BETWEEN THE TWO PROPOSED JUNCTION BOXES AS SHOWN IN THE PLANS.
14.	THE EXISTING UNIT DUCT BETWEEN THE JUNCTION BOX AND THE LIGHT POLE SHALL REMAIN IN PLACE AND BE USED TO PULL THE PROPOSED UNIT DUCT ELECTRICAL WIRES THROUGH.
15.	THE PROPOSED WIRE SHALL BE INSTALLED CONTINUOUS FROM LIGHT POLE 7 TO LIGHT POLE 8 AND SHALL BE SPLICED INTO THE EXISTING CIRCUIT IN THE BASE OF EACH LIGHT POLE. THE CONTRACTOR SHALL REMOVE THE EXISTING ELECTRIC CABLE AND DISPOSE OF IT OFF SITE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED UNIT DUCT.

USER NAME = Sta34	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 178.8071 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/19/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLANS
I-74 & MAHER RD. (EXIT 75)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)8R	PEORIA	82	28
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: P:\Civil_IDOT DIST4\Maher Road Phase II PTB 138 611047-14\CAD_Sheets\68C58 I-74 @ Maher Rd (Lighting 02-18-21).dgn

PROJECT BEGINS
STA. 11+50.00

10' BUTT JOINT

STA. 11+99.22

RAMP B

STA. 13+22.71

STA. 13+74.37

PC STA. 14+86.36

EXIST. CURVE MAHERRD1
PI STA. = 16+64.26
Δ = 3° 33' 25" (LT)
D = 1° 00' 00"
R = 5,729.58'
T = 177.90'
L = 355.69'
E = 2.76'
P.C. STA. = 14+86.36
P.T. STA. = 18+42.05
SUPERELEVATION = 3.00%
INSIDE LANE SUPER ATTAINED Sta 14+74 to Sta 15+10
REMOVED Sta 18+18 to Sta 18+54
OUTSIDE LANE SUPER ATTAINED Sta 14+01 to Sta 15+10
REMOVED Sta 17+87 to Sta 18+96

N
0 20 40 60
SCALE IN FEET

11 12 13 14 15+00 MAHER ROAD 16

MATCH LINE STA. 17+00

STA. 11+50
SAW CUT BUTT JOINT 1-1/2"
STA. 11+60

STA. 12+25.50

STA. 13+88.74

STA. 14+58.00

STA. 16+56.00

SAW CUT - PAVED SHOULDER REMOVAL

RAMP A

LEGEND

- HMA SURFACE REMOVAL 1-1/2"
- PAVED SHOULDER REMOVAL
- COMB. C&G REMOVAL
- MEDIAN REMOVAL
- BUTT JOINT REMOVAL
- MEDIAN REMOVAL PARTIAL DEPTH (3 IN)

STA. 14+00
STA. 14+10
10' BUTT JOINT REMOVAL
HMA SURFACE REMOVAL 1-1/2"
EXISTING ROAD PROFILE

695	690	685	680	675	670	665	660	655

676.95	676.85	676.76	676.70	676.68	676.66	676.66	676.66	676.67	676.71	676.75	676.78	676.88	676.91	677.04	677.20	677.32	677.44	677.60	677.79	677.99	678.16	678.34	678.51	678.70	678.89	679.07	679.25	679.43	679.58	679.74

11+00 11+50 12+00 12+50 13+00 13+50 14+00 14+50 15+00 15+50 16+00 16+50 17+00

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

PROFILE
SURVEYED
PLOTTED
DESIGN CHECKED
BM. NOTED
STRUCTURE NO(S)/TNS CHKD
NOTE BOOK
NO.
BY
DATE

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 6111047-14\CADD_Sheets\D468C58-sht-removal1.cgn

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

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

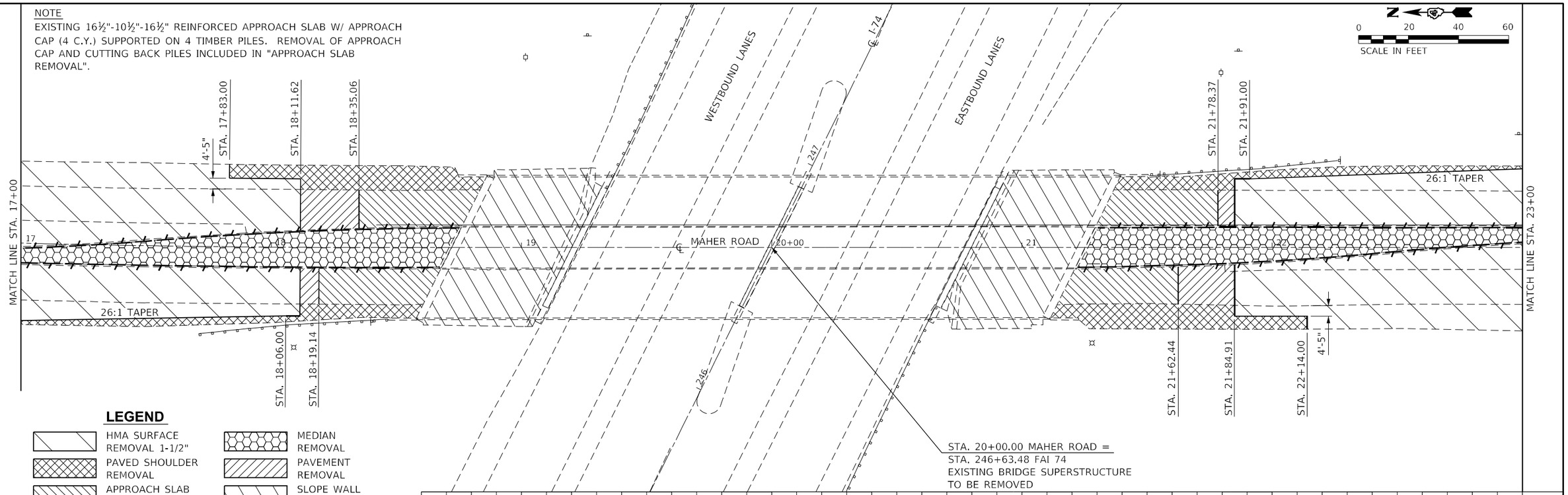
REMOVAL PLAN AND PROFILE
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	29
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

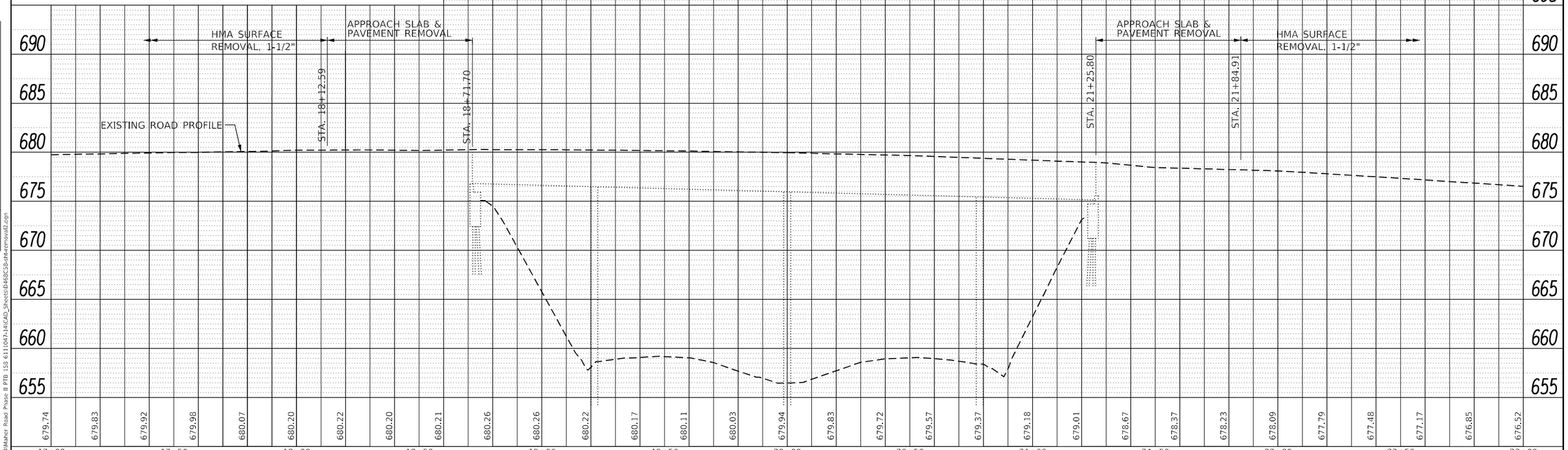
NOTE

EXISTING 16½"-10½"-16½" REINFORCED APPROACH SLAB W/ APPROACH CAP (4 C.Y.) SUPPORTED ON 4 TIMBER PILES. REMOVAL OF APPROACH CAP AND CUTTING BACK PILES INCLUDED IN "APPROACH SLAB REMOVAL".



LEGEND

- HMA SURFACE REMOVAL 1-1/2"
- PAVED SHOULDER REMOVAL
- APPROACH SLAB REMOVAL
- COMB. C&G REMOVAL
- MEDIAN REMOVAL
- PAVEMENT REMOVAL
- SLOPE WALL REMOVAL
- MEDIAN REMOVAL PARTIAL DEPTH (3 IN)



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

PROFILE — SURVEYED | PLOTTED | DRAWN | CHECKED | ALIGN. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 153 6111047-I4\CAD_Sheets\D468C58-sht-removal2.dgn

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

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN AND PROFILE
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	30
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

SAW CUT - PAVED SHOULDER REMOVAL

STA. 23+41.00

STA. 25+42.41

STA. 26+31.65

STA. 26+78.83

STA. 26+27.63

MATCH LINE STA. 23+00

MATCH LINE STA. 29+00

RAMP D

RAMP C

MAHER ROAD

24 | 25+00 | 26 | 27 | 28

0 20 40 60

SCALE IN FEET

LEGEND

- HMA SURFACE REMOVAL 1-1/2"
- PAVED SHOULDER REMOVAL
- COMB. C&G REMOVAL
- MEDIAN REMOVAL
- BUTT JOINT REMOVAL
- MEDIAN REMOVAL PARTIAL DEPTH (3 IN)

EXISTING ROAD PROFILE

695 690 685 680 675 670 665 660 655

676.52 676.21 675.91 675.59 675.26 674.93 674.52 674.10 673.69 673.28 672.84 672.43 672.04 671.65 671.27 670.88 670.42 670.01 669.68 669.51 668.98 668.57 668.16 667.76 667.31 666.73 666.32 665.93 665.54 665.15 664.76

23+00 23+50 24+00 24+50 25+00 25+50 26+00 26+50 27+00 27+50 28+00 28+50 29+00

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

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

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 153 6111047-14\C&D_Sheets\D468C58-sht-removal3.dgn

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

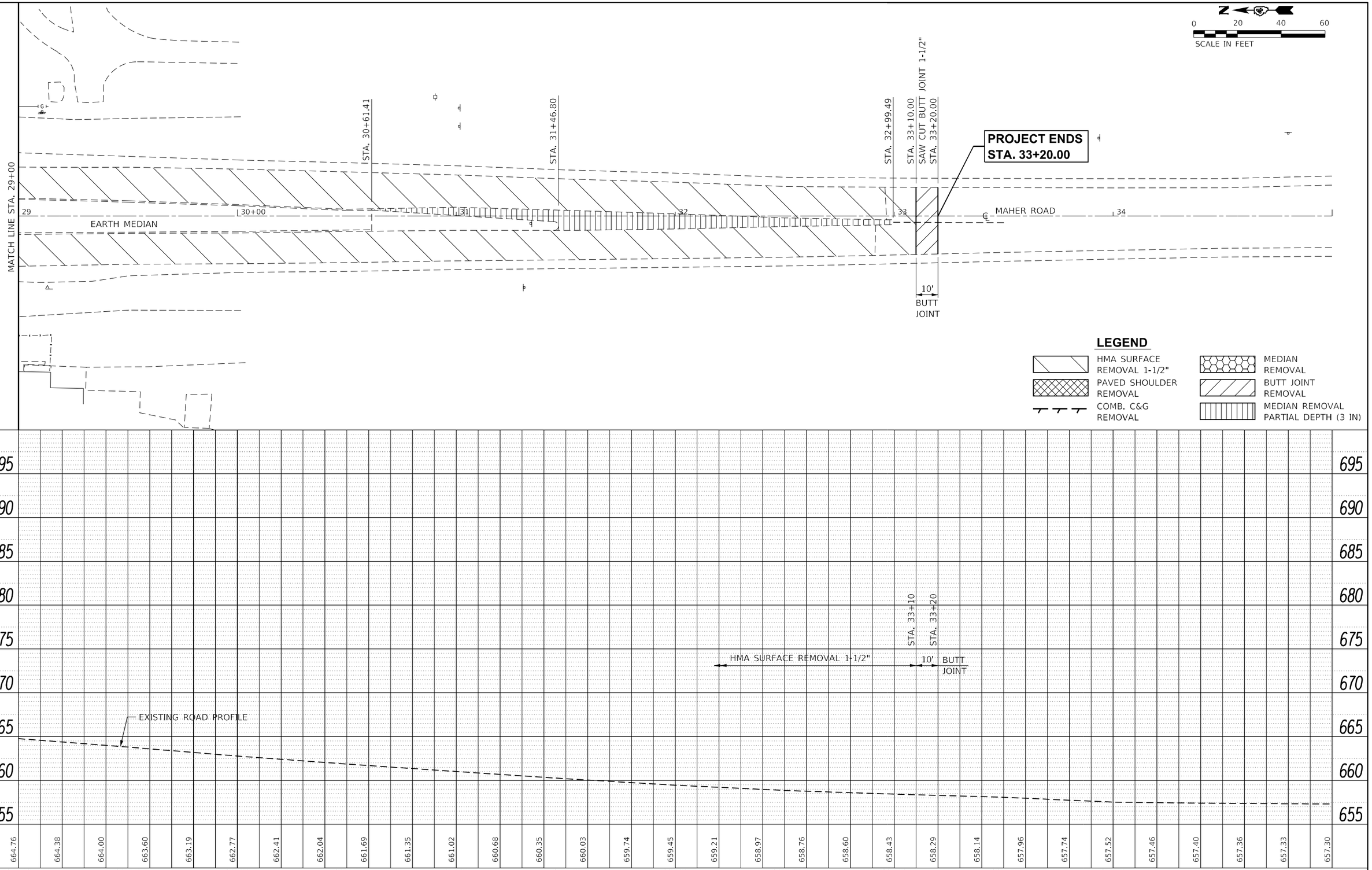
USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN AND PROFILE
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	31
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			



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

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

P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 153 6111047-14\CAD_Sheets\D468C58-sht-removal4.dgn

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

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

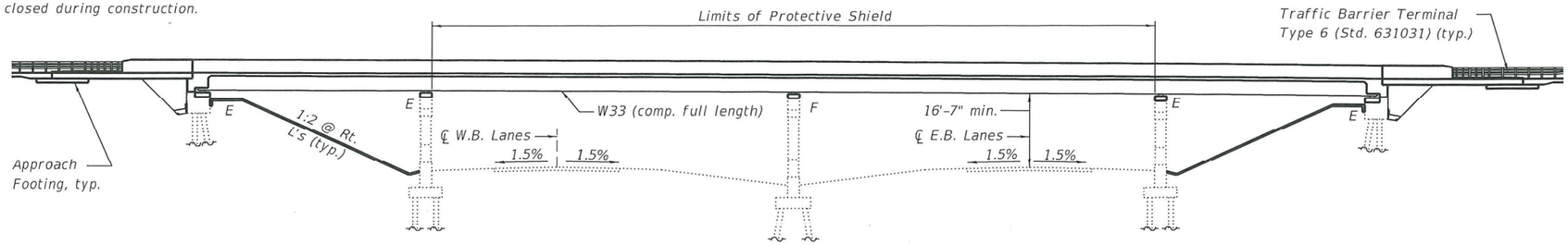
REMOVAL PLAN AND PROFILE
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	32
		CONTRACT NO. 68C58		
		ILLINOIS FED. AID PROJECT		

Bench Mark: NE Bolt in 2nd Light Standard Base south of the bridge on west side of Maher Road. Elevation 672.34.

Existing Structure: SN 072-0076 Built in 1968 as F.A.P. Route 385, Section 72-4HB, at Sta. 20+00.00. Existing structure consists of 4-span reinforced concrete cast in place deck on continuous steel WF beams and supported by spill-thru concrete abutments and concrete multicolumn piers. Structure is 256'-4" long Bk. to Bk. Abutments and 58'-0" Out to Out of deck. Superstructure to be removed and replaced. Traffic is to be detoured and the road closed during construction.
No salvage.



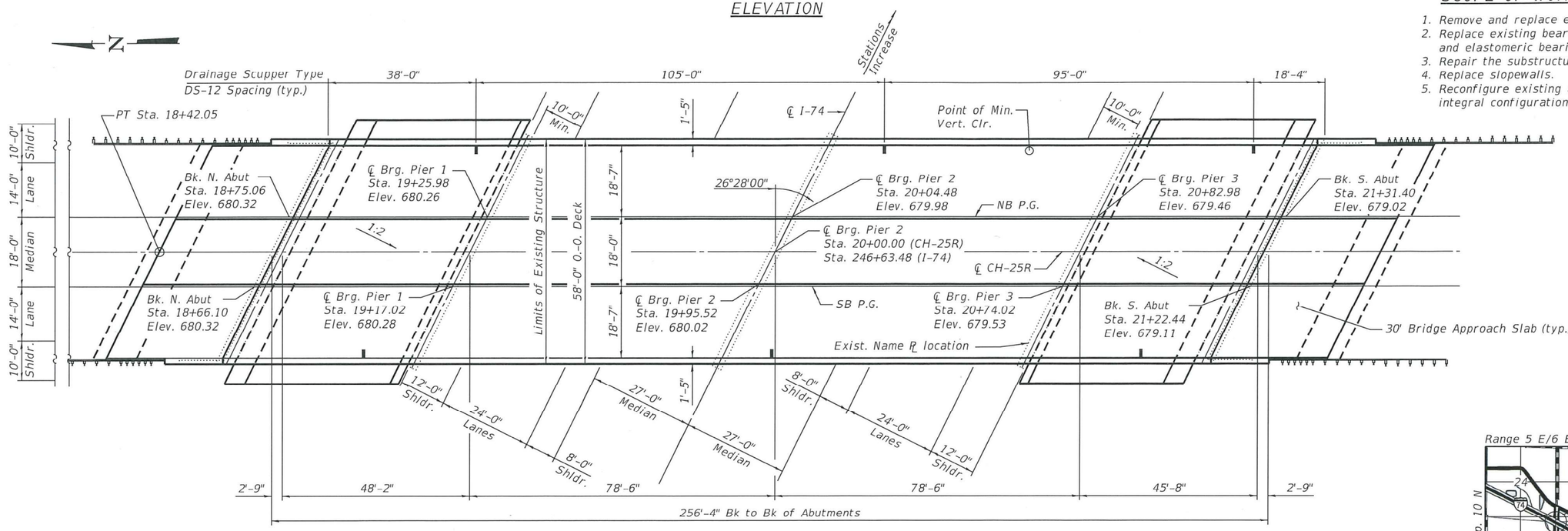
INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3.-7. Top of Slab Elevations
8.-9. Top of Approach Slab Elevations
10. Superstructure
11.-12. Superstructure Details
13. Concrete Diaphragm Details
14-15. Bridge Approach Slab Details
16. Drainage Scupper, DS-12
17. Concrete Parapet Slipforming Option
18. Framing Plan
19. Steel Details
20. Bearing Details
21.-22. Concrete Removal Details
23.-24. Abutment Pedestal Details
25.-27. Pier Repairs
28.-30. Pier Pedestal Details

SCOPE OF WORK

1. Remove and replace existing superstructure.
2. Replace existing bearings with new fixed and elastomeric bearings.
3. Repair the substructure.
4. Replace slopewalls.
5. Reconfigure existing abutments to semi-integral configuration.

ELEVATION



PLAN

DESIGN STRESSES

FIELD UNITS (New Construction)

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

FIELD UNITS (Exist. Construction)

f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)

SEISMIC DATA

Existing Construction

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

LOADING HL-93

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

DESIGN SPECIFICATIONS

New Construction

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

Existing Substructure

1995 FHWA Seismic Retrofitting Manual for Highway Bridges

LICENSED STRUCTURAL ENGINEER
MICHAEL T. HALEY
081-005991
CHATHAM
STATE OF ILLINOIS

Michael J. Haley 2/24/2021

Michael T. Haley — Date
Licensed Structural Engineer
State of Illinois No. 081-005991
Expires 11/30/2022

Range 5 E/6 E, 4th P.M.

LOCATION SKETCH

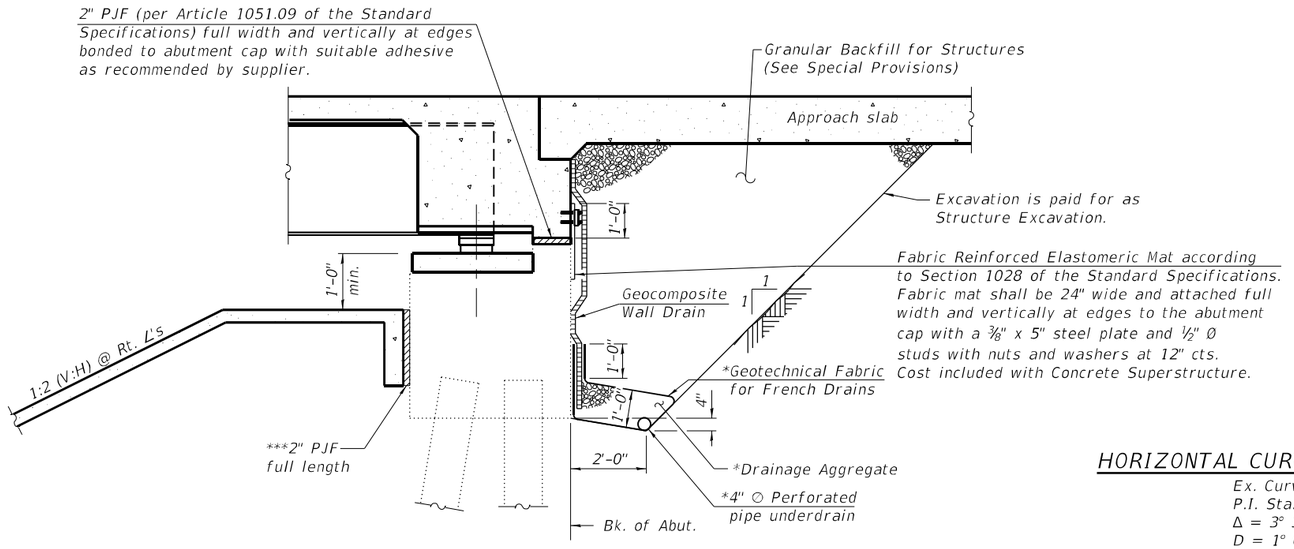
GENERAL PLAN & ELEVATION
CH-25R (MAHER ROAD) OVER I-74
FAI ROUTE 74- SECTION (72-4HB)BR
PEORIA COUNTY
STATION 20+00.00
STRUCTURE NUMBER 072-0076

LIN ENGINEERING,LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - AML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - MTH	REVISED -	
	PLOT SCALE =	DRAWN - DAS	REVISED -	
	PLOT DATE = 2/24/2021	CHECKED - MTH	REVISED -	

SHEET 1 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	33
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: E:\0936-13Struct\Gs. SN 072-0076\4. Final Design\CADD\CADD Sheets\0720076-68C58-001-GPE.dgn
2/24/2021 8:37:30 AM

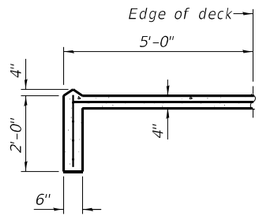


SECTION THRU SEMI-INTEGRAL ABUTMENT

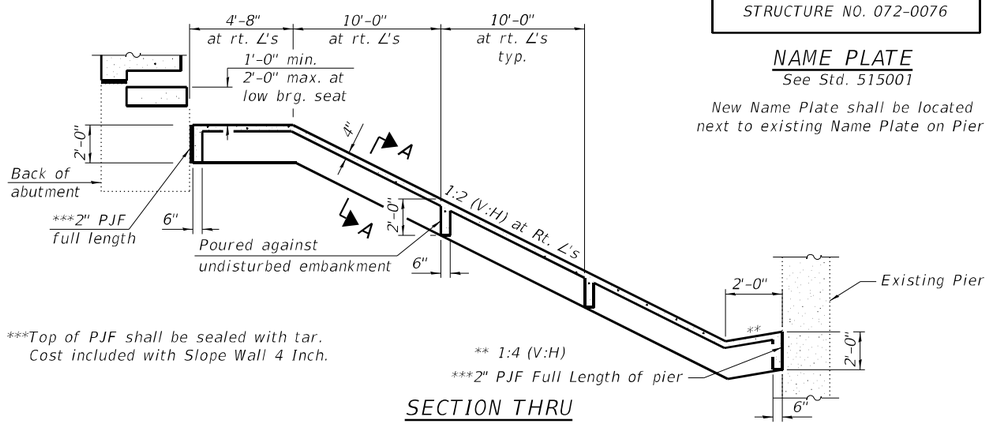
(Horiz. dim. @ Rt. ℄'s)

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

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



SECTION A-A



***Top of PJF shall be sealed with tar. Cost included with Slope Wall 4 Inch.

** 1:4 (V:H)

***2" PJF Full Length of pier

SECTION THRU CONCRETE SLOPEWALL

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

STATION 20+00.00
RE-BUILT 20 BY
STATE OF ILLINOIS
F.A.I. RT. 74 SEC. (72-4HB)BR
LOADING HL-93
STRUCTURE NO. 072-0076

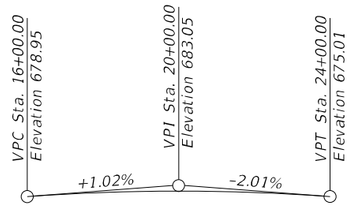
NAME PLATE

See Std. 515001

New Name Plate shall be located next to existing Name Plate on Pier 3.

HORIZONTAL CURVE DATA (CH-25R)

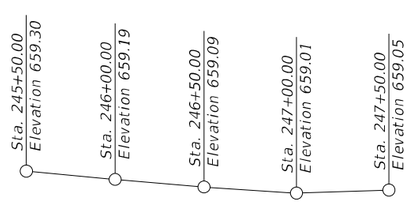
Ex. Curve Maher Rd.
P.I. Sta. = 16+64.26
Δ = 3° 33' 25" (LT)
D = 1° 00' 00"
R = 5,729.58'
T = 177.90'
L = 355.69'
E = 2.76'
e = 3.00%
P.C. Sta. = 14+86.36
P.T. Sta. = 18+42.05
Inside Lane Super Attained Sta. 14+74 to Sta. 15+10
Removed Sta. 18+18 to Sta. 18+54
Outside Lane Super Attained Sta. 14+01 to Sta. 15+10
Removed Sta. 17+87 to Sta. 18+96



LVC = 800'

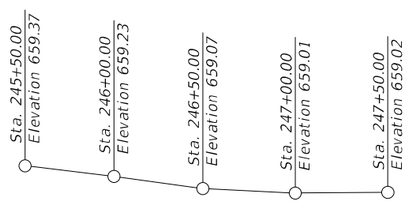
PROFILE GRADE CH-25R

(along P.G.)



PROFILE GRADE I-74 W.B.

(along ℄ W.B. Lanes)



PROFILE GRADE I-74 E.B.

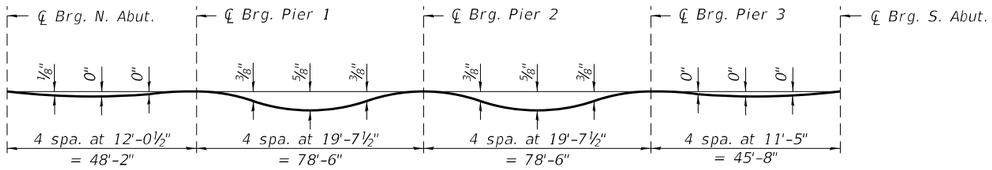
(along ℄ E.B. Lanes)

GENERAL NOTES

1. Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts 7/8 in. Ø, holes 15/16 in. Ø, unless otherwise noted.
2. Calculated weight of Structural Steel = 30,270 lbs. (M270 Grade 36)
   = 418,960 lbs. (M270 Grade 50)
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
6. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
7. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of the fascia beams, masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.
8. A datum adjustment of -0.28ft was applied to the original plan elevations to convert to current datum. Contractor shall field verify all existing structure elevations and dimensions shown in plans.
9. Potential uplift at the abutment bearings is dependent on the deck pour sequence and equipment loading configuration. Contractor shall take necessary precautions during deck pouring.

TOTAL BILL OF MATERIAL

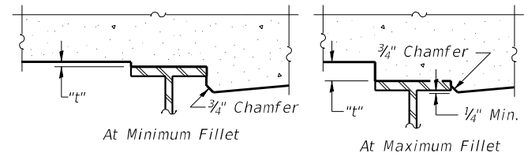
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1	-	1
Concrete Removal	Cu. Yd.	-	29.1	29.1
Slope Wall Removal	Sq. Yd.	-	702	702
Protective Shield	Sq. Yd.	994	-	994
Structure Excavation	Cu. Yd.	-	196	196
Concrete Structures	Cu. Yd.	-	57.0	57.0
Concrete Superstructure	Cu. Yd.	598.1	-	598.1
Bridge Deck Grooving	Sq. Yd.	1193	-	1193
Protective Coat	Sq. Yd.	2223	-	2223
Concrete Superstructure (Approach Slab)	Cu. Yd.	159.2	-	159.2
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	10530	-	10530
Reinforcement Bars, Epoxy Coated	Pound	197190	10550	207740
Slope Wall 4 Inch	Sq. Yd.	-	723	723
Name Plates	Each	-	1	1
Elastomeric Bearing Assembly, Type I	Each	-	36	36
Anchor Bolts, 1"	Each	-	54	54
Anchor Bolts, 1 1/4"	Each	-	36	36
Geocomposite Wall Drain	Sq. Yd.	-	101	101
Granular Backfill for Structures	Cu. Yd.	-	196	196
Drainage Scuppers, DS-12	Each	6	-	6
Structural Repair of Concrete (Depth Equal to Or Less Than 5 Inches)	Sq. Ft.	-	15	15
Pipe Underdrains for Structures 4"	Foot	-	186	186



DEAD LOAD DEFLECTION DIAGRAM

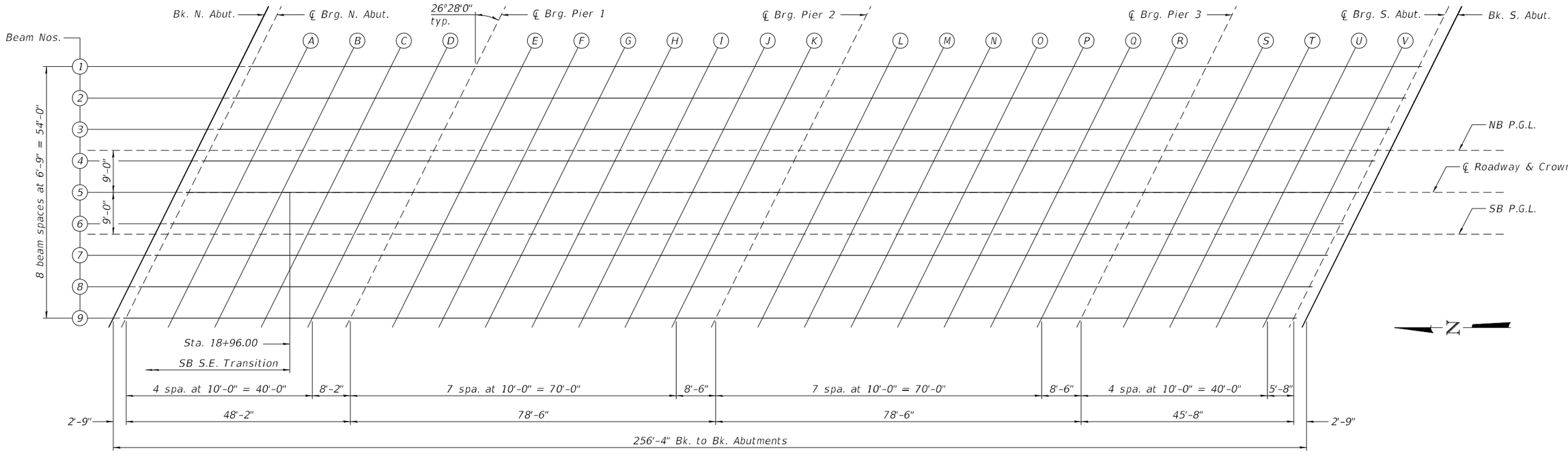
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4 thru 7 of 30.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4 thru 7 of 30, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 61111047-14\CAD_Sheets\072007668C58-003-TOSEIevs.dgn
2/19/2021 2:01:04 PM

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0076
SHEET 3 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	35
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+84.03	-27.00	680.03	680.03
℄ Brg. N. Abut.	18+86.78	-27.00	680.03	680.03
A	18+96.78	-27.00	680.02	680.02
B	19+06.78	-27.00	680.01	680.01
C	19+16.78	-27.00	679.99	679.99
D	19+26.78	-27.00	679.97	679.97
℄ Brg. Pier 1	19+34.94	-27.00	679.95	679.95
E	19+44.94	-27.00	679.93	679.94
F	19+54.94	-27.00	679.89	679.92
G	19+64.94	-27.00	679.86	679.90
H	19+74.94	-27.00	679.82	679.87
I	19+84.94	-27.00	679.78	679.82
J	19+94.94	-27.00	679.73	679.76
K	20+04.94	-27.00	679.69	679.69
℄ Brg. Pier 2	20+13.44	-27.00	679.64	679.64
L	20+23.44	-27.00	679.58	679.59
M	20+33.44	-27.00	679.52	679.55
N	20+43.44	-27.00	679.46	679.50
O	20+53.44	-27.00	679.39	679.44
P	20+63.44	-27.00	679.32	679.36
Q	20+73.44	-27.00	679.24	679.27
R	20+83.44	-27.00	679.17	679.18
℄ Brg. Pier 3	20+91.94	-27.00	679.09	679.09
S	21+01.94	-27.00	679.01	679.01
T	21+11.94	-27.00	678.92	678.92
U	21+21.94	-27.00	678.82	678.83
V	21+31.94	-27.00	678.73	678.73
℄ Brg. S. Abut.	21+37.61	-27.00	678.67	678.67
Bk. S. Abut.	21+40.36	-27.00	678.64	678.64

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+80.66	-20.25	680.15	680.15
℄ Brg. N. Abut.	18+83.41	-20.25	680.15	680.15
A	18+93.41	-20.25	680.14	680.15
B	19+03.41	-20.25	680.13	680.14
C	19+13.41	-20.25	680.12	680.12
D	19+23.41	-20.25	680.10	680.10
℄ Brg. Pier 1	19+31.58	-20.25	680.08	680.08
E	19+41.58	-20.25	680.06	680.07
F	19+51.58	-20.25	680.03	680.06
G	19+61.58	-20.25	679.99	680.04
H	19+71.58	-20.25	679.96	680.01
I	19+81.58	-20.25	679.92	679.96
J	19+91.58	-20.25	679.87	679.90
K	20+01.58	-20.25	679.82	679.83
℄ Brg. Pier 2	20+10.08	-20.25	679.78	679.78
L	20+20.08	-20.25	679.72	679.73
M	20+30.08	-20.25	679.67	679.69
N	20+40.08	-20.25	679.60	679.65
O	20+50.08	-20.25	679.54	679.59
P	20+60.08	-20.25	679.47	679.51
Q	20+70.08	-20.25	679.39	679.42
R	20+80.08	-20.25	679.31	679.33
℄ Brg. Pier 3	20+88.58	-20.25	679.24	679.24
S	20+98.58	-20.25	679.16	679.16
T	21+08.58	-20.25	679.07	679.07
U	21+18.58	-20.25	678.98	678.98
V	21+28.58	-20.25	678.88	678.88
℄ Brg. S. Abut.	21+34.25	-20.25	678.83	678.83
Bk. S. Abut.	21+37.00	-20.25	678.80	678.80

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+77.30	-13.50	680.25	680.25
℄ Brg. N. Abut.	18+80.05	-13.50	680.25	680.25
A	18+90.05	-13.50	680.25	680.25
B	19+00.05	-13.50	680.24	680.24
C	19+10.05	-13.50	680.22	680.23
D	19+20.05	-13.50	680.21	680.21
℄ Brg. Pier 1	19+28.22	-13.50	680.19	680.19
E	19+38.22	-13.50	680.17	680.18
F	19+48.22	-13.50	680.14	680.17
G	19+58.22	-13.50	680.11	680.15
H	19+68.22	-13.50	680.07	680.12
I	19+78.22	-13.50	680.03	680.07
J	19+88.22	-13.50	679.99	680.01
K	19+98.22	-13.50	679.94	679.95
℄ Brg. Pier 2	20+06.72	-13.50	679.90	679.90
L	20+16.72	-13.50	679.84	679.85
M	20+26.72	-13.50	679.79	679.82
N	20+36.72	-13.50	679.73	679.77
O	20+46.72	-13.50	679.66	679.71
P	20+56.72	-13.50	679.59	679.64
Q	20+66.72	-13.50	679.52	679.55
R	20+76.72	-13.50	679.44	679.45
℄ Brg. Pier 3	20+85.22	-13.50	679.37	679.37
S	20+95.22	-13.50	679.29	679.29
T	21+05.22	-13.50	679.20	679.20
U	21+15.22	-13.50	679.11	679.11
V	21+25.22	-13.50	679.02	679.02
℄ Brg. S. Abut.	21+30.89	-13.50	678.96	678.96
Bk. S. Abut.	21+33.64	-13.50	678.93	678.93

Note:
Offsets measured from ℄ roadway.

