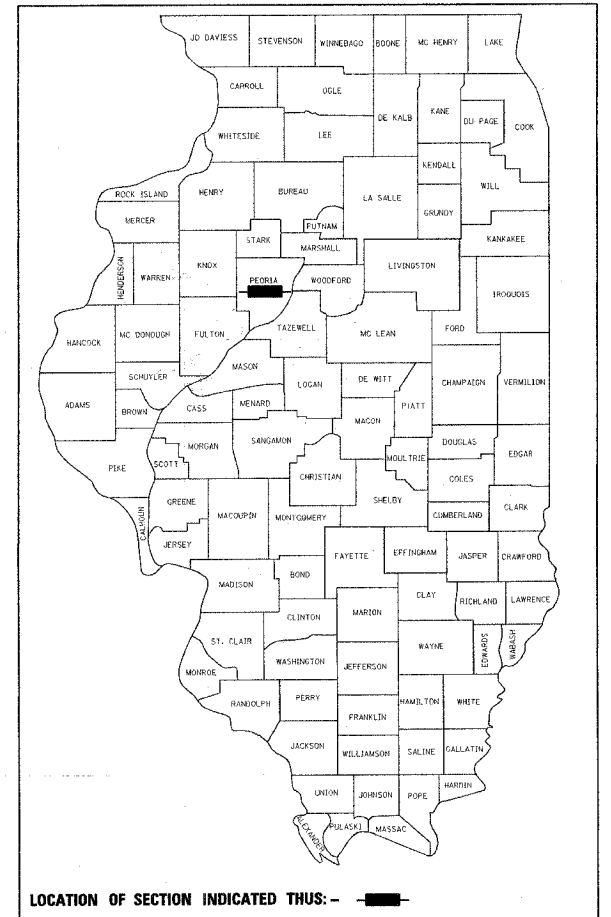


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	1

D94-058-00



JOB DESCRIPTION

**BRIDGE DECK REPLACEMENT OVER
KICKAPOO CREEK (SN 072-0033),
3 MILES WEST OF KICKAPOO**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *March 31, 2006*

[Signature]
DISTRICT ENGINEER

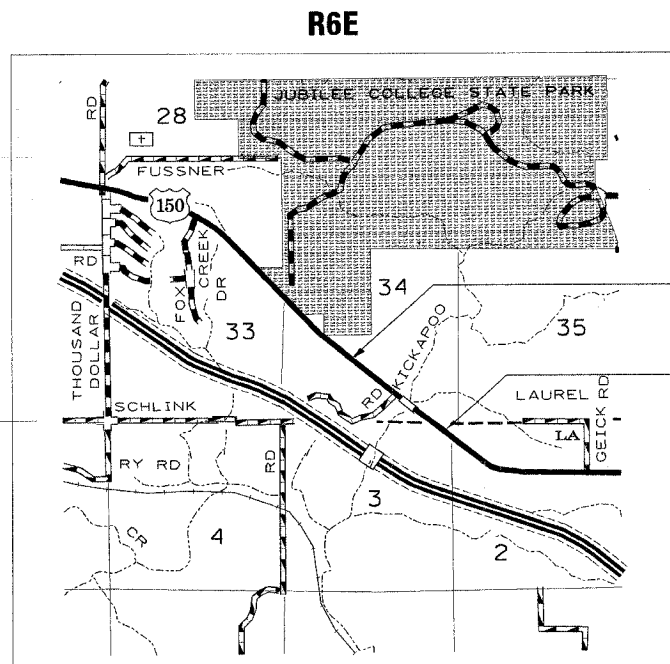
May 12, 2006
Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT

May 12, 2006
Milton R. Sear, P.E.
DIRECTOR, DIVISION OF HIGHWAYS

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

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

FAS ROUTE 2402 (US 150)
SECTION (113B-2)I
PROJECT BRS-2402(101)
PEORIA COUNTY
C-94-069-00



**BEGIN PROJECT
STA. 308 + 00**

**END PROJECT
STA. 315 + 30**

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES
- 3-5 SUMMARY OF QUANTITIES
- 6 TYPICAL SECTIONS
- 7-8 SCHEDULE OF QUANTITIES
- 9 REMOVAL ITEMS
- 10 PROPOSED PLAN AND PROFILE
- 11 STAGE CONSTRUCTION PLAN
- 12-22 STRUCTURE PLANS
- 23-26 BRIDGE APPROACH PAVEMENT (SPECIAL)
- 27-28 SHOULDER INLET DETAIL
- 29-31 SCOUR COUNTERMEASURE DETAILS
- 32-48 DISTRICT CADD STANDARDS
- 49-55 CROSS SECTIONS
HIGHWAY STANDARDS

LIST OF STANDARDS

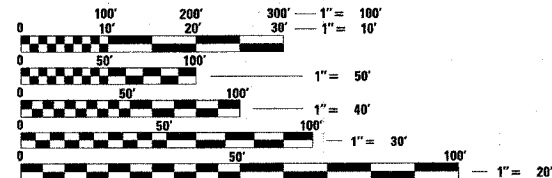
- 000001-04 635011-01
- 280001-02 701001-01
- 420401-05 701011-01
- 515001-02 701006-02
- 542301 701301-02
- 542401 701311-02
- 609001-02 701321-08
- 609006-02 701326-02
- 630001-06 702001-06
- 630301-03 704001-02
- 631031-05 780001-01
- 631032-02 781001-02
- 635006-02

DESIGN DESIGNATION

**MAJOR COLLECTOR
(NON-URBAN)**
ADT (2005) = 3650
PV = 3520
SU = 100
MU = 30

**QC/QA BITUMINOUS
SUPERPAVE PROJECT**

SCALES



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

CONTRACT NO. 68072
CATALOG NO. 031898-04D

GROSS LENGTH OF IMPROVEMENT = 670.00 FEET = .127 MILES
NET LENGTH OF IMPROVEMENT = 670.00 FEET = .127 MILES

PROJECT ENGINEER: TOM LACY (309) 671-3453

DESIGN BY: NICHOLAS JACK (309) 671-3466

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	2
STA.		TO STA.		
FED. ROAD DIST. NO. 3		US 150	FED. AID PROJECT	

AGGREGATE SURFACE COURSE, TYPE B

Aggregate Surface Course, Type B shall be required for all granular construction of side roads, entrances, and mailbox turnouts, whether or not portions of the surfaces thus constructed are to be covered with a bituminous surface, except where noted differently on the plans.

UTILITIES - LOCATIONS / INFORMATION ON PLANS

The locations of existing water mains, gas mains, sewers, electric power lines, telephone lines and other utilities as shown on the plans are based on careful field investigation and the best information available, but they are not guaranteed. Unless elevations are shown --- all utility locations shown on the cross sections are based on the approximate depth supplied by the utility company. It shall be the Contractor's responsibility to ascertain their exact location from the utility companies and by field inspection.

TREE REMOVAL - UTILITY RELOCATION

Tree removal may be necessary prior to utility companies being able to relocate their facilities outside the construction limits. The Contractor should coordinate any contract tree removal activities with the utility companies to eliminate conflicts and potential delays caused by utility tree removal activities or incomplete utility relocations.

PLAN ELEVATIONS - U. S. G. S. MEAN SEA LEVEL DATUM

All elevations shown on the plans are established from U. S. G. S. mean sea level datum.

PROPERTY OWNER ACCESS REQUIREMENTS

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.

CRITICAL PATH WORK SCHEDULE REQUIREMENT

The Contractor will submit to the Engineer a satisfactory progress schedule and critical path schedule which shall show the proposed sequence of work at the time of the pre-construction conference.

ENGINEERS FIELD OFFICE

Add the following sentence to the end of paragraph 670.02 (f) and 670.04 (e):
All of the telephone lines provided shall have unpublished numbers.

SAW CUT - 450 mm (18") SHOULDER REMOVAL - IN-PLACE WHEEL SAW GRINDING PERMITTED

A full-depth saw cut shall be required at the joint between the pavement that is to be left in place and the existing shoulder that is to be removed. The Contractor may have the option of using a wheel saw to grind up the existing shoulder and leave the finely ground pieces on site under the new shoulder and on the fore slope, with the approval of the Engineer. Maximum size of pieces shall be no more than 75 mm (3"). Larger pieces shall be picked up/removed from the job site. No additional compensation will be allowed for variations in assumed thickness. This work shall not be paid for separately, but shall be included in the cost of the removal items.

TREE REMOVAL

The District Four Tree Committee should be contacted and prior approval obtained for any tree removal beyond the limits/locations included in the plans.

BITUMINOUS CONCRETE MIXTURE REQUIREMENTS

Mixture Use(s):	Surface Course	Leveling Binder Course	Bituminous Widening
RAP % (Max)**:	PG 64-22	PG 64-22	PG 64-22
AC/PC:	15%	15%	25%
Design Air Voids:	4.2% @ N=50	4.2% @ N=50	4.2% @ N=50
Mixture Composition: (Gradation Mixture)	IL 9.5 or IL 12.5	IL 9.5 or IL 12.5	IL 19.0
Friction Aggregate	Mixture D (Dolomite only)	N/A	N/A

** If the RAP option is selected, the asphalt cement grade may need to be adjusted; this will be determined by the Engineer.

ENVIRONMENTAL REVIEWS

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

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

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

The required environmental resource documentation shall include the following:

- BDE Form 2289 (Environmental Survey Request)
- A location map showing the size limits and location of the use area
- Signed property owner agreement form
- Color photographs depicting the use area

Please note that a minimum of two weeks shall be allowed for the District to obtain the required environmental clearances.

SEEDING - SIDE SLOPE RIPPING

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

NAME PLATE RELOCATION ON METAL PLATE BRIDGE RAIL

Name plates that will be removed as a result of this work shall be relocated on the Metal Plate Bridge Rail or concrete parapet wall as directed by the Engineer. The cost of removing and replacing the name plates, including all necessary fasteners, will not be measured or paid for separately but will be considered incidental to the contract.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

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

PAVEMENT STATIONING 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 20 mm (3/4 inch) wide, 125 mm (5 inches) high and 15 mm (5/8 inch) deep.

The pavement station numbers shall be installed as specified herein:

Interval - 100 meters (metric stationing) or 200 feet (English stationing)

Bottom of Numbers - 150 mm (6 inches) 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 - Metric (English) pavement stations shall use this format (XX+X00' (XXX')) where X represents the pavement station

This work will not be paid for separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

BRIDGE OVERLAY NOTIFICATION

After placement of the bridge deck overlay, the Resident Engineer shall notify the District Bridge Maintenance Engineer of the "as constructed" milling depth and overlay thickness for updating the Illinois Highway Information System.

BUTT JOINT CUTTING TIME RESTRICTION

Butt joints shall not be milled more than three (3) days prior to placement of the bituminous surface course.

PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the bituminous surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

SIGNING

Sign locations may vary from the stations shown on the plans in accordance with directions from the Engineer at the time of construction. Sign locations may be adjusted in the field to avoid any found utilities.

All wood post locations shall be verified with the Bureau of Operations, Traffic Section, before installation.

STATUS OF UTILITIES TO BE ADJUSTED

ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
TEL-STAR CABLE (FIBER OPTIC)					
US 150	36' LT	STA. 312+50	CABLE FIBER OPTIC	CM PIPE	RELOCATE
US 150	36' LT	STA. 313+00 TO 313+50	CABLE FIBER OPTIC	CM PIPE	CAUTION
US 150	75' RT	STA. 314+00	CABLE FIBER OPTIC	RIPRAP @ OUTLET	CAUTION
US 150	37' LT	STA. 314+50 TO 315+00	CABLE FIBER OPTIC	SLOPE GRADING	CAUTION
AMERENCILCO (ELECTRIC)					
US 150	39' LT	STA. 312+50 TO	AERIAL LINE	CM PIPE	RELOCATE
US 150	40' LT	STA. 313+00 TO 313+50	AERIAL LINE	CM PIPE	CAUTION
US 150	41' LT	STA. 314+50 TO 315+00	AERIAL LINE	SLOPE GRADING	CAUTION
AMERENCILCO (GAS)					
US 150	37' RT	STA. 314+00 to 312+00	GAS MAIN	GABION BASKETS	CAUTION
AMERITECH (TELEPHONE)					
US 150	39' RT	STA. 314+00	BURIED LINE	CM PIPE	RELOCATE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES
STATUS OF UTILITIES
TO BE ADJUSTED

SUMMARY OF QUANTITIES

F. & S. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	113B-211	PEORIA		3
STA.		TO STA.		
FED. ROAD DIST. NO. 5		US 150	FED. AID PROJECT	

SUMMARY OF QUANTITIES		UNIT	TOTAL QUANTITIES 80% FED 20% STATE	CONSTRUCTION TYPE CODE	
CODE NO	ITEM			SFTY-3N	X081-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	26		26
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	43		43
20200100	EARTH EXCAVATION	CU YD	225		225
20200500	EARTH EX WIDENING	CU YD	72.6		72.6
20300100	CHANNEL EXCAVATION	CU YD	385		385
20400800	FURNISHED EXCAVATION	CU YD	624		624
21101615	TOPSOIL FURNISH & PLACE, 4"	SQ YD	2379		2379
25000300	SEEDING, CLASS 3	ACRE	0.5		0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45		45
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	45		45
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45		45
25100630	EROSION CONTROL BLANKET	SQ YD	2379		2379
28000300	TEMPORARY DITCH CHECKS	EACH	8		8
28000400	PERIMETER EROSION BARRIER	FOOT	1000		1000
28100125	STONE RIPRAP, CLASS B3	SQ YD	263		263
28100209	STONE RIPRAP, CLASS A5	TON	824		824
28200200	FILTER FABRIC	SQ YD	806		806
28400100	GABIONS	CU YD	65		65
31101900	SUB-BASE GRANULAR MATERIAL, TYPE C	TON	622		622
40200800	AGGREGATE SURFACE COURSE TYPE B	TON	11		11
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	174		174
40600990	TEMPORARY RAMP	SQ YD	80		80
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.35		0.35
40600300	AGGREGATE (PRIME COAT)	TON	3.5		3.5
42001300	PROTECTIVE COAT	SQ YD	670		670
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	34.4		34.4
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	170		170

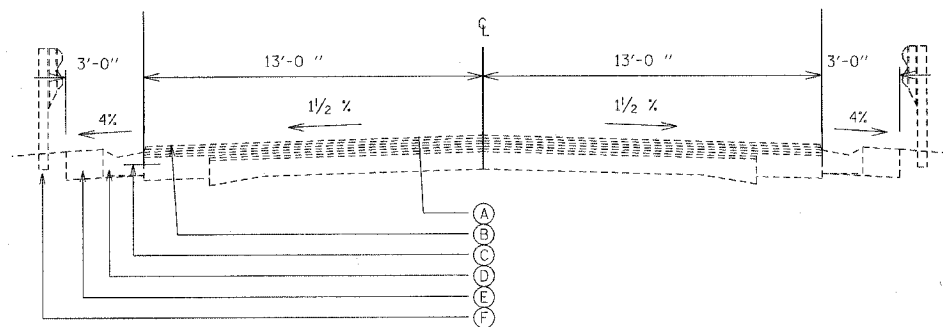
SUMMARY OF QUANTITIES

P. A. C. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-21)	PEORIA	55	4
STA.		TO STA.		
FED. ROAD DIST. NO. 5		US 150	FED. AID PROJECT	

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT	TOTAL QUANTITIES 80% FED 20% STATE	SFTY-3N	X081-2A
4400030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	1245		1245
44000400	GUTTER REMOVAL	FOOT	480		480
48300300	PORTLAND CEMENT CONCRETE SHOULDERS 8"	SQ YD	17.6		17.6
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1
50300225	CONCRETE STRUCTURES	CU YD	0.6		0.6
50300260	BRIDGE DECK GROOVING	SQ YD	627		627
50400105	PRECAST CONCRETE BRIDGE SLAB	SQ FT	359		359
50400305	PRECAST PRESTRESSED DECK BEAMS - (17" DEPTH)	SQ FT	6023		6023
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	720		720
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	8890		8890
* 50901005	STEEL BRIDGE RAIL, TYPE SM	FOOT	462		462
51500100	NAMES PLATES	EACH	1		1
54215547	METAL END SECTIONS 12	EACH	4		4
60100945	PIPE DRAIN 12"	FOOT	128		128
60900515	CONCRETE THRUST BLOCKS	EACH	4		4
* 63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	290		290
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4		4
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	6		6
63200310	GUARDRAIL REMOVAL	FOOT	586		586
67000400	ENGINEER FIELD OFFICE TYPE A	CAL MO	6		6
67100100	MOBILIZATION	L SUM	1		1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	72		72
70400100	TEMPORARY CONCRETE BARRIER	FOOT	500		500
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	500		500

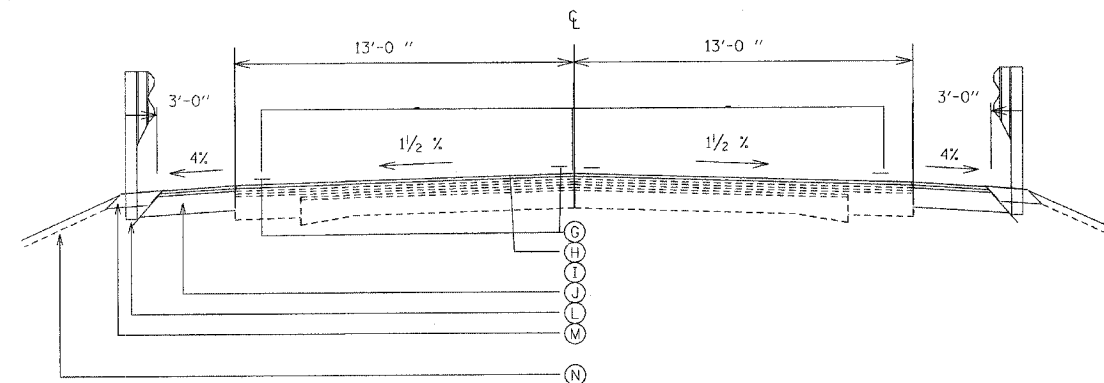
*SPECIALTY ITEMS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	6
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



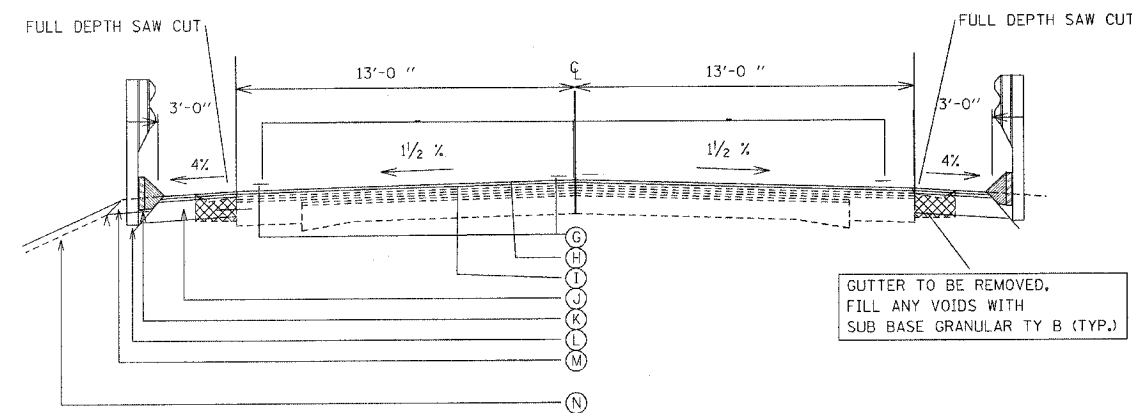
EXISTING TYPICAL SECTION

STA 308+00 TO 310+55.08
 BRIDGE OMMISION: STA 310+55.08 TO STA 312+34.53
 STA 312+34.53 TO STA 310+55.08



PROPOSED TYPICAL SECTION

STA 308+00 TO 310+25.08



PROPOSED TYPICAL SECTION

STA 312+64.53 TO STA 315+30

LEGEND

- (A) EXISTING P.C.C. PAVEMENT AND BITUMINOUS OVERLAYS
- (B) EXISTING BIT. CONC. BSE.CSE. WIDENING AND BIT OVERLAYS
- (C) EXISTING TIE BAR (TYP.)
- (D) EXISTING TYPE B GUTTER (TYP.)
- (E) EXISTING AGGREGATE SHOULDER (TYP.)
- (F) EXISTING STEEL PLATE BEAM GUARDRAIL (TYP.)
- (G) PROPOSED PAVEMENT MARKING - LINE 4" (TYP.) TO BE DONE BY IDOT OPERATIONS
- (H) PROPOSED VARIABLE DEPTH MILLING
- (I) PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE "D", N50, 2 1/4"
- (J) PROPOSED BITUMINOUS BASE COURSE WIDENING - 8" (TYP.)
- (K) PROPOSED EROSION CONTROL CURB
- (L) PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE PLAN SHEET FOR LOCATION AND TYPE)
- (M) PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL - 8" (TYP.)
- (N) PROPOSED FURNISHING AND PLACING TOPSOIL, 4", SEEDING CLASS 3 AND EROSION CONTROL BLANKET

NOTE: COORDINATE PERMANENT PAVEMENT MARKING WITH IDOT OPERATIONS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
US 150 OVER KICKAPOO CREEK
FAS ROUTE 2402
SEC (113B-2)I
PEORIA COUNTY

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)	PEORIA	55	7
STA.		TO STA.		
FED. ROAD DIST. NO.		US 150		

LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)	BITUMINOUS MAT PRIME COAT (TON)	AGGREGATE PRIME COAT (TON)	PCC SHOULDER 8" (SQ YD)	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N50 (TON)	AGGREGATE SURFACE COURSE TYPE B (TON)	BIT CONC BASE CSE WIDENING 8" (SQ YD)	BIT SURF REM (VARIABLE DEPTH) (SQ YD)
STA. 308+00 - 310+25	225	32	800	.16	1.61		86.0			564
STA. 312+64 - 315+30	266	32	946	.19	1.89		99.4			681
LT STA. 308+00 - 310+25									75	
RT STA. 308+00 - 310+25									75	
LT STA. 312+64 - 315+30									89	
RT STA. 312+64 - 314+85									74	
LT STA. 314+00								11		
LT STA. 312+75						4.4				
RT STA. 312+75						4.4				
LT STA. 314+38						4.4				
RT STA. 314+00						4.4				
TOTALS				.35	3.5	17.6	185.4	11	313	1245

LOCATION	BIT SURF REM BUTT-JOINT	TEMPORARY RAMP
	SQ YD	SQ YD
STA. 308+00	86.7	20
STA. 315+00	86.7	20
STA. 310+55		20
STA. 312+34		20
TOTAL	173.4	80

LOCATION	TREE REMOVAL, (OVER 15 UNITS DIAMETER) (UNIT)	TREE REMOVAL, (6 to 15 UNITS DIAMETER)
STA. 314+50 (75' LT)		9.5
STA. 314+50 (75' RT)		9.5
STA. 314+50 (75' LT)		7.6
STA. 314+90 (70' LT)	43	
TOTAL	43	26

LOCATION	SHLD INLET WITH CURB (4" SHLD) (EACH)	PIPE DRAINS 12" (FOOT)	PIPE ELBOW 12 (EACH)	METAL END SECTION 12 (EACH)	CONCRETE THRUST BLOCK (EACH)	GUTTER REMOVAL (FOOT)
LT STA. 312+65 - 315+30						265
RT STA. 312+65 - 314+80						215
LT STA. 312+75	1	34	2	1	1	
RT STA. 312+75	1	16	2	1	1	
RT STA. 314+00	1	36	2	1	1	
LT STA. 314+38	1	42	2	1	1	
TOTAL	4	128	8	4	4	480

LOCATION	TEMPORARY DITCH CHECK (EACH)	PERIMETER EROSION BARRIER (FT)
LT STA. 308+50 - 310+50	2	250
LT STA. 312+50 - 315+00	2	250
RT STA. 308+85 - 310+50	2	250
RT STA. 312+50 - 315+00	2	250
TOTAL	8	1000

	ENGINEER'S FIELD OFFICE TYPE A (CAL MO)	MOBILIZATION (L SUM)	TRAFFIC CONTROL AND PROTECTION		CONSTRUCTION LAYOUT (L. SUM)
			STANDARD 701321 (EACH)	STANDARD 701326 (L SUM)	
	6	1	1	1	1
TOTAL	6	1	1	1	1

LOCATION	STONE RIPRAP CLASS B3			AREA (SQ YD)
	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)	AREA (SQ YD)
LT STA. 314+43 - 312+40	80	6	53	53
RT STA. 314+05 - 312+40	150	6	100	100
RT STA. 312+40 - 314+05	165	6	110	110
TOTAL			263	263

LOCATION	SEEDING, CLASS 3 (ACRES)	NITROGEN FERTILIZER (LBS)	PHOSPHORUS FERTILIZER (LBS)	POTASSIUM FERTILIZER (LBS)	EROSION CONTROL BLANKET (SQ YD)
LT STA. 308+85 - 310+50	.083	7.5	7.5	7.5	4017
LT STA. 312+50 - 315+00	.301	27.1	27.1	27.1	1458.4
RT STA. 308+85 - 310+50	.095	8.6	8.6	8.6	458.1
RT STA. 312+50 - 315+00	.013	1.2	1.2	1.2	61.1
TOTAL	.50	45	45	45	2379.0

ITEM	LOCATION	QUANTITY	UNIT
CHANNEL EXCAVATION	CHANNEL	385	CU. YD.
STONE RIPRAP, CLASS A5	CHANNEL	824	TON
FILTER FABRIC	CHANNEL	543	SQ. YD.
GABIONS	CHANNEL	65	CU. YD.
SUB-BASE GRANULAR MATERIAL, TYPE C	CHANNEL	622	TON
GABION ANCHOR STAKE	CHANNEL	64	EACH

LOCATION	BRIDGE APPROACH PAVEMENT (SPECIAL) (SQ YD)	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEX) (SQ YD)
STA 310+25		17.2
STA 312+64		17.2
STA 310+25 TO 310+55	85	
STA 312+34 TO 312+64	85	
TOTAL	170	34.4

LOCATION	TEMPORARY BRIDGE TRAFFIC SIGNALS (EACH)	TEMPORARY CONCRETE BARRIER (FOOT)	RELOCATE TEMPORARY CONCRETE BARRIER (FOOT)	IMPACT ATTENUATORS, TEMPORARY (NRD) TL3 (EACH)	IMPACT ATTENUATORS, RELOCATE (NRD) TL3 (EACH)
STA. 309+70 - 310+15		95	95		
STA. 310+15 - 312+75		260	260		
STA. 312+75 - 314+20		145	145		
RT STA. 314+20				1	1
RT STA. 309+20				1	1
STA 308+00 TO 315+30	1				
TOTAL	1	500	500	2	2

LOCATION	SHORT-TERM PAVEMENT MARKING (FOOT)	WORK ZONE PAVEMENT MARKING REMOVAL (FOOT)
STA. 308+00 - 315+30	72	72
TOTAL	72	72

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: NO SCALE
DATE: _____

DRAWN BY: MAJ
CHECKED BY: _____

FAS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)	PEORIA	55	8
STA.		TO STA.		
FED. ROAD DIST. NO.		US 150		

LOCATION	EARTH EXCAVATION (CU YD)	FOR INFORMATION ONLY				TOPSOIL FURNISH AND PLACE, 4" (SQ YD)	EARTH EXCAVATION (WIDENING) (CU YD)
		EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	FURNISHED EXCAVATION (SQ YD)		
STA.309+00 TO 309+50	27.0	20.3	136.0	-115.7	-115.7	313.9	
STA.309+50 TO 310+00	29.2	21.9	114.8	-92.9	-92.9	345.6	
STA.310+00 TO 310+50	2.2	1.7	45.0	-43.3	-43.3	200.2	
BRIDGE OMISSION							
STA.312+50 TO 313+00	34.8	26.1	166.8	-140.7	-140.7	300.3	
STA.313+00 TO 313+50	75.7	56.8	64.1	-7.3	-7.3	350.0	
STA.313+50 TO 314+38	46.7	35.1	145.3	-110.2	-110.2	612.6	
STA.314+38 TO 314+50	3.2	2.4	40.2	-37.8	-37.8	83.1	
STA.314+50 TO 315+00	5.7	4.3	80.6	-76.3	-76.3	173.6	
STA 308+00 to 310+25							33.3
STA 312+65 to 315+30							39.3
TOTAL	224.5	168.6	792.8	-624.2	-624.2	2379	72.6

LOCATION

LOCATION	REMOVAL LENGTH (FOOT)	GUARDRAIL MARKER TYPE A (EACH)	EROSION CONTROL CURB (FOOT)	TRAFFIC BARRIER TERMINAL TYPE 6A (EACH)	GUARDRAIL AGGRAGATE EROSION CONTROL (TON)	STEEL PLATE BEAM GUARDRAIL TYPE A (FOOT)	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT) (EACH)	TERMINAL MARKER DA (EACH)
LT STA. 308+73 - 310+25					22.2			
LT STA. 312+64 - 313+60			96		14.0			
LT STA. 314+14 - 315+26			112		16.3			
RT STA. 309+29 - 310+85					14.0			
RT STA. 312+64 - 314+25			221		32.2			
LT STA. 308+73 - 313+60		7						
LT STA. 314+14 - 315+26		4						
RT STA. 309+29 - 314+85		8						
LT STA. 309+29 - 310+28	99							
LT STA. 312+60 - 313+83	123							
LT STA. 314+18 - 315+30	112							
RT STA. 309+29 - 310+28	99							
RT STA. 312+62 - 314+15	153							
LT STA. 309+17 - 310+00						85		
LT STA. 312+88 - 313+10.5						22.5		
LT STA. 314+64 - 314+76.5						12.5		
RT STA. 309+79.5 - 310+02						22.5		
RT STA. 312+88 - 314+35.5						147.5		
LT STA. 310+00 - 310+30				1				
LT STA. 312+58 - 312+88				1				
RT STA. 310+00 - 310+30				1				
RT STA. 312+58 - 312+88				1				
LT STA. 308+73 - 309+23							1	
LT STA. 314+76.5 - 315+26.5							1	
LT STA. 313+10.5 - 313+60.5							1	
LT STA. 314+14 - 314+64							1	
RT STA. 309+29.5 - 309+79.5							1	
RT STA. 314+35.5 - 314+85.7							1	
LT STA. 308+73								1
LT STA. 313+60								1
LT STA. 314+14								1
LT STA. 315+26								1
RT STA. 309+29								1
RT STA. 314+85								1
TOTAL	586	19	429	4	99	290	6	6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

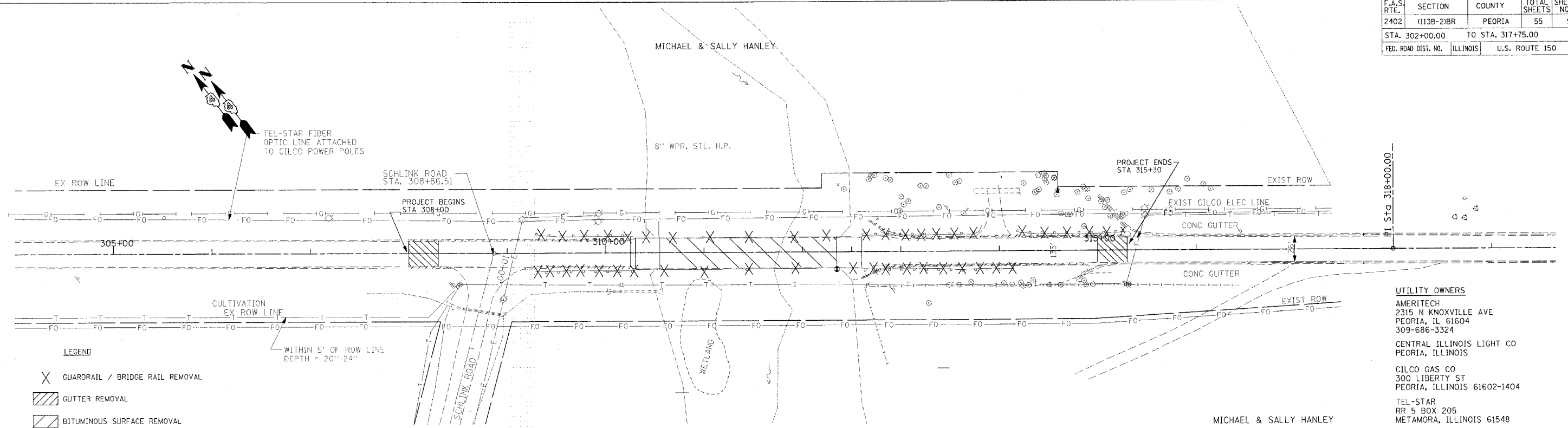
SCALE: NO SCALE DRAWN BY: MAJ
 DATE: CHECKED BY:

DGN-ONLY

\$\$\$DATE\$\$\$

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	113B-2/BR	PEORIA	55	9
STA. 302+00.00		TO STA. 317+75.00		
FED. ROAD DIST. NO.		ILLINOIS	U.S. ROUTE 150	

DATE	BY	REVISION



- LEGEND**
- GUARDRAIL / BRIDGE RAIL REMOVAL
 - GUTTER REMOVAL
 - BITUMINOUS SURFACE REMOVAL
 - BITUMINOUS SURFACE REMOVAL, BUTT JOINT
 - BRIDGE WEARING SURFACE REMOVAL

UTILITY OWNERS

AMERITECH
2315 N KNOXVILLE AVE
PEORIA, IL 61604
309-686-3324

CENTRAL ILLINOIS LIGHT CO
PEORIA, ILLINOIS

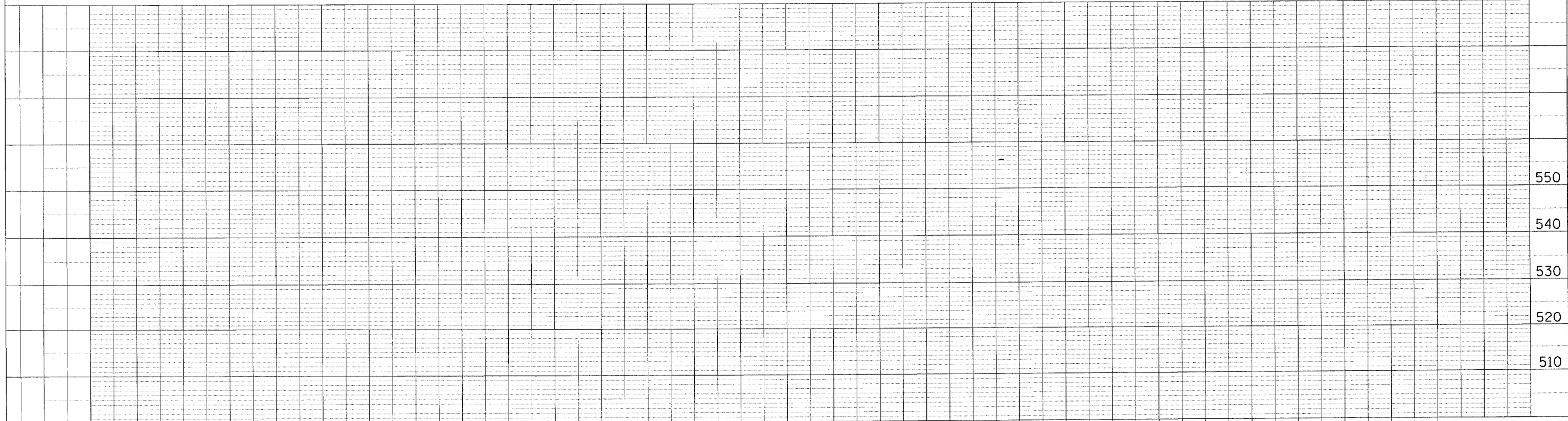
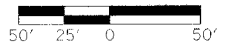
CILCO GAS CO
300 LIBERTY ST
PEORIA, ILLINOIS 61602-1404

TEL-STAR
RR 5 BOX 205
METAMORA, ILLINOIS 61548

VERIZON NORTH INC
P.O. BOX B
KEWANEE, ILLINOIS 61443
(309) 853-6297-0FC

BENCHMARK STA 312+35.00, 18.00' RT.
U.S. G.S. DISK IN THE TOP OF THE
S.E. WINGWALL EL 533.82

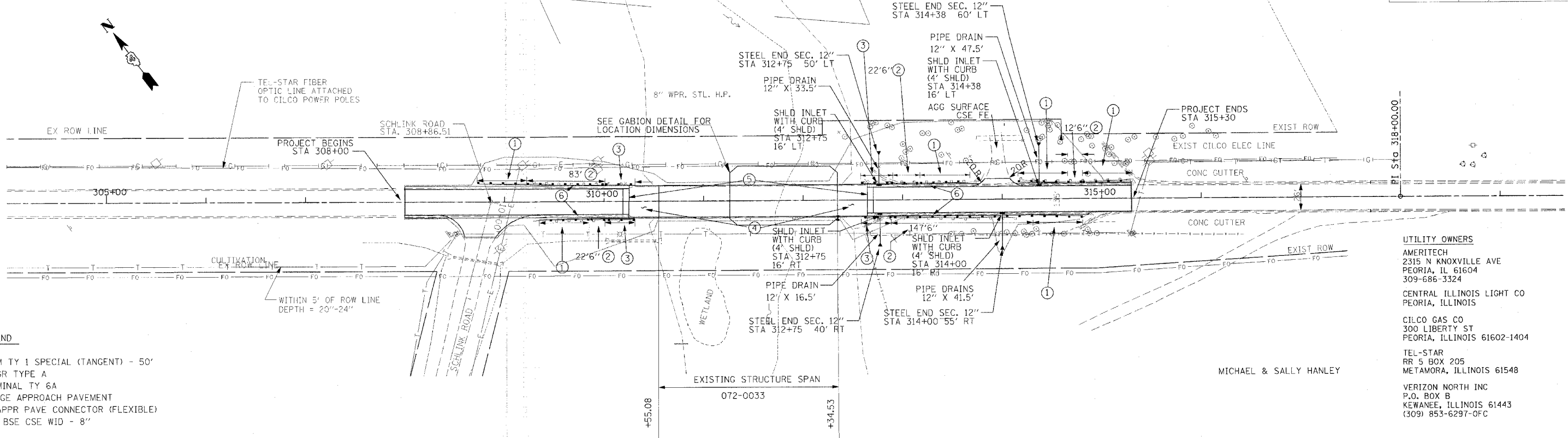
JOHN RICHARD JOHNSON



REMOVAL PLAN

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)BR	PEORIA	55	10
STA. 302+00.00		TO STA. 317+75.00		
FED. ROAD DIST. NO.		ILLINOIS	U.S. ROUTE 150	

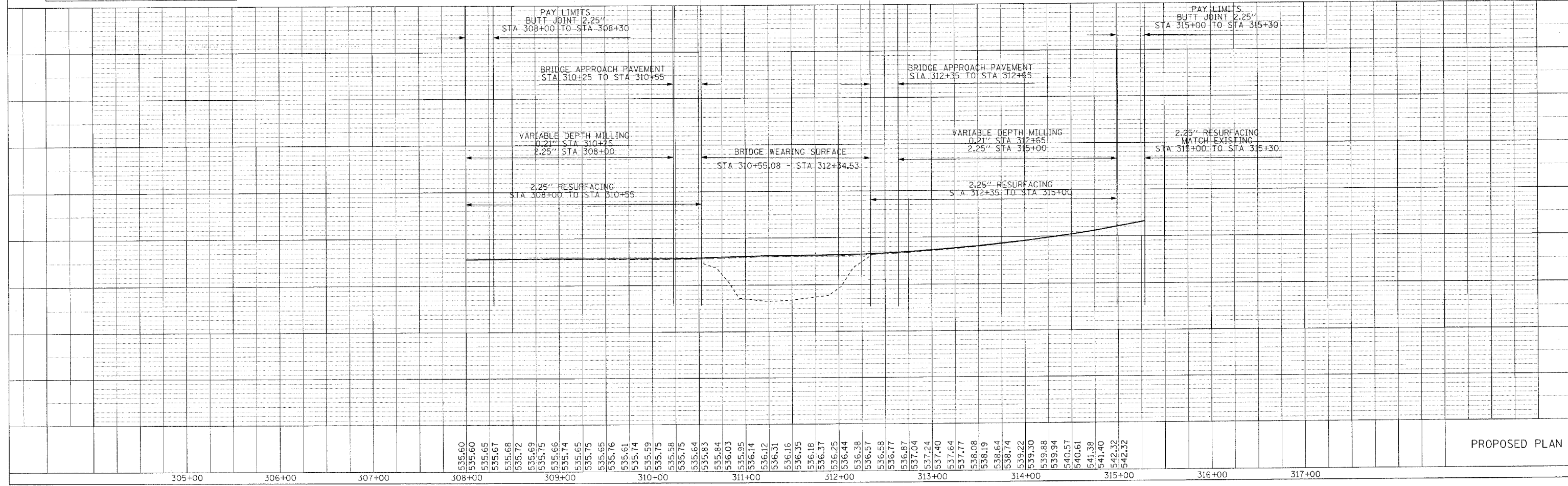
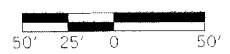
DATE	
BY	
PROJECT NO.	
DATE	
BY	
PROJECT NO.	
DATE	
BY	
PROJECT NO.	



