

COMMITMENTS

Commitments are not to be altered without the written approval of all parties to which the commitment was made.
No commitments have been made on this project.

ENVIRONMENTAL REVIEWS

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

The required environmental resource documentation shall include the following:

- * BDE Form 2289 (Borrow Site Review)
- * BDE Form 2290 (Waste/Use Area Review)
- * A location map showing the size limits and location of the use area
- * Color photographs depicting the use area
- * Borrow Area Entry Agreement form - D4 PI0101

Prior to any waste materials being removed from the construction site the required environmental resource surveys shall be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

Please note that a minimum of four weeks shall be allowed for the District to obtain the required waste site environmental clearances and six weeks for the required borrow site environmental clearances.

MODEL: General Notes (Sheet)
FILE NAME: c:\p\work\pwr\doc\covarrubias\1015889\0468\05-est-GenNotes.dgn

USER NAME = Gerardo.Covarrubias PLOT DATE = 10/16/2025	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="font-size: small;">F.A.U RTE.</th> <th style="font-size: small;">SECTION</th> <th style="font-size: small;">COUNTY</th> <th style="font-size: small;">TOTAL SHEETS</th> <th style="font-size: small;">SHEET NO.</th> </tr> <tr> <td style="font-size: x-small;">6558</td> <td style="font-size: x-small;">[(Z-D-SB)BR]BJR,BP</td> <td style="font-size: x-small;">PEORIA</td> <td style="font-size: x-small;">22</td> <td style="font-size: x-small;">2</td> </tr> <tr> <td colspan="5" style="text-align: center; font-size: x-small;">CONTRACT NO. 68J51</td> </tr> <tr> <td colspan="5" style="text-align: center; font-size: x-small;">ILLINOIS FED. AID PROJECT</td> </tr> </table>	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	6558	[(Z-D-SB)BR]BJR,BP	PEORIA	22	2	CONTRACT NO. 68J51					ILLINOIS FED. AID PROJECT				
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.																					
6558	[(Z-D-SB)BR]BJR,BP	PEORIA	22	2																					
CONTRACT NO. 68J51																									
ILLINOIS FED. AID PROJECT																									
			SCALE:	SHEET 1 OF 1 SHEETS	STA. TO STA.																				

MODEL: Typical Sections (Sheet) - 1
 FILE NAME: c:\p\work\p101covarubias\1015889\1015889-1-sh-SQG.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE	CONST.CODE BRIDGE
					072-0169 0047 URBAN
21400100	GRADING AND SHAPING DITCHES	FOOT	40		40
28100125	STONE RIPRAP, CLASS B3	SQ YD	172		172
28200200	FILTER FABRIC	SQ YD	72		72
44000300	CURB REMOVAL	FOOT	17		17
50102400	CONCRETE REMOVAL	CU YD	14.2		14.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	14.4		14.4
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,540		1,540
50800515	BAR SPLICERS	EACH	24		24
52000110	PREFORMED JOINT STRIP SEAL	FOOT	88		88
60260100	INLETS TO BE ADJUSTED	EACH	1		1
60600605	CONCRETE CURB, TYPE B	FOOT	17		17
67100100	MOBILIZATION	LSUM	1		1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1		1

USER NAME = Gerardo,Covarubias	DESIGNED -	REVISED -
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PLOT DATE = 12/3/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U RTE. 6558	SECTION ((Z-D-SB)BR)BJR, BP	COUNTY PEORIA	TOTAL SHEETS 22	SHEET NO. 3
CONTRACT NO. 68J51				
ILLINOIS FED. AID PROJECT				

80% FED
20% STATE

CONST.CODE
BRIDGE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	072-0169
				0047 URBAN
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	2,277	2,277
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ.FT	2,279	2,279
70307125	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	FOOT	3,192	3,192
70400100	TEMPORARY CONCRETE BARRIER	FOOT	650	650
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	625	625
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	800	800
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	800	800
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	800	800
* 78011035	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	800	800
X0324966	CONCRETE HEALER SEALER	SQ.YD	1,265	1,265

*= SPECIALTY ITEM

MODEL: Typical Sections (Sheet) - 2
FILE NAME: c:\p\work\project\covarrubias\1015889\1015889-1-1-SOC.dgn

USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -
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PLOT DATE = 12/3/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6558	[(Z-D-SB)BR]BJR, BP	PEORIA	22	4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68J51	

SCHEDULE										
LOCATION				STONE RIPRAP, CLASS B3	FILTER FABRIC	CURB REMOVAL	CONCRETE CURB, TYPE B	GRADING AND SHAPING DITCHES	INLETS TO BE ADJUSTED	
IL 8				28100125	28200200	44000300	60600605	21400100	60260100	
				SQ YD	SQ YD	FOOT	FOOT	FOOT	EACH	
STA	388+01	TO	388+21	RT	100					
STA	388+30	TO	388+35	RT			5	5		
STA	390+97	TO	391+04	RT			6.5	6.5		
STA	392+05	TO	392+70	LT	72.2	72.2				
STA	392+76	TO	392+81	LT			5	5		
STA	401+00			RT					1	
STA	400+85	TO	401+25	RT				40		
TOTALS					172	72	17	17	40	1

TEMPORARY IMPACT ATTENUATOR SCHEDULE					
LOCATION			IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	
STATION	OFFSET (FT)	LT/RT	70600250	70600350	
STAGE 1			EACH	EACH	
392+74	4.33	RT	1		
399+24	4.33	RT	1		
STAGE 2					
392+86	4.29	LT		1	
399+11	4.29	LT		1	
TOTAL			2	2	

SHORT TERM PAVEMENT MARKING							
LOCATION				PAVEMENT MARKING BLACKOUT TAPE, 5"	TEMPORARY PAVEMENT MARKING - LINE 5" - TYPE IV TAPE	SHORT TERM PAVEMENT MARKING REMOVAL	
				70107005	70307125	70300150	
STAGE 1				SOLID	DOUBLE	SOLID	SOLID
BLACKOUT TAPE							
STA.	TO	STA.	SIDE	FOOT	FOOT	FOOT	SQ FT
390+98	TO	393+28	CENTER		460		192
392+63	TO	399+33	LT	670			279
398+68	TO	401+06	CENTER		476		198
TEMPORARY PAVEMENT MARKING							
391+08	TO	400+46	RT/LT			939	391
392+63	TO	399+32	LT			669	279
STAGE 2							
BLACKOUT TAPE							
392+63	TO	399+34	RT	671			279
TEMPORARY PAVEMENT MARKING							
391+64	TO	400+78	RT/LT			914	381
392+63	TO	399+34	RT			671	279
TOTALS				2277		3192	2279

PAVEMENT MAKING							
LOCATION				MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	GROOVING FOR RECESSED PAVEMENT MARKING 5"	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	GROOVING FOR RECESSED PAVEMENT MARKING 7"
				78009004	78011025	78009006	78011035
				DOUBLE YELLOW	FT	WHITE	FT
IL 8				FT		FT	
STA	393+80	TO	397+80	LT		400	400
STA	394+00	TO	398+00	RT		400	400
STA	39400	TO	39800	CENTER	800	800	
TOTALS				800	800	800	800

MOBILIZATION	
67100100	
LOCATION	L SUM
JOBSITE	1
TOTALS	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	
70100405	
LOCATION	EACH
JOBSITE	1
TOTALS	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	
70100450	
LOCATION	L SUM
JOBSITE	1
TOTALS	1

TEMPORARY BRIDGE TRAFFIC SIGNALS	
70106500	
LOCATION	EACH
JOBSITE	1
TOTALS	1

TEMPORARY CONCRETE BARRIER SCHEDULE					
LOCATION				TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
				70400100	70400200
STA.	TO	STA.	LT/RT	FOOT	FOOT
STAGE 1					
392+74	TO	399+24	LT/RT	650	
STAGE 2					
392+86	TO	399+11	LT/RT		625
TOTAL				650	625

CONSTRUCTION LAYOUT	
Z0013798	
LOCATION	EACH
JOBSITE	1
TOTALS	1

TEMPORARY RUMBLE STRIPS	
70106700	
LOCATION	EACH
JOB SITE	6
TOTALS	6

RAILROAD PROTECTIVE LIABILITY INSURANCE	
Z0048665	
LOCATION	L SUM
JOB SITE	1
TOTALS	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	[(Z-D-SB)BR]BJR, BP	PEORIA	22	6
CONTRACT NO. 68J51				
ILLINOIS FED. AID PROJECT				

MODEL: Schedule (Sheet) - 1
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/3/2025	DATE -	REVISED -

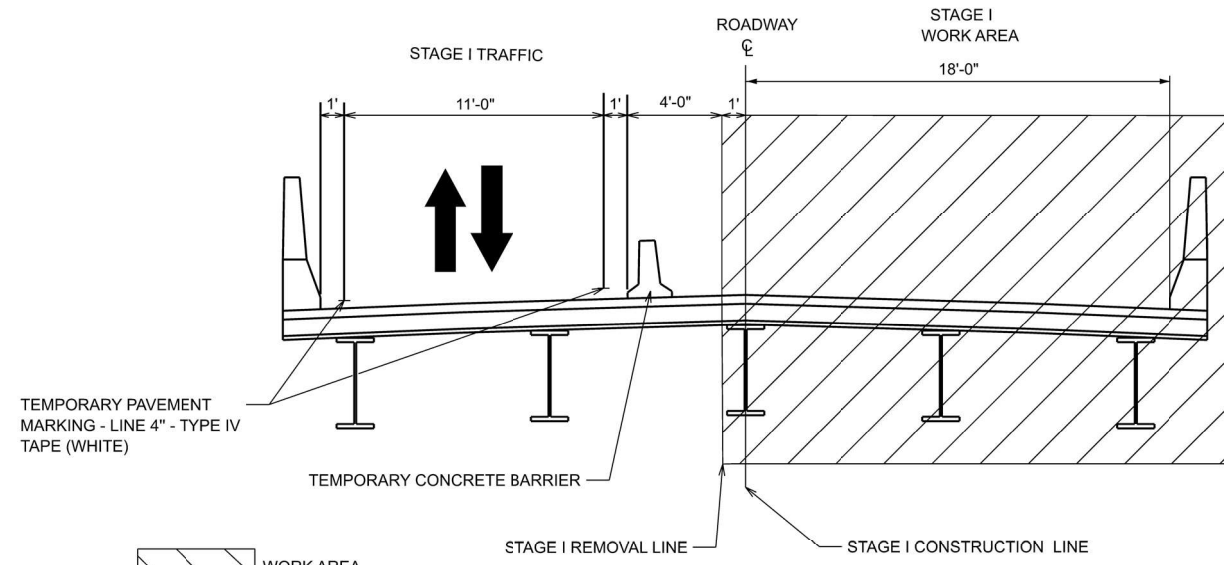
NOTES : TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321 AND THESE DETAILS.

OFFSETS PROVIDED FOR THE TEMPORARY CONCRETRE BARRIERS ARE MEASURED TO THE CENTERLINE OF THE BARRIER.

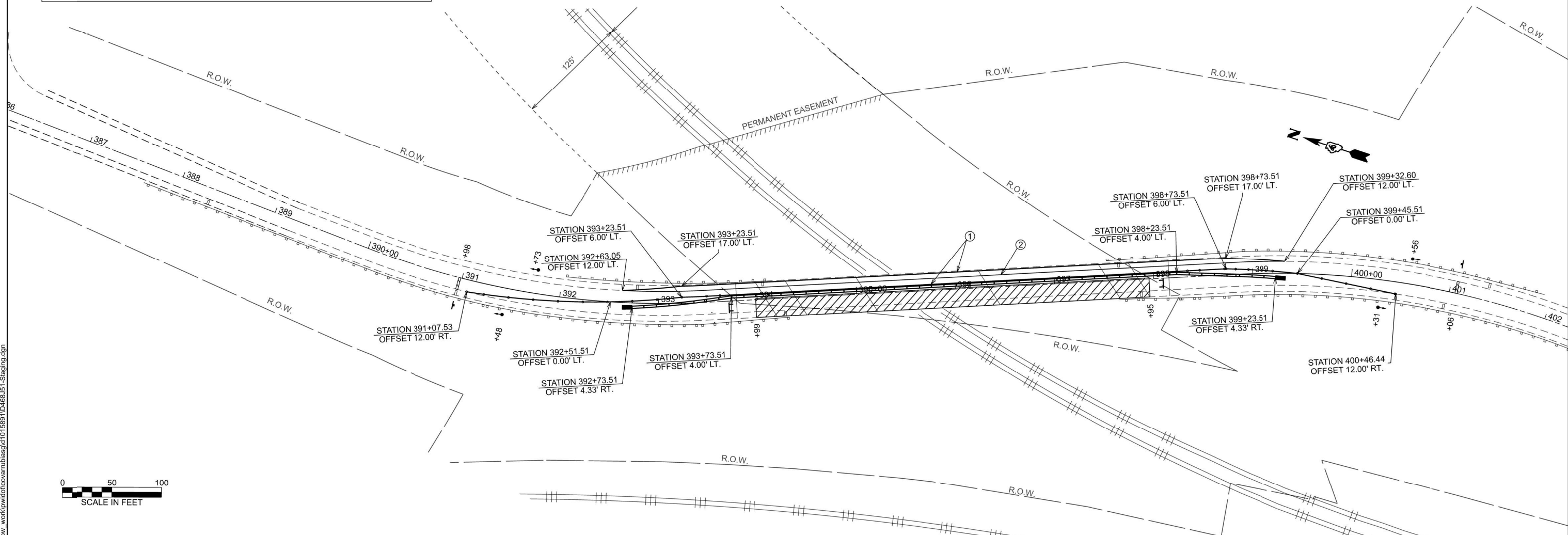
TEMPORARY RUMBLE STRIPS SHALL BE USED AT LOCATIONS DETERMINED BY THE ENGINEER.

- LEGEND**
- ① TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (WHITE)
 - ② PAVEMENT MARKING BLACKOUT TAPE, 5"

- SYMBOLS**
- WORK AREA
 - TRAFFIC SIGNAL
 - TRAFFIC CONTROL DRUM
 - IMPACT ATTENUATOR
 - TYPE III BARRICADES WITH FLASHING LIGHTS
 - TEMPORARY CONCRETE BARRIER
 - STOP BAR



**TYPICAL SECTION
STAGE I**



MODEL: Staging (sheet)
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USER NAME = Gerardo.Covarrubias	DESIGNED -	REVISED -
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PLOT DATE = 12/4/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I DETAILS
SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 389+00.00 TO STA. 409+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	((Z-D-SB)BR)BJR, BP	PEORIA	22	7
CONTRACT NO. 68J51				
ILLINOIS FED. AID PROJECT				

NOTES : TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321 AND THESE DETAILS.

