

88919

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	1
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

54 + u = 58

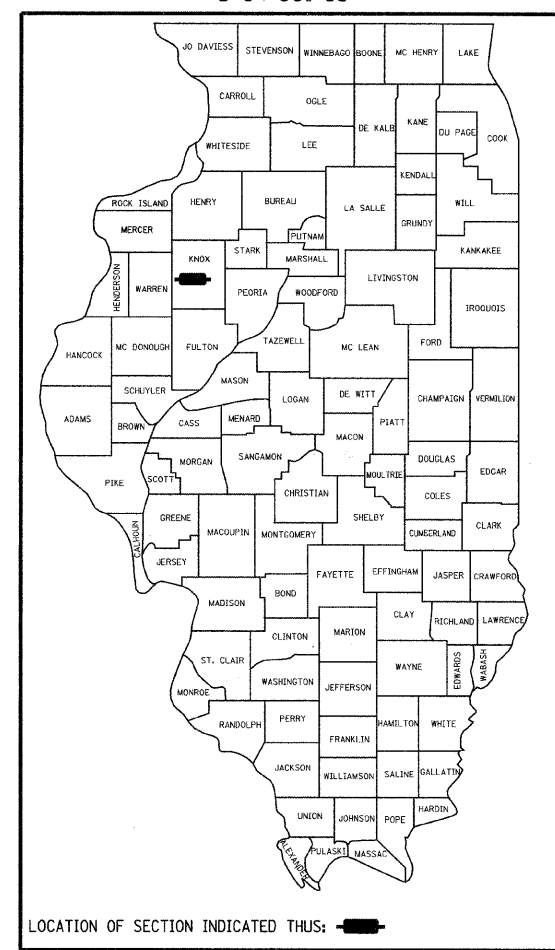
FOR INDEX OF SHEETS SEE SHEET 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

F.A.I. ROUTE 74
SECTION (48-26HB-4)I
KNOX COUNTY
C - 94 - 001 - 99

D-94-001-99

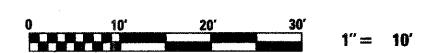


LIST OF STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 483001-04 PCC SHOULDER.
- 515001-03 NAME PLATE FOR BRIDGES
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAINS
- 631031-07 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 667101-01 PERMANENT SURVEY MARKERS
- 701101-02 OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAV'T EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
- 701400-03 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-05 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701402-07 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
- 701406-05 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
- 701411-05 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >45 MPH
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-05 TEMPORARY CONCRETE BARRIER
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

PROJECT DESCRIPTION

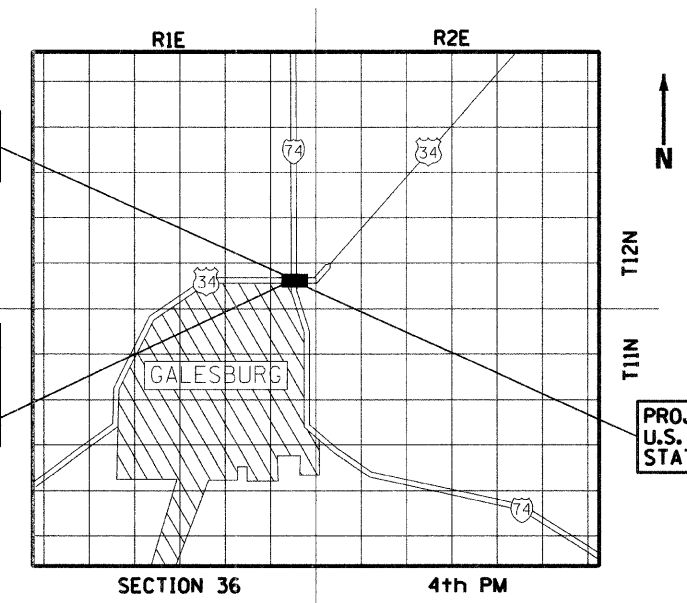
THIS PROJECT CONSISTS OF SUBSTRUCTURE REPAIR AND REPLACING THE EXISTING DECK & SUPERSTRUCTURE OF S.N. 048-0019 & 0020, WHICH CARRY US 34 OVER I-74 AT THEIR INTERCHANGE IN GALESBURG.



PROJECT BEGINS
U.S. RTE. 34
STATION 606+62

U.S. 34/I-74 INTERCHANGE
S.N. 048-0019 (EB) &
S.N. 048-0020 (WB)
CARRY U.S. 34 OVER I-74

PROJECT ENDS
U.S. RTE. 34
STATION 647+82



LOCATION MAP

1" = ±1 MILE

GROSS LENGTH OF IMPROVEMENT = 4120 FEET (0.780 MILES)
NET LENGTH OF IMPROVEMENT = 4120 FEET (0.780 MILES)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

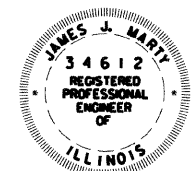
SUBMITTED April 10, 2009

James J. Marty
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS



Date: 4-6-09

James J. Marty
Ill. Professional No. 34612
EXP 11-30-09

DESIGNED BY: WVP CORPORATON
DECATUR, IL.
CONTACT PERSON: JIM MARTY
PHONE: (217)875-4800

PROJECT ENGINEER: JIM MILLER (309) 671-3451

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
(PROJECT LOCATED IN MOUND TOWNSHIP)

CONTRACT NO. 88919
CATALOG NO. 030396-03D

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)	KNOX	54	2
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

ANY REFERENCE TO STANDARD SPECIFICATIONS THROUGHOUT THE PLANS AND SPECIAL PROVISIONS SHALL BE INTERPRETED TO MEAN THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, ADOPTED JANUARY 1, 2007.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS NOT SHOWN.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND EXISTING FIELD CONDITIONS PRIOR TO BIDDING THE PROJECT, CONSTRUCTION, OR ORDERING OF MATERIALS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE "JULIE" NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF "JULIE".

ILLINOIS POWER COMPANY

DO NOT EXCAVATE IN ANY GIVEN AREA UNTIL ALL FACILITIES (INCLUDING, BUT NOT LIMITED TO, ELECTRIC, GAS, TELEPHONE, CABLE TELEVISION, AND WATER) HAVE BEEN LOCATED AND MARKED.

NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS HAVE BEEN MET.

THE CONTRACTOR SHALL RELOCATE OR REMOVE AND REPLACE ALL EXISTING PERMANENT ROAD SIGNS WHICH INTERFERES WITH HIS CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE TRAFFIC CONTROL ITEMS OF THE CONTRACT.

WORK INVOLVING PERMANENT SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

- SIGNS SHALL NOT BE MOVED UNTIL THE PROGRESS OF THE WORK REQUIRES THEY BE MOVED.
- EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED.
- ALL SIGNS SHALL BE RE-ERECTED AT PROPOSED LOCATIONS AS THE ROADWAY IS COMPLETED. THE HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.

UNLESS AUTHORIZED BY THE ENGINEER, EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.

DURING CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, THE CONTRACTOR SHALL ALSO BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS.

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

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

ALL EXCAVATED PAVEMENTS & STRUCTURES SHALL BE REMOVED FROM THE SITE IMMEDIATELY AFTER EXCAVATION. ON-SITE STORAGE OF SUCH ITEMS AND MATERIALS WILL NOT BE PERMITTED.

THE FINAL LIFT OF HOT MIX ASPHALT SURFACE COURSE, SHALL NOT BE PLACED UNTIL ALL LIFTS OF HOT MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

THE MAXIMUM COMPACTED THICKNESS OF A LIFT OF BINDER COURSE WILL BE 4 INCHES, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

MINIMUM TRAFFIC LANE WIDTH SHALL NOT BE LESS THAN TWELVE (12) FEET.

NAME PLATES THAT WILL BE REMOVED AS A RESULT OF THIS WORK SHALL BE RELOCATED ON THE METAL PLATE BRIDGE RAIL OR CONCRETE PARAPET WALL AS DIRECTED BY THE ENGINEER. THE COST OF REMOVING AND REPLACING THE NAME PLATES, INCLUDING ALL NECESSARY FASTENERS, WILL NOT BE MEASURED OR PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE BITUMINOUS SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE BITUMINOUS SURFACE COURSE.

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH WIDE, 5 INCHES HIGH AND 5/8 INCH DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 200 FEET

BOTTOM OF NUMBERS - 6 INCHES FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

LOCATION:

- 2, 3, & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH PAVEMENT STATIONS SHALL USE THIS FORMAT (XXX'), WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

SOME AGGREGATE COMPOSITIONS PRODUCE INCONSISTENT RESULTS WHEN BURNED IN THE IGNITION OVEN. THE ENGINEER WILL DETERMINE WHETHER THE IGNITION OVEN OR AC NUCLEAR GAUGE WILL BE REQUIRED AFTER THE AGGREGATE SOURCES HAVE BEEN IDENTIFIED.

BITUMINOUS MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Mixture Use(s):	Surface Course (mainline and ramps)	Binder Course (mainline and ramps)
AC/PG:	SBS or SBR 70-22	SBS or SBR 70-22
RAP% (Max): **	10%	10%
Design Air Voids:	4.0% @ N=70	4.0 @ N=70
Mixture Composition: (Gradation Mixture)	IL 9.5 or IL12.5	IL 19.0
Friction Aggregate:	Mixture D (Dolomite only)	N.A.

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

COMMITMENTS

THERE ARE NO COMMITMENTS FOR THIS PROJECT.

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- 2 GENERAL NOTES, INDEX OF SHEETS, COMMITMENTS
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- 5 PROPOSED TYPICAL SECTIONS
- 6 STAGE CONSTRUCTION TYPICAL SECTIONS
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- 14-18 PLAN & PROFILE
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- 22 RAMP GORE DETAILS
- 23-24 BUTT JOINT DETAILS
- 25-54D BRIDGE PLANS (STRUCTURES 048-0019 & 048-0020)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
INDEX OF SHEETS
COMMITMENTS
SIGNATURE BLOCK

DATE 9-13-04
DRAWN BY SRS
CHECKED BY ACW

SUMMARY OF QUANTITIES

CODE NO.	DESCRIPTION	UNIT	X271-2A		
			100% ST. URBAN	STRUCTURES NO. 048-0019 & 048-0020	
			TOTAL QUANTITY	BRIDGE QUANTITY	ROADWAY QUANTITY
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	708	708	
31102300	SUB-BASE GRANULAR MATERIAL, TYPE C 6"	SQ YD	4932		4932
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	533		533
40600300	AGGREGATE (PRIME COAT)	TON	21		21
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1119		1119
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	446		446
40603235	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	915		915
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	605		605
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	682		682
42001300	PROTECTIVE COAT	SQ YD	910		910
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	228		228
44000700	APPROACH SLAB REMOVAL	SQ YD	712		712
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1	
44004000	PAVED DITCH REMOVAL	FOOT	87		87
44004250	PAVED SHOULDER REMOVAL	SQ YD	4670		4670
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1170		1170
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	4670		4670
48301000	PROTECTIVE COAT	SQ YD	4670		4670
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	2	2	
50102400	CONCRETE REMOVAL	CU YD	68.0	68.0	
50104650	SLOPE WALL REMOVAL	SQ YD	1367	1367	
50157300	PROTECTIVE SHIELD	SQ YD	1968	1968	
50200100	STRUCTURE EXCAVATION	CU YD	708	708	
50300100	FLOOR DRAINS	EACH	24	24	
50300225	CONCRETE STRUCTURES	CU YD	63.0	63.0	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	843.2	843.2	
50300260	BRIDGE DECK GROOVING	SQ YD	2876	2876	
50300300	PROTECTIVE COAT	SQ YD	3308	3308	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	9216	9216	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	185,770	185,770	
50800515	BAR SPLICERS	EACH	1864	1864	
51100100	SLOPE WALL 4 INCH	SQ YD	1466	1466	
51205200	TEMPORARY SHEET PILING	SQ FT	1226	1226	
51500100	NAME PLATES	EACH	2	2	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	32	32	
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	32	32	
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4		4
60109582	PIPE UNDERDRAINS FOR STRUCTURES, 6"	FOOT	250	250	
*60614600	PAVED DITCH (SPECIAL)	FOOT	87		87
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6		6
63200310	GUARDRAIL REMOVAL	FOOT	162		162
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9		9
67100100	MOBILIZATION	L SUM	1		1
70100205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	4		4
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2		2

CODE NO.	DESCRIPTION	UNIT	X271-2A		
			100% ST. URBAN	STRUCTURES NO. 048-0019 & 048-0020	
			TOTAL QUANTITY	BRIDGE QUANTITY	ROADWAY QUANTITY
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	10		10
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1		1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	976		976
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5581		5581
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	3533		3533
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	18243		18243
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	6075		6075
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2290		2290
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1874		1874
*78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	2350		2350
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	23		23
*78200410	GUARDRAIL MARKERS, TYPE A	EACH	12		12
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	23		23
78300500	PAINT PAVEMENT MARKING REMOVAL	SQ FT	4023		4023
X0301766	DRILL AND GROUT #6 TIE BARS	EACH	3187		3187
*X7800610	URETHANE PAVEMENT MARKING - LINE 4"	FOOT	16233		16233
*X7800640	URETHANE PAVEMENT MARKING - LINE 8"	FOOT	3517		3517
*X7800650	URETHANE PAVEMENT MARKING - LINE 12"	FOOT	351		351
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1
Z0030260	IMPACT ATTENUATORS, (TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3)	EACH	2		2
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2		2

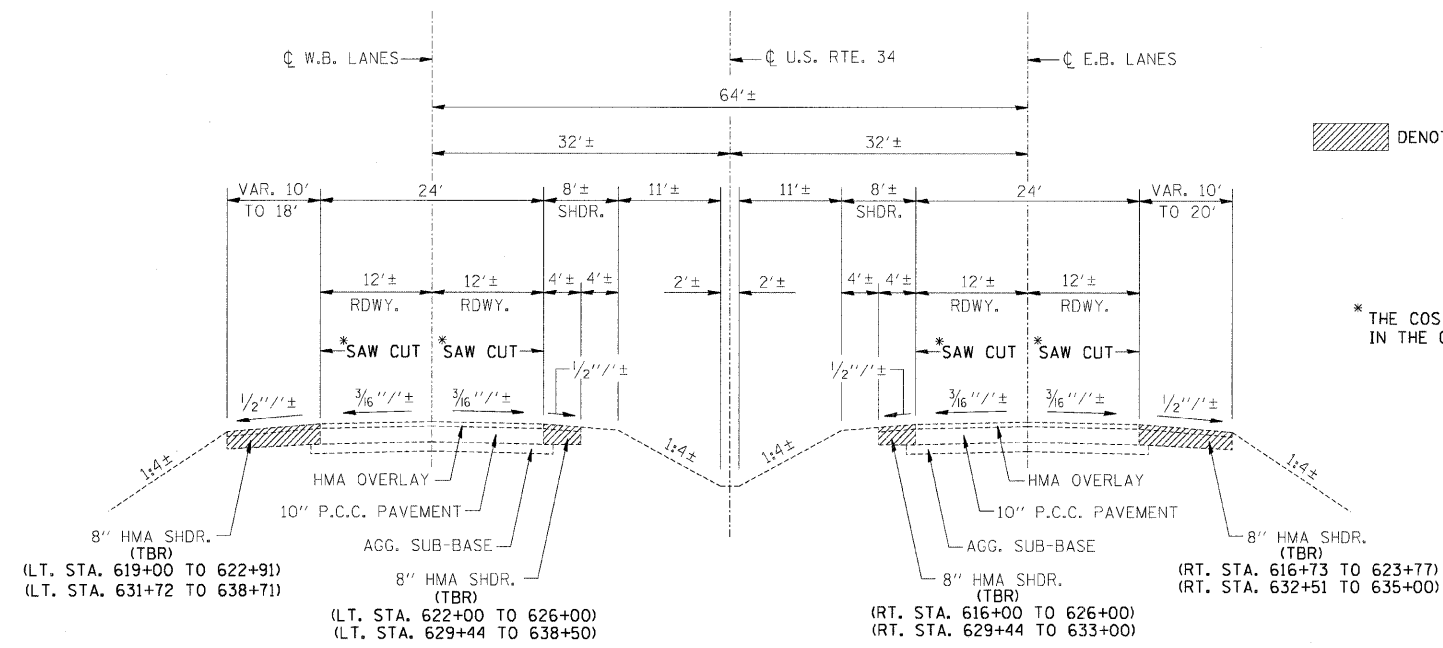
* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

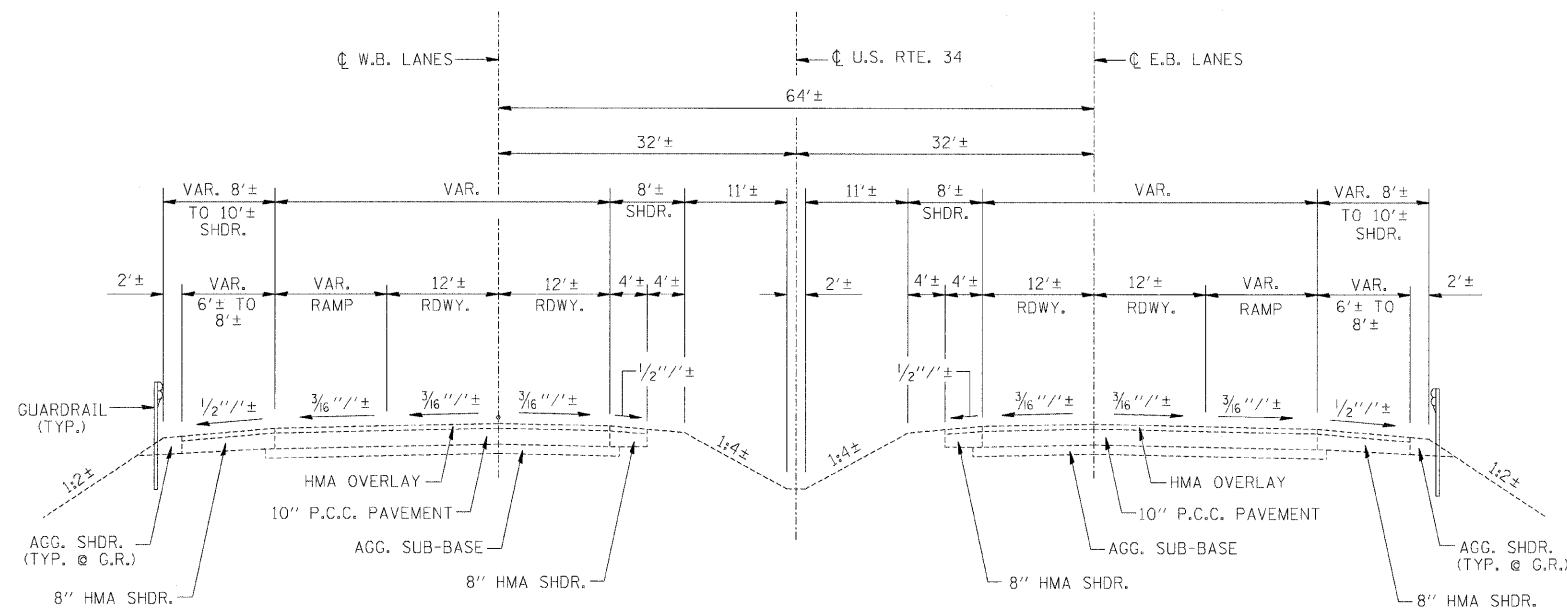
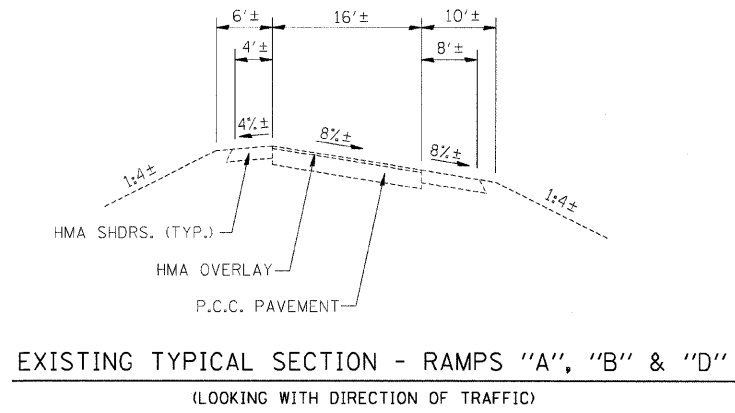
SUMMARY OF QUANTITIES

DATE 9-13-04
DRAWN BY SRS
CHECKED BY ACW



EXISTING TYPICAL SECTION - U.S. RTE. 34
 (LOOKING EAST)
 (STA. 616+00 TO 638+71)
 (SHOWING EXIST. SHOULDER REMOVAL)

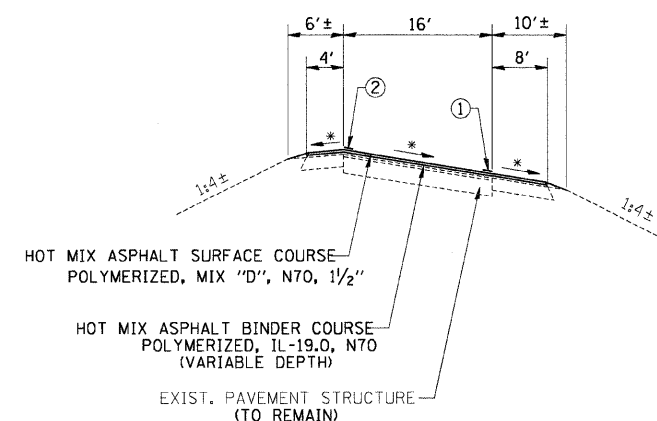
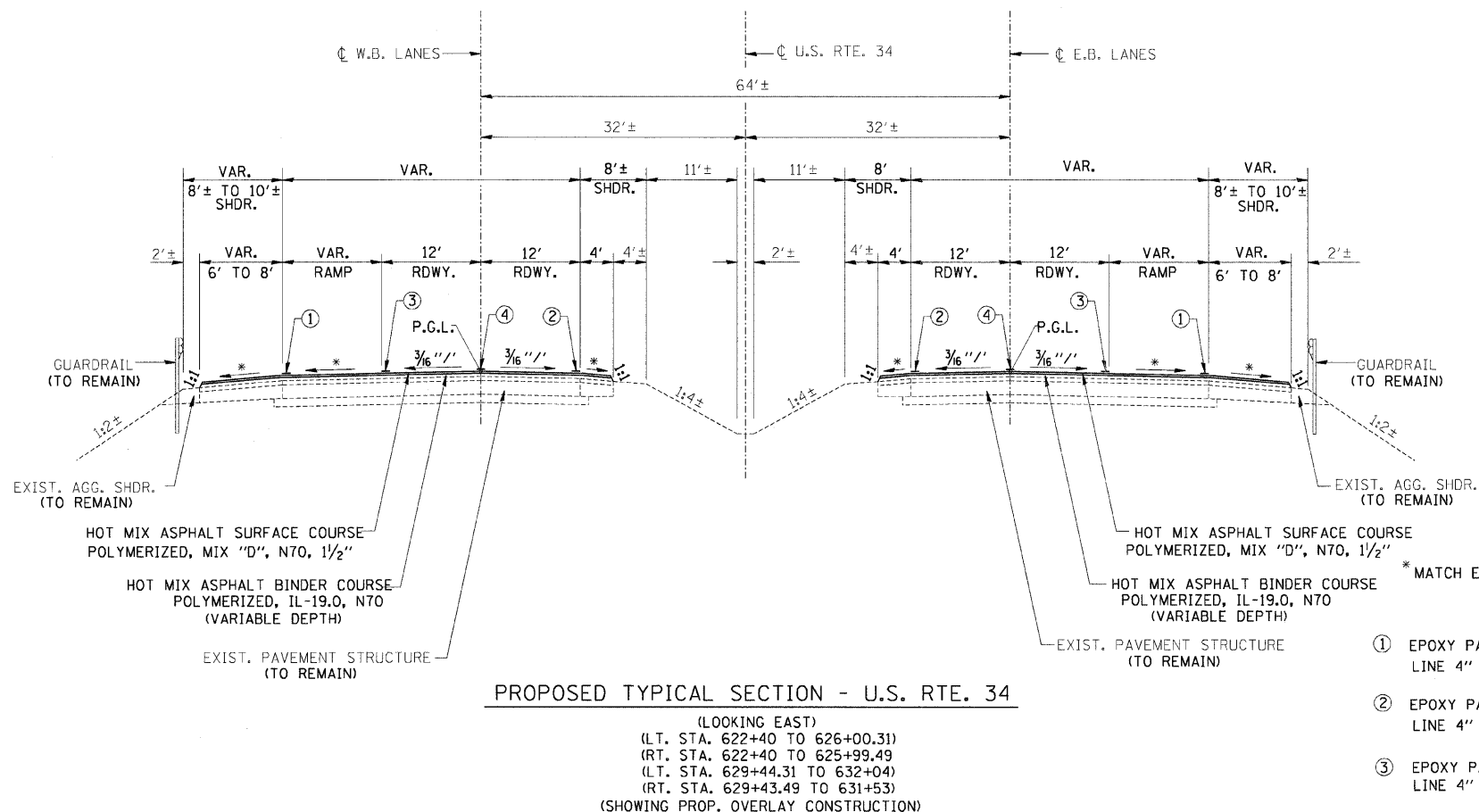
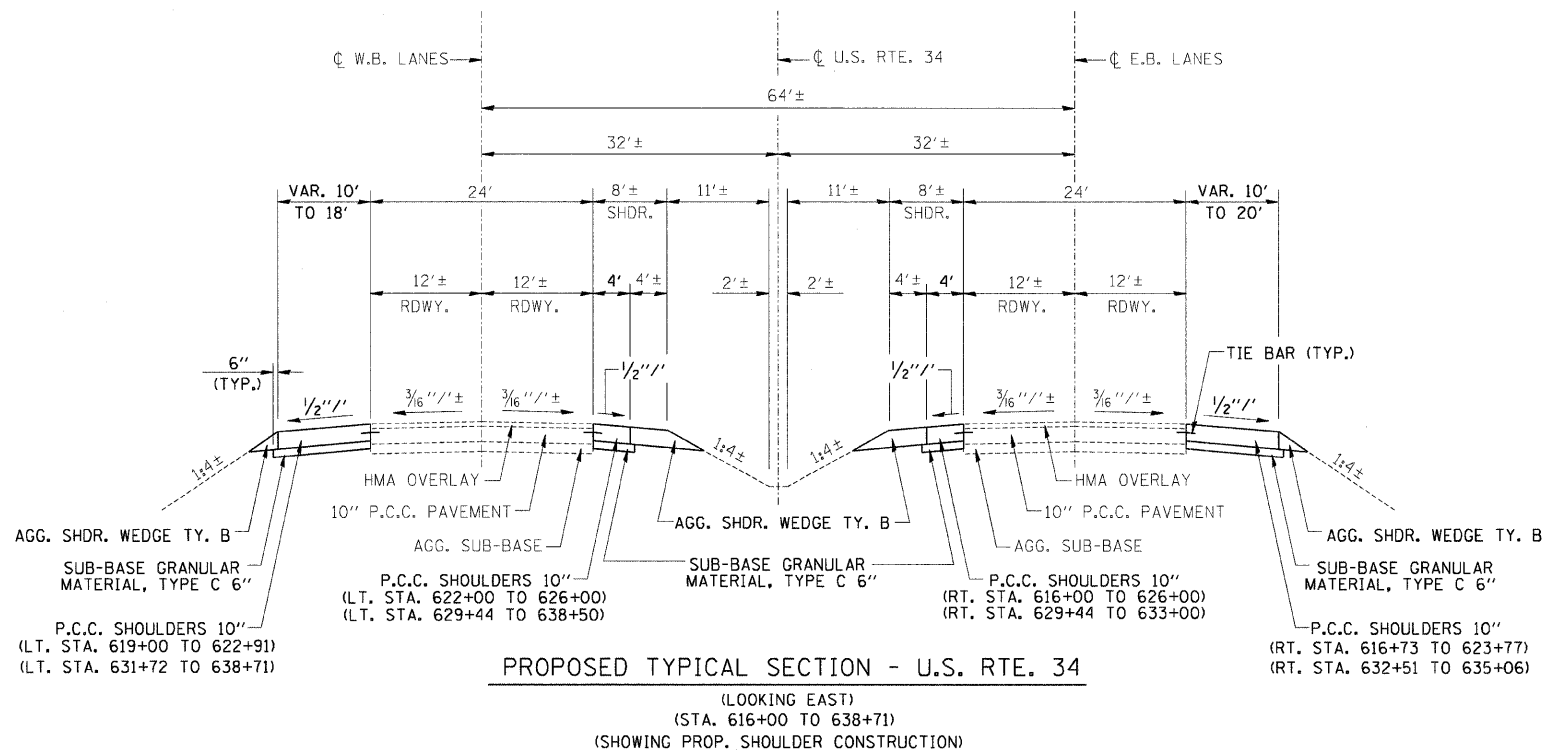
DENOTES REMOVAL
 * THE COST OF SAW CUTTING IS INCLUDED IN THE COST FOR P.C.C. SHOULDERS 10"



EXISTING TYPICAL SECTION - U.S. RTE. 34
 (LOOKING EAST)
 (STA. 622+40 TO 632+04)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING ROADWAY TYPICAL SECTIONS
 DATE 9-13-04 DRAWN BY SRS CHECKED BY ACW



- ① EPOXY PAVEMENT MARKING LINE 4" (WHITE-EDGE)
- ② EPOXY PAVEMENT MARKING LINE 4" (YELLOW-EDGE)
- ③ EPOXY PAVEMENT MARKING LINE 4" (WHITE-SKIP/DASH)
- ④ EPOXY PAVEMENT MARKING LINE 6" (WHITE-SKIP/DASH)

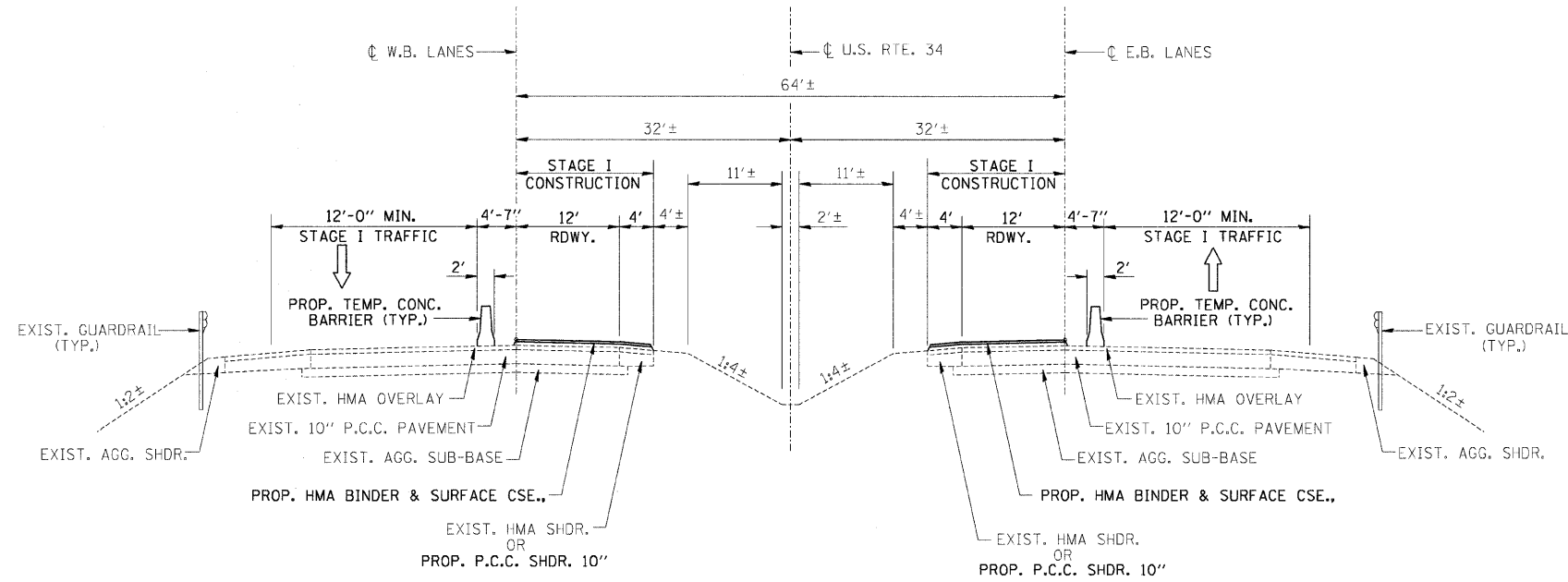
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

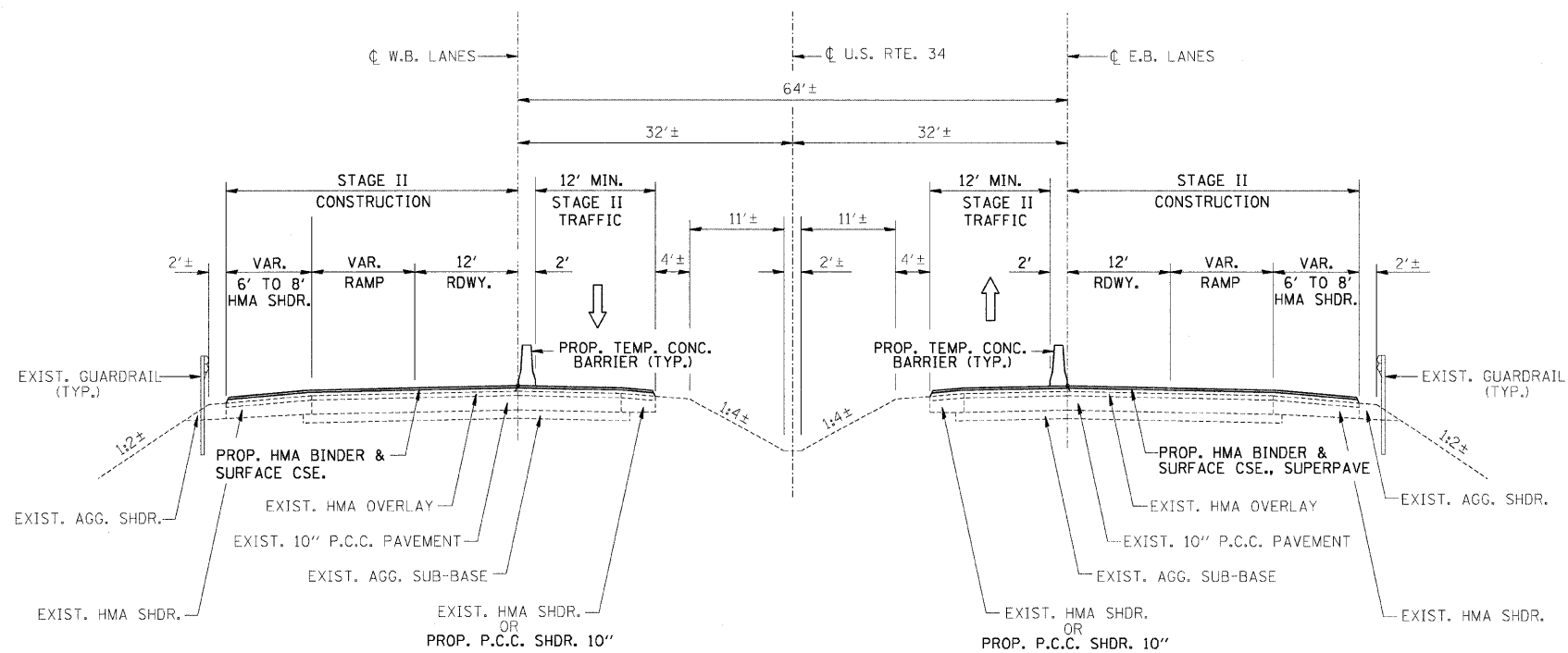
**PROPOSED
ROADWAY TYPICAL SECTIONS**

DATE 9-13-04
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	6
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE I TYPICAL SECTION - U.S. RTE. 34
(LOOKING EAST)



STAGE II TYPICAL SECTION - U.S. RTE. 34
(LOOKING EAST)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
TYPICAL SECTIONS

DATE 9-13-04

DRAWN BY SRS
CHECKED BY ACW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	7
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

MAINLINE SCHEDULE

LOCATION	** BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	POLYMERIZED HOT MIX ASPHALT BINDER COURSE IL-19.0, N70	POLYMERIZED HOT MIX ASPHALT SURFACE COURSE MIX. "D", N70	HOT MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT
	(GALLON)	(TON)	(TON)	(TON)	(SY)	(SY)
*STA. 622+40 TO STA. 625+99.49 (EB-RDWAY.)	112	4	238	126	234	—
*STA. 622+40 TO STA. 625+99.49 (EB-SHDR.)	47	2	76	54	40	106
*STA. 629+43.49 TO STA. 631+53 (EB-RDWAY.)	68	3	98	80	267	—
*STA. 629+43.49 TO STA. 631+53 (EB-SHDR.)	20	1	29	23	53	39
*STA. 622+40 TO STA. 626+00.31 (WB-RDWAY.)	119	5	245	127	234	—
*STA. 622+40 TO STA. 626+00.31 (WB-SHDR.)	47	2	76	57	29	181
*STA. 629+44.31 TO STA. 632+04 (WB-RDWAY.)	86	3	120	98	229	—
*STA. 629+44.31 TO STA. 632+04 (WB-SHDR.)	34	1	33	40	33	120
TOTAL	533	21	915	605	1119	446

*INCLUDES RAMPS

** BITUMINOUS MATERIALS PRIME COAT QUANTITIES ARE BASED ON ONE APPLICATION ON EXISTING PAVEMENT AND ONE FOG COAT ON BITUMINOUS BINDER COURSE PRIOR TO SURFACE COURSE.

CONCRETE HEADWALL FOR PIPE DRAINS SCHEDULE

LOCATION	OFFSET	EACH
STA. 626+34	79' RT.	1
STA. 626+38	75' LT.	1
STA. 629+06	75' RT.	1
STA. 629+10	79' LT.	1
TOTAL		4

STRIPING SCHEDULE

LOCATION	SHORT-TERM PAVEMENT MARKING		TEMPORARY PAVEMENT MARKING LINE 4"	TEMPORARY PAVEMENT MARKING LINE 8"	PAVEMENT MARKING TAPE TY. III 4"		WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT)	EPOXY PAVEMENT MARKING LINE 4"		EPOXY PAVEMENT MARKING LINE 6"		RAISED REFLECTIVE PAVEMENT MARKER (EACH)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)	PAINT PAVEMENT MARKING REMOVAL (SQ FT)
	WHITE (FOOT)	YELLOW (FOOT)			WHITE (FOOT)	YELLOW (FOOT)		WHITE (FOOT)	YELLOW (FOOT)	WHITE (FOOT)	YELLOW (FOOT)			
	(FOOT)	(FOOT)			(FOOT)	(FOOT)		(FOOT)	(FOOT)	(FOOT)	(FOOT)			
STA. 606+62 TO 647+82 (EB)	300	72	2893	713	2894	4471	2452	1696	4120	1170	1000	8	8	1314
RAMP "H"	—	—	—	160	386	—	129	553	—	—	213	—	—	107
RAMPS "C" TO "B"	96	—	—	1033	1536	97	544	920	49	—	311	96	—	689
RAMP "G"	—	—	—	—	—	—	—	901	—	—	226	—	—	—
STA. 606+62 TO 647+82 (WB)	324	80	2688	536	2780	4256	2343	1478	4120	1180	1110	8	8	1186
RAMP "E"	—	—	—	—	—	—	—	840	—	—	200	—	—	—
RAMPS "D" TO "A"	104	—	—	921	1475	90	521	892	—	—	293	44	7	614
RAMP "F"	—	—	—	170	258	—	86	664	—	—	164	91	—	113
SUB TOTAL	824	152			9329	8914		7944	8289					
TOTAL	976		5581	3533	18243		6075	16233		2350	3517	23	23	4023

CONCRETE BARRIER SCHEDULE

LOCATION	TEMPORARY CONC BARRIER (FOOT)	REL TEMP CONC BARRIER (FOOT)	TEMP CONC BAR TERM SEC (EACH)
RT. STA. 620+33 TO 620+40			1
RT. STA. 620+40 TO 631+60	1120		
LT. STA. 622+40 TO 634+10	1170		
LT. STA. 634+10 TO 634+17			1
RT. STA. 624+37 TO 624+44			1
LT. STA. 631+06 TO 631+13			1
RT. STA. 620+63 TO 624+40		377	
RT. STA. 624+44 TO 631+00		660	
LT. STA. 625+50 TO 631+06		560	
LT. STA. 631+04 TO 633+81		277	
TOTAL	2290	1874	4

ITEMS NOT OTHERWISE SHOWN

ITEM	UNIT	QUANTITY
PAVED DITCH REMOVAL	FOOT	87
PAVED DITCH (SPECIAL)	FOOT	87
ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9
TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	EACH	4
TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	2
TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	10
TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1

APPROACH PAVEMENT SCHEDULE

LOCATION	BRIDGE APPROACH PAVEMENT	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	PROTECTIVE COAT	APPROACH SLAB REMOVAL
	(SY)	(SY)	(SY)	(SY)
STA. 625+99.49 TO STA. 626+09.49 (EB)	—	59	59	47
STA. 626+09.49 TO STA. 626+39.49 (EB)	177	—	177	140
STA. 629+03.49 TO STA. 629+33.49 (EB)	164	—	164	127
STA. 629+33.49 TO STA. 629+43.49 (EB)	—	55	55	42
STA. 626+00.31 TO STA. 626+10.31 (WB)	—	55	55	42
STA. 626+10.31 TO STA. 626+40.31 (WB)	164	—	164	127
STA. 629+04.31 TO STA. 629+34.31 (WB)	177	—	177	140
STA. 629+34.31 TO STA. 629+44.31 (WB)	—	59	59	47
TOTAL	682	228	910	712

GUARDRAIL SCHEDULE

LOCATION	TRAF BAR TERM TY 6	GUARDRAIL MARKERS TYPE A	GUARDRAIL REMOVAL
	(EACH)	(EACH)	(FOOT)
STA. 626+09.10 TO STA. 626+42.29 (EB)	1	2	27
STA. 626+11.15 TO STA. 626+44.34 (EB)	1	2	27
STA. 626+12.15 TO STA. 626+45.34 (WB)	1	2	27
STA. 628+98.36 TO STA. 629+31.55 (EB)	1	2	27
STA. 628+99.56 TO STA. 629+32.75 (WB)	1	2	27
STA. 629+01.50 TO STA. 629+34.69 (WB)	1	2	27
TOTAL	6	12	162

SHOULDER SCHEDULE

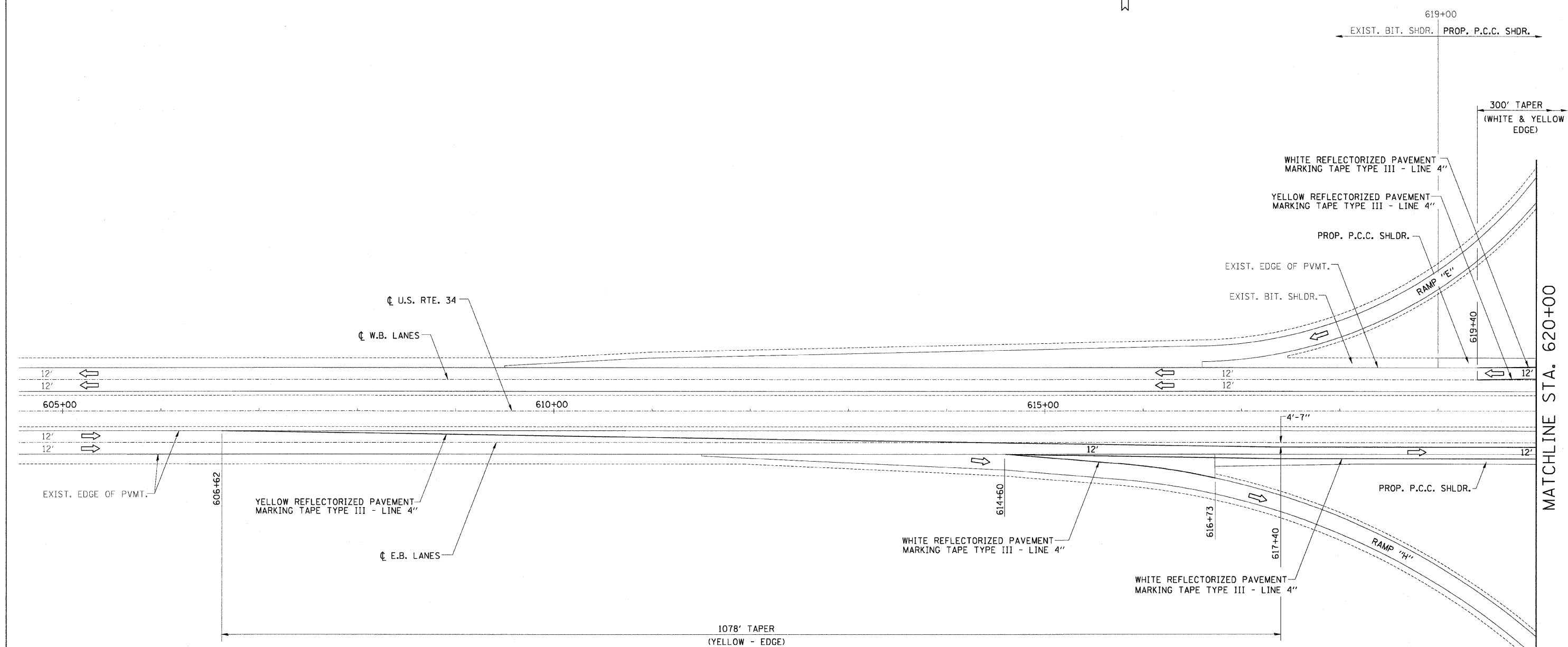
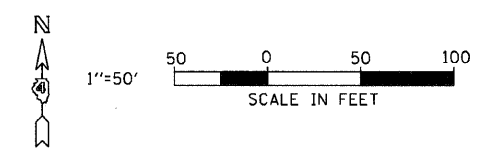
LOCATION	PORTLAND CEMENT CONCRETE SHOULDERS 10"	PROTECTIVE COAT	SUB-BASE GRANULAR MATERIAL TYPE C 6"	AGGREGATE SHOULDERS TYPE B	DRILL AND GROUT NO. 6 TIE BARS	PAVED SHOULDER REMOVAL
	(SQ YD)	(SQ YD)	(SQ YD)	(TON)	(EACH)	(SQ YD)
STA. 614+70 TO 616+73 (EB-RT)	232	232	232	—	203	232
STA. 616+73 TO 623+77 (EB-RT)	804	804	842	74	352	804
STA. 623+77 TO 624+50 (EB-RT)	87	87	87	—	73	87
STA. 616+00 TO 626+00 (EB-LT)	444	444	500	358	500	444
STA. 629+44 TO 633+00 (EB-LT)	158	158	178	128	178	158
STA. 631+08 TO 632+51 (EB-RT)	178	178	178	—	143	178
STA. 632+51 TO 635+06 (EB-RT)	425	425	439	27	128	425
STA. 619+00 TO 622+91 (WB-LT)	534	534	557	41	196	534
STA. 622+91 TO 624+35 (WB-LT)	156	156	156	—	144	156
STA. 622+00 TO 626+00 (WB-RT)	178	178	200	143	200	178
STA. 629+44 TO 638+50 (WB-RT)	403	403	453	325	453	403
STA. 630+49 TO 631+72 (WB-LT)	111	111	111	—	123	111
STA. 631+72 TO 638+71 (WB-LT)	795	795	834	74	350	795
STA. 638+71 TO 640+15 (WB-LT)	165	165	165	—	144	165
TOTAL	4670	4670	4932	1170	3187	4670

THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:

BITUMINOUS MATERIALS PRIME COAT	0.05 GAL/SQ YD (ON EXIST. PVMT.)
	0.03 GAL/SQ YD (FOG COAT ON NEW BIT.)
AGGREGATE PRIME COAT	4 LB/SQ YD (ON EXIST. PVMT.)
	2 LB/SQ YD (FOG COAT ON NEW BIT.)
BIT. CONCRETE SURFACE COURSE	112 LB/SY/IN
BIT. CONCRETE BINDER COURSE	112 LB/SY/IN
AGGREGATE SHOULDER TY. B	2.05 TON/CU YD

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCHEDULE OF QUANTITIES DRAWN BY SRS CHECKED BY ACW DATE 9-13-04

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	8
STA. 605+00		TO STA. 620+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

- TRAFFIC CONTROL TO BE SET UP ACCORDING TO THE TRAFFIC CONTROL PLAN IN THE SPECIAL PROVISIONS.
- PROPOSED P.C.C. SHOULDERS ARE TO BE CONSTRUCTED PRIOR TO SHIFTING TRAFFIC USING STD. 701101.
- SEE STANDARD 701400 FOR APPROACH TO LANE CLOSURE DETAILS
- SEE STANDARD 701402 FOR LANE CLOSURE DETAILS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