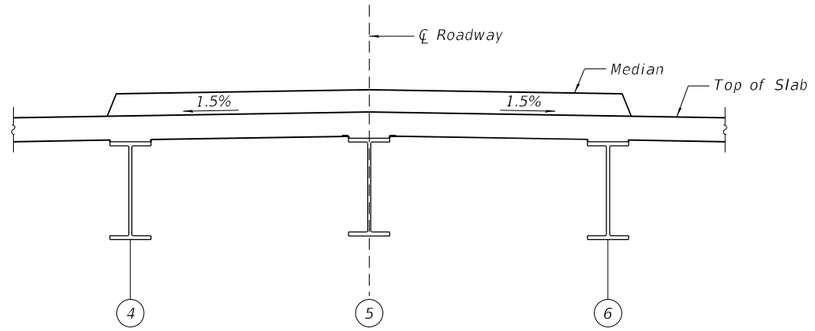
LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0076
SHEET 4 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	36
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		



DETAIL AT MEDIAN

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

NB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+75.06	-9.00	680.32	680.32
℄ Brg. N. Abut.	18+77.81	-9.00	680.32	680.32
A	18+87.81	-9.00	680.32	680.32
B	18+97.81	-9.00	680.31	680.31
C	19+07.81	-9.00	680.30	680.30
D	19+17.81	-9.00	680.28	680.28
℄ Brg. Pier 1	19+25.98	-9.00	680.26	680.26
E	19+35.98	-9.00	680.24	680.25
F	19+45.98	-9.00	680.21	680.25
G	19+55.98	-9.00	680.18	680.23
H	19+65.98	-9.00	680.15	680.20
I	19+75.98	-9.00	680.11	680.15
J	19+85.98	-9.00	680.07	680.09
K	19+95.98	-9.00	680.02	680.03
℄ Brg. Pier 2	20+04.48	-9.00	679.98	679.98
L	20+14.48	-9.00	679.92	679.93
M	20+24.48	-9.00	679.87	679.90
N	20+34.48	-9.00	679.81	679.85
O	20+44.48	-9.00	679.74	679.80
P	20+54.48	-9.00	679.67	679.72
Q	20+64.48	-9.00	679.60	679.64
R	20+74.48	-9.00	679.53	679.54
℄ Brg. Pier 3	20+82.98	-9.00	679.46	679.46
S	20+92.98	-9.00	679.38	679.37
T	21+02.98	-9.00	679.29	679.29
U	21+12.98	-9.00	679.20	679.20
V	21+22.98	-9.00	679.10	679.11
℄ Brg. S. Abut.	21+28.65	-9.00	679.05	679.05
Bk. S. Abut.	21+31.40	-9.00	679.02	679.02

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+73.94	-6.75	680.36	680.36
℄ Brg. N. Abut.	18+76.69	-6.75	680.36	680.36
A	18+86.69	-6.75	680.35	680.36
B	18+96.69	-6.75	680.34	680.35
C	19+06.69	-6.75	680.33	680.33
D	19+16.69	-6.75	680.31	680.31
℄ Brg. Pier 1	19+24.86	-6.75	680.30	680.30
E	19+34.86	-6.75	680.28	680.29
F	19+44.86	-6.75	680.25	680.28
G	19+54.86	-6.75	680.22	680.27
H	19+64.86	-6.75	680.18	680.24
I	19+74.86	-6.75	680.15	680.19
J	19+84.86	-6.75	680.10	680.13
K	19+94.86	-6.75	680.06	680.07
℄ Brg. Pier 2	20+03.36	-6.75	680.02	680.02
L	20+13.36	-6.75	679.96	679.97
M	20+23.36	-6.75	679.91	679.94
N	20+33.36	-6.75	679.85	679.89
O	20+43.36	-6.75	679.78	679.84
P	20+53.36	-6.75	679.72	679.76
Q	20+63.36	-6.75	679.64	679.68
R	20+73.36	-6.75	679.57	679.58
℄ Brg. Pier 3	20+81.86	-6.75	679.50	679.50
S	20+91.86	-6.75	679.42	679.42
T	21+01.86	-6.75	679.33	679.33
U	21+11.86	-6.75	679.24	679.25
V	21+21.86	-6.75	679.15	679.15
℄ Brg. S. Abut.	21+27.53	-6.75	679.09	679.09
Bk. S. Abut.	21+30.28	-6.75	679.07	679.07

BEAM 5, ℄ ROADWAY & CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+70.58	0.00	680.46	680.46
℄ Brg. N. Abut.	18+73.33	0.00	680.46	680.46
A	18+83.33	0.00	680.45	680.46
B	18+93.33	0.00	680.45	680.45
C	19+03.33	0.00	680.44	680.44
D	19+13.33	0.00	680.42	680.42
℄ Brg. Pier 1	19+21.50	0.00	680.41	680.41
E	19+31.50	0.00	680.39	680.40
F	19+41.50	0.00	680.36	680.39
G	19+51.50	0.00	680.33	680.38
H	19+61.50	0.00	680.30	680.35
I	19+71.50	0.00	680.26	680.30
J	19+81.50	0.00	680.22	680.25
K	19+91.50	0.00	680.18	680.18
℄ Brg. Pier 2	20+00.00	0.00	680.14	680.14
L	20+10.00	0.00	680.08	680.09
M	20+20.00	0.00	680.03	680.06
N	20+30.00	0.00	679.97	680.02
O	20+40.00	0.00	679.91	679.96
P	20+50.00	0.00	679.84	679.89
Q	20+60.00	0.00	679.77	679.80
R	20+70.00	0.00	679.70	679.71
℄ Brg. Pier 3	20+78.50	0.00	679.63	679.63
S	20+88.50	0.00	679.55	679.55
T	20+98.50	0.00	679.46	679.46
U	21+08.50	0.00	679.37	679.38
V	21+18.50	0.00	679.28	679.28
℄ Brg. S. Abut.	21+24.17	0.00	679.23	679.23
Bk. S. Abut.	21+26.92	0.00	679.20	679.20

Note:
Offsets measured from ℄ roadway.

LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0076
SHEET 5 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	37
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+67.22	6.75	680.36	680.36
℄ Brg. N. Abut.	18+69.97	6.75	680.36	680.36
A	18+79.97	6.75	680.36	680.36
B	18+89.97	6.75	680.35	680.35
C	18+99.97	6.75	680.34	680.34
D	19+09.97	6.75	680.33	680.32
℄ Brg. Pier 1	19+18.14	6.75	680.31	680.31
E	19+28.14	6.75	680.29	680.31
F	19+38.14	6.75	680.27	680.30
G	19+48.14	6.75	680.24	680.29
H	19+58.14	6.75	680.21	680.26
I	19+68.14	6.75	680.17	680.21
J	19+78.14	6.75	680.13	680.16
K	19+88.14	6.75	680.09	680.10
℄ Brg. Pier 2	19+96.64	6.75	680.05	680.05
L	20+06.64	6.75	680.00	680.01
M	20+16.64	6.75	679.95	679.98
N	20+26.64	6.75	679.89	679.93
O	20+36.64	6.75	679.83	679.88
P	20+46.64	6.75	679.76	679.81
Q	20+56.64	6.75	679.69	679.73
R	20+66.64	6.75	679.62	679.63
℄ Brg. Pier 3	20+75.14	6.75	679.55	679.55
S	20+85.14	6.75	679.48	679.47
T	20+95.14	6.75	679.39	679.39
U	21+05.14	6.75	679.30	679.31
V	21+15.14	6.75	679.21	679.21
℄ Brg. S. Abut.	21+20.81	6.75	679.16	679.16
Bk. S. Abut.	21+23.56	6.75	679.13	679.13

SB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+66.10	9.00	680.32	680.32
℄ Brg. N. Abut.	18+68.85	9.00	680.32	680.32
A	18+78.85	9.00	680.32	680.33
B	18+88.85	9.00	680.32	680.32
C	18+98.85	9.00	680.31	680.31
D	19+08.85	9.00	680.29	680.29
℄ Brg. Pier 1	19+17.02	9.00	680.28	680.28
E	19+27.02	9.00	680.26	680.28
F	19+37.02	9.00	680.24	680.27
G	19+47.02	9.00	680.21	680.26
H	19+57.02	9.00	680.18	680.23
I	19+67.02	9.00	680.14	680.19
J	19+77.02	9.00	680.10	680.13
K	19+87.02	9.00	680.06	680.07
℄ Brg. Pier 2	19+95.52	9.00	680.02	680.02
L	20+05.52	9.00	679.97	679.98
M	20+15.52	9.00	679.92	679.95
N	20+25.52	9.00	679.86	679.91
O	20+35.52	9.00	679.80	679.85
P	20+45.52	9.00	679.74	679.78
Q	20+55.52	9.00	679.67	679.70
R	20+65.52	9.00	679.59	679.61
℄ Brg. Pier 3	20+74.02	9.00	679.53	679.53
S	20+84.02	9.00	679.45	679.45
T	20+94.02	9.00	679.37	679.37
U	21+04.02	9.00	679.28	679.28
V	21+14.02	9.00	679.19	679.19
℄ Brg. S. Abut.	21+19.69	9.00	679.14	679.14
Bk. S. Abut.	21+22.44	9.00	679.11	679.11

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+63.86	13.50	680.32	680.32
℄ Brg. N. Abut.	18+66.61	13.50	680.31	680.31
A	18+76.61	13.50	680.29	680.30
B	18+86.61	13.50	680.27	680.27
C	18+96.61	13.50	680.24	680.24
D	19+06.61	13.50	680.23	680.23
℄ Brg. Pier 1	19+14.78	13.50	680.22	680.22
E	19+24.78	13.50	680.20	680.21
F	19+34.78	13.50	680.17	680.21
G	19+44.78	13.50	680.15	680.20
H	19+54.78	13.50	680.12	680.17
I	19+64.78	13.50	680.08	680.13
J	19+74.78	13.50	680.05	680.07
K	19+84.78	13.50	680.00	680.01
℄ Brg. Pier 2	19+93.28	13.50	679.96	679.96
L	20+03.28	13.50	679.92	679.93
M	20+13.28	13.50	679.86	679.89
N	20+23.28	13.50	679.81	679.85
O	20+33.28	13.50	679.75	679.80
P	20+43.28	13.50	679.68	679.73
Q	20+53.28	13.50	679.62	679.65
R	20+63.28	13.50	679.54	679.56
℄ Brg. Pier 3	20+71.78	13.50	679.48	679.48
S	20+81.78	13.50	679.40	679.40
T	20+91.78	13.50	679.32	679.32
U	21+01.78	13.50	679.23	679.24
V	21+11.78	13.50	679.14	679.14
℄ Brg. S. Abut.	21+17.45	13.50	679.09	679.09
Bk. S. Abut.	21+20.20	13.50	679.06	679.06

Note:
Offsets measured from ℄ roadway.

LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0076
SHEET 6 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	38
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+60.50	20.25	680.32	680.32
℄ Brg. N. Abut.	18+63.25	20.25	680.31	680.31
A	18+73.25	20.25	680.26	680.27
B	18+83.25	20.25	680.21	680.22
C	18+93.25	20.25	680.16	680.16
D	19+03.25	20.25	680.13	680.13
℄ Brg. Pier 1	19+11.42	20.25	680.12	680.12
E	19+21.42	20.25	680.10	680.12
F	19+31.42	20.25	680.08	680.12
G	19+41.42	20.25	680.06	680.10
H	19+51.42	20.25	680.03	680.08
I	19+61.42	20.25	679.99	680.04
J	19+71.42	20.25	679.96	679.98
K	19+81.42	20.25	679.92	679.92
℄ Brg. Pier 2	19+89.92	20.25	679.88	679.88
L	19+99.92	20.25	679.83	679.84
M	20+09.92	20.25	679.78	679.81
N	20+19.92	20.25	679.73	679.77
O	20+29.92	20.25	679.67	679.72
P	20+39.92	20.25	679.60	679.65
Q	20+49.92	20.25	679.54	679.57
R	20+59.92	20.25	679.47	679.48
℄ Brg. Pier 3	20+68.42	20.25	679.40	679.40
S	20+78.42	20.25	679.33	679.32
T	20+88.42	20.25	679.25	679.25
U	20+98.42	20.25	679.16	679.16
V	21+08.42	20.25	679.07	679.07
℄ Brg. S. Abut.	21+14.08	20.25	679.02	679.02
Bk. S. Abut.	21+16.83	20.25	678.99	678.99

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	18+57.14	27.00	680.26	680.26
℄ Brg. N. Abut.	18+59.89	27.00	680.24	680.24
A	18+69.89	27.00	680.18	680.19
B	18+79.89	27.00	680.12	680.13
C	18+89.89	27.00	680.06	680.06
D	18+99.89	27.00	680.02	680.01
℄ Brg. Pier 1	19+08.06	27.00	680.01	680.01
E	19+18.06	27.00	679.99	680.00
F	19+28.06	27.00	679.97	680.00
G	19+38.06	27.00	679.94	679.99
H	19+48.06	27.00	679.92	679.96
I	19+58.06	27.00	679.88	679.92
J	19+68.06	27.00	679.85	679.87
K	19+78.06	27.00	679.81	679.82
℄ Brg. Pier 2	19+86.56	27.00	679.77	679.77
L	19+96.56	27.00	679.73	679.74
M	20+06.56	27.00	679.68	679.70
N	20+16.56	27.00	679.62	679.66
O	20+26.56	27.00	679.57	679.61
P	20+36.56	27.00	679.50	679.55
Q	20+46.56	27.00	679.44	679.47
R	20+56.56	27.00	679.37	679.38
℄ Brg. Pier 3	20+65.06	27.00	679.31	679.31
S	20+75.06	27.00	679.23	679.23
T	20+85.06	27.00	679.15	679.15
U	20+95.06	27.00	679.07	679.07
V	21+05.06	27.00	678.98	678.98
℄ Brg. S. Abut.	21+10.72	27.00	678.93	678.93
Bk. S. Abut.	21+13.47	27.00	678.90	678.90

Note:
Offsets measured from ℄ roadway.

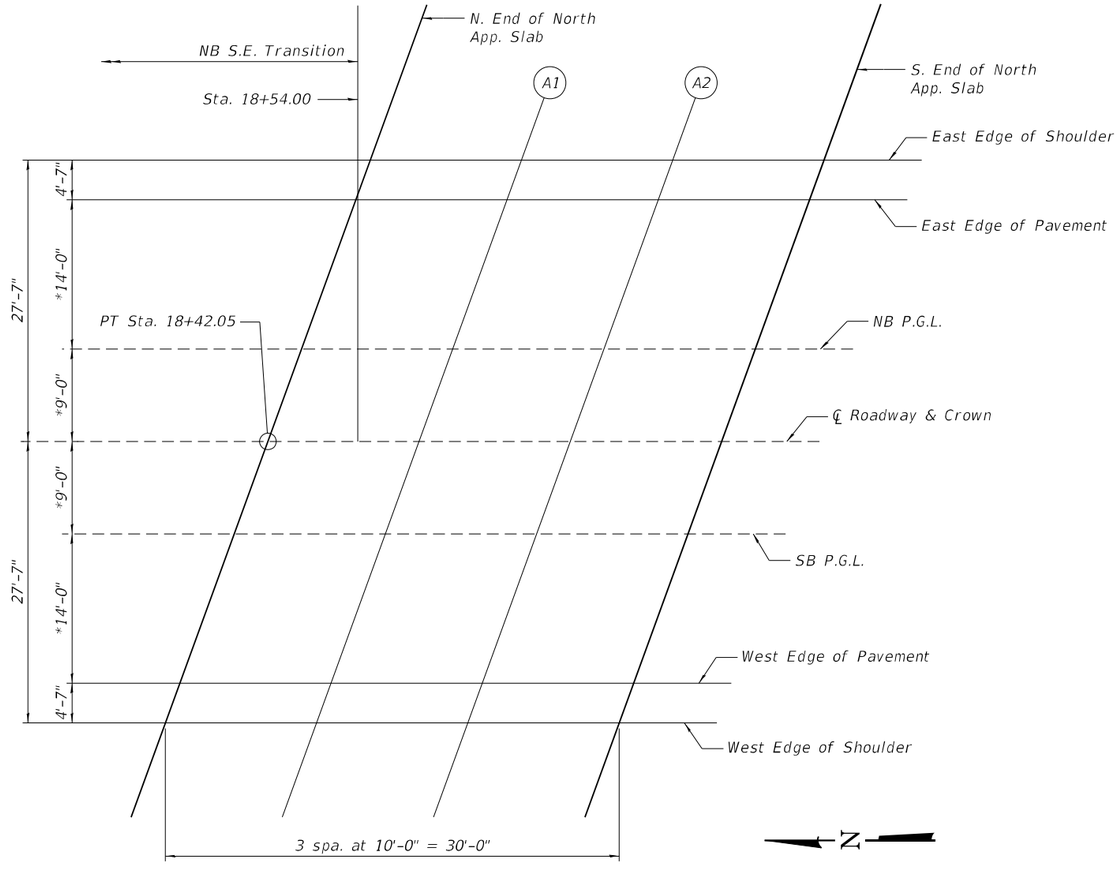
LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0076
SHEET 7 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	39
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		



PLAN

(North Approach)
(measured at right angles to tangent ℄ roadway unless noted otherwise)

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	18+55.43	-27.58	680.02
A1	18+65.43	-27.58	680.02
A2	18+75.43	-27.58	680.02
S. End of North App. Slab	18+85.43	-27.58	680.02

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	18+53.15	-23.00	680.10
A1	18+63.15	-23.00	680.11
A2	18+73.15	-23.00	680.11
S. End of North App. Slab	18+83.15	-23.00	680.11

NB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	18+46.18	-9.00	680.31
A1	18+56.18	-9.00	680.32
A2	18+66.18	-9.00	680.32
S. End of North App. Slab	18+76.18	-9.00	680.32

℄ ROADWAY & CROWN

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	18+41.70	0.00	680.44
A1	18+51.70	0.00	680.45
A2	18+61.70	0.00	680.46
S. End of North App. Slab	18+71.70	0.00	680.46

SB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	*18+37.23	*9.00	680.30
A1	18+47.22	9.00	680.31
A2	18+57.22	9.00	680.32
S. End of North App. Slab	18+67.22	9.00	680.32

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	*18+30.30	*23.00	680.46
A1	*18+40.26	*23.00	680.42
A2	18+50.25	23.00	680.37
S. End of North App. Slab	18+60.25	23.00	680.32

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of North App. Slab	*18+28.04	*27.60	680.38
A1	*18+37.99	*27.58	680.34
A2	18+47.97	27.58	680.29
S. End of North App. Slab	18+57.97	27.58	680.24

* Measured radial to ℄ roadway

Note:
Offsets measured from ℄ roadway.

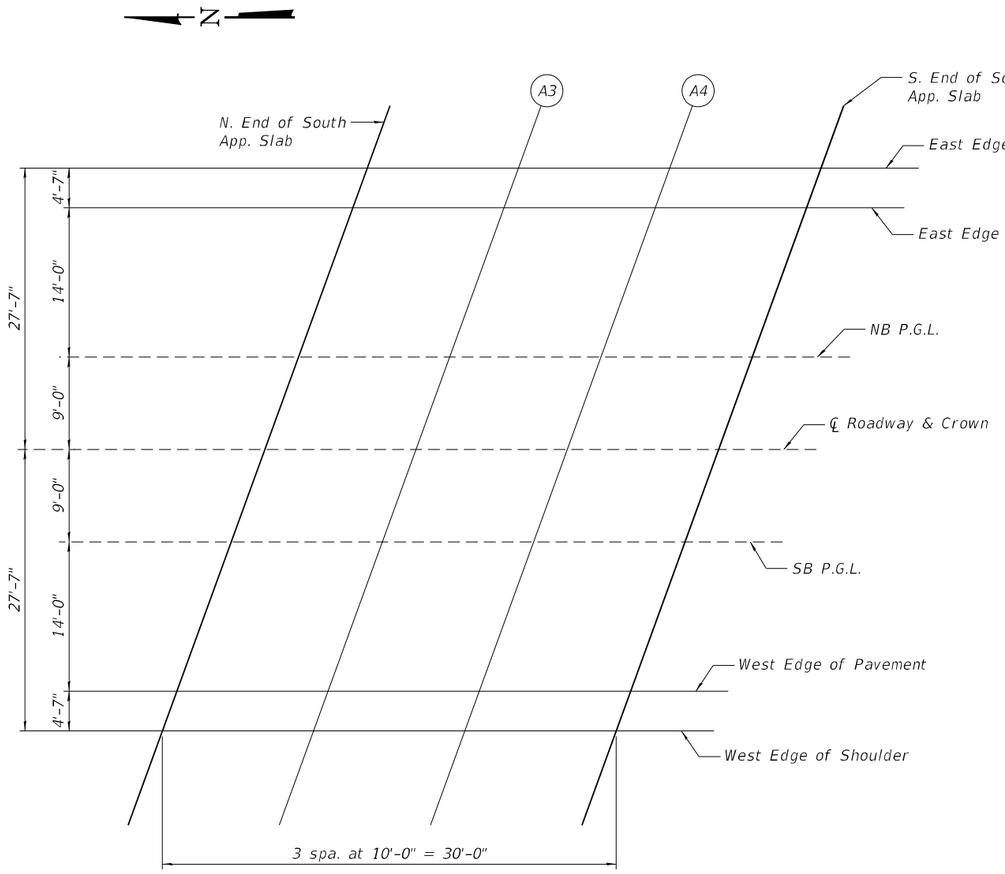
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 072-0076
SHEET 8 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	40
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		



PLAN
(South Approach)

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	21+39.53	-27.58	678.64
A3	21+49.53	-27.58	678.53
A4	21+59.53	-27.58	678.43
S. End of South App. Slab	21+69.53	-27.58	678.31

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	21+37.25	-23.00	678.75
A3	21+47.25	-23.00	678.65
A4	21+57.25	-23.00	678.54
S. End of South App. Slab	21+67.25	-23.00	678.43

NB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	21+30.28	-9.00	679.03
A3	21+40.28	-9.00	678.93
A4	21+50.28	-9.00	678.83
S. End of South App. Slab	21+60.28	-9.00	678.72

℄ ROADWAY & CROWN

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	21+25.80	0.00	679.21
A3	21+35.80	0.00	679.11
A4	21+45.80	0.00	679.01
S. End of South App. Slab	21+55.80	0.00	678.90

SB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	21+21.32	9.00	679.12
A3	21+31.32	9.00	679.02
A4	21+41.32	9.00	678.92
S. End of South App. Slab	21+51.32	9.00	678.82

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	21+14.35	23.00	678.98
A3	21+24.35	23.00	678.88
A4	21+34.35	23.00	678.78
S. End of South App. Slab	21+44.35	23.00	678.68

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of South App. Slab	21+12.07	27.58	678.91
A3	21+22.07	27.58	678.81
A4	21+32.07	27.58	678.71
S. End of South App. Slab	21+42.07	27.58	678.61

Note:
Offsets measured from ℄ roadway.

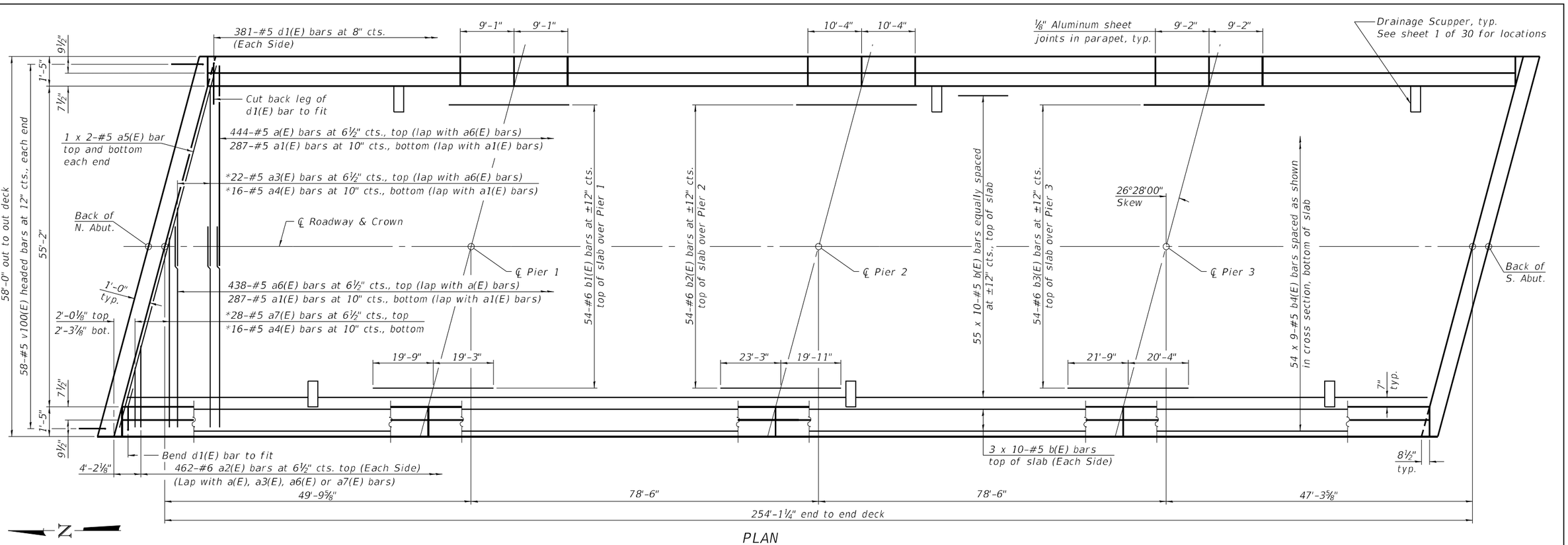
LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 072-0076
SHEET 9 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	41
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			



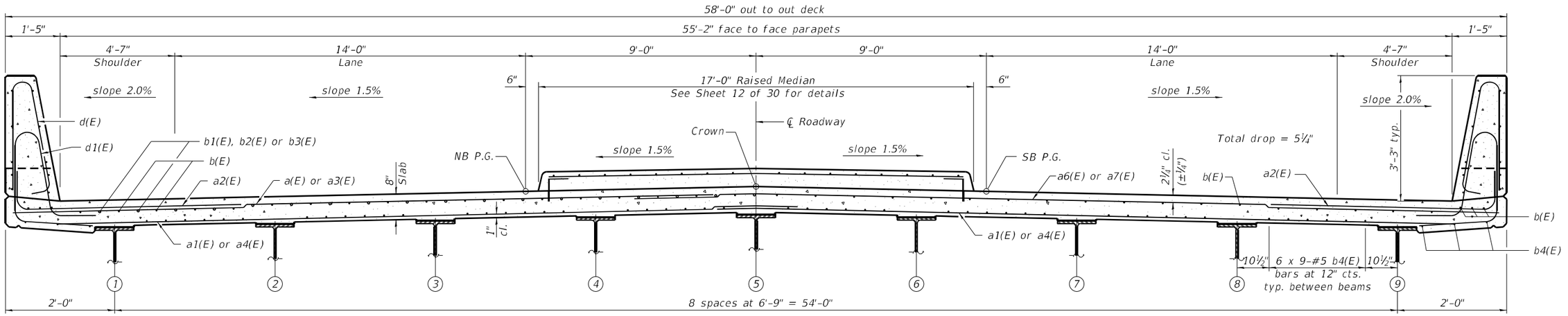
MINIMUM BAR LAP

#5 bar = 3'-6"

PLAN

(Median not shown for clarity)

* See Field Cutting Diagram on sheet 12 of 30.



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking South)

(Scuppers and shear studs not shown for clarity)

Notes:

See sheets 11 and 12 of 30 for superstructure details, scupper reinforcement details and Bill of Material.

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

MODEL: Default
FILE NAME: P:\Civil_IDOT_D5T4\Maher Road Phase II PTB 158 6111047-14\CAD_Sheets\0720076-68C58-010-Super.dgn
2/19/2021 2:09:11 PM

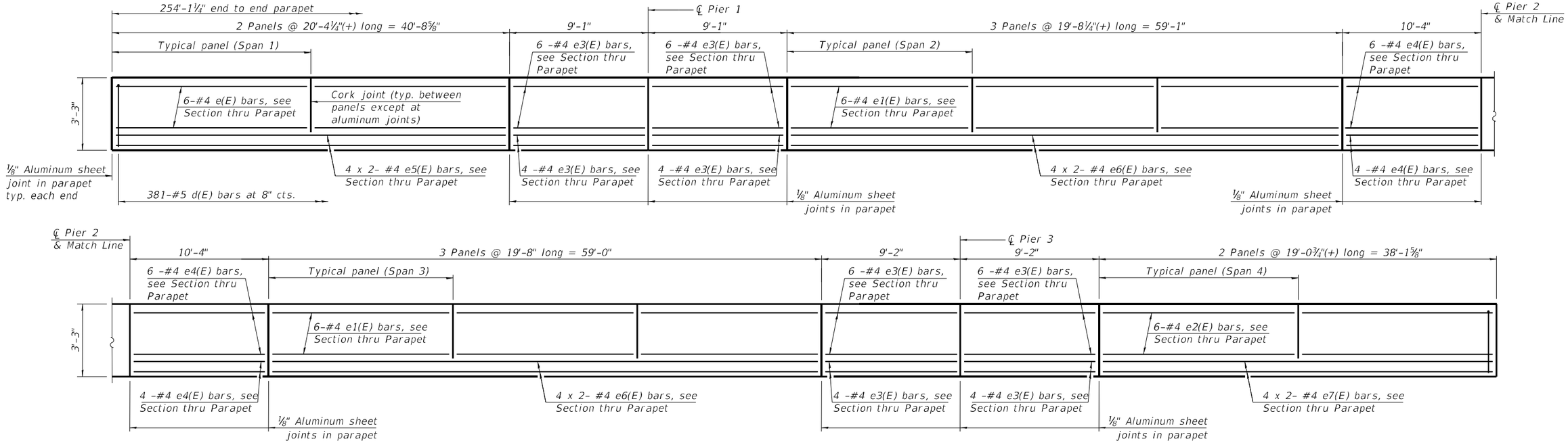
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

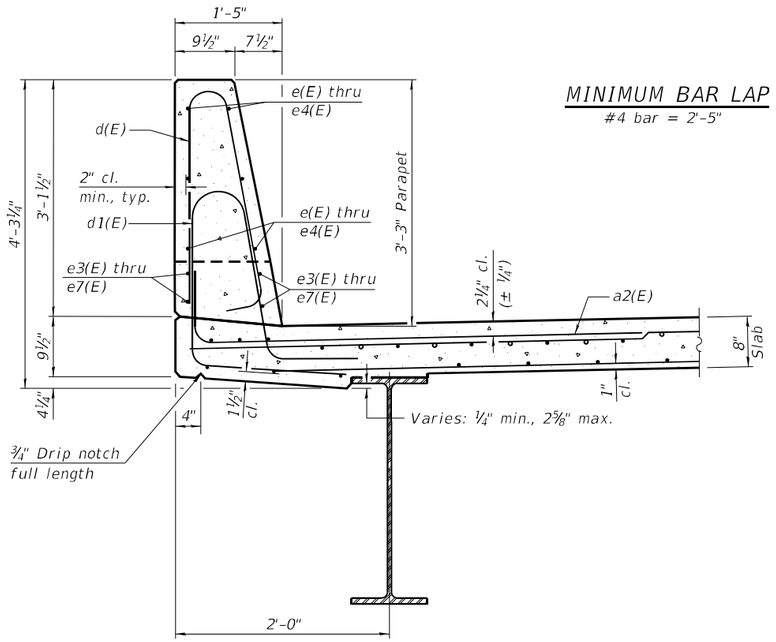
SUPERSTRUCTURE
STRUCTURE NO. 072-0076
SHEET 10 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	42
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			



INSIDE ELEVATION OF PARAPET

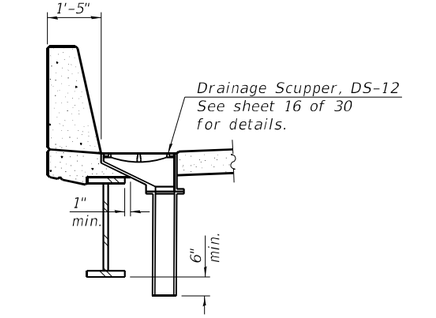
(East Parapet shown; West Parapet mirror image)



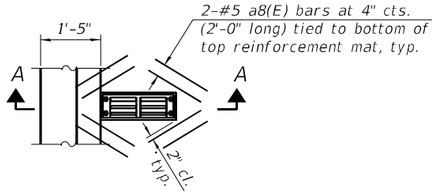
MINIMUM BAR LAP

#4 bar = 2'-5"

SECTION THRU PARAPET

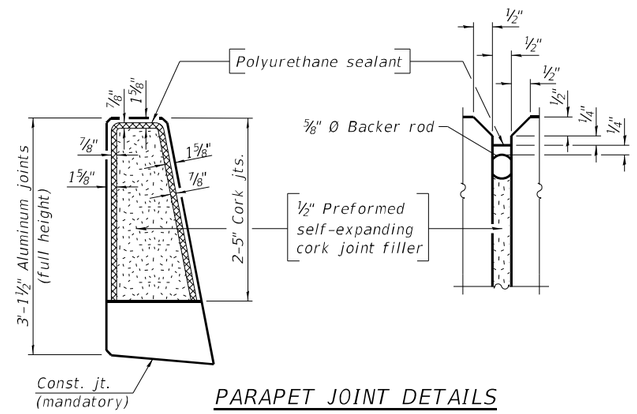


SECTION A-A



PLAN AT SCUPPER

Note:
Cut longitudinal reinforcement to clear drainage scuppers.



