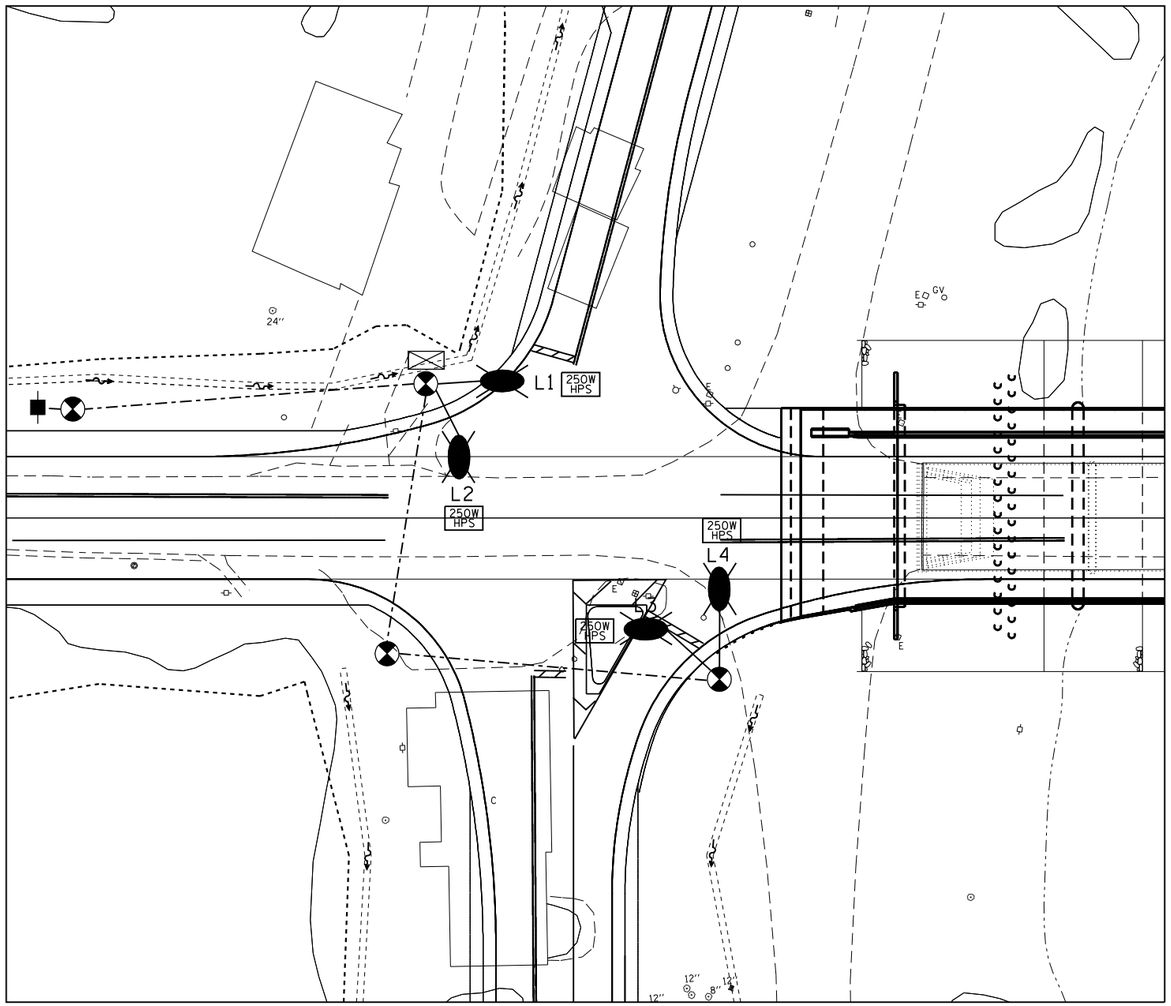
TEMPORARY LIGHTING



TEMPORARY LIGHTING LEGEND

- TEMPORARY LIGHTING/SERVICE CABLE
- TEMPORARY WOOD POLE WITH GUY WIRES (40 FT. MH)
- TEMPORARY 250W HPS TENON MOUNTED LUMINAIRE
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SERVICE INSTALLATION

TEMPORARY OVERHEAD LIGHTING CONSTRUCTION NOTES

T1. THE CONTRACTOR SHALL FURNISH AND INSTALL EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC LIGHTING INSTALLATION. THIS SHALL INCLUDE ALL CABLES, AERIAL CABLES, CONDUIT, LIGHTING CONTROLLER, PHOTOCELLS, ELECTRIC SERVICE, WOOD POLES, GUY WIRE, LUMINAIRES, AND ALL OTHER EQUIPMENT REQUIRED FOR THE INSTALLATION.

T2. UPON REQUEST, THE DEPARTMENT WILL FURNISH FOUR TENON MOUNTED 250W HPS LUMINAIRES FOR USE WITH THE TEMPORARY LIGHTING INSTALLATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PICKING UP THE ITEMS FROM IDOT AND TRANSPORTING THEM TO THE JOB THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LUMINAIRES FOR THE DURATION OF THE TEMPORARY LIGHTING SYSTEM.

T3. AERIAL LIGHTING CABLE, WOOD POLES, AND GUY WIRES SHALL BE FURNISHED AND INSTALLED AS REQUIRED AND SHOWN ON THE PLAN SHEETS.

T4. ALL ELECTRICAL CABLES SHALL MAINTAIN A MINIMUM CLEARANCE ABOVE THE HIGHEST POINT OF THE ROADWAY.

T5. THE TEMPORARY LUMINAIRES SHALL BE PLACED AS INDICATED ON THE PLANS AND AIMED ON THE ROADWAY TO SATISFACTION OF THE ENGINEER

T6. THE CONTRACTOR SHALL PROVIDE ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO RELOCATE THE TEMPORARY LIGHTING IN ACCORDANCE WITH THE PROPOSED CONSTRUCTION STAGING.

T7. THE CONTRACTOR SHALL MAINTAIN THE OPERATION OF THE TEMPORARY LIGHTING SYSTEM THROUGHOUT THE DURATION OF THE PROJECT.

T8. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE FOR TEMPORARY LIGHTING INSTALLATION.

THE CONTRACTOR SHALL COORDINATE THE PLACEMENT OF WOOD POLES, GUY WIRES, AND OTHER TEMPORARY LIGHTING EQUIPMENT WITH THE ENGINEER TO PREVENT CONFLICTS WITH CONSTRUCTION STAGING AND OVERHEAD UTILITIES.

REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE - QTY. 1 EACH (INCLUDES ALL ITEMS LISTED BELOW)

THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF OF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

QTY.	ITEM
1.0	WOOD SERVICE POLE
3.0	SIGNAL HEAD, 1-FACE, 1-SECTION POST MOUNTED
3.0	JUNCTION BOXES
1.0	ELECTRIC SERVICE
ALL	ELECTRIC CABLE, CONDUITS, ETC.

THE FOLLOWING ITEMS SHALL BE REMOVED AND DELIVERED TO THE IDOT TRAFFIC BUILDING LOCATED AT 1025 W. DETWEILLER DR., PEORIA:

1.0	FLASHER CONTROLLER
1.0	SOLAR POWERED FLASHER

BILL OF MATERIALS (LIGHTING AND SIGNALS) - SHEET 2 OF 6
FARMINGTON ROAD & KICKAPOO CREEK ROAD

ITEM DESCRIPTION	UNIT	TOTAL QTY.
REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	1.0
TEMPORARY LIGHTING SYSTEM	LSUM	1.0

SIGNALS AND LIGHTING
SHEET 2 OF 6

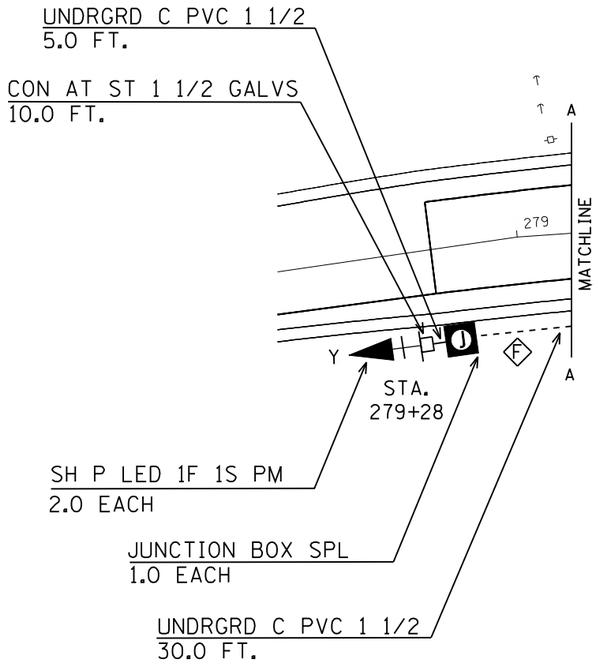
FILE NAME = D468185-SHT-LIGHT.dgn.dgn

USER NAME = gjameson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 38.0588 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 8/14/2018	DATE -	REVISED -	

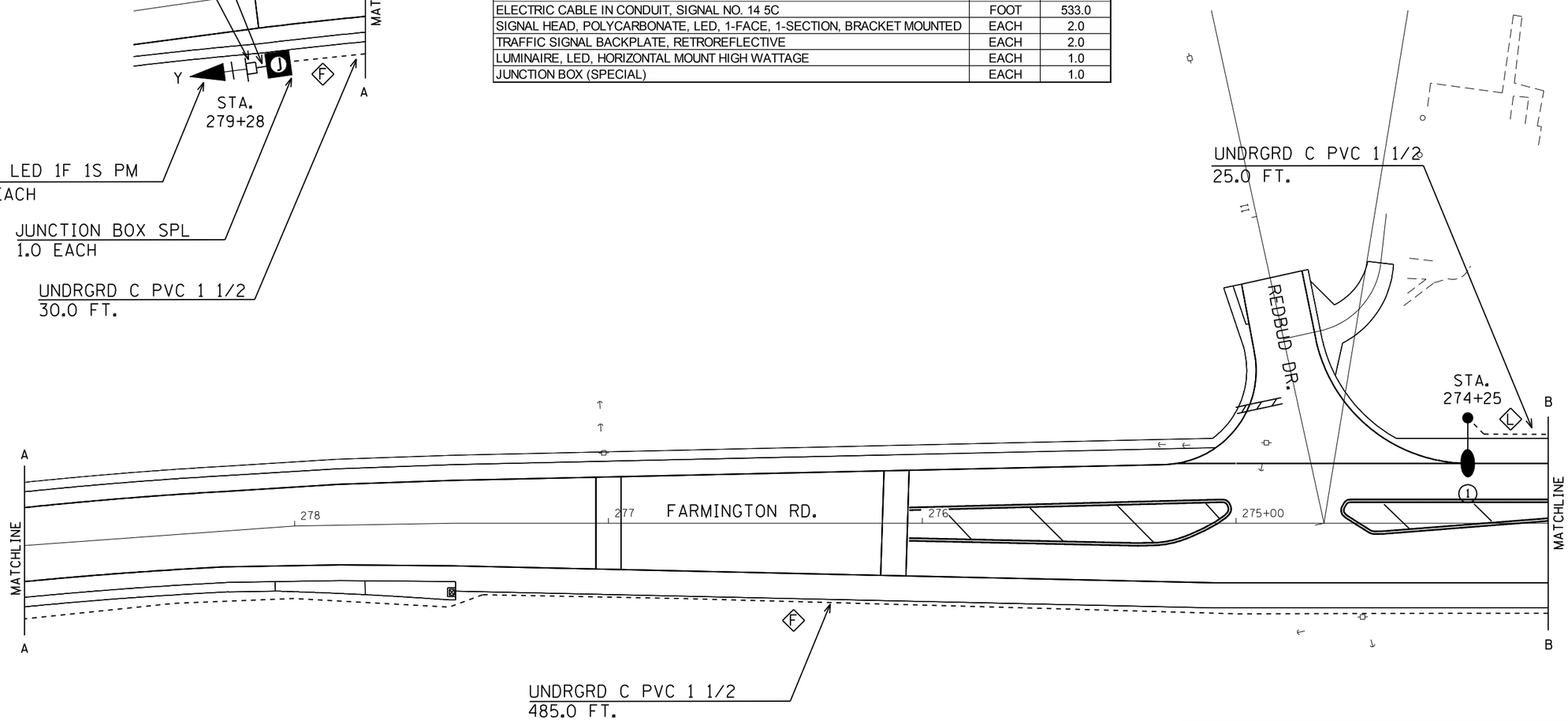
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FARMINGTON RD. & KICKAPOO CREEK RD.
REMOVAL OF EXISTING FLASHING BEACONS AND TEMPORARY LIGHTING
SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OTH.	11(N,BR-1,RS-4,W-1)	PEORIA	577	401
		CONTRACT NO. 68185		
		ILLINOIS FED. AID PROJECT		



BILL OF MATERIALS (LIGHTING AND SIGNALS) - SHEET 3 OF 6 FARMINGTON ROAD & KICKAPOO CREEK ROAD		
ITEM DESCRIPTION	**UNIT**	**TOTAL QTY.**
UNDERGROUND CONDUIT, PVC, 1 1/2" DIA.	FOOT	545.0
CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., GALVANIZED STEEL	FOOT	10.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	93.0
LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM	EACH	1.0
LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	6.5
BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	1.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	533.0
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 1-SECTION, BRACKET MOUNTED	EACH	2.0
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	2.0
LUMINAIRE, LED, HORIZONTAL MOUNT HIGH WATTAGE	EACH	1.0
JUNCTION BOX (SPECIAL)	EACH	1.0



F DENOTES #14 3/C WIRE FOR FLASHING BEACON

L DENOTES #8 1/C (X3) FOR OVERHEAD LIGHTING

SIGNALS AND LIGHTING
SHEET 3 OF 6

FILE NAME = D468185-SHT-LIGHTdgn.dgn

USER NAME = gjameson	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 38.0588 ' / IN.	CHECKED -	REVISED -	
PLOT DATE = 8/14/2018	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED FLASHING BEACON AND OVERHEAD LIGHTING
FARMINGTON RD. & CREEK RD.

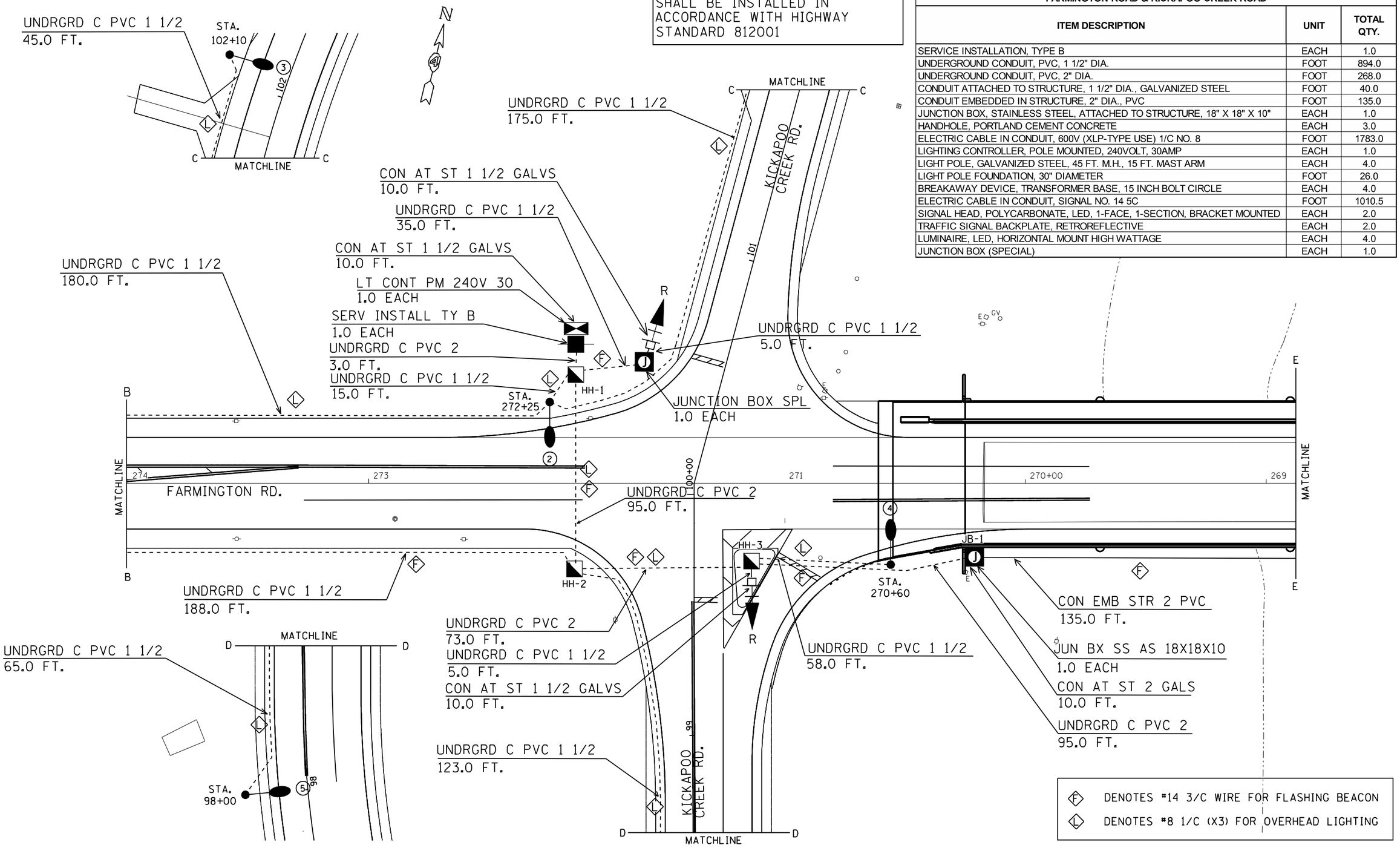
SCALE: | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OTH.	11(N,BR-1,RS-4,W-1)	PEORIA	577	402
		CONTRACT NO. 68185		
		ILLINOIS	FED. AID PROJECT	

CONDUIT EMBEDDED IN STRUCTURE SHALL BE INSTALLED IN ACCORDANCE WITH HIGHWAY STANDARD 812001

BILL OF MATERIALS (LIGHTING AND SIGNALS) - SHEET 4 OF 6
FARMINGTON ROAD & KICKAPOO CREEK ROAD

ITEM DESCRIPTION	UNIT	TOTAL QTY.
SERVICE INSTALLATION, TYPE B	EACH	1.0
UNDERGROUND CONDUIT, PVC, 1 1/2" DIA.	FOOT	894.0
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	268.0
CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., GALVANIZED STEEL	FOOT	40.0
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	135.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 10"	EACH	1.0
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	3.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1783.0
LIGHTING CONTROLLER, POLE MOUNTED, 240VOLT, 30AMP	EACH	1.0
LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM	EACH	4.0
LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	26.0
BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	4.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1010.5
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 1-SECTION, BRACKET MOUNTED	EACH	2.0
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	2.0
LUMINAIRE, LED, HORIZONTAL MOUNT HIGH WATTAGE	EACH	4.0
JUNCTION BOX (SPECIAL)	EACH	1.0



SIGNALS AND LIGHTING
SHEET 4 OF 6

FILE NAME = D468185-SHT-LIGHT.dgn.dgn

USER NAME = gjameson	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 38.0588 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 8/14/2018	DATE -	REVISED -

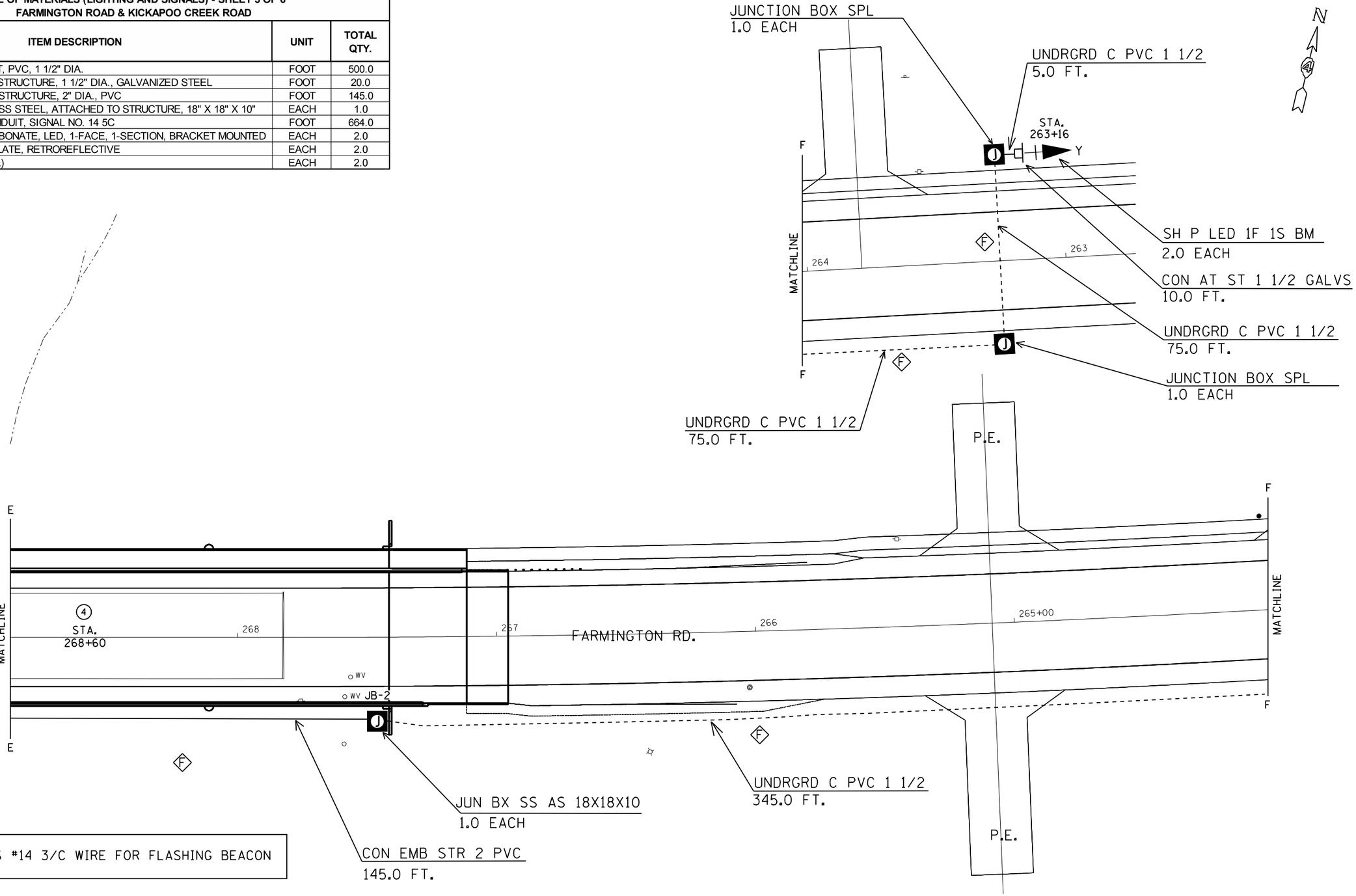
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED FLASHING BEACON AND OVERHEAD LIGHTING
FARMINGTON RD. & CREEK RD.

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OTH.	11(N,BR-1,RS-4,W-1)	PEORIA	577	403
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

BILL OF MATERIALS (LIGHTING AND SIGNALS) - SHEET 5 OF 6 FARMINGTON ROAD & KICKAPOO CREEK ROAD		
ITEM DESCRIPTION	**UNIT**	**TOTAL QTY.**
UNDERGROUND CONDUIT, PVC, 1 1/2" DIA.	FOOT	500.0
CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., GALVANIZED STEEL	FOOT	20.0
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	145.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 10"	EACH	1.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	664.0
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 1-SECTION, BRACKET MOUNTED	EACH	2.0
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	2.0
JUNCTION BOX (SPECIAL)	EACH	2.0



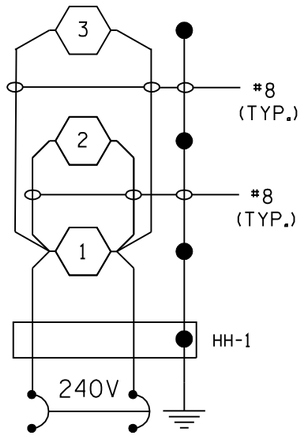
F DENOTES #14 3/C WIRE FOR FLASHING BEACON

SIGNALS AND LIGHTING
SHEET 5 OF 6

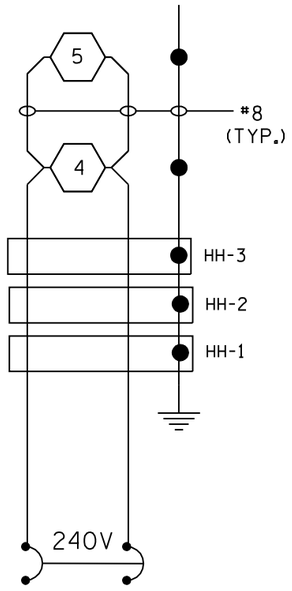
FILE NAME = D468185-SHT-LIGHTdgn.dgn

USER NAME = gjameson	DESIGNED -	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**PROPOSED FLASHING BEACON AND OVERHEAD LIGHTING** **FARMINGTON RD. & CREEK RD.**	F.A.P. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED -			OTH. / 11(N,BR-1,RS-4,W-1) / PEORIA / 577 / 404
PLOT SCALE = 38.0588 ' / IN.	CHECKED -	REVISED -			CONTRACT NO. 68185
PLOT DATE = 8/14/2018	DATE -	REVISED -		SCALE: STA. TO STA.	ILLINOIS FED. AID PROJECT

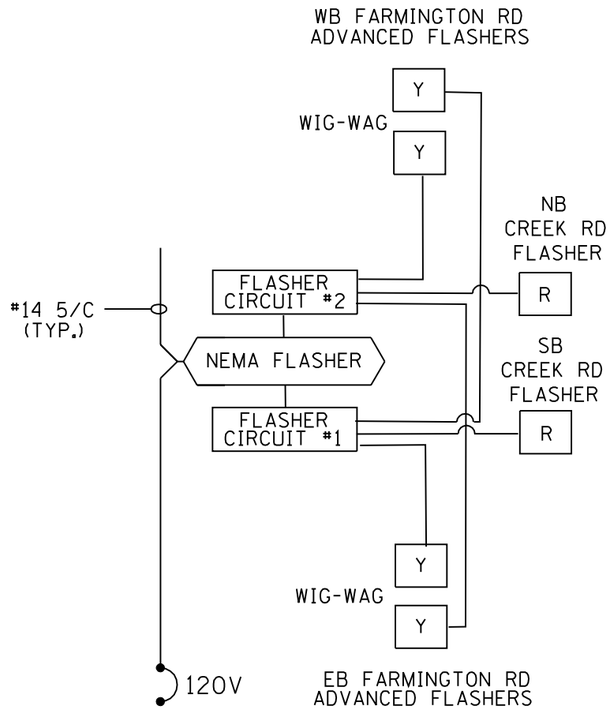
WIRING DIAGRAM
PROPOSED LIGHTING CONTROLLER
WITH FLASHING BEACON CIRCUIT



2 POLE 20 AMP BREAKER
CKT #1



2 POLE 20 AMP BREAKER
CKT #1



1 POLE 15 AMP BREAKER
FLASHING BEACONS

ALL LIGHT POLES, METALLIC CONDUIT, AND JUNCTION BOXES SHALL BE GROUNDED IN ACCORDANCE WITH NEC REQUIREMENTS

NOTES:

1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDTIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.
2. THE LIGHTING CONTROLLER SHALL CONTAIN A NEMA FLASHER SOCKET, TERMINAL BLOCKS, AND ALL OTHER ITEMS REQUIRED FOR FLASHING BEACON OPERATION. THE COST OF THESE ITEMS SHALL BE INCLUDED IN THE COST OF THE LIGHTING CONTROLLER.
3. THE LIGHTING CONTROLLER SHALL CONTAIN ONE SPARE 20A BREAKER FOR LIGHTING.

R — PROPOSED SIGNAL HEAD, 1F 1-SECT, POST MOUNTED (RED)

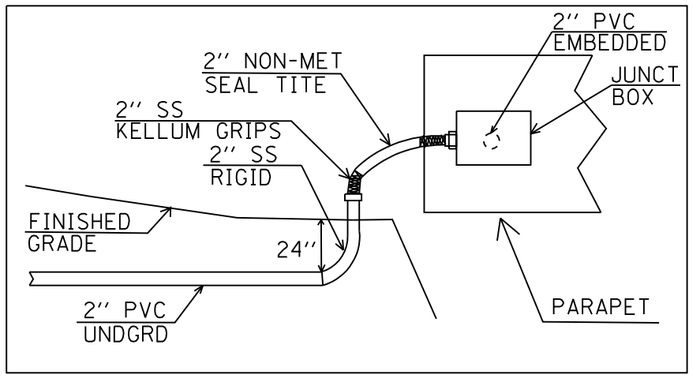
Y — PROPOSED SIGNAL HEAD, 1F 1-SECT, POST MOUNTED (YELLOW)

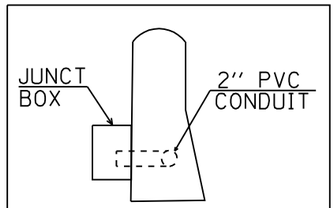
PROPOSED LED LUMINAIRE

PROPOSED JUNCTION BOX

GROUND ROD

CONDUIT INSTALLATION DETAILS





CONDUIT PLACEMENT IN BRIDGE PARAPET (INSTALL IN BOTTOM THIRD OR AS DIRECTED BY ENGINEER)

CONDUIT EMBEDDED IN STRUCTURE SHALL BE INSTALLED IN ACCORDANCE WITH HIGHWAY STANDARD 812001

FILE NAME = D468185-SHT-LIGHTdgn.dgn

USER NAME = gjameson	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 38.0588 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 8/14/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED FLASHER AND OVERHEAD LIGHTING WIRING DIAGRAM
FARMINGTON RD. & CREEK RD.

SCALE: | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OTH.	11(N,BR-1,RS-4,W-1)	PEORIA	577	405
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

BEARINGS ARE BASED ON
CONTROL PROVIDED BY IDOT, DISTRICT 4

SEC 1, T 8 N, R 7 E 4th P.M.

N

20' 0 20' 40'
SCALE: 1" = 20'

EXISTING CURVE DATA
PI STA. = 280+46.00
Δ = 23°59'17" (LT)
D = 04°05'58"
R = 1,397.66'
T = 296.93'
L = 585.16'
E = 31.19'
PC STA. = 277+49.07
PT STA. = 283+34.23

THE SUBDIVISION
OF THE SOUTH HALF, SECTION 1
T8N, R7E, 4TH P.M.
BOOK "F", PAGE 54
RECORDED MARCH 28, 1899

LOT 11

4AHE012
STEVEN L. NORMAN
17-01-302-009

4AHE004
RAMONA M. BROOKS
REVOCABLE TRUST
DATED MAY 14, 2013
17-01-376-001 (pt)

278+15.00
35.00'

276+50.00
50.00'

275+50.00
42.00'

275+15.00
48.00'

275+05.28
74.59'

EXISTING REDBUD DRIVE

(16.5')
BY USAGE

(16.5')

100+11

GAZEBO

R

274+74.71
89.23'

274+73.05
81.68'

274+45.46
85.88'

274+50.00
60.00'

274+47.62
60.00'

LOT 10

4AHE013 + TE
GLENNA M. CLOAT
17-01-301-011

(35')

278+00

PC

277+00

276+00

275+00

EXISTING ℄ FAU 6659
(FARMINGTON ROAD)

102°24'04"

STA. 274+71.98 ℄
FARMINGTON ROAD

STA. 10+00.00
REDBUD DRIVE

274+00

(30')

(30')

MATCHLINE STA. 273+00.00

(110')

S 1/2, SECTION 1

273+00.00
58.00'

274+32.03
75.00'

275+51.00
110.00'

274+80.00
110.00'

274+32.03
110.00'

LOT 12

4AHE001 + TE
RAMONA M. BROOKS
REVOCABLE TRUST
DATED MAY 14, 2013
17-01-376-001 (pt)

275+30.00
130.00'

274+95.00
130.00'

LEGEND
- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE
- EXISTING EASEMENT

FOR OLD ROW SEE:
PLANFILE 3 SHEETS 43 & 44

8 73

PLAT FILE 527

FILE NAME	USER NAME = gjameson	DESIGNED -	REVISED -
$FILEABBREV$		DRAWN - DAS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JWD	REVISED -
	PLOT DATE = 8/14/2018	DATE - 04/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

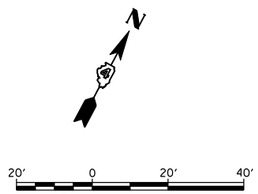
RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-94-007-13
SCALE: 1" = 20'	SHEET NO. 01 OF 9 SHEETS	STA. 278+15.00 TO STA. 273+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	406
	CATALOG# 032475-00	CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BEARINGS ARE BASED ON
CONTROL PROVIDED BY IDOT, DISTRICT 4

SEC 1, T 8 N, R 7 E 4th P.M.



LOT 10
4AHE013
GLENNA M. CLOAT
17-01-301-011

4AHE014
BILLY D. RANDLE & SANDRA M. BARDWELL
17-01-301-012

4AHE015
CARY E. DIXON & LORI S. CLEMONS-FOUGHT
17-01-301-013
17-01-301-014

MATCHLINE STA. 101+00.00

EXISTING ℄ KICKAPOO CREEK ROAD

272+50.42
60.00'

LOT 9

4AHE018 + TE
CENTRAL ILLINOIS LIGHT COMPANY, AN ILLINOIS CORPORATION
17-01-326-001

KICKAPOO CREEK

LOT 8

4AHE021PE + TE
COUNTY OF PEORIA
17-01-176-002

101+01.41
106.06'

268+94.72
66.00'

101+31.25
217.43'

268+00.00
66.00'

269+71.54
30.00'

268+97.60
30.00'

(99')

(66')

MATCHLINE STA. 273+00.00

MATCHLINE STA. 268+00.00

(30')

STA. 271+37.50 ℄ FARMINGTON ROAD
STA. 100+04.66 ℄ KICKAPOO CREEK ROAD

105°00'00"

100+00

271+00

270+00

269+00

74°54'43"

88°12'50"

N 66°59'47" E

EXISTING ℄ FAU 6659 (FARMINGTON ROAD)

STA. 272+00.00 (BK) = STA. 272+27.34 (AH)

90°00'00"

STA. 270+64.05 ℄ FARMINGTON ROAD
STA. 100+00.00 ℄ KICKAPOO CREEK ROAD

STA. 270+57.03 ℄ FARMINGTON ROAD
STA. 100+00.00 ℄ KICKAPOO CREEK ROAD

269+02.40
30.00'

269+03.03
37.82'

269+93.75
30.00'

(61')

PROPOSED ℄ KICKAPOO CREEK ROAD

273+00.00
58.00'

272+59.67
58.00'

99+39.77
122.52'

99+42.67
204.62'

269+32.88
61.99'

269+04.88
61.00'

268+00.00
61.00'

4AHE022PE + TE
CITY OF WEST PEORIA
17-01-402-003

EXISTING ℄ KICKAPOO CREEK ROAD

4AHE002
JOE ABRAHAM & SONS AMUSEMENTS INC., A DELEWARE CORPORATION
17-01-376-002

4AHE018-TE
CENTRAL ILLINOIS LIGHT COMPANY, AN ILLINOIS CORPORATION
17-01-327-001

LOT 7

PROPERTY LINE BY BAUMANN ENGINEERING SURVEY SURVEY DOC# 77-08240 APRIL 13, 1977

4AHE001 + TE
RAMONA M. BROOKS REVOCABLE TRUST DATED MAY 14, 2013
17-01-376-001

99+00

100+98

98+85+00
72.41'

(30')

(40')

THREAD OF KICKAPOO CREEK AS LOCATED ON 12/2/13

PT

S 1/2, SECTION 1

LOT 12

98+00

98+00.00
65.00'

PROPOSED CURVE DATA
PI STA. = 97+83.52
Δ = 15°29'54" (RT)
D = 13°28'53"
R = 425.00'
T = 57.83'
L = 114.96'
E = 3.92'
PC STA. = 97+25.69
PT STA. = 98+40.65

97+13.69
190.44'

97+16.97
114.85'

268+50.00
280.00'

269+35.90
280.00'

LOT 1

ROCKVIEW TERRACE
BOOK "U", PAGE 17
RECORDED JULY 28, 1950

17-01-376-005

MATCHLINE STA. 97+50.00

LEGEND

- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE
- EXISTING EASEMENT

THE SUBDIVISION
OF THE SOUTH HALF, SECTION 1
T8N, R7E, 4TH P.M.
BOOK "F", PAGE 54
RECORDED MARCH 28, 1899

8 74

PLAT FILE 527
FOR OLD ROW SEE:
PLANFILE 3 SHEETS 43 & 44

FILE NAME = $FILEABBREV$	USER NAME = gjameson	DESIGNED -	REVISED -
		DRAWN - DAS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JWD	REVISED -
	PLOT DATE = 8/14/2018	DATE - 4/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-94-007-13
SCALE: 1" = 20'	SHEET NO. 02 OF 9 SHEETS	STA. 273+00.00 TO STA. 268+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	407
	CATALOG# 032475-00	CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BEARINGS ARE BASED ON
CONTROL PROVIDED BY IDOT, DISTRICT 4

N

20' 0 20' 40'

SCALE: 1" = 20'

SEC 1, T 8 N, R 7 E 4th P.M.

LEGEND

- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE
- EXISTING EASEMENT

KICKAPOO CREEK

THE SUBDIVISION
OF THE SOUTH HALF, SECTION 1
T8N, R7E, 4TH P.M.
BOOK "F", PAGE 54
RECORDED MARCH 28, 1899

S 1/2, SECTION 1

LOT 8

LOT 7

4AHE021PE + TE
COUNTY OF PEORIA
17-01-176-002

4AHE023 + TE
RICHARD L. &
MARCELLE D. CALLEAR
17-01-176-001

4AHE024 + TE
BARR LANDSCAPING &
LAWN SERVICE, INC.
17-01-176-003

4AHE022PE + TE
CITY OF WEST PEORIA
17-01-402-003

EXISTING ℄ FAU 6659
(FARMINGTON ROAD)

MATCHLINE STA. 268+00.00

MATCHLINE STA. 263+00.00

(33')

(VARIES)

PT

PC

267+00 266+00 265+00 264+00

267+20.00
260.00'

267+20.00
93.00'

266+50.00
95.00'

264+25.77
95.00'

263+75.13
95.00'

263+59.12
95.00'

268+00.00
66.00'

266+43.76
85.00'

264+25.77
85.00'

263+75.40
85.00'

263+59.39
85.00'

267+67.00
33.00'

268+00.00
61.00'

267+76.27
70.00'

267+05.20
68.46'

265+45.00
67.86'

264+70.00
68.95'

264+25.77
70.00'

265+31.00
107.00'

264+87.00
107.00'

EXISTING CURVE DATA
PI STA. = 266+01.06
Δ = 03°04'56" (RT)
D = 00°52'46"
R = 6,515.60'
T = 175.29'
L = 350.50'
E = 2.36'
PC STA. = 264+25.77
PT STA. = 267+76.27

FOR OLD ROW SEE:
PLANFILE 3 SHEETS 43 & 44 (8) (75)

PLAT FILE 527

FILE NAME: $FILELABBREV$	USER NAME = gjameson	DESIGNED -	REVISED -
		DRAWN - DAS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JWD	REVISED -
	PLOT DATE = 8/14/2018	DATE - 04/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-94-007-13
SCALE: 1" = 20'	SHEET NO. 03 OF 9 SHEETS	STA. 268+00.00 TO STA. 263+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	408
	CATALOG# 032475-00	CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BEARINGS ARE BASED ON
CONTROL PROVIDED BY IDOT, DISTRICT 4

SEC 1, T 8 N, R 7 E 4th P.M.

LEGEND

- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE
- EXISTING EASEMENT

20′ 0 20′ 40′
SCALE: 1" = 20′

THE SUBDIVISION
OF THE SOUTH HALF, SECTION 1
T8N, R7E, 4TH P.M.
BOOK "F", PAGE 54
RECORDED MARCH 28, 1899

S 1/2, SECTION 1

4AHE024 + TE
BARR LANDSCAPING &
LAWN SERVICE, INC.
17-01-176-003

LOT 8

LOT 7

4AHE022PE + TE
CITY OF WEST PEORIA
17-01-402-003

4AHE025 + TE
PEORIA SPEEDWAY, LLC,
AN ILLINOIS LIMITED
LIABILITY COMPANY
17-01-402-005

MATCHLINE STA. 263+00.00

MATCHLINE STA. 258+50.00

(33′)

(VARIES)

EXISTING ℄ FAU 6659
(FARMINGTON ROAD)

262+00 261+00 PT 260+00 259+00

260+55.25
95.00′

260+00.00
95.00′

260+55.25
85.00′

260+00.00
85.00′

259+15.64
57.56′

259+15.78
45.00′

259+15.92
33.00′

259+30.00
45.00′

259+71.75
60.00′

260+00.00
70.00′

261+89.09
70.00′

261+25.00
80.00′

260+40.00
80.00′

261+75.00
92.00′

261+34.00
92.00′

EXISTING CURVE DATA
PI STA. = 257+90.22
Δ = 03°36′55″ (LT)
D = 00°40′55″
R = 8,403.54′
T = 265.21′
L = 530.24′
E = 4.18′
PC STA. = 255+25.01
PT STA. = 260+55.25

FOR OLD ROW SEE:
PLANFILE 3 SHEETS 43 & 44

8 76

PLAT FILE 527

FILE NAME = $FILEABBREV$	USER NAME = gjameson	DESIGNED -	REVISED -
		DRAWN - DAS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JWD	REVISED -
	PLOT DATE = 8/14/2018	DATE - 04/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-94-007-13
SCALE: 1" = 20′	SHEET NO. 04 OF 9 SHEETS	STA. 263+00.00 TO STA. 258+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	409
	CATALOG# 032475-00	CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BEARINGS ARE BASED ON
CONTROL PROVIDED BY IDOT, DISTRICT 4

SEC 1, T 8 N, R 7 E 4th P.M.

WEST 1/4 CORNER, SECTION 1
FOUND 1 1/4" I. PIPE
DOC# LR2013027815

NORTH LINE S 1/2 SEC. 1
N 86°44'52" E 5,299.87
CORNER TO CORNER

LEGEND
- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE
- EXISTING EASEMENT

20' 0 20' 40'
SCALE: 1" = 20'

LOT 8

THE SUBDIVISION
OF THE SOUTH HALF, SECTION 1
T8N, R7E, 4TH P.M.
BOOK "F", PAGE 54
RECORDED MARCH 28, 1899

EXISTING ℄ FAU 6659
(FARMINGTON ROAD)

257+00 256+00 255+00 258+00

STA. 254+46.47 (AH) WEST =
STA. 00+03.51 (AH) EAST

PC

(VARIES) (VARIES)

MATCHLINE STA. 258+50.00

257+40.00
30.84'

256+77.00
29.00'

258+00.00
45.00'

254+46.47
60.00'

EXISTING CURVE DATA
PI STA. = 257+90.22
Δ = 03°36'55" (LT)
D = 00°40'55"
R = 8,403.54'
T = 265.21'
L = 530.24'
E = 4.18'
PC STA. = 255+25.01
PT STA. = 260+55.25

S 1/2, SECTION 1

LOT 7

4AHE025 + TE
PEORIA SPEEDWAY, LLC,
AN ILLINOIS LIMITED
LIABILTY COMPANY
17-01-402-005

FOR OLD ROW SEE:
PLANFILE 3 SHEETS 43 & 44

8 77 **PLAT FILE 527**

FILE NAME = $FILEABBREV$	USER NAME = gjameson	DESIGNED -	REVISED -
		DRAWN - DAS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JWD	REVISED -
	PLOT DATE = 8/14/2018	DATE - 04/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

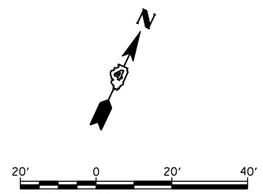
RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-94-007-13
SCALE: 1" = 20'	SHEET NO. 05 OF 9 SHEETS	STA. 258+50.00 TO STA. 257+40.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	410
	CATALOG# 032475-00		CONTRACT NO. 68185	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BEARINGS ARE BASED ON
CONTROL PROVIDED BY IDOT, DISTRICT 4

SEC 1, T 8 N, R 7 E 4th P.M.



LEGEND

- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE
- EXISTING EASEMENT

MATCHLINE STA. 94+00.00

NIRVANA GARDENS A SUBDIVISION OF
LOTS 1, 2 AND 6 IN NIRVANA
SUBDIVISION AND TRACT C
BOOK 13, PAGE 80
RECORDED AUG 15, 2015

LOT 103

93+94.49
33.08'

4AHE006
THOMAS & MARGARET
ELMORE
17-01-376-007

EXISTING ℄
KICKAPOO CREEK ROAD

93+60.24
120.67'

4AHE007
HINDU TEMPLE OF CENTRAL ILLINOIS,
AN ILLINOIS NOT-FOR-PROFIT CORPORATION
17-01-351-015

92+97.02
45.00'

92+96.05
36.41'

93+00

4AHE008TE
GREGORY S. DAVIS
17-01-376-008

R

G

LOT 8

4AHE009TE
MICHAEL O. &
LINDA F. EMERY
17-01-376-029

R

LOT 7

92+00

PROPOSEED ℄
KICKAPOO CREEK ROAD

91+60.00
51.50'

91+60.00
41.68'

(VARIES)

POT STA. 91+60.00

(40')

LOT 6

GLEN VIEW TERRACE, A SUBDIVISION
OF PART OF THE SOUTHWEST
QUARTER OF SECTION 1
T8N, R7E, 4TH P.M.
BOOK "U", PAGE 84 DOC# 500800
RECORDED SEPTEMBER 5, 1952

C

LOT 5

91+00

PT

LOT 4

17-01-376-028

S 1/2, SECTION 1

KICKAPOO CREEK

THE SUBDIVISION OF THE
SOUTH HALF, SECTION 1
T8N, R7E, 4TH P.M.
RECORDED MARCH 28, 1899
BOOK "F", PAGE 54

PROPSED CURVE DATA
PI STA. = 94+37.05
Δ = 32°04'20" (LT)
D = 08°11'06"
R = 700.00'
T = 201.20'
L = 391.83'
E = 28.34'
PC STA. = 92+35.85
PT STA. = 96+27.69

EXISTING CURVE DATA

PI STA. = 88+87.75	PI STA. = 94+45.67
Δ = 15°01'28" (RT)	Δ = 18°21'36" (LT)
D = 03°46'14"	D = 04°24'47"
R = 1,519.61'	R = 1,298.34'
T = 200.39'	T = 209.82'
L = 398.48'	L = 416.04'
E = 13.16'	E = 16.84'
PC STA. = 86+87.36	PC STA. = 92+35.85
PT STA. = 90+85.84	PT STA. = 96+51.89

FOR OLD ROW SEE:
PLANFILE 3 SHEETS 43 & 44
PLANFILE 35 SHEET 10

8 78

PLAT FILE 527

FILE NAME	USER NAME = gjameson	DESIGNED -	REVISED -
$FILEABBREV$		DRAWN - DAS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JWD	REVISED -
	PLOT DATE = 8/14/2018	DATE - 04/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

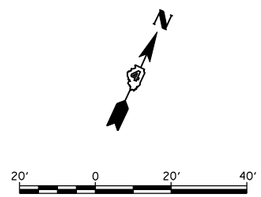
RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-94-007-13
SCALE: 1" = 20'	SHEET NO. 6 OF 9 SHEETS	STA. 91+60.00 TO STA. 94+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	411
	CATALOG# 032475-00	CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BEARINGS ARE BASED ON
CONTROL PROVIDED BY IDOT, DISTRICT 4

SEC 1, T 8 N, R 7 E 4th P.M.



LEGEND
- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE
- EXISTING EASEMENT

MATCHLINE STA. 97+50.00

97+13.69
190.44'

4AHE022 + TE
CITY OF WEST PEORIA
17-01-402-003

268+50.00
280.00'

269+35.90
280.00'

PC

97+00

4AHE001 + TE
ROMONA M. BROOKS
REVOCABLE TRUST
DATED MAY 14, 2013
17-01-376-005

LOT 1

ROCKVIEW TERRACE
BOOK "U", PAGE 17
RECORDED JULY 28, 1950

97+15.00
45.00'

4AHE003
JOSEPH ABRAHAM
17-01-327-002

EXISTING ℄
KICKAPOO CREEK ROAD

(25' INGRESS/EGREES)

96+90.00
47.33'

96+90.00
60.00'

THREAD OF KICKAPOO CREEK
AS LOCATED ON 12/2/13

PT

THE SUBDIVISION
OF THE SOUTH HALF, SECTION 1
T8N, R7E, 4TH P.M.
BOOK "F", PAGE 54
RECORDED MARCH 28, 1899

(30')
(40')

PT

96+35.00
52.45'

96+35.00
65.00'

96+00

95+82.54
81.34'

LOT 7

S 1/2, SECTION 1

PROPOSED ℄
KICKAPOO CREEK ROAD

95+55.73
144.43'

96+00.00
55.00'

95+60.00
58.76'

4AHE005 + TE
BRIAN VAUGHN
17-01-376-006

LOT 13

95+00

KICKAPOO CREEK

95+34.89
169.59'

95+10.00
100.39'

94+83.35
100.00'

94+83.78
106.76'

94+80.99
60.00'

94+73.04
126.27'

94+75.44
59.55'

4AHE006
THOMAS & MARGARET
ELMORE
17-01-376-007

94+51.97
190.03'

LOT 103

MATCHLINE STA. 94+00.00

PROPOSED CURVE DATA

PI STA. = 94+37.05	PI STA. = 97+83.52
Δ = 32°04'20" (LT)	Δ = 15°29'54" (RT)
D = 08°11'06"	D = 13°28'53"
R = 700.00'	R = 425.00'
T = 201.20'	T = 57.83'
L = 391.83'	L = 114.96'
E = 28.34'	E = 3.92'
PC STA. = 92+35.85	PC STA. = 97+25.69
PT STA. = 96+27.69	PT STA. = 98+40.65

EXISTING CURVE DATA

PI STA. = 94+45.67
Δ = 18°21'36" (LT)
D = 04°24'47"
R = 1,298.34'
T = 209.82'
L = 416.04'
E = 16.84'
PC STA. = 92+35.85
PT STA. = 96+51.89

8 79

PLAT FILE 527

FILE NAME: $FILEABBREV$	USER NAME = gjameson	DESIGNED -	REVISED -
		DRAWN - DAS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JWD	REVISED -
	PLOT DATE = 8/14/2018	DATE - 04/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-94-007-13
SCALE: 1" = 20'	SHEET NO. 7 OF 9 SHEETS	STA. 94+00.00 TO STA. 97+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	412
	CATALOG# 032475-00	CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SEC 1, T 8 N, R 7 E 4th P.M.

BEARINGS ARE BASED ON
CONTROL PROVIDED BY IDOT, DISTRICT 4

LEGEND
- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE
- EXISTING EASEMENT

MATCHLINE STA. 104+50.00

THE SUBDIVISION
OF THE SOUTH HALF, SECTION 1
T8N, R7E, 4TH P.M.
BOOK "F", PAGE 54
RECORDED MARCH 28, 1899

LOT 10

S 1/2, SECTION 1

4AHE016
ZACHARY J. & BETH A. LEDBETTER
17-01-301-010

4AHE014
BILLY D. RANDLE & SANDRA M. BARDWELL
17-01-301-012

4AHE013
GLENNA M. CLOAT
17-01-301-011

4AHE015
CARY E. DIXON & LORI S. CLEMONS-FOUGHT
17-01-301-013
17-01-301-014

4AHE018TE
CENTRAL ILLINOIS LIGHT COMPANY, AN ILLINOIS CORPORATION
17-01-326-001

4AHE021 + TE
COUNTY OF PEORIA
17-01-176-002

PROPOSED CURVE DATA		EXISTING CURVE DATA
PI STA. = 105+36.65	PI STA. = 102+18.69	PI STA. = 104+84.70
Δ = 28°15'49" (LT)	Δ = 11°49'48" (RT)	Δ = 16°31'18" (LT)
D = 08°11'06"	D = 13°28'53"	D = 03°32'44"
R = 700.00'	R = 425.00'	R = 1,615.99'
T = 176.24'	T = 44.03'	T = 234.62'
L = 345.31'	L = 87.75'	L = 465.98'
E = 21.85'	E = 2.27'	E = 16.94'
PC STA. = 103+60.41	PC STA. = 101+74.66	PC STA. = 102+50.08
PT STA. = 107+05.72	PT STA. = 102+62.41	PT STA. = 107+16.06

102+52.08
387.33'

103+23.59
136.38'

103+38.17
89.62'

PC

PT

PROPOSED ℄
KICKAPOO CREEK ROAD

EXISTING ℄
KICKAPOO CREEK ROAD

104+50.00
56.34'

104+01.00
67.01'

104+02.93
176.78'

103+85.39
81.15'

103+83.35
71.40'

267+20.00
260.00'

268+03.71, 260.02'
103+84.00, 224.90'

102+75.00
96.74'

268+86.00, 174.93'
102+78.51, 189.35'

268+00.00
66.00'

101+31.25
217.43'

101+01.41
106.06'

(30')

(35')

104+00

103+00

102+00

101+00

THREAD OF KICKAPOO CREEK AS OF 12/2/13

KICKAPOO CREEK

LOT 8

LOT 9

N

20' 0 20' 40'
SCALE: 1" = 20'

MATCHLINE STA. 101+00.00

8 80

PLAT FILE 527

FILE NAME: $FILEABBREV$	USER NAME = gjameson	DESIGNED -	REVISED -
		DRAWN - DAS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JWD	REVISED -
	PLOT DATE = 8/14/2018	DATE - 04/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

SCALE: 1" = 20' | PROJECT | JOB NO. R-94-007-13
SHEET NO. 8 OF 9 SHEETS | STA. 101+00.00 TO STA. 104+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	413
	CATALOG# 032475-00	CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BEARINGS ARE BASED ON
CONTROL PROVIDED BY IDOT, DISTRICT 4

SEC 1, T 8 N, R 7 E 4th P.M.

J.C. FLANAGAN'S SUBDIVISION
OF THE NORTH HALF OF
SECTION 1 T8N, R7E, 4TH P.M.
BOOK "B", PAGE 149

THE SUBDIVISION
OF THE SOUTH HALF, SECTION 1
T8N, R7E, 4TH P.M.
BOOK "F", PAGE 54
RECORDED MARCH 28, 1899

N 1/2, SECTION 1

S 1/2, SECTION 1

LOT 8

LOT 9

LOT 10

17-01-301-007

WEST 1/4 CORNER, SECTION 1
FOUND 1 1/4" I. PIPE
DOC# LR2013027815

EAST 1/4 CORNER, SECTION 1
SET MAG NAIL
DOC# LR2013027815

NORTH LINE, S 1/2, SEC. 1
N 86°44'52" E 5,299.87
CORNER TO CORNER

SCALE: 1" = 20'

LEGEND

- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY LINE
- EXISTING EASEMENT

STA. 107+80.00 (BK) =
STA. 107+54.72 (AH)

107+73.33
0.00'

107+54.72
35.00'

107+49.87
71.98'

107+45.34
72.22'

107+49.30
62.00'

107+75.42
37.18'

107+55.00
90.00'

107+24.00
90.00'

107+07.00
38.37'

PT

PT

PROPOSED ℄
KICKAPOO CREEK ROAD

106+50.00
80.00'

106+50.00
70.00'

106+50.00
30.37'

106+26.33
37.63'

106+02.63
43.99'

105+95.96
68.76'

105+94.88
45.88'

105+66.66
61.45'

106+71.82
423.75'

105+34.86
66.11'

105+35.00
56.00'

105+33.93
65.97'

105+32.25
55.58'

105+00.00
90.00'

105+00.00
100.26'

104+50.00
56.34'

MATCHLINE STA. 104+50.00

(30')

(35')

EXISTING ℄
KICKAPOO CREEK ROAD

KICKAPOO CREEK

THREAD OF KICKAPOO
CREEK AS OF 12/02/2013

4AHE019 +TE
MARK & DEANNA LORENTZ
17-01-176-004

4AHE017 + TE
DONALD M. WORLOW &
SHARIE L. WORLOW
17-01-301-009

4AHE018-PE + TE
CENTRAL ILLINOIS
LIGHT COMPANY,
AN ILLINOIS
CORPORATION
17-01-326-001

4AHE021 + TE
COUNTY OF PEORIA
17-01-176-002

4AHE016
ZACHARY J. &
BETH A. LEDBETTER
17-01-301-010

PROPOSED CURVE DATA	EXISTING CURVE DATA
PI STA. = 105+36.65	PI STA. = 104+84.70
Δ = 28°15'49" (LT)	Δ = 16°31'18" (LT)
D = 08°11'06"	D = 03°32'44"
R = 700.00'	R = 1,615.99'
T = 176.24'	T = 234.62'
L = 345.31'	L = 465.98'
E = 21.85'	E = 16.94'
PC STA. = 103+60.41	PC STA. = 102+50.08
PT STA. = 107+05.72	PT STA. = 107+16.06

8 81 **PLAT FILE 527**

FILE NAME	USER NAME = gjameson	DESIGNED -	REVISED -
$FILEABBREV$		DRAWN - DAS	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED - JWD	REVISED -
	PLOT DATE = 8/14/2018	DATE - 04/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-94-007-13
SCALE: 1" = 20'	SHEET NO. 9 OF 9 SHEETS	STA. 107+54.72 TO STA. 104+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	414
	CATALOG# 032475-00	CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LAST SAVED DATE 8/16/2018

Benchmark: Chiseled "□" North end of East abutment of S.N. 072-0063, Elev. 478.42.

Existing Structure: S.N. 072-0063. Originally built in 1922 as S.B.I. Route 8, Section 11B as a two-span through truss structure. In 1972, the bridge was widened and reconstructed as S.B.I. Route 8, Section 11BR. The existing trusses were removed, the existing closed abutments were abandoned and new stub abutments on steel H-piles were added, two new pile bent piers on H-piles were added and the existing pier was widened. The resulting four-span superstructure consists of 11 - 21" & 27" deep PPC Deck Beams, 238'-0" Bk. to Bk. abutments, 33'-0" out to out. Structure to be removed and replaced. Traffic to be maintained utilizing stage construction.

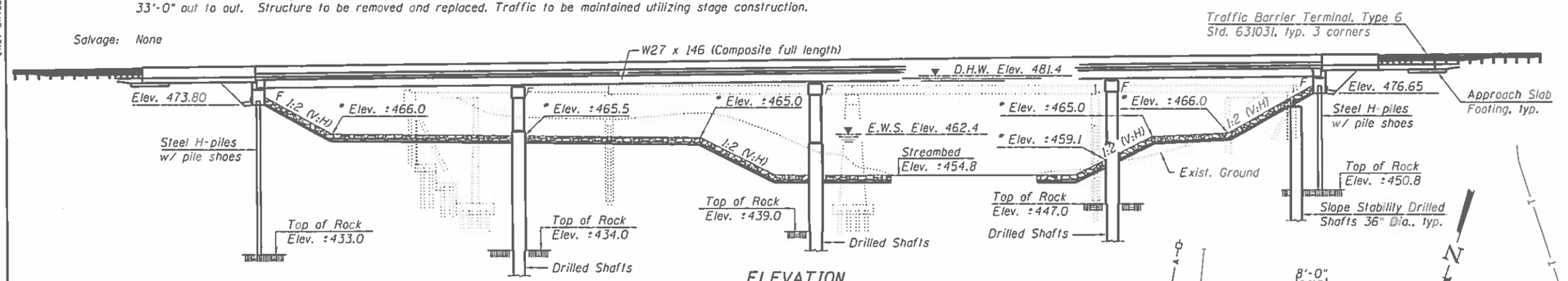
Salvage: None

Note:

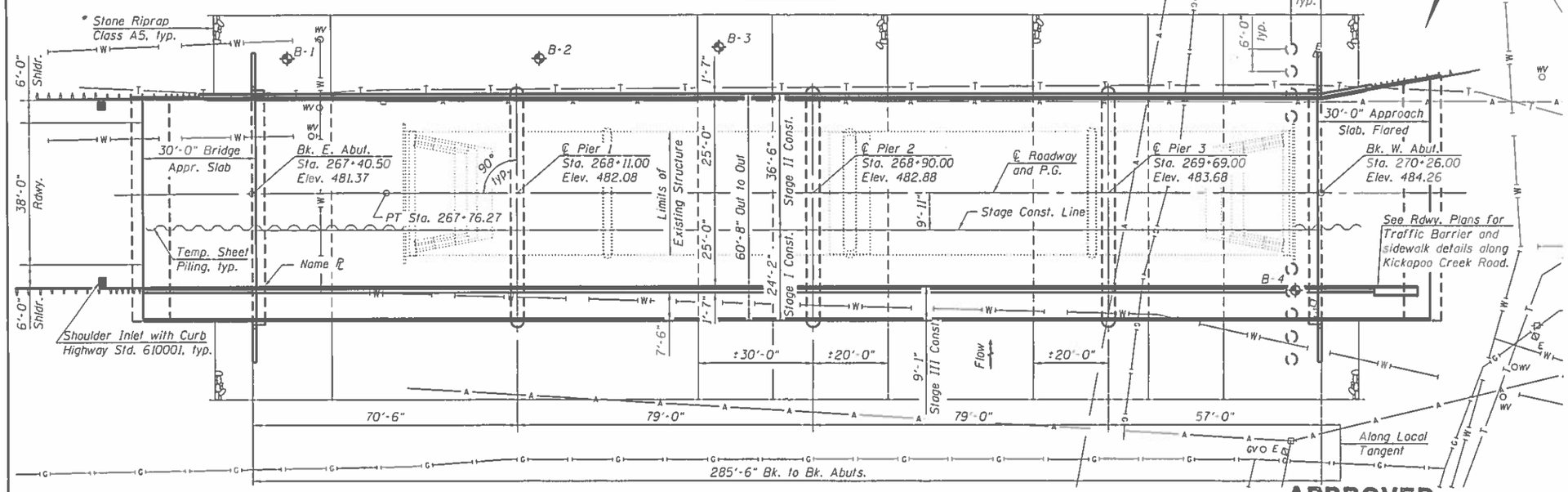
1. All utilities shown to be relocated by others. See Roadway Plans.

* For the Grading Plan, Riprap Layout, and Quantities not shown on sheet 2, see Roadway Plans.

INDEX OF SHEETS



ELEVATION



PLAN

DESIGN SCOUR ELEVATION TABLE

E. Abut.	Pier 1	Pier 2	Pier 3	W. Abut.
473.80	450.50	439.80	446.30	476.65

WATERWAY INFORMATION TABLE

Drainage Area = 290 sq. mi.

Exist. Low Grade Elev. 475.3 at Sta. 3+75
Prop. Low Grade Elev. 475.3 at Sta. 3+75

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Overtopping	<5							475.30	475.30
Overtopping	10	17,560	2,577	3,550	477.00	0.40	0.20	477.40	477.20
Design	50	29,360	2,577	4,020	481.40	0.20	0.10	481.60	481.50
Base	100	35,600	2,577	4,020	483.20	0.10	0.10	483.30	483.30
Max. Calc.	500	51,560	2,577	4,020	485.40	0.10	0.10	485.50	485.50

STATION 268+90.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.U. RT. 6659
SEC. 11(N,BR-1,RS-4,W-1)
LOADING HL-93
STRUCTURE NO. 072-0245

NAME PLATE
See Std. 515001

LEGEND

Designates Soil Boring Location

Aerial Power Line — A —
Gas Pipe — G —
Telephone Cable — T —
Water Pipe — W —
Power Pole
Water Meter Valve Box WV
Gas Meter Valve Box GV
Electrical Junction Box E

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 5,000 psi (Superstructure Concrete)
f'c = 3,500 psi (Substructure Concrete)
f'c = 6,000 psi (Precast)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.079g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.131g
Soil Site Class C

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

PROJECT LOCATION

LOCATION SKETCH

LICENSED STRUCTURAL ENGINEER
CORY W. CHAMBERLAIN
081-005882
STATE OF ILLINOIS

Cory W. Chamberlain 8-13-2018
Expires: 11/30/2018
Applies to sheets 1-39 and 41-52.

