PROJECT ENGINEER: DAVE CLARK PH#(309) 671-3493
DESIGN BY: DALE SMITH /GEORGE MERKLE (671-3451)

FOR INDEX OF SHEETS, SEE SHEET NO. 2

HIGHWAY CLASSIFICATIONS

F.A.P. 317 (U.S. 24 & U.S. 150) -
OTHER PRINCIPAL ARTERIAL

ACCESS CONTROL - CONTROLLED
DESIGN SPEED -

LIST OF STANDARDS

000001-2	515001	637001	781001-2
001001	609001-01	701101	838001
420001-1	609006-1	701106	846001
420101-1	630001-1	701401	846006
420401-1	630201-1	701406-1	866001
420701	631011-1	702001	
483001	631026-1	704001	
503001	631031-1	780001-1	

DESIGN DESIGNATION

1997 ADT

F.A.P. 317 (U.S. 24 & U.S. 150) 42,410
SU = 5%
MU = 4%

METRIC RATIOS

1 m 0 2 m
1 : 50

0 5 m 10 m
1 : 100

10 m 0 20 m
1 : 250

5 m 0 20 m
1 : 500

0 50 m 100 m
1 : 1000

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

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

CATALOG NO. 030104-01D
CONTRACT NO. 88504

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

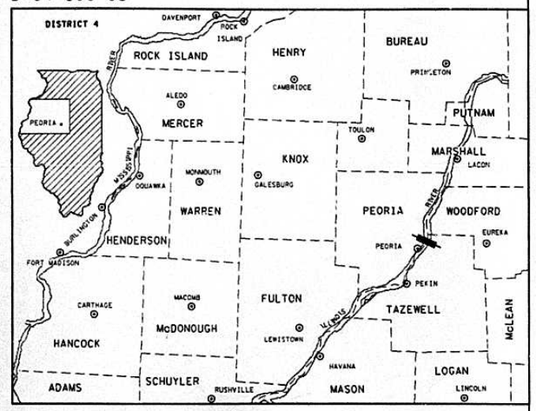
F.A.P. ROUTE 317 (US 24 & US 150)
SECTION 15B-I-8, (15B-1)P-1
PEORIA /TAZEWELL COUNTIES
BRIDGE REPAIR OF IL. RIVER BRIDGE
C-94-376-93

PROJ (A) AC BHF-ACNHF-317(38)

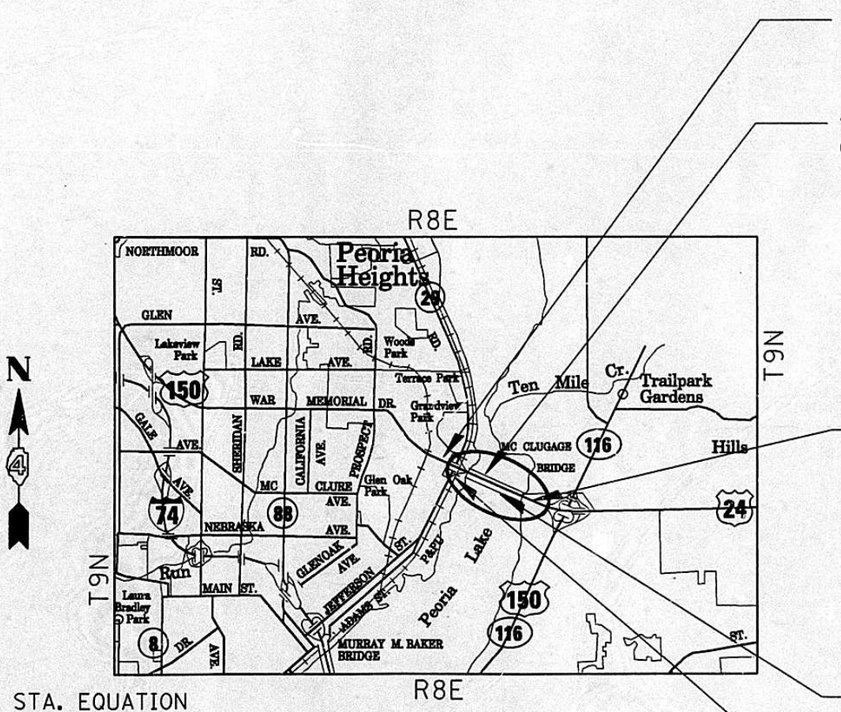
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. P. 317	*	PEORIA/ TAZEWELL	303	1
F. HW. A. REG. 4		ILLINOIS PROJECT		

*15B-I-8, (15B-1)P-1

D-94-099-93



LOCATION OF SECTION INDICATED THUS: -



STA. EQUATION
6+143.86 (BK) =
6+144.73 (AH)

PROJECT BEGINS
STA. 5+800
(U.S. 150)

S.N. 090-0115
(W.B.L. MCCLUGAGE BRIDGE)

PROJECT ENDS
STA. 7+812

S.N. 090-0070
(E.B.L. MCCLUGAGE BRIDGE)

PROJECT BEGINS
STA. 0+220.98
(RAMP E)

GROSS LENGTH OF IMPROVEMENT = 2.012 KILOMETERS
NET LENGTH OF IMPROVEMENT = 1.532 KILOMETERS

DESCRIPTION OF WORK

PROPOSED IMPROVEMENT: REHABILITATION OF EASTBOUND MCCLUGAGE BRIDGE INCLUDING SUBSTRUCTURE REPAIR, STRUCTURAL STEEL REPAIR, ROADWAY AND NAVIGATIONAL LIGHTING, AND NEW CONCRETE DECK. ALSO INCLUDES CLEANING AND PAINTING OF STRUCTURAL STEEL ON BOTH EASTBOUND AND WESTBOUND MCCLUGAGE BRIDGES AND JOINT REPAIR ON WESTBOUND MCCLUGAGE BRIDGE.

TOTAL SHEETS = 303

SIGNATURE SHEET ON PAGE *2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 4/9/ 19 99
D.E. Rice
DISTRICT ENGINEER

EXAMINED _____ 19 _____
ENGINEER OF PROJECT DEVELOPMENT & IMPLEMENTATION

PASSED May 5, 19 99
Bill Stanley
ENGINEER OF DESIGN & ENVIRONMENT

APPROVED May 5, 19 99
James C. Sligh
DIRECTOR OF HIGHWAYS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZ.		2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-1-8, (15B-1)P-1

INDEX OF SHEETS

1. COVER SHEET
2. GENERAL NOTES, COMMITMENTS, SIGNATURE BLOCK
3-7A. SUMMARY OF QUANTITIES
8-11. QUANTITIES NOT OTHERWISE SHOWN
12. ALIGNMENT PLAN
13. TEMPORARY EASEMENTS
14-15. EXISTING/REMOVAL ITEMS
16. PLAN AND TYPICAL SECTION OF RAMP 'E'
17. PLAN OF US 150 & US 24
18-20. PROPOSED PAVEMENT MARKINGS
21. ENDANGERED SPECIES LOCATIONS, TEMPORARY FENCE, AND PROTECTIVE SHIELD
22-25. TRAFFIC CONTROL AND PROTECTION (SPECIAL)
25A SIGNING AND MESSAGE BOARD LOCATION MAP
26. DETAIL FOR TRAFFIC COUNTERS USING TERMINAL FACILITY
27. EXISTING HIGHWAY ICING DETECTION SYSTEM (HIDS)
28-274. EBL STRUCTURE REPAIR PLANS
275-292. WBL MCCLUGAGE BRIDGE JOINT REPAIR
293-294. HIGHWAY LIGHTING AND NAVIGATION LIGHTING
295-299. LIGHTING STANDARDS
300-303. CADD STANDARDS
303A-303F BORING DATA

GENERAL NOTES

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

ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.

COMMITMENTS

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

CRITICAL PATH WORK SCHEDULE REQUIREMENT

THE CONTRACTOR WILL SUBMIT TO THE ENGINEER A SATISFACTORY PROGRESS SCHEDULE AND CRITICAL PATH SCHEDULE WHICH SHALL SHOW THE PROPOSED SEQUENCE OF WORK AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS, THE CONNECTING OF EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM STRUCTURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEMS PROVIDED.

TRAFFIC COUNTER LOOP DETECTOR INSTALLATION

THE RESIDENT ENGINEER AND/OR CONTRACTOR SHALL NOTIFY THE TRAFFIC STUDIES TECHNICIAN IN PROGRAM DEVELOPMENT AT LEAST ONE WEEK PRIOR TO THE INSTALLATION TO DETERMINE EXACT LOCATION.

SUGGESTED SEQUENCE OF CONSTRUCTION

1999

1A. JOINT REPAIR ON WBL McCLUGAGE BRIDGE.

1B. CLEANING AND PAINTING OF STRUCTURAL STEEL ON WBL THROUGH TRUSS DURING JOINT REPAIR WORK AND ALL OTHER WBL STRUCTURAL STEEL UNDER DECK AT ANY TIME.

1C. REMOVE AND REPLACE BRIDGE APPROACH SHOULDER PAVEMENT AND BITUMINOUS SHOULDERS IN WBL IN TAZEWELL COUNTY.

2. INSTALL TRAFFIC COUNTER IN TAZEWELL COUNTY.

2. EXTEND PIPE CULVERT AND PLACE EMBANKMENT IN MEDIAN ON EAST SIDE OF RIVER IN TAZEWELL COUNTY.

3. INSTALL TEMPORARY FENCE AROUND ENDANGERED SPECIES UNDER WBL STRUCTURE IN PEORIA COUNTY.

4. PAVEMENT MARKING REMOVAL OF 12" DIAGONALS IN MEDIAN, GORE AREA, AND SHOULDER ON WEST SIDE OF ADAMS ST. STRUCTURE WBL.

2000

1A. PAVEMENT MARKING REMOVAL FOR CROSS-OVER DETOUR & ON WBL MCcLUGAGE BRIDGE.

1B. REMOVE EXISTING MEDIAN CONCRETE BARRIER WEST SIDE.

2A. TEMPORARY PAVEMENT MARKING FOR CROSS-OVERS, SHIFTS OF TRAFFIC, AND ON WBL McCLUGAGE BRIDGE.

2B. REMOVE GUARDRAIL AT S.W. WINGWALL OF WB ADAMS STRUCTURE.

3. PLACE TRAFFIC CONTROL AND PROTECTION (SPECIAL).

4. PLACE AND FASTEN TOGETHER MOVEABLE CONCRETE BARRIER IN EITHER A.M. OR P.M. ALIGNMENT.

5. RELOCATE TEMPORARY CONCRETE BARRIER (STATE-OWNED) TO WEST END OF EB ADAMS STRUCTURE AND RAMP 'E' AT ADAMS STREET.

6. CLOSE EBL McCLUGAGE BRIDGE.

7. COMPLETE ALL RAMP 'E' ROADWAY WORK.

8. SEE PAGE 31 OF PLANS FOR SEQUENCE OF CONSTRUCTION OF EBL OF McCLUGAGE BRIDGE.

COMMITMENTS

IN ORDER TO AVOID AND MINIMIZE IMPACTS TO THE BOLTONIA DECURRENS POPULATION, THE FOLLOWING MEASURES WILL BE IMPLEMENTED BY THE DISTRICT.

1. IN SEPTEMBER 1998, STEEL PINS WERE PLACED ALONG THE PERIMETER OF THE BOLTONIA COLONIES. USING THESE PINS AS A GUIDE, BOLTONIA LOCATED OUTSIDE THE ANTICIPATED AREA OF IMPACT WILL BE FENCED OFF TO PREVENT ACCESS.

2. THE SOIL CONTAINING THE BOLTONIA PLANTS WITHIN THE CONSTRUCTION LIMITS WILL BE STOCKPILED DURING CONSTRUCTION OF THE BRIDGE. AFTER CONSTRUCTION THAT STOCKPILED SOIL CONTAINING THE BOLTONIA SEED BANK, WILL BE SPREAD BACK IN THE DISTURBED AREA.

3. SAFETY NETS OR OTHER POSITIVE MEANS OF CATCHING DEBRIS AND PAINTING CONTAINMENT WILL BE REQUIRED. REFER TO SPECIAL PROVISIONS.

4. THE ENVIRONMENTAL COORDINATOR WILL INSPECT AND APPROVE THE FENCED OFF AREAS.

A COAST GUARD PERMIT IS NOT NEEDED, BUT THE COAST GUARD PRECAUTIONARY MEASURES LISTED IN THE SPECIAL PROVISIONS SHALL BE TAKEN DURING THE PERFORMANCE OF THIS WORK.

THE WORK ON THIS CONTRACT SHALL COMPLY WITH THE REQUIREMENTS OF THE PERMITS SHOWN IN THE SPECIAL PROVISIONS ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND THE DEPARTMENT OF THE ARMY - CORPS OF ENGINEERS.

SUBMITTED 5/25/99
Roger E. Roche
DIST. ENGR. OF PROGRAM DEVELOPMENT

EXAMINED 5/25/99
Roger E. Roche
DIST. ENGR. OF PROJECT IMPLEMENTATION

EXAMINED 5/25/99
DIST. ENGR. OF OPERATIONS

REVIEWED FOR CORRELATION WITH APPROVED DESIGN REPORT, POLICIES, AND ENVIRONMENTAL ASSESSMENT

DATE 5/25/99
Dist. Studies & Plans Engineer

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES,
COMMITMENTS,
SIGNATURE BLOCK

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZEWELL	303	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-1-8, (15B-1)P-1

SUMMARY OF QUANTITIES				ACNHF J000-2A		ACBHF X-375-5B	ACNHF	CONSTRUCTION TYPE CODE							
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	PEORIA COUNTY ROADWAY	TAZEWELL COUNTY ROADWAY	090-0070 TAZEWELL CO. BRIDGE	090-0115 TAZEWELL CO. BRIDGE								
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1			1									
50104800	REMOVAL OF EXISTING CONCRETE DECK	L SUM	1			1									
50105200	REMOVE EXISTING CULVERTS	EACH	1	1											
50300100	FLOOR DRAINS	EACH	191			191									
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	36			36									
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	23			23									
50500505	STUD SHEAR CONNECTORS	EACH	65315			65315									
50600600	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1				1								
50600700	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1			1									
50606202	BLASTING RESIDUE CONTAINMENT AND DISPOSAL BRIDGE NO. 2	L SUM	1			1									
50606301	POWER TOOL CLEANING RESIDUE CONTAINMENT AND DISPOSAL NO. 1	L SUM	1				1								
50606302	POWER TOOL CLEANING RESIDUE CONTAINMENT AND DISPOSAL NO. 2	L SUM	1			1									
51500100	NAME PLATES	EACH	1			1									
60500060	REMOVING INLETS	EACH	3	1	2										
60900215	TYPE C INLET BOX, STANDARD 609001	EACH	1		1										
60900240	TYPE C INLET BOX, STANDARD 609006	EACH	1	1											
60900330	TYPE D INLET BOX, STANDARD 609001	EACH	1		1										
60900515	CONCRETE THRUST BLOCKS	EACH	1	1											
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	2	1										
63100165	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	EACH	2	2											
63302000	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1											
63302400	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1											
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1			1									
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18											
67100100	MOBILIZATION	L SUM	1.0			1.0									
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	0.3	0.7										
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1			1									
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	0.5	0.5										
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	60			60									

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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DATE 04/12/99 CHECKED BY

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZEWELL	303	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-1-8, (15B-1)P-1

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ACNHF J000-2A PEORIA COUNTY ROADWAY	TAZEWELL COUNTY ROADWAY	ACBHF X375-5B 090-0070 TAZEWELL CO. BRIDGE	ACNHF 090-0115 TAZEWELL CO. BRIDGE	CONSTRUCTION TYPE CODE
78100300	REPLACEMENT REFLECTOR	EACH	35	23	12			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	35	23	12			
81500100	GULFBOX JUNCTION	EACH	2		2			
84400250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	16			16		
84500100	WATERWAY OBSTRUCTION WARNING LUMINAIRE	EACH	5			5		
86301000	TERMINAL FACILITY	EACH	1		1			
86600100	ELECTRIC SERVICE INSTALLATION	EACH	1			1		
Z0002600	BAR SPLICERS	EACH	116				116	
Z0018000	DRAINAGE SCUPPERS (SPECIAL)	EACH	143			143		
Z0018800	DRAINAGE SYSTEM	L SUM	1			1		
Z0031200	JACKING AND CRIBBING	EACH	15			15		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1				
Z0053800	RIVET REMOVAL AND REPLACEMENT	EACH	200			200		
Z0073400	TEMPORARY SUPPORT SYSTEM	EACH	7			7		
Z0076500	TRAFFIC CHANNELIZING POSTS	EACH	9	9				
Z0076600	TRAINEES	HOUR	3000			3000		
MX030000	BRIDGE APPROACH SHOULDER REMOVAL	SQ M	31		31			
MX032179	SILICONE JOINT SEALER, 25MM	METER	314			314		
MX032290	POLY-CARB MARK 55-4, EPOXY PAVEMENT MARKING, LINE 100	METER	6902	435	478	5989		
MX032291	POLY-CARB MARK 55-4, EPOXY PAVEMENT MARKING, LINE 150	METER	826	50	76	700		
MX032473	ALUMINUM PARAPET	METER	1743.7			1743.7		
MX032516	REMOVE AND REINSTALL CONCRETE FLARED END SECTION 600MM	EACH	1		1			
MX420900	OC/OA CONCRETE	CU M	3676	100	307	3228	41	
MX500315	FLOATING BEARINGS, GUIDED EXPANSION, 1000KN	EACH	2			2		
MX500325	FLOATING BEARINGS, GUIDED EXPANSION, 1500KN	EACH	4			4		
MX637100	CONCRETE BARRIER REMOVAL AND REPLACEMENT	METER	95	95				
MZ006010	BRIDGE DECK CONCRETE OVERLAY OPTION	SQ M	2429			2429		
MZ016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ M	28.4			28.4		
MZ016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ M	17.5			17.5		
MZ016200	DECK SLAB REPAIR (PARTIAL)	SQ M	9			9		

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REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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DATE 04/12/99 CHECKED BY

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZEWELL	303	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-1-8, (15B-1)P-1

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ACNHF J000-2A PEORIA COUNTY ROADWAY	ACNHF J000-2A TAZEWELL COUNTY ROADWAY	ACBHF 090-0070 TAZEWELL CO. BRIDGE	ACNHF X-375-5B 090-0115 TAZEWELL CO. BRIDGE	CONSTRUCTION TYPE CODE
MZ034396	MODULAR EXPANSION JOINT 320MM	METER	13.5			13.5		
MZ034400	MODULAR EXPANSION JOINT 400MM	METER	9.7			9.7		
MZ049720	REINFORCED NEOPRENE EXPANSION JOINT TREATMENT	METER	Δ 78.4			10.1	68.3	
M2800400	PERIMETER EROSION BARRIER	METER	260	260				
M2810107	STONE RIPRAP, CLASS A4	SQ M	31			31		
M2820100	FILTER FABRIC FOR USE WITH RIPRAP	SQ M	31			31		
M3110300	SUB-BASE GRANULAR MATERIAL, TYPE A 300MM	SQ M	259	259				
M4202245	PORTLAND CEMENT CONCRETE PAVEMENT 240MM (JOINTED)	SQ M	144	144				
M4205000	BRIDGE APPROACH PAVEMENT	SQ M	157	72	85			
M4205100	PAVEMENT FABRIC	SQ M	144	144				
M4206100	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ M	32	15	17			
M4206300	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ M	31		31			
M4402000	PAVEMENT REMOVAL	SQ M	293	293				
M4402040	COMBINATION CURB AND GUTTER REMOVAL	METER	66	66				
M4402060	APPROACH SLAB REMOVAL	SQ M	104	Δ 32	72			
M4402100	BITUMINOUS CONCRETE REMOVAL	SQ M	330	330				
M4402110	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ M	1006			1006		
M4402220	BITUMINOUS SHOULDER REMOVAL	SQ M	866		866			
M4812000	AGGREGATE SHOULDERS, TYPE B	M TON	105	21	84			
M4830230	PORTLAND CEMENT CONCRETE SHOULDERS - 230MM	SQ M	108	108				
M4830250	PORTLAND CEMENT CONCRETE SHOULDERS - 250MM	SQ M	1031		1031			
M5010240	CONCRETE REMOVAL	CU M	Δ 242.6			208	34.6	
M5010410	BRIDGE HANDRAIL REMOVAL	METER	900			900		
M5020100	STRUCTURE EXCAVATION	CU M	38			38		
M5030020	PREFORMED JOINT SEAL 45MM	METER	290.6			290.6		
M5030040	PREFORMED JOINT SEAL 102MM	METER	10.1			10.1		
M5030125	NEOPRENE EXPANSION JOINT 100MM	METER	45.8			45.8		
M5030350	CONCRETE STRUCTURES	CU M	240.8			240.8		
M5030360	CONCRETE SUPER STRUCTURES	CU M	Δ 2847.1			2812.5	34.6	

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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DATE 04/12/99 CHECKED BY

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZEWELL	303	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-1-8, (15B-1)P-1

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ACNHF 30002A PEORIA COUNTY ROADWAY	ACNHF 30002A TAZEWELL COUNTY ROADWAY	ACBHF X-375-5B 090-0070 TAZEWELL CO. BRIDGE	ACNHF X-375-5B 090-0115 TAZEWELL CO. BRIDGE	CONSTRUCTION TYPE CODE
M5030390	BRIDGE DECK GROOVING	SQ M	13926			13926		
M5030450	PROTECTIVE COAT	SQ M	△ 16,593.5			16528	65.5	
M5030710	FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 125MM)	SQ M	213			213		
M5030715	FORMED CONCRETE REPAIR (DEPTH GREATER THAN 125MM)	SQ M	19			19		
M5050410	STRUCTURAL STEEL REMOVAL	KG	912610			912610		
M5050420	STRUCTURAL STEEL REPAIR	KG	16790			16790		
M5080205	REINFORCEMENT BARS, EPOXY COATED	KG	538625			535100	3525	
M5120166	FURNISHING STEEL PILES HP310X94	METER	47			47		
M5120315	DRIVING STEEL PILES	METER	47			47		
M542E012	END SECTIONS 300MM	EACH	1	1				
M5421225	PIPE CULVERTS, TYPE 1 RCCP 600MM	METER	33		33			
M5870020	BRIDGE SEAT SEALER	SQ M	87			87		
M5900100	EPOXY CRACK SEALING	METER	38.2			38.2		
M6010125	PIPE DRAINS 300MM	METER	7	7				
M6320030	GUARD RAIL REMOVAL	METER	47	38	9			
M6330430	REMOVE AND RE-ERECT RAIL ELEMENT OF EXISTING GUARD RAIL	METER	191		191			
M6643400	TEMPORARY FENCE	METER	243	243				
M7030220	TEMPORARY PAVEMENT MARKING - LINE 100MM	METER	1161	327	90	744		
M7030520	PAVEMENT MARKING TAPE, TYPE III 100MM	METER	802	374	428			
M7031000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ M	196	70	52	74		
M7040300	RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED)	METER	△ 336	81			255	
M7830100	PAVEMENT MARKING REMOVAL	SQ M	485	116	53	316		
M8100240	CONDUIT IN TRENCH, 30MM DIA., PVC	METER	24		24			
M8110160	CONDUIT ATTACHED TO STRUCTURE, 50MM DIA., GALVANIZED STEEL	METER	△					
M8110170	CONDUIT ATTACHED TO STRUCTURE, 65MM DIA., GALVANIZED STEEL	METER	△ 1534			1534		
M8110360	CONDUIT ATTACHED TO STRUCTURE,	METER	△					
M8110370	CONDUIT ATTACHED TO STRUCTURE, 65MM DIA., PVC	METER	△ 772			772		
M8130130	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 200MM X 150MM X 100MM	EACH	12			12		

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DRAWN BY

DATE 04/12/99 CHECKED BY

Rev 5/26/01

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZEWELL	303	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-I-8, (15B-1)P-1

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ACNHF 1000-2A PEORIA COUNTY ROADWAY	ACNHF 1000-2A TAZEWELL COUNTY ROADWAY	ACBNF 090-0070 TAZEWELL CO. BRIDGE	ACNHF X-375-5B 090-0115 TAZEWELL CO. BRIDGE	CONSTRUCTION TYPE CODE
M8210220	UNIT DUCT, 2#8XLP, 1#8 XLP GROUND 20MM POLYETHYLENE	METER	60			60		
M8210240	UNIT DUCT, 2#4XLP, 1#4 XLP GROUND 25MM POLYETHYLENE	METER	60			60		
M8220030	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	METER	2988			2988		
M8220050	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	METER	3309			3309		
M8241510	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 3 PAIR	METER	8		8			
M8300315	LIGHT POLE, ALUMINUM, 12.0M M.H., 2.4M DAVIT ARM	EACH	9			9		
M8380100	CONCRETE FOUNDATION, TYPE A	METER	1			1		
M8470400	DETECTOR LOOP, SPECIAL	METER	43		43			
M8680100	TRENCH AND BACKFILL FOR ELECTRICAL WORK	METER	72		12	60		
M8680105	TRENCH AND BACKFILL FOR ELECTRICAL WORK (SPECIAL)	METER	5		5			
X0320622	FIELD MEASUREMENTS	L SUM	1			1		
X0321781	MECHANICAL SPLICE	EACH	390				390	
~~X0321781~~	~~MECHANICAL SPLICE~~	~~EACH~~	~~390~~				~~390~~	
X0322342	MAINTENANCE AND REMOVAL OF LIGHTING SYSTEM COMPLETE	L SUM	1			1		
X0322640	ELECTRIC TRANSFORMER, DRY TYPE, SINGLE-PHASE, 480VOLT - 120/240 VOLT	EACH	1			1		
X0343400	REMOVE AND REINSTALL BEARINGS	EACH	7			7		
X5030200	ELASTOMERIC BEARING ASSEMBLY, TYPE II (MODIFIED)	EACH	150			150		
X5051401	FURNISHING AND ERECTING STRUCTURAL STEEL BRIDGE NO. 1	L SUM	1				1	
X5051402	FURNISHING AND ERECTING STRUCTURAL STEEL BRIDGE NO. 2	L SUM	1			1		
X7015010	CHANGEABLE MESSAGE SIGN, SPECIAL	CAL MO	107	49	58			
X8440400	LUMINAIRE MOUNTING BRACKET - SPECIAL	EACH	7			7		
Δ X8550125	LIGHTING CONTROLLER TYPE CB-RCS 60AMP - ~~480~~ 240VOLT (DUAL)	EACH	1			1		
X8560105	REMOVAL OF EXISTING NAVIGATION LIGHTING	EACH	10			10		
X7040505	MOVEABLE CONCRETE BARRIER (TRANSFER AND TRANSPORT VEHICLE)	L SUM	1		Δ	1		
MX7044400	MOVEABLE CONCRETE BARRIER (SUPPLY AND REMOVE)	METER	1874		Δ	1874		

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DRAWN BY

DATE 04/12/99 CHECKED BY

@projects@dstrand@msumd.dgn

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZEWELL	303	7A
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-1-8, (15B-1)P-1

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ACNHF J000-2A PEORIA COUNTY ROADWAY	TAZEWELL COUNTY ROADWAY	ACBHF ACNHF X375-5B 090-0070 TAZEWELL CO. BRIDGE	090-0115 TAZEWELL CO. BRIDGE	CONSTRUCTION TYPE CODE
MZ006220	BRIDGE DECK SCARIFICATION 20MM	SQ M	1006			1006		
MZ006250	BRIDGE DECK SCARIFICATIOM 50MM	SQ M	1423			1423		
MX500415	FLOATING BEARINGS, GUIDED EXPANSION, 10000KN	EACH	2			2		
X0322762	WIND ANCHORAGE ASSEMBLY REPLACEMENT	EACH	4			4		
X0322763	FURNISH AND INSTALL PAVEMENT SENSORS	EACH	3		1	2		
MX0326006	POLY-CARB EPOXY PAVEMENT MARKING-LINE 200MM (MM2X55-4)	METER	321	131		190		
MX211050	REMOVE AND REPLACE TOP SOIL, 150MM	SQ M	824			824		
MX0326007	POLY-CARB MARK 55-4, EPOXY PAVEMENT MARKING, LINE 300MM	METER	89	89				
X0322764	REAL-TIME TRAFFIC CONTROL SYSTEM	L SUM	1	0.5	0.5			
X0322808	VEHICLE TOWING SERVICE	L SUM	1			1		
X0322809	LATERIAL MOVEMENT OF MOVEABLE CONCRETE BARRIER	L SUM	1					
70400300	TEMPORARY CONCRETE BARRIER, TERMINAL SECTION	EACH	5				5	
M7040400	TEMPORARY CONCRETE BARRIER, (STATE OWENED)	METER	244				244	

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DRAWN BY

DATE 04/12/99 CHECKED BY

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	PEO./TAZ.	303	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 15B-I-8, (15B-1)P-1

REMOVE EXISTING CULVERTS	
LOCATION	EACH
RAMP 'E' RT. STA. 0+257	1
TOTAL	1

REMOVING INLETS	
LOCATION	EACH
WBL @EAST END OF McCLUGAGE BRIDGE	
RAMP 'E' RT. STA. 0+257	1
5m LT. STA.7+517	1
15m LT.STA. 7+517	1
TOTAL	3

TYPE C INLET BOX, STANDARD 609001	
LOCATION	EACH
WBL @ EAST END McCLUGAGE BRIDGE	
INSIDE SHLDR, 5m LT. STA. 7+518	1
TOTAL	1

TYPE C INLET BOX, STANDARD 609006	
LOCATION	EACH
RAMP 'E' RT. STA. 0+257.5	1
TOTAL	1

TYPE D INLET BOX, STANDARD 609001	
LOCATION	EACH
WBL @ EAST END McCLUGAGE BRIDGE	
OUTSIDE SHLDR, 15m LT. STA. 7+518	1
TOTAL	1

CONCRETE THRUST BLOCKS	
LOCATION	EACH
RAMP 'E'	
RT. STA. 0+261	1
TOTAL	1

TEMPORARY CONCRETE BARRIER , TERMINAL SECTION	
LOCATION	EACH
WBL JOINT REPAIR @ PEIRS 10, 13, 16, 19, &	
PANEL POINT 21	5
TOTAL	5

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	
LOCATION	EACH
RAMP 'E'	
LT. STA. 0+237.2TO 0+248.6	1
RT. STA. 0+237.2 TO 0+248.6	1
TOTAL	2

REMOVE &RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 2	
LOCATION	EACH
WBL INSIDE	
LT. STA. 5+ 971 TO 5+ 975	1
TOTAL	1

REMOVE &RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 5	
LOCATION	EACH
WBL INSIDE	
STA. 5+ 975 TO 5+ 979	1
TOTAL	1

ENGINEER'S FIELD OFFICE TYPE A	
LOCATION	CAL MO
JOBSITE	18
TOTAL	18

TRAFFIC CONTROL & PROTECTION (SPECIAL)	
LOCATION	L SUM
JOBSITE	1
TOTAL	1

TRAFFIC CONTROL SURVEILLANCE	
LOCATION	CAL. DA.
WBL. STRUCTURE(1999)	60
TOTAL	60

SUB-BASE GRANULAR MATERIAL, TYPE A 300mm	
LOCATION	SQ. M.
RAMP 'E' STA. 0+221.5 TO 0+252	259
TOTAL	259

PCC PAVEMENT, 240mm (JOINTED)	
LOCATION	SQ. M.
RAMP 'E' STA. 0+221.5 TO 0+251.0	144
TOTAL	144

BRIDGE APPROACH PAVEMENT	
LOCATION	SQ. M.
RAMP 'E' STA. 0+252.8 TO 0+261.8	72
EBL @ EAST ABUT.	
7+510.7 TO 7+519.7	85
TOTAL	157

PAVEMENT FABRIC	
LOCATION	SQ. M.
RAMP 'E' STA. 0+221.5 TO 0+251.0	144
TOTAL	144

TEMPORARY CONCRETE BARRIER (STATE OWNED)	
LOCATION	METER
* WBL JOINT REPAIR @ PIERS 10, 13, 16, 19 &	
PANEL POINT 21	244
TOTAL	244

*48.8 M (160 FT) TO BE PLACED @ EACH LOCATION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

QUANTITIES NOT OTHERWISE SHOWN

DRAWN BY

DATE CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZ.	303	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-I-8, (15B-1)P-1

BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	
LOCATION	SQ. M.
RAMP 'E' STA. 0+251 TO 0+253	15
EBL STA. 7+519.7 TO 7+521.5	17
TOTAL	32

P.C. CONC. BRIDGE APPR. SHLD. PAVT.	
LOCATION	SQ. M
WBL McCLUGAGE BRIDGE @EAST ABUT.	
OUTSIDE SHLDR LT.STA. 7+512 TO 7+518	19
INSIDE SHLDR LT. STA. 7+512 TO 7+518	12
TOTAL	31

PAVEMENT REMOVAL	
LOCATION	SQ. M.
RAMP 'E' STA. 0+221 TO 0+258	293
TOTAL	293

COMBINATION CURB AND GUTTER REMOVAL	
LOCATION	METER
RAMP 'E'	
LT. STA. 0+224 TO 0+257	33
RT. STA. 0+224 TO 0+257	33
TOTAL	66

APPROACH SLAB REMOVAL	
LOCATION	SQ. M.
RAMP 'E' STA. 0+258 TO 0+262	32
EBL STA. 7+511 TO 7+522	72
TOTAL	104

BITUMINOUS CONCRETE REMOVAL	
LOCATION	SQ. M
RAMP'E' STA 0+221 TO 0+261	330
TOTAL	330

BITUMINOUS SHOULDER REMOVAL – 255MM	
LOCATION	SQ. M.
WBL - OUTSIDE SHLD STA. 7+ 518 TO 7+815	725
WBL - INSIDE SHLD STA. 7+ 518 TO 7+610	121
EBL - OUTSIDE SHLD STA. 7+511 TO 7+522	10
EBL - INSIDE SHLD STA. 7+511 TO 7+522	10
TOTAL	866

AGGREGATE SHOULDER TYPE B	
LOCATION	M TON
RAMP 'E' LT. & RT. STA. 0+221 TO 0+253	21
WBL OUTSIDE SHLDR STA. 7+620 TO 7+812	70
WBL INSIDE SHLDR STA. 7+574 TO 7+611	14
TOTAL	105

PORTLAND CEMENT CONCRETE SHOULDERS 230mm	
LOCATION	SQ. M.
RAMP 'E'	
LT. STA. 0+221.5 TO 0+251.0	45
RT. STA. 0+221.5 TO 0+251.0	63
TOTAL	108

PORTLAND CEMENT CONC. SHLD. 250mm	
LOCATION	SQ. M
WBL. OUTSIDE SHOULDER:	
STA. 7+518 TO 7+782	789
STA.7+782 TO 7+ 815	72
WBL. INSIDE SHOULDER:	
STA. 7+ 518 TO 7+ 596	139
STA. 7+596 TO 7+611	31
TOTAL	1,031

PIPE CULVERTS, TYPE I RCCP 600mm	
LOCATION	METER
STA. 7+584 TO 7+ 617	33
TOTAL	33

END SECTIONS 300mm	
LOCATION	EACH
RAMP'E' RT. STA. 0+263	1
TOTAL	1

PIPE DRAINS 300mm	
LOCATION	METER
RAMP 'E' (AT SOUTH ABUTMENT)	
RT. STA. 0+257.5 TO 0+262	7
TOTAL	7

GUARDRAIL REMOVAL	
LOCATION	METER
EBL (OUTSIDE SHLD) STA. 7+511 TO 7+520	9
RAMP 'E'	
LT. STA. 0+243 TO 0+262	19
RT. STA. 0+243 TO 0+262	19
TOTAL	47

REMOVE &RE-ERECT RAIL ELEMENT OF EXSTING GUARD RAIL	
LOCATION	METER
WBL. OUTSIDE SHLD.:	
LT. STA. 7+512 TO STA. 7+638	126
WBL. INSIDE SHLD.:	
LT.STA. 7+ 512 TO STA.7+577	65
TOTAL	191

TEMPORARY FENCE	
LOCATION	METER
UNDER WBL STRUCTURE	
STA. 6+ 221 TO 6+ 312	243
TOTAL	243

RELOCATE TEMP. CONC. BARRIER (STATE OWNED)	
LOCATION	METER
EBL STA. 5+934 TO 5+982 WEST CROSSOVER	48
ADAMS ST. @ RAMP E STA. 7+ 634 TO 7+ 715	33
* WBL JOINT REPAIR @PIERS 10, 13, 16, 19, &	
PANEL POINT 21 -STAGE II WORK	255
TOTAL	336

* INCLUDES 5 END SECTIONS OWEND BY CONTRACTOR

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

QUANTITIES NOT OTHERWISE SHOWN

DRAWN BY

DATE CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZ.	303	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-I-8, (15B-1)P-1

BRIDGE APPROACH SHOULDER REMOVAL	
LOCATION	SQ. M
WBL McCLUGAGE BRIDGE @EAST ABUT.	
OUTSIDE SHLD.: STA. 7+512 TO 7+518	19
INSIDE SHLD.: STA. 7+512 TO 7+518	12
TOTAL	31

REMOVE & REINSTALL CONCRETE FLARED END SECTION, 600mm	
LOCATION	EACH
US 24 MEDIAN STA. 7 + 614	1
TOTAL	1

CONCRETE BARRIER REMOVAL & REPLACEMENT	
LOCATION	METER
WAR MEMORIAL DRIVE U.S . 150 MEDIAN	
STA. 5+ 869 TO STA. 5+ 964	95
TOTAL	95

TRAFFIC CHANNELIZING POSTS	
LOCATION	EACH
EBL US 150 (RT. LANE)	
STA. 5+744 TO 5+805	9
TOTAL	9

RAILROAD PROTECTIVE LIABILITY INSURANCE	
LOCATION	L. SUM
SPAN 4 OF WB. & EB. McCLUGAGE BRIDGE	
SPAN 4 OF RAMP 'E'	1
TOTAL	1

VEHICLE TOWING SERVICE	
LOCATION	L. SUM
WBL STRUCTURE EB &WB	1
TOTAL	1

MOBILIZATION	
LOCATION	L. SUM
JOBSITE	1
TOTAL	1

TRAFFIC CONTROL AND PROTECTION,STD.701406	
LOCATION	L. SUM
WBL TAZEWELL CO	0.7
EBL PEORIA CO	0.3
TOTAL	1.0

TRAFFIC CONTROL AND PROTECTION, STAND. 701401	
LOCATION	L. SUM
WBL McCLUGAGE BRIDGE JOINT REPAIR	1.0
TOTAL	1.0

MOVEABLE CONCRETE BARRIER (SUPPLY AND REMOVE)	
LOCATION	METER
WBL STA. 5+870 TO EAST	
CROSSOVER EBL STA. 7+735	1874
TOTAL	1,874

MOVEABLE CONCRETE BARRIER (TRANSFER AND TRANSPORT VEHICLE)	
LOCATION	L. SUM
WBL McCLUGAGE BRIDGE	1.0
TOTAL	1.0

LATERAL MOVEMENT OF MOVEABLE CONCRETE BARRIER	
LOCATION	L. SUM
WBL McCLUGAGE BRIDGE	
STA. 5+870 TO 7+735	1
TOTAL	1

FURNISH AND INSTALL PAV'T SENSORS	
LOCATION	EACH
EBL McCLUGAGE BRIDGE RT. LANE	1
EBL McCLUGAGE BRIDGE LT. LANE	1
EBL STA. 7+537 RT. LANE	1
TOTAL	3

PERMANENT SURVEY MARKERS, TYPE I	
LOCATION	EACH
SOUTHEAST WINGWALL E. ABUT.	
EBL McCLUGAGE BRIDGE	1
TOTAL	1

TRAINEES	
LOCATION	HOUR
JOBSITE	3000
TOTAL	3,000

TRAFFIC BARRIER TERMINAL, TYPE 6	
LOCATION	EACH
EBL @ E. ABUT. OUTSIDE	
STA. 7+514.4 TO 7+523.9	1
RAMP 'E'	
LT. STA. 0+248.5 TO 0+258	1
RT. STA. 0+248.5 TO 0+258	1
TOTAL	3

CHANGEABLE MESSAGE SIGN (SPECIAL)		
LOCATION	CAL MO	NO. OF MESSAGE BOARDS *
US 150 PEORIA CO. IL 40 TO ADAMS ST.	21	3
IL 29 NORTH @ NARROWS	7	1
IL 29 & US 24 (DOWNTOWN - ABINGTON ST.)	21	3
IL 116 & US 150 TAZ. CO. (CAT TRAIL) (8+21)	29	3
IL 116 EAST OF US 24 (4+7)	11	1
US 24 EAST OF IL 116 (4+14)	18	2
TOTAL	107	13 *

* FOR INFORMATION ONLY

QC/QA CONCRETE	
LOCATION	CU. M.
JOINTED PAVEMENT	35
SHOULDER	283
BRIDGE APPROACH PAV'T ITEMS	89
EBL BRIDGE SUBSTRUCTURE	241
EBL BRIDGE SUPERSTRUCTURE	2813
FORMED CONCRETE REPAIR	20
BRIDGE DECK OVERLAY	146
DECK SLAB REPAIR	8
WBL BRIDGE SUPERSTRUCTURE	41
TOTAL	3,676

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

QUANTITIES NOT OTHERWISE SHOWN

DRAWN BY

DATE CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZ.	303	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-I-8, (15B-1)P-1

TABULATION OF POLY-CARB EPOXY PAVEMENT MARKING QUANTITIES

LOCATION	REPLACEMENT REFLECTOR		* RAISED REFL. PVMT. MARKER REMOVAL	POLY-CARB EPOXY PVT MK LINE 100 MM			150MM	POLY-CARB EPOXY PVT. MK. LINE 200 MM	POLY-CARB EPOXY PAVEMENT MARKING LINE 300 MM	
	ONE WAY CRYSTAL	ONE WAY AMBER	COMB THRU LT ARROW	INSIDE EOP YELLOW	OUTSIDE EOP WHITE	MEDIAN DBL YELLOW	SKIP DASH WHITE	SOLID WHITE	DIAGONAL WHITE	DIAGONAL MEDIAN YELLOW
	EACH	EACH	SQ. M.	METER	METER	METER	METER	METER	METER	METER
EBL STA. 5+ 869 TO 5+ 947		7	7			156				20***
EBL STA. 5+ 898 TO 5+ 922	3		3				6			
EBL STA. 6+ 152 TO 7+ 522				1370	1370		343			
EBL STA. 6+ 190 TO 6+ 285								190		
EBL STA. 7+ 675 TO 7+ 750	3		3	75			14			
RAMP "E"STA. 0+ 221 TO 0+ 433				212	212					
WBL STA. 5+ 900 TO 5+ 969	8		8		69		18		26**	
WBL STA. 5+ 915 TO 5+ 967		5	5			104				
WBL STA. 5+ 967 TO 7+ 657				1690						
WBL STA. 6+ 104 TO 7+ 748					1644					
WBL STA.5+ 967 TO 7+748							445			
WBL STA.7+ 512 TO 7+748	9		9							
RAMP "D" GORE STA. 5+ 969 TO 6+ 076								131	43	
TOTALS	35		35		6902		826	321	89	

*REFLECTORS ONLY

**OUTSIDE SHLD. ***MEDIAN

PAVEMEMT MARKING REMOVAL

LOCATION	STATION	SQ. M
E.B. MEDIAN (DBL 100mm)	STA. 5+869 (603+26) TO 5+947 (605+80)	15.6
E.B. CENTERLINE SKIPDASH (100mm)	STA. 5+898 (604+20) TO 5+922 (605+00)	0.6
E.B. OUTSIDE (100mm)	STA. 5+ 892 (604+00) TO 5+910 (604+60)	1.8
W.B. MEDIAN (DBL 100mm)	STA. 5+ 915 (504+76) TO 5+967	10.4
W.D. MEDIAN (100mm)	STA. 5+967 TO 6+790	82.3
W.B. CENTER LINE SKIPDASH (100mm)	STA. 5+916 (504+80) TO 6+790	21.9
W,B, OUTSIDE (200mm)	STA. 5+901 (504+30) TO 5+976 (506+75)	15
W,B, OUTSIDE (100mm)	STA. 6+104 TO 6+790	68.8
RAMP 'D' GORE		
200mm EDGELINE	STA. 5+976 TO 6+078	25.3
RAMP 'D' GORE		
300mm DIAGONALS	STA. 5+976 TO 6+078	12.8
W.B. OUTSIDE		
300mm DIAGONALS	STA. 5+901 TO 5+976	7.8
US 150 MEDIAN		
300mm DIAGONALS	STA. 5+794 TO 5+976	7.5
W.B. MEDIAN	STA. 6+790 TO 7+657	86.7
W.B. CENTER LINE SKIPDASH	STA. 6+790 TO 7+648	24
W.B. OUTSIDE	STA. 6+790 TO 7+750	95.8
E.B. MEDIAN	STA. 7+675 TO 7+750	7.5
E.B. CENTER LINE SKIPDASH	STA. 7+694 TO 7+750	1.4
	TOTAL	485.0

TABULATION OF TEMPORARY PAVEMENT MARKING QUANTITIES

LOACATION	TEMP PVT MK LINE 100 MM				WORK ZONE PAVEMENT MARKING REMOVAL	TEMPORARY PAVEMENT MARKING LINE 300 MM		TEMP PVT MK LINE 600 MM STOP BAR WHITE
	EOP YELLOW	OUTSIDE EOP WHITE	DBL YELLOW	SKIPDASH WHITE		DIAGONAL WHITE	DIAGONAL YELLOW	
	METER	METER	METER	METER	SQ. M	METER	METER	METER
* EBL RAMP "B" TO W.B.BRIDGE (RT)		100			10			
* EBL RAMP "B" TO STA. 5+ 915 (LT)	38				3.8			
* EB THRU LANE STA. 5+ 765 TO 5+ 915 (RT)	175				17.5			
* EB THRU LANE STA. 5+ 869 TO 5+ 915 (LT)	46				4.6			
WB BRIDGE (EBL) STA.5+985 TO 6+ 080			190		19			
* WBL (WB SKIPDASH)STA. 5+915 TO 5+ 968				15	1.5			
WB OUTSIDE EDGE STA. 5+915 TO 6+ 052		137			13.7			
WBL P M SKIPDASH STA. 6+ 080 TO 7+ 635				389	38.9			
* EB X-OVER TO EBL /STA. 7+635 TO 7+750				29	2.9			
* EB X-OVER TO EBL /STA. 7+575 TO 7+750	178				17.8			
* WBL SHIFT STA. 7+655 TO 7+ 748 (LT)	93				9.3			
WBL SHIFT & AM SKIPDASH STA. 5+ 968 TO 7+ 748				445	44.5			
* WB SHIFT (OUTSIDE) STA. 7+ 620 TO 7+ 748			128		12.8			
SUB TOTALS					196.3			

* PAVEMENT MARKING TAPE, TYPE III 100MM= 802 METERS

TEMPORARY PAVEMENT MARKING - LINE 100mm = 1161 METERS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

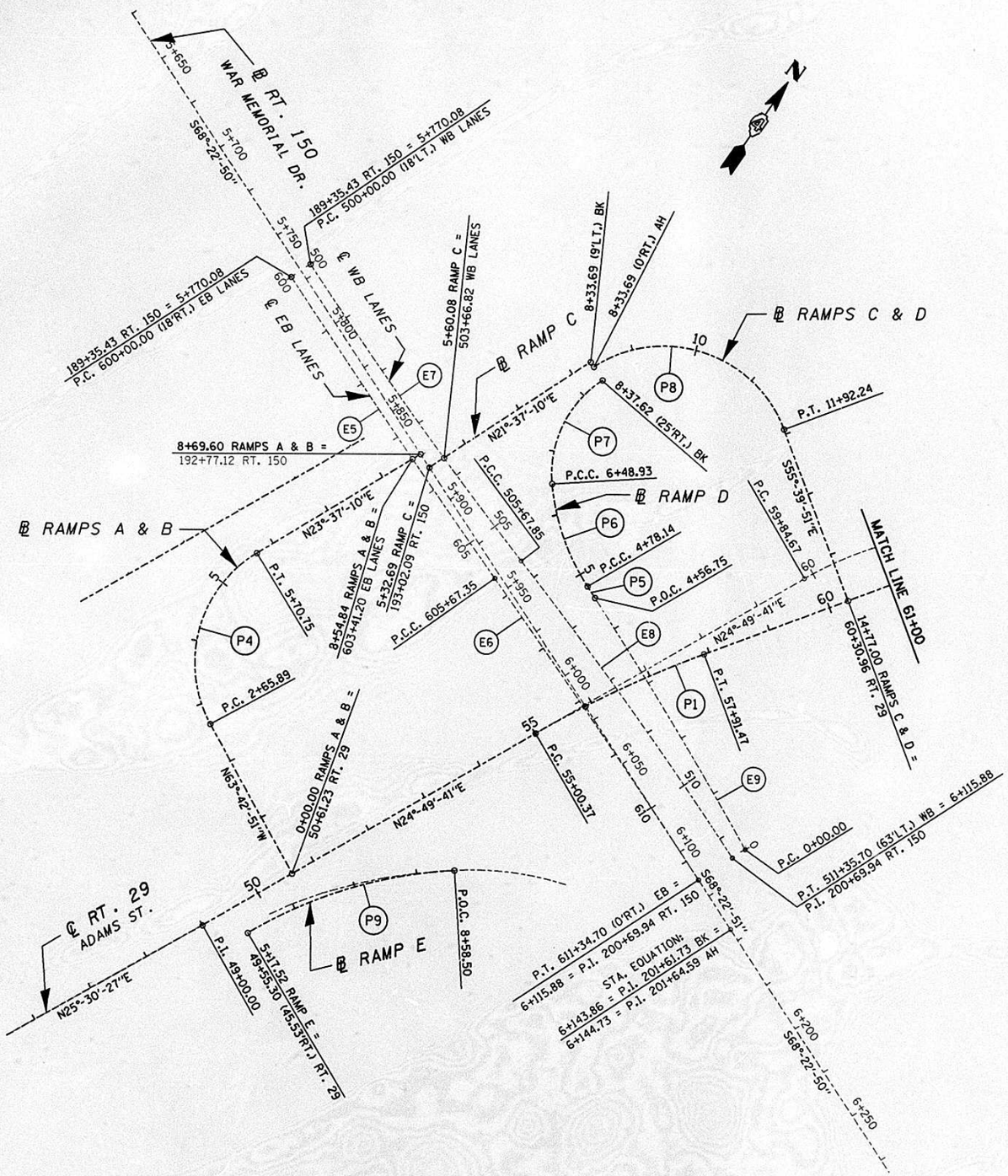
QUANTITIES NOT OTHERWISE SHOWN

DRAWN BY

DATE CHECKED BY

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
317	*	PEORIA/ TAZEWELL	303	12
STA. 5+770.08		TO STA. 6+115.88		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*15B-I-8, (15B-1)P-1



CURVE P9
P.I. STA= 0+210.71 (6+91.32)
Δ= 27°-21'-38"
D= 8°-01'-26"
R= 217.64 M (714.05')
T= 52.98 M (173.81')
L= 103.93 M (340.98')
E= 6.36 M (20.85')
S.E.= 08%
P.C. STA= 0+157.74 M (5+17.52)
P.T. STA= 0+261.67 M (8+58.50)

CURVE E5
P.I. STA= 602+83.70
Δ= 1°-49'-05"
D= 0°-19'-14"
R= 5,450.13 M (17,881.00')
T= 86.47 M (283.70')
L= 172.93 M (567.35')
E= 0.69 M (2.25')
S.E.= EXIST.
P.C. STA= 600+00.00
P.T. STA= 605+67.35

CURVE E6
P.I. STA= 605+67.35
Δ= 1°-49'-05"
D= 0°-19'-14"
R= 5,450.13 M (17,881.00')
T= 86.47 M (283.70')
L= 172.93 M (567.35')
E= 0.69 M (2.25')
S.E.= EXIST.
P.C. STA= 605+67.35
P.T. STA= 611+34.70

CURVE E7
P.I. STA= 502+84.07
Δ= 4°-32'-34"
D= 0°-48'-00"
R= 2182.97 M (7161.97')
T= 86.58 M (284.07')
L= 173.08 M (567.85')
E= 1.72 M (5.63')
S.E.= EXIST.
P.C. STA= 500+00.00
P.T. STA= 505+67.85

CURVE E8
P.I. STA= 508+51.92
Δ= 4°-32'-34"
D= 0°-48'-00"
R= 2,182.97 M (7161.97')
T= 89.63 M (284.07')
L= 173.08 M (567.85')
E= 1.72 M (5.63')
S.E.= EXIST.
P.C. STA= 505+67.85'
P.T. STA= 511+35.70

S.E. ATTAINMENT

9	RAMP E	0.080'/'	48+50.00	0+182.88 (6+00.00)	0+261.67 (8+58.50)	0+261.67 (8+58.50)

ILLINOIS DEPARTMENT OF TRANSPORTATION

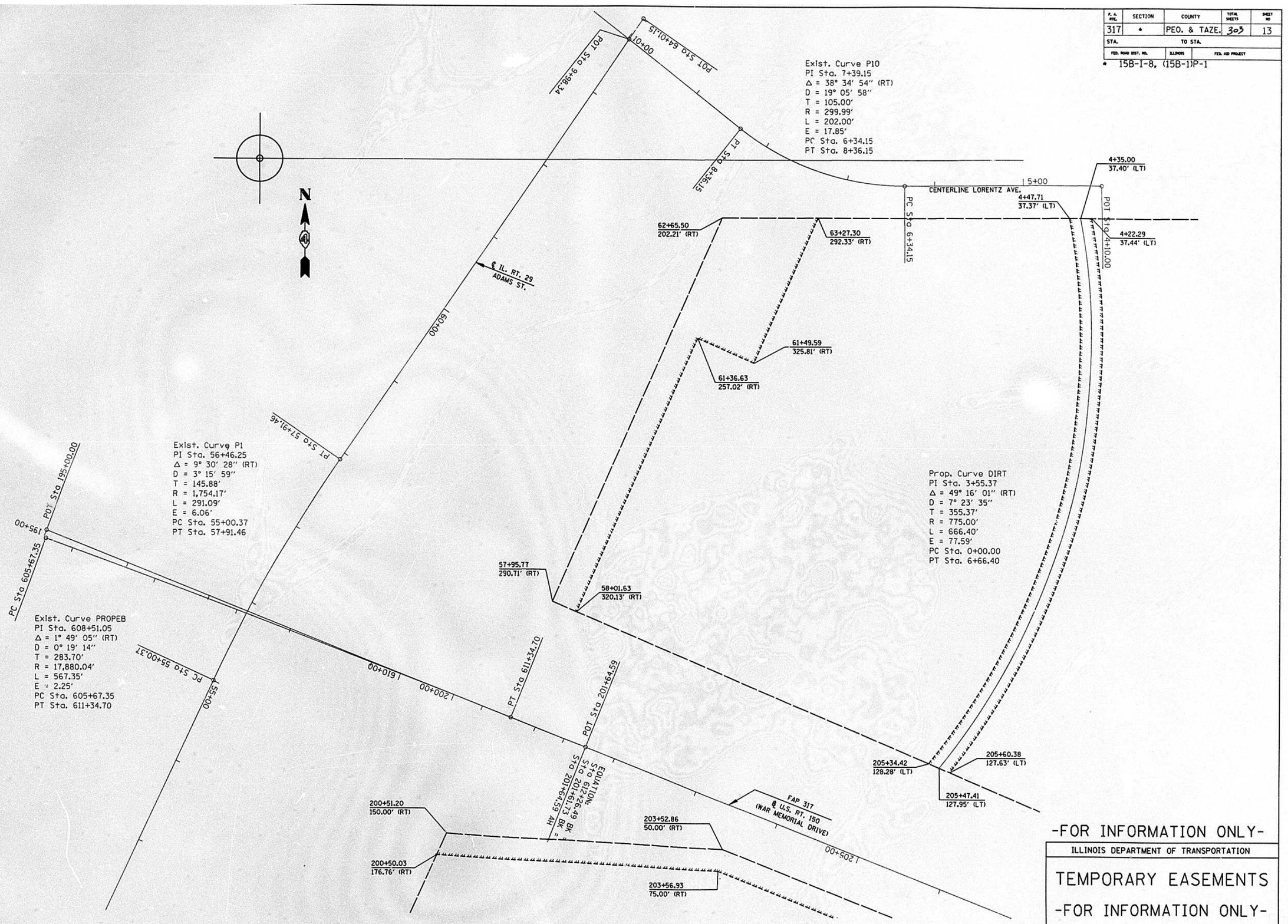
ALIGNMENT PLAN

U.S. 24 & U.S. 150

STA. 5+770.08 TO STA. 6+115.88

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
317	*	PEO. & TAZE.	303	13
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* 15B-I-8, (15B-1)P-1



-FOR INFORMATION ONLY-

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY EASEMENTS

-FOR INFORMATION ONLY-

SCALE: NOT DRAWN TO SCALE — DRAWN BY

DATE 04/08/99 — CHECKED BY

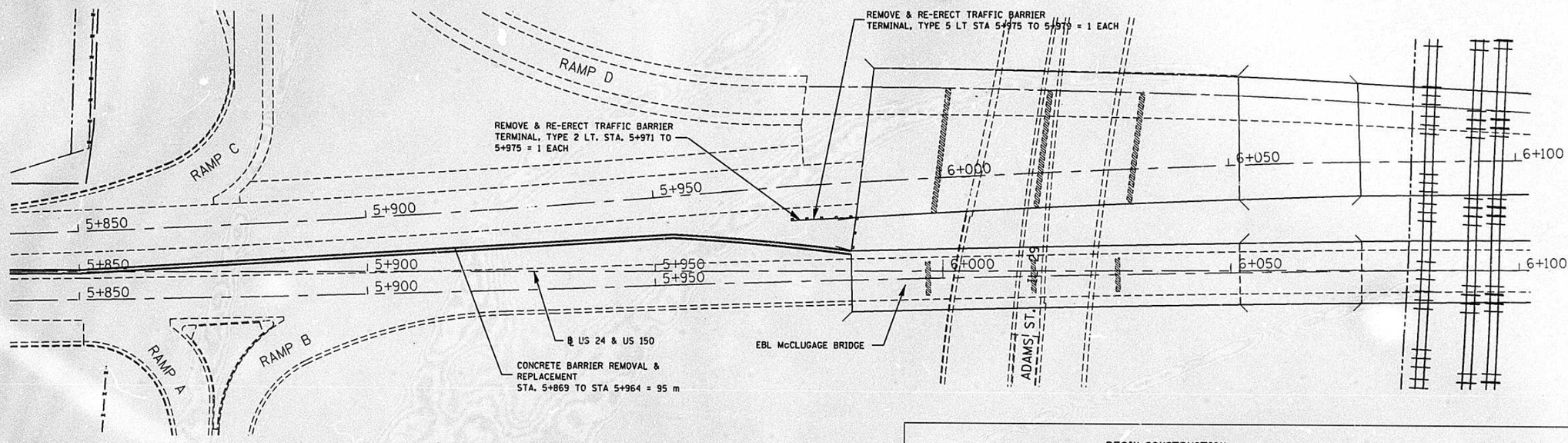
04/08/99

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	PEO./ TAZ.	303	14
STA. 5+850		TO STA.6+100		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

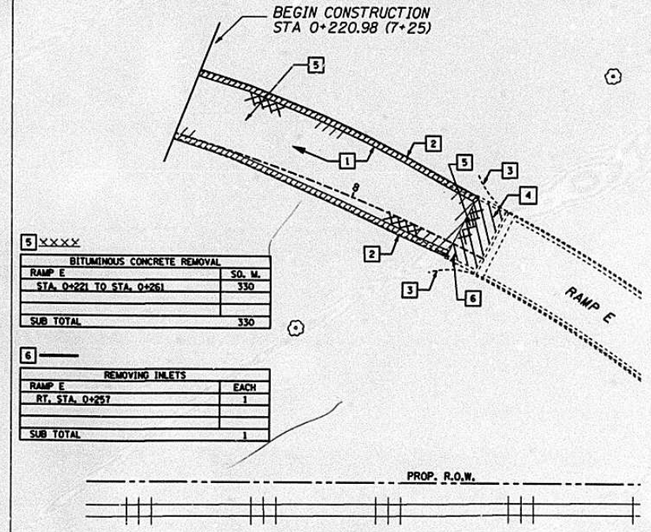
• 15B-1-8,(15B-1)P-1

RAISED REFLECTIVE PAVT. MARKER REMOVAL	
LOCATION	EACH
EBL STA. 5+869 TO STA. 5+947	10
WBL STA. 5+900 TO STA. 5+969	13
SUB TOTAL	23

• REMOVE REFLECTORS ONLY



PAVEMENT MARKING REMOVAL		
LOCATION	STATION	SQ M
E.B. MEDIAN (DBL 100mm)	STA 5+869 (603+26) TO 5+947 (605+80)	15.6
E.B. ℄ SKIPDASH (100mm)	STA 5+898 (604+20) TO 5+922 (605+00)	0.6
E.B. OUTSIDE (100mm)	STA 5+892 (604+00) TO 5+910 (604+60)	1.8
W.B. MEDIAN (DBL 100mm)	STA 5+915 (504+76) TO 5+967	10.4
W.B. MEDIAN (100mm)	STA 5+967 TO 6+790	82.3
W.B. ℄ SKIPDASH (100mm)	STA 5+916 (504+80) TO 6+790	21.9
W.B. OUTSIDE (200mm)	STA 5+901 (504+30) TO 5+976 (506+75)	15.0
W.B. OUTSIDE (100mm)	STA 6+104 TO 6+790	68.6
RAMP 'D' GORE 200mm EDGELINE	STA 5+976 TO 6+078	25.3
RAMP 'D' GORE 300mm DIAGONALS	STA 5+976 TO 6+078	12.8
W.B. OUTSIDE 300mm DIAGONALS	STA 5+901 TO 5+976	7.8
US 150 MEDIAN 300mm DIAGONALS	STA 5+794 TO 5+976	7.5
	TOTAL	269.6



1

PAVEMENT REMOVAL	
RAMP E	SQ. M.
STA. 0+221 (7+25) TO STA. 0+258 (8+46)	293
SUB TOTAL	293

2

COMB. CURB & GUTTER REMOVAL	
RAMP E	METER
LT. STA. 0+224 TO 0+257	33
RT. STA. 0+224 TO 0+257	33
SUB TOTAL	66

3

GUARDRAIL REMOVAL	
RAMP E	METER
LT. STA. 0+243 (8+42) TO STA. 0+262 (8+59)	19
RT. STA. 0+243 (8+42) TO STA. 0+262 (8+59)	19
SUB TOTAL	38

4

APPROACH SLAB REMOVAL	
RAMP E	SQ. M.
STA. 0+257.556 (8+45) TO STA. 0+261.519 (8+58)	32
SUB TOTAL	32

5

BITUMINOUS CONCRETE REMOVAL	
RAMP E	SQ. M.
STA. 0+221 TO STA. 0+261	330
SUB TOTAL	330

6

REMOVING INLETS	
RAMP E	EACH
RT. STA. 0+257	1
SUB TOTAL	1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL ITEMS

SCALE: VERT. HORIZ.

DATE

DRAWN BY

CHECKED BY

Rev 5-28-99

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO. / TAZ	303	15
STA. 7+512		TO STA. 7+815		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-I-8,(15B-1)P-1

① ▨

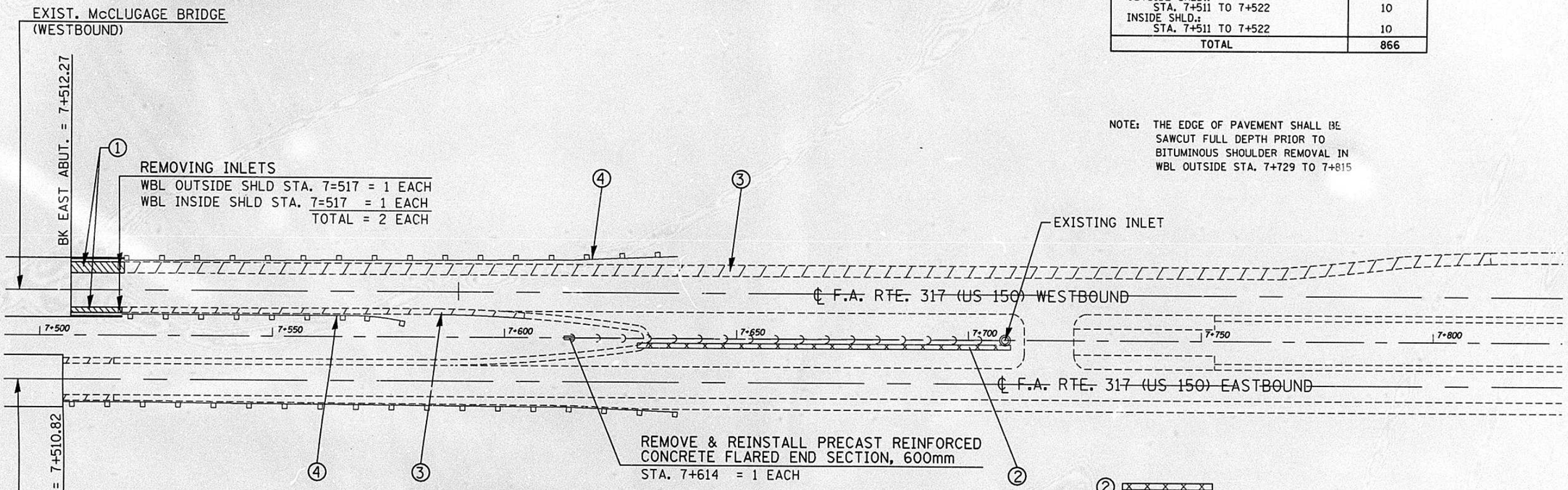
BRIDGE APPROACH SHOULDER REMOVAL	
LOCATION	SQ M
WBL McCLUGAGE BRIDGE ℄ EAST ABUT.	
OUTSIDE SHLD.:	
STA. 7+512 TO 7+518	19
INSIDE SHLD.:	
STA. 7+512 TO 7+518	12
TOTAL	31

PAVEMENT MARKING REMOVAL		
LOCATION	STATION	SQ M
W.B. MEDIAN	STA 6+790 TO 7+657	86.7
W.B. ℄ SKIPDASH	STA 6+790 TO 7+748	24.0
W.B. OUTSIDE	STA 6+790 TO 7+748	95.8
E.B. MEDIAN	STA 7+675 TO 7+750	7.5
E.B. ℄ SKIPDASH	STA 7+694 TO 7+750	1.4
TOTAL		215.4

③ ▨

BITUMINOUS SHOULDER REMOVAL	
LOCATION	SQ M
WBL McCLUGAGE BRIDGE ℄ EAST ABUT.	
OUTSIDE SHLD.:	
STA. 7+518 TO 7+815	725
INSIDE SHLD.:	
STA. 7+518 TO 7+611	121
EBL McCLUGGAGE BRIDGE ℄ EAST ABUT.	
OUTSIDE SHLD.:	
STA. 7+511 TO 7+522	10
INSIDE SHLD.:	
STA. 7+511 TO 7+522	10
TOTAL	866

NOTE: THE EDGE OF PAVEMENT SHALL BE SAWCUT FULL DEPTH PRIOR TO BITUMINOUS SHOULDER REMOVAL IN WBL OUTSIDE STA. 7+729 TO 7+815



② ▨

RELOCATE TEMP. CONC. BARRIER (STATE OWNED)	
LOCATION	METER
STA. 7+634 TO 7+715	81
TOTAL	81

④

REMOVE & RE-ERECT RAIL ELEMENT OF EXISTING GUARDRAIL	
LOCATION	METER
OUTSIDE SHLD.:	
STA. 7+512 TO 7+638	126
INSIDE SHLD.:	
STA. 7+512 TO 7+577	65
TOTAL	191

* RAISED REFLECTIVE PAVT MARKER REMOVAL	
LOCATION	EACH
WBL ℄ STA. 7+512 TO 7+748	9
EBL ℄ STA. 7+675 TO 7+750	3
SUB TOTAL	12

* REMOVE REFLECTORS ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING/REMOVAL ITEMS
FAP 317 US 24 & US 150
STA. 7+512 TO 7+815

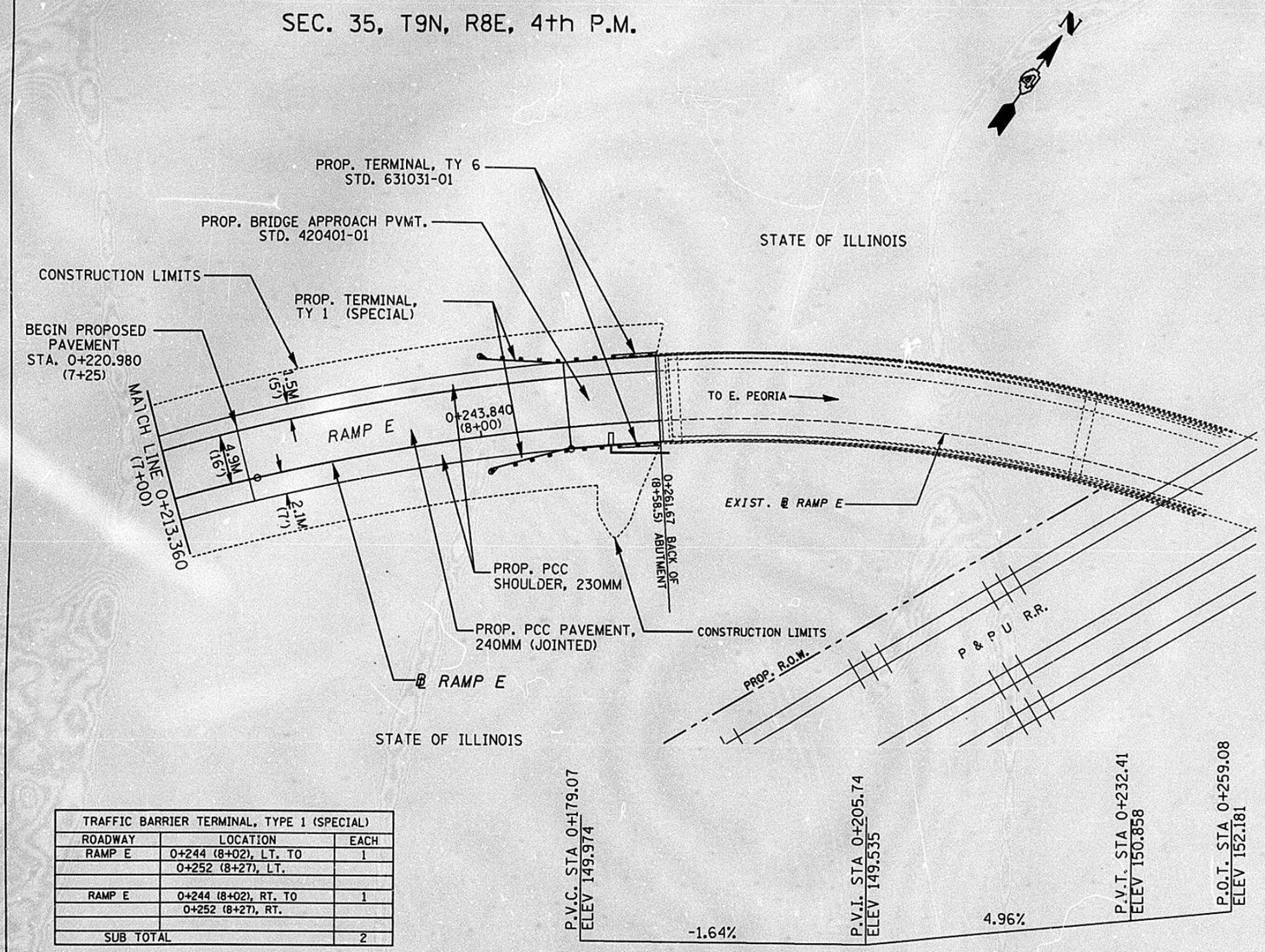
DRAWN BY
DATE CHECKED BY

Rev 5-28-99

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	PEORIA/ TAZEWELL	303	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 15B-1-8,(15B-1)P-1

SEC. 35, T9N, R8E, 4th P.M.



PROFILE GRADE - RAMP E

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)		
ROADWAY	LOCATION	EACH
RAMP E	0+244 (8+02), LT. TO	1
	0+252 (8+27), LT.	
RAMP E	0+244 (8+02), RT. TO	1
	0+252 (8+27), RT.	
SUB TOTAL		2

TRAFFIC BARRIER TERMINAL, TYPE 6		
ROADWAY	LOCATION	EACH
RAMP E	0+252.1 (8+27), LT. TO	1
	0+259.9 (8+53), LT.	
RAMP E	0+252.1 (8+27), RT. TO	1
	0+259.9 (8+53), RT.	
SUB TOTAL		2

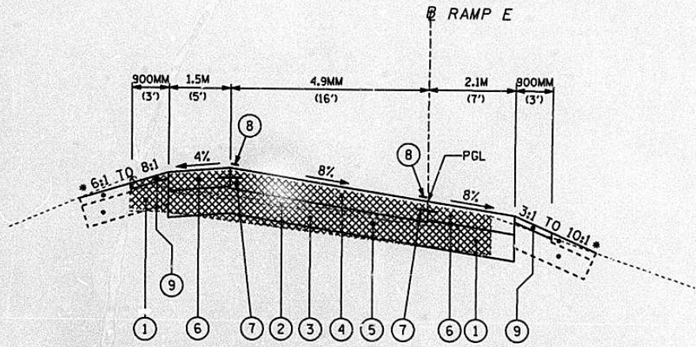
BRIDGE APPROACH PAVEMNT		
ROADWAY	LOCATION	SQ. M.
RAMP E	0+252.8 (8+28.50), LT. TO	72
	0+261.8 (8+58.50), LT.	
SUB TOTAL		72

TYPE C INLET BOX		
ROADWAY	LOCATION	EACH
RAMP E	0+257.5 (8+44)	1
SUB TOTAL		1

PIPE DRAIN 300MM		
ROADWAY	LOCATION	METER
RAMP E	0+257.5 (8+45)	6
SUB TOTAL		6

S.E. ATTAINMENT

LOCATION	S.E. RATE	STATION			
		BEGIN S.E.	FULL S.E.	FULL S.E.	END S.E.
RAMP E	0.080'/'	48+50.00	0+182.88 (6+00.00)	0+261.67 (8+58.50)	0+261.67 (8+58.50)



PROPOSED RAMP E

STA. 0+220.98 TO STA. 0+261.52
(STA. 7+25 TO STA. 8+58)

LEGEND

1. EXIST. B-6.24 CURB & GUTTER
2. EXIST. BITUMINOUS OVERLAY (VAR. THICKNESS 50MM-250MM)
3. EXIST. 250MM P.C.C. PAVEMENT
4. PROP. P.C.C. PAVEMENT 240MM (JOINTED)
5. PROP. SUB-BASE GRANULAR MATERIAL, TYPE A 300MM
6. PROP. P.C.C. SHOULDER 230MM
7. PROP. #20 TIE BARS, 600MM c.c., 760MM LONG
8. PROP. PAVEMENT MARKING (VARIES-SEE PLANS)
9. PROP. AGGREGATE SHOULDER, TYPE B (150MM THICK)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND TYPICAL SECTION RAMP E

DRAWN BY

DATE

CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	TAZEWELL	303	17
STA. 7+512		TO STA. 7+815		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-I-8,(15B-1)P-1

EXIST. McCLUGAGE BRIDGE
(WESTBOUND)

BK EAST ABUT. = 7+512.27

P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT
WBL OUTSIDE SHLD STA. 7+512 TO 7+519 (3m WIDE) = 19 SQ M
WBL INSIDE SHLD STA. 7+512 TO 7+519 (1.8 m WIDE) = 12 SQ M
TOTAL = 31 SQ M

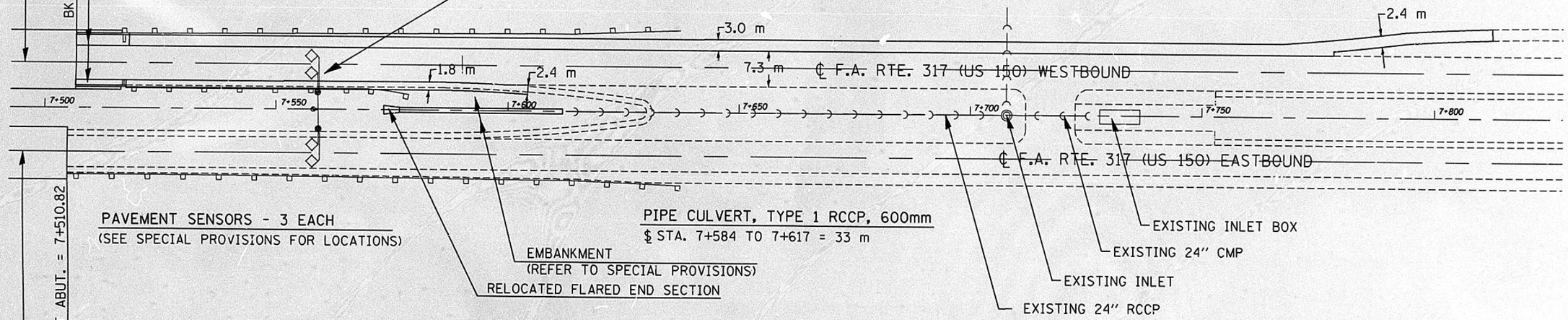
TYPE D INLET BOX, STD. 609001
WBL OUTSIDE SHLD STA 7+518 = 1 EACH

TYPE C INLET BOX, STD. 609001
WBL INSIDE SHLD STA 7+518 = 1 EACH

AGGREGATE SHLDS, TYPE B
WBL OUTSIDE SHLD 7+620 TO 7+812 = 70 MTON
WBL INSIDE SHLD STA 7+574 TO 7+611 = 14 MTON

P.C. CONCRETE SHOULDER 250 mm
WBL OUTSIDE SHLD STA 7+519 TO 7+782 (3m WIDE) = 789 SQ M
WBL OUTSIDE SHLD STA 7+782 TO 7+815 (2.4m WIDE) = 72 SQ M
WBL INSIDE SHLD STA 7+519 TO 7+596 (1.8m WIDE) = 139 SQ M
WBL INSIDE SHLD STA 7+596 TO 7+611 (1.8m TO 2.4m WIDE) = 31 SQ M
TOTAL = 1031 SQ M

TRAFFIC COUNTER USING TERMINAL FACILITY STA. 7+559
SEE NOTE NO. 8 ON CADD STANDARD 836002-04
(SHEET OF PLANS)



PAVEMENT SENSORS - 3 EACH
(SEE SPECIAL PROVISIONS FOR LOCATIONS)

EMBANKMENT
(REFER TO SPECIAL PROVISIONS)

RELOCATED FLARED END SECTION

PIPE CULVERT, TYPE 1 RCCP, 600mm
℄ STA. 7+584 TO 7+617 = 33 m

BK EAST ABUT. = 7+510.82

EXIST. McCLUGAGE BRIDGE
(EASTBOUND)

REVISIONS	
NAME	DATE

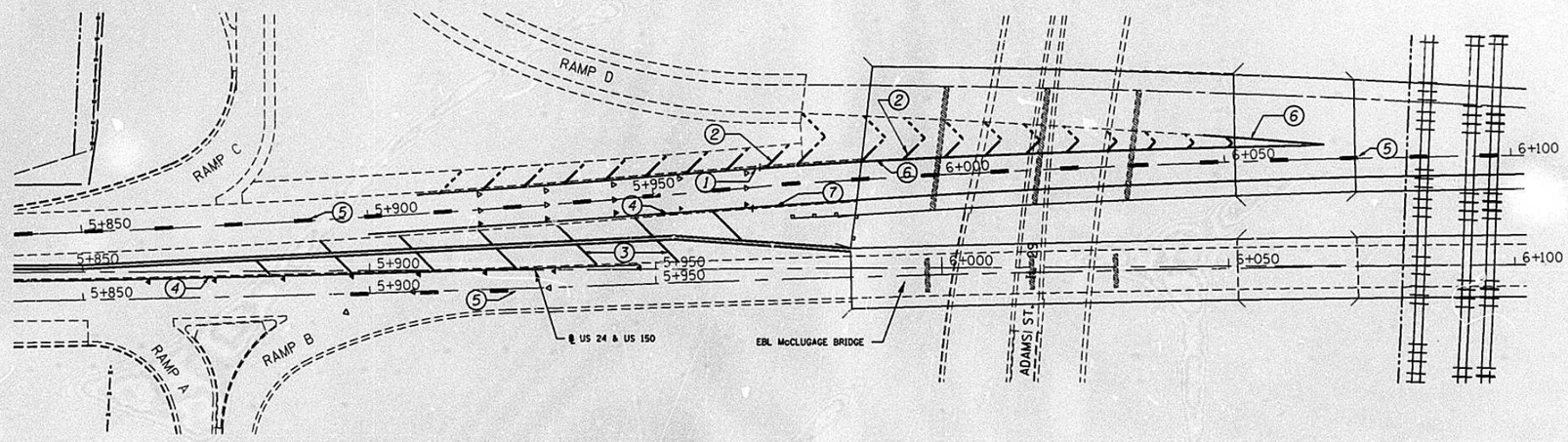
ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN
FAP 317 US 24 & US 150
STA. 7+512 TO 7+815

DRAWN BY
DATE CHECKED BY

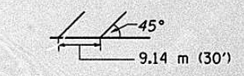
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO. / TAZ	303	18
STA. 5+850		TO STA. 6+100		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-1-8,(15B-1)P-1

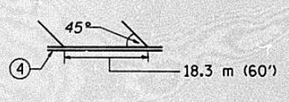


PAVEMENT MARKING LEGEND

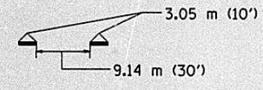
1. 100 (4) POLY-CARB EPOXY SOLID (WHITE)
2. 300 (12) POLY-CARB EPOXY DIAGONAL (WHITE)



3. 300 (12) POLY-CARB EPOXY DIAGONAL (YELLOW)



4. 100 (4) POLY-CARB EPOXY DBL (YELLOW)
5. 150 (6) POLY-CARB EPOXY SKIPDASH (WHITE)



6. 200 (8) POLY-CARB EPOXY SOLID (WHITE)
7. 100 (4) POLY-CARB EPOXY SOLID (YELLOW)

REPLACEMENT REFLECTORS

▷ ONE WAY CRYSTAL MARKER

▶ ONE WAY AMBER MARKER

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

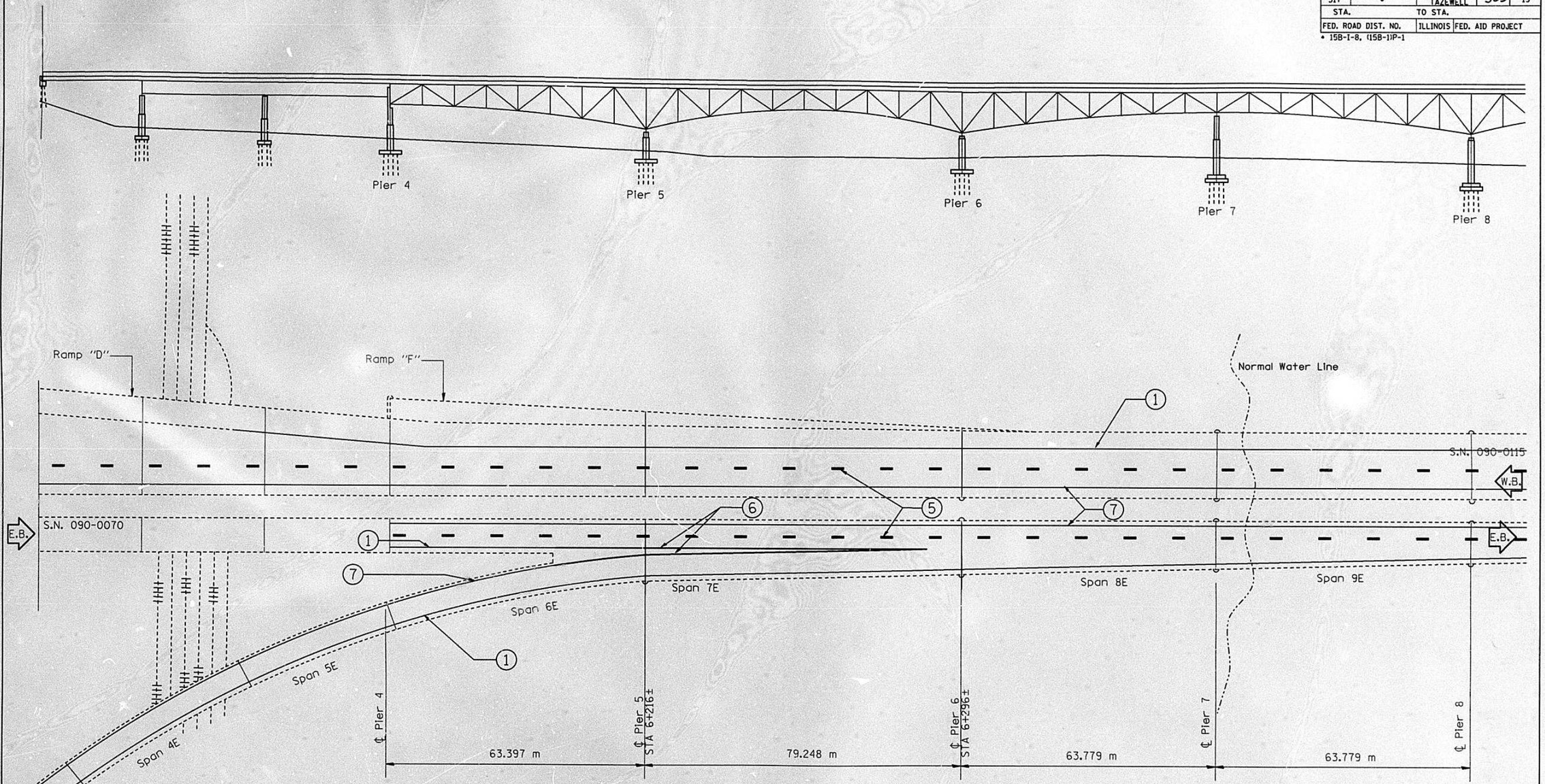
PROPOSED PAVEMENT MARKINGS
FAP 317 US 24 & US 150
STA. 5+850 TO 6+100

DRAWN BY

DATE CHECKED BY

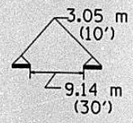
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEORIA/ TAZEWELL	303	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-I-8, (15B-1)P-1



PAVEMENT MARKING LEGEND

(1) 100 (4) POLY-CARB EPOXY SOLID (WHITE)
(5) 150 (6) POLY-CARB EPOXY SKIPDASH (WHITE)
(6) 200 (8) POLY-CARB EPOXY SOLID (WHITE)
(7) 100 (4) POLY-CARB EPOXY SOLID (YELLOW)



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

0 5m 20m
1 : 500

REVISIONS NAME	DATE

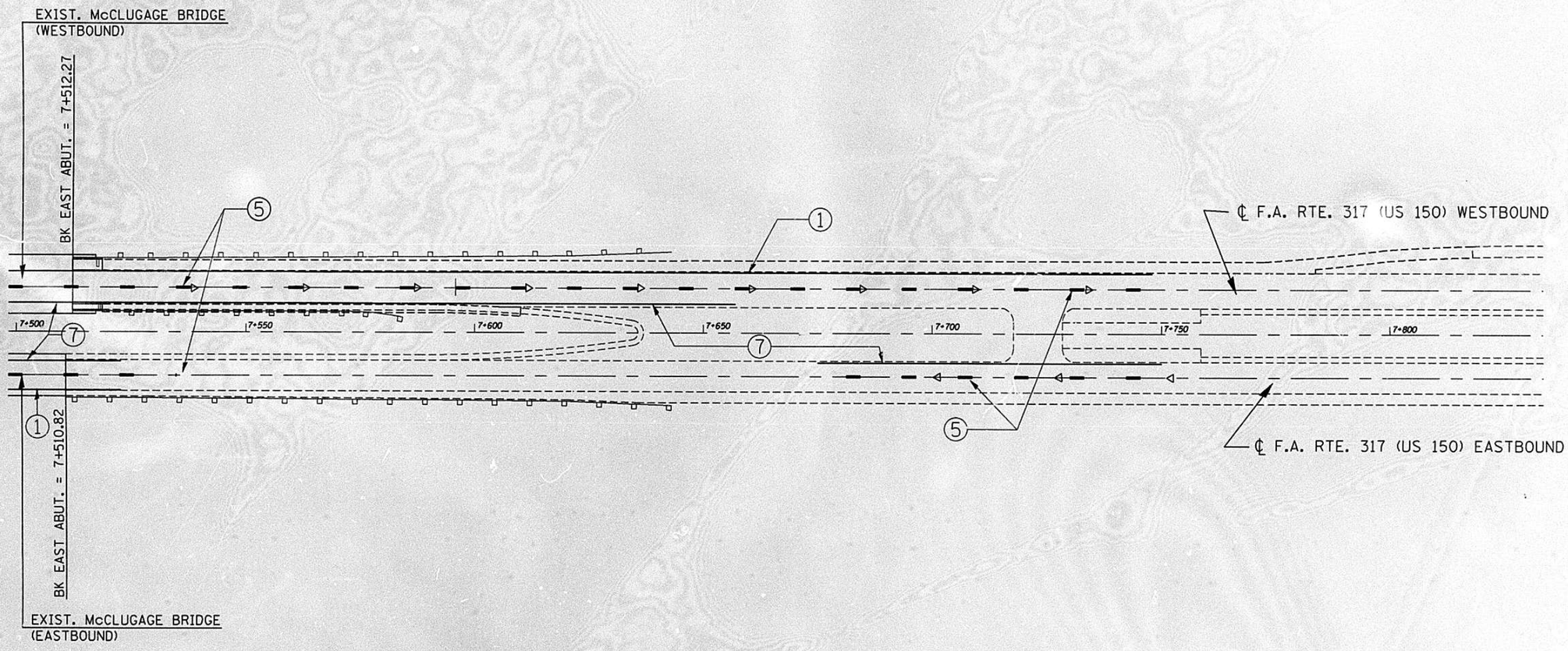
ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED PAVEMENT MARKINGS
FAP 317 US 24 & US 150

DRAWN BY
DATE CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	TAZEWELL	303	20
STA. 7+512		TO STA. 7+815		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 15B-I-8,(15B-1)P-1



PAVEMENT MARKING LEGEND

(1) 100 (4) POLY-CARB EPOXY SOLID (WHITE)
(5) 150 (6) POLY-CARB EPOXY SKIPDASH (WHITE)
(6) 200 (8) POLY-CARB EPOXY SOLID (WHITE)
(7) 100 (4) POLY-CARB EPOXY SOLID (YELLOW)

3.05 m (10')
9.14 m (30')

REPLACEMENT REFLECTORS

▷ *ONE WAY CRYSTAL MARKER*

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

REVISIONS NAME	DATE

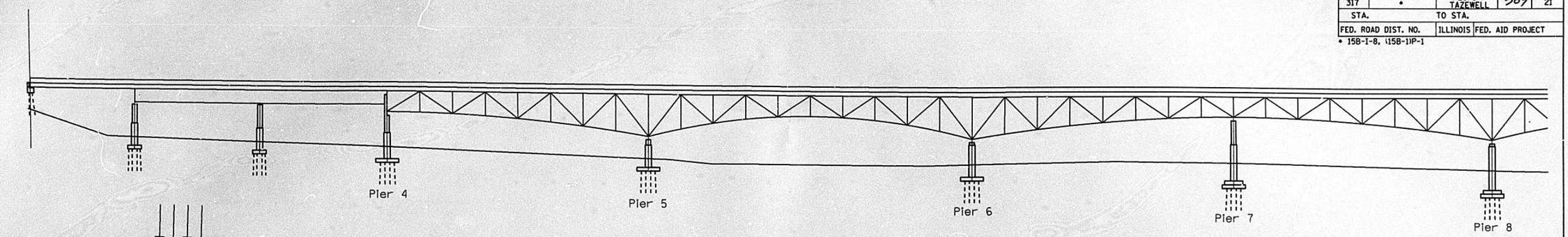
ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED PAVEMENT MARKINGS
FAP 317 US 24 & US 150
STA. 7+512 TO 7+815

DRAWN BY
DATE CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	•	PEORIA/ TAZEWELL	303	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 15B-I-8, (15B-1)P-1



TEMPORARY FENCE
AS SHOWN = 243 M.

PERIMETER EROSION BARRIER
@ PIER 7 = 130 m
TOPSOIL STOCKPILE = 130 m
260 m

EXISTING RIGHT OF WAY

Ramp "D"

Ramp "F"

BOLTONIA

ACCESS ROAD

BOLTONIA

PIN

PIN

PIN

PIN

PIN

PIN

PIN

PIN

BOLTONIA

Normal Water Line

S.N. 090-0115

W.B.

E.B.

S.N. 090-0070

E.B.

Span 7E

PIN

PIN

PIN

BOLTONIA

BOLTONIA

PIN

PIN

BOLTONIA

Span 8E

Span 9E

Span 6E

Span 5E

Span 4E

TIMBER

TIMBER

℄ Pier 4
STA 6+152±

℄ Pier 5
STA 6+218±

℄ Pier 6
STA 6+296±

℄ Pier 7

℄ Pier 8

63.397 m

79.248 m

63.779 m

63.779 m

EXISTING RIGHT OF WAY

PROPOSED TEMPORARY EASEMENT LINE

Ramp "E"

REMOVE AND REPLACE TOPSOIL 150mm
LT. & RT. STA. 6+221 TO STA. 6+325 = 824 SQ. M.

LEGEND

REMOVE AND REPLACE TOPSOIL 150mm

TEMPORARY FENCE

N

0 5m 20m
1 : 500

Note: All dimensions are in millimeters (mm) unless otherwise noted.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ENDANGERED SPECIES LOCATIONS
TEMPORARY FENCE &
PROTECTIVE SHIELD

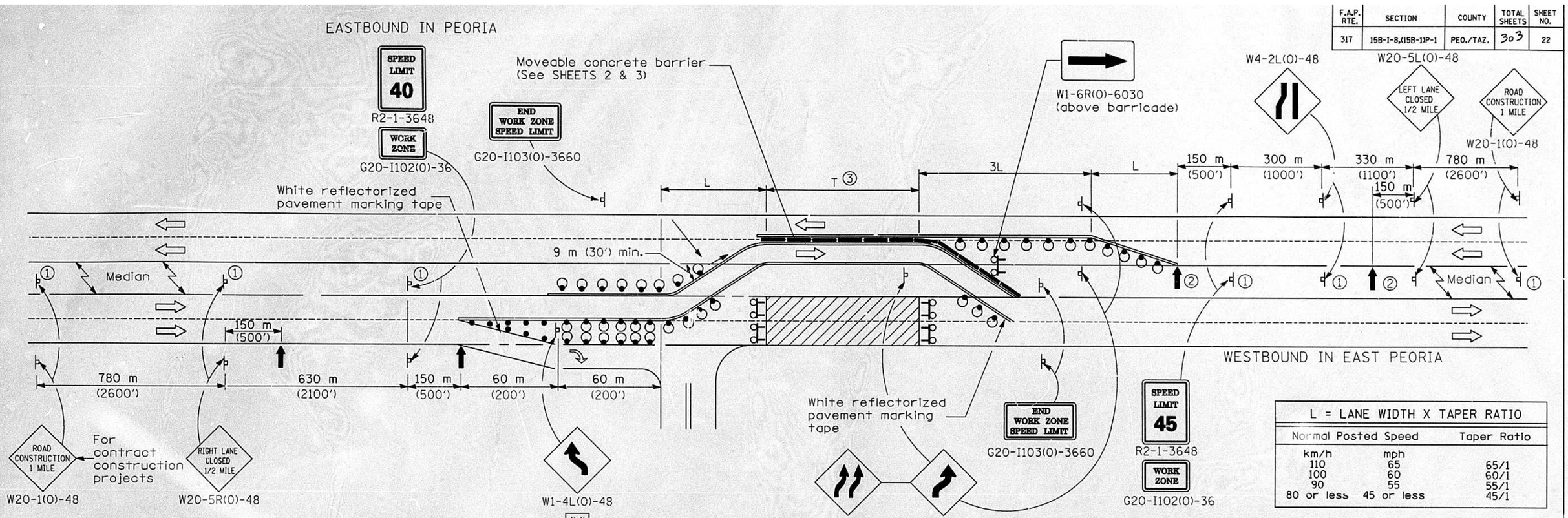
DRAWN BY

DATE

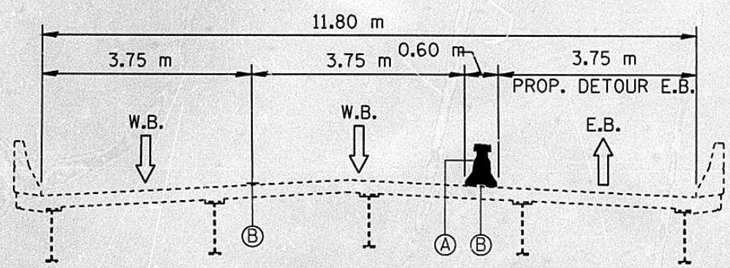
CHECKED BY

Rec 3-28-99

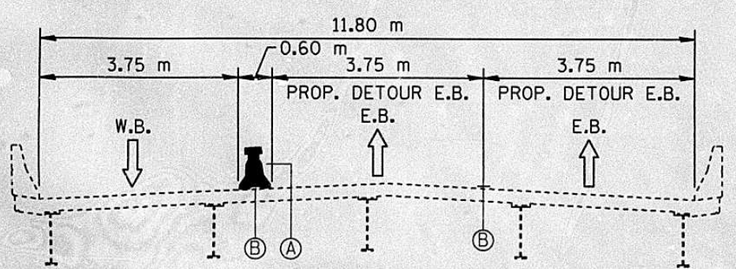
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	15B-I-8,(15B-1)P-1	PEO./TAZ.	303	22



L = LANE WIDTH X TAPER RATIO		
Normal Posted Speed		Taper Ratio
km/h	mph	
110	65	65/1
100	60	60/1
90	55	55/1
80 or less	45 or less	45/1



US 24 & US 150 DETOUR
W.B. McCLUGAGE BRIDGE (LOOKING EAST)
A.M. TRAFFIC PATTERN

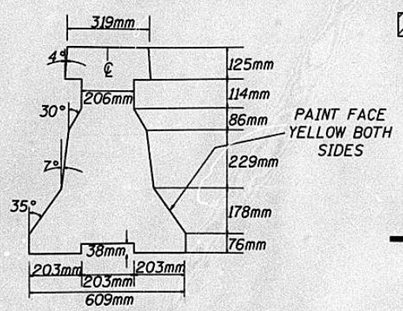


US 24 & US 150 DETOUR
W.B. McCLUGAGE BRIDGE (LOOKING EAST)
P.M. TRAFFIC PATTERN

LEGEND

Ⓐ MOVEABLE CONCRETE BARRIER (SEE DETAIL BELOW)

Ⓑ TEMPORARY PAVEMENT MARKING (100 mm)



SYMBOLS

- Arrow board
- Work area
- Sign on portable or permanent support
- Drum with steady burning monodirectional light
- Vertical Panel (back to back)
- Type III barricade with flashing lights
- Moveable concrete barrier
- Flexible deliniator

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require the closure of two adjacent lanes and a temporary crossover is provided by making use of one or two lanes of pavement normally used by opposing flow of traffic and concrete barrier is used to separate the opposing traffic.

① Omitted when median is less than 3 m (10 ft.) wide.

② These arrowboards shall be omitted when median is less than 6 m (20 ft.) wide, and one arrowboard shall be placed in the closed lane behind the taper drums.

③ All drums and vertical panels shall be at 15 m (50 ft.) centers (unless otherwise noted).

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

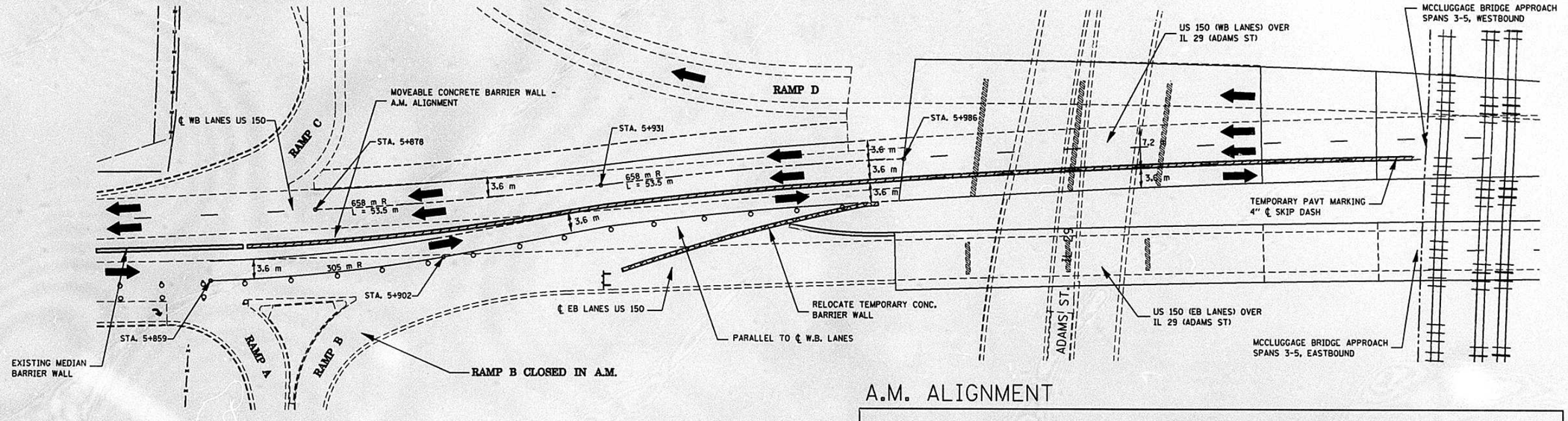
CADD DETAIL

TRAFFIC CONTROL AND PROTECTION (SPECIAL) (SHEET 1 OF 4)

5-28-99

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZ.	303	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-I-8, (15B-1)P-1



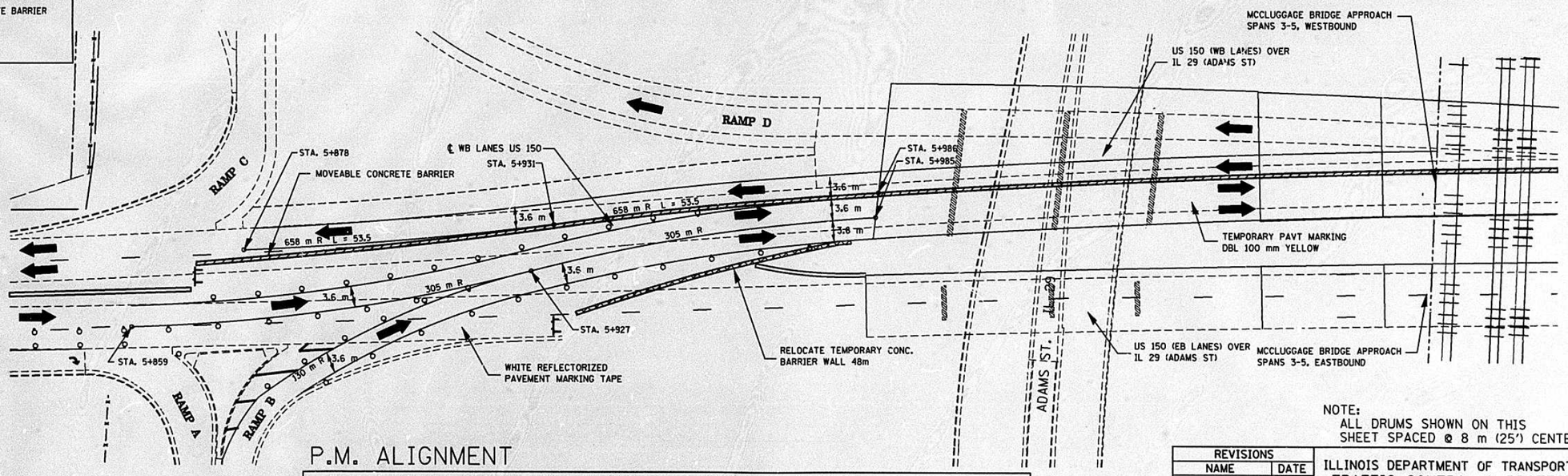
A.M. ALIGNMENT

RELOCATE TEMPORARY CONCRETE BARRIER WALL

3m RT STA 5+934.6 (605+40) TO 9.8m LT STA 5+980.3 (506+87) 45.7 m

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- QUICKCHANGE MOVEABLE CONCRETE BARRIER
- TEMPORARY CONCRETE BARRIER
- EXISTING MEDIAN BARRIER WALL



P.M. ALIGNMENT

TEMPORARY PAVEMENT MARKING LINE 100 mm

DBL YELLOW LT STA 5+925 (505+07) TO 6+078 (510+10)

NOTE:
ALL DRUMS SHOWN ON THIS SHEET SPACED @ 8 m (25') CENTERS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL & PROTECTION (SPECIAL)
MOVEABLE CONCRETE BARRIER
AM & PM ALIGNMENTS
WEST CROSSOVER

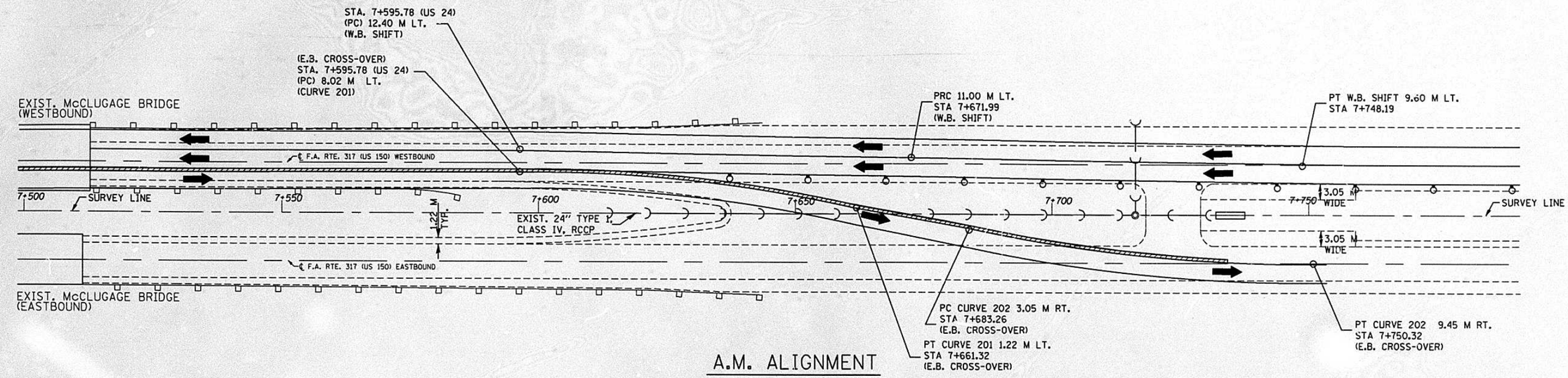
DRAWN BY

DATE 05/20/99 CHECKED BY

Rev 5-28-99

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO./TAZ.	303	24
STA. 7+500		TO STA. 7+800		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

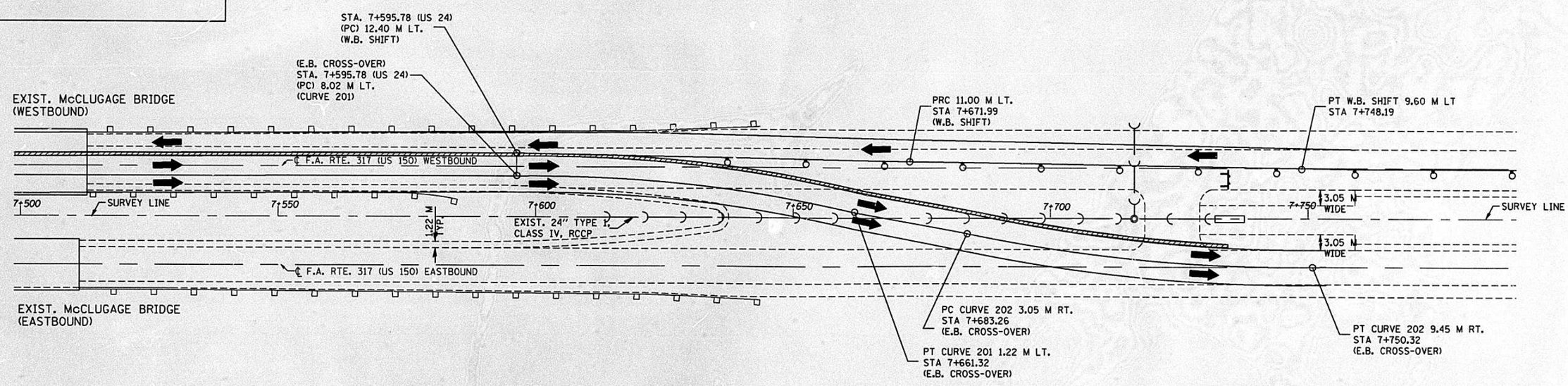
* 15B-1-8,(15B-1)P-1



A.M. ALIGNMENT

LEGEND

- DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS
- QUICKCHANGE MOVEABLE CONCRETE BARRIER



P.M. ALIGNMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
(SPECIAL)
MOVEABLE CONCRETE BARRIER
AM & PM ALIGNMENTS
EAST CROSSOVER

DATE (SHEET 3 OF 4) DRAWN BY CHECKED BY

Rev 5-28-99

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
317	*	PEORIA/ TAZEWELL	303	25
STA. 1+375		TO STA. 1+725		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*15B-1-8,(15B-1)P-1

LEGEND

- DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHTS

SEC. 35, T9N, R8E, 4th P.M.

RAMP B CLOSED IN A.M.

STATE OF ILLINOIS

STATE OF ILLINOIS

℄ RAMPS A&B

N

CONSTRUCTION LIMITS

EXIST. R.O.W.

1+413.67 (46+38)

1+375 (45+11.15)

1+400 (45+93.18)

1+425 (46+75.20)

1+500 (49+21.26)

℄ RT.29(ADAMS ST)

1+525 (50+03.28)

1+550 (50+85.30)

1+493.52 (49+00)

1+345.39 (44+14)

STATE OF ILLINOIS

℄ RAMP E

0+157.74 (5+17.52) RAMP E= 1+510.38 (49+55.30) IL. 29, 13.88 M (45.53') RT.

0+182 (5+97.12)

0+195.68 (6+42)

RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED) IL 29 STA. 1+522.80 TO STA. 1+555.73 = 33 M

STATE OF ILLINOIS

RT. TURN LANE CLOSED IN A.M.

1+603.25 (52+60.00) 4.57 M (15') LT.

1+575 (51+67.32)

1+600 (52+49.34)

1+625 (53+31.36)

1+650 (54+13.39)

1+675 (54+95.41)

1+676.51 (55+00.37) 4.57 M (15') LT.

P.C. 1+676.51 (55+00.37)

1+700 (55+77.43)

1+725 (56+59.15)

EXIST. PIERS (TYP)

1+603.25 (52+60.00) 910 MM (3') RT.

1+676.51 (55+00.37) 910 MM (3') RT.

1+692.05 (55+51.33) 910 MM (3') RT.

℄ RT.29 (ADAMS ST)

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION (SPECIAL)

ADAMS ST./ RAMP E (SHEET 4 OF 4)

STA. 1+375 TO STA. 1+725

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEO/TAZ	303	25A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

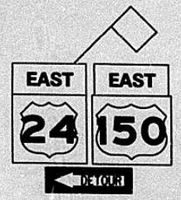
*15B-1-8, (15B-1)P-1

(1) CHANGEABLE MESSAGE BOARD

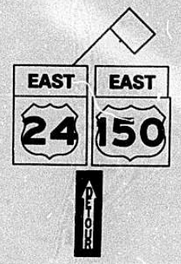
(SUPPLIED BY CONTRACTOR)

(1A) WITH ENHANCEMENT KIT

(2)

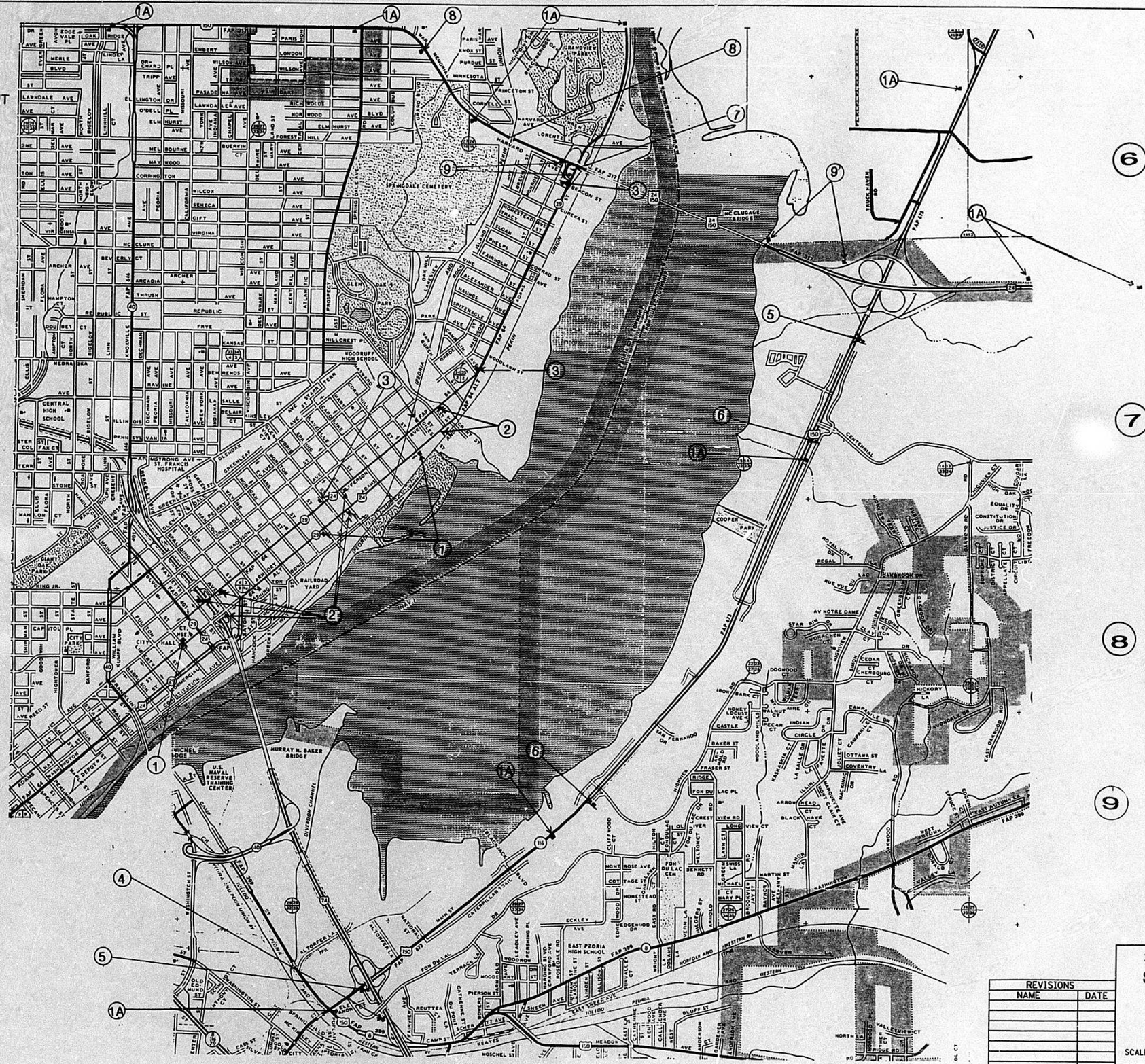


(3)



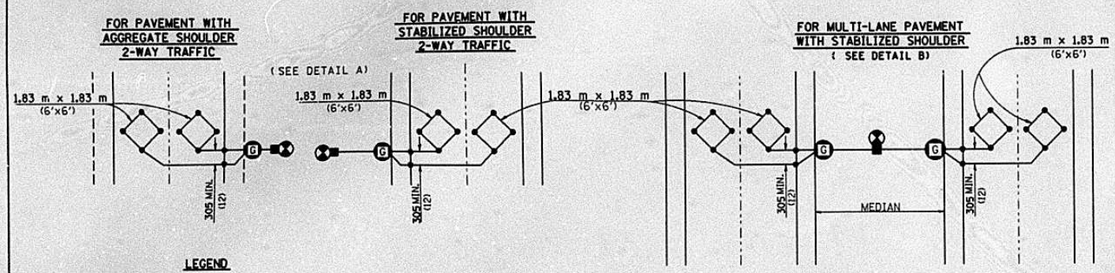
(4)

(5)


1A
8
7
9
3
2
6
5
4
1
WOODRUFF HIGH SCHOOL
CENTRAL HIGH SCHOOL
EAST PEORIA HIGH SCHOOL
ST. FRANCIS HOSPITAL
RAILROAD YARD
MURRAY N. BAKER BRIDGE
U.S. NAVAL RESERVE TRAINING CENTER
MC CLUGAGE BRIDGE
TAYLOR RANCH RD
CENTENNIAL
FAP 331
FAP 339
FAP 339 ALT
FAP 333
FAP 336
FAP 338
FAP 340
FAP 339 ALT
FAP 339
FAP 339
FAP 339

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
317	15B-1-8,15B-1P-1	PEO./TAZ/	303	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL APPLICATIONS FOR TRAFFIC COUNTER USING TERMINAL FACILITY



LEGEND

- 102 x 102 (4 X 4) TREATED WOOD POST
- TERMINAL FACILITY
- GULFBOX JUNCTION
- INDICATES 38 (1½) HOLE DRILLED AT DETECTOR LOOP CORNER

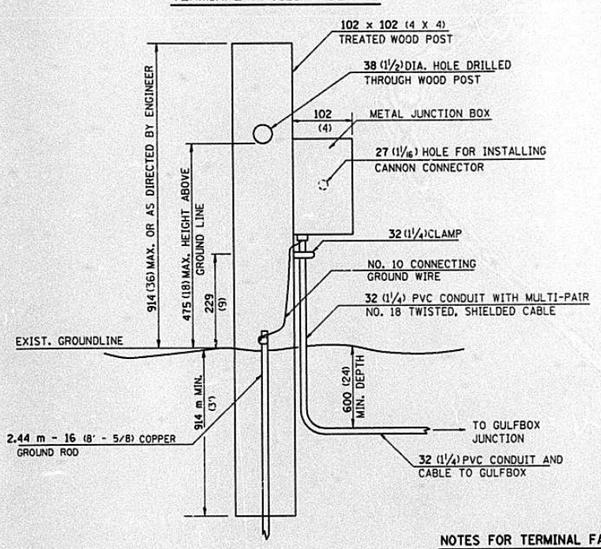
SCHEDULE OF QUANTITIES		
ITEM	QUANTITY	UNIT
DETECTOR LOOP, SPECIAL	43	METER
CONDUIT IN TRENCH, 30 mm DIA., PVC	24	METER
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.18 3 PAIR	8	METER
TRENCH AND BACKFILL FOR ELECTICAL WORK	12	METER
TRENCH AND BACKFILL FOR ELECTICAL WORK (SPECIAL)	5	METER
GULFBOX JUNCTION	2	EACH
TERMINAL FACILITY	1	EACH

GENERAL NOTES

1. EACH DETECTOR LOOP USED SHALL BE WIRED INDEPENDENTLY AT THE GULFBOX.
2. A SINGLE MULTIPLE PAIR CABLE SHALL BE WIRED FROM THE GULFBOX TO THE TERMINAL FACILITY. THE NUMBER OF PAIRS IN THE CABLE SHALL BE EQUAL TO THE NUMBER OF DETECTOR LOOPS PLUS A MINIMUM OF ONE PAIR TO BE USED AS A SPARE.
3. DIAMOND SHAPED LOOPS SHALL BE CENTERED IN THE PAVEMENT LANES.
4. SQUARE SHAPED LOOPS SHALL HAVE A MINIMUM SEPARATION 2.29 m (7½') BETWEEN INSIDE EDGES OF THE DETECTOR LOOPS.
5. EACH 1.83 M X 1.83 M (6' X 6') DETECTOR LOOP SHALL HAVE A MINIMUM OF 4 TURNS OF CABLE OR AS DIRECTED BY THE ENGINEER.
6. DETECTOR LOOPS MAY BE LOCATED AS SQUARES OR DIAMONDS IN THE PAVEMENT AS DIRECTED BY THE ENGINEER. ALL LOOPS SHALL BE ORIENTED THE SAME DIRECTION.
7. GULF JUNCTIONS SHALL BE LOCATED OUTSIDE THE AGGREGATE OR STABILIZED SHOULDER LIMITS WITH THE TOP OF GULFBOX JUNCTIONS LEVEL WITH GROUNDLINE, AS DIRECTED BY THE ENGINEER.
8. THE RESIDENT ENGINEER AND/OR CONTRACTOR SHALL NOTIFY THE TRAFFIC STUDIES TECHNICIAN IN PROGRAM DEVELOPMENT AT LEAST ONE WEEK PRIOR TO THE INSTALLATION TO DETERMINE EXACT LOCATION.