OFFSETS PROVIDED FOR THE TEMPORARY CONCRETRE BARRIERS ARE MEASURED TO THE CENTERLINE OF THE BARRIER.

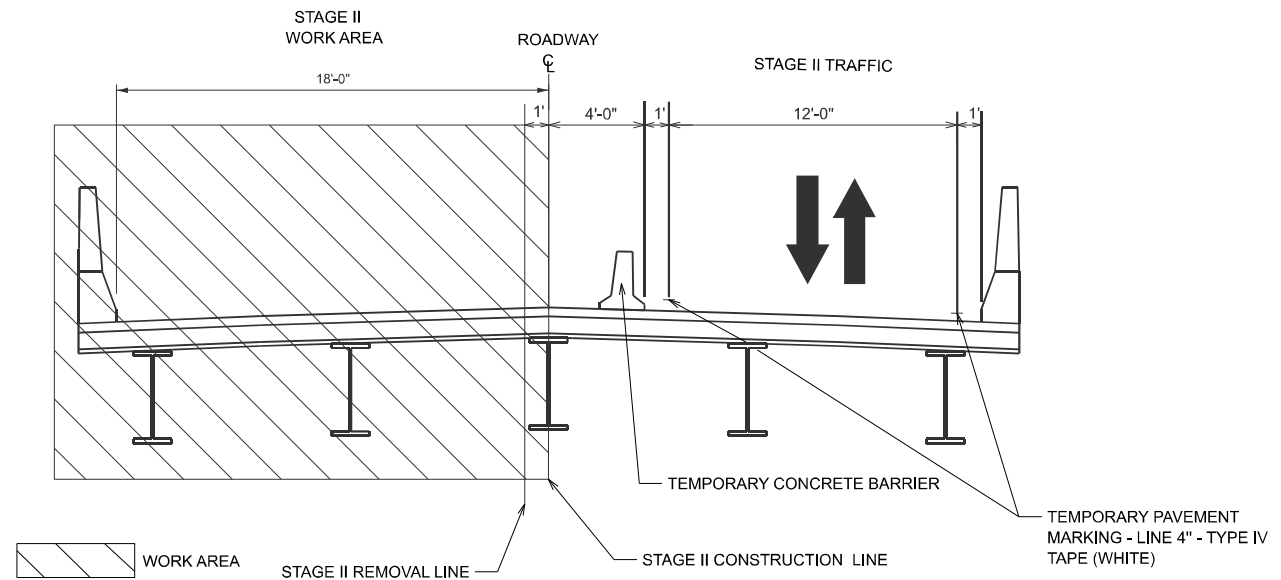
TEMPORARY RUMBLE STRIPS SHALL BE USED AT LOCATIONS DETERMINED BY THE ENGINEER.

LEGEND

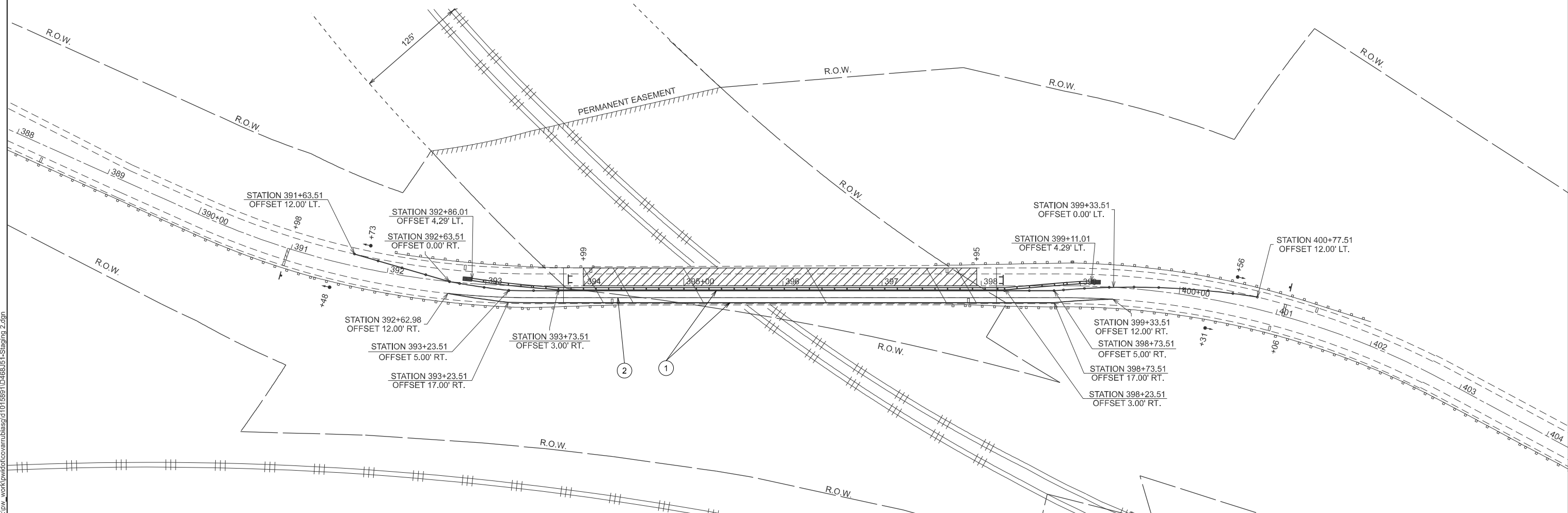
- ① TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (WHITE)
- ② PAVEMENT MARKING BLACKOUT TAPE, 5"

SYMBOLS

- WORK AREA
- TYPE III BARRICADES WITH FLASHING LIGHTS
- TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- TRAFFIC CONTROL DRUM
- STOP BAR
- IMPACT ATTENUATOR



**TYPICAL SECTION
STAGE II**



MODEL - Staging II (Sheet)
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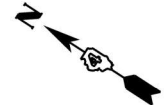
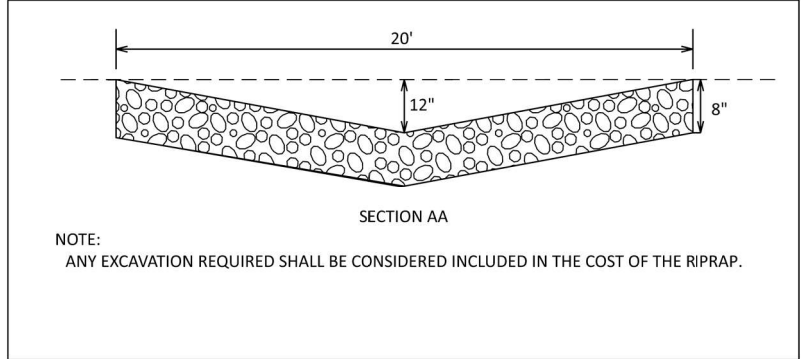
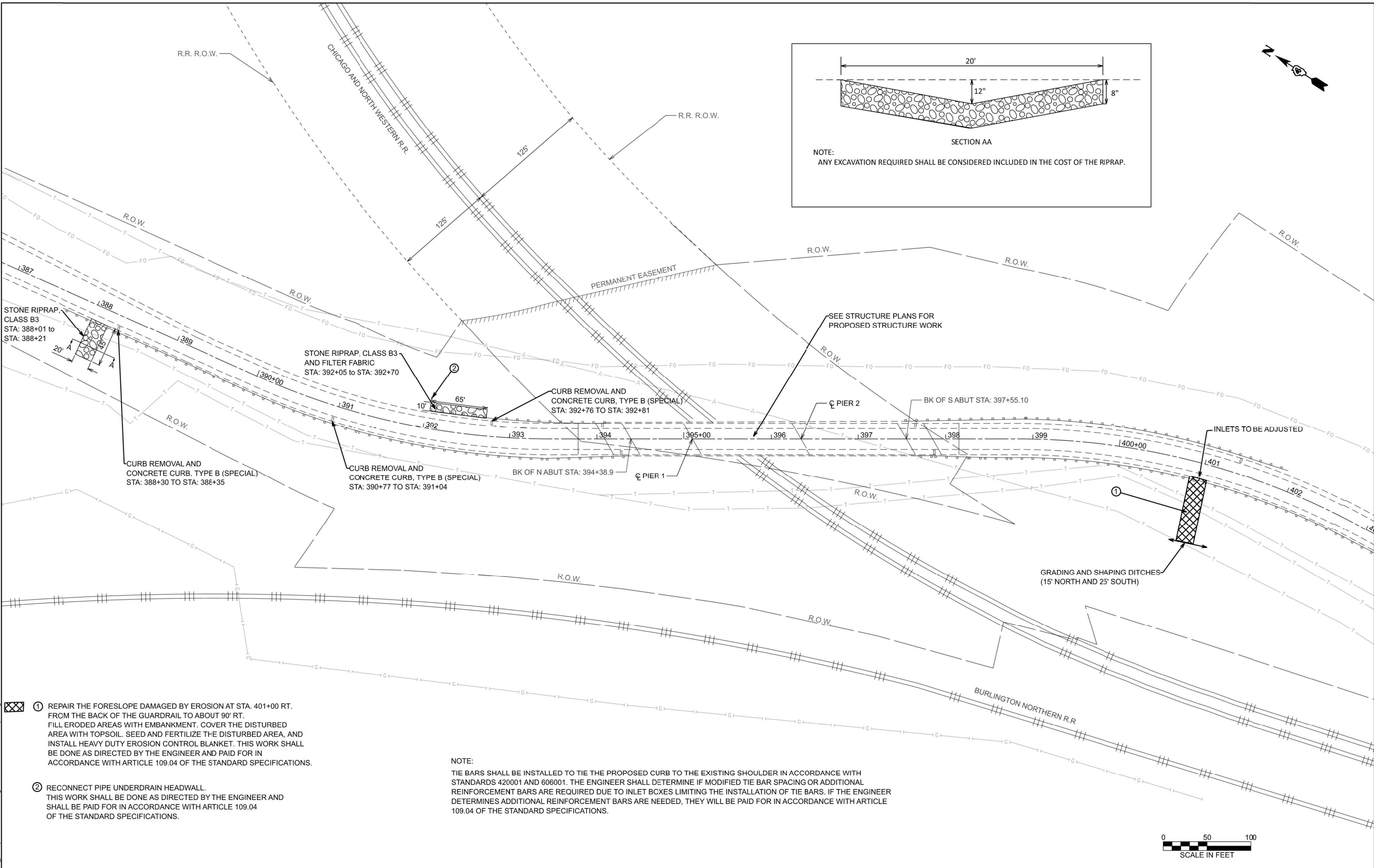
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/1/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II DETAILS

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 389+00.00 TO STA. 409+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	[(Z-D-SB)BR]BJR, BP	PEORIA	22	8
CONTRACT NO. 68J51				
ILLINOIS FED. AID PROJECT				



STONE RIPRAP, CLASS B3
STA: 388+01 to STA: 388+21

STONE RIPRAP, CLASS B3 AND FILTER FABRIC
STA: 392+05 to STA: 392+70

CURB REMOVAL AND CONCRETE CURB, TYPE B (SPECIAL)
STA: 392+76 TO STA: 392+81

CURB REMOVAL AND CONCRETE CURB, TYPE B (SPECIAL)
STA: 388+30 TO STA: 388+35

CURB REMOVAL AND CONCRETE CURB, TYPE B (SPECIAL)
STA: 390+77 TO STA: 391+04

BK OF N ABUT STA: 394+38.9

BK OF S ABUT STA: 397+55.10

GRADING AND SHAPING DITCHES (15' NORTH AND 25' SOUTH)

INLETS TO BE ADJUSTED

- ① REPAIR THE FORESLOPE DAMAGED BY EROSION AT STA. 401+00 RT. FROM THE BACK OF THE GUARDRAIL TO ABOUT 90' RT. FILL ERODED AREAS WITH EMBANKMENT. COVER THE DISTURBED AREA WITH TOPSOIL. SEED AND FERTILIZE THE DISTURBED AREA, AND INSTALL HEAVY DUTY EROSION CONTROL BLANKET. THIS WORK SHALL BE DONE AS DIRECTED BY THE ENGINEER AND PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- ② RECONNECT PIPE UNDERDRAIN HEADWALL. THIS WORK SHALL BE DONE AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

NOTE:
TIE BARS SHALL BE INSTALLED TO TIE THE PROPOSED CURB TO THE EXISTING SHOULDER IN ACCORDANCE WITH STANDARDS 420001 AND 606001. THE ENGINEER SHALL DETERMINE IF MODIFIED TIE BAR SPACING OR ADDITIONAL REINFORCEMENT BARS ARE REQUIRED DUE TO INLET BOXES LIMITING THE INSTALLATION OF TIE BARS. IF THE ENGINEER DETERMINES ADDITIONAL REINFORCEMENT BARS ARE NEEDED, THEY WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.



MODEL: Plan Sheet (Sheet)
FILE NAME: c:\pwwork\covarubias\1015889\0468\051-sh1-plan.dgn

USER NAME = Gerardo.Covarubias	DESIGNED -	REVISED -
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PLOT DATE = 12/4/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED PLAN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6558	[(Z-D-SB)BR]BJR, BP	PEORIA	22	9
CONTRACT NO. 68J51				
ILLINOIS FED. AID PROJECT				

Existing Structure: S.N. 072-0169 was originally constructed 1998 as F.A.U. 6658, Section (Z-D-SB)BR at Sta. 395+69.30, consisting of a 3-span plate girder superstructure on pile supported multi-column concrete piers and pile supported stub abutments. The existing structure is 316'-2 3/8" back to back of abutments. The concrete deck is 36'-0" face to face of parapets. The overall bridge width is 39'-2" out to out of deck.

Joint replacement and other work to be completed under stage construction.

SCOPE OF WORK

1. Remove and replace expansion joints at abutments.
2. Apply Concrete Healer Sealer to the bridge deck surface.
3. Apply Protective Coat (Special) and Surface Filler (Special) to the parapets.
4. Paint the bridge.
5. Fill voids under slopewall with slurry.