GENERAL PLAN AND ELEVATION
FARMINGTON ROAD OVER KICKAPOO CREEK
FAU 6659 - SECTION 11(N,BR-1,RS-4,W-1)
PEORIA COUNTY
STATION 268+90.00
STRUCTURE NO. 072-0245

Design firm no. 184001036
whks engineers • planners • land surveyors

USER NAME = dhoberling	DESIGNED - TJZ/SBC	REVISED		
FILE NAME = 072D245-68185.dgn	CHECKED - CWC	REVISED		
PLOT SCALE = 0.2 ' / ' in.	DRAWN - DLH	REVISED		
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	415
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

FILE NAME = L:\Jobs\0DOT B-4\763100\CADD\CADD Sheets\0720245-68185.dgn

LAST SAVED DATE 8/15/2018

GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, high strength galvanized bolts. Bolts $^{7}/_{8}$" ϕ, holes $^{15}/_{16}$" ϕ, unless otherwise noted. See Special Provisions for "Hot Dipped Galvanizing for Structural Steel".
2. Calculated weight of Structural Steel = 566,630 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $^{1}/_{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
6. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
7. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
8. All new structural steel shall be galvanized. The fascia and underside of the exterior beams and their associated splice plates shall be painted. The color of the final finish coat of paint shall be Blue, Munsell No. 10B 3/6. See Special Provisions for "Hot Dip Galvanizing for Structural Steel".
9. Current ratings on file for existing structure.

   Inventory: HS 15.4

   Operating: HS 27.6

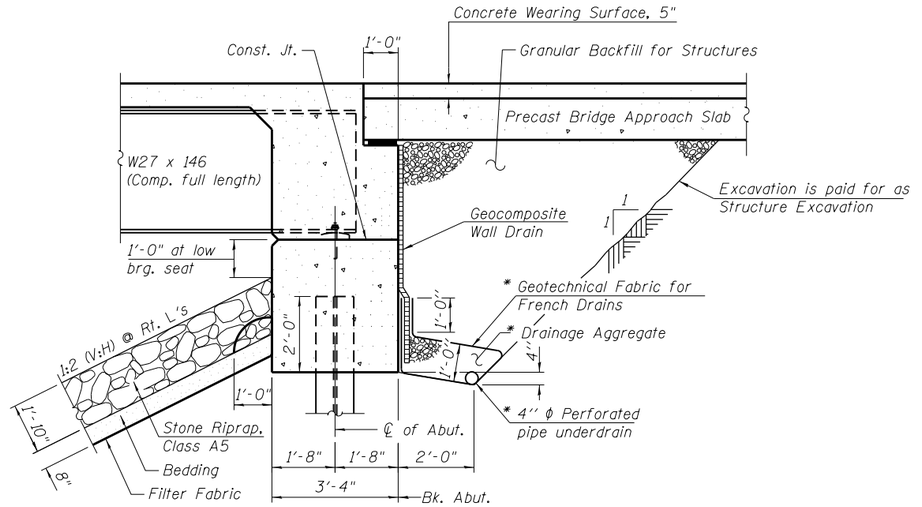
   Live Load Restrictions: Legal Loads Only

   Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS Loading configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.
10. Slipforming of the parapets is not allowed.
11. The finishing machine rails shall be placed on the top of the flange of the exterior beams within the deck poor. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.

TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Removal of Existing Structures, No. 1	Each		1	1
	Structure Excavation	Cu. Yd.		278	278
	Concrete Structures	Cu. Yd.		424.1	424.1
	Concrete Superstructure	Cu. Yd.	557.7		557.7
	Bridge Deck Grooving	Sq. Yd.	2,132		2,132
	Protective Coat	Sq. Yd.	2,648		2,648
	Furnishing and Erecting Structural Steel	L. Sum	1		1
	Furnishing and Erecting Structural Steel	Pound	8,510		8,510
	Stud Shear Connectors	Each	11,884		11,884
	Reinforcement Bars	Pound		65,790	65,790
	Reinforcement Bars, Epoxy Coated	Pound	139,500	110,350	249,850
	Bar Splicers	Each	843	1,038	1,881
	Mechanical Splicers	Each		252	252
	Parapet Railing	Foot	325		325
	Furnishing Steel Piles HP12 x 53	Foot		825	825
	Driving Piles	Foot		825	825
	Test Pile Steel HP12 x 53	Each		2	2
	Pile Shoes	Each		24	24
	Name Plates	Each	1		1
	Permanent Casing	Foot		284	284
	Drilled Shaft in Soil	Cu. Yd.		289.5	289.5
	Drilled Shaft in Rock	Cu. Yd.		145.7	145.7
	Preformed Joint Strip Seal	Foot	119		119
	Anchor Bolts, 1"	Each	120		120
	Temporary Sheet Piling	Sq. Ft.		1,972	1,972
	Geocomposite Wall Drain	Sq. Yd.		113	113
	Concrete Wearing Surface, 5"	Sq. Yd.	410.6		410.6
	Precast Bridge Approach Slab	Sq. Ft.	3,675		3,675
	Pedestrian Rail (Special)	Foot	340		340
	Granualr Backfill for Structures	Cu. Yd.		201	201
**	Asbestos Bearing Pad Removal	Each	44		44
	Pipe Underdrains for Structures 4"	Foot		244	244
	Steel Railing (Special)	Foot	286		286

** The quantity for Asbestos Bearing Pad Removal has been estimated from the original 1971 plans. The actual quantity may be less due to emergency beam replacement recently completed.



SECTION THRU INTEGRAL ABUTMENT

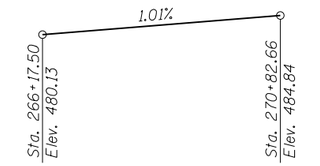
(Horiz. dim. @ Rt. L's)

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

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

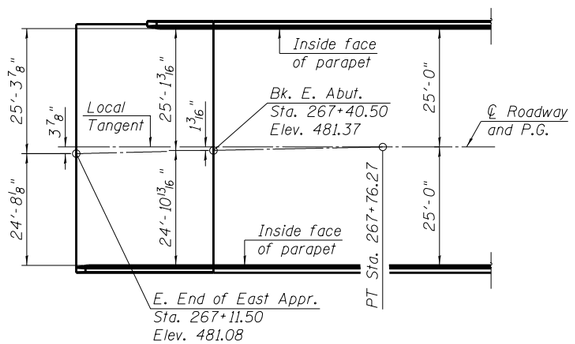
CURVE DATA

Δ = 3° 04' 56" (RT)
D = 0° 52' 46"
R = 6,515.60'
T = 175.29'
L = 350.50'
E = 2.36'
P.C. STA. = 264+25.77
PI STA. = 266+01.06
P.T. STA. = 267+76.27
S.E. - None



PROPOSED PROFILE GRADE

Along ℄ Roadway



OFFSET SKETCH

FILE NAME = 072D245-68185.dgn

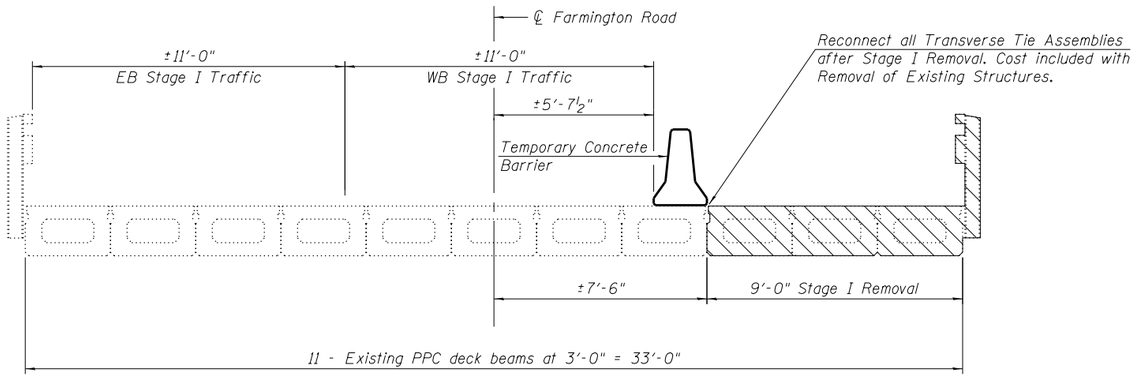
design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 072-0245
SHEET NO. 2 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	416
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

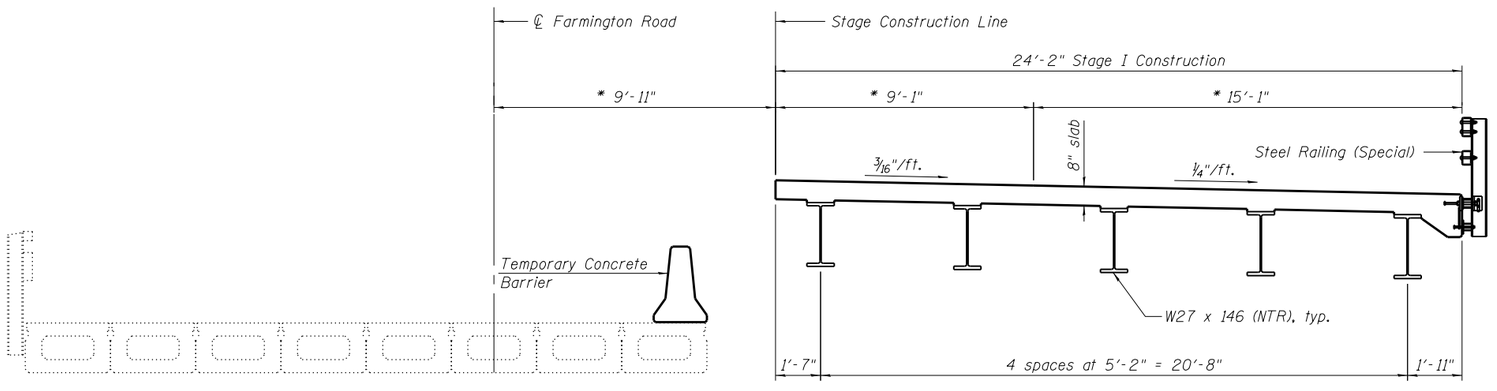


STAGE I REMOVAL

Notes:

1. All Cross Sections are looking West.
2. Hatched area indicates Removal of Existing Structures.
3. For details of Temporary Concrete Barrier, see sheet 7.
4. See Roadway Plans for Quantities of Temporary Concrete Barrier.
5. For details of Steel Railing (Special), see sheet 8.

* Dimension varies from Sta. 267+11.50 to Sta. 267+76.27. See offset sketch on sheet 2.



STAGE I CONSTRUCTION

design firm no. 184001036

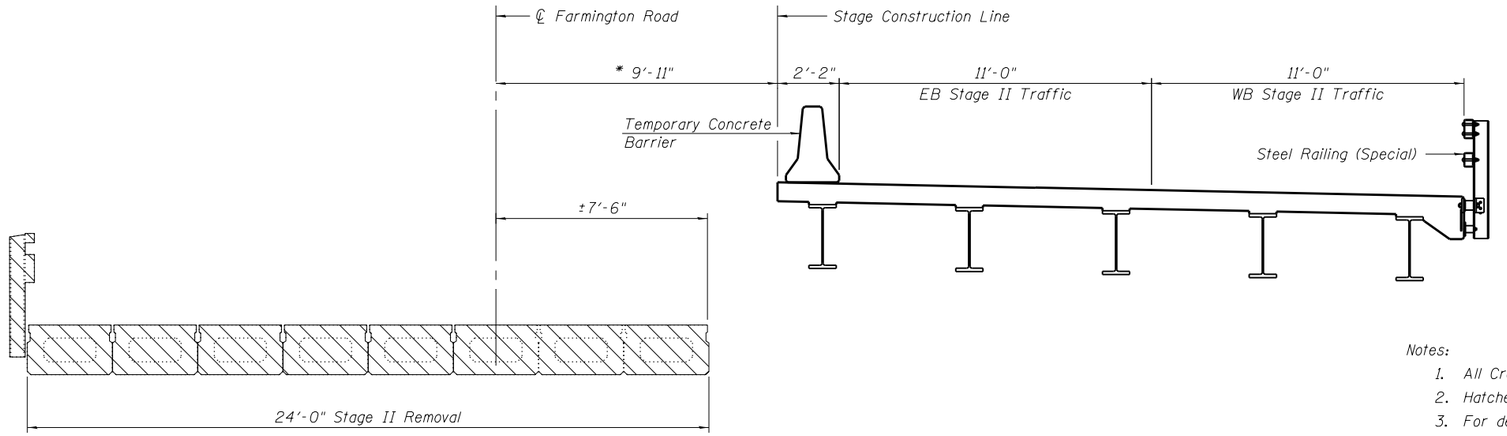
whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 02 '-' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 3 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	417
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

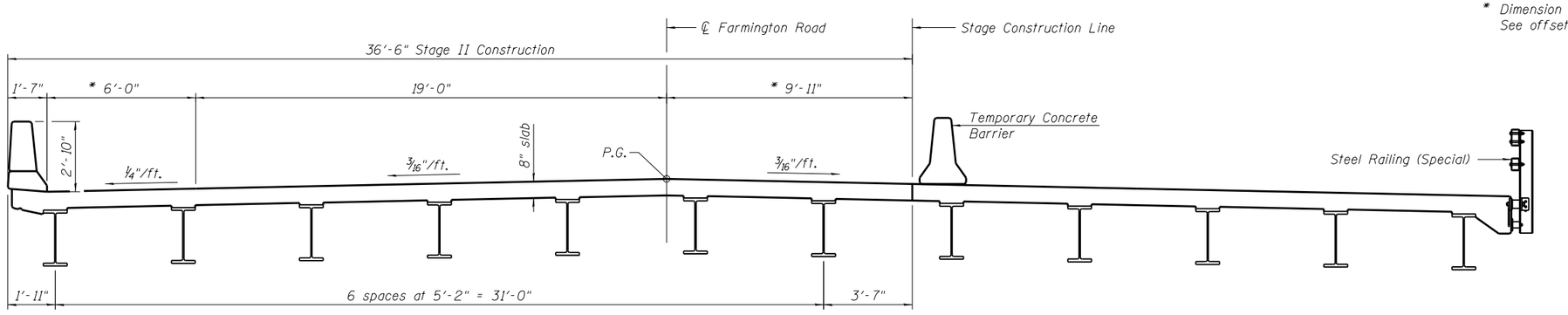


STAGE II REMOVAL

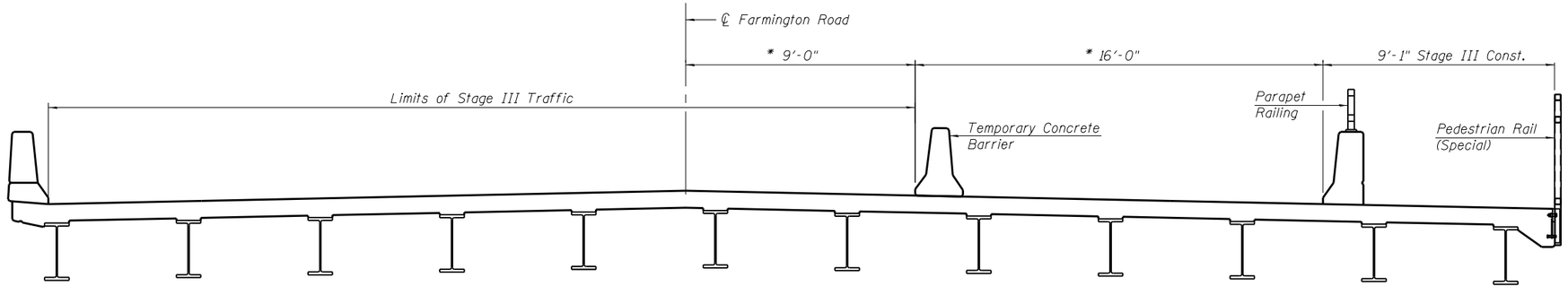
Notes:

1. All Cross Sections are looking West.
2. Hatched area indicates Removal of Existing Structures.
3. For details of Temporary Concrete Barrier, see sheet 7.
4. See Roadway Plans for Quantities of Temporary Concrete Barrier.
5. For details of Steel Railing (Special), see sheet 8.
6. For details of Parapet Railing and Pedestrian Rail (Special), see sheets 27 and 28.

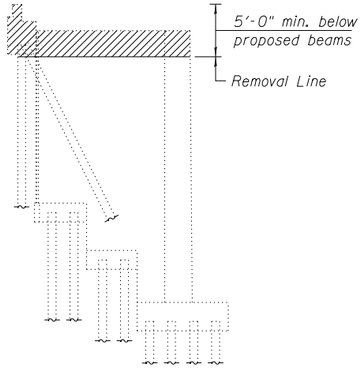
* Dimension varies from Sta. 267+11.50 to Sta. 267+76.27. See offset sketch on sheet 2.



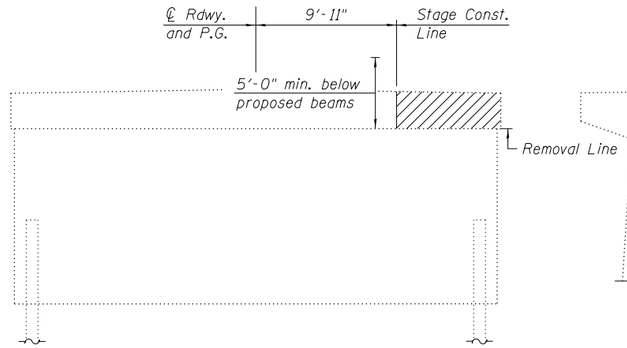
STAGE II CONSTRUCTION



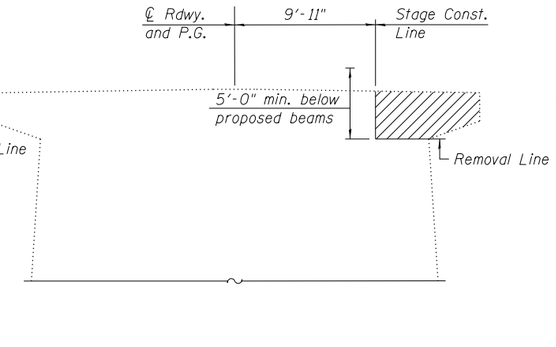
STAGE III CONSTRUCTION



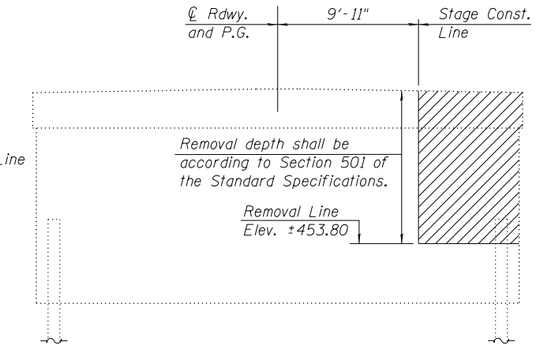
EAST ABUTMENT STAGE I REMOVAL ELEVATION
(Looking South)



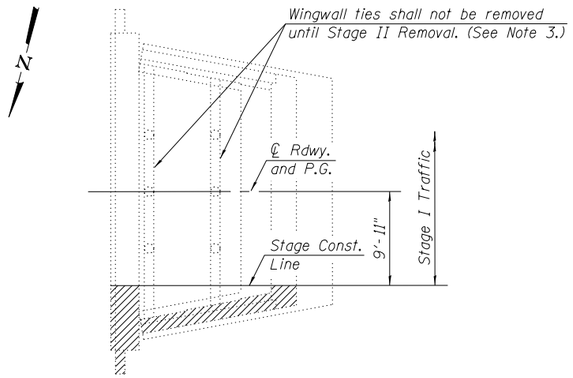
PIER 1 STAGE I REMOVAL
(Looking West)



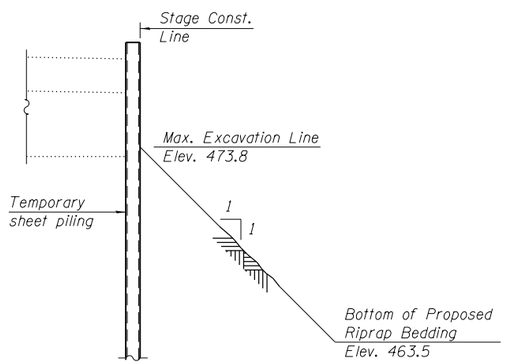
PIER 2 STAGE I REMOVAL
(Looking West)



PIER 3 STAGE I REMOVAL
(Looking West)



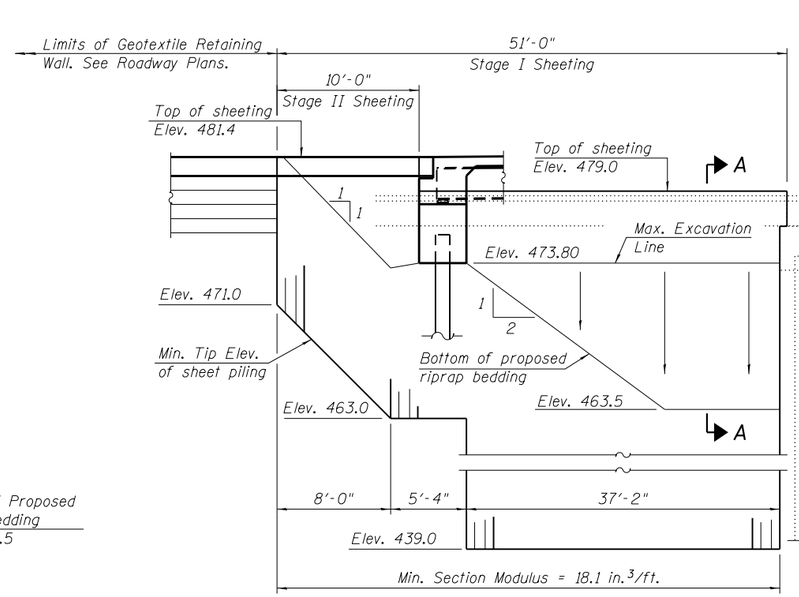
EAST ABUTMENT STAGE I REMOVAL PLAN



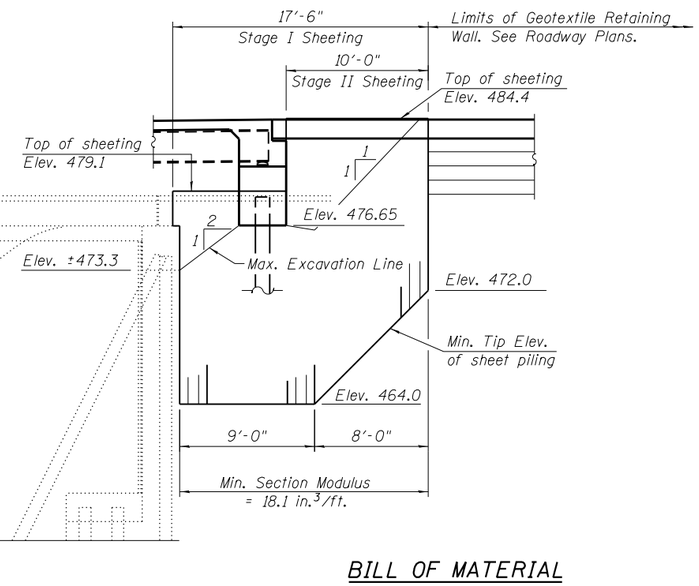
SECTION A-A
(Showing Stage I Grading at East Abutment for clarity.)

Notes:

1. Hatched area indicates concrete removal. Cost included in Removal of Existing Structures. All remaining portions of the existing substructure to be removed during Stage II removal operations.
2. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
3. The existing reinforced concrete wingwall ties shall not be removed during Stage I Removal operations. If the existing wingwall ties are encountered within the designated removal limits shown, the Contractor shall terminate removal operations at the top of the existing wingwall ties.
4. Due to the close proximity of the existing piers to proposed piers 2 and 3, the Contractor shall take care not to damage or compromise the proposed piers during Stage II removal operations.



TEMPORARY SHEET PILING
(Looking South)



BILL OF MATERIAL

Item	Unit	Total
Temporary Sheet Piling	Sq. Ft.	1,972

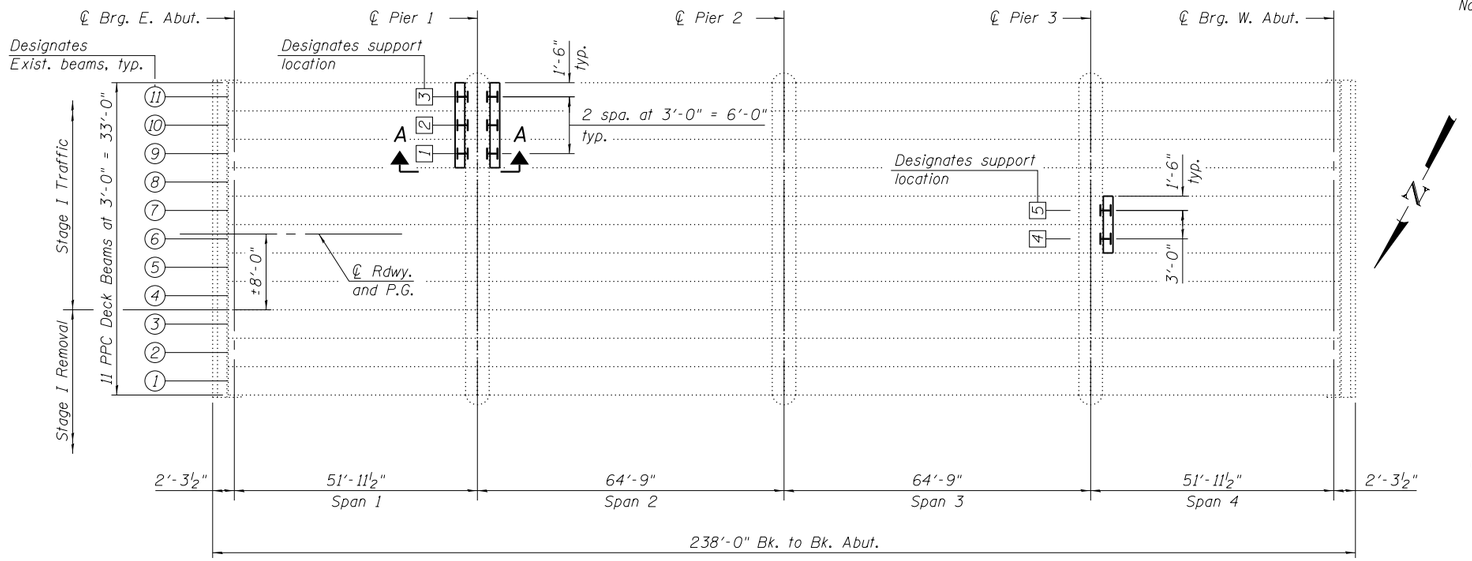
design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '' / in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 5 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	419
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

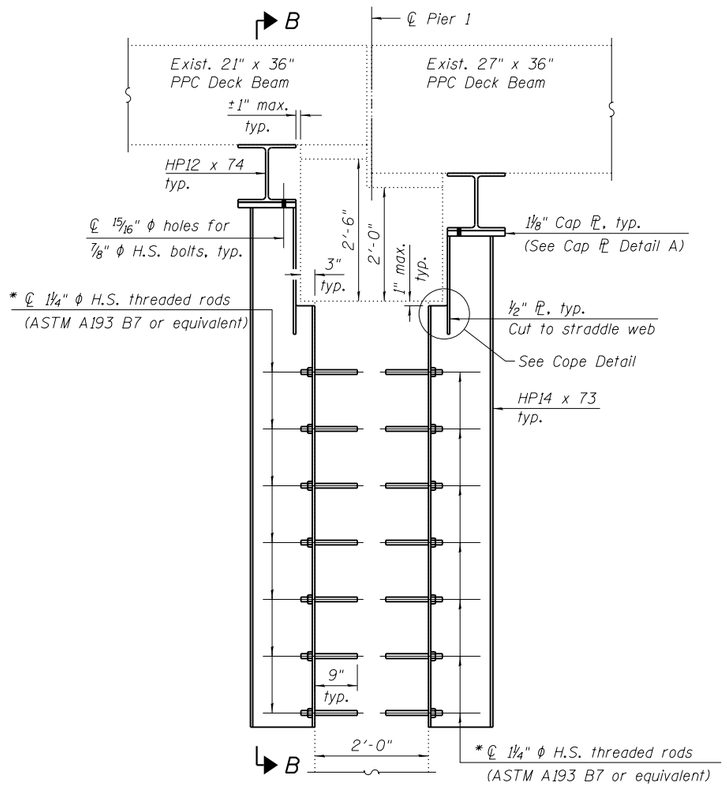


PLAN

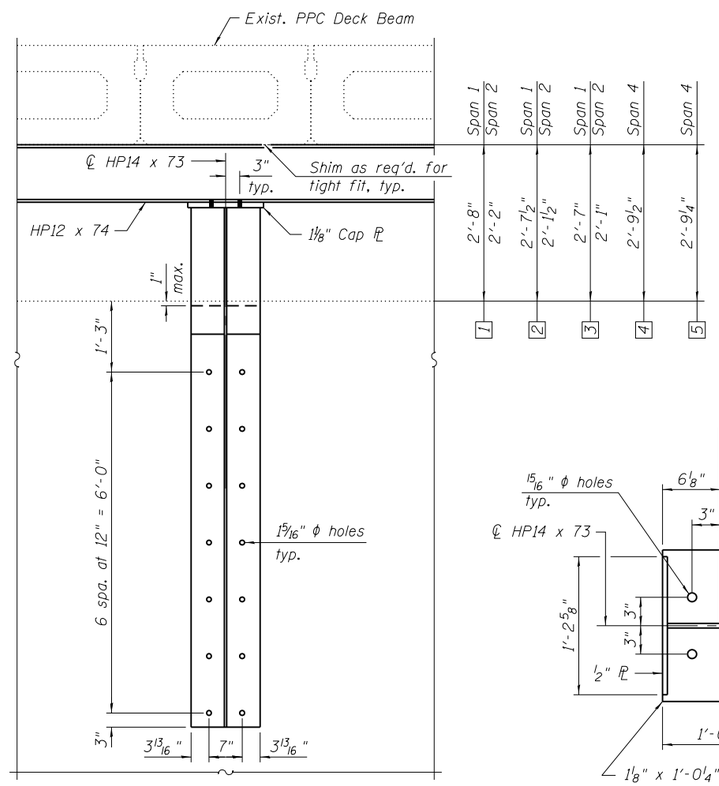
Notes:

1. All structural steel shall conform to AASHTO Classification M270 Gr. 50, unless otherwise noted.
2. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractors responsibility to account for the condition of the beams when developing construction procedures.
4. If the contractor's procedure for placement of structural steel supports involves placement of cranes or other heavy equipment on the bridge, 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 existing beams. To distribute load to multiple beams and protect the existing surface, 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.
5. Any dewatering required for the installation of the support columns shall be included in the cost for Furnishing and Erecting Structural Steel, Pounds.
6. Areas with low clearance may require additional excavation or added measures to properly install the temporary support columns at Pier 1. The Contractor shall field measure and determine a procedure for placing the columns. The procedure shall be submitted to the Engineer for approval. Cost shall be considered as included with Contract unit price for Furnishing and Erecting Structural Steel, Pounds.

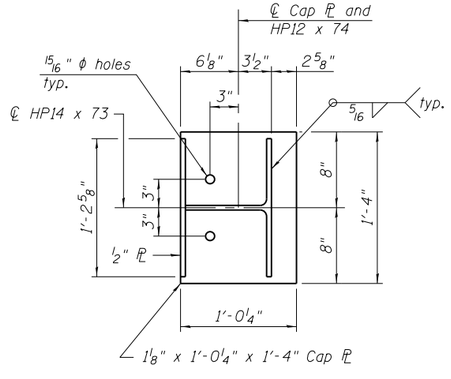
* Drill and grout 1¼" ϕ threaded rods in 1½" ϕ holes in concrete pier according to Article 584 of the Standard Specifications. Cost included with Furnishing and Erecting Structural Steel, Pounds.



SECTION A-A



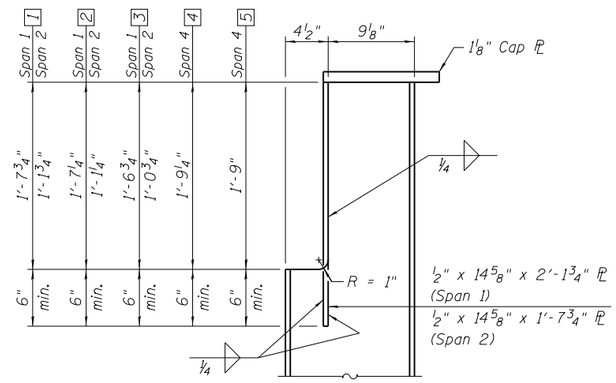
SECTION B-B



CAP ℄ DETAIL A

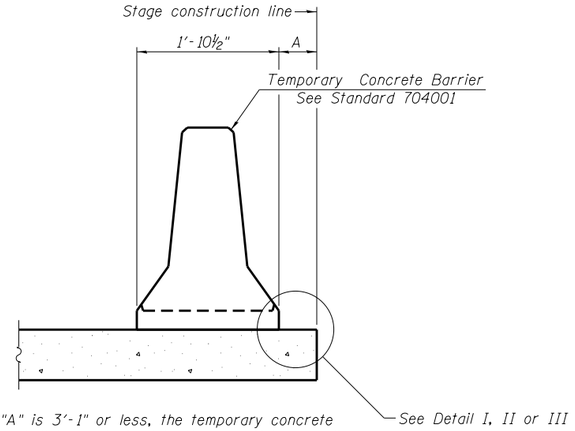
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Furnishing and Erecting Structural Steel	Pound	8,510



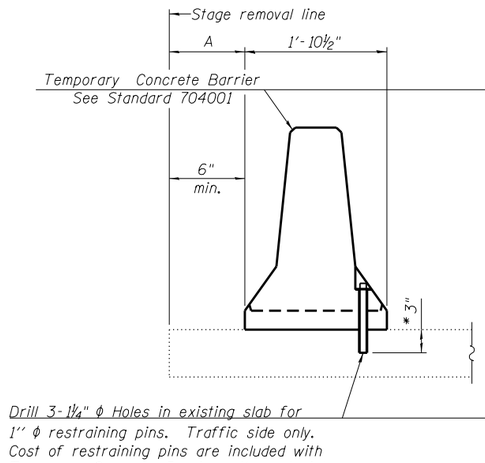
COPE DETAIL

LAST SAVED DATE 8/15/2018



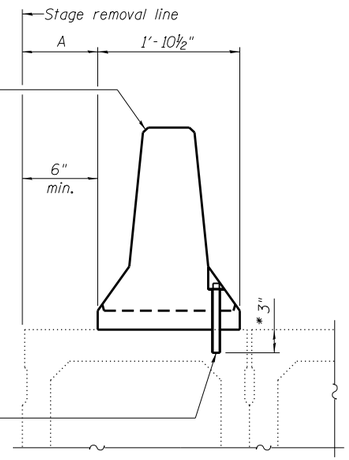
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" ϕ Holes in existing slab for 1'' ϕ restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when ''A'' is greater than 3'-1".

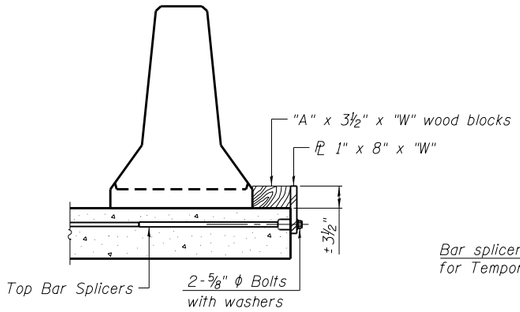
EXISTING SLAB



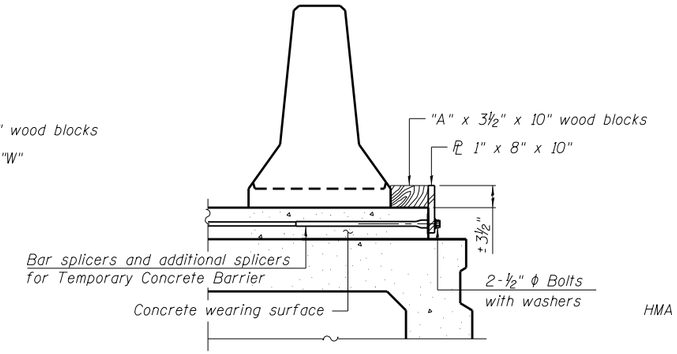
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

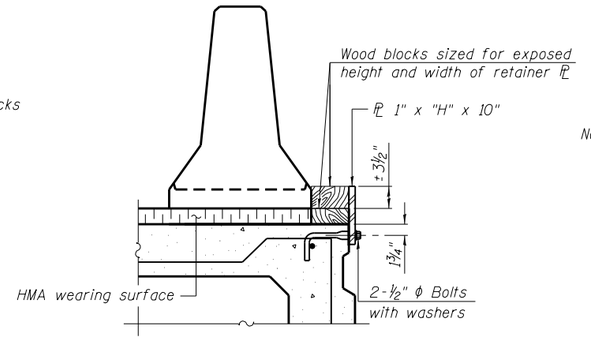
SECTIONS THRU SLAB OR DECK BEAM



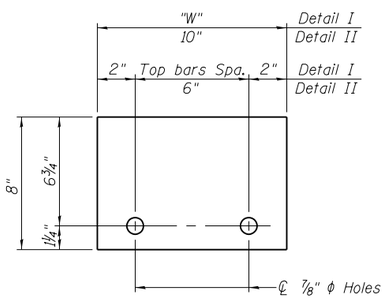
DETAIL I



DETAIL II

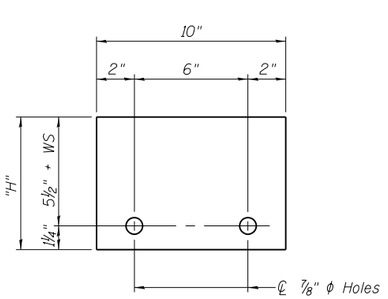


DETAIL III



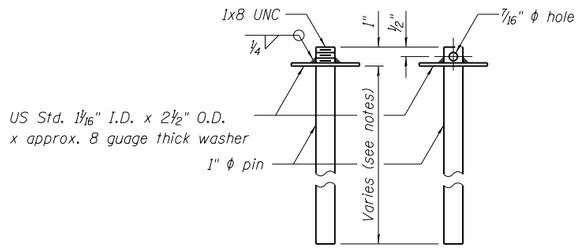
STEEL RETAINER ℄ 1" x 8" x "W"

(Detail I and II)

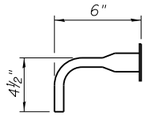


STEEL RETAINER ℄ 1" x "H" x 10"

(Detail III)



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

1. Cost of retainer assembly is included with Temporary Concrete Barrier.
2. A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.
3. The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
4. When omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.
5. For pay item Temporary Concrete Barrier, see Roadway Plans.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0'' centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

R-27

2-17-2017

FILE NAME = 0720245-68185.dgn

design firm no. 184001036 — whks engineers + planners + land surveyors

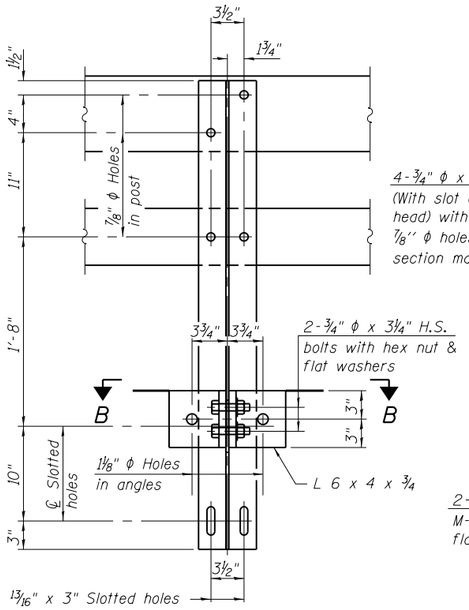
USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0±2 '±' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

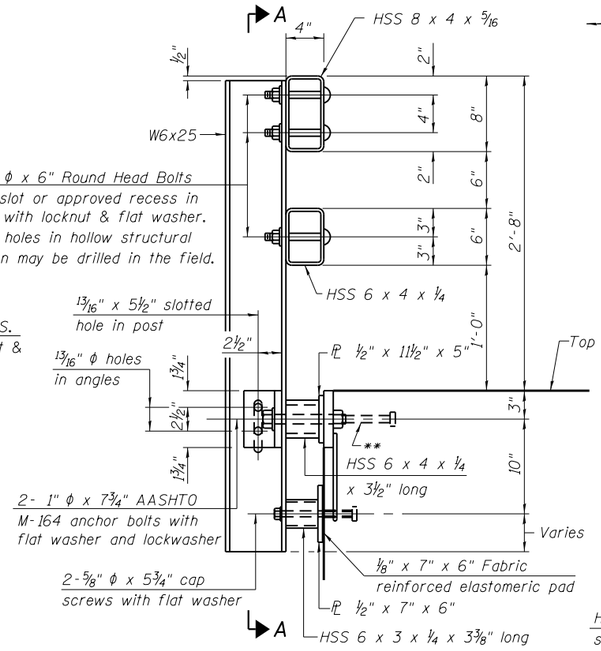
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 072-0245
SHEET NO. 7 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	421
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

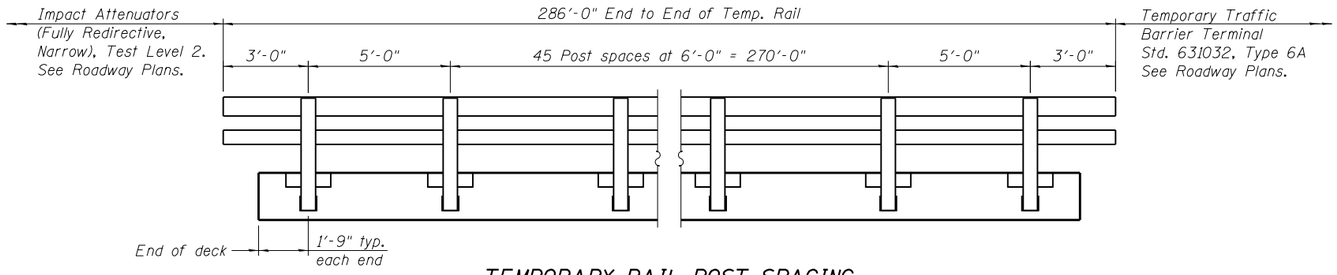
LAST SAVED DATE 8/15/2018



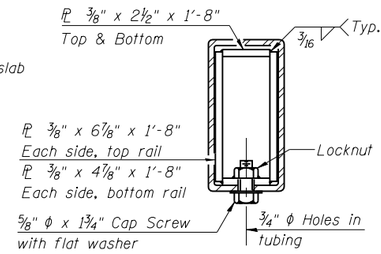
SECTION A-A



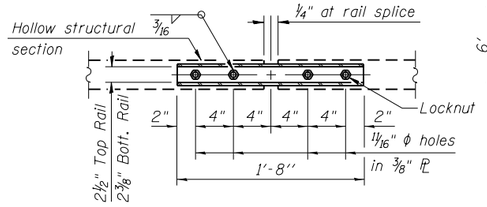
SECTION AT RAIL POST



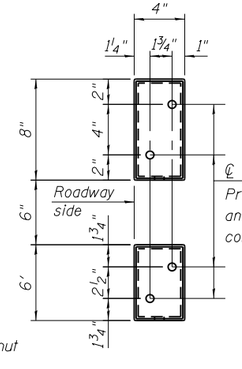
TEMPORARY RAIL POST SPACING



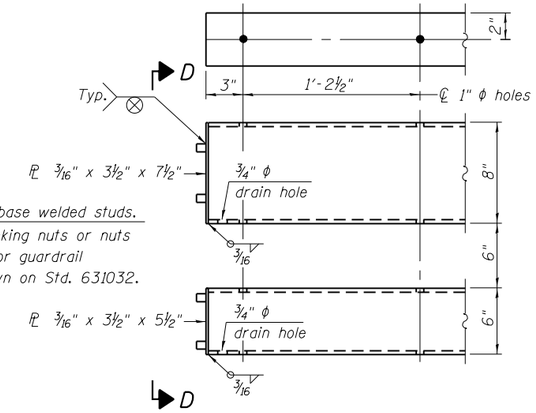
SECTION AT RAIL SPLICE



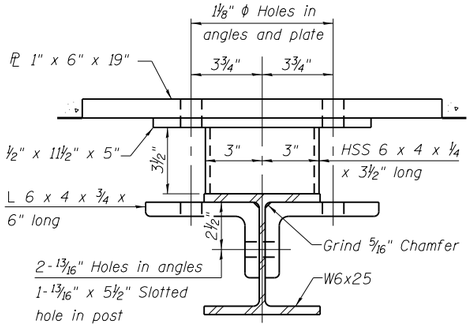
PLAN-BOTT. SPLICE PL TYPICAL



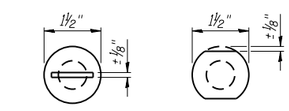
VIEW D-D



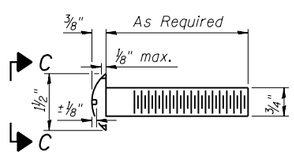
END OF RAIL DETAILS



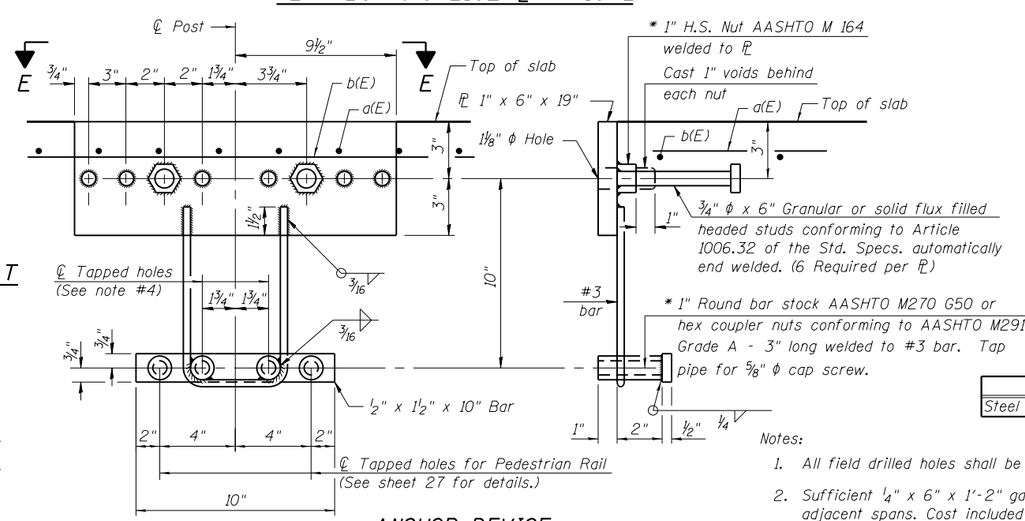
SECTION B-B



VIEW C-C

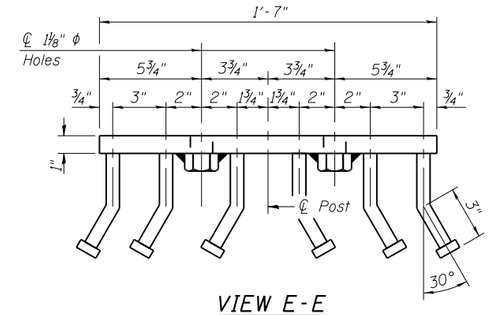


DETAIL OF ¾" ϕ ROUND HEAD BOLT

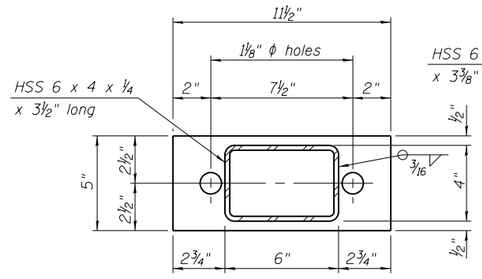


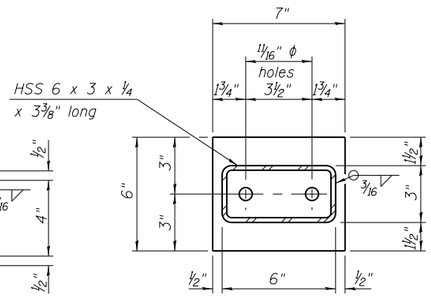
ANCHOR DEVICE

(Modified)



VIEW E-E





* Galvanized after fabrication. Threaded areas shall be plugged or blocked off during casting of slab and when not in use.

** The studs of the anchor devices shall be placed below the top reinforcement bar and the outermost longitudinal bar shall be placed directly above the studs of the rail anchor device.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing (Special)	Foot	286

Notes:

1. All field drilled holes shall be coated with an approved zinc rich paint before erection.
2. Sufficient ¼" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Railing (Special).
3. All steel rail members shall be galvanized according to Article 509.05 of the Standard Specifications.
4. Upon removal of Steel Railing (Special), tapped holes shall be filled by replacing the rail cap screws with galvanized bolts of the same diameter to fit flush with the edge of the deck. Cost included with Steel Railing (Special).

FILE NAME = 0720245-68185.dgn

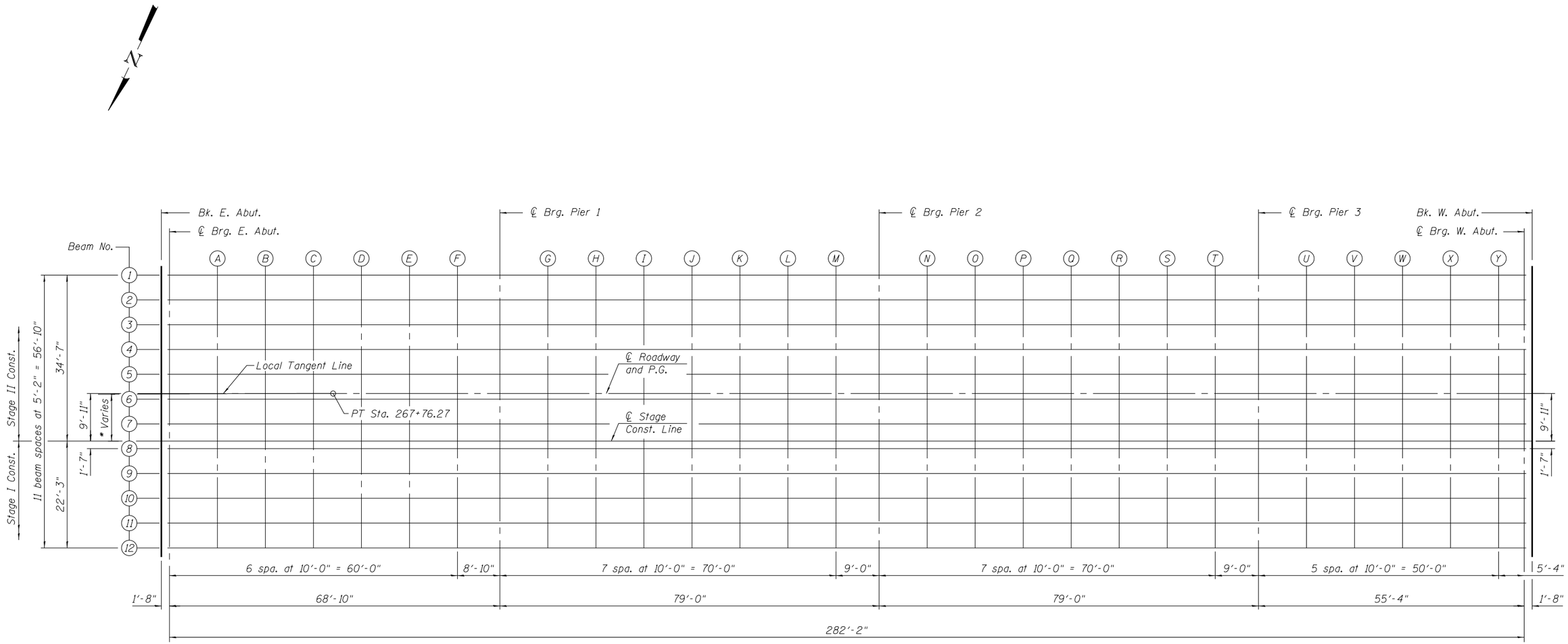
design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY STEEL RAILING FOR STAGE CONSTRUCTION
STRUCTURE NO. 072-0245
SHEET NO. 8 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	422
		CONTRACT NO. 68185		
		ILLINOIS FED. AID PROJECT		



PLAN

* Dimension varies from Sta. 267+40.50 to Sta. 267+76.27.
See Offset Sketch on sheet 2.

Note:

Work this sheet with sheets 10 thru 14.

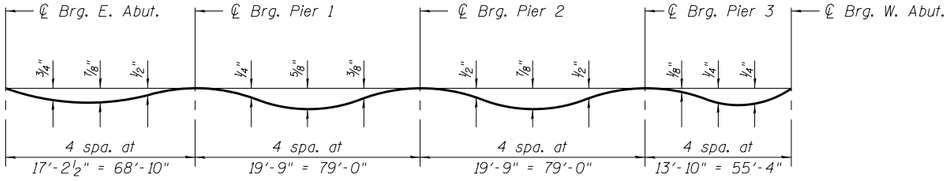
design firm no. 184001036 — whks engineers + planners + land surveyors	USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
		CHECKED - SBC	REVISED
	PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
	PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LOCATION PLAN
STRUCTURE NO. 072-0245
SHEET NO. 9 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	423
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

LAST SAVED DATE 8/15/2018

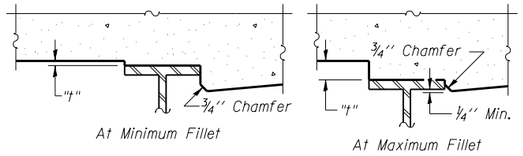


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

1. The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheets 11 thru 14.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 9. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheets 11 thru 14, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	-24.76	480.96	480.96
℄ Brg. E. Abut.	267+42.17	-24.76	480.97	480.97
A	267+52.17	-24.71	481.08	481.11
B	267+62.17	-24.68	481.18	481.24
C	267+72.17	-24.67	481.28	481.35
D	267+82.17	-24.67	481.38	481.44
E	267+92.17	-24.67	481.48	481.52
F	268+02.17	-24.67	481.58	481.60
℄ Brg. Pier 1	268+11.00	-24.67	481.67	481.67
G	268+21.00	-24.67	481.77	481.78
H	268+31.00	-24.67	481.87	481.90
I	268+41.00	-24.67	481.97	482.02
J	268+51.00	-24.67	482.07	482.12
K	268+61.00	-24.67	482.17	482.22
L	268+71.00	-24.67	482.28	482.30
M	268+81.00	-24.67	482.38	482.38
℄ Brg. Pier 2	268+90.00	-24.67	482.47	482.47
N	269+00.00	-24.67	482.57	482.58
O	269+10.00	-24.67	482.67	482.71
P	269+20.00	-24.67	482.77	482.83
Q	269+30.00	-24.67	482.87	482.94
R	269+40.00	-24.67	482.97	483.03
S	269+50.00	-24.67	483.07	483.11
T	269+60.00	-24.67	483.17	483.19
℄ Brg. Pier 3	269+69.00	-24.67	483.27	483.27
U	269+79.00	-24.67	483.37	483.37
V	269+89.00	-24.67	483.47	483.48
W	269+99.00	-24.67	483.57	483.59
X	270+09.00	-24.67	483.67	483.69
Y	270+19.00	-24.67	483.77	483.78
℄ Brg. W. Abut.	270+24.33	-24.67	483.82	483.82
Bk. W. Abut.	270+26.00	-24.67	483.84	483.84

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	-19.60	481.07	481.07
℄ Brg. E. Abut.	267+42.17	-19.59	481.08	481.08
A	267+52.17	-19.54	481.18	481.22
B	267+62.17	-19.52	481.28	481.35
C	267+72.17	-19.50	481.39	481.46
D	267+82.17	-19.50	481.49	481.55
E	267+92.17	-19.50	481.59	481.63
F	268+02.17	-19.50	481.69	481.70
℄ Brg. Pier 1	268+11.00	-19.50	481.78	481.78
G	268+21.00	-19.50	481.88	481.89
H	268+31.00	-19.50	481.98	482.01
I	268+41.00	-19.50	482.08	482.12
J	268+51.00	-19.50	482.18	482.23
K	268+61.00	-19.50	482.28	482.32
L	268+71.00	-19.50	482.38	482.41
M	268+81.00	-19.50	482.48	482.49
℄ Brg. Pier 2	268+90.00	-19.50	482.58	482.58
N	269+00.00	-19.50	482.68	482.69
O	269+10.00	-19.50	482.78	482.82
P	269+20.00	-19.50	482.88	482.94
Q	269+30.00	-19.50	482.98	483.05
R	269+40.00	-19.50	483.08	483.14
S	269+50.00	-19.50	483.18	483.22
T	269+60.00	-19.50	483.28	483.30
℄ Brg. Pier 3	269+69.00	-19.50	483.37	483.37
U	269+79.00	-19.50	483.47	483.48
V	269+89.00	-19.50	483.58	483.59
W	269+99.00	-19.50	483.68	483.70
X	270+09.00	-19.50	483.78	483.80
Y	270+19.00	-19.50	483.88	483.89
℄ Brg. W. Abut.	270+24.33	-19.50	483.93	483.93
Bk. W. Abut.	270+26.00	-19.50	483.95	483.95

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	-14.43	481.15	481.15
℄ Brg. E. Abut.	267+42.17	-14.42	481.17	481.17
A	267+52.17	-14.38	481.27	481.31
B	267+62.17	-14.35	481.37	481.43
C	267+72.17	-14.33	481.47	481.54
D	267+82.17	-14.33	481.57	481.64
E	267+92.17	-14.33	481.67	481.71
F	268+02.17	-14.33	481.77	481.79
℄ Brg. Pier 1	268+11.00	-14.33	481.86	481.86
G	268+21.00	-14.33	481.96	481.97
H	268+31.00	-14.33	482.06	482.09
I	268+41.00	-14.33	482.16	482.21
J	268+51.00	-14.33	482.26	482.31
K	268+61.00	-14.33	482.37	482.41
L	268+71.00	-14.33	482.47	482.49
M	268+81.00	-14.33	482.57	482.57
℄ Brg. Pier 2	268+90.00	-14.33	482.66	482.66
N	269+00.00	-14.33	482.76	482.77
O	269+10.00	-14.33	482.86	482.90
P	269+20.00	-14.33	482.96	483.02
Q	269+30.00	-14.33	483.06	483.13
R	269+40.00	-14.33	483.16	483.22
S	269+50.00	-14.33	483.26	483.31
T	269+60.00	-14.33	483.37	483.38
℄ Brg. Pier 3	269+69.00	-14.33	483.46	483.46
U	269+79.00	-14.33	483.56	483.56
V	269+89.00	-14.33	483.66	483.67
W	269+99.00	-14.33	483.76	483.78
X	270+09.00	-14.33	483.86	483.88
Y	270+19.00	-14.33	483.96	483.97
℄ Brg. W. Abut.	270+24.33	-14.33	484.01	484.01
Bk. W. Abut.	270+26.00	-14.33	484.03	484.03

Note:

Work this sheet with sheets 9 and 11 thru 14.

