68A77

03-06-2015 LETTING ITEM 052

TAZEWELL

#67

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	90(109,109-1,110)RS-2	TAZEWELL	45	1
	ILLINOIS	CONTRACT NO. 68A77		

C-600-060

093 & -0094

100%
5-17-2016

INDEX OF SHEETS

HIGHWAY STANDARDS

280001–07	635001–01	701401–09
442101–07	642001–02	701411–09
606301–04	643001–02	701421–07
630001–10	701101–04	701426–07
630301–06	701106–02	701456–03
631011–09	701306–03	701901–04
631026–06	701316–09	780001–05
631031–13	701400–08	781001–03
631033–06	701406–09	782001

DISTRICT STANDARDS - INCLUDED AS SHEETS 35-45.

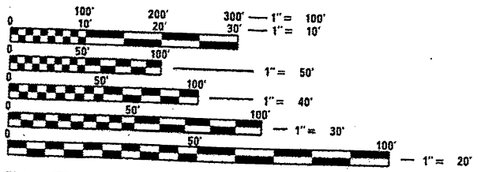
281001–D4
406001–D4
406101–D4
440001–D4
630101–D4
650004–D4
780001–D4

DESIGN DESIGNATION

INTERSTATE
ADT 11,600 (2013)
SU 6.67% (2013)
MU 15.27% (2013)

PROJECT DESCRIPTION

WORK ON THIS PROJECT CONSISTS OF MILLING, RESURFACING AND PATCHING ON I–155; ISOLATED GRADING AND SHAPING OF DITCHES; BRIDGE DECK WEARING SURFACE REPLACEMENT ON S.N. 090–0095 CARRYING IL 122 OVER I–155.



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

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

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

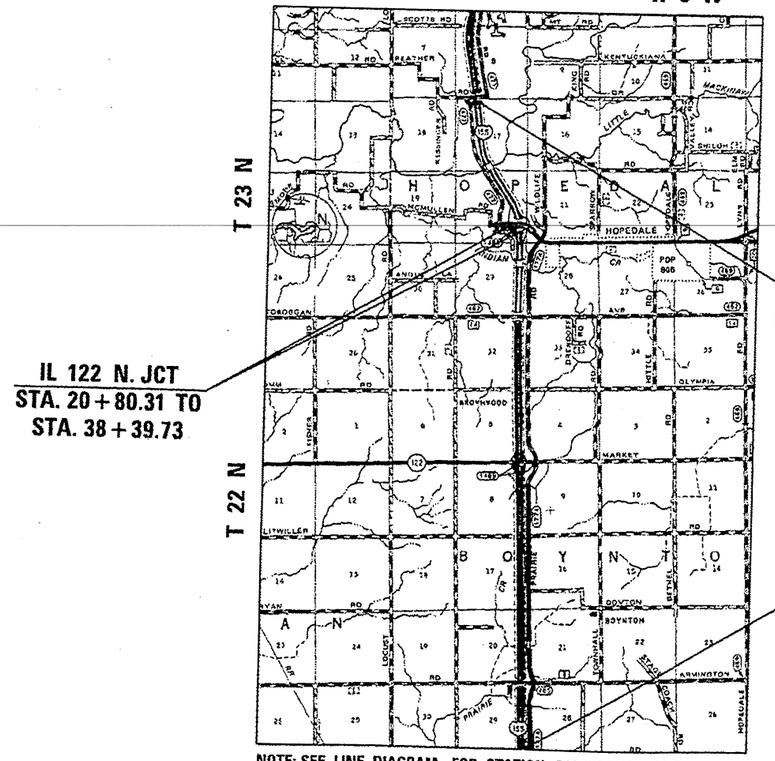
CONTRACT NO. 68A77
CATALOG NO. 034751–00D 090-0093(SB)-&0094(NB).

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 155 (I–155)
SECTION 90(109,109–1,110)RS–2
PROJECT ACNHPP-0155(101)
INTERSTATE
TAZEWELL COUNTY

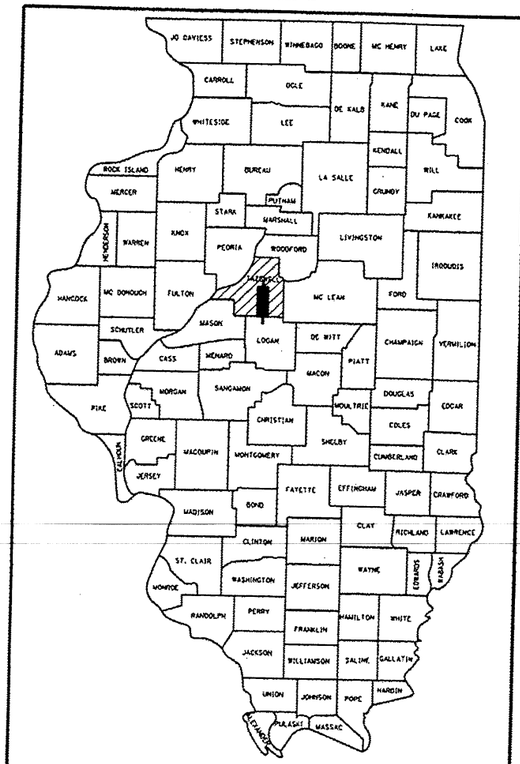
C–94–036–12



NOTE: SEE LINE DIAGRAM FOR STATION EQUATIONS AND STRUCTURE OMISSIONS

GROSS LENGTH = 48,582.88 FT. = 9.20 MILE
NET LENGTH = 47,846.04 FT. = 9.06 MILE

D–94–023–12

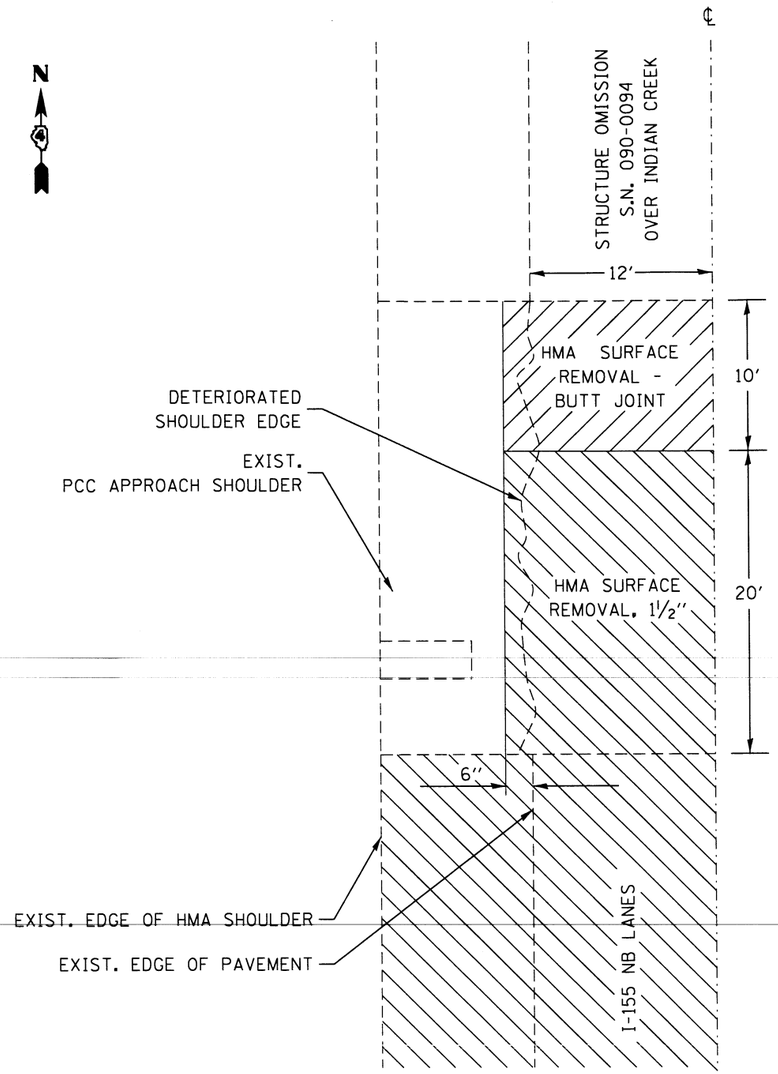


LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

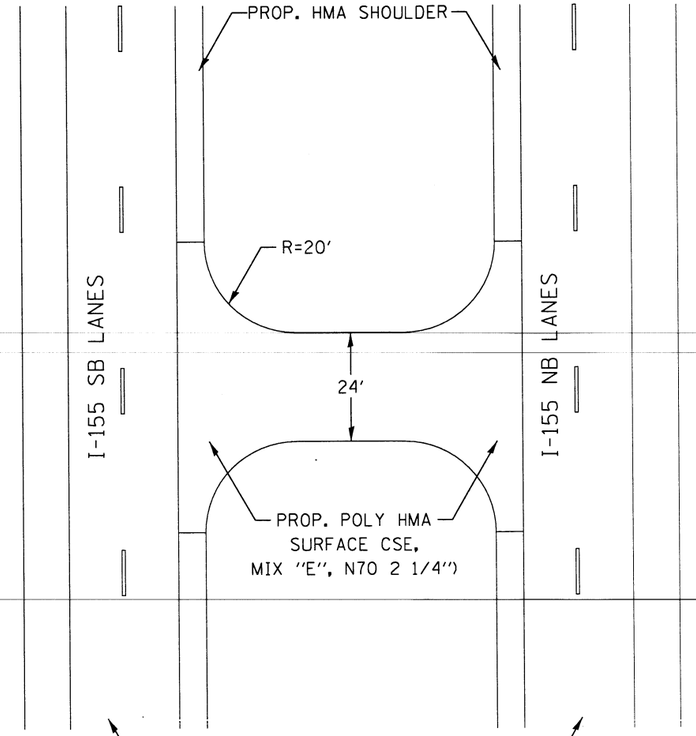
SUBMITTED Dec 9 20 14
Kenneth A. Hunnicutt
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Jan 30 20 15
John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT
Jan 30 20 15
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS



NOTE:
TO PRODUCE A CLEAN EDGE ON THE DETERIORATED PCC SHOULDER, MILLING SHALL EXTEND 6 INCHES BEYOND THE EDGE OF PAVEMENT AS SHOWN IN THE DETAIL. THIS WORK WILL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT OR HMA SURFACE REMOVAL, 1½".

MILLING DETAIL BRIDGE APPROACH S.N. 090-0094 OVER INDIAN CREEK



MEDIAN CROSS-OVER DETAIL

FILE NAME = 68A77 I-155 Plans.dgn	USER NAME = keithbr	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH MILLING DETAIL (S.N. 090-0094 OVER INDIAN CREEK)
MEDIAN CROSS-OVER DETAIL

NOT TO SCALE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	90(109,109-1,110)RS-2	TAZEWELL	45	34
		CONTRACT NO. 68A77		
	ILLINOIS FED. AID PROJECT			

68439 4-28-06 Letting, Item 150

PEORIA/TAZEWELL I-155 #150

DESIGNER: CLARK JONES
PHONE: (309)671-3452

100% 9-18-2006

CONTRACT NO. 68439

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	*	PEO/TAZ	27	1

* D4 Joint Repair 2006

INDEX OF SHEETS:

STANDARDS:

701101-01 701601-04

701201-02 702001-06

701406-04 701400-02

100' 200' 300' — 1"= 100'
10' 20' 30' — 1"= 10'
50' 100' — 1"= 50'
50' 100' — 1"= 40'
50' 100' — 1"= 30'
50' 100' — 1"= 20'

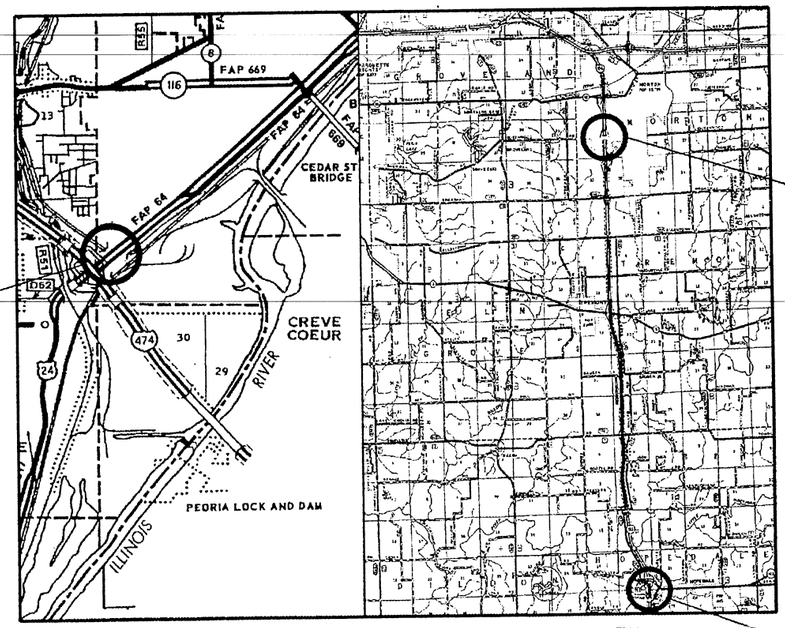
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

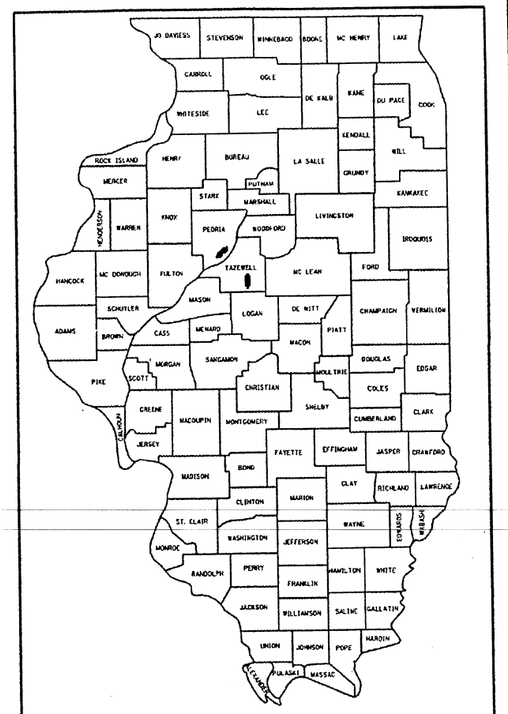
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAP 317/FAI 155 (US 24)/(I-155)
SECTION D4 JOINT REPAIR 2006
PEORIA / TAZEWELL COUNTY
C-94-023-05



D-94-021-05



LOCATION OF SECTION INDICATED THUS: —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 20 05
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 9, 20 05
ENGINEER OF DESIGN AND ENVIRONMENT

December 9, 20 05
DEPUTY DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT CONSISTS OF JOINT REMOVAL/REPLACEMENT OF EXPANSION JOINT SEALS WITH POURABLE SEALANTS ON 5 STRUCTURES: (SN 072-0012 AND 072-0133), CARRYING US 24 OVER BU&CNW RR, (SN 090-0130), QUEENWOOD RD. OVER I-155, (SN 090-0095), IL.122E OVER I-155 TWO MILES WEST OF HOPEDALE, AND (SN 090-0093), I-155 SB OVER INDIAN CRK. STRUCTURE 090-0093 ALSO INCLUDES METALING PPC BEAM ENDS.

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

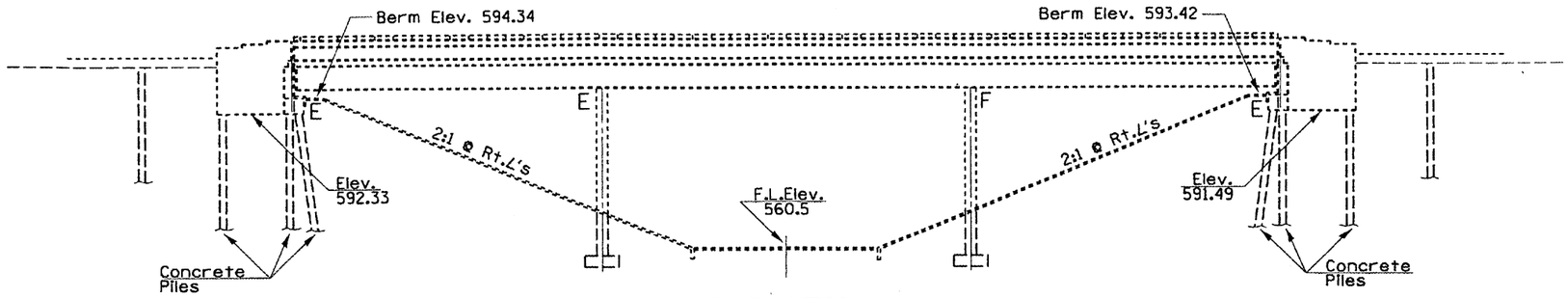
PROJECT ENGINEER: JIM MILLER
PHONE: (309)671-3451

CONTRACT NO. 68439 CAT. NO. 032997-00D 090-0093 (SB)

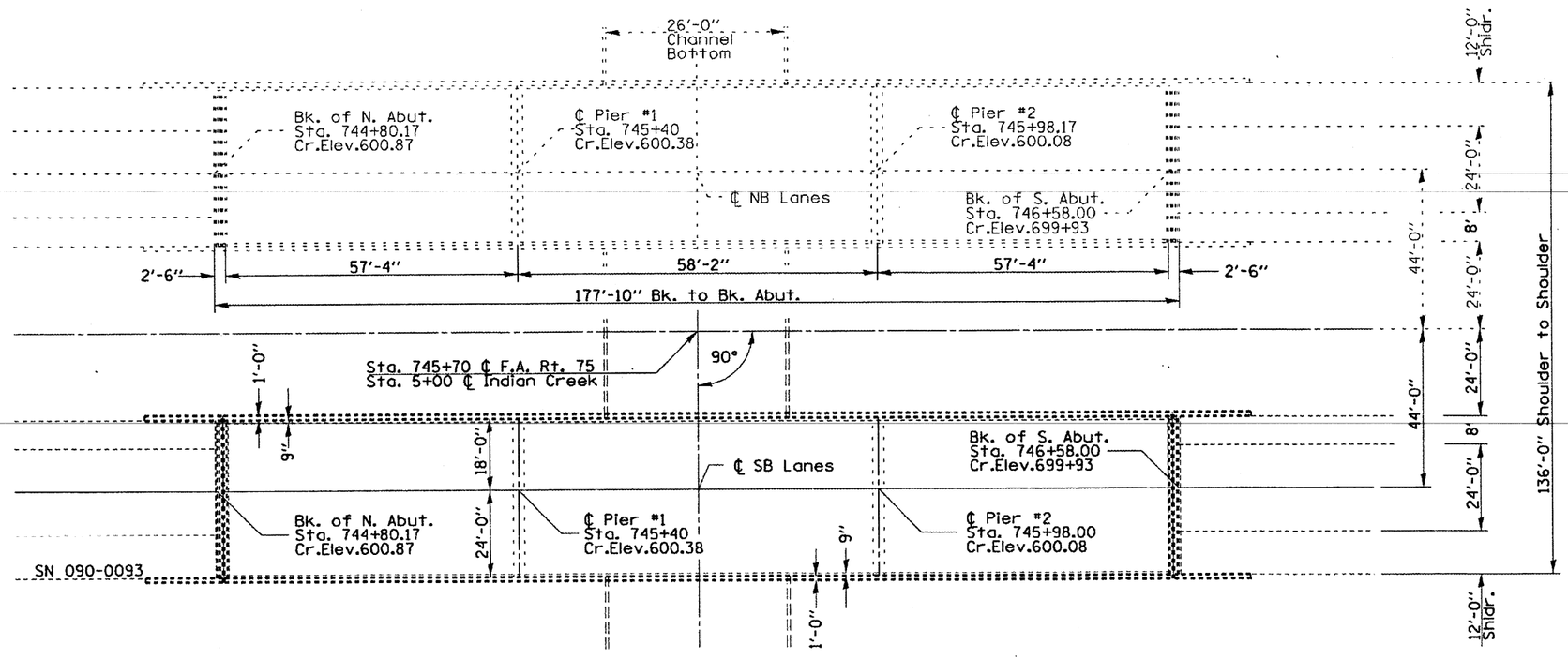
CONTRACT NO. 68439

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	*	TAZEWELL	27	23
STA. 744+80.17 TO STA. 746+58.00				
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

* 04 Joint Repair 2006



ELEVATION



PLAN VIEW

GENERAL NOTES

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO WORK OR THE 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 PROJECT.

• USE 2-PART RAPID-CURE 100% SILICONE SEALER ONLY - NO OPTION. SEE SPECIAL PROVISIONS.

FOR INFORMATION ONLY

PLOT DATE = #DATE#
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
REFERENCE = #REF#

SN 090-0093
I-155 SB over Indian Crk.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION

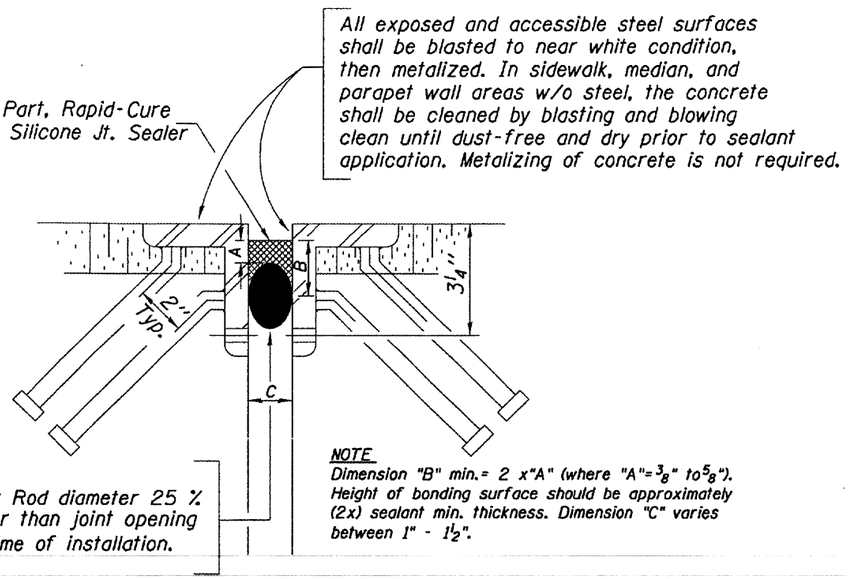
SCALE: VERT.
HORIZ.
DATE 07-14-2005

DRAWN BY CEJ
CHECKED BY

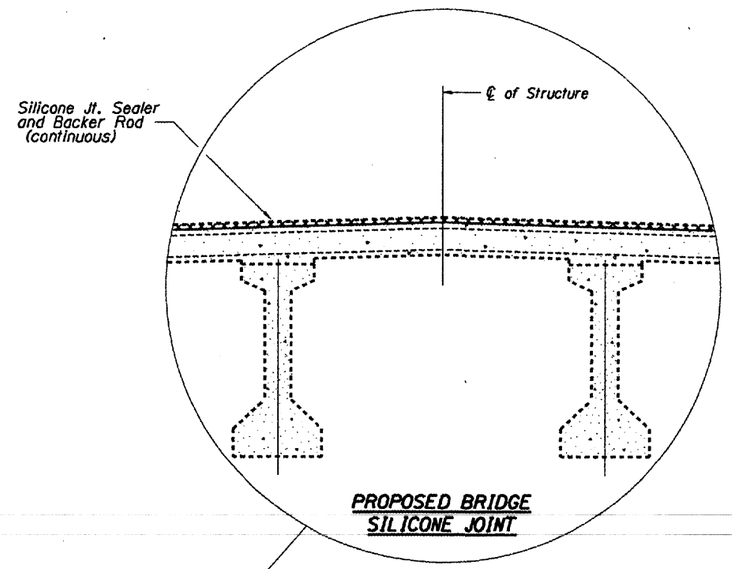
CONTRACT NO. 68439

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155	*	TAZEWELL	27	26
STA. 744+80.17 TO STA. 746+58.00				
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

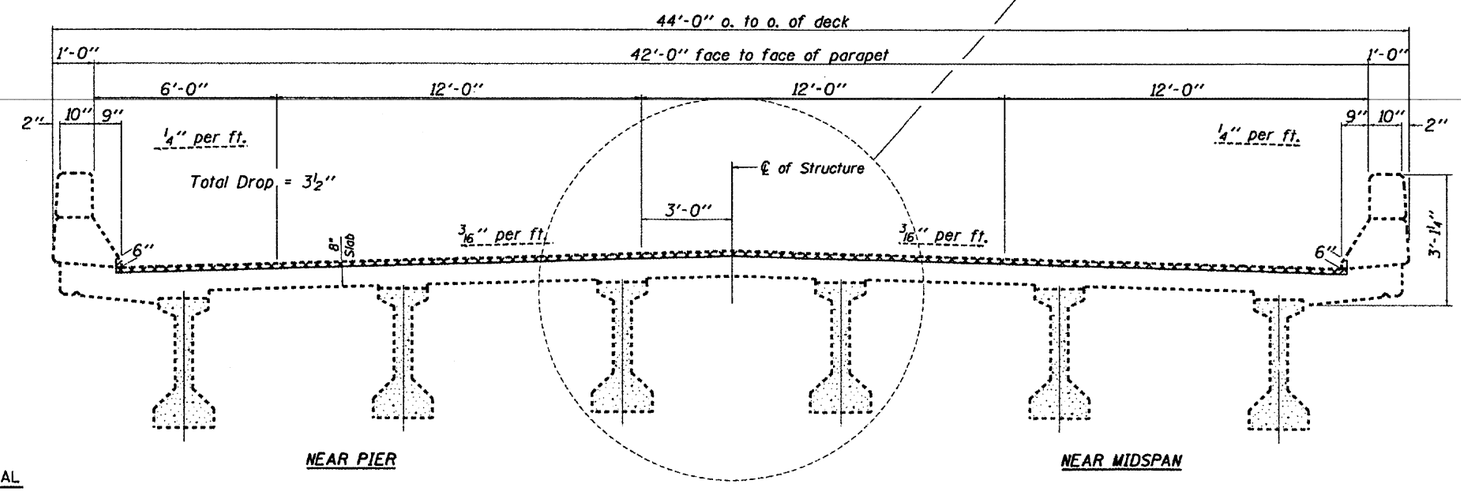
* 04 Joint Repair 2006



PROPOSED BRIDGE JOINT SEALER DETAIL



PROPOSED BRIDGE SILICONE JOINT



NEAR PIER **NEAR MIDSPAN**

CROSS SECTION

(Looking S.B. in the direction of traffic)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
BLAST CLEANING BRIDGE JOINT STEEL	FOOT	85
BLAST CLEANING PPC BEAM ENDS	FOOT	48
THERMAL SPRAYING (METALIZING) BRIDGE JOINT STEEL	FOOT	82
SILICONE JOINT SEALER	FOOT	85
THERMAL SPRAYING (METALIZING) PPC BEAM ENDS	SQ.FT.	279

PLOT DATE = $DATE$
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
REFERENCE = REF

SN 090-0093
I-155 SB over Indian Crk.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK AND JOINT DETAILS

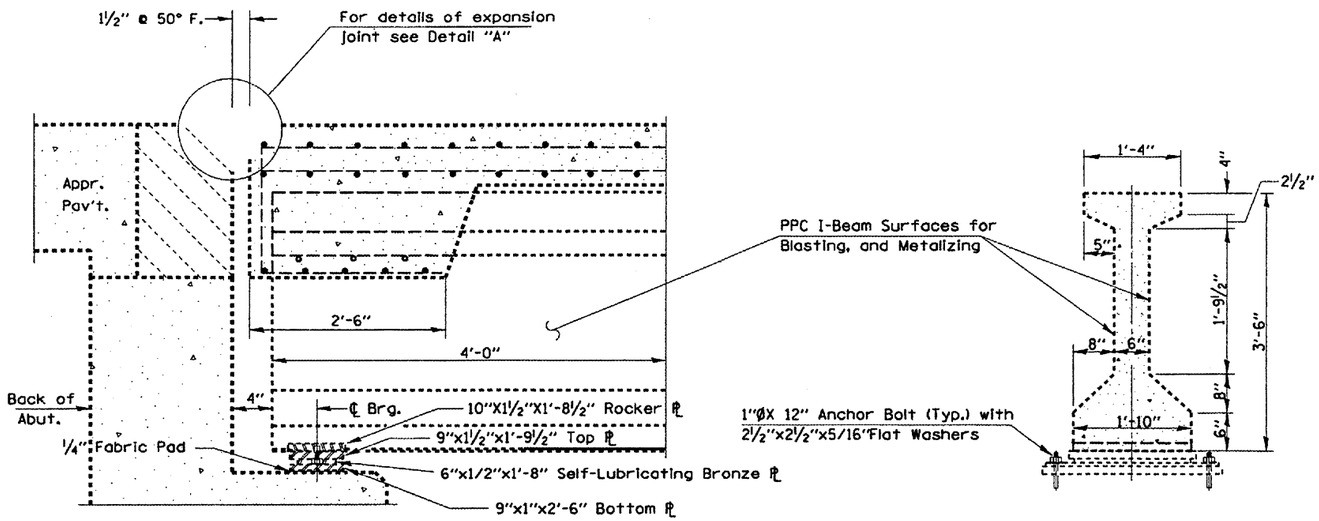
SCALE: VERT.
HORIZ.
DATE 07-21-2005

DRAWN BY CEJ
CHECKED BY

CONTRACT NO. 68439

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I 55	*	TAZEWELL	27	27
STA. 744+80.17 TO STA. 746+58.00				
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

* D4 Joint Repair 2006

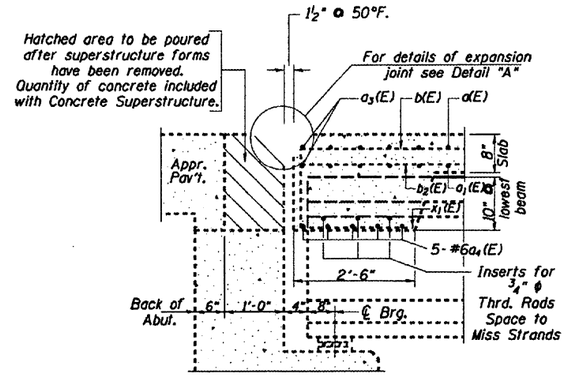


ABUTMENT/I-BEAM END SECTION

(North Abutment)

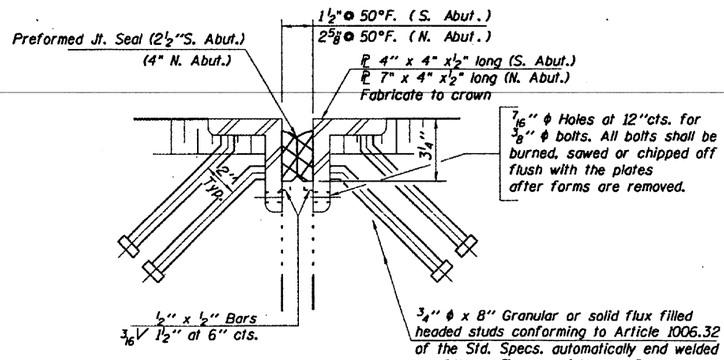
PPC I-BEAM CROSS-SECTION

(6 I-Beams/12 Beam Ends)

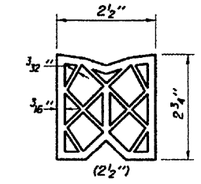


SECTION THRU ABUTMENT

Note
All horizontal dimensions are at right angles to beam ends.

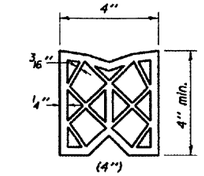


DETAIL A



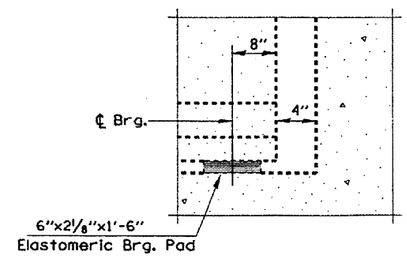
EXISTING PREFORMED JOINT SEAL

(S. Abut. only)

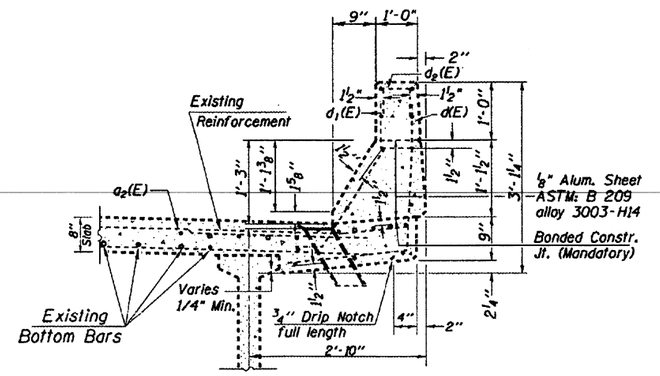


EXISTING PREFORMED JOINT SEAL

(N. Abut. only)



SOUTH ABUTMENT SECTION



SECTION THRU PARAPET

Note:
All horizontal dimensions are at right angles to beam ends. Beam length for metallizing shall be measured 4 feet from end and cover all visible side surfaces. Surface area of I-Beam is 5.8 sq.ft. per lineal beam foot.
All bearings and plates shall have pack rust sand blasted clean prior to being metallized as beam ends are processed. Cost to be included in "THERMAL SPRAYING (METALIZING) PPC BEAM ENDS".