PARAPET JOINT DETAILS

Notes:
The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

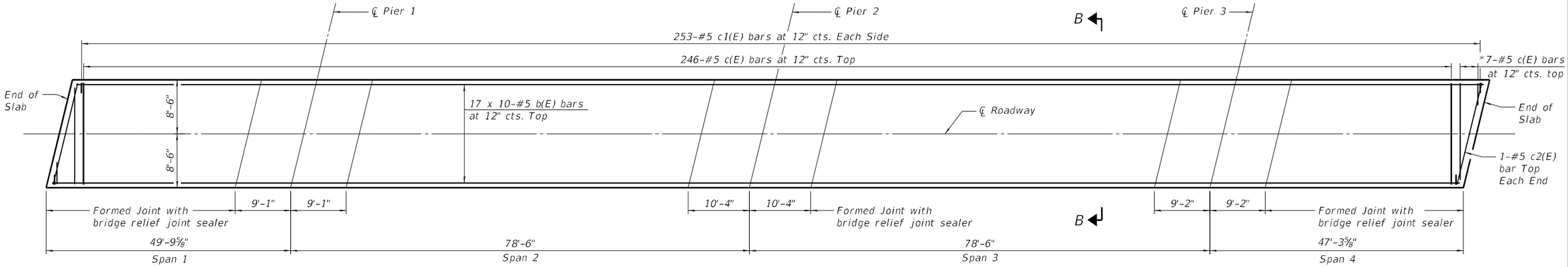
LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =		DESIGNED -	AML	REVISED -	
		CHECKED -	MTH	REVISED -	
PLOT SCALE =		DRAWN -	DAS	REVISED -	
PLOT DATE =	2/19/2021	CHECKED -	MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0076
SHEET 11 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	43
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		



MEDIAN PLAN

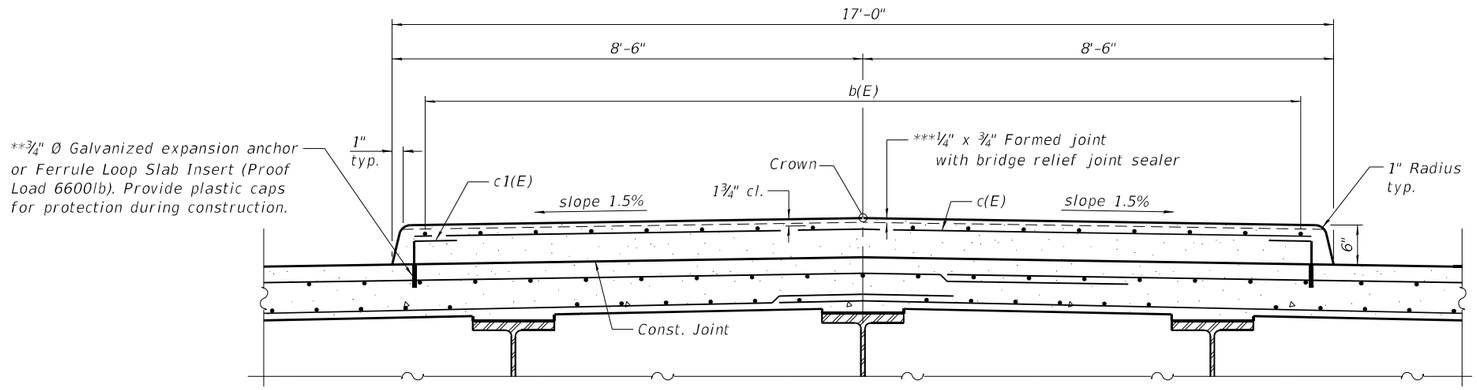
* Order c(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

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

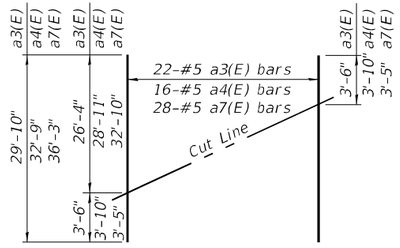
*** Full width – backer rod not required.

MINIMUM BAR LAP

(Median)
#5 bar = 3'-6"

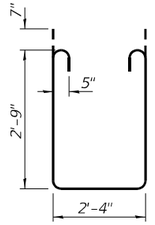


SECTION B-B

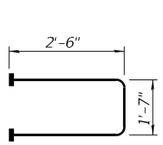


FIELD CUTTING DIAGRAM

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

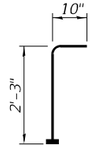


BAR s11(E)



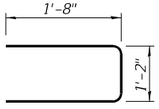
BAR s10(E)

(Headed)

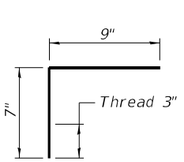


BAR v100(E)

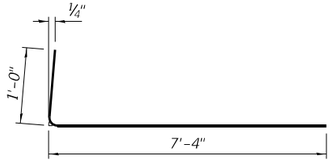
(Headed)



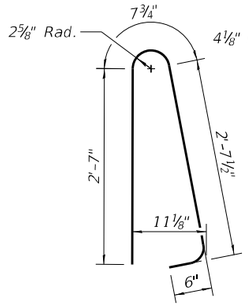
BAR u16(E)



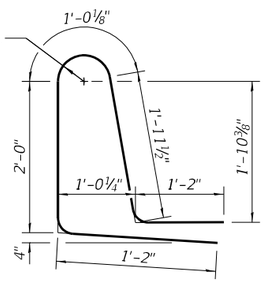
BAR c1(E)



BAR a2(E)



BAR d(E)



BAR d1(E)

Notes:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
See sheet 15 of 30 for approach median details and Bill of Material.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	444	#5	27'-2"	
a1(E)	574	#5	30'-3"	
a2(E)	924	#6	8'-4"	
a3(E)	22	#5	29'-10"	
a4(E)	32	#5	32'-9"	
a5(E)	8	#5	34'-2"	
a6(E)	438	#5	33'-11"	
a7(E)	28	#5	36'-3"	
a8(E)	48	#5	2'-0"	
b(E)	780	#5	28'-7"	
b1(E)	54	#6	39'-0"	
b2(E)	54	#6	43'-2"	
b3(E)	54	#6	42'-1"	
b4(E)	486	#5	31'-4"	
c(E)	253	#5	16'-6"	
c1(E)	506	#5	1'-4"	
c2(E)	2	#5	18'-5"	
d(E)	762	#5	6'-5"	
d1(E)	762	#5	7'-4"	
e(E)	24	#4	20'-1"	
e1(E)	72	#4	19'-5"	
e2(E)	24	#4	18'-9"	
e3(E)	80	#4	8'-10"	
e4(E)	40	#4	10'-0"	
e5(E)	16	#4	21'-7"	
e6(E)	32	#4	30'-9"	
e7(E)	16	#4	20'-3"	
m10(E)	32	#6	33'-3"	
m11(E)	64	#6	7'-3"	
m12(E)	16	#6	6"	
s10(E)	120	#5	6'-7"	
s11(E)	100	#5	9'-0"	
u16(E)	124	#5	4'-6"	
v100(E)	116	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Lbs.	134640	
Concrete Superstructure		Cu. Yds.	571.4	

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

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 611104?-14\CAD_Sheets\072007?-68C58-012-SuperDetails.dgn
2/19/2021 2:11:18 PM

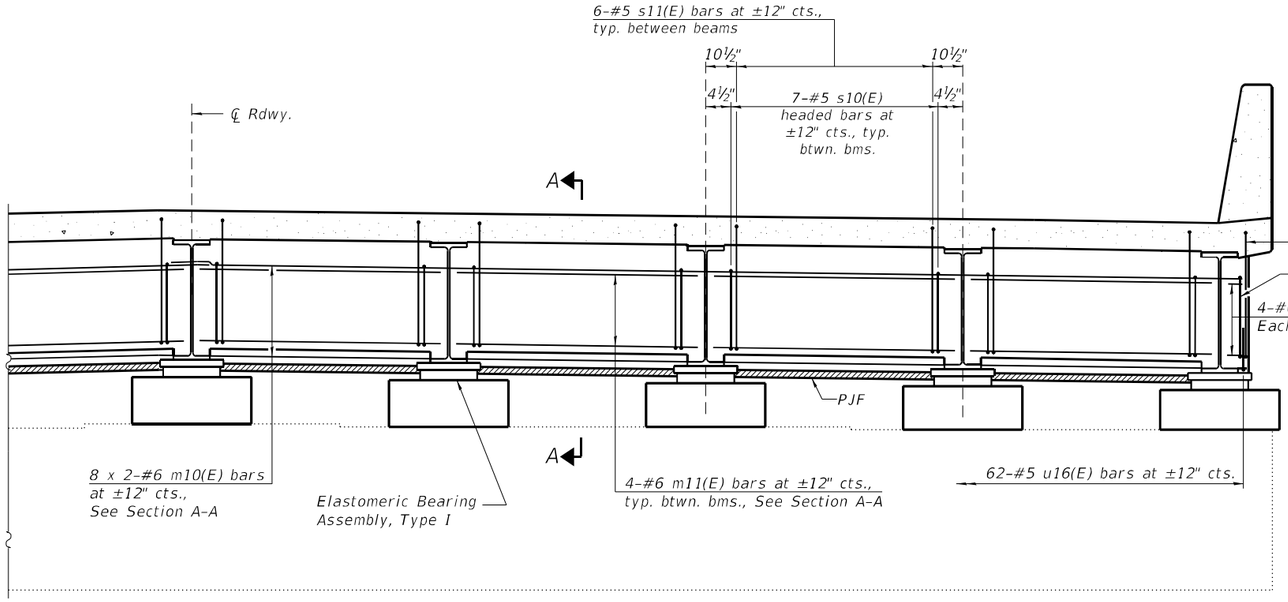
LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = | DESIGNED - AML | REVISED -
PLOT SCALE = | CHECKED - MTH | REVISED -
PLOT DATE = 2/19/2021 | DRAWN - DAS | REVISED -
CHECKED - MTH | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

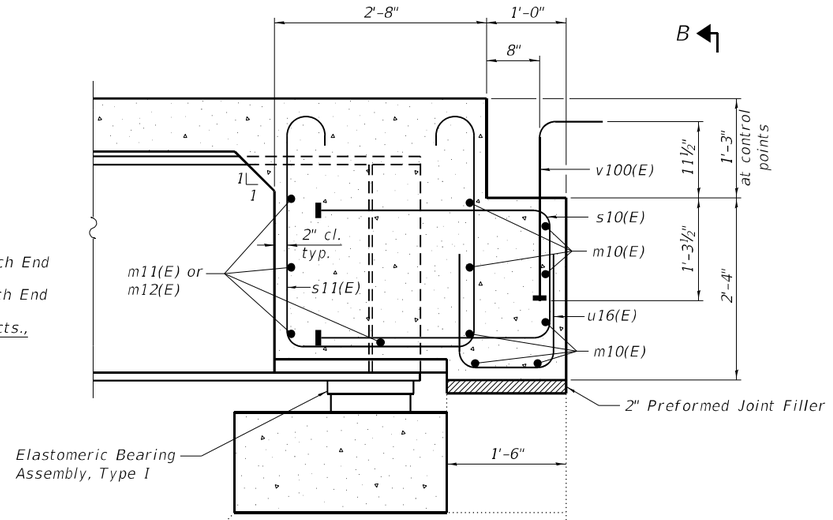
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0076
SHEET 12 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	44
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		



DIAPHRAGM AT ABUTMENT

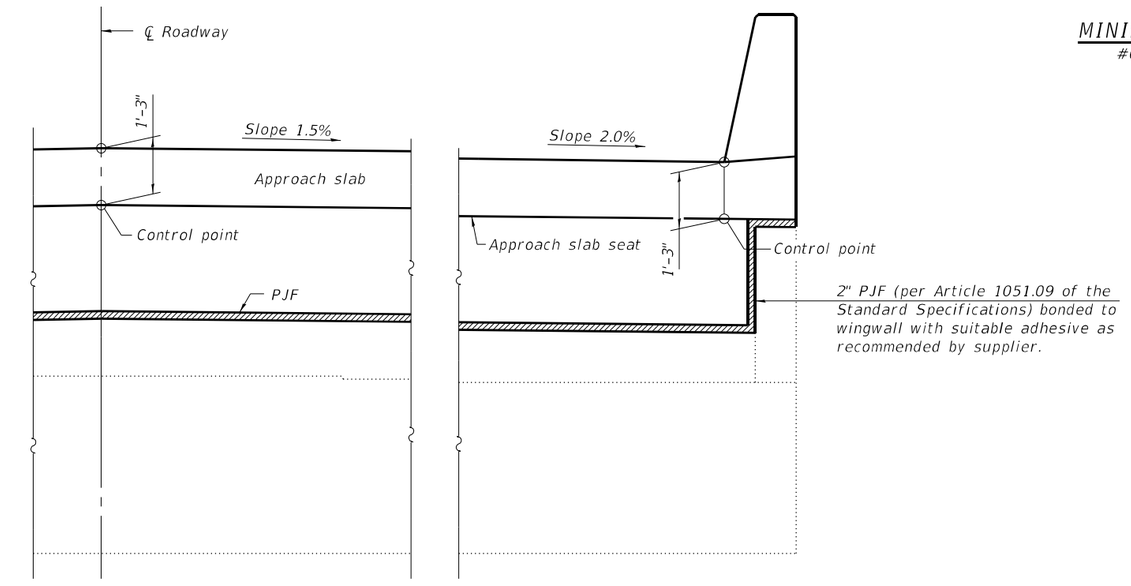
(Median not shown for clarity)



SECTION A-A

(at Rt. ℄'s)

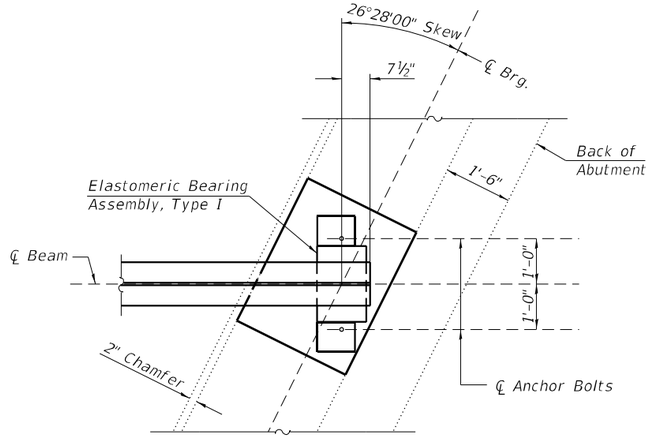
B



VIEW B-B

MINIMUM BAR LAP

#6 bar = 4'-0"



PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

See sheets 11 and 12 of 30 for superstructure details and Bill of Material.

The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details see sheet 20 of 30.

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

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

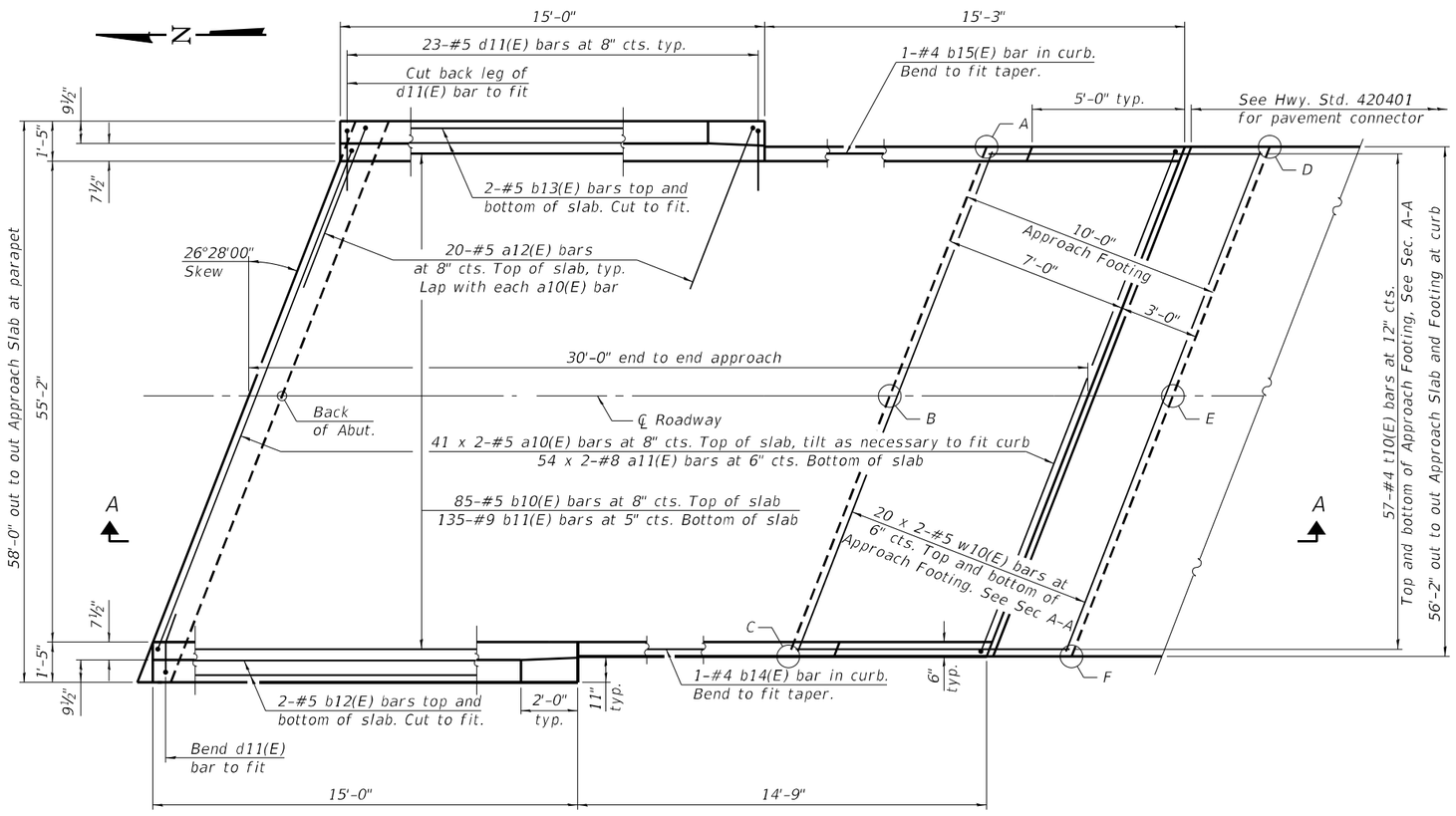
USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE DIAPHRAGM DETAILS
STRUCTURE NO. 072-0076
SHEET 13 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	45
		CONTRACT NO. 68C58		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: P:\Civil_IDOT_D5T4\Maher Road Phase II PTB 158 6111047-I4\CAD_Sheets\072007G-68C58-013-EndDiaphragms.dgn
2/19/2021 2:12:13 PM



PLAN

(South Approach Slab Shown; North Approach Slab rotated 180°, including Footing Elevation points)
(Median not shown for clarity)

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	North Approach		South Approach	
Point	Top	Bottom	Top	Bottom
A	679.09	678.26	677.14	676.31
B	679.20	678.37	677.74	676.90
C	678.76	677.93	677.43	676.60
D	679.14	678.30	677.01	676.18
E	679.19	678.36	677.62	676.78
F	678.75	677.91	677.32	676.49

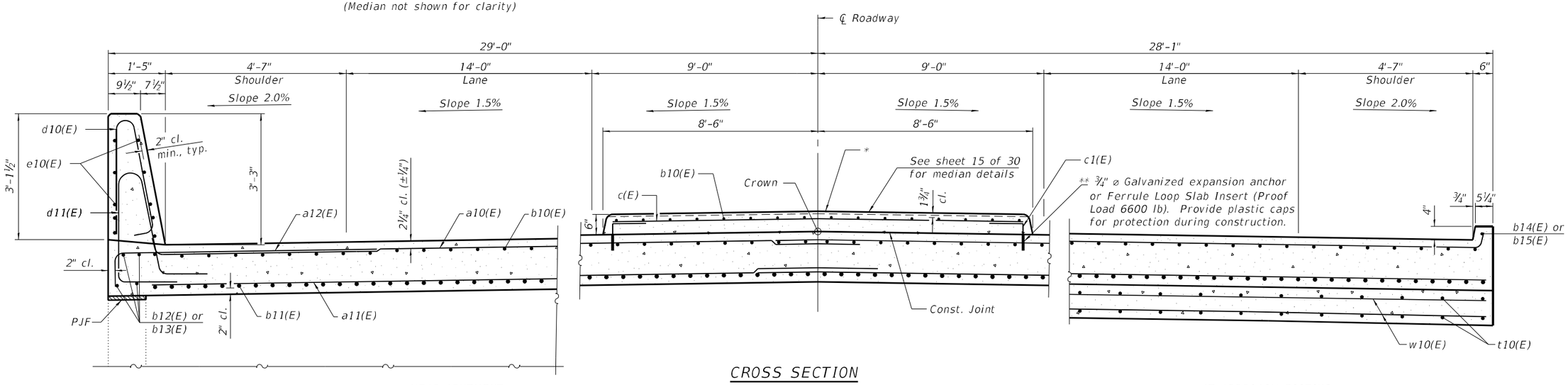
* ¼"x¾" Formed joint with bridge relief joint sealer at ends. Full width – backer rod not required.

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

MINIMUM BAR LAP

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

Note:
Bars indicated thus 20x2-#5 etc. indicates 20 lines of bars with 2 lengths per line.
See sheet 15 of 30 for Section A-A.



NEAR ABUTMENT

CROSS SECTION

(Looking South)

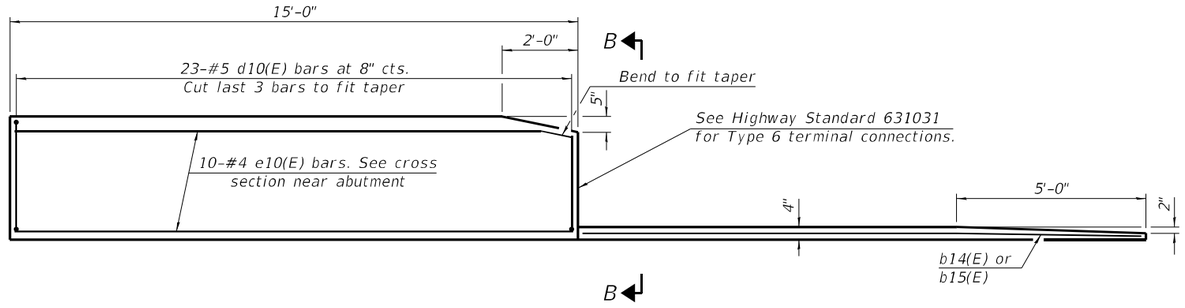
AT APPROACH FOOTING

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - AML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - MTH	REVISED -	
	PLOT SCALE =	DRAWN - DAS	REVISED -	
	PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

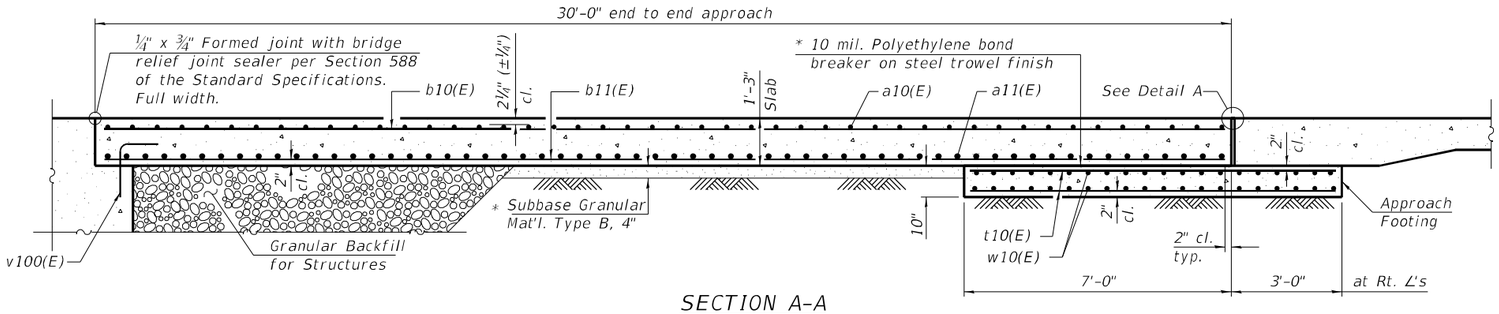
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0076
SHEET 14 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	46
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Waher Road Phase II PTB 158 61110047-I4\CAD_Sheets\0720076-68C58-014-AppSlabDetails.dgn
2/19/2021 2:13:06 PM

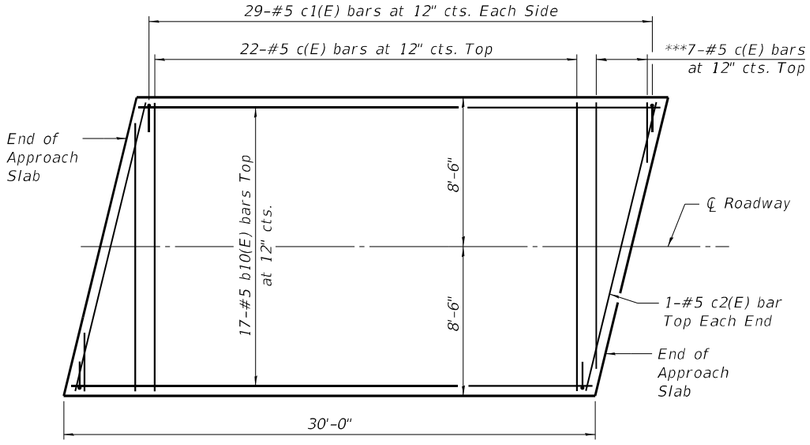


INSIDE ELEVATION OF PARAPET AND CURB



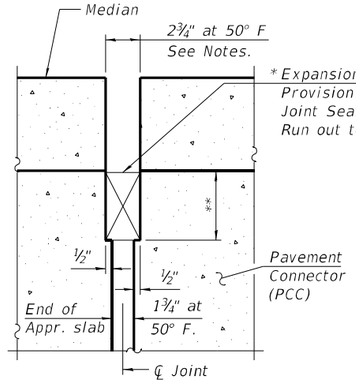
SECTION A-A

(Median not shown for clarity)



APPROACH MEDIAN PLAN

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

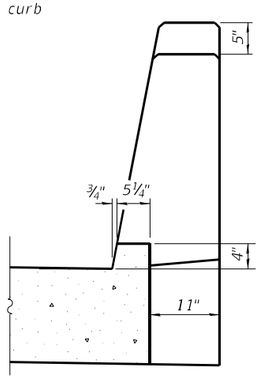


DETAIL A

(@ Rt. ℄'s)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



VIEW B-B

Notes:

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

Parapet and median concrete shall be paid for as Concrete Superstructure.

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

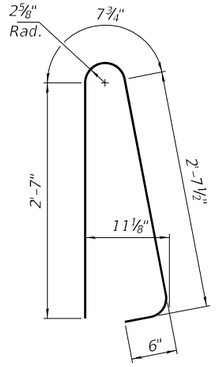
Approach footing concrete shall be paid for as Concrete Structures.

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

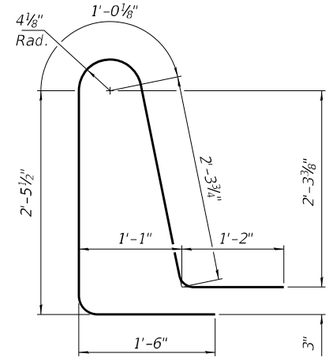
Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 30.

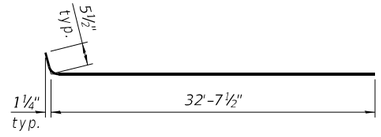
See sheet 14 of 30 for additional median details.



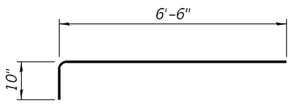
BAR d10(E)



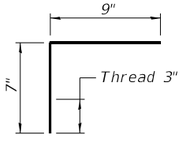
BAR d11(E)



BAR a10(E)



BAR a12(E)



BAR c1(E)

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	164	#5	33'-1"	
a11(E)	216	#8	33'-7"	
a12(E)	80	#5	7'-4"	
b10(E)	204	#5	29'-8"	
b11(E)	270	#9	29'-8"	
b12(E)	8	#5	15'-11"	
b13(E)	8	#5	15'-3"	
b14(E)	2	#4	14'-7"	
b15(E)	2	#4	14'-10"	
c(E)	58	#5	16'-6"	
c1(E)	116	#5	1'-4"	
c2(E)	4	#5	18'-5"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	228	#4	10'-9"	
w10(E)	160	#5	33'-0"	
Concrete Superstructure			Cu. Yd.	26.7
Concrete Superstructure (Approach Slab)			Cu. Yd.	159.2
Concrete Structures			Cu. Yd.	38.8
Reinforcement Bars, Epoxy Coated			Pound	69700

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 6111047-14\CAD_Sheets\072007\6-68C58-015-AppSlabDetails.dgn
2/19/2021 2:14:10 PM

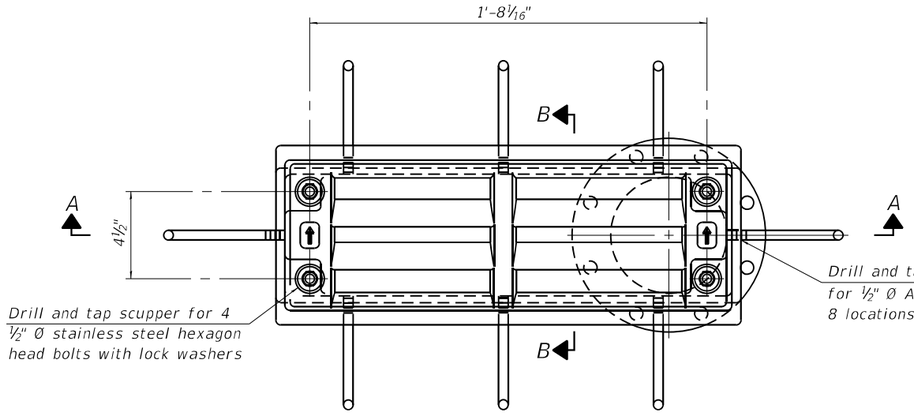
LIN ENGINEERING,LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =		DESIGNED -	AML	REVISED -
		CHECKED -	MTH	REVISED -
PLOT SCALE =		DRAWN -	DAS	REVISED -
PLOT DATE =	2/19/2021	CHECKED -	MTH	REVISED -

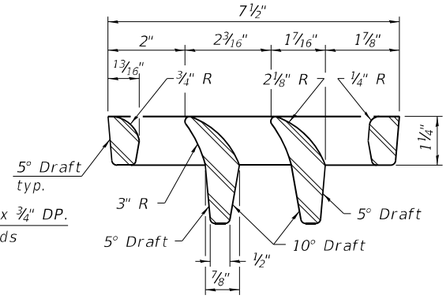
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0076
SHEET 15 OF 30 SHEETS

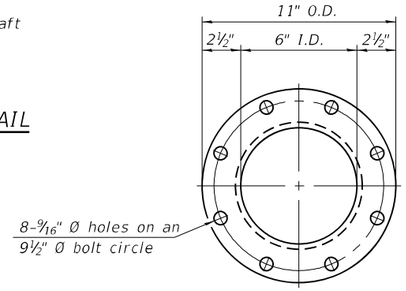
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	47
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			



PLAN



VANE GRATE DETAIL



Notes:

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

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

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

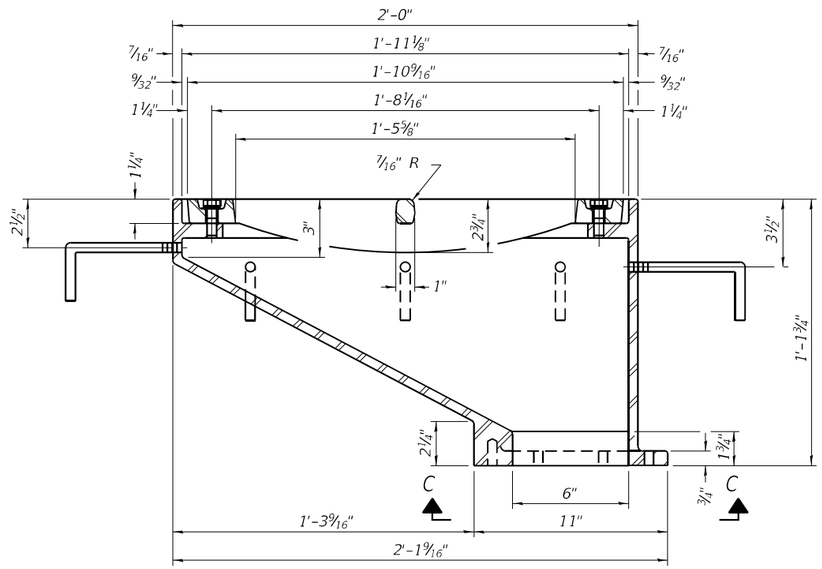
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

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

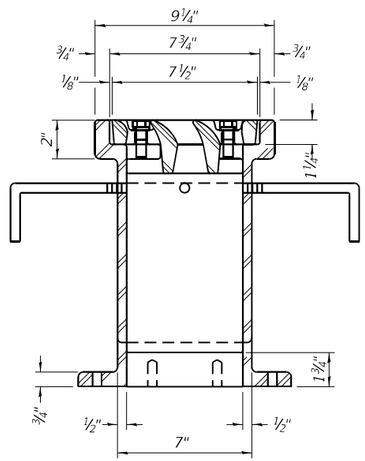
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

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

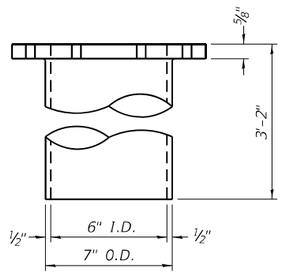


SECTION A-A

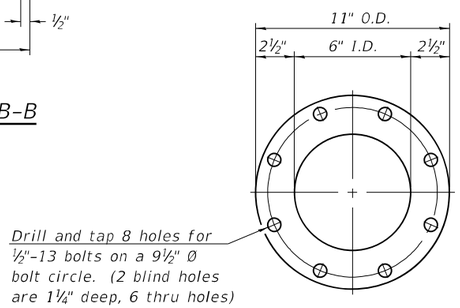
See sheet 11 of 30 for scupper location relative to parapet.



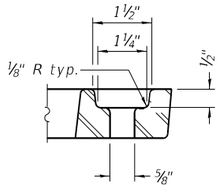
SECTION B-B



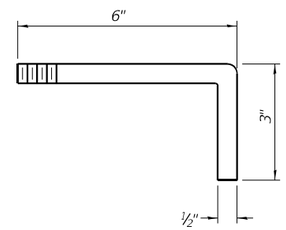
DOWNSPOUT



VIEW C-C



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	6

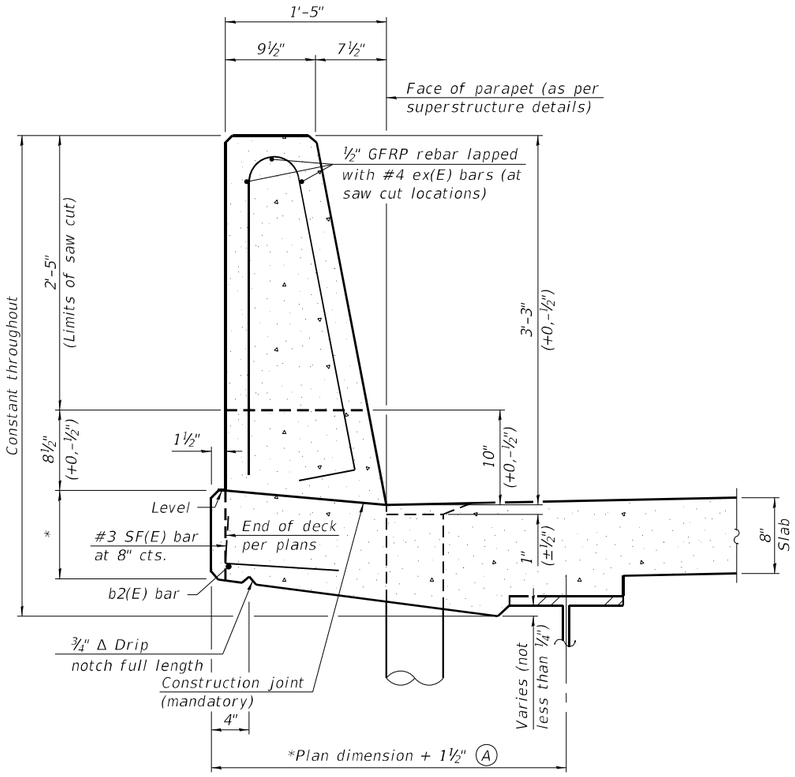
DS-12 2-17-2017

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - AML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - MTH	REVISED -	
	PLOT SCALE =	DRAWN - DAS	REVISED -	
	PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

DRAINAGE SCUPPER, DS-12
STRUCTURE NO. 072-0076
SHEET 16 OF 30 SHEETS

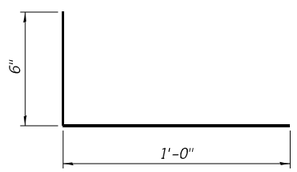
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	48
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 61111047-14\CAD_Sheets\072007G-68C58-0016-ScupperDS-12.dgn
2/19/2021 2:19:37 PM



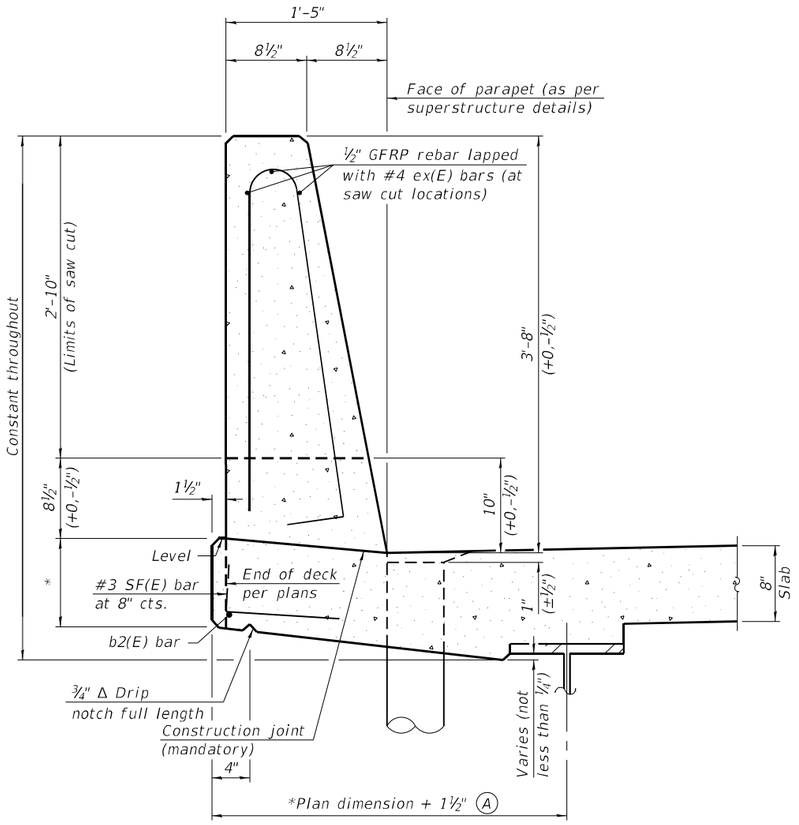
39" CONSTANT-SLOPE PARAPET SECTION

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



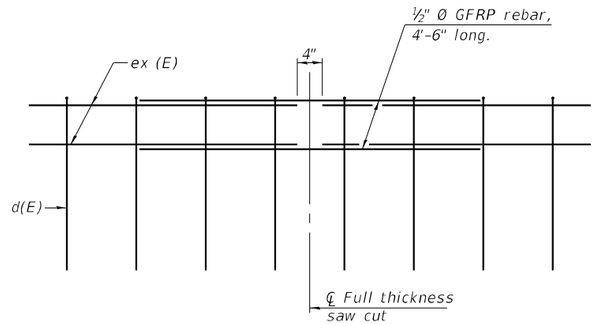
#3 (E) BAR

*See Superstructure Details.