- LEGEND**
- ① TERM TY 1 SPECIAL (TANGENT) - 50'
 - ② SPBGR TYPE A
 - ③ TERMINAL TY 6A
 - ④ BRIDGE APPROACH PAVEMENT
 - ⑤ BR APPR PAVE CONNECTOR (FLEXIBLE)
 - ⑥ BIT. BSE CSE WID - 8"

BENCHMARK STA 312+35.00, 18.00' RT.
U.S. G.S. DISK IN THE TOP OF THE
S.W. WINGWALL EL 533.82

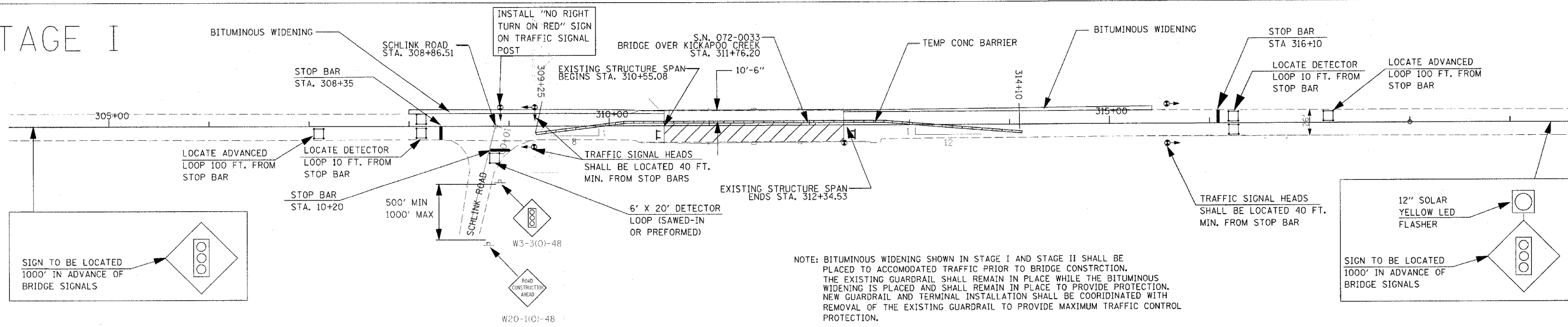
- UTILITY OWNERS**
- AMERITECH
2315 N KNOXVILLE AVE
PEORIA, IL 61604
309-686-3324
 - CENTRAL ILLINOIS LIGHT CO
PEORIA, ILLINOIS
 - CILCO GAS CO
300 LIBERTY ST
PEORIA, ILLINOIS 61602-1404
 - TEL-STAR
RR 5 BOX 205
METAMORA, ILLINOIS 61548
 - VERIZON NORTH INC
P.O. BOX B
KEWANEE, ILLINOIS 61443
(309) 853-6297-0FC



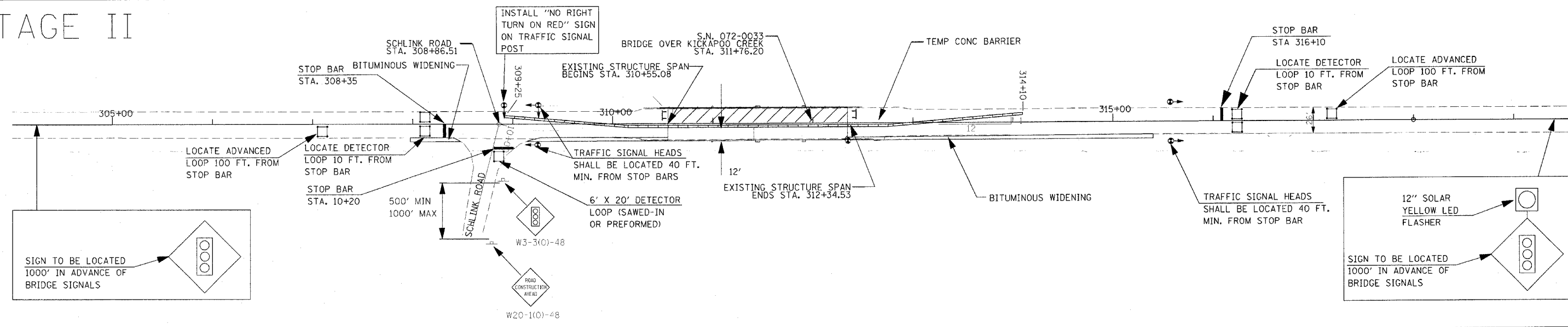
PROPOSED PLAN

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)BR	PEORIA	55	11
STA. 302+00.00 TO STA. 317+75.00				
FED. ROAD DIST. NO.	ILLINOIS	U.S. ROUTE 150		

STAGE I



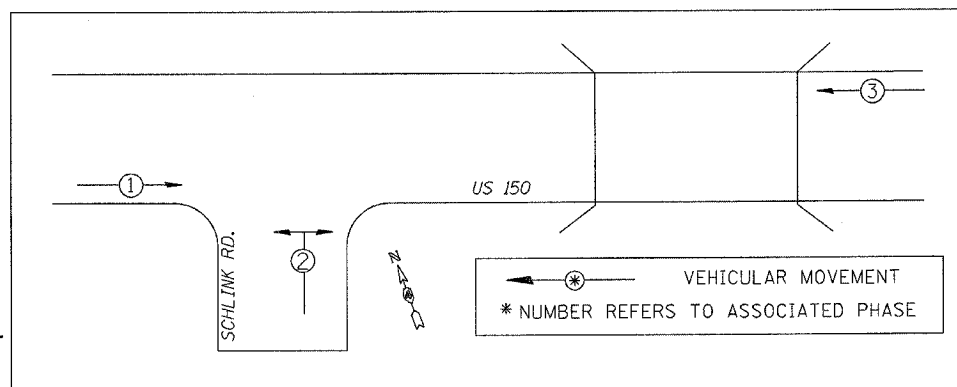
STAGE II



NOTES:

1. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH STANDARD 701321 EXCEPT WHERE MODIFIED ON THIS PLAN SHEET.
2. THREE PHASE SIGNAL OPERATION IS REQUIRED. THE ENGINEER OF TRAFFIC SHALL APPROVE ALL TIMING PARAMETERS.
3. STOP BAR PLACEMENT, TEMPORARY CONCRETE BARRIER, AND SIGNAL PLACEMENT/DETAILS SHALL BE AS SHOWN.
4. ADVANCE WARNING SIGNS ARE REQUIRED AS SHOWN. THE CONTRACTOR SHALL FURNISH AND INSTALL ONE SOLAR POWERED YELLOW FLASHER ON THE ADVANCED WARNING SIGN FOR WESTBOUND US 150. THE CONTRACTOR SHALL RETURN THE FLASHER TO THE DEPARTMENT UPON REMOVAL OF THE TEMPORARY BRIDGE TRAFFIC SIGNALS.
5. STAGE ONE TEMPORARY CONCRETE BARRIER TAPER RATE SHALL BE 8:1 TO ACCOMMODATE SCHLINK RD.
6. ALL TRAFFIC SIGNAL AND ADVANCED WARNING FLASHER SECTIONS SHALL HAVE 12" DIAMETER LENSES.
7. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER
8. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL MUTCD REQUIREMENTS.
9. THE CONTRACTOR, AT HIS OPTION, MAY ELECT TO UTILIZE MICROWAVE DETECTORS FOR BOTH US 150 APPROACHES.
10. ALL LABOR AND MATERIALS REQUIRED TO COMPLY WITH THESE REQUIREMENTS AND PLAN SHEET DETAILS SHALL BE INCLUDED IN THE PRICE FOR THE TEMPORARY BRIDGE SIGNAL INSTALLATION. THERE WILL BE NO ADDITIONAL COMPENSATION.
11. THE CONTRACTOR SHALL INSTALL TWO ADDITIONAL SIGNS ON SCHLINK RD AS SHOWN. THE COST OF THIS ADDITIONAL SIGNING SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701321

TEMPORARY PHASE DIAGRAM



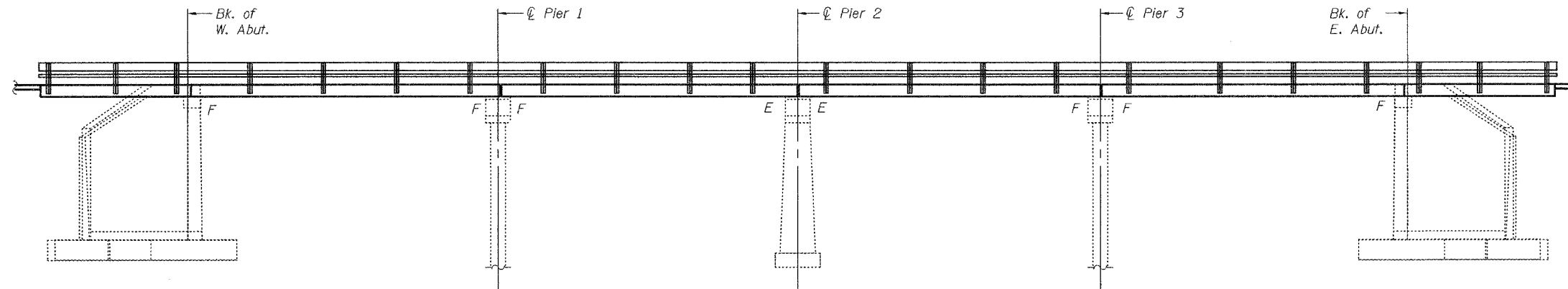
TRAFFIC SIGNAL LEGEND

- ⊙ TEMPORARY WOOD POLE OR POST
- ▶ 3 SEC. SIGNAL HEAD W/ BACKPLATE
- DETECTOR LOOP - 6' X 6' UNLESS OTHERWISE NOTED

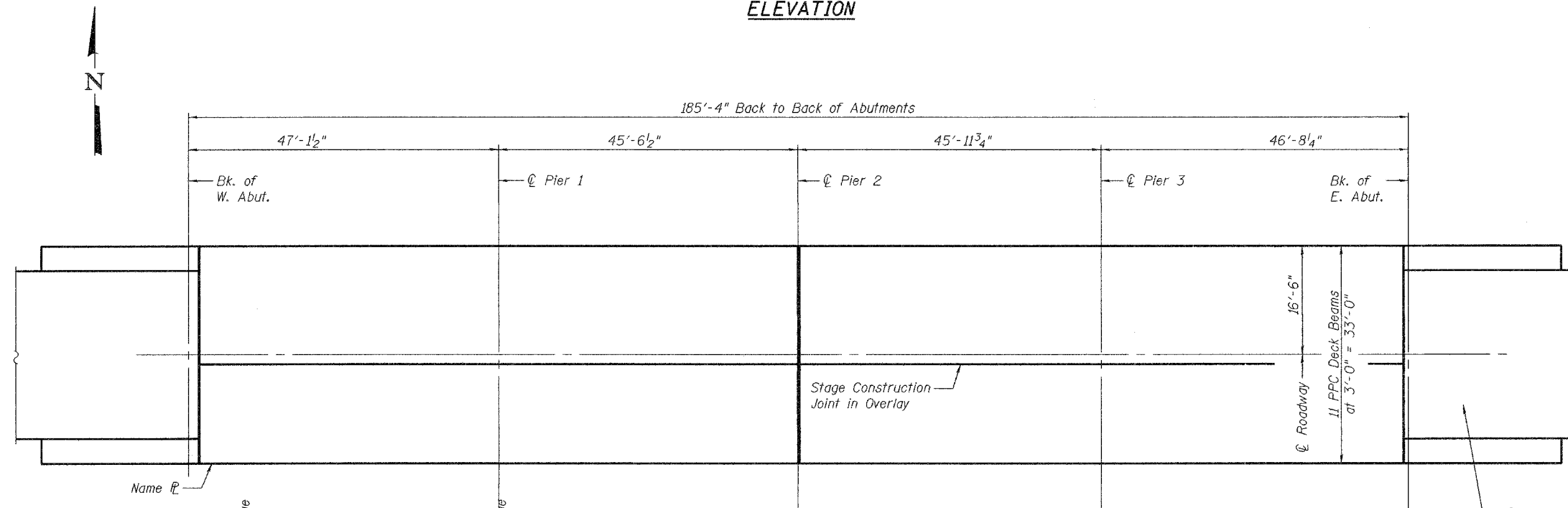
TEMPORARY BRIDGE TRAFFIC SIGNALS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

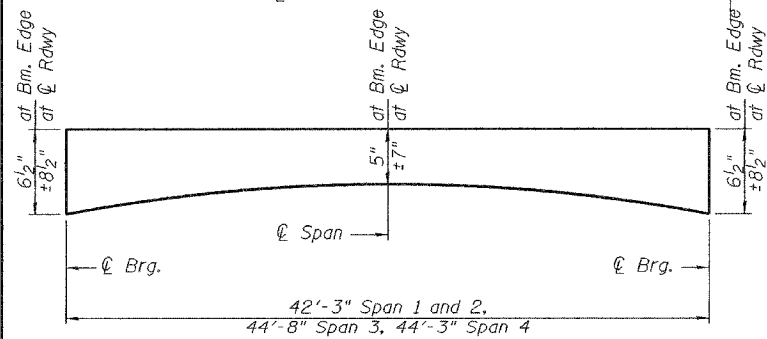
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. 1
		Peoria	12	11 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract Number: 600F1	



ELEVATION



PLAN



CONCRETE WEARING SURFACE PROFILE

DESIGNED	Adrian T. Holloway
CHECKED	John A. Morris
DRAWN	Ralph E. Anderson
CHECKED	A.T.H. S.J.B.

April 26, 2006
EXAMINED John A. Morris
ENGINEER OF STRUCTURAL SERVICES
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



Expires: November 30, 2006

LOADING HS20-44
No allowance for future wearing surface.
DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications

DESIGN STRESSES
FIELD UNITS
 $f'c = 3,500$ psi
 $f'c = 5,000$ psi (Concrete Wearing Surface)
 $f_y = 60,000$ psi (Reinforcement)
PRECAST PRESTRESSED UNITS
 $f'c = 6,000$ psi
 $f'ci = 5,000$ psi
 $f's = 270,000$ psi ($1/2$ " ϕ low lax strands)
 $f'sl = 201,960$ psi ($1/2$ " ϕ low lax strands)
PRECAST CONCRETE UNITS
 $f'c = 4,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	720
Strip Seal Expansion Joint Assembly	Foot	33
Protective Coat	Sq. Yd.	670
Removal of Existing Superstructures	Each	1
PPC Deck Beams (17" Depth)	Sq. Ft.	6,023
Reinforcement Bars, Epoxy Coated	Pound	8,890
Steel Bridge Rail, Type SM	Foot	462
Concrete Wearing Surface, 5"	Sq. Yd.	670
Bridge Deck Grooving	Sq. Yd.	627
Name Plates	Each	1
Bar Splicers	Each	183
Removal of Existing Precast Concrete Unit	Sq. Ft.	359
Concrete Structures	Cu. Yd.	0.6
Precast Concrete Bridge Slab	Sq. Ft.	359

For removal and replacement of approach pavement see roadway plans and details.

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of each fascia beam. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

All construction joints shall be bonded.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

Attach new Name plate to the backside of 8" Rail element. Existing name plate is to be removed, cleaned and relocated adjacent to new name plate. Cost included in the cost of Name Plates.

If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on new beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new beams. To distribute load to multiple beams and protect the concrete, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. Prior to placement of the timber mats the following shall be done: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys. A temporary means of lateral restraint will be required for fascia beams at expansion ends of beams to prevent movement of the beams.

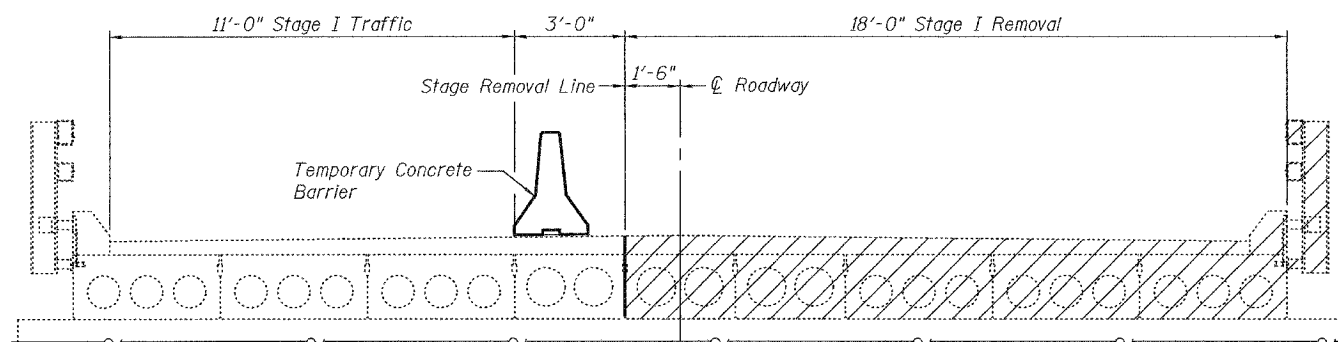
STATION 313+00.88
REBUILT 20 BY
STATE OF ILLINOIS
F.A.S. 2402 RT. US 150
SEC. (113B-2)BR-1
LOADING HS20
STR. NO. 072-0033

NAME PLATE
(See Std. 515001)

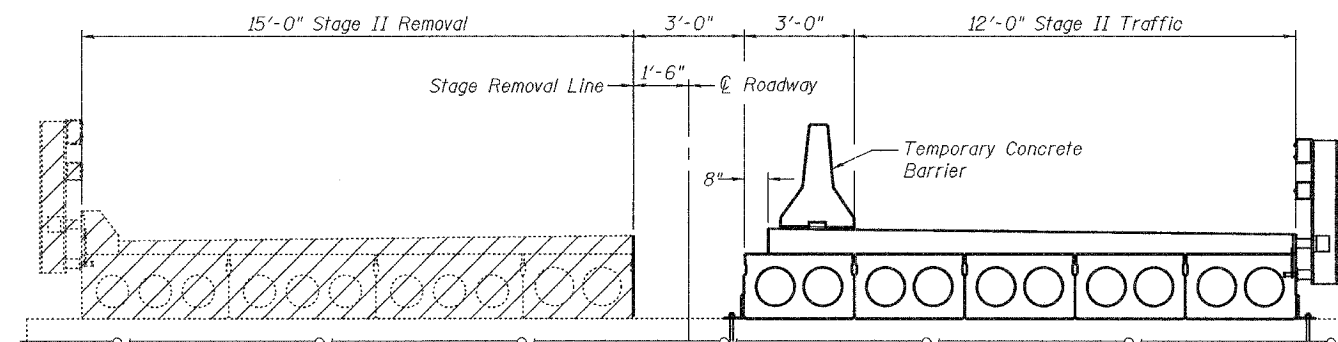
PLAN AND ELEVATION
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Peoria		13
SHEET NO. 2 11 SHEETS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		
Contract Number: 6B072				

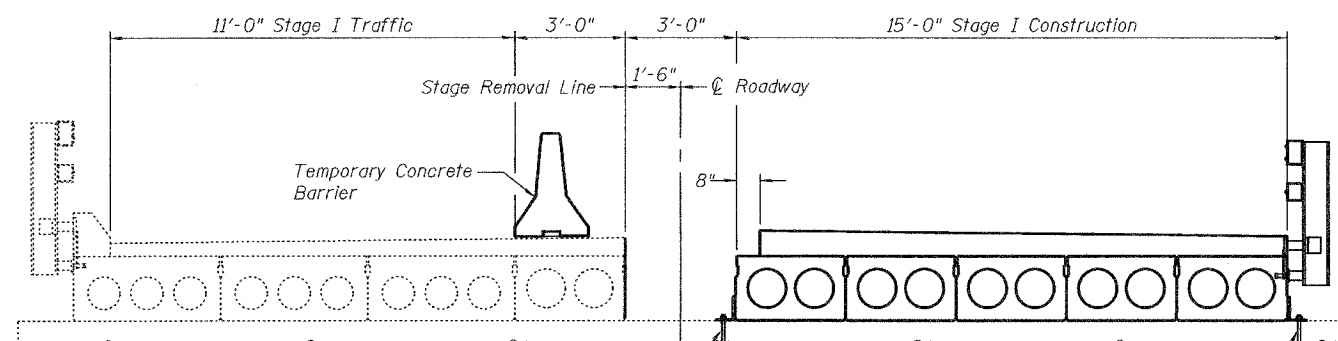


STAGE I REMOVAL

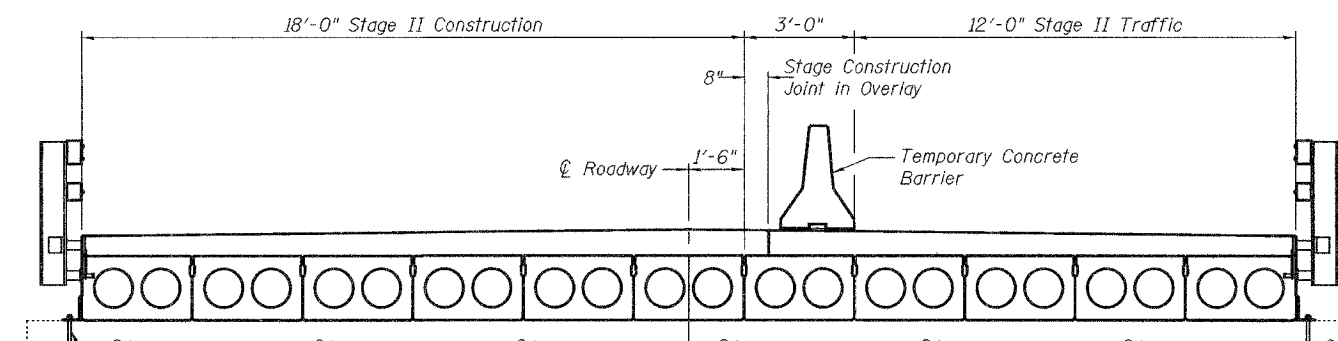


STAGE II REMOVAL

Notes:
All cross-sections are looking East.
Cross hatched area indicates area of removal.
For Temporary Concrete Barrier Details see sheet 10 of 11.
For Anchor Bolt details see sheet 9 of 11.



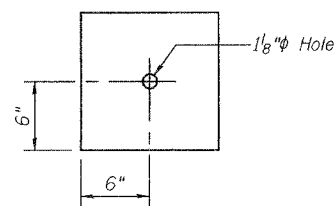
STAGE I CONSTRUCTION



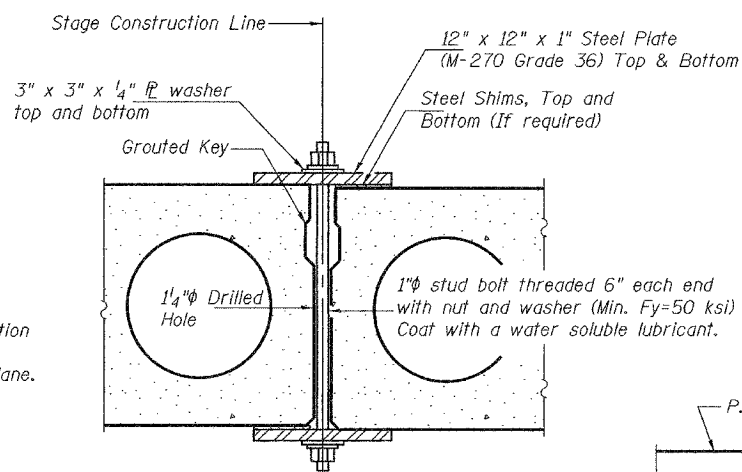
STAGE II CONSTRUCTION

Temporary side retainer to be placed with beam at Pier 2 only. Remove and grind anchor bolt flush with cap after concrete wearing surface has cured and prior to placement of PPC Deck beam at ϕ of Roadway.

Permanent side retainer to be placed with beam at Pier 2 only.

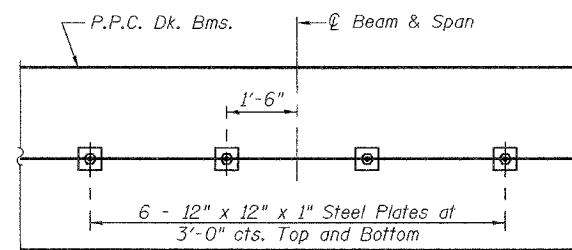


CLAMPING PLATE

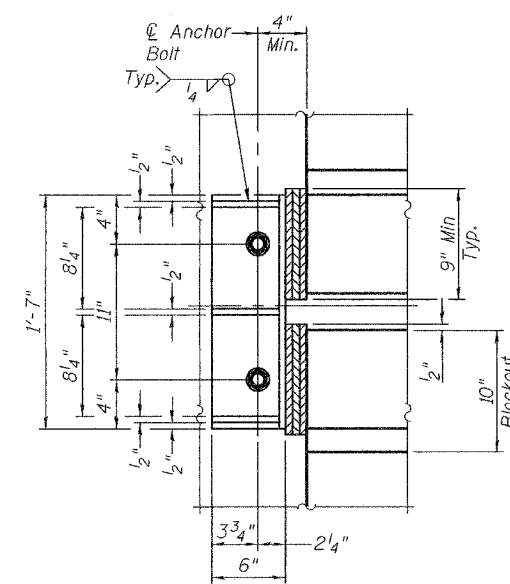


SECTION AT STAGE CONSTRUCTION LINE

*Anchor bolts may be cast into the masonry or approved threaded rod may be placed in drilled holes and grouted in place. Cost of retainer and accessories are included with Precast Prestressed Concrete Deck Beams.

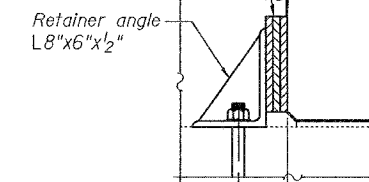


PLAN AT STAGE CONSTRUCTION LINE



RETAINER ANGLE PLAN

Steel wedges. Remove after concrete wearing surface has cured.



* ϕ 1" x 12" galv. anchor bolt with 2 1/2" x 2 1/2" x 5/16" washer under nut.

RETAINER ANGLE ELEVATION

Notes:
See Special Provisions for Stage Construction Precast Prestressed Concrete Deck Beams.
See Stage Construction Detail for traffic lane. Cost is included with Precast Prestressed Concrete Deck Beams.

DESIGNED	A.T.H.
CHECKED	S.J.B.
DRAWN	Drew Christopher
CHECKED	A.T.H. S.J.B.

EXAMINED	John A. Morris ENGINEER OF STRUCTURAL SERVICES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

April 26, 2006

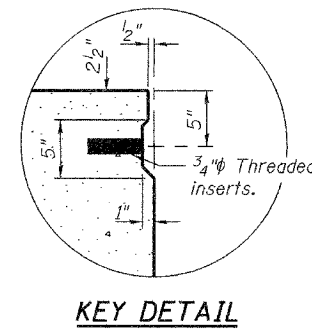
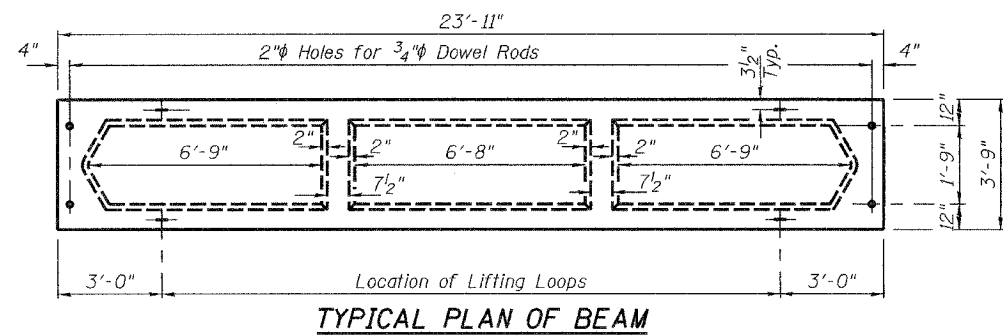
STAGE CONSTRUCTION DETAILS
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note:
Tack welding of stirrups to bottom longitudinal reinforcement bars will not be permitted except as otherwise authorized in writing by the Engineer.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3
		Peoria		11	11 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract Number: 68072



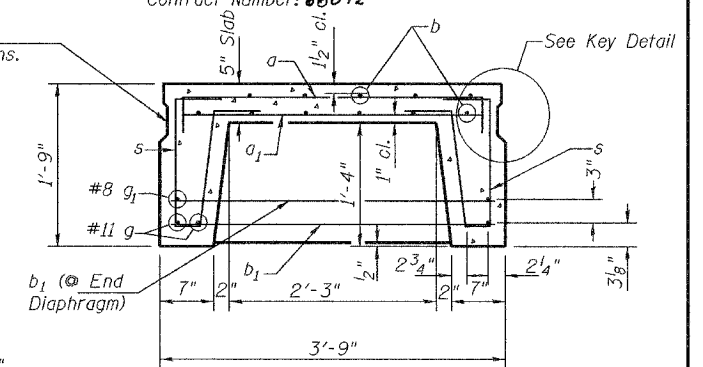
KEY DETAIL

Weld ends of g bars to b1 bars with full bead weld

DETAIL A

The surface of the member shall not deviate more than 1/1200 of the full length of the member from a straight line connecting the two end points on the member's surface. In addition to State inspection and prior to erection, the beam shall be tested and approved by the resident Engineer at the jobsite.
The units shall remain on the bottom supporting forms until the concrete has attained a compressive strength of not less than 3,500 pounds per square inch.

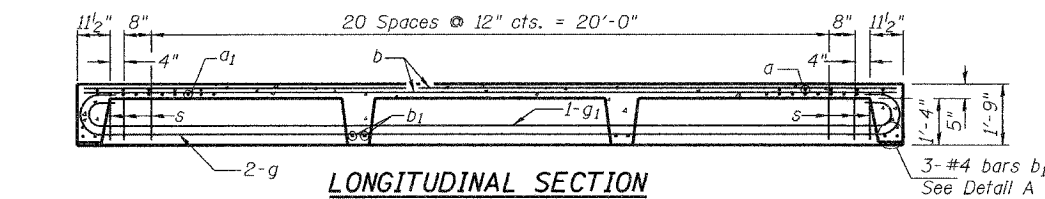
Omit key on exterior face of outside beams.



TYPICAL SECTION THRU BEAM

*Existing Dowel Rods shall be cut off and ground flush with the top of the existing concrete. Cost to be included in the cost of Removal of Existing Precast Concrete Unit. New Dowel Rods shall be grouted after beams are in place and allowed to cure a minimum of 24 hours prior to grouting the shear keys.

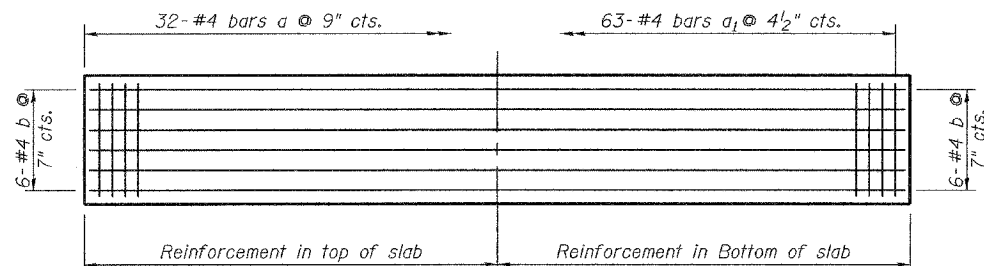
BEARING PADS
(16 Required)



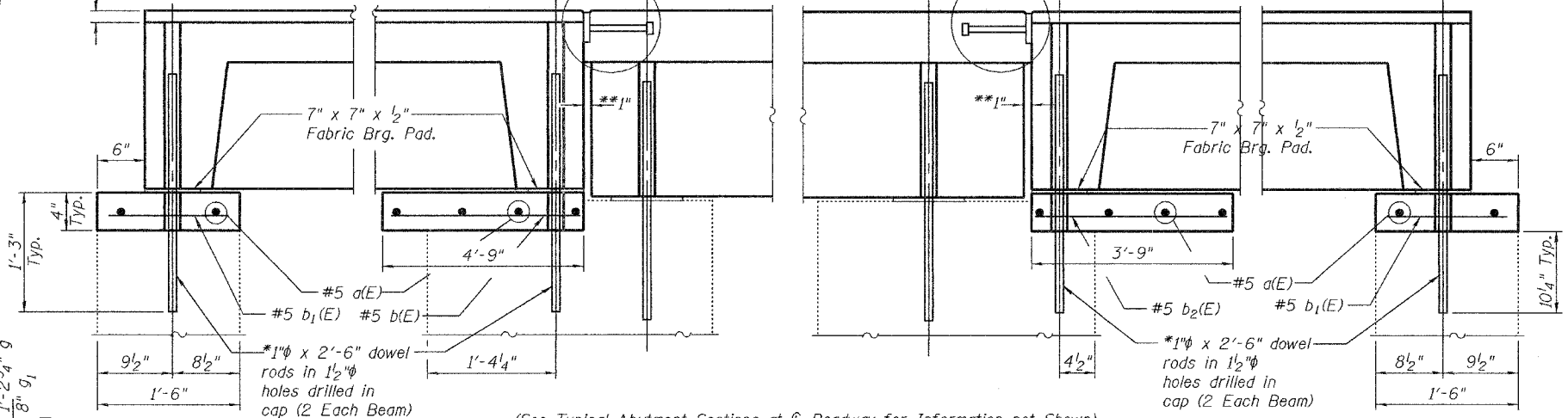
LONGITUDINAL SECTION

**Joint shall be filled with non-shrink grout. Dimension may vary to accommodate tolerance in beam lengths.

2 1/2" Min. Bituminous Concrete Overlay at edge of deck over beam. ±8 1/2" at Roadway.



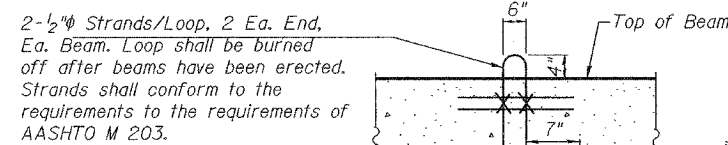
PLAN
Showing Slab Reinforcement



TYPICAL SECTION AT OUTSIDE
FACE OF WEST ABUTMENT

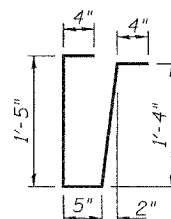
TYPICAL SECTION AT OUTSIDE
FACE OF EAST ABUTMENT

(See Typical Abutment Sections at Roadway for Information not Shown)



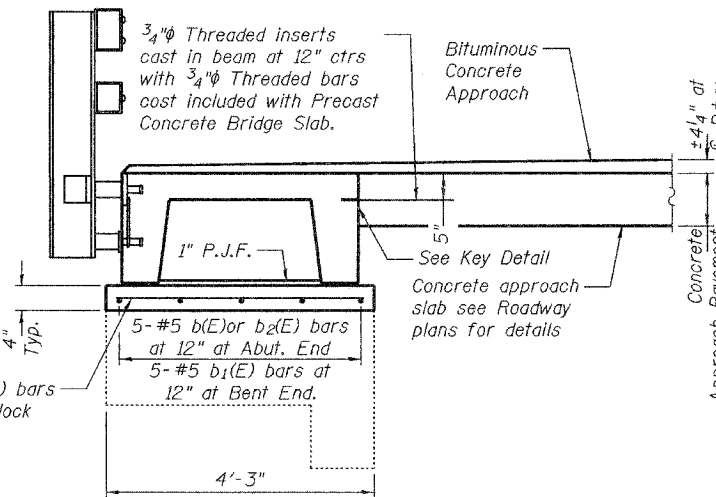
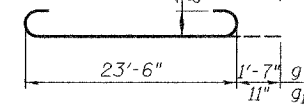
LIFTING LOOP

Approved alternate may be substituted for the above.

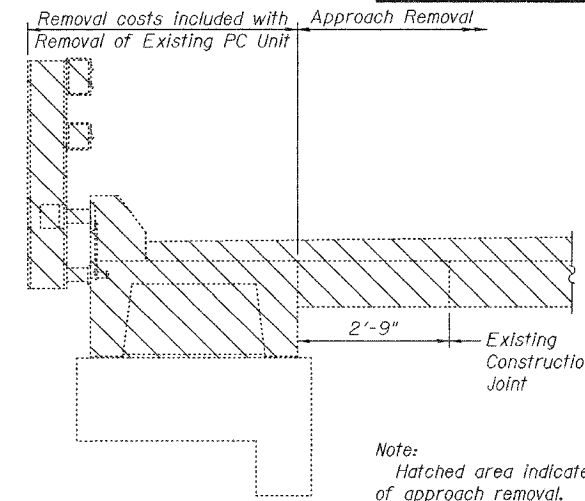


BAR s

BARS g and g1



TYPICAL APPROACH SECTION



TYPICAL APPROACH REMOVAL SECTION

Note:
Hatched area indicates area of approach removal.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	24	#5	4'-0"	—
b(E)	10	#5	4'-6"	—
b1(E)	20	#5	1'-4"	—
b2(E)	10	#5	3'-6"	—
Removal of Existing Precast Concrete Unit		Sq. Ft.	359	
Concrete Structures		Cu. Yd.	0.6	
Precast Concrete Bridge Slab		Sq. Ft.	359	
Reinforcement Bars, Epoxy Coated		Pound	210	

APPROACH DETAILS
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

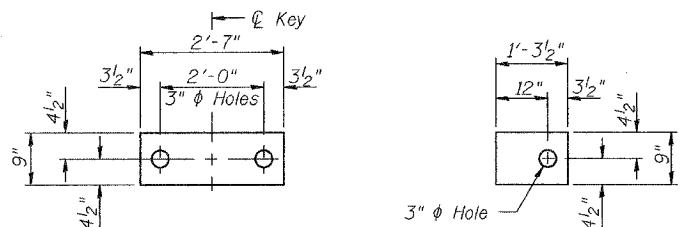
DESIGNED	A.T.H.
CHECKED	S.J.B.
DRAWN	Drew Christopher
CHECKED	A.T.H. S.J.B.

EXAMINED	John A. Morris ENGINEER OF STRUCTURAL SERVICES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

April 26, 2006

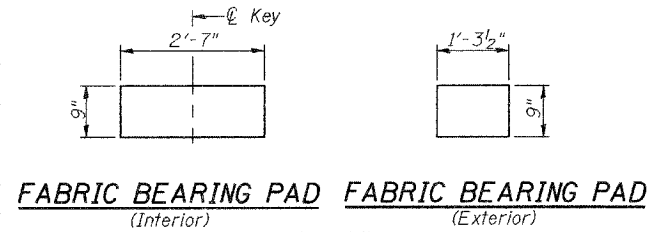
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 4
		Peoria		15	11 SHEETS
Contract Number: 68072					



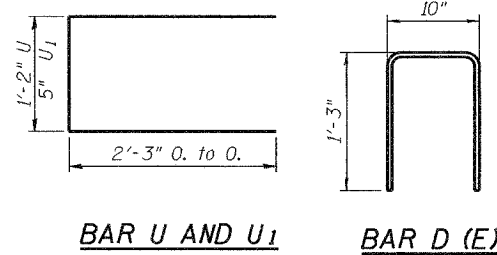
FABRIC BEARING PAD (Interior) **FABRIC BEARING PAD** (Exterior)

FIXED



FABRIC BEARING PAD (Interior) **FABRIC BEARING PAD** (Exterior)

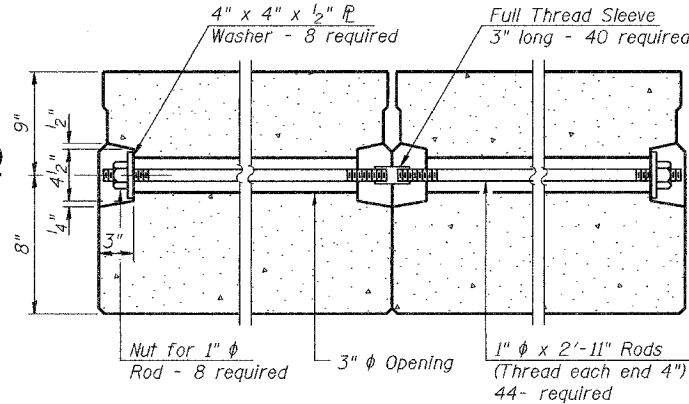
EXPANSION



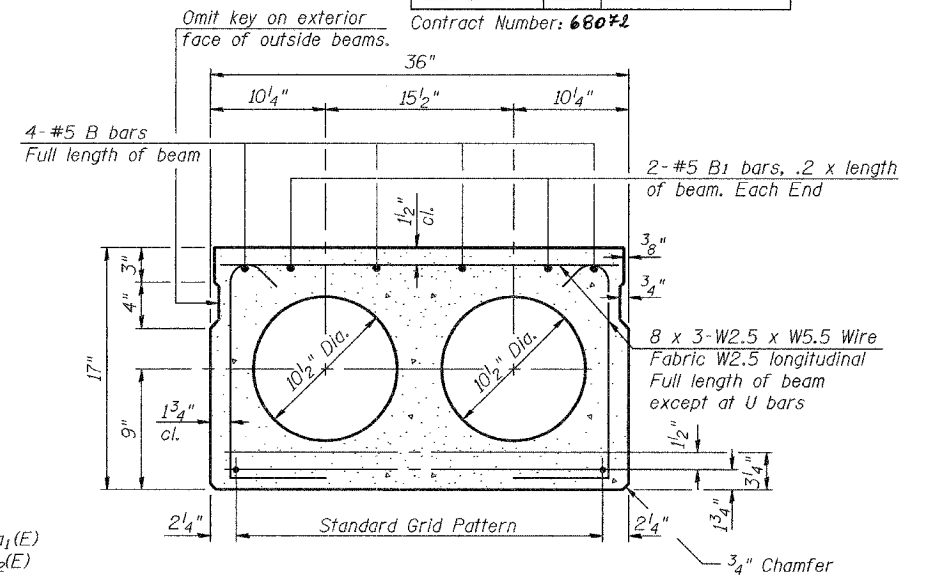
BEAM DIMENSIONS

Span	Dimensions			
	A	B	C	D
1	1'-6"	20'-9 1/2"	1'-6"	45'-5"
2	1'-6"	20'-4 1/2"	2'-4"	45'-5"
3	1'-6"	20'-7"	2'-4"	45'-10"
4	1'-6"	21'-0"	1'-6"	45'-10"

*See typical sections at Abutments and Piers on Sheet 5 of 11.



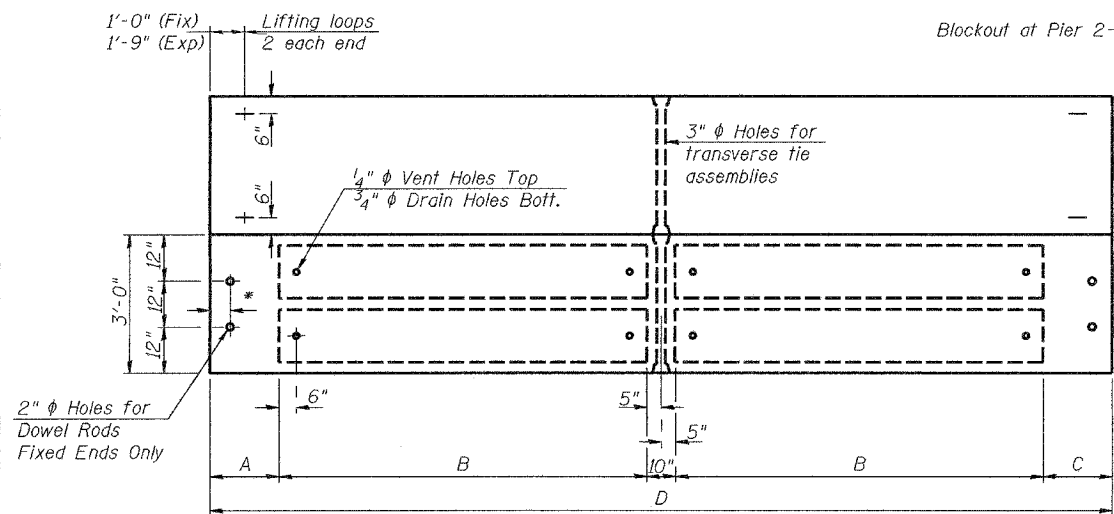
TYPICAL TRANSVERSE TIE ASSEMBLY



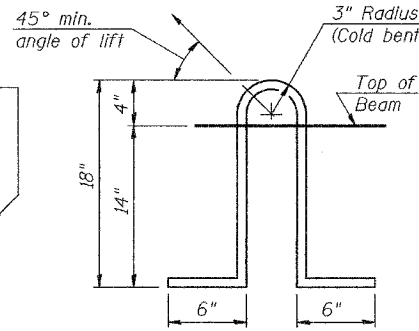
TYPICAL SECTION

1/2" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
9-Strands 1 3/4" up, 6-Strands 3/4" up, 2-Strands 12" up

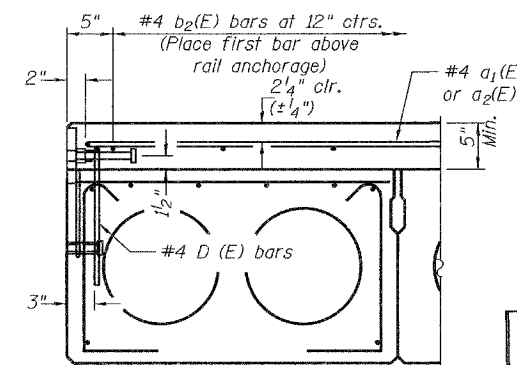
Note:
Place strands symmetrically about ϕ of beam.



PLAN

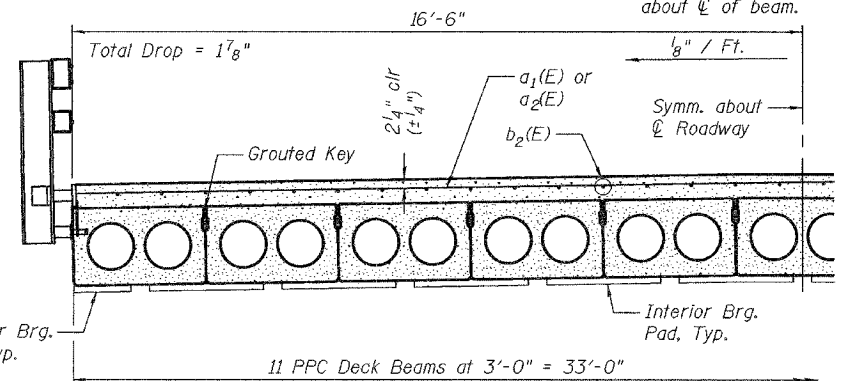


LIFTING LOOP DETAIL



FASCIA BEAM

Rail anchorage shall be cast in precast beams. See typical section for dimensions, strand pattern, and bar callouts not shown. Formwork necessary for the wearing surface may be secured utilizing the bottom rail inserts and/or additional inserts cast into the beam. Drilling into the beam will not be permitted.



TYPICAL PARTIAL CROSS SECTION

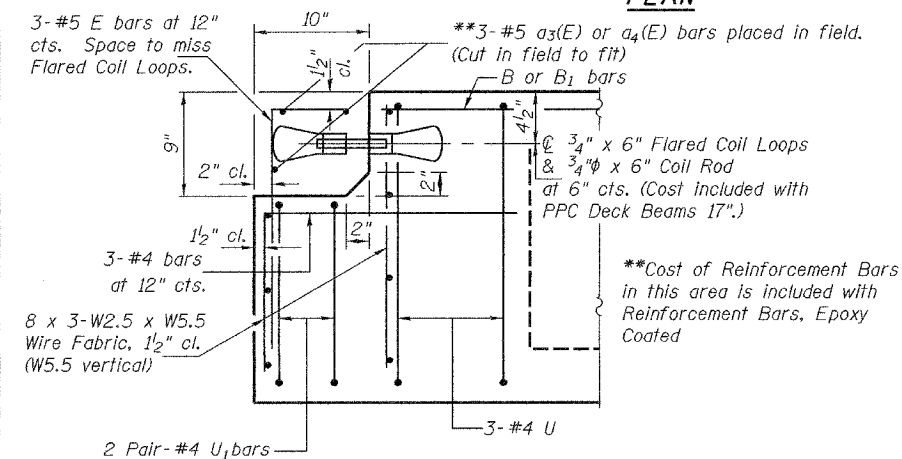
BILL OF MATERIAL

PPC Deck Beams (17" Depth)	Sq. Ft. 6,023
----------------------------	---------------

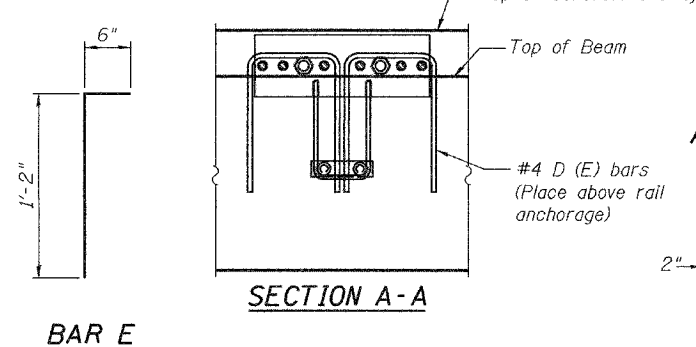
NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2 - 1/2" ϕ -270 ksi strands, as shown. The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place. The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key. Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams. Required Release Strength, f'ci, shall be 5,000 p.s.i. See sheet 7 of 11 for Rail Anchor Locations.

