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SIGNATURE BLOCK — SEE SHEET 2

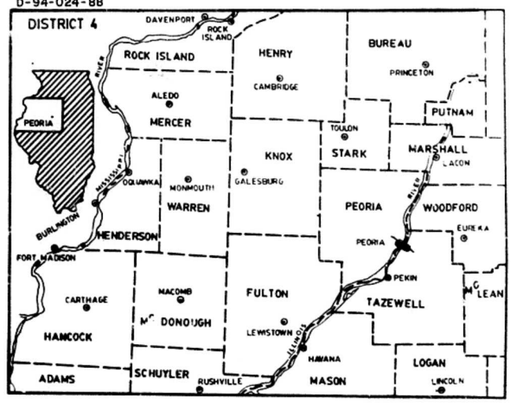
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 6713	50B-3-1, 50-2 (50)F&E-1,50D,50P	PEORIA - TAZEWELL	313	1
F.H.W.A. REG. 4	ILLINOIS	PROJECT	BRM 5093 (61)	

D-94-029-88
D-94-024-88

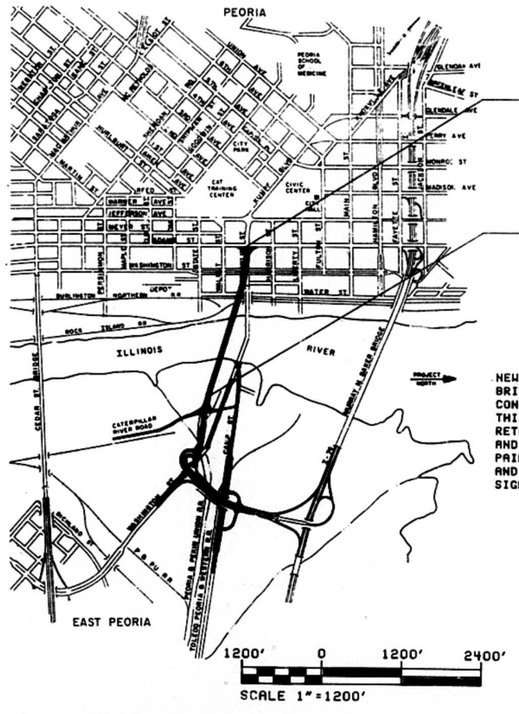
D-94-027-88



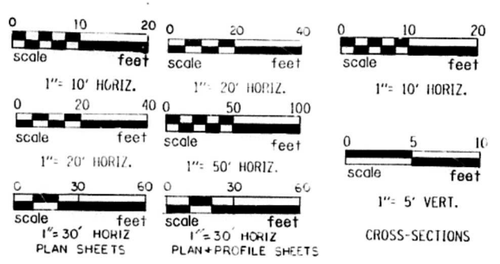
F.A.U. ROUTE 6713
SECTION 50B-3-1, 50-2; (50)F & E-1, (50)D, (50)P
PROJECT BRM - 5093 (61)
PEORIA AND TAZEWELL COUNTIES
C - 94 - 156 - 89

R - 8 - E

T - 8 - N



LOCATION OF SECTION INDICATED THUS: —



PROPOSED IMPROVEMENT INCLUDES

NEW BRIDGE APPROACH STRUCTURES TO THE ROBERT H. MICHEL BRIDGE. ALTERNATE DESIGNS ARE PRESENTED CONSISTING OF CONCRETE BULB-TEE BEAMS OR COMPOSITE STEEL PLATE GIRDERS. THIS CONTRACT INCLUDES AN EMBANKMENT WITH A SHEET PILING RETAINING WALL IN EAST PEORIA AS WELL AS THE CONCRETE DECK AND PARAPETS FOR THE PREVIOUSLY ERECTED MAIN SPAN GIRDERS. PAINTING OF THE ENTIRE STRUCTURE, WHERE SPECIFIED, STORM AND SANITARY SEWER RELOCATIONS, TEMPORARY LIGHTING, TRAFFIC SIGNALS AND PAVEMENT MARKINGS ARE INCLUDED AS WELL.

PETER C. WHITLOCK
062-042578
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Peter C. Whitlock
PETER C. WHITLOCK
PROJECT MANAGER
EXPIRES 11/30/92

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 1/20/92 19__
DISTRICT ENGINEER

EXAMINED ____ 19__

PASSED February 14 1992 19__
BUREAU CHIEF OF PLANS AND CONTRACTS

APPROVED February 14 19 92 19__
DIRECTOR OF HIGHWAYS

FOR UTILITY INFORMATION
CALL J.U.L.I.E.
PHONE 800-892-0123

LIST OF STANDARDS

STANDARD NO.
1527-9
1686-4
2113-2
2122-14
2130-11
2168-11
2179-14
2213-4
2214-4
2298-8
2298-12
2300-3
2307-4
2308-5
2323-12
2338-2
2347-4
2353-9
2354-1
2383-3
2427-1
2428
U-1
U-2
U-3
U-4
U-5
2368-1
2372
2135
2230-16
2381
2333-4
2314-5
2385
2305-5
2426-3

DESIGN DESIGNATION

2520 (2010) URBAN MINOR ARTERIAL 603(PCC-20)

SURVEY BOOK NOS.

CONTRACT NO. 88221

GROSS LENGTH OF IMPROVEMENT= 3030 FEET= 0.93 MILES
NET LENGTH OF IMPROVEMENT= 3030 FEET= 0.93 MILES

DESIGNED BY: STEINMAN, BOYNTON INC.

01-09-92

DESIGN ENGINEER: B. FUNSTON/ E. THERKILDSEN
PHONE: (309) 693-6467

PROJECT ENGINEER : J. ABBOTT
PHONE: (309) 693-6458

PEORIA-TAZEWELL COUNTY SECTION 50D-3, 50-2, F.A.U. ROUTE 6713 (50)F&E-1,(50)D&P Sheets 1 thru 100

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	2	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SDB-9-1; 50-2; (50)F&E-1, D AND P

IN CHARGE: PCH DESIGNED BY: MGB CHECKED BY: UG DRAFTED BY: IGM CHECKED BY: UG ESTIMATED BY:

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		HIGHWAY PLANS:
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3	HID-02	INDEX OF DRAWINGS
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5	HTS-02	TYPICAL SECTION
7	HSQ-01	SUMMARY OF QUANTITIES
8	HSQ-02	SUMMARY OF QUANTITIES
9	HSQ-03	SUMMARY OF QUANTITIES
10	HSC-01	STORM AND SANITARY SEWER SCHEDULES
11	SVY-01	SURVEY BENCHMARKS
12	SVY-02	SURVEY BENCHMARKS
13	SVY-03	SURVEY TIES
14	SVY-04	SURVEY TIES
15	ROW-01	RIGHT OF WAY PLANS
16	ROW-02	RIGHT OF WAY PLANS
17	ROW-03	RIGHT OF WAY PLANS
18	HGE-01	GEOMETRICS - WEST APPROACH
19	HGE-02	GEOMETRICS - ACCESS ROAD
20	HGE-03	GEOMETRICS - EAST APPROACH - MAINLINE STA. 37+68.50 TO STA. 39+90.00
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22	HRP-02	PLAN AND PROFILE - STA. 31+00 TO 39+50 (REMOVAL ITEMS)
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24	HSS-02	STORM SEWER - RELOCATION STA. 10+00 TO 17+50
25	HSS-03	STORM SEWER - PLAN AT PIER 4 AND PROFILES
26	HSS-04	STORM SEWER - WASH. & WATER ST.
27	HSS-05	STORM SEWER - PROP. KUMPF EXT.
28	HSS-06	STORM SEWER - PROFILES AND DETAILS
29	HSS-07	STORM SEWER - ACCESS ROAD
30	HCD-01	FINISHED PAVEMENT GRADES - STA. 10+60.00 TO STA. 14+04.00
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32	HCD-02	LEFT AND RIGHT CURB PROFILES
33	HCD-03	BRIDGE APPROACH PAVEMENT
34	HCD-04	MEDIAN PLAN AND DETAILS
35	HCD-05	SIDEWALK PLAN AND SECTION
36	HCD-06	SIDEWALK DETAILS
37	HCD-07	CONSTRUCTION DETAILS AT WASHINGTON ST.
38	HCD-08	EMBANKMENT AT EAST ABUTMENT
39	HCD-08A	INTERSECTION WASHINGTON ST. & RIVER RD. FINISHED GRADES
40	HCD-09	SOIL BORING LOCATION
40A	HCD-10	PIER 7 PROTECTION SYSTEM
41	HEL-01	TEMP. TRAFFIC SIGNALS - KUMPF & ADAMS ST.
42	HEL-02	TEMP. TRAFFIC SIGNALS - WASHINGTON ST.
43	HPM-01	PAVEMENT MARKING - KUMPF BLVD.
44	HPM-02	PAVEMENT MARKING - ROBERT H. MICHEL BRIDGE
45	HPM-03	PAVEMENT MARKING - KUMPF & ADAMS ST. (TEMPORARY)
46	HPM-04	PAVEMEN "ARKING - WASHINGTON STREET (TEMPORARY)
47	HTM-01	REMOVAL STAGING - ACCESS ROAD
48	HTM-02	CONSTR. STAGING & TRAFF. MAINTENANCE - ACCESS ROAD
49	HTM-03	TRAFFIC MAINTENANCE & STAGING - KUMPF AND ADAMS
50	HTM-04	TRAFFIC MAINTENANCE & STAGING - WASHINGTON ST.
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52	HRE-01A	SHEET PILE RETAINING WALL
53	HRE-02	REINFORCED EARTH RETAINING WALL DETAILS & COMB. CONC. CURB & SIDEWALK DETAILS
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55A		INLET TYPE G-2
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58	HDE-05	STRUCTURE EXCAVATION AND SOIL MANAGEMENT
59	HDE-06	STRUCTURE EXCAVATION AND SOIL MANAGEMENT
60	HDE-07	STRUCTURE EXCAVATION AND SOIL MANAGEMENT
61	HDE-08	STRUCTURE EXCAVATION AND SOIL MANAGEMENT
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63	HDE-10	GREAT SYSTEM - STA. 14+00.00
64	HDE-11	GREAT SYSTEM - STA. 36+68.50
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66	HCS-01A	CROSS SECTIONS - MAINLINE STA. 11+50 TO 12+00
67	HCS-02	CROSS SECTIONS - MAINLINE STA. 12+00 TO 12+50
68	HCS-03	CROSS SECTIONS - MAINLINE STA. 13+00 TO 13+50
69	HCS-04	CROSS SECTIONS - MAINLINE STA. 14+00
70	HCS-05	CROSS SECTIONS - MAINLINE STA. 37+55 TO 38+50
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77	RD-03	DECK ELEVATIONS - SPAN 9
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80	RD-06	MEDIAN DETAILS - S-7 TO 9
81	RD-07	REBAR DET. @ MOD. EXP. JT. P-6 & 9
82	RD-08	DECK REBAR & MISC. DET. S-7 TO 9
83	RD-09	DRAINAGE SUPPORT & MISC. DETAILS
84	RD-10	BRIDGE SCUPPER DETAILS
85	RD-11	ALUMINUM RAILING
86	RP-01	FRAMING PLAN & ELEVATION - S-7 TO 9
87	RP-02	GIRDER DIMENSIONS & DET. - S-7 TO 9
88	RP-03	CROSS-FRAMES & DETAILS - S-7 TO 9
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90	RP-05	FIELD SPLICES & DETAILS - S-7 TO 9
91	RP-06	FIELD SPLICES & DETAILS - S-7 TO 9
92	RP-08	BEARING DETAILS - S-7 TO 9
93	RP-09	INSPECTION WALKWAY & DETAILS
94	RP-10	INSPECTION PLATFORM @ PIERS
95	RP-11	INSPECTION PLATFORM DETAILS
96	RM-02	BRIDGE & NAVIG LIGHTING: PLANS
97	RM-03	BRIDGE & NAVIG LIGHTING: SECTIONS
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103	RAN-05	CONDUIT HANGERS AT PIERS
104	RAN-06	CONDUIT HANGER DETAILS
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SUBMITTED 11/17/92

EXAMINED 11/17/92 DIST. DESIGN ENGR.

EXAMINED 11/17/92 DIST. CONST. ENGR.

EXAMINED 11/17/92 DIST. MAINT. ENGR.

DIST. TRAFFIC ENGR.

REVIEWED FOR CORRELATION WITH APPROVED DESIGN REPORT AND ENVIRONMENTAL ASSESSMENT

DATE _____ District Engineer of Planning

Entire section inspected and approved as to policy.

DATE 1/20/92 DISTRICT ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HID-01	N.T.S.	1-09-92	2

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	3	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SOB-3-1; SO-2; (SO)F&E-1, D AND P

DRAFTED BY: IGM | CHECKED BY: UG | DESIGNED BY: MGB | CHECKED BY: UG | ESTIMATED BY: | IN CHARGE: PCW

INDEX OF DRAWINGS: (STEEL APPROACHES)

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109	BP-08	BORING LOGS B-23, B-24 & E-3
109A		BORING LOGS SB-LW-1, SB-LW-2, SB-LW-3, SB-1-LW
109B		BORING LOGS SB-3-LW, SB-4-LW, SB-SW-1, SB-5-LW
109C		BORING LOGS SB-6-LW, SB-2-LW, SB-2-LW, SB-7-LW
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116	WSD-03	DECK ELEVATIONS - SPANS 3 & 4
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120	WSD-07	MEDIAN & MISC. DETAILS - SPANS 1 & 2
121	WSD-08	DECK PLAN & SECTIONS - SPANS 3 & 4
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131	WSP-03	CROSS-FRAMES & DETAILS - S-1 & 2
132	WSP-04	FIELD SPLICES & DETAILS - S-1 & 2
133	WSP-05	WEB CAMBERS & DETAILS - S-1 & 2
134	WSP-06	BEARINGS & DETAILS - S-1 & 2
135	WSP-07	FRAMING PLAN & ELEVATION - S-3 TO 6
136	WSP-08	GIRDER DIMENSIONS & DET. - S-3 TO 6
137	WSP-09	CROSS-FRAMES & DETAILS - S-3 TO 6
138	WSP-10	FIELD SPLICES & DETAILS - S-3 TO 6
139	WSP-11	FIELD SPLICES & DETAILS - S-3 TO 6
140	WSP-12	WEB CAMBERS & DETAILS - S-3 TO 6
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142	WSP-14	BEARING DETAILS - S-3 TO 6
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144	WSS-02	WEST ABUTMENT - SECTIONS & DETAILS
145	WSS-03	WEST ABUTMENT - WINGWALLS & DETAILS
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147	WSS-05	PIER - 1 - DETAILS
148	WSS-06	PIER - 2
149	WSS-07	PIER - 2 - DETAILS
150	WSS-08	PIER - 3
151	WSS-09	PIER - 3 - DETAILS
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153	WSS-11	PIER - 4 - DETAILS
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160	ESD-03A	DECK ELEVATIONS - SPANS 16 & 17
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174	ESP-01A	FRAMING PLAN & ELEVATION, GIRDER DIM. & DET. - S-16 & 17
175	ESP-03	CROSS-FRAMES & DETAILS - S-10 TO 15
176	ESP-03A	CROSS-FRAMES & DETAILS - S-16 & 17
177	ESP-04	FIELD SPLICES & DETAILS - S-10 TO 15
178	ESP-04A	FIELD SPLICE & DETAILS - S-16 & 17
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180	ESP-05A	WEB CAMBERS & DETAILS - S-16 & 17
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185	ESS-02	EAST ABUTMENT - DETAILS
186	ESS-03	PIER - 9 - BEARING SEATS
187	ESS-04	PIER - 10
188	ESS-05	PIER - 10 - DETAILS
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190	ESS-07	PIER - 11 - DETAILS
191	ESS-08	PIER - 12
192	ESS-09	PIER - 12 - DETAILS
193	ESS-10	PIER - 13
194	ESS-11	PIER - 13 - DETAILS
195	ESS-12	PIER - 14
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198	ESS-13B	PIER - 16
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204	SAM-04	BRIDGE SCUPPER DETAILS
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214	BP-07	BORING LOGS B-19, B-21 & B-22
215	BP-08	BORING LOGS B-23, B-24 & E-3
215A		BORING LOGS SB-LW-1, SB-LW-2, SB-LW-3, SB-1-LW
215B		BORING LOGS SB-3-LW, SB-4-LW, SB-SW-1, SB-5-LW
215C		BORING LOGS SB-6-LW, SB-2-LW, SB-2-LW, SB-7-LW
215D		BORING LOGS SB-E-3A, SB-E-4A, SB-LW-A, SW-LW-B, SB-LW-C, SW-LW-D
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222	WCD-03	DECK ELEVATIONS - SPAN 3
223	WCD-04	DECK ELEVATIONS - SPANS 4 & 5
224	WCD-05	DECK ELEVATIONS - SPAN 6
225	WCD-06	DECK PLAN & SECTIONS - SPANS 1 & 2
226	WCD-07	DECK PLAN & SECTIONS - SPANS 1 & 2
227	WCD-08	PARAPET DETAILS - SPANS 1 & 2
228	WCD-09	MEDIAN DETAILS - SPANS 1 & 2
229	WCD-10	CONCRETE DIAPHRAGMS - SPANS 1 & 2
230	WCD-11	DECK PLAN & SECTIONS - SPANS 3 & 4
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233	WCD-14	MEDIAN DETAILS - SPANS 3 TO 6
234	WCD-15	CONCRETE DIAPHRAGMS - SPANS 3 TO 6
235	WCD-16	REBAR DETAILS @ MOD. EXP. JT. @ PIER 6
236	WCD-17	DECK REBAR & MISC. DET. - SPANS 1 TO 6
237	WCD-18	EXP.JT. DETAILS @ W.ABUTMENT
238	WCD-19	DECK DRAINAGE SYSTEM & DETAILS
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240	WCB-02	BEAM ELEVATION & DETAILS - S-1 & 2
241	WCB-03	BEAM LAYOUT DETAILS
242	WCB-04	BEARINGS & DETAILS - S-1 & 2
243	WCB-05	BEARINGS & DETAILS - S-1 & 2
244	WCB-06	FRAMING PLAN & DETAILS - S-3 TO 6
245	WCB-07	BEAM ELEVATION & DETAILS - S-3 TO 6
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247	WCB-09	BEARINGS & DETAILS - S-3 TO 6
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250	WCS-02	WEST ABUTMENT - SECTIONS & DETAILS
251	WCS-03	WEST ABUTMENT - WINGWALLS & DETAILS
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253	WCS-05	PIER - 1 - DETAILS
254	WCS-06	PIER - 2
255	WCS-07	PIER - 2 - DETAILS
256	WCS-08	PIER - 3
257	WCS-09	PIER - 3 - DETAILS
258	WCS-10	PIER - 4
259	WCS-11	PIER - 4 - DETAILS
260	WCS-12	PIER - 5
261	WCS-13	PIER - 5 - DETAILS
262	WCS-14	PIER - 6 - BEARING SEATS

INDEX OF DRAWINGS: (CONCRETE APPROACHES)

SHEET NO.	DWG. NO.	DESCRIPTION
		EAST APPROACH DRAWINGS:
		DECK:
263	ECD-01	DECK ELEVATIONS - SPANS 10 & 11
264	ECD-02	DECK ELEVATIONS - SPANS 12 & 13
265	ECD-03	DECK ELEVATIONS - SPANS 14 & 15
266	ECD-03A	DECK ELEVATIONS - SPANS 16 & 17
267	ECD-04	DECK PLAN & SECTIONS - SPANS 10 TO 15
268	ECD-04A	DECK PLAN & SECTIONS - SPANS 16 & 17
269	ECD-05	PARAPET DETAILS - SPANS 10 TO 15
270	ECD-05A	PARAPET & MEDIAN DETAILS - S-16 & 17
271	ECD-06	MEDIAN DETAILS - SPANS 10 TO 15
272	ECD-07	CONCRETE DIAPHRAGMS - SPANS 10 TO 17
273	ECD-08	REBAR DETAILS @ MOD. EXP. JT. @ PIER 9
274	ECD-08A	REBAR DETAILS @ MOD. EXP. JT. @ PIER 15
275	ECD-09	DECK REBAR & MISC. DET.- S-10 TO 15
276	ECD-09A	DECK REBAR & MISC. DET.- S-16 & 17
277	ECD-10	DECK DRAINAGE SYSTEM & DETAILS
278	ECD-11	PREFORMED JT. SEAL @ E. ABUTMENT
		PRECAST PRESTRESSED BEAMS:
279	ECB-01	FRAMING PLAN & DETAILS - S-10 TO 15
280	ECB-01A	FRAMING PLAN & DETAILS - S-16 & 17
281	ECB-02	BEAM ELEVATION & DET. - S-10 TO 17
282	ECB-03	BEAM BLOCK-OUT & INSERT DETAILS
283	ECB-04	BEARINGS & DETAILS - S-10 TO 17
284	ECB-05	BEARINGS & DETAILS - S-10 TO 17
285	ECB-06	INSPECTION WALKWAY & DETAILS - S-10
		SUBSTRUCTURES:
286	ECS-01	PIER - 9 - BEARING SEATS
287	ECS-02	PIER - 10
288	ECS-03	PIER - 10 - DETAILS
289	ECS-04	PIER - 11
290	ECS-05	PIER - 11 - DETAILS
291	ECS-06	PIER - 12
292	ECS-07	PIER - 12 - DETAILS
293	ECS-08	PIER - 13
294	ECS-09	PIER - 13 - DETAILS
295	ECS-10	PIER - 14
296	ECS-11	PIER - 14 - DETAILS
297	ECS-11A	PIER - 15
298	ECS-11B	PIER - 16
299	ECS-12	EAST ABUTMENT
300	ECS-13	EAST ABUTMENT & DETAILS
		MISCELLANEOUS DRAWINGS:
301	CAM-01	MOD. EXP. JT. DET. @ PIERS 6 & 9
302	CAM-01A	MOD. EXP. JT. DET. @ PIER 15
303	CAM-02	PARAPET & MEDIAN DET. @ PIERS 6 & 9
304	CAM-02A	PARAPET & MEDIAN DET. @ PIER 15
305	CAM-03	DRAINAGE SUPPORT & MISC. DETAILS
306	CAM-04	BRIDGE SCUPPER DETAILS
307	CAM-05	BRIDGE LIGHTING - PLANS
308	CAM-06	BRIDGE LIGHTING - SECTIONS
309	CAM-07	NEOP. EXP. JT. @ P-2
310	CAM-08	TYPE L - ALUMINUM RAILING
311	CAM-09	ANCHOR BOLT DETAIL FOR BEARINGS
312	CAM-10	PARAPET REINFORCEMENT FOR SLIPFORMING
313	CAM-11	BRIDGE LIGHTING - DETAILS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

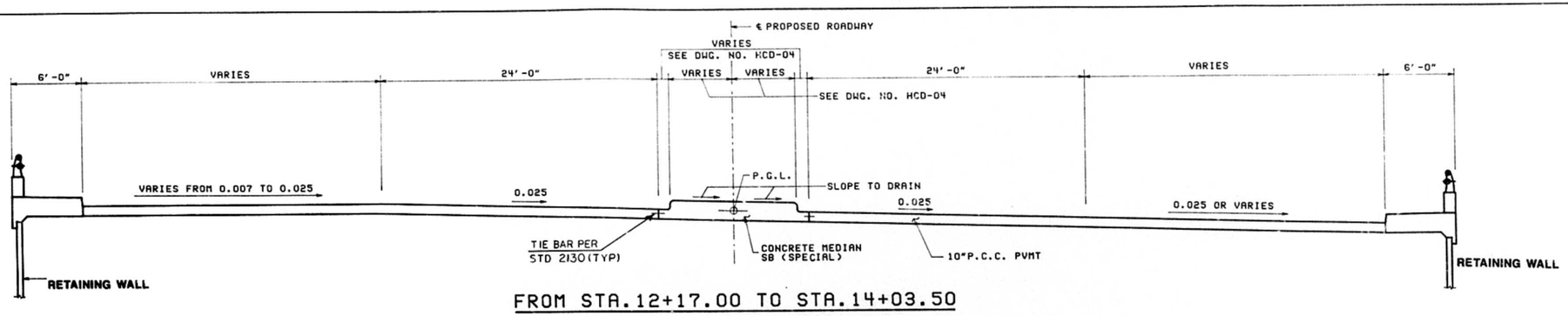
DRAWING NO.	SCALE	DATE	SHEET NO.
HID-02	N.T.S.	1-09-92	3

D C B A 0 A B C D

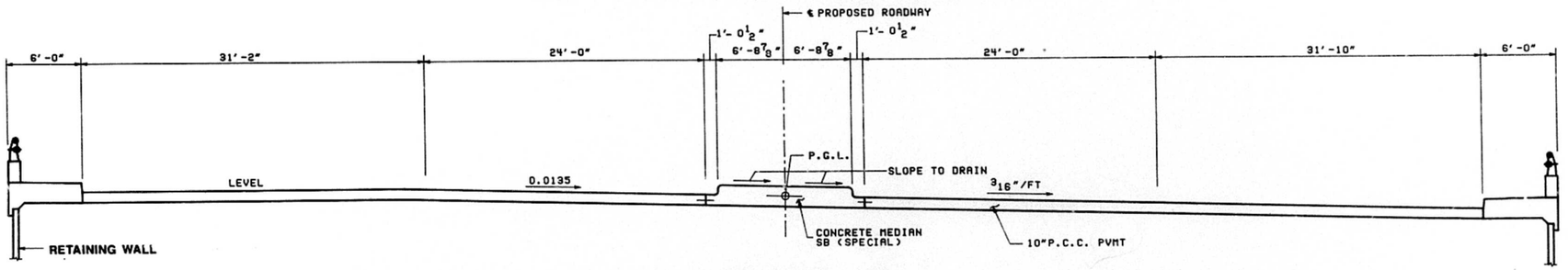
TAMERAN

ROUTE NO.	I.E.T.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	4	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

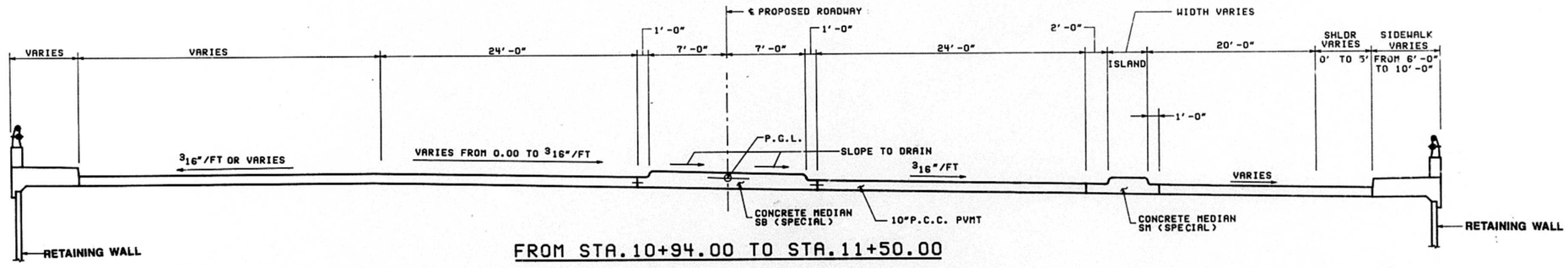
*508-3-11: 50-21 (50)F & C-1, D, AND P



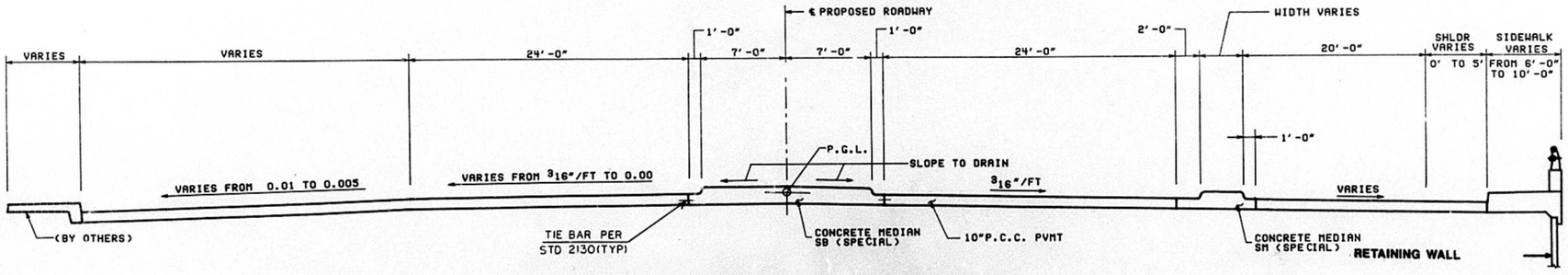
FROM STA.12+17.00 TO STA.14+03.50



AT STA.11+61.00



FROM STA.10+94.00 TO STA.11+50.00



FROM STA.10+60.00 TO STA.10+94.00

SUBMITTED _____
EXAMINED _____ DIST. DESIGN ENGR.
EXAMINED _____ DIST. CONST. ENGR.
EXAMINED _____ DIST. MAINT. ENGR.
DIST. TRAFFIC ENGR.

REVIEWED FOR CORRELATION WITH APPROVED DESIGN REPORT AND ENVIRONMENTAL ASSESSMENT
DATE _____ District Engineer of Planning

Entire section inspected and approved as to policy.
DATE _____ DISTRICT ENGINEER

DRAFTED BY: SBA CHECKED BY: LCB
DESIGNED BY: RJR CHECKED BY: GLGB
IN CHARGE: PCW ESTIMATED BY:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH
TYPICAL SECTIONS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HTS-01		AUG 9 1991	4

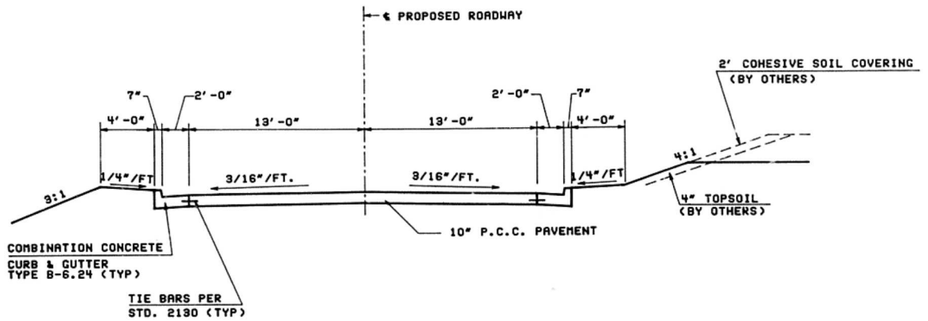
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
*	*	TAZEWELL	5	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

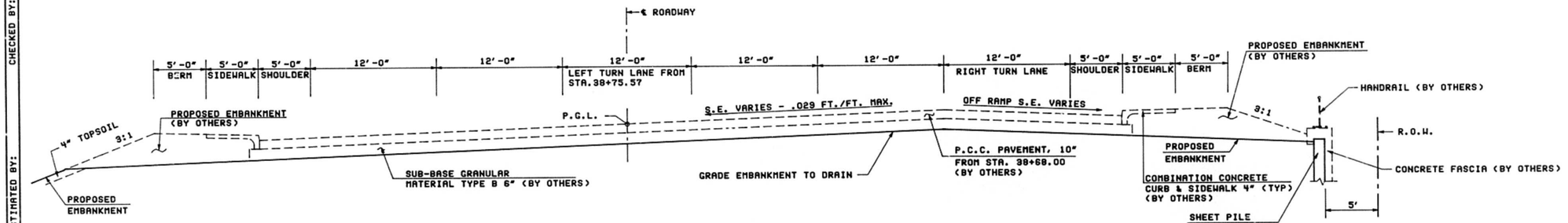
D- 94-027-88

* FAU 6713 508-5 , 50-3
FAU 6707 508-4
FAU 6712 (12HB, 12HVB)BR
FAU 6713 (50-3)TS, HL & SC

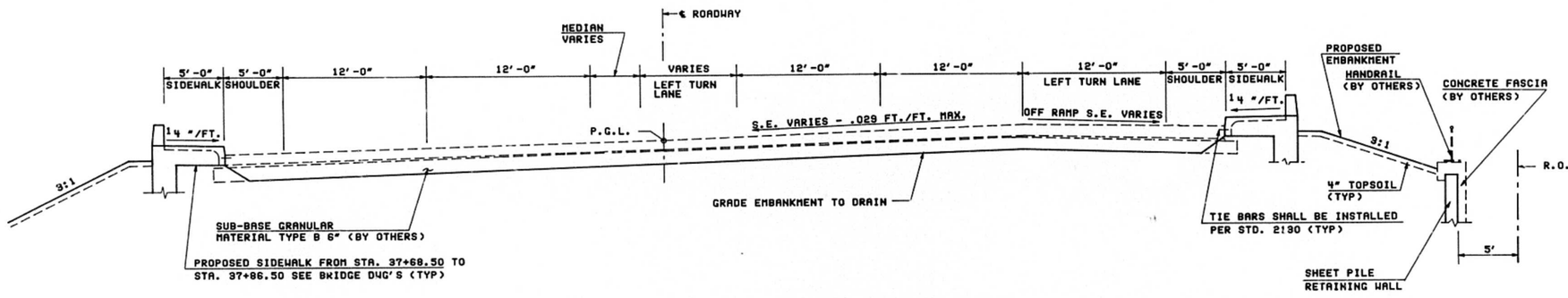
IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: LCB ESTIMATED BY: DRAFTED BY: MCM CHECKED BY: LGB



ACCESS ROAD



MAINLINE STATION 37+86.50 TO 39+25.00



MAINLINE STATION 37+68.50 TO 37+86.50

NOTES:

1. FOR SUPERELEVATION TRANSITIONS SEE DWG. NO. ETS-05.
2. FOR MAINLINE PLANS AND PROFILES SEE DWG. NOS ERP-01 - ERP-07.
3. FOR FINISHED GRADE ELEVATIONS AT MAINLINE & RIVER ROAD INTERSECTION FROM STA. 37+68.00 TO STA. 42+50.00 SEE DWG. NO. EHD-01.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH

TYPICAL SECTIONS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HTS-02		1-09-92	5

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	7	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F & E-1, D, AND P

SUMMARY OF QUANTITIES (COMBINED)

	CODE NUMBER	DESCRIPTION CONSTRUCTION TYPE CODE	UNIT	TOTAL QUANTITY	PEORIA COUNTY				TAZEWELL COUNTY			
					PEORIA APPROACH	RIVER BRIDGE STA.14+03.50 TO STA.24+91.35	LIGHTING & NAVIGATIONAL LIGHTS	SIGNALS	EAST PEORIA APPROACH	RIVER BRIDGE STA.24+91.35 TO STA. 37+68.50	LIGHTING & NAVIGATIONAL LIGHTS	SIGNALS
					SFTY3Q	X071-28 OR X081-28	SFTY1E	SFTY 1F	SFTY3Q	X071-28 OR X081-28	SFTY1E	SFTY 1F
	20200100	EARTH EXCAVATION	CU YD	978	234				744			
	20700100	EMBANKMENT	CU YD	12588	1445				11143			
Δ	21301810	SUBBASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	2550	2550							
	21600300	TOP SOIL PLACEMENT 4"	SQ YD	1830					1830			
	30800700	BITUMINOUS BASE COURSE 10"	SQ YD	592	67				525			
	X0320873	BITUMINOUS BASE COURSE REMOVAL (10")	SQ YD	353					353			
	40800300	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ YD	690	690							
	40800500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	3742	2755				987			
	40801200	PAVEMENT FABRIC	SQ YD	4445	3445				1000			
	40801300	PROTECTIVE COAT	SQ YD	6254	5054				1200			
	40801400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	1060	1060							
	41000100	PORTLAND CEMENT CONCRETE SHOULDERS 6"	SQ YD	60	60							
	50102400	CONCRETE REMOVAL	CU YD	3	3							
	50102500	CONCRETE REMOVAL (SPECIAL)	CU YD	28						28		
	50200100	STRUCTURE EXCAVATION	CU YD	781		576				205		
	50200200	STRUCTURE EXCAVATION (SPECIAL)	CU YD	17023		2402				14621		
	50300110	PREFORMED JOINT SEAL 1 3/4"	LIN FT	94						94		
	50300130	PREFORMED JOINT SEAL 4"	LIN FT	103		103						
	50300160	NEOPRENE EXPANSION JOINT 4"	LIN FT	78		78						
**	50300300	PROTECTIVE COAT	SQ YD	22700		10520				12180		
	50300530	FLOOR DRAIN EXTENSION	EACH	14		7				7		
	50800100	ALUMINUM RAILING, TYPE L	LIN FT	5413	655	2172				2586		
	51304910	STEEL SHEET PILING (SPECIAL)	SQ FT	4054					4054			
	51400100	NAME PLATES	EACH	2		1				1		
	60303600	STORM SEWERS, TYPE 2 15"	LIN FT	1468	1135				333			
	60304100	STORM SEWERS, TYPE 2 24"	LIN FT	197	197							
	60307200	STORM SEWERS, TYPE 3 30"	LIN FT	551	551							
	60307600	STORM SEWERS, TYPE 3 42"	LIN FT	244	244							
	60400500	STORM SEWER REMOVAL 12"	LIN FT	81	81							
	60401100	STORM SEWER REMOVAL 21"	LIN FT	25	25							
	60401200	STORM SEWER REMOVAL 24"	LIN FT	70	70							
	60401400	STORM SEWER REMOVAL 30"	LIN FT	24	24							
	60401600	STORM SEWER REMOVAL 36"	LIN FT	6	6							
	60401800	STORM SEWER REMOVAL 42"	LIN FT	35	35							
	61218500	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	2	2							
	61221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	2							
	61221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4							
	61221200	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	1	1							
	61224445	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1							
	61240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	3	3							
	61241600	INLETS, TYPE C-1	EACH	7	5				2			
	61241900	INLETS, TYPE C-1, SPECIAL	EACH	4	4							
	61242100	INLETS, TYPE C-2	EACH	1	1							
	61255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1							
	61260000	MANHOLES TO BE REMOVED	EACH	5	5							
	61265200	INLETS TO BE REMOVED	EACH	4	4							
	61605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	LIN FT	630	95				535			
	61619100	CONCRETE MEDIAN, TYPE SB (SPECIAL)	SQ FT	4044	4044							
	61621900	CONCRETE MEDIAN, TYPE SM (SPECIAL)	SQ FT	2030	2030							
	61700100	PAVEMENT REMOVAL	SQ YD	2600	1670				930			
	61700500	COMBINATION CURB AND GUTTER REMOVAL	LIN FT	413	413							
	61700600	SIDEWALK REMOVAL	SQ FT	7917	7917							
	61703100	MEDIAN REMOVAL	SQ FT	1188	1188							
	61800300	SLOPE WALL 6 INCH	SQ YD	130						130		
	62001353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	54	54							
	62001357	CLASS C PATCHES, TYPE III, 10 INCH	SQ YD	313	313							
	62001765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	14	14							
	62001769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	133	133							
	62400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	315	315							
	62800060	TRAFFIC BARRIER TERMINAL, TYPE 3B	EACH	2	1				1			
	64600401	ENGINEER'S FIELD OFFICE, TYPE A-1	CAL MO	24	24							
	64600600	ENGINEER'S FIELD LABORATORY	CAL MO	24	24							
	64801800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1							
	65000100	MOBILIZATION	L SUM	1	0.5				0.5			
	65500100	CONCRETE BARRIER, DOUBLE FACE	LIN FT	114	114							
	65600100	TEMPORARY CONCRETE BARRIER	LIN FT	870	510				360			
	65600200	RELOCATE TEMPORARY CONCRETE BARRIER	LIN FT	47	47							
	65600300	TEMPORARY CONCRETE BARRIER, TERMINAL SECTION	EACH	8	6				2			
*	66030300	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	LIN FT	10217	356		6629				3232	
*	66030800	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2/0	LIN FT	224	224							
*	66060300	BARE COPPER WIRE, 1/C NO. 8	LIN FT	5108	178		3314				1616	
*	66301000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	LIN FT	36	36							
*	66304700	CONDUIT ATTACHED TO STRUCTURE, 2 1/2" DIA. GALVANIZED STEEL	LIN FT	76	76							
*	66305000	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., GALVANIZED STEEL	LIN FT	10	10							
*	66314600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC	LIN FT	5022	100		3303				1619	
	67600100	SILT FILTER FENCE	LIN FT	185	185							
*	L0001600	CONTROL CABINET	EACH	1	1							
*	L0004800	JUNCTION BOX	EACH	15	4		7				4	
*	T4200600	GALVANIZED STEEL CONDUIT IN TRENCH 2 1/2"	LIN FT	400				400				
*	T4200700	GALVANIZED STEEL CONDUIT IN TRENCH 3"	LIN FT	178				178				
*	T4280400	CONCRETE HANDHOLE	EACH	6				6				
*	T4470200	TEMPORARY TRAFFIC SIGNAL INSTALLATION	L SUM	1				1				
*	T5020100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	200	200							
*	T5020200	PAINT PAVEMENT MARKING - LINE 4"	LIN FT	6600	6600							
*	T5020500	PAINT PAVEMENT MARKING - LINE 8"	LIN FT	1400	1400							
*	T5020600	PAINT PAVEMENT MARKING - LINE 12"	LIN FT	1470	1470							
*	T5020700	PAINT PAVEMENT MARKING - LINE 24"	LIN FT	164	164							

* SPECIALTY ITEM
** INCLUDES DECK SURFACE

NOTES:

1. CODED PAY ITEMS COMMON TO BOTH CONCRETE & STEEL ALTERNATES ARE GIVEN ON DWG. NOS. HSQ-01 & HSQ-02. CODED PAY ITEMS PERTAINING TO STEEL ALTERNATE OR CONCRETE ALTERNATE ONLY ARE GIVEN ON DWG. NO. HSQ-03.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HSQ-01		1-09-92	7

DESIGNED BY: DRAFTED BY: CHECKED BY: ESTIMATED BY: CHECKED BY: IN CHARGE: PCW

Rev.
Δ Rev. 3-9-92

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	8	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F & E-1, D, AND P

SUMMARY OF QUANTITIES (COMBINED) (CONT.)

	CODE NUMBER	DESCRIPTION CONSTRUCTION TYPE CODE	UNIT	TOTAL QUANTITY	PEORIA COUNTY				TAZEWELL COUNTY			
					PEORIA APPROACH	RIVER BRIDGE STA.14+03.50 TO STA.24+91.35	LIGHTING & NAVIGATIONAL LIGHTS	SIGNALS	EAST PEORIA APPROACH	RIVER BRIDGE STA.24+91.35 TO STA. 37+68.50	LIGHTING & NAVIGATIONAL LIGHTS	SIGNALS
					SFTY3Q	X071-28 OR X081-28	SFTY1E	SFTY 1F	SFTY3Q	X071-28 OR X081-28	SFTY1E	SFTY 1F
*	T5150100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	78	78							
*	T5150200	EPOXY PAVEMENT MARKING - LINE 4"	LIN FT	10790	1328	4352				5110		
*	T5150400	EPOXY PAVEMENT MARKING - LINE 6"	LIN FT	1391	209	544				638		
*	T5150500	EPOXY PAVEMENT MARKING - LINE 8"	LIN FT	928	928							
*	T5150600	EPOXY PAVEMENT MARKING - LINE 12"	LIN FT	10	10							
*	T2006500	INTERCONNECT CABLE	LIN FT	400				400				
*	T2009600	MODIFY EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1				1				
	X0300865	CONCRETE REMOVAL	L SUM	1					1			
	X0300866	FENCE INSTALLATION COMPLETE	L SUM	1					1			
	X0300867	FURNISHING BACKFILL MATERIAL	CU YD	13136	770	1771				10595		
	X0300868	HAZARDOUS WASTE DISPOSAL	CU YD	150					150			
	X0300877	SANITARY MANHOLE, TYPE A, 5' DIAMETER	EACH	6	6							
	X0300878	SANITARY SEWER, EXTRA STRENGTH CLAY PIPE - 24"	LIN FT	760	760							
	X0300879	SPECIAL WASTE DISPOSAL	CU YD	17643	770	2402				14471		
	X0300880	TANK REMOVAL	EACH	1					1			
	X0300881	TEMPORARY PARTIAL SHEET PILING, LOCATION 1	L SUM	1	1							
	X0300882	TEMPORARY PARTIAL SHEET PILING, LOCATION 2	L SUM	1	1							
	X0300883	TEMPORARY PARTIAL SHEET PILING, LOCATION 3	L SUM	1	1							
	X0300972	TEMPORARY PARTIAL SHEET PILING, LOCATION 4	L SUM	1	1							
*	X0300973	VIBRATION MONITORING	L SUM	1		1						
	X0300974	PROTECTIVE LIABILITY INSURANCE	L SUM	1					1			
	X0320711	BRIDGE SCUPPER, TYPE "A"	EACH	6		6						
	X0320712	BRIDGE SCUPPER, TYPE "B"	EACH	38		14				24		
	X0974300	SIGN REMOVAL	EACH	2	2							
	X6120044	INLET-MANHOLE, 4'-DIAMETER, TYPE G-1	EACH	8	6				2			
	X6120045	INLET-MANHOLE, 5'-DIAMETER, TYPE G-1	EACH	1	1							
	X6120046	INLETS, TYPE R, TYPE 20 FRAME & GRATE	EACH	1	1							
	XX105300	COMBINATION CONCRETE CURB & SIDEWALK 4" (SPECIAL)	SQ FT	1212	1212							
	Z0006070	BRIDGE DECK GROOVING	SQ YD	16681		7745				8936		
	Z0013825	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	5271	5077				194			
	Z0018800	DRAINAGE SYSTEM	L SUM	1		0.58				0.42		
	Z0022800	FENCE REMOVAL	LIN FT	800					800			
	Z0024000	FILL EXISTING WELLS-DRILLED	EACH	11	3				8			
	Z0027750	GEOCOMPOSITE WALL DRAIN	SQ YD	340		340						
	Z0031100	INTERNALLY REINFORCED EARTH RETAINING WALL	SQ FT	8085	8085							
	Z0034393	MODULAR EXPANSION JOINT 3"	LIN FT	77						77		
	Z0034396	MODULAR EXPANSION JOINT 12"	LIN FT	154		77				77		
	Z0039200	PERMANENT SURVEY MARKER, TYPE I	EACH	1					1			
	Z0047300	PROTECTIVE SHIELD	SQ YD	3230		3000				230		
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		1						
	Z0048900	RAILROAD TRACK REMOVAL	LIN FT	4155					4155			
	Z0065100	SETTLEMENT PLATFORMS	EACH	2					2			
	Z0076600	TRAINEES	HOUR	3000	1500				1500			
	X0320824	TEMPORARY SHEET PILING PIER NO. 10	L SUM	1						1		
	X0320825	TEMPORARY SHEET PILING PIER NO. 11	L SUM	1						1		
	62300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 7"	SQ FT	41	41							
*	66030100	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 12	LIN. FT.	2420	220		1100				1100	
*	66903200	LUMINARE, SODIUM VAPOR, RECTILINER TYPE, 250 WATTS	EACH	22	2		10				10	
*	L0707100	LIGHT POLE, STAINLESS STEEL, 45 FT. M.H. 12 FT. DAVIT ARM	EACH	2	2							
*	L0716700	LIGHT POLE, STAINLESS STEEL, 43 FT. M.H. 6 FT. DAVIT ARM-TWIN	EACH	10			5				5	
*	L0693950	CONTROL INSTALLATION, TYPE CB-RCS100-480 (DUAL)	EACH	1			1					
*	L0585000	LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, UNDERPASS TYPE, 150 WATTS	EACH	4			4					
*	X0320849	ADJUST NAVIGATIONAL LIGHTING SYSTEM	L SUM	1			.5				.5	

* SPECIALTY ITEM

NOTES:

1. CODED PAY ITEMS COMMON TO BOTH CONCRETE & STEEL ALTERNATES ARE GIVEN ON DWG. NOS. HSQ-01 & HSQ-02. CODED PAY ITEMS PERTAINING TO STEEL ALTERNATE OR CONCRETE ALTERNATE ONLY ARE GIVEN ON DWG. NO. HSQ-03.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HSQ-02		1-09-92	8

ESTIMATED BY: DESIGNED BY: DRAFTED BY: CHECKED BY: CHECKED BY: IN CHARGE: PCH

Rev.