SN 090-0093
I-155 SB over Indian Crk.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

SCALE: VERT. HORIZ.
DATE 07-22-2005
DRAWN BY CEJ
CHECKED BY

PLOT DATE = $DATE$
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
REFERENCE = REF

TAZEWELL

(108B-2)I, 108B-2)I-1, (108HB)I, (108B-1)I-2, (108HB-1)I, (RRPM)

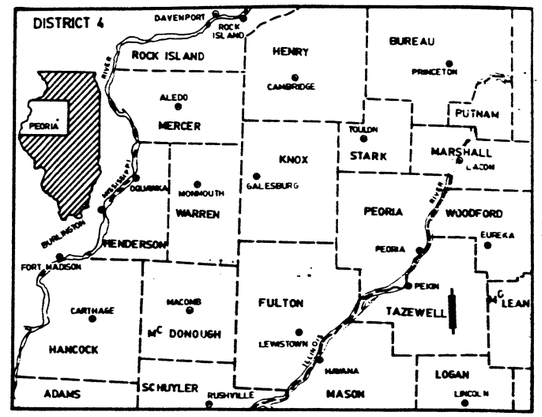
I & R Copy

2-10-92

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 320	*	TAZEWELL	68	1
F.H.W.A. REG. 4	ILLINOIS	PROJECT		

* 90-(108)RS-2,(126X)RS-2,(108B-1)I-1,(108B-2)I,(108B-2)I-1, (108HB)I,(108B-1)I-2,(108HB-1)I,(RRPM)

P-94-167-90 D-94-036-91



LOCATION OF SECTION INDICATED THUS: —

DESIGN ENGINEER: WAYNE CARL (309)693-6468

PROJECT ENGINEER: GARY McCONKEY (309)693-6459

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET, LIST OF STANDARDS, INDEX OF SHEETS
2- 5	TYPICAL SECTIONS
6- 7	SUMMARY OF QUANTITIES SHEETS
8- 9	BITUMINOUS RESURFACING SCHEDULE
10- 12	QUANTITIES NOT OTHERWISE SHOWN
13- 14	PIPE UNDERDRAIN & WIRE FENCE SCHEDULE
15- 19	PLAN SHEETS
20	RAMP "A" & "C" RECONSTRUCTION SHEET
21	INTERSECTION DETAILS
22	BITUMINOUS SHOULDER 6" DETAIL SHEET
23	PAVEMENT MARKING DETAILS
24	EROSION CONTROL CURB
25	TYPE C & TYPE D INLET BOX SPECIAL
26	TRAFFIC CONTROL FOR RAMPS
27	LINE DIAGRAM & BRIDGE GENERAL NOTES
28- 33	MACKINAW SOUTHBOUND, SECTION, PLAN, EXPANSION JOINTS, PARAPET DETAIL, EROSION REPAIR SHEETS.
34- 38	MACKINAW NORTHBOUND, SECTION, PLAN, EXPANSION JOINTS, PARAPET SHEETS.
39- 43	INDIAN CREEK SOUTHBOUND & NORTHBOUND, SECTION, PLAN, EXPANSION JOINT, PARAPET, SLOPE WALL REPAIR.
44- 47	ILL 122 OVER ILL 121, SECTION, PLAN, EXPANSION JOINTS, PARAPET SHEETS.
48- 50	TOBOGGAN AVE OVER ILL 121, SECTION, PLAN, EXPANSION JOINTS
51	DRAIN PLUG DETAIL & DRAIN EXTENSIONS DETAIL.
52	CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS
53- 61	CATHODIC PROTECTION DETAIL SHEETS
62	BAR SPLICE DETAIL SHEET
63	ATTENUATOR BARREL & MAINTAINENCE TURNAROUND DETAIL
64	CADD STANDARD DETAIL
65	FABRIC FORMED CONCRETE REVETMENT MAT DETAILS
66	BUTT JOINT DETAIL SHEET
67	TRAFFIC CONTROL DEVICES
68	STANDARD 2309-SPECIAL

96%
11-20-93

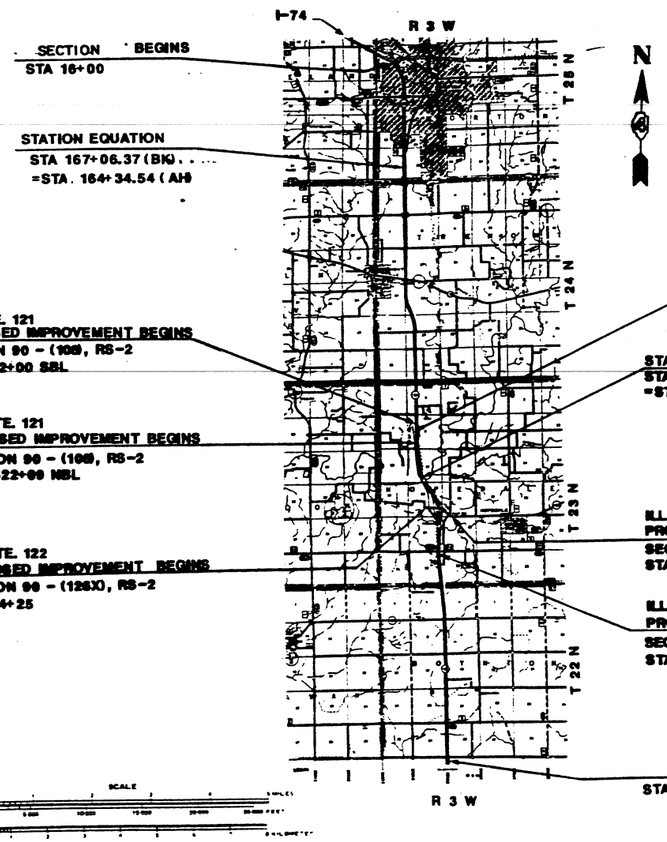
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A. 320 (RT 121)

SECTION 90-(108)RS-2, (126X)RS-2, (108B-1)I-1, (108B-2)I, (108B-2)I-1, (108HB)I, (108B-1)I-2, (108HB-1)I, (RRPM).

TAZEWELL COUNTY
C-94-103-91



PROPOSED IMPROVEMENTS:

THIS PROJECT INCLUDES PAVEMENT PATCHING, PIPE UNDERDRAIN INSTALLATION, BRIDGE DECK WATERPROOFING AND PATCHING, PAVEMENT MILLING, GUARDRAIL REPLACEMENT, ACCESS CONTROL FENCING, RAISED PAVEMENT MARKERS, AND RESURFACING OF THE EXISTING PAVEMENT.

LIST OF STANDARDS

1686-4	2305-5	2339-2
2130-11	2306-6	2340-4
2169-7	2307-6	2341-4
2221-5	2308-5	2359-3
2228-4		2362-3
2230-16	2314-6	2378-2
2237-11	2315-8	2396
2298-9	2316-13	2383-3
2239-8	2419-5	2397-1
2299-13	2324-7	2425-3
2300-3	2327-11	2426-3
2302-5	2336-4	2438
2303-6	2337-2	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 2-28 19 92
D. E. Ramjna
DISTRICT ENGINEER

EXAMINED ____ 19 ____

PASSED March 27 19 92
Gary D. Gould
ENGINEER OF DESIGN

APPROVED March 27 19 92
Ralph C. Wehner
DIRECTOR DIVISION OF HIGHWAYS

DESIGN DESIGNATION:

MAJOR HIGHWAY ADT: 6800 DHV: 680 %TRUCKS: 15%

TRAFFIC FACTOR: 5.05

PLAN SCALE 0' 100' 200'

FOR UTILITY INFORMATION
CALL J.U.L.I.E.
PHONE 800-392-0123

GROSS LENGTH OF IMPROVEMENT= 108720.7 FEET= 20.59 MILES
NET LENGTH OF IMPROVEMENT= 108720.7 FEET= 20.59 MILES

DESIGNED BY: W. CARL

CONTRACT NO. 88315

TAZEWELL COUNTY SECTION * F.A. ROUTE 320

* 90-(108)RS-2,(126X)RS-2,(108B-1)I-1,(108B-2)I,(108B-2)I-1,(108HB)I,(108B-1)I-2,(108HB-1)I,(RRPM)

4-180

S.H. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	*	TAZEWELL	68	27
STA.		TO STA.		

* 90-0080RS-2,0126XRS-2,0088-1XI-1,0088-2XI, 0088-2XI-1,0088MSI,0088-1II-2, 0088-1II ORPAD

GENERAL NOTES

ALL NEW STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 Gr. 36

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.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31,M-42 OR M-53 GRADE 60.

PRIOR TO POURING THE NEW CONCRETE FOR THE DECK, ALL LOOSE RUST, LOOSE MILL SCALE, AND ALL OTHER FOREIGN MATERIAL SHALL BE REMOVED FROM THE EMBEDDED PORTIONS OF FLANGES OF STRINGERS (GIRDERS). THE REMOVAL SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SSPC SURFACE PREPARATION SPECIFICATIONS SP11 FOR BRUSH-OFF BLAST CLEANING. COST SHALL BE INCIDENTAL TO CONCRETE REMOVAL.

TRAFFIC CONTROL SHALL BE DETERMINED BY DISTRICT.

FLOOR DRAIN EXTENSION (EACH)	
ILL. 121 OVER MACKINAW R. (S.B.)	68
ILL. 121 OVER MACKINAW R. (N.B.)	68
ILL. 122 OVER ILL. 121	4
ILL. 121 OVER INDIAN CRK. (S.B.)	18
ILL. 121 OVER INDIAN CRK. (N.B.)	18
TOBOGGAN AVE. OVER ILL. 121	8
TOTAL	184 EACH

PLUG EXISTING DRAINS (EACH)	
ILL. 121 OVER MACKINAW R. (S.B.)	110
ILL. 121 OVER MACKINAW R. (N.B.)	110
ILL. 122 OVER ILL. 121	8
ILL. 121 OVER INDIAN CRK. (S.B.)	40
ILL. 121 OVER INDIAN CRK. (N.B.)	40
TOBOGGAN AVE. OVER ILL. 121	12
TOTAL	320 EACH

TRAFFIC CONTROL & PROTECTION, STANDARD 2309SPECIAL) EACH	
TOBOGGAN AVE. OVER ILL. 121	1 EACH

TRAFFIC CONTROL & PROTECTION (SPECIAL) L SUM	
ILL. 122 OVER ILL. 121	1 L SUM

DECK SLAB REMOVAL (PARTIAL), SQ. YD.	
ILL. 121 OVER MACKINAW R. (S.B.)	99.0
ILL. 121 OVER MACKINAW R. (N.B.)	59.0
ILL. 121 OVER INDIAN CRK. (S.B.)	70.0
ILL. 121 OVER INDIAN CRK. (N.B.)	87.0
TOTAL	315.0 SQ. YD.

TRAFFIC CONTROL & PROTECTION, STANDARD 2316 EACH	
ILL. 121 OVER MACKINAW R. (S.B.)	1
ILL. 121 OVER MACKINAW R. (N.B.)	1
ILL. 121 OVER INDIAN CRK. (S.B.)	1
ILL. 121 OVER INDIAN CRK. (N.B.)	1
TOTAL	4 EACH

AGGREGATE SHOULDERS, TYPE B (TON)	
TOBOGGAN AVE. OVER ILL. 121	12 TON

BRIDGE DECK SCARIFICATION 1/4" (SQ YD)	
ILL. 121 OVER MACKINAW R. (S.B.)	2,552
ILL. 121 OVER MACKINAW R. (N.B.)	2,311
ILL. 121 OVER INDIAN CREEK (S.B.)	768
ILL. 121 OVER INDIAN CREEK (N.B.)	768
	6,399 SQ.YD.

BITUMINOUS CONCRETE REMOVAL (DECK) (SQ YD)	
ILL. 121 OVER MACKINAW R. (S.B.)	2596
ILL. 121 OVER MACKINAW R. (N.B.)	2352
ILL. 122 OVER ILL. 121	1112
ILL. 121 OVER INDIAN CRK. (S.B.)	800
ILL. 121 OVER INDIAN CRK. (N.B.)	800
TOTAL	7660 SQ YD

BITUMINOUS SURFACE REMOVAL (COLD MILLING)-1 1/2" (SQ.YD.)	
ILL. 122 OVER ILL. 121	400 SQ. YD.

BRIDGE DECK CONCRETE OVERLAY-OPTION 2 1/4" METH #2	
ILL 121 OVER MACKINAW R. (S.B.)	2596
ILL.121 OVER MACKINAW R. (N.B.)	2352
ILL.121 OVER INDIAN CREEK (S.B.)	800
ILL.121 OVER INDIAN CREEK (N.B.)	800
TOTAL	6548 SQ. YD.

BITUMINOUS CONCRETE SURFACE COURSE MIX C, CLASS I, TYPE 2 (TON)	
ILL. 122 OVER ILL. 121	140
TOBOGGAN AVE. OVER ILL. 121	77
TOTAL	217 TON

WATERPROOFING MEMBRANE SYSTEM (SQ.YD.)	
ILL. 122 OVER ILL. 121	1159
TOBOGGAN AVE. OVER ILL. 121	638
TOTAL	1797 SQ.YD.

BITUMINOUS SURFACE REMOVAL - BUTT JOINT (SQ. YD.)	
ILL.121 OVER MACKINAW R.(S.B.)	356.0
ILL.121 OVER MACKINAW R.(N.B.)	356.0
ILL.121 OVER INDIAN CREEK (S.B.)	356.0
ILL.121 OVER INDIAN CREEK (N.B.)	356.0
ILL.122 OVER ILL.121 (E.B.)	356.0
ILL.122 OVER ILL.121 (W.B.)	356.0
TOBOGGAN AVE. OVER ILL.121	196.0
	2332 SQ.YD.

CLASS X CONCRETE (CU.YD.)	
ILL.121 OVER MACKINAW R. (S.B.)	23.6
ILL.121 OVER MACKINAW R. (N.B.)	21.2
ILL.122 OVER ILL.121	26.3
ILL.121 OVER INDIAN CREEK (S.B.)	21.7
ILL.121 OVER INDIAN CREEK (N.B.)	21.7
	113.6 CU YD

CONCRETE REMOVAL (CU. YD.)	
ILL. 121 OVER MACKINAW R. (S.B.)	22.7
ILL. 121 OVER MACKINAW R. (N.B.)	21.2
ILL. 122 OVER ILL. 121	26.3
ILL. 121 OVER INDIAN CRK. (S.B.)	21.7
ILL. 121 OVER INDIAN CRK. (N.B.)	21.7
TOTAL	113.6 CU YD

NEOPRENE EXPANSION JOINT 2 1/2" (LIN. FT.)	
ILL. 121 OVER MACKINAW R. (S.B.)	48
ILL. 121 OVER MACKINAW R. (N.B.)	43
TOTAL	91 LIN. FT.

NEOPRENE EXPANSION JOINT 4" (LIN. FT.)	
ILL. 121 OVER MACKINAW R. (S.B.)	48
ILL. 121 OVER MACKINAW R. (N.B.)	43
TOTAL	91 LIN. FT.

NEOPRENE EXPANSION JOINT 2" (LIN. FT.)	
ILL. 121 OVER MACKINAW R. (S.B.)	48
ILL. 121 OVER MACKINAW R. (N.B.)	43
ILL. 122 OVER ILL. 121	154
TOTAL	245 LIN. FT.

PREFORMED JOINT SEAL 2 1/2" (LIN. FT.)	
ILL. 121 OVER INDIAN CRK. (S.B.)	44
ILL. 121 OVER INDIAN CRK. (N.B.)	44
TOBOGGAN AVE. OVER ILL. 121	64
TOTAL	152 LIN. FT.

PREFORMED JOINT SEAL 4" (LIN. FT.)	
ILL. 121 OVER INDIAN CRK. (S.B.)	44
ILL. 121 OVER INDIAN CRK. (N.B.)	44
TOTAL	88 LIN. FT.

STRUCTURAL STEEL (LBS.)	
ILL. 121 OVER INDIAN CRK. (S.B)	5234
ILL. 121 OVER INDIAN CRK. (N.B.)	5234
TOBOGGAN AVE. OVER ILL. 121	1191
TOTAL	11659LBS

FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5" SQ.FT.

ILL. 122 OVER ILL. 121	20 SQ. FT.

REINFORCEMENT BARS, EPOXY COATED (LBS.)	
ILL. 121 OVER MACKINAW R. (S.B.)	4410
ILL. 121 OVER MACKINAW R. (N.B.)	4042
ILL. 122 OVER ILL. 121	5587
ILL. 121 OVER INDIAN CRK. (S.B.)	3167
ILL. 121 OVER INDIAN CRK. (N.B.)	3166
TOTAL	20372 LBS.

DECK SLAB REPAIR (PARTIAL) SQ. YD.	
ILL. 122 OVER ILL. 121	37.0
TOBOGGAN AVE. OVER ILL. 121	79.0
TOTAL	116.0 SQ. YD.

CATHODIC PROTECTION SYSTEM COMPLETE, L. SUM	
ILL. 121 OVER MACKINAW R. (S.B.)	0.5
ILL. 121 OVER INDIAN CRK. (S.B.)	0.5
TOTAL	1.0 L. SUM

DECK SLAB REPAIR (FULL DEPTH TYPE I) SQ. YD.	
ILL. 121 OVER MACKINAW R. (S.B.)	13
ILL. 121 OVER MACKINAW R. (N.B.)	13
ILL. 122 OVER ILL. 121	16
ILL. 121 OVER INDIAN CRK. (S.B.)	23
ILL. 121 OVER INDIAN CRK. (N.B.)	14
TOBOGGAN AVE. OVER ILL. 121	9
TOTAL	88 SQ. YD.

STONE DUMPED RIPRAP, CLASS A5 TON	
ILL. 121 OVER MACKINAW R. (S.B.)	439 TON

SLOPEWALL REMOVAL & REPLACEMENT (SQ. YD.)	
ILL. 121 OVER MACKINAW R. (N.B.)	22 SQ. YD.

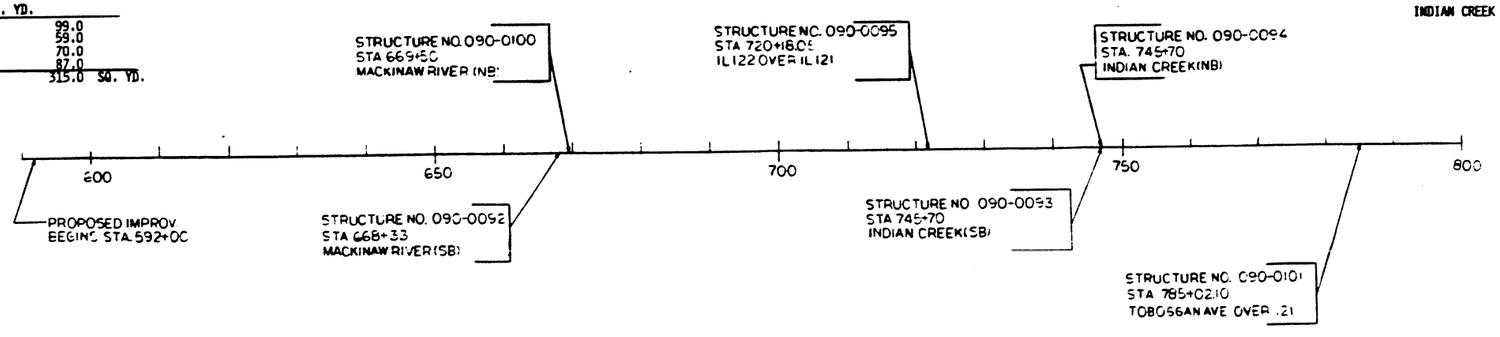
SLOPEWALL REMOVAL (SQ. YD.)	
ILL. 121 OVER INDIAN CRK. (S.B.)	440
ILL. 121 OVER INDIAN CRK. (N.B.)	473
TOTAL	913 SQ. YD.

FABRIC FORMED CONCRETE REVETMENT MATS (SQ. YD.)	
ILL. 121 OVER INDIAN CRK. (S.B.)	480
ILL. 121 OVER INDIAN CRK. (N.B.)	507
TOTAL	987 SQ. YD.

BORROW EXCAVATION (SMALL QUANTITY) CU. YD.	
ILL. 121 OVER INDIAN CRK. (S.B.)	360
ILL. 121 OVER INDIAN CRK. (N.B.)	380
TOTAL	740 CU.YD.

PAVED DITCH REMOVAL (LIN.FT.)	
ILL. 121 OVER INDIAN CRK. (N.B.)	20 LIN. FT.

SANDBLASTING CONCRETE	(SQ YD)
MACKINAW RIVER (S.B.LN.)	2552.0 SQ YD
MACKINAW RIVER (N.B.LN.)	2310.0 SQ YD
INDIAN CREEK (S. & N. LN'S.)	1535.0 SQ YD
TOTAL=	6397.0 SQ YD

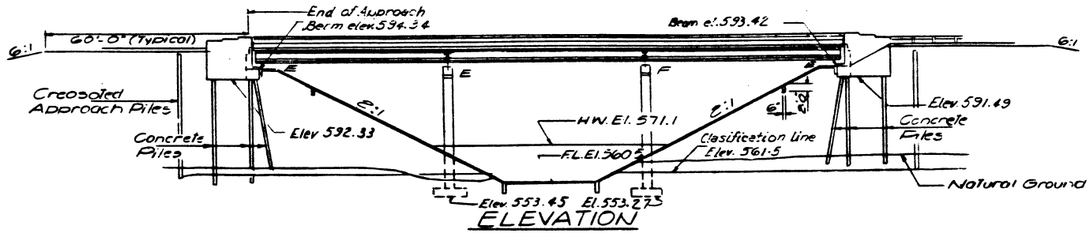


LINE DIAGRAM
SCALE 1"=1000'
0 1000' 2000

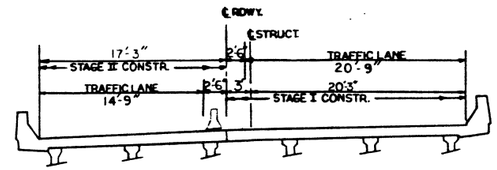
LINE DIAGRAM, BRIDGE GENERAL NOTES & BRIDGE QUANTITIES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	•	TAZEWELL	68	39
STA.		TO STA.		
FED. ROAD DIST. NO.		STATE	FED. AID PROJECT	

• 90-(108)RS-2,(126X)RS-2,(108B-1)I-1,(108B-2)I, (108B-2)I-1,(108HB)I,(108B-1)I-2, (108HB-1)I GRPM



ELEVATION



CROSS SECTION
(LOOKING IN THE DIRECTION OF TRAFFIC)

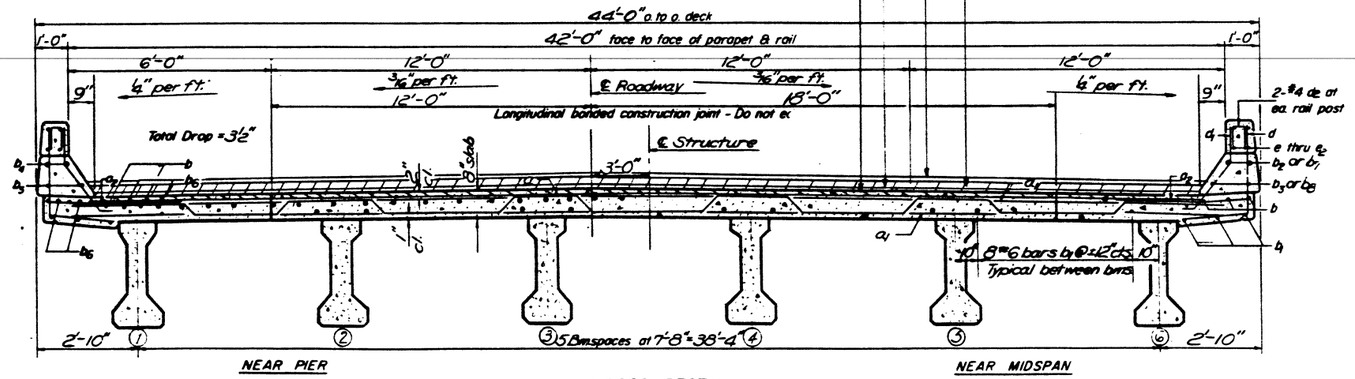
NOTE: PARTIAL DEPTH REPAIR SHALL BE PERFORMED PRIOR TO PLACEMENT OF THE CATHODIC PROTECTION AND CONCRETE OVERLAY. (SOUTHBOUND LANE ONLY)

CONCRETE FOR PARTIAL DEPTH REPAIRS SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 504 OF THE STANDARD SPECIFICATIONS EXCEPT AS SPECIFIED IN NOTE 3 ON PAGE 41 OF THE SPECIAL PROVISIONS FOR BRIDGE DECK OVERLAY.

EXISTING STEEL

BAR	SIZE
a	#6
a_1	#6
a_2	#6
a_3	#7
a_4	#6
b	#5
b_1	#6
b_2	#8
b_3	#5
b_4	#8
b_5	#5
b_6	#6
b_7	#8
b_8	#5
d	#4
d_1	#5

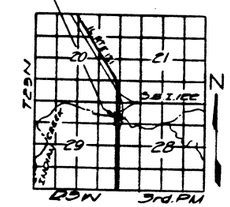
PROP. BRIDGE DECK SCARIFICATION 1/4"
PROP. CATHODIC PROTECTION SOUTH BOUND LN ONLY
PROP. BRIDGE DECK CONCRETE OVERLAY-OPTION 2 1/4" METH #2
PROP. BITUMINOUS CONCRETE REMOVAL (DECK)



NEAR PIER NEAR MIDSPAN

CROSS SECTION
(Looking in the direction of traffic)

EXISTING DUAL STRUCTURES TO BE IMPROVED



LOCATION SKETCH

IL.121 OVER INDIAN CR.

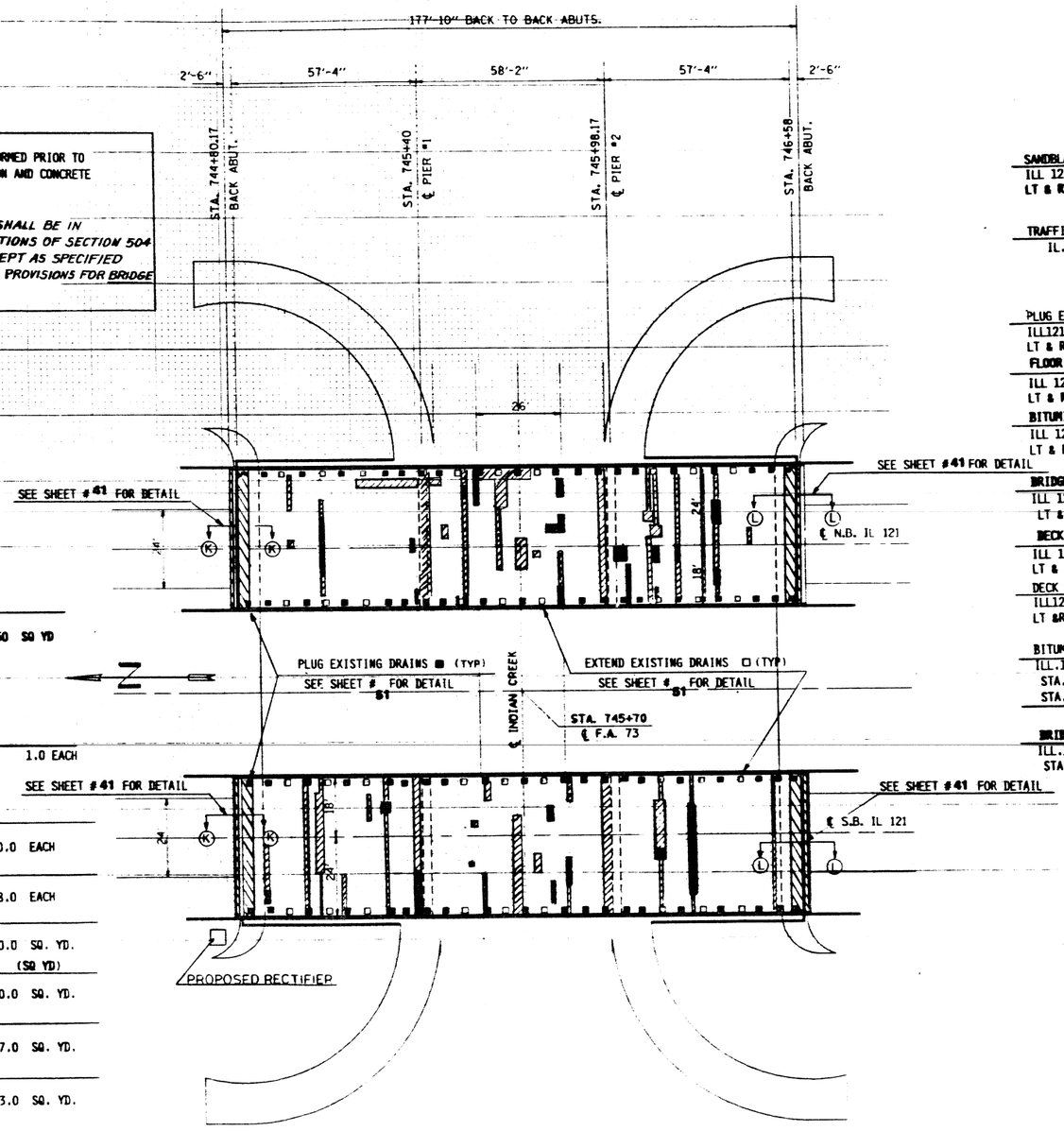
SEC. 108B-2
S.N. 090-0093(SB)
S.N. 090-0094(NB)

S.N. REG.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	*	TAZEWELL	68	40
STA.		TO STA.		
FED. ROAD DIST. NO.	STATE	FED. AID PROJECT		

90-(108)RS-2,(126X)RS-2,(1088-1)I-1,(1088-2)I, (1088-2)I-1,(108NB)I,(1088-1)I-2, (108NB-1)I

NOTE: PARTIAL DEPTH REPAIR SHALL BE PERFORMED PRIOR TO PLACEMENT OF THE CATHODIC PROTECTION AND CONCRETE OVERLAY. (SOUTHBOUND LANE ONLY)

CONCRETE FOR PARTIAL DEPTH REPAIR SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 504 OF THE STANDARD SPECIFICATIONS EXCEPT AS SPECIFIED IN NOTE 3 ON PAGE 41 OF THE SPECIAL PROVISIONS FOR BRIDGE DECK OVERLAY.



NORTH BOUND LANE

SANDBLASTING CONCRETE (SQ YD)	
ILL 121 (NB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	767.50 SQ YD
TRAFFIC CONTROL AND PROTECTION, STANDARD 2316 (EACH)	
IL. 121 (NB) OVER INDIAN CREEK	1.0 EACH
PLUG EXISTING DRAINS ■ (TYPICAL) (EACH)	
ILL121 (NB) OVER INDIAN CREEK	
LT & RT 744+80.17 TO 746+58	40.0 EACH
FLOOR DRAIN EXTENSION (TYPICAL) (EACH)	
ILL 121 (NB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	18.0 EACH
BITUMINOUS CONCRETE REMOVAL (DECK) (SQ YD)	
ILL 121 (NB) OVER INDIAN CREEK	
LT & RT 744+80.17 TO 746+58	800.0 SQ. YD.
BRIDGE DECK CONCRETE OVERLAY-OPTION 2 1/4" METH # 2 (SQ YD)	
ILL 121 (NB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	800.0 SQ. YD.
DECK SLAB REMOVAL (PARTIAL) (SQ YD)	
ILL 121 (NB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	70.0 SQ. YD.
DECK SLAB REPAIR (FULL DEPTH TYPE I) (SQ YD)	
ILL121 (NB) OVER INDIAN CREEK	
LT &RT STA 744+80.17 TO 746+58	14.0 SQ. YD.

BITUM. SURFACE REMOVAL-BUTTJOINT (SQ.YD.)

ILL.121 OVER INDIAN CREEK (N.B.)	
STA. 744+40.17 TO 744+80.17	178
STA. 746+56 TO 746+98	178
	356 SQ.YD.

BRIDGE DECK SCARIFICATION 1/4" (SQ YD)	
ILL.121 OVER INDIAN CREEK (N.B.)	
STA.744+80.17 TO 746+58	768 SQ.YD.

SOUTH BOUND LANE

SANDBLASTING CONCRETE (SQ YD)	
ILL121 (SB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	767.50 SQ YD
TRAFFIC CONTROL AND PROTECTION, STANDARD 2316 (EACH)	
IL. 121 (SB) OVER INDIAN CREEK	1.0 EACH
PLUG EXISTING DRAINS (TYPICAL) (EACH)	
ILL121 (SB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	40.0 EACH
FLOOR DRAIN EXTENSION (TYPICAL) (EACH)	
ILL 121 (SB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	18.0 EACH
BITUMINOUS CONCRETE REMOVAL (DECK) (SQ YD)	
ILL 121 (SB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	800.0 SQ. YD.
BRIDGE DECK CONCRETE OVERLAY-OPTION 2 1/4" METH # 2 (SQ YD)	
ILL 121(SB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	800.0 SQ. YD.
DECK SLAB REMOVAL (PARTIAL) (SQ YD)	
ILL 121 (SB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	87.0 SQ. YD.
DECK SLAB REPAIR (FULL DEPTH TYPE I) (SQ YD)	
ILL 121 (SB) OVER INDIAN CREEK	
LT & RT STA 744+80.17 TO 746+58	23.0 SQ. YD.

BITUM. SURFACE REMOVAL-BUTTJOINT (SQ.YD.)

ILL.121 OVER INDIAN CREEK(S.B.)	
STA. 744+40.17 TO 744+80.17	178
STA. 746+58 TO 746+98	178
	356 SQ.YD.

BRIDGE DECK SCARIFICATION 1/4" (SQ YD)	
ILL. 121 OVER INDIAN CREEK (S.B.)	
STA. 744+80.17 TO 746+58	768 SQ.YD.

▨ – PARTIAL DEPTH PATCHING

■ – FULL DEPTH PATCHING

THE AREAS DESIGNATED ON PLANS AS FULL DEPTH AND PARTIAL DEPTH PATCHING WERE TAKEN FROM THERMOGRAPHIC SURVEY. THE AREAS ARE NOT SHOWN TO SCALE BUT ARE IN THE GENERAL AREA OF PATCHING TO BE COMPLETED.

0 20 40

FINAL SURVEY NOTE BOOK NO ____ PAGE NUMBERS

ORIGINAL SURVEY SUBMITTED BY ____ DATE ____ NOTE BOOK(S) ____ PAGE NUMBERS ____ DRAWN BY ____ CHECKED BY ____

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

IL 121 (SB) OVER INDIAN CREEK

IL 121 (NB) OVER INDIAN CREEK

(SB)SN 090-0093, SN 090-0094(NB)

STA. 745+70

STATE ____ SHEET ____ OF ____ SHEETS

	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	*	TAZEWELL	68	41
STA.		TO STA.		
FED. ROAD DIST. NO.	STATE	FED. AID PROJECT		

* SD-(108)RS-2,(126)RS-2,(108B-1)I-1,(108B-2)I, (108B-2)I-1,(108HB)I,(108B-1)I-2, (108HB-1)I (RPPM)

EXIST. 1¼"x1¼" BAR TO BE REMOVED
EXIST. 4"x4"x½" TO BE REMOVED
EXIST. ¼"x½" BAR TO BE REMOVED
1'
3'-6"
¾" SAW CUT
EXIST. 40' APPR. PAVMT.
EXIST. ABUTMENT
EXIST CONC. TO BE REMOVED
BITUMINOUS CONCRETE REMOVAL (DECK)
¾" SAW CUT
* EXISTING REINFORCEMENT
EXIST. CONC. TO BE REMOVED
EXIST. EXPAN. MATL. TO BE REMOVED
* EXISTING REINFORCEMENT

* EXISTING REINFORCEMENT SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. COST INCIDENTAL TO "CONCRETE REMOVAL".