44" CONSTANT-SLOPE PARAPET SECTION

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



GFRP REBAR STIFFENING DETAIL

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

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

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

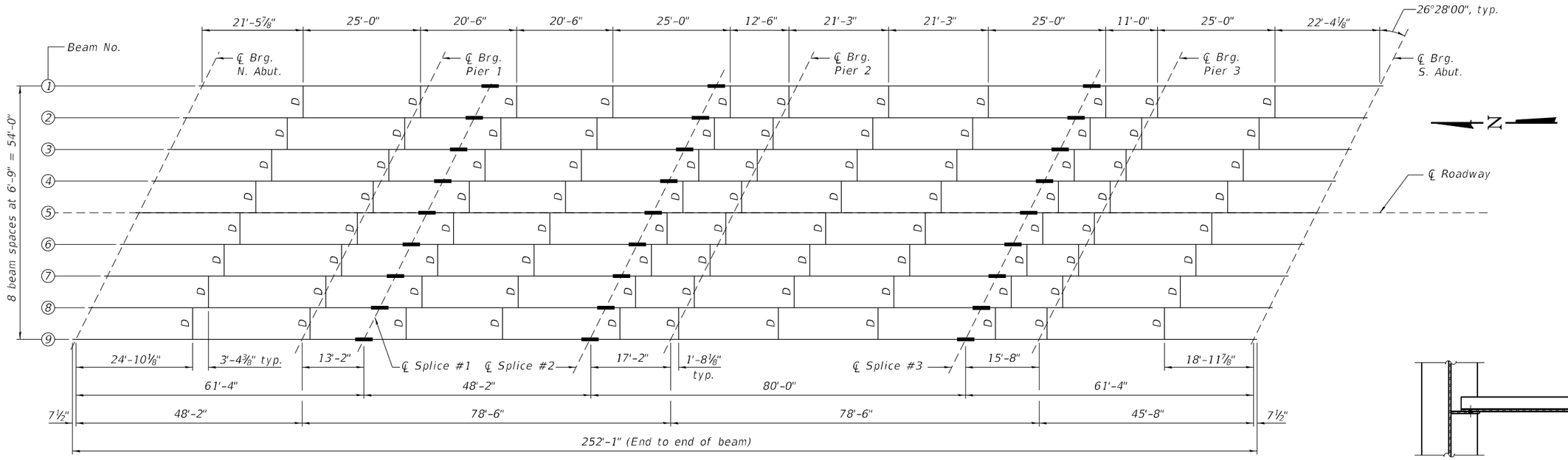
Steel superstructure shown. Other superstructure types similar.

SFP 39-44 1-14-2019

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - AML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 072-0076
		CHECKED - MTH	REVISED -		
	PLOT SCALE =	DRAWN - DAS	REVISED -		SHEET 17 OF 30 SHEETS
	PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -		

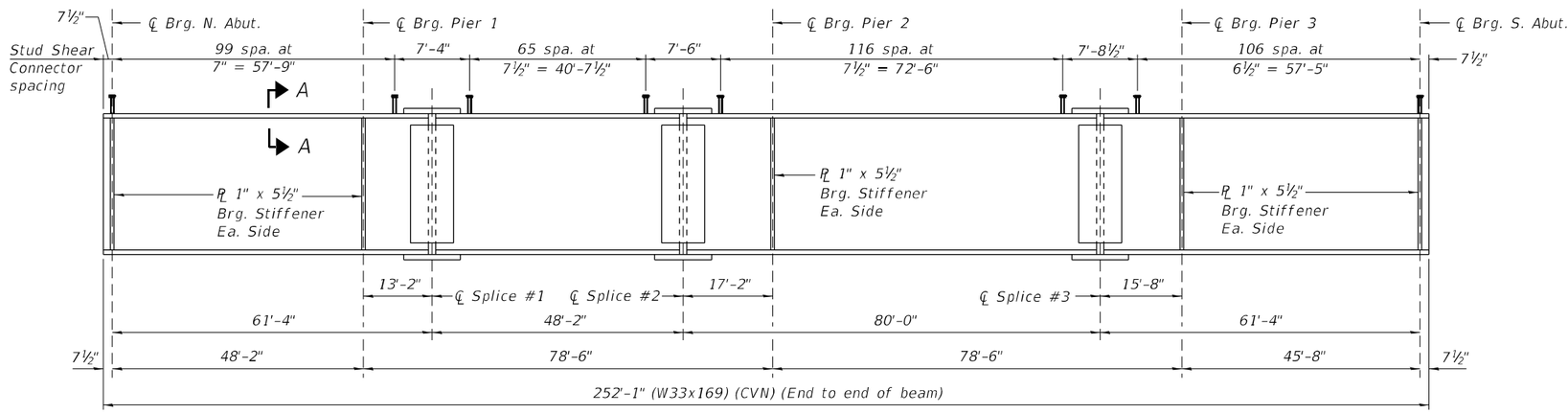
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	49
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 61110447-14\CAD_Sheets\0720076-68C58-017-SlipformDetail.dgn
2/19/2021 2:20:43 PM

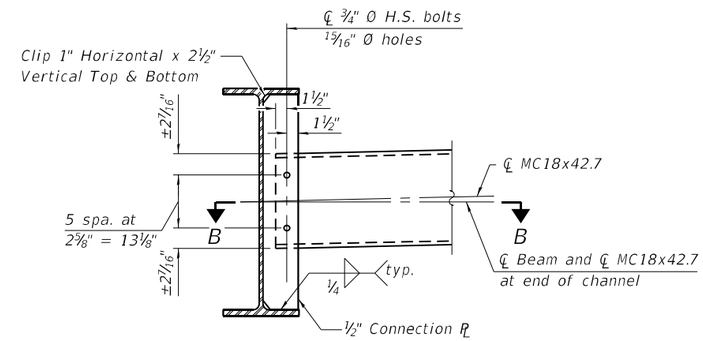


FRAMING PLAN

SECTION B-B

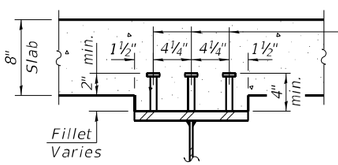


BEAM ELEVATION



INTERIOR DIAPHRAGM D

(88 Required)



¾" Ø Granular or solid flux filled headed studs, automatically end welded to flange. (10,530 Required)

SECTION A-A

TOP OF BEAM ELEVATIONS

(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9
℄ Brg. N. Abut.	679.31	679.43	679.53	679.63	679.65	679.61	679.53	679.48	679.41
℄ Brg. Pier 1	679.13	679.27	679.37	679.48	679.57	679.48	679.40	679.31	679.20
℄ Splice #1	679.08	679.22	679.33	679.44	679.55	679.45	679.36	679.26	679.14
℄ Splice #2	678.90	679.04	679.16	679.28	679.39	679.30	679.22	679.12	679.02
℄ Brg. Pier 2	678.79	678.93	679.05	679.18	679.29	679.20	679.12	679.03	678.93
℄ Splice #3	678.40	678.55	678.67	678.80	678.93	678.85	678.77	678.69	678.59
℄ Brg. Pier 3	678.29	678.44	678.56	678.69	678.82	678.75	678.67	678.59	678.49
℄ Brg. S. Abut.	677.95	678.10	678.24	678.37	678.51	678.44	678.37	678.30	678.21

Notes:

Two hardened washers required for each set of oversized holes.

Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. The alternate, if utilized, shall be provided at no additional cost to the Department.

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

All beams, bearing stiffeners and splice plates shall be AASHTO M270 Grade 50 (CVN). "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Walker Road Phase II PTB 158 6111047-I4\CAD_Sheets\072007G-68C58-018-FramingPlan.dgn
2/19/2021 2:21:41 PM

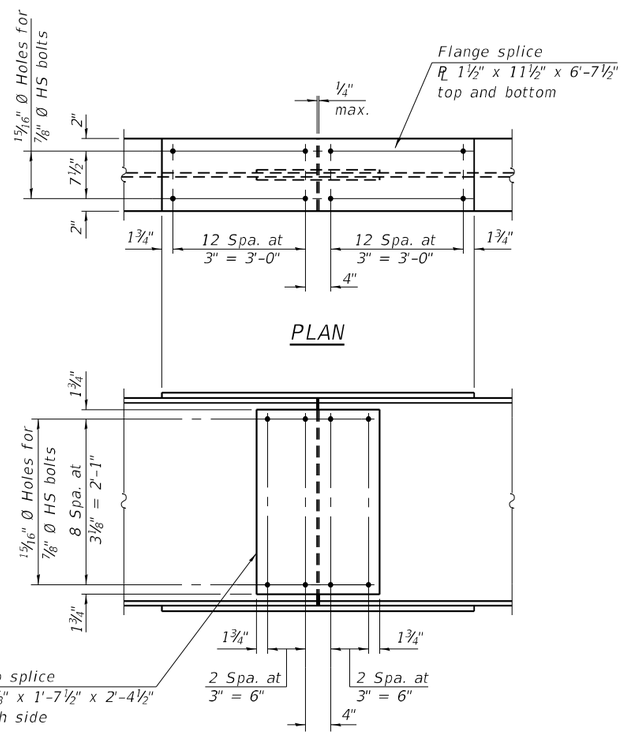
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = | DESIGNED - AML | REVISED -
PLOT SCALE = | DRAWN - DAS | REVISED -
PLOT DATE = 2/19/2021 | CHECKED - MTH | REVISED -
CHECKED - MTH | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 072-0076
SHEET 18 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	50
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		



ELEVATION

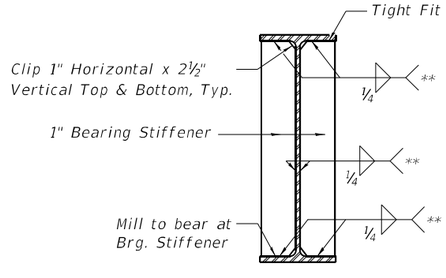
SPLICE DETAIL

(27 Required)

INTERIOR BEAM MOMENT TABLE								
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
Is	(in^4)	9290	9290	9290	9290	9290	9290	9290
Ic(n)	(in^4)	25942	25942	25942	25942	25942	25942	25942
Ic(3n)	(in^4)	18791	18791	18791	18791	18791	18791	18791
Ic(cr)	(in^4)	–	–	–	–	–	–	–
Ss	(in^3)	550	550	550	550	550	550	550
Sc(n)	(in^3)	829	829	829	829	829	829	829
Sc(3n)	(in^3)	745	745	745	745	745	745	745
Sc(cr)	(in^3)	–	–	–	–	–	–	–
DC1	(k/')	0.885	0.885	0.885	0.885	0.885	0.885	0.885
MDC1	('k)	102	361	253	496	257	354	80
DC2	(k/')	0.258	0.258	0.258	0.258	0.258	0.258	0.258
MDC2	('k)	29	106	73	146	74	104	23
DW	(k/')	0.106	0.106	0.106	0.106	0.106	0.106	0.106
MDW	('k)	12	44	30	60	30	43	9
LLDF		0.636	0.606	0.584	0.584	0.584	0.608	0.642
M_{L+IM}	('k)	527	625	700	773	697	620	494
Mu (Strength I)	('k)	1104	1744	1678	2245	1679	1722	1007
Ø Mn	('k)	4110	2520	4110	2513	4110	2521	4110
fs DC1	(ksi)	2.23	7.88	5.52	10.83	5.61	7.73	1.75
fs DC2	(ksi)	0.47	1.71	1.18	2.35	1.19	1.67	0.37
fs DW	(ksi)	0.19	0.71	0.48	0.97	0.48	0.69	0.14
fs (L+IM)	(ksi)	7.63	9.05	10.13	11.19	10.09	8.98	7.15
fs (Service II)	(ksi)	12.81	22.06	20.36	28.69	20.40	21.76	11.56
0.95Rh Fyf	(ksi)	47.50	47.50	47.50	47.50	47.50	47.50	47.50
fs (Total)(Strength I)	(ksi)	–	–	–	–	–	–	–
Øf Fn	(ksi)	–	–	–	–	–	–	–
Vf	(k)	22.2	22.4	21.2	25.5	21.3	27.8	21.4

BEAM REACTION TABLE											
		N. Abut.		Pier 1		Pier 2		Pier 3		S. Abut.	
		Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF		0.725	0.477	0.725	0.477	0.725	0.477	0.725	0.477	0.725	0.477
OCF		–	1.10	–	–	–	–	–	–	–	1.10
RDC1	(k)	* 24.5	* 20.9	61.9	55.4	73.0	65.4	60.9	54.5	* 23.1	* 19.7
RDC2	(k)	4.0	4.0	18.1	18.1	21.3	21.3	17.8	17.8	3.6	3.6
RDW	(k)	1.7	1.7	7.4	7.4	8.8	8.8	7.3	7.3	1.5	1.5
RL	(k)	51.3	33.8	86.7	57.1	90.7	59.7	86.6	57.0	50.3	33.1
R IM	(k)	13.3	8.8	16.8	11.1	17.9	11.8	16.9	11.1	13.1	8.6
RTotal	(k)	94.8	69.2	190.9	149.1	211.7	167.0	189.5	147.7	91.6	66.5

* Includes weight of concrete end diaphragm.



BEARING STIFFENER DETAIL

** Terminate ¼" (±⅛") from the end of plate intersects.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

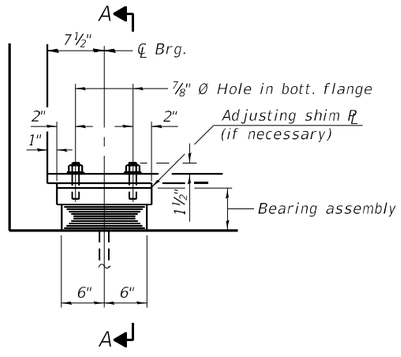
fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs($L+IM$)

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

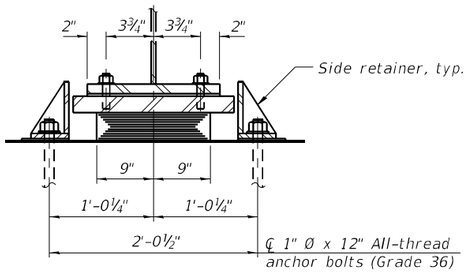
Vf: Maximum factored shear range in span computed according to Article 6.10.10.

LLDF: Live Load Distribution Factor

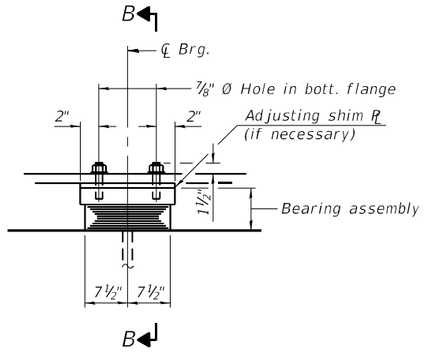
OCF: Obtuse Correction Factor



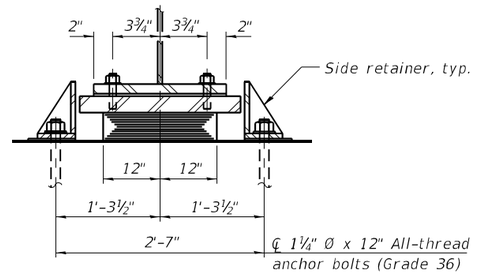
ELEVATION AT ABUT.



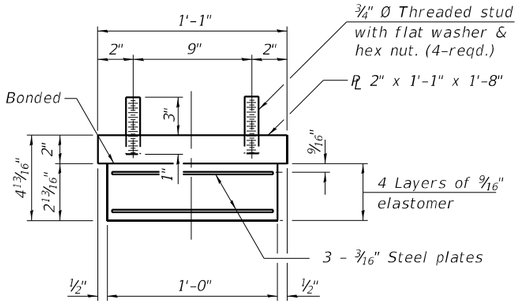
SECTION A-A



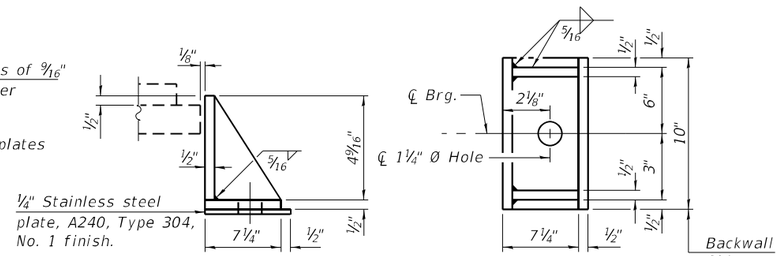
ELEVATION AT PIERS 1 AND 3



SECTION B-B



BEARING ASSEMBLY

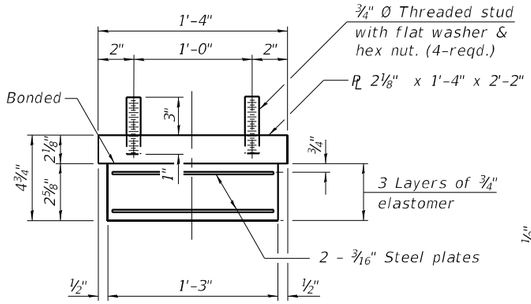


SIDE RETAINER

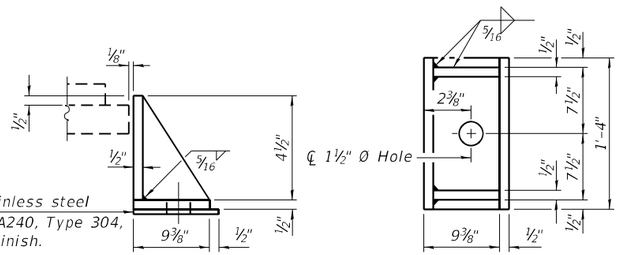
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

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

TYPE I ELASTOMERIC EXP. BRG.
AT ABUTMENTS



BEARING ASSEMBLY

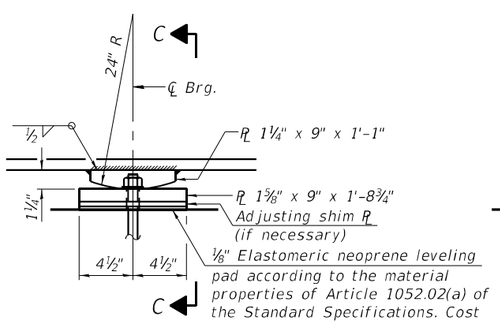


SIDE RETAINER

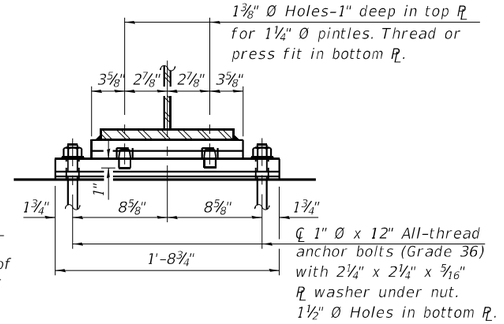
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

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

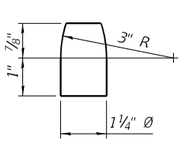
TYPE I ELASTOMERIC EXP. BRG.
AT PIERS 1 & 3



ELEVATION AT PIER 2



SECTION C-C



PINTLE

FIXED BEARING AT PIER 2

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

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

The structural steel plates of the Bearing Assembly and fixed bearings shall conform to the requirements of AASHTO M270 Grade 50.

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

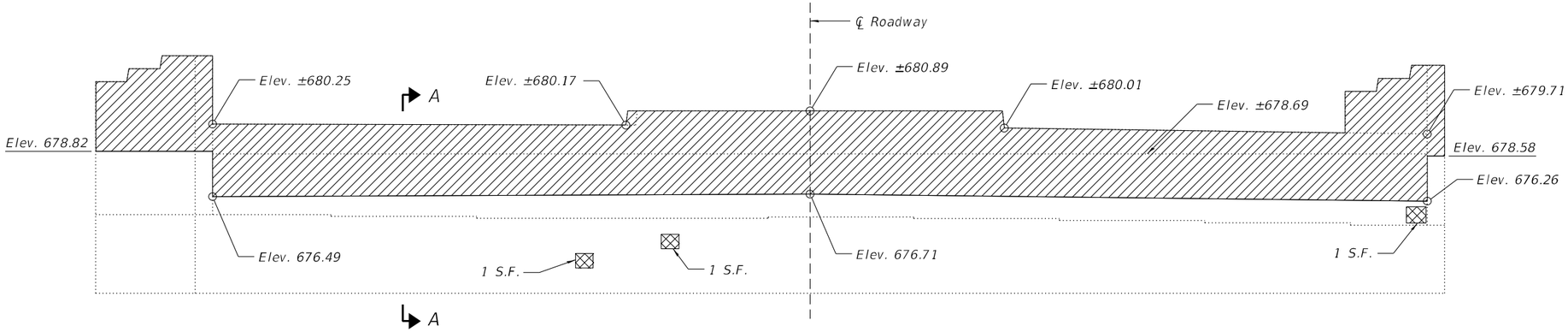
Structural steel plates and pintles for the fixed bearings shall be included in the cost of Furnishing and Erecting Structural Steel.

Cost of removing existing bearings shall be included with Removal of Existing Superstructures.

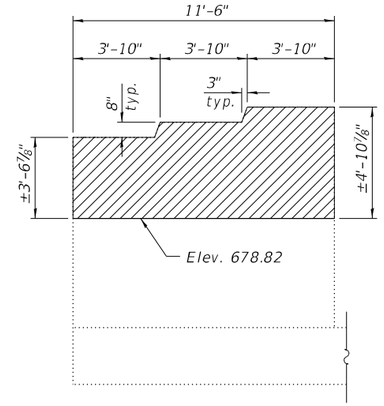
All steel parts of elastomeric bearings shall be galvanized. Cost shall be included with Elastomeric Bearing Assembly Type 1.

BILL OF MATERIAL

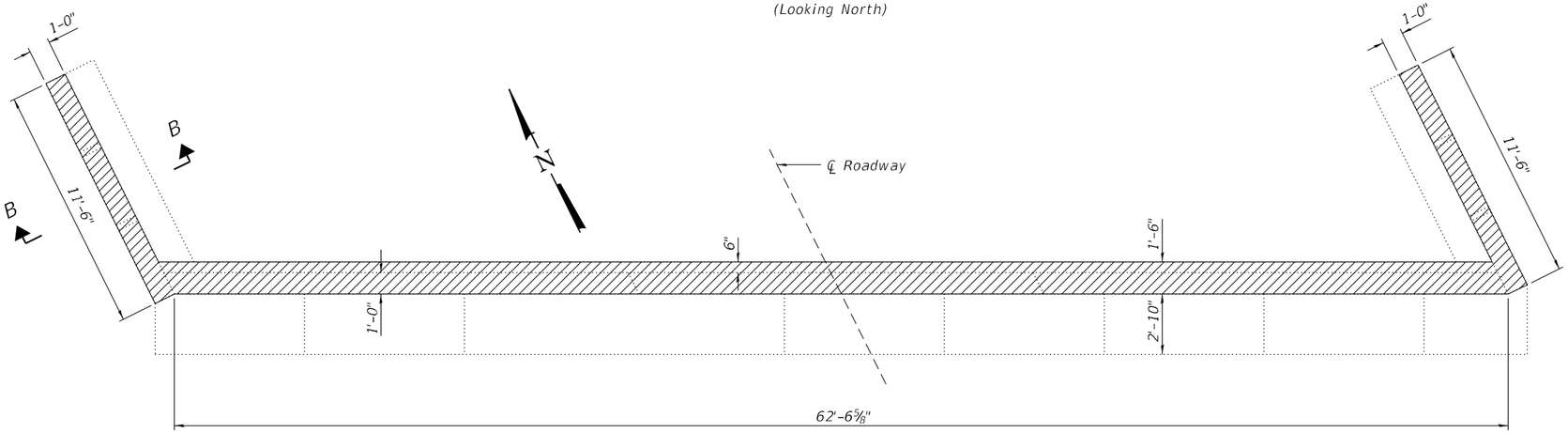
Item	Unit	Total
Elastomeric Bearing Assembly Type 1	Each	36
Anchor Bolts, 1"	Each	54
Anchor Bolts, 1¼"	Each	36



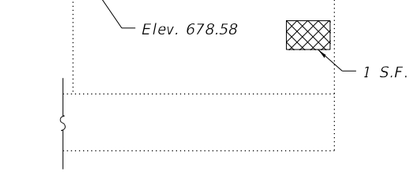
ELEVATION
(Looking North)



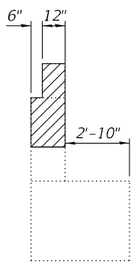
WEST WINGWALL



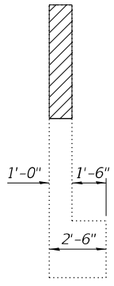
PLAN



EAST WINGWALL



SECTION A-A



SECTION B-B

Notes:
Saw cut exposed faces to maintain smooth finish. Cost included with Concrete Removal.
The quantities shown are for estimating purposes only. The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built plans.

LEGEND

= Concrete Removal Limits

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

S.F. = Square Feet

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	14.8
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	4

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

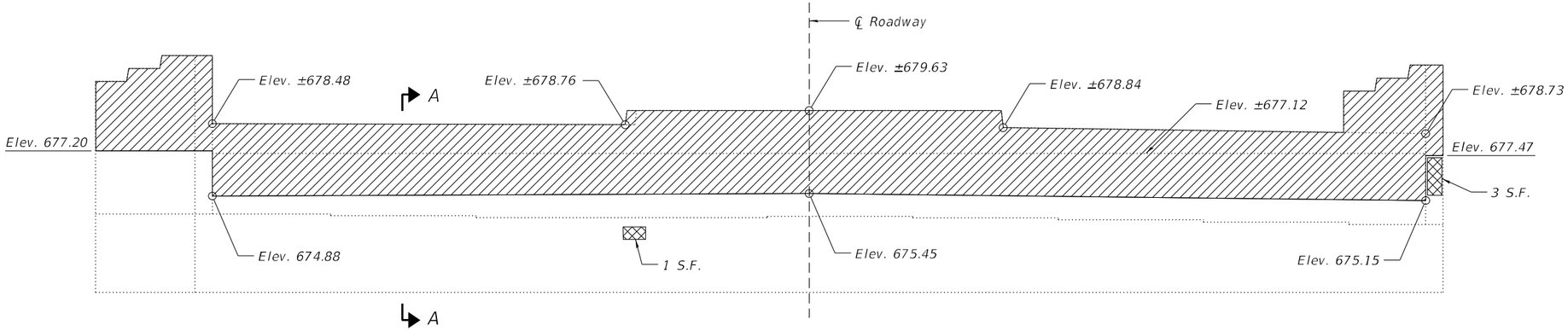
USER NAME =		DESIGNED -	AML	REVISED -	
		CHECKED -	MTH	REVISED -	
PLOT SCALE =		DRAWN -	DAS	REVISED -	
PLOT DATE =	2/19/2021	CHECKED -	MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

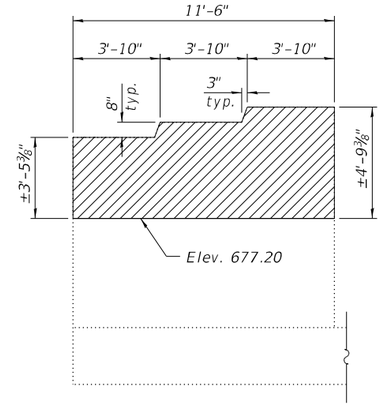
CONCRETE REMOVAL DETAILS - NORTH ABUTMENT
STRUCTURE NO. 072-0076
SHEET 21 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	53
		CONTRACT NO. 68C58		
		ILLINOIS	FED. AID PROJECT	

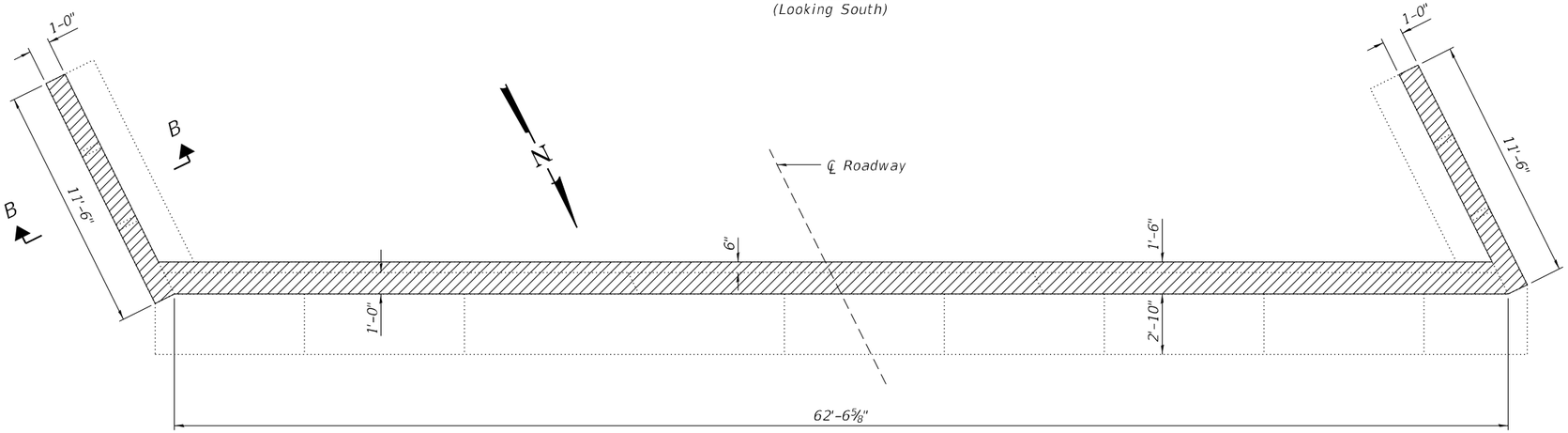
MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 6111047-I4\CAD_Sheets\072007G-68C58-021-ConcRemDetails.dgn
2/19/2021 2:24:54 PM



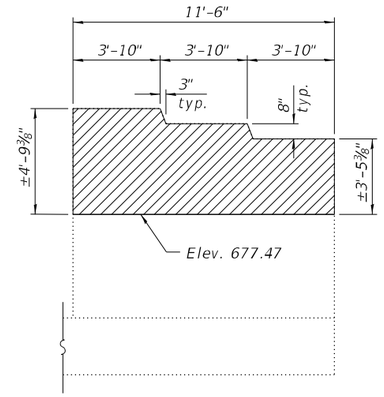
ELEVATION
(Looking South)



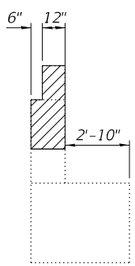
EAST WINGWALL



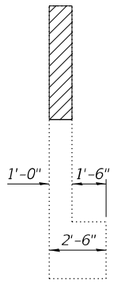
PLAN



WEST WINGWALL



SECTION A-A



SECTION B-B

Notes:
Saw cut exposed faces to maintain smooth finish. Cost included with Concrete Removal.
The quantities shown are for estimating purposes only. The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built plans.

LEGEND

= Concrete Removal Limits

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

S.F. = Square Feet

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	14.3
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	4

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 61111047-14\CAD_Sheets\0720076+68C58+022-ConcRemDetails.dgn
2/19/2021 2:25:57 PM

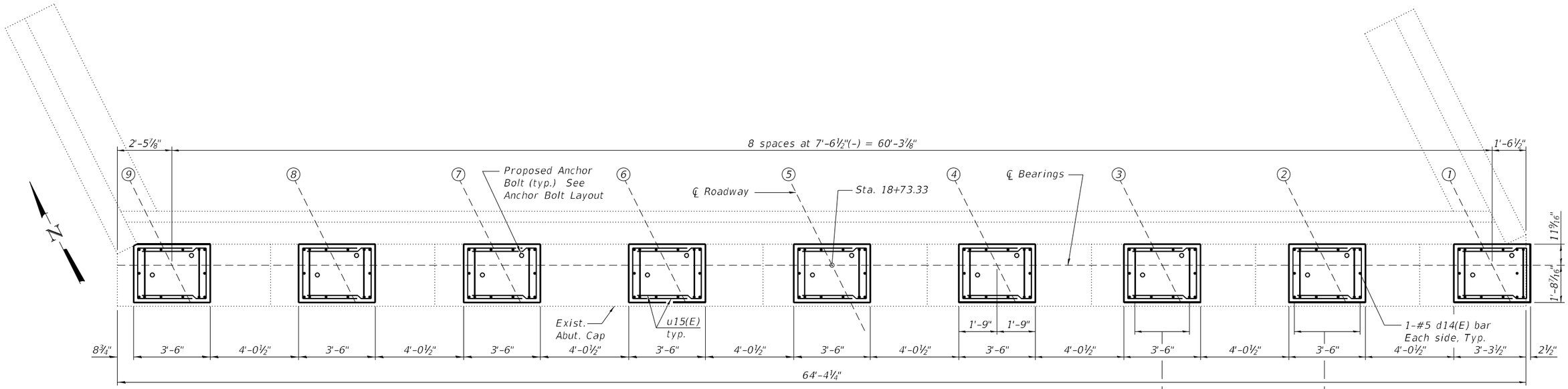
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =		DESIGNED -	AML	REVISED -	
		CHECKED -	MTH	REVISED -	
PLOT SCALE =		DRAWN -	DAS	REVISED -	
PLOT DATE =	2/19/2021	CHECKED -	MTH	REVISED -	

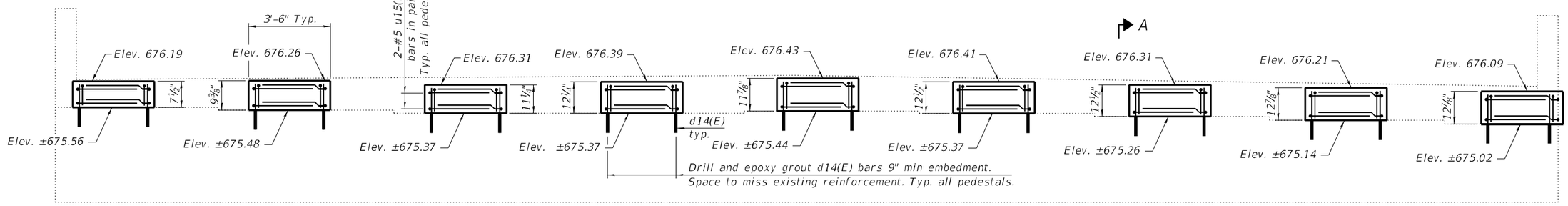
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL DETAILS - SOUTH ABUTMENT
STRUCTURE NO. 072-0076
SHEET 22 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	54
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

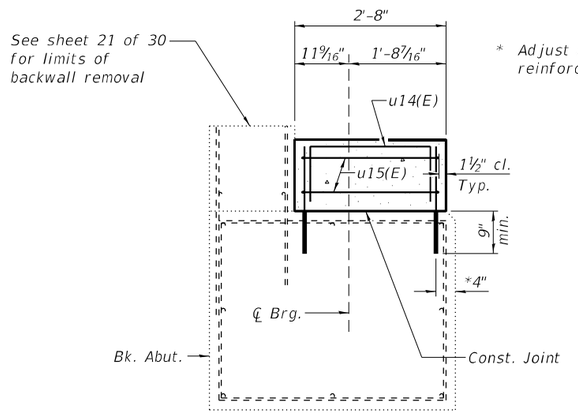


TOP PLAN - NORTH ABUTMENT



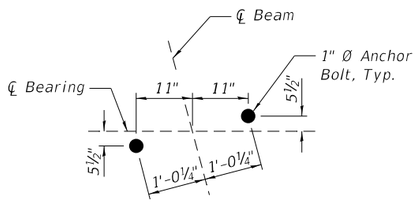
ELEVATION

(Looking North)



SECTION A-A

* Adjust as necessary to miss existing reinforcement in cap.