DECK BEAM DETAILS
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

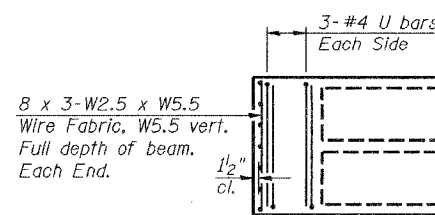


END OF BEAM (EXP. END)

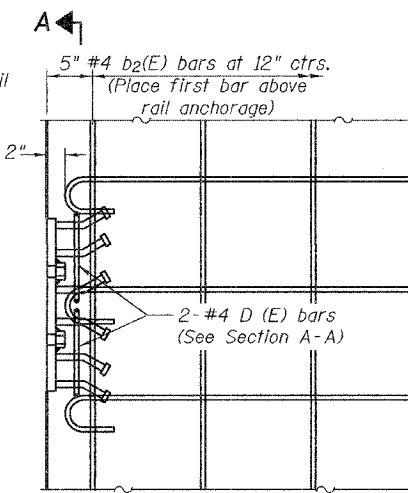


SECTION A-A

BAR E



END PLAN



PARTIAL DECK PLAN AT RAIL ANCHORAGE

DESIGNED	A.T.H.
CHECKED	S.J.B.
DRAWN	Drew Christopher
CHECKED	A.T.H. S.J.B.

EXAMINED	John A. Morris ENGINEER OF STRUCTURAL SERVICES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

PD-3-S 10-22-04

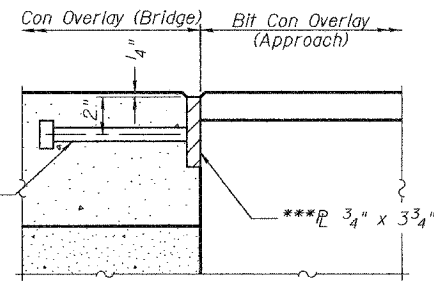
April 26, 2006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. 5
		Peoria	16	11 SHEETS
FED. ROAD DIST. NO. 7	BLINDS	FED. AID PROJECT-		

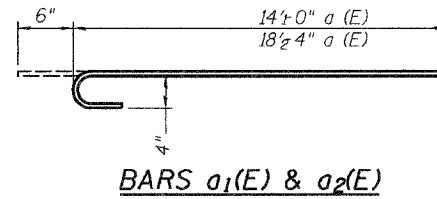
Contract Number: 68072

3/4" φ x 8" granular or solid flux filled headed studs conforming to Article 1006.32 of the Standard Specifications automatically end welded at 12" ctrs. (34 Req'd at each Abutment)

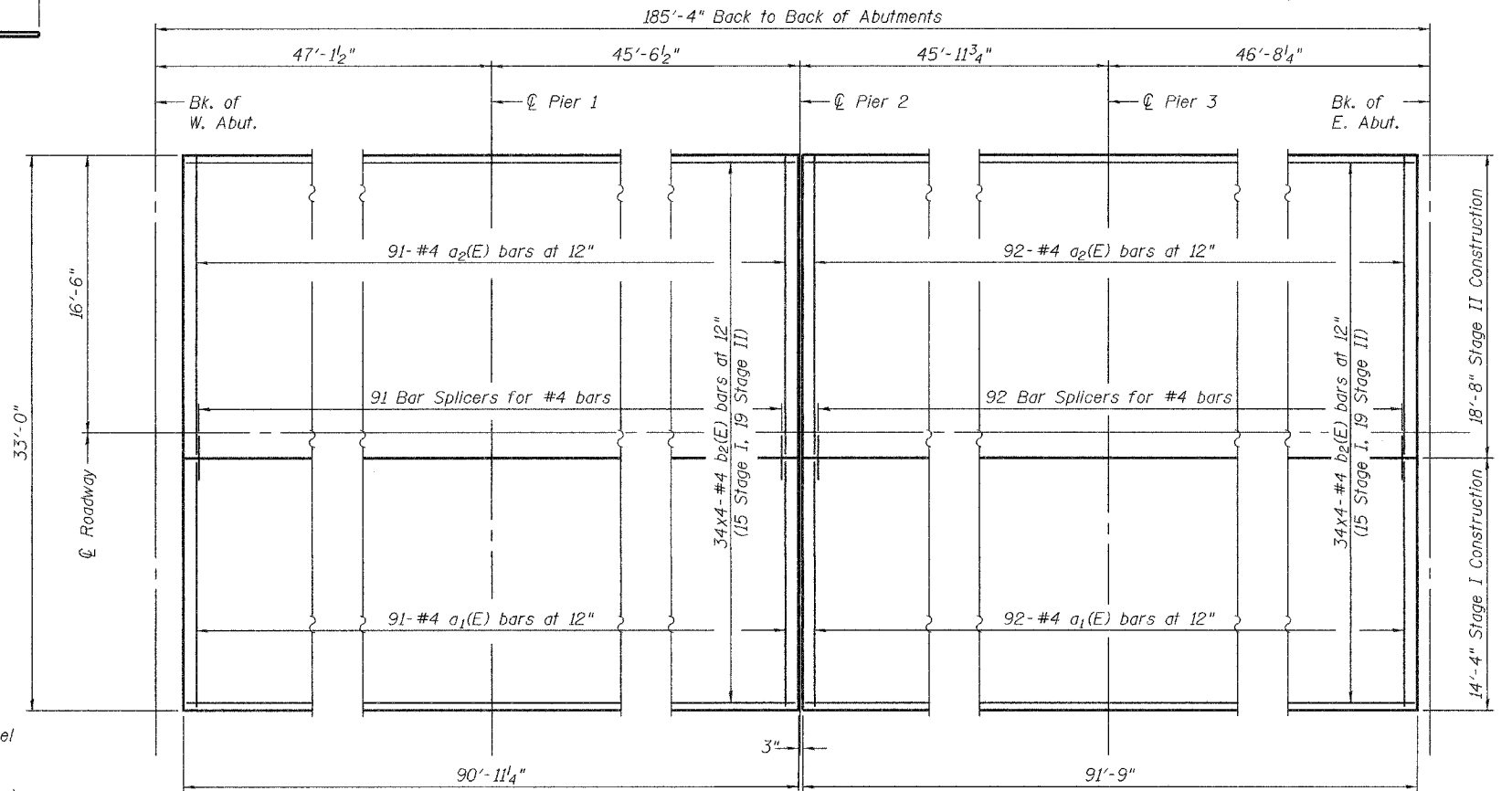


DETAIL B

***After fabrication the assembly shall be galvanized according to AASHTO M111 and ASTM A385. Assembly shall not be painted. Seal space between plates with silicone sealant suitable for Structural Steel. Cost of is included with Furnishing and Erecting Structural Steel.

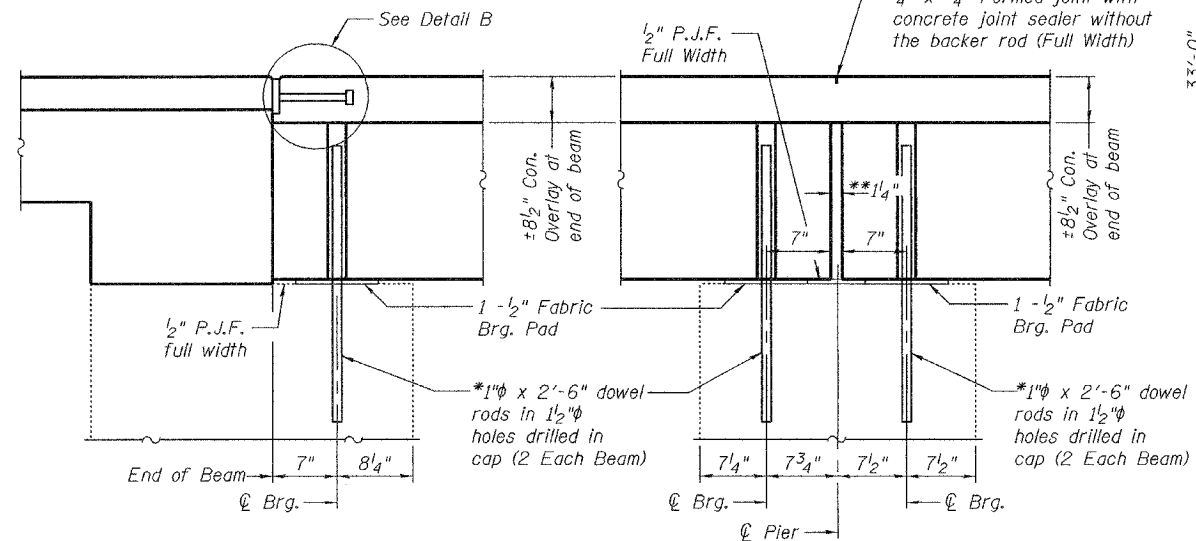


BARS a₁(E) & a₂(E)



OVERLAY PLAN

Note:
Concrete wearing surface to be poured after grouting keys.



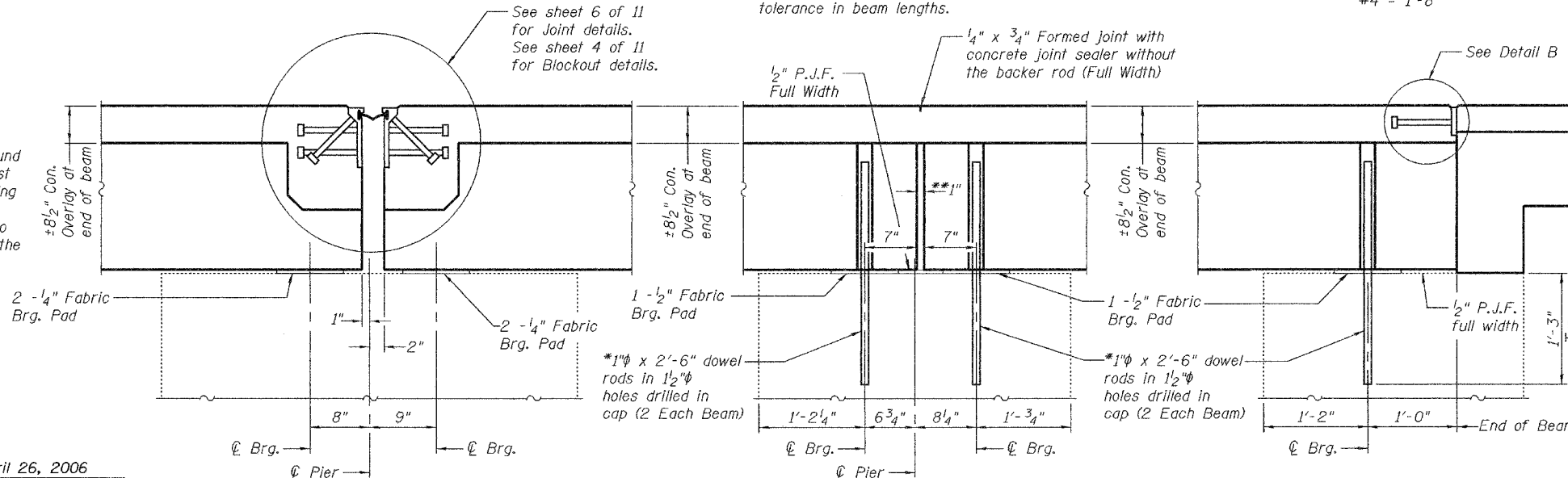
TYPICAL WEST ABUTMENT SECTION
(Near Centerline Roadway)

TYPICAL PIER 1 SECTION
(Near Centerline Roadway)

**Joint shall be filled with non-shrink grout. Dimension may vary to accommodate tolerance in beam lengths.

MIN. BAR LAP
#4 = 1'-8"

*Existing Dowel Rods shall be cut off and ground flush with the top of the existing concrete. Cost to be included in the cost of Removal of Existing Superstructures. New Dowel Rods shall be grouted after beams are in place and allowed to cure a minimum of 24 hours prior to grouting the shear keys.



TYPICAL PIER 2 SECTION
(Near Centerline Roadway)

TYPICAL PIER 3 SECTION
(Near Centerline Roadway)

TYPICAL EAST ABUTMENT SECTION
(Near Centerline Roadway)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁ (E)	183	#4	14'-6"	C
a ₂ (E)	183	#4	18'-10"	C
a ₃ (E)	6	#5	14'-0"	
a ₄ (E)	6	#5	18'-4"	
b ₂ (E)	272	#4	24'-3"	
Bar Splicers	Each		183	
Reinforcement Bars, Epoxy Coated	Pound		8,680	
Concrete Wearing Surface, 5"	Sq. Yd.		670	

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

OVERLAY DETAILS AND TYPICAL SECTIONS
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

DESIGNED	A.T.H.
CHECKED	S.J.B.
DRAWN	Drew Christopher
CHECKED	A.T.H. S.J.B.

EXAMINED	April 26, 2006
	John A. Morris ENGINEER OF STRUCTURAL SERVICES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Peoria		17
SHEET NO. 6 11 SHEETS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract Number: 68072

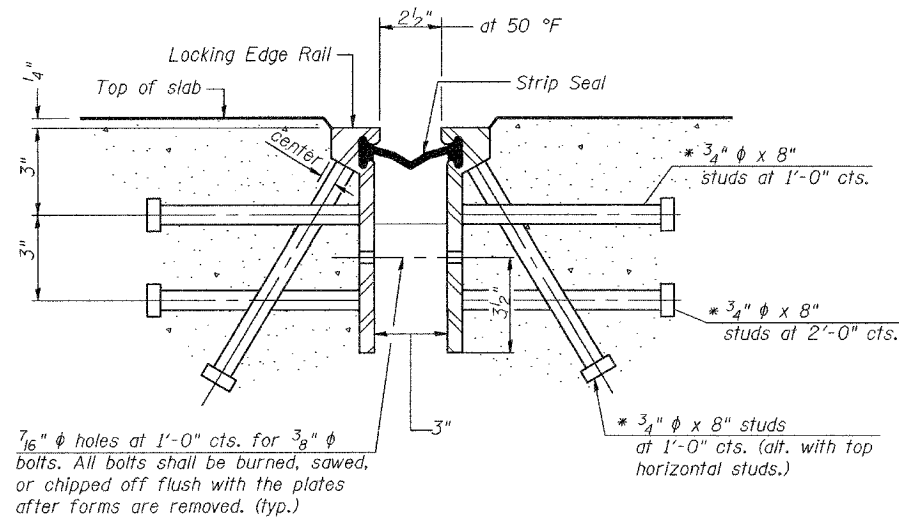
GENERAL NOTES

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

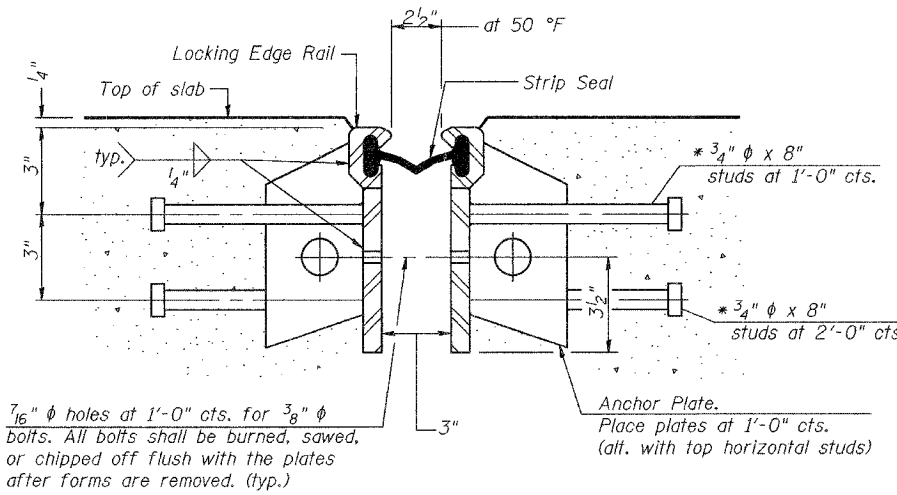
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.



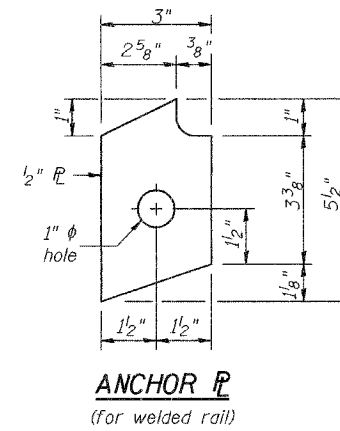
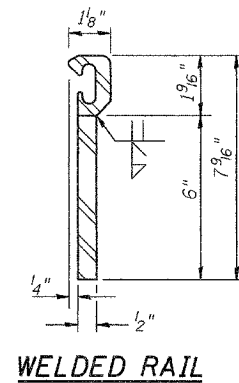
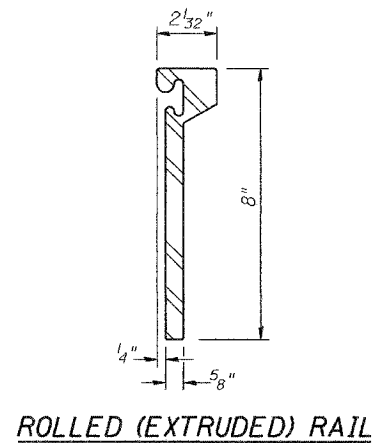
SECTION THRU ROLLED RAIL EXP. JOINT
(164 Studs Required)



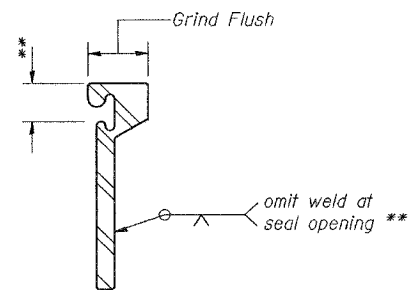
SECTION THRU WELDED RAIL EXP. JOINT
(100 Studs Required)

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

(64 Anchor Plates Required)

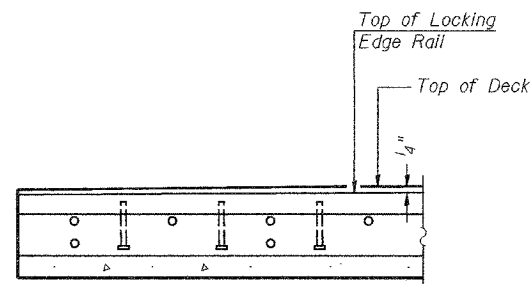


LOCKING EDGE RAILS



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.



AT EDGE OF DECK
TYPICAL END TREATMENTS

DESIGNED	A.T.H.
CHECKED	S.J.B.
DRAWN	Drew Christopher
CHECKED	A.T.H. S.J.B.

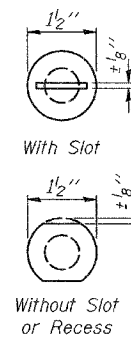
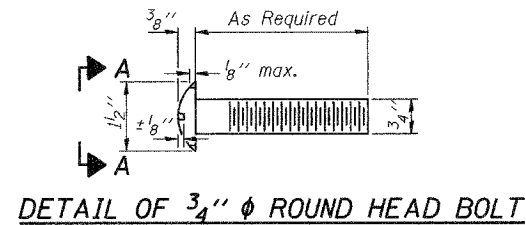
APPROVED	April 26, 2006
EXAMINED	John A. Morris ENGINEER OF STRUCTURAL SERVICES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

EJ-BJS 10-22-04

STRIP SEAL JOINT DETAILS
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

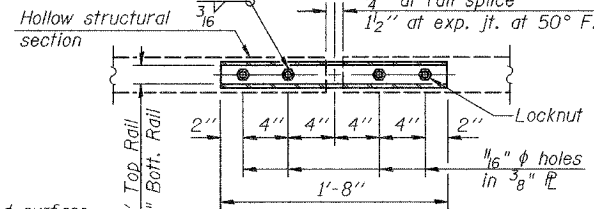
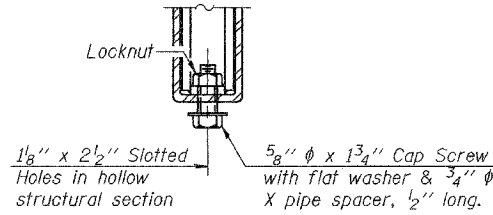
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
		Peoria	18	11 SHEETS
Contract Number: 6807L				



VIEW A-A

4- 3/4" ϕ x 6" Round Head Bolts
(With slot or approved recess in head) with locknut & flat washer.
7/8" ϕ holes in hollow structural section may be drilled in the field.

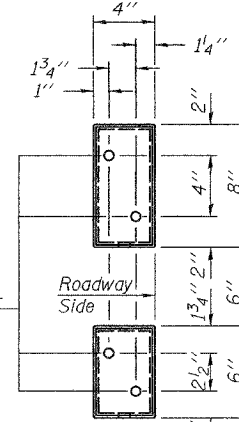
RAIL SPLICE CONNECTION
AT EXPANSION JT.



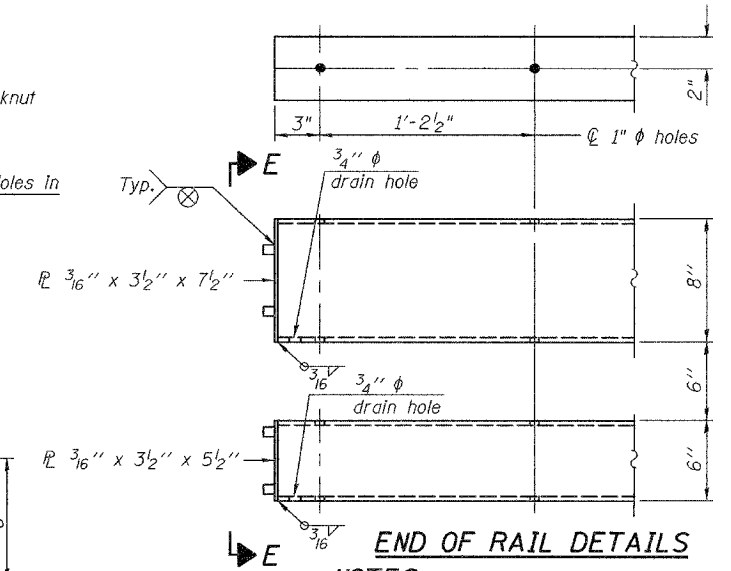
PLAN-BOTT. SPLICE P
TYPICAL

1/4" at rail splice
1/2" at exp. jt. at 50° F.
Locknut
1/6" ϕ holes in 3/8" P
2 1/2" Top Rail
2 3/8" Bot. Rail

SECTION AT
RAIL SPLICE

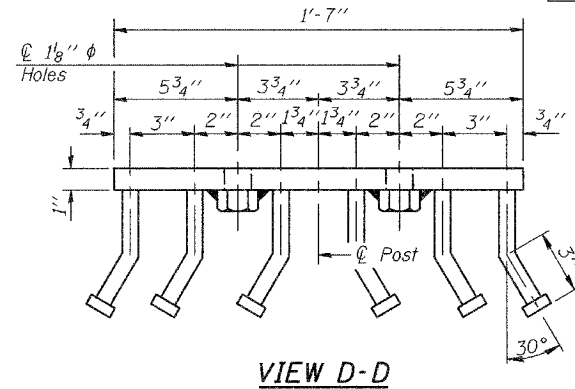


VIEW E-E

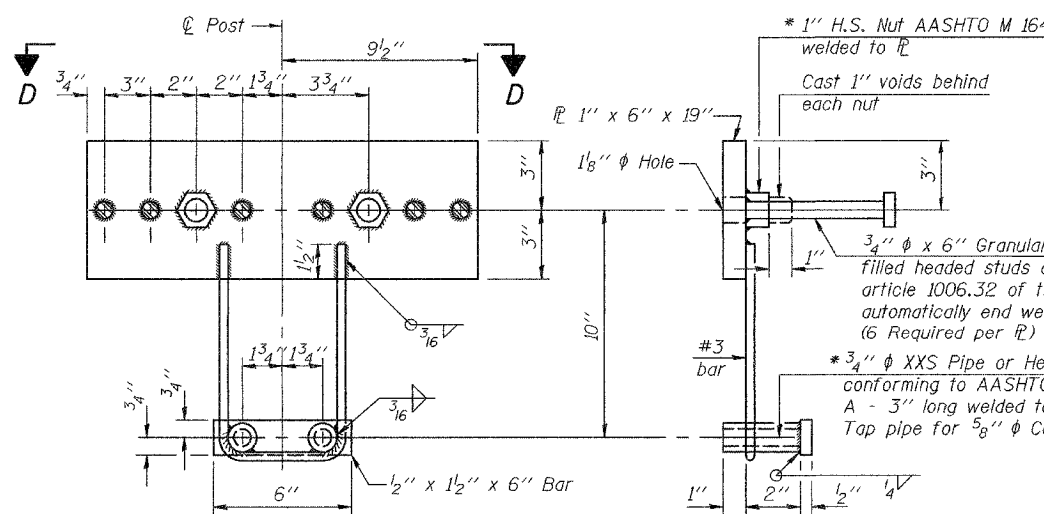


END OF RAIL DETAILS
NOTES

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.
All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50.
Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164.
All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.
Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Bridge Rail, Type SM.
All field drilled holes shall be coated with an approved zinc rich paint before erection.
For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.
The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.04(f)(2) of the Standard Specifications. The 1" ϕ high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn. The 5/8" ϕ cap screws in bottom of posts shall be tightened to a snug fit only.

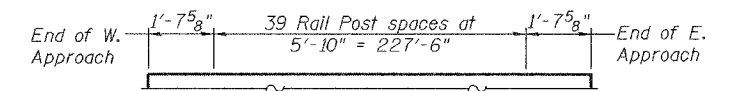


VIEW D-D



ANCHOR DEVICE

* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

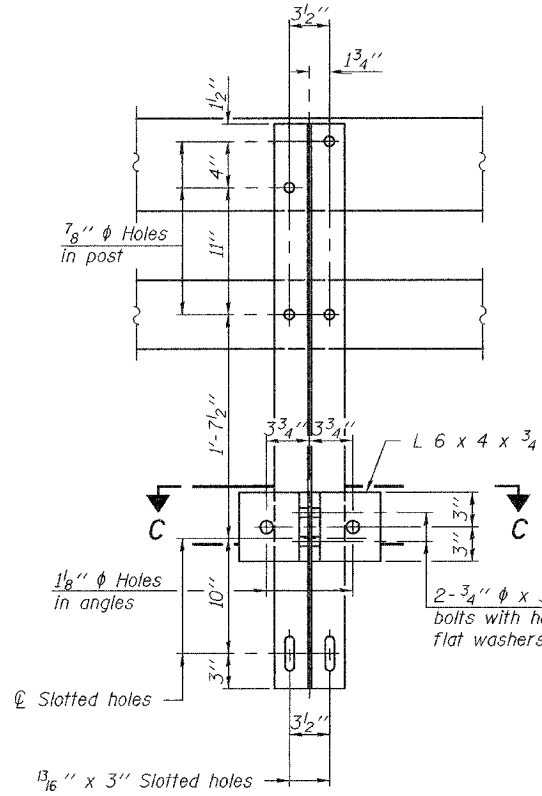


RAIL POST SPACING

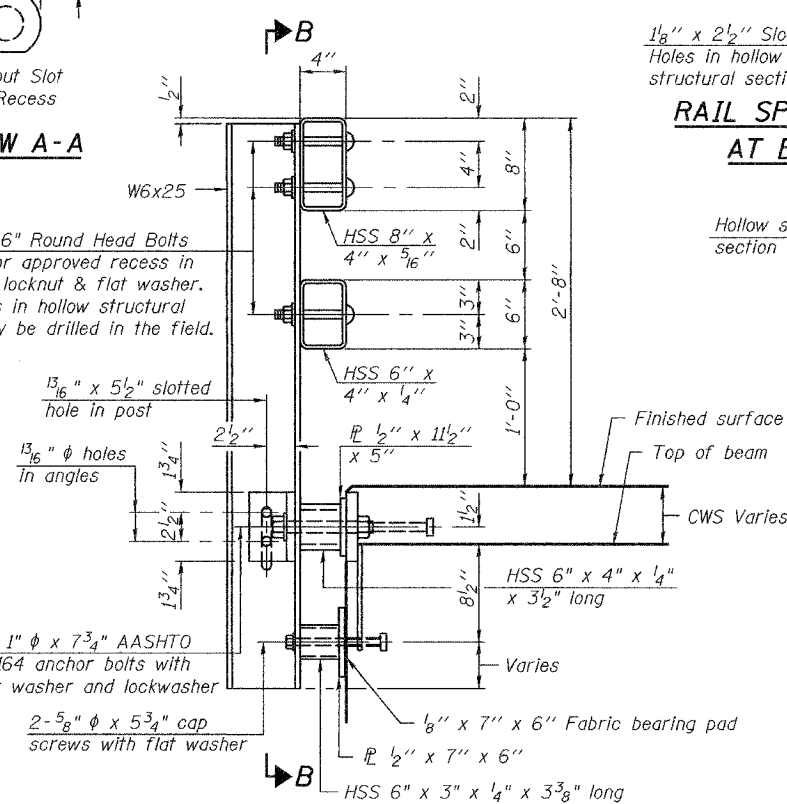
BILL OF MATERIAL

Item	Unit	Quantity
Steel Bridge Rail, Type SM	Foot	462

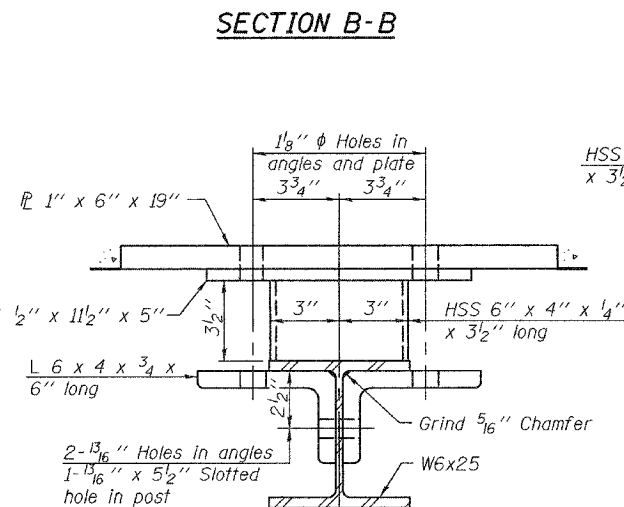
BRIDGE RAILING DETAILS
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033



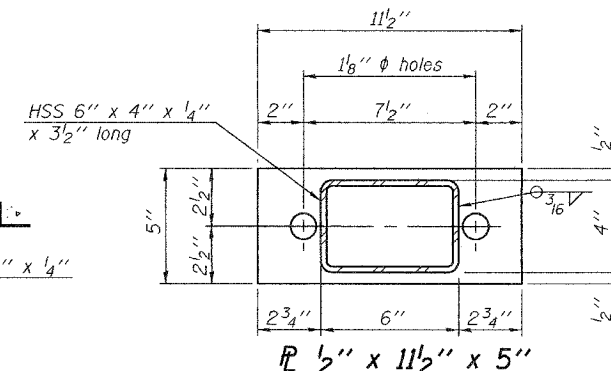
SECTION B-B



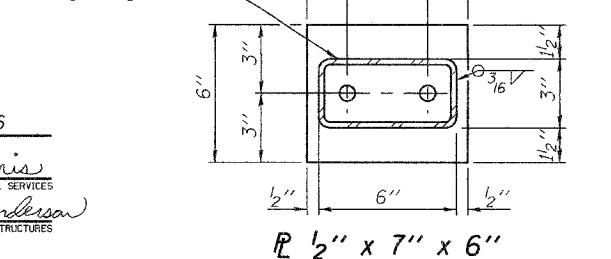
SECTION AT RAIL POST



SECTION C-C



SECTION AT RAIL POST



SECTION AT RAIL POST

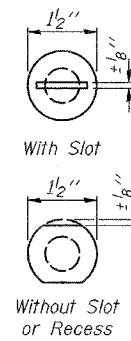
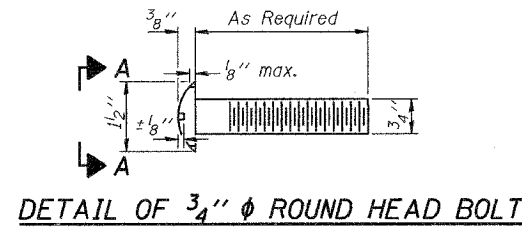
DESIGNED	A.T.H.
CHECKED	S.J.B.
DRAWN	Drew Christopher
CHECKED	A.T.H. S.J.B.

April 26, 2006
EXAMINED John A. Morris
ENGINEER OF STRUCTURAL SERVICES
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

R-34CWS 10-28-05 (6'-3" Maximum Post Spacing) (5" minimum to 7 1/8" maximum CWS thickness)

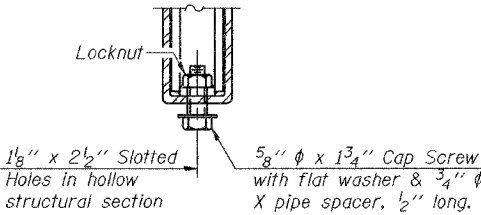
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Peoria	19	11
SHEET NO. 8				
11 SHEETS				
Contract Number: 68072				

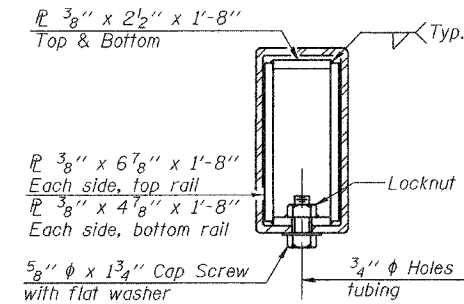


VIEW A-A

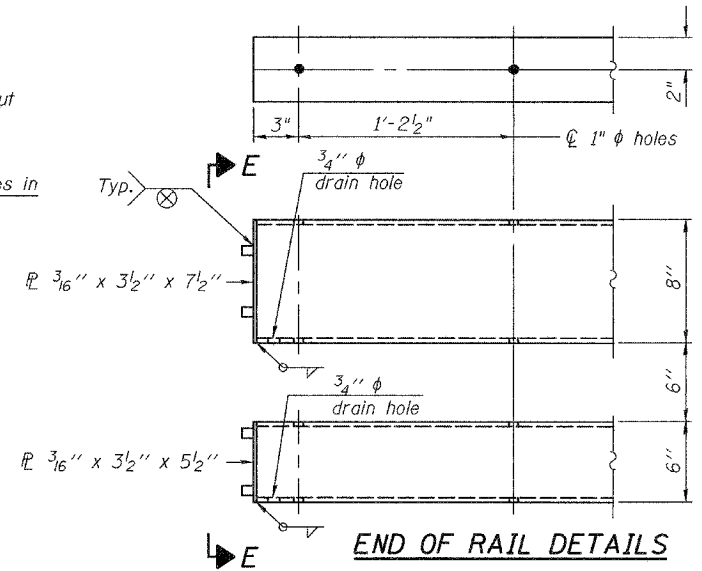
4- 3/4" ϕ x 6" Round Head Bolts (With slot or approved recess in head) with locknut & flat washer. 7/8" ϕ holes in hollow structural section may be drilled in the field.



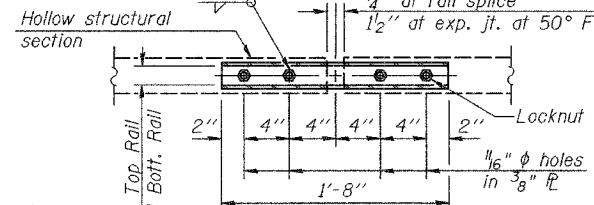
RAIL SPLICE CONNECTION AT EXPANSION JT.



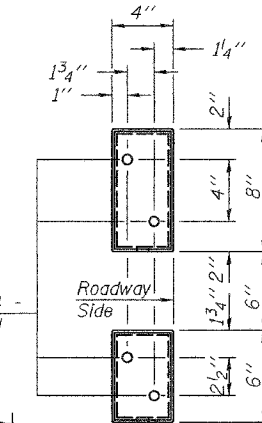
SECTION AT RAIL SPLICE



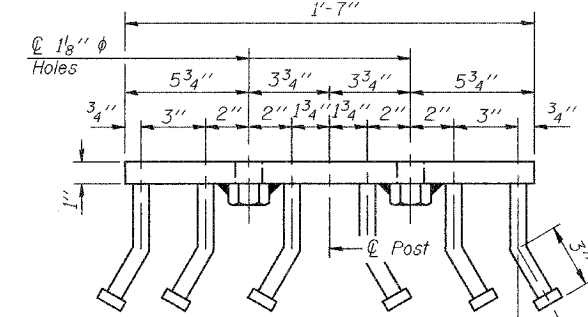
END OF RAIL DETAILS



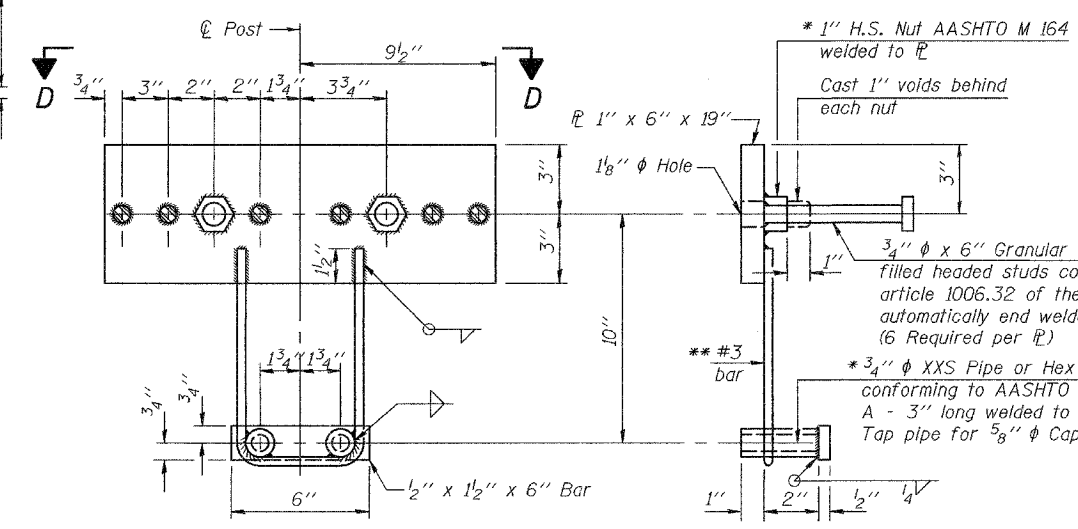
PLAN-BOTT. SPLICE R TYPICAL



VIEW E-E



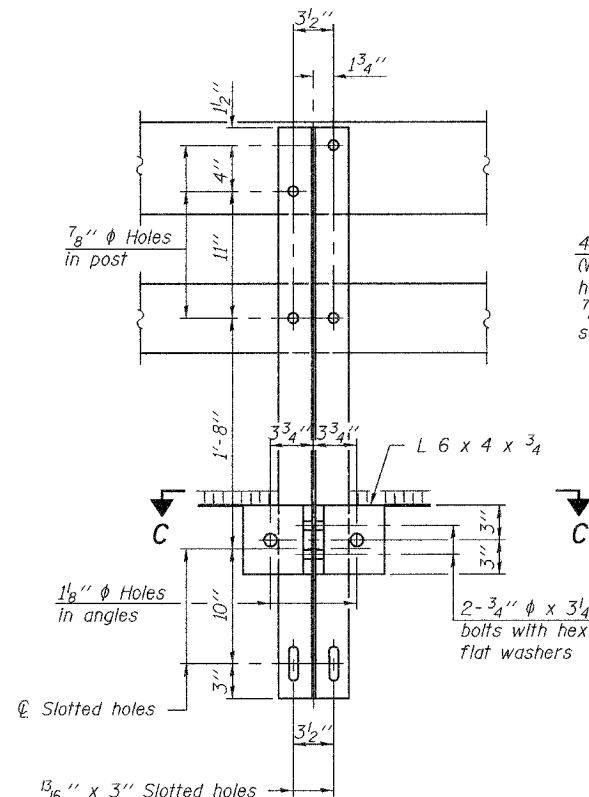
VIEW D-D



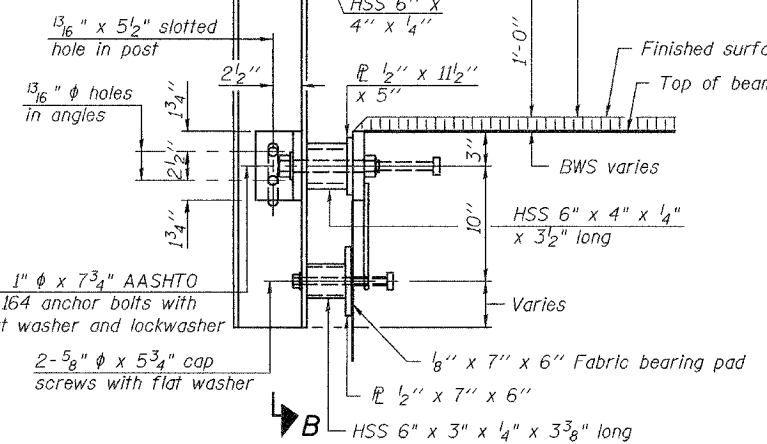
ANCHOR DEVICE

* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

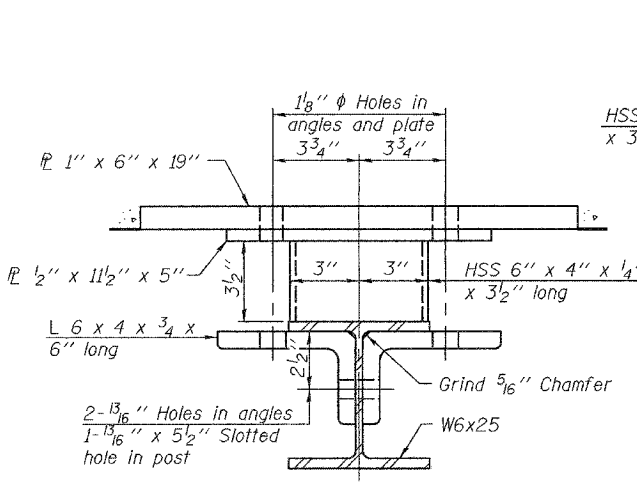
** Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".



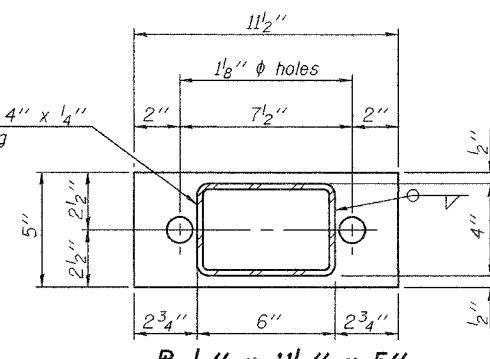
SECTION B-B



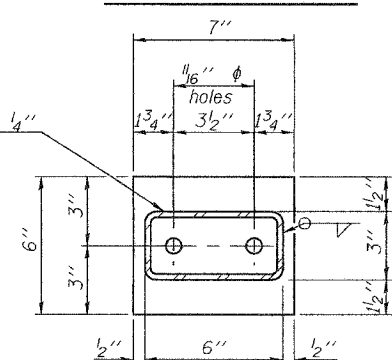
SECTION AT RAIL POST



SECTION C-C



HSS 6" x 3" x 1/4" x 3 3/8" long



HSS 6" x 7" x 6"

DESIGNED A.T.H.
CHECKED S.J.B.
DRAWN Drew Christopher
CHECKED A.T.H. S.J.B.

EXAMINED John A. Morris
PASSED Ralph E. Anderson

April 26, 2006

R-34BWS 10-28-05 (6'-3" Maximum Post Spacing) (1/4" minimum to 3/8" maximum BWS thickness)

NOTES

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.
All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50.
Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164.
All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.
Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Bridge Rail, Type SM.
All field drilled holes shall be coated with an approved zinc rich paint before erection.
For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.
The 3/4" ϕ high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.04(f)(2) of the Standard Specifications. The 1" ϕ high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" ϕ cap screws in bottom of posts shall be tightened to a snug fit only.