EXIST. 1¼"x1¼" BAR TO BE REMOVED
EXIST. 7"x4"x½" ∠ TO BE REMOVED
EXIST. ¼"x½" BAR TO BE REMOVED
3'-6"
1'
* EXISTING REINFORCEMENT
¾" SAW CUT
EXIST. EXPAN. MATL. TO BE REMOVED
EXIST. CONC. TO BE REMOVED
EXISTING 40' APPR. PAVMT.
EXISTING ABUTMENT
EXIST. CONC. TO BE REMOVED

(NB & SB STRUCTURES)
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a_1(E)	56	#6	24'-0"	——
a_2(E)	56	#6	18'-0"	——
a_3(E)	100	#6	6'-6"	——
h_1(E)	24	#5	24'-0"	——
h_2(E)	24	#5	18'-0"	——
S(E)	168	#5	7'-11"	
CONC. REMOVAL		CU. YD.		38.4
CLASS X CONC.		CU. YD.		37.9
STRUCT. STEEL		LBS.		10,468
REINF. BARS (EPOXY COATED)		LBS.		5972
PREF. JT. SEAL(4")		LIN. FT.		88.0
PREF. JT. SEAL(2½")		LIN. FT.		88.0

NOTE: REINF. BARS DESIGNATED (E) SHALL BE EPOXY COATED

EXISTING

7/16"Φ HOLES AT 12" CTS. FOR 3/8"Φ BOLTS. ALL BOLTS SHALL BE BURNED, SAWED, OR CHIPPED OFF FLUSH WITH THE PLATES AFTER FORMS ARE REMOVED.
PROP. PREFORMED JT. SEAL(2½")
PROP. CATHODIC PROTECTION (TYP) SOUTH BOUND LN. ONLY
PROP #6 a_1(E) OR a_2(E) BARS
13¾" @ 50'F
PROP *** P. 1" FABRICATE TO CROWN
BRIDGE DECK CONCRETE OVERLAY OPTION 2 1¼" METH #2
PROP 1½ BIT SURF
PROP BIT SURF REMOVAL - BUTT JOINT
1'
1½
7¾"
7¼"
2"
1"
SEE TAPER DETAIL SHEET NO. 30
10"+ VAR.
2" CL.
45°
PROP #6 a_3(E) OR a_4(E) BARS
PROP #5 s_1(E) BAR AT 12" CTS.
EXIST. REINF.
PROP. #6 a_3(E) BARS Typ. between Beams
PROP ½"x½" BARS (3¼" FROM TOP OF PLATE) 3/16 1½ AT 6
PROPOSED ¾"Φ x 8" GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 710.38 OF THE STD. SPECS. AUTOMATICALLY END WELDED AT 12" ALT. CTS. (90 REQUIRED)
PROP #5 h_1(E) OR h_2(E) BARS
EXIST. REINF.

EXISTING

PROP PREFORMED JT. SEAL(4")
PROP #6 a_1(E) OR a_2(E) BARS
2¾" @ 50'F
PROP *** P. 1" FABRICATE TO CROWN
PROP 1½ BIT SURF
PROP BIT SURF REMOVAL - BUTT JOINT
1'
1½
7¾"
7¼"
7 3/4"
10"+ VAR.
BONDED CONSTR. JT.
45°
2" CL.
PROP #5 s_1(E) BAR AT 12" CTS.
EXIST. REINF.
PROP ½"x½" BARS (1¼" FROM TOP OF PLATE) 3/16 1½ AT 6
PROP #5 h_1(E) OR h_2(E) BARS
EXIST. REINF.
7/16"Φ HOLES AT 12" CTS. FOR 3/8"Φ BOLTS. ALL BOLTS SHALL BE BURNED, SAWED, OR CHIPPED OFF FLUSH WITH THE PLATES AFTER FORMS ARE REMOVED.
SEE TAPER DETAIL SHEET NO. 30
PROPOSED ¾"Φ x 6" GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 710.38 OF THE STD SPECS. AUTOMATICALLY END WELDED AT 12" ALT. CTS. (90 REQUIRED)

3'-3"
1'-2"
1'-2"
10"
2'-4"
BAR S(E)

SEE SHEET NO. 40 FOR PLAN DETAILS

HATCHED AREAS INDICATES CONCRETE REMOVAL

PROPOSED
SQ. ABUT.
INDIAN CREEK
SECTION L-L

2½"
3 3/32"
5/16"
2½" MIN.
(2½")
4"
3 3/16"
1¼"
4" MIN.
(4")
PREFORMED JOINT SEALS

1'-0"
TOP OF CLASS I
3"
TYPICAL END OF SEAL TREATMENT

½"ϕ Hole
5" 5"
3"
Slit
60°
3½"
SEAL CUT-OUT(4")

½"ϕ Hole
5" 5"
3"
Slit
60°
3½"
SEAL CUT-OUT(2½")

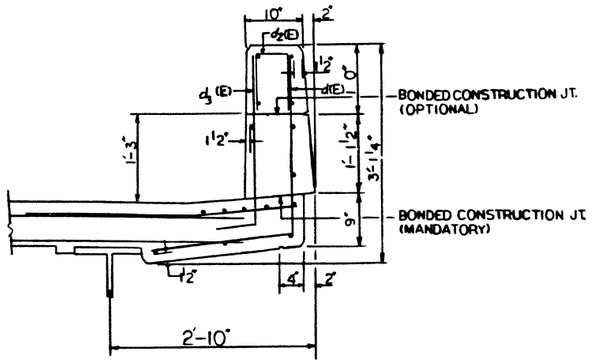
PROPOSED
NO. ABUT.
INDIAN CREEK
SECTION K-K

** FURNISH IN SEGMENTS OF 20 FT MAXIMUM LENGTH. MAXIMUM SPACE BETWEEN INSTALLED SEGMENTS SHALL BE 3/16" SEAL SPACE WITH SILICONE SEALANT SUITABLE FOR STRUCTURAL STEEL.

EXPANSION JOINT DETAILS
INDIAN CREEK (NB)
INDIAN CREEK (SB)

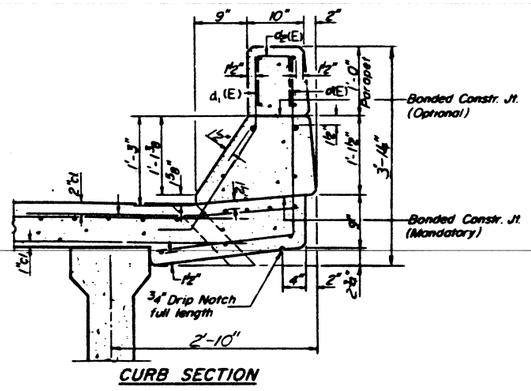
S.A. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	•	TAZEWELL	68	42
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 90-(108)RS-2,(126X)RS-2,(108B-1)I-1,(108B-2)I, (108B-2)I-1,(108HB)I,(108B-1)I-2, (108HB-1)I (RRRM)

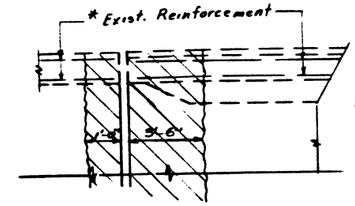


CURB SECTION

NORTH AND SOUTH ABUTS. ONLY



CURB SECTION

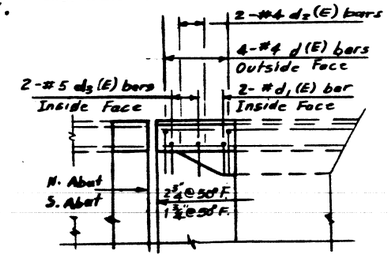


AT ABUTMENTS

PARTIAL PLAN

Showing Concrete Removal

* Existing Reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost incidental to "Concrete Removal".



AT ABUTMENTS

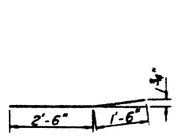
PARTIAL PLAN

Showing Proposed Reconstruction

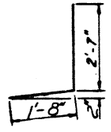
BILL OF MATERIAL

BAR	NO	SIZE	LENGTH	SHAPE
d(E)	24	#6	4'-0"	
d (E)	32	# 4	4'-9"	
d_1 (E)	16	# 5	3'-7"	
d_2 (E)	16	# 4	2'-1"	
d_3 (E)	16	# 4	3'-0"	
CONC. REMOVAL			CU YD	5.0
CLASS X CONC.			CU YD	5.0
REINF. BARS (EPOXY COATED)			LBS.	361.0

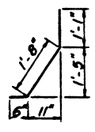
NOTE: REINF. BARS DESIGNATED (E) SHALL BE EPOXY COATED



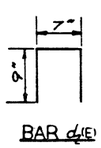
BAR g_1 (E)



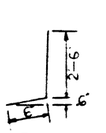
BAR g_2 (E)



BAR d_1 (E)



BAR d_2 (E)



BAR d_3 (E)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INDIAN CREEK

NORTHBOUND AND SOUTHBOUND

PARAPET DETAILS

SCALE: VERT. HORIZ.

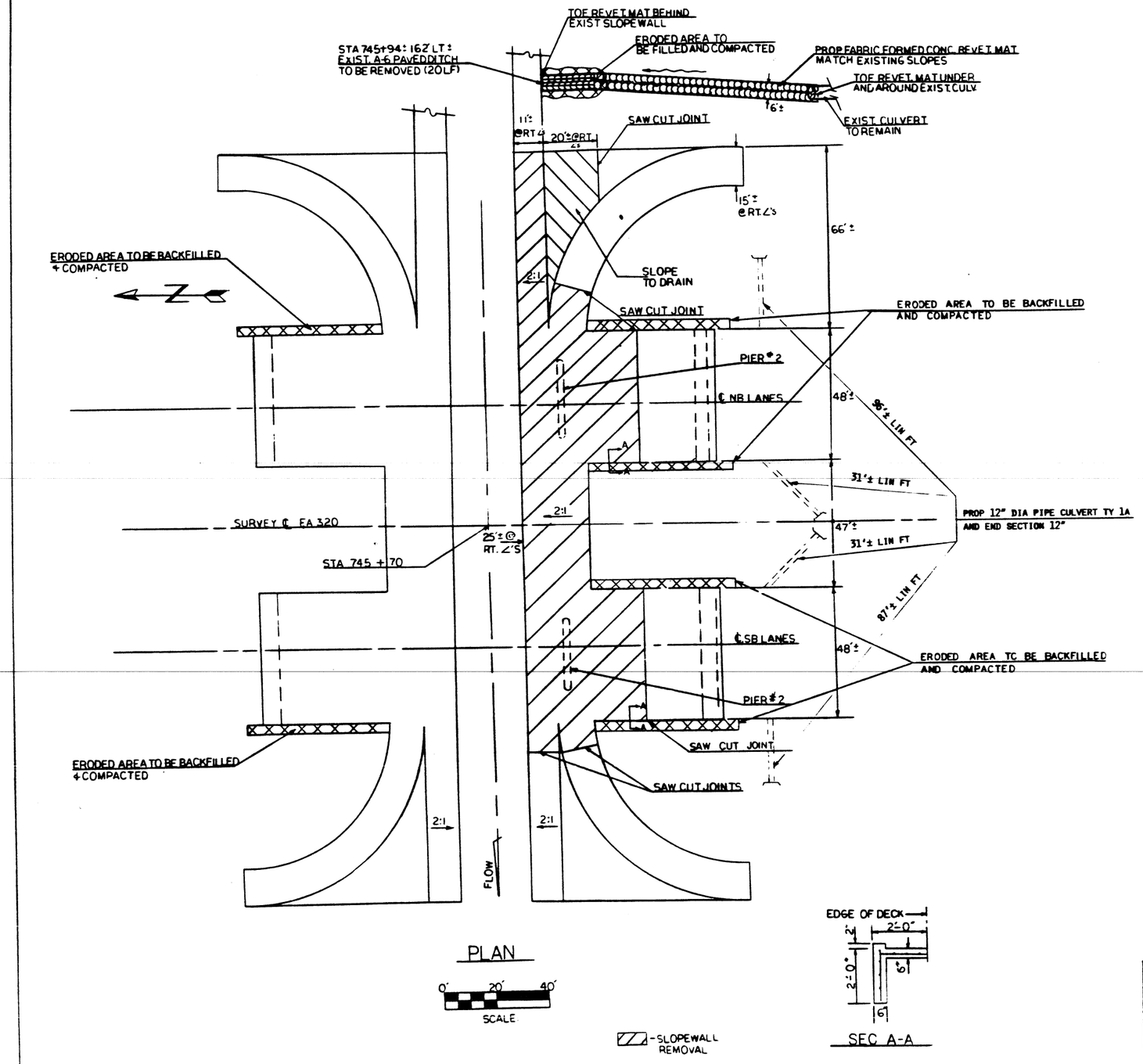
DATE

DRAWN BY

CHECKED BY

DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	•	TAZEWELL	68	43
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• 90-(108)RS-2,(126)XRS-2,(1088-1)I-1,(1088-2)I, (1088-2)I-1,(108HB)I,(1088-1)I-2, (108HB-1)I (RRPM)



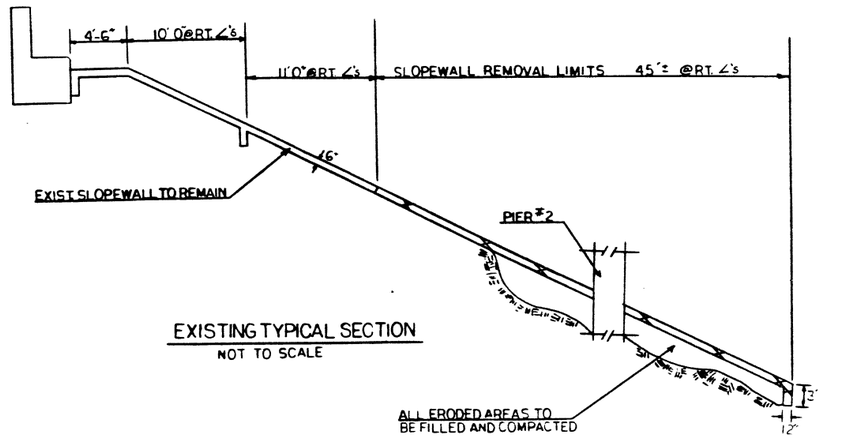
PLAN

0' 20' 40'

SCALE

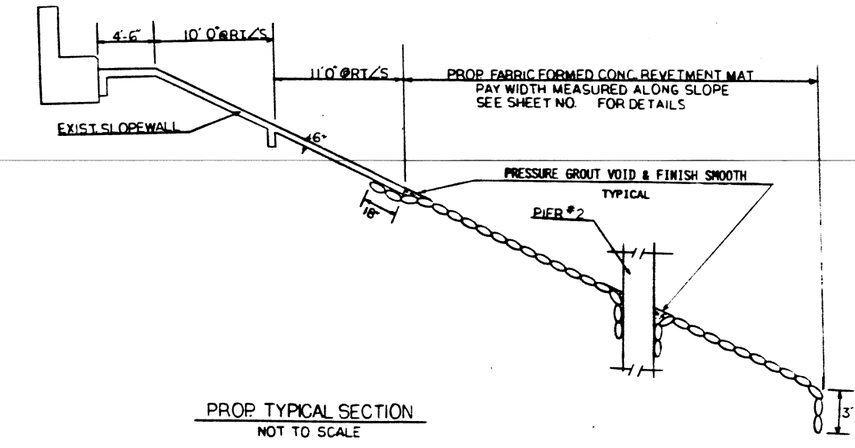
▨ - SLOPEWALL REMOVAL

SEC A-A



EXISTING TYPICAL SECTION

NOT TO SCALE



PROP TYPICAL SECTION

NOT TO SCALE

BILL OF MATERIAL

ITEM	UNIT	TOTAL
FABRIC FORMED CONC. REVETMENT MATS	SQ. YD.	987
SLOPEWALL REMOVAL	SQ. YD.	913
BORROW EXCAVATION (SMALL QUANTITY)	CU. YD.	740
PAVED DITCH REMOVAL	LIN. FT.	20

SLOPEWALL REPAIR DETAILS INDIAN CREEK

	SECTION	COUNTY		
320	•	TAZEWELL	66	56
STA.		TO STA.		

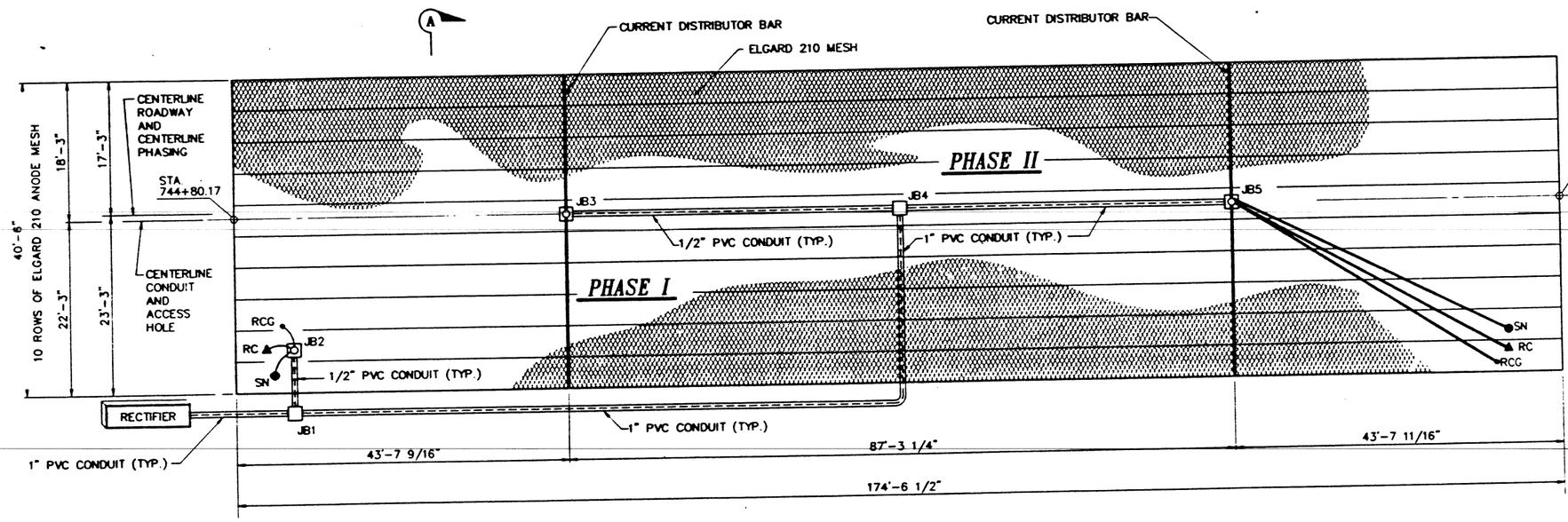
• 90-(108)RS-2,(126)RS-2,(1088-1)L-1,(1088-2)L,(1088-2)L-1,(108(8))L,(1088-1)L-2, (1088-1)L

*Estimated Quantities of "Cathodic Protection". The Pay Item shall be Cathodic Protection Complete L.S. .3

* QUANTITIES		
ITEM	UNIT	QUANTITY
ELGARD 210 ANODE MESH	sf	7,000
CURRENT DISTRIBUTOR	LINEAR FT.	125
FASTENERS, PLASTIC, STANDARD	EACH	1,600
INSULATED TITANIUM CONNECTOR	EACH	2
Ag/AgCl REF. CELL w/50' #10	EACH	2
WELD METAL (CA-25)	EACH	100
PACKING	EACH	100
MOLD	EACH	1
MOLD CLEANER	EACH	1
HYSOL EPOXY	EACH	22
#10 WIRE w/HMWPE INSULATION	LINEAR FT.	325
PLASTIC TIES	EACH	110

1. TERMINATE ANODE MESH 3" FROM EXPOSED METAL, SUCH AS, EXPANSION DAMS, PIPES, AND DRAINS.

2. LOCATE REFERENCE CELLS IN DELAMINATED AREA.



PLAN VIEW

BRIDGE SN 090-0093
OVER INDIAN CREEK

ZONE 1
(N.T.S.)

SYMBOL LEGEND

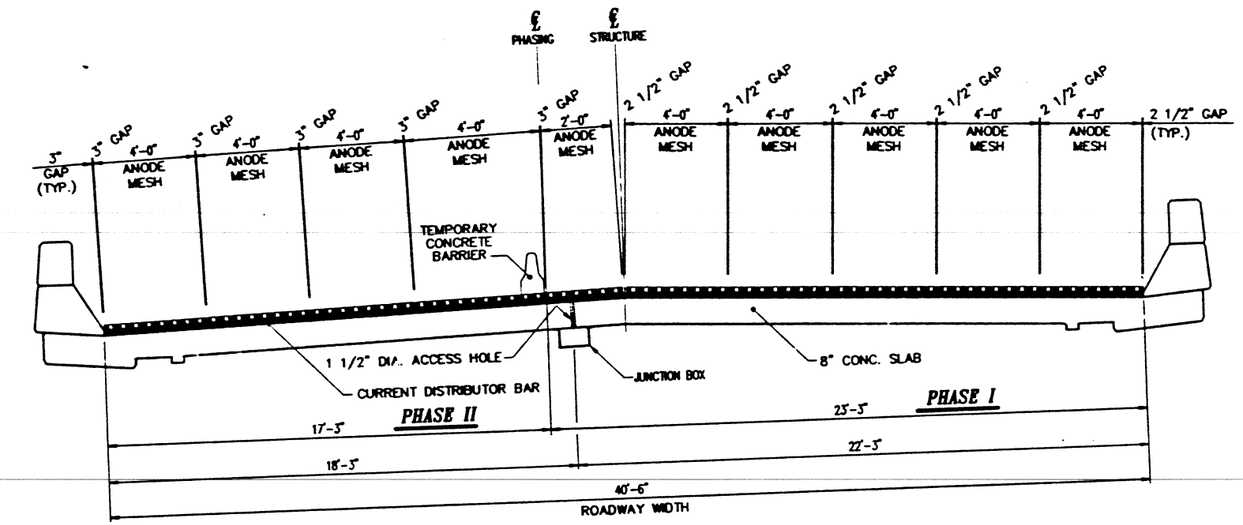
- ACCESS HOLE w/JUNCTION BOX
- SYSTEM NEGATIVE (SN)
- REFERENCE CELL (RC)
- REFERENCE CELL GROUND (RCG)
- JUNCTION BOX (JB)
- CURRENT DISTRIBUTOR
- PVC CONDUIT

INDIAN CREEK

CATHODIC PROTECTION

S.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	*	TAZEWELL	68	57
STA.		TO STA.		
FED. ROAD PROJ. NO.		FEDERAL	STATE JOB NUMBER	

90-0108XRS-2,0126XRS-2,0108B-1)I-1,0108B-2)I,
0108B-2)I-1,0108HB)I,0108B-1)I-2, 0108HB-1)I GRPHS



CROSS SECTION A-A

BRIDGE SN 090-0093
OVER INDIAN CREEK

INDIAN CREEK

CATHODIC PROTECTION

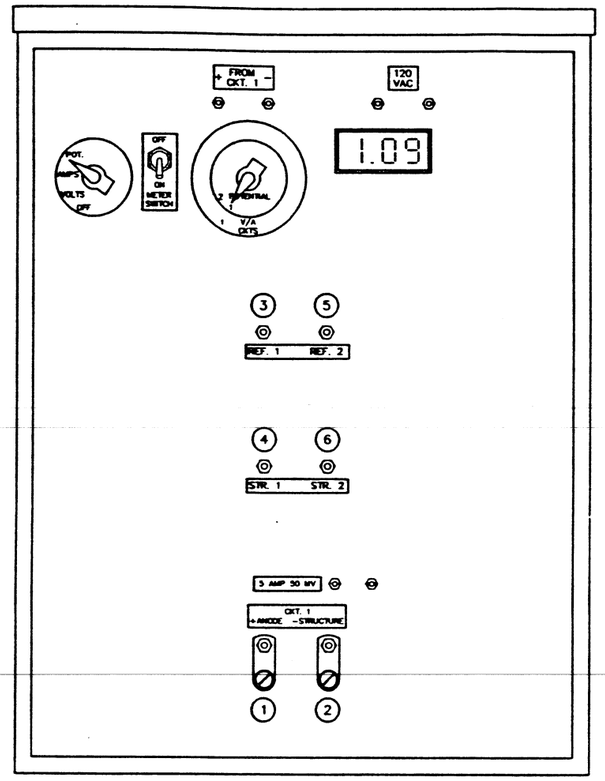
320		TAZEWELL	68	58
STA.		TO STA.		

90-(108)RS-2,(126X)RS-2,(1088-1)I-1,(1088-2)I-2,(1088-2)I-1,(108HB)I,(1088-1)I-2, (108HB-1)I (RRPM)

1) THE PURPOSE OF THIS DRAWING IS TO SHOW THE RECTIFIER TO INDIVIDUAL ZONE WIRING RELATIONSHIP. ACTUAL ORIENTATION OF THE RECTIFIER AND CONDUIT RUNS IS THE RESPONSIBILITY OF THE ELECTRICAL SUB-CONTRACTOR.

2) WIRES SHALL BE IDENTIFIED WITH CLOTH MARKERS AT SPLICE CONNECTIONS AND RECTIFIER.

3) PANEL BOARD IS SHOWN FOR ILLUSTRATION PURPOSES ONLY AND MAY NOT REPRESENT ACTUAL CONFIGURATION.

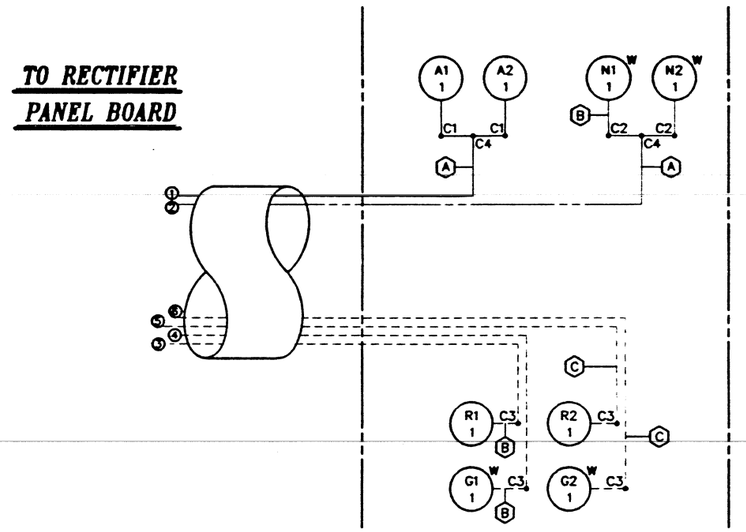


RECTIFIER PANEL BOARD

(A) ANODE LEAD AND SYSTEM NEGATIVE LEAD WIRE TO BE NO. 10 AWG STRANDED COPPER WIRE WITH THHN INSULATION IN CONDUIT.

(B) SYSTEM NEGATIVE, REFERENCE CELL, AND REFERENCE CELL GROUND LEAD WIRES TO BE NO. 10 AWG STRANDED COPPER WIRE w/HMWPE INSULATION TO JUNCTION BOX.

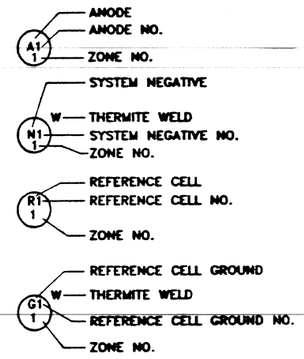
(C) REFERENCE CELL LEAD AND GROUND WIRE TO BE NO. 18 AWG STRANDED COPPER SHIELDED TWISTED PAIR WITH DRAIN AND PVC INSULATION.



ZONE 1

*BRIDGE SN 090-0093 OVER INDIAN CREEK

SYMBOL LEGEND



SPLICE CONNECTIONS

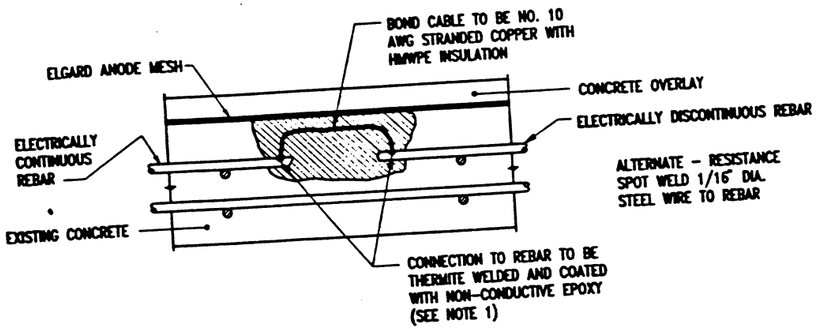
C1; 1/8" DIA. TI ROD TO NO. 10 AWG
C2; NO. 10 AWG TO NO. 10 AWG
C3; NO. 10 AWG TO NO. 18 AWG
C4; 2 NO. 10 AWG TO 1 NO. 10 AWG

INDIAN CREEK

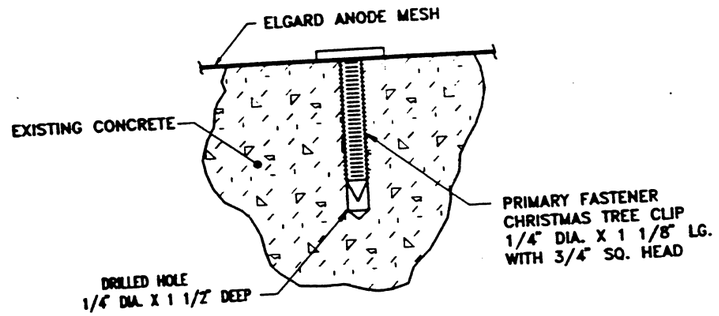
CATHODIC PROTECTION

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	TAZEWELL	68	59
STA.	TO STA.		

90-(108)RS-2,(126X)RS-2,(108B-1)I-1,(108B-2)I,(108B-2)I-1,(108HB)L,(108B-1)I-2, (108HB-1)I (RRPM)



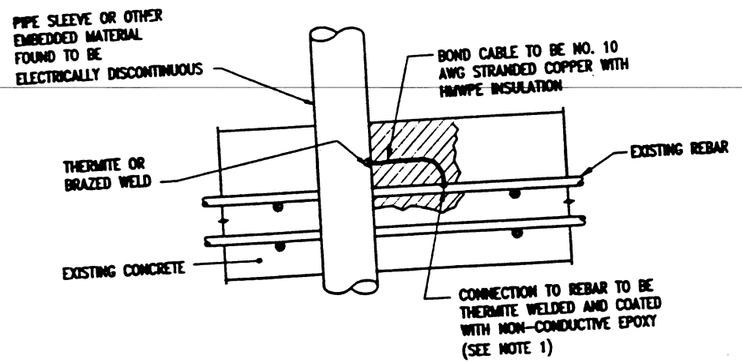
REBAR CONTINUITY DETAIL



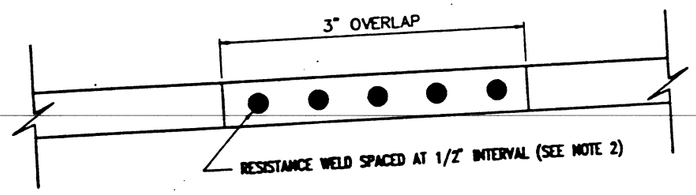
ANODE FASTENER DETAIL

CHRISTMAS TREE CLIP

1. AFTER THERMITE WELDED CONNECTION IS MADE GENTLY TAP AND REMOVE SLAG FROM WELD.
2. USE SPECIAL ELGARD WELDER. CONDUCT WELDER QUALITY ASSURANCE TEST PRIOR TO EACH USE.



EMBEDDED STEEL BONDING DETAIL



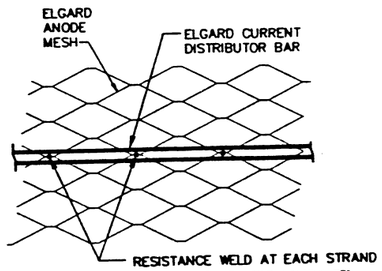
CURRENT DISTRIBUTOR SPLICING DETAIL

CATHODIC PROTECTION

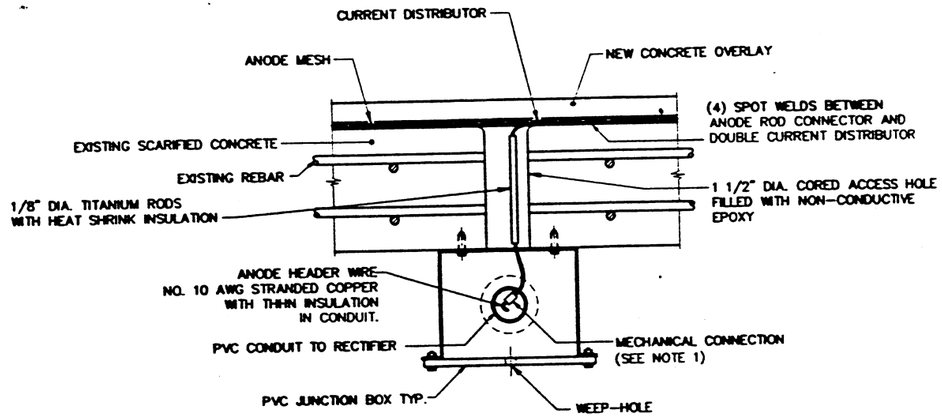
DETAILS

S.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	•	TAZEWELL	68	60
STA.		TO STA.		
FED. ROAD DIST. NO.	STATE	FED. AID PROJECT		

• 90-(108)RS-2,(126)RS-2,(108B-1)I-1,(108B-2)I, (108B-2)I-1,(108HB)I,(108B-1)I-2, (108HB-1)I 6RPM



CURRENT DISTRIBUTOR WELDING DETAIL



ANODE LEAD ROD CONNECTOR DETAIL

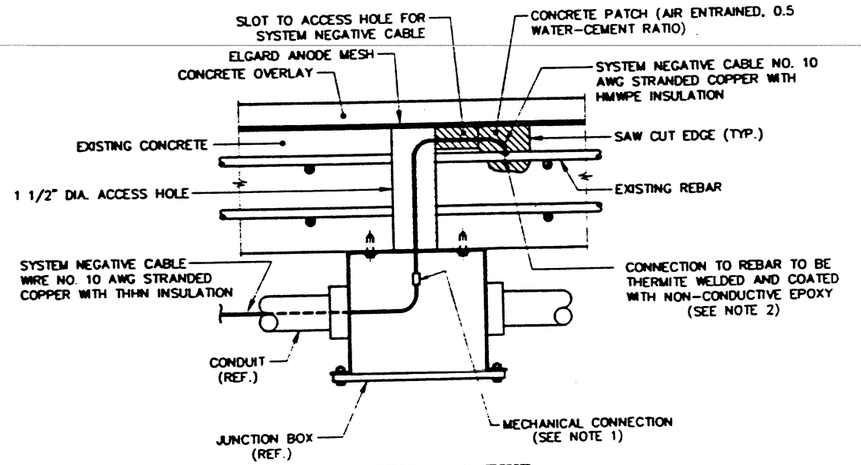
(N.T.S.)

1.) UNLESS OTHERWISE NOTED SPLICES MADE IN JUNCTION BOXES BENEATH DECK SHALL BE MECHANICALLY CONNECTED (CRIMP CONNECTION) AND INSULATED IN A HEAT-SHRINKABLE MATERIAL, SUCH AS, ALPHA'S SERIES FIT-700 OR 3M SCOTCH E-Z SEAL 2200.