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	•	PEORIA & TAZEWELL	9	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F & E-1, D, AND P

SUMMARY OF QUANTITIES (ALT. A - STEEL APPROACH AND MAIN RIVER BRIDGE)

CODE NUMBER	DESCRIPTION CONSTRUCTION TYPE CODE	UNIT	TOTAL QUANTITY	PEORIA COUNTY				TAZEWELL COUNTY			
				PEORIA APPROACH	RIVER BRIDGE STA.14+03.50 TO STA.24+91.35	LIGHTING & NAVIGATIONAL LIGHTS	SIGNING	EAST PEORIA APPROACH	RIVER BRIDGE STA.24+91.35 TO STA.37+68.50	LIGHTING & NAVIGATIONAL LIGHTS	SIGNING
				SFTY3Q	X071-28	SFTY1E	SFTYC1	SFTY3Q	X071-28	SFTY1E	SFTYC1
50300250	CLASS X CONCRETE SUPERSTRUCTURE	CU YD	6535		3020				3515		
50400300	CLASS X CONCRETE	CU YD	~~4943~~	360	2415				2168		
50700100	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		0.50				0.50		
50700500	STUD SHEAR CONNECTORS	EACH	47076		21999				25077		
△ 50900100	PAINTING STRUCTURAL STEEL	L SUM	1		0.47				0.53		
51200100	REINFORCEMENT BARS	POUND	879150	66470	447020				365660		
51200200	REINFORCEMENT BARS, EPOXY COATED	POUND	1894880	35880	880810				978190		
51301600	FURNISHING STEEL PILES HP 12X53	LIN FT	16480		7268				9212		
51301610	FURNISHING STEEL PILES HP 12X63	LIN FT	8551		5069				3482		
51302100	FURNISHING STEEL PILES HP 14X117	LIN FT	550						550		
51302700	DRIVING STEEL PILES	LIN FT	25581		12337				13244		
51303600	TEST PILE STEEL HP12X53	EACH	18		8				10		
51303610	TEST PILE STEEL HP12X63	EACH	8		4				4		
51304100	TEST PILE STEEL HP14X117	EACH	2						2		
51304600 △	METAL SHOES	EACH	~~592~~		287				305		
63500300	PIPE HANDRAIL, SPECIAL	LIN FT	394						394		
X0320743	FLOATING BEARINGS, FIXED (390.0 KIPS)	EACH	23						23		
X0320744	FLOATING BEARINGS, FIXED (375.0 KIPS)	EACH	7		7						
X0320745	FLOATING BEARINGS, FIXED (470.0 KIPS)	EACH	9		9						
X0320746	FLOATING BEARINGS, NON-GUIDED EXPANSION (180.0 KIPS)	EACH	12						12		
X0320747	FLOATING BEARINGS, NON-GUIDED EXPANSION (185.0 KIPS)	EACH	8		8						
X0320748	FLOATING BEARINGS, NON-GUIDED EXPANSION (190.0 KIPS)	EACH	4		4						
X0320749	FLOATING BEARINGS, NON-GUIDED EXPANSION (400.0 KIPS)	EACH	16						16		
X0320750	FLOATING BEARINGS, NON-GUIDED EXPANSION (440.0 KIPS)	EACH	8		8						
X0320751	FLOATING BEARINGS, GUIDED EXPANSION (180.0 KIPS)	EACH	10						10		
X0320752	FLOATING BEARINGS, GUIDED EXPANSION (185.0 KIPS)	EACH	6		6						
X0320753	FLOATING BEARINGS, GUIDED EXPANSION (190.0 KIPS)	EACH	14		14						
X0320754	FLOATING BEARINGS, GUIDED EXPANSION (440.0 KIPS)	EACH	6		6						
X0817300	STEEL GRATING	SQ FT	441						441		
X0902600	FLOATING BEARINGS, GUIDED EXPANSION (400.0 KIPS)	EACH	12						12		
Z0007200	BRIDGE SEAT SEALER	L SUM	1		0.59				0.41		

SUMMARY OF QUANTITIES (ALT. B -CONC. APPROACH AND MAIN RIVER BRIDGE)

CODE NUMBER	DESCRIPTION CONSTRUCTION TYPE CODE	UNIT	TOTAL QUANTITY	PEORIA COUNTY				TAZEWELL COUNTY			
				PEORIA APPROACH	RIVER BRIDGE STA.14+03.50 TO STA.24+91.35	LIGHTING & NAVIGATIONAL LIGHTS	SIGNING	EAST PEORIA APPROACH	RIVER BRIDGE STA.24+91.35 TO STA.37+68.50	LIGHTING & NAVIGATIONAL LIGHTS	SIGNING
				SFTY3Q	X081-28	SFTY1E	SFTYC1	SFTY3Q	X081-28	SFTY1E	SFTYC1
50300250	CLASS X CONCRETE SUPERSTRUCTURE	CU YD	6915		3190				3725		
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	85		49				36		
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	95		31				64		
50400300	CLASS X CONCRETE	CU YD	~~4991~~	360	2457				2174		
50700400	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	34900		17450				17450		
50700500	STUD SHEAR CONNECTORS	EACH	12348		5586				6762		
△ 50900100	PAINTING STRUCTURAL STEEL	L SUM	1		0.47				0.53		
51200100	REINFORCEMENT BARS	POUND	869560	66470	427260				375830		
51200200	REINFORCEMENT BARS, EPOXY COATED	POUND	1728010	35880	804320				887810		
51301600	FURNISHING STEEL PILES HP 12X53	LIN FT	14824		5612				9212		
51301610	FURNISHING STEEL PILES HP 12X63	LIN FT	8275		6725				1550		
51301700	FURNISHING STEEL PILES HP 12X74	LIN FT	1932						1932		
51302100	FURNISHING STEEL PILES HP 14X117	LIN FT	550						550		
51302700	DRIVING STEEL PILES	LIN FT	25581		12337				13244		
51303600	TEST PILE STEEL HP12X53	EACH	16		6				10		
51303610	TEST PILE STEEL HP12X63	EACH	8		6				2		
51303700	TEST PILE STEEL HP12X74	EACH	2						2		
51304100	TEST PILE STEEL HP14X117	EACH	2						2		
51304600 △	METAL SHOES	EACH	~~592~~		287				305		
63500300	PIPE HANDRAIL, SPECIAL	LIN FT	380						380		
X0817300	STEEL GRATING	SQ FT	420						420		
X5052700	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BULB T-BEAMS 63"	LIN FT	14191		6873				7318		
Z0007200	BRIDGE SEAT SEALER	L SUM	1		0.58				0.42		

△ See Special Provisions

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HSQ-03		1-09-92	9

IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: LGB ESTIMATED BY: RJR CHECKED BY: LGB DRAFTED BY: MCM CHECKED BY: LGB

Rev.
△ Rev. 3-9-92

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	10	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1: 50-2: (50)F & E-1, D, AND P

DESIGNED BY: MJR DRAFTED BY: SBA CHECKED BY: MJR
CHECKED BY: ESTIMATED BY:
IN CHARGE: PCW CHECKED BY: MGB

DRAINAGE HARDWARE SCHEDULE - STORM SEWER

LOCATION	STRUCT. NUMBER	MAN TY A 5 DIA T1F CL EACH	MAN TY A 7 DIA T1F OL EACH	MAN TY A T3 F&G EACH	INLETS TY G-1 EACH	INLETS TY G-1 SPEC. EACH	MAN REMOVED EACH	INLETS REMOVED EACH	MAN TY A 4 DIA T3 F&G EACH	INLET MANHOLE 5'DIA TYG-1 EACH	INLETS TY G-2 EACH	INLETS TY R TY20 F&G EACH	INLET MANHOLE 4'DIA TYG-1 EACH	MAN TY A 5' DIA. T1F OL EACH	INLET TYB T1F CL EACH
35' RT. STA. 9+52	1									1 Ⓡ					
70' RT. STA. 10+36.75	1a	1													
34' RT. STA. 10+40	1b				1 Ⓡ										
36' LT. STA. 10+44	1c				1 Ⓡ										
104' RT. STA. 11+13	2	1													
103' RT. STA. 12+30	3													1	
75' RT. STA. 15+05	4		1												
41' RT. STA. 16+73	5	1													
33' LT. STA. 16+91	6	1													
3' LT. STA. 14+15	7												1 Ⓥ		
40' RT. STA. 14+18	8												1 Ⓥ		
58' RT. STA. 14+59	9												1 Ⓥ		
70' LT. STA. 14+87	10														
69' RT. STA. 12+00	11			1											
63' RT. STA. 11+79.50	11a								1						
34' RT. STA. 11+72	11b				1 Ⓡ										
12' LT. STA. 18+76	17				1 Ⓡ										
77' LT. STA. 10+78	22					1 Ⓥ									
63' LT. STA. 11+25	23				1 Ⓡ										
63' RT. STA. 11+44.50	23a												1 Ⓡ		
7' LT. STA. 11+75	24												1 Ⓥ		
6' LT. STA. 11+95	24a								1						
105' RT. STA. 10+72.77	26					1 Ⓥ									
70' RT. STA. 11+28	27					1 Ⓥ									
54' RT. STA. 13+00	28					1 Ⓥ									
4' LT. STA. 13+00	29												1 Ⓥ		
15' LT. STA. 0+75	30				1 Ⓡ										
15' LT. STA. 3+25.50	31												1 Ⓡ		
33' RT. STA. 0+76	32				1 Ⓡ										
15' RT. STA. 3+25.50	33												1 Ⓡ		
71' RT. STA. 15+26	34														1
31' RT. STA. 16+41	35														1
25' RT. STA. 16+77	36													1	
31' RT. STA. 17+49	37														1
40' LT. STA. 13+86								1							
12' RT. STA. 13+95								1							
6' RT. STA. 14+20							1								
58' RT. STA. 14+59								1							
53' RT. STA. 15+03							1								
25' RT. STA. 15+16							1								
16' RT. STA. 15+16								1							
28' LT. STA. 16+80							1						1 Ⓥ		
114.95' LT. STA. 13+91.75	38a										1 Ⓡ				
115' LT. STA. 14+06.75	38														
TOTAL		4	1	1	7	4	4	4	2	1	1	1	8	2	3

Ⓡ = REGULAR GRATE (SLANTED)
Ⓥ = VANE GRATE

STORM SEWER SCHEDULE

STRUCT. NUMBERS	* C.L.S.M. CU. YDS.	STORM SEWER 2 15" LIN. FT.	STORM SEWER 2 24" LIN. FT.	STORM SEWER 3 30" LIN. FT.	STORM SEWER 3 42" LIN. FT.
1-1a	372			91	
1b-1a	35	37**			
1c-1b	53	68**			
1a-2	269			84**	
2-3	411			113	
3-4	749			263	
4-5	418				168
5-36	38				17
36-6	131				59
38-7	92	115			
7-8	56	47			
8-9	53	43			
9-4	74	47			
10-4	226		147		
11-3	82		50		
11a-11	16	20**			
29-24a	97	106**			
23-23a	14	20**			
23a-24	56	64**			
24-24a	18	20**			
24a-11	67	68**			
1a-5	17	49**			
27-11a	31	30**			
22-1c	19	55**			
28-29	23	59**			
30-31	156	255**			
30-32	14	48**			
31-33	24	30**			
34-35	40	113			
35-36	22	35			
36-37	51	72			
38-38a	3	15			
11b-11a	12	33**			
TOTAL	3741	1468	197	551	244

*=CONTROLLED LOW-STRENGTH MATERIAL
**=STORM SEWER 2 15" USED WITH RUBBER GASKET (981 LIN.FT). STORM SEWER 3 30" USED WITH RUBBER GASKET (84 LIN FT)

FILL EXISTING WELLS-DRILLED

SEE PLAN SHEETS 15, 16 **AND** 17

11' LT.	17+27	1 EACH
57' RT.	18+61	1 EACH
77' LT.	22+16	1 EACH
55' LT.	31+08	1 EACH
117' LT.	32+64	1 EACH
17' LT.	35+36	1 EACH
6' LT.	40+02	1 EACH
118' LT.	42+02	1 EACH
46' LT.	42+79	1 EACH
31' LT.	45+49	1 EACH
53' LT.	297+14 (WASHINGTON ST.)	1 EACH
TOTAL		11 EACH

EARTH WORK

LOCATION	PEORIA COUNTY EARTH EXCAVATION (CU YD)	PEORIA COUNTY EMBANKMENT (CU YD)	PEORIA COUNTY POROUS GRANULAR EMBANKMENT (CU YD)	TAZEWELL COUNTY EARTH EXCAVATION (CU YD)	TAZEWELL COUNTY EMBANKMENT (CU YD)
MAINLINE STA. 10+50 TO STA. 14+04	106	876	17,168		
MAINLINE STA. 37+55 TO STA. 39+90					10,340
ALLEY STA. 405+00 TO STA. 406+87	29	569	54		
ACCESS ROAD STA. 0+50 TO STA. 3+30				629	22
ALLOWANCE FOR 8" SETTLEMENT	—	—	—	—	781
TOTALS	135	1,445	17,222	629	11,143

NOTES:

1. FOR SUMMARY OF QUANTITIES SEE DWG. NO. HSQ-01.
2. FOR SANITARY SEWER RELOCATION SEE DWG. NO. HSS-01.
3. FOR STORM SEWER RELOCATION SEE DWG. NO. HSS-02.

DRAINAGE HARDWARE SCHEDULE - SANITARY SEWER

LOCATION	STRUCT. NUMBER	SANITARY MANHOLE TYA 5' DIA. EACH	MAN ADJ NEW T1F CL EACH	MAN REMOVED EACH
6' LT. STA. 10+48	12		1	
94' RT. STA. 11+29	13	1		
80' RT. STA. 14+00	13a	1		
53' RT. STA. 16+64	14	1		
28' LT. STA. 16+80	14a	1		
75' LT. STA. 16+81	15	1		
35' LT. STA. 15+00	16	1		
21' LT. STA. 14+06				1
TOTAL		6	1	1

SANITARY SEWER SCHEDULE

LOCATION	STRUCT. NUMBERS	* C.L.S.M. CU. YDS.	SANITARY SEWER (ESCP) 24" LIN. FT.
STA. 10+48 TO STA. 11+29	12-13	343	128
STA. 11+29 TO STA. 14+00	13-13a	538	260
STA. 14+00 TO STA. 16+64	13a-14	375	261
STA. 16+64 TO STA. 16+80	14-14a	91	63
STA. 16+80 TO STA. 16+81	14a-15	72	47
TOTAL		1,414	760

*CONTROLLED LOW-STRENGTH MATERIAL

INTERNALLY REINFORCED EARTH RETAINING WALLS

LOCATION	SQ FT
MAINLINE STA. 10+50 TO STA. 14+00	7469
ALLEY STA. 405+74 TO STA. 406+75	616
TOTAL	8085

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM AND SANITARY SEWER SCHEDULES

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HSC-01		1-09-92	10

D C B A 0 A B C D
TAMERAN

FEDERAL-AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEORIA & TAZEWELL	313	11
PED. ROAD DIV. NO.		ILLINOIS PROJECT		

*SOB-3-11 50-21 (50)FAE-1, D AND P

HORIZONTAL CONTROL

COMPUTER POINT	STATION & DESCRIPTION	GRID COORDINATES NORTH	EAST
2	11+50.10 P.C. CURVE 1 MAINLINE	55651.0201	6527.2127
3	15+48.33 P.I. CURVE 1 MAINLINE	55350.5000	6786.5000
4	19+37.21 P.T. CURVE 1 MAINLINE	54975.1865	6871.6282
5	22+50.00 P.O.L. MAINLINE	54680.3885	6926.1966
6	37+25.73 P.C. CURVE 2 MAINLINE	53289.5617	7519.5396
8	39+70.90 P.I. CURVE 2 MAINLINE	53058.5000	7601.5000
9	42+12.44 P.T. CURVE 2 MAINLINE	52861.5870	7747.5557
11	44+96.33 P.C.C. CURVE 3 MAINLINE	52673.7382	7886.8883
12	47+40.87 P.I. CURVE 3 MAINLINE	52437.1327	8062.3553
13	50+10.76 P.T. CURVE 3 MAINLINE	52143.8039	8042.5319
32	120+96.50 P.I. CURVE 2 CAT. RIVER ROAD	52965.9369	7560.5589
37	30+51.72 P.O.L. MAINLINE	53524.7965	7299.2142
104	127+42.55 P.I. CURVE 3 CAT. RIVER ROAD	52347.7446	7351.6295
107	121+87.99 P.T. CURVE 2 CAT. RIVER ROAD	52873.1148	7529.1880
108	119+98.52 P.C. CURVE 2 CAT. RIVER ROAD	53022.5922	7640.4980
110	128+05.25 P.T. CURVE 3 CAT. RIVER ROAD	52300.3691	7307.6534
111	126+77.91 P.C. CURVE 3 CAT. RIVER ROAD	52408.9818	7372.3257
118	9+45.54 P.T. MAINLINE	55805.3917	6392.9943
123	113+84.52 P.I. CURVE 1 CAT. RIVER ROAD	53378.6005	8142.8161
124	113+22.97 P.C. CURVE 1 CAT. RIVER ROAD	53391.5410	8202.9904
125	114+44.39 P.T. CURVE 1 CAT. RIVER ROAD	53343.0103	8092.5992
235	INT. 19+00.11 MAINLINE = 99+99.65 CONSTITUTION AVE.	55010.0376	6908.9150
236	91+50.00 P.O.L. CONSTITUTION AVE.	55103.6947	7026.5307
881	397+71.59 P.I. CURVE 2 EXIST. CAT. RD.	52480.7386	7475.0808
882	396+71.59 P.C. CURVE 2 EXIST. CAT. RD.	52451.6300	7570.7444
884	398+50.31 P.T. CURVE 2 EXIST. CAT. RD.	52407.4474	7407.0484
885	394+96.98 P.I. CURVE 1 EXIST. CAT. RD.	52399.7345	7741.1130
886	394+46.98 P.C. CURVE 1 EXIST. CAT. RD.	52359.3684	7770.6185
888	395+43.50 P.T. CURVE 1 EXIST. CAT. RD.	52414.2988	7693.2812
1252	INT. 299+09.19 WASH. ST. = 111+39.11 CAT. RIVER RD.	53172.5948	7852.1675
1343	P.C. 405+94.33 B RAMP "G"	52570.9413	7985.4111
1344	P.T. 408+70.90 B RAMP "G"	52314.9678	8089.3300
1345	P.C. 409+87.77 B RAMP "G"	52203.4589	8124.3292
1346	P.C.C. 412+67.07 B RAMP "G"	52091.1119	8325.6311
1422	50+62.28 P.T. WASHINGTON ST.	52091.9057	8039.0648
1443	INT. 1+59.73 CAT. ACCESS RD. = 35+19.48 MAINLINE	53483.9503	7450.5876
1444	INT. 4+35.15 CAT. ACCESS RD. = 295+78.08 WASH. ST.	53572.7087	7720.8324
1447	322+74.40 P.T. CAMP ST.	53827.3501	7763.7677
1448	323+82.93 P.I. CAMP ST.	53747.6318	7837.4140
1449	324+90.62 BK. = 324+87.69 AH. P.T. CAMP ST.	53653.9701	7892.2433
1451	INT. 328+58.65 CAMP ST. = 114+60.26 CAT. RIVER RD.	53333.8332	8079.6506
1487	61+00.00 P.O.L. MAINLINE	51055.2014	7993.1637
1489	INT. 3+73.01 INDUST. SPUR = 48+40.13 WASH. ST.	52313.4788	8035.8425
1490	5+16.22 P.C. CURVE 1 INDUSTRIAL SPUR	52280.7686	7896.4261
1492	7+27.73 P.C.C. CURVE 1 INDUSTRIAL SPUR	52113.2986	7827.3260
1494	8+48.28 P.C.C. CURVE 2 INDUSTRIAL SPUR	52041.1146	7920.7111
1556	304+00.00 P.O.L. WASHINGTON ST	52791.7700	7977.1321
1558	320+00.00 P.O.L. CAMP ST.	54028.9043	7577.5655
1562	15+00.00 P.O.L. INDUSTRIAL SPUR	51991.8472	8563.3096
1563	22+00.00 P.O.C. INDUSTRIAL SPUR	52092.2527	9245.2076
1672	494+93.30 P.O.L. CAT. ACCESS RD.	51543.6947	7768.7309
1673	497+28.30 P.C. CURVE 1 CAT. ACCESS RD.	51278.9043	7758.0447
1675	497+91.66 P.T. CURVE 1 CAT. ACCESS RD.	51233.6203	7793.9279
1676	499+01.36 P.C. CURVE 2 CAT. ACCESS RD.	51210.8854	7901.3693
1678	499+12.71 P.T. CURVE 2 CAT. ACCESS RD.	51209.5044	7912.6238
1684	INT. 500+00.00 CAT. ACC. RD. = 59+49.13 WASH. ST.	51205.9255	7999.8372
1927	INT. 81+47.92 ADAMS ST. = 201+00.00 STATE ST.	55227.4684	8067.0318
1928	INT. 10+00.39 MAINLINE = 90+00.00 ADAMS ST.	55763.9992	6426.9830
1929	INT. 94+68.96 ADAMS ST. = 211+00.00 HARRISON ST.	56059.2862	6793.2970
1930	INT. 66+53.20 WASH. ST. = 205+58.29 STATE ST.	54870.4413	6054.3238
1931	INT. 14+59.09 MAINLINE = 75+00.00 WASH. ST.	55403.7968	6712.0044
1932	INT. 79+72.07 WASH. ST. = 215+58.00 HARRISON ST.	55701.1325	7078.7597

VERTICAL CONTROL

BENCH MARK — DESCRIPTION – LOCATION – ELEVATION

STATION – OFFSET REFERENCE TO ℄ F.A.U. ROUTE 6713 – PEORIA

TBM #6 — Brass Plate in Pav't – Left Turn Lane East Bound Kumpf Blvd. at Adams St. — Elev. 495.88

TBM #7 — 9+45.54 – On ℄ F.A.U. Route 6713 — Elev. 495.88

TBM #5 — Chiseled Hole in Conc. Sidewalk at SW Cor. Kumpf Blvd. & Adams St. Int. — Elev. 495.33

TBM #4 — Chiseled Cross on South Bolt on Guard Rail at SE Cor. Franklin St. & Washington St. Int. — Elev. 470.08

Top NW Cor. Conc. Pier, South Column Exist. Franklin St. Bridge ℄ Constitution Ave. (Water St.) — Elev. 459.25

STATION – OFFSET REFERENCE TO ℄ F.A.U. ROUTE 6713 – EAST PEORIA

TBM #27 — North Cap Bolt on Hydrant Between Cat. Bldg. & Tank Farm on West Side Private Rit. Ent. — Elev. 457.12

TBM #21 — Brass Disk in Conc. Sidewalk at SW Cor. Farm Creek Bridge Washington St. — Elev. 456.82

TBM #28 — Chiseled Cross on Cap Bolt Hydrant — Elev. 456.41

TBM #29 — Chiseled Cross on Cap Bolt Hydrant — Elev. 455.70

STATION – OFFSET REFERENCE TO ℄ ADAMS ST. – PEORIA

TBM #10 — Chiseled Cross on North Cap Bolt Hydrant at SE Cor. Int. Adams & State Streets — Elev. 500.13

TBM #9 — Chiseled Cross on North Cap Bolt Hydrant in Front of 610 E. Adams St. — Elev. 498.36

TBM #8 — Chiseled Cross on North Cap Bolt Hydrant at SE Cor. Int. Adams & Walnut Streets — Elev. 497.27

TBM #19 — Chiseled Cross on North Cap Bolt Hydrant — Elev. 497.10

TBM #18 — Chiseled Cross on North Cap Bolt Hydrant at SE Cor. Int. Adams & Harrison Streets — Elev. 497.96

STATION – OFFSET REFERENCE TO ℄ WASHINGTON ST. – PEORIA

TBM #12 — Chiseled Cross on West Cap Bolt Hydrant at NE Cor. Int. Washington & State Streets — Elev. 476.15

TBM #13 — Chiseled Cross on West Cap Bolt Hydrant on East Side Washington St. — Elev. 475.68

TBM #14 — Chiseled Cross on West Cap Bolt Hydrant at SE Cor. Int. Washington & Walnut Streets — Elev. 474.41

TBM #15 — Chiseled Cross on North Cap Bolt Hydrant on East Side Washington St. — Elev. 472.94

TBM #16 — Chiseled Cross on West Cap Bolt Hydrant on West Side Washington St. — Elev. 473.17

TBM #17 — Chiseled Cross on Cap Bolt Hydrant at NW Cor. Int. Washington & Harrison Streets — Elev. 472.21

STATION – OFFSET REFERENCE TO ℄ STATE ST. – PEORIA

TBM #11 — Chiseled Cross on North Cap Bolt Hydrant on South Side State St. — Elev. 467.62

STATION – OFFSET REFERENCE TO ℄ CAMP ST. – EAST PEORIA

TBM #22 — Top Brass Plug in South End Conc. Pier East Side Illinois River (TBM is W RR Bridge) — Elev. 449.95

TBM #31 — RR Spike in Power Pole at NE Cor. Int. Camp St. & CILCO Ent. to Wallace Station — Elev. 456.30

TBM #20-A — Chis. Cross Top Northwest Bolt on N.B. Crossing Signal Base — Elev. 456.80

STATION – OFFSET REFERENCE TO ℄ WASHINGTON ST. – EAST PEORIA

TBM #26 — South Cap Bolt on Hydrant South Side Washington St. in Front of International Transport — Elev. 458.10

TBM #25 — Nail in Power Pole at SE Cor. Int. Washington St. & M-6 Access Road to Cat. — Elev. 457.32

TBM #24 — Nail in Power Pole South Side Washington St. in Front of Illini Brick Office — Elev. 457.30

TBM #23 — Nail in Power Pole South Side Washington St. in Front of Sinclair Oil Co. Gas Pumps — Elev. 456.56

STATION – OFFSET REFERENCE TO ℄ CAT. RIVER ROAD – EAST PEORIA

TBM #33-A — Chis. Square North Edge Conc. Base for "T" Fence Corner – Chain Link Fence at Cat. Waste Water Treatment Plant Lagoon — Elev. 453.38

126+18.4 – 120.4' RT.

STATION – OFFSET REFERENCE TO ℄ INDUSTRIAL SPUR – EAST PEORIA

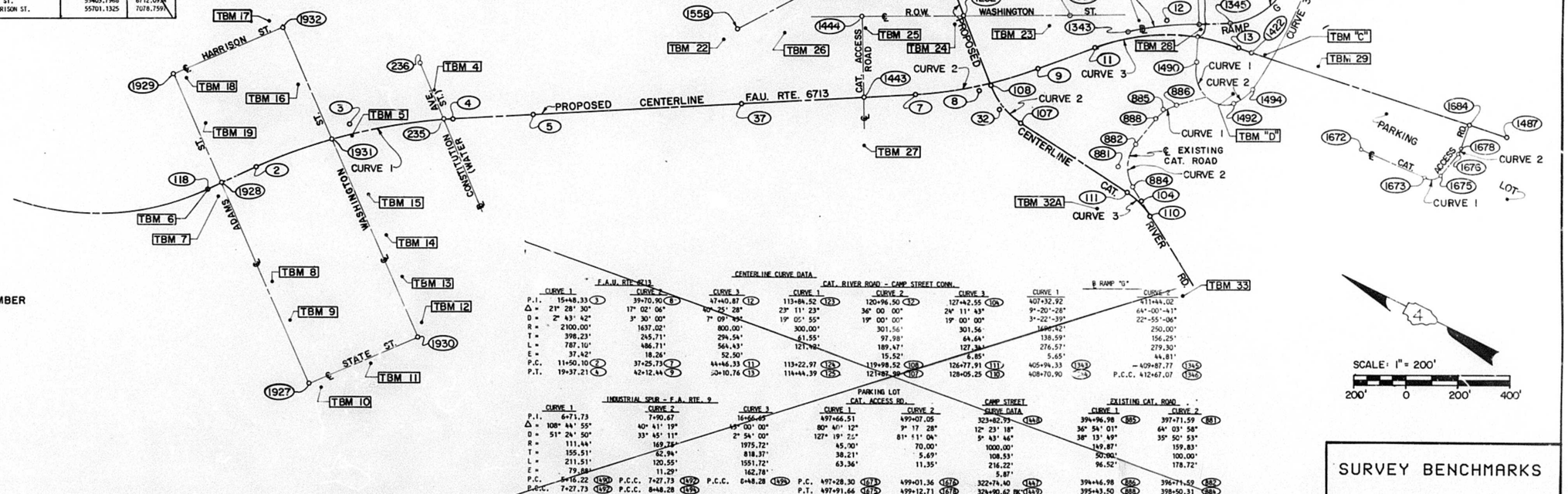
TBM "D" — Top 3/8" Metal Plate at End of Guard Rail 7+50 – 38' LT. — Elev. 465.12

TBM "C" — Chiseled Cross on Guard Rail Bolt 10+20 – 29' LT. — Elev. 475.49

TBM "B" — Chiseled Cross on Guard Rail Bolt 13+35 – 45' RT. — Elev. 484.47

TBM "A" — Top North Bolt on Light Pole Base East Side Ind. Spur & North of Camp St. 19+57 – 35' RT. — Elev. 478.43

TBM #20 — Brass Disk Top Crash Wall (East End of North Wall) on Ind. Spur Bridge over Camp St. — Elev. 459.91



LEGEND

- COMPUTER POINT NUMBER
- BENCHMARK
- ℄ CENTERLINE
- B BASELINE

CENTERLINE CURVE DATA

F.A.U. RTE. 6713

	CURVE 1	CURVE 2	CURVE 3
P.I.	15+48.33 (3)	39+70.90 (8)	47+40.87 (12)
Δ =	21° 28' 30"	17° 02' 06"	60° 25' 28"
D =	2° 43' 42"	3° 30' 00"	7° 09' 55"
R =	2100.00'	1637.02'	800.00'
T =	398.23'	245.71'	294.54'
L =	787.10'	486.71'	564.43'
E =	37.42'	18.26'	52.50'
P.C.	11+50.10 (2)	37+25.73 (7)	44+46.33 (11)
P.T.	19+37.21 (4)	42+12.44 (9)	50+10.76 (13)

CAT. RIVER ROAD – CAMP STREET CONN.

	CURVE 1	CURVE 2	CURVE 3
P.I.	113+84.52 (123)	120+96.50 (32)	127+42.55 (104)
Δ =	23° 11' 23"	36° 00' 00"	24° 11' 43"
D =	19° 05' 55"	19° 00' 00"	19° 00' 00"
R =	300.00'	301.56'	301.56'
T =	61.55'	97.98'	64.64'
L =	121.98'	189.47'	127.34'
E =		15.52'	5.85'
P.C.	113+22.97 (124)	119+98.52 (108)	126+77.91 (111)
P.T.	114+44.39 (125)	121+87.99 (107)	128+05.25 (110)

B RAMP "G"

	CURVE 1	CURVE 2
P.I.	407+32.92	411+44.02
Δ =	9°-20'-28"	64°-00'-41"
D =	3°-22'-39"	22°-55'-06"
R =	1696.42'	250.00'
T =	138.59'	156.25'
L =	276.57'	279.30'
E =	5.65'	44.81'
P.C.	405+94.33 (1343)	– 409+87.77 (1345)
P.T.	408+70.90 (1344)	P.C.C. 412+67.07 (1346)

INDUSTRIAL SPUR – F.A. RTE. 9

	CURVE 1	CURVE 2
P.I.	6+71.73	7+90.67
Δ =	108° 44' 55"	40° 41' 19"
D =	51° 24' 50"	33° 45' 11"
R =	111.44'	169.78'
T =	155.51'	62.94'
L =	211.51'	120.55'
E =	79.68'	11.29'
P.C.	5+16.22 (1490)	P.C.C. 7+27.73 (1492)
P.C.C.	7+27.73 (1492)	P.C.C. 8+48.28 (1494)

PARKING LOT CAT. ACCESS RD.

	CURVE 1	CURVE 2	CURVE 3
P.I.	497+66.51	499+07.05	16+66.65
Δ =	80° 40' 12"	9° 17' 28"	45° 00' 00"
D =	127° 19' 25"	81° 51' 04"	2° 54' 00"
R =	45.00'	70.00'	1975.72'
T =	38.21'	5.69'	818.37'
L =	63.36'	11.35'	1551.72'
E =			162.78'
P.C.	497+28.30 (1673)	499+01.36 (1676)	0+48.28 (1495)
P.T.	497+91.66 (1675)	499+12.71 (1678)	

CAMP STREET CURVE DATA

	323+82.93 (1448)
Δ =	12° 23' 18"
D =	5° 43' 46"
R =	1000.00'
T =	108.53'
L =	216.22'
E =	5.87'
P.C.	322+74.40 (1447)
	324+90.62 BK (1449)
	324+87.69 AH

EXISTING CAT. ROAD

	CURVE 1	CURVE 2
	394+96.98 (885)	397+71.59 (881)
	36° 54' 01"	64° 03' 58"
	38° 13' 49"	35° 50' 53"
	149.87'	159.83'
	50.00'	100.00'
	96.52'	178.72'
	394+46.98 (886)	396+71.59 (882)
	395+43.50 (888)	398+50.31 (884)

SCALE: 1" = 200'

200' 0 200' 400'

SURVEY BENCHMARKS

SVY-01 1-09-92 SHEET NO. 11

D C B A 0 A B C D

TAMERAN

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEORIA & TAZEWELL	313	12
FED. ROAD DIV. NO.		ILLINOIS PROJECT		

*SOB-3-11 SO-2: (SO)F&E-1, D AND P

HORIZONTAL CONTROL

COMPUTER POINT	STATION & DESCRIPTION	GRID COORDINATES NORTH	EAST
2	11+50.10 P.C. CURVE 1 MAINLINE	55651.0201	6527.2127
3	15+48.33 P.I. CURVE 1 MAINLINE	55350.5000	6788.5000
4	19+37.21 P.T. CURVE 1 MAINLINE	54975.1865	6921.6282
5	22+50.00 P.O.L. MAINLINE	54680.3885	7026.1966
7	37+25.73 P.C. CURVE 2 MAINLINE	53289.5617	7519.5396
8	39+70.90 P.I. CURVE 2 MAINLINE	53058.5000	7601.5000
9	42+12.44 P.T. CURVE 2 MAINLINE	52861.5870	7747.5557
11	44+46.33 P.C. CURVE 3 MAINLINE	52673.7381	7886.8883
12	47+40.87 P.I. CURVE 3 MAINLINE	52437.1727	8062.3553
13	50+10.76 P.T. CURVE 3 MAINLINE	52143.3039	8042.5319
32	120+96.50 P.I. CURVE 2 CAT. RIVER ROAD	52965.9369	7560.5589
37	30+51.72 P.O.L. MAINLINE	53924.7965	7294.2142
104	127+42.55 P.I. CURVE 3 CAT. RIVER ROAD	52347.7446	7351.6295
107	121+87.99 P.T. CURVE 2 CAT. RIVER ROAD	52873.1148	7529.1880
108	119+98.52 P.C. CURVE 2 CAT. RIVER ROAD	53022.5922	7640.4980
110	128+05.25 P.T. CURVE 3 CAT. RIVER ROAD	52300.3691	7307.6534
111	126+77.91 P.C. CURVE 3 CAT. RIVER ROAD	52408.9818	7372.3257
118	9+45.54 P.T. MAINLINE	55805.3917	6392.9943
123	113+84.52 P.I. CURVE 1 CAT. RIVER ROAD	53378.6005	8142.8161
124	113+22.97 P.C. CURVE 1 CAT. RIVER ROAD	53391.5410	8202.9904
125	114+44.39 P.T. CURVE 1 CAT. RIVER ROAD	53343.0103	8092.5992
235	INT. 19+00.11 MAINLINE = 89+99.65 CONSTITUTION AVE.	55010.0376	6908.9150
236	91+50.00 P.O.L. CONSTITUTION AVE.	55103.6947	7026.5307
881	397+71.59 P.I. CURVE 2 EXIST. CAT. RD.	52480.7386	7475.0808
882	396+71.59 P.C. CURVE 2 EXIST. CAT. RD.	52451.6100	7570.7444
884	398+50.31 P.T. CURVE 2 EXIST. CAT. RD.	52407.4474	7407.0484
885	394+96.98 P.I. CURVE 1 EXIST. CAT. RD.	52399.7345	7741.1130
886	394+46.98 P.C. CURVE 1 EXIST. CAT. RD.	52359.3684	7770.6185
888	395+43.50 P.T. CURVE 1 EXIST. CAT. RD.	52414.2988	7693.2812
1252	INT. 299+99.19 WASH. ST. = 117+39.11 CAT. RIVER RD.	53177.5948	7852.1475
1343	P.C. 405+94.33 B RAMP "G"	52570.9413	7985.4111
1344	P.T. 408+70.90 B RAMP "G"	52314.9678	8089.3300
1345	P.C. 409+87.77 B RAMP "G"	52203.4589	8124.3292
1346	P.C.C. 412+67.07 B RAMP "G"	52031.1119	8325.6311
1422	50+62.28 P.I. WASHINGTON ST.	52091.9057	8039.0648
1443	INT. 1+50.73 CAT. ACCESS RD. = 35+19.48 MAINLINE	53483.9503	7450.5876
1444	INT. 4+35.15 CAT. ACCESS RD. = 295+78.08 WASH. ST.	53572.7087	7720.8324
1447	322+74.40 P.T. CAMP ST.	53827.3501	7763.7677
1448	323+82.93 P.I. CAMP ST.	53747.6318	7837.4140
1449	324+90.62 BK. = 324+87.69 AH. P.T. CAMP ST.	53653.9701	7892.2433
1451	INT. 328+58.65 CAMP ST. = 114+60.26 CAT. RIVER RD.	53333.8332	8079.6506
1487	61+00.00 P.O.L. MAINLINE	51055.2014	7993.1637
1489	INT. 3+73.01 INDUST. SPUR = 48+40.13 WASH. ST.	52313.4788	8035.8425
1490	5+16.22 P.C. CURVE 1 INDUSTRIAL SPUR	52280.7686	7896.4261
1492	7+27.73 P.C.C. CURVE 1 INDUSTRIAL SPUR	52113.2986	7827.3260
1494	8+48.28 P.C.C. CURVE 2 INDUSTRIAL SPUR	52041.1146	7920.7111
1556	304+00.00 P.O.L. WASHINGTON ST.	52791.7700	7977.1321
1558	320+00.00 P.O.L. CAMP ST.	54028.9043	7577.5655
1562	15+00.00 P.O.C. INDUSTRIAL SPUR	51951.8472	8563.3096
1563	22+00.00 P.O.C. INDUSTRIAL SPUR	52092.9527	9245.2076
1672	494+63.30 P.O.L. CAT. ACCESS RD.	51543.6947	7768.7309
1673	497+28.30 P.C. CURVE 1 CAT. ACCESS RD.	51278.9093	7758.0447
1675	497+91.66 P.T. CURVE 1 CAT. ACCESS RD.	51233.0203	7793.9279
1676	499+01.36 P.C. CURVE 2 CAT. ACCESS RD.	51210.8854	7901.3693
1678	499+12.71 P.T. CURVE 2 CAT. ACCESS RD.	51209.5044	7912.6238
1684	INT. 500+00.00 CAT. ACC. RD. = 59+49.13 WASH. ST.	51205.9255	7999.8372
1927	INT. 81+47.92 ADAMS ST. = 201+00.00 STATE ST.	55227.4684	5767.0318
1928	INT. 10+00.39 MAINLINE = 90+00.00 ADAMS ST.	55763.9992	6428.9830
1929	INT. 94+68.96 ADAMS ST. = 211+00.00 HARRISON ST.	56059.2862	6793.2970
1930	INT. 66+53.20 WASH. ST. = 205+58.29 STATE ST.	54870.4413	6054.3738
1931	INT. 14+59.09 MAINLINE = 75+00.00 WASH. ST.	55403.7968	6712.0934
1932	INT. 79+72.07 WASH. ST. = 215+58.00 HARRISON ST.	55701.1325	7078.7597

VERTICAL CONTROL

BENCH MARK — DESCRIPTION - LOCATION - ELEVATION

STATION - OFFSET REFERENCE TO ℄ F.A.U. ROUTE 6713 - PEORIA

TBM #6 Brass Plate in Pav't - Left Turn Lane East Bound Kumpf Blvd. at Adams St.
9+45.54 - On ℄ F.A.U. Route 6713 Elev. 495.88

TBM #7 Chiseled Hole in Conc. Sidewalk at SW Cor. Kumpf Blvd. & Adams St. Int.
9+72 - 50' RT. Elev. 495.53

TBM #5 Chiseled Cross on South Bolt on Guard Rail at SE Cor. Franklin St. & Washington St. Int.
15+30 - 6' RT. Elev. 470.08

TBM #4 Top NW Cor. Conc. Pier, South Column Exist. Franklin St. Bridge at ℄ Constitution Ave. (Water St.)
18+56 - 110' LT. Elev. 459.25

TBM #4-A NW Cor. Conc. Block at North End Broken Wall at East Side Parking Lot East of Foster Jacobs Bldg.
22+15 - 162' LT. Elev. 452.98

STATION - OFFSET REFERENCE TO ℄ F.A.U. ROUTE 6713 - EAST PEORIA

TBM #27 North Cap Bolt on Hydrant Between Cat. Bldg. & Tank Farm on West Side Private Bit. Ent.
35+30 - 191' RT. Elev. 457.12

TBM #21 Brass Disk in Conc. Sidewalk at SW Cor. Farm Creek Bridge Washington St.
46+29 - 60' LT. Elev. 456.82

TBM #28 Chiseled Cross on Cap Bolt Hydrant
48+60 - 33' LT. Elev. 456.41

TBM #29 Chiseled Cross on Cap Bolt Hydrant
53+23 - 42' LT. Elev. 455.70

STATION - OFFSET REFERENCE TO ℄ ADAMS ST. - PEORIA

TBM #10 Chiseled Cross on North Cap Bolt Hydrant at SE Cor. Int. Adams & State Streets
81+08 - 29' RT. Elev. 500.13

TBM #9 Chiseled Cross on North Cap Bolt Hydrant in Front of 610 S. Adams St.
83+91 - 27' RT. Elev. 498.36

TBM #8 Chiseled Cross on North Cap Bolt Hydrant at SE Cor. Int. Adams & Walnut Streets
85+64 - 28' RT. Elev. 497.27

TBM #19 Chiseled Cross on North Cap Bolt Hydrant
92+33 - 34' RT. Elev. 497.10

TBM #18 Chiseled Cross on North Cap Bolt Hydrant at SE Cor. Int. Adams & Harrison Streets
94+20 - 34' RT. Elev. 497.96

STATION - OFFSET REFERENCE TO ℄ WASHINGTON ST. - PEORIA

TBM #12 Chiseled Cross on West Cap Bolt Hydrant at NE Cor. Int. Washington & State Streets
66+93 - 31' RT. Elev. 476.15

TBM #13 Chiseled Cross on West Cap Bolt Hydrant on East Side Washington St.
68+91 - 30' RT. Elev. 475.96

TBM #14 Chiseled Cross on West Cap Bolt Hydrant at SE Cor. Int. Washington & Walnut Streets
70 +69 - 42' RT. Elev. 474.41

TBM #15 Chiseled Cross on North Cap Bolt Hydrant on East Side Washington St.
72+40 - 40' RT. Elev. 472.94

TBM #16 Chiseled Cross on West Cap Bolt Hydrant on West Side Washington St.
77+40 - 44' LT. Elev. 473.17

TBM #17 Chiseled Cross on Cap Bolt Hydrant at NW Cor. Int. Washington & Harrison Streets
80+04 - 44' LT. Elev. 472.21

STATION - OFFSET REFERENCE TO ℄ STATE ST. - PEORIA

TBM #11 Chiseled Cross on North Cap Bolt Hydrant on South Side State St.
203+46 - 26.5' RT. Elev. 487.62

STATION - OFFSET REFERENCE TO ℄ CAMP ST. - EAST PEORIA

TBM #22 Top Brass Plug in South End Conc. Pier East Side Illinois River (TP & W RR Bridge)
319+22 - 20' RT. Elev. 449.95

TBM #31 RR Spike in Power Pole at NE Cor. Int. Camp St. & CILCO Ent. to Wallace Station
329+81 - 26' LT. Elev. 456.30

TBM #20-A Chis. Cross Top Northwest Bolt on R.R. Crossing Signal Base
339+48 - 17' RT. Elev. 456.80

STATION - OFFSET REFERENCE TO ℄ WASHINGTON ST. - EAST PEORIA

TBM #26 South Cap Bolt on Hydrant South Side Washington St. in Front of International Transport
293+00 - 60' RT. Elev. 458.20

TBM #25 Nail in Power Pole at SE Cor. Int. Washington St. & N-S Access Road to Cat.
296+06 - 19' RT. Elev. 457.32

TBM #24 Nail in Power Pole South Side Washington St. in Front of Illini Brick Office
299+62 - 30' RT. Elev. 457.30

TBM #23 Nail in Power Pole South Side Washington St. in Front of Sinn Oil Co. Gas Pumps
303+28 - 35' RT. Elev. 456.98

STATION - OFFSET REFERENCE TO ℄ CAT. RIVER ROAD - EAST PEORIA

TBM #32-A Chis. Square North Edge Conc. Base for "T" Fence Corner - Chain Link Fence at Cat. Waste Water Treatment Plant Lagoon
126+18.4 - 120.4' RT. Elev. 463.38

STATION - OFFSET REFERENCE TO ℄ INDUSTRIAL SPUR - EAST PEORIA

TBM "D" Top 3/8" Metal Plate at End of Guard Rail
7+50 - 38' LT. Elev. 465.12

TBM "C" Chiseled Cross on Guard Rail Bolt
10+20 - 29' LT. Elev. 475.49

TBM "B" Chiseled Cross on Guard Rail Bolt
13+35 - 45' RT. Elev. 484.47

TBM "A" Top North Bolt on Light Pole Base East Side Ind. Spur & North of Camp St.
19+57 - 55' RT. Elev. 474.63

TBM #20 Brass Disk Top Crash Wall (East End of North Wall) on Ind. Spur Bridge over Camp St.
Elev. 459.91

CENTERLINE CURVE DATA

F.A.U. RTE 6713

	CURVE 1	CURVE 2	CURVE 3
P.I.	15+48.33 (3)	39+70.90 (8)	47+40.87 (12)
Δ =	21° 28' 30"	17° 02' 06"	40° 25' 28"
D =	2° 43' 42"	3° 30' 00"	7° 09' 43"
R =	2100.00'	1637.02'	800.00'
T =	398.23'	245.71'	294.54'
L =	787.10'	486.71'	564.43'
E =	37.42'	18.26'	52.50'
P.C.	11+50.10 (2)	37+25.73 (7)	44+46.33 (11)
P.T.	19+37.21 (4)	42+12.44 (9)	50+10.76 (13)

CAT. RIVER ROAD - CAMP STREET CONN.

	CURVE 1	CURVE 2	CURVE 3
	113+84.52 (123)	120+96.50 (32)	127+42.55 (104)
	23° 11' 23"	36° 00 00"	24° 11' 43"
	19° 05' 55"	19° 00' 00"	19° 00' 00"
	300.00'	301.56'	301.56'
	61.55'	97.98'	64.64'
	121.42'	189.47'	127.34'
		15.52'	6.85'
	113+22.97 (124)	119+98.52 (108)	126+77.91 (111)
	114+44.39 (125)	121+87.99 (107)	128+05.25 (110)

B RAMP "G"

CURVE 1	CURVE 2
407+32.92	411+44.02
9°-20'-28"	64°-00'-41"
3°-22'-39"	22°-55'-06"
1696.42'	250.00'
138.59'	156.25'
276.57'	279.30'
5.65'	44.81'
405+94.33 (1343)	409+87.77 (1345)
408+70.90 (1344)	P.C.C. 412+67.07 (1346)

INDUSTRIAL SPUR - F.A. RTE. 9

	CURVE 1	CURVE 2	CURVE 3
P.I.	6+71.73	7+90.67	16+66.65
Δ =	108° 44' 55"	40° 41' 19"	45° 00' 00"
D =	51° 24' 50"	33° 45' 11"	2° 54' 00"
R =	111.44'	169.75'	1975.72'
T =	155.51'	62.94'	818.37'
L =	211.51'	120.55'	1551.72'
E =	79.88'	11.29'	162.78'
P.C.	5+16.22 (1490)	P.C.C. 7+27.73 (1492)	P.C.C. 8+48.28 (1494)
P.C.C.	7+27.73 (1492)	P.C.C. 8+48.28 (1494)	

PARKING LOT CAT. ACCESS RD.

	CURVE 1	CURVE 2
	497+66.51	499+07.05
	80° 40' 12"	9° 17' 28"
	127° 19' 26"	81° 51' 04"
	45.00'	70.00'
	38.21'	5.69'
	63.36'	11.35'
P.C.	497+28.30 (1673)	499+01.36 (1676)
P.T.	497+91.66 (1675)	499+12.71 (1678)

CAMP STREET CURVE DATA

323+82.93 (1448)
12° 23' 18"
5° 43' 46"
1000.00'
108.53'
216.22'
5.87'
322+74.40 (1447)
324+90.62 BK (1449)
324+87.69 AH

EXISTING CAT. ROAD

CURVE 1	CURVE 2
394+96.98 (885)	397+71.59 (881)
36° 54' 01"	64° 03' 58"
38° 13' 49"	35° 50' 53"
149.87'	159.83'
50.00'	100.00'
96.52'	178.72'
394+46.98 (886)	396+71.59 (882)
395+43.50 (888)	398+50.31 (884)

SURVEY BENCHMARKS

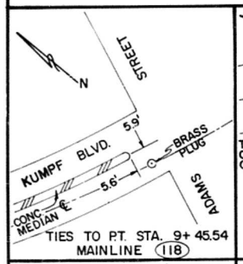
SVY-02 1-09-92 SHEET 12

D C B A 0 A B C D

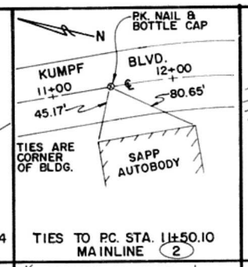
TAMERAN

*508-3-1; 50-2; (50)F&E-1, D AND P

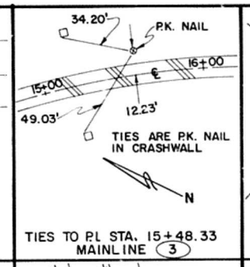
FEDERAL-AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEORIA & TAZEWELL	313	13
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		



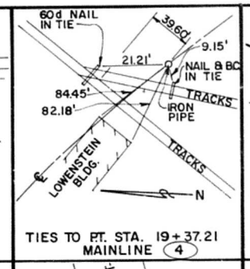
TIES TO PT. STA. 9+45.54
MAINLINE (118)



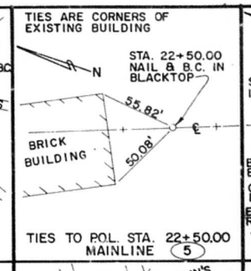
TIES TO PC. STA. 11+50.10
MAINLINE (2)



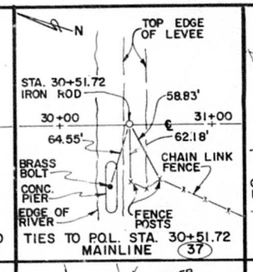
TIES TO P.I. STA. 15+48.33
MAINLINE (3)



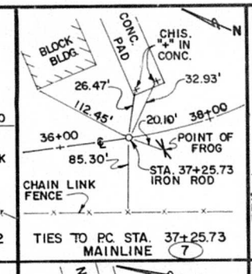
TIES TO PT. STA. 19+37.21
MAINLINE (4)



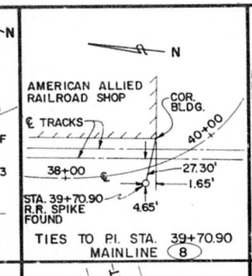
TIES TO POL. STA. 22+50.00
MAINLINE (5)



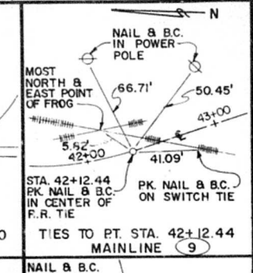
TIES TO POL. STA. 30+51.72
MAINLINE (37)



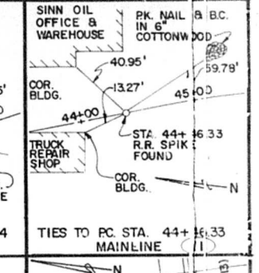
TIES TO PC. STA. 37+25.73
MAINLINE (7)



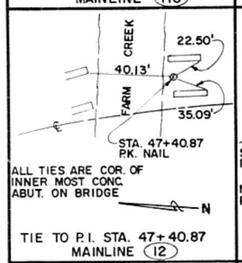
TIES TO PI. STA. 39+70.90
MAINLINE (8)



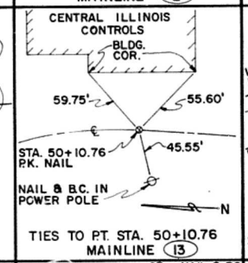
TIES TO PT. STA. 42+12.44
MAINLINE (9)



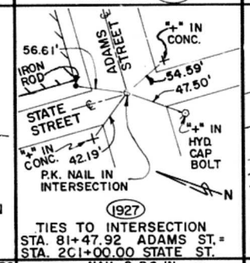
TIES TO PC. STA. 44+46.33
MAINLINE (11)



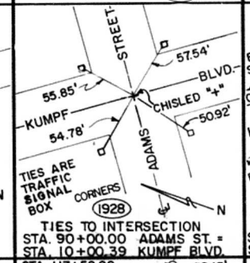
TIE TO P.I. STA. 47+40.87
MAINLINE (12)



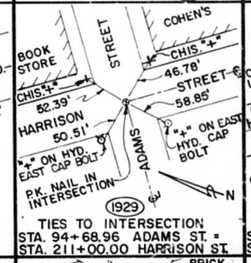
TIES TO PT. STA. 50+10.76
MAINLINE (13)



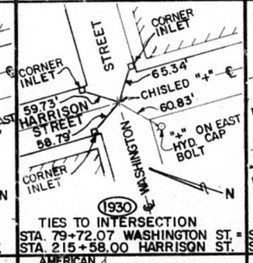
1927
TIES TO INTERSECTION
STA. 81+47.92 ADAMS ST. =
STA. 201+00.00 STATE ST.



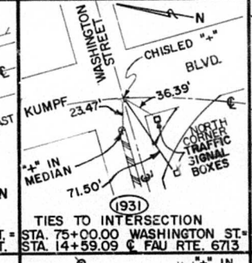
1928
TIES TO INTERSECTION
STA. 90+00.00 ADAMS ST. =
STA. 10+00.39 KUMPF BLVD.



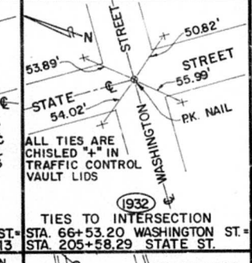
1929
TIES TO INTERSECTION
STA. 94+68.96 ADAMS ST. =
STA. 211+00.00 HARRISON ST.



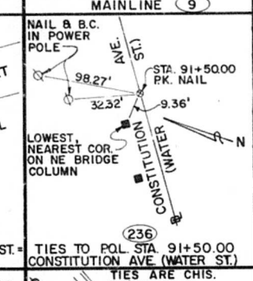
1930
TIES TO INTERSECTION
STA. 79+72.07 WASHINGTON ST. =
STA. 215+58.00 HARRISON ST.



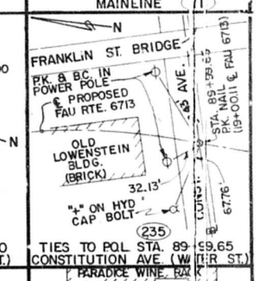
1931
TIES TO INTERSECTION
STA. 75+00.00 WASHINGTON ST. =
STA. 14+59.09 ℄ FAU RTE. 6713



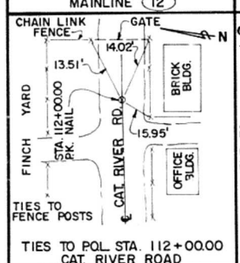
1932
TIES TO INTERSECTION
STA. 66+53.20 WASHINGTON ST. =
STA. 205+58.29 STATE ST.



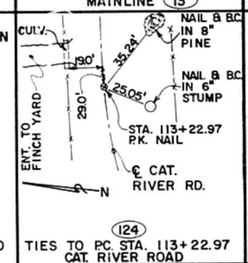
236
TIES TO POL. STA. 91+50.00
CONSTITUTION AVE. (WATER ST.)



235
TIES TO POL. STA. 89+59.65
CONSTITUTION AVE. (WATER ST.)



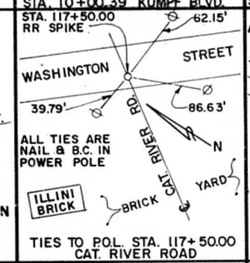
TIES TO POL. STA. 112+00.00
CAT. RIVER ROAD



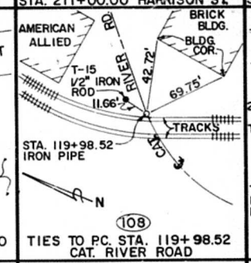
124
TIES TO PC. STA. 113+22.97
CAT. RIVER ROAD



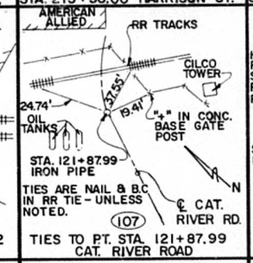
125
TIES TO PT. STA. 114+44.39
CAT. RIVER ROAD



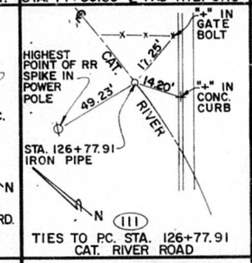
TIES TO POL. STA. 117+50.00
CAT. RIVER ROAD



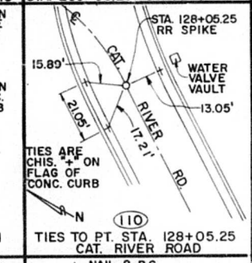
108
TIES TO PC. STA. 119+98.52
CAT. RIVER ROAD



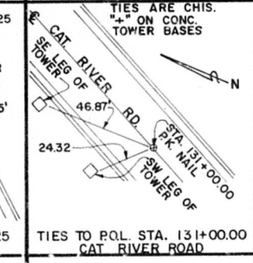
107
TIES TO PT. STA. 121+87.99
CAT. RIVER ROAD



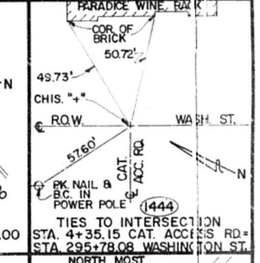
111
TIES TO PC. STA. 126+77.91
CAT. RIVER ROAD



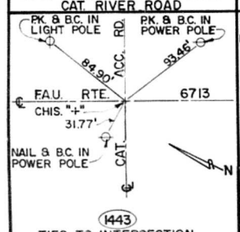
110
TIES TO PT. STA. 128+05.25
CAT. RIVER ROAD



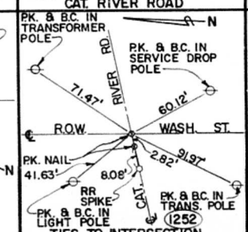
TIES TO POL. STA. 131+00.00
CAT. RIVER ROAD



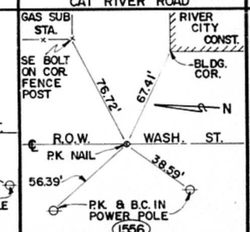
1444
TIES TO INTERSECTION
STA. 4+35.15 CAT. ACCESS RD. =
STA. 295+78.08 WASHINGTON ST.