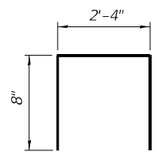


ANCHOR BOLT LAYOUT

(Typ. each pedestal)

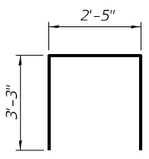
MINIMUM BAR LAP

#5 bars = 3'-2"



BAR u14(E)

(Cut to fit at Beams 8 and 9)



BAR u15(E)

NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d14(E)	90	#5	1'-7"	——
u14(E)	36	#5	3'-8"	⊓
u15(E)	36	#5	8'-11"	⊓
Concrete Structures			Cu. Yd.	3.0
Reinforcement Bars, Epoxy Coated			Pound	630

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

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 6111047-14\CAD_Sheets\072007G-68C58-023-AbutPedestals.dgn
2/19/2021 2:26:53 PM

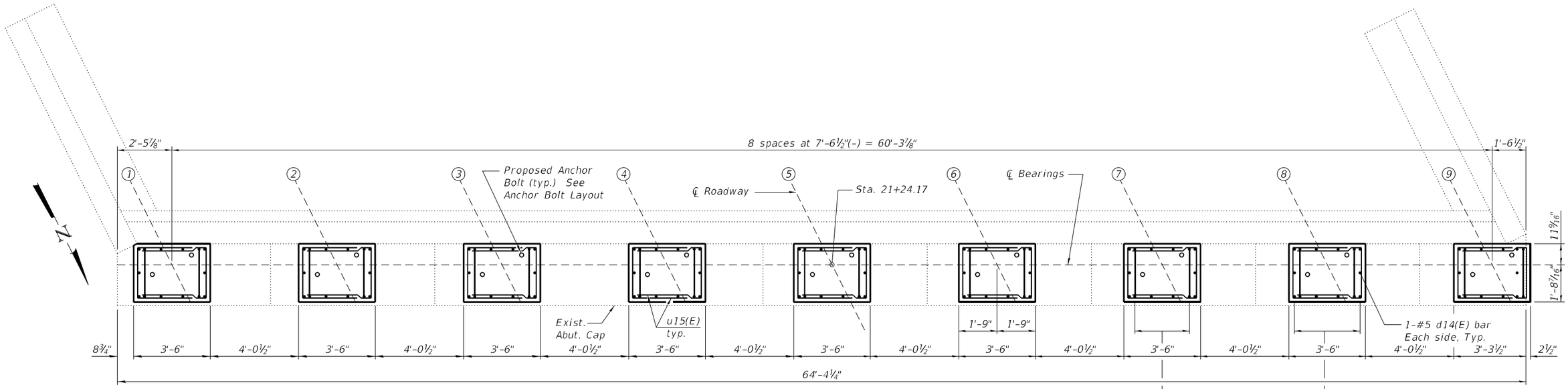
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =		DESIGNED -	AML	REVISED -	
		CHECKED -	MTH	REVISED -	
PLOT SCALE =		DRAWN -	DAS	REVISED -	
PLOT DATE =	2/19/2021	CHECKED -	MTH	REVISED -	

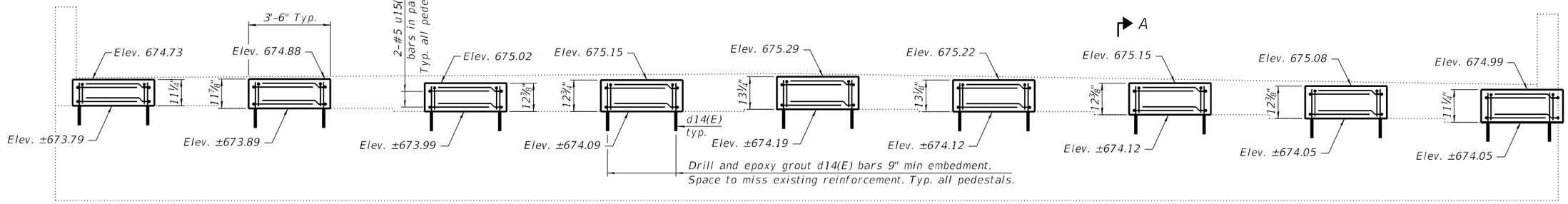
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT PEDESTAL DETAILS - NORTH ABUTMENT
STRUCTURE NO. 072-0076
SHEET 23 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	55
		CONTRACT NO. 68C58		
	ILLINOIS FED. AID PROJECT			

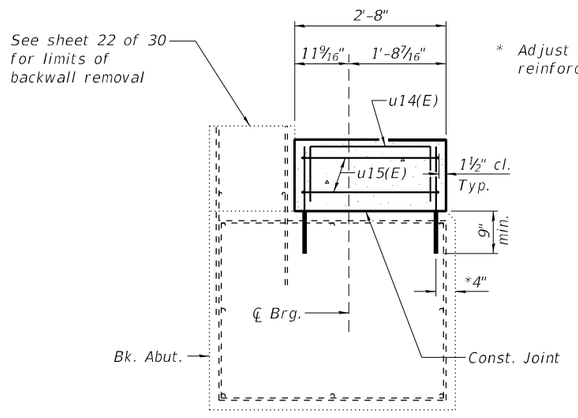


TOP PLAN - SOUTH ABUTMENT



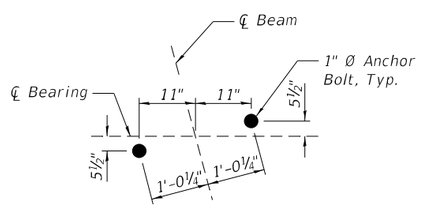
ELEVATION

(Looking South)



SECTION A-A

* Adjust as necessary to miss existing reinforcement in cap.

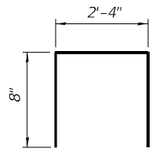


ANCHOR BOLT LAYOUT

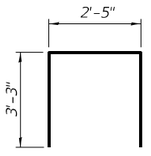
(Typ. each pedestal)

MINIMUM BAR LAP

#5 bars = 3'-2"



BAR u14(E)



BAR u15(E)

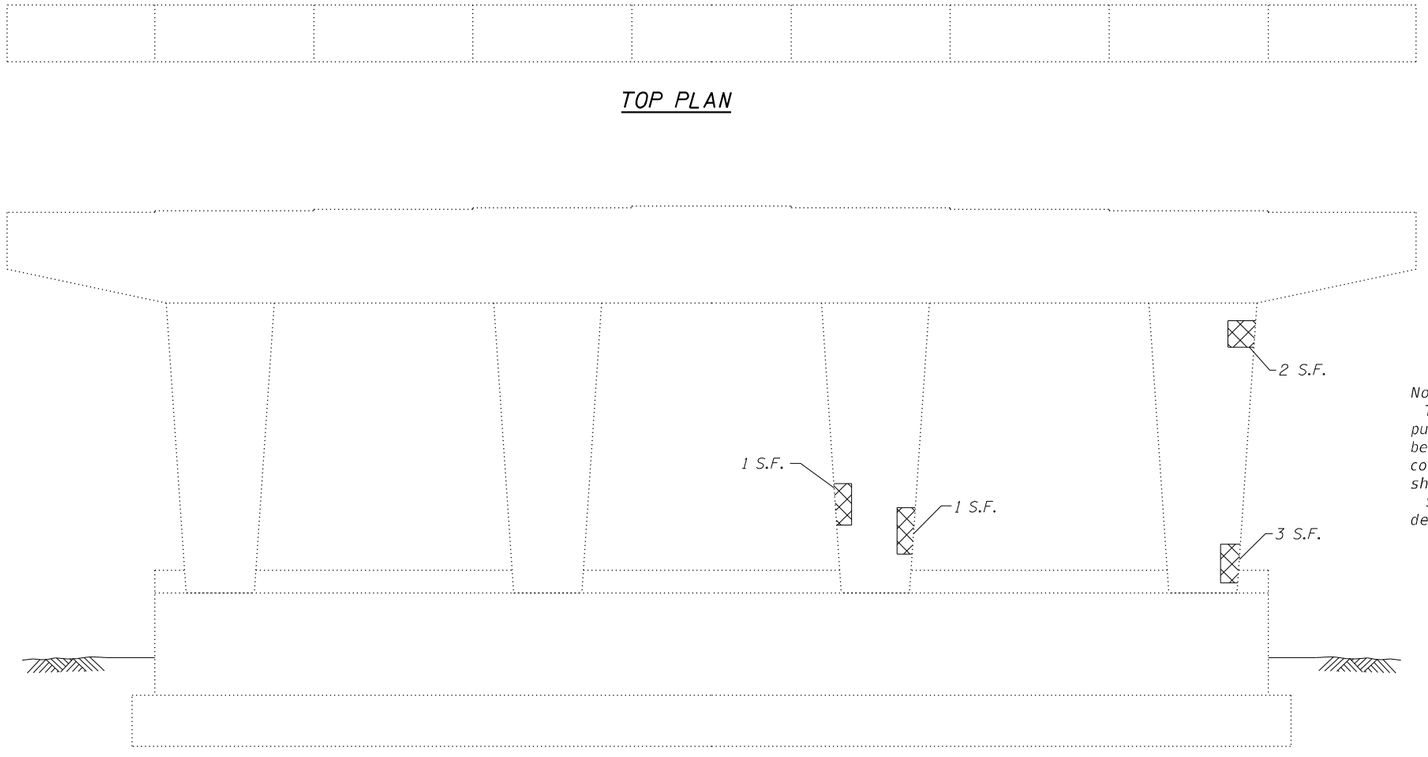
SOUTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d14(E)	90	#5	1'-7"	——
u14(E)	36	#5	3'-8"	⊓
u15(E)	36	#5	8'-11"	⊓
Concrete Structures			Cu. Yd.	3.2
Reinforcement Bars, Epoxy Coated			Pound	630

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

(Sheet 2 of 2)

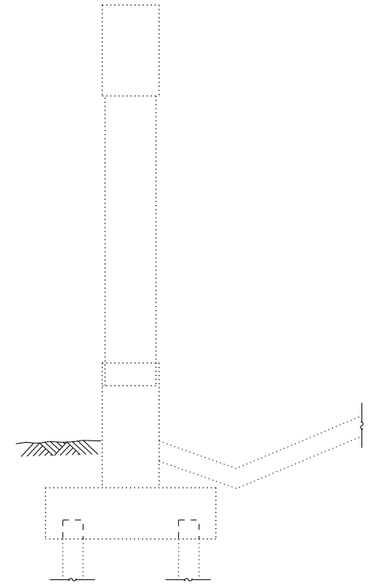
TOP PLAN



ELEVATION
(Looking North)

ELEVATION
(Looking South)

Notes:
The quantities shown are for estimating purposes only. The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built plans.
See Sheet 28 of 30 for concrete pedestal details.



END VIEW
(Looking West)

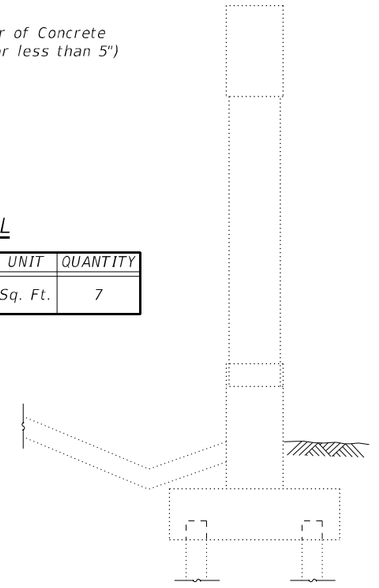
LEGEND

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

S.F. = Square Feet

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	7



END VIEW
(Looking East)

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 6111047-I4\CAD_Sheets\072007G-68C58-025-PierRepairs.dgn

2/19/2021 2:29:06 PM

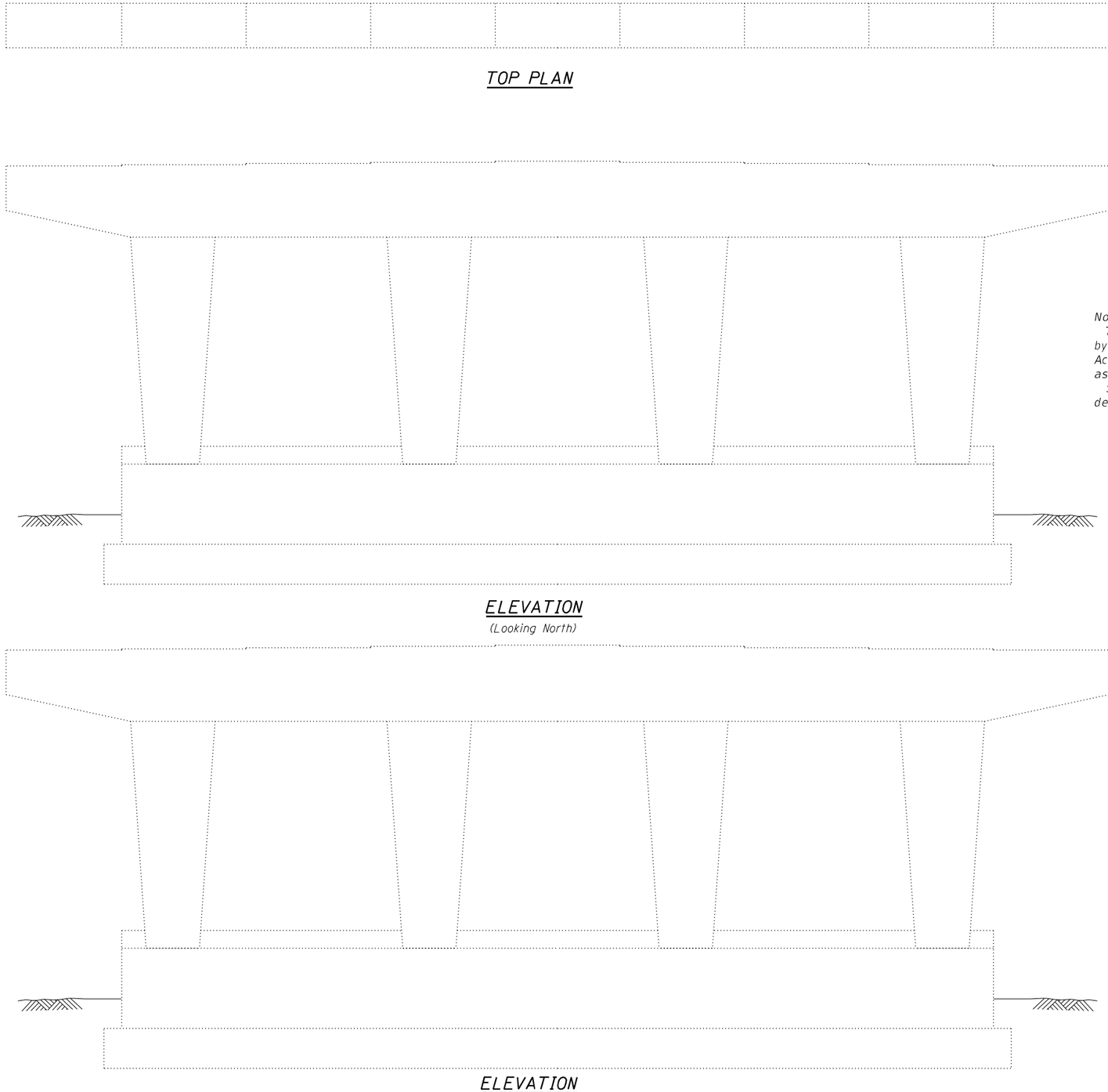
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =		DESIGNED - AML	REVISED -	
		CHECKED - MTH	REVISED -	
PLOT SCALE =		DRAWN - DAS	REVISED -	
PLOT DATE =	2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS - PIER 1
STRUCTURE NO. 072-0076
SHEET 25 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	57
		CONTRACT NO. 68C58		
		ILLINOIS	FED. AID PROJECT	

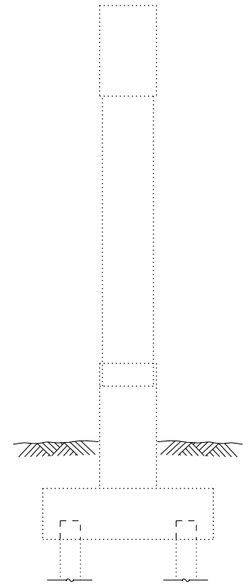


TOP PLAN

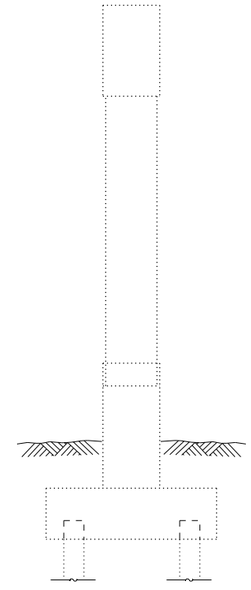
ELEVATION
(Looking North)

ELEVATION
(Looking South)

Notes:
The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built plans.
See Sheet 29 of 30 for concrete pedestal details.



END VIEW
(Looking West)



END VIEW
(Looking East)

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Waher Road Phase II PTB 158 6111047-14\CAD_Sheets\0720076-68C58-026-PierRepairs.dgn
2/19/2021 2:30:01 PM

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - AML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - MTH	REVISED -	
	PLOT SCALE =	DRAWN - DAS	REVISED -	
	PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

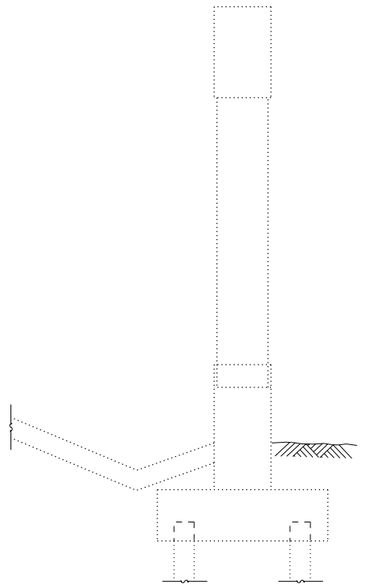
PIER REPAIRS - PIER 2
STRUCTURE NO. 072-0076
SHEET 26 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	58
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

TOP PLAN

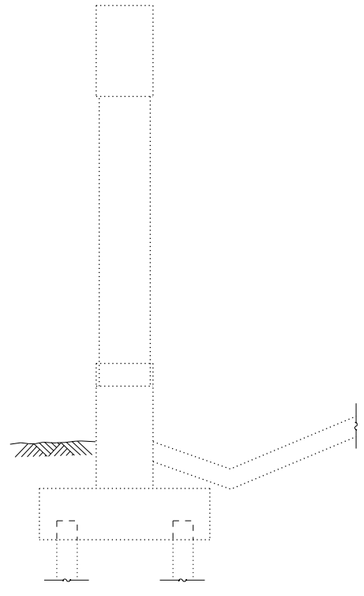
ELEVATION
(Looking North)

ELEVATION
(Looking South)



END VIEW
(Looking West)

Notes:
The area to be repaired will be determined by the Engineer at time of construction. Actual repair locations shall be shown on the as-built plans.
See Sheet 30 of 30 for concrete pedestal details.



END VIEW
(Looking East)

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Waher Road Phase II PTB 158 61110047-I4\CAD_Sheets\07200076-68C58-027-PierRepairs.dgn

2/19/2021 2:30:59 PM

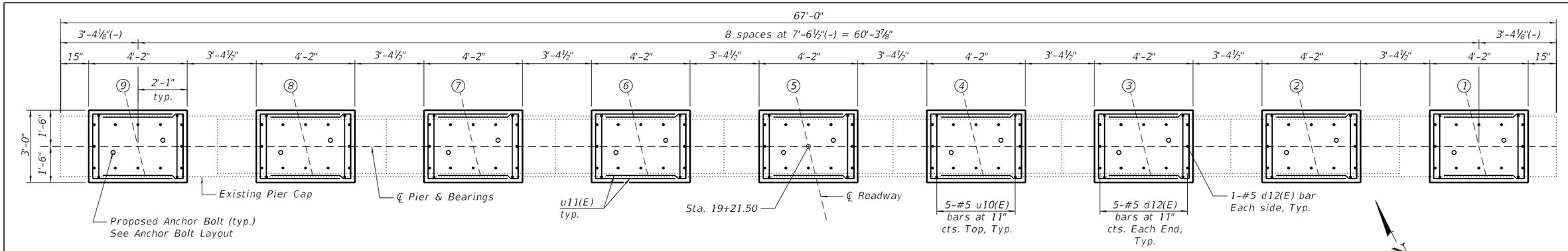
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

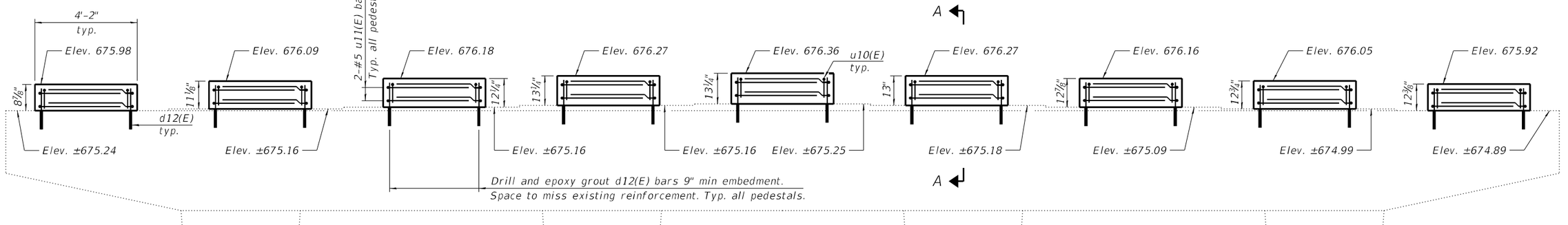
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIRS - PIER 3
STRUCTURE NO. 072-0076
SHEET 27 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	59
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

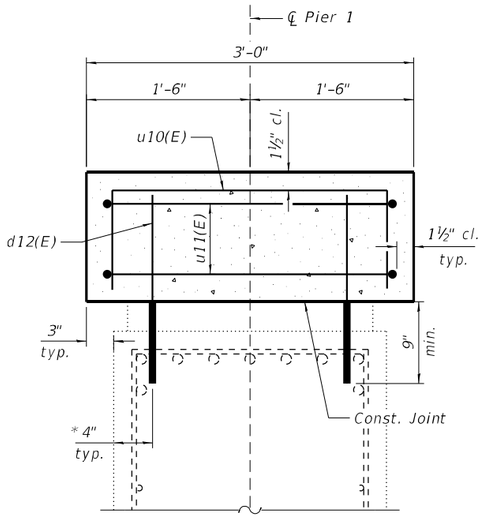


TOP PLAN OF PIER 1



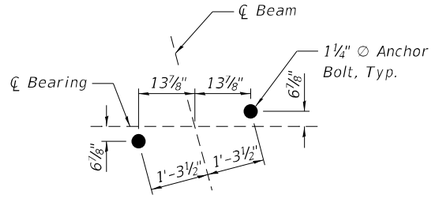
ELEVATION

(Looking North)



SECTION A-A

* Adjust as necessary to miss existing reinforcement in cap.

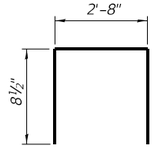


ANCHOR BOLT LAYOUT

(Typ. each pedestal)

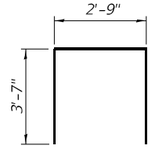
MINIMUM BAR LAP

#5 bars = 3'-2"



BAR u10(E)

(Cut to fit at Beam 9)



BAR u11(E)

PIER 1
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d12(E)	108	#5	1'-8"	———
u10(E)	45	#5	4'-1"	⊓
u11(E)	36	#5	9'-11"	⊓
Concrete Structures			Cu. Yd.	4.4
Reinforcement Bars, Epoxy Coated			Pound	760

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

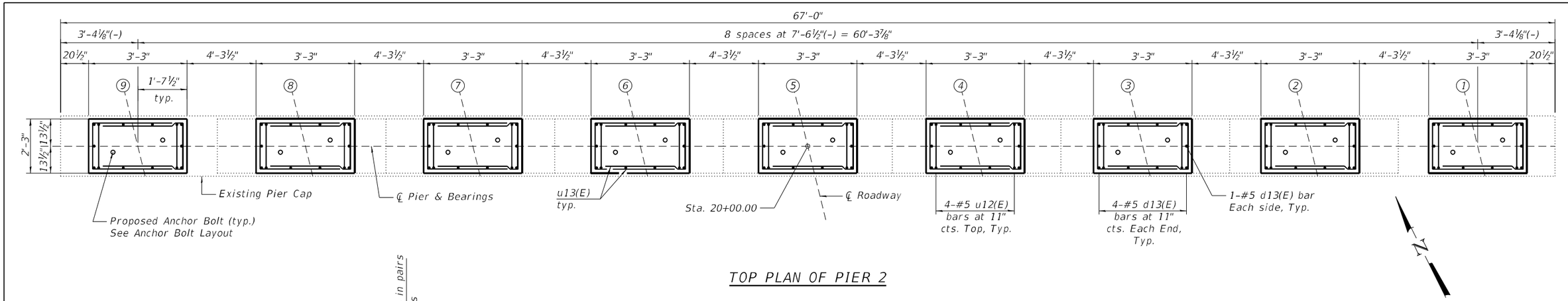
MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Waher Road Phase II PTB 158 61111047-I4\CAD_Sheets\07200076-68C58-028-PierPedestals.dgn

2/19/2021 2:32:00 PM

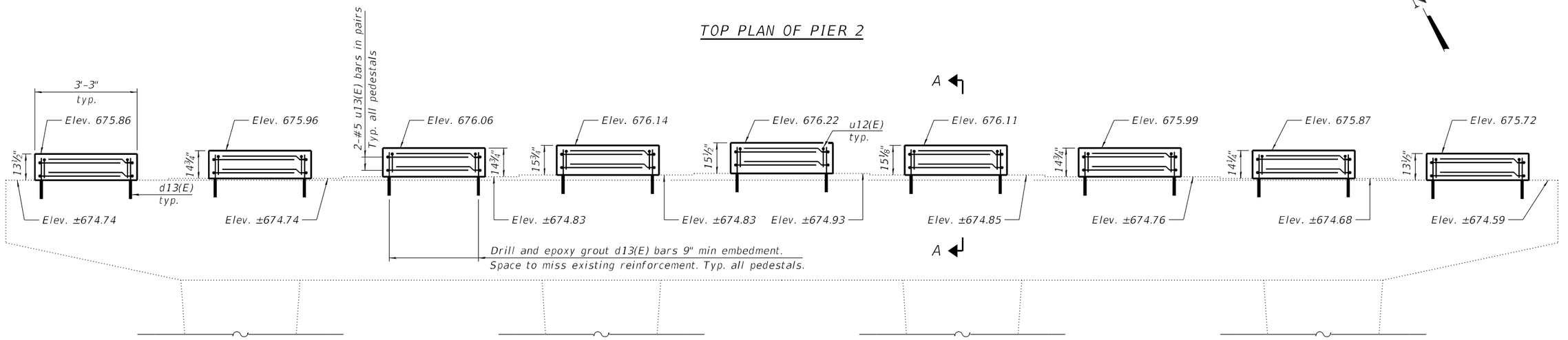
LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - AML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - MTH	REVISED -	
	PLOT SCALE =	DRAWN - DAS	REVISED -	
	PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

PIER PEDESTAL DETAILS - PIER 1
STRUCTURE NO. 072-0076
SHEET 28 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	60
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

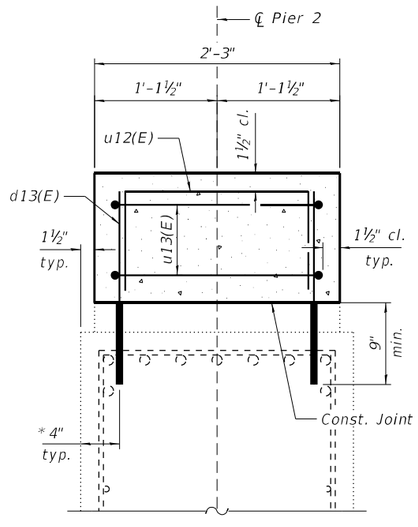


TOP PLAN OF PIER 2



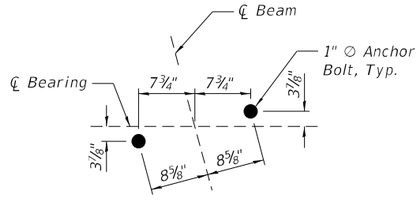
ELEVATION

(Looking North)



SECTION A-A

* Adjust as necessary to miss existing reinforcement in cap.

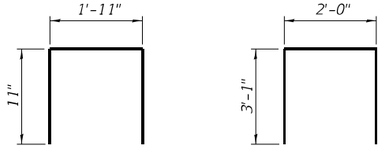


ANCHOR BOLT LAYOUT

(Typ. each pedestal)

MINIMUM BAR LAP

#5 bars = 3'-2"



BAR u12(E) BAR u13(E)

PIER 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d13(E)	90	#5	1'-10"	———
u12(E)	36	#5	3'-9"	⊓
u13(E)	36	#5	8'-2"	⊓
Concrete Structures			Cu. Yd.	3.1
Reinforcement Bars, Epoxy Coated			Pound	620

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

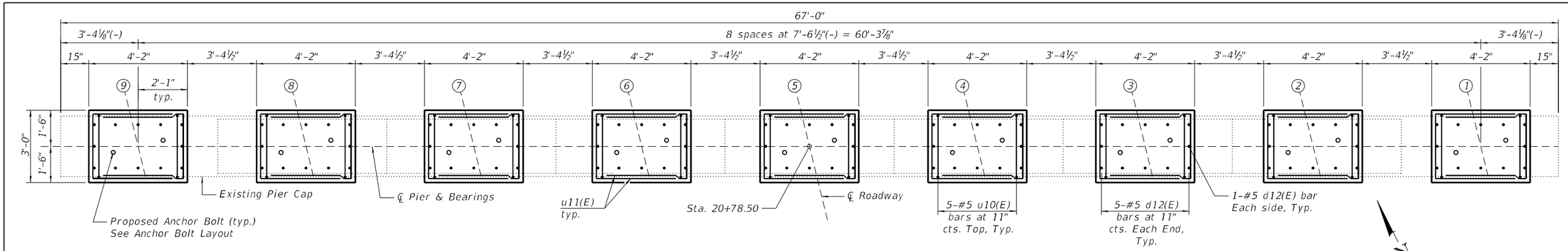
MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Waher Road Phase II PTB 158 61111047-I4\CAD_Sheets\07200076-68C58-029-PierPedestals.dgn

2/19/2021 2:33:41 PM

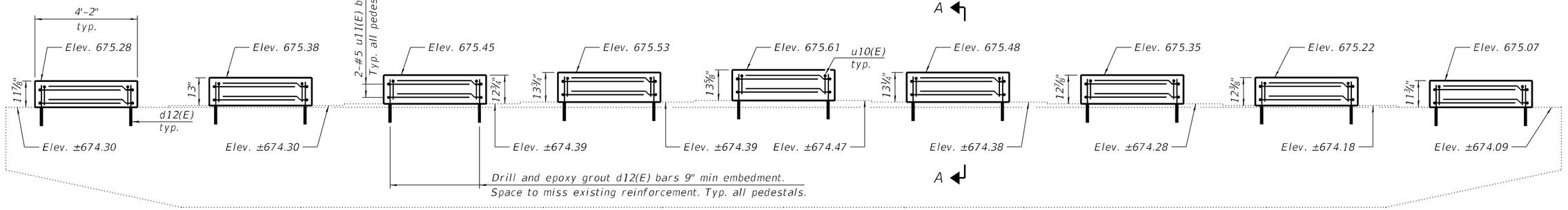
LIN ENGINEERING,LTD. Consulting Engineers Springfield, Illinois	USER NAME =	DESIGNED - AML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - MTH	REVISED -	
	PLOT SCALE =	DRAWN - DAS	REVISED -	
	PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

PIER PEDESTAL DETAILS - PIER 2
STRUCTURE NO. 072-0076
SHEET 29 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	61
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

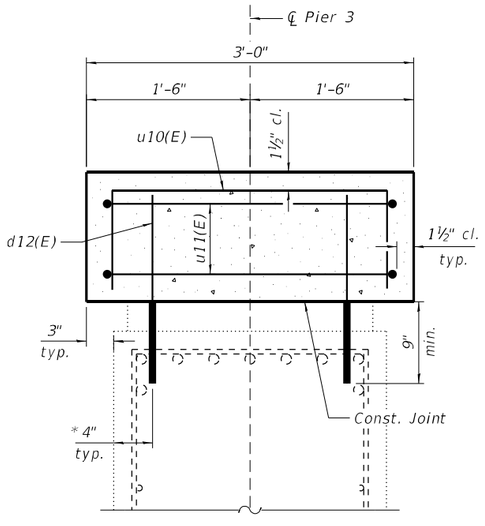


TOP PLAN OF PIER 3



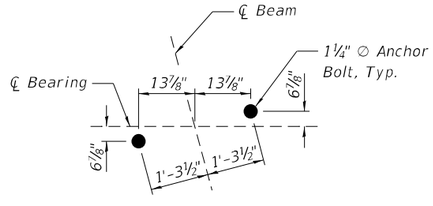
ELEVATION

(Looking North)



SECTION A-A

* Adjust as necessary to miss existing reinforcement in cap.

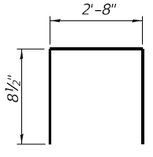


ANCHOR BOLT LAYOUT

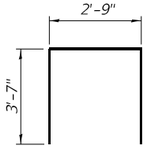
(Typ. each pedestal)

MINIMUM BAR LAP

#5 bars = 3'-2"



BAR u10(E)



BAR u11(E)

PIER 3
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d12(E)	108	#5	1'-8"	—
u10(E)	45	#5	4'-1"	⊓
u11(E)	36	#5	9'-11"	⊓
Concrete Structures			Cu. Yd.	4.5
Reinforcement Bars, Epoxy Coated			Pound	760

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

(Sheet 3 of 3)

MODEL: Default
FILE NAME: P:\Civil_IDOT_DIST4\Waher Road Phase II PTB 158 61111047-I4\CAD_Sheets\07200076-68C58-030-PierPedestals.dgn

2/19/2021 2:34:36 PM

LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME =	DESIGNED - AML	REVISED -	
	CHECKED - MTH	REVISED -	
PLOT SCALE =	DRAWN - DAS	REVISED -	
PLOT DATE = 2/19/2021	CHECKED - MTH	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER PEDESTAL DETAILS - PIER 3
STRUCTURE NO. 072-0076
SHEET 30 OF 30 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	62
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	72 4HB	Peoria	52	13
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT: I-74-3(27) 73		

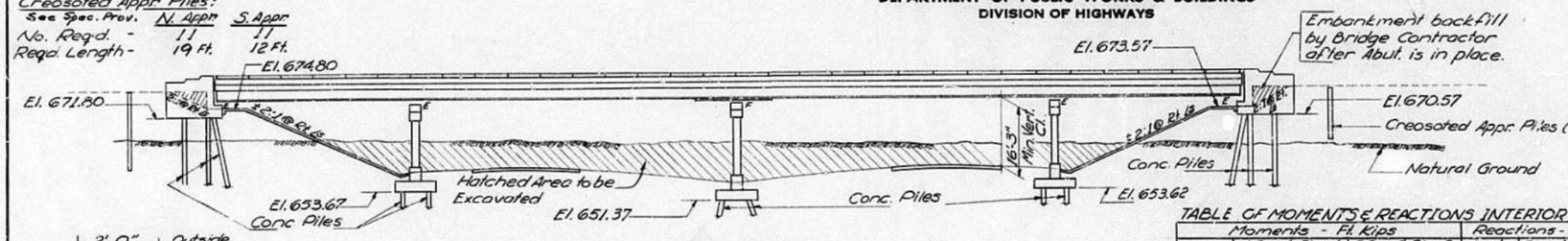
SHEET NO. 1
10 SHEETS

B.M. #14 Horiz. log screw in post, 3.5' above ground, Approx. 35' Lt Sta. 29+50 (C.H. 10) El. 666.72

Creosoted Appr Piles:

See Spec. Prov.	N. Appr	S. Appr
No. Req'd. -	11	11
Req'd. Length -	19 Ft.	12 Ft.