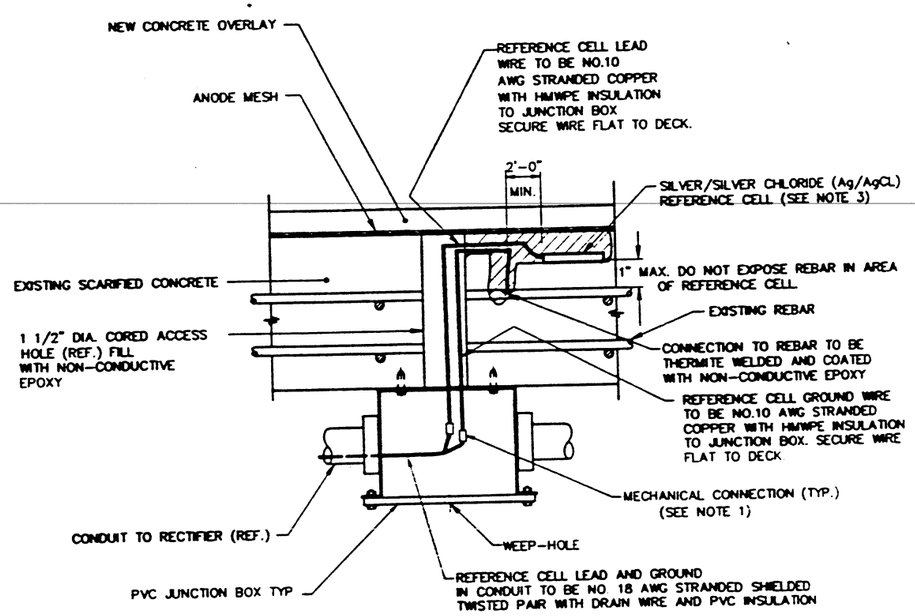
2.) AFTER THERMITE WELDED CONNECTION IS MADE GENTLY TAP AND REMOVE SLAG FROM WELD.

3.) INSTALL REFERENCE CELL AT A MAXIMUM OF 1" BUT NOT TOUCHING REINFORCING STEEL AT LOCATIONS INDICATED.

4.) USE SPECIAL ELGARD WELDER. CONDUCT WELDER QUALITY ASSURANCE TEST PRIOR TO EACH USE.



SYSTEM NEGATIVE CONNECTION DETAIL



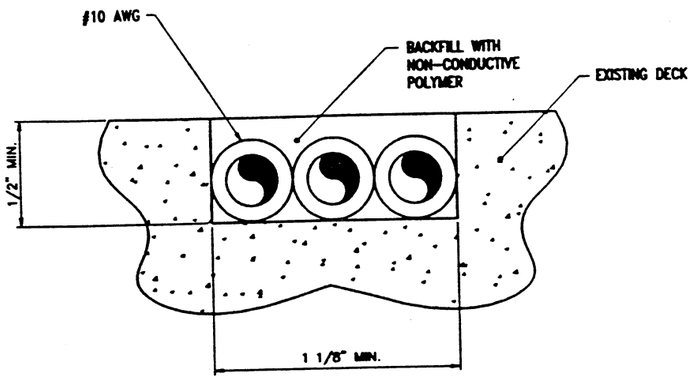
REFERENCE CELL DETAIL

(N.T.S.)

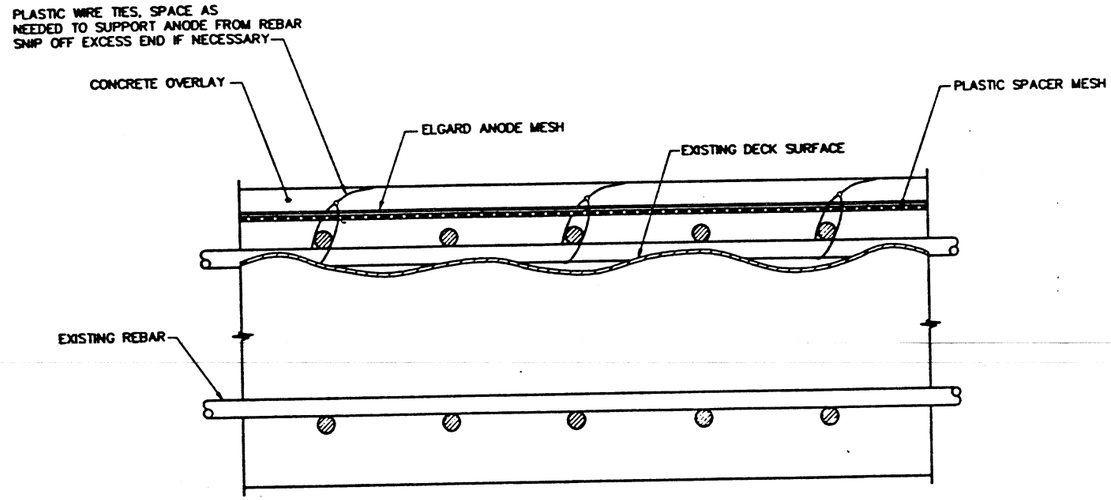
CATHODIC PROTECTION DETAILS

320		TAZEWELL	68	61
STA.		TO STA.		

- 90-(108)RS-2,(126X)RS-2,(1088-1)I-L,(1088-2)L, (1088-2)I-L,(108HB)L,(1088-1)I-2, (108HB-1)I (RRPM)

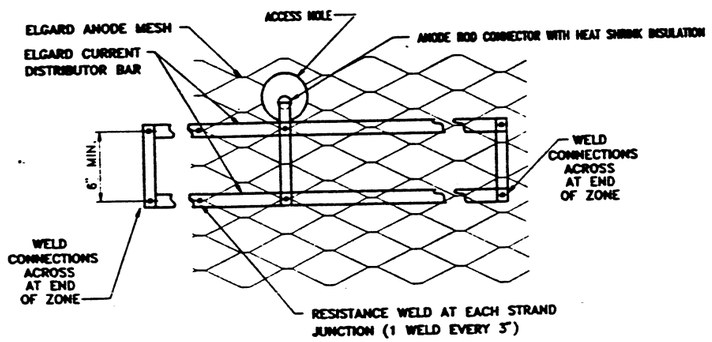


SYSTEM NEGATIVE REFERENCE CELL AND GROUND WIRE PLACEMENT IN SLOT ON DECK DETAIL



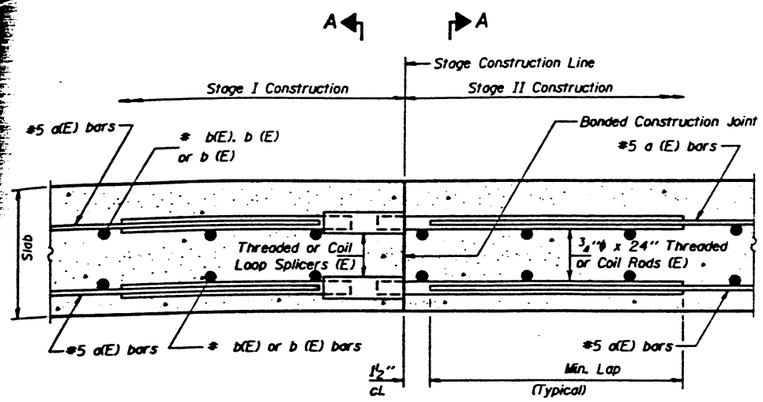
PLASTIC SPACER MESH DETAIL

(FOR AREAS WITH EXPOSED REBAR)

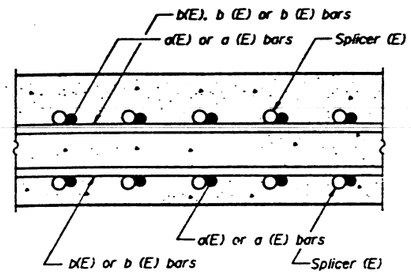


DOUBLE CURRENT DISTRIBUTOR WELDING DETAIL

CATHODIC PROTECTION DETAILS



SECTION THRU SLAB



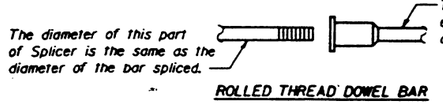
SECTION A-A

SPLICER DETAILS

(No. Req'd. 240)

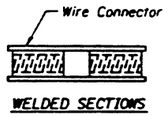
Cost incidental to Reinforcement Bars (Epoxy Coated).

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ROLLED THREAD DOWEL BAR

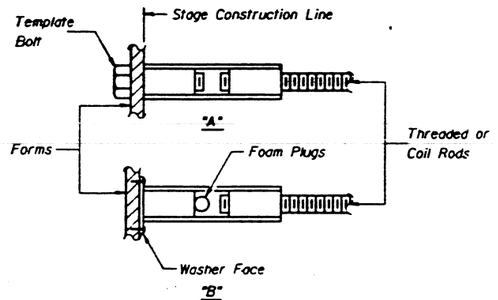
** ONE PIECE

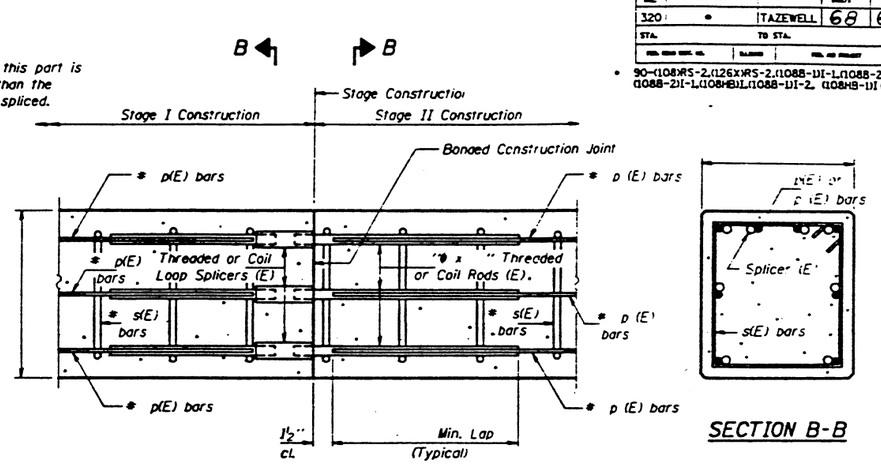


WELDED SECTIONS

SPLICER ALTERNATIVES

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





SECTION THRU ABUTMENTS AND PIERS

SECTION B-B

SPLICER DETAILS

(No. Req'd. 34)

Cost incidental to Reinforcement Bars (Epoxy Coated).

	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	*	TAZEWELL	68	62
STA.		TO STA.		

* 90-(108)RS-2,(126X)RS-2,(108B-1)I-L,(108B-2)L, (108B-2)I-L,(108HB)L,(108B-1)I-2, (108HS-1)I (RRPM)

NOTES

Steel Splicer (Coupler) assembly shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Steel Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods.

Splicer (coupler) assembly in the slab shall be epoxy coated in accordance with the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed splicer (coupler) assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = 1.25 x fy x A_r

② Minimum *Pull-out Strength (Tension in kips) = 1.25 x fs_{allow} x A_r

Where fy = Yield strength of lapped reinforcement bars in ksi.

fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)

A_r = Tensile stress area of lapped reinforcement bars.

* = 28 day concrete

Typical Splicer (Coupler) Assembly Sizes:

In Slabs	#5 bar lap with 3/4"ϕ Splicer (Coupler) x 2'-0" Splicer Rods	Minimum Capacity = 23.0 kips-tension Minimum Pull-out Strength = 9.2 kips-tension
	#6 bar lap with 7/8"ϕ Splicer (Coupler) x 2'-7" Splicer Rods	Minimum Capacity = 33.1 kips-tension Minimum Pull-out Strength = 13.3 kips-tension
In Sub-Structure	#7 bar lap with 1"ϕ Splicer (Coupler) x 3'-5" Splicer Rods	Minimum Capacity = 45.1 kips-tension Minimum Pull-out Strength = 18.0 kips-tension
	#8 bar lap with 1 1/8"ϕ Splicer (Coupler) x 4'-6" Splicer Rods	Minimum Capacity = 58.9 kips-tension Minimum Pull-out Strength = 23.6 kips-tension

DESIGNED		
CHECKED	EXAMINED	ENGINEER OF BRIDGE DESIGN
DRAWN	PASSED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED	APPROVED	DIRECTOR OF HIGHWAYS

BSD-1 12-16-91

BAR SPLICER (COUPLER) DETAILS AT STAGE CONSTRUCTION

FISCAL YEAR NO.	SHEET NO.		
FA 73	108 B-2	TAZEWELL	44

P-94-148-00

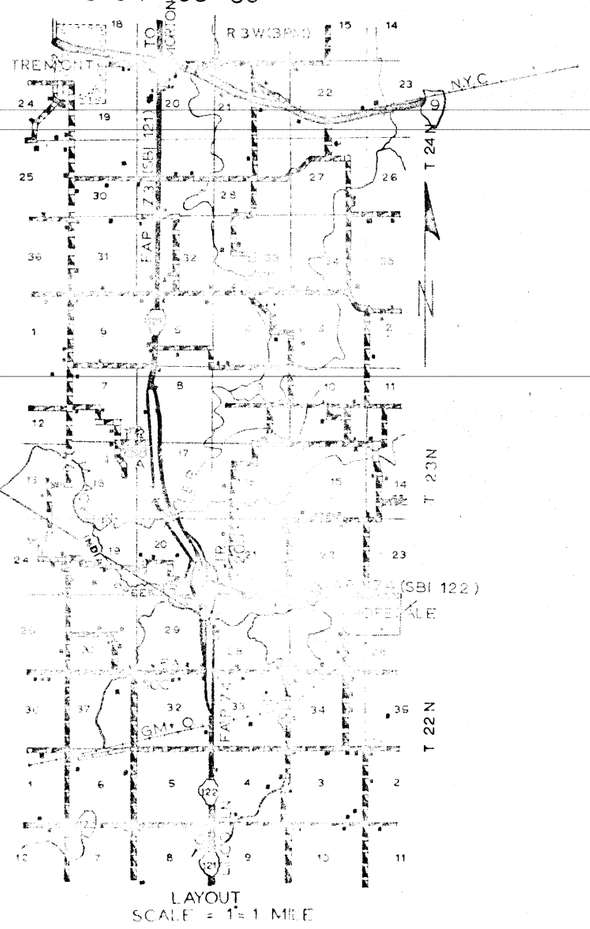
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

SCALE IN FEET

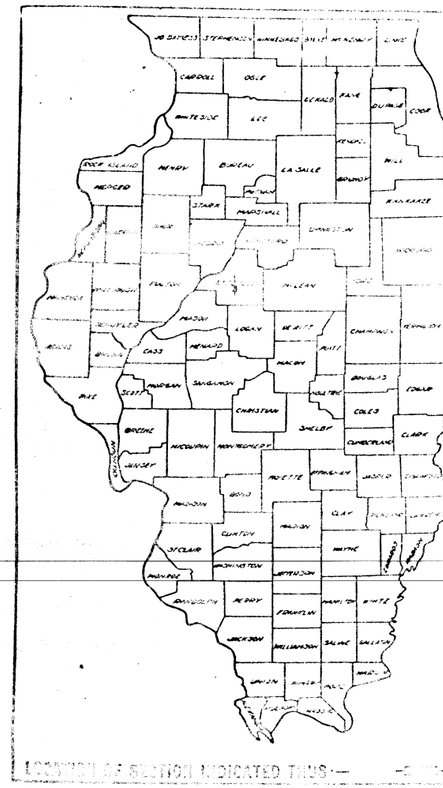
PLAN 0 5' 10' PROFILE VERT. 0 5' 10'

PROFILE HOR. 0 5' 10' CROSS-SECTIONS 1"=10' HOR. 1"=5' VERT.

F.A. ROUTE 73
SECTION 108 B-2
PROJECT F-131(41)
TAZEWELL COUNTY
C-94-105-69



LAYOUT
SCALE = 1"= 1 MILE



LOCATION OF SECTION INDICATED THUS:—

INDEX OF SHEETS

SHEET NO	BRIDGE PLAN SHEET NO	NAME
1		COVER SHEET - INDEX OF SHEETS
2		TYPICAL SECTIONS (BRIDGE COVERS)
3		TYPICAL SECTIONS (GENERAL EXCAVATION) - SCHEDULE OF QUANTITIES
4-5		PLAN-PROFILE (MAIN LINE)
6		PLAN-PROFILE (CHANNEL CHANGE)
7	1	GENERAL PLAN & ELEVATION
8	2	FOOTING LOCATION
9	3	ELEVATIONS
10	4	ELEVATIONS LOCATION DIAGRAM
11	5	SUPERSTRUCTURE
12	6	ADJUSTING RAILING
13	7	FRAMING PLAN
14	8	SEAT DETAILS
15	9	BEARING DETAILS
16	10	NORTH ABUTMENT - EAST STRUCTURE
17	11	SOUTH ABUTMENT - EAST STRUCTURE
18	12	NORTH ABUTMENT - WEST STRUCTURE
19	13	SOUTH ABUTMENT - WEST STRUCTURE
20	14	PIER 1 - EAST STRUCTURE
21	15	PIER 2 - EAST STRUCTURE
22	16	PIER 1 - WEST STRUCTURE
23	17	PIER 2 - WEST STRUCTURE
24	18	CURBING
25	19	PILE DETAILS
26-32		CROSS-SECTIONS (MAIN LINE)
33-35		CROSS-SECTIONS (CHANNEL CHANGE)
36		STD. 163+2
37		STD. 174+2
38		STD. 211+1
39		STD. 212+1
40		STD. 220+2
41		STD. 222+2
42		STD. 2303
43		STD. 2239
44		STD. 2300

PROPOSED IMPROVEMENT
INCLUDES 2 THREE SPAN PRESTRESSED CONCRETE I BEAM DUAL STRUCTURES (CARRYING FA 73 OVER INDIAN CREEK) ON CONCRETE PILE BENT ABUTMENTS AND R.C. PIERS
SPANS: 2 at 57'-4"; 1 at 68'-2"
AT STATION 745+70

NET LENGTH OF PROJECT = 176.830 FEET = 0.0335 MILES

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

SUBMITTED [illegible] 19 69
ENGINEER [illegible] 19 69
PASSED [illegible] 19 69
APPROVED [illegible] 19 69
APPROVED [illegible] 19 69

DEPARTMENT OF TRANSPORTATION
BUREAU OF PUBLIC ROADS

APPROVED

DIVISION ENGINEER DATE

FILE COPY
#44
8-22-69 ✓

900513 CONTRACT NO. 26234

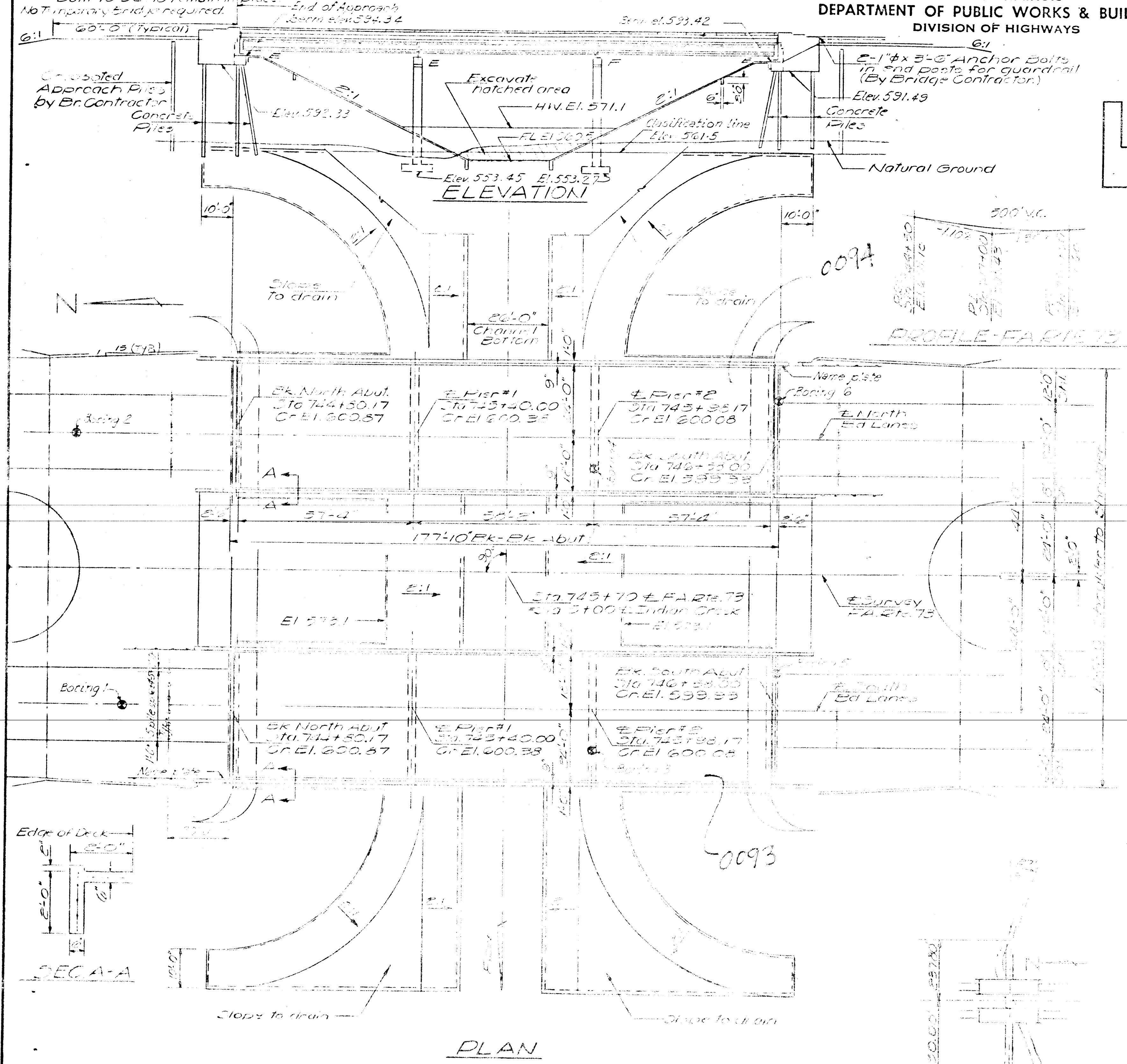
Reel 4-85
745+70 108 B-2 REEL 4

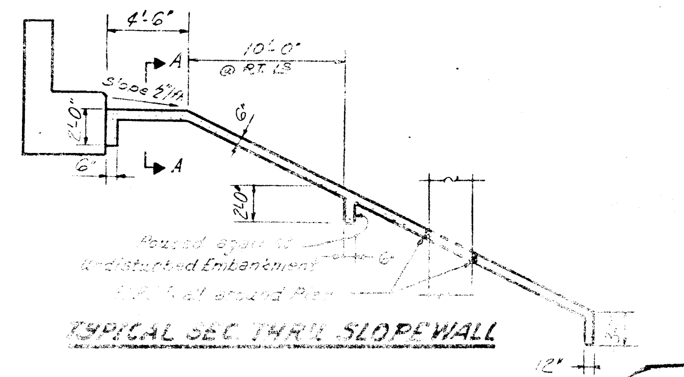
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 73	108 B-2	TAZEWELL	44	7
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- F-131 (41)		

SHEET NO. 1
19 SHEETS

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

B.M. Chiseled in top of East Wingwall of Existing Bridge - North Abutment
Existing Structure: R.C. Girder, 140' clear span, Closed Conc. Rails, 33' F-F curb, 500' Lt. Sta. 745+70 Sta. 12+x (S.B.I. 126)
Built 1938 To remain in place
No Temporary Bridge required.





STATE OF ILLINOIS
F.A. RT. 73 SEC. 108 B-2
F.A. PROJ. F-131(41)
LOADING HS 20

NAME PLATE

GENERAL NOTES

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

Slope wall shall be reinforced with welded wire fabric 6"x 6" mesh, weighing 58# per 100 sq. ft.

Layout of slope walls may be varied in the field to suit ground conditions as directed by the Engineer.

The Contractor shall drive one test pile in a permanent location @ North Abut., East Structure and one test pile @ South Abutment West Structure as directed by the Engineer before ordering the remainder of piles.

Concrete piles at abutments shall be driven in holes precored through the embankment in accordance with Article 513.09(c) of the Standard Specications.

An alternate strand pattern using Extra High Strength Prestressing strand (270 k.s.i.) is permitted.

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

The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.

Except as otherwise provided, all Structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Class A Excavation for Structures	Cu. Yds.		150	150
* Class B Excavation for Structures	Cu. Yds.		580	580
Structural Steel	Lbs.	7710		7710
Class X Concrete	Cu. Yds.	527.9	650.8	1178.7
Reinforcement Bars	Lbs.	121,250	60,860	182,110
Concrete Piles	Lin. Ft.		1,975	1,975
Test Pile (Concrete)	Each		2	2
Name Plates	Each	2		2
Slopewall (6")	Sq. Yds.		4,283	4,283
Protective Coat	Sq. Yds.	1875		1,875
Prestressed Concrete I-Beam (42")	Lin. Ft.	2,082		2,082
Preformed Joint Sealer	Lin. ft.	176		176
Creosoted Piles (20.1' to 38')	Lin. Ft.		444	444
Creosoted Piles (over 38')	Lin. Ft.		504	504
Aluminum Railing	Lin. Ft.	698		698

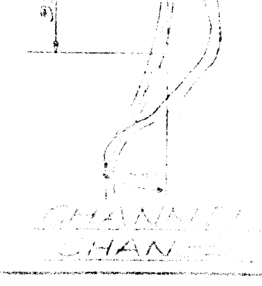
* Class B Excavation includes excavation for Toewall

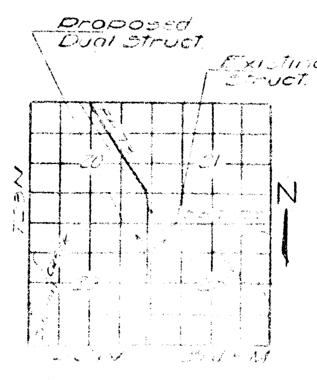
WATERWAY INFORMATION

Drainage Area — — — — 7000 Acres
Character — rolling clay, wooded cultivated
Required Opening — 50 Yr. Flood — 2200 Sq. Ft.
Present Opening — — — — 3735 Sq. Ft.
Proposed Opening — — — — 3700 Sq. Ft.
Discharge Frequency = 2970 c.f.s. (Q150)

DESIGN STRESSES

FIELD UNITS
Fc = 1200 psi - Deck Slab
Fc = 1400 psi - Curb, Parapet, Sub.
Fs = 20,000 psi - Reinf.
Fs = 20,000 psi - Struct.
Vc = 75 psi - Ftgs.
n = 10
PRECAST PRESTRESSED UNITS
Fc = 5000 psi
F'ci = 4000 psi
[illegible]
[illegible]
Allowable [illegible] 55#/□'
LOADING HS 20-44





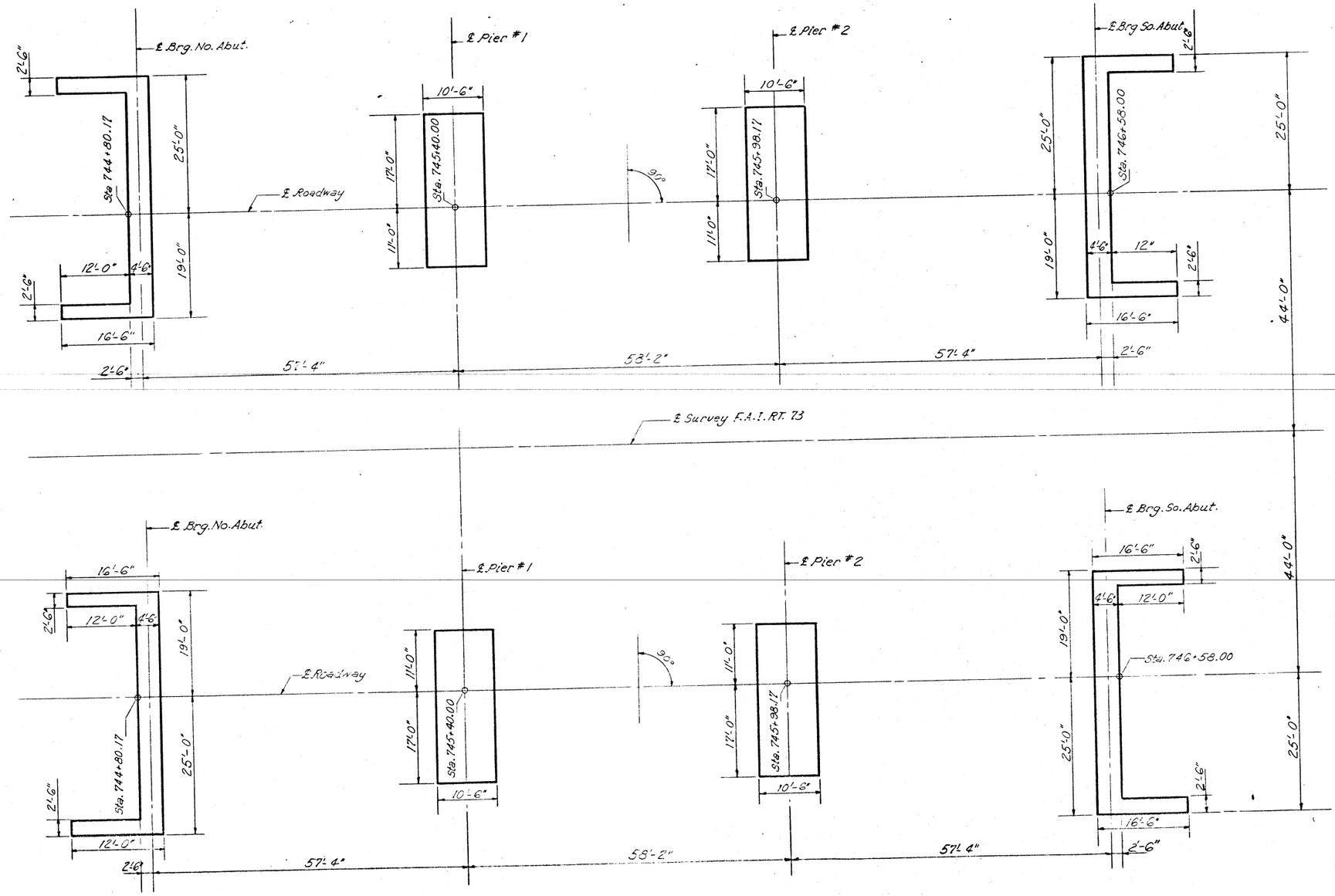
DESIGNED		EXAMINED	June 13, 1969
CHECKED		PASSED	
DRAWN		APPROVED	
CHECKED			

GENERAL PLAN & ELEVATION
F.A.I. F-131 (41)
INDIAN CREEK
F.A. ROUTE 73
SECTION 108 B-2
TAZEWELL COUNTY
STATION 745+70

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. R.A. 73	108 B-2	TAZEWELL	44	8
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 2
19 SHEETS

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

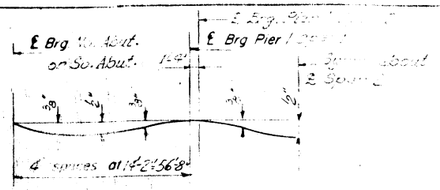


DESIGNED	B. R. Thakkar
CHECKED	J. M. Patel
DRAWN	ustanik
CHECKED	J.M.P.