1443
TIES TO INTERSECTION
STA. 1+50.73 CAT. ACCESS RD. =
STA. 35+19.48 ℄ F.A.U. RTE. 6713



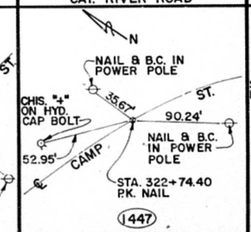
1252
TIES TO INTERSECTION
STA. 299+99.19 WASHINGTON ST. =
STA. 117+39.11 CAT. RIVER RD.



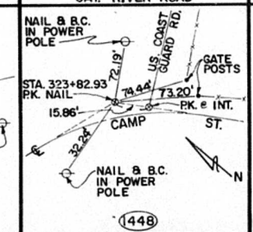
1556
TIES TO POL. STA. 304+00.00
WASHINGTON ST.



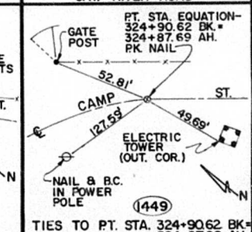
1558
TIES TO POL. STA. 320+00.00
CAMP ST.



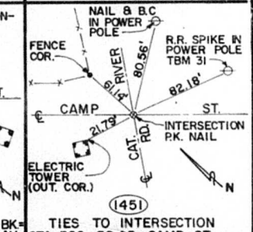
1447
TIES TO PC. STA. 322+74.40
CAMP ST.



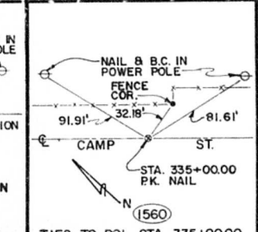
1448
TIES TO P.I. STA. 323+82.93
CAMP ST.



1449
TIES TO PT. STA. 324+90.62 BK.=
324+87.69 AH.
CAMP ST.



1451
TIES TO INTERSECTION
STA. 328+58.65 CAMP ST. =
STA. 114+60.26 CAT. RIVER RD.



1560
TIES TO POL. STA. 335+00.00
CAMP ST.



1563
TIES TO POC STA. 22+00.00
INDUSTRIAL SPUR

1562
TIES TO POC STA. 15+00.00
INDUSTRIAL SPUR

1494
TIES TO PC.C. STA. 8+48.28
INDUSTRIAL SPUR

1492
TIES TO PCC. STA. 7+27.73
INDUSTRIAL SPUR

1490
TIES TO PC. STA. 5+16.22
INDUSTRIAL SPUR

TIES TO INTERSECTION
STA. 3+73.01 INDUSTRIAL SPUR
STA. 48+40.13 F.A.U. RTE. 6713

1422
TIES TO P.I. STA. 50+62.28
WASHINGTON ST.

1487
TIES TO POL. STA. 61+00.00
WASHINGTON ST.

1672
TIES TO POL. STA. 494+63.30
CAT. ACCESS ROAD
PARKING LOT

SURVEY TIES

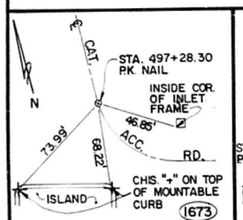
SVY-03 1-09-92 SHEET 13

D C B A 0 A B C D

TAMERAN

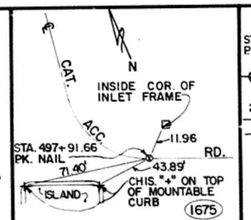
*508-3-11 50-21 (50)FILE-1, D AND P

FEDERAL-AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEORIA & TAZEWELL	313	14
FED. ROAD DIV. NO.		ILLINOIS PROJECT		



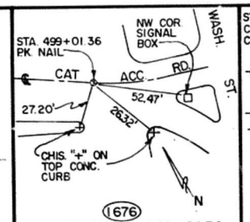
1673

TIES TO P.C. STA. 497+28.30
CAT. ACCESS ROAD
PARKING LOT



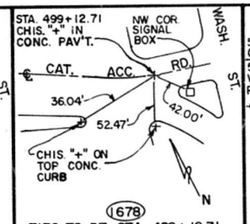
1675

TIES TO P.T. STA. 497+91.66
CAT. ACCESS ROAD
PARKING LOT



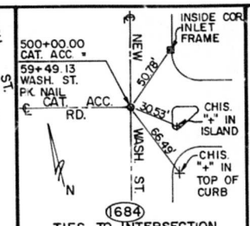
1676

TIES TO P.C. STA. 499+01.36
CAT. ACCESS ROAD
PARKING LOT



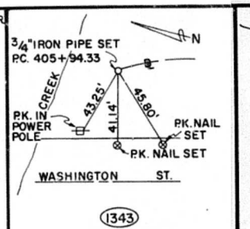
1678

TIES TO P.T. STA. 499+12.71
CAT. ACCESS ROAD
PARKING LOT



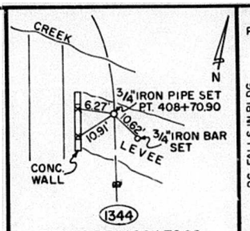
1684

TIES TO INTERSECTION
STA. 500+00.00 CAT. ACC. RD.
STA. 59+49.13 WASHINGTON ST.



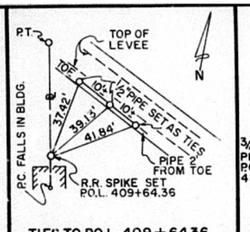
1343

TIES TO P.C. 405+94.33
℄ CONTROL RAMP "G"

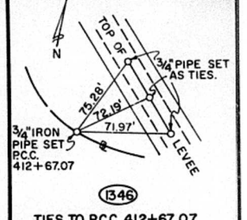


1344

TIES TO P.T. 408+70.90
℄ CONTROL RAMP "G"



TIES TO P.O.L. 409+64.36
℄ CONTROL RAMP "G"



1346

TIES TO P.C.C. 412+67.07
℄ CONTROL RAMP "G"

SURVEY TIES

SVY-04 1-09-92 SHEET 14

D C B A 0 A B C D

TAMERAN

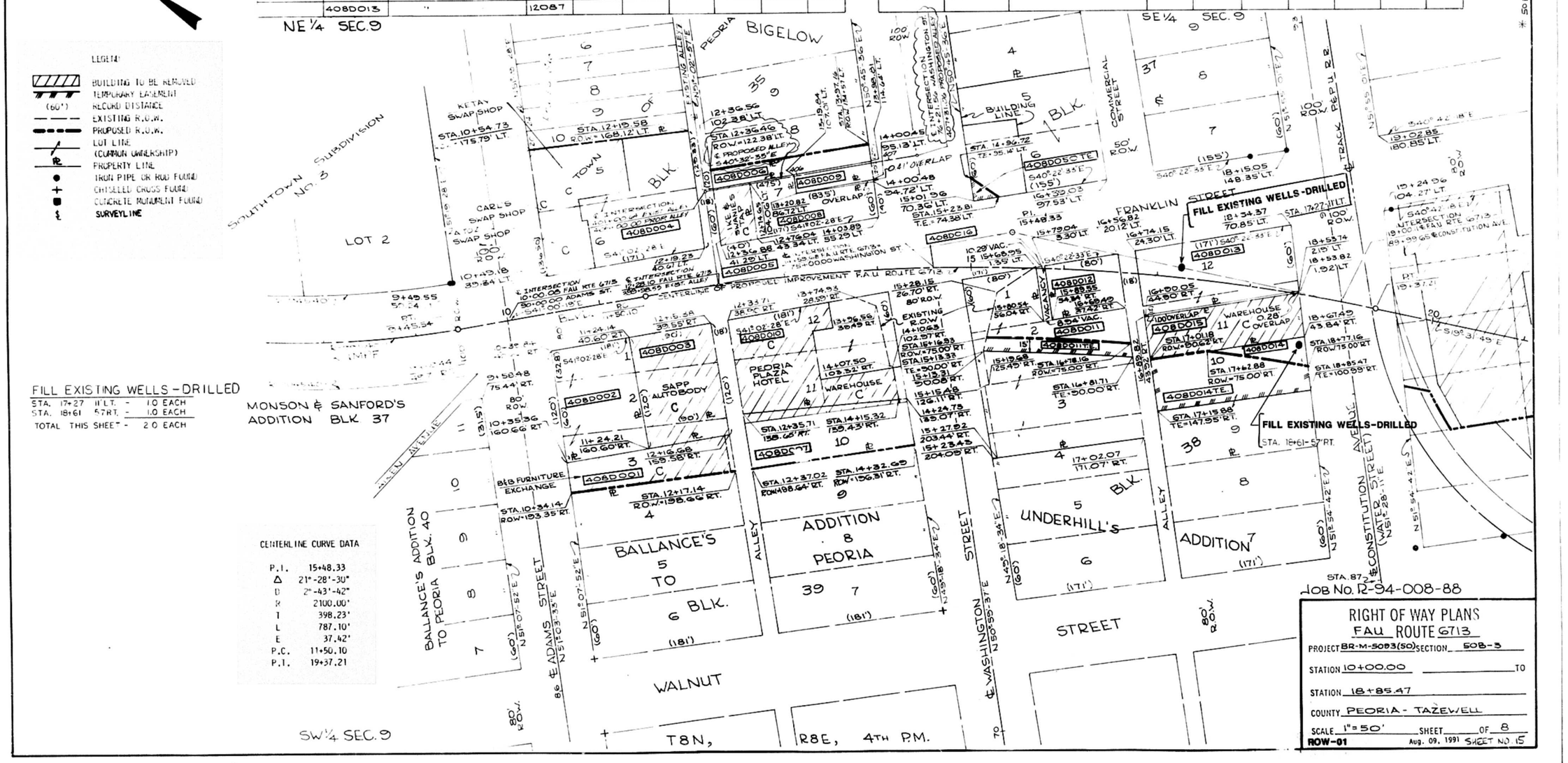
REMARKS	TRACT NO	GRANTORS	AREA SQ FT	REMAIN AREA	SIGNED	RECORDED	BOOK	PAGE	CONSID
	408D001	ROBERT V. BUGG	6335						
	408D002	MOLLY P. KETAY	10389						
	408D003	SAPP AUTOBODY, INC	10644						
	408D004	KENNETH W MORAN, TRUSTEE	22,569						
	408D005	JAMES F. & NANCY J DILKEY	2435						
	408D006	JAMES F DILKEY	3418						
	408D007	JEFFERSON TRUST & SAVINGS BANK OF PEORIA, TRUSTEE	10382						
	408D008	FIRST NAT'L BANK OF PEORIA, TRUSTEE	6225						
	408D009	MAURICE & SALLY E BROWN	1682						
	408D010	PEORIA PLAZA HOTEL, INC	17317						
	408D011	MECHANICAL RUBBER & SUPPLY CO.	5853	18475					
CONST EQUIP	408D011 T.E.	" "	2375						
	408D012	DENNIS E. PARR	4698						
	408D013	"	12087						

REMARKS	TRACT NO	GRANTORS	AREA SQ FT	REMAIN AREA	SIGNED	RECORDED	BOOK	PAGE	CONSID
	408D014	PEORIA SUPPLIERS, INC.	1674	18056					
BUILD. REMOVAL CONST. EQUIP	408D014 T.E.	" " "	8231						
	408D015	PEORIA BUSINESS INCUBATOR CENTER, INC.	8066						
	408D016	VACANCY	563						
PAV'T. CONST. & SLOPE GRADING	408D050 T.E.	THE WASHINGTON CORPORATION	312						

INTERPLAND ROUTE NO	SEC	COUNTY	TOTAL SHEETS	SHEET NO
FAU 6713	*	PEORIA TAZEWELL	313	15

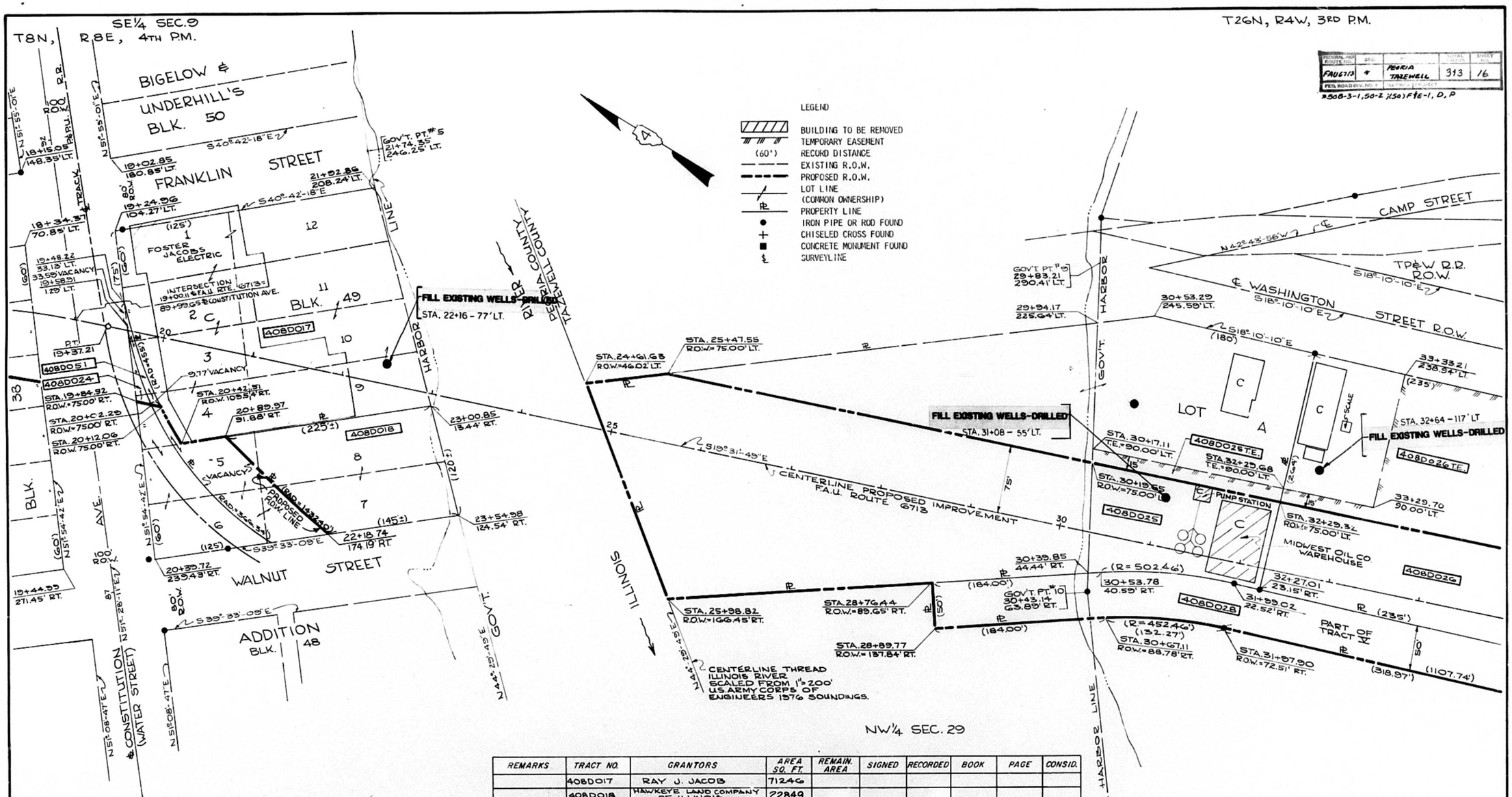
FED ROAD DIV. NO. 4 ILLINOIS PROJECT

* 50B-3-1, 50-2; (50) F&E-1, P, D



D C B A 0 A B C D

TAMERAN



REMARKS	TRACT NO.	GRANTORS	AREA SQ. FT.	REMAIN. AREA	SIGNED	RECORDED	BOOK	PAGE	CONSID.
	408D017	RAY J. JACOB	71246						
	408D018	HAWKEYE LAND COMPANY OF ILLINOIS.	22849						
	408D024	ARCHER DANIELS MIDLAND CO.	523	10223					
	408D051	VACANCY	601						
TO HARBOR LINE	408D025	H.P. HARPER D/B/A MIDWEST OIL CO.	20648	37564					
IN RIVER	408D025	"	95680	35560					
CONST. EQUIP.	408D025T.E.	"	3167						
	408D026	WILLIAM R. HALL, JR., ETAL, TRUSTEES	29542	39597					
CONST. EQUIP.	408D026T.E.	"	24580						

FILL EXISTING WELLS-DRILLED

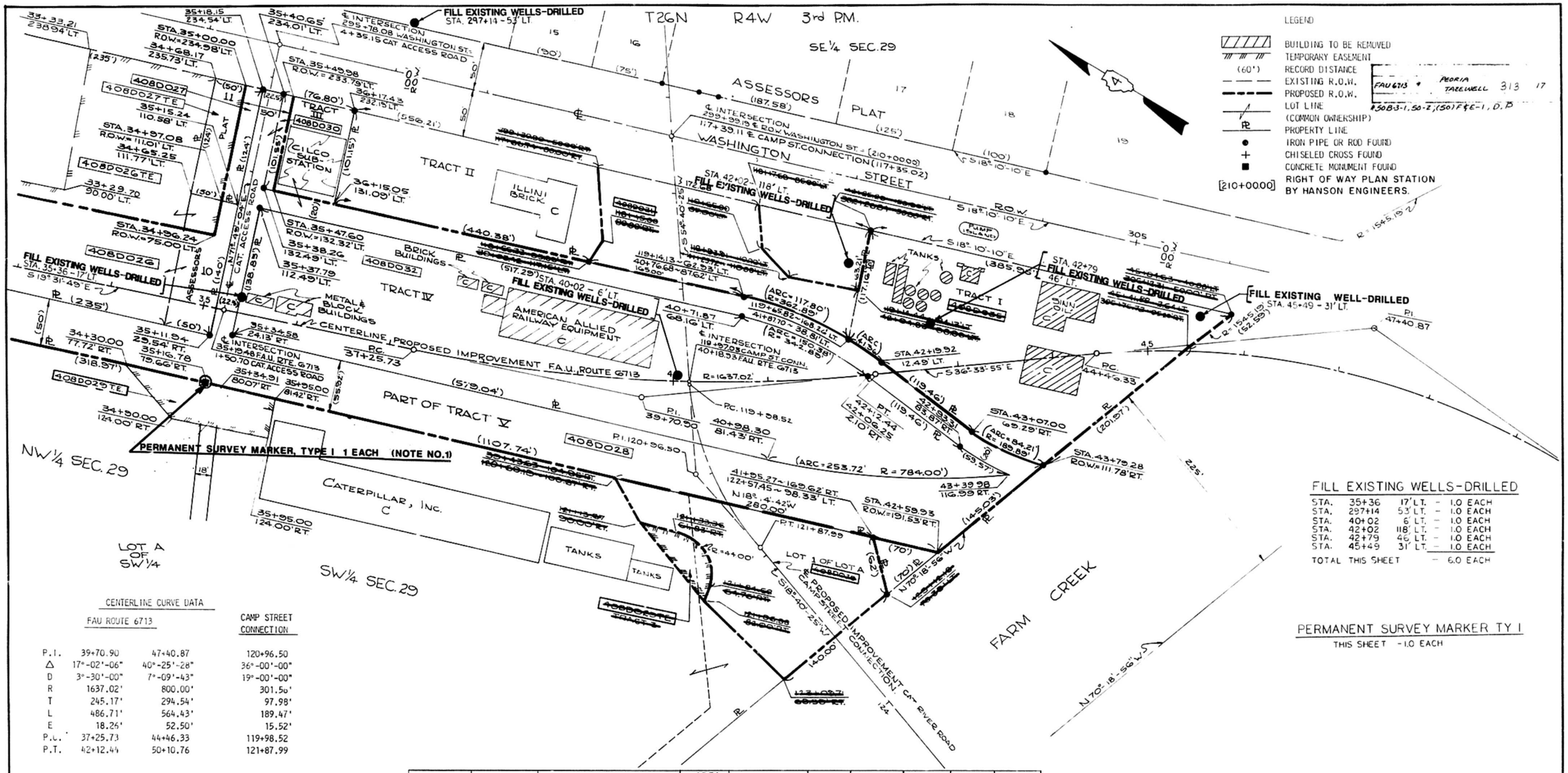
STA. 31+08	55' LT.	-	1.0 EACH
STA. 32+64	117' LT.	-	1.0 EACH
STA. 22+16	77' LT.	-	1.0 EACH
TOTAL THIS SHEET		-	3.0 EACH

JOB No. R-94-008-88

RIGHT OF WAY PLANS
F.A.U. ROUTE 6713

PROJECT BR-M-5093(50) SECTION 50B-3
STATION 19+24.96 TO
STATION 34+00.00
COUNTY PEORIA - TAZEWELL
SCALE 1"=50' SHEET 4 OF 8
ROW-02 Aug. 09, 1991 SHEET NO. 16

D C B A 0 A B C D
TAMERAN



FILL EXISTING WELLS-DRILLED

STA.	35+36	17' LT.	- 1.0 EACH
STA.	297+14	53' LT.	- 1.0 EACH
STA.	40+02	6' LT.	- 1.0 EACH
STA.	42+02	118' LT.	- 1.0 EACH
STA.	42+79	46' LT.	- 1.0 EACH
STA.	45+49	31' LT.	- 1.0 EACH
TOTAL THIS SHEET			- 6.0 EACH

PERMANENT SURVEY MARKER TY I

THIS SHEET - 1.0 EACH

CENTERLINE CURVE DATA

	FAU ROUTE 6713		CAMP STREET CONNECTION
P.I.	39+70.90	47+40.87	120+96.50
Δ	17°-02'-06"	40°-25'-28"	36°-00'-00"
D	3°-30'-00"	7°-09'-43"	19°-00'-00"
R	1637.02'	800.00'	301.56'
T	245.17'	294.54'	97.98'
L	486.71'	564.43'	189.47'
E	18.26'	52.50'	15.52'
P.C.	37+25.73	44+46.33	119+98.52
P.T.	42+12.44	50+10.76	121+87.99

NOTE NO.1: PERMANENT SURVEY MARKER TO BE SET BY STATE OF ILLINOIS REGISTERED LAND SURVEYER TO REPLACE THE EXISTING SURVEY MARKER. THE "PLAT OF SURVEY" IS AVAILABLE AT THE STATE RESIDENT ENGINEER'S OFFICE.

REMARKS	TRACT NO.	GRANTORS	AREA SQ. FT	REMAINING AREA	SIGNED	RECORDED	BOOK	PAGE	CONSID.
	408D027	WILLIAM R HALL, JR.	2252	3948					
CONST EQUIP	408D027TE	"	3948						
	408D028	NORFOLK AND WESTERN RAILWAY COMPANY	104331						
	~~408D029~~	~~CATERPILLAR INC.~~	~~26,097~~	~~[illegible]~~					
PAV'T & WALL CONSTRUCTION SLOPE GRADING	408D029TE		5145						
		TOTAL	7382						
	408D030	NORFOLK AND WESTERN RAILWAY COMPANY	948	6834					
	~~408D031~~	~~COMMUNITY BANK OF GREATER PEORIA, TRUSTEE~~	~~21,584~~	~~[illegible]~~					
	408D032	AMERICAN ALLIED RAILWAY EQUIPMENT COMPANY	98,198						
	~~408D033~~	~~EDGAR C. GINNA~~ ~~[illegible]~~	~~53,268~~						

JOB NO. R-94-008-88

RIGHT OF WAY PLANS
FAU ROUTE 6713

PROJECT BR-M-5093(50) SECTION 508-3

STATION 34+00.00 TO

STATION 45+84.63

COUNTY PEORIA - TAZEWELL

SCALE 1"=50' SHEET 5 OF 8

ROW-03 AUG 09 1991 SHEET NO. 17

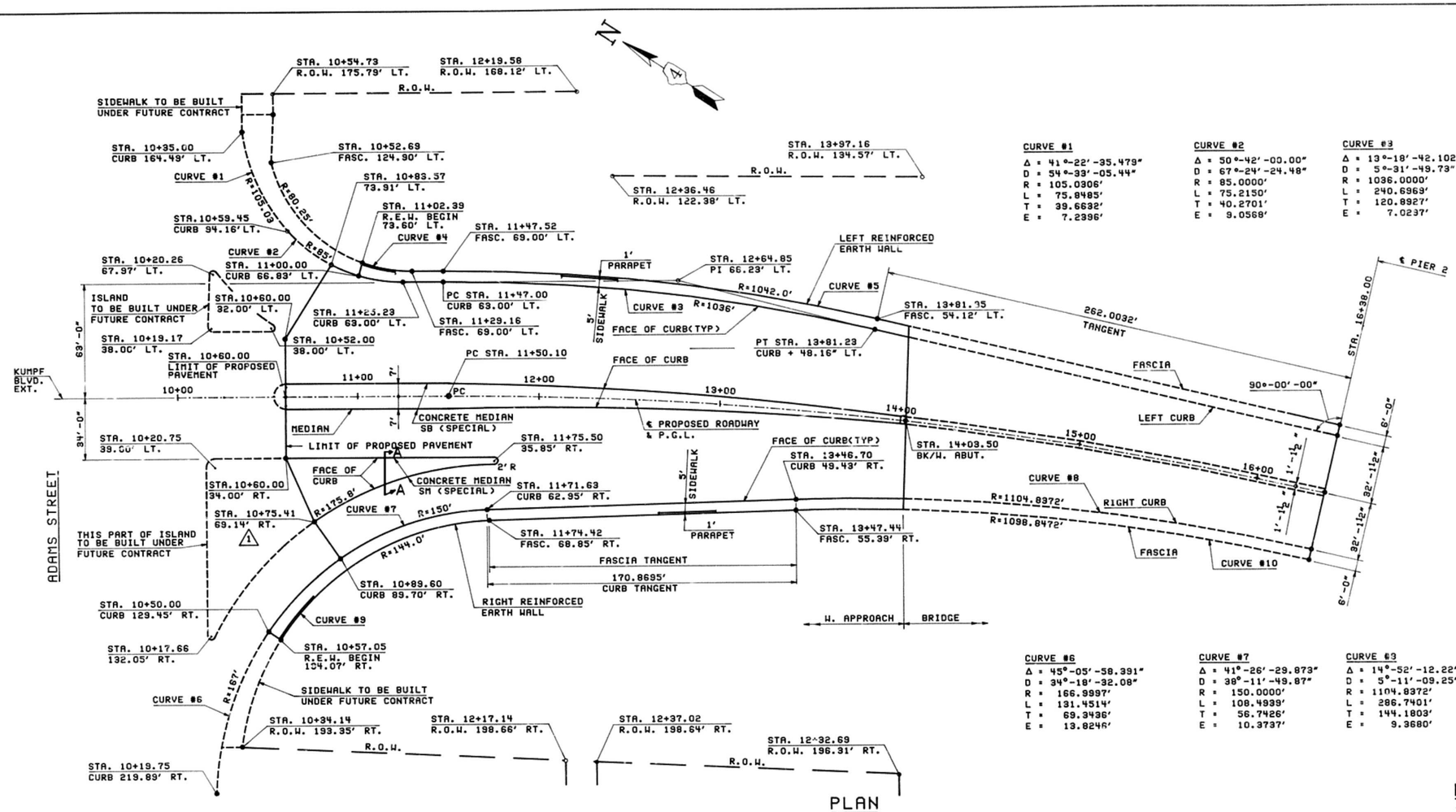
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	18	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F & E-1, D, AND P

DESIGNED BY: THH DRAFTED BY: SBA CHECKED BY: LGB
CHECKED BY: LGB ESTIMATED BY: IN CHARGE: PCW



PLAN

CURVE #1
Δ = 41°-22'-35.479"
D = 54°-33'-05.44"
R = 105.0306'
L = 75.8485'
T = 39.6632'
E = 7.2396'

CURVE #2
Δ = 50°-42'-00.00"
D = 67°-24'-24.48"
R = 85.0000'
L = 75.2150'
T = 40.2701'
E = 9.0568'

CURVE #3
Δ = 13°-18'-42.102"
D = 5°-31'-49.73"
R = 1036.0000'
L = 240.6969'
T = 120.8927'
E = 7.0237'

CURVE #4
Δ = 72°-20'-13.808"
D = 71°-23'-39.24"
R = 80.2527'
L = 101.3208'
T = 58.6686'
E = 19.1580'

CURVE #5
Δ = 13°-18'-42.102"
D = 5°-29'-55.09"
R = 1042.0000'
L = 242.0909'
T = 121.5929'
E = 7.0705'

CURVE #6
Δ = 45°-05'-58.391"
D = 34°-18'-32.08"
R = 166.9997'
L = 131.4514'
T = 69.3436'
E = 13.8248'

CURVE #7
Δ = 41°-26'-29.873"
D = 38°-11'-49.87"
R = 150.0000'
L = 108.4939'
T = 56.7426'
E = 10.3737'

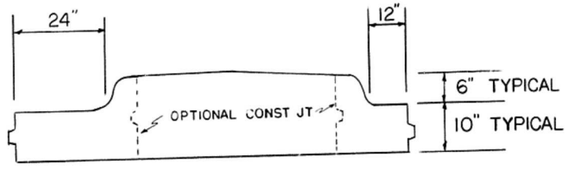
CURVE #8
Δ = 14°-52'-12.22"
D = 5°-11'-09.25"
R = 1104.8372'
L = 286.7401'
T = 144.1803'
E = 9.3680'

CURVE #9
Δ = 86°-24'-19.52"
D = 39°-47'-19.50"
R = 144.0000'
L = 217.1605'
T = 135.2378'
E = 53.5481'

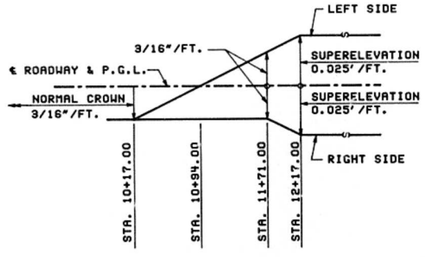
CURVE #10
Δ = 14°-52'-12.23"
D = 5°-12'-51.20"
R = 1098.8372'
L = 285.1829'
T = 143.3973'
E = 9.3171'

HORIZONTAL CURVE DATA:

PC STA. 11+50.101
PT STA. 19+37.206
PI STA. 15+48.326
Δ = 21° -28'-30.468"
D = 2° -43'-42.134"
R = 2100.000'
T = 398.225'
L = 787.105'
E = 37.425'
S.E.= 0.025'/FT.
(FOR 40 M.P.H.)



SEC A-A



SUPERELEVATION SLOPE TRANSITIONS

NOTES:

1. GEOMETRICS SHOWN ARE CURB LINE UNLESS OTHERWISE INDICATED.
2. OFFSETS ARE CALLED OUT AS RT. OR LT. OF PROPOSED ℄ KUMPF BLVD. EXTENSION.
3. ALL STATIONS ARE ALONG ℄ OF PROPOSED ROADWAY.
4. FOR MEDIAN PLAN AND DETAILS SEE DWG. NO. HCD-04.
5. FOR SIDEWALK DETAILS SEE DWG. NO. HCD-05 & HCD-06.
6. FOR DETAILS OF REINFORCED EARTH WALL SEE DWG. NOS. HRE-01 & HRE-02.
7. FOR TYPICAL CROSS SECTIONS SEE DWG. NO. HTS-01.

ABBREVIATIONS:

R.E.W. - REINFORCED EARTH WALL
FASC. - FASCIA

30' 0 30' 60'
HORIZONTAL SCALE

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRICS
WEST APPROACH

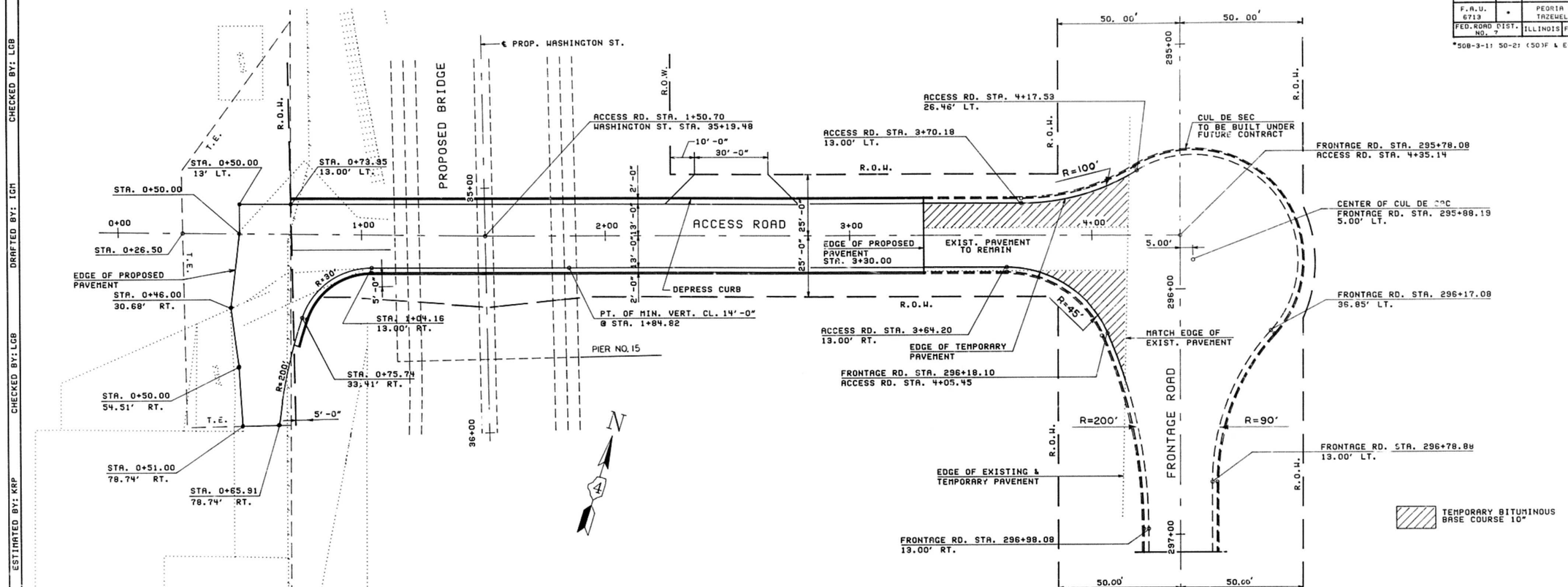
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

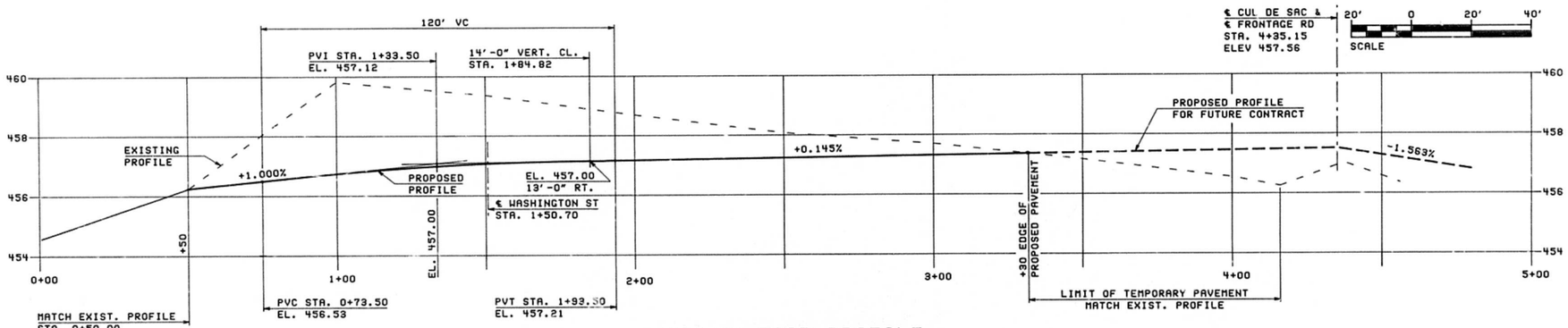
DRAWING NO.	SCALE	DATE	SHEET NO.
HGE-01		AUG 07 89	18

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	19	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*50B-3-1; 50-2; (50)F & E-1, D, AND P





ACCESS ROAD PROFILE

EARTH EXCAVATION

STA. 0+50 TO 3+30	- 629	CU YD
* STA. 2+00 TO 3+90	- 58	CU YD
* STA. 3+30 TO 4+15	- 57	CU YD
TOTAL THIS SHEET	744	CU YD
EMBANKMENT	22	CU YD

* TEMPORARY PAVEMENT

NOTES:

1. GEOMETRICS SHOWN ARE EDGE OF PAVEMENT UNLESS OTHERWISE INDICATED.
2. OFFSETS ARE CALLED OUT AS RT. OR LT. OF PROPOSED ℄ FRONTAGE RD. OR ACCESS RD.
3. FOR TYPICAL SECTION SEE DWG. NO. HTS-02.

GEOMETRICS - ACCESS ROAD

HGE-02 AUG 0 9 1991 SHEET No. 19

REVISED 2-28-91

CHECKED BY: LGB
DRAFTED BY: IGM
CHECKED BY: LGB
ESTIMATED BY: KRP
CHECKED BY: LGB
DESIGNED BY: KRP
IN CHARGE: PCW

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	20	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

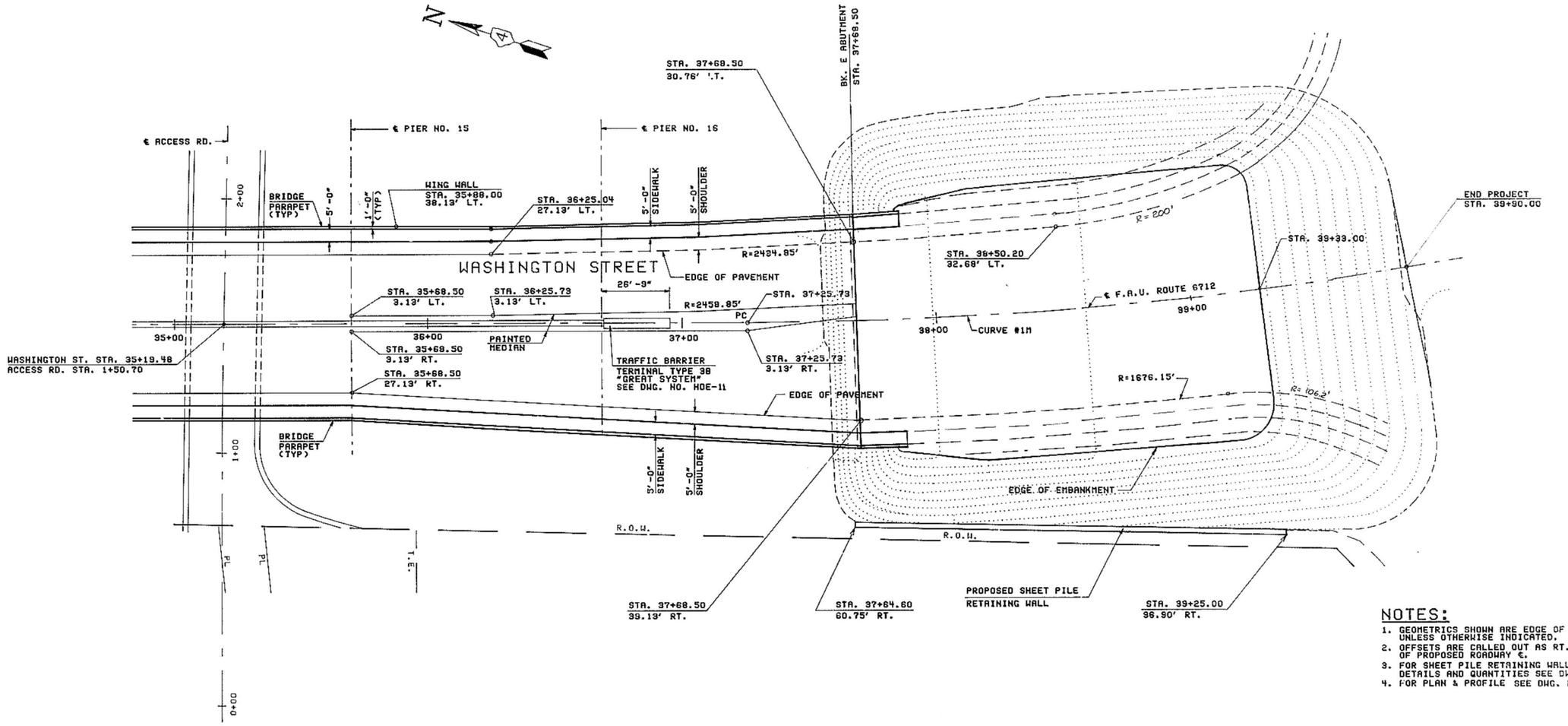
*508-3-11; 50-21 (50)F & E-1, D, AND P

DRAFTED BY: SBA CHECKED BY: LCB

DESIGNED BY: LCB CHECKED BY:

ESTIMATED BY: CHECKED BY:

IN CHARGE: PCW



CURVE #1M
WASHINGTON STREET

PI = STA. 38+70.30
PC = STA. 37+25.73
PT = STA. 42+12.45
△ = 17° -02'-06.44"
D = 3° -30'-00.00"
R = 1637.0200'
L = 486.7171'
T = 245.1672'

SCALE 20' 0 20' 40'

NOTES:

1. GEOMETRICS SHOWN ARE EDGE OF PAVEMENT UNLESS OTHERWISE INDICATED.
2. OFFSETS ARE CALLED OUT AS RT. OR LT. OF PROPOSED ROADWAY ℄.
3. FOR SHEET PILE RETAINING WALL DETAILS AND QUANTITIES SEE DWG. NO. HRE-01A.
4. FOR PLAN & PROFILE SEE DWG. NO. HRP-02.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH

GEOMETRICS MAINLINE
STA. 37+68.50 TO 39+90.00

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HGE-03		1-09-92	20

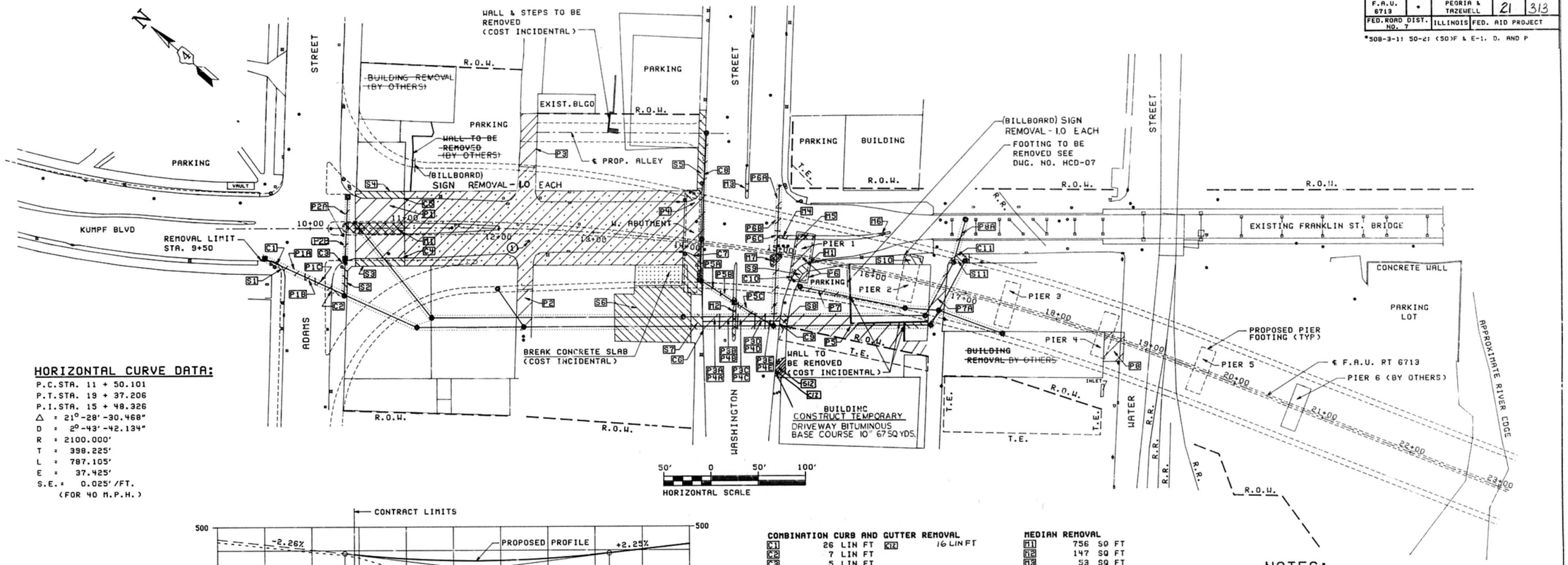
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	21	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

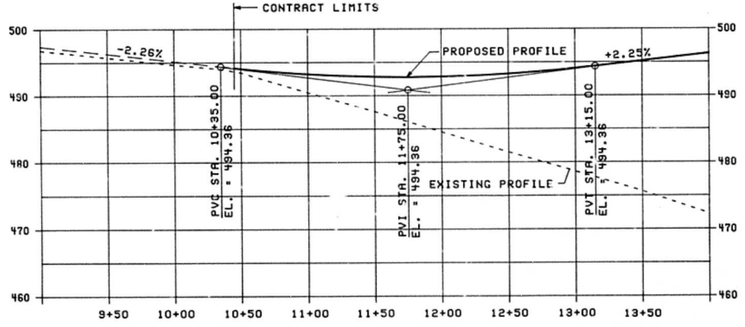
*508-3-1; 50-2; (50)F & E-1, D, AND P

DESIGNED BY: RJR CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB ESTIMATED BY: RJR IN CHARGE: PCW



HORIZONTAL CURVE DATA:

P.C.STA. 11 + 50.101
P.T.STA. 19 + 37.206
P.I.STA. 15 + 48.326
△ = 21°-28'-30.468"
D = 2°-43'-42.134"
R = 2100.000'
T = 398.225'
L = 787.105'
E = 37.425'
S.E. = 0.025'/FT.
(FOR 40 M.P.H.)



BUILDING REMOVAL NO. 1 - 1 L. SUM

REMOVAL LEGEND
- MEDIAN
- ISLAND
- SIDEWALK
- PAVEMENT

EARTHWORK (MAINLINE ONLY)

EARTH EXCAVATION STA. 10+50 TO STA. 11+00	106 CU YD
POROUS GRANULAR EMBANKMENT STA. 10+50 TO STA. 14+04	17,168 CU YD
EMBANKMENT	
LT. OF RETAINING WALL	769 CU YD
RT. OF RETAINING WALL	107 CU YD

PAVEMENT, SIDEWALK, CURB & GUTTER BREAKING C12
STA. 11+00 TO STA. 13+92
ESTIMATED QUANTITY:
2670 SQ YD - TOTAL THIS SHEET
(NO PAY, INCIDENTAL TO THE RELATED ITEMS) SEE SPECIAL PROVISION

① **FILLING EXISTING MANHOLES**
TOTAL THIS SHEET - 2 CU YD
(INCIDENTAL TO "CLSM" SEE DWG.NO. HSS-01)

COMBINATION CURB AND GUTTER REMOVAL

C1	26 LIN FT	C12	16 LIN FT
C2	7 LIN FT		
C3	5 LIN FT		
C4	52 LIN FT		
C5	52 LIN FT		
C6	16 LIN FT		
C7	56 LIN FT		
C8	109 LIN FT		
C9	17 LIN FT		
C10	31 LIN FT		
C11	26 LIN FT		
	413 LIN FT - TOTAL THIS SHEET		

PAVEMENT REMOVAL

P1	368 SQ YD
P2	77 SQ YD
P3	111 SQ YD
P4	182 SQ YD
P5	730 SQ YD
P6	94 SQ YD
P7	33 SQ YD
P8	74 SQ YD
	1670 SQ YD - TOTAL THIS SHEET

SIDEWALK REMOVAL

S1	63 SQ FT	S12	67 SQ FT
S2	252 SQ FT		
S3	360 SQ FT		
S4	360 SQ FT		
S5	657 SQ FT		
S6	5300 SQ FT		
S7	192 SQ FT		
S8	117 SQ FT		
S9	180 SQ FT		
S10	198 SQ FT		
S11	171 SQ FT		
	7917 SQ FT - TOTAL THIS SHEET		

SIGN REMOVAL

STA. 11+00	1.0 EACH	(70' LT)
STA. 15+80	1.0 EACH	(12' RT)
	2.0 EACH	TOTAL THIS SHEET

MEDIAN REMOVAL

M1	756 SQ FT
M2	147 SQ FT
M3	53 SQ FT
M4	28 SQ FT
M5	80 SQ FT
M6	18 SQ FT
M7	106 SQ FT
	1188 SQ FT - TOTAL THIS SHEET

CLASS C PATCHES TYPE II 10"

P1B	8 SQ YD
P1C	13 SQ YD
P5A	12 SQ YD
P5B	11 SQ YD
P5C	10 SQ YD
	54 SQ YD - TOTAL THIS SHEET

CLASS C PATCHES TYPE III 10"

P1A	26 SQ YD
P2A P2B	35 SQ YD
P4A	31 SQ YD
P4B	34 SQ YD
P4C	32 SQ YD
P4D	19 SQ YD
P4E	27 SQ YD
P6A	15 SQ YD
P6B	15 SQ YD
P6C	54 SQ YD
P8A	25 SQ YD
	313 SQ YD - TOTAL THIS SHEET

CLASS D PATCHES TYPE II 10"

P3E	14 SQ YD

CLASS D PATCHES TYPE III 10"

P3A	16 SQ YD
P3B	17 SQ YD
P3C	16 SQ YD
P3D	19 SQ YD
P7A	65 SQ YD
	133 SQ YD - TOTAL THIS SHEET

NOTES:

1. FOR SUMMARY OF QUANTITIES SEE DWG. NO. HSQ-01.
2. FOR GEOMETRICS SEE DWG. NO. HGE-01.
3. FOR STORM AND SANITARY SEWER RELOCATION SEE DWG. NOS. HSS-01, HSS-02 AND HSS-03.
4. BUILDING NOS. 1 THROUGH 5 TO BE REMOVED BY OTHERS.
5. FOR PROPOSED PROFILE FROM STA. 14+03.5 TO 23+00 SEE BRIDGE PLANS.
6. FOR SANITARY AND STORM SEWER REMOVAL ITEMS SEE DWG. NO. HSS-01.
7. UTILITY POLES TO BE REMOVED BY OTHERS.
8. PAVEMENT, SIDEWALK, CURB AND GUTTER FROM STA. 11+00 TO STA. 13+92 TO BE BROKEN.
9. FOR R.O.W. STATIONS AND OFFSETS SEE DWG. NOS. ROW-01 AND ROW-02.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
(REMOVAL ITEMS) STA. 10+00 TO 23+00

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

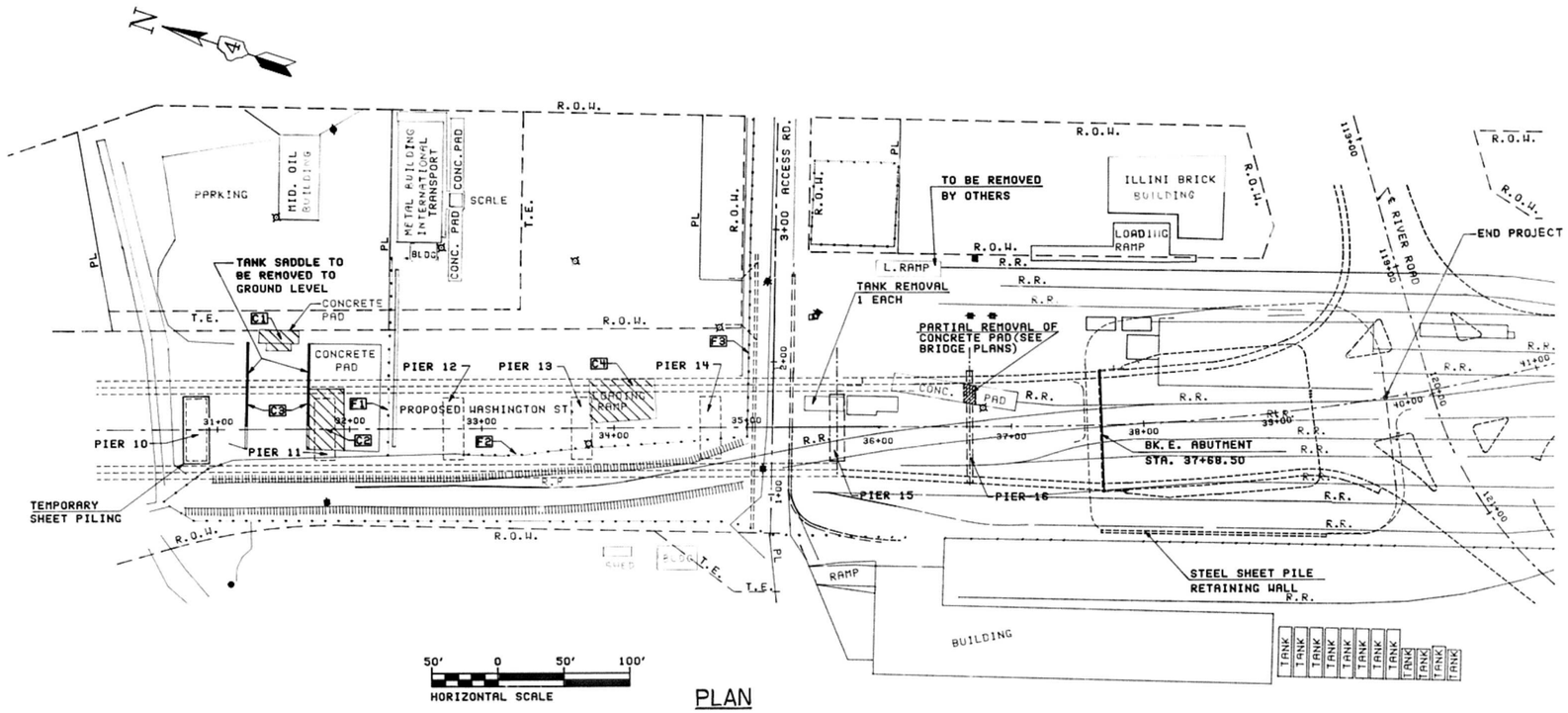
DRAWING NO.	SCALE	DATE	SHEET NO.
HRP-01		AUG 5 1991	21