FILE NAME = 072024S-68185.dgn

design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0245
SHEET NO. 10 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	424
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	-9.26	481.23	481.23
℄ Brg. E. Abut.	267+42.17	-9.26	481.25	481.25
A	267+52.17	-9.21	481.35	481.39
B	267+62.17	-9.18	481.45	481.52
C	267+72.17	-9.17	481.55	481.62
D	267+82.17	-9.17	481.65	481.72
E	267+92.17	-9.17	481.75	481.79
F	268+02.17	-9.17	481.85	481.87
℄ Brg. Pier 1	268+11.00	-9.17	481.94	481.94
G	268+21.00	-9.17	482.04	482.05
H	268+31.00	-9.17	482.14	482.17
I	268+41.00	-9.17	482.24	482.29
J	268+51.00	-9.17	482.35	482.39
K	268+61.00	-9.17	482.45	482.49
L	268+71.00	-9.17	482.55	482.57
M	268+81.00	-9.17	482.65	482.66
℄ Brg. Pier 2	268+90.00	-9.17	482.74	482.74
N	269+00.00	-9.17	482.84	482.86
O	269+10.00	-9.17	482.94	482.98
P	269+20.00	-9.17	483.04	483.10
Q	269+30.00	-9.17	483.14	483.21
R	269+40.00	-9.17	483.24	483.31
S	269+50.00	-9.17	483.35	483.39
T	269+60.00	-9.17	483.45	483.46
℄ Brg. Pier 3	269+69.00	-9.17	483.54	483.54
U	269+79.00	-9.17	483.64	483.64
V	269+89.00	-9.17	483.74	483.75
W	269+99.00	-9.17	483.84	483.86
X	270+09.00	-9.17	483.94	483.96
Y	270+19.00	-9.17	484.04	484.05
℄ Brg. W. Abut.	270+24.33	-9.17	484.10	484.10
Bk. W. Abut.	270+26.00	-9.17	484.11	484.11

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	-4.10	481.31	481.31
℄ Brg. E. Abut.	267+42.17	-4.09	481.33	481.33
A	267+52.17	-4.04	481.43	481.47
B	267+62.17	-4.02	481.53	481.60
C	267+72.17	-4.00	481.63	481.70
D	267+82.17	-4.00	481.73	481.80
E	267+92.17	-4.00	481.83	481.87
F	268+02.17	-4.00	481.93	481.95
℄ Brg. Pier 1	268+11.00	-4.00	482.02	482.02
G	268+21.00	-4.00	482.12	482.13
H	268+31.00	-4.00	482.22	482.25
I	268+41.00	-4.00	482.32	482.37
J	268+51.00	-4.00	482.43	482.47
K	268+61.00	-4.00	482.53	482.57
L	268+71.00	-4.00	482.63	482.65
M	268+81.00	-4.00	482.73	482.74
℄ Brg. Pier 2	268+90.00	-4.00	482.82	482.82
N	269+00.00	-4.00	482.92	482.94
O	269+10.00	-4.00	483.02	483.06
P	269+20.00	-4.00	483.12	483.18
Q	269+30.00	-4.00	483.22	483.29
R	269+40.00	-4.00	483.32	483.39
S	269+50.00	-4.00	483.43	483.47
T	269+60.00	-4.00	483.53	483.54
℄ Brg. Pier 3	269+69.00	-4.00	483.62	483.62
U	269+79.00	-4.00	483.72	483.72
V	269+89.00	-4.00	483.82	483.83
W	269+99.00	-4.00	483.92	483.94
X	270+09.00	-4.00	484.02	484.04
Y	270+19.00	-4.00	484.12	484.13
℄ Brg. W. Abut.	270+24.33	-4.00	484.18	484.18
Bk. W. Abut.	270+26.00	-4.00	484.19	484.19

℄ ROADWAY AND P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	0.00	481.37	481.37
℄ Brg. E. Abut.	267+42.17	0.00	481.39	481.39
A	267+52.17	0.00	481.49	481.53
B	267+62.17	0.00	481.59	481.66
C	267+72.17	0.00	481.69	481.77
D	267+82.17	0.00	481.79	481.86
E	267+92.17	0.00	481.89	481.94
F	268+02.17	0.00	482.00	482.01
℄ Brg. Pier 1	268+11.00	0.00	482.08	482.08
G	268+21.00	0.00	482.19	482.19
H	268+31.00	0.00	482.29	482.31
I	268+41.00	0.00	482.39	482.43
J	268+51.00	0.00	482.49	482.54
K	268+61.00	0.00	482.59	482.63
L	268+71.00	0.00	482.69	482.72
M	268+81.00	0.00	482.79	482.80
℄ Brg. Pier 2	268+90.00	0.00	482.88	482.88
N	269+00.00	0.00	482.98	483.00
O	269+10.00	0.00	483.08	483.12
P	269+20.00	0.00	483.19	483.25
Q	269+30.00	0.00	483.29	483.36
R	269+40.00	0.00	483.39	483.45
S	269+50.00	0.00	483.49	483.53
T	269+60.00	0.00	483.59	483.61
℄ Brg. Pier 3	269+69.00	0.00	483.68	483.68
U	269+79.00	0.00	483.78	483.78
V	269+89.00	0.00	483.88	483.89
W	269+99.00	0.00	483.98	484.00
X	270+09.00	0.00	484.08	484.10
Y	270+19.00	0.00	484.19	484.19
℄ Brg. W. Abut.	270+24.33	0.00	484.24	484.24
Bk. W. Abut.	270+26.00	0.00	484.26	484.26

Note:

Work this sheet with sheets 9, 10, and 12 thru 14.

design firm no. 184001036

whks engineers • planners • land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0245
SHEET NO. 11 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	425
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	1.07	481.35	481.35
℄ Brg. E. Abut.	267+42.17	1.08	481.37	481.37
A	267+52.17	1.12	481.47	481.51
B	267+62.17	1.15	481.57	481.64
C	267+72.17	1.17	481.67	481.75
D	267+82.17	1.17	481.78	481.84
E	267+92.17	1.17	481.88	481.92
F	268+02.17	1.17	481.98	481.99
℄ Brg. Pier 1	268+11.00	1.17	482.07	482.07
G	268+21.00	1.17	482.17	482.17
H	268+31.00	1.17	482.27	482.29
I	268+41.00	1.17	482.37	482.41
J	268+51.00	1.17	482.47	482.52
K	268+61.00	1.17	482.57	482.61
L	268+71.00	1.17	482.67	482.70
M	268+81.00	1.17	482.77	482.78
℄ Brg. Pier 2	268+90.00	1.17	482.86	482.86
N	269+00.00	1.17	482.97	482.98
O	269+10.00	1.17	483.07	483.11
P	269+20.00	1.17	483.17	483.23
Q	269+30.00	1.17	483.27	483.34
R	269+40.00	1.17	483.37	483.43
S	269+50.00	1.17	483.47	483.51
T	269+60.00	1.17	483.57	483.59
℄ Brg. Pier 3	269+69.00	1.17	483.66	483.66
U	269+79.00	1.17	483.76	483.77
V	269+89.00	1.17	483.86	483.88
W	269+99.00	1.17	483.97	483.99
X	270+09.00	1.17	484.07	484.09
Y	270+19.00	1.17	484.17	484.18
℄ Brg. W. Abut.	270+24.33	1.17	484.22	484.22
Bk. W. Abut.	270+26.00	1.17	484.24	484.24

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	6.24	481.27	481.27
℄ Brg. E. Abut.	267+42.17	6.24	481.29	481.29
A	267+52.17	6.29	481.39	481.43
B	267+62.17	6.32	481.49	481.56
C	267+72.17	6.33	481.59	481.67
D	267+82.17	6.33	481.69	481.76
E	267+92.17	6.33	481.80	481.84
F	268+02.17	6.33	481.90	481.91
℄ Brg. Pier 1	268+11.00	6.33	481.99	481.99
G	268+21.00	6.33	482.09	482.09
H	268+31.00	6.33	482.19	482.21
I	268+41.00	6.33	482.29	482.33
J	268+51.00	6.33	482.39	482.44
K	268+61.00	6.33	482.49	482.53
L	268+71.00	6.33	482.59	482.62
M	268+81.00	6.33	482.69	482.70
℄ Brg. Pier 2	268+90.00	6.33	482.78	482.78
N	269+00.00	6.33	482.88	482.90
O	269+10.00	6.33	482.99	483.03
P	269+20.00	6.33	483.09	483.15
Q	269+30.00	6.33	483.19	483.26
R	269+40.00	6.33	483.29	483.35
S	269+50.00	6.33	483.39	483.43
T	269+60.00	6.33	483.49	483.51
℄ Brg. Pier 3	269+69.00	6.33	483.58	483.58
U	269+79.00	6.33	483.68	483.68
V	269+89.00	6.33	483.78	483.80
W	269+99.00	6.33	483.88	483.90
X	270+09.00	6.33	483.99	484.00
Y	270+19.00	6.33	484.09	484.09
℄ Brg. W. Abut.	270+24.33	6.33	484.14	484.14
Bk. W. Abut.	270+26.00	6.33	484.16	484.16

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	9.82	481.22	481.22
℄ Brg. E. Abut.	267+42.17	9.83	481.23	481.23
A	267+52.17	9.87	481.34	481.37
B	267+62.17	9.90	481.44	481.50
C	267+72.17	9.92	481.54	481.61
D	267+82.17	9.92	481.64	481.70
E	267+92.17	9.92	481.74	481.78
F	268+02.17	9.92	481.84	481.86
℄ Brg. Pier 1	268+11.00	9.92	481.93	481.93
G	268+21.00	9.92	482.03	482.04
H	268+31.00	9.92	482.13	482.16
I	268+41.00	9.92	482.23	482.28
J	268+51.00	9.92	482.33	482.38
K	268+61.00	9.92	482.43	482.48
L	268+71.00	9.92	482.54	482.56
M	268+81.00	9.92	482.64	482.64
℄ Brg. Pier 2	268+90.00	9.92	482.73	482.73
N	269+00.00	9.92	482.83	482.84
O	269+10.00	9.92	482.93	482.97
P	269+20.00	9.92	483.03	483.09
Q	269+30.00	9.92	483.13	483.20
R	269+40.00	9.92	483.23	483.29
S	269+50.00	9.92	483.33	483.37
T	269+60.00	9.92	483.43	483.45
℄ Brg. Pier 3	269+69.00	9.92	483.53	483.53
U	269+79.00	9.92	483.63	483.63
V	269+89.00	9.92	483.73	483.74
W	269+99.00	9.92	483.83	483.85
X	270+09.00	9.92	483.93	483.95
Y	270+19.00	9.92	484.03	484.04
℄ Brg. W. Abut.	270+24.33	9.92	484.08	484.08
Bk. W. Abut.	270+26.00	9.92	484.10	484.10

Note:
Work this sheet with sheets 9 thru 11, 13, and 14.

design firm no. 184001036
whks engineers • planners • land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0245
SHEET NO. 12 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	426
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	11.40	481.19	481.19
℄ Brg. E. Abut.	267+42.17	11.41	481.21	481.21
A	267+52.17	11.46	481.31	481.35
B	267+62.17	11.48	481.41	481.48
C	267+72.17	11.50	481.51	481.59
D	267+82.17	11.50	481.61	481.68
E	267+92.17	11.50	481.71	481.76
F	268+02.17	11.50	481.82	481.83
℄ Brg. Pier 1	268+11.00	11.50	481.90	481.90
G	268+21.00	11.50	482.01	482.01
H	268+31.00	11.50	482.11	482.13
I	268+41.00	11.50	482.21	482.25
J	268+51.00	11.50	482.31	482.36
K	268+61.00	11.50	482.41	482.45
L	268+71.00	11.50	482.51	482.54
M	268+81.00	11.50	482.61	482.62
℄ Brg. Pier 2	268+90.00	11.50	482.70	482.70
N	269+00.00	11.50	482.80	482.82
O	269+10.00	11.50	482.90	482.94
P	269+20.00	11.50	483.01	483.07
Q	269+30.00	11.50	483.11	483.18
R	269+40.00	11.50	483.21	483.27
S	269+50.00	11.50	483.31	483.35
T	269+60.00	11.50	483.41	483.43
℄ Brg. Pier 3	269+69.00	11.50	483.50	483.50
U	269+79.00	11.50	483.60	483.60
V	269+89.00	11.50	483.70	483.71
W	269+99.00	11.50	483.80	483.82
X	270+09.00	11.50	483.90	483.92
Y	270+19.00	11.50	484.01	484.01
℄ Brg. W. Abut.	270+24.33	11.50	484.06	484.06
Bk. W. Abut.	270+26.00	11.50	484.08	484.08

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	16.57	481.11	481.11
℄ Brg. E. Abut.	267+42.17	16.58	481.13	481.13
A	267+52.17	16.62	481.23	481.27
B	267+62.17	16.65	481.33	481.40
C	267+72.17	16.67	481.43	481.51
D	267+82.17	16.67	481.53	481.60
E	267+92.17	16.67	481.63	481.68
F	268+02.17	16.67	481.74	481.75
℄ Brg. Pier 1	268+11.00	16.67	481.82	481.82
G	268+21.00	16.67	481.93	481.93
H	268+31.00	16.67	482.03	482.05
I	268+41.00	16.67	482.13	482.17
J	268+51.00	16.67	482.23	482.28
K	268+61.00	16.67	482.33	482.37
L	268+71.00	16.67	482.43	482.46
M	268+81.00	16.67	482.53	482.54
℄ Brg. Pier 2	268+90.00	16.67	482.62	482.62
N	269+00.00	16.67	482.72	482.74
O	269+10.00	16.67	482.82	482.86
P	269+20.00	16.67	482.93	482.99
Q	269+30.00	16.67	483.03	483.10
R	269+40.00	16.67	483.13	483.19
S	269+50.00	16.67	483.23	483.27
T	269+60.00	16.67	483.33	483.35
℄ Brg. Pier 3	269+69.00	16.67	483.42	483.42
U	269+79.00	16.67	483.52	483.52
V	269+89.00	16.67	483.62	483.63
W	269+99.00	16.67	483.72	483.74
X	270+09.00	16.67	483.82	483.84
Y	270+19.00	16.67	483.93	483.93
℄ Brg. W. Abut.	270+24.33	16.67	483.98	483.98
Bk. W. Abut.	270+26.00	16.67	484.00	484.00

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	21.74	481.02	481.02
℄ Brg. E. Abut.	267+42.17	21.74	481.03	481.03
A	267+52.17	21.79	481.13	481.17
B	267+62.17	21.82	481.24	481.30
C	267+72.17	21.83	481.34	481.41
D	267+82.17	21.83	481.44	481.50
E	267+92.17	21.83	481.54	481.58
F	268+02.17	21.83	481.64	481.65
℄ Brg. Pier 1	268+11.00	21.83	481.73	481.73
G	268+21.00	21.83	481.83	481.84
H	268+31.00	21.83	481.93	481.96
I	268+41.00	21.83	482.03	482.07
J	268+51.00	21.83	482.13	482.18
K	268+61.00	21.83	482.23	482.28
L	268+71.00	21.83	482.33	482.36
M	268+81.00	21.83	482.44	482.44
℄ Brg. Pier 2	268+90.00	21.83	482.53	482.53
N	269+00.00	21.83	482.63	482.64
O	269+10.00	21.83	482.73	482.77
P	269+20.00	21.83	482.83	482.89
Q	269+30.00	21.83	482.93	483.00
R	269+40.00	21.83	483.03	483.09
S	269+50.00	21.83	483.13	483.17
T	269+60.00	21.83	483.23	483.25
℄ Brg. Pier 3	269+69.00	21.83	483.32	483.32
U	269+79.00	21.83	483.43	483.43
V	269+89.00	21.83	483.53	483.54
W	269+99.00	21.83	483.63	483.65
X	270+09.00	21.83	483.73	483.75
Y	270+19.00	21.83	483.83	483.84
℄ Brg. W. Abut.	270+24.33	21.83	483.88	483.88
Bk. W. Abut.	270+26.00	21.83	483.90	483.90

Note:
Work this sheet with sheets 9 thru 12 and 14.

design firm no. 184001036

whks engineers • planners • land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0245
SHEET NO. 13 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	427
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	26.90	480.91	480.91
℄ Brg. E. Abut.	267+42.17	26.91	480.93	480.93
A	267+52.17	26.96	481.03	481.07
B	267+62.17	26.98	481.13	481.19
C	267+72.17	27.00	481.23	481.30
D	267+82.17	27.00	481.33	481.40
E	267+92.17	27.00	481.43	481.47
F	268+02.17	27.00	481.53	481.55
℄ Brg. Pier 1	268+11.00	27.00	481.62	481.62
G	268+21.00	27.00	481.72	481.73
H	268+31.00	27.00	481.82	481.85
I	268+41.00	27.00	481.92	481.97
J	268+51.00	27.00	482.02	482.07
K	268+61.00	27.00	482.13	482.17
L	268+71.00	27.00	482.23	482.25
M	268+81.00	27.00	482.33	482.33
℄ Brg. Pier 2	268+90.00	27.00	482.42	482.42
N	269+00.00	27.00	482.52	482.53
O	269+10.00	27.00	482.62	482.66
P	269+20.00	27.00	482.72	482.78
Q	269+30.00	27.00	482.82	482.89
R	269+40.00	27.00	482.92	482.98
S	269+50.00	27.00	483.02	483.07
T	269+60.00	27.00	483.13	483.14
℄ Brg. Pier 3	269+69.00	27.00	483.22	483.22
U	269+79.00	27.00	483.32	483.32
V	269+89.00	27.00	483.42	483.43
W	269+99.00	27.00	483.52	483.54
X	270+09.00	27.00	483.62	483.64
Y	270+19.00	27.00	483.72	483.73
℄ Brg. W. Abut.	270+24.33	27.00	483.77	483.77
Bk. W. Abut.	270+26.00	27.00	483.79	483.79

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	267+40.50	32.07	480.80	480.80
℄ Brg. E. Abut.	267+42.17	32.08	480.82	480.82
A	267+52.17	32.12	480.92	480.96
B	267+62.17	32.15	481.02	481.09
C	267+72.17	32.17	481.12	481.20
D	267+82.17	32.17	481.22	481.29
E	267+92.17	32.17	481.32	481.37
F	268+02.17	32.17	481.42	481.44
℄ Brg. Pier 1	268+11.00	32.17	481.51	481.51
G	268+21.00	32.17	481.61	481.62
H	268+31.00	32.17	481.72	481.74
I	268+41.00	32.17	481.82	481.86
J	268+51.00	32.17	481.92	481.97
K	268+61.00	32.17	482.02	482.06
L	268+71.00	32.17	482.12	482.14
M	268+81.00	32.17	482.22	482.23
℄ Brg. Pier 2	268+90.00	32.17	482.31	482.31
N	269+00.00	32.17	482.41	482.43
O	269+10.00	32.17	482.51	482.55
P	269+20.00	32.17	482.61	482.68
Q	269+30.00	32.17	482.72	482.79
R	269+40.00	32.17	482.82	482.88
S	269+50.00	32.17	482.92	482.96
T	269+60.00	32.17	483.02	483.03
℄ Brg. Pier 3	269+69.00	32.17	483.11	483.11
U	269+79.00	32.17	483.21	483.21
V	269+89.00	32.17	483.31	483.32
W	269+99.00	32.17	483.41	483.43
X	270+09.00	32.17	483.51	483.53
Y	270+19.00	32.17	483.61	483.62
℄ Brg. W. Abut.	270+24.33	32.17	483.67	483.67
Bk. W. Abut.	270+26.00	32.17	483.68	483.68

Note:
Work this sheet with sheets 9 thru 13.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 072-0245
SHEET NO. 14 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	428
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

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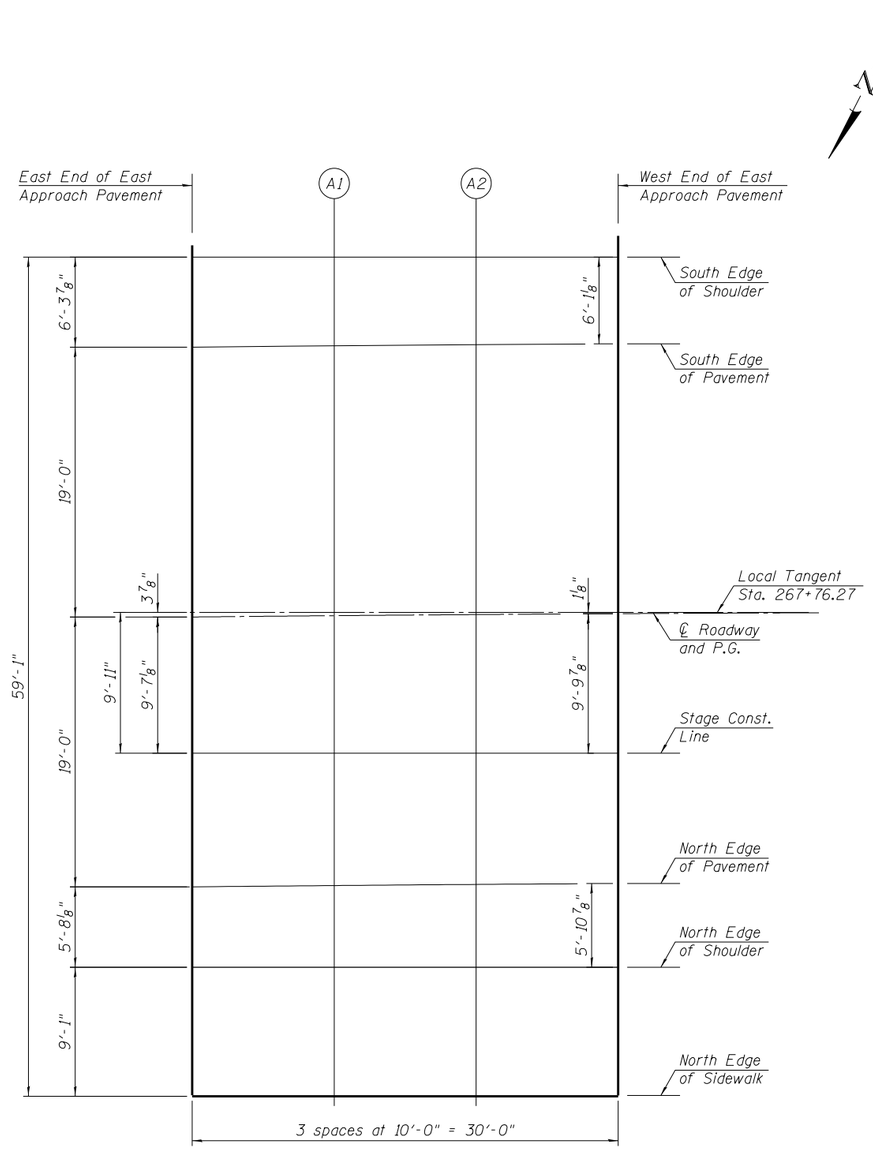

PLAN

Notes:

1. Stations and offsets shown are located radial to ℄ Roadway and P.G.
2. Work this sheet with sheet 9 thru 14 and 16.

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
E. End East Appr. Pav't.	267+11.50	-25.32	480.65
A1	267+21.50	-25.23	480.75
A2	267+31.50	-25.15	480.86
W. End East Appr. Pav't.	267+41.50	-25.09	480.96

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
E. End East Appr. Pav't.	267+11.50	-19.00	480.78
A1	267+21.50	-19.00	480.88
A2	267+31.50	-19.00	480.98
W. End East Appr. Pav't.	267+41.50	-19.00	481.09

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
E. End East Appr. Pav't.	267+11.50	0.00	481.08
A1	267+21.50	0.00	481.18
A2	267+31.50	0.00	481.28
W. End East Appr. Pav't.	267+41.50	0.00	481.38

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
E. End East Appr. Pav't.	267+11.50	9.59	480.93
A1	267+21.50	9.68	481.08
A2	267+31.50	9.76	481.13
W. End East Appr. Pav't.	267+41.50	9.82	481.23

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
E. End East Appr. Pav't.	267+11.50	19.00	480.78
A1	267+21.50	19.00	480.88
A2	267+31.50	19.00	480.98
W. End East Appr. Pav't.	267+41.50	19.00	481.09

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
E. End East Appr. Pav't.	267+11.50	24.68	480.66
A1	267+21.50	24.77	480.76
A2	267+31.50	24.85	480.86
W. End East Appr. Pav't.	267+41.50	24.91	480.96

NORTH EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
E. End East Appr. Pav't.	267+11.50	33.75	480.48
A1	267+21.50	33.85	480.57
A2	267+31.50	33.92	480.67
W. End East Appr. Pav't.	267+41.50	33.99	480.77

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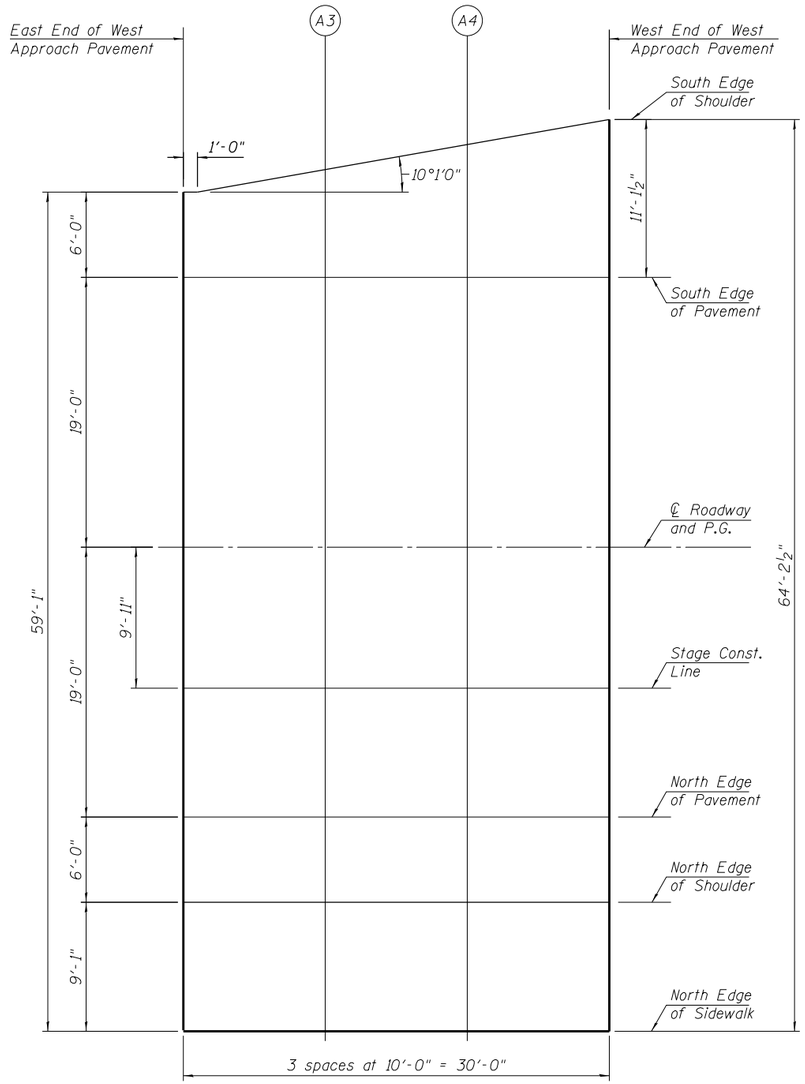
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 072-0245
SHEET NO. 15 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	429
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		



PLAN

Note:

Work this sheet with sheets 9 thru 15.

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
E. End West Appr. Pav't.	270+25.00	-25.00	483.82
A3	270+35.00	-26.59	483.89
A4	270+45.00	-28.36	483.96
W. End West Appr. Pav't.	270+55.00	-30.12	484.02

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
E. End West Appr. Pav't.	270+25.00	-19.00	483.95
A3	270+35.00	-19.00	484.05
A4	270+45.00	-19.00	484.15
W. End West Appr. Pav't.	270+55.00	-19.00	484.25

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
E. End West Appr. Pav't.	270+25.00	0.00	484.25
A3	270+35.00	0.00	484.35
A4	270+45.00	0.00	484.45
W. End West Appr. Pav't.	270+55.00	0.00	484.55

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
E. End West Appr. Pav't.	270+25.00	9.92	484.09
A3	270+35.00	9.92	484.19
A4	270+45.00	9.92	484.29
W. End West Appr. Pav't.	270+55.00	9.92	484.39

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
E. End West Appr. Pav't.	270+25.00	19.00	483.95
A3	270+35.00	19.00	484.05
A4	270+45.00	19.00	484.15
W. End West Appr. Pav't.	270+55.00	19.00	484.25

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
E. End West Appr. Pav't.	270+25.00	25.00	483.82
A3	270+35.00	25.00	483.92
A4	270+45.00	25.00	484.03
W. End West Appr. Pav't.	270+55.00	25.00	484.13

NORTH EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
E. End West Appr. Pav't.	270+25.00	34.08	483.63
A3	270+35.00	34.08	483.74
A4	270+45.00	34.08	483.84
W. End West Appr. Pav't.	270+55.00	34.08	483.94

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 072-0245
SHEET NO. 16 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	430
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

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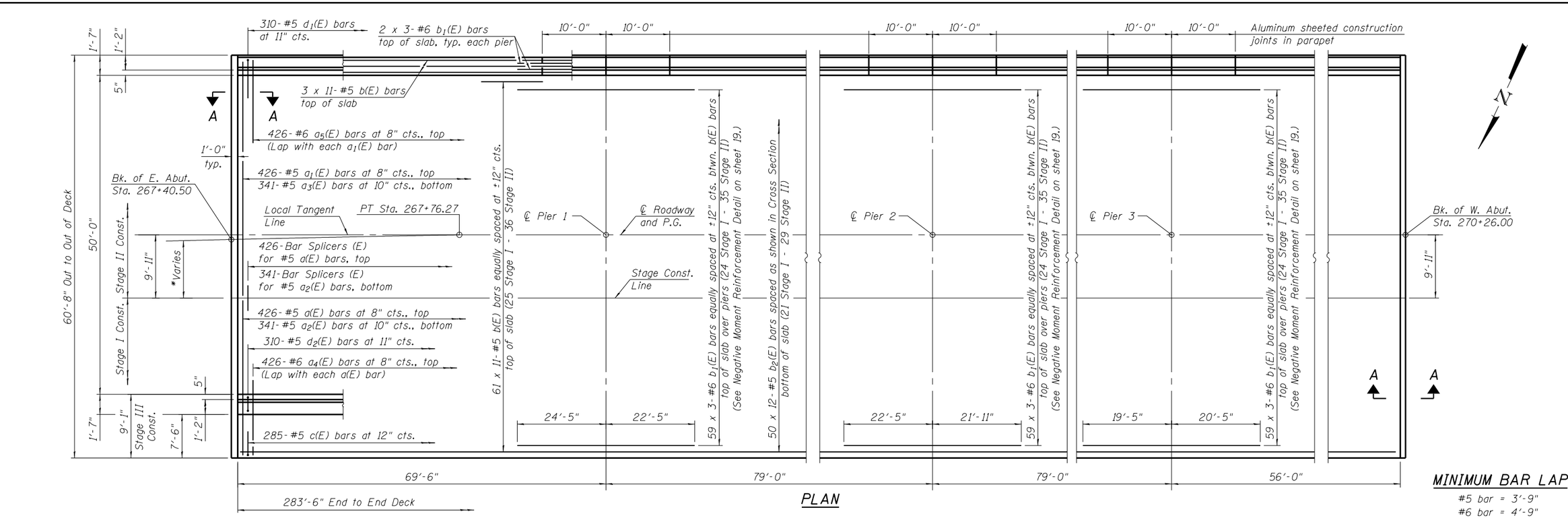
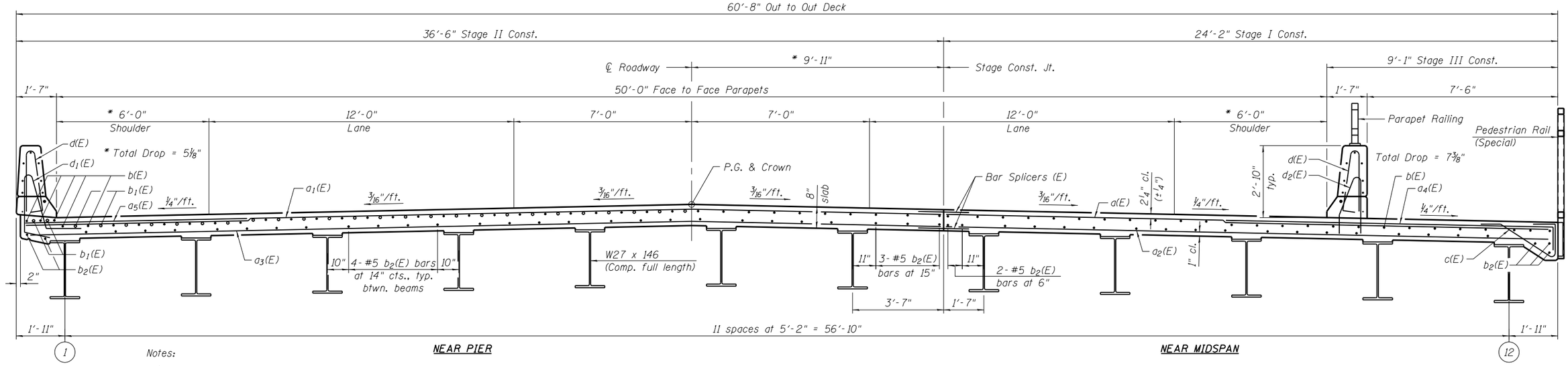


PLAN

MINIMUM BAR LAP

#5 bar = 3'-9"
#6 bar = 4'-9"



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking West)

* Dimension varies from Sta. 267+40.50 to Sta. 267+76.27. See Offset Sketch on sheet 2.

Notes:

1. Bridge Deck Grooving, completed in Stage I Construction, shall not be applied directly underneath the proposed north parapet. The grooving shall be completed in accordance with Article 503.16(a)(3) of the Standard Specifications.
2. See sheet 18 and 19 for superstructure details and Bill of Material.
3. See sheet 20 for diaphragm details and Section A-A.
4. Bars indicated thus 59 x 3- #6 etc. indicates 59 lines of bars with 3 lengths per line.
5. See sheet 18 for parapet reinforcement.
6. See sheet 42 for bar splicer details.

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STATE OF ILLINOIS
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SUPERSTRUCTURE
STRUCTURE NO. 072-0245
SHEET NO. 17 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	431
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

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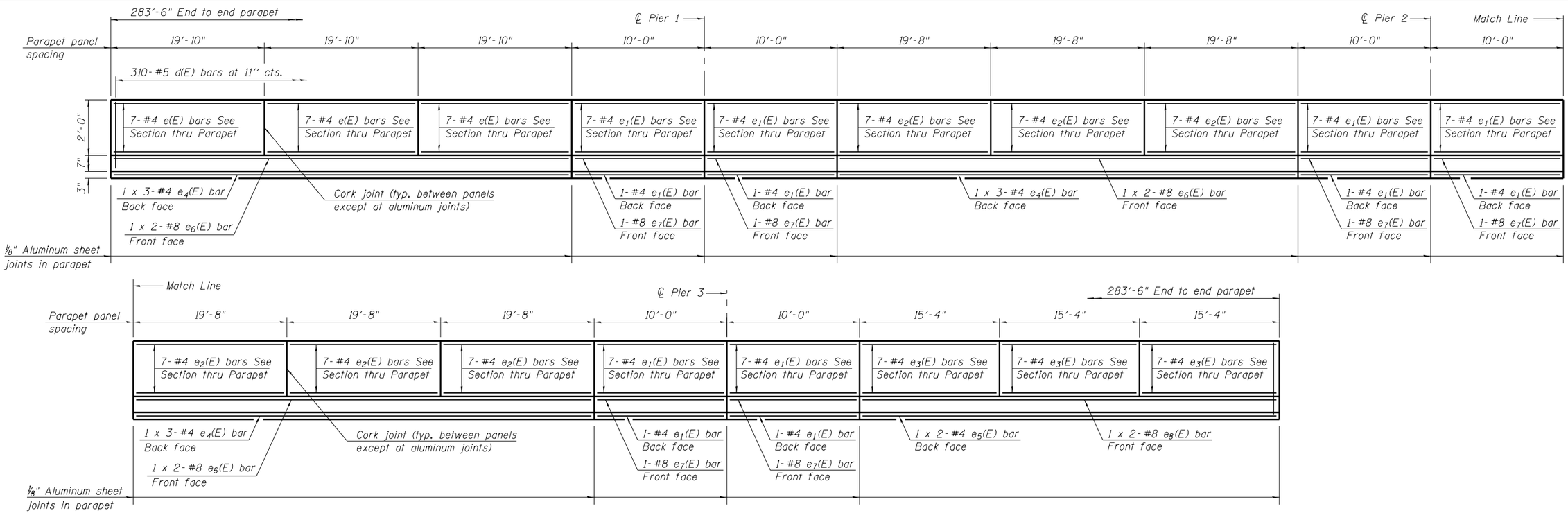


INSIDE ELEVATION OF SOUTH PARAPET

(North Parapet Similar)

MINIMUM BAR LAP

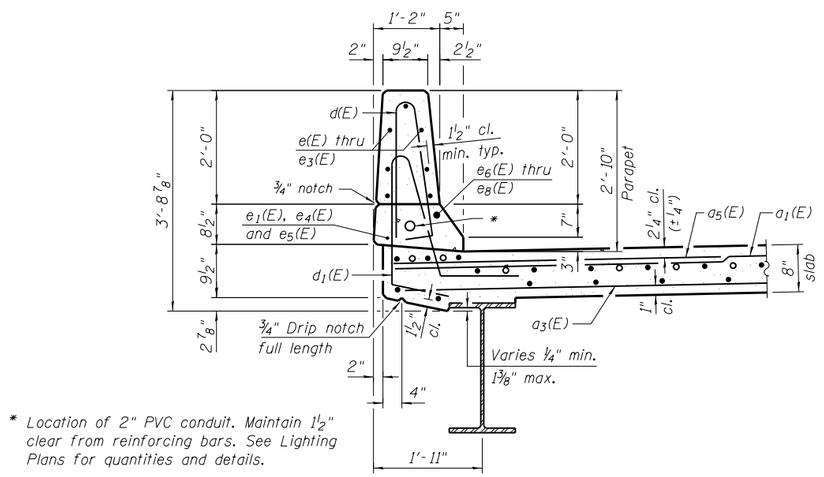
(Parapet)

#4 bar = 2'-11"

#8 bar = 6'-4"

Notes:

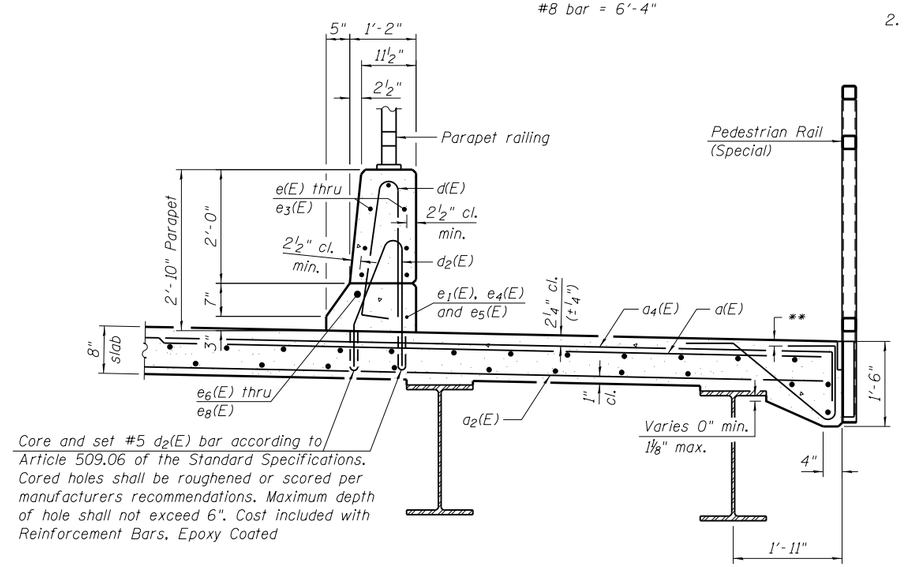
1. See sheet 19 for Bill of Material.
2. Bars indicated thus 1 x 2-#8 etc. indicates 1 lines of bars with 2 lengths per line.



* Location of 2" PVC conduit. Maintain 1½" clear from reinforcing bars. See Lighting Plans for quantities and details.

SECTION THRU SOUTH PARAPET

(Looking West)



Core and set #5 $d_2(E)$ bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturers recommendations. Maximum depth of hole shall not exceed 6". Cost included with Reinforcement Bars, Epoxy Coated

SECTION THRU NORTH PARAPET AND SIDEWALK

(Looking West)

** Reinforcement in the top of the deck may be placed with a 1½" minimum clearance in the area of the rail post anchor devices. The studs of the anchor devices shall be placed below the top reinforcement bars and outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 18 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	432
		CONTRACT NO. 68185		
		ILLINOIS FED. AID PROJECT		

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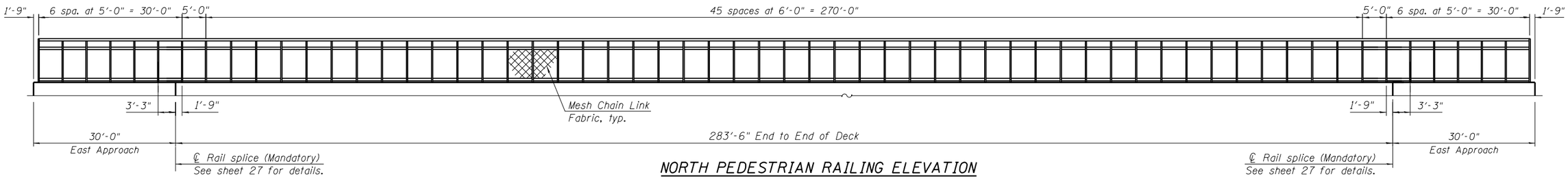
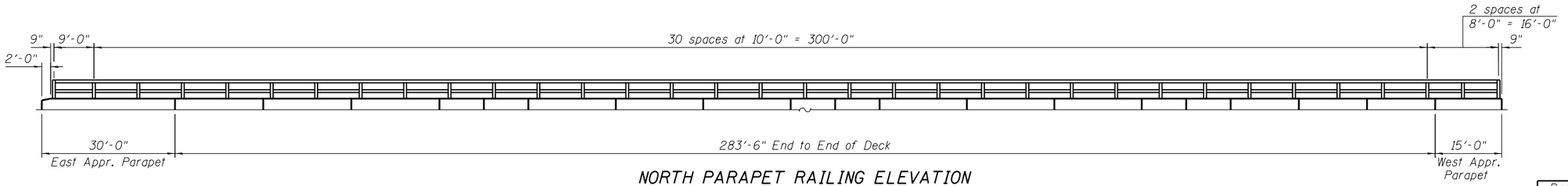


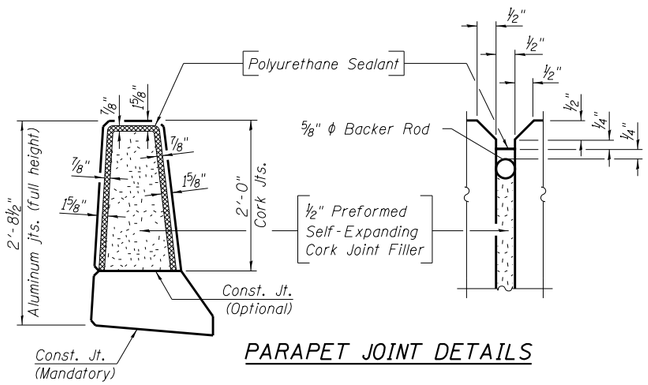
NORTH PEDESTRIAN RAILING ELEVATION

(Post space shown, Looking South)

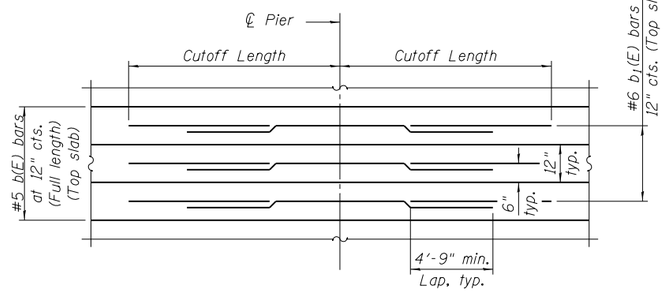


NORTH PARAPET RAILING ELEVATION

(Post spacing shown, Looking South)



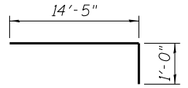
PARAPET JOINT DETAILS



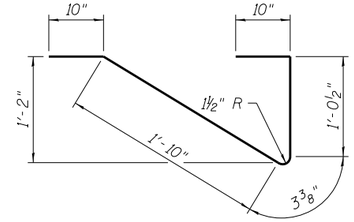
NEGATIVE MOMENT REINFORCEMENT DETAIL

(For $b_1(E)$ bar cutoff lengths at each pier, see sheet 17.)

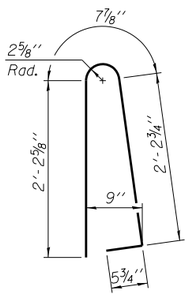
Note:
See sheet 27 and 28 for pedestrian and parapet railing details.



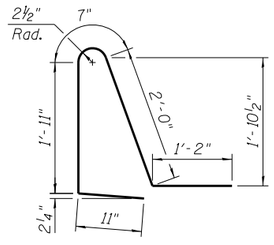
BAR $a_4(E)$



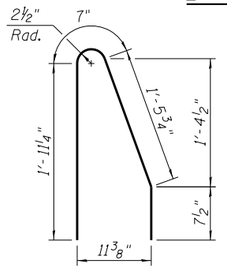
BAR $c(E)$



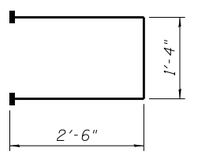
BAR $d(E)$



BAR $d_1(E)$

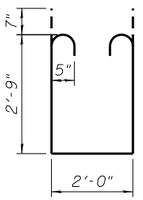


BAR $d_2(E)$



BAR $s(E)$

(Headed)



BAR $s_1(E)$

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	426	#5	23'-10"	
a_1(E)	426	#5	36'-0"	
a_2(E)	341	#5	23'-10"	
a_3(E)	341	#5	35'-7"	
a_4(E)	426	#6	15'-5"	
a_5(E)	426	#6	6'-6"	
b(E)	704	#5	29'-2"	
b_1(E)	549	#6	18'-10"	
b_2(E)	600	#5	27'-1"	
c(E)	285	#5	4'-10"	
d(E)	620	#5	5'-7"	
d_1(E)	310	#5	6'-7"	
d_2(E)	310	#5	4'-8"	
e(E)	42	#4	19'-7"	
e_1(E)	96	#4	9'-9"	
e_2(E)	84	#4	19'-5"	
e_3(E)	42	#4	15'-1"	
e_4(E)	18	#4	21'-10"	
e_5(E)	4	#4	24'-6"	
e_6(E)	12	#8	32'-11"	
e_7(E)	12	#8	9'-9"	
e_8(E)	4	#8	26'-2"	
m(E)	8	#6	23'-10"	
m_1(E)	8	#6	36'-2"	
m_2(E)	60	#6	4'-10"	
m_3(E)	12	#6	1'-7"	
m_4(E)	6	#6	1'-3"	
m_5(E)	6	#6	3'-3"	
m_6(E)	72	#5	4'-0"	
s(E)	120	#5	6'-4"	
s_1(E)	98	#5	8'-8"	
Concrete Superstructure		Cu. Yd.	548.3	
Bridge Deck Grooving		Sq. Yd.	1,749	
Protective Coat		Sq. Yd.	2,195	
Reinforcement Bars, Epoxy Coated		Pound	132,190	
Bar Splicers		Each	781	

Notes:

1. The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
2. The Polyurethane Sealant shall be non-staining gray one component non-sag elastomeric gun grade meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a ⅝" backer rod.
3. The ½" Preformed Self-Expanding Cork Joint Filler shall be according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.
4. Headed bars shall conform to ASTM A970 Class HA. Cost included with Reinforcement Bars, Epoxy Coated.

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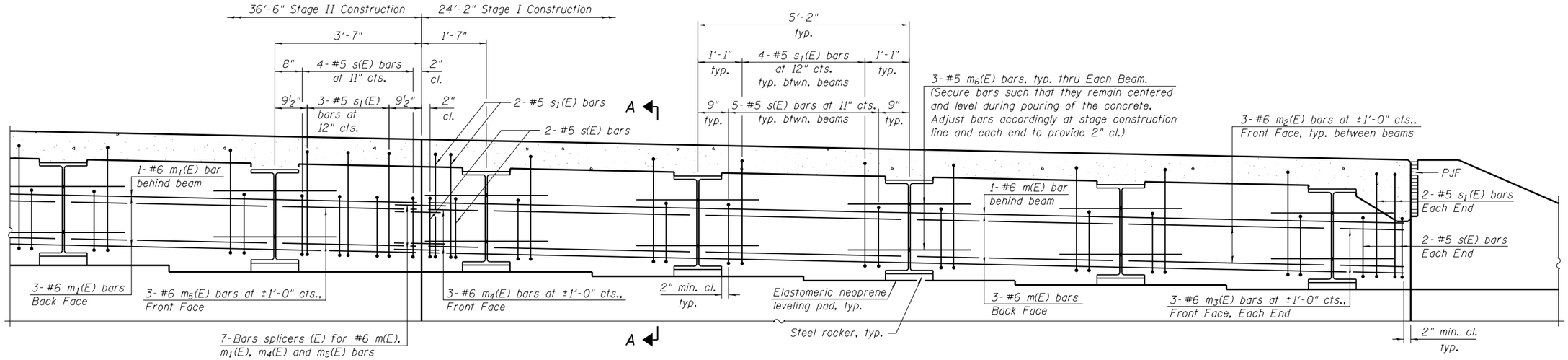
USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = Ø±2 '' / in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

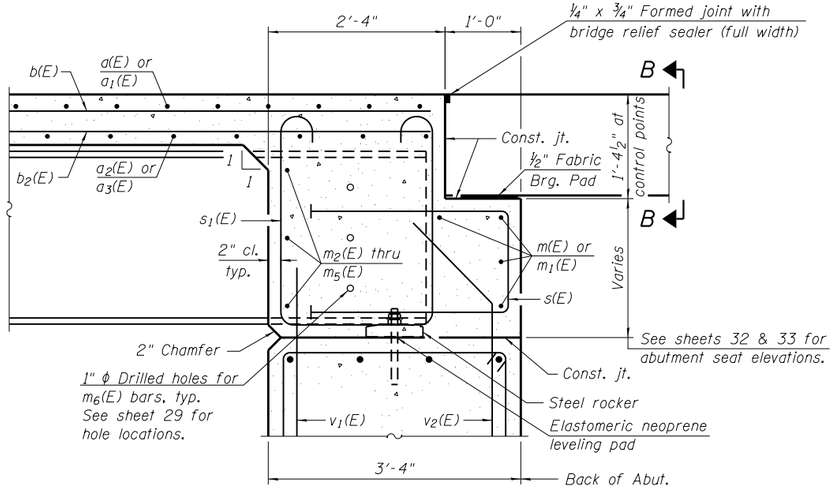
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 19 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	433
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

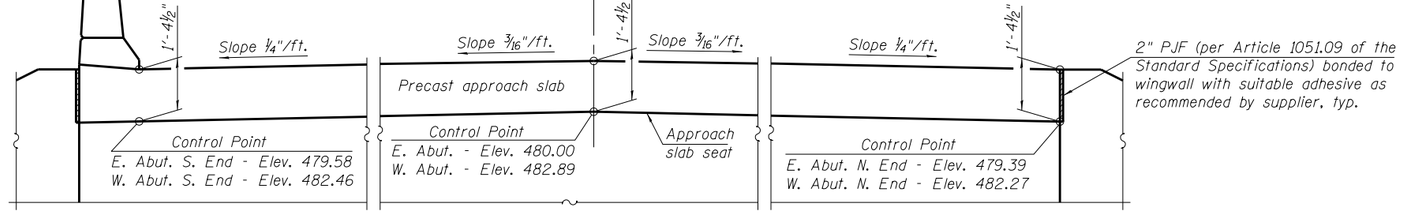


DIAPHRAGM ELEVATION

(West Abutment, looking west, shown. East Abutment, looking east, similar.)
(Parapets & Railing not shown for clarity.)

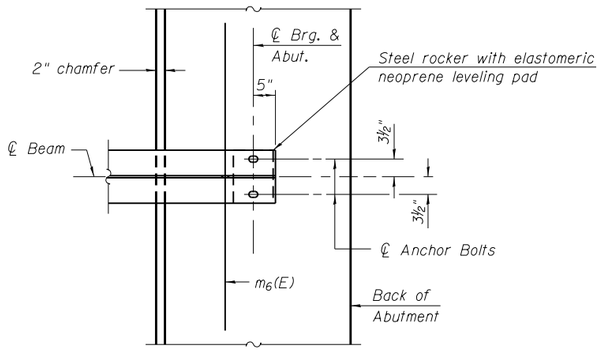


SECTION A-A



SECTION B-B

(North parapet and railing not shown for clarity.)



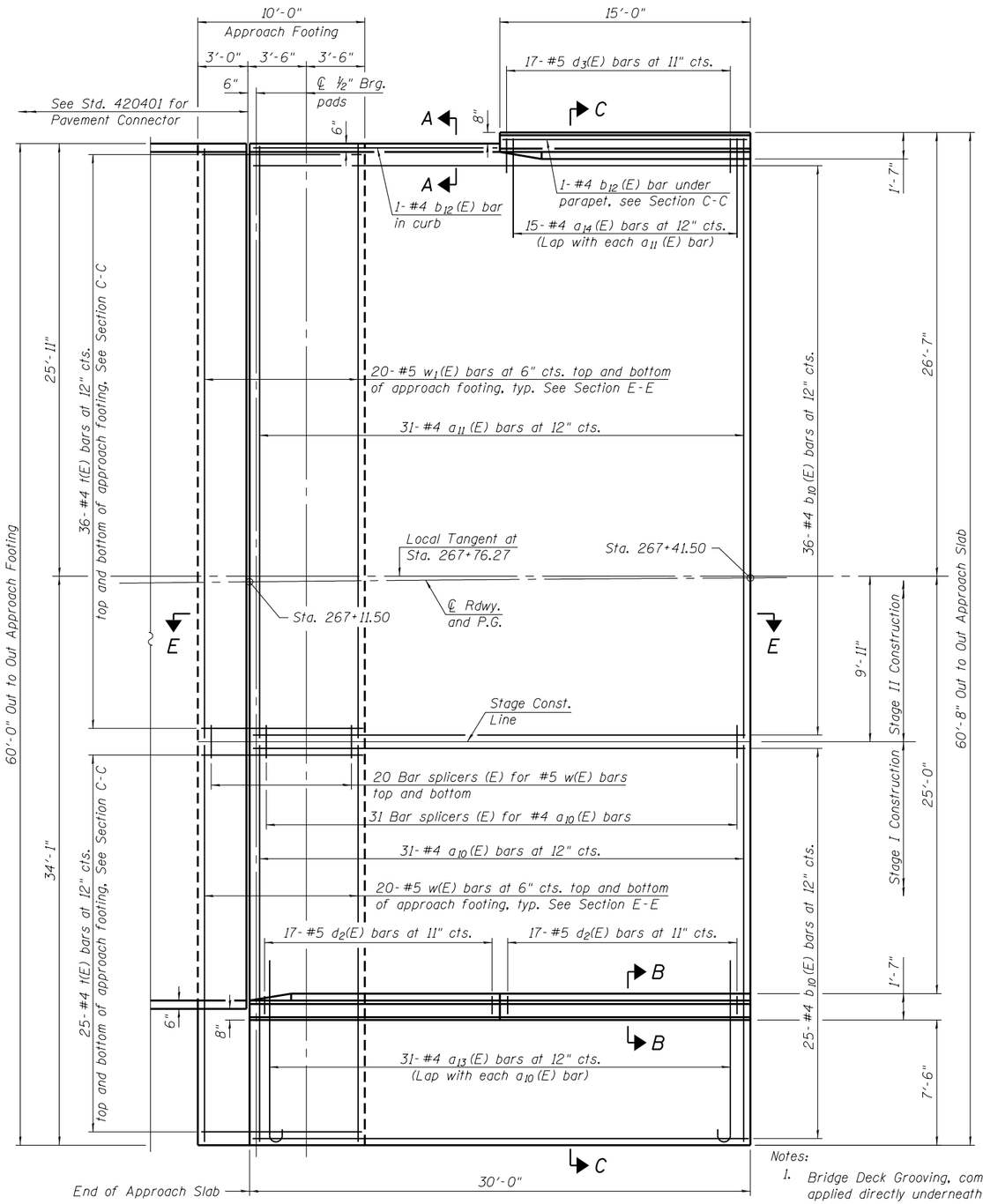
PARTIAL PLAN AT ABUTMENT

(Showing bottom flange of beam)

Notes:

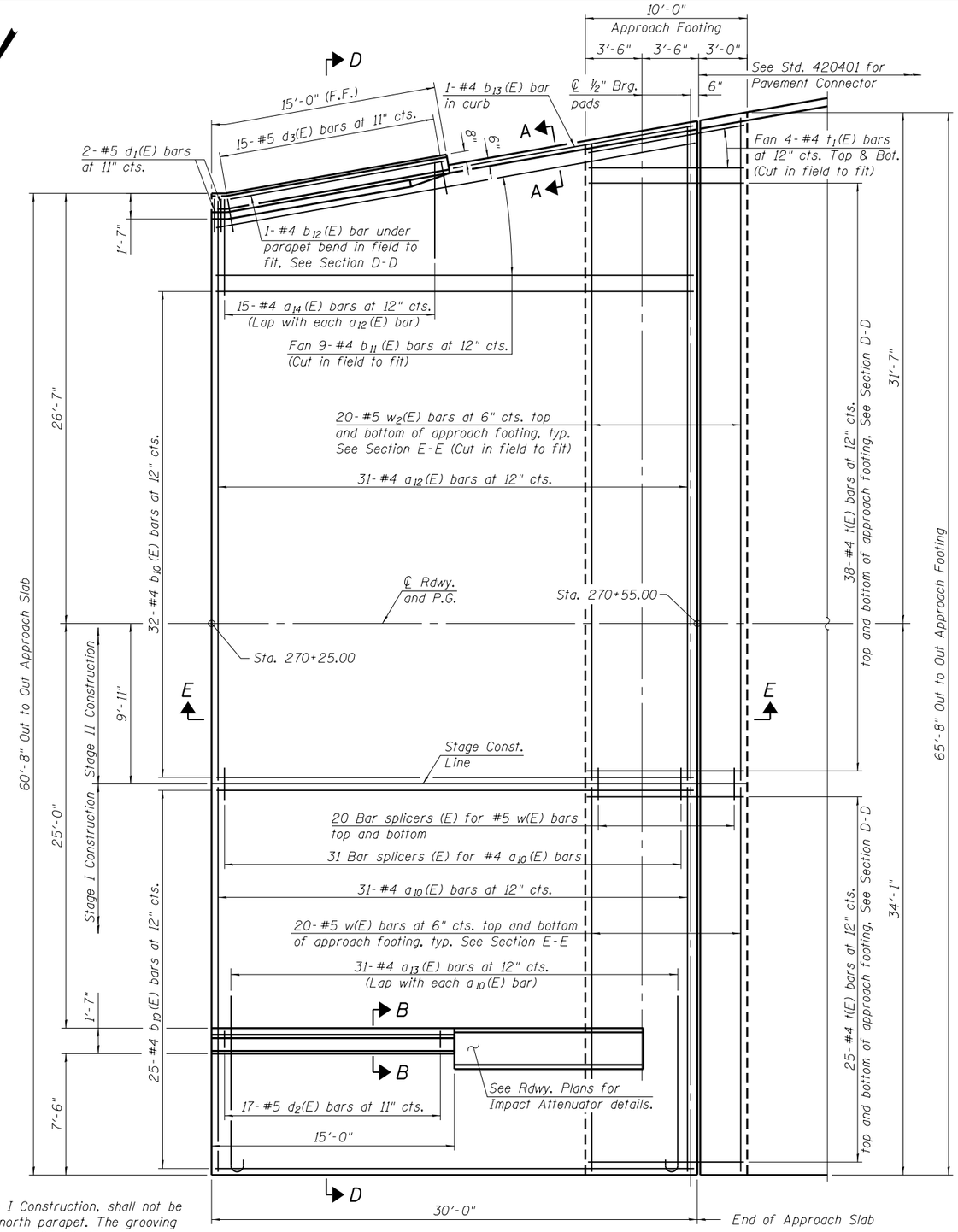
1. Reinforcement bars in diaphragm are billed with superstructure on sheet 19.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet 19.
3. For details of bars s(E) and s_1(E) see sheet 19.
4. The approach slab seat shall have a constant slope determined from the control points shown.
5. For bearing details see sheet 31.

LAST SAVED DATE 8/15/2018



PLAN - EAST APPROACH

(Showing wearing surface)



PLAN - WEST APPROACH

(Showing wearing surface)

Notes:

1. Bridge Deck Grooving, completed in Stage I Construction, shall not be applied directly underneath the proposed north parapet. The grooving shall be completed in accordance with Article 503.16(a)(3) of the Standard Specifications.
2. Work this sheet with sheets 22 thru 26.

FILE NAME = 0720245-68185.dgn

design firm no. 184001036

whks engineers + planners + land surveyors

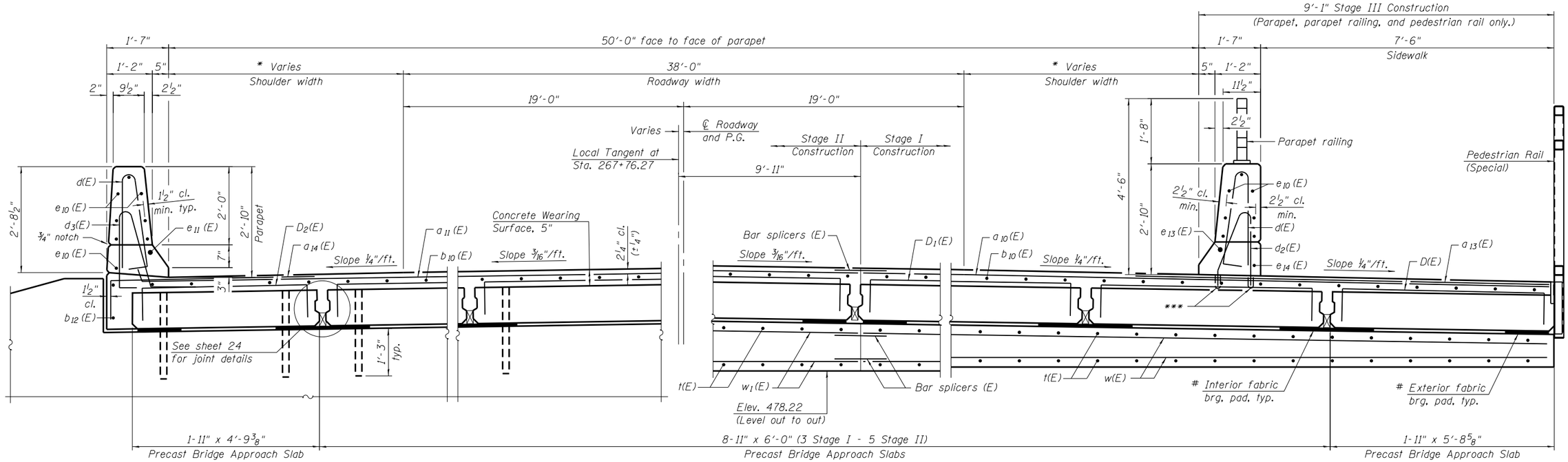
USER NAME = $OPERATOR$	DESIGNED - SBC	REVISED	
	CHECKED - TJZ	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - TJZ	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB PLAN
STRUCTURE NO. 072-0245

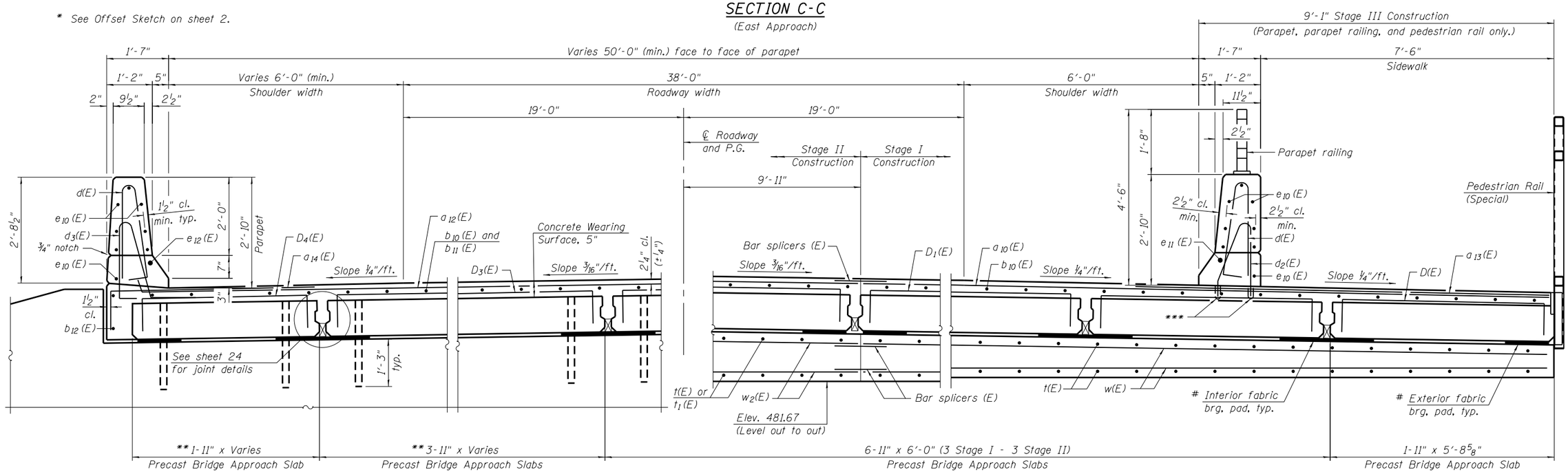
SHEET NO. 21 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	435
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			



SECTION C-C
(East Approach)

* See Offset Sketch on sheet 2.



SECTION D-D
(West Approach)

** See sheet 25 for Precast Bridge Approach Slab dimensions.

*** Core and set #5 d2(E) bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturers recommendations. Maximum depth of hole shall not exceed 6". Cost included with Reinforcement Bars, Epoxy Coated.

\# Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.

Note:
Work this sheet with sheets 21 and 23 thru 26.

FILE NAME = 0720245-68185.dgn

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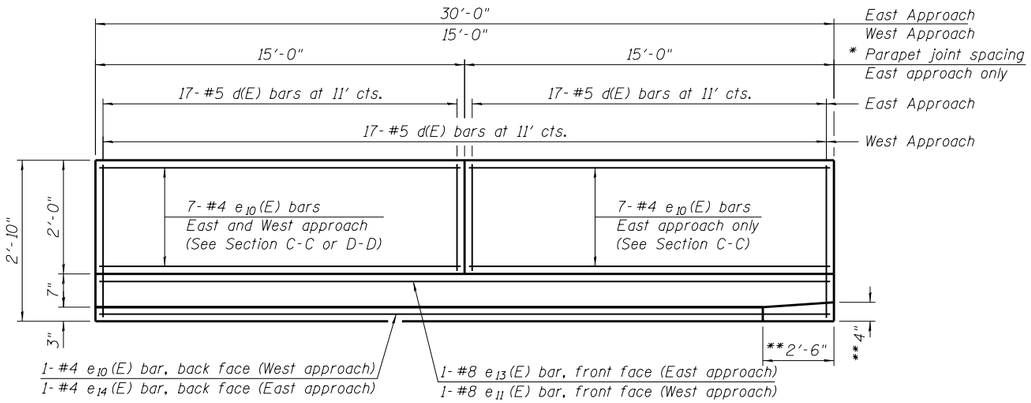
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - TJZ	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

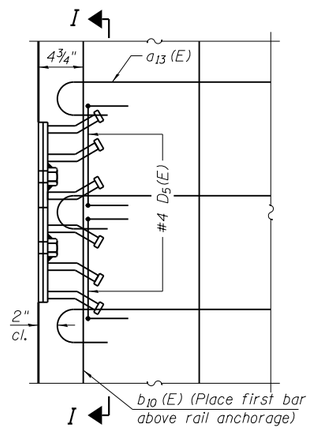
PRECAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 22 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	436
		CONTRACT NO. 68185		
		ILLINOIS FED. AID PROJECT		

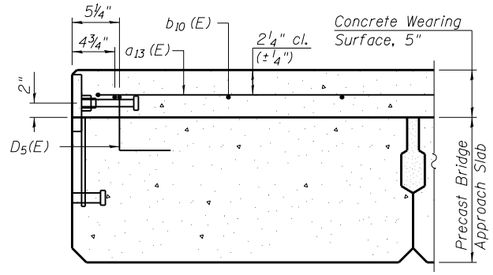


INSIDE ELEVATION OF NORTH PARAPET

(Parapet rail not shown for clarity.)



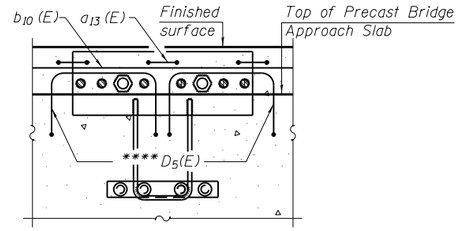
PLAN



SECTION THRU FASCIA

Note:

Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the Precast Bridge Approach Slab. See sheet 8 for rail anchor device notes and details.