EXAMINED JUNE 13 19 69
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

N

FOOTING LOCATION
F.A.RT. 73-SEC. 108 B-2
TAZEWELL COUNTY
STATION 745+70

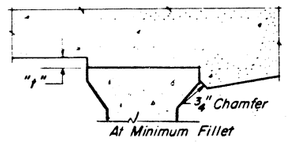


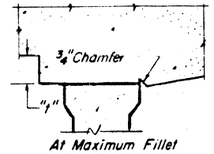
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below

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





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

FILLET HEIGHTS

DIST. NO.	SECTION	COUNTY	SHEETS	SHEET NO.
8 & 9	108	TAZEWELL	44	9
FED. ROAD DIST. NO.	73	B-2	ILLINOIS	FED. AID PROJECT

SHEET NO. 3
19 SHEETS

BEAM #6 — LONG. JOINT EAST-NORTH BD. LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. No. Abut.	74480.170	-22.165	600.471	600.471
℄ Brg. No. Abut.	74482.670	-22.165	600.447	600.447
A	74492.670	-22.165	600.355	600.375
B	74502.670	-22.165	600.268	600.302
C	74512.670	-22.165	600.186	600.223
D	74522.670	-22.165	600.108	600.138
E	74532.670	-22.165	600.046	600.049
℄ Brg. Pier 1 (Sp-1)	74539.337	-22.165	599.990	599.990
℄ Brg. Pier 1 (Sp-2)	74540.670	-22.165	599.981	599.981
F	74550.670	-22.165	599.917	599.936
G	74560.670	-22.165	599.859	599.889
H	74570.670	-22.165	599.803	599.840
I	74580.670	-22.165	599.753	599.799
J	74590.670	-22.165	599.709	599.722
℄ Brg. Pier 2 (Sp. 2)	74597.503	-22.165	599.681	599.681
℄ Brg. Pier 2 (Sp. 3)	74598.836	-22.165	599.676	599.676
K	74603.836	-22.165	599.639	599.659
L	74618.836	-22.165	599.608	599.640
M	74628.836	-22.165	599.581	599.619
N	74638.836	-22.165	599.560	599.589
O	74648.836	-22.165	599.543	599.556
℄ Brg. So. Abut	74655.503	-22.165	599.534	599.534
Bk. So. Abut	74658.003	-22.165	599.531	599.531

BEAM #5 — LONG. JOINT EAST-NORTH BD. LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. No. Abut.	74480.170	-17.999	600.558	600.558
℄ Brg. No. Abut	74482.670	-17.999	600.536	600.536
A	74492.670	-17.999	600.442	600.461
B	74502.670	-17.999	600.355	600.387
C	74512.670	-17.999	600.274	600.310
D	74522.670	-17.999	600.196	600.224
E	74532.670	-17.999	600.122	600.135
℄ Brg. Pier 1 (Sp-1)	74539.337	-17.999	600.077	600.077
℄ Brg. Pier 1 (Sp-2)	74540.670	-17.999	600.063	600.063
F	74550.670	-17.999	600.004	600.023
G	74560.670	-17.999	599.946	599.976
H	74570.670	-17.999	599.892	599.932
I	74580.670	-17.999	599.840	599.870
J	74590.670	-17.999	599.795	599.808
℄ Brg. Pier 2 (Sp. 2)	74597.503	-17.999	599.767	599.767
℄ Brg. Pier 2 (Sp. 3)	74598.836	-17.999	599.762	599.762
K	74603.836	-17.999	599.726	599.745
L	74618.836	-17.999	599.695	599.727
M	74628.836	-17.999	599.668	599.715
N	74638.836	-17.999	599.646	599.676
O	74648.836	-17.999	599.629	599.663
℄ Brg. So. Abut	74655.503	-17.999	599.621	599.621
Bk. So. Abut	74658.003	-17.999	599.618	599.618

BEAM #4 — LONG. JOINT EAST-NORTH BD. LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. No. Abut.	74480.170	-14.499	600.630	600.630
℄ Brg. No. Abut.	74482.670	-14.499	600.607	600.607
A	74492.670	-14.499	600.515	600.534
B	74502.670	-14.499	600.428	600.460
C	74512.670	-14.499	600.345	600.383
D	74522.670	-14.499	600.268	600.297
E	74532.670	-14.499	600.195	600.208
℄ Brg. Pier 1 (Sp-1)	74539.337	-14.499	600.149	600.149
℄ Brg. Pier 1 (Sp-2)	74540.670	-14.499	600.140	600.140
F	74550.670	-14.499	600.076	600.094
G	74560.670	-14.499	600.017	600.049
H	74570.670	-14.499	599.963	600.000
I	74580.670	-14.499	599.913	599.942
J	74590.670	-14.499	599.868	599.881
℄ Brg. Pier 2 (Sp. 2)	74597.503	-14.499	599.840	599.840
℄ Brg. Pier 2 (Sp. 3)	74598.836	-14.499	599.835	599.835
K	74603.836	-14.499	599.799	599.818
L	74618.836	-14.499	599.767	599.799
M	74628.836	-14.499	599.741	599.778
N	74638.836	-14.499	599.717	599.748
O	74648.836	-14.499	599.698	599.715
℄ Brg. So. Abut	74655.503	-14.499	599.694	599.694
Bk. So. Abut	74658.003	-14.499	599.691	599.691

BEAM #3 — LONG. JOINT WEST-SOUTH BD. LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. No. Abut.	74480.170	0.834	600.857	600.857
℄ Brg. No. Abut.	74482.670	0.834	600.833	600.833
A	74492.670	0.834	600.741	600.761
B	74502.670	0.834	600.654	600.685
C	74512.670	0.834	600.572	600.609
D	74522.670	0.834	600.494	600.524
E	74532.670	0.834	600.422	600.434
℄ Brg. Pier 1 (Sp-1)	74539.337	0.834	600.375	600.375
℄ Brg. Pier 1 (Sp-2)	74540.670	0.834	600.367	600.367
F	74550.670	0.834	600.303	600.322
G	74560.670	0.834	600.244	600.275
H	74570.670	0.834	600.189	600.226
I	74580.670	0.834	600.139	600.169
J	74590.670	0.834	600.095	600.108
℄ Brg. Pier 2 (Sp. 2)	74597.503	0.834	600.067	600.067
℄ Brg. Pier 2 (Sp. 3)	74598.836	0.834	600.061	600.061
K	74603.836	0.834	600.025	600.045
L	74618.836	0.834	599.994	600.026
M	74628.836	0.834	599.967	600.004
N	74638.836	0.834	599.946	599.979
O	74648.836	0.834	599.929	599.941
℄ Brg. So. Abut	74655.503	0.834	599.920	599.920
Bk. So. Abut	74658.003	0.834	599.917	599.917

BEAM #2 — LONG. JOINT WEST-SOUTH BD. LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. No. Abut.	74480.170	8.501	600.737	600.737
℄ Brg. No. Abut	74482.670	8.501	600.713	600.713
A	74492.670	8.501	600.621	600.641
B	74502.670	8.501	600.534	600.566
C	74512.670	8.501	600.452	600.489
D	74522.670	8.501	600.376	600.416
E	74532.670	8.501	600.304	600.319
℄ Brg. Pier 1 (Sp-1)	74539.337	8.501	600.257	600.257
℄ Brg. Pier 1 (Sp-2)	74540.670	8.501	600.249	600.249
F	74550.670	8.501	600.185	600.208
G	74560.670	8.501	600.126	600.161
H	74570.670	8.501	600.071	600.118
I	74580.670	8.501	600.020	600.060
J	74590.670	8.501	599.977	599.997
℄ Brg. Pier 2 (Sp. 2)	74597.503	8.501	599.949	599.949
℄ Brg. Pier 2 (Sp. 3)	74598.836	8.501	599.943	599.943
K	74603.836	8.501	599.907	599.926
L	74618.836	8.501	599.876	599.908
M	74628.836	8.501	599.849	599.886
N	74638.836	8.501	599.827	599.857
O	74648.836	8.501	599.810	599.823
℄ Brg. So. Abut	74655.503	8.501	599.800	599.800
Bk. So. Abut	74658.003	8.501	599.798	599.798

BEAM #1 — LONG. JOINT EAST-SOUTH BD. LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. No. Abut.	74480.170	12.001	600.682	600.682
℄ Brg. No. Abut	74482.670	12.001	600.659	600.659
A	74492.670	12.001	600.567	600.586
B	74502.670	12.001	600.480	600.512
C	74512.670	12.001	600.397	600.434
D	74522.670	12.001	600.320	600.349
E	74532.670	12.001	600.247	600.260
℄ Brg. Pier 1 (Sp-1)	74539.337	12.001	600.201	600.201
℄ Brg. Pier 1 (Sp-2)	74540.670	12.001	600.192	600.192
F	74550.670	12.001	600.128	600.148
G	74560.670	12.001	600.069	600.101
H	74570.670	12.001	600.015	600.062
I	74580.670	12.001	599.965	599.934
J	74590.670	12.001	599.920	599.933
℄ Brg. Pier 2 (Sp. 2)	74597.503	12.001	599.892	599.892
℄ Brg. Pier 2 (Sp. 3)	74598.836	12.001	599.887	599.887
K	74603.836	12.001	599.851	599.870
L	74618.836	12.001	599.819	599.851
M	74628.836	12.001	599.793	599.830
N	74638.836	12.001	599.771	599.805
O	74648.836	12.001	599.754	599.767
℄ Brg. So. Abut	74655.503	12.001	599.746	599.746
Bk. So. Abut	74658.003	12.001	599.743	599.743

BEAM #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. No. Abut.	74480.170	16.167	600.596	600.596
℄ Brg. No. Abut.	74482.670	16.167	600.572	600.572
A	74492.670	16.167	600.480	600.499
B	74502.670	16.167	600.393	600.425
C	74512.670	16.167	600.311	600.348
D	74522.670	16.167	600.233	600.262
E	74532.670	16.167	600.160	600.173
℄ Brg. Pier 1 (Sp-1)	74539.337	16.167	600.115	600.115
℄ Brg. Pier 1 (Sp-2)	74540.670	16.167	600.106	600.106
F	74550.670	16.167	600.042	600.061
G	74560.670	16.167	599.982	600.014
H	74570.670	16.167	599.928	599.965
I	74580.670	16.167	599.878	599.908
J	74590.670	16.167	599.833	599.847
℄ Brg. Pier 2 (Sp. 2)	74597.503	16.167	599.805	599.805
℄ Brg. Pier 2 (Sp. 3)	74598.836	16.167	599.800	599.800
K	74603.836	16.167	599.764	599.783
L	74618.836	16.167	599.733	599.765
M	74628.836	16.167	599.706	599.744
N	74638.836	16.167	599.684	599.714
O	74648.836	16.167	599.667	599.680
℄ Brg. So. Abut	74655.503	16.167	599.659	599.659
Bk. So. Abut	74658.003	16.167	599.656	599.656

DESIGNED	B.R. Talley
CHECKED	J.M. Patel
DRAWN	P.G. Barnett
CHECKED	J.M.P.

E-S 8-1-65

EXAMINED June 13, 19

PASSED

APPROVED

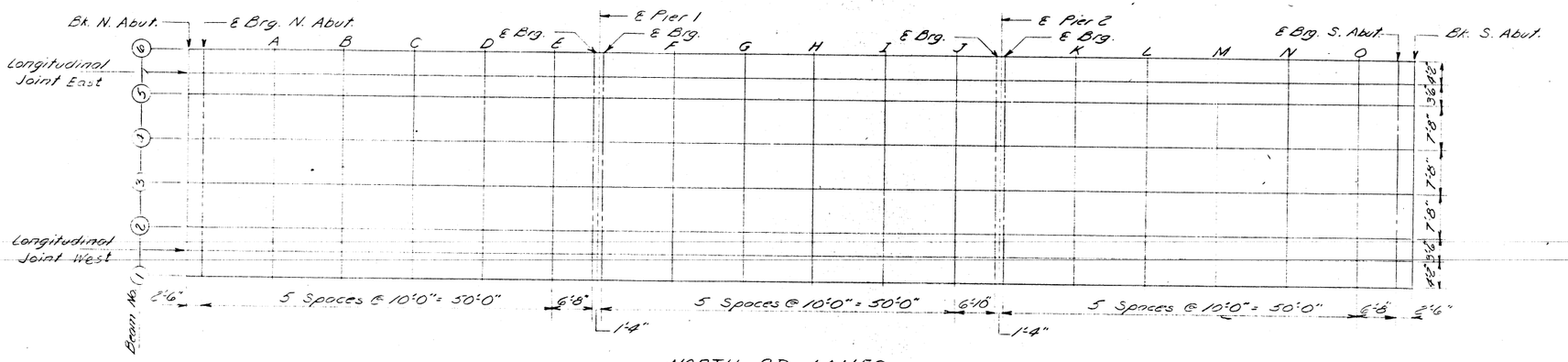
For Location See Sht #4

ELEVATION SHEET
F.A. RT. 73 - SEC. 108 B-2
TAZEWELL COUNTY
STATION 745+70

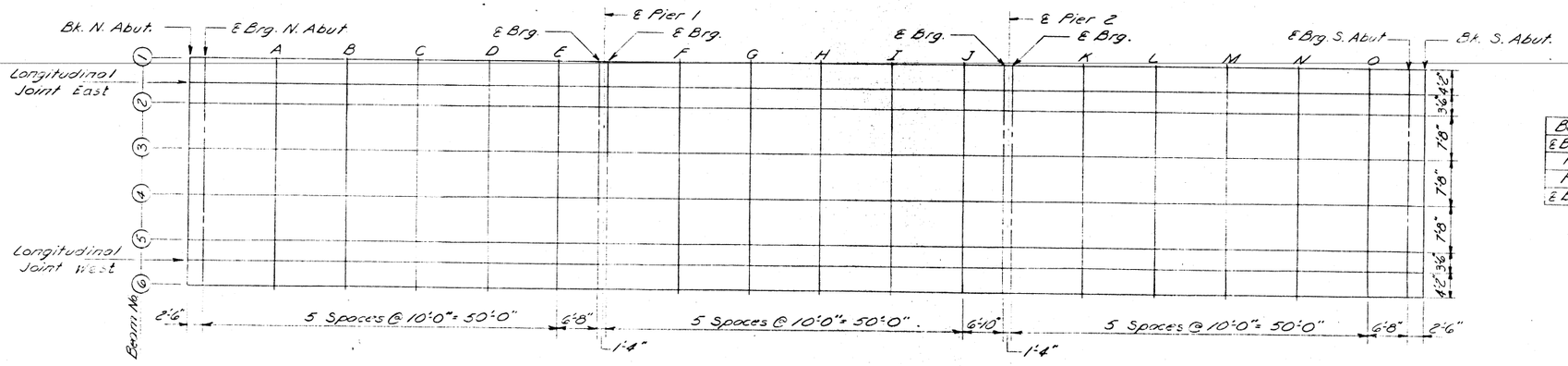
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	108 B-2	TAZEWELL	44	10
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO 4
19 SHEETS

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



NORTH BD. LANES



SOUTH BD. LANES

TOP OF BEAM ELEVATIONS

Beam	1	2	3	4	5	6
℄ Brg. N Abut	599.72	599.75	599.76	599.59	599.76	599.59
Pier 1	599.26	599.30	599.32	599.43	599.30	599.13
Pier 2	598.74	599.05	599.10	599.11	598.98	598.81
℄ Brg. S. Abut.	598.20	598.74	599.26	598.77	598.62	598.47

For Elevations see Sheet #3

DESIGNED	B. R. Kaiser
CHECKED	J. M. Patel
DRAWN	D. Derringer
CHECKED	J. M. P.

EXAMINED JUNE 13 19 69
PASSED
APPROVED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

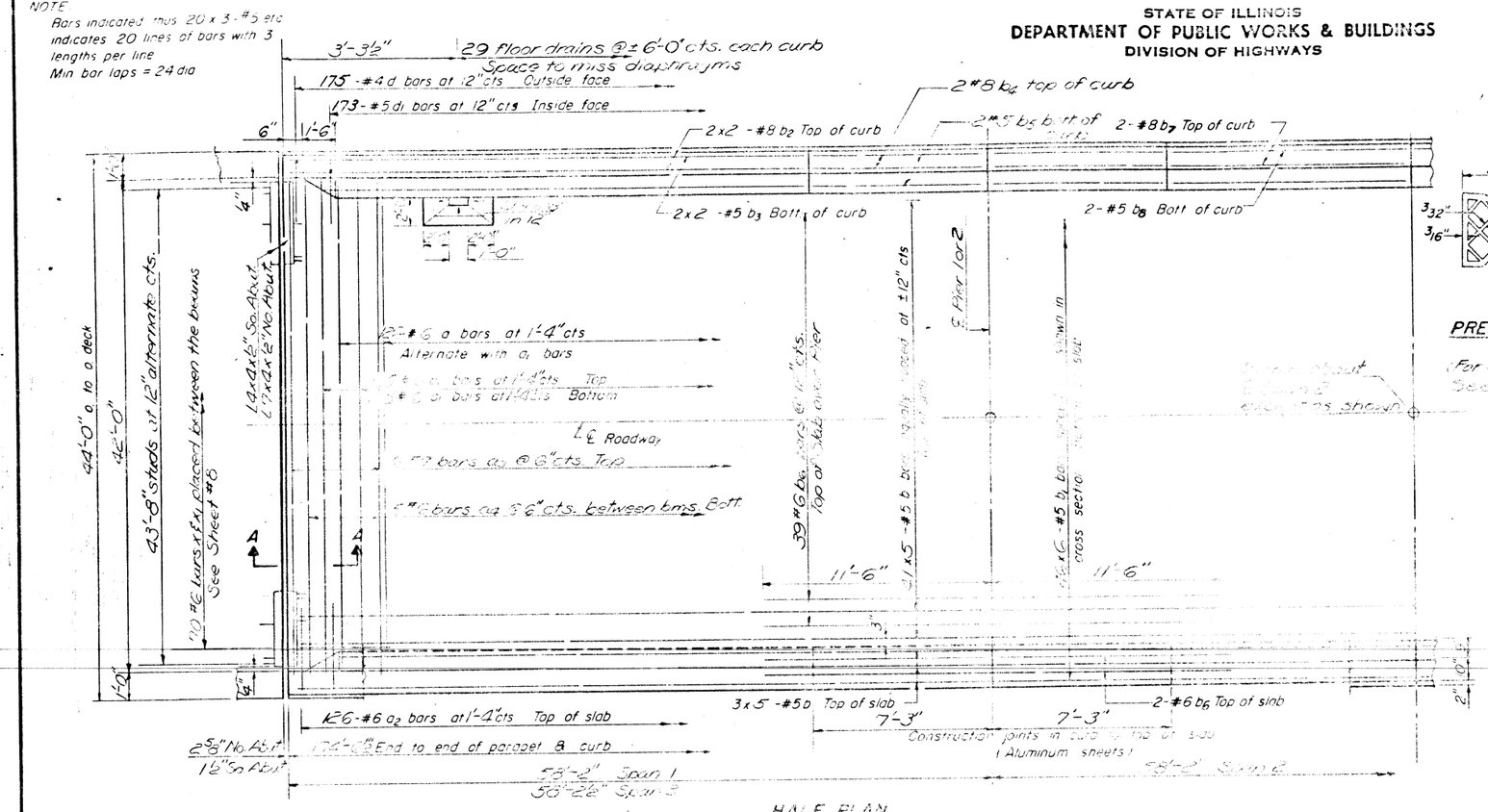
ELEVATIONS LOCATION DIAGRAM
FA 73 SEC. 108 B-2
TAZEWELL COUNTY
STA. 74+50

NOTE
Bars indicated thus 20 x 3 - #5 etc indicates 20 lines of bars with 3 lengths per line
Min bar laps = 24 dia

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 73	108 B-2	TAZEWELL	44	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5
19 SHEETS

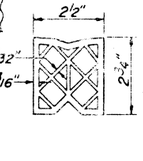


7/16"ø holes at 12" cts. for ⅜" bolts set on 2½" gage line. All bolts shall be burned, sawed or clipped off flush with back of angles after forms are removed.

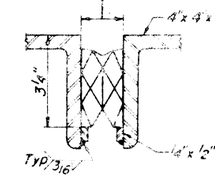
7/16"ø vent holes at 12" cts. set on 1⅜" gage line.

L7x4x½ x 41'-11½" long No. Abut.
L-4x4x½ x 41'-11½" long So. Abut.
Fabricate to crown

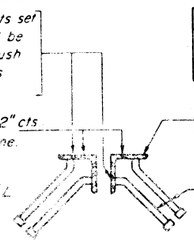
¾"ø x 8" CR 1020 STL granular or solid flux filled headed studs automatically end welded. (43 - studs at 12" alternate cts.)

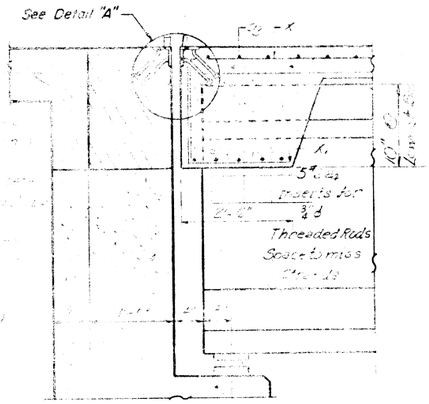


PREFORMED JOINT SEALER
So. Abut Only
(For detail of P.J.S. at No. Abut See Sheet #5)



DETAIL "A"





SECTION A-A

Aluminum Sheets Welded
ASTM B209 alloy 6061-T6
or Aluminum Extrusions
ASTM B221 alloy 6061-T6

FLOOR DRAIN
Cost incidental to Class X Concrete

Note:
For Slot for Drain Anchors
See Sheet #6

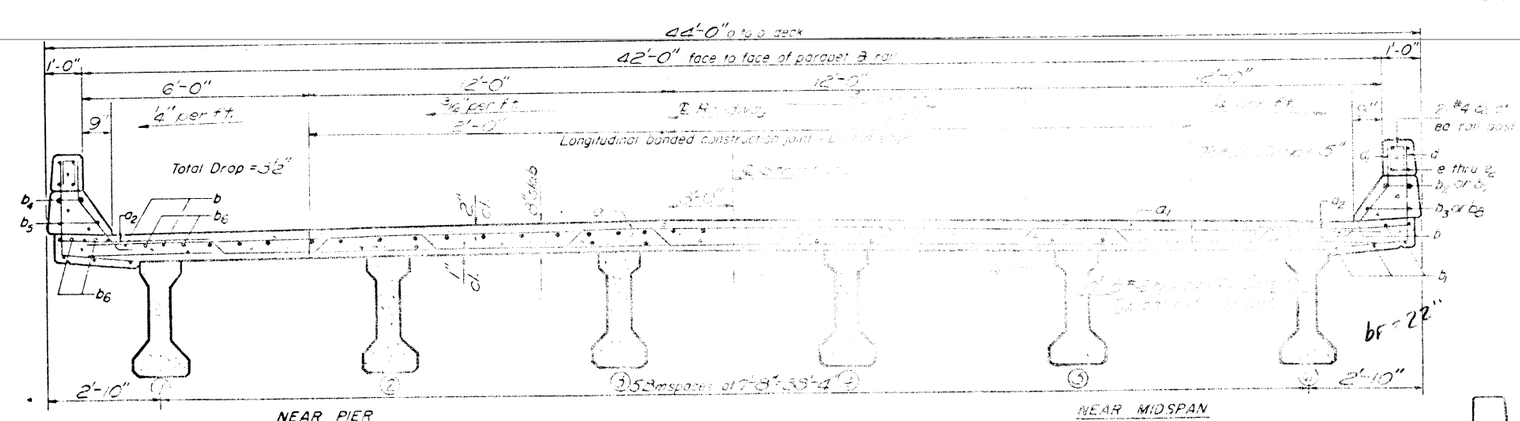
TWO STRUCTURES

BILL OF MATERIAL

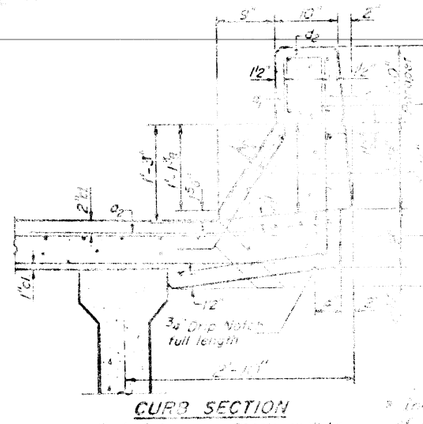
Bar	No	Size	Length	Shape
a	252	#6	43'-3"	
a1	504	#6	42'-7"	
a2	504	#6	4'-0"	
a3	24	#7	42'-7"	
a4	100	#5	6'-6"	
b	470	#5	36'-0"	
b1	552	#6	37'-6"	
b2	32	#8	26'-9"	
b3	32	#5	26'-9"	
b4	32	#8	75'-0"	
b5	32	#5	75'-0"	
b6	176	#6	43'-7"	
b7	16	#5	40'-0"	
b8	16	#5	23'-6"	
c		#4	2'-6"	
d	692	#5	35'-4"	
* Reinforcement Bars			Lbs	11,241
* Class X Concrete			Cu Yds	52
** Structural Steel			Lbs	

** Weight of bearing assemblies with lead plates and anchor bolts are included as Structural Steel Est Wt = 2180

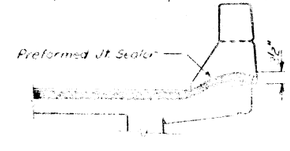
Parapet Reinforcement and Class X Concrete are billed on sheet #6



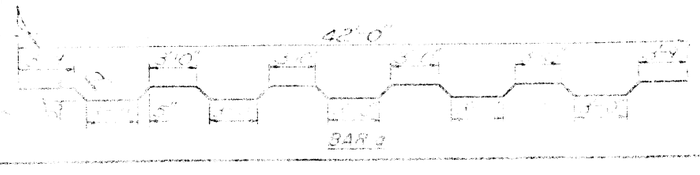
CROSS SECTION
(Looking in the direction of traffic)

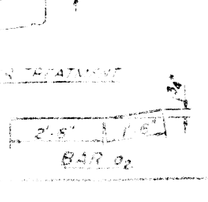


CURB SECTION
Cost of Aluminum Sheets shall be incidental to Class X Concrete



TYP ALL END OF SLAB CONDITIONS





DESIGNED	
CHECKED	J. M. Patel
DRAWN	J. Sutherland
CHECKED	J. M. P.

EXAMINED
PASSED
APPROVED

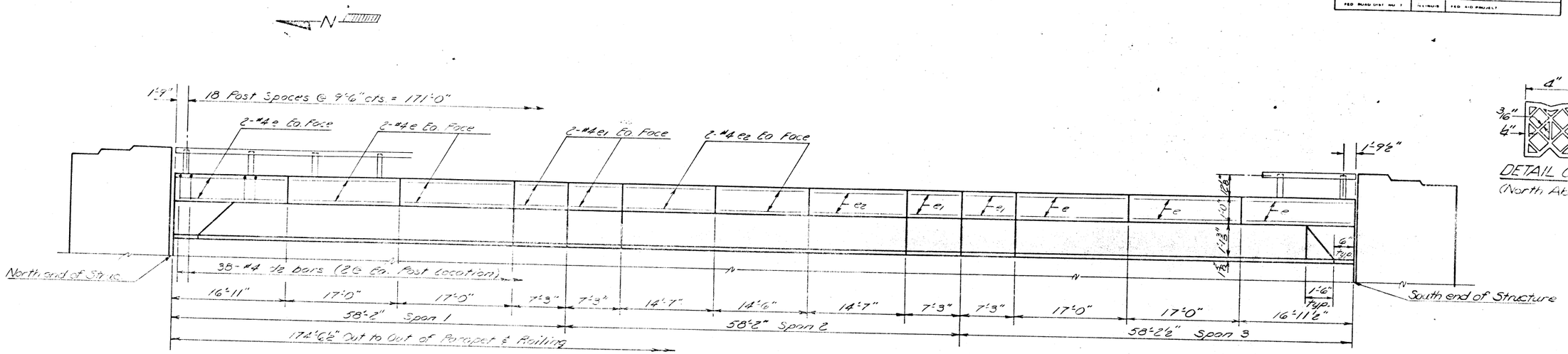
SUPERSTRUCTURE
INDIAN CREEK
F.A. RTE. 73-SEC. 108B-2
TAZEWELL COUNTY
STATION 745+70

S-5a6-0

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

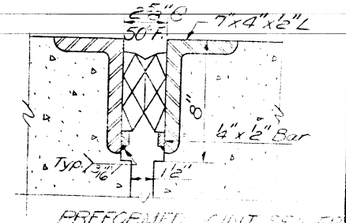
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 73	108 B-2	TAZEWELL	44	12
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 6
19 SHEETS

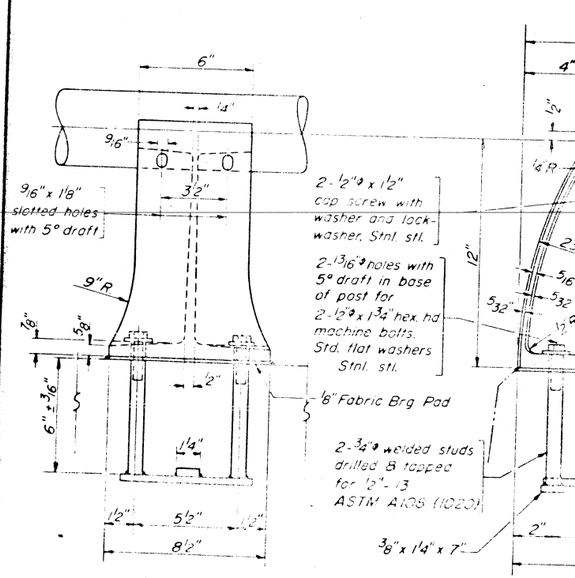


ELEVATION
Showing Inside Face of Parapet

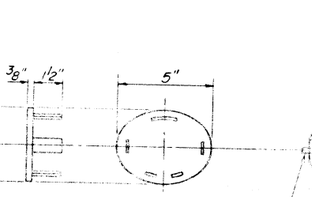
DETAIL OF P.J.F.
(North Abut. Only)



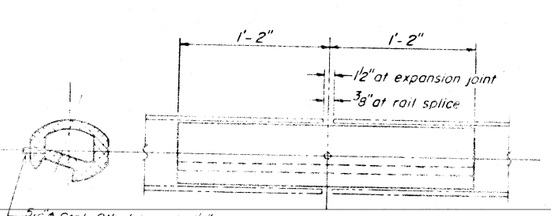
PREFORMED JOINT SEALER
(North Abutment Only)



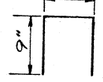
RAIL POST DETAILS



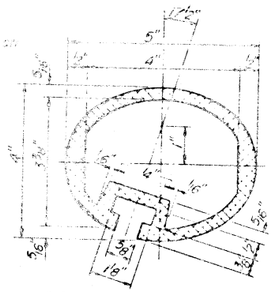
CAST END CAP
DRIVE FIT TYPE
5 Required



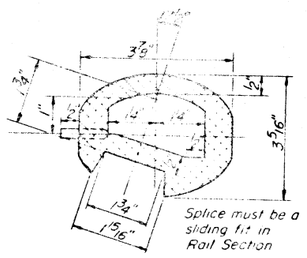
RAIL SPLICE



d2 BAR

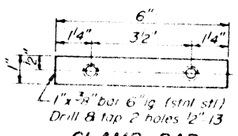


SEC. THRU ELLIPTICAL RAIL SECTION

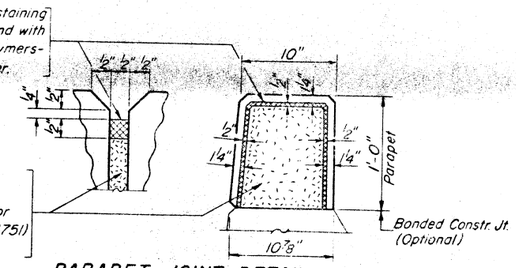


Splice must be a sliding fit in Rail Section

SEC. THRU SPLICE



CLAMP BAR



PARAPET JOINT DETAIL

NOTES:

All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts

All joints in rail shall be spliced per detail.

Provide 1 - ⅛" and 2 - 1/16" Aluminum Shims for 25% of the Posts. Rail element shall be parallel to Grade - high spots shall be ground and low spots shimmed.

Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.

2- BRIDGES
PARAPETS & RAILS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	96	#4	15'-3"	
e1	64	#5	17'-0"	
e2	48	#5	17'-3"	
s2	152	#4	2'-1"	
Reinforcement Bars			Lbs	2,030
Class X Concrete			Cu. Yds	22.5
Aluminum Railing			Lin. Ft	348

ALUMINUM RAILING
LA. 13 SEC. 108B-2
TAZEWELL COUNTY
STA. 744+70

DESIGNED	R. E. Hall
CHECKED	J. M. Patel
DRAWN	D. Derringer Jr.
CHECKED	J. M. P.

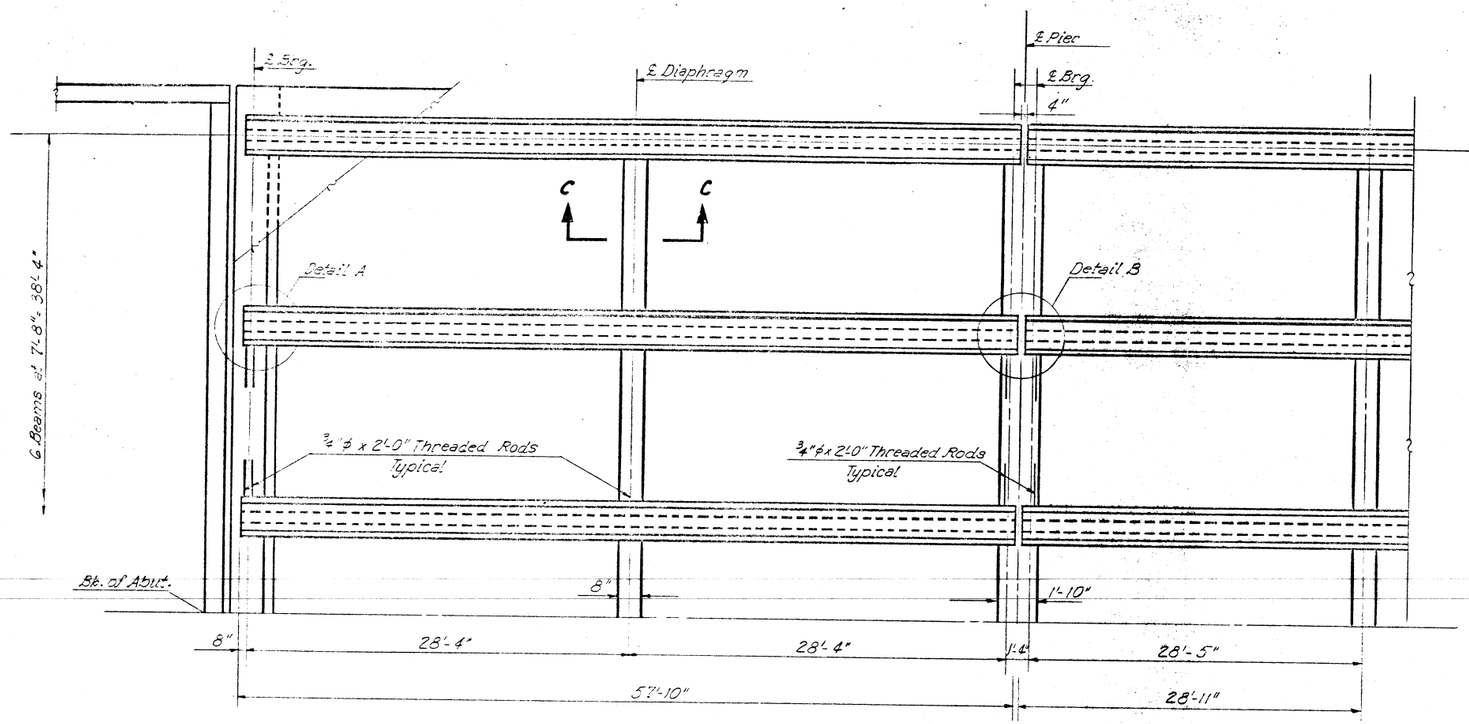
EXAMINED Jun 13 1969
PASSED
APPROVED

R-17 4-22-68

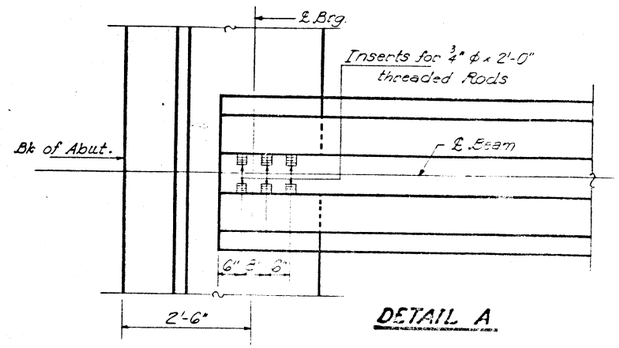
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 73	108 B-2	TAZEWELL	44	13
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

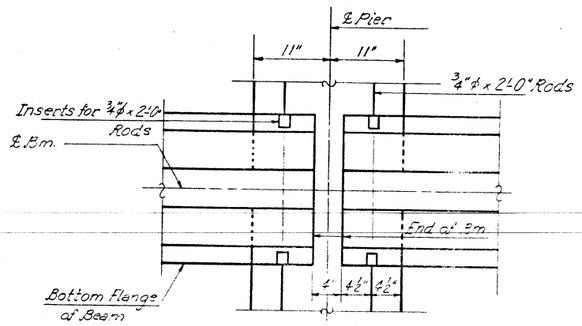
SHEET NO. 7
19 SHEETS



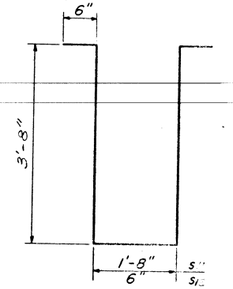
QUARTER FRAMING PLAN



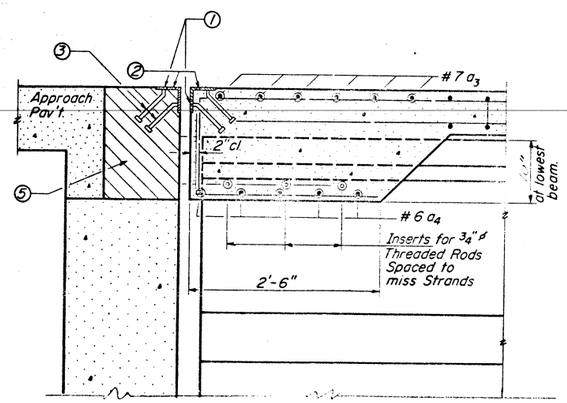
DETAIL A



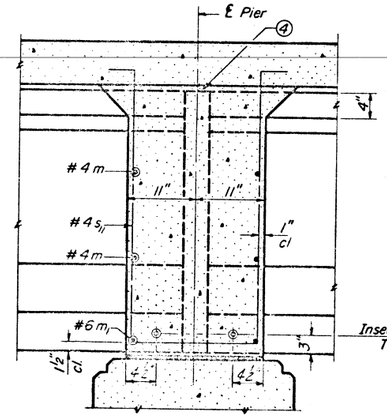
DETAIL B



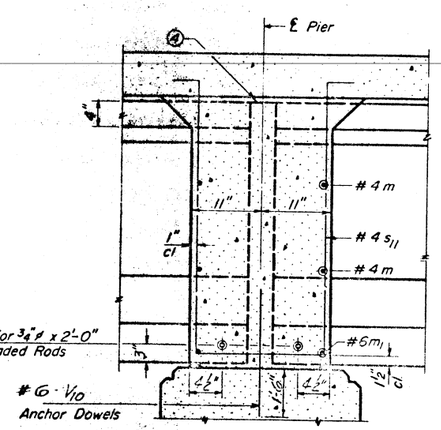
BARS s11 & s12



SECTION AT ABUTMENT



PIER #1



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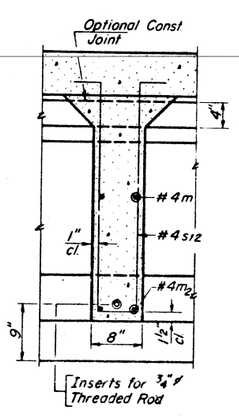
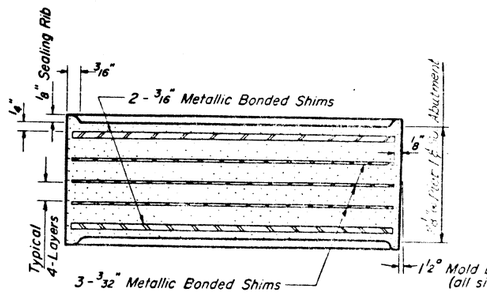


SEC. C-C



ELASTOMERIC BEARING DETAIL

See Sheet #9

① ⅞" ϕ holes at 12" cts for ⅜" ϕ bolts set on normal gage line. All bolts shall be burned, sawed or chipped off flush with the back of angles after forms are removed.
② ⅞" ϕ vent holes at 12" cts. set on 1'-8" gage line.
③ ¾" ϕ x 8" CR 1020 STL granular or solid flux filled headed studs–automatically end welded (alternate at 1'-0" cts.)
④ Pour diaphragm flush with top of beam. Concrete in slab above this line shall be placed not less than 45 minutes nor more than 90 minutes after diaphragm has been poured.
⑤ Hatched area to be poured after Superstructure forms have been removed. Quantity of Class X Concrete included with Superstructure.