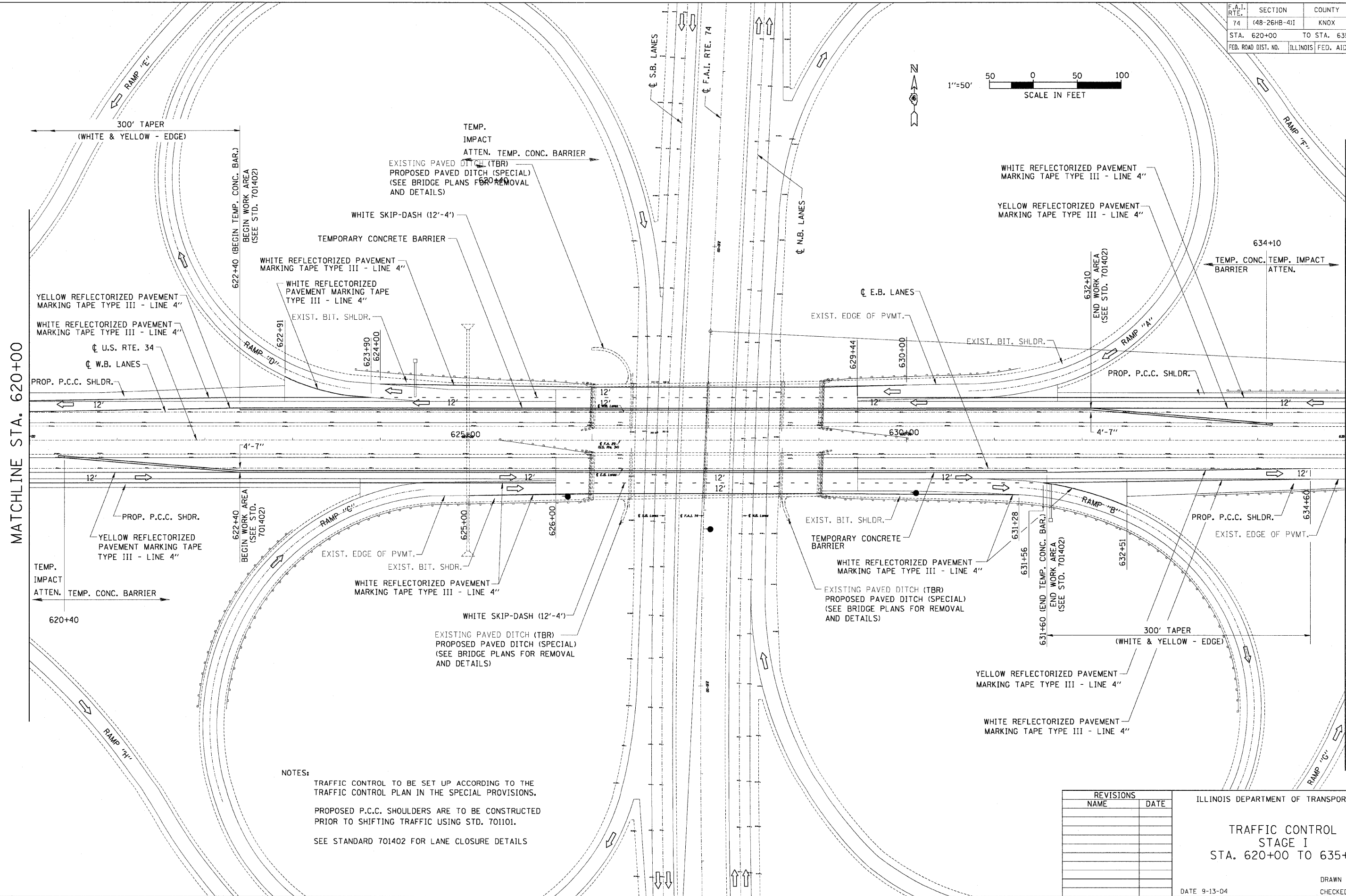
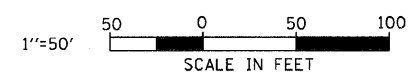
TRAFFIC CONTROL
STAGE I
STA. 605+00 TO 620+00

DATE 9-13-04

DRAWN BY SRS
CHECKED BY ACW

MATCHLINE STA. 620+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)	KNOX	54	9
STA. 620+00		TO STA. 635+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MATCHLINE STA. 620+00

MATCHLINE STA. 635+00

NOTES:

- TRAFFIC CONTROL TO BE SET UP ACCORDING TO THE TRAFFIC CONTROL PLAN IN THE SPECIAL PROVISIONS.
- PROPOSED P.C.C. SHOULDERS ARE TO BE CONSTRUCTED PRIOR TO SHIFTING TRAFFIC USING STD. 701101.
- SEE STANDARD 701402 FOR LANE CLOSURE DETAILS

REVISIONS	
NAME	DATE

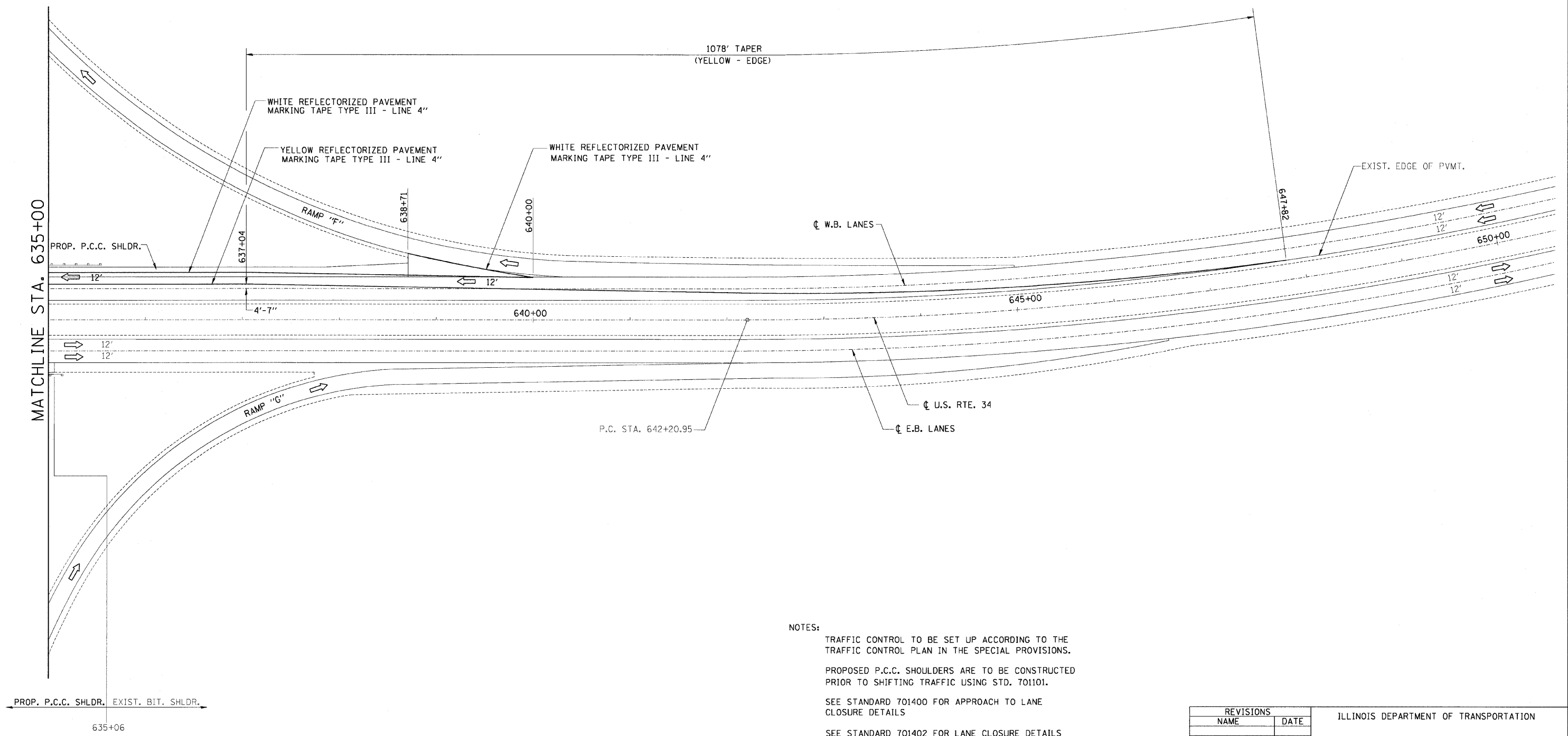
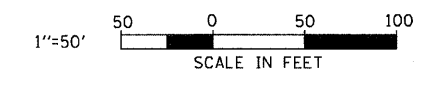
ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
STAGE I
 STA. 620+00 TO 635+00

DATE 9-13-04

DRAWN BY SRS
 CHECKED BY ACW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-40)	KNOX	54	10
STA. 635+00		TO STA. 650+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

TRAFFIC CONTROL TO BE SET UP ACCORDING TO THE TRAFFIC CONTROL PLAN IN THE SPECIAL PROVISIONS.

PROPOSED P.C.C. SHOULDERS ARE TO BE CONSTRUCTED PRIOR TO SHIFTING TRAFFIC USING STD. 701101.

SEE STANDARD 701400 FOR APPROACH TO LANE CLOSURE DETAILS

SEE STANDARD 701402 FOR LANE CLOSURE DETAILS

REVISIONS	
NAME	DATE

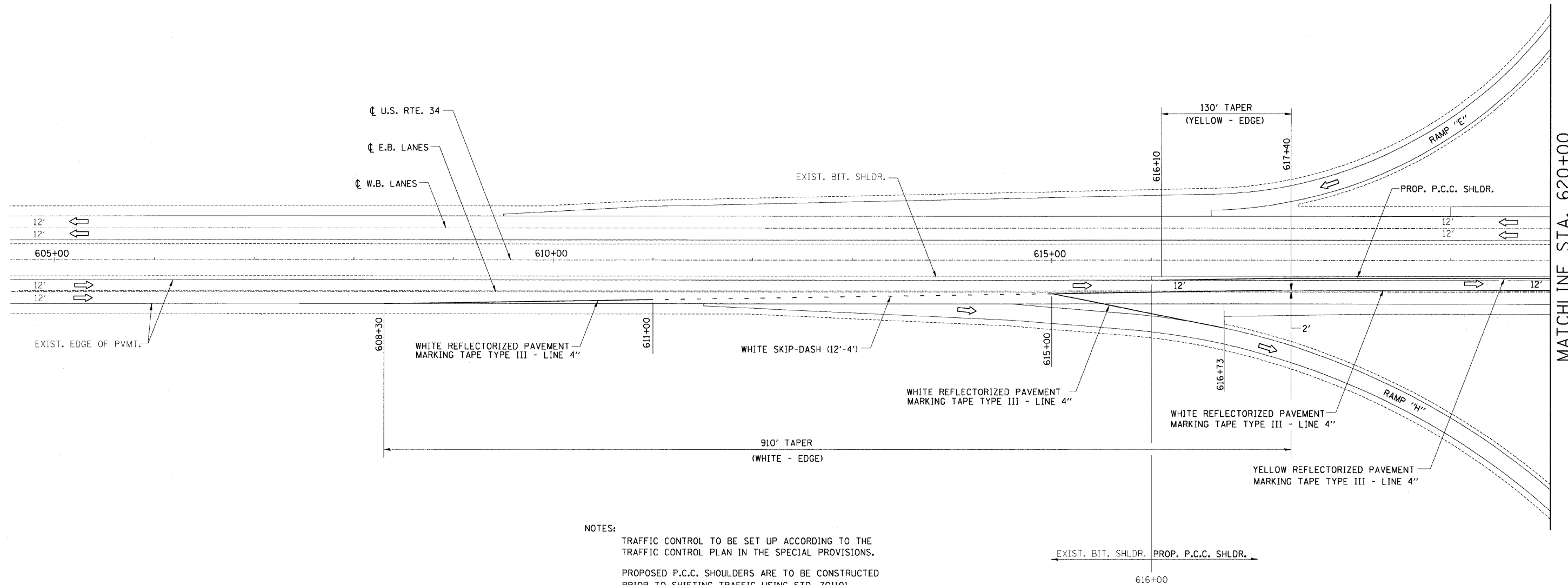
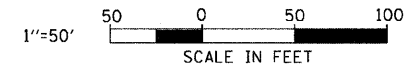
ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
STAGE I
STA. 635+00 TO 650+00

DRAWN BY SRS
 CHECKED BY ACW

DATE 9-13-04

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(4B-26HB-4I)	KNOX	54	11
STA. 605+00		TO STA. 620+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



NOTES:

TRAFFIC CONTROL TO BE SET UP ACCORDING TO THE TRAFFIC CONTROL PLAN IN THE SPECIAL PROVISIONS.

PROPOSED P.C.C. SHOULDERS ARE TO BE CONSTRUCTED PRIOR TO SHIFTING TRAFFIC USING STD. 701101.

SEE STANDARD 701400 FOR APPROACH TO LANE CLOSURE DETAILS

SEE STANDARD 701402 FOR LANE CLOSURE DETAILS

REVISIONS	
NAME	DATE

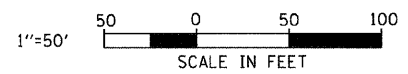
ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
STAGE II
STA. 605+00 TO 620+00

DATE 9-13-04

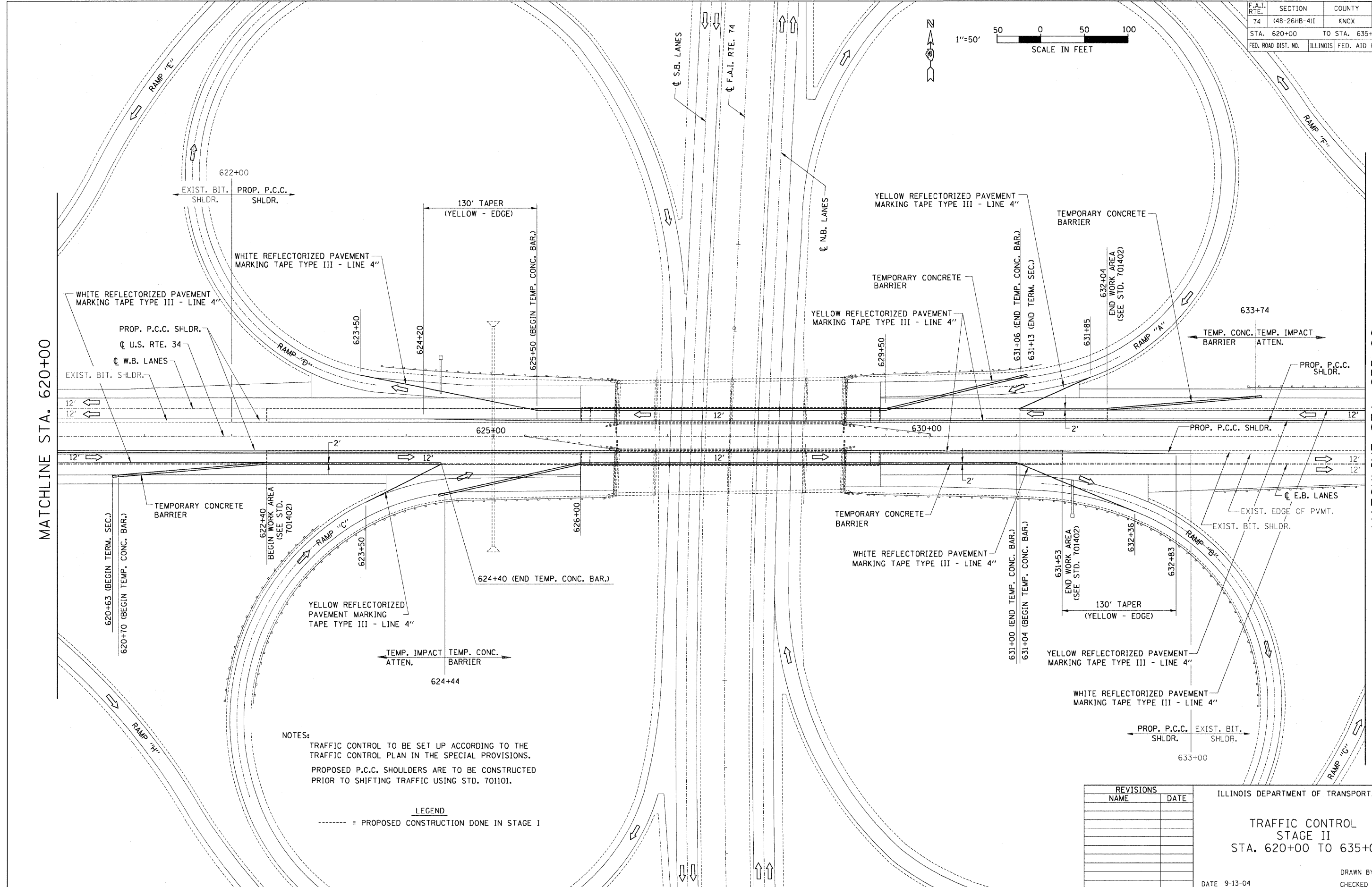
DRAWN BY SRS
CHECKED BY ACW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	12
STA. 620+00		TO STA. 635+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MATCHLINE STA. 620+00

MATCHLINE STA. 635+00



NOTES:
 TRAFFIC CONTROL TO BE SET UP ACCORDING TO THE TRAFFIC CONTROL PLAN IN THE SPECIAL PROVISIONS.
 PROPOSED P.C.C. SHOULDERS ARE TO BE CONSTRUCTED PRIOR TO SHIFTING TRAFFIC USING STD. 701101.

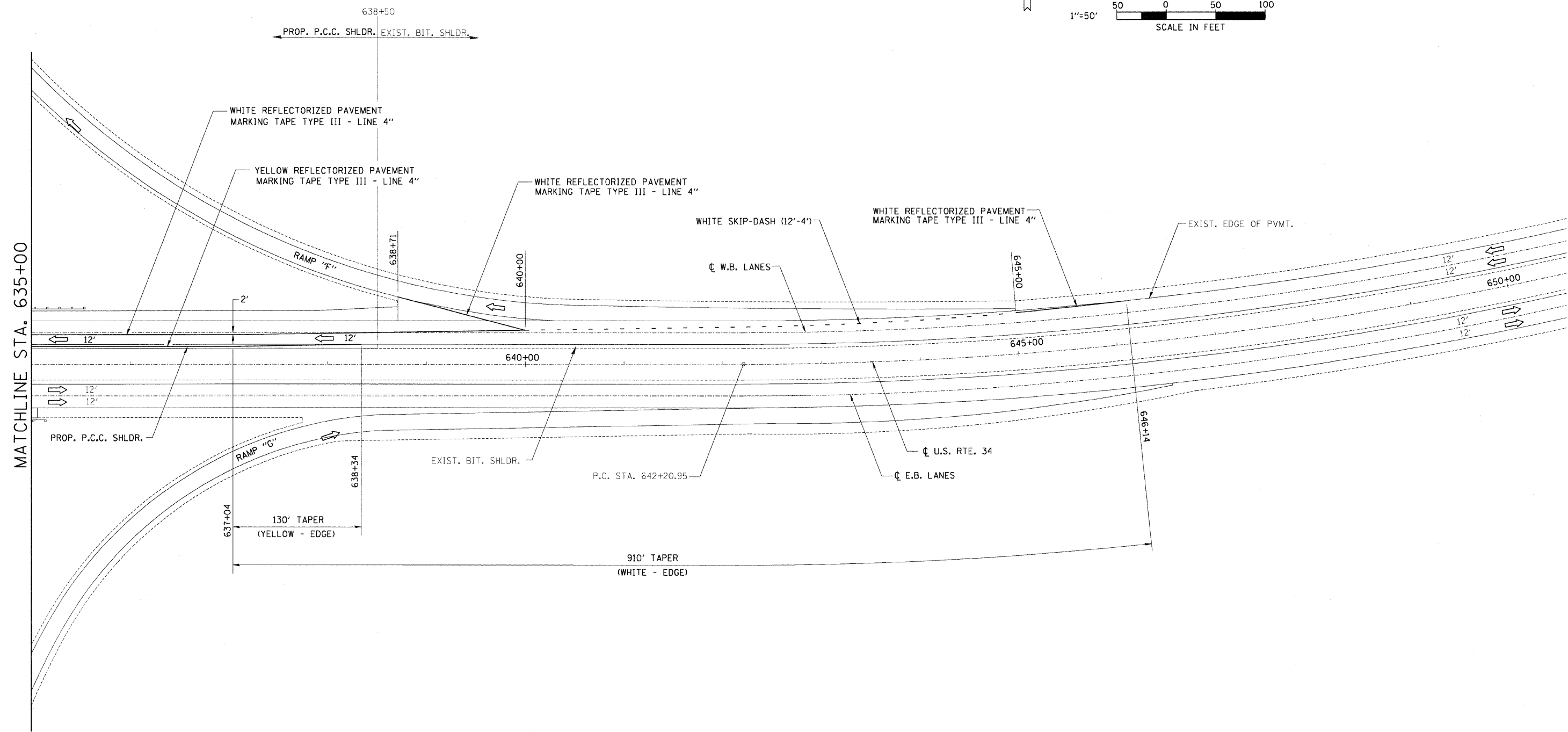
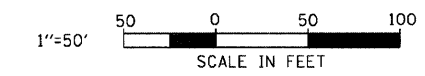
LEGEND
 - - - - - = PROPOSED CONSTRUCTION DONE IN STAGE I

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL
 STAGE II
 STA. 620+00 TO 635+00

DATE 9-13-04
 DRAWN BY SRS
 CHECKED BY ACW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(4B-26HB-4)1	KNOX	54	13
STA. 635+00		TO STA. 650+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MATCHLINE STA. 635+00

NOTES:

- TRAFFIC CONTROL TO BE SET UP ACCORDING TO THE TRAFFIC CONTROL PLAN IN THE SPECIAL PROVISIONS.
- PROPOSED P.C.C. SHOULDERS ARE TO BE CONSTRUCTED PRIOR TO SHIFTING TRAFFIC USING STD. 701101.
- SEE STANDARD 701400 FOR APPROACH TO LANE CLOSURE DETAILS
- SEE STANDARD 701402 FOR LANE CLOSURE DETAILS

REVISIONS	
NAME	DATE

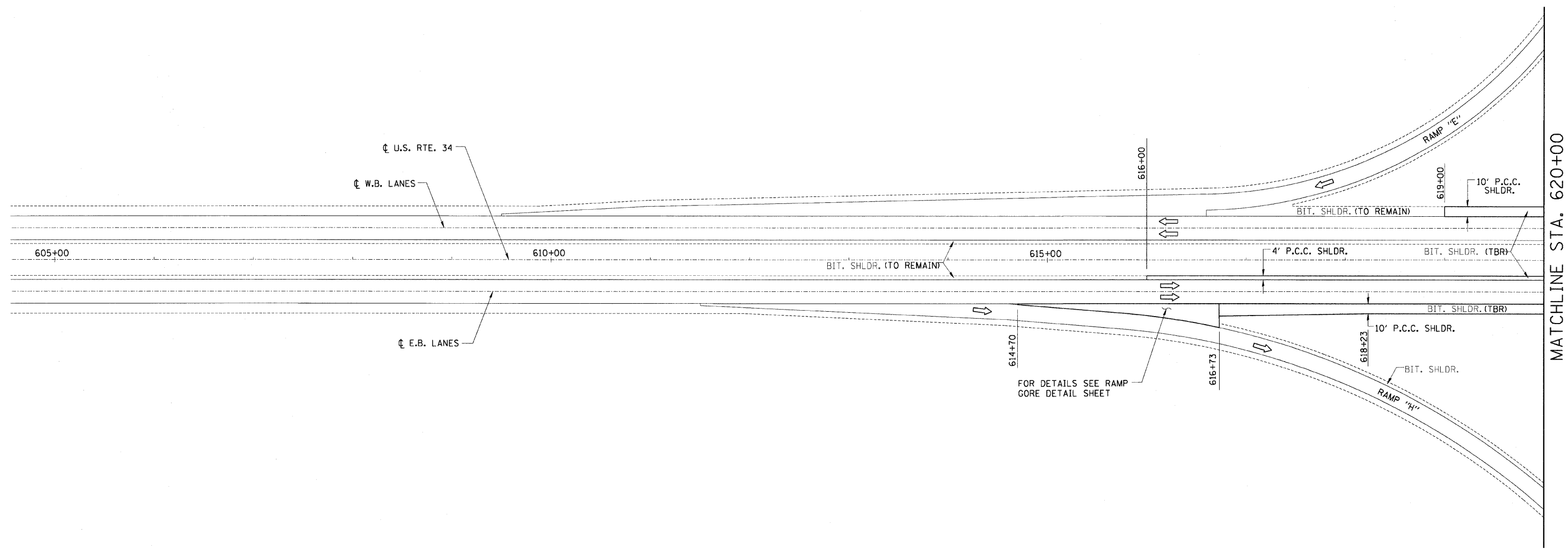
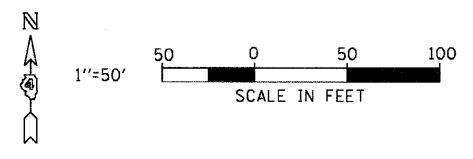
ILLINOIS DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL
STAGE II
STA. 635+00 TO 650+00**

DRAWN BY SRS
CHECKED BY ACW

DATE 9-13-04

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	14
STA. 605+00		TO STA. 620+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

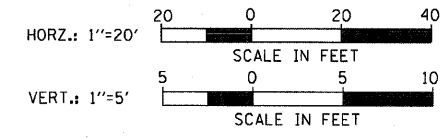
PROPOSED ROADWAY PLAN
STA. 605+00 TO 620+00

DATE 9-13-04

DRAWN BY SRS
CHECKED BY ACW



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-41)	KNOX	54	15

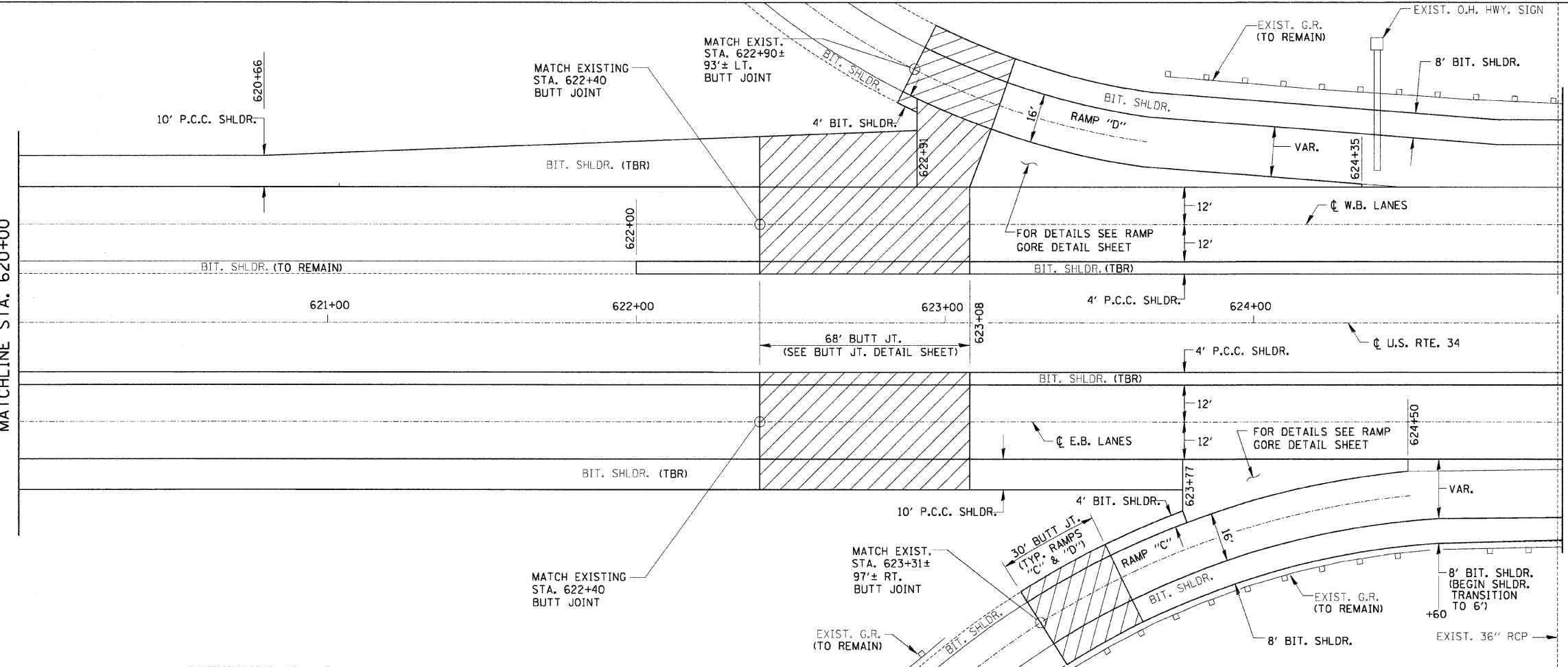


PLAN	DATE	BY
SURVEYED		
NOTED		
ALIGNED		
CHECKED		
BY		
NO.		

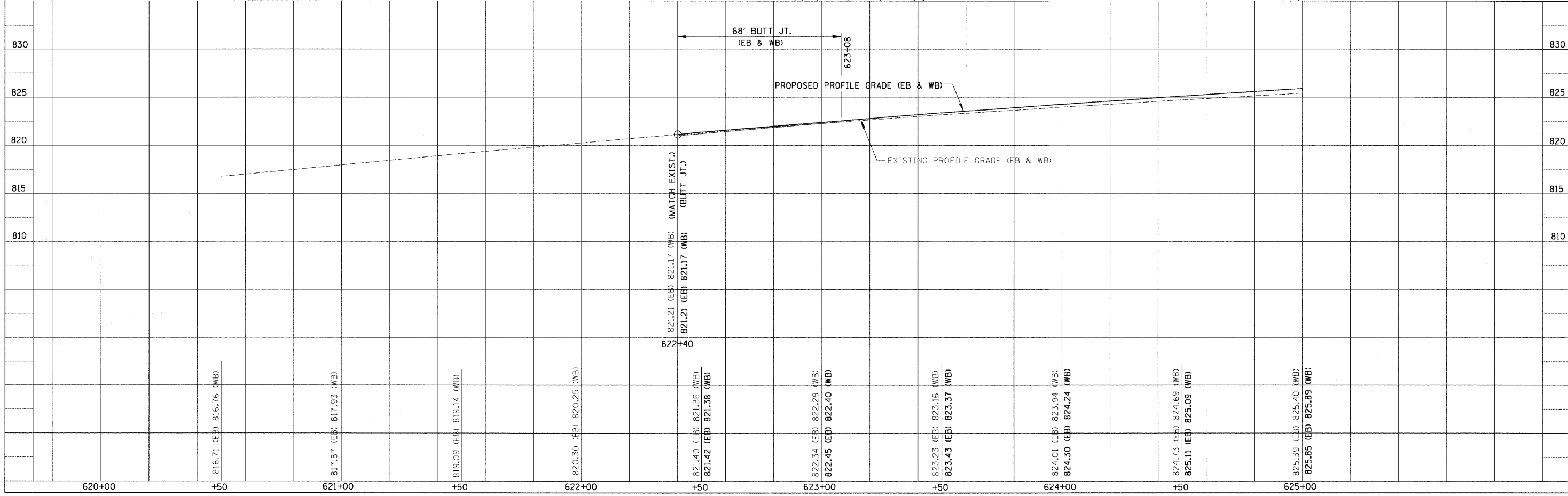
PROFILE	DATE	BY
DESIGNED		
PLOTTED		
GRADES CHECKED		
STRUCTURE NOTATIONS CHECKED		
NO.		

MATCHLINE STA. 620+00

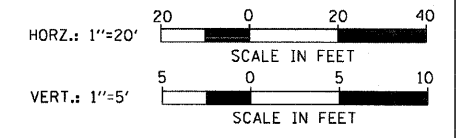
MATCHLINE STA. 625+00



= BUTT JOINT

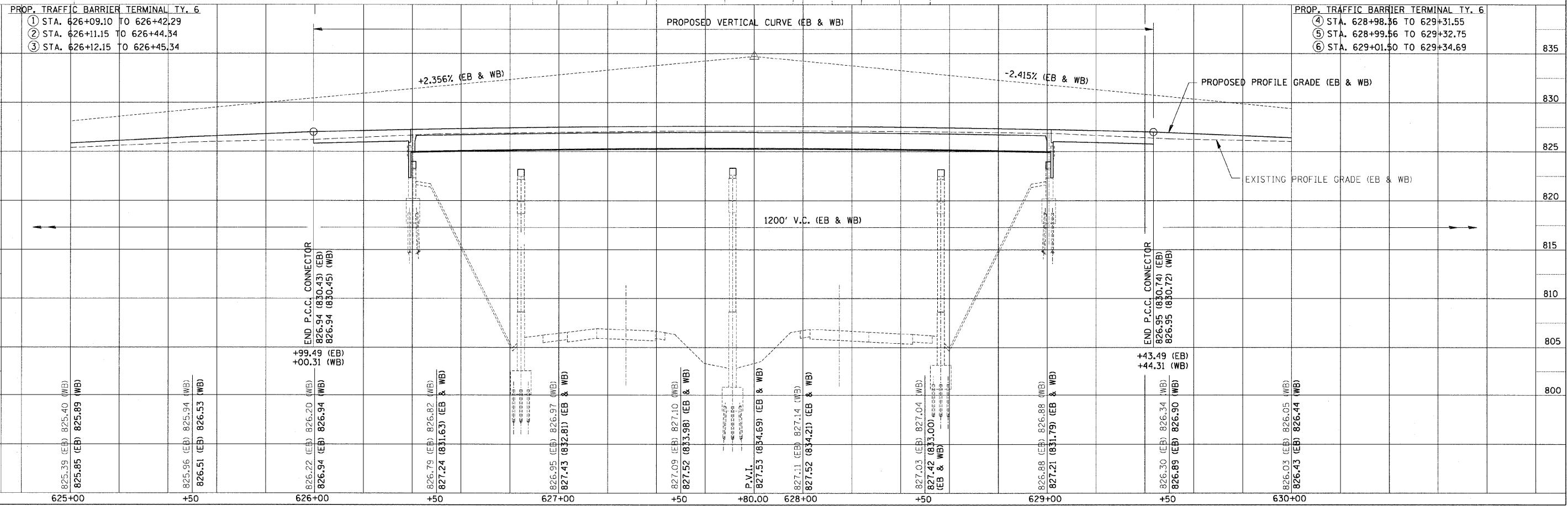
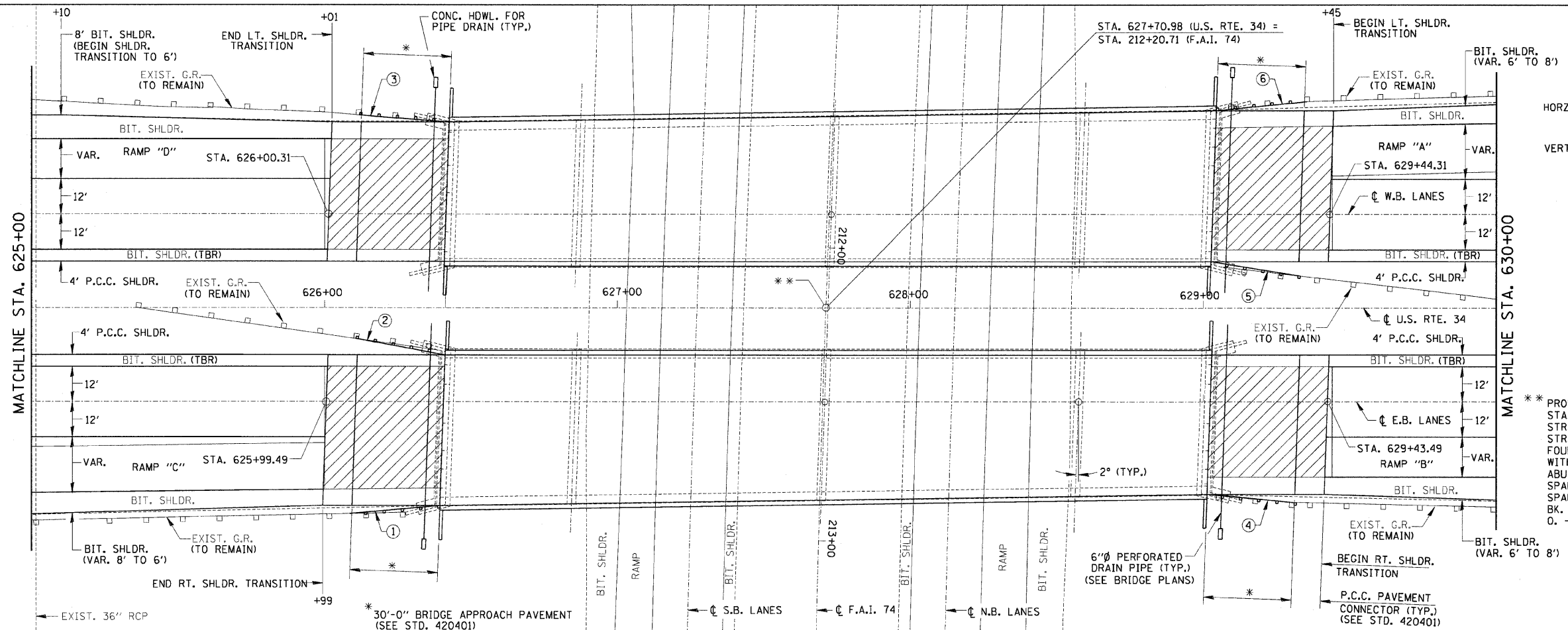


F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(4B-26HB-41)	KNOX	54	16
STA. 625+00		TO STA. 630+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



* PROPOSED DUAL STRUCTURE REHABILITATION
 STA. 627+70.98 (U.S. RTE. 34)
 STR. NO. 048-0019 (W.B.)
 STR. NO. 048-0020 (E.B.)
 FOUR SPAN NEW STEEL WF STRUCTURE
 WITH NEW COMPOSITE CONCRETE DECK,
 ABUTMENT BACKWALLS & WINGWALLS
 SPANS @ 44'-3", 86'-8", 85'-3" & 44'-3" (W.B.)
 SPANS @ 44'-3", 85'-3", 86'-8" & 44'-3" (E.B.)
 BK. - BK. ABUTS. = 26'-0" (W.B. & E.B.)
 O. - O. DECK = 50'-7" (MIN.) 54'-5 1/2" (MAX.)

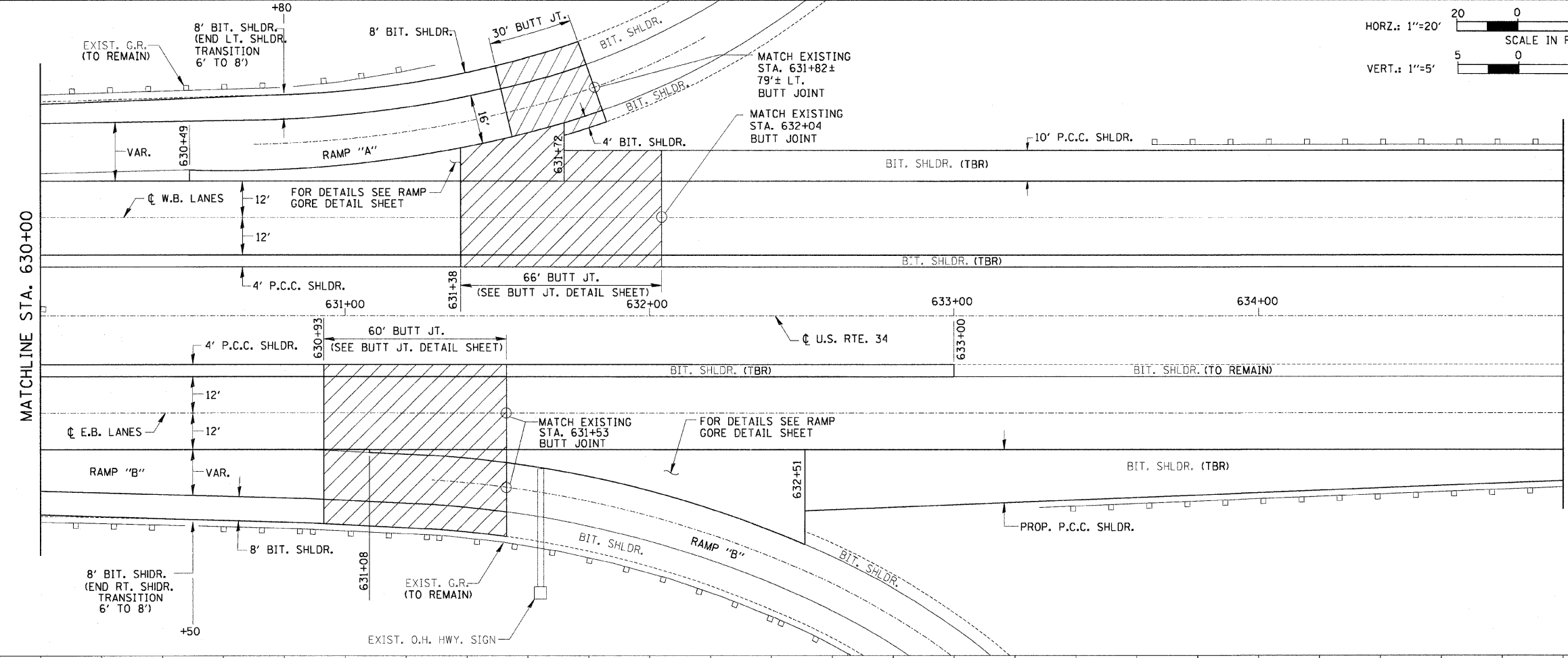
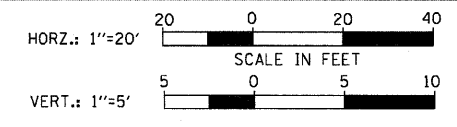
= APPROACH SLAB REMOVAL



PLAN	SURVEYED	DATE
NOTED	BY	
PLotted		
FILED		
RT. OF WAY CHECKED		
RT. OF WAY CHECKED		
NOTE BOOK NO.		
FILE NAME		

PROFILE	SURVEYED	DATE
NOTED	BY	
PLotted		
FILED		
RT. OF WAY CHECKED		
RT. OF WAY CHECKED		
NOTE BOOK NO.		
FILE NAME		

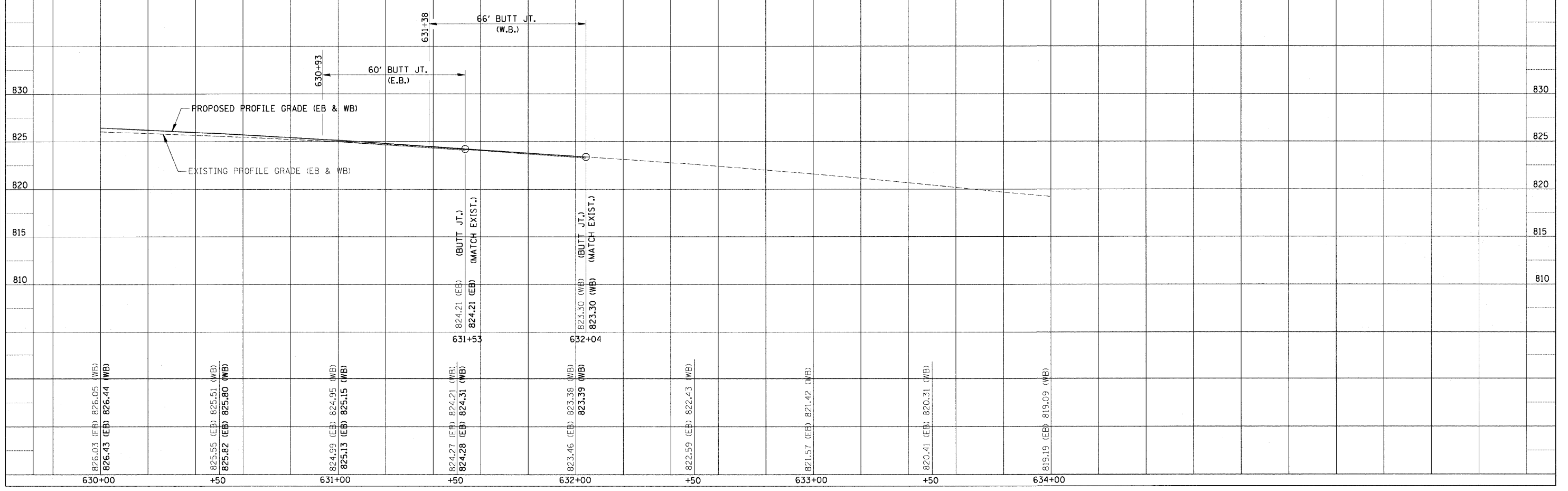
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	17
STA. 630+00		TO STA. 636+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



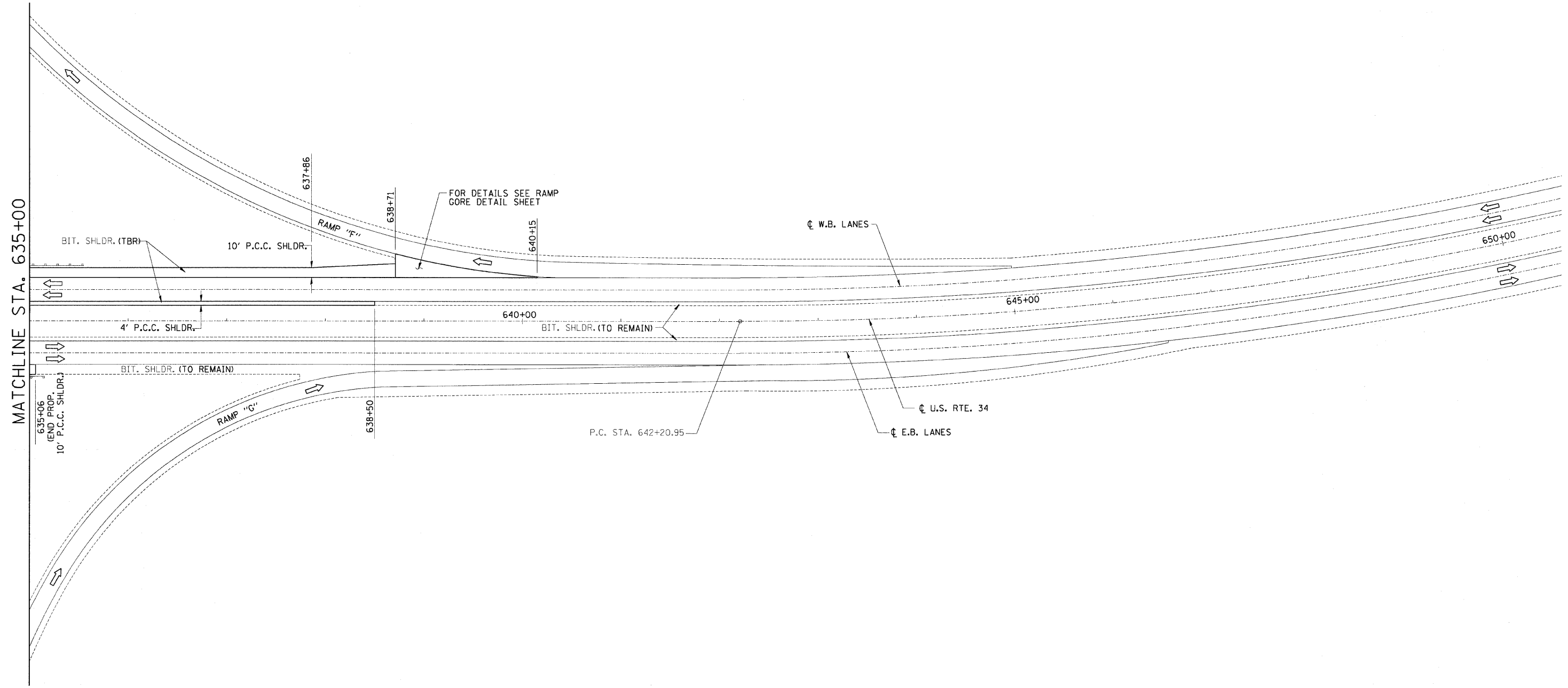
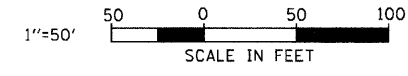
= BUTT JOINT

DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	18
STA. 635+00		TO STA. 650+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