D C B A 0 A B C D
TAMERAN

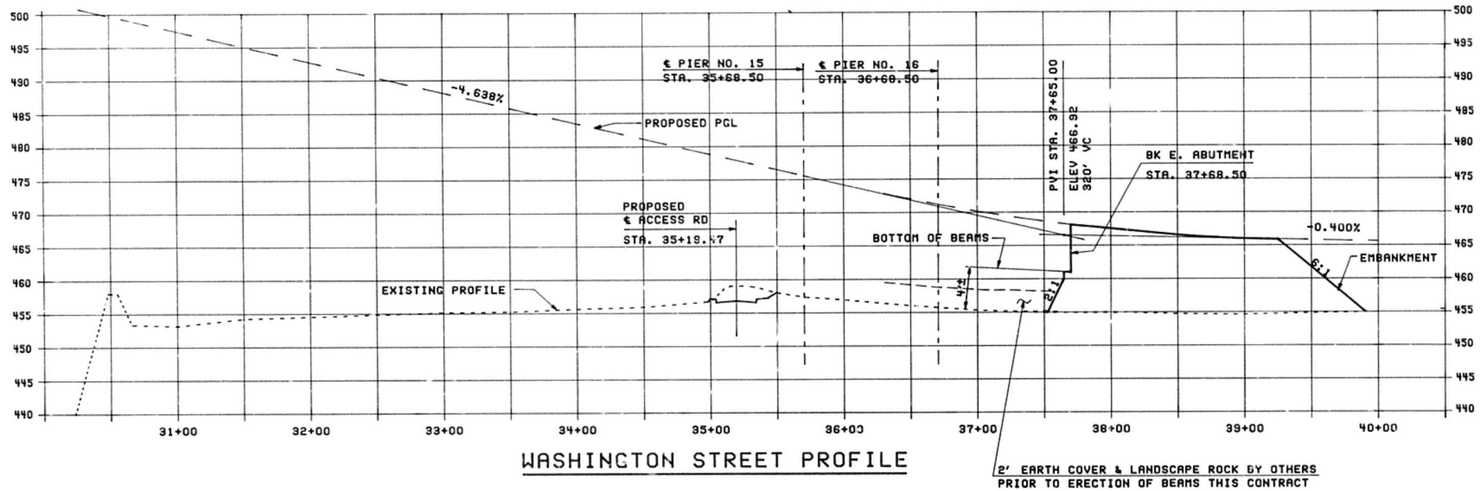
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	•	PEORIA & TAZEWELL	22	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-11 50-2( )F & E-1, D, AND P

ESTIMATED BY: RJR CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB DESIGNED BY: RJR CHECKED BY: LGB IN CHARGE: PCH



PLAN



WASHINGTON STREET PROFILE

CONCRETE REMOVAL - 1 L SUM
ESTIMATED QUANTITY:

C1	45 SQ YD
C2	144 SQ YD
C3	33 CU YD
C4	220 CU YD

FENCE REMOVAL

F1	110 LIN FT
F2	450 LIN FT
F3	240 LIN FT
	800 LIN FT - TOTAL THIS SHEET

TANK REMOVAL - 1 EACH

RAILROAD TRACK REMOVAL
STA. 32+00.00 TO STA. 39+90.00 - 4155 LIN FT

NOTES:

1. FOR SUMMARY OF QUANTITIES SEE DWG. NOS. HSQ-01 AND HSQ-02.
2. FOR GEOMETRICS SEE DWG. NO. HGE-02.
3. FOR DETAILS OF TEMPORARY EMBANKMENT SEE DWG. NO. HCD-08.
4. FOR ACCESS ROAD REMOVAL ITEMS SEE DWG. NO. HTM-01.
5. FOR R.O.W. STATIONS AND OFFSETS SEE DWG. NOS. ROW-02 AND ROW-03.
6. UTILITY POLES TO BE REMOVED BY OTHERS.
7. FOR QUANTITIES OF EMBANKMENT AND SETTLEMENT PLATFORM SEE DWG.NO. HCD-08.
8. COST OF TREE REMOVAL IN AREA OF PIER CONSTRUCTION IS INCIDENTAL TO STRUCTURE EXCAVATION.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
(REMOVAL ITEMS) STA. 31+00 TO 39+90

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HRP-02		1-09-92	22

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	23	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F & E-1, D, AND P

SANITARY SEWER:

SANITARY SEWER (ESCP) 24"	760 LIN FT
SANITARY MANHOLES TYPE A 5' DIA.	6 EACH
MANHOLE TO BE ADJUSTED WITH NEW TYPE 1 FRAME CLOSED LID	1 EACH

FILL EXISTING MANHOLE AND INLET WITH CLSM

(1) 26' LT. STA. 12+09 -	2 CU YD
(2) 30' LT. STA. 12+73 -	2 CU YD
(3) 23' RT. STA. 12+75 -	2 CU YD
(9) 27' RT. STA. 10+83 -	10 CU YD
SUBTOTAL -	16 CU YD

FILL EXISTING STORM AND SANITARY SEWER WITH CLSM

SANITARY: STA. 10+50 TO STA. 13+95 -	40 CU YD
STORM: STA. 10+85 TO STA. 13+95 -	57 CU YD
STORM: STA. 12+10 TO STA. 12+75 -	3 CU YD
SUBTOTAL -	100 CU YD

CONTROLLED LOW-STRENGTH MATERIAL
TOTAL - 116 CU YD

WATER
GAS BURIED PIPE
ELECTRIC:
BURIED CONDUIT
OVERHEAD LINE
TELEPHONE:
BURIED CONDUIT
OVERHEAD CABLE

MANHOLE
VALVE
HYDRANT
VAULT
POWER LINE POLE
TELEPHONE POLE
LIGHT STANDARD
PEDESTAL OR CONTROL BOX
TRAFFIC SIGNAL & LIGHT STANDARD

SANITARY SEWER — PROPOSED SANITARY SEWER
STORM SEWER — PROPOSED STORM SEWER
SANITARY SEWER TO BE ABANDONED
STORM SEWER TO BE ABANDONED
EXISTING STORM SEWER
EXISTING SANITARY SEWER
PROPOSED BRIDGE AND APPROACH
EXISTING INLET OR CATCH/B TO REMAIN OR ADJUSTED
EXISTING INLET-TO BE REMOVED OR FILLED
EXISTING MANHOLE TO REMAIN OR ADJUSTED
EXISTING MANHOLE-TO BE REMOVED OR FILLED
PROPOSED MANHOLE
PROPOSED INLET

INLETS TO BE REMOVED

(5)	40' LT. STA. 13+86 -	1 EACH
(6)	12' RT. STA. 13+95 -	1 EACH
(7)	58' RT. STA. 14+59 -	1 EACH
(8)	16' RT. STA. 15+16 -	1 EACH
	TOTAL THIS SHEET -	4 EACH

MANHOLES TO BE REMOVED

(10)	6' RT. STA. 14+20 -	1 EACH
(11)	53' RT. STA. 15+03 -	1 EACH
(12)	25' RT. STA. 15+15 -	1 EACH
(13)	21' LT. STA. 14+06 -	1 EACH
(14)	28' LT. STA. 16+80 -	1 EACH
	TOTAL THIS SHEET -	5 EACH

STORM SEWER REMOVAL 12"

(13A)	STA. 13+94 TO 14+19 - 25 LIN FT
(13B)	STA. 13+86 TO 14+12 - 45 LIN FT
(13C)	STA. 15+16 TO 15+19 - 11 LIN FT

STORM SEWER REMOVAL 21"

(16)	STA. 15+02 TO 15+05 - 25 LIN FT

STORM SEWER REMOVAL 24"

(17)	STA. 15+12 TO 15+18 - 50 LIN FT

STORM SEWER REMOVAL 30"

(18A)	STA. 10+71 TO 10+77 - 6 LIN FT
(18B)	STA. 13+96 TO 14+14 - 18 LIN FT

STORM SEWER REMOVAL 36"

(19)	STA. 15+13 TO 15+19 - 6 LIN FT

STORM SEWER REMOVAL 42"

(20A)	STA. 15+19 TO 15+33 - 15 LIN FT
(20B)	STA. 16+28 TO 16+42 - 20 LIN FT

SANITARY SEWER REMOVAL 24"

(21)	STA. 13+92 TO 14+11 - 20 LIN FT

STRUCTURE NO.12 EXISTING MANHOLE TO BE ADJUSTED. STA.10+47.50 6.0' LT. INV.478.42 TOP. 494.0

STRUCTURE NO.38

℄ PROP. ALLEY

STORM SEWER TO BE FILLED WITH CLSM

SANITARY SEWER TO BE FILLED WITH CLSM

STRUCTURE NO.7

STRUCTURE NO.8

W. ABUTMENT

STORM SEWER TO BE FILLED WITH CLSM

STRUCTURE NO.10

STRUCTURE NO.16 STA. 15+00.00 35.0' LT. INV. 457.37 TOP 469.11

STRUCTURE NO.15 STA.16+81.00 74.8' LT. INV.452.74 TOP.462.00

STRUCTURE NO.14a STA. 16+79.75 28.1 LT. INV. 454.51 TOP 463.67

STRUCTURE NO.14 STA.16+64.40 32.6' RT. INV. 456.81 TOP. 465.00

STRUCTURE NO.9

STRUCTURE NO.4

STRUCTURE NO.13 STA.11+29.01 93.9' RT. INV. 474.56 TOP. 488.0

STRUCTURE NO. 13a STA. 14+00.25 79.8' RT. INV. 465.68 TOP. 474.00

STAGE 1 SEE DWG. NO. HSS-02

STAGE 2

STAGE 3

STAGE 4

SANITARY SEWER 24"@ 3.40% ESCP

STORM SEWER

SANITARY SEWER 24"@ 3.00% ESCP

SANITARY SEWER 24"@ 3.80% ESCP

1 FT MIN. CLEAR

R.O.W.

T.E.

FRANKLIN STREET

ADAMS STREET

WASHINGTON

PIER 1

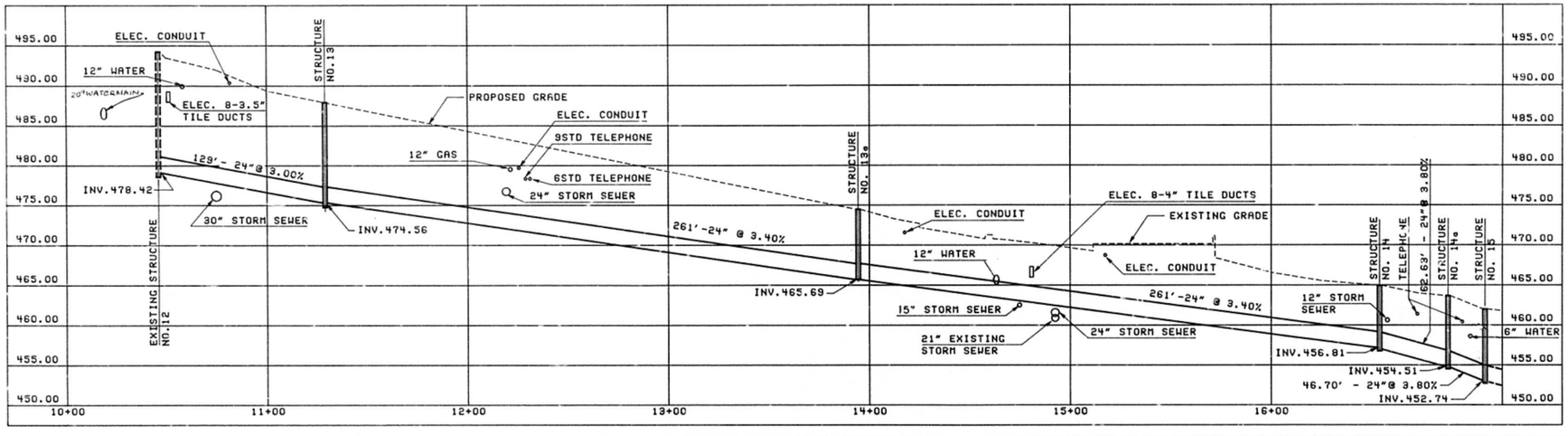
PIER 2

PIER 3

ALL LINES VACANT

VAULT

HORIZONTAL SCALE 30' 0 30' 60'



STORM AND SANITARY SEWER RELOCATION QUANTITIES SHOWN ON THIS SHEET

NOTES:

1. FOR SUMMARY OF QUANTITIES SEE DWG. NOS. HSQ-01 & HSQ-02.
2. STAGE 2 - RELOCATION OF SANITARY SEWER FROM STRUCTURE NO.12 TO STRUCTURE NO.15 AS SHOWN. BEGIN SANITARY SEWER RELOCATION AFTER STORM SEWER RELOCATION IS DONE.
3. FOR RELOCATION OF EXISTING STORM SEWER (STAGE 1, 3 AND 4) SEE DWG. HSS-02.
4. STAGE 3 - RELOCATION OF STORM SEWER FROM STRUCTURE NO.4 TO STRUCTURE NO.10 SHALL BE DONE AFTER SANITARY SEWER RELOCATION IS COMPLETED.
5. STAGE 4 - STORM SEWER FROM STRUCTURE NO.7 TO STRUCTURE NO.9 SHALL BE CONSTRUCTED AFTER WEST ABUTMENT IS IN PLACE.
6. FOR REMOVAL ITEMS SEE DWG. NO. HRP-01.
7. THE 24" OVER FLOW PIPE SHALL BE PLUGGED. SEE DWG. NO. HSS-03.
8. COST OF SANITARY SEWER REMOVAL 24" SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR STORM SEWER REMOVAL 24"
9. FOR STORM & SANITARY SEWER SCHEDULES SEE DWG.NO. HSC-01
10. THE FILLING OF ABANDONED STORM AND SANITARY SEWERS, MANHOLES AND INLETS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "CONTROLLED LOW-STRENGTH MATERIAL" (CLSM), SEE SPECIAL PROVISIONS.

SANITARY SEWER RELOCATION
HSS-01 Sept. 11, 1990 SHEET NO.23

ESTIMATED BY: RJP CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB
IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: LGB

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	24	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SO-2; (SO)F & E-1, D, AND P

NOTES:

1. FOR SUMMARY OF QUANTITIES SEE DWG.NOS. HSQ-01 AND HSQ-02.
2. STAGE 1 - RELOCATION OF EXISTING STORM SEWER FROM STRUCTURE NO.1 TO STRUCTURE NO.6 SHOWN ON THIS DWG.
3. STAGE 2 - RELOCATION OF EXISTING SANITARY SEWER SEE DWG. NO. HSS-01.
4. STAGE 3 - STORM SEWER FROM STRUCTURE NO.4 TO STRUCTURE NO.10 SHALL BE CONSTRUCTED AFTER RELOCATION OF SANITARY SEWER IS DONE.
5. STAGE 4 - STORM SEWER FROM STRUCTURE NO.7 TO STRUCTURE NO.9 SHALL BE CONSTRUCTED AFTER WEST ABUTMENT IS IN PLACE

5A. PLACE STR. 38&38A DURING ALLEY CONSTRUCTION.

6. FOR PROFILE NO.9 SEE DWG. NO. HSS-03.
7. FOR CONSTRUCTION STAGING OF STRUCTURE NO. 11 SEE DWG. NO. HSS-05.
8. FOR PROFILES OF STRUCTURES FROM 1a to 1c SEE DWG. NO. HSS-03.
9. FOR STORM & SANITARY SEWER SCHEDULES SEE DWG.NO. HSC-01
10. FOR STORM SEWER REMOVAL AND FILL ITEMS SEE DWG. NO. HSS-01.
11. FOR LEGEND SEE DWG. NO. HSS-01.
12. FOR DETAILS OF DECK DRAINAGE CONNECTIONS TO STORM SEWER SEE DWG. NO. HSS-04.

ESTIMATED BY: RJR CHECKED BY: LCB
DESIGNED BY: RJR CHECKED BY: LCB
DRAFTED BY: SBA CHECKED BY: LCB
IN CHARGE: PCW

STRUCTURE NO.1c
STA. 10+44.00
36.0' LT.
INV. 489.81

STRUCTURE NO.38
STA. 14+06.75
115' LT.
INV. 466.72
TG. 470.72

STRUCTURE NO.10
STA. 14+87.00
70.0' LT.
INV. 460.92
TG. 468.87

STRUCTURE NO.6
STA. 16+90.96
32.5' LT.
INV. 452.73

STRUCTURE NO.1
STA. 9+52.00
34.5 RT.
INV. 476.31
TG. 495.26

STRUCTURE NO.1b
STA. 10+40.00
34.0' RT.
INV. 488.47

STRUCTURE NO.1a
STA. 10+36.75
70.0' RT.
30" INV. 473.26
15" INV. 487.70

STRUCTURE NO.2
STA. 11+12.64
103.9' RT.
INV. 470.38

STRUCTURE NO.3
STA. 12+29.94
102.6' RT.
30" INV. 466.52
24" INV. 475.51

STRUCTURE NO.11
STA. 12+00.00
63.0' RT.
INV. 476.51
TG. 491.70

STRUCTURE NO.7
STA. 14+14.93
3.4' LT.
INV. 464.42
TG. 471.52

STRUCTURE NO.8
STA. 14+18.29
39.5' RT.
INV. 463.48
TG. 471.81

STRUCTURE NO.9
STA. 14+58.50
58.1' RT.
INV. 462.62
INV. 460.46
TG. 470.53

STRUCTURE NO.34
STA. 15+26.30
31.0' RT.
INV. 465.20
TG. 469.20

STRUCTURE NO.4
STA. 15+05.00 75.0' RT.
30" & 42" INV. 457.46
24" INV. 457.98
15" INV 459.50
TG. 469.50

STRUCTURE NO.35
STA. 16+41.30
31.0' RT.
INV. 460.80
TG. 464.80

STRUCTURE NO.36
STA. 16+76.86
24.9' RT.
42" INV. 453.77
15" INV. 460.09
15" INV. 459.07
TG. 464.50

STRUCTURE NO.5
STA. 16+72.77
40.9' RT.
INV. 454.10
TG. 465.00

STRUCTURE NO.37
STA. 17+49.30
31.0' RT.
INV. 460.50
TG. 464.50

STRUCTURE NO. 38a
STA 13+91.75
114.95 LT.
INV 468.05
T.C. 471.85

PROFILE NO.1
PROFILE NO.2
PROFILE NO.3
PROFILE NO.4
PROFILE NO.6
PROFILE NO.9

STAGE 1
STAGE 2 SEE DWG. NO. HSS-01
STAGE 3
STAGE 4

FRANKLIN STREET
ADAMS STREET
WASHINGTON STREET
ALL VACANT
PIER 1
PIER 2
W. ABUT.
R.O.W.
T.E.
I.E.

SANITARY SEWER
STORM SEWER
1 FT MIN CLEAR
1' MIN. CL.

HORIZONTAL SCALE 30' 0 30' 60'

PROFILE NO.2

EXISTING GRADE
INV. 467.75
115' - 15" @ 2.00%
47' 15" @ 2.00%
43' 15" @ 2.00%
47' 15" @ 2.00%
INV.466.72
INV. 468.05
INV.464.42
INV. 463.48
INV. 462.62
INV. 460.46
INV. 459.50
INV. 457.46
460.92
147' - 24" @ 2.0%
INV. 457.98
INV. 457.46
15'-15" AT 2.00%

PROFILE NO.3

PROFILE NO.4

50'-24" @ 2.0%
INV. 476.51
INV. 475.51
INV. 466.52

PROFILE NO.1

ELEC. CONDUIT
20" WATER
GAS
ELEC. 12-3.5" TILE DUCTS
15" INV. 487.70
ELEC. 4-3.5" TILE DUCTS
91' - 30" @ 3.39%
84' - 30" @ 3.39%
113' - 30" @ 3.40%
263' - 30" @ 3.44%
SAN. SEWER 12" OR 15"
INV. 476.31
INV. 473.26
INV. 470.38
INV 466.52
9STD TELEPHONE
6STD TELEPHONE
12" GAS
EXIST. GRADE
ELEC.8-4" TILE DUCTS
12" WATER
21" EXISTING STORM SEWER INV. 460.85 21"
INV. 457.98 24"
INV. 459.50 15"
168' - 42" @ 2.0%
15" INV. 460.09
17' - 42" @ 2.0%
15" INV. 459.07
59' - 42" @ 2.0%
EXISTING 42"
INV. 454.10
INV. 453.77
INV. 452.73

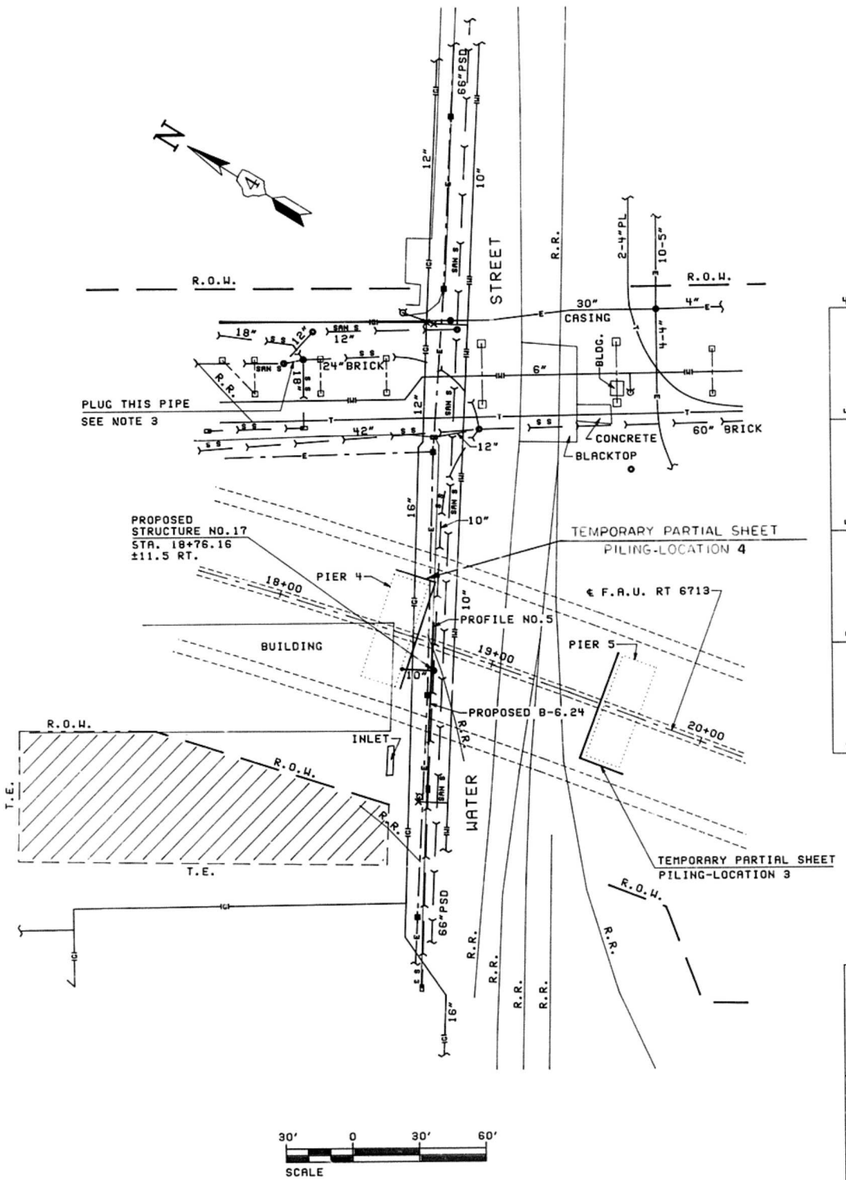
STORM SEWER RELOCATION
HSS-02 AUG 07
SHEET NO. 24

TAMERAN

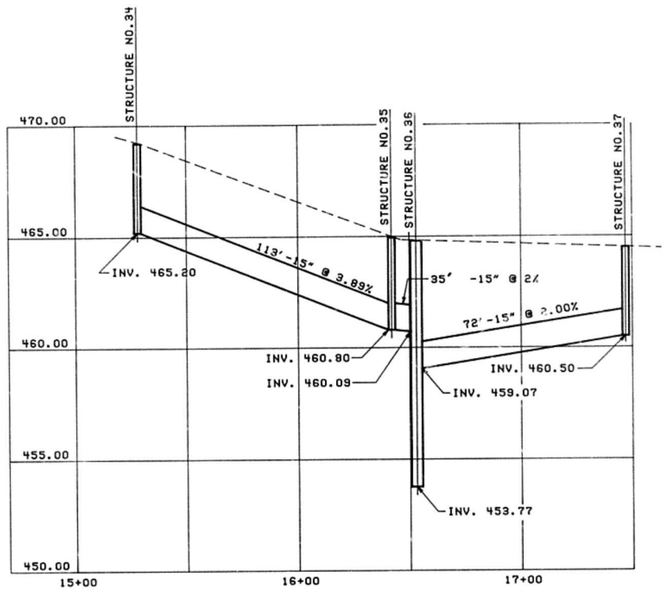
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	25	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1: 50-2: (503)F & E-1, D, AND P

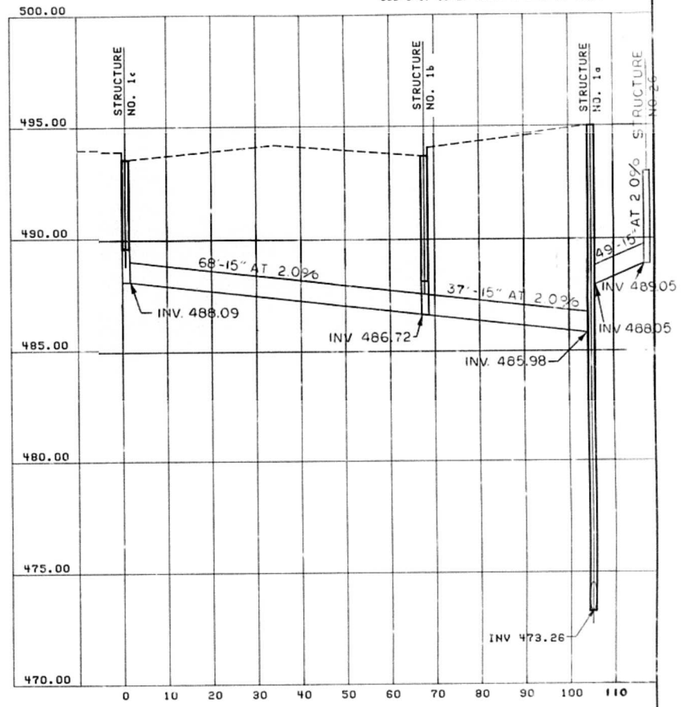
DESIGNED BY: RJR DRAFTED BY: SBA CHECKED BY: LGB
ESTIMATED BY: RJR CHECKED BY: LGB CHECKED BY: LGB
IN CHARGE: PCW



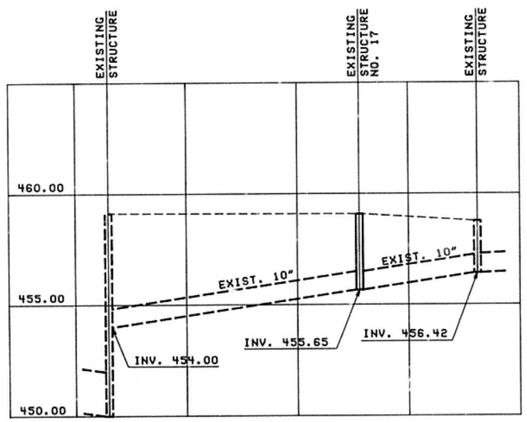
COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24	57	LIN FT
INLETS, TYPE G-1	1	EACH
TEMPORARY PARTIAL SHEET PILING-LOCATION 3	1	L SUM
TEMPORARY PARTIAL SHEET PILING-LOCATION 4	1	L SUM



PROFILE NO.9
(SEE DWG. NO. HSS-02)



PROFILE NO.6
(SEE DWG. NO. HSS-02)



PROFILE 5

LEGEND

- WATER BURIED PIPE
- GAS BURIED PIPE
- ELECTRIC:
  - BURIED CONDUIT
  - OVERHEAD LINE
- TELEPHONE BURIED CONDUIT
- STORM SEWER
- SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED BRIDGE AND APPROACH
- MANHOLE
- VALVE
- HYDRANT
- INLET
- POWER LINE POLE
- PROPOSED MANHOLE

NOTES:

1. FOR SUMMARY OF QUANTITIES SEE DWG. HSQ-01 & HSQ-02.
2. STORM SEWER FOR STRUCTURE NO. 18 SHALL BE CONSTRUCTED AFTER PIER 4 IS IN PLACE.
3. THE 24" OVER FLOW PIPE DOWNSTREAM OF REGULATOR MUST BE PLUGGED.
4. FOR STORM SEWER RELOCATION SEE DWG. NO. HSS-02.
5. FOR STORM SEWER - WASHINGTON AND WATER ST. SEE DWG. NO. HSS-04.
6. FOR STORM SEWER FROM STRUCTURE NO.34 TO STRUCTURE NO.37 SEE DWG. NO. HSS-02.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM AND SANITARY SEWER RELOCATION

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HSS-03			25

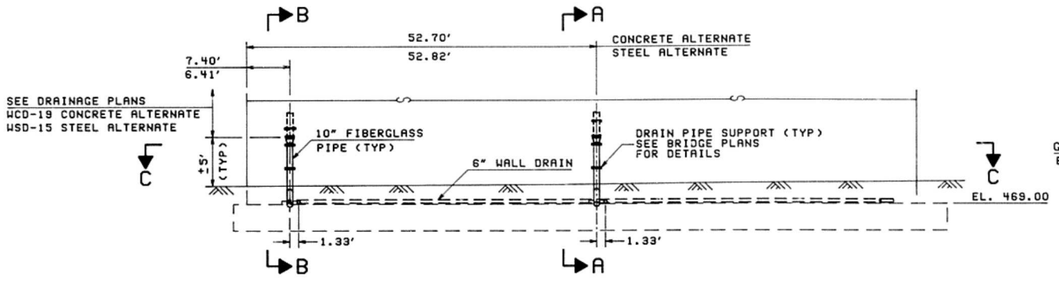
REVISED 2/28/91

D C B A 0 A B C D
TAMERAN

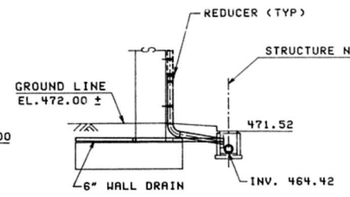
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	26	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F & E-1, D, AND P

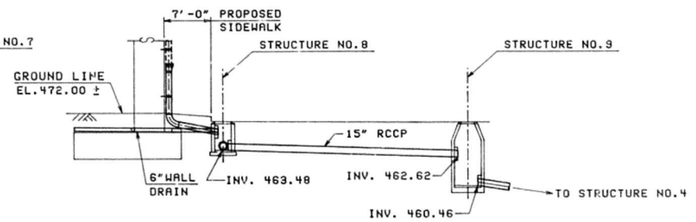
ESTIMATED BY: MCM CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB DESIGNED BY: LGB CHECKED BY: PCW IN CHARGE: PCW



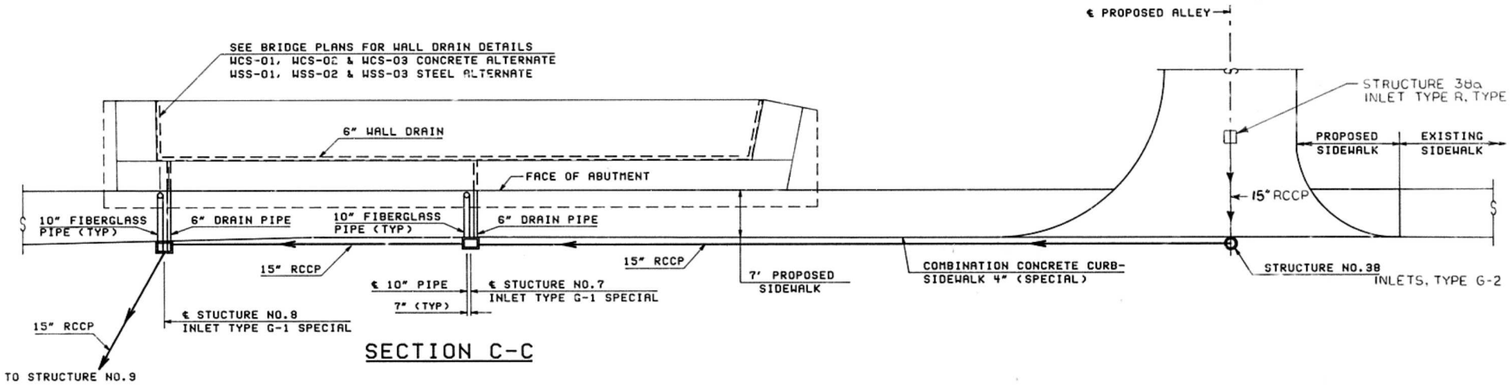
DRAIN PIPE ELEVATION AT WEST ABUTMENT
(LOOKING DOWN STATION)



SECTION A-A



SECTION B-B

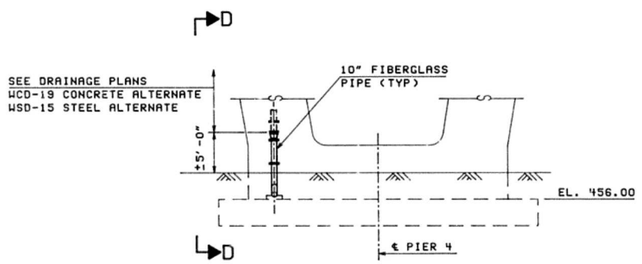


SECTION C-C

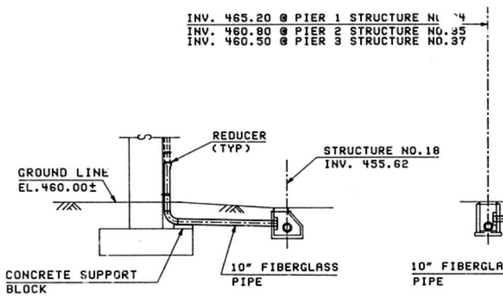


NOTES:

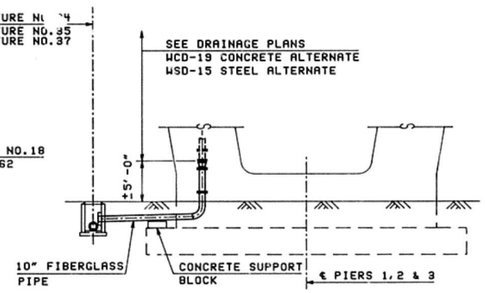
1. FOR SUMMARY OF QUANTITIES SEE DWG. NO. HSQ-01.
2. FOR LOCATION AND PROFILE OF STRUCTURES NO.7, NO.8 & NO.9 SEE DWG. NO. HSS-02.
3. FOR LOCATION AND PROFILE OF STRUCTURE NO.18 SEE DWG. NO. HSS-03.
4. FOR STORM & SANITARY SEWER SCHEDULES SEE DWG. NO. HSC-01.
5. FOR SIDEWALK DETAILS SEE DWG. NO. HCD-06.
6. FOR PROFILE FROM STRUCTURE NO.38 TO STRUCTURE NO.4 SEE DWG. NO. HSS-02.
7. FOR PROFILE FROM STRUCTURE NO.34 TO STRUCTURE NO.37 SEE DWG. NO. HSS-03.
8. FOR INLET TYPE A SEE STD. 1603.
9. FOR OPEN LID SEE STD. 2213.
10. COST OF ALL MATERIALS AND INSTALLATION FOR CONNECTING FROM THE DECK DRAINAGE SYSTEM TO THE STORM SEWER AS SHOWN SHELL BE INCIDENTAL TO THE "DRAINAGE SYSTEM" PAY ITEM.



DRAIN PIPE ELEVATION - AT PIER 4
(LOOKING DOWN STATION)



SECTION D-D



DRAIN PIPE ELEVATION - AT PIERS 1, 2 & 3
(LOOKING DOWN STATION)

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM SEWER - WASH. & WATER ST.

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HSS-04		Aug. 09, 1991	26

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	27	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-11 50-21 (50)F & E-1, D, AND P

TABLE OF STRUCTURES

STRUCTURE NO.	STRUCTURE TYPE	FRAME & GRATE
11	MAN. TYPE A: 5'Ø (STD. 1527)	TYPE 3 (STD. 2214)
11a	MAN. TYPE A: 4'Ø (STD. 1527)	TYPE 3 (STD. 2214)
11b	INLET	TY G-1
22	INLET	TY G-1 SPECIAL
23	INLET	TY G-1
23a	INLET MAN 4'Ø	TY G-1
24	INLET MAN 4'Ø	TY G-1 SPECIAL
24a	MAN. TYPE A: 4'Ø (STD. 1527)	TYPE 3 (STD. 2214)
26	INLET	TY G-1 SPECIAL
27	INLET	TY G-1 SPECIAL
28	INLET	TY G-1 SPECIAL
29	INLET MAN 4'Ø	TY G-1 SPECIAL

PROPOSED ℄
91+00
EXIST. STRUCTURE STA. 9+69.00 73.0' LT.
PROPOSED ISLAND
LIMIT OF PROPOSED PAVEMENT 15' AT 2.0% SEE NOTE 4
15" VSP
STRUCTURE NO.22 STA. 10+78.00 INV. 489.19 TG. 493.19
PROPOSED SIDEWALK BEGINS
STRUCTURE NO.23 STA. 11+25.00 INV. 488.21 TG. 493.06
15" @ 2.0%
STRUCTURE NO.23a STA. 11+44.50 INV. 487.81 TG. 493.13
LEFT CURB
20'
15" @ 2.0% SEE NOTE 4
PROFILE NO.7 SEE DWG. NO. HSS-06
EXIST. CURB
STRUCTURE NO.24 STA. 11+75.00 INV. 486.53 TG. 492.89
STRUCTURE NO.24a STA. 11+95.00 INV. 486.13 FROM 24 TG. 492.96 INV 485.55 FROM 29
15" AT 2.0% SEE NOTE 4
STRUCTURE NO.1a STA. 10+44.00 36.0' LT. INV. 488.09
EXIST. SANITARY SEWER TO REMAIN
15" @ 2.0% SEE NOTE 4
EXIST. SANITARY SEWER TO BE ABANDONED AND FILLED WITH LOW STRENGTH MATERIAL (CLSM) SEE DWG. NO. HSS-01
℄ PROPOSED ROADWAY
STRUCTURE NO.29 STA. 13+00 INV. TG. 494.17 487.67'
BK. W. ABUT.
PROPOSED BRIDGE
ADAMS STA. 30+00
24"
10+00
11+00
12+00
13+00
STA. 10+60.00
KUMPF, BLVD.
EXIST. STORM SEWER TO REMAIN
STAGE 1
PROPOSED SANITARY SEWER
EXIST. STORM SEWER TO BE ABANDONED ℄ FILLED WITH LOW STRENGTH MATERIAL (CLSM) SEE DWG. NO. HSS-01
15" @ 2.0%
PROPOSED MEDIAN
SEE NOTE 4
BK. W. ABUT. STA. 14+03.50
STRUCTURE @ 11b STA. 11+72.00 INV. 487.31 TG 492.27
12"
PROPOSED STRUCTURE NO.1 STA. 9+52.00 SEE DWG. NO. HSS-02
EXIST. STORM SEWER TO REMAIN
30" @ 3.39% RCP
STRUCTURE NO.1b STA. 10+40.00 34.0' RT. INV. 486.72
PROPOSED ISLAND
15" @ 2.0%
STRUCTURE NO.11a STA. 11+79.30 INV. 486.71 TG. 491.71
15" @ 2.0%
RIGHT CURB
15" @ 2.0%
STRUCTURE NO.1c STA. 10+36.75 70.0' RT. 30" INV. 473.66 15" INV. ~~487.30~~ 485.98 FROM 1b 15" INV. 486.05 FROM 25
EXIST. SANITARY SEWER TO REMAIN
STRUCTURE NO.27 STA. 11+28.00 INV. 487.71 TG. 492.06
20'
STRUCTURE NO.11 STA. 12+00.00 ~~15" RT. INV. 486.06~~ 15" LT. INV. 486.31 15" 484.19 24" INV. 476.51 TG. 491.70
STRUCTURE NO.28 STA. 13+00.00 INV. 488.83 TG. 492.83
15" AT 2.0% SEE NOTE 4
STAGE 1
EXIST. CURB
STRUCTURE NO.26 STA. 10+72.77 INV. 489.05 TG. 493.05
STRUCTURE NO.2 STA. 11+13.00 SEE DWG. NO. HSS-02
SEE DWG. NO. HSS-06
TO STRUCTURE NO.4
STRUCTURE NO.3 STA. 12+29.84 102.56 RT. 30" INV. 466.53 24" INV. 475.50 SEE DWG. NO. HSS-02
PROPOSED SIDEWALK BEGINS
ADAMS ST.
PROPOSED ℄

PLAN

20' 0 20' 40'
SCALE

NOTES:

1. FOR STAGE NO.1 STORM SEWER RELOCATION SEE DWG. NO. HSS-02.
2. FOR STAGE NO.2 SANITARY SEWER RELOCATION SEE DWG. NO. HSS-01.
3. FOR GEOMETRICS SEE DWG. NO. HGE-01.
4. FOR PROFILES AND DETAILS SEE DWG. NO. HSS-06, HSS-03
5. FOR FINISHED PAVEMENT GRADES SEE DWG. NO. HCD-01.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH
STORM SEWER - PROP. KUMPF EXT.

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

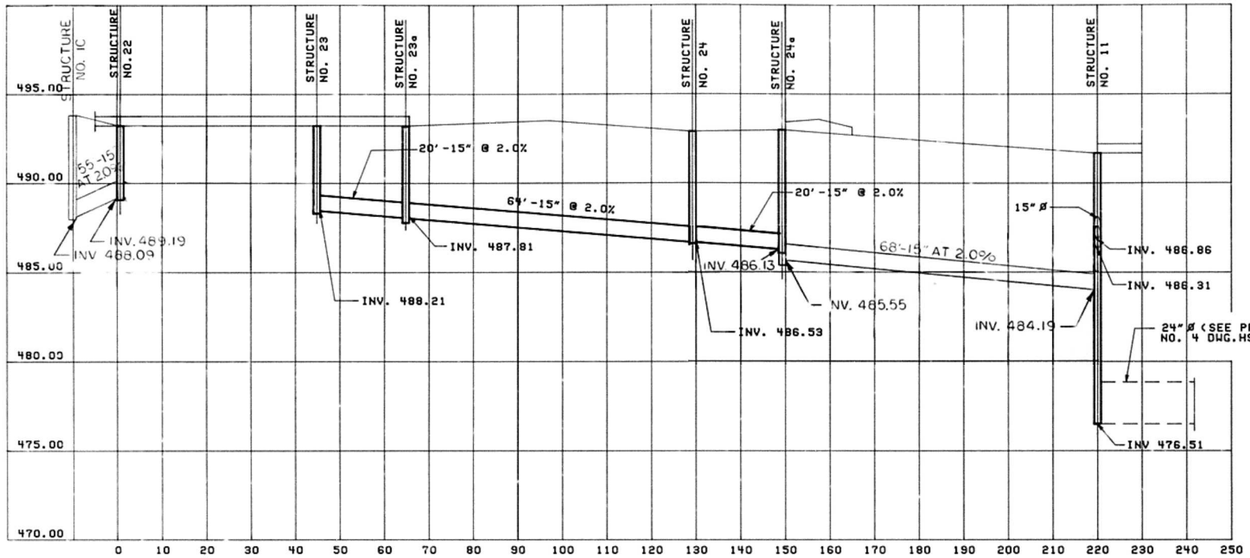
DRAWING NO.	SCALE	DATE	SHEET NO.
HSS-05		Aug. 09, 1991	27

IN CHARGE: PCW DESIGNED BY: LGB CHECKED BY: PCW ESTIMATED BY: DRAFTED BY: SBA CHECKED BY: LGB

D C B A 0 A B C D
TAMERAN

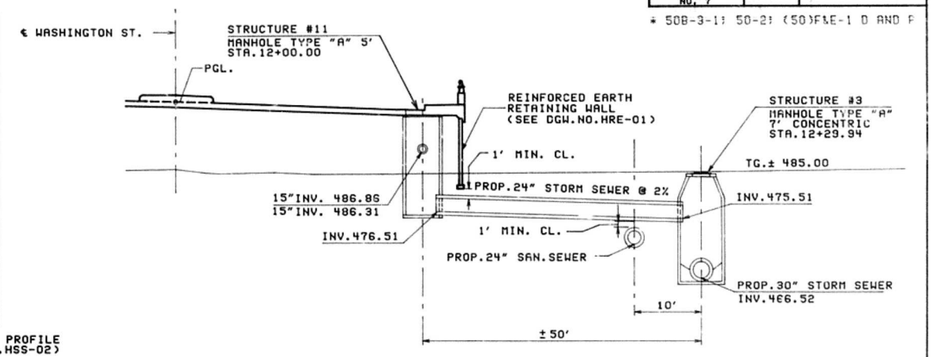
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6719	*	PEORIA & TAZEWELL	28	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-1; 50-2; (50)FAE-1 D AND P



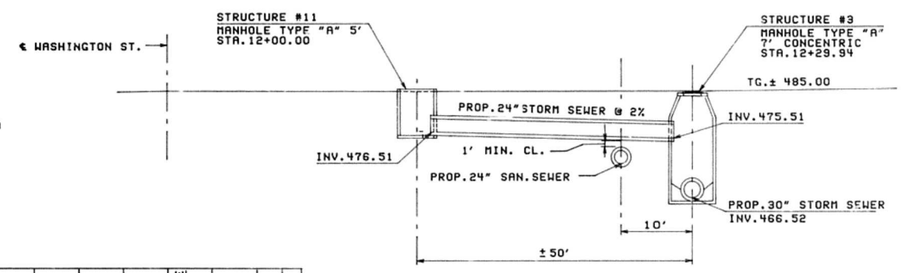
PROFILE NO.7

(SEE DGW.NO. HSS-05)



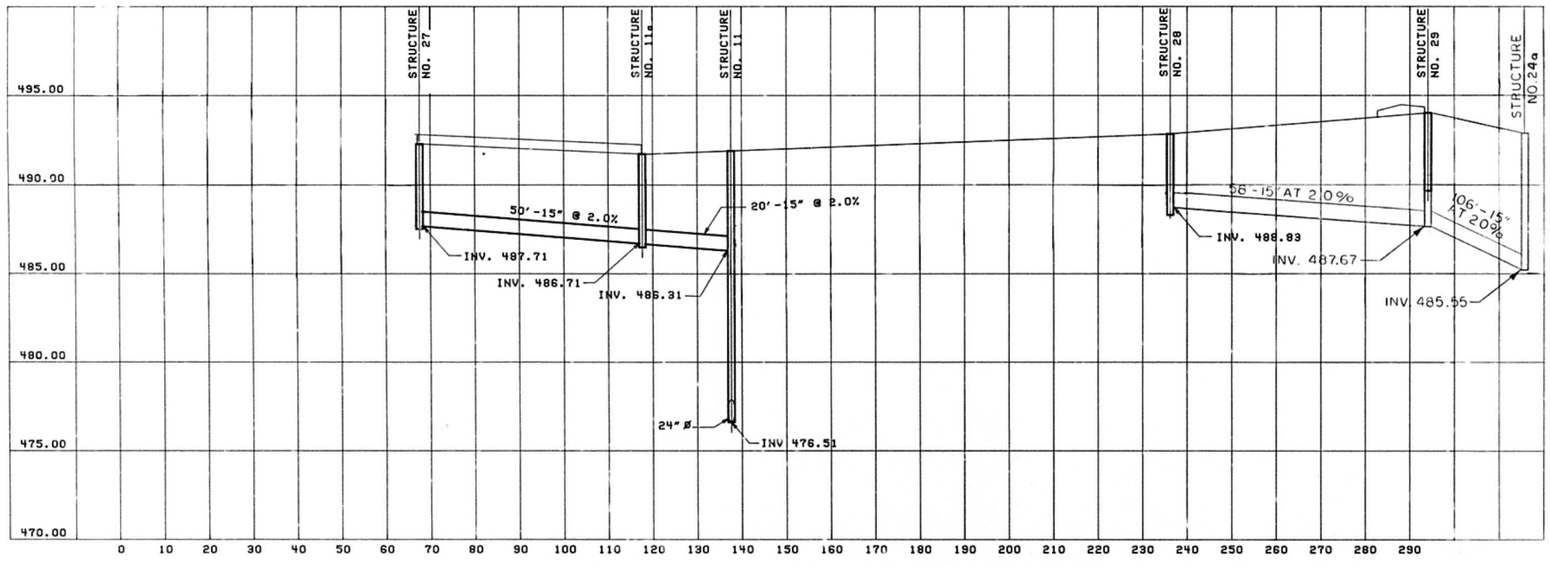
SECTION A-A

(STAGE 2)



SECTION A-A

(STAGE 1)



PROFILE NO.8

(SEE DGW.NO. HSS-05)

NOTE:

FOR LOCATION OF SECTION A-A SEE DWG. NO. HSS-05.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM SEWER PROFILES & DETAILS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HSS-06		Aug. 09, 1991	28

IN CHARGE: PCH | DESIGNED BY: KRP | DRAFTED BY: IGH | ESTIMATED BY: KRP | CHECKED BY: LGB | CHECKED BY: LGB

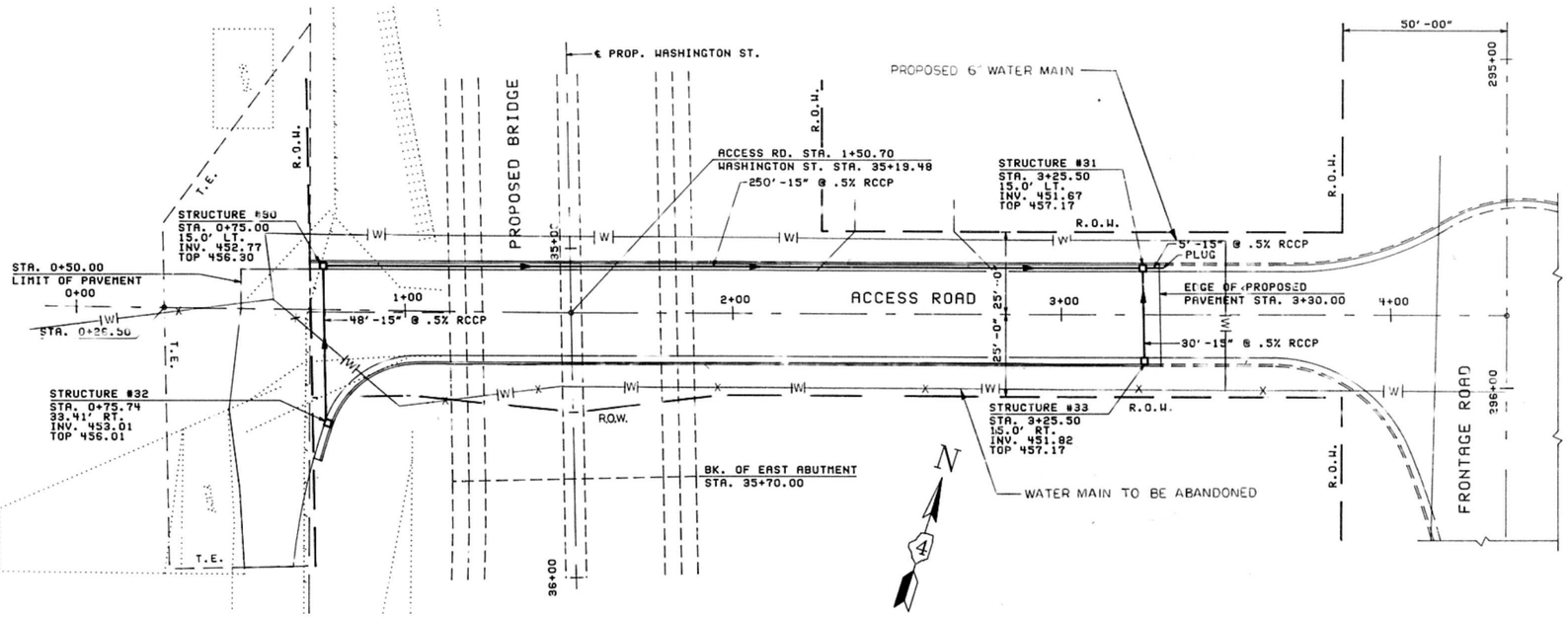
D C B A 0 A B C D

TAMERAN

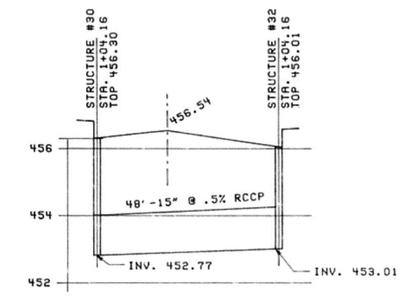
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	29	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F & E-1, D, AND P

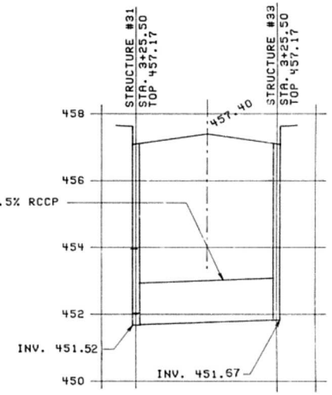
IN CHARGE: PCW DESIGNED BY: LGB CHECKED BY: PCW DRAFTED BY: SBA CHECKED BY: LGB ESTIMATED BY: LGB



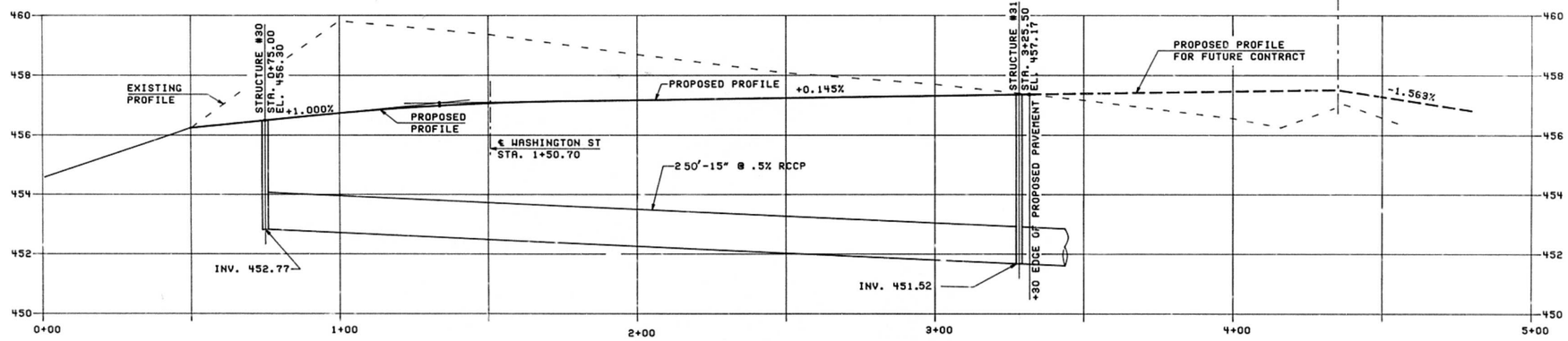
NOTE: RUBBER GASKETS SHALL BE REQUIRED BETWEEN STA. 0+75 & 3+30 FOR THE STORM SEWER MEETING THE REQUIREMENTS OF ARTICLE 603.02(K)



PROFILE @ STA. 0+75.00



PROFILE @ STA. 3+25.50



STORM SEWER PROFILE

STORM SEWERS TYPE 2 15" 333 L.F.
INLETS TYPE G-1 4 EACH

NOTES:

1. FOR GEOMETRICS SEE DWG. NO. HGE-03.
2. FOR SUMMARY OF QUANTITIES SEE DWG. NO. HSQ-01 & HSQ-02.
3. FOR REMOVAL STAGING SEE DWG. NO. HTM-01.
4. FOR CONSTRUCTION STAGING SEE DWG. NO. HTM-02.
5. FOR STORM SANITARY SEWER SCHEDULES SEE DWG. NO. HSC-01.
6. INLETS TYPE G-1 (STRUCTURE #30-#33) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 612 OF THE STANDARD SPECIFICATIONS.