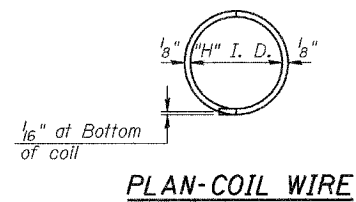
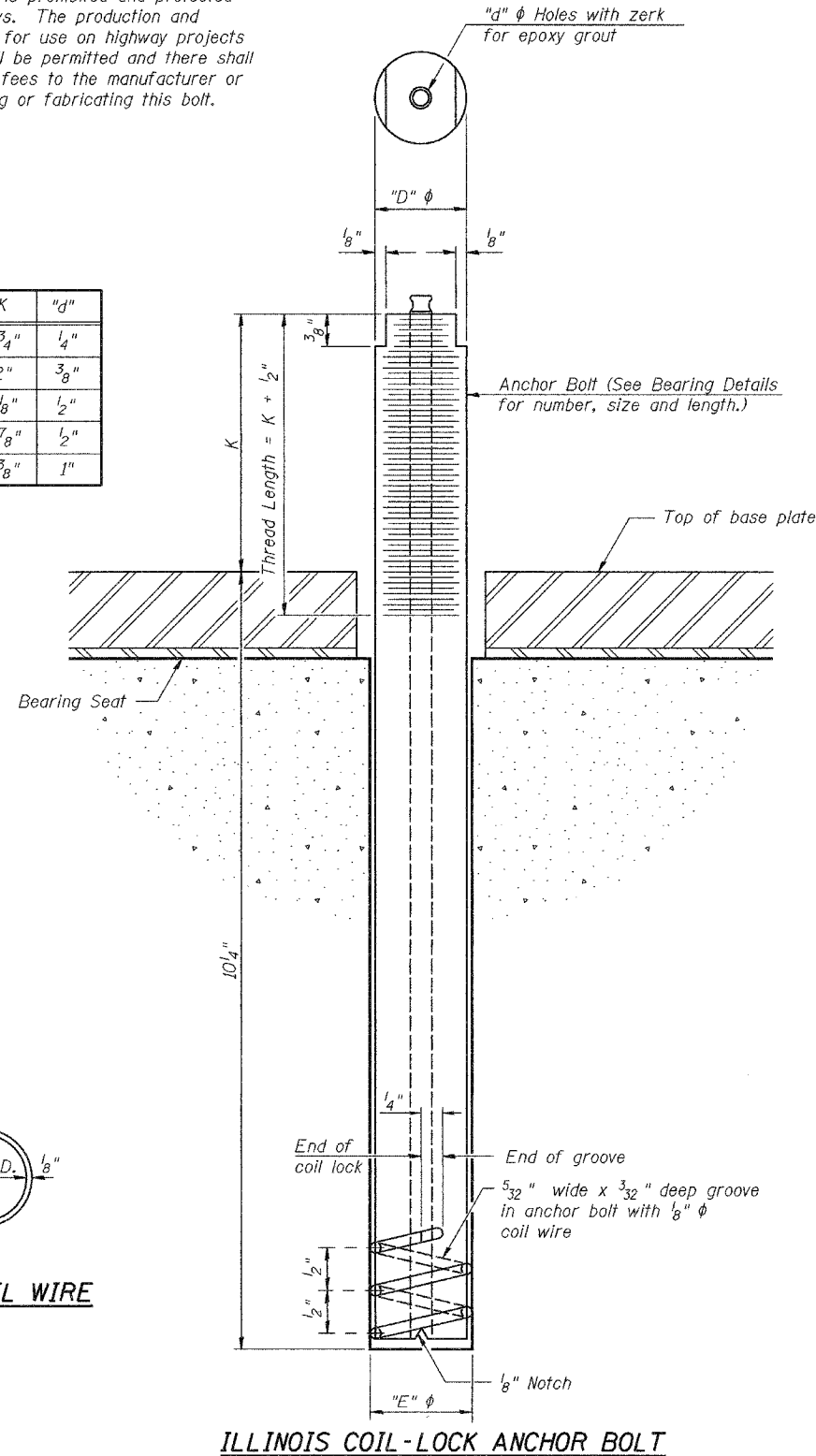
APPROACH RAILING DETAILS
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
		Peoria	20	11 SHEETS
Contract Number: 68072				

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Pier 2	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

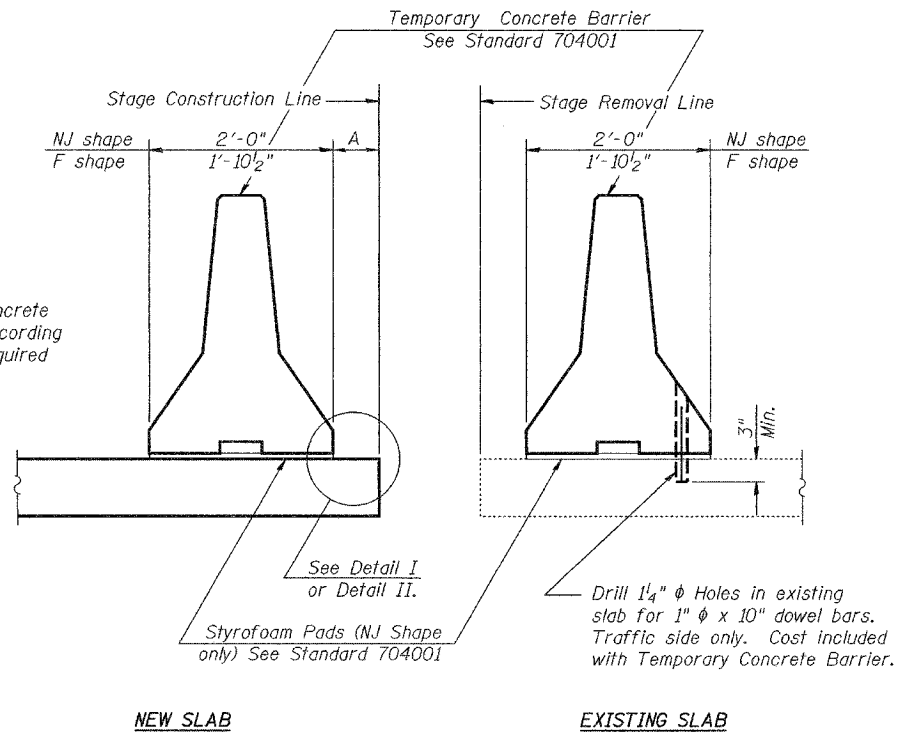
DESIGNED	A.T.H.	APPROVED	April 26, 2006
CHECKED	S.J.B.	EXAMINED	<i>John A. Morris</i> ENGINEER OF STRUCTURAL SERVICES
DRAWN	Drew Christopher	PASSED	<i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES
CHECKED	A.T.H. S.J.B.		

ANCHOR BOLT DETAILS
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. 10
		Peoria	21	11 SHEETS
FED. ROAD DIST. NO. 7	ALTITUDES	FED. AID PROJECT		

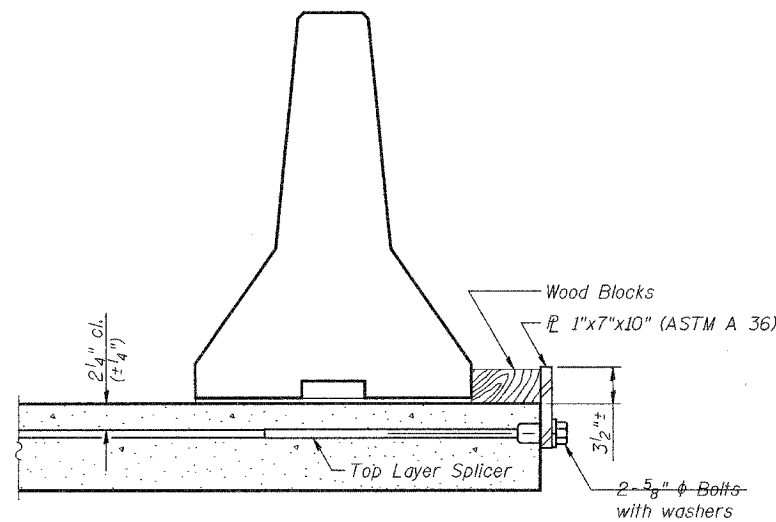
Contract Number: 68072



SECTION THRU SLAB

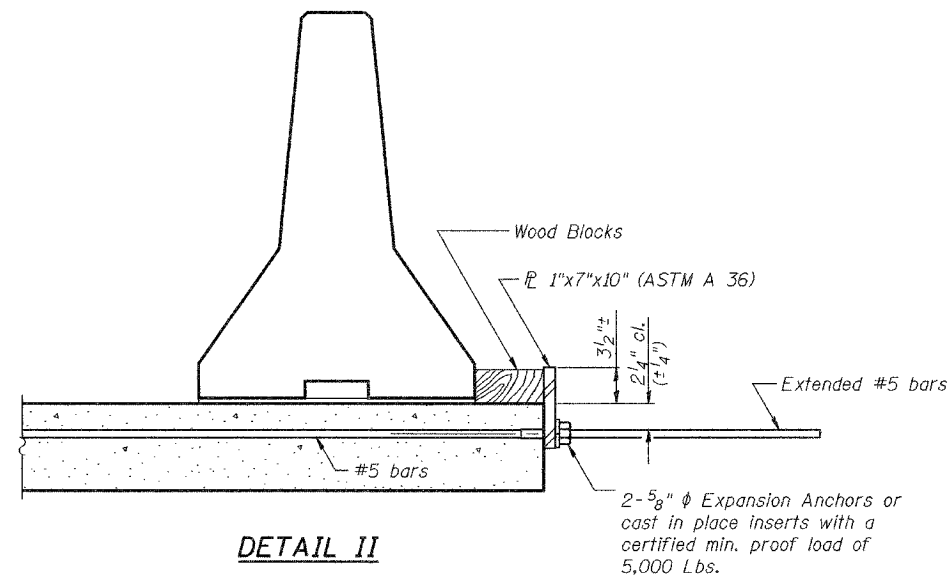
NOTES

- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.



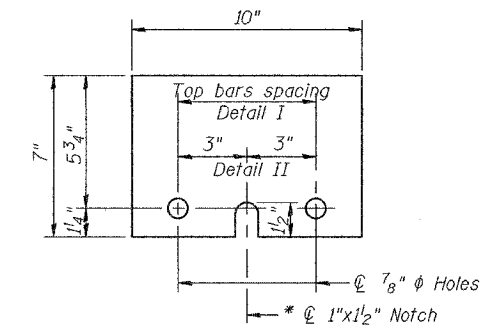
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



\bar{P} 1"x7"x10"

* Required only with Detail II

DESIGNED	A.T.H.
CHECKED	S.J.B.
DRAWN	Drew Christopher
CHECKED	A.T.H. S.J.B.

APPROVED	April 26, 2006
EXAMINED	John A. Morris ENGINEER OF STRUCTURAL SERVICES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

R-27 10-22-04

TEMPORARY CONCRETE BARRIER
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Peoria		22
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 11
11 SHEETS

Contract Number: 60071

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

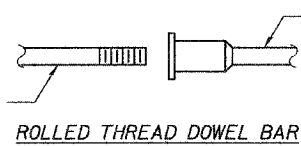
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{s,allow} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s,allow}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is equal or larger than the diameter of bar spliced.

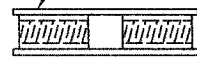


ROLLED THREAD DOWEL BAR



** ONE PIECE

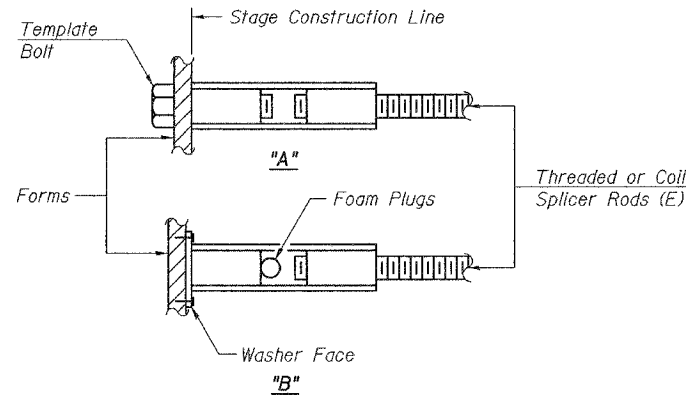
Wire Connector



WELDED SECTIONS

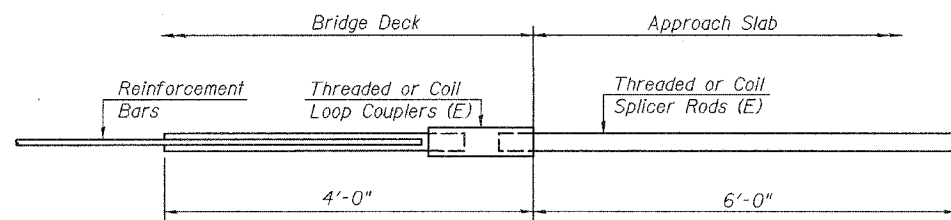
BAR SPLICER ASSEMBLY ALTERNATIVES

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



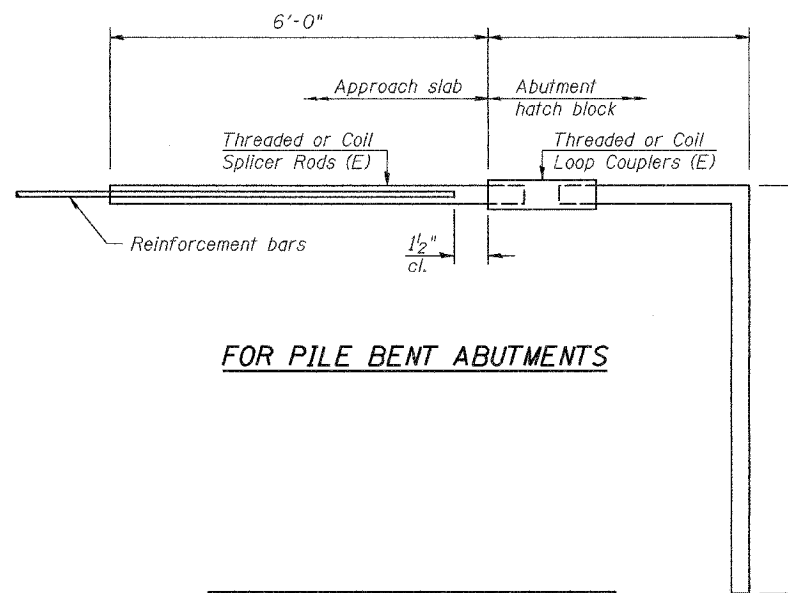
INSTALLATION AND SETTING METHODS

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



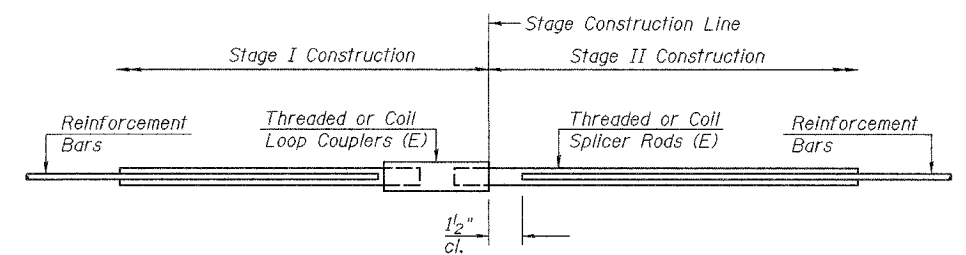
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#4	183	Overlay

DESIGNED	A.T.H.
CHECKED	S.J.B.
DRAWN	Drew Christopher
CHECKED	A.T.H. S.J.B.

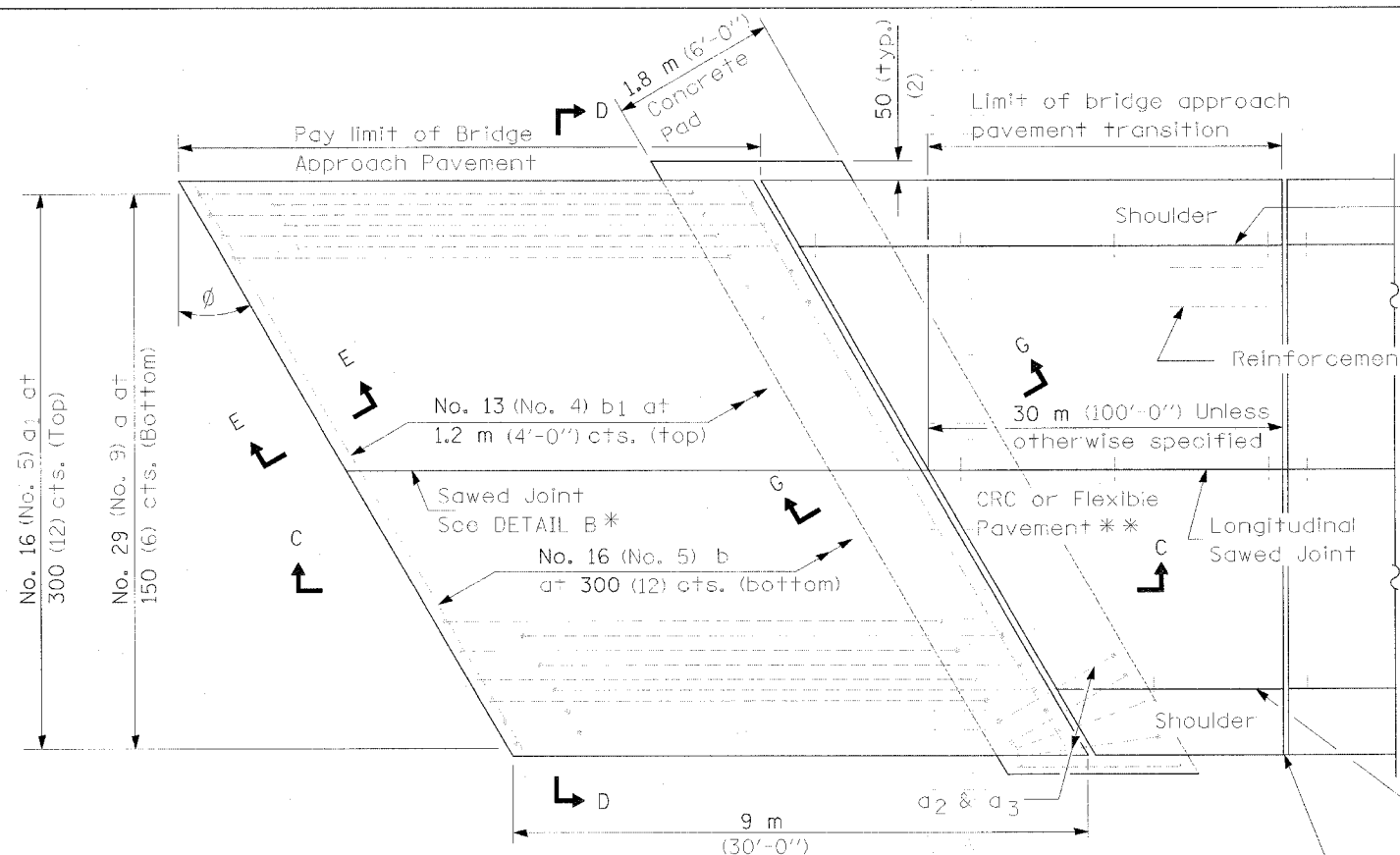
APPROVED	April 26, 2006
EXAMINED	John A. Morris ENGINEER OF STRUCTURAL SERVICES
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 10-22-04

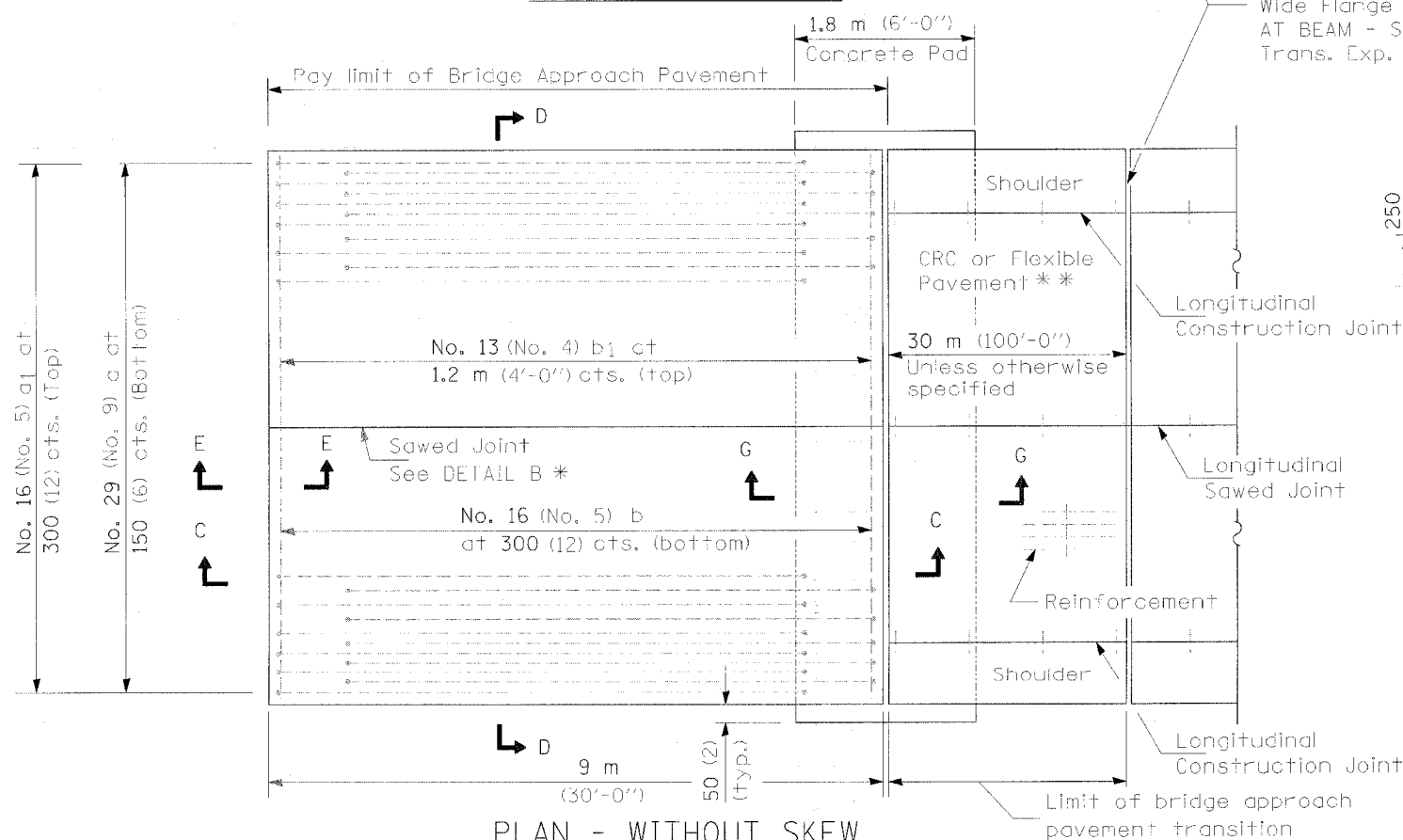
BAR SPLICER DETAILS
US 50 / KICKAPOO CREEK
PEORIA COUNTY
SN 072-0033

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)	PEORIA	55	23
STA. TO STA.				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

NEW CONSTRUCTION



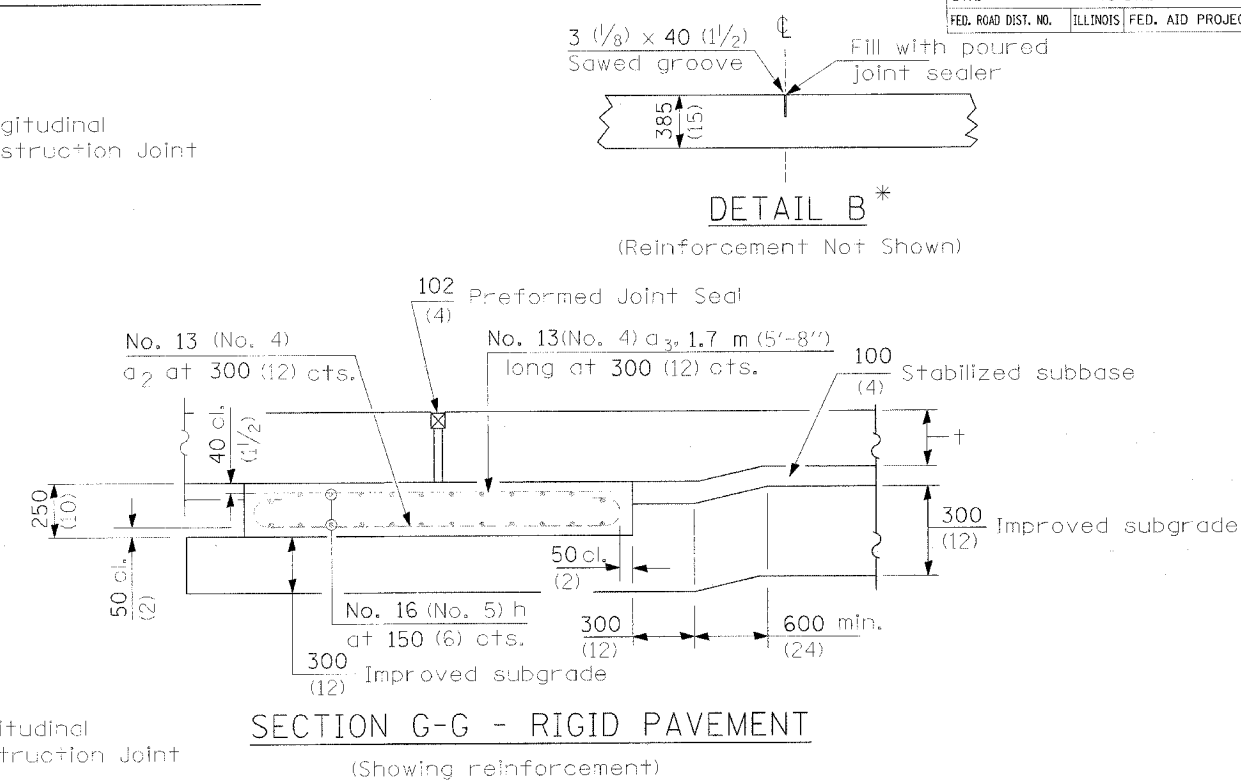
PLAN - WITH SKEW



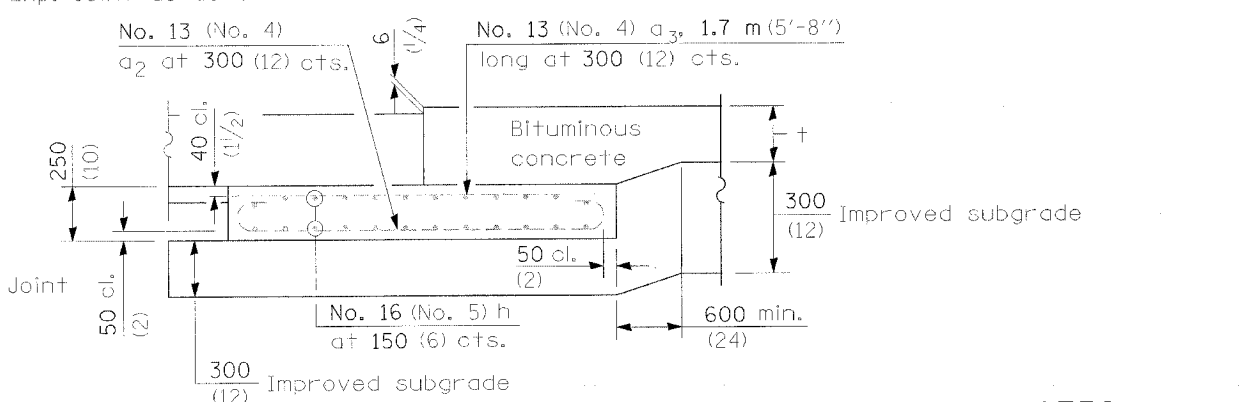
PLAN - WITHOUT SKEW

* Saw \perp or lane edge if poured two or more lane widths at a time.
 ** Omitt Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

Rigid Pavement only:
 Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 50 (2)
 Trans. Exp. Joint as detailed on Standard 420001.



SECTION G-G - RIGID PAVEMENT
 (Showing reinforcement)



SECTION G-G - FLEXIBLE PAVEMENT
 (Showing reinforcement)

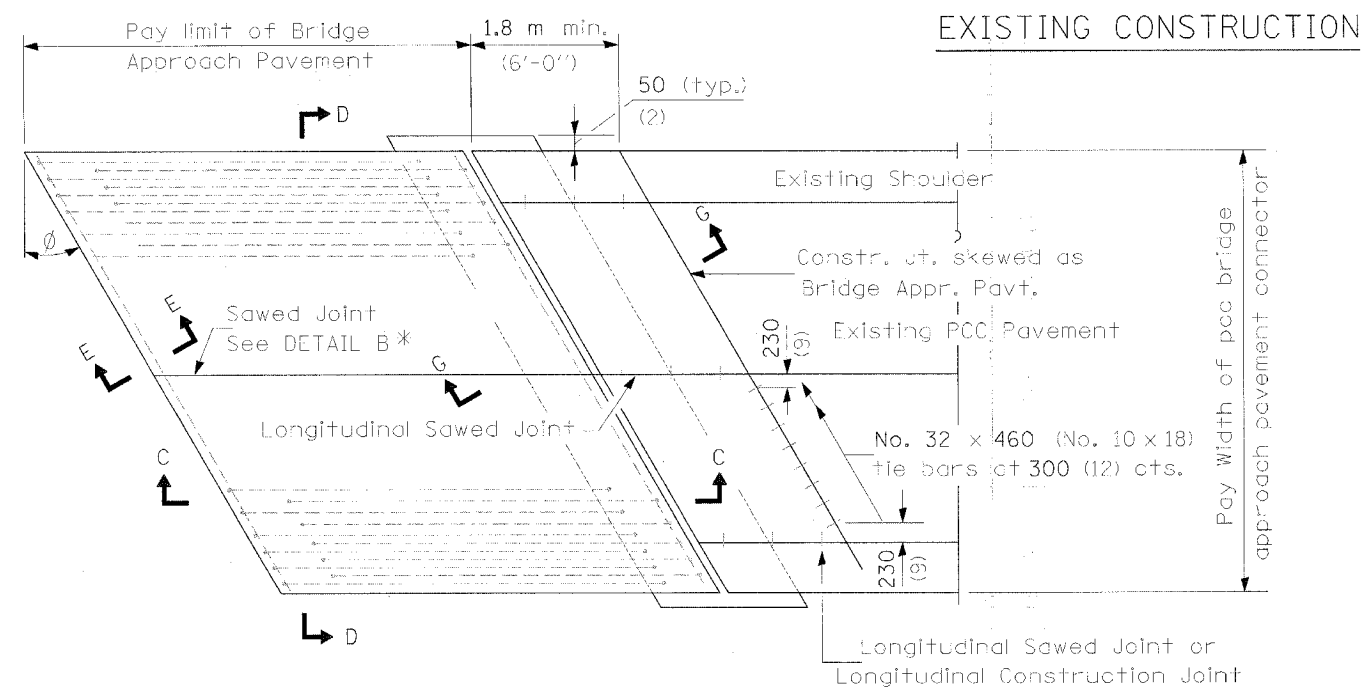
GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.
 See Standard 421001 for reinforcement details not shown.
 See Standard 420001 for joint details not shown.
 All dimensions are in millimeters (inches) unless otherwise shown.

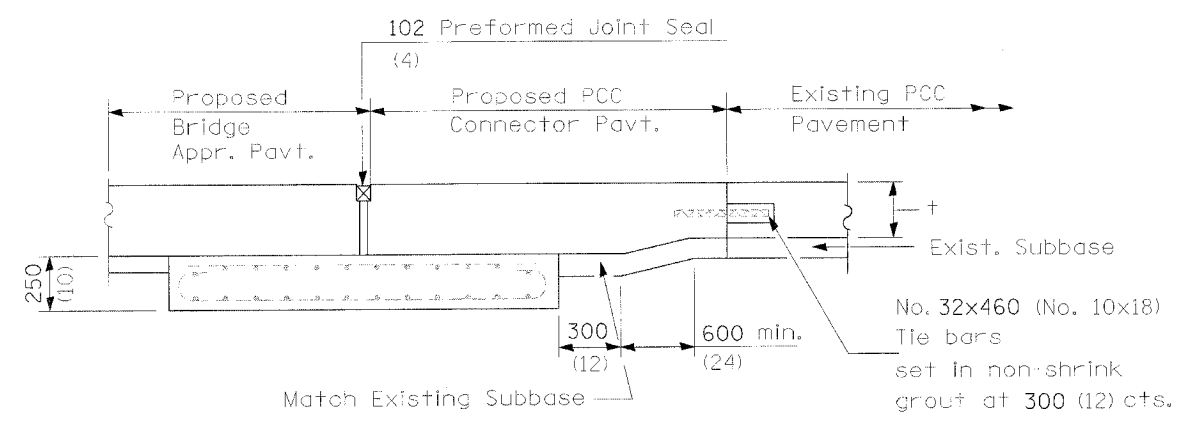
BRIDGE APPROACH PAVEMENT (SPECIAL)

(Sheet 1 of 4)

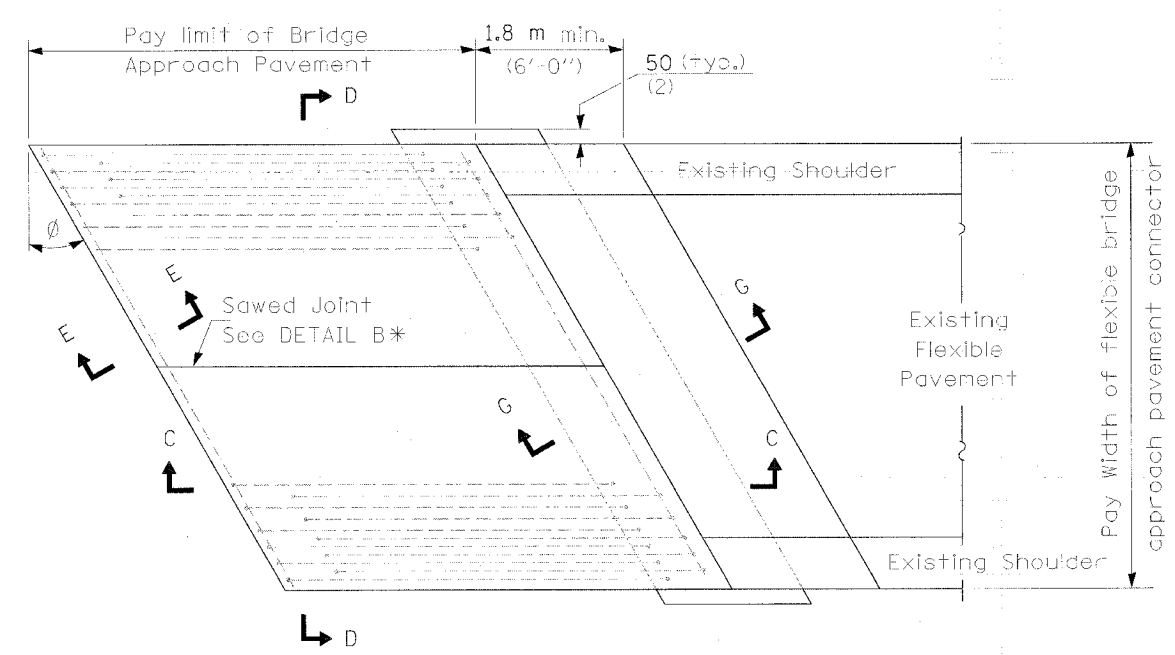
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



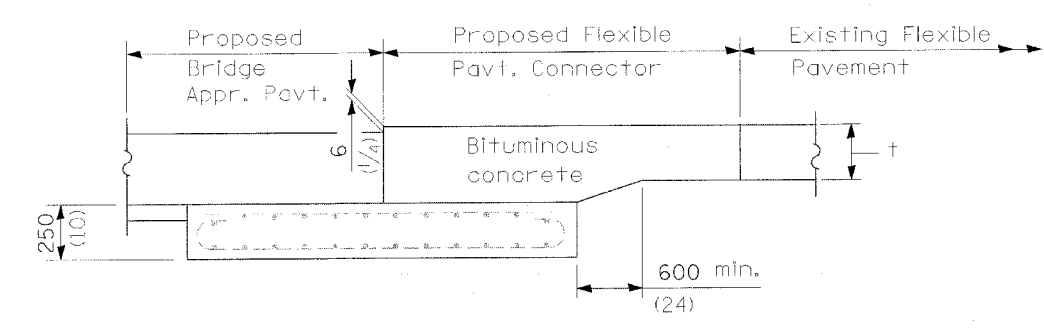
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

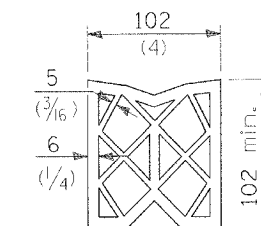


SECTION G-G - FLEXIBLE PAVEMENT

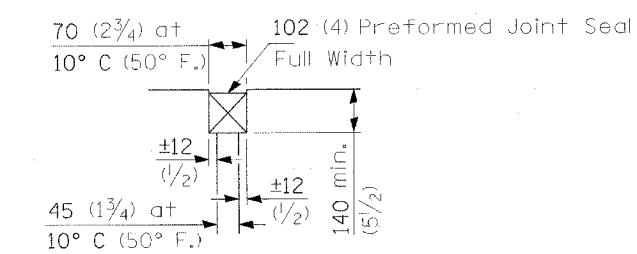
All dimensions are in millimeters (Inches) unless otherwise shown.

BRIDGE APPROACH PAVEMENT (SPECIAL)
(Sheet 2 of 4)

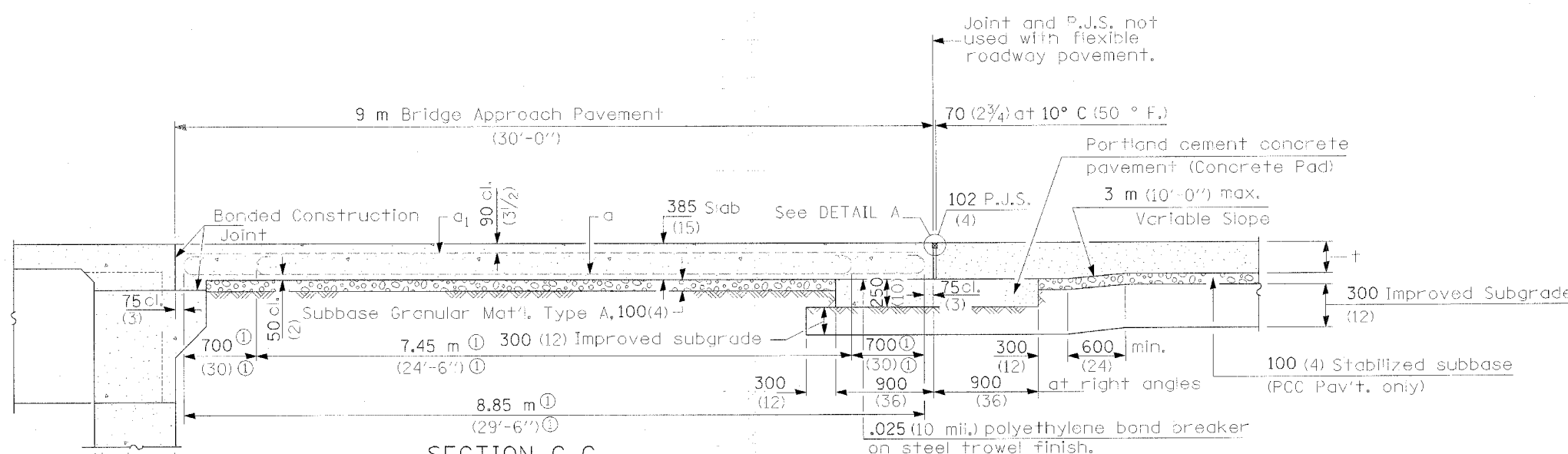
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)	PEORIA	55	25
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



PREFORMED JOINT SEAL

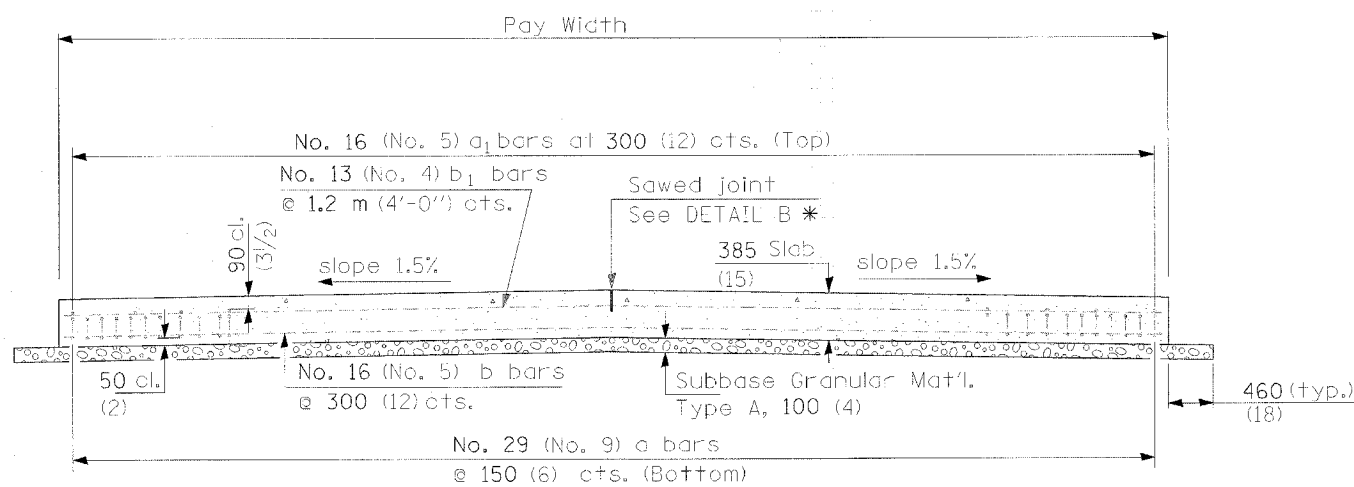


DETAIL A



SECTION C-C

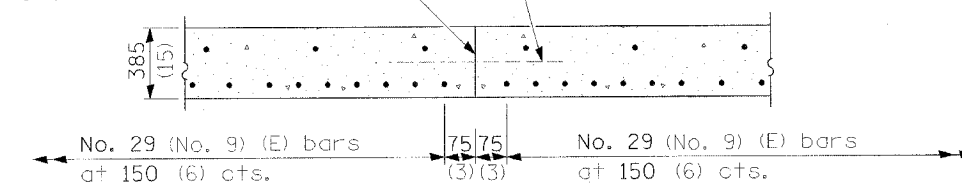
① Stagger No. 29 (No. 9) a bars as shown on plan - full width



SECTION D-D

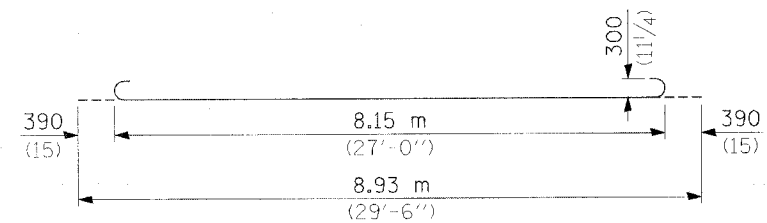
(See Plan for Dimensions not shown)
All reinforcement bars shall be epoxy coated.

Longitudinal Construction Joint in accordance with details shown on Standard 420001.