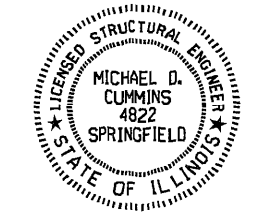
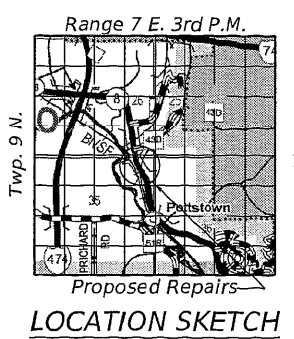
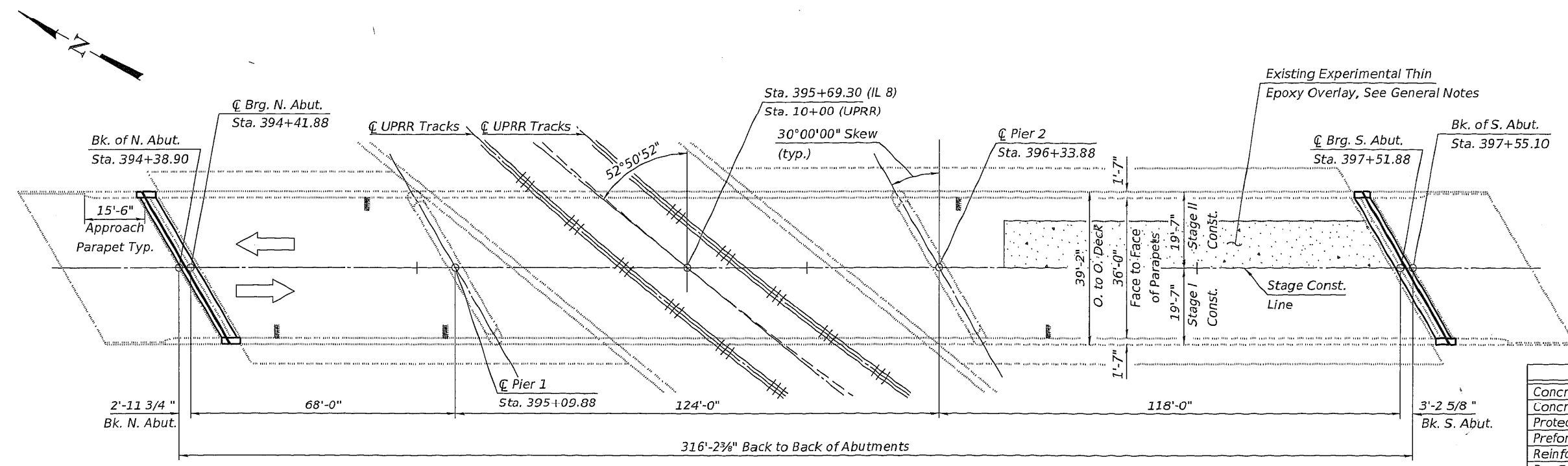
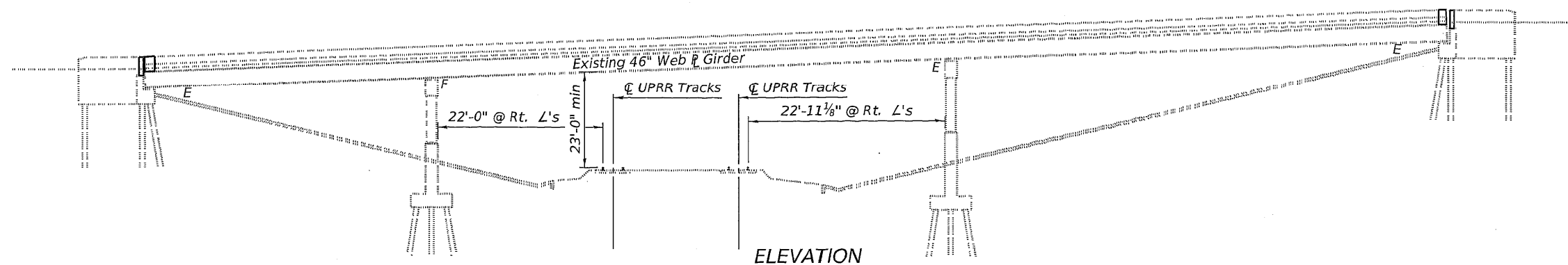
INDEX OF SHEETS

1. General Plan & Elevation
2. Stage Construction Details
- 3-4. Joint Replacement
5. Joint Replacement Details
6. Preformed Joint Strip Seal
7. Bar Splicer Assembly and Mechanical Splicer Details
- 8.-11. Existing Structure Plans

DESIGN STRESSES

FIELD UNITS (New Construction)
 $f_c = 4,000$ psi (Superstructure)
 $f_y = 60,000$ psi (Reinforcement)

FIELD UNITS (Existing Construction)
 $f_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)
 $f_y = 36,000$ psi (M270 Grade 36)



Michael D. Cummins (1-15-26)
 (Expires 11/30/26)

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	14.2
Concrete Superstructure	Cu. Yd.	14.4
Protective Coat (Special)	Sq. Yd.	513
Preformed Joint Strip Seal	Foot	88
Reinforcement Bars, Epoxy Coated	Pound	1540
Bar Splicers	Each	24
Concrete Healer Sealer	Sq. Yd.	1265
Surface Filler (Special)	Gallon	0.6
Cleaning And Painting Steel Bridge No. 1	L. Sum	1
Containment And Disposal of Non-Lead Paint Cleaning Residues No. 1	L. Sum	1
Slopewall Slurry Pumping	Cu. Yd.	10

GENERAL NOTES

No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding ¼ in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Plan dimensions and details relative to the existing structure have been taken from 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.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel in Span 1 and Span 3 shall be cleaned per Near White Blast Cleaning-SSPC- SP10. All beams and other structural steel in Span 2 may be cleaned in accordance with either SSPC-SP10 or SSPC-SP15.

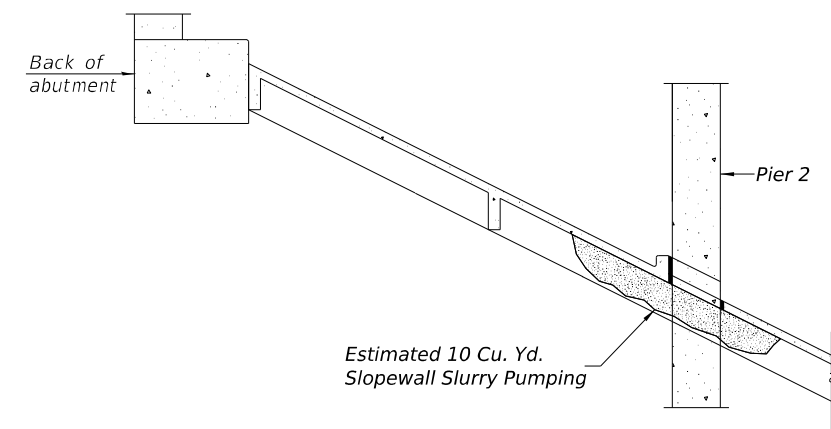
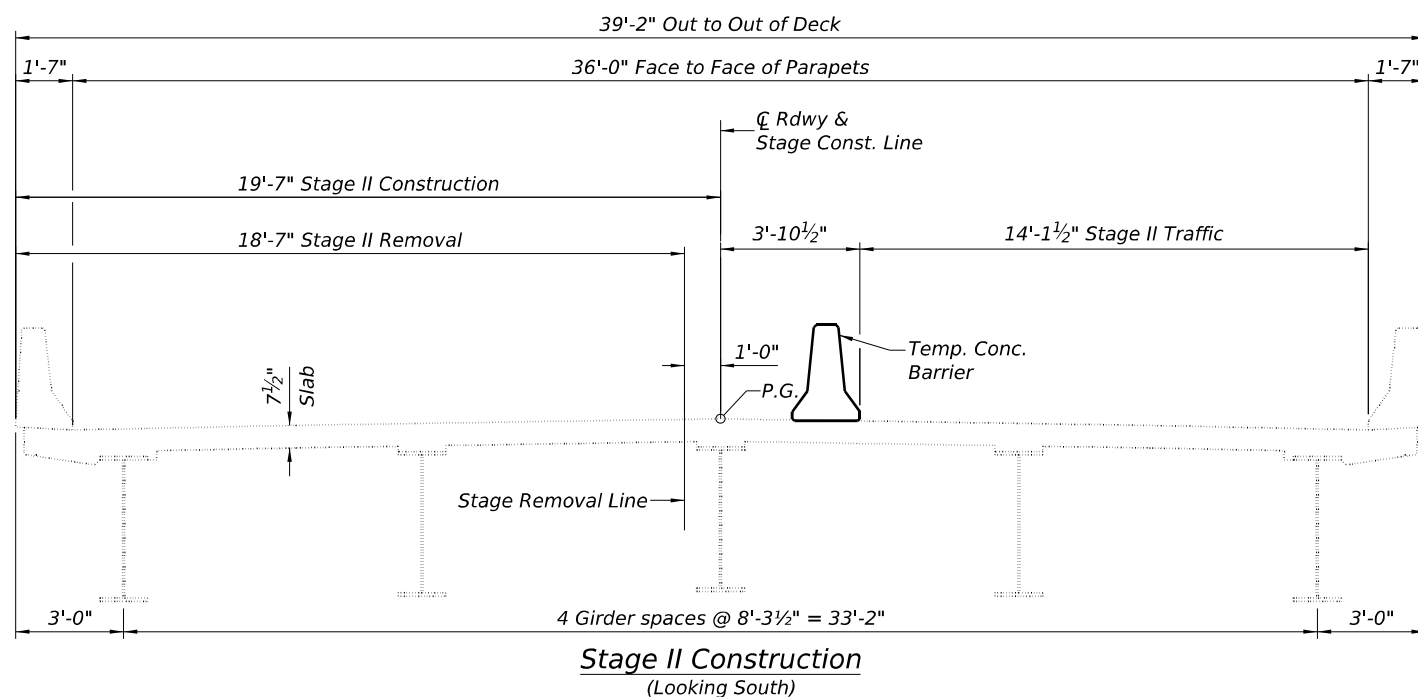
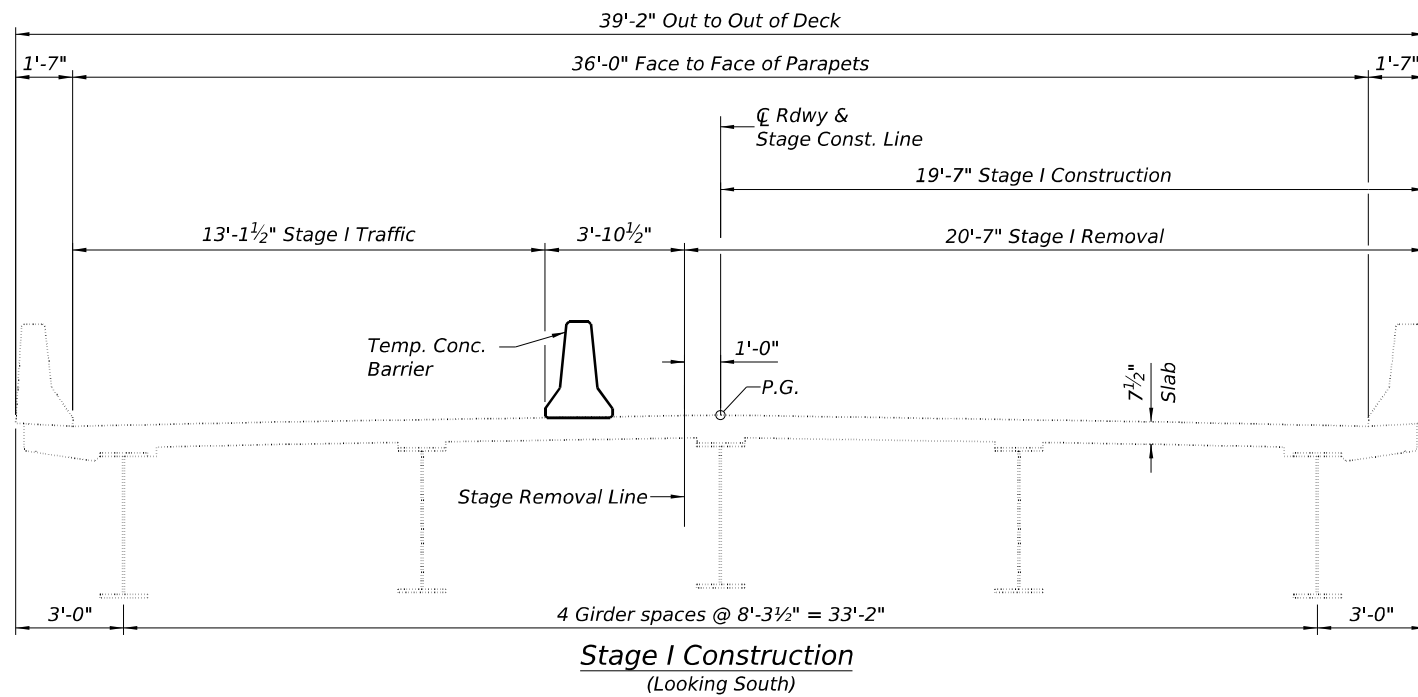
The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of Organic Zinc-Rich Primer/Epoxy Intermediate Coat/Urethane Topcoat (OZ/E/U) System. The color of the final finish coat for all steel surfaces shall be Gray, Munsell No 5B 7/1.

Containment of cleaning residue is required to control nuisance dust. See special provisions. The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.

The Contractor shall use caution so as not to remove the Experimental Thin Epoxy Overlay in the westbound lane as part of the surface preparation process described in the special provision for Concrete Healer Sealer.

Area of Slopewall Slurry Pumping is approximate. Actual locations and limits will be determined by the Engineer in the field.

All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted. The protective coat special shall be applied to the top and inside faces of all parapets.