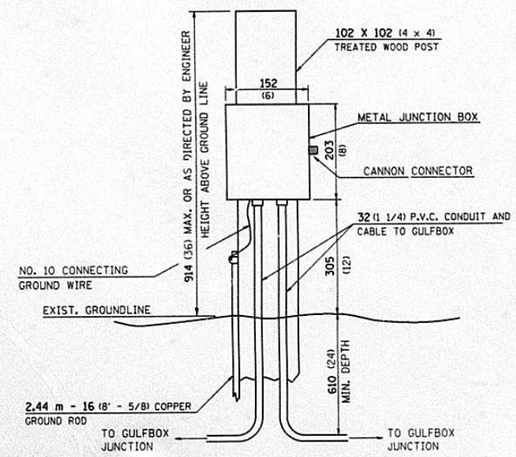
DETAIL A

TERMINAL FACILITY DETAIL



DETAIL B

TERMINAL FACILITY DETAIL



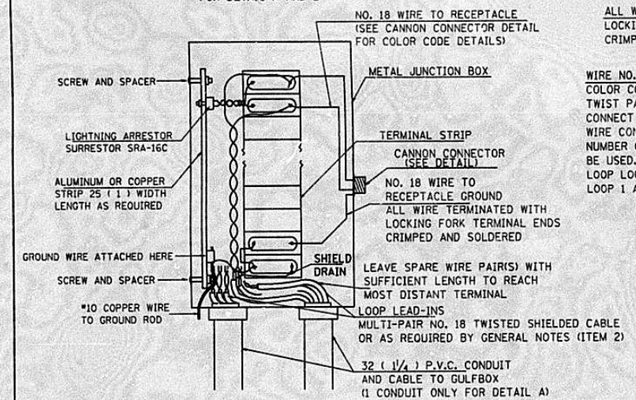
NOTES FOR TERMINAL FACILITY

1. GROUND ROD SHALL BE CONNECTED TO THE JUNCTION BOX WITH NO. 10 AWG COPPER WIRE AS SHOWN IN THE JUNCTION BOX DETAIL.
2. POST FOR TERMINAL FACILITY SHALL BE A MINIMUM DISTANCE OF _____ FROM EDGE OF _____ .

LOCATION(S)

JUNCTION BOX DETAIL

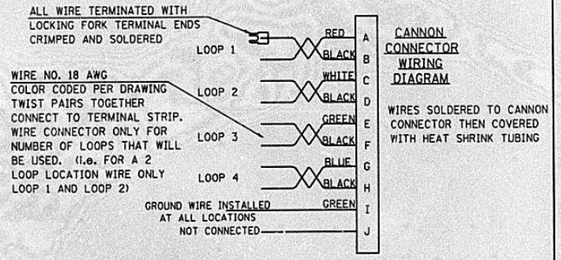
FOR DETAIL A AND B

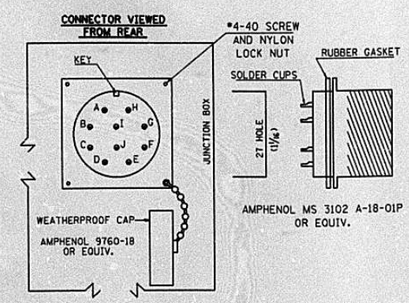


NOTES FOR JUNCTION BOX

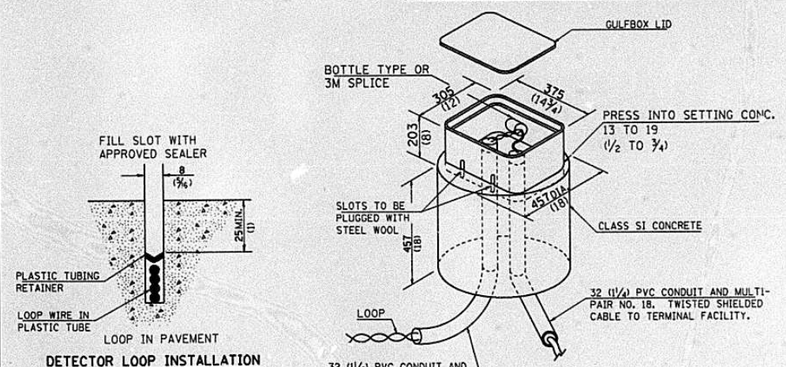
1. ONE LIGHTNING ARRESTOR FOR EACH LOOP.
2. NUMBER OF TERMINALS ON TERMINAL STRIP TO BE DETERMINED BY NUMBER OF LOOPS. TERMINAL STRIP SHALL BE CINCH BARRIER TYPE 140 OR EQUIVALENT.
3. JUNCTION BOX SHALL BE WEATHER PROOF WITH SIZE DETERMINED BY NUMBER OF COMPONENTS. JUNCTION BOX SHALL BE A MINIMUM 102x152x203 (4x6x8) METAL HOFFMAN BOX WITH KEY ENTRY OR EQUIVALENT.
4. TERMINAL WITH MORE THAN 4 LOOPS WILL REQUIRE THE USE OF 2 CANNON CONNECTORS WITH LOOPS GROUPED BY DIRECTION OR AS DIRECTED BY THE ENGINEER.
5. THE COST OF INSTALLING THE TERMINAL FACILITY INCLUDES ALL VERTICAL WIRING, BOXES, CONNECTORS, VERTICAL CONDUIT, POST, GROUND ROD, SURRESTORS, AND LABOR, AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR TERMINAL FACILITY.

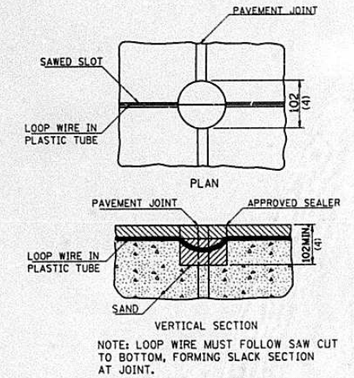
CANNON CONNECTOR DETAIL

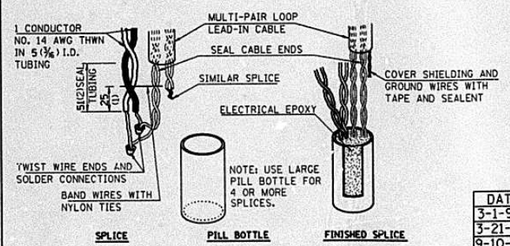


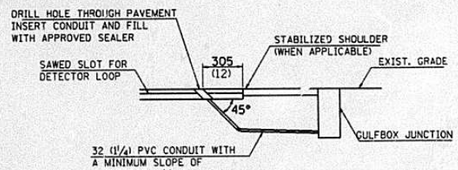


DETECTOR LOOP DETAILS: GULFBOX JUNCTION DETAIL









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

DATE	REVISIONS	BY
3-1-97	NEW DETAIL	J.A.
3-21-97	CORRECT REF. TO SI CONC.	J.A.
9-10-97	ADD REF. TO METAL BOX	E.T.
7-31-98	CORRECT LEGEND & DIM.	R.H.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SPECIAL DETAIL SHEET

DETAIL FOR TRAFFIC COUNTERS USING TERMINAL FACILITY

CADD STD. NO. 836002-D4

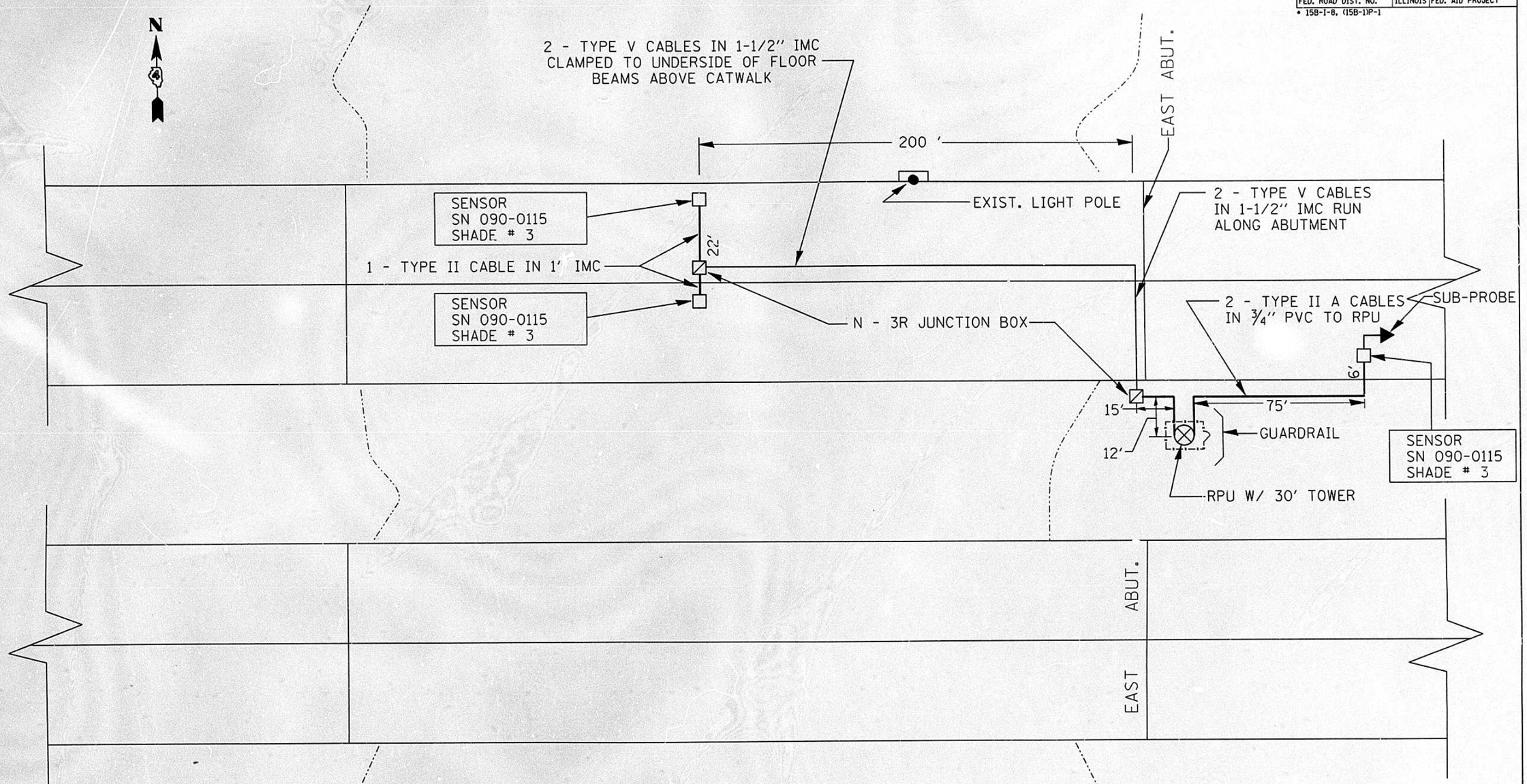
SCALE: NOT DRAWN TO SCALE — DRAWN BY CADD

DATE : AUGUST 19, 1992 — CHECKED BY R. TAYLOR

04/09/99

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	*	PEORIA/ TAZEWELL	303	27
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* 15B-1-8, (15B-1)P-1



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING HIGHWAY ICING DETECTION SYSTEM (HIDS)

FAP 317 US 24 & US 150 AT EAST END OF MCCLUGAGE BRIDGE

DRAWN BY

DATE

CHECKED BY

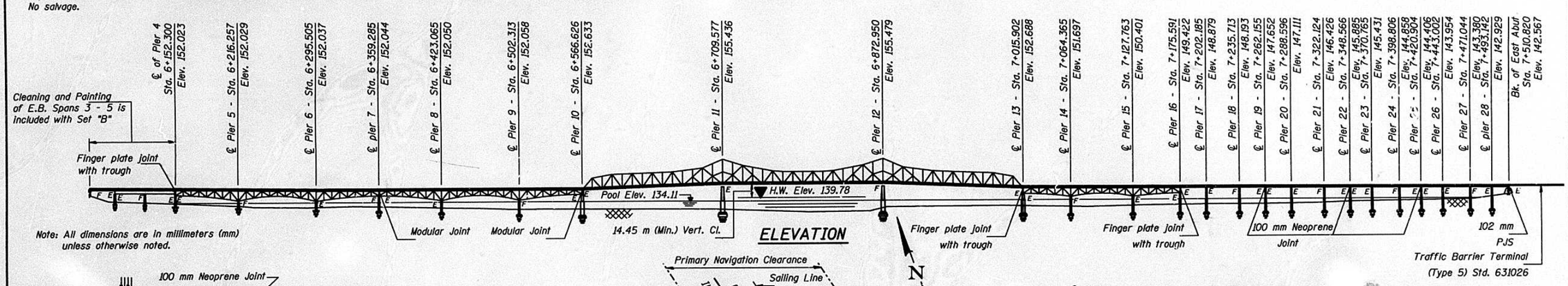
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Bench Mark: TBM 19 - E. Bolt on sign of W. side of Adams Str., ±45.72 m S. of Rte. 150. Elevation = 150.068
TBM 18 - Chiseled "□" on light pole ±22.86 m N. of Rte. 150 (W. side of Adams Str.). Elevation = 149.059.

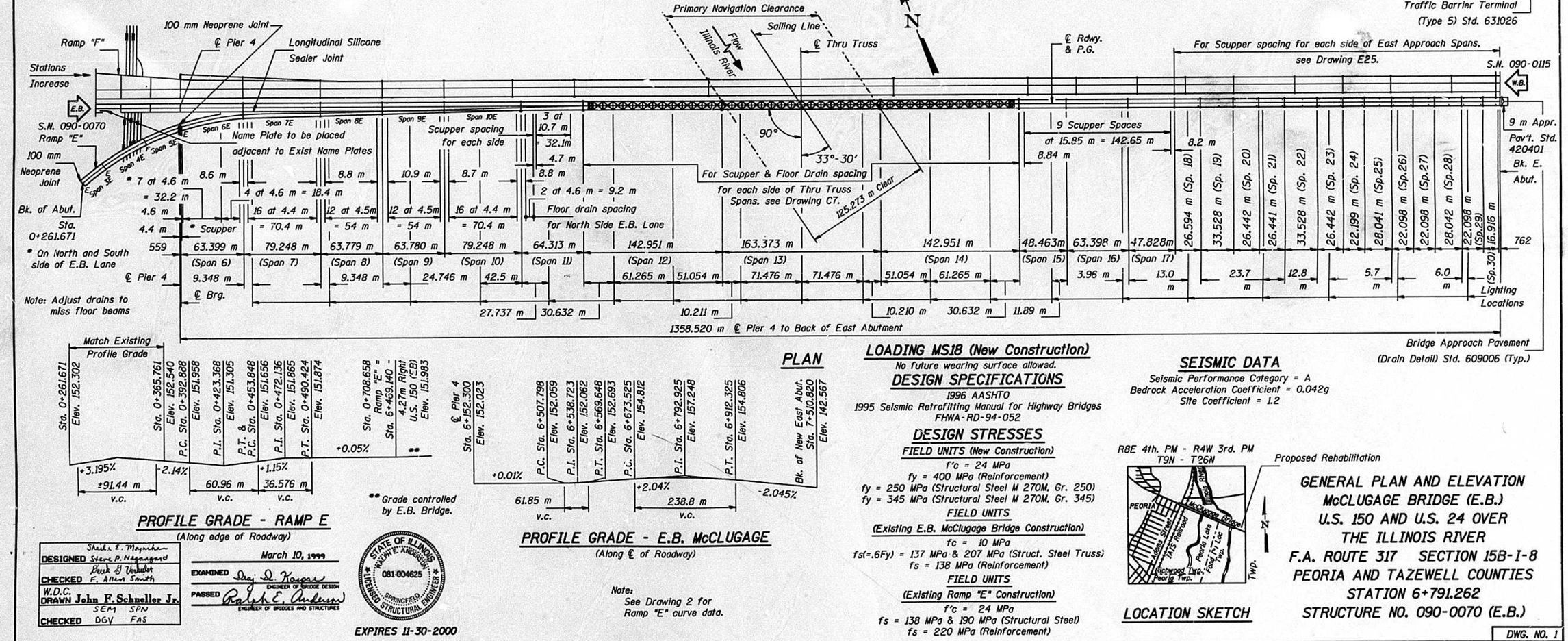
Existing Structure: S.N. 090-0070 built in 1940-1949 as F.A. Route 172/31/49 with 1446.276 m bk. to bk. abutment, including 28 spans consisting of plate girder, wide flange, thru truss and deck truss spans. The original bridge clear width was 7.92 m until the 813 mm curbs were removed in 1964 to provide a 9.19 m clear width. In 1974, the deck was removed and replaced with a concrete filled grid deck. Ramp "E" was added in 1977 as part of the construction for the new westbound bridge. The existing structure shall be rehabilitated as shown on the Drawings.

No salvage.



ELEVATION

Note: All dimensions are in millimeters (mm) unless otherwise noted.



PROFILE GRADE - RAMP E

(Along edge of Roadway)

PLAN

PROFILE GRADE - E.B. McCLUGAGE

(Along ℄ of Roadway)

Note: See Drawing 2 for Ramp "E" curve data.

LOADING MS18 (New Construction)

No future wearing surface allowed.

DESIGN SPECIFICATIONS

1996 AASHTO
1995 Seismic Retrofitting Manual for Highway Bridges FHWA-RD-94-052

DESIGN STRESSES

FIELD UNITS (New Construction)
f'c = 24 MPa
fy = 400 MPa (Reinforcement)
fy = 250 MPa (Structural Steel M 270M, Gr. 250)
fy = 345 MPa (Structural Steel M 270M, Gr. 345)

FIELD UNITS
(Existing E.B. McClugage Bridge Construction)
fc = 10 MPa
fs(=.6Fy) = 137 MPa & 207 MPa (Struct. Steel Truss)
fs = 138 MPa (Reinforcement)

FIELD UNITS
(Existing Ramp "E" Construction)
f'c = 24 MPa
fs = 138 MPa & 190 MPa (Structural Steel)
fs = 220 MPa (Reinforcement)

SEISMIC DATA

Seismic Performance Category = A
Bedrock Acceleration Coefficient = 0.042g
Site Coefficient = 1.2

R8E 4th. PM - R4W 3rd. PM
T9N - T26N

LOCATION SKETCH

Proposed Rehabilitation

GENERAL PLAN AND ELEVATION
McCLUGAGE BRIDGE (E.B.)
U.S. 150 AND U.S. 24 OVER THE ILLINOIS RIVER
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262
STRUCTURE NO. 090-0070 (E.B.)

DWG. NO. 1

Sheila E. Moynihan
DESIGNED Steve P. Nagengast
Derek G. Voelkel
CHECKED F. Allen Smith
W.D.C.
DRAWN John F. Schneller Jr.
SEM SPN
CHECKED DGV FAS

March 10, 1999

EXAMINED Raj D. Koppa
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
RALPH E. ANDERSON
081-004625
SPRINGFIELD, ILLINOIS
REGISTERED STRUCTURAL ENGINEER

EXPIRES 11-30-2000

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURVE DATA (RAMP "E")

CURVE 1	CURVE 2
P.I. = 0+275.28	P.I. = 0+398.37
Δ = 53°-30'-58.01"	Δ = 29°-08'-51"
R = 145.53 m	R = 232.85 m
T = 73.38 m	T = 60.54 m
L = 135.93 m	L = 118.45 m
D = 12°-00'-00"	D = 7°-30'-00"

STATION 6+791.262
REBUILT 199 BY
STATE OF ILLINOIS
F.A. RT. 317 SEC. 15B-1-8
F.A. PROJ.
LOADING MS18
STR. NO. 090-0070

NAME PLATE

See Std. 515001
To be placed adjacent to existing Name Plates.
(Span 3)

TOTAL BILL OF MATERIAL

ITEM	UNIT	"A"	"B"	"C"	"D"	"E"	"F"	TOTAL
Bituminous Concrete Removal (Deck)	m²	1,006	—	—	—	—	—	1,006
Deck Slab Repair (Partial)	m²	9.0	—	—	—	—	—	9.0
Deck Slab Repair (Full Depth Type I)	m²	28.4	—	—	—	—	—	28.4
Deck Slab Repair (Full Depth Type II)	m²	17.5	—	—	—	—	—	17.5
Bridge Deck Scarification 20 mm	m²	1,006	—	—	—	—	—	1,006
Bridge Deck Scarification 50 mm	m²	1,423	—	—	—	—	—	1,423
Bridge Deck Concrete Overlay Option	m²	2,429	—	—	—	—	—	2,429
Removal of Existing Concrete Deck	L.S.	**	0.4	0.4	0.2	—	—	1.0
Removal of Existing Superstructures	Each	—	—	—	—	1	—	1
Structural Steel Removal	kg	—	319,430	457,560	122,800	—	12,820	912,610
Bridge Handrail Removal	m	—	—	900	—	—	—	900
Concrete Superstructure	m³	58.9	752.2	822.6	299.9	875.5	3.4	2,812.5
Reinforcement Bars, Epoxy Coated	kg	11,080	142,550	158,390	58,100	146,850	18,130	535,100
Drainage Scuppers (Special)	Each	3	10	76	20	34	—	143
Floor Drains	Each	80	83	28	—	—	—	191
Drainage System	L.S.	**	0.8	***	0.2	***	—	1.0
Bridge Deck Grooving	m²	2,360	3,633	3,718	1,358	2,857	—	13,926
Protective Coat	m²	3,317	3,795	3,985	1,620	3,811	—	16,528
Name Plates	Each	—	—	—	—	—	1	1
Aluminum Parapet	m	16.5	509	900	318.2	—	—	1,743.7
Modular Expansion Joint 320 mm	m	4.1	9.4	—	—	—	—	13.5
Modular Expansion Joint 400 mm	m	—	9.7	—	—	—	—	9.7
Silicone Joint Seal 25 mm	m	**	314	—	—	—	—	314
Preformed Joint Seal 45 mm	m	—	117.7	132.2	40.7	—	—	290.6
Preformed Joint Seal 102 mm	m	—	—	—	—	10.1	—	10.1
Neoprene Expansion Joint 100 mm	m	16.4	—	—	—	29.4	—	45.8
Reinforced Neoprene Expansion Joint Treatment	m	—	—	—	10.1	—	—	10.1
Structural Steel Repair	kg	—	5,000	11,240	550	—	—	16,790
Furnishing & Erecting Structural Steel	L.S.	—	0.23	0.32	0.10	0.34	0.01	1.0
Stud Shear Connectors	Each	—	20,280	23,760	7,800	13,475	—	65,315
Rivet Removal & Replacement	Each	—	100	100	0	—	—	200
Field Measurements	L.S.	0.2	0.2	0.2	0.2	0.2	▲	1.0
Remove and Reinstall Bearings	Each	—	—	—	—	—	7	7
Elastomeric Bearing Assembly Type II (Modified)	Each	—	60	70	20	—	—	150
Elastomeric Bearing Assembly Type I	Each	—	—	—	—	—	36	36
Elastomeric Bearing Assembly Type II	Each	—	—	—	—	—	23	23
Floating Bearings, Guided Expansion, 1000 kN	Each	—	—	—	—	—	2	2
Floating Bearings, Guided Expansion, 1500 kN	Each	—	—	—	—	—	4	4
Floating Bearings, Guided Expansion, 10000 kN	Each	—	—	—	—	—	2	2
Wind Anchorage Assembly Replacement	Each	—	—	—	—	—	4	4
Cleaning and Painting Steel Bridge	L.S.	0.26	0.29	0.37	0.08	—	▲	1.0
Power Tool Cleaning Residue Containment and Disposal	L.S.	0.26	0.29	0.37	0.08	—	▲	1.0
Blasting Residue Containment and Disposal	L.S.	0.26	0.29	0.37	0.08	—	▲	1.0
Temporary Support System	Each	—	—	—	—	—	7	7
Jacking and Cribbing	Each	—	—	—	—	—	15	15
Structure Excavation	m³	—	—	—	—	—	38	38
Concrete Removal	m³	2.9	3.2	—	—	—	201.8	207.9
Concrete Structures	m³	—	—	—	—	—	240.8	240.8
Formed Concrete Repair (Depth equal to or less than 125 mm)	m²	—	—	—	—	—	213	213
Formed Concrete Repair (Depth greater than 125 mm)	m²	—	—	—	—	—	19	19
Epoxy Crack Sealing	m	—	—	—	—	—	38.2	38.2
Bridge Seat Sealer	m²	—	—	—	—	—	87	87
Stone Riprap Class A4	m²	—	—	—	—	—	31	31
Filter Fabric for use with Riprap	m²	—	—	—	—	—	31	31
Furnishing Steel Piles HP310 x 94	m	—	—	—	—	—	47	47
Driving Steel Piles	m	—	—	—	—	—	47	47

Calculated Mass of Structural Steel	UNIT	"A"	"B"	"C"	"D"	"E"	"F"	TOTAL
AASHTO M 270M, Grade 250	kg	—	57,270	64,700	21,980	35,800	14,580	194,330
AASHTO M 270M, Grade 345	kg	—	222,560	315,450	92,720	368,250	—	998,980

* Quantity is for new concrete deck, concrete overlay, and top and front face of both new and existing concrete parapets.
** Included with Set "B".
*** Included with Set "D".
▲ Included with Sets "A" thru "E".

DESIGNED	Steve Negangard
CHECKED	S. Moynihan
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. S.E.M.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

TOTAL BILL OF MATERIAL
AND RAMP "E" DATA
McCLUGAGE BRIDGE (E.B.)
U.S. 150 AND U.S. 24 OVER
THE ILLINOIS RIVER
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262
STRUCTURE NO. 090-0070 (E.B.)

DWG. NO. 2

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	3.0
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.

SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAWING SET INDEX

DRAWING	TITLE
1	General Plan and Elevation
2	Total Bill of Material and Ramp "E" Data
3	Total Index of Drawings
4	Construction Sequence
A1 - A28	Set "A" - Ramp "E" (Spans 3E - 10E)
B1 - B36	Set "B" - Deck Truss (Spans 6 - 11)
C1 - C57	Set "C" - Thru Truss (Spans 12 - 14)
D1 - D21	Set "D" - Deck Truss (Spans 15 - 17)
E1 - E25	Set "E" - East Approach (Spans 18 - 30)
F1 - F76	Set "F" - Substructure (Pier 4 - East Abutment)

INDEX FOR SET "A" (RAMP "E") (SPANS 3E - 10E)

DRAWING	TITLE
A1	General Notes, Bill of Material and Index of Drawings for Ramp "E" Spans 3E - 10E
A2	Top of Slab Elevations - Plan Spans 3E - 9E
A3 - A4	Top of Slab Elevations - Spans 6E - 9E
A5	Top of Slab Elevations - Span 10E
A6	Superstructure Spans 3E - 5E
A7	Superstructure Spans 6E - 7E
A8	Superstructure Spans 8E - 9E
A9	Deck Removal Span 10E
A10	Superstructure Span 10E
A11	Parapet Details Span 10E
A12 - A13	Superstructure Details Spans 3E - 9E
A14	Superstructure Details Spans 8E - 10E
A15	Superstructure Details Span 10E
A16 - A17	Aluminum Parapet Details
A18	Expansion Joint Details Pier 4E
A19	Expansion Joint Details Pier 7
A20 - A21	Drainage Scupper (Special)
A22	Drainage System
A23 - A28	Deck Patching

INDEX FOR SET "B" DECK TRUSS (SPANS 6 - 11)

DRAWING	TITLE
B1	General Notes, Bill of Material and Index of Drawings for Spans 6 - 11
B2	Top of Slab Elevations - Plan - Spans 6 - 11
B3 - B4	Top of Slab Elevations
B5	Superstructure - Spans 6 - 8
B6	Superstructure - Spans 9 - 11
B7 - B8	Superstructure Details - Spans 6 - 11
B9 - B11	Aluminum Parapet Details
B12- B13	Drainage Scupper (Special)
B14 - B15	Drainage System
B16	Expansion Joint Details, Pier 4
B17	Expansion Joint Details, Pier 7
B18	Expansion Joint Details
B19	Expansion Joint Details, Pier 10
B20	Structural Steel - Framing Plan - Spans 6 - 11
B21 - B23	Structural Steel Details
B24	Light Standard Details
B25	Truss Repairs Layout - Spans 6 - 11
B26 - B30	Truss Repair Details - Spans 6 - 11
B31	Lacing Bar & Stay Plate Replacement
B32 - B33	Gusset Plate Replacement
B34	Upper Lateral Bracing Replacement
B35	Lower Lateral Bracing Replacement
B36	Truss & Catwalk Repair Details - Spans 6 & 11

INDEX FOR SET "C" THRU TRUSS (SPANS 12 - 14)

DRAWING	TITLE
C1	General Notes, Bill of Material and Index of Drawings for Spans 12 - 14
C2 - C6	Top of Slab Elevations - Spans 12 - 14
C7	Slab Layout and Scupper & Floor Drain Spacing - Spans 12 - 14
C8 - C12	Slab Details - Spans 12 - 14
C13	Cross Sections - Spans 12 - 14
C14 - C16	Superstructure Details - Spans 12 - 14
C17	Truss Elevation - Spans 12 - 14
C18 -C19	Post Spacing for Aluminum Parapet - Spans 12 - 14
C20 - C25	Aluminum Parapet Details - Spans 12 - 14
C26 - C27	Drainage Scupper (Special) - Spans 12 - 14
C28	Drainage System - Pier 13
C29 - C30	Framing Plan - Spans 12 - 14
C31 - C38	Floor Beam Details - Spans 12 - 14
C39	Stringer and Diaphragm Details - Spans 12 - 14
C40	Stringer Bearings at Relief Joints - Spans 12 - 14
C41 - C44	Truss Repair Locations - Spans 12 - 14
C45 - C47	Horizontal Gusset Plate Replacement Details - Spans 12 - 14
C48 - C49	Bottom Lateral Bracing Hanger Replacement Details - Spans 12 - 14
C50	Bottom Lateral Bracing Replacement Details - Spans 12 - 14
C51	Top Lateral Bracing Repair Details - Spans 12 - 14
C52	Stay Plate Replacement Details - Spans 12 - 14
C53	Lacing Bar Replacement Details & Truss Vertical Repair Detail - Spans 12 -14
C54 - C57	Navigation Light Platforms - Spans 12 - 14

INDEX FOR SET "D" DECK TRUSS (SPANS 15 - 17)

DRAWING	TITLE
D1	General Notes, Bill of Material and Index of Drawings for Spans 15 -17
D2 - D3	Top of Slab Elevations - Spans 15 - 17
D4	Superstructure Spans 15 - 17
D5	Superstructure Details Spans 15 - 17
D6 - D8	Aluminum Parapet Details
D9 - D10	Drainage Scupper (Special)
D11	Drainage System
D12	Expansion Joint Details, Pier 13
D13	Expansion Joint Details, Pier 16
D14	Structural Steel Spans 15 - 17
D15 - D17	Structural Steel Details Spans 15 - 17
D18	Light Support Details
D19	Truss Repair Layout Spans 15 - 17
D20 - D21	Gusset Plate Replacement Spans 15 - 17

INDEX FOR SET "E" EAST APPROACH (SPANS 18 - 30)

DRAWING	TITLE
E1	General Notes, Bill of Material and Index of Drawings for Spans 18 -30
E2	Top of Slab Elevations - Plan - Spans 18 - 23
E3	Top of Slab Elevations - Spans 18 - 23
E4	Top of Slab Elevations - Plan - Spans 24 - 30
E5	Top of Slab Elevations - Spans 24 - 30
E6 - E7	Superstructure - Spans 18 - 23
E8 - E9	Superstructure Details - Spans 18 - 23
E10 - E11	Structural Steel - Spans 18 - 23
E12	Structural Steel Details - Spans 18 - 23
E13	Superstructure - Spans 24 - 26
E14	Superstructure Details - Spans 24 - 26
E15	Structural Steel - Spans 24 - 26
E16	Structural Steel Details - Spans 24 - 26
E17	Superstructure - Spans 27 - 30
E18	Superstructure Details - Spans 27 - 30
E19	Structural Steel - Spans 27 - 30
E20	Structural Steel Details - Spans 27 - 30
E21	Light Standard Details
E22	Neoprene Expansion Joint
E23 - E24	Drainage Scupper (Special)
E25	Scupper Locations - Spans 18 - 30 and Drainage System - Pier 16

INDEX FOR SET "F" SUBSTRUCTURE (PIER 4 - EAST ABUTMENT)

DRAWING	TITLE
F1	General Notes, Bill of Material and Index of Drawings for Substructure (Pier 4 - East Abutment)
F2	Stone Riprap Details at East Abutment
F3	Temporary Support System - Pier 4
F4 - F5	Temporary Support System - Pier 5
F6 - F7	Temporary Support System - Pier 10
F8 - F9	Temporary Support System - Pier 11
F10 - F11	Temporary Support System - Pier 12
F12 - F13	Temporary Support System - Pier 13
F14	Temporary Support System - Pier 16
F15	Wind Anchorage Assembly - Piers 10 & 13 (Thru Truss)
F16	Bearing Removal - Piers 4 (East), 10 (West), 11 & 16 (West)
F17	Bearing Removal and Reinstallation - Pier 5
F18	Bearing Removal and Reinstallation - Piers 10 (East) and 13 (West)
F19	Bearing Removal and Reinstallation - Pier 12
F20	Bearing Details - Piers 4 (East) & 10 (West)
F21	Bearing Details - Pier 11
F22	Bearing Details - Pier 16 (West)
F23	Bearing Details - Piers 16 (East), 17, 19 (East) & 20
F24	Bearing Details - Piers 18, 19 (West), 21, & 22 (West)
F25	Bearing Details - Piers 22 (East), 23, 25 (East) and 26
F26	Bearing Details - Piers 24, 25 (West) & 27
F27	Bearing Details - Pier 28
F28	Bearing Details - East Abutment
F29	Anchor Bolt Details
F30	Concrete Removal and Repair - Pier 4
F31	Concrete Removal and Repair - Pier 5
F32	Concrete Removal and Repair - Pier 6
F33	Concrete Removal and Repair - Pier 7
F34	Concrete Removal and Repair - Pier 9
F35	Concrete Removal and Repair - Pier 10
F36	Concrete Removal and Repair - Pier 11
F37	Concrete Removal and Repair - Pier 12
F38	Concrete Removal and Repair - Pier 13
F39	Concrete Removal and Repair - Pier 14
F40	Concrete Removal and Repair - Pier 15
F41	Concrete Removal and Repair - Pier 16
F42	Concrete Removal and Repair - Piers 18 & 19
F43	Concrete Removal and Repair - Piers 20 & 21
F44	Concrete Removal and Repair - Piers 22 & 23
F45	Concrete Removal and Repair - Piers 24 & 25
F46	Concrete Removal and Repair - Piers 26 & 27
F47	Concrete Removal and Repair - Pier 28
F48	Concrete Removal - East Abutment
F49	Pier 4
F50	Pier 5
F51 - F52	Pier 10
F53	Pier 12
F54 - F55	Pier 13
F56 - F57	Pier 16
F58	Pier 17
F59	Pier 18
F60 - F61	Pier 19
F62	Pier 20
F63	Pier 21
F64 - F66	Pier 22
F67	Pier 23
F68	Pier 24
F69 - F70	Pier 25
F71	Pier 26
F72	Pier 27
F73	Pier 28
F74 - F76	East Abutment

DESIGNED	Steve Negangard
CHECKED	S. Moynihan
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. S.E.M.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

TOTAL INDEX OF DRAWINGS
McCLUNAGE BRIDGE (E.B.)
U.S. 150 AND U.S. 24 OVER
THE ILLINOIS RIVER
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262
STRUCTURE NO. 090-0070 (E.B.)

DWG. NO. 3

D C B A 0 A B C

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	31
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SEQUENCE OF CONSTRUCTION

I THRU TRUSS UNIT - SPANS 12-14

1. Remove existing concrete deck and bridge handrail.
2. Repair top lateral bracing and replace stay plates, lacing bars and rivets as indicated in plans. Modify the existing floor beams to be jacked at piers 10 and 13.
3. Repairs at pier 12:
   - A. Contractor shall submit a design and procedure for pier 12 temporary support system for approval.
   - B. Install temporary support system at pier 12.
   - C. Modify the existing south bearing at pier 11 to take the longitudinal wind forces (1221 kn per bearing). Contractor shall submit a design for this modification for approval prior to jacking at pier 12.
   - D. Jack and crib truss at pier 12 (3 mm maximum lift).
   - E. Remove bearing at pier 12. Perform concrete work on pier. Reinstall bearing.
   - F. Lower truss onto bearing.
   - G. Remove temporary support system, jacks and cribbing.
4. Repairs at pier 11:
   - A. Contractor shall submit a design and procedure for pier 11 temporary support system for approval.
   - B. Install temporary support system at pier 11.
   - C. Jack and crib truss at pier 11 (3 mm maximum lift).
   - D. Remove bearings at pier 11. Perform concrete work on pier. Place new bearings.
   - E. Lower truss onto bearings.
   - F. Remove temporary support system, jacks and cribbing.
5. Repairs at pier 13:
   - A. Coordinate work with deck truss spans 15-17.
   - B. Contractor shall submit a design and procedure for pier 13 temporary support system for approval.
   - C. Install temporary support system at pier 13.
   - D. Jack and crib truss at pier 13 (3 mm maximum lift).
   - E. Remove bearings at pier 13. Install new horizontal gusset plates. Perform concrete work on pier. Reinstall bearings.
   - F. Lower truss onto bearings.
   - G. Remove temporary support system, jacks and cribbing.
   - H. Replace floor beam. Attach new horizontal gusset plates to floor beam.
   - I. Replace lateral bracing in end bay as indicated in plans.
   - J. Install wind anchorage assemblies at pier 13.
6. Repairs at pier 10:
   - A. Coordinate work with deck truss spans 9-11.
   - B. Contractor shall submit a design and procedure for pier 10 temporary support system for approval.
   - C. Install temporary support system at pier 10.
   - D. Jack and crib truss at pier 10 (3 mm maximum lift).
   - E. Remove bearings at pier 10. Install new horizontal gusset plates. Perform concrete work on pier. Reinstall bearings.
   - F. Lower truss onto bearings.
   - G. Remove temporary support system, jacks and cribbing.
   - H. Replace floor beam. Attach new horizontal gusset plates to floor beam.
   - I. Replace lateral bracing in end bay as indicated in plans.
   - J. Install wind anchorage assemblies at Pier 10.
7. Replacement of floor beams, stringers and lateral bracing:
   All truss spans may be worked on at the same time. Floor beams and bottom lateral bracing shall not be removed at the same time in the same bay. There shall be four fully connected floor beams between any two removed floor beams in the unit. No two adjacent bays of bottom lateral bracing can be completely removed at the same time (portions can be removed for the replacement of the horizontal gusset plates). No more than two adjacent stringer panels can be removed during the floor beam removal. Any bottom lateral bracing that is in place shall be fully connected (and supported as indicated in the plans).
8. Replace horizontal gusset plates as indicated in plans after the floor beam at that panel point has been replaced (except as noted at floor beam 0 and floor beam 44). Repair truss vertical L35-U35 as indicated in plans after floor beam 35 has been replaced.
9. Pour concrete deck.
10. Complete work in these spans.

II DECK TRUSS UNITS - SPANS 6-11

1. Remove existing concrete deck.
2. Replace lacing and stay plates as indicated in plans.
3. Replace lower lateral bracing, repair catwalk supports and perform rivet replacements as indicated in plans.
4. Repairs at pier 5:
   - A. Contractor shall submit a design and procedure for pier 5 temporary support system for approval.
   - B. Install temporary support system at pier 5.
   - C. Modify the existing bearings at pier 4 to take the longitudinal wind forces (426 kn per bearing). Contractor shall submit a design for this modification for approval prior to jacking at pier 5.
   - D. Jack and crib truss at pier 5 (3 mm maximum lift).
   - E. Remove bearings at pier 5. Perform concrete work on the pier. Reinstall bearings.
   - F. Lower truss onto bearings.
   - G. Remove temporary support system, jacks and cribbing.
5. Repairs at Pier 4:
   - A. Contractor shall submit a design and procedure for pier 4 temporary support system for approval.
   - B. Install temporary support system at pier 4.
   - C. Jack and crib truss at pier 4 (3 mm maximum lift).
   - D. Remove bearings at pier 4. Perform concrete work on the pier. Place new bearings.
   - E. Lower truss onto bearings.
   - F. Remove temporary support system, jacks and cribbing.
6. Repairs at pier 10:
   - A. Coordinate work with thru truss spans 12-14.
   - B. Install temporary support system at pier 10.
   - C. Jack and crib truss at pier 10 (3 mm maximum lift).
   - D. Remove bearings. Perform concrete work at pier. Place new bearings.
   - E. Lower truss onto bearings.
   - F. Remove temporary support system, jacks and cribbing.
7. Replacement of floor beams, stringers and lateral bracing:
   All truss spans may be worked on at the same time. Floor beams and upper lateral bracing shall not be removed at the same time in the same bay. No two adjacent floor beams or two adjacent bays of upper lateral bracing can be removed at the same time. No more than two adjacent stringer panels are allowed to be out at the same time. Any upper lateral bracing that is in place shall be fully connected. Replace the top horizontal gusset plates while floor beams are removed.
8. Replace bottom horizontal gusset plates as indicated in plans after the floor beams have been installed.
9. Coordinate installation of modular joint on deck truss with the joint installation on ramp "E" at pier 7.
10. Pour concrete deck.
11. Install new truss bracing members and finish all other repairs to the truss.
12. Complete work in these spans.

III DECK TRUSS UNIT - SPANS 15-17

1. Remove existing concrete deck.
2. Repair lower bottom chord of truss.
3. Repairs at Pier 16:
   - A. Coordinate work with plate girder approach spans 18-20.
   - B. Contractor shall submit a design and procedure for pier 16 temporary support system for approval.
   - C. Install temporary support system at pier 16.
   - D. Jack and crib truss at pier 16 (3 mm maximum lift).
   - E. Remove existing bearings. Perform concrete work at pier. Place new bearings.
   - F. Lower truss onto bearings.
   - G. Remove temporary support system, jacks and cribbing.
4. Replacement of floor beams and stringers:
   All truss spans may be worked on at the same time. No two adjacent floor beams can be removed at the same time. No more than two adjacent stringer panels are allowed to be out at the same time. Replace the top horizontal gusset plates while floor beams are removed.
5. Replace bottom horizontal gusset plates as required after the floor beams have been installed.
6. Pour concrete deck.
7. Complete work in these spans.

IV EAST APPROACH UNITS - SPANS 18-30

1. Coordinate work with pier 16 and deck truss spans 15-17.
2. Remove existing superstructure in east approach spans.
3. Perform concrete work at piers 16 - 28 and east abutment.
4. Install new bearings and structural steel.
5. Pour concrete deck.
6. Complete work in these spans.

V RAMP "E" UNITS - SPANS 3E-10E

1. Remove existing deck at ramp span 10E.
2. Coordinate work with deck truss spans 6-11.
3. Pour ramp span 10E concrete deck after deck truss spans 9-11 have been poured.
4. Finish repairs to the remaining deck of ramp "E". Deck truss spans 6-11 must be poured before ramp "E" overlay is put on Spans 3E - 9E. Coordinate installation of modular joint on ramp "E" with the joint installation on deck truss at pier 7.
5. Complete work in these spans.

Note:
The Contractor shall submit a complete detailed sequence of construction for approval. This sequence shall include a time schedule and indicate operations that will be occurring simultaneously. Any deviation from the Proposed Sequence of Construction shall be approved by the Engineer. Performance of Formed Concrete Repair and Epoxy Crack Sealing that does not require removal of the superstructure or jacking of the trusses may take place at any time.

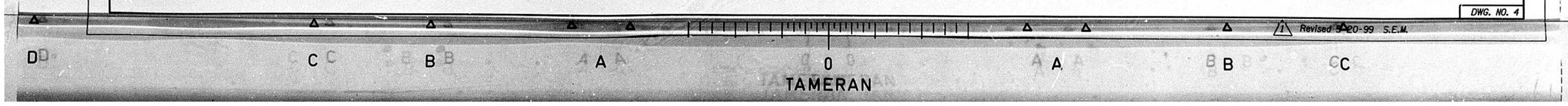
DESIGNED	Steve Negangard
CHECKED	S. Moynihan
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. S.E.M.

March 10, 1999
EXAMINED: Engineer of Bridge Design
PASSED: Engineer of Bridges and Structures

CONSTRUCTION SEQUENCE
McCLUGAGE BRIDGE (E.B.)
U.S. 150 AND U.S. 24 OVER
THE ILLINOIS RIVER
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262
STRUCTURE NO. 090-0070 (E.B.)

DWG. NO. 4

1 Revised 5-20-99 S.E.M.



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	32
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO.

SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts M22, open holes 24 mm ϕ, unless otherwise noted.

Reinforcement bars shall conform to the requirements of AASHTO M-31M, M-42M or M-53M Grade 400.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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

Removal of the existing lighting system and handrails is included with "Removal of Existing Concrete Deck".

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

The "Bridge Deck Scarification 50 mm" shall be done by Hydro-Scarification equipment.

Cleaning and painting of the existing Ramp E structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing structural steel within 1.5 m of either side of expansion joints shall be cleaned by Method 1. The exterior and the bottom flange of the fascia beams and the girder faces and bottom flanges adjacent to the longitudinal hinge joint shall be cleaned by Method 3. All remaining existing structural steel shall be cleaned by Method 2. The aluminum epoxy mastic / acrylic paint system shall be used for painting of the existing structural steel. The color of the final finish coat shall be Blue, Munsell No. 10B 3/6.

Bridge deck overlay shall be Microsilica or Latex.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

BILL OF MATERIAL

ITEM	UNIT	"A"
Bituminous Concrete Removal (Deck)	m²	1.006
Deck Slab Repair (Partial)	m²	9.0
Deck Slab Repair (Full Depth Type I)	m²	28.4
Deck Slab Repair (Full Depth Type II)	m²	17.5
Bridge Deck Scarification 20 mm	m²	1.006
Bridge Deck Scarification 50 mm	m²	1.423
Bridge Deck Concrete Overlay Option	m²	2.429
Removal of Existing Concrete Deck	L.S.	**
Removal of Existing Superstructures	Each	—
Structural Steel Removal	kg	—
Bridge Handrail Removal	m	—
Concrete Superstructure	m³	58.9
Reinforcement Bars, Epoxy Coated	kg	11.080
Drainage Scuppers (Special)	Each	3
Floor Drains	Each	80
Drainage System	L.S.	**
Bridge Deck Grooving	m²	2.360
* Protective Coat	m²	3,317
Name Plates	Each	—
Aluminum Parapet	m	16.5
Modular Expansion Joint 320 mm	m	4.1
Modular Expansion Joint 400 mm	m	—
Silicone Joint Sealer 25 mm	m	**
Preformed Joint Seal 45 mm	m	—
Preformed Joint Seal 102 mm	m	—
Neoprene Expansion Joint 100 mm	m	16.4
Reinforced Neoprene Expansion Joint Treatment	m	—
Structural Steel Repair	kg	—
Furnishing & Erecting Structural Steel	L.S.	—
Stud Shear Connectors	Each	—
Rivet Removal & Replacement	Each	—
Field Measurements	L.S.	0.2
Remove and Reinstall Bearings	Each	—
Elastomeric Bearing Assembly Type II (Modified)	Each	—
Elastomeric Bearing Assembly Type I	Each	—
Elastomeric Bearing Assembly Type II	Each	—
Floating Bearings, Guided Expansion, 1000 kN	Each	—
Floating Bearings, Guided Expansion, 1500 kN	Each	—
Floating Bearings, Guided Expansion, 10000 kN	Each	—
Wind Anchorage Assembly Replacement	Each	—
Cleaning and Painting Steel Bridge	L.S.	0.26
Power Tool Cleaning Residue Containment and Disposal	L.S.	0.26
Blasting Residue Containment and Disposal	L.S.	0.26
Temporary Support System	Each	—
Jacking and Cribbing	Each	—
Structure Excavation	m³	—
Concrete Removal	m³	2.9
Concrete Structures	m³	—
Formed Concrete Repair (Depth less than or equal to 125 mm)	m²	—
Formed Concrete Repair (Depth greater than 125 mm)	m²	—
Epoxy Crack Sealing	m	—
Bridge Seat Sealer	m²	—
Stone Riprap Class A4	m²	—
Filter Fabric for Use with Riprap	m²	—
Furnishing Steel Piles HP310 x 93	m	—
Driving Steel Piles	m	—

* Quantity is for new concrete deck, concrete overlay, and top and front face of both new and existing concrete parapets.
** Included with Set "B".

DRAWING SET INDEX

DRAWING	TITLE
1	General Plan and Elevation
2	Total Bill of Material
3	Total Index of Drawings
4	Construction Sequence
A1 - A28	Set "A" - Ramp "E" Overlay
B1 - B36	Set "B" - Deck Truss (Spans 6 - 11)
C1 - C57	Set "C" - Thru Truss (Spans 12 - 14)
D1 - D21	Set "D" - Deck Truss (Spans 15 - 17)
E1 - E25	Set "E" - East Approach (Spans 18 - 30)
F1 - F76	Set "F" - Substructure (Pier 4 - East Abutment)

INDEX FOR RAMP "E" (SPAN 3E - 10E)

DRAWING	TITLE
A1	General Notes, Bill of Material and Index of Drawings for Ramp "E" Spans 3E - 10E
A2	Top of Slab Elevations - Plan Spans 3E - 9E
A3 - A4	Top of Slab Elevations - Spans 3E - 9E
A5	Top of Slab Elevations - Span 10E
A6	Superstructure Spans 3E - 5E
A7	Superstructure Spans 6E - 7E
A8	Superstructure Spans 8E - 9E
A9	Deck Removal Span 10E
A10	Superstructure Span 10E
A11	Parapet Details Span 10E
A12 - A13	Superstructure Details Spans 3E - 9E
A14	Superstructure Details Span 8E - 10E
A15	Superstructure Details Span 10E
A15 - A17	Aluminum Parapet Details
A18	Expansion Joint Details Pier 4E
A19	Modular Expansion Joint Details Pier 7
A20 - A21	Drainage Scupper (Special)
A22	Drainage System
A23 - A28	Deck Patching

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999

EXAMINED Greg D. Kaspar
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

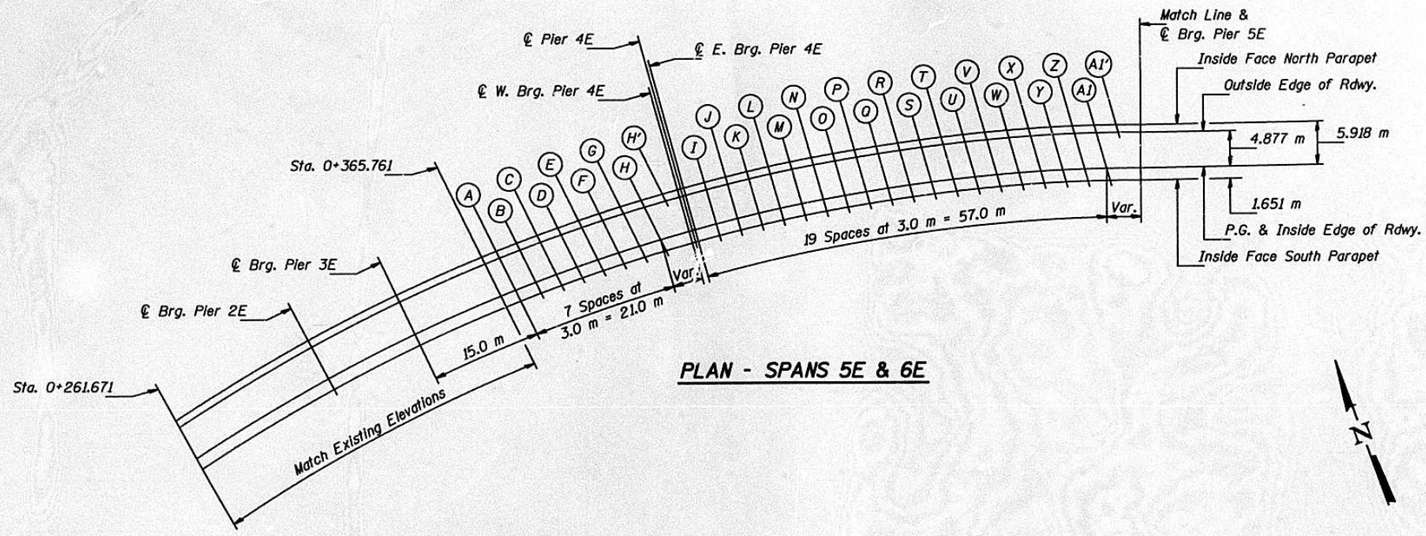
McCLUGAGE BRIDGE (E.B.)
U.S. 150 AND U.S. 24 OVER
THE ILLINOIS RIVER
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262
STRUCTURE NO. 090-0070 (E.B.)

DWG. NO. A1

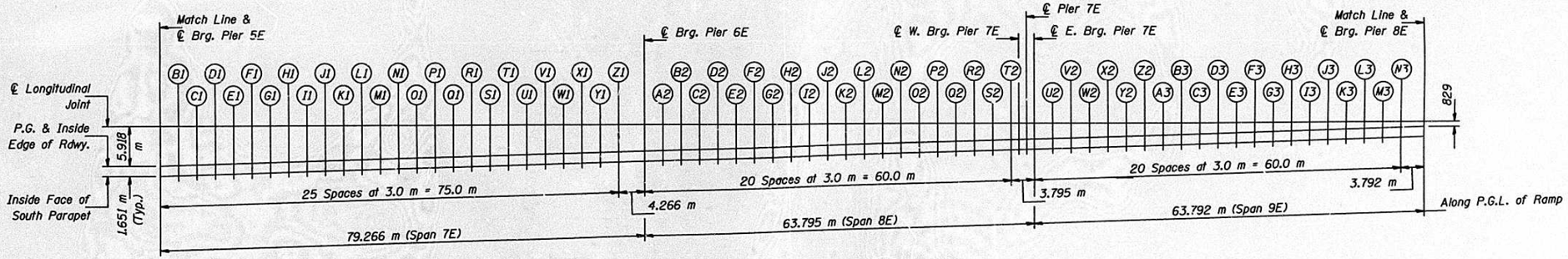
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SPANS 5E & 6E



PLAN - SPANS 7E THRU 9E

Notes:
All elevations and offsets are in meters.
Elevations from Station 261.671 to 365.761 should match the existing elevations.
Work this sheet with Drawings A3 & A4.

TOP OF SLAB ELEVATIONS
RAMP "E" - SPANS 3E THRU 9E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A2

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999

EXAMINED Raj D. Kaspar
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

INSIDE FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 3E	353.569	1.651	152.677	
A	368.676	1.651	152.354	
B	371.698	1.651	152.289	
C	374.719	1.651	152.224	
D	377.74	1.651	152.160	
E	380.762	1.651	152.095	
F	383.783	1.651	152.030	
G	386.805	1.651	151.966	
H	389.826	1.651	151.901	
CL W BRG PIER 4E	393.650	1.651	151.818	
CL E BRG PIER 4E	394.488	1.651	151.801	
I	397.510	1.651	151.741	
J	400.531	1.651	151.686	
K	403.553	1.651	151.637	
L	406.574	1.651	151.592	
M	409.596	1.651	151.552	
N	412.617	1.651	151.517	
O	415.638	1.651	151.487	
P	418.66	1.651	151.462	
Q	421.681	1.651	151.443	
R	424.703	1.651	151.432	
S	427.724	1.651	151.426	
T	430.746	1.651	151.425	
U	433.767	1.651	151.429	
V	436.788	1.651	151.438	
W	439.810	1.651	151.452	
X	442.831	1.651	151.470	
Y	445.853	1.651	151.494	
Z	448.874	1.651	151.522	
A1	451.895	1.651	151.556	
CL BRG PIER 5E	456.189	1.651	151.609	

P.G. & INSIDE EDGE OF RDWY.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 3E	353.569	000	152.801	
A	368.569	000	152.480	
B	371.569	000	152.416	
C	374.569	000	152.351	
D	377.569	000	152.287	
E	380.569	000	152.223	
F	383.569	000	152.159	
G	386.569	000	152.094	
H	389.569	000	152.030	
CL W BRG PIER 4E	393.650	000	151.942	
CL E BRG PIER 4E	394.488	000	151.924	
I	397.488	000	151.865	
J	400.488	000	151.811	
K	403.488	000	151.761	
L	406.488	000	151.717	
M	409.488	000	151.677	
N	412.488	000	151.642	
O	415.488	000	151.612	
P	418.488	000	151.587	
Q	421.488	000	151.567	
R	424.488	000	151.551	
S	427.488	000	151.541	
T	430.488	000	151.535	
U	433.488	000	151.534	
V	436.488	000	151.538	
W	439.488	000	151.547	
X	442.488	000	151.560	
Y	445.488	000	151.579	
Z	448.488	000	151.602	
A1	451.488	000	151.631	
A1'	454.488	000	151.663	
CL BRG PIER 5E	456.189	000	151.682	

OUTSIDE EDGE OF RDWY.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 3E	353.569	-4.877	153.167	
A	368.261	-4.877	152.852	
B	371.200	-4.877	152.789	
C	374.138	-4.877	152.726	
D	377.077	-4.877	152.663	
E	380.015	-4.877	152.601	
F	382.954	-4.877	152.538	
G	385.892	-4.877	152.475	
H	388.831	-4.877	152.412	
H'	391.769	-4.877	152.349	
CL W BRG PIER 4E	393.650	-4.877	152.308	
CL E BRG PIER 4E	394.488	-4.877	152.290	
I	397.427	-4.877	152.232	
J	400.365	-4.877	152.179	
K	403.304	-4.877	152.130	
L	406.242	-4.877	152.086	
M	409.181	-4.877	152.047	
N	412.119	-4.877	152.012	
O	415.058	-4.877	151.982	
P	417.996	-4.877	151.957	
Q	420.935	-4.877	151.935	
R	423.873	-4.877	151.906	
S	426.811	-4.877	151.882	
T	429.750	-4.877	151.863	
U	432.688	-4.877	151.848	
V	435.627	-4.877	151.839	
W	438.565	-4.877	151.833	
X	441.504	-4.877	151.833	
Y	444.442	-4.877	151.837	
Z	447.381	-4.877	151.846	
A1	450.319	-4.877	151.859	
A1'	453.258	-4.877	151.877	
CL BRG PIER 5E	456.189	-4.877	151.897	

INSIDE FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 3E	353.569	-5.918	153.245	
A	368.197	-5.918	152.932	
B	371.123	-5.918	152.869	
C	374.049	-5.918	152.806	
D	376.974	-5.918	152.744	
E	379.900	-5.918	152.681	
F	382.825	-5.918	152.618	
G	385.751	-5.918	152.556	
H	388.677	-5.918	152.493	
H'	391.602	-5.918	152.431	
CL W BRG PIER 4E	393.650	-5.918	152.386	
CL E BRG PIER 4E	394.488	-5.918	152.368	
I	397.414	-5.918	152.311	
J	400.34	-5.918	152.257	
K	403.265	-5.918	152.209	
L	406.191	-5.918	152.165	
M	409.117	-5.918	152.126	
N	412.042	-5.918	152.091	
O	414.968	-5.918	152.061	
P	417.894	-5.918	152.035	
Q	420.819	-5.918	152.014	
R	423.745	-5.918	151.982	
S	426.671	-5.918	151.956	
T	429.596	-5.918	151.934	
U	432.522	-5.918	151.916	
V	435.447	-5.918	151.904	
W	438.373	-5.918	151.896	
X	441.299	-.918	151.892	
Y	444.224	-5.918	151.893	
Z	447.150	-5.918	151.899	
A1	450.076	-5.918	151.909	
A1'	453.001	-5.918	151.924	
CL BRG PIER 5E	456.189	-5.918	151.943	

Notes:
All elevations and offsets are in meters.
Elevations from Station 0+261.671 to 0+365.761 should match the existing elevations.
Work this sheet with Drawing A2.

DESIGNED F. Allen Smith
CHECKED Steve Negangard
DRAWN John F. Schneller Jr.
CHECKED F.A.S. S.P.N.

March 10, 1999
EXAMINED Raj D. Kaspar ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
RAMP "E" - SPANS 3E THRU 6E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A3

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	35
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

INSIDE FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 5E	456.189	1.651	151.609	
B1	459.225	1.651	151.643	
C1	462.225	1.651	151.676	
D1	465.225	1.651	151.706	
E1	468.225	1.651	151.733	
F1	471.225	1.651	151.758	
G1	474.225	1.651	151.779	
H1	477.225	1.651	151.798	
I1	480.225	1.651	151.815	
J1	483.225	1.651	151.829	
K1	486.225	1.651	151.836	
L1	489.225	1.651	151.840	
M1	492.225	1.651	151.842	
N1	495.225	1.651	151.844	
O1	498.225	1.651	151.845	
P1	501.225	1.651	151.847	
Q1	504.225	1.651	151.848	
R1	507.225	1.651	151.850	
S1	510.225	1.651	151.851	
T1	513.225	1.651	151.853	
U1	516.225	1.651	151.854	
V1	519.225	1.651	151.856	
W1	522.225	1.651	151.857	
X1	525.225	1.651	151.859	
Y1	528.225	1.651	151.860	
Z1	531.225	1.651	151.862	
CL BRG PIER 6E	535.491	1.651	151.864	
A2	538.491	1.651	151.865	
B2	541.491	1.651	151.867	
C2	544.491	1.651	151.868	
D2	547.491	1.651	151.870	
E2	550.491	1.651	151.871	
F2	553.491	1.651	151.873	
G2	556.491	1.651	151.874	
H2	559.491	1.651	151.876	
I2	562.491	1.651	151.877	
J2	565.491	1.651	151.879	
K2	568.491	1.651	151.880	
L2	571.491	1.651	151.882	
M2	574.491	1.651	151.883	
N2	577.491	1.651	151.885	
O2	580.491	1.651	151.886	
P2	583.491	1.651	151.888	
Q2	586.491	1.651	151.889	
R2	589.491	1.651	151.891	
S2	592.491	1.651	151.892	
T2	595.491	1.651	151.894	
CL BRG PIER 7E	599.286	1.651	151.896	
U2	602.286	1.651	151.897	
V2	605.286	1.651	151.899	
W2	608.286	1.651	151.900	
X2	611.286	1.651	151.902	
Y2	614.286	1.651	151.903	
Z2	617.286	1.651	151.905	
A3	620.286	1.651	151.906	
B3	623.286	1.651	151.908	
C3	626.286	1.651	151.909	
D3	629.286	1.651	151.911	
E3	632.286	1.651	151.912	
F3	635.286	1.651	151.914	
G3	638.286	1.651	151.915	
H3	641.286	1.651	151.917	
I3	644.286	1.651	151.918	
J3	647.286	1.651	151.920	
K3	650.286	1.651	151.921	
L3	653.286	1.651	151.923	
M3	656.286	1.651	151.924	
N3	659.286	1.651	151.926	
CL BRG PIER 8E	663.043	1.651	151.927	

P.G. & INSIDE EDGE OF RDWY.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 5E	456.189	.000	151.682	
B1	459.190	.000	151.712	
C1	462.190	.000	151.740	
D1	465.190	.000	151.766	
E1	468.190	.000	151.789	
F1	471.190	.000	151.809	
G1	474.190	.000	151.826	
H1	477.190	.000	151.841	
I1	480.190	.000	151.853	
J1	483.190	.000	151.863	
K1	486.190	.000	151.869	
L1	489.190	.000	151.873	
M1	492.190	.000	151.875	
N1	495.190	.000	151.877	
O1	498.190	.000	151.878	
P1	501.190	.000	151.880	
Q1	504.190	.000	151.881	
R1	507.190	.000	151.883	
S1	510.190	.000	151.884	
T1	513.190	.000	151.886	
U1	516.190	.000	151.887	
V1	519.190	.000	151.889	
W1	522.190	.000	151.890	
X1	525.190	.000	151.892	
Y1	528.190	.000	151.893	
Z1	531.190	.000	151.895	
CL BRG PIER 6E	535.456	.000	151.897	
A2	538.456	.000	151.898	
B2	541.456	.000	151.900	
C2	544.456	.000	151.901	
D2	547.456	.000	151.903	
E2	550.456	.000	151.904	
F2	553.456	.000	151.906	
G2	556.456	.000	151.907	
H2	559.456	.000	151.909	
I2	562.456	.000	151.910	
J2	565.456	.000	151.912	
K2	568.456	.000	151.913	
L2	571.456	.000	151.915	
M2	574.456	.000	151.916	
N2	577.456	.000	151.918	
O2	580.456	.000	151.919	
P2	583.456	.000	151.921	
Q2	586.456	.000	151.922	
R2	589.456	.000	151.924	
S2	592.456	.000	151.925	
T2	595.456	.000	151.927	
CL BRG PIER 7E	599.251	.000	151.929	
U2	602.251	.000	151.930	
V2	605.251	.000	151.932	
W2	608.251	.000	151.933	
X2	611.251	.000	151.935	
Y2	614.251	.000	151.936	
Z2	617.251	.000	151.938	
A3	620.251	.000	151.939	
B3	623.251	.000	151.941	
C3	626.251	.000	151.942	
D3	629.251	.000	151.944	
E3	632.251	.000	151.945	
F3	635.251	.000	151.947	
G3	638.251	.000	151.948	
H3	641.251	.000	151.950	
I3	644.251	.000	151.951	
J3	647.251	.000	151.953	
K3	650.251	.000	151.954	
L3	653.251	.000	151.956	
M3	656.251	.000	151.957	
N3	659.251	.000	151.959	
CL BRG PIER 8E	663.043	.000	151.960	

LONGITUDINAL JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 5E	456.189	-5.918	151.941	
B1	459.065	-5.918	151.956	
C1	462.066	-5.914	151.967	
D1	465.067	-5.831	151.974	
E1	468.069	-5.748	151.978	
F1	471.071	-5.665	151.979	
G1	474.072	-5.583	151.978	
H1	477.074	-5.500	151.975	
I1	480.076	-5.417	151.970	
J1	483.078	-5.334	151.970	
K1	486.079	-5.251	151.978	
L1	489.081	-5.168	151.978	
M1	492.083	-5.085	151.978	
N1	495.085	-5.003	151.978	
O1	498.086	-4.920	151.978	
P1	501.088	-4.837	151.978	
Q1	504.090	-4.754	151.978	
R1	507.092	-4.671	151.977	
S1	510.093	-4.588	151.977	
T1	513.095	-4.506	151.977	
U1	516.097	-4.423	151.977	
V1	519.099	-4.340	151.977	
W1	522.100	-4.257	151.977	
X1	525.102	-4.174	151.976	
Y1	528.104	-4.091	151.976	
Z1	531.106	-4.008	151.976	
CL BRG PIER 6E	535.374	-3.891	151.976	
A2	538.376	-3.808	151.976	
B2	541.378	-3.725	151.976	
C2	544.379	-3.642	151.975	
D2	547.381	-3.559	151.975	
E2	550.383	-3.476	151.975	
F2	553.385	-3.394	151.975	
G2	556.386	-3.311	151.975	
H2	559.388	-3.228	151.975	
I2	562.390	-3.145	151.975	
J2	565.392	-3.062	151.974	
K2	568.393	-2.979	151.974	
L2	571.395	-2.897	151.974	
M2	574.397	-2.814	151.974	
N2	577.399	-2.731	151.974	
O2	580.400	-2.648	151.974	
P2	583.402	-2.565	151.973	
Q2	586.404	-2.482	151.973	
R2	589.405	-2.399	151.973	
S2	592.407	-2.317	151.973	
T2	595.409	-2.234	151.973	
CL BRG PIER 7E	599.206	-2.129	151.973	
U2	602.207	-2.068	151.973	
V2	605.209	-2.007	151.973	
W2	608.210	-1.946	151.973	
X2	611.211	-1.884	151.974	
Y2	614.213	-1.823	151.974	
Z2	617.214	-1.762	151.974	
A3	620.215	-1.701	151.975	
B3	623.216	-1.640	151.975	
C3	626.218	-1.579	151.975	
D3	629.219	-1.517	151.975	
E3	632.220	-1.456	151.976	
F3	635.222	-1.395	151.976	
G3	638.223	-1.334	151.976	
H3	641.224	-1.273	151.976	
I3	644.225	-1.212	151.977	
J3	647.227	-1.151	151.977	
K3	650.228	-1.089	151.977	
L3	653.229	-1.028	151.978	
M3	656.231	-0.967	151.978	
N3	659.232	-0.906	151.978	
CL BRG PIER 8E	663.043	-0.829	151.978	

Notes:
All elevations and offsets are in meters.
Elevations along Longitudinal Joint should be adjusted to match elevations along truss spans.
Work this sheet with Drawing A2.

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Raj. D. Kapur ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
RAMP "E" - SPANS 7E THRU 9E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

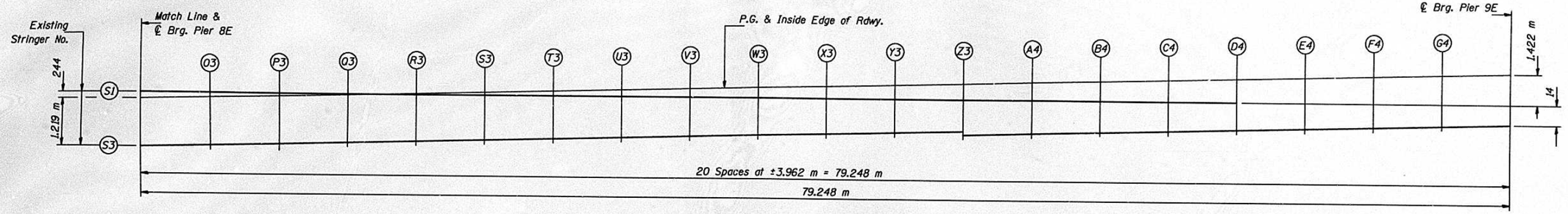
DWG. NO. A4

D C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS



PLAN

STRINGER S1

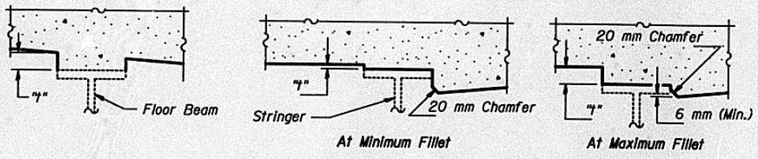
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 8E	663.046	0.244	151.965	151.965
O3	667.008	0.161	151.965	151.972
P3	670.971	0.078	151.966	151.973
Q3	674.933	-0.006	151.966	151.977
R3	678.895	-0.089	151.966	151.982
S3	682.859	-0.172	151.966	151.990
T3	686.820	-0.254	151.967	151.994
U3	690.783	-0.338	151.967	152.003
V3	694.745	-0.422	151.967	152.006
W3	698.708	-0.505	151.968	152.015
X3	702.670	-0.587	151.968	152.018
Y3	706.632	-0.672	151.968	152.026
Z3	710.595	-0.756	151.969	152.029
A4	714.557	-0.921	151.967	152.035
B4	718.520	-0.922	151.969	152.035
C4	722.482	-1.007	151.970	152.039
D4	726.444	-1.091	151.970	152.036

P.G. & INSIDE EDGE OF RDWY.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 8E	663.041	000	151.960	151.960
O3	667.003	000	151.962	151.966
P3	670.967	000	151.964	151.973
Q3	674.929	000	151.966	151.976
R3	678.893	000	151.968	151.979
S3	682.856	000	151.970	151.977
T3	686.820	000	151.972	151.975
U3	690.782	000	151.974	151.974
V3	694.746	000	151.976	151.976
W3	698.708	000	151.978	151.978
X3	702.673	000	151.980	151.980
Y3	706.635	000	151.982	151.982
Z3	710.599	000	151.984	151.984
A4	714.561	000	151.986	151.986
B4	718.525	000	151.988	151.988
C4	722.488	000	151.990	151.990
D4	726.452	000	151.992	151.992
E4	730.414	000	151.994	151.994
F4	734.378	000	151.996	151.996
G4	738.340	000	151.998	151.998
CL BRG PIER 9E	742.308	000	152.000	152.000

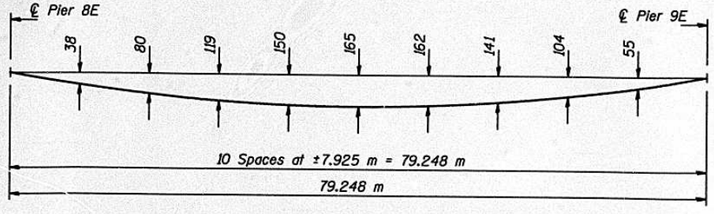
STRINGER S3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL BRG PIER 8E	663.015	1.219	151.936	151.936
O3	667.977	1.219	151.938	151.964
P3	670.941	1.219	151.940	151.978
Q3	674.904	1.219	151.942	152.008
R3	678.868	1.219	151.944	152.024
S3	682.830	1.219	151.946	152.053
T3	686.795	1.219	151.948	152.066
U3	690.757	1.223	151.949	152.091
V3	694.721	1.227	151.951	152.101
W3	698.684	1.230	151.953	152.118
X3	702.648	1.234	151.955	152.120
Y3	706.610	1.238	151.957	152.127
Z3	710.574	1.242	151.959	152.152
A4	714.533	1.409	151.958	152.148
B4	718.497	1.413	151.959	152.129
C4	722.459	1.417	151.961	152.119
D4	726.423	1.421	151.963	152.095
E4	730.385	1.424	151.965	152.074
F4	734.349	1.428	151.967	152.039
G4	738.312	1.432	151.969	152.005
CL BRG PIER 9E	742.279	1.436	151.971	151.971



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

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM SPAN 10

(Includes weight of concrete only)

Note: The deflections shown in the diagram are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.
All elevations and offsets are in meters.

DESIGNED	F. Allen Smith
CHECKED	Steve Neugangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

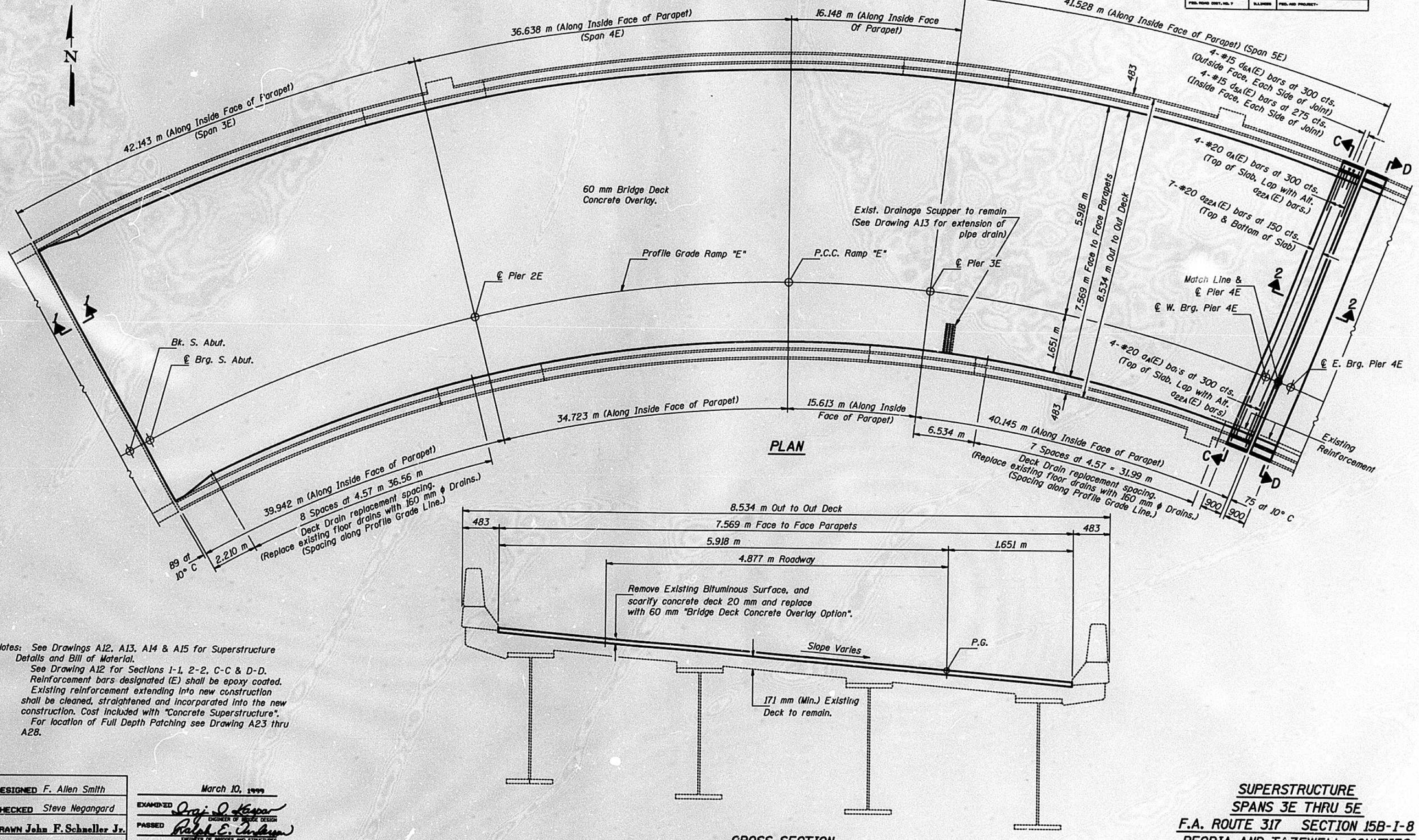
TOP OF SLAB ELEVATIONS
RAMP "E" - SPAN 10E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	37
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



PLAN

CROSS SECTION
(Looking East)

Notes: See Drawings A12, A13, A14 & A15 for Superstructure Details and Bill of Material.
See Drawing A12 for Sections 1-1, 2-2, C-C & D-D.
Reinforcement bars designated (E) shall be epoxy coated.
Existing reinforcement extending into new construction shall be cleaned, straightened and incorporated into the new construction. Cost included with "Concrete Superstructure".
For location of Full Depth Patching see Drawing A23 thru A28.

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED
PASSED
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

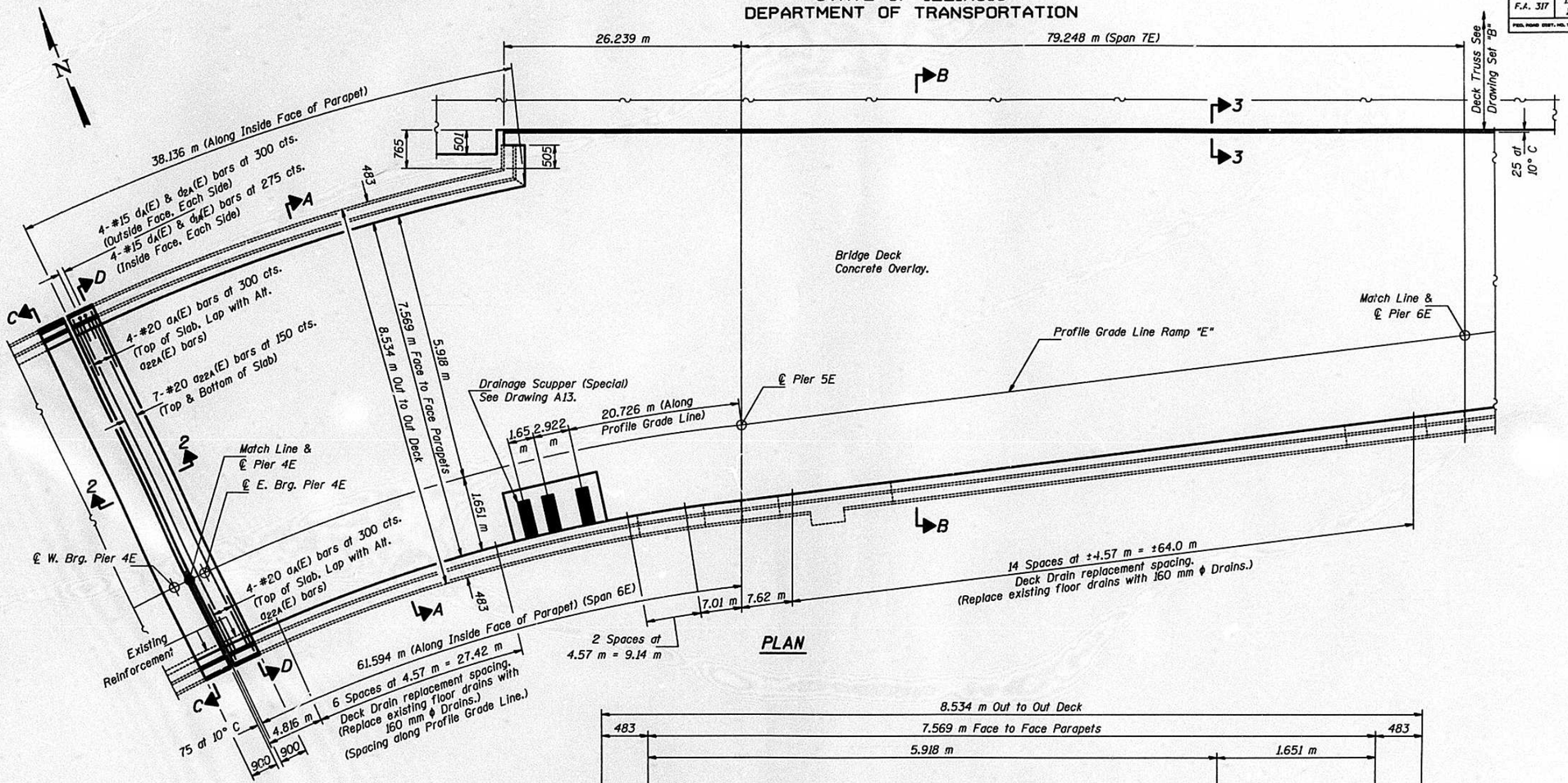
SUPERSTRUCTURE
SPANS 3E THRU 5E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A6

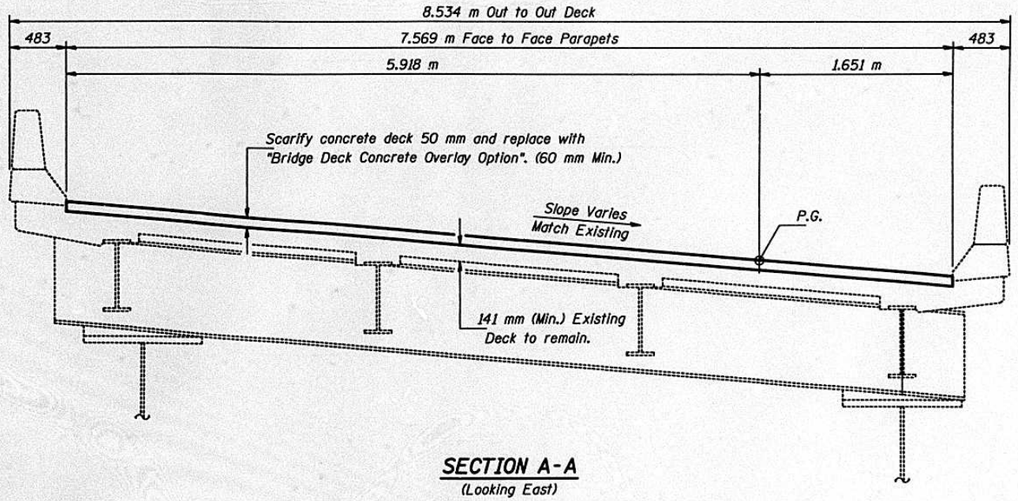
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	38
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS



PLAN



SECTION A-A
(Looking East)

Notes:
See Drawing A8 for Section B-B.
See Drawings A12, A13, A14 & A15 for Superstructure Details and Bill of Material.
See Drawing A12 for Sections 2-2, 3-3, C-C & D-D.
Reinforcement bars designated (E) shall be epoxy coated.
Existing reinforcement extending into new construction shall be cleaned, straightened and incorparated into the new construction. Cost included with "Concrete Superstructure".

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schaeller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson
Engineer of Bridges and Structures

SUPERSTRUCTURE
SPANS 6E & 7E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

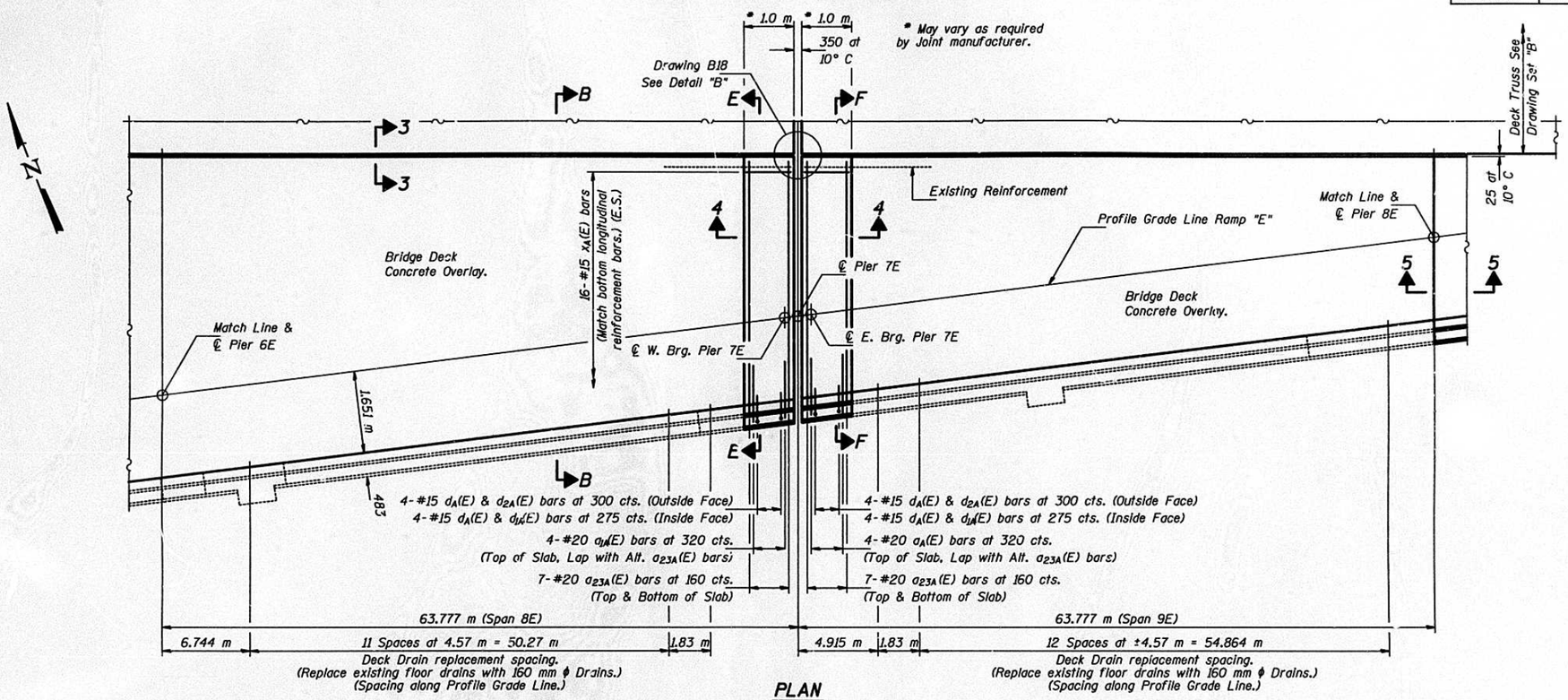
DWG. NO. A7

D D C C B B A A 0 A A B B C C
TAMERAN

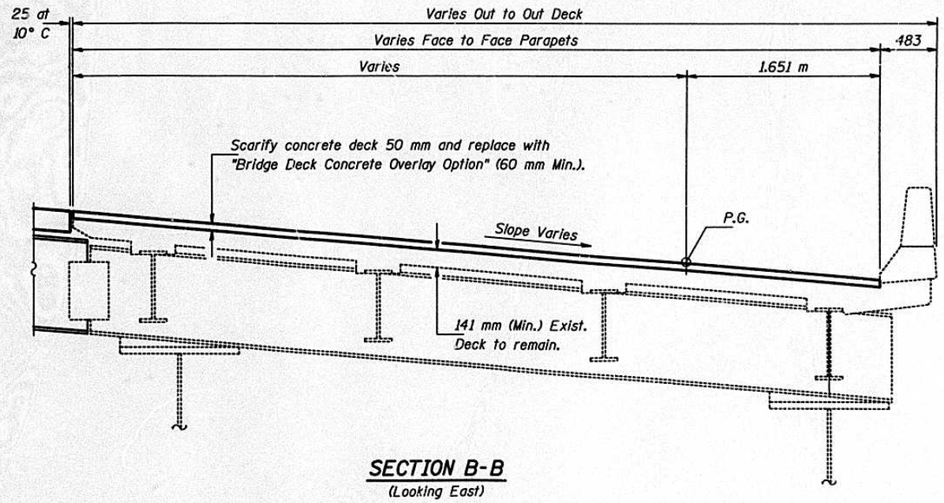
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	159-1-8	PEORIA & TAZEWELL	303	39
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



PLAN



SECTION B-B
(Looking East)

Notes: See Drawings A12, A13, A14 & A15 for Superstructure Details and Bill of Material.
See Drawing A12 for Section 3-3.
See Drawing A14 for Sections E-E & F-F.
See Drawing A15 for Section 5-5.
See Drawing A19 for Section 4-4.
Reinforcement bars designated (E) shall be epoxy coated.
Existing reinforcement extending into new construction shall be cleaned, straightened and incorporated into the new construction. Cost included with "Concrete Superstructure".

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

SUPERSTRUCTURE
SPANS 8E & 9E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

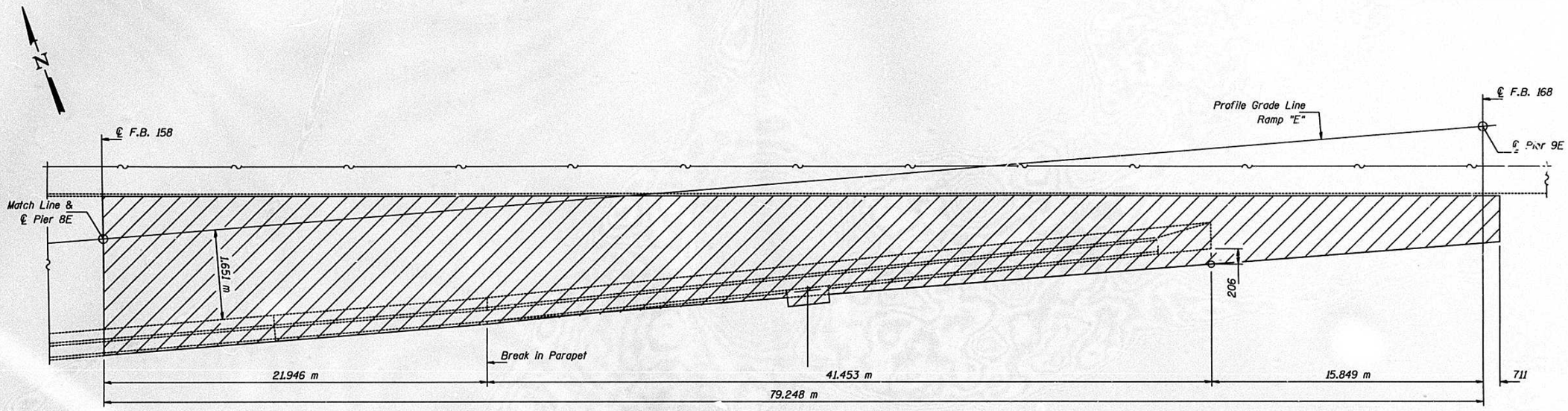
DWG. NO. A8

D C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	40
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



PLAN

Notes:
Hatched area indicates "Removal of Existing Concrete Deck".
Quantity is included with Set "B".

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

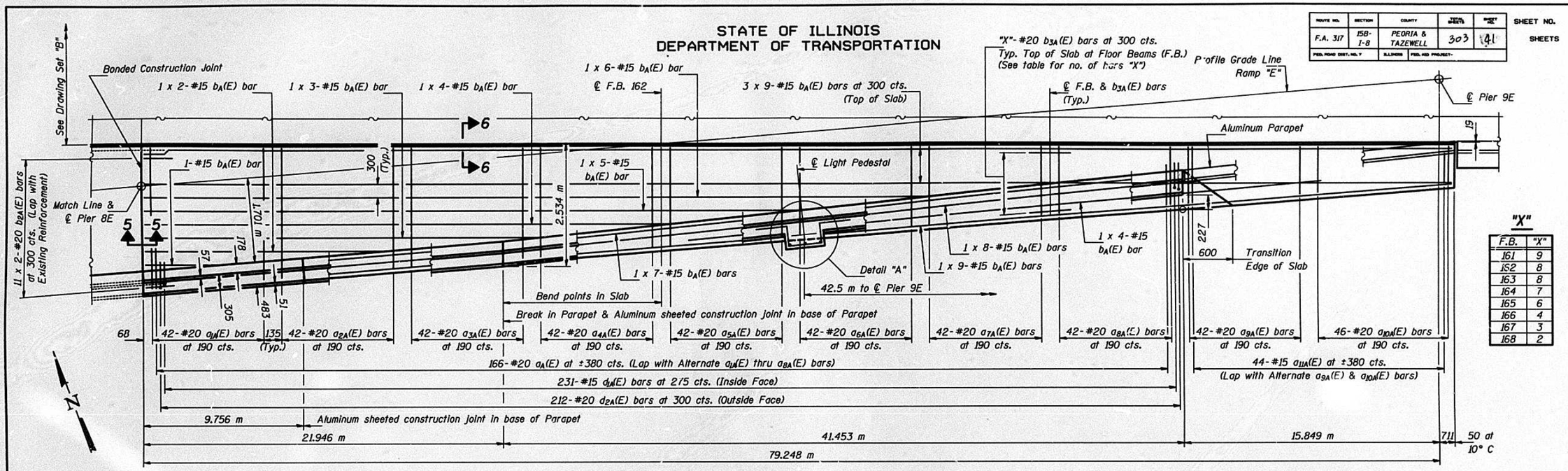
DECK REMOVAL - SPAN 10E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A9

D C B A 0 A B C

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	41
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

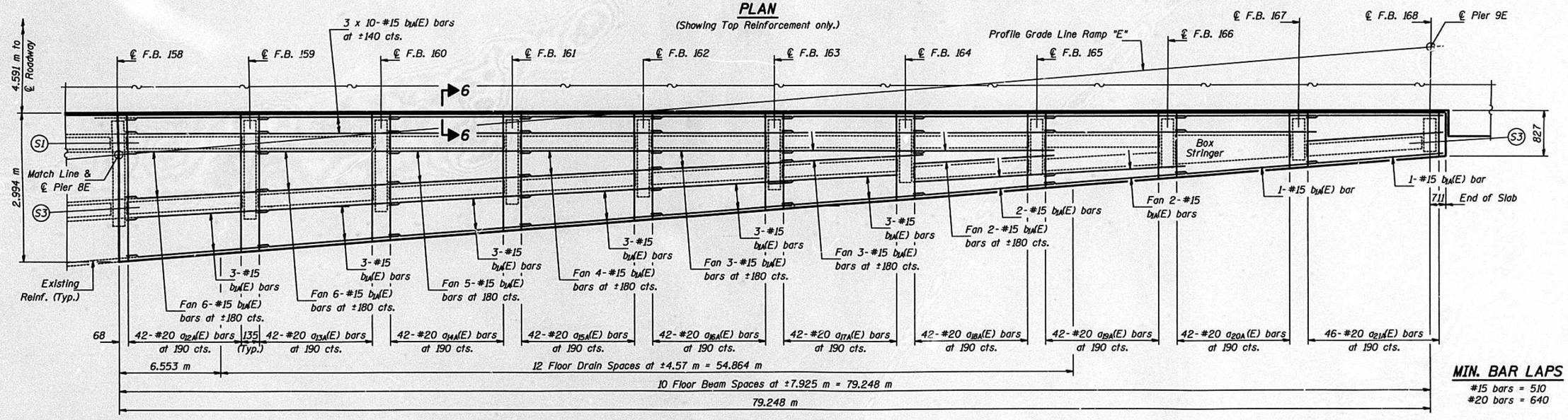
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



"X"

F.B.	"X"
161	9
162	8
163	8
164	7
165	6
166	4
167	3
168	2

PLAN
(Showing Top Reinforcement only.)



MIN. BAR LAPS
#15 bars = 510
#20 bars = 640

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 3 x 10-#15 etc. indicates 3 lines of bars with 10 lengths per line.
Existing reinforcement extending into new construction shall be cleaned, straightened and incorporated into the new construction. Cost included with "Concrete Superstructure".

PLAN
(Showing Bottom Reinforcement only).

Notes:
See Drawings A12 thru A15 for Superstructure Details and Bill of Material.
See Drawing A11 for Parapet Details & Detail "A".
See Drawing A12 for Section 6-6.
See Drawing A15 for Section 5-5.

SUPERSTRUCTURE - SPAN 10E
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

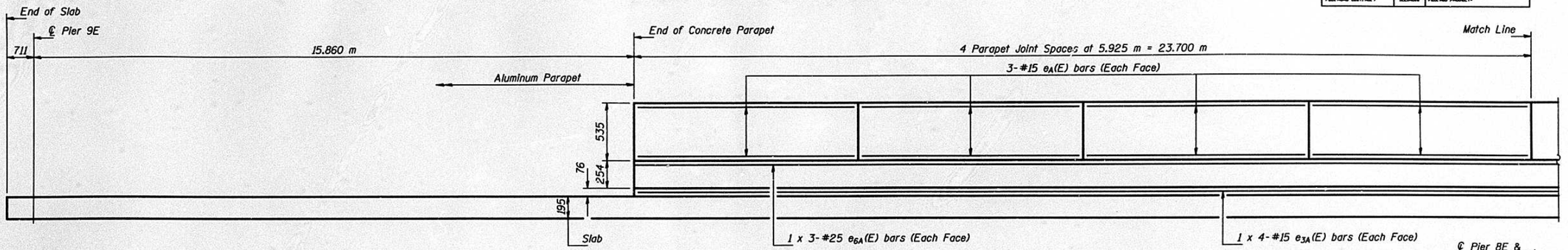
DWG. NO. A10

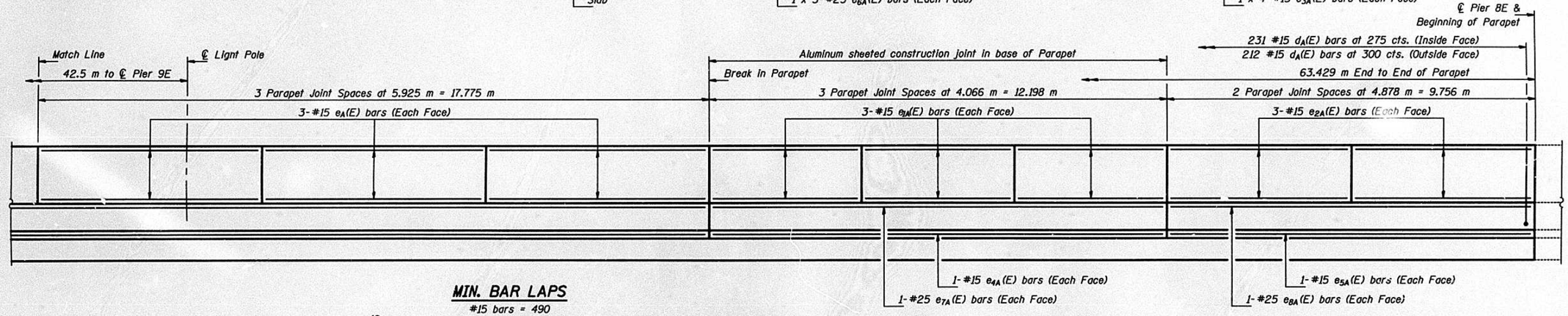
D C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	42
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

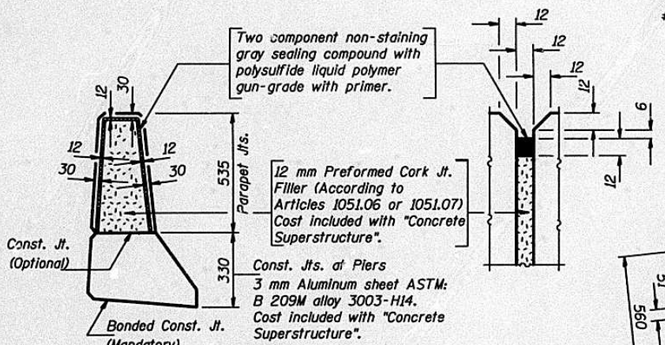
SHEET NO.
SHEETS





MIN. BAR LAPS

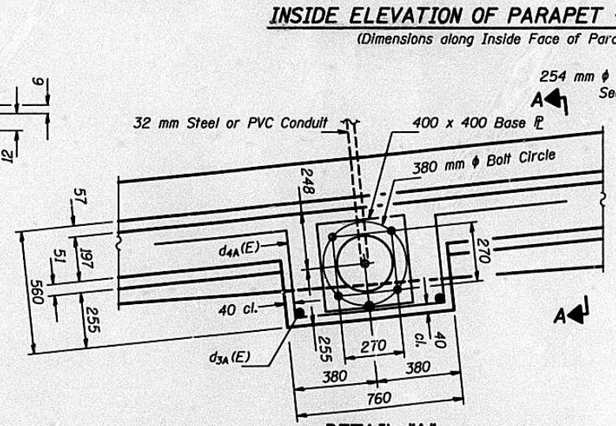
#15 bars = 490
#25 bars = 1.01 m



PARAPET JOINT DETAILS

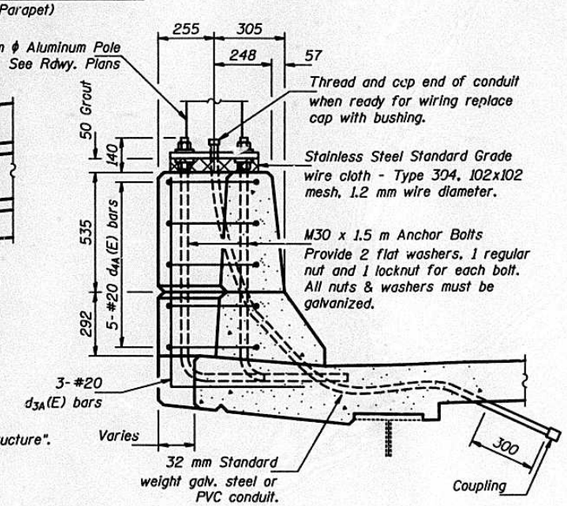
INSIDE ELEVATION OF PARAPET - SPAN 10E

(Dimensions along Inside Face of Parapet)

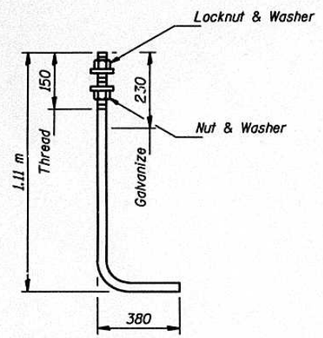


DETAIL "A"

Note: Cost of Anchor Bolts, nuts, washers, stainless steel wire cloth & conduit is included with "Concrete Superstructure".



SECTION A-A



M30 ANCHOR BOLT

Notes:
See Drawing A15 for Bar Details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1 x 4-#15 etc. indicates 1 line of bars with 4 lengths per line.

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

PARAPET DETAILS - SPAN 10E
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A11

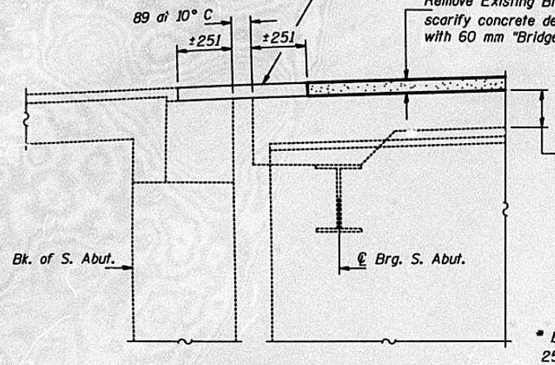
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

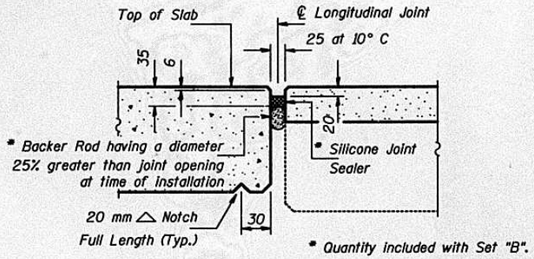
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	43
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

Existing 100 mm Neoprene Expansion Joint shall be removed and replaced. Removal cost included with "Neoprene Expansion Joint 100 mm".

Remove Existing Bituminous Surface, and scarify concrete deck 20 mm and replace with 60 mm "Bridge Deck Concrete Overlay Option".

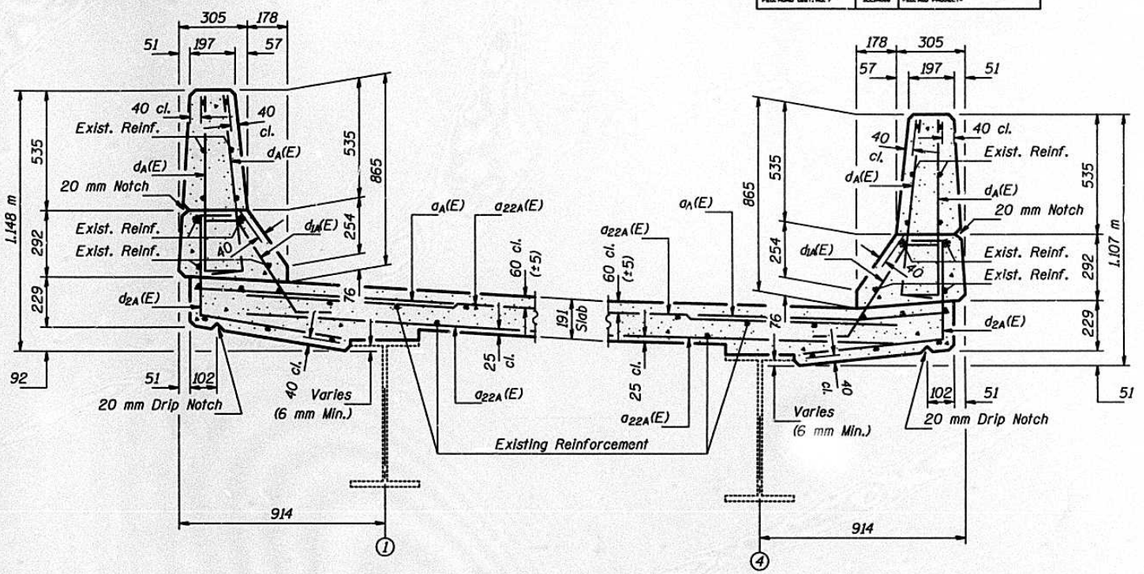


SECTION 1-1

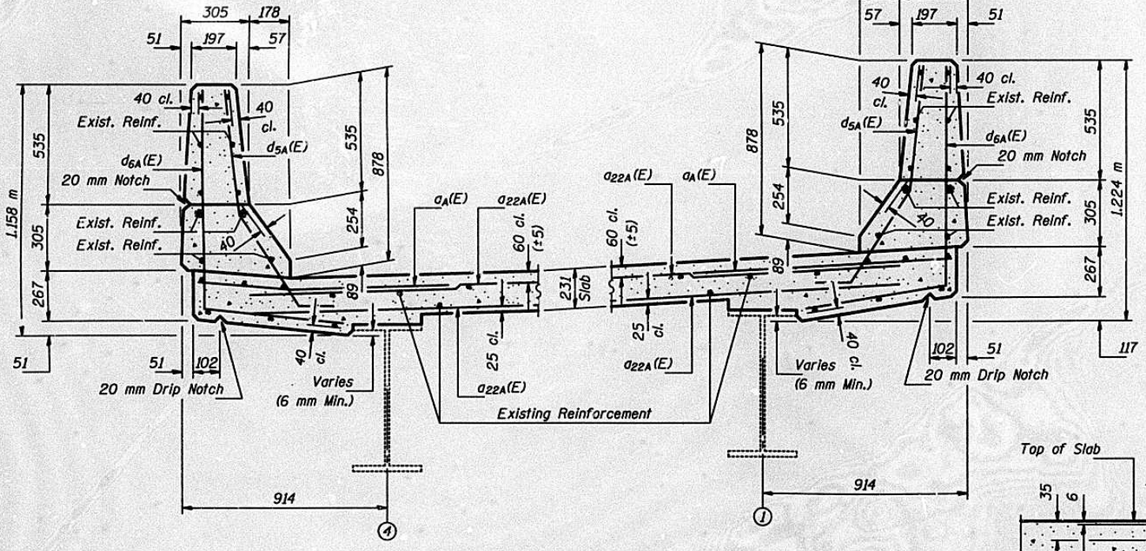


* Quantity included with Set "B".

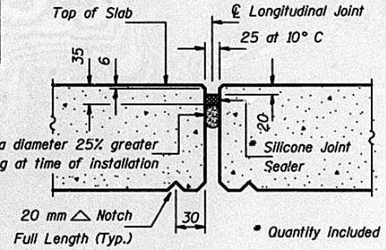
SECTION 3-3
(Looking East)



SECTION D-D
(Looking East - Span 6E)
(Showing new Reinforcement at Expansion Joint.)

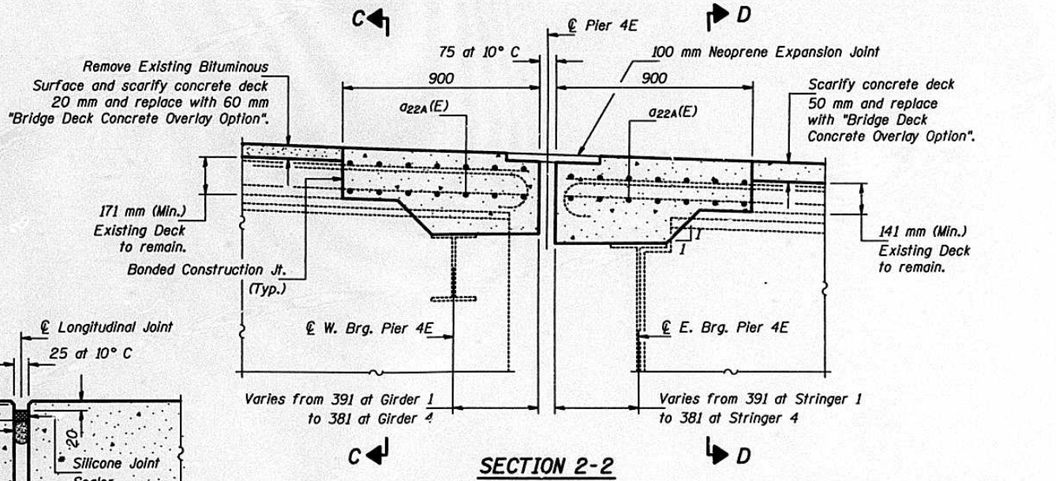


SECTION C-C
(Looking West - Span 5E)
(Showing new Reinforcement at Expansion Joint.)



* Quantity Included with Set "B".

SECTION 6-6
(Looking East)



SECTION 2-2

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

Notes:
See Drawing A15 for Bar Details and Bill of Material.
See Drawing A18 for Neoprene Expansion Joint Details.
Reinforcement bars designated (E) shall be epoxy coated.

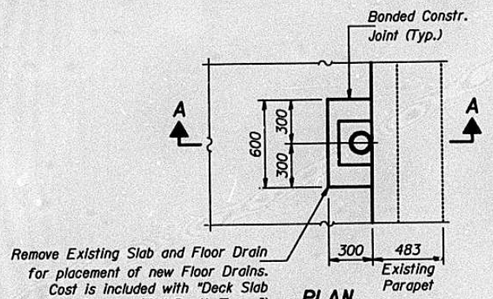
SUPERSTRUCTURE DETAILS
SPANS 3E THRU 9E
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A12

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

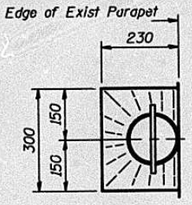
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	44
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS

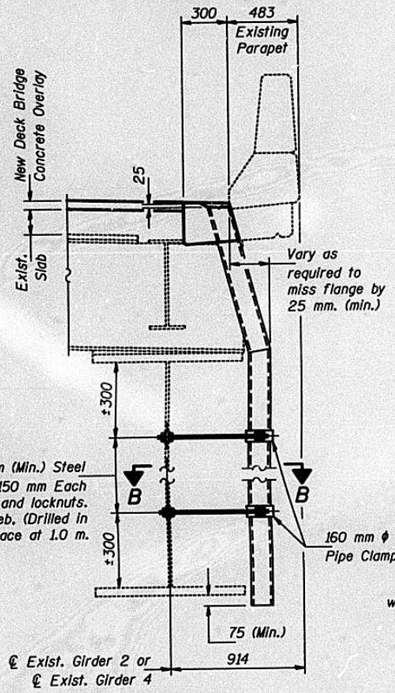


Remove Existing Slab and Floor Drain for placement of new Floor Drains. Cost is included with "Deck Slab Repairs (Full Depth Type I)

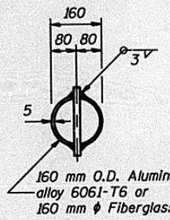
PLAN



TOP PLAN



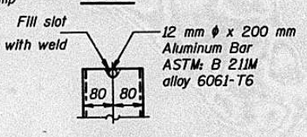
SECTION A-A



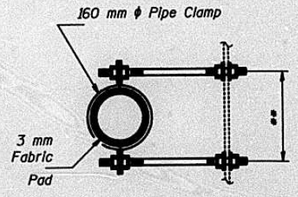
160 mm O.D. Aluminum Tube alloy 6061-T6 or 160 mm ϕ Fiberglass Pipe

TOP PLAN
(Showing Aluminum Tube)

FIBERGLASS PIPE



ALUMINUM TUBE



SECTION B-B

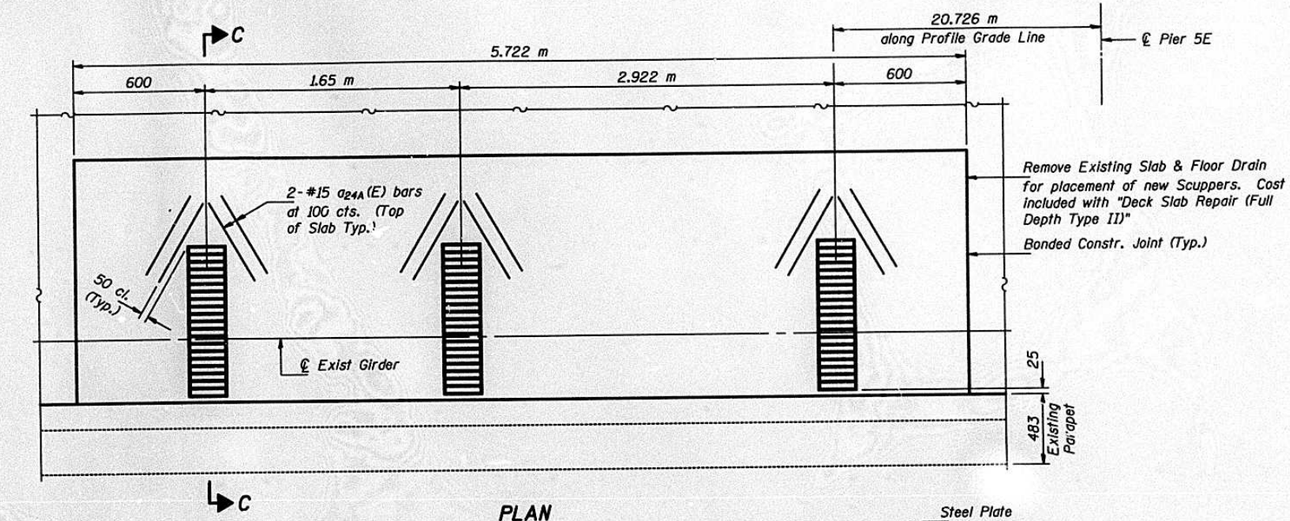
** Dimension as required by Pipe Clamp

Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drain shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.