MATCHLINE STA. 635+00

REVISIONS	
NAME	DATE

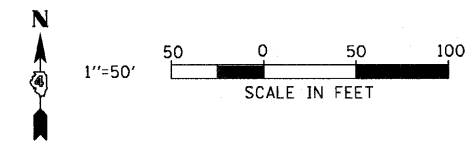
ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED ROADWAY PLAN
STA. 635+00 TO 650+00

DRAWN BY SRS
CHECKED BY ACW

DATE 9-13-04

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)	KNOX	54	19
STA. 605+00		TO STA. 620+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PAVEMENT MARKING LEGEND

- ① 4" SOLID (YELLOW)
- ② 4" SOLID (WHITE)
- ③ 6" SOLID (WHITE)
- ④ 6" SKIP DASH (WHITE)
- ⑤ 8" SOLID (WHITE)
- ⑥ 12" DIAGONAL (WHITE)
- ⑦ 24" STOP BAR (WHITE)
- ⑧ LETTERS AND ARROWS
- ⑨ 8" SKIP DASH (WHITE)
- ⑩ 12" DIAGONAL (YELLOW)
- ⑪ 4" DOUBLE (YELLOW)

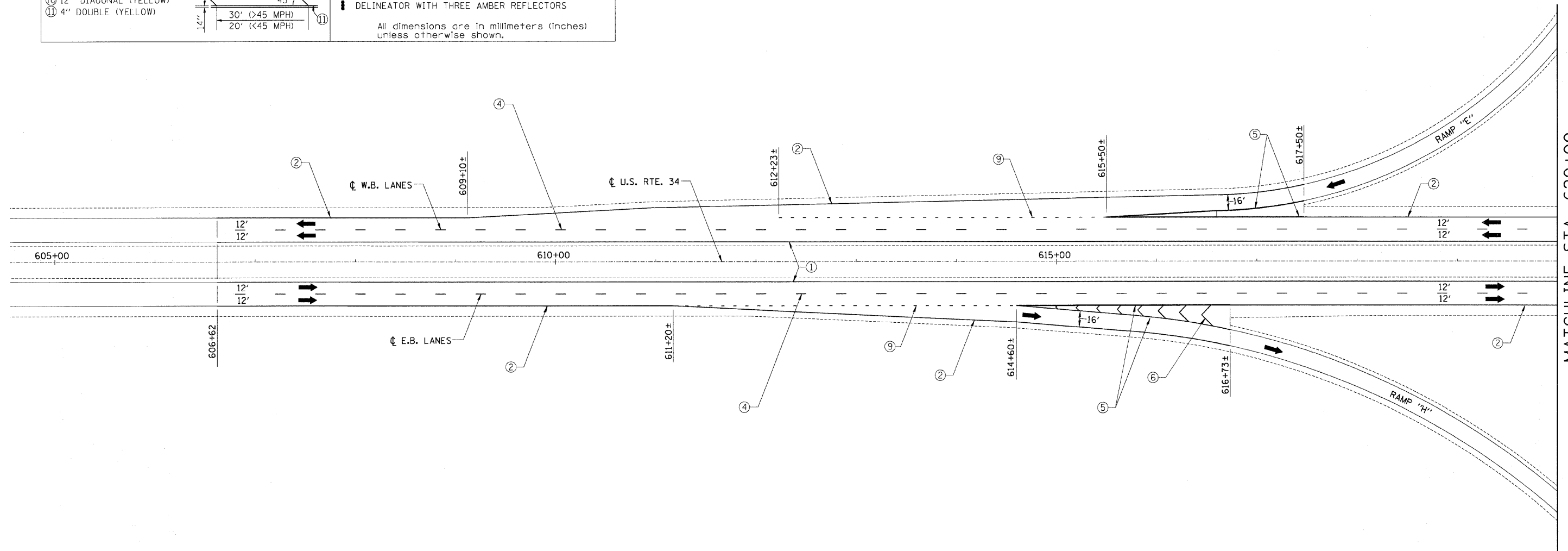
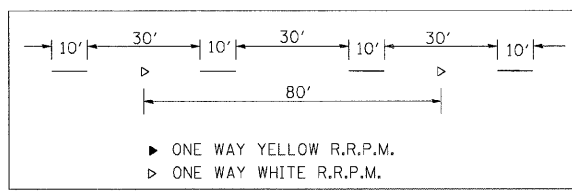
RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

- ① ◀ ONE-WAY CRYSTAL MARKER AT 80' CENTERS
- ② ◀ ONE-WAY CRYSTAL MARKER AT 40' CENTERS
- ③ ◀ ONE-WAY CRYSTAL MARKER AT 20' CENTERS
- ④ ◀ ONE-WAY AMBER MARKER AT 40' CENTERS
- ⑤ ◆ TWO-WAY AMBER MARKER AT 40' CENTERS FOR SPEEDS LESS THAN 45 MPH
- ⑥ ◆ TWO-WAY AMBER MARKER AT 80' CENTERS FOR SPEEDS GREATER THAN 45 MPH
- ◀ ONE-WAY CRYSTAL MARKER
- ◀ ONE-WAY AMBER MARKER

DELINEATORS

- DELINEATOR WITH TWO AMBER REFLECTORS
- DELINEATOR WITH THREE AMBER REFLECTORS

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



REVISIONS	
NAME	DATE

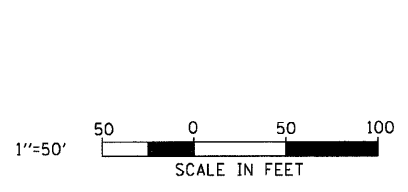
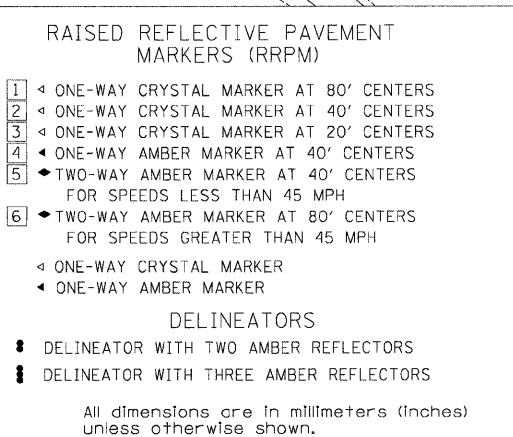
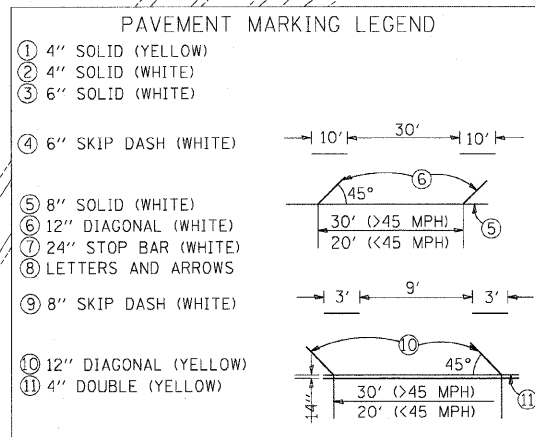
ILLINOIS DEPARTMENT OF TRANSPORTATION

FINAL STRIPING
STA. 605+00 TO 620+00

DRAWN BY SRS
CHECKED BY ACW

DATE 9-13-04

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	20
STA. 620+00		TO STA. 635+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MATCHLINE STA. 620+00

MATCHLINE STA. 635+00

STA. 627+70.98 (U.S. RTE. 34) =
STA. 212+20.71 (F.A.I. 74)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FINAL STRIPING
STA. 620+00 TO 635+00

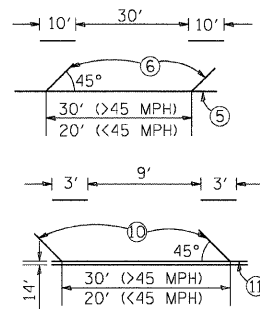
DATE 9-13-04

DRAWN BY SRS
CHECKED BY ACW

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)	KNOX	54	21
STA. 635+00		TO STA. 650+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING LEGEND

- ① 4' SOLID (YELLOW)
- ② 4' SOLID (WHITE)
- ③ 6' SOLID (WHITE)
- ④ 6' SKIP DASH (WHITE)
- ⑤ 8' SOLID (WHITE)
- ⑥ 12' DIAGONAL (WHITE)
- ⑦ 24' STOP BAR (WHITE)
- ⑧ LETTERS AND ARROWS
- ⑨ 8' SKIP DASH (WHITE)
- ⑩ 12' DIAGONAL (YELLOW)
- ⑪ 4' DOUBLE (YELLOW)



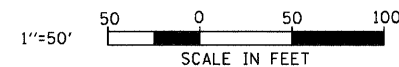
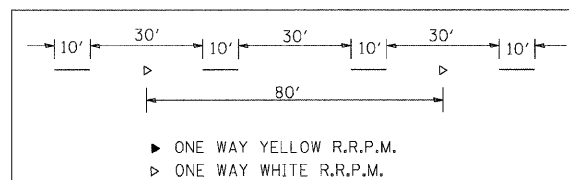
RAISED REFLECTIVE PAVEMENT MARKERS (RRPM)

- ① ONE-WAY CRYSTAL MARKER AT 80' CENTERS
- ② ONE-WAY CRYSTAL MARKER AT 40' CENTERS
- ③ ONE-WAY CRYSTAL MARKER AT 20' CENTERS
- ④ ONE-WAY AMBER MARKER AT 40' CENTERS
- ⑤ TWO-WAY AMBER MARKER AT 40' CENTERS FOR SPEEDS LESS THAN 45 MPH
- ⑥ TWO-WAY AMBER MARKER AT 80' CENTERS FOR SPEEDS GREATER THAN 45 MPH
- ⑦ ONE-WAY CRYSTAL MARKER
- ⑧ ONE-WAY AMBER MARKER

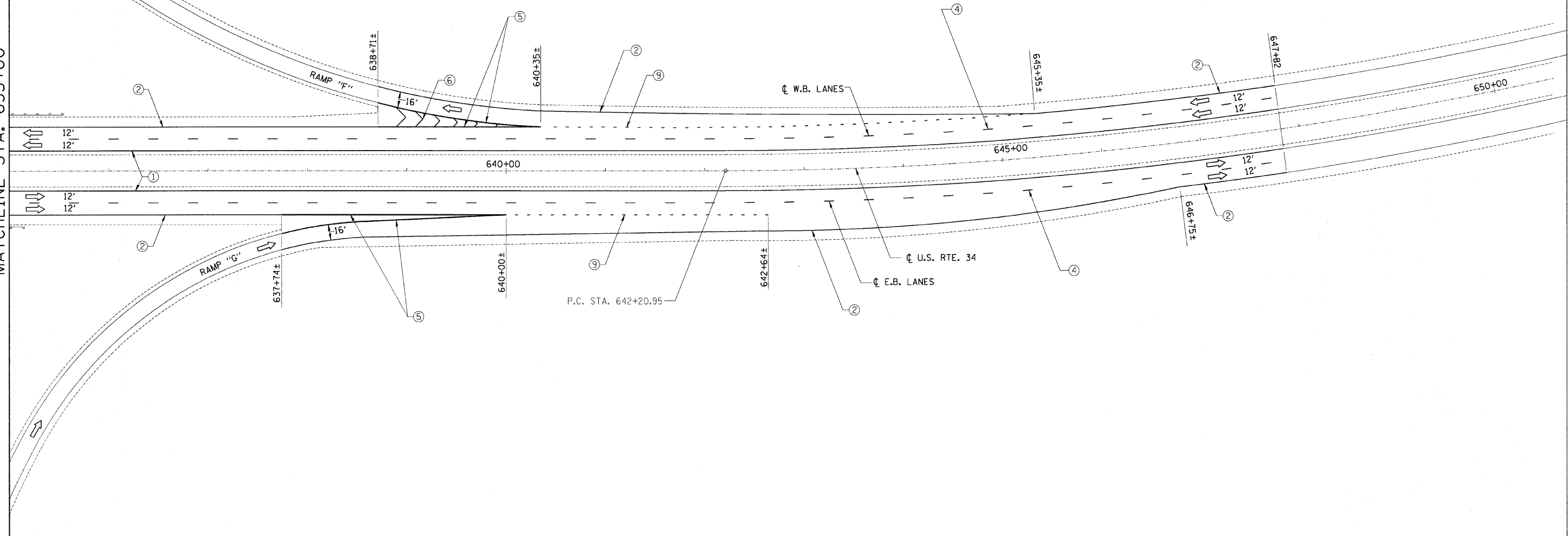
DELINEATORS

- ⑨ DELINEATOR WITH TWO AMBER REFLECTORS
- ⑩ DELINEATOR WITH THREE AMBER REFLECTORS

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



MATCHLINE STA. 635+00



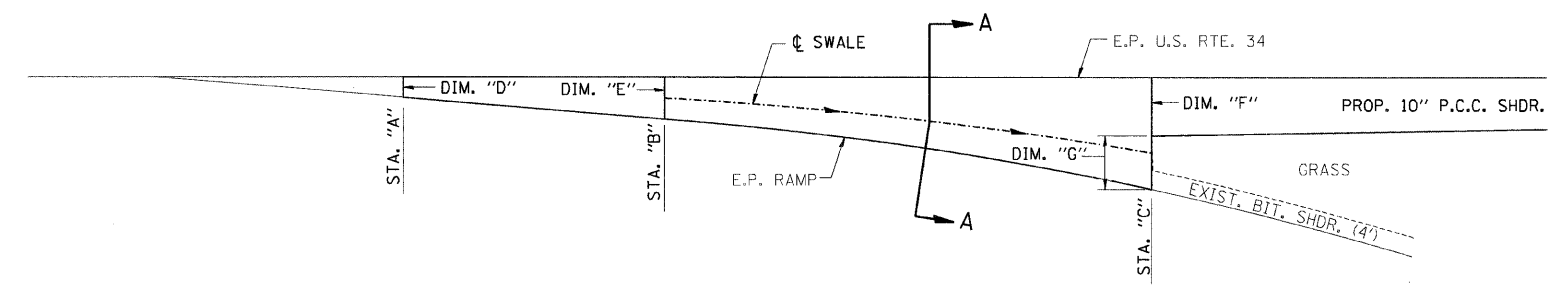
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

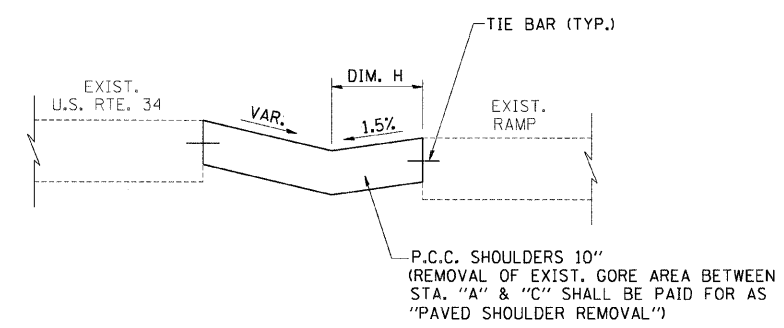
FINAL STRIPING
STA. 635+00 TO 650+00

DRAWN BY SRS
CHECKED BY ACW

DATE 9-13-04



PLAN VIEW



SECTION A-A

RAMP GORE REPLACEMENT TABLE

LOCATION	STA. "A"	STA. "B"	STA. "C"	DIM. "D"	DIM. "E"	DIM. "F"	DIM. "G"	DIM. "H"
RAMP A	630+49	631+22	631+72	3.5'	8'	10'	9'	VAR. 4' TO 6'
RAMP B	631+08	632+08	632+51	1'	±16'	20'	10.5'	VAR. 7' TO 8'
RAMP C	624+50	624+22	623+77	4'	8'	10'	9'	VAR. 4' TO 7'
RAMP D	624+35	623+35	622+91	1'	±12'	18'	10'	6'
RAMP F	640+15	639+15	638+71	1'	±14'	14'	10'	7'
RAMP H	614+70	615+70	616+73	1'	±9'	12.5'	11.5'	VAR. 4.5' TO 7'

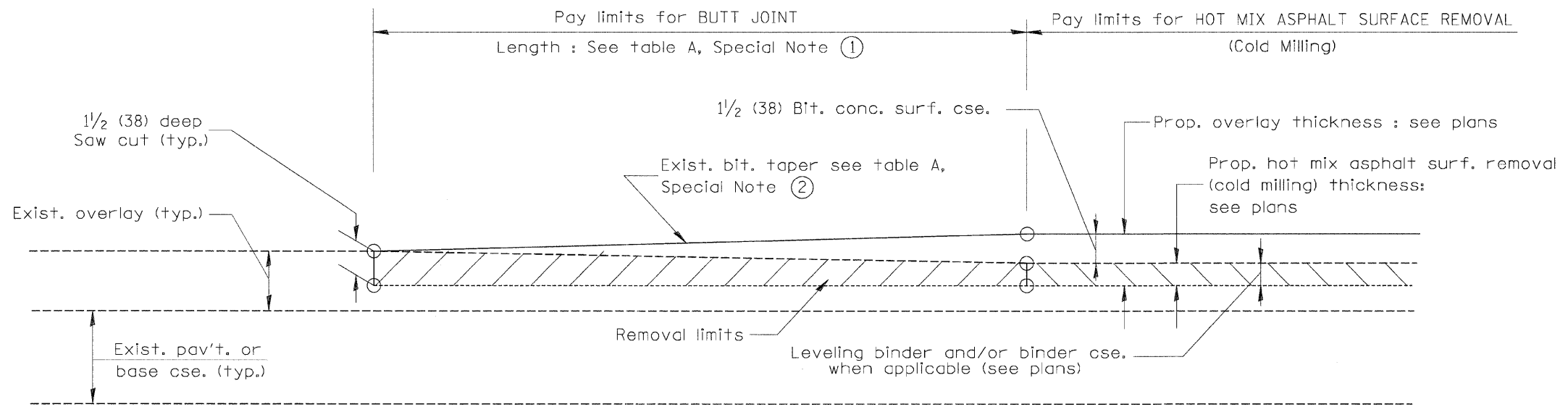
RAMP GORE DETAILS

REVISIONS	
NAME	DATE

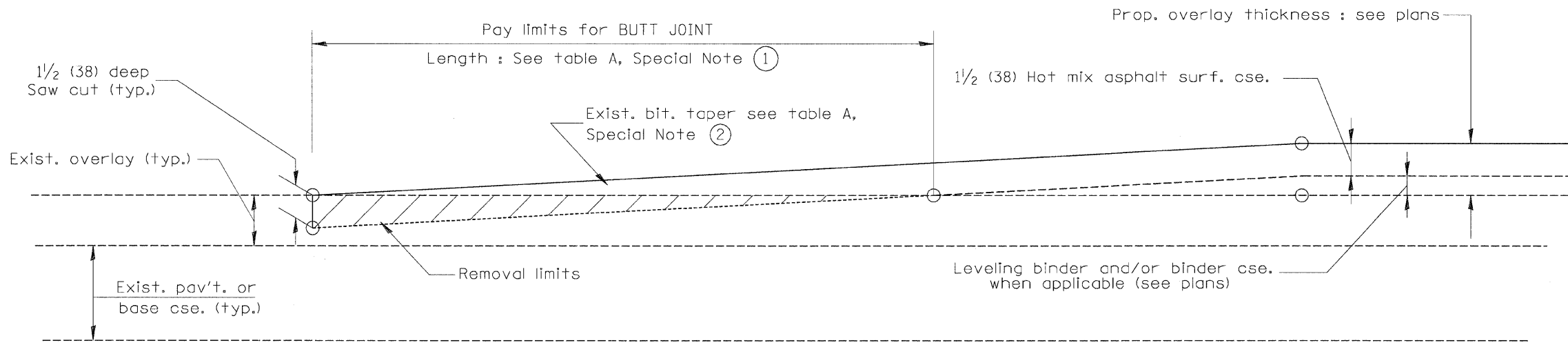
ILLINOIS DEPARTMENT OF TRANSPORTATION

RAMP GORE DETAILS

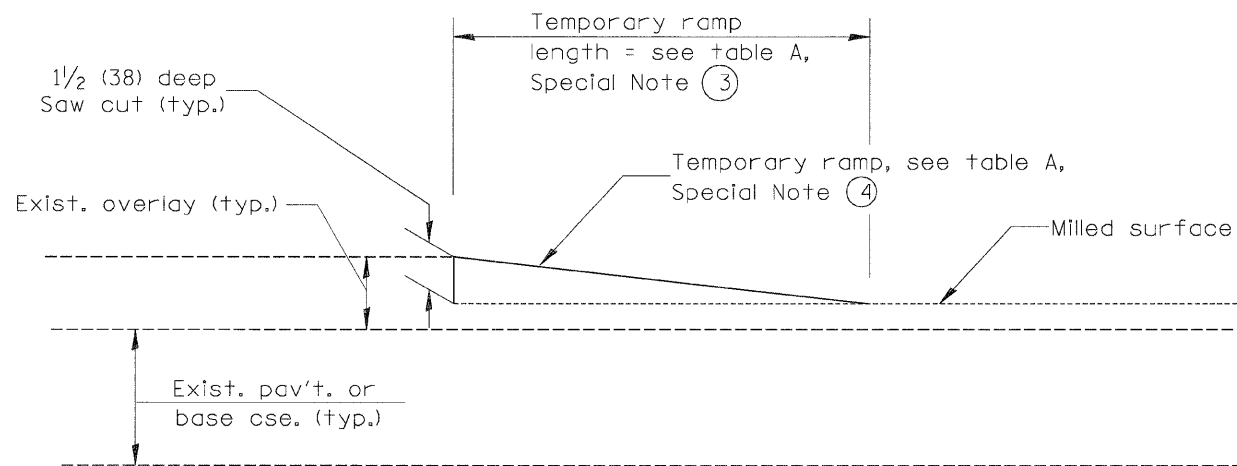
DRAWN BY SRS
 CHECKED BY ACW
 DATE 9-13-04



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



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

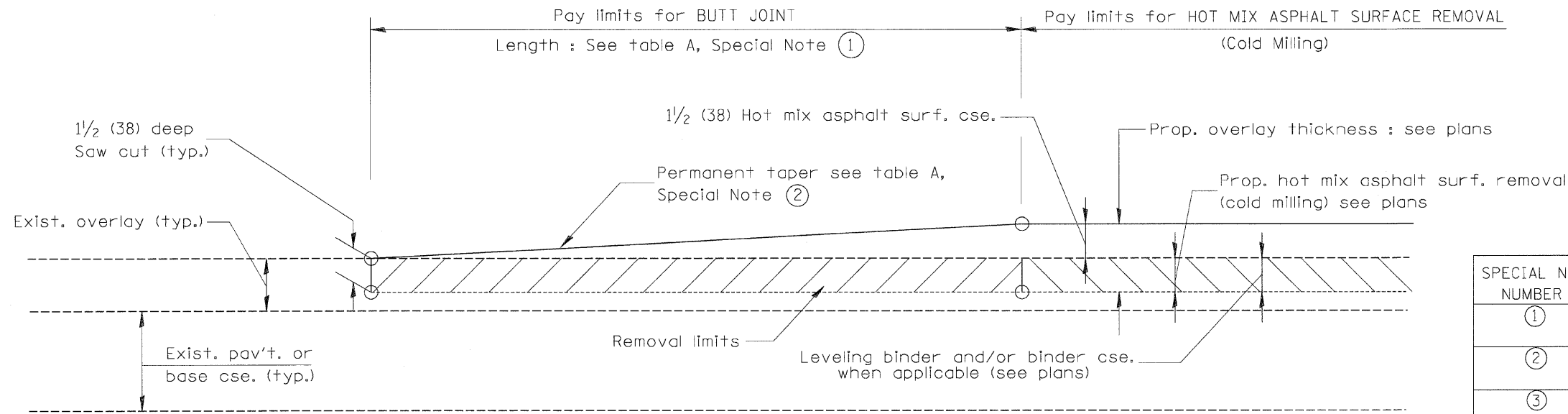


DETAIL TEMPORARY RAMP

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

				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BUTT JOINTS			
				NOT TO SCALE		SHT. 2 OF 2 CADD STD. 406101-D4			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
74	(48-26HB-4)I	KNOX	54	23	CONTRACT NO. 88919				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT							

DESIGNER NOTES:
 1. Include District Special Provision for Butt Joints & for Hot Mix Asphalt Removal (Cold Milling).
 2. The butt joints pay item includes the saw cut & temporary ramp. Payment for the Butt Joint applies whether or not the project features Hot Mix Asphalt Removal (Cold Milling).



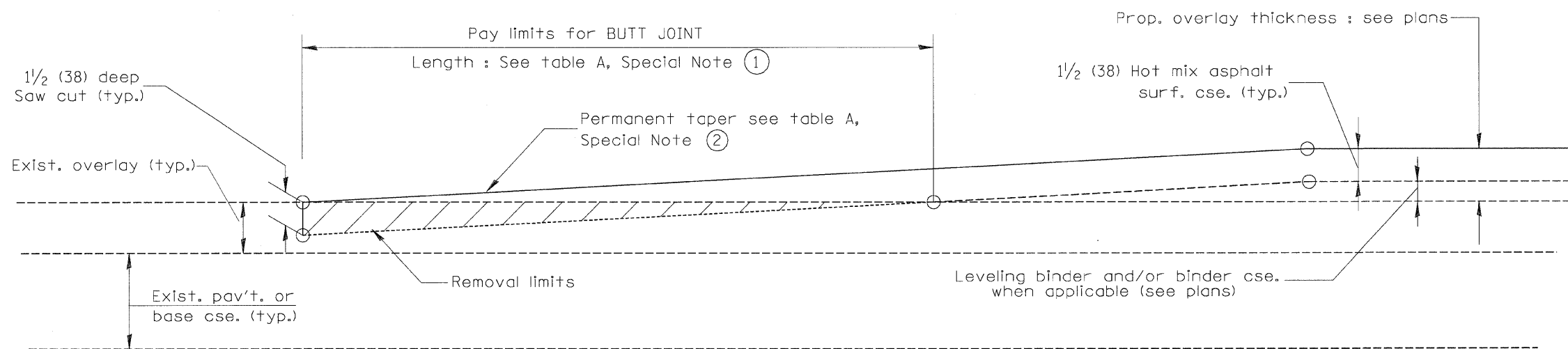
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

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

GENERAL NOTES

- The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
- The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
- The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.



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

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

01-01-97	RENUM. C-23.01, NEW REVISION BOX	T.P.	
04-01-97	CORRECTION TO DEPTH	J.A.	
09-15-05	REVISED DESIGNER NOTE	M.M.A.	
10-16-06	REVISED TO 2007 SPEC.	M.A.	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

NOT TO SCALE

SHT. 1 OF 2
CADD STD. 406101-D4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(48-26HB-4)I	KNOX	54	24

CONTRACT NO. 88919

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

BENCHMARK:

Top of S.E. Bolt on N.W. Leg of Sign over W.B. 1-74 at Exit 45 Sta. 225+27+ (1-74) Elev. = 802.34

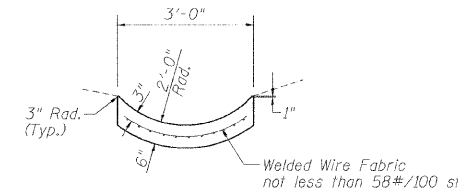
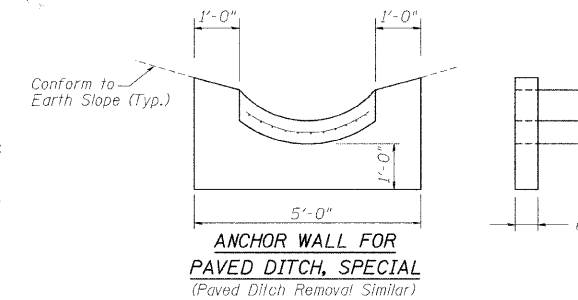
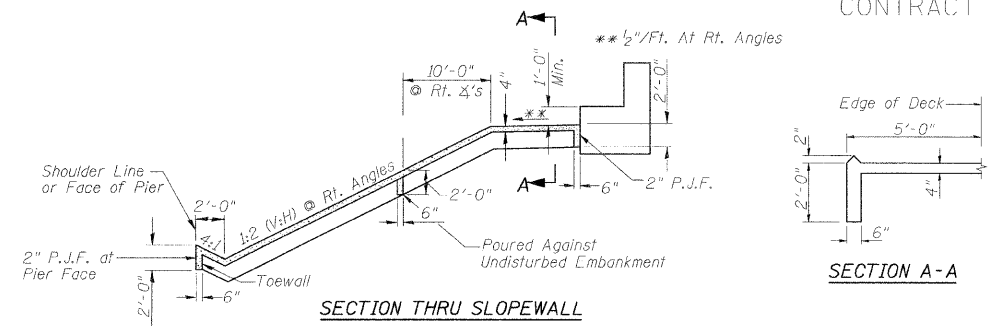
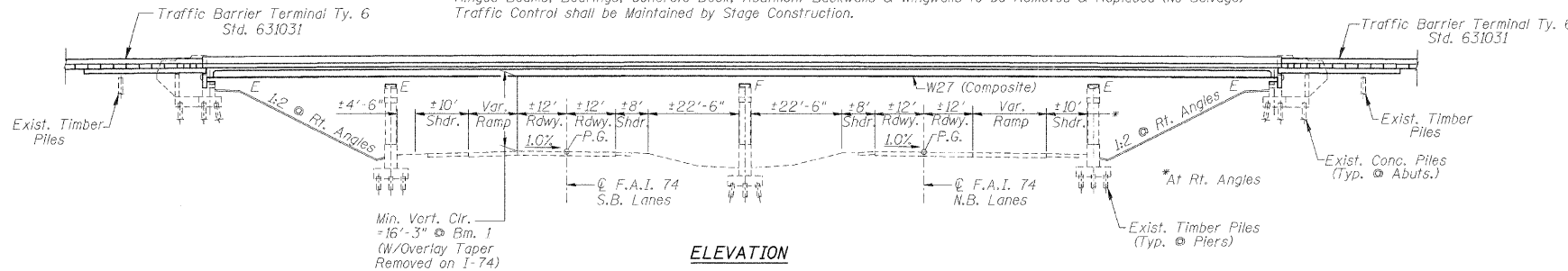
EXISTING STRUCTURES:

Existing Str. No. 048-0019 & 048-0020 Built in 1965 as F.A.I. 74, Sec. 48-26HB-4 Four Spans W/ 36 WF 150 Fascia Beams & 27 WF 102 Interior Beams @ Spans 1 & 4 and 36 WF 230 Beams @ Spans 2 & 3, W/ Conc. Deck and Safety Walks W/ Alum. Handrail on Conc. Parapets, Conc. Pile Bent Abutments and Multiple Column Conc. Piers. Length = 264'-0" Bk. - Bk. Abuts. Width = 49'-7¹/₁₆" (Min.) & 53'-5¹/₁₆" (Max) O. to O. Tapered Deck. Hinged Beams, Bearings, Concrete Deck, Abutment Backwalls & Wingwalls to be Removed & Replaced (No Salvage) Traffic Control shall be Maintained by Stage Construction.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	25
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

CONTRACT 88919



DESIGN SPECIFICATIONS
1996 AASHTO With 1997, 1998 & 1999 Interims
LOADING HS20-44
Allow 50 p.s.f. for future wearing surface.

DESIGN STRESSES

New Construction:
f_c = 3500 p.s.i.
f_y = 60,000 p.s.i. (Reinf.)
f_y = 50,000 p.s.i. (Structural) M270 Gr. 50
f_y = 36,000 p.s.i. (Structural) M270 Gr. 36
Existing Construction:
f_c = 1,000 p.s.i. (W/ Earth Pressure)
f_c = 1,400 p.s.i. (W/O Earth Pressure)
f_s = 20,000 p.s.i. (Reinf.)
v = 75 p.s.i. (Shear in Pier Footings)
n = 10

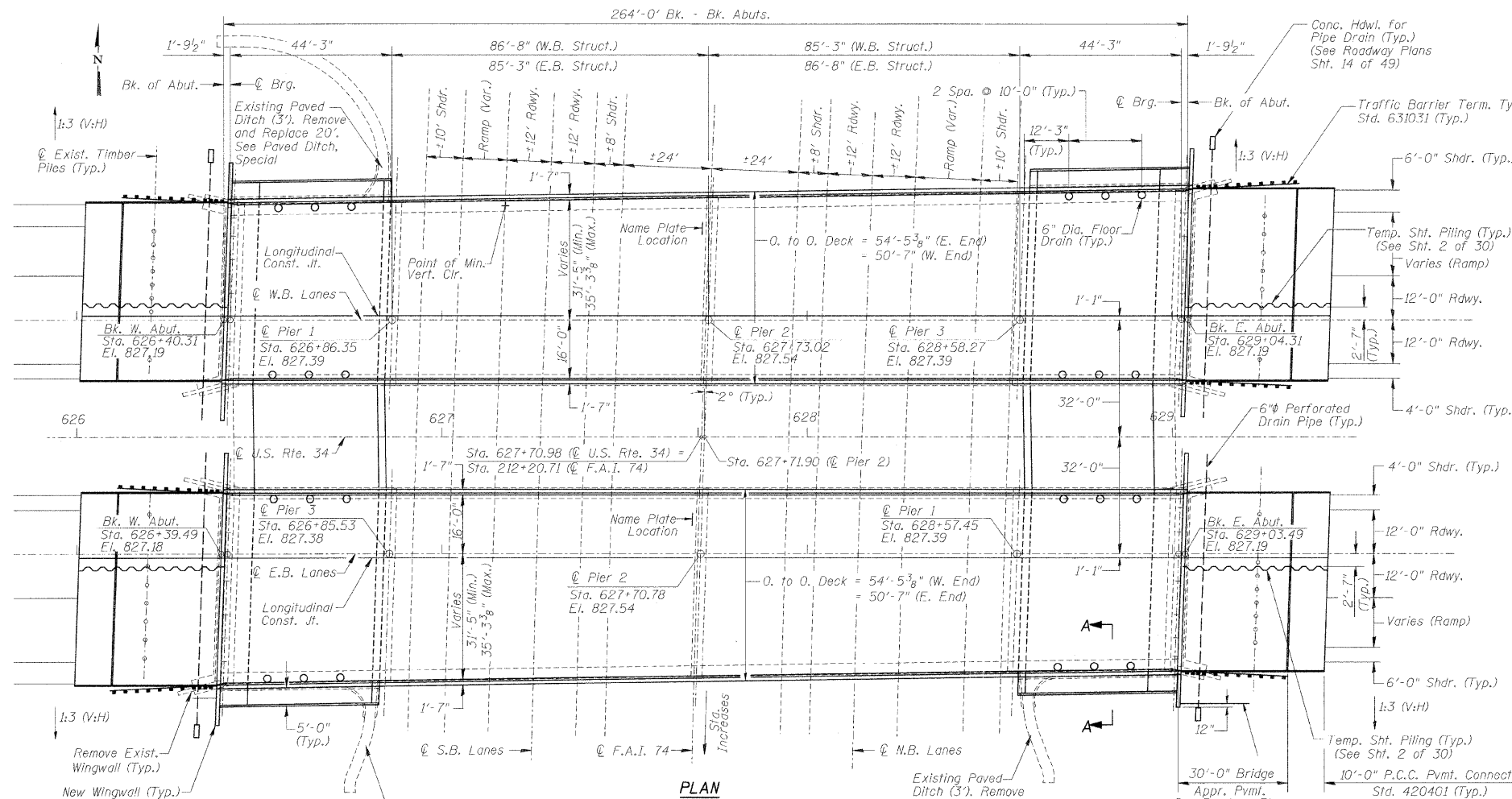
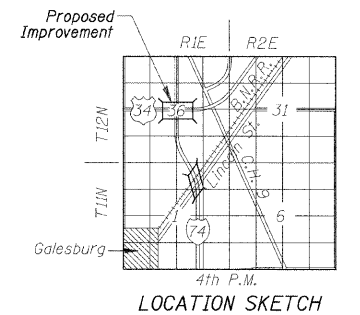
SEISMIC DATA

Seismic Performance Category (S.P.C.) = A
Bedrock Acceleration Coefficient (A) = 0.037 g
Site Coefficient (S) = 1.2

STATION 212+20.71
REBUILT 20 BY
STATE OF ILLINOIS
F.A.I. RTE. 74 SEC. (48-26HB-4)I
LOADING HS20-44
STR. NO. 048-0020

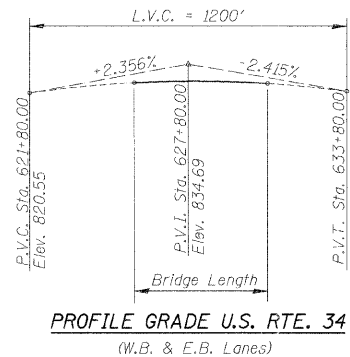
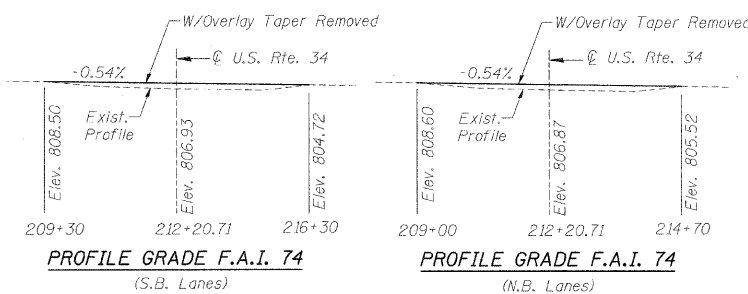
NAME PLATE

(See Std. 515001)
2-Required
E.B. Struct. Shown - W.B. Struct.
Same Except Str. No. - 048-0019
(Existing name plate to be cleaned and relocated next to new plate. Cost included with Name Plates.)



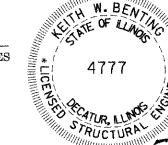
CURVE DATA
F.A.I. 74

P.I. Sta. 228+38.15
Δ = 20°-40'-20"
D = 0°-36'-00"
T = 1741.65'
R = 9549.30'
L = 3445.38'
E = 157.54'



APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



Date: April 10, 2009

Keith W. Bentley
Ill. Structural No. 4777

GENERAL PLAN AND ELEVATION

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		1
	Checked KWB		of 30
	Approved KWB		
Prepared by:	WVP CORPORATION A Division of URS Greiner Woodward Clyde		WVP Job No. 2100001161.04
	Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	26
FED. ROAD DIST. NO.		ILLINOIS PROJECT	CONTRACT 88919	

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts $\frac{7}{8}$ " ϕ , open holes $\frac{15}{16}$ " ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 866,660 Lbs. (M270, Gr. 50)

No field welding is permitted except as specified in the contract documents.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

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.

See roadway plans for Paved Ditch Removal and Paved Ditch, Special quantities.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, shims of the dimensions of the top plate shall be provided and placed as detailed.

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

Reinforcement bars designated (E) shall be epoxy coated.

The Inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B3/6. See Special Provision for Cleaning and Painting New Metal Structures.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans for lesser design requirements, then full design submittals with the required seals will be expected by the Department, for review and approval.

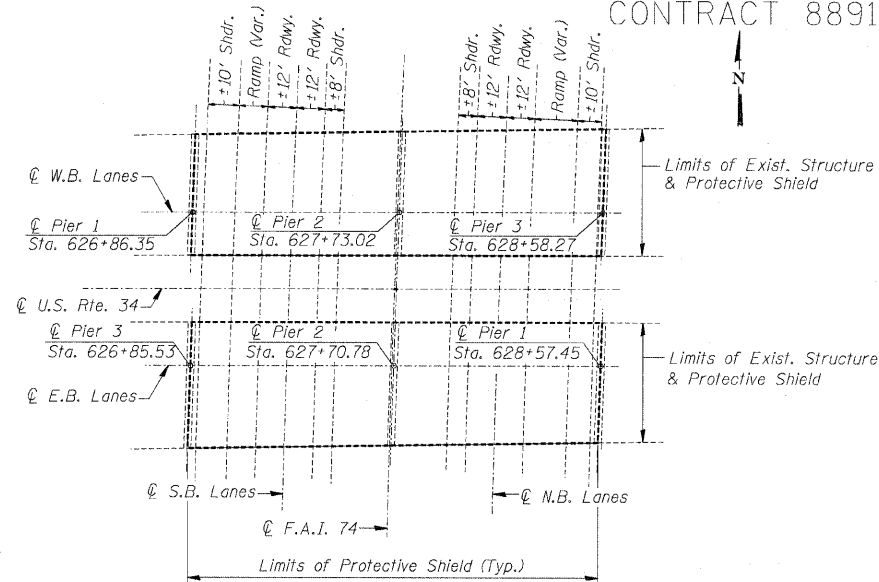
The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

Signs mounted to side of existing structures shall be removed, salvaged, and re-mounted on new structure. Cost included in Removal of Existing Superstructures.

The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	GENERAL PLAN AND ELEVATION
2	GENERAL NOTES, TOTAL BILL OF MATERIAL & DETAILS
3	STAGE CONSTRUCTION SEQUENCE
4-10	TOP OF SLAB ELEVATIONS SUPERSTRUCTURE
11	SUPERSTRUCTURE DETAILS
12	DIAPHRAGM DETAILS
13	STRUCTURAL STEEL
14-15	BEARING DETAILS
16	CONCRETE REMOVAL DETAILS
17	ABUTMENT DETAILS
18-23	PIER 1 DETAILS
24	PIER 2 DETAILS
25	PIER 3 DETAILS
26	ANCHOR BOLT DETAILS
27	BAR SPLICER ASSEMBLY DETAIL
28	TEMPORARY CONCRETE BARRIER
29	CANTILEVER FORMING BRACKET DETAILS

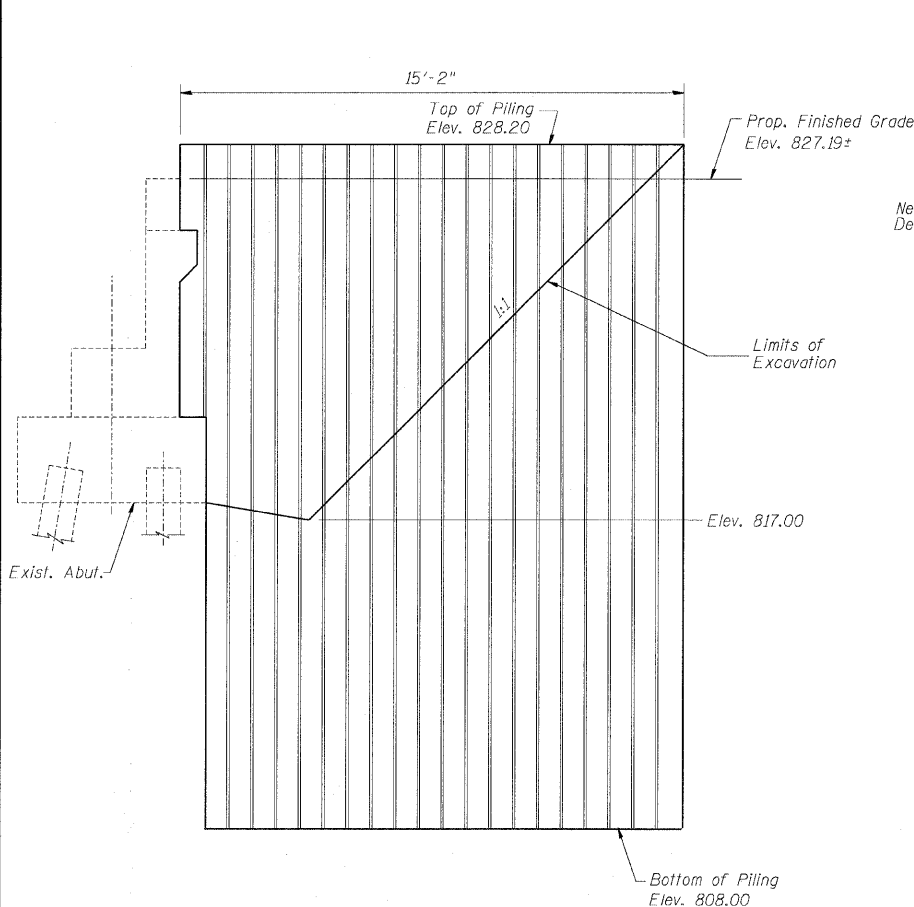


PROTECTIVE SHIELD DETAIL

TOTAL BILL OF MATERIAL

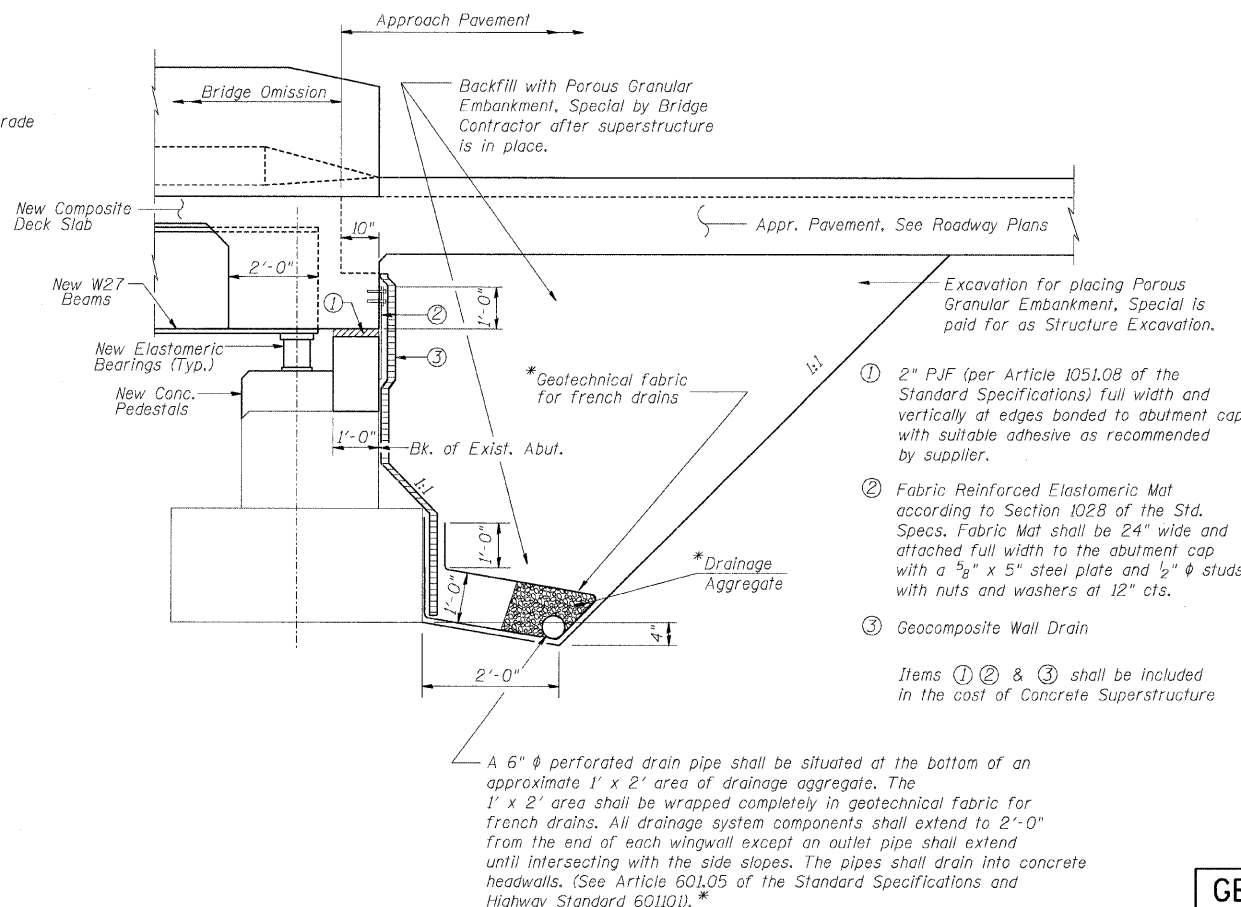
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		708	708
Removal of Existing Superstructures	Each	2		2
Concrete Removal	Cu. Yd.		68.0	68.0
Slope Wall Removal	Sq. Yd.	1367		1367
Structure Excavation	Cu. Yd.		708	708
Floor Drains	Each	24		24
Concrete Structures	Cu. Yd.		63.0	63.0
Concrete Superstructure	Cu. Yd.	843.2		843.2
Bridge Deck Grooving	Sq. Yd.	2876		2876
Protective Coat	Sq. Yd.	3308		3308
Elastomeric Bearing Assembly, Type I	Each	32		32
Elastomeric Bearing Assembly, Type II	Each	32		32
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	9216		9216
Reinforcement Bars, Epoxy Coated	Pound	175,080	10,690	185,770
Slopewall 4"	Sq. Yd.		1466	1466
Temporary Sheet Piling	Sq. Ft.		1226	1226
Name Plates	Each		2	2
Bar Splicers	Each	1848	16	1864
Protective Shield	Sq. Yd.		1968	1968
Pipe Underdrain for Structures, 6"	Foot		250	250

*Quantity is for top and inside face of parapets, and the deck.