STORM SEWER - ACCESS ROAD

HSS-07 Aug. 09, 1991 SHEET NO. 29

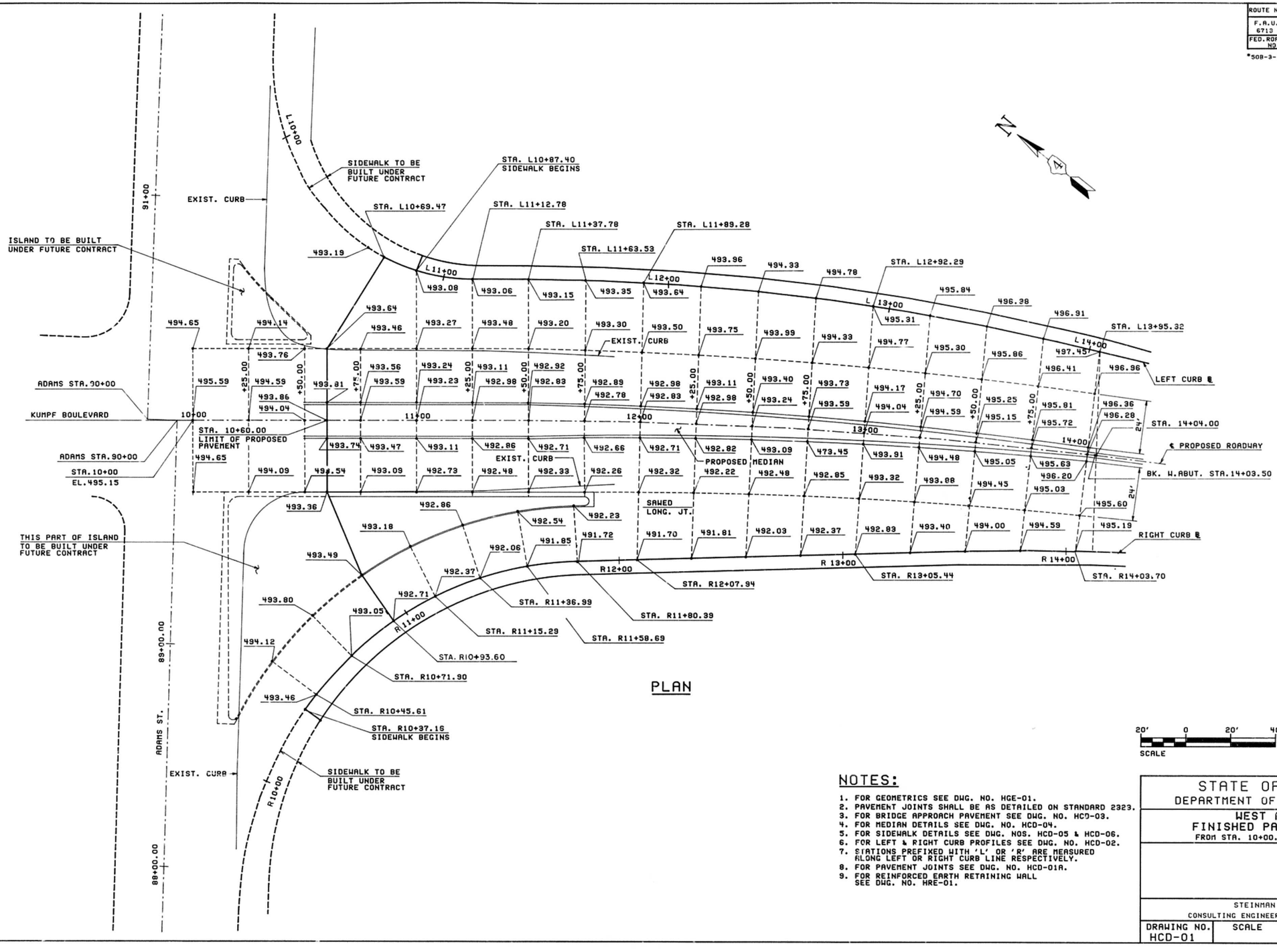
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	30	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F & E-1, D, AND P

DESIGNED BY: TNH CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: IGB
ESTIMATED BY: TNH CHECKED BY: LGB IN CHARGE: PCW



PLAN

20' 0 20' 40'
SCALE

NOTES:

1. FOR GEOMETRICS SEE DWG. NO. HGE-01.
2. PAVEMENT JOINTS SHALL BE AS DETAILED ON STANDARD 2323.
3. FOR BRIDGE APPROACH PAVEMENT SEE DWG. NO. HCD-03.
4. FOR MEDIAN DETAILS SEE DWG. NO. HCD-04.
5. FOR SIDEWALK DETAILS SEE DWG. NOS. HCD-05 & HCD-06.
6. FOR LEFT & RIGHT CURB PROFILES SEE DWG. NO. HCD-02.
7. STATIONS PREFIXED WITH 'L' OR 'R' ARE MEASURED ALONG LEFT OR RIGHT CURB LINE RESPECTIVELY.
8. FOR PAVEMENT JOINTS SEE DWG. NO. HCD-01A.
9. FOR REINFORCED EARTH RETAINING WALL SEE DWG. NO. HRE-01.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH FINISHED PAVEMENT GRADES

FROM STA. 10+00.00 TO STA. 14+04.00

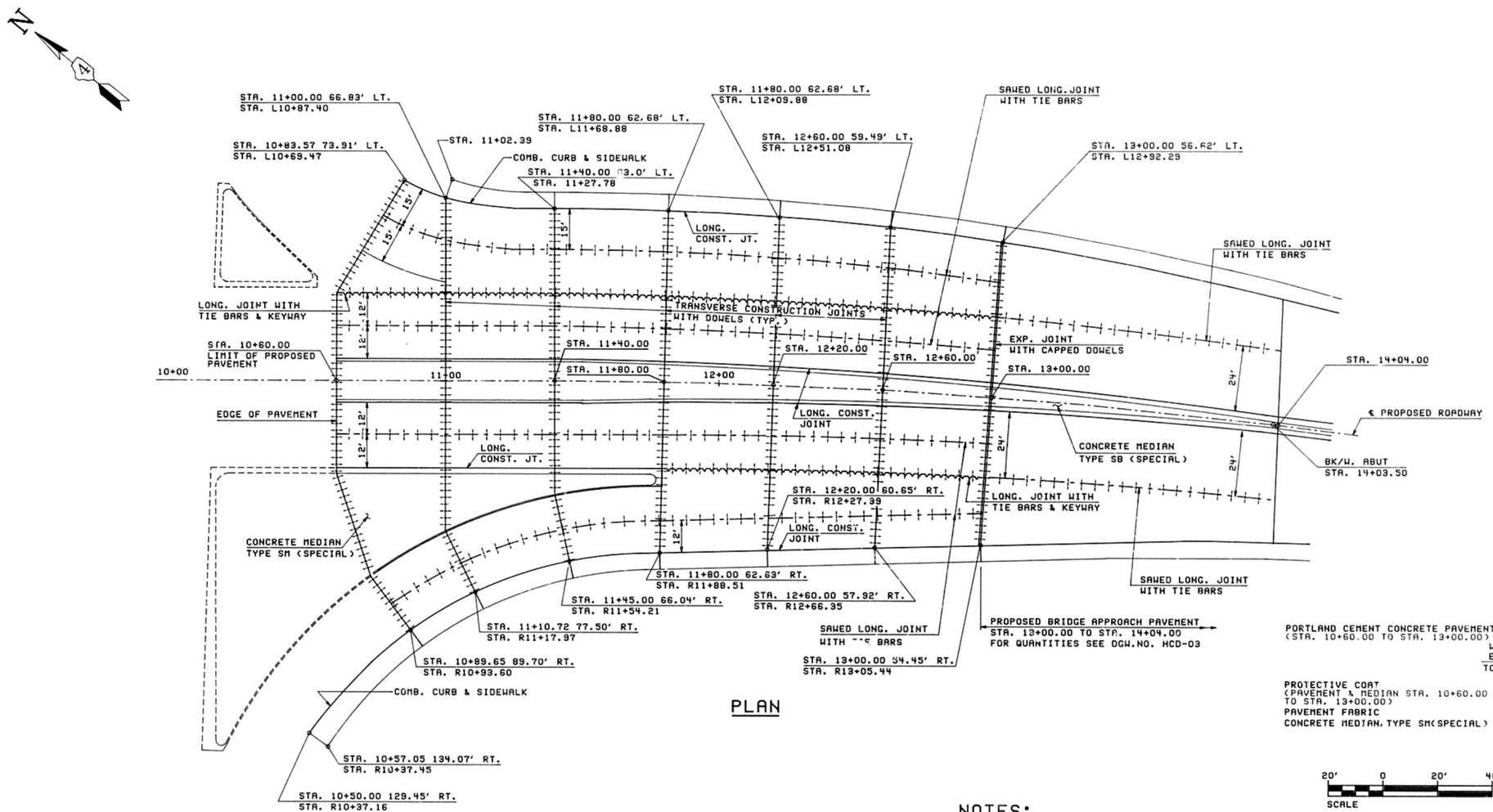
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-01		Sept. 11, 1990	30

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	31	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F & E-1, D, AND P



PLAN

PORTLAND CEMENT CONCRETE PAVEMENT 10"
(STA. 10+60.00 TO STA. 13+00.00)

W.BOUND	1457	SQ YD
E.BOUND	1298	SQ YD
TOTAL	2755	SQ YD

PROTECTIVE COAT (PAVEMENT & MEDIAN STA. 10+60.00 TO STA. 13+00.00)	3362	SQ YD
PAVEMENT FABRIC	2755	SQ YD
CONCRETE MEDIAN, TYPE SM(SPECIAL)	2045	SQ FT

20' 0 20' 40'
SCALE

NOTES:

1. FOR GEOMETRICS SEE DWG. NO. HGE-01.
2. FOR BRIDGE APPROACH PAVEMENT SEE DWG. NO. HCD-03.
3. FOR CONCRETE MEDIAN TYPE SB(SPECIAL) SEE DGW NO. HCD-04.
4. FOR SIDEWALK DETAILS SEE DWG. NOS. HCD-05 & HCD-06.
5. FOR LEFT & RIGHT CURB PROFILES SEE DWG. NO. HCD-02.
6. FOR FINISHED PAVEMENT GRADES SEE DWG. NO. HCD-01.
7. LONGITUDINAL CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH STD. 2130.
8. SAWED LONGITUDINAL JOINTS SHALL BE IN ACCORDANCE WITH STD'S 2179 & 2323.
9. STATIONS ARE ALONG PROPOSED ROADWAY UNLESS OTHERWISE INDICATED.
10. OFFSETS ARE CALLED OUT AS RT. OR LT. OF PROPOSED ℄ KUMPF BLVD. EXT.
11. STATION PREFIXED WITH 'L' OR 'R' ARE MEASURED ALONG LEFT OR RIGHT CURB LINE RESPECTIVELY.
12. FOR STANDARD SYMBOLS AND ABBREVIATIONS SEE STD.1686.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT JOINTS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-01A		Sept. 11, 1990	31

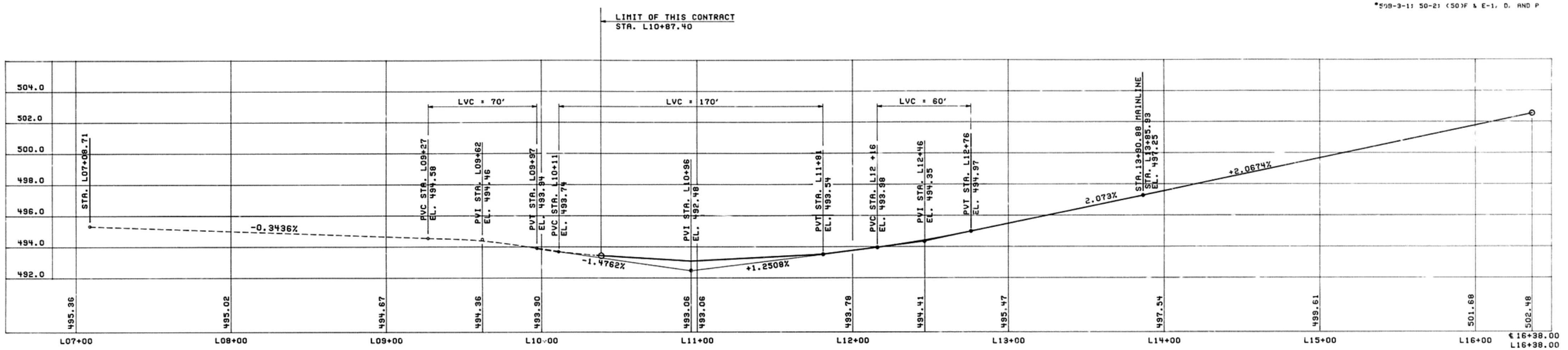
IN CHARGE: PCW | DESIGNED BY: LGB | CHECKED BY: PCW | ESTIMATED BY: MCM | CHECKED BY: LGB | DRAFTED BY: SBA | CHECKED BY: LGB

D C B A 0 A B C D
TAMERAN

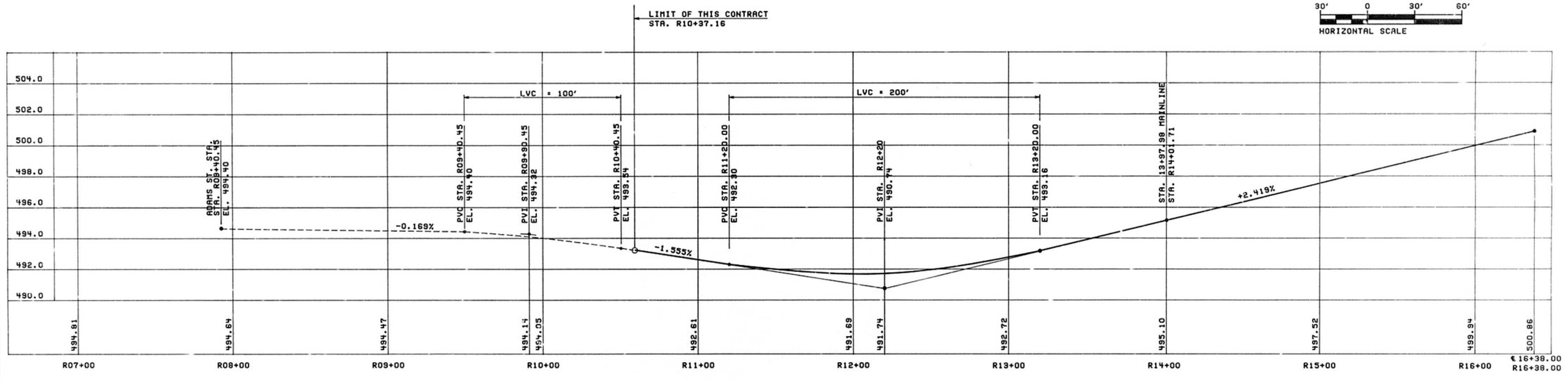
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	32	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*598-3-1: 50-2: (50)F & E-1, D, AND P

IN CHARGE: PCW DESIGNED BY: TMN CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB ESTIMATED BY: TMN



LEFT CURB LINE



RIGHT CURB LINE

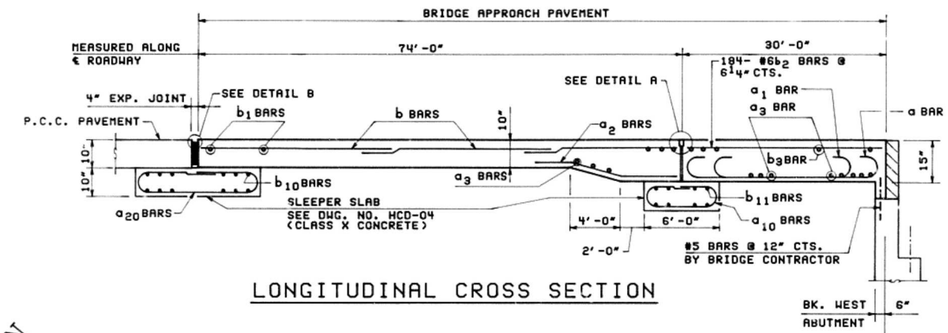
WEST APPROACH
LEFT AND RIGHT
CURB PROFILES
Sept. 11, 1990 HCD-02 SHEET No. 32

D C B A 0 A B C D

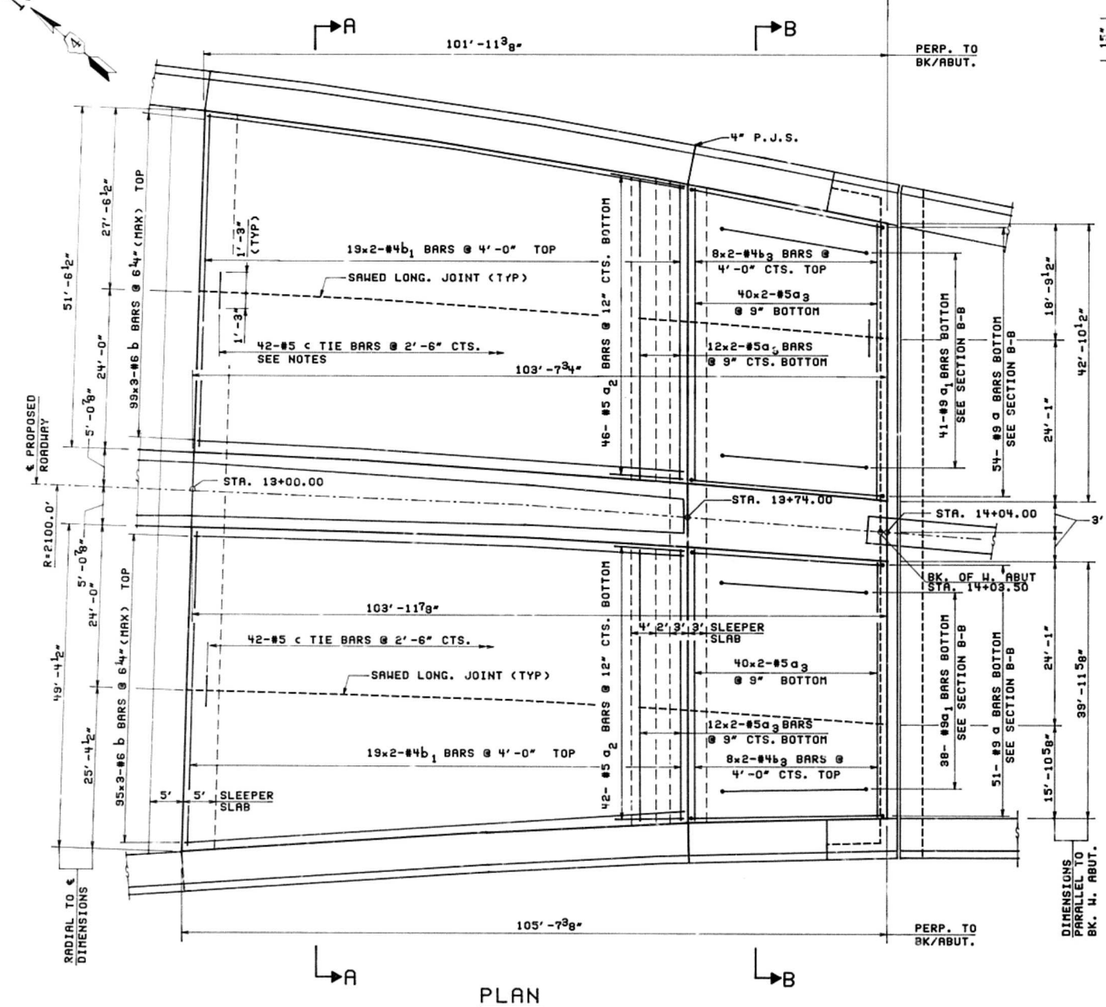
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	33	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

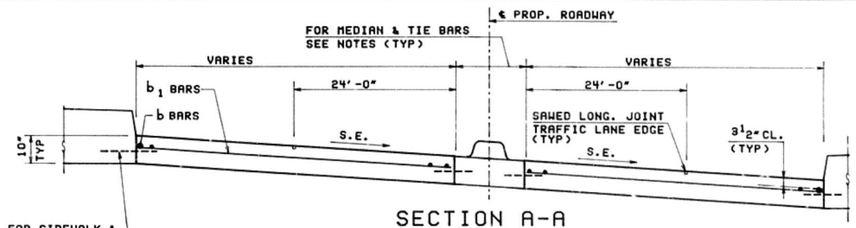
**308-3-1; 50-2; (50)F & E-1, D, AND P



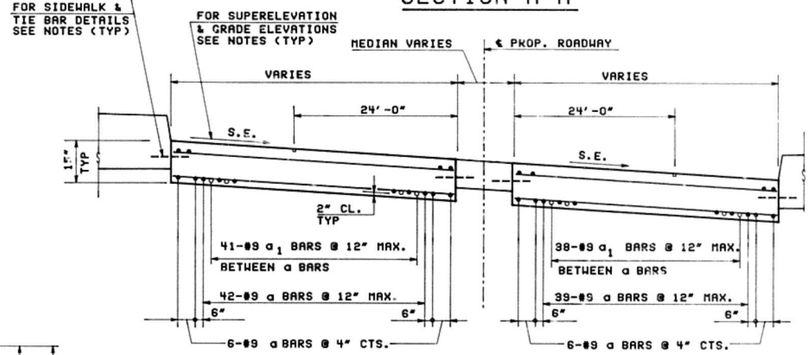
LONGITUDINAL CROSS SECTION



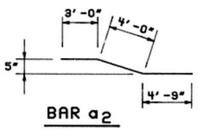
PLAN



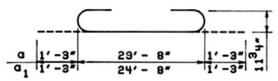
SECTION A-A



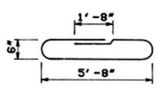
SECTION B-B



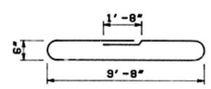
BAR a2



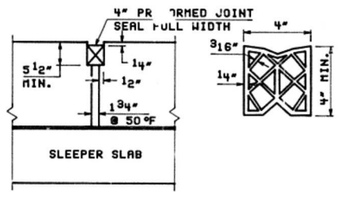
BARS a & a1



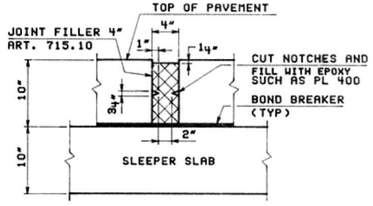
BAR a10



BAR a20



DETAIL A



DETAIL B

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a	105	#9	32'-2"	
a1	79	#9	27'-2"	
a2	88	#5	11'-9"	
a3	208	#5	23'-0"	
b	582	#6	26'-10"	
b1	76	#4	26'-0"	
b2	184	#6	29'-8"	
b3	32	#4	23'-0"	
c	84	#5	2'-6"	
SLEEPER SLAB (SIZE 111'-1"x10'-0")				
a20	110	#4	21'-7"	
b10	90	#5	38'-5"	
SLEEPER SLAB (SIZE 95'-8" x 6'-0")				
a10	96	#4	13'-7"	
b11	54	#5	33'-3"	
EARTH EXCAVATION			CU YD	80
CLASS X CONCRETE			CU YD	52.0
BRIDGE APPROACH PAVEMENT (SPECIAL)			SQ YD	1060
PROTECTIVE COAT			SQ YD	1060
REINFORCEMENT BARS			LBS	66470

NOTES:

1. FOR GEOMETRICS - WEST APPROACH DETAILS SEE DWG. NO. HGE-01.
2. FOR TRAFFIC LANE LAYOUT & FINISHED PAVEMENT GRADES SEE DWG. NO. HCD-01.
3. FOR MEDIAN LAYOUT & DETAILS SEE DWG. NO. HCD-04.
4. FOR SIDEWALK LAYOUT & DETAILS SEE DWG. NO. HCD-05 & HCD-06.
5. PAVEMENT JOINTS SHALL BE AS DETAILED ON STANDARD 2323.
6. BARS INDICATED THUS 27x2-#5 ETC. INDICATES 27 LINES OF BARS WITH 2 LENGTHS PER LINE.
7. FOR SLEEPER SLAB SEE MODIFIED JOINT TREATMENT AND DETAIL DRAWING NO. HCD-04.

MIN. BAR LAP
#4 BARS = 1'-8"
#5 BARS = 2'-2"
#6 BARS = 2'-7"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH
BRIDGE APPROACH PAVEMENT

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-03		1-09-92	33

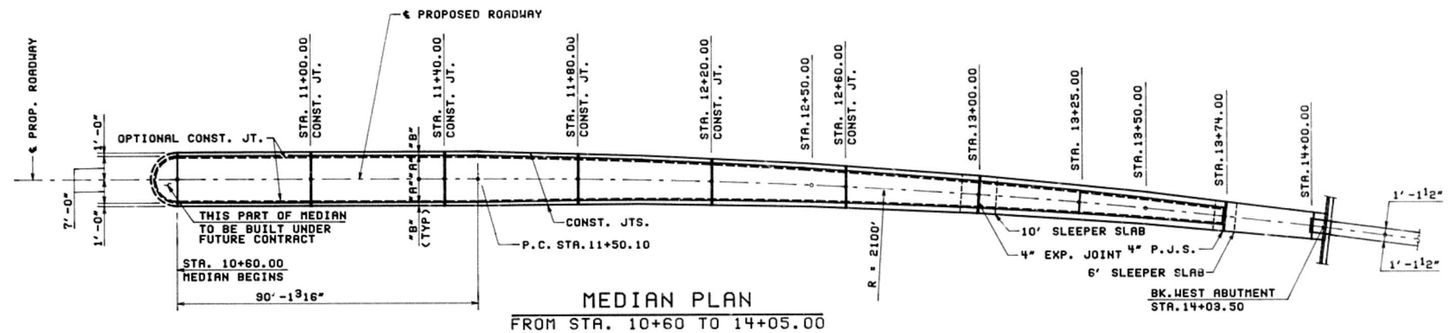
ESTIMATED BY: MGB CHECKED BY: LCB DESIGNED BY: MGB CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LBG
IN CHARGE: PCW

C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	34	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-13 SO-21 (SO)F & E-1, D, AND P

DESIGNED BY: MGB CHECKED BY: LCB DRAFTED BY: NCM CHECKED BY: RJR
ESTIMATED BY: IN CHARGE: PCW



MEDIAN PLAN
FROM STA. 10+60 TO 14+05.00

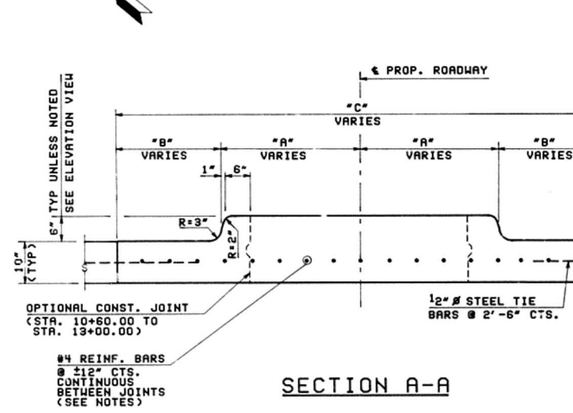
LAYOUT DIMENSIONS

LOCATION	"A"	"B"	"C"
STA. 10+26.00	7'-0"	1'-0"	16'-0"
STA. 11+50.10	7'-0"	1'-0"	16'-0"
STA. 12+00.00	5'-9 7/8"	1'-2 3/8"	14'-0 1/2"
STA. 12+50.00	4'-7 13/16"	1'-4 13/16"	12'-1 1/4"
STA. 13+00.00	3'-5 11/16"	1'-7 3/16"	10'-1 3/4"
STA. 13+25.00	2'-10 1/2"	1'-8 3/8"	9'-1 3/4"
STA. 13+50.00	2'-3 3/8"	1'-9 5/8"	7'-6"
STA. 14+00.00	1'-1 1/2"	2'-0"	6'-3"
STA. 14+03.50	1'-1 1/2"	2'-0"	6'-3"

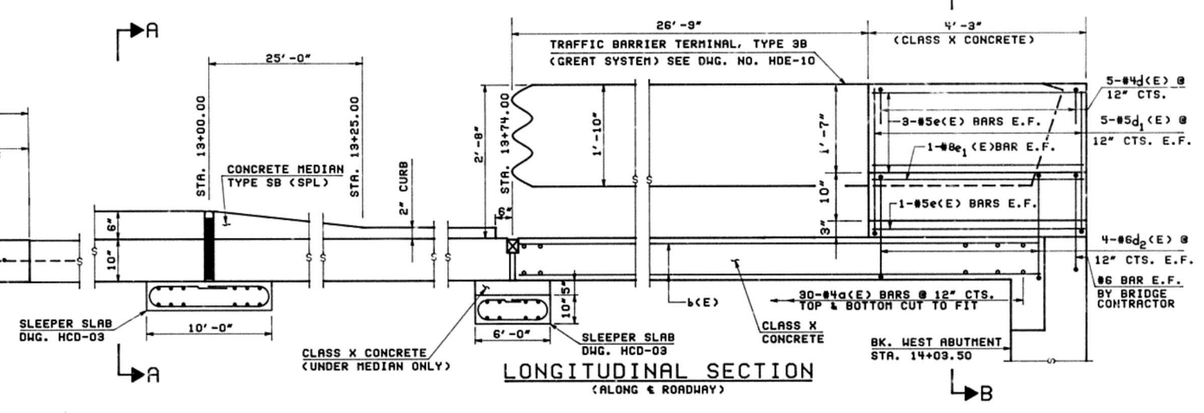
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	60	#4	7'-0"	
b(E)	14	#4	29'-6"	
d(E)	5	#4	2'-1"	
d_1(E)	10	#5	3'-5"	
d_2(E)	8	#6	3'-9"	
e(E)	8	#5	4'-0"	
e_1(E)	2	#8	4'-0"	

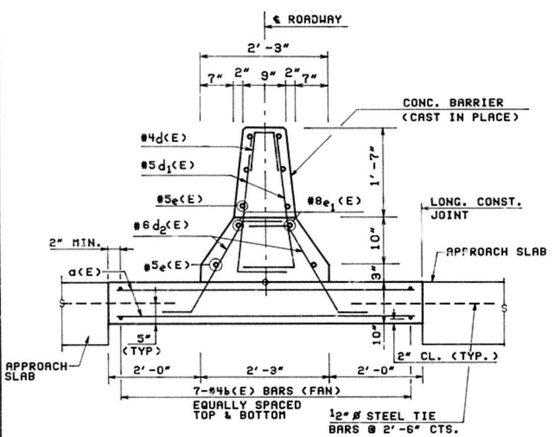
ITEM	UNIT	QUANTITY
CONCRETE MEDIAN, TYPE SB (SPECIAL)	SQ. FT.	5411
TRAFFIC BARRIER TERMINAL, TYPE 3B	EACH	1
CLASS X CONCRETE	CU. YD.	7.4
REINFORCEMENT BARS, EPOXY COATED	POUND	700



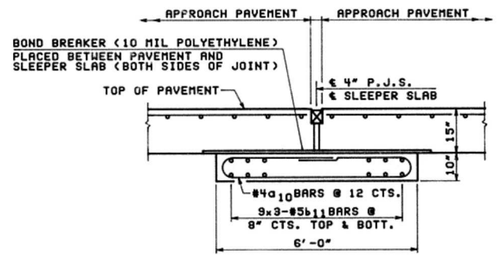
SECTION A-A



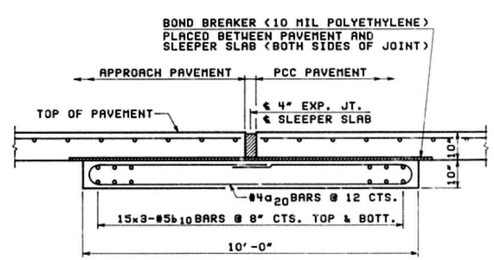
LONGITUDINAL SECTION
(ALONG ℄ ROADWAY)



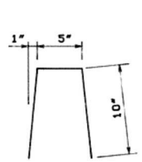
SECTION B-B



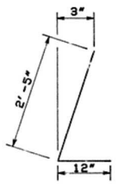
TERMINAL JOINT DETAIL



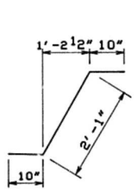
TERMINAL JOINT DETAIL



BAR d(E)



BAR d_1(E)



BAR d_2(E)

NOTES:

1. FOR GEOMETRICS OF WEST APPROACH SEE DWG. NO. HGE-01.
2. FOR FINISHED PAVEMENT GRADES SEE DWG. NO. HCD-01.
3. LONGITUDINAL CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH STD. 2130.
4. EXPANSION JOINT SHALL BE A TYPE SIMILAR TO THAT IN THE ADJACENT PAVEMENT.
5. THE SUB-GRADE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 212 OF THE STANDARD SPECIFICATIONS.
6. THE # 4 REINFORCEMENT BARS, WHEN REQUIRED, MAY BE LAPPED. THE LAP SHALL BE 12" MINIMUM.
7. THE COST OF FURNISHING AND PLACING REINFORCEMENT BARS FOR MEDIAN SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE CONCRETE MEDIAN, TYPE SB (SPECIAL)
8. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
9. THE COST OF JOINT FILLER 4" & 4" P.J.S. SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS X CONCRETE FOR SLEEPER SLAB.
10. THE MODIFIED JOINT TREATMENT SHALL BE IN ACCORDANCE WITH STD 2426.
11. BARS INDICATED THUS 27x2-#5 ETC. INDICATES 27 LINES OF BARS WITH 2 LENGTHS PER LINE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MEDIAN PLAN & DETAILS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

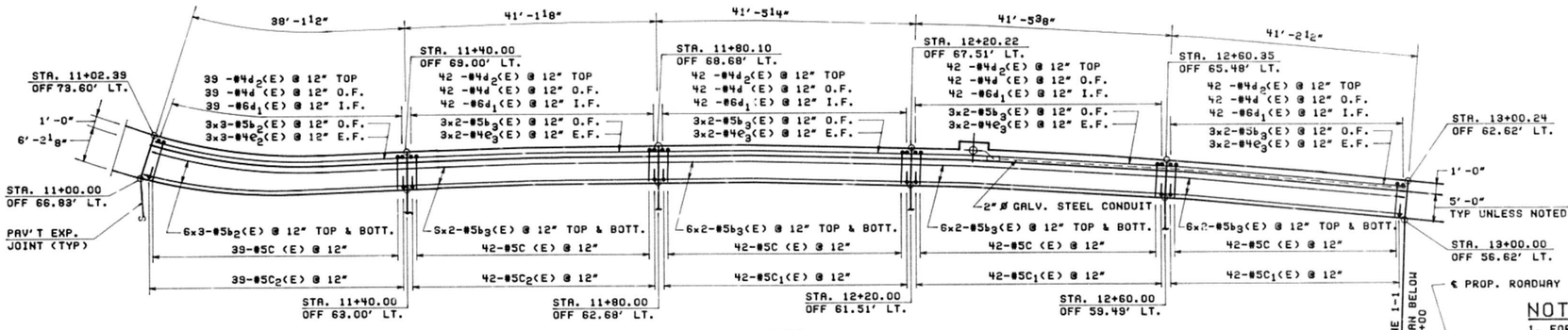
DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-04		1-09-92	34

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	35	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

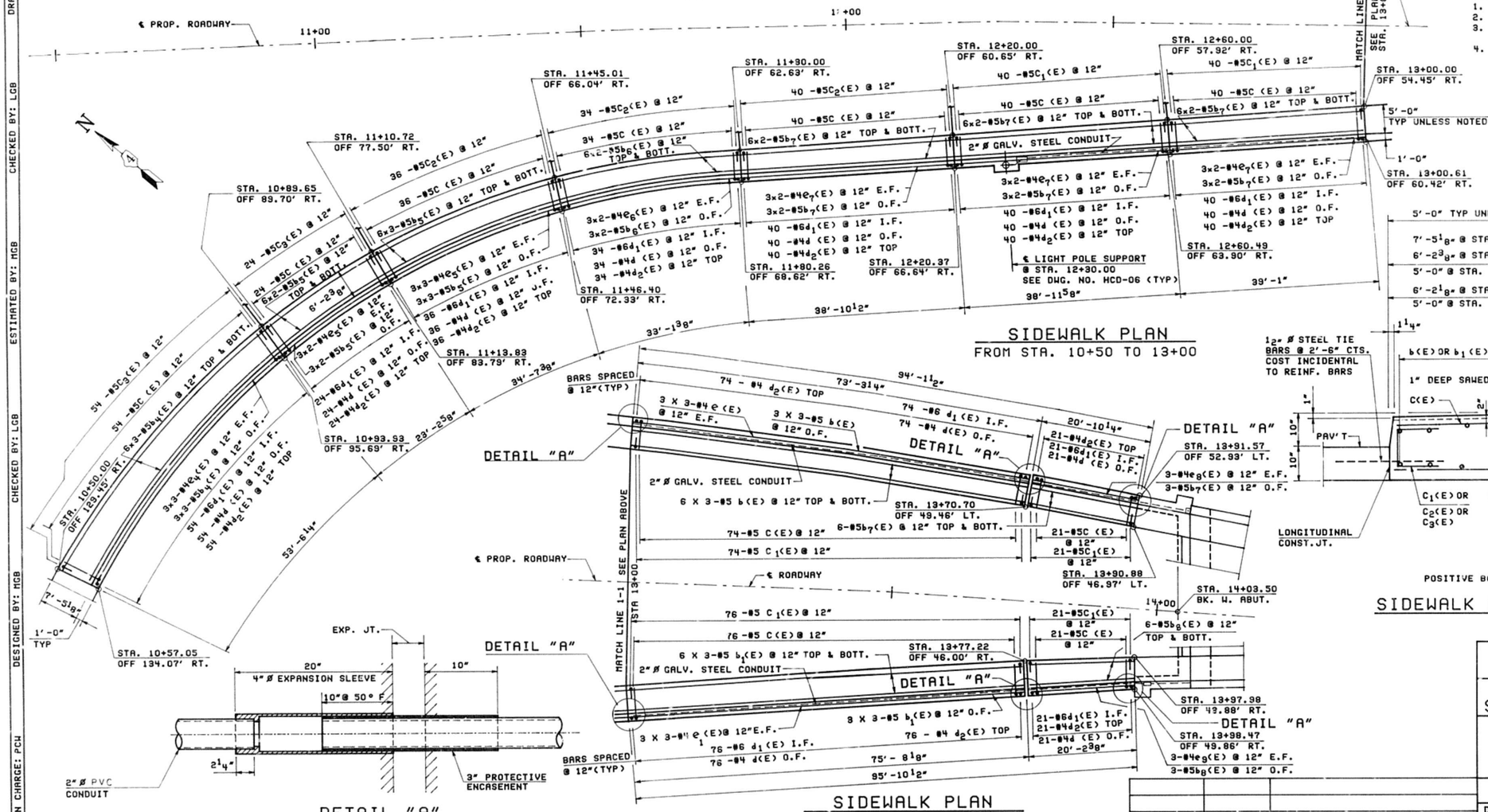
*SGB-3-1; SD-2; (SD)F &E-1, D, AND P

ESTIMATED BY: MGB DRAFTED BY: SBA CHECKED BY: LGB
DESIGNED BY: MGB CHECKED BY: LGB
IN CHARGE: PCH



NOTES:

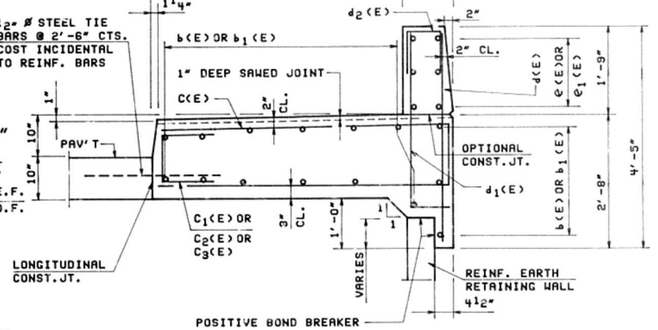
1. FOR BILL OF MATERIAL SEE DWG. NO. HCD-06.
2. ALL STATIONS ARE ALONG ℄ OF KUMPF BLVD EXTENSION.
3. OFFSETS ARE CALLED OUT AS RT. OR LT. OF PROPOSED KUMPF BLVD EXTENSION.
4. COST OF 2" ø GALV. STEEL CONDUITS SHALL BE INCIDENTAL TO "CLASS X CONCRETE"



SIDEWALK PLAN
FROM STA. 10+50 TO 13+00

SIDEWALK PLAN
FROM STA. 13+00 TO 14+05

DETAIL "A"



SIDEWALK CROSS SECTION

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SIDEWALK- PLAN AND SECTION

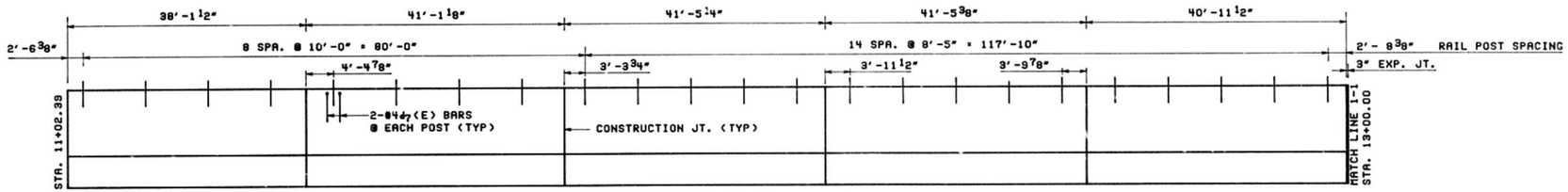
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

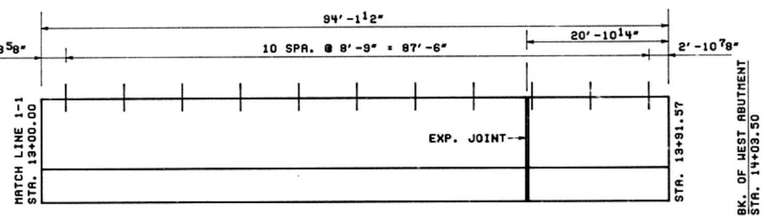
DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-05		1-09-92	35

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	36	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

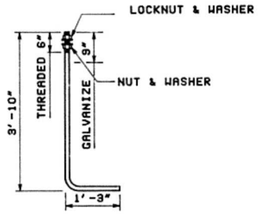
*SDB-9-17 50-21 (50)F & E-1, D, AND P





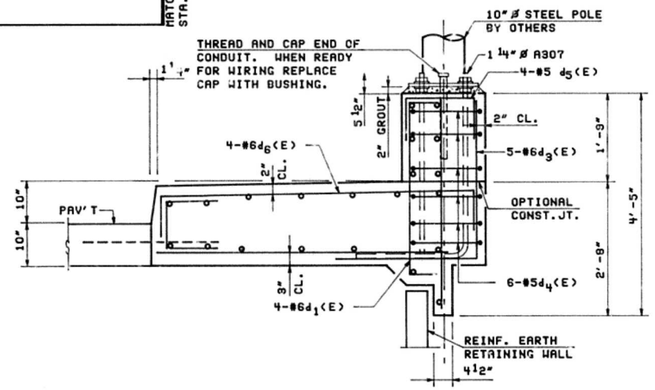
LEFT PARAPET ELEVATION

(MEASURED ALONG INSIDE FACE OF PARAPET)



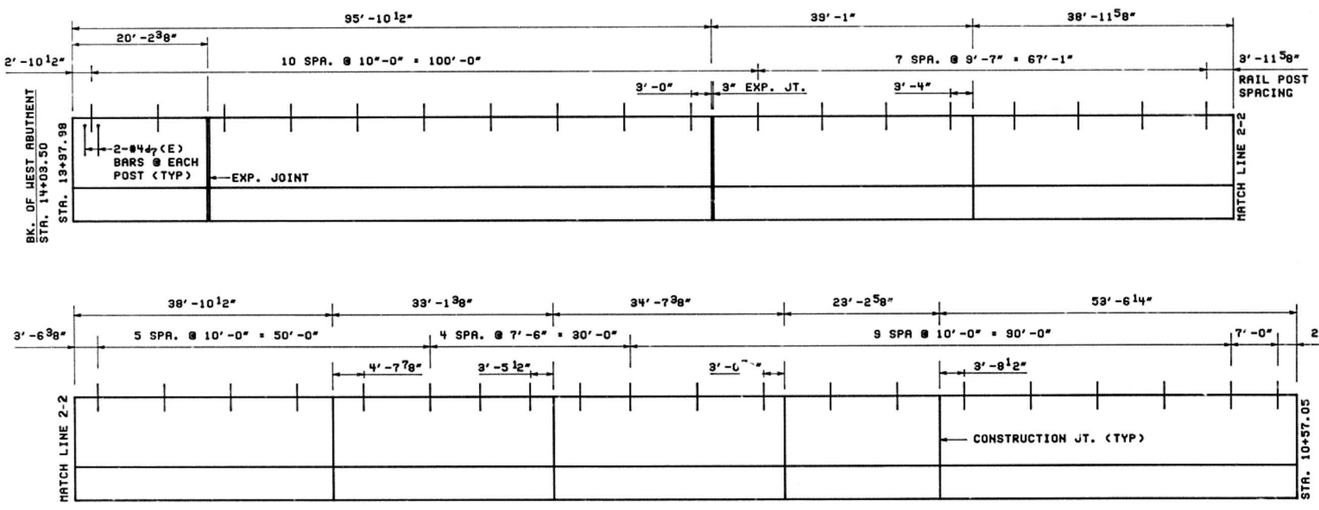
1 1/4" Ø ANCHOR BOLT

COST OF ANCHOR BOLTS & CONDUIT IS INCIDENTAL TO "CLASS X CONCRETE"



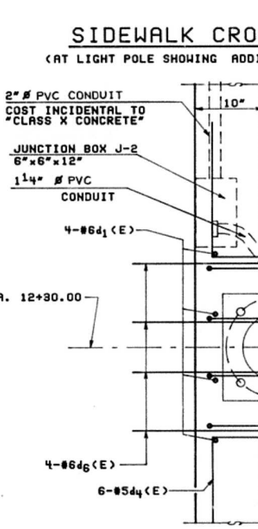
SIDEWALK CROSS SECTION

(AT LIGHT POLE SHOWING ADDITIONAL REINFORCEMENT)



RIGHT PARAPET ELEVATION

(MEASURED ALONG INSIDE FACE OF PARAPET)



PLAN

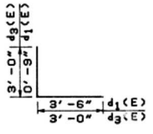
(AT LIGHT POLE SHOWING ADDITIONAL REINFORCEMENT)

BILL OF MATERIAL

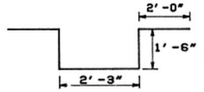
BAR	NO.	SIZE	LENGTH	SHAPE
$b_{(E)}$	45	# 5	25'-10"	——
$b_{1(E)}$	45	# 5	26'-7"	——
$b_{2(E)}$	45	# 5	14'-10"	——
$b_{3(E)}$	120	# 5	21'-8"	——
$b_{4(E)}$	45	# 5	20'-3"	——
$b_{5(E)}$	75	# 5	13'-6"	——
$b_{6(E)}$	30	# 5	18'-1"	——
$b_{7(E)}$	105	# 5	20'-6"	——
$b_{8(E)}$	15	# 5	13'-10"	——
$c_{(E)}$	667	# 5	12'-3"	⊔
$c_{1(E)}$	398	# 5	7'-0"	⊔
$c_{2(E)}$	191	# 5	7'-2"	⊔
$c_{3(E)}$	78	# 5	7'-6"	⊔
$d_{(E)}$	667	# 4	4'-3"	⌐
$d_{1(E)}$	667	# 6	4'-3"	⌐
$d_{2(E)}$	667	# 4	3'-3"	⊔
$d_{3(E)}$	5	# 6	6'-0"	⌐
$d_{4(E)}$	6	# 5	9'-3"	⊓
$d_{5(E)}$	4	# 5	4'-0"	⊔
$d_{6(E)}$	4	# 6	8'-6"	⊔
$d_{7(E)}$	144	# 4	2'-1"	⊔
$e_{(E)}$	18	# 4	25'-6"	——
$e_{1(E)}$	18	# 4	26'-3"	——
$e_{2(E)}$	18	# 4	13'-9"	——
$e_{3(E)}$	48	# 4	21'-5"	——
$e_{4(E)}$	18	# 4	18'-10"	——
$e_{5(E)}$	30	# 4	12'-7"	——
$e_{6(E)}$	12	# 4	17'-3"	——
$e_{7(E)}$	36	# 4	20'-3"	——
$e_{8(E)}$	6	# 4	20'-6"	——
$e_{9(E)}$	6	# 4	19'-10"	——

REINFORCEMENT BARS (EPOXY COATED)	LBS.	35180
CLASS X CONCRETE	CU. YDS.	680.2
ALUMINUM RAILING TYPE L	LIN. FT.	655
PROTECTIVE COAT	SQ. YDS.	632

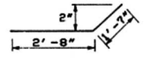
REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED



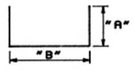
$d_1(E)$ & $d_3(E)$ BARS



$d_4(E)$ BAR



$d_{(E)}$ BAR



BAR	"A"	"B"
$c_{(E)}$	5'-6"	1'-3"
$c_{1(E)}$	2'-11"	1'-2"
$c_{2(E)}$	3'-0"	1'-2"
$c_{3(E)}$	3'-2"	1'-2"
$d_{2(E)}$	1'-4"	0'-7"
$d_{5(E)}$	1'-3"	1'-6"
$d_{6(E)}$	1'-0"	6'-6"
$d_{7(E)}$	0'-9"	0'-6 1/2"

NOTE:

1. FOR EXPANSION JOINT DETAILS SEE STD. 2323.
2. FOR GEOMETRICS SEE DWG. NO. HGE-01.
3. FOR BRIDGE APPROACH PAVEMENT SEE DWG. NO. HCD-03.
4. FOR LEFT AND RIGHT CURB PROFILES SEE DWG. NO. HCD-02.
5. FOR FINISHED PAVEMENT GRADES SEE DWG. NO. HCD-01.
6. FOR LOCATION OF PAVEMENT JOINTS SEE DWG. NO. HCD-01A.
7. ALL STATIONS ARE ALONG ℄ OF KUMPF BLVD EXTENSION.
8. OFFSETS ARE CALLED OUT AS RT. OR LT. OF PROPOSED KUMPF BLVD EXTENSION.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SIDEWALK DETAILS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-06		1-09-92	36

IN CHARGE: PCW | DESIGNED BY: HSJ | CHECKED BY: LGB | DRAFTED BY: SBA | CHECKED BY: LGB | ESTIMATED BY: HSJ

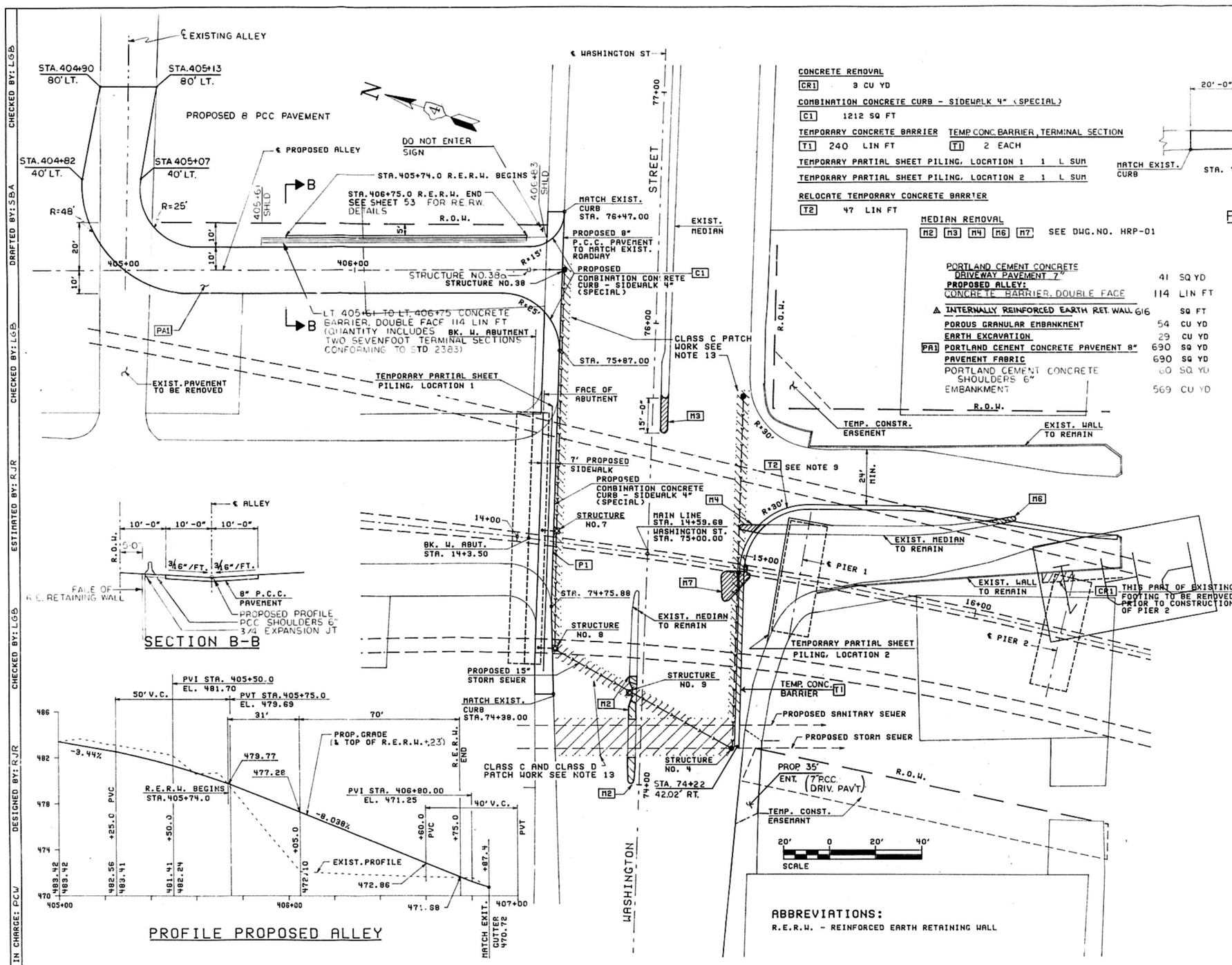
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	37	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F & E-1, D, AND P

IN CHARGE: PCW DESIGNED BY: RJR DRAFTED BY: SBA CHECKED BY: LGB ESTIMATED BY: RJR CHECKED BY: LGB CHECKED BY: LGB



SECTION B-B

PROFILE PROPOSED ALLEY

CONCRETE REMOVAL
CR1 3 CU YD

COMBINATION CONCRETE CURB - SIDEWALK 4" (SPECIAL)
C1 1212 SQ FT

TEMPORARY CONCRETE BARRIER
T1 240 LIN FT

TEMP. CONC. BARRIER, TERMINAL SECTION
T1 2 EACH

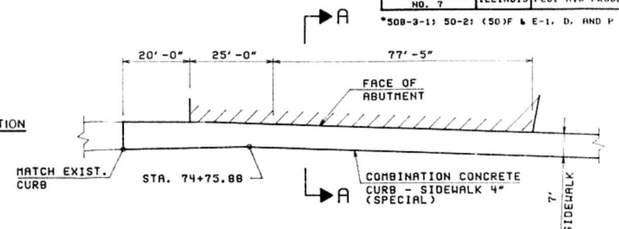
TEMPORARY PARTIAL SHEET PILING, LOCATION 1 1 L SUM

TEMPORARY PARTIAL SHEET PILING, LOCATION 2 1 L SUM

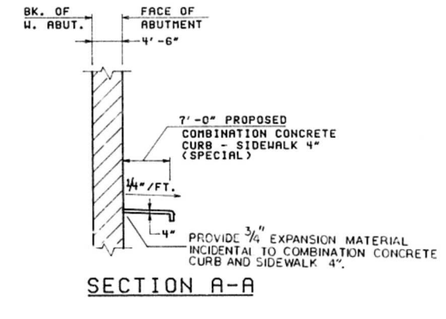
RELOCATE TEMPORARY CONCRETE BARRIER
T2 47 LIN FT

MEDIAN REMOVAL
M2 M3 M4 M6 M7 SEE DWG.NO. HRP-01

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 7"	41	SQ YD
PROPOSED ALLEY: CONCRETE BARRIER, DOUBLE FACE	114	LIN FT
△ INTERNALLY REINFORCED EARTH RET. WALL	616	SQ FT
POROUS GRANULAR EMBANKMENT	54	CU YD
EARTH EXCAVATION	29	CU YD
PA1 PORTLAND CEMENT CONCRETE PAVEMENT 8"	690	SQ YD
PAVEMENT FABRIC	690	SQ YD
PORTLAND CEMENT CONCRETE SHOULDERS 6"	60	SQ YD
EMBANKMENT	569	CU YD



PROPOSED SIDEWALK PLAN



SECTION A-A

NOTES:

1. FOR REMOVAL ITEMS SEE DWG. NO. HRP-01.
2. FOR GEOMETRICS SEE DWG. NO. HGE-01.
3. FOR PAVEMENT MARKING SEE DWG. NO. HPM-02.
4. FOR INLET LOCATION AND SEWER RELOCATION SEE DWG. NO. HSS-02 & HSS-04.
5. FOR STORM & SANITARY SEWER RELOCATION SEE DWG. NO. HSS-01 & HSS-02.
6. FOR CROSS SECTIONS OF PROPOSED ALLEY SEE DWG.NOS.HCS-02,HSC-03,HCS-04.
7. FOR TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES SEE STANDARD 2314-3 AND 04.
8. TEMPORARY CONCRETE BARRIER SHALL BE STD. 2383.1 MODIFIED FOR 30' RADIUS.
9. AFTER THE PIER 1 IS CONSTRUCTED ADJUST TEMPORARY CONCRETE BARRIER TO A 50' RADIUS.
10. FOR COMBINATION CONCRETE CURB - SIDEWALK 4" (SPECIAL) SEE DWG HRE-02.