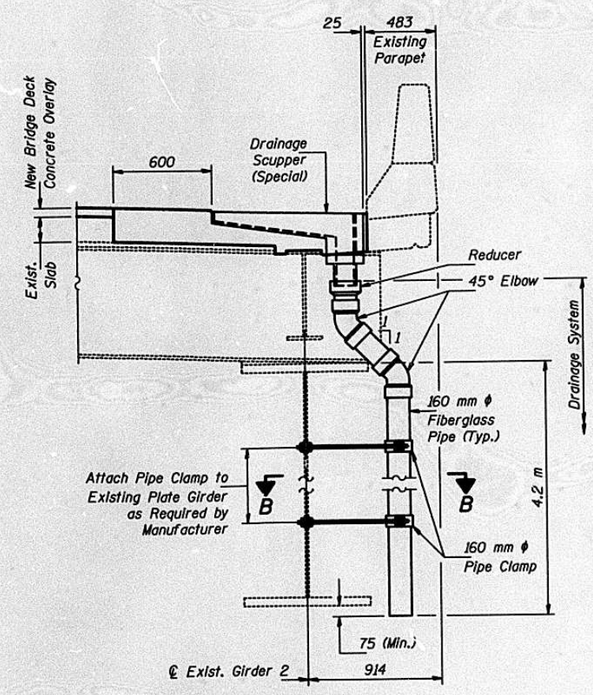
Fiberglass pipe shall conform to ASTM: D 2996, with short-time rupture strength hoop tensile stress of 200 MPa minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

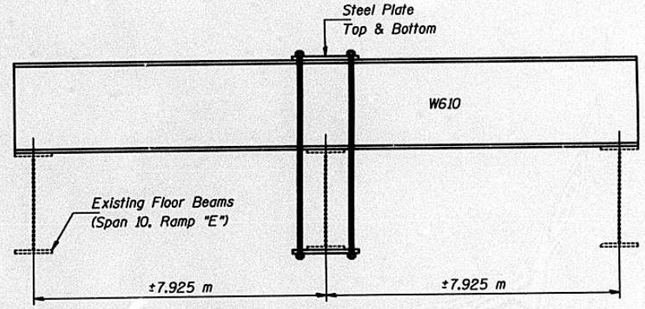
March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures



PLAN



SECTION C-C
See Drawing A22 for other Drainage System Details.



TEMPORARY FLOOR BEAM SUPPORT - (SPAN 10)

Notes: To be used while existing floor beams are being replaced on Deck Truss It is the responsibility of the Contractor to provide a design of the Temporary Floor Beam Support, subject to approval of the Engineer. Cost incidental to "Furnishing & Erecting Structural Steel".
Only one Floor Beam may be removed at a time.

Notes: See Drawings A6, A7, A8 & A10 for Floor Drains and Scupper locations.
See Drawings A12, A14 and A15 for Superstructure Details and Bill of Material.
See Drawing A11 for Parapet Details.
See Drawing A20 & A21 for Drainage Scupper (Special) Details.
Reinforcement bars designated (E) shall be epoxy coated.
Existing transverse reinforcement shall be bent to miss Floor Drains or Scuppers.
Longitudinal reinforcement may be cut to accomodate Floor Drains or Scuppers as required.
Existing reinforcement extending into new construction shall be cleaned, straightened and incorporated into the new construction. Cost included with "Concrete Superstructure".

SUPERSTRUCTURE DETAILS
SPANS 3E THRU 9E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

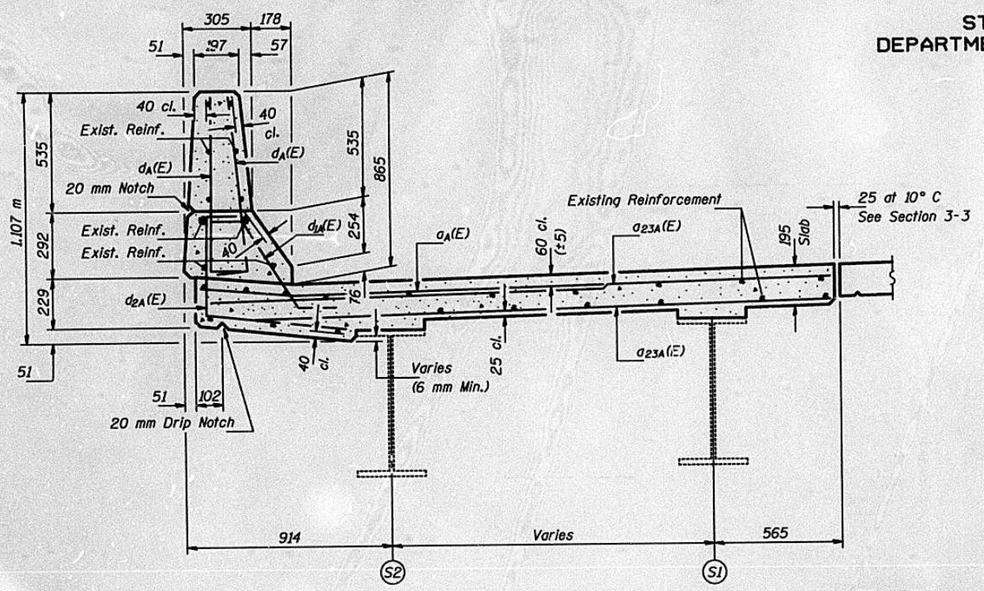
DWG. NO. A13

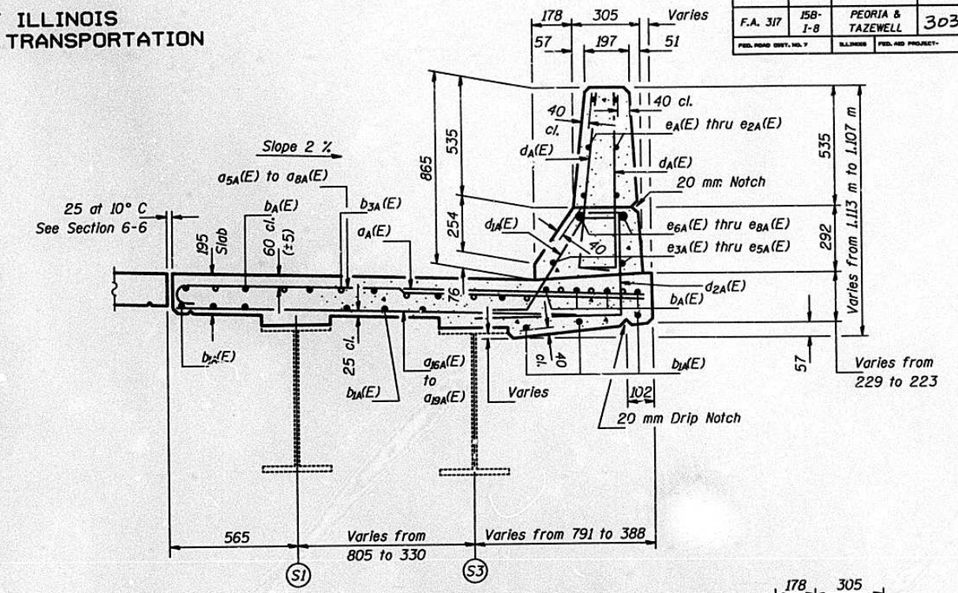
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

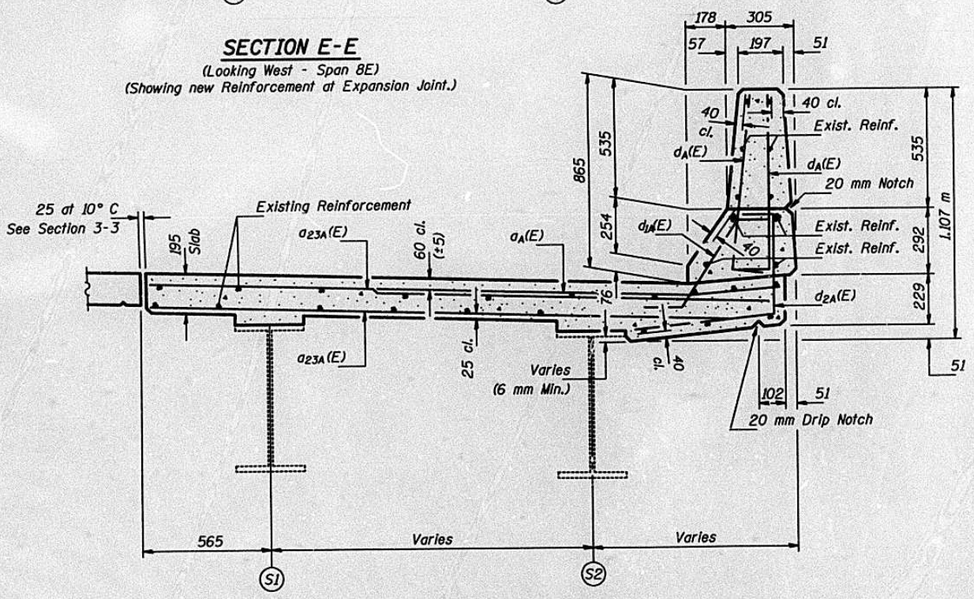
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	45
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS



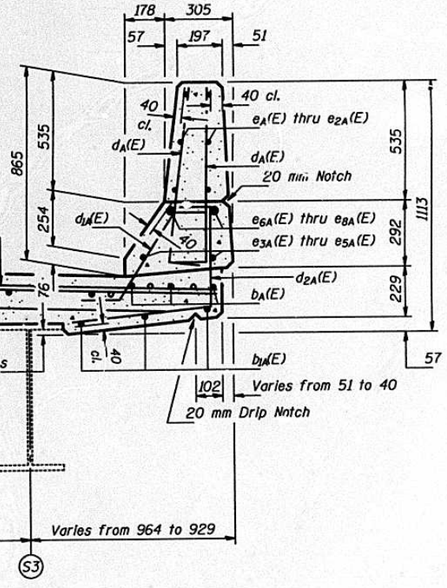


SECTION E-E
(Looking West - Span 8E)
(Showing new Reinforcement at Expansion Joint.)



SECTION F-F
(Looking East - Span 9E)
(Showing new Reinforcement at Expansion Joint.)

SECTION THRU SLAB
(Between Floor Beams 162 & 166)



SECTION THRU SLAB
(Between Floor Beams 158 & 161)

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

Notes: See Drawings A12, A13 and A15 for Superstructure Details and Bill of Material.
See Drawing A12 for Section 3-3 & 6-6.
Reinforcement bars designated (E) shall be epoxy coated.
Existing reinforcement extending into new construction shall be cleaned, straightened and incorporated into the new construction. Cost included with "Concrete Superstructure".

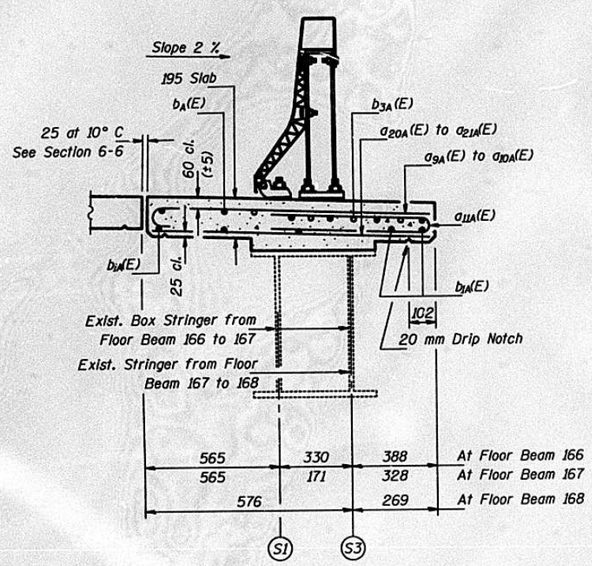
SUPERSTRUCTURE DETAILS
SPAN 8E - 10E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A14

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	46
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

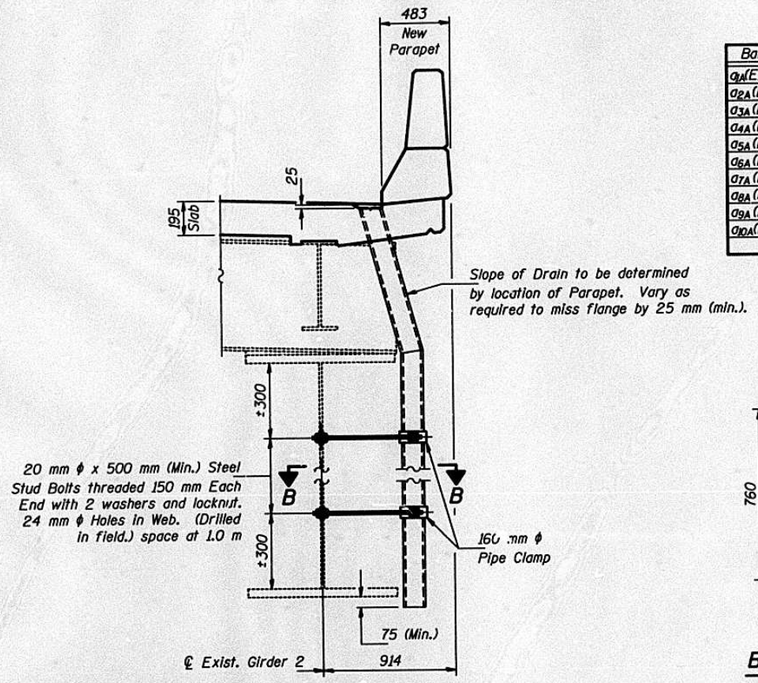
SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



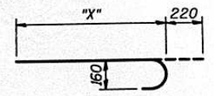
SECTION THRU SLAB
(Between Floor Beams 166 & 168)

Notes: See Drawings A12 thru A14 for Superstructure Details.
See Drawing A12 for Section 6-6.
See Drawing A13 for Section B-B.

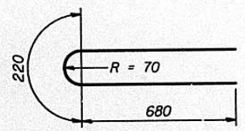


SECTION THRU PARAPET AT DRAINS
See Drawing A13 for Section B-B and other Drain Details.

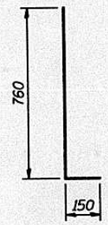
Bar	"X"
$a_{1A}(E)$	2.67 m
$a_{2A}(E)$	2.50 m
$a_{3A}(E)$	2.31 m
$a_{4A}(E)$	2.05 m
$a_{5A}(E)$	1.84 m
$a_{6A}(E)$	1.62 m
$a_{7A}(E)$	1.4 m
$a_{8A}(E)$	1.18 m
$a_{9A}(E)$	930
$a_{10A}(E)$	750



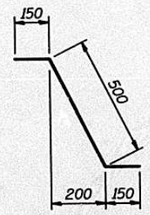
BARS $a_{1A}(E)$ THRU $a_{10A}(E)$



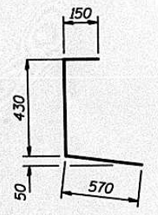
BAR $a_{11A}(E)$



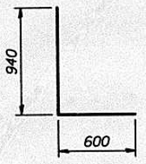
BAR $d_{A}(E)$



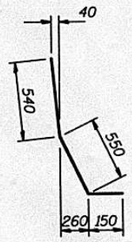
BAR $d_{1A}(E)$



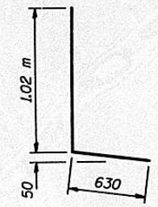
BAR $d_{2A}(E)$



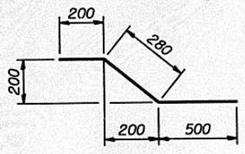
BAR $d_{3A}(E)$



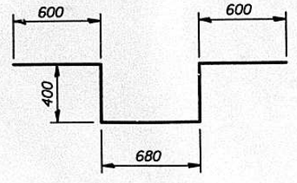
BAR $d_{5A}(E)$



BAR $d_{6A}(E)$



BAR $x_{A}(E)$

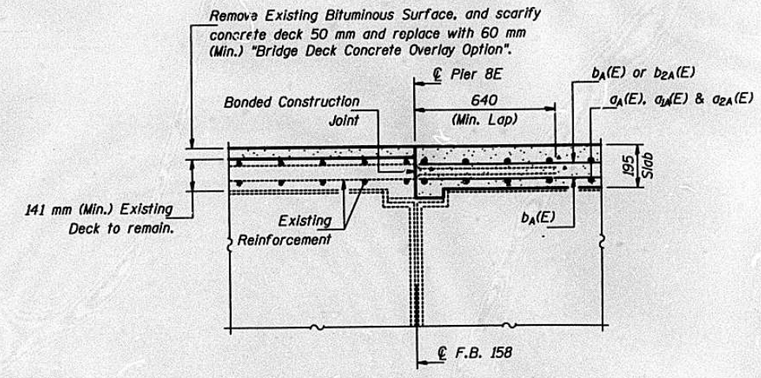


BAR $d_{4A}(E)$

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
$a_{1A}(E)$	184	#20	1.20	
$a_{1A}(E)$	42	#20	2.89	
$a_{2A}(E)$	42	#20	2.72	
$a_{3A}(E)$	42	#20	2.53	
$a_{4A}(E)$	42	#20	2.27	
$a_{5A}(E)$	42	#20	2.06	
$a_{6A}(E)$	42	#20	1.84	
$a_{7A}(E)$	42	#20	1.62	
$a_{8A}(E)$	42	#20	1.40	
$a_{9A}(E)$	42	#20	1.15	
$a_{10A}(E)$	46	#20	0.97	
$a_{11A}(E)$	44	#15	1.58	
$a_{12A}(E)$	42	#20	2.67	
$a_{13A}(E)$	42	#20	2.50	
$a_{14A}(E)$	42	#20	2.31	
$a_{15A}(E)$	42	#20	2.05	
$a_{16A}(E)$	42	#20	1.84	
$a_{17A}(E)$	42	#20	1.62	
$a_{18A}(E)$	42	#20	1.40	
$a_{19A}(E)$	42	#20	1.18	
$a_{20A}(E)$	42	#20	0.93	
$a_{21A}(E)$	46	#20	0.75	
$a_{22A}(E)$	28	#20	8.24	
$a_{23A}(E)$	28	#20	3.90	
$a_{24A}(E)$	12	#15	0.60	
$b_{A}(E)$	76	#15	9.33	
$b_{1A}(E)$	83	#15	8.50	
$b_{2A}(E)$	22	#20	9.24	
$b_{3A}(E)$	41	#20	3.96	
$d_{A}(E)$	475	#15	0.91	L
$d_{1A}(E)$	247	#15	0.80	
$d_{2A}(E)$	228	#15	1.15	
$d_{3A}(E)$	3	#20	1.54	
$d_{4A}(E)$	5	#20	2.68	
$d_{5A}(E)$	8	#15	1.24	
$d_{6A}(E)$	8	#15	1.65	
$e_{A}(E)$	42	#15	5.84	
$e_{1A}(E)$	18	#15	3.98	
$e_{2A}(E)$	12	#15	4.79	
$e_{3A}(E)$	8	#15	10.72	
$e_{4A}(E)$	2	#15	12.11	
$e_{5A}(E)$	2	#15	9.67	
$e_{6A}(E)$	6	#25	14.50	
$e_{7A}(E)$	2	#25	12.11	
$e_{8A}(E)$	2	#25	9.67	
$x_{A}(E)$	32	#20	0.98	
Reinforcement Bars, Epoxy Coated		kg	11,080	
Concrete Superstructure		m^3	58.9	

Reinforcement bars designated (E) shall be epoxy coated.



SECTION 5-5

DESIGNED	F. Allen Smith
CHECKED	Steve Nagangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Raj J. Kaspar ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

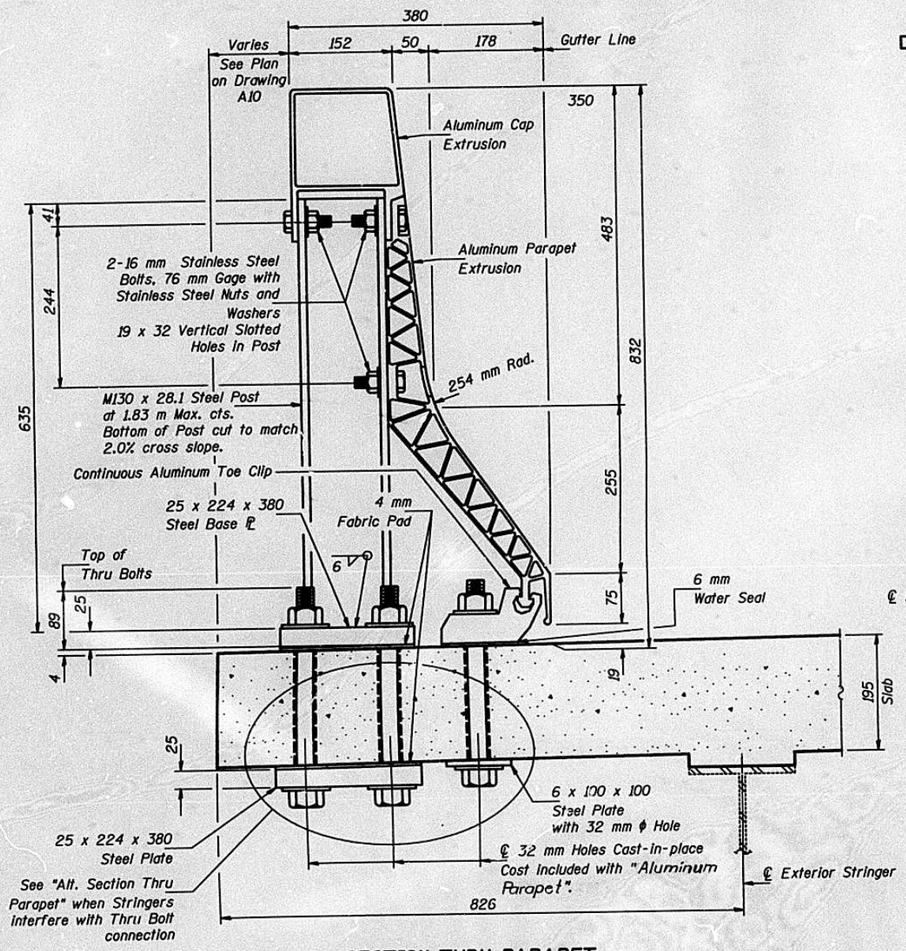
SUPERSTRUCTURE DETAILS
SPAN 10E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

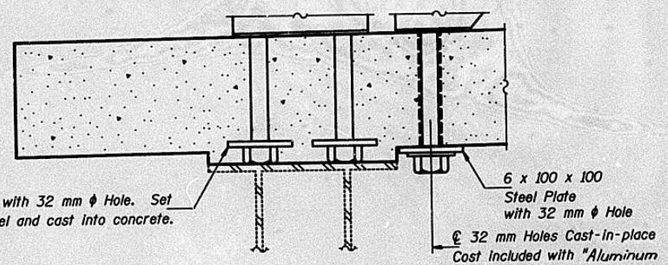
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	47
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



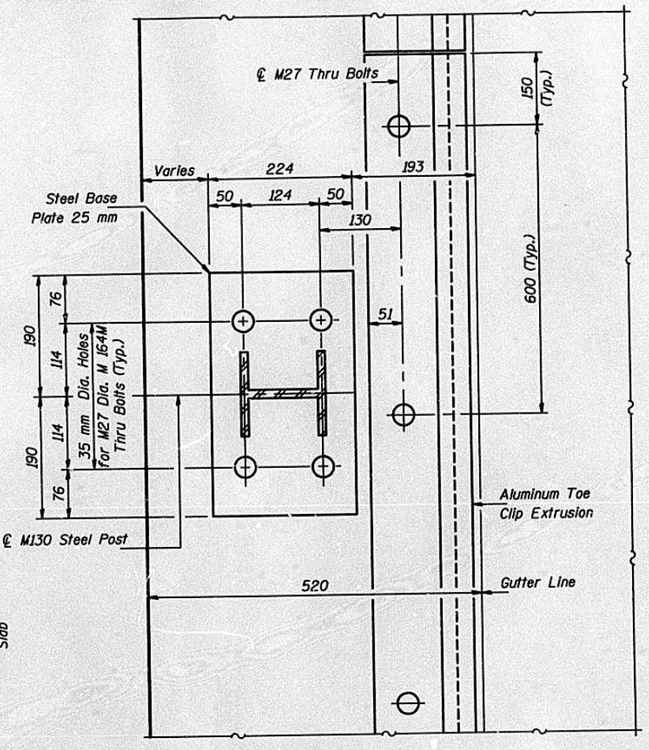
SECTION THRU PARAPET

(Locate Post & Thru Bolts to miss Floor Beams.)

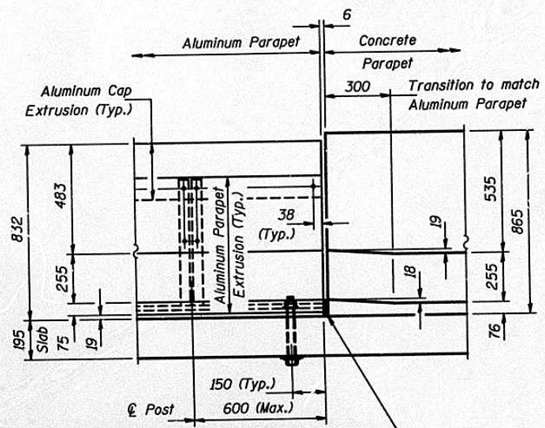


ALT. SECTION THRU PARAPET

(For information not shown see Section Thru Parapet.)

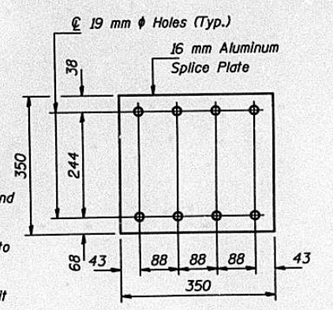


PARAPET ANCHORAGE PLAN

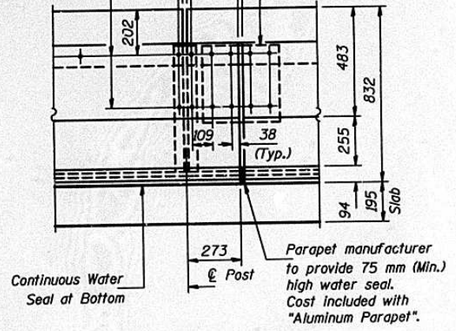


Parapet manufacturer to provide 75 mm (Min.) high water seal. Cost included with "Aluminum Parapet".

ELEVATION - ALUMINUM PARAPET AT CONCRETE PARAPET - SPAN 10



ALUMINUM SPLICE PLATE



ELEVATION - PARAPET SPLICE DETAIL

Notes:

The 6 mm Water Seal shall be as recommended by the Manufacturer and approved by the Engineer.

Maximum total weight of Aluminum Parapet shall not exceed 111 kg/m.

All post, steel plates, steel base plates, and fill plates shall conform to the requirements of AASHTO M-270M, Grade 345.

Parapet shall be according to Section 509 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per meter for "Aluminum Parapet".

All portions of steel (except stainless steel) in contact with aluminum shall receive two coats of asphalt paint conforming to Section 1060.07.

All stainless steel hardware for parapet shall conform to Section 1006.31.

All posts, steel plates, steel base plates, and fill plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385.

Thru Bolt material shall conform to the requirements of AASHTO M 164M.

Washer material for thru bolts shall be stainless steel.

Thru Bolts and nuts shall be hot dip galvanized according to AASHTO M 232 and ASTM A 153.

The unit price per meter for "Aluminum Parapet" shall include caps, parapet extrusions, toe clips, posts, plates, base plates, splice and sliding plates, relief joint plates, bolts, nuts, washers, fabric pads, water seal, sleeves and thru bolts along with complete installation.

Aluminum Alloy Cap, Parapet, and Toe Clip Extrusions shall conform to ASTM B 211M, Alloy 6061-T6, except for aluminum splice plates, aluminum sliding plates, aluminum plates and aluminum relief joint plates which shall conform to ASTM B 209M, Alloy 6061-T6.

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Ralph E. Anderson
Engineer of Bridges and Structures

ALUMINUM PARAPET DETAILS
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A16

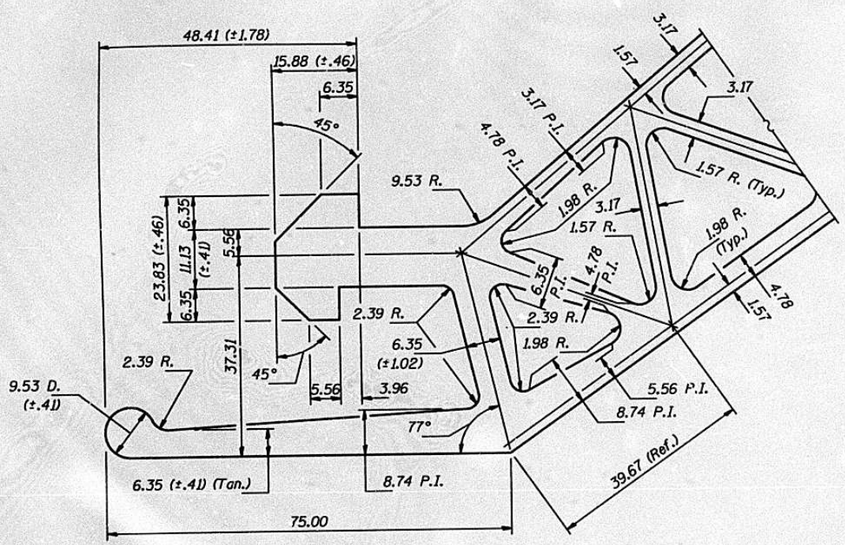
D C B A 0 A B C D

TAMERAN

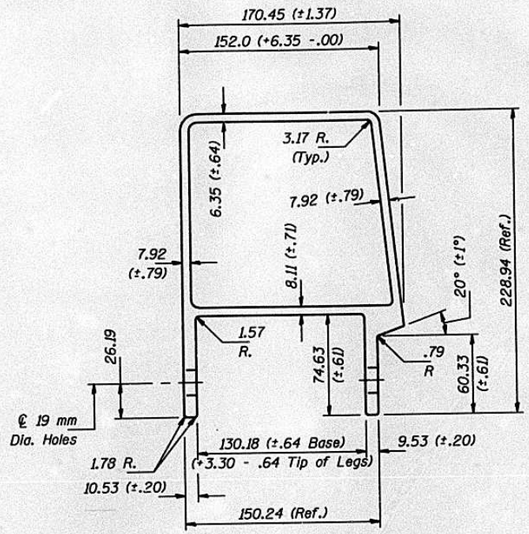
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	48
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

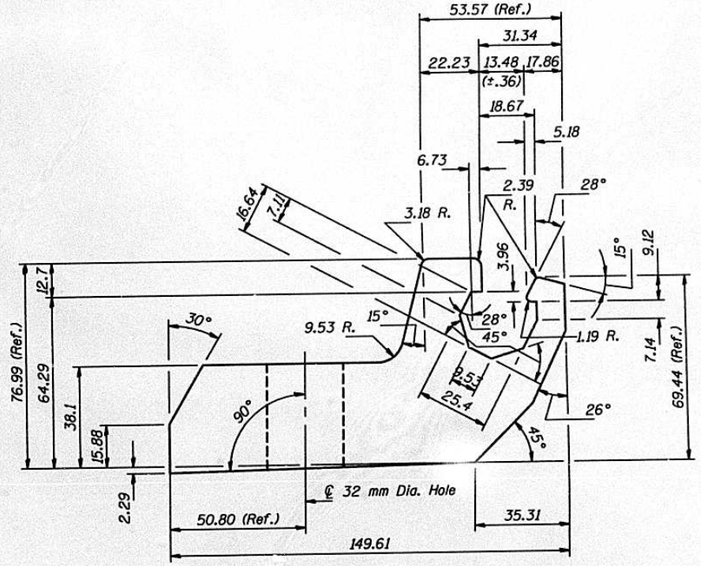
SHEET NO.
SHEETS



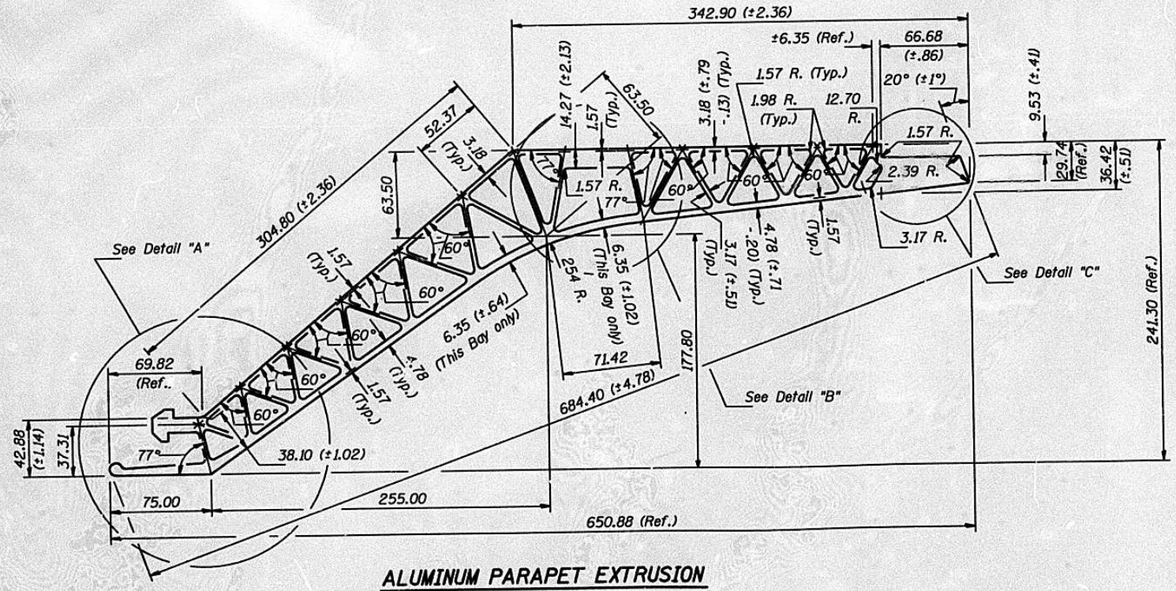
DETAIL "A"



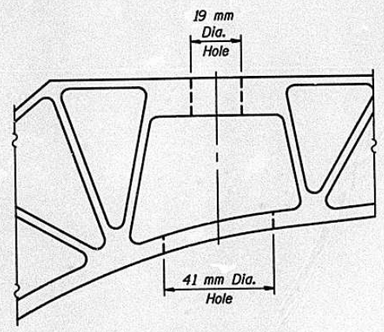
ALUMINUM CAP EXTRUSION



ALUMINUM TOE CLIP EXTRUSION



ALUMINUM PARAPET EXTRUSION



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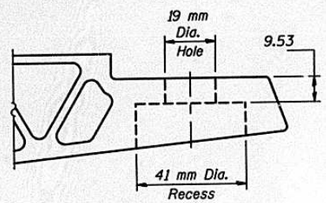


DETAIL "C"

Notes:
Radii shown are in millimeters.

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schaeller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Raji O. Kapur
ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

ALUMINUM PARAPET DETAILS
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A17

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	44
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Joint Size	"C" at 10 °C	"D" at 10 °C
50	50	40 Min.
65	65	45 Min.
100	75	65 Min.

INSTALLATION NOTES

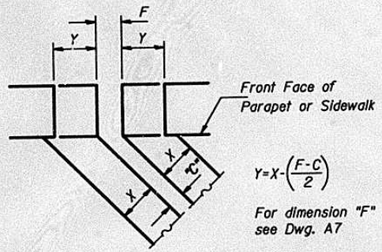
1. Install continuous seal in roadway, parapet, curb, and sidewalk.
2. Install anchor blocks as indicated.

NOTE A: Maximum spacing of anchor bolts shall be 300 centers.

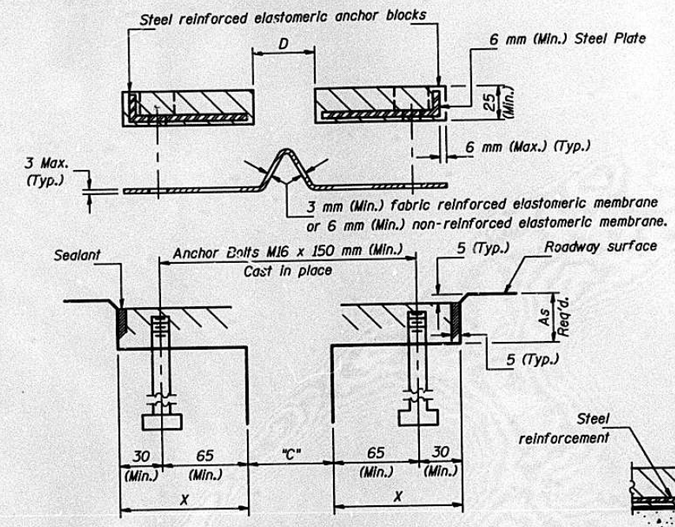
SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.

For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 40 mm from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±300 cts.



FORMING BLOCKOUT SKETCH



CROSS SECTION

GENERAL NOTES

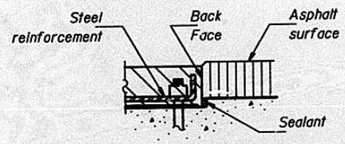
Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.

The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

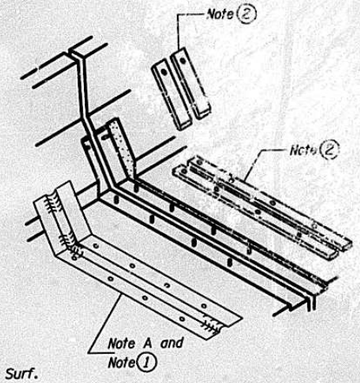
The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 10 °C.

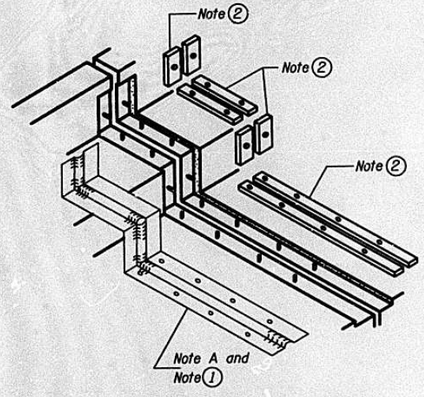
The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.



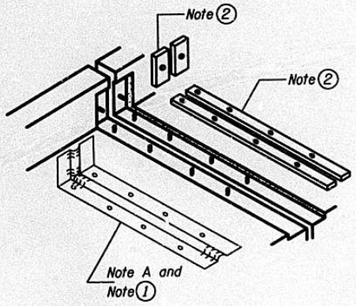
ANCHOR BLOCK WITH ASPHALT SURFACE



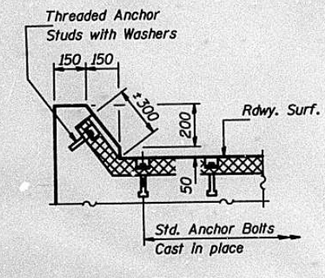
AT PARAPET



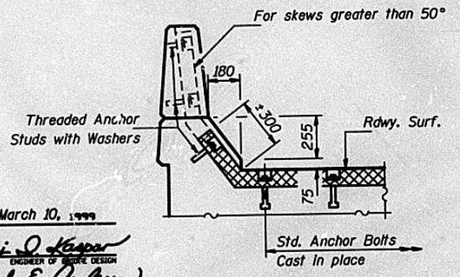
AT SIDEWALK OR MEDIAN



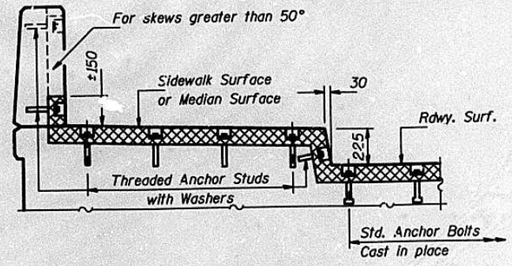
AT WALL



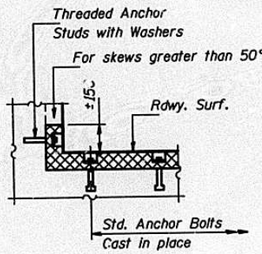
AT CURB



AT PARAPET



AT SIDEWALK OR MEDIAN



AT WALL

TYPICAL END TREATMENTS

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Ralph E. Anderson, Engineer of Bridges and Structures

EJ-CS (M) 4-30-97

CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS
For 50, 65 and 100 Movement

EXPANSION JOINT DETAILS
PIER 4E
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A18

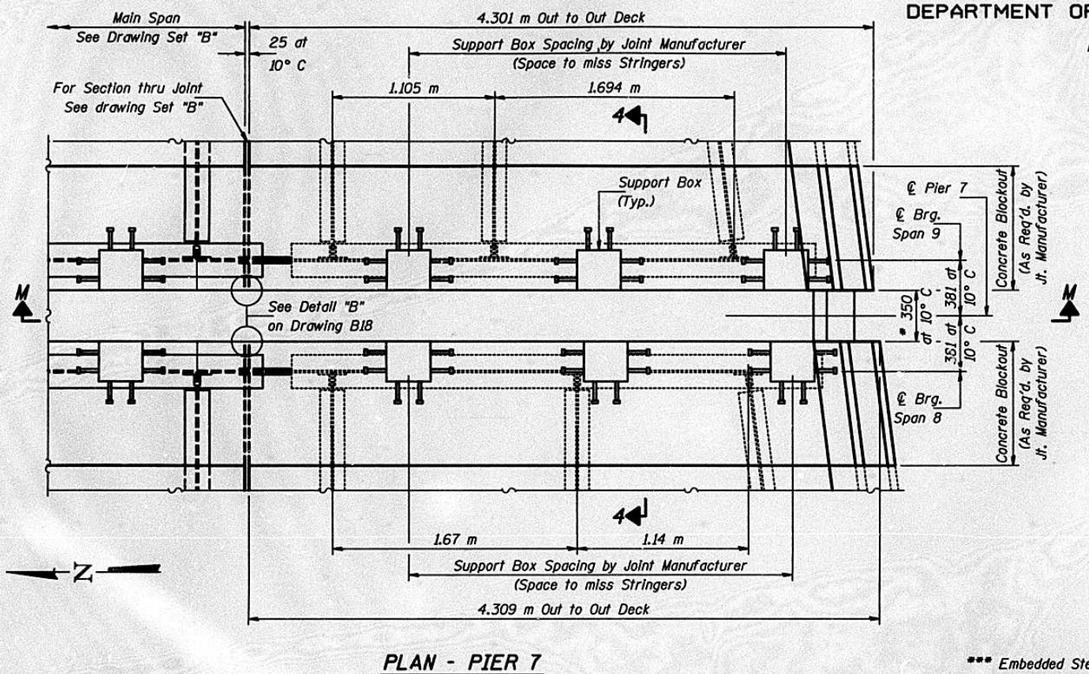
D D C C B B A A 0 A A B B C C

TAMERAN

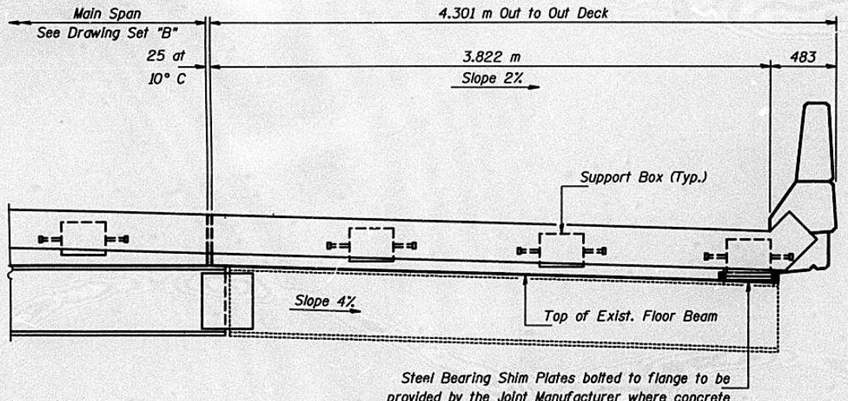
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	50
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



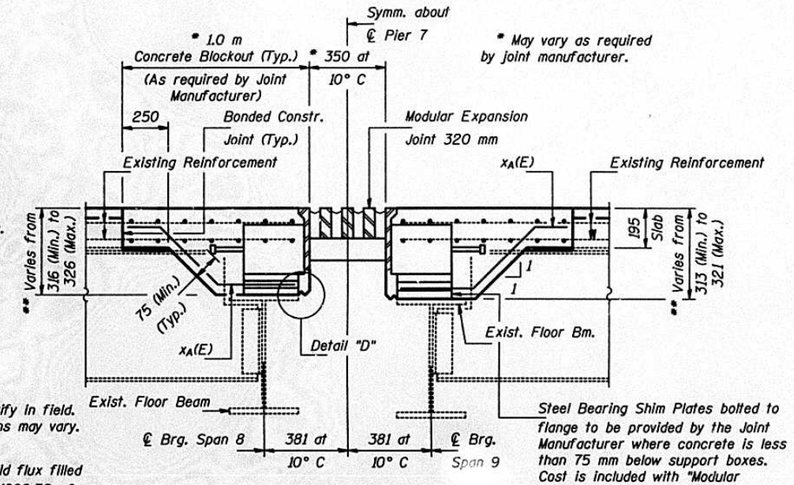
PLAN - PIER 7



SECTION M-M
(Looking East)

Notes:

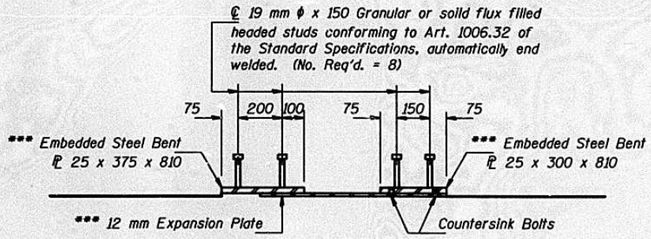
1. Modular Expansion Joint shall be designed according to the latest ASTM Specifications for MS18 Loading with impact and for minimum movement of ±150 mm (Total of 300 mm).
2. The Modular Expansion Joint shall be either Wabo "D-1200" by Watson Bowman Acme Corp. or Maurer "D-321" by the D.S. Brown Co.
3. Joint shall be fabricated and installed according to the manufacturer's recommendations and as approved by the Engineer.
4. Joint shall be fabricated to conform to the Roadway Profile and Cross-Slopes.
5. Cost of all hardware and installation of Steel Bearing Shim plates and additional reinforcement required to anchor the joint to the slab shall be included with "Modular Expansion Joint 320 mm".
6. All steel shall be painted. The color of the final finish coat shall be Blue. Munsell Standard 10B 3/6.



** Verify in field. Dimensions may vary.

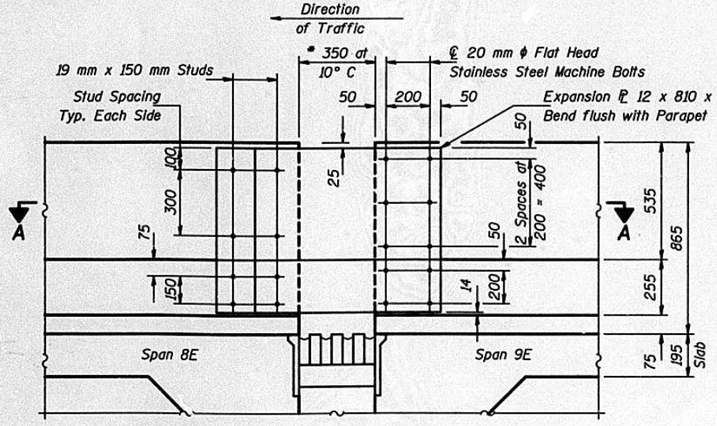
Steel Bearing Shim Plates bolted to flange to be provided by the Joint Manufacturer where concrete is less than 75 mm below support boxes. Cost is included with "Modular Expansion Joint 320 mm".

SECTION 4-4
(Looking North)
(Cut or bend reinforcement bars as required to miss support boxes by 25 mm.)



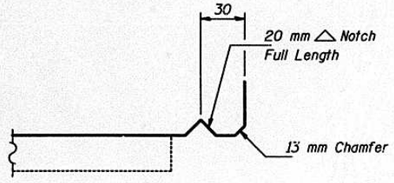
SECTION A-A

*** Expansion Plate and Embedded Plates shall be galvanized according to AASHTO M111.



ELEVATION - PARAPET SLIDING PLATE AT PIERS 7E

* Adjust as required by Joint Manufacturer.



DETAIL "D"

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

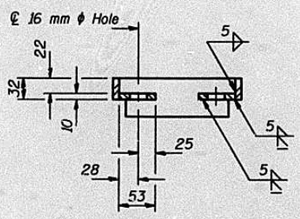
EXPANSION JOINT DETAILS
PIER 7
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A19

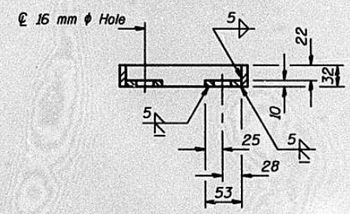
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

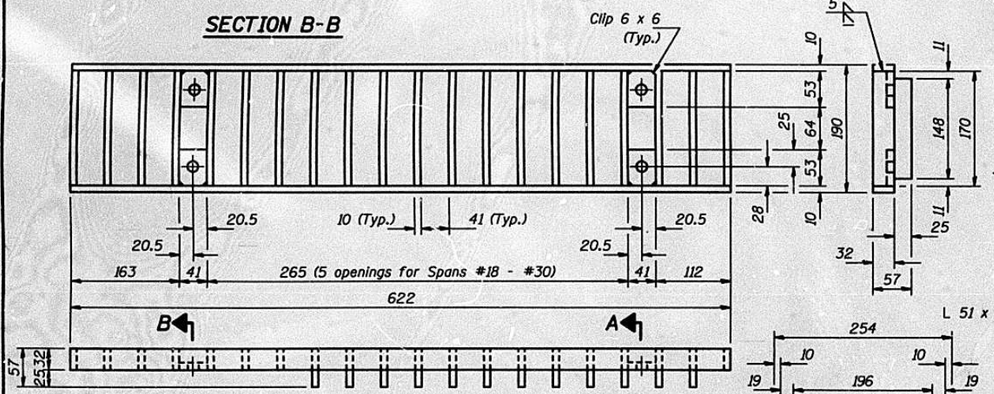
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	51
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



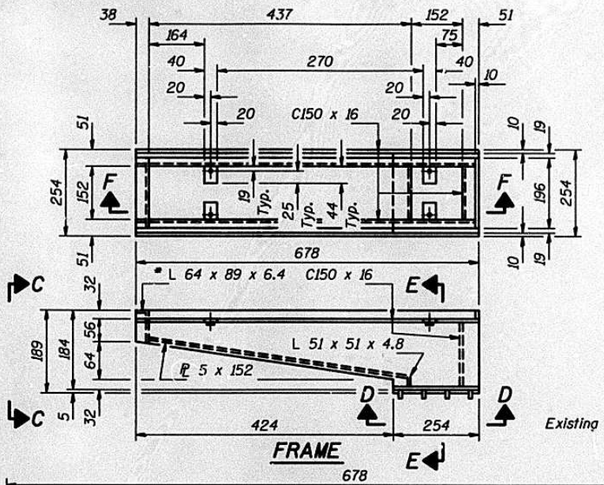
SECTION A-A

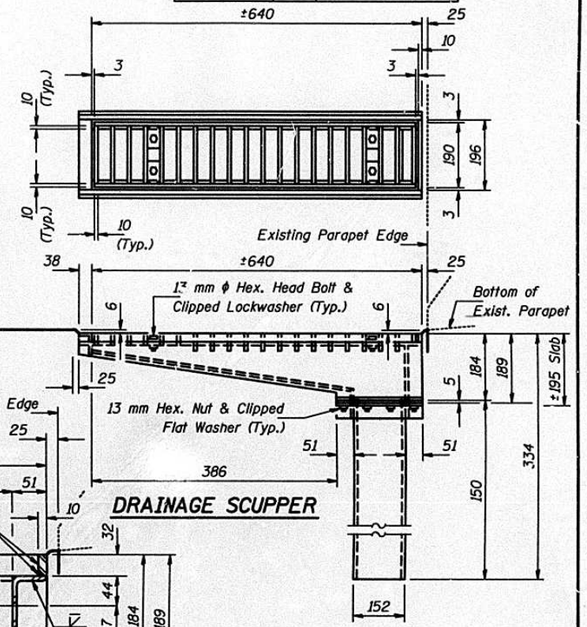


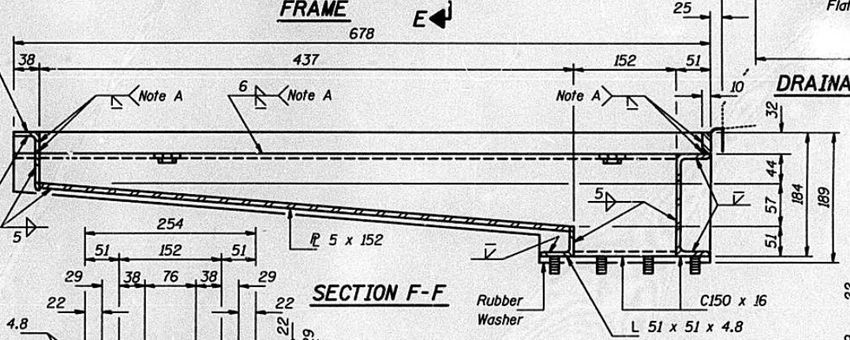
SECTION B-B



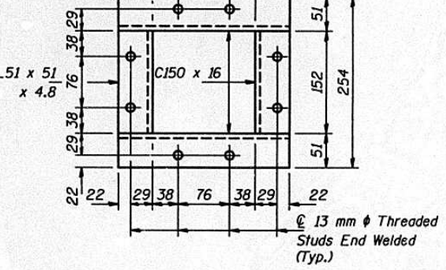
GRATE



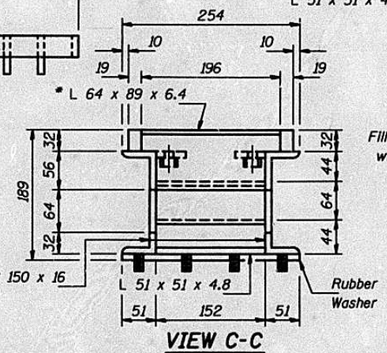




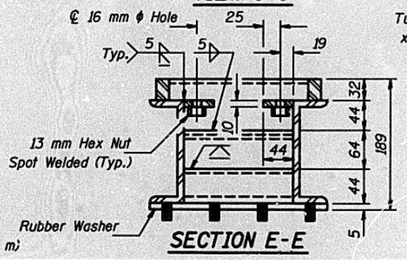
Note A:
Surface of welds shall be recessed 2 mm Max. or placed flush with inside face of bars to provide clearance for Grate.



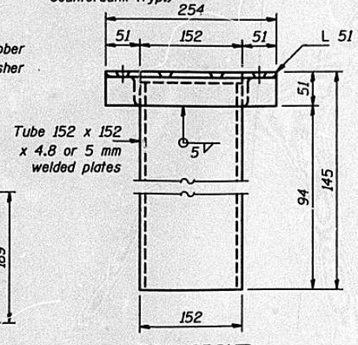
VIEW D-D



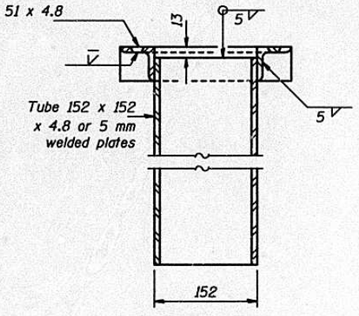
VIEW C-C



SECTION E-E



DOWNSPOUT



SECTION G-G

Notes:
Hollow structural steel tubing shall conform to the requirements of ASTM designation A500 Grade B, or A501 Structural Steel Tubing.
All other shapes, plates and bars shall conform to the requirements of AASHTO M270M - Grade 250.
Bolts, studs, washers and nuts shall conform to the requirements of ASTM A307.
The Grate, Frame and Downspout shall be galvanized after shop fabrication according to AASHTO M111 & ASTM A385.
All bolts, washers and nuts shall be galvanized according to AASHTO M232.
Cost of the Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPERS (SPECIAL)."

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

(W.T. to inside of exterior stringer flange shall not be > 1.2 m)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper (Special)	Each	3

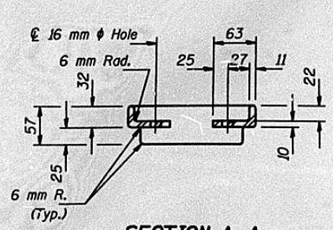
(Sheet 1 of 2)

STEEL DRAINAGE SCUPPER (SPECIAL)
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

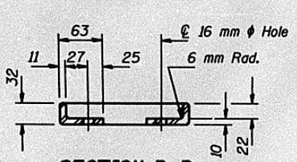
DWG. NO. A20

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

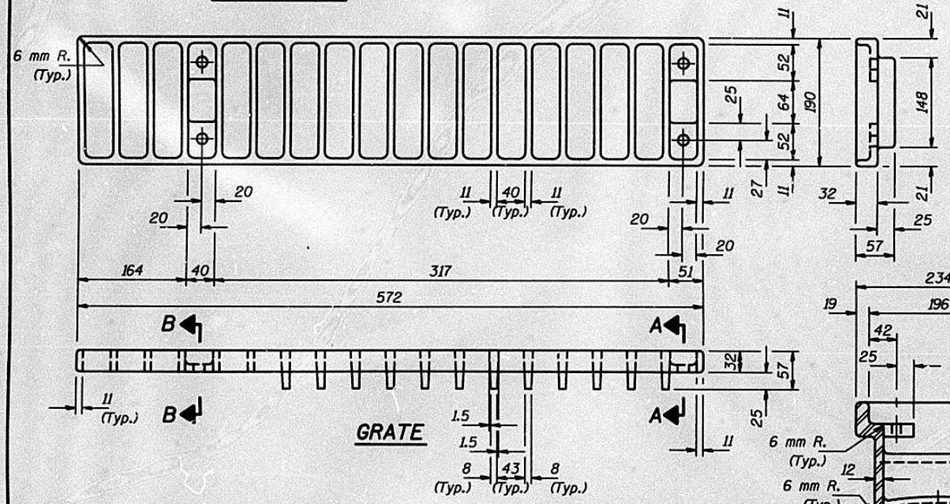
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	52
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

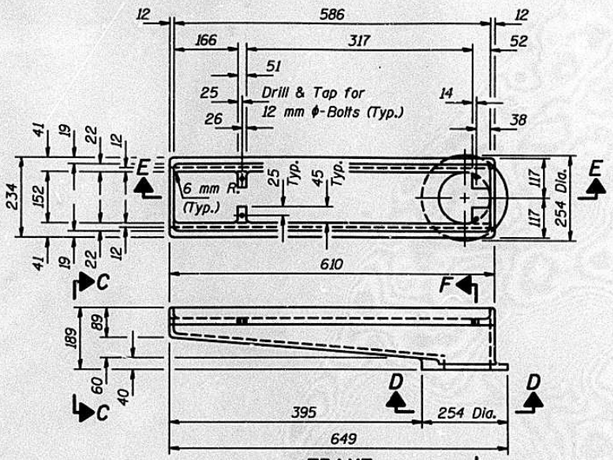


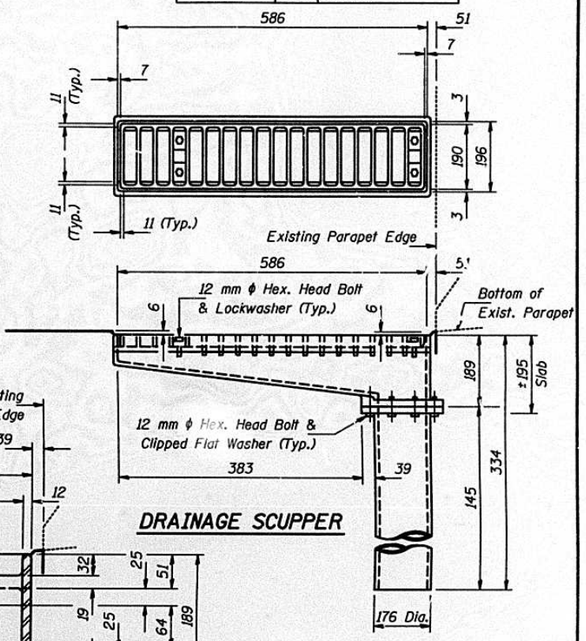
SECTION A-A

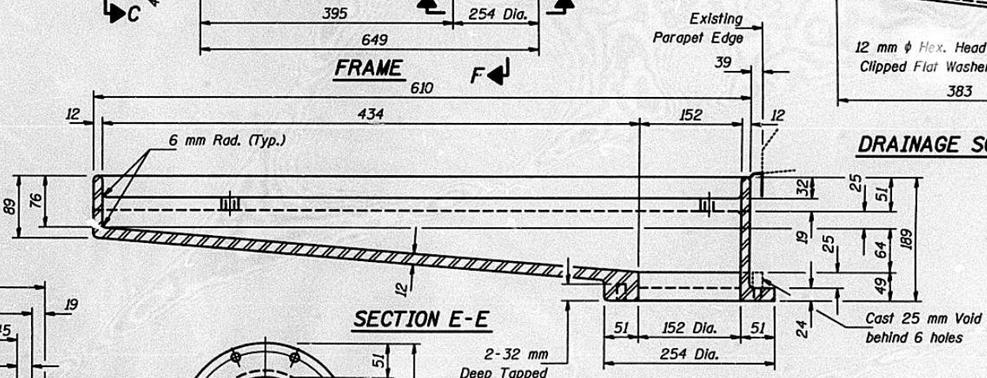


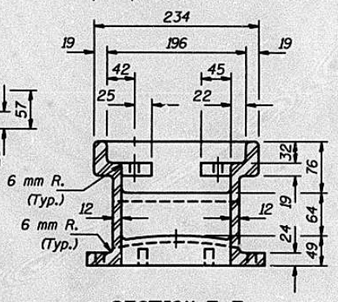
SECTION B-B

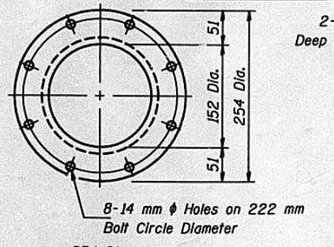


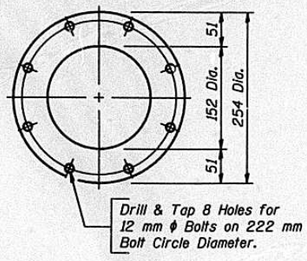


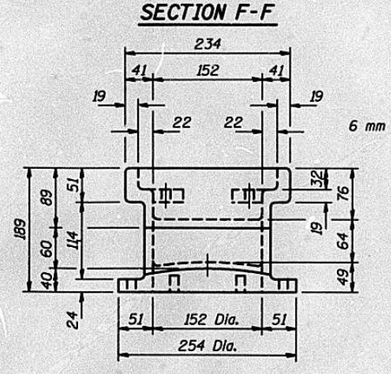


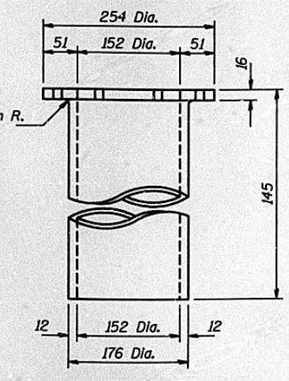












Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 30.
Bolts and washers shall conform to the requirements of ASTM A307.
All bolts and washers shall be galvanized according to AASHTO M232.
As an alternate bolts and washers may be stainless steel conforming to the requirements of ASTM A193M, Type 304.
Cost of the Grate, Frame, Downspout, bolts and washers including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPERS (SPECIAL)".
The Contractor may use at his option steel drainage scuppers or cast iron drainage scuppers.

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

(W.T. to inside of exterior stringer flange shall not be > 1.2 m)

(Sheet 2 of 2)

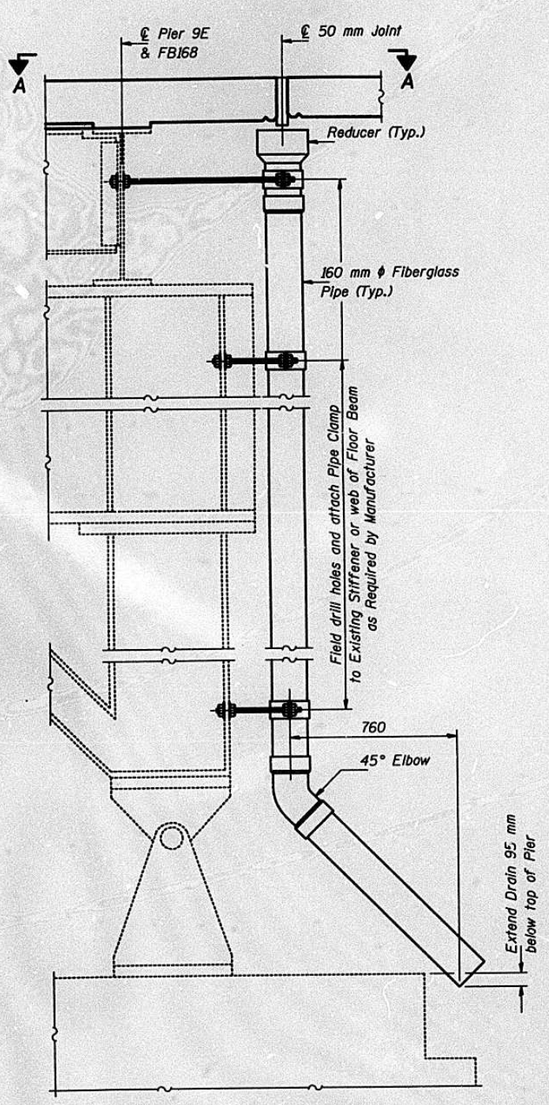
ALTERNATE - CAST IRON DRAINAGE SCUPPER (SPECIAL)
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A21

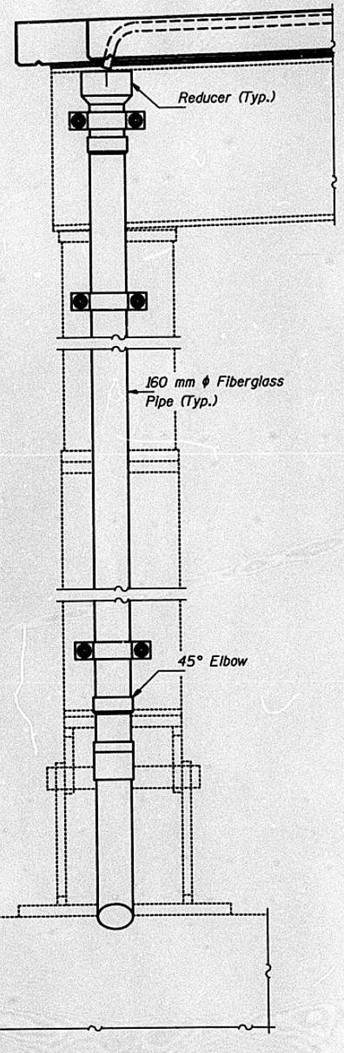
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	53
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

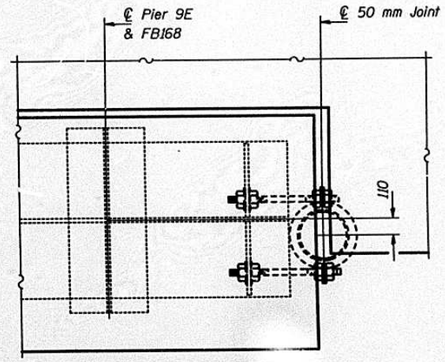
SHEET NO.
SHEETS



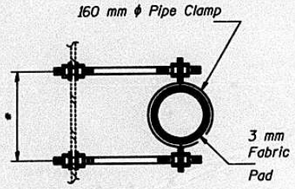
END VIEW



ELEVATION - PIER 9E



VIEW A-A



PIPE CLAMP DETAIL

* Dimension as required by Pipe Clamp.

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System	L. Sum	*

* Included in Set "B".

DESIGNED	F. Allen Smith
CHECKED	Steve Negangard
DRAWN	John F. Schneller Jr.
CHECKED	F.A.S. S.P.N.

March 10, 1999
EXAMINED Raj. D. Kapur ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

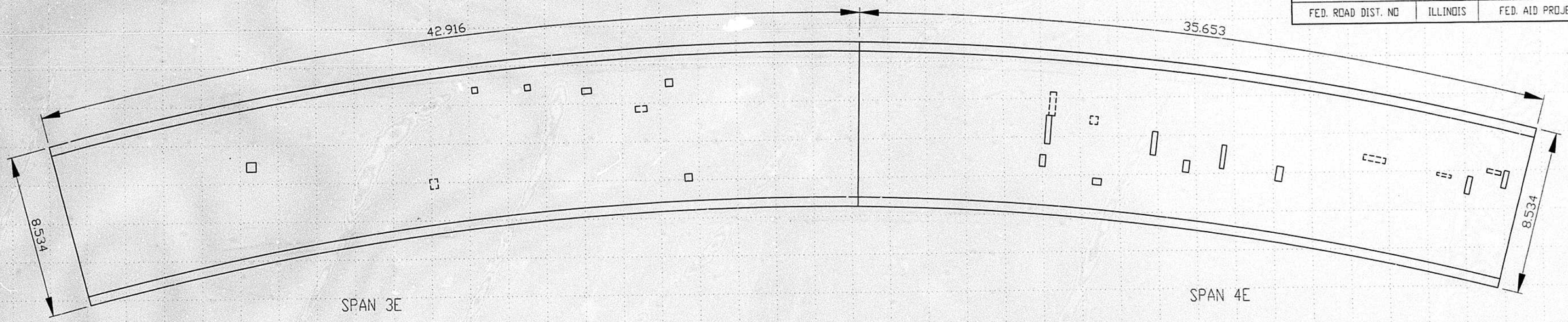
Notes:
The exterior surfaces of the pipe shall be painted with finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drain shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM: D2996, with short-time rupture strength hoop tensile stress of 200 MPa minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.
For more Drainage System Details see Drawing A13.

DRAINAGE SYSTEM
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. A22

D C B A 0 A B C

F.A.	SECTION	COUNTY	SHEETS	NO
317	15B-I-8	PEORIA & TAZEWELL	303	54
STA.		TO STA.		
FED. ROAD DIST. NO		ILLINOIS	FED. AID PROJECT	



RECOMMENDED REPAIR AREAS

TRAFFIC FLOW →

SECTION - 1

Sh. 1 of 6

LEGEND

RECOMMENDED REPAIR AREAS	
PARTIAL DEPTH	◌
FULL DEPTH TYPE I	○
FULL DEPTH TYPE II	●

0.00 2.00 4.00

SCALE: 1 = 100

% OF DECK INVESTIGATED	
IR	100%
GPR	48%

OVERLAY	ASPHALT

INSPECTED BY:	CHECKED BY:
RJG	CGM
DRAWN BY:	CHECKED BY:
JCR	WRB

	ft^2	m^2	%
TOTAL AREA INVESTIGATED	29,455.507	2736.505	
DEBOND	15.866	1.474	0.05%
DELAMINATION			
PARTIAL DEPTH	96.778	8.991	0.32%
FULL DEPTH TYPE I	175.010	16.259	0.60%
FULL DEPTH TYPE II	108.576	10.087	0.37%
FULL DEPTH TOTALS	283.586	26.346	0.97%
TOTAL SUBSURFACE DELAMINATION	380.364	35.337	1.29%

INFRARED DIAGNOSTICS, INC.
17408 EMILY WAY CT.
ST. LOUIS, MO. 63005

PROJECT: 1961-9

IR/VISUAL INVESTIGATION: 6/98
GPR/CORE INVESTIGATION: 7/98

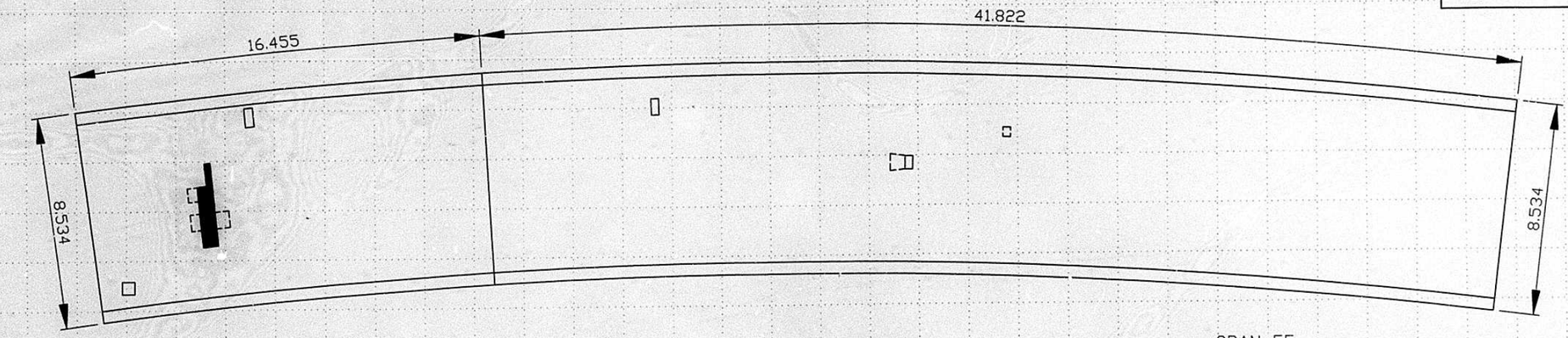
ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A. ROUTE 49
McCLUGAGE BRIDGE
OVER ILLINOIS RIVER
SPANS 3E-9E

S.N. 090-0070
DECK PATCHING
RECOMMENDED REPAIR AREAS

DWG. NO. A23

F.A.	SECTION	COUNTY	SHEETS	NO
317	15B-I-8	PEORIA & TAZEWELL	303	55
STA.		TO STA.		
FED. ROAD DIST. NO		ILLINOIS	FED. AID PROJECT	



RECOMMENDED REPAIR AREAS

TRAFFIC FLOW ⟶

SECTION - 2

Sh. 2 of 6

LEGEND

RECOMMENDED REPAIR AREAS	
PARTIAL DEPTH	◌
FULL DEPTH TYPE I	○
FULL DEPTH TYPE II	●

0.00 2.00 4.00

SCALE: 1 = 100

% OF DECK INVESTIGATED	
IR	100%
GPR	48%

OVERLAY	ASPHALT

INSPECTED BY:	CHECKED BY:
RJG	CGM
DRAWN BY:	CHECKED BY:
JCR	WRB

	ft^2	m^2	%
TOTAL AREA INVESTIGATED	29,455.507	2736.505	
DEPOND	15.866	1.474	0.05%
DELAMINATION			
PARTIAL DEPTH	96.778	8.991	0.32%
FULL DEPTH TYPE I	175.010	16.259	0.60%
FULL DEPTH TYPE II	108.576	10.087	0.37%
FULL DEPTH TOTALS	283.586	26.346	0.97%
TOTAL SUBSURFACE DELAMINATION	380.364	35.337	1.29%

INFRARED DIAGNOSTICS, INC.
17408 EMILY WAY CT.
ST. LOUIS, MO. 63005

PROJECT: 1961-9

IR/VISUAL INVESTIGATION: 6/98
GPR/CORE INVESTIGATION: 7/98

ILLINOIS DEPARTMENT OF TRANSPORTATION

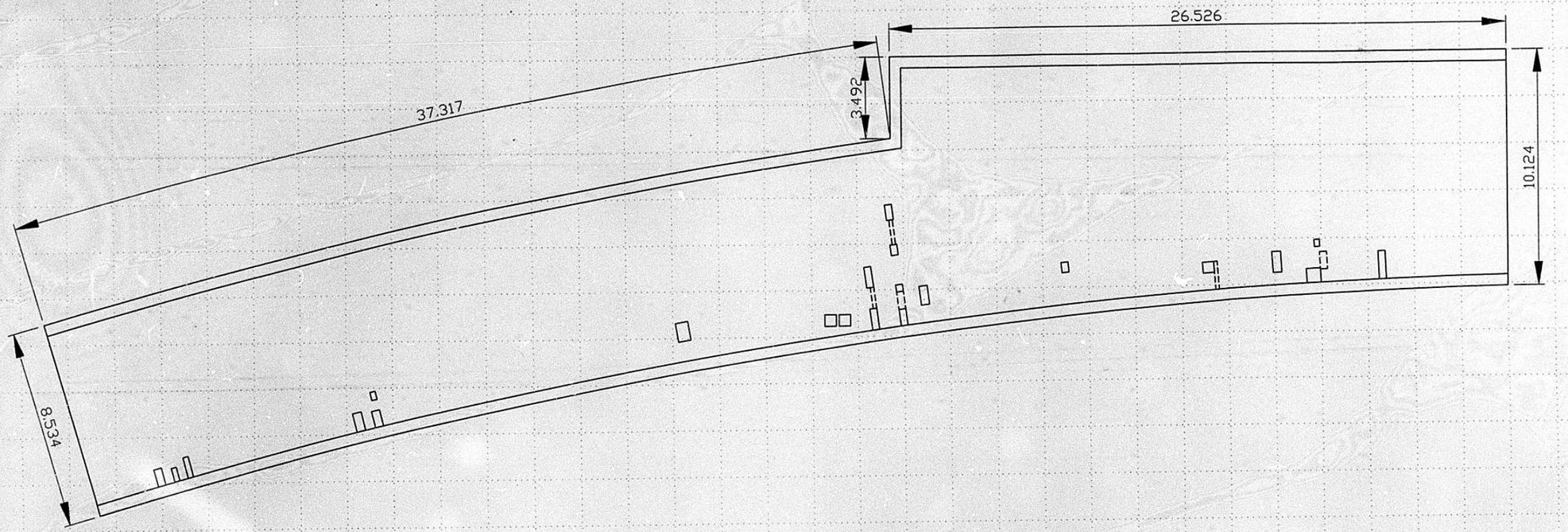
F.A. ROUTE 49
McCLUGAGE BRIDGE
OVER ILLINOIS RIVER
SPANS 3E-9E

S.N. 090-0070

DECK PATCHING
RECOMMENDED REPAIR AREAS

DWG. NO. A24

F.A.	SECTION	COUNTY	SHEETS	NO
317	158-I-8	PEORIA & TAZEWELL	303	56
STA.		TO STA.		
FED. ROAD DIST. NO		ILLINOIS	FED. AID PROJECT	



SPAN 6E

RECOMMENDED REPAIR AREAS

TRAFFIC FLOW →

SECTION - 3

Sh. 3 of 6

LEGEND

RECOMMENDED REPAIR AREAS	
PARTIAL DEPTH	⬭
FULL DEPTH TYPE I	◯
FULL DEPTH TYPE II	●

0.00 2.00 4.00

SCALE: 1 = 100

% OF DECK INVESTIGATED	
IR	100%
GPR	48%

OVERLAY	ASPHALT

INSPECTED BY: RJG	CHECKED BY: CGM
DRAWN BY: JCR	CHECKED BY: WRB

	ft²	m²	%
TOTAL AREA INVESTIGATED	29,455.507	2736.505	
DEBOND	15.866	1.474	0.05%
DELAMINATION			
PARTIAL DEPTH	96.778	8.991	0.32%
FULL DEPTH TYPE I	175.010	16.259	0.60%
FULL DEPTH TYPE II	108.576	10.087	0.37%
FULL DEPTH TOTALS	283.586	26.346	0.97%
TOTAL SUBSURFACE DELAMINATION	380.364	35.337	1.29%

INFRARED DIAGNOSTICS, INC.
17408 EMILY WAY CT.
ST. LOUIS, MO. 63005

PROJECT: 1961-9

IR/VISUAL INVESTIGATION: 6/98
GPR/CORE INVESTIGATION: 7/98

ILLINOIS DEPARTMENT OF TRANSPORTATION

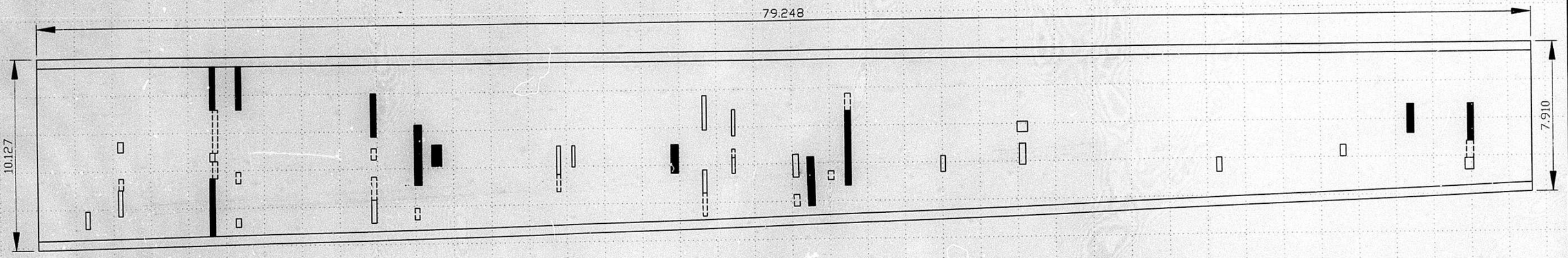
F.A. ROUTE 49
McCLUGAGE BRIDGE
OVER ILLINOIS RIVER
SPANS 3E-9E

S.N. 090-0070

DECK PATCHING
RECOMMENDED REPAIR AREAS

DWG. NO. A25

317	15B-I-8	PEORIA & TAZEWELL	303	57
STA.		TO STA.		
FED. ROAD DIST. NO		ILLINOIS	FED. AID PROJECT	



SPAN 7E

RECOMMENDED REPAIR AREAS

TRAFFIC FLOW →

SECTION - 4

LEGEND

RECOMMENDED REPAIR AREAS	
PARTIAL DEPTH	⬭
FULL DEPTH TYPE I	◯
FULL DEPTH TYPE II	●

0.00 2.00 4.00

SCALE: 1 = 100

% OF DECK INVESTIGATED	
IR	100%
GPR	48%

OVERLAY	ASPHALT

INSPECTED BY: RJG	CHECKED BY: CGM
DRAWN BY: JCR	CHECKED BY: WRB

	ft^2	m^2	%
TOTAL AREA INVESTIGATED	29,455.507	2736.505	
DEBOND	15.866	1.474	0.05%
DELAMINATION			
PARTIAL DEPTH	96.778	8.991	0.32%
FULL DEPTH TYPE I	175.010	16.259	0.60%
FULL DEPTH TYPE II	108.576	10.087	0.37%
FULL DEPTH TOTALS	283.586	26.346	0.97%
TOTAL SUBSURFACE DELAMINATION	380.364	35.337	1.29%

INFRARED DIAGNOSTICS, INC.
17408 EMILY WAY CT.
ST. LOUIS, MO. 63005

PROJECT: 1961-9

IR/VISUAL INVESTIGATION: 6/98
GPR/CORE INVESTIGATION: 7/98

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A. ROUTE 49
McCLUGAGE BRIDGE
OVER ILLINOIS RIVER
SPANS 3E-9E

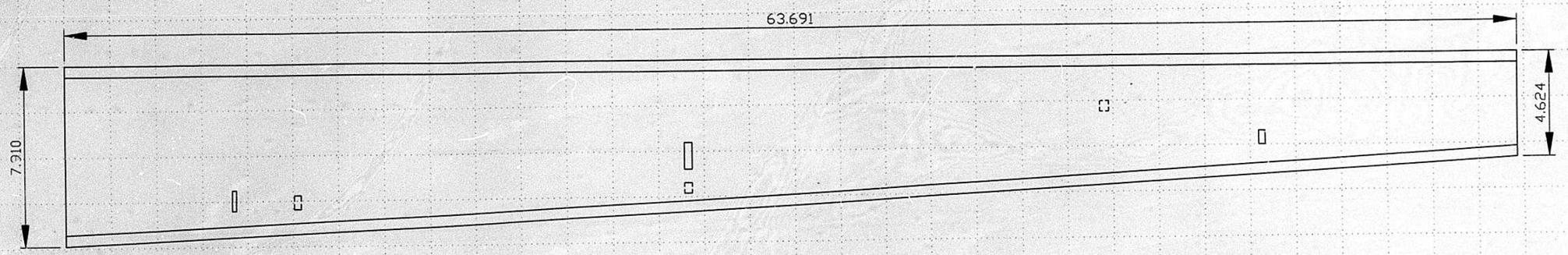
S.N. 090-0070

DECK PATCHING
RECOMMENDED REPAIR AREAS

DWG. NO. A26

317	15B-I-8	PEORIA & TAZEWELL	303	58
STA.		TO STA.		
FED. ROAD DIST. NO		ILLINOIS	FED. AID PROJECT	

SPAN 8E



RECOMMENDED REPAIR AREAS

TRAFFIC FLOW →

SECTION - 5

LEGEND

RECOMMENDED REPAIR AREAS	
PARTIAL DEPTH	⬭
FULL DEPTH TYPE I	⬭
FULL DEPTH TYPE II	⬭

0.00 2.00 4.00

SCALE: 1 = 100

% OF DECK INVESTIGATED	
IR	100%
GPR	48%

OVERLAY	ASPHALT

INSPECTED BY: RJG	CHECKED BY: CGM
DRAWN BY: JCR	CHECKED BY: WRB

	ft^2	m^2	%
TOTAL AREA INVESTIGATED	29,455.507	2736.505	
DEBOND	15.866	1.474	0.05%
DELAMINATION			
PARTIAL DEPTH	96.778	8.991	0.32%
FULL DEPTH TYPE I	175.010	16.259	0.60%
FULL DEPTH TYPE II	108.576	10.087	0.37%
FULL DEPTH TOTALS	283.586	26.346	0.97%
TOTAL SUBSURFACE DELAMINATION	380.364	35.337	1.29%

INFRARED DIAGNOSTICS, INC.
17408 EMILY WAY CT.
ST. LOUIS, MO. 63005

PROJECT: 1961-9

IR/VISUAL INVESTIGATION: 6/98
GPR/CORE INVESTIGATION: 7/98

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A. ROUTE 49
McCLUGAGE BRIDGE
OVER ILLINOIS RIVER
SPANS 3E-9E

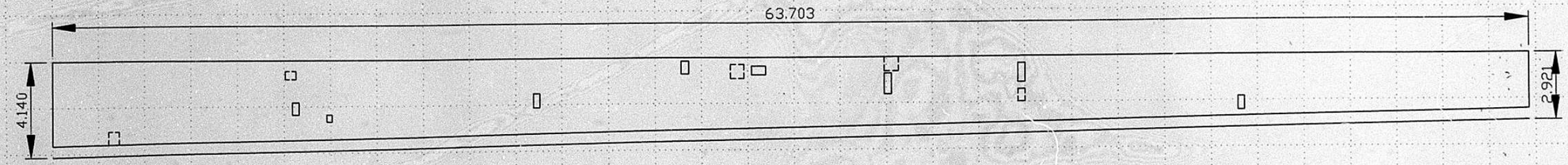
S.N. 090-0070

DECK PATCHING
RECOMMENDED REPAIR AREAS

DWG. NO. A27

			SHEETS	NO
317	158-I-8	PEORIA & TAZEWELL	303	59
STA.		TO STA.		
FED. ROAD DIST. NO		ILLINOIS	FED. AID PROJECT	

SPAN 9E



RECOMMENDED REPAIR AREAS

TRAFFIC FLOW →

SECTION - 6

Sh. 6 of 6

LEGEND

RECOMMENDED REPAIR AREAS	
PARTIAL DEPTH	⬭
FULL DEPTH TYPE I	⬭
FULL DEPTH TYPE II	⬭

0.00 2.00 4.00

SCALE: 1 = 100

% OF DECK INVESTIGATED	
IR	100%
GPR	48%

OVERLAY	ASPHALT

INSPECTED BY:	CHECKED BY:
RJG	CGM
DRAWN BY:	CHECKED BY:
JCR	WRB

	ft²	m²	%
TOTAL AREA INVESTIGATED	29,455.507	2736.505	
DEBOND	15.866	1.474	0.05%
DELAMINATION			
PARTIAL DEPTH	96.778	8.991	0.32%
FULL DEPTH TYPE I	175.010	16.259	0.60%
FULL DEPTH TYPE II	108.576	10.087	0.37%
FULL DEPTH TOTALS	283.586	26.346	0.97%
TOTAL SUBSURFACE DELAMINATION	380.364	35.337	1.29%

INFRARED DIAGNOSTICS, INC.
17408 EMILY WAY CT.
ST. LOUIS, MO. 63005

PROJECT: 1961-9

IR/VISUAL INVESTIGATION: 6/98
GPR/CORE INVESTIGATION: 7/98

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A. ROUTE 49
McCLUGAGE BRIDGE
OVER ILLINOIS RIVER
SPANS 3E-9E

S.N. 090-0070

DECK PATCHING
RECOMMENDED REPAIR AREAS

DWG. NO. A28

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	60
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts M22, open holes 24 mm ϕ, unless otherwise noted.

Roadway expansion guards shall be assembled in the proper position with the ends in place and shall be left assembled for shop inspection.

The roadway expansion plates shall be flame cut as provided in Article 505.04(k) of the Standard Specifications.

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

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the floor beams and stringers.

Reinforcement bars shall conform to the requirements of AASHTO M-31M, M-42M or M-53M Grade 400.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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

Structural Steel repairs shown in the plans are based on the "Bridge Condition Report" and Field Investigations. The Engineer may determine during construction that modifications or additions to these repairs are necessary. Any such modifications or additions shall be approved by the Engineer and shall be paid for at the same rate as unit bid price for the particular item.

Removal of the existing handrail, existing lighting system, existing wearing surface, existing joints, existing waterproofing membrane system and existing steel grid is included with "Removal of Existing Deck".

Floor beams on Span 10 shall not be removed until the deck of Span 10E on Ramp "E" is removed and the floor beams are temporarily supported.

The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the acrylic finish coat shall be Blue, Munsell No. 10B 3/6. See Special Provision "Cleaning and Painting New Metal Structures".

Cleaning and painting of the existing Deck Truss structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing structural steel within 4.6 m of either side of expansion joints shall be cleaned by Method 1. All remaining existing structural steel shall be cleaned by Method 2. The aluminum epoxy mastic / acrylic paint system shall be used for painting of the existing structural steel. The color of the final finish coat shall be Blue, Munsell 10B 3/6.

1 The Federally Protected endangered species, Boltonia Decurrens, grows under the structure. The Contractor should take appropriate precautions to deal with the presence of Boltonia Decurrens on this project including containment during the painting operation. See Special Provision "Boltonia Decurrens".

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

Rivets that are missing shall be replaced with H.S. bolts, as directed by the Engineer, and shall be paid for as "Furnishing and Erecting Structural Steel".

1 Cleaning and painting of the existing structural steel in Eastbound Spans 3 thru 5 shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing structural steel within 1.5 m of either side of expansion joints shall be cleaned by Method 1. The exterior and the bottom flange of the fascia beams shall be cleaned by Method 3. All remaining existing structural steel shall be cleaned by Method 2. The aluminum epoxy mastic / acrylic paint system shall be used for painting of the existing structural steel. The color of the final finish coat shall be Blue, Munsell No. 10B 3/6.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

BILL OF MATERIAL

ITEM	UNIT	"B"
Bituminous Concrete Removal (Deck)	m²	—
Deck Slab Repair (Partial)	m²	—
Deck Slab Repair (Full Depth Type I)	m²	—
Deck Slab Repair (Full Depth Type II)	m²	—
Bridge Deck Scarification 20 mm	m²	—
Bridge Deck Scarification 50 mm	m²	—
Bridge Deck Concrete Overlay Option	m²	—
Removal of Existing Concrete Deck	L.S.	0.4
Removal of Existing Superstructures	Each	—
Structural Steel Removal	kg	319,430
Bridge Handrail Removal	m	—
Concrete Superstructure	m³	752.2
Reinforcement Bars, Epoxy Coated	kg	142,550
Drainage Scuppers (Special)	Each	10
Floor Drains	Each	83
Drainage System	L.S.	0.8
Bridge Deck Grooving	m²	3,633
Protective Coat	m²	3,795
Name Plates	Each	—
Aluminum Parapet	m	509
Modular Expansion Joint 320 mm	m	9.4
Modular Expansion Joint 400 mm	m	9.7
Silicone Joint Sealer 25 mm	m	314
Preformed Joint Seal 45 mm	m	117.7
Preformed Joint Seal 102 mm	m	—
Neoprene Expansion Joint 100 mm	m	—
Reinforced Neoprene Expansion Joint Treatment	m	—
* Structural Steel Repair	kg	5,000
Furnishing & Erecting Structural Steel	L.S.	0.23
Stud Shear Connectors	Each	20,280
Rivet Removal & Replacement	Each	100
Field Measurements	L.S.	0.2
Remove and Reinstall Bearings	Each	—
Elastomeric Bearing Assembly Type II (Modified)	Each	60
Elastomeric Bearing Assembly Type I	Each	—
Elastomeric Bearing Assembly Type II	Each	—
Floating Bearings, Guided Expansion, 1000 kN	Each	—
Floating Bearings, Guided Expansion, 1500 kN	Each	—
Floating Bearings, Guided Expansion, 10000 kN	Each	—
Wind Anchorage Assembly Replacement	Each	—
Cleaning and Painting Steel Bridge	L.S.	0.29
Power Tool Cleaning Residue Containment and Disposal	L.S.	0.29
Blasting Residue Containment and Disposal	L.S.	0.29
Temporary Support System	Each	—
Jacking and Cribbing	Each	—
Structure Excavation	m³	—
Concrete Removal	m³	3.2
Concrete Structures	m³	—
Formed Concrete Repair (Depth equal to or less than 125 mm)	m²	—
Formed Concrete Repair (Depth greater than 125 mm)	m²	—
Epoxy Crack Sealing	m	—
Bridge Seat Sealer	m²	—
Stone Riprap Class A4	m²	—
Filter Fabric for Use with Riprap	m²	—
Furnishing Steel Piles HP310 x 94	m	—
Driving Steel Piles	m	—

* Includes Lacing Bar, Stay Plate, Horizontal Gusset Plate, Upper and Lower Bracing Member, Catwalk Support and Connection Plate Replacements.

Calculated Mass of Structural Steel	UNIT	"B"
AASHTO M 270M, Grade 250	kg	57,570
AASHTO M 270M, Grade 345	kg	222,560

DRAWING SET INDEX

DRAWING	TITLE
1	General Plan and Elevation
2	Total Bill of Material
3	Total Index of Drawings
4	Construction Sequence
A1 - A28	Set "A" - Ramp "E" Overlay
B1 - B36	Set "B" - Deck Truss (Spans 6 - 11)
C1 - C57	Set "C" - Thru Truss (Spans 12 - 14)
D1 - D21	Set "D" - Deck Truss (Spans 15 - 17)
E1 - E25	Set "E" - East Approach (Spans 18 - 30)
F1 - F76	Set "F" - Substructure (Pier 4 - East Abutment)

INDEX FOR SET "B" DECK TRUSS (SPAN 6 - 11)

DRAWING	TITLE
B1	General Notes, Bill of Material and Index of Drawings for Spans 6 - 11
B2	Top of Slab Elevations - Plan - Spans 6 - 11
B3 - B4	Top of Slab Elevations - Spans 6 - 11
B5	Superstructure - Spans 6 - 8
B6	Superstructure - Spans 9 - 11
B7 - B8	Superstructure Details - Spans 6 - 11
B9 - B11	Aluminum Parapet Details
B12 - B13	Drainage Scupper (Special)
B14 - B15	Drainage System
B16	Expansion Joint Details, Pier 4
B17	Modular Expansion Joint Details, Pier 7
B18	Expansion Joint Details
B19	Modular Expansion Joint Details, Pier 10
B20	Structural Steel - Framing Plan - Spans 6 - 11
B21 - B23	Structural Steel Details - Spans 6 - 11
B24	Light Standard Details
B25	Truss Repairs Layout - Spans 6 - 11
B26 - B30	Truss Repair Details - Spans 6 - 11
B31	Lacing Bar & Stay Plate Replacement
B32 - B33	Gusset Plate Replacement
B34	Upper Lateral Bracing Replacement
B35	Lower Lateral Bracing Replacement
B36	Truss & Catwalk Repair Details - Spans 6 & 11

McCLUGAGE BRIDGE (E.B.)
U.S. 150 AND U.S. 24 OVER
THE ILLINOIS RIVER
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262
STRUCTURE NO. 090-0070 (E.B.)

DWG. NO. B1

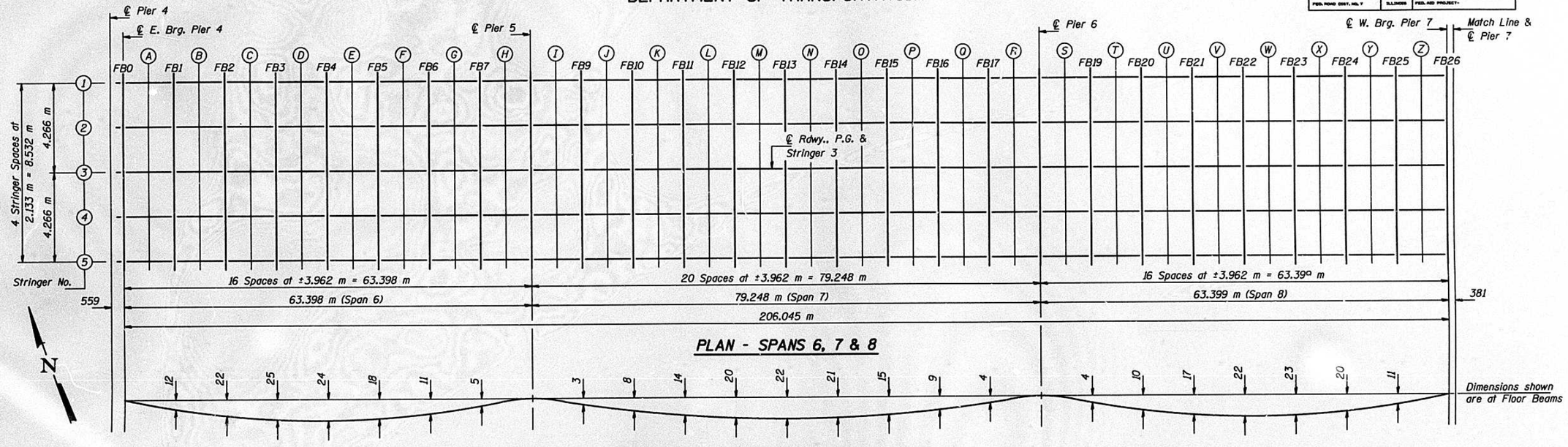
1 Revised 4-20-99 S.E.M.

TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	61
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

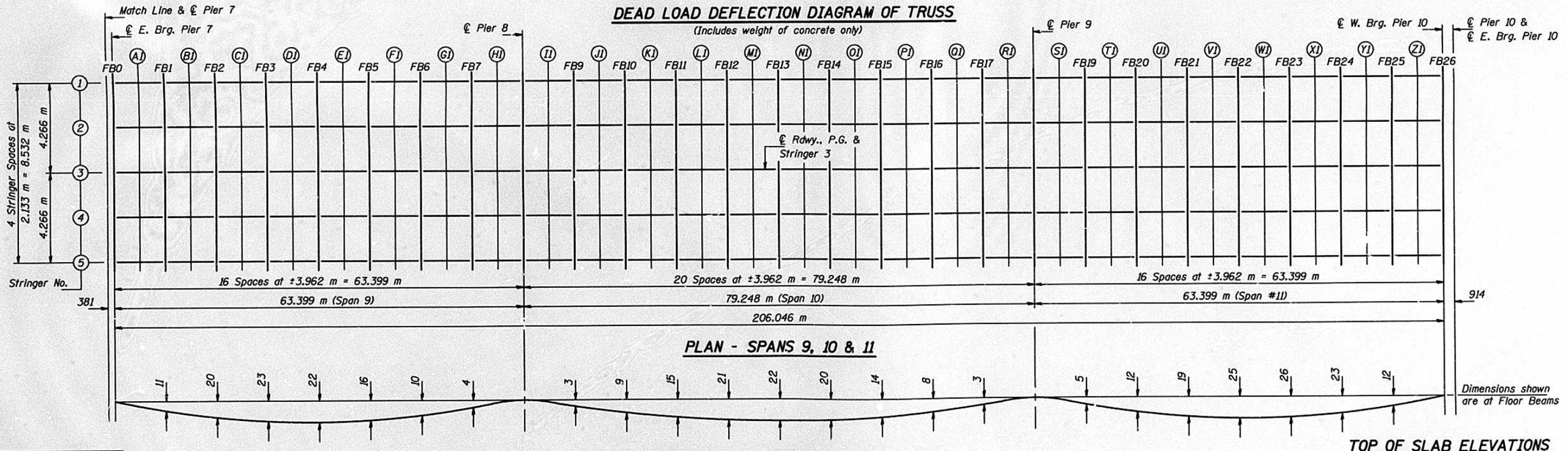
SHEET NO.
SHEETS



PLAN - SPANS 6, 7 & 8

DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

(Includes weight of concrete only)



PLAN - SPANS 9, 10 & 11

DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

(Includes weight of concrete only)

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

Note: The deflections shown in the diagram are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Drawings B3 & B4. All elevations and offsets are in meters. Work this sheet with Drawings B3 & B4.

TOP OF SLAB ELEVATIONS SPANS 6 THRU 11

F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B2

D C B A 0 A B C

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	62	SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGERS 1 & 5

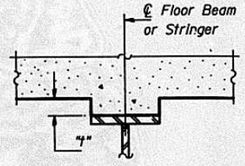
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 4	6152.300	4.266	151.956	151.956
CL W BRG PIER 4	6152.859	4.266	151.956	151.956
A	6156.821	4.266	151.956	151.969
FB 1	6160.783	4.266	151.957	151.969
B	6164.746	4.266	151.957	151.981
FB 2	6168.708	4.266	151.957	151.979
C	6172.671	4.266	151.958	151.988
FB 3	6176.633	4.266	151.958	151.983
D	6180.595	4.266	151.959	151.990
FB 4	6184.558	4.266	151.959	151.983
E	6188.520	4.266	151.959	151.987
FB 5	6192.483	4.266	151.960	151.978
F	6196.445	4.266	151.960	151.982
FB 6	6200.407	4.266	151.960	151.971
G	6204.370	4.266	151.961	151.976
FB 7	6208.332	4.266	151.961	151.966
H	6212.295	4.266	151.962	151.972
CL PIER 5	6216.257	4.266	151.962	151.963
I	6220.219	4.266	151.962	151.971
FB 9	6224.182	4.266	151.963	151.966
J	6228.144	4.266	151.963	151.976
FB 10	6232.107	4.266	151.964	151.972
K	6236.069	4.266	151.964	151.982
FB 11	6240.032	4.266	151.964	151.978
L	6243.994	4.266	151.965	151.989
FB 12	6247.956	4.266	151.965	151.985
M	6251.919	4.266	151.966	151.994
FB 13	6255.881	4.266	151.966	151.988
N	6259.844	4.266	151.966	151.995
FB 14	6263.806	4.266	151.967	151.988
O	6267.768	4.266	151.967	151.992
FB 15	6271.731	4.266	151.968	151.983
P	6275.693	4.266	151.968	151.987
FB 16	6279.656	4.266	151.968	151.977
Q	6283.618	4.266	151.969	151.982
FB 17	6287.580	4.266	151.969	151.973
R	6291.543	4.266	151.970	151.979
CL PIER 6	6295.505	4.266	151.970	151.971
S	6299.468	4.266	151.970	151.980
FB 19	6303.430	4.266	151.971	151.975
T	6307.392	4.266	151.971	151.985
FB 20	6311.355	4.266	151.972	151.982
U	6315.317	4.266	151.972	151.992
FB 21	6319.280	4.266	151.972	151.989
V	6323.242	4.266	151.973	151.999
FB 22	6327.204	4.266	151.973	151.995
W	6331.167	4.266	151.974	152.003
FB 23	6335.129	4.266	151.974	151.997
X	6339.092	4.266	151.974	152.003
FB 24	6343.054	4.266	151.975	151.995
Y	6347.017	4.266	151.975	151.998
FB 25	6350.979	4.266	151.976	151.987
Z	6354.941	4.266	151.976	151.988
CL W BRG PIER 7	6358.904	4.266	151.976	151.976

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 7	6359.285	4.266	151.976	151.976
CL E BRG PIER 7	6359.666	4.266	151.976	151.976
A1	6363.628	4.266	151.977	151.989
FB 1	6367.591	4.266	151.977	151.988
B1	6371.553	4.266	151.978	152.000
FB 2	6375.515	4.266	151.978	151.998
C1	6379.478	4.266	151.978	152.007
FB 3	6383.440	4.266	151.979	152.002
D1	6387.403	4.266	151.979	152.009
FB 4	6391.365	4.266	151.980	152.002
E1	6395.327	4.266	151.980	152.006
FB 5	6399.290	4.266	151.980	151.996
F1	6403.252	4.266	151.981	152.001
FB 6	6407.215	4.266	151.981	151.991
G1	6411.177	4.266	151.982	151.996
FB 7	6415.139	4.266	151.982	151.986
H1	6419.102	4.266	151.982	151.992
CL PIER 8	6423.064	4.266	151.983	151.984
I1	6427.027	4.266	151.983	151.992
FB 9	6430.989	4.266	151.984	151.987
J1	6434.951	4.266	151.984	151.997
FB 10	6438.914	4.266	151.984	151.993
K1	6442.876	4.266	151.985	152.004
FB 11	6446.839	4.266	151.985	152.000
L1	6450.801	4.266	151.986	152.011
FB 12	6454.764	4.266	151.986	152.007
M1	6458.726	4.266	151.986	152.015
FB 13	6462.688	4.266	151.987	152.009
N1	6466.651	4.266	151.987	152.015
FB 14	6470.613	4.266	151.988	152.008
O1	6474.576	4.266	151.988	152.012
FB 15	6478.538	4.266	151.988	152.002
P1	6482.500	4.266	151.989	152.007
FB 16	6486.463	4.266	151.989	151.997
Q1	6490.425	4.266	151.989	152.002
FB 17	6494.388	4.266	151.990	151.994
R1	6498.350	4.266	151.990	152.000
CL PIER 9	6502.312	4.266	151.991	151.992
S1	6506.275	4.266	151.991	152.001
FB 19	6510.237	4.266	151.993	151.998
T1	6514.200	4.266	151.999	152.014
FB 20	6518.162	4.266	152.010	152.022
U1	6522.124	4.266	152.027	152.049
FB 21	6526.087	4.266	152.048	152.067
V1	6530.049	4.266	152.075	152.104
FB 22	6534.012	4.266	152.107	152.132
W1	6537.974	4.266	152.144	152.177
FB 23	6541.937	4.266	152.186	152.212
X1	6545.899	4.266	152.234	152.265
FB 24	6549.861	4.266	152.286	152.309
Y1	6553.824	4.266	152.344	152.368
FB 25	6557.786	4.266	152.407	152.419
Z1	6561.749	4.266	152.475	152.488
CL W BRG PIER 10	6565.711	4.266	152.548	152.548

STRINGERS 2 & 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 4	6152.300	2.133	151.991	151.991
CL W BRG PIER 4	6152.859	2.133	151.991	151.991
A	6156.821	2.133	151.991	152.005
FB 1	6160.783	2.133	151.992	152.005
B	6164.746	2.133	151.992	152.017
FB 2	6168.708	2.133	151.993	152.016
C	6172.671	2.133	151.993	152.025
FB 3	6176.633	2.133	151.993	152.019
D	6180.595	2.133	151.994	152.026
FB 4	6184.558	2.133	151.994	152.019
E	6188.520	2.133	151.995	152.024
FB 5	6192.483	2.133	151.995	152.014
F	6196.445	2.133	151.995	152.018
FB 6	6200.407	2.133	151.996	152.008
G	6204.370	2.133	151.996	152.012
FB 7	6208.332	2.133	151.997	152.003
H	6212.295	2.133	151.997	152.008
CL PIER 5	6216.257	2.133	151.997	151.999
I	6220.219	2.133	151.998	152.008
FB 9	6224.182	2.133	151.998	152.002
J	6228.144	2.133	151.999	152.012
FB 10	6232.107	2.133	151.999	152.008
K	6236.069	2.133	151.999	152.018
FB 11	6240.032	2.133	152.000	152.015
L	6243.994	2.133	152.000	152.025
FB 12	6247.956	2.133	152.001	152.022
M	6251.919	2.133	152.001	152.030
FB 13	6255.881	2.133	152.001	152.024
N	6259.844	2.133	152.002	152.031
FB 14	6263.806	2.133	152.002	152.024
O	6267.768	2.133	152.003	152.029
FB 15	6271.731	2.133	152.003	152.019
P	6275.693	2.133	152.003	152.023
FB 16	6279.656	2.133	152.004	152.014
Q	6283.618	2.133	152.004	152.019
FB 17	6287.580	2.133	152.005	152.010
R	6291.543	2.133	152.005	152.015
CL PIER 6	6295.505	2.133	152.005	152.007
S	6299.468	2.133	152.006	152.016
FB 19	6303.430	2.133	152.006	152.011
T	6307.392	2.133	152.007	152.022
FB 20	6311.355	2.133	152.007	152.018
U	6315.317	2.133	152.007	152.029
FB 21	6319.280	2.133	152.008	152.026
V	6323.242	2.133	152.008	152.036
FB 22	6327.204	2.133	152.008	152.031
W	6331.167	2.133	152.009	152.039
FB 23	6335.129	2.133	152.009	152.033
X	6339.092	2.133	152.010	152.039
FB 24	6343.054	2.133	152.010	152.031
Y	6347.017	2.133	152.010	152.034
FB 25	6350.979	2.133	152.011	152.023
Z	6354.941	2.133	152.011	152.025
CL W BRG PIER 7	6358.904	2.133	152.012	152.012

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 7	6359.285	2.133	152.012	152.012
CL E BRG PIER 7	6359.666	2.133	152.012	152.012
A1	6363.628	2.133	152.012	152.026
FB 1	6367.591	2.133	152.013	152.025
B1	6371.553	2.133	152.013	152.036
FB 2	6375.515	2.133	152.013	152.034
C1	6379.478	2.133	152.014	152.043
FB 3	6383.440	2.133	152.014	152.038
D1	6387.403	2.133	152.015	152.045
FB 4	6391.365	2.133	152.015	152.038
E1	6395.327	2.133	152.015	152.042
FB 5	6399.290	2.133	152.016	152.033
F1	6403.252	2.133	152.016	152.037
FB 6	6407.215	2.133	152.016	152.027
G1	6411.177	2.133	152.017	152.032
FB 7	6415.139	2.133	152.017	152.022
H1	6419.102	2.133	152.018	152.028
CL PIER 8	6423.064	2.133	152.018	152.020
I1	6427.027	2.133	152.018	152.028
FB 9	6430.989	2.133	152.019	152.023
J1	6434.951	2.133	152.019	152.033
FB 10	6438.914	2.133	152.020	152.030
K1	6442.876	2.133	152.020	152.040
FB 11	6446.839	2.133	152.020	152.036
L1	6450.801	2.133	152.021	152.047
FB 12	6454.764	2.133	152.021	152.043
M1	6458.726	2.133	152.022	152.051
FB 13	6462.688	2.133	152.022	152.045
N1	6466.651	2.133	152.022	152.051
FB 14	6470.613	2.133	152.023	152.044
O1	6474.576	2.133	152.023	152.048
FB 15	6478.538	2.133	152.024	152.039
P1	6482.500	2.133	152.024	152.043
FB 16	6486.463	2.133	152.024	152.033
Q1	6490.425	2.133	152.025	152.039
FB 17	6494.388	2.133	152.025	152.030
R1	6498.350	2.133	152.026	152.036
CL PIER 9	6502.312	2.133	152.026	152.028
S1	6506.275	2.133	152.026	152.037
FB 19	6510.237	2.133	152.028	152.034
T1	6514.200	2.133	152.034	152.051
FB 20	6518.162	2.133	152.046	152.059
U1	6522.124	2.133	152.062	152.086
FB 21	6526.087	2.133	152.084	152.104
V1	6530.049	2.133	152.110	152.140
FB 22	6534.012	2.133	152.142	152.168
W1	6537.974	2.133	152.179	152.213
FB 23	6541.937	2.133	152.222	152.249
X1	6545.899	2.133	152.269	152.302
FB 24	6549.861	2.133	152.322	152.346
Y1	6553.824	2.133	152.379	152.405
FB 25	6557.786	2.133	152.442	152.455
Z1	6561.749	2.133	152.510	152.524
CL W BRG PIER 10	6565.711	2.133	152.583	152.583



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on Drawings B3, & B4, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

Work this sheet with Drawings B2 & B4.

TOP OF SLAB ELEVATIONS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B3

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	63
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

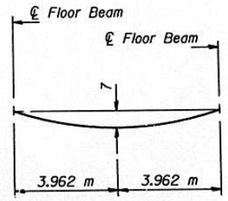
SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGER 3, ℄ ROADWAY & P.G.