**SECTION THRU
CONCRETE SLOPEWALL
AT PIER 2**



JOB = 2669.6	DESIGNED - EFB	REVISED -
FILE = 072-0169-68J51-002-Staging.dgn	CHECKED - AAN	REVISED -
DATE = 1/15/2026	DRAWN - EFB	REVISED -
	CHECKED - MDC	REVISED -

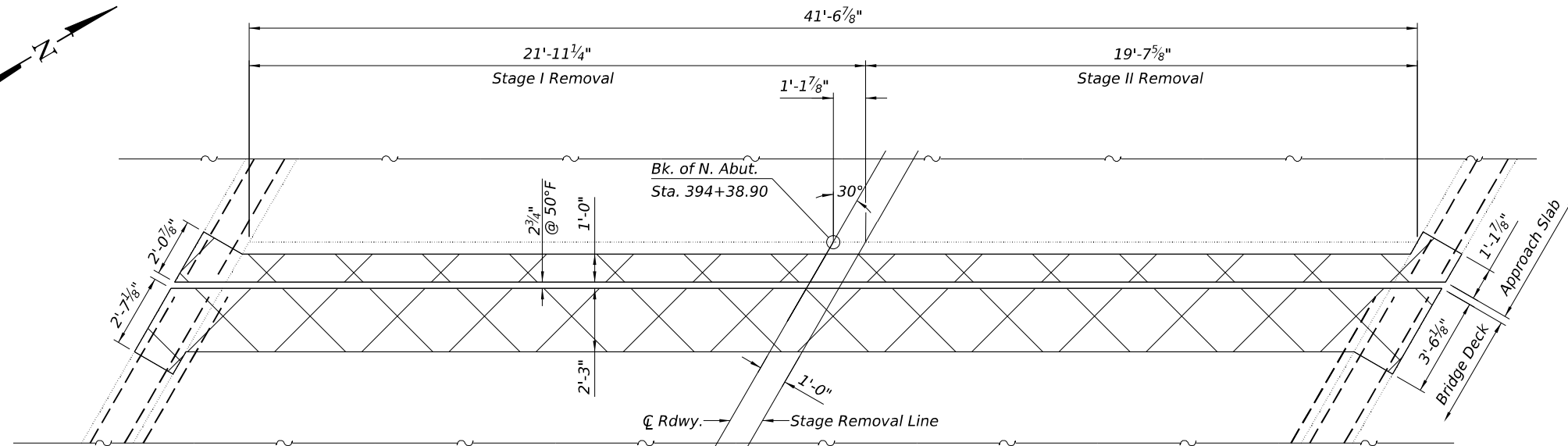
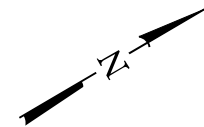
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 072-0169**

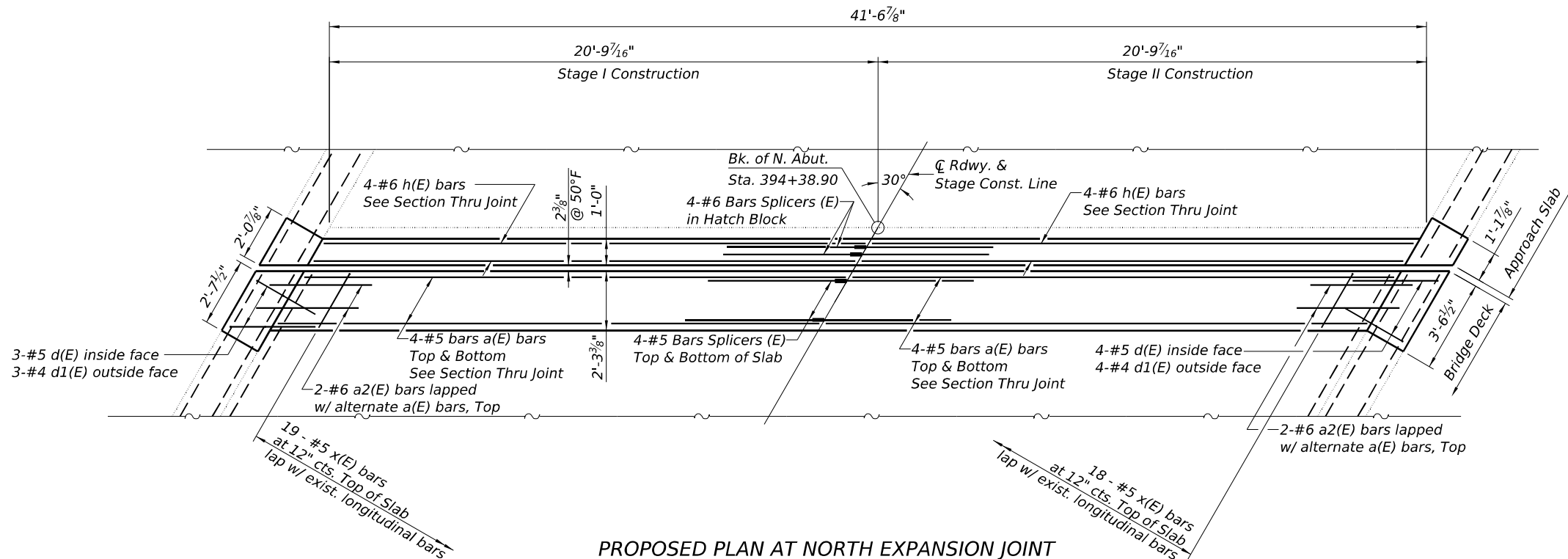
SHEET NO. 2 OF 13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	[(Z-D-SB)BR]BDR,BJR,BP	PEORIA	22	II
CONTRACT NO. 68J51				

ILLINOIS FED. AID PROJECT



EXISTING PLAN AT NORTH EXPANSION JOINT



PROPOSED PLAN AT NORTH EXPANSION JOINT

Notes:
 Dimensions are based on a Rolled Rail Strip Seal Joint.
 If the Contractor elects to use the Welded Rail Strip Seal Joint, Deck Dimensions may require adjustments to satisfy the details on sheet 6 of 13.
 Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.
 See Sheet 5 of 13 for Section Thru Joint, Reinforcement Details, and Bill of Material.



JOB = 2669.6	DESIGNED - EFB	REVISED -
FILE = 072-069-68J51-003-005-Joint Replacement.dwg	DESIGNED - AAN	REVISED -
DATE = 1/15/2026	DRAWN - EFB	REVISED -
	CHECKED - MDC	REVISED -

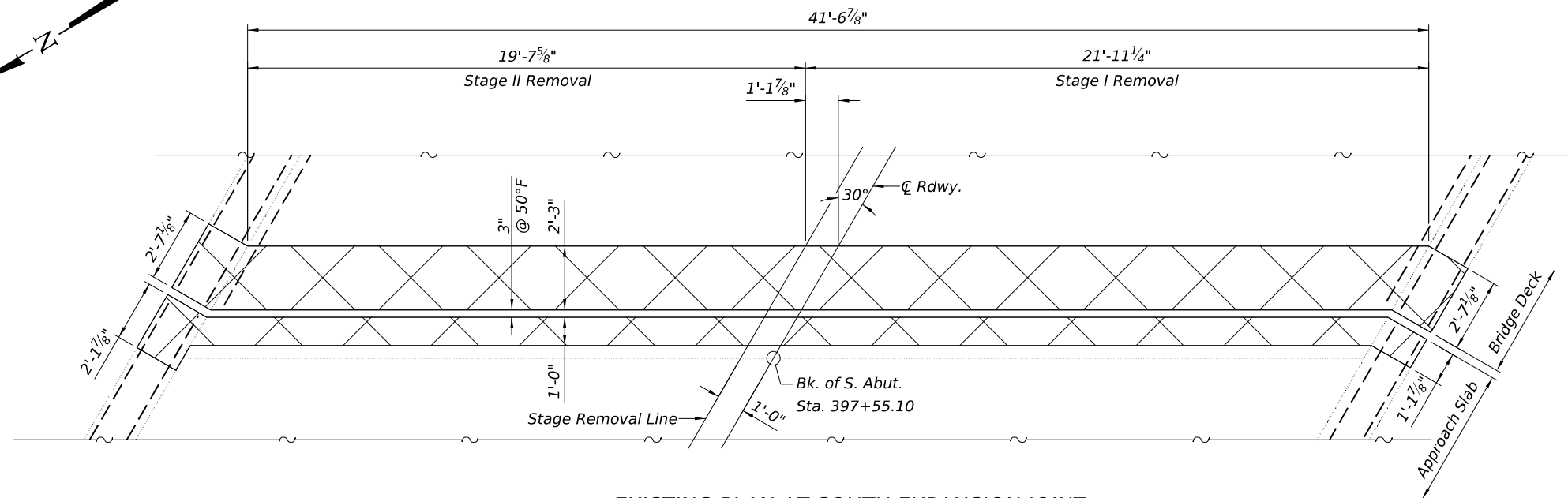
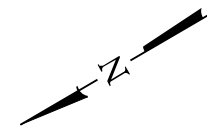
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT JOINT REPLACEMENT
 STRUCTURE NO. 072-0169**

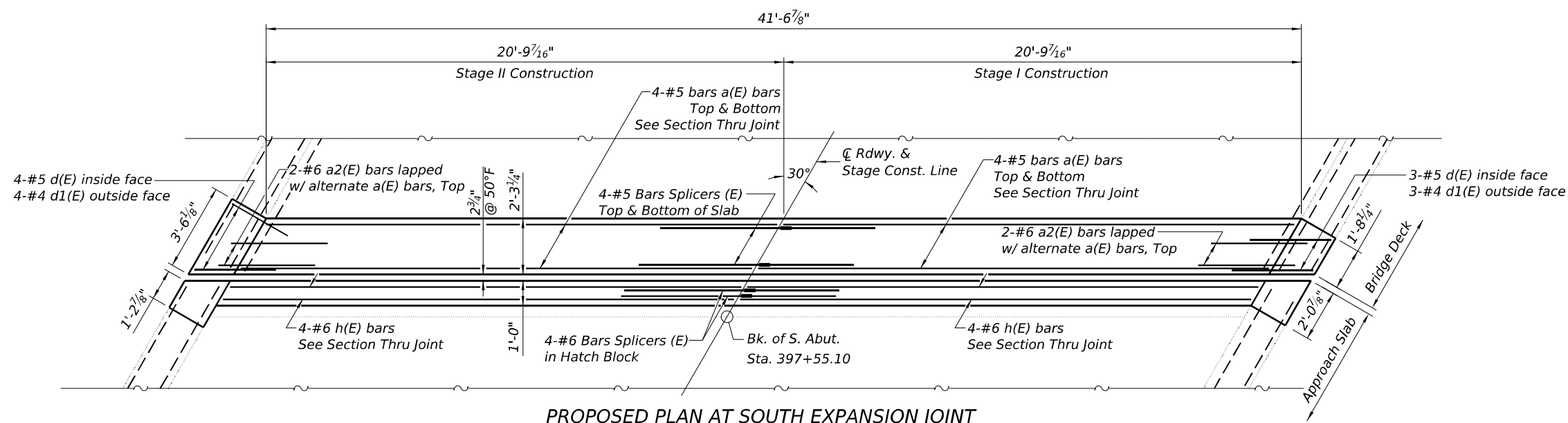
SHEET NO. 3 OF 13 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	[(Z-D-SB)BR]BDR,BJR,BP	PEORIA	22	12
CONTRACT NO. 68J51				

ILLINOIS FED. AID PROJECT

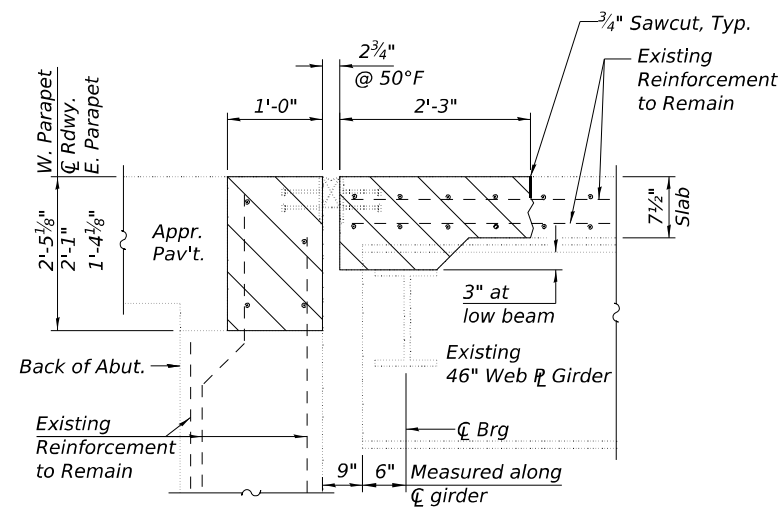


EXISTING PLAN AT SOUTH EXPANSION JOINT



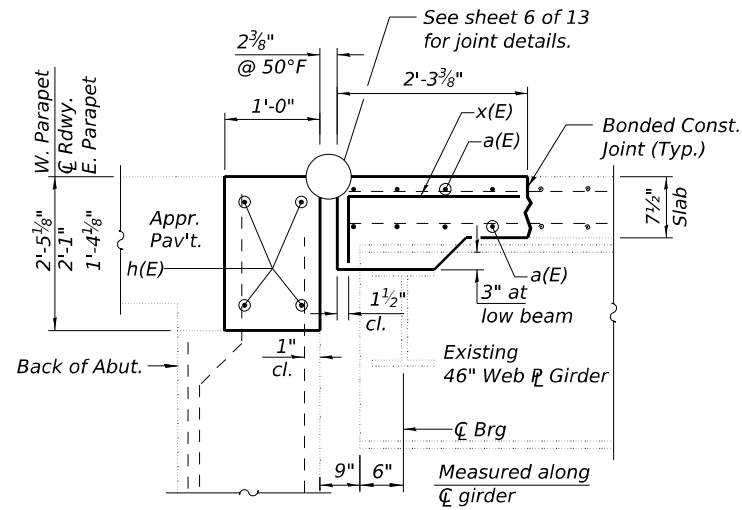
PROPOSED PLAN AT SOUTH EXPANSION JOINT

Notes:
 Dimensions are based on a Rolled Rail Strip Seal Joint.
 If the Contractor elects to use the Welded Rail Strip Seal Joint, Deck Dimensions may require adjustments to satisfy the details on sheet 6 of 13.
 Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.
 See Sheet 5 of 13 for Section Thru Joint, Reinforcement Details, and Bill of Material.