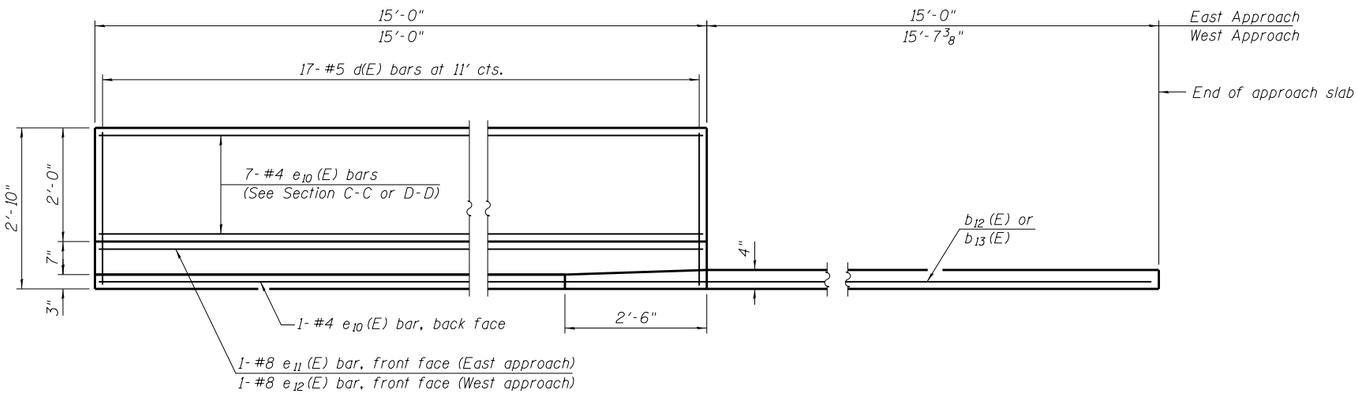


SECTION I-I

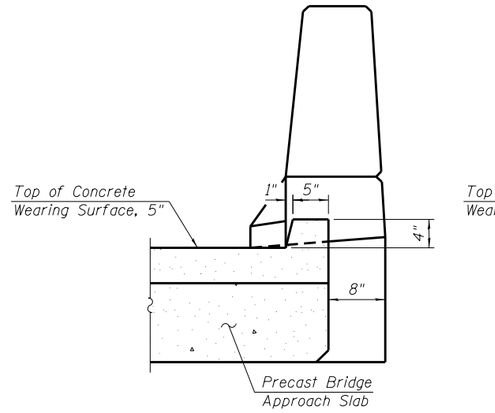
**** Place 2-#4 $D_5(E)$ bars in beam at each post location as shown. $D_5(E)$ bar included in cost of Precast Bridge Approach Slab.

* See sheet 19 for parapet joint details.

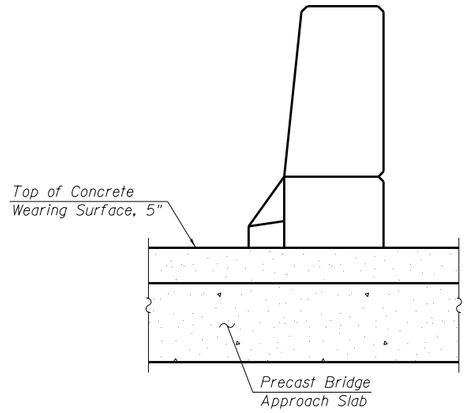
** East approach only.



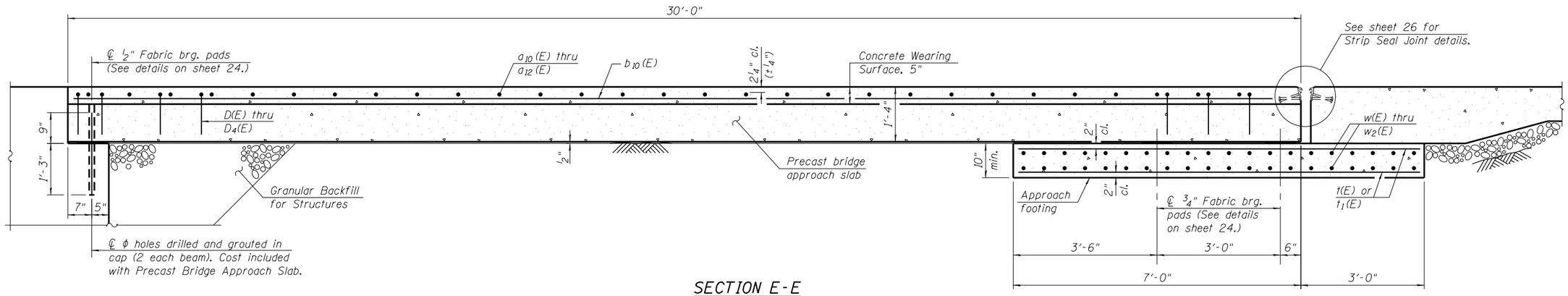
INSIDE ELEVATION OF SOUTH PARAPET AND CURB



SECTION A-A



SECTION B-B



SECTION E-E

Notes:

1. Work this sheet with sheets 21, 22 and 24 thru 26.
2. The approach footing Maximum Applied Service Bearing Pressure (Q_{max}) = 2.0 ksf.

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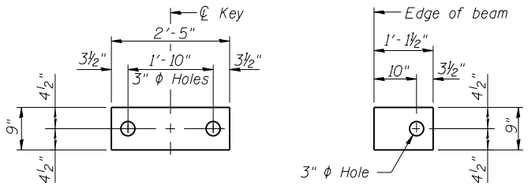
PLOT DATE = 8/16/2018	CHECKED - TJZ	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

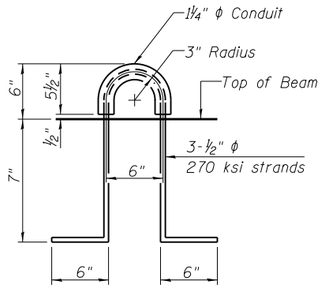
PRECAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 23 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	437
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

LAST SAVED DATE 8/15/2018



FABRIC BEARING PAD



LIFTING LOOP DETAIL

(An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the Manufacturer's recommendations may be used.)

BAR LIST
6'-0" INTERIOR BEAM

(For information only)

	Bar	No.	Size	Length	Shape
	B(E)	7	#5	29'-8"	——
	B_1(E)	14	#9	29'-8"	——
*	D_1(E)	22	#4	7'-7"	⌐
	S_1(E)	60	#5	13'-6"	▭

* Provide 41-D_1(E) bars for each north interior beam only.

BAR LIST
5'-8 5/8" EXTERIOR BEAM

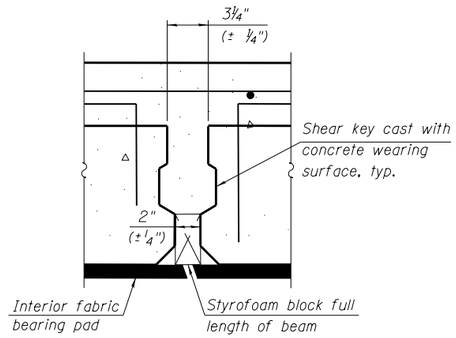
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	——
B_1(E)	14	#9	29'-8"	——
D(E)	22	#4	7'-3"	⌐
D_5(E)	12	#4	2'-9"	⌐
S(E)	60	#5	12'-11"	▭

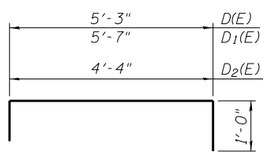
BAR LIST
4'-9 3/8" EXTERIOR BEAM

(For information only)

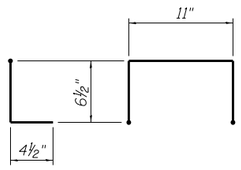
Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	——
B_1(E)	12	#9	29'-8"	——
D_2(E)	41	#4	6'-4"	⌐
S_2(E)	60	#5	11'-1"	▭



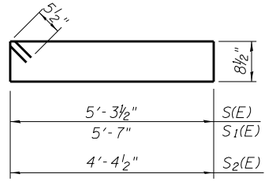
SECTION THRU SHEAR KEY JOINT



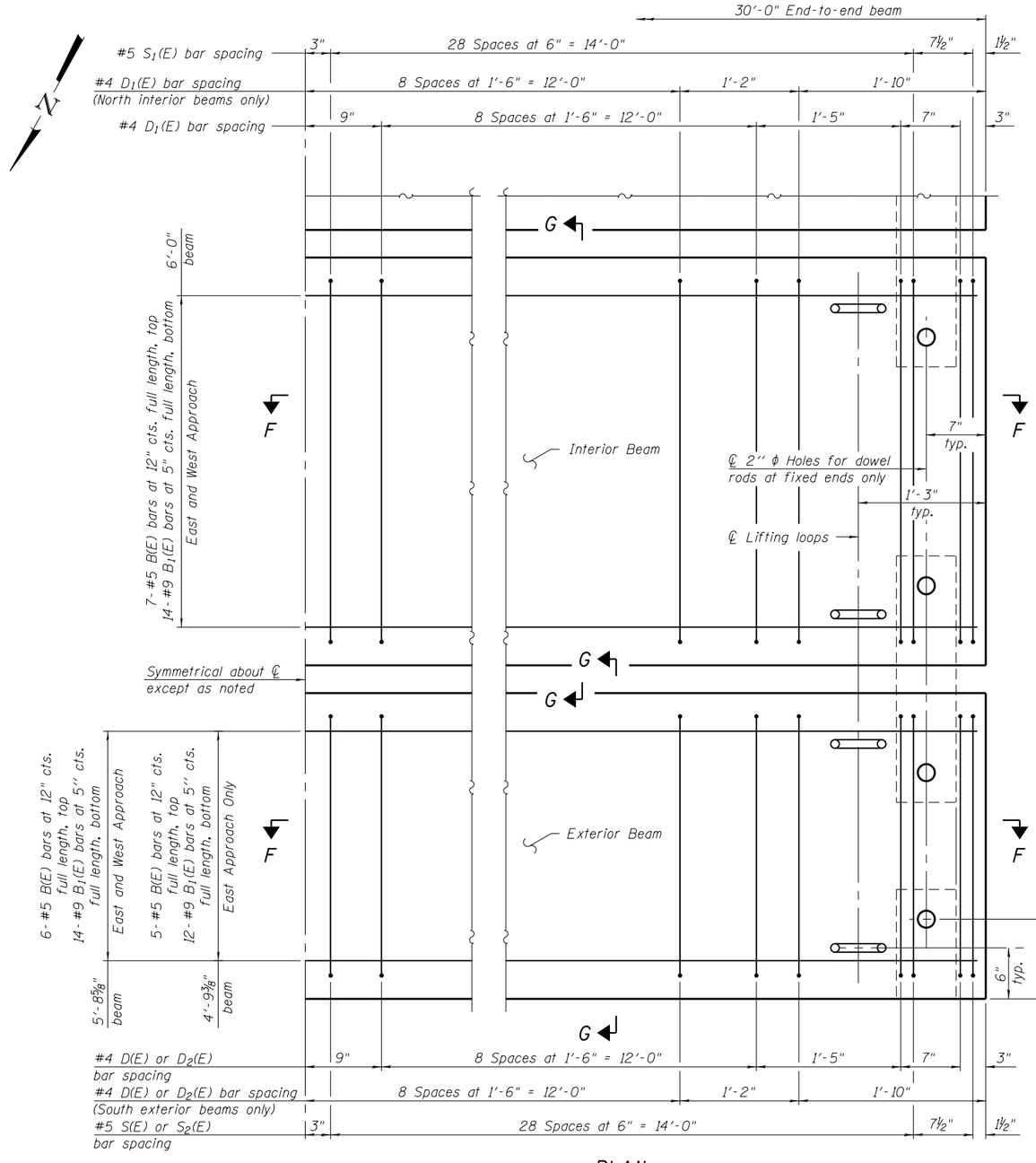
BARS D(E), D_1(E) & D_2(E)



BAR D_5(E)



BARS S(E), S_1(E) & S_2(E)



PLAN

(East approach shown. West approach similar except as noted.)
(See sheet 25 for West approach flared Precast Bridge Approach Slabs not shown.)

Notes:

1. Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.
2. Omit holes for fabric bearing pads at approach slab footing end of beams.
3. Work this sheet with sheets 21 thru 23, 25, and 26.

FILE NAME = 0720245-68185.dgn

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PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - TJZ	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 24 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	438
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

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BAR LIST
FLARED EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
$B_6(E)$	6	#5	30'-1"	——
$B_7(E)$	13	#9	30'-1"	——
$D_4(E)$	82	#4	4'-5"	⌐
$S_4(E)$	120	#5	7'-8½"	⊐

BAR LIST
FLARED INTERIOR BEAM A
(For information only)

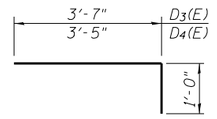
Bar	No.	Size	Length	Shape
$B_4(E)$	6	#5	29'-11"	——
$B_5(E)$	13	#9	29'-11"	——
$D_3(E)$	44	#4	4'-7"	⌐
$S_3(E)$	120	#5	8'-0½"	⊐

BAR LIST
FLARED INTERIOR BEAM B
(For information only)

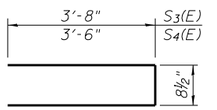
Bar	No.	Size	Length	Shape
$B_2(E)$	6	#5	29'-9"	——
$B_3(E)$	13	#9	29'-9"	——
$D_3(E)$	44	#4	4'-7"	⌐
$S_3(E)$	120	#5	8'-0½"	⊐

BAR LIST
FLARED INTERIOR BEAM C
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	——
$B_1(E)$	13	#9	29'-8"	——
$D_3(E)$	44	#4	4'-7"	⌐
$S_3(E)$	120	#5	8'-0½"	⊐

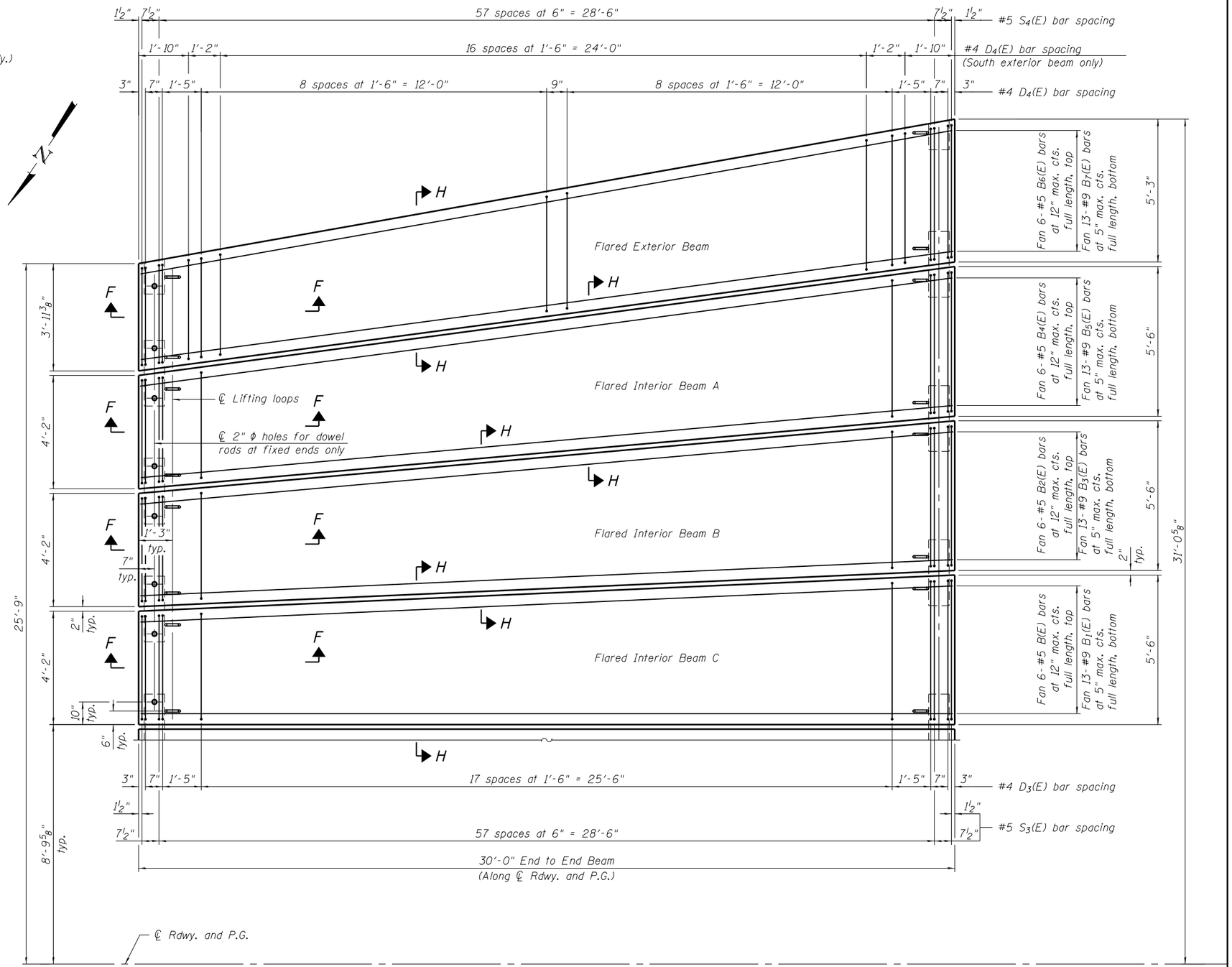


BARS $D_3(E)$ & $D_4(E)$



BARS $S_3(E)$ & $S_4(E)$

MINIMUM BAR LAP
(For D_3, D_4, S_3, S_4 bars only.)
#4 bar = 2'-0"
#5 bar = 2'-3"



PLAN
(West approach flared bridge approach slabs shown.)

Note:
Work this sheet with sheets 21 thru 24 and 26.

FILE NAME = 0720245-68185.dgn

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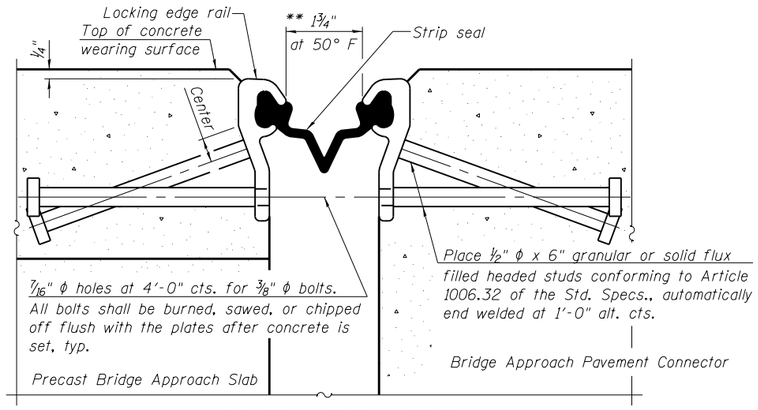
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - TJZ	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

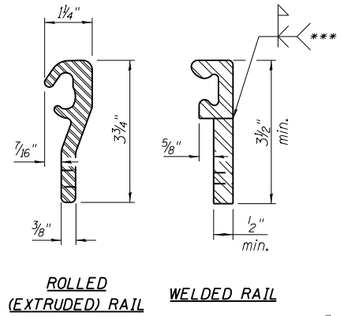
PRECAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 25 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	439
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

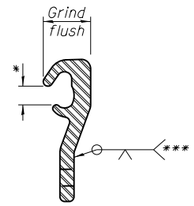
LAST SAVED DATE 8/15/2018



SECTION THRU STRIP SEAL JOINT

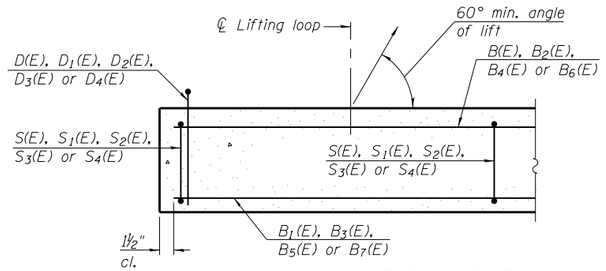


LOCKING EDGE RAIL

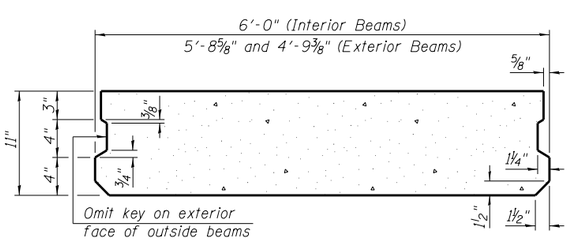


LOCKING EDGE RAIL SPLICE

Rolled rail shown, welded rail similar.

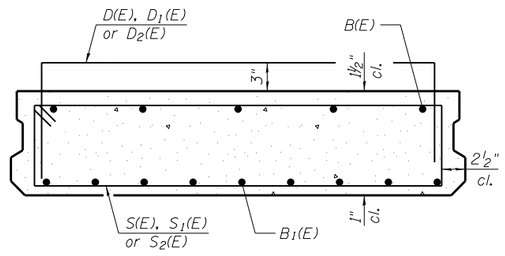


SECTION F-F



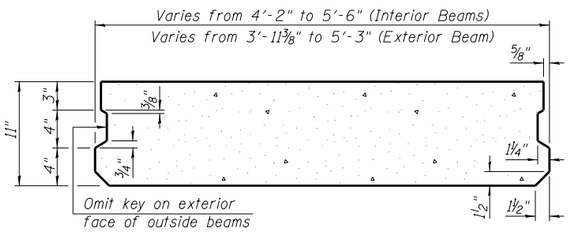
SECTION G-G

(Showing dimensions)



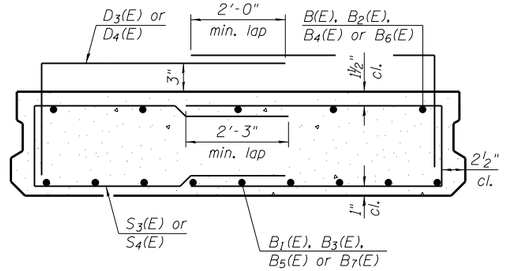
SECTION G-G

(Showing reinforcement)



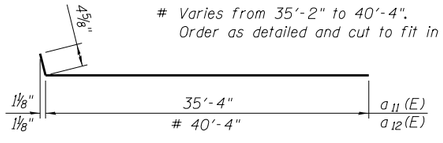
SECTION H-H

(Showing dimensions)

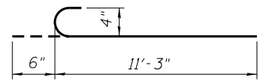


SECTION H-H

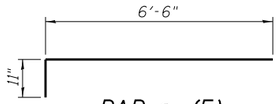
(Showing reinforcement)



BAR a11(E) & a12(E)



BAR a13(E)



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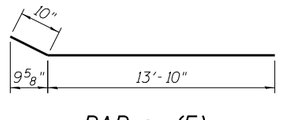

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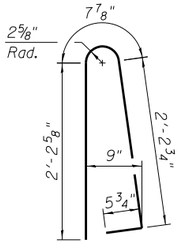
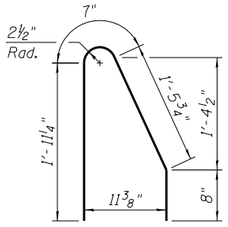
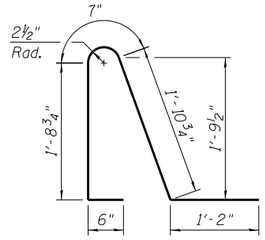


BAR d(E)



BAR d2(E)



BAR d3(E)

* Omit weld at seal opening.

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

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

Notes:

1. The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
2. Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
3. Parapet concrete shall be paid for as Concrete Superstructure.
4. Approach footing concrete shall be paid for as Concrete Structures.
5. Cost of excavation for approach footing included with Concrete Structures.
6. For Granular Backfill for Structures and Drainage Treatment Details, see sheet 2.
7. The top surface of precast bridge approach slabs shall be finish similar to precast prestressed concrete deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
8. After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.
9. Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
10. A minimum 2 - ½" ϕ lifting pins shall be used to engage the lifting loops during handling.
11. Compressive strength of precast concrete, f'c shall be 6,000 psi.
12. Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.
13. For additional parapet details, see sheet 17 thru 19.
14. Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".
15. The shall extend 6" beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated measurement of 4".
16. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints. The locking edge rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer. Flange edge rails will not be allowed.
17. The manufacturer's recommended installation methods shall be followed.
18. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
19. Maximum Joints in rails within 10' of curbs shall be welded.
20. Work this sheet with sheets 21 thru 25.

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	62	#4	23'-10"	
a11(E)	31	#4	35'-9"	
a12(E)	31	#4	40'-9"	
a13(E)	62	#4	11'-9"	
a14(E)	30	#4	7'-5"	
b10(E)	118	#4	29'-8"	
b11(E)	9	#4	30'-2"	
b12(E)	3	#4	14'-8"	
b13(E)	1	#4	15'-3"	
d(E)	85	#5	5'-7"	
d2(E)	51	#5	4'-8"	
d3(E)	34	#5	5'-10½"	
e10(E)	38	#4	14'-8"	
e11(E)	2	#8	14'-8"	
e12(E)	1	#8	14'-8"	
e13(E)	1	#8	29'-8"	
e14(E)	1	#4	29'-8"	
t(E)	248	#4	9'-8"	
t1(E)	8	#4	9'-10"	
w(E)	80	#5	23'-10"	
w1(E)	40	#5	35'-6"	
w2(E)	40	#5	41'-2"	
Concrete Structures		Cu. Yd.	53.3	
Concrete Superstructure		Cu. Yd.	9.4	
Bridge Deck Grooving		Sq. Yd.	383	
Protective Coat		Sq. Yd.	453	
Precast Bridge Approach Slab		Sq. Ft.	3,675	
Concrete Wearing Surface, 5"		Sq. Yd.	410.6	
Reinforcement Bars, Epoxy Coated		Pound	14,150	
Bar Splicers		Each	142	
Preformed Joint Strip Seal		Foot	119	

FILE NAME = 0720245-68185.dgn

design firm no. 184001036

whks engineers + planners + land surveyors

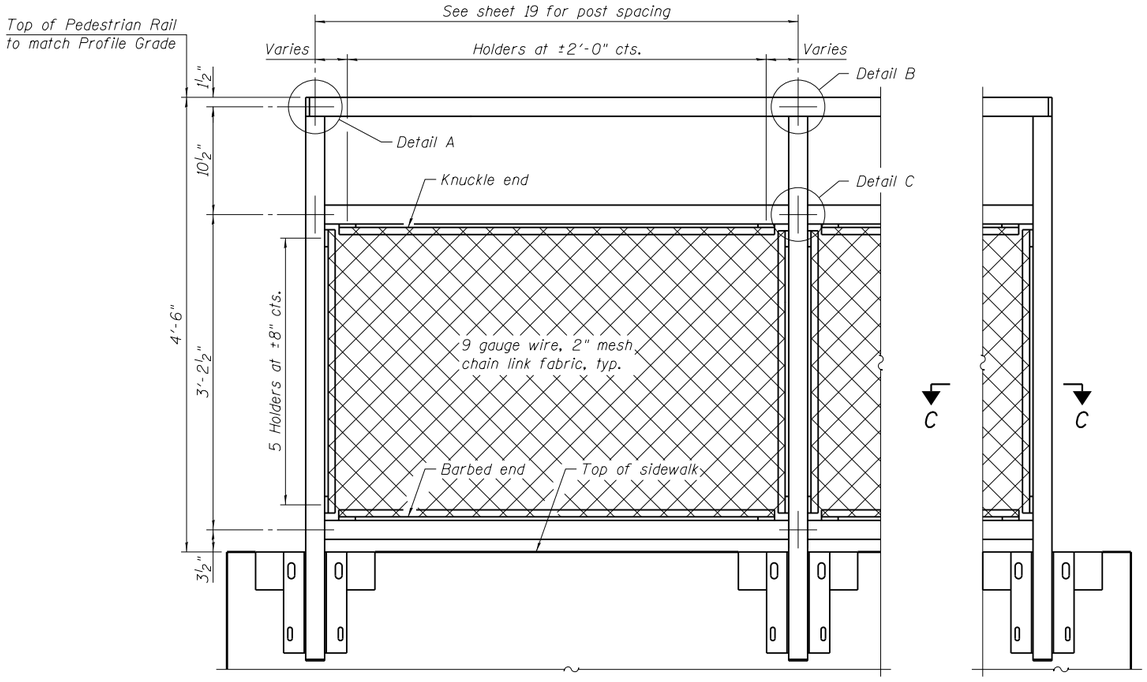
USER NAME = $OPERATOR$	DESIGNED - SBC	REVISED	
	CHECKED - TJZ	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - TJZ	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

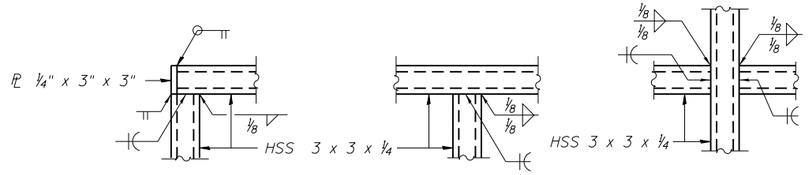
PRECAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 26 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	440
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

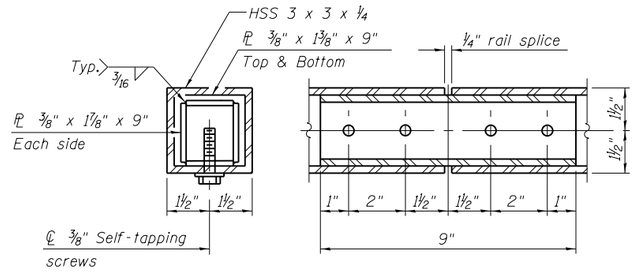
LAST SAVED DATE 8/15/2018



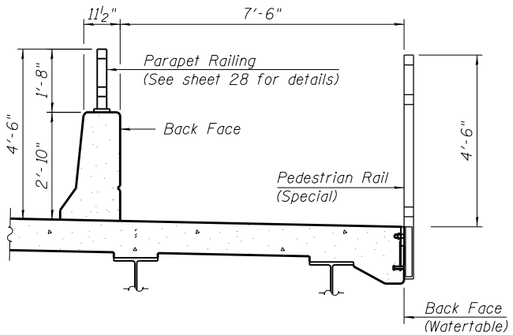
NORTH PEDESTRIAN RAIL PARTIAL ELEVATION



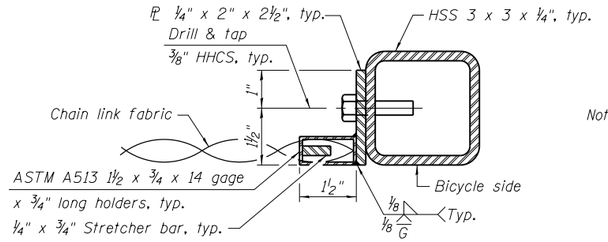
DETAIL A DETAIL B DETAIL C



RAIL SPLICE



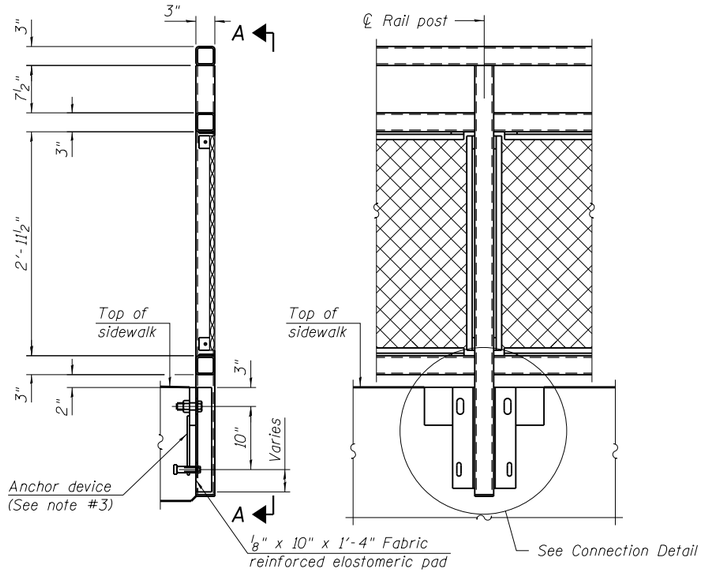
SECTION THRU SIDEWALK
(Bridge deck shown. Bridge approach slab similar.)



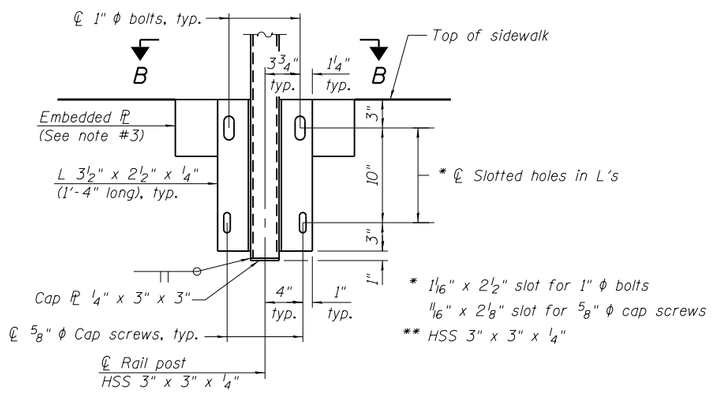
SECTION C-C

Notes:

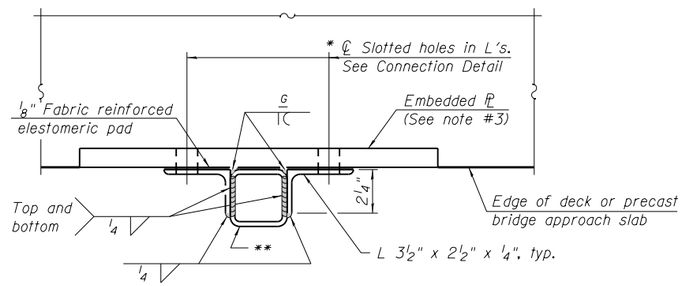
1. CVN testing may be omitted for the Pedestrian Railing.
2. Sufficient ¼" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Pedestrian Rail (Special).
3. All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
4. See sheet 8 for anchor device notes and details not shown.



SECTION AT RAIL POST SECTION A-A



CONNECTION DETAIL



SECTION B-B

BILL OF MATERIAL

Item	Unit	Quantity
Pedestrian Rail (Special)	Foot	340

FILE NAME = 0720245-68185.dgn

design firm no. 184001036 whks engineers + planners + land surveyors

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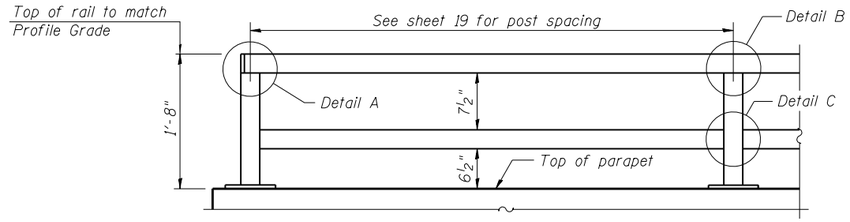
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

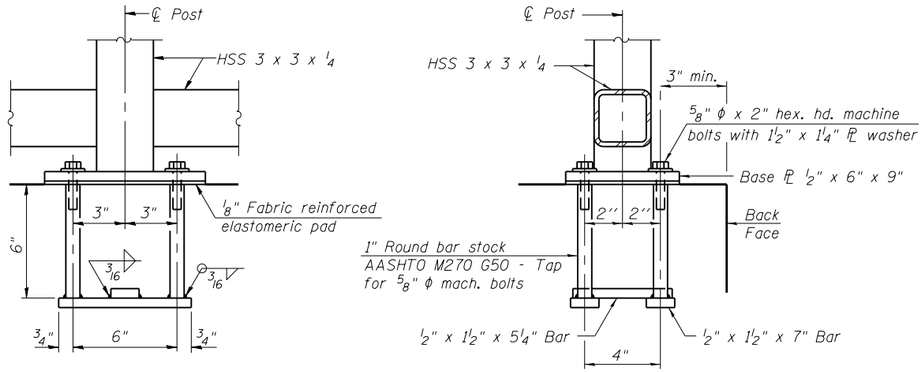
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN RAIL DETAILS I
STRUCTURE NO. 072-0245
SHEET NO. 27 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	441
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

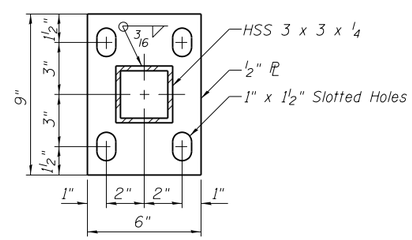


NORTH PARAPET RAILING PARTIAL ELEVATION



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



BASE PL

Notes:

1. *All structural steel tubing, post and railing, for parapet railing shall be CVN tested according to 1006.34(b) of the Standard Specifications.*
2. *All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.*
3. *See sheet 27 for Details A, B, and C.*
4. *See sheet 27 for Rail Splice Detail.*

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	325

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whks engineers + planners + land surveyors

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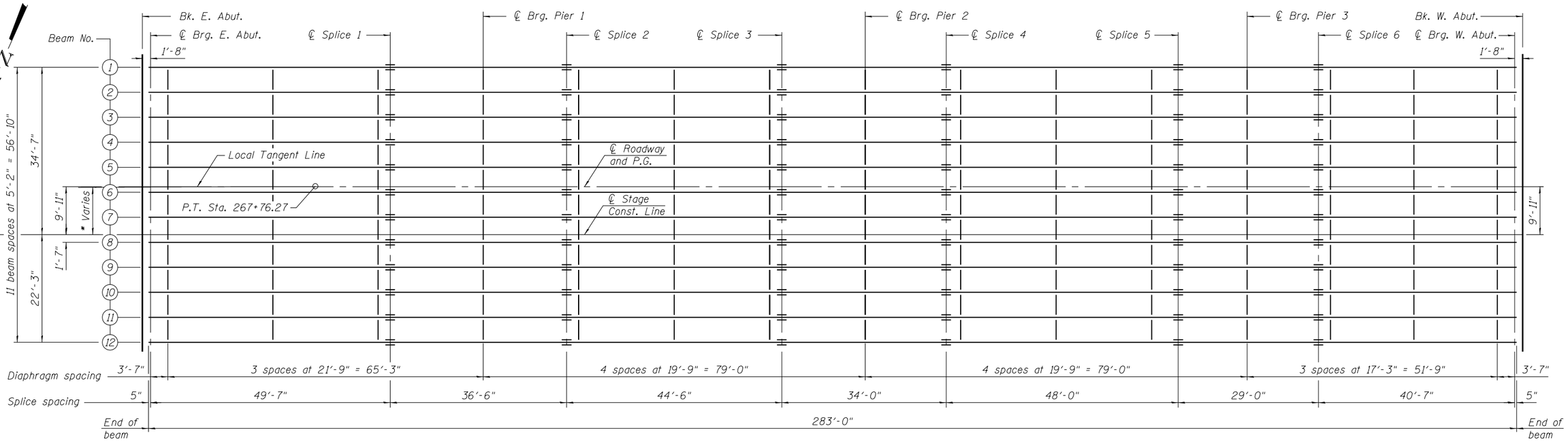
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 ' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

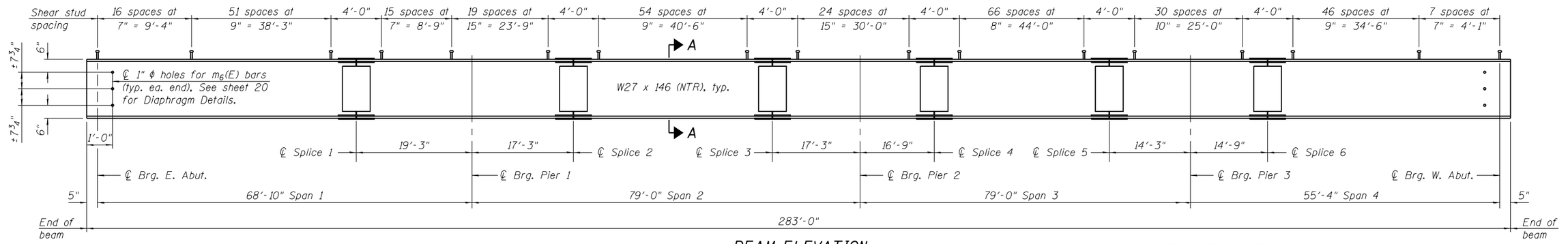
PEDESTRIAN RAIL DETAILS II
STRUCTURE NO. 072-0245
SHEET NO. 28 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	442
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

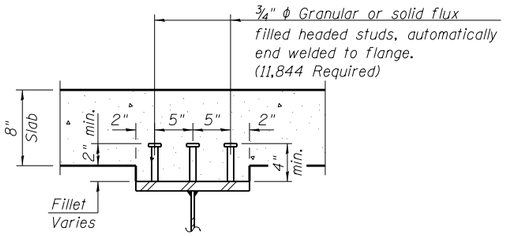
LAST SAVED DATE 8/15/2018



FRAMING PLAN



BEAM ELEVATION



SECTION A-A

* Dimension varies from Sta. 267+40.50 to Sta. 267+76.27. See Offset Sketch on sheet 2.

Notes:

1. All structural steel shall be AASHTO M270, Grade 50, and shall be galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel".
2. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
3. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
4. See sheet 30 for Interior Diaphragm and Splice Details.
5. See sheet 31 for Anchor Bolt Placement.

** TOP OF BEAM ELEVATIONS

Location	℄ Brg. E. Abut.	℄ Splice 1	℄ Pier 1	℄ Splice 2	℄ Splice 3	℄ Pier 2	℄ Splice 4	℄ Splice 5	℄ Pier 3	℄ Splice 6	℄ Brg. W. Abut.
Beam 1	480.25	480.76	480.94	481.10	481.55	481.73	481.91	482.39	482.52	482.66	483.10
Beam 2	480.36	480.87	481.05	481.21	481.66	481.84	482.02	482.50	482.63	482.77	483.21
Beam 3	480.45	480.95	481.13	481.30	481.75	481.93	482.10	482.58	482.72	482.85	483.30
Beam 4	480.53	481.03	481.22	481.38	481.83	482.01	482.18	482.67	482.80	482.93	483.38
Beam 5	480.61	481.11	481.30	481.46	481.91	482.09	482.26	482.75	482.88	483.01	483.46
Beam 6	480.65	481.16	481.34	481.50	481.95	482.13	482.31	482.79	482.92	483.06	483.50
Beam 7	480.57	481.08	481.26	481.42	481.87	482.05	482.23	482.71	482.84	482.98	483.42
Beam 8	480.49	481.00	481.18	481.34	481.79	481.97	482.15	482.63	482.76	482.90	483.34
Beam 9	480.41	480.92	481.10	481.26	481.71	481.89	482.07	482.55	482.68	482.82	483.26
Beam 10	480.31	480.82	481.00	481.16	481.61	481.79	481.97	482.45	482.58	482.72	483.16
Beam 11	480.20	480.71	480.89	481.05	481.51	481.68	481.86	482.34	482.47	482.61	483.05
Beam 12	480.10	480.60	480.78	480.95	481.40	481.58	481.75	482.23	482.37	482.50	482.95

** For Fabrication Only.

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design firm no. 184001036
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PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

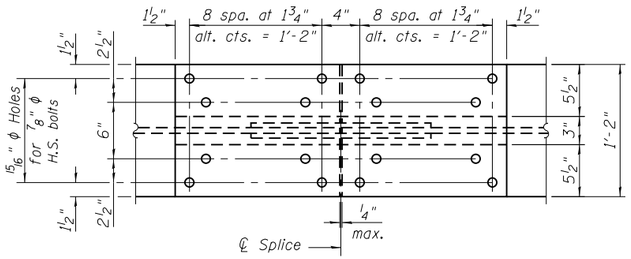
FRAMING PLAN
STRUCTURE NO. 072-0245
SHEET NO. 29 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	443
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

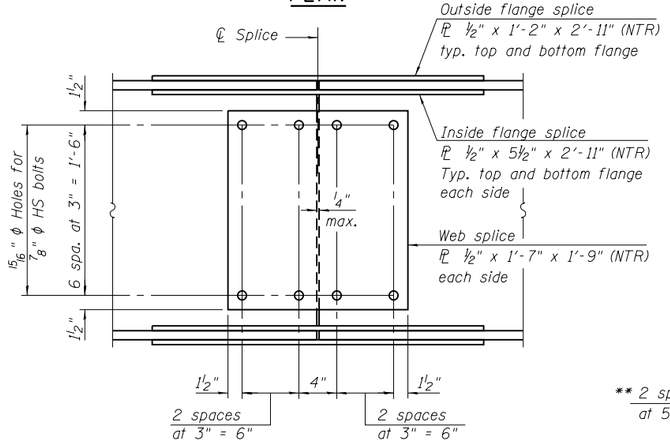
LAST SAVED DATE 8/15/2018

INTERIOR BEAM MOMENT TABLE								
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
I_s	(in^4)	5660	5660	5660	5660	5660	5660	5660
$I_c(n)$	(in^4)	14411		14411		14411		14411
$I_c(3n)$	(in^4)	10262		10262		10262		10262
$I_c(cr)$	(in^4)		7276		7276		7276	
S_s	(in^3)	414.0	414.0	414.0	414.0	414.0	414.0	414.0
$S_c(n)$	(in^3)	595.7		595.7		595.7		595.7
$S_c(3n)$	(in^3)	532.0		532.0		532.0		532.0
$S_c(cr)$	(in^3)		463.6		463.6		463.6	
DC1	(k/')	0.708	0.708	0.708	0.708	0.708	0.708	0.708
M_{DC1}	('k)	248	387	174	369	206	323	131
DC2	(k/')	0.230	0.230	0.230	0.230	0.230	0.230	0.230
M_{DC2}	('k)	80	127	55	121	66	106	42
DW	(k/')	0.258	0.258	0.258	0.258	0.258	0.258	0.258
M_{DW}	('k)	90	142	62	136	74	119	47
M_{L+IM}	('k)	611	605	557	604	548	528	484
M_u (Strength I)	('k)	1614	1914	1354	1874	1410	1639	1134
$\phi_f M_n$	('k)	2698	2326	2698	2326	2698	2326	2698
f_s DC1	(ksi)	7.2	11.2	5.0	10.7	6.0	9.4	3.8
f_s DC2	(ksi)	1.8	3.3	1.2	3.1	1.5	2.7	0.9
f_s DW	(ksi)	2.0	3.7	1.4	3.5	1.7	3.1	1.1
f_s (L+IM)	(ksi)	12.3	15.7	11.2	15.6	11.0	13.7	9.7
f_s (Service II)	(ksi)	27.0	38.5	22.3	37.7	23.5	33.0	18.5
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)							
$\phi_f F_n$	(ksi)							
V_r	(k)	21.8	23.3		24.6		24.9	21.2

INTERIOR BEAM REACTION TABLE						
		E. Abut.	Pier 1	Pier 2	Pier 3	W. Abut.
R_{DC1}	(k)	19.4	58.2	56.3	52.8	14.4
R_{DC2}	(k)	6.1	18.9	18.3	17.2	4.4
R_{DW}	(k)	6.8	21.2	20.5	19.3	5.0
R_{L+IM}	(k)	60.8	93.7	93.1	88.5	56.8
R_{Total}	(k)	93.1	192.0	188.2	177.8	80.6



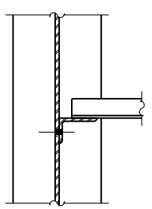
PLAN



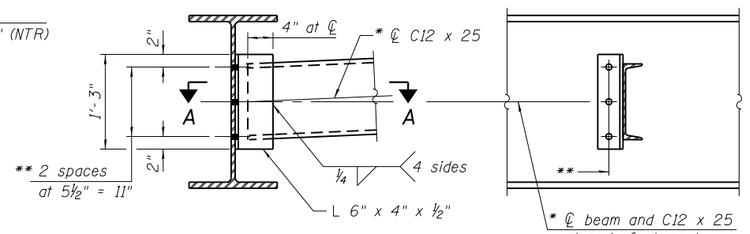
ELEVATION

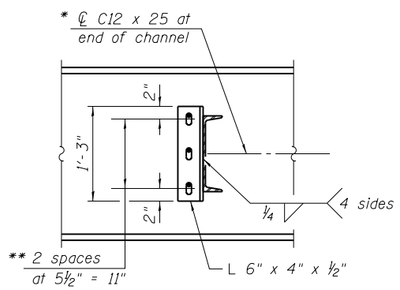
SPLICE DETAIL

(72 required)



SECTION A-A





INITIAL BOLT ERECTION POSITION

(North side beam 7 only)

INTERIOR DIAPHRAGM

(165 required)

Splice Notes:

1. *All splices are symmetrical about ℄ splice.*
2. *H.S. bolts shall be 7/8" ϕ ASTM A325, Type 1.*
3. *Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.*
4. *All plates composing the splices shall be AASHTO M270, Grade 50, and shall be galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel".*

Interior Diaphragm Notes:

1. *Two hardened washers required for each set of oversized or slotted holes.*
2. *All shapes composing the diaphragms shall be AASHTO M270, Grade 50.*

* *Alternate C 12 x 30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.*

** *¾" ϕ H.S. bolts, 15/16" ϕ holes typ., except ¾" ϕ H.S. bolts, 13/16" x 1⅞" slots provided on north side of Beam 7 to accommodate differential displacement between Beams 7 and 8 for Stage Construction. Bolts in slots shall be finger tight until Stage II Construction is complete. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing main members.*

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

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

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

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

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

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

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

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

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

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

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

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

$\phi_f M_n$: *Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).*

f_s DC1: *Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).*
M_{DC1} / S_{nc}

f_s DC2: *Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).*
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: *Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).*
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

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

f_s (Service II): *Sum of stresses as computed below (ksi).*
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_{yf}$: *Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).*

f_s (Total)(Strength I): *Sum of stresses as computed below on non-compact section (ksi).*
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

$\phi_f F_n$: *Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).*

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

FILE NAME = 072024S-68185.dgn

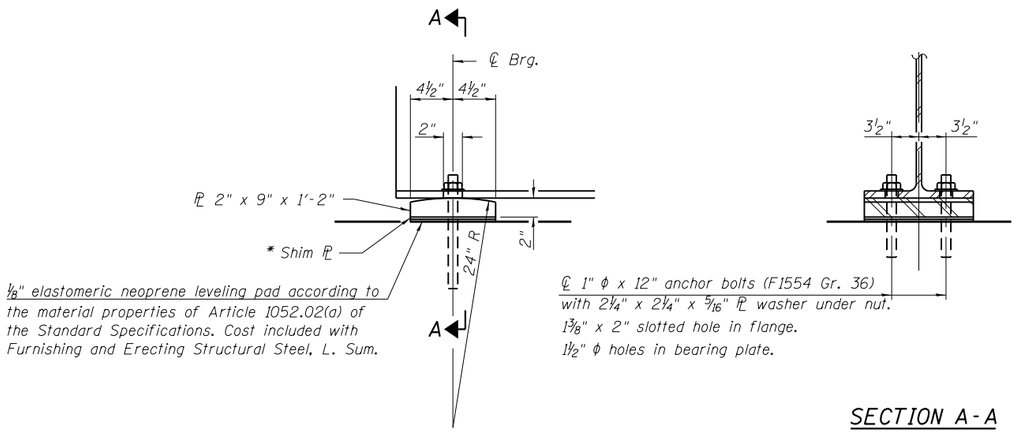
design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 30 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	444
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			



SECTION A-A

FIXED BEARING AT ABUTMENTS

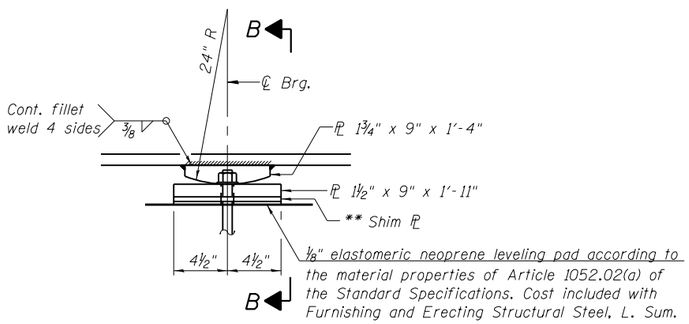
(24 required)

Notes:

1. Anchor bolts shall be ASTM F1554 All-Thread (or an Engineer approved alternate material) of the Grade(s) and Diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
2. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
3. Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
4. Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on Bearing Details.
5. All structural steel plates and pintles for the fixed bearings shall conform to the requirements of AASHTO M270 Grade 50.
6. All (embedded or separate) bearing plates, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

* Provide an additional ½" x 9" x 1'-2" Fill ℄ at Beam 6 (typ. at abutments)
Provide an additional ½" x 10" x 1'-11" Fill ℄ at Beam 6 (typ. at piers)

** Provide an additional 1" x 9" x 1'-2" Fill ℄ at Beam 7 (typ. at abutments)
Provide an additional 1" x 10' x 1'-11" Fill ℄ at Beam 7 (typ. at piers)



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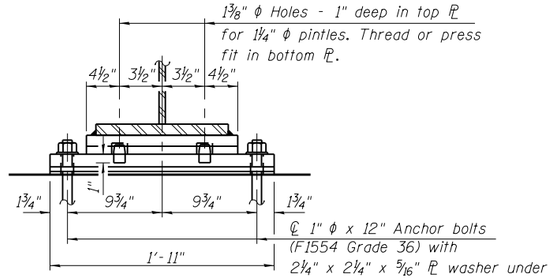


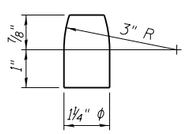
SECTION B-B

FIXED BEARING AT PIERS

(36 required)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Anchor Bolts, 1"	Each	120



PINTLE

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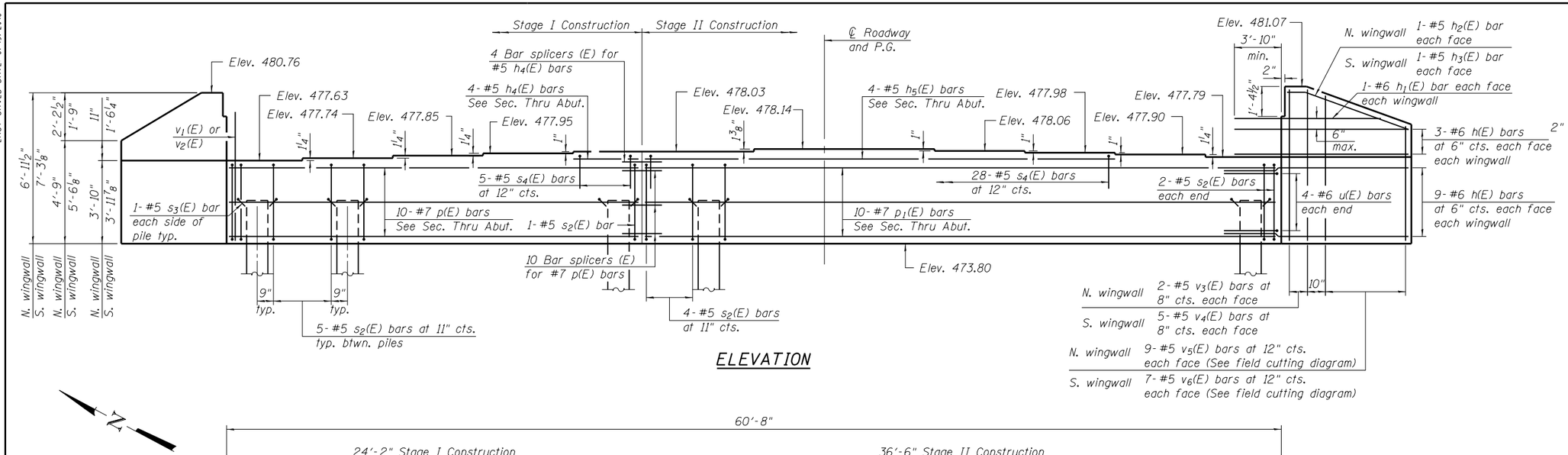
USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 31 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	445
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

LAST SAVED DATE 8/15/2018



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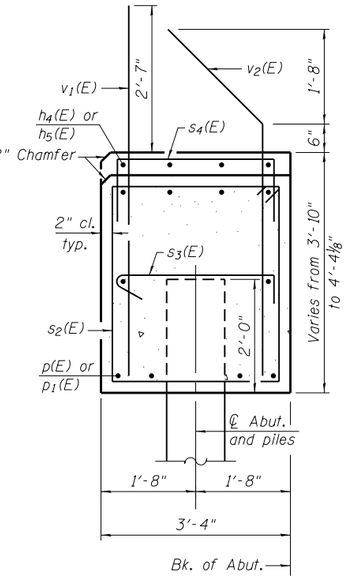
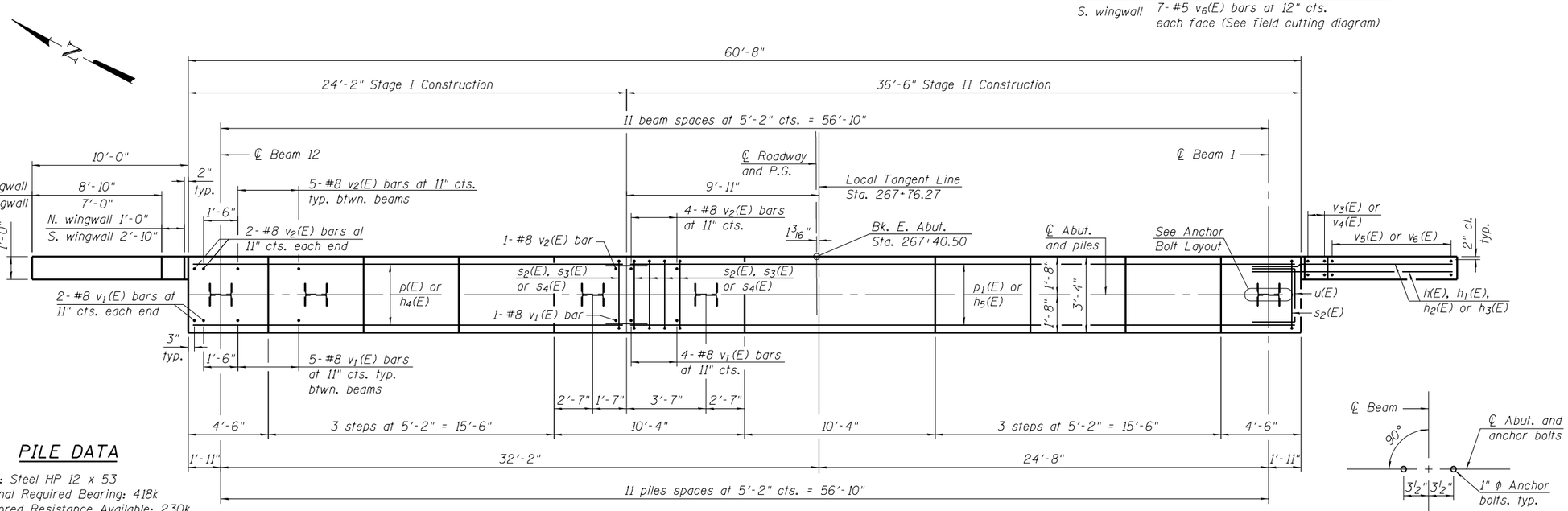


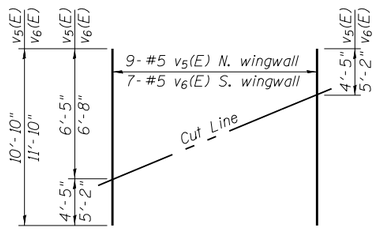
SEC. THRU ABUT.



PLAN

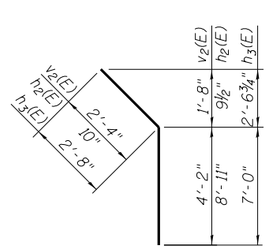
PILE DATA

Type: Steel HP 12 x 53
Nominal Required Bearing: 418k
Factored Resistance Available: 230k
Est. Length: 47 ft.
No. Production Piles: 11
No. Test Piles: 1

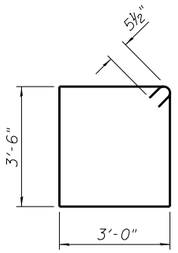


FIELD CUTTING DIAGRAM

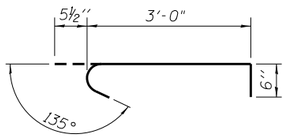
Order $v_5(E)$ and $v_6(E)$ full length. Cut as shown and use remainder of bars in opposite face.



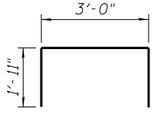
BAR $v_2(E)$, $h_2(E)$ & $h_3(E)$



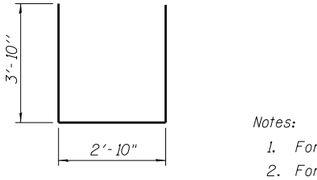
BAR $s_2(E)$



BAR $s_3(E)$



BAR $s_4(E)$



ANCHOR BOLT LAYOUT

BAR $u(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#6	13'-10"	
$h_1(E)$	4	#6	11'-4"	
$h_2(E)$	2	#5	9'-9"	
$h_3(E)$	2	#5	9'-8"	
$h_4(E)$	4	#5	3'-10"	
$h_5(E)$	4	#5	26'-6"	
p(E)	10	#7	23'-10"	
$p_1(E)$	10	#7	36'-2"	
$s_2(E)$	59	#5	13'-11"	
$s_3(E)$	24	#5	4'-0"	
$s_4(E)$	33	#5	6'-10"	
u(E)	8	#6	10'-6"	
$v_1(E)$	59	#8	6'-3"	
$v_2(E)$	59	#8	6'-6"	
$v_3(E)$	4	#5	6'-7"	
$v_4(E)$	10	#5	6'-11"	
$v_5(E)$	9	#5	10'-10"	
$v_6(E)$	7	#5	11'-10"	
Structure Excavation		Cu. Yd.	42	
Concrete Structures		Cu. Yd.	35.9	
Reinforcement Bars, Epoxy Coated		Pound	6,080	
Bar Splicers		Each	14	
Furnishing Steel Piles HP 12 x 53		Foot	517	
Driving Piles		Foot	517	
Test Pile Steel HP 12 x 53		Each	1	
Pile Shoes		Each	12	

Notes:

1. For details of piles see sheet 41.
2. For details of bar splicers see sheet 42.
3. Pour steps monolithically with cap.
4. Space cap reinforcement to miss anchor bolts.