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

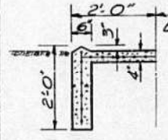


ELEVATION

TABLE OF MOMENTS & REACTIONS INTERIOR BEAM

	Moments - Ft. Kips				Reactions - Kips		
	4 Span 1	Pier 1	5 Span 2	Pier 2	Abut.	Pier 1	Pier 2
D.L.	111.4	-394.0	265.5	-594.0	15.1	67.5	81.9
L.L.	303.1	-328.2	420.0	-422.7	34.2	46.1	50.8
Imp.	87.9	- 88.6	105.0	-105.7			
Total	502.4	-810.8	790.5	-1122.4	49.3	113.6	132.7

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



SEC A-A

PLAN

GENERAL NOTES

Class X Concrete shall be used throughout.

Coarse aggregate to be used in parapet handrails and end posts must be absolutely free of chert, flint, limonite, lignite and soft sandstone.

The concrete floor slab shall be finished in accordance with Art. 51.19 of the Standard Specifications.

Slope wall shall be reinforced with welded wire fabric 6"x 6" mesh, #4 wires, weighing 58# per 100 Sq. Ft.

All reinforcement bars shall be lapped 20 dia. unless otherwise shown.

Rivets $\frac{3}{4}$"ϕ, Open holes $\frac{13}{16}$"ϕ, unless otherwise noted.

Anchor bolts shall be set before riveting diaphragms over supports.

The exposed surfaces of the expansion guards shall be given two shop coats of red lead paint, the contact surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.

Expansion guards are in the quantity of Struct. Steel. Est. weight 2,110 lbs.

Except as otherwise provided, all struct. steel shall receive one shop coat of red lead paint and two field coats of paint. See Special Provisions.

Permanent forms will not be permitted in forming the concrete floor.

All structural steel shall comply with the specification for structural steel ASTM Designation A-36

The Contractor shall drive two (2) concrete test piles, one (1) at N. Abut. & one (1) at Pier 2, in a permanent location, as directed by the Engineer before ordering the remainder of piles.

Excavation for portion of Structures in the embankment shall not be classified.

TOTAL BILL OF MATERIAL

	ITEM		Super.	Sub.	Total
*	Class "A" Exc. for Struct.	Cu. Yds.			330
	Class X Concrete	Cu. Yds.	433.5	409.2	842.5
	Structural Steel	Lbs.	417,430		417,430
	Aluminum Handrail	Lin. Ft.	506		506
	Reinforcement Bars	Lbs.	124,960	45,890	170,850
	Creosoted Piles (Up to 20')	Lin. Ft.			341
	Concrete Piles	Lin. Ft.		2681	2681
	Test Piles (Concrete)	Ea.		2	2
	Name Plates	Ea.		2	2
	Slope Wall (4")	Sq. Yds.			702
***	Protective Coat	Sq. Yds.			1819
**	Bridge Seat Sealant	Lump Sum			

* Includes Excavation for slope wall.
** Applied to Abuts.
*** Includes inside vertical face, top and exposed end of the abut. wings.

FIELD WELDING OF CONSTRUCTION ACCESSORIES TO THE TENSION FLANGES OR FOR A DISTANCE OF ¼ OF THE SPAN EACH WAY FROM FIELD SPLICES OF THE TOP FLANGES OF BEAMS OR GIRDERS WILL NOT BE PERMITTED. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.

STATION 246+63.48
BUILT 196 BY
STATE OF ILLINOIS
F.A.I. RTE. 74 SEC. 72-4HB
F.A. PROJ. I-74-3(27)
LOADING HS20

NAME PLATE
See Std. 2113-1

CURVE DATA

C.H. #10
P.I. Sta. 16+64.24
Δ = 3°-33'-15"
D = 1°-00'
T = 177.89'
L = 355.70'
E = 27.61'
R = 5729.58'
S.E. = 0.0279%
S.E. Attained btwn. Sta. 19+75.39 & Sta. 17+75.39

PROFILE C.H. #10

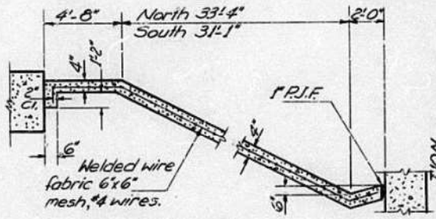
PROFILE F.A.I. RT. 74

DESIGNED	P. Sander
CHECKED	R.D. PATEL
DRAWN	A. Borroza
CHECKED	RDP

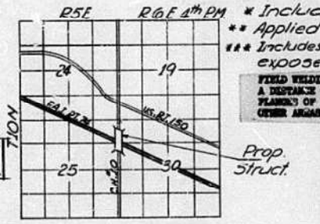
EXAMINED — Aug. 25 1965
PASSED
APPROVED

DESIGN STRESSES

fc = 1400 psi Super & Sub.
vc = 75 psi Flgs.
fs = 20,000 psi Reinf.
fs = 20,000 psi Struct
n = 10
Allowable Δ Deflection 1/1000
LOADING HS20-44



SECTION B-B



LOCATION PLAN

GENERAL PLAN & ELEVATION
PROJ. I-74-3(27) 73
C.H. #10 OVER F.A.I. RTE. 74
F.A.I. RTE. 74 SEC. 72-4 HB
PEORIA COUNTY
STA. 246+63.48

Rev. 2-20-67 R.Z. Borrow Excavation Removed.

Rev. 8-14-67 Class X Super. from 449.1 to 433.5 Cu. Yds. Total Class X from 858.3 to 842.5 Reinf. Bars Super. from 180,130 to 124,960 Total Reinf. from 165,970 to 170,850 Reinf. Bars Sub. from 47,840 to 45,890

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No.: 184-001401
123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta34	DESIGNED -	REVISED -	
	DRAWN - SAE	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -	
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING GENERAL PLAN AND ELEVATION
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	63
		CONTRACT NO. 68C58		
		ILLINOIS	FED. AID PROJECT	

P:\Civil_100_05\74\Maher Road Phase II PTB 158 611\047-IN\CAD_Sheets\072007\e68C58-Existing GPE.dgn

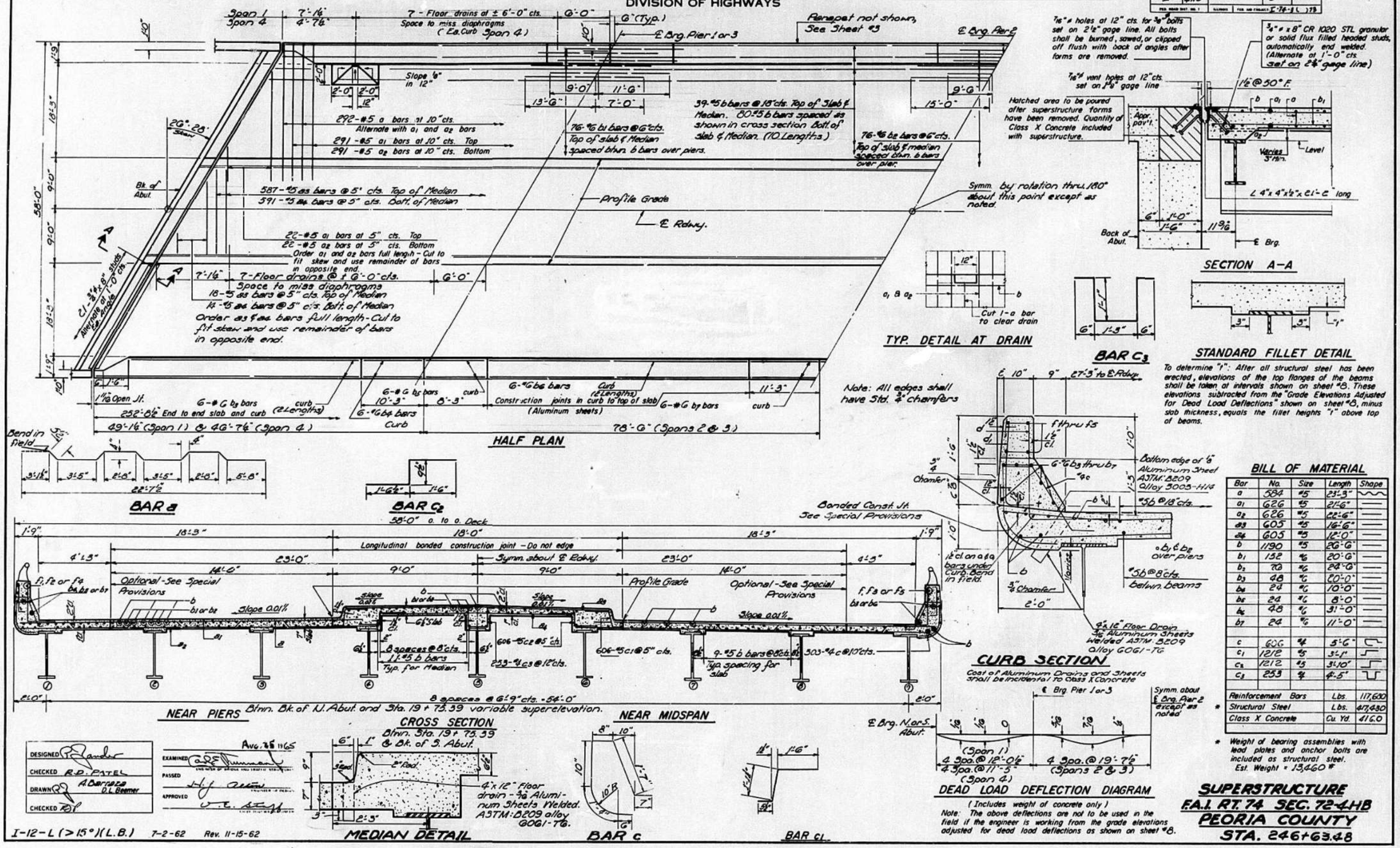
FOR INFORMATION ONLY

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-74	72 4HB	Peoria	52	14

SHEET NO. 2
10 SHEETS

Note: No drains in Spans 2 & 3



HALF PLAN

BAR a

BAR c2

NEAR PIERS B'min. Bk. of N. Abut. and Sta. 19 + 75.39 variable superelevation. NEAR MIDSPAN

CROSS SECTION

MEDIAN DETAIL

BAR c

BAR c1

I-12-L (>15°)(L.B.) 7-2-62 Rev. 11-15-62

Rev. 8-9-67 Curb revised to new configuration
Class X Concrete from 423.4 to 416.0
Reinf. bars from 114670 to 117680

SECTION A-A

TYP. DETAIL AT DRAIN

STANDARD FILLET DETAIL

To determine "y": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet #8. These elevations subtracted from the "Grade Elevations Adjusted for Dead Load Deflections" shown on sheet #8, minus slab thickness, equals the fillet heights "y" above top of beams.

BAR C3

Note: All edges shall have Std. ¾" chamfers

CURB SECTION

Cost of Aluminum Drains and Sheets shall be incidental to Class X Concrete

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 sheet #8.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	584	#5	23'-3"	
a1	626	#5	21'-6"	
a2	626	#5	22'-6"	
a3	605	#5	16'-6"	
a4	605	#5	12'-0"	
b	1190	#5	26'-6"	
b1	152	#6	20'-6"	
b2	76	#6	24'-6"	
b3	48	#6	60'-0"	
b4	24	#6	10'-0"	
b5	24	#6	8'-0"	
b6	48	#6	31'-0"	
b7	24	#6	11'-0"	
c	606	#4	5'-6"	
c1	1212	#5	3'-1"	
c2	1212	#5	3'-10"	
c3	253	#4	4'-5"	
Reinforcement Bars			Lbs.	117,630
* Structural Steel			Lbs.	47,480
Class X Concrete			Cu. Yd.	416.0

* Weight of bearing assemblies with lead plates and anchor bolts are included as structural steel. Est. Weight = 13,460 #

SUPERSTRUCTURE
F.A.I. RT. 74 SEC. 72-4HB
PEORIA COUNTY
STA. 246+63.48

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184-003101
123 North 15th Street Mattoon, IL 61938
Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta34	DESIGNED -	REVISED -	
	DRAWN - SAE	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -	
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING SUPERSTRUCTURE
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR:	PEORIA	82	64
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_IDOT_DIST\Maher Road Phase II PTB 133 611\047-1\CAD_Sheets\07200768C58Existing SSx.dgn

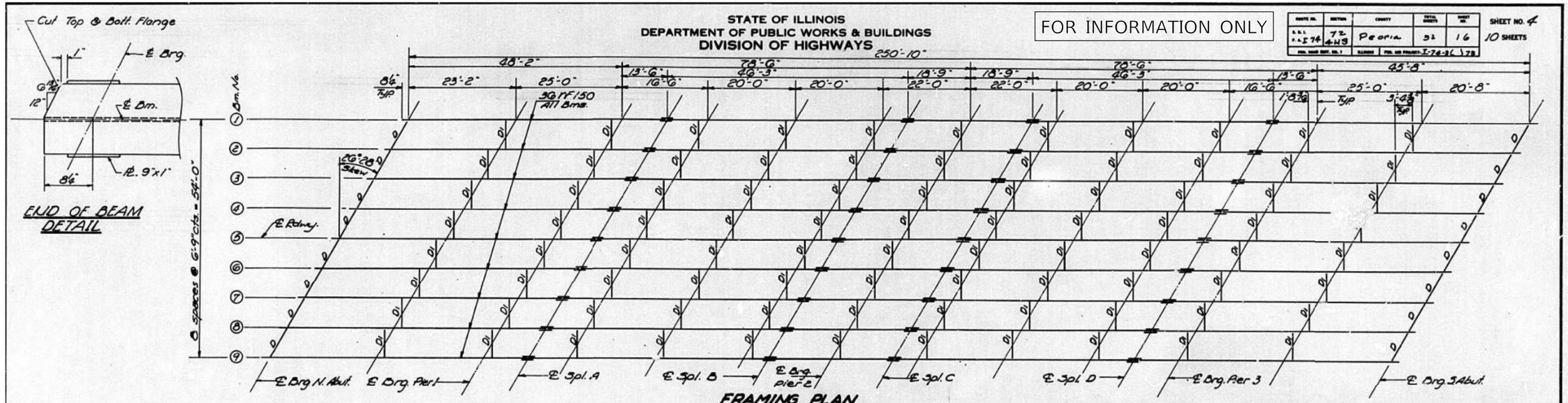
FOR INFORMATION ONLY

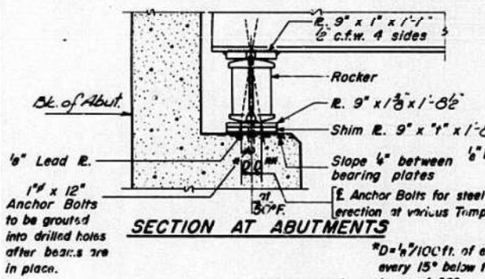
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

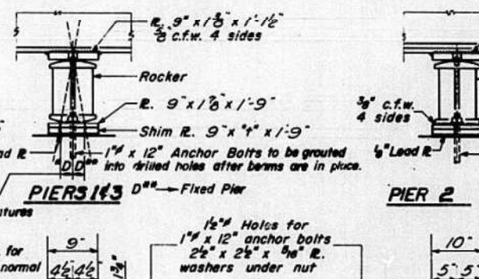
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. I-74	72 4HB	Peoria	32	16

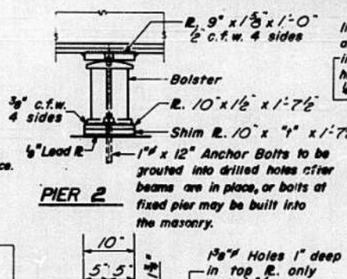
SHEET NO. 4
10 SHEETS

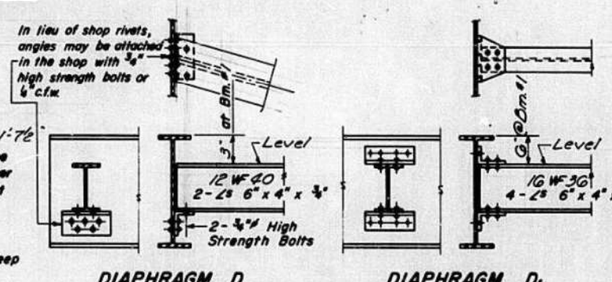
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT: I-74-3(153)

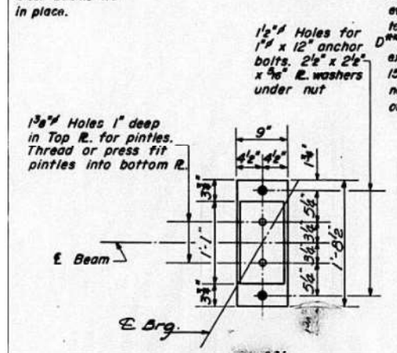


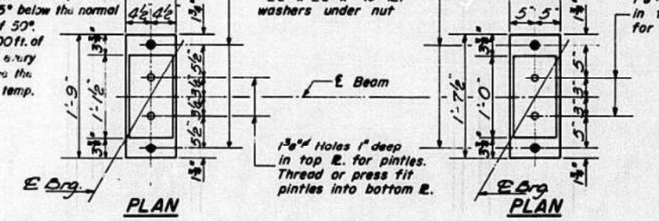


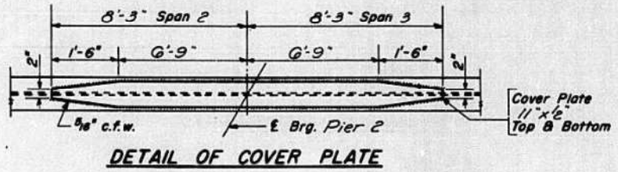


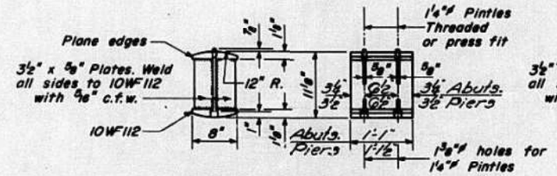


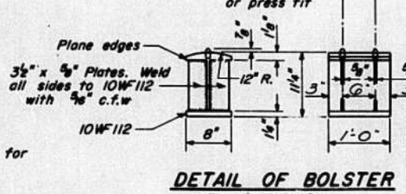


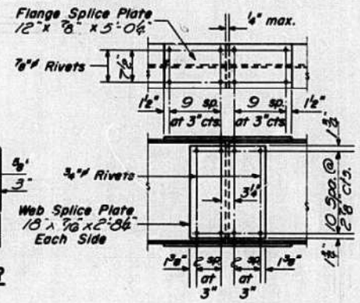












ELEVATION TOP OF 36 WF 150 BMS.

Loc / Bm. No.	℄ Brg. N. Abut.	℄ Brg. Pier 1	℄ Spl. A	℄ Spl. B	℄ Brg. Pier 2
1	679.420	679.365	679.350	679.211	679.103
2	679.540	679.462	679.440	679.294	679.194
3	679.664	679.562	679.534	679.377	679.279
4	679.771	679.658	679.624	679.460	679.364
5	679.840	679.731	679.701	679.542	679.449
6	679.773	679.671	679.642	679.489	679.398
7	679.798	679.667	679.622	679.436	679.347
8	679.877	679.684	679.650	679.390	679.299
9	679.963	679.715	679.695	679.352	679.255

Loc / Bm. No.	℄ Spl. C	℄ Spl. D	℄ Brg. Pier 3	℄ Brg. S. Abut.
1	679.005	678.977	678.567	678.194
2	679.093	678.971	678.662	678.295
3	679.150	678.965	678.758	678.390
4	679.266	678.958	678.853	678.497
5	679.335	679.051	678.947	678.597
6	679.306	679.006	678.900	678.562
7	679.251	678.963	678.863	678.526
8	679.200	678.921	678.823	678.490
9	679.158	678.877	678.780	678.454

SHIM "t" DIMENSIONS

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

DESIGNED	P.S. Jander		
CHECKED	R.D. PATEL	EXAMINED	Aug. 25 1965
CHECKED	R.G. Barnett / A. Barnes	PASSED	
DRAWN	W. A. Sausaman Jr.	APPROVED	
CHECKED			

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

STRUCTURAL STEEL
F.A.I. RT. 74 SEC. 72-4HB
PEORIA COUNTY
STA. 246+63.48

P:\Civil_100_095\Maher Road Phase II PTB 153 611\047-JN\CAD_Sheets\072007\e68C58-Existing SSsteel.dgn

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No.: 184003401
123 North 15th Street Mattoon, IL 61938 Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURAL STEEL
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	65
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. I-74	72 4HB	Peoria	52	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT I-74-3(C)78		

SHEET NO. 5
10 SHEETS

TABLE OF DIMENSIONS
(At Front Face of Abutment)

Location	A	D	C
N. Abut.	1'-6¾"	1'-0⅛"	2'-2⅝"
S. Abut.	1'-8¼"	1'-7⅝"	2'-6⅛"

WING WALL ELEVATION

1"ø Anchor Bolts.
Cost is to be incidental to Bridge Structure
Construction Joint
Parallel to Grade
N. Abut. E. wing = 11'-8" + H. wing = 12'-2"
S. Abut. E. wing = 11'-8" + H. wing = 11'-11"

VIEW C-C

ELEVATION

2-#4 hg bars (Ea. Face)
2x2-#6 hg (Ea. Face)
℄ Roadway
1"ø Rt. L
See Detail A
Level
3x2-#5 h @ 12" cts. (Ea. Face)
G3-#4 v5 @ 12" cts. (B.F.)
G3-#4 v @ 12" cts. (F.F.)
See Step Diagrams
G3-#4 v4 @ 12" cts. (Bk. Face)
(S. Abut.) Elev. G74.07
3-#4 bars s
4-#6 u
2-#4 bars s
Elev. N. Abut. = G71.80
S. Abut. = G70.37
8x2-#7 bars p See Sec. Thru Abut.
5-#5 hz @ 12" cts. (B.F.)
3-#4 @ 12" cts. (B.F.)
5-#5 h7 @ 12" cts. (F.F.)
El. G75.30 (N. Abut.)
Hatched area quantity of Class X Concrete included with Superstructure. (See Sheet #2)
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.

WING WALL ELEVATION
Reinforcement

9-#4 bars at 12" cts. (Ea. Face)
9- bars at 12" cts. (Ea. h Face)
1-h3
1-h4
4-v1
4-v2
4-v3
3-h5
4-h6
12-#5 n at 12" cts.
1-#5 h7 (Ea. Face)
3-#7 p1 or p2 (Ea. Face)
3-#4 s1
℄ Pile
9-#4 s1 at 12" cts.

SEC. B-B

DETAIL A

BAR v5

BAR u1

BAR s & s1

BAR n

BAR u

BAR h2

BAR h1

1"ø ANCHOR BOLT

Galvanized Locknut and washer.
Threads
Nut
3'-6"
8" Galvanized

SEC. A-A

SEC. THRU ABUT.

STEPS - NORTH ABUT.
STEPS - SOUTH ABUT.

PLAN - PILE CAP

1"ø Anchor bolts in this wing only.
Contractor shall construct curb without radius when a curb & gutter is used on bridge approaches. (See Road Plans.
Back of Abutment
Optional Const. Jt.
W.P.
℄ Brg.
℄ Bm. #1 (S. Abut.)
℄ Bm. #1 (N. Abut.)
8 Bearing Spaces at 7'-6½" = 60'-4"
Slope ¼" between brgs.
2" Chamfer
Batter 2" per ft.
Const. Jt.
N. Abut. = 6'-7½"
S. Abut. = 6'-10"

PILE DATA
Type Concrete
Capacity 45 Tons
Est. Length 45 Ft.
No. Required 30
Includes One (1) Test Pile
℄ Roadway
℄ Vertical Piles
℄ Battered Piles
Back of Abutment
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
12 Alt. Pile Spaces at 5'-0" = 60'-0"

2 ABUTMENTS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	24	#5	32'-0"	
h1	16	#5	5'-0"	
h2	16	#5	5'-0"	
h3	8	#4	3'-7"	
h4	8	#4	7'-5"	
h5	24	#4	11'-3"	
h6	32	#5	11'-3"	
h7	8	#5	11'-6"	
h8	16	#6	31'-9"	
hg	8	#4	18'-6"	
n	48	#5	8'-11"	
p	32	#7	33'-0"	
p1	12	#7	11'-0"	
p2	12	#7	12'-6"	
s	130	#4	15'-2"	
s1	48	#4	9'-6"	
u	8	#6	7'-11"	
u1	8	#6	8'-1"	
v	126	#4	6'-9"	
v1	32	#4	7'-7"	
v2	32	#4	6'-11"	
v3	32	#4	6'-3"	
v4	126	#4	4'-0"	
v5	126	#4	4'-3"	
Class X Concrete			Cu. Yds.	124.2
Reinforcement Bars			Lbs.	9,290
Concrete Piles			Lin. Ft.	1,305
Test Piles (Conc.)			Ea.	1

ABUTMENTS
F.A.I. RT. 74 SEC. 72-4HB
PEORIA COUNTY
STA. 246 + 63.48

DESIGNED Sandur
CHECKED A.D. PATEL
J.P. Zink
DRAWN J. SCHNELLER
CHECKED
EXAMINED 19
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF BRIDGES
APPROVED
CHIEF HIGHWAY ENGINEER

A-9-L (15°-34°) 2-1-66
Rev. 8-14-67 Reinf. Bars from 9240 to 9290

P:\Civil_2007_DIST\Maher Road Phase II PTB 138 611\074-1H\CAD_Sheets\072007&68C58-Existing Abut.dgn

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184-003-001
123 North 15th Street, Mattoon, IL 61938
Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta34	DESIGNED -		REVISED -
	DRAWN - SAE		REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS		REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ABUTMENTS
MAHER ROAD OVER I-74

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

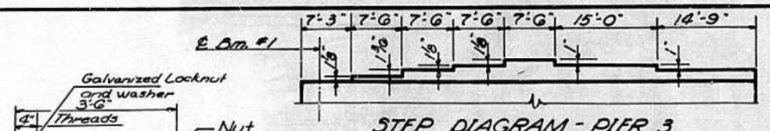
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	66
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

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

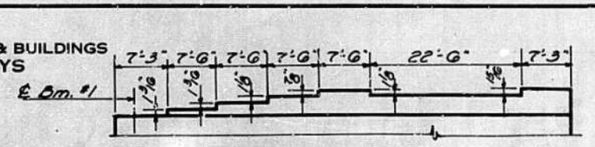
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. I-74	72 4HB	Peoria	52	18

SHEET NO. 6
10 SHEETS

FOR INFORMATION ONLY

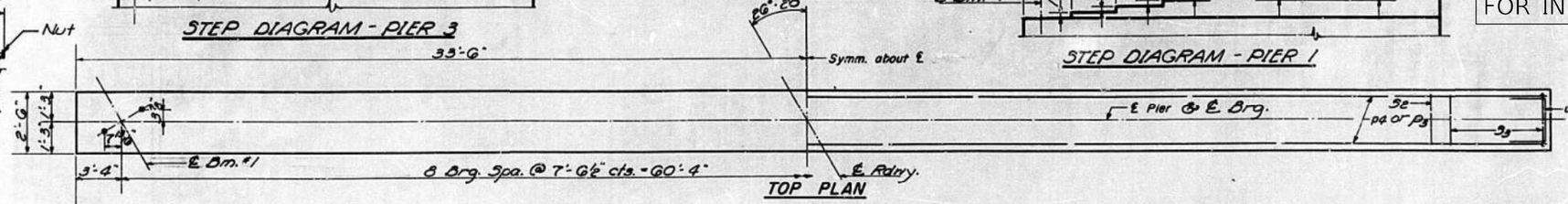


STEP DIAGRAM - PIER 3

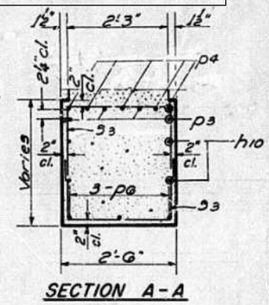


STEP DIAGRAM - PIER 1

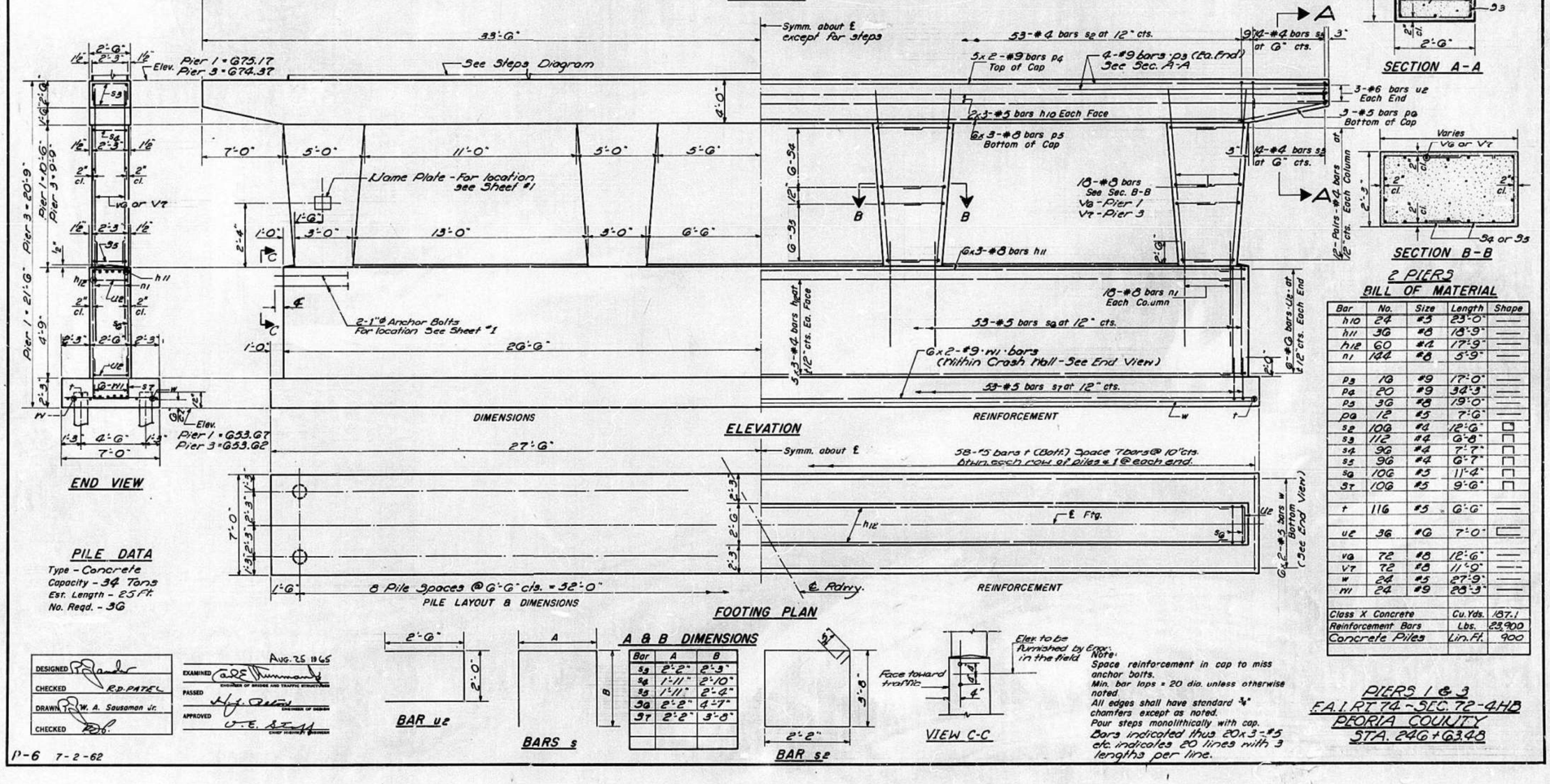
1" ø ANCHOR BOLT



TOP PLAN



SECTION A-A



END VIEW

PILE DATA

Type - Concrete
Capacity - 34 Tons
Est. Length - 25 Ft.
No. Reqd. - 36

BAR u2

BARS s

A & B DIMENSIONS

Bar	A	B
s3	2'-2"	2'-3"
s4	1'-11"	2'-10"
s5	1'-11"	2'-4"
s6	2'-2"	4'-7"
s7	2'-2"	3'-8"

BAR s2

VIEW C-C

Note:
Space reinforcement in cap to miss anchor bolts.
Min. bar lops = 20 dia. unless otherwise noted.
All edges shall have standard ¾" chamfers except as noted.
Pour steps monolithically with cap.
Bars indicated thus 20x3=#5 etc. indicates 20 lines with 3 lengths per line.