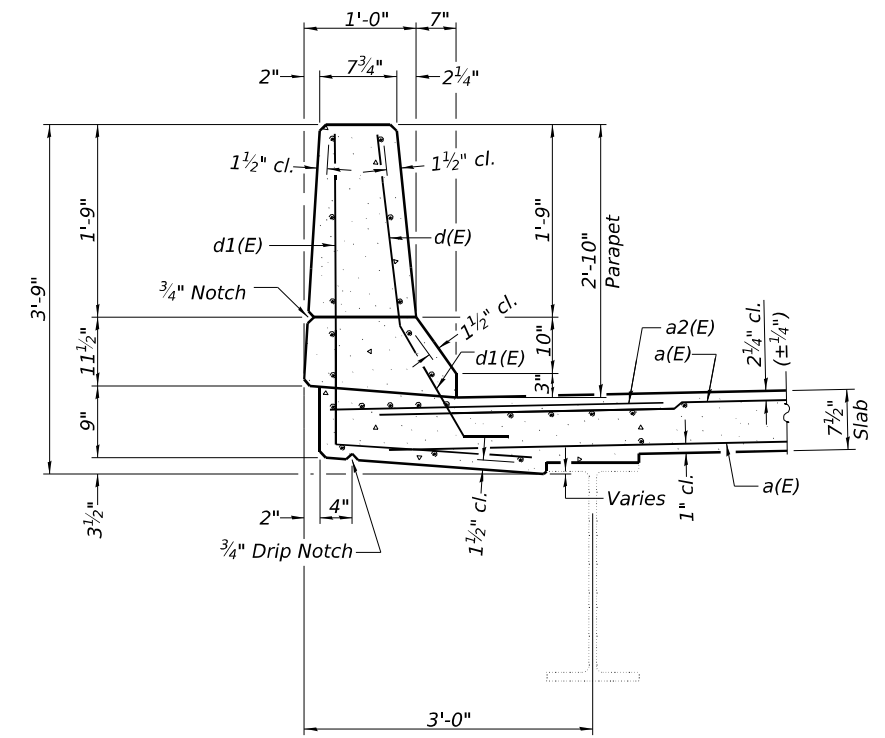
**SECTION THRU JOINT
AT NORTH ABUTMENT**

(Showing Removal)
(Horiz. Dim. at Rt. L's)



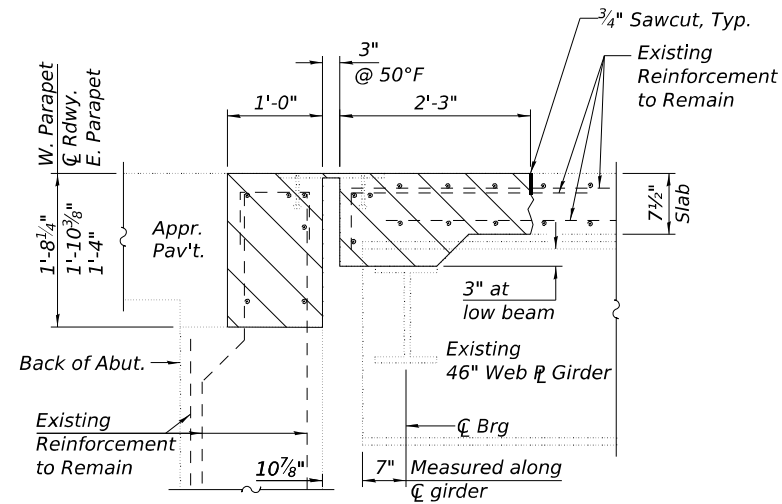
**SECTION THRU JOINT
AT NORTH ABUTMENT**

(Showing Proposed)
(Horiz. Dim. at Rt. L's)



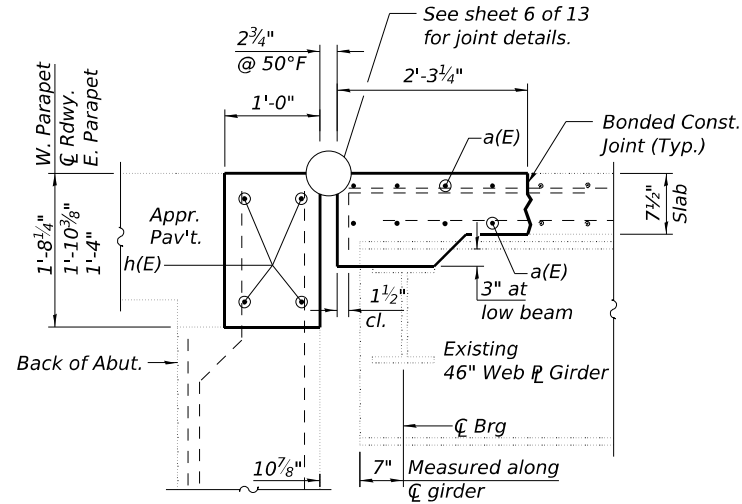
SECTION THRU PARAPET

(Showing Proposed)



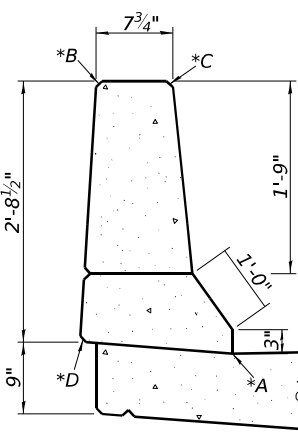
**SECTION THRU JOINT
AT SOUTH ABUTMENT**

(Showing Removal)
(Horiz. Dim. at Rt. L's)



**SECTION THRU JOINT
AT SOUTH ABUTMENT**

(Showing Proposed)
(Horiz. Dim. at Rt. L's)



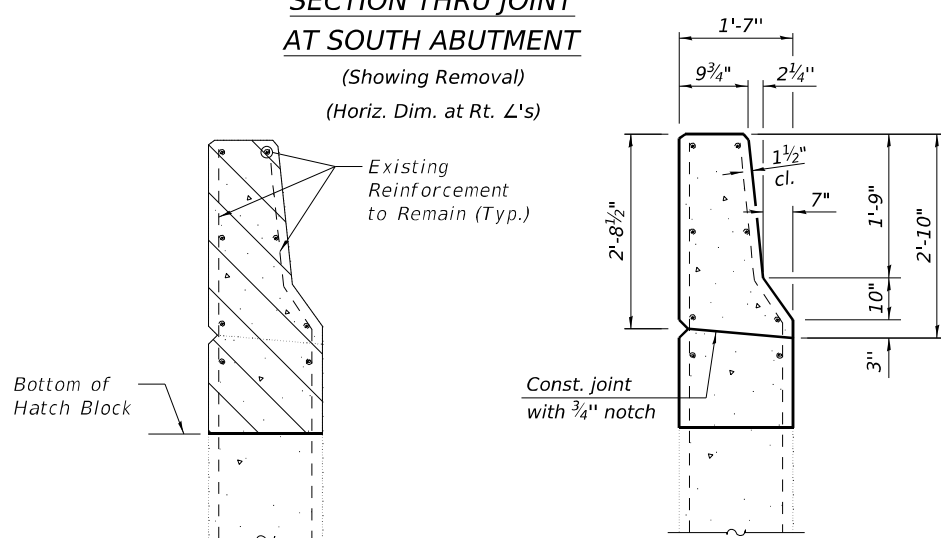
BRIDGE PARAPET

*Protective Coat (Special) to cover from point A through B, C, and D of the existing parapet on bridge deck and approach slabs.

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	32	#5	21'-6"	—
a2(E)	8	#6	6'-6"	—
d(E)	14	#5	3'-11"	L
d1(E)	14	#4	5'-2"	L
h(E)	16	#6	22'-3"	—
x(E)	37	#5	2'-8"	—
Reinforcement Bars, Epoxy Coated		Pound	1540	
Concrete Superstructure		Cu. Yd.	14.4	
Concrete Removal		Cu. Yd.	14.2	

Notes:
Hatched areas indicate limits of Concrete Removal. Existing reinforcement to remain shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete removal.
Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

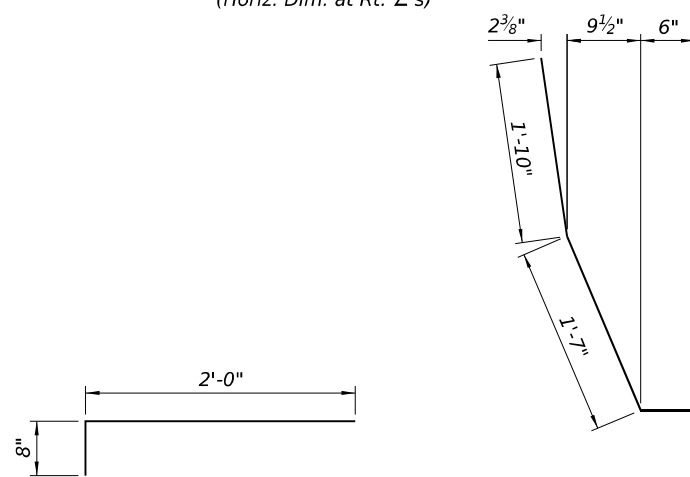


**SECTION THRU
APPROACH PARAPET**

(Showing Removal)

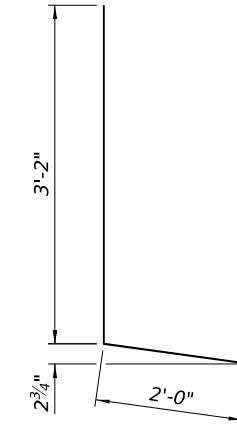
**SECTION THRU
APPROACH PARAPET**

(Showing Proposed)

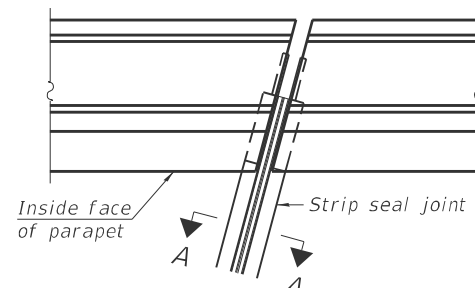


BAR x(E)

BAR d(E)

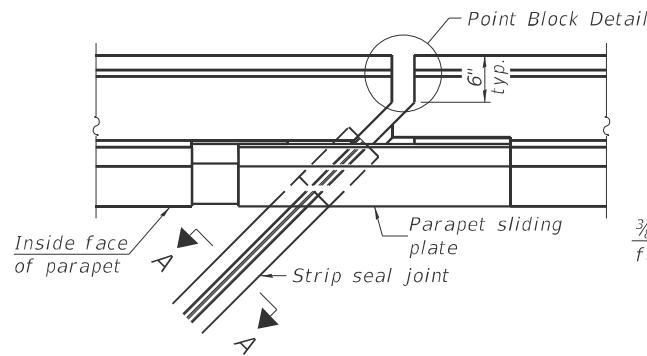


BAR d1(E)

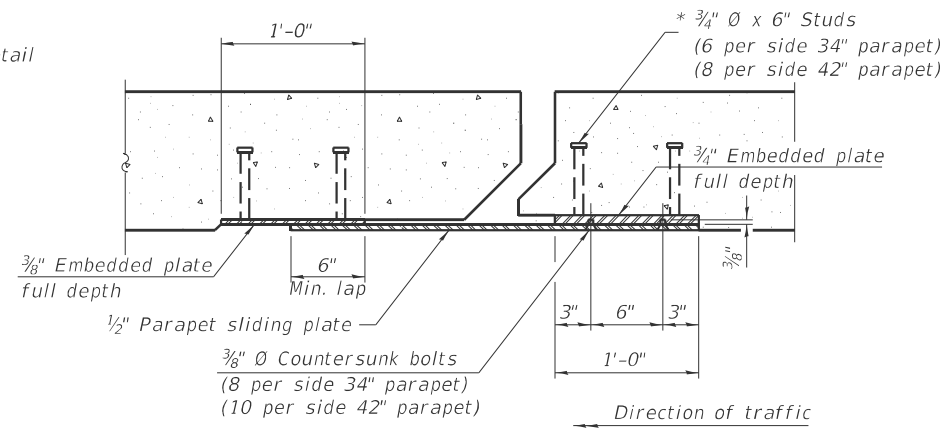


FOR SKEWS $\leq 30^\circ$

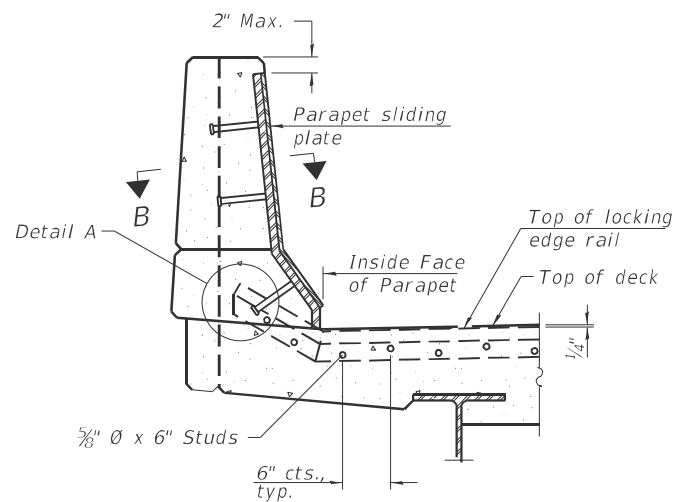
PLAN AT PARAPET



FOR SKEWS $> 30^\circ$

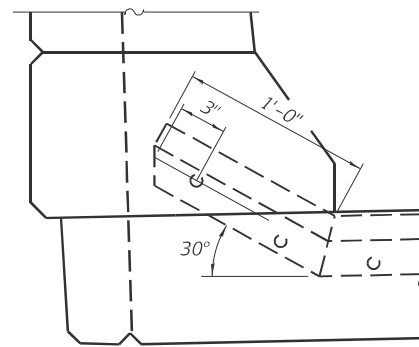


SECTION B-B

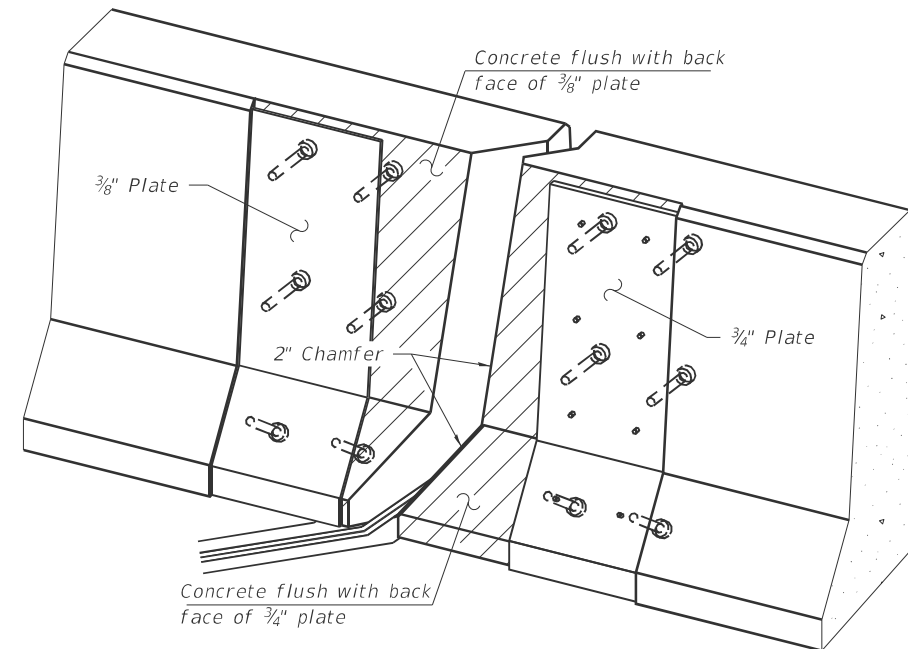


ELEVATION AT PARAPET

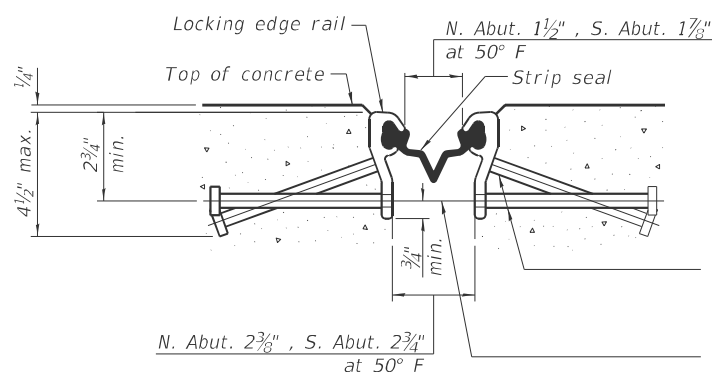
(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