**TEMPORARY SHEET PILING DETAIL
ELEVATION VIEW**

(Minimum section modulus 8.2 in.³/ft.)



SECTION THRU SEMI-INTEGRAL ABUTMENTS

(Abutment Drainage Detail)

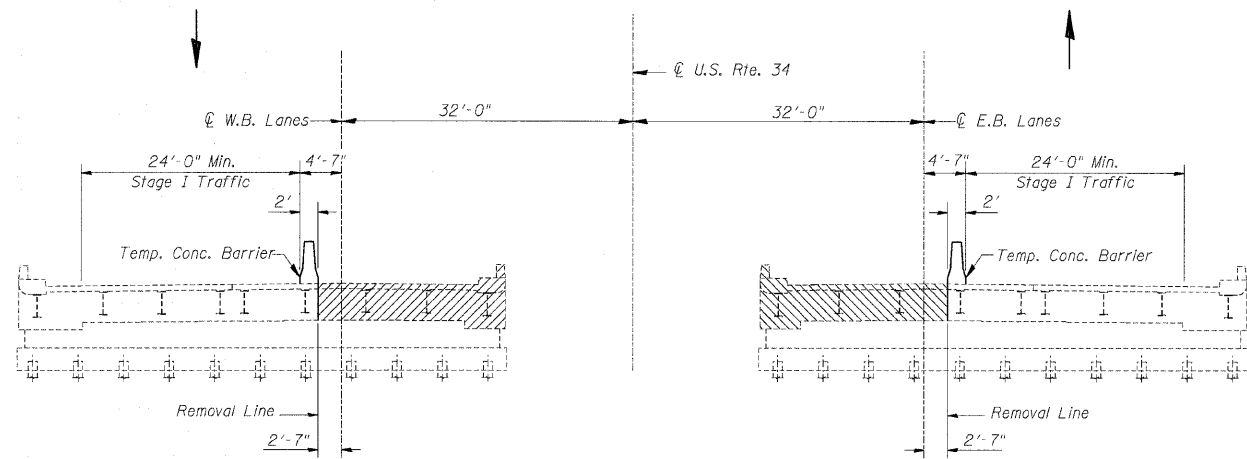
* Included in the cost of Pipe Underdrains for Structures.

GENERAL NOTES, TOTAL BILL OF MATERIAL & DETAILS

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		2
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	27
FED. ROAD DIST. NO.		ILLINOIS PROJECT		

CONTRACT 88919

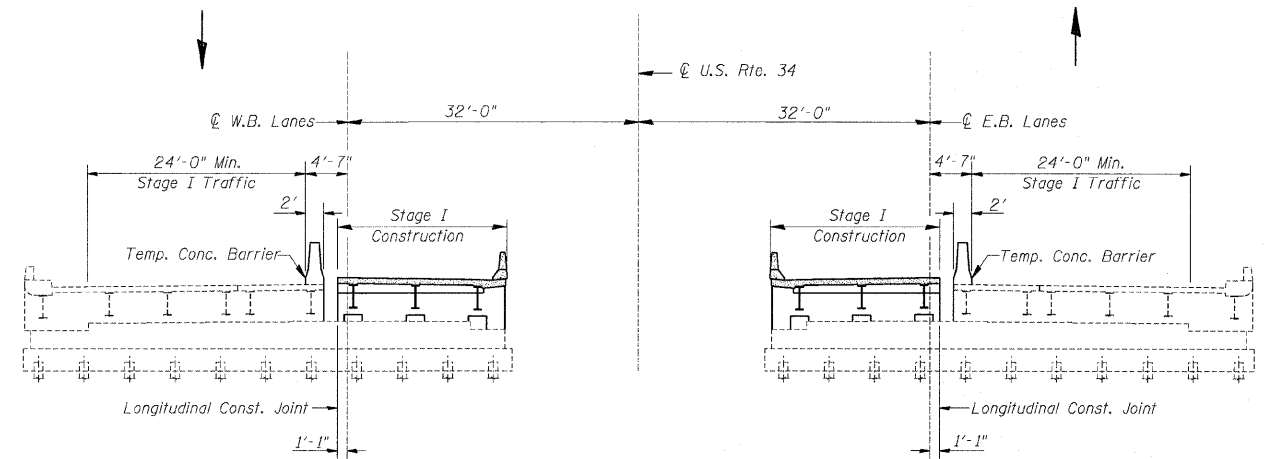


STAGE I REMOVAL

(Looking East)

- One-Way Traffic on Existing W.B. & E.B. Structures
- Remove Existing Deck, Beams, Abutment Backwalls and Wingwalls of W.B. & E.B. Structures to Removal Line
- Removal of Existing Bridge Rail Included in Cost of Removal of Existing Superstructures

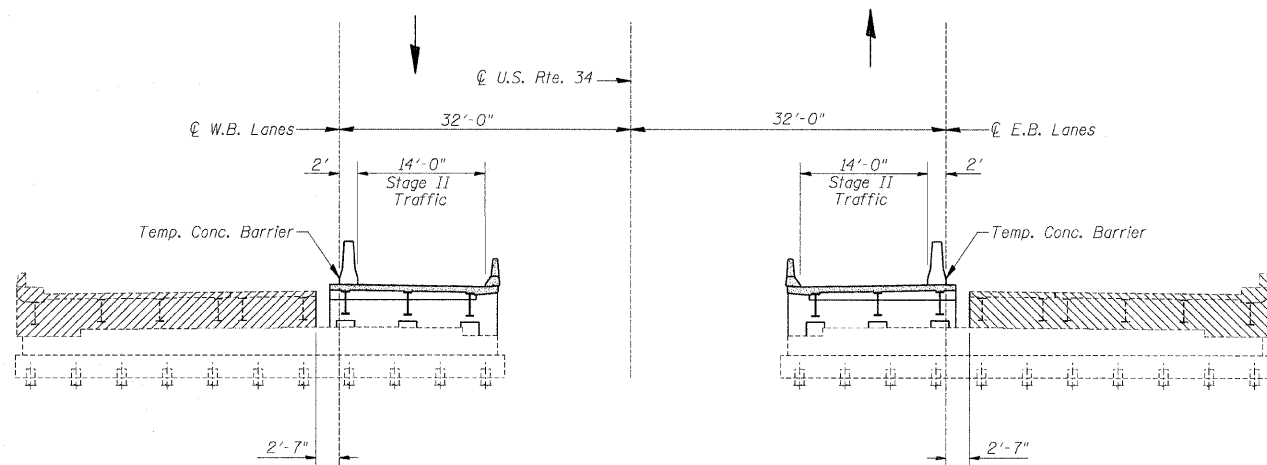
= Removal



STAGE I CONSTRUCTION

(Looking East)

- One-Way Traffic on Existing W.B. & E.B. Structures
- Construct New Deck, Beams, Abutment Backwalls and Wingwalls of W.B. & E.B. Structures to Longitudinal Const. Joint

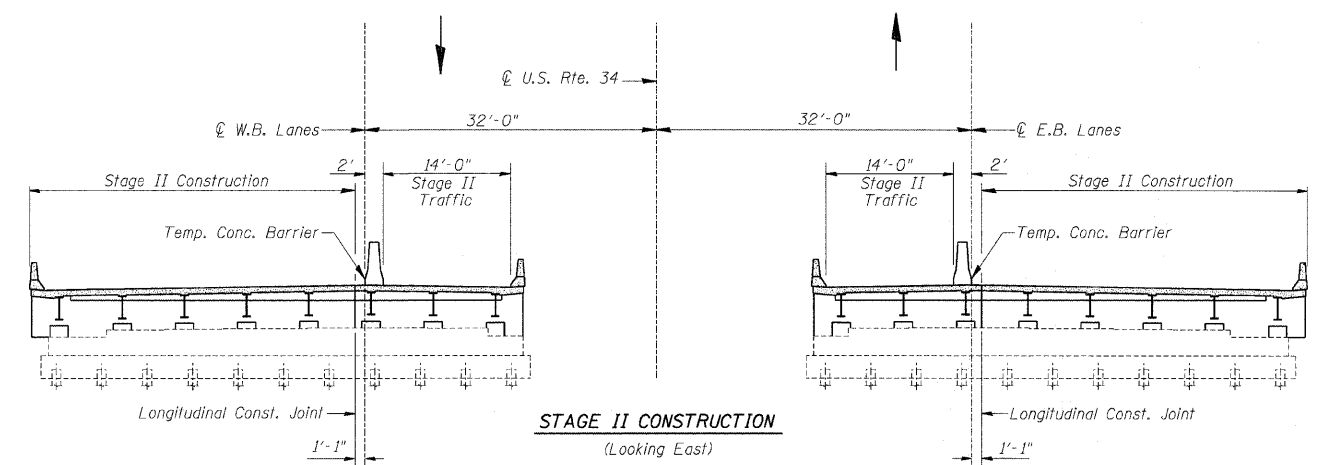


STAGE II REMOVAL

(Looking East)

- One-Way Traffic on New W.B. & E.B. Structures
- Remove Remaining Existing Deck, Beams, Abutment Backwalls and Wingwalls of W.B. & E.B. Structures
- Removal of Existing Bridge Rail Included in Cost of Removal of Existing Superstructures

= Removal



STAGE II CONSTRUCTION

(Looking East)

- One-Way Traffic on New W.B. & E.B. Structures
- Construct New Deck, Beams, Abutment Backwalls and Wingwalls of W.B. & E.B. Structures to Longitudinal Const. Joint

Notes:
See Sht. 29 of 30 for Temporary Concrete Barrier Details.
See Sht. 17 of 30 for Concrete Removal Details.
Quantity of Temporary Concrete Barrier is included in the Roadway Plans.

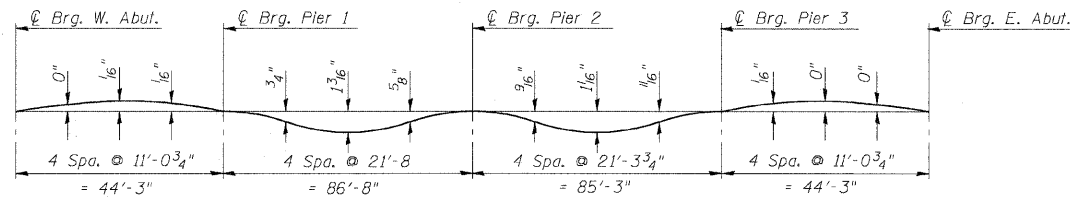
STAGE CONSTRUCTION SEQUENCE

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		3
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	28
FED. ROAD DIST. NO.	ILLINOIS PROJECT			

CONTRACT 88919

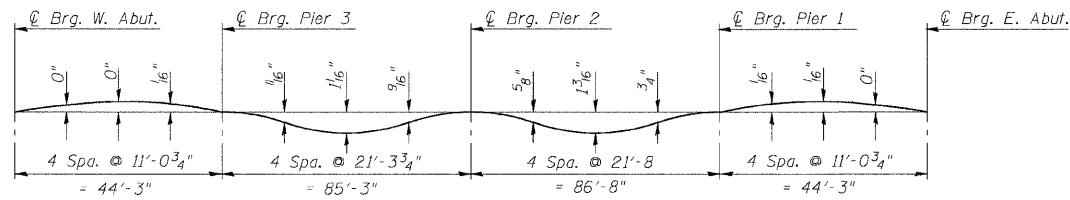


DEAD LOAD DEFLECTION DIAGRAM

(W.B. Structure)

(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 on Shts. 5 thru 10 of 30.

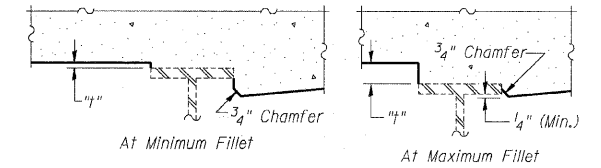


DEAD LOAD DEFLECTION DIAGRAM

(E.B. Structure)

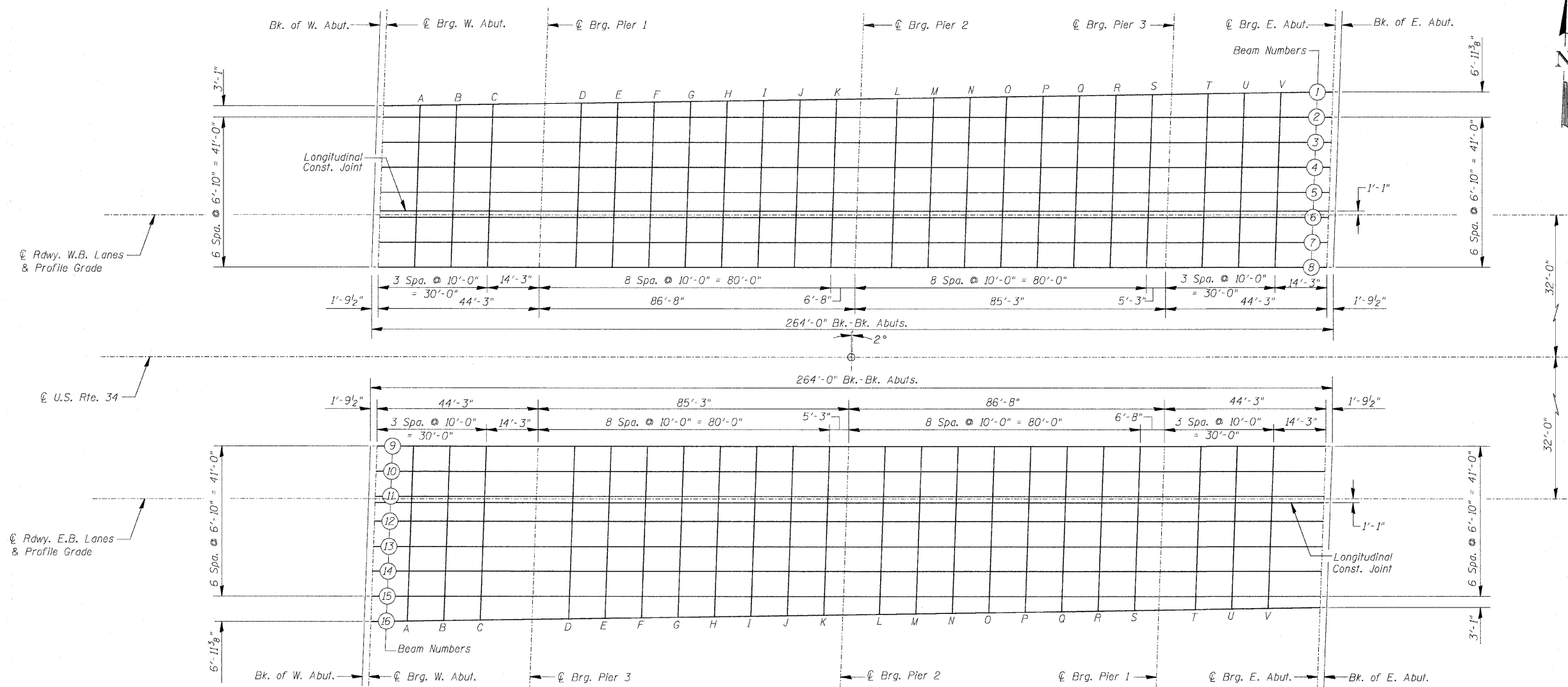
(Includes weight of concrete only)

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 on Shts. 5 thru 10 of 30.



To determine "f": After all structural steel 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 on Shts. 5 thru 10 of 30, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS



PLAN

TOP OF SLAB ELEVATIONS

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		4
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde	Engineers - Architects - Planners Becatur, Illinois - St. Louis, Missouri		WVP Job No. 210001161.04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	29
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	

CONTRACT 88919

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 41.35	-29.75	826.63	826.63
CL BRG W. ABUT	626 + 43.14	-29.78	826.64	826.64
A	626 + 53.14	-29.92	826.69	826.69
B	626 + 63.14	-30.07	826.73	826.73
C	626 + 73.14	-30.22	826.77	826.76
CL PIER 1	626 + 87.41	-30.42	826.82	826.82
D	626 + 97.41	-30.57	826.85	826.87
E	627 + 07.41	-30.72	826.87	826.93
F	627 + 17.41	-30.86	826.89	826.98
G	627 + 27.41	-31.01	826.91	827.01
H	627 + 37.41	-31.16	826.92	827.01
I	627 + 47.41	-31.30	826.93	827.00
J	627 + 57.41	-31.45	826.94	826.97
K	627 + 67.41	-31.60	826.94	826.95
CL PIER 2	627 + 74.12	-31.69	826.94	826.94
L	627 + 84.12	-31.84	826.93	826.94
M	627 + 94.12	-31.99	826.92	826.96
N	628 + 04.12	-32.13	826.91	826.98
O	628 + 14.12	-32.28	826.89	826.97
P	628 + 24.12	-32.43	826.87	826.95
Q	628 + 34.12	-32.57	826.84	826.91
R	628 + 44.12	-32.72	826.81	826.85
S	628 + 54.12	-32.86	826.78	826.79
CL PIER 3	628 + 59.41	-32.94	826.76	826.76
T	628 + 69.41	-33.09	826.72	826.71
U	628 + 79.41	-33.23	826.68	826.67
V	628 + 89.41	-33.38	826.63	826.63
CL BRG E. ABUT	629 + 03.68	-33.59	826.56	826.56
BK. OF E. ABUT	629 + 05.47	-33.62	826.55	826.55

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 41.24	-26.67	826.70	826.70
CL BRG W. ABUT	626 + 43.03	-26.67	826.71	826.71
A	626 + 53.03	-26.67	826.76	826.76
B	626 + 63.03	-26.67	826.80	826.80
C	626 + 73.03	-26.67	826.84	826.84
CL PIER 1	626 + 87.28	-26.67	826.90	826.90
D	626 + 97.28	-26.67	826.93	826.96
E	627 + 07.28	-26.67	826.96	827.02
F	627 + 17.28	-26.67	826.98	827.07
G	627 + 27.28	-26.67	827.00	827.10
H	627 + 37.28	-26.67	827.02	827.11
I	627 + 47.28	-26.67	827.03	827.10
J	627 + 57.28	-26.67	827.04	827.07
K	627 + 67.28	-26.67	827.04	827.05
CL PIER 2	627 + 73.95	-26.67	827.04	827.04
L	627 + 83.95	-26.67	827.04	827.05
M	627 + 93.95	-26.67	827.03	827.07
N	628 + 03.95	-26.67	827.02	827.09
O	628 + 13.95	-26.67	827.01	827.09
P	628 + 23.95	-26.67	826.99	827.07
Q	628 + 33.95	-26.67	826.97	827.04
R	628 + 43.95	-26.67	826.94	826.98
S	628 + 53.95	-26.67	826.91	826.92
CL PIER 3	628 + 59.20	-26.67	826.89	826.89
T	628 + 69.20	-26.67	826.86	826.85
U	628 + 79.20	-26.67	826.82	826.81
V	628 + 89.20	-26.67	826.77	826.77
CL BRG E. ABUT	629 + 03.45	-26.67	826.70	826.70
BK. OF E. ABUT	629 + 05.24	-26.67	826.69	826.69

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 41.00	-19.83	826.84	826.84
CL BRG W. ABUT	626 + 42.79	-19.83	826.85	826.85
A	626 + 52.79	-19.83	826.90	826.90
B	626 + 62.79	-19.83	826.94	826.94
C	626 + 72.79	-19.83	826.99	826.98
CL PIER 1	626 + 87.04	-19.83	827.04	827.04
D	626 + 97.04	-19.83	827.07	827.10
E	627 + 07.04	-19.83	827.10	827.16
F	627 + 17.04	-19.83	827.12	827.21
G	627 + 27.04	-19.83	827.14	827.24
H	627 + 37.04	-19.83	827.16	827.25
I	627 + 47.04	-19.83	827.17	827.24
J	627 + 57.04	-19.83	827.18	827.22
K	627 + 67.04	-19.83	827.18	827.19
CL PIER 2	627 + 73.71	-19.83	827.18	827.18
L	627 + 83.71	-19.83	827.18	827.20
M	627 + 93.71	-19.83	827.18	827.22
N	628 + 03.71	-19.83	827.16	827.23
O	628 + 13.71	-19.83	827.15	827.23
P	628 + 23.71	-19.83	827.13	827.22
Q	628 + 33.71	-19.83	827.11	827.18
R	628 + 43.71	-19.83	827.08	827.12
S	628 + 53.71	-19.83	827.05	827.07
CL PIER 3	628 + 58.96	-19.83	827.04	827.04
T	628 + 68.96	-19.83	827.00	826.99
U	628 + 78.96	-19.83	826.96	826.96
V	628 + 88.96	-19.83	826.91	826.91
CL BRG E. ABUT	629 + 03.21	-19.83	826.84	826.84
BK. OF E. ABUT	629 + 05.01	-19.83	826.84	826.84

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 40.76	-13.00	826.98	826.98
CL BRG W. ABUT	626 + 42.55	-13.00	826.99	826.99
A	626 + 52.55	-13.00	827.04	827.04
B	626 + 62.55	-13.00	827.09	827.08
C	626 + 72.55	-13.00	827.13	827.12
CL PIER 1	626 + 86.80	-13.00	827.18	827.18
D	626 + 96.80	-13.00	827.21	827.24
E	627 + 06.80	-13.00	827.24	827.30
F	627 + 16.80	-13.00	827.26	827.35
G	627 + 26.80	-13.00	827.28	827.38
H	627 + 36.80	-13.00	827.30	827.39
I	627 + 46.80	-13.00	827.31	827.38
J	627 + 56.80	-13.00	827.32	827.36
K	627 + 66.80	-13.00	827.33	827.34
CL PIER 2	627 + 73.47	-13.00	827.33	827.33
L	627 + 83.47	-13.00	827.32	827.34
M	627 + 93.47	-13.00	827.32	827.36
N	628 + 03.47	-13.00	827.31	827.38
O	628 + 13.47	-13.00	827.29	827.38
P	628 + 23.47	-13.00	827.27	827.36
Q	628 + 33.47	-13.00	827.25	827.32
R	628 + 43.47	-13.00	827.23	827.27
S	628 + 53.47	-13.00	827.20	827.21
CL PIER 3	628 + 58.72	-13.00	827.18	827.18
T	628 + 68.72	-13.00	827.14	827.14
U	628 + 78.72	-13.00	827.10	827.10
V	628 + 88.72	-13.00	827.06	827.06
CL BRG E. ABUT	629 + 02.97	-13.00	826.99	826.99
BK. OF E. ABUT	629 + 04.77	-13.00	826.98	826.98

TOP OF SLAB ELEVATIONS - W.B. STRUCTURE

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		5
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde			Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	30
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	

CONTRACT 88919

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 40.52	-6.17	827.09	827.09
CL BRG W. ABUT	626 + 42.32	-6.17	827.10	827.10
A	626 + 52.32	-6.17	827.15	827.15
B	626 + 62.32	-6.17	827.20	827.19
C	626 + 72.32	-6.17	827.24	827.23
CL PIER 1	626 + 86.57	-6.17	827.29	827.29
D	626 + 96.57	-6.17	827.32	827.35
E	627 + 06.57	-6.17	827.35	827.41
F	627 + 16.57	-6.17	827.38	827.46
G	627 + 26.57	-6.17	827.40	827.49
H	627 + 36.57	-6.17	827.41	827.50
I	627 + 46.57	-6.17	827.42	827.49
J	627 + 56.57	-6.17	827.43	827.47
K	627 + 66.57	-6.17	827.44	827.45
CL PIER 2	627 + 73.24	-6.17	827.44	827.44
L	627 + 83.24	-6.17	827.44	827.45
M	627 + 93.24	-6.17	827.43	827.47
N	628 + 03.24	-6.17	827.42	827.49
O	628 + 13.24	-6.17	827.41	827.49
P	628 + 23.24	-6.17	827.39	827.47
Q	628 + 33.24	-6.17	827.37	827.43
R	628 + 43.24	-6.17	827.34	827.38
S	628 + 53.24	-6.17	827.31	827.32
CL PIER 3	628 + 58.49	-6.17	827.29	827.29
T	628 + 68.49	-6.17	827.26	827.25
U	628 + 78.49	-6.17	827.22	827.21
V	628 + 88.49	-6.17	827.17	827.17
CL BRG E. ABUT	629 + 02.74	-6.17	827.10	827.10
BK. OF E. ABUT	629 + 04.53	-6.17	827.09	827.09

LONGITUDINAL CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 40.35	-1.08	827.17	827.17
CL BRG W. ABUT	626 + 42.14	-1.08	827.18	827.18
A	626 + 52.14	-1.08	827.23	827.23
B	626 + 62.14	-1.08	827.28	827.27
C	626 + 72.14	-1.08	827.32	827.31
CL PIER 1	626 + 86.39	-1.08	827.37	827.37
D	626 + 96.39	-1.08	827.40	827.43
E	627 + 06.39	-1.08	827.43	827.49
F	627 + 16.39	-1.08	827.45	827.54
G	627 + 26.39	-1.08	827.48	827.57
H	627 + 36.39	-1.08	827.49	827.58
I	627 + 46.39	-1.08	827.50	827.57
J	627 + 56.39	-1.08	827.51	827.55
K	627 + 66.39	-1.08	827.52	827.53
CL PIER 2	627 + 73.06	-1.08	827.52	827.52
L	627 + 83.06	-1.08	827.52	827.53
M	627 + 93.06	-1.08	827.51	827.55
N	628 + 03.06	-1.08	827.50	827.57
O	628 + 13.06	-1.08	827.49	827.57
P	628 + 23.06	-1.08	827.47	827.55
Q	628 + 33.06	-1.08	827.44	827.51
R	628 + 43.06	-1.08	827.42	827.46
S	628 + 53.06	-1.08	827.39	827.40
CL PIER 3	628 + 58.31	-1.08	827.37	827.37
T	628 + 68.31	-1.08	827.34	827.33
U	628 + 78.31	-1.08	827.30	827.29
V	628 + 88.31	-1.08	827.25	827.25
CL BRG E. ABUT	629 + 02.56	-1.08	827.18	827.18
BK. OF E. ABUT	629 + 04.35	-1.08	827.17	827.17

W.B. ROADWAY & PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 40.31	0.00	827.19	827.19
CL BRG W. ABUT	626 + 42.10	0.00	827.20	827.20
A	626 + 52.10	0.00	827.25	827.25
B	626 + 62.10	0.00	827.29	827.29
C	626 + 72.10	0.00	827.33	827.33
CL PIER 1	626 + 86.35	0.00	827.39	827.39
D	626 + 96.35	0.00	827.42	827.45
E	627 + 06.35	0.00	827.45	827.51
F	627 + 16.35	0.00	827.47	827.56
G	627 + 26.35	0.00	827.49	827.59
H	627 + 36.35	0.00	827.51	827.60
I	627 + 46.35	0.00	827.52	827.59
J	627 + 56.35	0.00	827.53	827.57
K	627 + 66.35	0.00	827.53	827.54
CL PIER 2	627 + 73.02	0.00	827.54	827.54
L	627 + 83.02	0.00	827.53	827.55
M	627 + 93.02	0.00	827.53	827.57
N	628 + 03.02	0.00	827.52	827.58
O	628 + 13.02	0.00	827.50	827.59
P	628 + 23.02	0.00	827.48	827.57
Q	628 + 33.02	0.00	827.46	827.53
R	628 + 43.02	0.00	827.44	827.48
S	628 + 53.02	0.00	827.41	827.42
CL PIER 3	628 + 58.27	0.00	827.39	827.39
T	628 + 68.27	0.00	827.35	827.35
U	628 + 78.27	0.00	827.31	827.31
V	628 + 88.27	0.00	827.27	827.27
CL BRG E. ABUT	629 + 02.52	0.00	827.20	827.20
BK. OF E. ABUT	629 + 04.31	0.00	827.19	827.19

TOP OF SLAB ELEVATIONS - W.B. STRUCTURE

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		6
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of IRS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	31
FED. ROAD DIST. NO.	ILLINOIS PROJECT			

CONTRACT 88919

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 40.28	0.67	827.18	827.18
CL BRG W. ABUT	626 + 42.08	0.67	827.19	827.19
A	626 + 52.08	0.67	827.24	827.24
B	626 + 62.08	0.67	827.28	827.28
C	626 + 72.08	0.67	827.32	827.32
CL PIER 1	626 + 86.33	0.67	827.38	827.38
D	626 + 96.33	0.67	827.41	827.44
E	627 + 06.33	0.67	827.44	827.50
F	627 + 16.33	0.67	827.46	827.55
G	627 + 26.33	0.67	827.48	827.58
H	627 + 36.33	0.67	827.50	827.59
I	627 + 46.33	0.67	827.51	827.58
J	627 + 56.33	0.67	827.52	827.56
K	627 + 66.33	0.67	827.52	827.53
CL PIER 2	627 + 73.00	0.67	827.52	827.52
L	627 + 83.00	0.67	827.52	827.54
M	627 + 93.00	0.67	827.52	827.56
N	628 + 03.00	0.67	827.51	827.57
O	628 + 13.00	0.67	827.49	827.58
P	628 + 23.00	0.67	827.47	827.56
Q	628 + 33.00	0.67	827.45	827.52
R	628 + 43.00	0.67	827.43	827.47
S	628 + 53.00	0.67	827.40	827.41
CL PIER 3	628 + 58.25	0.67	827.38	827.38
T	628 + 68.25	0.67	827.34	827.34
U	628 + 78.25	0.67	827.30	827.30
V	628 + 88.25	0.67	827.26	827.26
CL BRG E. ABUT	629 + 02.50	0.67	827.19	827.19
BK. OF E. ABUT	629 + 04.29	0.67	827.18	827.18

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 40.05	7.50	827.07	827.07
CL BRG W. ABUT	626 + 41.84	7.50	827.08	827.08
A	626 + 51.84	7.50	827.13	827.13
B	626 + 61.84	7.50	827.17	827.17
C	626 + 71.84	7.50	827.22	827.21
CL PIER 1	626 + 86.09	7.50	827.27	827.27
D	626 + 96.09	7.50	827.30	827.33
E	627 + 06.09	7.50	827.33	827.39
F	627 + 16.09	7.50	827.35	827.44
G	627 + 26.09	7.50	827.37	827.47
H	627 + 36.09	7.50	827.39	827.48
I	627 + 46.09	7.50	827.40	827.47
J	627 + 56.09	7.50	827.41	827.45
K	627 + 66.09	7.50	827.42	827.43
CL PIER 2	627 + 72.76	7.50	827.42	827.42
L	627 + 82.76	7.50	827.42	827.43
M	627 + 92.76	7.50	827.41	827.45
N	628 + 02.76	7.50	827.40	827.47
O	628 + 12.76	7.50	827.39	827.47
P	628 + 22.76	7.50	827.37	827.45
Q	628 + 32.76	7.50	827.35	827.41
R	628 + 42.76	7.50	827.32	827.36
S	628 + 52.76	7.50	827.29	827.30
CL PIER 3	628 + 58.01	7.50	827.27	827.27
T	628 + 68.01	7.50	827.24	827.23
U	628 + 78.01	7.50	827.20	827.19
V	628 + 88.01	7.50	827.15	827.15
CL BRG E. ABUT	629 + 02.26	7.50	827.08	827.08
BK. OF E. ABUT	629 + 04.05	7.50	827.07	827.07

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 39.81	14.33	826.95	826.95
CL BRG W. ABUT	626 + 41.60	14.33	826.96	826.96
A	626 + 51.60	14.33	827.01	827.01
B	626 + 61.60	14.33	827.05	827.05
C	626 + 71.60	14.33	827.10	827.09
CL PIER 1	626 + 85.85	14.33	827.15	827.15
D	626 + 95.85	14.33	827.18	827.21
E	627 + 05.85	14.33	827.21	827.27
F	627 + 15.85	14.33	827.23	827.32
G	627 + 25.85	14.33	827.26	827.35
H	627 + 35.85	14.33	827.27	827.36
I	627 + 45.85	14.33	827.28	827.35
J	627 + 55.85	14.33	827.29	827.33
K	627 + 65.85	14.33	827.30	827.31
CL PIER 2	627 + 72.52	14.33	827.30	827.30
L	627 + 82.52	14.33	827.30	827.31
M	627 + 92.52	14.33	827.29	827.33
N	628 + 02.52	14.33	827.28	827.35
O	628 + 12.52	14.33	827.27	827.35
P	628 + 22.52	14.33	827.25	827.33
Q	628 + 32.52	14.33	827.23	827.30
R	628 + 42.52	14.33	827.20	827.24
S	628 + 52.52	14.33	827.17	827.18
CL PIER 3	628 + 57.77	14.33	827.15	827.15
T	628 + 67.77	14.33	827.12	827.11
U	628 + 77.77	14.33	827.08	827.07
V	628 + 87.77	14.33	827.03	827.03
CL BRG E. ABUT	629 + 02.02	14.33	826.97	826.97
BK. OF E. ABUT	629 + 03.81	14.33	826.96	826.96

TOP OF SLAB ELEVATIONS - W.B. STRUCTURE

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		7
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Deatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	32
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	

CONTRACT 88919

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 39.99	-14.33	826.95	826.95
CL BRG W. ABUT	626 + 41.78	-14.33	826.96	826.96
A	626 + 51.78	-14.33	827.01	827.01
B	626 + 61.78	-14.33	827.05	827.05
C	626 + 71.78	-14.33	827.10	827.09
CL PIER 3	626 + 86.03	-14.33	827.15	827.15
D	626 + 96.03	-14.33	827.18	827.21
E	627 + 06.03	-14.33	827.21	827.27
F	627 + 16.03	-14.33	827.23	827.31
G	627 + 26.03	-14.33	827.26	827.34
H	627 + 36.03	-14.33	827.27	827.35
I	627 + 46.03	-14.33	827.28	827.34
J	627 + 56.03	-14.33	827.29	827.32
K	627 + 66.03	-14.33	827.30	827.30
CL PIER 2	627 + 71.28	-14.33	827.30	827.30
L	627 + 81.28	-14.33	827.30	827.31
M	627 + 91.28	-14.33	827.29	827.34
N	628 + 01.28	-14.33	827.28	827.36
O	628 + 11.28	-14.33	827.27	827.36
P	628 + 21.28	-14.33	827.25	827.35
Q	628 + 31.28	-14.33	827.23	827.31
R	628 + 41.28	-14.33	827.20	827.25
S	628 + 51.28	-14.33	827.18	827.19
CL PIER 1	628 + 57.95	-14.33	827.15	827.15
T	628 + 67.95	-14.33	827.12	827.11
U	628 + 77.95	-14.33	827.08	827.07
V	628 + 87.95	-14.33	827.03	827.03
CL BRG E. ABUT	629 + 02.20	-14.33	826.96	826.96
BK. OF E. ABUT	629 + 03.99	-14.33	826.96	826.96

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 39.75	-7.50	827.07	827.07
CL BRG W. ABUT	626 + 41.54	-7.50	827.08	827.08
A	626 + 51.54	-7.50	827.13	827.13
B	626 + 61.54	-7.50	827.17	827.17
C	626 + 71.54	-7.50	827.21	827.21
CL PIER 3	626 + 85.79	-7.50	827.27	827.27
D	626 + 95.79	-7.50	827.30	827.33
E	627 + 05.79	-7.50	827.33	827.38
F	627 + 15.79	-7.50	827.35	827.43
G	627 + 25.79	-7.50	827.37	827.46
H	627 + 35.79	-7.50	827.39	827.47
I	627 + 45.79	-7.50	827.40	827.46
J	627 + 55.79	-7.50	827.41	827.44
K	627 + 65.79	-7.50	827.42	827.42
CL PIER 2	627 + 71.04	-7.50	827.42	827.42
L	627 + 81.04	-7.50	827.42	827.43
M	627 + 91.04	-7.50	827.41	827.46
N	628 + 01.04	-7.50	827.40	827.48
O	628 + 11.04	-7.50	827.39	827.48
P	628 + 21.04	-7.50	827.37	827.47
Q	628 + 31.04	-7.50	827.35	827.43
R	628 + 41.04	-7.50	827.32	827.37
S	628 + 51.04	-7.50	827.30	827.31
CL PIER 1	628 + 57.71	-7.50	827.27	827.27
T	628 + 67.71	-7.50	827.24	827.23
U	628 + 77.71	-7.50	827.20	827.19
V	628 + 87.71	-7.50	827.15	827.15
CL BRG E. ABUT	629 + 01.96	-7.50	827.08	827.08
BK. OF E. ABUT	629 + 03.75	-7.50	827.08	827.08

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 39.51	-0.67	827.17	827.17
CL BRG W. ABUT	626 + 41.30	-0.67	827.18	827.18
A	626 + 51.30	-0.67	827.23	827.23
B	626 + 61.30	-0.67	827.28	827.28
C	626 + 71.30	-0.67	827.32	827.31
CL PIER 3	626 + 85.55	-0.67	827.37	827.37
D	626 + 95.55	-0.67	827.41	827.43
E	627 + 05.55	-0.67	827.43	827.49
F	627 + 15.55	-0.67	827.46	827.54
G	627 + 25.55	-0.67	827.48	827.57
H	627 + 35.55	-0.67	827.50	827.58
I	627 + 45.55	-0.67	827.51	827.57
J	627 + 55.55	-0.67	827.52	827.55
K	627 + 65.55	-0.67	827.52	827.53
CL PIER 2	627 + 70.80	-0.67	827.52	827.52
L	627 + 80.80	-0.67	827.52	827.54
M	627 + 90.80	-0.67	827.52	827.56
N	628 + 00.80	-0.67	827.51	827.58
O	628 + 10.80	-0.67	827.50	827.59
P	628 + 20.80	-0.67	827.48	827.57
Q	628 + 30.80	-0.67	827.46	827.54
R	628 + 40.80	-0.67	827.43	827.48
S	628 + 50.80	-0.67	827.40	827.42
CL PIER 1	628 + 57.47	-0.67	827.38	827.38
T	628 + 67.47	-0.67	827.35	827.34
U	628 + 77.47	-0.67	827.31	827.30
V	628 + 87.47	-0.67	827.26	827.26
CL BRG E. ABUT	629 + 01.72	-0.67	827.19	827.19
BK. OF E. ABUT	629 + 03.52	-0.67	827.18	827.18

E.B. ROADWAY & PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 39.49	0.00	827.18	827.18
CL BRG W. ABUT	626 + 41.28	0.00	827.19	827.19
A	626 + 51.28	0.00	827.24	827.24
B	626 + 61.28	0.00	827.29	827.29
C	626 + 71.28	0.00	827.33	827.32
CL PIER 3	626 + 85.53	0.00	827.38	827.38
D	626 + 95.53	0.00	827.42	827.44
E	627 + 05.53	0.00	827.45	827.50
F	627 + 15.53	0.00	827.47*	827.55
G	627 + 25.53	0.00	827.49	827.58
H	627 + 35.53	0.00	827.51	827.59
I	627 + 45.53	0.00	827.52	827.58
J	627 + 55.53	0.00	827.53	827.56
K	627 + 65.53	0.00	827.53	827.54
CL PIER 2	627 + 70.78	0.00	827.54	827.54
L	627 + 80.78	0.00	827.53	827.55
M	627 + 90.78	0.00	827.53	827.57
N	628 + 00.78	0.00	827.52	827.59
O	628 + 10.78	0.00	827.51	827.60
P	628 + 20.78	0.00	827.49	827.58
Q	628 + 30.78	0.00	827.47	827.55
R	628 + 40.78	0.00	827.44	827.49
S	628 + 50.78	0.00	827.41	827.43
CL PIER 1	628 + 57.45	0.00	827.39	827.39
T	628 + 67.45	0.00	827.36	827.35
U	628 + 77.45	0.00	827.32	827.31
V	628 + 87.45	0.00	827.27	827.27
CL BRG E. ABUT	629 + 01.70	0.00	827.20	827.20
BK. OF E. ABUT	629 + 03.49	0.00	827.19	827.19

TOP OF SLAB ELEVATIONS - E.B. STRUCTURE

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		8
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	33
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

CONTRACT 88919

LONGITUDINAL CONSTRUCTION JOINT

BEAM 12

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 39.45	1.08	827.17	827.17
CL BRG W. ABUT	626 + 41.24	1.08	827.17	827.17
A	626 + 51.24	1.08	827.22	827.23
B	626 + 61.24	1.08	827.27	827.27
C	626 + 71.24	1.08	827.31	827.31
CL PIER 3	626 + 85.49	1.08	827.37	827.37
D	626 + 95.49	1.08	827.40	827.42
E	627 + 05.49	1.08	827.43	827.48
F	627 + 15.49	1.08	827.45	827.53
G	627 + 25.49	1.08	827.47	827.56
H	627 + 35.49	1.08	827.49	827.57
I	627 + 45.49	1.08	827.50	827.56
J	627 + 55.49	1.08	827.51	827.54
K	627 + 65.49	1.08	827.52	827.52
CL PIER 2	627 + 70.74	1.08	827.52	827.52
L	627 + 80.74	1.08	827.52	827.53
M	627 + 90.74	1.08	827.51	827.56
N	628 + 00.74	1.08	827.50	827.58
O	628 + 10.74	1.08	827.49	827.58
P	628 + 20.74	1.08	827.47	827.57
Q	628 + 30.74	1.08	827.45	827.53
R	628 + 40.74	1.08	827.43	827.47
S	628 + 50.74	1.08	827.40	827.41
CL PIER 1	628 + 57.41	1.08	827.37	827.37
T	628 + 67.41	1.08	827.34	827.33
U	628 + 77.41	1.08	827.30	827.29
V	628 + 87.41	1.08	827.26	827.25
CL BRG E. ABUT	629 + 01.66	1.08	827.19	827.19
BK. OF E. ABUT	629 + 03.45	1.08	827.18	827.18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 39.27	6.17	827.08	827.08
CL BRG W. ABUT	626 + 41.06	6.17	827.09	827.09
A	626 + 51.06	6.17	827.14	827.15
B	626 + 61.06	6.17	827.19	827.19
C	626 + 71.06	6.17	827.23	827.23
CL PIER 3	626 + 85.31	6.17	827.29	827.29
D	626 + 95.31	6.17	827.32	827.34
E	627 + 05.31	6.17	827.35	827.40
F	627 + 15.31	6.17	827.37	827.45
G	627 + 25.31	6.17	827.39	827.48
H	627 + 35.31	6.17	827.41	827.49
I	627 + 45.31	6.17	827.42	827.48
J	627 + 55.31	6.17	827.43	827.46
K	627 + 65.31	6.17	827.44	827.44
CL PIER 2	627 + 70.56	6.17	827.44	827.44
L	627 + 80.56	6.17	827.44	827.45
M	627 + 90.56	6.17	827.43	827.48
N	628 + 00.56	6.17	827.42	827.50
O	628 + 10.56	6.17	827.41	827.50
P	628 + 20.56	6.17	827.39	827.49
Q	628 + 30.56	6.17	827.37	827.45
R	628 + 40.56	6.17	827.35	827.40
S	628 + 50.56	6.17	827.32	827.33
CL PIER 1	628 + 57.23	6.17	827.30	827.30
T	628 + 67.23	6.17	827.26	827.25
U	628 + 77.23	6.17	827.22	827.22
V	628 + 87.23	6.17	827.18	827.18
CL BRG E. ABUT	629 + 01.48	6.17	827.11	827.11
BK. OF E. ABUT	629 + 03.28	6.17	827.10	827.10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 39.03	13.00	826.97	826.97
CL BRG W. ABUT	626 + 40.83	13.00	826.98	826.98
A	626 + 50.83	13.00	827.03	827.03
B	626 + 60.83	13.00	827.08	827.08
C	626 + 70.83	13.00	827.12	827.11
CL PIER 3	626 + 85.08	13.00	827.17	827.17
D	626 + 95.08	13.00	827.21	827.23
E	627 + 05.08	13.00	827.24	827.29
F	627 + 15.08	13.00	827.26	827.34
G	627 + 25.08	13.00	827.28	827.37
H	627 + 35.08	13.00	827.30	827.38
I	627 + 45.08	13.00	827.31	827.37
J	627 + 55.08	13.00	827.32	827.35
K	627 + 65.08	13.00	827.33	827.33
CL PIER 2	627 + 70.33	13.00	827.33	827.33
L	627 + 80.33	13.00	827.33	827.34
M	627 + 90.33	13.00	827.32	827.37
N	628 + 00.33	13.00	827.31	827.39
O	628 + 10.33	13.00	827.30	827.39
P	628 + 20.33	13.00	827.28	827.38
Q	628 + 30.33	13.00	827.26	827.34
R	628 + 40.33	13.00	827.24	827.28
S	628 + 50.33	13.00	827.21	827.22
CL PIER 1	628 + 57.00	13.00	827.18	827.18
T	628 + 67.00	13.00	827.15	827.14
U	628 + 77.00	13.00	827.11	827.10
V	628 + 87.00	13.00	827.07	827.07
CL BRG E. ABUT	629 + 01.25	13.00	827.00	827.00
BK. OF E. ABUT	629 + 03.04	13.00	826.99	826.99

TOP OF SLAB ELEVATIONS - E.B. STRUCTURE

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		9 of 30
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	34
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

CONTRACT 88919

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 38.79	19.83	826.83	826.83
CL BRG W. ABUT	626 + 40.59	19.83	826.84	826.84
A	626 + 50.59	19.83	826.89	826.89
B	626 + 60.59	19.83	826.93	826.93
C	626 + 70.59	19.83	826.98	826.97
CL PIER 3	626 + 84.84	19.83	827.03	827.03
D	626 + 94.84	19.83	827.06	827.09
E	627 + 04.84	19.83	827.09	827.15
F	627 + 14.84	19.83	827.12	827.20
G	627 + 24.84	19.83	827.14	827.22
H	627 + 34.84	19.83	827.16	827.23
I	627 + 44.84	19.83	827.17	827.23
J	627 + 54.84	19.83	827.18	827.21
K	627 + 64.84	19.83	827.18	827.19
CL PIER 2	627 + 70.09	19.83	827.18	827.18
L	627 + 80.09	19.83	827.18	827.20
M	627 + 90.09	19.83	827.18	827.22
N	628 + 00.09	19.83	827.17	827.24
O	628 + 10.09	19.83	827.16	827.25
P	628 + 20.09	19.83	827.14	827.23
Q	628 + 30.09	19.83	827.12	827.20
R	628 + 40.09	19.83	827.09	827.14
S	628 + 50.09	19.83	827.06	827.08
CL PIER 1	628 + 56.76	19.83	827.04	827.04
T	628 + 66.76	19.83	827.01	827.00
U	628 + 76.76	19.83	826.97	826.96
V	628 + 86.76	19.83	826.92	826.92
CL BRG E. ABUT	629 + 01.01	19.83	826.86	826.86
BK. OF E. ABUT	629 + 02.80	19.83	826.85	826.85

BEAM 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 38.56	26.67	826.68	826.68
CL BRG W. ABUT	626 + 40.35	26.67	826.69	826.69
A	626 + 50.35	26.67	826.74	826.75
B	626 + 60.35	26.67	826.79	826.79
C	626 + 70.35	26.67	826.83	826.83
CL PIER 3	626 + 84.60	26.67	826.89	826.89
D	626 + 94.60	26.67	826.92	826.95
E	627 + 04.60	26.67	826.95	827.00
F	627 + 14.60	26.67	826.97	827.05
G	627 + 24.60	26.67	827.00	827.08
H	627 + 34.60	26.67	827.01	827.09
I	627 + 44.60	26.67	827.03	827.08
J	627 + 54.60	26.67	827.04	827.06
K	627 + 64.60	26.67	827.04	827.05
CL PIER 2	627 + 69.85	26.67	827.04	827.04
L	627 + 79.85	26.67	827.04	827.06
M	627 + 89.85	26.67	827.04	827.08
N	627 + 99.85	26.67	827.03	827.10
O	628 + 09.85	26.67	827.01	827.11
P	628 + 19.85	26.67	827.00	827.09
Q	628 + 29.85	26.67	826.98	827.06
R	628 + 39.85	26.67	826.95	827.00
S	628 + 49.85	26.67	826.92	826.94
CL PIER 1	628 + 56.52	26.67	826.90	826.90
T	628 + 66.52	26.67	826.87	826.86
U	628 + 76.52	26.67	826.83	826.82
V	628 + 86.52	26.67	826.78	826.78
CL BRG E. ABUT	629 + 00.77	26.67	826.71	826.71
BK. OF E. ABUT	629 + 02.56	26.67	826.71	826.71