FILE NAME = 0720245-68185.dgn

design firm no. 184001036
whks engineers + planners + land surveyors

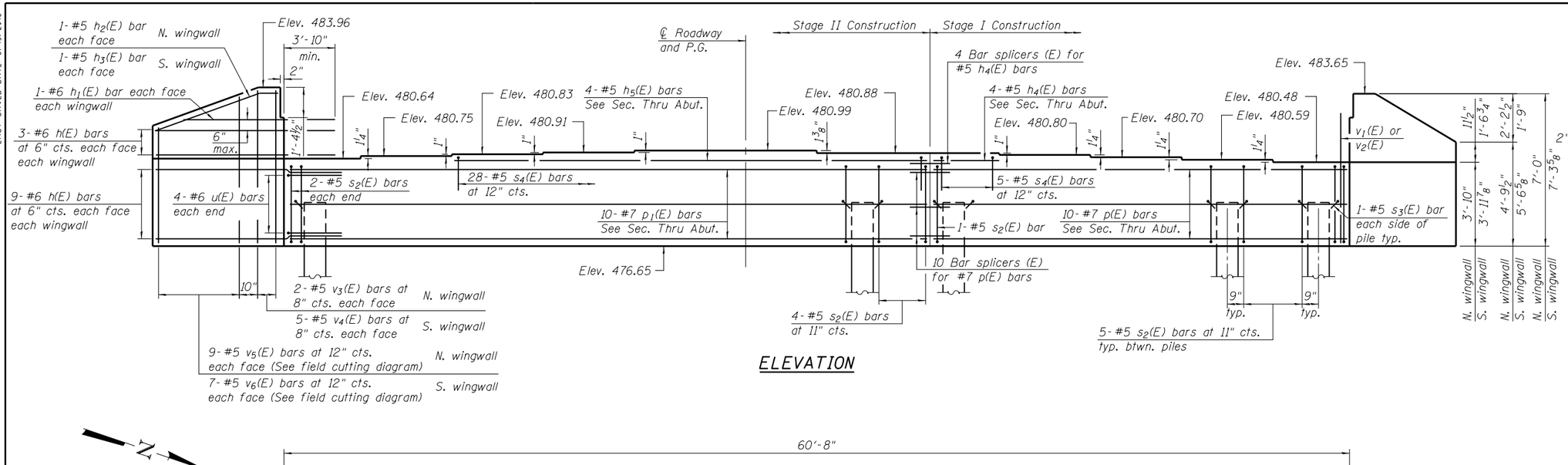
USER NAME = $OPERATOR$	DESIGNED - SBC	REVISED	
	CHECKED - TJZ	REVISED	
PLOT SCALE = 0.2 ' / in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - TJZ	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 072-0245
SHEET NO. 32 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	446
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

LAST SAVED DATE 8/15/2018



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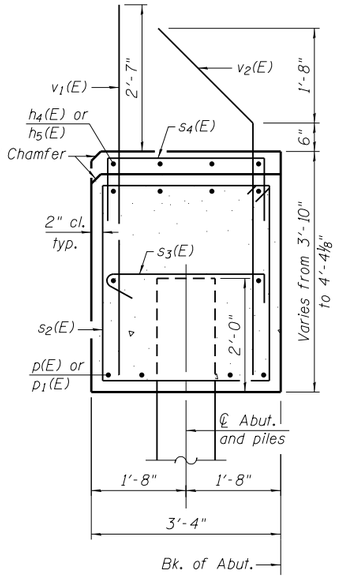
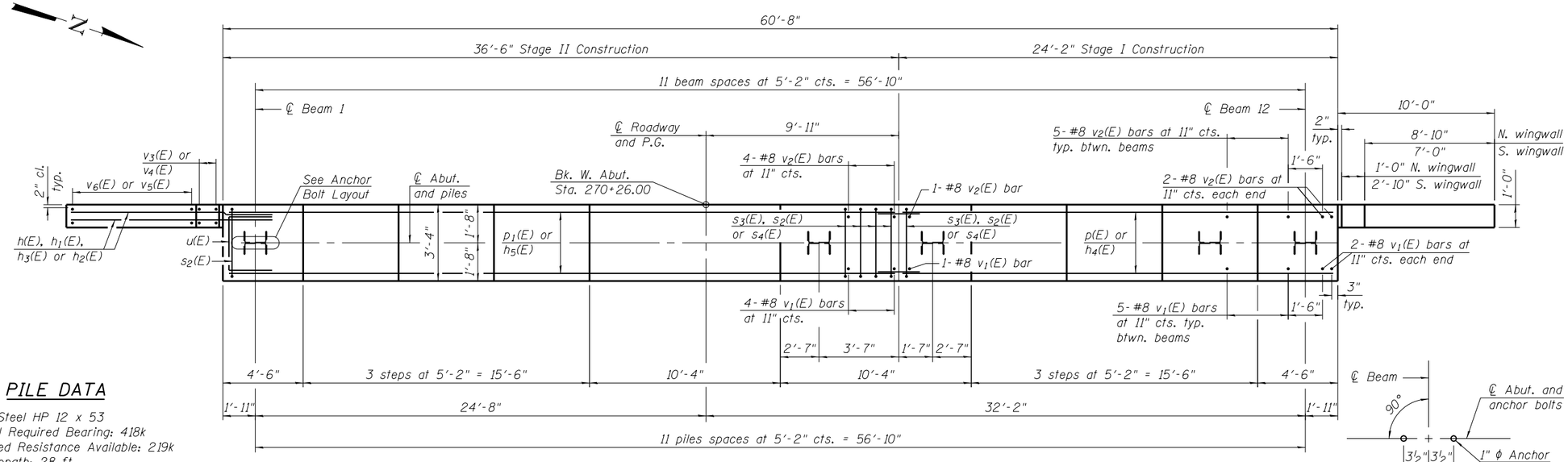
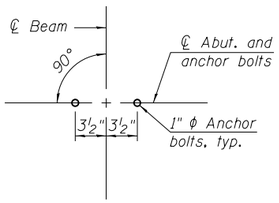


SEC. THRU ABUT.



PLAN



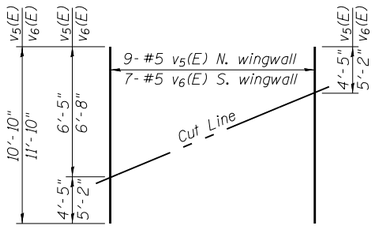
ANCHOR BOLT LAYOUT

PILE DATA

Type: Steel HP 12 x 53
Nominal Required Bearing: 418k
Factored Resistance Available: 219k
Est. Length: 28 ft.
No. Production Piles: 11
No. Test Piles: 1

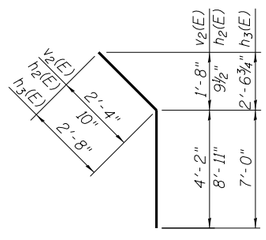
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#6	13'-10"	
h1(E)	4	#6	11'-4"	
h2(E)	2	#5	9'-9"	
h3(E)	2	#5	9'-8"	
h4(E)	4	#5	3'-10"	
h5(E)	4	#5	26'-6"	
p(E)	10	#7	23'-10"	
p1(E)	10	#7	36'-2"	
s2(E)	59	#5	13'-11"	
s3(E)	24	#5	4'-0"	
s4(E)	33	#5	6'-10"	
u(E)	8	#6	10'-6"	
v1(E)	59	#8	6'-3"	
v2(E)	59	#8	6'-6"	
v3(E)	4	#5	6'-7"	
v4(E)	10	#5	6'-11"	
v5(E)	9	#5	10'-10"	
v6(E)	7	#5	11'-10"	
Structure Excavation	Cu. Yd.		146	
Concrete Structures	Cu. Yd.		35.9	
Reinforcement Bars, Epoxy Coated	Pound		6,080	
Bar Splicers	Each		14	
Furnishing Steel Piles HP 12 x 53	Foot		308	
Driving Piles	Foot		308	
Test Pile Steel HP 12 x 53	Each		1	
Pile Shoes	Each		12	

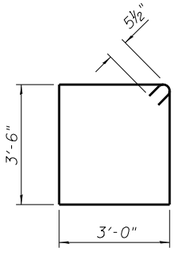


FIELD CUTTING DIAGRAM

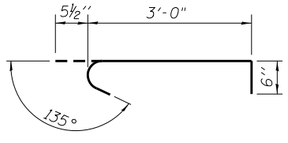
Order $v_5(E)$ and $v_6(E)$ full length. Cut as shown and use remainder of bars in opposite face.



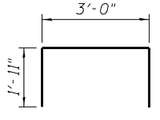
BAR $v_2(E)$, $h_2(E)$ & $h_3(E)$



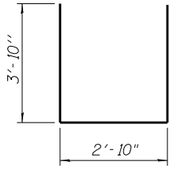
BAR $s_2(E)$



BAR $s_3(E)$



BAR $s_4(E)$



BAR $u(E)$

Notes:

1. For details of piles see sheet 41.
2. For details of bar splicers see sheet 42.
3. Pour steps monolithically with cap.
4. Space cap reinforcement to miss anchor bolts.

FILE NAME = 0720245-68185.dgn

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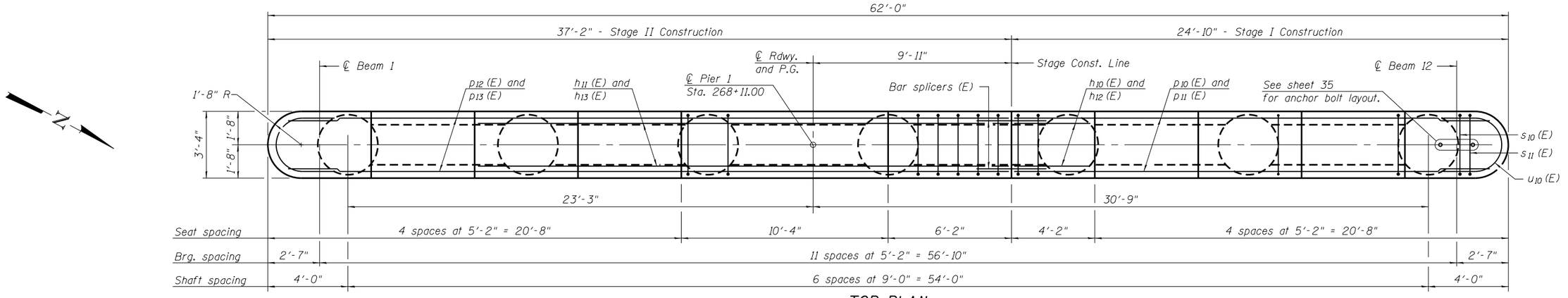
USER NAME = $OPERATOR$	DESIGNED - SBC	REVISED	
	CHECKED - TJZ	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - TJZ	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 072-0245
SHEET NO. 33 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	447
		CONTRACT NO. 68185		
		ILLINOIS FED. AID PROJECT		

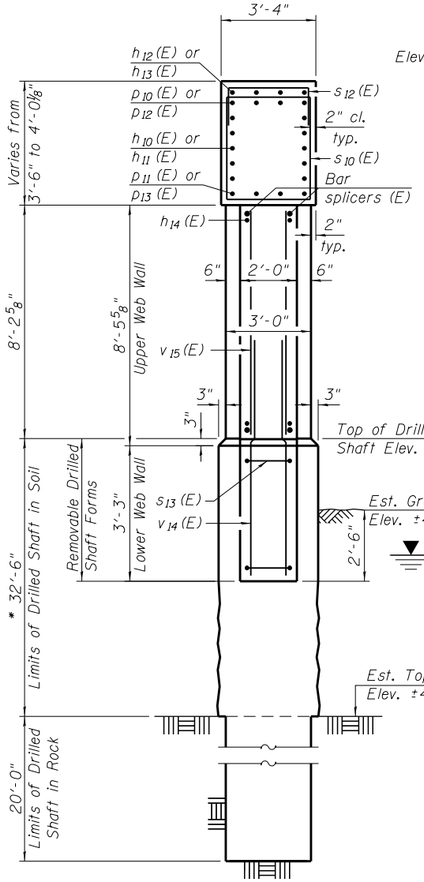
LAST SAVED DATE 8/15/2018



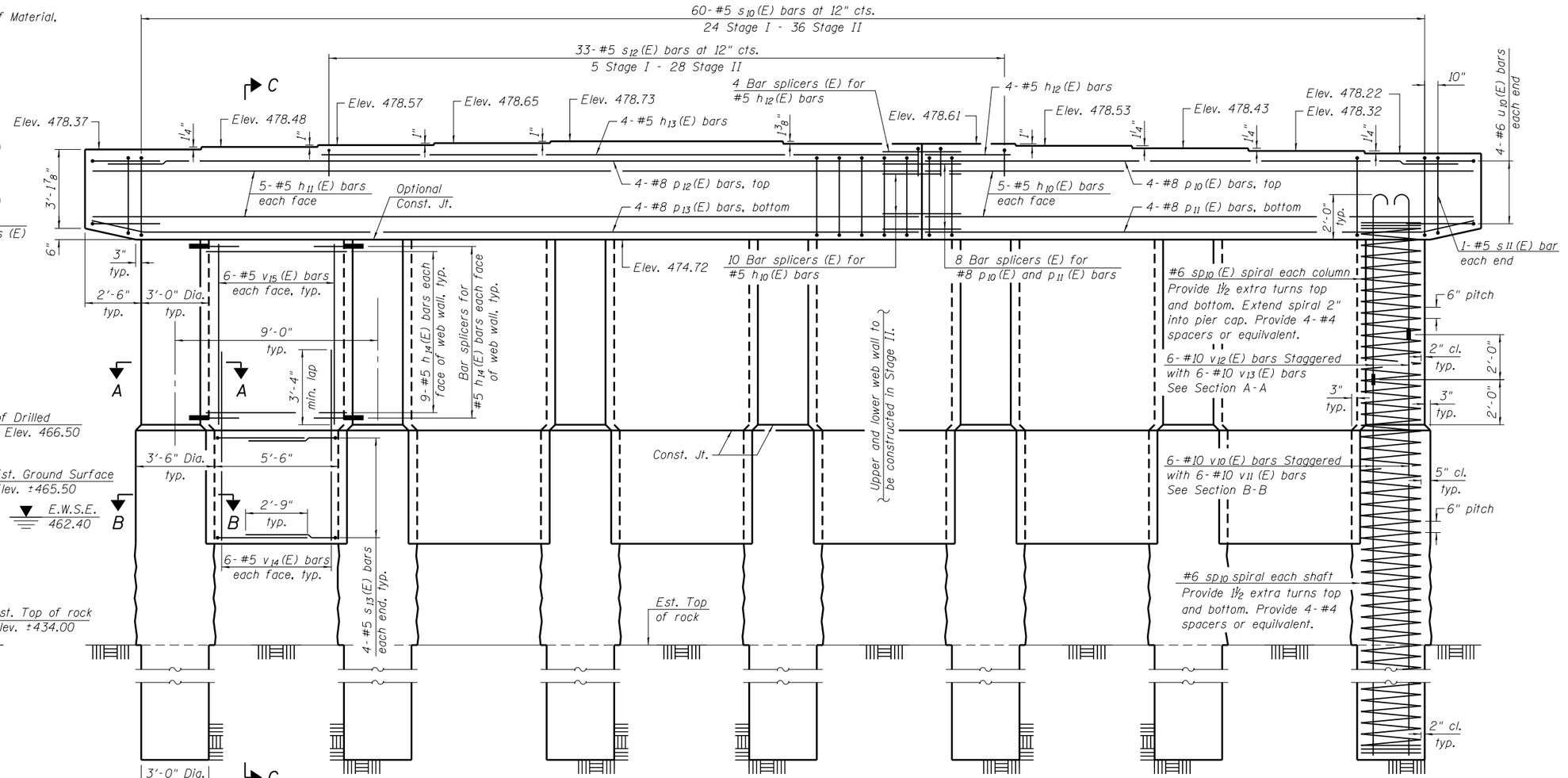
TOP PLAN

Notes:

1. See sheet 42 for bar splicers and mechanical splicers.
2. For Section A-A, Section B-B, and Bill of Material, see sheet 35.
3. Work this sheet with sheet 35.



SECTION C-C



ELEVATION
(Looking West)

FILE NAME = 0720245-68185.dgn

design firm no. 184001036
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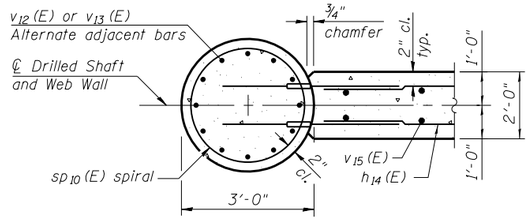
USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

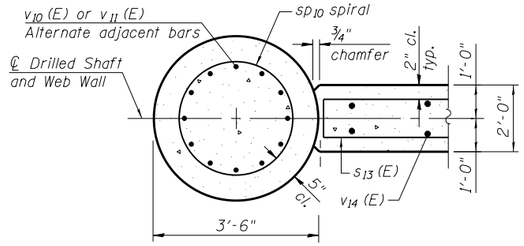
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
STRUCTURE NO. 072-0245
SHEET NO. 34 OF 52 SHEETS

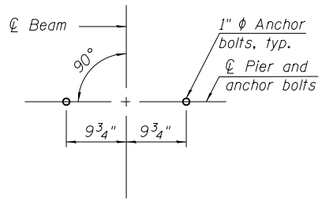
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	448
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			



SECTION A-A



SECTION B-B



ANCHOR BOLT LAYOUT

Notes:

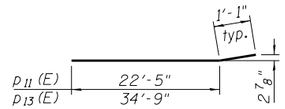
1. Shafts must be poured the same day as the rock socket excavation.
2. Pour steps monolithically with cap.
3. Space cap reinforcement to miss anchor bolts.
4. If a portion of the drilled shaft web walls or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

Construction Sequence for Web Wall:

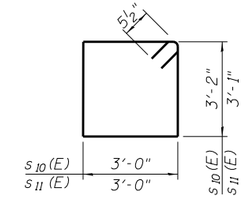
1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct columns.
5. Construct upper web walls.

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

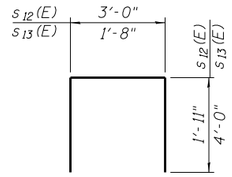
** Length is height of spiral. Minimum lap for spirals = 3'-0".



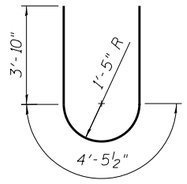
BARS p_{11} (E) and p_{13} (E)



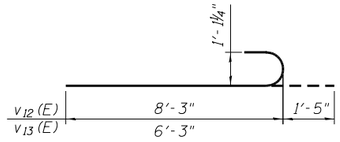
BARS s_{10}(E) and s_{11} (E)



BARS s_{12}(E) and s_{13}(E)



BAR u_{10}(E)



BARS v_{12} (E) & v_{13} (E)

BILL OF MATERIAL
PIER 1

	Bar	No.	Size	Length	Shape
	h_{10} (E)	10	#5	23'-0"	——
	h_{11} (E)	10	#5	35'-4"	——
	h_{12} (E)	4	#5	3'-10"	——
	h_{13} (E)	4	#5	26'-6"	——
	h_{14} (E)	108	#5	5'-8"	——
	p_{10} (E)	4	#8	23'-0"	——
	p_{11} (E)	4	#8	23'-6"	——
	p_{12} (E)	4	#8	35'-4"	——
	p_{13} (E)	4	#8	35'-10"	——
**	sp_{10}	7	#6	52'-6"	∧∧∧
**	sp_{10} (E)	7	#6	8'-5"	∧∧∧
	s_{10} (E)	60	#5	13'-3"	⊐
	s_{11} (E)	2	#5	13'-1"	⊐
	s_{12} (E)	33	#5	6'-10"	⊔
	s_{13} (E)	48	#5	9'-8"	⊔
	u_{10} (E)	8	#6	12'-2"	⊃
	v_{10} (E)	42	#10	54'-6"	——
	v_{11} (E)	42	#10	56'-6"	——
	v_{12} (E)	42	#10	9'-8"	—⊃
	v_{13} (E)	42	#10	7'-8"	—⊃
	v_{14} (E)	72	#5	6'-7"	——
	v_{15} (E)	72	#5	8'-5"	——

Structure Excavation	Cu. Yd.	30
Concrete Structures	Cu. Yd.	74.6
Reinforcement Bars	Pound	9,310
Reinforcement Bars, Epoxy Coated	Pound	30,390
Bar Splicers	Each	238
Mechanical Splicers	Each	84
Drilled Shaft in Soil	Cu. Yd.	81.1
Drilled Shaft in Rock	Cu. Yd.	36.7

design firm no. 184001036
whks engineers + planners + land surveyors

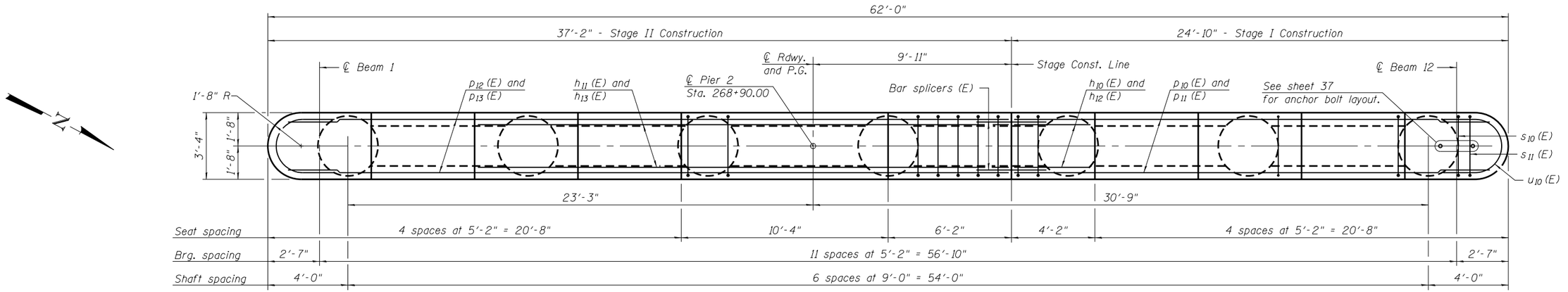
USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
STRUCTURE NO. 072-0245
SHEET NO. 35 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	449
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

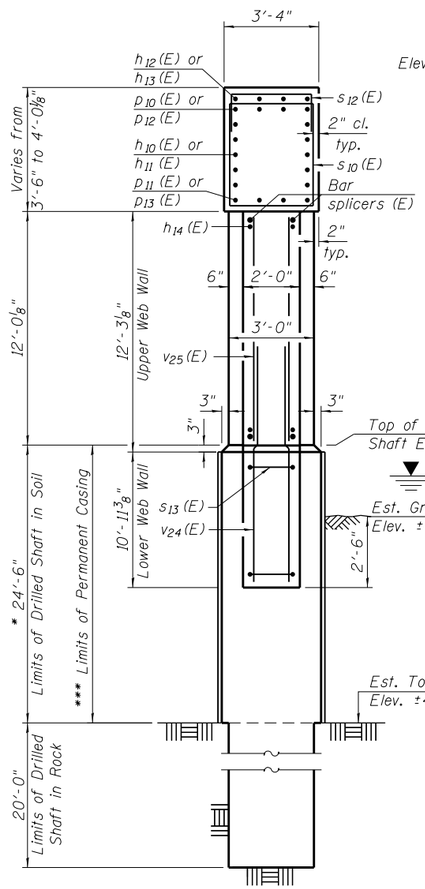
LAST SAVED DATE 8/15/2018



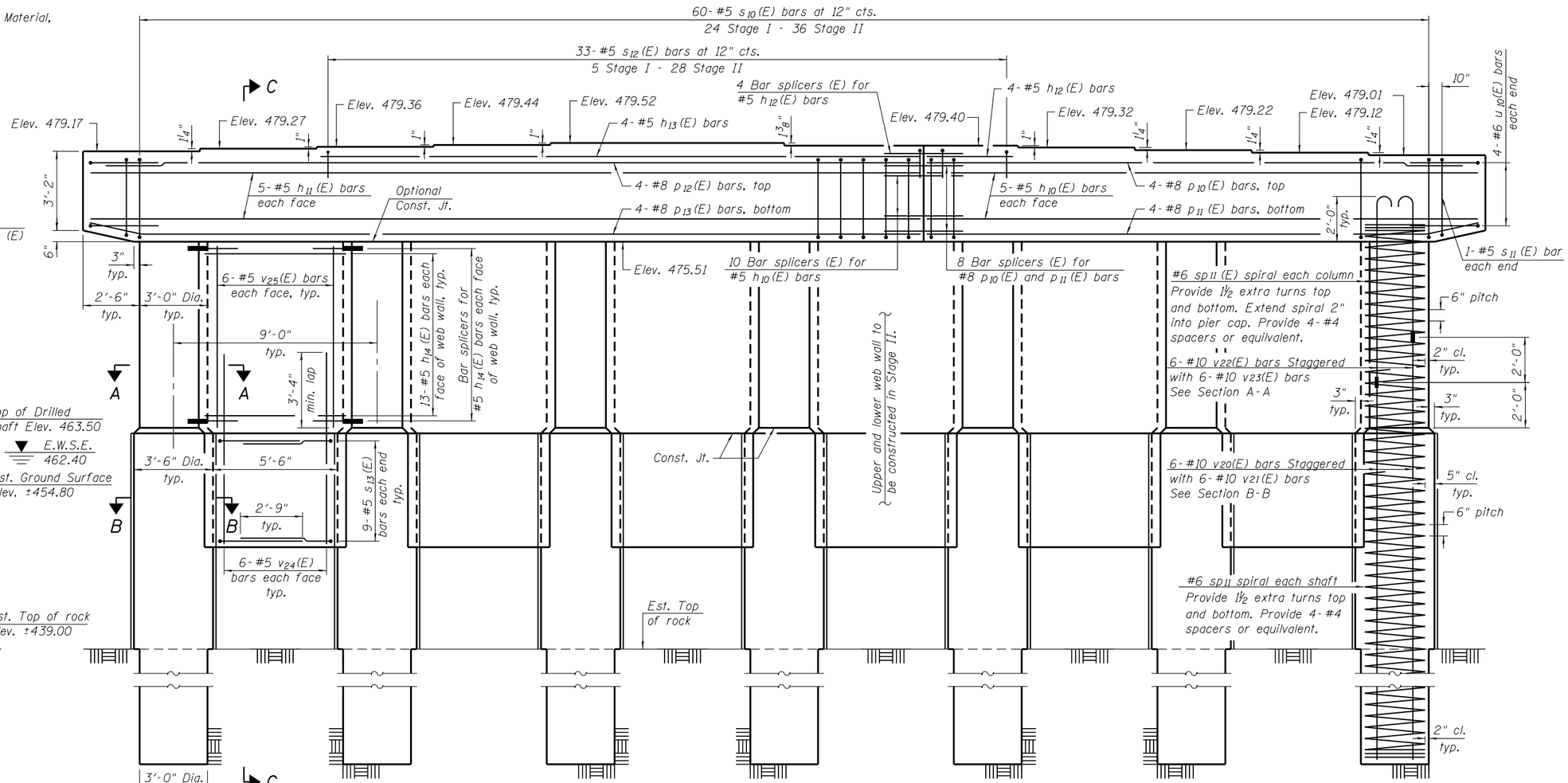
TOP PLAN

Notes:

1. See sheet 42 for bar splicers and mechanical splicers.
2. For Section A-A, Section B-B, and Bill of Material, see sheet 37.
3. Work this sheet with sheet 37.



SECTION C-C



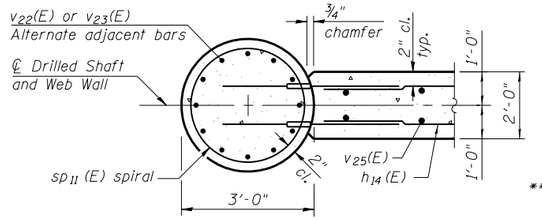
ELEVATION

(Looking West)

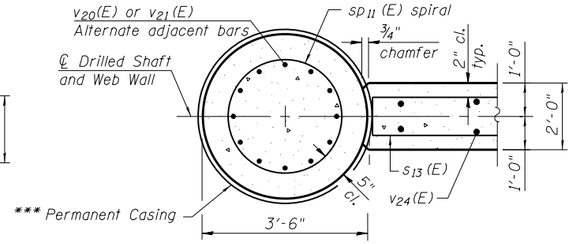
FILE NAME = 0720245-68185.dgn

design firm no. 184001036	USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 STRUCTURE NO. 072-0245
whks engineers • planners • land surveyors		CHECKED - SBC	REVISED		SHEET NO. 36 OF 52 SHEETS
	PLOT SCALE = 0.2 ' / in.	DRAWN - DLH	REVISED		
	PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED		

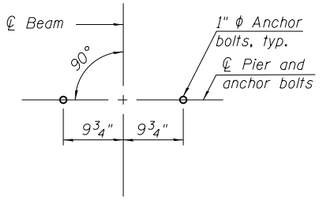
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	450
		CONTRACT NO. 68185		
		ILLINOIS FED. AID PROJECT		



SECTION A-A



SECTION B-B



ANCHOR BOLT LAYOUT

Notes:

1. Shafts must be poured the same day as the rock socket excavation.
2. Pour steps monolithically with cap.
3. Space cap reinforcement to miss anchor bolts.
4. If a portion of the drilled shaft web walls or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
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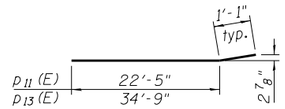
4. Construct columns.
5. Construct upper web walls.

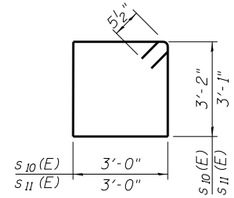
* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

** Length is height of spiral. Minimum lap for spirals = 3'-0".

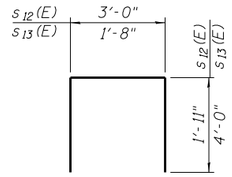
*** The Contractor is responsible for determining the casing thickness and the actual bottom of casing elevation, top of encountered rock, to be used at each drilled shaft. See Article 516.06(d) of the Standard Specifications. The limits of casing shall be adjusted as necessary, and as approved, such that the actual installed casing length extends to the as-encountered top of rock at each shaft. Pay limits for the Permanent Casing are based on the minimum length shown.



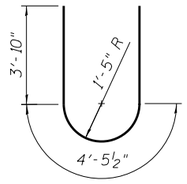
BARS $p_{11}(E)$ and $p_{13}(E)$



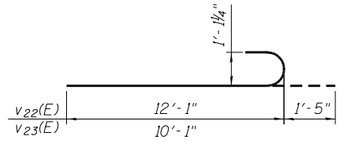
BARS $s_{10}(E)$ and $s_{11}(E)$



BARS $s_{12}(E)$ and $s_{13}(E)$



BAR $u_{10}(E)$

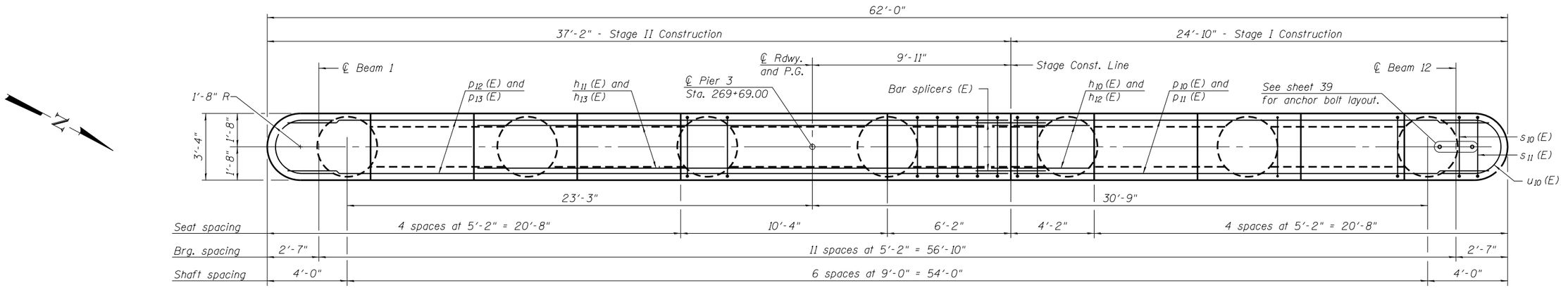


BARS $v_{22}(E)$ & $v_{23}(E)$

BILL OF MATERIAL
PIER 2

	Bar	No.	Size	Length	Shape
	$h_{10}(E)$	10	#5	23'-0"	——
	$h_{11}(E)$	10	#5	35'-4"	——
	$h_{12}(E)$	4	#5	3'-10"	——
	$h_{13}(E)$	4	#5	26'-6"	——
	$h_{14}(E)$	156	#5	5'-8"	——
	$p_{10}(E)$	4	#8	23'-0"	——
	$p_{11}(E)$	4	#8	23'-6"	——⌒
	$p_{12}(E)$	4	#8	35'-4"	——
	$p_{13}(E)$	4	#8	35'-10"	——⌒
**	sp_{11}	7	#6	44'-6"	⌇⌇⌇
**	$sp_{11}(E)$	7	#6	12'-3"	⌇⌇⌇
	$s_{10}(E)$	60	#5	13'-3"	⊐
	$s_{11}(E)$	2	#5	13'-1"	⊐
	$s_{12}(E)$	33	#5	6'-10"	⊔
	$s_{13}(E)$	144	#5	9'-8"	⊔
	$u_{10}(E)$	8	#6	12'-2"	⊃
	$v_{20}(E)$	42	#10	46'-6"	——
	$v_{21}(E)$	42	#10	48'-6"	——
	$v_{22}(E)$	42	#10	13'-6"	—⊃
	$v_{23}(E)$	42	#10	11'-6"	—⊃
	$v_{24}(E)$	72	#5	14'-4"	——
	$v_{25}(E)$	72	#5	12'-3"	——
	Structure Excavation		Cu. Yd.		30
	Concrete Structures		Cu. Yd.		110.4
	Reinforcement Bars		Pound		7,930
	Reinforcement Bars, Epoxy Coated		Pound		31,660
	Bar Splicers		Each		334
	Mechanical Splicers		Each		84
	Permanent Casing		Foot		170
	Drilled Shaft in Soil		Cu. Yd.		61.2
	Drilled Shaft in Rock		Cu. Yd.		36.7

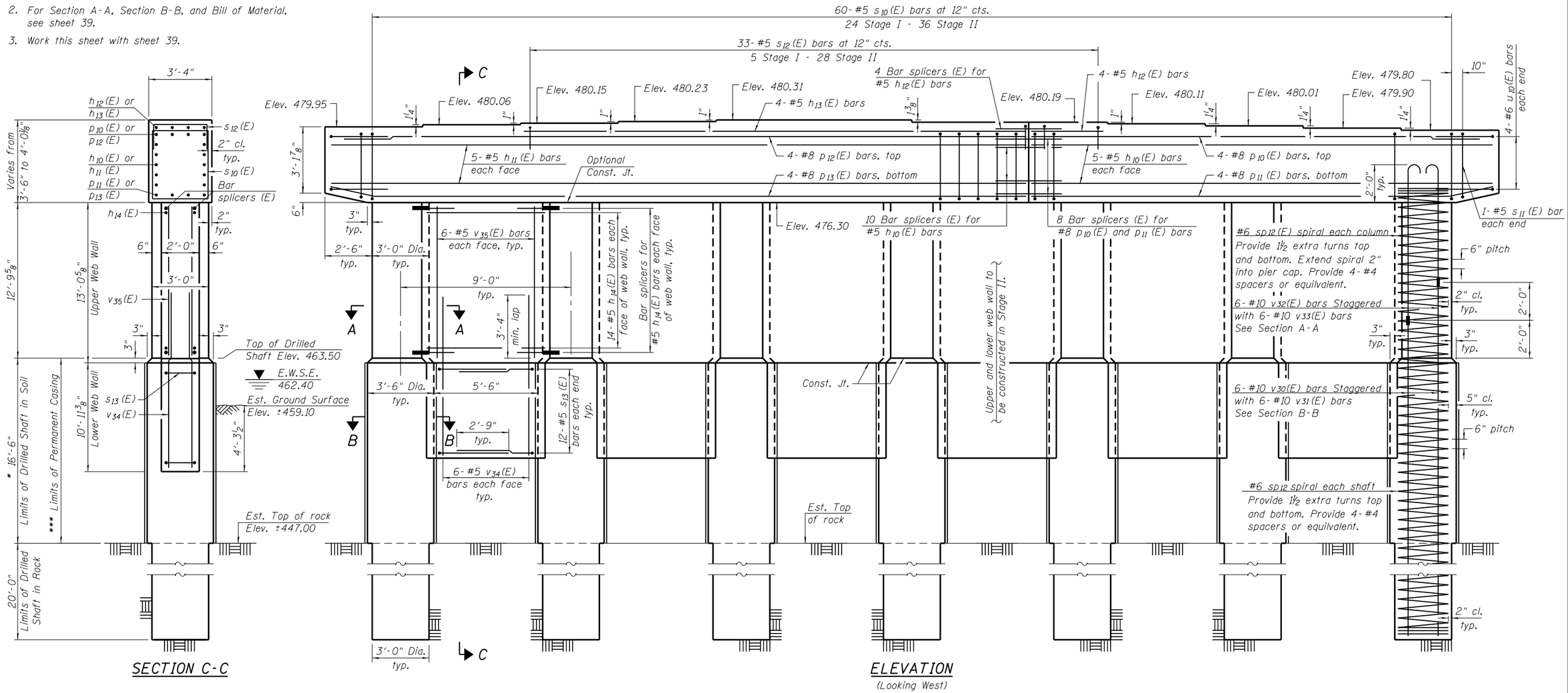
LAST SAVED DATE 8/15/2018



TOP PLAN

Notes:

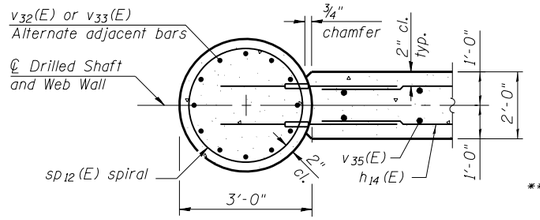
1. See sheet 42 for bar splicers and mechanical splicers.
2. For Section A-A, Section B-B, and Bill of Material, see sheet 39.
3. Work this sheet with sheet 39.



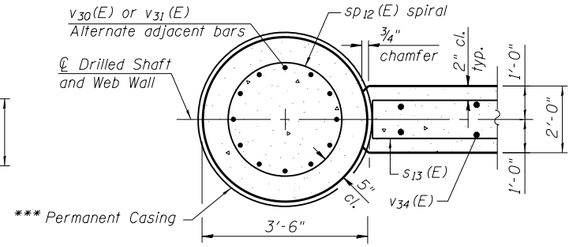
SECTION C-C

ELEVATION

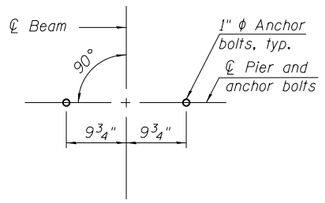
(Looking West)



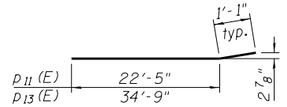
SECTION A-A



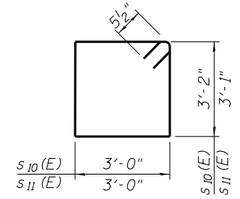
SECTION B-B



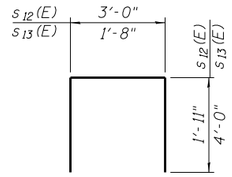
ANCHOR BOLT LAYOUT



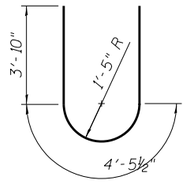
BARS p_{11}(E) and p_{13}(E)



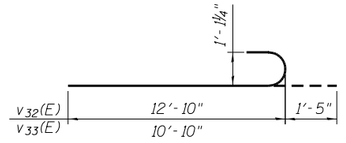
BARS s_{10}(E) and s_{11}(E)



BARS s_{12}(E) and s_{13}(E)



BAR u_{10}(E)



BARS v_{32}(E) & v_{33}(E)

Notes:

1. Shafts must be poured the same day as the rock socket excavation.
2. Pour steps monolithically with cap.
3. Space cap reinforcement to miss anchor bolts.
4. If a portion of the drilled shaft web walls or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
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4. Construct columns.
5. Construct upper web walls.

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** Length is height of spiral. Minimum lap for spirals = 3'-0".

*** The Contractor is responsible for determining the casing thickness and the actual bottom of casing elevation, top of encountered rock, to be used at each drilled shaft. See Article 516.06(d) of the Standard Specifications. The limits of casing shall be adjusted as necessary, and as approved, such that the actual installed casing length extends to the as-encountered top of rock at each shaft. Pay limits for the Permanent Casing are based on the minimum length shown.

BILL OF MATERIAL
PIER 3

	Bar	No.	Size	Length	Shape
	h_{10}(E)	10	#5	23'-0"	——
	h_{11}(E)	10	#5	35'-4"	——
	h_{12}(E)	4	#5	3'-10"	——
	h_{13}(E)	4	#5	26'-6"	——
	h_{14}(E)	168	#5	5'-8"	——
	p_{10}(E)	4	#8	23'-0"	——
	p_{11}(E)	4	#8	23'-6"	——⌒
	p_{12}(E)	4	#8	35'-4"	——
	p_{13}(E)	4	#8	35'-10"	——⌒
**	sp_{12}	7	#6	36'-6"	∧∧∧
**	sp_{12}(E)	7	#6	13'-0"	∧∧∧
	s_{10}(E)	60	#5	13'-3"	□
	s_{11}(E)	2	#5	13'-1"	□
	s_{12}(E)	33	#5	6'-10"	⊔
	s_{13}(E)	144	#5	9'-8"	⊔
	u_{10}(E)	8	#6	12'-2"	⊃
	v_{30}(E)	42	#10	38'-6"	——
	v_{31}(E)	42	#10	40'-6"	——
	v_{32}(E)	42	#10	14'-3"	—⊃
	v_{33}(E)	42	#10	12'-3"	—⊃
	v_{34}(E)	72	#5	14'-4"	——
	v_{35}(E)	72	#5	13'-0"	——
	Structure Excavation		Cu. Yd.		30
	Concrete Structures		Cu. Yd.		114.0
	Reinforcement Bars		Pound		6,550
	Reinforcement Bars, Epoxy Coated		Pound		29,300
	Bar Splicers		Each		358
	Mechanical Splicers		Each		84
	Permanent Casing		Foot		114
	Drilled Shaft in Soil		Cu. Yd.		41.2
	Drilled Shaft in Rock		Cu. Yd.		36.7

design firm no. 184001036
whks
engineers + planners + land surveyors

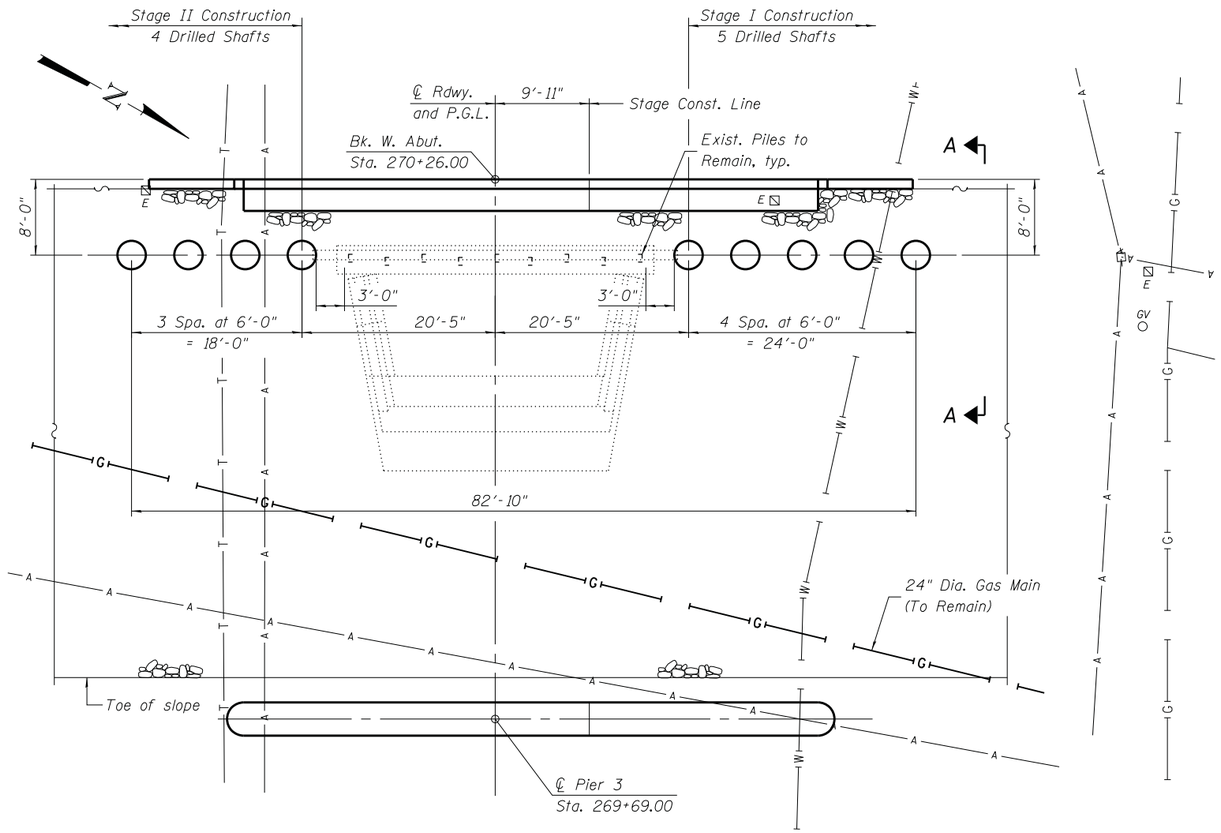
USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 3
STRUCTURE NO. 072-0245
SHEET NO. 39 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	453
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

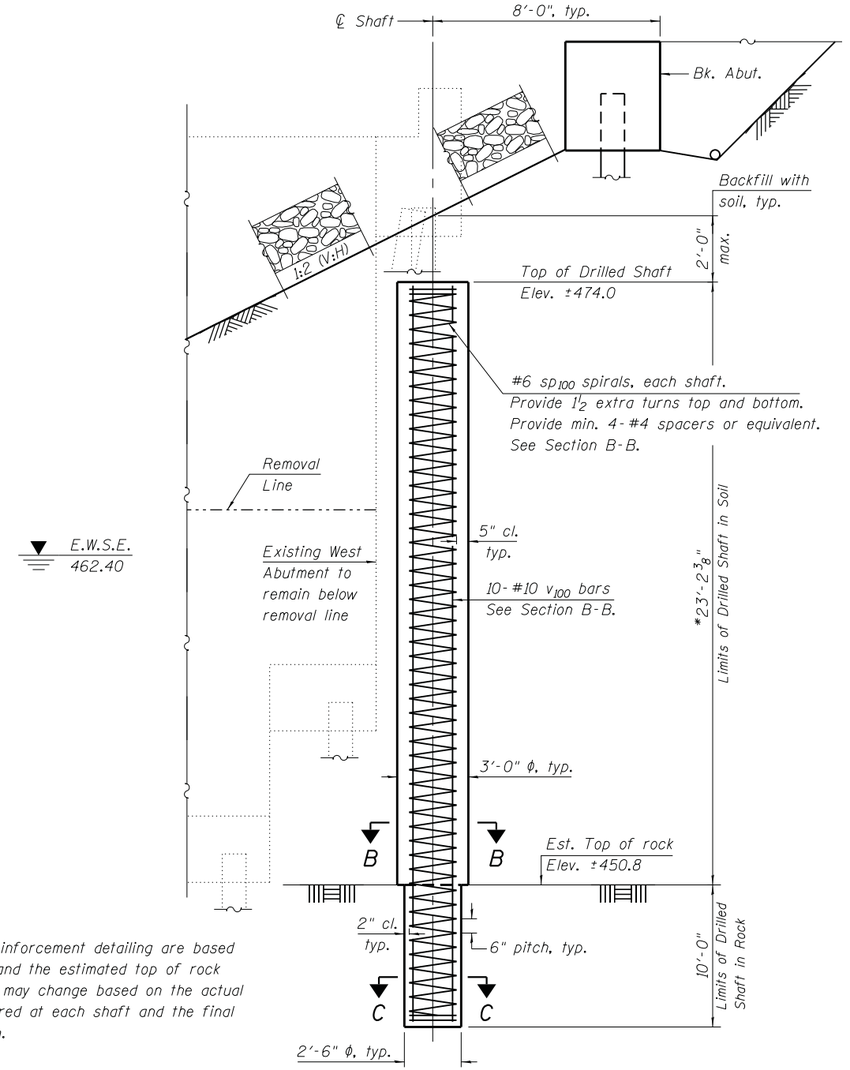
LAST SAVED DATE 8/13/2018



PLAN

LEGEND

Aerial Power Line	A
Gas Line	G
Telephone Cable	T
Water Pipe	W
Power Pole	
Water Meter Valve Box	WV
Gas Meter Valve Box	GV
Electrical Junction Box	E



VIEW A-A

* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

Seal applies to this sheet only.

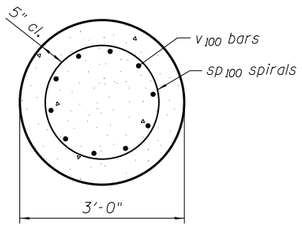
LICENSED STRUCTURAL ENGINEER ★ VINCENT P. TABOR 081-007047 ★ STATE OF ILLINOIS

Vincent P. Tabor 8/13/2018

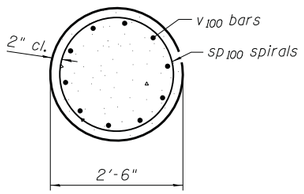
Vincent P. Tabor — Date
Licensed Structural Engineer
State of Illinois No. 081-007047
Expires 11/30/2018

Notes:

1. All utilities shown in plan view shall be relocated by others, unless noted otherwise.
2. The drilled shafts shall be installed and achieve a compressive strength of at least 3,500 psi prior to final grading of the slope, placement of riprap on the slope, and driving of piles for the West Abutment within the same Stage of Construction.



SECTION B-B



SECTION C-C

BILL OF MATERIAL
SLOPE STABILITY DRILLED SHAFTS

	Bar	No.	Size	Length	Shape
**	sp100	9	#6	32'-9"	
	v100	90	#10	32'-9"	
	Reinforcement Bars			Pound	19,330
	Drilled Shaft in Soil			Cu. Yd.	54.7
	Drilled Shaft in Rock			Cu. Yd.	16.4

** Length is height of spiral.
Minimum lap for spirals = 3'-0".

FILE NAME = 0720245-68185_Slope Stability Drilled Shafts.dgn

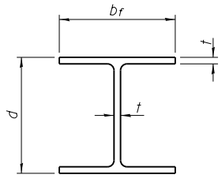
LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

USER NAME = Lin_31	DESIGNED - VPT	REVISED
	CHECKED - MTH	REVISED
PLOT SCALE = 0.2 '' / in.	DRAWN - VPT	REVISED
PLOT DATE = 8/13/2018	CHECKED - MTH	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

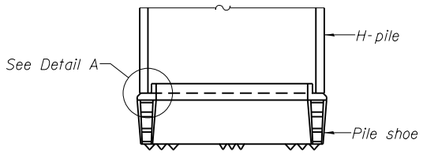
SLOPE STABILITY DRILLED SHAFTS
STRUCTURE NO. 072-0245
SHEET NO. 40 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	454
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

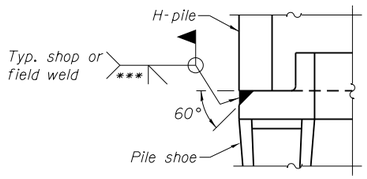


STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14¼"	14⅞"	13/16"	30"
x102	14"	14¾"	11/16"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅝"	14⅝"	½"	30"
HP 12x84	12¼"	12¼"	11/16"	24"
x74	12⅛"	12¼"	⅝"	24"
x63	12"	12⅛"	½"	24"
x53	11¾"	12"	7/16"	24"
HP 10x57	10"	10¼"	9/16"	24"
x42	9¾"	10⅛"	7/16"	24"
HP 8x36	8"	8⅛"	7/16"	18"

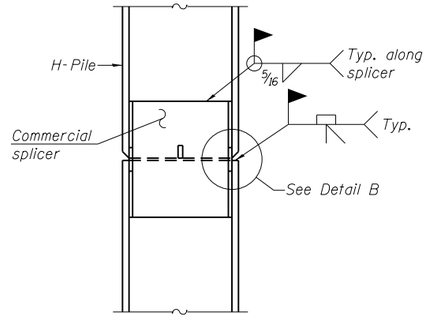


ELEVATION

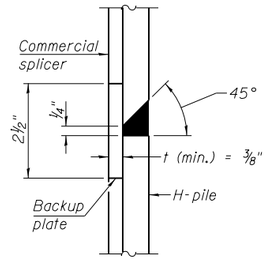


DETAIL A

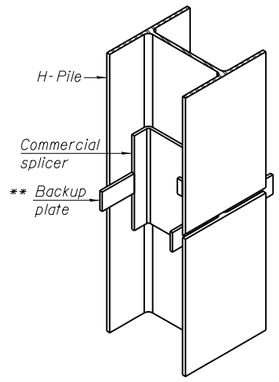
H-PILE SHOE ATTACHMENT



ELEVATION

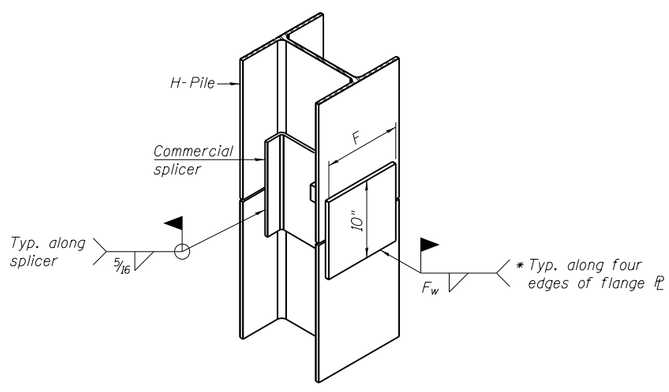


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



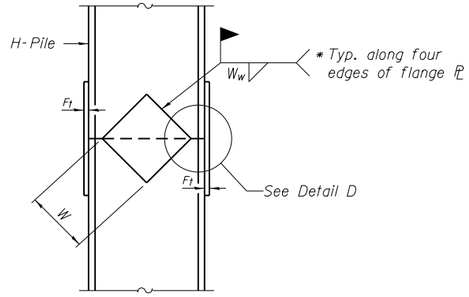
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

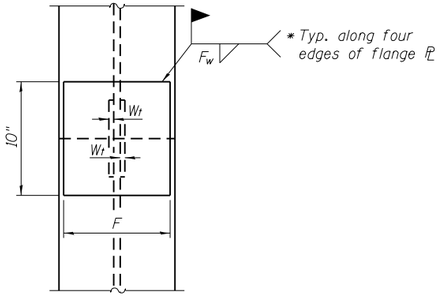
* Interrupt welds ¼" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

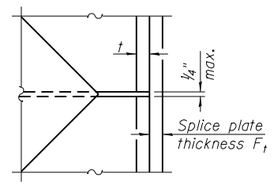
*** Weld size per pile shoe manufacturer (5/16" min.).



ELEVATION



END VIEW

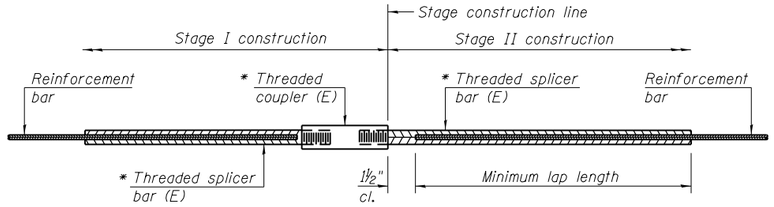


DETAIL D

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	12½"	1"	⅞"	7¾"	⅝"	½"
x102	12½"	⅞"	¾"	7¾"	⅝"	½"
x89	12½"	¾"	11/16"	7¾"	⅝"	½"
x73	12½"	⅝"	9/16"	7¾"	⅝"	½"
HP 12x84	10"	⅞"	11/16"	6½"	⅝"	½"
x74	10"	⅞"	11/16"	6½"	⅝"	½"
x63	10"	⅝"	½"	6½"	½"	⅜"
x53	10"	⅝"	½"	6½"	½"	⅜"
HP 10x57	8"	¾"	9/16"	5¼"	½"	⅜"
x42	8"	⅝"	9/16"	5¼"	½"	⅜"
HP 8x36	7"	⅝"	7/16"	4¼"	½"	⅜"

WELDED PLATE FIELD SPLICE

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

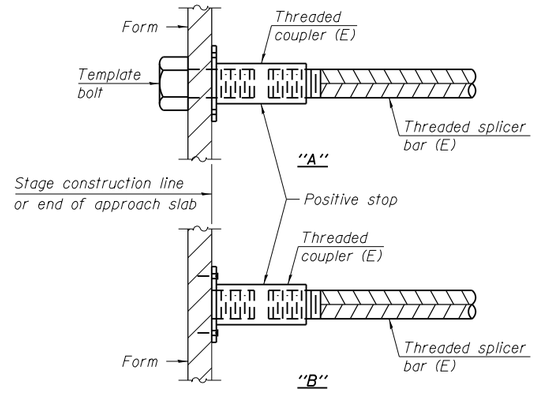


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1½" + thread length

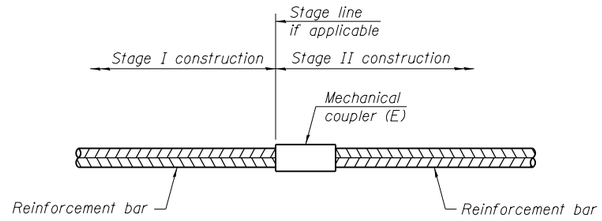
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	767	3'-2"
Abutment Diaphragm	#6	14	4'-4"
Approach CWS	#4	62	2'-11"
Approach Footing	#5	80	3'-2"
Abutment	#5	8	3'-2"
Abutment	#7	20	5'-6"
Pier Cap	#5	42	3'-2"
Pier Cap	#8	24	7'-2"
Pier Web Wall	#5	864	3'-2"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier	#10	252

NOTES

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

design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 072-0245
SHEET NO. 42 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	456
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
SCI Engineering

SOIL BORING LOG

Date 12/07/10

ROUTE FAU 6659 DESCRIPTION Structure Replacment - Farmington Road over Kickapoo Creek LOGGED BY KEG

SECTION 11I, 11BR-1 LOCATION Limestone Township; SW1/4, SEC. 1, TWP. 8N, RNG. 7E

COUNTY Peoria DRILLING METHOD CME 55LC w/HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0063 (ex.); 072-00XX (prop.)
Station

BORING NO. B-1 (E. Abut)
Station 267+50
Offset 36 ft Lt
Ground Surface Elev. 474.53 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 451.5 ft
Upon Completion 451.5 ft
After - Hrs. - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
FILL: Brown, sandy loam, fine grain (A-2)			
	5		
	3	-	3
	3		
471.5			
FILL: Brown, clay loam, trace fine gravel (A-6)			
	3		
	2	2.5	13
-5	1	P	
469.0			
FILL: Gray, silty clay (A-6)			
	2		
	2	0.7	24
	3	S/10	
LL-40, PL-24, PI-16			
	2		
	2	0.8	26
-10	4	P	
464.0			
FILL: Brown, sandy clay loam (A-6)			
	5		
	4	2.8	16
Becomes dark brown	5	P	
461.5			
SILTY CLAY LOAM: Brown (A-6)			
	2		
	2	0.3	25
-15	4	S/10	
	2		
	2	0.1	21
	2	S/10	
456.5			
LOAM: Brown (A-4)			
	WH		
	WH	-	19
-20	1		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
LOAM: Brown (A-4) *(continued)*			
	1		
	4	<0.25	21
	2	P	
451.5 ▼			
SAND: Brown, fine to coarse, trace fine gravel (A-1)			
	2		
Mud rotary drilling started at 23 feet.	1		
-25 Hollow stem augers advanced after coarse gravel encountered.	2		
	3		
	3		
	6		
	6		
	10		
-30	10		
No recovery	27		
	27		
-35	25		
437.5			
SAND: Brown, fine to medium (A-3)			
	10		
	12		
-40	15		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SCI Engineering

SOIL BORING LOG

Date 12/07/10

ROUTE FAU 6659 DESCRIPTION Structure Replacment - Farmington Road over Kickapoo Creek LOGGED BY KEG

SECTION 11I, 11BR-1 LOCATION Limestone Township; SW1/4, SEC. 1, TWP. 8N, RNG. 7E

COUNTY Peoria DRILLING METHOD CME 55LC w/HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0063 (ex.); 072-00XX (prop.)
Station

BORING NO. B-1 (E. Abut)
Station 267+50
Offset 36 ft Lt
Ground Surface Elev. 474.53 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 451.5 ft
Upon Completion 451.5 ft
After - Hrs. - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SAND: Brown, fine to medium (A-3) *(continued)*			
Becomes organish brown	4		
433.0			
CLAYEY SHALE: Gray	22	-	20
	50		
	24		
	40	-	15
-45	50/2"		
428.3			
Auger refusal at 46.2 feet.			
-50			
-55			
-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

design firm no. 184001036 whks engineers + planners + land surveyors	USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 072-0245
		CHECKED - SBC	REVISED		
	PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED		
	PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED		SHEET NO. 43 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	457
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
SCI Engineering

SOIL BORING LOG

Date 12/08/10

ROUTE FAU 6659 DESCRIPTION Structure Replacment - Farmington Road over Kickapoo Creek LOGGED BY KEG

SECTION 11I, 11BR-1 LOCATION Limestone Township; SW1/4, SEC. 1, TWP. 8N, RNG. 7E

COUNTY Peoria DRILLING METHOD CME 55LC w/HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0063 (ex.); 072-00XX (prop.)
Station

BORING NO. B-2 (Pier 1)
Station 268+17
Offset 36 ft Lt
Ground Surface Elev. 470.60 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 455.1 ft ▼
Upon Completion 455.1 ft ▽
After - Hrs. - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
FILL: Brown, silty loam (A-4)				
		3		
		2	0.8	21
		2	P	
	467.6			
CLAY LOAM: Brown, trace fine gravel (A-7) LL-42, PL-23, PI-19		3		
		3	0.7	23
	-5	3	B	
	465.1			
SILTY LOAM: Brown (A-4)		1		
		2	0.4	23
		2	S/15	
		2		
		3	0.4	22
	-10	6	S/10	
	460.1			
SANDY LOAM: Brown (A-4)		3		
		2	0.5	17
		3	S/15	
	457.6			
SANDY CLAY LOAM: Brown (A-4)		1		
		1	0.4	23
	-15	1	B	
	455.1 ▼			
SAND: Brown, fine (A-3)		WH		
		3		20
		4		
	452.6			
SAND: Brown, fine to coarse, trace fine gravel (A-1)		1		
		3		
	-20	4		
SAND: Brown, fine to coarse, trace fine gravel (A-1) *(continued)* Added mud to HSA Becomes dark brown and medium to coarse		3		
		3		18
		5		
Becomes brown and fine to coarse		5		
		9		
	-25	5		
	445.1			
GRAVEL: Coarse (A-1) Poor recovery		10		
		10		
		14		
Poor recovery		21		
		20		17
	-30	23		
		20		
		63		15
	-35	46		
	434.6			
SAND: Brown, fine to medium, trace fine and coarse gravel (A-1)	434.1	50/3"		
		23		16
		50/3"		
CLAYEY SHALE: Gray				
		31		
		50/6"		16
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SCI Engineering

SOIL BORING LOG

Date 12/08/10

ROUTE FAU 6659 DESCRIPTION Structure Replacment - Farmington Road over Kickapoo Creek LOGGED BY KEG

SECTION 11I, 11BR-1 LOCATION Limestone Township; SW1/4, SEC. 1, TWP. 8N, RNG. 7E

COUNTY Peoria DRILLING METHOD CME 55LC w/HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0063 (ex.); 072-00XX (prop.)
Station

BORING NO. B-2 (Pier 1)
Station 268+17
Offset 36 ft Lt
Ground Surface Elev. 470.60 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 455.1 ft ▼
Upon Completion 455.1 ft ▽
After - Hrs. - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY SHALE: Gray *(continued)*				
		40		
		50/4"		14
		35		
		50/3"		14
	-45			
		40		
		50/2"		16
		50		
	421.4	50/2"		14
Boring terminated at 49.2 ft.	-50			
	-55			
	-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

design firm no. 184001036
whks engineers • planners • land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 072-0245
SHEET NO. 44 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	458
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

LAST SAVED DATE: 8/15/2018

Illinois Department of Transportation
Division of Highways
SCI Engineering

SOIL BORING LOG

Date 12/7, 8/2010

ROUTE FAU 6659 DESCRIPTION Structure Replacment - Farmington Road over Kickapoo Creek LOGGED BY KEG

SECTION 11I, 11BR-1 LOCATION Limestone Township; SW1/4, SEC. 1, TWP. 8N, RNG. 7E

COUNTY Peoria DRILLING METHOD CME 55LC w/HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0063 (ex.); 072-00XX (prop.)
Station

BORING NO. B-3 (Pier 2)
Station 268+65
Offset 39 ft Lt
Ground Surface Elev. 469.56 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 454.1 ft ▼
Upon Completion 454.1 ft ▽
After - Hrs. - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
SILTY LOAM: Brown (A-4) LL-30, PL-21, PI-9		2 2 3	1.5 P	23
	465.6	5		
SANDY LOAM: Brown, trace fine gravel (A-4)	-5	8 8	2.0 P	13
	464.1			
SILTY CLAY: Brown (A-6)		3 3 3	2.5 P	25
	461.6			
SILTY LOAM: Gray (A-4)		2 2 1	1.0 P	28
	-10			
		WH WH WH	0.3 P	34
	456.6			
SILTY CLAY LOAM: Gray (A-6)		WH 1 2	0.4 B	33
	-15			
	454.1 ▼			
SAND: Dark gray, medium to coarse, trace fine gravel (A-1)		WR WH 1		21
	451.6			
SILTY LOAM: Gray (A-4)		1 1 2	0.3 P	35
	-20			
	449.1			
SANDY LOAM: Gray (A-4) Added mud to HSA		2 1 2	0.5 B	21
	446.6			
SAND: Gray, fine to coarse, trace fine gravel (A-1)		6 6		17
	-25	7		
Becomes brown and some fine to coarse gravel		7 13 11		
	441.6			
SAND: Brown, fine (A-3)		7 8		
	-30	9		
	439.1			
CLAYEY SHALE: Gray		25 50/3"		18
	-35	50/1"		
		50 50/2"		14
		50 50/4"		15
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
SCI Engineering

SOIL BORING LOG

Date 12/7, 8/2010

ROUTE FAU 6659 DESCRIPTION Structure Replacment - Farmington Road over Kickapoo Creek LOGGED BY KEG

SECTION 11I, 11BR-1 LOCATION Limestone Township; SW1/4, SEC. 1, TWP. 8N, RNG. 7E

COUNTY Peoria DRILLING METHOD CME 55LC w/HSA HAMMER TYPE Automatic

STRUCT. NO. 072-0063 (ex.); 072-00XX (prop.)
Station

BORING NO. B-3 (Pier 2)
Station 268+65
Offset 39 ft Lt
Ground Surface Elev. 469.56 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 454.1 ft ▼
Upon Completion 454.1 ft ▽
After - Hrs. - ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAYEY SHALE: Gray *(continued)*		38 50/4"		15
	-45	50 50/2"		13
	423.0	50/5" 50/2"		17
Boring terminated at 46.6 ft.	-50			
	-55			
	-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

FILE NAME = 072D245-68185.dgn

design firm no. 184001036
whks engineers • planners • land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 072-0245
SHEET NO. 45 OF 52 SHEET

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	459
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
SCI Engineering

SOIL BORING LOG

Date 12/08/10

ROUTE FAU 6659 **DESCRIPTION** Structure Replacment - Farmington Road over Kickapoo Creek **LOGGED BY** KEG

SECTION 11I, 11BR-1 **LOCATION** Limestone Township; SW1/4, **SEC.** 1, **TWP.** 8N, **RNG.** 7E

COUNTY Peoria **DRILLING METHOD** CME 55LC w/HSA **HAMMER TYPE** Automatic

STRUCT. NO. 072-0063 (ex.); 072-00XX (prop.)
Station

BORING NO. B-4 (W. Abut)
Station 270+19
Offset 26 ft Rt
Ground Surface Elev. 479.30 ft

Surface Water Elev. ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 466.3 ft ▼
Upon Completion 466.3 ft ▽
After - **Hrs.** - ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
FILL: Brown, fine to medium sand with silt lumps (A-3)	3 3 3	-	8
475.3			
FILL: Brown, sandy loam, trace fine gravel (A-2)	4 4 4	-	10
-5			
Trace coarse gravel	4 3 4	1.0 P	12
471.3			
FILL: Brown, clay loam, trace fine gravel (A-6)	2 2 1	0.1 S/10	17
-10			
468.8			
SANDY LOAM: Brown (A-4)	5 4 5	1.3 P	18
466.3 ▼			
CLAY LOAM: Brown (A-7)	2 1 2	0.2 B	20
-15			
463.8			
SILTY CLAY: Dark brown (A-7) LL-49, PL-29, PI-20	WH 1 2	0.5 P	30
Becomes brown	3 3 4	0.5 B	27
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
458.8			
CLAY LOAM: Gray (A-7)	WH 2 5	0.3 B	21
456.3			
CLAYEY SHALE: Greenish gray	7 19 34		19
-25			
	26 43 50/3"		16
Becomes gray	50/2" 50		16
-30			
	50 50/3"		18
-35			
	50 50/1"		13
440.2			
Boring terminated at 39.1 ft.			
-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
AASHTO Classifications are based on visual classifications unless otherwise noted BBS, form 137 (Rev. 8-99)

design firm no. 184001036
whks engineers • planners • land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 072-0245
SHEET NO. 46 OF 52 SHEETS

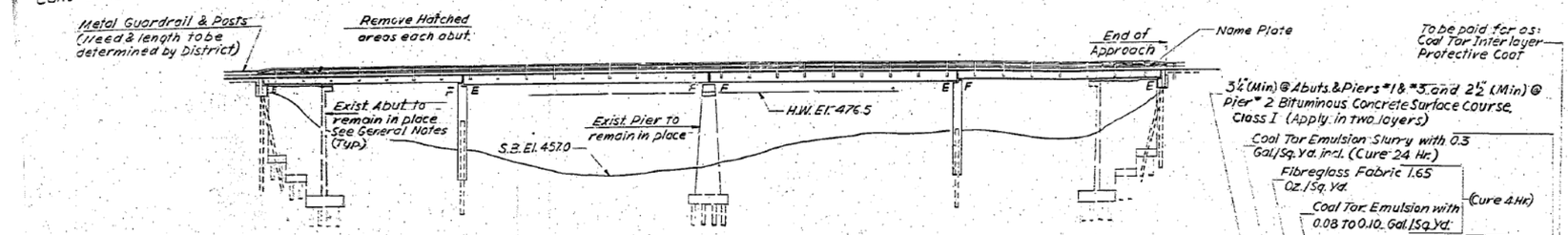
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	460
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 8	11BR	PEORIA	10	3

SHEET NO. 1
8 SHEETS

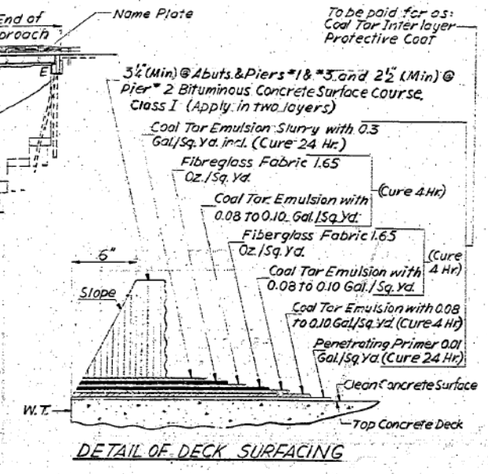
B.M.: Left Sta. 270+15, Chiseled Square, S.W. Corner of S.W. Wing of W. abutment Elev. 481.64
Exist. Structure built in 1922 as SBI Rte 8, Sec. 11B & 11C at sta. 269+00. Superstructure - 2-100' span trusses on conc. closed abuts. and solid pier.
Superstructure and abut. parapet walls to be removed by Bridge Contractor. No salvage. Top of existing pier and abutment to be removed by Bridge Contractor.