DETAIL A



TRIMETRIC VIEW
(Showing embedded plates only)



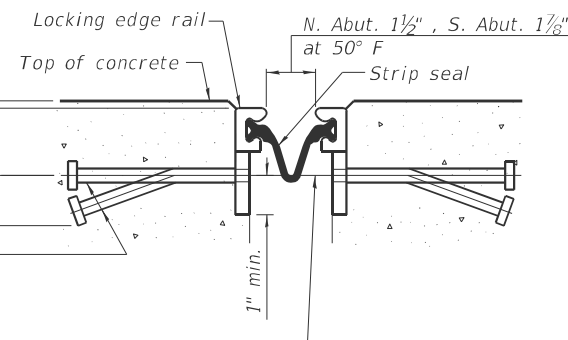
SHOWING ROLLED RAIL JOINT

* $5/8"$ ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

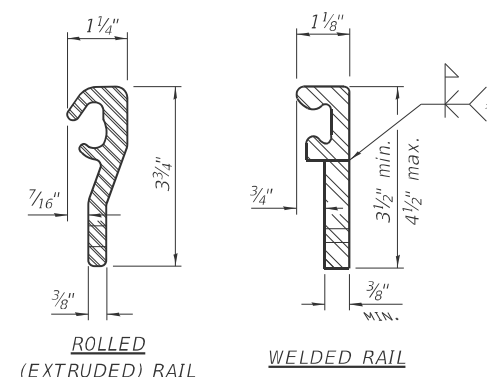
$3/8"$ ϕ threaded rods in $7/16"$ ϕ holes at $\pm 4'-0"$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

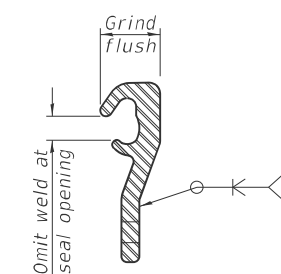


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

** Back gouge not required if complete joint penetration is verified by mock-up.

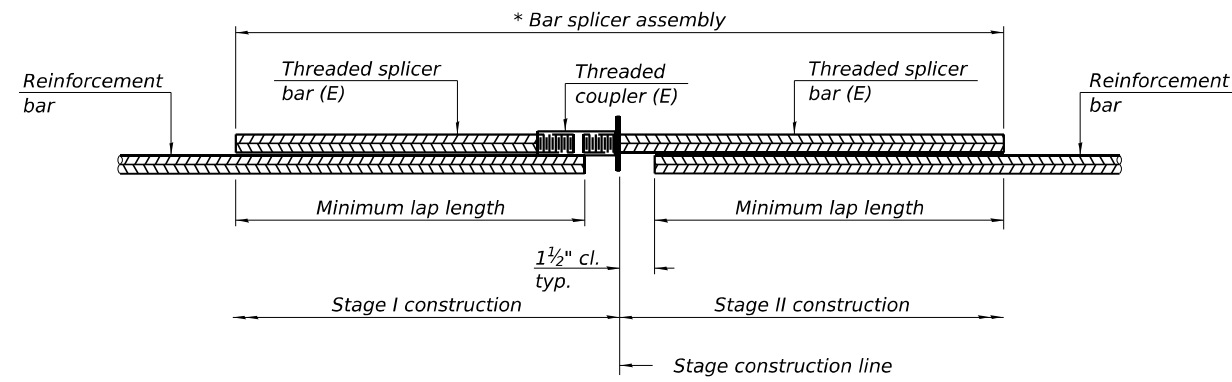


LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	88



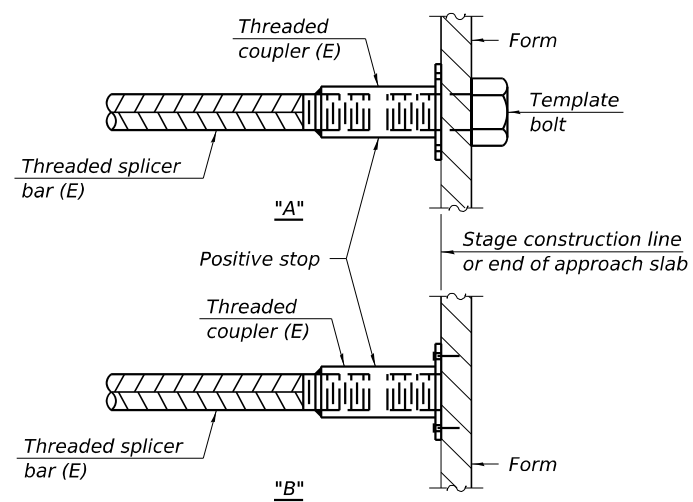
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck - Top	#5	8	3'-10"
Deck - Bottom	#5	8	3'-10"
Hatch Block - Top	#6	4	4'-5"
Hatch Block - Bottom	#6	4	4'-5"

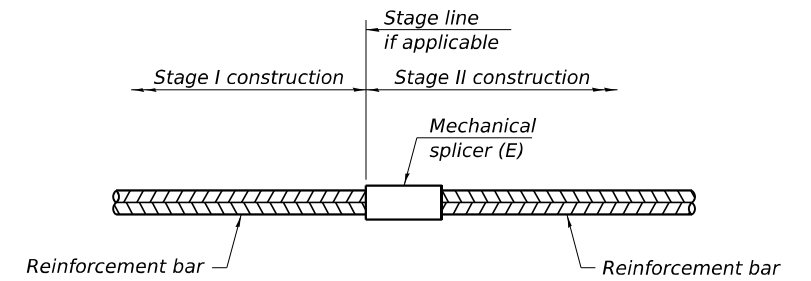


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

5-15-2023



JOB = 2669.6	DESIGNED - EFB	REVISED -
FILE = 072-0169-68J51-007-Bar Splicer Details	CHECKED - AAN	REVISED -
DATE = 1/15/2026	DRAWN - EFB	REVISED -
	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 072-0169

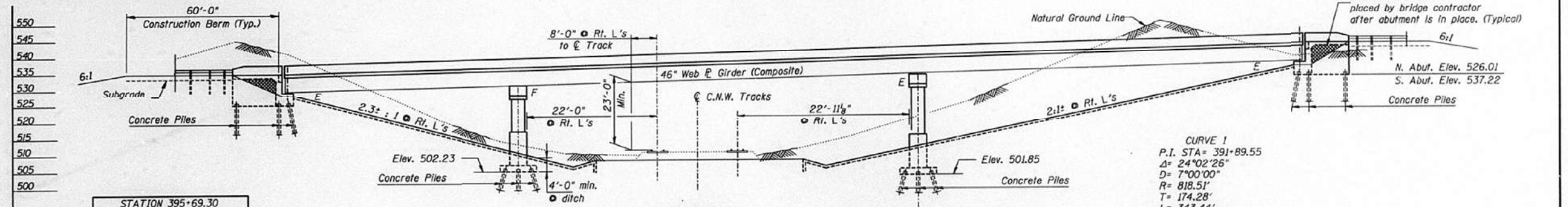
SHEET NO. 7 OF 13 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	[(17-D-SB)BR]BDR,BJR,BP	PEORIA	22	16
CONTRACT NO. 68J51			ILLINOIS FED. AID PROJECT	

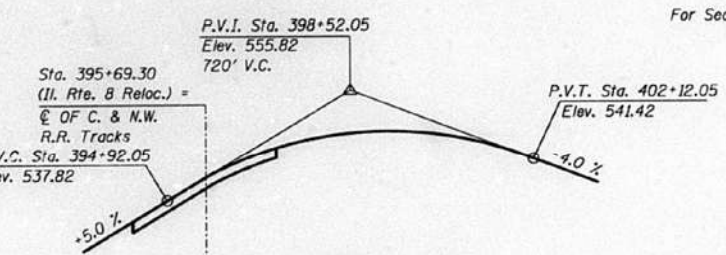
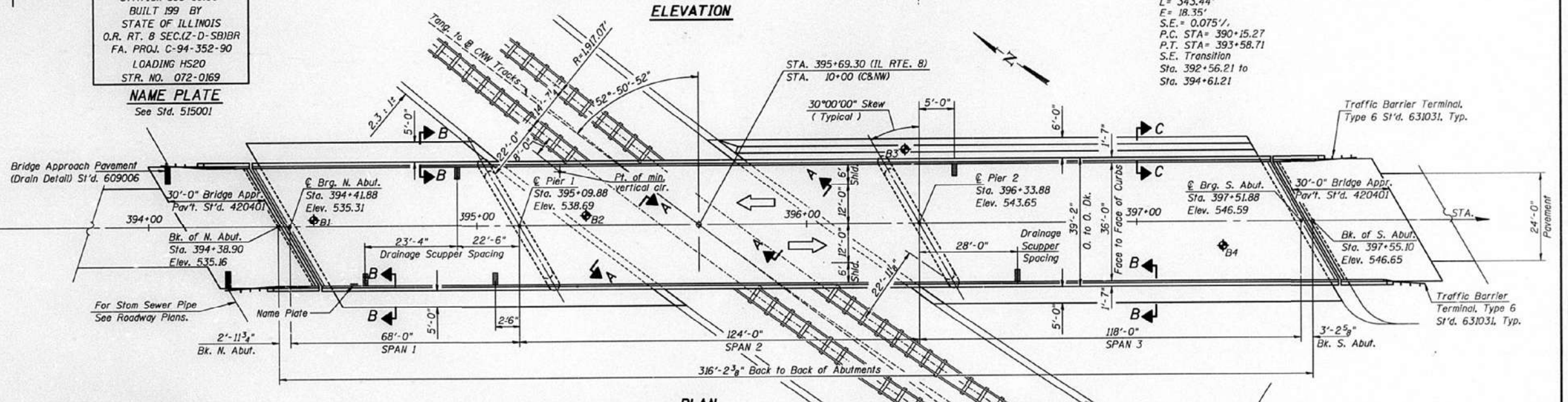
B.M. #1 - "□" Cut on E. End of South Bk. Abut. Wall
 C.&N.W. Bridge over Rte. 8. Sta. 398+80
 Elev. 503.70
 No Existing Structure.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. OF
174	(Z-D-SB) BR	PEORIA	87	821 SHEETS
FED. ROAD DIST. NO. 1				



STATION 395+69.30
 BUILT 199 BY
 STATE OF ILLINOIS
 O.R. RT. 8 SEC.(Z-D-SB)BR
 FA. PROJ. C-94-352-90
 LOADING HS20
 STR. NO. 072-0169
NAME PLATE
 See Std. 515001



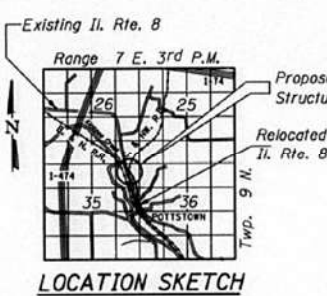
APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
Robert E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES

SEISMIC DATA
 Seismic Perf. Category A
 Acceleration Coeff. = .04G
 Site Coeff. = 1.0

DESIGN SPECIFICATIONS
 1996 AASHTO

LOADING HS 20-44
 Allow 25#/sq. ft. for future wearing surface.

DESIGN STRESSES
 FIELD UNITS
 f'c = 3,500 psi
 fy = 60,000 psi (reinf.)
 fy = 50,000 psi (Struct. M270 Gr. 50)
 fy = 36,000 psi (Struct. M270 Gr. 36)



FOR INFORMATION ONLY

GENERAL PLAN & ELEVATION
 ILLINOIS ROUTE 8 OVER
 CHICAGO & NORTHWESTERN R.R.
 O.R. RT. 8, SECTION (Z-D-SB)BR
 PEORIA COUNTY
 STA. 395+69.30
 STRUCTURE NUMBER 072-0169

STATE OF ILLINOIS
 SANDOR FERENCZI
 81-3253
 CHICAGO
 LICENSE EXP. 11-30-98
 CURRENT DATE: 11-21-97
Sandor Ferenczi
 BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 130 E. RANDOLPH STREET
 CHICAGO, ILLINOIS 60601

DESIGNED	UT
CHECKED	SF
DRAWN	CSL
CHECKED	SF
DATE	04-10-96

STATION	TRACK 1		TRACK 2	
	East Rail	West Rail	East Rail	West Rail
9+00	511.52	511.69	511.2	511.57
9+50	511.06	511.22	510.8	511.15
10+00	510.60	510.76	509.8	510.59
10+50	510.09	510.27	509.2	510.00
11+00	509.64	509.78	508.5	509.34



CEC Cummins
 Engineering
 Corporation
 ENGINEERS & SURVEYORS

JOB	= 2669.6	DESIGNED	- EFB	REVISED	-
FILE	= 072-0169-68J51-008-013-Structure Info	CHECKED	- AAN	REVISED	-
DATE	= 12/1/2025	DRAWN	- EFB	REVISED	-
		CHECKED	- MDC	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STRUCTURE INFORMATION
 STRUCTURE NO. 072-0169
 SHEET NO. 8 OF 13 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6658	(Z-D-SB)BR,BDR,BJR,BP	PEORIA	22	17
CONTRACT NO. 68J51				

ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	SHEET	SHEET NO. OF
P.A.L. NO.	(Z-D-SB) BR	PEORIA	174 88	221 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts 7/8" open holes 5/8". Unless otherwise noted.

Calculated weight of M270 Gr. 50 Structural Steel = 363,400 pounds.
M270 Gr. 36 Structural Steel = 25,700 pounds.

The Inorganic Zinc-rich primer/Acrylic/Acrylic Paint System shall be used for shop painting of new Structural Steel except where otherwise noted. The color of the acrylic finish coat shall be Blue, Munsell No. 10B 3/6. See Special Provisions for "Cleaning and Painting New Metal Structures."
The entire paint system shall be applied in the shop.