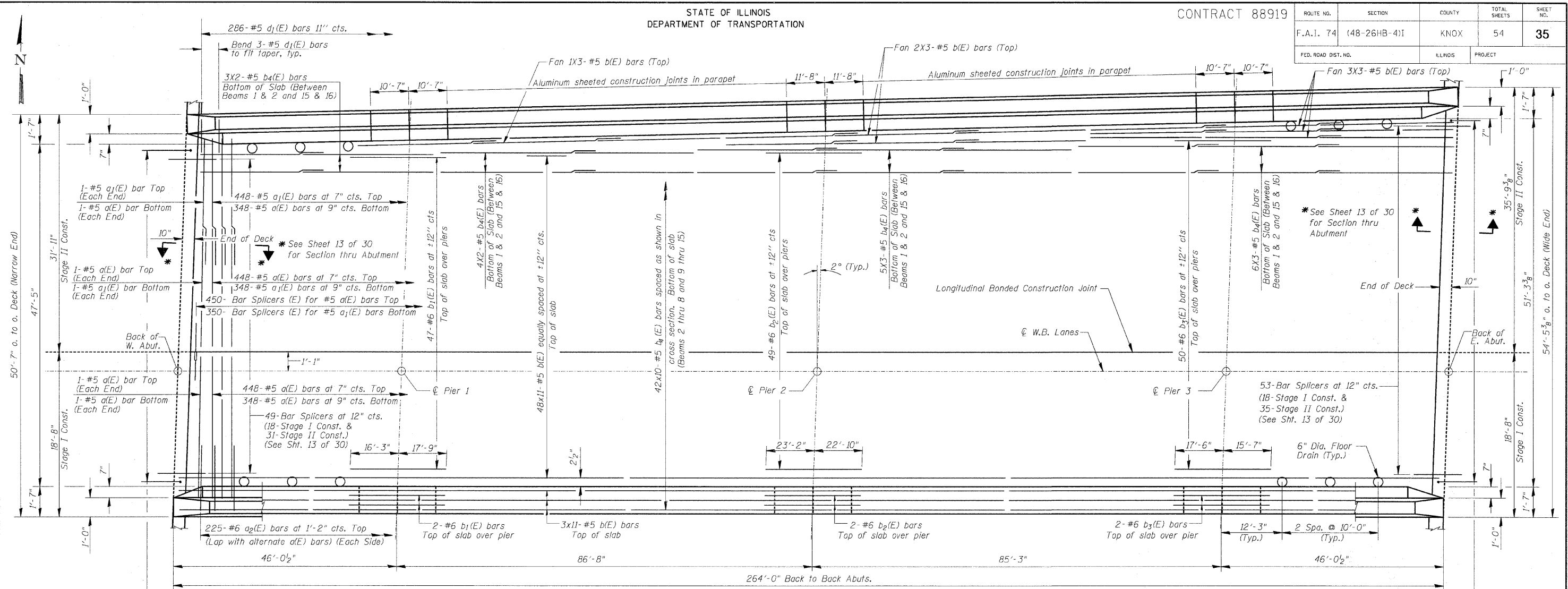
BEAM 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. OF W. ABUT	626 + 38.32	33.61	826.54	826.54
CL BRG W. ABUT	626 + 40.11	33.58	826.55	826.55
A	626 + 50.11	33.43	826.60	826.60
B	626 + 60.11	33.29	826.65	826.65
C	626 + 70.11	33.14	826.70	826.69
CL PIER 3	626 + 84.38	32.93	826.76	826.76
D	626 + 94.38	32.79	826.79	826.82
E	627 + 04.38	32.64	826.82	826.88
F	627 + 14.38	32.49	826.85	826.93
G	627 + 24.38	32.35	826.88	826.96
H	627 + 34.38	32.20	826.90	826.98
I	627 + 44.38	32.05	826.91	826.97
J	627 + 54.38	31.91	826.93	826.95
K	627 + 64.38	31.76	826.93	826.94
CL PIER 2	627 + 69.67	31.68	826.94	826.94
L	627 + 79.67	31.54	826.94	826.96
M	627 + 89.67	31.39	826.94	826.98
N	627 + 99.67	31.24	826.93	827.01
O	628 + 09.67	31.10	826.92	827.02
P	628 + 19.67	30.95	826.91	827.00
Q	628 + 29.67	30.81	826.89	826.97
R	628 + 39.67	30.66	826.87	826.92
S	628 + 49.67	30.51	826.84	826.86
CL PIER 1	628 + 56.38	30.41	826.82	826.82
T	628 + 66.38	30.27	826.79	826.78
U	628 + 76.38	30.12	826.76	826.75
V	628 + 86.38	29.97	826.72	826.71
CL BRG E. ABUT	629 + 00.65	29.77	826.65	826.65
BK. OF E. ABUT	629 + 02.44	29.74	826.64	826.64

TOP OF SLAB ELEVATIONS - E.B. STRUCTURE

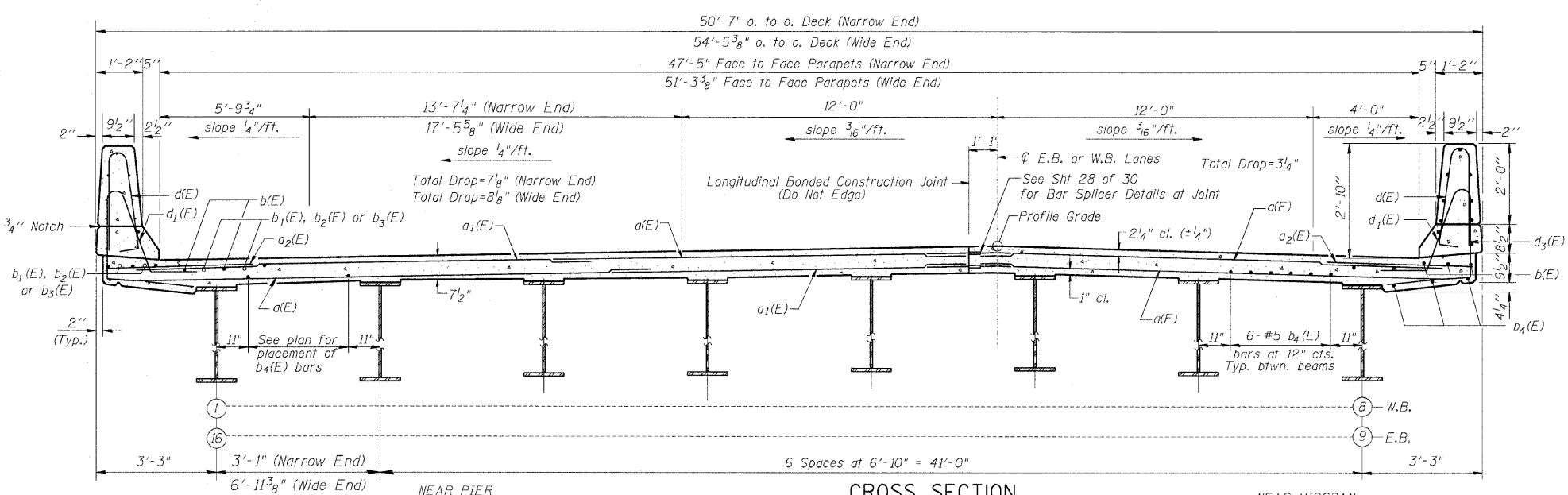
Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		10
	Checked KWB		
	Approved KWB		of 30
Prepared by: WWP CORPORATION		Engineers - Architects - Planners	WVP Job No.
A Division of URS Greiner Woodward Clyde		Decatur, Illinois - St. Louis, Missouri	2100001161.04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	35
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		



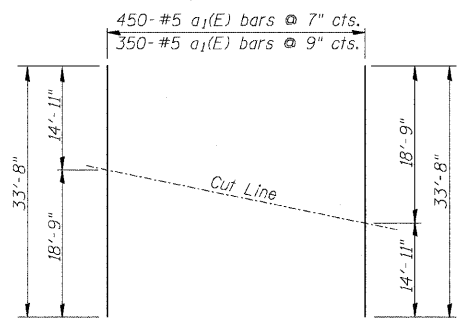
PLAN OF DECK - W.B. STRUCTURE

(E.B. Structure Same by Rotation Through 180° About Sta. 627+71.90 U.S. Rte. 34)



CROSS SECTION

(Looking East - W.B. Structure)
(Looking West - E.B. Structure)



FIELD CUTTING DIAGRAM

Order a₁(E) bars full length. Cut as shown. Use upper part of bars in West Bound Slab and lower part of bars in East Bound Slab.

Min. Bar Lap
#5 - 1'-8"
#6 - 2'-0"

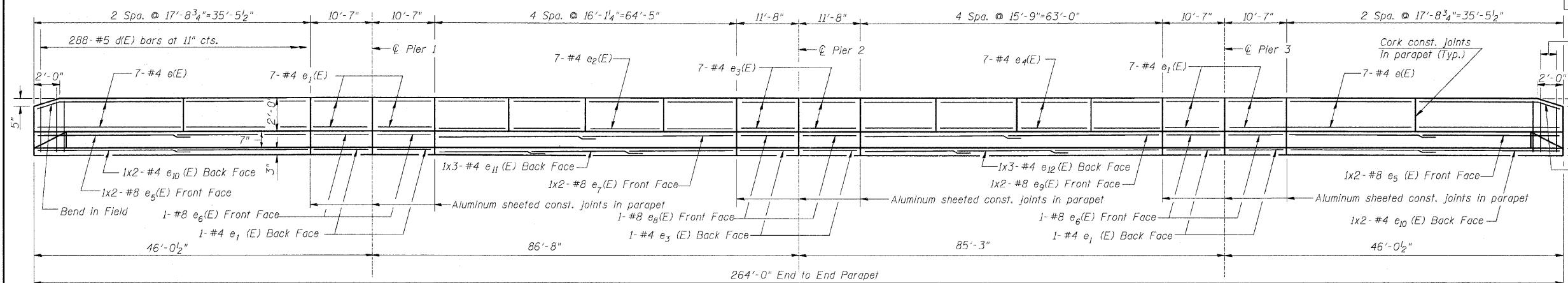
Notes: See Sheet 12 of 30 for Superstructure Details, Bill of Material, Parapet Reinforcement. Reinforcement bars designated (E) shall be epoxy coated. Bars indicated thus 48x11-#5 etc. indicates 48 lines of bars with 11 lengths per line. See Sheet 15 of 30 for Hold-Down Bracket at Abutment.

SUPERSTRUCTURE - E.B. & W.B. STRUCTURES

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		 of 30
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde			

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	36
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

CONTRACT 88919

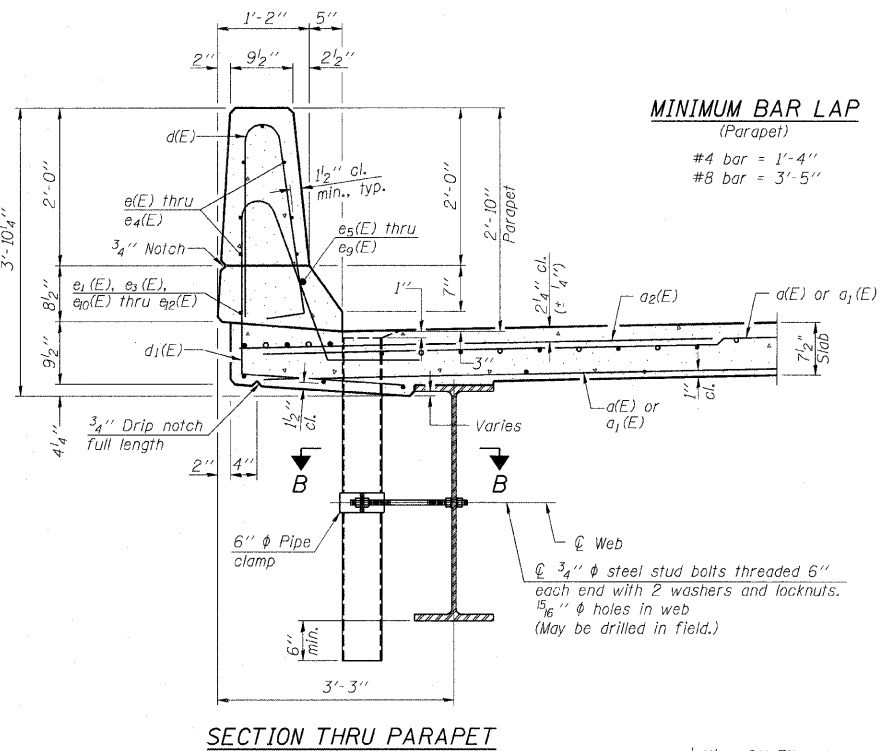


INSIDE ELEVATION OF PARAPET

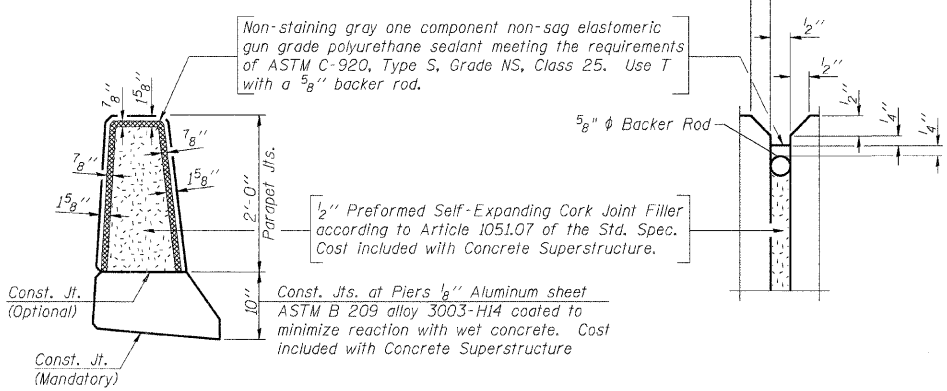
Looking North @ W.B. Structure
Looking South @ E.B. Structure
(All Dimensions along Inside Face of Parapet)

**SUPERSTRUCTURE - BILL OF MATERIAL
E.B. & W.B. STRUCTURES**

Bar	No.	Size	Length	Shape	
a(E)	1600	#5	18'-4"		
a ₁ (E)	800	#5	33'-8"		
a ₂ (E)	900	#6	6'-0"		
b(E)	1224	#5	25'-4"		
b ₁ (E)	102	#6	34'-0"		
b ₂ (E)	106	#6	46'-0"		
b ₃ (E)	108	#6	33'-1"		
b ₄ (E)	934	#5	27'-9"		
c(E)	1152	#5	5'-7"		
c ₁ (E)	1144	#5	7'-11"		
d(E)	112	#4	17'-5"		
d ₁ (E)	128	#4	10'-3"		
e ₁ (E)	84	#4	15'-9"		
e ₂ (E)	64	#4	11'-4"		
e ₃ (E)	64	#4	15'-1"		
e ₄ (E)	16	#8	19'-4"		
e ₅ (E)	16	#8	10'-3"		
e ₆ (E)	8	#8	33'-10"		
e ₇ (E)	8	#8	11'-4"		
e ₈ (E)	8	#8	33'-1"		
e ₉ (E)	16	#4	18'-4"		
e ₁₀ (E)	12	#4	22'-4"		
e ₁₁ (E)	12	#4	21'-10"		
e ₁₂ (E)	12	#4	21'-10"		
m(E)	32	#6	18'-4"		
m ₁ (E)	32	#6	17'-8"		
m ₂ (E)	42	#6	9'-8"		
m ₃ (E)	48	#6	14'-0"		
m ₄ (E)	36	#6	8'-0"		
m ₅ (E)	6	#6	10'-10"		
m ₆ (E)	6	#6	7'-9"		
s ₅ (E)	198	#4	7'-6"		
s ₆ (E)	190	#4	10'-9"		
v(E)	204	#5	3'-2"		
Reinforcement Bars, Epoxy Coated				Pound	175,080
Concrete Superstructure				Cu. Yds.	843.2
Protective Coat				Sq. Yds.	3,308
Bridge Deck Grooving				Sq. Yds.	2876
Floor Drains				Each	24
Bar Splicers				Each	1848

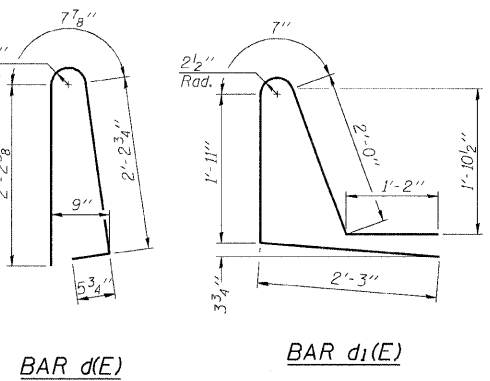
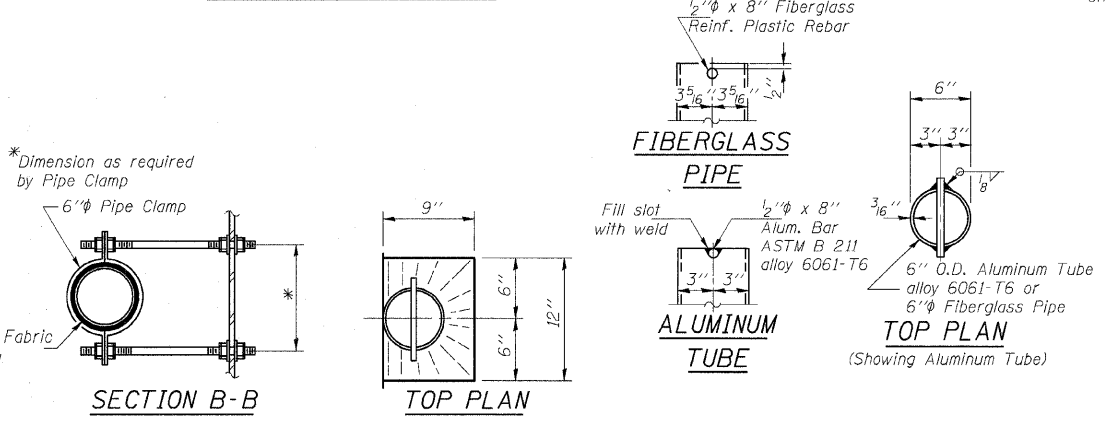


SECTION THRU PARAPET



PARAPET JOINT DETAILS

Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



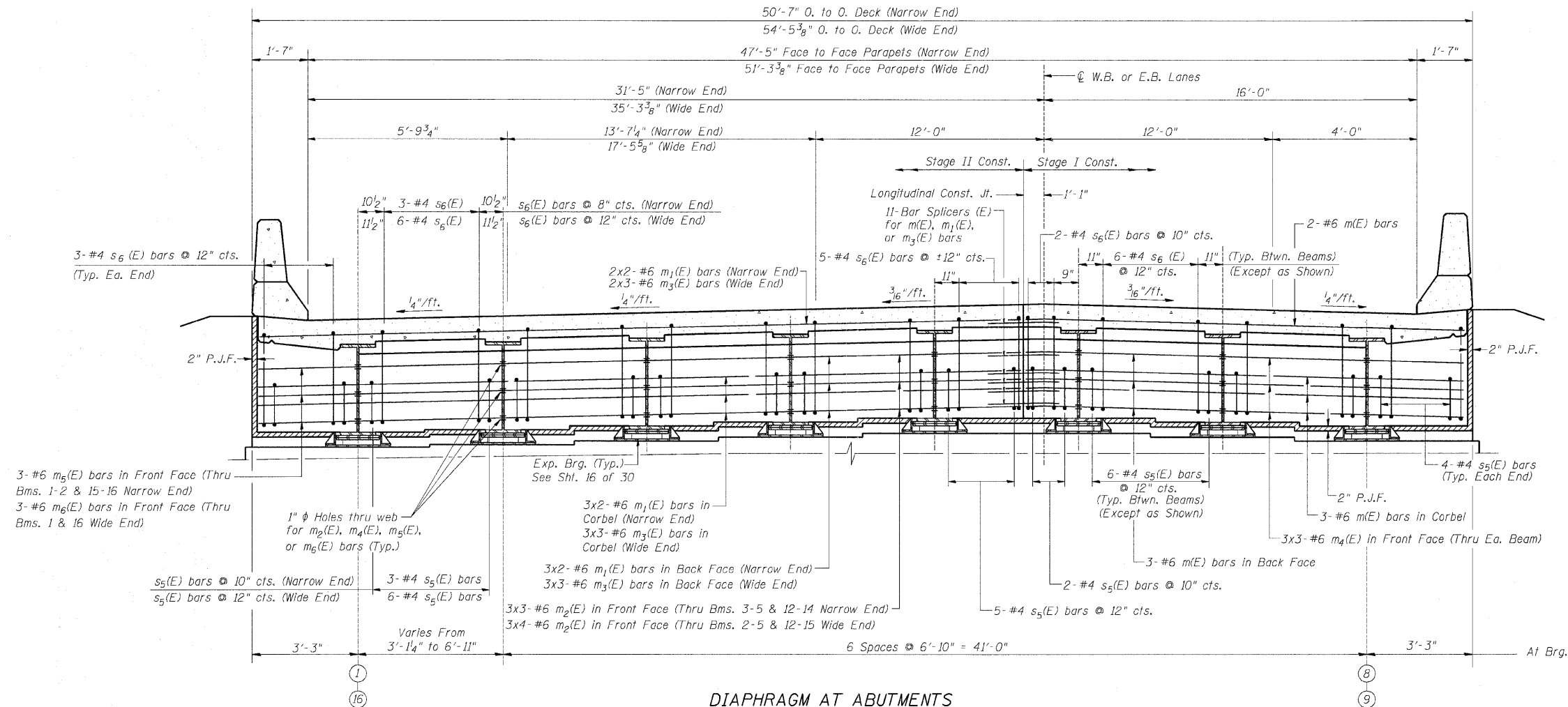
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 3x3-#4 etc. indicates 3 lines of bars with 3 lengths per line.

SUPERSTRUCTURE DETAILS - E.B. & W.B. STRUCTURES

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		12
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde	Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri		WVP Job No. 2100001161.04

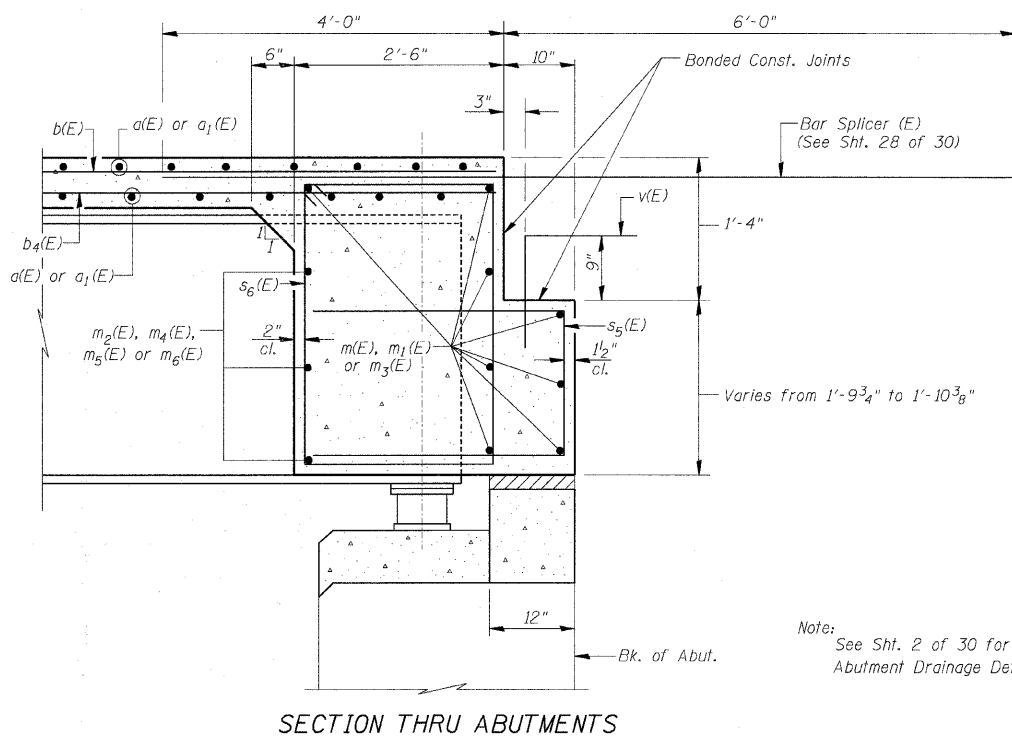
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	37
FED. ROAD DIST. NO.	ILLINOIS PROJECT			

CONTRACT 88919



DIAPHRAGM AT ABUTMENTS

(Looking East - W.B. Structure)
(Looking West - E.B. Structure)



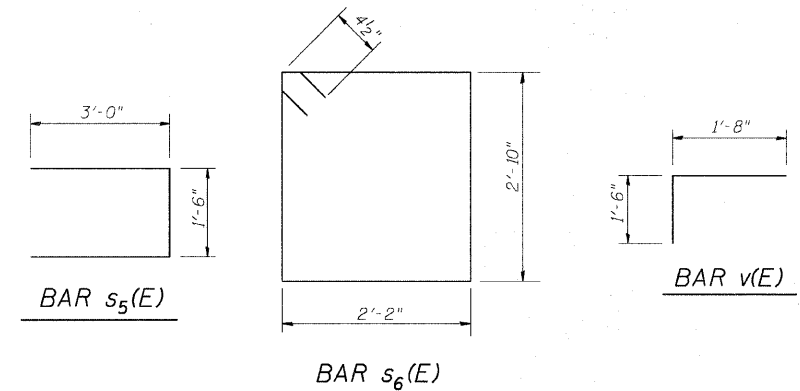
SECTION THRU ABUTMENTS

Note: See Sht. 2 of 30 for Abutment Drainage Details.

Min. Bar Lap
#6 = 2'-9"

Notes:

- Pour Abutment Diaphragms monolithically with slab. Quantity of Concrete included with Concrete Superstructure.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bars indicated thus 3x5-#6 indicates 3 lines of bars with 5 lengths per line.
- The s5(E) and s6(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- For Bill of Material see Sht. 12 of 30.
- See Sheet 15 of 30 for Hold-Down Bracket at Abutment.

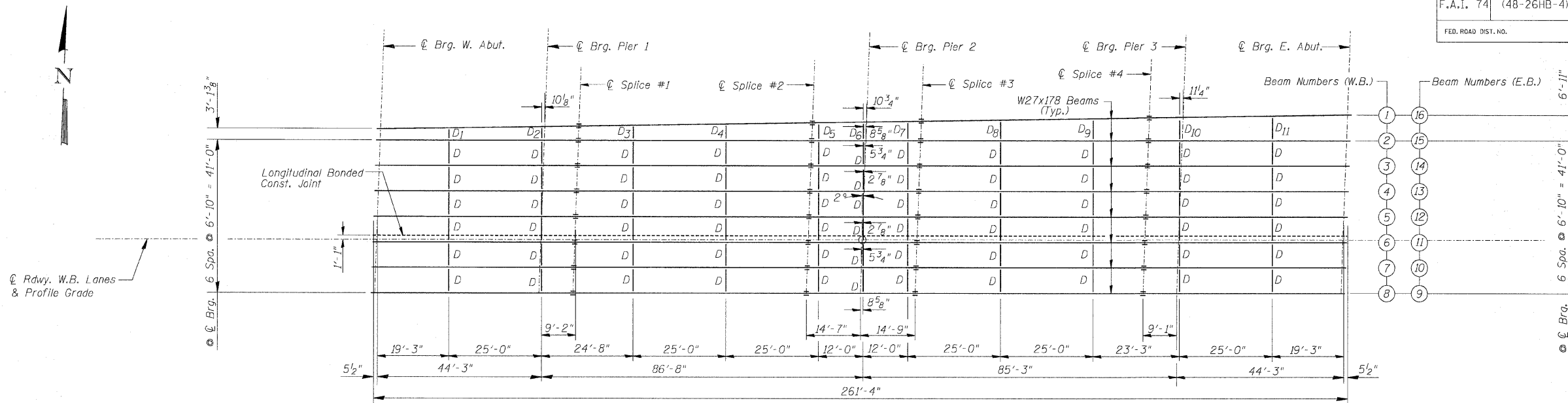


DIAPHRAGM DETAILS - E.B. & W.B. STRUCTURES

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		13
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde	Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri		

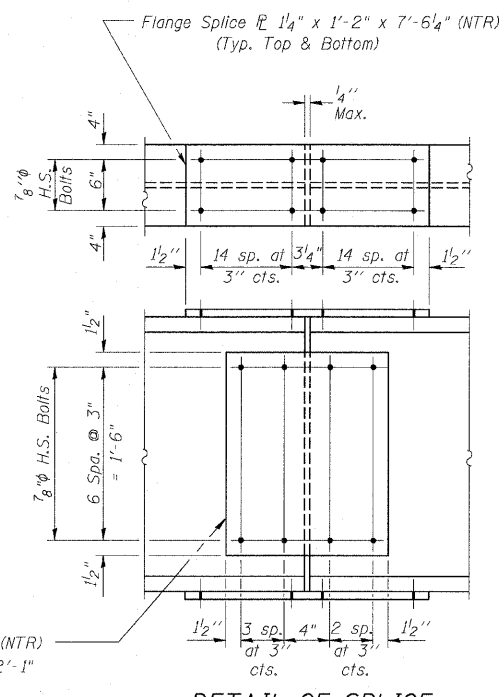
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	38
FED. ROAD DIST. NO.	ILLINOIS PROJECT			

CONTRACT 88919

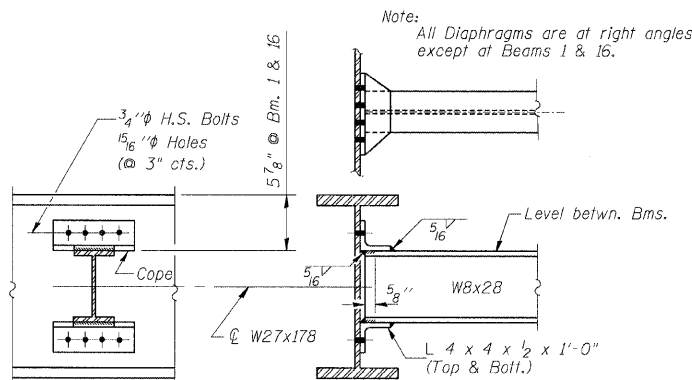


FRAMING PLAN - W.B. STRUCTURE

(E.B. Structure Same by Rotation Through 180° About Sta. 627+71.90 U.S. Rte. 34)



DETAIL OF SPLICE
(Splice P's: M270 Gr. 50)

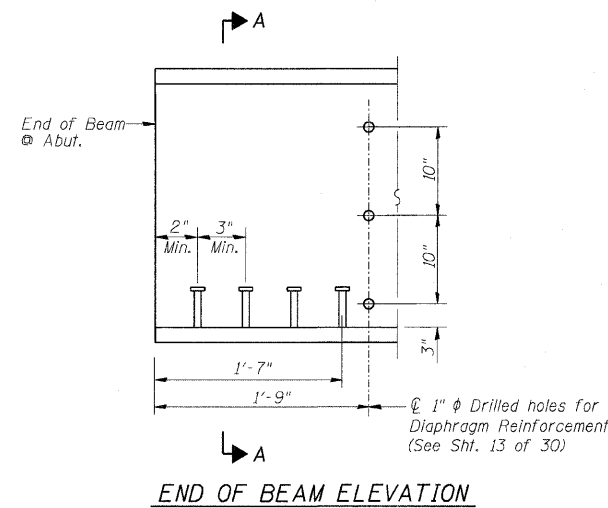


DIAPHRAGM D, & D1 thru D11

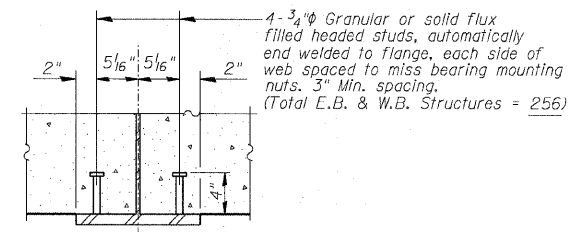
(77 Required - Ea. Struct.)

(Diaphragms: M270 Gr. 36)

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



END OF BEAM ELEVATION



SECTION A-A

Note: All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

STRUCTURAL STEEL

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		14 of 30
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* For Fabrication only

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	39
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	

CONTRACT 88919

	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
I_s (in ⁴)	6990	6990	6990	6990	6990	6990	6990
I_c (n) (in ⁴)	*		17620		17620		*
I_c (3n) (in ⁴)	*		12619		12619		*
S_s (in ³)	502	502	502	502	502	502	502
S_c (n) (in ³)	*		720		720		*
S_c (3n) (in ³)	*		645		645		*
Z (in ³)			567				
\bar{w} (k/ft.)	1.264	1.264	0.850	1.264	0.850	1.264	1.264
$M\bar{w}$ (k)	66	577	302	837	285	552	76
$s\bar{w}$ (k/ft.)	*		0.414		0.414		*
$Ms\bar{w}$ (k)	*		178		169		*
$M\bar{t}$ (k)	264	290	573	358	563	285	263
M (Imp) (k)	78	76	135	85	134	75	78
$S_3[M\bar{t} + M(Imp)]$ (k)	570	610	1181	738	1161	599	569
M_a (k)	827	1543	2160	2047	2099	1496	838
M_u (k)	2363	2092	3307	2363	3307	2092	2363
$f_s\bar{w}$ non-comp (k.s.i.)	1.6	13.8	7.2	20.0	6.8	13.2	1.8
$f_s\bar{w}$ (comp) (k.s.i.)	*		3.3		3.1		*
$f_s S_3(4 + Imp)$ (k.s.i.)	13.6	14.6	19.7	17.6	19.3	14.3	13.6
f_s (Overload) (k.s.i.)	15.2	28.4	30.2	37.6	29.3	27.5	15.4
f_s (Total) (k.s.i.)		36.9					35.8
VR (k)	50.7		52.6		54.4		50.6

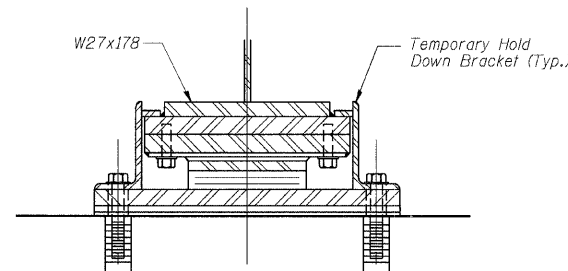
* These sections were not considered as composite because the ultimate strength provisions of AASHTO article 10.38.5.1.2 for the design of the shear studs was not met. Only the fatigue provisions of AASHTO article 10.38.5.1 have been satisfied.

	W. Abut.	Pier 1	Pier 2	Pier 3	E. Abut.
$R\bar{w}$ (k)	15.0	92.8	114.9	91.0	15.5
$R\bar{t}$ (k)	33.5	47.2	53.4	46.8	33.5
$Imp.$ (k)	9.9	12.4	12.7	12.3	9.9
R (Total) (k)	58.4	152.4	181	150.1	58.9

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).
 $I_{c(n)}$ and $S_{c(n)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
 $I_{c(3n)}$ and $S_{c(3n)}$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads.
 VR is the maximum Live Load + Impact shear range in span.
 Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.
 M_a (Applied Moment) = $1.3[M\bar{w} + Ms\bar{w} + S_3(M\bar{t} + M(Imp))]$.
The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 and 10.50.1.1.
 f_s (Overload) is the sum of the stresses due to $M\bar{w} + Ms\bar{w} + S_3(M\bar{t} + M(Imp))$.
 f_s (Total) (Non-compact section) is the sum of the stresses due to $1.3[M\bar{w} + Ms\bar{w} + S_3(M\bar{t} + M(Imp))]$.

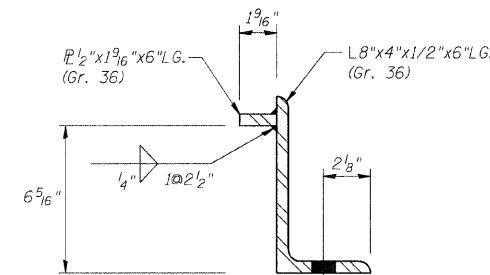
Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8
℄ Brg. W. Abut.	825.94	826.00	826.14	826.28	826.39	826.48	826.37	826.25
℄ Brg. Pier 1	826.07	826.15	826.29	826.43	826.54	826.63	826.52	826.40
Splice #1	826.10	826.18	826.32	826.46	826.57	826.66	826.55	826.43
Splice #2	826.19	826.29	826.43	826.58	826.69	826.77	826.67	826.55
℄ Brg. Pier 2	826.19	826.29	826.43	826.58	826.69	826.77	826.67	826.55
Splice #3	826.19	826.29	826.43	826.58	826.69	826.77	826.67	826.55
Splice #4	826.04	826.17	826.32	826.46	826.57	826.66	826.55	826.43
℄ Brg. Pier 3	826.01	826.14	826.29	826.43	826.54	826.63	826.52	826.40
℄ Brg. E. Abut.	825.85	825.99	826.14	826.28	826.39	826.48	826.37	826.26

Location	Beam 9	Beam 10	Beam 11	Beam 12	Beam 13	Beam 14	Beam 15	Beam 16
℄ Brg. W. Abut.	826.25	826.37	826.47	826.39	826.27	826.13	825.99	825.84
℄ Brg. Pier 3	826.40	826.52	826.62	826.54	826.42	826.28	826.14	826.01
Splice #1	826.43	826.55	826.65	826.57	826.46	826.31	826.17	826.04
Splice #2	826.55	826.67	826.77	826.69	826.58	826.43	826.29	826.19
℄ Brg. Pier 2	826.55	826.67	826.77	826.69	826.58	826.43	826.29	826.19
Splice #3	826.55	826.67	826.77	826.69	826.58	826.43	826.29	826.19
Splice #4	826.43	826.55	826.66	826.58	826.46	826.32	826.18	826.10
℄ Brg. Pier 1	826.40	826.52	826.63	826.55	826.43	826.29	826.15	826.07
℄ Brg. E. Abut.	826.26	826.38	826.48	826.40	826.29	826.15	826.01	825.94

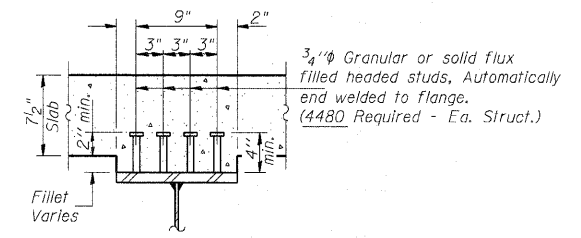


ELEVATION

(Bearing Assembly at Abutments)



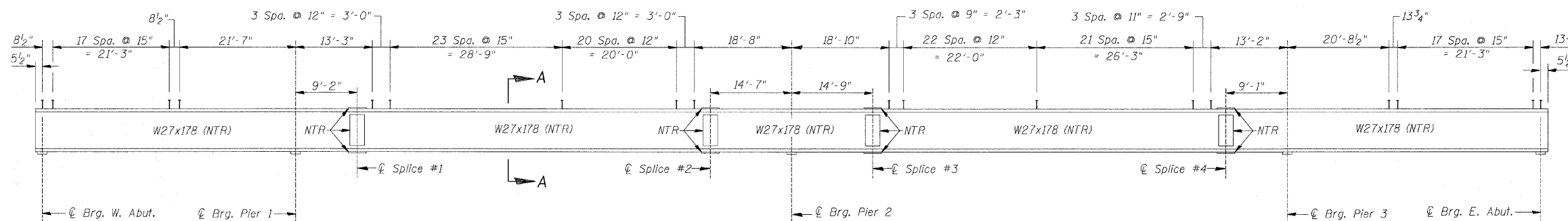
HOLD-DOWN BRACKET



SECTION A-A

HOLD-DOWN BRACKET DETAILS

Note: Beams shall be held down at the Abutment on the opposite end of Bridge from which the Deck pour is commenced. After pouring is completed the Hold-Down Assembly shall be removed and Side Retainer and Nuts placed on Anchor Bolts. Cost of Hold-Down Assembly included in cost of Concrete Superstructure.



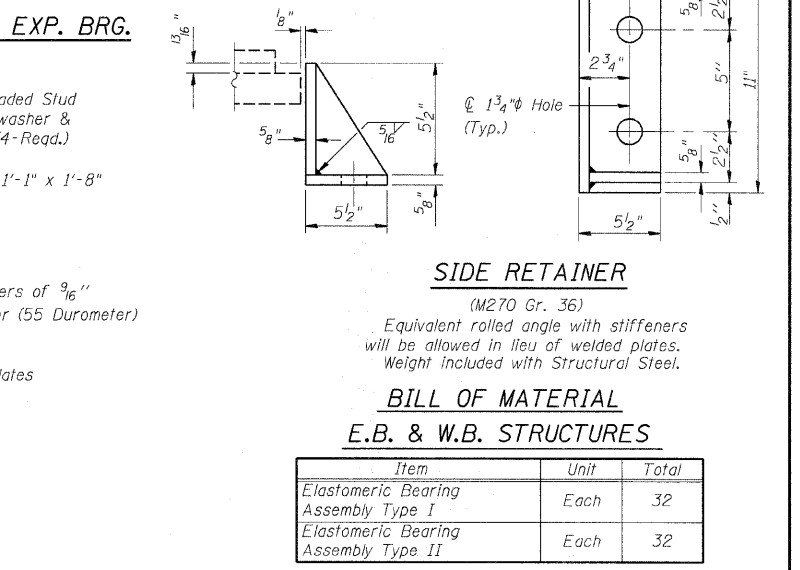
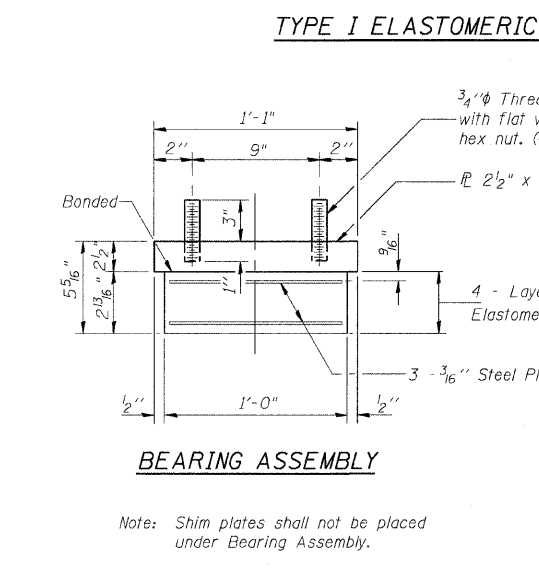
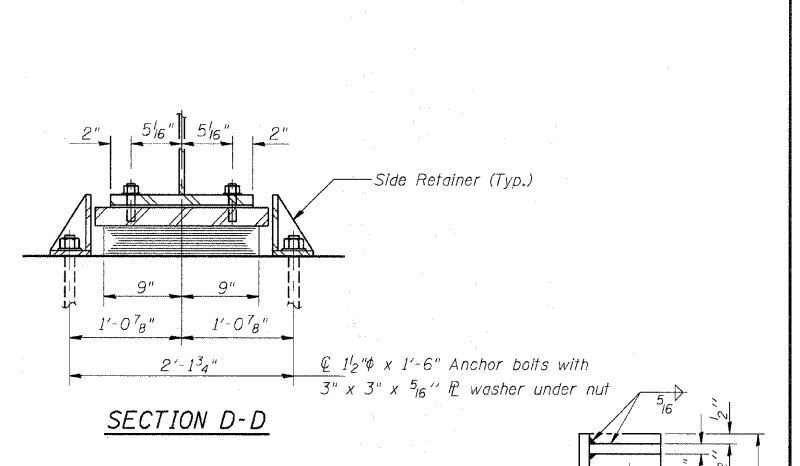
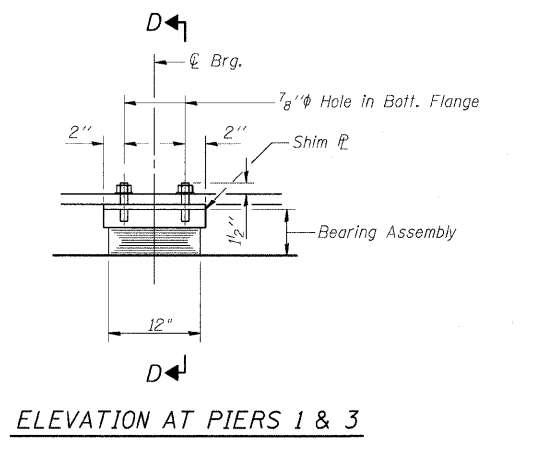
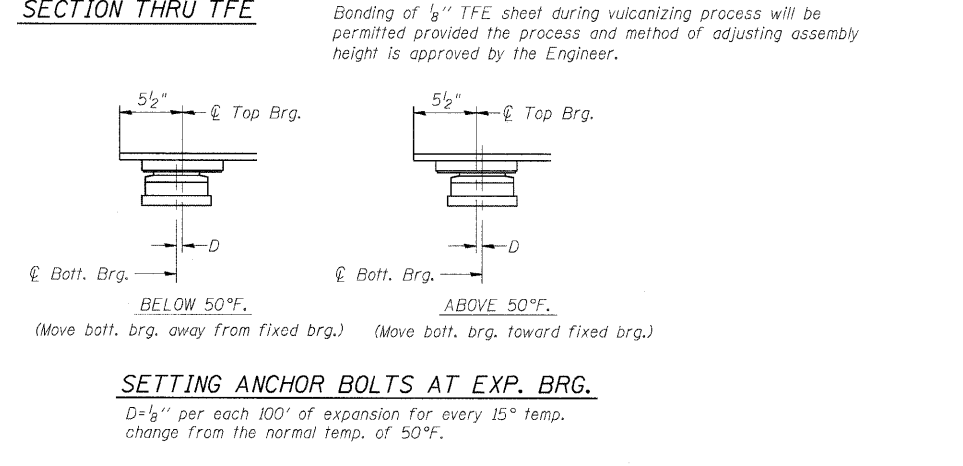
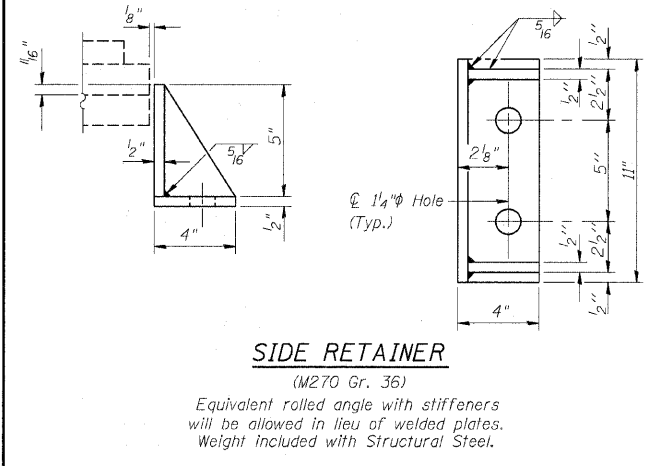
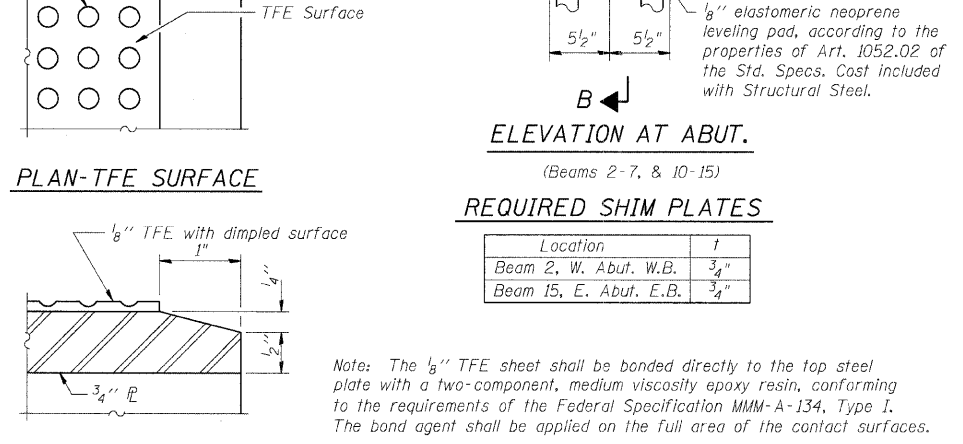
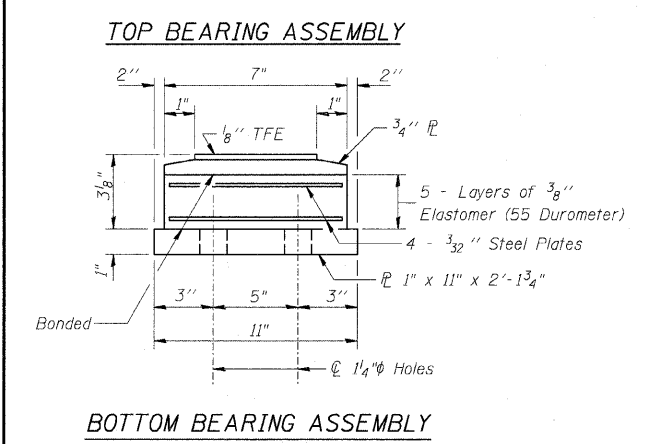
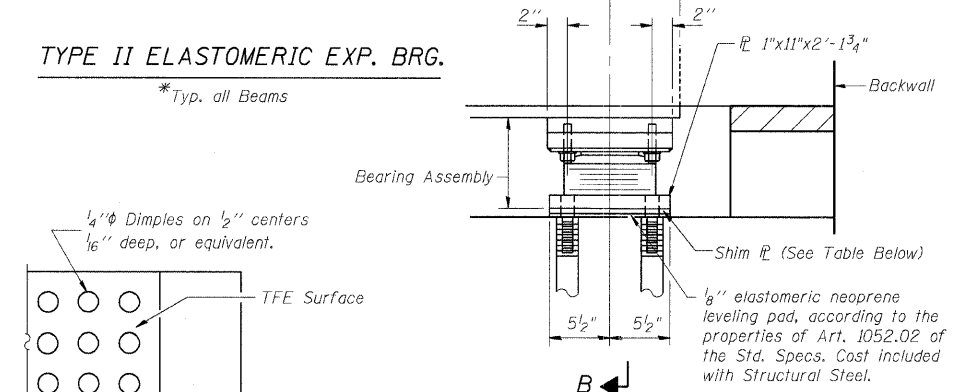
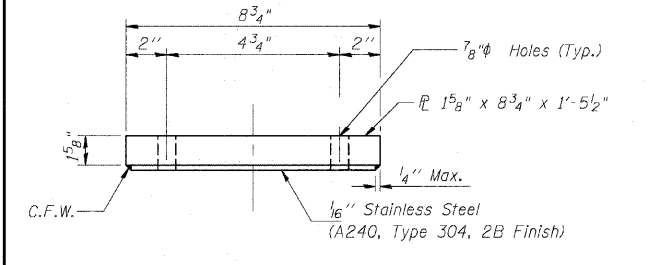
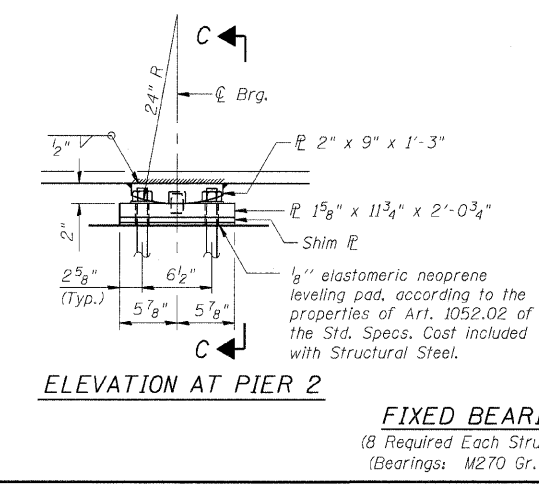
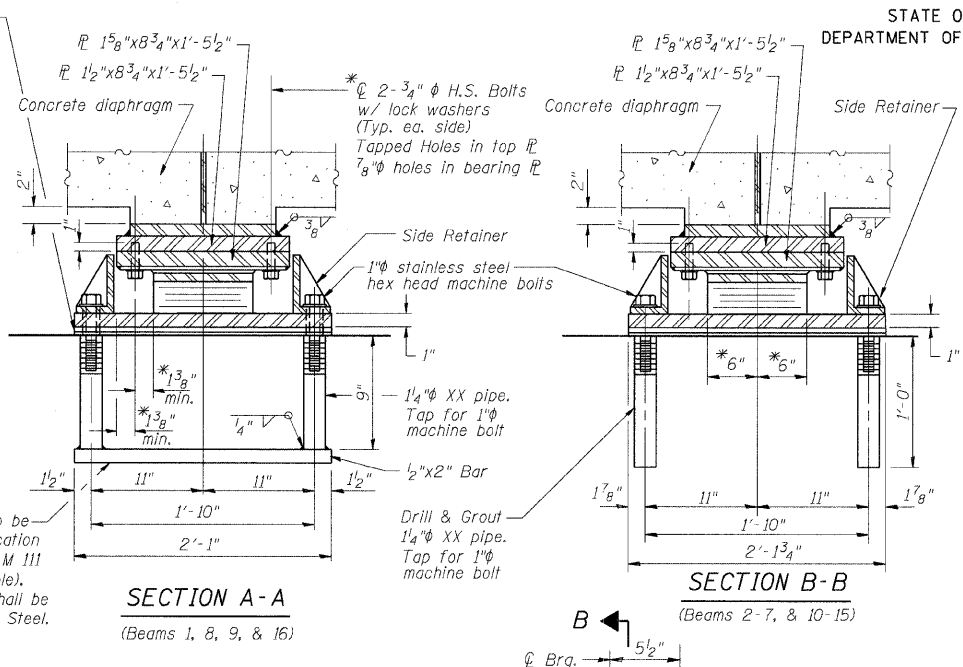
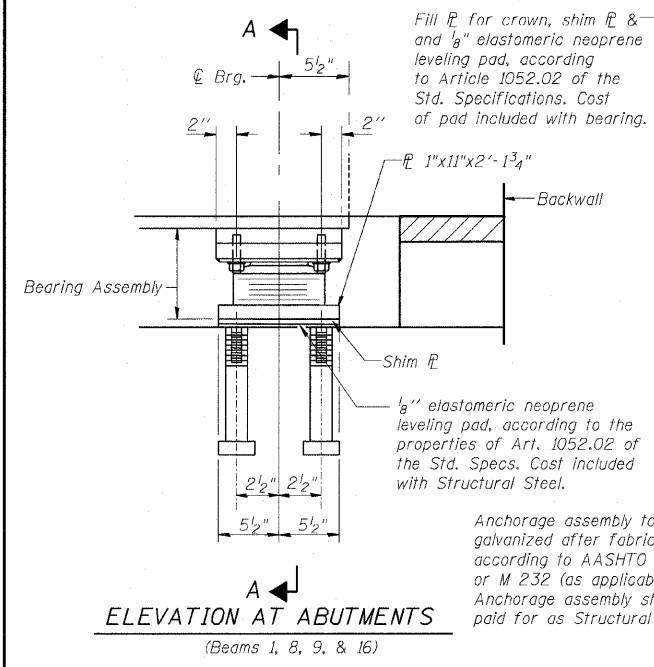
BEAM ELEVATION - W.B. STRUCTURE