DESIGN	R.R. Thakkar
CHECKED	J.M. Patel
DRAWN	Wanless
CHECKED	J.M.P.

EXAMINED JUNE 13 19 67
PASSED
APPROVED
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

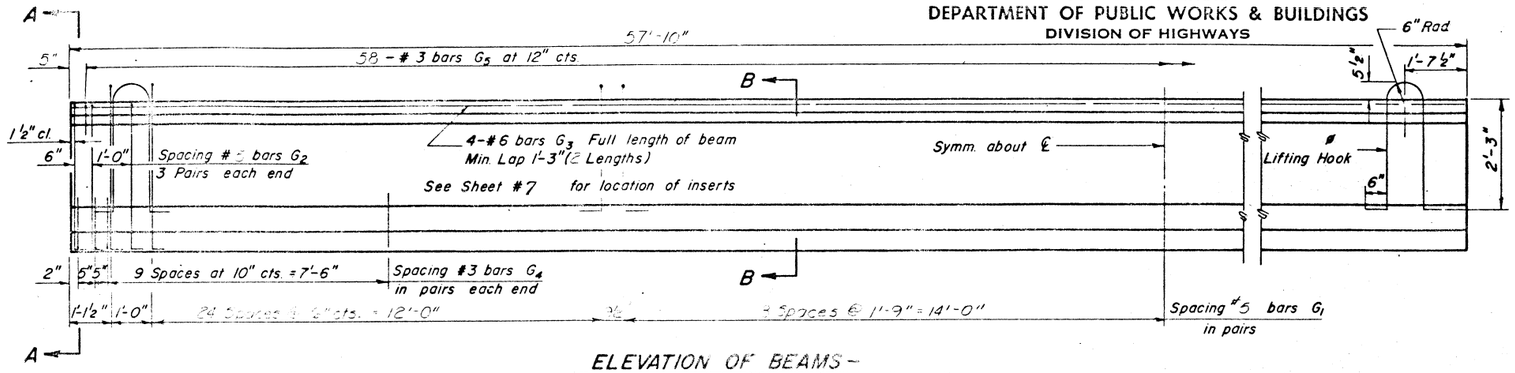
PI-2J 1-27-66

FRAMING PLAN
F.A. RT. 73-SEC. 108B-2
TAZEWELL COUNTY
STATION 745+70

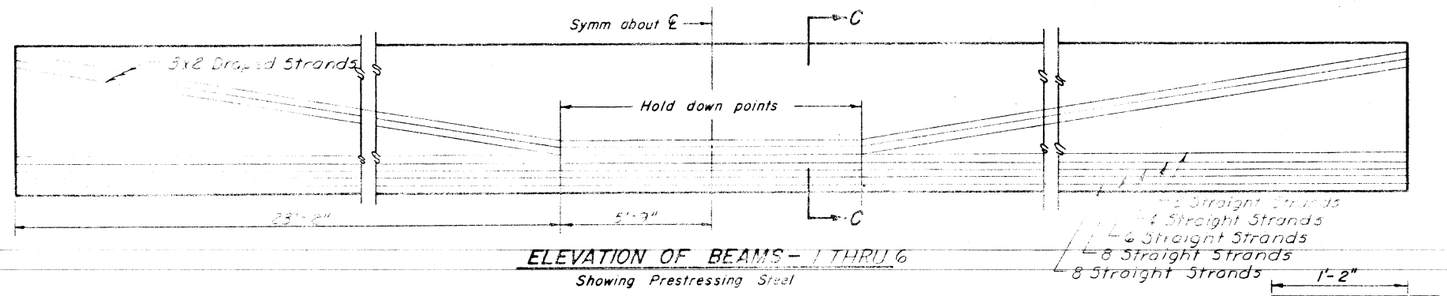
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 73	108 B-2	TAZEWELL	44	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

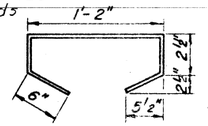
SHEET NO. 8
19 SHEETS



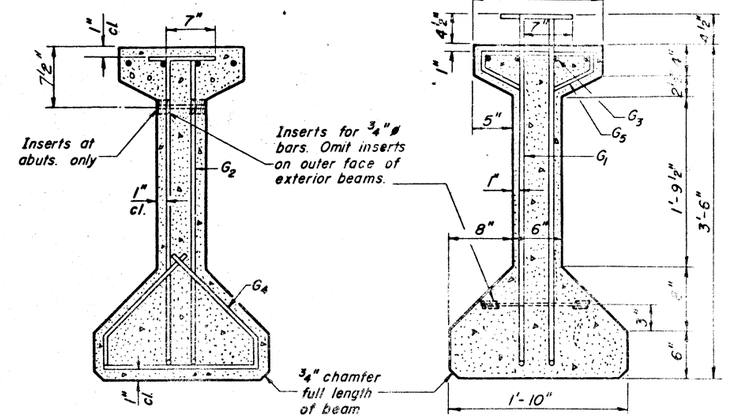
ELEVATION OF BEAMS -
Showing Reinforcement & Dimensions



ELEVATION OF BEAMS - 1 THRU 6
Showing Prestressing Steel

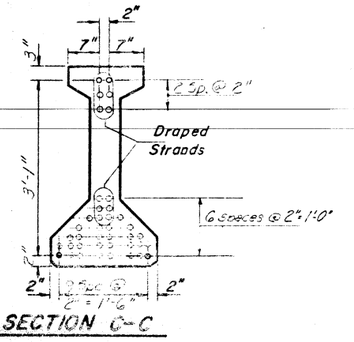


BAR G_3

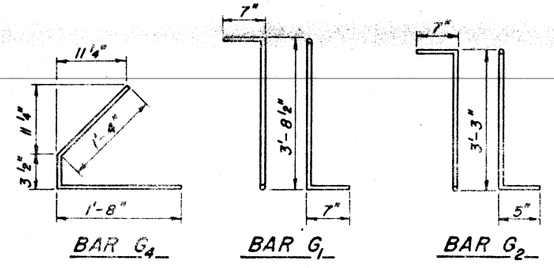


SECTION A-A

SECTION B-B



SECTION C-C



BAR G_4 BAR G_1 BAR G_2

*BAR LIST

Bar	No.	Size	Length	Shape
G_1	36	# 5	4'-10½"	TL
G_2	12	# 5	4'-3"	TL
G_3	8	# 6		—
G_4	48	# 3	3'-3½"	L
G_5	58	# 3	2'-7"	□

*For one beam only

NOTES

All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per lineal foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 42 In."

Prestressing Steel shall have a nominal diameter of 7/16".

Inserts for ¾"# threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams.

Steel for lifting hooks shall be non-deformed bars of structural or intermediate grade billet steel.

BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 42"	Lin. Ft.	2082

DESIGNED R. A. Patel
CHECKED J. M. Patel
DRAWN Thomas B. Fuller
CHECKED J. M. P.

EXAMINED June 13, 1969
PASSED
APPROVED

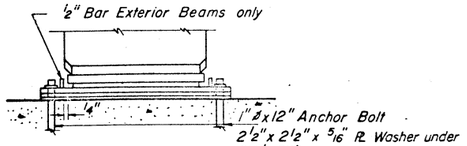
PI-4-42 S 8-1-63 Rev. 1-2-64 Rev 1-27-66 Rev 5-20-69

BEAM DETAILS
FA RT. 73 SEC. 108-B-2
TAZEWELL COUNTY
STA. 145+70.00

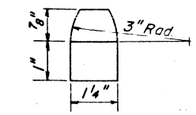
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 73	108 B-2	TAZEWELL	44	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

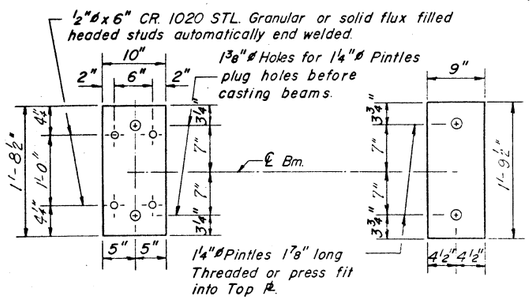
SHEET NO. 9
19 SHEETS



SECTION A – A

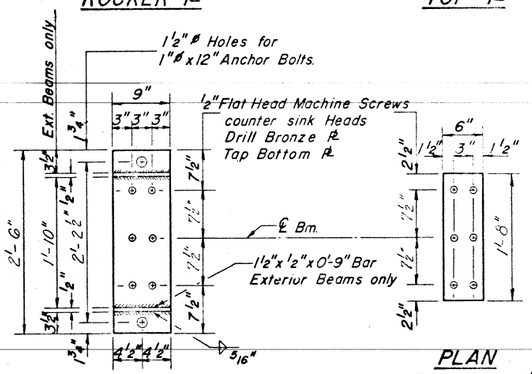


PINTLE DETAIL



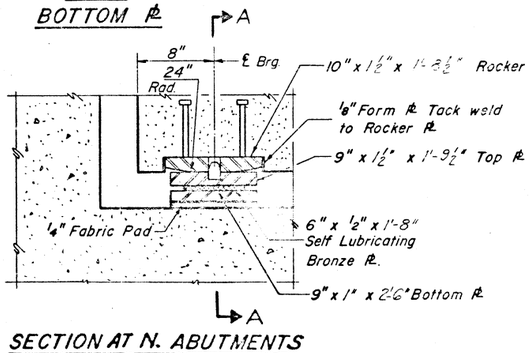
PLAN ROCKER Pl.

PLAN TOP Pl.

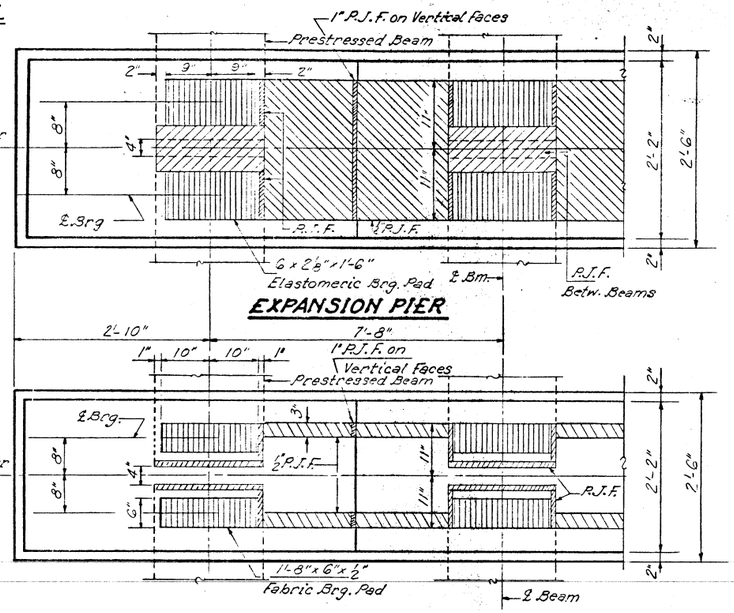


PLAN BRONZE Pl.

PLAN BOTTOM Pl.



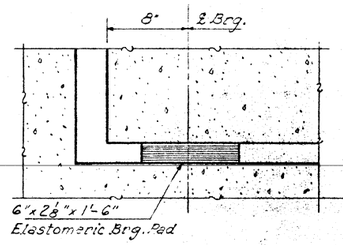
SECTION AT N. ABUTMENTS
(Dimensions Along ℄ of Beam)

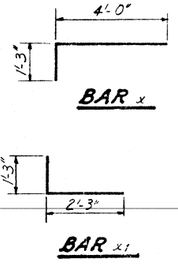


BAR LIST

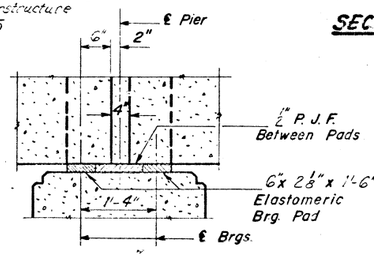
Bar Mk.	No.	Size	Length	Shape
m	140	#4	6'-3"	
m1	42	#6	5'-6"	
m2	60	#4	5'-6"	
s11	100	#4	10'-0"	
s12	150	#4	6'-10"	
x	280	#6	5'-3"	
x1	280	#6	3'-6"	

Quantity of Reinforcement Bars and Class X Concrete of Diaphragm are included in quantity on Superstructure Sheet #5

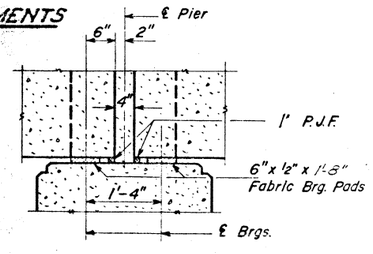




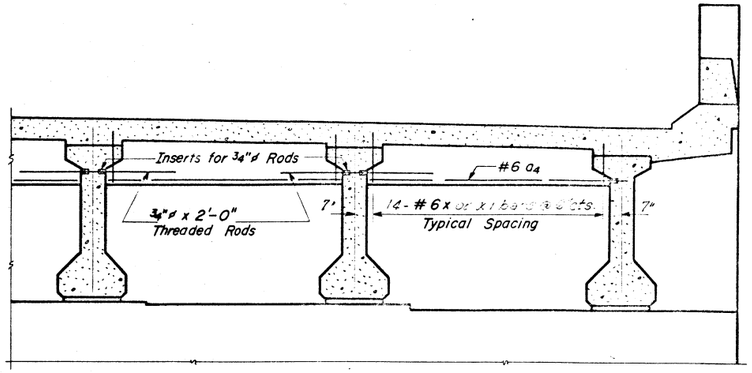
SECTION AT SO. ABUTMENTS



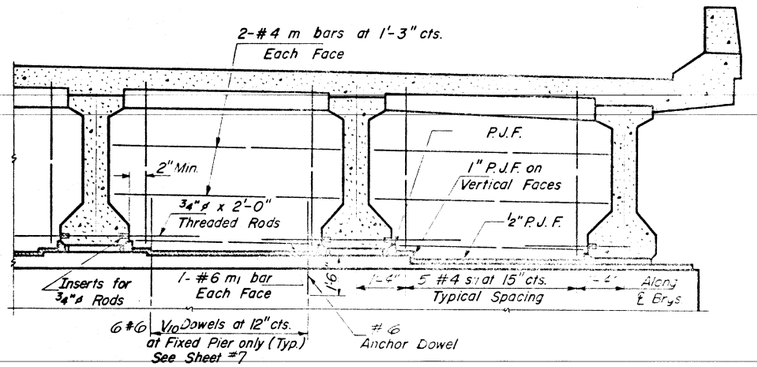
PIER # 1
(Dimensions Along ℄ of Beam)



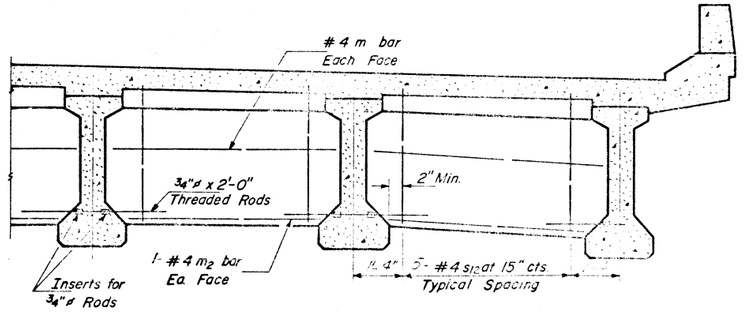
PIER #2 (Fixed)
(Dimensions Along ℄ of Beam)



DIAPHRAGM AT ABUTMENT



DIAPHRAGM AT PIERS



INTERIOR DIAPHRAGMS

Note:
Weight of Armor Angles and Studs; Top Plates, Bottom Plates, Bronze Plates and Shim Plates of Bearing Assemblies is included in the weight of Structural Steel on Sheet #5.

Cost of Rocker Pl. cast into beam is included in the cost of "Furnishing and Erecting Precast Prestressed Concrete I-Beams."

DESIGNED	A. K. Thakar
CHECKED	J. C. Patel
DRAWN	T.B. Fuller D.L. Beemar
CHECKED	J.M.P.

JUNE 13 1967
EXAMINED
PASSED
APPROVED
CHIEF HIGHWAY ENGINEER

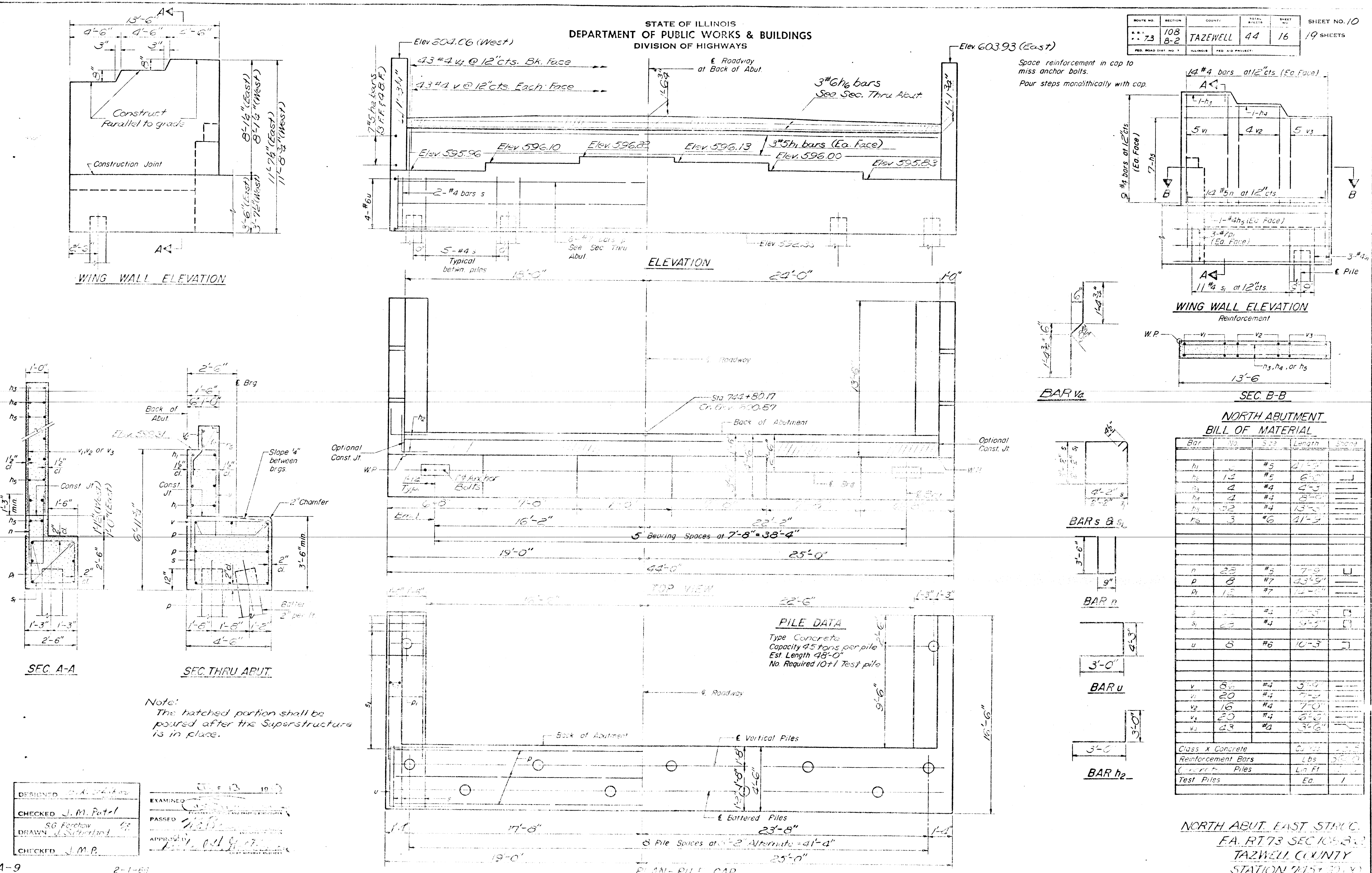
PI-3 8-1-63 Rev. 1-2-64 Rev. 1-27-66

BEARING DETAILS
F.A. RT 73-SEC.108 B-2
TAZEWELL COUNTY
STATION 745+70

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 73	108 B-2	TAZEWELL	44	16

SHEET NO. 10
19 SHEETS



NORTH ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_1	[illegible]	#5	41'-3"	
h_2	14	#5	6'-0"	
h_3	4	#4	4'-3"	
h_4	4	#4	8'-0"	
h_5	32	#4	13'-3"	
h_6	3	#6	41'-9"	
n	28	#5	7'-9"	
p	8	#7	43'-9"	
p_1	12	#7	[illegible]	
s	[illegible]	#4	[illegible]	
s_1	28	#4	9'-5"	
u	8	#6	10'-3"	
v	86	#4	[illegible]	
v_1	20	#4	7'-9"	
v_2	16	#4	7'-0"	
v_3	20	#4	6'-6"	
v_4	43	#4	3'-6"	
Class X Concrete			Cu. Yds.	[illegible]
Reinforcement Bars			Lbs	[illegible]
Concrete Piles			Lin Ft	[illegible]
Test Piles			Ea.	1

DESIGNED [illegible]
CHECKED J. M. Patel
DRAWN SG Forchow / J. Sutherland
CHECKED J. M. P.

EXAMINED [illegible]
PASSED [illegible]
APPROVED [illegible]

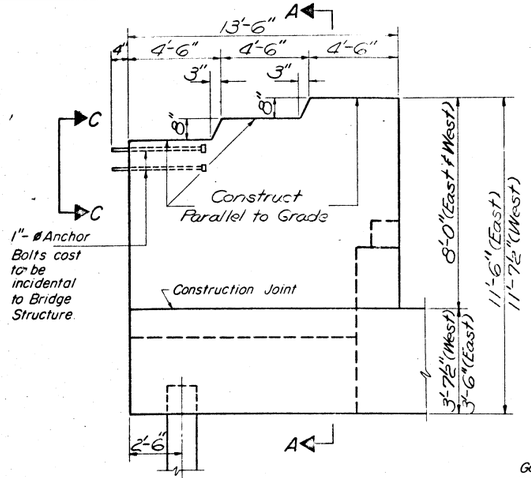
A-9
2-1-68

NORTH ABUT. EAST STRUC.
F.A. RT 73 SEC 108 B-2
TAZEWELL COUNTY
STATION 745+30.30

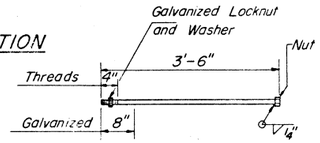
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 73	108 B-2	TAZEWELL	44	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

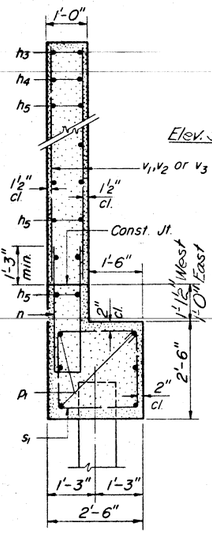
SHEET NO. 11
19 SHEETS



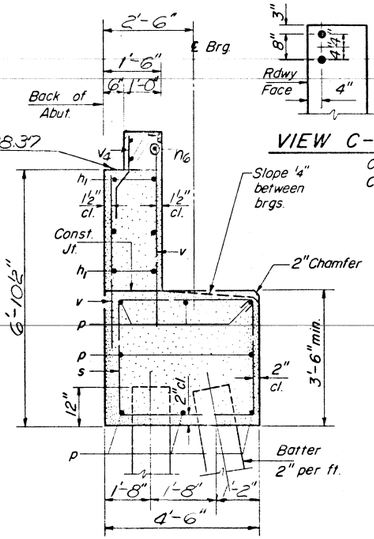
WING WALL ELEVATION



1" ø ANCHOR BOLT

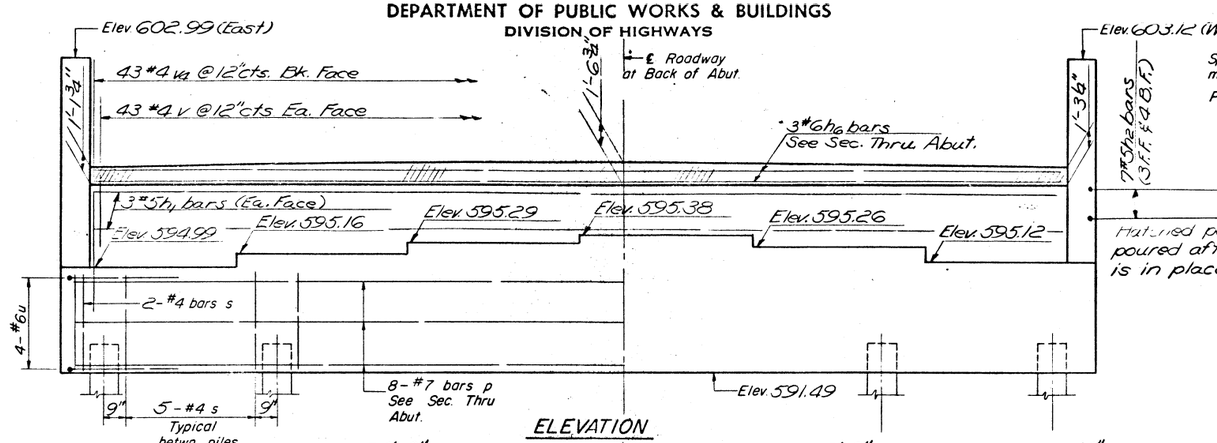


SEC. A-A



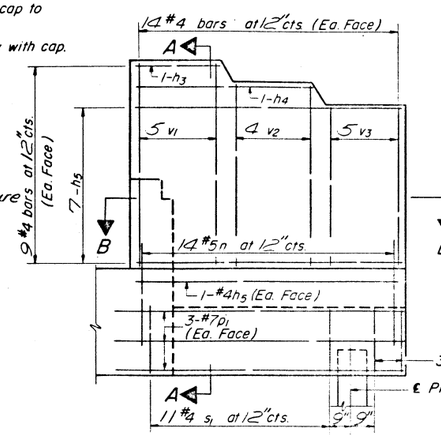
SEC. THRU ABUT.

VIEW C-C

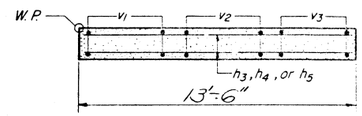


ELEVATION

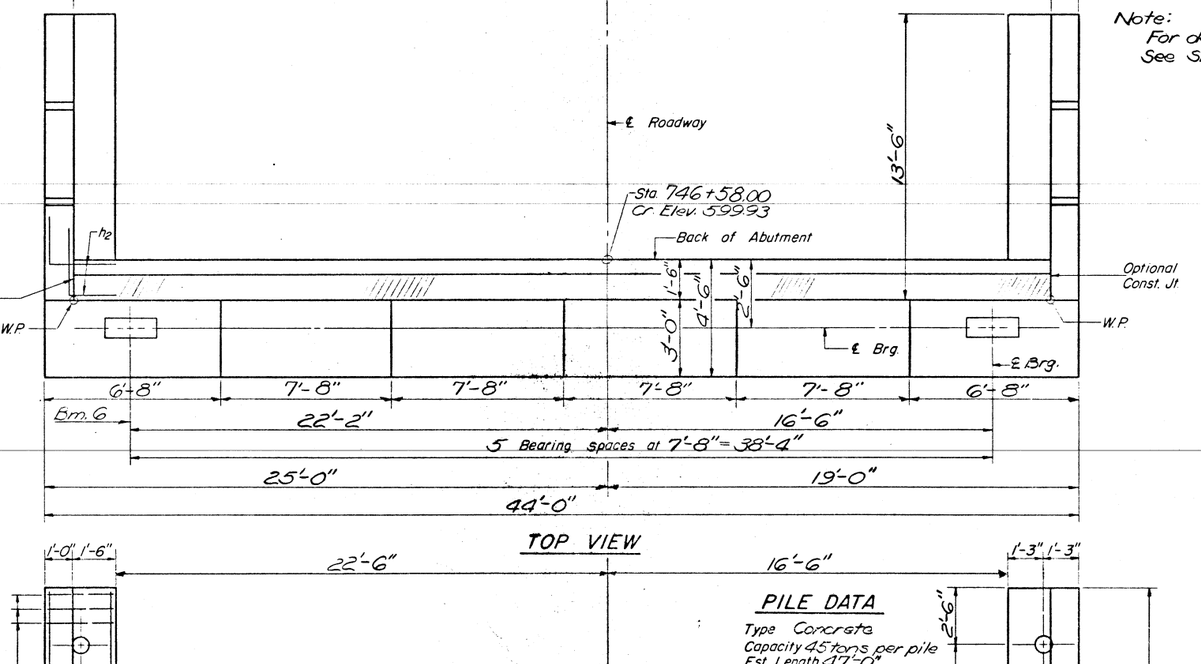
Note:
For detail of v2 bar
See Sheet # 10



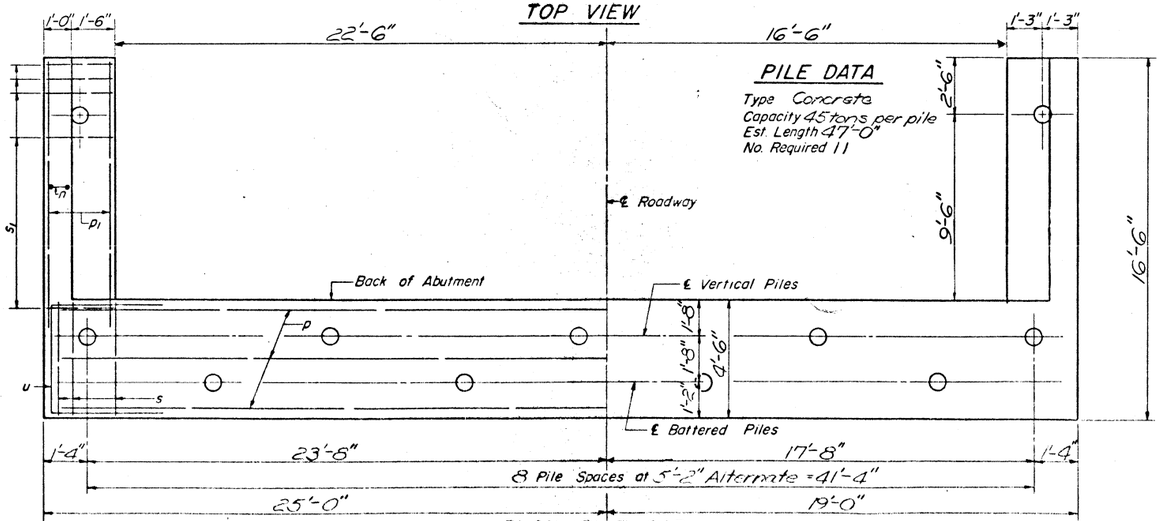
WING WALL ELEVATION
Reinforcement



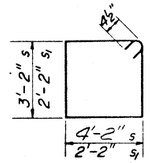
SEC. B-B



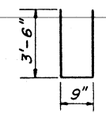
TOP VIEW



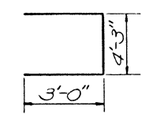
PLAN-PILE CAP



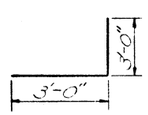
BAR s & s1



BAR n



BAR u



BAR h2

SOUTH ABUTMENT
BILL OF MATERIAL

Bar	No	Size	Length	Shape
h1	6	#5	4'-3"	
h2	14	#5	3'-3"	
h3	4	#4	4'-3"	
h4	4	#4	3'-3"	
h5	32	#4	13'-3"	
h6	3	#6	41'-9"	
n	48	#5	1'-3"	
p	9	#7	6'-3"	
p1	2	#7	12'-6"	
s	44	#4	15'-5"	
s1	28	#4	9'-5"	
u	8	#6	10'-3"	
v	96	#4	3'-3"	
v1	28	#4	7'-7"	
v2	16	#4	7'-7"	
v3	20	#4	6'-6"	
x	12	#4	9'-8"	
Class X Concrete			Cu Yds	68.5
Reinforcement Bars			Lbs	3960
Concrete Piles			Lin Ft	517

DESIGNED	B. K. Dekker
CHECKED	J. M. Patel
DRAWN	S.G. Ferchow J. Sutherland
CHECKED	J.M.P.