The prime coat shall have a minimum resistance rating of 4 per the Standard Test Method for Measuring MEK Resistance of Ethyl Silicate (Inorganic) Zinc-Rich Primers by Solvent Rub per ASTM D 4752-87 before the intermediate coat of acrylic paint is applied.

Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

Anchor bolts shall be set before bolting diaphragms over supports.

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

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges, webs and all splice plate material except fill plates.

Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.

Slope Wall shall be reinforced with welded wire fabric, 6"x6"-W4, QXW4.0, weighing 58 lbs. per 100 sq. ft.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/2" adjusting shims, of the dimension of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, shims of the dimensions of the top plate shall be provided as detailed.

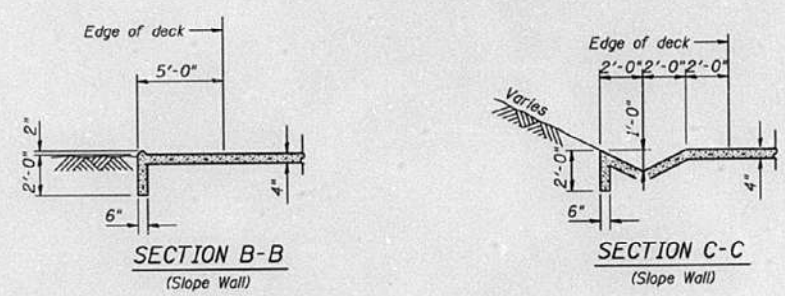
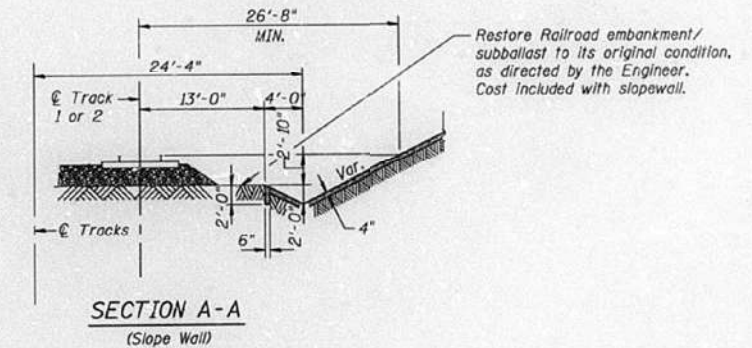
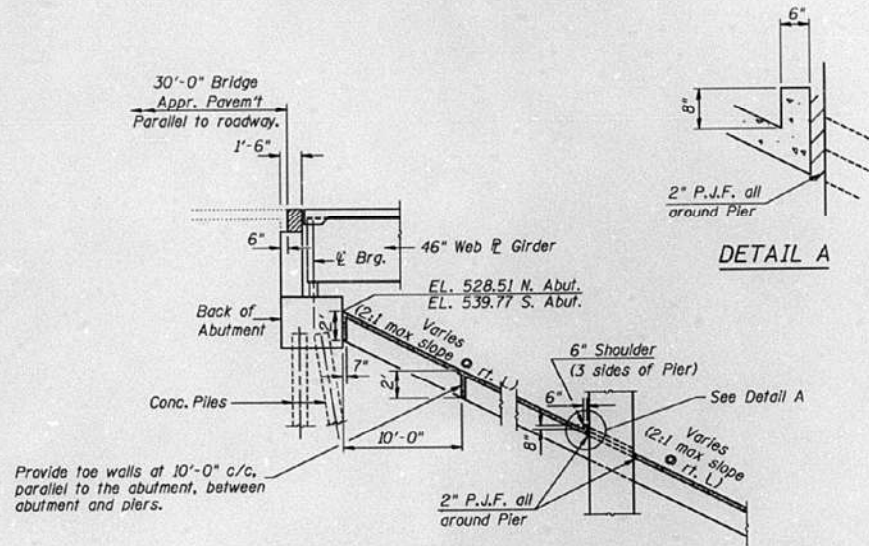
The contractor shall drive 4 concrete test piles in a permanent location, one each at each Abutment and Pier as directed by the Engineer before ordering the remainder of piles.

Bridge Seat Sealer shall be applied to the seat area of the abutments.

For bonded construction joints see *Special Provisions*.

DESIGNED	UT
CHECKED	FLD
DRAWN	CED
CHECKED	SF

DATE: 04-18-96



SUMMARY BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.	-	593	593
Preformed Joint Seal 4"	Foot	45	-	45
Neoprene Expansion Joint 4"	Foot	44	-	44
Concrete Structures	Cu. Yd.	-	362.4	362.4
Concrete Superstructures	Cu. Yd.	368	-	368
Bridge Deck Grooving	Sq. Yd.	1,249	-	1,249
Protective Coat	Sq. Yd.	1,504	-	1,504
Elastomeric Bearing Assembly, Type I	Each	10	-	10
Elastomeric Bearing Assembly, Type II	Each	5	-	5
Furnishing & Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	4,860	-	4,860
Reinforcement Bars, Epoxy Coated	Pound	97,260	43,240	140,500
Slope Wall 4 inch	Sq. Yd.	-	1,476	1,476
Furnishing Concrete Piles	Foot	-	1,820	1,820
Driving Concrete Piles	Foot	-	1,820	1,820
Test Pile Concrete	Each	-	4	4
Name Plates	Each	1	-	1
Bridge Seat Sealer	Sq. Ft.	-	239	239
Drainage Scuppers	Each	5	-	5

FOR INFORMATION ONLY

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60601

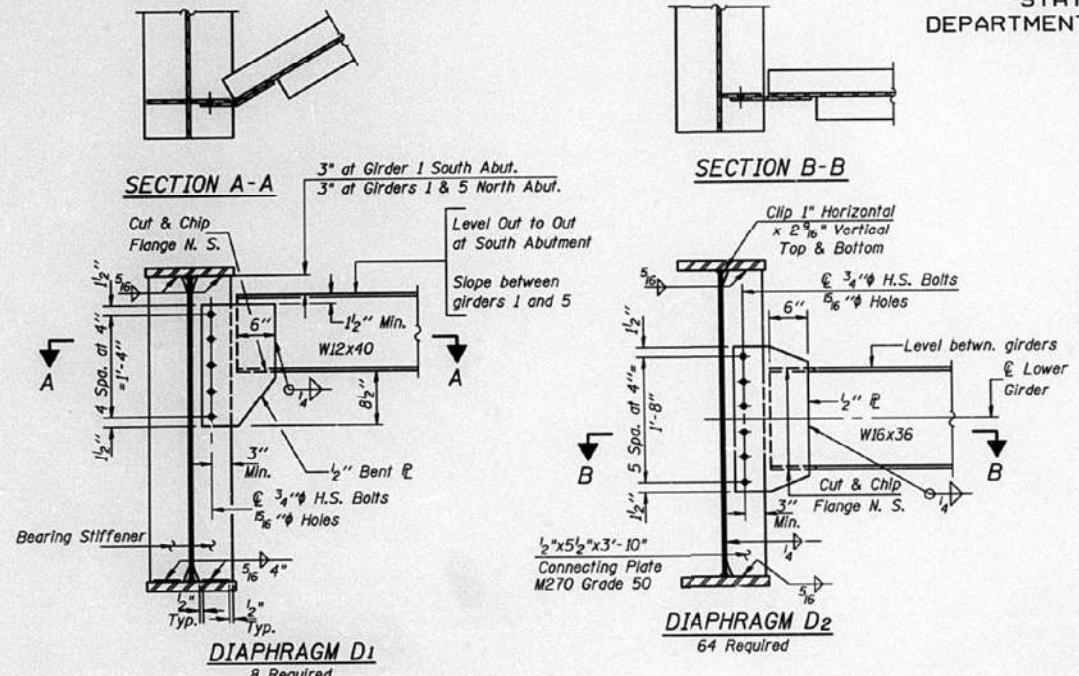
GENERAL NOTES.
TOTAL BILL OF MATERIAL & SLOPE WALL DETAILS
ILLINOIS ROUTE 8 OVER CHICAGO & NORTHWESTERN R.R. O.R. RT. 8, SECTION (Z-D-SB)BR
PEORIA COUNTY
STATION 395+69.30
STRUCTURE NUMBER 072-0169

JOB 2669.6, ROAD BRIDGE, 28220482.DGN PRT. DATE 08-14-98



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

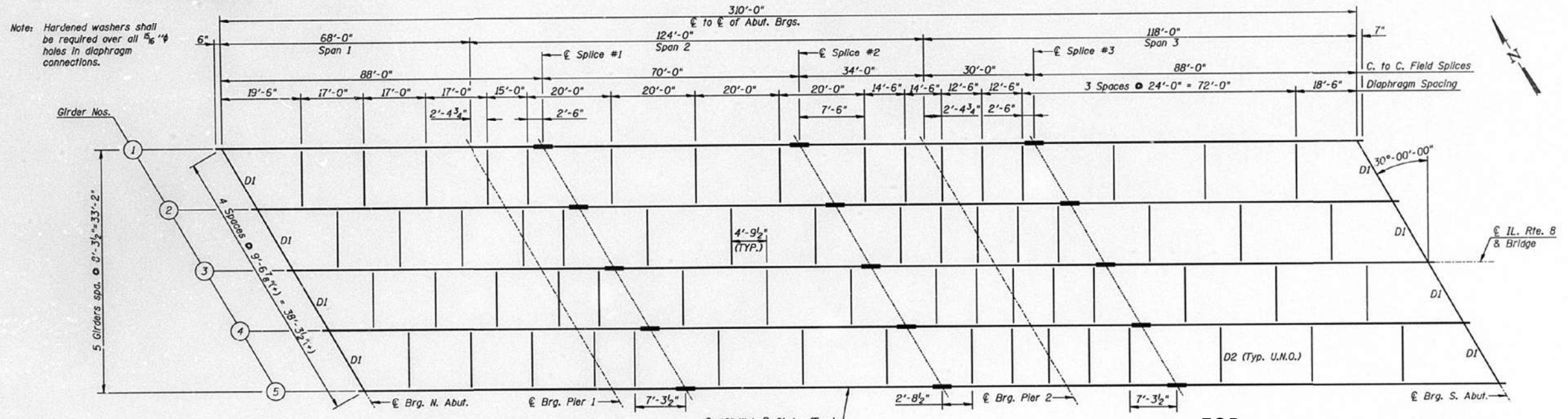
ROUTE NO.	SECTION	COUNTY	SHEET	NO.	SHEET NO. OF
174	(Z-D-SB) BR	PEORIA	174	94	521 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



	0.4 Sp. 1	Pier 1	0.45 Sp. 2	Pier 2	0.6 Sp. 3
I_s (in ⁴)	24,553	24,553	23,071	34,060	24,880
I_c (in ⁴)	48,831	-	51,316	-	56,794
I_c (3n) (in ⁴)	36,803	-	37,473	-	40,895
S_s (in ³)	1,018	1,018	1,056	1,383	1,201
S_c (in ³)	1,277	-	1,370	-	1,554
S_c (3n) (in ³)	1,177	-	1,256	-	1,426
Z (in ³)	-	1,146	-	1,536	-
D (K/ft.)	1,038	1,382	1,030	1,445	1,046
$M \bar{E}$ (K)	200	1,224	640	2,405	1,022
$s \bar{E}$ (K/ft.)	0,344	-	0,344	-	0,344
$M_s \bar{E}$ (K)	77	-	258	-	361
$M \bar{E}$ (K)	608	650	1,009	962	1,167
M (Imp) (K)	158	147	203	195	240
M_s (M _L +I) (K)	1,277	1,328	2,020	1,928	2,345
M_a (K)	2,020	3,318	3,793	5,633	4,846
M_u (K)	6,769	4,774	7,112	6,400	7,905
$f_s \bar{E}$ non-comp (k.s.l.)	2.4	14.4	7.3	20.9	10.2
$f_s \bar{E}$ (comp) (k.s.l.)	0.8	-	2.5	-	3.0
$f_s \bar{E}$ (k+I) (k.s.l.)	12.0	15.7	17.7	16.7	18.1
f_s (Overload) (k.s.l.)	15.2	30.1	27.5	37.6	31.3
f_s (Total) (k.s.l.)					
VR (k)	72	-	73	-	68

	N. Abut.	Pier 1	Pier 2	S. Abut.
$R \bar{E}$ (K)	29.0	142.0	199.2	62.4
$R \bar{L}$ (K)	50.2	74.0	87.5	53.7
$Imp.$ (K)	13.0	16.7	17.8	11.1
R (Total) (K)	92.2	232.7	304.5	127.2

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
 $I_c(3n)$ and $S_c(3n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (See AASHTO 10.38).
 VR is the maximum live load + impact shear range in span.
 Z is the plastic section modulus used to determine the Fully Plastic Moments in the non-composite areas.
The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 & 10.50.1.1.
 f_s (Overload) is the sum of the stresses due to $M \bar{E}$, $M_s \bar{E}$ + $M \bar{E}$ + I .
 $M \bar{E}$ - Moment due to dead loads on non-composite section.
 $M_s \bar{E}$ - Moment due to dead loads on composite section.
 $M \bar{E}$ - Moment due to live load on non-composite or composite section.
 M (Imp) - Moment due to live load impact on non-composite or composite section.
 M_a (Applied Moment) = $1.3[M \bar{E} + M_s \bar{E} + M \bar{E} + I]$.