ELEVATION

STATION 269+00
REBUILT 197 BY
STATE OF ILLINOIS
S.B.I. RT. 8 SEC. 11 BR
LOADING HS 20

NAME PLATE
(See Standard 2113-1)



DETAIL OF DECK SURFACING

GENERAL NOTES

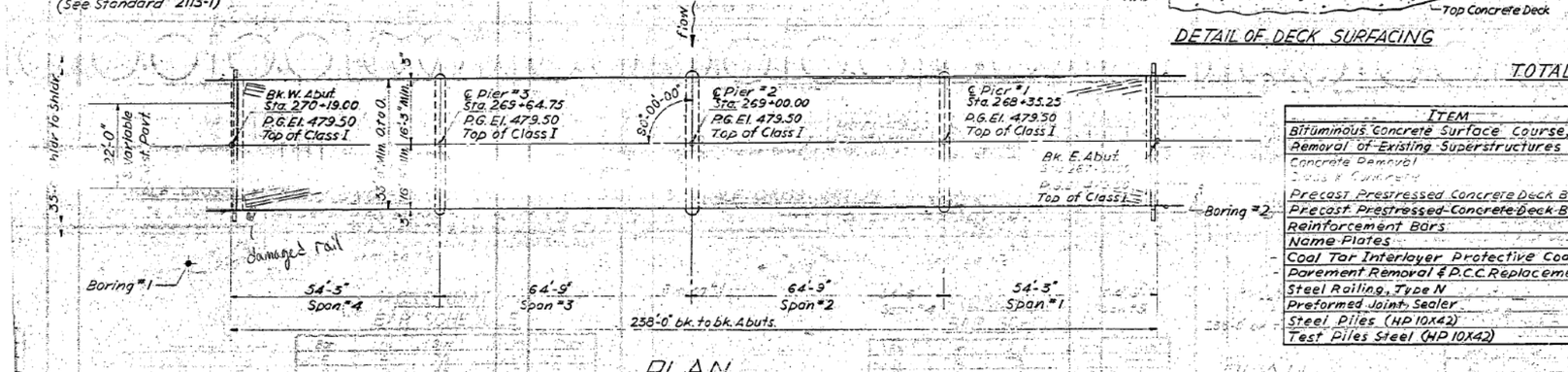
All reinforcement bars shall be lapped 24 diameters unless otherwise shown.

It shall be the responsibility of the contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.

The contractor shall drive 1 steel Test Pile each of new abutments and piers, in a permanent location as directed by the Engineer before ordering the remainder of piles.

Limits of Coal Tar Intlayer Protective Coat shall be one foot beyond end of deck beams and out to out of deck.

Existing Abutments partially removed to provide minimum 3" clearance between underside of 21" Precast section and top of abutments. Cost shall be considered incidental to the Contract Unit price for class X concrete.



PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER.	SUB.	TOTAL
Bituminous Concrete Surface Course, Class I	Ton	146	-	146
Removal of Existing Superstructures	Each	1	-	1
Concrete Removal	Cu. Yd.	-	12	12
Precast Prestressed Concrete Deck Beam 27" Depth	Sq.Ft.	4273	-	4273
Precast Prestressed Concrete Deck Beam 21" Depth	Sq.Ft.	3471	-	3471
Reinforcement Bars	Pound	-	9777	9777
Name Plates	Each	1	-	1
Coal Tar Interlayer Protective Coat	Sq.Yd.	921	-	921
Pavement Removal & P.C.C. Replacement, Type II (10")	Sq.Yd.	10	-	10
Steel Railing, Type N	Lin.Ft.	470	-	470
Preformed Joint Sealer	Lin.Ft.	152	-	152
Steel Piles (HP 10X42)	Lin.Ft.	-	856	856
Test Piles Steel (HP 10X42)	Each	-	4	4

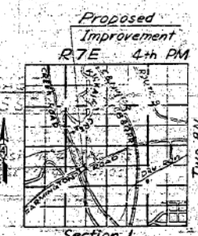
DESIGN STRESSES
FIELD UNITS
f_c = 1,400 psi
f_s = 20,000 psi (Reinf.)
V_c = 75 psi
n = 10
25% for future wearing surface allowed

PRECAST PRESTRESSED UNITS
f'_c = 5,000 psi
f_{ci} = 4,000 psi
f_s = 248,000 psi - 7/16" ℄ Strands
f_{si} = 173,600 psi - 7/16" ℄ Strands

DESIGN SPECIFICATIONS
1969 AASHO as applicable
LOADING HS 20-44

WATERWAY INFORMATION
Drainage Area = 290 Sq. Miles
Character - Hilly
Present Opening ... 2710 Sq. Ft.
Required Opening - - 2710 Sq. Ft.
Proposed Opening - - 2710 Sq. Ft.
Q(50) = 20740 cfs

DESIGNED I.A.O.J.
CHECKED May
DRAWN M.O.J.
CHECKED May
EXAMINED
PASSED
APPROVED



LOCATION SKETCH

GENERAL PLAN & ELEVATION
S.B.I. RTE. 8 OVER KICKAPOO CREEK
SBI ROUTE 8 SEC. 11 BR
PEORIA COUNTY
STATION 269+00

design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 ' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 072-0245
SHEET NO. 47 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	461
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 8	11BR	PEORIA	10	6

SHEET NO. 4
8 SHEETS

±2'-0" Pavt. Removal & P.C.C. Replacement

Limits of waterproofing

Detail 'A' (See sheet *5)

SEC. THRU ABUTS.

Hatched area to be poured after beams are in place.

Elev. 477.44

Symm. about ℄ Rdwy.

1'-6" Level

1/2" P.J.F. (Typ.)

A — 4-*5 h_{21} ea. Face

L_{h20}

*4 s_{20} bars

8-*7 p_{20} bars See Sec. Thru. Abut.

2-*4 s_{20} bar

Elev. 473.94

Typical between piles

ELEVATION

NOTES:

Hatched area to be poured after beams are in place.
All edges shall have standard 3/4" chamfer.
All piles shall be driven to refusal.

P_{21}
P_{21}
h_{21}
S_{22}
h_{21}
h_{21}

SECTION A-A

2'-3 1/2"
1'-6"
℄ Brg.
Back of Abut.
6" 12"
Const. Jt.
Slope 1" between brgs.
2" Chamfer
Batter 2:12
1'-4" 1'-4"
3'-0"

SEC. THRU ABUT.

Back of Abutment
Symm. about ℄ Rdwy.
℄ Brg.
15'-6"
10-Bearing Spaces at 3'-0" = 30'-0"
33'-6"

TOP VIEW

BAR S_{21}

BAR U_{20}

BAR n_{20}

BAR S_{22}

PILE DATA

Type - Steel H Pile (HP 10X42)
Capacity - 45 Tons - Drive to refusal.
Est. Length 40'-0" (E. Abut.) & 25'-0 (W. Abut.)
No. Required 8 plus 1 test pile (ea. abut.)

Symm. about ℄ Rdwy.
Back of Abutment
8 alt-Pile Spaces at 3'-10 1/2" = 31'-0"
16'-9"

PLAN - PILE CAP (Not to Scale)

* TWO ABUTMENTS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{20}	4	#6	32'-9"	
h_{21}	24	#5	4'-6"	
P_{20}	16	#6	32'-8"	
P_{21}	16	#5	2'-5"	
S_{20}	72	#4	11'-8"	
S_{22}	64	#4	6'-1"	
U_{20}	12	#6	8'-4"	
n_{20}	64	#4	2'-9"	
Class X Concrete		Cu. Yds.	32	
Reinforcement Bars		Lbs.	2356	
Steel H - Piles (HP10X42)		Lin. Ft.	520	
Test Piles Steel (HP 10X42)		Ea.	2	

EAST & WEST ABUTMENTS
S.B.I. RTE. 8 SEC. 11 BR
PEORIA COUNTY
STATION 269+00

DESIGNED	M.O.J.	
CHECKED	may	
DRAWN	M.O.J.	
CHECKED	may	

EXAMINED
PASSED
APPROVED
19

A-9-R 2-1-66, 8-1-70

design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED	
	CHECKED - SBC	REVISED	
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED	
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 072-0245
SHEET NO. 48 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	462
		CONTRACT NO. 68185		
		ILLINOIS FED. AID PROJECT		

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

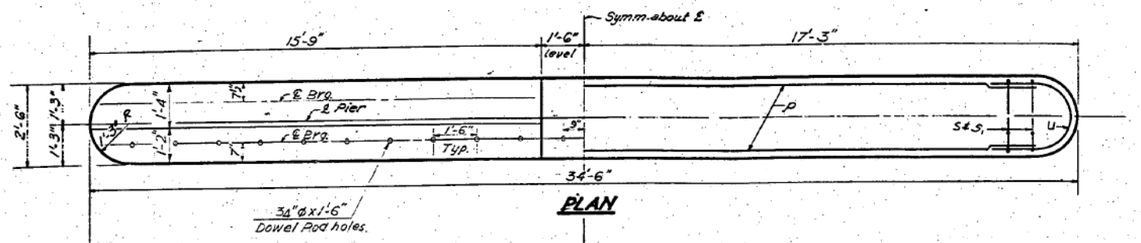
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 8	11BR	PEORIA	10	7
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

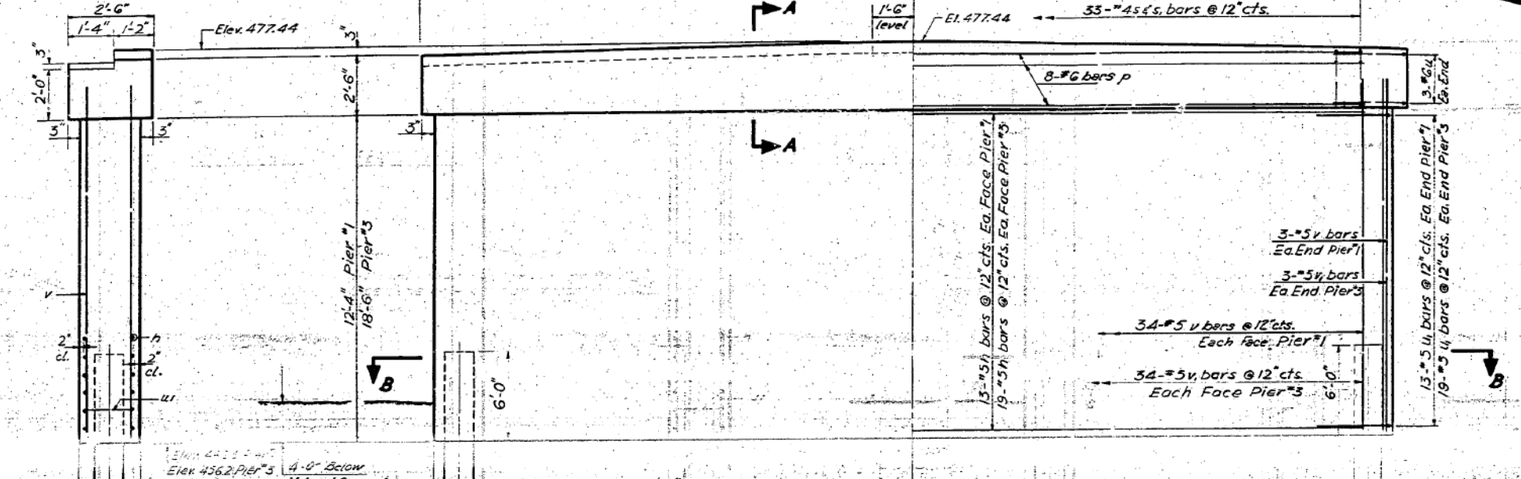
SHEET NO. 5
8 SHEETS

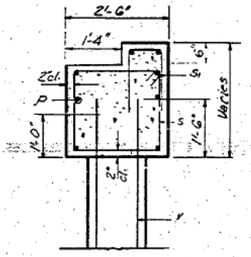
PILE DATA

Type: Steel H Pile - HP 10X42
Capacity: Drive to refusal.
Est. length: 32'-0" (Pier #1) & 16'-0" (Pier #3)
No. Required: 7 plus one test pile (ea. Pier)

PLAN

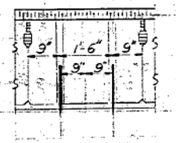






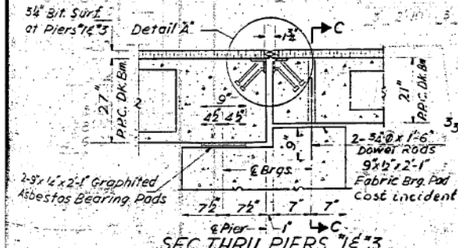
SEC. A-A

Notes:
All edges shall have ¾ Std. ¾" chamfers.
All piles shall be driven to refusal.

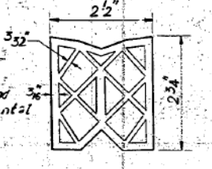


END VIEW

(End View Pier #3 by rotation)



SEC. THRU PIERS #1 & #3



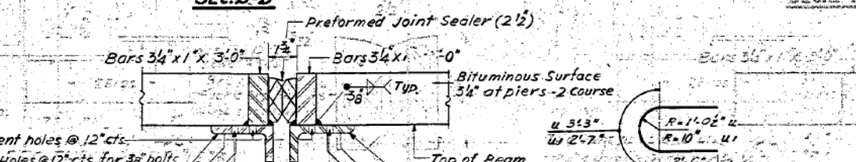
PREFORMED JOINT SEALER (2½")

DESIGNED	M.O.J.	
CHECKED	Maf	
DRAWN	M.O.J.	
CHECKED	Maf	

EXAMINED 19
PASSED
APPROVED

ELEVATION

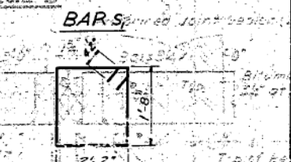
SEC. B-B



DETAIL 'A'

REINFORCEMENT ELEVATION

SEC. B-B



BARS u & u1

BAR S

SECTION C-C

TWO PIERS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	64	#5	31'-6"	
P	16	#6	52'-0"	
S	66	#4	6'-3"	
S1	66	#4	3'-6"	
u	12	#6	8'-3"	
w	6	#5	7'-7"	
V	72	#5	13'-10"	
V1	72	#5	19'-6"	
Class 'A' Concrete			Cu. Yds	92
Reinforcement Bars			Lbs.	6625
Steel Piles (HP 10X42)			Lin. Ft.	336
Test Piles (HP 10X42)			Each	2

PIERS #1 & #3
S.B.I. RTE. 8 SEC. 11 BR
PEORIA COUNTY
STATION 269+00

design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 072-0245
SHEET NO. 49 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	463
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

LAST SAVED DATE: 8/15/2018

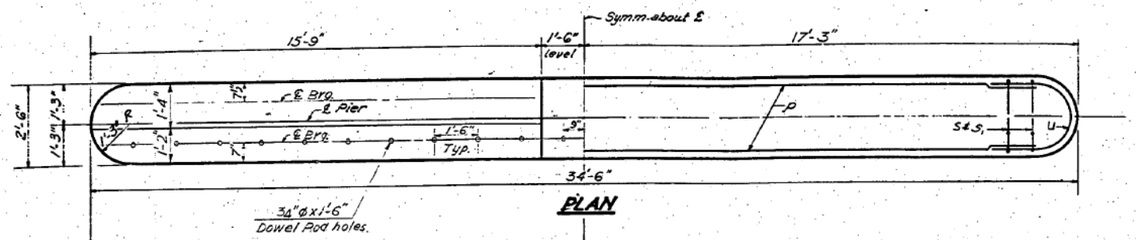
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. / S.B. 8	11BR	PEORIA	10	7
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
8 SHEETS

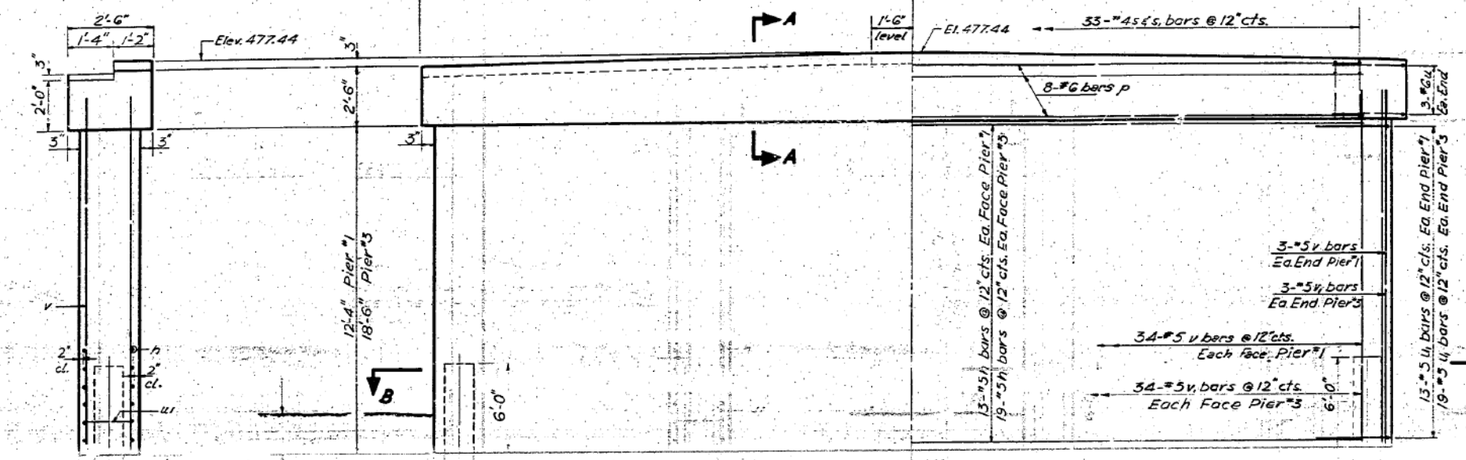
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

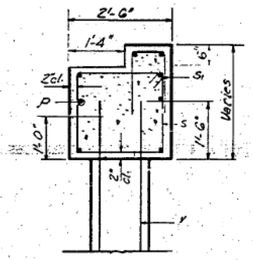
PILE DATA

Type: Steel H Pile - HP10X42
Capacity: Drive to refusal.
Est. length: 32'-0" (Pier #1) & 16'-0" (Pier #3)
No. Required: 7 plus one test pile (ea. Pier)



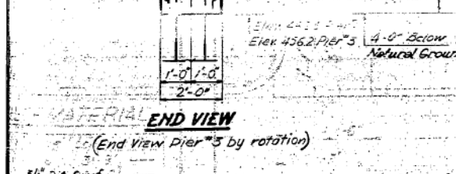
PLAN





SEC. A-A

Notes:
All edges shall have ¾ Std. ¾" chamfers.
All piles shall be driven to refusal.



END VIEW
(End View Pier #3 by rotation)

DIMENSIONS

ELEVATION

REINFORCEMENT

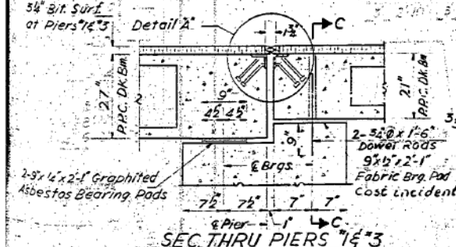
ELEVATION

SECTION C-C

TWO PIERS

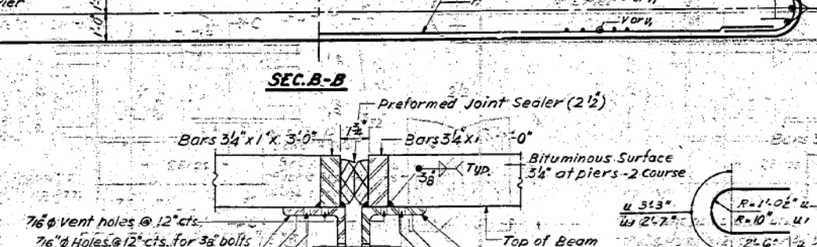
BILL OF MATERIAL

Sym.	No.	Size	Length	Shape
h	64	#5	31'-6"	—
p	16	#6	32'-0"	—
s	66	#4	6'-5"	L
S_1	66	#4	3'-6"	L
u	12	#6	8'-3"	L
u1	64	#5	7'-7"	L
v	74	#5	13'-10"	—
v_1	74	#5	19'-6"	—
Class X Concrete			Cu. Yds	92
Reinforcement Bars			Lbs.	6625
Steel Piles (HP 10X42)			Lin. Ft.	356
Test Piles (HP 10X42)			Each	2



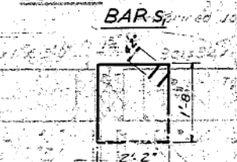
SEC. THRU PIERS #1 & #3

PREFORMED JOINT SEALER (2½")



SEC. B-B

DETAIL 'A'



BARS u & u1

BARS

BARS

DESIGNED	M.O.J.
CHECKED	maf
DRAWN	M.O.J.
CHECKED	maf

EXAMINED 19
PASSED
APPROVED

PIERS #1 & 3
S.B.I. RTE. 8 SEC. 11 BR
PEORIA COUNTY
STATION 269+00

FILE NAME = 0720245-68185.dgn

design firm no. 184001036
whks engineers • planners • land surveyors

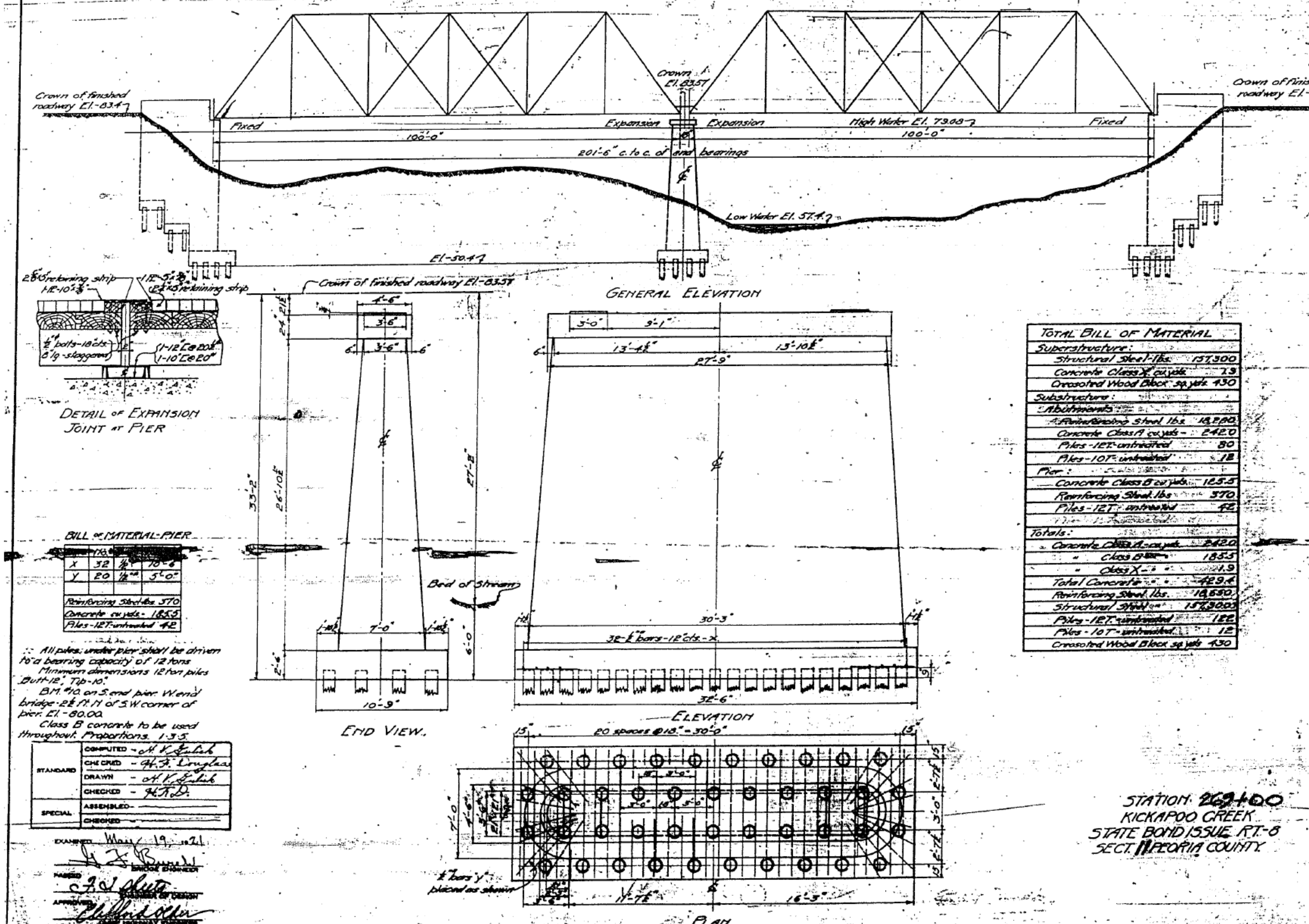
USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 012 '/ in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 072-0245
SHEET NO. 50 OF 52 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	464
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

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



BILL OF MATERIAL-PIER

	No.		
X	32	1/2"	10'-6"
Y	20	1/2"	5'-0"
Reinforcing Steel-lbs. 370			
Concrete cu. yds.- 185.5			
Piles-12T-untreated 42			

All piles under pier shall be driven to a bearing capacity of 12 tons.
Minimum dimensions 12 ton piles Butt-12", Tip-10".
B.M. #10 on S. end pier. W. end bridge-2 1/2 ft. N. of S.W. corner of pier. El.-80.00.
Class B concrete to be used throughout. Proportions 1:3:5.

STANDARD	COMPUTED	- H. V. Gulick
	CHECKED	- H. F. Douglas
	DRAWN	- H. V. Gulick
	CHECKED	- H. F. D.
SPECIAL	ASSEMBLED	-
	CHECKED	-

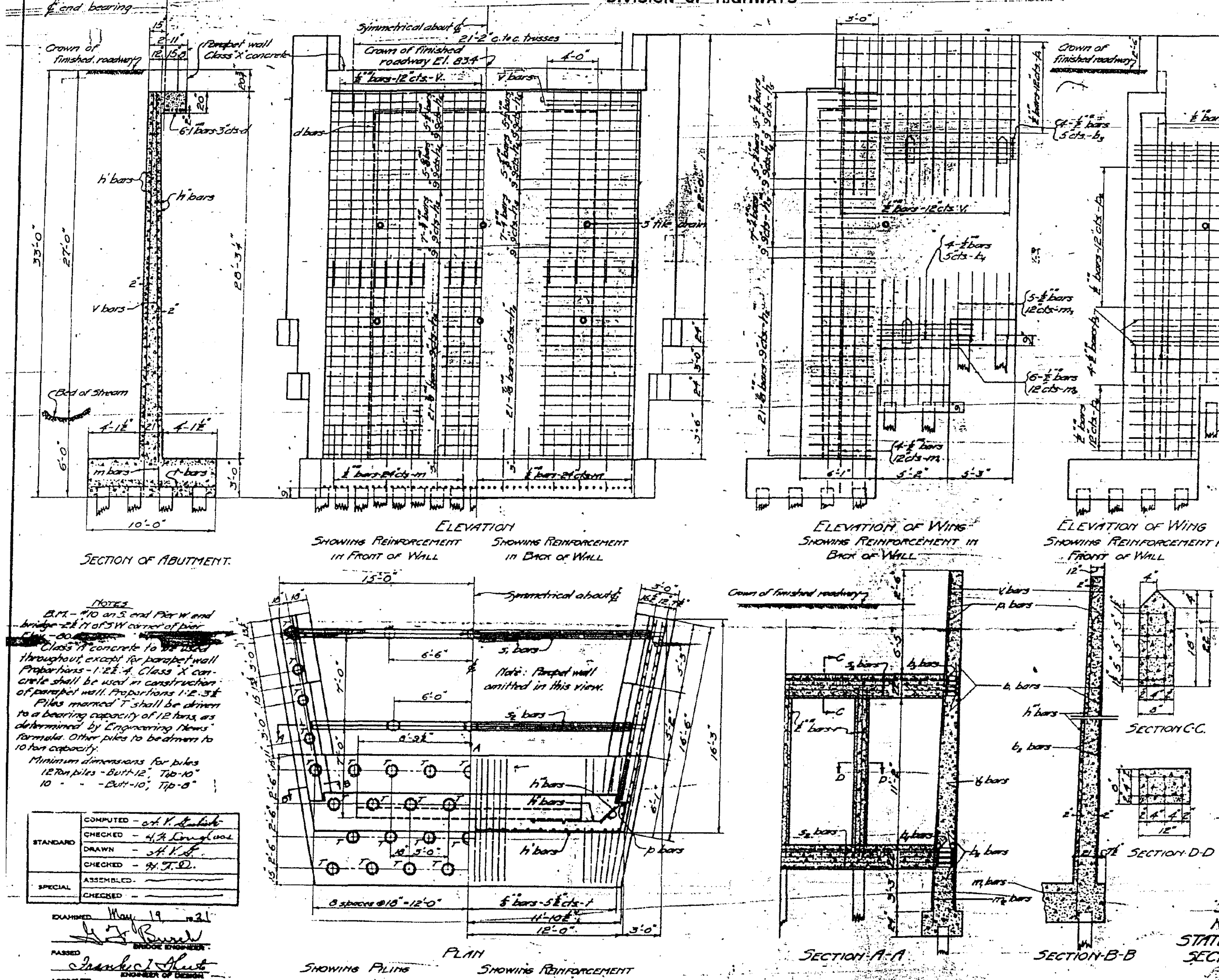
EXAMINED May 19, 1921
H. F. Burrell
BRIDGE ENGINEER
PASSED F. S. Sluts
ENGINEER OF DESIGN
APPROVED Clifford Older
CHIEF HIGHWAY ENGINEER

TOTAL BILL OF MATERIAL	
Superstructure:	
Structural Steel-lbs.	157,300
Concrete Class X cu. yds.	1.9
Creosoted Wood Block sq. yds.	430
Substructure:	
Abutments	
Reinforcing Steel lbs.	18,280
Concrete Class A cu. yds.-	242.0
Piles-12T-untreated	80
Piles-10T-untreated	12
Pier:	
Concrete Class B cu. yds.	125.5
Reinforcing Steel lbs.	370
Piles-12T-untreated	42
Totals:	
Concrete Class A-cu. yds.	242.0
" Class B	185.5
" Class X	1.9
Total Concrete	429.4
Reinforcing Steel lbs.	18,650
Structural Steel	157,300
Piles-12T-untreated	122
Piles-10T-untreated	12
Creosoted Wood Block sq. yds.	430

BOND ISSUE ROUTE NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
8	PEORIA	11 8 C	39	34

Sheet No. 3
3 Sheets

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



BILL OF MATERIAL

Bars	No.	Size	Length
h_2'	42	[illegible]	28'-0"
h_3'	14	[illegible]	28'-0"
h_4'	10	[illegible]	28'-0"
h_5'	10	[illegible]	28'-0"
h_2	84	[illegible]	8'-0"
h_3	28	[illegible]	8'-0"
h_4	20	[illegible]	8'-0"
h_5	20	[illegible]	8'-0"
m_2	24	[illegible]	10'-0"
h_2''	84	[illegible]	5'-6"
h_3''	28	[illegible]	5'-6"
h_4''	20	[illegible]	5'-6"
h_5''	20	[illegible]	5'-6"
V	136	½"	13'-8"
V_1	56	½"	13'-6"
V_2	16	[illegible]	23'-6"
V_3	20	[illegible]	[illegible]
V_4	20	½"	13'-8"
m_1	20	[illegible]	3'-0"
b_1	36	[illegible]	14'-0"
b_2	44	[illegible]	16'-0"
b_3	16	½"	10'-6"
b_4	24	½"	3'-0"
b_1	16	½"	13'-6"
b_2	16	[illegible]	12'-6"
b_3	16	½"	10'-6"
b_4	16	½"	7'-6"
m	28	[illegible]	4'-6"
m_1	16	[illegible]	16'-6"
S_1	16	½"	31'-0"
S_2	32	½"	23'-0"
d	12	1"	23'-0"
P	36	½"	12'-0"
t	102	[illegible]	9'-6"

Concrete - Class A - cu. yds. 2 420
Reinforcing Steel - lbs. - 18 200
Piles (12T) - untreated - 80
Piles (10T) - untreated - 18

NOTES
B.M. - #10 on S. end Pier W end bridge 2 ft. N of S.W. corner of pier ... El. 80...
Class "A" concrete to be used throughout, except for parapet wall. Proportions - 1:2½:4. Class "X" concrete shall be used in construction of parapet wall. Proportions 1:2:3½.
Piles marked "T" shall be driven to a bearing capacity of 12 tons, as determined by Engineering News' Formula. Other piles to be driven to 10 ton capacity.
Minimum dimensions for piles
12 Ton piles - Butt-12", Tip-10"
10 - - - Butt-10", Tip-8"

STANDARD	COMPUTED	- A.V. [illegible]
	CHECKED	- [illegible]
	DRAWN	- A.V.S.
	CHECKED	- [illegible]
SPECIAL	ASSEMBLED	-
	CHECKED	-

EXAMINED May 19 1921
[signature] BRIDGE ENGINEER
PASSED
[signature] ENGINEER OF DESIGN
APPROVED
[signature] CHIEF HIGHWAY ENGINEER

STATION 269+00
KICKAPOO CREEK
STATE BOND ISSUE RT. 8
SECT. 11 8 PEORIA COUNTY

design firm no. 184001036
whks
engineers • planners • land surveyors

USER NAME = $OPERATOR$	DESIGNED - TJZ	REVISED
	CHECKED - SBC	REVISED
PLOT SCALE = 0:2 ' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/16/2018	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS (FOR INFORMATION ONLY)
STRUCTURE NO. 072-0245
SHEET NO. 52 OF 52 SHEETS

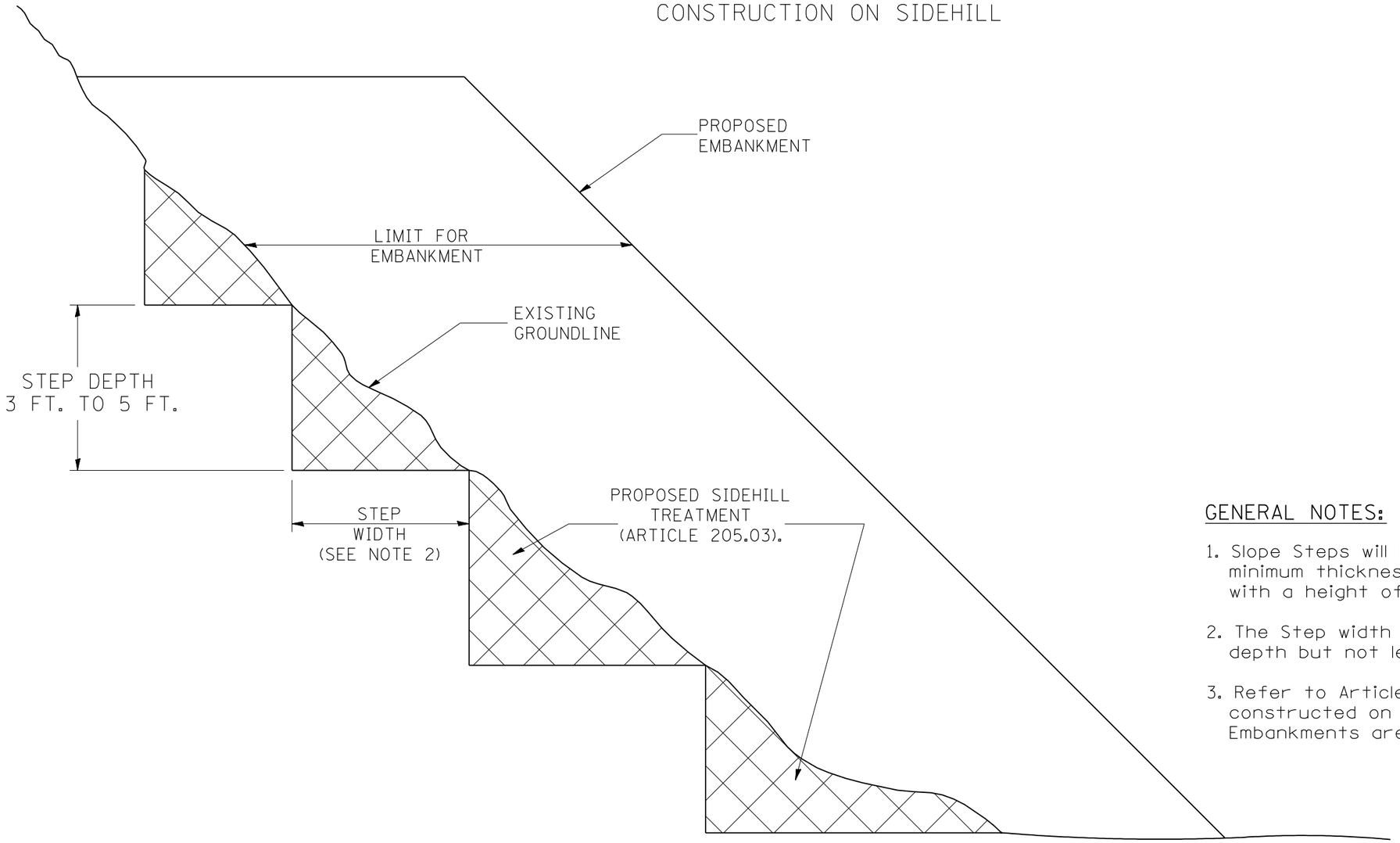
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	466

CONTRACT NO. 68185
ILLINOIS FED. AID PROJECT

FILE NAME = Ø72Ø245-68185.dgn
LAST SAVED DATE 8/16/2018

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "sliver fills" and on all fills with a height of 10 feet or greater.

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.

REPLACEMENT MATERIAL:

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

DESIGNER NOTE:

1. EACH PROJECT SHOULD BE REVIEWED INDEPENDENTLY FOR TREATMENT REQUIRED.
2. REFER TO THIS DETAIL WITH NOTE ON APPLICABLE TYPICAL SECTIONS.

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

1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE	T.P.			
	BOX, REVISED GENERAL NOTES.				
10-16-06	REVISED TO 2007 SPEC.	M.A.			
5-30-18	MINOR CORRECTION	R.D.			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

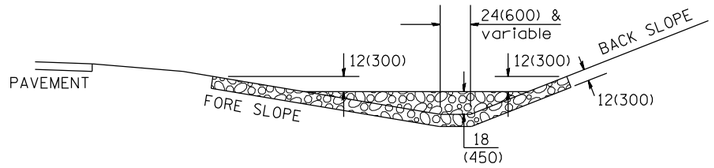
SLOPE STEPS DETAIL

NOT TO SCALE

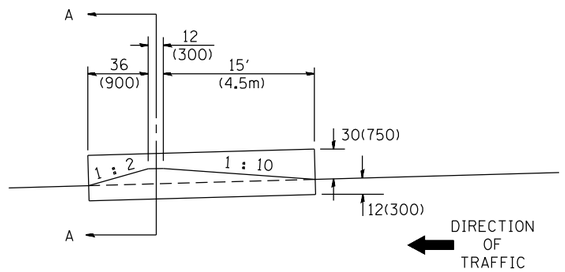
CADD STD. 205001-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	467
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

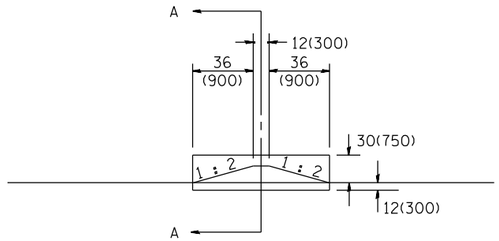
DESIGNER NOTES:
1. Designer to modify this detail Special Detail Sheet, as needed, for inclusion in plans.
2. Determine the required clear zone in order to select the berm slopes.
3. Include State Standard 280001.



SECTION A - A

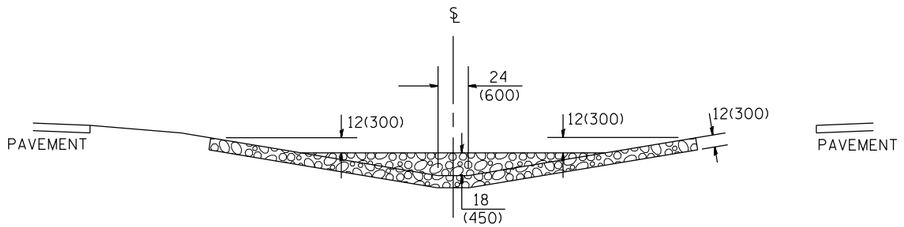


SIDE VIEW
(WITHIN CLEAR ZONE)

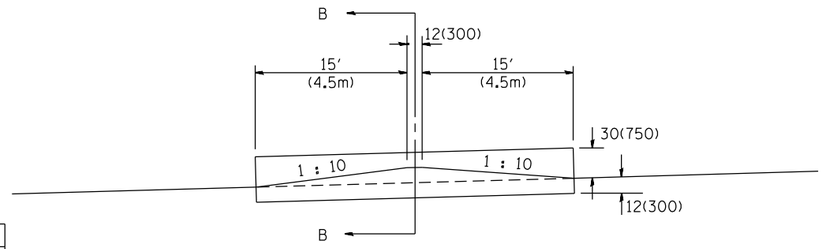


SIDE VIEW
(OUTSIDE OF CLEAR ZONE)

SIDE DITCH AGGREGATE DITCH CHECK



SECTION B - B



SIDE VIEW

MEDIAN AGGREGATE DITCH CHECK

NOTES:

1. FOR DITCH BOTTOM PROTECTED BY EROSION CONTROL BLANKET, USE 400'(120m) SPACING.
   FOR SEEDED DITCH BOTTOM, USE 200'(60m) SPACING.
2. THIS WORK CONSISTS OF THE COMPLETE INSTALLTION OF EROSION CONTROL DITCH CHECK AT LOCATIONS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. THE AGGREGATE GRADATION SHALL BE RR3 WITH A MINIMUM QUALITY OF CLASS B.

LOCATION				NUMBER OF DITCH CHECKS	FORE SLOPE	DITCH BOTTOM WIDTH	BACK SLOPE	BERM SLOPE
STATION	MEDIAN	SIDE DITCH LEFT	SIDE DITCH RIGHT					

ESTIMATE QUANTITIES

	FORE SLOPE	DITCH BOTTOM	BACK SLOPE	BERM SLOPE	AGGREGATE DITCH CHECK EROSION CONTROL TON (METRIC TON)
MEDIAN DITCH	1 : 6	24(600)	—	1 : 10	95(86)
SIDE DITCH	1 : 6	24(600)	1 : 4	1 : 10 & 1 : 2	50(45)
SIDE DITCH	1 : 6	24(600)	1 : 4	1 : 2 & 1 : 2	19(17)
SIDE DITCH	1 : 4	24(600)	1 : 3	1 : 10 & 1 : 2	18(16)
SIDE DITCH	1 : 4	24(600)	1 : 3	1 : 2 & 1 : 2	14(13)

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

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

QUANTITIES

CALC. BY: _____ DATE:

CHECKED BY: _____ DATE:

QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION

1-1-97	RENUM. A-12.04, NEW REVISION BOX, REVISED TITLE	T.P.	03-15-12	CHANGED NOTE 1.	R.D.
	BOX, ADDED QUANTITY CALCULATION BOX				
9-15-05	REVISED DESIGNER NOTE	M.A.			
10-16-06	REVISED RR3 QUALITY & TO 2007 SPEC.	M.A.			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

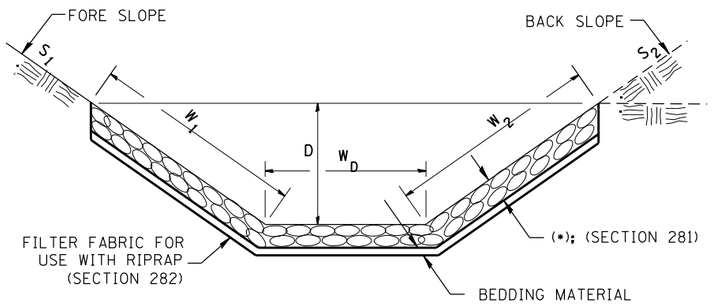
EROSION CONTROL AGGREGATE DITCH CHECK

NOT TO SCALE — CADD STD. 280101-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	468
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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. Include District Special Provision if needed.

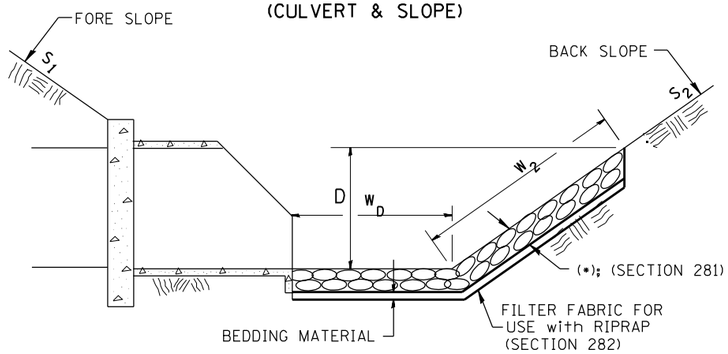
CASE 1
(DITCH)



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

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

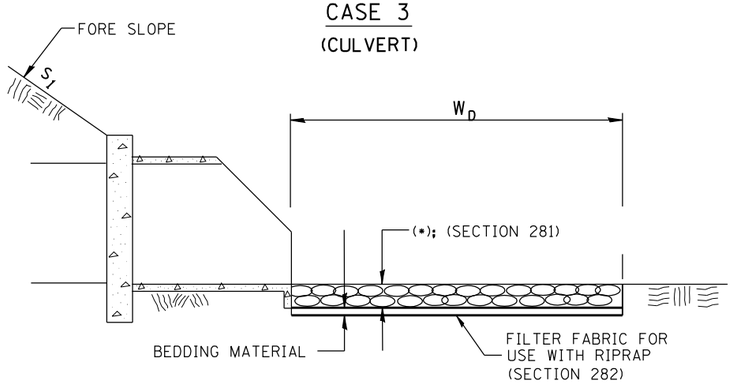
CASE 2
(CULVERT & SLOPE)



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

(1) WIDTH = $W_2 + W_D$

CASE 3
(CULVERT)



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m^2)
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 inches (millimeters) unless otherwise noted.

1-1-97	RENUM. A-12.02, NEW REVISION BOX	T.P.
12-1-97	CORRECT FILTER FABRIC LEADER ARROW	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.
9-6-12	REMOVED A DESIGNER NOTE AND MADE MINOR CHANGES	R.D.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

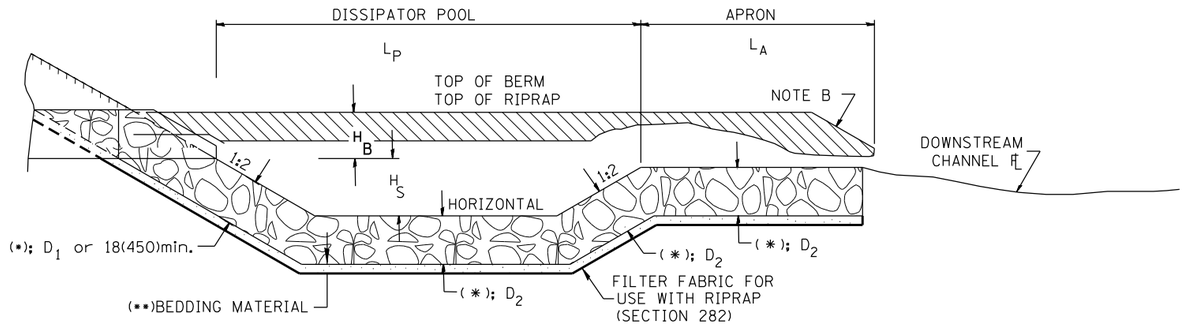
RIPRAP DITCH FOR EROSION PROTECTION

NOT TO SCALE

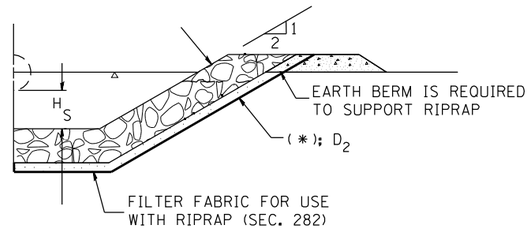
CADD STD. 281001-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	469
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

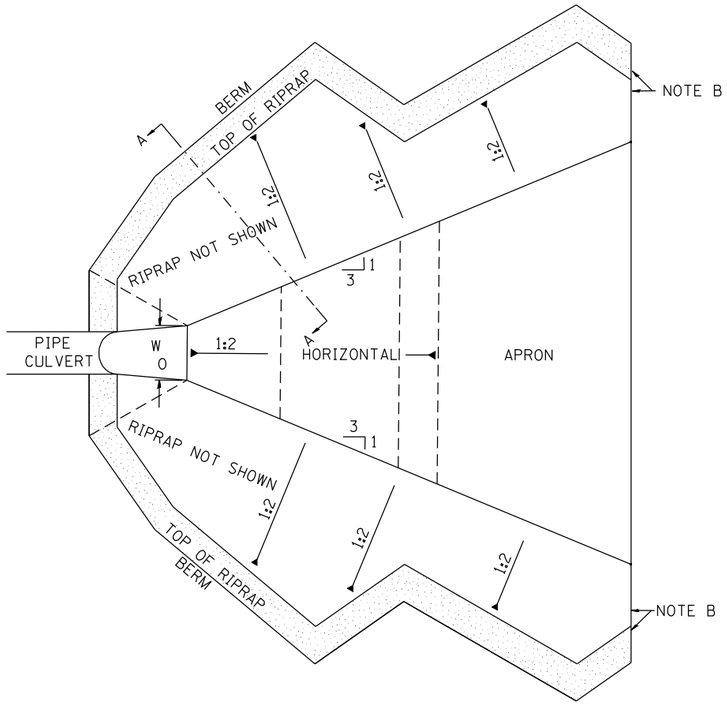
Designer NOTES:
1. Designer to modify this Special Detail Sheet, as needed for inclusion in plans.
2. (*) Designer to specify pay item including material, quality, and gradation.
3. (**) Designer to specify thickness of bedding material.
4. Include District Special Provision if needed.



℄ SECTION



SECTION A-A



TOP VIEW

STATION	W_O	L_P	L_A	H_S	H_B	(*) D_1	(*) D_2	(**) D_3
275+10	10	15	2	2	3	1.33	1.33	0.5

DIMENSIONS IN FEET.

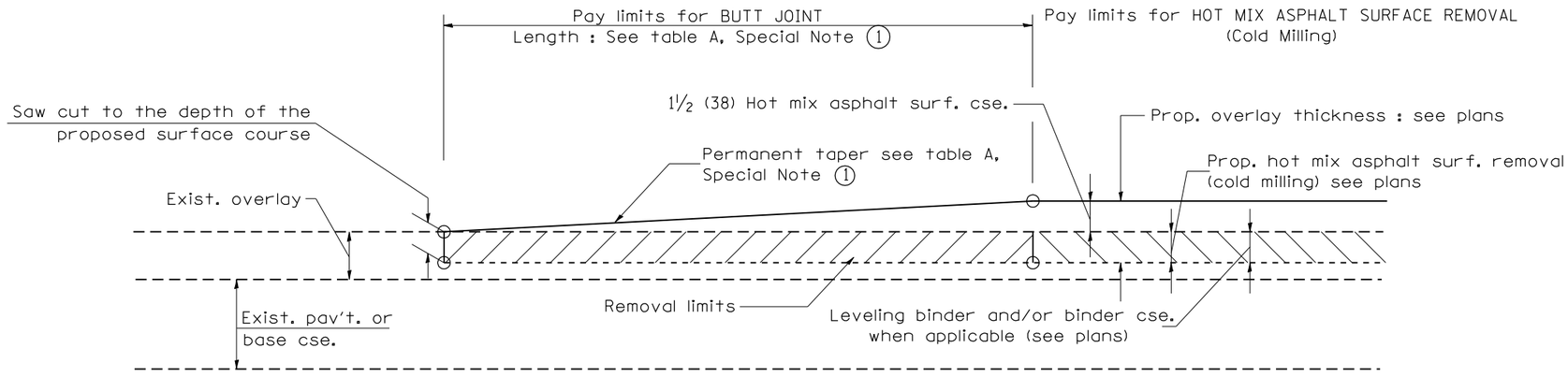
NOTE B: WARP BASIN TO CONFORM TO NATURAL STREAM CHANNEL

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

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

1-1-97	RENUM. A-12.03, NEW REVISION BOX	T.P.	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIPRAP ENERGY DISSIPATOR	
10-16-06	REVISED TO 2007 SPEC.	M.A.		NOT TO SCALE	CADD STD. 281101-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	470
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



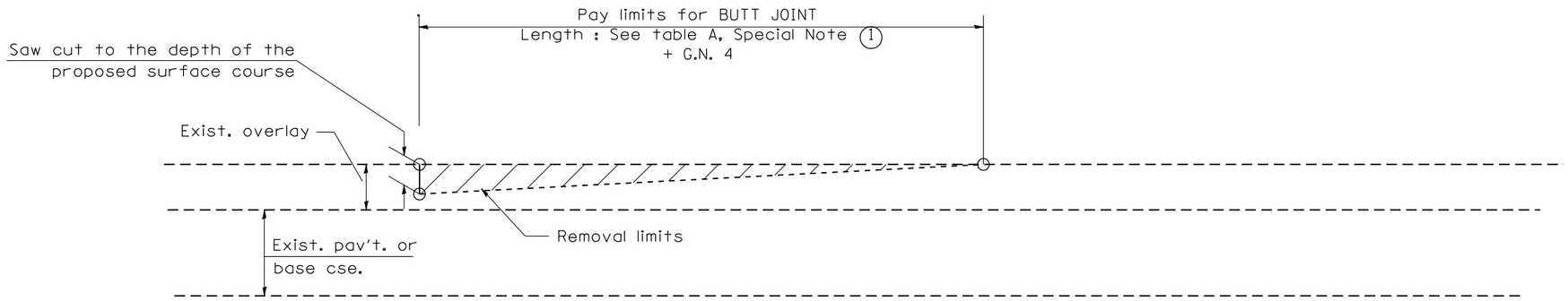
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
TAPER RATES

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

GENERAL NOTES

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



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

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

01-01-97	RENUM. C-23.01, NEW REVISION BOX	T.P.	08-21-13	MAJOR MODIFICATIONS	R.D.
04-01-97	CORRECTION TO DEPTH	J.A.	02-29-16	MINOR CORRECTIONS	R.D.
09-15-05	REVISED DESIGNER NOTE	M.M.A.	04-12-16	MINOR CORRECTIONS	R.D.
10-16-06	REVISED TO 2007 SPEC.	M.A.	02-14-17	ADDED NOTE 5	R.D.