△

11. REINFORCED EARTH RETAINING WALL SHALL BE PAID AT THE CONTRACT UNIT PRICE PER SQ.FT. △ INTERNALLY REINFORCED EARTH RETAINING WALL.
12. FOR STEEL PLATE BEAM GUARD RAIL, TYPE A SEE STD 2230.
13. FOR CLASS C AND CLASS D PATCH WORK SEE DWG.NO. HRP-01.

ABBREVIATIONS:
R.E.R.W. - REINFORCED EARTH RETAINING WALL

REVISION	DATE	DESCRIPTION

△ Rev. 3-9-92

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS AT WASHINGTON ST.

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

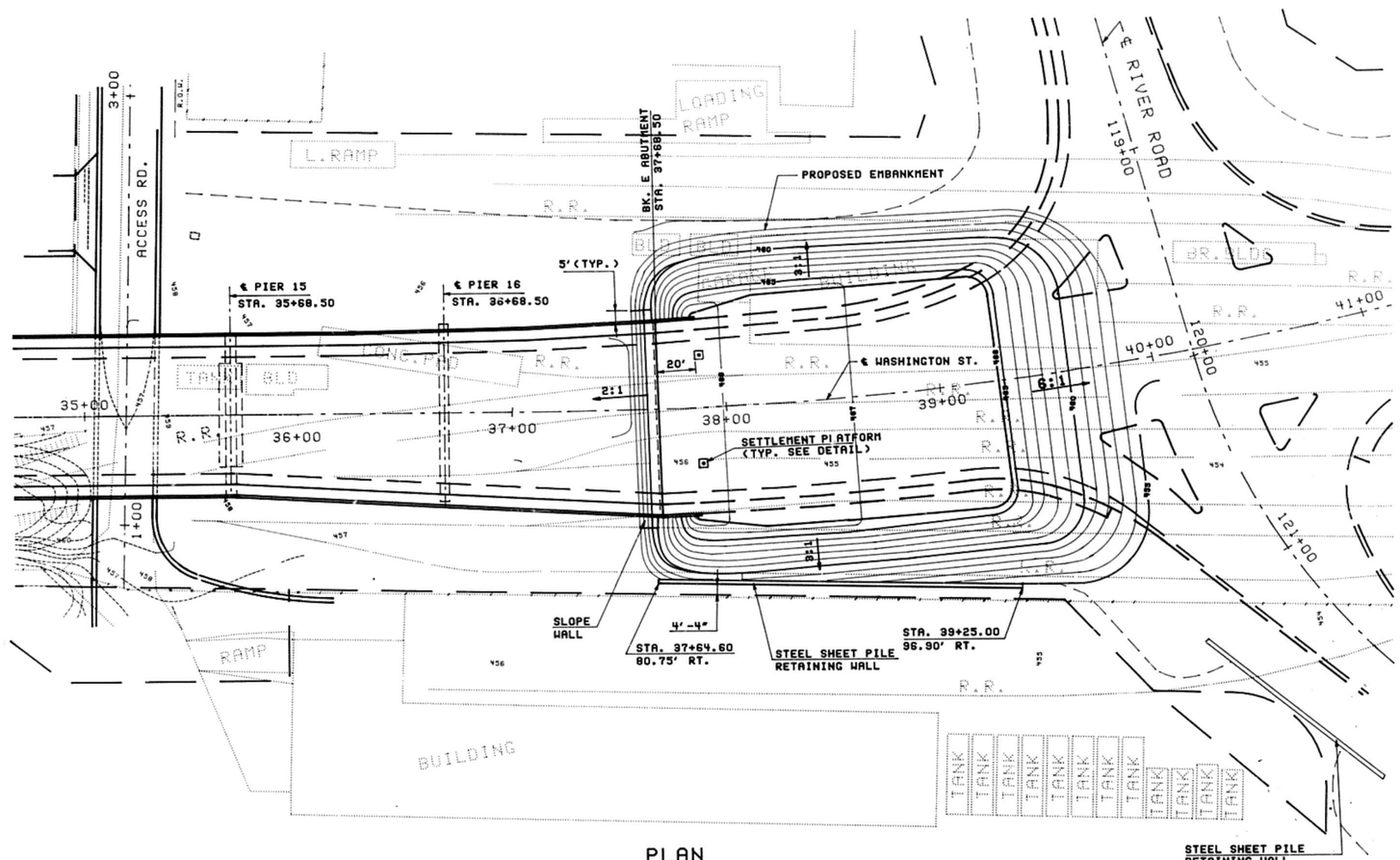
DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-07		Sept. 11, 1990	37

D C B A 0 A B C D

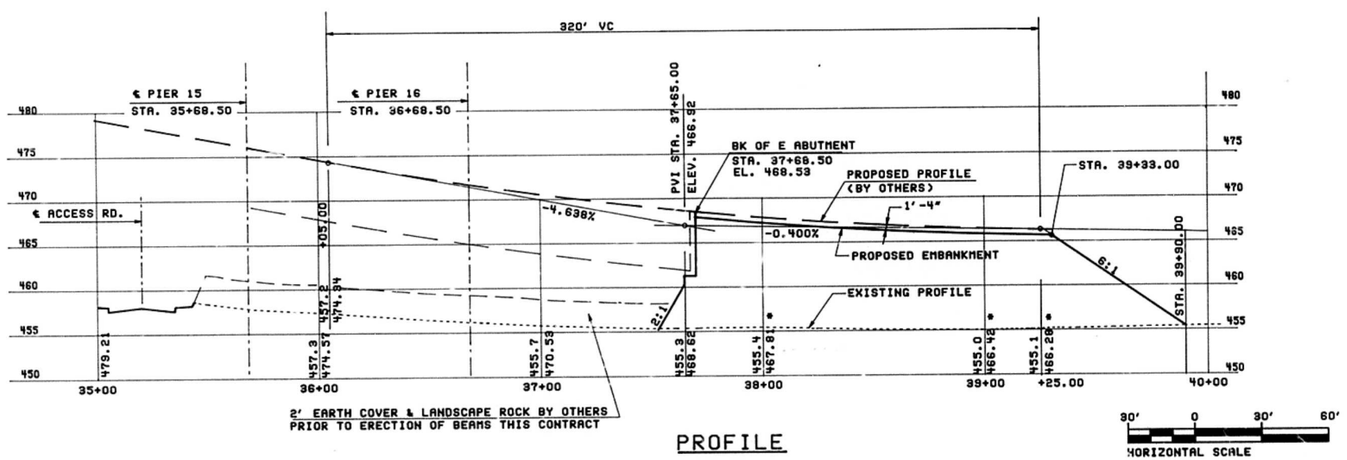
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	38	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F & E-1, D, AND P

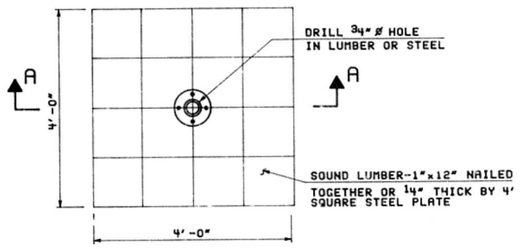


PLAN

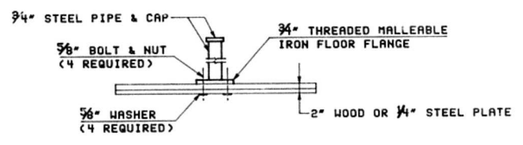


PROFILE

30' 0 30' 60'
HORIZONTAL SCALE



PLAN
SETTLEMENT PLATFORM



SECTION A-A

EMBANKMENT		
STA. 37+55.00 TO STA. 39+90.00	10340	CU YD
SETTLEMENT PLATFORMS	2	EACH
TOP SOIL PLACEMENT 4"		
STA. 37+55.00 TO STA. 39+90.00	1830	SQ YD

NOTES:

1. FOR TYPICAL SECTIONS SEE DWG. NOS. HTS-02 & HTS-03.
2. FOR CROSS SECTIONS SEE DWG. NOS. HCS-01 - HCS-06.

* ELEVATIONS ARE AT TOP OF PAVEMENT.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH

EMBANKMENT AT EAST ABUTMENT

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-08		1-09-92	38

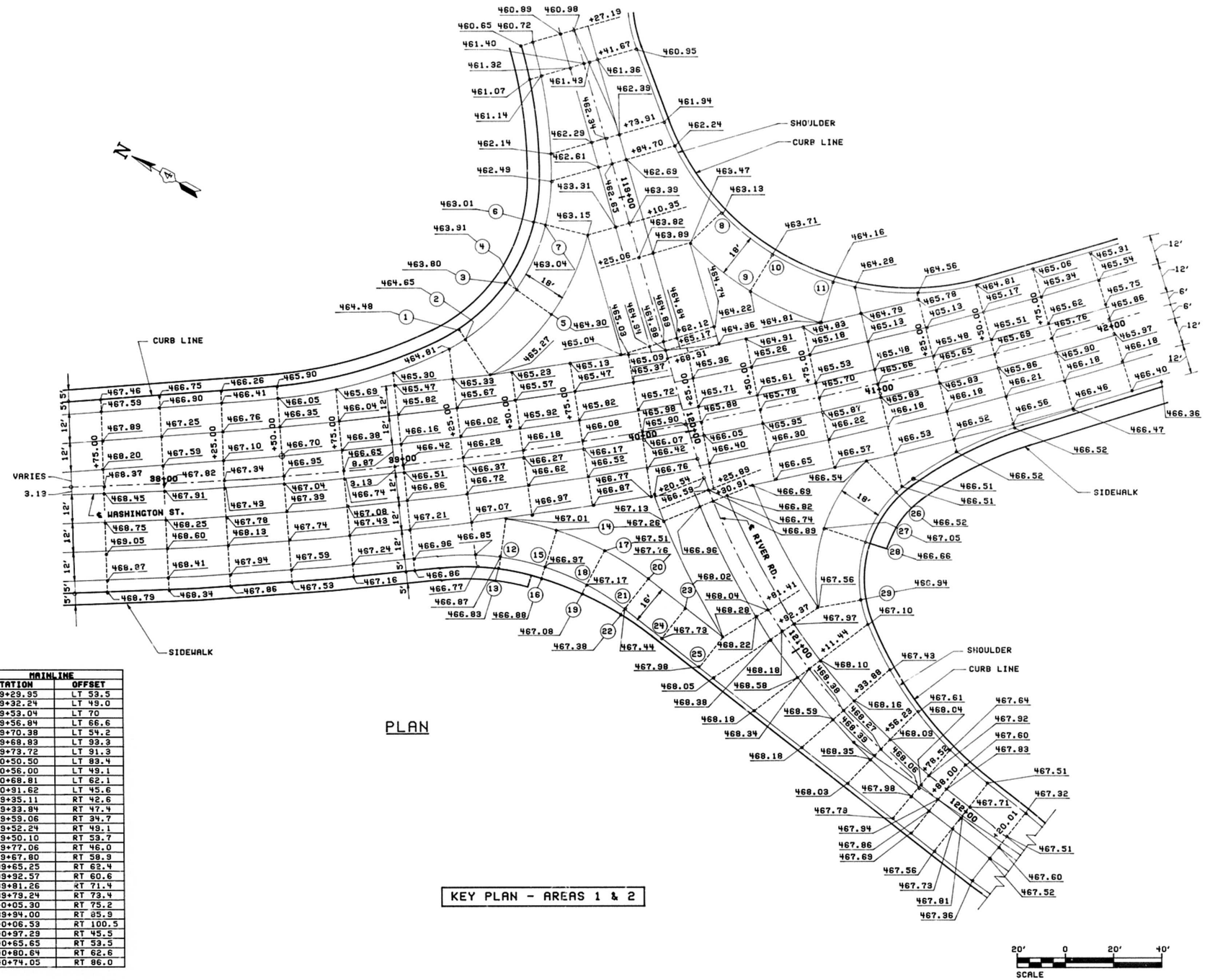
DESIGNED BY: NCM DRAFTED BY: NCM CHECKED BY: RJR
ESTIMATED BY: CHECKED BY: LGB
IN CHARGE: PCW

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	39	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

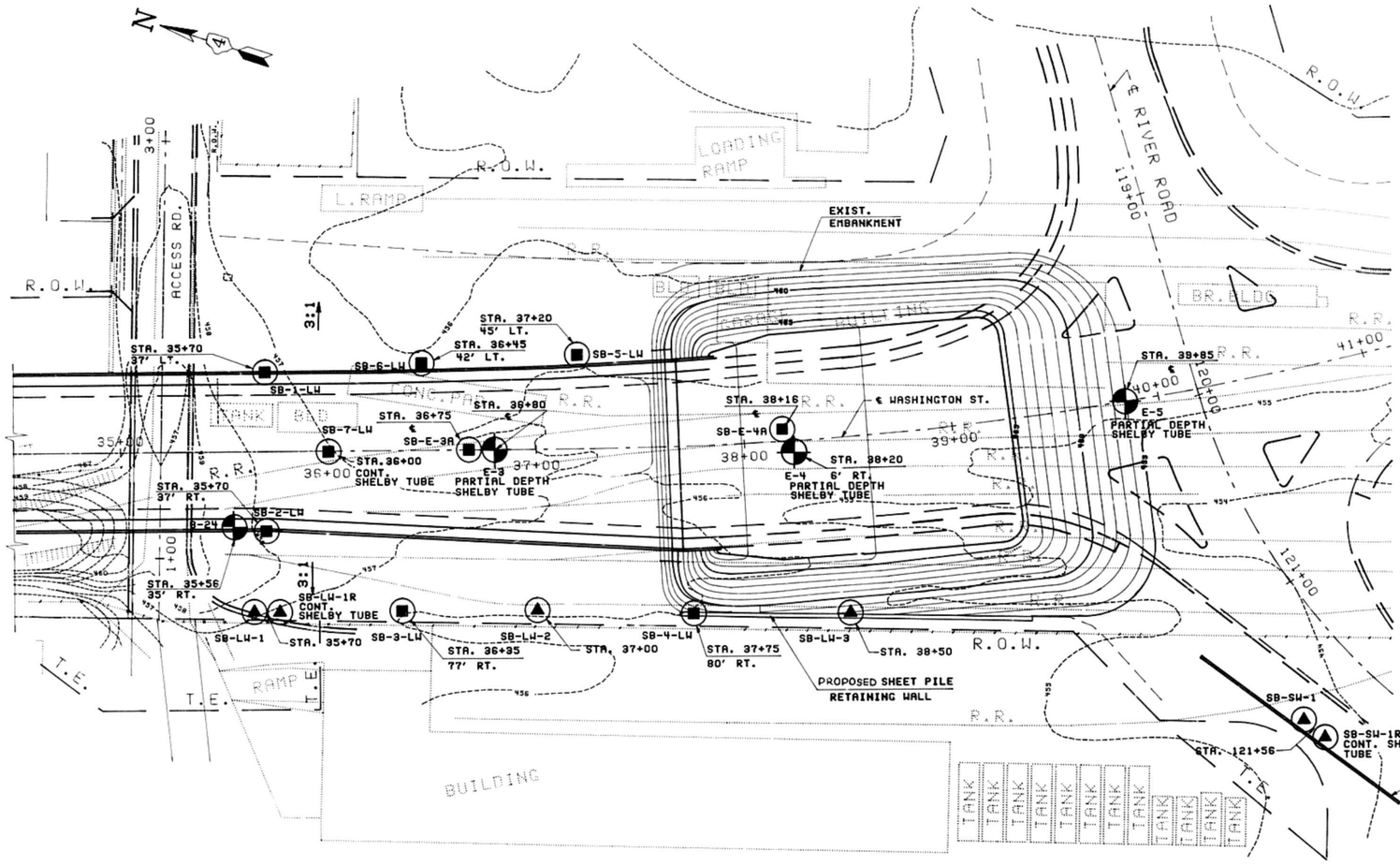
*508-3-1; 50-2; (50)F & E-1, D, AND P

ESTIMATED BY: DRAFTED BY:MCM CHECKED BY:LGB
CHECKED BY: DESIGNED BY: RJR CHECKED BY:LGB
IN CHARGE:PCH


CURB LINE
SHOULDER
CURB LINE
SIDEWALK
SHOULDER
CURB LINE
SIDEWALK
VARIES
3.19
WASHINGTON ST.
RIVER RD.
18'
16'
12'
12'
12'
6'
6'
12'
12'
5'
5'
5'
5'
12'
12'
12

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	40	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1: 50-2: (50)F & E-1, D, AND P



PLAN

BORING BY HANSON (SOIL REPORT-1987)

BORING BY WESTON (MAY 1991)

BORING BY WESTON (JUNE 1991)

NOTE:

1. FOR BORING LOGS SEE SHEET NOS. 109A-109D AND SHEETS NO. 215A-215D.

EST. MATED BY:
CHECKED BY:
DRAFTED BY: MCM
CHECKED BY: RJR
IN CHARGE: PCW
DESIGNED BY: MCM
CHECKED BY: LGB

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH
SOIL BORING LOCATIONS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

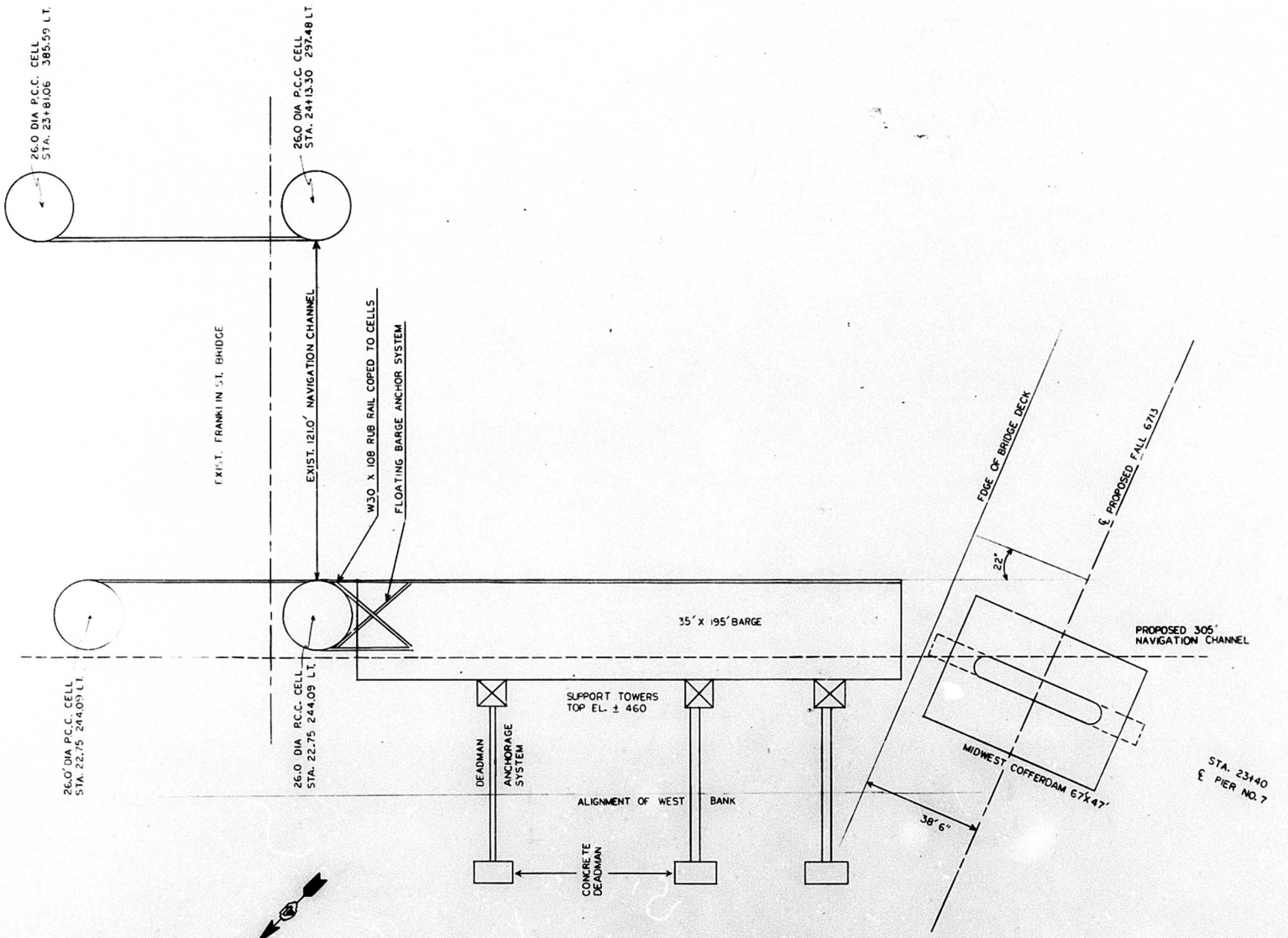
DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-09		1-09-92	40

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEORIA & TAZEWELL	313	40A
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT FED. AID PROJECT		

* 50B-3-1; 50-2; (50)F & E-1, D. AND P



FOR INFORMATION ONLY
SEE SPECIAL PROVISIONS

0 20 40
scale feet
1"= 20' HORIZ.
PLAN

PIER FENDER PROTECTION SYSTEM
PIER NO. 7

DRAWING NO.	SCALE	DATE	SHEET NO.
HCD-10	1"= 20'	1-17-92	40A

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	41	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

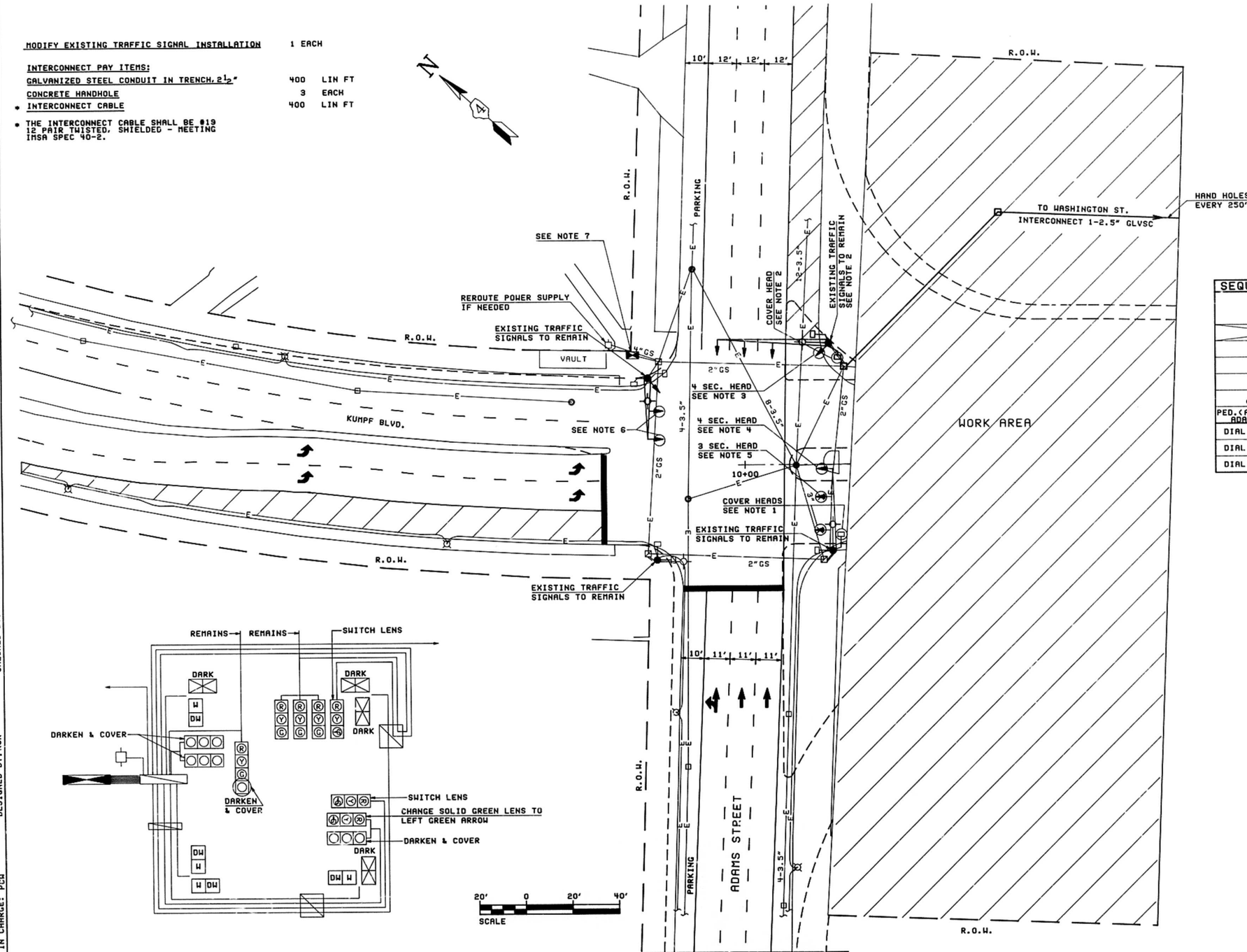
*SOB-3-1; SO-2; (SO)F & E-1, D, AND P

MODIFY EXISTING TRAFFIC SIGNAL INSTALLATION 1 EACH

INTERCONNECT PAY ITEMS:

GALVANIZED STEEL CONDUIT IN TRENCH, 2½"	400	LIN FT
CONCRETE HANDHOLE	3	EACH
* INTERCONNECT CABLE	400	LIN FT

* THE INTERCONNECT CABLE SHALL BE #19 12 PAIR TWISTED, SHIELDED - MEETING IMSA SPEC 40-2.



LEGEND:

- EXISTING ELECTRIACL MANHOLE
- EXISTING TRAFFIC SIGNAL MANHOLE
- EXISTING CONTROLLER TO REMAIN
- EXISTING SERVICE INSTALLATION (UNDERGROUND)
- EXISTING PEDESTRAIN SIGNAL FACE
- EXISTING TRAFFIC SIGNAL FACE TO REMAIN
- STRAIN POLE & MAST ARM WITH LUMINAIRE
- 8' LUMINAIRE EXTENSION MOUNTED ON TRAFFIC SIGNAL POLE, 46' HIGH
- EXISTING CONDUIT
- EXISTING LIGHT POLE TO REMAIN
- EXISTING LIGHT POLE TO BE REMOVED
- EXISTING TRAFFIC SIGNALS TO BE COVERED

SEQUENCE OF OPERATIONS

STREET (APPROACH)	PHASES A 1	A 2	A 3	A 4	B 5	B 6	B 7	B 8	EMERGENCY FLASH
KUMPF BLVD. (EASTBOUND)	+G	-G	Y	R	P	R	R	R	R
KUMPF BLVD. (WESTBOUND)									
ADAMS ST. (NORTHBOUND)	R	R	R	R	+G -Y	G R	Y R	R R	R
PEDESTRAINS (ACROSS KUMPF)	DW	DW	DW	DW	W	FLA DW	DW	DW	DARK
PED. (ACROSS ADAMS) S. OF FRANKLIN	W	FLA DW	W	DW	DW	DW	DW	DW	DARK
DIAL 1 SEC.	SEC. %								
DIAL 2 SEC.	SEC. %								
DIAL 3 SEC.	SEC. %								

NOTES:

1. DARKEN & COVER 3 SEC. SINGLE FACE MAST ARM MOUNT, FAR RIGHT. DARKEN W/DW PED. FOR PEDESTRIAN TRAFFIC SOUTH BOUND ADAMS.
2. DARKEN W/DW PED. SIGNAL FOR NORTH BOUND PEDESTRIAN TRAFFIC.
3. MAST ARM SIDE MOUNT 4 SEC. SINGLE FACE, FAR LEFT HEAD, FOR WEST BOUND FRANKLIN (NORTH BOUND ADAMS LEFT TURN). CHANGE SOLID GREEN LENS TO LEFT GREEN ARROW, DARKEN BOTTOM SEC.
4. SAME AS NOTE 3 (4 SEC. MAST ARM FAR LEFT MOUNT) CHANGE SOLID GREEN LENS FOR GREEN ARROW, DARKEN BOTTOM SEC.
5. MAST ARM MOUNT 3 SEC. HEAD, CENTER LOCATE. CHANGE SOLID GREEN TO LEFT TURN ARROW.
6. DARKEN & COVER MAST ARM MOUNTED HEADS FOR FRANKLIN ST. WEST BOUND.
7. REMOVE LEFT TURN MOVEMENT FOR FRANKLIN ST. EAST BOUND TRAFFIC. SPLIT TIME WITH REMAINING PHASES.
8. THE WORK SHOWN ON THIS DWG SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR " MODIFY EXISTING TRAFFIC SIGNAL INSTALLATION."
9. RESEQUENCING THE CONTROLLER AND CHANGING THE TIMINGS WILL BE PERFORMED BY THE CITY OF PEORIA. PLEASE CONTACT DAVE McKINLEY TWO WEEKS BEFORE WORK IS REQUIRED AT 686-3510.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH
TEMPORARY TRAFFIC SIGNALS- KUMPF AND ADAMS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HEL-01		Sept. 11, 1990	41

IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB ESTIMATED BY: RJR

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	42	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-11 50-21 (50)F & E-1, D, AND P

IN CHARGE: PCH | DESIGNED BY: LGB | CHECKED BY: RJR | ESTIMATED BY: | DRAFTED BY: SBA | CHECKED BY: LGB

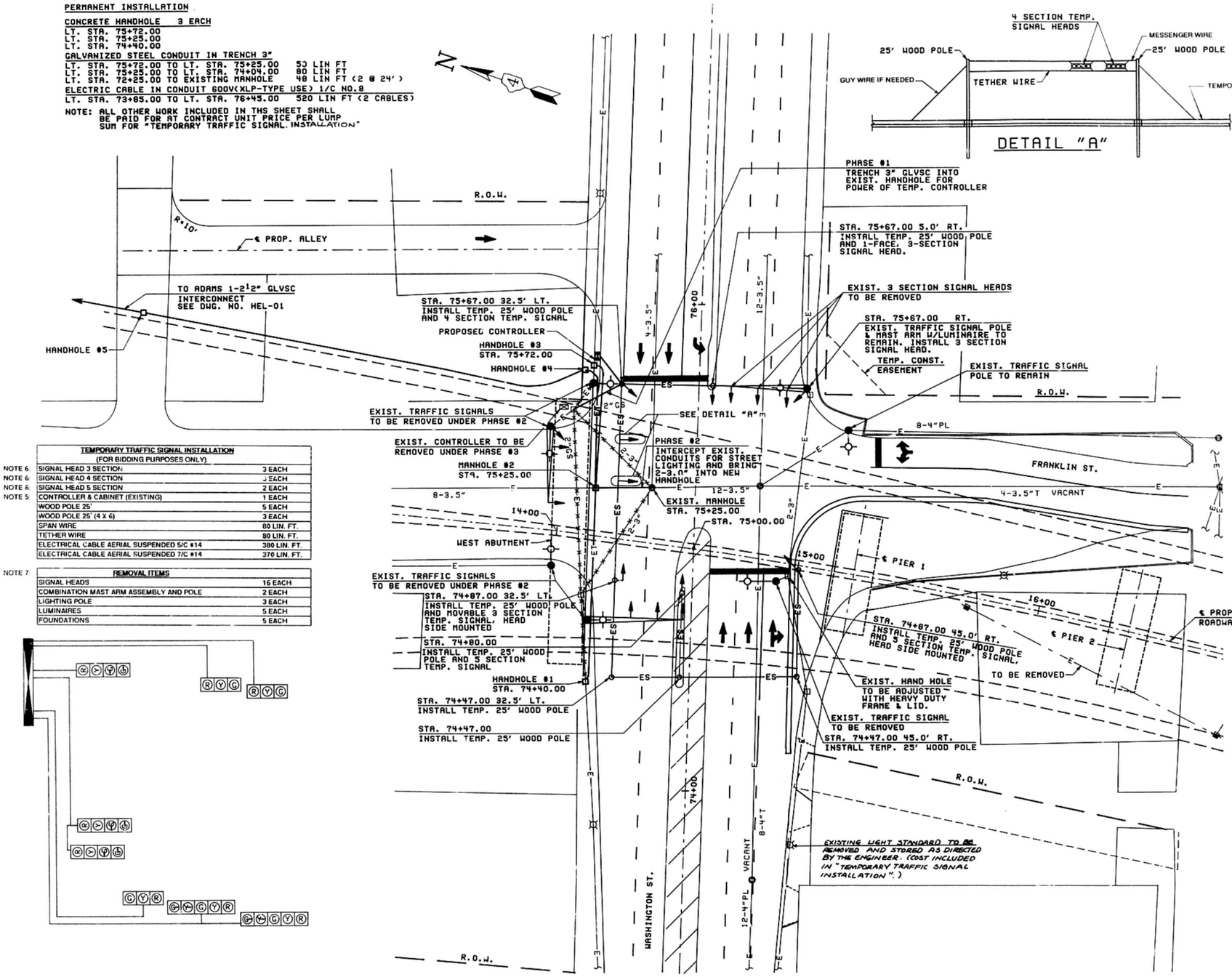
PERMANENT INSTALLATION

CONCRETE HANDHOLE 3 EACH
LT. STA. 75+72.00
LT. STA. 75+25.00
LT. STA. 74+40.00

GALVANIZED STEEL CONDUIT IN TRENCH 3"
LT. STA. 75+72.00 TO LT. STA. 75+25.00 50 LIN FT
LT. STA. 75+25.00 TO LT. STA. 74+04.00 80 LIN FT
LT. STA. 72+25.00 TO EXISTING MANHOLE 48 LIN FT (2 @ 24')

ELECTRIC CABLE IN CONDUIT 600V(XLP-TYPE USE) 1/C NO.8
LT. STA. 73+85.00 TO LT. STA. 76+45.00 520 LIN FT (2 CABLES)

NOTE: ALL OTHER WORK INCLUDED IN THS SHEET SHALL BE PAID FOR AT CONTRACT UNIT PRICE PER LUMP SUM FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION"



DETAIL "A"

TEMPORARY TRAFFIC SIGNAL INSTALLATION (FOR BIDDING PURPOSES ONLY)	
NOTE 6. SIGNAL HEAD 3 SECTION	3 EACH
NOTE 6. SIGNAL HEAD 4 SECTION	3 EACH
NOTE 6. SIGNAL HEAD 5 SECTION	2 EACH
NOTE 5. CONTROLLER & CABINET (EXISTING)	1 EACH
WOOD POLE 25'	5 EACH
WOOD POLE 25' (4 X 6)	3 EACH
SPAN WIRE	80 LIN. FT.
TETHER WIRE	80 LIN. FT.
ELECTRICAL CABLE AERIAL SUSPENDED S/C #14	380 LIN. FT.
ELECTRICAL CABLE AERIAL SUSPENDED 7/C #14	370 LIN. FT.

NOTE 7. REMOVAL ITEMS	
SIGNAL HEADS	16 EACH
COMBINATION MAST ARM ASSEMBLY AND POLE	2 EACH
LIGHTING POLE	3 EACH
LUMINAIRES	5 EACH
FOUNDATIONS	5 EACH

LEGEND:

- EXISTING ELECTRICAL MANHOLE
- PROPOSED HANDHOLE
- EXISTING TRAFFIC SIGNAL MANHOLE
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- SERVICE INSTALLATION (UNDERGROUND)
- PEDESTRIAN SIGNAL FACE
- TRAFFIC SIGNAL FACE
- STRAIN POLE & MAST ARM WITH LUMINAIRE
- 8' LUMINAIRE EXTENSION MOUNTED ON TRAFFIC SIGNAL POLE, 46' HIGH
- —E— EXISTING CONDUIT
- —ES— PROPOSED ELECTRICAL OVERHEAD LINE
- —ET— PROPOSED 3" GALVANIZED STEEL CONDUIT IN TRENCH
- TEMPORARY WOOD POLE
- EXISTING CONDUIT TO BE REMOVED OR ABANDONED

SEQUENCE OF OPERATIONS

STREET (APPROACH)	PHASES A		B			C			EMERGENCY FLASH
	1	2	3	4	5	6	7	8	
WASHINGTON ST. (SOUTHBOUND)	G	Y/G	G	Y	R	R	R	R	R
WASHINGTON ST. (NORTHBOUND)	R	R	G	Y	R	R	R	R	R
FRANKLIN ST. (WESTBOUND)	R	R	R	R	R	G	Y	R	R

STAGING:

1. PHASE #1 - INSTALL 8 TEMPORARY WOOD POLES, MESSANGER WIRES, TETHER WIRES AND TRAFFIC SIGNALS. TRENCH & CORE INTO EXISTING HANDHOLE FOR SERVICE CABLE (N.W. CORNER).
2. PHASE #2 - INSTALL NEW HANDHOLES ON TEMPORARY WALKWAY. TRENCH 3" CONDUIT FROM HANDHOLE #1 TO HANDHOLE #3 FOR STREET LIGHTING, TAP INTO SERVICE CABLE.
3. PHASE #3 - PROVIDE 1-2½" GALVANIZED STEEL CONDUIT ALONG REINFORCED EARTH RETAINING WALL TO CONNECT KUMPF & ADAMS WITH WASHINGTON ST. FOR INTERCONNECTION.

NOTES:

1. FOR TEMP. TRAFFIC SIGNALS - ADAMS & KUMPF SEE DWG. NO. HEL-01.
2. ALL WOOD POLES FOR SIGNAL HEADS IN MEDIANS SHOULD BE 4x6 SO THEY ARE BREAK AWAY. POLES MAY HAVE TO BE CUT FOR HEIGHT OBSTRUCTIONS. MAINTAINING HEIGHT SHALL NOT EXCEED 14'.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT EXCEPT CONTROLLER AND CABINET SHALL BE DELIVERED TO THE CITY OF PEORIA AT 3505 N. DRIES LANE.
4. REMOVAL OF TEMPORARY TRAFFIC SIGNALS WILL BE DONE BY OTHERS.
5. EXISTING CONTROLLER AND CABINET SHALL BE USED FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.
6. TEMPORARY SIGNAL HEADS SHALL HAVE 12" LENSES.
7. REMOVAL ITEMS INCLUDED IN THE PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION."

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNALS - WASHINGTON STREET

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HEL-02		Sept. 11, 1990	42

D C B A 0 A B C D

TAMERAN

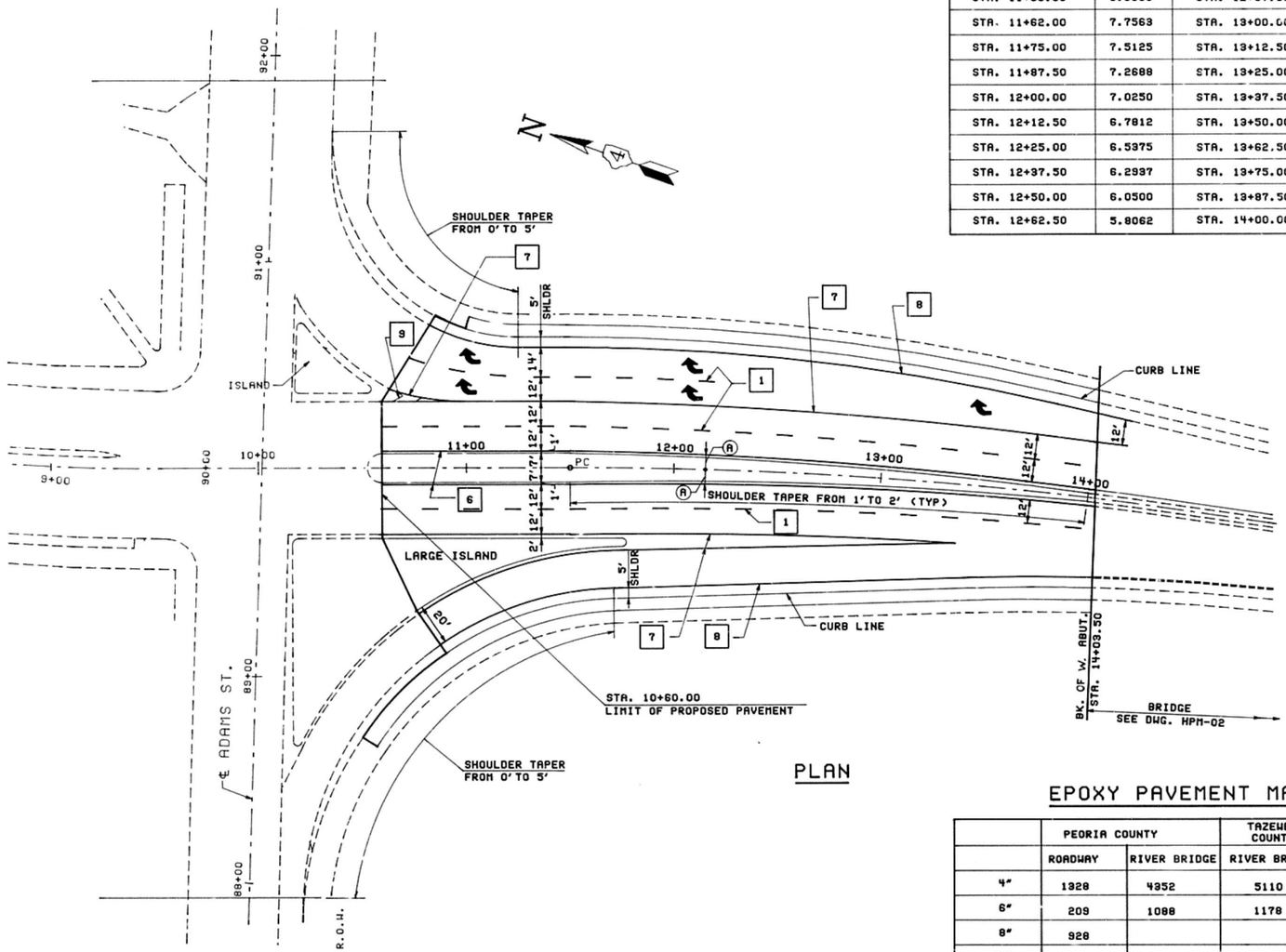
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	43	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F & E-1, D, AND P

IN CHARGE: PCH | DESIGNED BY: MGB | CHECKED BY: LGB | DRAFTED BY: MCM | CHECKED BY: | ESTIMATED BY:

LAYOUT DIMENSIONS

LOCATION	A	LOCATION	A
STA. 10+26.00	8.0000	STA. 12+75.00	5.5625
STA. 11+50.00	8.0000	STA. 12+87.50	5.3187
STA. 11+62.00	7.7563	STA. 13+00.00	5.0750
STA. 11+75.00	7.5125	STA. 13+12.50	4.8312
STA. 11+87.50	7.2688	STA. 13+25.00	4.5875
STA. 12+00.00	7.0250	STA. 13+37.50	4.3437
STA. 12+12.50	6.7812	STA. 13+50.00	4.1000
STA. 12+25.00	6.5375	STA. 13+62.50	3.8562
STA. 12+37.50	6.2937	STA. 13+75.00	3.6125
STA. 12+50.00	6.0500	STA. 13+87.50	3.3687
STA. 12+62.50	5.8062	STA. 14+00.00	3.1250



PLAN

LEGEND PAVEMENT MARKING

1 LANE LINE SKIP DASH — 10' 30' 10', 6" WHITE

3 DIAGONAL YELLOW — 12" YELLOW @ 20' CTS.

6 4" YELLOW — 4"

7 8" WHITE — 8"

8 4" WHITE — 4"

9 12" DIAGONAL WHITE

30' 0 30' 60'
HORIZONTAL SCALE

EPOXY PAVEMENT MARKING

	PEORIA COUNTY		TAZEWELL COUNTY	TOTAL	UNIT
	ROADWAY	RIVER BRIDGE	RIVER BRIDGE		
4"	1328	4352	5110	10790	LIN FT
6"	209	1088	1178	2475	LIN FT
8"	928			928	LIN FT
12"	10			10	LIN FT
LETTERS & SYMBOLS	78			78	SQ FT

NOTES:

1. FOR GEOMETRICS SEE DWG. NO. WGE-01.
2. FOR EPOXY PAVEMENT MARKINGS ON THE BRIDGE SEE DWG. NO. HPM-02.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH

PAVEMENT MARKING
KUMPF BLVD

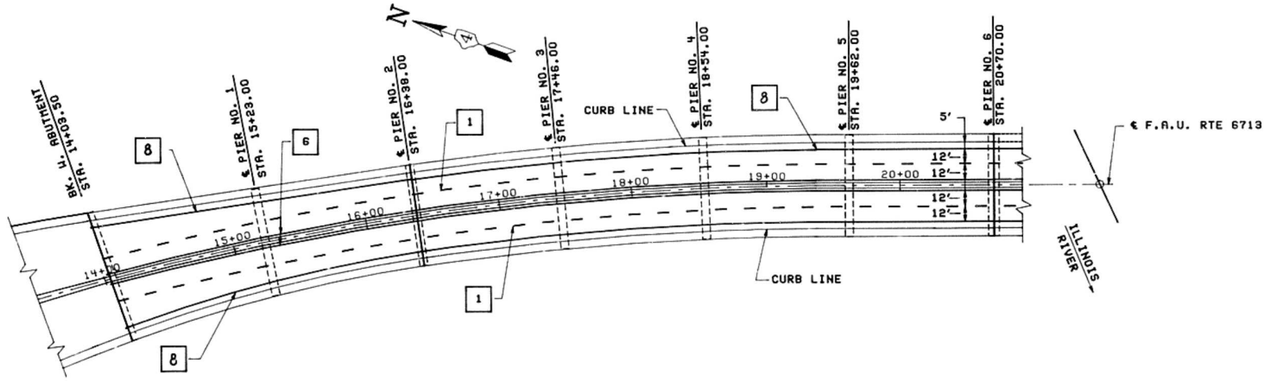
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

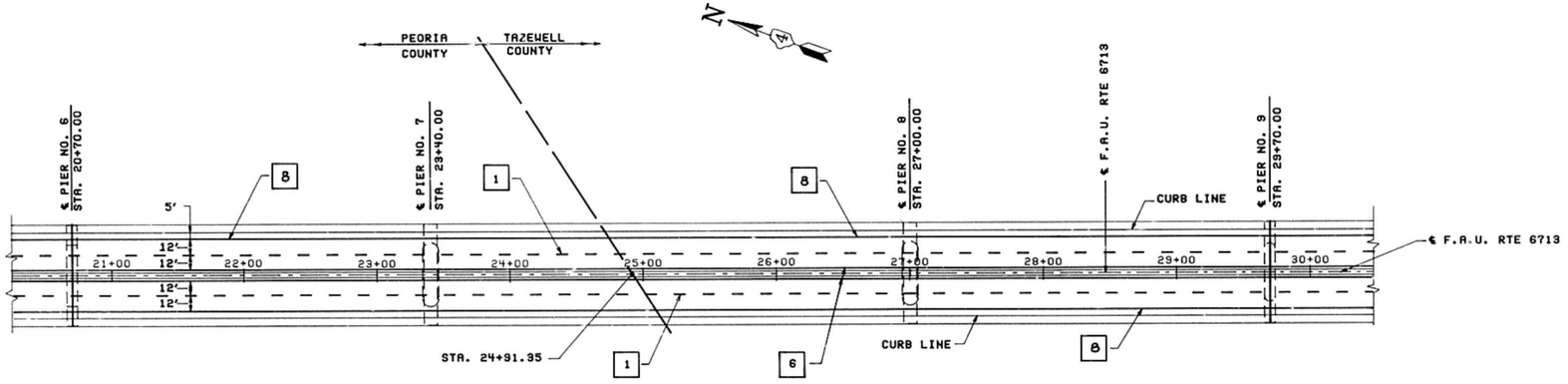
DRAWING NO.	SCALE	DATE	SHEET NO.
HPM-01		1-09-92	43

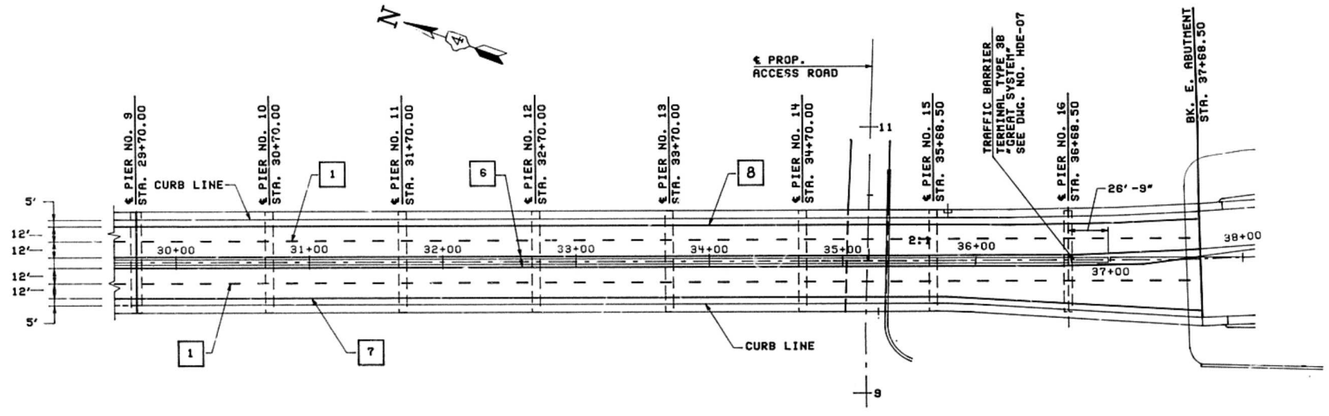
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	44	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-11 50-2; (50)F & E-1, D, AND P







NOTE:

FOR TOTAL QUANTITIES OF EPOXY PAVEMENT MARKINGS SEE DWG. NO. HPM-01.