EXAMINED June 13 1967
PASSED
APPROVED
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

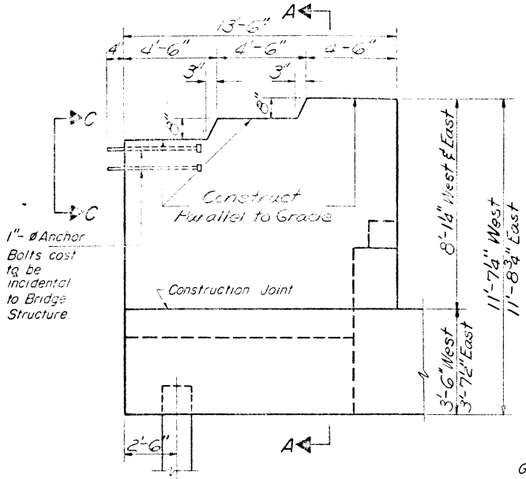
SOUTH ABUT. EAST STRUC.
F.A. RT. 73 SEC. 108B-2
TAZEWELL COUNTY
STATION 745+20.00

A-9 2-1-66

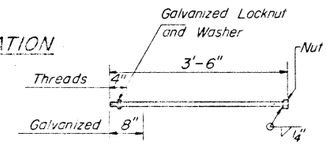
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 73	108 B-2	TAZEWELL	44	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

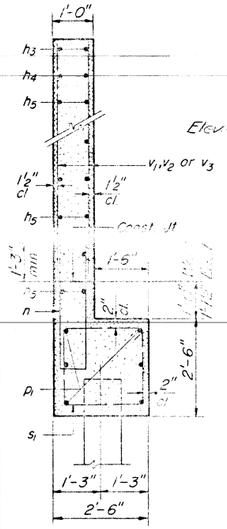
SHEET NO. 12
19 SHEETS



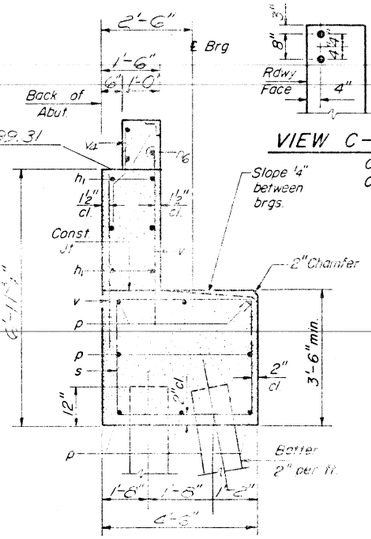
WING WALL ELEVATION



1" ø ANCHOR BOLT



SEC. A-A



SEC. THRU ABUT

VIEW C-C

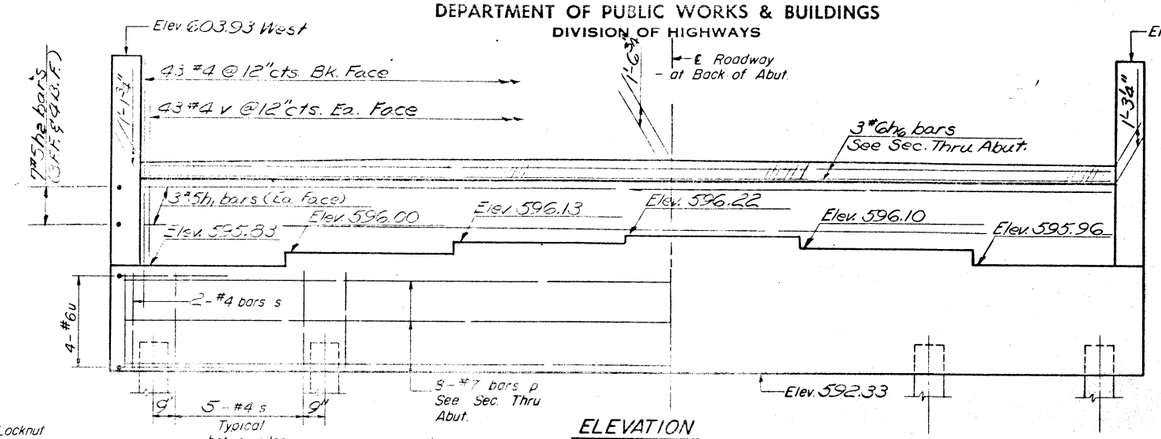
Slope ¼" between brgs.

Optional Const. Jt.

W.P.

1½ Type

Anchor Bolts

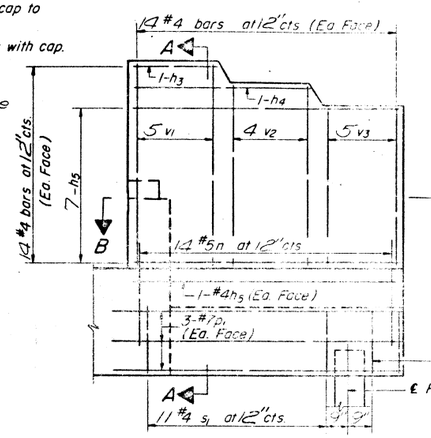


ELEVATION

Space reinforcement in cap to miss anchor bolts.

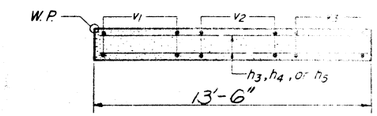
Pour steps monolithically with cap.

Hatched portion shall be poured after Superstructure is in place.

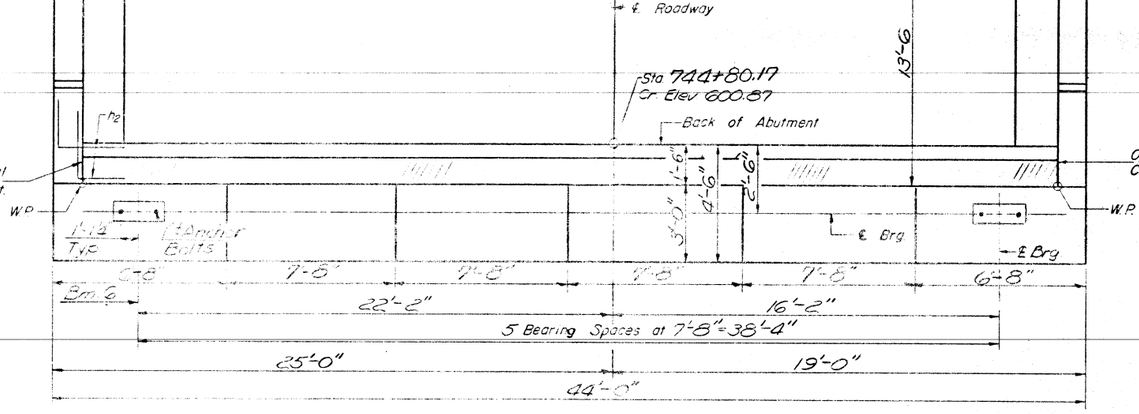


WING WALL ELEVATION
Reinforcement

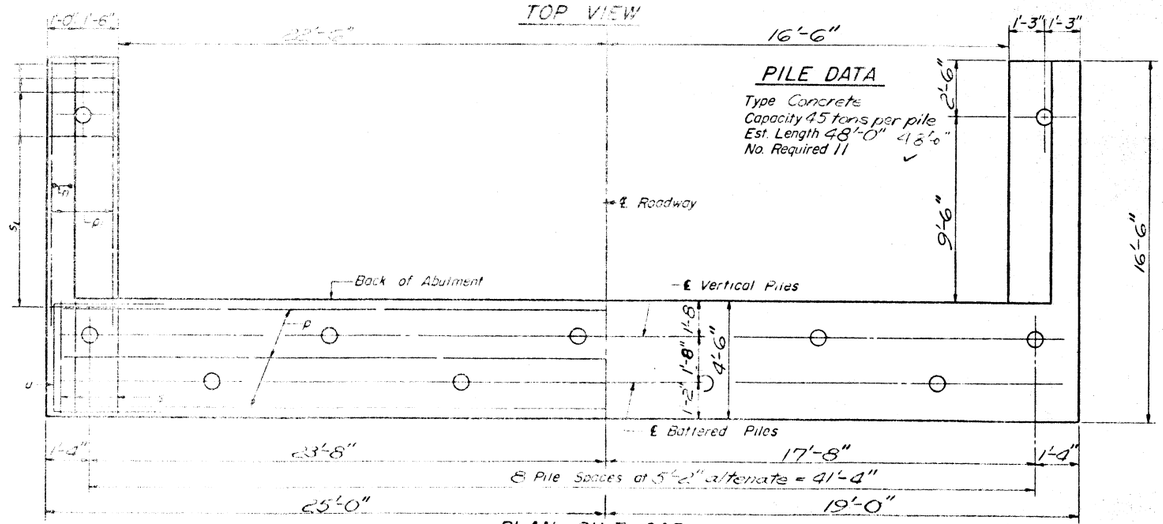
Note:
For detail of v4 bar
See Sheet #10



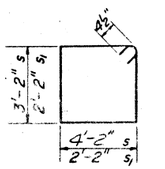
SEC. B-B



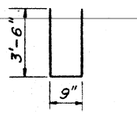
TOP VIEW



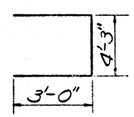
PLAN - PILE CAP



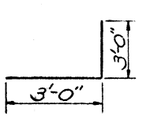
BAR s & s1



BAR n



BAR u



BAR h2

NORTH ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1	6	#5	12'-6"	
h2	14	#5	6'-0"	
h3	4	#4	6'-0"	
h4	4	#4	5'-0"	
h5	36	#4	12'-6"	
h6	3	#6	41'-0"	
n	2	#5	4'-6"	
p	2	#5	4'-6"	
s	42	#4	12'-6"	
s1	23	#4	8'-5"	
u	8	#6	10'-3"	
v	86	#4	5'-9"	
v1	20	#5	7'-6"	
v2	16	#5	7'-0"	
v3	20	#5	9'-0"	
v4	43	#4	3'-6"	
Class X Concrete			Cu. Yds.	
Reinforcement Bars			Lbs.	
Concrete Piles			Lin. Ft.	

DESIGNED	
CHECKED	J.M.P.
DRAWN	S.G. Ferchow
CHECKED	J.M.P.
EXAMINED	3-13-68
PASSED	
APPROVED	

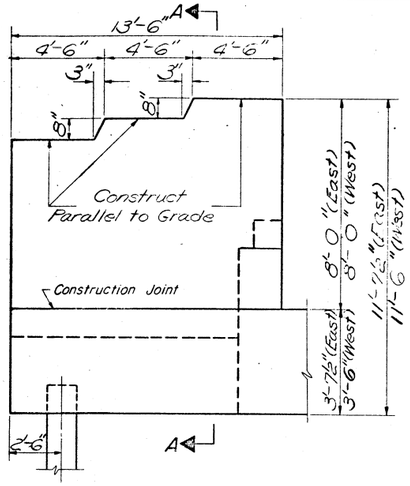
A-9 2-1-66

NORTH ABUT. WEST STRUC.
F.A. RT. 73 SEC. 108B-2
TAZEWELL COUNTY
STATION 2345+70.00

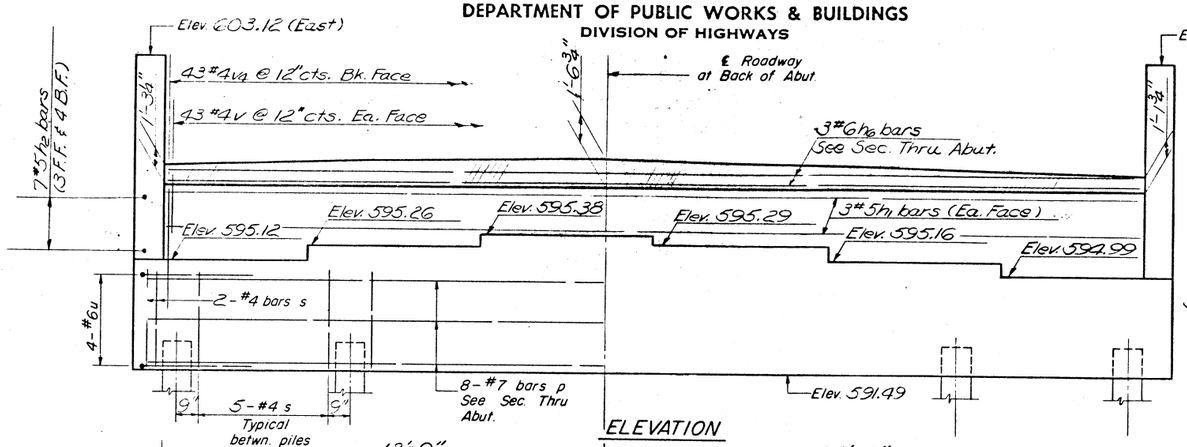
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 73	108 B-2	TAZEWELL	41	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 13
19 SHEETS



WING WALL ELEVATION

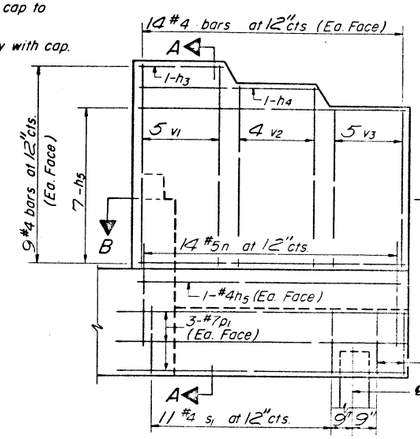


ELEVATION

Space reinforcement in cap to miss anchor bolts.

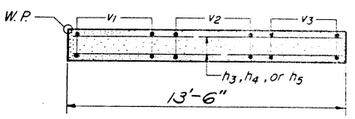
Pour steps monolithically with cap.

Note:
Hatched portion shall be poured after Superstructure is in place.

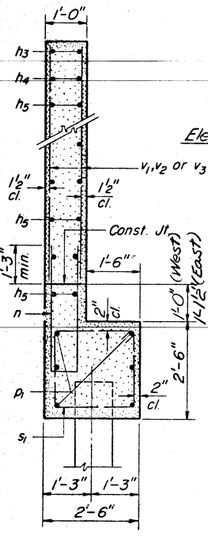


WING WALL ELEVATION
Reinforcement

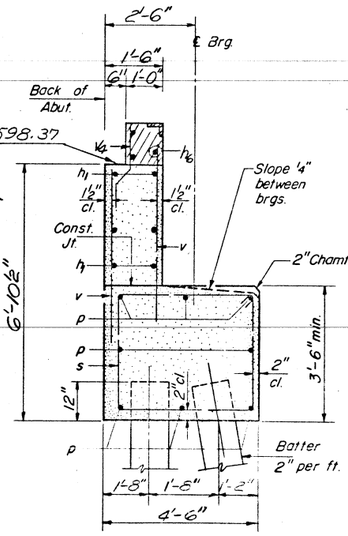
Note:
For detail of v3 bar See Sheet # 10



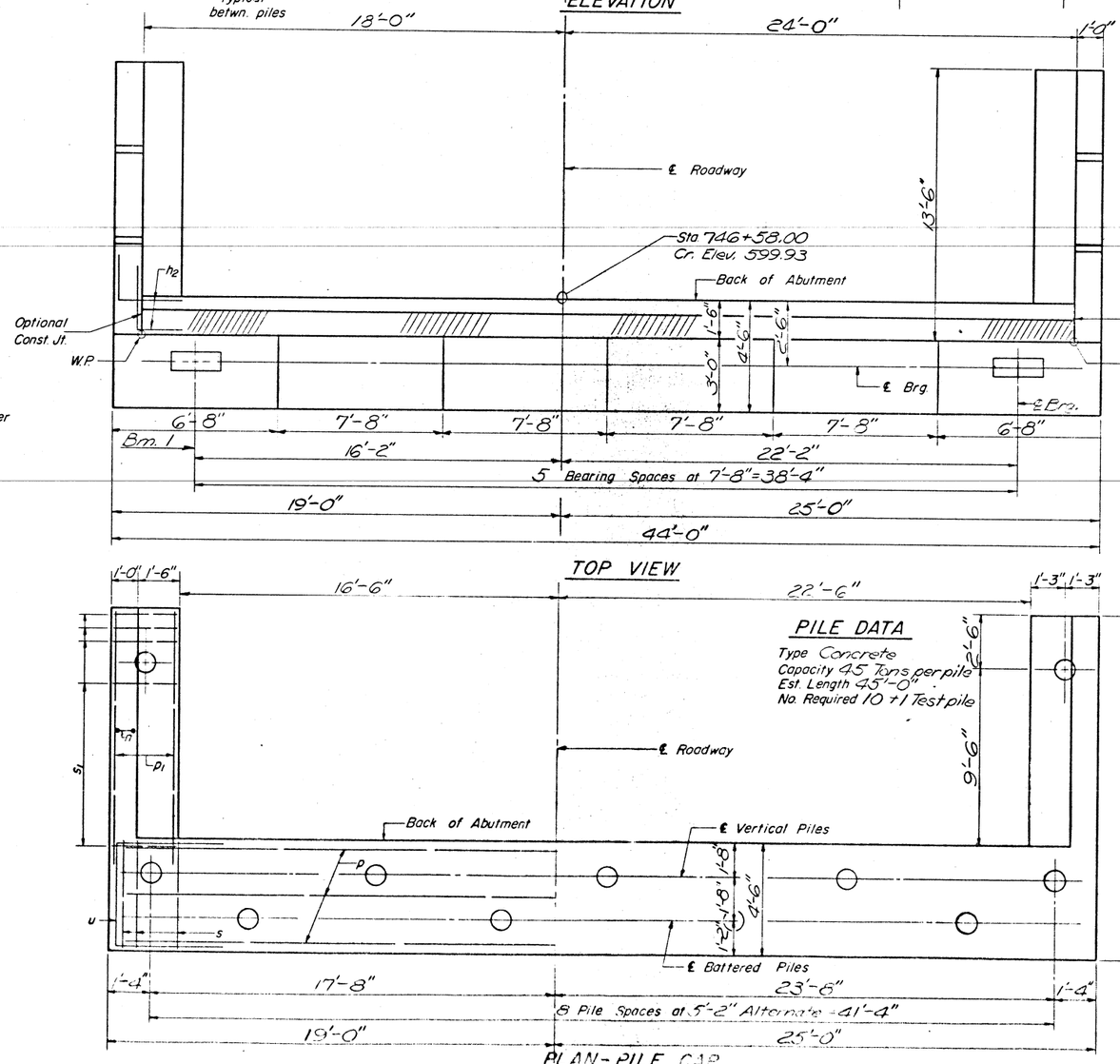
SEC. B-B



SEC. A-A

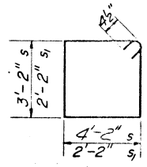


SEC. THRU ABUT.

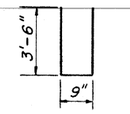


TOP VIEW

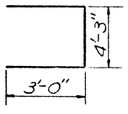
PLAN-PILE CAP



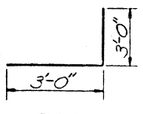
BAR s & s1



BAR n



BAR u



BAR h2

SOUTH ABUTMENT
BILL OF MATERIAL

Bar	No	Size	Length	Shape
h1	8	#5	21'-2"	
h2	14	#5	6'-5"	
h3	4	#3	4'-5"	
h4	2	#3	2'-3"	
h5	32	#4	12'-5"	
h6	3	#6	41'-3"	
n	28	#5	17'-9"	
p	5	#7	5'-2"	
p1	12	#7	12'-2"	
s	44	#4	15'-5"	
s1	28	#4	9'-5"	
u	8	#5	7'-3"	
v	25	#3	4'-10"	
v1	20	#3	3'-8"	
v2	16	#4	7'-0"	
v3	30	#4	6'-6"	
v4	43	#4	3'-6"	
Class X Concrete			24 Yds	
Reinforcement Bars			Lbs	
Cast [illegible] Piles			Lin Ft	
[illegible] Piles			Ea	

DESIGNED	B. K. Shukan
CHECKED	J. M. Patil
DRAWN	S.G. Ferchow J. Sutherland
CHECKED	J. M. P.

EXAMINED June 13 19 65
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF SOILS
APPROVED
CHIEF HIGHWAY ENGINEER

SOUTH ABUT.-WEST STRUC.
F.A. RT. 73 SEC. 108 B-2
TAZEWELL COUNTY
STATION [illegible]

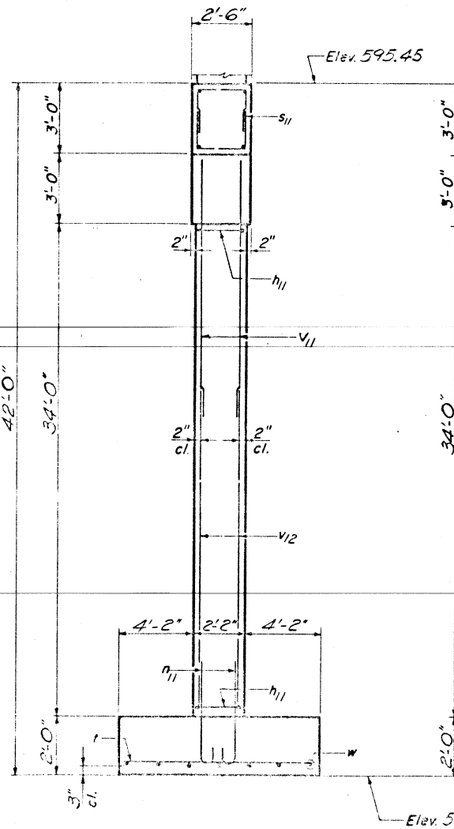
A-9 2-1-66

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

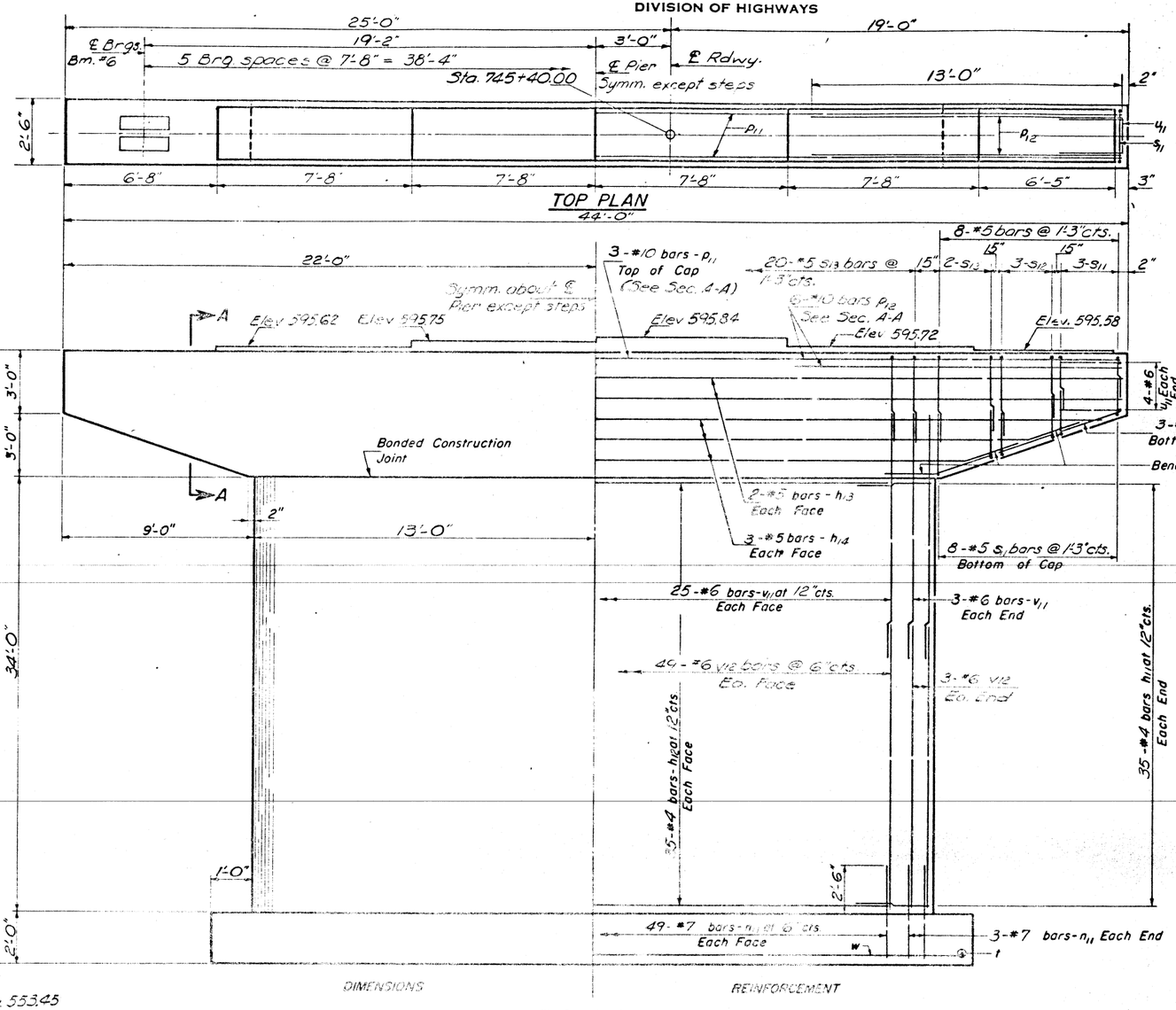
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 73	108 B-2	TAZEWELL	41	20
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

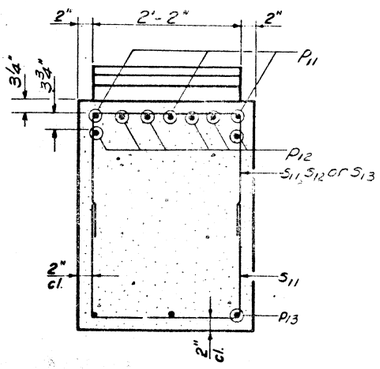
SHEET NO. 14
19 SHEETS

Note:
Space reinforcement in cap to miss anchor bolts.
Minimum bar laps = 24 dia. unless otherwise noted.
All edges shall have standard 3/4" chamfers except as noted.
Pour steps monolithically with cap.

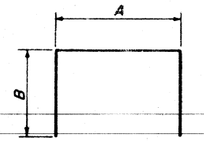


END VIEW





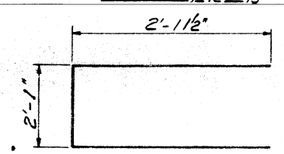
SECTION A-A



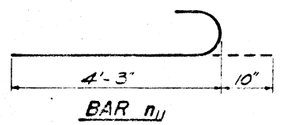
A & B DIMENSIONS

Bar	A	B
s_{11}	2'-2"	2'-8"
s_{12}	2'-2"	3'-6"
s_{13}	2'-2"	4'-6"

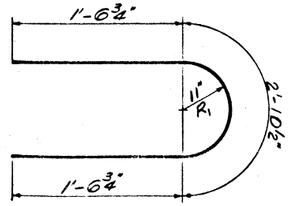
BARS s_{11}, s_{12} & s_{13}



BAR u_{11}



BAR n_{11}

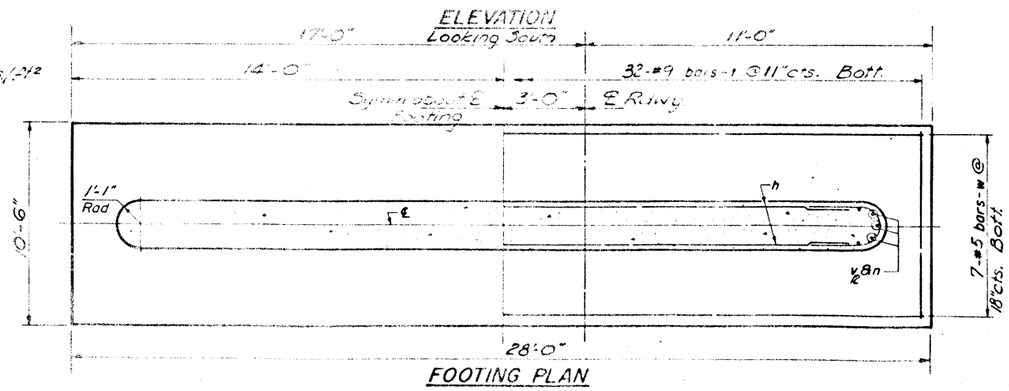


BAR h_{11}

PIER 1
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{11}	70	#4	6'-0"	
h_{12}	70	#4	23'-6"	
h_{13}	4	#5	43'-9"	
h_{14}	6	#5	42'-3"	
n_{11}	104	#7	5'-1"	
p_{11}	3	#10	43'-9"	
p_{12}	12	#10	13'-0"	
p_{13}	6	#6	11'-3"	
s_{11}	22	#5	7'-5"	
s_{12}	6	#5	9'-2"	
s_{13}	24	#5	11'-2"	
t	32	#9	10'-3"	
u_{11}	8	#6	8'-0"	
v_{11}	56	#6	13'-0"	
v_{12}	104	#6	23'-6"	
w	7	#5	27'-9"	
Class X Concrete			Cu Yds.	1142
Reinforcement Bars			Lbs.	11,240

Max Soil Pressure = 2.9 Tons/Ft²



FOOTING PLAN

DESIGNED	B.R. Thakur	
CHECKED	J.M. Aitel	
	A. Barrozo Jr.	
DRAWN	G. Ritchie	
CHECKED	J.M.P.	

EXAMINED _____ 19
PASSED _____
APPROVED _____

P-10; $^{H}/_{V}$=20 5-20-69

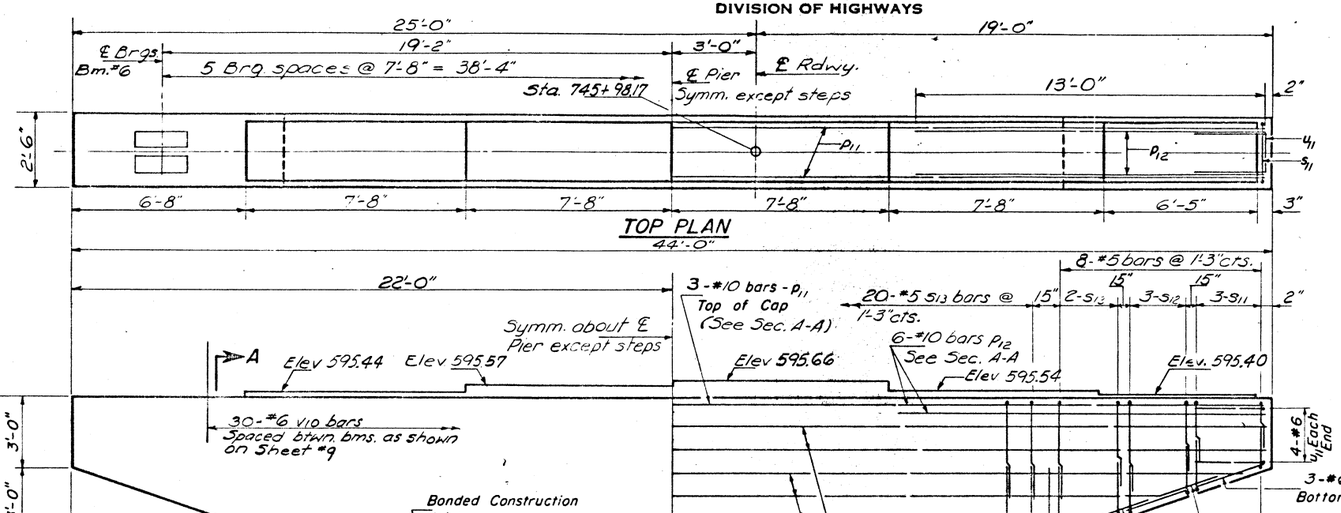
PIER 1
EAST STRUCTURE
F.A. RTE. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

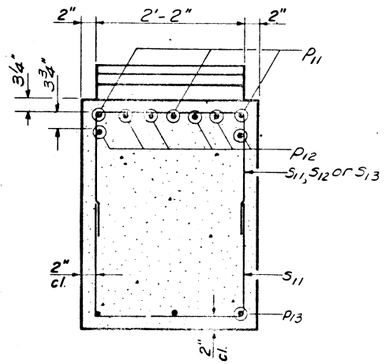
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 73	108 B-2	TAZEWELL	44	21
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

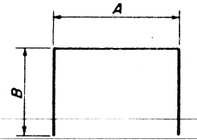
SHEET NO. 15
19 SHEETS

Note:
Space reinforcement in cap to miss anchor bolts.
Minimum bar laps = 24 dia. unless otherwise noted.
All edges shall have standard ¾" chamfers except as noted.
Pour steps monolithically with cap.



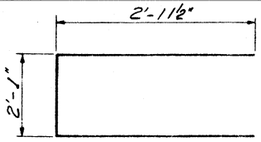


SECTION A-A

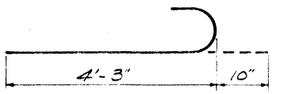


A & B DIMENSIONS

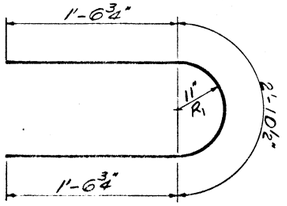
Bar	A	B
S_{11}	2'-2"	2'-8"
S_{12}	2'-2"	3'-6"
S_{13}	2'-2"	4'-6"



BARS S_{11}, S_{12} & S_{13}



BAR U_{11}



BAR n_{11}

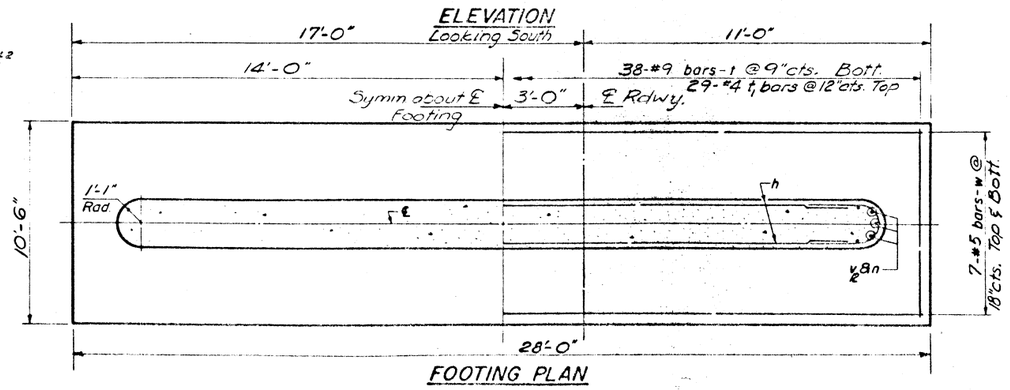
BAR h_{11}

PIER 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{11}	70	#4	6'-0"	⌒
h_{12}	70	#4	23'-6"	—
h_{13}	4	#5	43'-9"	—
h_{14}	6	#5	42'-3"	—
n_{11}	104	#7	5'-1"	⌒
P_{11}	3	#10	43'-9"	—
P_{12}	12	#10	13'-0"	—
P_{13}	6	#6	11'-3"	—
S_{11}	22	#5	7'-6"	⊓
S_{12}	6	#5	9'-2"	⊓
S_{13}	24	#5	11'-2"	⊓
t	38	#9	10'-3"	—
t_1	29	#4	10'-3"	—
U_{11}	8	#6	8'-0"	⊏
V_{10}	30	#6	3'-0"	—
V_{11}	56	#6	13'-0"	—
V_{12}	104	#6	25'-6"	—
w	14	#5	27'-9"	—
Class X Concrete			Cu. Yds.	1142
Reinforcement Bars			Lbs.	11,990

Max. Soil Pressure = 3.5 Tons/Ft²

END VIEW



FOOTING PLAN

DESIGNED	B K Hilton	
CHECKED	J. M. Patel	
	A Barraza Jr.	
DRAWN	G. Ritchie	
CHECKED	J. M. P.	