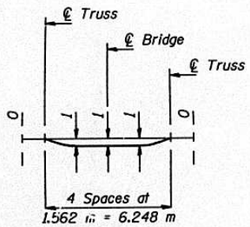
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 4	6152.300	0.000	152.023	152.024
CL W BRG PIER 4	6152.859	0.000	152.023	152.024
A	6156.821	0.000	152.023	152.037
FB 1	6160.783	0.000	152.024	152.037
B	6164.746	0.000	152.024	152.049
FB 2	6168.708	0.000	152.025	152.048
C	6172.671	0.000	152.025	152.057
FB 3	6176.633	0.000	152.025	152.051
D	6180.595	0.000	152.026	152.058
FB 4	6184.558	0.000	152.026	152.051
E	6188.520	0.000	152.027	152.056
FB 5	6192.483	0.000	152.027	152.046
F	6196.445	0.000	152.027	152.050
FB 6	6200.407	0.000	152.028	152.040
G	6204.370	0.000	152.028	152.044
FB 7	6208.332	0.000	152.029	152.035
H	6212.295	0.000	152.029	152.040
CL PIER 5	6216.257	0.000	152.029	152.031
I	6220.219	0.000	152.030	152.040
FB 9	6224.182	0.000	152.030	152.034
J	6228.144	0.000	152.031	152.044
FB 10	6232.107	0.000	152.031	152.040
K	6236.069	0.000	152.031	152.050
FB 11	6240.032	0.000	152.032	152.047
L	6243.994	0.000	152.032	152.057
FB 12	6247.956	0.000	152.033	152.054
M	6251.919	0.000	152.033	152.062
FB 13	6255.881	0.000	152.033	152.056
N	6259.844	0.000	152.034	152.063
FB 14	6263.806	0.000	152.034	152.056
O	6267.768	0.000	152.035	152.061
FB 15	6271.731	0.000	152.035	152.051
P	6275.693	0.000	152.035	152.055
FB 16	6279.656	0.000	152.036	152.046
Q	6283.618	0.000	152.036	152.051
FB 17	6287.580	0.000	152.037	152.042
R	6291.543	0.000	152.037	152.047
CL PIER 6	6295.505	0.000	152.037	152.039
S	6299.468	0.000	152.038	152.048
FB 19	6303.430	0.000	152.038	152.043
T	6307.392	0.000	152.039	152.054
FB 20	6311.355	0.000	152.039	152.050
U	6315.317	0.000	152.039	152.061
FB 21	6319.280	0.000	152.040	152.058
V	6323.242	0.000	152.040	152.068
FB 22	6327.204	0.000	152.040	152.063
W	6331.167	0.000	152.041	152.071
FB 23	6335.129	0.000	152.041	152.065
X	6339.092	0.000	152.042	152.071
FB 24	6343.054	0.000	152.042	152.063
Y	6347.017	0.000	152.042	152.066
FB 25	6350.979	0.000	152.043	152.055
Z	6354.941	0.000	152.043	152.057
CL W BRG PIER 7	6358.904	0.000	152.044	152.045

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 7	6359.285	0.000	152.044	152.045
CL E BRG PIER 7	6359.666	0.000	152.044	152.045
A1	6363.628	0.000	152.044	152.058
FB 1	6367.591	0.000	152.045	152.057
B1	6371.553	0.000	152.045	152.068
FB 2	6375.515	0.000	152.045	152.066
C1	6379.478	0.000	152.046	152.075
FB 3	6383.440	0.000	152.046	152.070
D1	6387.403	0.000	152.047	152.077
FB 4	6391.365	0.000	152.047	152.070
E1	6395.327	0.000	152.047	152.074
FB 5	6399.290	0.000	152.048	152.065
F1	6403.252	0.000	152.048	152.069
FB 6	6407.215	0.000	152.048	152.059
G1	6411.177	0.000	152.049	152.064
FB 7	6415.139	0.000	152.049	152.054
H1	6419.102	0.000	152.050	152.060
CL PIER 8	6423.064	0.000	152.050	152.052
I1	6427.027	0.000	152.050	152.060
FB 9	6430.989	0.000	152.051	152.055
J1	6434.951	0.000	152.051	152.065
FB 10	6438.914	0.000	152.052	152.062
K1	6442.876	0.000	152.052	152.072
FB 11	6446.839	0.000	152.052	152.068
L1	6450.801	0.000	152.053	152.079
FB 12	6454.764	0.000	152.053	152.075
M1	6458.726	0.000	152.054	152.083
FB 13	6462.688	0.000	152.054	152.077
N1	6466.651	0.000	152.054	152.083
FB 14	6470.613	0.000	152.055	152.076
O1	6474.576	0.000	152.055	152.080
FB 15	6478.538	0.000	152.056	152.071
P1	6482.500	0.000	152.056	152.075
FB 16	6486.463	0.000	152.056	152.065
Q1	6490.425	0.000	152.057	152.071
FB 17	6494.388	0.000	152.057	152.062
R1	6498.350	0.000	152.058	152.068
CL PIER 9	6502.312	0.000	152.058	152.060
S1	6506.275	0.000	152.058	152.069
FB 19	6510.237	0.000	152.060	152.066
T1	6514.200	0.000	152.066	152.083
FB 20	6518.162	0.000	152.078	152.091
U1	6522.124	0.000	152.094	152.118
FB 21	6526.087	0.000	152.116	152.136
V1	6530.049	0.000	152.142	152.172
FB 22	6534.012	0.000	152.174	152.200
W1	6537.974	0.000	152.211	152.245
FB 23	6541.937	0.000	152.254	152.281
X1	6545.899	0.000	152.301	152.334
FB 24	6549.861	0.000	152.354	152.378
Y1	6553.824	0.000	152.411	152.437
FB 25	6557.786	0.000	152.474	152.487
Z1	6561.749	0.000	152.542	152.556
CL W BRG PIER 10	6565.711	0.000	152.615	152.616



DEAD LOAD DEFLECTION DIAGRAM OF STRINGERS

(Includes weight of concrete only)



DEAD LOAD DEFLECTION DIAGRAM OF FLOOR BEAM

(Includes weight of concrete only)

Note: The deflections shown in the diagram are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above and on Dwg. B3.
All elevations and offsets are in meters.
Work this sheet with Drawings B2 & B3.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson
Engineer of Bridges and Structures

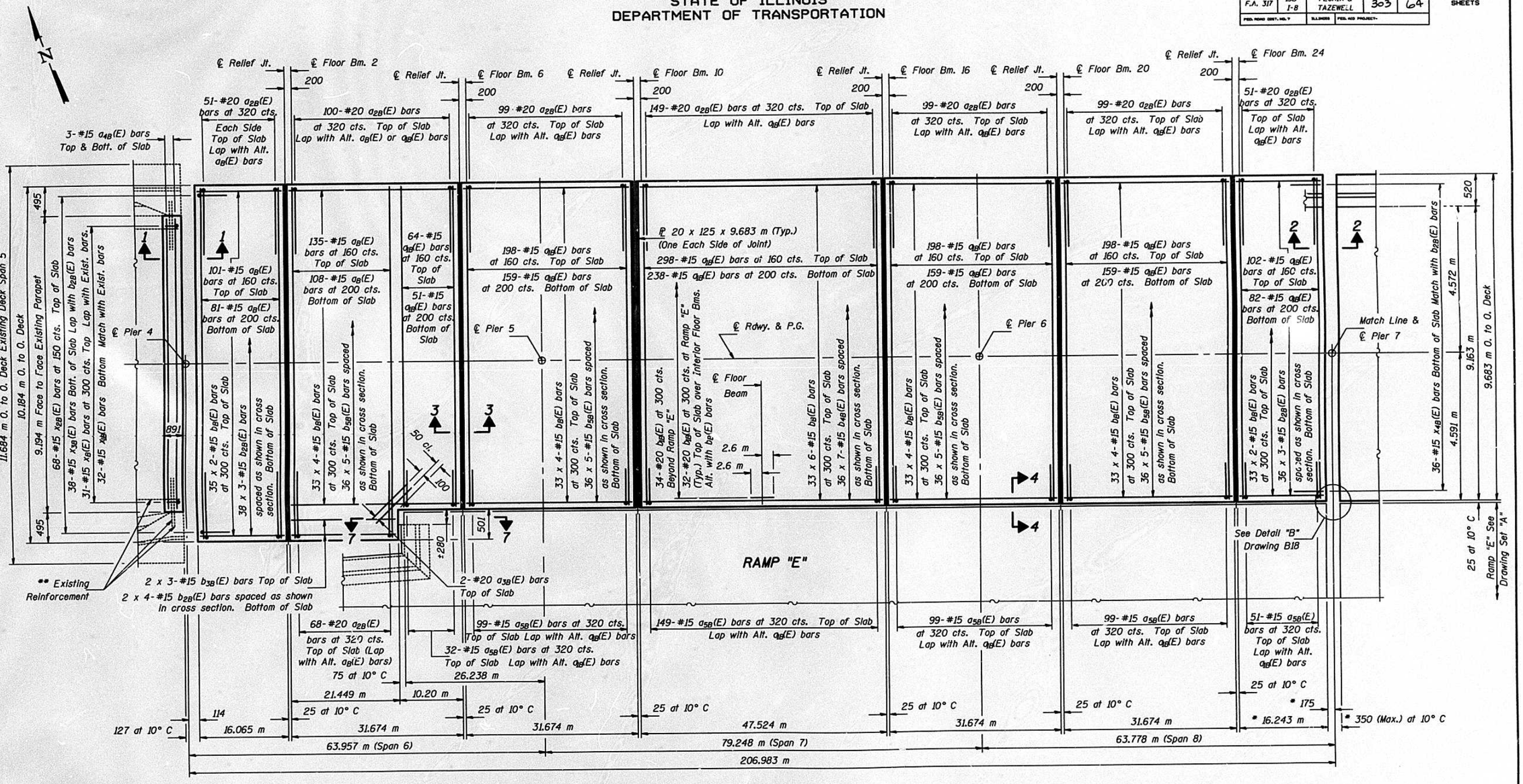
TOP OF SLAB ELEVATIONS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B4

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	64
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



MIN. BAR LAPS

#15 bars = 510

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Oraj O. Kaspar ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

Notes: See Drawing 1 for location of Drains and Scuppers.
See Drawings B7 & B8 for Superstructure Details and Bill of Material.
See Drawing B9, B10 & B11 for Parapet Details.
See Drawing B16 for Section 1-1 and Finger Plate Joint Details.
See Drawing B18 for Sections 2-2, 3-3, 4-4 and 7-7.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

PLAN

* These dimensions are to be adjusted as required by the Modular Joint Manufacturer.
** Existing reinforcement extending into new construction shall be cleaned, straightened and incorporated into the new construction. Cost included with "Concrete Superstructure".

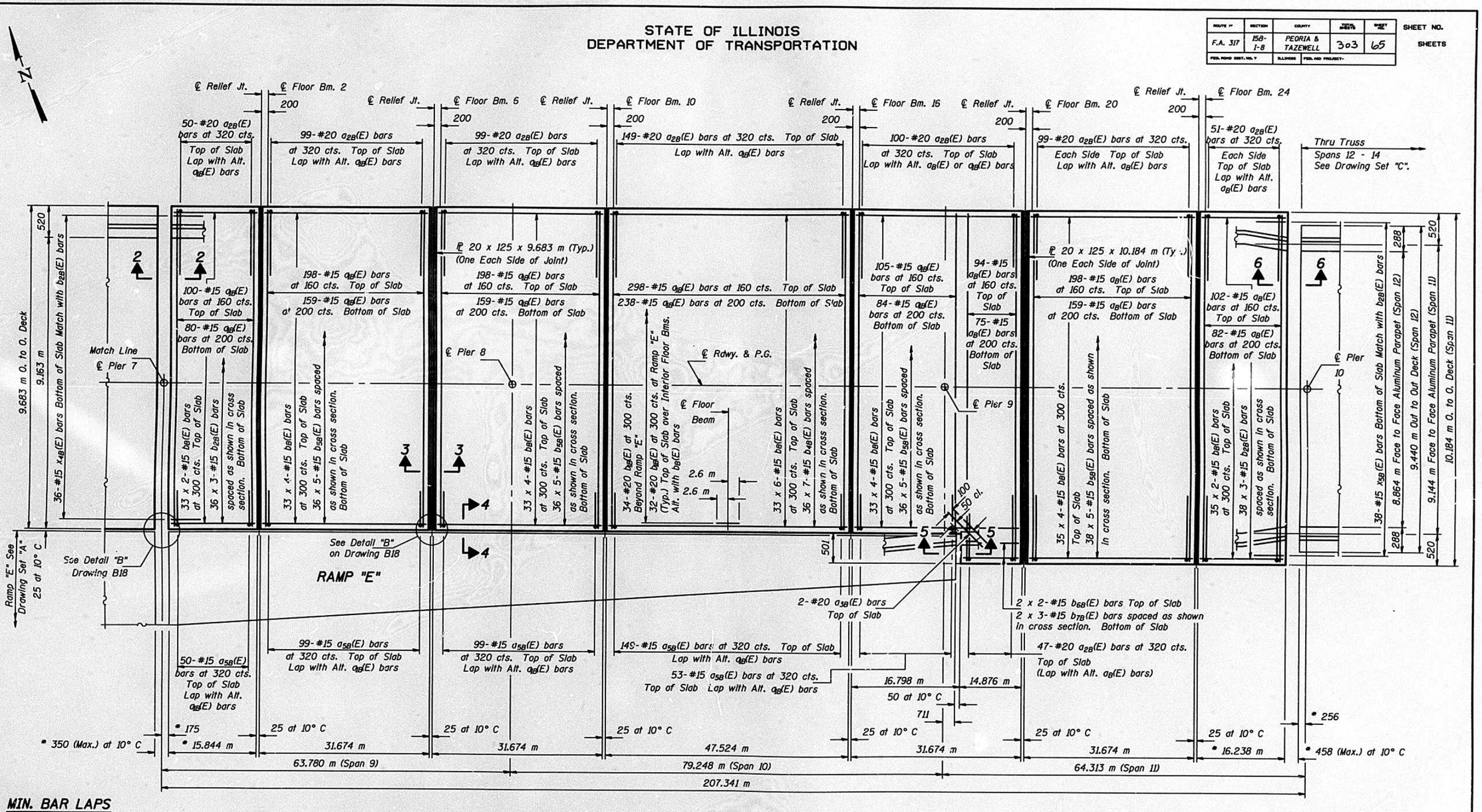
SUPERSTRUCTURE
SPANS 6 THRU 8
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-B	PEORIA & TAZEWELL	303	65
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



PLAN

MIN. BAR LAPS
#15 bars = 51D

Notes: See Drawing 1 for location of Drains and Scuppers.
See Drawings B7 & B8 for Superstructure Details and Bill of Material.
See Drawing B9, B10 & B11 for Parapet Details.
See Drawing B18 for Sections 2-2, 3-3, 4-4 and 5-5.
See Drawing B19 for Section 6-6.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

* These dimensions are to be adjusted as required by the Modular Joint Manufacturer.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Raji D. Kaspar ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

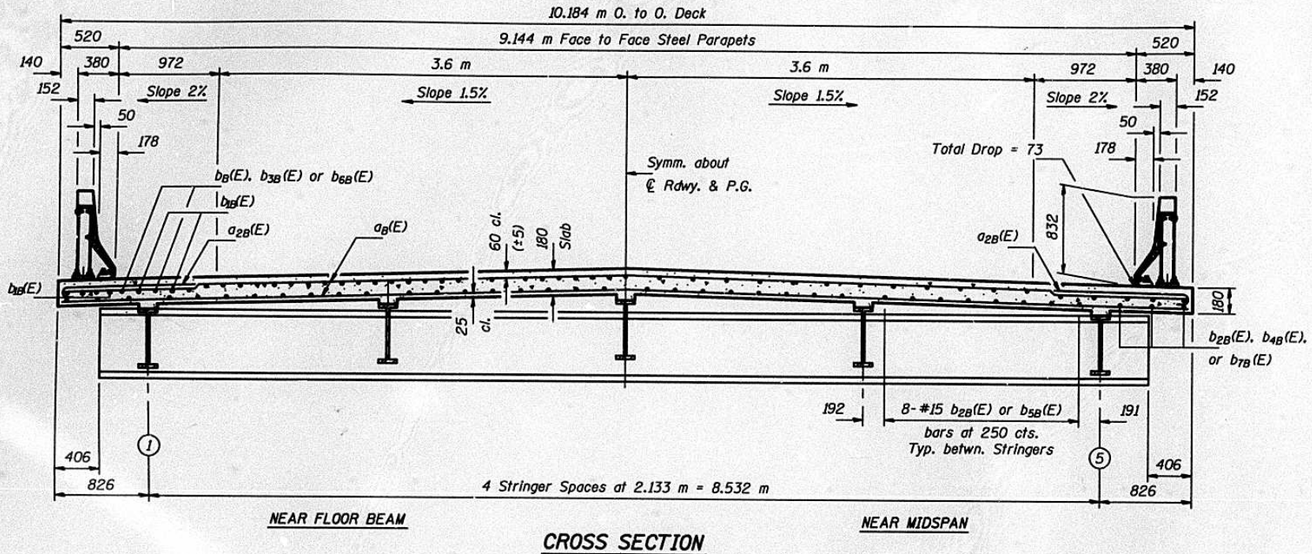
SUPERSTRUCTURE
SPANS 9 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B6

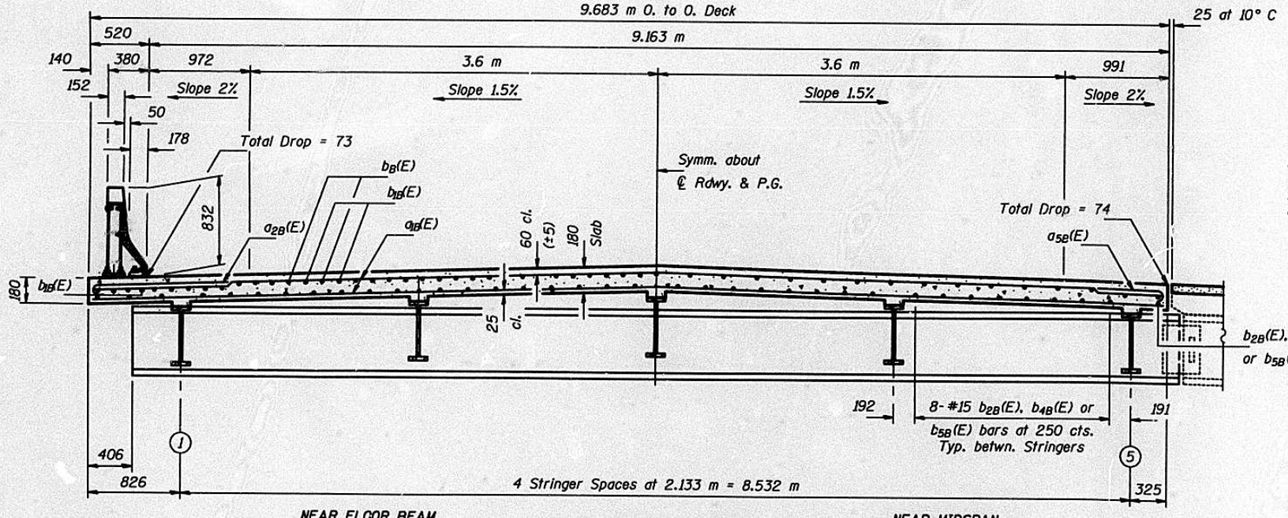
D CC BB AA 0 TAMERAN AA BB CC D

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-I-8	PEORIA & TAZEWELL	303	66
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



CROSS SECTION
(Looking East)

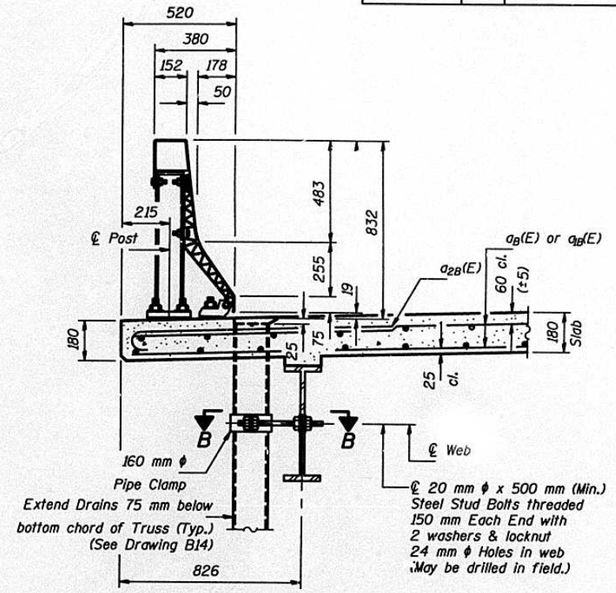


CROSS SECTION AT EXISTING RAMP "E"
(Looking East)

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

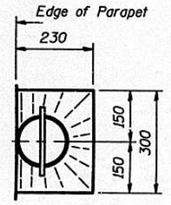
March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

Notes: Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

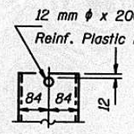


SECTION THRU ALUMINUM PARAPET

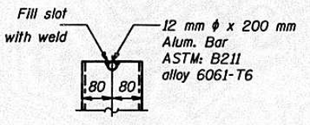
Notes:
The exterior surfaces of the floor drains shall be painted with finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drain shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM: D2996, with short-time rupture strength hoop tensile stress of 200 MPa minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.



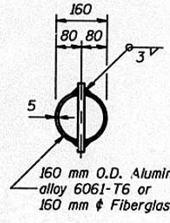
TOP PLAN



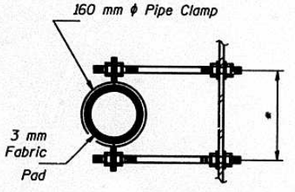
FIBERGLASS PIPE



ALUMINUM TUBE



TOP PLAN
(Showing Aluminum Tube)



SECTION B-B

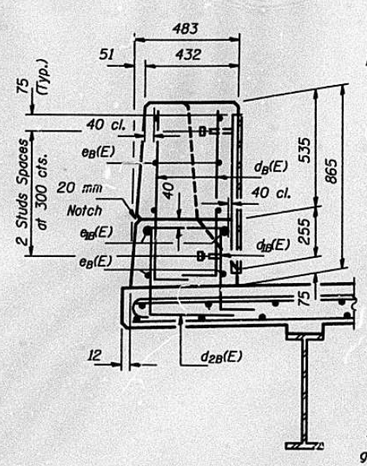
* Dimension as required by Pipe Clamp

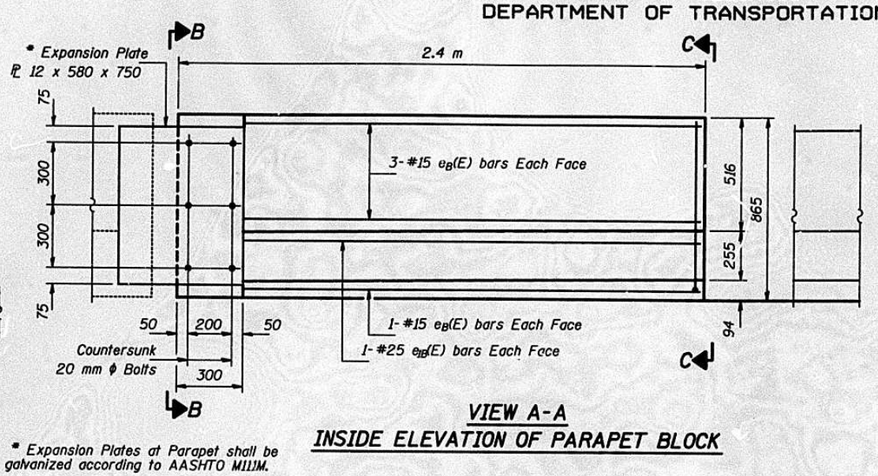
SUPERSTRUCTURE DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

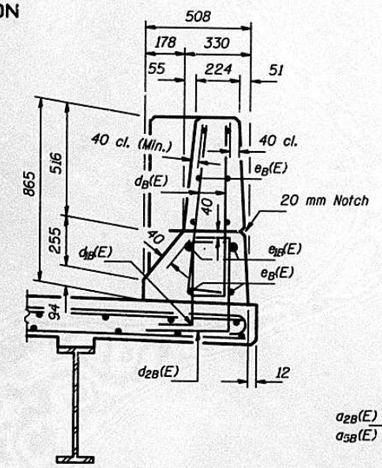
DWG. NO. B7

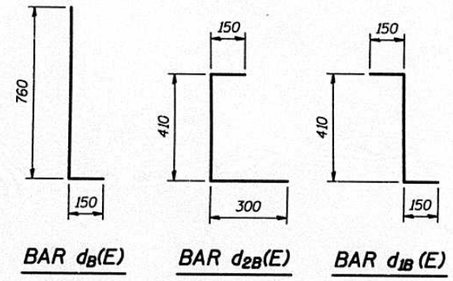
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	67
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS





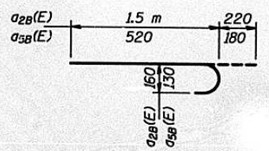




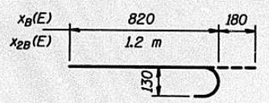
* Expansion Plates at Parapet shall be galvanized according to AASHTO M111M.

VIEW A-A
INSIDE ELEVATION OF PARAPET BLOCK

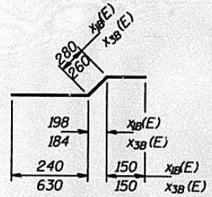
VIEW C-C



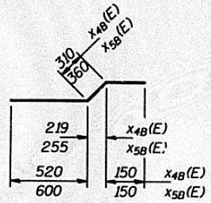
BARS d_{2B}(E) & d_{5B}(E)



BARS x_{B}(E) & x_{2B}(E)



BARS x_{1B}(E) & x_{3B}(E)



BARS x_{4B}(E) & x_{5B}(E)

Adjust bar size as required for actual block out.

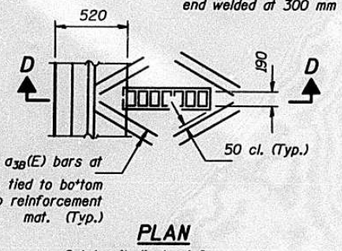
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{B}(E)	1135	#15	10.10	
a_{1B}(E)	3525	#15	9.60	
a_{2B}(E)	1611	#20	1.72	
a_{3B}(E)	84	#15	0.60	
a_{4B}(E)	6	#15	9.11	
a_{5B}(E)	979	#15	0.70	
b_{B}(E)	1732	#15	8.35	
b_{1B}(E)	1232	#20	5.20	
b_{2B}(E)	444	#15	5.74	
b_{3B}(E)	6	#15	7.47	
b_{4B}(E)	504	#15	7.22	
b_{5B}(E)	1450	#15	6.73	
b_{6B}(E)	4	#15	7.66	
b_{7B}(E)	6	#15	5.28	
d_{B}(E)	38	#15	0.91	
d_{1B}(E)	20	#15	0.71	
d_{2B}(E)	18	#15	0.86	
e_{B}(E)	16	#15	2.32	
e_{1B}(E)	4	#25	2.32	
x_{B}(E)	31	#15	1.00	
x_{1B}(E)	32	#15	0.67	
x_{2B}(E)	68	#15	1.38	
x_{3B}(E)	38	#15	1.04	
x_{4B}(E)	72	#15	0.98	
x_{5B}(E)	38	#15	1.11	
Reinforcement Bars (Epoxy Coated)		kg	142,550	
Concrete Superstructure		m^3	752.2	

Reinforcement bars designated (E) shall be epoxy coated.

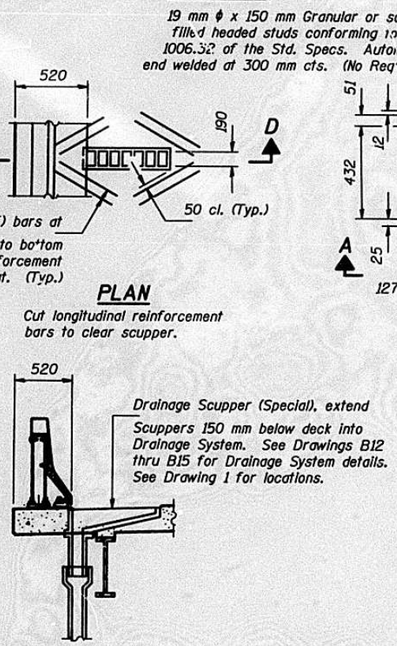
VIEW B-B

19 mm ϕ x 150 mm Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs. Automatically end welded at 300 mm cts. (No Req'd. = 6)



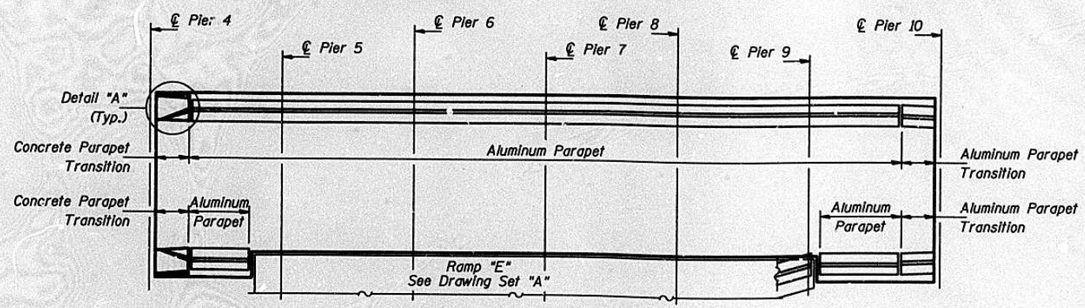
PLAN

Cut longitudinal reinforcement bars to clear scupper.



DETAIL "A" (PLAN VIEW)

SECTION D-D



PLAN

Notes: See Drawing B7 for superstructure details and Cross Sections.
See Drawing B9, B10 & B11 for Aluminum Parapet Details.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

SUPERSTRUCTURE DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

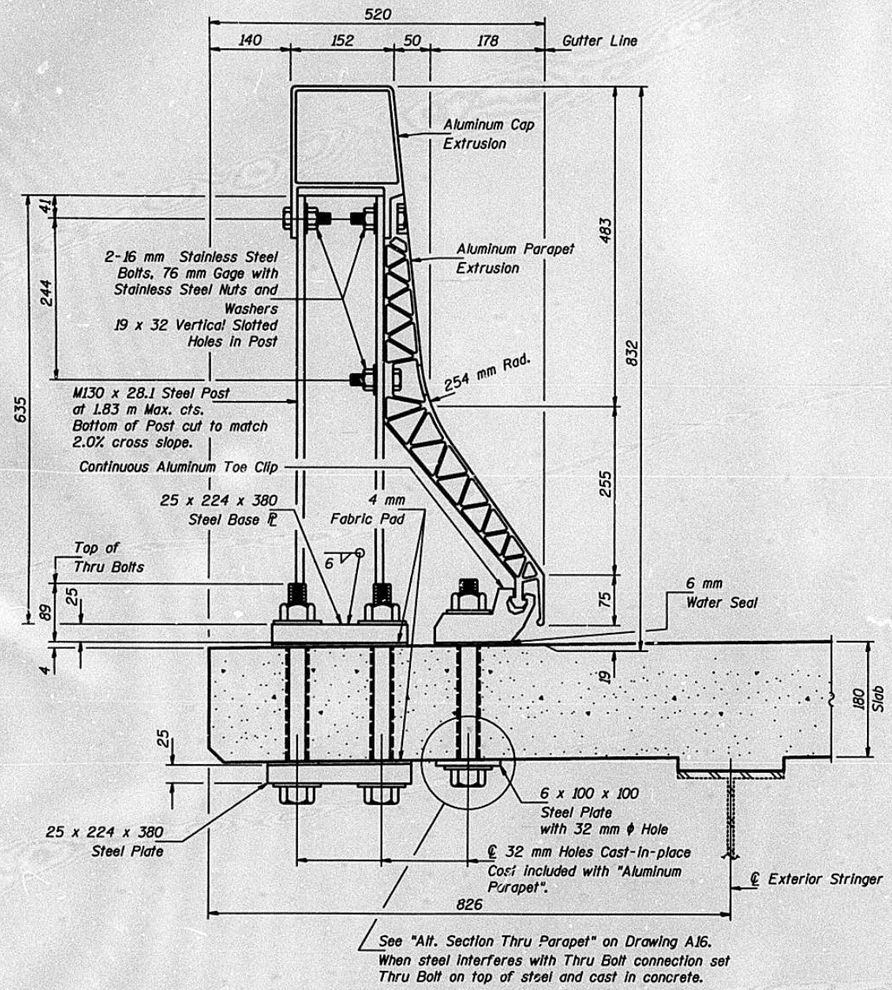
DWG. NO. B8

TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

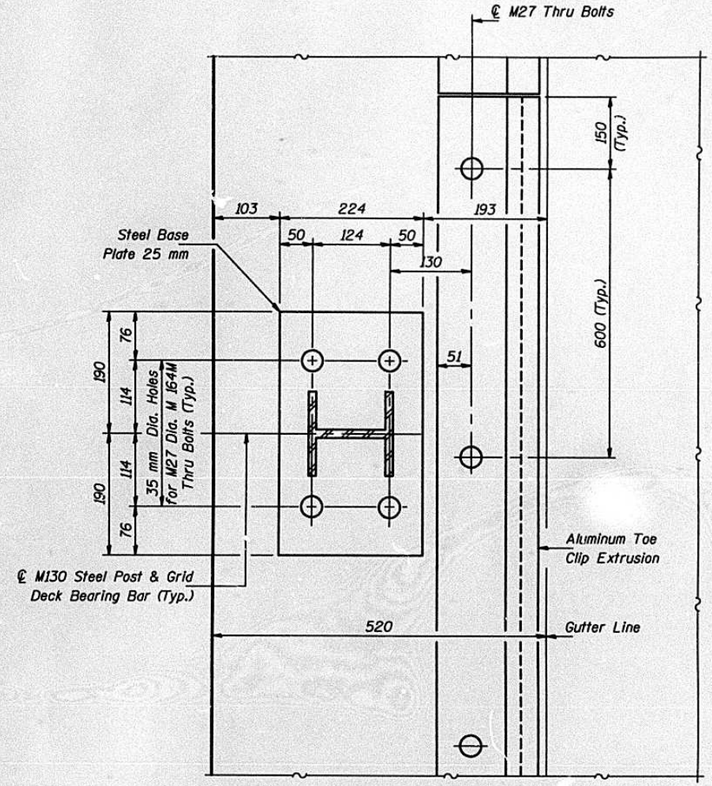
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	68
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS



SECTION THRU PARAPET

(Locate Post & Thru Bolts to miss Floor Beams.)



PARAPET ANCHORAGE PLAN

Notes:

The 6 mm Water Seal shall be as recommended by the Manufacturer and approved by the Engineer.

Maximum total weight of Aluminum Parapet shall not exceed 111 kg/m.

All post, steel plates, steel base plates, and fill plates shall conform to the requirements of AASHTO M-270M, Grade 345.

Parapet shall be according to Section 509 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per meter for "Aluminum Parapet".

All portions of steel (except stainless steel) in contact with aluminum shall receive two coats of asphalt paint conforming to Section 1060.07.

All stainless steel hardware for parapet shall conform to Section 1006.31.

All posts, steel plates, steel base plates, and fill plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385.

Thru Bolt material shall conform to the requirements of AASHTO M 164M.

Washer material for thru bolts shall be stainless steel.

Thru Bolts and nuts shall be hot dip galvanized according to AASHTO M 232 and ASTM A 153.

The unit price per meter for "Aluminum Parapet" shall include caps, parapet extrusions, toe clips, posts, plates, base plates, splice and sliding plates, relief joint plates, bolts, nuts, washers, fabric pads, water seal, sleeves and thru bolts along with complete installation.

Aluminum Alloy Cap, Parapet, and Toe Clip Extrusions shall conform to ASTM B 211M, Alloy 6061-T6, except for aluminum splice plates, aluminum sliding plates, aluminum plates and aluminum relief joint plates which shall conform to ASTM B 209M, Alloy 6061-T6.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

ALUMINUM PARAPET DETAILS
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

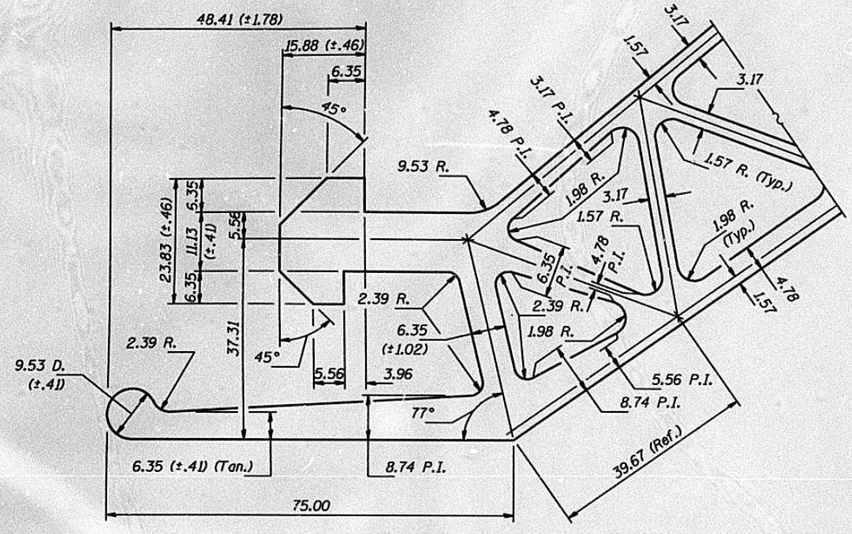
DWG. NO. B9

D C B A 0 A B C D

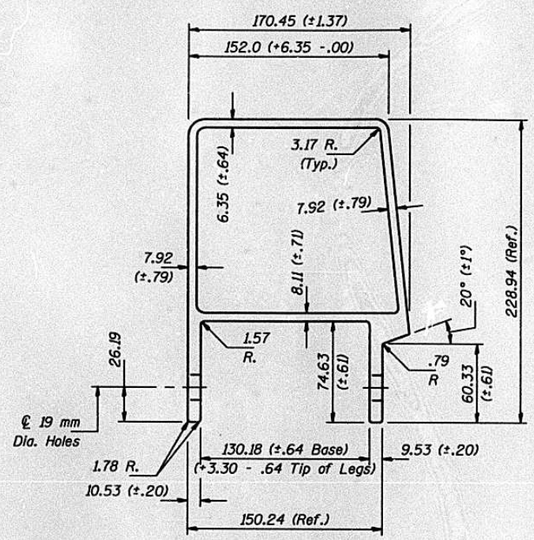
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

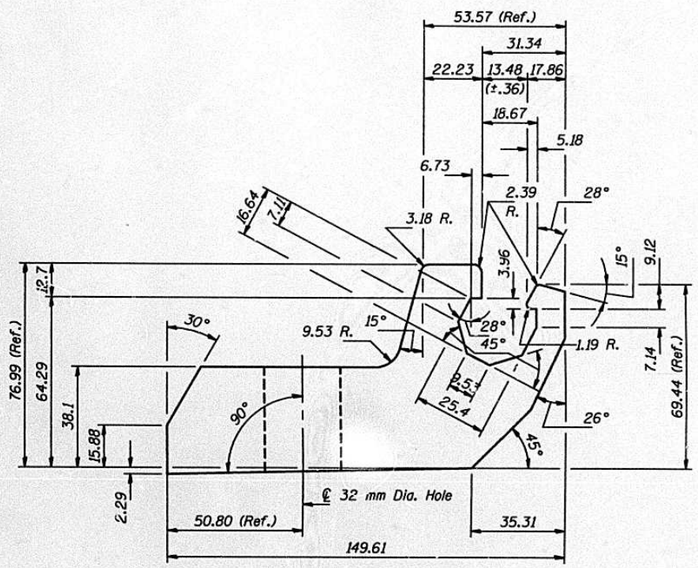
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	69
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



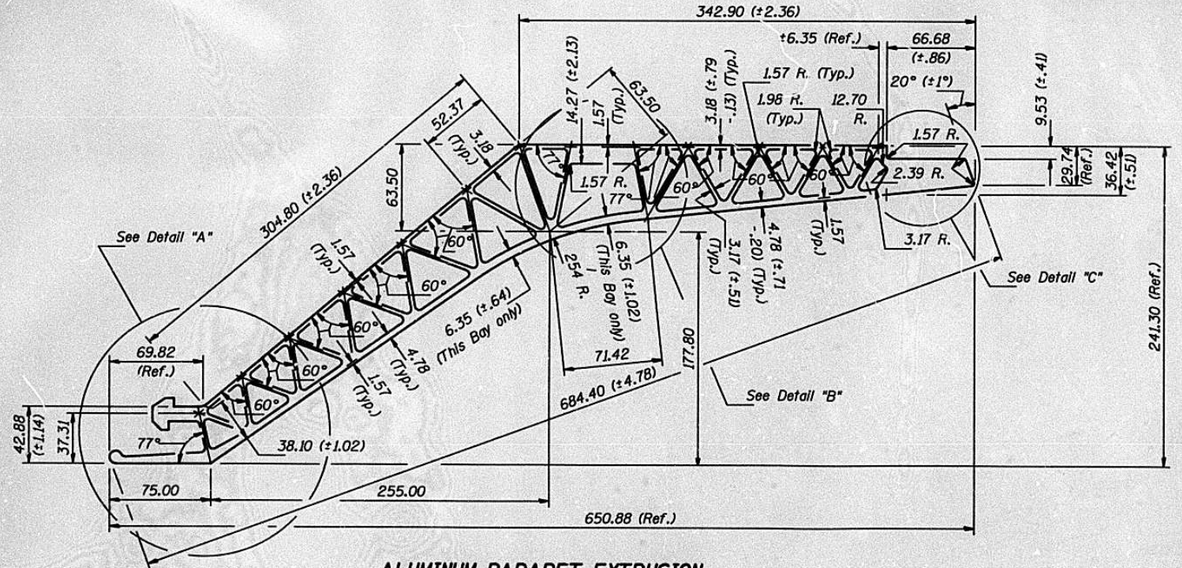
DETAIL "A"



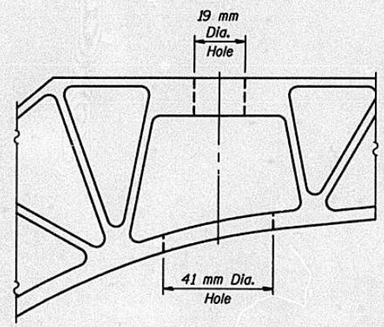
ALUMINUM CAP EXTRUSION



ALUMINUM TOE CLIP EXTRUSION



ALUMINUM PARAPET EXTRUSION



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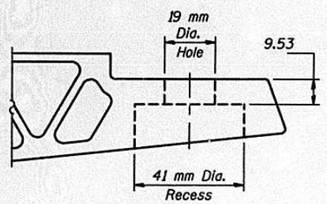


DETAIL "C"

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

Notes:
Radii shown are in millimeters.

ALUMINUM PARAPET DETAILS
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

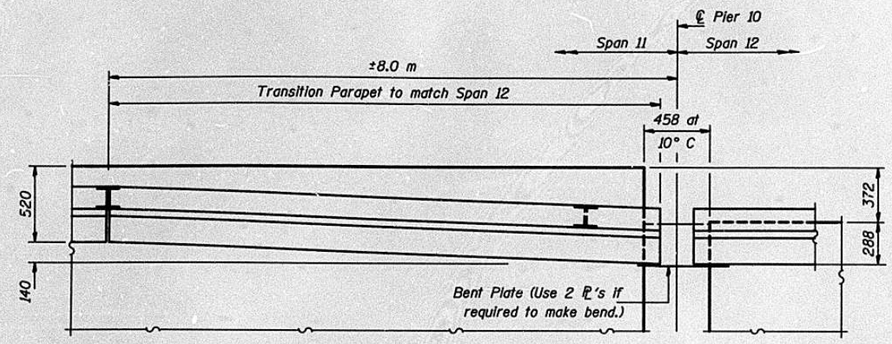
DWG. NO. B10

D C B A 0 A B C

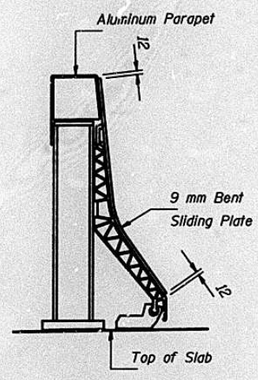
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	70
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

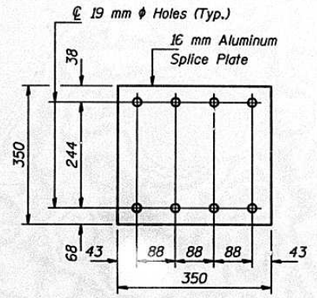
SHEET NO.
SHEETS



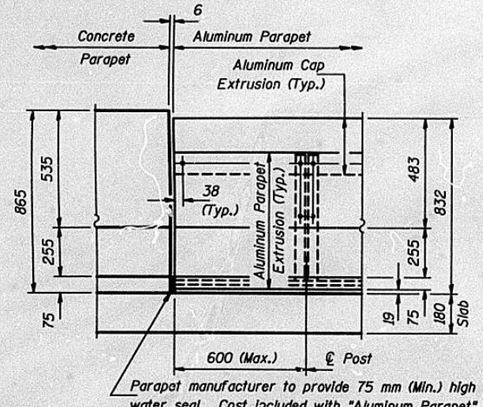
PARAPET TRANSITION DETAIL
TYPICAL NO. & SO. PARAPET



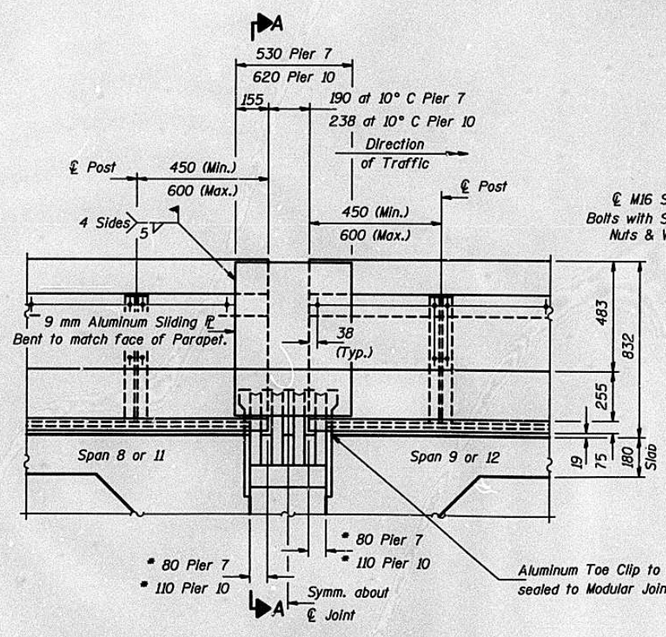
SECTION A-A



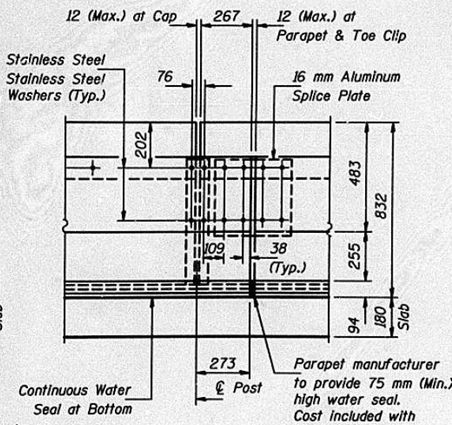
ALUMINUM SPLICE PLATE



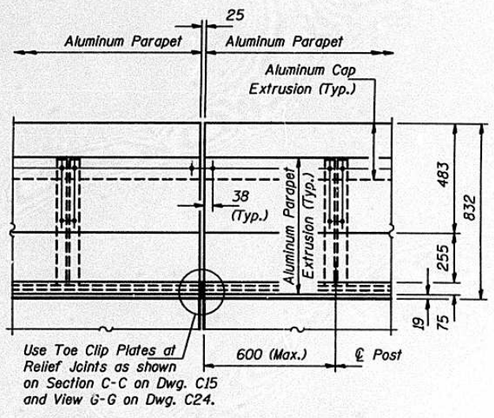
ELEVATION - ALUMINUM PARAPET
AT CONCRETE PARAPET SPAN 6



ELEVATION - PARAPET SLIDING PLATE
AT PIERS 7 OR 10
* Adjust as required by Joint Manufacturer.



ELEVATION - PARAPET
SPLICE DETAIL



ELEVATION - ALUMINUM PARAPET
AT RELIEF JOINT

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Greg J. Kasper ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

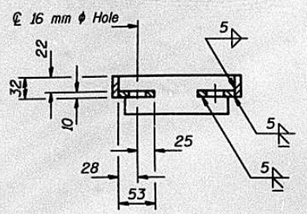
Note: Cost of field welding is included with "Aluminum Parapet".

ALUMINUM PARAPET DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

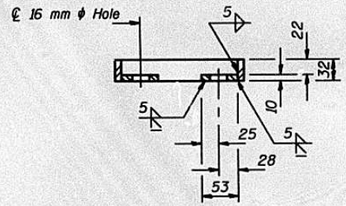
DWG. NO. B11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

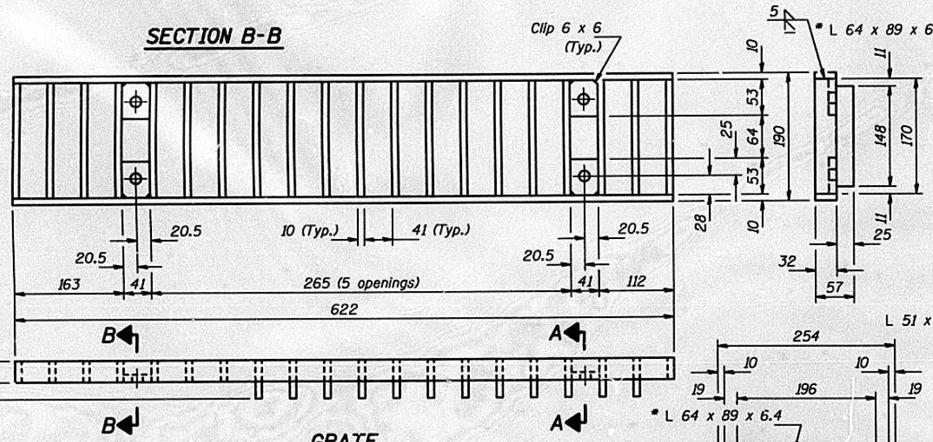
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	3 of 3	71
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID *PROJECT*		SHEETS



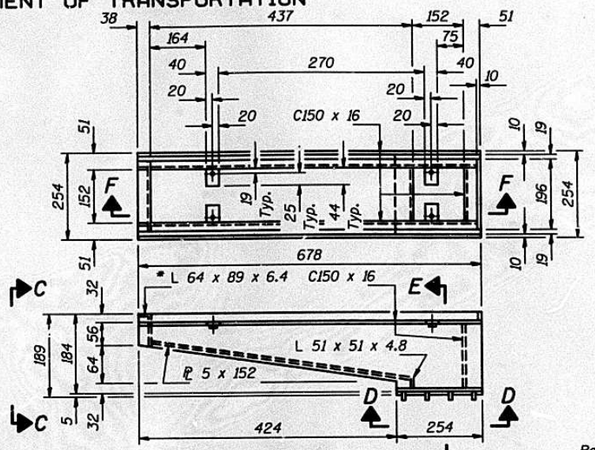
SECTION A-A



SECTION B-B



GRATE



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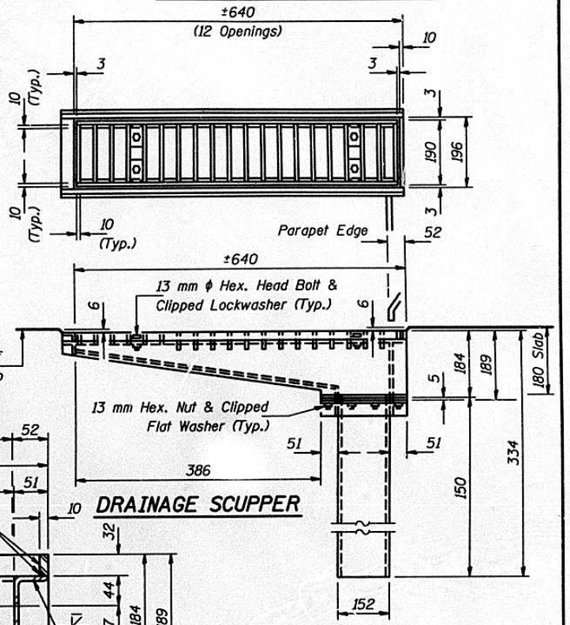
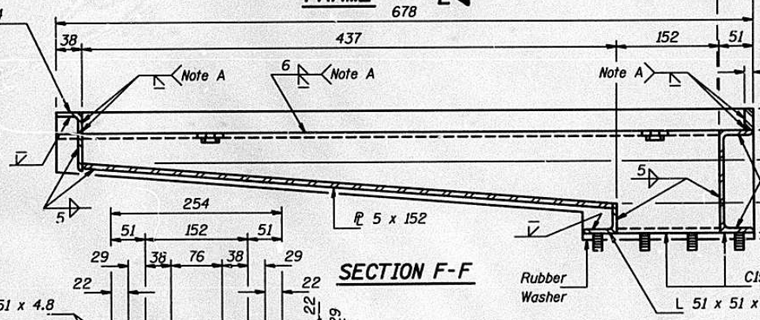
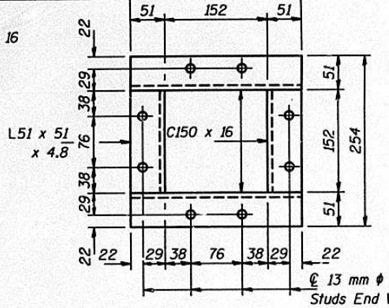


DRAINAGE SCUPPER

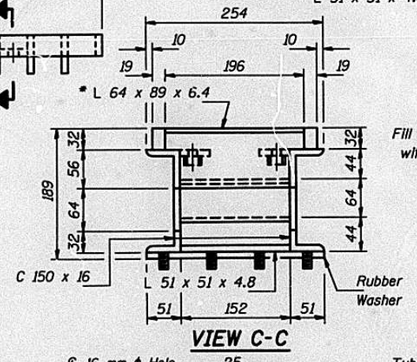


SECTION F-F

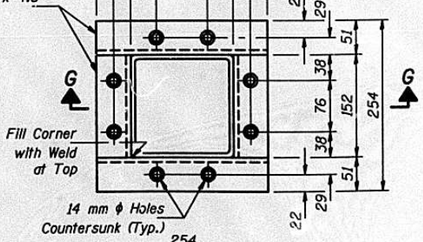
Note A:
Surface of welds shall be recessed 2 mm Max. or placed flush with inside face of bars to provide clearance for Grate.

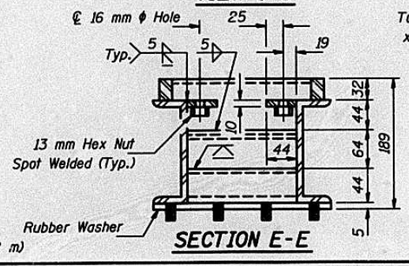


VIEW D-D

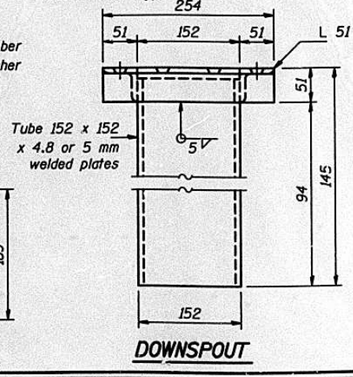


VIEW C-C

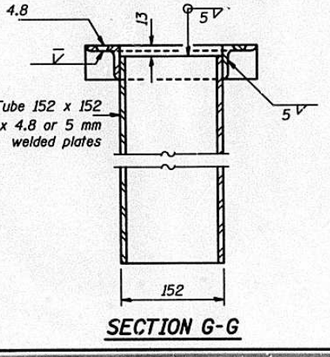




SECTION E-E



DOWNSPOUT



SECTION G-G

Notes:
Hollow structural steel tubing shall conform to the requirements of ASTM designation A500 Grade B, or A501 Structural Steel Tubing.
All other shapes, plates and bars shall conform to the requirements of AASHTO M270M - Grade 250.
Bolts, studs, washers and nuts shall conform to the requirements of ASTM A307.
The Grate, Frame and Downspout shall be galvanized after shop fabrication according to AASHTO M111 & ASTM A385.
All bolts, washers and nuts shall be galvanized according to AASHTO M232.
Cost of the Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPERS (SPECIAL)."

* Cut to 38 mm as shown in Section F-F.

(W.T. to inside of exterior stringer flange shall not be > 1.2 m)

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Greg O. Kasper ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anna ENGINEER OF BRIDGES AND STRUCTURES

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper (Special)	Each	10

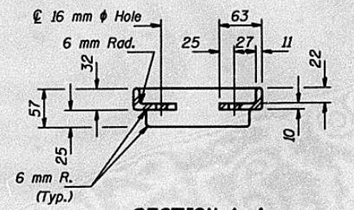
(Sheet 1 of 2)

STEEL DRAINAGE SCUPPER (SPECIAL)
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

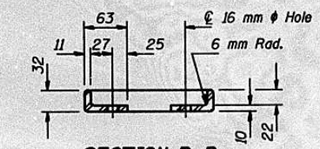
DWG. NO. B12

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

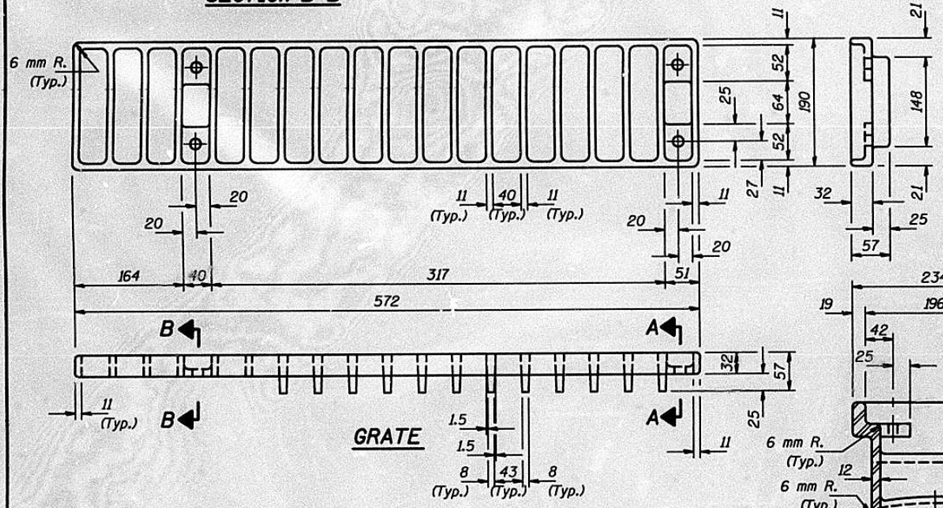
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	72
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



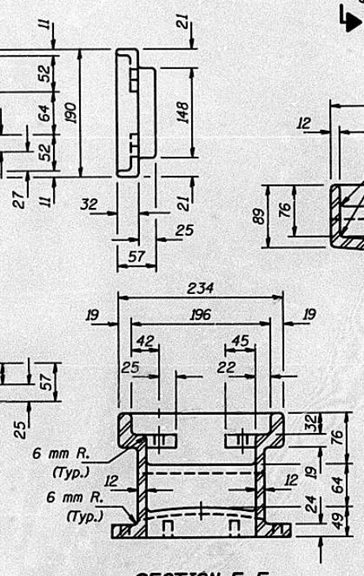
SECTION A-A



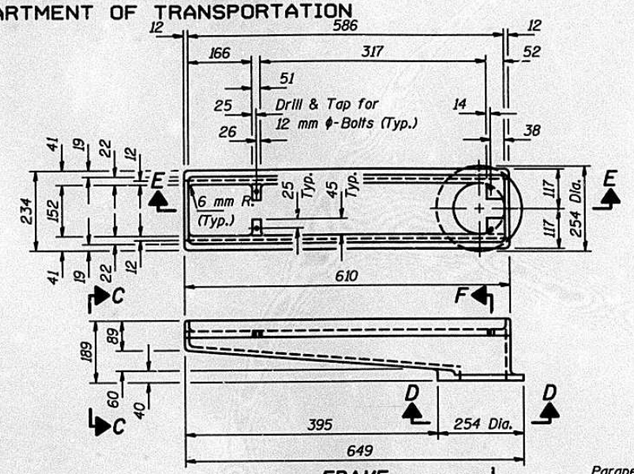
SECTION B-B



GRATE



SECTION F-F



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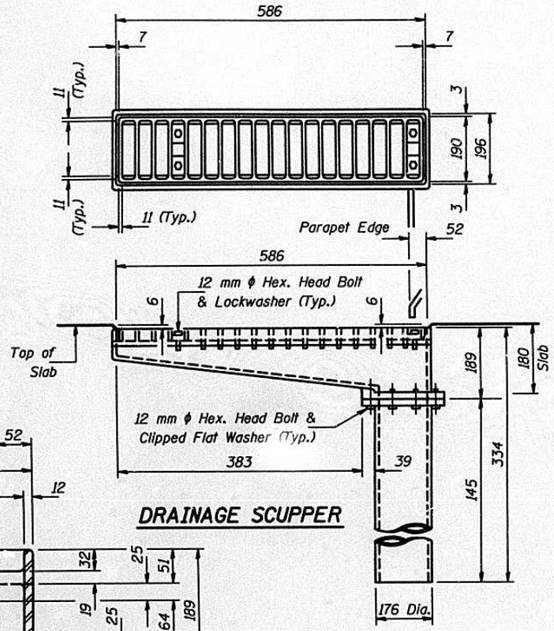
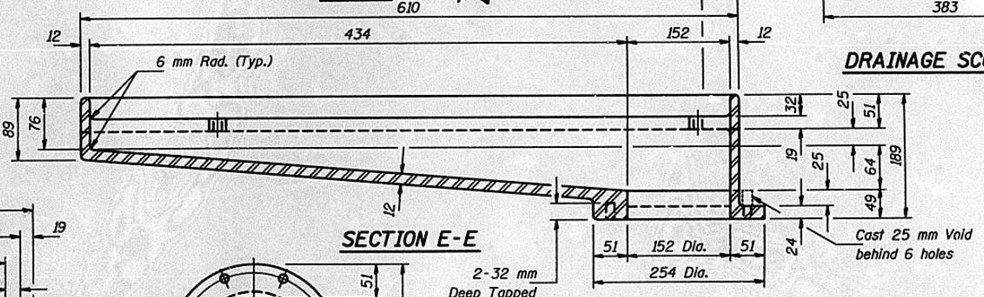
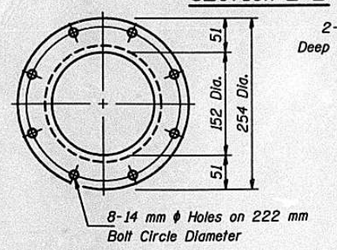
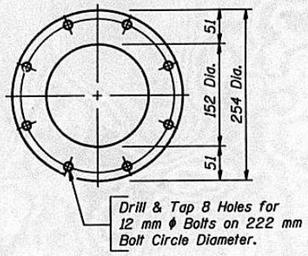


DRAINAGE SCUPPER

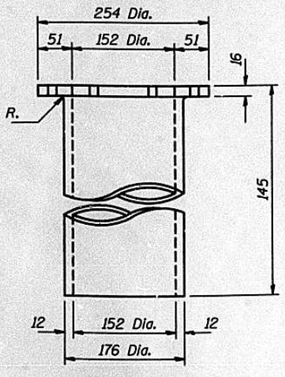


SECTION E-E





VIEW D-D



DOWNSPOUT

Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 30.
Bolts and washers shall conform to the requirements of ASTM A307.
All bolts and washers shall be galvanized according to AASHTO M232.
As an alternate bolts and washers may be stainless steel conforming to the requirements of ASTM A193M, Type 304.
Cost of the Grate, Frame, Downspout, bolts and washers including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPERS (SPECIAL)".
The Contractor may use at his option steel drainage scuppers or cast iron drainage scuppers.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

(W.T. to inside of exterior stringer flange shall not be > 1.2 m)

(Sheet 2 of 2)

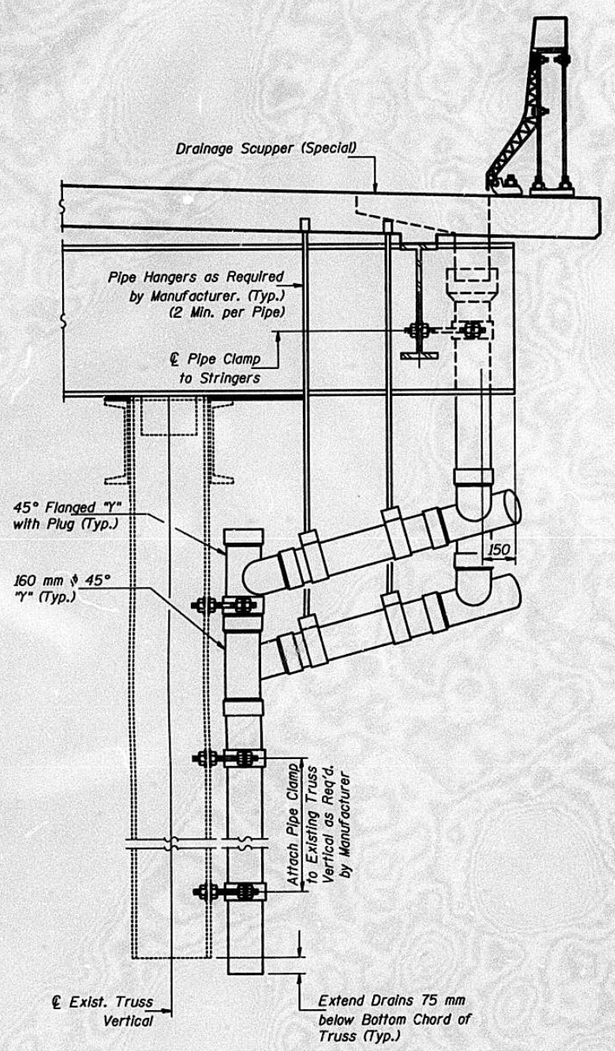
ALTERNATE - CAST IRON
DRAINAGE SCUPPER (SPECIAL)
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

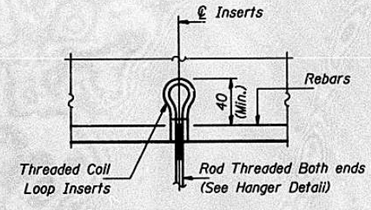
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	73
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

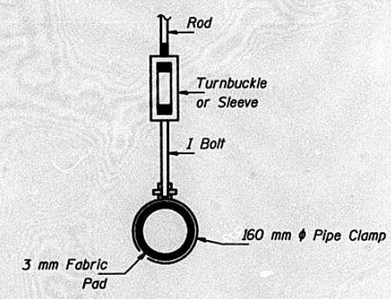


ELEVATION

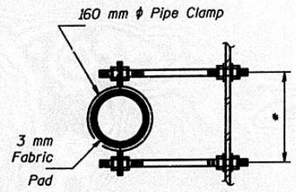
(Maximum 3 Drains to Down Spout at each Truss Vertical)



SLAB INSERT

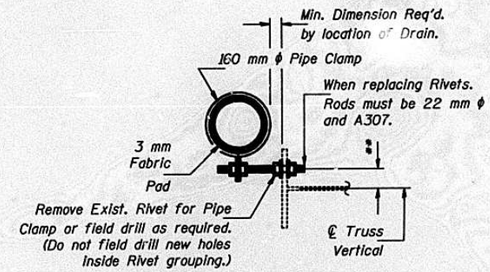


HANGER DETAIL



PIPE CLAMP DETAIL AT STRINGERS

* Dimension as required by Pipe Clamp.



PIPE CLAMP DETAIL AT TRUSS VERTICALS

** Dimension as required by location of Drain.

Notes:

The exterior surfaces of the pipe shall be painted with finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drain shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.

Fiberglass pipe shall conform to ASTM: D2996. with short-time rupture strength hoop tensile stress of 200 MPa minimum. The surface of the fiberglass pipe shall be free of bond inhibiting agents.

See Drawing B15 for End View.

The Clamping Device and all supporting hardware used for drainage system shall be galvanized according to AASHTO M-232.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage System	L. Sum	0.8

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

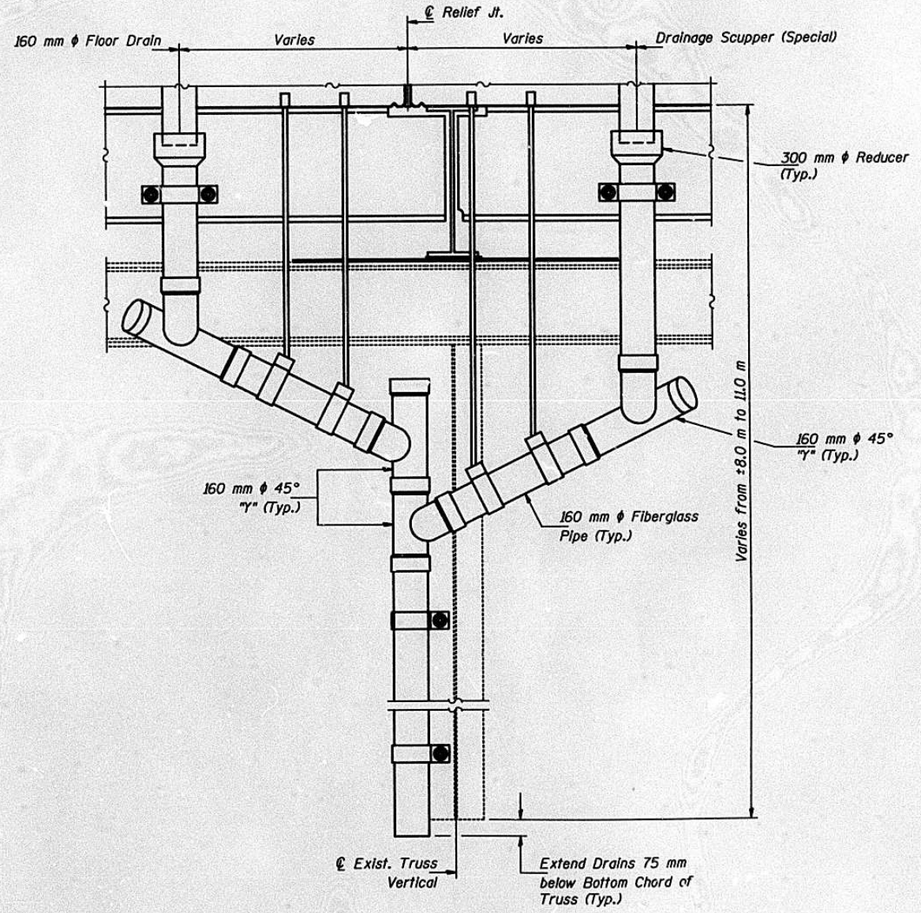
DRAINAGE SYSTEM
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B14

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	74
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



END VIEW

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson
Engineer of Bridges and Structures

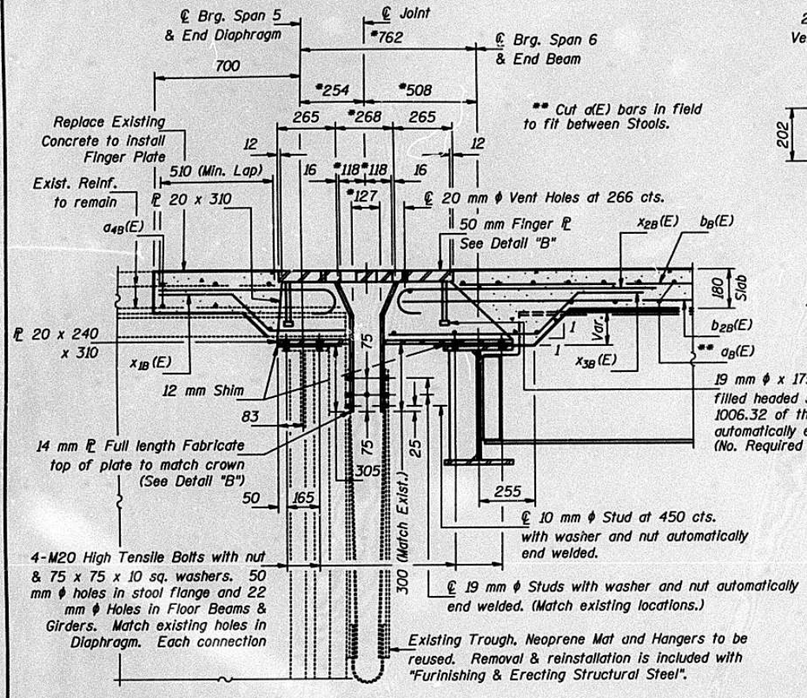
DRAINAGE SYSTEM
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B15

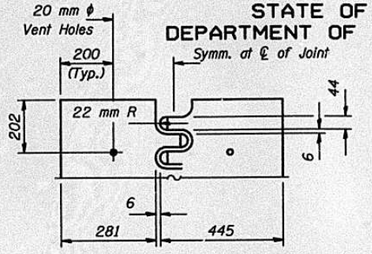
D C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

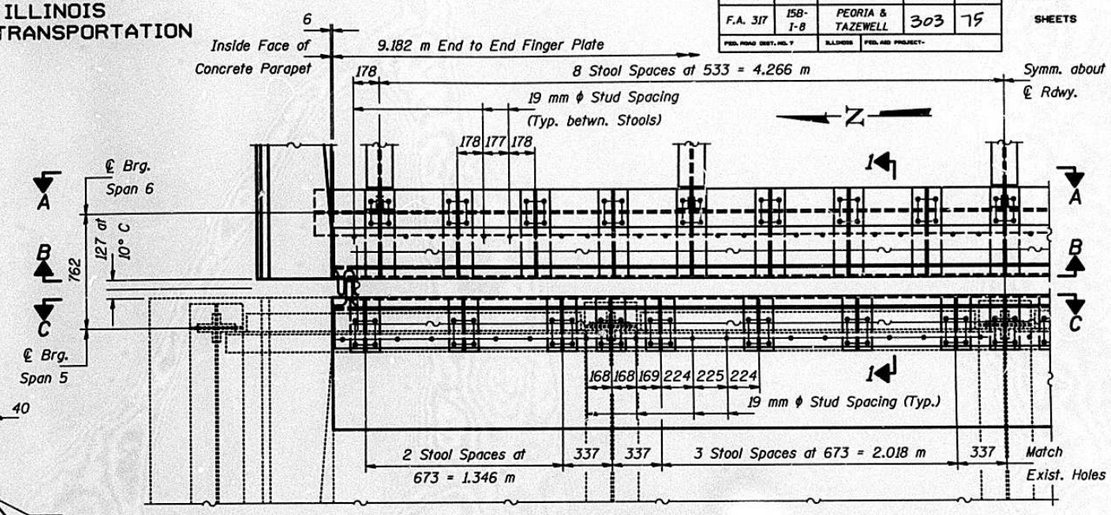
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	75
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



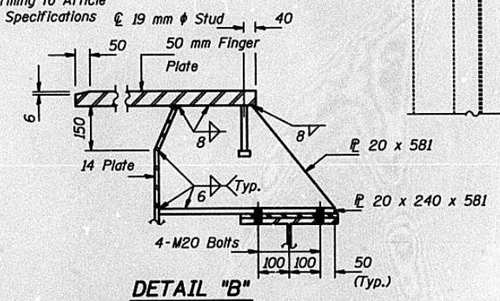
SECTION 1-1
(Looking North)



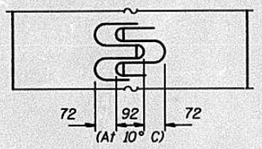
FINGER CUTTING DIAGRAM
(℄ 50 x 732 x 9.182 m
One Required)



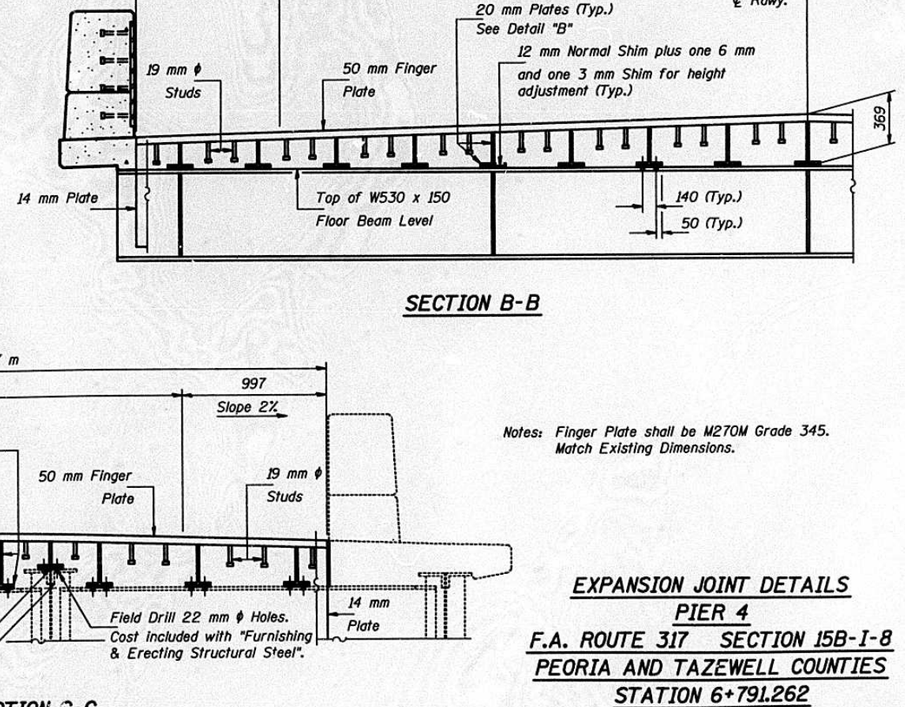
HALF PLAN



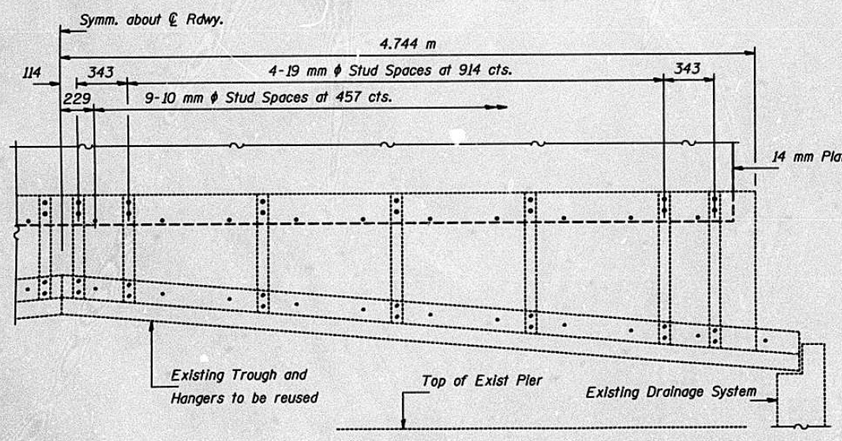
DETAIL "B"
(Welded 14 mm Plate will be allowed in lieu of 14 mm Bent Plate.)



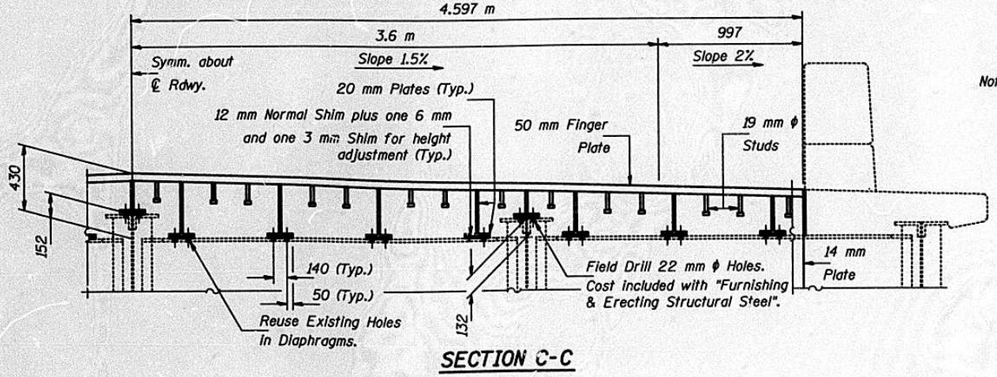
FINGER PLATE SETTING DIAGRAM
Add 1 mm per each 10 m of expansion for every 8° C above the normal temp. of 10° C. Subtract 1 mm per each 10 m of expansion for every 8° C below the normal of 10° C.
(Expansion Length = 100 m)



SECTION B-B



SECTION A-A



SECTION C-C

Notes: Finger Plate shall be M270M Grade 345. Match Existing Dimensions.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schueller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

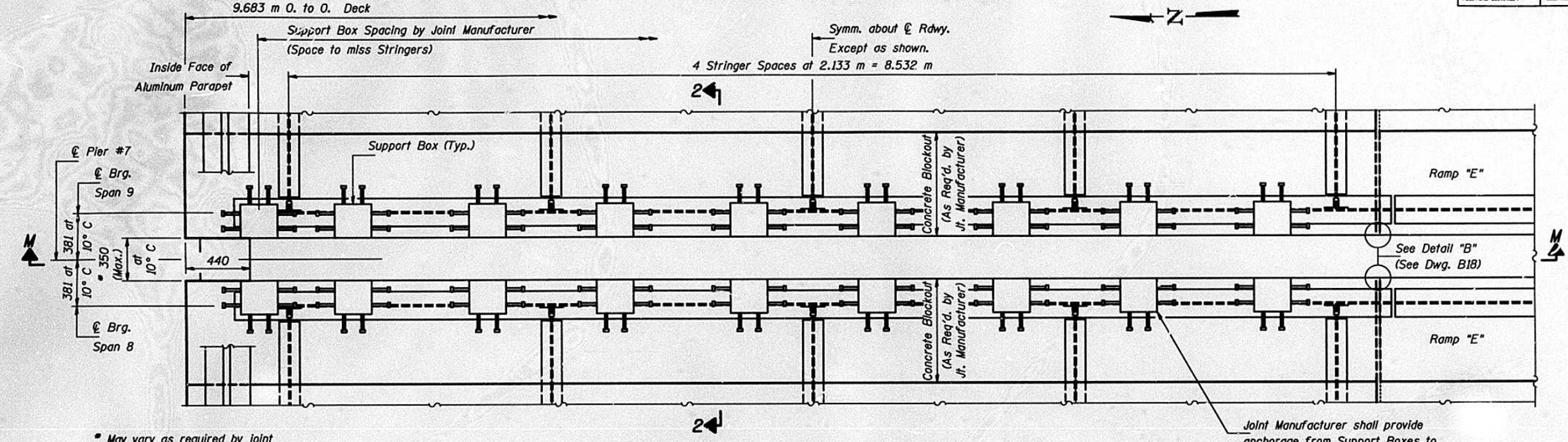
EXPANSION JOINT DETAILS
PIER 4
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B16

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	76
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

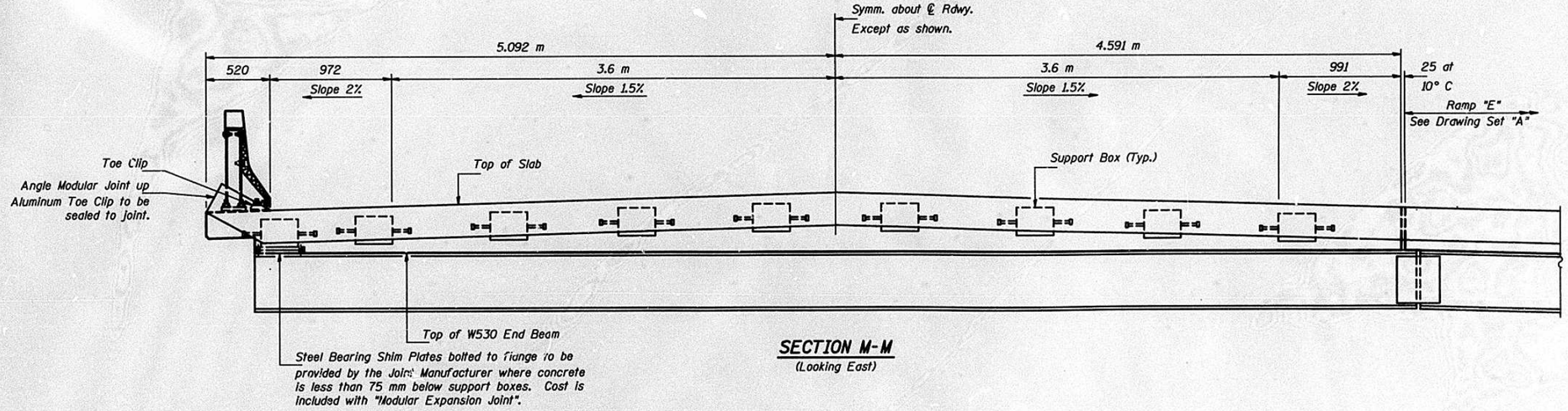
SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



* May vary as required by joint manufacturer. For Ramp"E" see Drawing set "A".

PLAN



SECTION M-M
(Looking East)

Notes:
For Section 2-2 and Notes see Drawing B18.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Ralph E. Anderson
Engineer of Bridges and Structures

EXPANSION JOINT DETAILS
PIER 7
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B17

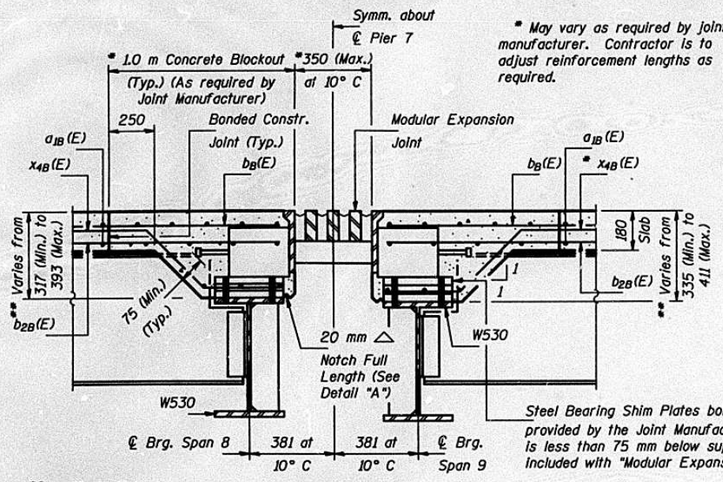
D C B A 0 A B C

TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-I-8	PEORIA & TAZEWELL	303	77
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT-		SHEETS

Notes:
1. Modular Expansion Joint shall be designed according to the latest ASTM Specifications for MS18 Loading with impact and for minimum movement of ±150 mm (Total of 300 mm).
2. The Modular Expansion Joint shall be either Wabo "D-1200" by Watson Bowman Acme Corp. or Maurer "D-321" by the D.S. Brown Co.
3. Joint shall be fabricated and installed according to the manufacturer's recommendations and as approved by the Engineer.
4. Joint shall be fabricated to conform to the Roadway Profile and Cross-Slopes.
5. Cost of all hardware and installation of all Steel Bearing Shim plates and additional reinforcement required to anchor the joint to slab shall be included with "Modular Expansion Joint 320 mm".
6. All steel shall be painted the color of the final finish coat shall be Blue, Munsell Standard 10B 3/6.

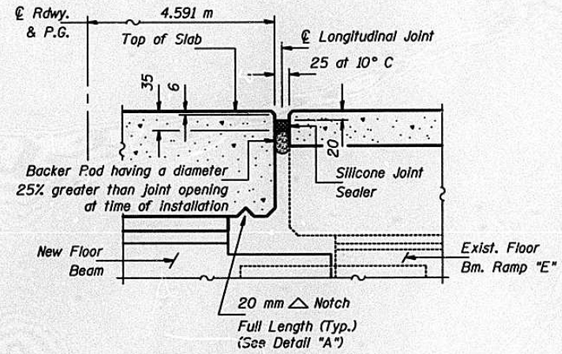


* May vary as required by joint manufacturer. Contractor is to adjust reinforcement lengths as required.

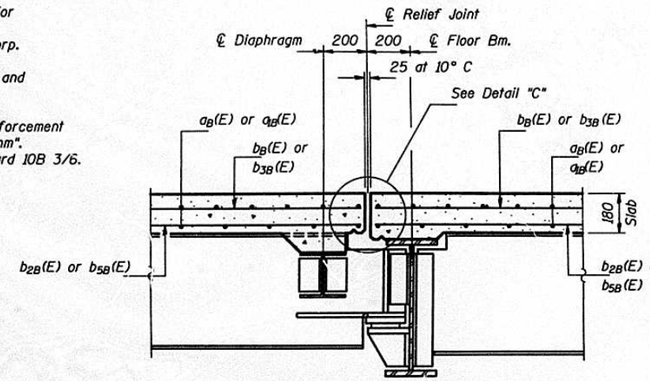
** Verify in field. Dimensions may vary.

SECTION 2-2
(Looking North)
(Cut or bend reinforcement bars as required to miss support boxes by 25 mm.)

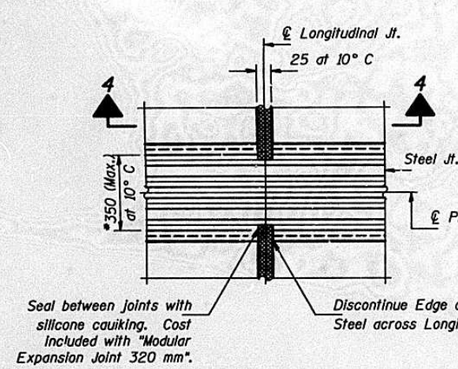
Steel Bearing Shim Plates bolted to flange to be provided by the Joint Manufacturer where concrete is less than 75 mm below support boxes. Cost is included with "Modular Expansion Joint 320 mm".



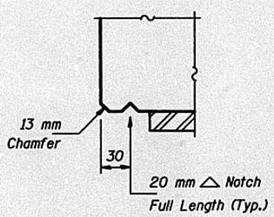
SECTION 4-4
(Looking East)



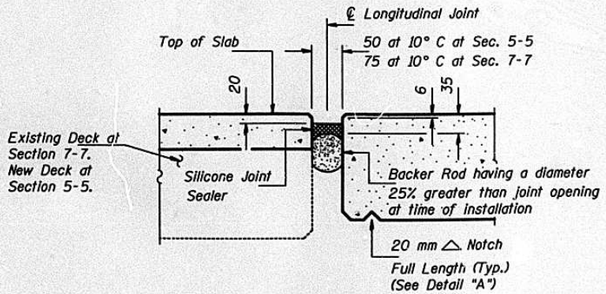
SECTION 3-3
(Looking North)



DETAIL "B"

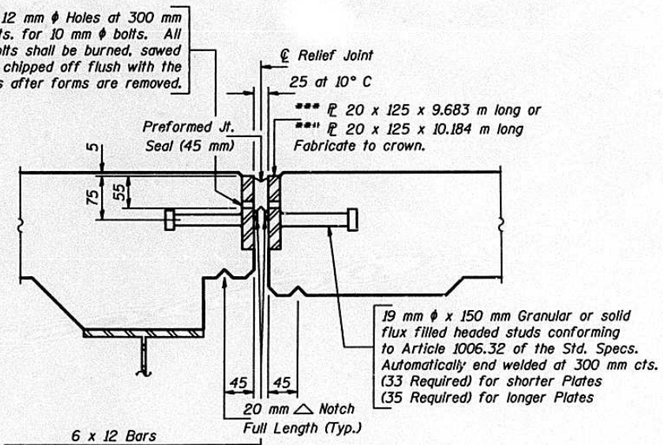


DETAIL "A"



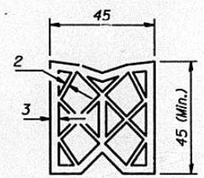
SECTION 5-5 & SECTION 7-7

12 mm ϕ Holes at 300 mm cts. for 10 mm ϕ bolts. All bolts shall be burned, sawed or chipped off flush with the plates after forms are removed.



DETAIL "C"

*** Furnish in segments of 6 m maximum length. Maximum space between installed segments shall be 5 mm. Seal space with Silicone Sealant suitable for Structural Steel.



PREFORMED JOINT SEAL (45 mm)
(End PJS as shown on Dwg. C15.)

Note:
After fabrication, all surfaces of the steel plates shall be given one shop coat of the paint specified for structural steel. No field painting required.

EXPANSION JOINT DETAILS
PIER 7, RELIEF JOINT DETAILS
& LONGITUDINAL JOINT DETAILS
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B18

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Greg J. Kaspar ENGINEER OF BRIDGE DESIGN

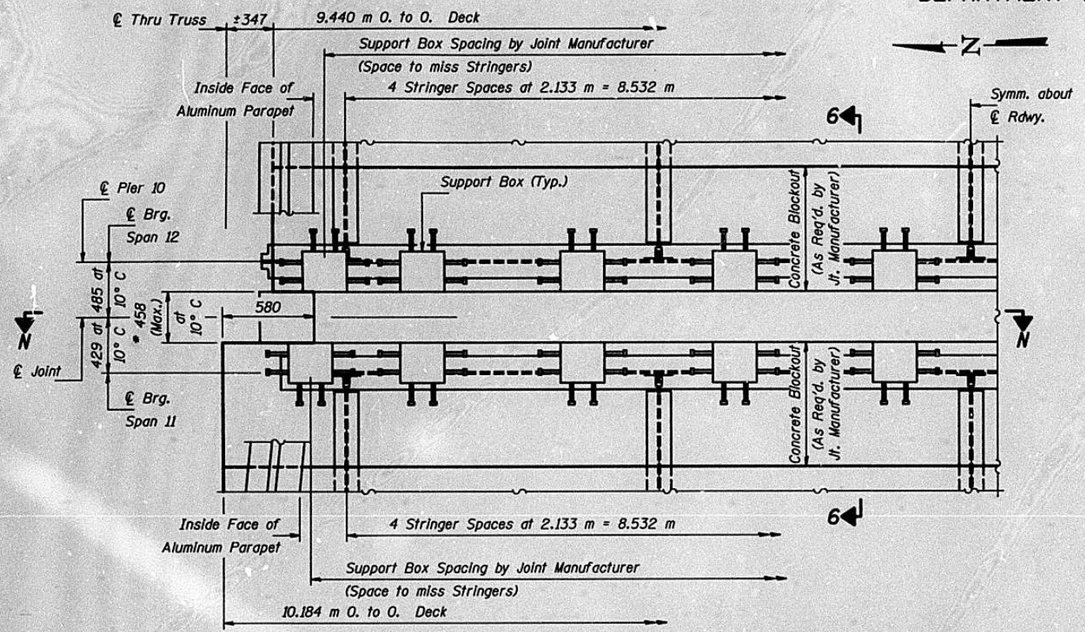
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

TAMERAN

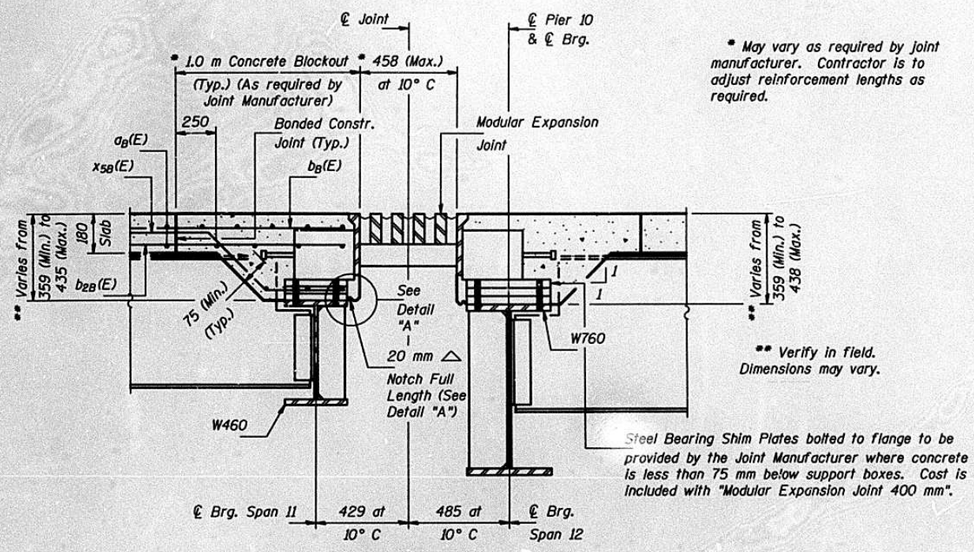
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	78
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



HALF PLAN - PIER #10



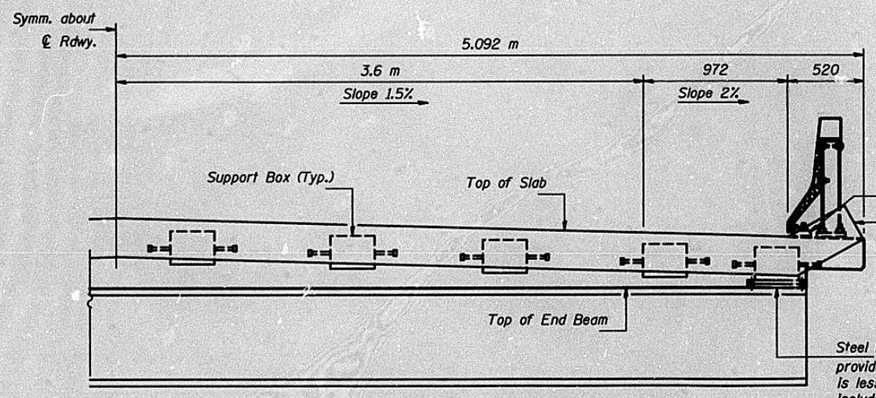
* May vary as required by joint manufacturer. Contractor is to adjust reinforcement lengths as required.

** Verify in field. Dimensions may vary.

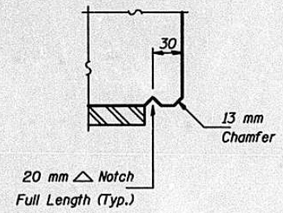
Steel Bearing Shim Plates bolted to flange to be provided by the Joint Manufacturer where concrete is less than 75 mm below support boxes. Cost is included with "Modular Expansion Joint 400 mm".

For Span 12
See Drawing set "C".

SECTION 6-6
(Looking North)
(Cut or bend reinforcement bars as required to miss support boxes by 25 mm.)



SECTION N-N
(Looking East)



DETAIL "A"

Notes:
1. Modular Expansion Joint shall be designed according to the latest ASTM Specifications for MS18 Loading with impact and for minimum movement of ±193 mm (Total of 386 mm).
2. The Modular Expansion Joint shall be either Wabo "D-1800" by Watson Bowman Acme Corp., Maurer "D-401" by the D.S. Brown Co. or LG6 by Techstar Inc.
3. Joint shall be fabricated and installed according to the manufacturer's recommendations and as approved by the Engineer.
4. Joint shall be fabricated to comform to the Roadway Profile and Cross-Slopes.
5. Cost of all hardware and installation of all Steel Bearing Shim plates and additional reinforcement required to anchor the joint to slab shall be included with "Modular Expansion Joint 400 mm".
6. All steel shall be painted the color of the final finish coat shall be Blue, Munsell Standard 10B 3/6.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

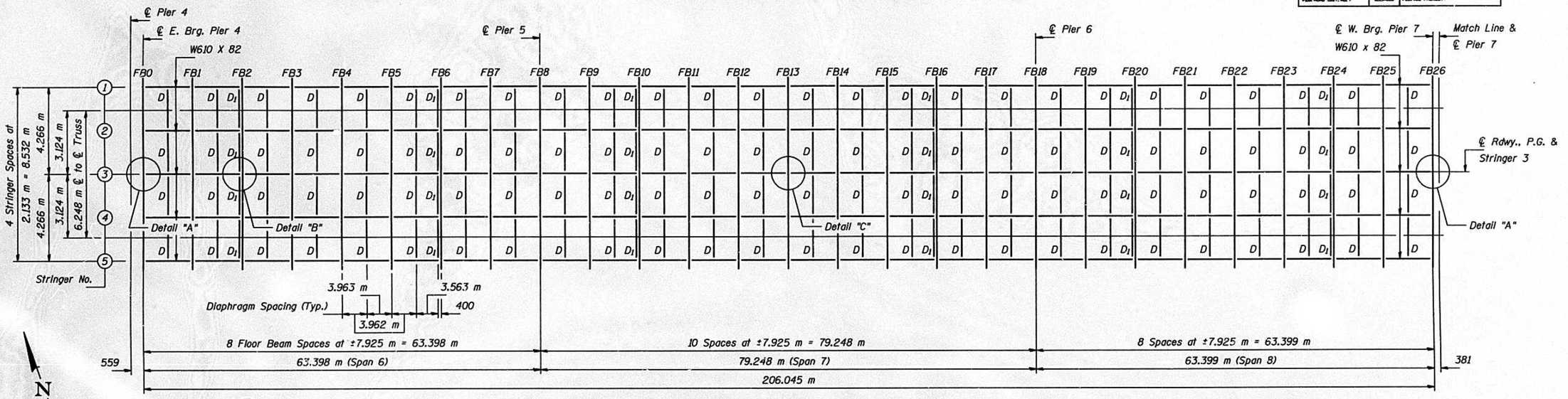
EXPANSION JOINT DETAILS
PIER 10
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

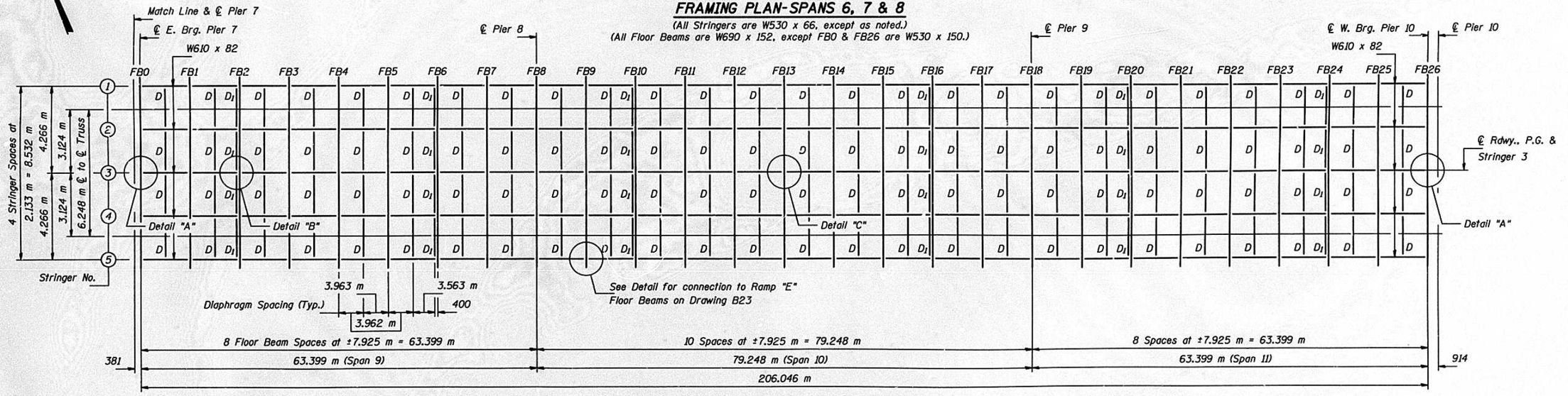
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	79
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



FRAMING PLAN-SPANS 6, 7 & 8

(All Stringers are W530 x 66, except as noted.)
(All Floor Beams are W690 x 152, except FB0 & FB26 are W530 x 150.)



FRAMING PLAN-SPANS #9, #10 & #11

(All Stringers are W530 x 66 except as noted.)
(All Floor Beams are W690 x 152, except FB0 W530 x 150. FB11 thru FB20 W760 x 134, FB25 W610 x 153 & FB26 W460 x 158.)

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1994
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

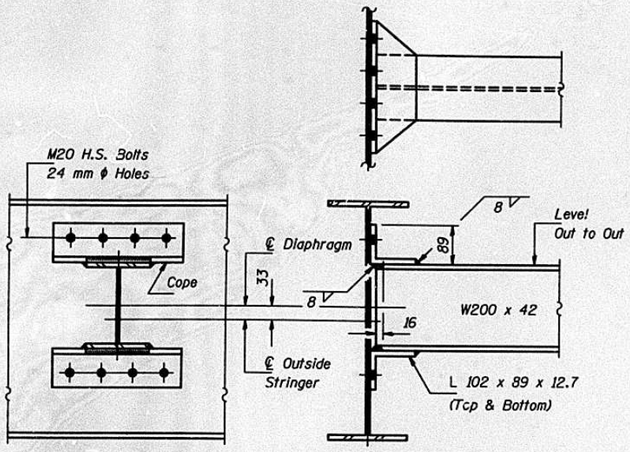
Notes:
See Drawings B21 for Details "A" & "C".
See Drawing B22 for Detail "B".
All Stringers and Floor Beams shall conform to the requirements of Notch Toughness.

STRUCTURAL STEEL
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B20

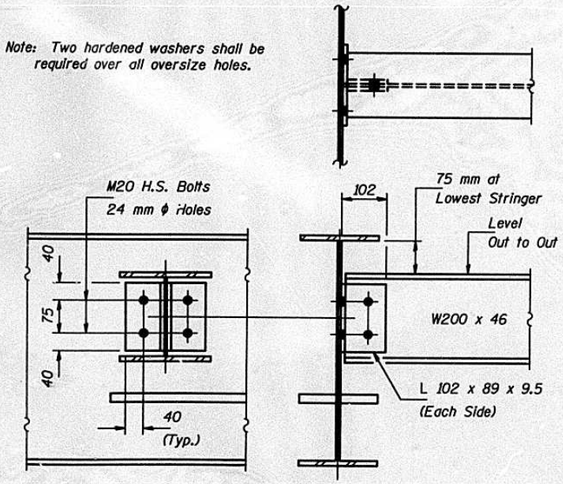
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	80
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

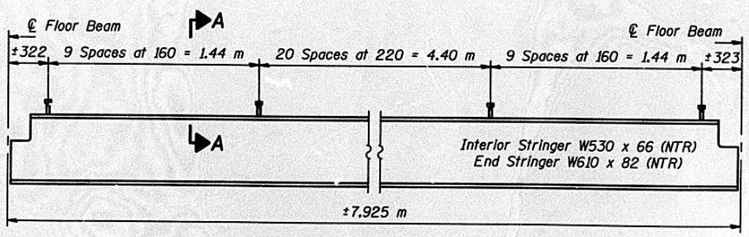


DIAPHRAGM D
(208 Required)

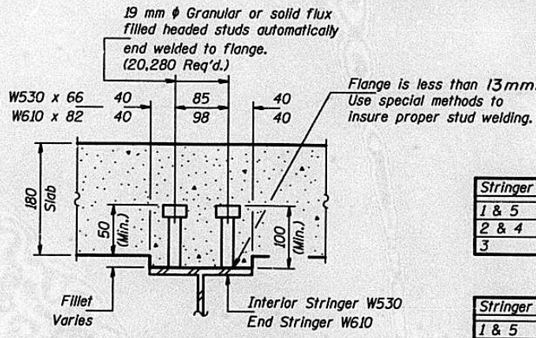
Note: Two hardened washers shall be required over all oversize holes.



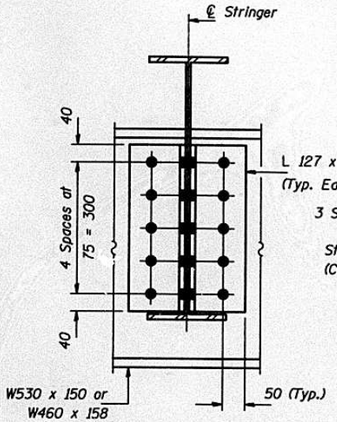
DIAPHRAGM D_1
(48 Required)



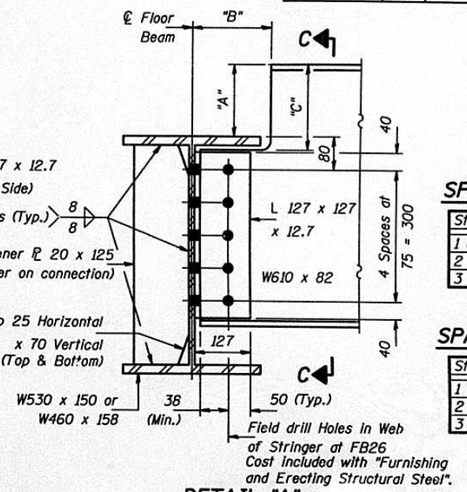
ELEVATION - SHOWING SHEAR STUD SPACING
(Typical spacing for all Stringers.)
"NTR" denotes Stringers to which Notch Toughness Requirements are applicable.



SECTION A-A



SECTION C-C



DETAIL "A"
(Looking North FB0)
(Looking South FB26)

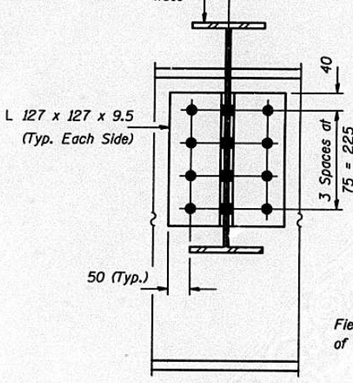
MAXIMUM COPE
W610 x 82
"B" = 180
"C" = 215

DIMENSION "A"
SPANS #6, #7 & #8

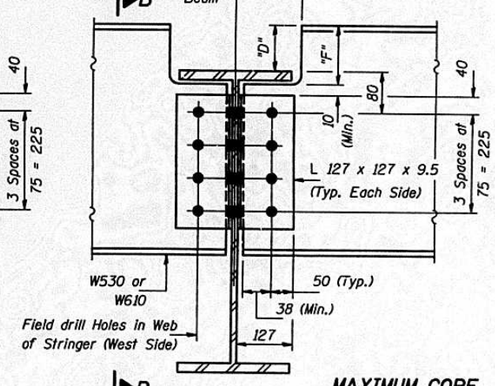
Stringer No. \ Loc.	FB0	FB26
1 & 5	100	120
2 & 4	135	155
3	165	185

DIMENSION "A"
SPANS #9, #10 & #11

Stringer No. \ Loc.	FB0	FB26
1 & 5	120	120
2 & 4	155	155
3	185	185



SECTION B-B



DETAIL "C"
(Looking North)

MAXIMUM COPE
W530 x 66
"E" = 150
"F" = 135

DIMENSION "D" - SPANS 6, 7 & 8

Stringer No. \ Loc.	FB1	FB3	FB4	FB5	FB7	FB8	FB9	FB11	FB12	FB13	FB14	FB15	FB17	FB18	FB19	FB21	FB22	FB23	FB25
1 & 5	0	20	0	0	0	0	0	40	40	40	20	20	20	0	0	20	20	20	0
2 & 4	35	55	35	35	35	35	35	75	75	75	55	55	55	35	35	55	55	55	35
3	65	85	65	65	65	65	65	105	105	105	85	85	85	65	65	85	85	85	65

DIMENSION "D" - SPANS 9, 10 & 11

Stringer No. \ Loc.	FB1	FB3	FB4	FB5	FB7	FB8	FB9	FB11	FB12	FB13	FB14	FB15	FB17	FB18	FB19	FB21	FB22	FB23	FB25
1 & 5	40	40	40	40	20	20	40	0	20	20	20	20	20	0	0	40	20	20	40
2 & 4	75	75	75	75	55	55	75	35	55	55	55	55	55	35	35	75	55	55	75
3	105	105	105	105	85	85	105	65	85	85	85	85	85	65	65	105	85	85	105

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson
Engineer of Bridges and Structures

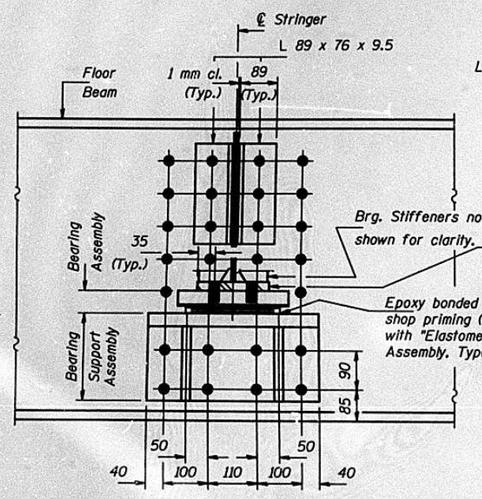
STRUCTURAL STEEL DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B21

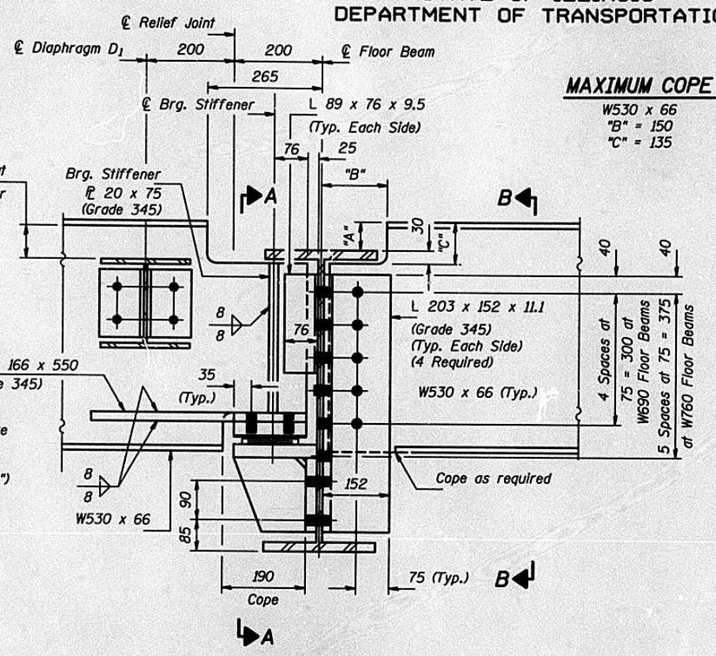
C B A 0 A B C D
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	153-1-8	PEORIA & TAZEWELL	303	81
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

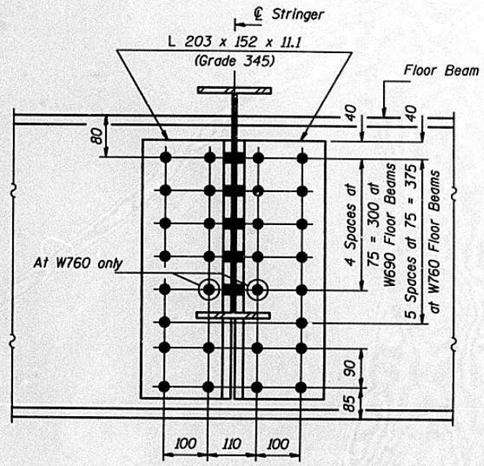


SECTION A-A

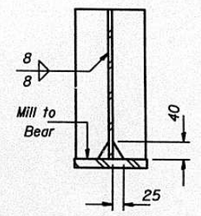


DETAIL "B"
(Looking North)

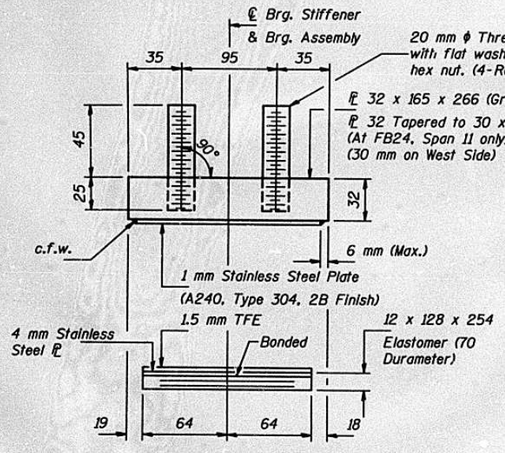
MAXIMUM COPE
W530 x 66
"B" = 150
"C" = 135



SECTION B-B



BEARING STIFFENERS



BEARING ASSEMBLY

Note:
The 1.5 mm TFE sheet shall be bonded directly to the 4 mm stainless steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

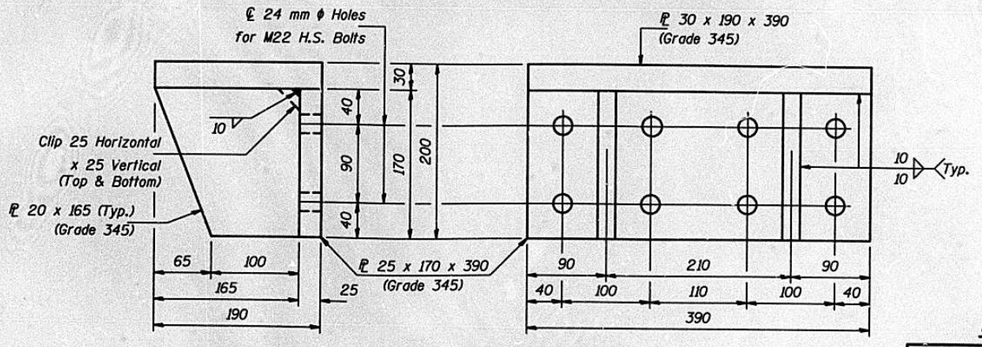
DIMENSION "A" - SPANS 6, 7 & 8

Stringer No. \ Loc.	FB2	FB6	FB10	FB16	FB20	FB24
1 & 5	0	0	0	20	0	0
2 & 4	35	35	35	55	35	35
3	65	65	65	85	65	65

DIMENSION "A" - SPANS 9, 10 & 11

Stringer No. \ Loc.	FB2	FB6	FB10	FB16	FB20	FB24
1 & 5	40	40	40	0	0	0
2 & 4	75	75	75	35	35	35
3	105	105	105	65	65	65

Note: Dimensions "B" & "C" will vary. Do not exceed the maximum cope without approval of the Engineer.



BEARING SUPPORT ASSEMBLY

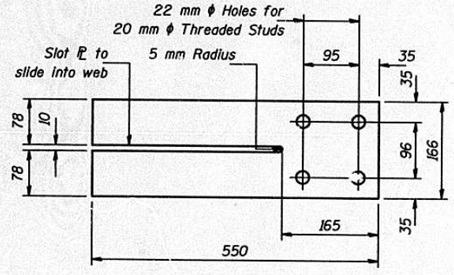


PLATE "A"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II (Modified)	Each	60

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Raj. J. Kespar ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

STRUCTURAL STEEL DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

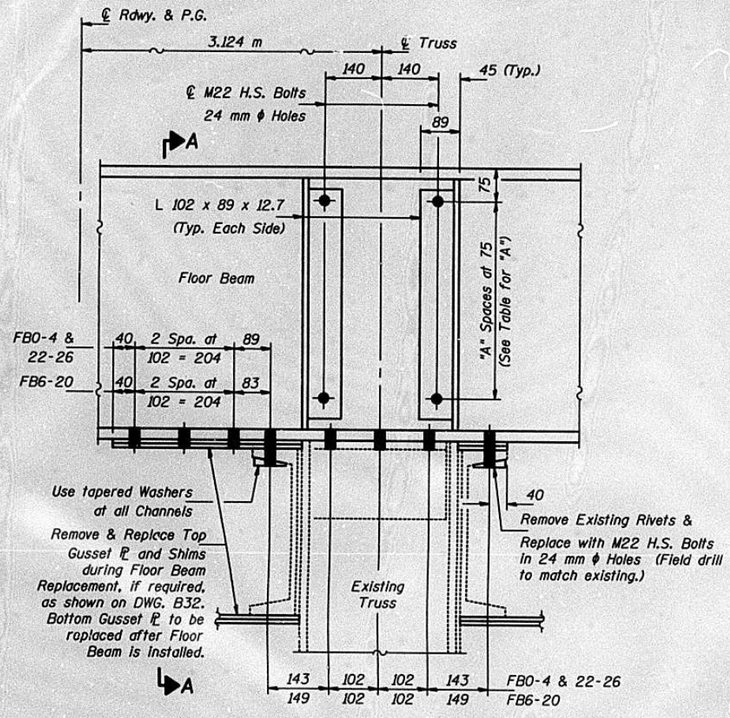
DWG. NO. B22

D C B A 0 A B C

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

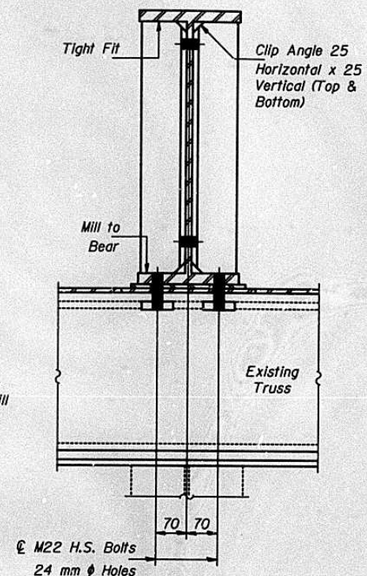
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	82
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



FLOOR BEAM CONNECTION DETAIL

(At Floor Beams FB0, 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24 & 26. Only one Floor Beam may be replaced at a time.)

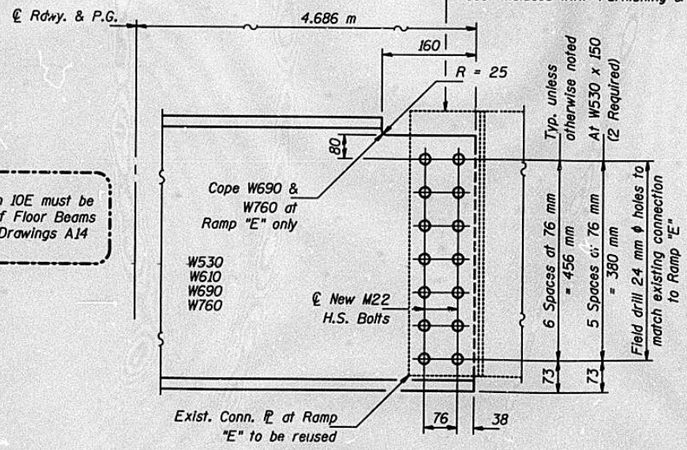


SECTION A-A

TABLE "A"

Floor Bm.	No. Spaces
W460	4
W530	5
W610	6
W690	7
W760	8

Cut leg of angle off to miss slab if required
Cost included with "Furnishing & Erecting Structural Steel".