DESIGNED	UT
CHECKED	RDC
DRAWN	CED
CHECKED	SF

DATE: 84-27-95

FOR INFORMATION ONLY

FRAMING PLAN
ILLINOIS ROUTE 8 OVER
CHICAGO & NORTHWESTERN R.R.
O.R. RT. 8, SECTION (Z-D-SB)BR
PEORIA COUNTY
STA. 395+69.30
STRUCTURE NUMBER 072-0169

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
233 N. MICHIGAN AVENUE
CHICAGO, ILLINOIS 60601

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE NO.	SECTION	COUNTY	DATE	SHEET NO. 59 OF 521 SHEETS
A.S.L.	(Z-D-SB) BR	PEORIA	174 95	
P.L.A. 1-74				
FILE NAME SHEET NO. 7	ILLINOIS	PEORIA COUNTY		

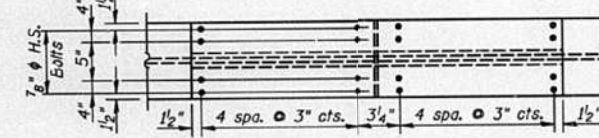
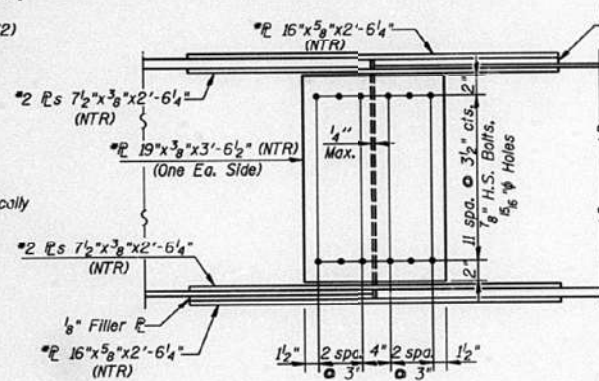
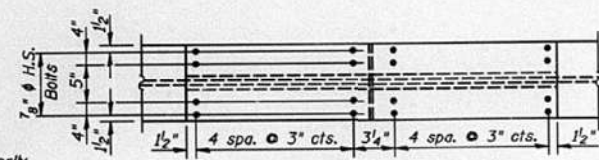
3/4" Granular or solid flux
Filled headed studs automatically
end welded to flange.
(No. Req'd. Per Girder = 972)

SECTION A-A

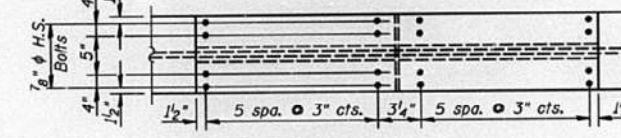
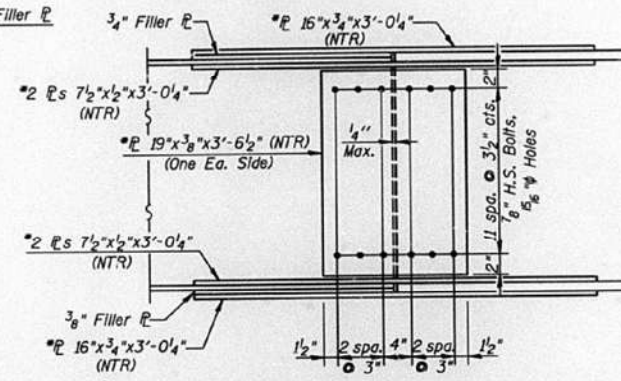
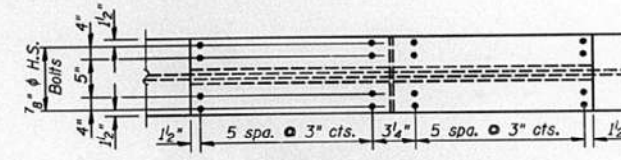
3/4" Granular or solid flux
Filled headed studs automatically
and welded to flange.

SECTION B-B

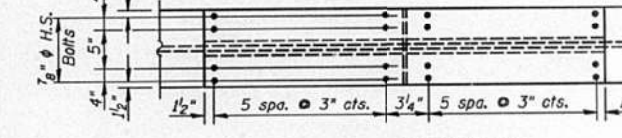
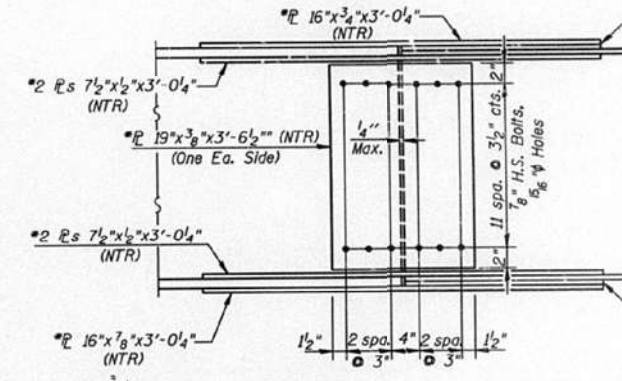
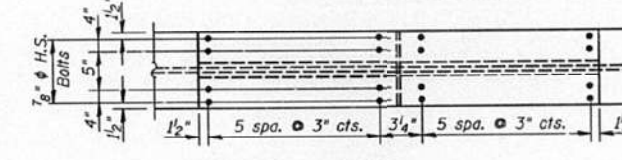
3/4" Granular or Solid Flux Filled Headed
studs may be relocated slightly to miss bolts
of top flange splice. 2" edge distance
must be maintained.



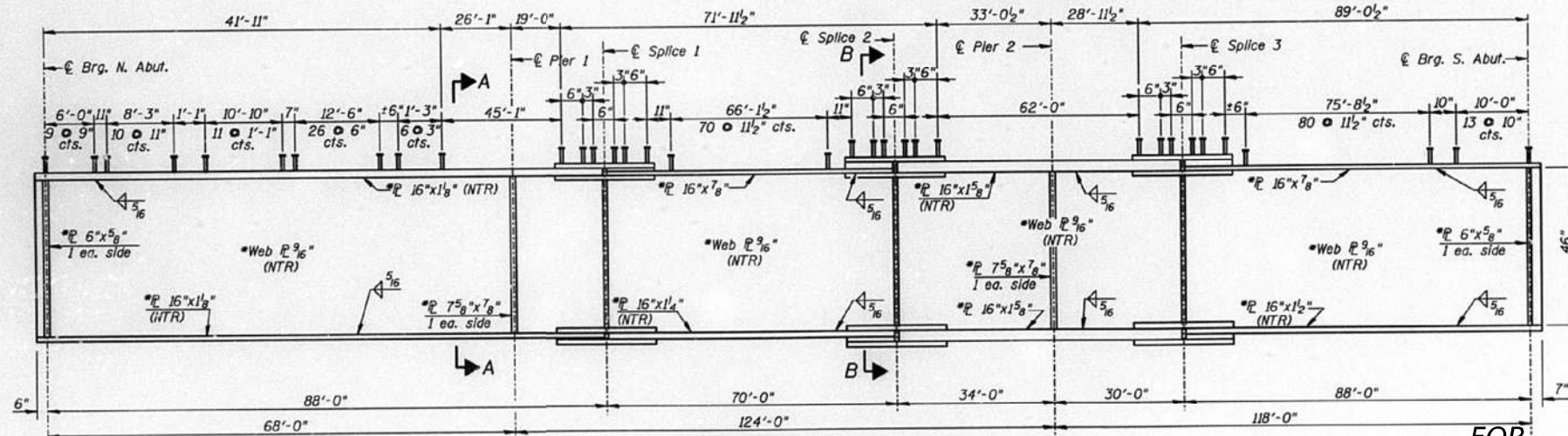
FIELD SPLICE #1 DETAILS



FIELD SPLICE #2 DETAILS



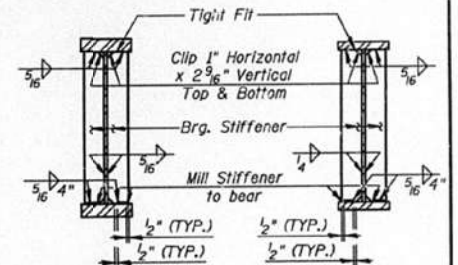
FIELD SPLICE #3 DETAILS



GIRDER ELEVATION

"NTR" denotes plates to which notch
toughness requirements are applicable.

*M270 Grade 50



SECTION AT PIERS

SECTION AT ABUTMENTS

Note: Weld stiffeners to top and bottom flanges if
stiffener is used as a Conn. E.
See Diaphragm Details on sheet S8 for weld
notes.

For Top of Web Elevations and Camber
Diagram, see Sheet S3.

FOR
INFORMATION
ONLY

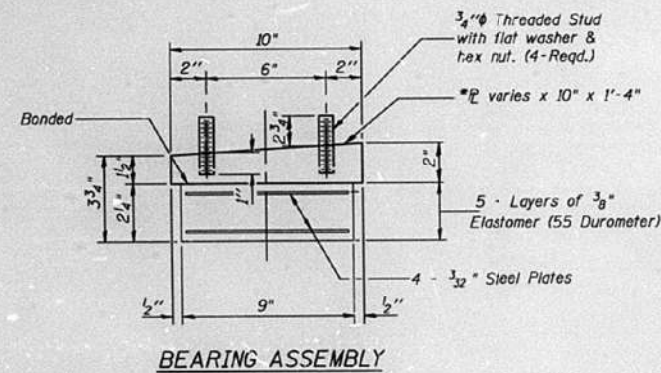
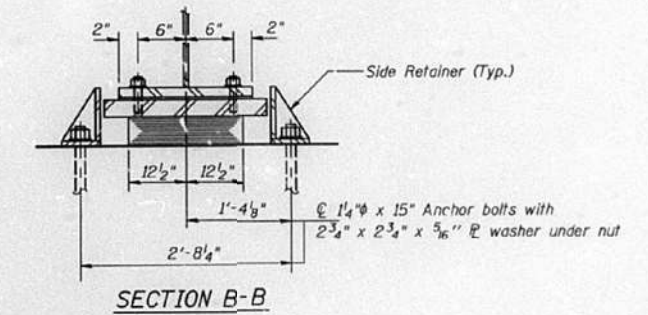
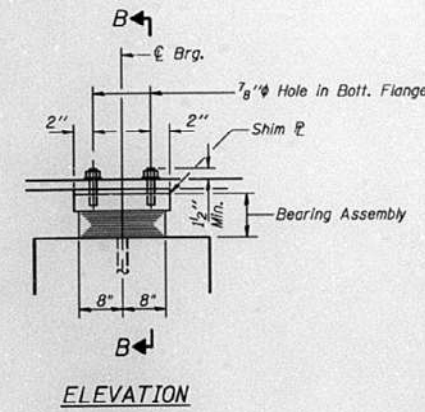
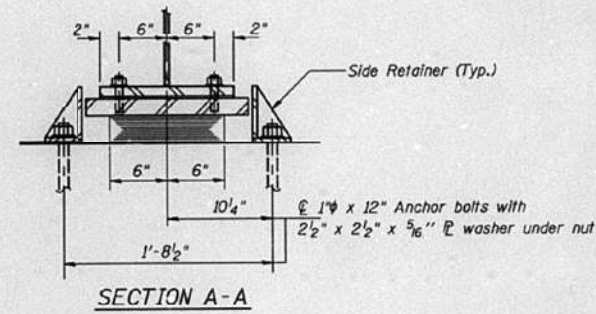
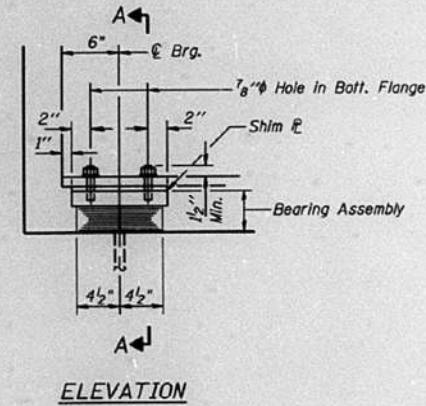
GIRDER DETAILS
ILLINOIS ROUTE 8 OVER
CHICAGO & NORTHWESTERN R.R.
O.R. RT. 8, SECTION (Z-D-SB)BR
PEORIA COUNTY
STA. 395+69.30
STRUCTURE NUMBER 072-0169

BOWMAN, BARRETT
& ASSOCIATES INC.
CONSULTING ENGINEERS
233 N. MICHIGAN AVENUE
CHICAGO, ILLINOIS 60601

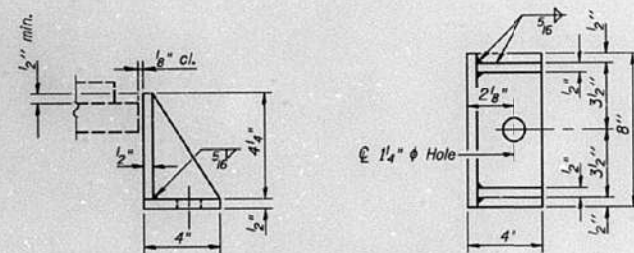
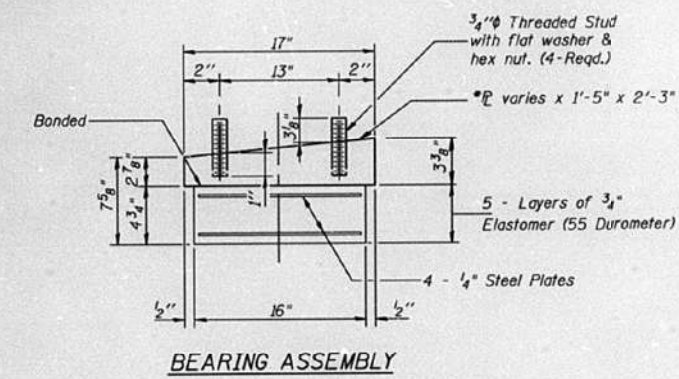
DESIGNED	UT
CHECKED	RDC
DRAWN	CEB
CHECKED	SF
DATE:	84-27-95

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	OF
A.S.L. 1-74	12-D-SB1B	PEORIA	174	97
SHEET NO. S11 OF 521 SHEETS				

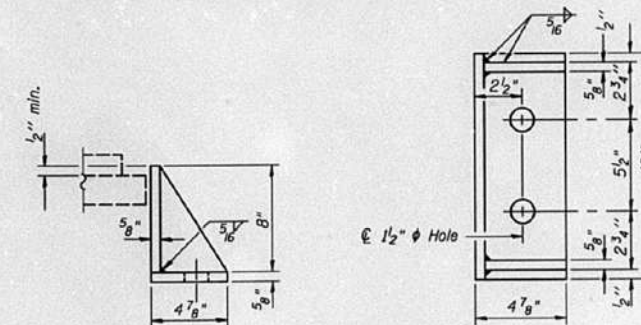


Notes: See sheet S1B for Anchor Bolt installation.
Shim plates shall not be placed under Bearing Assembly.
*M270 Grade 50.



SIDE RETAINER
(No. Req'd. = 10)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.

AT N. ABUT.



SIDE RETAINER
(No. Req'd. = 10)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.

AT PIER 2

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	10

FOR INFORMATION ONLY

BEARING DETAILS - TWO
ILLINOIS ROUTE 8 OVER
CHICAGO & NORTHWESTERN R.R.
O.R. RT. 8, SEC. (Z-D-SB)BR
PEORIA COUNTY
STA. 395+69.30
STRUCTURE NUMBER 072-0169

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
130 E. RANDOLPH STREET
CHICAGO, ILLINOIS 60661

DESIGNED	UT
CHECKED	RDC
DRAWN	CEB
CHECKED	SF
DATE: 84-27-95	

TYPE I ELASTOMERIC EXPANSION BEARINGS

TAMERAN