(Showing Shear Stud Spacing)
(E.B. Structure Same by Rotation Through 180° About Sta. 627+71.90 U.S. Rte. 34)
(Beams: M270 Gr. 50)

STRUCTURAL STEEL

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		15
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 210000161.04

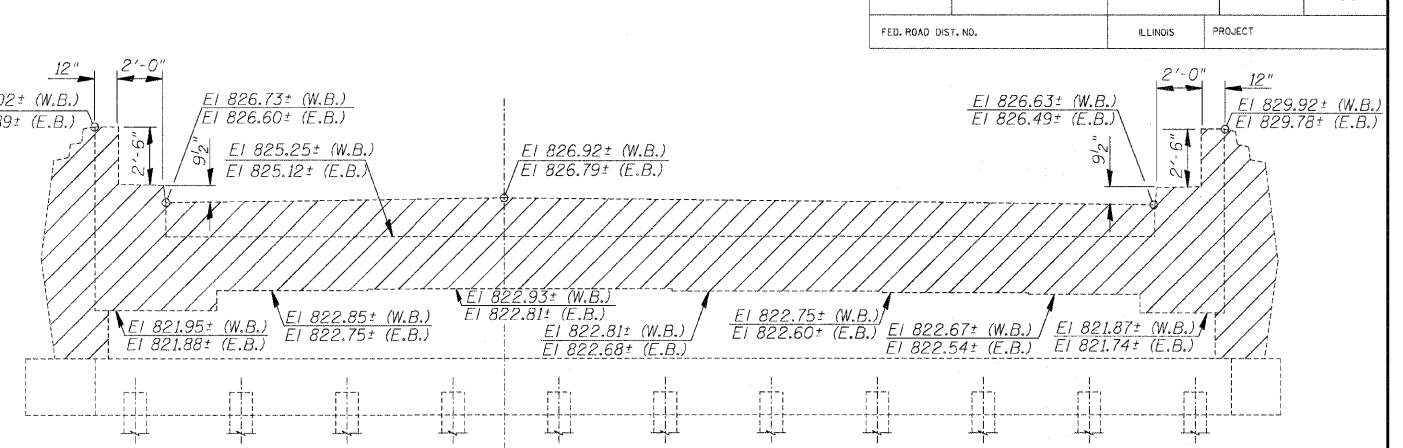
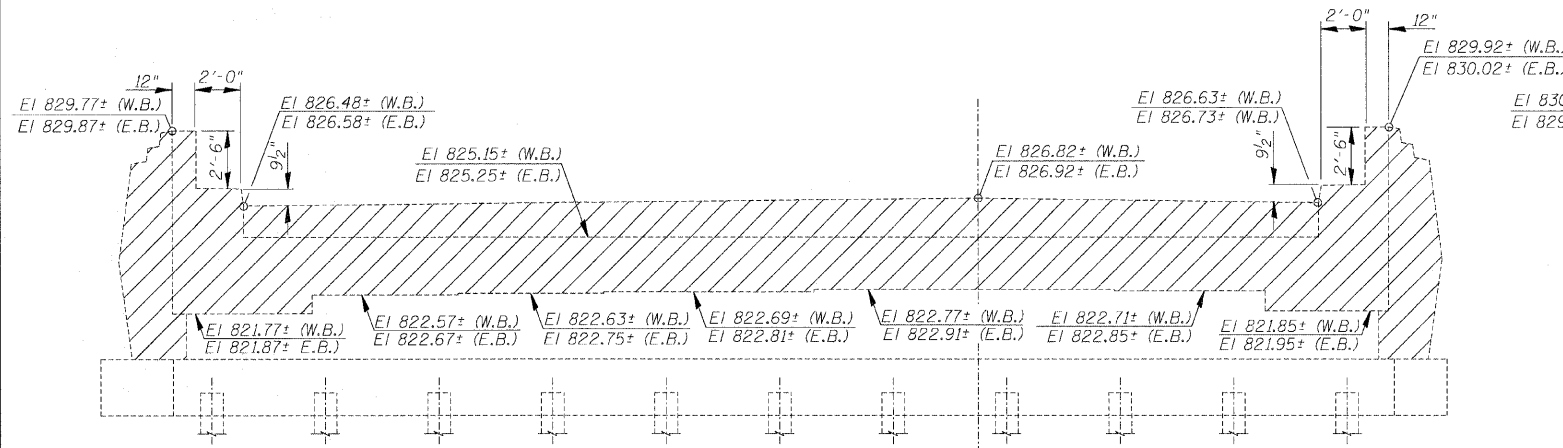
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	40
FED. ROAD DIST. NO.	ILLINOIS PROJECT			



BEARING DETAILS

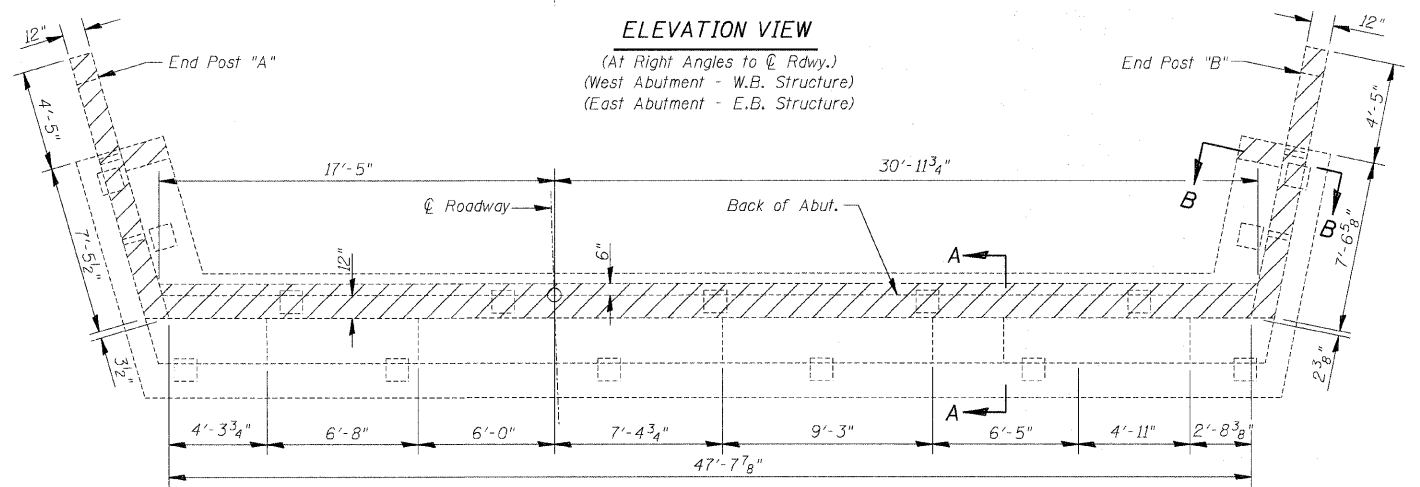
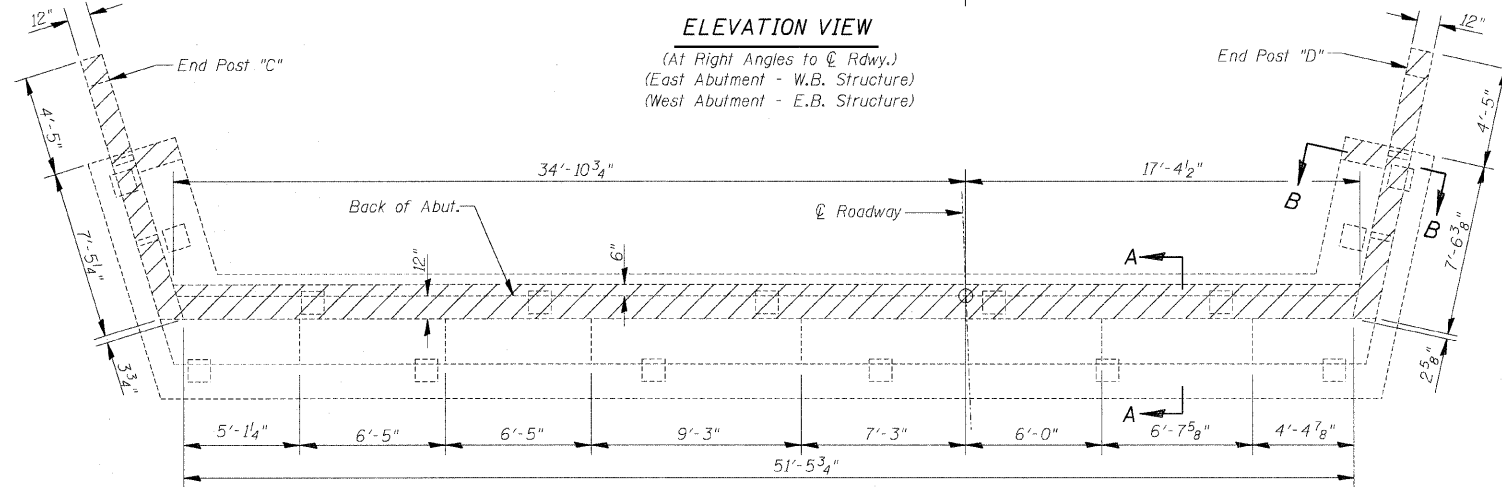
Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.	
Revisions	Drawn SRS		16	
	Checked KWB			of 30
	Approved KWB			WVP Job No. 2100001161.04
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	41
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		



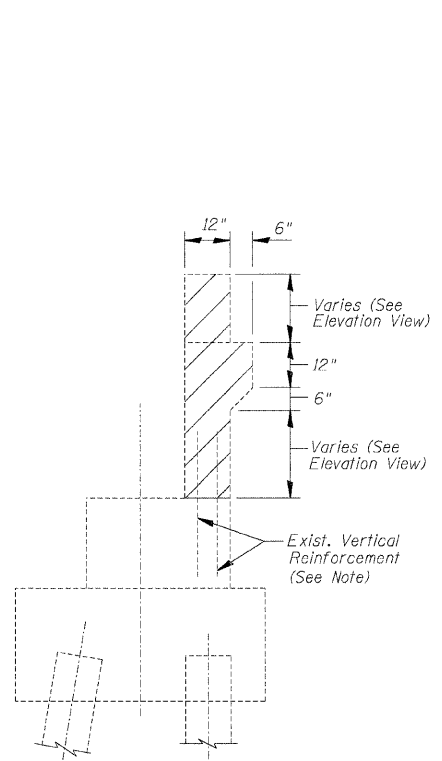
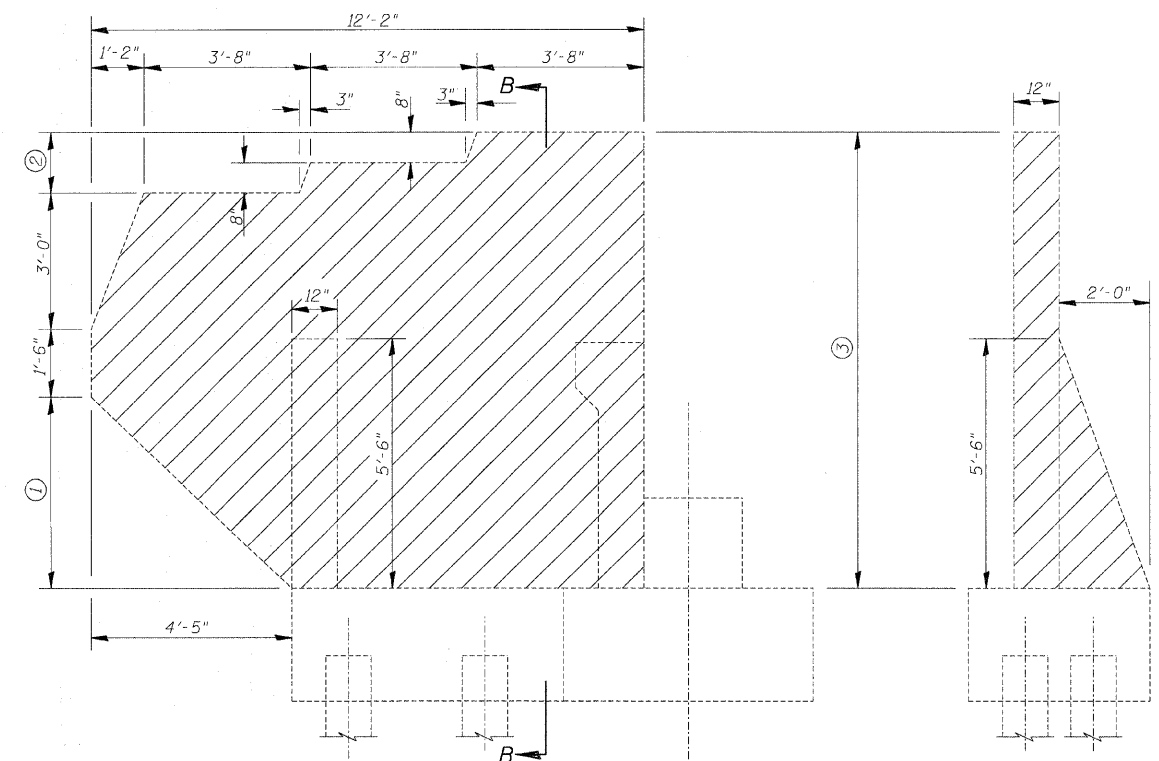
ELEVATION VIEW
(At Right Angles to \bar{C} Rdwy.)
(East Abutment - W.B. Structure)
(West Abutment - E.B. Structure)

ELEVATION VIEW
(At Right Angles to \bar{C} Rdwy.)
(West Abutment - W.B. Structure)
(East Abutment - E.B. Structure)



PLAN VIEW
(East Abutment - W.B. Structure)
(West Abutment - E.B. Structure)

PLAN VIEW
(West Abutment - W.B. Structure)
(East Abutment - E.B. Structure)



WINGWALL ELEVATION

SECTION B-B

SECTION A-A

NOTES

Indicates existing concrete to be removed. Quantity included in Concrete Removal. See Abutment Shts. 20 & 23 of 30 for Quantities.

Remove backwall between inside faces of existing wingwalls to elevation of abutment seat. Vertical bars in existing backwall are to be cleaned and incorporated into new backwall. Cost included with Concrete Removal. Care shall be taken in the removal of the existing concrete so as to avoid damaging the existing vertical reinforcement.

Remove existing wingwalls to top of existing wingwall pile cap.

Cost for removal of railing is included in Concrete Removal.

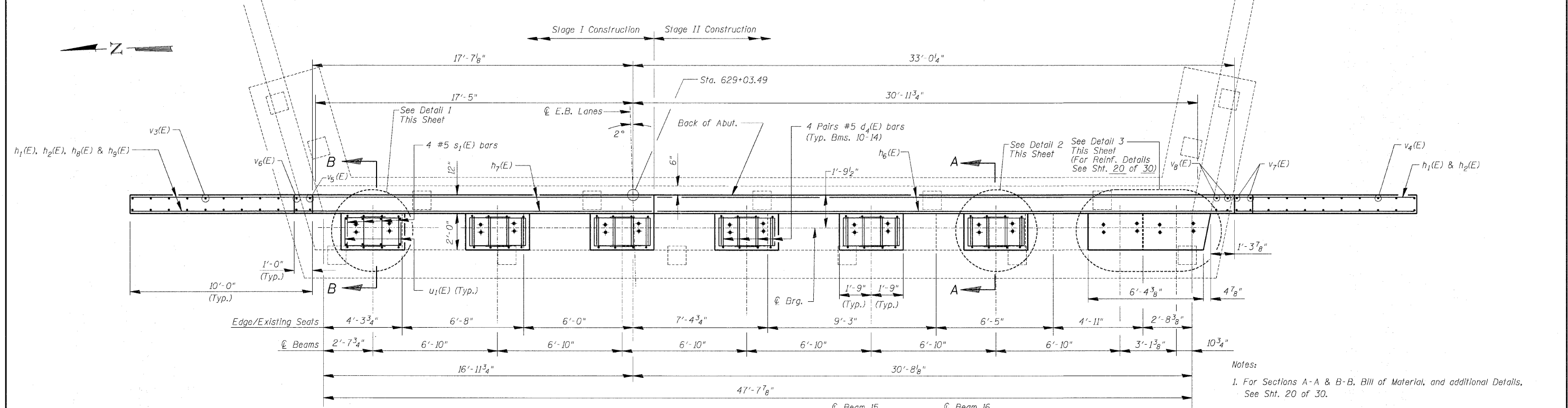
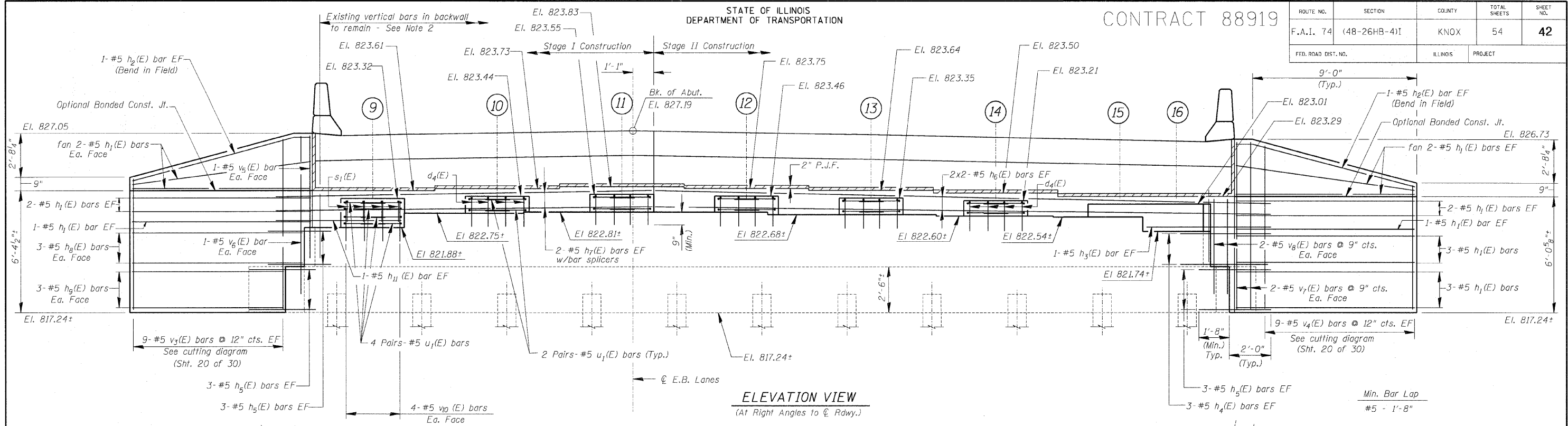
TABLE FOR END POST DIMENSIONS

END POST	DIM. ①	②	③
A	4'-3 3/8"	1'-4 5/8"	10'-1 3/4"
B	4'-1 7/8"	1'-4 5/8"	10'-0 1/2"
C	4'-1 3/8"	1'-4 5/8"	10'-0"
D	4'-3 3/8"	1'-4 5/8"	10'-1 3/4"

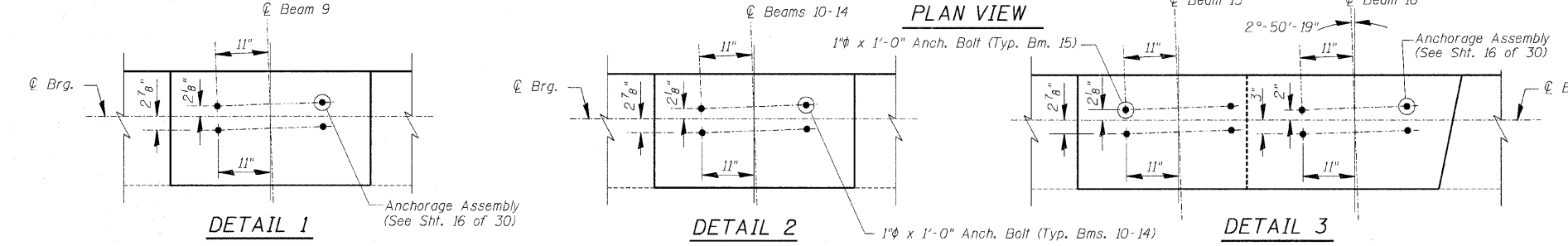
CONCRETE REMOVAL DETAILS

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn REZ		17 of 30
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde	Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	42
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

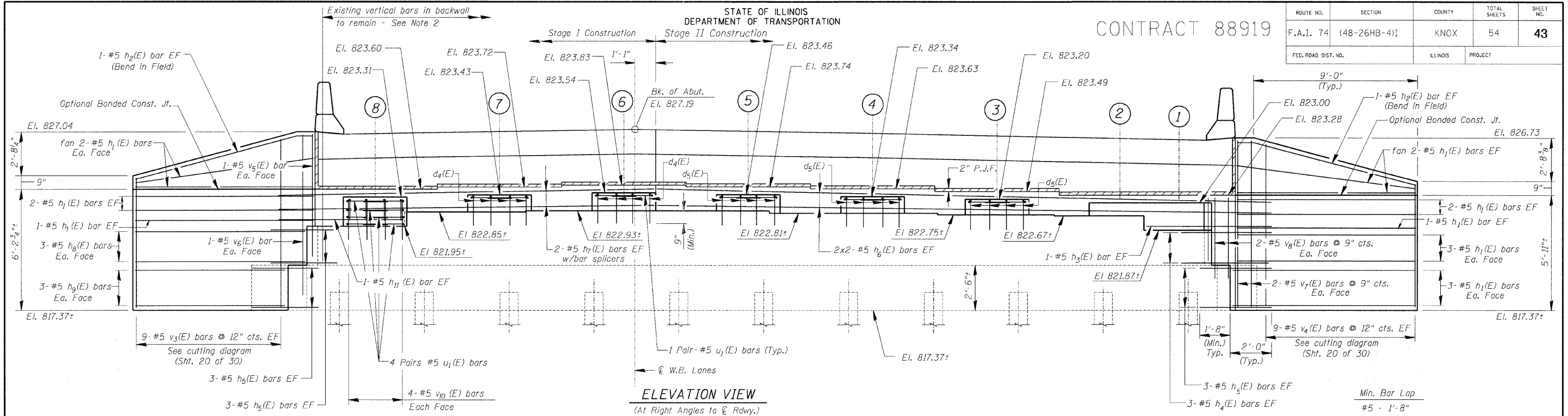


- Notes:
- For Sections A-A & B-B, Bill of Material, and additional Details, See Sht. 20 of 30.
 - Existing vertical reinforcement in backwall shall be cleaned, straightened and incorporated into new construction.

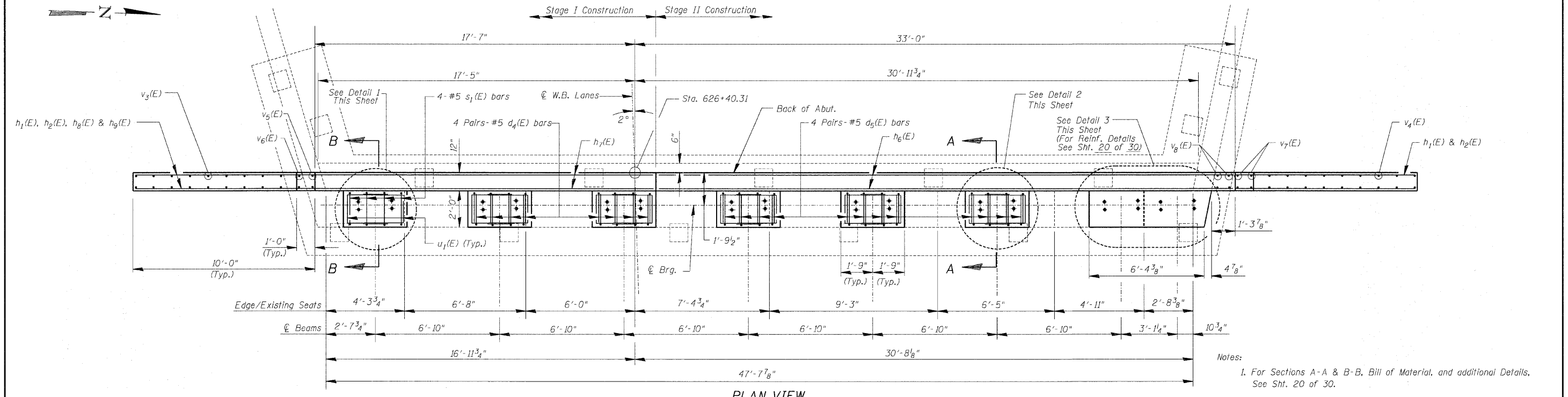


EAST ABUTMENT (E.B.)		Sheet No.
Date	Designed ACW	18
Revisions	Drawn DCS	
	Checked KWB	
	Approved KWB	
U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)		of 30
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri WVP Job No. 2100001161.04

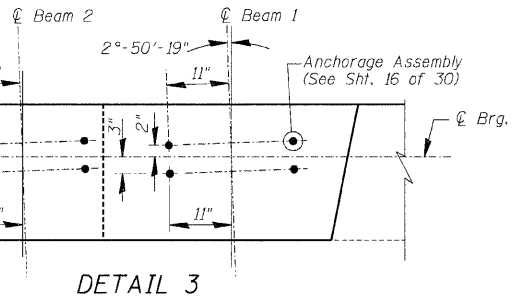
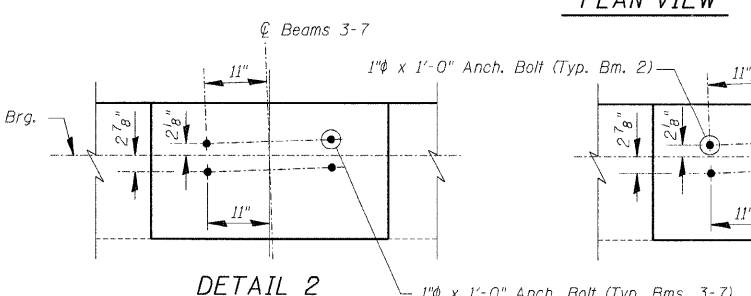
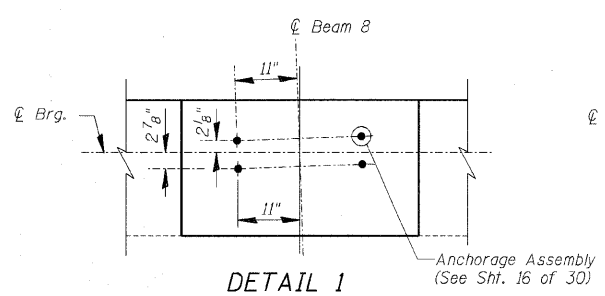
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	43
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		



ELEVATION VIEW
(At Right Angles to W.B. Lanes)



PLAN VIEW



Notes:
1. For Sections A-A & B-B, Bill of Material, and additional Details, See Sht. 20 of 30.
2. Existing vertical reinforcement in backwall shall be cleaned, straightened and incorporated into new construction.

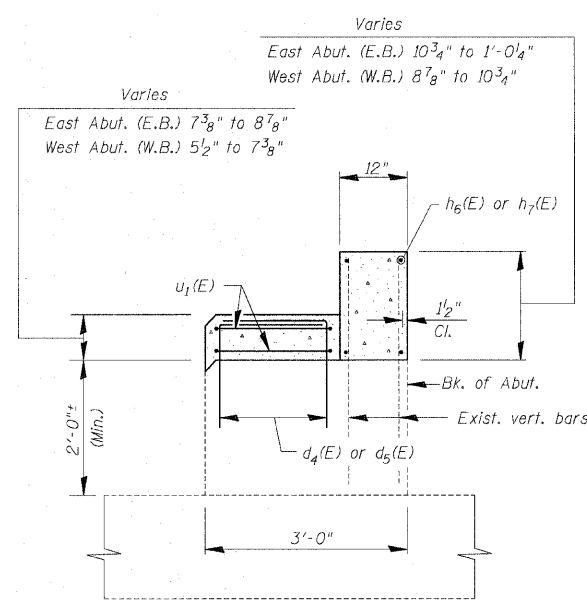
WEST ABUTMENT (W.B.)		U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)		Sheet No. 19 of 30
Date	Designed ACW			WVP Corporation A Division of URS Greiner Woodward Clyde Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri
Revisions	Drawn DCS			
	Checked KWB			
	Approved KWB			
Prepared by: WVP CORPORATION		WVP Job No. 2100001161.04		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	44
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

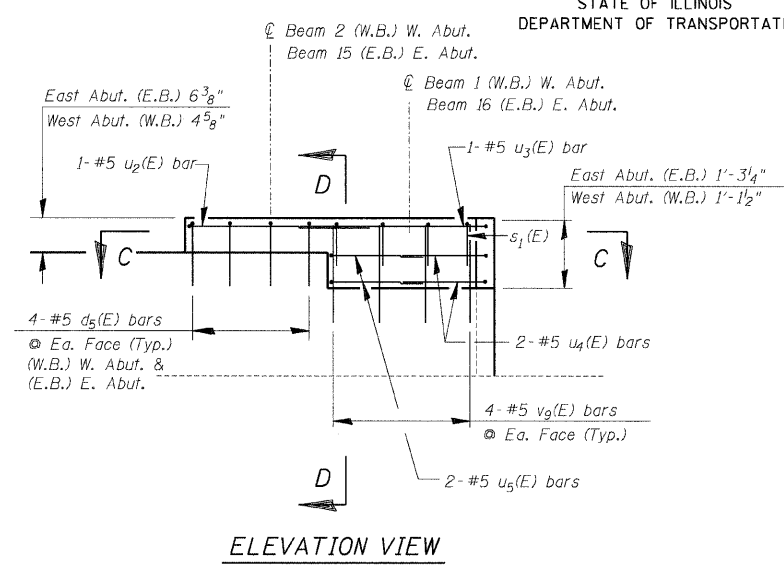
CONTRACT 88919

**BILL OF MATERIAL
EAST ABUTMENT (E.B.)
WEST ABUTMENT (W.B.)**

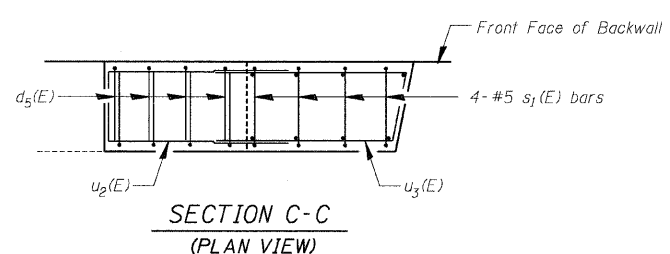
Bar	No.	Size	Length	Shape
$d_4(E)$	56	#5	2'-10"	┌
$d_5(E)$	40	#5	2'-7"	┌
$h_1(E)$	64	#5	9'-8"	—
$h_2(E)$	8	#5	10'-1"	—
$h_3(E)$	8	#5	6'-10"	—
$h_4(E)$	12	#5	5'-1"	—
$h_5(E)$	36	#5	4'-0"	—
$h_6(E)$	16	#5	17'-9"	—
$h_7(E)$	8	#5	20'-7"	—
$h_8(E)$	12	#5	8'-11"	—
$h_9(E)$	12	#5	7'-11"	—
$h_{11}(E)$	4	#5	7'-6"	—
$s_1(E)$	16	#5	3'-0"	┌
$u_1(E)$	46	#5	6'-7"	┌
$u_2(E)$	2	#5	9'-3"	┌
$u_3(E)$	2	#5	9'-9"	┌
$u_4(E)$	4	#5	6'-8"	┌
$u_5(E)$	4	#5	6'-5"	┌
$v_3(E)$	18	#5	15'-10"	—
$v_4(E)$	18	#5	15'-3"	—
$v_5(E)$	4	#5	6'-8"	—
$v_6(E)$	4	#5	8'-8"	—
$v_7(E)$	8	#5	9'-0"	—
$v_8(E)$	8	#5	4'-11"	—
$v_9(E)$	16	#5	1'-9"	—
$v_{10}(E)$	16	#5	2'-0"	—
Concrete Structures		Cu. Yd.	19.0	
Reinforcement Bars, Epoxy Coated		Lbs.	3270	
Concrete Removal		Cu. Yd.	33.2	
Structure Excavation		Cu. Yd.	35.4	
Bar Splicers		Each	8	



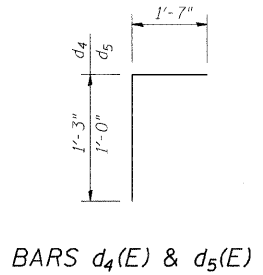
SECTION A-A AT ABUTMENTS
(BEAMS 3 THRU 7 - W.B.)
(BEAMS 10 THRU 14 - E.B.)



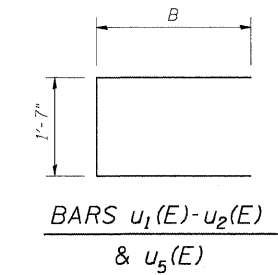
ELEVATION VIEW



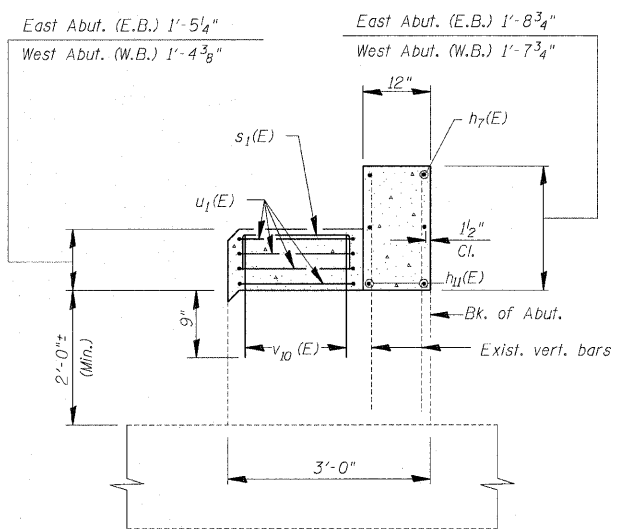
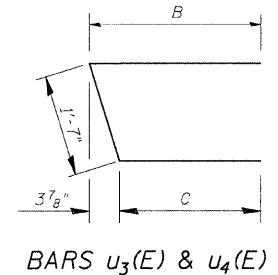
DOUBLE PEDESTAL REINFORCEMENT DETAIL



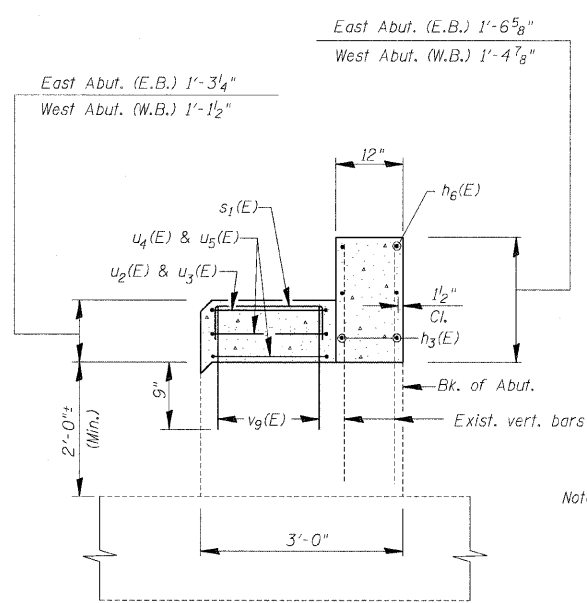
BARS $d_4(E)$ & $d_5(E)$



BAR	B	C
$u_1(E)$	2'-6"	—
$u_2(E)$	3'-10"	—
$u_3(E)$	4'-3"	3'-11"
$u_4(E)$	2'-9"	2'-4"
$u_5(E)$	2'-5"	—



SECTION B-B AT ABUTMENTS
(BEAM 8 - W.B.)
(BEAM 9 - E.B.)



**SECTION D-D
(BEAM 1 - W.B.)
(BEAM 16 - E.B.)**

Notes:

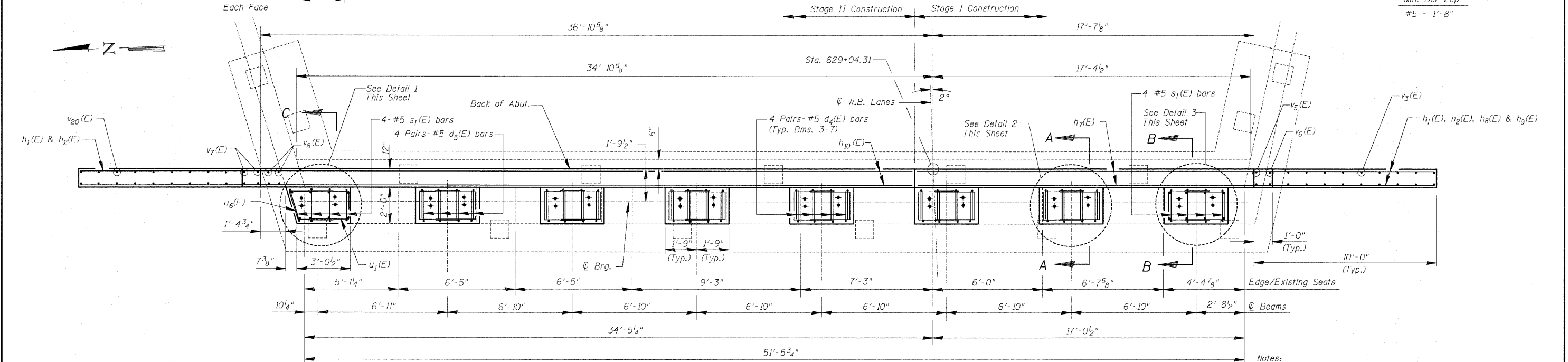
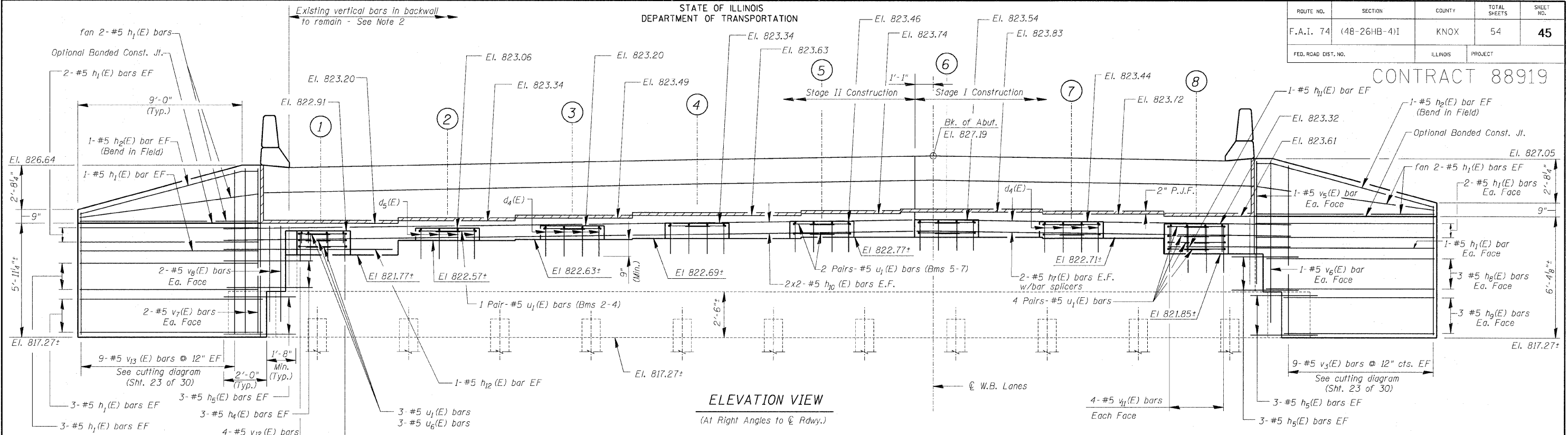
1. Drill 9" (Min.) deep holes into existing concrete for $d_4(E)$ and $d_5(E)$ bars, and $v_4(E)$ & $v_{10}(E)$ bars, and 1'-8" deep holes for $h_4(E)$ & $h_5(E)$ bars & $v_5(E)$, $v_6(E)$, & $v_8(E)$ bars. Drill with care taken to avoid existing reinforcement. These bars are to be epoxy grouted into these holes. This work shall be performed in accordance with Article 584 of the Standard Specifications. Cost of drilling and grouting shall be included in Reinforcement Bars, Epoxy Coated.
2. All existing concrete surfaces which will be in contact with new concrete shall be bonded construction joints. Cost included with Concrete Structures.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. See sheet 17 of 30 for Concrete Removal details.

EAST ABUTMENT (E.B.) - WEST ABUTMENT (W.B.)

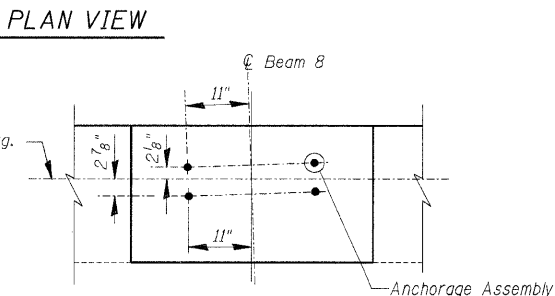
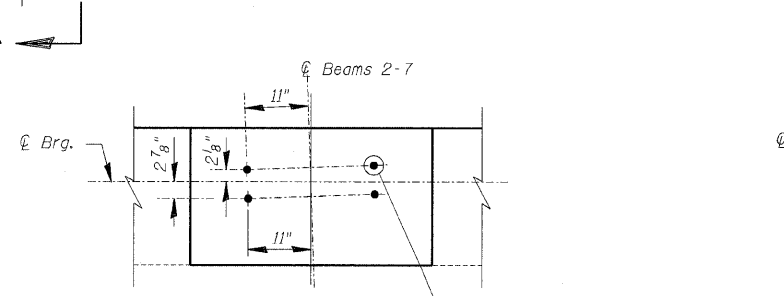
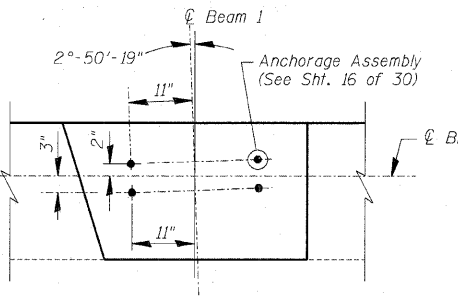
Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn DCS		20
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of IRS Greiner Woodward Clyde			Engineers - Architects - Planners Deatur, Illinois - St. Louis, Missouri

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	45
FED. ROAD DIST. NO.	ILLINOIS PROJECT			

CONTRACT 88919



- Notes:
- For Sections A-A, B-B & C-C, Bill of Material, and additional Details, See Sh. 23 of 30.
 - Existing vertical reinforcement in backwall shall be cleaned, straightened and incorporated into new construction.