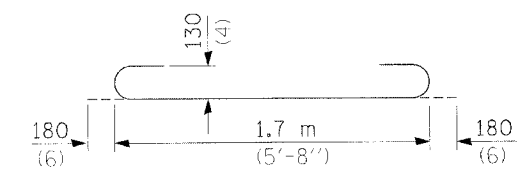


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

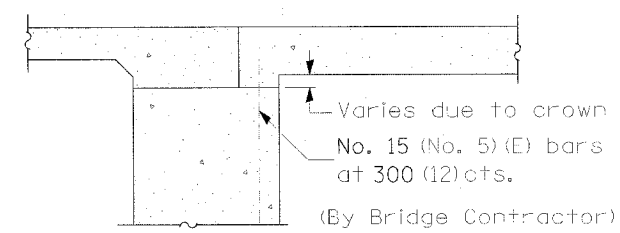


BAR a



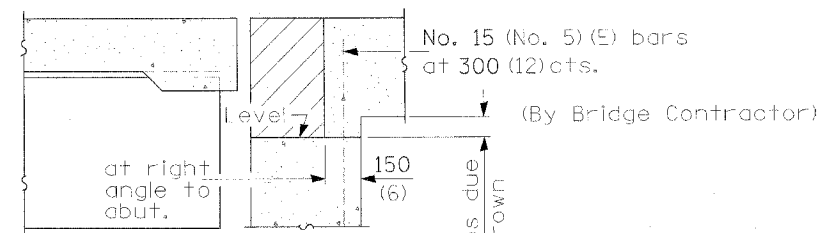
BAR a2

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



SECTION E-E

(Integral Abutments)



SECTION E-E

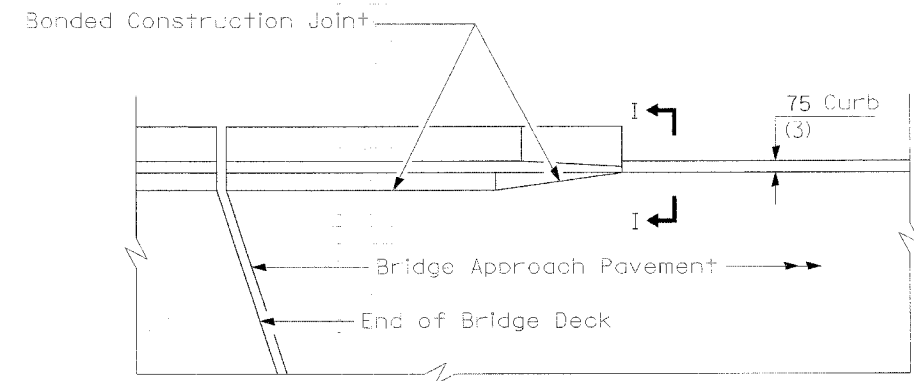
(Jointed Abutments)

DESIGN STRESSES

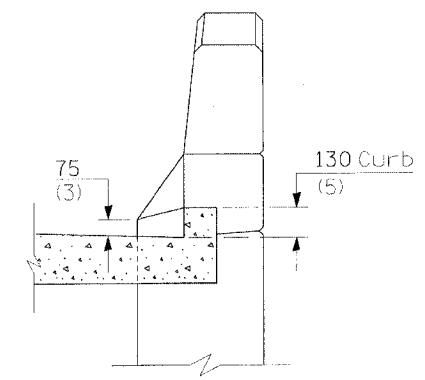
$f_y = 400 \text{ MPa (60,000 p.s.i.)}$
 $f'_c = 24 \text{ MPa (3,500 p.s.i.)}$
 $n = 8.5$

BRIDGE APPROACH PAVEMENT (SPECIAL)

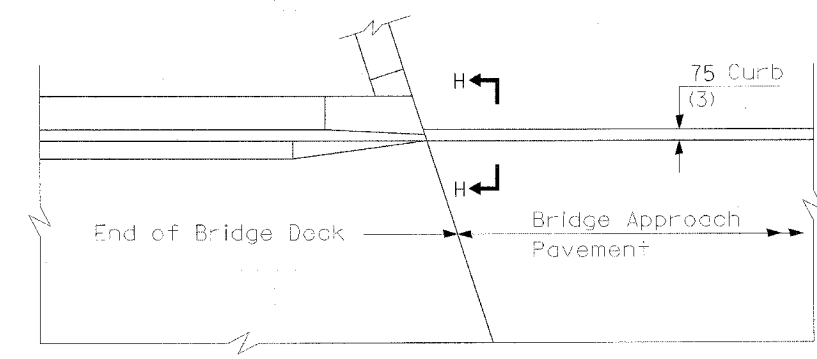
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



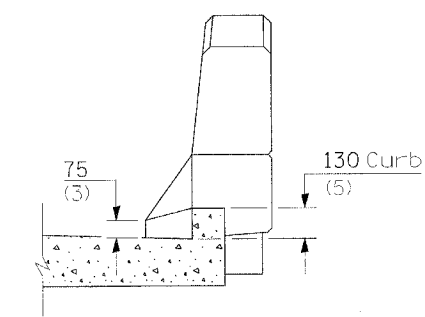
PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT



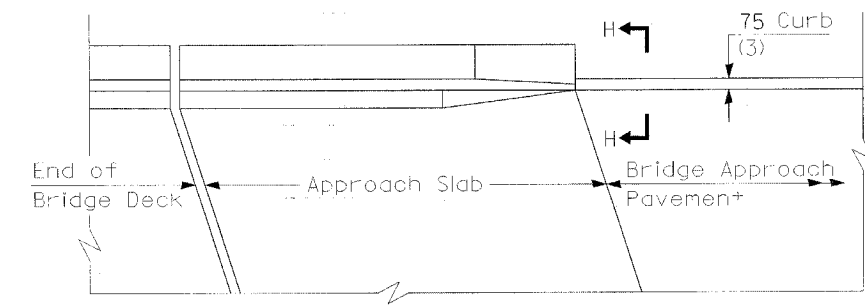
SECTION I - I



PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT



SECTION H - H

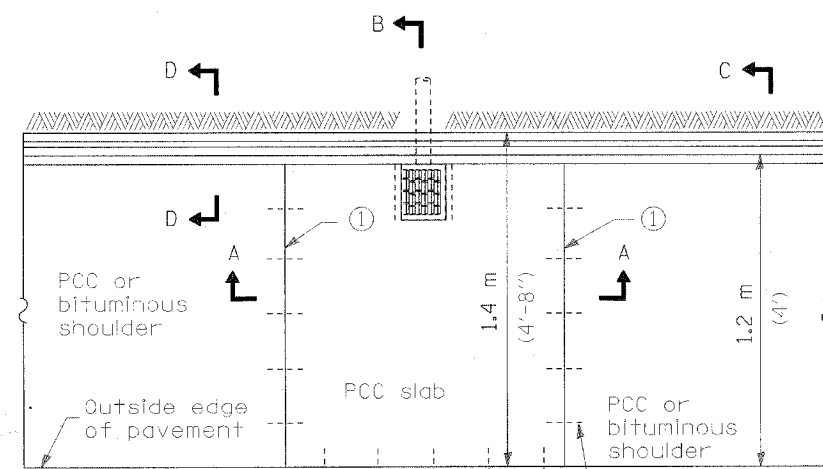


PARAPET TO CURB TRANSITION
VAULTED ABUTMENT

BRIDGE APPROACH PAVEMENT
(SPECIAL)

(Sheet 4 of 4)

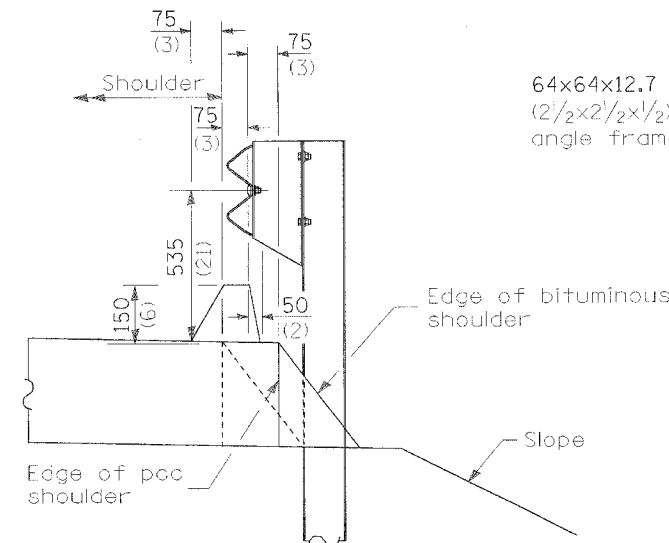
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	27
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT



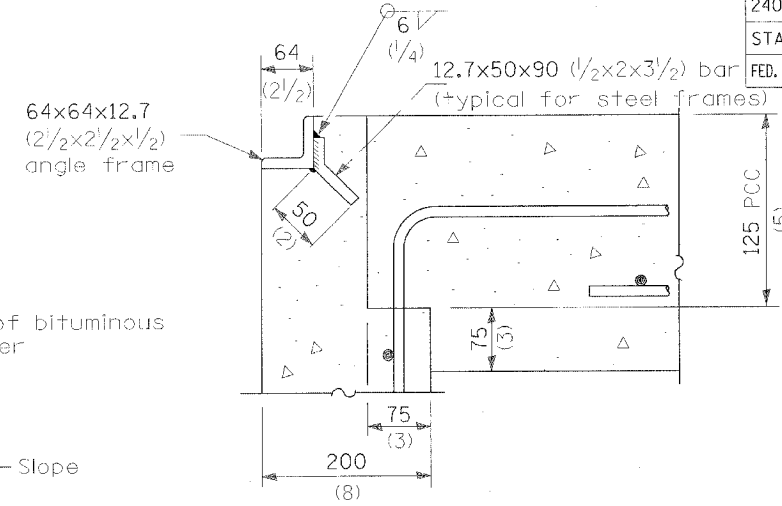
PLAN

① Joints in prolongation with existing joints in pavements.

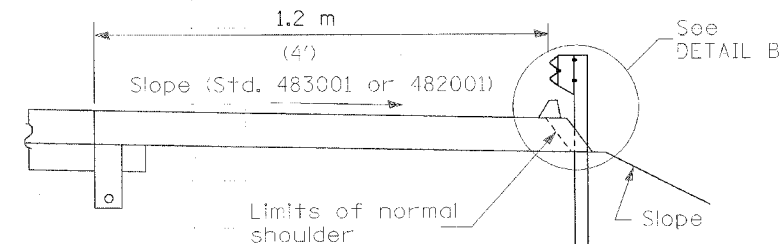
No. 20 (No. 6) Tie bars or expansion anchor ties at 600 (24) cts.



DETAIL B

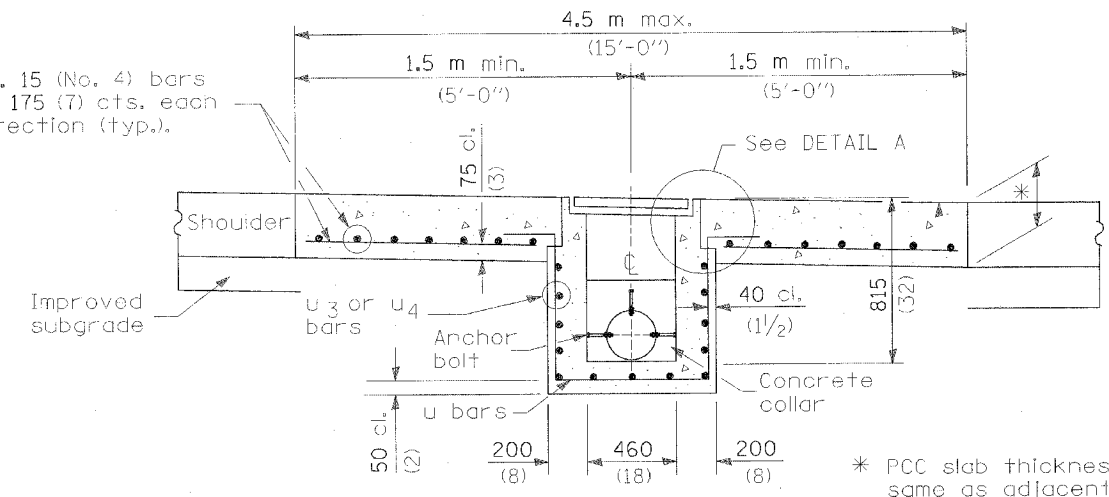


DETAIL A



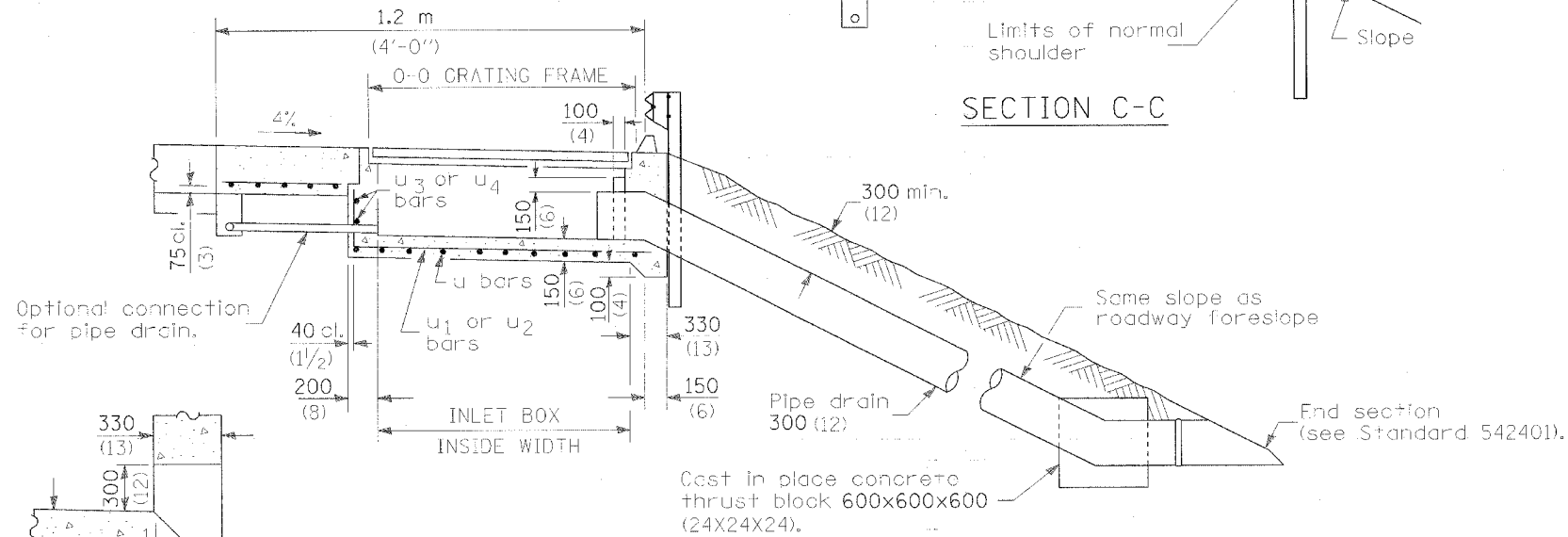
SECTION C-C

No. 15 (No. 4) bars on 175 (7) cts. each direction (typ.).



SEC. A-A

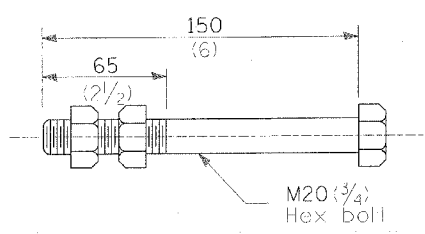
* PCC slab thickness same as adjacent shoulder.



SEC. B-B

BOX OUTLET WHEN PRECAST

Cast in place concrete thrust block 600x600x600 (24X24X24).



ANCHOR BOLT
(Used to tie pipe to concrete collar)

GENERAL NOTES

See Standard 420001 for joint details not shown.

All exposed edges of the inlet, except the upper perimeter, shall be beveled 20 mm (3/4").

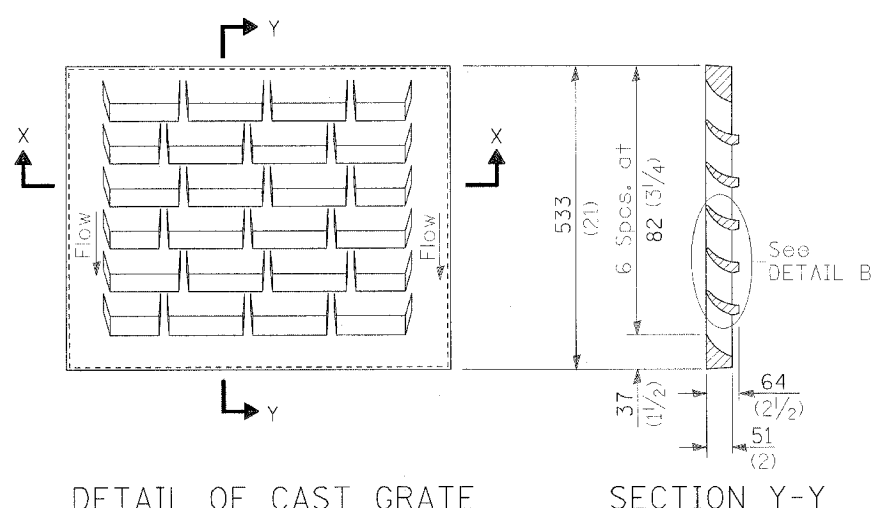
For placement of drainage elements on existing construction with existing rigid pavement, substitute expansion anchor ties for tie bars. For nonrigid pavements or monolithic construction of pcc slab and shoulder, omit tie bars.

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

INLET TYPE	SHOULDER WIDTH	O-O GRATING FRAME	INLET BOX INSIDE WIDTH	INLET BOX INSIDE LENGTH
Type B	Less than 1.5 m (5')	0.690 m (2'-3")	0.560 m (1'-10")	460 (18)
Type C	1.5 - 1.8 m (5' - 6')	1.325 m (4'-4")	1.195 m (3'-11")	460 (18)
Type D	Greater than 1.8 m (6')	1.960 m (6'-5")	1.830 m (6'-0")	460 (18)

SHOULDER INLET WITH CURB (4' SHLD)

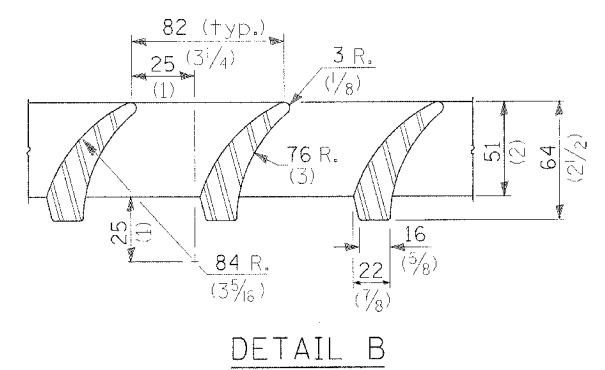
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	28
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



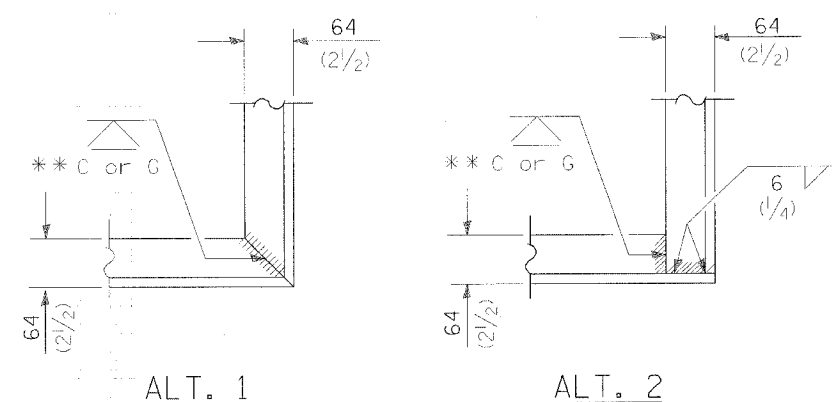
DETAIL OF CAST GRATE

Type E requires 2 grates
Type F requires 3 grates

SECTION Y-Y

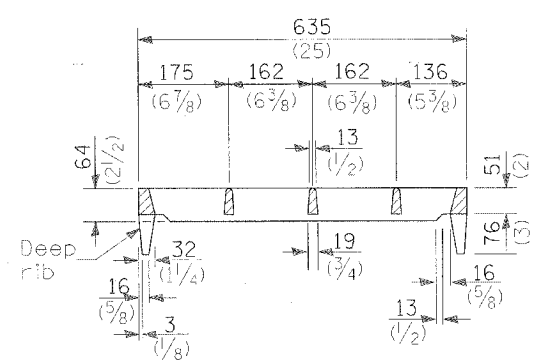


DETAIL B



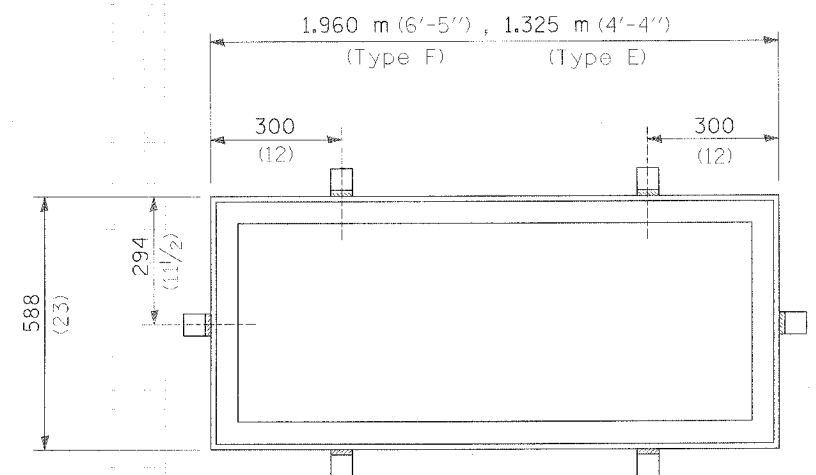
TYPICAL CORNER of STEEL GRATING FRAME

** Cut or Grind flush



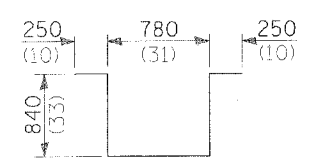
SECTION X-X

(Deep rib shall be omitted for end(s) resting on frame perimeter)

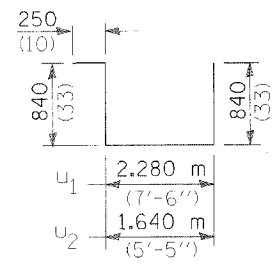


DETAIL OF STEEL FRAME

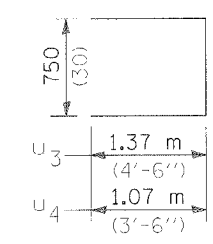
Cast frame to have same basic dimensions.



BAR u



BARS u₁, u₂



Bars u₃, u₄

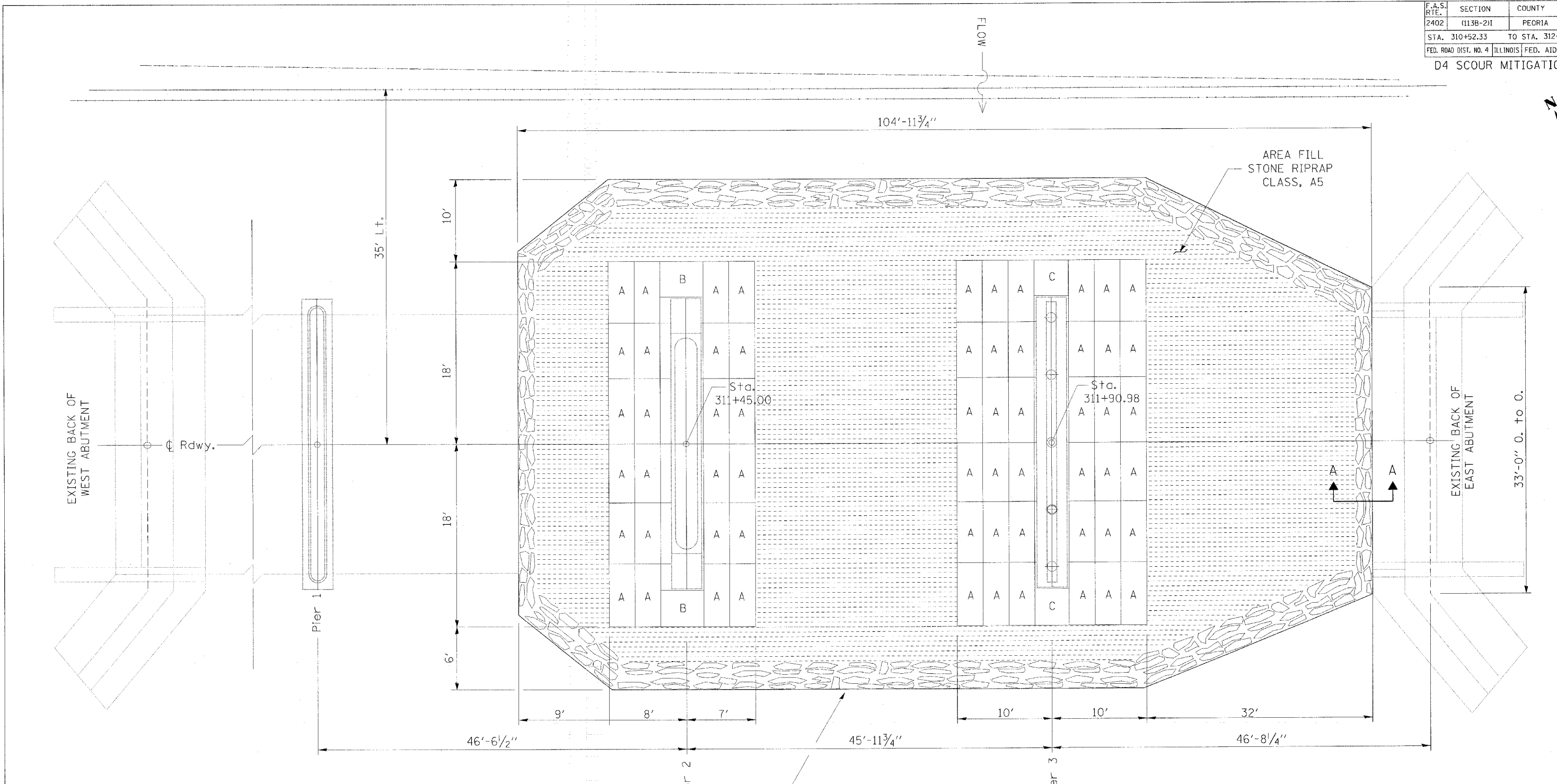
INLET BOX

REQUIRED MATERIAL			
TYPE F			
Bar	Qty.	Size	Length
u	8	No. 15 (No. 4)	2.96 m (9'-9")
u ₁	3	No. 15 (No. 4)	4.21 m (13'-10")
u ₃	6	No. 15 (No. 4)	3.49 m (11'-6")
Concrete	m ³ (cu. yds.)		1.3 (1.7)
Reinf. bars	kg (lbs.)		89.9 (126)
Grating	m ² (sq. ft.)		1.02 (10.9)
TYPE E			
Bar	Qty.	Size	Length
u	6	No. 15 (No. 4)	2.96 m (9'-9")
u ₂	3	No. 15 (No. 4)	3.57 m (11'-9")
u ₄	6	No. 15 (No. 4)	2.89 m (9'-6")
Concrete	m ³ (cu. yds.)		1.0 (1.3)
Reinf. bars	kg (lbs.)		71.9 (101)
Grating	m ² (sq. ft.)		0.68 (7.3)

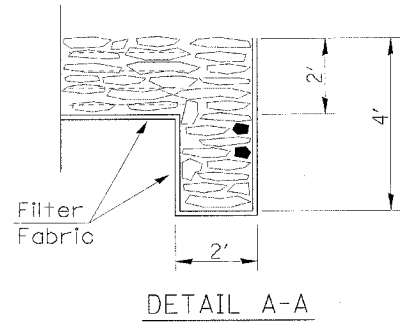
All dimensions are in millimeters (inches) unless otherwise shown.

SHOULDER INLET WITH CURB (4' SHLD)

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2I)	PEORIA	55	29
STA. 310+52.33		TO STA. 312+37.67		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				
D4 SCOUR MITIGATION 2006				



GABION LEGEND			
MARK	LENGTH	WIDTH	HEIGHT
A	6'	3'	3'
B	5'	5'	3'
C	4'	5'	3'



REVISIONS	
NAME	DATE

US 150 over KICKAPOO CRK.
PEORIA CNTY, SN. 072-0033

ILLINOIS DEPARTMENT OF TRANSPORTATION

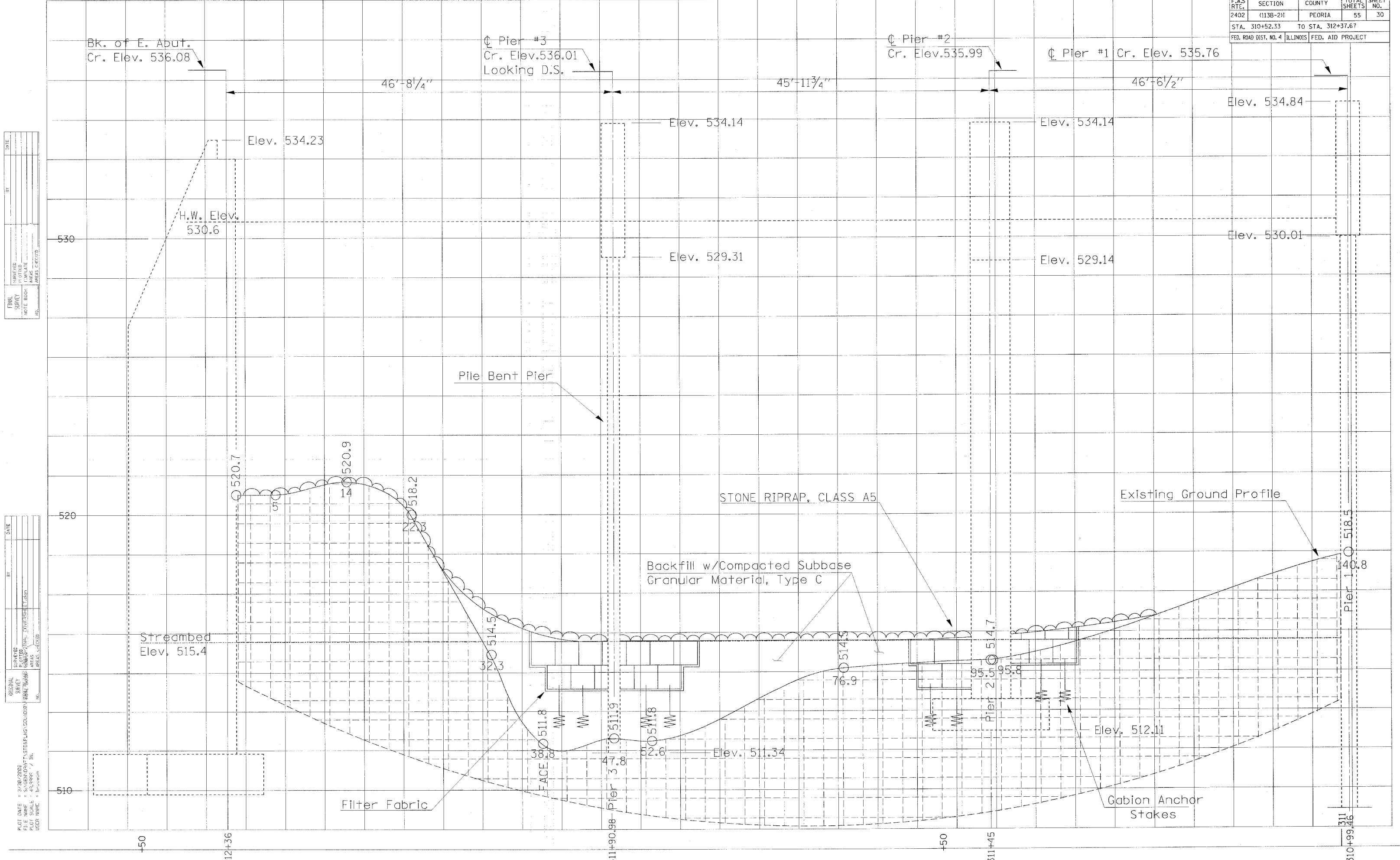
SCOUR COUNTERMEASURE LAYOUT

SCALE: VERT. _____
HORIZ. _____
DATE 03-18-2006

DRAWN BY CEJ
CHECKED BY _____

PLOT DATE = 3/28/2006
 PLOT SCALE = 1/8\"/>

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	30
STA. 310+52.33		TO STA. 312+37.67		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



DATE	BY

DATE	BY

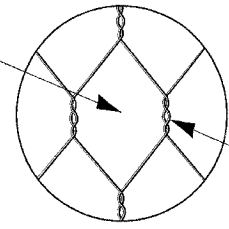
PLOT DATE = 3/30/2005
FILE NAME = S:\GEN\DRG\PLANS\2402\113B\113B-2I.DWG
PLOT SCALE = 1/4" = 1'-0"
USER NAME = Broussard

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-21)	PEORIA	55	31
STA. 310+52.33		TO STA. 312+37.67		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

(SEE ALSO SECTION 284 OF THE STANDARD SPECIFICATIONS)

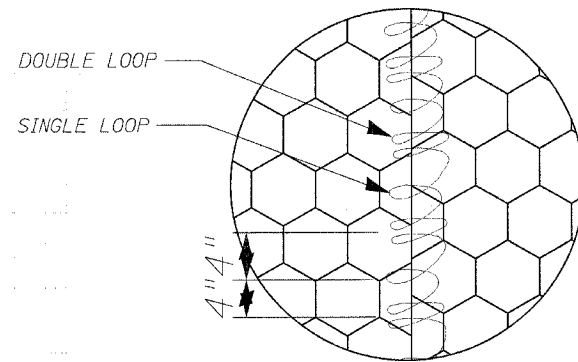
- INDIVIDUALLY ASSEMBLE THE EMPTY GABION BASKET UNITS.
- POSITION THE INITIAL LINE OF EMPTY GABION BASKET UNITS ON THE PREPARED SURFACE IN A DIRECTION PERPENDICULAR TO STREAM FLOW. SECURE ADJOINING BASKETS AND PARTIALLY FILL TO PROVIDE ANCHORAGE AGAINST DEFORMATION AND DISPLACEMENT DURING FILLING OPERATIONS.
- POSITION AND SECURE THE REMAINING EMPTY GABION BASKET UNITS ON THE PREPARED SURFACE AS SHOWN ON THE PLANS.
- PLACE THE BASKETS IN TENSION AND STRETCH TO REMOVE ANY KINKS FROM THE FABRIC. STRETCH THE EMPTY GABION BASKET UNITS IN A MANNER THAT WILL PREVENT UNRAVELING.
- FILL THE BASKET UNITS IN STAGES TO PREVENT LOCALIZED DEFORMATION. INTERNAL CONNECTING WIRES SHALL BE INSTALLED BETWEEN STONE LAYERS TO CONNECT THE FRONT FACE OF THE BASKET UNIT TO THE BACK FACE. AT NO TIME SHALL ANY CELL BE FILLED TO A DEPTH EXCEEDING 12 INCHES MORE THAN THE ADJOINING CELL. THE MAXIMUM HEIGHT FROM WHICH THE STONE MAY BE DROPPED INTO THE BASKET SHALL BE 3 FT.
- TIGHTLY STRETCH THE LID OVER THE STONE FILL USING A LID CLOSING TOOL APPROVED BY THE MANUFACTURER. USING CROWBARS OR OTHER SINGLE POINT LEVERAGE BARS FOR LID CLOSING SHALL BE PROHIBITED. TIGHTLY SECURE THE LID TO THE FILLED BASKET ALONG ALL EDGES, ENDS AND INTERNAL CELL DIAPHRAMS.
- IN LIEU OF FILLING BASKETS IN PLACE, THE BASKETS MAY BE PREFILLED ON A LEVEL SURFACE AS INDICATED IN STEPS 5 AND 6. THE BASKETS CAN THEN BE LIFTED AND PLACED ON THE PREPARED SURFACE USING A MANUFACTURER'S APPROVED LIFTING TECHNIQUE. CARE SHALL BE TAKEN NOT TO ABRASE THE ZINC OR VINYL COATING OR PERMANENTLY DISTORT THE SHAPE OF THE BASKET IN TRANSPORTATION. ANY DAMAGE TO THE BASKETS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. BASKETS SHALL BE PLACED TIGHTLY AGAINST AND SECURED TO BASKETS ALREADY IN PLACE.
- WHERE A COMPLETE GABION UNIT CANNOT BE INSTALLED AS SHOWN ON THE PLANS BECAUSE OF SPACE LIMITATIONS, THE BASKET UNIT SHALL BE CUT, FOLDED AND WIRED TOGETHER TO SUIT EXISTING SITE CONDITIONS.

FABRIC OPENING
NOMINAL DIMENSIONS
3 1/4" x 4 1/2"

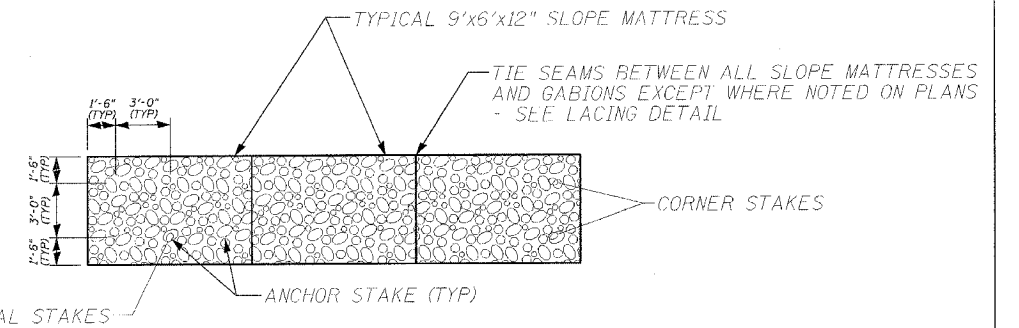


HEXAGONAL MESH
FABRIC WITH AT LEAST
THREE HALF TWISTS

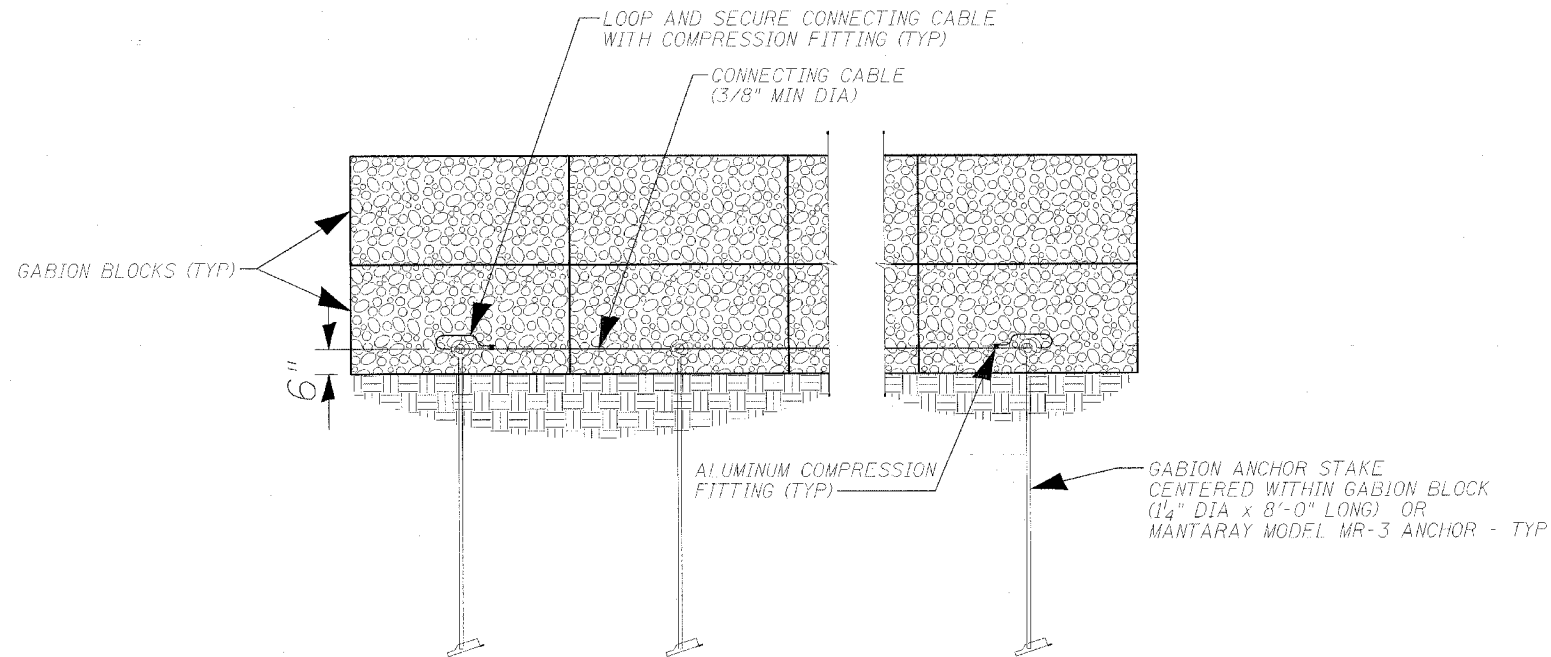
- NOTES:
- GABION BASKETS SHALL BE CONSTRUCTED OF A GALVANIZED, ALUMINIZED, OR PVC-COATED GALVANIZED OR ALUMINIZED STEEL WIRE.
 - STEEL WIRE SHALL CONFORM TO SECTION 1006.35 OF THE STANDARD SPECIFICATIONS



- GABION BASKET NOTES:
- BASKETS SHALL BE OF SINGLE UNIT CONSTRUCTION. THE BASE, LID, ENDS AND SIDES SHALL BE EITHER WOVEN INTO A SINGLE UNIT OR ONE EDGE OF THESE MEMBERS CONNECTED TO THE BASE SECTION OF THE BASKETS. FOR PROPER ASSEMBLAGE, SEE LACING DETAIL.
 - DIAPHRAMS SHALL EQUALLY DIVIDE BASKETS WHERE THE LENGTH OF THE BASKET EXCEEDS 1 1/2 ITS HORIZONTAL LENGTH.
 - GABION BASKET ASSEMBLAGE, INSTALLATION, FILLING AND LID-CLOSING SHALL BE IN ACCORDANCE WITH SECTION 284 OF THE STANDARD SPECIFICATIONS.



- NOTES:
- ANCHOR STAKES SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 284 OF THE STANDARD SPECIFICATIONS.
 - ANCHOR STAKES ARE TO BE PLACED ON THREE-FOOT CENTERS, WITH AN ARRANGEMENT AS SHOWN ABOVE, FOR ALL SLOPE MATTRESSES LAID ON A SLOPE OF 2:1 OR GREATER.
 - ANCHOR STAKES FOR SLOPE MATTRESSES LAID ON SLOPE LESS THAN 2:1 AND GREATER THAN 10% SHALL OMIT THE CENTRAL STAKES SHOWN ABOVE - 4 STAKES PER 6'x9' MATTRESS.
 - ALL SLOPE MATTRESSES LAID ON SLOPES LESS THAN 10% SHALL NOT HAVE ANCHOR STAKES.



MARK	LENGTH	WIDTH	HEIGHT
A	6'	3'	3'
B	5'	5'	3'
C	4'	5'	3'

US 150 over KICKAPOO CRK.
PEORIA CNTY. SN. 072-0033

ILLINOIS DEPARTMENT OF TRANSPORTATION

GABION DETAILS

CADD STANDARD SYMBOLS

F. A. S. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(1138-21)	PEORIA	55	32
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

- PAVEMENT PLAN ITEMS -

EXISTING	PROPOSED	
		MAIL BOX
		TRAFFIC/ADVERTISING SIGN
		GUARDRAIL
		CORRUGATED MEDIAN
		NOISE ATTENUATOR/ LEVEE

- ALIGNMENT -

EXISTING	PROPOSED	
		CENTERLINE
		BASELINE
		P.I. INDICATOR
		POINT INDICATOR
		EDGE OF PAVEMENT
		CENTERLINE PATTERN

- RAILROAD -

EXISTING	PROPOSED	
		FLASHING SIGNAL
		FLASHING SIGNAL WITH CROSSING GATE
		CONTROL BOX
		RAILROAD TRACK

- VEGETATION FEATURES -

		DECIDUOUS TREE	EVERGREEN TREE
--	--	----------------	----------------

- REMOVAL ITEMS -

	LINEAR REMOVAL
	AREA REMOVAL
	TREE REMOVAL

- GENERAL UTILITY STRUCTURES -

EXISTING	PROPOSED	
		HANDHOLE
		HEAVY DUTY HANDHOLE
		CONTROLLER
		POWER POLE/ SERVICE INSTALLATION
		LIGHT POLE
		MANHOLE
		TRAFFIC SIGNAL
		JUNCTION BOX
		TELEPHONE POLE
		ABOVE GROUND SPLICE BOX
		BUFFALO BOX, WATER METER, VALVE BOX
		FIRE HYDRANT
		ABOVE GROUND TELEPHONE SPLICE BOX

	UNDERGROUND TELEPHONE CABLE
	UNDERGROUND ELECTRIC CABLE
	UNDERGROUND FIBER OPTIC CABLE
	UNDERGROUND TV CABLE
	SANITARY SEWER
	4" UNDERGROUND WATER LINE
	4" UNDERGROUND GAS LINE
	4" UNDERGROUND OIL LINE

- RIGHT OF WAY -

EXISTING	PROPOSED	
		EASEMENT LINE
		TEMPORARY EASEMENT LINE
		R.O.W. LINE
		R.O.W. MARKER

- POLITICAL BOUNDARIES -

	STATE LINE
	COUNTY/TOWNSHIP LINE

- DRAINAGE STRUCTURES -

EXISTING	PROPOSED	
		INLET
		DITCH CHECK
		CATCH BASIN
		MANHOLE
		SUMMIT
		PIPE CULVERT WITH END SECTION
		BOX CULVERT WITH HEADWALL
		SWALE
		PIPE UNDERDRAIN
		STORM SEWER
		ROADWAY DITCH FLOW
	DRAINAGE BOUNDARY LINE	
	GRADING AND SHAPING DITCHES/ CONSTRUCTION OR SLOPE LIMITS	

- PRIVATE BOUNDARIES -

	SECTION CORNER		IRON PIPE SET
	SOUTHWEST 1/4 CORNER		IRON PIPE FOUND
	NORTHWEST 1/4 CORNER		SURVEY MARKER
	PROPERTY LINE SYMBOL		SAME OWNERSHIP
	PROPERTY LINE		PROPERTY LOT LINE
	SECTION/GRA NT LINE		

- PARTIAL ABBREVIATIONS LIST -

A/C	-Access Control
B-B	-Back to Back
CIP	-Cast Iron Pipe
C-C	-Center to Center
CP	-Clay Pipe
CLID	-Closed Lid
CE	-Commercial Entrance
CONC	-Concrete
CMP	-Corrugated Metal Pipe
m ³	-Cubic Meters
mm ³	-Cubic Millimeters
CU YD	-Cubic Yard
DSFL	-Downstream Flowline
EA	-Each
EOP	-Edge of Pavement
E-E	-Edge to Edge
EL	-Elevation
F-F	-Face to Face
FE	-Field Entrance
HH	-Handhole
IP	-Iron Pipe
MH	-Manhole
m	-Meter
mm	-Millimeter
PED	-Pedestal
PCC	-Portland Cement Concrete
PE	-Private Entrance
RCCP	-Reinforced Concrete Culvert Pipe
REM	-Removal
REP	-Replacement
ROW	-Right of Way
SAN	-Sanitary
SHLD	-Shoulder
SW	-Sidewalk
m ²	-Square meter
mm ²	-Square Millimeter
STA	-Station
SPBGR	-Steel Plate Beam Guardrail
SS	-Storm Sewer
TP	-Telephone Pole
USFL	-Upstream Flowline
VBOX	-Valve Box
VV	-Valve Vault
VP	-Vent Pipe
WM	-Water Meter
WV	-Water Valve
- CURVE DATA -	
Δ	-Deflection Angle
D	-Degree of Curve
T	-Tangent Length
L	-Curve Length
R	-Radius of Curve
E	-External Distance
SE	-Superelevation (ft. per ft. of width)
PC	-Point of Curvature
PI	-Point of Intersection
PT	-Point of Tangency
POT	-Point on Tangent
PCC	-Point of Compound Curve
PRC	-Point of Reverse Curvature
VPI	-Vertical Curve Point of Intersection

NOTE: THIS DRAWING SUPPLEMENTS STATE STANDARD 000001.