50' 0 50' 100'
SCALE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
ROBERT H. MICHEL BRIDGE

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HPM-02		1-09-92	44

Rev.

IN CHARGE: PCW DESIGNED BY: MCM DRAFTED BY: MCM CHECKED BY: LGB ESTIMATED BY: CHECKED BY: LGB

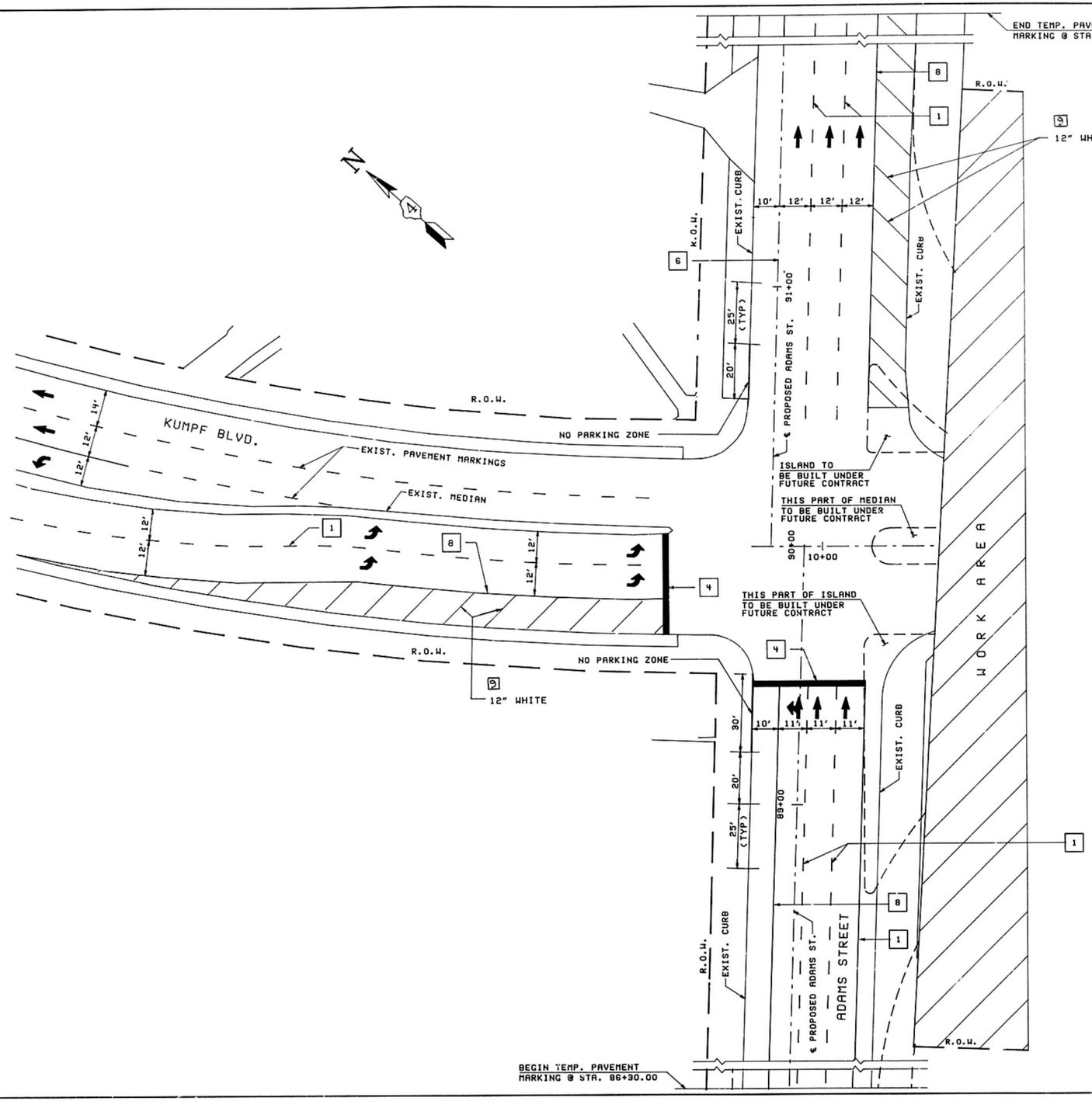
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	•	PEORIA & TAZEWELL	45	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F & E-1, D, AND P

IN CHARGE: PCW | DESIGNED BY: RJR | CHECKED BY: LGB | DRAFTED BY: SBA | CHECKED BY: LGB | ESTIMATED BY: RJR | CHECKED BY: LGB



THIS MARKING TO BE ELIMINATED IF CONTRACT FOR WEST APPROACH IS ACTIVE

20' 0 20' 40'
SCALE

PAINT PAVEMENT MARKING

1	4" WHITE	2000 LIN. FT.
4	24" WHITE STOP LINE	80 LIN. FT.
6	4" YELLOW	2400 LIN. FT.
8	8" WHITE	600 LIN. FT.
9	12" WHITE	770 LIN. FT.

NOTES:

1. FOR REMOVAL DETAILS SEE DWG. NO. HRP-01.
2. FOR TRAFFIC MAINTENANCE & STAGING SEE DWG. NO. HTM-01.
3. ALL SYMBOLS SHOULD BE IN CONFORMANCE WITH THE STANDARD ALHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS AND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH TEMPORARY PAVEMENT MARKING

INTERSECTION ADAMS ST. AND KUMPF BLVD

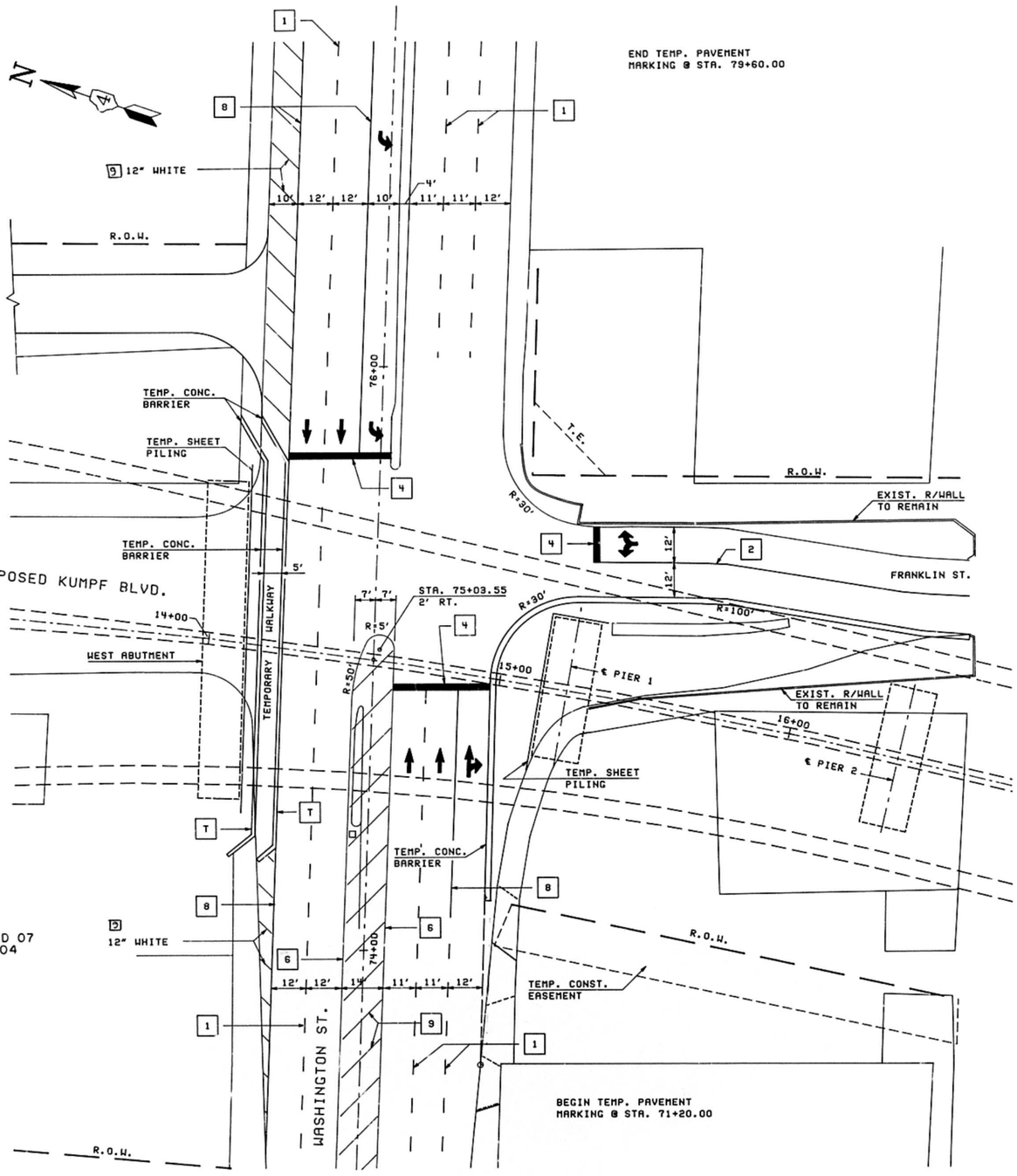
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HPM-03		Sept. 11, 1990	45

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	46	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SOB-3-11: 50-2: (50)F & E-1, D, AND P



PAINT PAVEMENT MARKING

1	4" WHITE SKIP DASH	1600 LIN. FT.
2	4" DOUBLE YELLOW	200 LIN. FT.
4	24" WHITE STOP LINE	84 LIN. FT.
6	4" YELLOW	400 LIN. FT.
8	8" WHITE	800 LIN. FT.
9	12" YELLOW 12" WHITE	300 LIN. FT. 400 LIN. FT.

NOTES:

1. FOR REMOVAL DETAILS SEE DWG. NO. HRP-01.
2. FOR TRAFFIC MAINT. & STAGING SEE DWG. NO. HTM-02.
3. FOR CONSTRUCTION DETAILS AT WASHINGTON ST. SEE DWG. NO. HCC-07.
4. TEMPORARY WALKWAY SHALL BE INCLUDED IN THE BID PRICE FOR "TEMPORARY CONCRETE BARRIER".
5. FOR QUANTITIES OF TEMPORARY CONCRETE BARRIER AROUND PIER 1 SEE DWG. NO. HCD-07.
6. TEMPORARY BARRIER SHALL BE STD. 2303.

20' 0 20' 40'
SCALE

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMP. PAVEMENT MARKING - WASHINGTON STREET

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HPM-04		Sept. 11, 1990	46

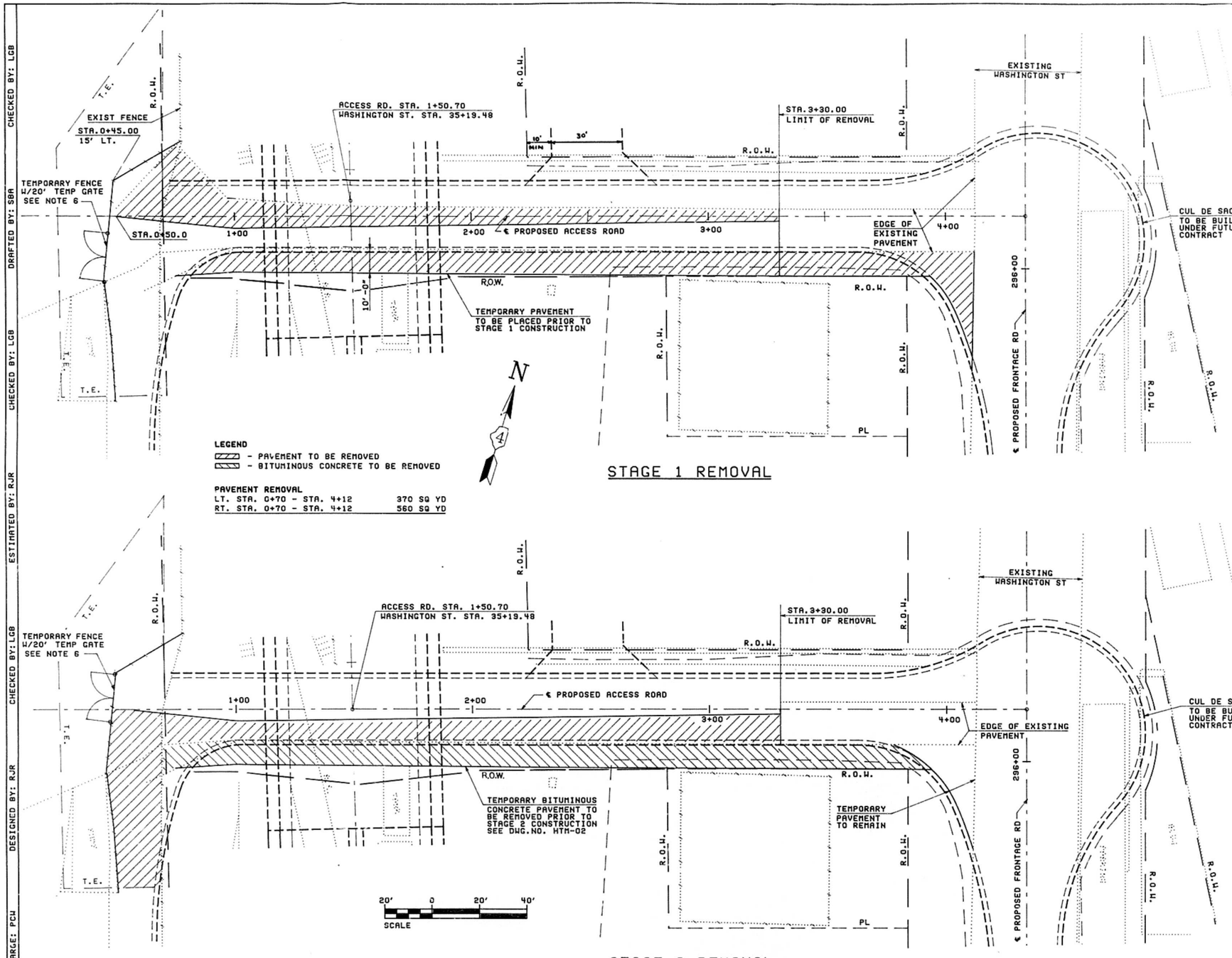
IN CHARGE: PCW | DESIGNED BY: RJR | CHECKED BY: LGB | DRAFTED BY: SBA | CHECKED BY: LGB | ESTIMATED BY: RJR | CHECKED BY: LGB

D C B A 0 A B C D

TAMERAN

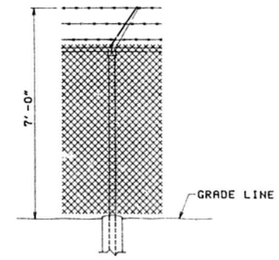
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	47	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F & E-1, D, AND F



STAGE 1 REMOVAL

STAGE 2 REMOVAL



FENCE DETAIL

FENCE INSTALLATION
(SEQUENCE OF OPERATION)

I. CONSTRUCT TEMPORARY FENCE:
   1. 7' CHAIN LINK FENCE WITH THREE STRANDS OF BARBED WIRE. 115 LIN. FT.
   2. 20' DOUBLE CHAIN LINK GATE WITH THREE STRANDS OF BARBED WIRE.

II. 1. REMOVE EXISTING CHAIN LINK FENCE 95 LIN. FT.
   2. REMOVE EXISTING 20' DOUBLE CHAIN LINK GATE.
   3. REMOVE EXISTING 4' CHAIN LINK PEDESTRAIN GATE.

III. CONSTRUCT PERMANENT FENCE
(WHEN ROADWAY CONSTRUCTION IS COMPLETED):
   1. 7' CHAIN LINK FENCE WITH THREE STRANDS OF BARBED WIRE. 95 LIN. FT.
   2. 35' DOUBLE CHAIN LINK GATE WITH THREE STRANDS OF BARBED WIRE.
   3. 4' CHAIN LINK PEDESTRAIN GATE WITH THREE STRANDS OF BARBED WIRE.

IV. 1. REMOVE TEMPORARY 7' CHAIN LINK FENCE. 115 LIN. FT.
   2. REMOVE TEMPORARY 20' DOUBLE CHAIN LINK GATE.

NOTES:

1. FOR GEOMETRICS SEE DWG. NO. HGE-03.
2. FOR CONSTRUCTION STAGING SEE DWG. NO. HGE-04.
3. FOR REMOVAL ITEMS ALONG MAINLINE SEE DWG. NO. HRP-02.
4. FOR SUMMARY OF QUANTITIES SEE DWG. NO. HSQ-02.
5. FOR UTILITY LEGEND SEE DWG. NO. HSS-01 OR HSS-02.
6. AT NO TIME THE FENCE WORK WILL LEFT THE CATERPILLAR INC. TANK FARM ENCLOSURE BROKEN OTHER THAN THE NORMAL WORKING HOUR OF THE TANK FARM STAFF. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE LUMP SUM FOR FENCE INSTALLATION COMPLETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL STAGING - ACCESS ROAD

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HTM-01		Aug. 16, 1990	47

IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: LGB ESTIMATED BY: RJR DRAFTED BY: SBA CHECKED BY: LGB CHECKED BY: LGB

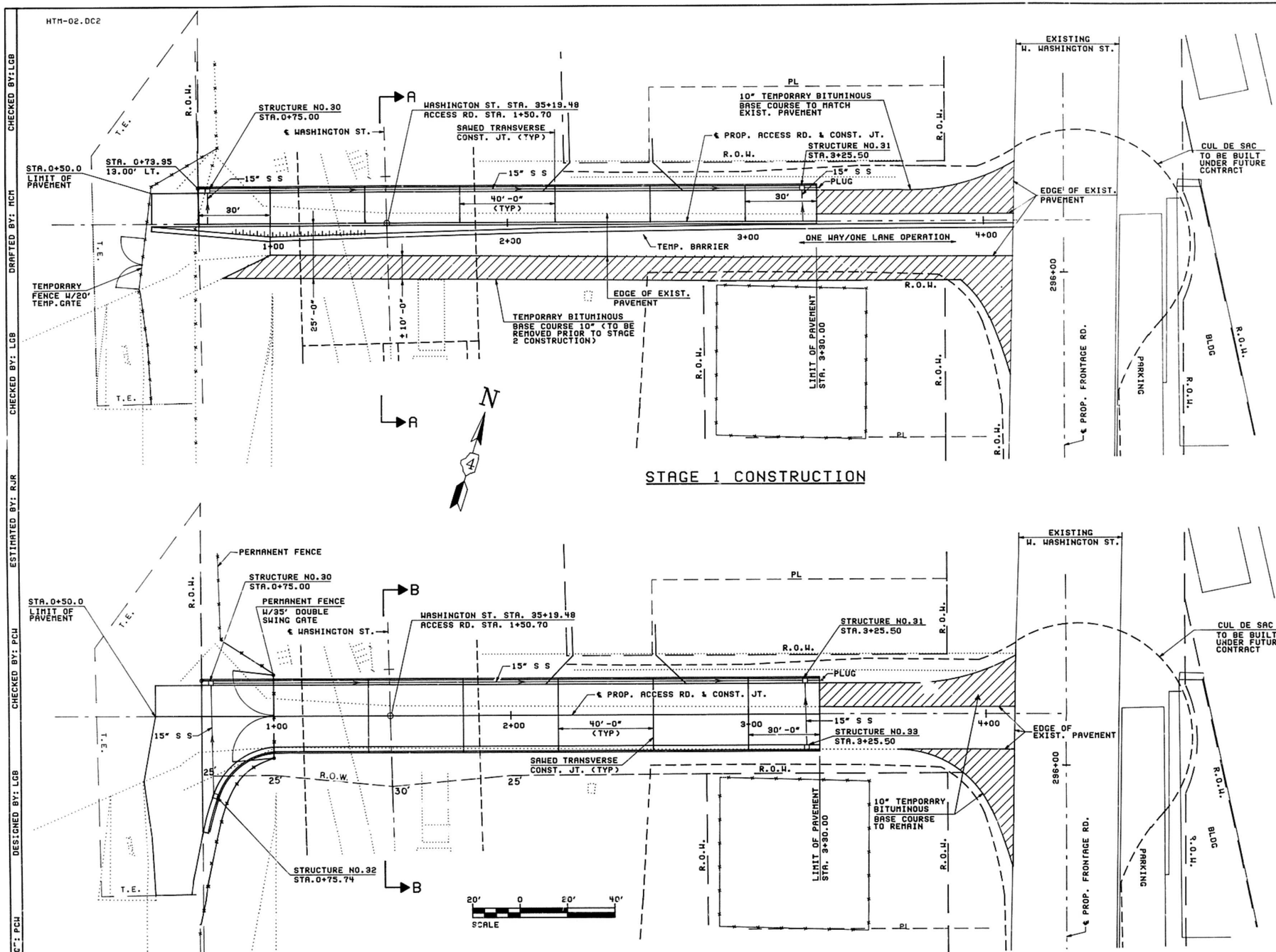
D C B A 0 A B C D

TAMERAN

HTM-02.DC2

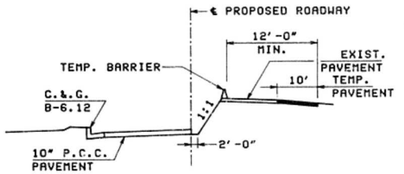
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	48	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-1; 50-2; (50)F&E-1, D AND P

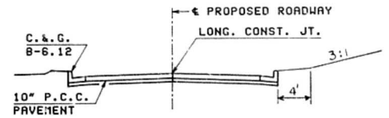


STAGE 1 CONSTRUCTION

STAGE 2 CONSTRUCTION



SECTION A-A
STAGE 1 CONSTRUCTION



SECTION B-B
STAGE 2 CONSTRUCTION

BITUMINOUS BASE COURSE 10"	525	SQ YD
BITUMINOUS BASE COURSE 10" REMOVAL	353	SQ YD
PORTLAND CEMENT CONCRETE PAVEMENT 10"	1000	SQ YD
COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24	535	LIN FT
FENCE INSTALLATION COMPLETE	1	L SUM
TEMPORARY CONCRETE BARRIER	360	LIN FT
PAVEMENT FABRIC	1000	SQ YD
PROTECTIVE COAT	1200	SQ YD
TEMP. CONC. BARRIER TERMINAL SECTION	2	EACH

NOTES:

1. FOR GEOMETRICS SEE DWG. NO. HGE-03.
2. FOR TYPICAL SECTIONS SEE DWG. NO. HTS-02.
3. FOR REMOVAL STAGING SEE DWG. NO. HTM-01.
4. FOR TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES SEE STANDARD 2305.
5. FENCE INSTALLATION SHALL BE DONE IN ACCORDANCE TO THE APPLICABLE PORTION OF SECTION 629 OF THE STANDARD SPECIFICATIONS (SEE SPECIAL PROVISION).
6. FOR STORM SEWER SEE DWG. NO. WSS-07.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION STAGING AND TRAFFIC MAINTENANCE - ACCESS ROAD

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

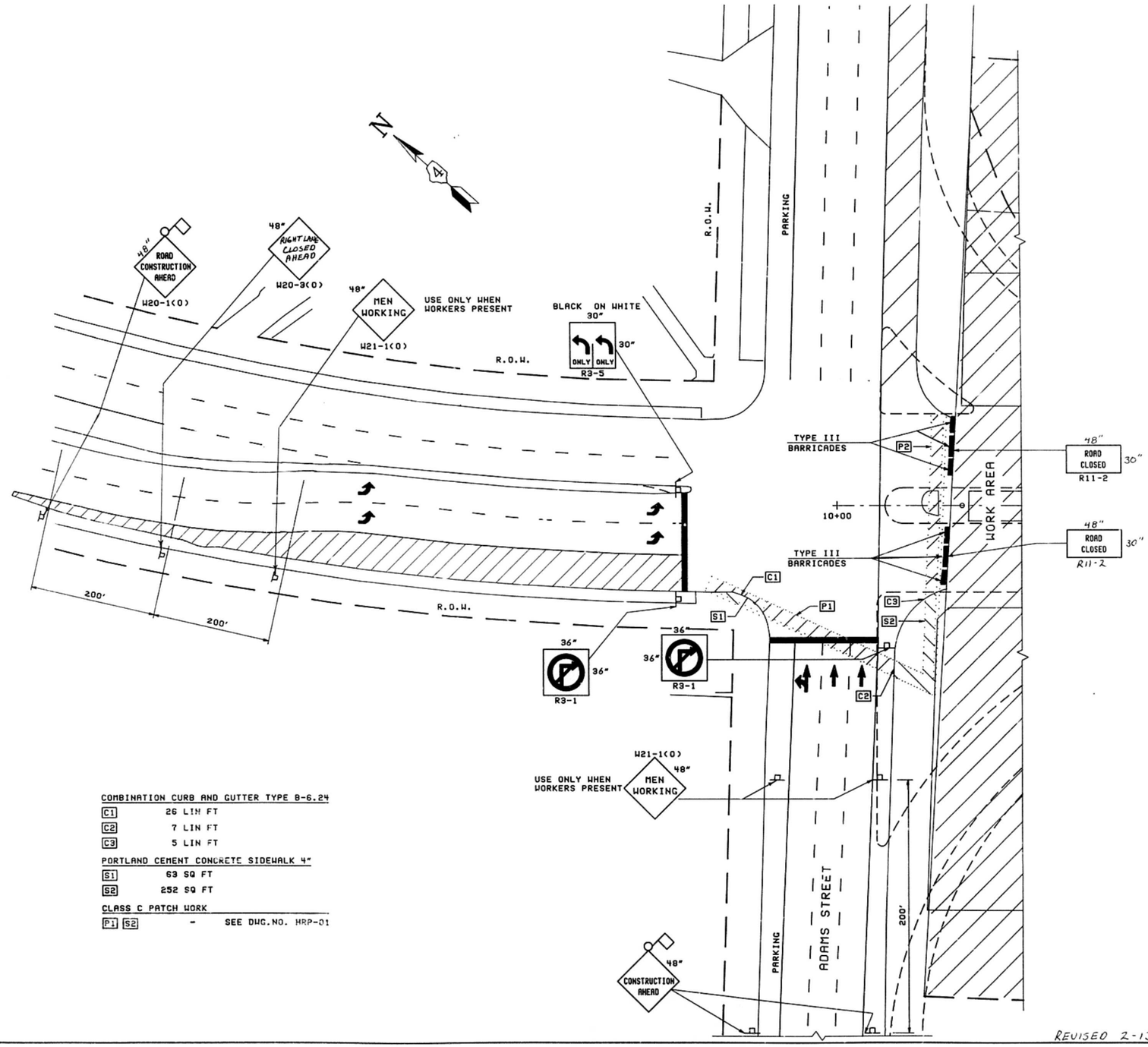
DRAWING NO.	SCALE	DATE	SHEET NO.
HTM-02		REV 1/92	48

DESIGNED BY: LGB CHECKED BY: PCW
DRAFTED BY: MCM CHECKED BY: LGB
ESTIMATED BY: RJR CHECKED BY: PCW
IN CHARGE: PCW

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	49	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F & E-1, D, AND P



COMBINATION CURB AND GUTTER TYPE B-6.24

C1	26 LIN FT
C2	7 LIN FT
C3	5 LIN FT

PORTLAND CEMENT CONCRETE SIDEWALK 4"

S1	63 SQ FT
S2	252 SQ FT

CLASS C PATCH WORK

P1 S2 - SEE DWG.NO. HRP-01

GENERAL SEQUENCE OF OPERATIONS:

1. ADJUST TRAFFIC SIGNALS AT THIS INTERSECTION IN ACCORDANCE WITH DWG. NO. HEL-01.
2. PROVIDE AND INSTALL TEMPORARY TRAFFIC SIGNS IN ACCORDANCE WITH THIS DRAWING.
3. INSTALL TEMPORARY PAVEMENT MARKINGS AS INDICATED ON DWG. NO. HPM-0 .
4. INSTALL TYPE III BARRICADES AROUND CONSTRUCTION AREA AS INDICATED ON THIS DRAWING.
5. PROVIDE LANE CLOSURES AS NECESSARY FOR CONSTRUCTION OF NEW STORM SEWER LINE ACROSS ADAMS STREET. STANDARD U-3.
6. RESTORE PAVEMENT, CURBS AND GUTTERS WHERE REMOVED FOR CONSTRUCTION OF STORM SEWER.

NOTES:

1. FOR PAVEMENT MARKINGS SEE DWG. NO. HPM-01.
2. FOR TEMPORARY TRAFFIC SIGNALS SEE DWG. NO. HEL-01.
3. FOR TYPE III BARRICADES SEE STANDARD 2299 AND 2298 .
4. 18" ORANGE FLAGS SHALL BE ATTACHED TO ALL SIGNS.

REVISED 2-13-92

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH
TRAFFIC MAINTENANCE & STAGING - KUMPF AND ADAMS

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HTM-03		Sept. 11, 1990	49

IN CHARGE: PCH DESIGNED BY: RJR CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB ESTIMATED BY: RJR CHECKED BY: LGB

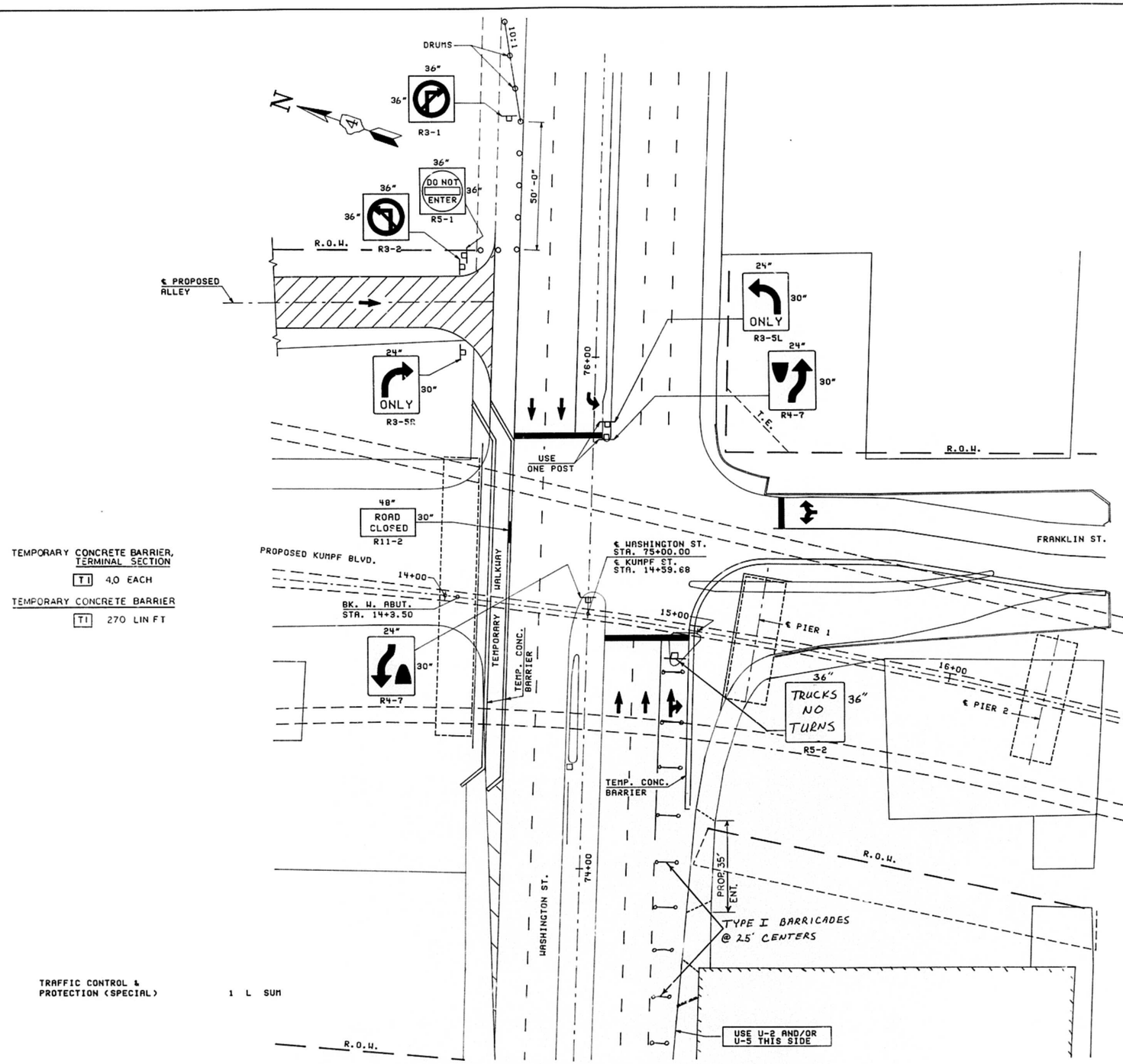
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	50	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1: 50-2: (50)F & E-1, D, AND P

IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: LCB DRAFTED BY: SBA CHECKED BY: LJB ESTIMATED BY: RJR CHECKED BY: LCB



TEMPORARY CONCRETE BARRIER, TERMINAL SECTION

T1 4.0 EACH

TEMPORARY CONCRETE BARRIER

T1 270 LIN FT

TRAFFIC CONTROL & PROTECTION (SPECIAL) 1 L SUM

STAGING:

SUGGESTED CONSTRUCTION STAGING

STAGE 1: CONSTRUCT ALLEY.

STAGE 2: CLOSE KUMPF BLVD. & SIDEWALKS, ERECT TEMPORARY BARRIERS AND TRAFFIC CONTROL SIGNS. USE STANDARDS U-2 & U-5 (TYP.)

STAGE 3: REMOVE EXISTING STREET LIGHTS AND INSTALL NEW ELECTRICAL CONDUITS AND MANHOLES (INCL. TEMPORARY MANHOLE).

STAGE 4: INSTALL TEMPORARY TRAFFIC SIGNALS.

STAGE 5: REMOVE EXISTING ISLANDS AND PATCHING WHERE NOTED. USE STANDARD U-4.

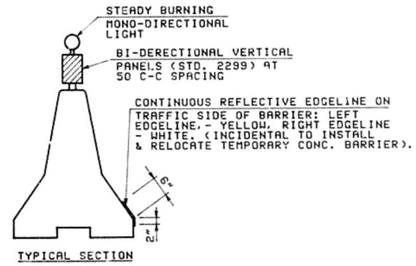
STAGE 6: RELOCATE STORM AND SANITARY SEWERS. SEE DWGS. HSS-01 AND HSS-02 FOR ADDITIONAL STAGES.

STAGE 7: CONSTRUCT ABUTMENT AND REINFORCED EARTH RETAINING WALL.

STAGE 8: RELOCATE TEMPORARY ELECTRICAL MANHOLE AND INSTALL STREET LIGHTING ON WASHINGTON ST. AND JUNCTION BOXES FOR MAIN LINE STREE LIGHTING AND NAVIGATION LIGHTS.

NOTES:

1. FOR TEMPORARY TRAFFIC SIGNALS SEE DWG. NO. HEL-02.
2. FOR CONSTRUCTION DETAILS SEE DWG. NO. HCD-07.
3. PLACE 'CONSTRUCTION AHEAD' SIGNS ON E.B. AND W.B. WASHINGTON ST.
4. LENGTH OF BARRIER ON WASHINGTON ST. TO BE ADJUSTED TO PROVIDE A MIN. 35' PERM. ENT. TO MECHANICAL RUBBER.



TYPICAL SECTION

TEMP. CONC. BARRIER

NOTE: THE FURNISHING, INSTALLING, MAINTENANCE AND REMOVAL OF THE STEADY BURNS AND THE VERTICAL PANELS SHALL BE CONSIDERED INCIDENTAL TO CONCRETE BARRIER.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WASHINGTON STREET
TRAFFIC MAINTENANCE & STAGING - WASHINGTON ST.

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

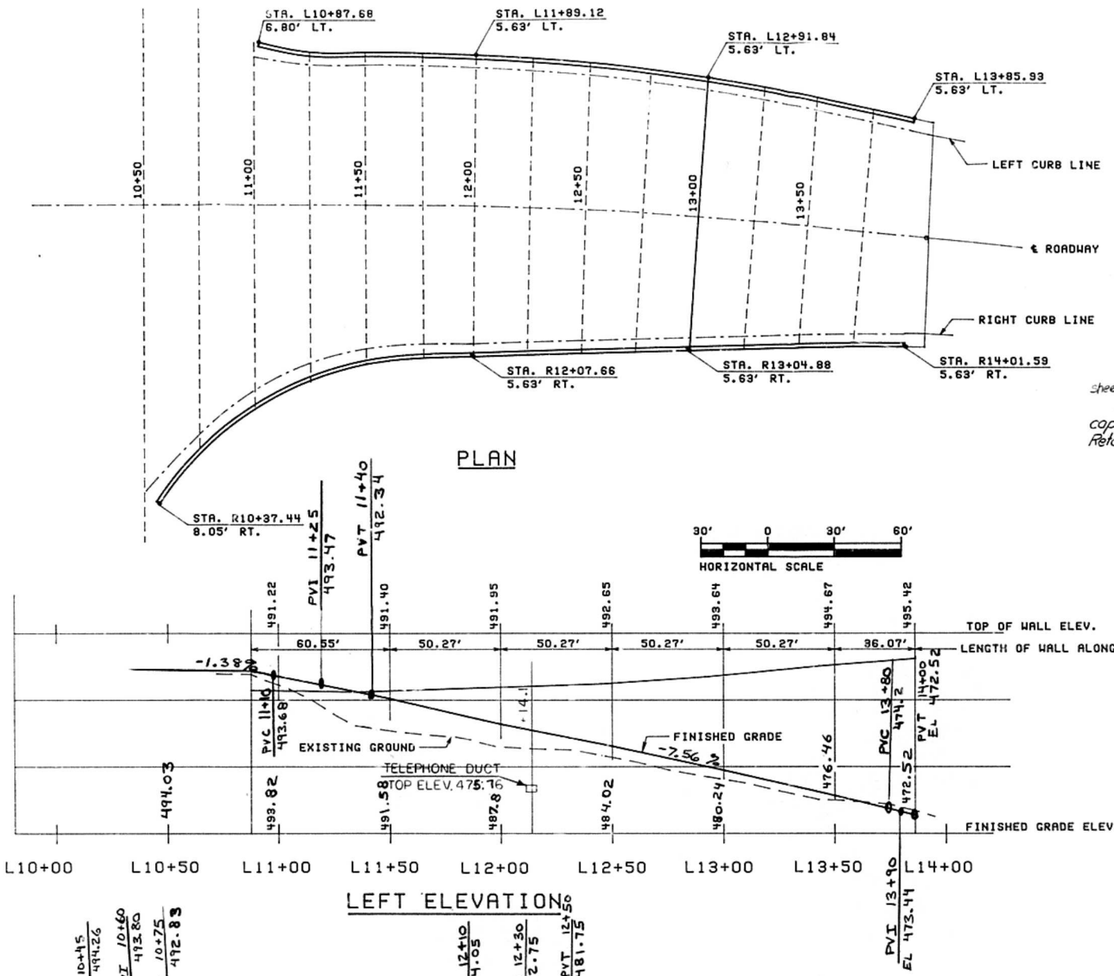
DRAWING NO.	SCALE	DATE	SHEET NO.
HTM-04		Sept. 11, 1990	50

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	•	PEORIA & TAZEWELL	51	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

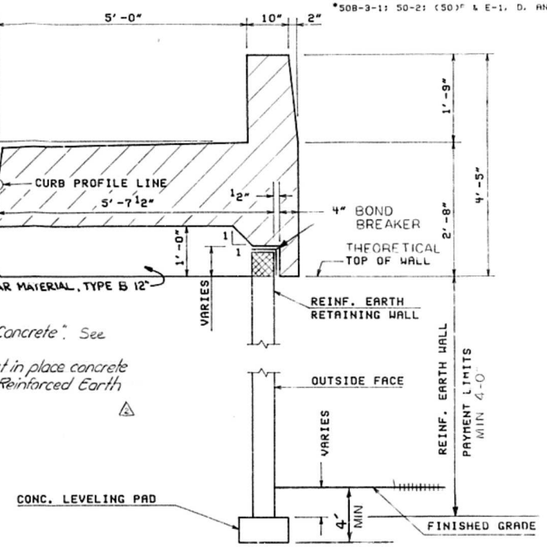
*508-3-1; 50-2; (50)F & E-1, D, AND P



PLAN

LEFT ELEVATION

RIGHT ELEVATION



Hatched area indicates "Class X Concrete". See sheet # 30 for quantity.

Cross hatched area indicates cast in place concrete cap. Cost incidental to "Internally Reinforced Earth Retaining Wall." △2

Maximum Allowable Soil Pressure = 6.7 KSF △2

PAYMENT LIMITS

ELEVATIONS ON 1ST DUCT STA 12+25
66' RT
67' LT

SEE DWG HRE-02 FOR ADDITIONAL INFORMATION

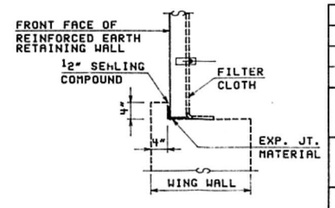
NOTES:

1. REINFORCED EARTH WALL STATIONS ARE GIVEN ALONG LEFT OR RIGHT CURB LINES.
2. SEE DWG. NO. HCD-02 FOR CURB PROFILES.
3. FILTER CLOTH AND EXP. JT. MATERIAL ARE INCIDENTAL TO REINFORCED EARTH WALL.
4. SELECT BACKFILL SHALL EXTEND BACK TO BACK OF REINFORCED EARTH WALL PANELS AND SHALL BE INCIDENTAL TO REINFORCED EARTH WALL.
5. THIS WORK SHALL BE PAID FOR AT THE UNIT PRICE PER SQ. FT. FOR *Internally Reinforced Earth Retaining Wall* △2

△ Subbase Granular Material Type B 12" will be for separately.

△2 *Internally Reinforced Earth Retaining Wall*

LEFT WALL	3688 SQ FT
RIGHT WALL	3780 SQ FT
TOTAL	7468 SQ FT



PLAN DETAIL AT WINGWALL

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
WEST APPROACH
REINFORCED EARTH RETAINING WALL

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HRE-01		Aug. 09, 1991	51

△ Rev. 3-9-92

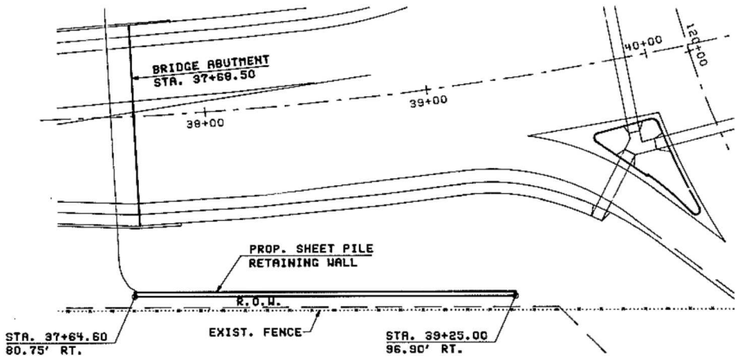
IN CHARGE: PCH DESIGNED BY: RJR CHECKED BY: LGB ESTIMATED BY: RJR CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB

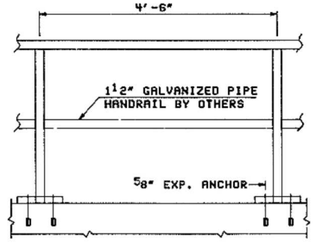
D C B A 0 A B C D

TAMERAN

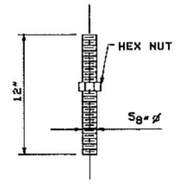
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
*	*	TAZEWELL	52	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

D- 94-027-88 * FAU 6713 SCB-5 , SC-3
FAU 6707 SCB-4
FAU 6712 (12HB, 12HV8)BR
FAU 6713 (SC-3)TS, HL & SC

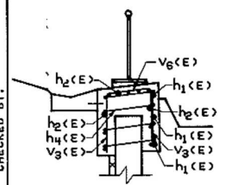




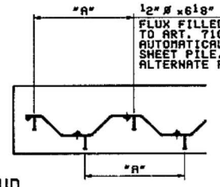
HANDRAIL DETAIL



ANCHOR BOLT 5/8" DIA.
FULLY THREADED. 12" LONG



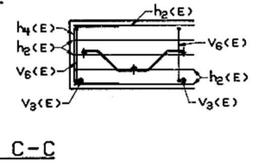
SECTION B-B



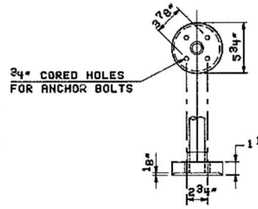
1/2"ø x 6 1/8" GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ART. 710.38 OF THE STD. SPEC'S AUTOMATICALLY END WELDED TO FACE OF SHEET PILE. CONTRACTOR MAY SUBMIT ALTERNATE FOR APPROVAL.

STUD SPACING TABLE:

SHEET PILES	"A" CTS. HORZ.	VERT. SPA.
PZ22	44.00"	24.00"
PZ27	36.00"	24.00"
PZ35	45.28"	24.00"

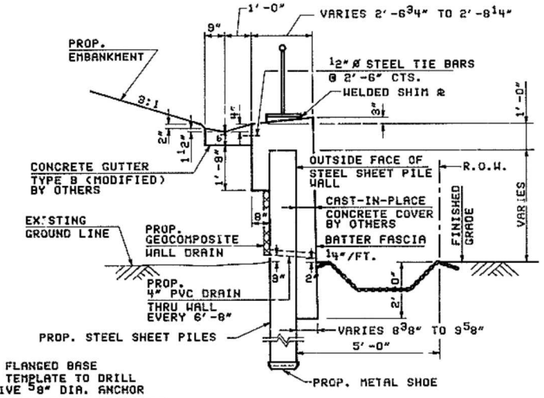


SECTION C-C

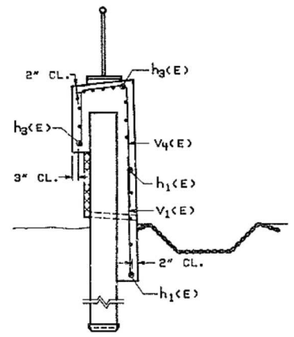


CAST IRON OR STRUCTURAL STEEL FITTING

NOTE:
FABRICATED HANDRAIL WITH FLANGED BASE FITTING TO BE USED FOR A TEMPLATE TO DRILL 1"ø HOLES IN TOP TO RECEIVE 5/8" DIA. ANCHOR BOLTS. THE BOLTS SHALL BE SECURED IN THE HOLES WITH AN EPOXY ADHESIVE WHICH MEETS THE MINIMUM LOAD REQUIREMENTS FOR ASTM A 307.



SECTION A-A

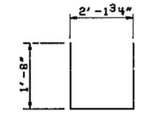


HBRRP FUND
BILL OF MATERIAL

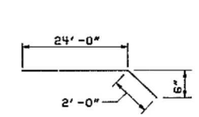
BAR	NO.	SIZE	LENGTH	SHAPE
h1(E)	17	#4	44'-3"	
h2(E)	11	#4	26'-0"	
h3(E)	44	#4	38'-6"	
h4(E)	8	#4	5'-6"	
V1(E)	24	#4	4'-6"	
V2(E)	13	#4	3'-0"	
V3(E)	7	#4	2'-3"	
V4(E)	24	#4	8'-3"	
V5(E)	13	#4	6'-9"	
V6(E)	7	#4	6'-0"	
** REINFORCEMENT BARS (EPOXY COATED)		LBS	2180	
** CLASS X CONCRETE (SPECIAL)		CU YD	65	
STEEL SHEET PILING (SPECIAL)		SQ FT	4054	
** CONCRETE GUTTER TYPE B (MODIFIED)		LIN FT	175	
△ * METAL SHOES		EACH	98	

** PIPE HANDRAIL (SPECIAL)
STA. 37+68 TO STA. 39+26 171 LIN FT

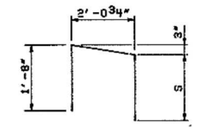
MIN. BAR LAP
#4 BARS = 1'-8"



BAR h4(E)

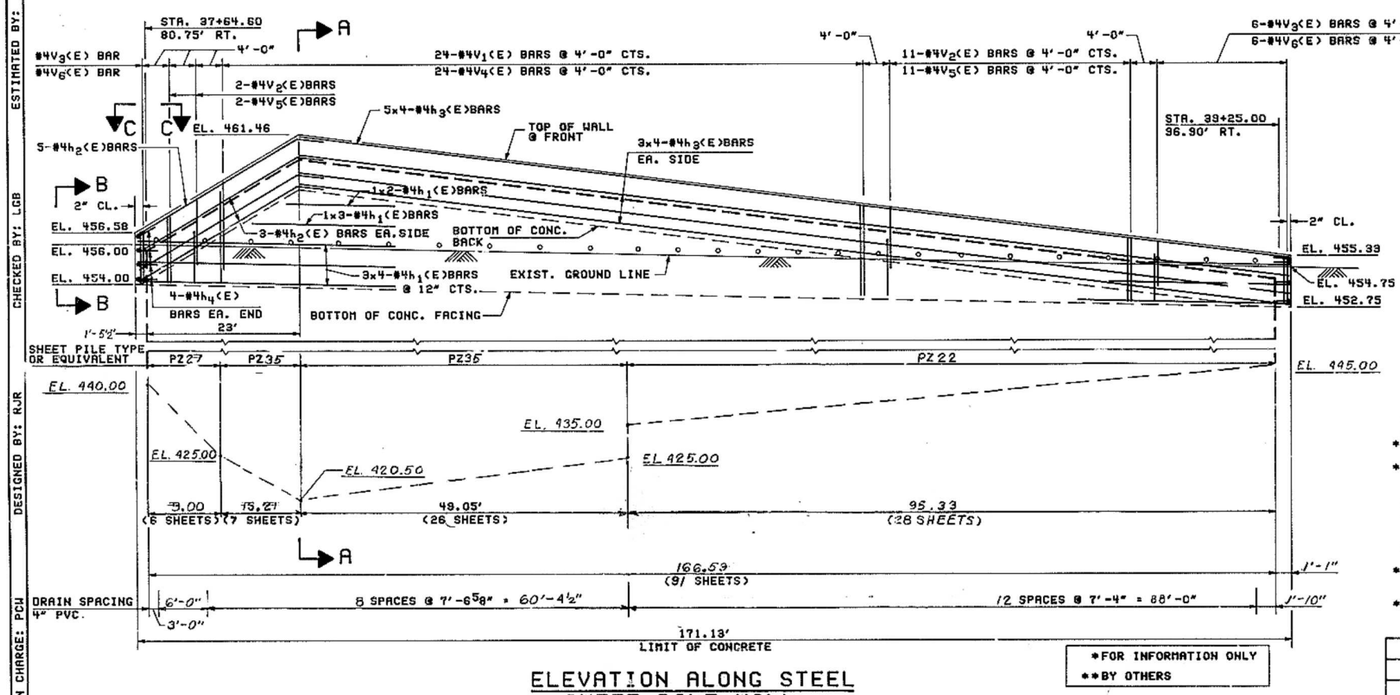


BAR h2(E)



BARS V4(E), V5(E) & V6(E)

BAR	S
V4(E)	4'-6"
V5(E)	3'-0"
V6(E)	2'-3"



ELEVATION ALONG STEEL SHEET PILE WALL

*FOR INFORMATION ONLY
**BY OTHERS

NOTES:
*1. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
*2. BARS INDICATED THUS 1x2-#4 ETC. INDICATES 1 LINE OF BARS WITH 2 LENGTHS PER LINE.
3. FOR CROSS SECTIONS SEE DWG. NOS. HCS-05 & HCS-06.
4. COST FOR GEOCOMPOSITE WALL DRAIN AND 4" PVC DRAIN IS INCIDENTAL TO STEEL SHEET PILING (SPECIAL).
5. ALL SHEET PILING TO BE A328 STEEL, HOT ROLLED/BALL AND SOCKET INTERLOCKS.
*6. CONNECTION OF RAILING TO POSTS SHALL BE MADE BY CONTINUOUS WELDING OR WITH USING STANDARD PIPE FITTING.
*7. THE CONTRACT UNIT PRICE FOR LINEAL FEET OF PIPE HANDRAIL (SPECIAL) SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE EXPANSION ANCHORS.