2 PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10	24	#3	23'-0"	——
h11	36	#8	18'-9"	——
h12	60	#4	17'-9"	——
n1	144	#8	5'-9"	——
p3	18	#9	17'-0"	——
p4	20	#9	32'-3"	——
p5	36	#8	19'-0"	——
p8	12	#5	7'-6"	——
s2	106	#4	12'-6"	□
s3	112	#4	6'-8"	□□
s4	96	#4	7'-7"	□□
s5	96	#4	6'-7"	□□
s6	106	#5	11'-4"	□
s7	106	#5	9'-6"	□
t	116	#5	6'-6"	——
u2	36	#6	7'-0"	⌐
Va	72	#8	12'-6"	——
Vt	72	#8	11'-0"	——
w	24	#5	27'-9"	——
n1	24	#9	28'-3"	——
Class X Concrete			Cu. Yds.	187.1
Reinforcement Bars			Lbs.	23,900
Concrete Piles			Lin. Ft.	900

PIERS 1 & 3
F.A.I. RT. 74 - SEC. 72-4HB
PEORIA COUNTY
STA. 246+63.48

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

EXAMINED — AUG. 25 1965 — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

P-6 7-2-62

P:\Civil_JOB\19\Maher Road Phase II PTB 153 611\047-1H\CAD_Sheets\072007b-68C58-Existing Pier1&3.dgn

The Upchurch Group
architects engineers surveyors
Professional Design Firms Corporation License No. 184003601
123 North 15th Street Mattoon, IL 61938 Phone: 217.253.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta34		DESIGNED -		REVISED -	
		DRAWN -	SAE	REVISED -	
PLOT SCALE = 2.0000 ' / in.		CHECKED -	MJS	REVISED -	
PLOT DATE = 2/19/2021		DATE -	FEBRUARY 23, 2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PIERS 1 & 3
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	67
		CONTRACT NO. 68C58		
		ILLINOIS	FED. AID PROJECT	

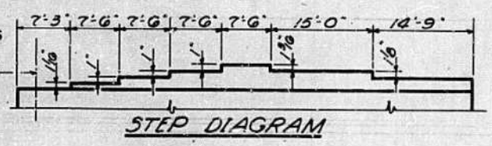
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74 & HB	72	Peoria	52	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT S-74-3(C)78		

SHEET NO. 7
10 SHEETS

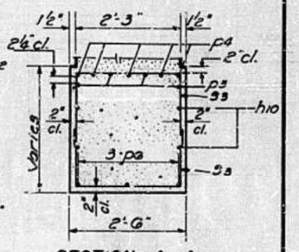
FOR INFORMATION ONLY

For 1"ø Anchor Bolt detail
See Sheet #6

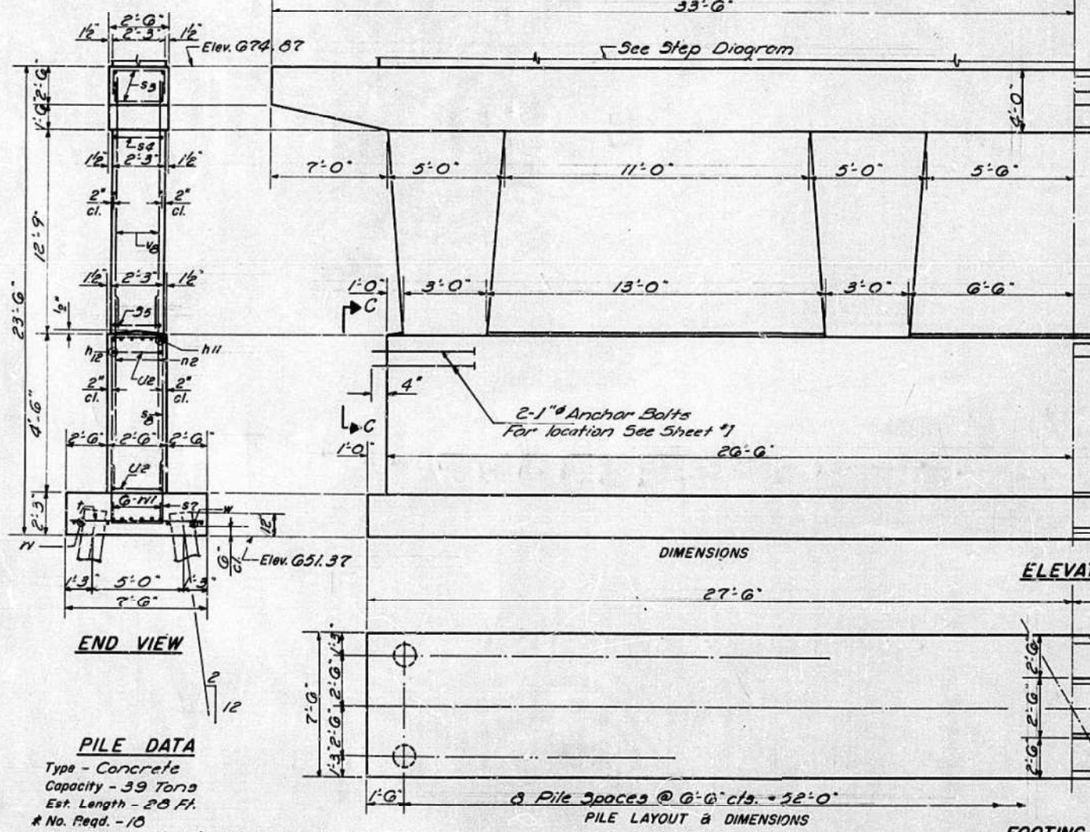


STEP DIAGRAM

TOP PLAN



SECTION A-A



DIMENSIONS

REINFORCEMENT

ELEVATION

PILE LAYOUT & DIMENSIONS

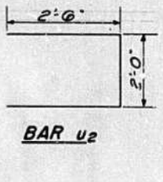
REINFORCEMENT

FOOTING PLAN

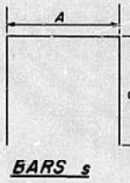
END VIEW

PILE DATA

Type - Concrete
Capacity - 39 Tons
Est. Length - 28 Ft.
No. Reqd. - 18
Test Piles - 1 (# included in No.)



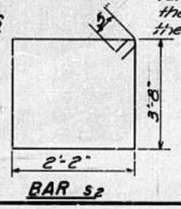
BAR u2



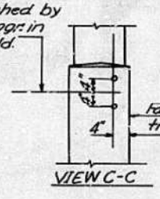
BARS s

A & B DIMENSIONS

Bar	A	B
s3	2'-2"	2'-3"
s4	1'-11"	2'-10"
s5	1'-11"	2'-4"
s7	2'-2"	3'-1"
s8	2'-2"	4'-4"



BAR s2



VIEW C-C

Note:
Space reinforcement in cap to miss anchor bolts.
Min. bar laps = 20 dia. unless otherwise noted.
All edges shall have standard ¾" chamfers except as noted.
Pour steps monolithically with cap.
Bars indicated thus 20x3-#5 c/c. indicates 20 lines of bars with 3 lengths per line.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10	12	#5	23'-0"	—
h11	18	#8	18'-9"	—
h12	30	#4	17'-9"	—
n2	72	#8	5'-6"	—
p3	6	#9	17'-0"	—
p4	10	#9	34'-3"	—
p5	18	#8	19'-0"	—
p6	6	#5	7'-6"	—
s2	53	#4	12'-6"	⊓
s3	56	#4	6'-6"	⊓
s4	56	#4	7'-7"	⊓
s5	64	#4	6'-7"	⊓
s7	53	#5	9'-6"	⊓
3e	53	#5	10'-10"	⊓
t1	58	#6	7'-0"	—
u2	18	#6	7'-0"	⊏
v8	72	#8	14'-9"	—
w	12	#5	27'-9"	—
h11	12	#9	28'-3"	—

Class X Concrete	Cu. Yds.	97.9
Reinforcement Bars	Lbs.	12,700
Concrete Piles	L.in.Ft.	476
Test Piles (Conc.)	Ea.	1

DESIGNED	P. Gaulke	
CHECKED	R.D. PATEL / JACOBS	
DRAWN	W. A. Sousoman Jr.	
CHECKED	RDP	

EXAMINED — AUG. 25 1965 — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF LOCATION
APPROVED — CHIEF HIGHWAY ENGINEER

P-6 7-2-62

PIER 2
F.A.I. RT. 74 - SEC. 72-4HB
PEORIA COUNTY
STA. 246+63.48

The Upchurch Group
architects engineers surveyors
Professional Design Firms Corporation
License No. 184003601
123 North 15th Street
Mattoon, IL 61938
Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PIER 2
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	68
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-74 72 4HB	Peoria	82	22

SHEET NO. 10
10 SHEETS

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT I-74-3(C)75

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

Boring No. 1 Station 18+76.58 Offset 25' Rt ℄ Along N. Abut.

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 665.2	0		
Stiff Brown Silty CLAY			
661.2	9	—	
Stiff Light Brown & Gray Silty Clay LOAM	-5		
	10	1.55 B	23.0
656.7			
Medium Light Grey Silty Clay LOAM	-10		
	5	0.78 B	25.9
656.2			
Soft Dark Brown & Grey Silty CLAY	-10		
	3	0.39 B	34.0
653.7			
Stiff Brown Silty Clay LOAM			
	9	1.75 B	24.2
651.2			
Medium Light Brown Silty Clay LOAM	-15		
	13	0.78 B	
648.7			
Medium Brown Sand 647.7 Course,Well Graded,Angular			
Very Stiff Grey Silty CLAY 646.2	22	3.10B	14.4
Hard Grey Clay LOAM	-20		
	44	—	
	47	7.15 B	9.8
638.7			
Very Stiff Gray CLAY	-25		
	29	3.49 S	14.6
	42	3.5 E	
	44	3.7 E	
	-35		
	36	3.0 E	
628.7			
Hard Gray CLAY			
	44	5.25 E	14.9
	-40		
	37	6.78 B	
	38	6.5 E	
		4.45	
End of Boring 619.7	-45	38 B	15%

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

Boring No. 2 Station 19+83.50 Offset 25' Lt ℄

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 665.7	0		
Stiff Brown Silty CLAY			
661.7	8	1.30 S	
Stiff Light Brown CLAY	-5		
	7	1.17 B	
Trace Sand 659.8			
Stiff Light Brown and Grey Mottled CLAY			
	4	1.30 B	
Trace Sand 656.7			
Stiff Brown CLAY	-10		
	5	1.85 B	
	5	1.84 B	
	-15		
	11	1.43 B	
Trace Sand 649.8			
Very Stiff Light Brown CLAY 646.7	18	2.77 B	
Hard Brown CLAY	-20		
	38	7.30 S	
Trace Sand & Gravel			
	60	4.88 S	
641.1			
Hard Gray CLAY	-25		
	38	4.90 E	
	-30		
	38	4.58 B	
Trace Sand & Gravel 634.2			
Very Stiff Gray CLAY	-30		
	30	3.9 E	
	-35		
	27	3.48 B	
	21	3.48 B	
	-40		
	18	2.93 B	
Trace Sand & Gravel 624.2			
Stiff Gray CLAY			
Trace Sand			
	11	1.9 E	
	-45		

Surface Water El. —
Groundwater El. at Completion 649.7
After 24 Hours 655.2

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 665.7			
Stiff Grey CLAY	12	1.96 S	
	15	2.44 S	
-50			
	13	1.79 S	
Trace Sand 614.2			
Medium Grey CLAY			
	11	—	
-55			
	13	0.96 S	
609.2			
Very Stiff Grey CLAY	33		
606.7			
Hard Grey CLAY	-60		
	50	3.74 S	
604.2			
Hard Dark Grey Shaley CLAY	50/4"	—	
	-65		
	50/4"	—	
End of Boring 597.7	100/4"	—	

Boring No. 3 Station 20+00 Offset 25' Rt ℄

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 663.6	0		
Stiff Light Brown Silty Clay LOAM			
	11	11.6 B	
659.6			
Stiff Lt. Brown & Grey Mottled Silt LOAM 658.1	-5		
	8	1.89 B	
Medium Brown CLAY			
655.6	6	1.01 B	
Stiff Brown CLAY	-10		
653.1	6	1.20 B	
Very Stiff Brown Clay			
	13	2.61 B	
648.1	-15		
Soft Brown Silt LOAM	11	—	
645.6			
Hard Gray CLAY	29	0.73	
Trace Sand & Gravel	-20		
	57	3.13 S	
	35	4.24 B	
	-25		
	30	3.2 E	
	47	4.0 E	
	-30		
	33	3.91 B	
	31	3.5 E	
	-35		
	28	3.48 B	
	50	4.24 B	
	-40		
	37	4.2 E	
	28	3.9 E	
End of Boring 618.1	-45	39 B	2.72 S

Surface Water El. —
Groundwater El. at Completion 642.6
After 24 Hours 654.6

Boring No. 4 Station 20+78.50 Offset 25' Rt ℄

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 662.4	0		
Medium Light Brown & Grey Mottled Silty Clay LOAM			
659.4	8	0.98 B	
Stiff Light Brown & Grey Mottled Silty Clay LOAM			
656.9	-5		
	9	1.43 B	
Stiff Brown CLAY			
Trace Sand	7	1.43 B	
	-10		
	6	1.11 B	
648.4			
	7	1.30 B	
Stiff Grey CLAY	-15		
Trace Sand & Gravel	9	1.11 B	
643.4	19	1.63 B	
Very Stiff Gray CLAY	-20		
Trace Sand & Gravel 640.9	29	3.93 S	
Hard Gray CLAY	26	4.46 S	
Trace Sand & Gravel	-25		
635.9	31	5.05 S	
Very Stiff Gray CLAY Trace Sand & Gravel 634.4	21	3.19 S	
Hard Gray CLAY	-30		
Trace Sand & Gravel	32	6.36 S	
	31	6.97 B	
	-35		
	26	4.40 B	
	30	5.34 S	
	-40		
	32	6.19 B	
	30	6.28 B	
End of Boring 616.9	-45	36 B	6.66 S

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

Boring No. 5 Station 21+26.92 Offset 20' Lt ℄ along S Abut.

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 663.80			
Medium Brown Silty CLAY			
660.8	11	1.5 E	
Very Stiff Brown CLAY			
658.3	-5		
	11	2.12 B	
Medium Brown CLAY			
653.3	-10		
	6	2.06 B	
Very Stiff Brown CLAY			
650.8	9	2.28 B	
Very Stiff Dark Brown CLAY			
648.3	-15		
	12	3.10 B	
Stiff Brown CLAY			
Trace Sand & Gravel 645.8	12	2.39 B	
Stiff Gray CLAY			
Trace Sand & Gravel	-20		
	9	1.50 B	
640.8	12	1.30 B	
Very Stiff Grey CLAY LOAM			
Trace Sand & Gravel 638.3	-25		
	40	8.68 S	
Stiff Grey Silty LOAM			
Trace Sand & Gravel 635.8	18	2.38 S	
Very Stiff Grey CLAY	-30		
Trace Sand & Gravel 633.3	40	3.43 B	
Hard Gray CLAY			
Trace Sand & Gravel	35	4.46 S	
	-35		
	28	5.70 S	
625.8	33	5.25 S	
Very Stiff Grey CLAY			
Trace Sand	-40		
	20	2.93 B	
620.8	22	2.93 S	
Hard Grey CLAY			
Trace Sand	-45	27	4.26 B

Boring No. 6

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 665.6			
618.3	37	4.38 B	
Stiff Grey CLAY			
Trace Sand	25	1.96 B	
-50			
613.3	23	1.79 B	
Very Stiff Grey CLAY			
Trace Sand	24	2.71 B	
-55			
	18	2.95 B	
608.8	27	3.36 B	
Stiff Grey CLAY -60			
Trace Sand 603.3	18	2.56 B	

End of Boring

Surface Water El. —
Groundwater El. at Completion 613.8
After 22 Hours 650.8

DESIGNED —
CHECKED R.D. PATEL
DRAWN
CHECKED

EXAMINED Aug. 25 1965
PASSED
APPROVED

N – Standard Penetration Test – Blows per foot to drive 2" O.D. Split Spoon Sample. 12" with 140# hammer falling 30".

Qu – Unconfined Compressive Strength – t/sf

w – Water Content – percentage of oven dry weight – %

Type failure:
B – Bulge Failure
S – Shear Failure
E – Estimated Value

BORING DATA
F.A.I. RT. 74 SEC. 72-4HB
PEORIA COUNTY
STA. 246+63.48

P:\Civil_JOB_DIST\Maher Road Phase II PTB 133 611\047-JH\CAD_Sheets\072007\68C58\Existing Borings.dgn

The Upchurch Group
architects engineers surveyors
Professional Design Firm Corporation License No. 184-003101
123 North 15th Street Mattoon, IL 61938
Phone: 217.235.3177
e-mail: upchurchgroup@upchurchgroup.com

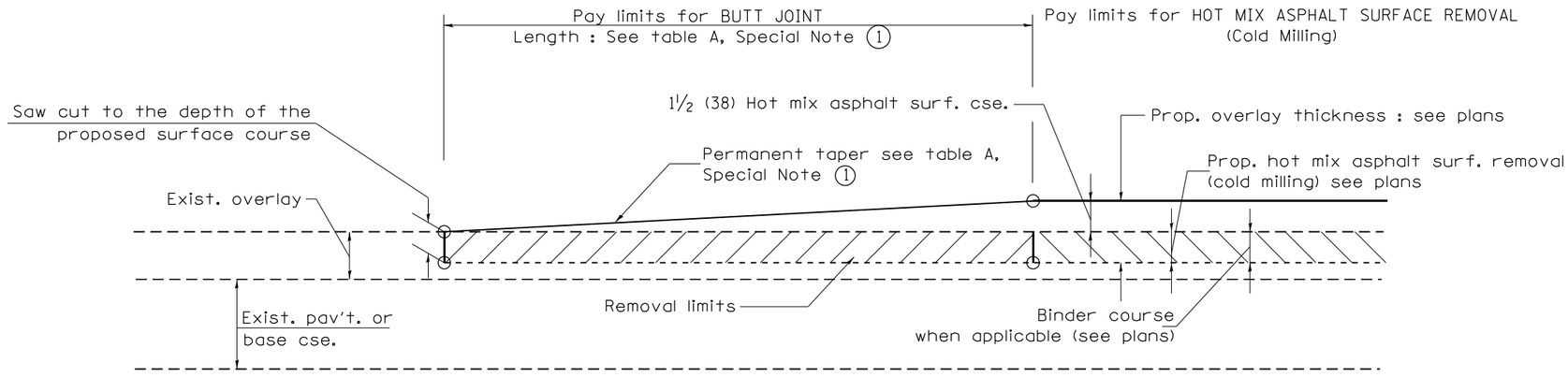
USER NAME = Sta34	DESIGNED -	REVISED -	
	DRAWN - SAE	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - MJS	REVISED -	
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BORING DATA
MAHER ROAD OVER I-74

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	69
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		



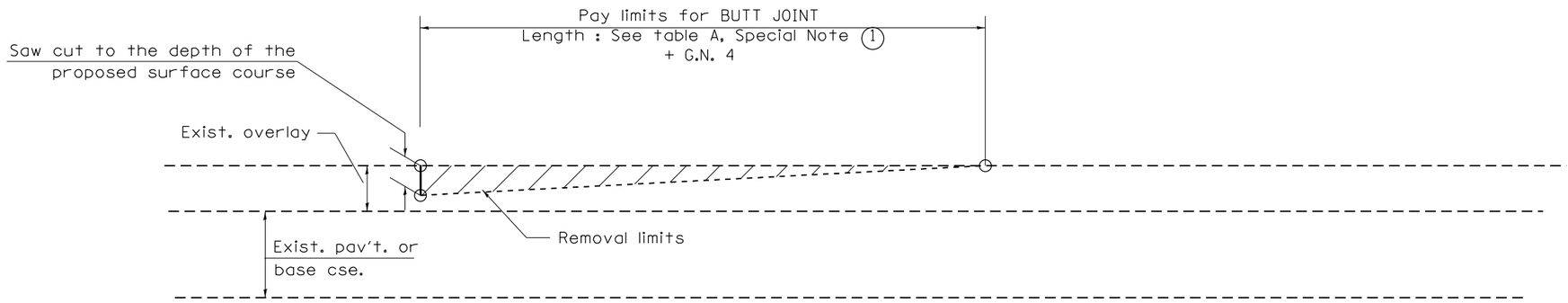
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
TAPER RATES

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
(1)	BUTT JOINT TAPER RATE	1:480	1:240
(2)	TEMPORARY RAMP TAPER RATE	1:80	1:40

GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.



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

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

01-01-97	RENUM. C-23,01. NEW REVISION BOX	T.P.
04-01-97	CORRECTION TO DEPTH	J.A.
09-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

08-21-13	MAJOR MODIFICATIONS	R.D.
04-12-16	MINOR CORRECTIONS	R.D.
02-14-17	ADDED NOTE 5	R.D.
07-16-19	Wording and Spelling corrections	R.D.

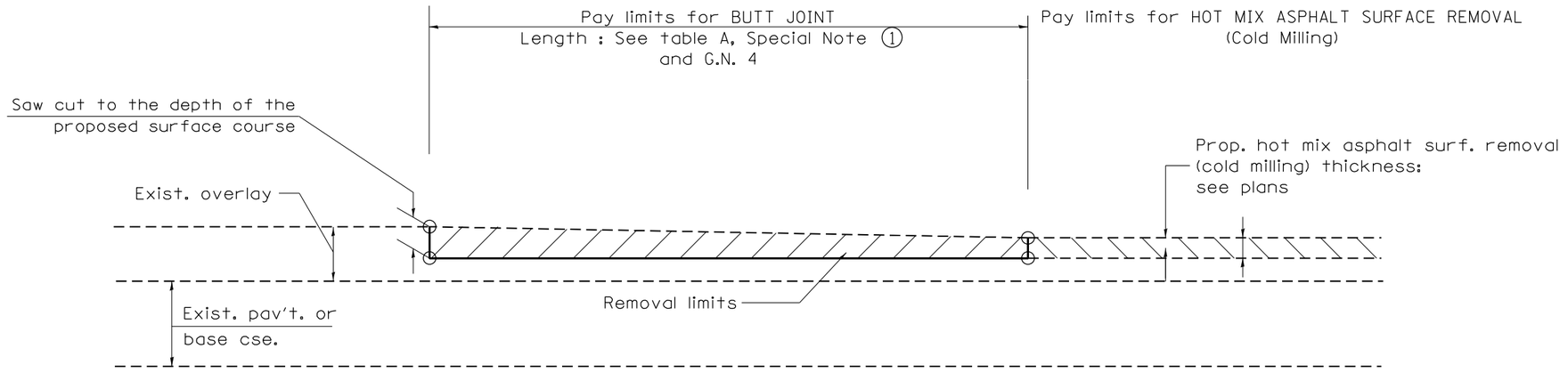
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

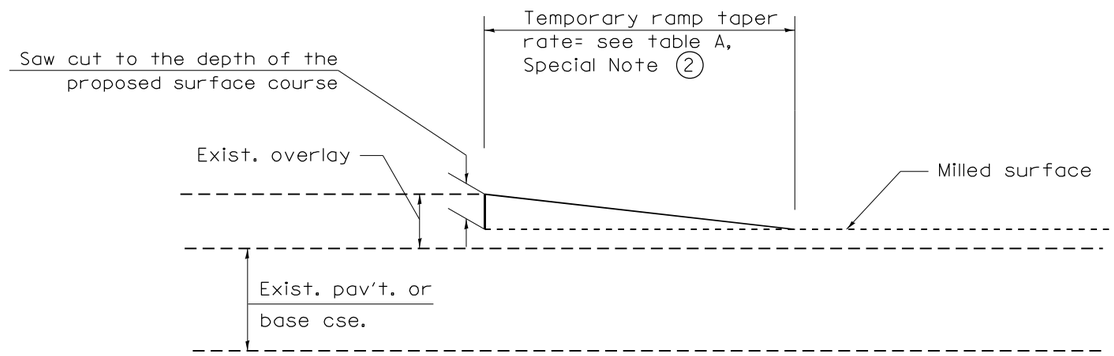
NOT TO SCALE

SHT. 1 OF 3
CADD STD. 406101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	70
		CONTRACT NO. 68C58		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



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

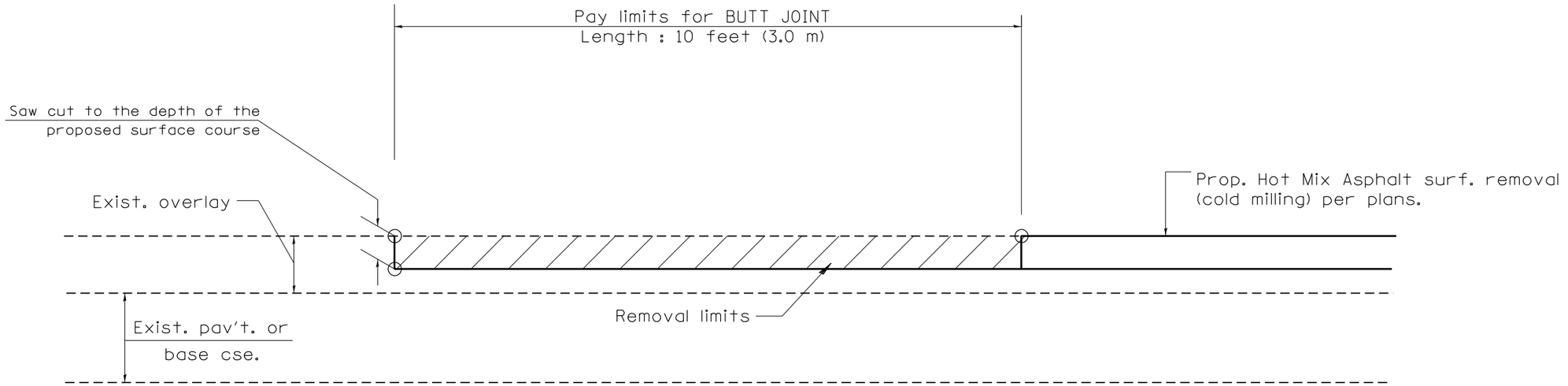


DETAIL TEMPORARY RAMP

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

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINTS NOT TO SCALE SHT. 2 OF 3 CADD STD. 406101-D4	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	71
		CONTRACT NO. 68C58		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



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

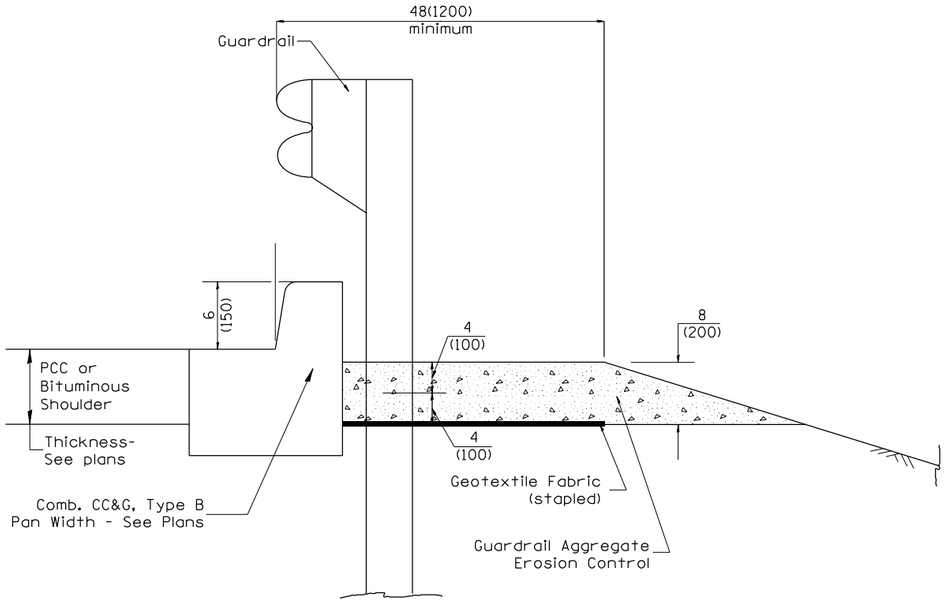
All dimensions are in inches (millimeters) unless otherwise noted.

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**	**BUTT JOINTS** NOT TO SCALE	SHT. 3 OF 3 CADD STD. 406101-D4

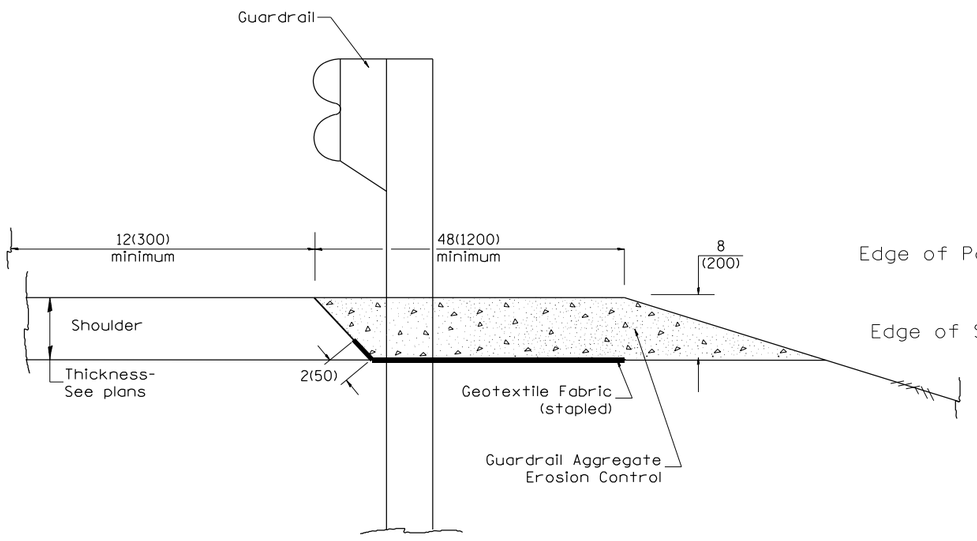
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	72
		CONTRACT NO. 68C58		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

DESIGNER NOTES:

1. CONSIDER USING A "B" CURB PAY ITEM AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE EQUAL TO OR GREATER THAN 1% AND AT INLETS. (INCLUDE DISTRICT SPECIAL PROVISION)
2. USE "GUARDRAIL AGGREGATE EROSION CONTROL" AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE LESS THAN 1% (INCLUDE DISTRICT SPECIAL PROVISION).
3. INCLUDE STATE STANDARD 610001, IF APPLICABLE.
4. INCLUDE THE FOLLOWING DISTRICT CADD STANDARDS AS NEEDED: SLOPE DRAINS FOR EXPOSED PIPES; SLOPE DRAINS FOR BURIED PIPES; SEEPAGE COLLARS FOR BURIED PIPES
   SEEPAGE COLLARS FOR EXPOSED PIPES; CONCRETE THRUST BLOCKS AND PIPE ELBOW.
   INCLUDE DISTRICT SPECIAL PROVISION - "AGGREGATE QUALITY" FOR PROJECTS LOCATED IN THE WESTERN AREA OF THE DISTRICT - APPROX. DIVIDING LINE IS IL 97.
5. DELETE DESIGNER NOTES WHEN INSERTING INTO PLAN FILES.
6. OPERATIONS PREFERS USE OF PIPE OUTLETTING ONTO FORESLOPE WITH RIPRAP. USE NON-METALLIC PIPE WHEN POSSIBLE BECAUSE OF FUTURE CORROSION ISSUES.
7. IF NO OTHER SEEDING IS PAID FOR ON THE CONTRACT, USE DISTRICT SPECIAL PROVISION FOR SEEDING, MINOR AREAS



TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

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

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

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

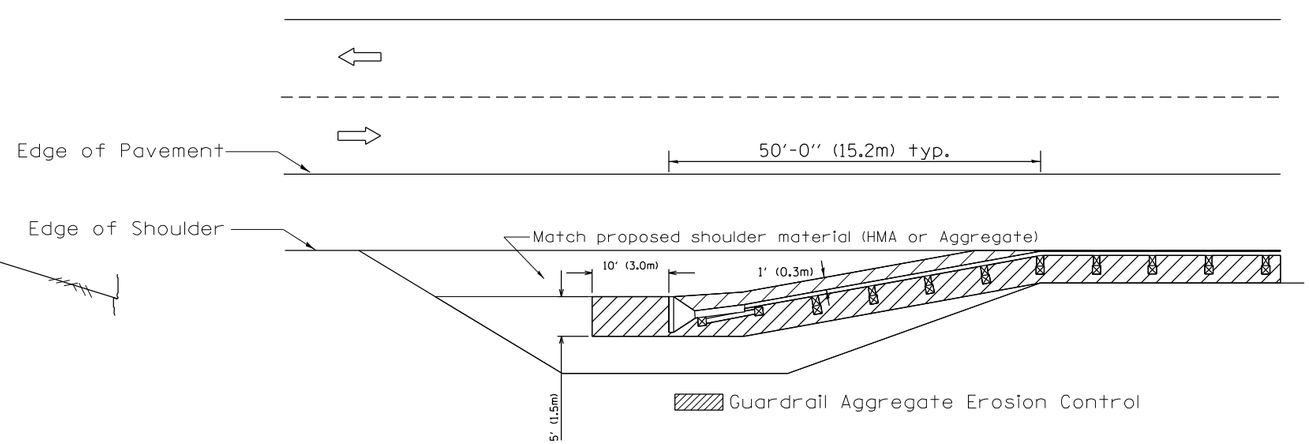
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.

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

6. Materials shall meet the following requirements:

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

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



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

03-07-11	ADDED DETAIL SHOWING PLAN VIEW	R.D.	5-30-18	CHANGE B CURB TO CC&G	R.D.
08-10-12	REVISED CURB "B" AND AGGREGATE	R.D.	07-16-19	SPELLING CORRECTIONS	R.D.
07-15-15	ADDRESSED SHOULDER INLET CURB	R.D.			
01-26-17	REVISED	R.D.			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

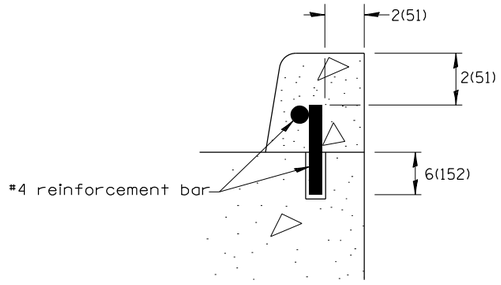
NOT TO SCALE

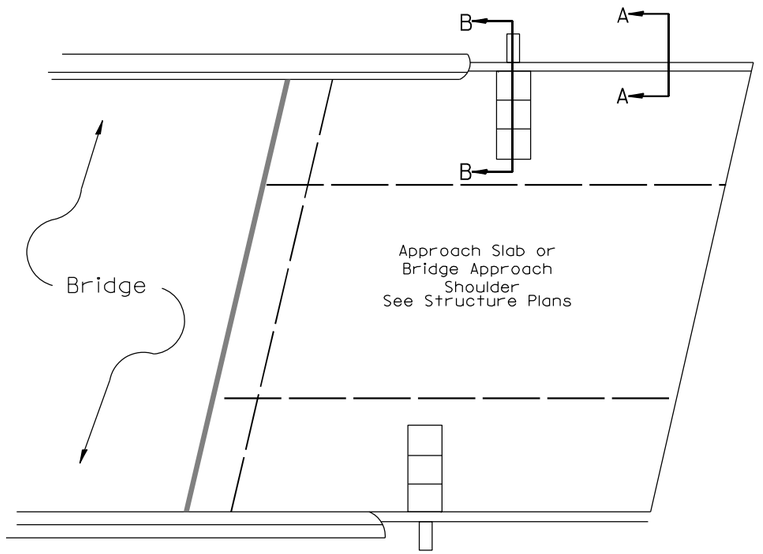
SHT. 1 OF 2
CADD STD. 630101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	73
		CONTRACT NO. 68C58		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

DETAIL "A"

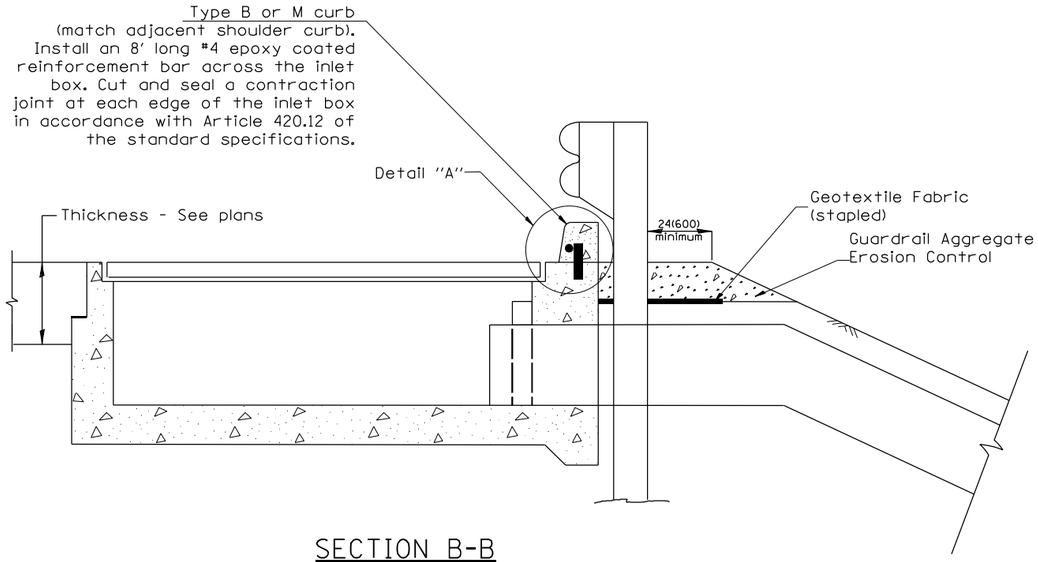
#4 reinforcement bars may be cast in PCC apron and precast inlet box or drilled and anchored with an approved chemical adhesive at 2' spacing. Cost of curb and reinforcement are included in the cost of shoulder inlet.