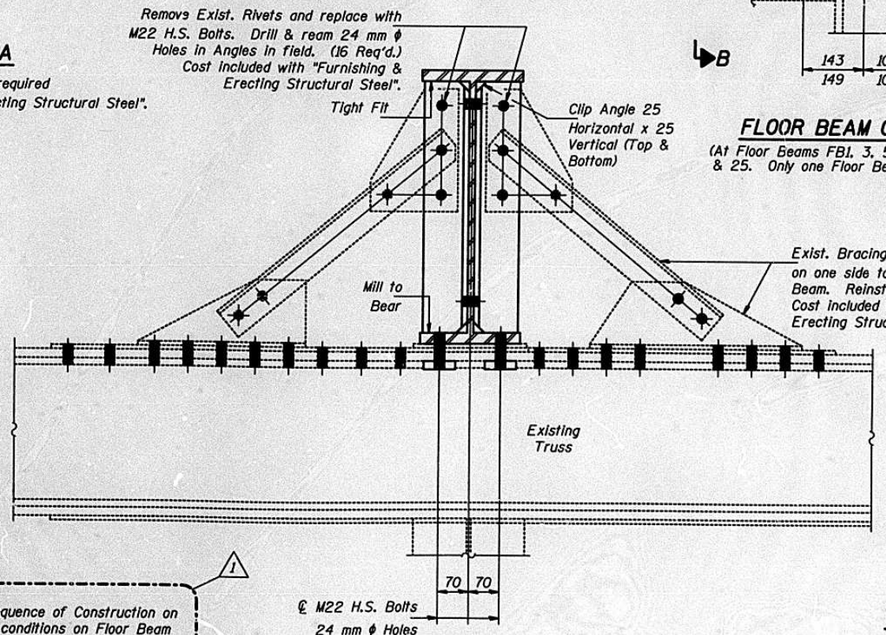
1 Notes:
Floor Beams on Ramp "E" Span 10E must be supported during replacement of Floor Beams on Deck Truss Span 10. See Drawings A14 and A15.

FLOOR BEAM END AT RAMP "E"

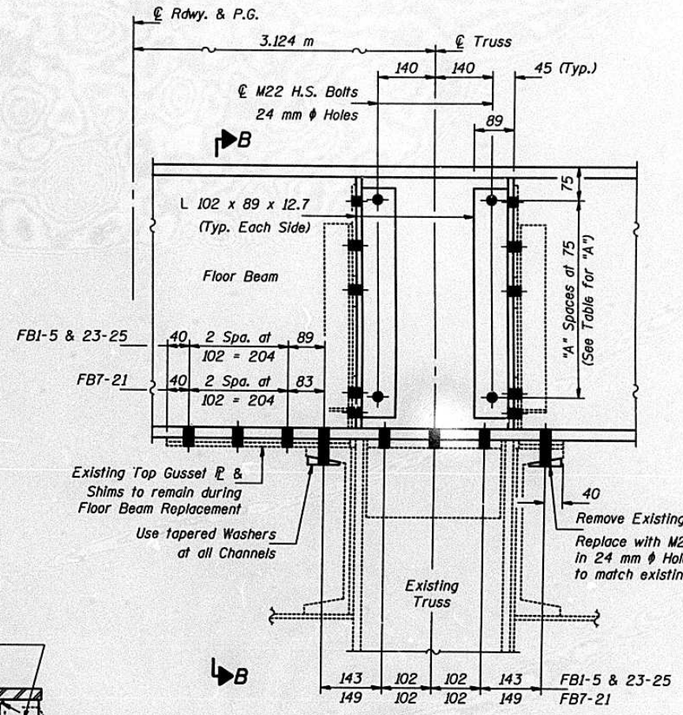
DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schaeller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson Engineer of Bridges and Structures

1 Note:
See Proposed Sequence of Construction on Drawing 4 for the conditions on Floor Beam replacement.



SECTION B-B



FLOOR BEAM CONNECTION DETAIL

(At Floor Beams FB1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, & 25. Only one Floor Beam may be replaced at a time.)

1 Notes:
Only one wind gusset plate shall be unfastened at a time.
Top and bottom wind gusset plates shall not be unfastened at the same time.
Field drill 24 mm ϕ Holes in Floor Beams and shim to match existing.
Existing bracing not shown in details for clarity.
Cost of field drilling is included in "Furnishing and Erecting Structural Steel".

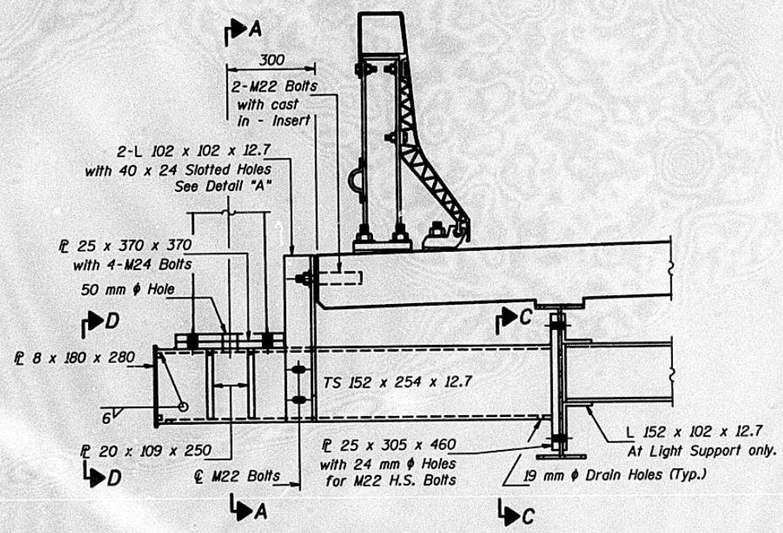
STRUCTURAL STEEL DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B23

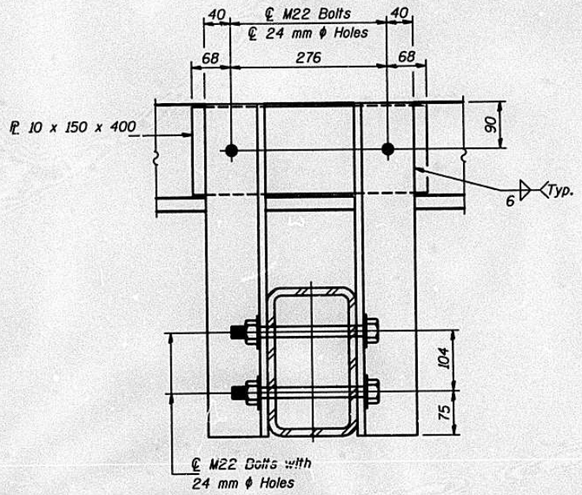
1 Revised 5-20-99 S.E.M.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	83
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



SECTION AT LIGHT SUPPORT



DETAIL "A"

NOTES

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 20 N-m at +4 °C.

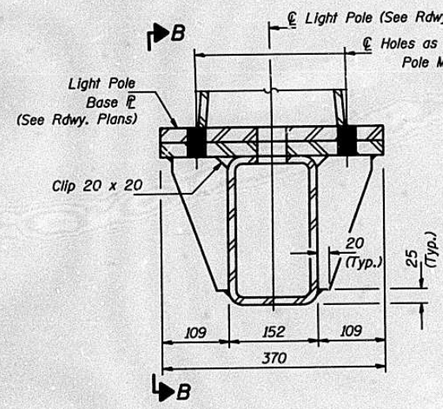
All other steel shapes and plates shall conform to the requirements of AASHTO M 270M, Grade 250.

Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164M.

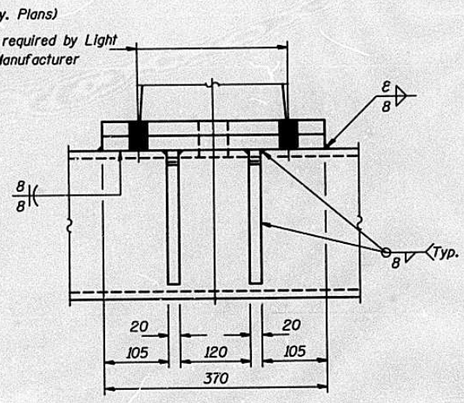
All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

All tubes and angles shall be hot dip galvanized after fabrication according to AASHTO M 111.

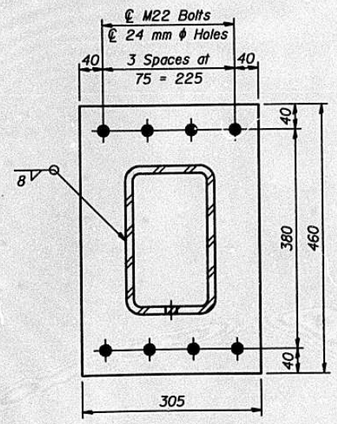
Quantity for light supports shall be included with "Furnishing and Erecting Structural Steel".



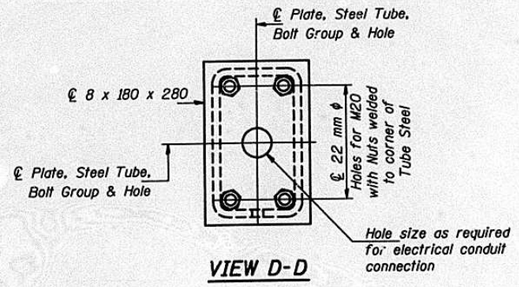
SECTION A-A



VIEW B-B



SECTION C-C



VIEW D-D

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

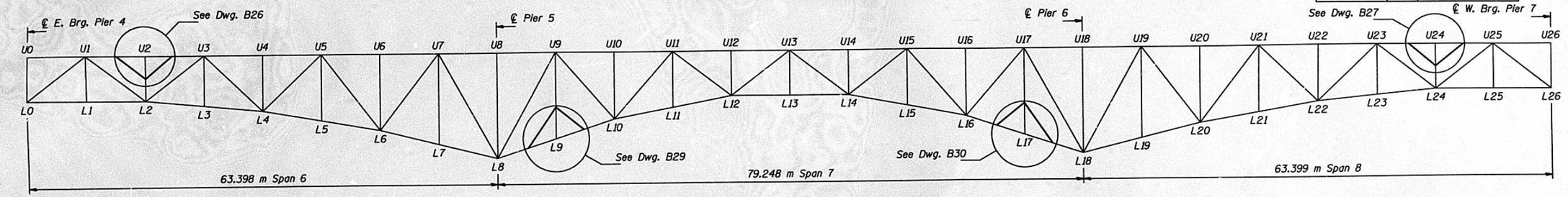
Notes:
Light Support to be at midspan of Stringers.
See Drawing 1 for location of lights.

LIGHT STANDARD DETAILS
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

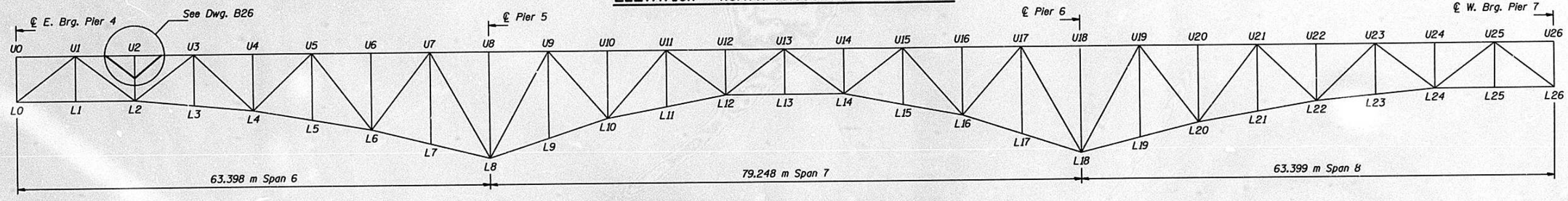
DWG. NO. B24

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	84
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

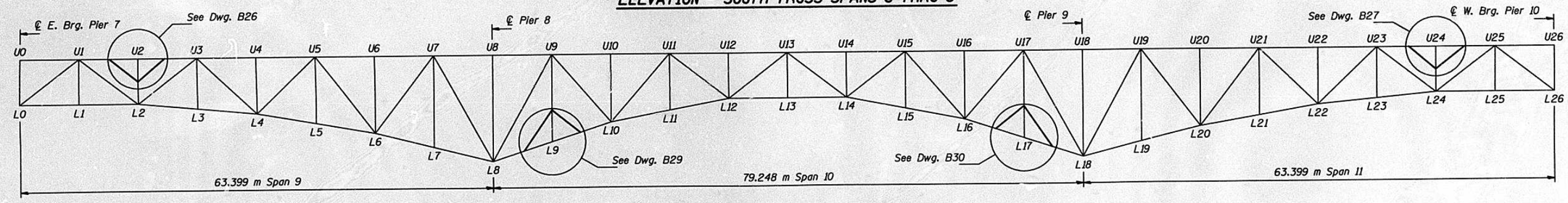
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



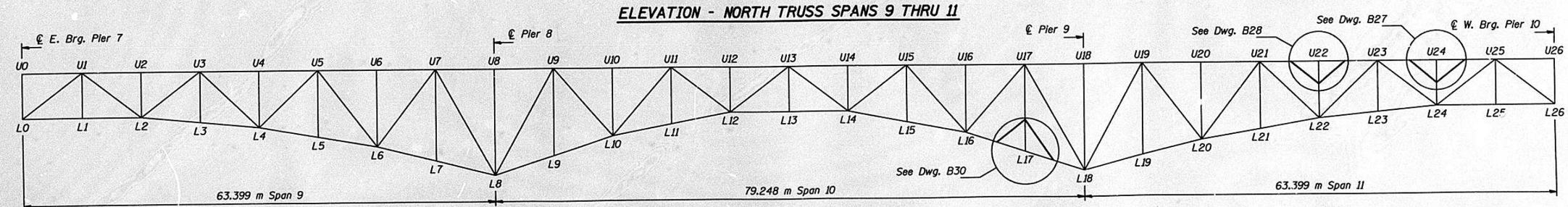
ELEVATION - NORTH TRUSS SPANS 6 THRU 8



ELEVATION - SOUTH TRUSS SPANS 6 THRU 8



ELEVATION - NORTH TRUSS SPANS 9 THRU 11



ELEVATION - SOUTH TRUSS SPANS 9 THRU 11

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

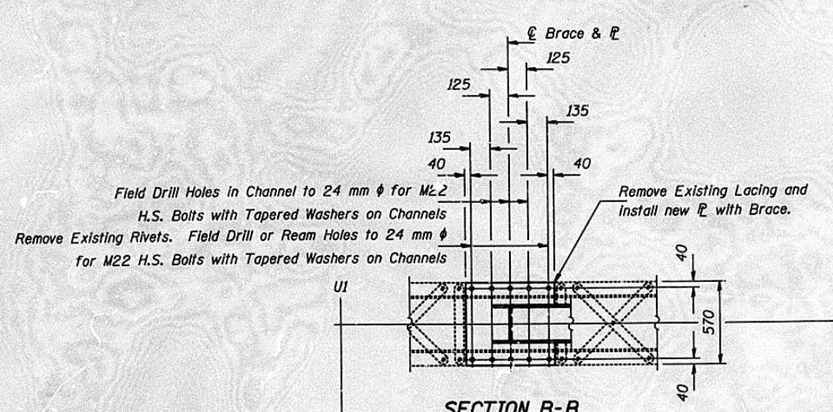
Notes:
Add Bracing as shown.
All elevation views looking north.

TRUSS REPAIR LAYOUT
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

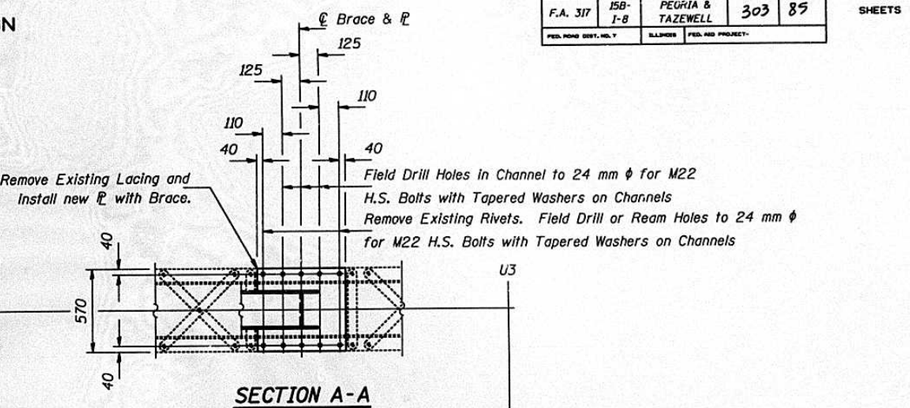
DWG. NO. B25

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

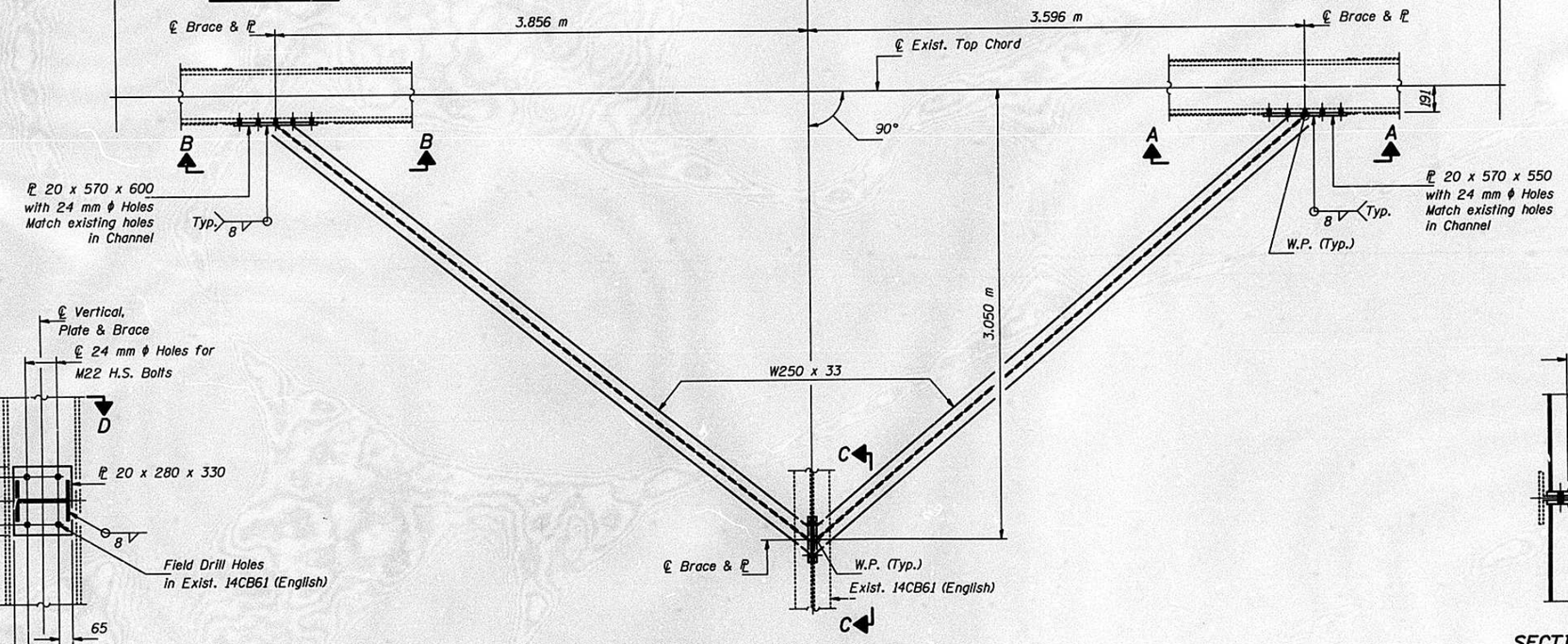
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	85
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



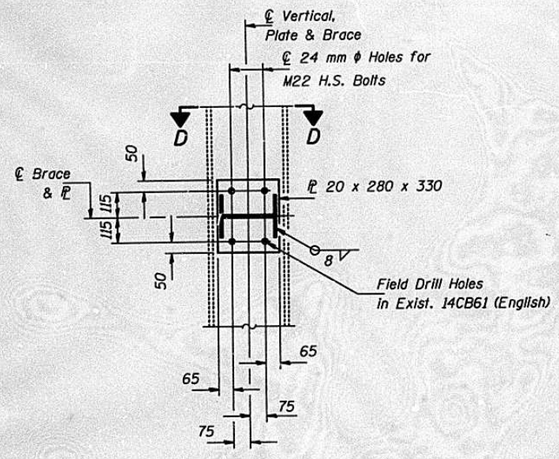
SECTION B-B



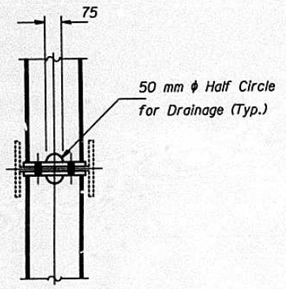
SECTION A-A



ELEVATION - TRUSS BRACING
(North & South Truss - Span 6)
(North Truss - Span 9)



SECTION C-C



SECTION D-D

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

Notes: Cost of field drilling is included with "Furnishing and Erecting Structural Steel".
Cost of rivet removal is included with "Structural Steel Removal".
W250 bracing shall be installed after new concrete deck has been poured.
Cost of all work on this drawing is included with "Furnishing and Erecting Structural Steel" unless otherwise noted.

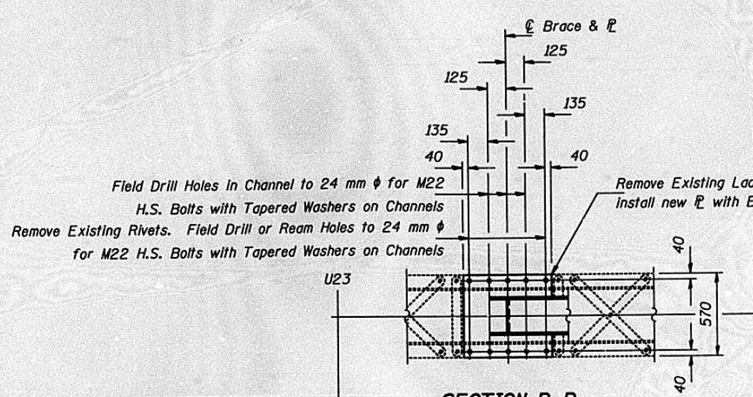
TRUSS REPAIR DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B26

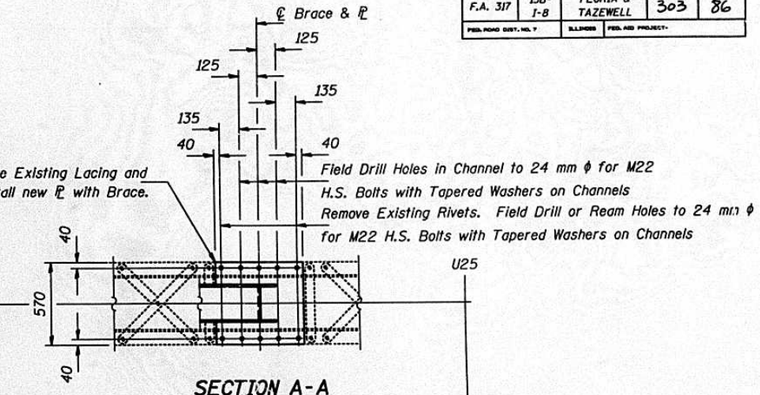
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	86
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS

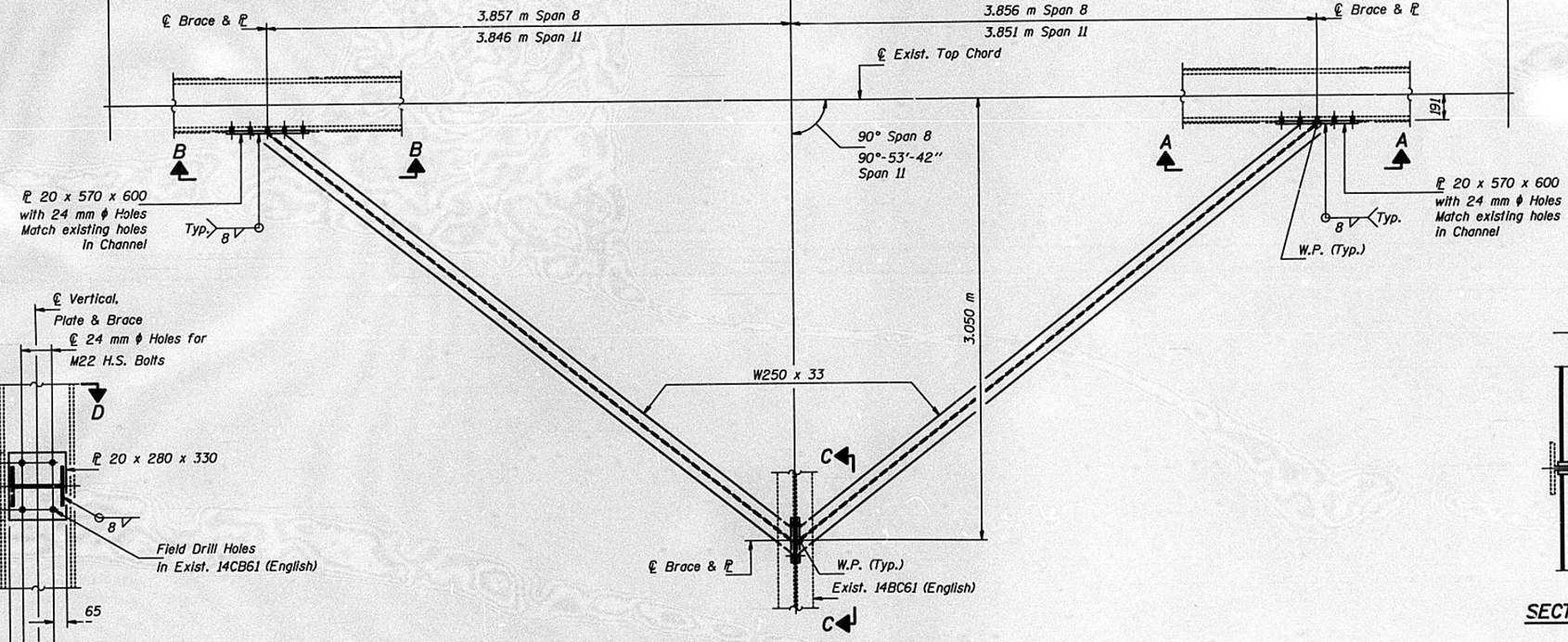
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION B-B

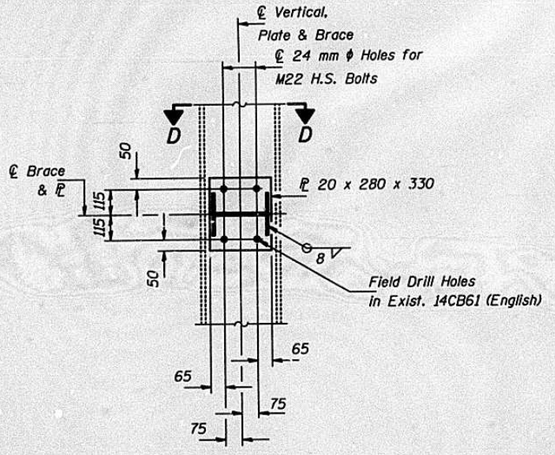


SECTION A-A

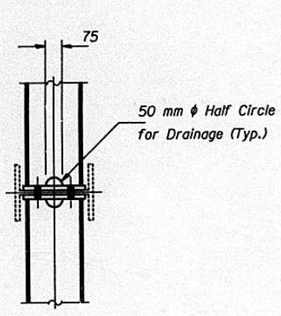


ELEVATION - TRUSS BRACING

(North Truss - Span 8)
(North & South Truss - Span 11)



SECTION C-C



SECTION D-D

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

Notes:
- Cost of field drilling is included with "Furnishing and Erecting Structural Steel".
- Cost of rivet removal is included with "Structural Steel Removal".
- W250 bracing shall be installed after new concrete deck has been poured.
- Cost of all work on this drawing is included with "Furnishing and Erecting Structural Steel" unless otherwise noted.

TRUSS REPAIR DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B27

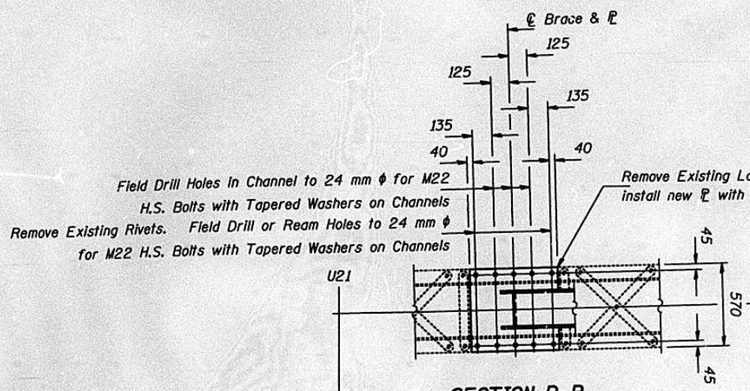
D C B A 0 A B C

TAMERAN

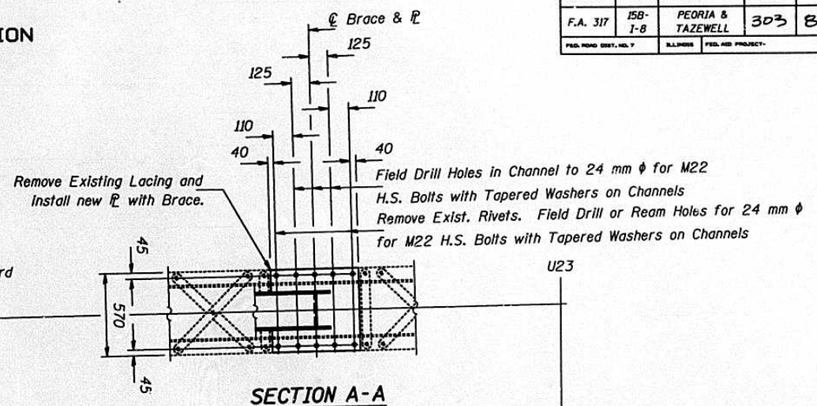
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	87
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

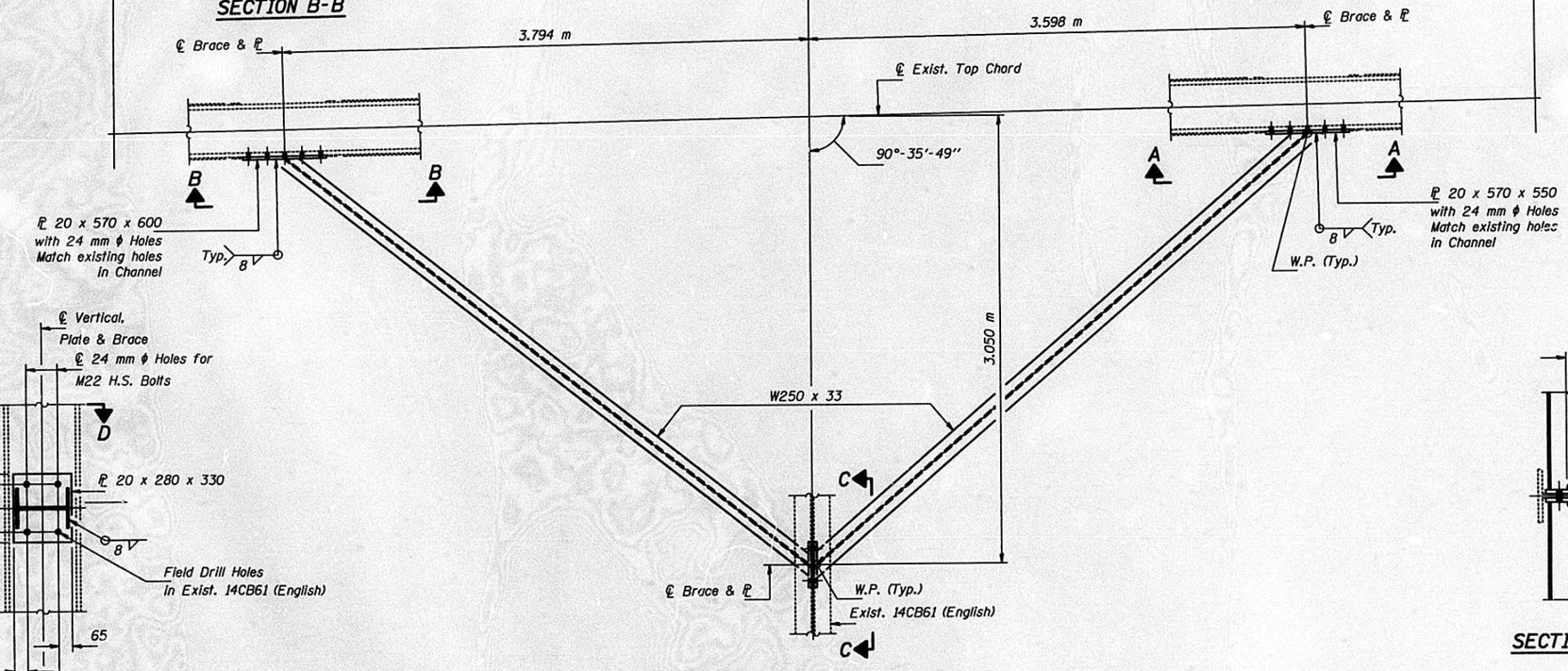
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION B-B

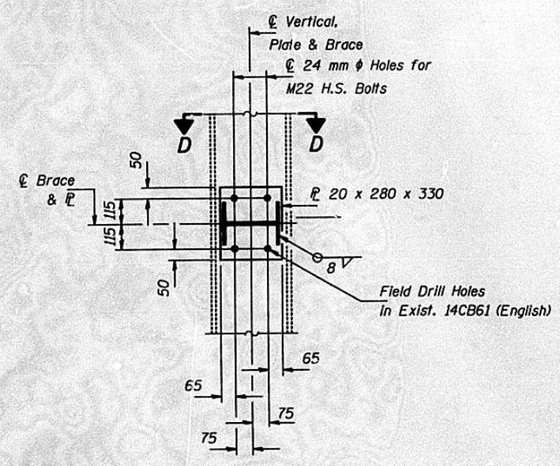


SECTION A-A

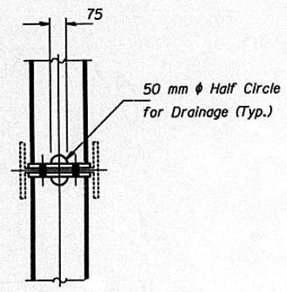


ELEVATION - TRUSS BRACING

(South Truss - Span 11)



SECTION C-C



SECTION D-D

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

Notes: Cost of field drilling is included with "Furnishing and Erecting Structural Steel".
Cost of rivet removal is included with "Structural Steel Removal".
W250 bracing shall be installed after new concrete deck has been poured.
Cost of all work on this drawing is included with "Furnishing and Erecting Structural Steel" unless otherwise noted.

TRUSS REPAIR DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

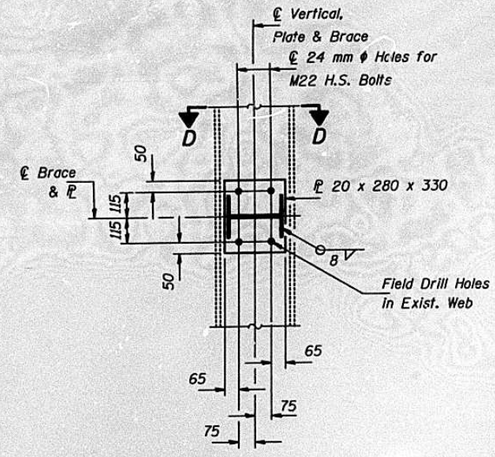
DWG. NO. B28

D C B A 0 A B C

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	88
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

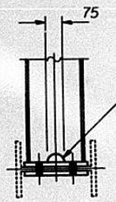
SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

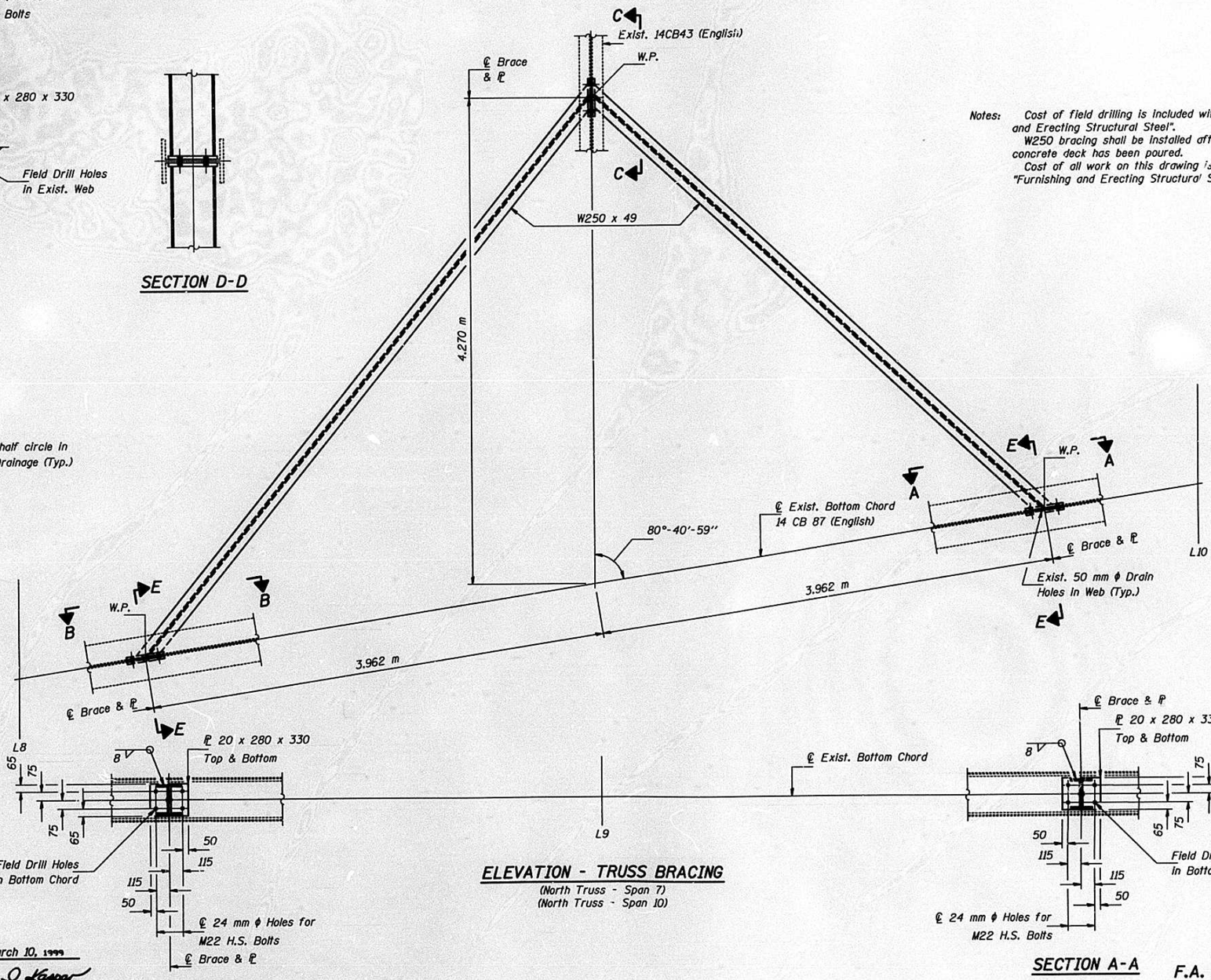


SECTION C-C

SECTION D-D



SECTION E-E



ELEVATION - TRUSS BRACING
(North Truss - Span 7)
(North Truss - Span 10)

SECTION B-B

SECTION A-A

Notes: Cost of field drilling is included with "Furnishing and Erecting Structural Steel".
W250 bracing shall be installed after new concrete deck has been poured.
Cost of all work on this drawing is included with "Furnishing and Erecting Structural Steel".

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Raj J. Kaspar ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

TRUSS REPAIR DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B29

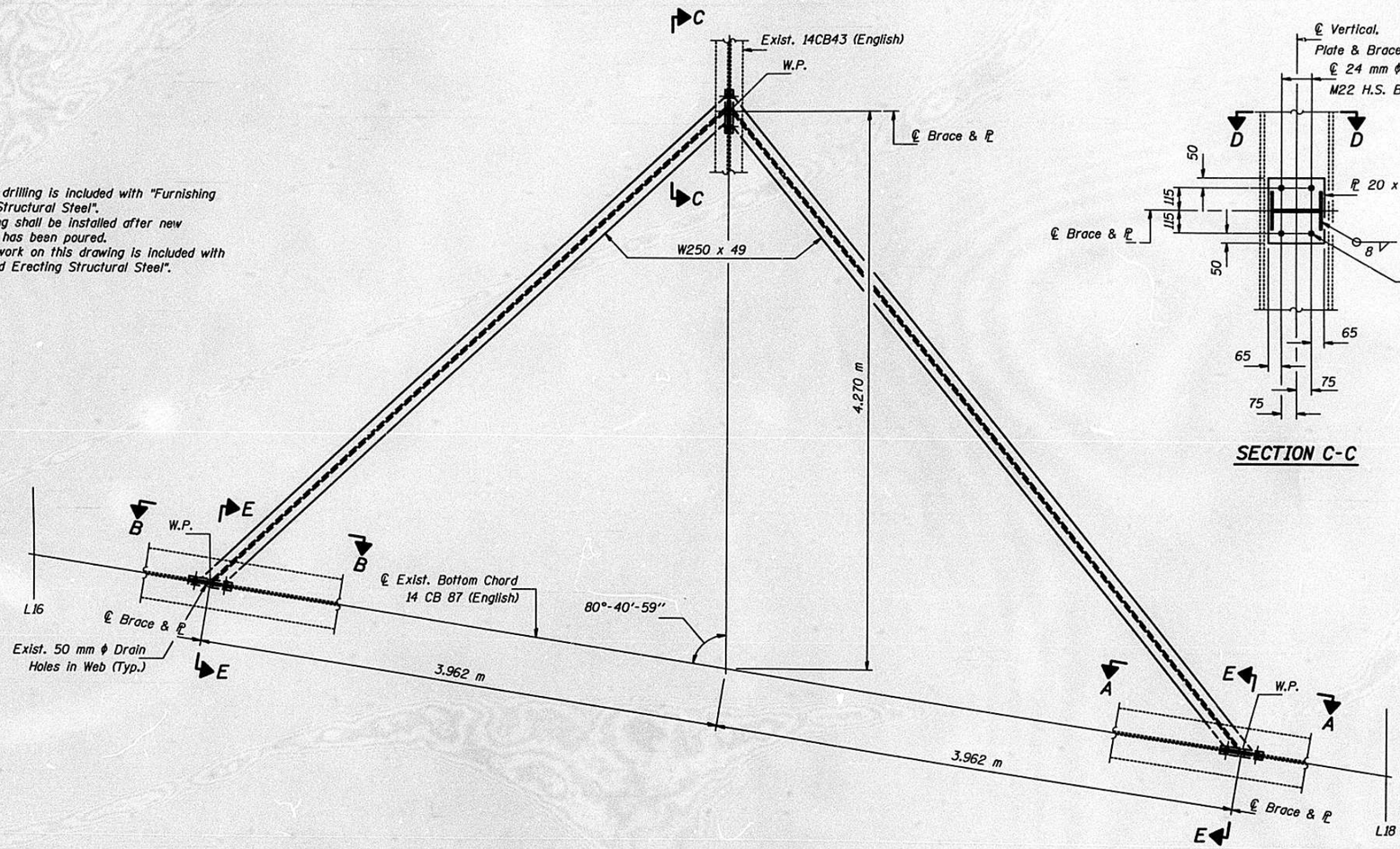
D C B A 0 A B C

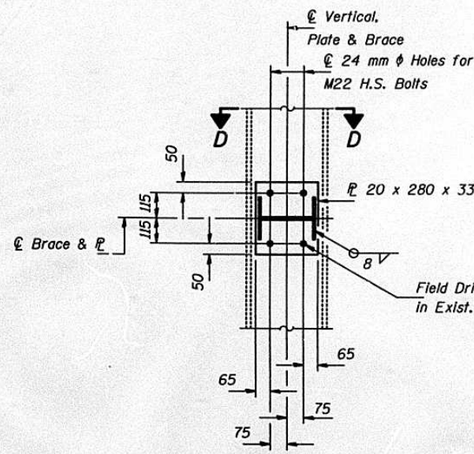
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	89
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

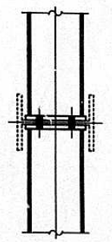
SHEET NO.
SHEETS

Notes: Cost of field drilling is included with "Furnishing and Erecting Structural Steel".
W250 bracing shall be installed after new concrete deck has been poured.
Cost of all work on this drawing is included with "Furnishing and Erecting Structural Steel".

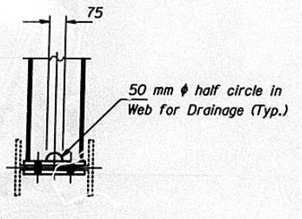




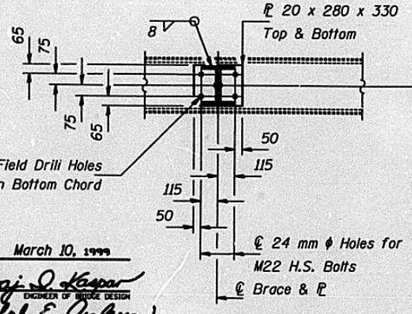
SECTION C-C



SECTION D-D

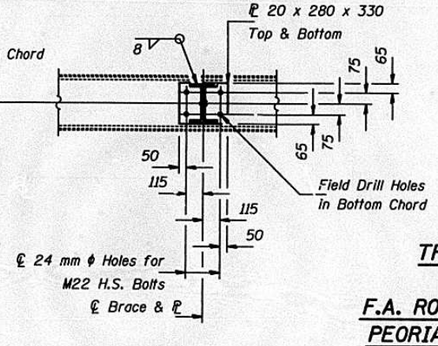


SECTION E-E



SECTION B-B

ELEVATION - TRUSS BRACING
(North Truss - Span 7)
(North & South Truss - Span 10)



SECTION A-A

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schaeller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Raj I. Kapur ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

TRUSS REPAIR DETAILS
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

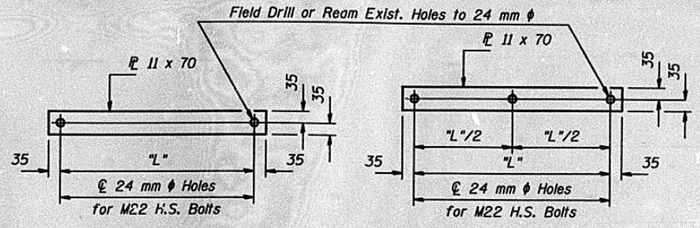
DWG. NO. B30

C C B B A A 0 A A B B C C D
TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-I-8	PEORIA & TAZEWELL	303	90
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

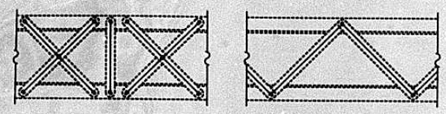
SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



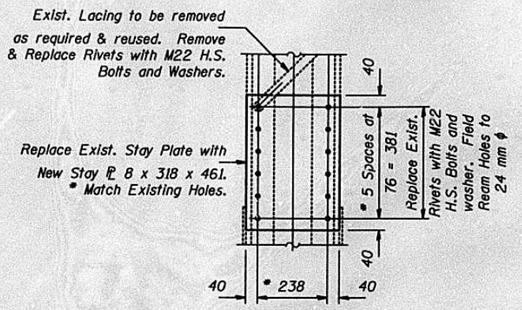
TYPE "A" TYPE "B"

BAR DETAIL

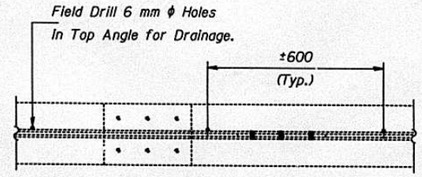


TYPE "1" TYPE "2"

LACING DETAIL



STAY PLATE REPLACEMENT DETAIL



PLAN VIEW DRAIN HOLE DETAIL

LACING BAR REPLACEMENT DETAIL

CHORD LACING BAR REPLACEMENT TABLE

Span	Truss	Member	"L" (Min.)	Bar Detail	Lacing Detail	Location	No. Req'd.
6	North	L2-U3	318	"A"	2	Bottom Side, 1 from L2	1
6	North	L4-U3	318	"A"	2	Bottom Side, 1 from L4	1
6	South	U2-U3	678	"B"	1	First two bars from U2 Top & Bottom	4
7	North	L8-U9	313	"A"	2	Bottom Side, 1 from L8	1
7	North	L8-U9	313	"A"	2	Top Side, 14th from L8	1
7	South	L8-U9	313	"A"	2	Top Side, 14th from L8	1
7	North	L10-U11	305	"A"	2	Bottom Side, 1 from L10	1
7	North	L18-U17	313	"A"	2	Bottom Side, 1 from L18	1
8	North	L20-U21	290	"A"	2	Top & Bottom Side, 1 from L20	2
8	North	U20-U21	724	"B"	1	Top Side First two bars from U20	2
9	North	L0-U1	283	"A"	2	Top Side, 1 from L0	1
9	South	L0-U1	283	"A"	2	Top Side, 1 from L0	1
9	South	L0-U1	313	"A"	2	Top Side, 2nd from L0	1
9	North	L2-U3	318	"A"	2	Bottom Side, 1 from L2	1
9	North	L6-U5	313	"A"	2	Top Side, 3rd from L6	1
9	South	U2-U3	678	"B"	1	Top Side, 1st 2 from U2	2
9	South	U5-U6	723	"B"	1	Top & Bottom Side, 1st 2 from U6	4
10	North	L8-U9	313	"A"	2	Bottom Side, 1st 2 from L8	2
10	North	L10-U11	305	"A"	2	Bottom Side, 1 from L10	1
11	South	L18-U19	305	"A"	2	Top Side, 13th from L18	1
11	North	L20-U21	305	"A"	2	Top Side, 1 from L20	1
11	South	L20-U21	305	"A"	2	Bottom Side, 1 from L20	1
11	North	U20-U21	662	"B"	1	Top Side, 1st 2 from U20	2
11	South	U23-U24	714	"B"	1	Top & Bottom Side, 1st 2 from U24	4
11	North	L24-U23	311	"A"	2	Top Side, 1 from L24	1
11	North	L24-U23	311	"A"	2	Bottom Side, 3rd from L24	1
11	South	L24-U23	311	"A"	2	Bottom Side, 1 from L24	1
11	North	L26-U25	313	"A"	2	Bott. Side, 1st 2 from L26	2

Notes: Remove damaged lacing bar and rivets.
Install new Lacing Bar with M22 H.S. Bolts, field ream holes in Existing Members to 24 mm ϕ as required.

STAY PLATE REPLACEMENT TABLE

Span	Truss	Member	Nearest Jt.	*. ℄'s Req'd.	Location
6	North	L0-U1	L0	1	Bottom
6	North	U5-L6	L6	2	Top & Bottom
7	North	L8-U9	L8	1	Bottom
7	North	L10-U11	L10	2	Top & Bottom
7	North	L16-U15	L16	1	Bottom
7	North	L18-U17	L18	1	Bottom
7	South	L18-U17	L18	1	Top
8	South	L18-U19	L18	1	Top
8	North	L20-U21	L20	2	Top& Bottom
8	South	L26-U25	L26	1	Bottom
9	North	L0-U1	L0	1	Top & Bottom
9	South	L0-U1	L0	1	Bottom
9	North	L6-U5	L6	1	Top
9	South	L6-U5	L6	1	Bottom
9	North	L8-U7	L8	1	Top
9	South	L8-U7	L8	1	Bottom
10	North	L8-U9	L8	2	Top & Bottom
10	North	L10-U11	L10	1	Bottom
10	South	L10-U11	L10	1	Bottom
10	North	L16-U15	L16	1	Bottom
10	South	L16-U15	L16	1	Bottom
11	North	L18-U19	L18	2	Top & Bottom
11	North	L20-U21	L20	2	Top & Bottom
11	South	L20-U21	L20	1	Bottom
11	North	L26-U25	L26	1	Bottom
11	South	L26-U25	L26	1	Bottom

DRAIN HOLE LOCATION TABLE

Span	Member	Location
7	L10N-L10S	Lower Cross-Bracing
7	L14S-L14N	Lower Cross-Bracing
7	L16N-L16S	Lower Cross-Bracing
7	L17N-L17S	Lower Cross-Bracing
10	L9N-L9S	Lower Cross-Bracing
10	L10N-L10S	Lower Cross-Bracing

Cost is included with "Structural Steel Repair".

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

Notes: Cost of field drilling and rivet removal is included with "Structural Steel Repair".
Use tapered washers at all channels.
Cost of all work on this drawing is included with "Structural Steel Repair".

LACING BAR & STAY PLATE REPLACEMENT
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B31

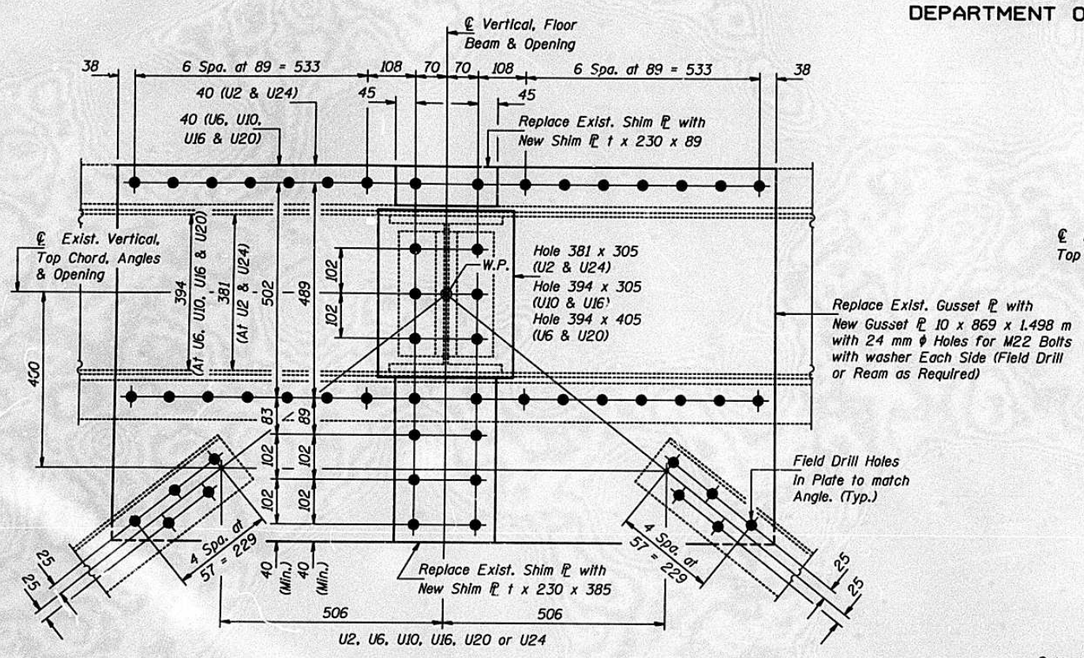
D C C B B A A 0 A A B B C C

TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

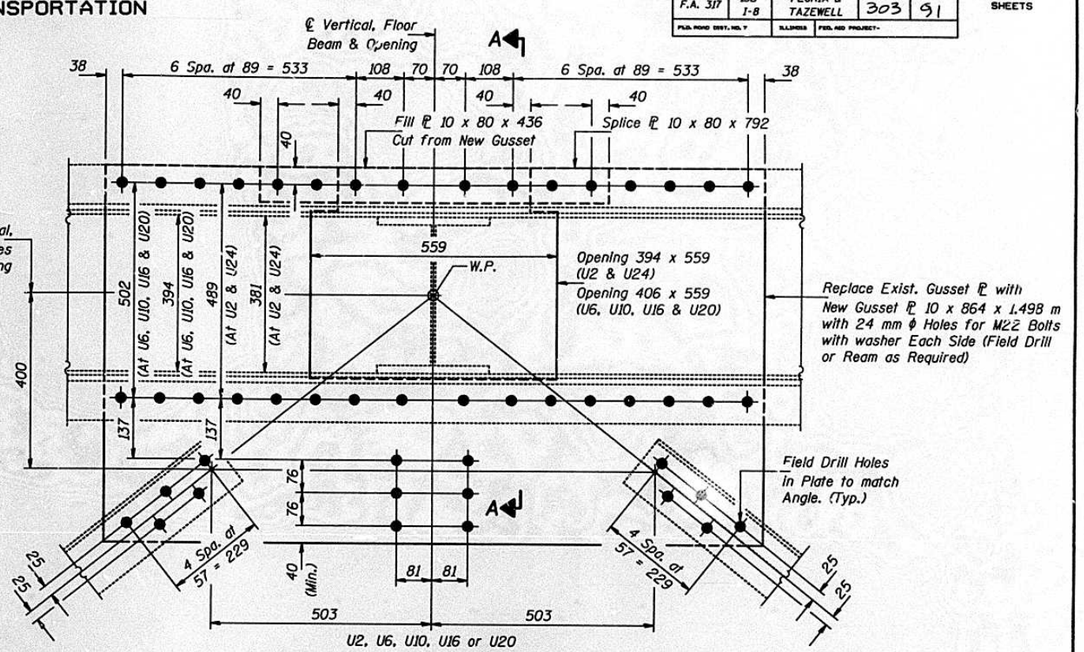
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	91
FHWA ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



DETAIL 1
TOP HORIZ. GUSSET ℄ REPLACEMENT

(See Table for Locations.)
(See DWG. B23 for Elevation View.)



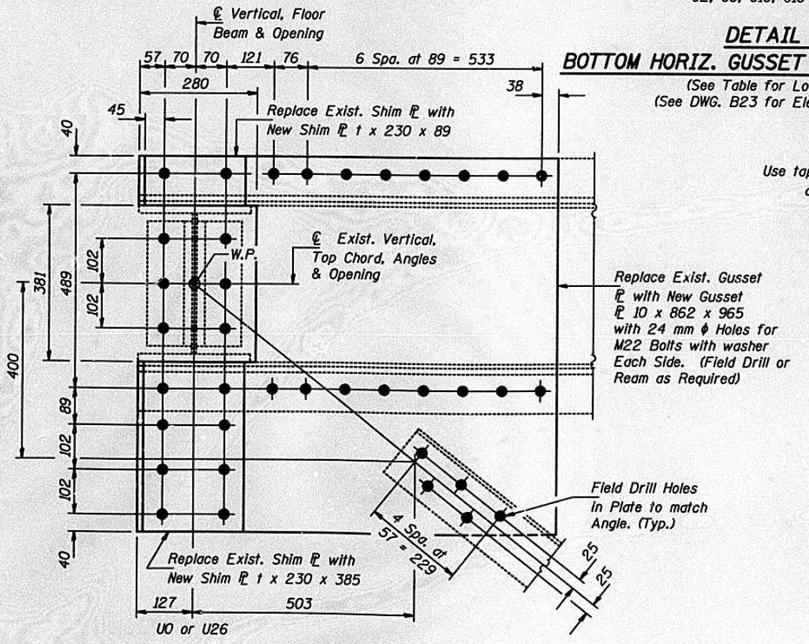
DETAIL 2
BOTTOM HORIZ. GUSSET ℄ REPLACEMENT

(See Table for Locations.)
(See DWG. B23 for Elevation View.)

GUSSET ℄ REPLACEMENT
SPANS 6 THRU 11

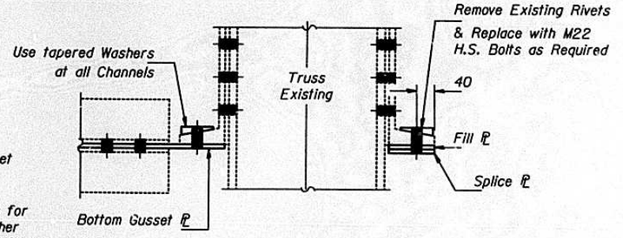
Span	Truss	Joint	Plate	Detail	* t	Span	Truss	Joint	Plate	Detail	* t
6	North	U0	Top & Bottom	3 & 4	10	9	North & South	L0	Horizontal	6	—
6	North	L0	Horizontal	6	—	9	North	U2	Top	1	8
6	North	U2	Top & Bottom	1 & 2	8	9	South	U2	Top & Bottom	1 & 2	8
6	South	U2	Top & Bottom	1 & 2	8	9	North	U6	Top	1	8
6	North	L2	Horizonal	5	—	9	South	U6	Top & Bottom	1 & 2	8
6	North & South	U6	Top	1	8	10	North & South	U10	Top	1	8
7	North	U10	Top & Bottom	1 & 2	8	10	North	U16	Top & Bottom	1 & 2	8
7	South	U10	Top	1	8	10	South	U16	Top	1	8
7	North & South	U16	Top	1	8	11	North & South	U20	Top	1	7 to 9
7	South	L16	Horizontal	5	—	11	North & South	U24	Top	1	6 to 10
8	North	U20	Top & Bottom	1 & 2	8	11	North	U26	Top & Bottom	3 & 4	6 to 10
8	South	U20	Top	1	8	11	South	U26	Top & Bottom	3 & 4	6 to 10
						11	South	L26	Horizontal	6	—

Only one Plate shall be removed at any given time.
* Thinnest side is to the East.



DETAIL 3
TOP HORIZ. GUSSET ℄ REPLACEMENT

(See Table for Locations.)
(See DWG. B23 for Elevation View.)



SECTION A-A

Notes: Cost of field drilling and rivet removal is included with "Structural Steel Repair".
Use tapered washers at all channels.
See Drawing B32 for Details 4, 5 and 6.
Cost of all work on this drawing is included with "Structural Steel Repair".

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

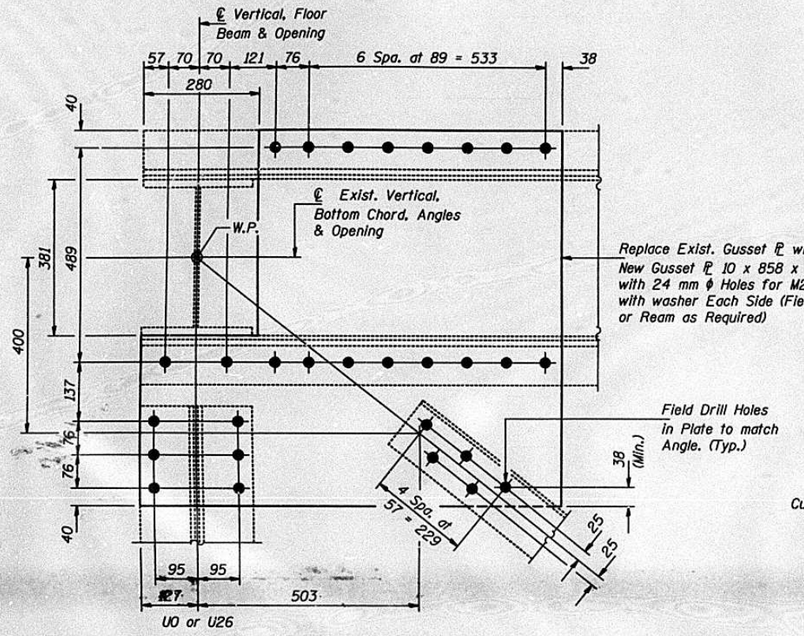
GUSSET PLATE REPLACEMENT
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B32

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

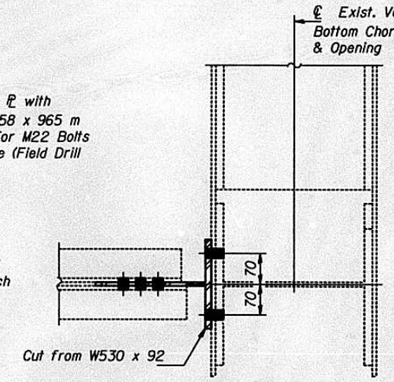
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	92
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

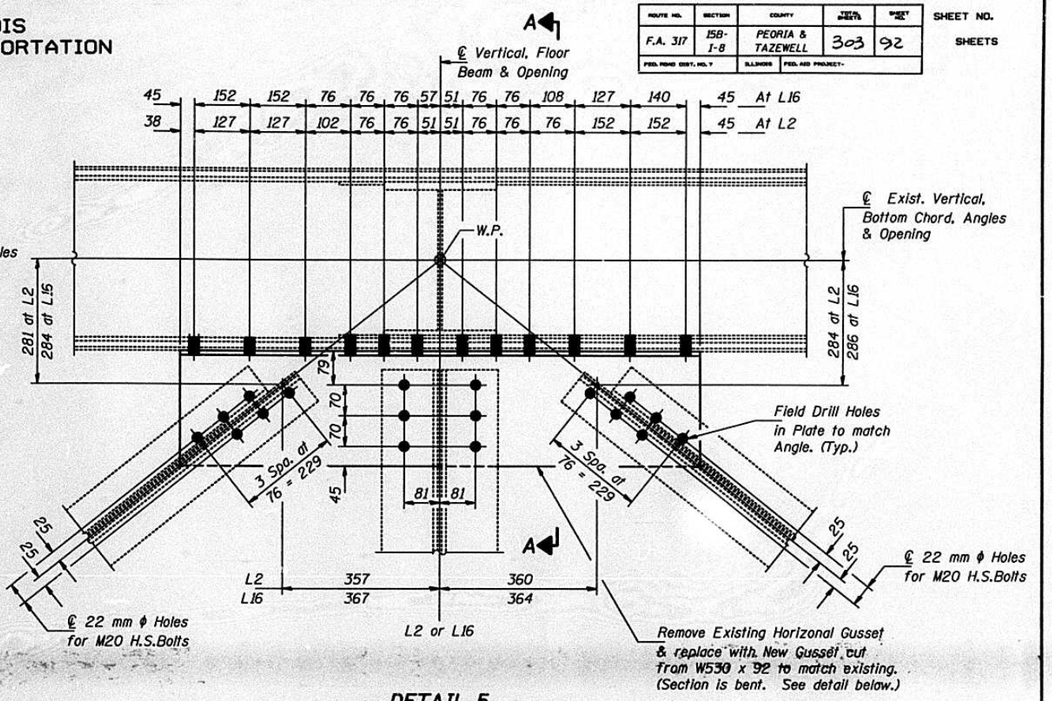


DETAIL 4
BOTTOM HORIZ. GUSSET PL REPLACEMENT

(See Table DWG B32 for Locations.)
(See DWG. B23 for Elevation View.)

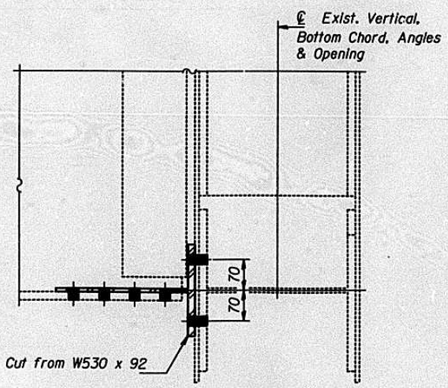


SECTION A-A

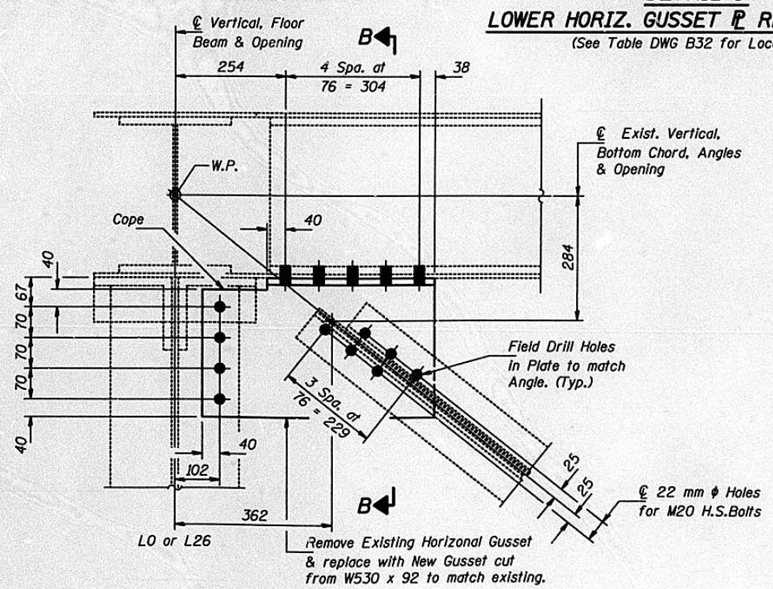


DETAIL 5
LOWER HORIZ. GUSSET PL REPLACEMENT

(See Table DWG B32 for Locations.)

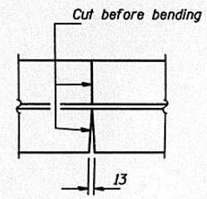


SECTION B-B



DETAIL 6
LOWER HORIZ. GUSSET PL REPLACEMENT

(See Table DWG B32 for Locations.)



BEND DETAIL

Notes: Cost of field drilling and rivet removal is included with "Structural Steel Repair".
Use tapered washers at all channels.
Cost of all work on this drawing is included with "Structural Steel Repair".

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

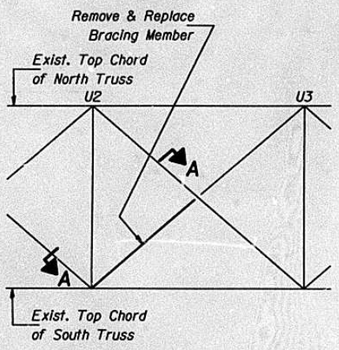
GUSSET PLATE REPLACEMENT
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B33

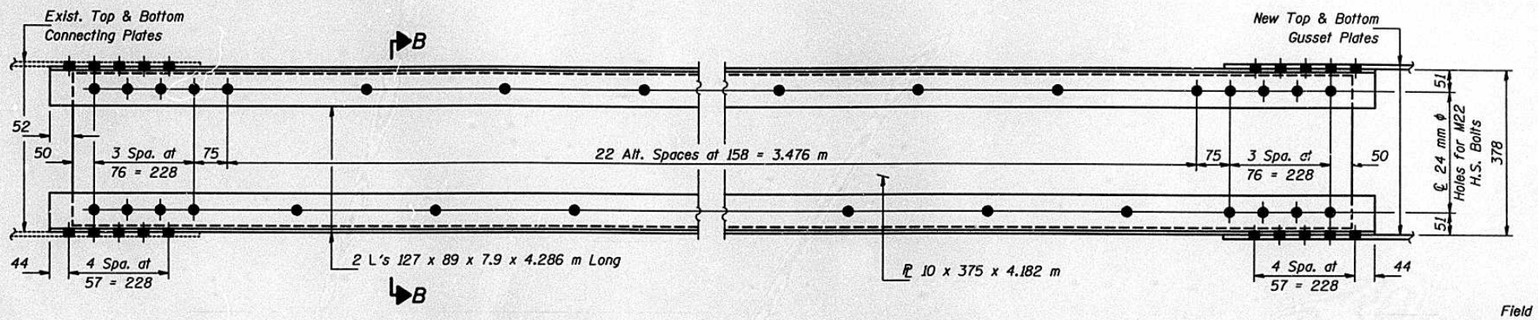
C B A 0 A B C D

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

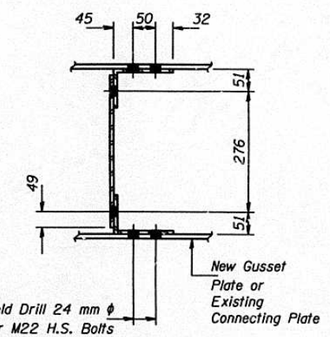
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	93
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



PLAN - SPAN 6



VIEW A-A
UPPER BRACING MEMBER DETAIL



SECTION B-B

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson
Engineer of Bridges and Structures

Notes: Cost of field drilling and rivet removal is included with "Structural Steel Repair".
Use tapered washers at all channels.
Cost of all work on this drawing is included with "Structural Steel Repair".

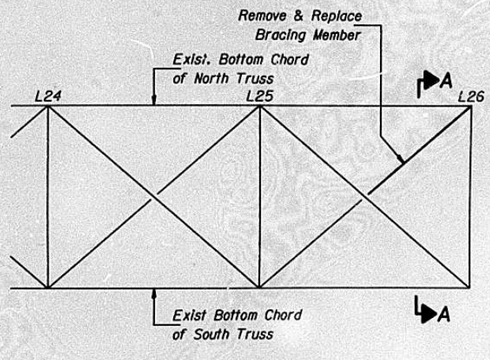
UPPER LATERAL
BRACING REPLACEMENT
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B34

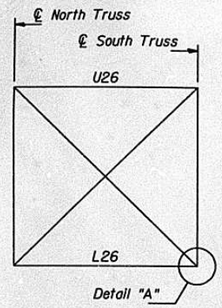
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	94
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

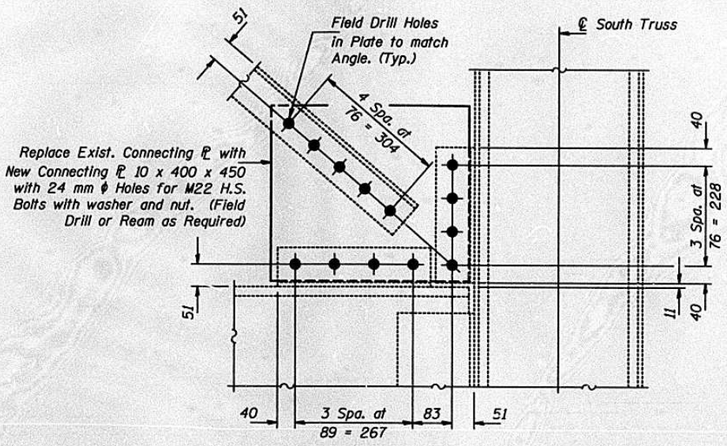
SHEET NO.
SHEETS



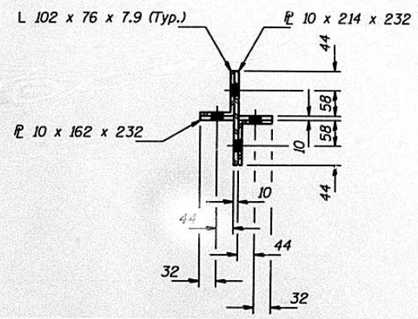
PLAN - SPAN 11



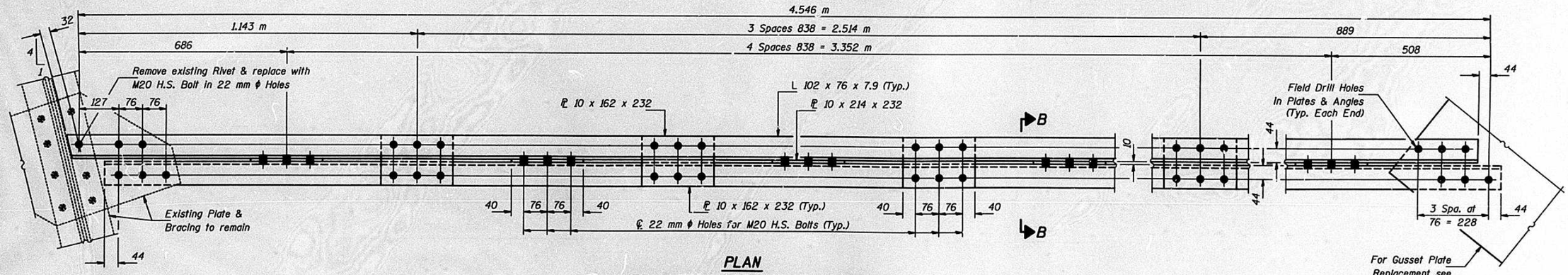
VIEW A-A



DETAIL "A"
LOWER VERT. CONNECTING PL REPLACEMENT
(See View A-A for Location.)



SECTION B-B



PLAN
LOWER LATERAL BRACING PLACEMENT

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

Notes: Cost of field drilling and rivet removal is included with "Structural Steel Repair".
Use tapered washers at all channels.
Cost of all work on this drawing is included with "Structural Steel Repair".

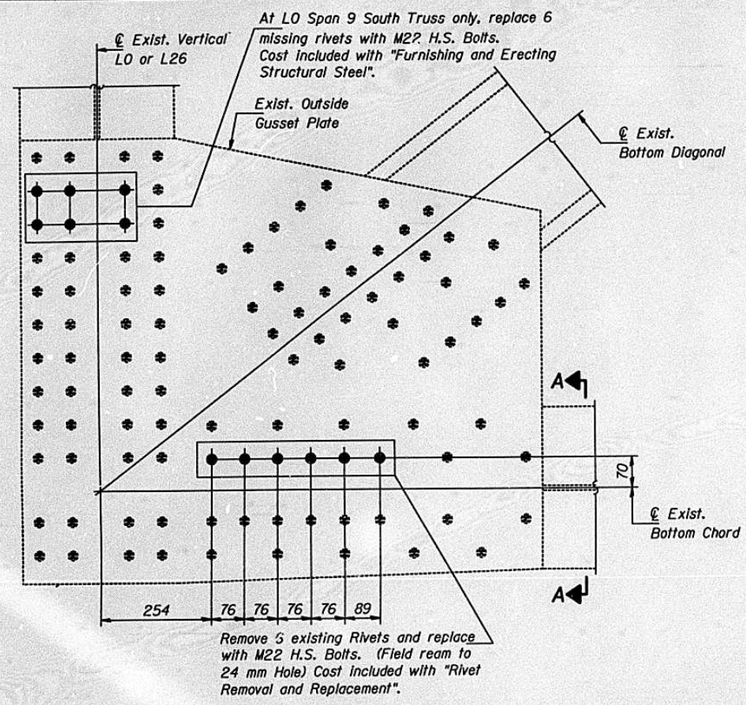
LOWER LATERAL
BRACING REPLACEMENT
SPANS 6 THRU 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B35

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	95
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

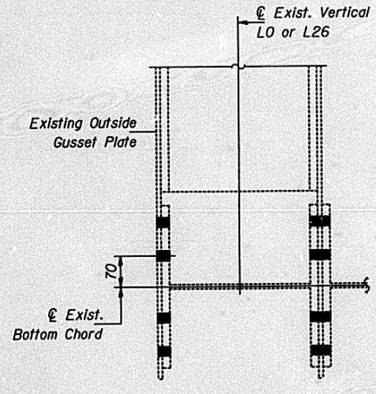
SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

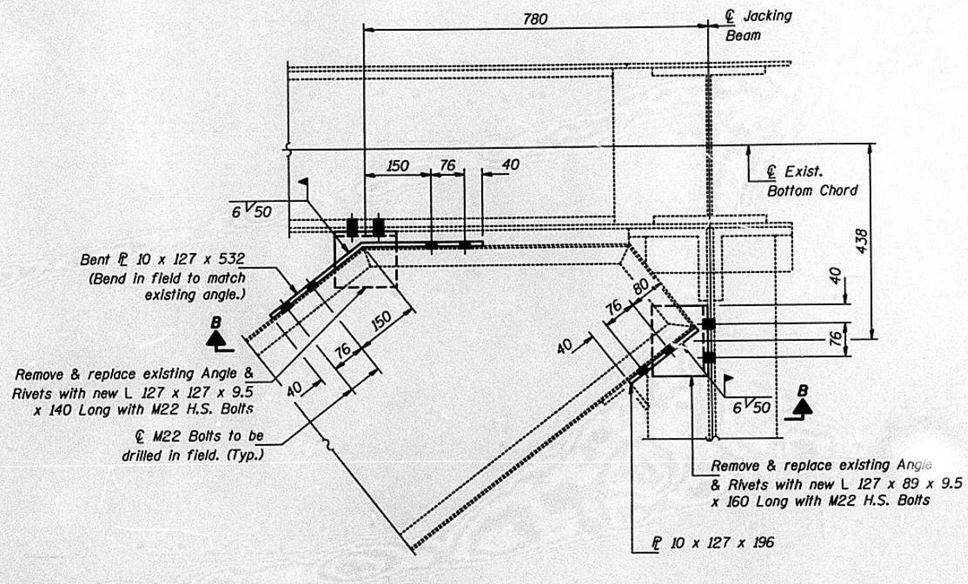


RIVET REPLACEMENT DETAIL

(Elevation View of outside Gusset Plate at L0 Spans 6 & 9 North & South Truss & at L26 Spans 8 & 11 North & South Truss.)

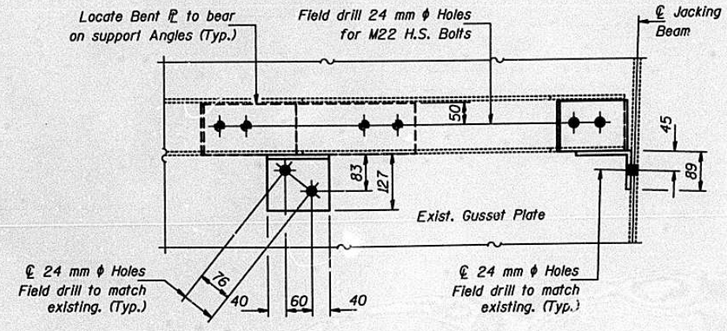


SECTION A-A



CATWALK SUPPORT REPAIR DETAIL

(At L26 North Truss Span 11.)



SECTION B-B

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Ralph E. Anderson
Engineer of Bridges and Structures

Notes: Cost of field drilling is included with "Structural Steel Repair".
Cost of rivet removal is included with "Structural Steel Repair" unless otherwise noted.
Cost of all work on this drawing is included with "Structural Steel Repair" unless otherwise noted.

TRUSS & CATWALK REPAIR DETAILS SPANS 6 & 11
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. B36

D C B A 0 A B C

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	96
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.

SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts M22, open holes 24 mm ϕ, unless otherwise noted.

Field welding of construction accessories will not be permitted to the bottom flange of stringers or floor beams or to any part of the truss. Field welding in other areas will be permitted only when approved by the Engineer.

The new main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the stringers and floor beams.

Reinforcement bars shall conform to the requirements of AASHTO M-31M, M-42M or M-53M, Grade 400.

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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

Repairs shown in the plans are based on the "Bridge Condition Report" and Field Investigations. The Engineer may determine during construction that modifications or additions to these repairs are necessary. Any such modifications or additions shall be approved by the Engineer and shall be paid for at the same rate as the unit price bid for the particular item.

Rivets that are missing shall be replaced with H.S. bolts, as directed by the Engineer, and shall be paid for as "Furnishing and Erecting Structural Steel".

All dimensions are given along the horizontal unless otherwise noted in the plans.

During removal operations, the Contractor shall take care not to damage any existing steel which is to be reused.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the acrylic finish coat shall be Blue, Munsell No. 10B 3/6. See Special Provision "Cleaning and Painting New Metal Structures".

Cleaning and painting of the existing Thru Truss structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing structural steel from the bottom of the bottom chord to 3.7 m above the deck (splash zone) shall be cleaned by Method 1. All remaining existing structural steel shall be cleaned by Method 2. The aluminum epoxy mastic / acrylic paint system shall be used for painting of the existing structural steel. The color of the final finish coat shall be Blue, Munsell No. 10B 3/6. 1

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999

EXAMINED: Engineer of Bridge Design

PASSED: Engineer of Bridges and Structures

BILL OF MATERIAL

ITEM	UNIT	"C"
Bituminous Concrete Removal (Deck)	m²	——
Deck Slab Repair (Partial)	m²	——
Deck Slab Repair (Full Depth Type I)	m²	——
Deck Slab Repair (Full Depth Type II)	m²	——
Bridge Deck Scarification 20 mm	m²	——
Bridge Deck Scarification 50 mm	m²	——
Bridge Deck Concrete Overlay Option	m²	——
Removal of Existing Concrete Deck	L.S.	0.4
Removal of Existing Superstructures	Each	——
Structural Steel Removal	kg	457,560
Bridge Handrail Removal	m	900
Concrete Superstructure	m³	822.6
Reinforcement Bars, Epoxy Coated	kg	158,390
Drainage Scuppers (Special)	Each	76
Floor Drains	Each	28
Drainage System	L.S.	*
Bridge Deck Grooving	m²	3,718
Protective Coat	m²	3,985
Name Plates	Each	——
Aluminum Parapet	m	900
Modular Expansion Joint 320 mm	m	——
Modular Expansion Joint 400 mm	m	——
Silicone Joint Sealer 25 mm	m	——
Preformed Joint Seal 45 mm	m	132.2
Preformed Joint Seal 102 mm	m	——
Neoprene Expansion Joint 100 mm	m	——
Reinforced Neoprene Expansion Joint Treatment	m	——
Structural Steel Repair	kg	11,240
Furnishing & Erecting Structural Steel	L.S.	0.32
Stud Shear Connectors	Each	23,760
Rivet Removal & Replacement	Each	100
Field Measurements	L.S.	0.2
Remove and Reinstall Bearings	Each	——
Elastomeric Bearing Assembly Type II (Modified)	Each	70
Elastomeric Bearing Assembly Type I	Each	——
Elastomeric Bearing Assembly Type II	Each	——
Floating Bearings, Guided Expansion, 1000 kN	Each	——
Floating Bearings, Guided Expansion, 1500 kN	Each	——
Floating Bearings, Guided Expansion, 10000 kN	Each	——
Wind Anchorage Assembly Replacement	Each	——
Cleaning and Painting Steel Bridge	L.S.	0.37
Power Tool Cleaning Residue Containment and Disposal	L.S.	0.37
Blasting Residue Containment and Disposal	L.S.	0.37
Temporary Support System	Each	——
Jacking and Cribbing	Each	——
Structure Excavation	m³	——
Concrete Removal	m³	——
Concrete Structures	m³	——
Formed Concrete Repair (Depth Equal To or Less Than 125 mm)	m²	——
Formed Concrete Repair (Depth Greater Than 125 mm)	m²	——
Epoxy Crack Sealing	m	——
Bridge Seat Sealer	m²	——
Stone Riprap Class A4	m²	——
Filter Fabric for use with Riprap	m²	——
Furnishing Steel Piles HP310 x 94	m	——
Driving Steel Piles	m	——

Calculated Mass of Structural Steel	UNIT	"C"
AASHTO M 270M, Grade 250	kg	64,700
AASHTO M 270M, Grade 345	kg	315,450

DRAWING SET INDEX

DRAWING	TITLE
1	General Plan and Elevation
2	Total Bill of Material & Ramp "E" Data
3	Total Index of Drawings
4	Construction Sequence
A1 - A28	Set "A" - Ramp "E" (Spans 3E - 10E)
B1 - B36	Set "B" - Deck Truss (Spans 6 - 11)
C1 - C57	Set "C" - Thru Truss (Spans 12 - 14)
D1 - D21	Set "D" - Deck Truss (Spans 15 - 17)
E1 - E25	Set "E" - East Approach (Spans 18 - 30)
F1 - F76	Set "F" - Substructure (Pier 4 - East Abutment)

INDEX FOR SET "C" THRU TRUSS (SPANS 12 - 14)

DRAWING	TITLE
C1	General Notes, Bill of Material and Index of Drawings for Spans 12 - 14
C2 - C6	Top of Slab Elevations - Spans 12 - 14
C7	Slab Layout and Scupper & Floor Drain Spacing - Spans 12 - 14
C8 - C12	Slab Details - Spans 12 - 14
C13	Cross Sections - Spans 12 - 14
C14 - C16	Superstructure Details - Spans 12 - 14
C17	Truss Elevation - Spans 12 - 14
C18 - C19	Post Spacing for Aluminum Parapet - Spans 12 - 14
C20 - C25	Aluminum Parapet Details - Spans 12 - 14
C26 - C27	Drainage Scupper (Special) - Spans 12 - 14
C28	Drainage System - Pier 13
C29 - C30	Framing Plan - Spans 12 - 14
C31 - C38	Floor Beam Details - Spans 12 - 14
C39	Stringer and Diaphragm Details - Spans 12 - 14
C40	Stringer Bearings at Relief Joints - Spans 12 - 14
C41 - C44	Truss Repair Locations - Spans 12 - 14
C45 - C47	Horizontal Gusset Plate Replacement Details - Spans 12 - 14
C48 - C49	Bottom Lateral Bracing Hanger Replacement Details - Spans 12 - 14
C50	Bottom Lateral Bracing Replacement Details - Spans 12 - 14
C51	Top Lateral Bracing Repair Details - Spans 12 - 14
C52	Stay Plate Replacement Details - Spans 12 - 14
C53	Lacing Bar Replacement Details & Truss Vertical Repair Detail - Spans 12 - 14
C54-C57	Navigation Light Platforms - Spans 12 - 14

* Included with Set "D".

McCLUGAGE BRIDGE
U.S. 150 AND U.S. 24 OVER
THE ILLINOIS RIVER
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6 + 791.262
STRUCTURE NO. 090-0070 (E.B.)

DWG. NO. C1

1 Revised 5-20-99 S.E.M.

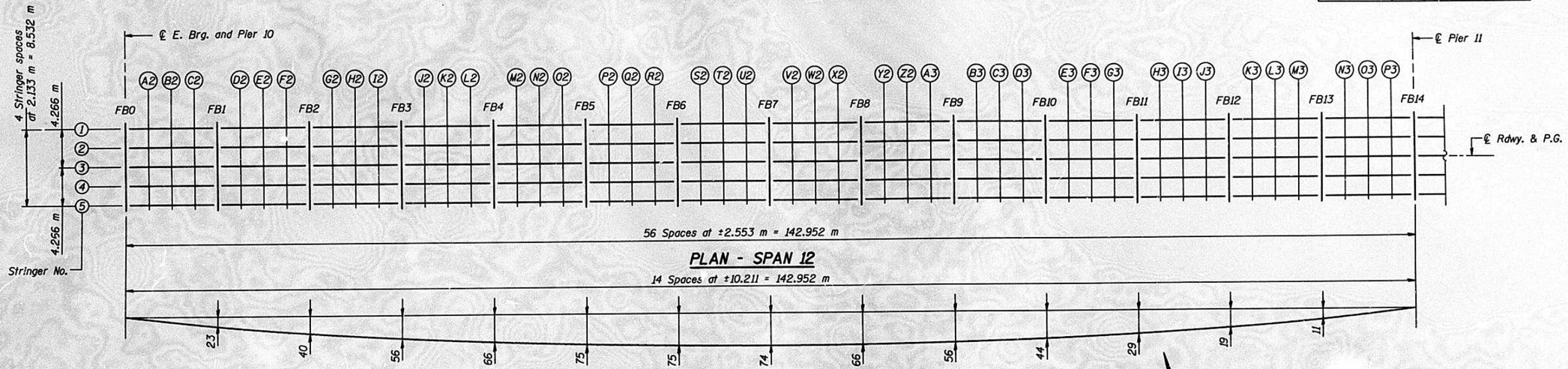
D C B A 0 A B C

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	15B-1-8	PEORIA & TAZEWELL	303	97
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

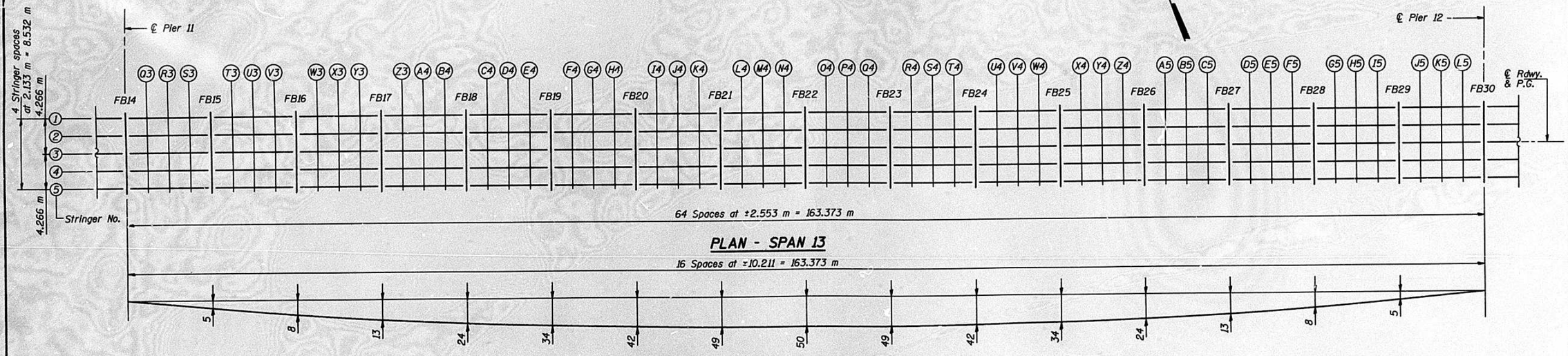


PLAN - SPAN 12

DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

(Includes weight of concrete and aluminum parapet only)

N



PLAN - SPAN 13

DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

(Includes weight of concrete and aluminum parapet only)

DESIGNED	S. Moynihan
CHECKED	P. Petrone
DRAWN	mrg KG
CHECKED	S.E.M. P.M.P.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

Notes:
Work with Drawing C3.
FB - Indicates Floor Beam.

TOP OF SLAB ELEVATIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C2

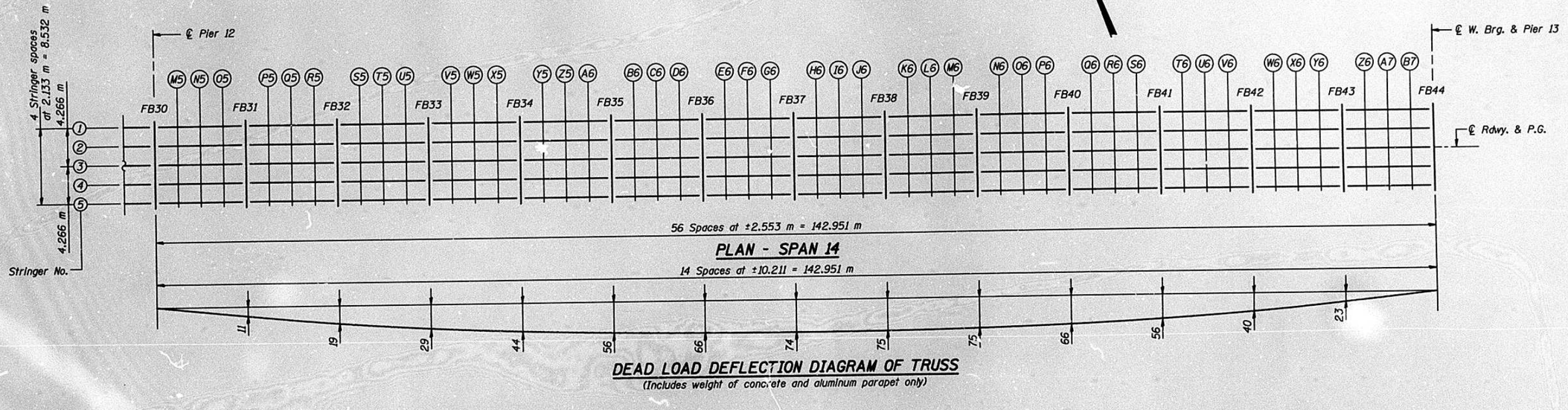
D C B A C A B C

TAMERAN

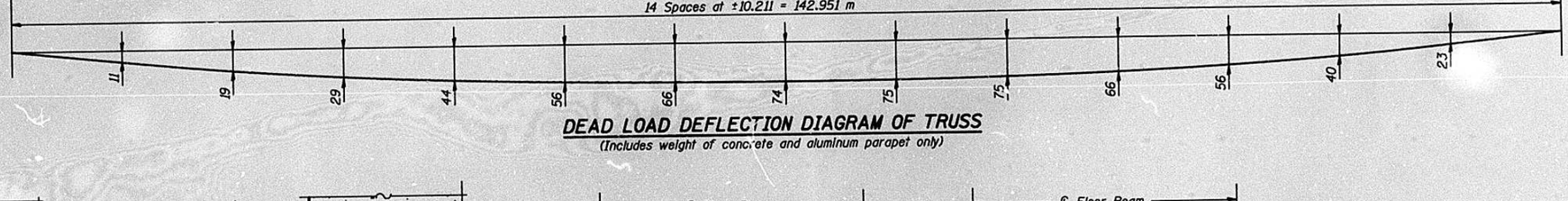
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	158-1-8	PEORIA & TAZEWELL	303	98
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

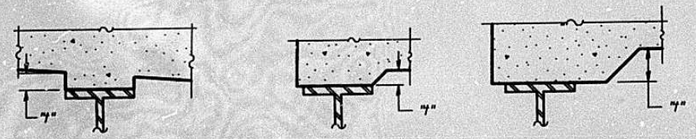


PLAN - SPAN 14



DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

(Includes weight of concrete and aluminum parapet only)



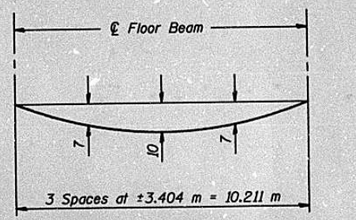
At all Stringers and at Floor Beams unless otherwise noted.

At Floor Beams at Relief Joints

At End Floor Beams

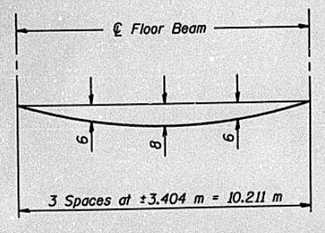
To determine "f": After all structural steel has been erected, elevations of the top flanges of the Stringers and Floor Beams shall be taken at intervals shown above and on Drawing C2. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on Drawings C4, C5 & C6, minus slab thickness, equals the fillet heights "f" above top flange of Stringers or Floor Beams.

FILLET HEIGHTS



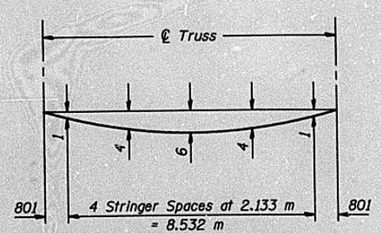
DEAD LOAD DEFLECTION DIAGRAM OF INTERIOR STRINGERS

(Includes weight of concrete only)



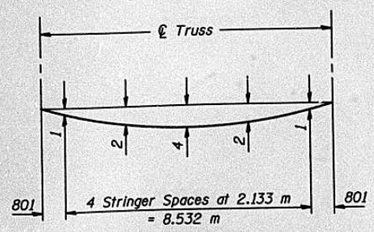
DEAD LOAD DEFLECTION DIAGRAM OF EXTERIOR STRINGERS

(Includes weight of concrete only)



DEAD LOAD DEFLECTION DIAGRAM OF INTERIOR FLOOR BEAM

(Includes weight of concrete only)



DEAD LOAD DEFLECTION DIAGRAM OF END FLOOR BEAM

(Includes weight of concrete only)

Notes:

The deflections shown in the diagrams are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Drawings C4, C5 and C6.

Work with Drawings C2, C4, C5 & C6.

FB - indicates Floor Beam.

DESIGNED	S. Moynihan
CHECKED	P. Petrone
DRAWN	mrg KG
CHECKED	S.E.M. P.M.P.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

TOP OF SLAB ELEVATIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C3

D C B A 0 A B C

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	99
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.

SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGERS 1 & 5 - SPAN 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL E BRG & PIER 10	6566.625	4.266	152.565	152.566
A2	6569.178	4.266	152.616	152.629
B2	6571.731	4.266	152.668	152.689
C2	6574.283	4.266	152.720	152.744
FB 1	6576.836	4.266	152.772	152.796
D2	6579.389	4.266	152.824	152.859
E2	6581.942	4.266	152.876	152.917
F2	6584.494	4.266	152.929	152.971
FB 2	6587.047	4.266	152.981	153.022
G2	6589.600	4.266	153.033	153.084
H2	6592.152	4.266	153.085	153.142
I2	6594.705	4.266	153.137	153.196
FB 3	6597.258	4.266	153.189	153.246
J2	6599.811	4.266	153.241	153.306
K2	6602.363	4.266	153.293	153.363
L2	6604.916	4.266	153.345	153.416
FB 4	6607.469	4.266	153.397	153.464
M2	6610.021	4.266	153.449	153.525
N2	6612.574	4.266	153.501	153.581
O2	6615.127	4.266	153.553	153.633
FB 5	6617.679	4.266	153.606	153.682
P2	6620.232	4.266	153.658	153.740
Q2	6622.785	4.266	153.710	153.794
R2	6625.338	4.266	153.762	153.844
FB 6	6627.890	4.266	153.814	153.890
S2	6630.443	4.266	153.866	153.948
T2	6632.996	4.266	153.918	154.001
U2	6635.548	4.266	153.970	154.051
FB 7	6638.101	4.266	154.022	154.097
V2	6640.654	4.266	154.074	154.153
W2	6643.207	4.266	154.126	154.205
X2	6645.759	4.266	154.178	154.253
FB 8	6648.312	4.266	154.230	154.297
Y2	6650.865	4.266	154.282	154.353
Z2	6653.417	4.266	154.335	154.405
A3	6655.970	4.266	154.387	154.452
FB 9	6658.523	4.266	154.439	154.496
B3	6661.075	4.266	154.491	154.551
C3	6663.628	4.266	154.543	154.602
D3	6666.181	4.266	154.595	154.649
FB 10	6668.734	4.266	154.647	154.692
E3	6671.286	4.266	154.699	154.746
F3	6673.839	4.266	154.751	154.797
G3	6676.392	4.266	154.802	154.842
FB 11	6678.944	4.266	154.853	154.883
H3	6681.497	4.266	154.902	154.935
I3	6684.050	4.266	154.950	154.983
J3	6686.602	4.266	154.997	155.025
FB 12	6689.155	4.266	155.043	155.063
K3	6691.708	4.266	155.087	155.111
L3	6694.261	4.266	155.131	155.155
M3	6696.813	4.266	155.173	155.193
FB 13	6699.366	4.266	155.215	155.227
N3	6701.919	4.266	155.255	155.270
O3	6704.471	4.266	155.294	155.309
P3	6707.024	4.266	155.332	155.342

STRINGERS 1 & 5 - SPAN 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 11	6709.577	4.266	155.369	155.370
Q3	6712.130	4.266	155.405	155.413
R3	6714.682	4.266	155.439	155.451
S3	6717.235	4.266	155.473	155.484
FB 15	6719.788	4.266	155.505	155.511
T3	6722.340	4.266	155.537	155.549
U3	6724.893	4.266	155.567	155.582
V3	6727.446	4.266	155.596	155.610
FB 16	6729.998	4.266	155.624	155.633
W3	6732.551	4.266	155.651	155.667
X3	6735.104	4.266	155.677	155.696
Y3	6737.657	4.266	155.701	155.720
FB 17	6740.209	4.266	155.725	155.739
Z3	6742.762	4.266	155.747	155.770
A4	6745.315	4.266	155.768	155.796
B4	6747.867	4.266	155.789	155.817
FB 18	6750.420	4.266	155.808	155.833
C4	6752.973	4.266	155.826	155.859
D4	6755.526	4.266	155.842	155.880
E4	6758.078	4.266	155.858	155.897
FB 19	6760.631	4.266	155.873	155.908
F4	6763.184	4.266	155.886	155.929
G4	6765.736	4.266	155.899	155.946
H4	6768.289	4.266	155.910	155.957
FB 20	6770.842	4.266	155.920	155.963
I4	6773.394	4.266	155.929	155.980
J4	6775.947	4.266	155.937	155.991
K4	6778.500	4.266	155.944	155.998
FB 21	6781.053	4.266	155.949	155.999
L4	6783.605	4.266	155.954	156.010
M4	6786.158	4.266	155.957	156.016
N4	6788.711	4.266	155.960	156.016
FB 22	6791.263	4.266	155.961	156.012
O4	6793.816	4.266	155.961	156.018
P4	6796.369	4.266	155.960	156.018
Q4	6798.922	4.266	155.958	156.014
FB 23	6801.474	4.266	155.955	156.005
R4	6804.027	4.266	155.950	156.004
S4	6806.580	4.266	155.945	155.999
T4	6809.132	4.266	155.938	155.989
FB 24	6811.685	4.266	155.930	155.973
U4	6814.238	4.266	155.922	155.969
V4	6816.790	4.266	155.912	155.959
W4	6819.343	4.266	155.901	155.944
FB 25	6821.896	4.266	155.889	155.924
X4	6824.449	4.266	155.875	155.914
Y4	6827.001	4.266	155.861	155.899
Z4	6829.554	4.266	155.845	155.879
FB 26	6832.107	4.266	155.829	155.854
A5	6834.659	4.266	155.811	155.839
B5	6837.212	4.266	155.792	155.820
C5	6839.765	4.266	155.772	155.795
FB 27	6842.318	4.266	155.751	155.765
D5	6844.870	4.266	155.729	155.748
E5	6847.423	4.266	155.706	155.725
F5	6849.976	4.266	155.681	155.698
FB 28	6852.528	4.266	155.656	155.665
G5	6855.081	4.266	155.629	155.643
H5	6857.634	4.266	155.601	155.617
I5	6860.186	4.266	155.572	155.585
FB 29	6862.739	4.266	155.542	155.548
J5	6865.292	4.266	155.511	155.522
K5	6867.845	4.266	155.479	155.491
L5	6870.397	4.266	155.446	155.454

STRINGERS 1 & 5 - SPAN 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 12	6872.950	4.266	155.411	155.412
M5	6875.503	4.266	155.376	155.386
N5	6878.055	4.266	155.339	155.354
O5	6880.608	4.266	155.301	155.317
FB 31	6883.161	4.266	155.262	155.274
P5	6885.713	4.266	155.222	155.242
Q5	6888.266	4.266	155.181	155.205
R5	6890.819	4.266	155.139	155.163
FB 32	6893.372	4.266	155.096	155.116
S5	6895.924	4.266	155.051	155.080
T5	6898.477	4.266	155.005	155.038
U5	6901.030	4.266	154.959	154.992
FB 33	6903.582	4.266	154.911	154.941
V5	6906.135	4.266	154.862	154.902
W5	6908.688	4.266	154.812	154.857
X5	6911.241	4.266	154.761	154.808
FB 34	6913.793	4.266	154.709	154.754
Y5	6916.346	4.266	154.656	154.710
Z5	6918.899	4.266	154.604	154.663
A6	6921.451	4.266	154.552	154.612
FB 35	6924.004	4.266	154.500	154.557
B6	6926.557	4.266	154.448	154.513
C6	6929.109	4.266	154.395	154.465
D6	6931.662	4.266	154.343	154.414
FB 36	6934.215	4.266	154.291	154.358
E6	6936.768	4.266	154.239	154.314
F6	6939.320	4.266	154.187	154.266
G6	6941.873	4.266	154.134	154.213
FB 37	6944.426	4.266	154.082	154.157
H6	6946.978	4.266	154.030	154.111
I6	6949.531	4.266	153.978	154.061
J6	6952.084	4.266	153.926	154.007
FB 38	6954.637	4.266	153.873	153.949
K6	6957.189	4.266	153.821	153.903
L6	6959.742	4.266	153.769	153.853
M6	6962.295	4.266	153.717	153.799
FB 39	6964.847	4.266	153.665	153.741
N6	6967.400	4.266	153.612	153.692
O6	6969.953	4.266	153.560	153.640
P6	6972.505	4.266	153.508	153.583
FB 40	6975.058	4.266	153.456	153.523
Q6	6977.611	4.266	153.404	153.474
R6	6980.164	4.266	153.351	153.421
S6	6982.716	4.266	153.299	153.365
FB 41	6985.269	4.266	153.247	153.304
T6	6987.822	4.266	153.195	153.254
U6	6990.374	4.266	153.143	153.200
V6	6992.927	4.266	153.090	153.141
FB 42	6995.480	4.266	153.038	153.079
W6	6998.033	4.266	152.986	153.029
X6	7000.585	4.266	152.934	152.974
Y6	7003.138	4.266	152.882	152.916
FB 43	7005.691	4.266	152.829	152.853
Z6	7008.243	4.266	152.777	152.801
A7	7010.796	4.266	152.725	152.745
B7	7013.349	4.266	152.673	152.685
CL W BRG & PIER 13	7015.901	4.266	152.621	152.622

Notes: Work with Drawings C2 & C3.
All elevations and offsets are in meters.

DESIGNED	P. Petrone
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	P.M.P. D.G.V.

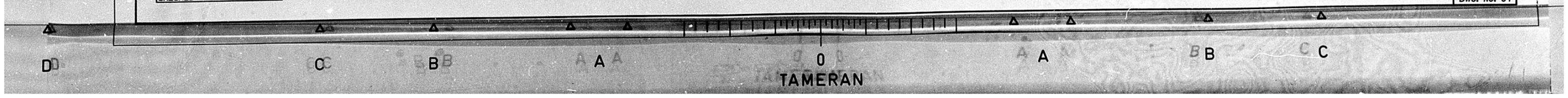
March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

TOP OF SLAB ELEVATIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C4



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	305	100
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.

SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGERS 2 & 4 - SPAN 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL E BRG & PIER 10	6566.625	2.133	152.601	152.603
A2	6569.178	2.133	152.651	152.668
B2	6571.731	2.133	152.703	152.729
C2	6574.283	2.133	152.756	152.784
FB 1	6576.836	2.133	152.808	152.835
D2	6579.389	2.133	152.860	152.898
E2	6581.942	2.133	152.912	152.957
F2	6584.494	2.133	152.964	153.011
FB 2	6587.047	2.133	153.016	153.060
G2	6589.600	2.133	153.068	153.123
H2	6592.152	2.133	153.120	153.182
I2	6594.705	2.133	153.172	153.235
FB 3	6597.258	2.133	153.224	153.284
J2	6599.811	2.133	153.276	153.346
K2	6602.363	2.133	153.328	153.403
L2	6604.916	2.133	153.380	153.455
FB 4	6607.469	2.133	153.433	153.503
M2	6610.021	2.133	153.485	153.564
N2	6612.574	2.133	153.537	153.621
O2	6615.127	2.133	153.589	153.673
FB 5	6617.679	2.133	153.641	153.720
P2	6620.232	2.133	153.693	153.779
Q2	6622.785	2.133	153.745	153.834
R2	6625.338	2.133	153.797	153.883
FB 6	6627.890	2.133	153.849	153.928
S2	6630.443	2.133	153.901	153.987
T2	6632.996	2.133	153.953	154.042
U2	6635.548	2.133	154.005	154.091
FB 7	6638.101	2.133	154.057	154.135
V2	6640.654	2.133	154.110	154.193
W2	6643.207	2.133	154.162	154.246
X2	6645.759	2.133	154.214	154.293
FB 8	6648.312	2.133	154.266	154.336
Y2	6650.865	2.133	154.318	154.392
Z2	6653.417	2.133	154.370	154.445
A3	6655.970	2.133	154.422	154.491
FB 9	6658.523	2.133	154.474	154.534
B3	6661.075	2.133	154.526	154.590
C3	6663.628	2.133	154.578	154.642
D3	6666.181	2.133	154.630	154.688
FB 10	6668.734	2.133	154.682	154.730
E3	6671.286	2.133	154.734	154.786
F3	6673.839	2.133	154.786	154.837
G3	6676.392	2.133	154.838	154.882
FB 11	6678.944	2.133	154.888	154.921
H3	6681.497	2.133	154.937	154.975
I3	6684.050	2.133	154.985	155.023
J3	6686.602	2.133	155.032	155.065
FB 12	6689.155	2.133	155.078	155.101
K3	6691.708	2.133	155.123	155.151
L3	6694.261	2.133	155.166	155.195
M3	6696.813	2.133	155.209	155.233
FB 13	6699.366	2.133	155.250	155.265
N3	6701.919	2.133	155.290	155.310
O3	6704.471	2.133	155.329	155.349
P3	6707.024	2.133	155.367	155.381

STRINGERS 2 & 4 - SPAN 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 11	6709.577	2.133	155.404	155.408
O3	6712.130	2.133	155.440	155.452
R3	6714.682	2.133	155.475	155.491
S3	6717.235	2.133	155.508	155.523
FB 15	6719.788	2.133	155.541	155.550
T3	6722.340	2.133	155.572	155.589
U3	6724.893	2.133	155.602	155.623
V3	6727.446	2.133	155.631	155.650
FB 16	6729.998	2.133	155.659	155.671
W3	6732.551	2.133	155.686	155.706
X3	6735.104	2.133	155.712	155.736
Y3	6737.657	2.133	155.737	155.759
FB 17	6740.209	2.133	155.760	155.777
Z3	6742.762	2.133	155.782	155.809
A4	6745.315	2.133	155.804	155.836
B4	6747.867	2.133	155.824	155.856
FB 18	6750.420	2.133	155.843	155.871
C4	6752.973	2.133	155.861	155.898
D4	6755.526	2.133	155.878	155.921
E4	6758.078	2.133	155.893	155.936
FB 19	6760.631	2.133	155.908	155.946
F4	6763.184	2.133	155.921	155.968
G4	6765.736	2.133	155.934	155.986
H4	6768.289	2.133	155.945	155.996
FB 20	6770.842	2.133	155.955	156.001
I4	6773.394	2.133	155.964	156.019
J4	6775.947	2.133	155.972	156.032
K4	6778.500	2.133	155.979	156.037
FB 21	6781.053	2.133	155.985	156.038
L4	6783.605	2.133	155.989	156.049
M4	6786.158	2.133	155.993	156.056
N4	6788.711	2.133	155.995	156.056
FB 22	6791.263	2.133	155.996	156.050
O4	6793.816	2.133	155.996	156.057
P4	6796.369	2.133	155.995	156.059
Q4	6798.922	2.133	155.993	156.053
FB 23	6801.474	2.133	155.990	156.043
R4	6804.027	2.133	155.986	156.044
S4	6806.580	2.133	155.980	156.040
T4	6809.132	2.133	155.974	156.028
FB 24	6811.685	2.133	155.966	156.012
U4	6814.238	2.133	155.957	156.008
V4	6816.790	2.133	155.947	155.999
W4	6819.343	2.133	155.936	155.983
FB 25	6821.896	2.133	155.924	155.962
X4	6824.449	2.133	155.911	155.953
Y4	6827.001	2.133	155.896	155.939
Z4	6829.554	2.133	155.881	155.918
FB 26	6832.107	2.133	155.864	155.892
A5	6834.659	2.133	155.846	155.879
B5	6837.212	2.133	155.828	155.860
C5	6839.765	2.133	155.808	155.834
FB 27	6842.318	2.133	155.786	155.803
D5	6844.870	2.133	155.764	155.787
E5	6847.423	2.133	155.741	155.765
F5	6849.976	2.133	155.717	155.737
FB 28	6852.528	2.133	155.691	155.703
G5	6855.081	2.133	155.664	155.683
H5	6857.634	2.133	155.637	155.657
I5	6860.186	2.133	155.608	155.625
FB 29	6862.739	2.133	155.578	155.587
J5	6865.292	2.133	155.547	155.561
K5	6867.845	2.133	155.514	155.531
L5	6870.397	2.133	155.481	155.493

STRINGERS 2 & 4 - SPAN 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 12	6872.950	2.133	155.447	155.451
M5	6875.503	2.133	155.411	155.425
N5	6878.055	2.133	155.374	155.394
O5	6880.608	2.133	155.337	155.356
FB 31	6883.161	2.133	155.298	155.313
P5	6885.713	2.133	155.258	155.282
Q5	6888.266	2.133	155.217	155.246
R5	6890.819	2.133	155.174	155.202
FB 32	6893.372	2.133	155.131	155.154
S5	6895.924	2.133	155.086	155.119
T5	6898.477	2.133	155.041	155.079
U5	6901.030	2.133	154.994	155.032
FB 33	6903.582	2.133	154.946	154.979
V5	6906.135	2.133	154.897	154.941
W5	6908.688	2.133	154.847	154.898
X5	6911.241	2.133	154.796	154.847
FB 34	6913.793	2.133	154.744	154.792
Y5	6916.346	2.133	154.692	154.750
Z5	6918.899	2.133	154.640	154.704
A6	6921.451	2.133	154.587	154.651
FB 35	6924.004	2.133	154.535	154.595
B6	6926.557	2.133	154.483	154.552
C6	6929.109	2.133	154.431	154.506
D6	6931.662	2.133	154.379	154.453
FB 36	6934.215	2.133	154.326	154.396
E6	6936.768	2.133	154.274	154.353
F6	6939.320	2.133	154.222	154.306
G6	6941.873	2.133	154.170	154.253
FB 37	6944.426	2.133	154.118	154.196
H6	6946.978	2.133	154.065	154.151
I6	6949.531	2.133	154.013	154.102
J6	6952.084	2.133	153.961	154.047
FB 38	6954.637	2.133	153.909	153.988
K6	6957.189	2.133	153.857	153.943
L6	6959.742	2.133	153.804	153.893
M6	6962.295	2.133	153.752	153.838
FB 39	6964.847	2.133	153.700	153.779
N6	6967.400	2.133	153.648	153.731
O6	6969.953	2.133	153.596	153.680
P6	6972.505	2.133	153.543	153.623
FB 40	6975.058	2.133	153.491	153.561
Q6	6977.611	2.133	153.439	153.513
R6	6980.164	2.133	153.387	153.462
S6	6982.716	2.133	153.335	153.404
FB 41	6985.269	2.133	153.282	153.342
T6	6987.822	2.133	153.230	153.293
U6	6990.374	2.133	153.178	153.240
V6	6992.927	2.133	153.126	153.181
FB 42	6995.480	2.133	153.073	153.117
W6	6998.033	2.133	153.021	153.068
X6	7000.585	2.133	152.969	153.015
Y6	7003.138	2.133	152.917	152.955
FB 43	7005.691	2.133	152.865	152.892
Z6	7008.243	2.133	152.812	152.841
A7	7010.796	2.133	152.760	152.786
B7	7013.349	2.133	152.708	152.725
CL W BRG & PIER 13	7015.901	2.133	152.656	152.659

Notes: Work with Drawings C2 & C3.
All elevations and offsets are in meters.

DESIGNED	P. Petrone
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	P.M.P. D.G.V.

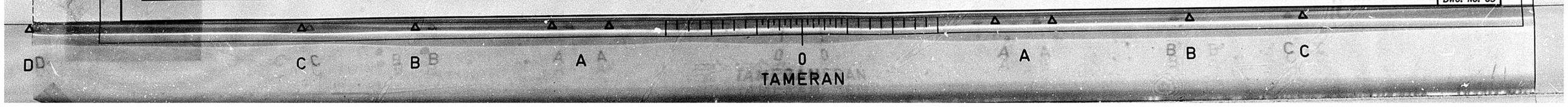
March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

TOP OF SLAB ELEVATIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C5



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	101
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.

SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

℄ RDWY., P.G. & STRINGER 3 - SPAN 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL E BRG & PIER 10	6566.625	0.000	152.633	152.637
A2	6569.178	0.000	152.683	152.702
B2	6571.731	0.000	152.735	152.763
C2	6574.283	0.000	152.788	152.818
FB 1	6576.836	0.000	152.840	152.869
D2	6579.389	0.000	152.892	152.932
E2	6581.942	0.000	152.944	152.991
F2	6584.494	0.000	152.996	153.045
FB 2	6587.047	0.000	153.048	153.094
G2	6589.600	0.000	153.100	153.157
H2	6592.152	0.000	153.152	153.216
I2	6594.705	0.000	153.204	153.269
FB 3	6597.258	0.000	153.256	153.318
J2	6599.811	0.000	153.308	153.380
K2	6602.363	0.000	153.360	153.437
L2	6604.916	0.000	153.412	153.489
FB 4	6607.469	0.000	153.465	153.537
M2	6610.021	0.000	153.517	153.598
N2	6612.574	0.000	153.569	153.655
O2	6615.127	0.000	153.621	153.707
FB 5	6617.679	0.000	153.673	153.754
P2	6620.232	0.000	153.725	153.813
Q2	6622.785	0.000	153.777	153.868
R2	6625.338	0.000	153.829	153.917
FB 6	6627.890	0.000	153.881	153.962
S2	6630.443	0.000	153.933	154.021
T2	6632.996	0.000	153.985	154.076
U2	6635.548	0.000	154.037	154.125
FB 7	6638.101	0.000	154.089	154.169
V2	6640.654	0.000	154.142	154.227
W2	6643.207	0.000	154.194	154.280
X2	6645.759	0.000	154.246	154.327
FB 8	6648.312	0.000	154.298	154.370
Y2	6650.865	0.000	154.350	154.426
Z2	6653.417	0.000	154.402	154.479
A3	6655.970	0.000	154.454	154.525
FB 9	6658.523	0.000	154.506	154.568
B3	6661.075	0.000	154.558	154.624
C3	6663.628	0.000	154.610	154.676
D3	6666.181	0.000	154.662	154.722
FB 10	6668.734	0.000	154.714	154.764
E3	6671.286	0.000	154.766	154.820
F3	6673.839	0.000	154.818	154.871
G3	6676.392	0.000	154.870	154.916
FB 11	6678.944	0.000	154.920	154.955
H3	6681.497	0.000	154.969	155.009
I3	6684.050	0.000	155.017	155.057
J3	6686.602	0.000	155.064	155.099
FB 12	6689.155	0.000	155.110	155.135
K3	6691.708	0.000	155.155	155.185
L3	6694.261	0.000	155.198	155.229
M3	6696.813	0.000	155.241	155.267
FB 13	6699.366	0.000	155.282	155.299
N3	6701.919	0.000	155.322	155.344
O3	6704.471	0.000	155.361	155.383
P3	6707.024	0.000	155.399	155.415

℄ RDWY., P.G. & STRINGER 3 - SPAN 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 11	6709.577	0.000	155.436	155.442
Q3	6712.130	0.000	155.472	155.486
R3	6714.682	0.000	155.507	155.525
S3	6717.235	0.000	155.540	155.557
FB 15	6719.788	0.000	155.573	155.584
T3	6722.340	0.000	155.604	155.623
U3	6724.893	0.000	155.634	155.657
V3	6727.446	0.000	155.663	155.684
FB 16	6729.998	0.000	155.691	155.705
W3	6732.551	0.000	155.718	155.740
X3	6735.104	0.000	155.744	155.770
Y3	6737.657	0.000	155.769	155.793
FB 17	6740.209	0.000	155.792	155.811
Z3	6742.762	0.000	155.814	155.843
A4	6745.315	0.000	155.836	155.870
B4	6747.867	0.000	155.856	155.890
FB 18	6750.420	0.000	155.875	155.905
C4	6752.973	0.000	155.893	155.932
D4	6755.526	0.000	155.910	155.955
E4	6758.078	0.000	155.925	155.970
FB 19	6760.631	0.000	155.940	155.980
F4	6763.184	0.000	155.953	156.002
G4	6765.736	0.000	155.966	156.020
H4	6768.289	0.000	155.977	156.030
FB 20	6770.842	0.000	155.987	156.035
I4	6773.394	0.000	155.996	156.053
J4	6775.947	0.000	156.004	156.066
K4	6778.500	0.000	156.011	156.071
FB 21	6781.053	0.000	156.017	156.072
L4	6783.605	0.000	156.021	156.083
M4	6786.158	0.000	156.025	156.090
N4	6788.711	0.000	156.027	156.090
FB 22	6791.263	0.000	156.028	156.084
O4	6793.816	0.000	156.028	156.091
P4	6796.369	0.000	156.027	156.093
Q4	6798.922	0.000	156.025	156.087
FB 23	6801.474	0.000	156.022	156.077
R4	6804.027	0.000	156.018	156.078
S4	6806.580	0.000	156.012	156.074
T4	6809.132	0.000	156.006	156.062
FB 24	6811.685	0.000	155.998	156.046
U4	6814.238	0.000	155.989	156.042
V4	6816.790	0.000	155.979	156.033
W4	6819.343	0.000	155.969	156.017
FB 25	6821.896	0.000	155.956	155.996
X4	6824.449	0.000	155.943	155.987
Y4	6827.001	0.000	155.928	155.973
Z4	6829.554	0.000	155.913	155.952
FB 26	6832.107	0.000	155.896	155.926
A5	6834.659	0.000	155.878	155.913
B5	6837.212	0.000	155.860	155.894
C5	6839.765	0.000	155.840	155.868
FB 27	6842.318	0.000	155.818	155.837
D5	6844.870	0.000	155.796	155.821
E5	6847.423	0.000	155.773	155.799
F5	6849.976	0.000	155.749	155.771
FB 28	6852.528	0.000	155.723	155.737
G5	6855.081	0.000	155.696	155.717
H5	6857.634	0.000	155.669	155.691
I5	6860.186	0.000	155.640	155.659
FB 29	6862.739	0.000	155.610	155.621
J5	6865.292	0.000	155.579	155.595
K5	6867.845	0.000	155.546	155.565
L5	6870.397	0.000	155.513	155.527

℄ RDWY., P.G. & STRINGER 3 - SPAN 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 12	6872.950	0.000	155.479	155.485
M5	6875.503	0.000	155.443	155.459
N5	6878.055	0.000	155.406	155.428
O5	6880.608	0.000	155.369	155.390
FB 31	6883.161	0.000	155.330	155.347
P5	6885.713	0.000	155.290	155.316
Q5	6888.266	0.000	155.249	155.280
R5	6890.819	0.000	155.206	155.236
FB 32	6893.372	0.000	155.163	155.188
S5	6895.924	0.000	155.118	155.153
T5	6898.477	0.000	155.073	155.113
U5	6901.030	0.000	155.026	155.066
FB 33	6903.582	0.000	154.978	155.013
V5	6906.135	0.000	154.929	154.975
W5	6908.688	0.000	154.879	154.932
X5	6911.241	0.000	154.828	154.881
FB 34	6913.793	0.000	154.776	154.826
Y5	6916.346	0.000	154.724	154.784
Z5	6918.899	0.000	154.672	154.738
A6	6921.451	0.000	154.619	154.685
FB 35	6924.004	0.000	154.567	154.629
B6	6926.557	0.000	154.515	154.586
C6	6929.109	0.000	154.463	154.540
D6	6931.662	0.000	154.411	154.487
FB 36	6934.215	0.000	154.358	154.430
E6	6936.768	0.000	154.306	154.387
F6	6939.320	0.000	154.254	154.340
G6	6941.873	0.000	154.202	154.287
FB 37	6944.426	0.000	154.150	154.230
H6	6946.978	0.000	154.097	154.185
I6	6949.531	0.000	154.045	154.136
J6	6952.084	0.000	153.993	154.081
FB 38	6954.637	0.000	153.941	154.022
K6	6957.189	0.000	153.889	153.977
L6	6959.742	0.000	153.836	153.927
M6	6962.295	0.000	153.784	153.872
FB 39	6964.847	0.000	153.732	153.813
N6	6967.400	0.000	153.680	153.765
O6	6969.953	0.000	153.628	153.714
P6	6972.505	0.000	153.575	153.657
FB 40	6975.058	0.000	153.523	153.595
Q6	6977.611	0.000	153.471	153.547
R6	6980.164	0.000	153.419	153.496
S6	6982.716	0.000	153.366	153.438
FB 41	6985.269	0.000	153.314	153.376
T6	6987.822	0.000	153.262	153.327
U6	6990.374	0.000	153.210	153.274
V6	6992.927	0.000	153.158	153.215
FB 42	6995.480	0.000	153.105	153.151
W6	6998.033	0.000	153.053	153.102
X6	7000.585	0.000	153.001	153.049
Y6	7003.138	0.000	152.949	152.989
FB 43	7005.691	0.000	152.897	152.926
Z6	7008.243	0.000	152.844	152.875
A7	7010.796	0.000	152.792	152.820
B7	7013.349	0.000	152.740	152.759
CL W BRG & PIER 13	7015.901	0.000	152.688	152.692

Notes: Work with Drawings C2 & C3.
All elevations and offsets are in meters.

DESIGNED	P. Petrone
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	P.M.P. D.G.V.

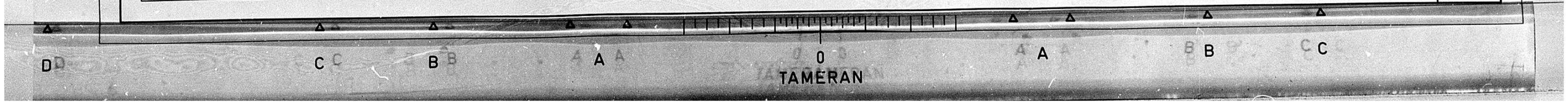
March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

TOP OF SLAB ELEVATIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

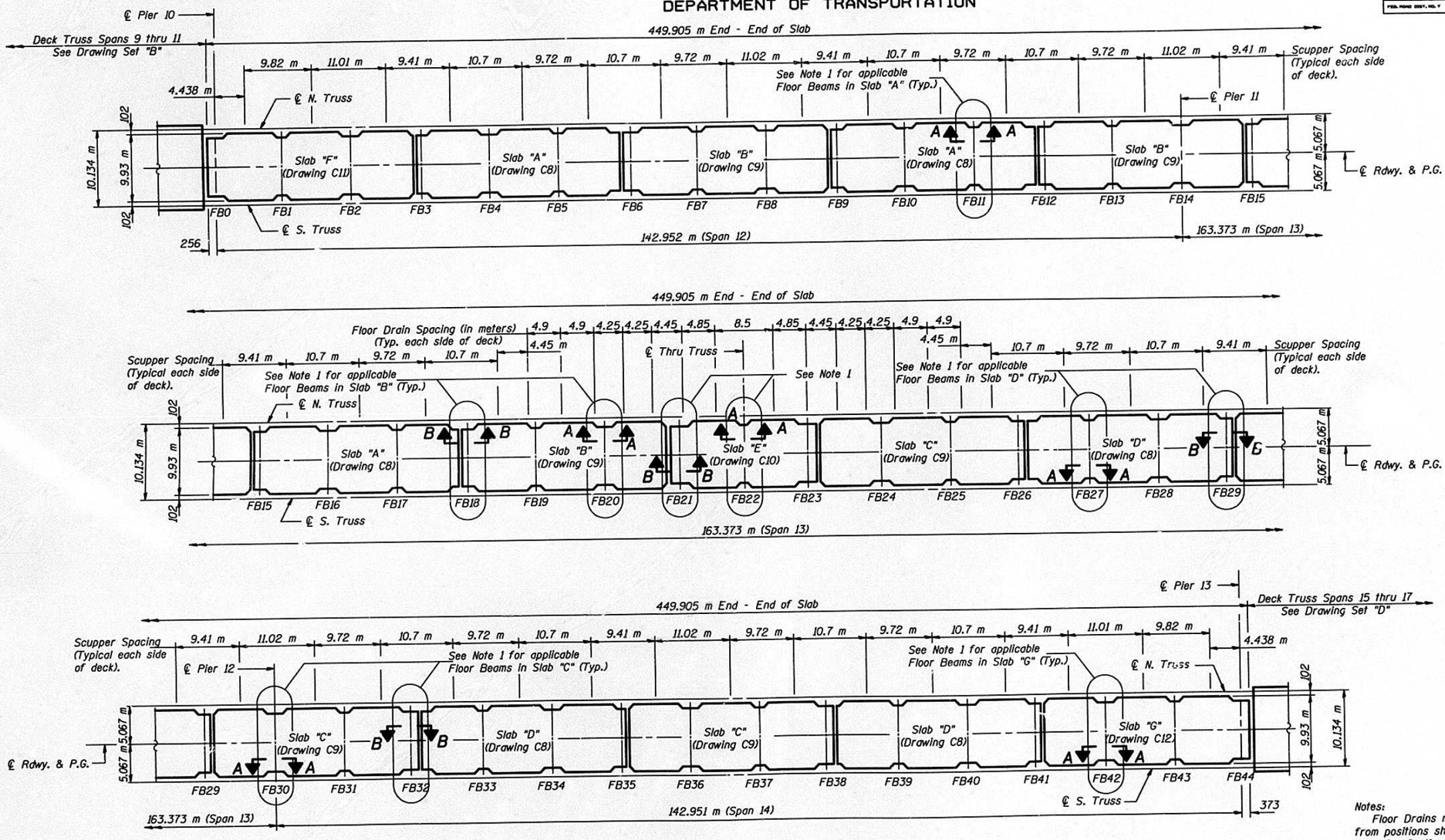
DWG. NO. C6



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	102
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SLAB LAYOUT

Note 1:
Sections A-A and B-B apply only to specified Floor Beam locations as follows:

Section A-A:
FB11, FB13, FB14, FB16, FB17, FB19, FB20, FB22, FB24, FB25, FB27, FB28, FB30, FB31, FB33, FB34, FB36, FB37, FB39, FB40, FB42 & FB43.

Section B-B:
FB12, FB18, FB21, FB26, FB29, FB32, FB35, FB38 & FB41.

For Sections A-A, B-B and details of reinforcement over Floor Beams see Drawing C15.

Notes:
Floor Drains may be relocated up to ±300 mm longitudinally from positions shown on this Drawing in order to miss thru bolts for Continuous Aluminum Toe Clip (see Drawing C21). Edge of relocated Floor Drains shall clear all thru bolts, edge of Floor Beams and all relief joint hardware by ±150 mm.
Work with Drawings C8 thru C16.
FB - Indicates Floor Beam.

SLAB LAYOUT AND SCUPPER & FLOOR DRAIN SPACING SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C7

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

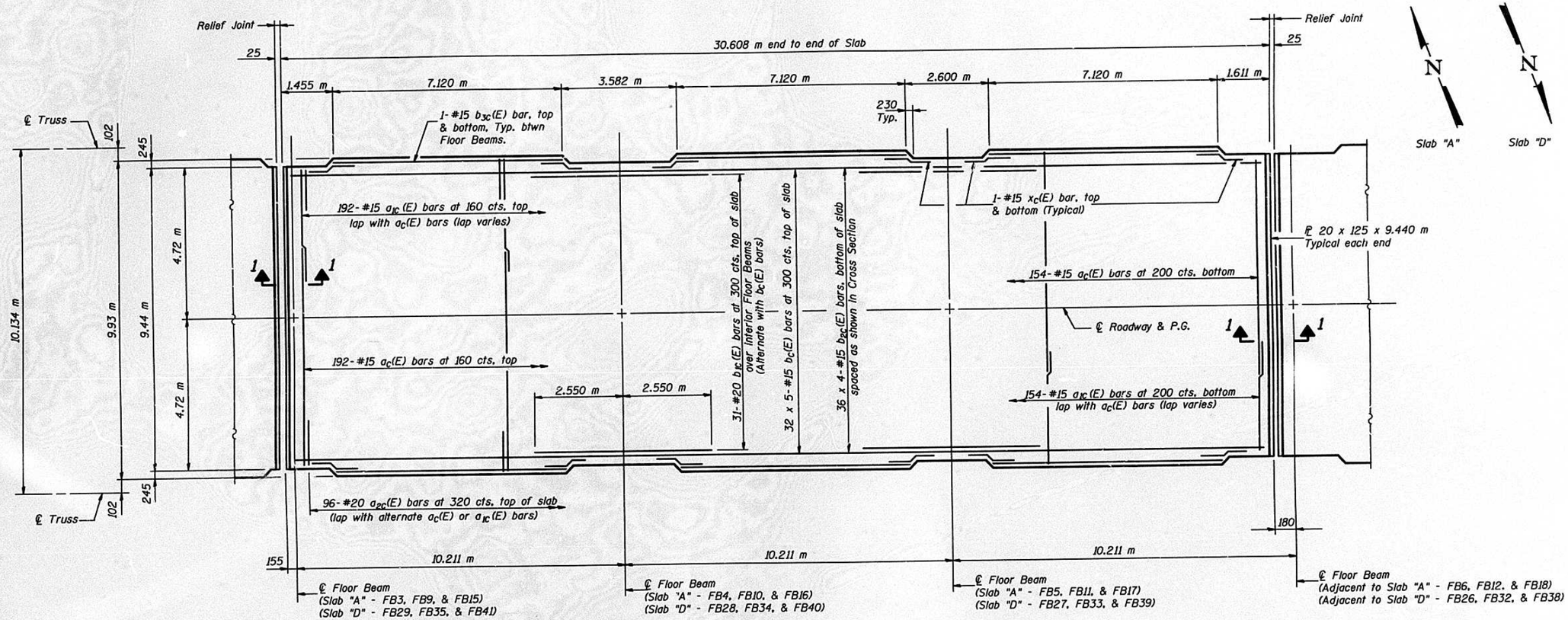
March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	103
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SLABS "A" & "D"

(Slab "A" - 3 Required)
(Slab "D" - 3 Required)

MIN. BAR LAP

#15 bars = 510

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 33 x 4 - #15 etc. indicates 33 lines of bars with 4 lengths per line.
Work with Drawing C7.
For Cross Sections, see Drawing C13.
For Section 1-1, see Drawing C14.
For details of additional reinforcement over specified Floor Beams, see Drawing C15.
For Bill of Material, see Drawing C15.
For Superstructure Details, see Drawings C15 & C16.
For details of the thru bolts for the Aluminum Parapet, see Drawing C21.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

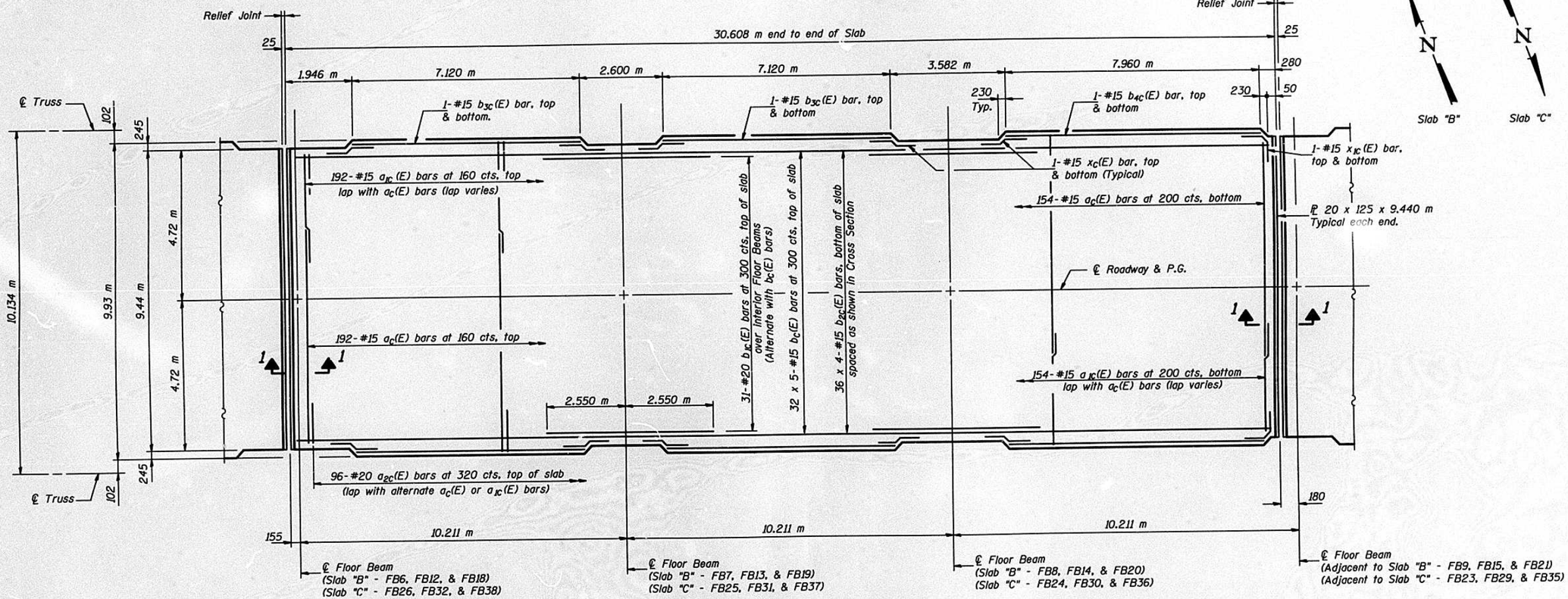
SLABS "A" & "D" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C8

D C B A 0 A B C
TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-I-8	PEORIA & TAZEWELL	303	104
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SLAB "B" & "C"

(Slab "B" - 3 Required)
(Slab "C" - 3 Required)

MIN. BAR LAP

#15 bars = 510

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 33 x 4 - #15 etc. indicates 33 lines of bars with 4 lengths per line.
Work with Drawing C7.
For Cross Sections, see Drawing C13.
For Section 1-1, see Drawing C14.
For details of additional reinforcement over specified Floor Beams, see Drawing C15.
For Bill of Material, see Drawing C16.
For Superstructure Details, see Drawings C15 & C16.
For details of the thru bolts for the Aluminum Parapet, see Drawing C21.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999

EXAMINED Engineer of Bridge Design

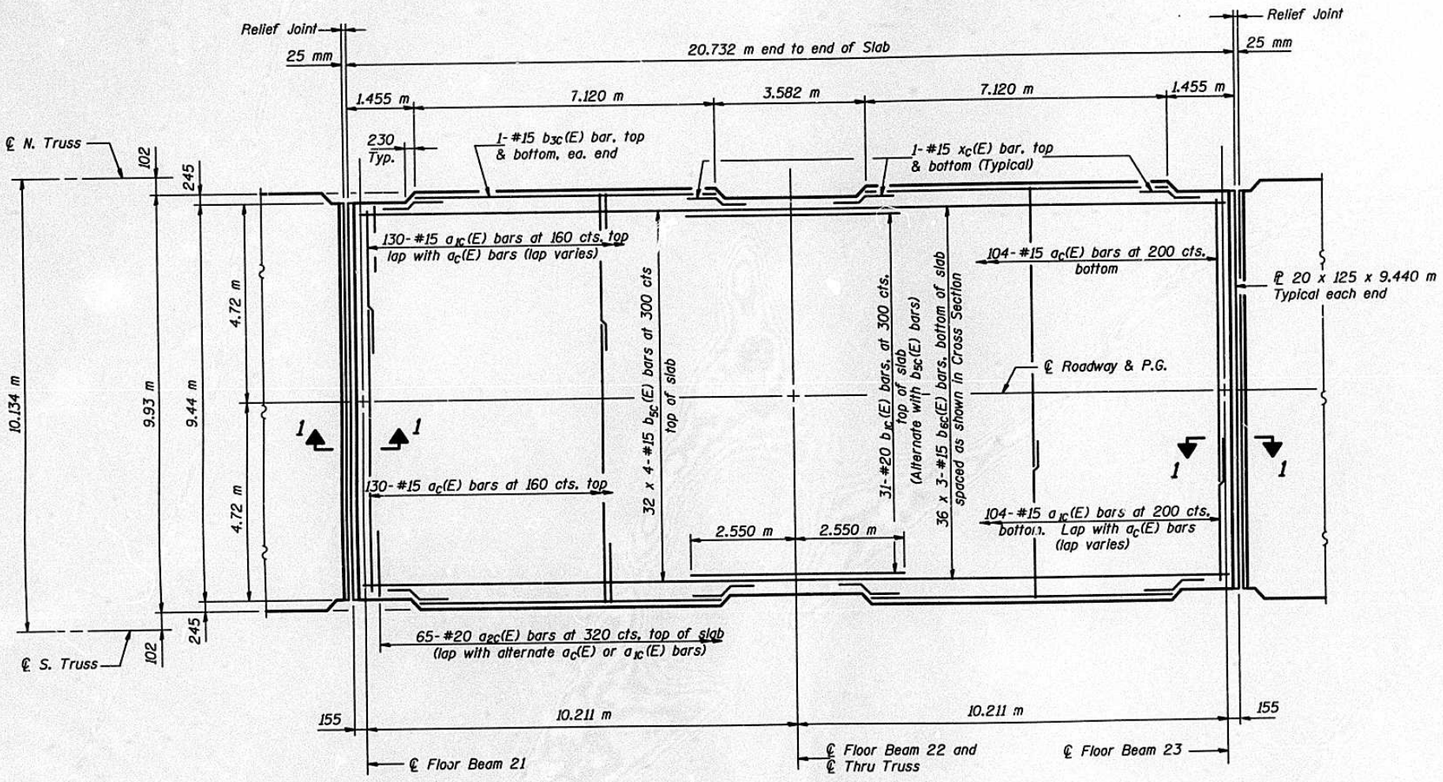
PASSED Engineer of Bridges and Structures

SLABS "B" & "C" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C9

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	105
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SLAB "E"
(1 Required)

MIN. BAR LAP
#15 bars = 510

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 33 x 4 - #15 etc. indicates 33 lines of bars with 4 lengths per line.
Work with Drawing C7.
For Cross Sections, see Drawing C13.
For Section 1-1, see Drawing C14.
For details of additional reinforcement over specified Floor Beams, see Drawing C15.
For Bill of Material, see Drawing C16.
For Superstructure Details, see Drawings C15 & C16.
For details of the thru bolts for the Aluminum Parapet, see Drawing C21.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

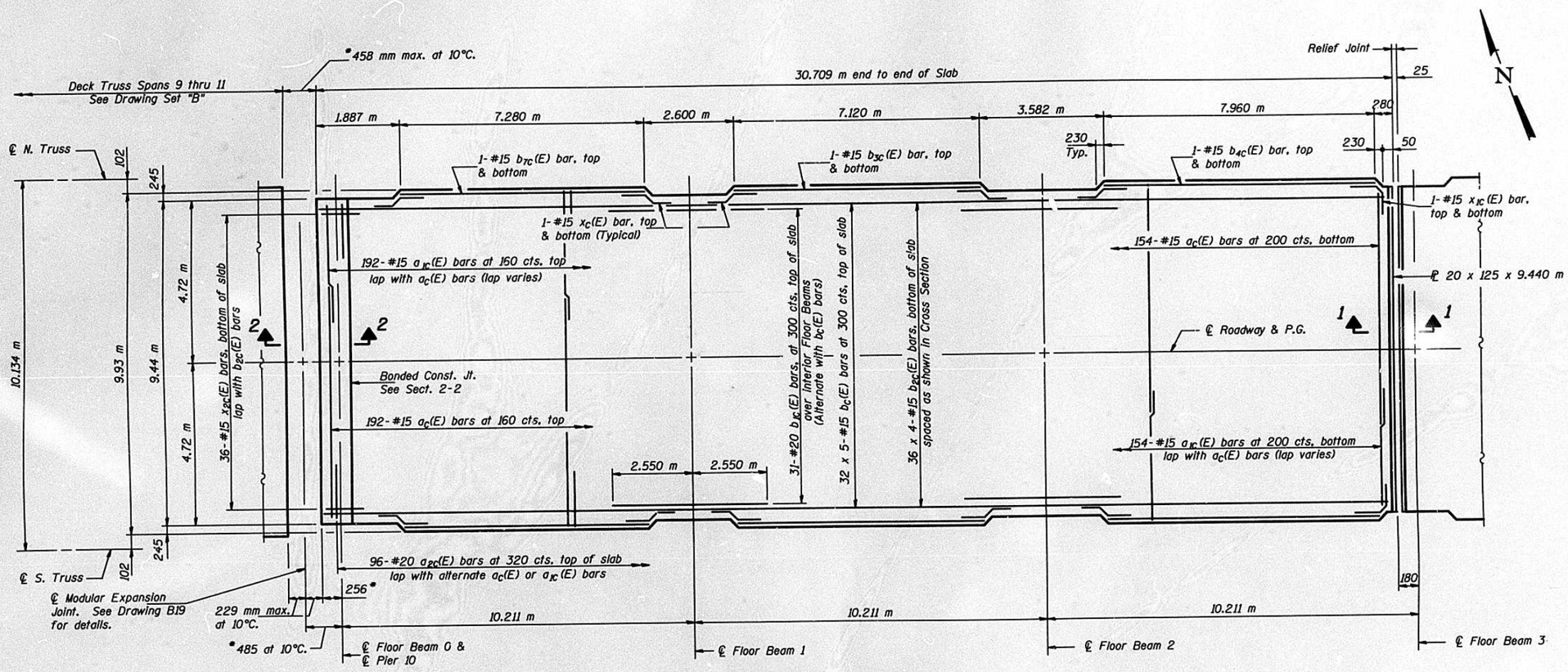
March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

SLAB "E" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C10

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-5	PEORIA & TAZEWELL	303	106
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - SLAB "F"
(1 Required)

* Dimension may be adjusted as required by the Modular Joint manufacturer.

MIN. BAR LAP
#15 bars = 510

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 33 x 4 - #15 etc. indicates 33 lines of bars with 4 lengths per line.
Work with Drawing C7.
For Cross Sections, see Drawing C13.
For Sections 1-1 and 2-2, see Drawing C14.
For Bill of Material, see Drawing C16.
For Superstructure Details, see Drawings C15 & C16.
For details of the thru bolts for the Aluminum Parapet, see Drawing C21.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

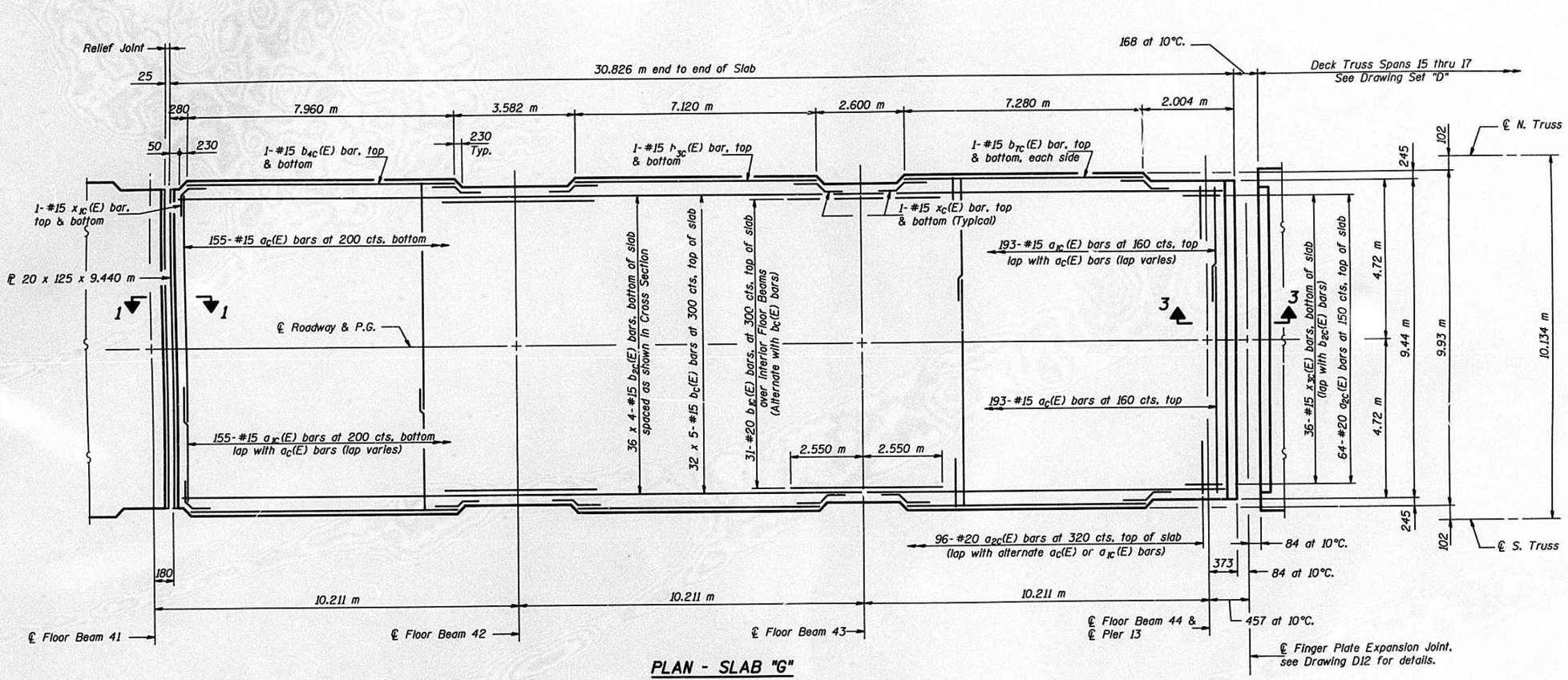
SLAB "F" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	107
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



PLAN - SLAB "G"
(1 Required)

MIN. BAR LAP
#15 bars = 510

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 33 x 4 - #15 etc. indicates 33 lines of bars with 4 lengths per line.
Work with Drawing C7.
For Cross Sections, see Drawing C13.
For Sections 1-1 and 3-3, see Drawing C14.
For details of additional reinforcement over specified Floor Beams, see Drawing C15.
For Bill of Material, see Drawing C16.
For Superstructure Details, see Drawings C15 & C16.
For details of the thru bolts for the Aluminum Parapet, see Drawing C21.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Greg J. Kaspar ENGINEER OF BRIDGE DESIGN
PASSED Robert E. Gunderson ENGINEER OF BRIDGES AND STRUCTURES

SLAB "G" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

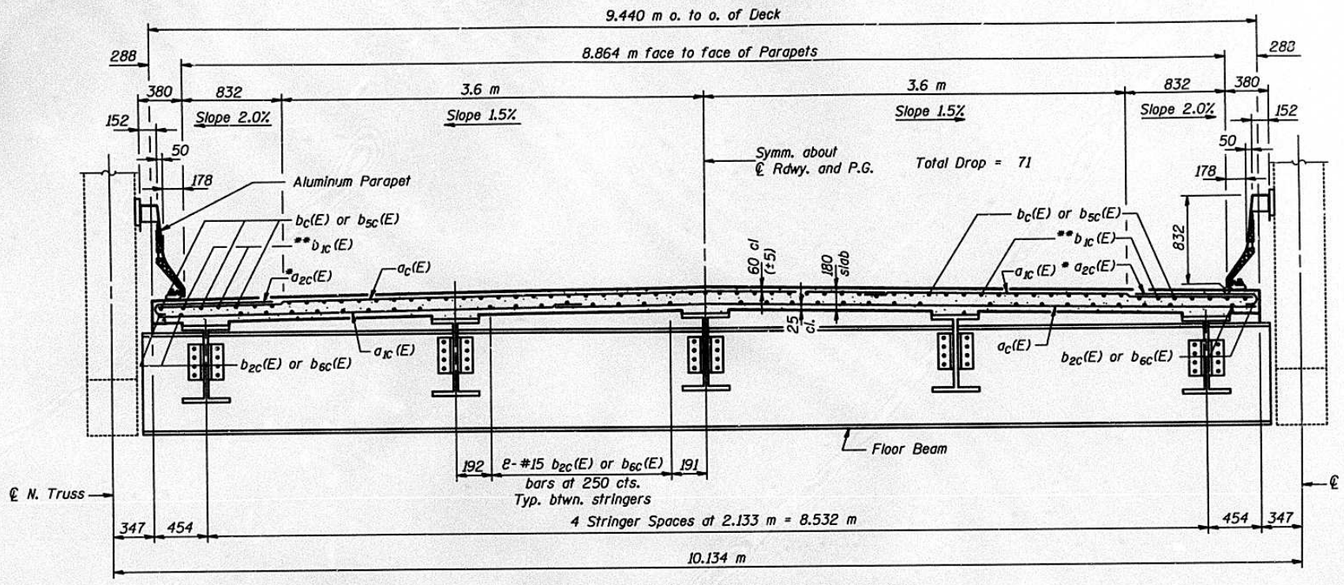
DWG. NO. C12

D C B A 0 A B C

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	108
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

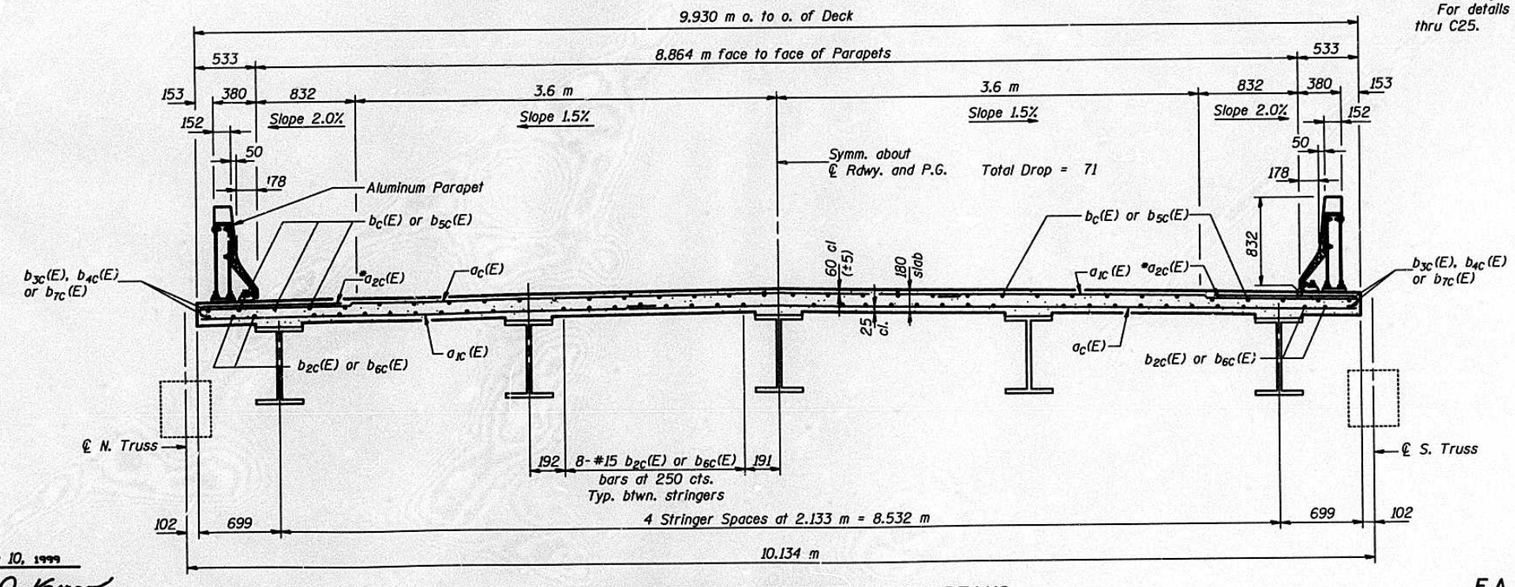


CROSS SECTION - NEAR FLOOR BEAM

(Looking East)

* Tilt hook of $a_{2C}(E)$ bar if necessary to provide the specified clearance.

** $b_{1C}(E)$ bars at Interior Floor Beams only.



CROSS SECTION - BETWEEN FLOOR BEAMS

(Looking East)

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
For details of additional reinforcement over specified Floor Beams, see Drawing C15.
For Bill of Material, see Drawing C16.
For Superstructure Details, see Drawings C15 & C16.
For details of the thru bolts for the Aluminum Parapet, see Drawing C21.
For details of Aluminum Parapet, see Drawings C17 thru C25.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
mrg DRAWN	KG
CHECKED	S.E.M. D.G.V.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

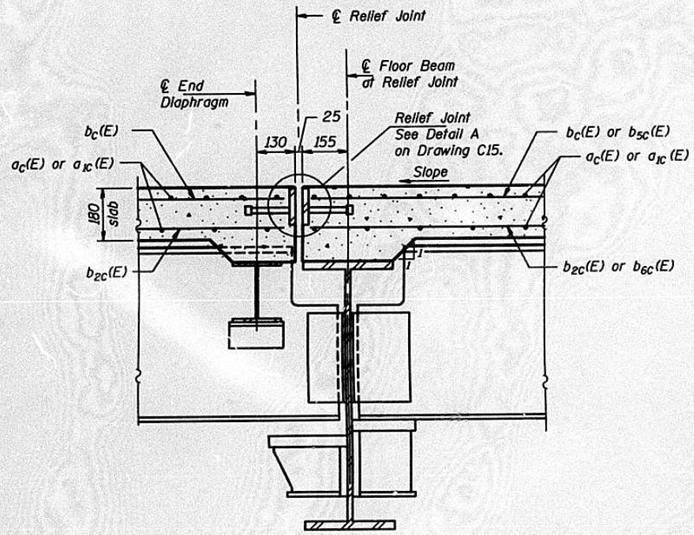
CROSS SECTIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	109
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

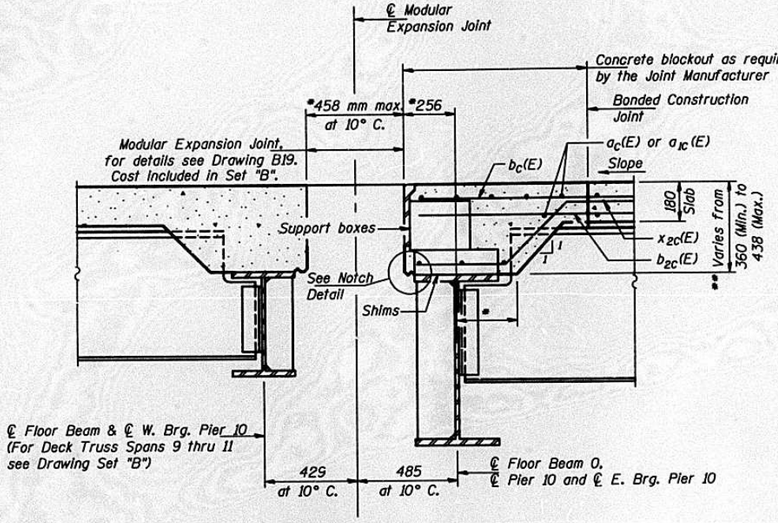
SHEET NO.
SHEETS



SECTION 1 - 1

(Looking North at FB3, FB6, FB9, FB12, FB15, FB18, & FB21)
(Looking South at FB23, FB26, FB29, FB32, FB35, FB38 & FB41)

Note:
Additional reinforcement required over specified Floor Beams (as shown on Drawing C15) is not shown in Section 1-1.

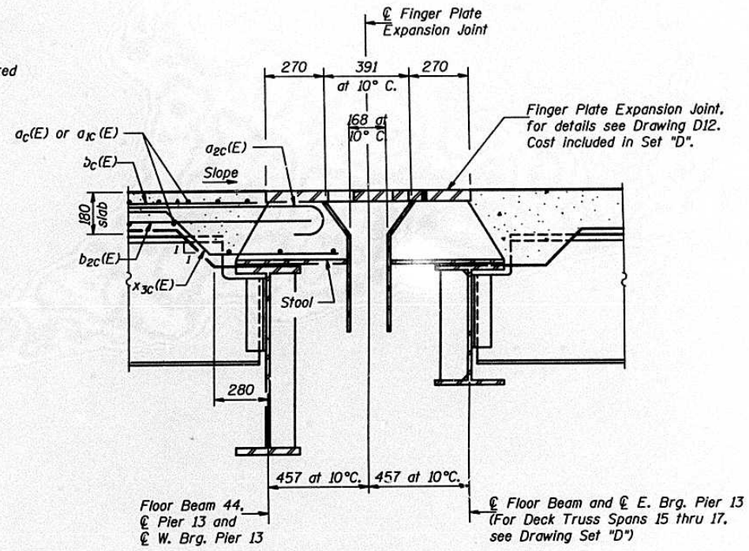


SECTION 2 - 2

(Looking North)
(Cut or bend reinforcement bars as required to miss support boxes and shims by 25 mm.)

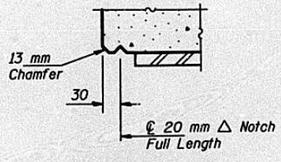
* Dimension may vary as required by Joint Manufacturer. Contractor shall adjust reinforcement bar lengths as required.

** Verify in field. Dimensions may vary.



SECTION 3 - 3

(Looking North)
(Cut or bend reinforcement bars as required to miss stools by 25 mm.)



NOTCH DETAIL

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

Note:
Work with Drawings C8 thru C12.

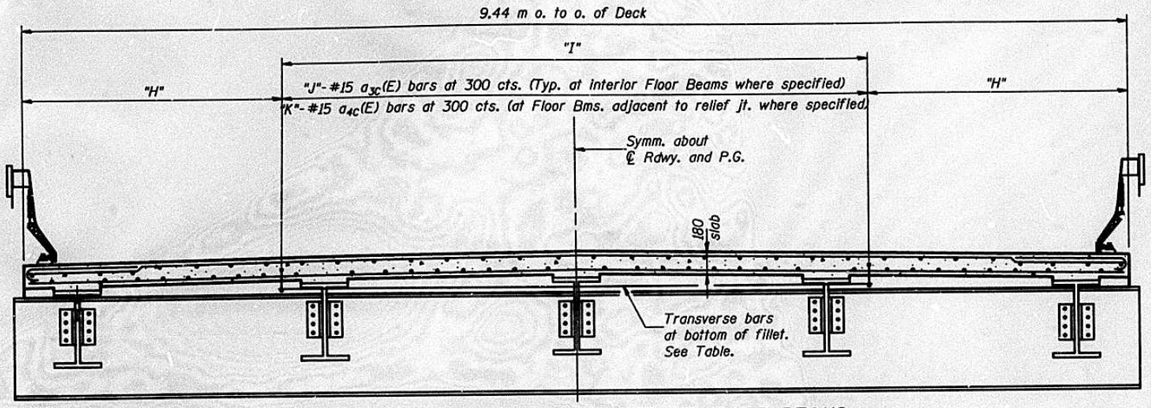
SUPERSTRUCTURE DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C14

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

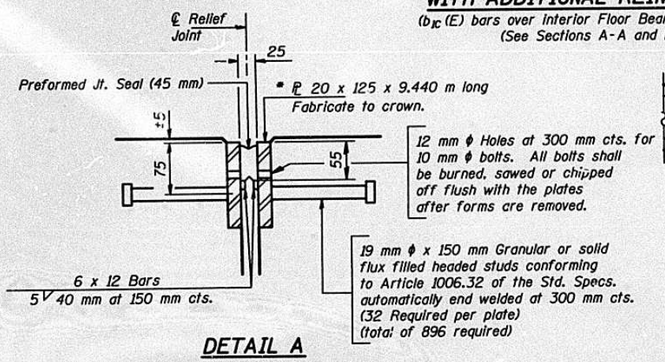
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	110
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



ELEVATION OF SLAB AND FILLET AT FLOOR BEAMS WITH ADDITIONAL REINFORCEMENT

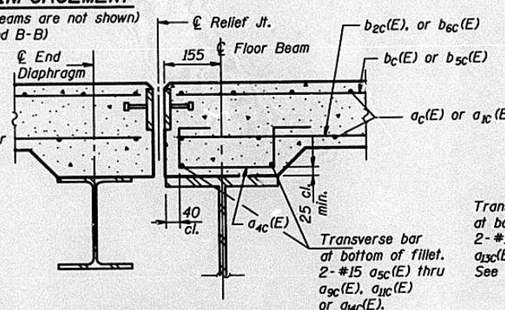
(b_{1C}(E) bars over interior Floor Beams are not shown)
(See Sections A-A and B-B)



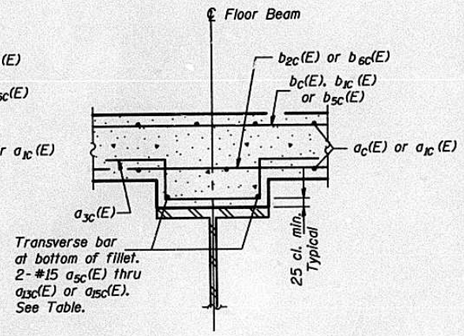
DETAIL A

* Furnish in segments of 6 m maximum length. Maximum space between installed segments shall be 5 mm. Seal space with Silicone Sealant suitable for Structural Steel.

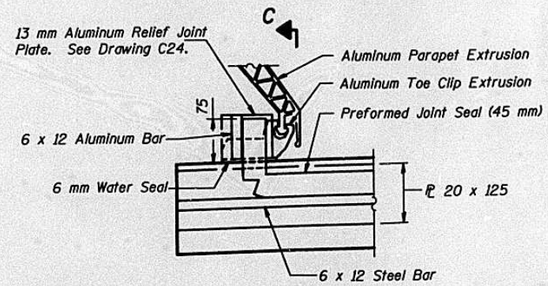
Notes:
After fabrication, all surfaces of the steel plates shall be given one shop coat of the paint specified for Structural Steel. No field painting required.
Cost of 20 mm Steel Plates, 6 x 12 Steel Bars and 19 mm ϕ Studs is included with "Furnishing and Erecting Structural Steel". Cost of 13 mm Aluminum Relief Joint Plates and 6 x 12 Aluminum Bars is included with "Aluminum Parapet".



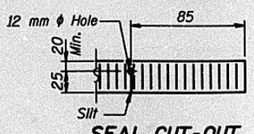
SECTION B - B



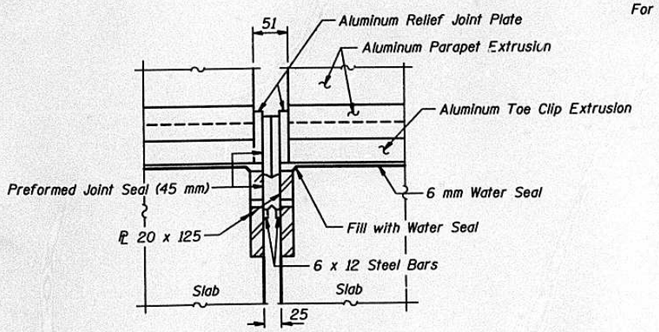
SECTION A - A



END OF PREFORMED JOINT SEAL TREATMENT



SEAL CUT-OUT

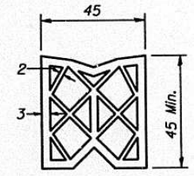


SECTION C - C

TABLE OF "H", "I", "J" & "K", AND TRANSVERSE BAR DESIGNATIONS

Slab	Floor Beam	Dim. "H" (m)	Dim. "I" (m)	"J" No. of a_{3C}(E) bars	"K" No. of a_{4C}(E) bars	Trans. bars at bott. of fillet (2 Req'd. per Floor Beam)
A	FB11	4.42	0.600	3	-	a_{5C}(E)
B	FB12	3.82	1.800	-	7	a_{14C}(E)
B	FB13	4.12	1.200	5	-	a_{6C}(E)
B	FB14	4.42	0.600	3	-	a_{5C}(E)
A	FB16	4.12	1.200	5	-	a_{6C}(E)
A	FB17	4.12	1.200	5	-	a_{6C}(E)
B	FB18	4.42	0.600	-	3	a_{5C}(E)
B	FB19	4.12	1.200	5	-	a_{6C}(E)
B	FB20	4.12	1.200	5	-	a_{6C}(E)
E	FB21	4.42	0.600	-	3	a_{5C}(E)
E	FB22	4.12	1.200	5	-	a_{6C}(E)
C	FB24	4.42	0.600	3	-	a_{5C}(E)
C	FB25	4.42	0.600	3	-	a_{5C}(E)
C	FB26	3.82	1.800	-	7	a_{14C}(E)
D	FB27	2.92	3.600	13	-	a_{11C}(E)
D	FB28	2.32	4.800	17	-	a_{12C}(E)
D	FB29	2.92	3.600	-	13	a_{11C}(E)
C	FB30	2.02	5.400	19	-	a_{15C}(E)
C	FB31	1.72	6.000	21	-	a_{8C}(E)
C	FB32	1.72	6.000	-	21	a_{8C}(E)
D	FB33	1.12	7.200	25	-	a_{13C}(E)
D	FB34	1.72	6.000	21	-	a_{8C}(E)
D	FB35	1.42	6.600	-	23	a_{9C}(E)
C	FB36	1.72	6.000	21	-	a_{8C}(E)
C	FB37	1.42	6.600	23	-	a_{9C}(E)
C	FB38	2.62	4.200	-	15	a_{7C}(E)
D	FB39	2.62	4.200	15	-	a_{7C}(E)
D	FB40	3.52	2.400	9	-	a_{10C}(E)
D	FB41	4.12	1.200	-	5	a_{6C}(E)
G	FB42	4.12	1.200	5	-	a_{6C}(E)
G	FB43	4.42	0.600	3	-	a_{5C}(E)

Notes:
As directed by the Engineer, reinforcement similar to that shown on this drawing shall be required over any other Floor Beam where the fillet height exceeds 115 mm for at least 600 mm.
Reinforcement Bars designated (E) shall be epoxy coated.
For location of Sections A-A and B-B, see Drawing C7.
For location of Detail A, see Section 1-1 on Drawing C14.



PREFORMED JOINT SEAL (45 mm)

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

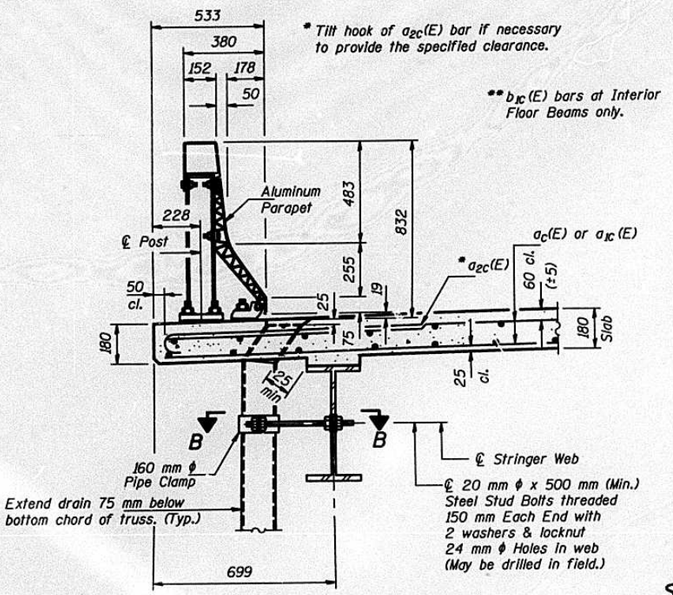
SUPERSTRUCTURE DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C15

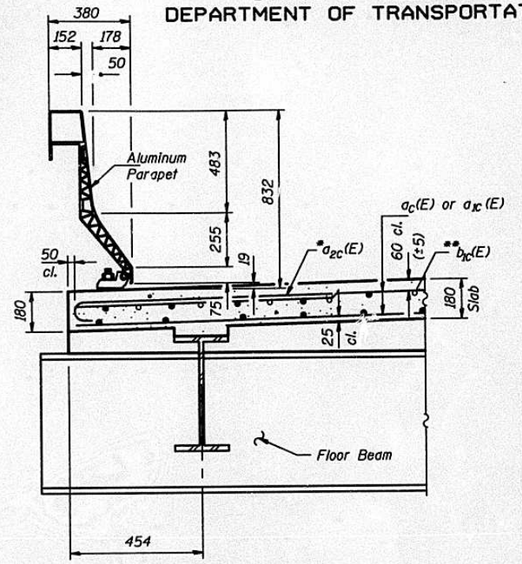
D C B A 0 A B C

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	111
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

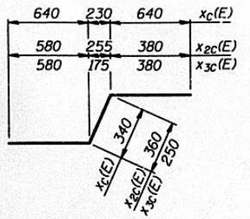


SECTION THRU PARAPET BETWEEN FLOOR BEAMS

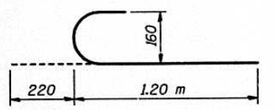


SECTION THRU PARAPET NEAR FLOOR BEAM

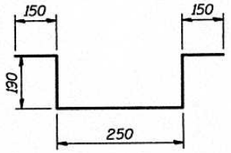
($a_{3C}(E)$ thru $a_{15C}(E)$ bars not shown)



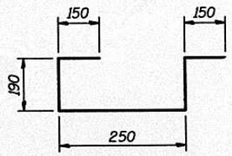
BAR $x_C(E)$, $x_{2C}(E)$ & $x_{3C}(E)$



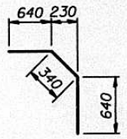
BAR $a_{2C}(E)$



BAR $a_{3C}(E)$



BAR $a_{4C}(E)$

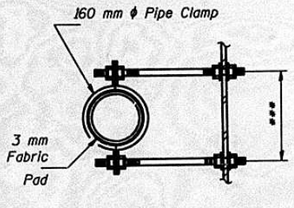


BAR $x_{1C}(E)$

BILL OF MATERIAL

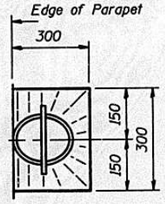
Bar	No.	Size	Length (m)	Shape
$a_C(E)$	5080	#15	5.70	
$a_{1C}(E)$	5080	#15	4.66	
$a_{2C}(E)$	2882	#20	1.42	
$a_{3C}(E)$	234	#15	0.93	
$a_{4C}(E)$	97	#15	0.93	
$a_{5C}(E)$	622	#15	0.60	
$a_{6C}(E)$	16	#15	1.20	
$a_{7C}(E)$	4	#15	4.20	
$a_{8C}(E)$	8	#15	6.00	
$a_{9C}(E)$	4	#15	6.60	
$a_{10C}(E)$	2	#15	2.40	
$a_{11C}(E)$	4	#15	3.60	
$a_{12C}(E)$	2	#15	4.80	
$a_{13C}(E)$	2	#15	7.20	
$a_{14C}(E)$	4	#15	1.80	
$a_{15C}(E)$	2	#15	5.40	
$b_C(E)$	2240	#15	6.56	
$b_{1C}(E)$	899	#20	5.10	
$b_{2C}(E)$	2016	#15	8.07	
$b_{3C}(E)$	136	#15	7.05	
$b_{4C}(E)$	32	#15	7.89	
$b_{5C}(E)$	128	#15	5.55	
$b_{6C}(E)$	108	#15	7.23	
$b_{7C}(E)$	8	#15	7.21	
$x_C(E)$	320	#15	1.62	
$x_{1C}(E)$	32	#15	1.62	
$x_{2C}(E)$	36	#15	1.32	
$x_{3C}(E)$	36	#15	1.21	
Concrete Superstructures		m^3	822.6	
Reinforcement Bars, Epoxy Coated		kg	158,390	

Notes:
Reinforcement bars designated (E) shall be epoxy coated.
For details of the thru bolts for the Aluminum Parapet, see Drawing C21.
For Drainage System Details, see Drawing C28.
For Floor Drain and Drainage Scupper locations, see Drawing C7.
For details of Aluminum Parapet, see Drawings C17 thru C25.

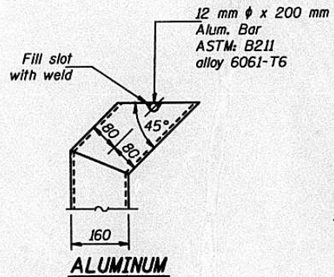


SECTION B-B

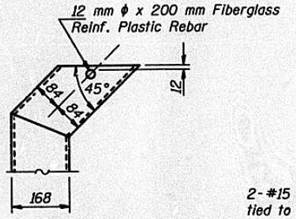
*** Dimension as required by Pipe Clamp



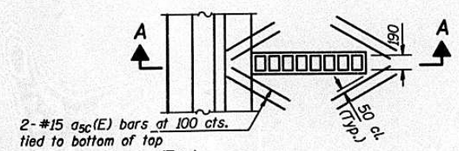
TOP PLAN



ALUMINUM TUBE



FIBERGLASS PIPE

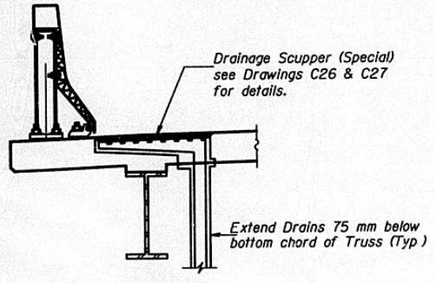


PLAN

(Cut longitudinal reinforcement bars to clear scupper.)

TOP PLAN

(Showing Aluminum Tube)



SECTION A - A

Floor Drain Notes:
The exterior surfaces of the floor drains shall be painted with finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drain shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 200 MPa minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

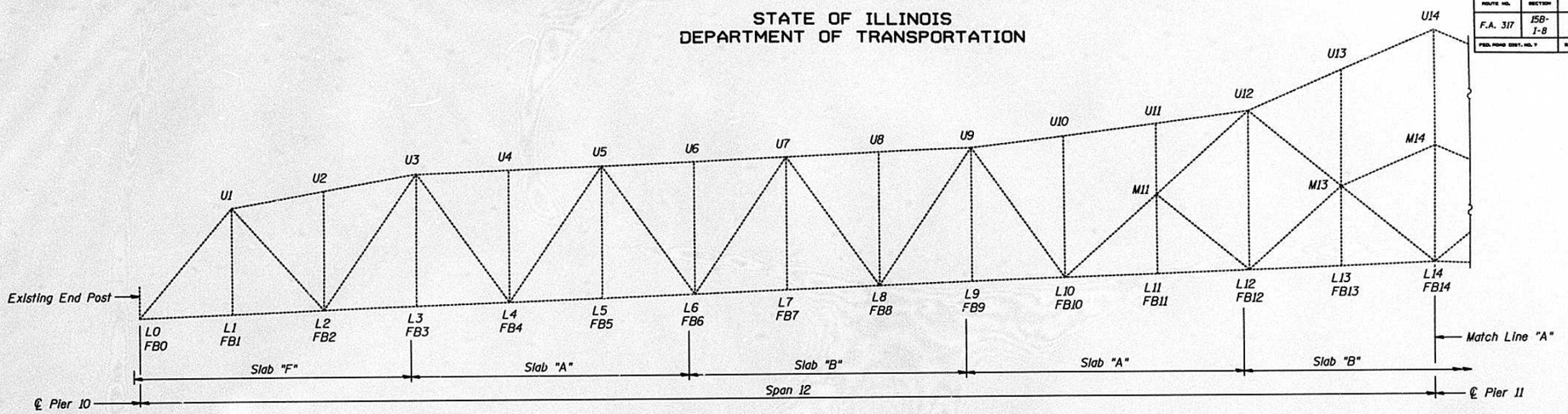
SUPERSTRUCTURE DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

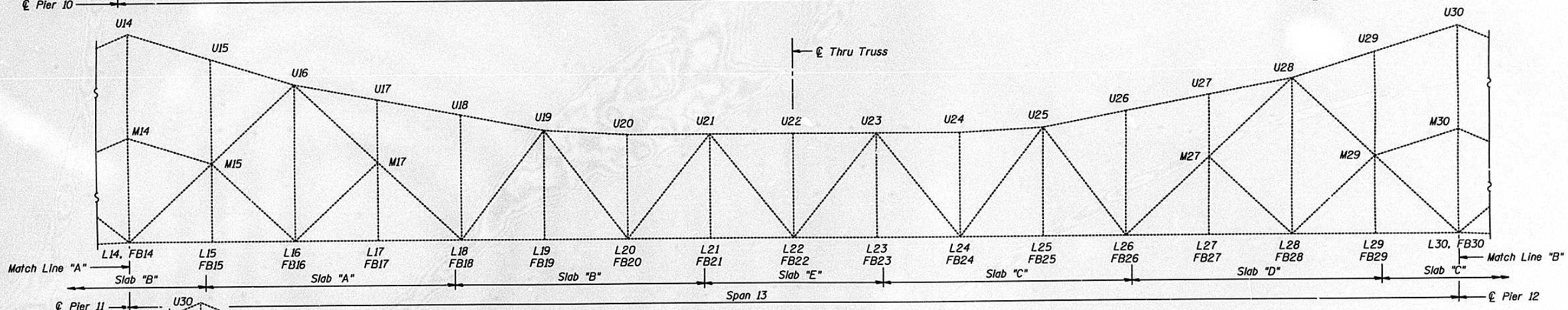
DWG. NO. C16

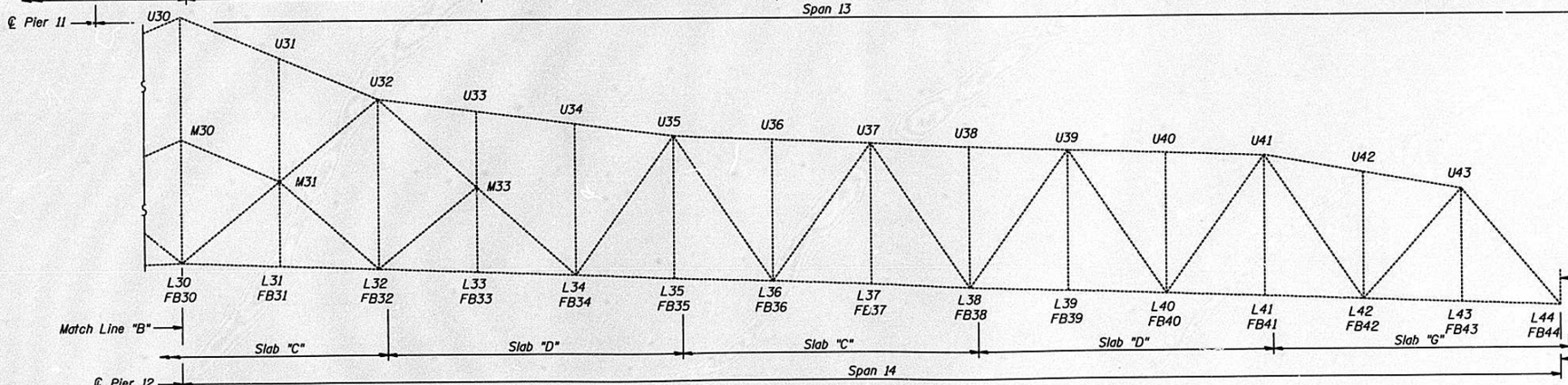
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	112
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS







DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

TRUSS ELEVATION
(Looking North)

Notes:
Work with Drawings C7 and C18 thru C25.
L - indicates lower panel point
U - indicates upper panel point.
M - indicates middle panel point.
FB - indicates Floor Beam.

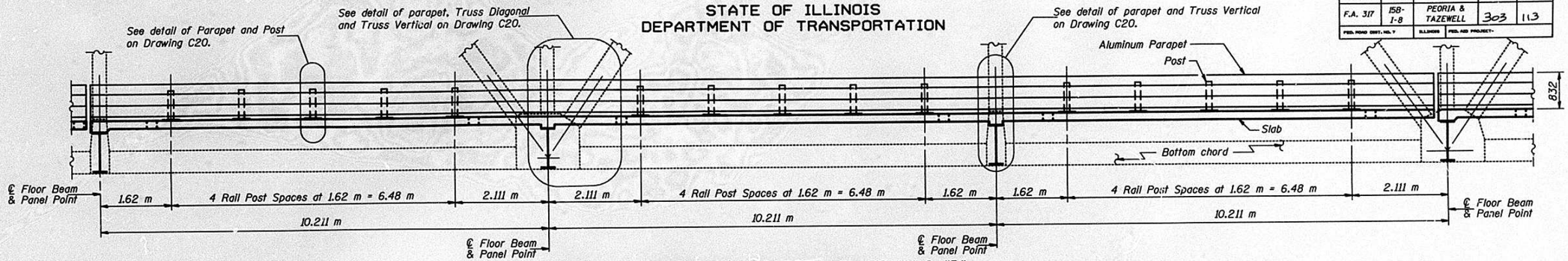
TRUSS ELEVATION
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C17

D C B A 0 A B C

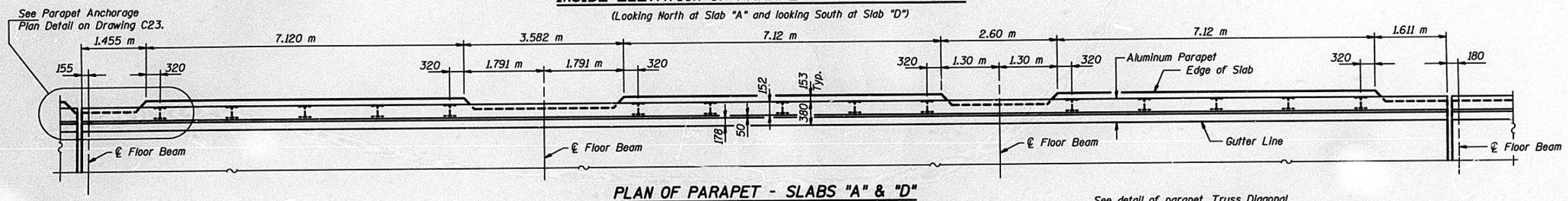
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	113
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



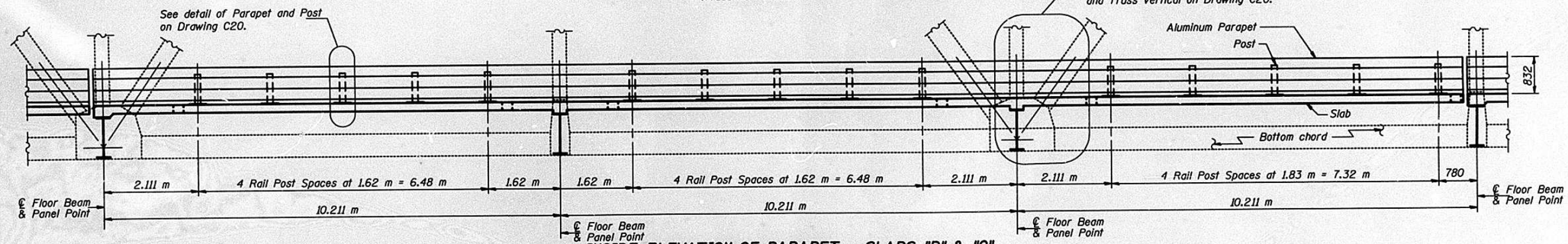
INSIDE ELEVATION OF PARAPET - SLABS "A" & "D"

(Looking North at Slab "A" and looking South at Slab "D")



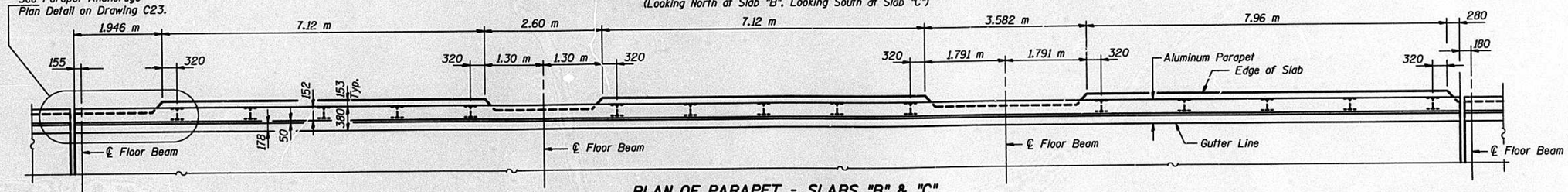
PLAN OF PARAPET - SLABS "A" & "D"

(Truss not shown.)



INSIDE ELEVATION OF PARAPET - SLABS "B" & "C"

(Looking North at Slab "B", Looking South at Slab "C")



PLAN OF PARAPET - SLABS "B" & "C"

(Truss not shown.)

DESIGNED	S. Moynihan
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DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

Notes:
The top of the Aluminum Parapet follows the slope of the slab. Truss verticals are not always at a 90° angle to the top of the parapet. The slope of the slab and parapet are not shown but shall be considered by the Contractor.
Work with Drawings C17 and C20 thru C25.

POST SPACING FOR ALUMINUM PARAPET
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

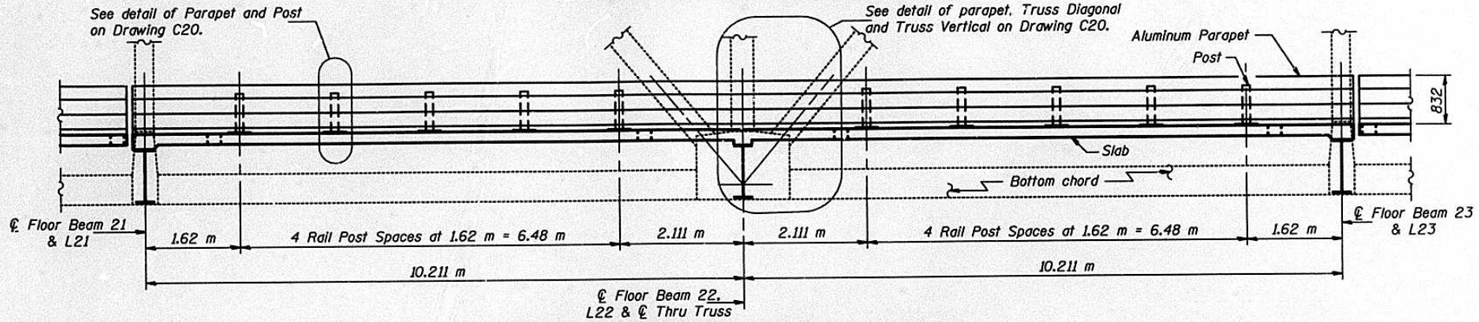
DWG. NO. C18

D C B A 0 A B C
TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	114
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

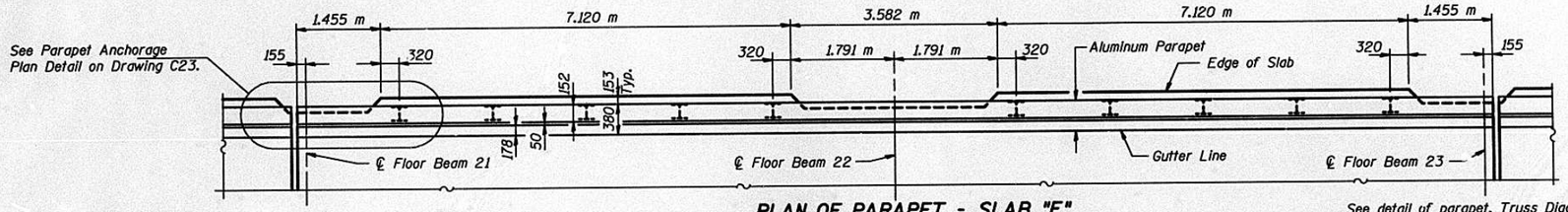
SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



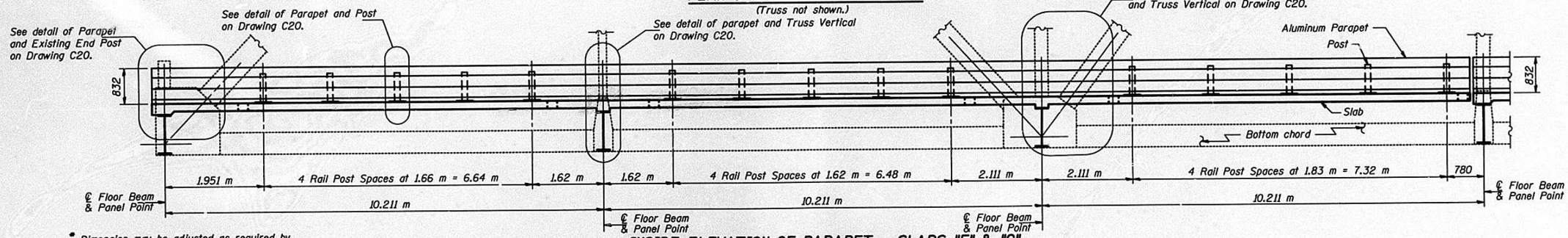
INSIDE ELEVATION OF PARAPET - SLAB "E"

(Looking North)



PLAN OF PARAPET - SLAB "E"

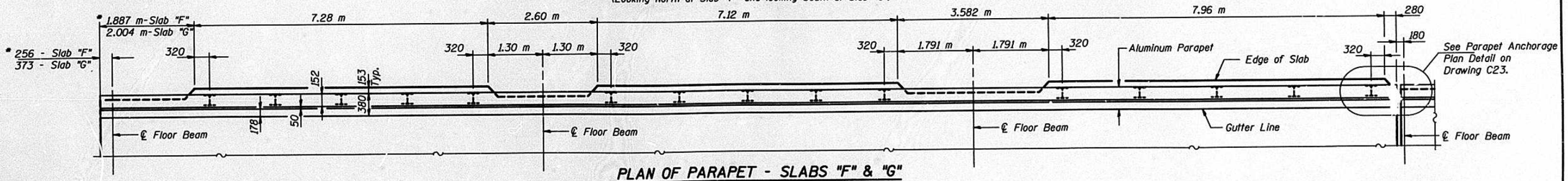
(Truss not shown.)



* Dimension may be adjusted as required by the Modular Joint manufacturer.

INSIDE ELEVATION OF PARAPET - SLABS "F" & "G"

(Looking North at Slab "F" and looking South at Slab "G")



PLAN OF PARAPET - SLABS "F" & "G"

(Truss and Existing End Post not shown.)

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

Note:
See Notes on Drawing C18.

POST SPACING FOR ALUMINUM PARAPET
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

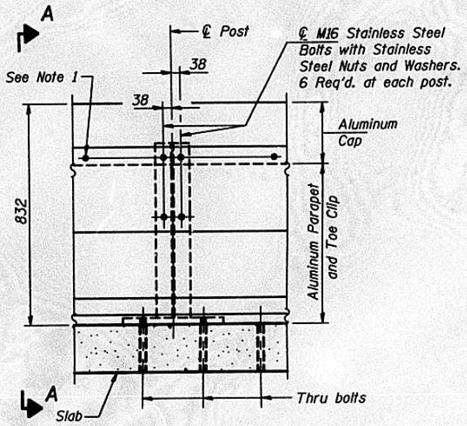
DWG. NO. C19

TAMERAN

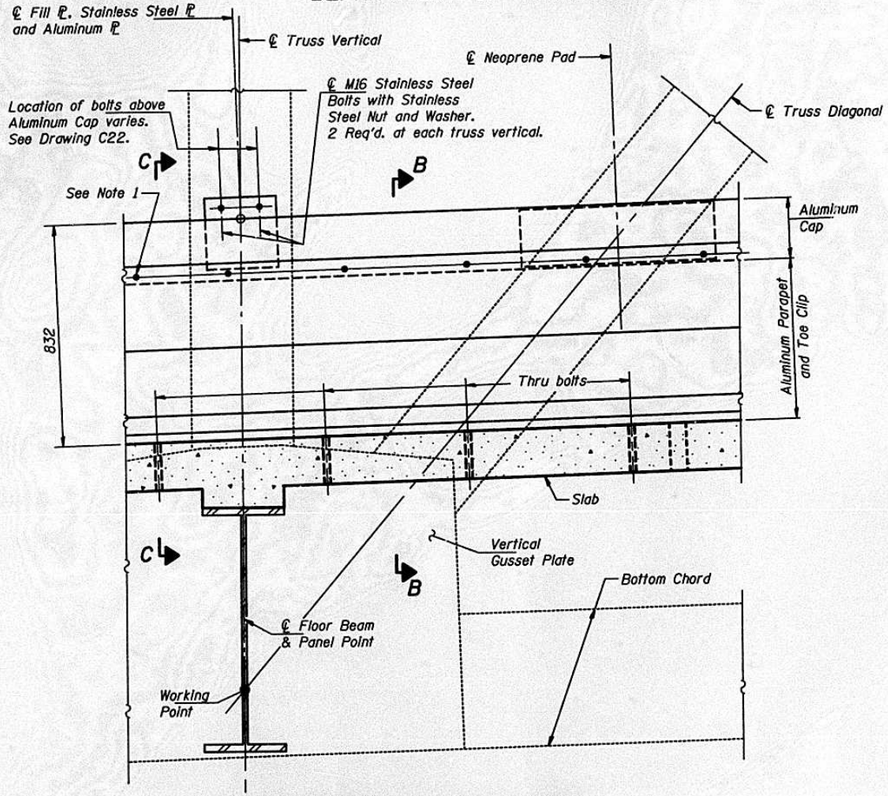
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	307	115
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS

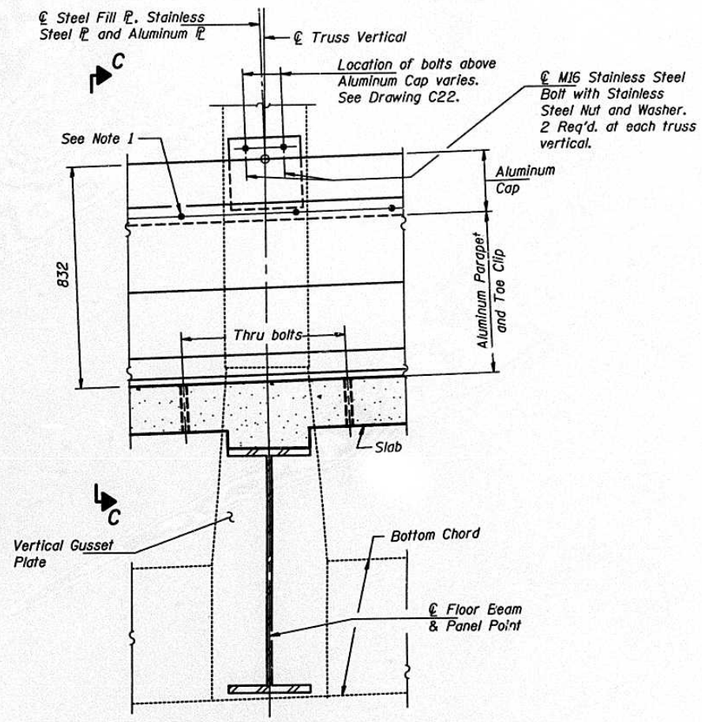
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



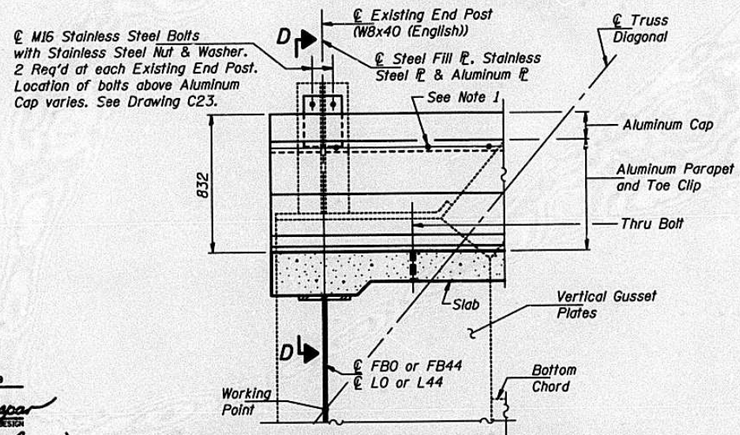
DETAIL OF PARAPET AND POST



DETAIL OF PARAPET, TRUSS DIAGONAL AND TRUSS VERTICAL



DETAIL OF PARAPET AND TRUSS VERTICAL



DETAIL OF PARAPET AND EXISTING END POST

(Finger Plate Expansion Joint, Modular Expansion Joint and Parapet Sliding Plate not shown.)

Notes:

Work with Drawings C17, C18, C19 & C21 thru C25.

Prior to installation of the Aluminum Parapet, the contact surfaces on the Truss Verticals, Truss Diagonals and Existing End Posts which will be inaccessible after installation of the parapet shall be cleaned and painted according to Method 3 of the Special Provision for "Cleaning and Painting Existing Structures".

For Thru Bolt locations, see Drawings C18, C19, C21 and C23.

For Sections A-A, B-B and C-C, see Drawing C21.

For Section D-D, see Drawing C23.

For details of Steel Fill ℄. Stainless Steel ℄ and Aluminum ℄ at Truss Verticals, see Drawing C22.

For details of Steel Fill ℄. Stainless Steel ℄ and Aluminum ℄ at Existing End Post, see Drawing C23.

For details of Neoprene Pad, see Drawing C21.

Note 1:
M16 Stainless Steel Bolt with Stainless Steel Nut and Washer at 450 mm cts. (Typ.) between Posts.

DESIGNED	S. Moynihan
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mrg DRAWN	KG
CHECKED	S.E.M. D.G.V.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

ALUMINUM PARAPET DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

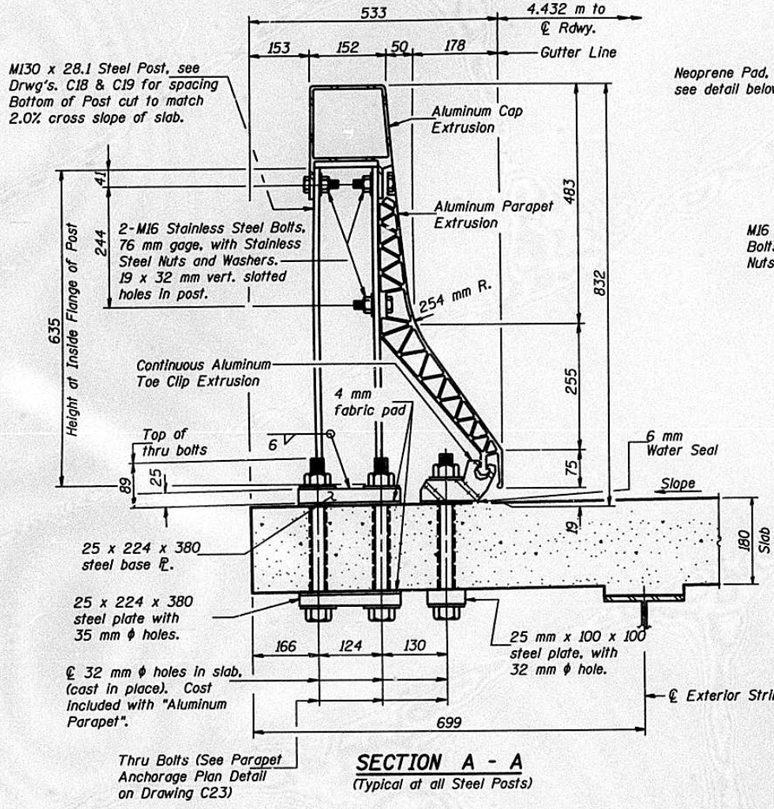
DWG. NO. C20

D D C C B B A A 0 A A B B C C

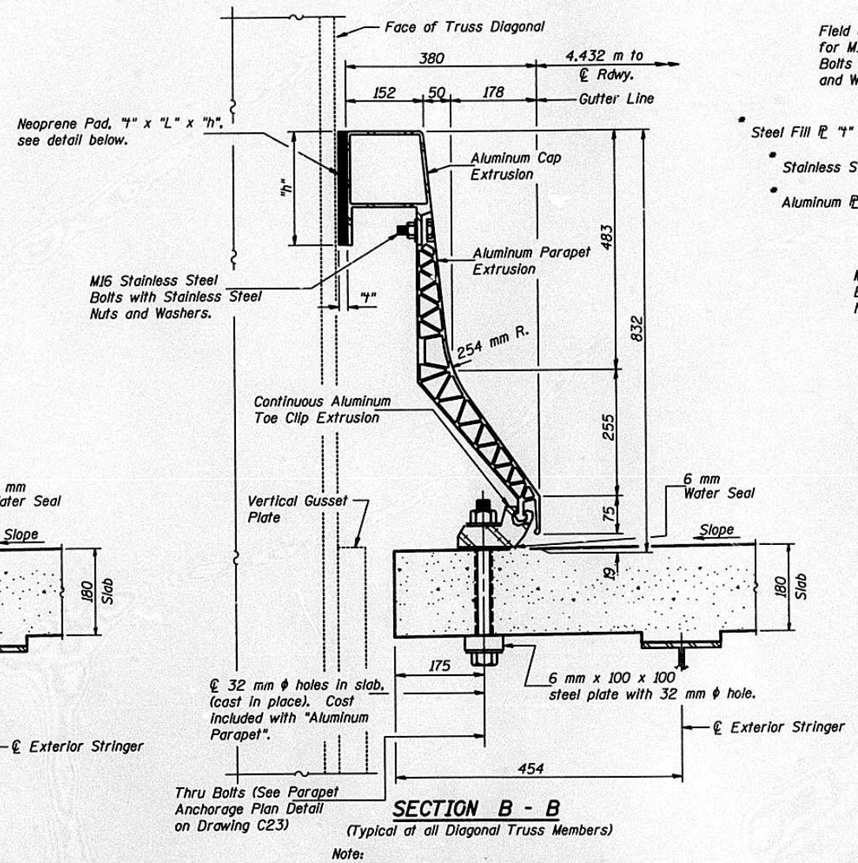
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	116
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

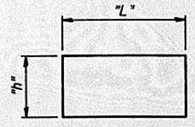


SECTION A - A
(Typical at all Steel Posts)



SECTION B - B
(Typical at all Diagonal Truss Members)

Note:
Neoprene Pad shall be glued to the back of the Aluminum Cap Extrusion at the intersection of the Cap and the Diagonal Truss Member, with a glue suitable for aluminum surfaces. Top of pad shall be flush with top of cap. Cost included with "Aluminum Parapet".

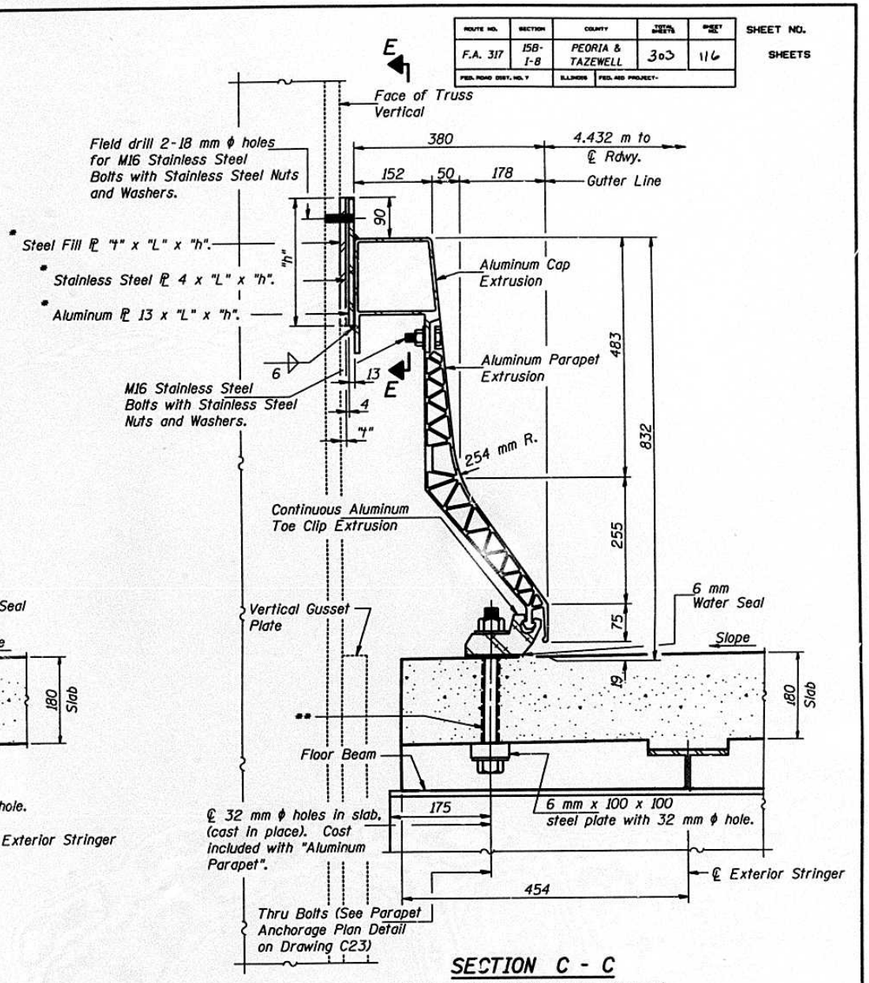


NEOPRENE PAD DETAIL
See Table for dimensions "L", "h" and "t" (thickness).

TABLE OF NEOPRENE PAD DIMENSIONS

thickness "t" (mm)	Length "L" (mm)	Height "h" (mm)	Diagonal Truss Member
15	700	230	L10-M11, L18-M17, L26-M27, L34-M33
15	975	230	L0-U1, L44-U43
15	1100	230	L14-M13, L14-M15, L30-M29, L30-M31
30	700	230	L10-U9, L34-U35
50	600	230	***
50	700	230	L2-U1, L20-U21, L24-U23, L42-U43
50	850	230	L18-U19, L26-U25

*** L2-U3, L4-U3, L4-U5, L6-U5, L6-U7, L8-U7, L8-U9, L12-M11, L12-M13, L16-M15, L16-M17, L20-U19, L22-U21, L22-U23, L24-U25, L28-M27, L28-M29, L32-M31, L32-M33, L36-U35, L36-U37, L38-U37, L38-U39, L40-U39, L40-U41, L42-U41



SECTION C - C
(Typical at all Vertical Truss Members)

* See Drawing C22 for detail, for Table of Plate Dimensions at Truss Verticals and for Section E-E.

** For locations where Floor Beam interferes with placement of Thru Bolt, see Parapet Anchorage Plan Detail on Drawing C23.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

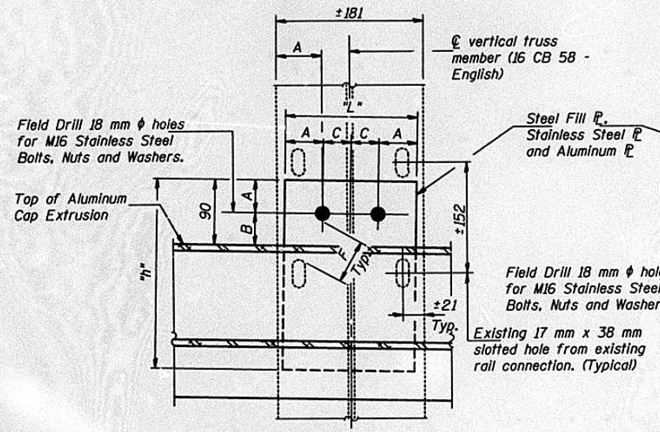
Notes:
Work with Drawings C17 thru C20 and C22 thru C25.
See Notes on Drawing C23.
. For locations of Sections A-A, B-B and C-C, see Drawing C20.

ALUMINUM PARAPET DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

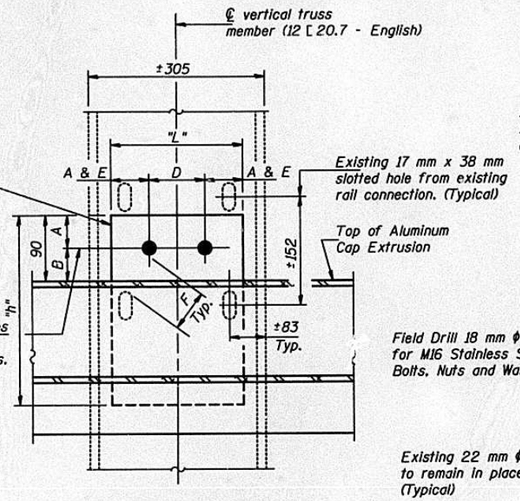
DWG. NO. C21

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

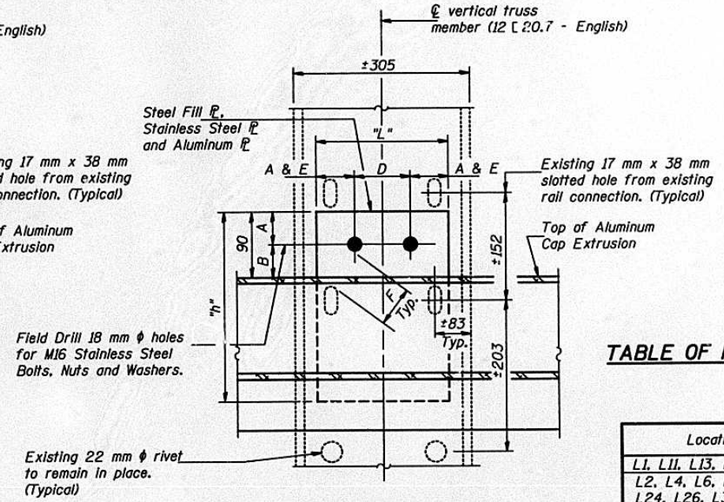
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	117
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



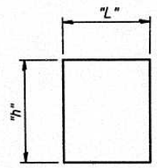
SECTION E - E
Verticals at L1, L11, L13, L15, L17, L27, L29, L31, L33 & L43



SECTION E - E
Verticals at L2, L4, L6, L18, L20, L22, L24, L26, L38, L40 & L42



SECTION E - E
Verticals at L8, L10, L34 & L36



STEEL FILL PL, STAINLESS STEEL PL AND ALUMINUM PL DETAIL
See Table for plate dimensions "L" and "h".

TABLE OF PLATE DIMENSIONS AT TRUSS VERTICALS
Steel Fill PL "t" = "L" x "h"
Stainless Steel PL 4 x "L" x "h"
Aluminum PL 13 x "L" x "h"

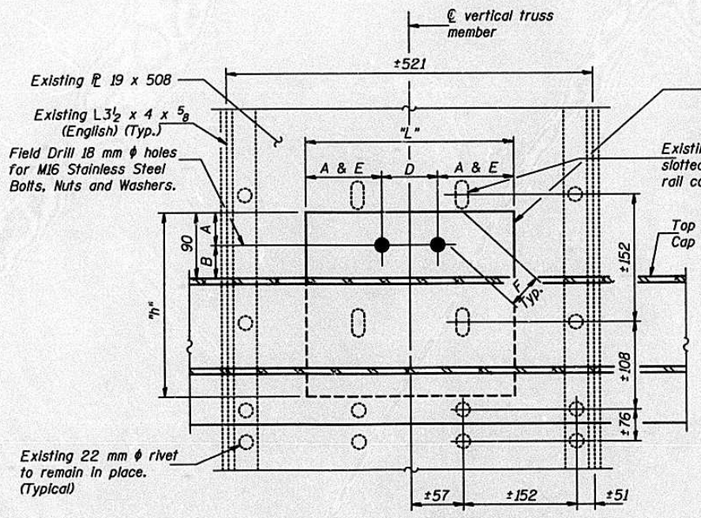
Location of Vertical Truss Member	"t"	"L"	"h"
L1, L11, L13, L15, L17, L27, L29, L31, L33 & L43	36	180	260
L2, L4, L6, L8, L10, L18, L20, L22, L24, L26, L34, L36, L38, L40 & L42	25	240	260
L14 & L30	36	300	260
L3, L5, L7, L9, L12, L16, L19, L21, L23, L25, L28, L32, L35, L37, L39 & L41	36	260	260

Notes:
Steel Fill Plate thickness "t" may be provided by combining several thinner plates.
Work with Section C-C on Drawing C21.
For details of Plates at Existing End Posts, see Drawing C23.

TABLE OF DIMENSIONS A, B, C, D & E

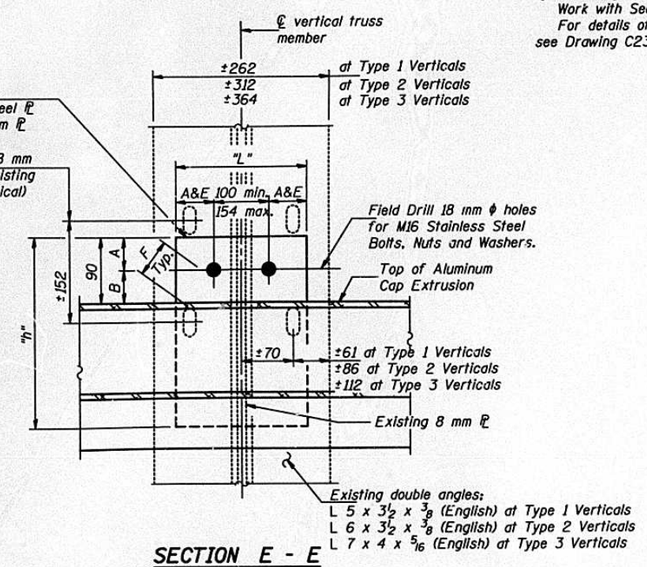
Dim. A	28 mm min.
Dim. B	25 mm min.
Dim. C	51 mm min.
Dim. D	65 mm min.
Dim. E	104 mm max.
Dim. F	32 mm min.

Notes:
All existing slotted holes from existing rail connections shall be filled with Silicone Sealant suitable for Structural Steel (8 slotted holes per Truss Vertical) except as noted for L14 and L30 on this Drawing and for L35 as noted on Drawing C53. Cost included with "Furnishing and Erecting Structural Steel".
Details for Section E-E show locations away from the relief joints. Details at the relief joints are similar except for a 51 mm gap in the Aluminum Cap Extrusion adjacent to the Steel Fill Plate, the Stainless Steel Plate and the Aluminum Plate. See detail on Drawing C24.
Work with Drawings C17 thru C21 and C23 thru C25.
The dimensions shown shall be verified in the field.
The top of the Aluminum Parapet follows the slope of the slab. Truss verticals are not always at a 90°angle to the top of the parapet. The slope of the slab and parapet are not shown but shall be considered by the Contractor.
Cost of Steel Fill Plates, Stainless Steel Plates, Aluminum Plates, welding and field drilling is included with "Aluminum Parapet".
For location of Section E-E, see Drawing C21.



SECTION E - E
Verticals at L14 & L30

Note:
At L14 and L30:
Existing slotted holes shall be filled with M22 H.S. Bolts and 75 mm ϕ Washers. Where new Plates interfere with placement of Bolts and Washers, the holes shall be filled with Silicone Sealant suitable for Structural Steel. Cost included with "Furnishing and Erecting Structural Steel".



SECTION E - E

Type 1: Verticals at L21 and L23.
Type 2: Verticals at L3, L5, L7, L9, L19, L25, L35, L37, L39 and L41.
Type 3: Verticals at L12, L16, L28 and L32.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

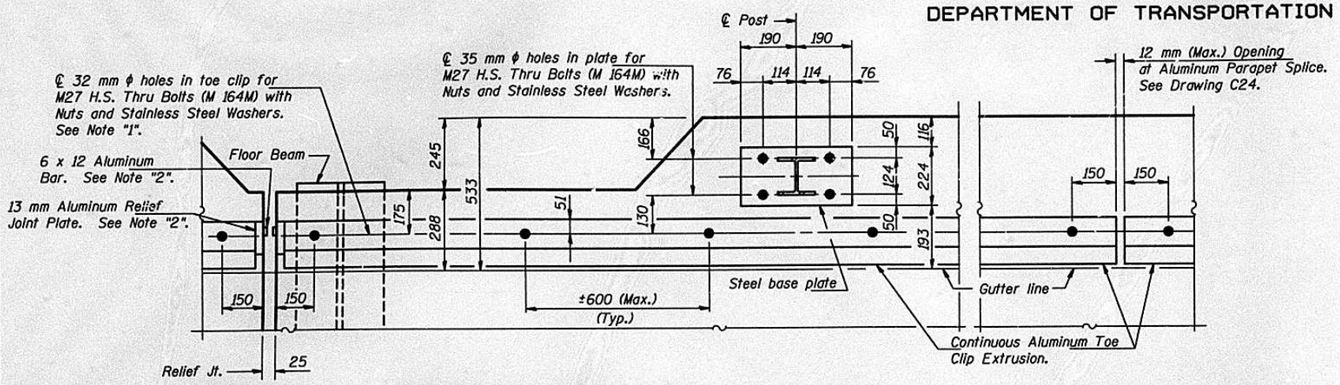
ALUMINUM PARAPET DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C22

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	118
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARAPET ANCHORAGE PLAN DETAIL

Note "1":

Where location of Floor Beam interferes with placement of Thru Bolt, the Thru Bolt head shall be placed on the Floor Beam top flange and the Thru Bolt shall be cast into the concrete. See similar detail on Drawing A16 ("Alt. Section Thru Parapet").

Thru Bolts shall be offset from the 1:1 sloped portion of the Floor Beam fillets at the Relief Joints, the Modular Expansion Joint and the Finger Plate Expansion Joint.

The Thru Bolts adjacent to the Modular Expansion Joint and the Finger Plate Expansion Joint shall be placed as close to 150 mm from the end of the Aluminum Toe Clip Extrusion as possible without interfering with the Joint.

Note "2":

The Aluminum Relief Joint Plates and Aluminum Bars shall be installed at all Relief Joints only. For details, see View G-G on Drawing C24.

Notes for Aluminum Parapet:

The 6 mm water seal shall be as recommended by the manufacturer and approved by the Engineer.

For details of aluminum extrusions, see Drawing C25.

For details of parapet splices, see Drawing C24.

For details of parapet sliding plates at Piers 10 and 13, see Drawing C24.

For details of parapet at relief joints, see Drawing C24.

For details of plates shop welded to posts for Navigation Light Platforms, see Drawing C57.

Maximum total weight of Aluminum Parapet shall not exceed 111 kg/m.

Aluminum Alloy Cap, Parapet, and Toe Clip Extrusions shall conform to ASTM B 221M, Alloy 6061-T6, except for aluminum splice plates, aluminum sliding plates, aluminum plates, aluminum relief joint plates and aluminum bars which shall conform to ASTM B 209M, Alloy 6061-T6.

All posts, steel plates, steel base plates, and fill plates shall conform to the requirements of AASHTO M 270M Gr. 345.

Parapet shall be according to Section 509 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per meter for "Aluminum Parapet".

All portions of steel (except stainless steel) in contact with aluminum shall receive two coats of asphalt paint conforming to Section 1060.07 of the Standard Specifications.

All stainless steel hardware for parapet shall conform to Section 1006.31 of the Standard Specifications.

All posts, steel plates, steel base plates, and fill plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385.

Thru Bolt material shall conform to the requirements of AASHTO M 164M.

Washer material for thru bolts shall be stainless steel.

Thru Bolts and nuts shall be hot dip galvanized according to AASHTO M 232 and ASTM A 153.

The unit price per meter for "Aluminum Parapet" shall include caps, parapet extrusions, toe clips, posts, plates, base plates, splice and sliding plates, relief joint plates, bars, bolts, nuts, washers, fabric pads, water seal, sleeves and thru bolts along with complete installation.

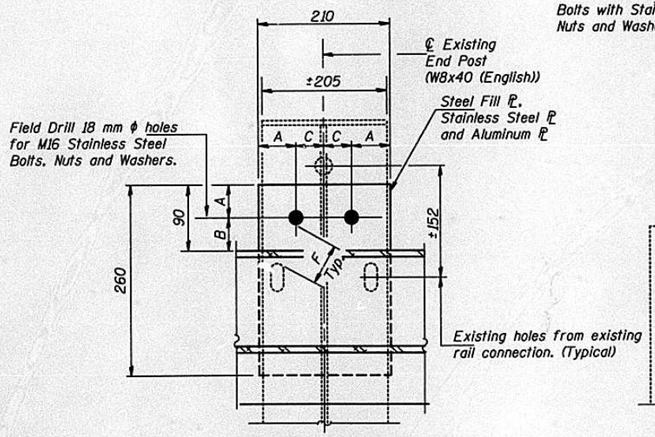
Work with Drawings C17 thru C22, C24 and C25.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
mrg DRAWN	KG
CHECKED	S.E.M. D.G.V.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures



SECTION E - E

Existing End Posts at L0 and L44

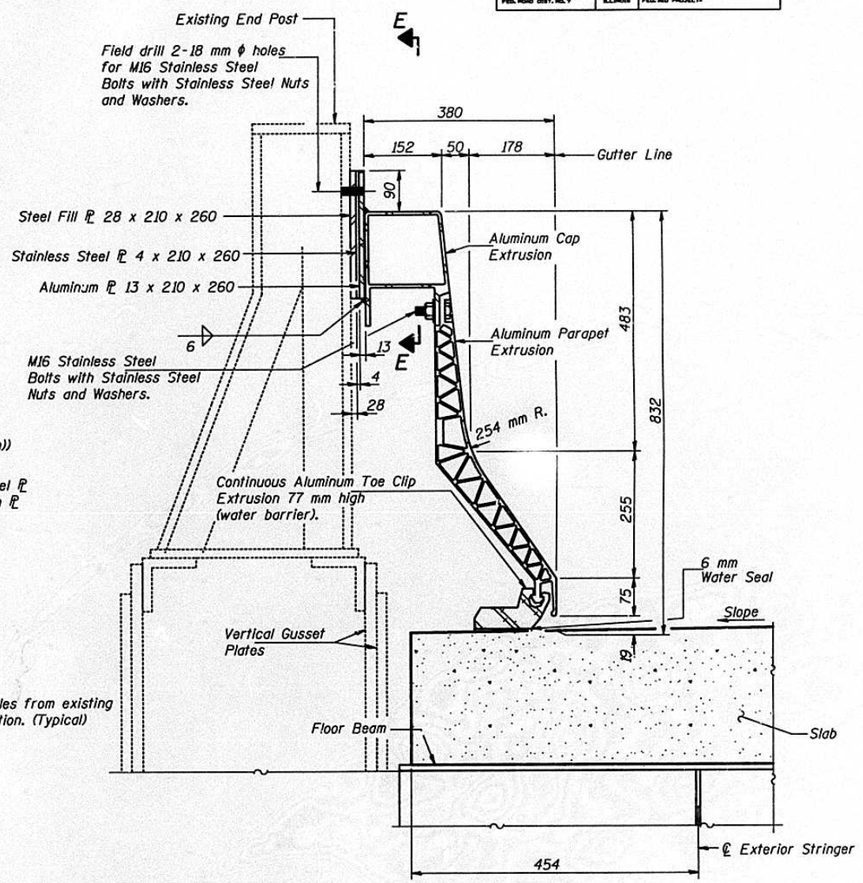
Notes:

All existing holes from existing rail connection to end post shall be filled with Silicone Sealant suitable for Structural Steel. Cost included with "Furnishing and Erecting Structural steel".

For dimensions A, B, C and F, see Table of Dimensions on Drawing C22.

The dimensions shown shall be verified in the field.

Cost of Steel Fill Plates, Stainless Steel Plates, Aluminum Plates, welding and field drilling is included with "Aluminum Parapet".



SECTION D - D

(Typical at Existing End Posts)

(Finger Plate Expansion Joint, Modular Expansion Joint and Parapet Sliding Plate not shown)

Notes:

For location of Section D-D, see Drawing C20.

Steel Fill Plate thickness may be provided by combining several thinner plates.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Parapet	m	900

ALUMINUM PARAPET DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

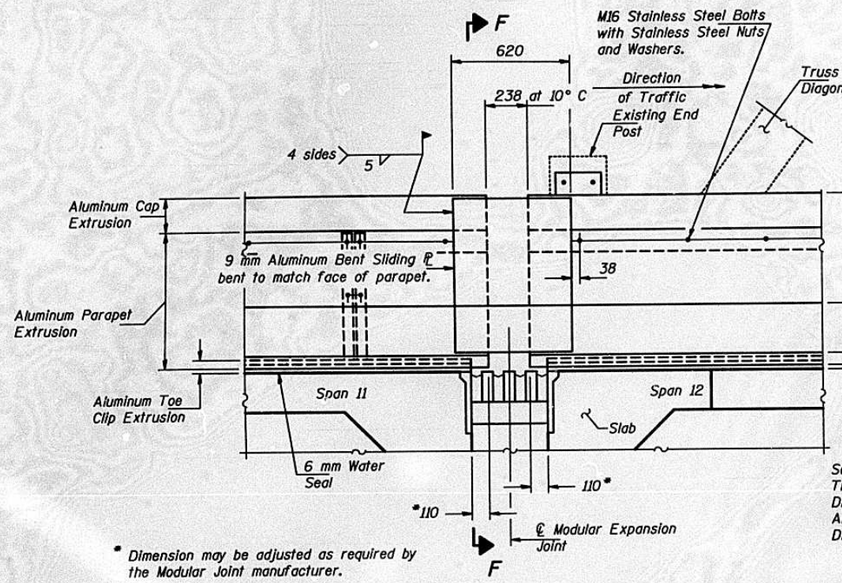
DWG. NO. C23

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	119
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS

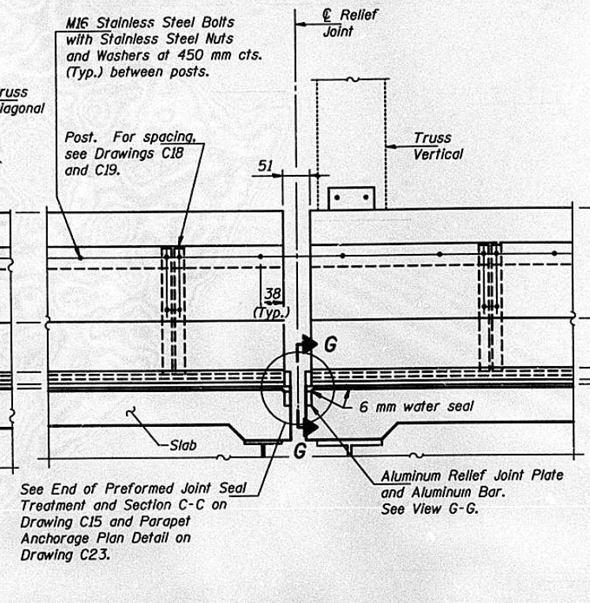
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note:
Cost of field welding is included with "Aluminum Parapet".

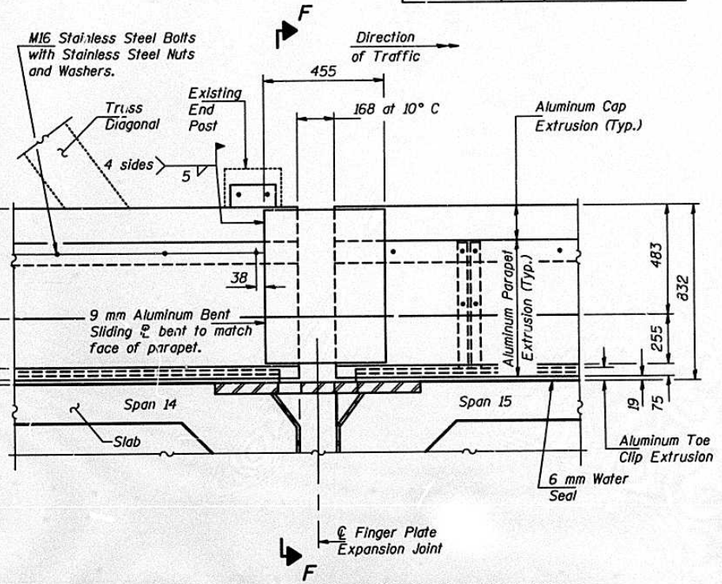


* Dimension may be adjusted as required by the Modular Joint manufacturer.

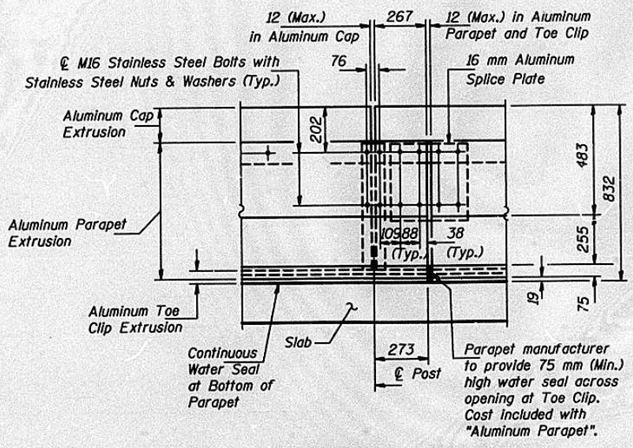
ELEVATION - PARAPET SLIDING PLATE DETAIL AT PIER 10
(Looking North)



ELEVATION - PARAPET AT RELIEF JOINT
At FB3, FB6, FB9, FB12, FB15, FB18, FB21, FB23, FB26, FB29, FB32, FB35, FB38, and FB41.

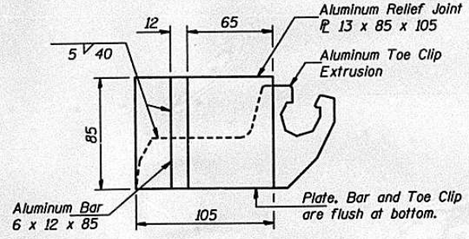


ELEVATION - PARAPET SLIDING PLATE DETAIL AT PIER 13
(Looking North)



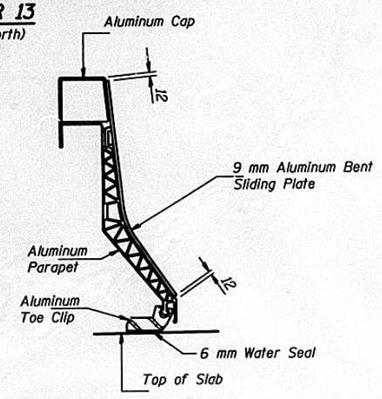
16 mm ALUMINUM SPLICE PLATE

ELEVATION - PARAPET SPLICE DETAIL



VIEW G - G
Detail of Aluminum Relief Joint Plate and 6 x 12 Aluminum Bar.
(4 required per joint, 56 required total)

Note:
Cost of Aluminum Relief Joint Plates and Aluminum Bars is included with "Aluminum Parapet".



SECTION F - F

Note:
Work with Drawings C17 thru C23 and C25.
See Notes on Drawing C23.