EXAMINED June 13 19
PASSED
APPROVED

P-10; H_H=2.0 5-20-68

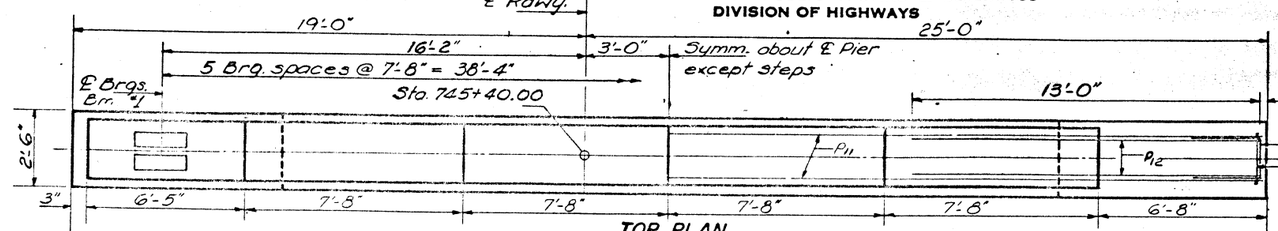
PIER 2
EAST STRUCTURE
F.A. RTE. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

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

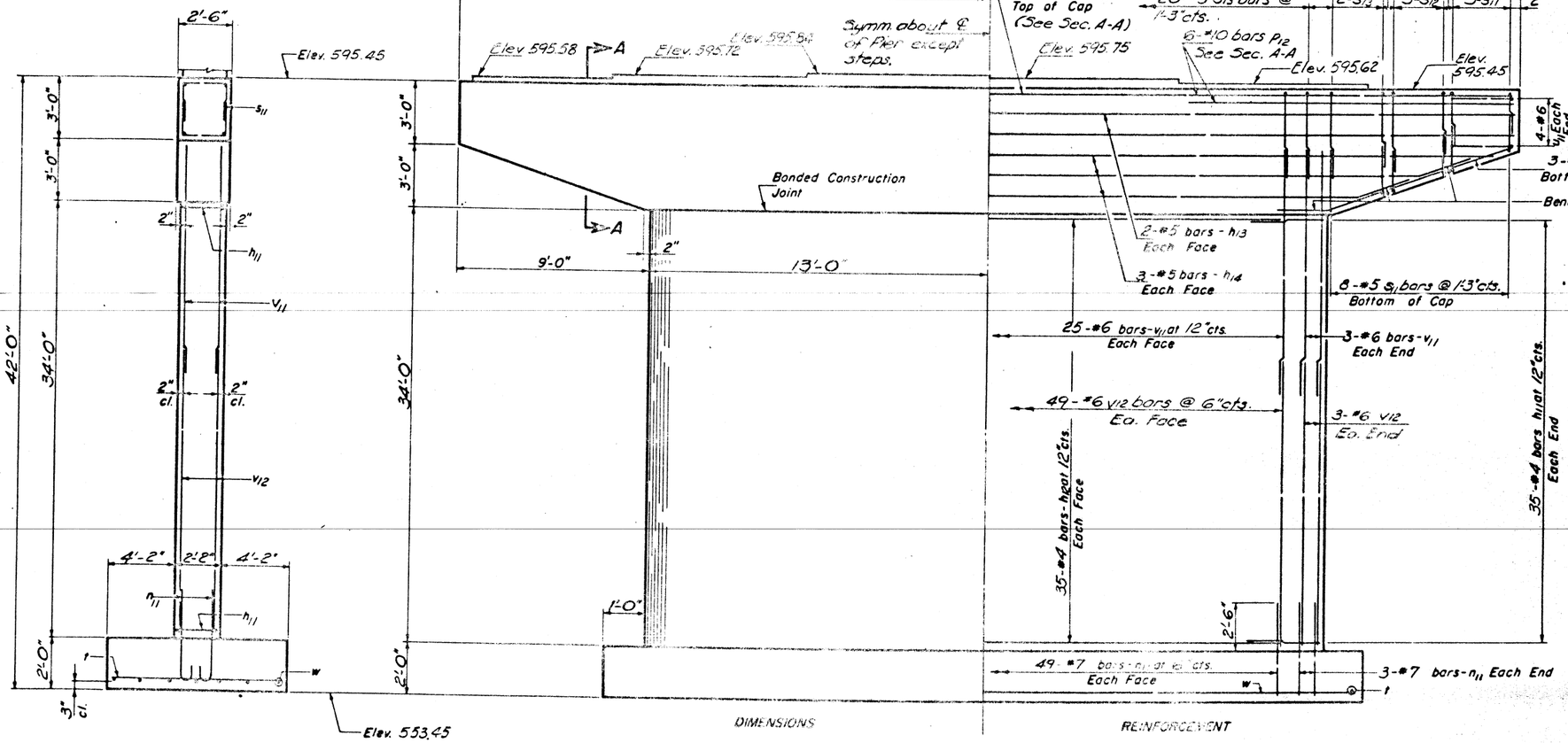
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEETS
F.A. 73	108 B-2	TAZEWELL	44	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEETS AND NO. 19

Note:
Space reinforcement in cap to miss anchor bolts.
Minimum bar laps = 24 dia. unless otherwise noted.
All edges shall have standard ¾" chamfers except as noted.
Pour steps monolithically with cap.

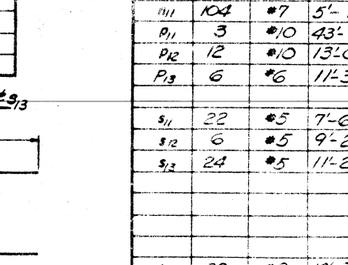


TOP PLAN

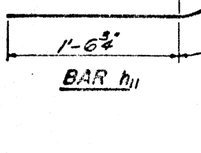


Max. Soil Pressure = 2.9 Tons/ft²

END VIEW



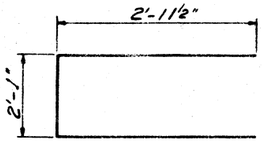
SECTION A-A



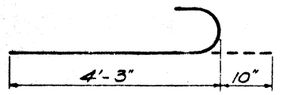
A & B DIMENSIONS

Bar	A	B
S_{11}	2'-2"	2'-8"
S_{12}	2'-2"	3'-6"
S_{13}	2'-2"	4'-6"

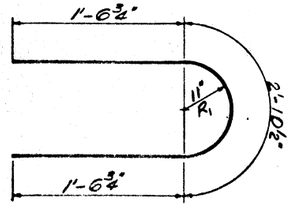
BARS S_{11}, S_{12} & S_{13}



BAR U_{11}

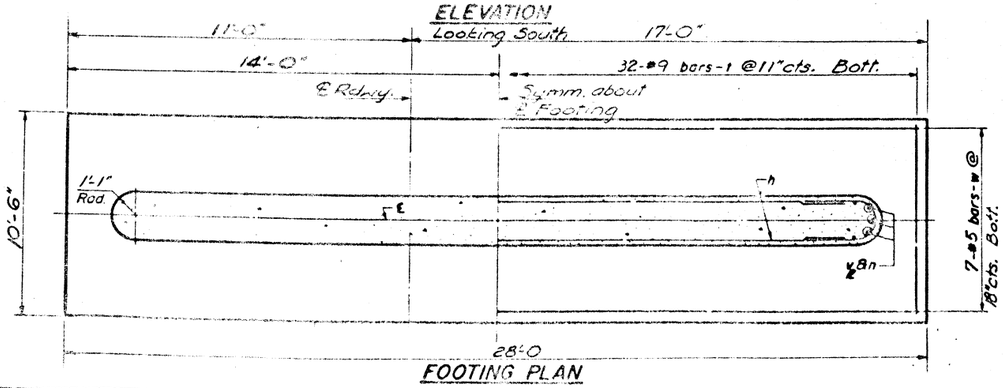


BAR n_{11}



BAR h_{11}

ELEVATION
Looking South



FOOTING PLAN

PIER 1
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{11}	70	#4	6'-0"	
h_{12}	70	#4	23'-6"	
h_{13}	4	#5	43'-9"	
h_{14}	6	#5	42'-3"	
n_{11}	104	#7	5'-1"	
P_{11}	3	#10	43'-9"	
P_{12}	12	#10	13'-0"	
P_{13}	6	#6	11'-3"	
S_{11}	22	#5	7'-6"	
S_{12}	6	#5	9'-2"	
S_{13}	24	#5	11'-2"	
t	32	#9	10'-3"	
U_{11}	8	#6	8'-0"	
V_{11}	56	#6	13'-0"	
V_{12}	104	#6	25'-6"	
w	7	#5	27'-9"	
Class X Concrete		Cu. Yds.	114.2	
Reinforcement Bars		Lbs.	11,240	

DESIGNED	B.K. Huber
CHECKED	J.M. Patel
DRAWN	G. Richie, A. Barraza
CHECKED	J.M.P.

EXAMINED
PASSED
APPROVED
19

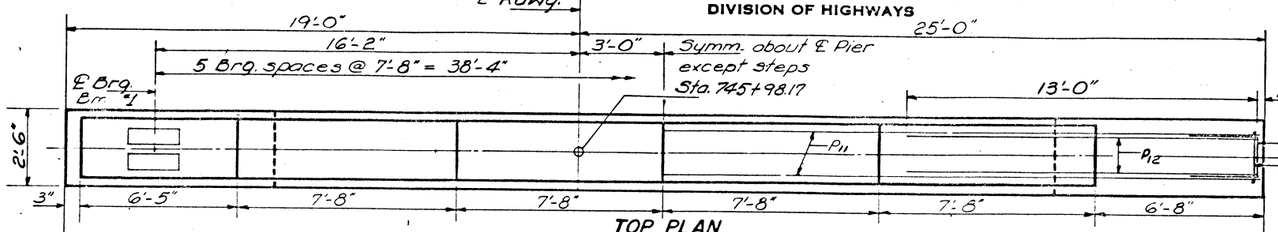
P-10; 1"=2.0 5-20-69

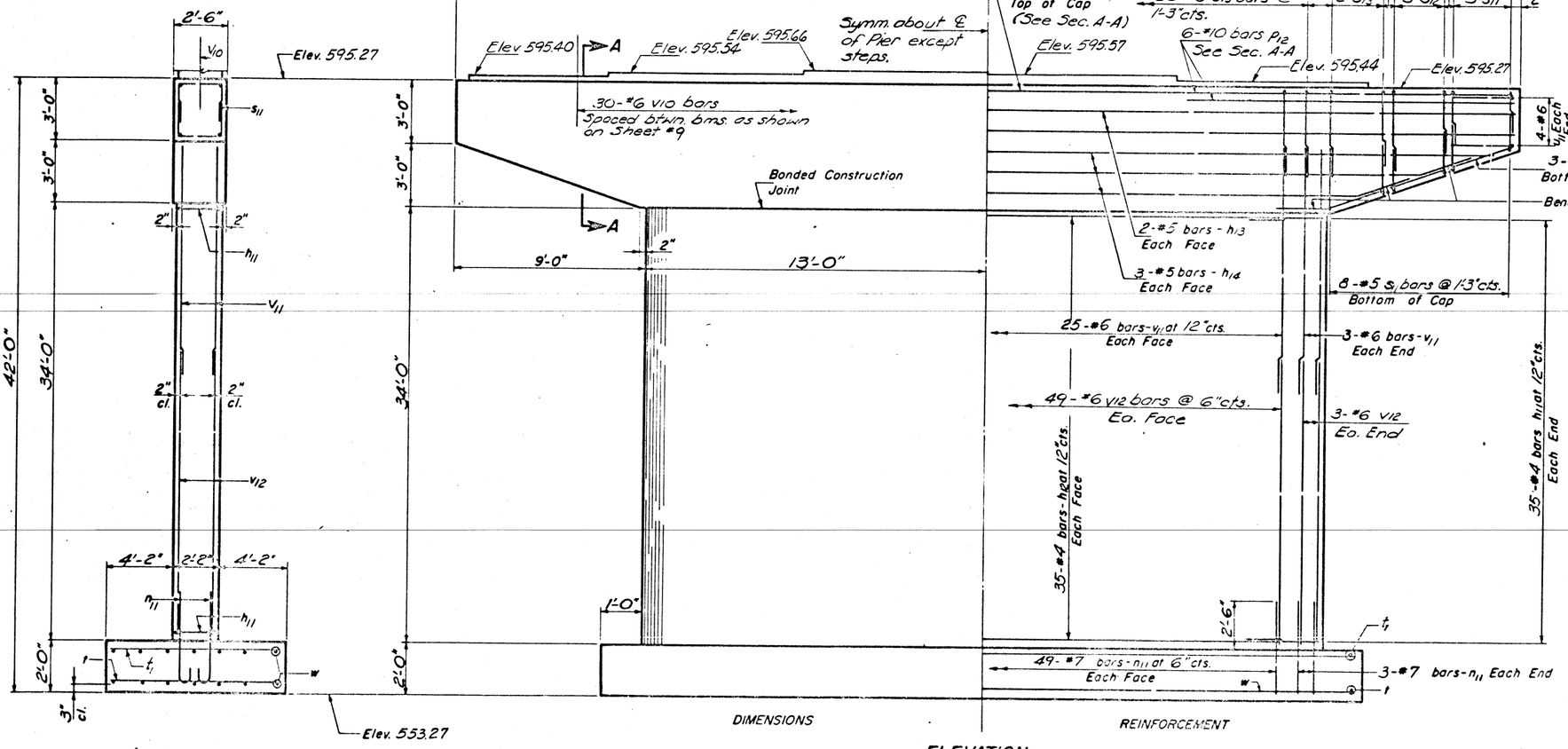
PIER 1
WEST STRUCTURE
F.A. RTE. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 73	108 B-2	TAZEWELL	44	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

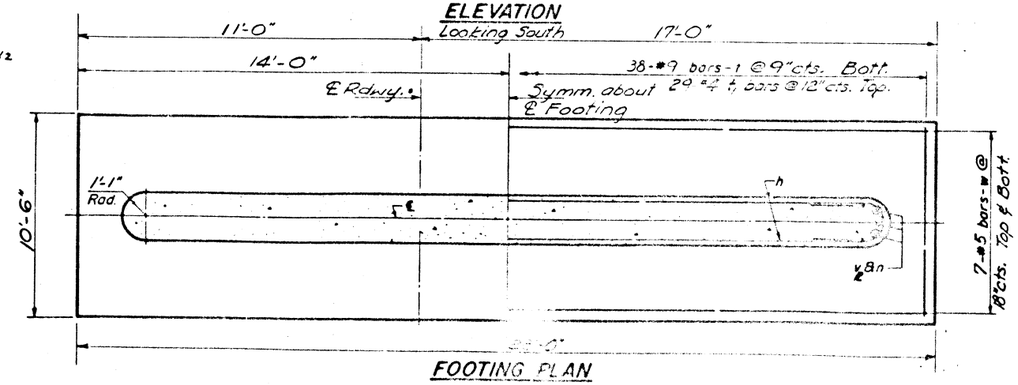
SHEET NO. 17
19 SHEETS



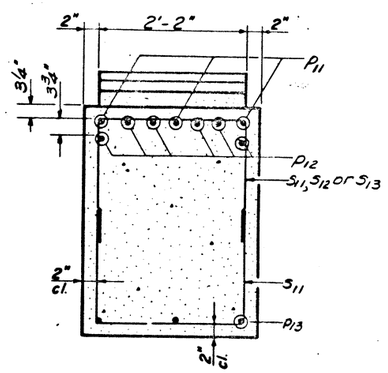


END VIEW

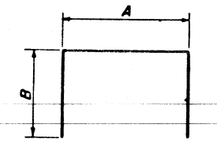
Max. Soil Pressure = 3.5 Tons/ft.²



Note:
Space reinforcement in cap to miss anchor bolts.
Minimum bar laps = 24 dia. unless otherwise noted.
All edges shall have standard ¾" chamfers except as noted.
Pour steps monolithically with cap.



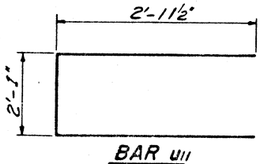
SECTION A-A



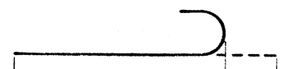
A & B DIMENSIONS

Bar	A	B
s_{11}	2'-2"	2'-8"
s_{12}	2'-2"	3'-6"
s_{13}	2'-2"	4'-6"

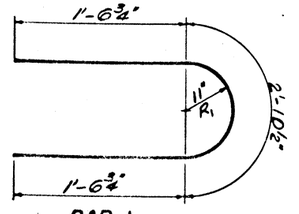
BARS s_{11}, s_{12} & s_{13}



BAR u_{11}



BAR n_{11}



BAR h_{11}

PIER 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{11}	70	#4	6'-0"	
h_{12}	70	#4	23'-6"	
h_{13}	4	#5	43'-9"	
h_{14}	6	#5	42'-3"	
n_{11}	104	#7	5'-1"	
P_{11}	3	#10	43'-9"	
P_{12}	12	#10	13'-0"	
P_{13}	6	#6	11'-3"	
s_{11}	22	#5	7'-6"	
s_{12}	6	#5	9'-2"	
s_{13}	24	#5	11'-2"	
t	38	#9	10'-3"	
t_1	29	#4	10'-3"	
u_{11}	8	#6	8'-0"	
v_{10}	30	#6	3'-0"	
v_{11}	56	#6	13'-0"	
v_{12}	104	#6	25'-6"	
w	14	#5	27'-9"	
Class X Concrete		Cu. Yds.	114.2	
Reinforcement Bars		Lbs.	14,990	

DESIGNED	B. R. Thakar
CHECKED	J. M. Patil
DRAWN	A. Barraza, G. Ritchie
CHECKED	J. M. P.

EXAMINED June 13 1968
PASSED
APPROVED
BUREAU OF BRIDGES AND TRAFFIC STRUCTURES
ENGINEER OF BRIDGES
CHIEF HIGHWAY ENGINEER

P-10; 1"=1'-0" 5-20-68

PIER 2
WEST STRUCTURE
F.A. RTE. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B.B.I. F.A. 73	108 B-2	TAZEWELL	44	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 18
19 SHEETS

Boring No. 1 — Station 715+03 — Offset 551' Rt. 3

Surface Water El. —
Groundwater El. at Completion 561.1
After 24 Hours 561.6

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 565.0			
BROWN CLAY LOAM			
	4	0.9 B	-
	3	10.7 B	-
562.6			
LOOSE BROWN COARSE SAND			
559.1	8	-	-
GRAY CLAY LOAM (TRACES OF SAND AND GRAVEL)			
	51	9.1 B	-
	29	9.1 S	-
	28	10+	-
	42	10+	-
	63	10+	-
545.6			
END OF BORING			

MOISTURE CONTENTS SIMILAR TO BORING NO. 2

Boring No. 2 — Station 714+10 — Offset 331' Rt. 3

Surface Water El. —
Groundwater El. at Completion 561.8
After — Hours —

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 566.3 0			
BROWN SANDY LOAM (TRACE OF GRAVEL)			
	4	0.5 B	17
560.3	7	0.1 B	19
LOOSE SAND AND GRAVEL			
557.8	12	-	-
GRAY CLAY LOAM (TRACES OF SAND AND GRAVEL)			
	28	9.2 B	10
	34	8.9 B	10
	37	8.9 B	10
	39	9.6 S	9
	50/6"	10+	9
542.8	97	10+	10
VERY DENSE BROWN FINE SAND			
540.3	60	-	2
END OF BORING			

Boring No. 3 — Station 715+93 — Offset 551' Rt. 3

Surface Water El. —
Groundwater El. at Completion 559.8
After 24 Hours 559.8

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 564.0			
BROWN LOAM			
561.3	3	0.3 S	25
BROWN SANDY LOAM			
559.3	21	0.2 S	18
LOOSE BROWN SAND AND GRAVEL - WET			
	6	-	-
555.3			
BROWN SAND-WET 554.8-10	8	-	-
GRAY CLAY LOAM (Traces of Sand and Gravel)			
	32	7.8 B	12
	33	9.5 S	11
	42	10.3 S	10
	65	10+	9
	93	10+	9
541.3	50	7.8 B	11
DENSE GRAY SAND			
538.8	75	-	6
END OF BORING			

Boring No. 4 — Station 715+03 — Offset 331' Lt. 3

Surface Water El. —
Groundwater El. at Completion 560.4
After 24 Hours 560.4

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 565.9 0			
BROWN CLAY LOAM			
	5	0.9 B	-
	2	0.2 B	-
557.4	30	0.2 B	-
GRAY CLAY LOAM (Traces of Sand and Gravel)			
	18	5.0 S	-
	31	7.0 S	-
	30	9.1 B	-
	42	20+	-
	50/6"	9.1 S	-
542.4	32	10+	-
DENSE GRAY FINE SAND			
539.9	54	-	-

MOISTURE CONTENTS SIMILAR TO BORING NO. 3

Boring No. 5 — Station 714+93 — Offset 55' Rt. 3

Surface Water El. —
Groundwater El. at Completion 561.2
After 24 Hours 560.2

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 565.7 0			
BROWN SILTY CLAY LOAM			
562.2	5	0.5 B	24
BROWN SANDY LOAM			
559.7	4	-	18
BROWN COARSE SAND-WET			
557.2	12	-	-
BROWN SAND AND GRAVEL WET			
554.7	18	-	-
GRAY CLAY LOAM (Traces of Sand and gravel)			
	34	5.0 S	12
	32	6.6 P	-
	90	9.6 S	9
	50/5"	-	8
540.2	85	10+	9
DENSE GRAY SAND			
539.7	80	6.5 S	10
END OF BORING			

Boring No. 6 — Station 715+58 — Offset 55' Lt. 3

Surface Water El. 560.6
Groundwater El. at Completion 560.6
After 24 Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 565.6 0			
BROWN CLAY LOAM (Trace of sand and gravel)			
	4	0.8 B	-
562.1			
LOOSE BROWN FINE SAND WET			
	3	-	-
557.1			
LOOSE BROWN COARSE SAND- WET	5	-	-
554.6			
GRAY CLAY LOAM (Traces of sand and gravel)			
	2	-	-
	29	6.6 B	-
	31	6.6 B	-
	47	5.8 B	-
	50/5"	10+	
540.1	55	10+	
DENSE GRAY FINE SAND			
539.6	36	10+	
END OF BORING			

(MOISTURE CONTENTS SIMILAR TO BORING NO. 5)

DESIGNED	
CHECKED J.M. Patel	
DRAWN	
CHECKED J.M.P.	

EXAMINED June 13 19 69
PASSED
APPROVED

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

Qu-Unconfined Compressive Strength-t/sf
w-Water Content-percentage of oven dry weight-%.

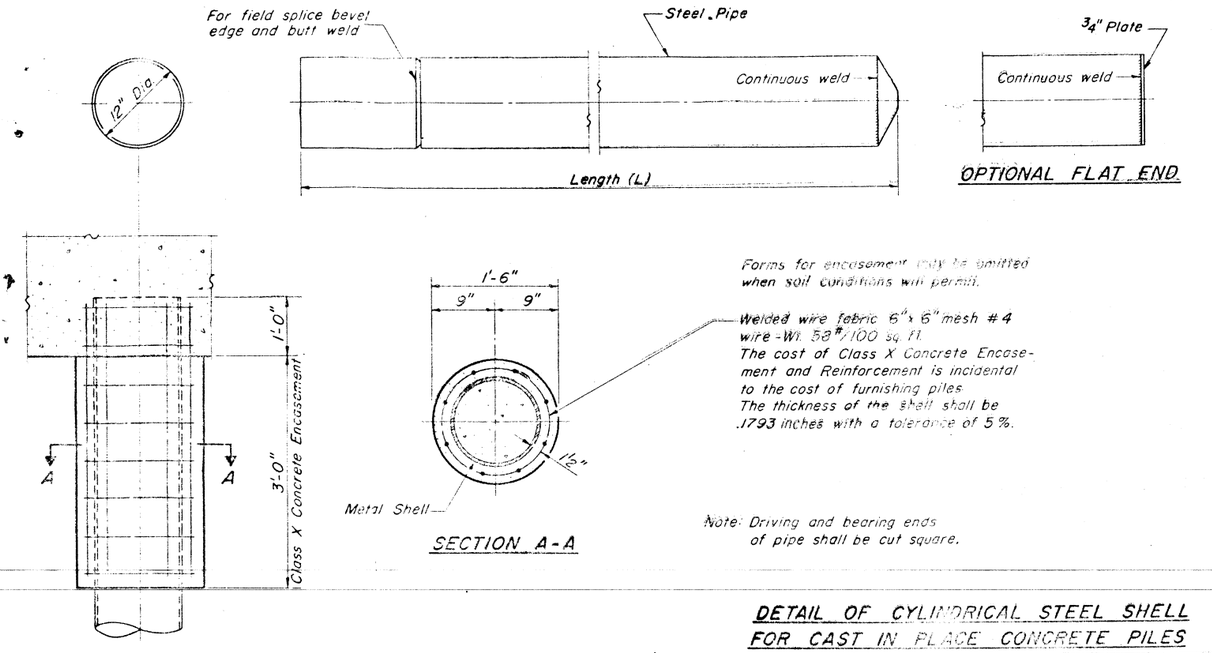
Type failure
B-Bulge Failure
S-Shear Failure
E-Estimated Value
P-Penetrometer

BORINGS
FA RT. 73 SEC. 108 B-2
TAZEWELL COUNTY
STA. 745+70

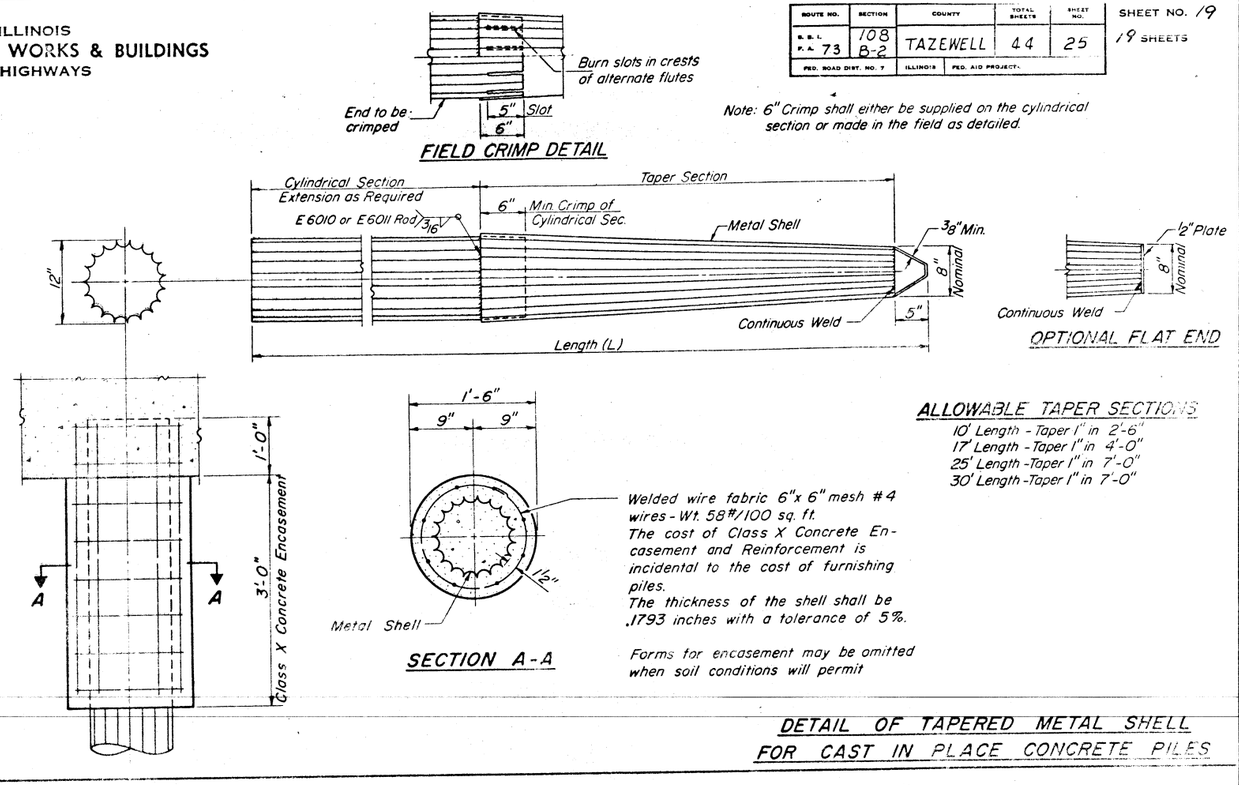
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 73	108 B-2	TAZEWELL	44	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

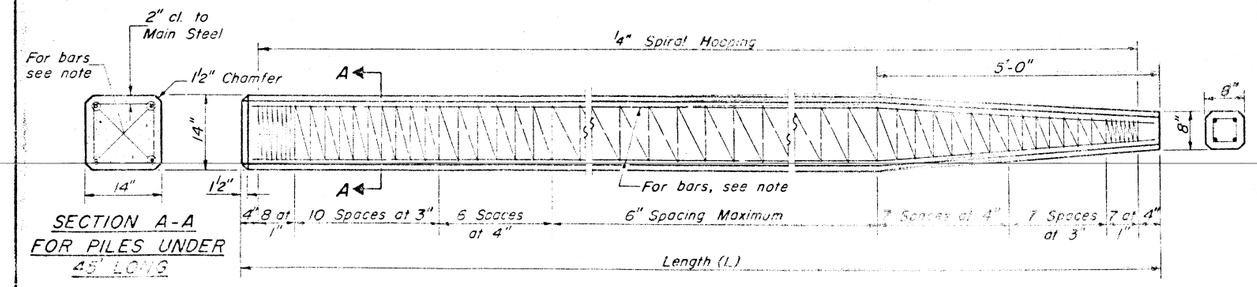
SHEET NO. 19
19 SHEETS



DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



DETAIL OF TAPERED METAL SHELL FOR CAST IN PLACE CONCRETE PILES

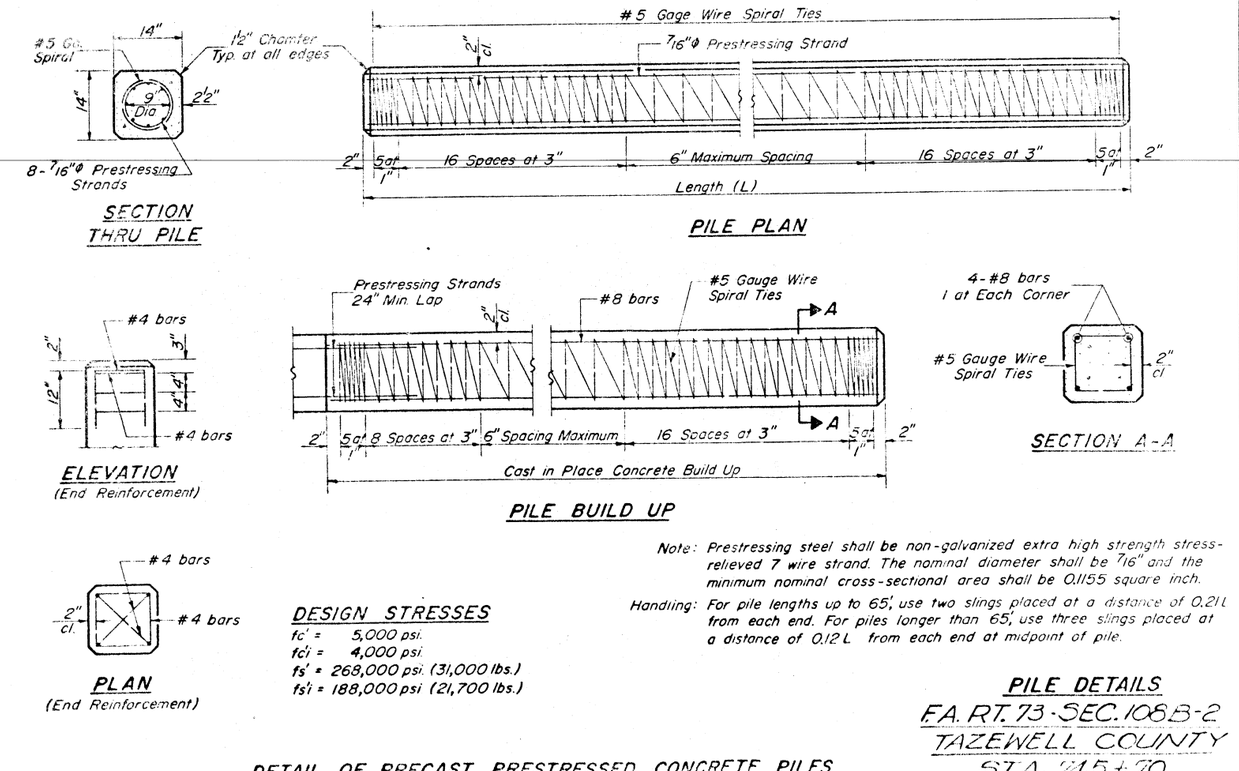


DESIGNED	[illegible]
CHECKED	J.M. Patel
DRAWN	[illegible]
CHECKED	J.M.P.

EXAMINED June 13 19 69
PASSED H.E. Bammann
APPROVED [illegible]

X-2 2-14-69

DETAIL OF PRECAST CONCRETE PILES



DESIGN STRESSES
f_c' = 5,000 psi.
f_{ci}' = 4,000 psi.
f_s' = 268,000 psi. (31,000 lbs.)
f_{si}' = 188,000 psi (21,700 lbs.)

Note: Prestressing steel shall be non-galvanized extra high strength stress-relieved 7 wire strand. The nominal diameter shall be 7/16" and the minimum nominal cross-sectional area shall be 0.1155 square inch.

Handling: For pile lengths up to 65', use two slings placed at a distance of 0.21L from each end. For piles longer than 65', use three slings placed at a distance of 0.12 L from each end at midpoint of pile.

PILE DETAILS
F.A. RT. 73 - SEC. 108B-2
TAZEWELL COUNTY
STA. 715+70

DETAIL OF PRECAST PRESTRESSED CONCRETE PILES