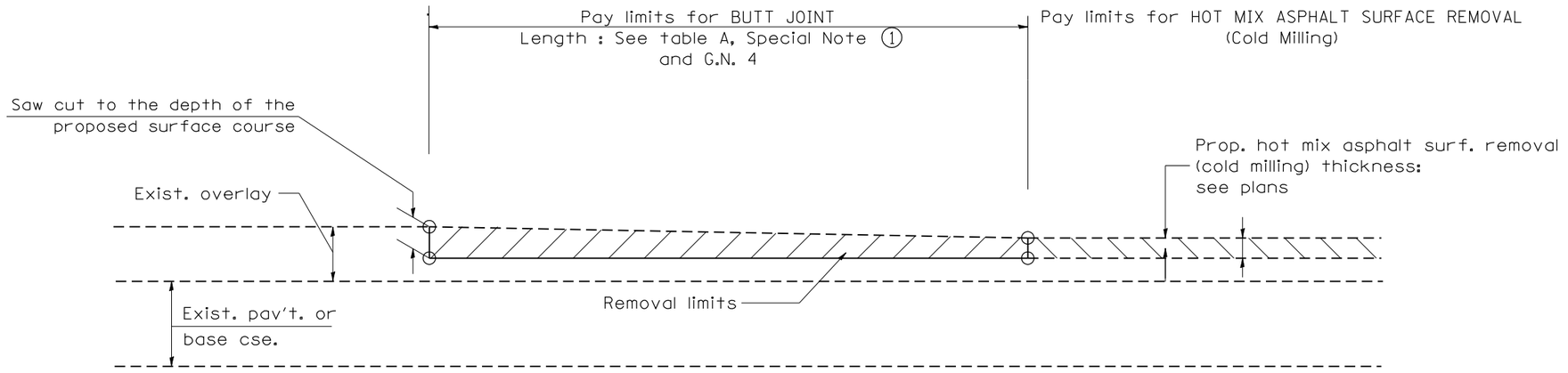
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

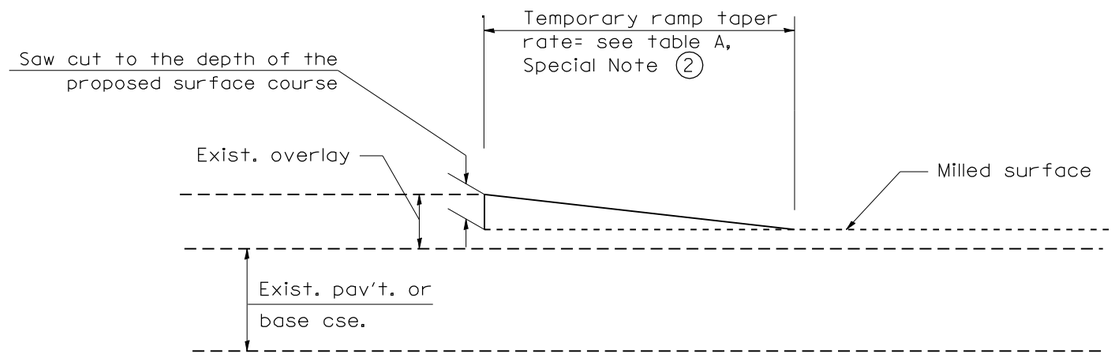
BUTT JOINTS

SHT. 1 OF 3
CADD STD. 406101-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	471
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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



DETAIL TEMPORARY RAMP

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

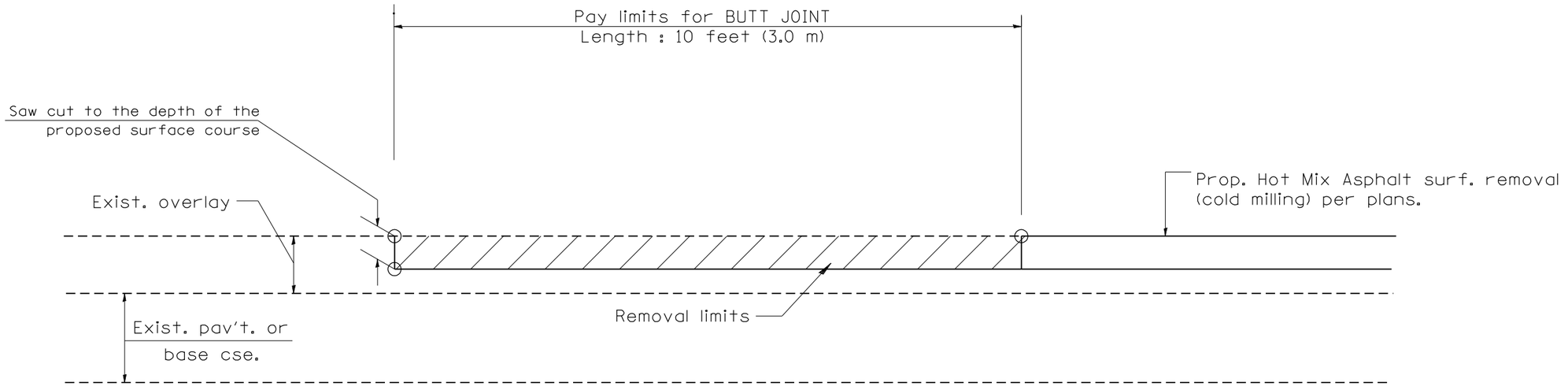
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

NOT TO SCALE

SHT. 2 OF 3
CADD STD. 406101-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	472
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

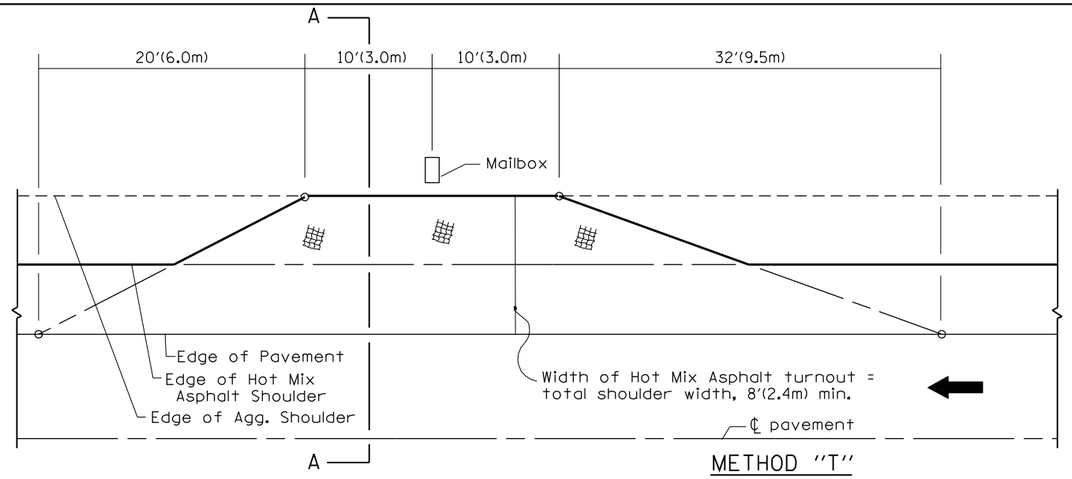
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

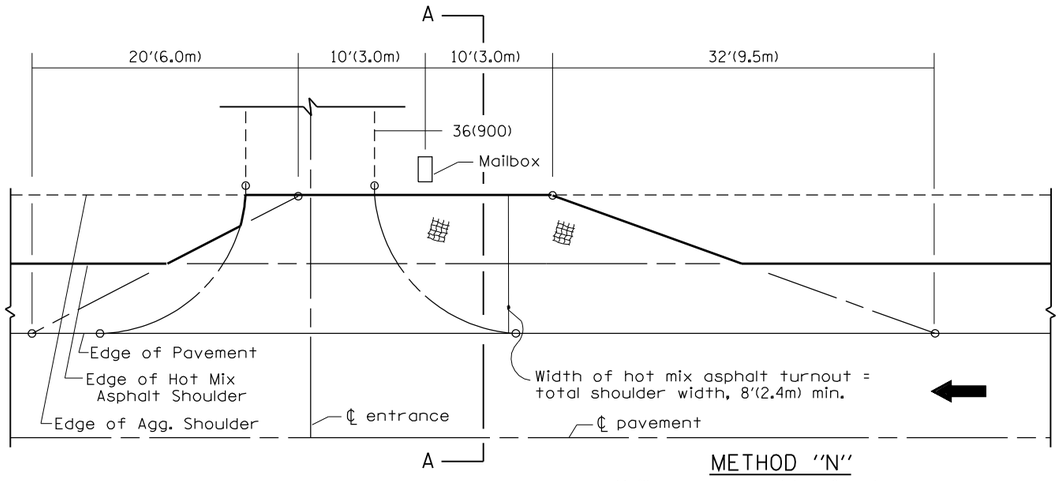
BUTT JOINTS

SHT. 3 OF 3
CADD STD. 406101-D4

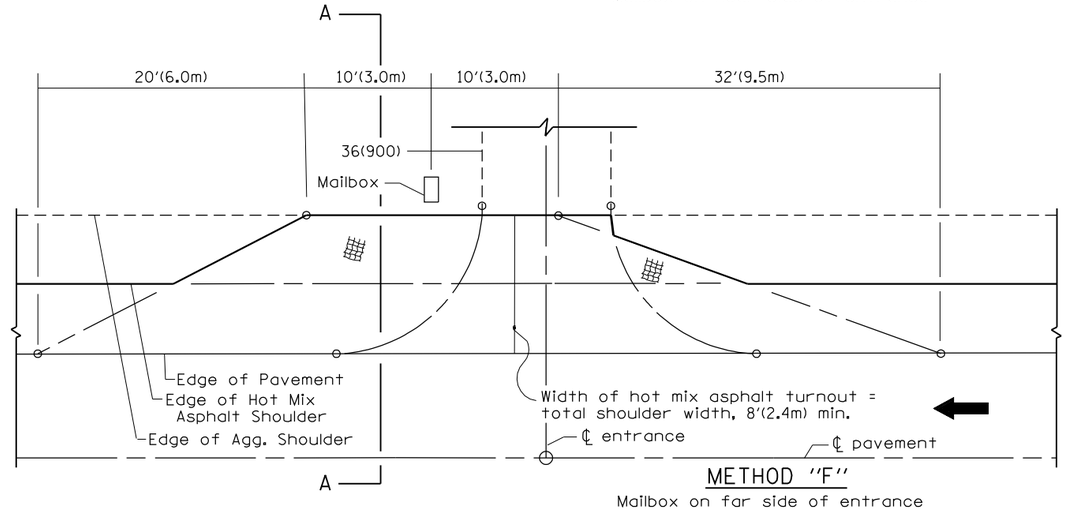
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	473
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



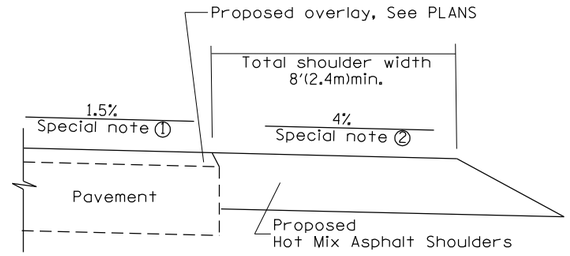
METHOD "T"
Typical Application



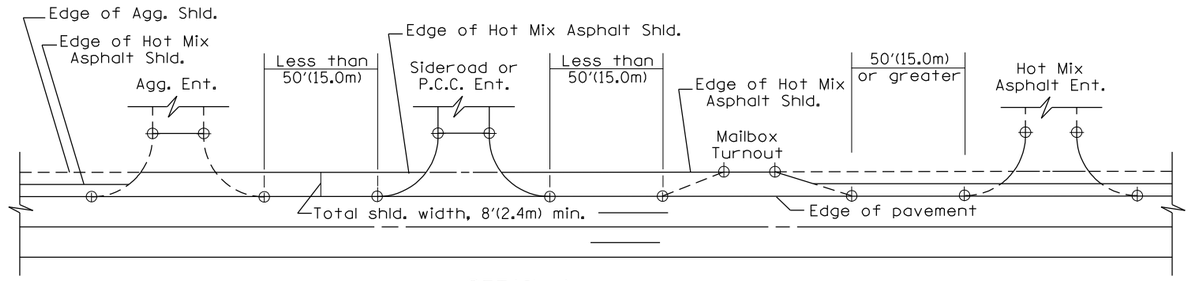
METHOD "N"
Mailbox on near side of entrance



METHOD "F"
Mailbox on far side of entrance



SECTION A-A



DETAIL A

SHOULDER TREATMENT FOR CLOSELY SPACED SIDEROADS, ENTRANCES, AND/OR MAILBOX TURNOUTS

GENERAL NOTES

1. Mailbox turnouts shall slope away from the pavement edge at a rate equal to the shoulder slope. See SECTION A-A.

2. The total shoulder width, 8'(2.4m) minimum, shall be paved between sideroads entrances and/or mailbox turnouts at locations where the distance between radius or taper control points is less than 50'(15.0m). See DETAIL A.

3. Mailboxes shall be mounted such that the face of the mailbox is 6(150) to 12(300) and the post a minimum of 24(600) from the edge of the turnout surfacing.

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 turnout slope. The standard cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6'(1.8m) and wider and 12% for shoulders 4'(1.2m) and less. Where 12(300) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

DESIGNER NOTES:
1. THIS DRAWING REPLACES STATE STANDARD 406201
2. DESIGNER SHOULD CONSULT CHAPTER 49 OF THE BDE MANUAL

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

01-01-97	RENUM. C-90.01, NEW REVISION BOX	T.P.
07-01-97	REVISE DESIGNER NOTES	J.A.
09-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAILBOX TURNOUTS FOR "3R" PROJECTS

NOT TO SCALE

CADD STD. 406201-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	474
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

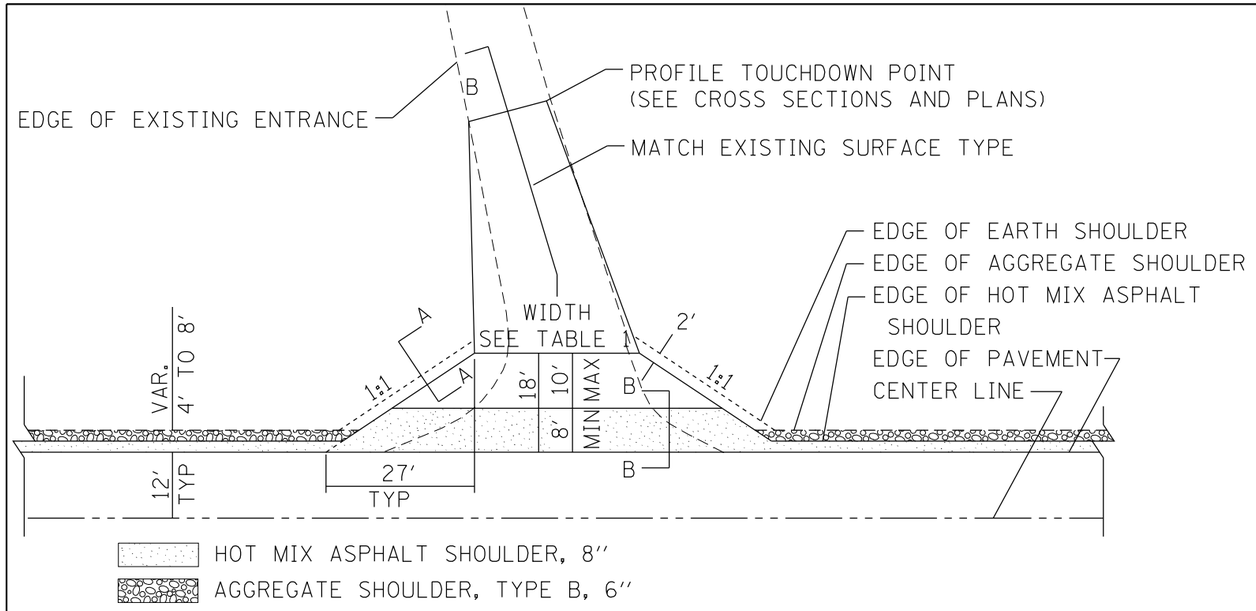


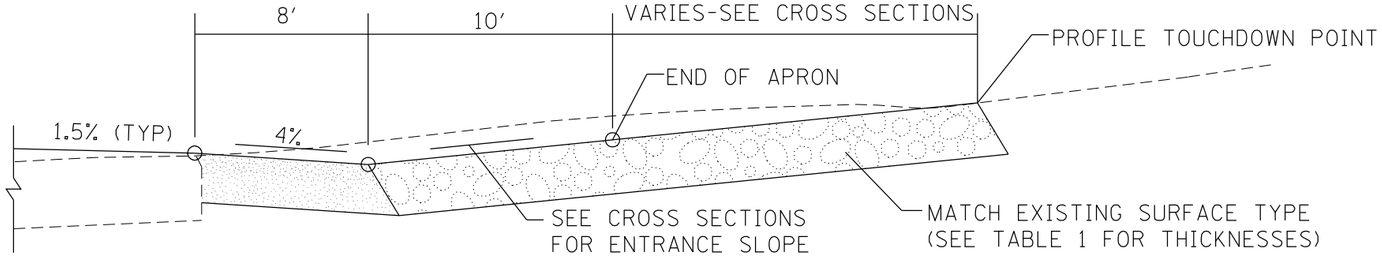
TABLE 1

RURAL ENTRANCE DESIGN

ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT		COMMERCIAL			
					1-WAY OPERATION		2-WAY OPERATION	
WIDTH (W)	12'(3.6m) Min.	24'(7.2m) Max.	20' (6.1m)Min.	30'(9.0m)Max.	14'(4.3m) Min.	24'(7.2m) Max.	24'(7.2m) Min.	35'(10.7m) Max.
FLARE	1:1.5							
MAX. GRADE (G)	12%		12%		10%			
SURFACE TYPE								
INCIDENTAL HOT MIX ASPHALT SURFACING	6''		—		8''			
AGGREGATE SURFACE COURSE	6''		8''		—			
PCC DRIVEWAY PAVEMENT	6''		—		7''			

PLAN

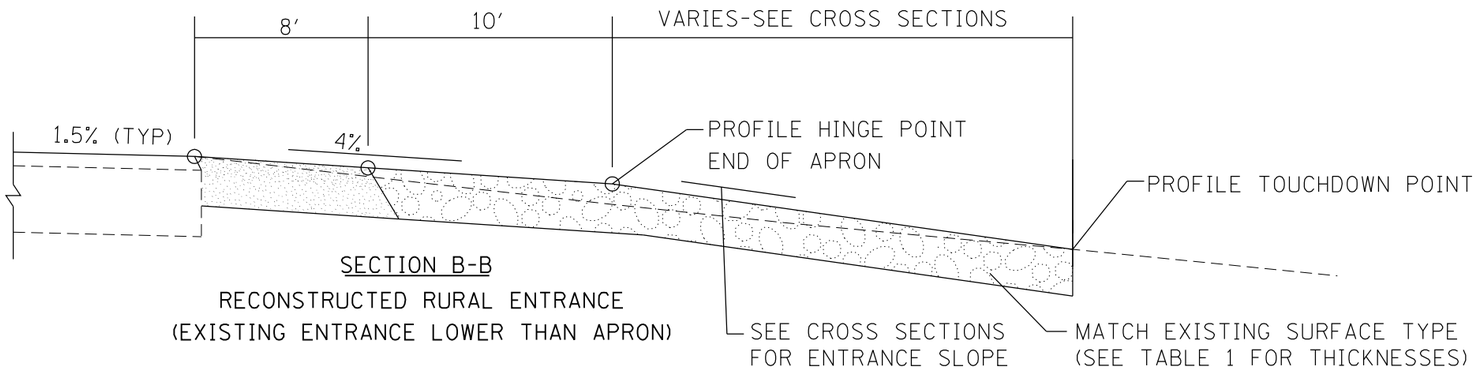
COMMERCIAL / FARM-RELATED ENTRANCE



SECTION B-B

RECONSTRUCTED RURAL ENTRANCE

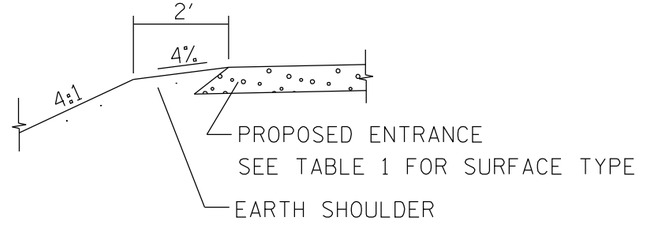
(EXISTING ENTRANCE HIGHER THAN APRON)



SECTION B-B

RECONSTRUCTED RURAL ENTRANCE

(EXISTING ENTRANCE LOWER THAN APRON)



SECTION A-A

SHOULDER TREATMENT FOR RURAL ENTRANCES

GENERAL NOTES

1. ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.

2. 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.

3. A TAPER RATE OF 5:1 IS DESIRABLE WHEN TRANSITING FROM THE RURAL ENTRANCE WIDTH SHOWN IN TABLE 1, TO THE EXISTING ENTRANCE WIDTH.

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

01-01-97	RENUM. C-103.06, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
07-01-97	REVISE DESIGNER NOTES	J.A.	9-15-15	UPDATED TABLE 1	R.D.
01-17-03	ADJUST DESIGN, CHANGE ENTRANCE	JATR	2-29-16	MINOR CORRECTIONS	R.D.
09-15-05	RADIUS FOR FLARE	M.M.A.	5-9-17	CHANGED TAPER RATE	R.D.

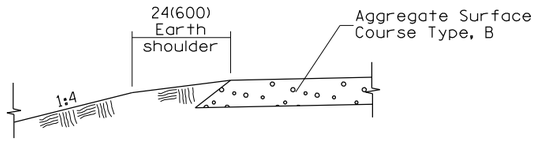
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL ENTRANCES FOR "3R" PROJECTS

NOT TO SCALE

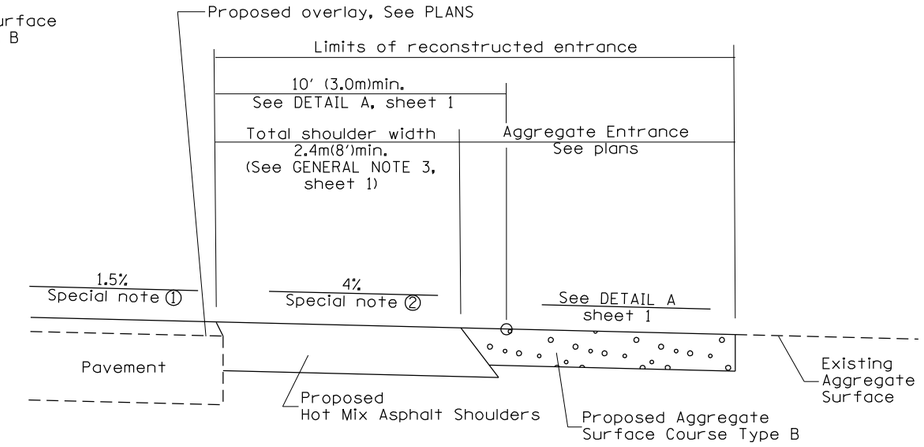
SHT. 1 OF 2
CADD STD. 406301-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	475
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



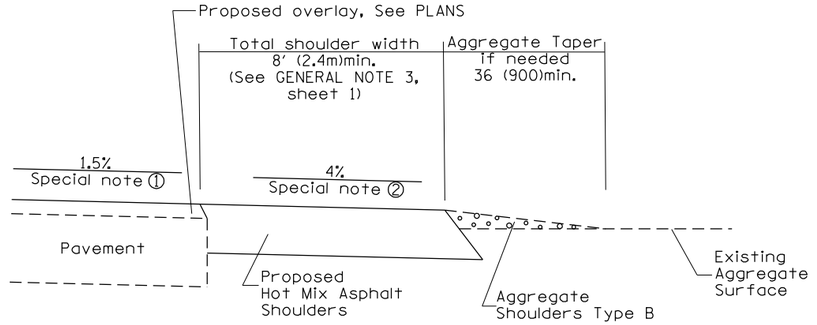
SECTION A-A

SHOULDER TREATMENT FOR AGGREGATE ENTRANCES



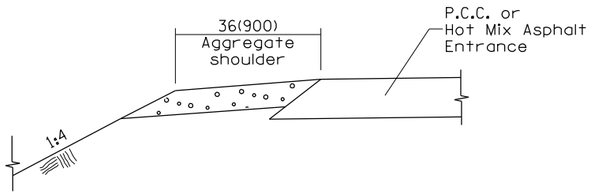
SECTION B-B

RECONSTRUCTED AGGREGATE ENTRANCE



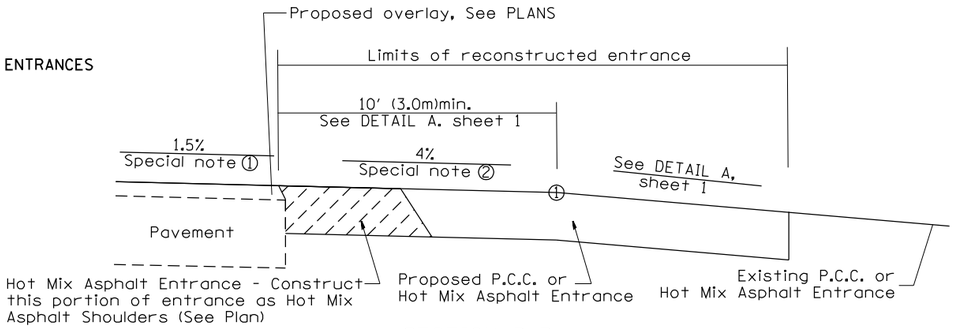
SECTION B-B

EXISTING AGGREGATE ENTRANCE



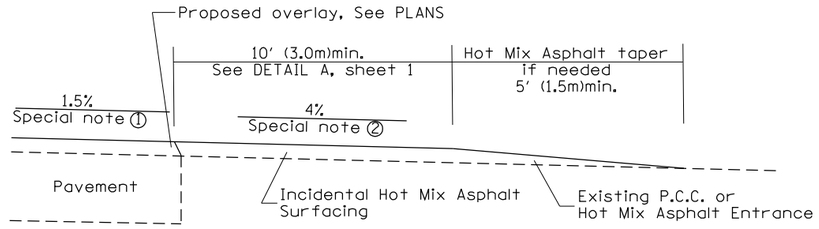
SECTION C-C

SHOULDER TREATMENT FOR P.C.C. OR HOT MIX ASPHALT ENTRANCES



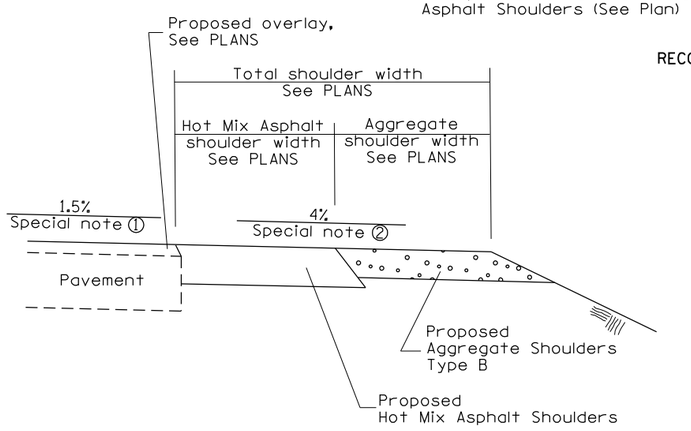
SECTION D-D

RECONSTRUCTED P.C.C. OR HOT MIX ASPHALT ENTRANCE



SECTION D-D

EXISTING P.C.C. OR HOT MIX ASPHALT ENTRANCE



SECTION E-E

MAINLINE SHOULDER TREATMENT

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 10' (3.0m) 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 6' (1.8m) and wider and 12% for shoulders 4' (1.2m) and less. Where 12' (366cm) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

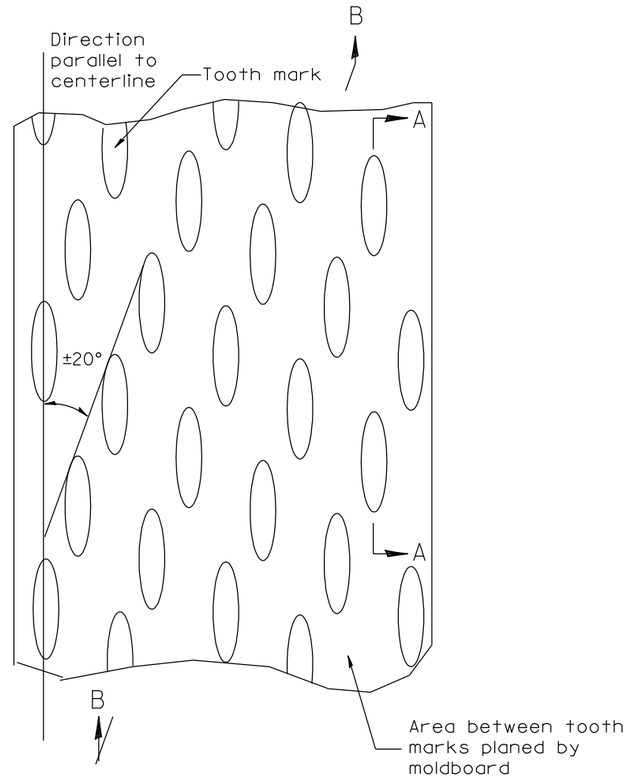
All dimensions are in inches (millimeters) unless otherwise noted.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

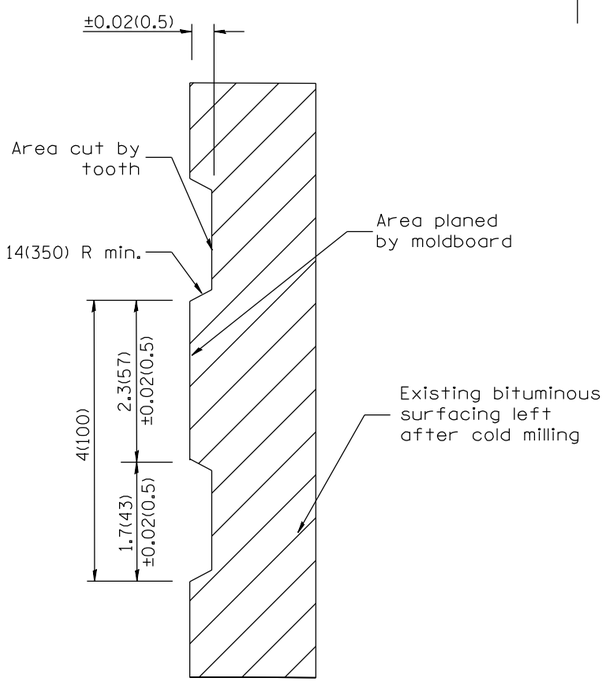
RURAL ENTRANCES FOR "3R" PROJECTS

SHT. 2 OF 2
NOT TO SCALE
CADD STD. 406301-D4

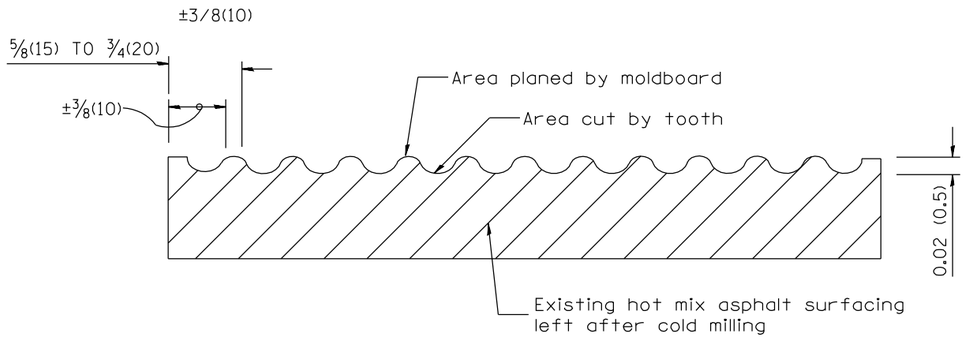
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	476
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

General notes:

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

DESIGNER NOTES:
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

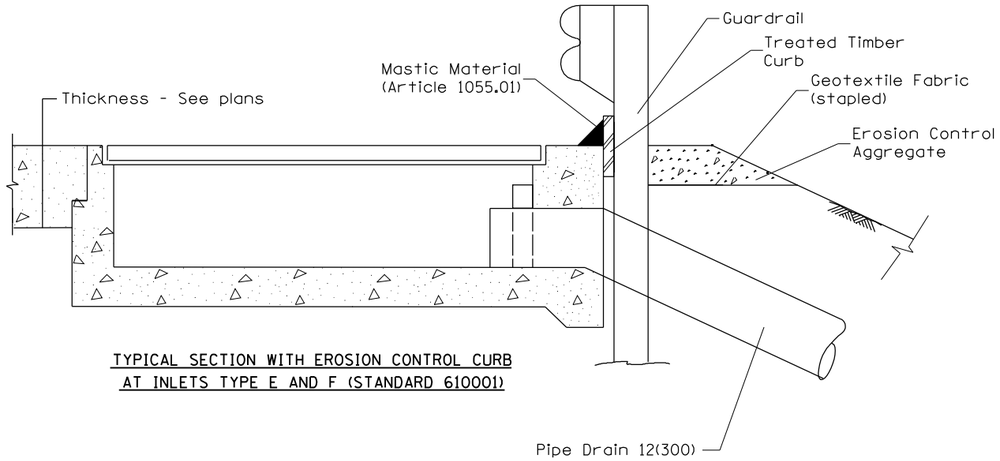
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

NOT TO SCALE — CADD STD. 440001-D4

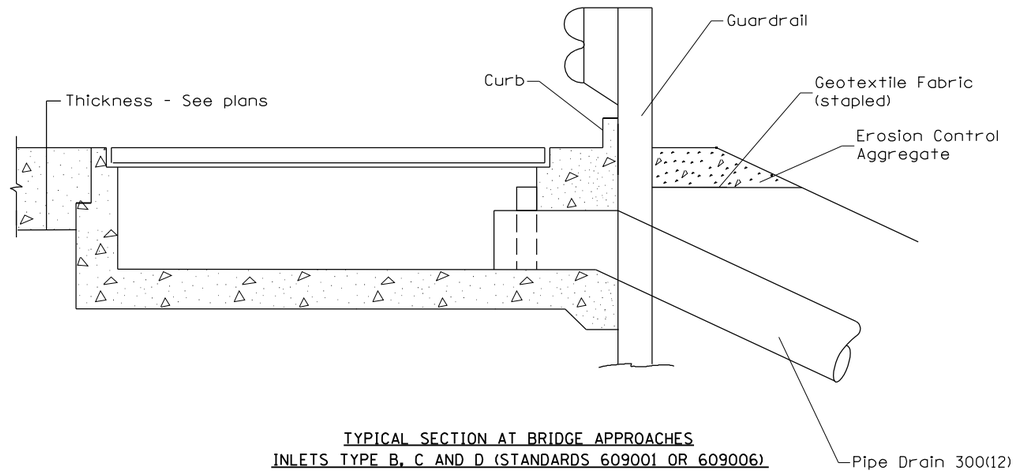
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	477
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNER NOTES:

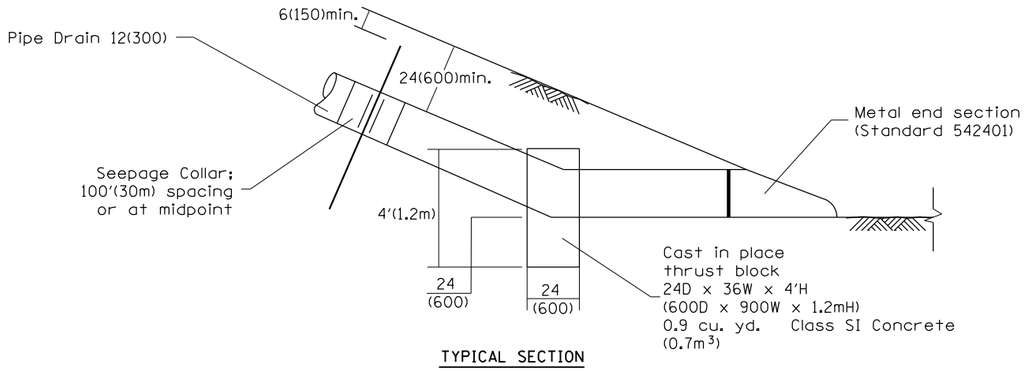
2. INCLUDE STATE STANDARDS 609001, 609006 OR 610001, IF APPLICABLE
3. INCLUDE DISTRICT CADD STANDARDS FOR "GUARDRAIL EROSION CONTROL TREATMENTS", "SEEPAGE COLLARS FOR BURIED PIPES", AND "PIPE ELBOW"



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



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



TYPICAL SECTION

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.

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

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

01-01-97	RENUM. H-1.04, NEW REVISION BOX, REVISED TITLE	T.P.			
	BOX, REVISED DESIGNER NOTES, ADDED QUANTITY				
	CALCULATION BOX				
10-16-06	REVISED TO 2007 SPEC.	M.A.			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE DRAIN DETAILS FOR BURIED PIPES

NOT TO SCALE — CADD STD. 601101-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	111(N,BR-1,RS-4,W-1)	PEORIA	577	478
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNER NOTES: 1. Use with District CADD Standards: Slope Drains, Buried Pipe and/or Slope Drains - Exposed Pipe

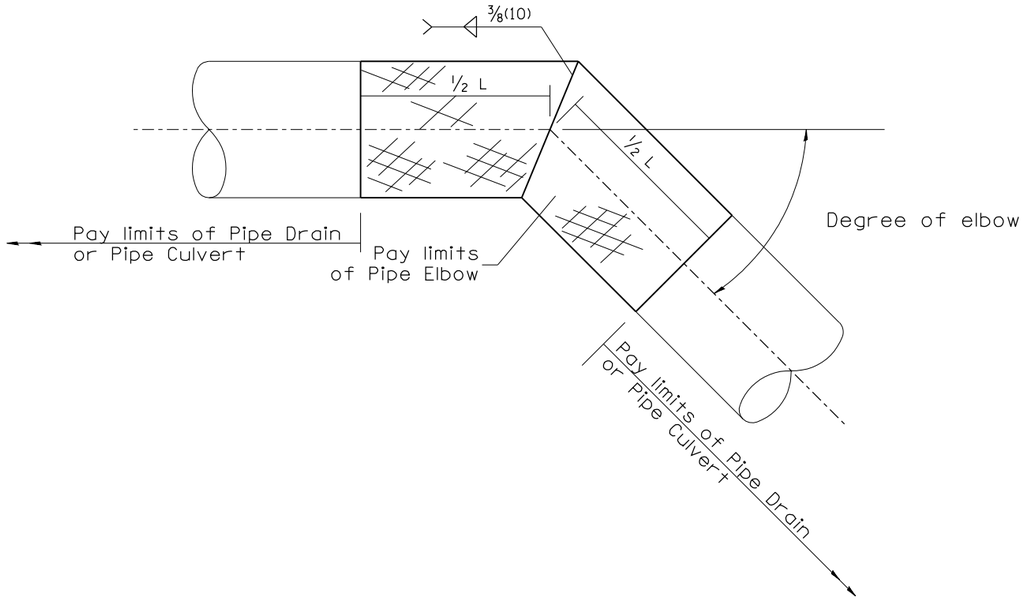


TABLE A		
ELBOW DESIGN CONTROLS		
PIPE DIAMETER	L = Pay limits of Pipe Elbow and minimum length of pipe required for fabrication	
	DEGREE OF ELBOW ≤ 45°	DEGREE OF ELBOW ≥ 46°
12(300)	24(600)	4'(1.22M)
15(375)	24(600)	4'(1.22M)
18(450)	24(600)	4'(1.22M)
21(525)	24(600)	4'(1.22M)
24(600)	4'(1.22M)	4'(1.22M)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

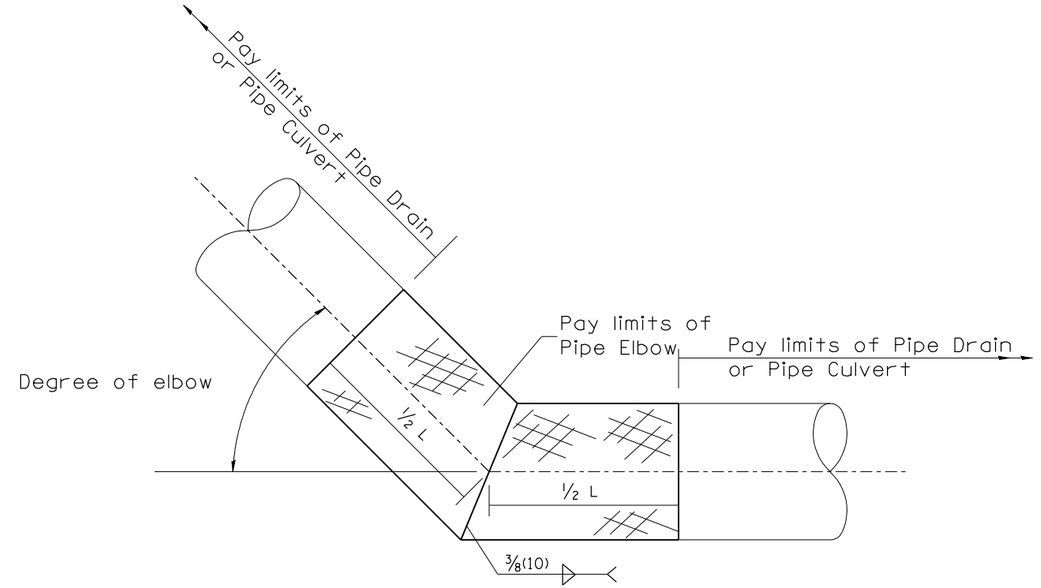


TABLE B	
ELBOW DESIGN CONTROLS	
EARTH SLOPE (V:H)	DEGREE OF ELBOW *
1:6	9°
1:4	14°
1:3	18°
1:2	26°
1:1½	33°

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

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

01-01-97	RENUM. J-11.05, NEW REVISION BOX,	T.P.
	REVISED TITLE BOX	
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

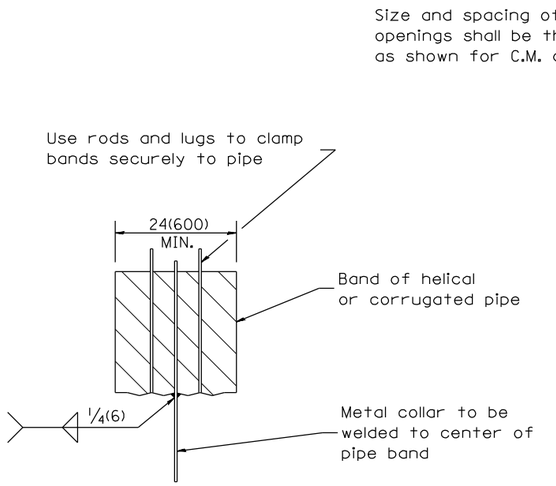
PIPE ELBOW

NOT TO SCALE

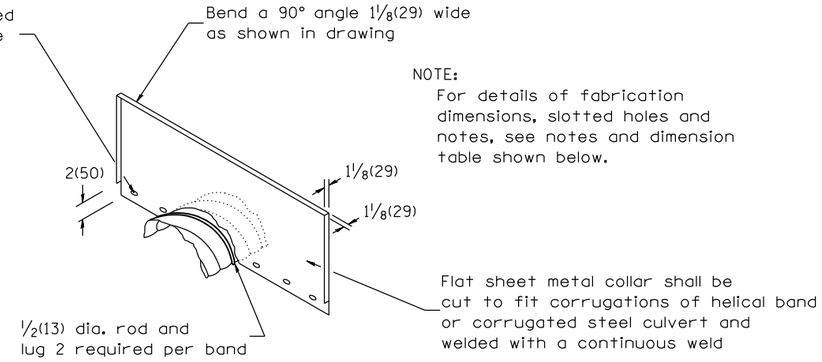
CADD STD. 601301-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	479
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNER NOTES:
1. USE WITH DISTRICT CADD STANDARD: "SLOPE DRAIN FOR BURIED PIPES"
2. ADD DISTRICT SPECIAL PROVISION.

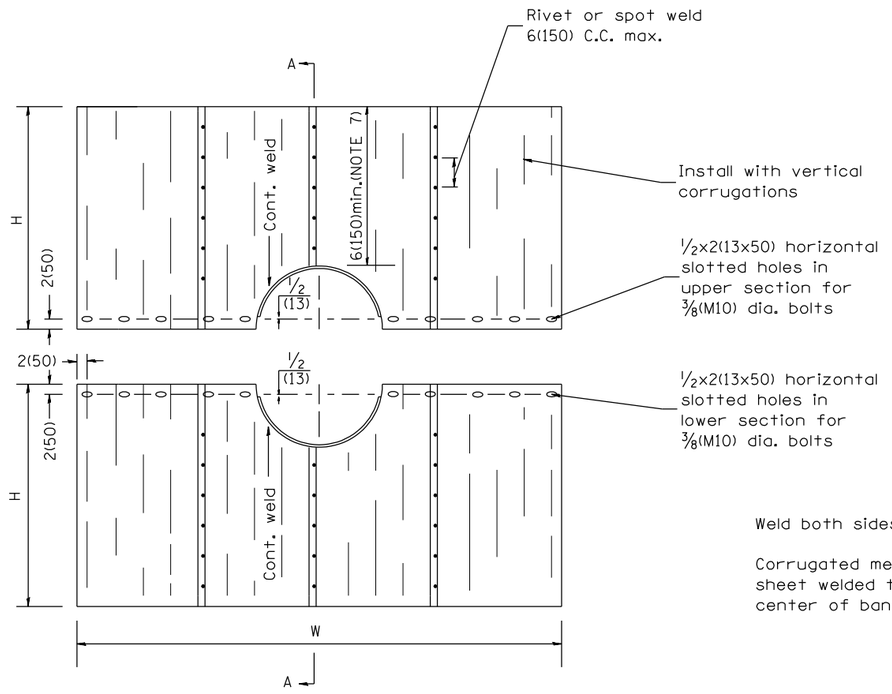


PARTIAL ELEVATION

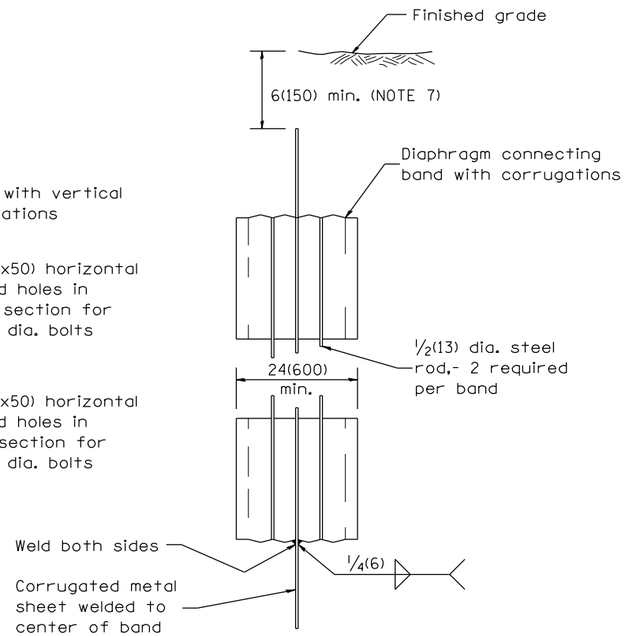


ISOMETRIC VIEW

DETAILS OF CORRUGATED PIPE COLLAR



ELEVATION



SECTION A-A

DETAILS OF SEEPAGE COLLAR

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

NOTES FOR COLLARS:

1. Materials and coatings for all collars shall be the same as that specified for the pipe, except that bituminous coated steel or aluminum collars may be used with PVC 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 2(50) wide plastic tape with a total thickness of 2 1/4 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 6(150) min. earth cover.

SEEPAGE COLLAR DIMENSION TABLE

PIPE DIAMETER	NOMINAL COLLAR SIZE	FABRICATIONS DIMENSIONS	
		W(WIDTH)	H(HEIGHT)
12(300) 15(375), 18(450) 21(525), 24(600)	8'x6' (2.4m x 1.8m)	8'-0" (2.44m)	38(966)
27(675) 30(750)	8'x7' (2.4m x 2.1m)	8'-0" (2.44m)	3'-8" (1.12m)
36(900), 42(1050) 48(1200)	10'x7' (3.0m x 2.1m)	10'-0" (3.05m)	3'-8" (1.12m)

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

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

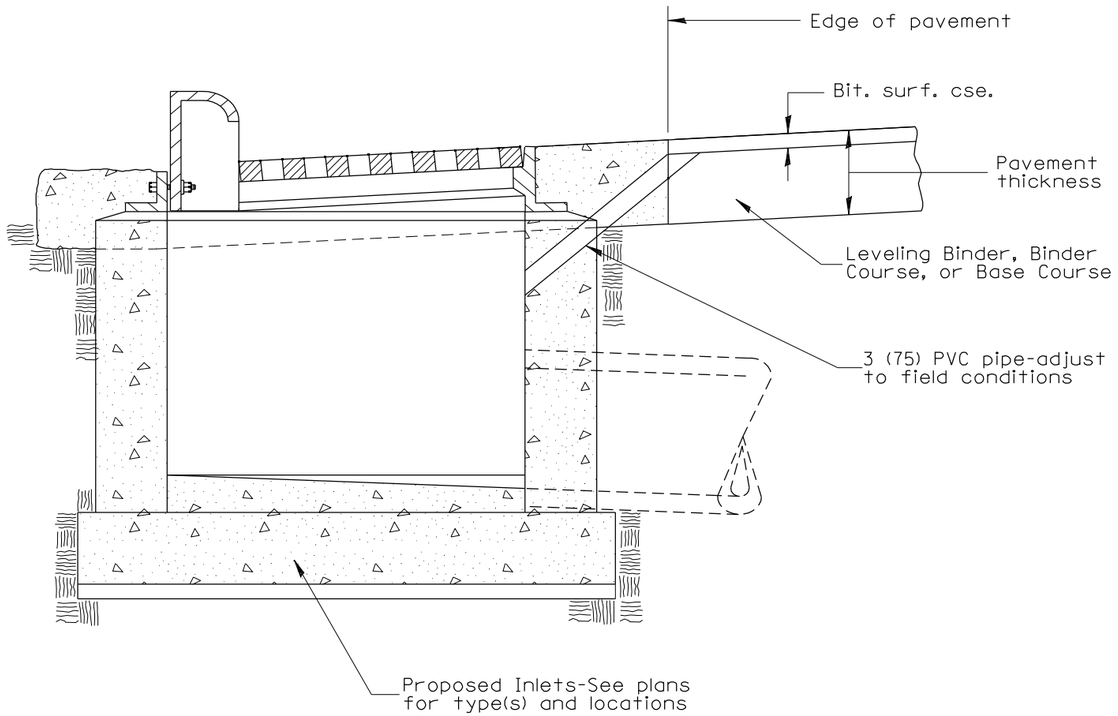
01-01-97	RENUM. J-10.02, NEW REVISION BOX, REVISED	T.P.
	TITLE BOX, REVISED DESIGNER NOTES	
10-16-06	REVISED TO 2007 SPEC.	M.A.
7-15-15	REVISED NOTE 1 FOR PVC PIPE	R.D.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS OF SEEPAGE COLLARS FOR BURIED PIPES

NOT TO SCALE — CADD STD. 601401-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	480
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES:

1. Temporary Drainage - This work consists of furnishing and installing a 3 (75) PVC pipe in the proposed inlet to facilitate drainage off the pavement prior to the placement of bituminous surface course.

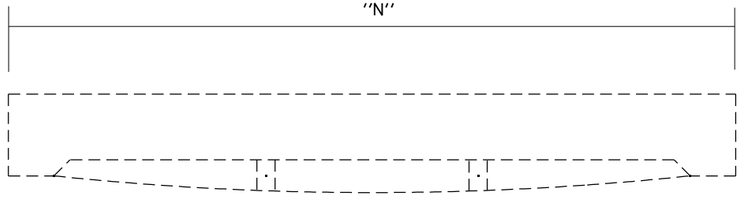
2. Adequate pavement drainage shall be maintained during all phases of constructiion.

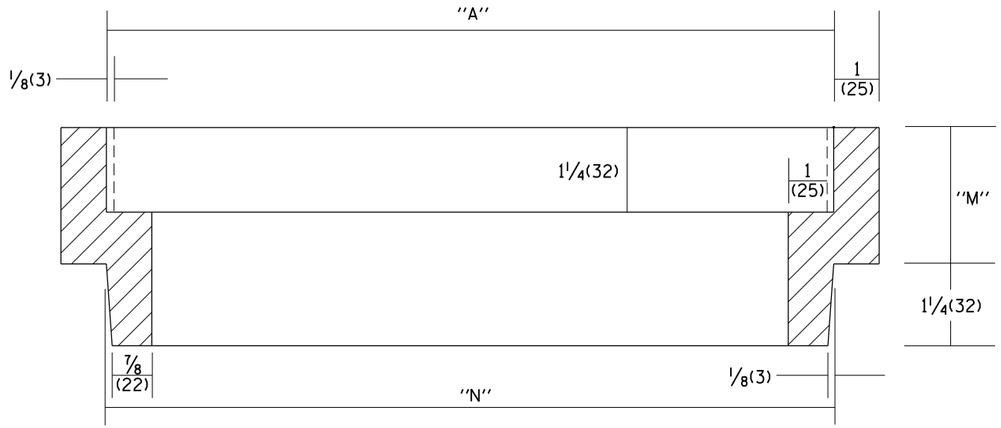
3. The PVC pipe is to be filled with mortar prior to surface course placement.

4. This detail applies to all inlet types.

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

01-01-97	RENUM. B-4.11, NEW REVISION BOX	T.P.				**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TEMPORARY INLET DRAINAGE TREATMENT**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
12-01-98	CORRECT GENERAL NOTE	J.A.						6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	481
10-16-06	REVISED TO 2007 SPEC.	M.A.								**CONTRACT NO. 68185**		
							NOT TO SCALE CADD STD. 602401-D4	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





Station	Dimension inches (millimeters)			
	"A"	"N"	"M"	Quantity
Total				

General Notes:

1. Article 603.08 shall apply

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

01-01-97	RENUM. B-6.01, NEW REVISION BOX	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

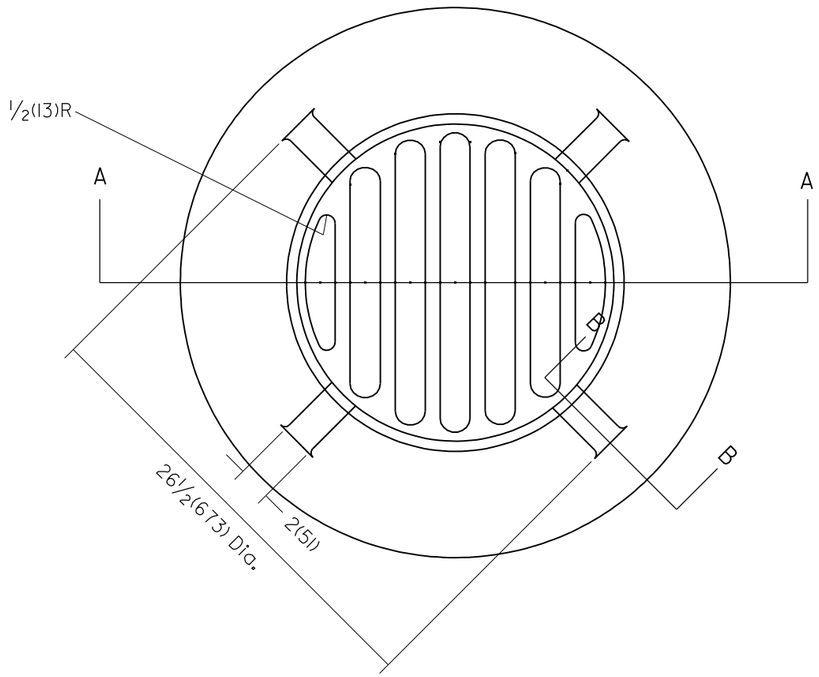
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAME & GRATE ADJUSTING RING

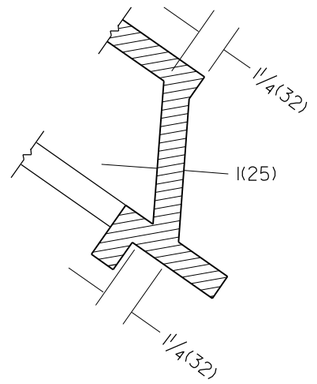
NOT TO SCALE

CADD STD. 604201-D4

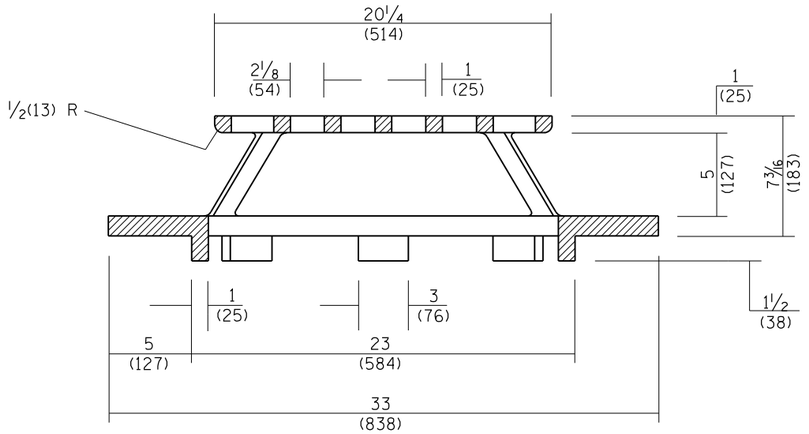
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	482
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN



SECTION B - B



SECTION A - A

GENERAL NOTES

1. MATERIAL - Cast Gray Iron
   Weight 209 lbs (95 kg)

DESIGNER NOTE:
1. INCLUDE DISTRICT SPECIAL PROVISION.

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

01-01-97	RENUM. B-10.02, NEW REVISION BOX	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

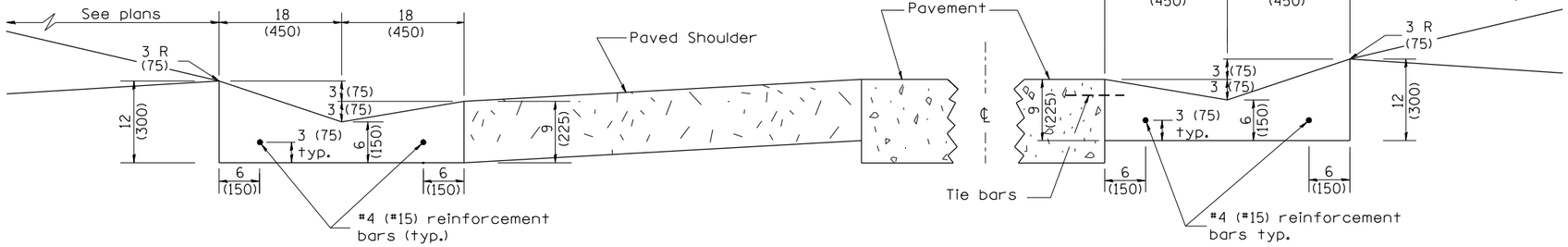
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPE 37 GRATE

NOT TO SCALE

CADD STD. 604301-D4

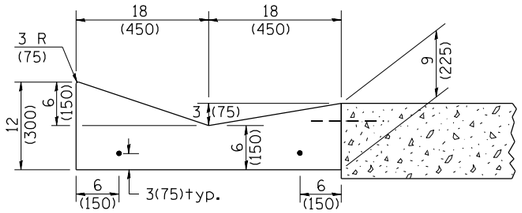
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	483
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



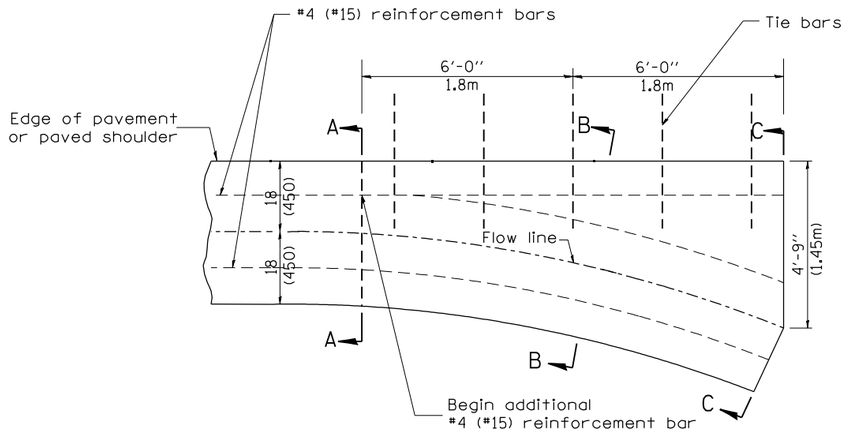
SHOULDER EDGE GUTTER

PAVEMENT EDGE GUTTER

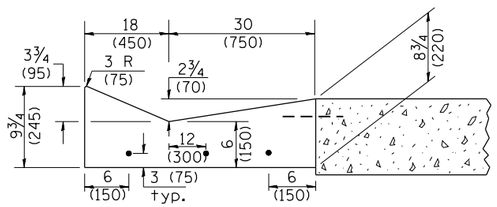
CONCRETE GUTTER, TYPE A, (SPECIAL)



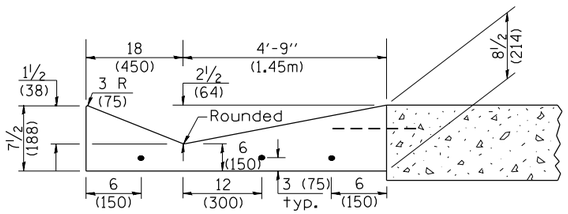
SECTION A-A



PLAN



SECTION B-B



SECTION C-C

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

QUANTITY

Section C-C to A-A= 1.2 cu. yd. (0.92 m^3) concrete.

GENERAL NOTES:

1. CONCRETE GUTTER, TYPE A, (SPECIAL) shall conform to the applicable portions of Section 606.
2. Tie bars shall be No. 6x24 (No. 19x600) at 36" (900mm) centers unless otherwise shown.
3. Gutter, gutter inlets, gutter outlets, and gutter entrances shall be tied to rigid pavement in accordance with details shown on Standard 420001.
4. Joints shall be constructed in accordance with Article 606.06.
5. Welded wire fabric shall conform to Article 1006.10(c)(1), and shall not be less than 58 lbs/100 sq.ft. (2.83 kg/m^2).

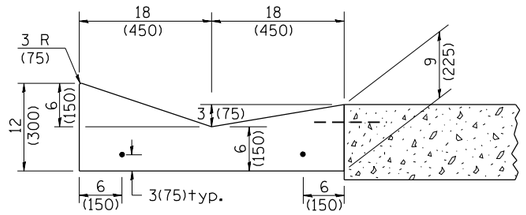
DESIGNER NOTES:
1. INCLUDE STATE STANDARD 420001.
2. PAY ITEM FOR INLETS, OUTLETS, AND ENTRANCES IS X6060097 CLASS SI CONCRETE (OUTLET), SPECIAL

INLET

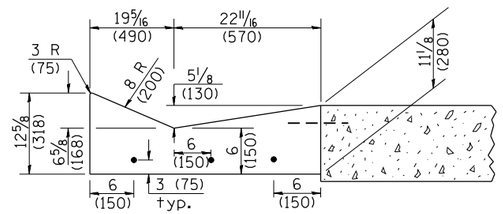
All dimensions are in inches (millimeters) unless otherwise noted.

01-01-97	RENUM. A-1.02, NEW REVISION BOX, ELIMINATED	T.P.	01-10-07	REVISED QUANTITY	M.A.	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**CONCRETE GUTTER, TYPE A, (SPECIAL) (INLET, OUTLET & ENTRANCE)** SHT. 1 OF 3
	EXPANSION ANCHOR TIES		11-16-07	REVISED QUANTITY	M.A.		
02-28-02	ENTRANCE TYPICALS REVISED	M.A.	02-15-11	CHANGED MODIFIED TO SPECIAL	R.D.	NOT TO SCALE	CADD STD. 606101-D4
10-16-06	REVISED TO 2007 SPEC.	M.A.	01-31-18	REVISED TIE BAR SIZE & SPACING	R.D.		

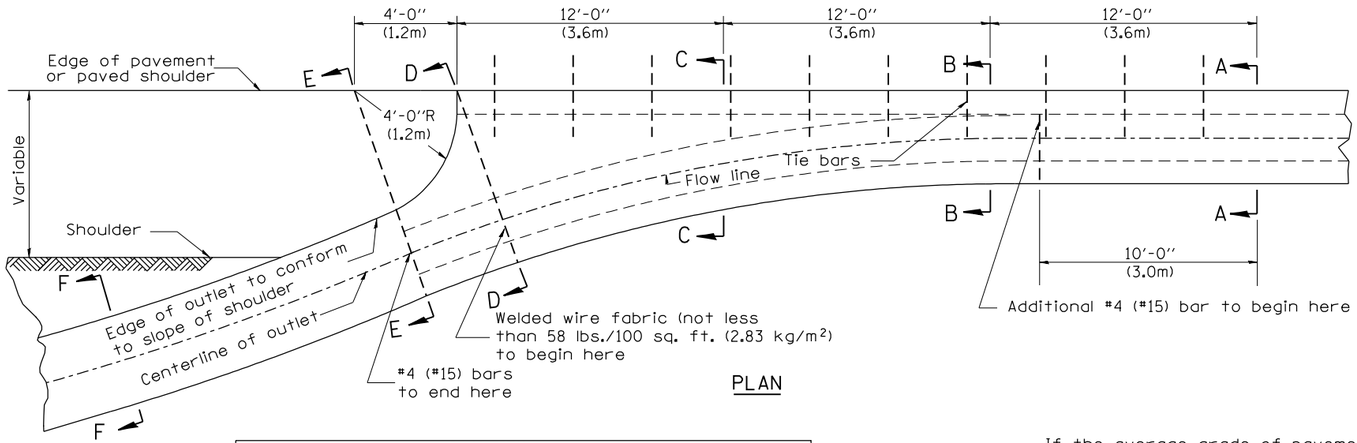
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	484
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SECTION A-A



SECTION B-B

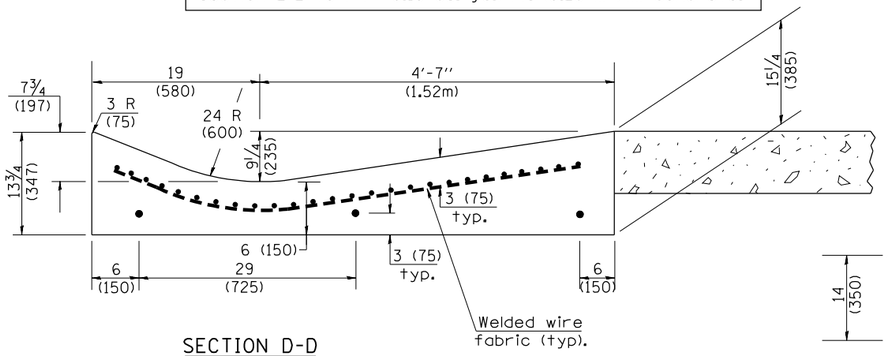


PLAN

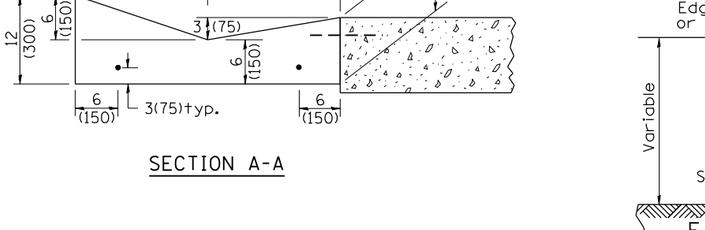
QUANTITY

Section A-A to E-E= 4.5 cu. yd. (3.36 m^3) concrete.
Section E-E to F-F= 0.10 cu. yd./ft. (0.26 m^3/m) concrete.