ALUMINUM PARAPET DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C24

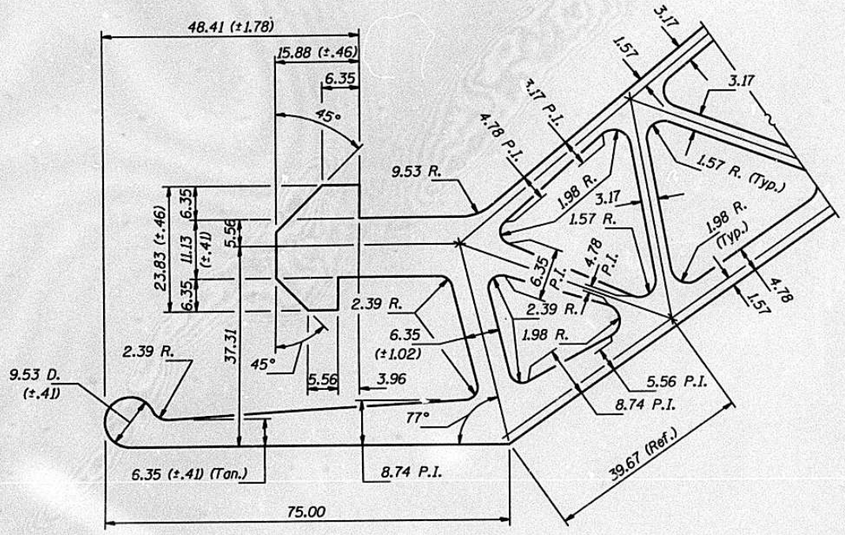
DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	Mike Gillette
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

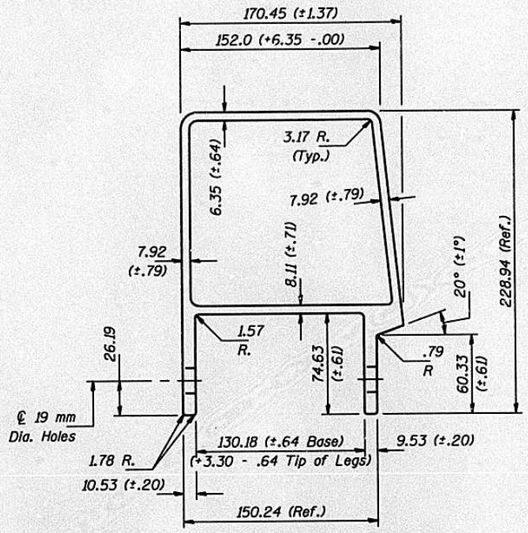
D C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

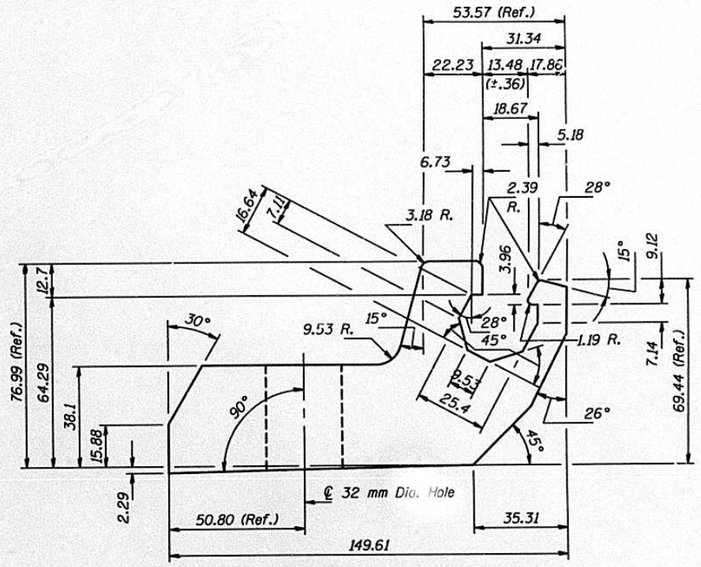
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	120
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



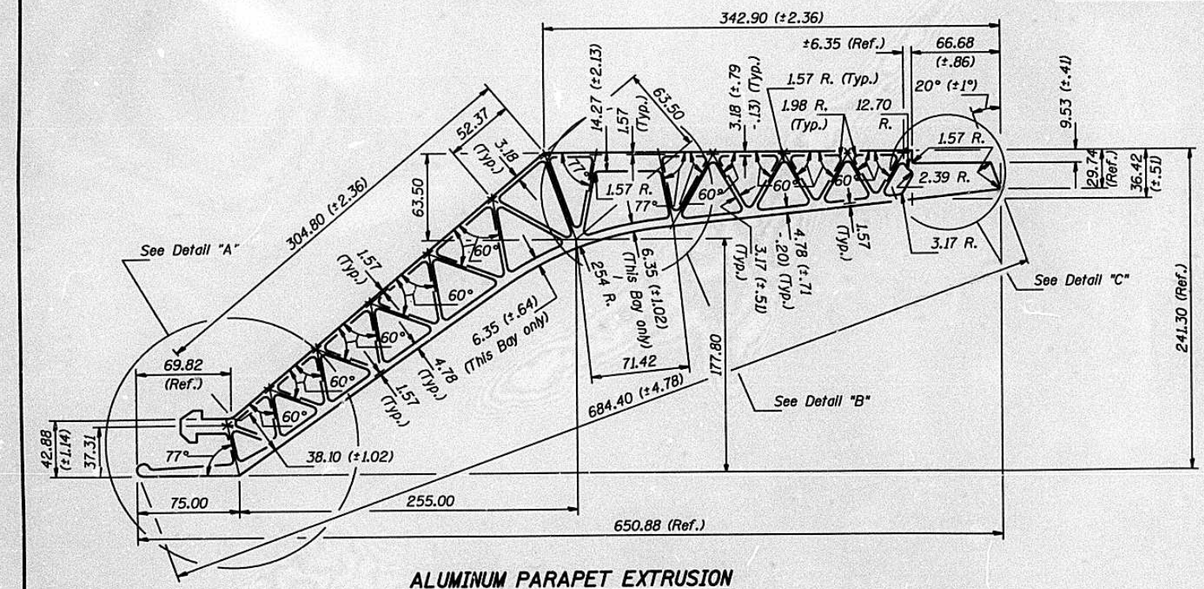
DETAIL "A"



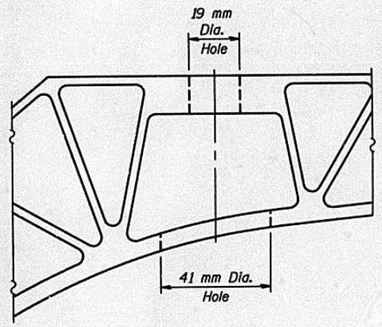
ALUMINUM CAP EXTRUSION



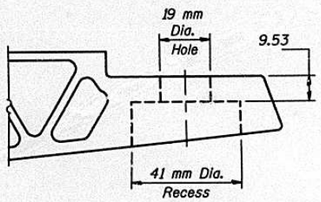
ALUMINUM TOE CLIP EXTRUSION



ALUMINUM PARAPET EXTRUSION



DETAIL "B"



DETAIL "C"

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Oraj O. Kaspar ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

Note:
Work with Drawings C17 thru C24.
See Notes on Drawing C23.
Radii shown are in millimeters.

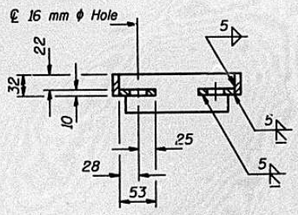
ALUMINUM PARAPET DETAILS
SPA, 3 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

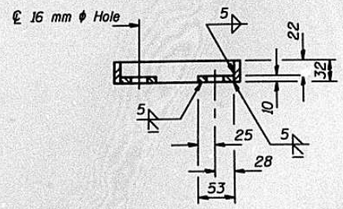
DWG. NO. C25

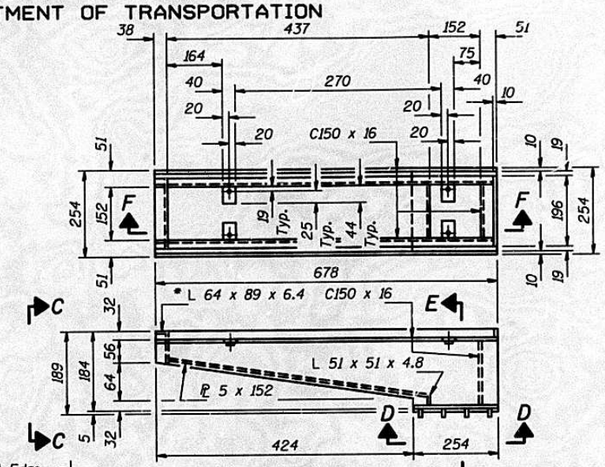
D C B A 0 A B C D
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

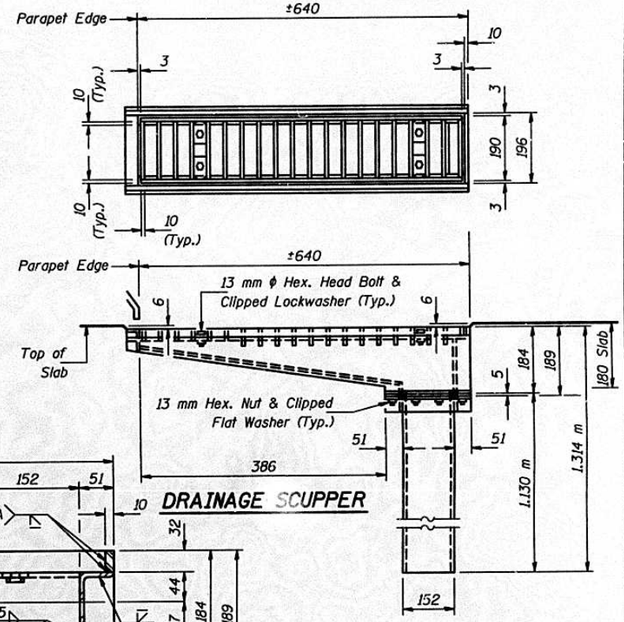
ROUTE NO.	SECTION	COUNTY	JOB NO.	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	124
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

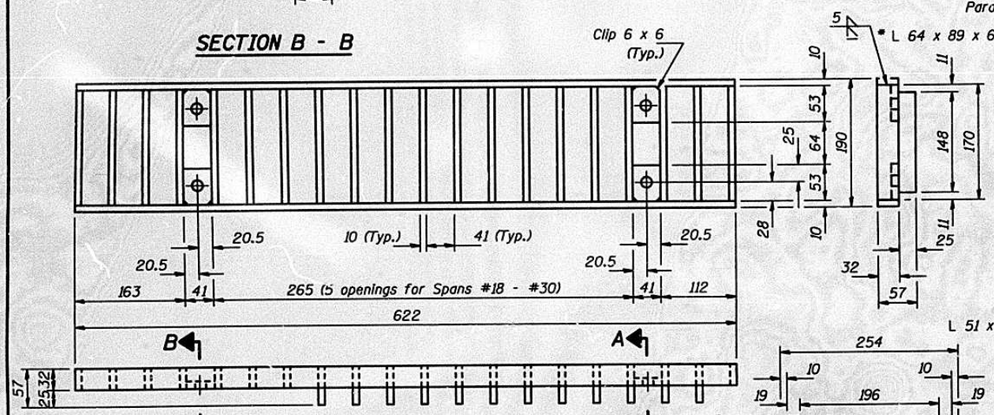


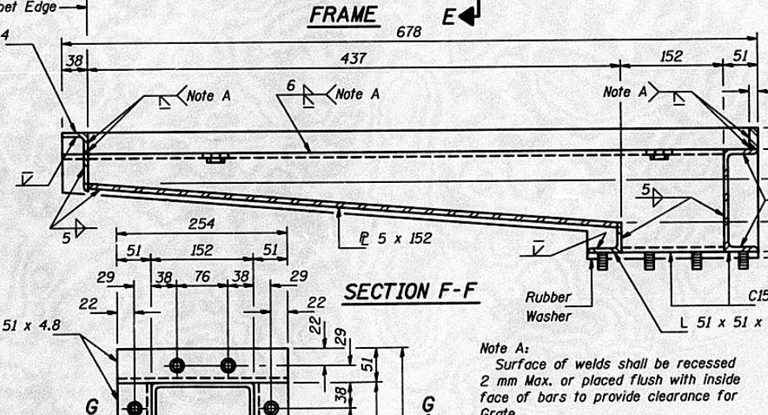




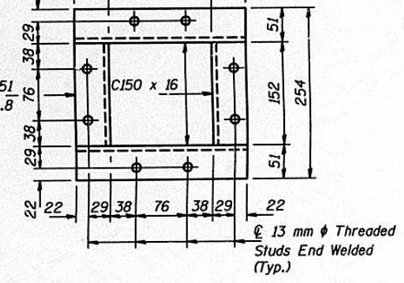
* Cut to 38 mm as shown in Section F-F.

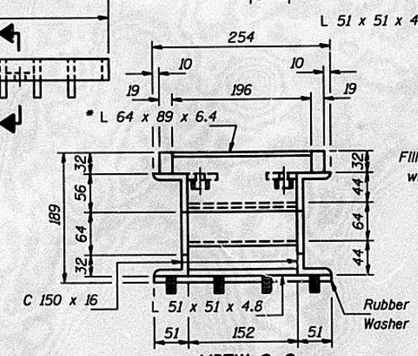


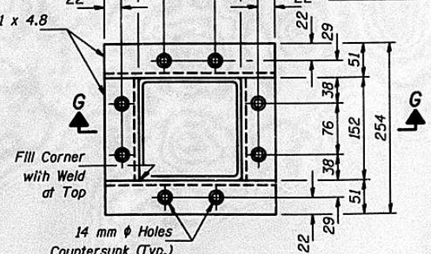


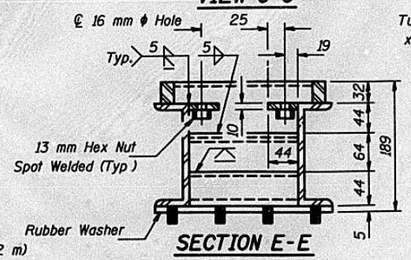


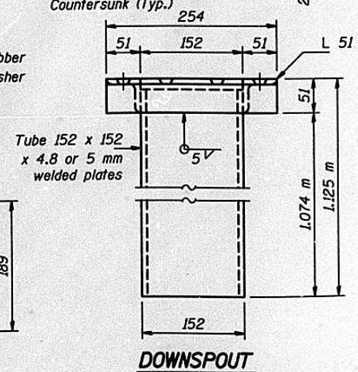
Note A:
Surface of welds shall be recessed 2 mm Max. or placed flush with inside face of bars to provide clearance for Grate.

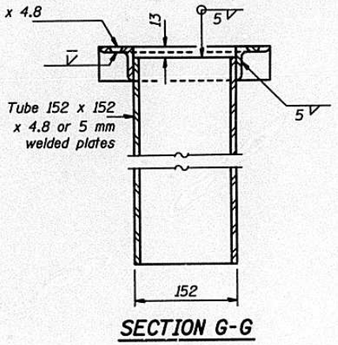












Notes:
Hollow structural steel tubing shall conform to the requirements of ASTM designation A500 Grade B, or A501 Structural Steel Tubing.
All other shapes, plates and bars shall conform to the requirements of AASHTO M 270M - Grade 250.
Bolts, studs, washers and nuts shall conform to the requirements of ASTM A307.
The Grate, Frame and Downspout shall be galvanized after shop fabrication according to AASHTO M111 & ASTM A385.
All bolts, washers and nuts shall be galvanized according to AASHTO M232.
Cost of the Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPERS (SPECIAL)."

(W.T. to inside of exterior Stringer flange shall not be > 1.2 m)

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
mrg DRAWN	John F. Schneller Jr.
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson Engineer of Bridges and Structures

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper (Special)	Each	76

(Sheet 1 of 2)

STEEL DRAINAGE SCUPPER (SPECIAL)
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

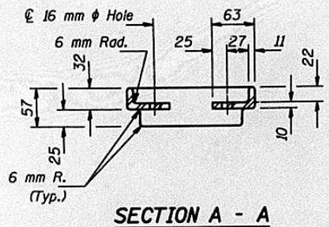
DWG. NO. C26

TAMERAN

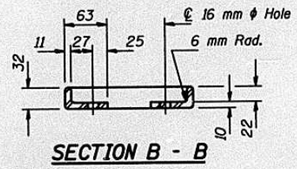
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	122
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

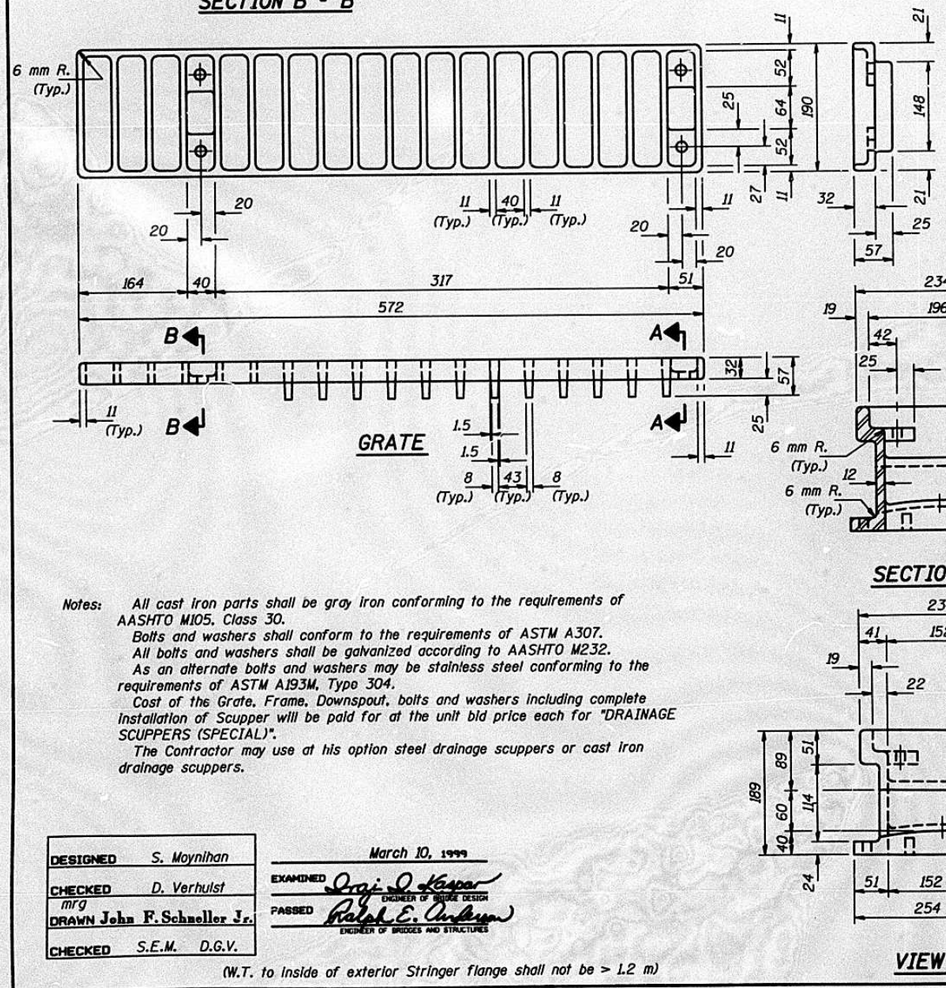
SHEET NO. SHEETS



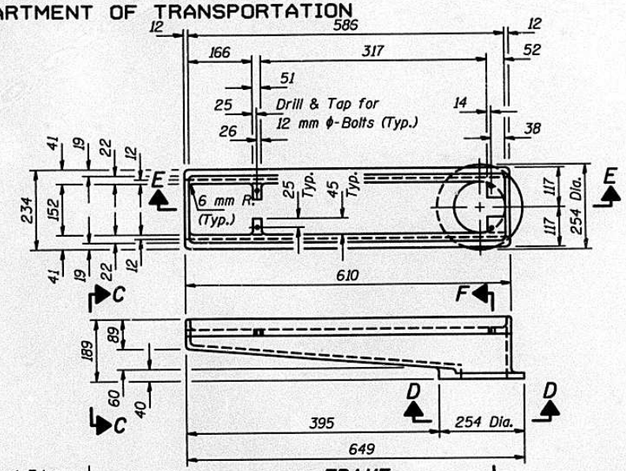
SECTION A - A



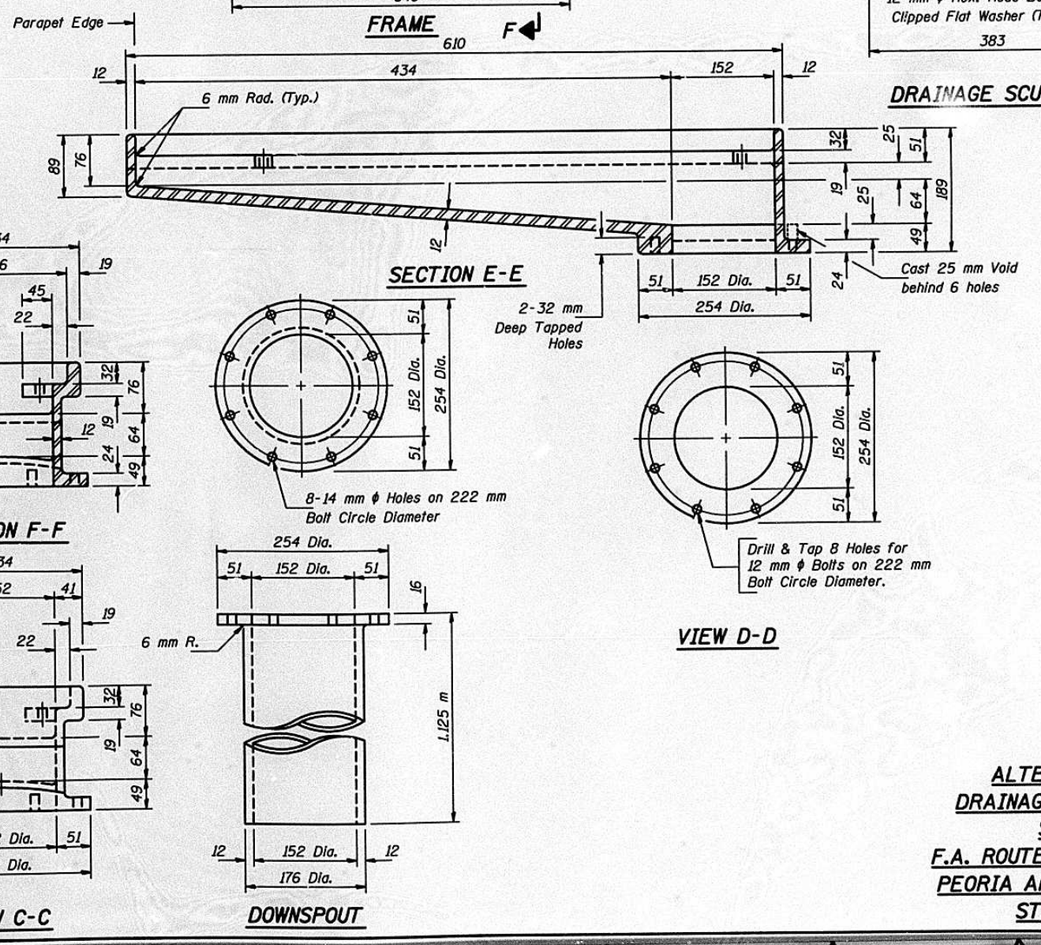
SECTION B - B



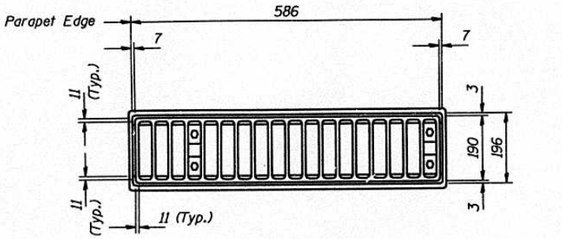
GRATE

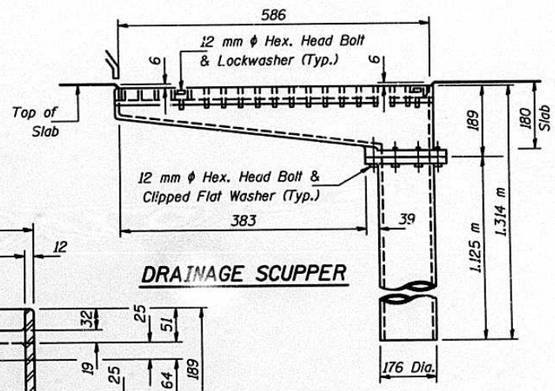


FRAME

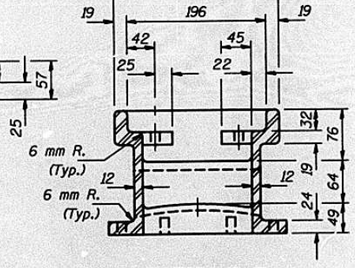


SECTION E-E

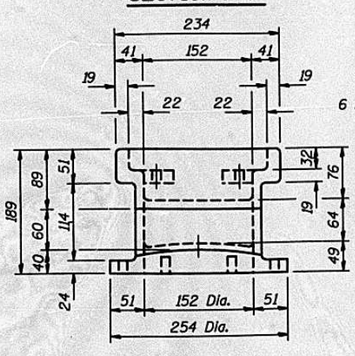




DRAINAGE SCUPPER



SECTION F-F



VIEW C-C

DOWNSPOUT

VIEW D-D

Notes: All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 30.
Bolts and washers shall conform to the requirements of ASTM A307.
All bolts and washers shall be galvanized according to AASHTO M232.
As an alternate bolts and washers may be stainless steel conforming to the requirements of ASTM A193M, Type 304.
Cost of the Grate, Frame, Downspout, bolts and washers including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPERS (SPECIAL)".
The Contractor may use at his option steel drainage scuppers or cast iron drainage scuppers.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
mrg DRAWN	John F. Schneller Jr.
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

(W.T. to inside of exterior Stringer flange shall not be > 1.2 m)

(Sheet 2 of 2)

ALTERNATE CAST IRON
DRAINAGE SCUPPER (SPECIAL)
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

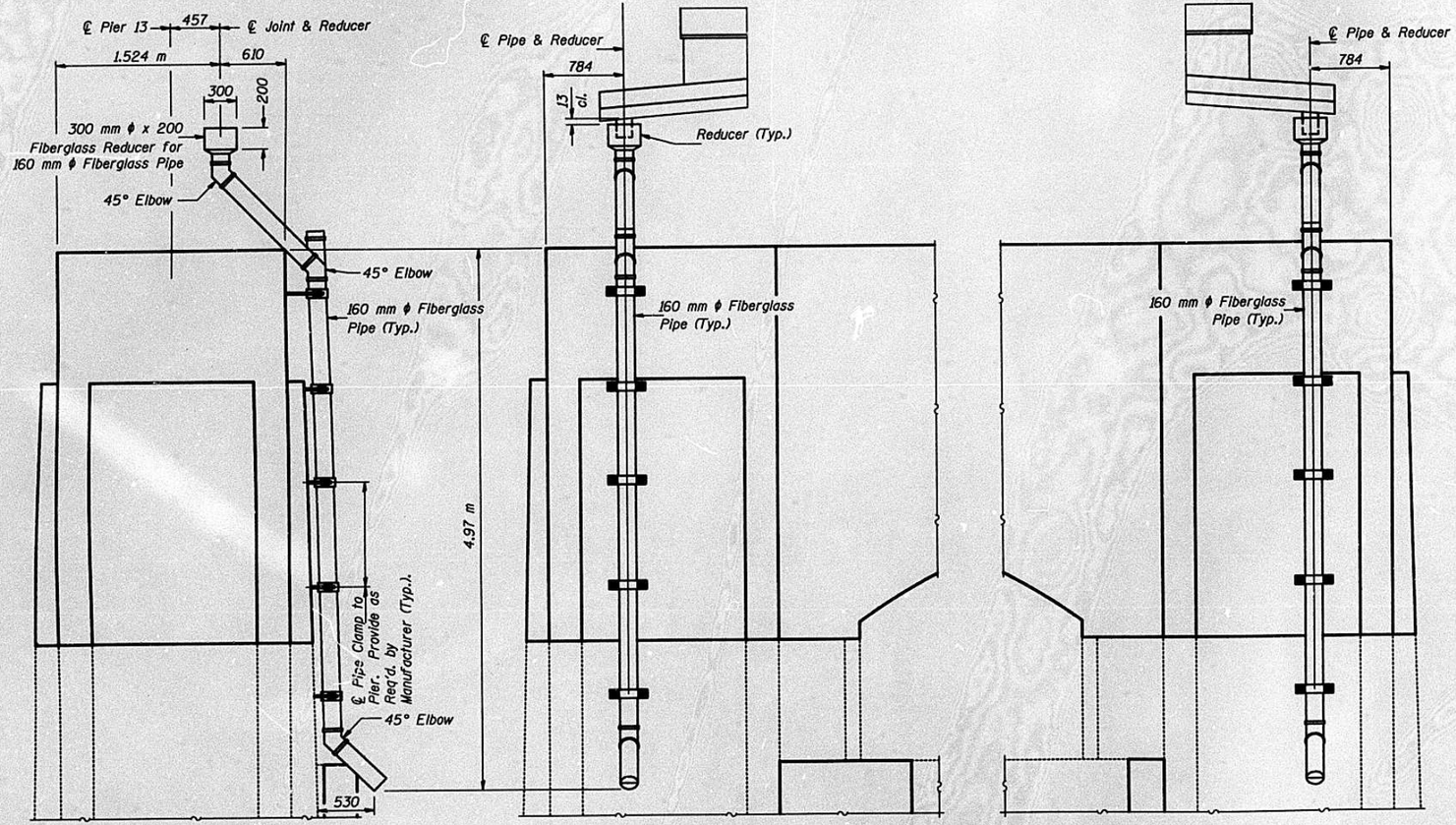
DWG. NO. C27

D C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

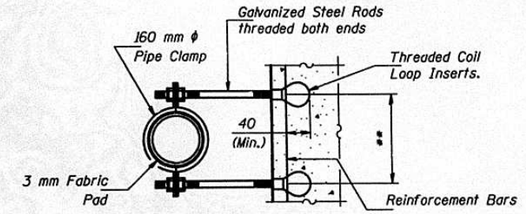
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	123
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



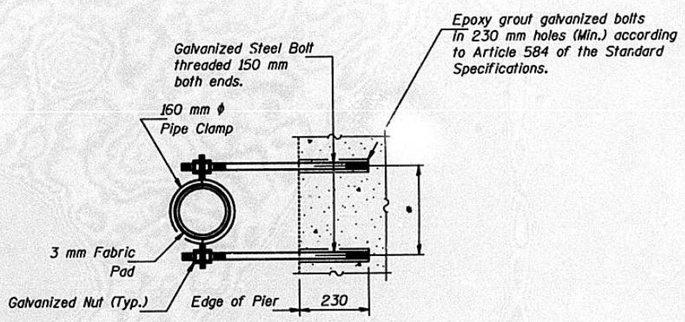
ELEVATION - SOUTH END
(Looking North)

ELEVATION
(Looking West)



PIPE CLAMP DETAIL
FOR NEW CONSTRUCTION

** Dimension as required by Pipe Clamp.



PIPE CLAMP DETAIL
FOR EXISTING CONCRETE

* Dimension as required by location of Drain.

Notes:
The exterior surfaces of the furnished Fiberglass Pipe shall be coated or pigmented by the manufacturer with a color that matches the color of concrete.
Fiberglass Pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 200 MPa minimum. The surface of the Fiberglass Pipe shall be free of bond inhibiting agents.
The Clamping Device and inserts shall be galvanized according to AASHTO M-232.
Space drilled holes in existing concrete to miss existing reinforcement.
Space Pipe Clamp in new construction to miss reinforcement.
The cost of Pipe, Elbows, Reducers, Clamps, Anchor Bolts and other attachment hardware, Fabric Pad and Installation is included with "Drainage System" on Set "D".

DESIGNED	S.D. Gnann
CHECKED	J. Klein mrg
DRAWN	John F. Schaeller Jr.
CHECKED	S.D.G. J.K.K. S.E.M.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

DRAINAGE SYSTEM - PIER 13
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

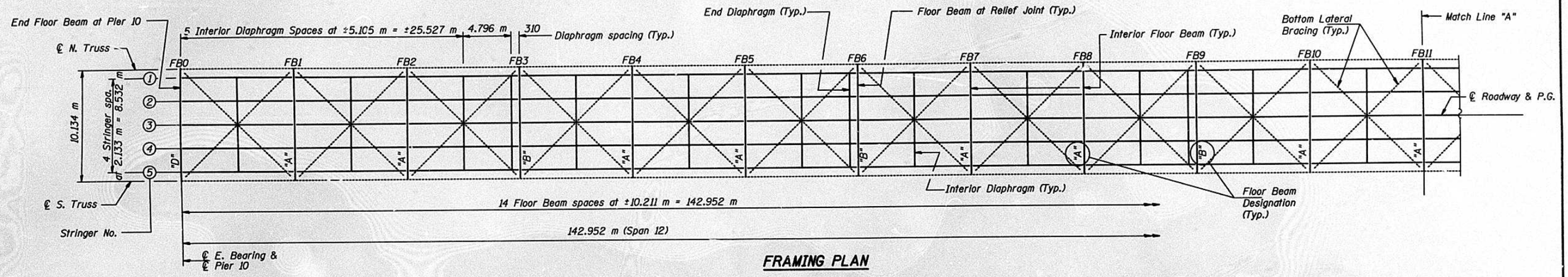
DWG. NO. C28

CC BB AA 0 AA BB CC D
TAMERAN

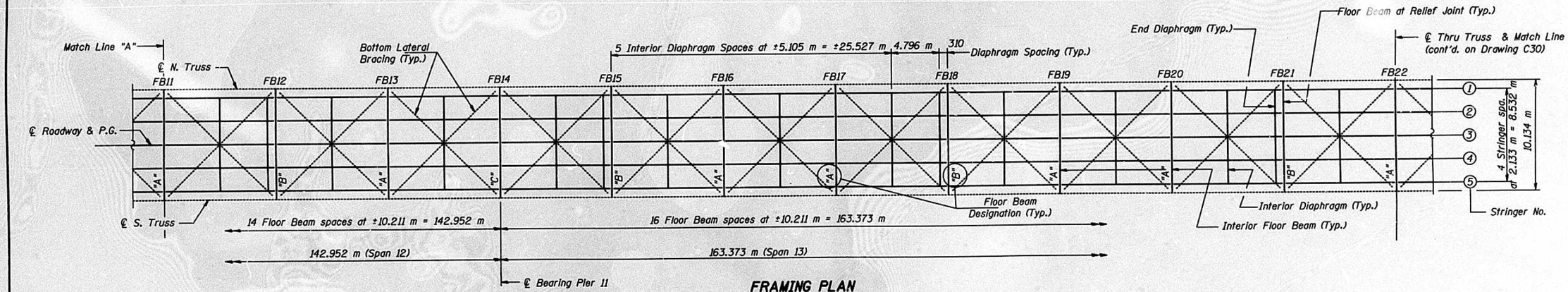
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	15B-I-8	PEORIA & TAZEWELL	303	124
FED. ROAD DIST. NO. 7	ILLINOIS	FED. "HPR" PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FRAMING PLAN



FRAMING PLAN

N

Notes:
Work with Drawing C30.
For details of Floor Beams "A" thru "E", see Drawings C31 thru C38.
For details of Stringers and Diaphragms, see Drawing C39.
For details of Bottom Lateral Bracing that is to be removed and replaced, see Drawings C41 thru C44 and C50.
Existing hanger assemblies attaching Bottom Lateral Bracing to the existing floor system are to be removed and replaced. For details, see Drawings C41 thru C44, C48 and C49.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

FRAMING PLAN
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

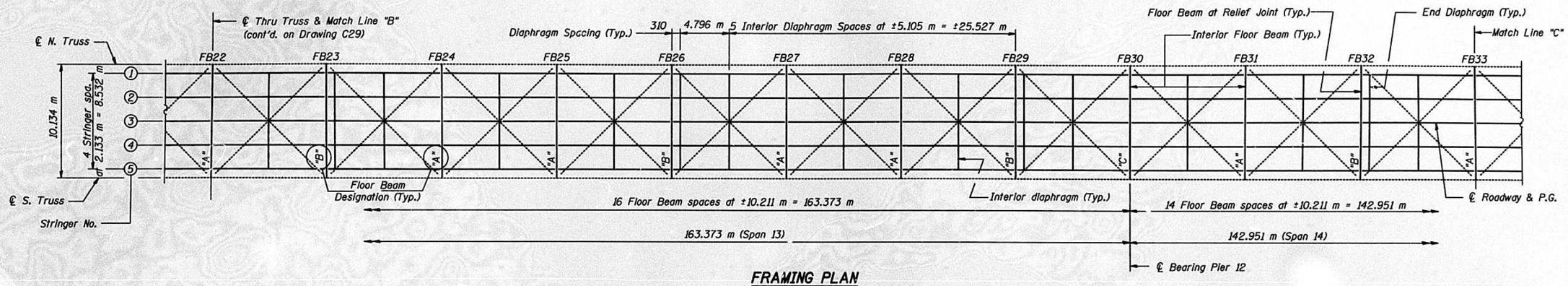
DWG. NO. C29

TAMERAN

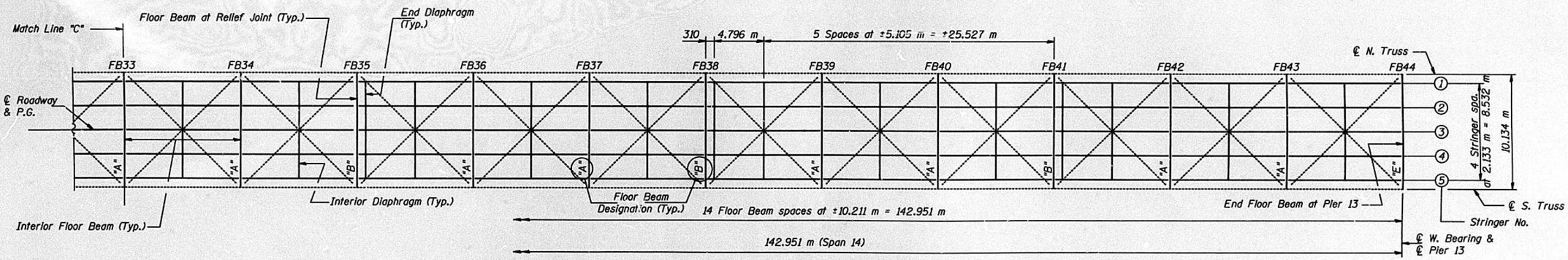
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	15B-1-8	PEORIA & TAZEWELL	303	125
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



FRAMING PLAN



FRAMING PLAN

Notes:
Work with Drawing C29.
For details of Floor Beams "A" thru "E", see Drawings C31 thru C38.
For details of Stringers and Diaphragms, see Drawing C39.
For details of Bottom Lateral Bracing that is to be removed and replaced, see Drawings C41 thru C44 and C50.
Existing hanger assemblies attaching Bottom Lateral Bracing to the existing floor system are to be removed and replaced. For details, see Drawings C41 thru C44, C48 and C49.

N

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

FRAMING PLAN
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

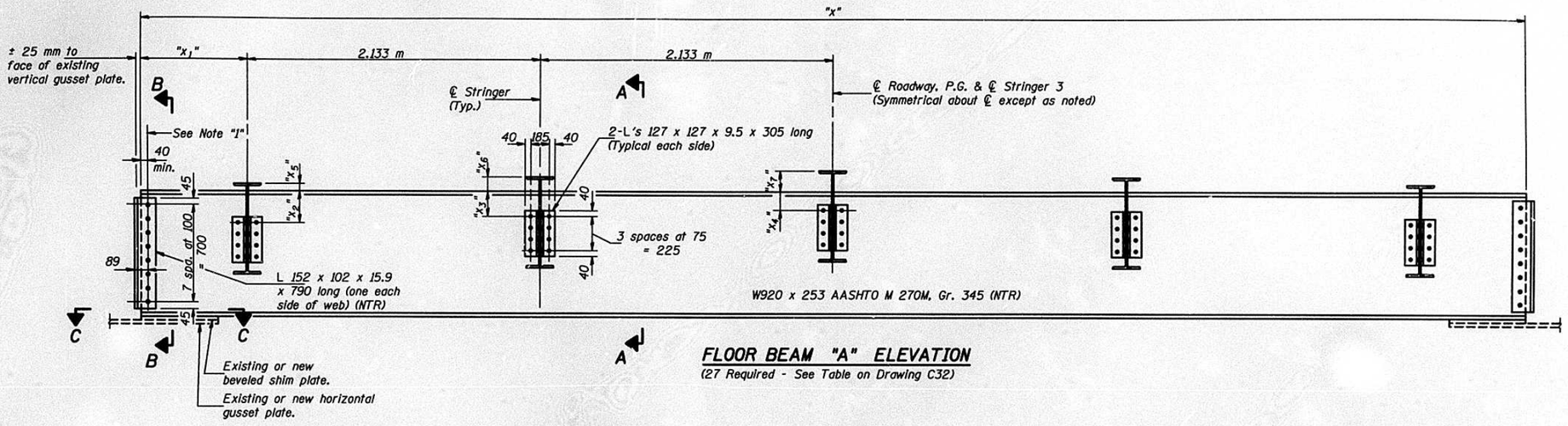
DWG. NO. C30

D C B A 0 A B C
TAMERAN

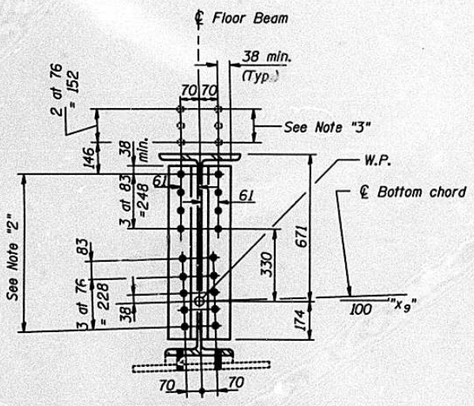
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	15B-1-8	PEORIA & TAZEWELL	303	126
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

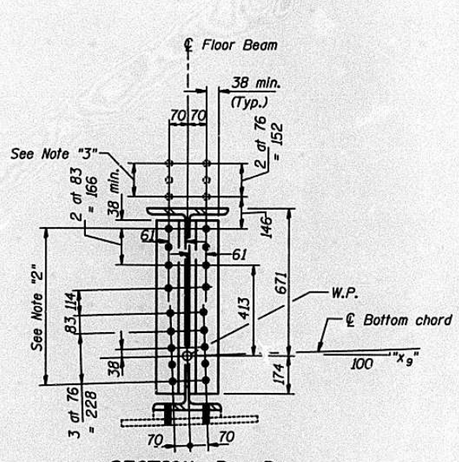
SHEET NO.
SHEETS



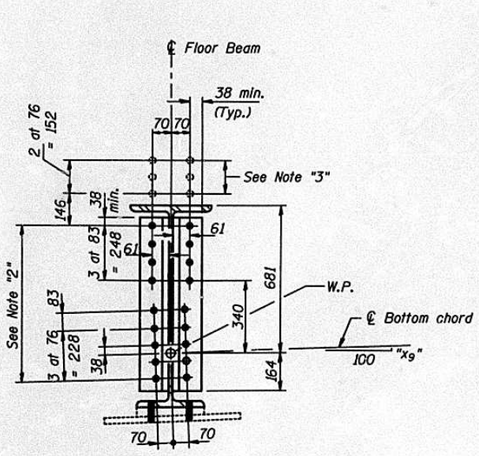
FLOOR BEAM "A" ELEVATION
(27 Required - See Table on Drawing C32)



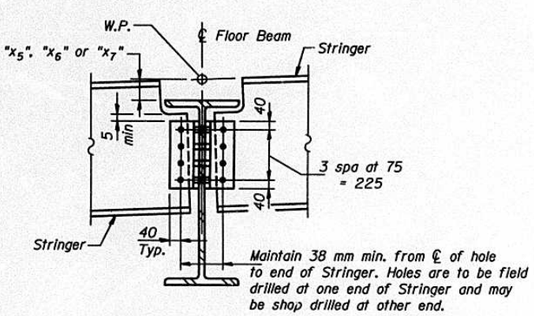
SECTION B - B
Showing North end at Floor Beams 1, 2, 5, 7, 16, 20, & 22.
Showing South end at Floor Beams 24, 28, 37, 39, 42 & 43.
(Detail other end opposite hand)



SECTION B - B
Showing North end at Floor Beams 4, 8, & 10
Showing South end at Floor Beams 34, 36 & 40
(Detail other end opposite hand)



SECTION B - B
Showing North end at Floor Beams 11, 13, 17, & 19
Showing South end at Floor Beams 25, 27, 31 & 33
(Detail other end opposite hand)



SECTION A - A

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

Note:
Work with Drawing C32.

FLOOR BEAM "A" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C31

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	15B-1-8	PEORIA & TAZEWELL	303	127
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

TABLE OF "X" DIMENSIONS

FLOOR BEAM	"x" (m)	"x_1" (mm)	"x_2" (mm)	"x_3" (mm)	"x_4" (mm)	"x_5" (mm)	"x_6" (mm)	"x_7" (mm)	"x_8" (mm)	"x_9"
FB1	9.656	562	235	200	170	25	60	90	59	2.08
FB2	9.646	557	240	205	175	20	55	85	61	2.08
FB4	9.604	536	245	210	180	15	50	80	40	2.08
FB5	9.618	543	235	200	170	25	60	90	46	2.08
FB7	9.624	546	235	200	170	25	60	90	50	2.08
FB8	9.646	557	240	205	175	20	55	85	61	2.08
FB10	9.646	557	245	210	180	15	50	80	61	2.08
FB11	9.656	562	230	195	165	30	65	95	65	1.82
FB13	9.656	562	225	190	160	35	70	100	65	1.56
FB16	9.656	562	230	195	165	30	65	95	65	1.30
FB17	9.656	562	230	195	165	30	65	95	65	0.78
FB19	9.656	562	225	190	160	35	70	100	65	0.52
FB20	9.646	557	225	190	160	35	70	100	61	0.52
FB22	9.646	557	230	195	165	30	65	95	61	0.26
FB24	9.646	557	235	200	170	25	60	90	61	0.52
FB25	9.656	562	230	195	165	30	65	95	65	0.52
FB27	9.656	562	215	180	150	45	80	110	65	0.78
FB28	9.656	562	210	175	145	50	85	115	65	1.30
FB31	9.656	562	190	155	125	70	105	135	65	1.56
FB33	9.656	562	195	160	130	65	100	130	65	1.82
FB34	9.646	557	190	155	125	70	105	135	61	2.08
FB36	9.646	557	190	155	125	70	105	135	61	2.08
FB37	9.624	546	195	160	130	65	100	130	50	2.08
FB39	9.618	543	205	170	140	55	90	120	46	2.08
FB40	9.604	536	220	185	155	40	75	105	40	2.08
FB42	9.646	557	235	200	170	25	60	90	61	2.08
FB43	9.656	562	230	195	165	30	65	95	59	2.08

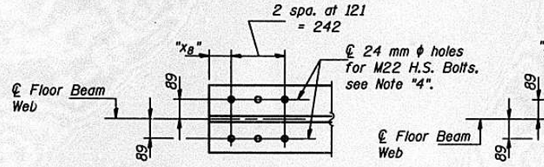
Notes:
All holes shall be shop drilled except as noted.
To facilitate field erection, Floor Beam lengths are ±50 mm (±25 mm each end) shorter than those taken from existing fabrication plans.
The Floor Beams shall be positioned in the field to maintain the ℄ of the Floor Beam at the ℄ of proposed roadway.
"NTR" denotes material to which Notch Toughness Requirements are applicable.
For details of Stringers, see Drawing C39.
For Framing Plan, see Drawings C29 and C30.
See Proposed Sequence of Construction on Drawing 4 for the conditions on Floor Beam replacement. (1)
Cost of field drilling and reaming included with "Furnishing and Erecting Structural Steel."

Note "1":
Field drill 24 mm ϕ holes in web of Floor Beam using holes in angle as a template for M22 H.S. Bolts.

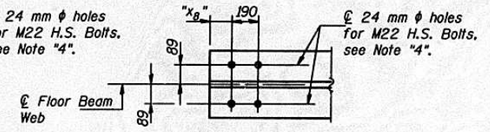
Note "2":
After measuring hole locations on existing connection angles, holes in the angles shall be subpunched or subdrilled 22 mm ϕ and reamed in the field to 24 mm ϕ for M22 H.S. Bolts after new structural steel sections are properly fitted into position.

Note "3":
Holes to be filled with M22 H.S. Bolts after removal of existing Floor Beam. Cost included with "Furnishing and Erecting Structural Steel".

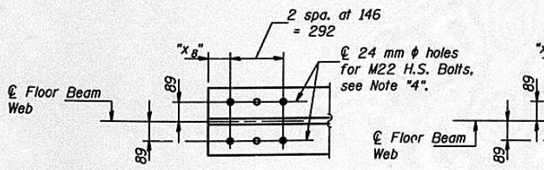
Note "4":
Field drill 24 mm ϕ holes in bottom flange of Floor Beam using holes in new or existing horizontal gusset plate and beveled shim plate as a template. See Drawing C47 for details of New Horizontal Gusset Plates and Beveled Shim Plates at L28.



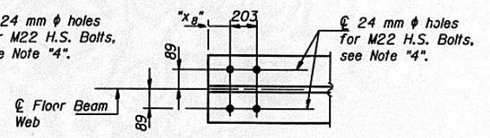
SECTION C - C
Typical bottom flange at Floor Beams 1, 2, 10, 11, 17, 27, 33, 34, 42, & 43.



SECTION C - C
Typical bottom flange at Floor Beams 4, 5, 7, 8, 20, 22, 24, 36, 37, 39 & 40.



SECTION C - C
Typical bottom flange at Floor Beams 13, 16, 28 & 31



SECTION C - C
Typical bottom flange at Floor Beams 19 & 25

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

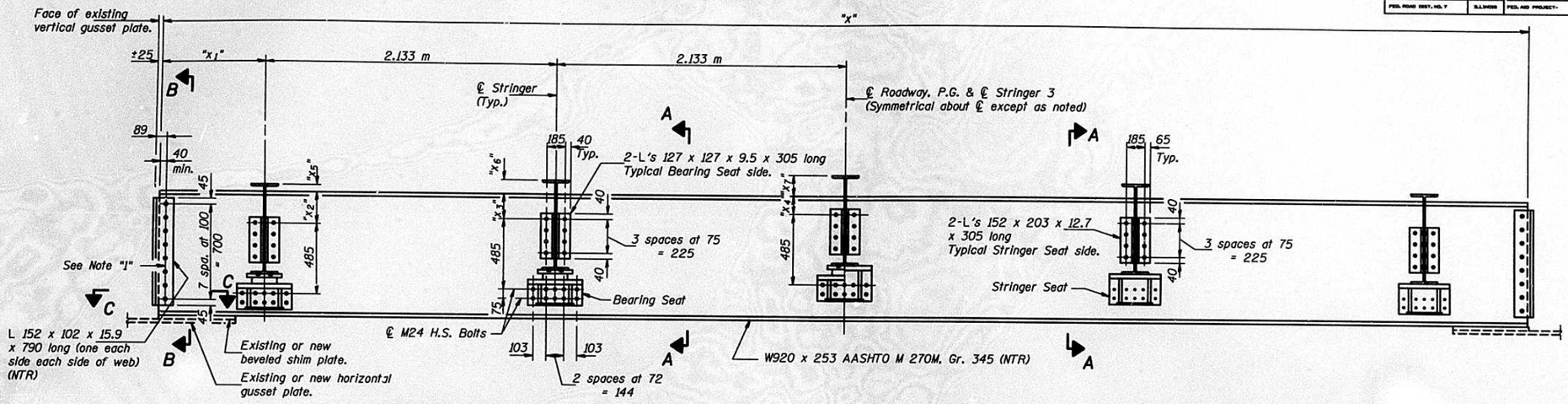
FLOOR BEAM "A" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C32

(1) Revised 5-20-99 S.E.M.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	158-1-8	PEORIA & TAZEWELL	303	128
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

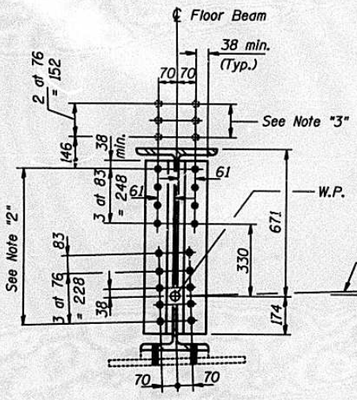


BEARING SEAT SIDE

STRINGER SEAT SIDE

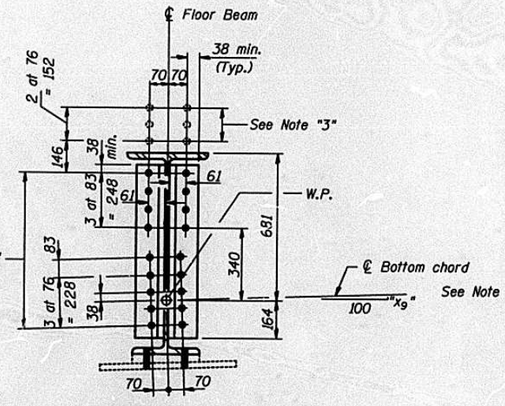
FLOOR BEAM "B" ELEVATION

(14 Required - See Table on Drawing C34)



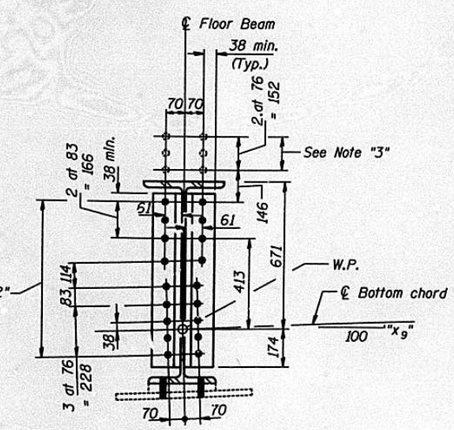
SECTION B - B

Showing North end at Floor Beams 3, 9 & 12
Showing South end of Floor Beams 32, 35 & 41
(Detail other end opposite hand)



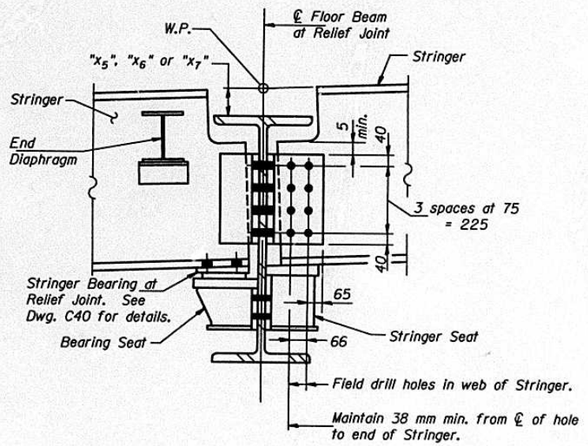
SECTION B - B

Showing North end at Floor Beams 15 & 21
Showing South end at Floor Beams 23 & 29
(Detail other end opposite hand)



SECTION B - B

Showing North end at Floor Beam 6 & 18
Showing South end at Floor Beam 26 & 38
(Detail other end opposite hand)



SECTION A - A

DESIGNED	S. Moynihan	
CHECKED	D. Verhulst	
mrg DRAWN	KG	
CHECKED	S.E.M.	D.G.V.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

Note:
Work with Drawing C34.

FLOOR BEAM "B" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

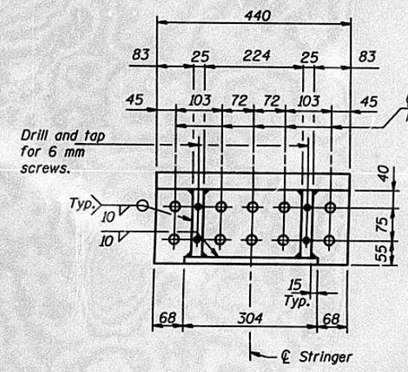
DWG. NO. C33

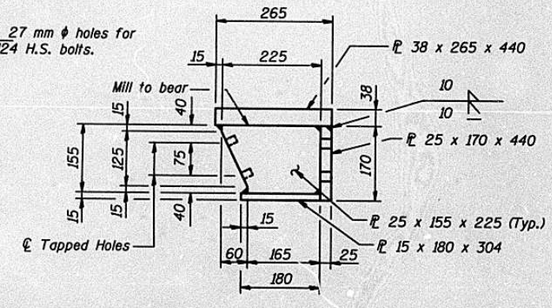
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	15B-1-8	PEORIA & TAZEWELL	303	129
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

TABLE OF "x" AND "1" DIMENSIONS

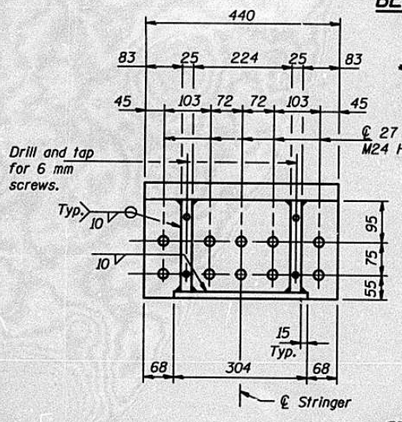
FLOOR BEAM	"x" (m)	"x1" (mm)	"x2" (mm)	"x3" (mm)	"x4" (mm)	"x5" (mm)	"x6" (mm)	"x7" (mm)	"x8" (mm)	"x9"	"1" (mm)
FB3	9.630	549	235	200	170	25	60	90	53	2.08	49
FB6	9.608	538	240	205	175	20	55	85	42	2.08	48
FB9	9.656	562	235	200	170	25	60	90	65	2.08	49
FB12	9.656	562	230	195	165	30	65	95	65	1.82	48
FB15	9.656	562	235	200	170	25	60	90	65	1.30	47
FB18	9.646	557	225	190	160	35	70	100	61	0.78	46
FB21	9.656	562	230	195	165	30	65	95	65	0.26	45
FB23	9.656	562	245	210	180	15	50	80	65	0.26	45
FB26	9.646	557	225	190	160	35	70	100	61	0.78	46
FB29	9.656	562	210	175	145	50	85	115	65	1.30	47
FB32	9.656	562	200	165	135	60	95	125	65	1.82	48
FB35	9.656	562	185	150	120	75	110	140	65	2.08	49
FB38	9.608	538	205	170	140	55	90	120	42	2.08	48
FB41	9.630	549	220	185	155	40	75	105	53	2.08	49



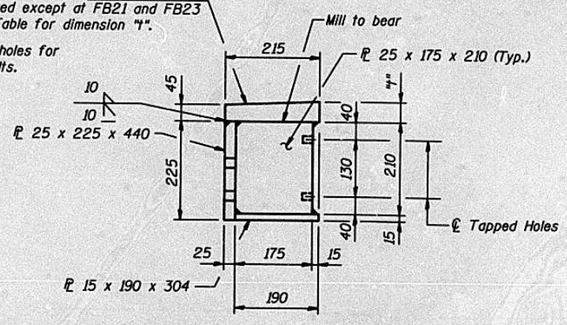


BEARING SEAT ASSEMBLY

(70 Required)
(Wire cloth not shown.)



* ℄ "1" x 215 x 440
Tapered except at FB21 and FB23
See Table for dimension "1".

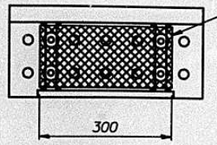


STRINGER SEAT ASSEMBLY

(70 Required)
(Wire cloth not shown.)

* Contractor shall have option of sloping top of ℄ PL 25 x 175 x 210 in lieu of tapering ℄ PL "1" x 215 x 440.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Stainless Steel Standard Grade Wire Cloth, 6 mm maximum opening with a minimum wire diameter of 1.5 mm. Secure with 4-6 mm Round Head Brass or Stainless Steel Machine Screws with Stainless Steel Washers.
Wire Cloth Dimensions:
At Bearing Seats: 140 x 300 (70 Req'd.)
At Stringer Seats: 210 x 300 (70 Req'd.)

ELEVATION OF SEAT ASSEMBLY WITH WIRE CLOTH

(Bearing Seat shown, Stringer Seat similar)

Note:
Cost of Wire Cloth, Machine Screws, Washers and installation is included with "Furnishing and Erecting Structural Steel".

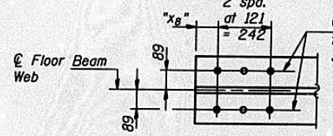
Notes:
All holes shall be shop drilled except as noted.
To facilitate field erection, Floor Beam lengths are ±50 mm (±25 mm each end) shorter than those taken from existing fabrication plans.
The Floor Beams shall be positioned in the field to maintain the ℄ of the Floor Beam at the ℄ of proposed roadway.
"NTR" denotes material to which Notch Toughness Requirements are applicable.
For details of Stringers, see Drawing C39.
For Framing Plan, see Drawing C29 and C30.
See Proposed Sequence of Construction on Drawing 4 for the conditions on Floor Beam replacement. (1)
Cost of field drilling and reaming included with "Furnishing and Erecting Structural Steel".

Note "1":
Field drill 24 mm ϕ holes in web of Floor Beam using holes in angle as a template for M22 H.S. Bolts.

Note "2":
After measuring hole locations on existing connection angles, holes in the angles shall be subpunched or subdrilled 22 mm ϕ and reamed in the field to 24 mm ϕ for M22 H.S. Bolts after new structural steel sections are properly fitted into position.

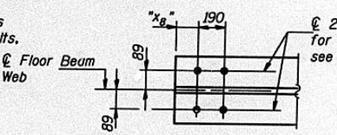
Note "3":
Holes to be filled with M22 H.S. Bolts after removal of existing Floor Beam. Cost included with "Furnishing and Erecting Structural Steel". See Drawing C53 for details at FB 35.

Note "4":
Field drill 24 mm ϕ holes in bottom flange of Floor Beam using holes in new or existing horizontal gusset plate and beveled shim plate as a template.



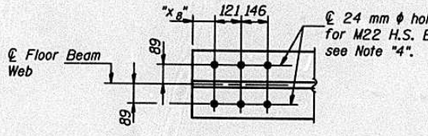
SECTION C - C

Typical bottom flange at Floor Beams 18 & 26



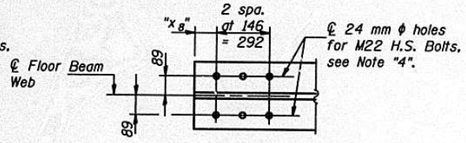
SECTION C - C

Typical bottom flange at Floor Beams 6, 21, 23 & 38



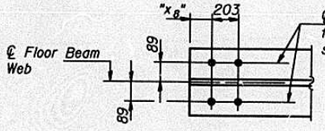
SECTION C - C

Typical bottom flange at Floor Beams 12 & 32



SECTION C - C

Typical bottom flange at Floor Beams 15 & 29



SECTION C - C

Typical bottom flange at Floor Beams 3, 9, 35 & 41

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

FLOOR BEAM "B" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

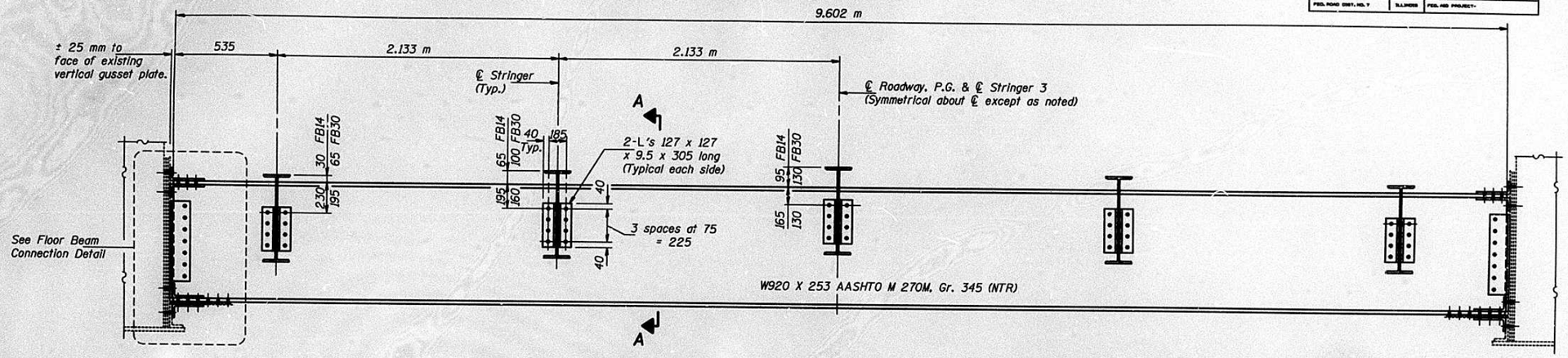
DWG. NO. C34

⚠1 Revised 5-20-99 S.E.M.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

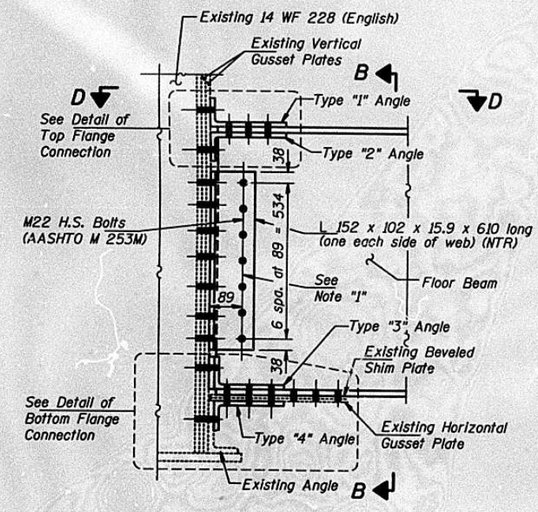
F.A.RTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	158-1-8	PEORIA & TAZEWELL	303	130
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

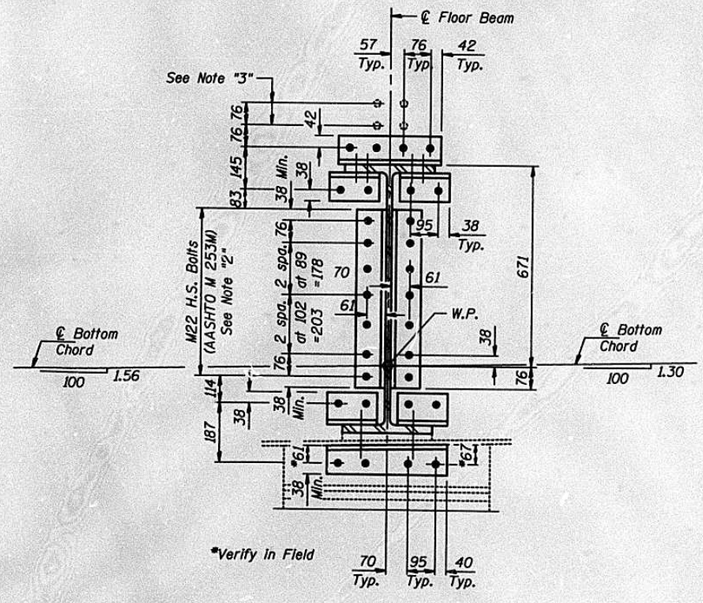


FLOOR BEAM "C" ELEVATION

(2 Required - FB14 & FB30)

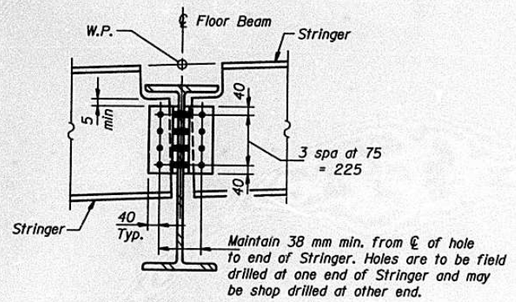


FLOOR BEAM CONNECTION DETAIL



SECTION B - B

Showing North End at Floor Beam 14
Showing South End at Floor Beam 30
(Detail other end opposite hand)



SECTION A - A

DESIGNED	S. Moynihan	
CHECKED	D. Verhulst	
mrg DRAWN	KG	
CHECKED	S.E.M.	D.G.V.

March 10, 1999
EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

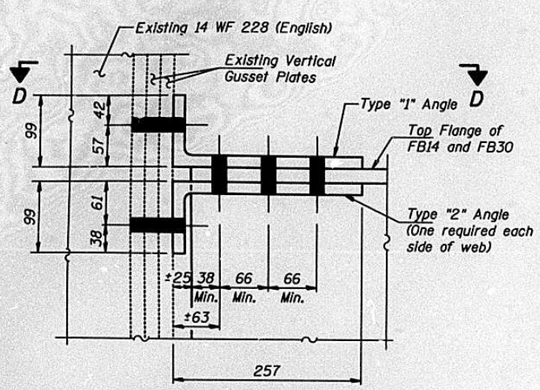
Note:
Work with Drawing C36.

FLOOR BEAM "C" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

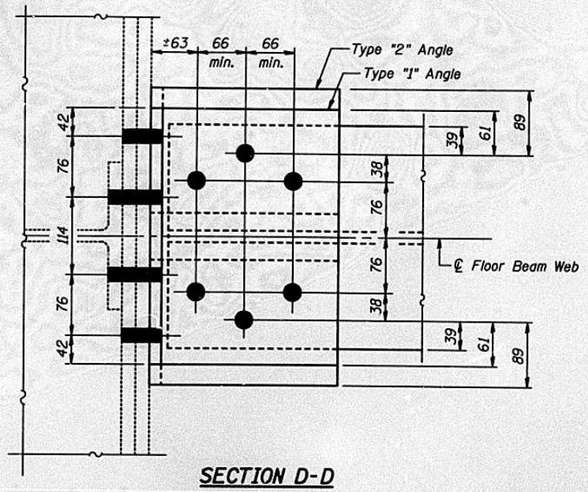
DWG. NO. C35

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	158-1-8	PEORIA & TAZEWELL	303	131
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

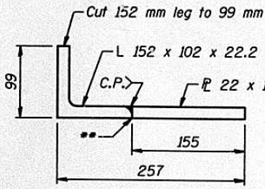


DETAIL OF TOP FLANGE CONNECTION
(Floor Beam Web Connection Angles not shown)

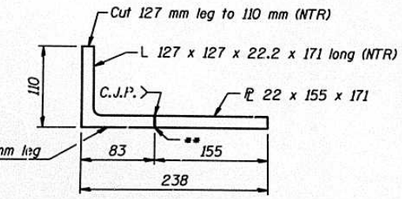


SECTION D-D

Note:
Type "1", "2" "3" and "4" Angles are AASHTO M 270M, Gr. 345.

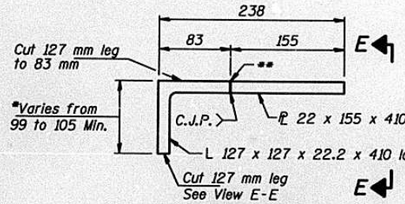


TYPE "1" ANGLE
(2 Required per Floor Beam)

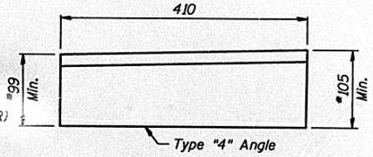


TYPE "3" ANGLE
(4 Required per Floor Beam)

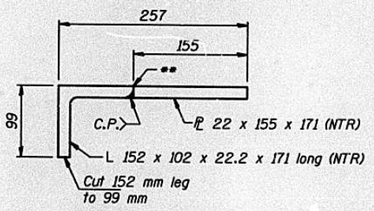
**Ground Flush



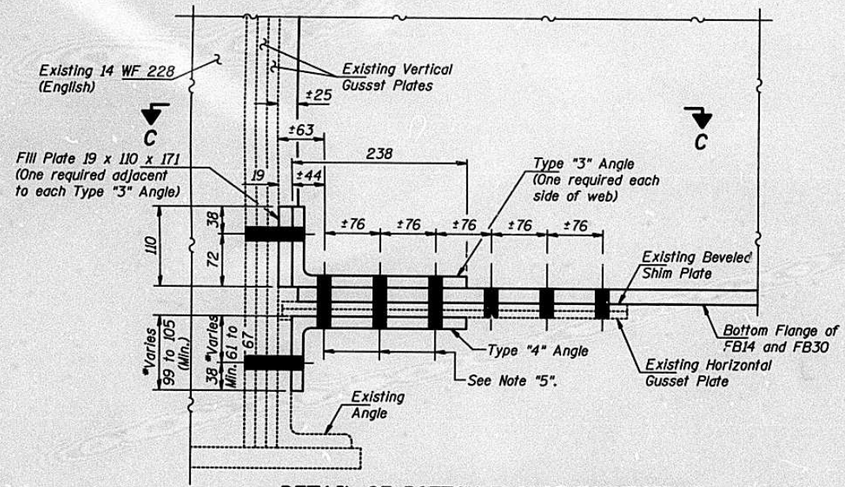
TYPE "4" ANGLE
(2 Required per Floor Beam)



VIEW E-E

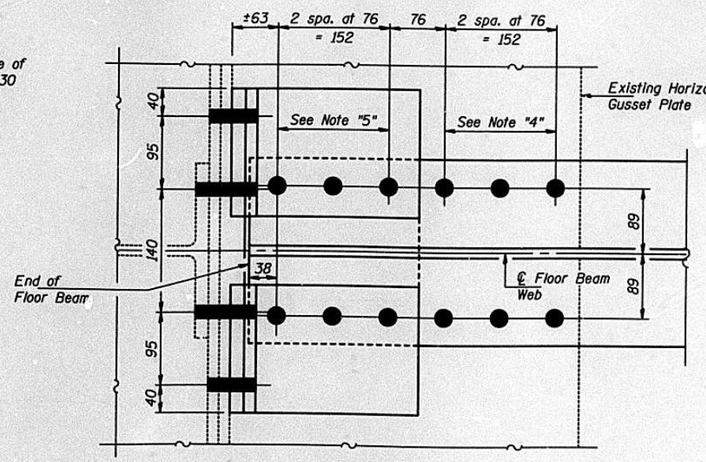


TYPE "2" ANGLE
(4 Required per Floor Beam)



DETAIL OF BOTTOM FLANGE CONNECTION
(Floor Beam Web Connection Angles not shown)

* Verify in field.



SECTION C - C

Notes:

All holes shall be shop drilled except as noted.

To facilitate field erection, Floor Beam lengths are ±50 mm (±25 mm each end) shorter than those taken from existing fabrication plans.

The Floor Beams shall be positioned in the field to maintain the ℄ of the Floor Beam at the ℄ of proposed roadway.

"NTR" denotes material to which Notch Toughness Requirements are applicable.

For details of Stringers, see Drawing C39.

For Framing Plan, see Drawing C29 and C30.

See Proposed Sequence of Construction on Drawing 4 for the conditions on Floor Beam replacement. (1)

Cost of field drilling and reaming included with "Furnishing and Erecting Structural Steel".

Note "1":
Field drill 24 mm ϕ holes in web of Floor Beam using holes in angle as a template for M22 H.S. Bolts.

Note "2":
After measuring hole locations on existing connection angles, holes in the angles shall be subpunched or subdrilled 22 mm ϕ and reamed in the field to 24 mm ϕ for M22 H.S. Bolts after new structural steel sections are properly fitted into position.

Note "3":
Holes to be filled with M22 H.S. Bolts after removal of existing Floor Beam. Cost included with "Furnishing and Erecting Structural Steel".

Note "4":
Field drill 24 mm ϕ holes in bottom flange of Floor Beam using holes in existing horizontal gusset plate and beveled shim plate as a template.

Note "5":
Holes in Type "3" and Type "4" Angles and in bottom flange of Floor Beam shall match holes in existing horizontal gusset plate and beveled shim plate. Verify hole locations. Method of assembly to assure accurate fit up shall be submitted to the Engineer for approval.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	Mike Gillette
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

FLOOR BEAM "C" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C36

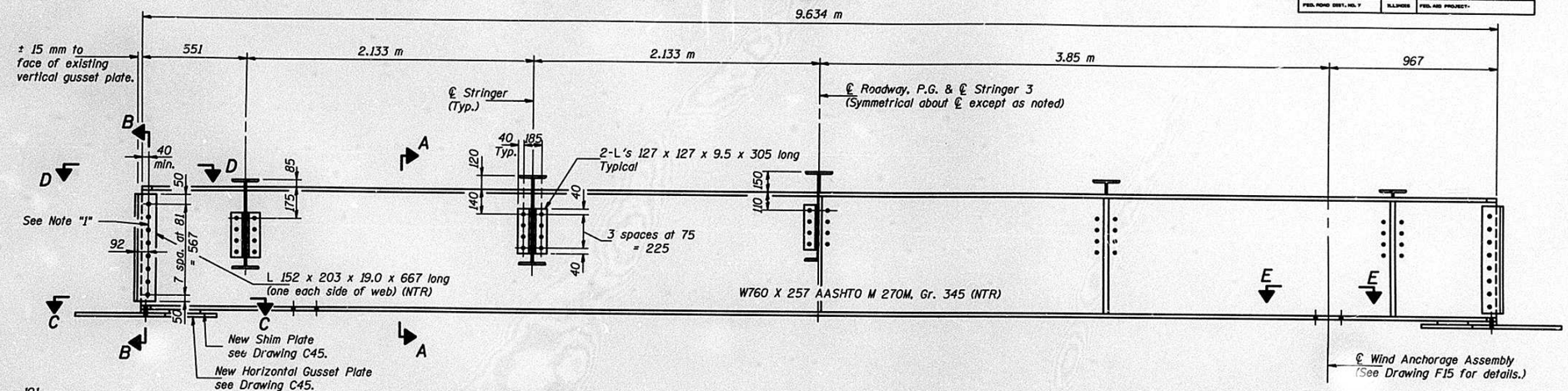
1 Revised 6-20-99 S.E.M.

TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

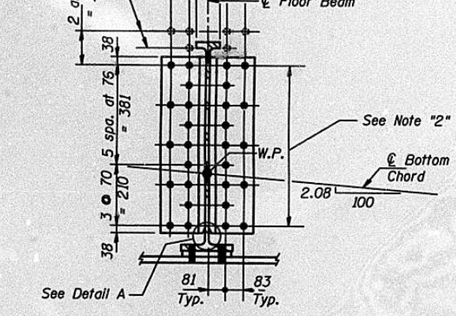
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	15B-1-8	PEORIA & TAZEWELL	303	132
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



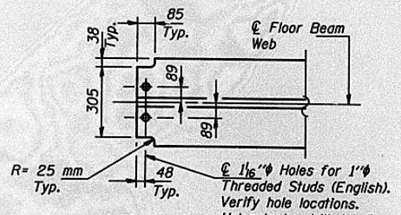
FLOOR BEAM "D" ELEVATION

(1 Required - FB0)

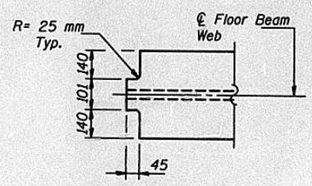


SECTION B - B

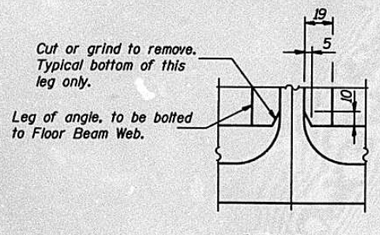
Showing South end at Floor Beam 0
(Detail other end opposite hand)



SECTION C - C



VIEW D - D



DETAIL A

Notes:

All holes shall be shop drilled except as noted.

To facilitate field erection, Floor Beam length is ±30 mm (±15 mm each end) shorter than that taken from existing fabrication plans.

The Floor Beam shall be positioned in the field to maintain the ℄ of the Floor Beam at the ℄ of proposed roadway.

"NTR" denotes material to which Notch Toughness Requirements are applicable.

For details of Stringers, see Drawing C39.

For Framing Plan, see Drawing C29 and C30.

For details of Modular Expansion Joint, see Drawing B19.

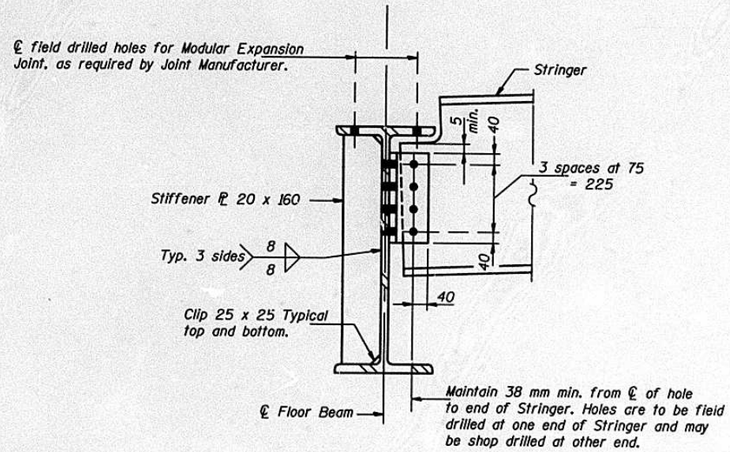
See Proposed Sequence of Construction on Drawing 4 for the conditions on Floor Beam replacement. 1

Cost of field drilling and reaming included with "Furnishing and Erecting Structural Steel".

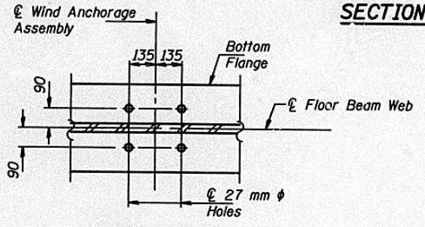
Note "1":
Field drill 24 mm ϕ holes in web of Floor Beam using holes in angle as a template for M22 H.S. Bolts.

Note "2":
After measuring hole locations on existing connection angles, holes in the angles shall be subpunched or subdrilled 22 mm ϕ and reamed in the field to 24 mm ϕ for M22 H.S. Bolts after new structural steel sections are properly fitted into position.

Note "3":
Holes to be filled with M22 H.S. Bolts after removal of existing Floor Beam. Cost included with "Furnishing and Erecting Structural Steel".



SECTION A - A



SECTION E-E

DESIGNED	S. Moynihan	
CHECKED	D. Verhulst	
mrg DRAWN	KG	
CHECKED	S.E.M.	D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

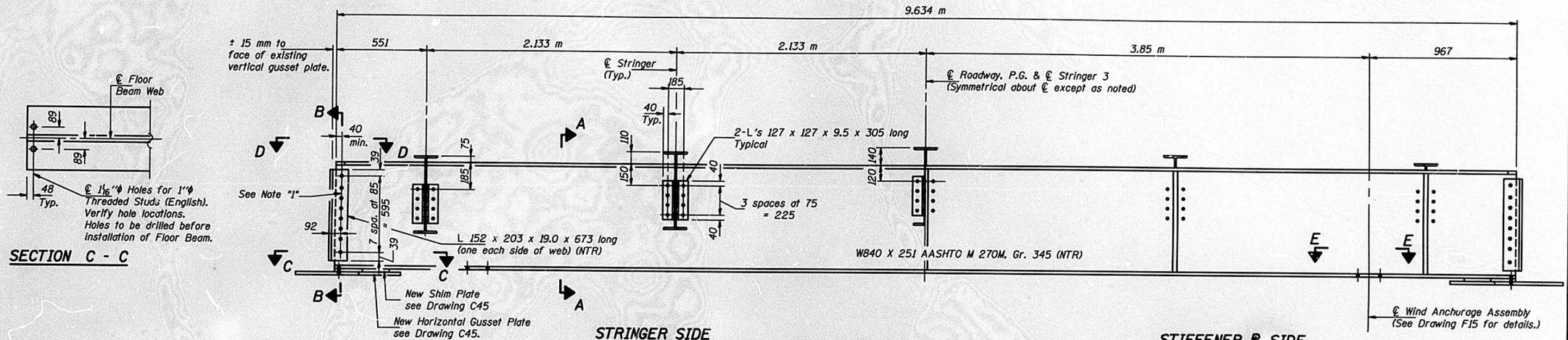
FLOOR BEAM "D" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C37

1 Revised 10-20-99 S.E.M.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

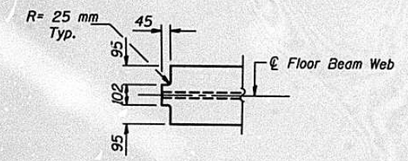
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	158-1-8	PEORIA & TAZEWELL	303	133
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



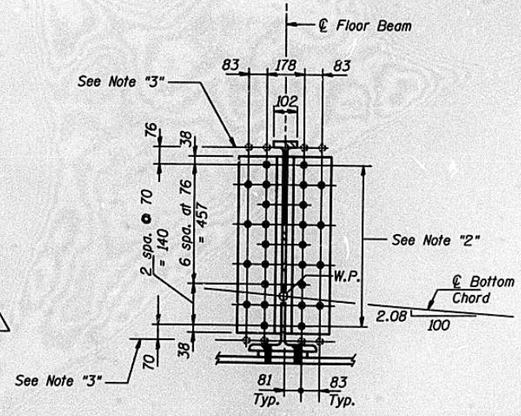
SECTION C - C

FLOOR BEAM "E" ELEVATION

(1 Required - FB44)

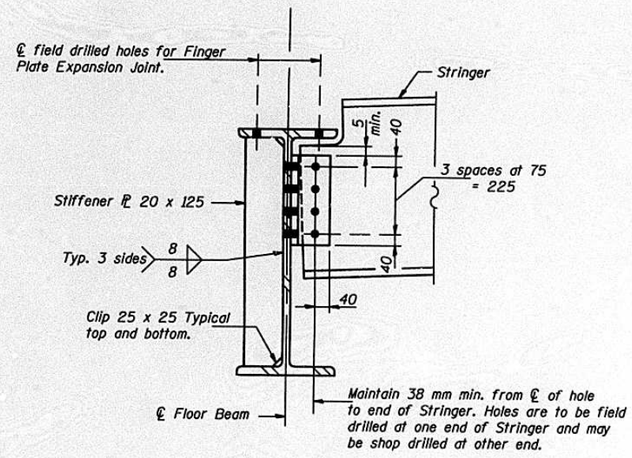


VIEW D - D

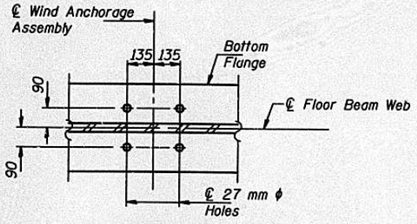


SECTION B - B

Showing North end at Floor Beam 44
(Detail other end opposite hand)



SECTION A - A



SECTION E-E

Notes:

All holes shall be shop drilled except as noted.

To facilitate field erection, Floor Beam length is ±30 mm (±15 mm each end) shorter than that taken from existing fabrication plans.

The Floor Beam shall be positioned in the field to maintain the ℄ of the Floor Beam at the ℄ of proposed roadway.

"NTR" denotes material to which Notch Toughness Requirements are applicable.

For details of Stringers, see Drawing C39.

For Framing Plan, see Drawing C29 and C30.

For details of Finger Plate Expansion Joint and holes in top flange of Floor Beam, see Drawing D12.

1 See Proposed Sequence of Construction on Drawing 4 for the conditions on Floor Beam replacement.

Cost of field drilling and reaming included with "Furnishing and Erecting Structural Steel".

Note "1":
Field drill 24 mm ϕ holes in web of Floor Beam using holes in angles as a template for M22 H.S. Bolts.

Note "2":
After measuring hole locations on existing connection angles, holes in the angles shall be subpunched or subdrilled 22 mm ϕ and reamed in the field to 24 mm ϕ for M22 H.S. Bolts after new structural steel sections are properly fitted into position.

Note "3":
Holes to be filled with M22 H.S. Bolts after removal of existing Floor Beam. Cost included with "Furnishing and Erecting Structural Steel".

DESIGNED	S. Moynihan	
CHECKED	D. Verhulst	
DRAWN	mrg KG	
CHECKED	S.E.M.	D.G.V.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

FLOOR BEAM "E" DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C38

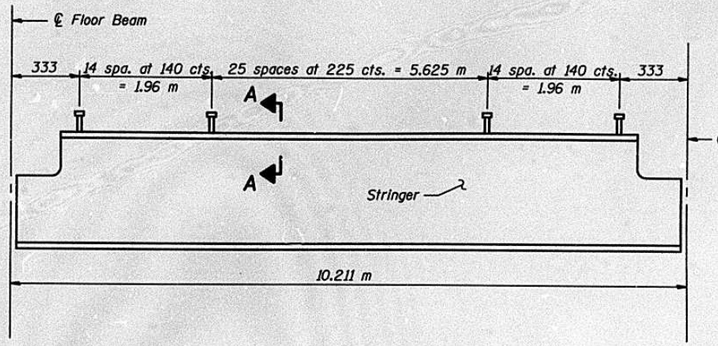
1 Revised 5-20-99 S.E.M.

D C B A 0 A B C

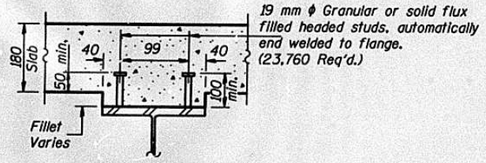
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

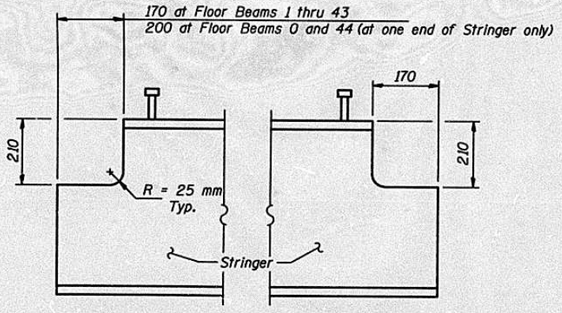
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	15B-1-8	PEORIA & TAZEWELL	303	134
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



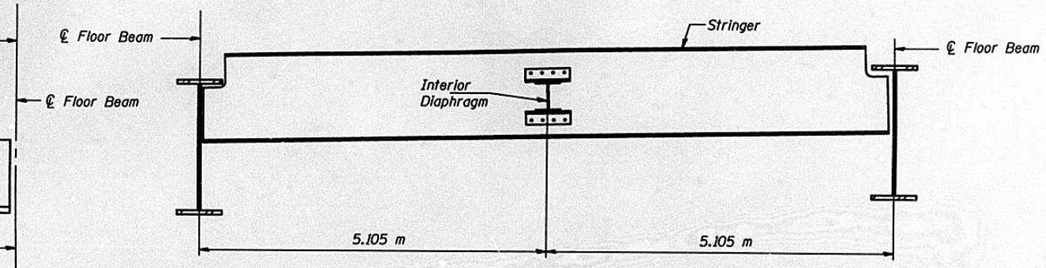
SHEAR STUD SPACING ON STRINGER

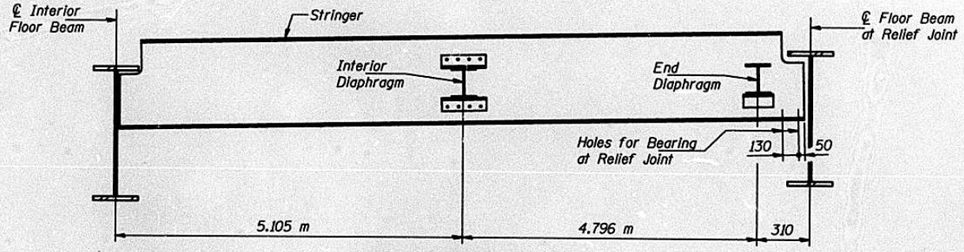


SECTION A - A

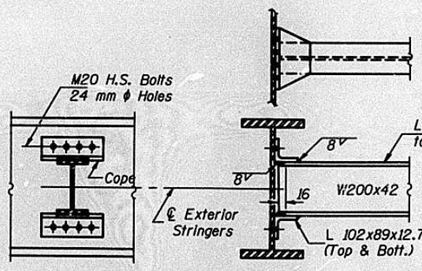


COPE DETAIL AT STRINGER ENDS





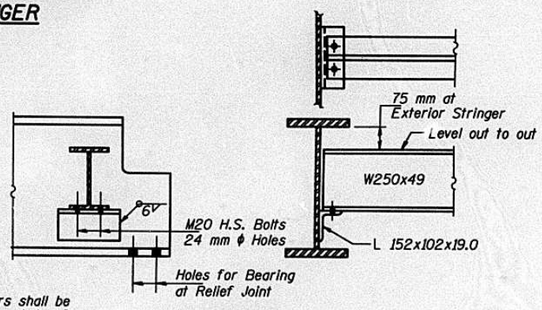
LOCATION OF INTERIOR AND END DIAPHRAGMS ON STRINGER



INTERIOR DIAPHRAGM

176 Required

Note: Two hardened washers shall be required over all oversize holes for diaphragms.



END DIAPHRAGM

56 Required

Note:
End Diaphragm and Relief Joint are on same side of Floor Beam.

Notes:

All Stringers shall be W610 x 92 AASHTO M 270M, Grade 345 and shall meet Notch Toughness Requirements. (220 Stringers required.)

The end of the Stringers on bearings (adjacent to Relief Joints) shall be positioned to maintain ±25 mm clearance between the end of the bottom flange of the Stringer and the face of the Floor Beam web.

For Stringer to Floor Beam Connection Details, see Drawings C31, C33, C35, C37 and C38. Stringers that are to be bolted to connection angles at both ends shall have holes at one end of Stringer field drilled. Holes at other end of Stringer may be shop drilled. Stringers that are to be bolted to connection angles at only one end may have holes shop drilled at that end. Cost of field drilling included with "Furnishing and Erecting Structural Steel".

All holes shall be shop drilled unless otherwise noted.

For Framing Plan, see Drawings C29 and C30.

For details of the Stringer Bearings at Relief Joints, see Drawing C40.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

STRINGER AND DIAPHRAGM DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

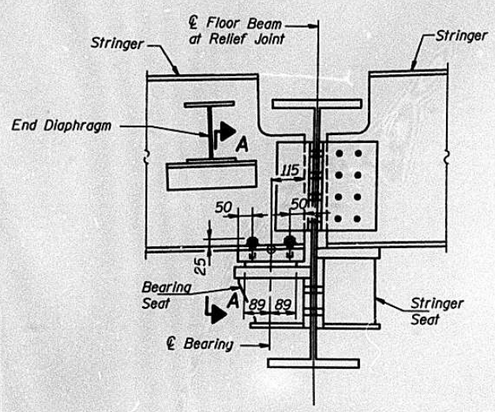
DWG. NO. C39

D C B A 0 A B C
TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

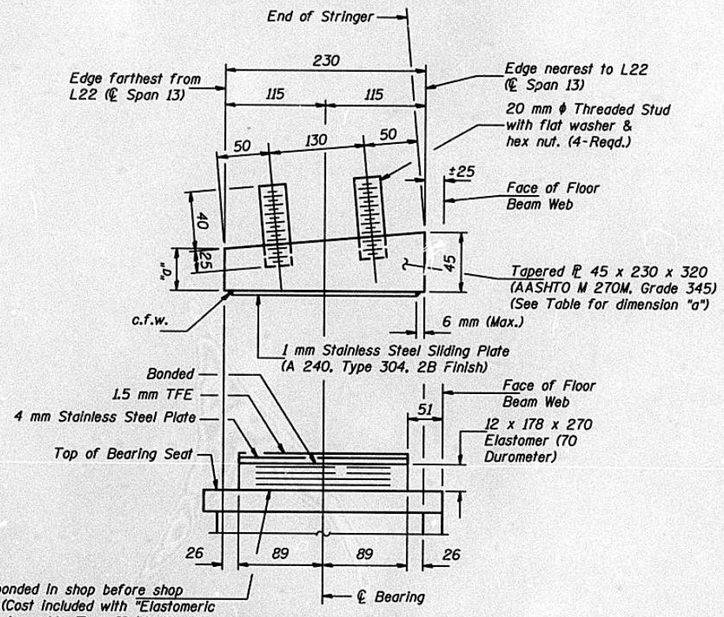
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	135
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS



ELEVATION OF STRINGER BEARING AT RELIEF JOINT

(Looking North at bearings at FB3 thru FB21
Looking South at bearings at FB23 thru FB41)



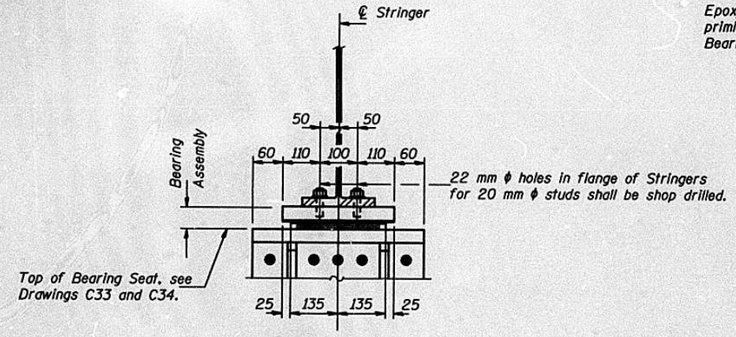
BEARING ASSEMBLY

(Looking North at bearings at FB3 thru FB21
Looking South at bearings at FB23 thru FB41)
(See table for Dim. "a")

TABLE OF DIMENSION "a"

Bearing Location	Dim. "a"
FB3, FB9 & FB12	40
FB6	39
FB15	41
FB18	42
FB21	43
FB23	43
FB26	42
FB29	41
FB38	39
FB32, FB35 & FB41	40

Note:
Stringer Bearings at Relief Joints are on same side of Floor Beam as Relief Joint.



SECTION A - A

(Wire cloth not shown.
For details, see Drawing C34.)

Note: The 1.5 mm TFE sheet shall be bonded directly to the 4 mm stainless steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Elastomeric Bearing Assembly, Type II (Modified)	Each	70

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	mrg KG
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

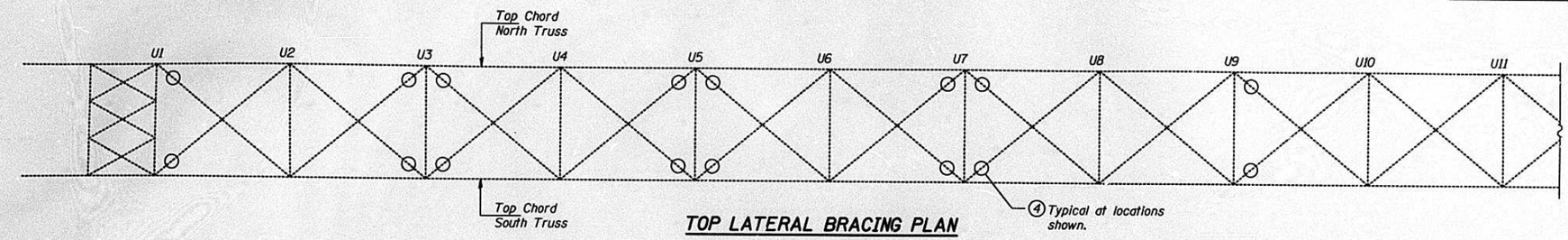
STRINGER BEARINGS AT RELIEF JOINTS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C40

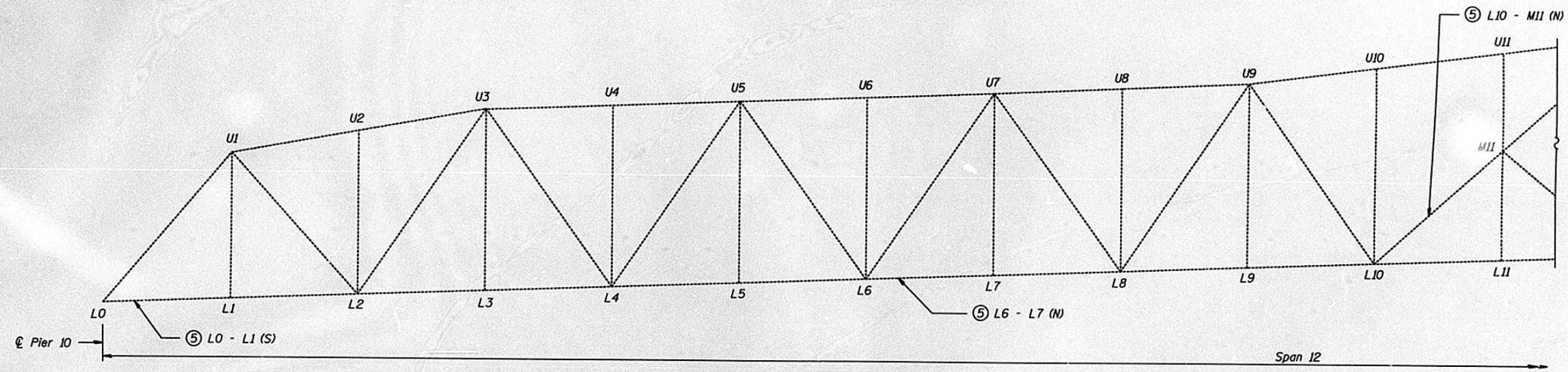
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	136
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

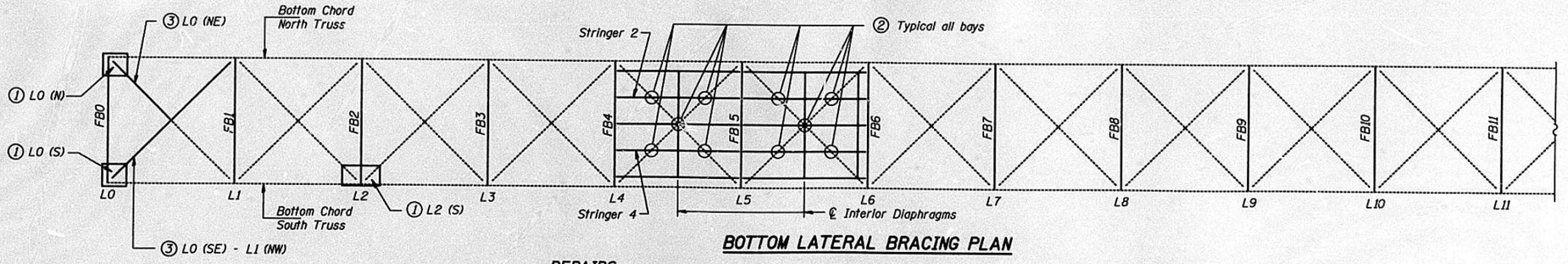
SHEET NO.
SHEETS



TOP LATERAL BRACING PLAN



TRUSS ELEVATION
(Looking North)



BOTTOM LATERAL BRACING PLAN

N

REPAIRS

1. Remove and replace Horizontal Gusset Plate. See Drawings C45, C46 and C47.
2. Remove hanger and replace with Hanger attaching Bottom Lateral Bracing to Interior Diaphragms. See Drawing C48.
   Remove hanger and replace with Hanger attaching Bottom Lateral Bracing to Stringers 2 and 4. See Drawing C49.
3. Remove and replace Bottom Lateral Bracing. See Drawing C50.
4. Repair Top Lateral Bracing. See Drawing C51.
5. Remove and replace Stay Plate. See Drawing C52.
6. Remove and replace Lacing Bar. See Drawing C53.
7. Repair Truss Vertical. See Drawing C53.

LEGEND

- ○ - Indicates repair type.
- FB - Indicates Floor Beam.
- L - Indicates lower panel point
- U - Indicates upper panel point.
- M - Indicates middle panel point.
- N, S - Indicates North or South Truss.
- E, W - Indicates East or West Side.

DESIGNED	S. Moynihan	
CHECKED	J. Klein	
mrg DRAWN	KG	
CHECKED	S.E.M.	J.K.K.

March 10, 1999
EXAMINED by Engineer of Bridge Design
PASSED Ralph E. Anderson
Engineer of Bridges and Structures

TRUSS REPAIR LOCATIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

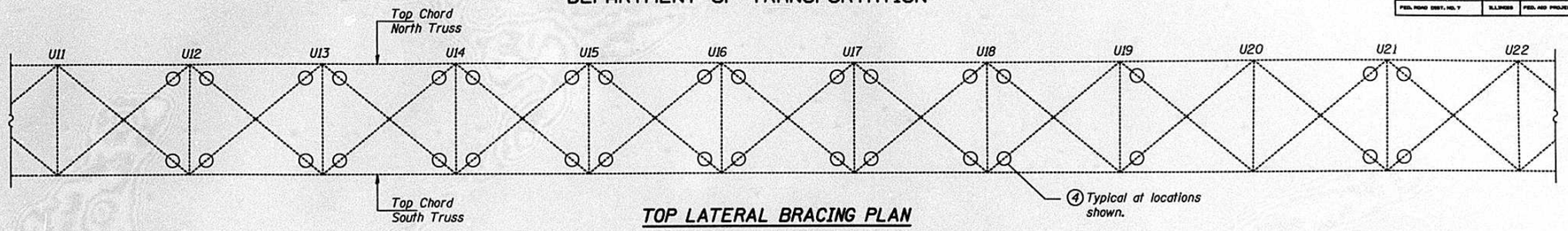
DWG. NO. C41

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	137
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

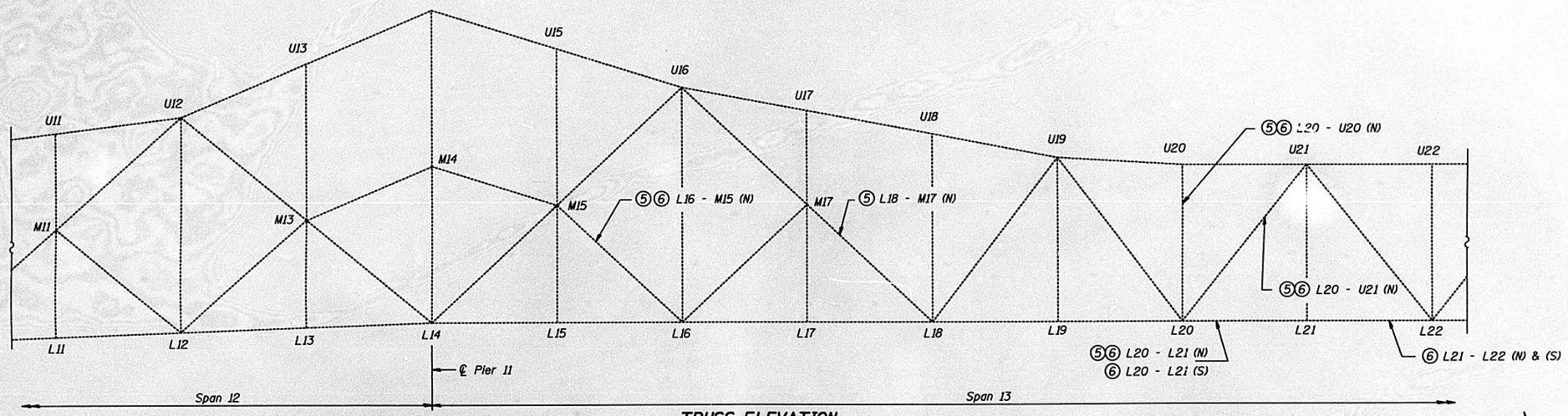
SHEET NO.

SHEETS

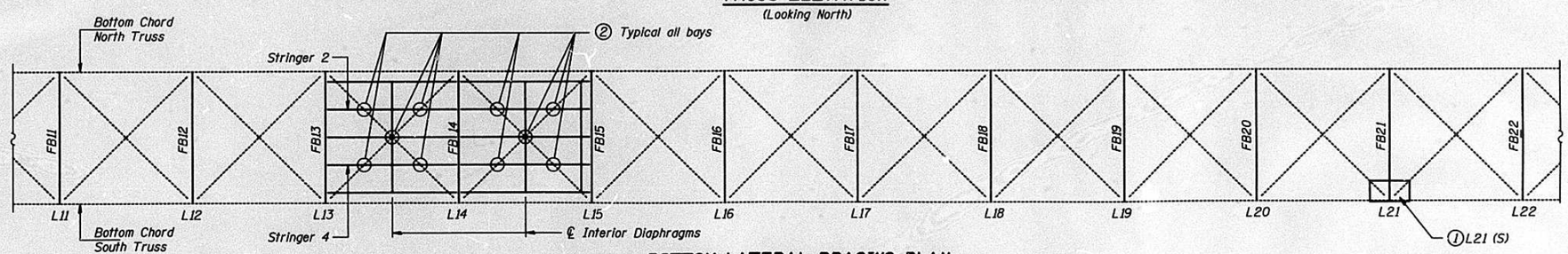
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TOP LATERAL BRACING PLAN



TRUSS ELEVATION
(Looking North)



BOTTOM LATERAL BRACING PLAN

REPAIRS

① Remove and replace Horizontal Gusset Plate. See Drawings C45, C46 and C47.

② Remove hanger and replace with Hanger attaching Bottom Lateral Bracing to Interior Diaphragms. See Drawing C48.
Remove hanger and replace with Hanger attaching Bottom Lateral Bracing to Stringers 2 and 4. See Drawing C49.

③ Remove and replace Bottom Lateral Bracing. See Drawing C50.

④ Repair Top Lateral Bracing. See Drawing C51.

⑤ Remove and replace Stay Plate. See Drawing C52.

⑥ Remove and replace Lacing Bar. See Drawing C53.

⑦ Repair Truss Vertical. See Drawing C53.

LEGEND

○ - Indicates repair type.
FB - Indicates Floor Beam.
L - Indicates lower panel point
U - Indicates upper panel point
M - Indicates middle panel point.
N, S - Indicates North or South Truss.
E, W - Indicates East or West Side.

DESIGNED	S. Moynihan
CHECKED	J. Klein
mrg	
DRAWN	KG
CHECKED	S.E.M. J.K.K.

March 10, 1999

EXAMINED Greg L. Kaspar
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

TRUSS REPAIR LOCATIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

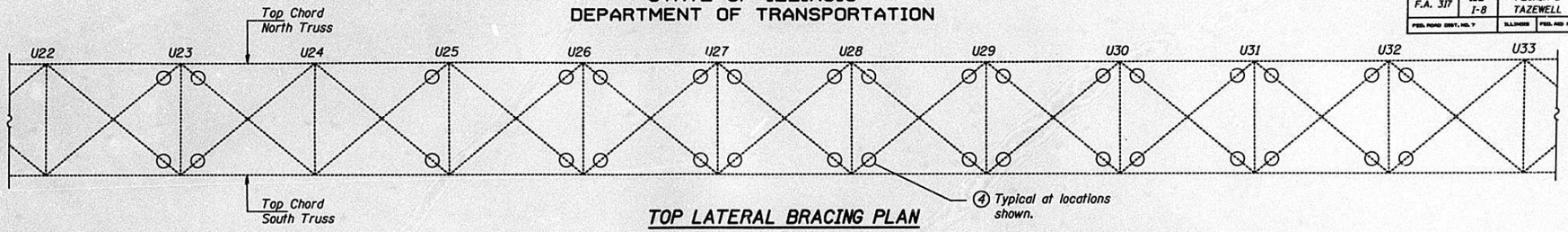
DWG. NO. C42

TAMERAN

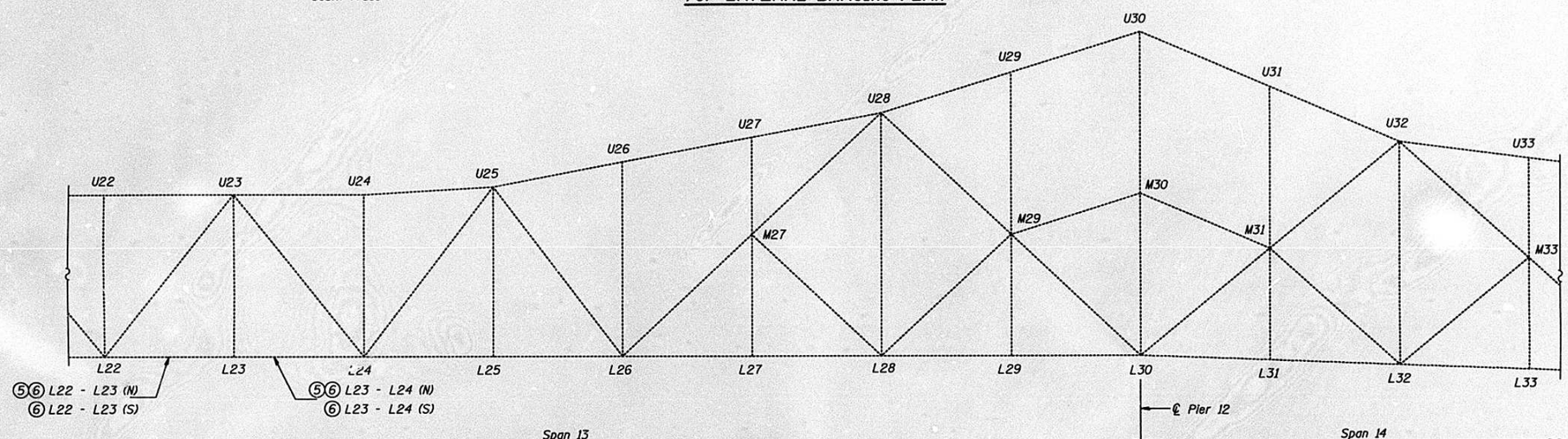
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-I-8	PEORIA & TAZEWELL	303	138
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

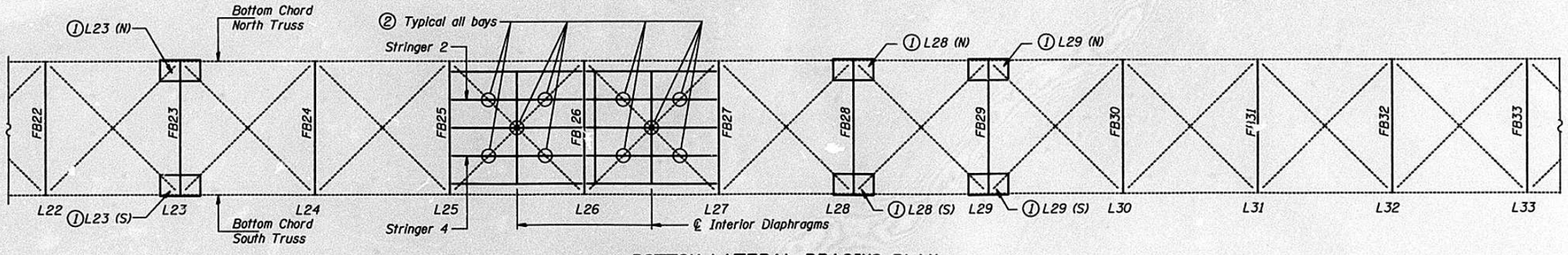


TOP LATERAL BRACING PLAN



TRUSS ELEVATION

(Looking North)



BOTTOM LATERAL BRACING PLAN

N

REPAIRS

① Remove and replace Horizontal Gusset Plate. See Drawings C45, C46 and C47.

② Remove hanger and replace with Hanger attaching Bottom Lateral Bracing to Interior Diaphragms. See Drawing C48.
Remove hanger and replace with Hanger attaching Bottom Lateral Bracing to Stringers 2 and 4. See Drawing C49.

③ Remove and replace Bottom Lateral Bracing. See Drawing C50.

④ Repair Top Lateral Bracing. See Drawing C51.

⑤ Remove and replace Stay Plate. See Drawing C52.

⑥ Remove and replace Lacing Bar. See Drawing C53.

⑦ Repair Truss Vertical. See Drawing C53.

LEGEND

○ - Indicates repair type.
FB - Indicates Floor Beam.
L - Indicates lower panel point
U - Indicates upper panel point
M - Indicates middle panel point.
N, S - Indicates North or South Truss.
E, W - Indicates East or West Side.

DESIGNED	S. Moynihan
CHECKED	J. Klein
mrg DRAWN	KG
CHECKED	S.E.M. J.K.K.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

TRUSS REPAIR LOCATIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

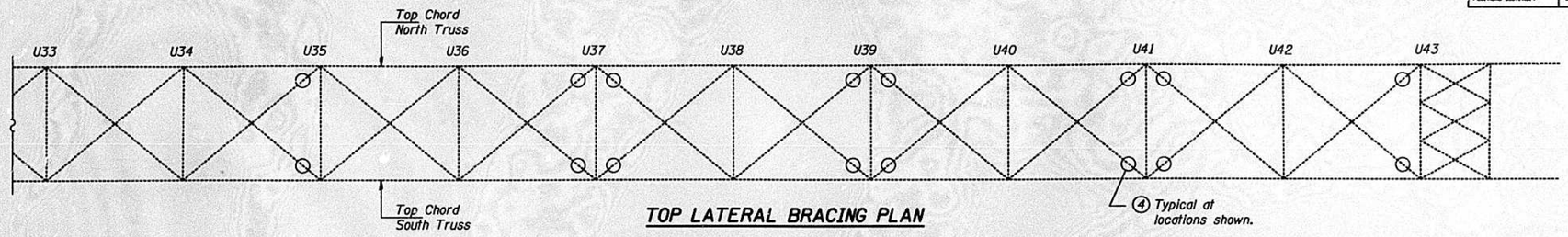
DWG. NO. C43

D C B A 0 A B C

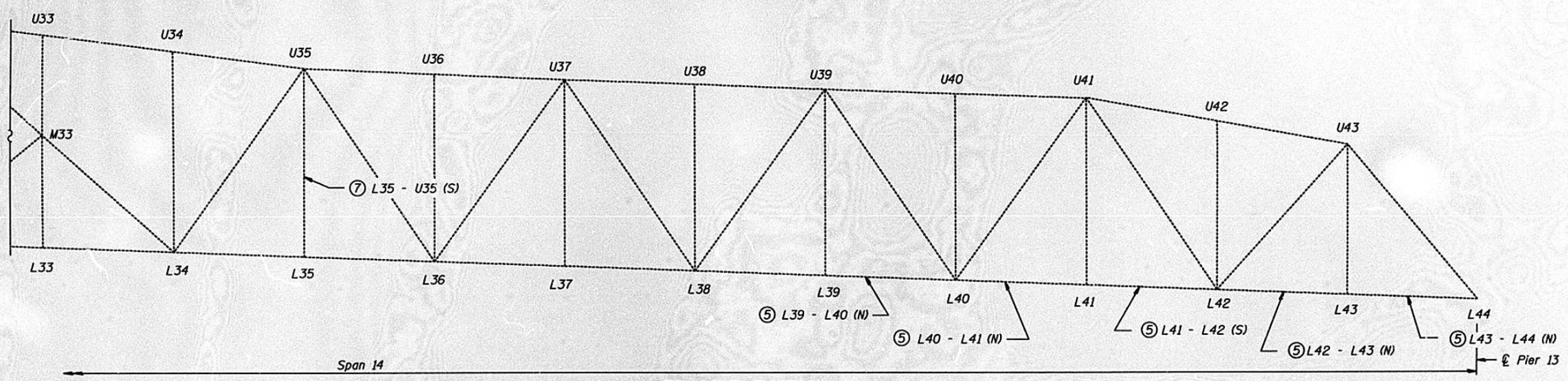
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	139
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

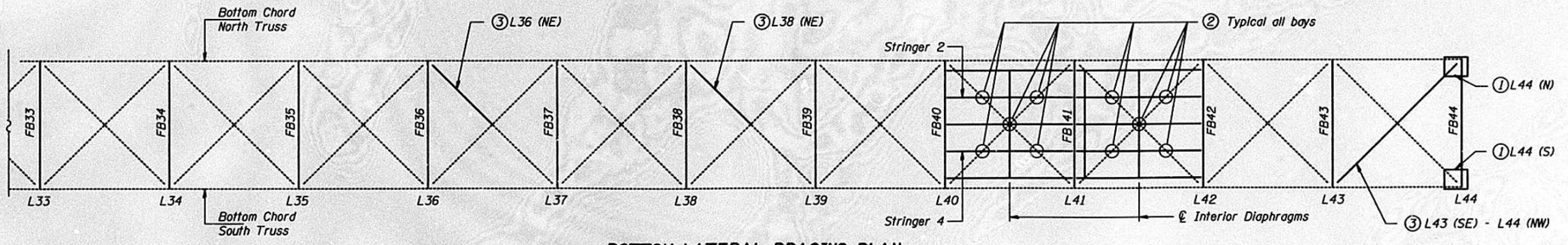
SHEET NO.
SHEETS



TOP LATERAL BRACING PLAN



TRUSS ELEVATION
(Looking North)



BOTTOM LATERAL BRACING PLAN

REPAIRS

① Remove and replace Horizontal Gusset Plate. See Drawings C45, C46 and C47.