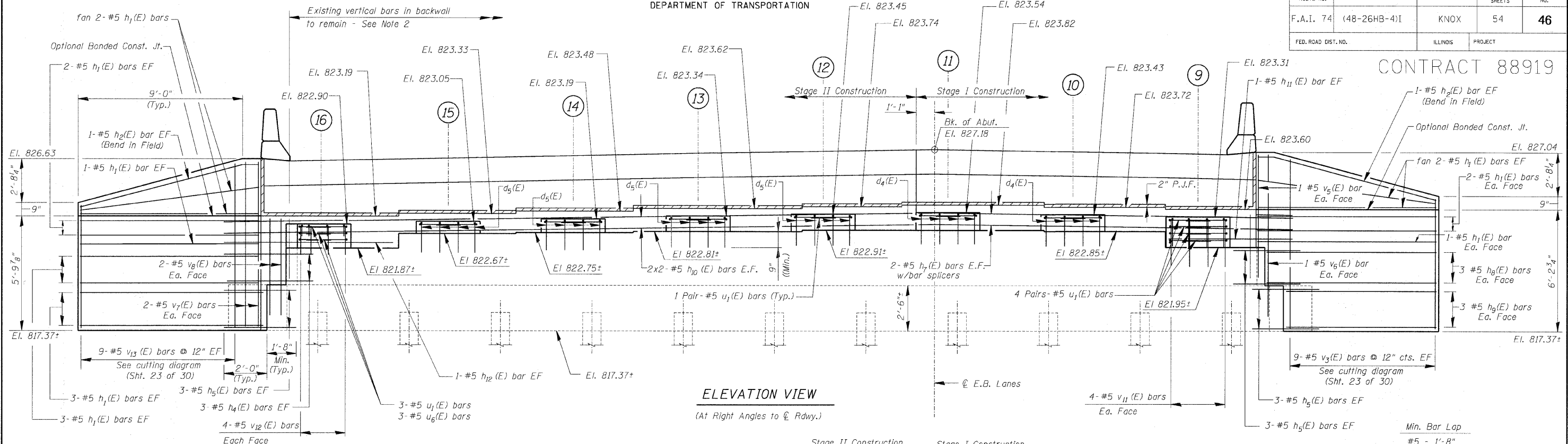


EAST ABUTMENT (W.B.)

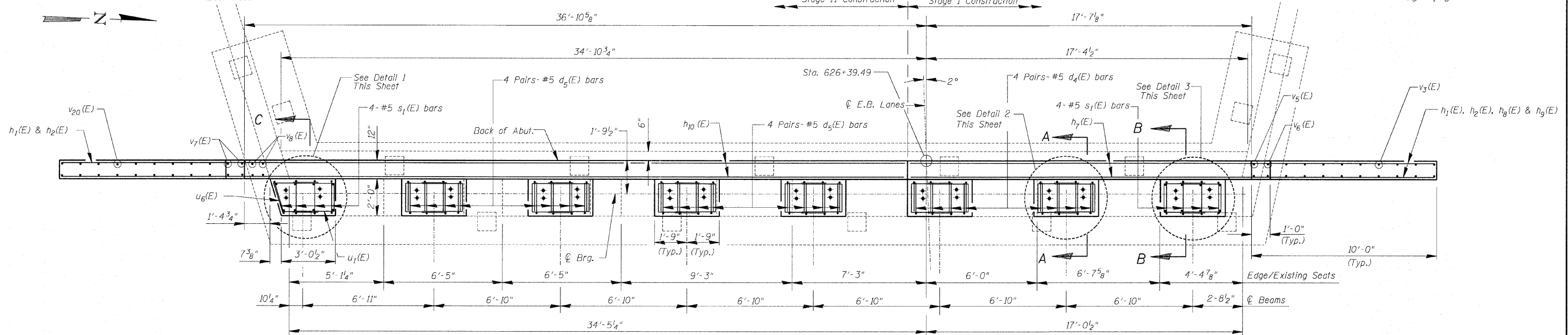
Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn DCS		21
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of IRS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	46
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

CONTRACT 88919

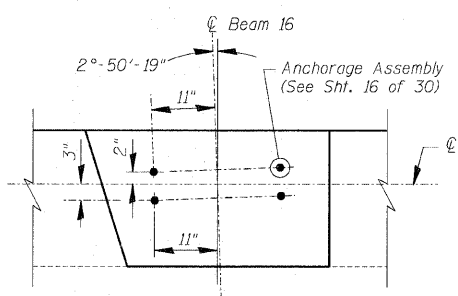


ELEVATION VIEW
(At Right Angles to C.Rdwy.)

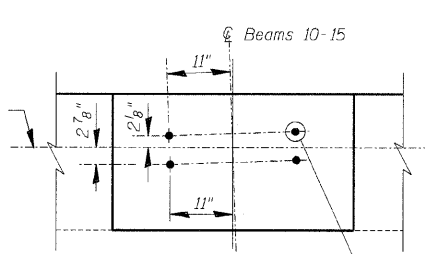


PLAN VIEW

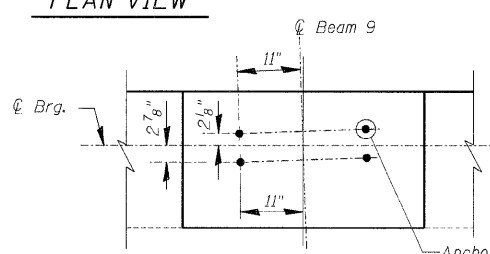
- Notes:
- For Sections A-A, B-B & C-C, Bill of Material, and additional Details, See Sht. 23 of 30.
 - Existing vertical reinforcement in backwall shall be cleaned, straightened and incorporated into new construction.



DETAIL 1



DETAIL 2



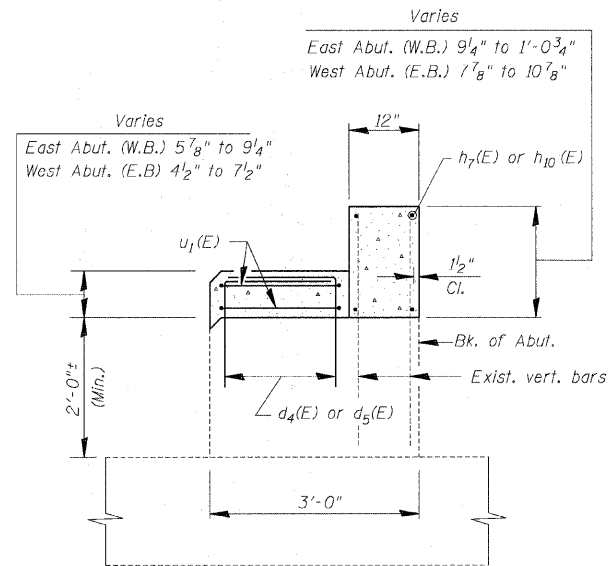
DETAIL 3

WEST ABUTMENT (E.B.)

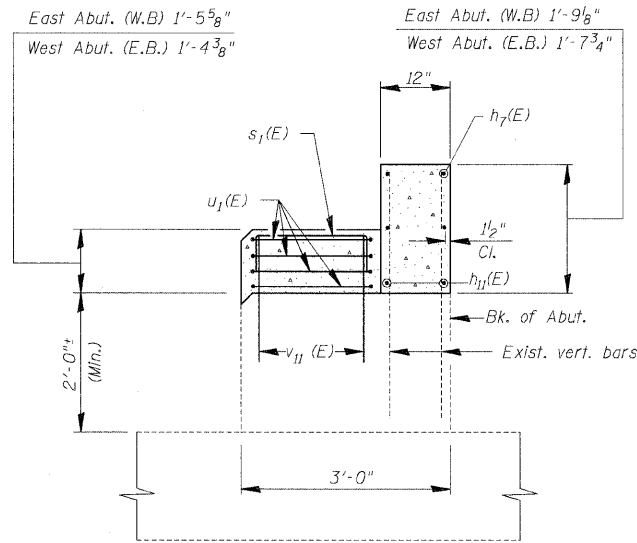
Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn DCS		22
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION		Engineers - Architects - Planners Deatur, Illinois - St. Louis, Missouri	WVP Job No. 210000161.04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	47
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	

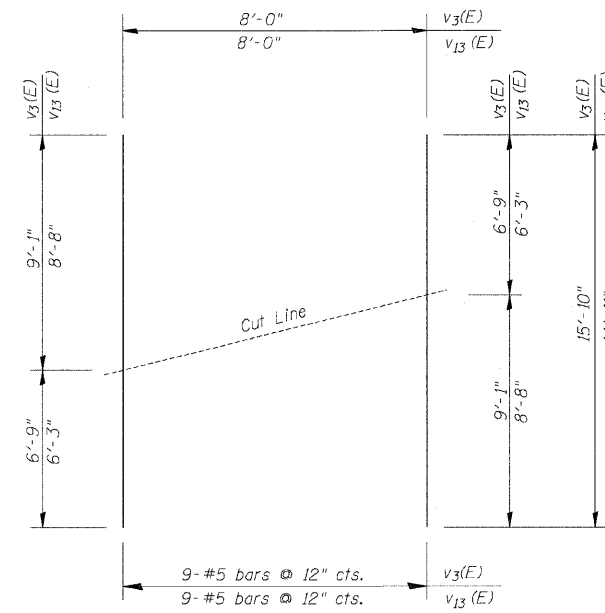
CONTRACT 88919



SECTION A-A AT ABUTMENTS
(BEAMS 2 THRU 7 - W.B.)
(BEAMS 10 THRU 15 - E.B.)

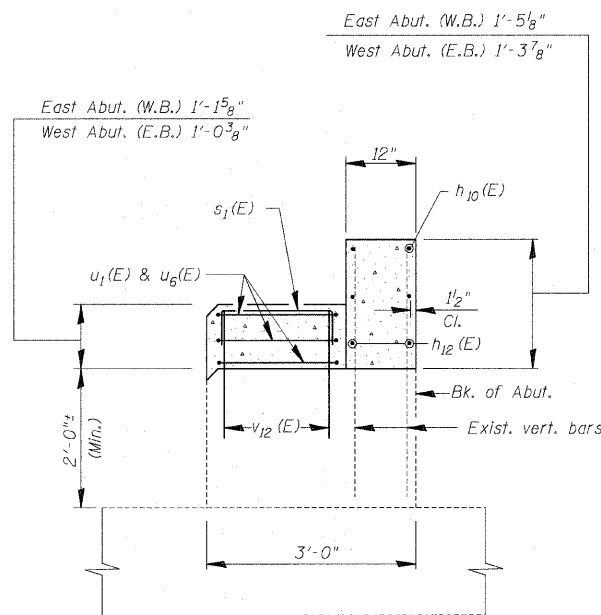


SECTION B-B AT ABUTMENTS
(BEAM 8 - W.B.)
(BEAM 9 - E.B.)

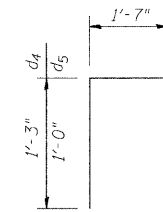


FIELD CUTTING DIAGRAM

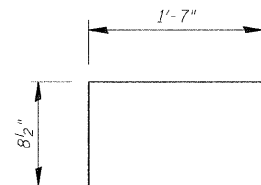
Order bars full length. Cut as shown.
Use remainder of bars in other face.



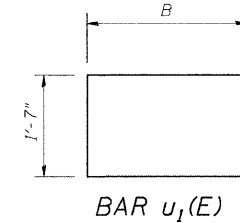
SECTION C-C
(BEAM 1 - W.B.)
(BEAM 16 - E.B.)



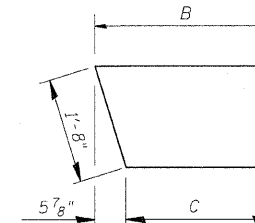
BARS d₄(E) & d₅(E)



BAR s₁(E)



BAR u₁(E)



BAR u₆(E)

BAR	B	C
u ₁ (E)	2'-6"	—
u ₆ (E)	2'-6"	2'-0"

BILL OF MATERIAL
EAST ABUTMENT (W.B.)
WEST ABUTMENT (E.B.)

Bar	No.	Size	Length	Shape
d ₄ (E)	56	#5	2'-10"	┌
d ₅ (E)	40	#5	2'-7"	┌
h ₁ (E)	64	#5	9'-8"	—
h ₂ (E)	8	#5	10'-1"	—
h ₄ (E)	12	#5	5'-1"	—
h ₅ (E)	36	#5	4'-0"	—
h ₆ (E)	16	#5	17'-9"	—
h ₇ (E)	8	#5	20'-7"	—
h ₈ (E)	12	#5	8'-11"	—
h ₉ (E)	12	#5	7'-11"	—
h ₁₀ (E)	16	#5	19'-9"	—
h ₁₁ (E)	4	#5	7'-6"	—
h ₁₂ (E)	4	#5	9'-4"	—
s ₁ (E)	16	#5	3'-0"	┌
u ₁ (E)	52	#5	6'-7"	┌
u ₆ (E)	6	#5	6'-2"	┌
v ₃ (E)	18	#5	15'-10"	—
v ₅ (E)	4	#5	6'-8"	—
v ₆ (E)	4	#5	8'-8"	—
v ₇ (E)	8	#5	9'-0"	—
v ₈ (E)	8	#5	4'-11"	—
v ₁₁ (E)	16	#5	2'-0"	—
v ₁₂ (E)	16	#5	1'-8"	—
v ₁₃ (E)	18	#5	14'-11"	—
Concrete Structures			Cu. Yd.	19.2
Reinforcement Bars, Epoxy Coated			Lbs.	3560
Concrete Removal			Cu. Yd.	34.8
Structure Excavation			Cu. Yd.	354
Bar Splicers			Each	8

Notes:

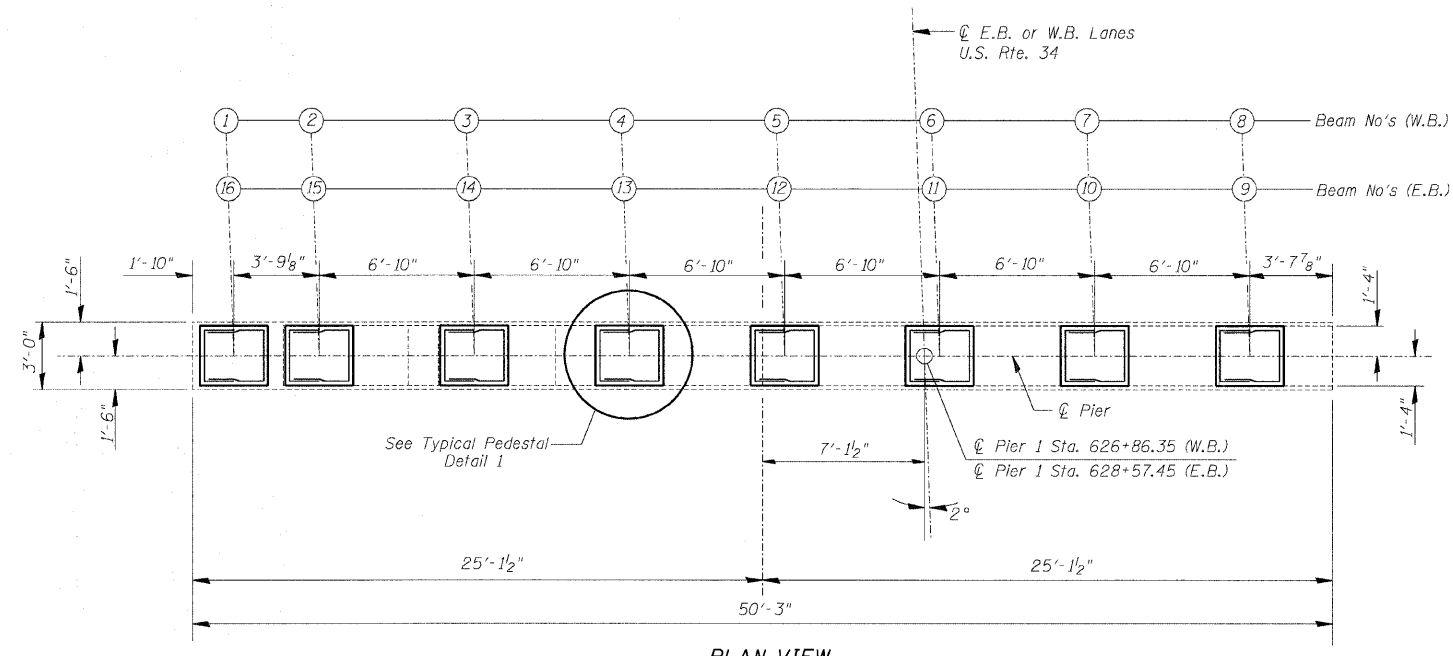
- Drill 9" (Min.) deep holes into existing concrete for d₄(E) and d₅(E) bars, and v₁₁(E) & v₁₂(E) bars, and 1'-8" deep holes for h₄(E) & h₅(E) bars & v₅(E), v₆(E), & v₈(E) bars. Drill with care taken to avoid existing reinforcement. These bars are to be epoxy grouted into these holes. This work shall be performed in accordance with Article 584 of the Standard Specifications. Cost of drilling and grouting shall be included in Reinforcement Bars, Epoxy Coated.
- All existing concrete surfaces which will be in contact with new concrete shall be bonded construction joints. Cost included with Concrete Structures.
- Reinforcement bars designated (E) shall be epoxy coated.
- See sheet 17 of 30 for Concrete Removal details.

EAST ABUTMENT (W.B.) - WEST ABUTMENT (E.B.)

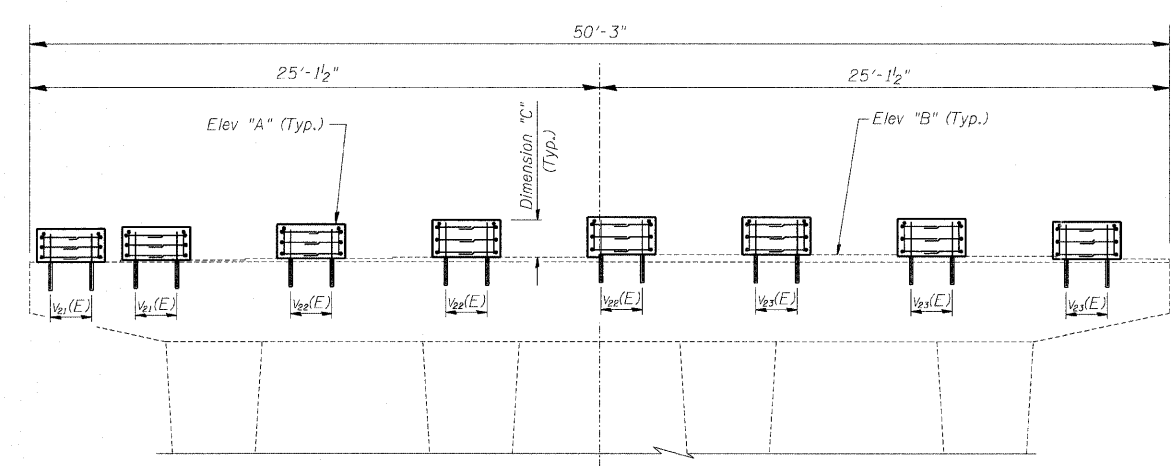
Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn DCS		23
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde			Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	48
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	

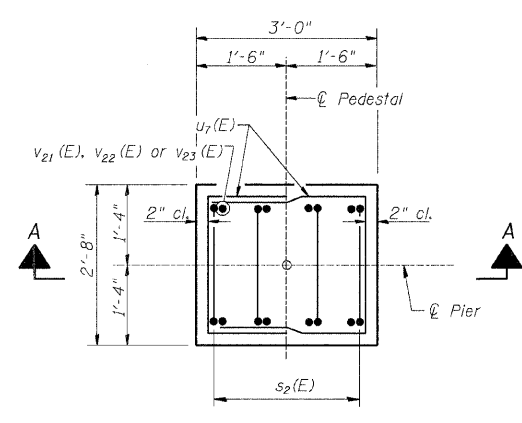
CONTRACT 88919



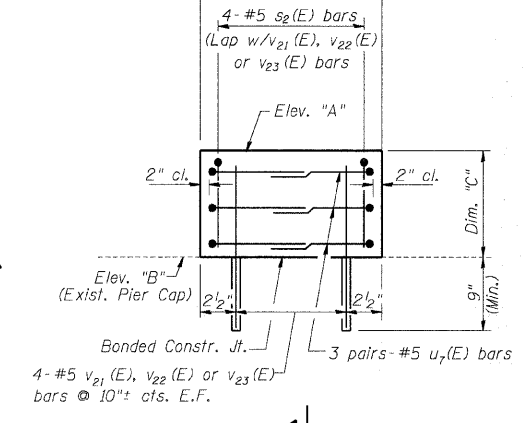
PLAN VIEW



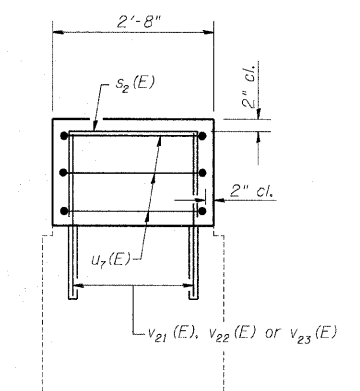
ELEVATION



DETAIL 1



SECTION A-A



SECTION B-B

PIER 1 W.B. STRUCTURE

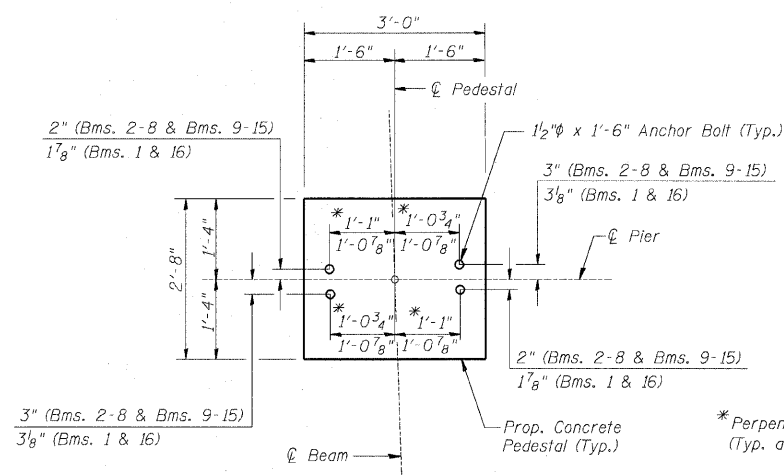
	Beam Number							
	1	2	3	4	5	6	7	8
Elevation "A"	823.30	823.38	823.52	823.66	823.77	823.86	823.75	823.63
Elevation "B"	821.71	821.79	821.87	821.94	822.06	822.06	822.00	821.85
Dimension "C"	1'-7"	1'-7"	1'-7 ³ / ₄ "	1'-8 ⁵ / ₈ "	1'-8 ¹ / ₂ "	1'-9 ⁵ / ₈ "	1'-9"	1'-9 ³ / ₈ "

PIER 1 E.B. STRUCTURE

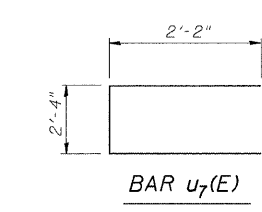
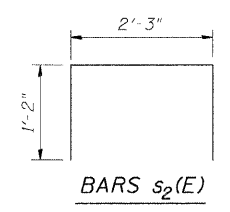
	Beam Number							
	9	10	11	12	13	14	15	16
Elevation "A"	823.63	823.75	823.86	823.78	823.66	823.52	823.38	823.30
Elevation "B"	821.86	821.99	822.07	822.07	821.95	821.88	821.83	821.73
Dimension "C"	1'-9 ¹ / ₄ "	1'-9 ⁵ / ₈ "	1'-9 ¹ / ₂ "	1'-8 ¹ / ₂ "	1'-8 ¹ / ₂ "	1'-7 ⁵ / ₈ "	1'-6 ⁵ / ₈ "	1'-6 ⁷ / ₈ "

PIER 1
BILL OF MATERIAL
E.B. & W.B. STRUCTURES

Bar	No.	Size	Length	Shape
v ₂₁ (E)	32	#5	2'-1"	—
v ₂₂ (E)	48	#5	2'-3"	—
v ₂₃ (E)	48	#5	2'-4"	—
s ₂ (E)	64	#5	4'-7"	□
u ₇ (E)	96	#5	6'-8"	□
Concrete Structures			Cu. Yd.	8.0
Reinforcement Bars, Epoxy Coated			Lbs.	1280



PLAN VIEW
TYPICAL ANCHOR BOLT LAYOUT

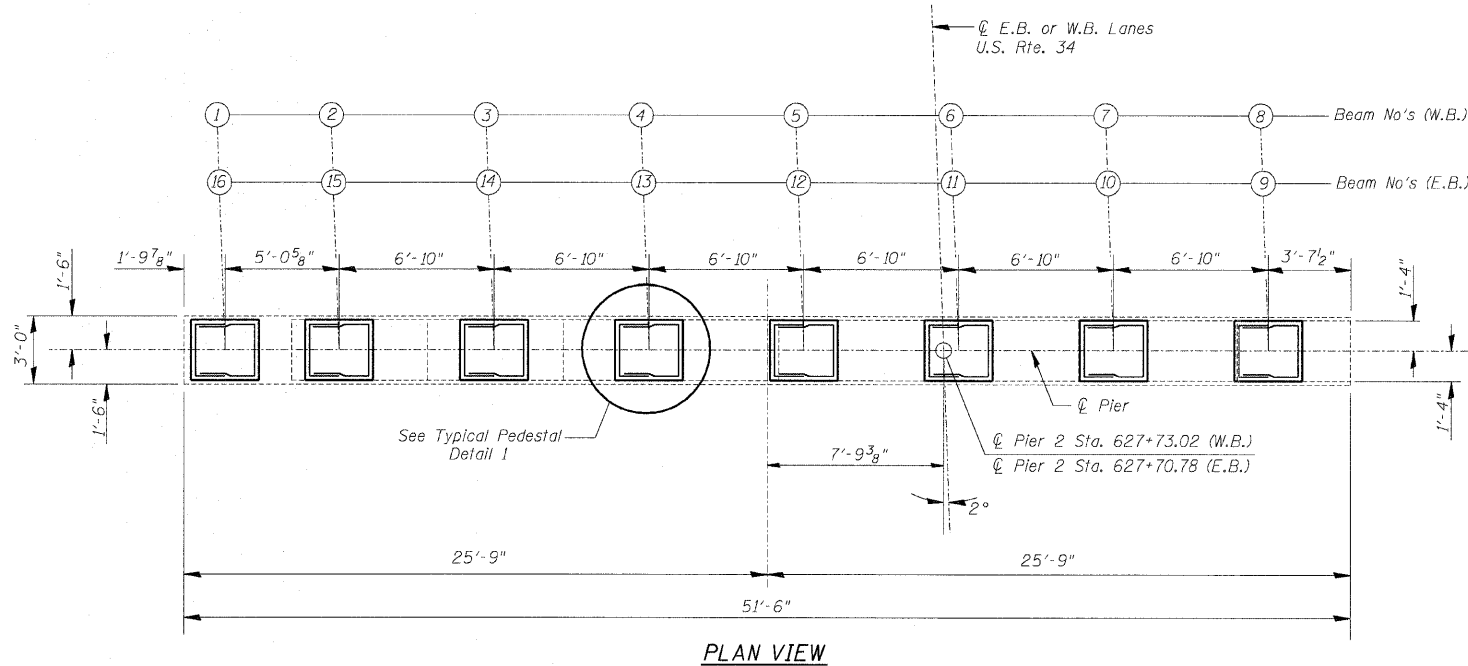


Notes:
Reinforcement Bars designated (E) shall be epoxy coated.
Drill 9" min. deep holes into existing concrete for v₂₁(E), v₂₂(E), & v₂₃(E) bars with care taken to avoid existing reinforcement. Bars to be epoxy grouted into existing concrete according to Article 584 of the Standard Specifications. (Cost included in Reinforcement Bars, Epoxy Coated)

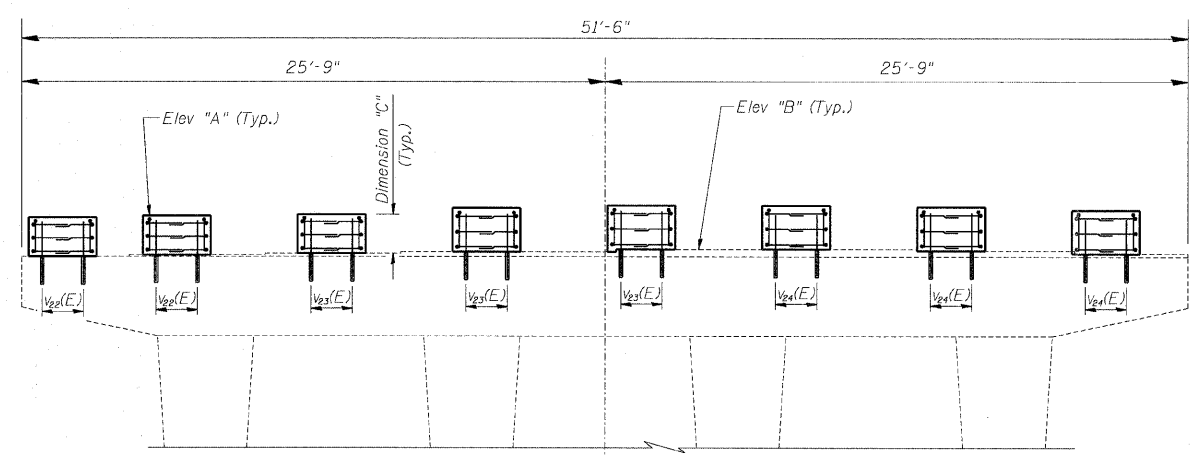
PIER 1 - E.B. & W.B. STRUCTURES			
Date	Designed ACW	<p align="center">U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)</p>	Sheet No.
Revisions	Drawn DCS		24
	Checked KWB		of 30
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde			Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	49
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

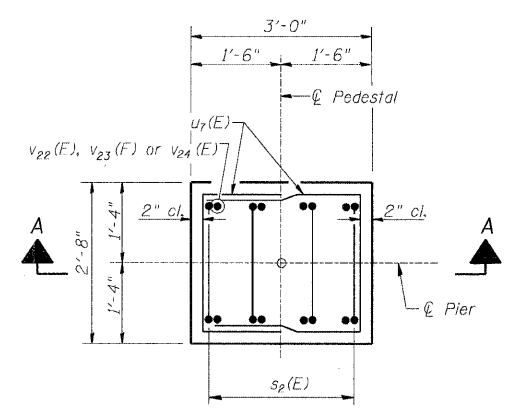
CONTRACT 88919



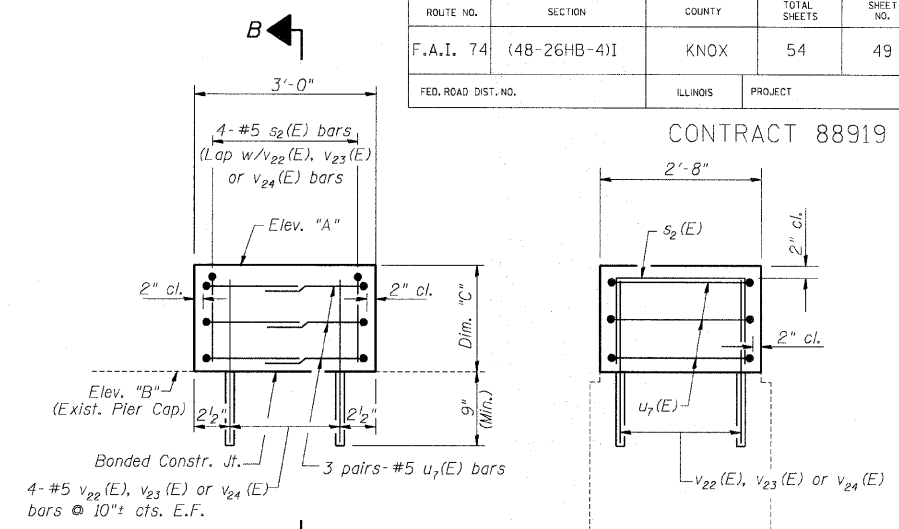
PLAN VIEW



ELEVATION



DETAIL 1



SECTION A-A

SECTION B-B

PIER 2 W.B. STRUCTURE

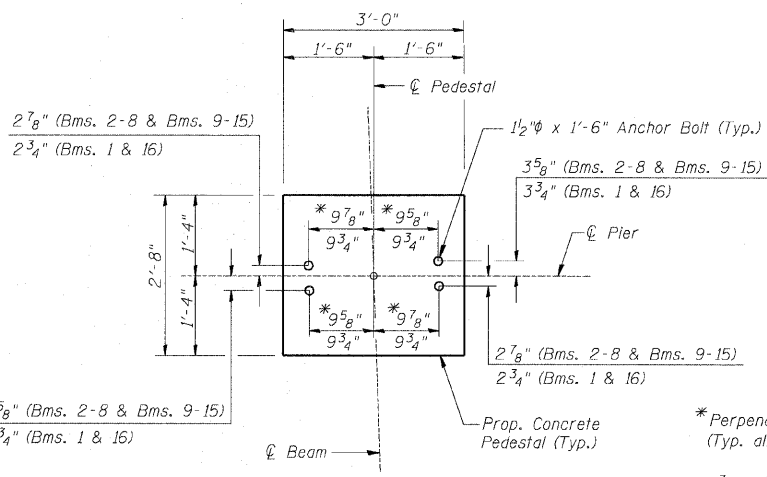
	Beam Number							
	1	2	3	4	5	6	7	8
Elevation "A"	823.56	823.66	823.80	823.95	824.06	824.14	824.04	823.92
Elevation "B"	821.87	821.94	822.01	822.07	822.18	822.18	822.12	821.97
Dimension "C"	1'-8 1/4"	1'-8 5/8"	1'-9 1/2"	1'-10 1/2"	1'-10 1/2"	1'-11 1/2"	1'-11"	1'-11 3/8"

PIER 2 E.B. STRUCTURE

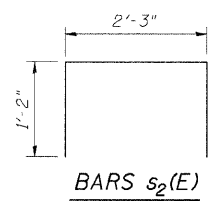
	Beam Number							
	9	10	11	12	13	14	15	16
Elevation "A"	823.92	824.04	824.14	824.06	823.95	823.80	823.66	823.56
Elevation "B"	821.99	822.15	822.19	822.19	822.08	822.02	821.96	821.89
Dimension "C"	1'-11 1/8"	1'-10 5/8"	1'-11 1/2"	1'-10 3/8"	1'-10 3/8"	1'-9 3/8"	1'-8 3/8"	1'-8"

PIER 2
BILL OF MATERIAL
E.B. & W.B. STRUCTURES

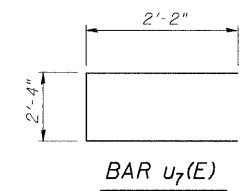
Bar	No.	Size	Length	Shape
v22(E)	32	#5	2'-3"	—
v23(E)	48	#5	2'-4"	—
v24(E)	48	#5	2'-6"	—
s2(E)	64	#5	4'-7"	□
u7(E)	96	#5	6'-8"	□
Concrete Structures		Cu. Yd.	8.1	
Reinforcement Bars, Epoxy Coated		Lbs.	1300	



PLAN VIEW
TYPICAL ANCHOR BOLT LAYOUT



BARS s2(E)



BAR u7(E)

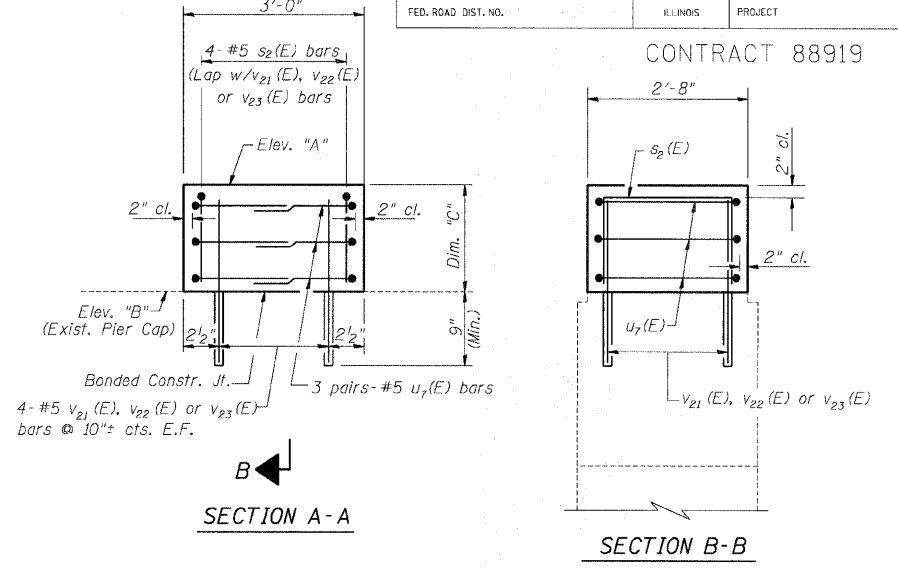
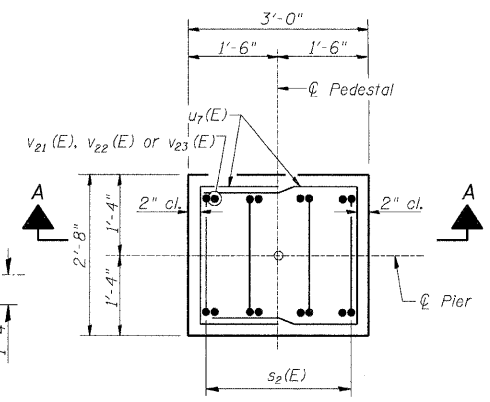
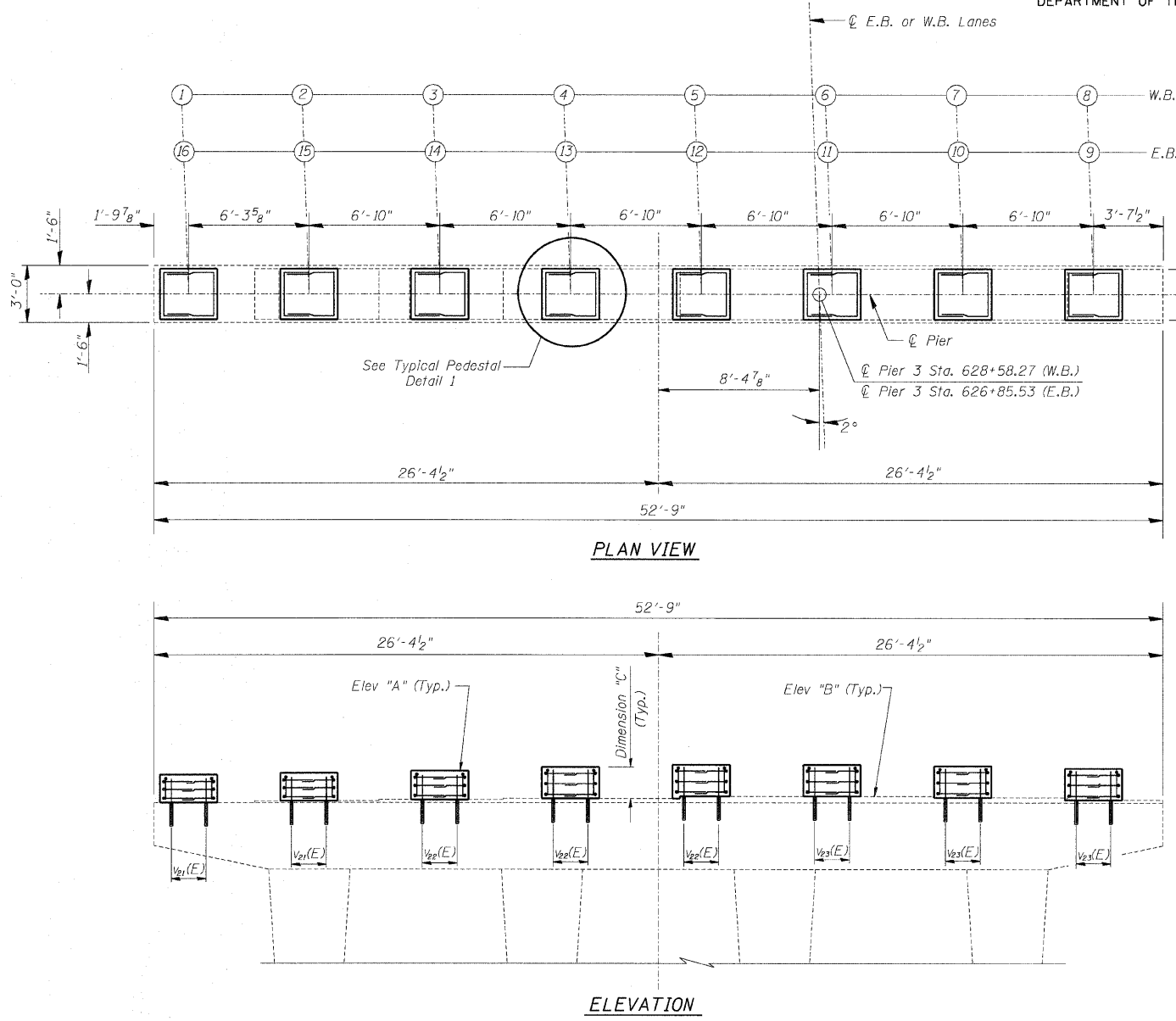
Notes:
Reinforcement Bars designated (E) shall be epoxy coated.
Drill 9" min. deep holes into existing concrete for v22(E), v23(E), & v24(E) bars with care taken to avoid existing reinforcement. Bars to be epoxy grouted into existing concrete according to Article 584 of the Standard Specifications. (Cost included in Reinforcement Bars, Epoxy Coated)

PIER 2 - E.B. & W.B. STRUCTURES

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn DCS		<div style="font-size: 2em; font-weight: bold; text-align: center;">25</div> of 30
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)	KNOX	54	50
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	

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PIER 3 W.B. STRUCTURE

	Beam Number							
	1	2	3	4	5	6	7	8
Elevation "A"	823.24	823.37	823.51	823.66	823.77	823.86	823.75	823.63
Elevation "B"	821.74	821.84	821.86	821.92	822.05	822.05	821.99	821.84
Dimension "C"	1'-6"	1'-6 3/8"	1'-7 3/4"	1'-8 7/8"	1'-8 5/8"	1'-9 3/4"	1'-9 9/8"	1'-9 1/2"

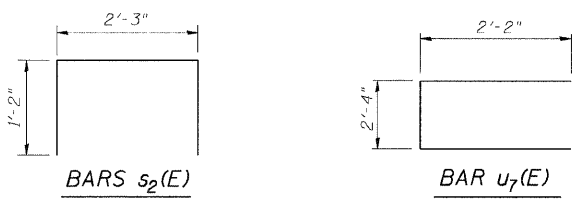
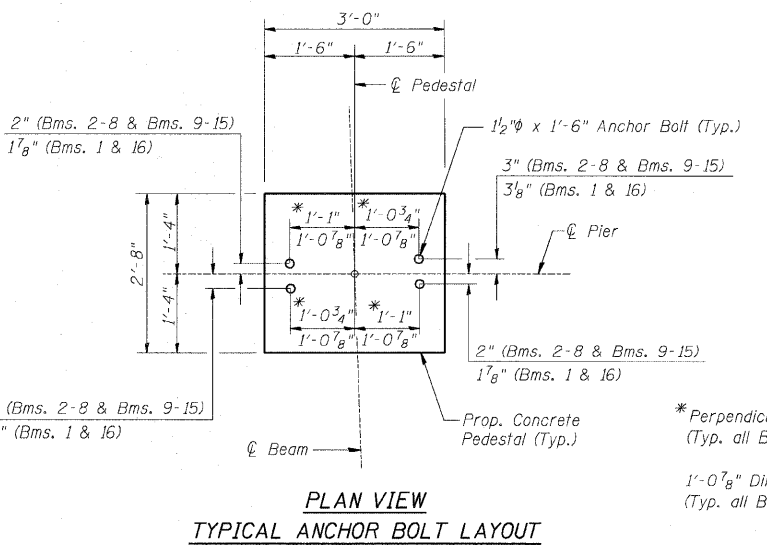
PIER 3 E.B. STRUCTURE

	Beam Number							
	9	10	11	12	13	14	15	16
Elevation "A"	823.63	823.75	823.86	823.77	823.65	823.51	823.37	823.24
Elevation "B"	821.83	821.97	822.05	822.05	821.93	821.85	821.80	821.71
Dimension "C"	1'-9 5/8"	1'-9 3/8"	1'-9 5/8"	1'-8 5/8"	1'-8 5/8"	1'-7 7/8"	1'-6 7/8"	1'-6 3/8"

PIER 3
BILL OF MATERIAL
E.B. & W.B. STRUCTURES

Bar	No.	Size	Length	Shape
v ₂₁ (E)	32	#5	2'-1"	—
v ₂₂ (E)	48	#5	2'-3"	—
v ₂₃ (E)	48	#5	2'-4"	—
s ₂ (E)	64	#5	4'-7"	□
u ₇ (E)	96	#5	6'-8"	□
Concrete Structures			Cu. Yd.	8.7
Reinforcement Bars, Epoxy Coated			Lbs.	1280

ELEVATION



Notes:
Reinforcement Bars designated (E) shall be epoxy coated.
Drill 9" min. deep holes into existing concrete for v₂₁(E), v₂₂(E), & v₂₃(E) bars with care taken to avoid existing reinforcement. Bars to be epoxy grouted into existing concrete according to Article 584 of the Standard Specifications. (Cost included in Reinforcement Bars, Epoxy Coated)

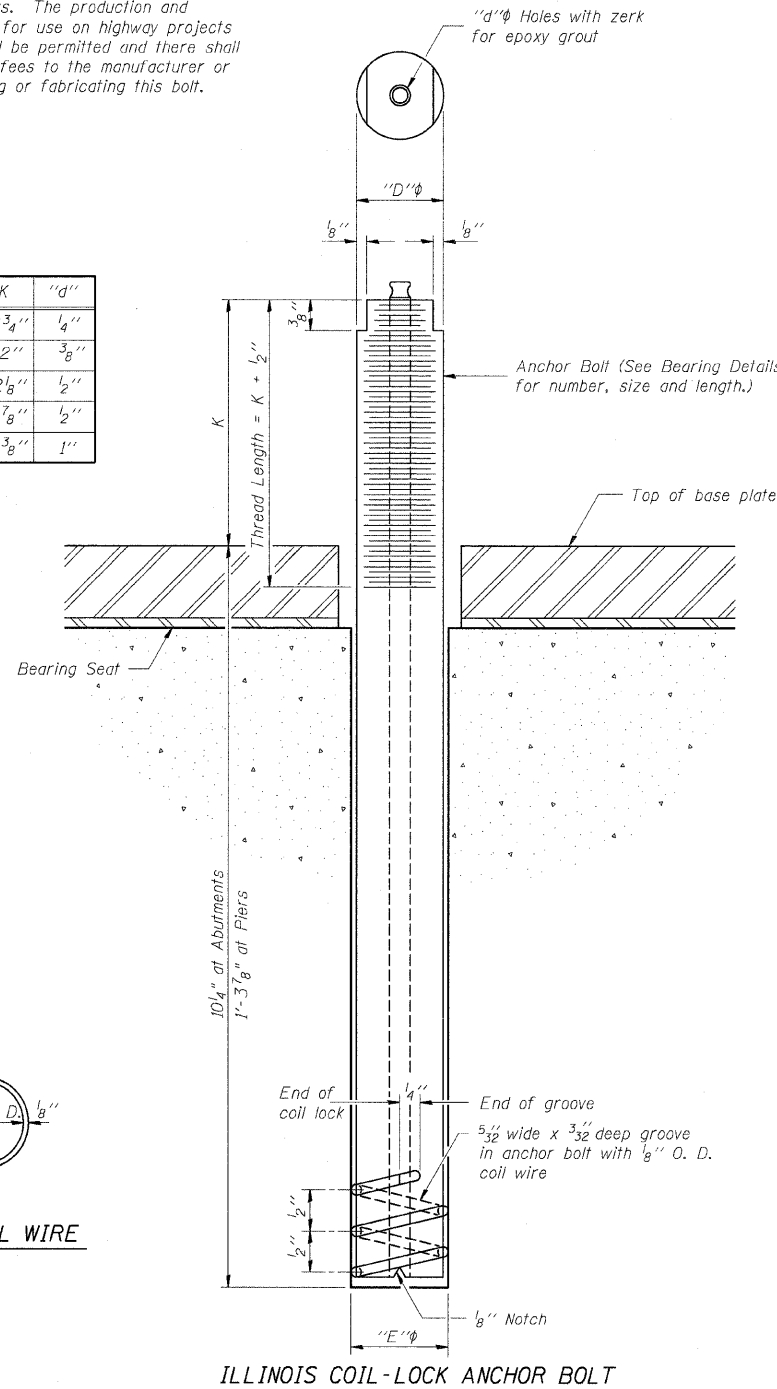
PIER 3 - E.B. & W.B. STRUCTURES

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4) KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn DCS		26
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION	Engineers - Architects - Planners		
	A Division of URS Greiner Woodward Clyde	Decatur, Illinois - St. Louis, Missouri	2100001161.04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	51
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	

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

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



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

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

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

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

ALTERNATE ANCHOR BOLTS

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

Location	Type
Abuts	F 1554 Grade 36
Pier 1	F 1554 Grade 36
Pier 2	F 1554 Grade 105
Pier 3	F 1554 Grade 36

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.
ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

ANCHOR BOLT DETAILS

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		27 of 30
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde			
		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	52
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		

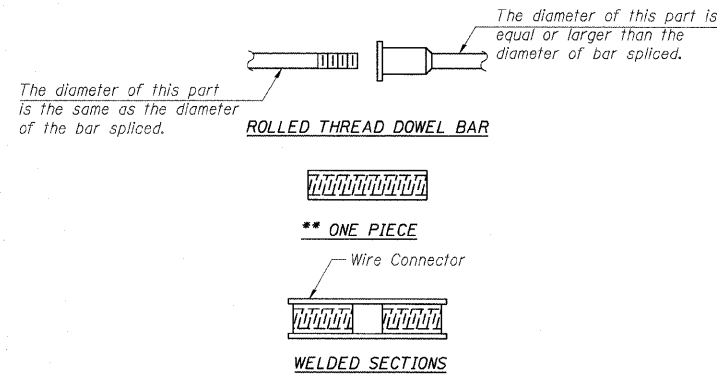
CONTRACT 88919

NOTES

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

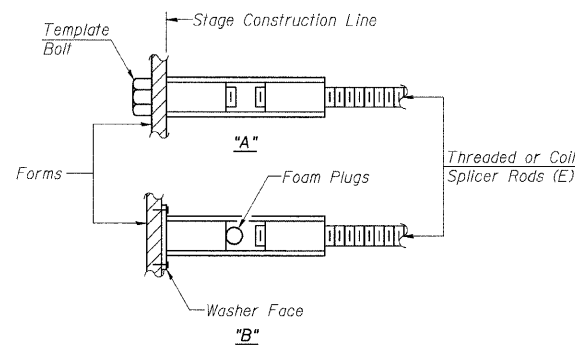
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_f$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_f$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_f = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



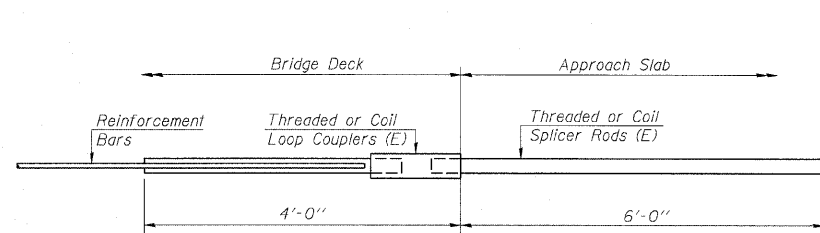
BAR SPLICER ASSEMBLY ALTERNATIVES

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



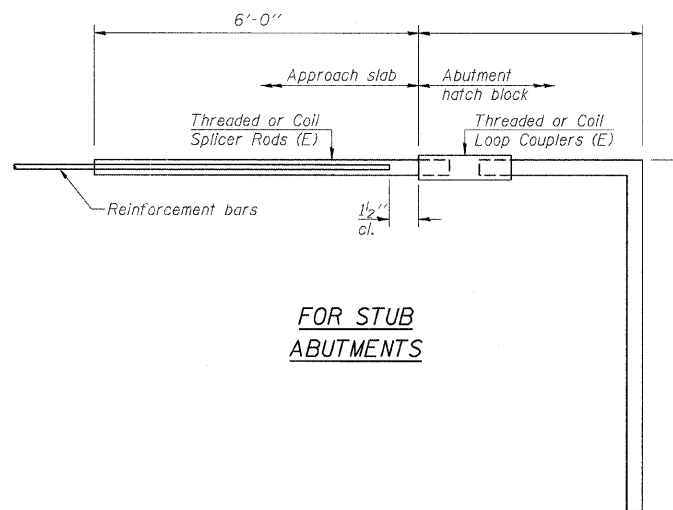
INSTALLATION AND SETTING METHODS

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



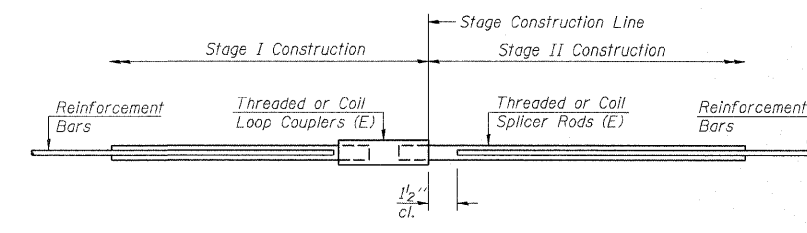
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 12.3 kips - tension	
No. Required = 204	



FOR STUB ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 12.3 kips - tension	
No. Required =	



STANDARD

Bar Size	No. Assemblies Required	Location
#5	1600	Deck
#5	16	Abutments
#6	44	Abuts. & Diaphs.

