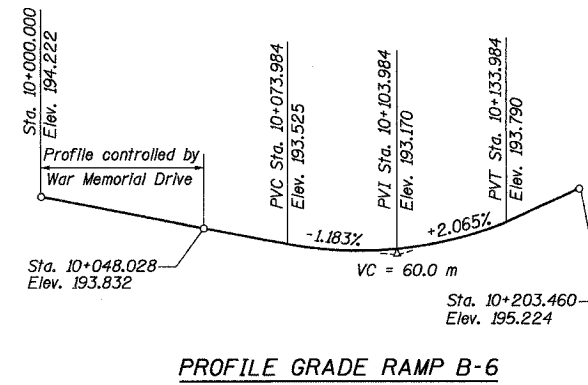
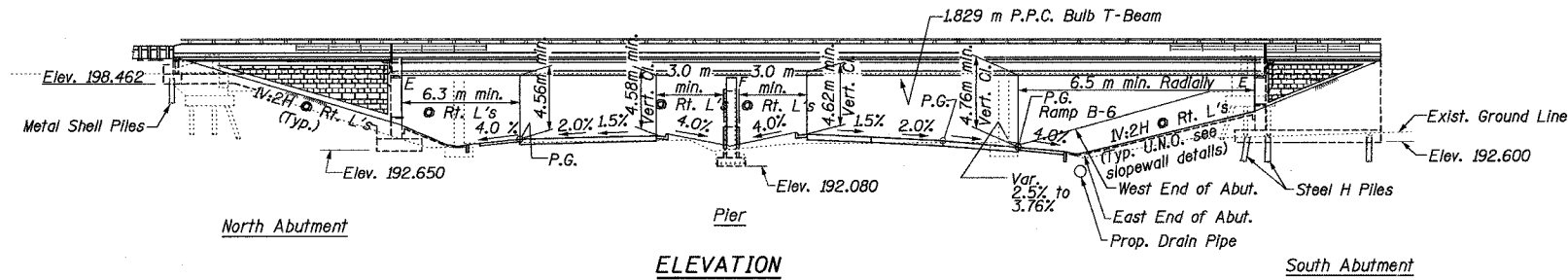


ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.I. 74	(72-7) R-3	PEORIA	500	1300
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 68200

B. M. : ' ' cut on North headwall N.W. of existing bridge at ramp for W.B. I-74 to W.B. War Memorial Dr. Elev. 194.167
 P.K. Nail on S. Side of F.A. 49 (U.S. 150 Spur) Bridge over I-74 Ramp Elevation 194.293 m.
 Existing Structure : S.N. 072-0026 is a four span bridge built as F.A.I. Rt. 31 Spur over War Memorial Drive (U.S. Rt. 150), Project U-107(12), Section (117-3HB) in 1963.
 The Superstructure consists of a R.C. Deck 77.91 m long by 14.02 m wide supported on wide flange steel stringers.
 The Existing Superstructure, North and South Abutments and Piers shall be removed as required. Traffic along ramps B-3 and B-5 will be detoured while traffic along War Memorial Drive will be maintained during construction.

Note: All dimensions are in millimeters (mm) except as noted.