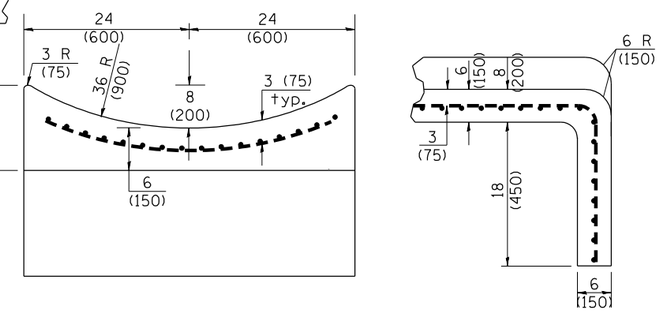
If the average grade of pavement for the distance from section A-A to section D-D exceeds 2%, this distance shall be increased 6 ft. (1.8 m) for each 1% increase in grade. A quantity adjustment is required.



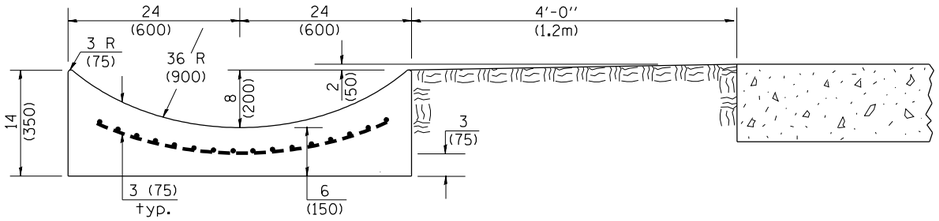
SECTION D-D



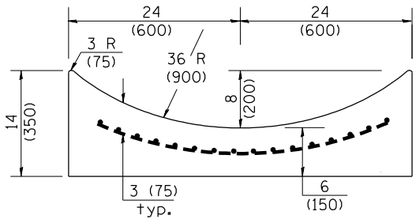
SECTION C-C



SECTIONS AT END OF OUTLET
(CURTAIN WALL)



SECTION E-E



SECTION F-F

QUANTITY

Curtain Wall = 0.1 cu. yd.
(0.08 m^3) concrete.

QUANTITIES

CALC. BY: _____ DATE:

CHECKED BY: _____ DATE:

QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION

OUTLET

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

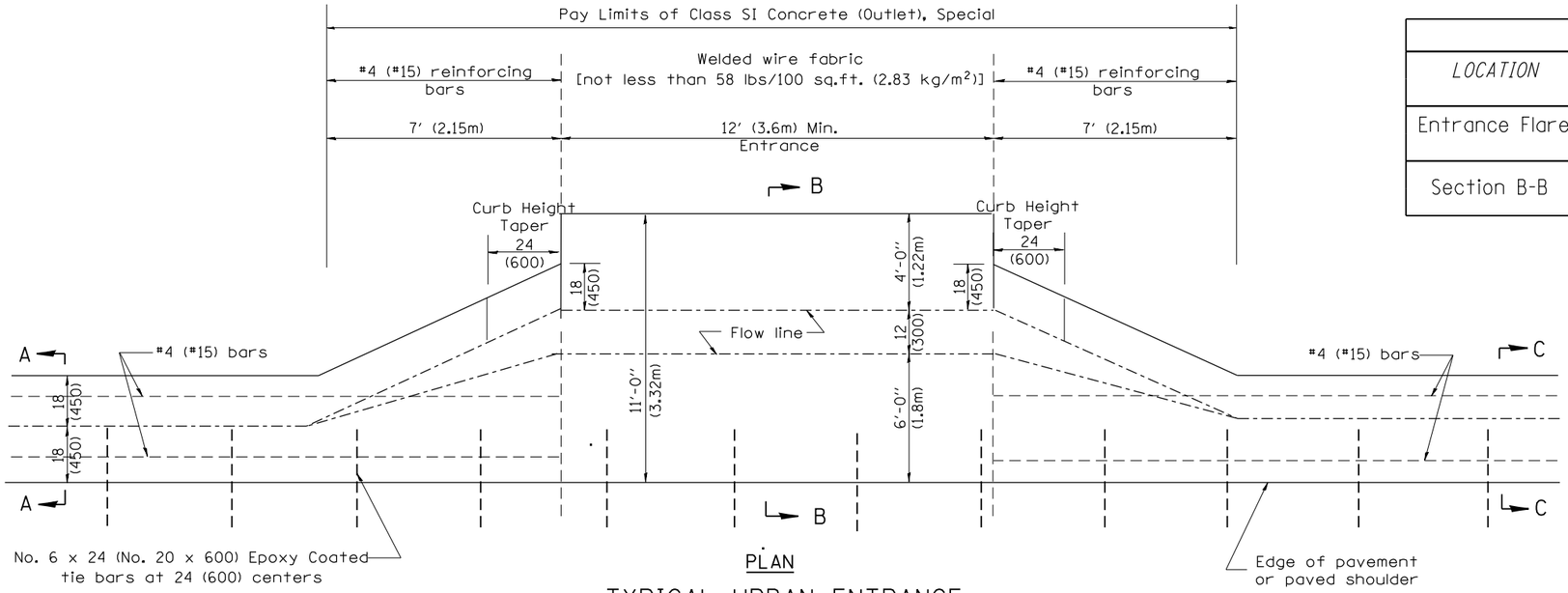
CONCRETE GUTTER, TYPE A, (SPECIAL)
(INLET, OUTLET & ENTRANCE)

NOT TO SCALE

SHT. 2 OF 3
CADD STD. 606101-D4

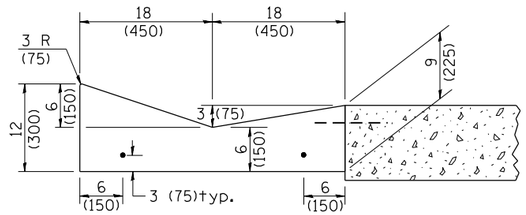
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	485
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

QUANTITY CALCULATION			
LOCATION	*LENGTH*	*NON-COMMERCIAL 6 (150)*	*COMMERCIAL ENTRANCE 8 (200)*
Entrance Flare	7 Ft (2.15 m) Urban 14 Ft (4.30 m) Rural	0.15 Cu Yd / Ft (0.37 Cu M / M)	0.18 Cu Yd / Ft (0.45 Cu M / M)
Section B-B	See Plans	0.23 Cu Yd / Ft (0.57 Cu M / M)	0.28 Cu Yd / Ft (0.70 Cu M / M)

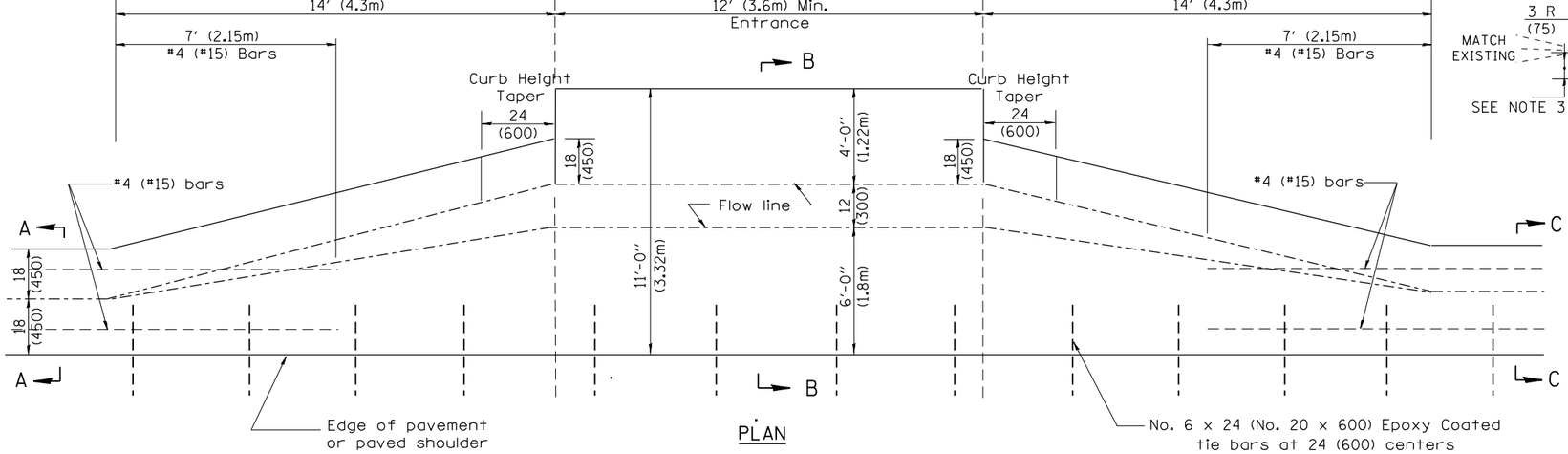


PLAN

TYPICAL URBAN ENTRANCE



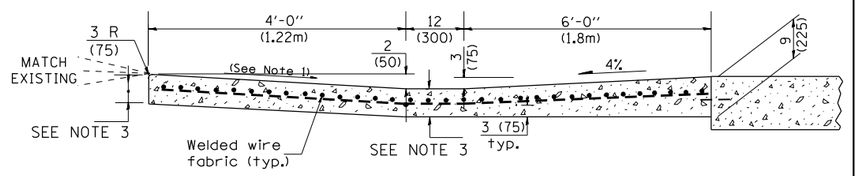
SECTION A-A & C-C



PLAN

TYPICAL RURAL ENTRANCE

ENTRANCE



SECTION B-B

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

GENERAL NOTES

1.) Slope may be increased from 4% (min.) to 6% (max.) in order to match the existing.

2.) The cross-slope is to be constructed as given in the plans from back turnout to where driveway matches existing.

3.) For Non-Commercial Entrances the driveway thickness shall be 6 (150). For Commercial Entrances the driveway thickness shall be 8 (200).

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

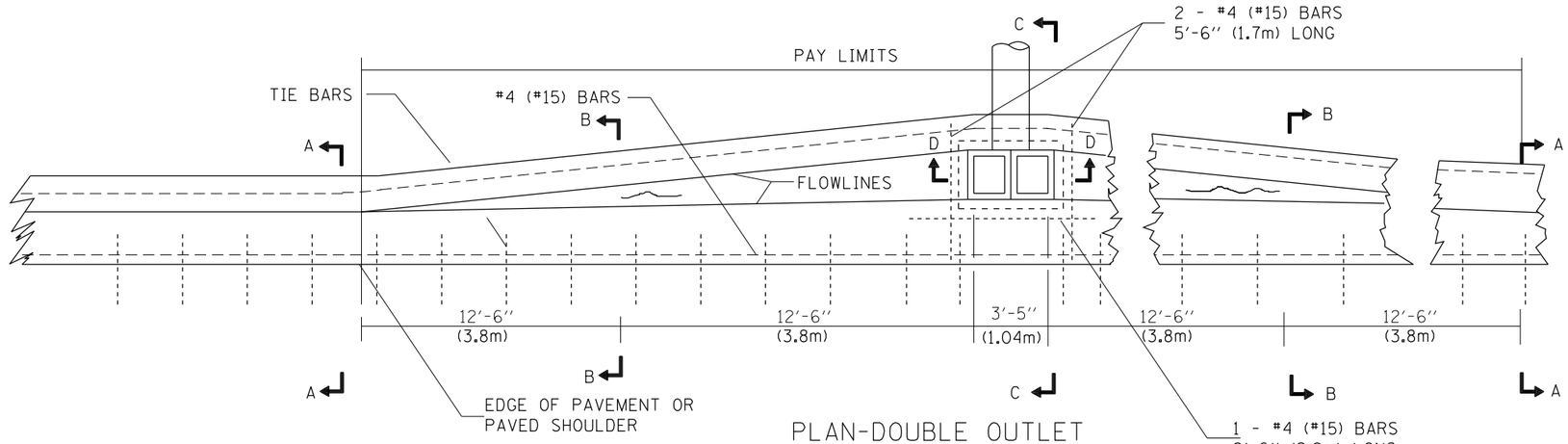
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE GUTTER, TYPE A, (SPECIAL) (INLET, OUTLET & ENTRANCE)

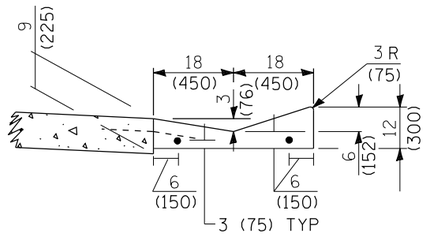
NOT TO SCALE

SHT. 3 OF 3
CADD STD. 606101-D4

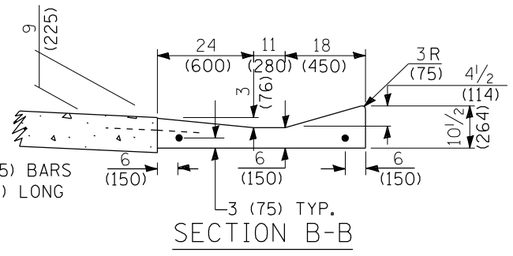
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	486
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



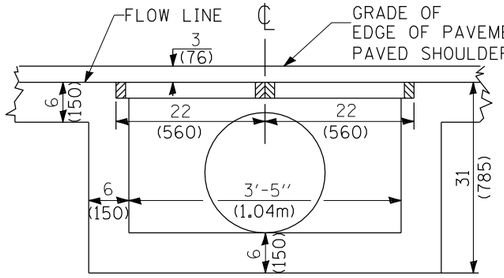
PLAN-DOUBLE OUTLET



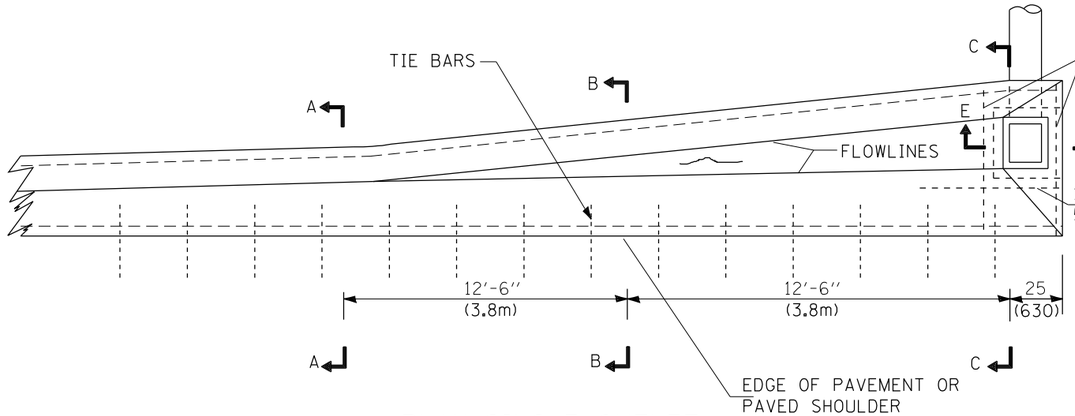
SECTION A-A



SECTION B-B



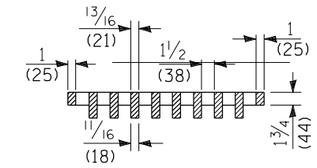
SECTION D-D
(DOUBLE INLET)

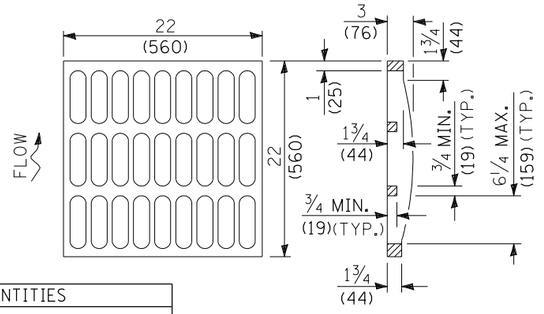


PLAN-SINGLE OUTLET

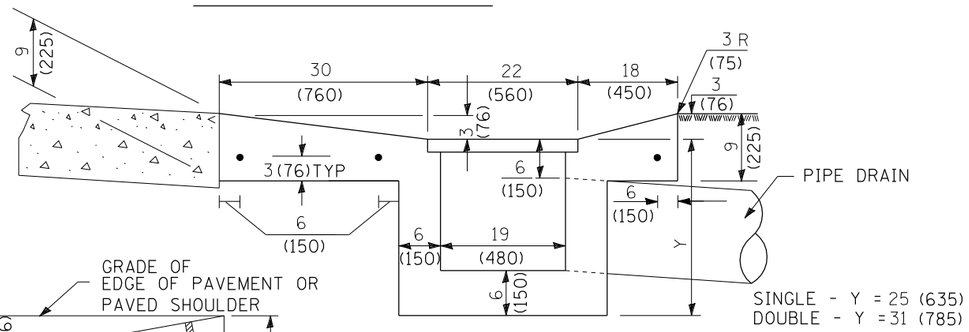
QUANTITIES

MATERIAL	SINGLE	DOUBLE
CONCRETE - (cu.yd.) m^3	( )	( )
CAST IRON GRATE - Ea. 125 lbs. (57 kg)	1	2
PIPE DRAIN - DIA. (in.) mm	15 (400)	18 (450)

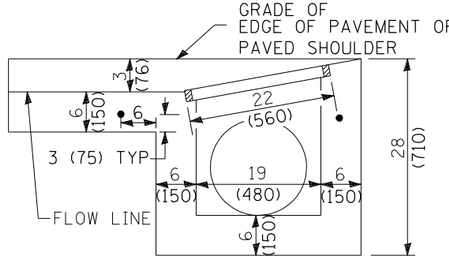




GRATE TYPE A



SECTION C-C



SECTION E-E
(SINGLE INLET)

GENERAL NOTES

The gutter outlet shall be tied to the pavement in accordance with details for longitudinal construction joint shown on Standard 420001.

Tie bars shall be No. 6x24 (No.19x600) at 36" (900mm) centers unless otherwise shown.

If the average grade of pavement for the distance A-D exceeds 2 %, this distance shall be increased 6' (1.8m) for each 1 % increase in grade.

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

DESIGNER NOTES:
1. INCLUDE STATE STANDARD 420001.
2. PAY ITEM IS CLASS SI CONCRETE (OUTLET), SPECIAL.

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

01-01-97	RENUM. A-1.07, NEW REVISION BOX, ADDED	T.P.	01-31-18	REVISED TIE BAR SIZE & SPACING	R.D.
	DESIGNER NOTES				
10-16-06	REVISED TO 2007 SPEC.	M.A.			
03-15-12	CHANGED MODIFIED TO SPECIAL	R.D.			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OUTLET TYPE 1 (SPECIAL) FOR TYPE A GUTTER (SPECIAL)

NOT TO SCALE — CADD STD. 606106-D4

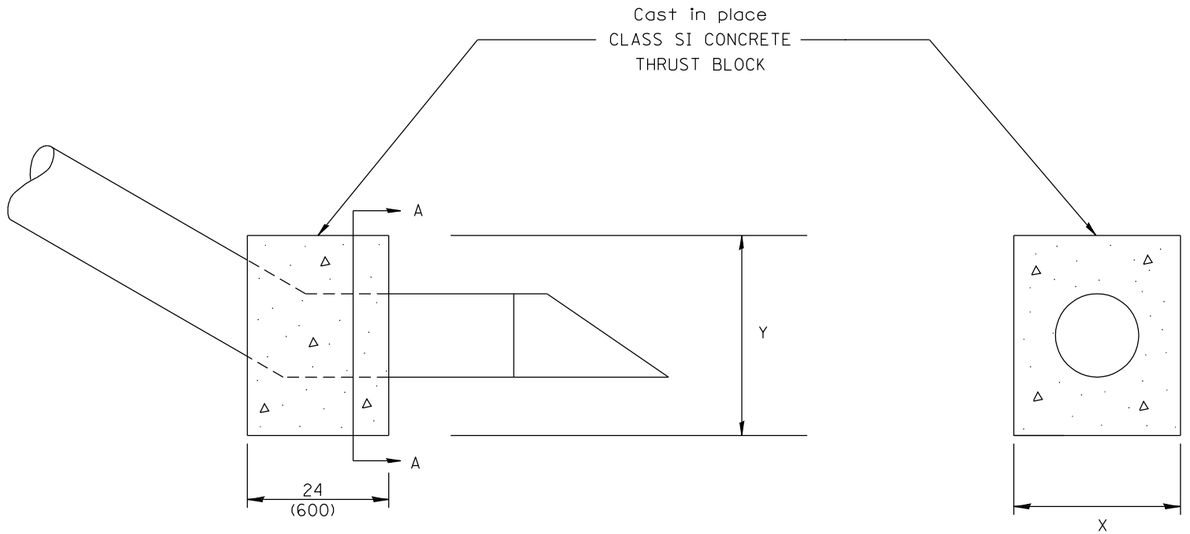
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	487
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNER NOTES:

1. A THRUST BLOCK SHALL BE INSTALLED WHEN THE DIFFERENCE BETWEEN THE UPSTREAM AND DOWNSTREAM INVERT ELEVATIONS EXCEEDS 36(900) AND GRADE EXCEEDS 10%.
2. USE WITH DISTRICT CADD STANDARDS: "DITCH CHECK, IF NEEDED. DO NOT USE WITH DISTRICT CADD STANDARDS: "SLOPE DRAIN DETAILS FOR BURIED PIPE" "SLOPE DRAIN DETAILS FOR EXPOSED PIPE".

CONCRETE THRUST BLOCK BILL OF MATERIALS

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



SIDE VIEW

SECTION A-A

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

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

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

01-01-97	RENUM. J-10.04, NEW REVISION BOX, ADDED QUANTITY	T.P.
	CALCULATION BOX	
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE THRUST BLOCKS

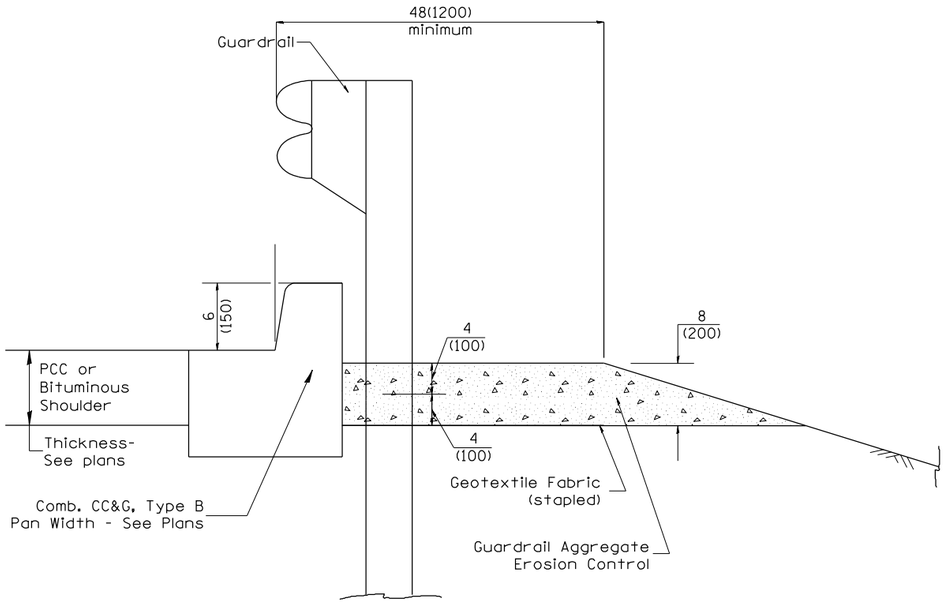
NOT TO SCALE

CADD STD. 609001-D4

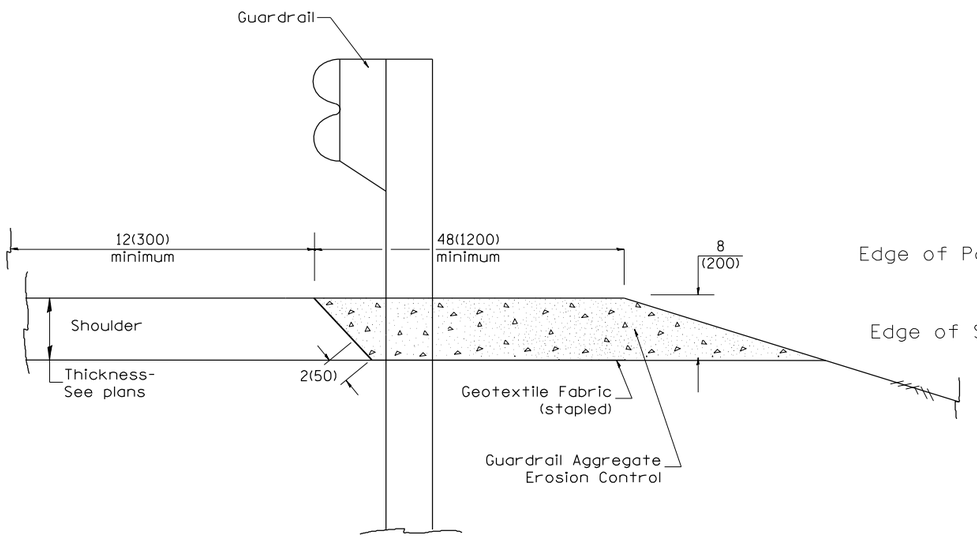
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	488
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNER NOTES:

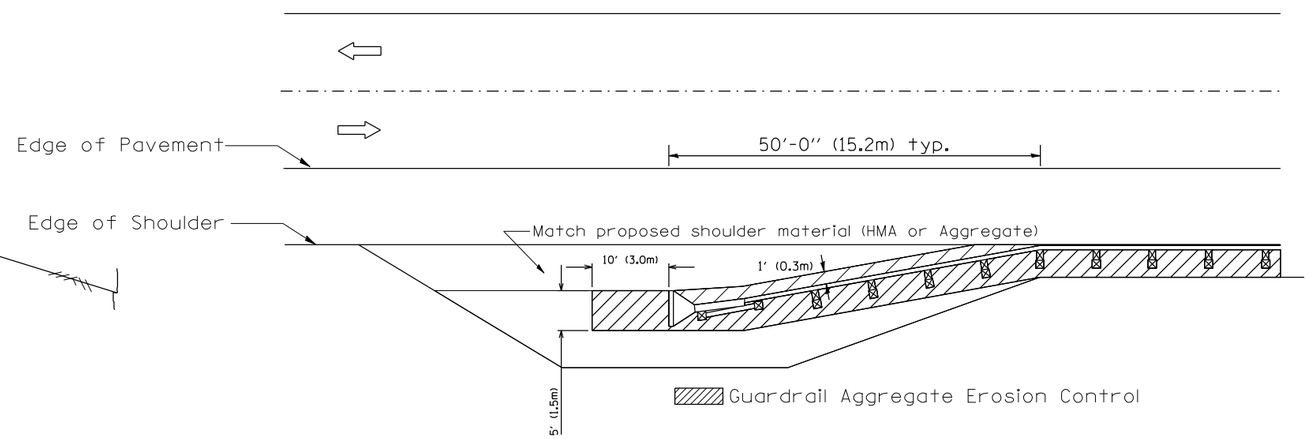
1. CONSIDER USING A "B" CURB PAY ITEM AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE EQUAL TO OR GREATER THAN 1% AND AT INLETS. (INCLUDE DISTRICT SPECIAL PROVISION)
2. USE "GUARDRAIL AGGREGATE EROSION CONTROL" AT GUARDRAIL INSTALLATIONS WHERE GRADES ARE LESS THAN 1% (INCLUDE DISTRICT SPECIAL PROVISION).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



TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER



TYPICAL SECTION WITHOUT EROSION CONTROL CURB



GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

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

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

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

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

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

6. Materials shall meet the following requirements:

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

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

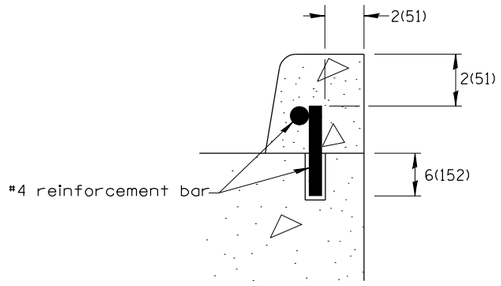
NOT TO SCALE

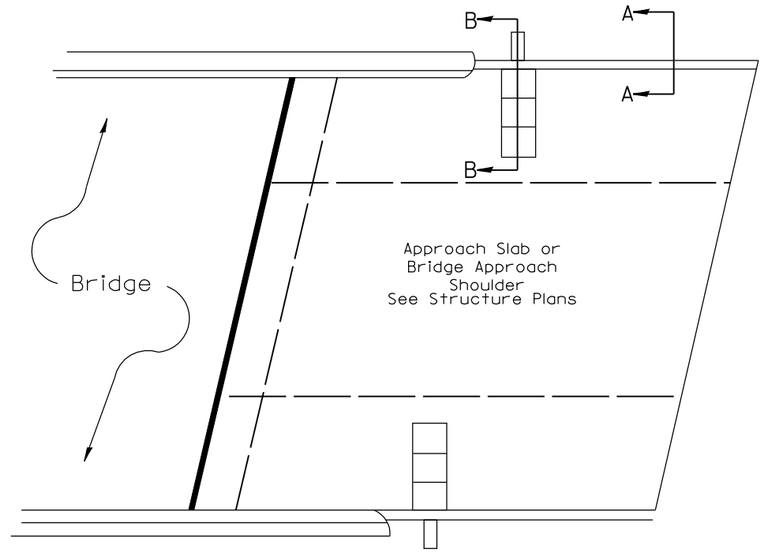
SHT. 1 OF 2
CADD STD. 630101-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	489
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DETAIL ''A''

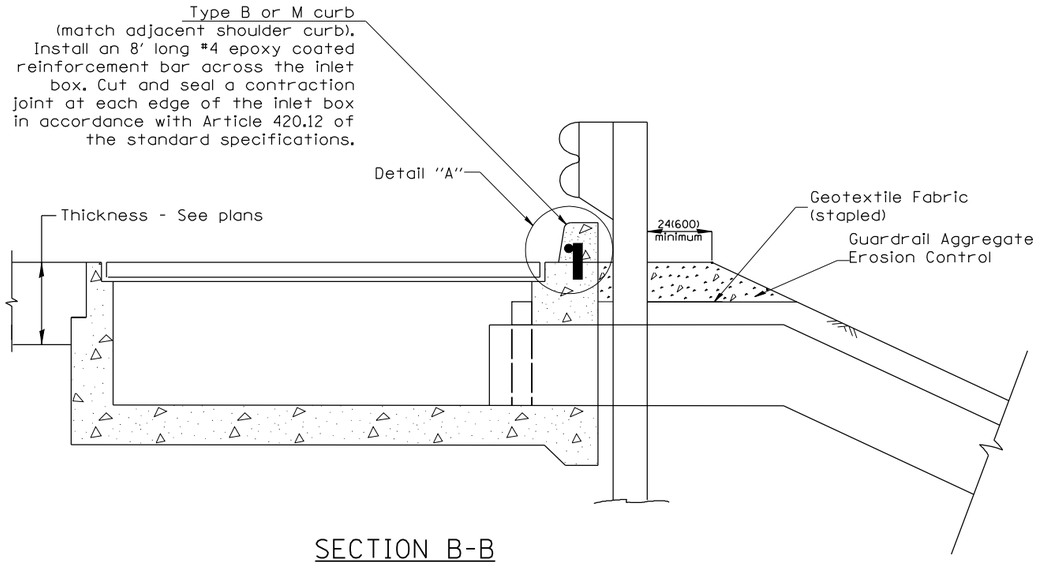
#4 reinforcement bars may be cast in PCC apron and precast inlet box or drilled and anchored with an apporoved chemical adhesive at 2' spacing. Cost of curb and reinforcement are included in the cost of shoulder inlet.





PLAN VIEW

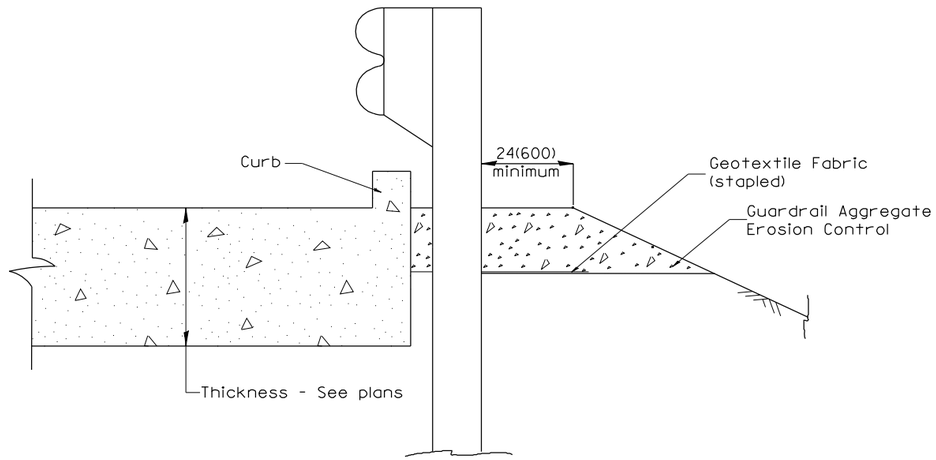
APPROACH SLAB OR SHOULDER PLACEMENT



SECTION B-B

TYPICAL SECTION AT INLETS

TYPE E, F & G (HIGHWAY STANDARD 610001)



SECTION A-A

TYPICAL SECTION WITH BRIDGE APPROACH CURB

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

NOT TO SCALE

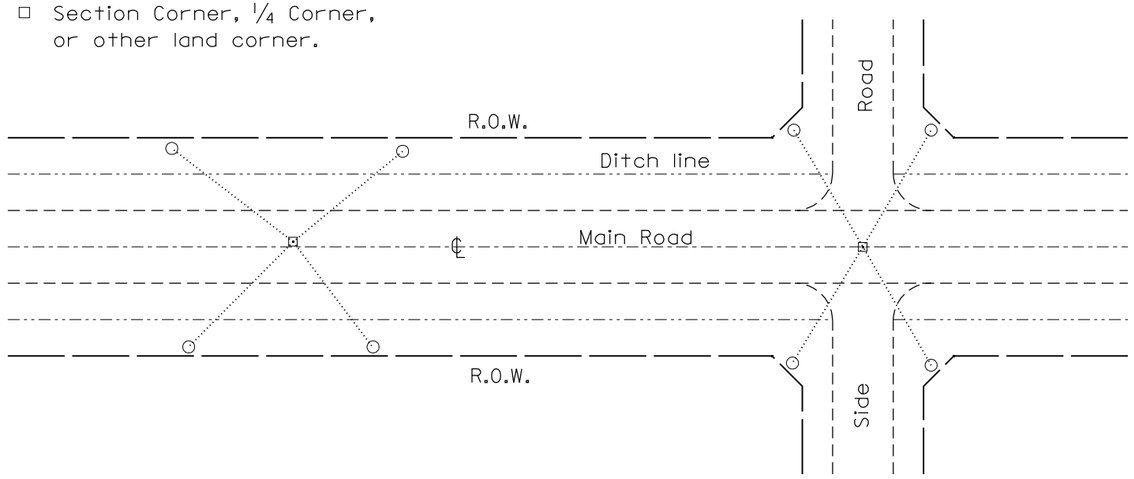
SHT. 2 OF 2
CADD STD. 630101-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	490
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

PERMANENT SURVEY TIES

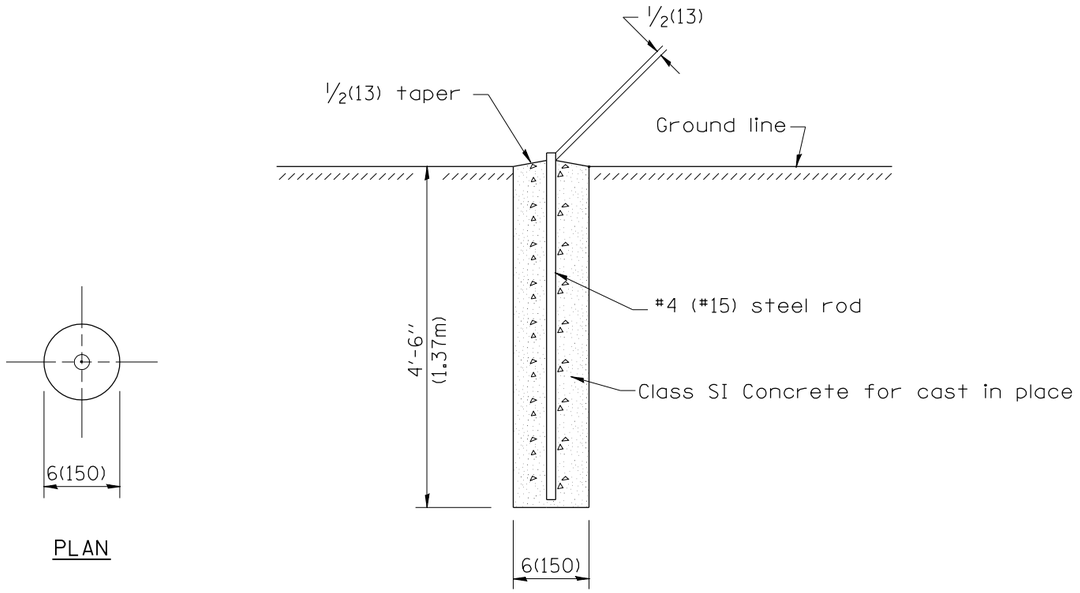
○ Permanent Survey Tie
□ Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

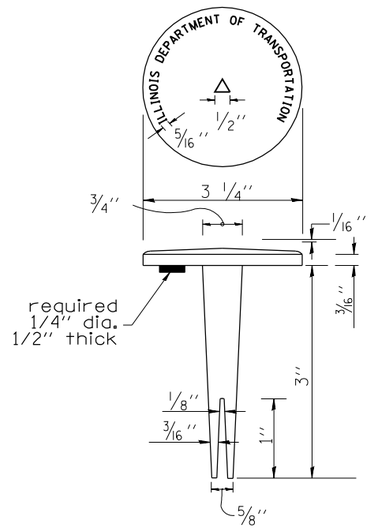
1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the surveyor setting the PSM. All ties shall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



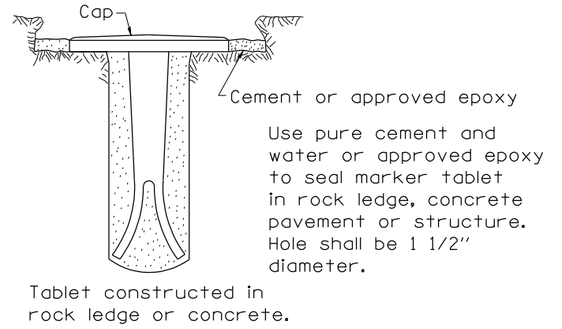
PLAN

SECTION

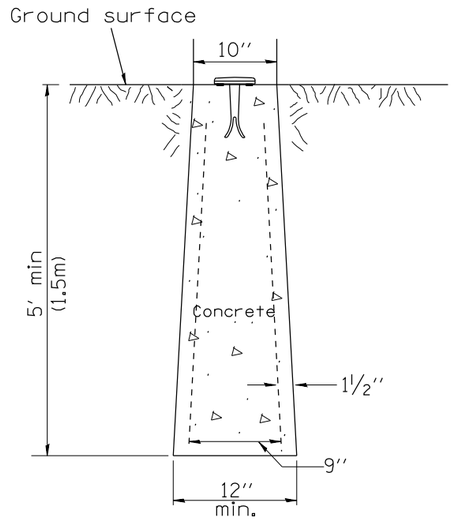
PERMANENT SURVEY MARKERS



BRASS TABLET



TYPE I



TYPE II
CAST-IN-PLACE MARKER

GENERAL NOTES

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

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

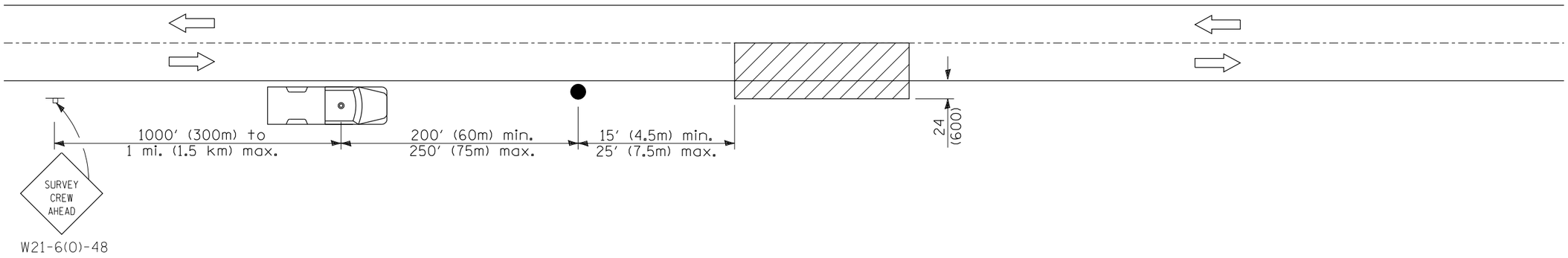
01-01-97	RENUM. D-3.01, NEW REVISION BOX, REVISED	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.	
	TITLE BOX, ADD DESIGNER NOTE		01-04-11	REVISED FOR CORRECTIONS	R.D.	
07-07-98	ADD DESIGNER NOTE	J.A.	08-21-13	CHANGED MIN. DIAMETER	R.D.	
05-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.	08-25-15	REVISED MATERIAL	R.D.	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

NOT TO SCALE — CADD STD. 667101-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	491
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SYMBOLS

Work area

Sign on portable or permanent support

Truck with flashing amber light and dual emergency flashers

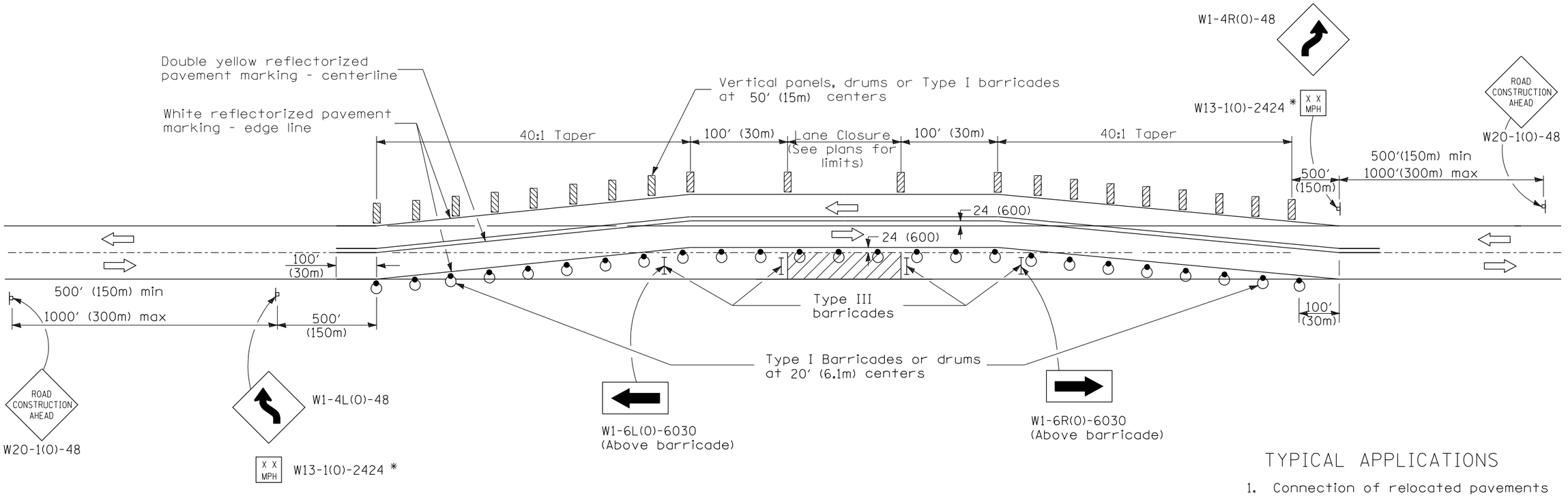
Flagger with traffic control sign

TYPICAL APPLICATIONS

Utility operations

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

01-01-97	RENUM. E-3.04, METRICS, NEW REVISION BOX, REVISED	T.P.				**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**NIGHTTIME LIGHTING INSPECTION**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TITLE BOX							6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	492
10-16-06	REVISED TO 2007 SPEC.	M.A.					NOT TO SCALE CADD STD. 701301-D4			CONTRACT NO. 68185		
								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL APPLICATIONS

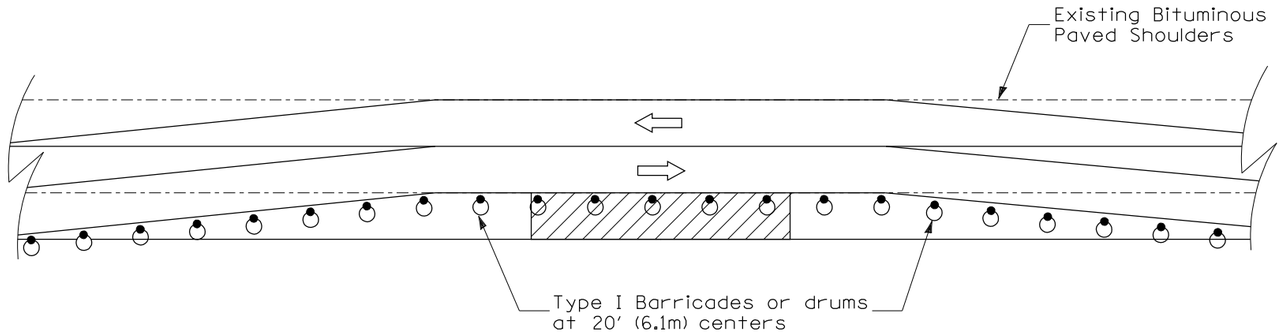
1. Connection of relocated pavements to existing pavements.
2. Emergency pavement repairs.

GENERAL NOTES

1. This Standard is used where at any time, any vehicle, equipment, workers or their activities require the closure of a single lane and a temporary run-around is constructed adjacent to the existing pavement.

*2. The advisory speed to be shown below the reverse curve (turn) signs shall be determined at the site and approved by the Engineer.

3. Type III reflectorized pavement marking tape shall be used for marking the edge lines and centerline on the existing pavement. Type III reflectorized pavement marking tape shall also be used for markings on the paved run-arounds. Type III reflectorized pavement marking tape will be paid for in accordance with Article 703.07 of the Standard Specifications



OPTIONAL TREATMENT WITH EXISTING BITUMINOUS PAVED SHOULDERS

SYMBOLS

- Work area
- Sign
- Barricade or drum with monodirectional steady burning light
- Vertical panel, drum or Type I barricade
- I Type III barricade

DESIGNER NOTES:
1. Include State Standard 701331.
2. Review treatments with District Traffic Control Engineer (Technician).
3. Include District Special Provision.

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

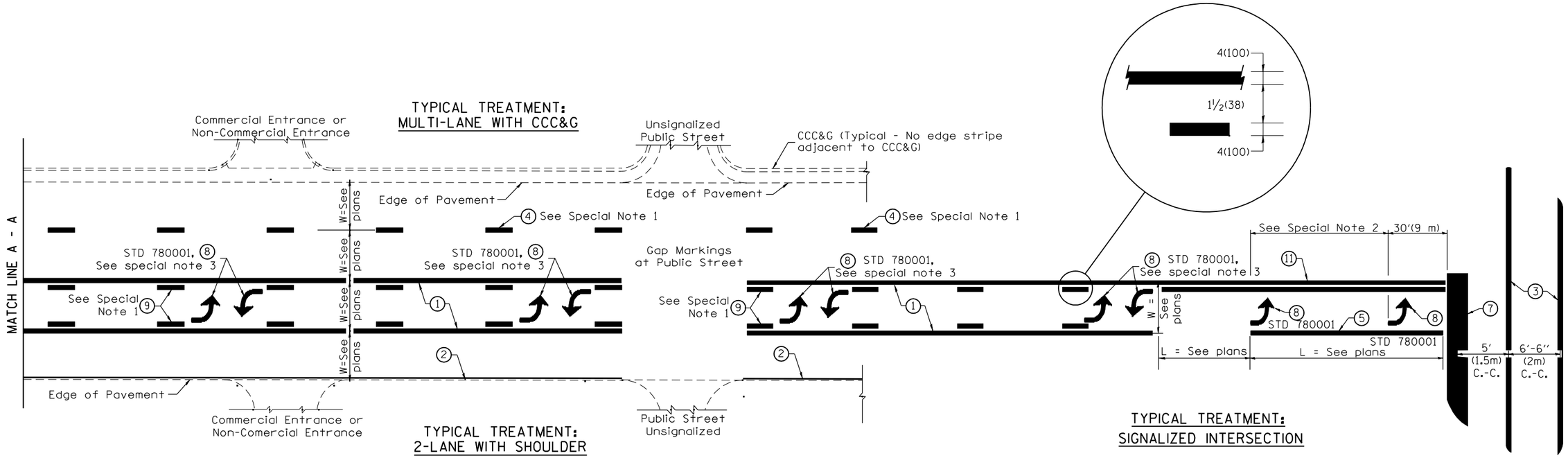
01-01-97	RENUM. F-6.01, NEW REVISION BOX, REVISED	T.P.
	TITLE BOX	
10-16-06	REVISED TO 2007 SPEC.	M.A.
6-20-12	Minor Updates	R.D.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANE CLOSURE, 2L, 2W WITH RUNAROUND ADJACENT TO EXISTING PAVEMENT FOR SPEEDS ≥45MPH (STANDARD 701331, SPECIAL)

NOT TO SCALE — CADD STD. 701331-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	493
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

TYPICAL PAVEMENT MARKING LEGEND

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

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

SPECIAL NOTES

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

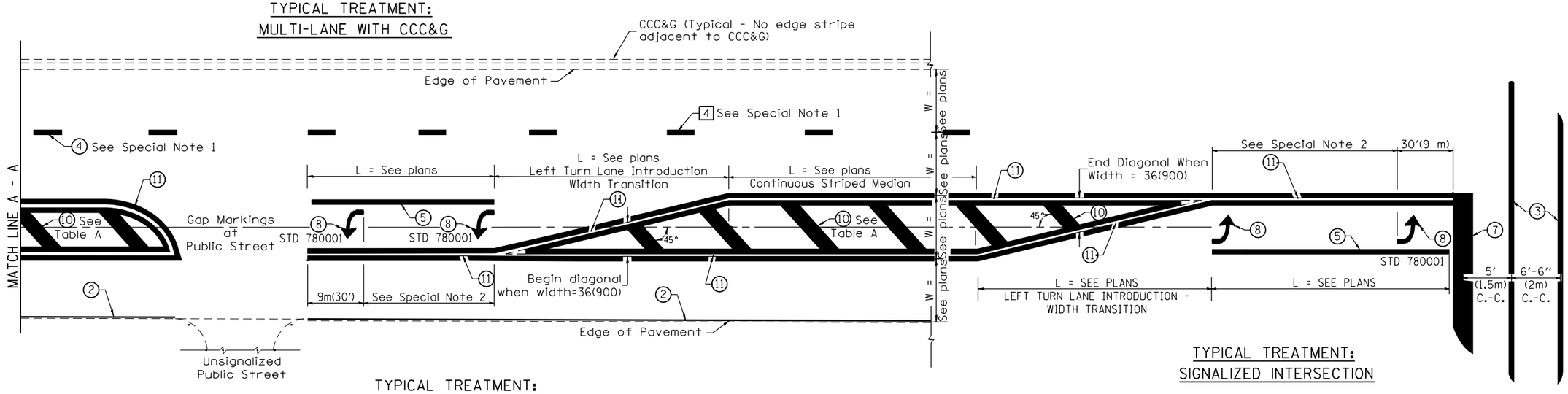
GENERAL NOTES

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

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	494
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



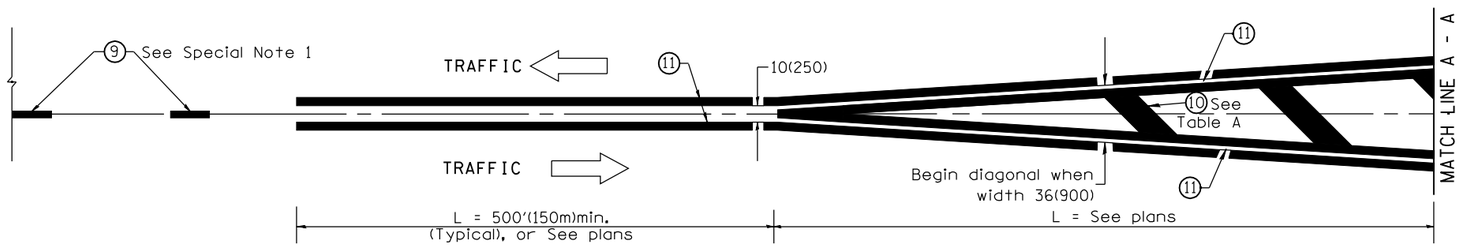
TYPICAL MEDIAN TRANSITIONS

FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A

RECOMMENDED SPACING BETWEEN DIAGONAL LINES

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



MEDIAN INTRODUCTION - WIDTH TRANSITIONS

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKINGS

NOT TO SCALE

SHT. 2 OF 2
CADD STD. 780001-D4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	495
		CONTRACT NO. 68185		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

SEE STAGING CROSS SECTIONS FOR CUTS AND FILLS

615

610

605

600

EX. ROW

EX. ROW

288 + 00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME = D468185-SHT-XSEC-LINFARM1.dgn

design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = gjameson	DESIGNED - JAC		REVISED
	CHECKED - RKA/CWC		REVISED
PLOT SCALE = 20.0000 ' / IN.	DRAWN - GSJ		REVISED
PLOT DATE = 8/14/2018	CHECKED - CWC/RKA		REVISED

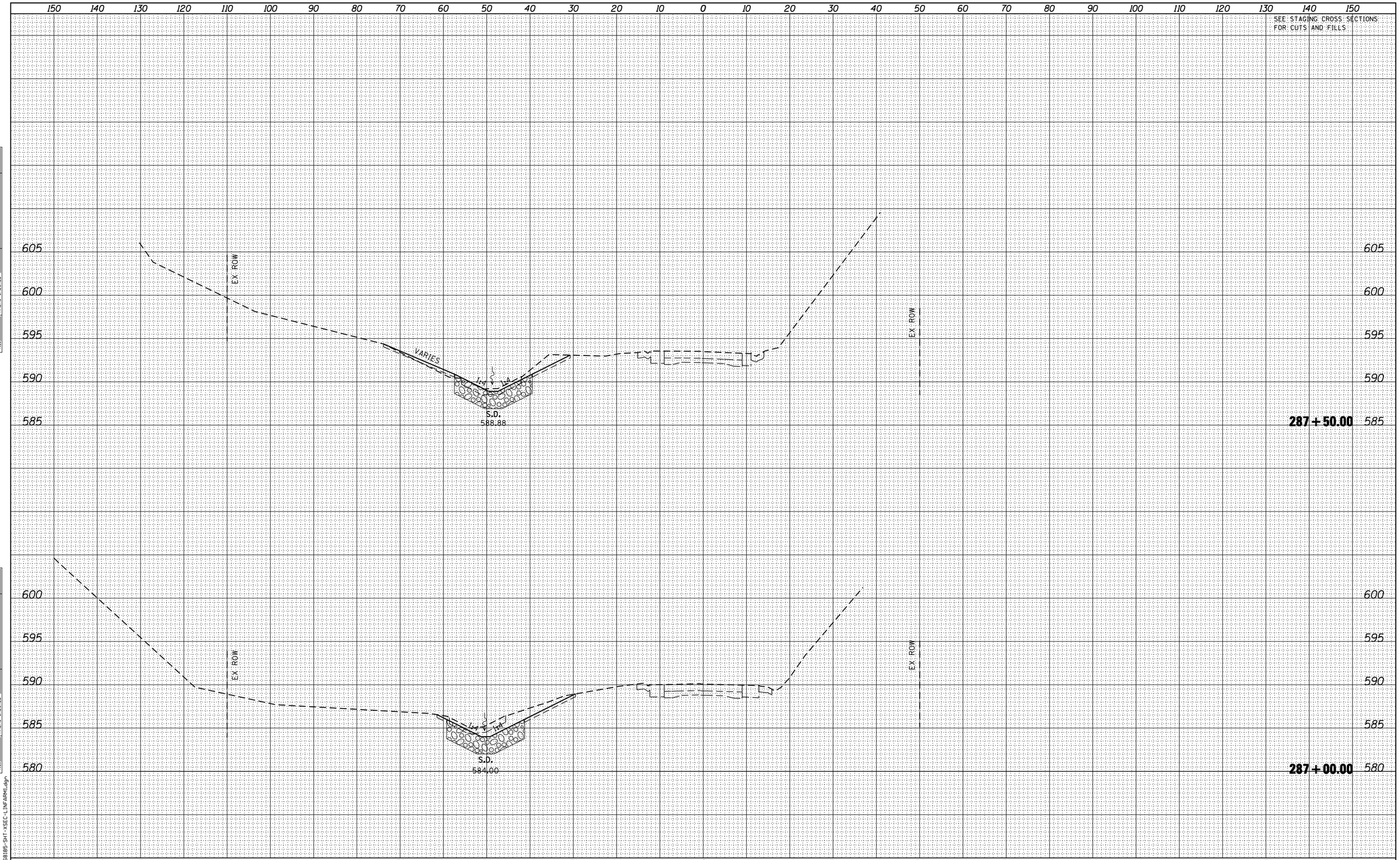
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS – FARMINGTON ROAD
FARMINGTON ROAD IMPROVEMENT

SCALE: | SHEET NO. 1 OF 46 SHEETS | STA. 288+00.00 TO STA. 288+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	496
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

SEE STAGING CROSS SECTIONS FOR CUTS AND FILLS



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

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

FILE NAME = D468185-SHT-XSEC-LINFARM1.dgn

design firm no. 184001036

whks engineers + planners + land surveyors

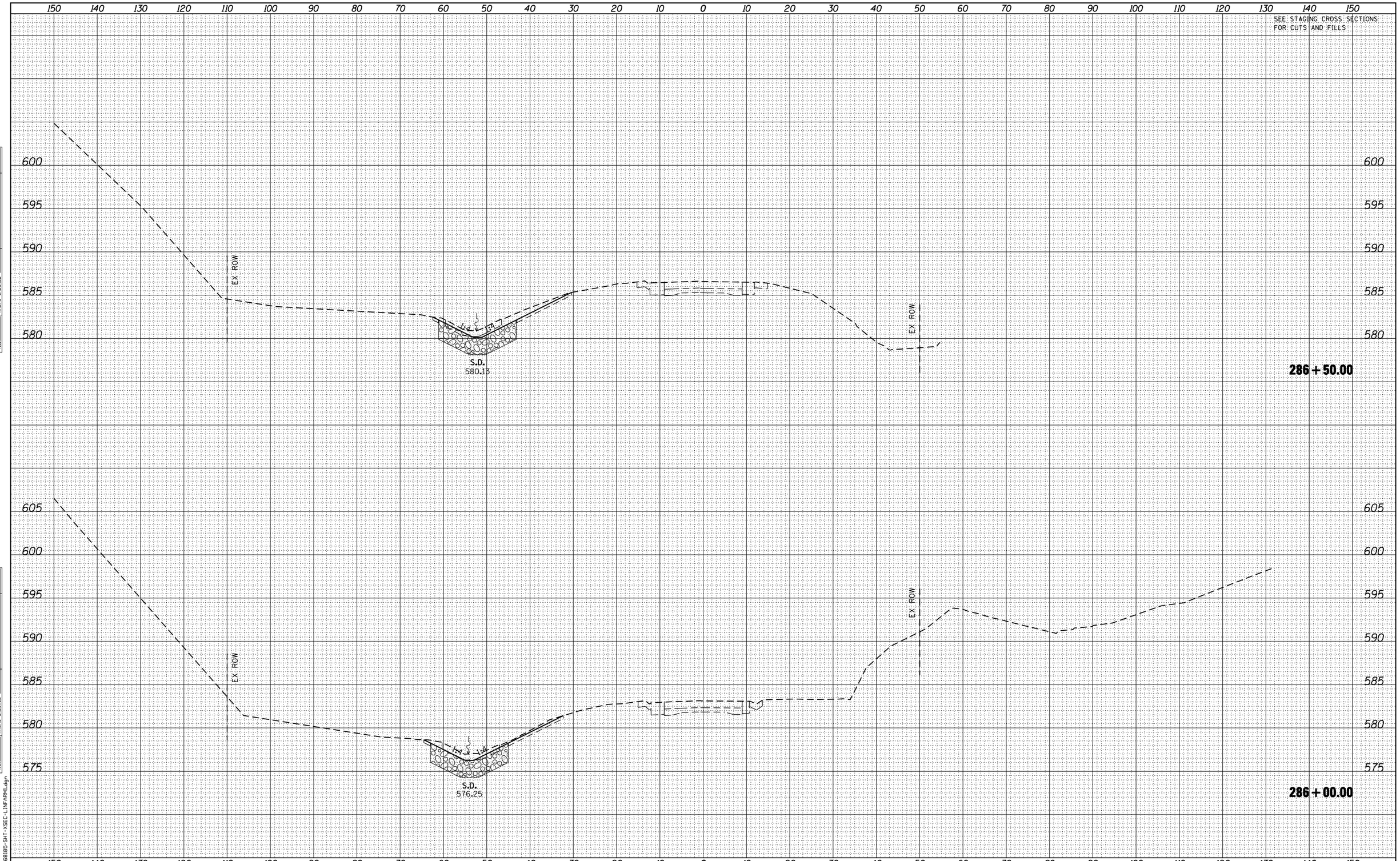
USER NAME = gjameson	DESIGNED - JAC	REVISED	
	CHECKED - RKA/CWC	REVISED	
PLOT SCALE = 20.0000 ' / IN.	DRAWN - GSJ	REVISED	
PLOT DATE = 8/14/2018	CHECKED - CWC/RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS – FARMINGTON ROAD
FARMINGTON ROAD IMPROVEMENT

SCALE: | SHEET NO. 2 OF 46 SHEETS | STA. 287+00.00 TO STA. 287+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	497
		CONTRACT NO. 68185		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

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

ORIGINAL SURVEY

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

FILE NAME = D468185-SHT-XSEC-LINFARM1.dgn

design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = gjameson	DESIGNED - JAC		REVISED
	CHECKED - RKA/CWC		REVISED
PLOT SCALE = 20.0000 ' / IN.	DRAWN - GSJ		REVISED
PLOT DATE = 8/14/2018	CHECKED - CWC/RKA		REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS – FARMINGTON ROAD
FARMINGTON ROAD IMPROVEMENT

SCALE: | SHEET NO. 3 OF 46 SHEETS | STA. 286+00.00 TO STA. 286+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	498
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

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

	BY	DATE

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

	BY	DATE

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

SEE STAGING CROSS SECTIONS FOR CUTS AND FILLS

615
610
605
600
595
590
585
580
575
570

EX ROW

EX ROW

S.D.
572.38

285 + 50.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME = D468185-SHT-XSEC-LINFARM1.dgn

design firm no. 184001036

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USER NAME = gjameson	DESIGNED - JAC	REVISED	
	CHECKED - RKA/CWC	REVISED	
PLOT SCALE = 20.0000 ' / IN.	DRAWN - GSJ	REVISED	
PLOT DATE = 8/14/2018	CHECKED - CWC/RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS – FARMINGTON ROAD
FARMINGTON ROAD IMPROVEMENT

SCALE: | SHEET NO. 4 OF 46 SHEETS | STA. 285+50.00 | TO STA. 285+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	499
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		

SEE STAGING CROSS SECTIONS FOR CUTS AND FILLS

EX ROW

EX ROW

S.D.
568.50

285+00.00

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

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

FILE NAME = D468185-SHT-XSEC-LINFARM1.dgn

design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = gjameson	DESIGNED - JAC		REVISED
	CHECKED - RKA/CWC		REVISED
PLOT SCALE = 20.0000 ' / IN.	DRAWN - GSJ		REVISED
PLOT DATE = 8/14/2018	CHECKED - CWC/RKA		REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS – FARMINGTON ROAD
FARMINGTON ROAD IMPROVEMENT

SCALE: | SHEET NO. 5 OF 46 SHEETS | STA. 285+00.00 TO STA. 285+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6659	11(N,BR-1,RS-4,W-1)	PEORIA	577	500
		CONTRACT NO. 68185		
	ILLINOIS	FED. AID PROJECT		