DATE	REVISIONS	BY
1-1-97	RENUM. X-1.01, NEW REVISION BOX, REVISED TITLE BOX, ADDED DESIGNER	T.P.
	NOTE	

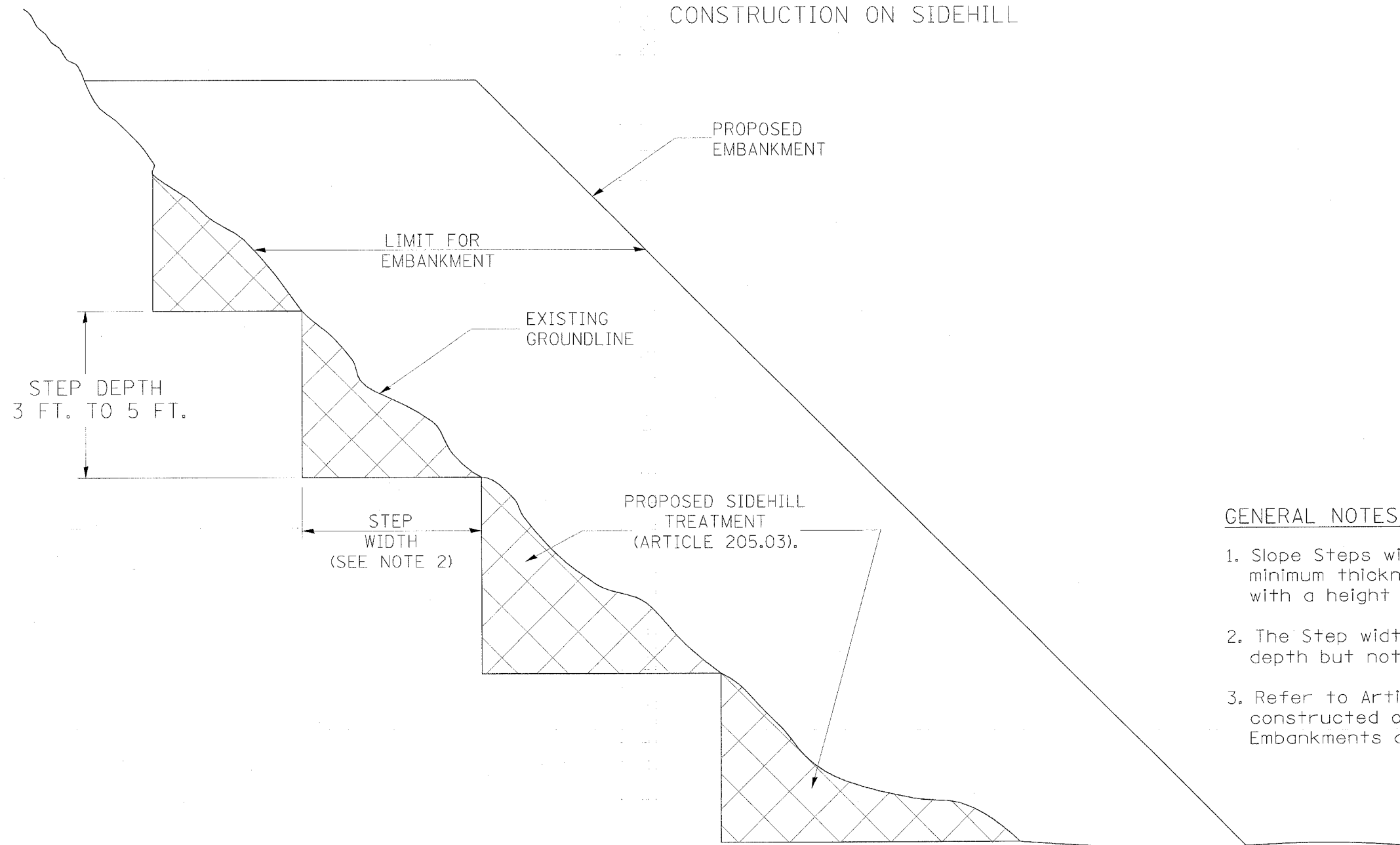
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
CADD STANDARD SYMBOLS	

DESIGNER NOTE: 1. INCLUDE STATE STANDARD 000001.

\$\$\$DATE\$\$\$

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	33
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SLOPE STEPS DETAIL TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 300(12) minimum thickness "silver fills" and on a fills with a height of 3.0m(10').
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

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

REPLACEMENT MATERIAL:



STANDARD EMBANKMENT (IN ACCORDANCE WITH 205 OF THE STANDARD SPECIFICATION).

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.

SLOPE STEPS DETAIL

CADD STD. NO. 205001-D4
SCALE: NOT DRAWN TO SCALE
DATE **DATE**

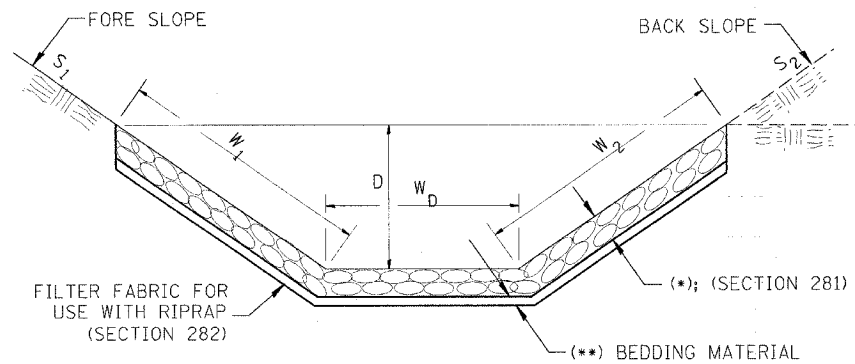
DRAWN BY CADD
CHECKED BY

205001-D4

DATE

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	34
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

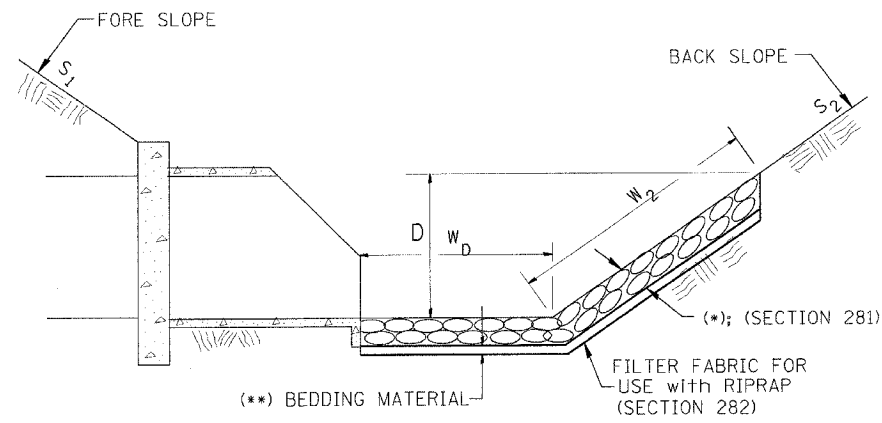
**CASE 1
(DITCH)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	m (lin ft)	m (lin ft)	m tons (tons)	m ² (sq yds)
TOTAL				

(1) WIDTH = $W_1 + W_2 + W_D$

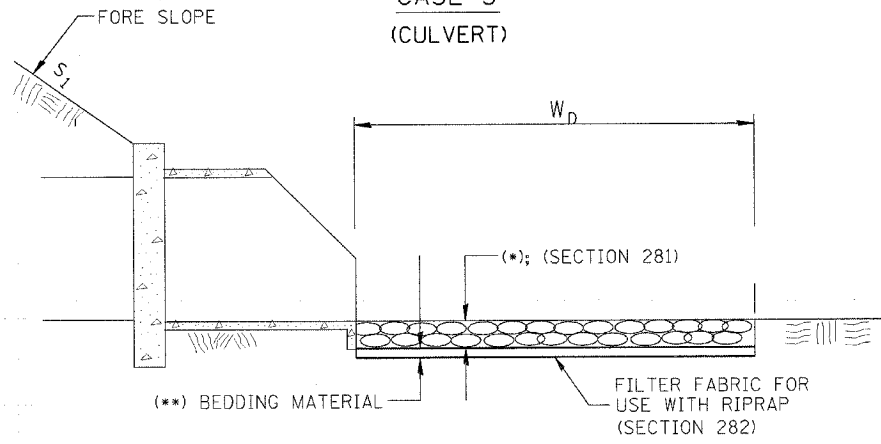
**CASE 2
(CULVERT & SLOPE)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	m (lin ft)	m (lin ft)	m tons (tons)	m ² (sq yds)
TOTAL				

(1) WIDTH = $W_2 + W_D$

**CASE 3
(CULVERT)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	m (lin ft)	m (lin ft)	m tons (tons)	m ² (sq yds)
TOTAL				

(1) WIDTH = W_D

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
All dimensions are in millimeters (inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

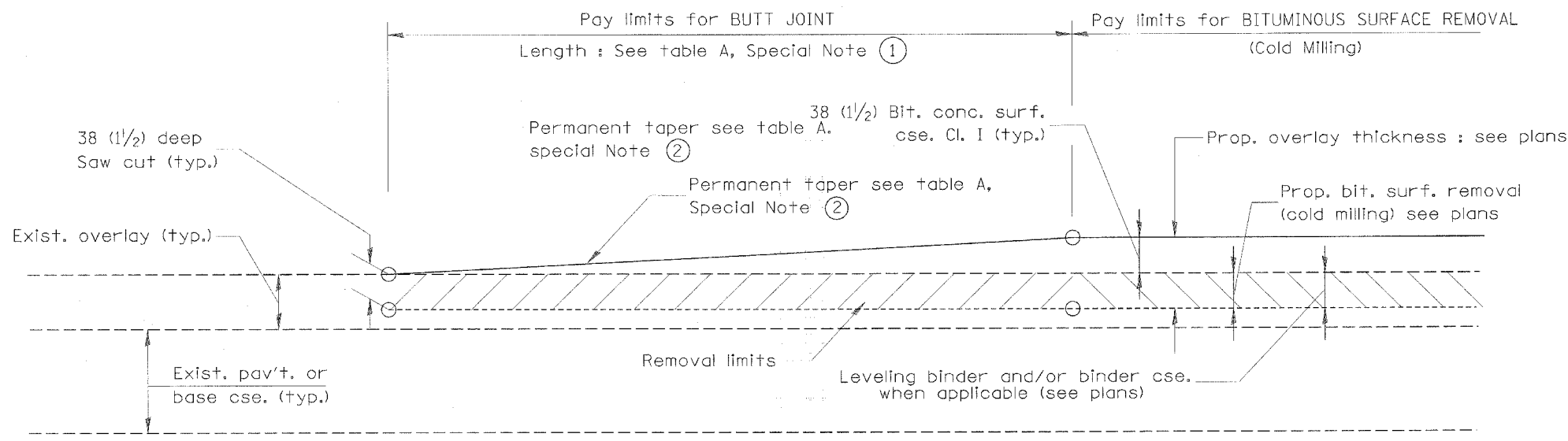
RIPRAP DITCH FOR EROSION PROTECTION

CADD DETAIL 281001-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY CADD
CHECKED BY
DATE **DATE**

DATE	REVISIONS	BY
1-1-97	RENUM. A-12.02, NEW REVISION BOX	T.P.
12-1-97	CORRECT FILTER FABRIC LEADER ARROW	J.A.

Designer NOTES:
 1. Designer to modify this Special Detail Sheet, as needed for inclusion in plans.
 2. (*) Designer to specify pay item including material, quality, and gradation.
 3. (**) Designer to specify thickness of bedding material.
 4. Include District Special Provision if needed.
 \$\$\$DATE\$\$\$

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



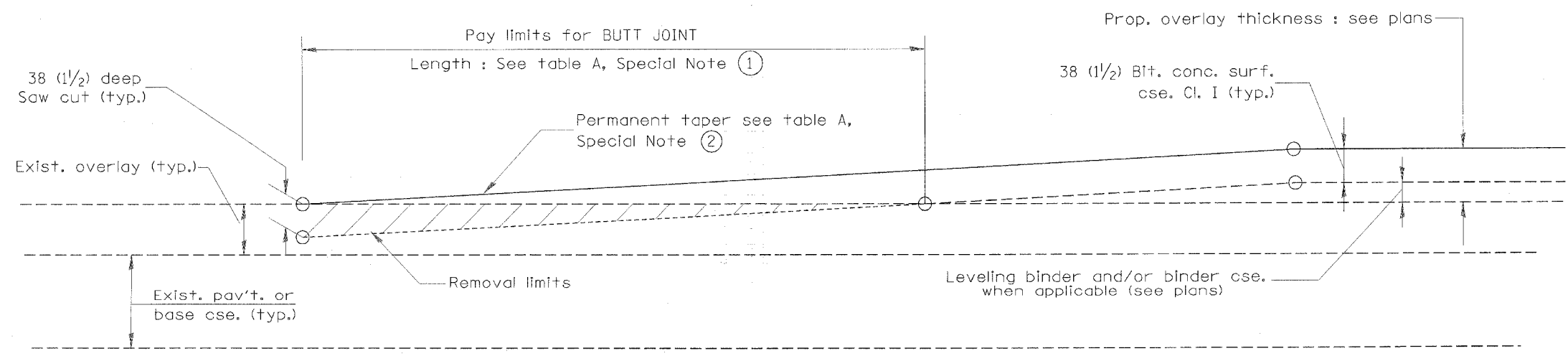
CASE 1 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

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

GENERAL NOTES

1. The work shall be done in accordance with Article 406.18 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 440.03 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 406.06.



CASE 2 : NO BITUMINOUS SURFACE REMOVAL (COLD MILLING)

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
4-1-97	CORRECTION TO DEPTH	J.A.
9-15-05	REVISED DESIGNER NOTE	M.M.A.

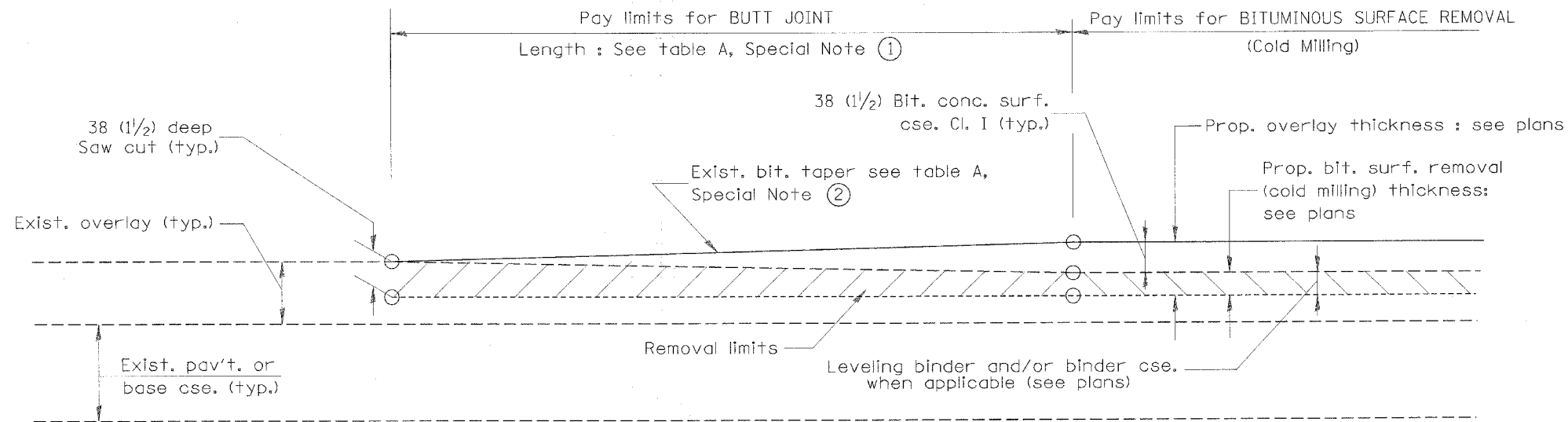
BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 1 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE **DATE** CHECKED BY

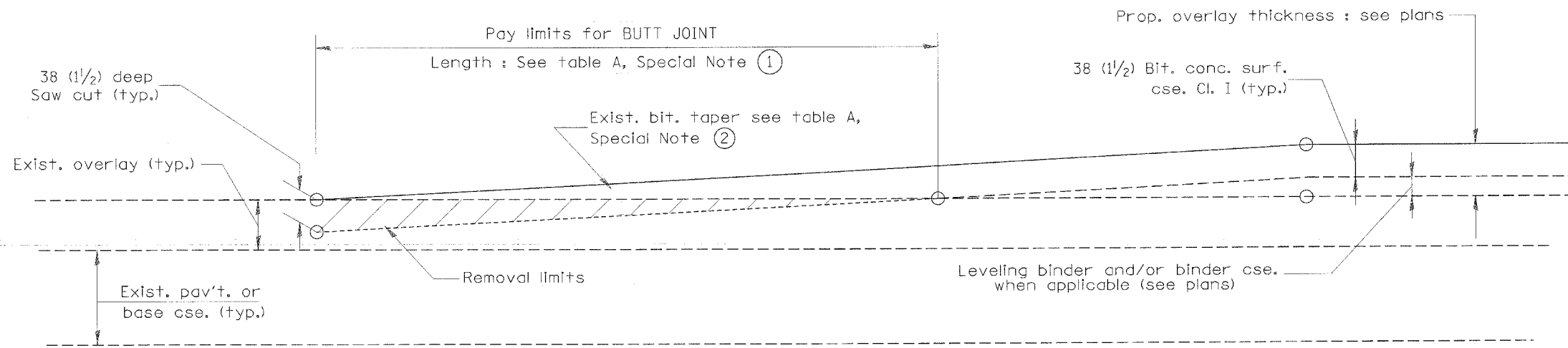
406101-D4 (1)

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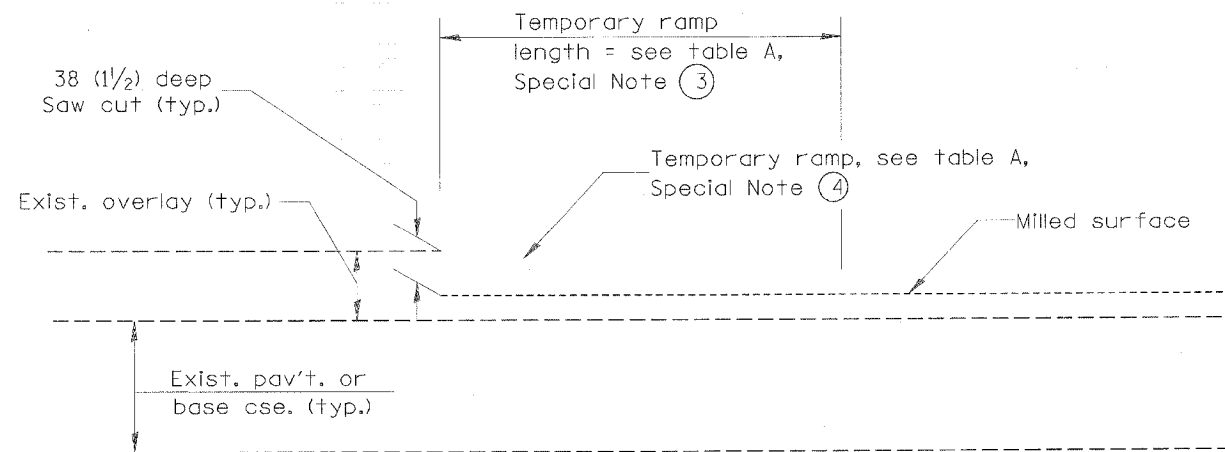
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	36
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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



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



DETAIL TEMPORARY RAMP

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

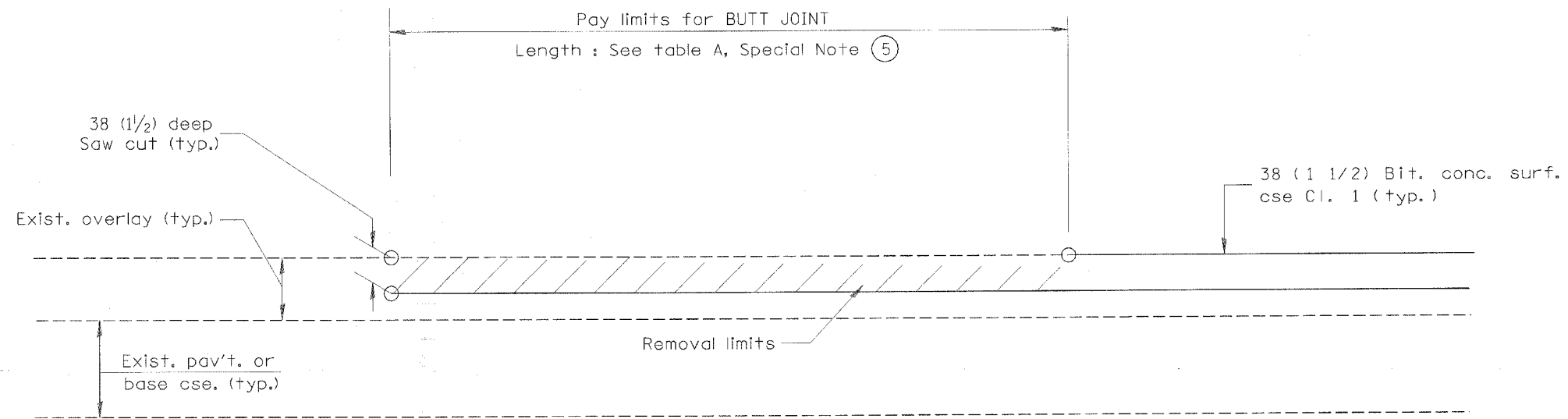
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 2 OF 3
DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE
CHECKED BY

406101-D4 (2)

I.F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD

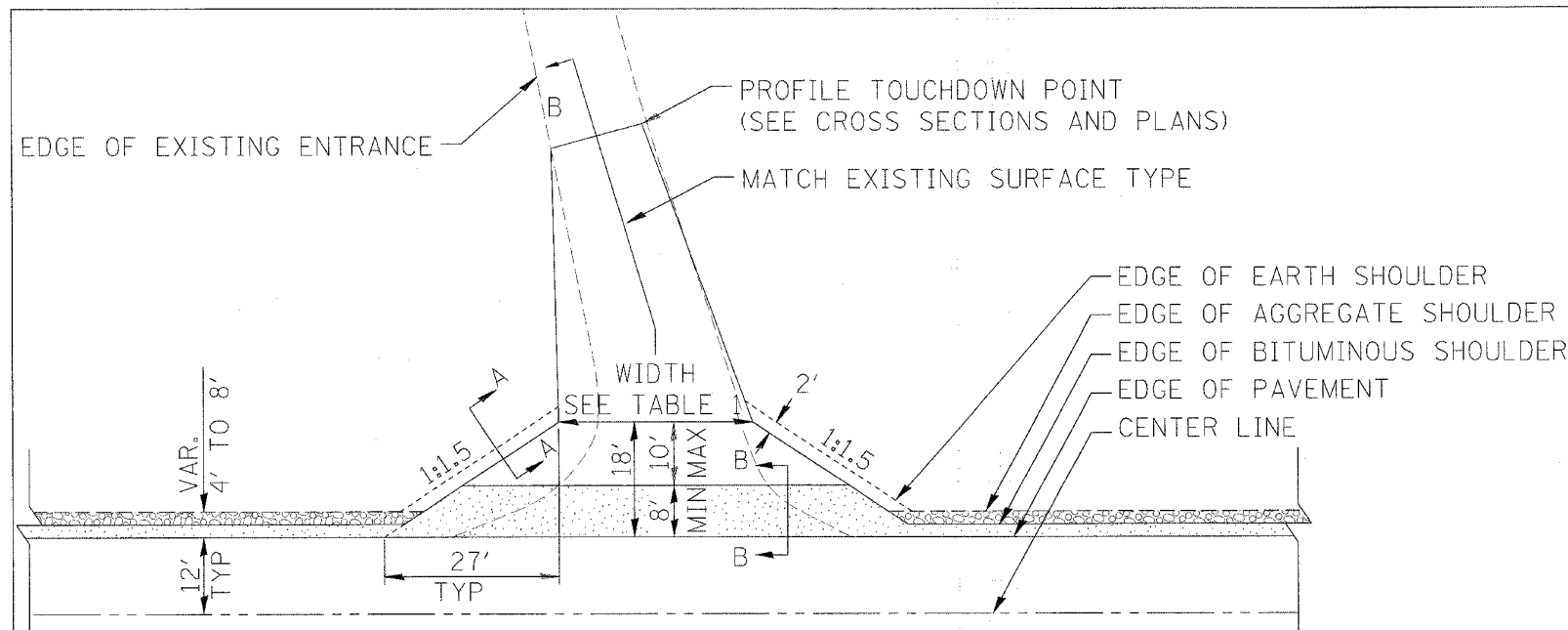
BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 3 OF 3
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
 CHECKED BY

406101-D4 (3)

\$\$\$DATE\$\$\$

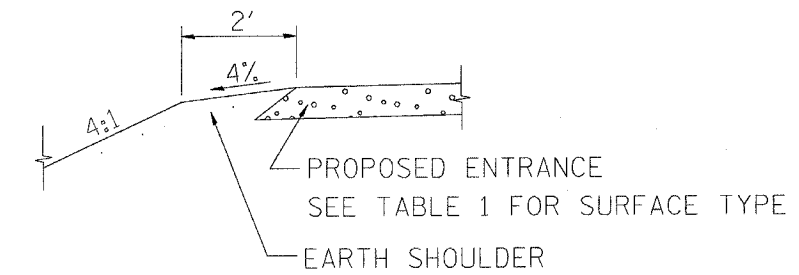
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	38
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



BITUMINOUS SHOULDER, 8"
 AGGREGATE SHOULDER, TYPE B, 6"

PLAN
 COMMERCIAL / FARM-RELATED ENTRANCE

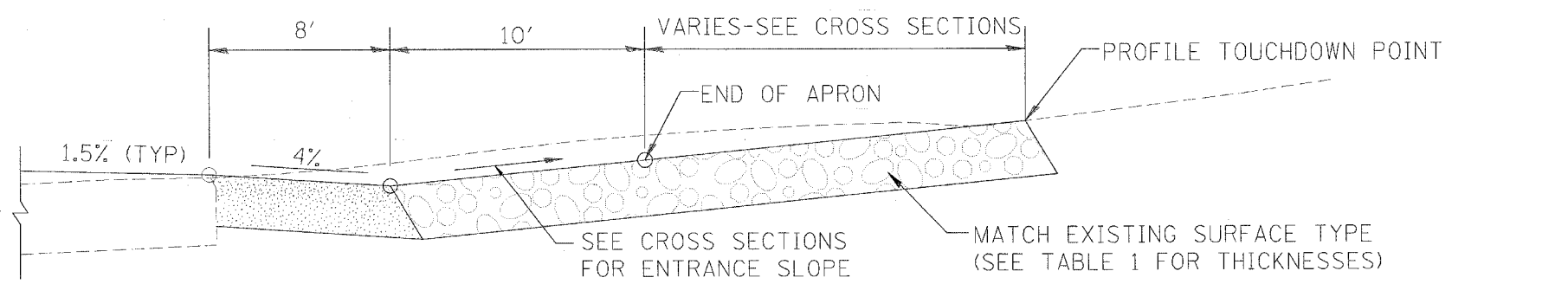
ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT		COMMERCIAL	
					1-WAY OPERATION	2-WAY OPERATION
WIDTH (W)	3.6m(12') MIN.	7.2m(24') MAX.	6.1 (20')max	9.0m(30')max	4.3m(14') MIN.	7.2m(24') MAX.
FLARE	1:1.5					
MAX. GRADE (G)	12%		12%		10%	
SURFACE TYPE						
INCIDENTAL BITUMINOUS SURFACING	6"		—		8"	
AGGREGATE SURFACE COURSE	6"		8"		8"	
PCC DRIVEWAY PAVEMENT	6"		—		7"	



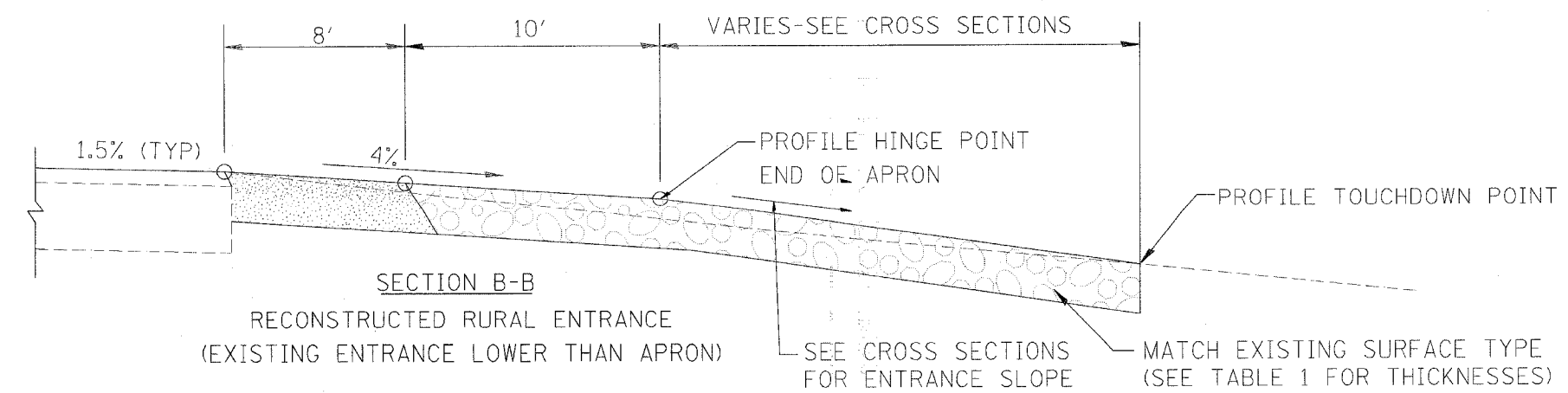
SECTION A-A
 SHOULDER TREATMENT FOR RURAL ENTRANCES

GENERAL NOTES

- ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.
- A MINIMUM 8' PAVED SHOULDER SHALL BE CONSTRUCTED BETWEEN LOCATIONS WHERE THE RURAL ENTRANCE IS LESS THAN 50' FROM AN ADJACENT SIDEROAD, ENTRANCE OR MAILBOX TURNOUT.
- A TAPER RATE OF 5:1 IS DESIRABLE WHEN TRANSITING FROM THE RURAL ENTRANCE WIDTH SHOWN IN TABLE 1, TO THE EXISTING ENTRANCE WIDTH.



SECTION B-B
 RECONSTRUCTED RURAL ENTRANCE
 (EXISTING ENTRANCE HIGHER THAN APRON)

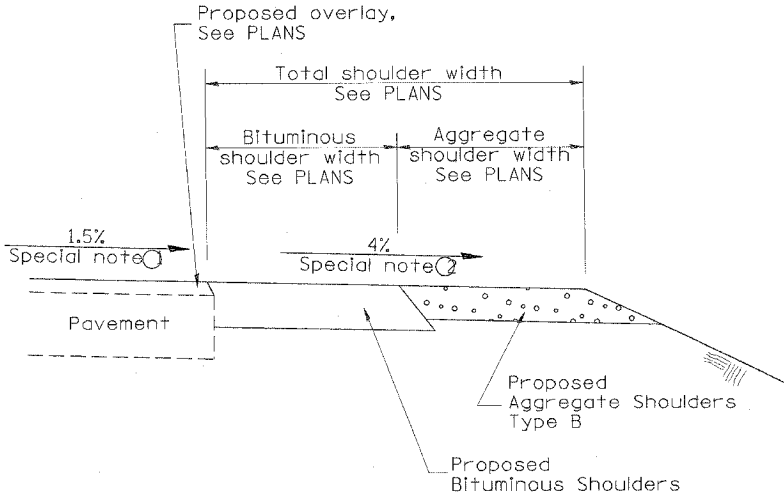
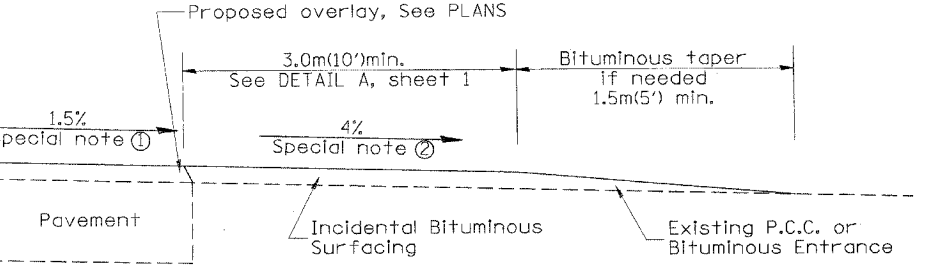
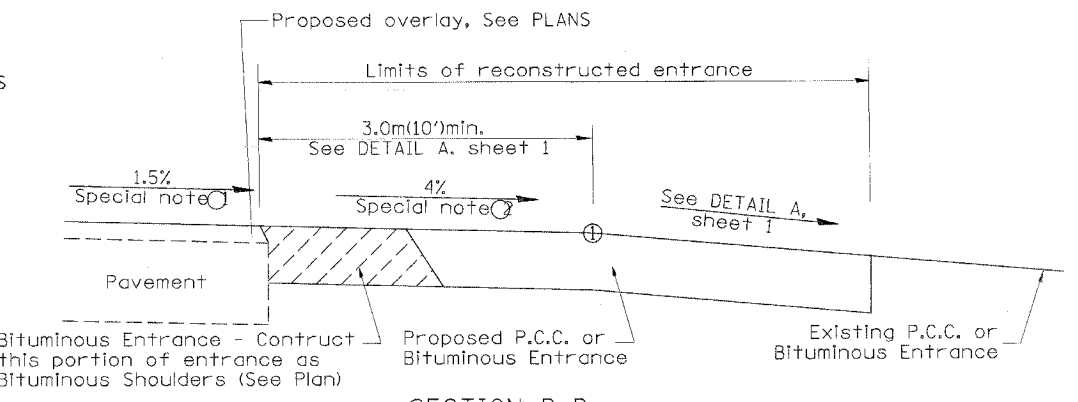
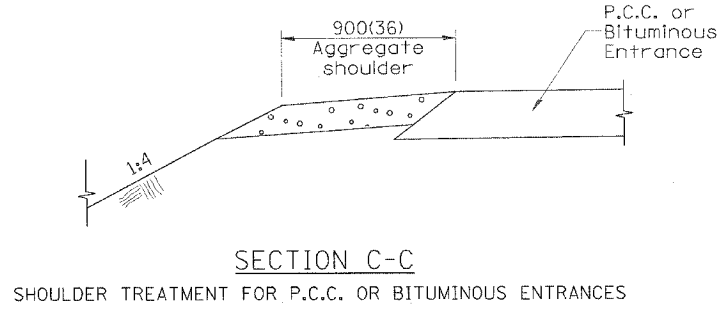
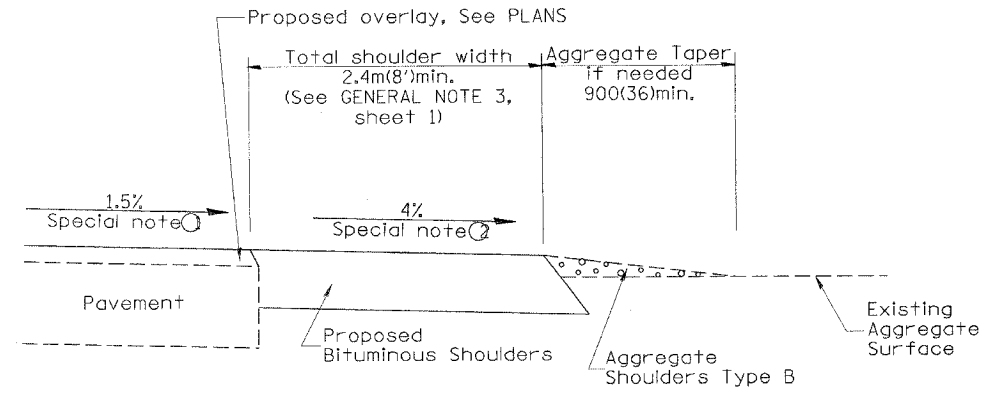
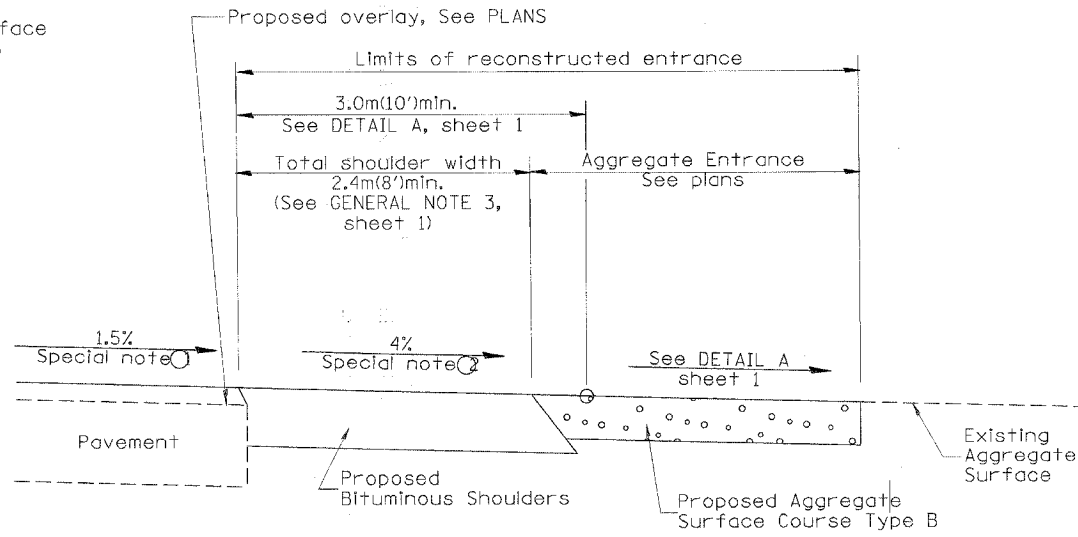
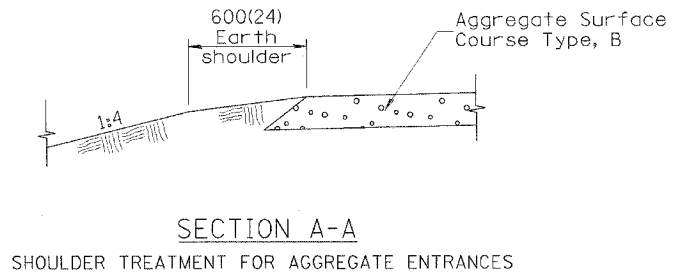


SECTION B-B
 RECONSTRUCTED RURAL ENTRANCE
 (EXISTING ENTRANCE LOWER THAN APRON)

DATE	REVISIONS	BY
1-1-97	RENUM. C-103.06, NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.
1-17-03	ADJUST DESIGN, CHANGE ENTRANCE	JATR
9-15-05	RADIUS FOR FLARE	M.M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD
 RURAL ENTRANCES FOR
 "3R" PROJECTS
 SHEET 1 OF 1
 CADD STD NO. 406301-D4
 SCALE: NOT DRAWN TO SCALE
 DRAWN BY CADD
 CHECKED BY: T. PICKERING
 DATE **DATE**

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	39
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SPECIAL NOTES

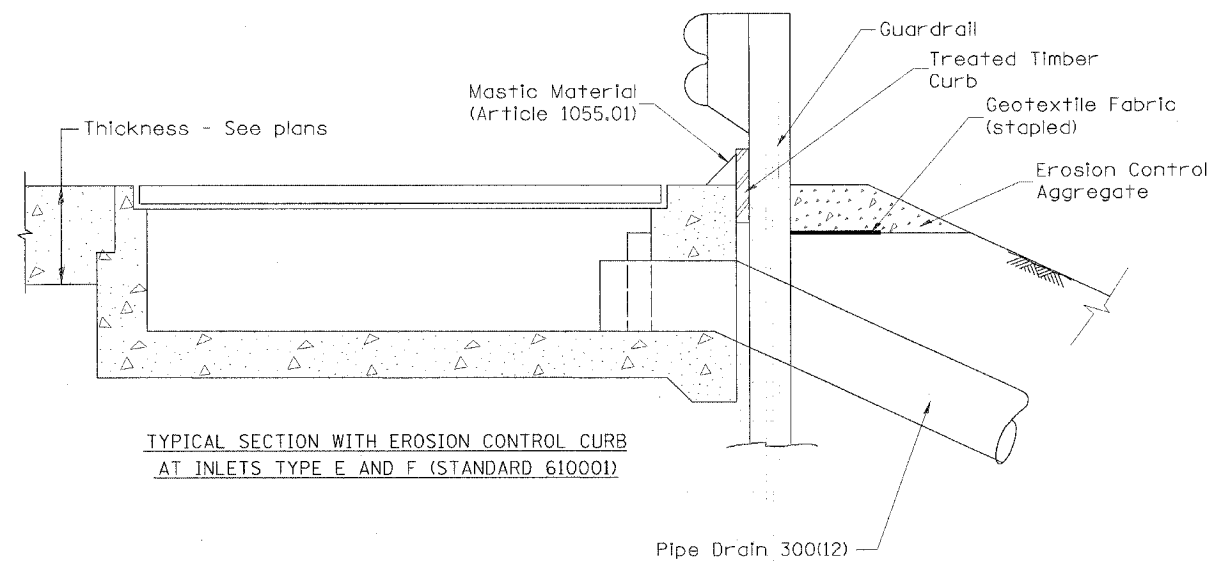
- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.
- ② The shoulder slope shall control the entrance profile for a distance of 3.0m(10') minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 1.8(6) and wider and 12% for shoulders 1.2m(4') and less. Where 300(12) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H). All dimensions are in millimeters (inches) unless otherwise noted.