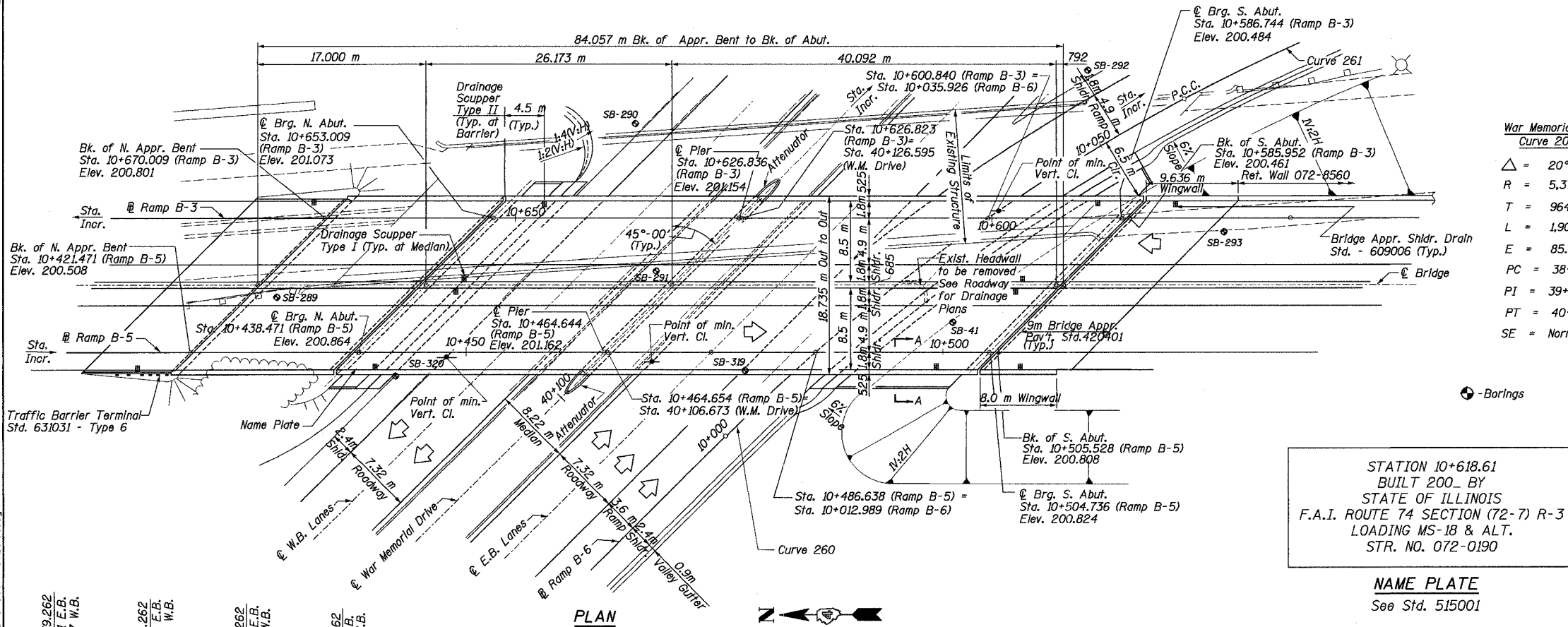
DESIGN SPECIFICATIONS
 1996 AASHTO with Interims through 2000.
LOADING MS18 & ALT.
 Allow 2.4 kN/m² for future wearing surface.
DESIGN STRESSES

FIELD UNITS
 $f'c = 24 \text{ MPa}$
 $f'y = 400 \text{ MPa (Reinf.)}$
PRECAST PRESTRESSED UNITS
 $f'c = 42 \text{ MPa}$
 $f'ci = 35 \text{ MPa}$
 $f's = 1,860 \text{ MPa (12.7 mm } \phi \text{ low lax. strands)}$
 $f's_1 = 1,395 \text{ MPa (12.7 mm } \phi \text{ low lax. strands)}$

SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.043g
 Site Coefficient (S) = 1.0