PLAN VIEW

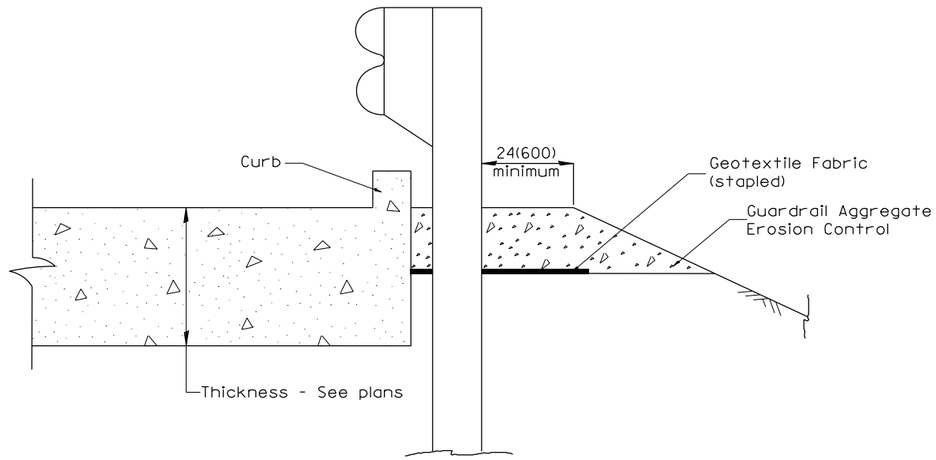
APPROACH SLAB OR SHOULDER PLACEMENT



SECTION B-B

TYPICAL SECTION AT INLETS

TYPE E, F & G (HIGHWAY STANDARD 610001)



SECTION A-A

TYPICAL SECTION WITH BRIDGE APPROACH CURB

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

NOT TO SCALE

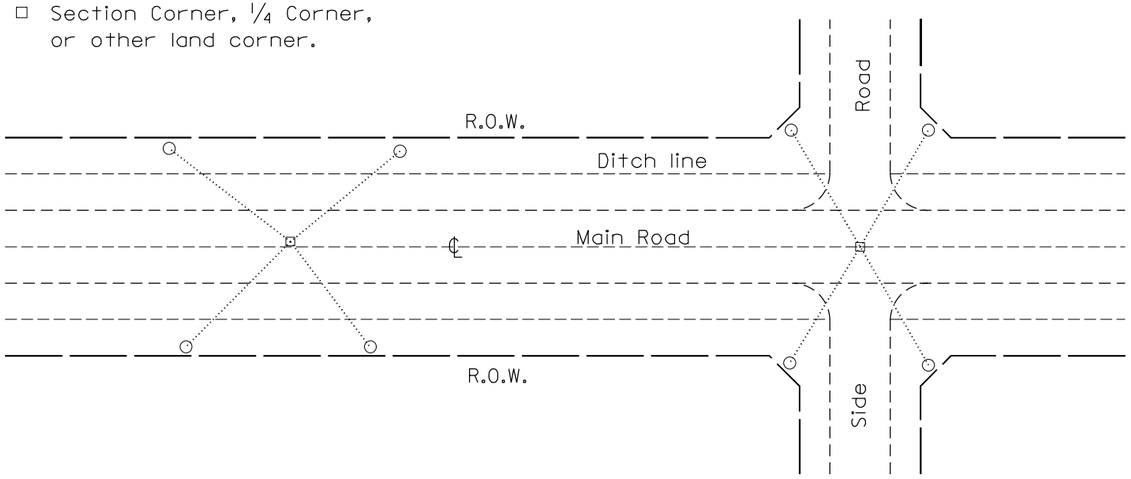
SHT. 2 OF 2
CADD STD. 630101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	74
		CONTRACT NO. 68C58		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

DESIGNER NOTES:
1. ADD DISTRICT SPECIAL PROVISION IF PLACING A TYPE 1 MARKER ON A STRUCTURE.
2. MODIFIES STATE STD 667101. DON'T USE STATE STD IF USING CADD STANDARD
3. PERMANENT SURVEY MARKERS SHALL BE PLACED TO PERPETUATE THE SURVEY LINES OF DIVIDED HIGHWAYS AND THE CENTERLINE OF ALL OTHERS WHERE THESE LINES HAVE BEEN ESTABLISHED BY SURVEY.
4. PERMANENT SURVEY MARKERS SHALL BE PLACED AT ALL LAND SECTION CORNERS WITHIN THE STATE R.O.W. WHERE THE MONUMENTS HAVE BEEN FOUND OR RELOCATED BY SURVEY.

PERMANENT SURVEY TIES

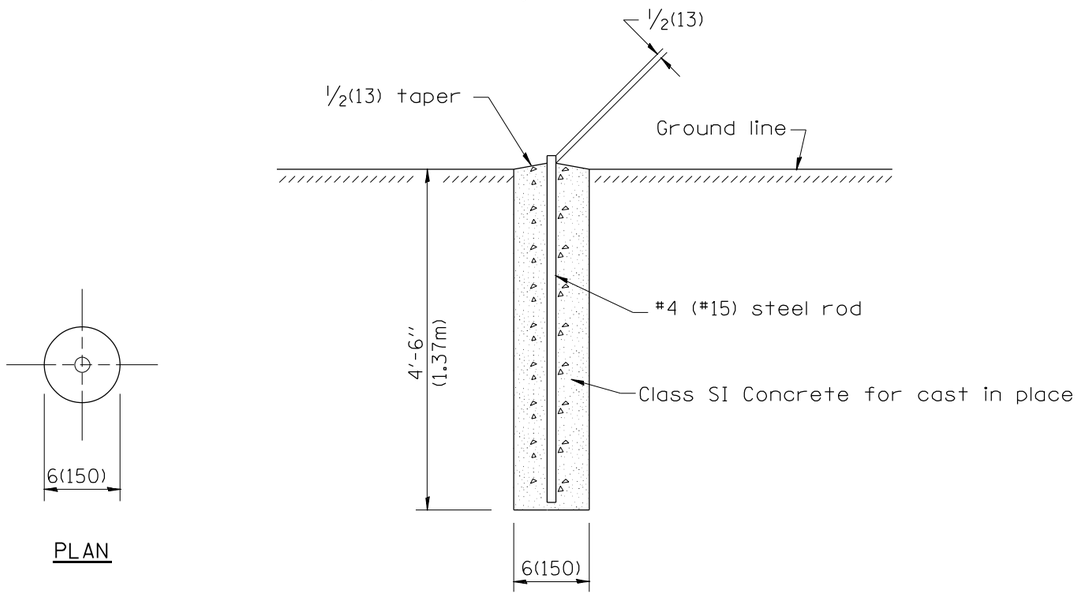
○ Permanent Survey Tie
□ Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

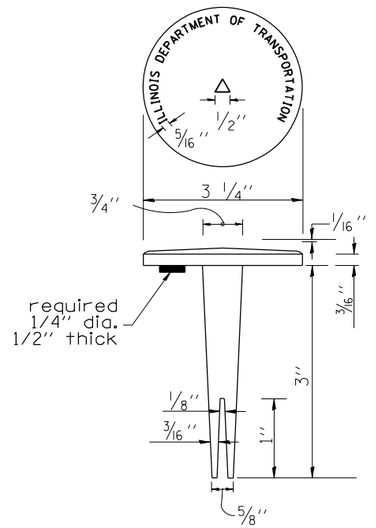
1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the surveyor setting the PSM. All ties shall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



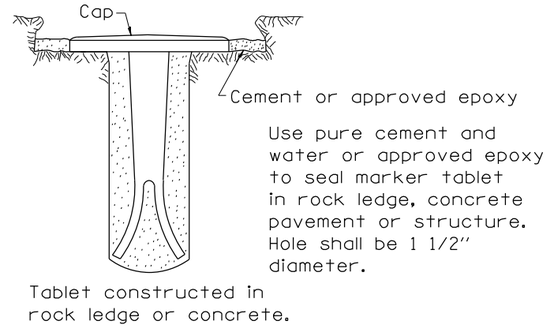
PLAN

SECTION

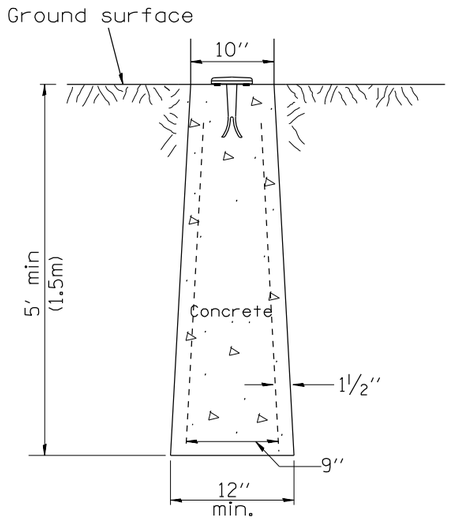
PERMANENT SURVEY MARKERS



BRASS TABLET



TYPE I



TYPE II
CAST-IN-PLACE MARKER

GENERAL NOTES

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

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

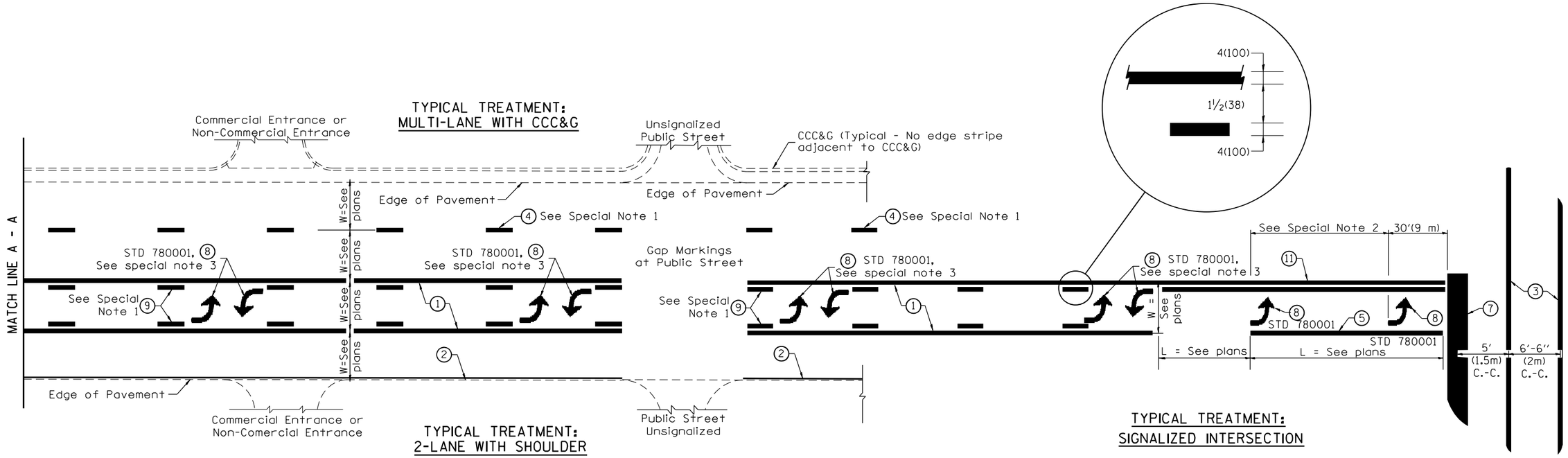
01-01-97	RENUM. D-3.01, NEW REVISION BOX, REVISED	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
	TITLE BOX, ADD DESIGNER NOTE		01-04-11	REVISED FOR CORRECTIONS	R.D.
07-07-98	ADD DESIGNER NOTE	J.A.	08-21-13	CHANGED MIN. DIAMETER	R.D.
05-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.	08-25-15	REVISED MATERIAL	R.D.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERMANENT SURVEY TIE &
PERMANENT SURVEY MARKERS TY.I – TY.II

NOT TO SCALE — CADD STD. 667101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	75
		CONTRACT NO. 68C58		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend.
Some elements may not apply to specific project.)

1. 4(100) Solid (Yellow)
2. 4(100) Solid (White)
3. 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
   2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
4. 6(150) Skip-Dash (White) — 10' (3.05m) / 30' (9.14m) / 10' (3.05m) (See Special Note 1)
5. 8(200) Solid (White)
6. 12(300) Diagonal (White) (Item 6 is shown on Std. 780001)
7. 24(600) Stop Bar (White)
8. Letters & Arrows — 33' (10m) (See Std. 780001 and Special Notes 2 & 3)
9. 4(100) Skip-Dash (Yellow) — 10' (3.05m) / 30' (9.14m) / 10' (3.05m) (See Special Note 1)
10. 12(300) Diagonal (Yellow) (See Table A) — 45°
11. 4(100) Double Solid (Yellow) — 11(280) C.-C. — See Table A

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
   A. A minimum of two (2) arrows is required.
   B. The maximum spacing between arrows is 80' (24 m).
   C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
   A. A minimum of two (2) arrow pairs is required.
   B. The maximum spacing between arrow pairs is 200' (61 m).
   C. Arrow pairs shall be evenly spaced if three (3) or more are required.
   D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

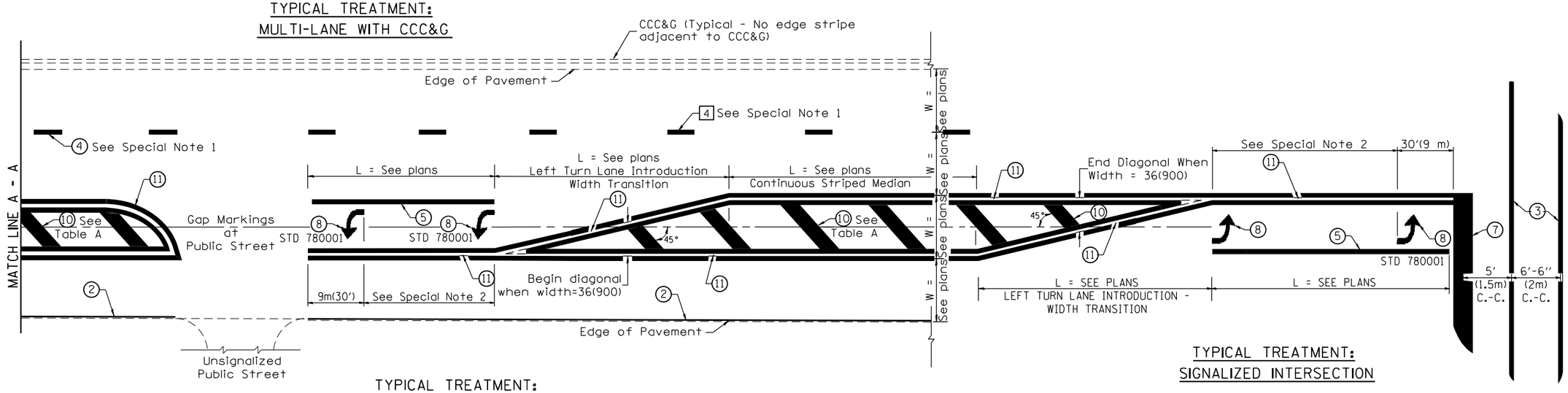
GENERAL NOTES

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

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

01-01-97	RENUM. F-8.03. NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.	2/29/16	ADDED GROOVING AREAS	R.D.		SHT. 1 OF 2
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.	07-16-19	SPELLING CORRECTIONS	R.D.		NOT TO SCALE CADD STD. 780001-D4
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.					

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	76
		CONTRACT NO. 68C58		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



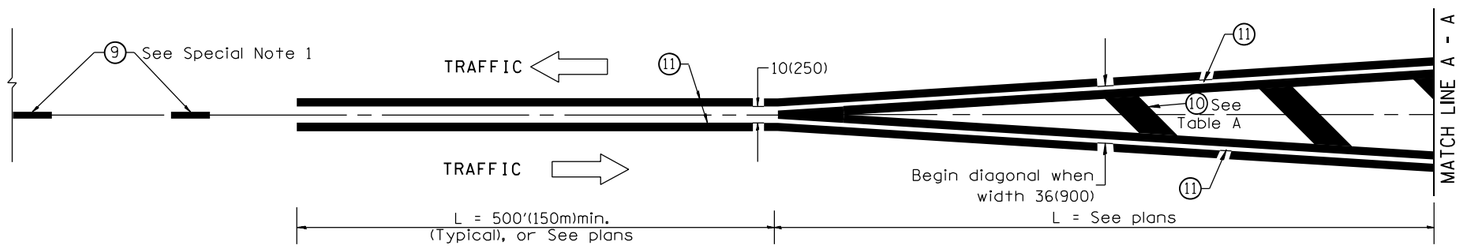
TYPICAL MEDIAN TRANSITIONS

FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A

RECOMMENDED SPACING BETWEEN DIAGONAL LINES

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



MEDIAN INTRODUCTION - WIDTH TRANSITIONS

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

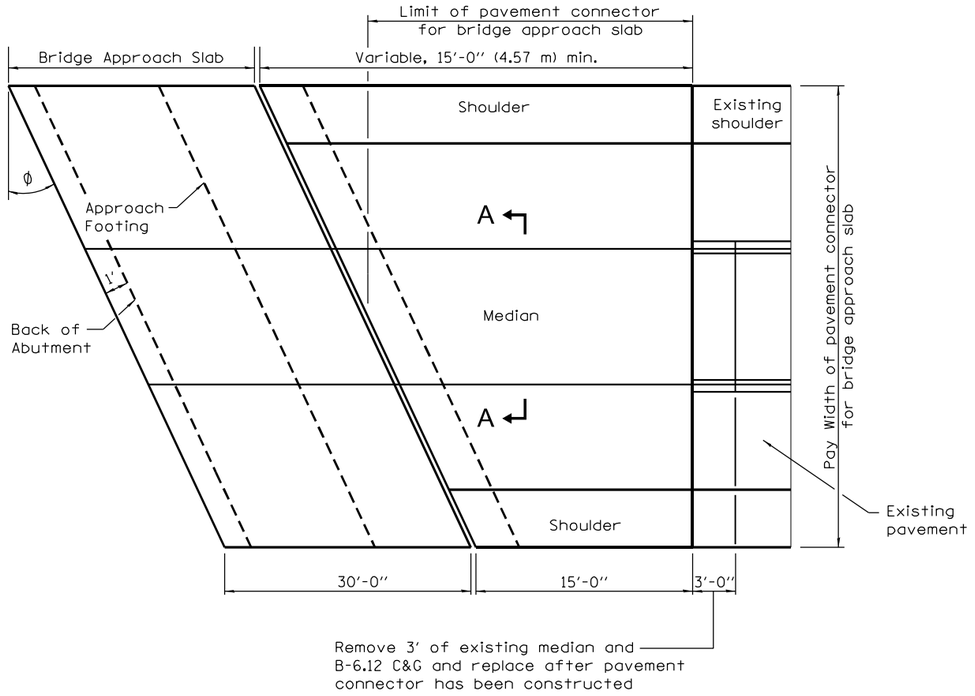
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

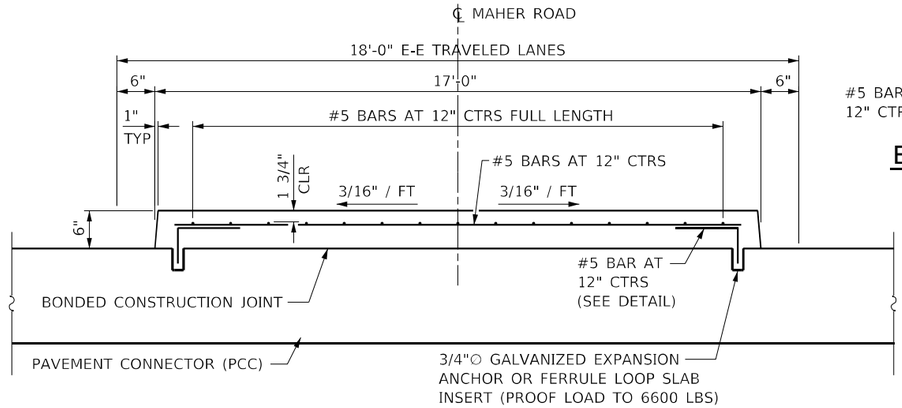
TYPICAL PAVEMENT MARKINGS

NOT TO SCALE

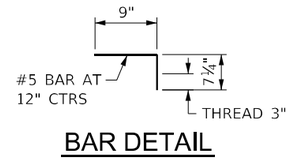
SHT. 2 OF 2
CADD STD. 780001-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	77
		CONTRACT NO. 68C58		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		





SECTION A-A



BAR DETAIL

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

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

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

USER NAME = Sta34	DESIGNED -	REVISED -
	DRAWN - SAE	REVISED -
PLOT SCALE = 4.0000 ' / in.	CHECKED - MJS	REVISED -
PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY MEDIAN DETAIL
MAHER ROAD OVER I-74

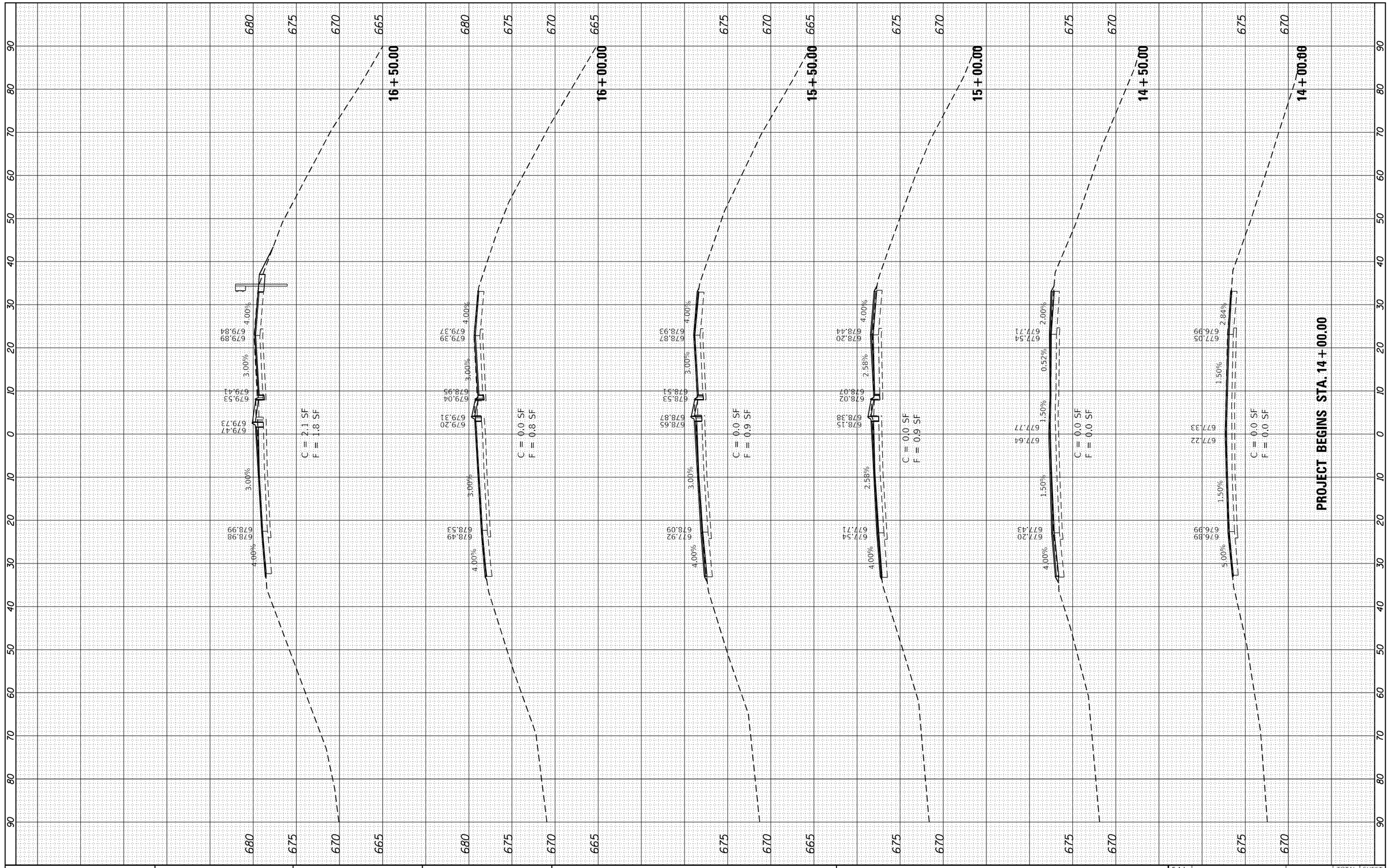
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB) BRR;	PEORIA	82	78
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

P:\Civil_2001_DIST\Maher Road Phase II PTB 138 611\047-1\CAD_Sheets\D-168C58-Hdetails.dgn

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

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



FILE NAME = P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 611104\7-14\CAD_Sheets\D468C58-sht-xssht.dgn	USER NAME = Sta34	DESIGNED -	REVISED -
		DRAWN - SAE	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - MJS	REVISED -
Default	PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

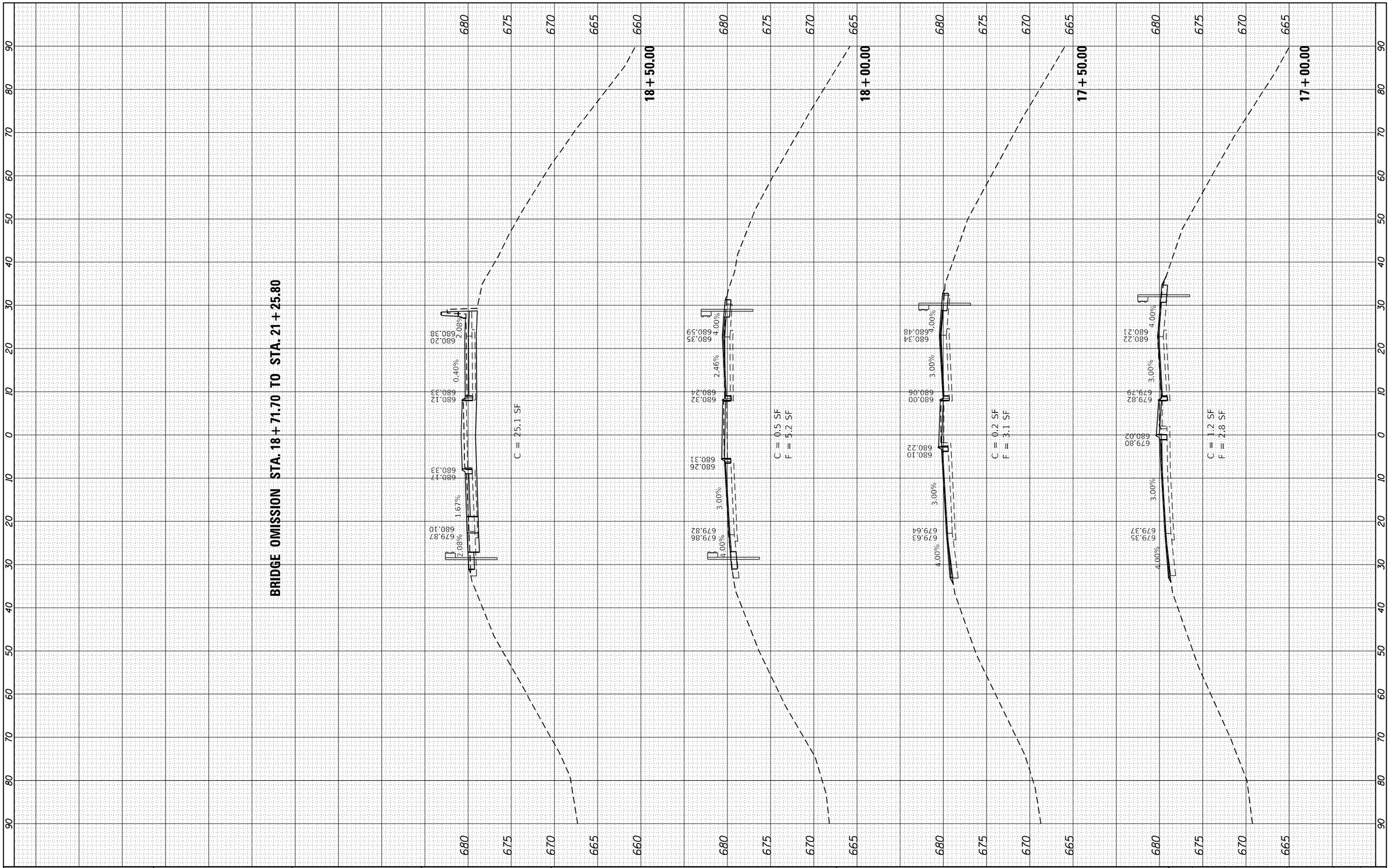
MAHER ROAD
CROSS SECTIONS

SCALE: 20.0000 ' / in. SHEET OF SHEETS STA. 14+00.00 TO STA. 16+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	79
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

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

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



FILE NAME =	USER NAME = Sta34	DESIGNED -	REVISED -
P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 611104[illegible]-14\CAD_Sheets\D468C58-sht-xssht.dgn		DRAWN - SAE	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - MJS	REVISED -
Default	PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

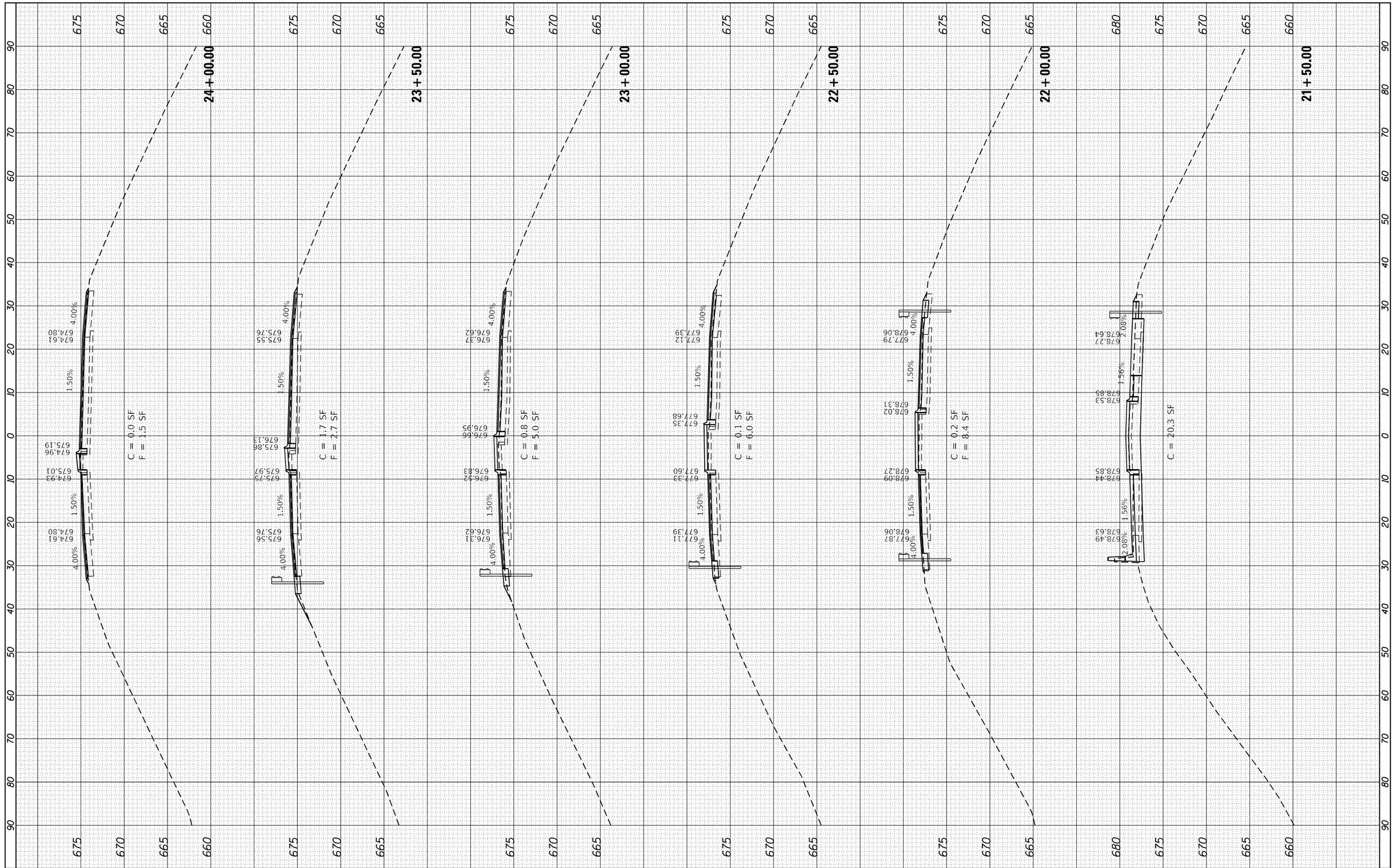
MAHER ROAD
CROSS SECTIONS

SCALE: 20.0000 ' / in. SHEET OF SHEETS STA. 17+00.00 TO STA. 18+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	80
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

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

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



FILE NAME =	USER NAME = Sta34	DESIGNED -	REVISED -
P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 611104\7-14\CAD_Sheets\D468C58-sht-xssht.dgn		DRAWN - SAE	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - MJS	REVISED -
Default	PLOT DATE = 2/19/2021	DATE - FEBRUARY 23, 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

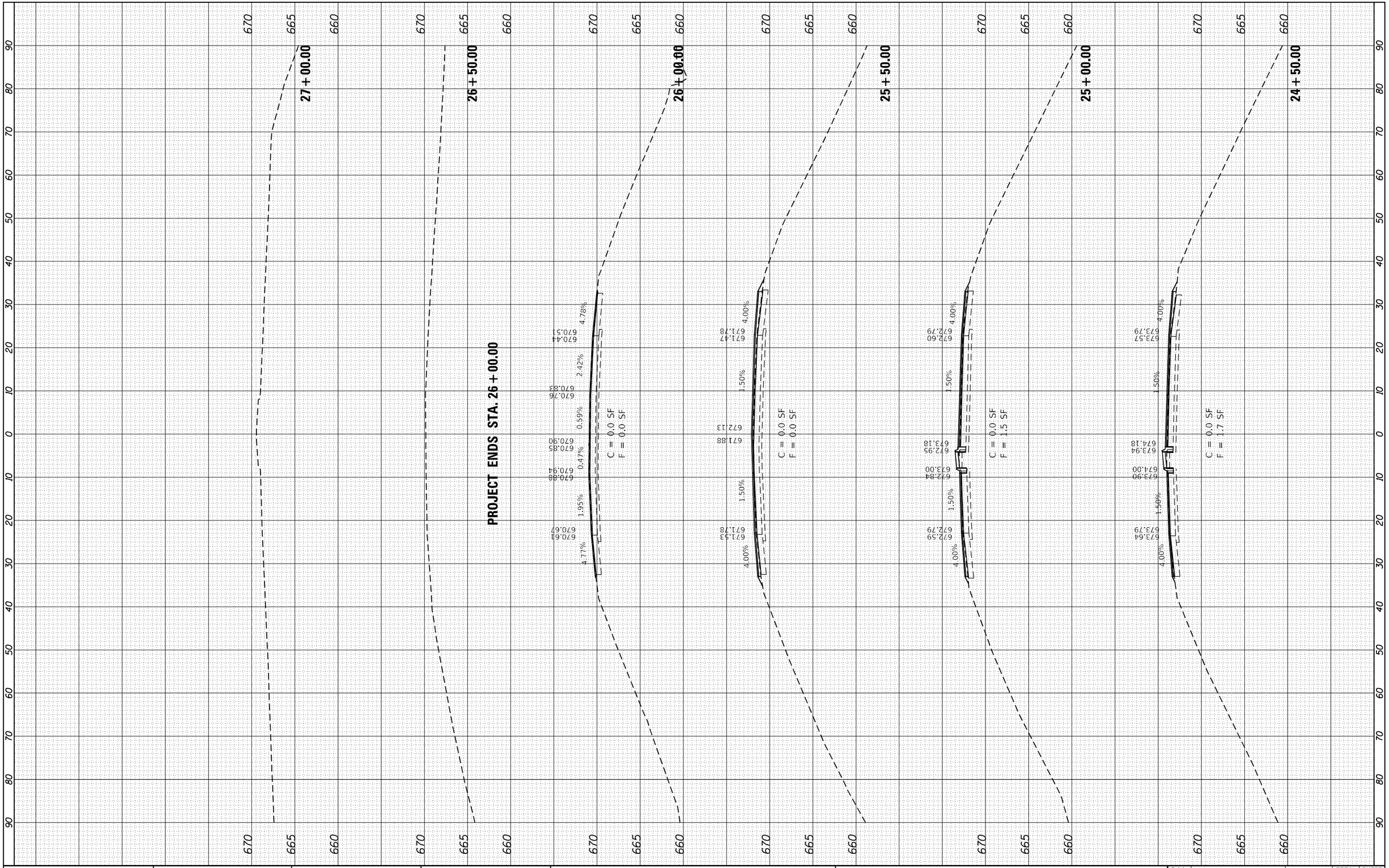
MAHER ROAD
CROSS SECTIONS

SCALE: 20.0000 ' / in. SHEET OF SHEETS STA. 21+50.00 TO STA. 24+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	81
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		

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

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



FILE NAME = P:\Civil_IDOT_DIST4\Maher Road Phase II PTB 158 611104\7-14\CAD_Sheets\D468C58-sht-xssht.dgn	USER NAME = Sta34	DESIGNED -		REVISED -	
		DRAWN -	SAE	REVISED -	
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	MJS	REVISED -	
Default	PLOT DATE = 2/19/2021	DATE -	FEBRUARY 23, 2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAHER ROAD
CROSS SECTIONS

SCALE: 1"=SCALE | SHEET OF SHEETS | STA. 24+50.00 TO STA. 27+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-4HB)BR	PEORIA	82	82
		CONTRACT NO. 68C58		
	ILLINOIS	FED. AID PROJECT		