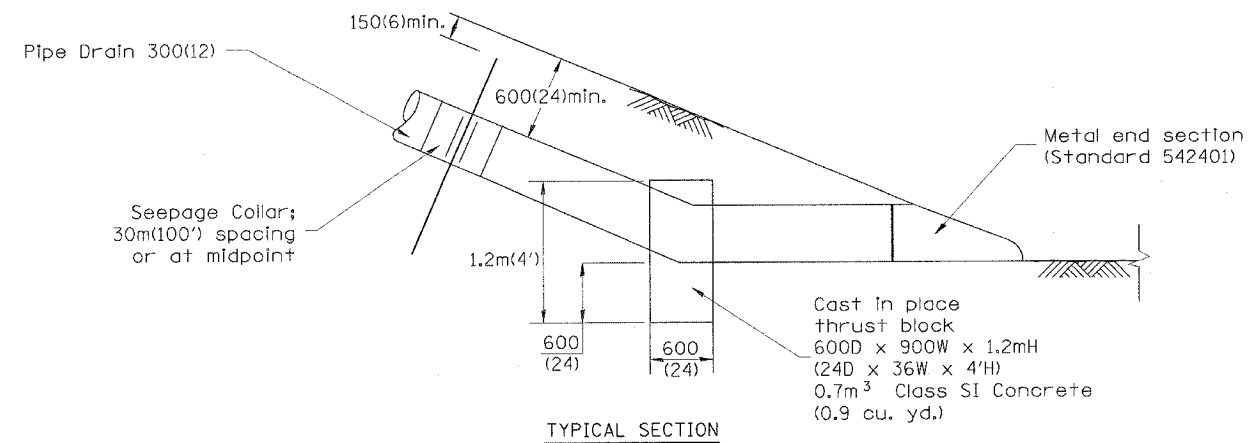
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
 RURAL ENTRANCES FOR "3R" PROJECTS
 SHEET 2 OF 2
 CADD STD NO. 406301-D4 DRAWN BY CADD
 SCALE: NOT DRAWN TO SCALE CHECKED BY: T. PICKERING

\$\$\$DATE\$\$\$

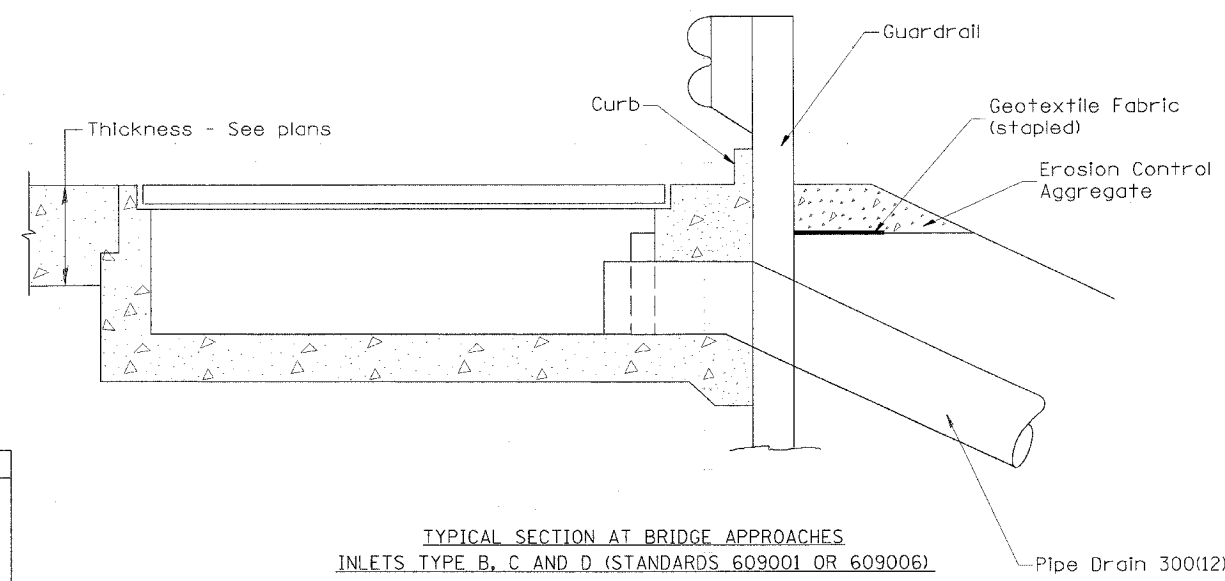
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)	PEORIA	55	40
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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



TYPICAL SECTION



TYPICAL SECTION AT BRIDGE APPROACHES INLETS TYPE B, C AND D (STANDARDS 609001 OR 609006)

GENERAL NOTES

1. The material for Pipe Drains shall be bituminous coated galvanized corrugated steel culvert pipe or bituminous coated corrugated aluminum alloy pipe in accordance with Article 601.02(f) or 601.02(i).
2. An approved mastic material (Article 1055.01) shall be applied to the inside of the connecting bands.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

SLOPE DRAIN DETAILS FOR BURIED PIPES

CADD STD. NO. 601101-D4
NOT DRAWN TO SCALE
DATE

DRAWN BY: CADD

DATE	REVISIONS	BY
1-1-97	RENUM. H-1.04, NEW REVISION BOX, REVISED TITLE BOX, REVISED DESIGNER NOTES, ADDED QUANTITY CALCULATION BOX	T.P.

DESIGNER NOTE:
1. INCLUDE STATE STANDARD 542401.
2. INCLUDE STATE STANDARDS 609001, 609006 OR 610001, IF APPLICABLE
3. INCLUDE DISTRICT CADD STANDARDS FOR "GUARDRAIL EROSION CONTROL TREATMENTS", "SEEPAGE COLLARS FOR BURIED PIPES", AND "PIPE ELBOW"

QUANTITIES	
CALC. BY:	DATE:
CHECKED BY:	DATE:
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION	

DCN-ONE.Y

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	41
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

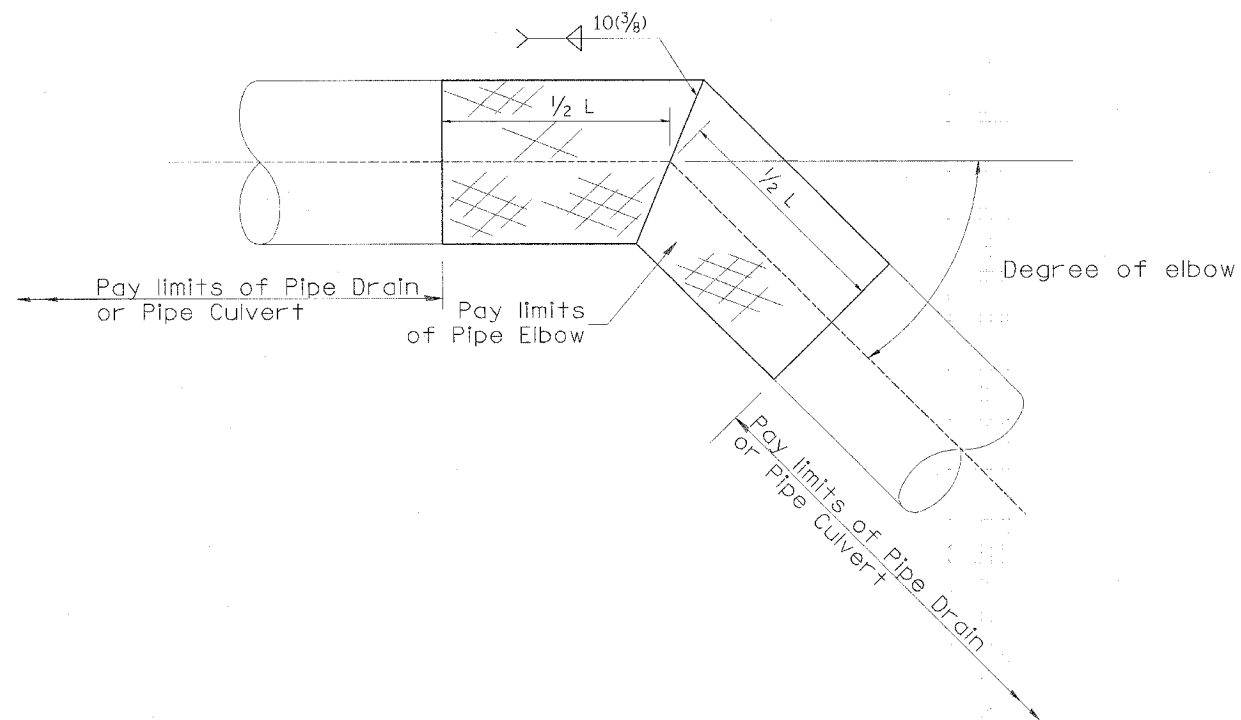
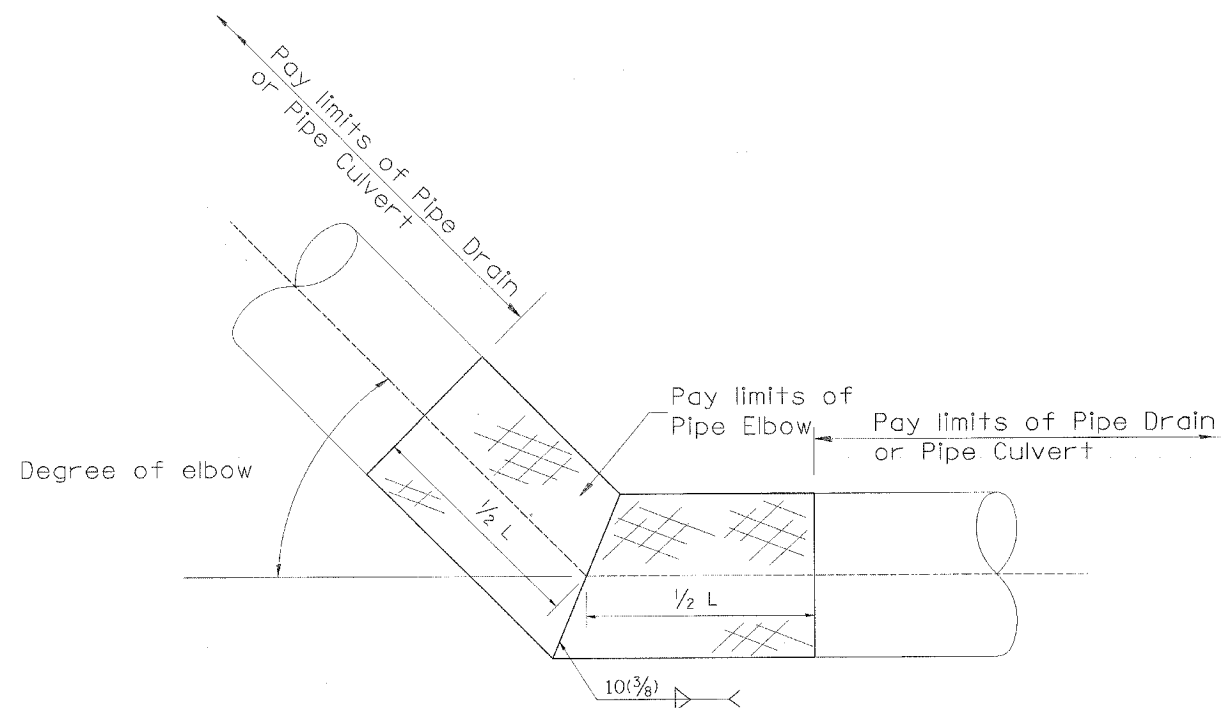


TABLE A ELBOW DESIGN CONTROLS		
PIPE DIAMETER	L = Pay limits of Pipe Elbow and minimum length of pipe required for fabrication	
	DEGREE OF ELBOW < 45°	DEGREE OF ELBOW ≥ 46°
300(12)	600(24)	1.22M(4')
375(15)	600(24)	1.22M(4')
450(18)	600(24)	1.22M(4')
525(21)	600(24)	1.22M(4')
600(24)	1.22M(4')	1.22M(4')
750(30)	1.22M(4')	1.83M(6')
900(36)	1.22M(4')	1.83M(6')

TABLE B ELBOW DESIGN CONTROLS	
EARTH SLOPE (V:H)	DEGREE OF ELBOW *
1:6	9°
1:4	14°
1:3	18°
1:2	26°
1:1 1/2	33°

* Approximate - based upon 0.5% inlet and outlet flowlines.



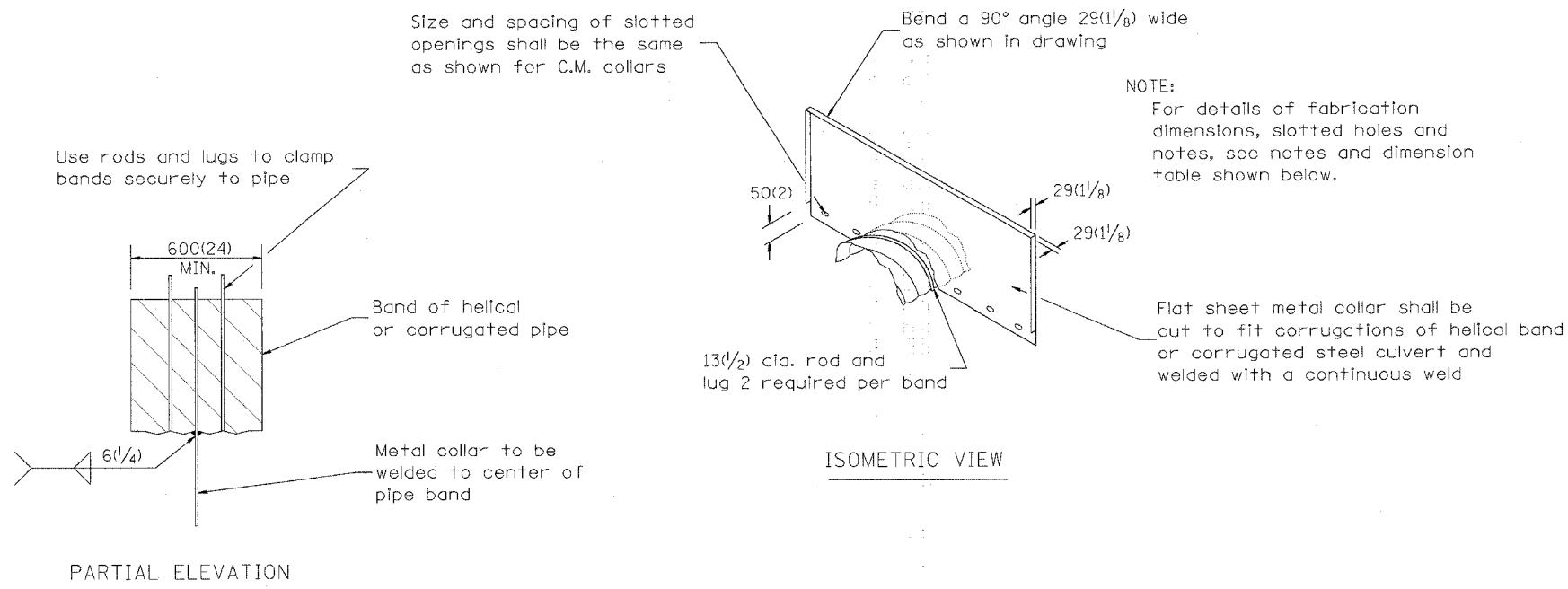
All dimensions are in millimeters (inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. J-11.05, NEW REVISION BOX, REVISED TITLE BOX	T.P.

PIPE ELBOW
CADD STD. NO. 601301-D4
SCALE: NOT DRAWN TO SCALE
DATE **DATE**
DRAWN BY CADD
CHECKED BY

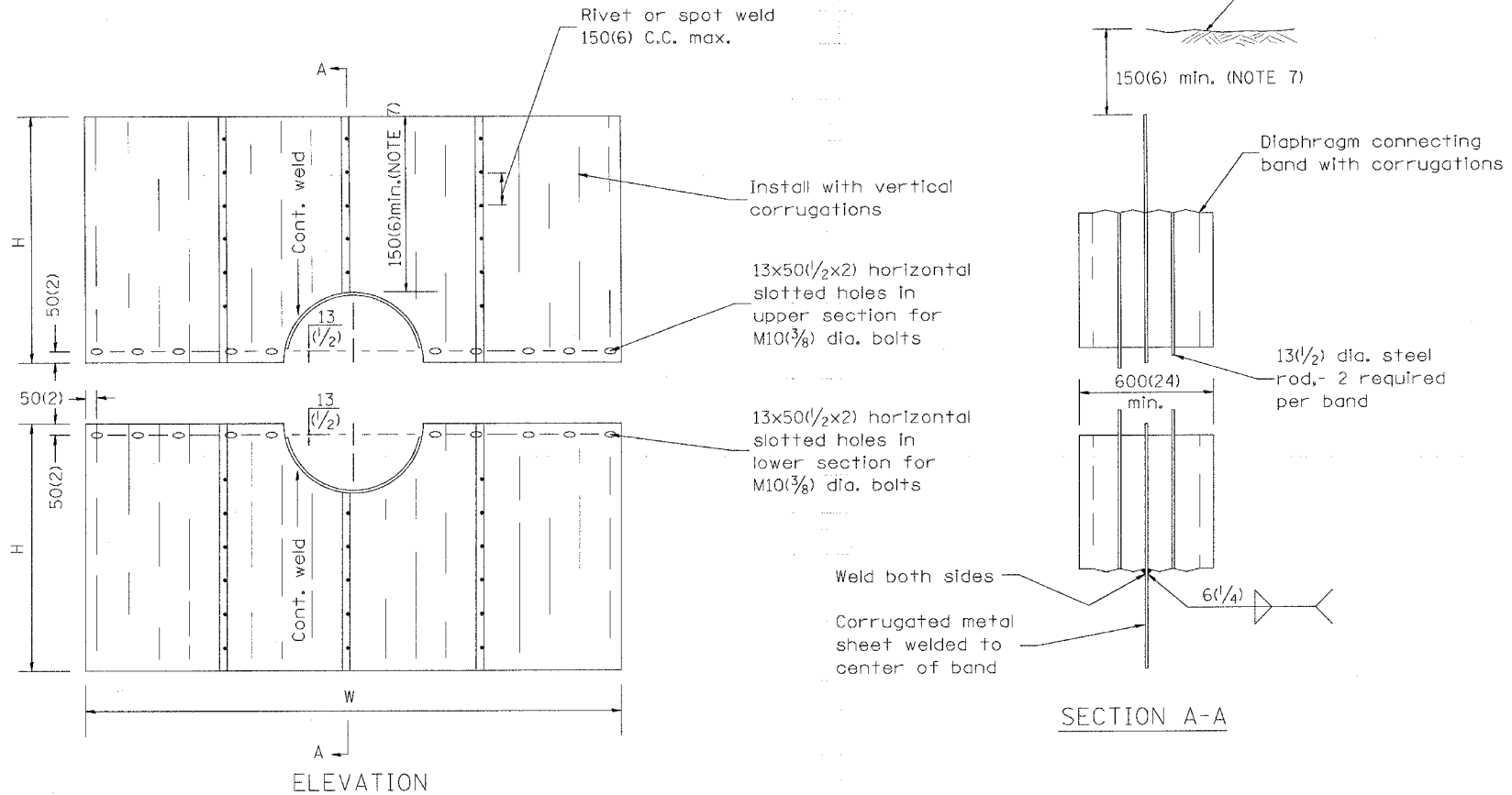
F.A.S. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	42
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DETAILS OF CORRUGATED PIPE COLLAR

NOTES FOR COLLARS:

1. Materials and coatings for all collars shall be the same as that specified for the pipe.
2. Collars shall be shop fabricated, assembled and marked by painting to identify matching half sections of each collar.
3. The laps between the half sections and between the pipe and connecting bands shall be caulked with fiberized asphalt mastic at the time of installation.
4. All tank lugs, rods, and nuts shall be galvanized steel. Where aluminum collars are used, The rods and lugs shall be separated from the aluminum bands. By at least two (2) layers of 50(2) wide plastic tape with a total thickness of 2/4 mils or more.
5. The collars shall be welded to the connecting bands as shown on the drawings, all welds shall be treated as specified for class I, II, and III welds, miscellaneous. (Refer to AWS Standard Specifications)
6. Bands shall be fabricated from material having the same class of corrugations as the pipe to which it is to be attached.
7. Upper half of sheet may be cut shorter to provide 150(6) min. earth cover.



SEEPAGE COLLAR DIMENSION TABLE

PIPE DIAMETER	NOMINAL COLLAR SIZE	FABRICATIONS DIMENSIONS	
		W(WIDTH)	H(HEIGHT)
300(12) 375(15), 450(18) 525(21), 600(24)	2.4m x 1.8m (8' x 6')	2.44m (8'-0")	966(38)
675(27) 750(30)	2.4m x 2.1m (8' x 7')	2.44m (8'-0")	1.12m (3'-8")
900(36), 1050(42) 1200(48)	3.0m x 2.1m (10' x 7')	3.05m (10'-0")	1.12m (3'-8")

Collar dimensions shown may be increased to allow fabrication from standard size sheets.

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

DETAILS OF SEEPAGE COLLAR

SEEPAGE COLLAR SPACING
Less than 600(24) pipe: 30m (100') spacing or midpoint
Equal to or greater than 600(24) pipe: 24m (80') spacing or midpoint

DATE	REVISIONS	BY
1-1-97	RENUM. J-10.02, NEW REVISION BOX, REVISED TITLE BOX, REVISED DESIGNER NOTES	T.P.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DETAILS OF SEEPAGE COLLARS FOR BURIED PIPES

CADD STD. NO. 601401-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY: CADD
CHECKED BY:

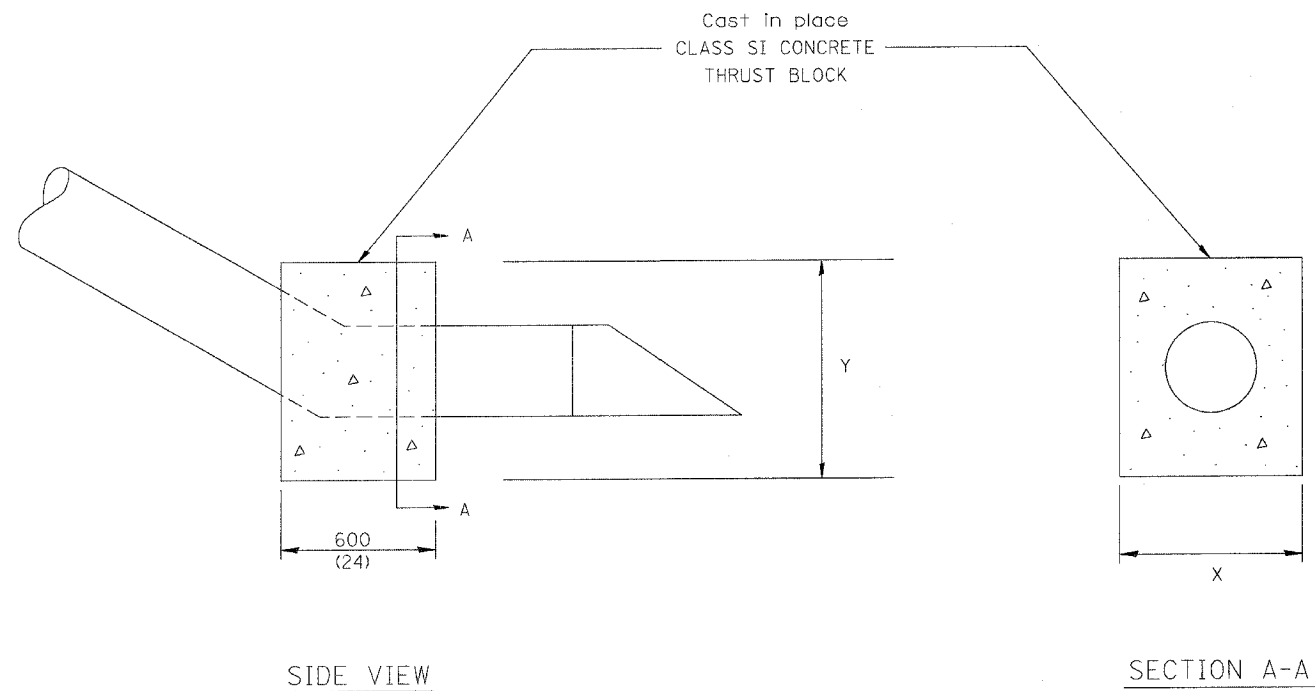
DATE: **DATE**

DATE

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)1	PEORIA	55	43
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONCRETE THRUST BLOCK BILL OF MATERIALS

PIPE SIZE	X	Y	CLASS SI CONCRETE m ³ (cu. yd.)
300(12)	600(24)	600(24)	0.2(0.2)
375(15)	675(27)	675(27)	0.2(0.3)
450(18)	750(30)	750(30)	0.2(0.3)
600(24)	900(36)	900(36)	0.3(0.4)
750(30)	1.07m (3'-6")	1.07m (3'-6")	0.6(0.8)



The contract unit price each for CONCRETE THRUST BLOCK shall include the cost of excavation, CLASS SI CONCRETE and compacted backfill.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

CONCRETE THRUST BLOCKS

CADD STD. NO. 609001-D4
SCALE: NOT DRAWN TO SCALE
DATE **DATE**

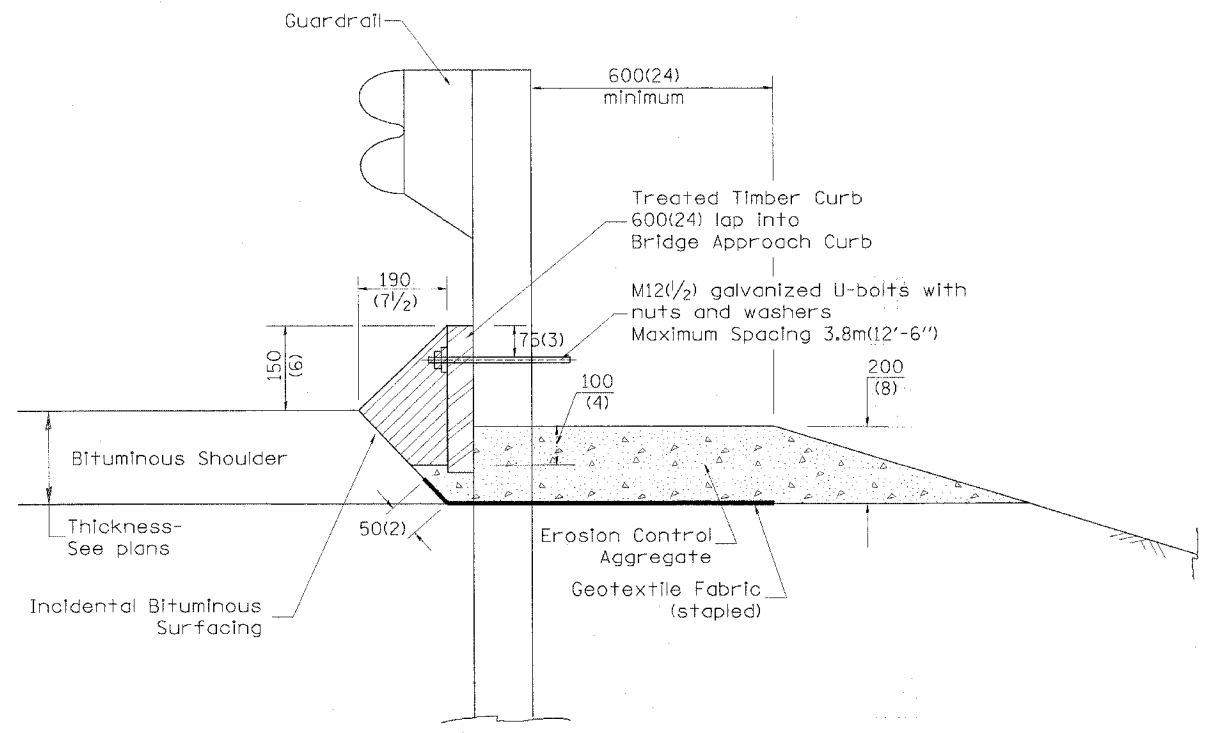
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CHECKED BY:

609001-D4

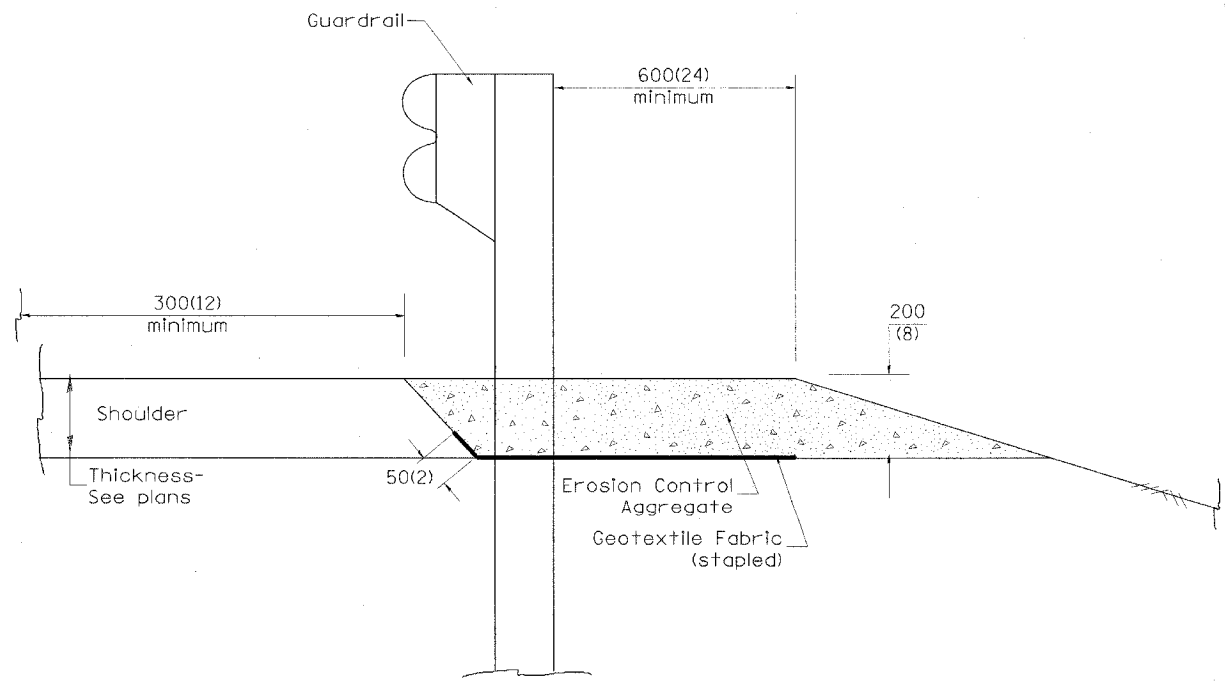
QUANTITIES	
CALC. BY: _____	DATE: _____
CHECKED BY: _____	DATE: _____
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE, BUREAU OF PROJECT IMPLEMENTATION, DOCUMENTATION SECTION	

DATE	REVISIONS	BY
1-1-97	RENUM. J-10.04, NEW REVISION BOX, ADDED QUANTITY CALCULATION BOX.	I.P.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-21)	PEORIA	55	44
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

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

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 300(12) 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 millimeters (inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

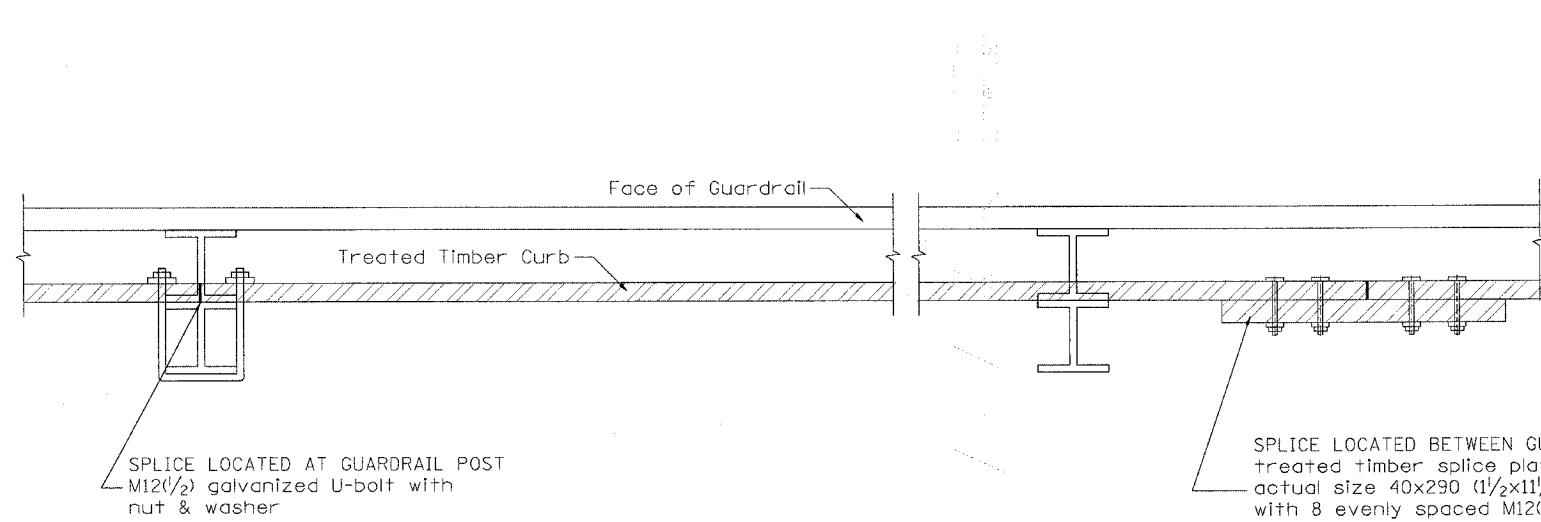
GUARDRAIL EROSION CONTROL TREATMENTS

DATE	REVISIONS	BY
1-1-97	RENUM. C-22.01, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.
11-3-00	CORRECTION TO NOTES	M.A.

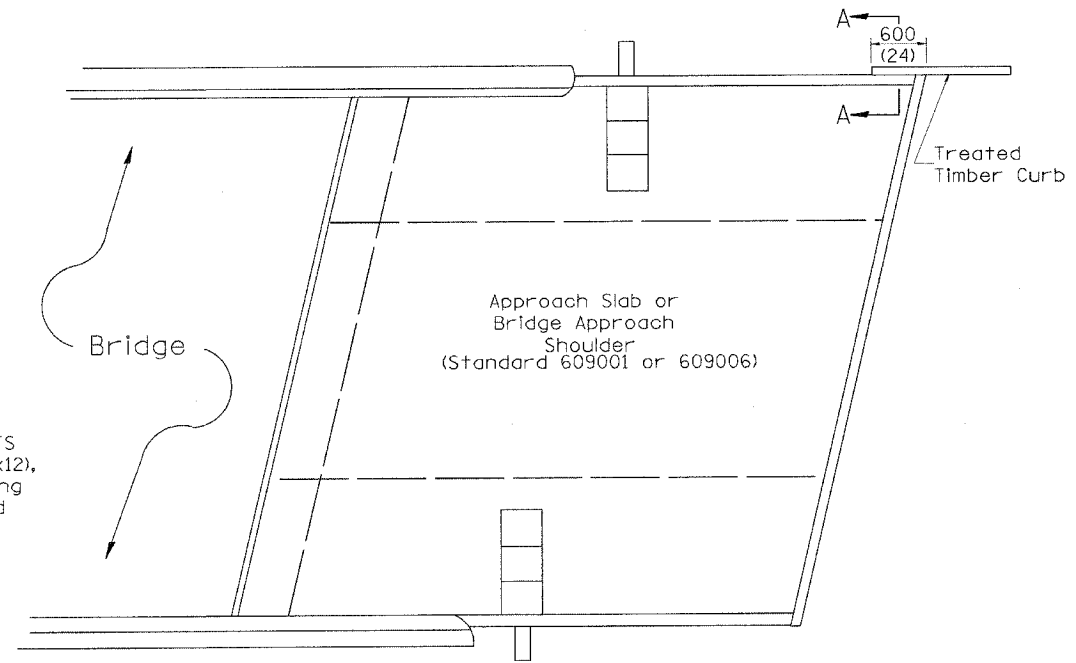
CADD STD NO. 630101-D4(1) SHEET 1 OF 2
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE **DATE** CHECKED BY

DESIGNER NOTE:
 1. Use EROSION CONTROL CURB 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 Standards 609001, 609006 or 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.
 5. Include District Special Provision "Aggregate Quality" for projects located in the Western Area of the District - approx. dividing line is IL 97.

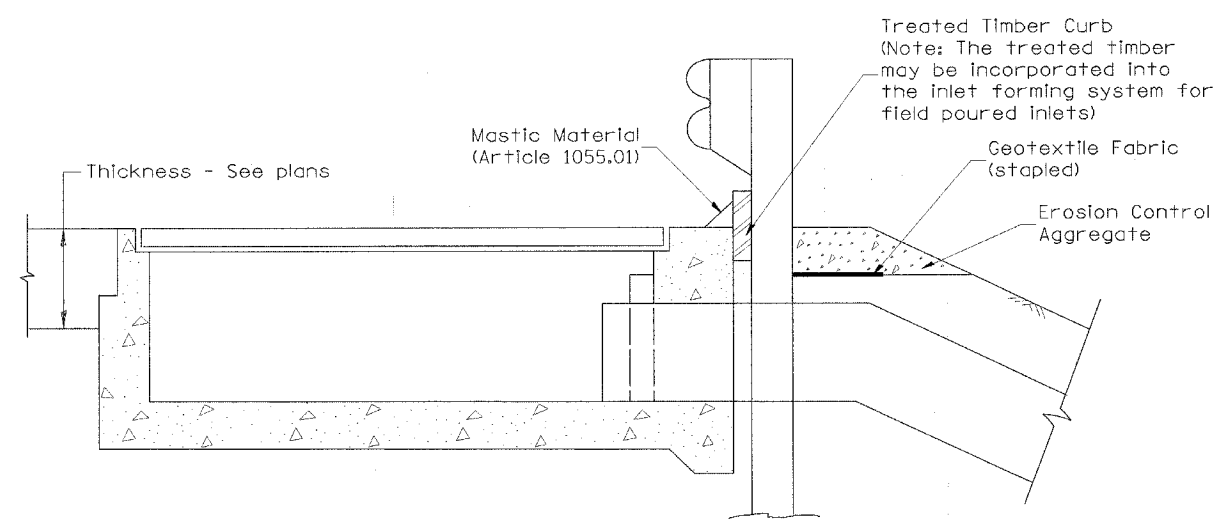
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	45
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



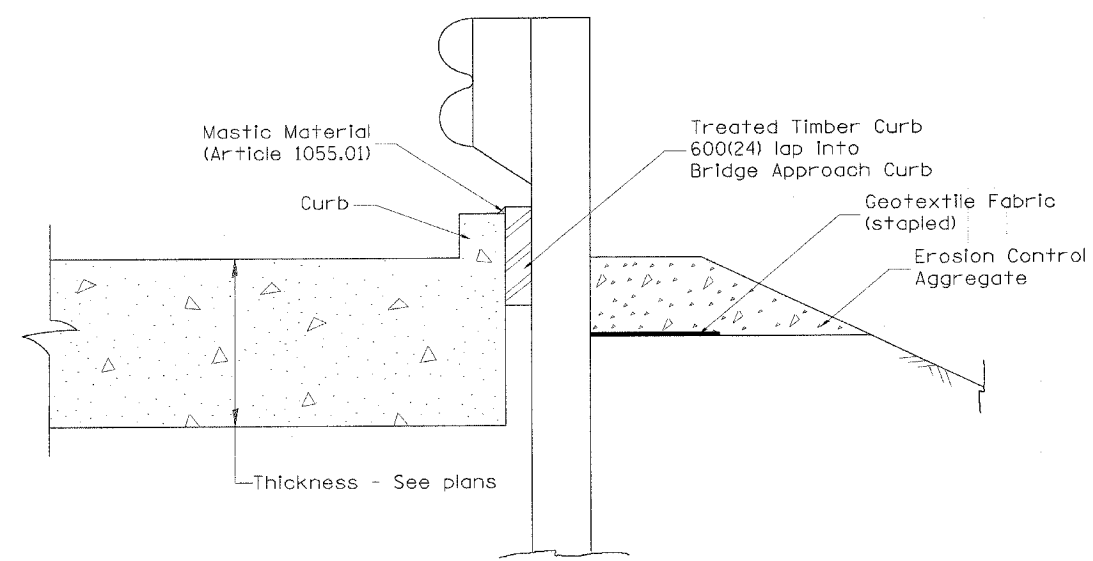
DETAIL A
(Typical Treated Timber Splices)



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



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



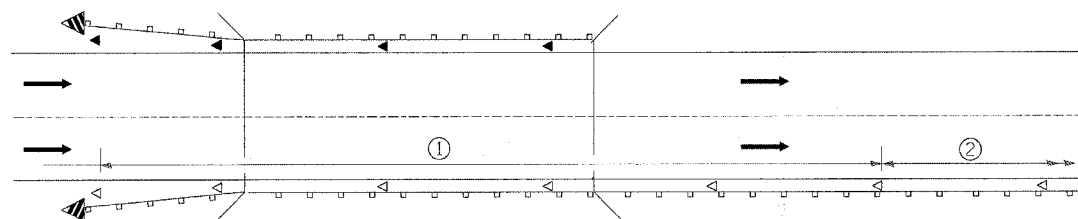
SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

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

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(2)	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
DATE **DATE**	CHECKED BY

\$\$\$DATE\$\$\$

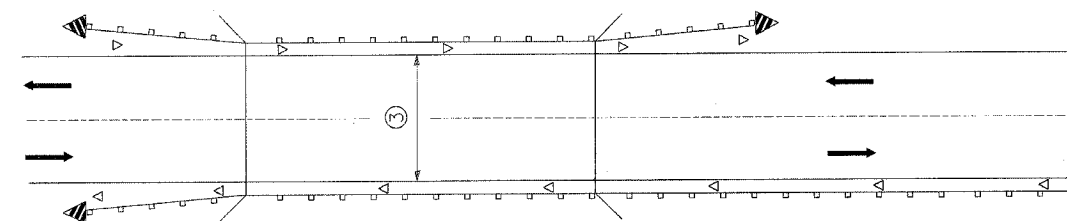
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	46
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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

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

ONE-WAY TRAFFIC



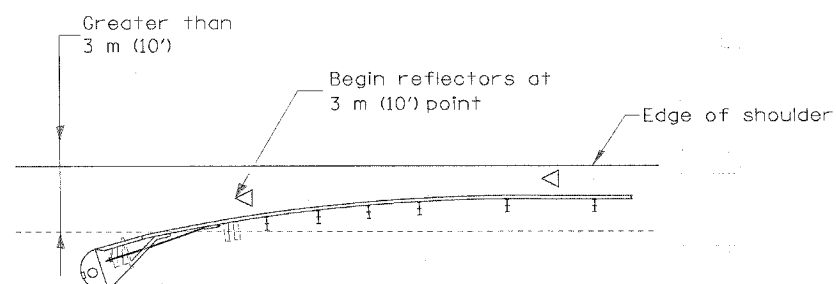
③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 610 (24) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

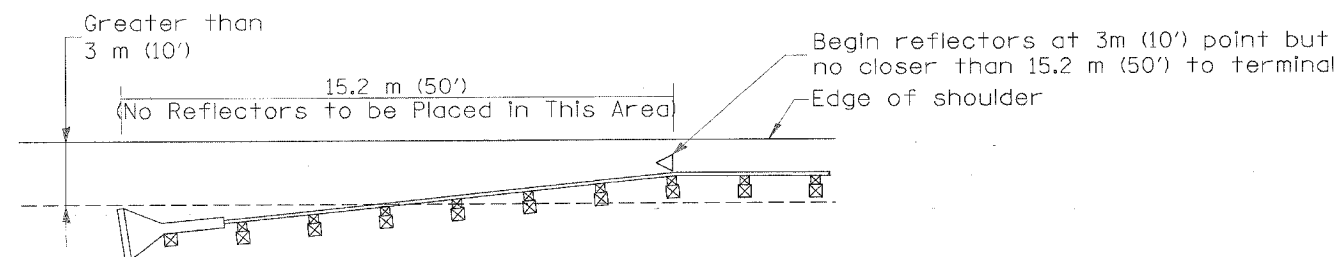
- ◁ Monodirectional silver
- ◄ Monodirectional amber
- ▤ Terminal Marker - Black/Yellow
Left or Right as appropriate



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

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

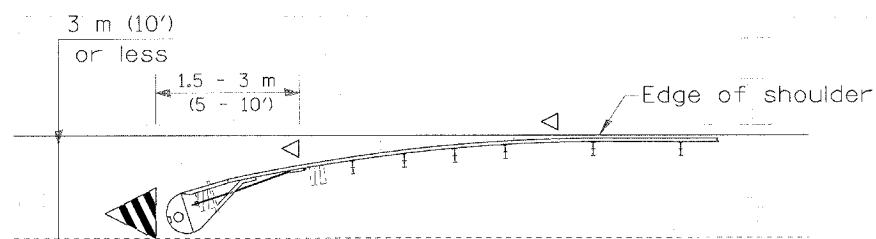
[Terminal over 3 m (10') from edge of shoulder]
*See Plans for Type



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

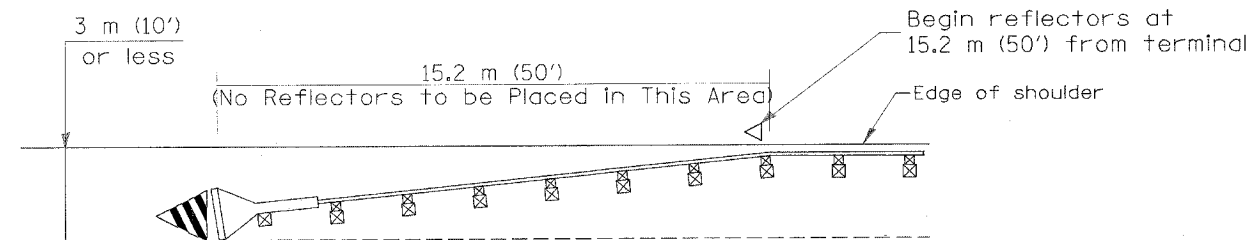
Traffic Barrier Terminal Type 1 (Special)

[Terminal over 3 m (10') from edge of shoulder]



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

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



Traffic Barrier Terminal Type 1(Special)

[Terminal 3 m (10') or less from edge of shoulder]

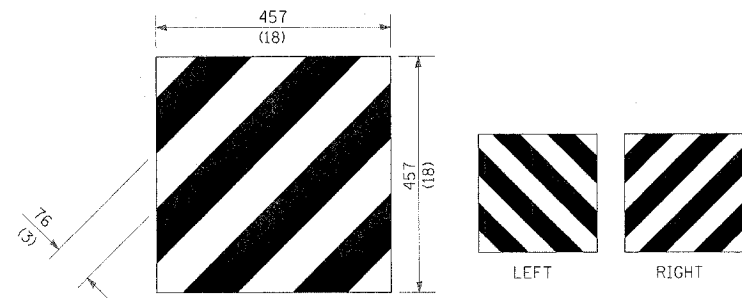
All dimensions are in millimeters (inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL AND BARRIER WALL DELINEATION	
CADD STD. NO. 635101-D4	SHEET 1 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
DATE **DATE**	CHECKED BY

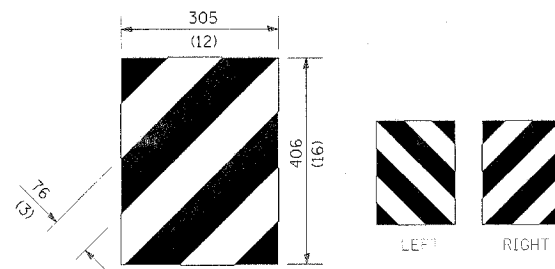
DATE	REVISIONS	BY
1-1-97	RENUM. E-10.02, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. SPEC. *	J.A.