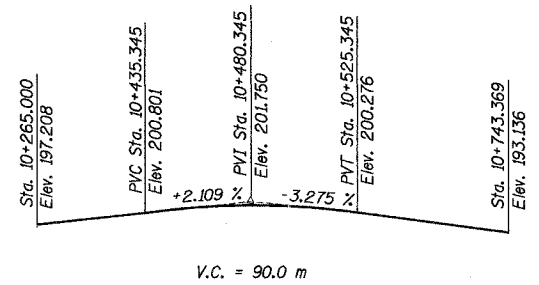
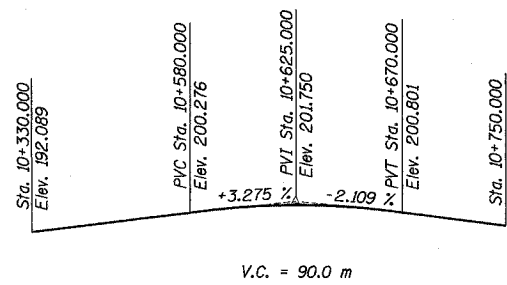
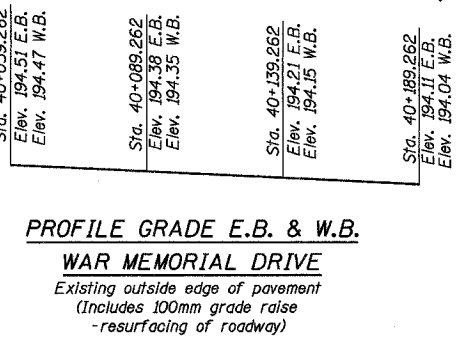
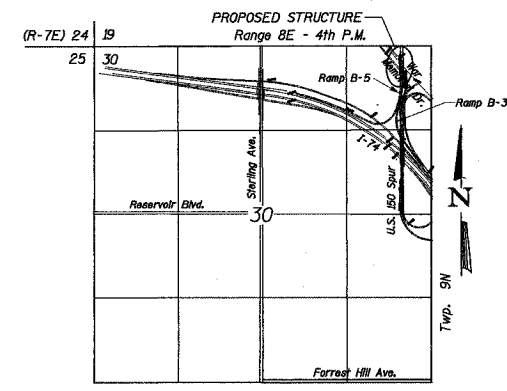
CURVE DATA

Curve	Angle	Radius (m)	Tangent (m)	Length (m)	Elevation (m)	PC	PI	PCC	SE	Transition
War Memorial Dr. Curve 200	$\Delta = 20^\circ 20' 45''$	$R = 5,374.349 \text{ m}$	$T = 964.381 \text{ m}$	$L = 1,908.452 \text{ m}$	$E = 85.840 \text{ m}$	$PC = 38+811.662$	$PI = 39+776.043$	$PCC = 10+060.000$	$SE = \text{Normal Crown}$	Transition in : N/A Transition out : 10+027 to 10+060
Ramp B-6 Curve 260	$\Delta = 17^\circ 11' 19''$	$R = 200.00 \text{ m}$	$T = 20.272 \text{ m}$	$L = 60.00 \text{ m}$	$E = 2.271 \text{ m}$	$PC = 10+000.000$	$PI = 10+030.227$	$PCC = 10+060.000$	$SE = 2.5 \%$	Transition in : 10+060 to 10+076 Transition out : N/A
Ramp B-6 Curve 261	$\Delta = 18^\circ 25' 26''$	$R = 125.00 \text{ m}$	$T = 20.272 \text{ m}$	$L = 40.195 \text{ m}$	$E = 1.633 \text{ m}$	$PC = 10+060.000$	$PI = 10+080.272$	$PCC = 10+100.195$	$SE = 8.0 \%$	Transition in : 10+060 to 10+076 Transition out : N/A



STATION 10+618.61
 BUILT 200 BY
 STATE OF ILLINOIS
 F.A.I. ROUTE 74 SECTION (72-7) R-3
 LOADING MS-18 & ALT.
 STR. NO. 072-0190

NAME PLATE
 See Std. 515001



REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

RAMP B-3 AND B-5 OVER WAR MEMORIAL DR. AND RAMP B-6
 F.A.I. ROUTE 74 SECTION (72-7) R-3
 PEORIA COUNTY STA. 10+618.61 (RAMP B-3)
 STA. 10+472.60 (RAMP B-5)
 STRUCTURE NUMBER 072-0190

PARSONS TRANSPORTATION GROUP
 CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
1	N.T.S.	2-21-03	1

Designed by: MBO
 Checked by: AK
 Drafted by: JV
 Checked by: AK