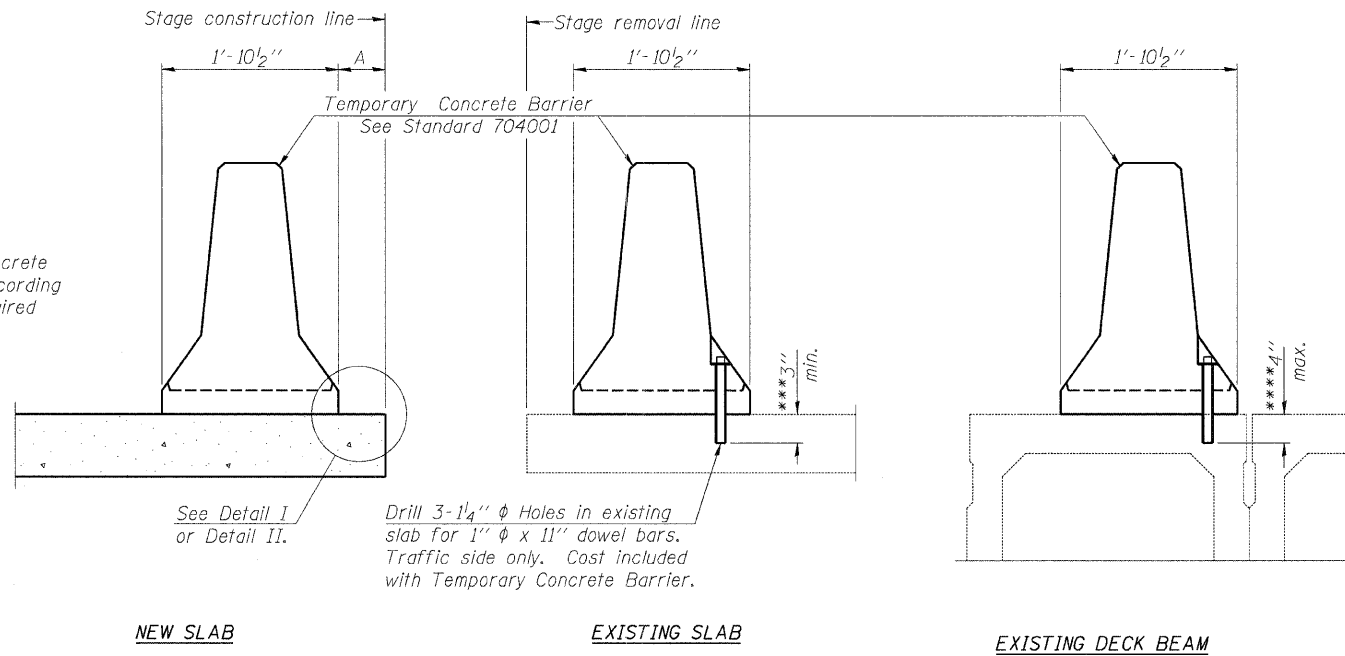
BAR SPLICER ASSEMBLY DETAILS

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		<div style="font-size: 2em; font-weight: bold; text-align: center;">28</div> of 30
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde			

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	53
FED. ROAD DIST. NO.	ILLINOIS		PROJECT	

CONTRACT 88919

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{r} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{c} of each barrier panel.

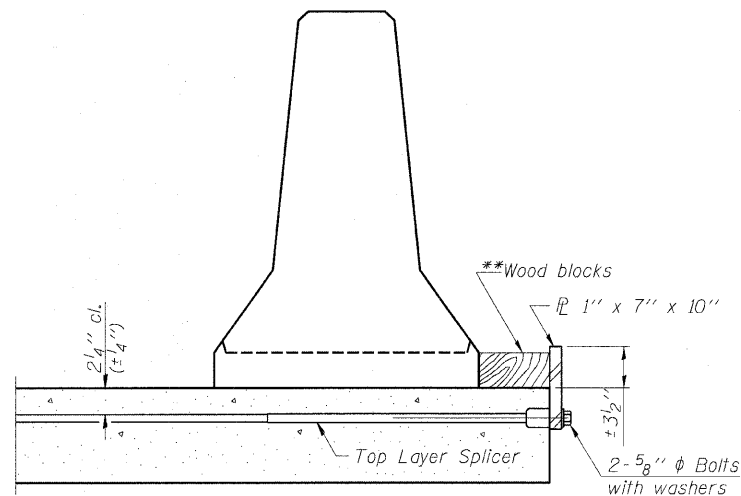
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{r} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{c} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

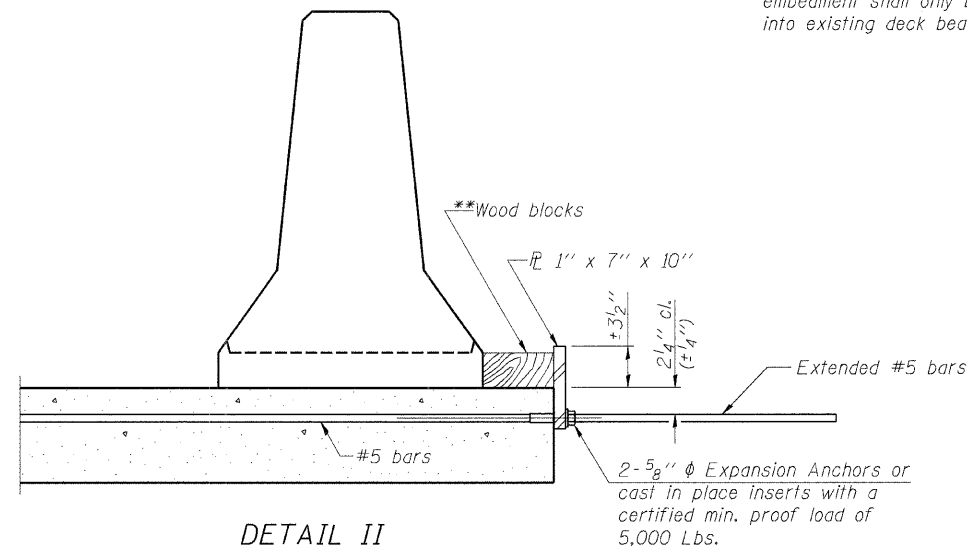
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

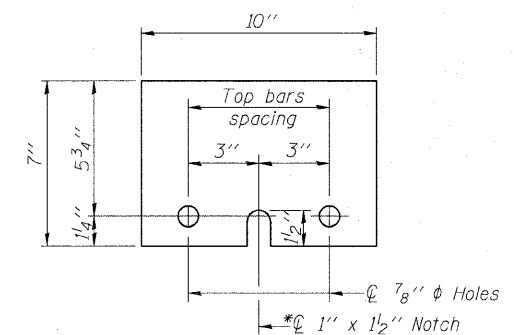
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER 1" x 7" x 10"

* Required only with Detail II

**Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

R-27

10-1-08

TEMPORARY CONCRETE BARRIER			
Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		<div style="font-size: 2em; text-align: center;">29</div> of 30
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION			
A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 74	(48-26HB-4)I	KNOX	54	54
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	

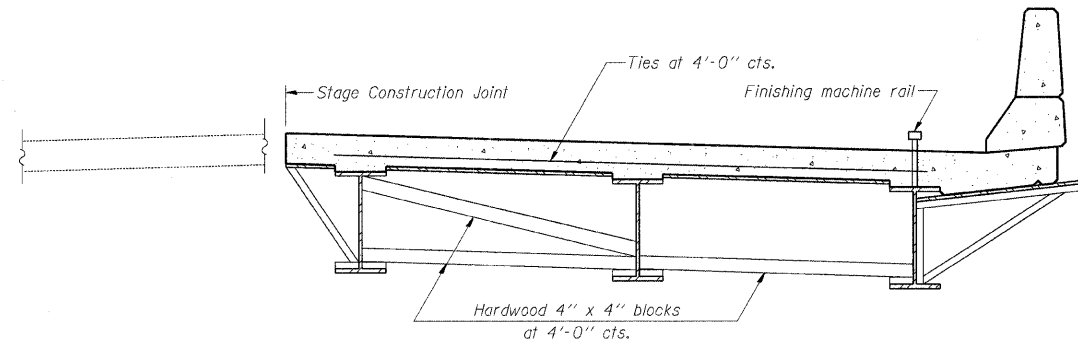
CONTRACT 88919

When cantilever forming brackets are used, the work shall be done according to Article 503.06, except as modified below and in the details shown on this sheet.

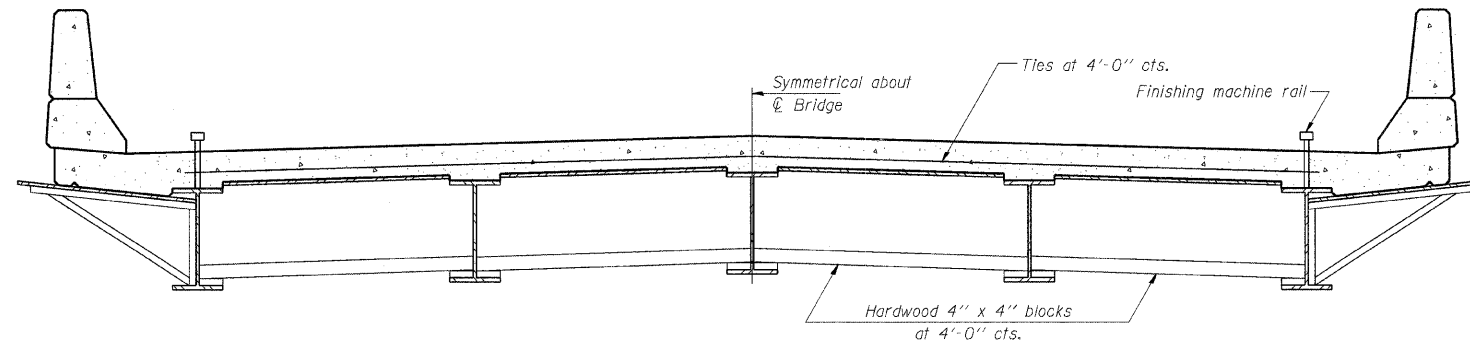
The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



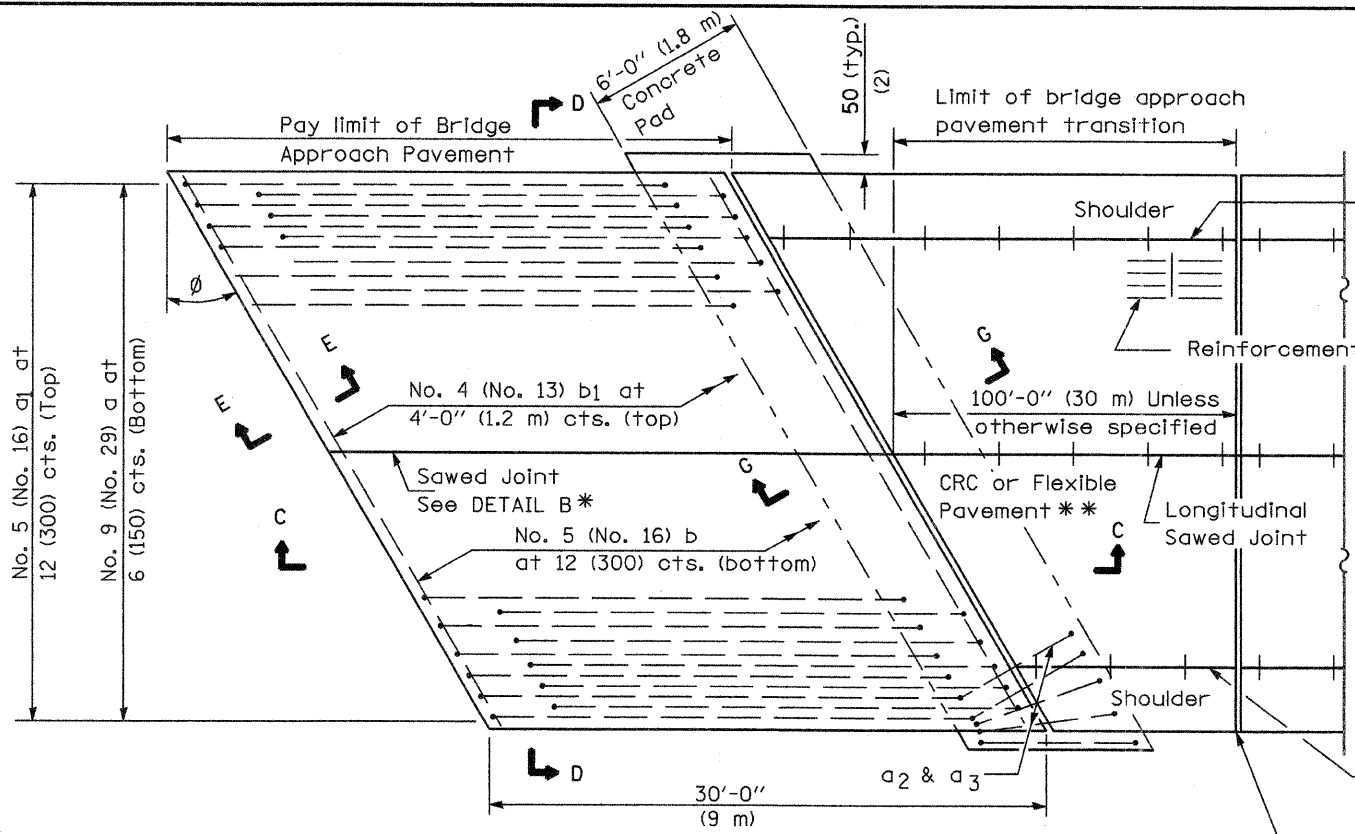
FORM BRACES FOR
STAGE CONSTRUCTION



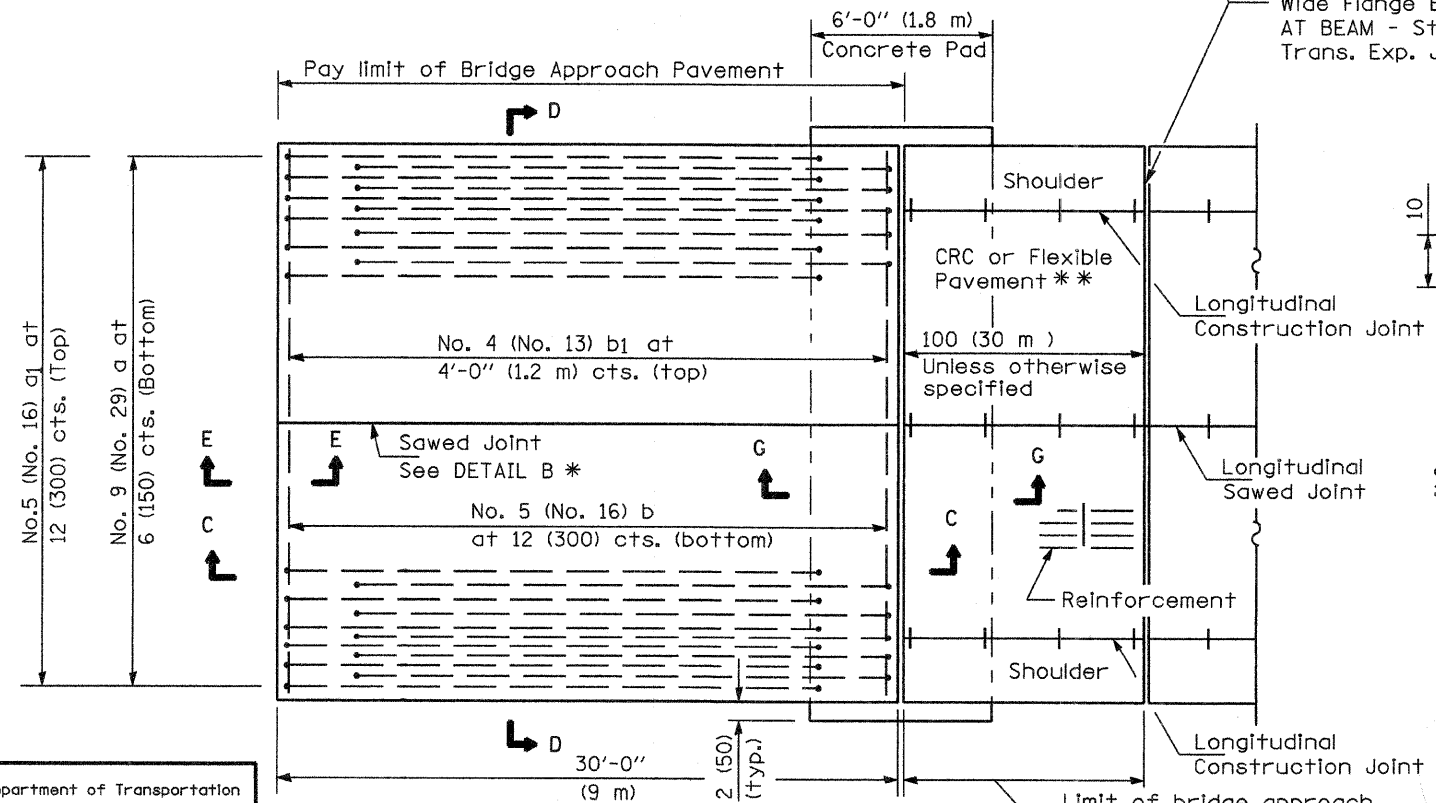
FORM BRACES FOR
STANDARD CONSTRUCTION

CANTILEVER FORMING BRACKET DETAILS

Date	Designed ACW	U.S. ROUTE 34 OVER F.A.I. ROUTE 74 F.A.I. RTE. 74 SECTION (48-26HB-4)I KNOX COUNTY STA. 212+20.71 STRUCTURES NO. 048-0019 (WB) & 048-0020 (EB)	Sheet No.
Revisions	Drawn SRS		30
	Checked KWB		
	Approved KWB		
Prepared by: WVP CORPORATION A Division of URS Greiner Woodward Clyde		Engineers - Architects - Planners Decatur, Illinois - St. Louis, Missouri	WVP Job No. 2100001161.04



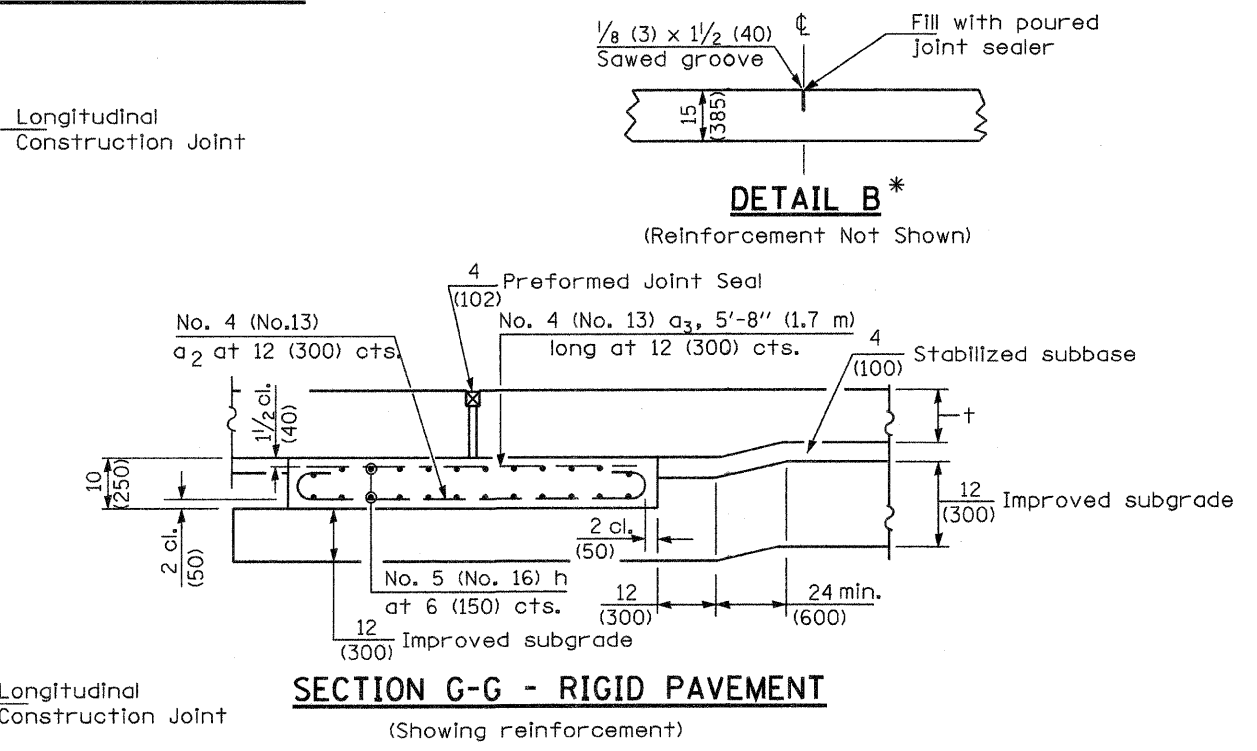
PLAN - WITH SKEW



PLAN - WITHOUT SKEW

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

NEW CONSTRUCTION

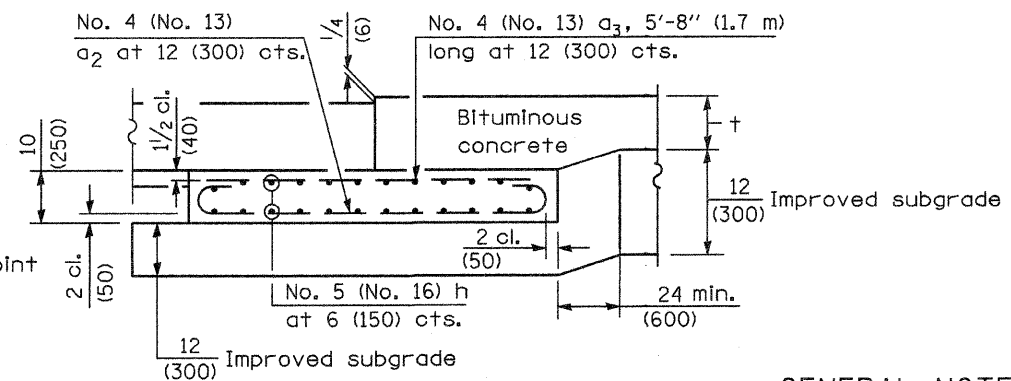


SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)

Rigid Pavement only:

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



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

GENERAL NOTES

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

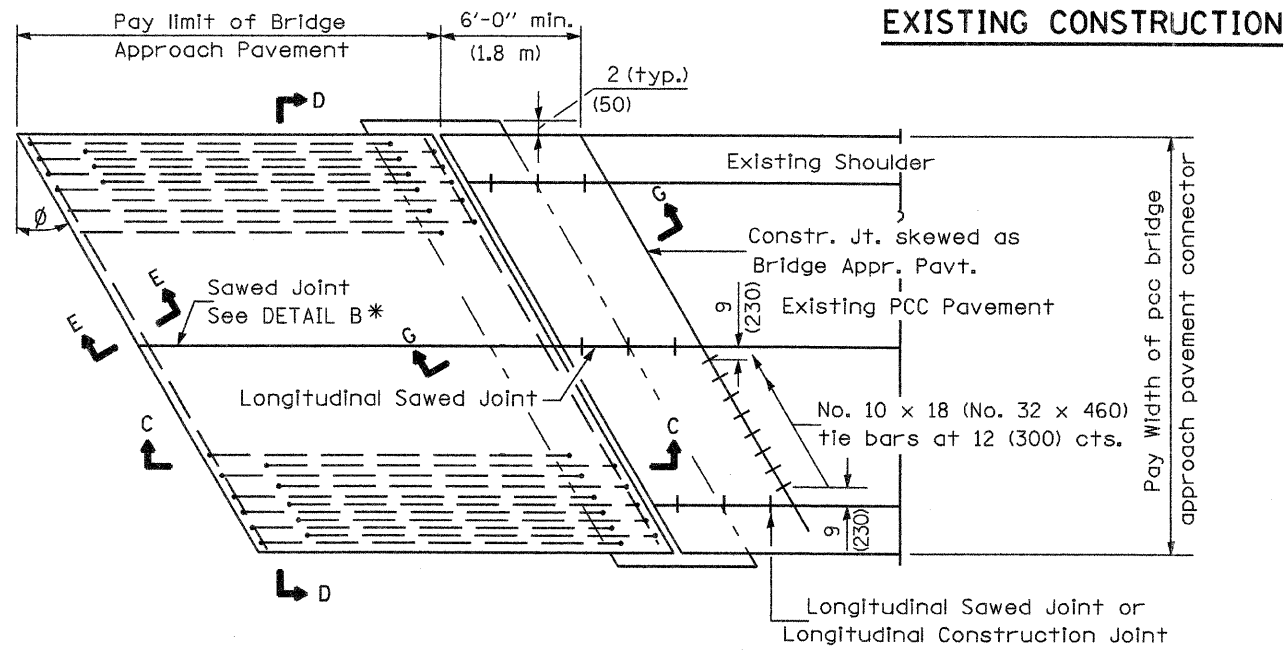
Illinois Department of Transportation
 APPROVED January 1, 2008
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED January 1, 2008
Joe E. Han
 ENGINEER OF DESIGN AND ENVIRONMENT

DATE	REVISIONS
1-1-08	Switched units to English (metric). Moved rebar epoxy coat note to Standard Spec.
1-1-04	Rev. size of Trans. Exp. Jt. and soft converted metric reinf.

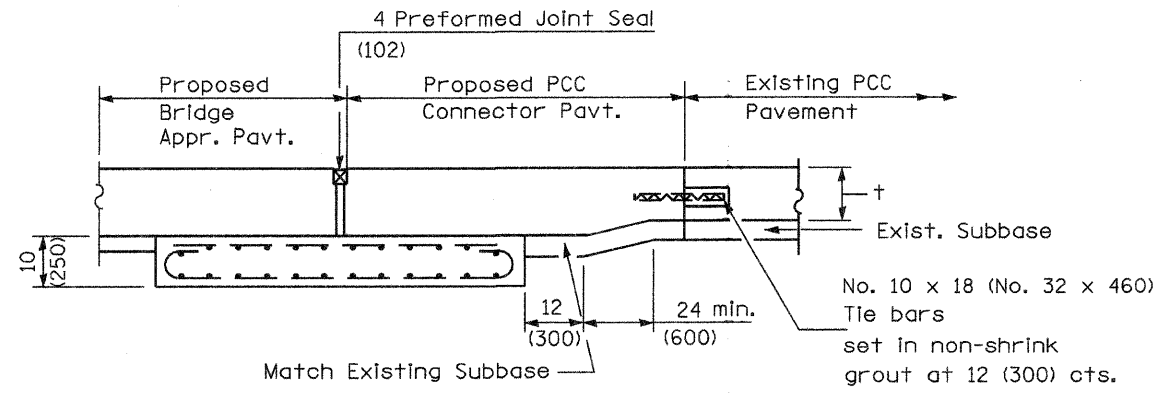
BRIDGE APPROACH PAVEMENT

(Sheet 1 of 4)

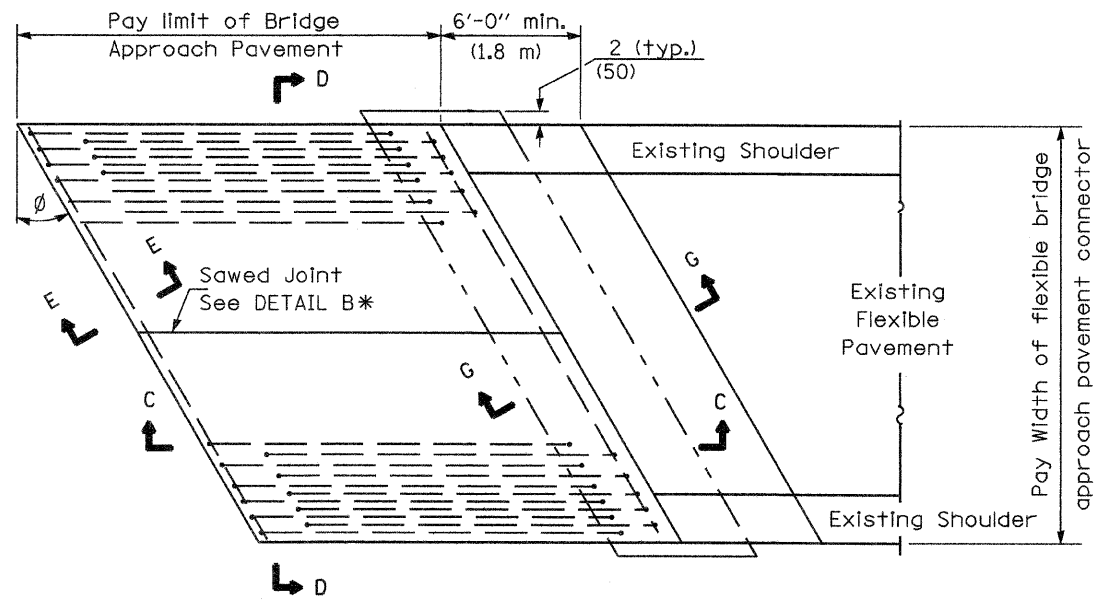
F.A.R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	CONTRACT #
74	(48-26HB-4)I	KNOX	54	54A	88919



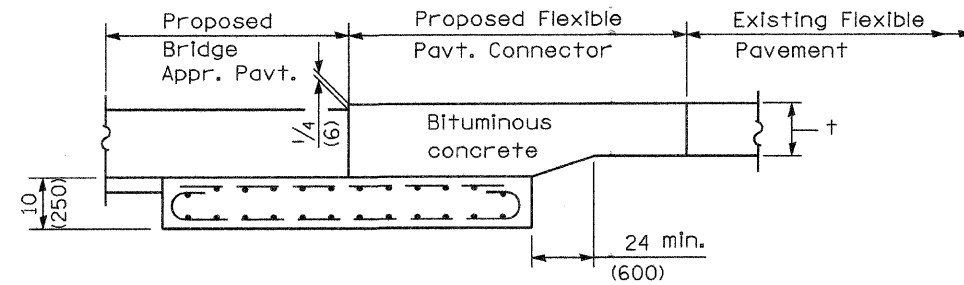
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

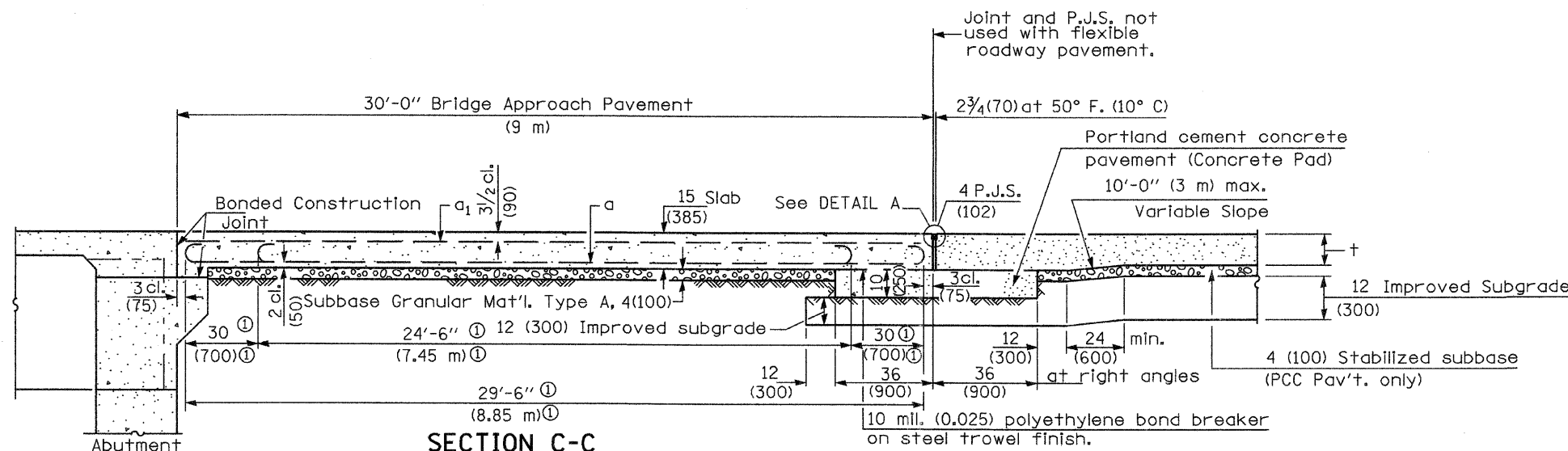
Illinois Department of Transportation
 APPROVED January 1, 2008
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED January 1, 2008
Ken C. Han
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97

BRIDGE APPROACH PAVEMENT

(Sheet 2 of 4)

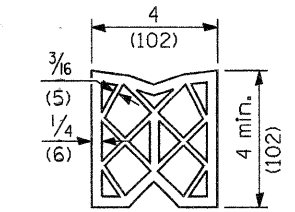
FAI. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	CONTRACT #
74	(48-2646-4) I	KNOX	54	54B	88919

D.R.S. 1/14

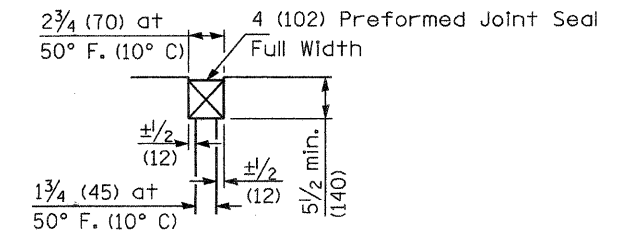


SECTION C-C

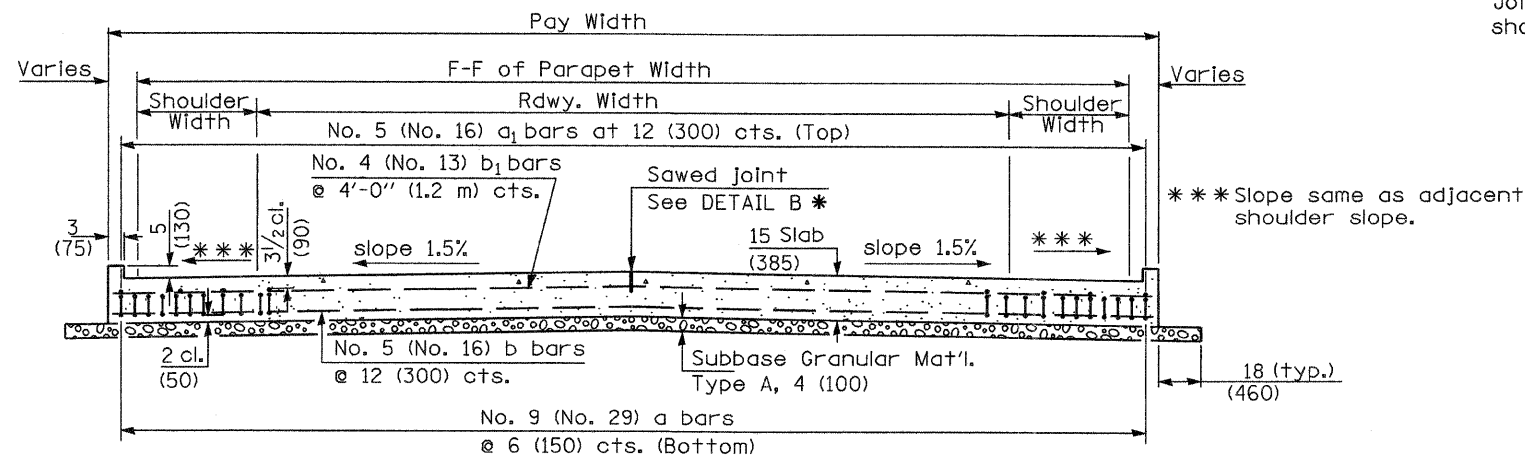
① Stagger No. 9 (No. 29) a bars as shown on plan - full width



PREFORMED JOINT SEAL



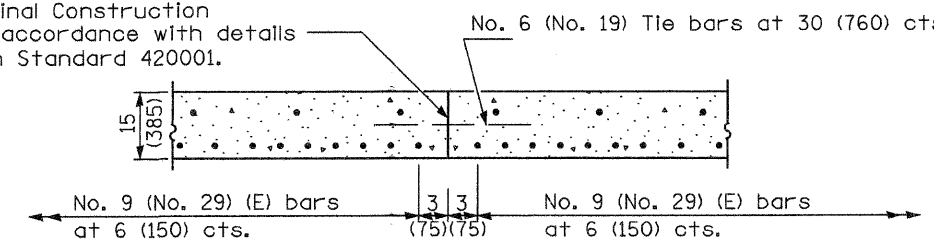
DETAIL A



SECTION D-D

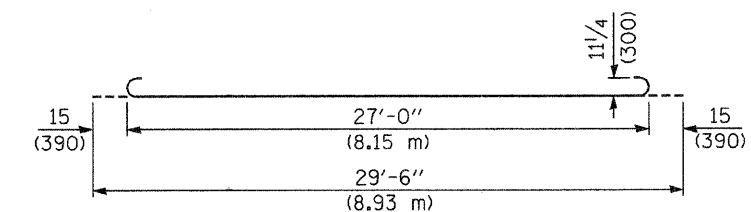
(See Plan for Dimensions not shown)

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

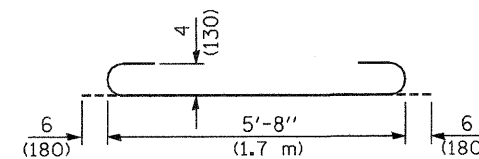


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

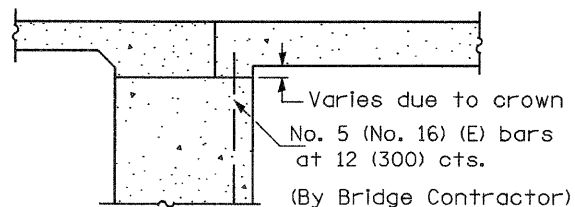
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



BAR a

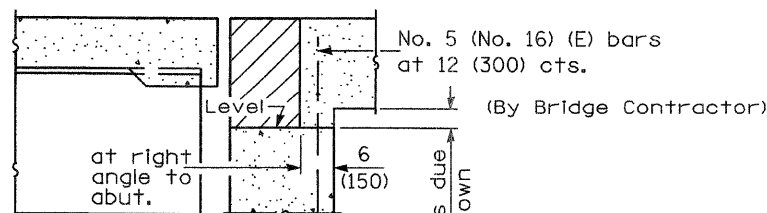


BAR a2



SECTION E-E

(Integral Abutments)



SECTION E-E

(Jointed Abutments)

DESIGN STRESSES

fy = 60,000 p.s.i. (400 MPa)
f'c = 3,500 p.s.i. (24 MPa)
n = 8.5

BRIDGE APPROACH PAVEMENT

(Sheet 3 of 4)

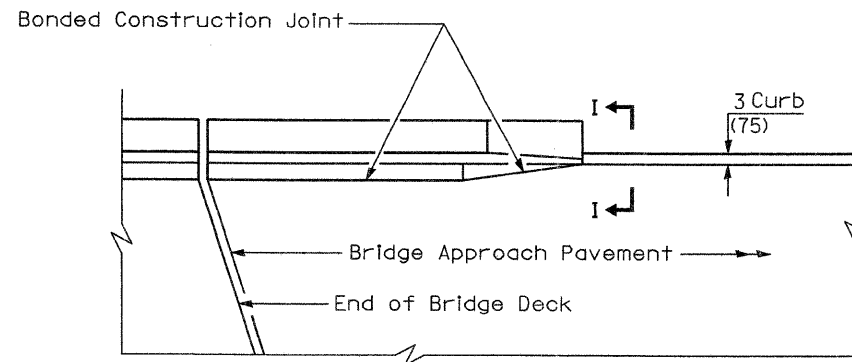
PAV. RATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	CONTRACT #
T4	(48-26HB-4)I	KNOX	54	54C	88919

Illinois Department of Transportation

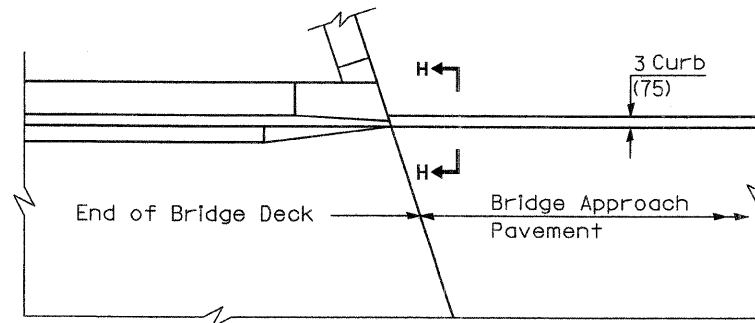
APPROVED January 1, 2008
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2008
Greg E. Han
 ENGINEER OF DESIGN AND ENVIRONMENT

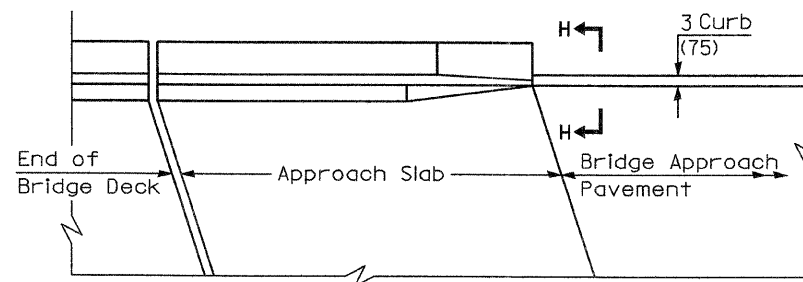
ISSUED 1-1-08



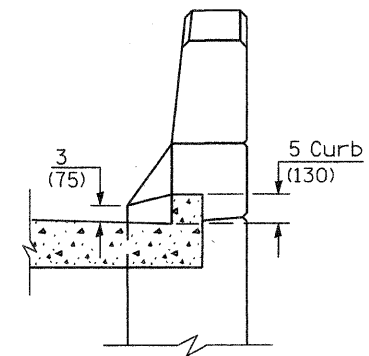
**PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT**



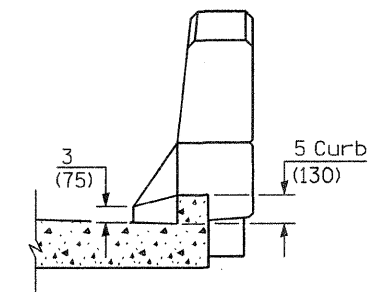
**PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT**



**PARAPET TO CURB TRANSITION
VAULTED ABUTMENT**



SECTION I - I



SECTION H - H

Illinois Department of Transportation
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 APPROVED January 1, 2008
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 ISSUED 1-1-97

BRIDGE APPROACH PAVEMENT

(Sheet 4 of 4)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	CONTRACT #
74	(48-264B-4) I	KNOX	54	54D	88919