TERMINAL MARKER PLACEMENT

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)	PEORIA	55	47
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



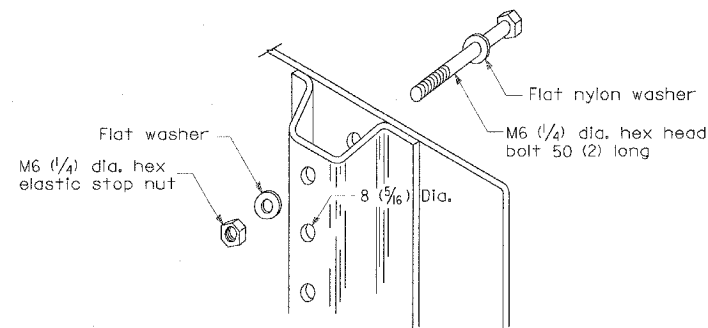
For Traffic Barrier Terminal Type 1 (Special)



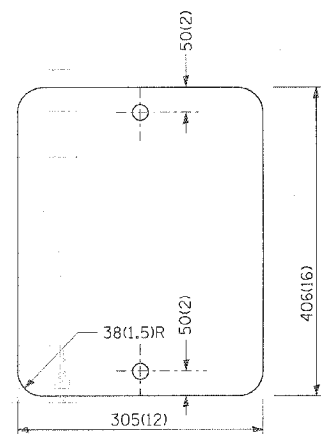
For Traffic Barrier Terminal Type (*) and Post Mount
* See Plans for Type

TERMINAL MARKER DETAILS

- Color: Black / Yellow reflectorized
- OM - I100 (L or R) Direct applied reflective sheeting
- OM - I200 (L or R) Post mounted

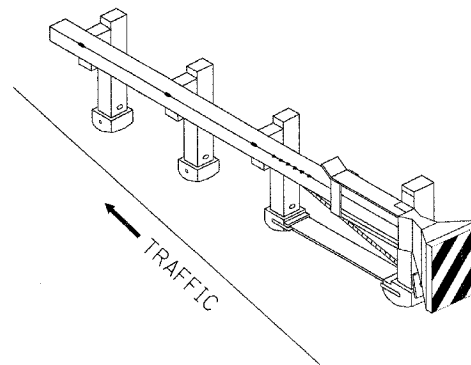


DETAIL OF MOUNTING TERMINAL MARKER TO POST

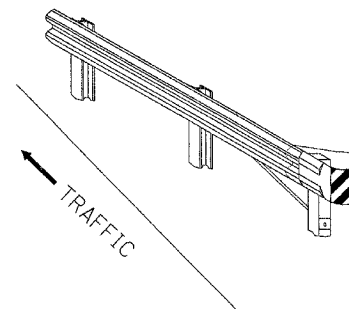


STANDARD TERMINAL MARKER

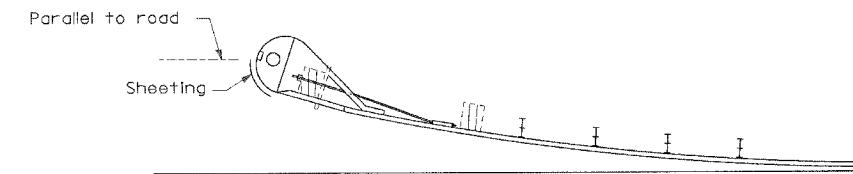
POST MOUNTED TERMINAL MARKER ASSEMBLY



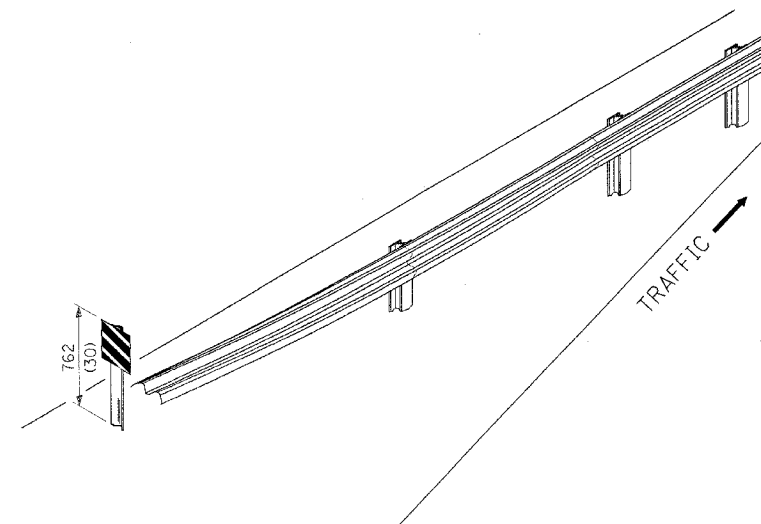
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



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



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



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

TERMINAL MARKER TREATMENTS

GENERAL NOTES

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

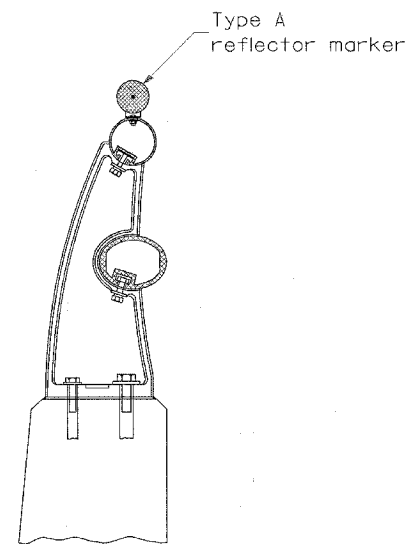
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

GUARDRAIL AND
BARRIER WALL DELINEATION

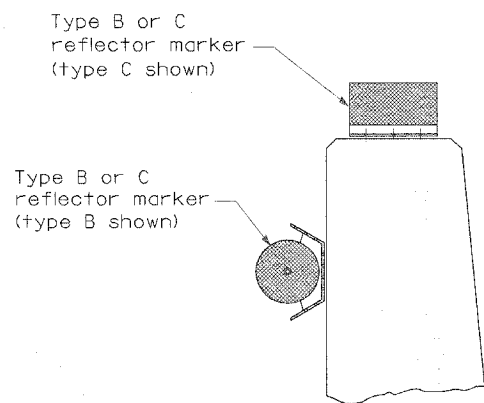
CADD STD. NO. 635101-D4
SCALE: NOT DRAWN TO SCALE
DATE **DATE**

SHEET 2 OF 3
DRAWN BY CADD
CHECKED BY

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	48
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

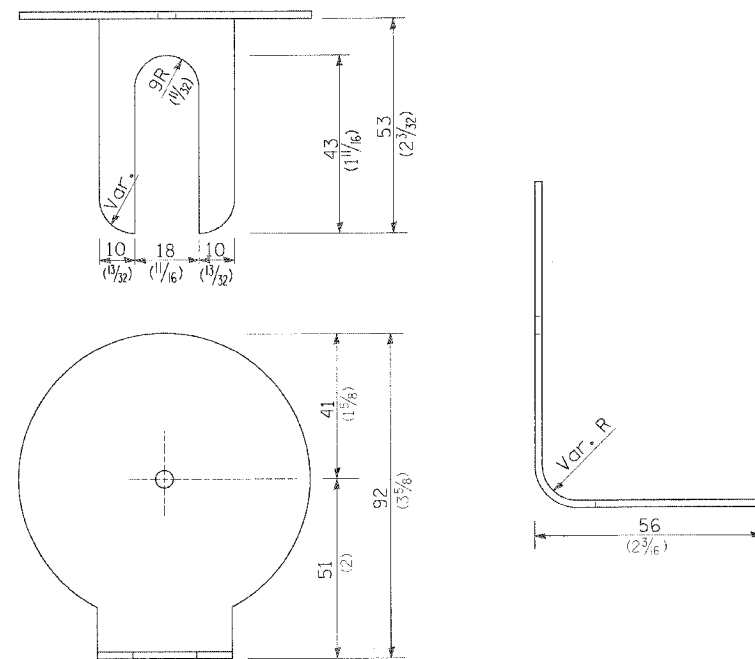


TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR

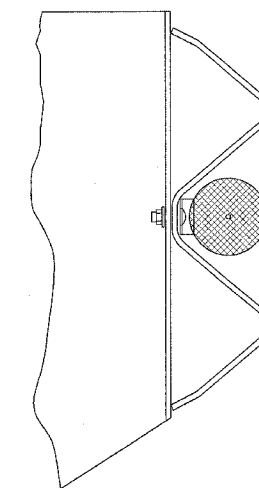


TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

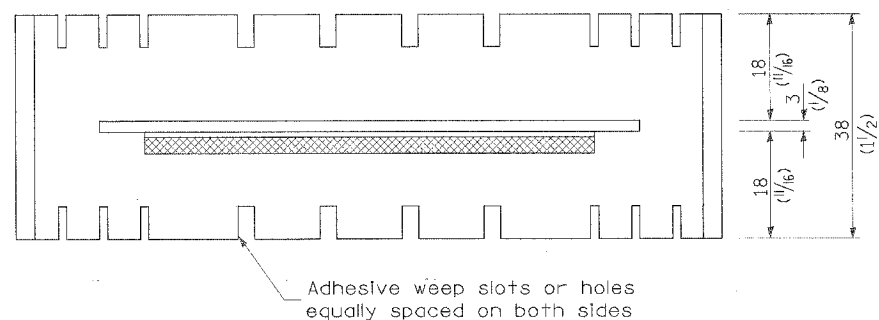
REFLECTOR MOUNTING



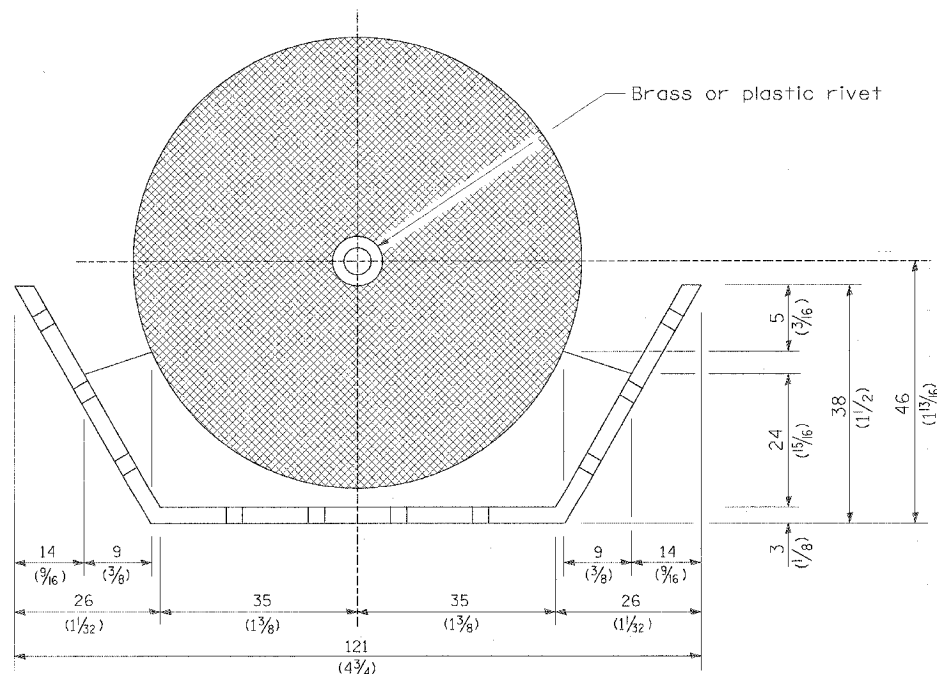
REFLECTOR MARKER TYPE A



TYPICAL GUARDRAIL MOUNTING WITH REFLECTOR MARKER TYPE A

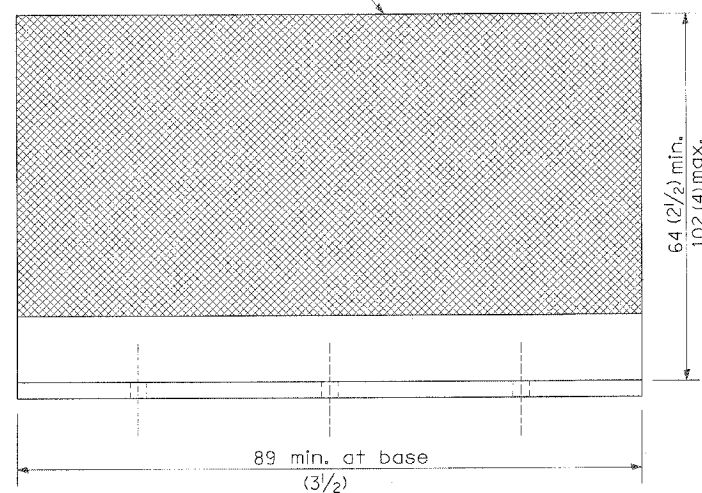


Adhesive weep slots or holes equally spaced on both sides

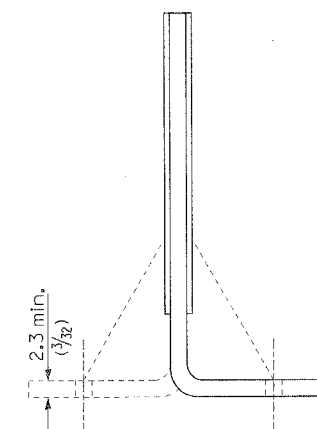


REFLECTOR MARKER TYPE B

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

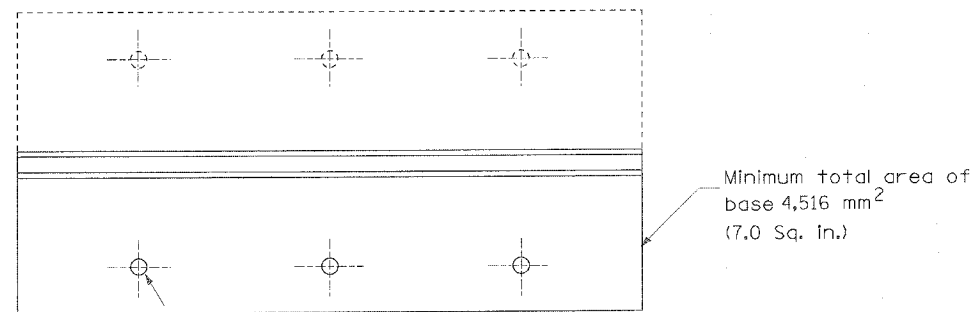


REFLECTOR MARKER TYPE C



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

REFLECTORS



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

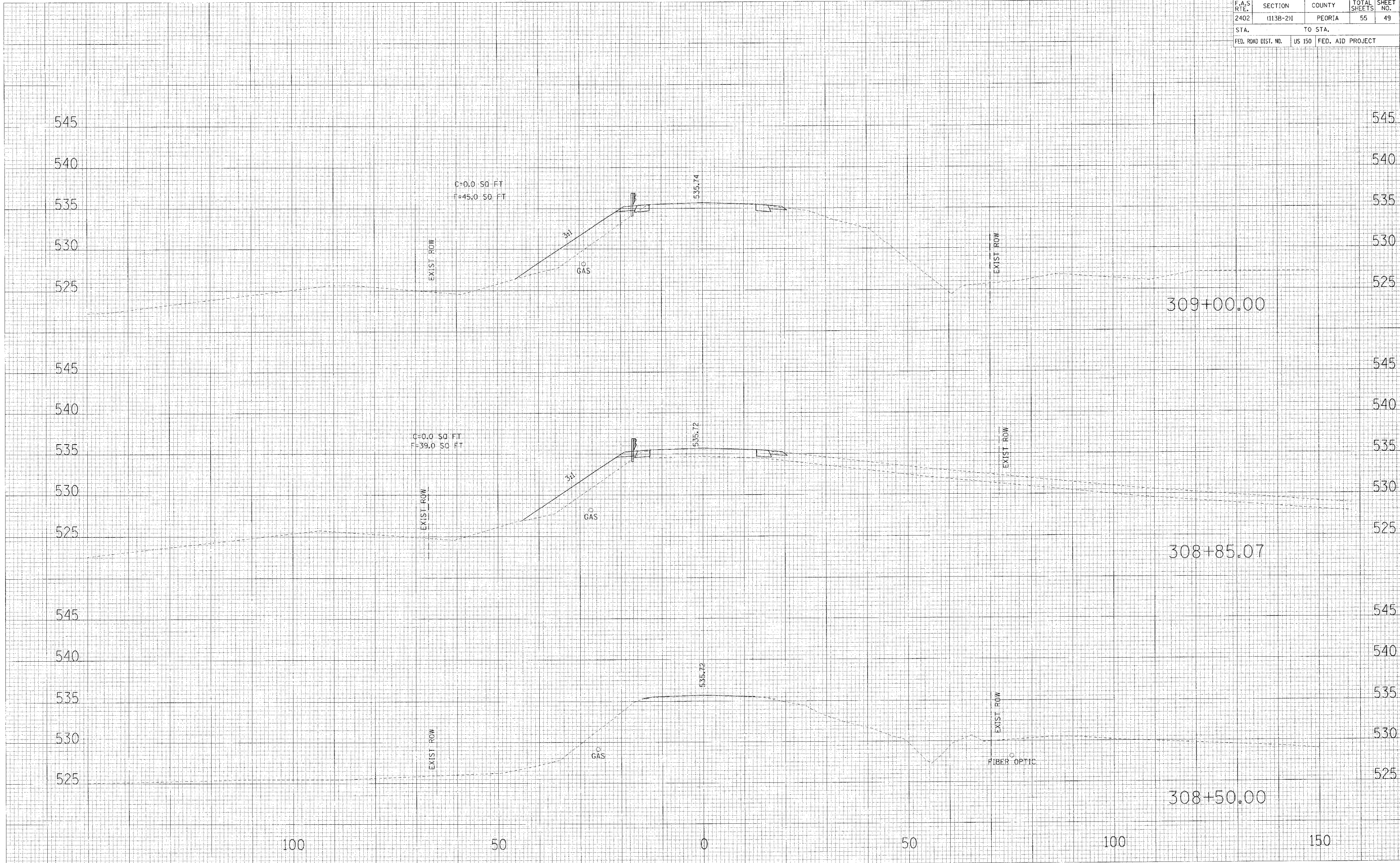
3 min. adhesive weep holes or slots each side, variable spacing.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL AND BARRIER WALL DELINEATION	
CADD STD. NO. 635101-D4	SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
DATE **DATE**	CHECKED BY

CONTRACT # 68072

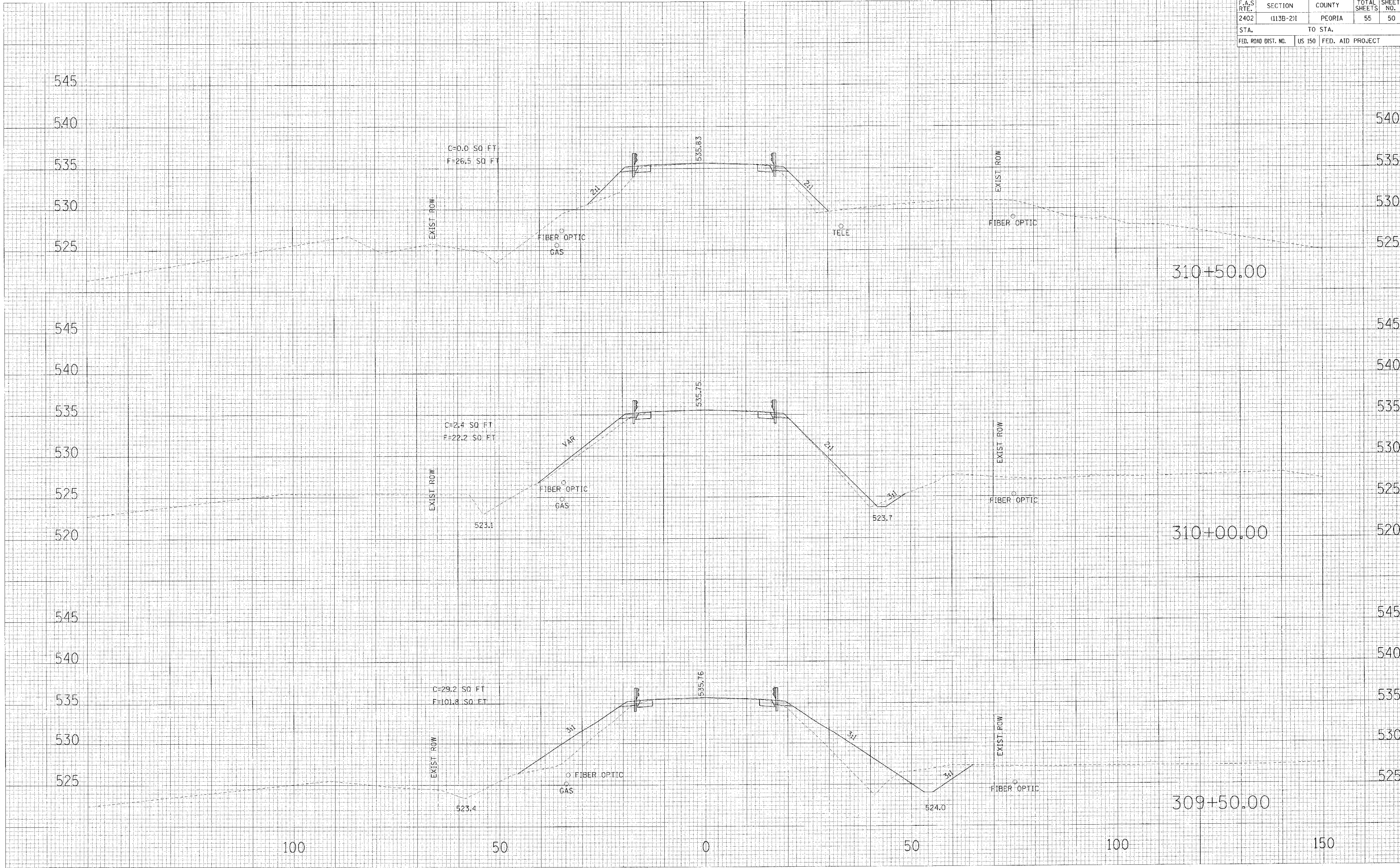
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	49
STA.		TO STA.		
FED. ROAD DIST. NO.	US 150	FED. AID PROJECT		



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

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

CONTRACT # 68072				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	50
STA.		TO STA.		
FED. ROAD DIST. NO.	US 150	FED. AID PROJECT		



BY	DATE
ORIGINAL SURVEY	PLOTTED
NOTE BOOK	TEMPERATURE
AS	AS

BY	DATE
ORIGINAL SURVEY	PLOTTED
NOTE BOOK	TEMPERATURE
AS	AS

CONTRACT # 68072

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	51
STA.		TO STA.		
FED. ROAD DIST. NO.	US 150	FED. AID PROJECT		

DATE	BY

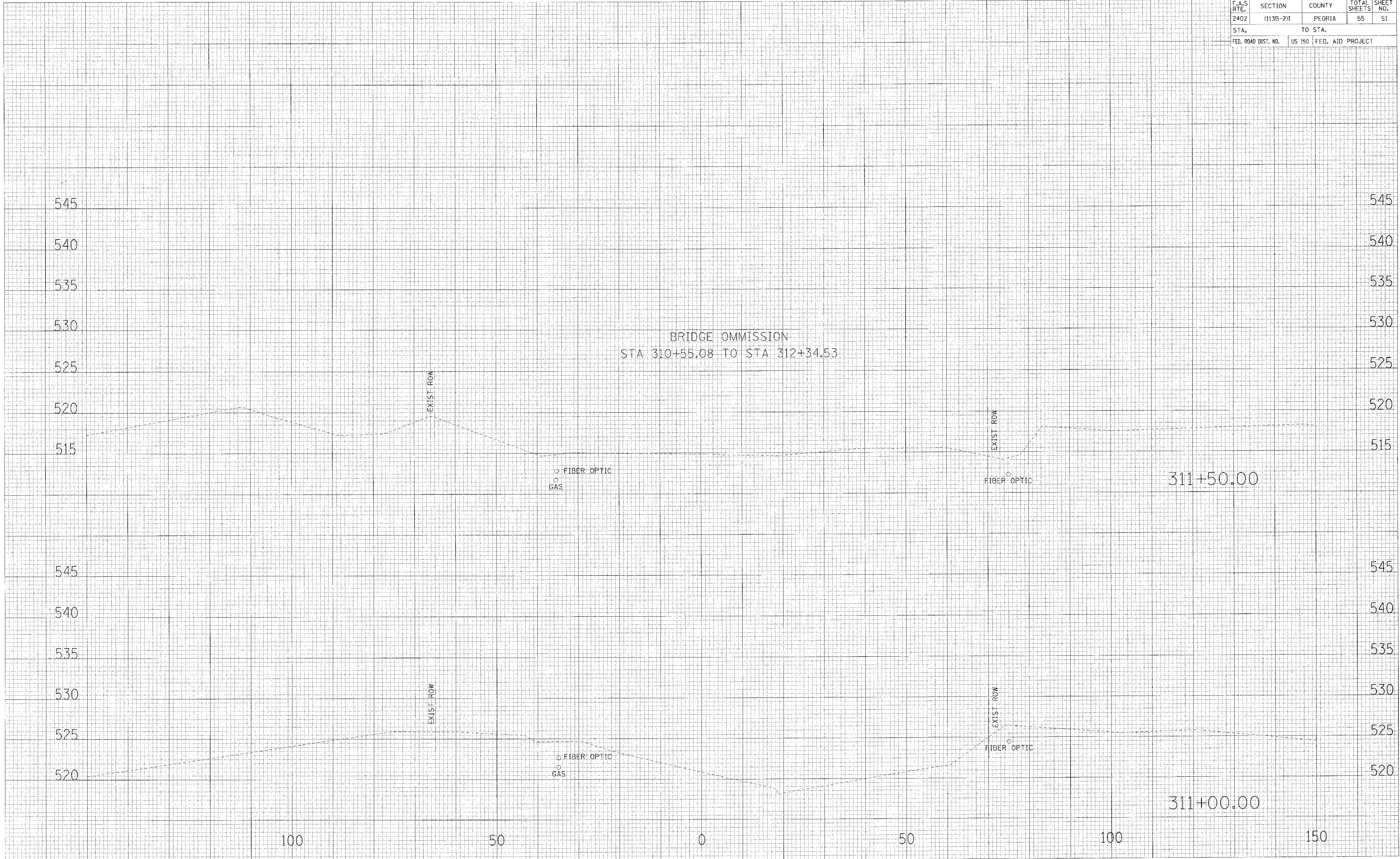
FINAL SURVEY	SURVEYED	PLOTTED	TEMPLATE	NO. AREAS CHECKED

NOTE BOOK NO.	NO.

DATE	BY

ORIGINAL SURVEY	SURVEYED	PLOTTED	TEMPLATE	NO. AREAS CHECKED

NOTE BOOK NO.	NO.

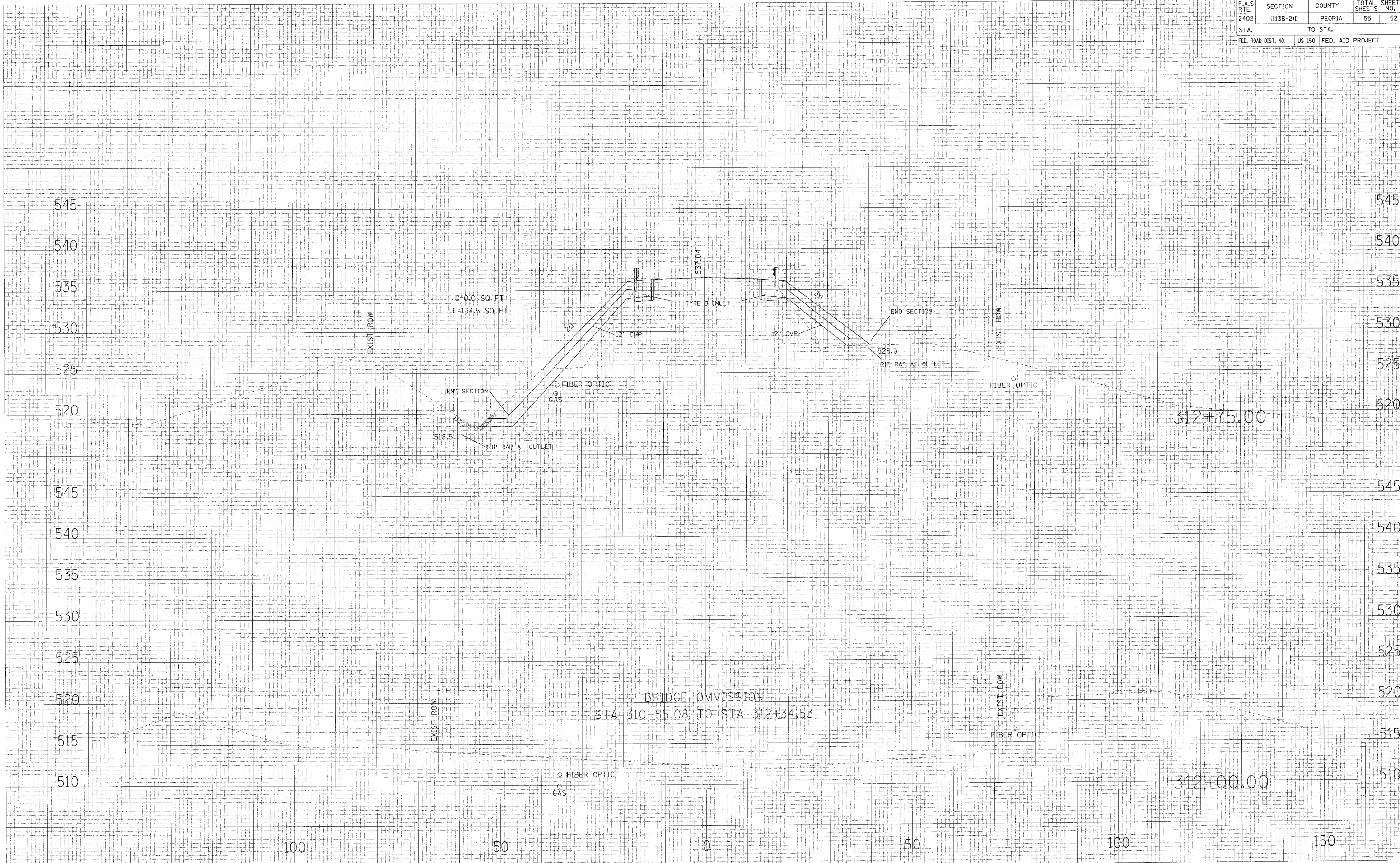


CONTRACT # 68072

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	52
STA.	TO STA.			
FED. ROAD DIST. NO.	US 150	FED. AID PROJECT		

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

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

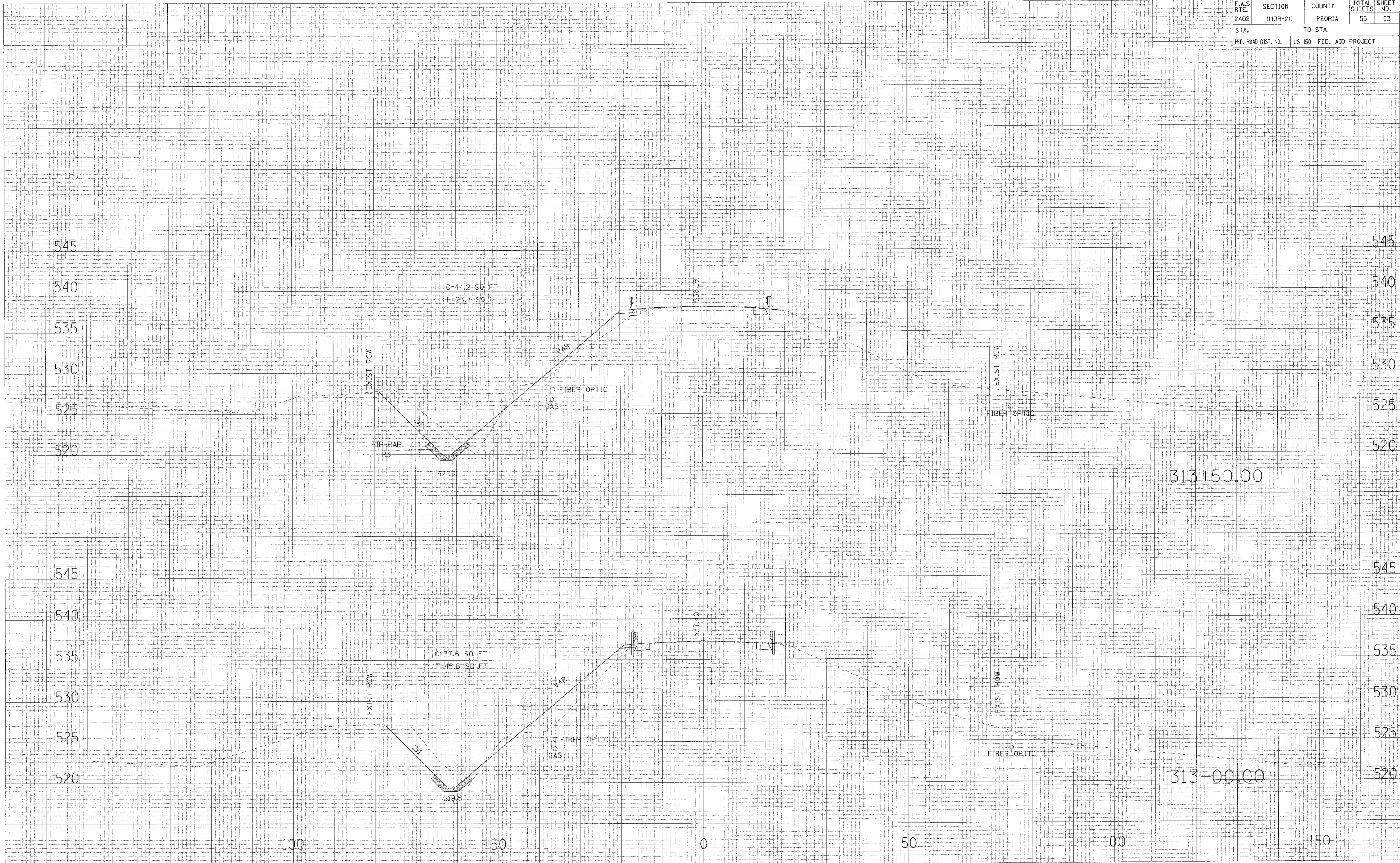


CONTRACT # 68072

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)1	PEORIA	55	53
STA.		TO STA.		
FED. ROAD DIST. NO.	US 150	FED. AID PROJECT		

TITLE	DATE
SURVEY	
SPRAWLED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO. OF SHEETS	
NO.	

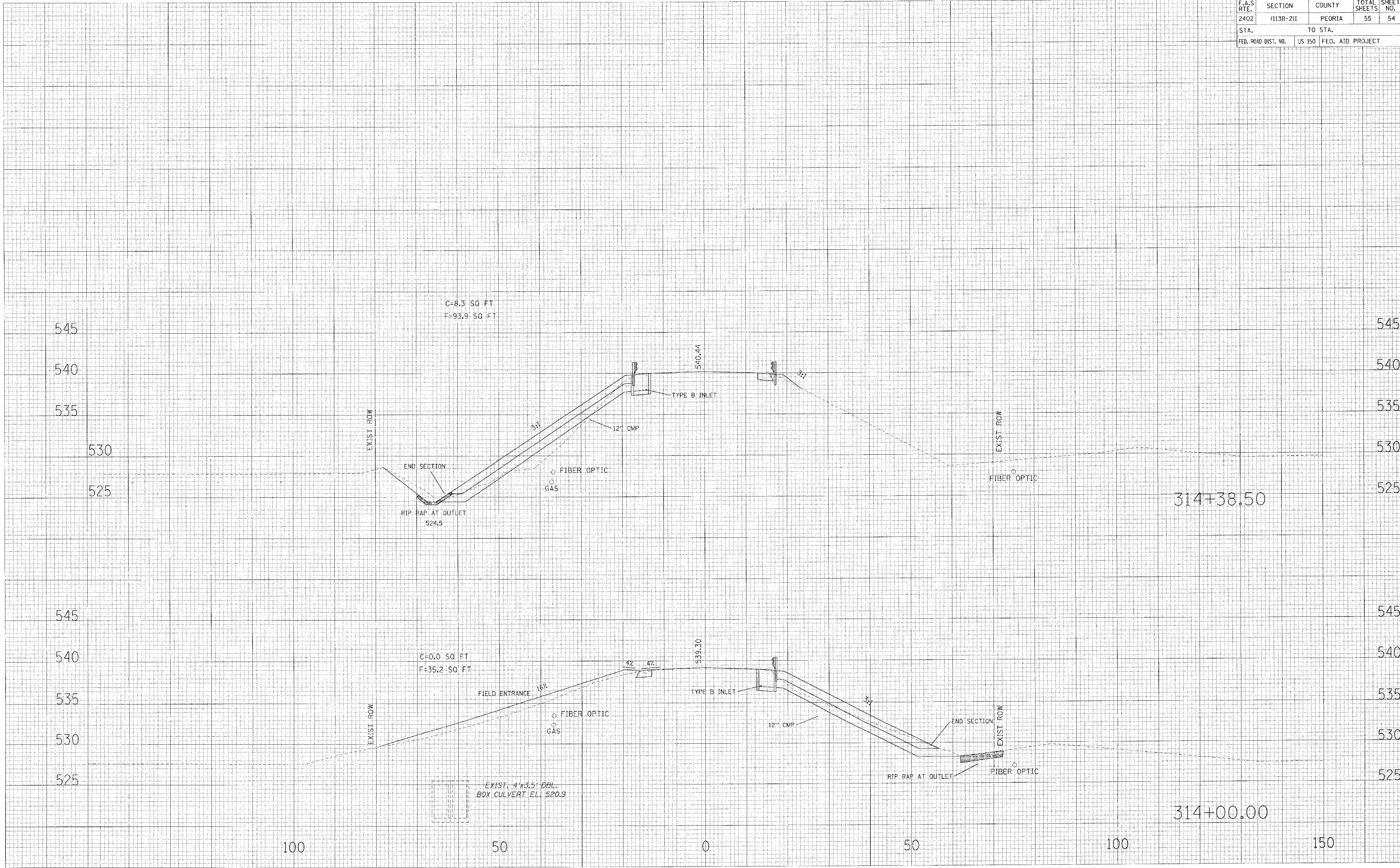
ORIGINAL SURVEY	DATE
SPRAWLED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
NO. OF SHEETS	
NO.	



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113B-2)I	PEORIA	55	54
STA.		TO STA.		
FED. ROAD DIST. NO.	US 150	FED. AID PROJECT		

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

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



100

50

0

50

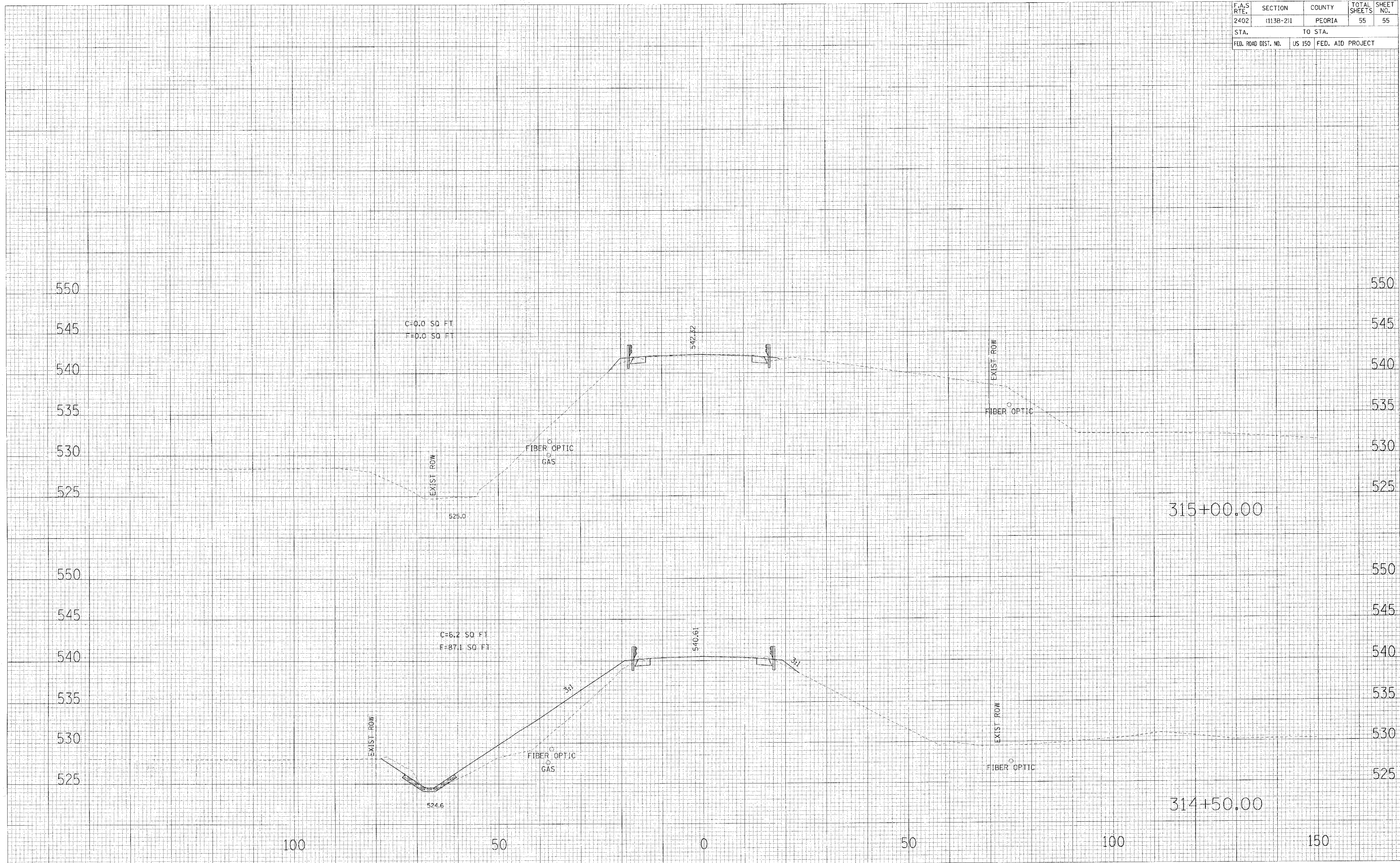
100

150

314+38.50

314+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2402	(113R-2)I	PEORIA	55	55
STA.		TO STA.		
FED. ROAD DIST. NO.		US 150	FED. AID PROJECT	



DATE: _____ BY: _____

NO. _____

FINAL SURVEY NOTE BOOK NO. _____

REVISIONS: _____

DATE: _____ BY: _____

NO. _____

ORIGINAL SURVEY NOTE BOOK NO. _____

REVISIONS: _____

DATE: _____ BY: _____

NO. _____

DATE: _____ BY: _____

NO. _____

ORIGINAL SURVEY NOTE BOOK NO. _____

REVISIONS: _____

DATE: _____ BY: _____

NO. _____