② Remove hanger and replace with Hanger attaching Bottom Lateral Bracing to Interior Diaphragms. See Drawing C48.
Remove hanger and replace with Hanger attaching Bottom Lateral Bracing to Stringers 2 and 4. See Drawing C49.

③ Remove and replace Bottom Lateral Bracing. See Drawing C50.

④ Repair Top Lateral Bracing. See Drawing C51.

⑤ Remove and replace Stay Plate. See Drawing C52.

⑥ Remove and replace Lacing Bar. See Drawing C53.

⑦ Repair Truss Vertical. See Drawing C53.

LEGEND

○ - Indicates repair type.
FB - Indicates Floor Beam.
L - Indicates lower panel point
U - Indicates upper panel point
M - Indicates middle panel point.
N, S - Indicates North or South Truss.
E, W - Indicates East or West Side.

DESIGNED	S. Moynihan
CHECKED	J. Klein
DRAWN	mrg KG
CHECKED	S.E.M. J.K.K.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson
Engineer of Bridges and Structures

TRUSS REPAIR LOCATIONS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

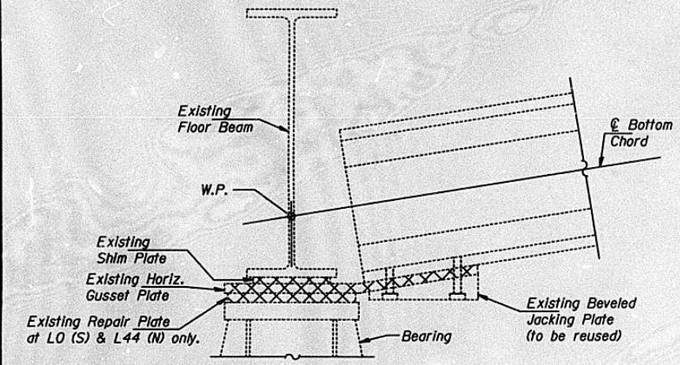
DWG. NO. C44

D C B A 0 A B C

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	140
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.

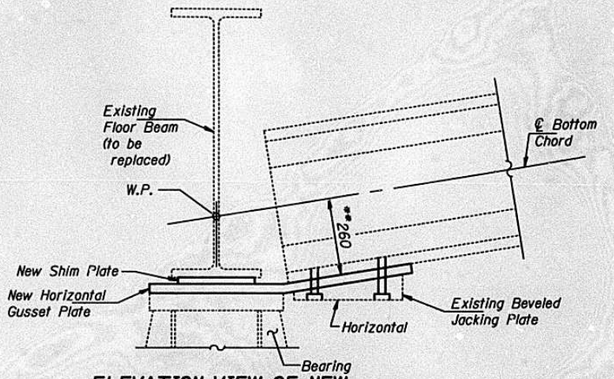
SHEETS



ELEVATION VIEW OF EXISTING HORIZONTAL GUSSET PLATE, SHIM PLATE AND REPAIR PLATE

(Vertical Gusset Plates not shown)

Note:
Cross Hatching indicates areas to be removed and discarded as part of the horizontal gusset plate replacement. Only bolts thru Jacking Plate (counter bored holes), Gusset Plate and Bottom Chord shown.



ELEVATION VIEW OF NEW HORIZONTAL GUSSET PLATE & SHIM PLATE AT LO (N), LO (S), L44 (N) AND L44 (S)

LO (N) - Looking North,
L44 (S) - Looking South,
LO (S) and L44 (N) - Opposite hand.

Vertical Gusset Plates not shown.

Only bolts thru Jacking Plate (counter bored holes), Gusset Plate and Bottom Chord shown.

Procedure for horizontal gusset plate replacement at LO and L44:
- Only one horizontal gusset plate shall be disconnected from the bottom chord of the truss at any one time.
- No horizontal gusset plate work shall be done until the jacking procedure at that Floor Beam has been completed, the truss has been cribbed (see Drawings F6, F7, F12 and F13) and the existing bearing has been removed (see Drawing F18).
- Remove counter bored M22 Bolts from the Existing Beveled Jacking Plate. Remove and store the Existing Beveled Jacking Plate.
- Remove the existing horizontal gusset plate (and the additional repair plate at LO (S) and L44 (N)).
- Bolt the New Horizontal Gusset Plate to the existing bottom chord with Flat Countersunk Head Cap Screws.
- Bolt the Existing Beveled Jacking Plate to the New Horizontal Gusset Plate and the existing bottom chord with M22 H.S. Bolts (reuse the counter bored holes in the Existing Beveled Jacking Plate).
- After the concrete work on pier has been completed, the existing bearing has been reinstalled and the truss has been lowered to its final position, the nuts for the 1" ϕ threaded studs (English) shall be tightened. The nuts for the studs that go through the Floor Beam bottom flange shall not be tightened until the new Floor Beam has been installed.
- Any bottom lateral bracing work that is required in the end bay may be made at this time.

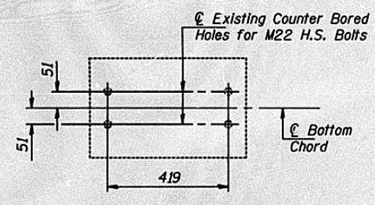
Notes: The horizontal gusset plates and associated hardware at LO (N), LO (S), L44 (N) and L44 (S) shall be removed and replaced as shown.

The dimensions shown shall be verified in the field prior to fabrication of plates. The dimensions shown have been taken from existing plans except as noted.

Care shall be taken so there is no damage to any steel that is to be reused.

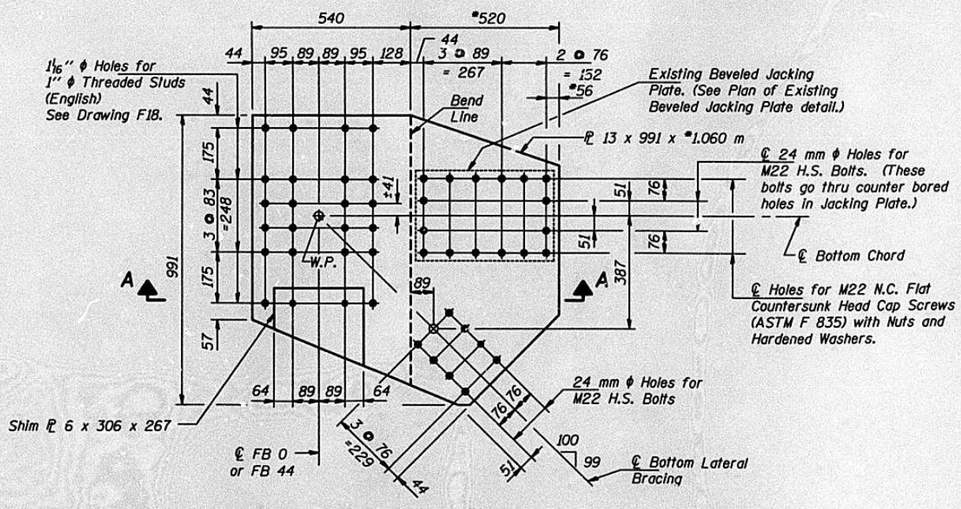
Work with Drawings C41 thru C44.

Cost of removal of bolts, rivets and plates, cost of storage of Existing Beveled Jacking Plate, cost of all new plates, bolts, washers, and nuts and cost of all work associated with this repair (except the jacking and cribbing of the truss and the removal and reinstallation of the bearing) are included in the pay item "Structural Steel Repair". The quantity for "Structural Steel Repair" on Drawing C47 includes the work shown on this Drawing.



PLAN OF EXISTING BEVELED JACKING PLATE

(To be reused)

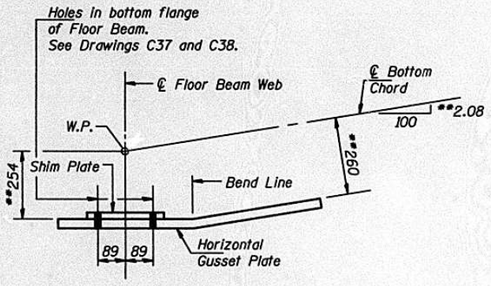


PLAN OF NEW HORIZONTAL GUSSET PLATE AND SHIM PLATE AT LO (N), LO (S), L44 (N) AND L44 (S)

(4 Required)
LO (N) and L44 (S) shown.
LO (S) and L44 (N) opposite hand.

Note:
All dimensions shown are given along the surface of the plate.

*These dimensions are longer than shown in existing plans.



SECTION A-A

(Only holes for threaded studs that go thru both Shim Plate and Horizontal Gusset Plate shown)

** Field Verify.

DESIGNED	S. Moynihan
CHECKED	J. Klein
DRAWN	Mike Gillette
CHECKED	S.E.M. J.K.K.

March 10, 1999

EXAMINED Engineer of Bridge Design

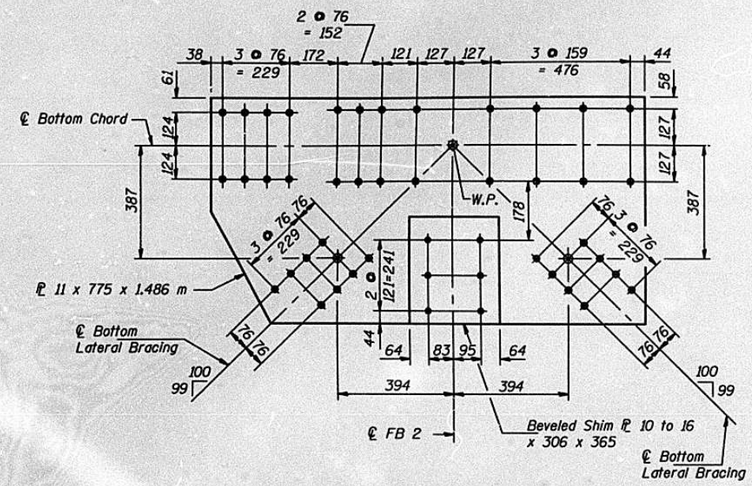
PASSED Engineer of Bridges and Structures

HORIZONTAL GUSSET PLATE REPLACEMENT DETAILS SPANS 12 - 14 F.A. ROUTE 317 SECTION 15B-I-8 PEORIA AND TAZEWELL COUNTIES STATION 6+791.262

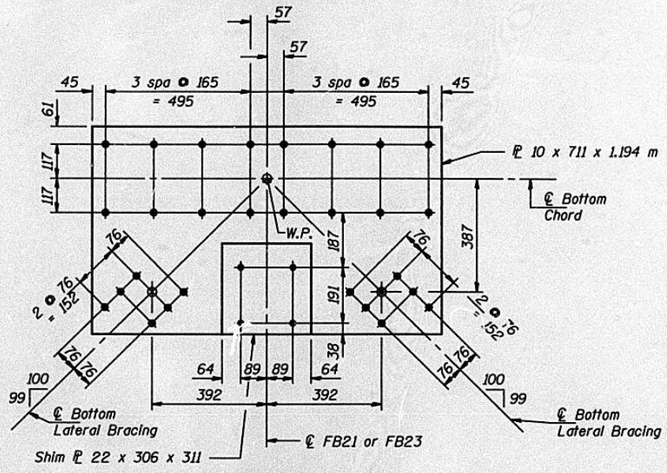
DWG. NO. C45

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

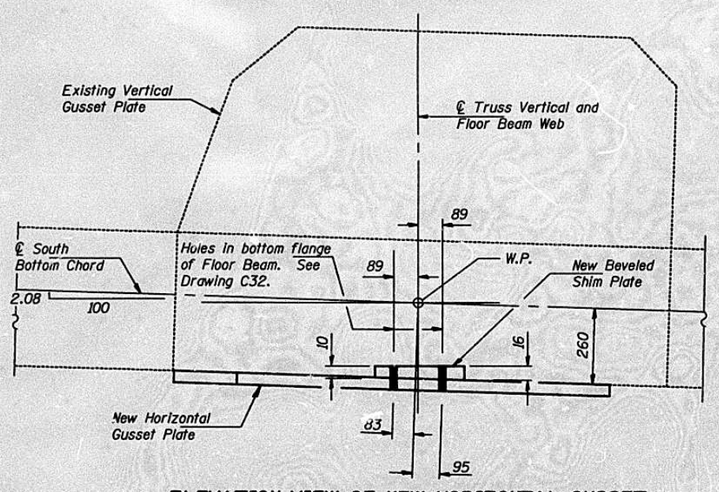
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-I-8	PEORIA & TAZEWELL	303	141
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



PLAN OF NEW HORIZONTAL GUSSET PLATE AND BEVELED SHIM PLATE AT L2 (S)

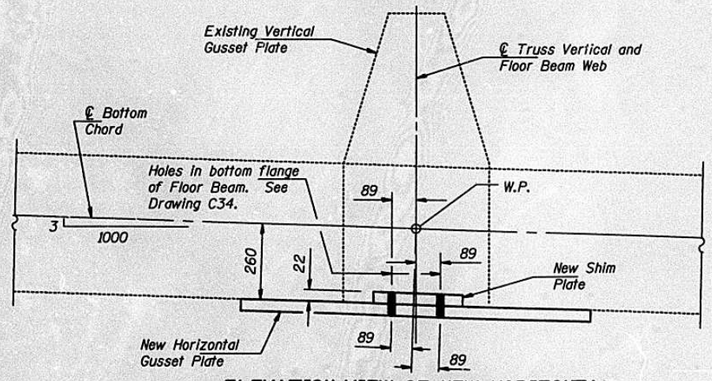


PLAN OF NEW HORIZONTAL GUSSET PLATE AND SHIM PLATE AT L21 (S), L23 (N) AND L23 (S)



ELEVATION VIEW OF NEW HORIZONTAL GUSSET PLATE AND BEVELED SHIM PLATE AT L2 (S)

(Looking South)
(Only holes for bolts that go thru both Shim Plate and Horizontal Gusset Plate shown.)



ELEVATION VIEW OF NEW HORIZONTAL GUSSET PLATE AND SHIM PLATE AT L21 (S), L23 (N) AND L23 (S)

(L21 (S) - Looking South,
L23 (N) - Looking North,
L23 (S) - Opposite Hand)
(Only holes for bolts that go thru both Shim Plate and Horizontal Gusset Plate shown.)

Notes: The horizontal gusset plates and associated hardware at L2 (S), L21 (S), L23 (N) and L23 (S) shall be removed and replaced as shown. All rivets to be removed and replaced with new M22 H.S. Bolts in 24 mm ϕ holes at locations shown.

The Contractor shall submit an erection procedure for the replacement of the horizontal gusset plates to be approved by the Engineer prior to ordering materials.

The dimensions shown shall be verified in the field prior to fabrication of plates.

Care shall be taken so there is no damage to any steel that is to be reused.

Work with Drawings C41 thru C44.

Cost of removal of rivets and plates, cost of all new plates, bolts, washers, and nuts and cost of all work associated with this repair are included in the pay item "Structural Steel Repair". The quantity for "Structural Steel Repair" on Drawing C47 includes the work shown on this Drawing.

DESIGNED	S. Moynihan
CHECKED	J. Klein
DRAWN	Mike Gillette
CHECKED	S.E.M. J.K.K.

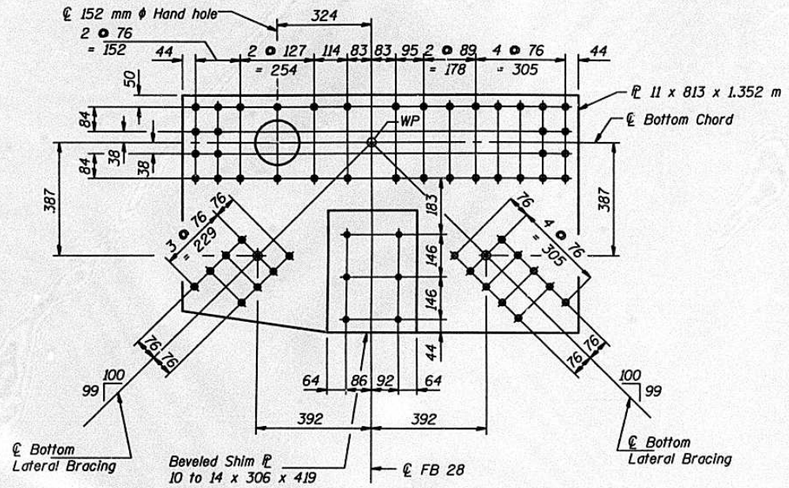
March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

HORIZONTAL GUSSET PLATE REPLACEMENT DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C46

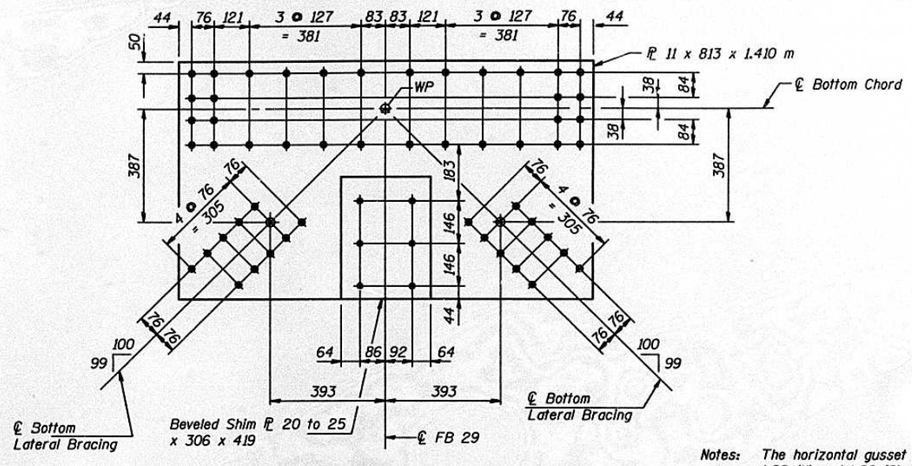
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	142
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



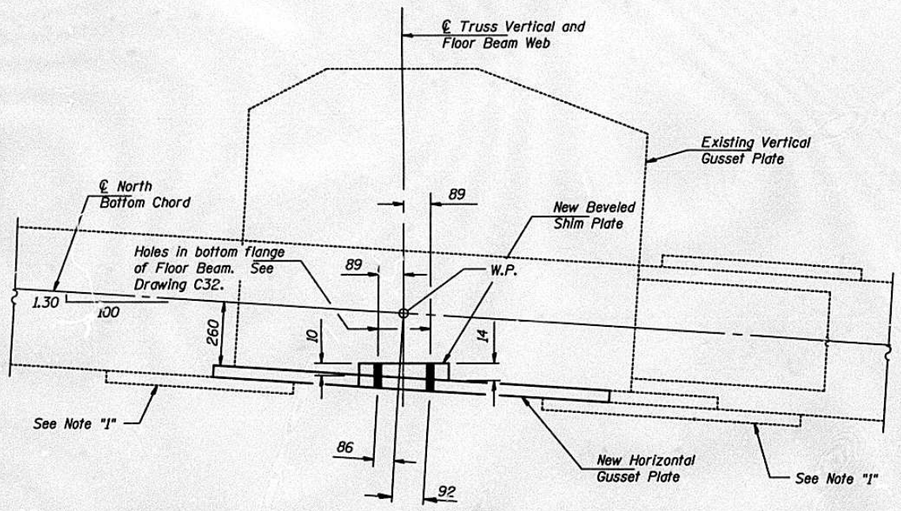
PLAN OF NEW HORIZONTAL GUSSET PLATE AND BEVELED SHIM PLATE AT L28 (N) AND L28 (S)

(L28 (N) shown, L28 (S) opposite hand)



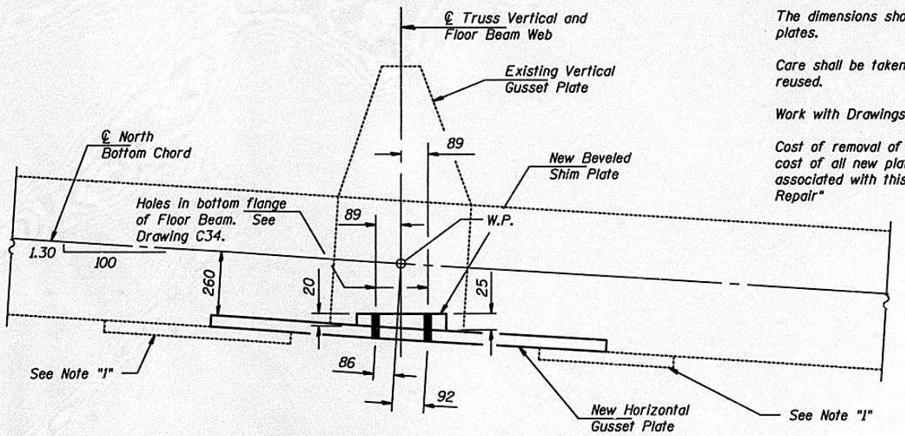
PLAN OF NEW HORIZONTAL GUSSET PLATE AND BEVELED SHIM PLATE AT L29 (N) AND L29 (S)

(L29 (N) shown, L29 (S) opposite hand)



ELEVATION VIEW OF NEW HORIZONTAL GUSSET PLATE AND BEVELED SHIM PLATE AT L28 (N) AND L28 (S)

(L28 (N) - Looking North, L28 (S) - Opposite hand)
(Only holes for bolts that go thru both Shim Plate and Horizontal Gusset Plate shown.)



ELEVATION VIEW OF NEW HORIZONTAL GUSSET PLATE AND BEVELED SHIM PLATE AT L29 (N) AND L29 (S)

(L29 (N) Looking North, L29 (S) - Opposite hand)
(Only holes for bolts that go thru both Shim Plate and Horizontal Gusset Plate shown.)

Note "I":
Splice plates noted may be removed, stored and reinstalled in order to facilitate replacing the existing horizontal gusset plate. Any additional rivets that are removed in order to remove these splice plates shall be replaced with M22 H.S. Bolts.

DESIGNED	S. Moynihan
CHECKED	J. Klein
DRAWN	Mike Gillette
CHECKED	S.E.M. J.K.K.

March 10, 1999
EXAMINED Raj P. Kaspar, ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson, ENGINEER OF BRIDGES AND STRUCTURES

Notes: The horizontal gusset plates and associated hardware at L28 (N), L28 (S), L29 (N) and L29 (S) shall be removed and replaced as shown. All rivets to be removed and replaced with new M22 H.S. Bolts in 24 mm ϕ holes at locations shown.

The Contractor shall submit an erection procedure for the replacement of the horizontal gusset plates to be approved by the Engineer prior to ordering materials.

The dimensions shown shall be verified in the field prior to fabrication of plates.

Care shall be taken so there is no damage to any steel that is to be reused.

Work with Drawings C41 thru C44.

Cost of removal of rivets and plates, cost of storage of any splice plates, cost of all new plates, bolts, washers, and nuts and cost of all work associated with this repair are included in the pay item "Structural Steel Repair"

BILL OF MATERIAL

Item	Unit	Quantity
*Structural Steel Repair	kg	1,470

* This quantity includes the horizontal gusset plate replacement work shown on Drawings C45, C46 and C47.

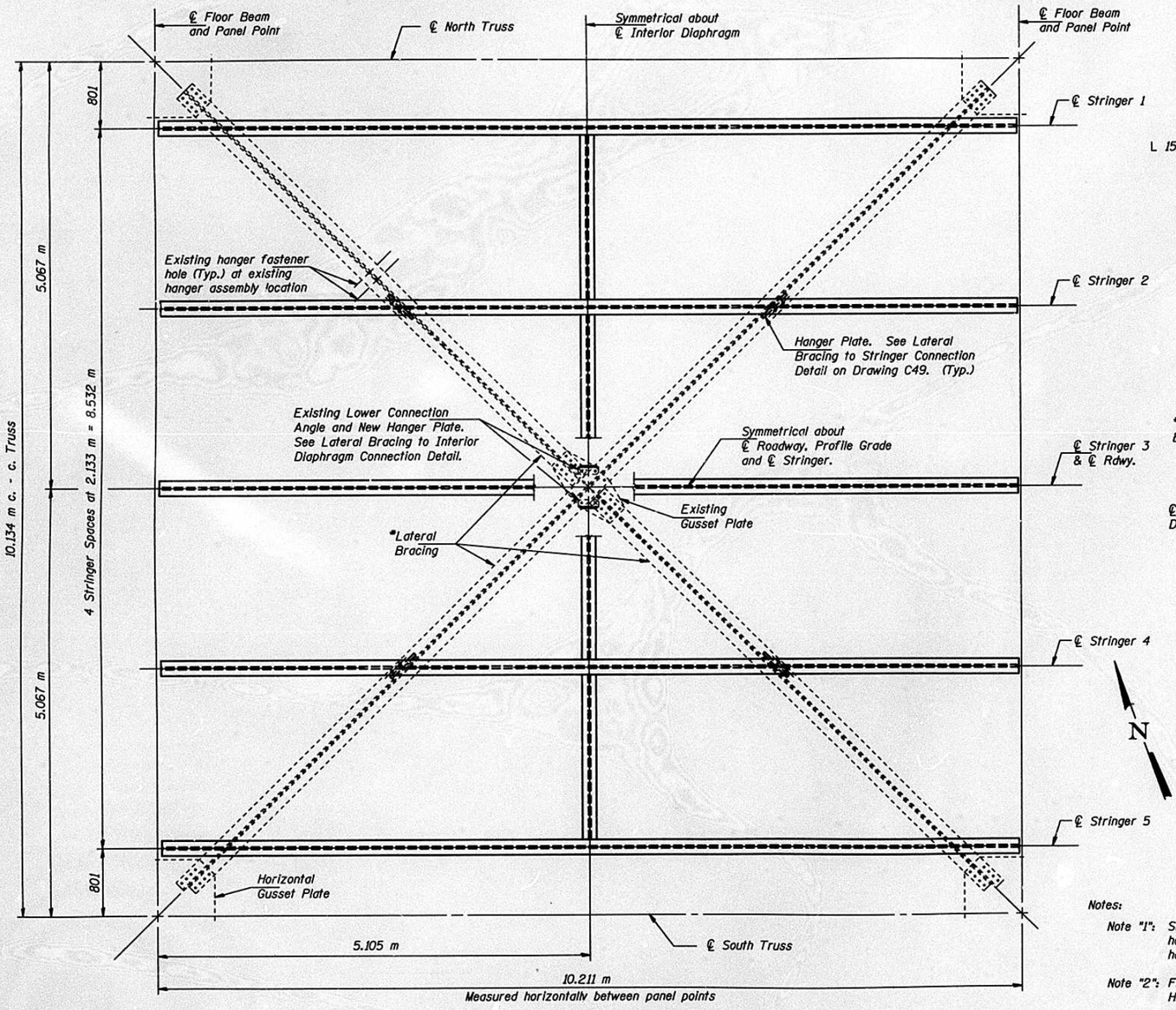
HORIZONTAL GUSSET PLATE REPLACEMENT DETAILS SPANS 12 - 14

F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C47

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

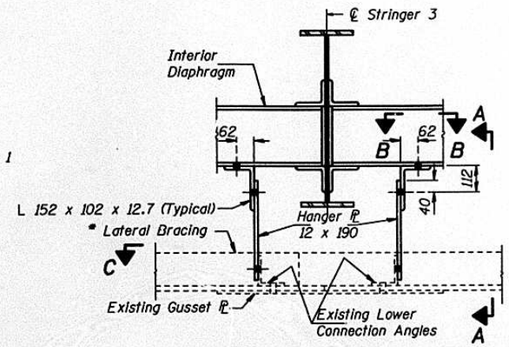
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	158-I-8	PEORIA & TAZEWELL	303	143
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS



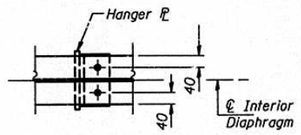
TYPICAL LATERAL BRACING PLAN

Note: End diaphragms not shown.

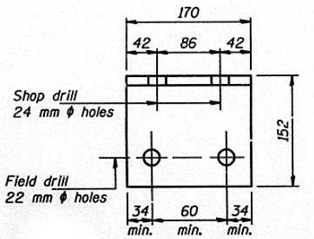
*Existing lateral bracing shown. Locations of New Lateral Bracing are indicated on Drawing C50. Details for connections at New Lateral Bracing are similar except as noted.



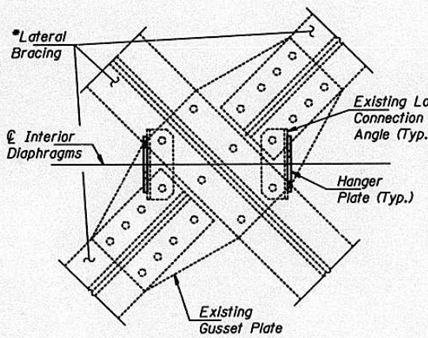
LATERAL BRACING TO INTERIOR DIAPHRAGM CONNECTION DETAIL



SECTION B-B

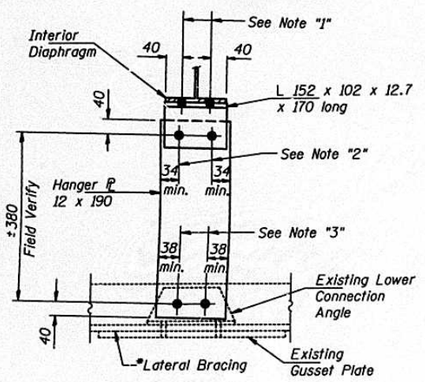


L 152 x 102 x 12.7 ELEVATION



SECTION C - C

Note:
Number of fasteners at ends of lateral bracing may vary from detail shown above. Existing lateral bracing shown. Detail for locations with New Lateral Bracing is similar but also includes Shim Plate "b". See Detail "B" on Drawing C50.



SECTION A - A

Notes:

Note "1": Shop drill 24 mm ϕ holes in Angle and field drill 22 mm ϕ holes in bottom flange of Diaphragm for M20 H.S. Bolts. A hardened washer shall be used over each 24 mm ϕ hole.

Note "2": Field drill 22 mm ϕ holes in Angle and in Hanger Plate for M20 H.S. Bolts.

Note "3": Field drill 24 mm ϕ holes in Hanger ℙ for M22 H.S. Bolts using the Existing Lower Connection Angle as a template.

Work with Drawings C41 thru C44 and C50.

For remainder of notes, see Drawing C49.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	Mike Gillette
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

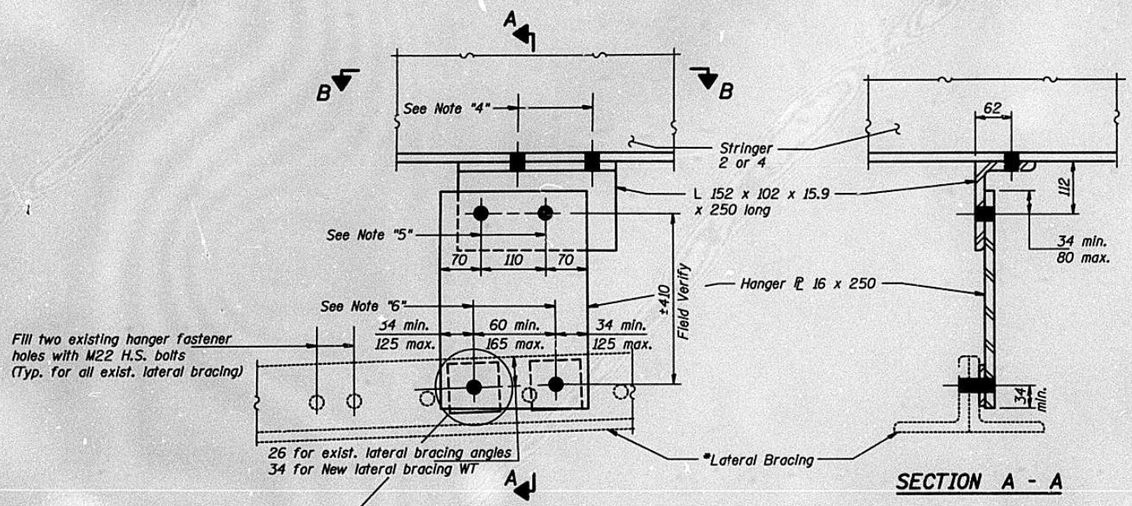
BOTTOM LATERAL BRACING HANGER REPLACEMENT DETAILS SPANS 12 - 14 F.A. ROUTE 317 SECTION 15B-I-8 PEORIA AND TAZEWELL COUNTIES STATION 6+791.262

DWG. NO. C48

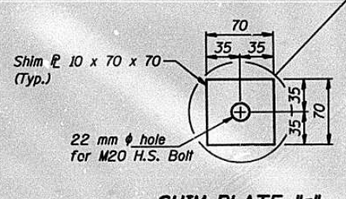
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	158-1-8	PEORIA & TAZEWELL	303	144
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT=		

SHEET NO.
SHEETS



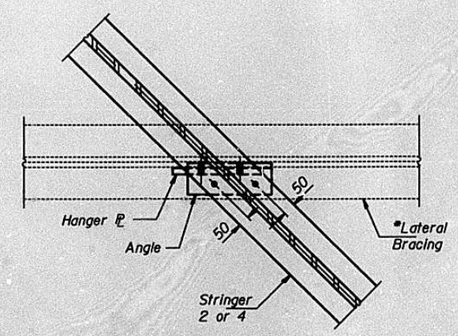
SECTION A - A



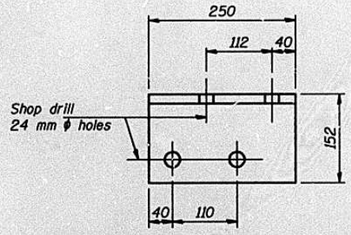
SHIM PLATE "a"

LATERAL BRACING TO STRINGER CONNECTION DETAIL

*Existing Lateral Bracing shown. Detail for locations with New Lateral Bracing is similar except as noted.



SECTION B - B



ELEVATION OF L 152 X 102 X 15.9

NOTES FOR CONNECTION OF LATERAL BRACING TO INTERIOR DIAPHRAGM AND TO STRINGERS

The hangers, angles and rivets attaching the existing bottom lateral bracing to the existing diaphragms shall be removed. New Hangers, New Angles and bolts attaching the bottom lateral bracing to the Interior Diaphragms and to Stringers 2 and 4 shall be installed as shown on this Drawing and on C48.

During replacement of the Stringers and Diaphragms, the lateral bracing shall be supported at both
- the center existing gusset plate for the lateral bracing and
- at either the new Hanger to Stringer Connection location or at the existing hanger assembly location.

The Contractor shall take care not to damage any steel that is to remain in place.

Work with Drawings C41 thru C44, C48 and C50.

Cost of removal of rivets, plates and angles, cost of all new plates, angles, bolts, washers and nuts and cost of all work associated with this repair (including any field drilling and bracing support) is included in the pay item "Furnishing & Erecting Structural Steel".

The quantity for "Furnishing & Erecting Structural Steel" includes all Bottom Lateral Bracing Hanger Assemblies including those locations where the bottom lateral bracing is to be replaced (as shown on Drawing C50).

One Bottom Lateral Bracing Hanger Assembly consists of 1 New Hanger Plate, 1 New Angle, the associated bolts, washers, nuts and any shim plates. Number required:

Bottom Lateral Bracing to Interior Diaphragm Hanger Assembly	88 req'd (2 per bay)
Bottom Lateral Bracing to Stringer Hanger Assembly	176 req'd (4 per bay)

Notes:

Note "4": Shop drill 24 mm ϕ holes in Angle and field drill 22 mm ϕ holes in bottom flange of Stringer for M20 H.S. bolts. A hardened washer shall be used over each 24 mm ϕ hole.

Note "5": Shop drill 24 mm ϕ holes in Angle. 24 mm ϕ holes in Hanger Plate may be field drilled for M20 H.S. bolts. Two hardened washers shall be used for each bolt.

Note "6": Field drill 22 mm ϕ holes in Hanger Plate and Lateral Bracing for M20 H.S. bolts. Where fasteners in the vertical legs of the existing lateral bracing interfere with placement of the Hanger Plate, the fasteners shall be removed and the holes in the lateral bracing shall be filled with Silicone Sealant suitable for Structural Steel. (Cost included with "Furnishing and Erecting Structural Steel"). The minimum spacing between the centers of the existing fastener hole and the adjacent new fastener is 50 mm. If any fasteners in the vertical legs of the existing lateral bracing are removed, the fasteners (existing or new) on either side of the removed fastener shall be no more than 300 mm apart. Any spaces larger than 300 mm shall have an additional 22 mm ϕ hole drilled in the vertical legs of the existing lateral bracing only for a M20 H.S. Bolt. The minimum spacing between the centers of the new fastener and the adjacent fastener (existing or new) is 65 mm.

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	Mike Gillette
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

BOTTOM LATERAL BRACING HANGER REPLACEMENT DETAILS SPANS 12 - 14 F.A. ROUTE 317 SECTION 15B-I-8 PEORIA AND TAZEWELL COUNTIES STATION 6+791.262

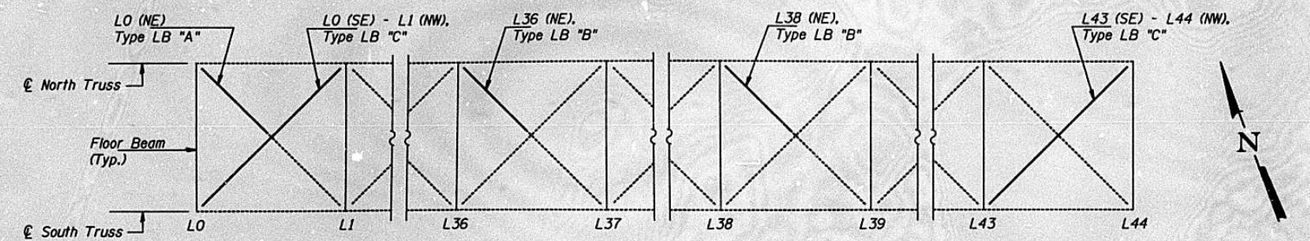
DWG. NO. C49

TAMERAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

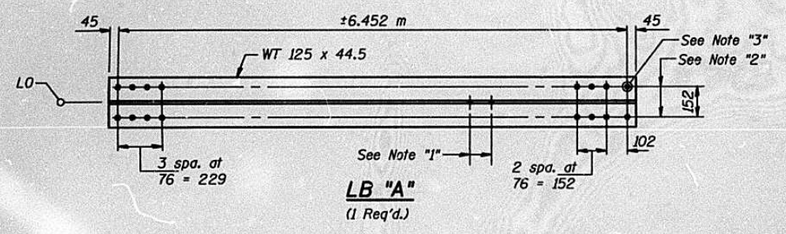
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	15B-1-8	PEORIA & TAZEWELL	303	145
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

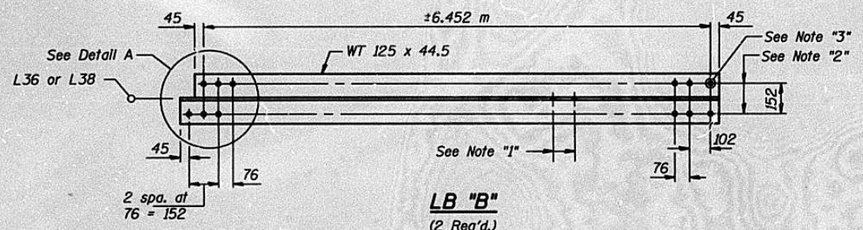


LOCATION OF NEW LATERAL BRACING

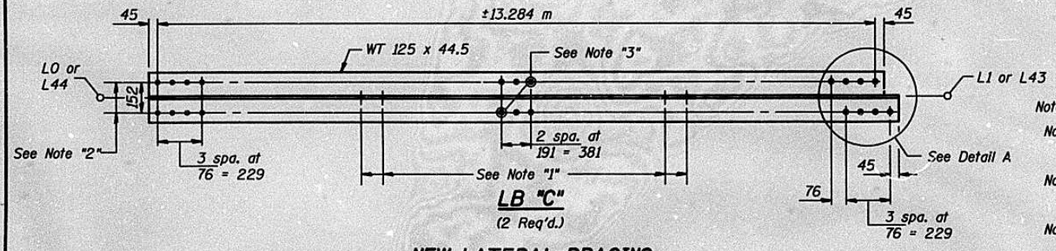
(For notation legend, see Drawings C41 thru C44.)



LB "A"
(1 Req'd.)

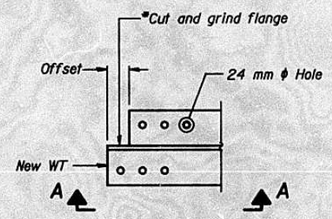


LB "B"
(2 Req'd.)



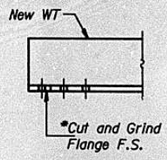
LB "C"
(2 Req'd.)

NEW LATERAL BRACING

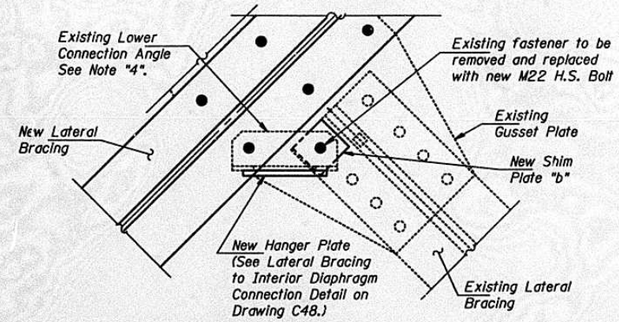


DETAIL A
(LB "B" shown, LB "C" similar)

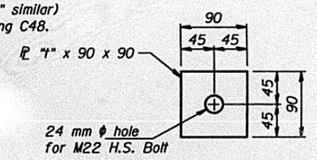
* In the locations where an existing lateral bracing that is to be replaced has angles that are not flush at the ends, the new WT lateral bracing shall have a portion of the flange cut and ground to match the offset at the existing angle ends. Field verify the offset. The cost of cutting and grinding the flange shall be included in the unit price bid for "Structural Steel Repair".



VIEW A - A



DETAIL B
(LB "C" shown, LB "A" and LB "B" similar)
Work with Section C-C on Drawing C48.



SHIM PLATE "b"

Required thickness "t" of shim plate is 8 mm for LB "C" (3 req'd.) and 10 mm for LB "B" (2 req'd.).

Notes:

At the locations specified, the existing bottom lateral bracing and the associated rivets shall be removed and replaced with new Lateral Bracing and bolts as shown.

The Contractor shall take care not to damage any steel that is to remain in place.

Work with Drawings C41 thru C44, C48 and C49.

Cost of removal of rivets and angles, cost of all new Lateral Bracing, bolts, washers and nuts and cost of all work associated with this repair (including any field drilling) is included in the pay item "Structural Steel Repair".

The dimensions shown shall be field verified.

Notes:

Note "1": Field drill 22 mm dia. holes in stem for M20 H. S. Bolts. See Lateral Bracing to Stringer Connection Detail on Drawing C49.

Note "2": Field drill 24 mm dia. holes in flange for M22 H.S. Bolts using the gusset plate as a template.

Note "3": Bolt after Shim ℄ "b" has been placed and Existing Lower Connection Angle has been repositioned.

Note "4": The Existing Lower Connection Angles shall remain in place except at locations where they interfere with placement of New Lateral Bracing. At these locations, the Existing Lower Connection Angle shall be removed, the New Lateral Bracing shall be placed according to the notes and details on this sheet, Shim Plate "b" shall be placed on the adjacent existing Lateral Bracing leg and the Existing Lower Connection Angle shall be reattached with 2 new M22 H. S. Bolts . See Detail B. For remainder of connection details, see Lateral Bracing to Interior Diaphragm Connection Detail on Drawing C48.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Steel Repair	kg	2,110

DESIGNED	S. Moynihan
CHECKED	D. Verhulst
DRAWN	Mike Gillette
CHECKED	S.E.M. D.G.V.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

BOTTOM LATERAL BRACING REPLACEMENT DETAILS SPANS 12 - 14 F.A. ROUTE 317 SECTION 15B-I-8 PEORIA AND TAZEWELL COUNTIES STATION 6+791.262

DWG. NO. C50

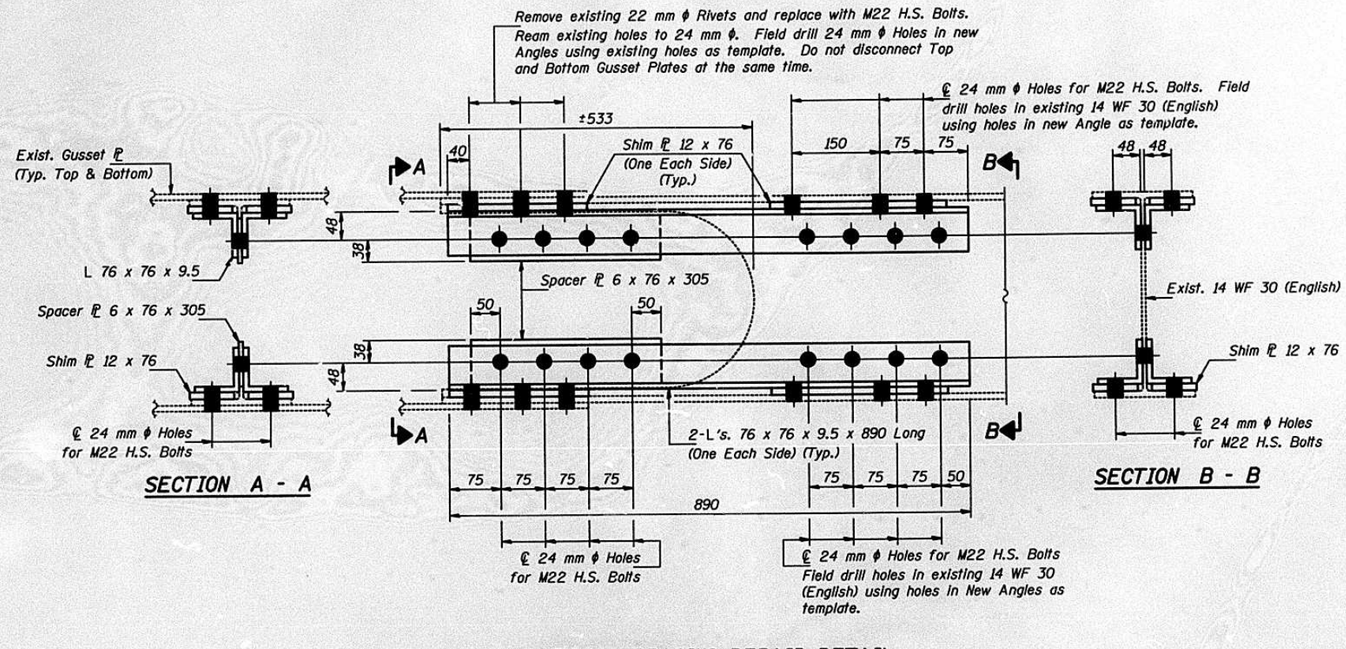
D C B A 0 A B C

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	146
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



LATERAL BRACING REPAIR DETAIL

100 Locations Estimated - Contractor to verify all locations of Web Cutout in Top Lateral Bracing, and repair as indicated in this detail.

Notes: Work with Drawings C41 thru C44.

Care shall be taken so there is no damage to any steel which is to be reused.

Cost of removal of rivets, cost of all new plates, angles, bolts and other hardware, and cost of all work associated with this repair (including field drilling, reaming and bracing supports) are included in the pay item "Structural Steel Repair".

The dimensions shown shall be field verified.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Steel Repair	kg	7,060

DESIGNED	J. Klein
CHECKED	S. Moynihan
DRAWN	mrg John F. Schaeller Jr.
CHECKED	J.K.K S.E.M.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

TOP LATERAL BRACING REPAIR DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

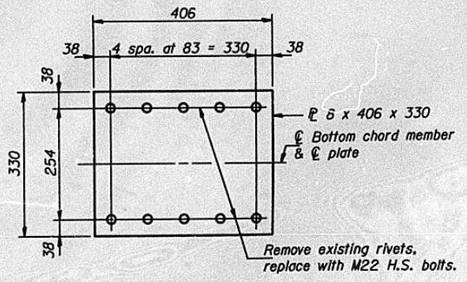
DWG. NO. C51

D C B A 0 A B C D

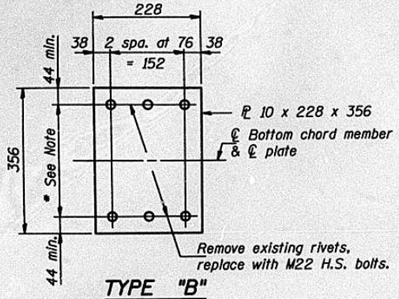
TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	147
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TYPE "A"
(2 Req'd.)



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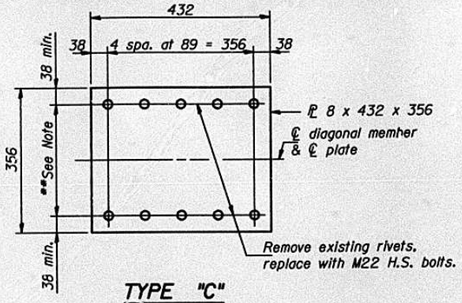
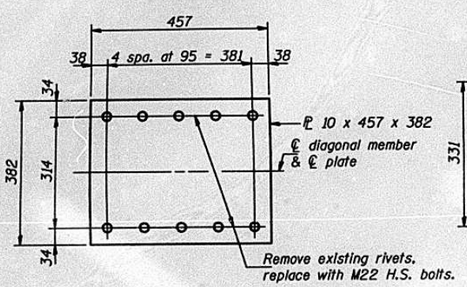
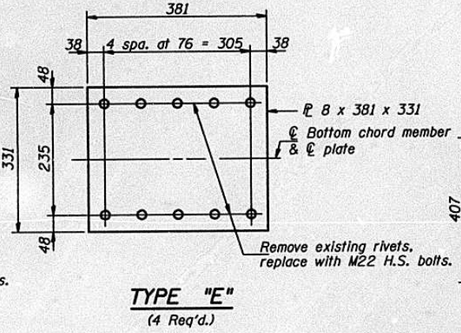


TYPE "C"
(4 Req'd.)



TYPE "D"
(1 Req'd.)



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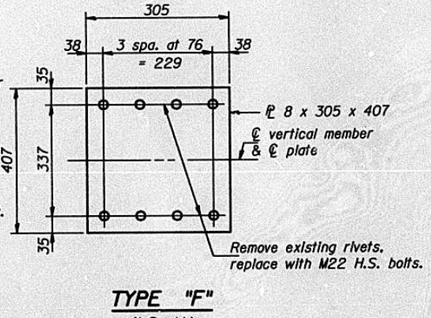
(4 Req'd.)

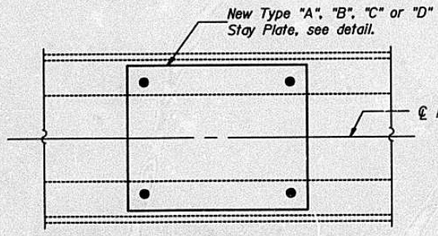


TYPE "F"
(1 Req'd.)

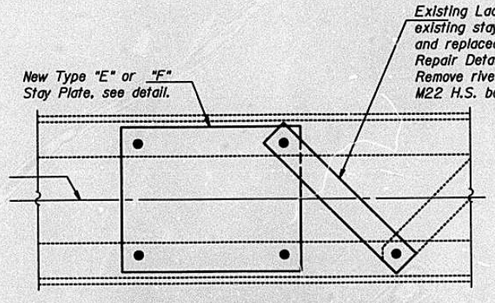
STAY PLATE DETAILS

*Note:
268 mm at L6-L7 and L39-L40
238 mm at L40-L41 and L41-L42
254 mm at L42-L43 and L43-L44

**Note:
276 mm at L10-M11 and L20-U21
280 mm at L18-M17



PLAN OF TYPE "1" STAY PLATE REPLACEMENT DETAIL



PLAN OF TYPE "2" STAY PLATE REPLACEMENT DETAIL

TRUSS MEMBER STAY PLATE REPLACEMENT TABLE

Span	Truss	Member	Nearest Joint	Detail Type	Plate Type	No. of Plates Req'd	Location
12	South	L0-L1	L0	"1"	"A"	1	top of bottom chord member, 1st plate to east of L0
12	North	L6-L7	L7	"1"	"B"	2	top of bottom chord member, 1st and 4th plates to west of L7
12	North	L10-M11	L10	"1"	"C"	1	lower side of diagonal member, 1st plate up from L10
13	North	L16-M15	L16	"1"	"D"	1	lower side of diagonal member, 1st plate up from L16
13	North	L18-M17	L18	"1"	"C"	2	upper and lower sides of diagonal member, 1st plates up from L18
13	North	L20-U20	L20	"2"	"F"	1	west side of vertical member, 1st plate up from L20
13	North	L20-U21	L20	"1"	"C"	1	upper side of diagonal member, 1st plate up from L20
13	North	L20-L21	L20	"2"	"E"	1	top of bottom chord member, 1st plate to east of L20
13	North	L22-L23	L23	"2"	"E"	2	top and bottom of bottom chord member, 1st plates to west of bottom chord splice (1st stay plates to west of L23)
13	North	L23-L24	L24	"2"	"E"	1	top of bottom chord member, 1st plate to west of L24
14	North	L39-L40	L39	"1"	"B"	4	top of bottom chord member, 2nd, 3rd, 4th and 5th plates to east of L39
14	North	L40-L41	L41	"1"	"B"	1	top of bottom chord member, 1st plate to west of L41
14	South	L41-L42	L41	"1"	"B"	3	top of bottom chord member, 1st, 2nd and 5th plates to east of L41
14	North	L42-L43	L42	"1"	"B"	1	top of bottom chord member, 2nd plate to east of L42
14	North	L43-L44	L44	"1"	"B"	2	top of bottom chord member, 3rd and 5th plates to west of L44
			L44	"1"	"A"	1	top of bottom chord member, 1st plate to west of L44

BILL OF MATERIAL

Item	Unit	Quantity
Structural Steel Repair	kg	270

Notes: The existing stay plates and the associated rivets shall be removed and replaced with new Stay Plates and bolts as shown at the locations specified.

Care shall be taken so there is no damage to any steel that is to be reused.

Work with Drawings C41 thru C44.

Cost of removal of rivets and plates, cost of all new Stay Plates, bolts, washers and nuts and cost of all work associated with this repair (including any field drilling) are included in the pay item "Structural Steel Repair".

The dimensions shown shall be field verified.

DESIGNED	S. Moynihan
CHECKED	J. Klein
mrg DRAWN	John F. Schneller Jr.
CHECKED	S.E.M. J.K.K.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Ralph E. Anderson Engineer of Bridges and Structures

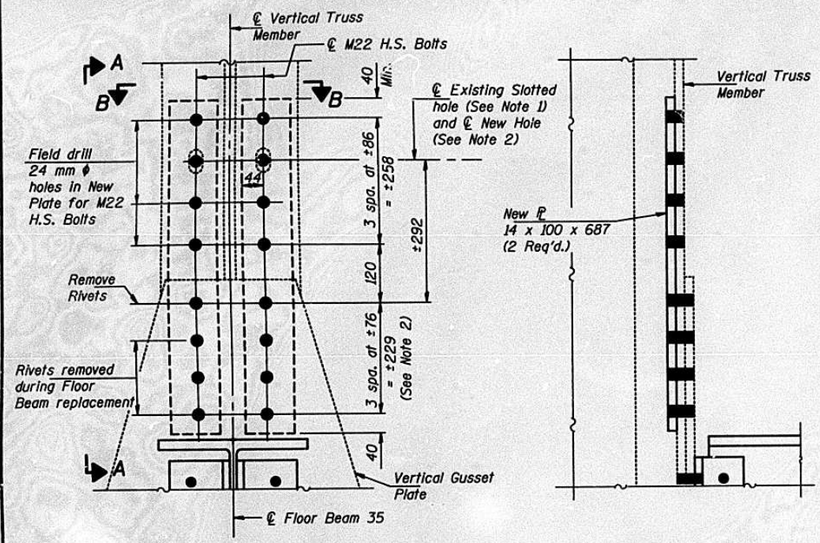
STAY PLATE REPLACEMENT DETAILS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-1-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C52

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	148
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TRUSS VERTICAL L35 - U35 REPAIR DETAIL

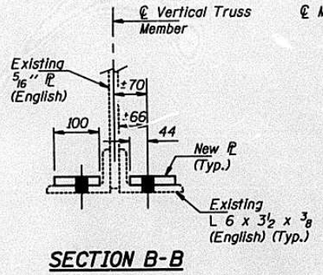
(1 Req'd. at L35 - U35 (S))
(Looking South)

Cost of removal of rivets, cost of New Plates, bolts, washers and nuts and cost of all work associated with this repair are included in the pay item "Structural Steel Repair".

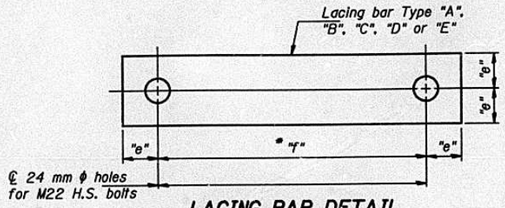
Note 1:
Existing holes are 17 mm x 38 mm slotted holes (in Vertical Truss Member) from existing rail connection. Rivets removed with bridge handrail removal.

Note 2:
After measuring hole locations on existing Vertical Truss member, holes in New Plate shall be subpunched or subdrilled 22 mm ϕ and reamed in the field to 24 mm ϕ for M22 H.S. Bolts.

VIEW A-A



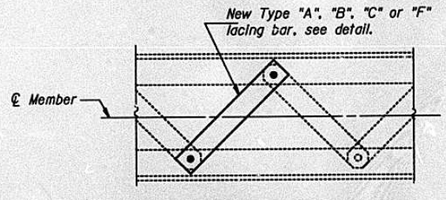
SECTION B-B



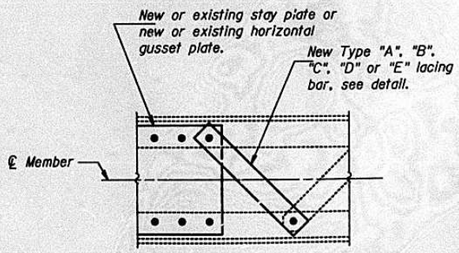
LACING BAR DETAIL

TABLE OF LACING BAR DIMENSIONS

BAR TYPE	BAR SIZE	DIM. "e"	DIM. "f"	No. Req'd.
"A"	ℙ 8 x 64 x 385	32	321	62
"B"	ℙ 8 x 64 x 378	32	314	59
"C"	ℙ 8 x 64 x 372	32	308	14
"D"	ℙ 8 x 64 x 383	32	319	2
"E"	ℙ 10 x 58 x 449	29	391	1
"F"	ℙ 10 x 58 x 434	29	376	4



PLAN OF TYPE "1" LACING BAR REPLACEMENT DETAIL



PLAN OF TYPE "2" LACING BAR REPLACEMENT DETAIL

TRUSS MEMBER LACING BAR REPLACEMENT TABLE

Span	Truss	Member	Detail Type	Lacing Bar Type	No. of Lacing Bars Req'd	Location
13	North	L16-M15	"1"	"F"	4	lower side of diagonal member, 1st, 2nd, 3rd and 4th lacing bars up from L16
13	North	L20-U20	"2"	"E"	1	west side of vertical member, 1st lacing bar up from L20
13	North	L20-U21	"2"	"D"	2	lower side of diagonal member, 1st and 2nd lacing bars up from L20
13	South	L20-L21	"1"	"A"	1	bottom of bottom chord member, 7th lacing bar east of L20
13	North	L20-L21	"1" "2"	"A" "A"	36 2	bottom of bottom chord member, all lacing bars
			"2"	"A"	1	top of bottom chord member, 1st lacing bar to east of L20
13	North	L21-L22	"2"	"B"	1	top of bottom chord member, 1st lacing bar to east of L21
			"1"	"B"	1	bottom of bottom chord member, 21st lacing bar to east of L21
13	South	L21-L22	"1"	"B"	2	bottom of bottom chord member, 11th and 12th lacing bars east of L21
13	South	L22-L23	"1" "1" "2" "2" "2"	"B" "C" "A" "B" "C"	26 6 1 1 1	bottom of bottom chord member, all lacing bars
13	North	L22-L23	"1" "1" "2" "2" "2"	"B" "C" "A" "B" "C"	26 6 1 1 1	bottom of bottom chord member, all lacing bars
			"2"	"B"	1	top of bottom chord member, 1st lacing bar to west of bottom chord splice (4th lacing bar to west of L23)
13	South	L23-L24	"1"	"A"	19	bottom of bottom chord member, 50% of all lacing bars
13	North	L23-L24	"2"	"A"	1	top of bottom chord member, 1st lacing bar to west of L24

Notes: The existing lacing bars and the associated rivets shall be removed and replaced with new Lacing Bars and bolts as shown at the locations specified.

Care shall be taken so there is no damage to any steel that is to be reused.

Work with Drawings C41 thru C44.

Cost of removal of rivets and bars, cost of all new Lacing Bars, bolts, washers and nuts and cost of work associated with this repair (including any field drilling) are included in the pay item "Structural Steel Repair".

* The dimensions indicated shall be field verified.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Steel Repair	kg	330

DESIGNED	S. Moynihan
CHECKED	J. Klein
mrg DRAWN	John F. Schaeller Jr.
CHECKED	S.E.M. J.K.K.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

LACING BAR REPLACEMENT DETAILS & TRUSS VERTICAL REPAIR DETAIL
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

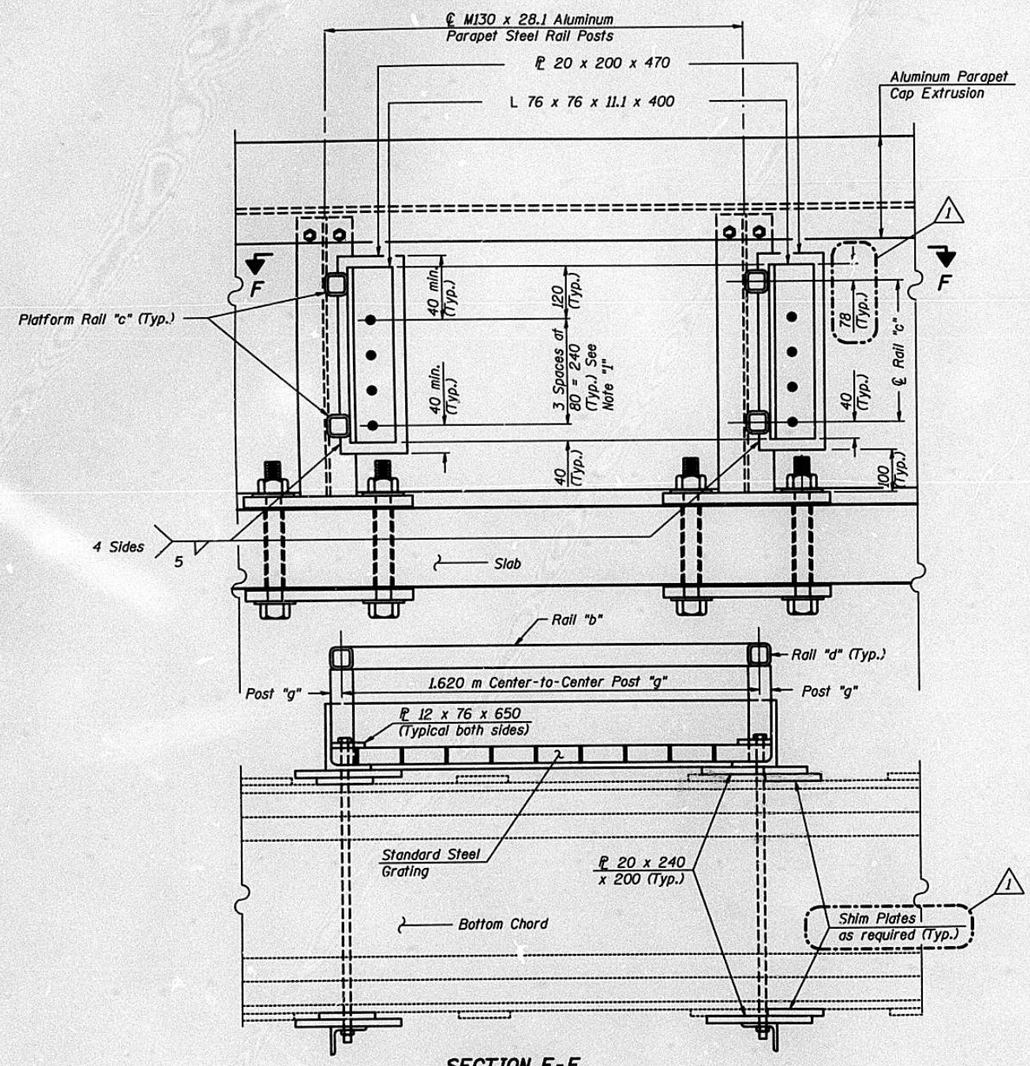
DWG. NO. C53

C C B B A A 0 TAMERAN A A B B C C D

ROUTE NO.	SECTION	COUNTY	STATE SHEETS	SHEET NO.
FA 317	15B-1-8	PEORIA & TAZEWELL	303	150
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

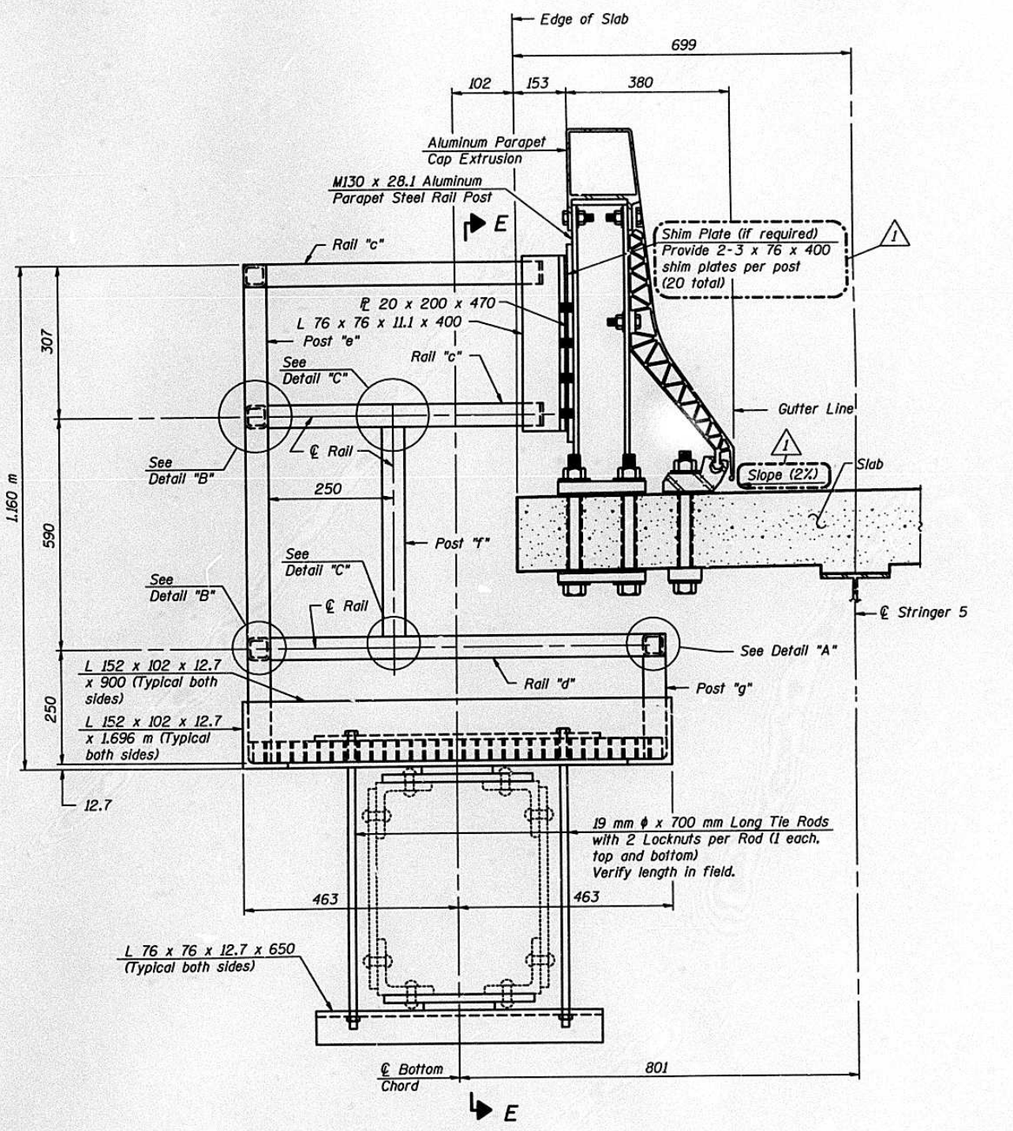
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION E-E

Attachment shown of Platform Rails to Aluminum Parapet Rail Posts is for Platform near Pier 10. Attachment at other locations is similar except for:
- location of ℄ 10 x 200 x 470
- orientation of L 76 x 76 x 11.1.

See Section F-F on Drawing C57.



SIDE VIEW

All platform rails and platform posts are TS 51 x 51 x 6.4 x Length. See table on drawing C54 for lengths.

Note:
Work with Drawings C54, C56 and C57.

DESIGNED	S. Moynihan
CHECKED	J. Klein
DRAWN	M.B.M.
CHECKED	S.E.M. J.K.K.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

Note "1":
Shop drill 24 mm ϕ holes in Angle and field drill 22 mm ϕ holes in Plate for M20 H.S. Bolts. A hardened washer shall be used over each 24 mm ϕ hole. Cost of field drilling is included with "Furnishing and Erecting Structural Steel."

NAVIGATION LIGHT PLATFORMS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

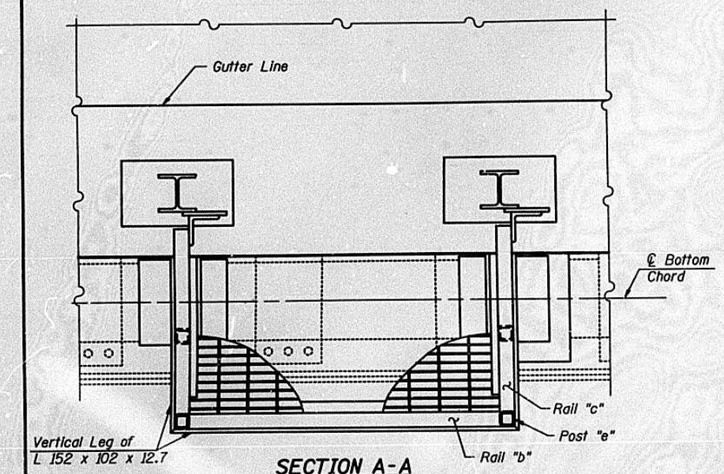
DWG. NO. C55

1 Revised 5-20-99 S.E.M.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	158-1-8	PEORIA & TAZEWELL	303	151
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

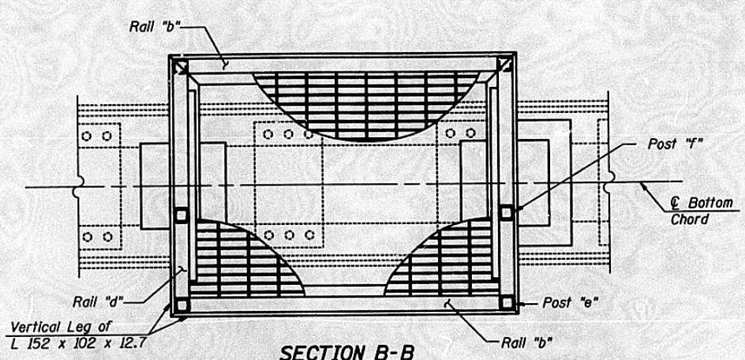
SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



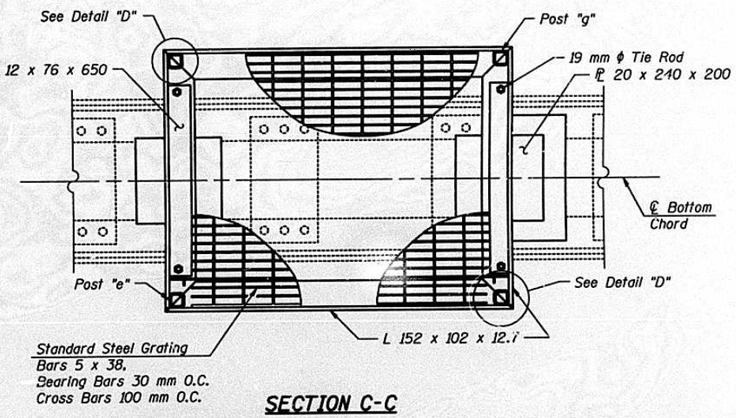
SECTION A-A

Details shown are for Platform near Pier 10. All other Platforms are similar except for:
- attachment of Platform Rails to Aluminum Parapet Rail Posts as noted in Sec. F-F on Drawing C55.
- attachment of Platform to Bottom Chord as noted in Sec. D-D.



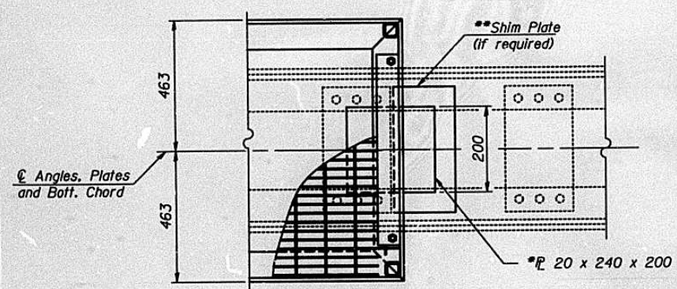
SECTION B-B

Details shown are for Platform near Pier 10. All other Platforms are similar except for attachment of Platform to Bottom Chord as noted in Section D-D.

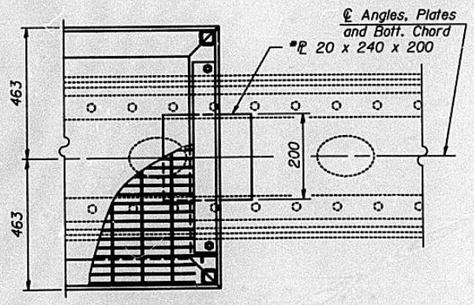


SECTION C-C

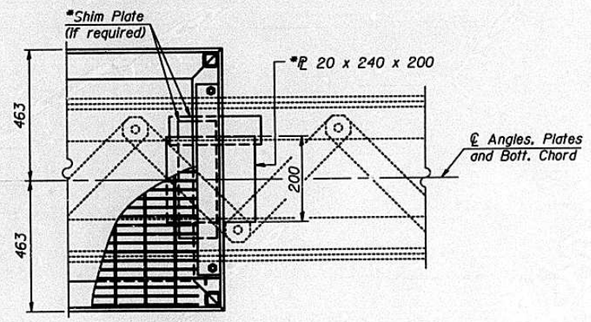
Details shown are for Platform near Pier 10. All other Platforms are similar except for attachment of Platform to Bottom Chord as noted in Section D-D.



SECTION D-D
(at L0 - L1 and L43 - L44)



SECTION D-D
(at L14 - L15 and L29 - L30)



SECTION D-D
(at L22 - L23)

N

* ℄ 20 x 240 x 200 required at top and bottom of bottom chord at each end of platform (4 required per platform).

** Provide:
4 Shim Plates 10 x 100 x 160
12 Shim Plates 10 x 150 x 330
Use as required to keep Platform level.
Quantity included with "Furnishing and Erecting Structural Steel".

Note:
Work with Drawings C54, C55 and C57.

DESIGNED	S. Moynihan
CHECKED	J. Klein
DRAWN	M.B.M.
CHECKED	S.E.M. J.K.K.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

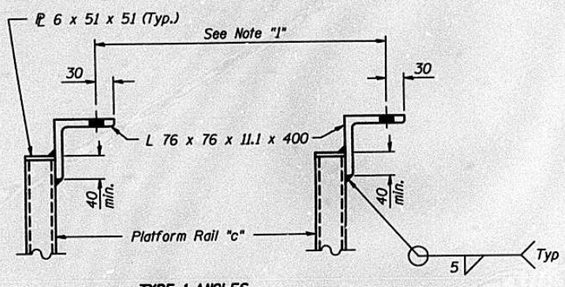
NAVIGATION LIGHT PLATFORMS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C56

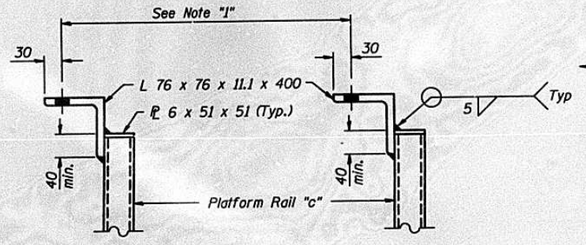
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 317	158-1-8	PEORIA & TAZEWELL	303	152
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



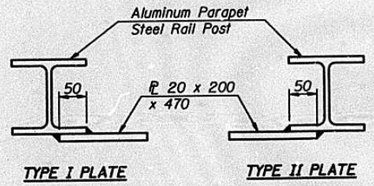
TYPE 1 ANGLES



TYPE 2 ANGLES

DETAIL OF ANGLE WELDED TO PLATFORM RAIL "C"

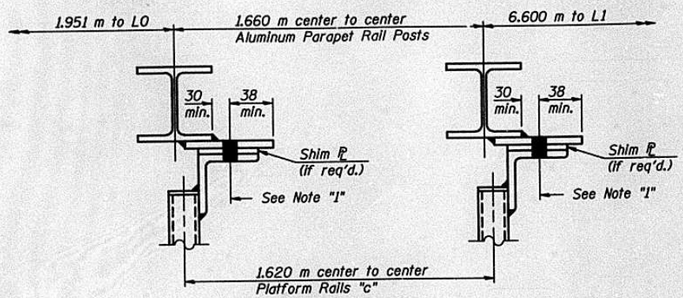
(Type 1 Angles on 3 Platforms)
(Type 2 Angles on 2 Platforms)



TYPE I PLATE **TYPE II PLATE**

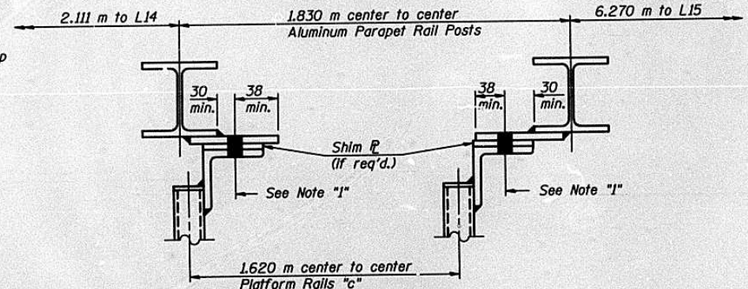
DETAIL OF PLATE WELDED TO ALUMINUM PARAPET RAIL POST

(Type I Plate on 6 Aluminum Parapet Rail Posts)
(Type II Plate on 4 Aluminum Parapet Rail Posts)
Cost of ℄ 10 x 200 x 470 shop welded to Aluminum Parapet Steel Rail Posts is included with "Aluminum Parapet." See Drawing C23.



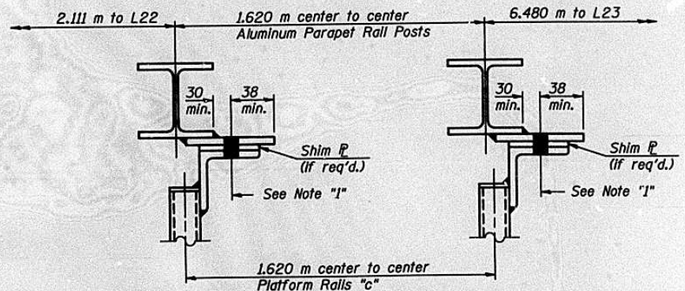
SECTION F-F

At Platform near Pier 10
(Type I Plates, Type 1 Angles. See Details)



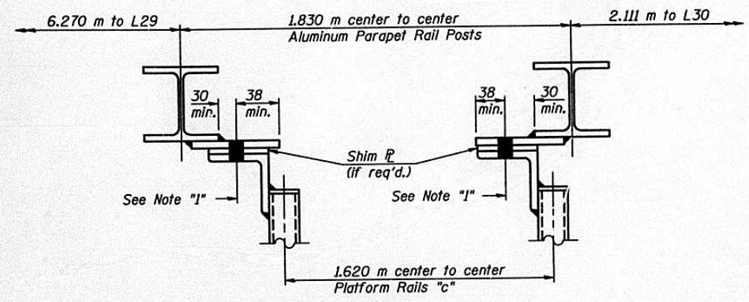
SECTION F-F

At Platform near Pier 11
(Type I Plate and Type II Plate, Type 1 Angles. See Details)



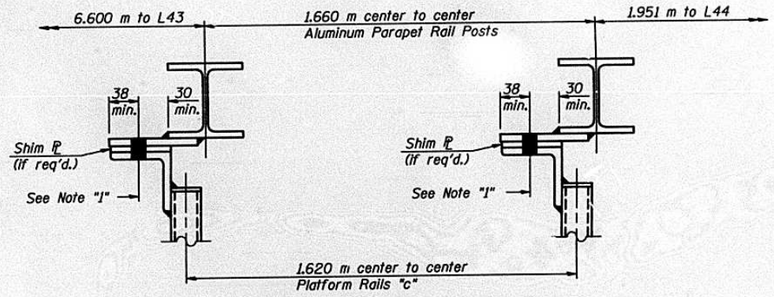
SECTION F-F

At Platform near center of Span 13
(Type I Plates, Type 1 Angles. See Details)



SECTION F-F

At Platform near Pier 12
(Type I Plate and Type II Plate, Type 2 Angles. See Details)



SECTION F-F

At Platform near Pier 13
(Type II Plates, Type 2 Angles. See Details)

Note "1":
Shop drill 24 mm ϕ holes in Angle and field drill 22 mm ϕ holes in ℄ 20 x 200 x 470 and in shim ℄ (if req'd.) for M20 H.S. Bolts. A hardened washer shall be used over each 24 mm ϕ hole. Cost of field drilling is included with "Furnishing and Erecting Structural Steel."

Note:
Work with Drawings C54, C55 and C56.

DESIGNED	S. Moynihan
CHECKED	J. Klein
DRAWN	M.B.M.
CHECKED	S.E.M. J.K.K.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

NAVIGATION LIGHT PLATFORMS
SPANS 12 - 14
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. C57

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	153
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts M22, open holes 24 mm ϕ, unless otherwise noted.

Roadway expansion guards shall be assembled in the proper position with the ends in place and shall be left assembled for shop inspection.

The roadway expansion plates shall be flame cut as provided in Article 505.04(k) of the Standard Specifications.

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

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the floor beams and stringers.

Reinforcement bars shall conform to the requirements of AASHTO M-31M, M-42M or M-53M Grade 400.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

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

Structural Steel repairs shown in the plans are based on the "Bridge Condition Report" and Field Investigations. The Engineer may determine during construction that modifications or additions to these repairs are necessary. Any such modifications or additions shall be approved by the Engineer and shall be paid for at the same rate as unit bid price for the particular item.

Removal of the existing handrail, existing lighting system, existing wearing surface, existing joints, existing waterproofing membrane system and existing steel grid is included with "Removal of Existing Deck".

The inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the acrylic finish coat shall be Blue, Munsell No. 10B 3/6. See Special Provision "Cleaning and Painting New Metal Structures".

Cleaning and painting of the existing Deck Truss structural steel shall be as specified in the Special Provision for "Cleaning and Painting Existing Steel Structures". All existing structural steel within 4.6 m of either side of expansion joints shall be cleaned by Method 1. All remaining existing structural steel shall be cleaned by Method 2. The aluminum epoxy mastic / acrylic paint system shall be used for painting of the existing structural steel. The color of the final finish coat shall be Blue, Munsell 10B 3/6.

The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.

Rivets that are missing shall be replaced with H.S. bolts, as directed by the Engineer, and shall be paid for as "Furnishing and Erecting Structural Steel".

BILL OF MATERIAL

ITEM	UNIT	"D"
Bituminous Concrete Removal (Deck)	m^2	—
Deck Slab Repair (Partial)	m^2	—
Deck Slab Repair (Full Depth Type I)	m^2	—
Deck Slab Repair (Full Depth Type II)	m^2	—
Bridge Deck Scarification 20 mm	m^2	—
Bridge Deck Scarification 50 mm	m^2	—
Bridge Deck Concrete Overlay Option	m^2	—
Removal of Existing Concrete Deck	L.S.	0.2
Removal of Existing Superstructures	Each	—
Structural Steel Removal	kg	122,800
Bridge Handrail Removal	m	—
Concrete Superstructure	m^3	299.9
Reinforcement Bars, Epoxy Coated	kg	58,100
Drainage Scuppers (Special)	Each	20
Floor Drains	Each	—
Drainage System	L.S.	0.2
Bridge Deck Grooving	m^2	1,358
Protective Coat	m^2	1,620
Name Plates	Each	
Aluminum Parapet	m	318.2
Modular Expansion Joint 320 mm	m	—
Modular Expansion Joint 400 mm	m	—
Silicone Joint Sealer 25 mm	m	—
Preformed Joint Seal 45 mm	m	40.7
Preformed Joint Seal 102 mm	m	—
Neoprene Expansion Joint 100 mm	m	—
Reinforced Neoprene Expansion Joint Treatment	m	10.1
Structural Steel Repair	kg	550
Furnishing & Erecting Structural Steel	L.S.	0.10
Stud Shear Connectors	Each	7,800
Rivet Removal & Replacement	Each	0
Field Measurements	L.S.	0.2
Remove and Reinstall Bearings	Each	—
Elastomeric Bearing Assembly Type II (Modified)	Each	20
Elastomeric Bearing Assembly Type I	Each	—
Elastomeric Bearing Assembly Type II	Each	—
Floating Bearings, Guided Expansion, 1000 kN	Each	—
Floating Bearings, Guided Expansion, 1500 kN	Each	—
Floating Bearings, Guided Expansion, 10000 kN	Each	—
Wind Anchorage Assembly Replacement	Each	—
Cleaning and Painting Steel Bridge	L.S.	0.08
Power Tool Cleaning Residue Containment and Disposal	L.S.	0.08
Blasting Residue Containment and Disposal	L.S.	0.08
Temporary Support System	Each	—
Jacking and Cribbing	Each	—
Structure Excavation	m^3	—
Concrete Removal	m^3	—
Concrete Structures	m^3	—
Formed Concrete Repair (Depth equal to or less than 125 mm)	m^2	—
Formed Concrete Repair (Depth greater than 125 mm)	m^2	—
Epoxy Crack Sealing	m	—
Bridge Seat Sealer	m^2	—
Stone Riprap Class A4	m^2	—
Filter Fabric for Use with Riprap	m^2	—
Furnishing Steel Piles HP310 x 94	m	—
Driving Steel Piles	m	—

* Includes Horizontal Gusset Plate Replacements. ⚠1

Calculated Mass of Structural Steel	UNIT	"D"
AASHTO M 270M, Grade 250	kg	21,980
AASHTO M 270M, Grade 345	kg	92,720

DRAWING SET INDEX

DRAWING	TITLE
1	General Plan and Elevation
2	Total Bill of Material
3	Total Index of Drawings
4	Construction Sequence
A1 - A28	Set "A" - Ramp "E" Overlay
B1 - B36	Set "B" - Deck Truss (Spans 6 - 11)
C1 - C57	Set "C" - Thru Truss (Spans 12 - 14)
D1 - D21	Set "D" - Deck Truss (Spans 15 - 17)
E1 - E25	Set "E" - East Approach (Spans 18 - 30)
F1 - F76	Set "F" - Substructure (Pier 4 - East Abutment)

INDEX FOR SET "D" DECK TRUSS (SPAN 15 -17)

DRAWING	TITLE
D1	General Notes, Bill of Material and Index of Drawings for Spans 15 -17
D2 - D3	Top of Slab Elevations - Spans 15 - 17
D4	Superstructure Spans 15 - 17
D5	Superstructure Details Spans 15 - 17
D6 - D8	Aluminum Parapet Details
D9 - D10	Drainage Scupper (Special)
D11	Drainage System
D12	Expansion Joint Details, Pier 13
D13	Expansion Joint Details, Pier 16
D14	Structural Steel Spans 15 - 17
D15 - D17	Structural Steel Details Spans 15 - 17
D18	Light Support Details
D19	Truss Repair Layout Spans 15 - 17
D20 - D21	Gusset Plate Replacement Spans 15 - 17

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schaeller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

McCLUGAGE BRIDGE (E.B.)
U.S. 150 AND U.S. 24 OVER
THE ILLINOIS RIVER
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262
STRUCTURE NO. 090-0070 (E.B.)

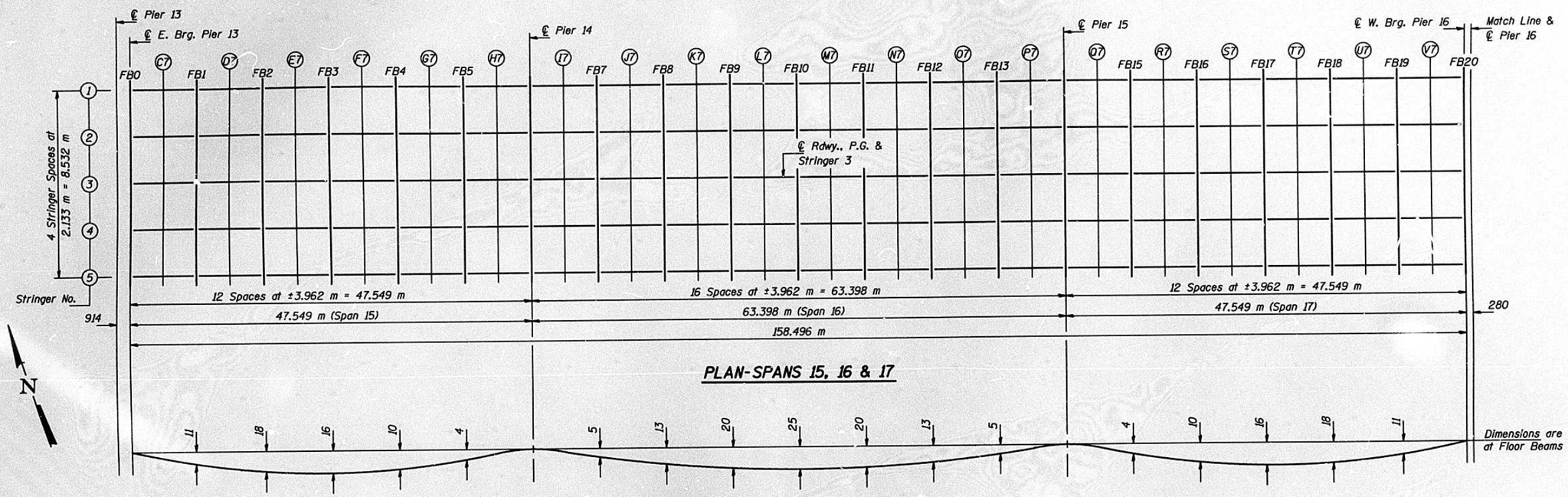
DWG. NO. D1

⚠1 Revised 5-20-99 S.E.M.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	154
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

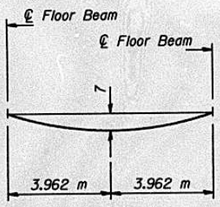


PLAN-SPANS 15, 16 & 17

DEAD LOAD DEFLECTION DIAGRAM OF TRUSS

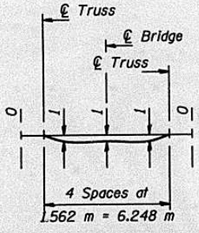
(Includes weight of concrete only)

Note: The deflections shown in the diagram are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Drawing D3. All elevations and offsets are in meters.



DEAD LOAD DEFLECTION DIAGRAM OF STRINGERS

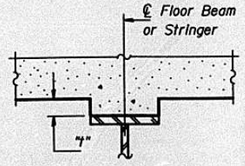
(Includes weight of concrete only)



DEAD LOAD DEFLECTION DIAGRAM OF FLOOR BEAM

(Includes weight of concrete only)

Note: The deflections shown in the diagram are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above. All elevations and offsets are in meters. Work this sheet with Drawing D3.



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on Drawing D3, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schaeller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

TOP OF SLAB ELEVATIONS
SPANS 15 THRU 17
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. D2

CC BB A 0 A BB CC D

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	155
FED. ROAD DIST. NO. ?	ILLINOIS	FED. AID PROJECT=		

SHEET NO.

SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRINGERS 1 & 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL E BRG PIER 13	7016.816	4.266	152.602	152.602
C7	7020.778	4.266	152.521	152.533
FB1	7024.741	4.266	152.440	152.451
D7	7028.703	4.266	152.359	152.380
FB2	7032.665	4.266	152.278	152.296
E7	7036.628	4.266	152.197	152.220
FB3	7040.590	4.266	152.116	152.131
F7	7044.553	4.266	152.035	152.054
FB4	7048.515	4.266	151.954	151.964
G7	7052.478	4.266	151.873	151.887
FB5	7056.440	4.266	151.792	151.796
H7	7060.402	4.266	151.710	151.720
CL PIER 14	7064.365	4.266	151.629	151.630
I7	7068.327	4.266	151.548	151.558
FB7	7072.290	4.266	151.467	151.472
J7	7076.252	4.266	151.386	151.402
FB8	7080.214	4.266	151.305	151.318
K7	7084.177	4.266	151.224	151.248
FB9	7088.139	4.266	151.143	151.163
L7	7092.102	4.266	151.062	151.092
FB10	7096.064	4.266	150.981	151.006
M7	7100.026	4.266	150.900	150.930
FB11	7103.989	4.266	150.819	150.839
N7	7107.951	4.266	150.738	150.762
FB12	7111.914	4.266	150.657	150.670
O7	7115.876	4.266	150.576	150.592
FB13	7119.838	4.266	150.495	150.500
P7	7123.801	4.266	150.414	150.424
CL PIER 15	7127.763	4.266	150.333	150.334
Q7	7131.726	4.266	150.252	150.261
FB15	7135.688	4.266	150.171	150.175
R7	7139.651	4.266	150.090	150.104
FB16	7143.613	4.266	150.009	150.019
S7	7147.575	4.266	149.928	149.947
FB17	7151.538	4.266	149.847	149.862
T7	7155.500	4.266	149.766	149.789
FB18	7159.463	4.266	149.685	149.703
U7	7163.425	4.266	149.604	149.625
FB19	7167.387	4.266	149.523	149.534
V7	7171.350	4.266	149.442	149.454
CL W BRG PIER 16	7175.312	4.266	149.361	149.361
CL PIER 16	7175.591	4.266	149.355	149.355

STRINGERS 2 & 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL E BRG PIER 13	7016.816	2.133	152.637	152.637
C7	7020.778	2.133	152.556	152.570
FB1	7024.741	2.133	152.475	152.487
D7	7028.703	2.133	152.394	152.417
FB2	7032.665	2.133	152.313	152.332
E7	7036.628	2.133	152.232	152.257
FB3	7040.590	2.133	152.151	152.167
F7	7044.553	2.133	152.070	152.090
FB4	7048.515	2.133	151.989	152.000
G7	7052.478	2.133	151.908	151.923
FB5	7056.440	2.133	151.827	151.832
H7	7060.402	2.133	151.746	151.756
CL PIER 14	7064.365	2.133	151.665	151.667
I7	7068.327	2.133	151.584	151.595
FB7	7072.290	2.133	151.503	151.509
J7	7076.252	2.133	151.422	151.439
FB8	7080.214	2.133	151.341	151.355
K7	7084.177	2.133	151.260	151.284
FB9	7088.139	2.133	151.179	151.200
L7	7092.102	2.133	151.098	151.128
FB10	7096.064	2.133	151.017	151.043
M7	7100.026	2.133	150.936	150.966
FB11	7103.989	2.133	150.854	150.875
N7	7107.951	2.133	150.773	150.798
FB12	7111.914	2.133	150.692	150.706
O7	7115.876	2.133	150.611	150.628
FB13	7119.838	2.133	150.530	150.536
P7	7123.801	2.133	150.449	150.460
CL PIER 15	7127.763	2.133	150.368	150.370
Q7	7131.726	2.133	150.287	150.298
FB15	7135.688	2.133	150.206	150.211
R7	7139.651	2.133	150.125	150.140
FB16	7143.613	2.133	150.044	150.055
S7	7147.575	2.133	149.963	149.984
FB17	7151.538	2.133	149.882	149.898
T7	7155.500	2.133	149.801	149.826
FB18	7159.463	2.133	149.720	149.739
U7	7163.425	2.133	149.639	149.662
FB19	7167.387	2.133	149.558	149.570
V7	7171.350	2.133	149.477	149.490
CL W BRG PIER 16	7175.312	2.133	149.396	149.396
CL PIER 16	7175.591	2.133	149.390	149.390

STRINGER 3, ℄ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL E BRG PIER 13	7016.816	0.000	152.669	152.670
C7	7020.778	0.000	152.588	152.602
FB1	7024.741	0.000	152.507	152.519
D7	7028.703	0.000	152.426	152.449
FB2	7032.665	0.000	152.345	152.364
E7	7036.628	0.000	152.264	152.289
FB3	7040.590	0.000	152.183	152.199
F7	7044.553	0.000	152.102	152.122
FB4	7048.515	0.000	152.021	152.032
G7	7052.478	0.000	151.940	151.955
FB5	7056.440	0.000	151.859	151.864
H7	7060.402	0.000	151.778	151.788
CL PIER 14	7064.365	0.000	151.697	151.699
I7	7068.327	0.000	151.616	151.627
FB7	7072.290	0.000	151.535	151.541
J7	7076.252	0.000	151.454	151.471
FB8	7080.214	0.000	151.373	151.387
K7	7084.177	0.000	151.292	151.316
FB9	7088.139	0.000	151.211	151.232
L7	7092.102	0.000	151.130	151.160
FB10	7096.064	0.000	151.049	151.075
M7	7100.026	0.000	150.968	150.998
FB11	7103.989	0.000	150.886	150.907
N7	7107.951	0.000	150.805	150.830
FB12	7111.914	0.000	150.724	150.738
O7	7115.876	0.000	150.643	150.660
FB13	7119.838	0.000	150.562	150.568
P7	7123.801	0.000	150.481	150.492
CL PIER 15	7127.763	0.000	150.400	150.402
Q7	7131.726	0.000	150.319	150.330
FB15	7135.688	0.000	150.238	150.243
R7	7139.651	0.000	150.157	150.172
FB16	7143.613	0.000	150.076	150.087
S7	7147.575	0.000	149.995	150.016
FB17	7151.538	0.000	149.914	149.930
T7	7155.500	0.000	149.833	149.858
FB18	7159.463	0.000	149.752	149.771
U7	7163.425	0.000	149.671	149.694
FB19	7167.387	0.000	149.590	149.602
V7	7171.350	0.000	149.509	149.522
CL W BRG PIER 16	7175.312	0.000	149.428	149.429
CL PIER 16	7175.591	0.000	149.422	149.423

Note: The deflections shown in the diagram are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.
All elevations and offsets are in meters.
Work this sheet with Drawing D2.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Engineer of Bridge Design

PASSED Engineer of Bridges and Structures

TOP OF SLAB ELEVATIONS
SPANS 15 THRU 17
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

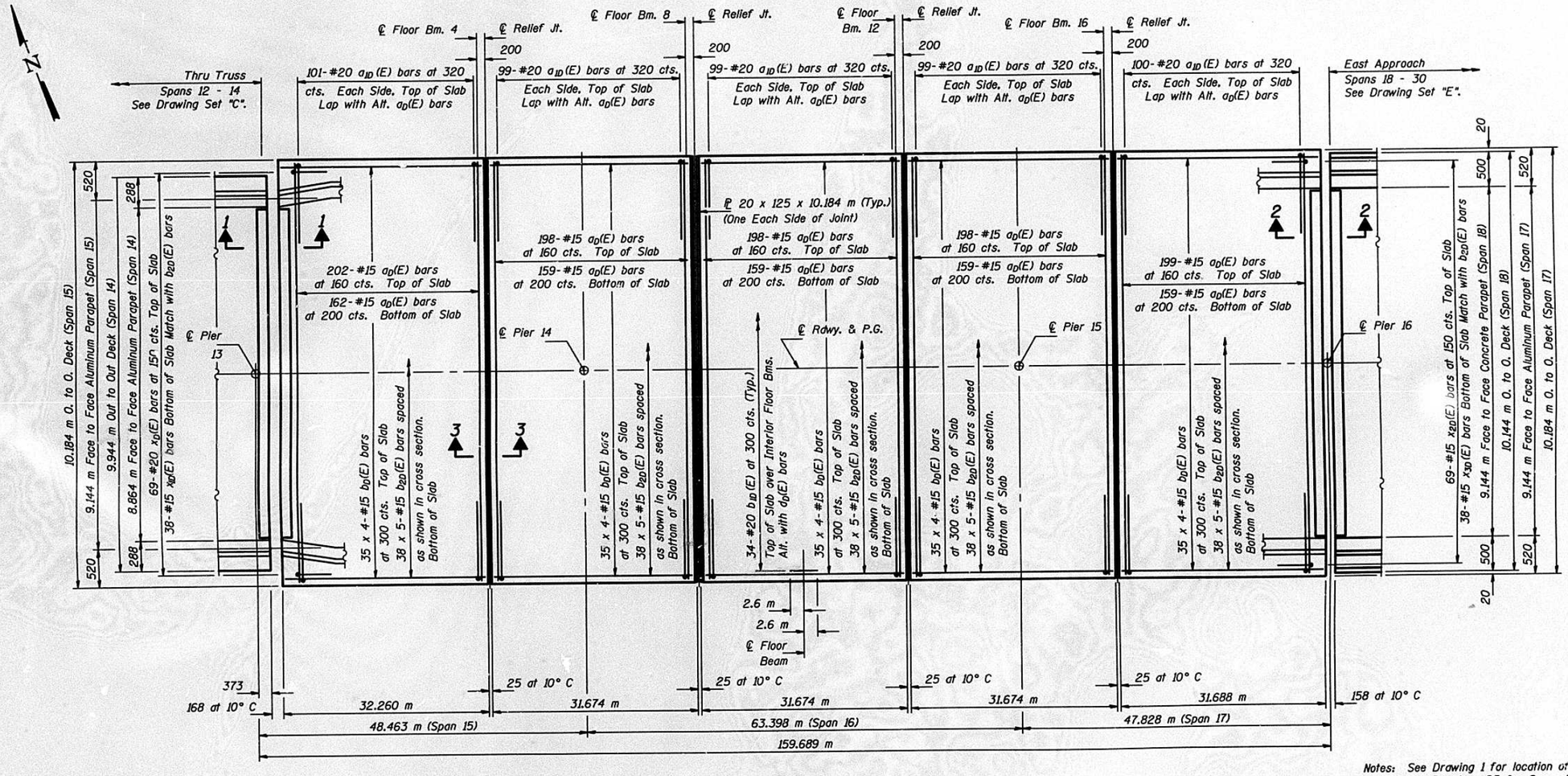
DWG. NO. D3

CC BB AA 0 AA BB CC D

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	156
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

Notes: See Drawing 1 for location of Scuppers.
See Drawings D5 for Superstructure Details, Bill of Material and Section 3-3.
See Drawing D6, D7 & D8 for Parapet Detail.
See Drawing D12 for Section 1-1 and Finger Plate Joint Details at Pier #13.
See Drawing D13 for Section 2-2 and Finger Plate Joint Details at Pier #16.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

MIN. BAR LAPS
#15 bars = 510

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller J.
CHECKED	S.P.N. F.A.S.

March 10, 1999
EXAMINED Engineer of Bridge Design
PASSED Engineer of Bridges and Structures

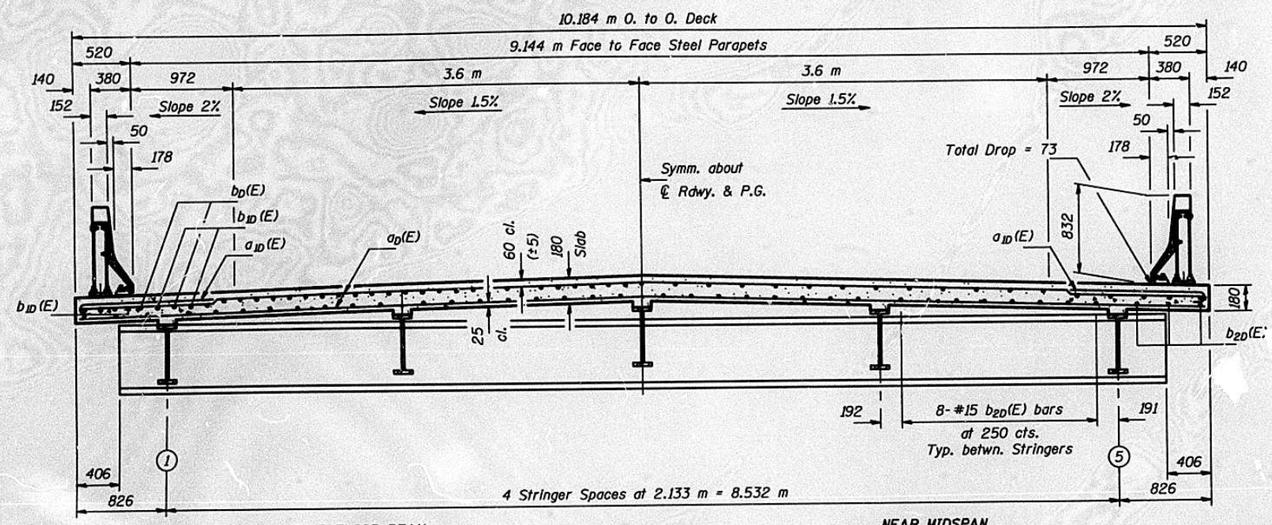
SUPERSTRUCTURE
SPANS 15 THRU 17
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. D4

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	158-1-8	PEORIA & TAZEWELL	303	157
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		SHEETS

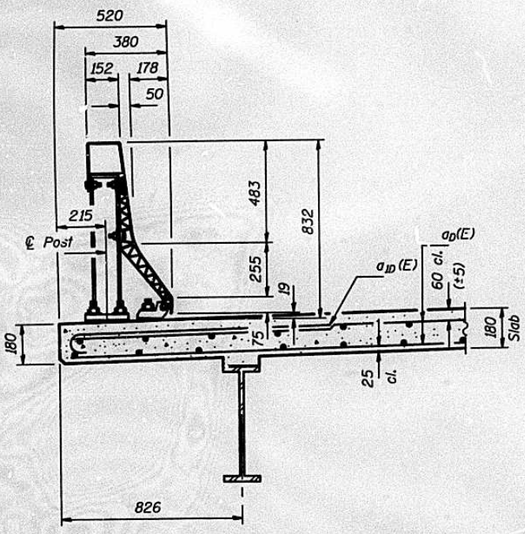
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



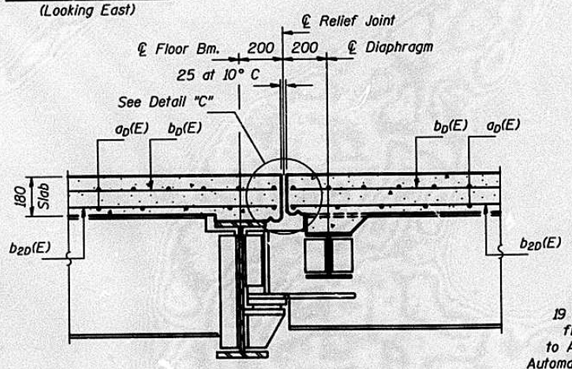
NEAR FLOOR BEAM

NEAR MIDSPAN

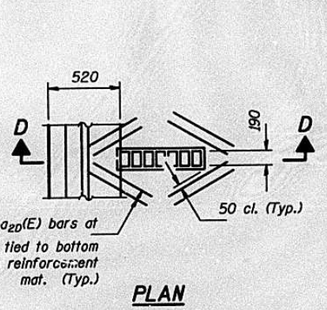
CROSS SECTION
(Looking East)



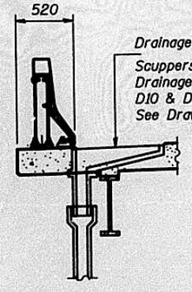
SECTION THRU ALUMINUM PARAPET



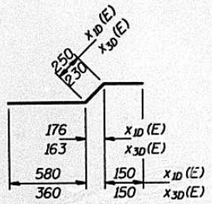
SECTION 3-3
(Looking North)



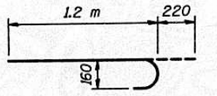
PLAN
Cut longitudinal reinforcement bars to clear scupper.



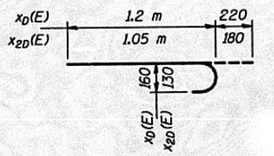
SECTION D-D



BARS $x_{1D}(E)$ & $x_{3D}(E)$



BAR $a_{1D}(E)$



BARS $x_D(E)$ & $x_{2D}(E)$

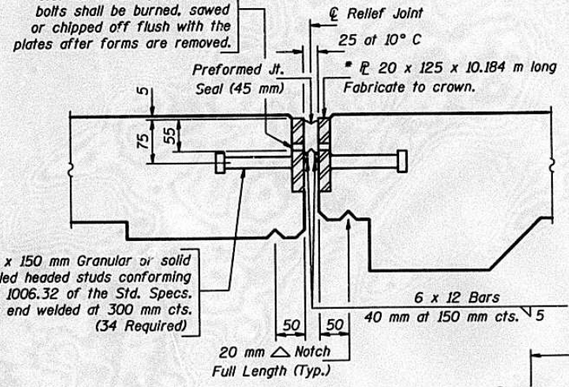
Notes: Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
aD(E)	1793	#15	10.10	
a1D(E)	996	#20	1.42	
a2D(E)	160	#15	0.60	
bD(E)	700	#15	8.42	
b1D(E)	510	#20	5.20	
b2D(E)	950	#15	6.85	
xD(E)	69	#20	1.42	
x1D(E)	38	#15	0.98	
x2D(E)	69	#15	1.23	
x3D(E)	38	#15	0.74	
Reinforcement Bars (Epoxy Coated)		kg	58,100	
Concrete Superstructure		m³	299.9	

Reinforcement bars designated (E) shall be epoxy coated.

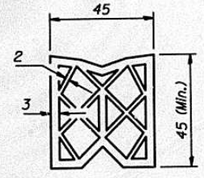
12 mm ϕ Holes at 300 mm cts. for 10 mm ϕ bolts. All bolts shall be burned, sawed or chipped off flush with the plates after forms are removed.



DETAIL "C"

* Furnish in segments of 6 m maximum length. Maximum space between installed segments shall be 5 mm. Seal space with Silicone Sealant suitable for Structural Steel.

Note: After fabrication, all surfaces of the steel plates shall be given one shop coat of the paint specified for Structural Steel. No field painting required.



PREFORMED JOINT SEAL (45 mm)
See Drawing C15 for end treatment of the Preformed Joint Seal.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Raji O. Kespar
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE DETAILS
SPANS 15 THRU 17
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

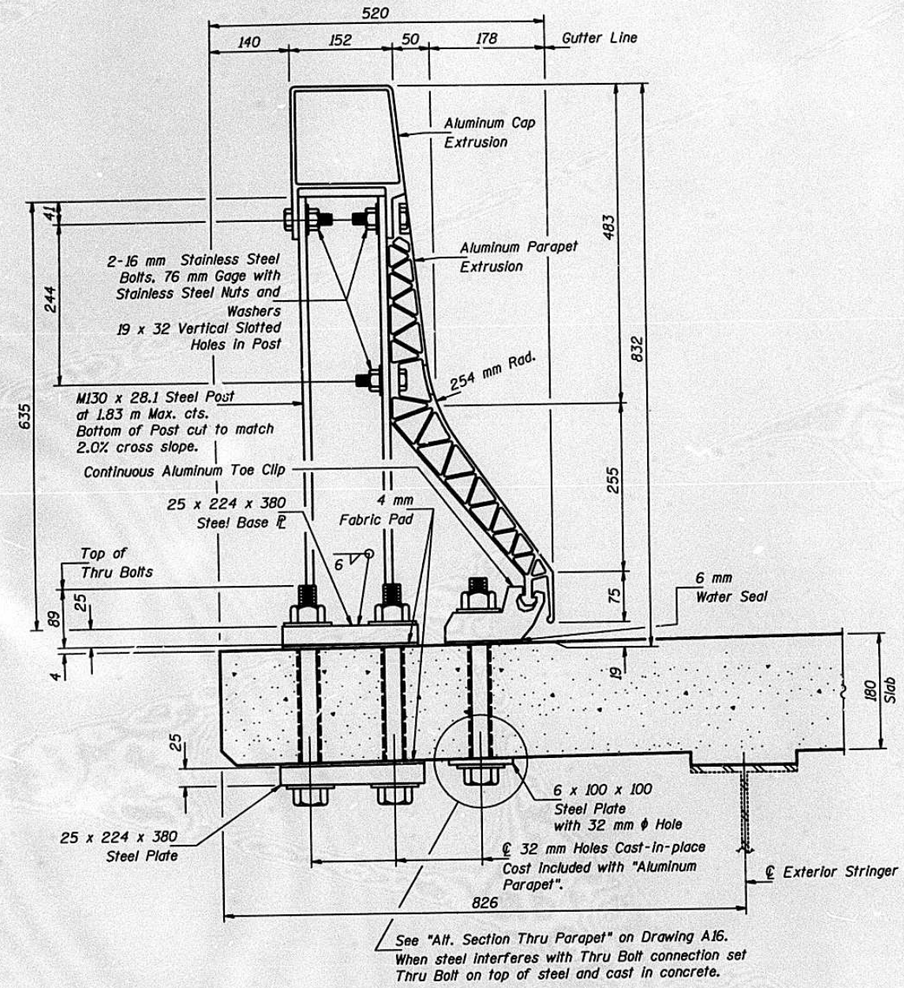
DWG. NO. D5

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 317	15B-1-8	PEORIA & TAZEWELL	303	158
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO.
SHEETS

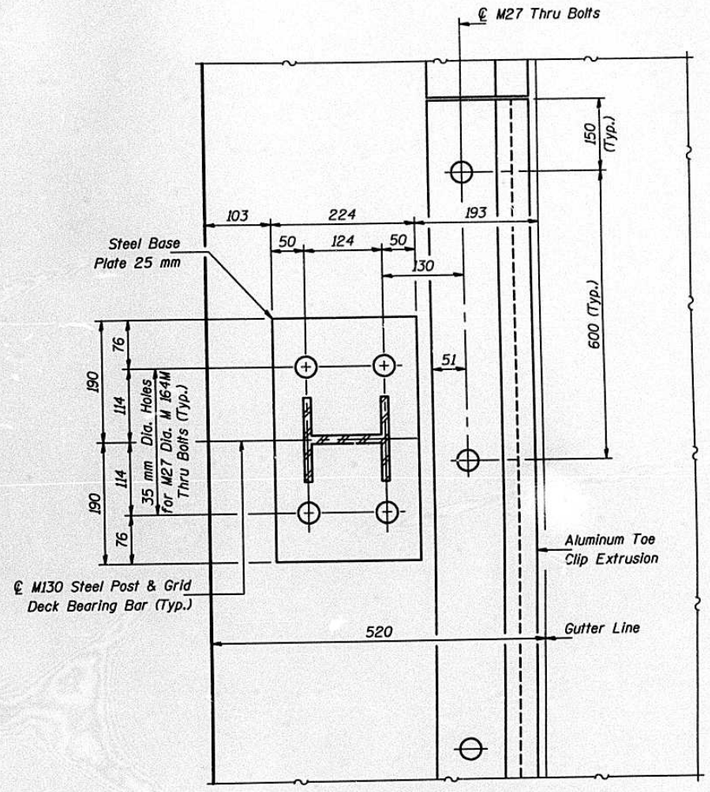
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



See "Alt. Section Thru Parapet" on Drawing A16. When steel interferes with Thru Bolt connection set Thru Bolt on top of steel and cast in concrete.

SECTION THRU PARAPET

(Locate Post & Thru Bolts to miss Floor Beams.)



PARAPET ANCHORAGE PLAN

Notes:

The 6 mm Water Seal shall be as recommended by the Manufacturer and approved by the Engineer.

Maximum total weight of Aluminum Parapet shall not exceed 111 kg/m.

All post, steel plates, steel base plates, and fill plates shall conform to the requirements of AASHTO M-270M, Grade 345.

Parapet shall be according to Section 509 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per meter for "Aluminum Parapet".

All portions of steel (except stainless steel) in contact with aluminum shall receive two coats of asphalt paint conforming to Section 1060.07.

All stainless steel hardware for parapet shall conform to Section 1006.31.

All posts, steel plates, steel base plates, and fill plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385.

Thru Bolt material shall conform to the requirements of AASHTO M 164M.

Washer material for thru bolts shall be stainless steel.

Thru Bolts and nuts shall be hot dip galvanized according to AASHTO M 232 and ASTM A 153.

The unit price per meter for "Aluminum Parapet" shall include caps, parapet extrusions, toe clips, posts, plates, base plates, splice and sliding plates, relief joint plates, bolts, nuts, washers, fabric pads, water seal, sleeves and thru bolts along with complete installation.

Aluminum Alloy Cap, Parapet, and Toe Clip Extrusions shall conform to ASTM B 211M, Alloy 6061-T6, except for aluminum splice plates, aluminum sliding plates, aluminum plates and aluminum relief joint plates which shall conform to ASTM B 209M, Alloy 6061-T6.

DESIGNED	Steve Negangard
CHECKED	F. Allen Smith
DRAWN	John F. Schneller Jr.
CHECKED	S.P.N. F.A.S.

March 10, 1999

EXAMINED Raj J. Kaspar ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

ALUMINUM PARAPET DETAILS
F.A. ROUTE 317 SECTION 15B-I-8
PEORIA AND TAZEWELL COUNTIES
STATION 6+791.262

DWG. NO. D6

D C C B B A A 0 A A B B C C
TAMERAN