REVISION	DATE	DESCRIPTION

△ Rev. 3-9-92

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH

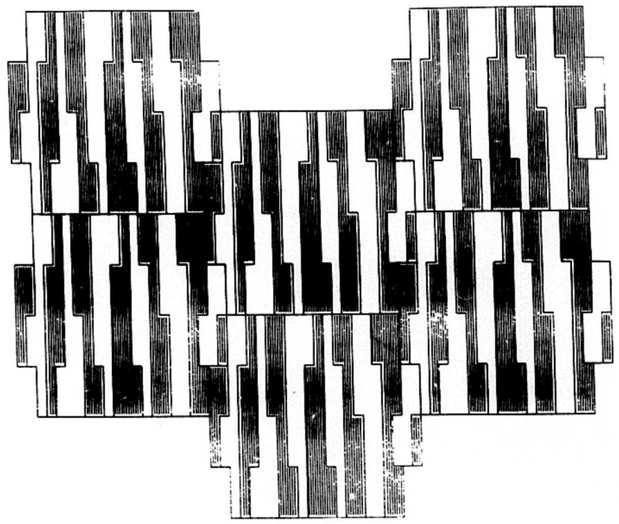
SHEET PILE RETAINING WALL - MAINLINE

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

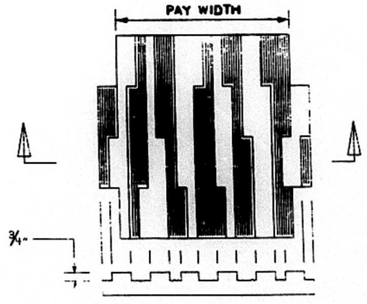
DRAWING NO.	SCALE	DATE	SHEET NO.
HRE-01A		1-09-92	52

ESTIMATED BY:
CHECKED BY: LGB
DESIGNED BY: RJR
DRAFTED BY: SBA
CHECKED BY: RJR
IN CHARGE: PCW

D C B A 0 A B C D
TAMERAN



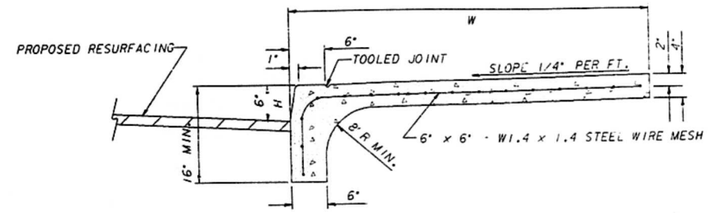
INTERNALLY REINFORCED EARTH PANEL PATTERN



SURFACE TEXTURE

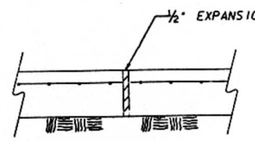
PROJECT NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEORIA & TAZEWELL	53	313
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	FED. AID PROJECT	

* 506-3-1; 50-2; (50) F&E-1 D AND P



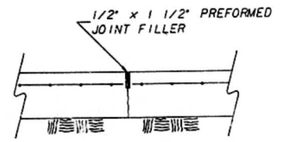
SEE COMBINATION CONCRETE CURB SIDEWALK 4" SPECIAL DETAILS FOR GENERAL NOTES

COMBINATION CURB - SIDEWALK 4"



SEC A - A

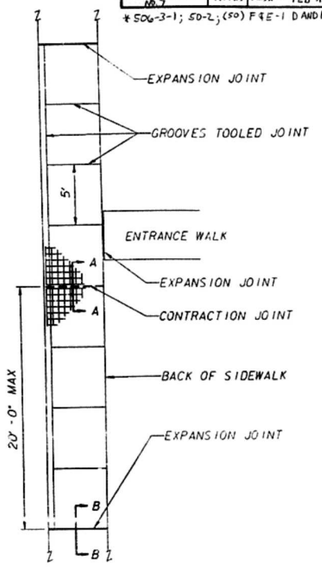
EXPANSION JOINT
SPACE EXPANSION JOINT AT 40' INTERVALS

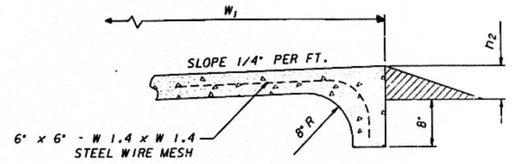


SEC B - B

CONTRACTION JOINT
CONTRACTION JOINTS SHALL BE SPACED SO THAT THE DISTANCE TO EXPANSION JOINTS ON EITHER SIDE SHALL NOT EXCEED 20'

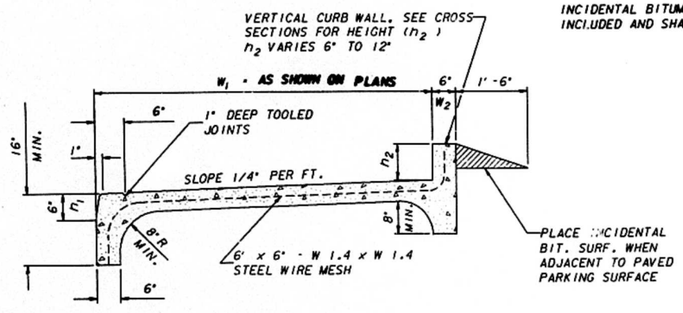
PLAN





ALTERNATE BACK DETAIL

WHEN SIDEWALK GRADE ABOVE EXISTING GRADE



COMBINATION CONCRETE CURB-SIDEWALK 4" (SPECIAL)

MEASUREMENT FORMULA

$W_1 + W_2$ x LENGTH CONSTRUCTED = PAYMENT AREA

GENERAL NOTES:

ALL PROVISIONS IN SECTION 624 OF THE STANDARD SPECIFICATIONS OF THE STATE OF ILLINOIS SHALL APPLY, EXCEPT THAT THESE ITEMS SHALL INCLUDE A CURB OR CURB WALL AND SHALL BE REINFORCED WITH 6" x 6" - W 1.4 x W 1.4 STEEL WIRE MESH AS SHOWN.

CONSTRUCT VERTICAL CURB WALL AS SHOWN AT BACK OF WALK AT LOCATIONS OF COMBINATION CONCRETE CURB-SIDEWALK, 4" (SPECIAL). **ALL CONCRETE TO BE POURED MONOLITHICALLY.**

THE **PAYMENT** AREA WILL BE IN SQUARE FEET AND COMPUTED AS SHOWN. EACH ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE AND SHALL BE PAYMENT IN FULL FOR ALL MATERIALS (INCLUDING THE WIRE MESH), EQUIPMENT AND LABOR REQUIRED TO CONSTRUCT.

INCIDENTAL BITUMINOUS SURFACING AS SHOWN SHALL **BE** INCLUDED AND SHALL **NOT BE PAID FOR SEPARATELY.**

NOTE: SEE DETAILS OF COMB. CONC. CURB-SIDEWALK, 4" FOR DETAILS OF EXPANSION AND CONTRACTION JOINTS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

COMBINATION CONCRETE CURB-SIDEWALK 4" (SPECIAL)

DISTRICT NO. 4 PEORIA

DESIGNED	
DRAWN	DATE
CHECKED	SCALE

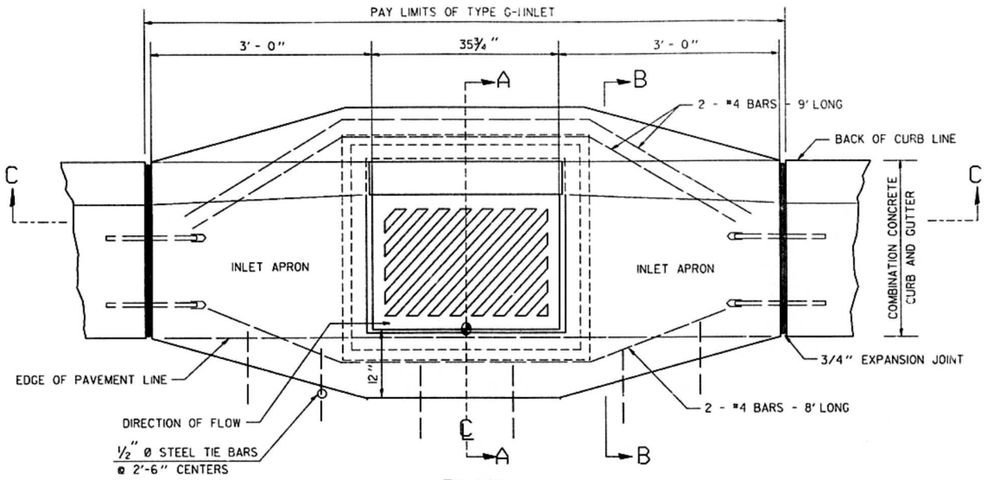
Rev. 3-9-92

D C B A 0 A B C D

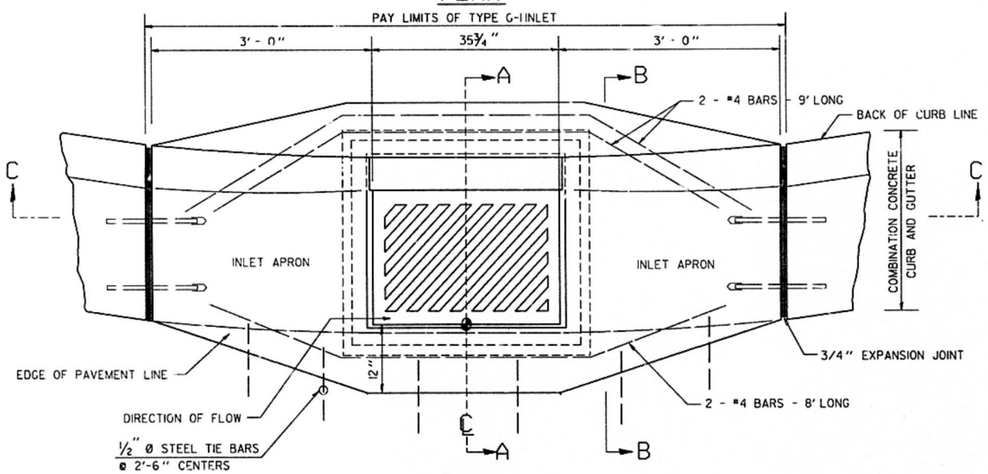
TAMERAN

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 6715	*	PEO+TAZ	313	54
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

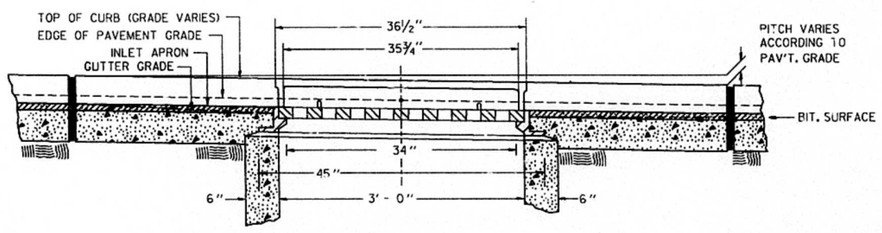
*50B-3-1; 50-2;(50)F+E-1,D+P



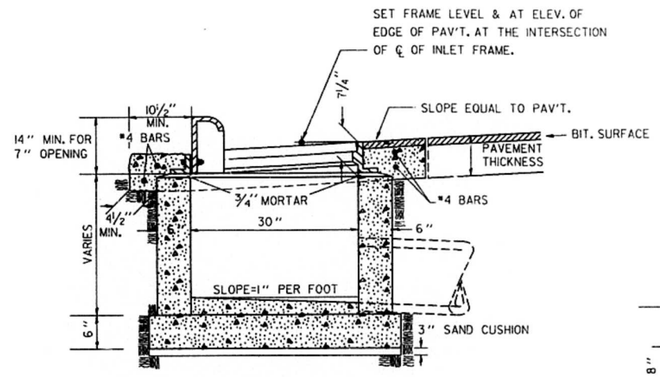
PLAN



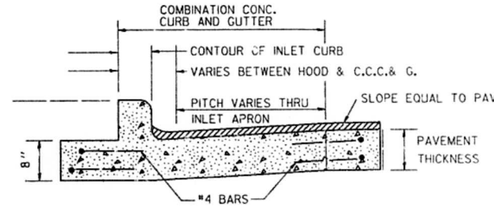
PLAN



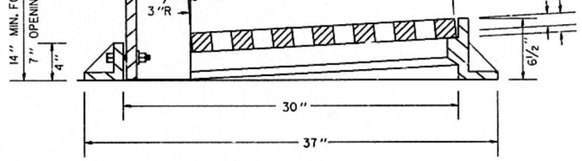
SECTION C - C



SECTION A - A



SECTION B - B



DESIGNER NOTES

THIS ITEM, INLET, TYPE G-I, SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 612 OF IE STANDARD SPECIFICATIONS.

ALL VOIDED AREAS SHALL BE BACKFILLED WITH TRENCH BACKFILL. INLET WALLS SHALL BE 6" CLASS "X" CONCRETE.

THIS ITEM SHALL INCLUDE THE INLET CONSTRUCTION COMPLETE IN PLACE AS INDICATED HEREIN, OF WHICH SHALL ALSO INCLUDE INLET CASTING, NECESSARY EXCAVATION, CLASS "X" CONCRETE, DOWEL BAR, REINFORCEMENT BARS, TRENCH BACKFILL, AND EXPANSION JOINT MATERIAL.

THIS ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "INLET TYPE G-I" WHICH SHALL BE PAYMENT IN FULL FOR ALL LABOR, MATERIAL, TOOLS, EQUIPMENT NECESSARY TO PERFORM THIS ITEM OF WORK AS INDICATED.

FRAME AND GRATE

MATERIAL - CAST GRAY IRON ASTM A-48-83 CLASS 35B	
FRAME	271 LBS
CURB BOX	140 LBS
GRATE	210 LBS

REVISIONS NAME	DATE

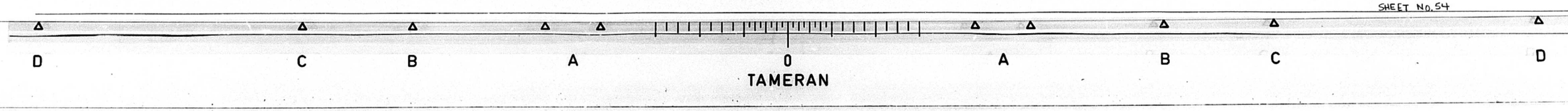
ILLINOIS DEPARTMENT OF TRANSPORTATION

INLET, TYPE G-I

CADD STANDARD B-4.05

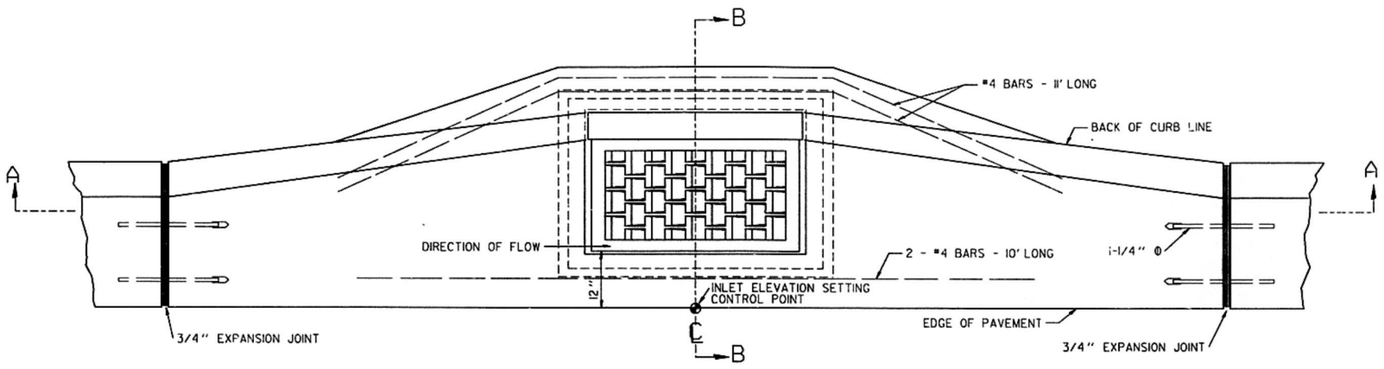
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

DATE CHECKED BY

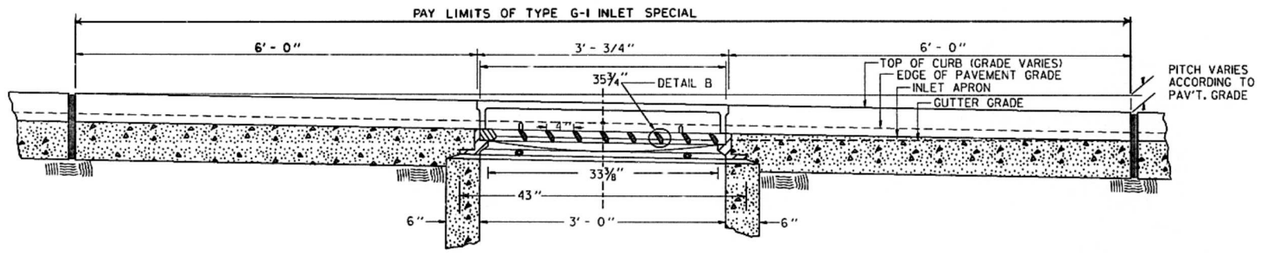


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
FAU 6715	*	PEO + TAZ	313	55
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* 50B-3-1; 50-2; (50)F+E-1, D+P



PLAN



SECTION A - A

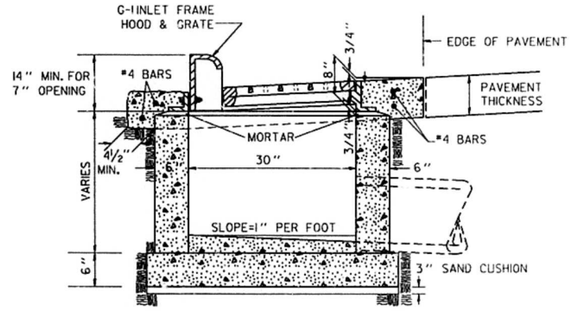
THIS ITEM, INLET, TYPE G-I SPECIAL, SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 612 OF THE STANDARD SPECIFICATIONS.

ALL VOIDED AREAS SHALL BE BACKFILLED WITH TRENCH BACKFILL. INLET WALLS SHALL BE 6" CLASS "X" CONCRETE.

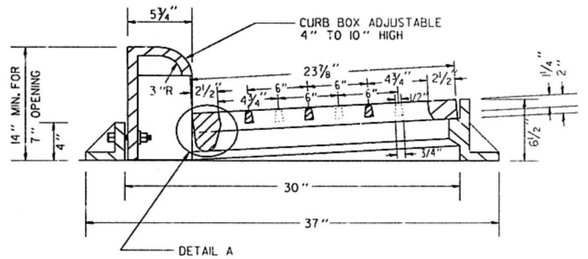
THIS ITEM SHALL INCLUDE THE INLET CONSTRUCTION COMPLETE IN PLACE AS INDICATED HEREIN, OF WHICH SHALL ALSO INCLUDE INLET CASTING, NECESSARY EXCAVATION, CLASS "X" CONCRETE, DOWEL BAR, REINFORCEMENT BARS, TRENCH BACKFILL, AND EXPANSION JOINT MATERIAL.

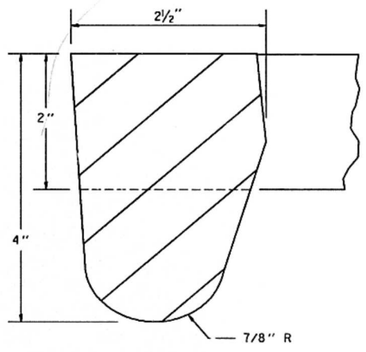
THIS ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "INLET, TYPE G-I SPECIAL" WHICH SHALL BE PAYMENT IN FULL FOR ALL LABOR, MATERIAL, TOOLS, EQUIPMENT NECESSARY TO PERFORM THIS ITEM OF WORK AS INDICATED.

THE CONTRACT UNIT PRICE PER INLET REFLECTS PAYMENT OF 15' 3 3/4" OF COMBINATION CONCRETE CURB AND GUTTER, THROUGH THE INLET PER SECTION 616.13 OF THE STANDARD SPECIFICATIONS.

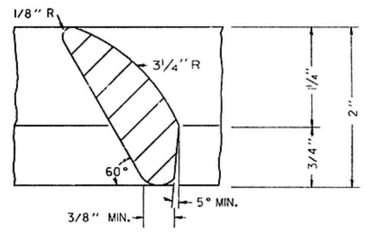


SECTION B - B





DETAIL A



DETAIL B

FRAME AND GRATE

MATERIAL - CAST GRAY IRON ASTM A-48-83 CLASS 35B TOTAL WEIGHT 640 LBS.

REVISIONS	
NAME	DATE

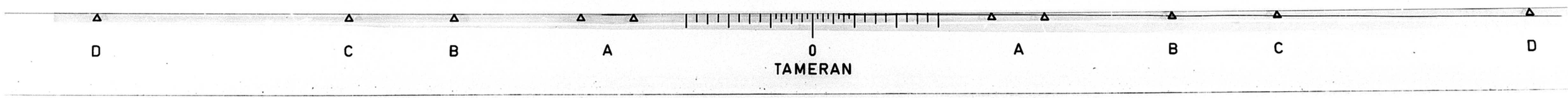
ILLINOIS DEPARTMENT OF TRANSPORTATION

INLET, TYPE G-I SPECIAL

CADD STANDARD B-4.04
SCALE: NOT DRAWN TO SCALE — DRAWN BY CADD
DATE 9/25/87 — CHECKED BY

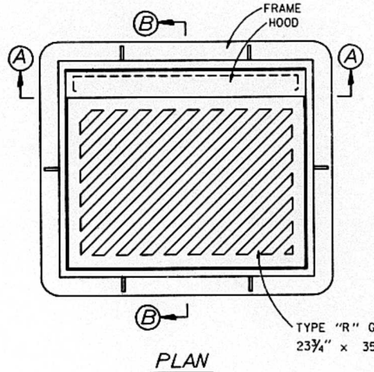
VANE GRATE

SHEET NO.55



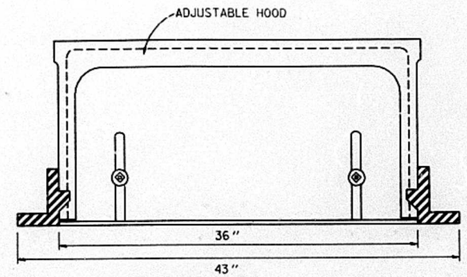
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6713	*	PEORIA + TAZEWELL	313	55A
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

508-3-1; 50-2; (501F + E-1, D, AND P

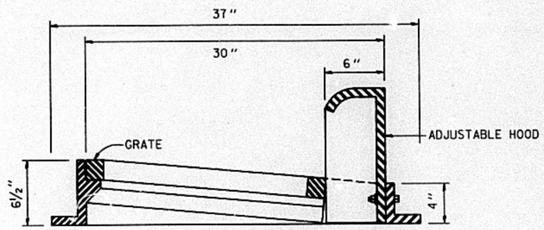


PLAN

NOTE:
FRAME, GRATE & HOOD NEENAH R-3246 A
OR EQUAL (FRAME & HOOD #3246-0001
GRATE TYPE R #3246-0027)
MATERIAL = GREY CAST IRON

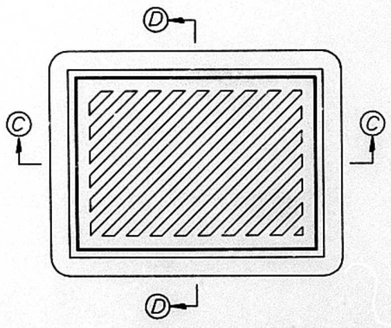


SECTION A-A



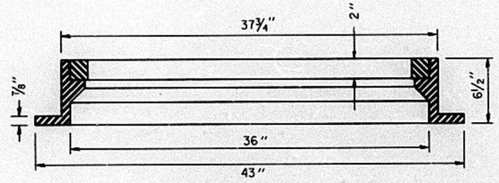
SECTION B-B

G - 1 INLET FRAME & GRATE

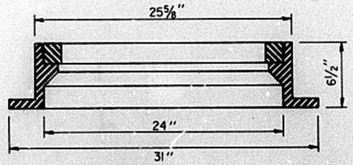


PLAN

NOTE:
FRAME & GRATE NEENAH R-3454 B
OR EQUAL, FRAME # (3454-0002)
GRATE TY. R # (3246-0029)

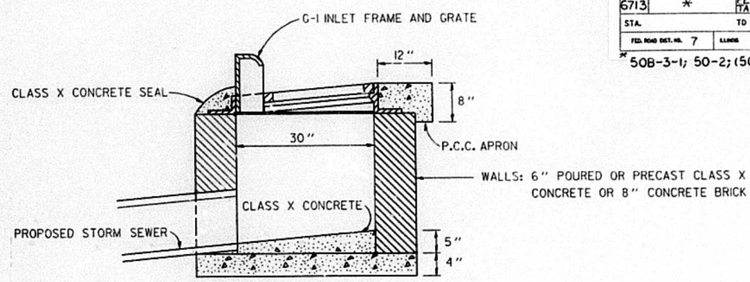


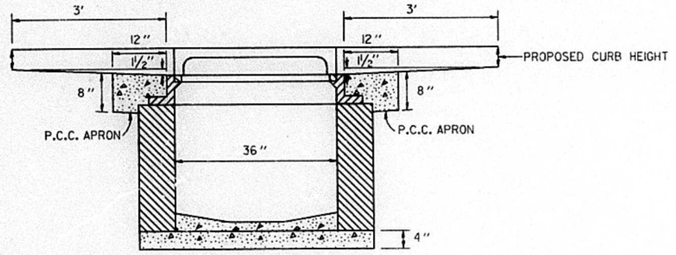
SECTION C-C



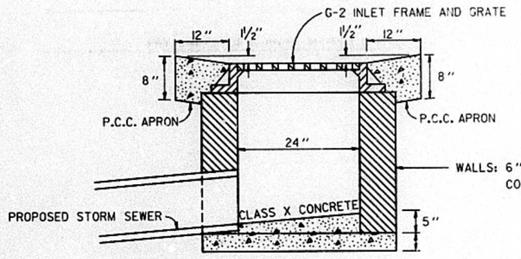
SECTION D-D

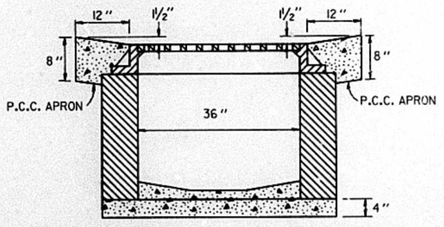
G - 2 INLET FRAME & GRATE





G - 1 INLET WITH P.C.C. APRON





G - 2 INLET WITH P.C.C. APRON

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

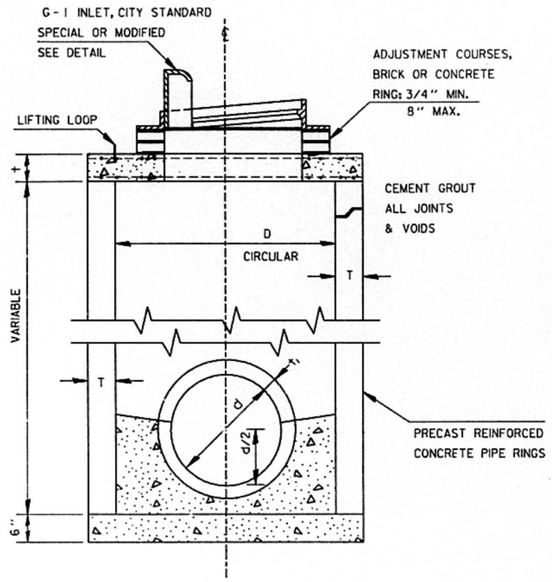
INLET FRAME & GRATE
G-1 INLET WITH P.C.C. APRON
G-2 INLET WITH P.C.C. APRON

SCALE: NOT DRAWN TO SCALE — DRAWN BY S.L.P.
DATE 9/9/87 — CHECKED BY

D C B A 0 A B C D
TAMERAN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6713	*	PEO-TAZ	313	56
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* 50B-3-1; 50-02; (501F + E-1, D, AND P

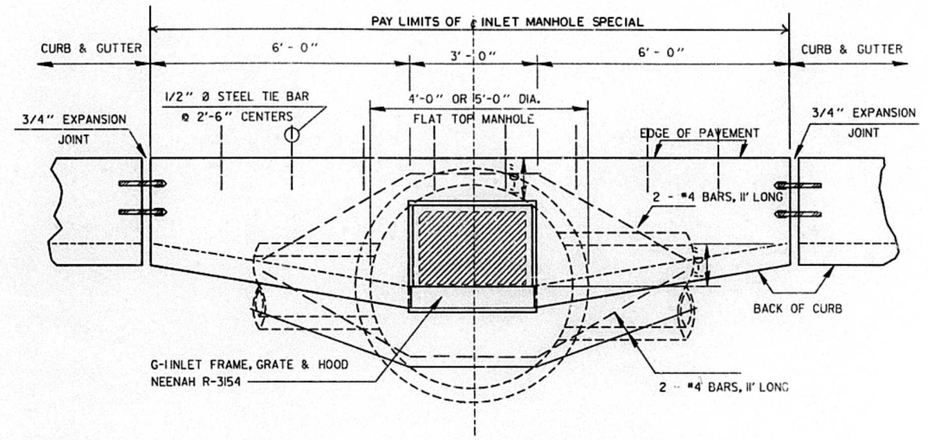


SECTION

NOTES:
ALL CONCRETE USED FOR CONSTRUCTION OF THE INLET MANHOLE SHALL BE CLASS "X" CONCRETE.

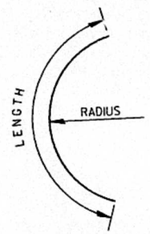
THIS ITEM SHALL INCLUDE THE INLET MANHOLE (4' DIA. & 5' DIA.) COMPLETE IN PLACE AS INDICATED HEREIN, INCLUDING INLET CASTINGS, NECESSARY EXCAVATION, PRECAST REINFORCED CONCRETE MANHOLE PIPE RINGS, CURB AND GUTTER, BASE COURSE, REINFORCING BARS, TRENCH BACKFILL, AND EXPANSION JOINT MATERIAL.

ARTICLE 612.13 SHALL NOT APPLY, THIS ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "INLET MANHOLE" (4' DIA. OR 5' DIA.) FOR "SPECIAL" OR "MODIFIED" AS SPECIFIED WHICH SHALL BE PAYMENT FOR ALL LABOR, MATERIAL, TOOLS, AND EQUIPMENT NECESSARY TO PREFORM THIS ITEM OF WORK, AS INDICATED.

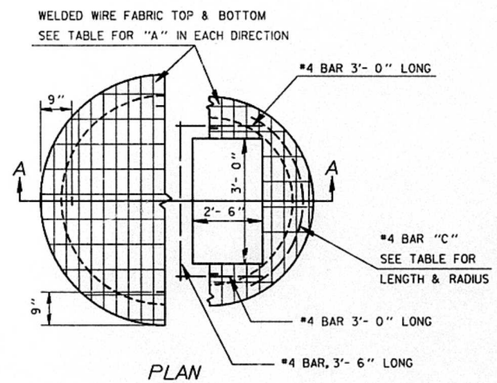


SPECIAL

NOTE:
INLET CASTINGS SHALL BE LOCATED ON THE STREET SIDE OF ALL INLET MANHOLES



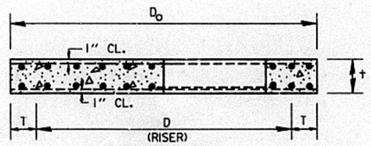
BAR "C"



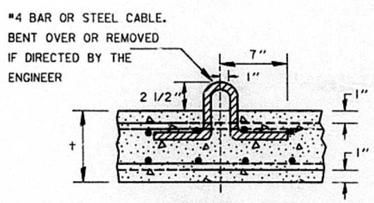
PLAN

TABLE

D	T	D_0	†	REINFORCEMENT "A_s" WELDED WIRE FABRICS		BAR "C"	
				EACH DIRECTION	BAR SIZE	LENGTH	RADIUS
4'-0"	5"	4'-10"	6"	.70 SQ. IN./LIN. FT.	#5	4'-6"	2'-2"
5'-0"	6"	6'-0"	8"	.70 SQ. IN./LIN. FT.	#5	5'-0"	2'-8"

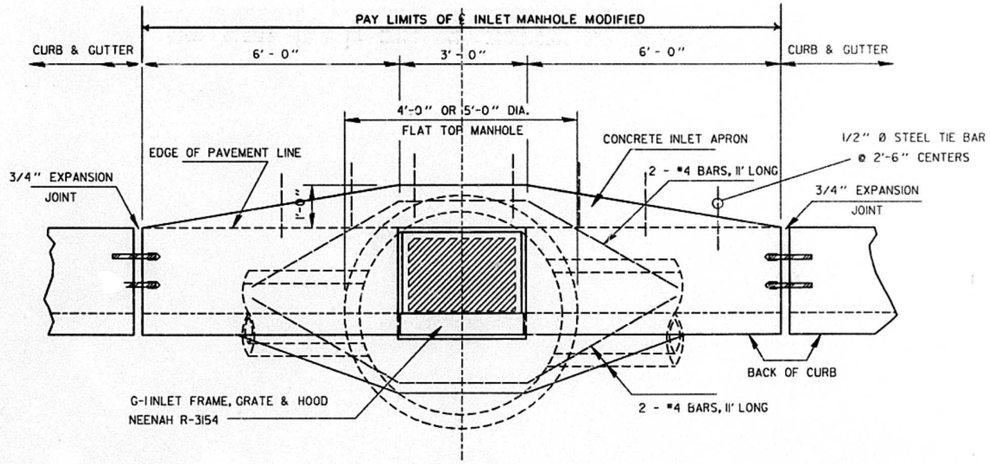


SECTION A-A



LIFTING LOOP
TYPICAL
(3 REQUIRED PER SLAB)

PRECAST REINFORCED CONCRETE
FLAT SLAB TOP
(FOR MANHOLE)



MODIFIED

REVISIONS	
NAME	DATE
CADD	10/5/91

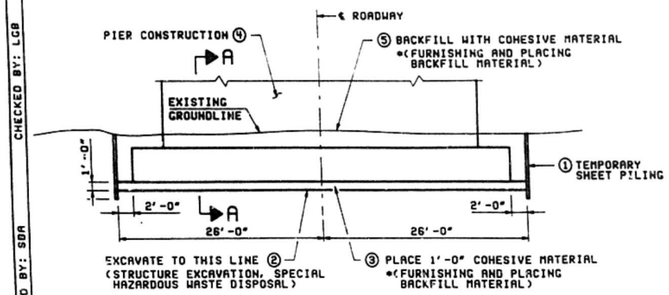
ILLINOIS DEPARTMENT OF TRANSPORTATION

INLET MANHOLE (4'DIA. & 5' DIA.)

G-1 SPECIAL & MODIFIED

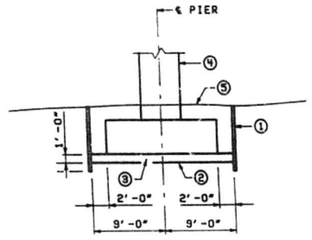
CADD STANDARD B-4.08
SCALE: NOT DRAWN TO SCALE — DRAWN BY CADD
DATE 9/4/87 HDE-03 — CHECKED BY

D C B A 0 A B C D
TAMERAN



PIER 10&11

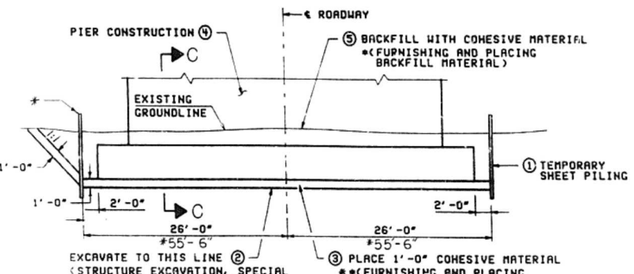
*COST OF PLACING THE BACKFILL MATERIAL IS INCLUDED IN THE CONTRACT UNIT PRICE FOR STRUCTURE EXCAVATION, SPECIAL.



SECTION A-A

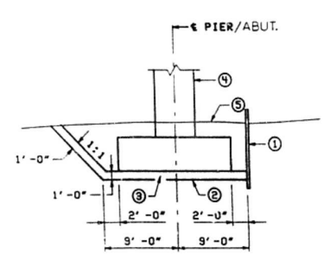
LOCATION	STRUCTURE EXCAVATION (CU YD)		STRUCTURE EXCAVATION SPECIAL (CU YD)		HAZARDOUS WASTE DISPOSAL (CU YD)		SPECIAL WASTE DISPOSAL (CU YD)		FURNISHING BACKFILL MATERIAL (CU YD)		TEMPORARY SHEET PILING (L SUM)		TEMPORARY PARTIAL SHEET PILING (L SUM)			
											PIER 10	PIER 11	LOCA. 1	LOCA. 2	LOCA. 3	LOCA. 4
ROBERT H. MICHEL BRIDGE	PEO.	TAZE.	PEO.	TAZE.	PEO.	TAZE.	PEO.	TAZE.	PEO.	TAZE.	TAZE.	TAZE.	PEO.	PEO.	PEO.	PEO.
WEST ABUTMENT	576												1			
PIER 1			243				243		118					1		
PIER 2			502				502		379							
PIER 3			708				708		571							
PIER 4			600				600		472							1
PIER 5			349				349		231						1	
PIER 10				305				305		175	1					
PIER 11				550				550		350		1				
PIER 12				531				531		294						
PIER 13				554				554		305						
PIER 14				596				596		386						
** PIER 15				550				550		350						
** PIER 16				550				550		350						
EAST ABUTMENT		205														
* FORMER TERM. R.R EMB.				4,100				4100		1500						
SANITARY SEWER RELOC.																
MH 14 TO MH 15							233		233							
45' PRECEDING MH 14							142		142							
MH 35 TO MH 37							64		64							
STORM SEWER RELOC.																
MH 5 TO MH 6							255		255							
55' PRECEDING MH 5							76		76							
* SURFICIAL AREAS																
AREA "A"				2,650				2,650		2,550						
AREA "B"				148				148		148						
AREA "C"				2,400				2,400		2,400						
AREA "D"				90		90				90						
AREA "E"				60		60				60						
AREA "F"				630				630		630						
* ACCESS ROAD				907				907		907						
SUB-TOTAL	576	205	2,402	14,621	0	150	3,172	14,471	2,541	10,595	1	1	1	1	1	1
TOTAL	781		17,023		150		17,643		13,136		1	1	1	1	1	1

* REMOVE TO A DEPTH OF 2 FEET
** DETERMINATION OF MATERIAL AND CLASSIFICATION FOR PIERS 15 & 16 WILL BE VERIFIED BY MAY 1, 1992

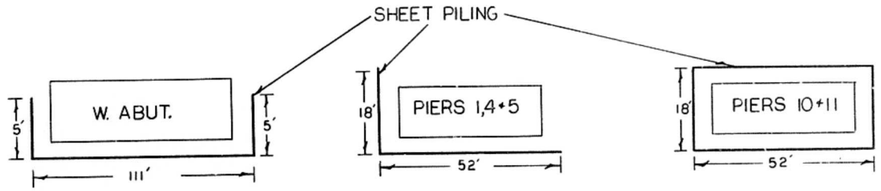


W. ABUT. + PIERS 1,4+5
* ABUTMENT ONLY

**COST OF PLACING THE BACKFILL MATERIAL IS INCLUDED IN THE CONTRACT UNIT PRICE FOR STRUCTURE EXCAVATION, SPECIAL.

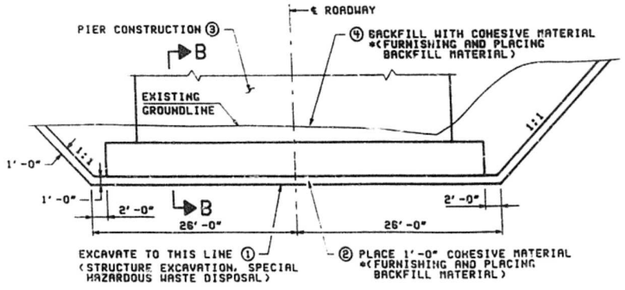


SECTION C-C



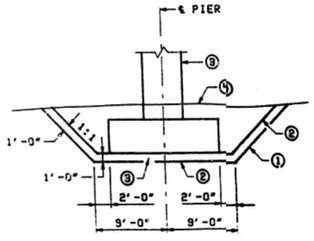
PLAN VIEWS

NOTE: • SEE SHEETS 25 AND 37 FOR LOCATION OF SIDE PILING (LEFT OR RIGHT) FOR PIERS 1,4+5.
• SEE ELEVATION TABLE BELOW FOR PILING TIP AND TOP ELEVATIONS.



PIERS 2,3,12,13,14,15 + 16

*COST OF PLACING THE BACKFILL MATERIAL IS INCLUDED IN THE CONTRACT UNIT PRICE FOR STRUCTURE EXCAVATION, SPECIAL.



SECTION B-B

ELEVATIONS

LOCATION	TIP ELEV.	TOP ELEV.	* AREA
W. ABUT.	450.00	474.00	2904
PIER 1	447.00	471.00	1584
PIER 4	432.00	462.00	1680
PIER 5	434.00	462.50	1995
PIER 10	431.00	456.00	3500
PIER 11	433.00	457.00	3360

* FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURE EXCAVATION AND SOIL MANAGEMENT

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILL.

REVISED ~~11-1-91~~ 2/13/92	DRAWING NO.	SCALE	DATE	SHEET NO.
	HDE-04		Sept. 11, 1990	57

ESTIMATED BY: JPJ CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB DESIGNED BY: RJR CHECKED BY: LGB IN CHARGE: PCW

D C B A 0 A B C D

TAMERAN

ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 4718	005-3-1; 50-2; (50) FAE-1, D, P.	PEORIA & TAZEWELL	313	58
DIST.				
PROJ.	STA.	TO STA.		

KETAY SWAP SHOP

CARL'S SWAP SHOP

TO Z SWAP

IKE & SWANNIE'S TAP

WASHINGTON STREET

WEST ABUTEMENT

PROJECT CENTER LINE

KUMPF BOULEVARD

PEORIA PLAZA HOTEL

SAPP AUTOBODY

PIER NO. 1

PIER NO. 2

FRANKLIN STREET

VACANT LOT

PIER NO. 3

EMPTY LOT

MURRAY TIRE

PIER NO. 4

STORM & SANITARY SEWER EXCAVATION

FORMER TANNERY LOCATION

PIER NO. 5

PIER NO. 6

EXISTING STRUCTURE

P & PU RAILROAD

WEST BANK OF ILLINOIS RIVER

FLOW

NOT TO SCALE

SOIL CLASSIFIED "SPECIAL NON-HAZARDOUS WASTE"

SOIL CLASSIFIED "UNCONTAMINATED EXCAVATION MATERIAL"

WESTON MANAGERS DESIGNERS/CONSULTANTS

Three Hawthorn Parkway
Vernon Hills. Illinois
60061

FIGURE 1

SOIL CLASSIFICATION
& MANAGEMENT REQUIREMENTS
IDOT – ROBERT H. MICHEL BRIDGE PROJECT
HDE – 05 Peoria, Illinois SHEET NO. 58

EIDOT_2B (15 SEPT 91) rws

D C B A 0 A B C D

TAMERAN

ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 6713	*	PEORIA TAZWELL	313	59
MKD.				
PROJ.	STA.	TO STA.		

* 50 B-3-1; 50-2; (50) F4E-1, 50 D & P

NOT TO SCALE

CAMP STREET

TOLEDO, PEORIA & WESTERN RAILROAD

PARADICE WINE RACK

BO GAR

WASHINGTON STREET

STAINED SURFICIAL SOIL

MIDWEST OIL

FORMER TRANSPORT CO.

CILCO SUBSTATION

R.O.W.

PIER 10

PIER 11

PIER 13

STAINED SURFICIAL SOIL

ILLINI BRICK

STAINED SURFICIAL SOIL

BUILDING

SINN OIL

SINN OIL

TANK FARM

AMERICAN ALLIED FREIGHT

JEBSON LEASING

CENTRAL ILLINOIS CONTROL

EAST BANK OF ILLINOIS RIVER

AREA A

AREA B

PIER 12

PIER 14

PROJECT CENTER LINE

ACCESS ROAD

FORMER TERMINAL RAILROAD EMBANKMENT AREA

* PIER 15

AREA C

AREA D

AREA E

AREA F

* PIER 16

LONG WALL

FLOW

LEGEND

SOIL CLASSIFIED "HAZARDOUS WASTE"

SOIL CLASSIFIED " SPECIAL NON-HAZARDOUS WASTE"

*** DETERMINATION OF MATERIAL AND CLASSIFICATION FOR PIERS 15 & 16 WILL BE VERIFIED BY MAY 1, 1992**

EDOT_10 11 JAN 92

WESTON MANAGERS DESIGNERS/CONSULTANTS

Three Hawthorn Parkway
Vernon Hills, Illinois
60061

FIGURE 1 (CONT.)

SOIL CLASSIFICATION & MANAGEMENT REQUIREMENTS
IDOT – ROBERT H. MICHEL BRIDGE PROJECT
Peoria, Illinois

D C B A 0 A B C D

TAMERAN

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 6715	4	PEORIA TAZEWELL	313	60
FED. ROAD DIV. NO. 6	ILLINOIS	PROJECT		

608-3-1 ; 50-2 ; (50)F&E-1, D, P

NOT TO SCALE

KETAY SWAP SHOP

CARL'S SWAP SHOP

TO Z SWAP

IKE & SWANNIE'S TAP

WASHINGTON STREET

PROJECT CENTER LINE

KUMPF BOULEVARD

WEST ABUTEMENT

PEORIA PLAZA HOTEL

SAPP AUTOBODY

PIER NO. 1

PIER NO. 2

VACANT LOT

PIER NO. 3

EMPTY LOT

STORM & SANITARY SEWER EXCAVATION

MURRAY TIRE

PIER NO. 4

FORMER TANNERY LOCATION

FRANKLIN STREET

FOSTER JACOBS ELECTRIC

PIER NO. 5

PIER NO. 6 EXISTING STRUCTURE

P & PU RAILROAD

WEST BANK OF ILLINOIS RIVER

FLOW

– – – – EXCLUSION ZONE BOUNDARY
BOUNDARY WIDTH – MINIMUM 5 FEET

. . . . . DECONTAMINATION ZONE BOUNDARY

WESTON MANAGERS DESIGNERS/CONSULTANTS

Three Hawthorn Parkway
Vernon Hills. Illinois
60061

FIGURE 2

PROJECT AREA WORK ZONE DELINEATION
IDOT – ROBERT H. MICHEL BRIDGE PROJECT
HDE – 07 Peoria, Illinois SHEET NO 60

EIDOT_2 (15 Sep 90) rws

D C B A 0 A B C D

TAMERAN

ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 6713	*	PEORIA TAZEWELL	33	61
MKD.				
PROJ.	STA.	TO STA.		

* 50B-3-1; 50-2; (50) FAE-1, 50D & P

NOT TO SCALE

CAMP STREET

TOLEDO, PEORIA & WESTERN RAILROAD

PARADICE WINE RACK

BO GAR

WASHINGTON STREET

STAINED SURFICIAL SOIL

MIDWEST OIL

FORMER TRANSPORT CO.

CILCO SUBSTATION

R.O.W.

PIER 10

PIER 11

PIER 13

STAINED SURFICIAL SOIL

ILLINI BRICK

STAINED SURFICIAL SOIL

BUILDING

SINN OIL

SINN OIL

TANK FARM

AMERICAN ALLIED FREIGHT

JEBSON LEASING

CENTRAL ILLINOIS CONTROL

EAST BANK OF ILLINOIS RIVER

AREA A

AREA B

PROJECT CENTER LINE

PIER 12

PIER 14

ACCESS ROAD

FORMER TERMINAL RAILROAD EMBANKMENT AREA

PIER 15

AREA C

AREA D

AREA E

AREA F

PIER 16

LONG WALL

FLOW

LEGEND

EXCLUSION ZONE BOUNDARY
BOUNDARY WIDTH – MINIMUM 5 FEET

DECONTAMINATION ZONE BOUNDARY

EDOT_10 11 JAN 02

WESTON MANAGERS DESIGNERS/CONSULTANTS

Three Hawthorn Parkway
Vernon Hills, Illinois
60061

FIGURE 2 (CONT.)

PROJECT AREA WORK ZONE DELINEATION
IDOT – ROBERT H. MICHEL BRIDGE PROJECT
Peoria, Illinois

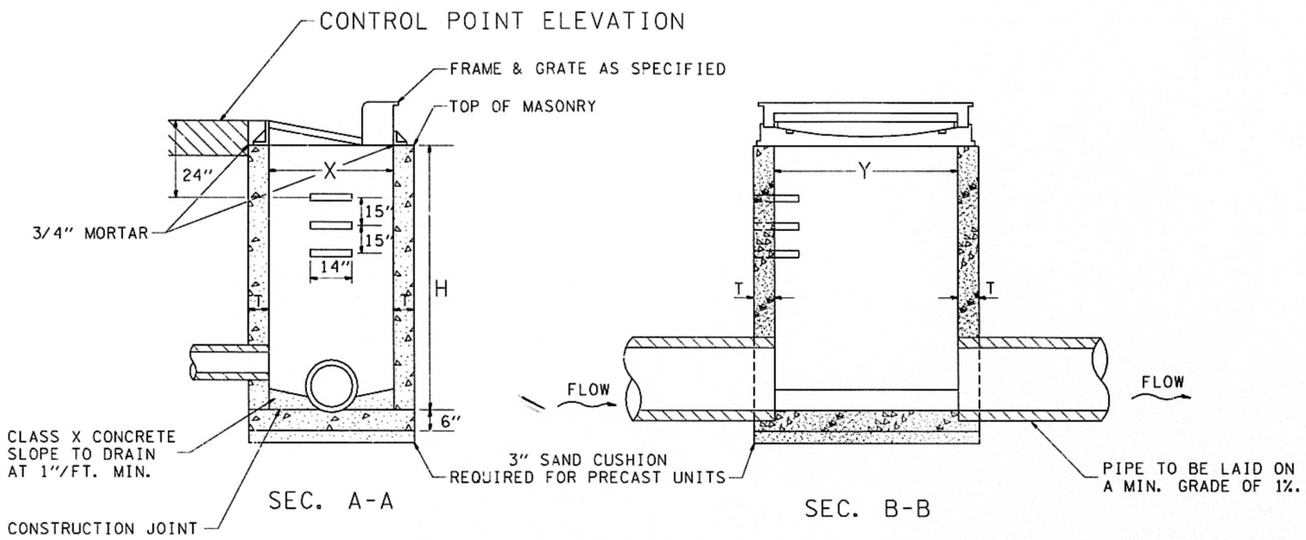
D C B A 0 A B C D

TAMERAN

RECD FROM DI. 1/2/85 CEL CREATED 7/18/83

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
FAU 6713	*	PEORIA-TAZEWELL	313	62
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* 50B-3-1; 50-2;(50)F#E-I.D.P



GENERAL NOTES

EXCEPT AS NOTED HEREON INLET SPECIAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 612 OF THE STANDARD SPECIFICATIONS. WHEN AN ALTERNATE MATERIAL IS SELECTED FOR THE INLET WALL THE MATERIAL SHALL BE USED THROUGHOUT.

BRICKS AND CONC. MASONRY UNIT ARE TO BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.

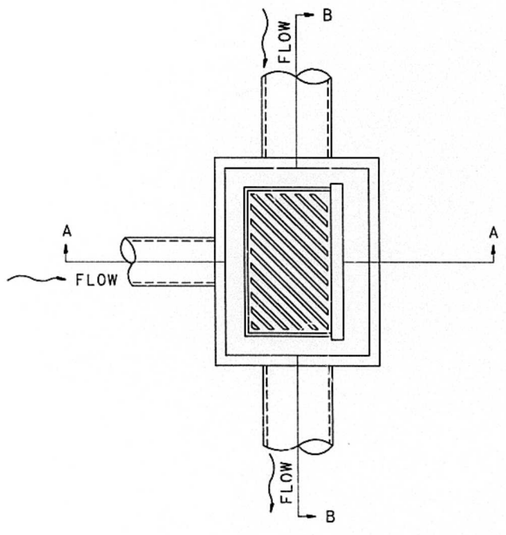
PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4000 PSI AFTER 28 DAYS.

STEPS SHALL BE OMMITTED WHEN DEPTH OF "H" IS LESS THAN 5 FEET.

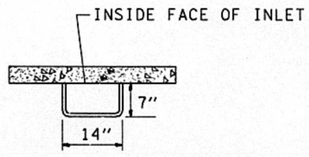
A "3" DEEP SAND BEDDING CONFORMING TO ARTICLE 703.01 (FA 1 OR FA 2) SHALL BE PROVIDED UNDER PRECAST UNITS, AND ALL VOIDS AROUND THE PIPE DRAIN ENTRANCE, BOTH INSIDE AND OUTSIDE, SHALL BE SEALED WITH MORTAR.

SEE PLANS SHEETS FOR X AND Y DIMENSIONS, IN INCHES.

THE CONTRACT UNIT PRICE FOR EACH INLET TYPE R SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE SPECIFIED FRAME AND GRATE (SEE SEPERATE SHEET FOR FRAME AND GRATE DETAIL), THE GALVANIZED STEEL STEPS (IF USED), CLASS X CONCRETE OR PRECAST CONCRETE, EXCAVATION, BEDDING WHEN REQUIRED, AND COMPACTED BACKFILLING.



PLANVIEW



STEP DETAIL

ALTERNATE MATERIALS FOR WALLS	T (MIN)
CONCRETE MASONRY UNITS	5'
BRICK MASONRY	8'
CAST-IN-PLACE CONCRETE	6'
PRECAST REINFORCED CONCRETE SECTIONS	5'

LOCATION	X (INCHES)	Y (INCHES)	H (FEET)	FRAME & GRATE
LT. 114.95 STA. 13+91.75	24	24	2.91	TYPE 20

REVISED 2-28-91

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INLET TYPE R

HDE-09

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD

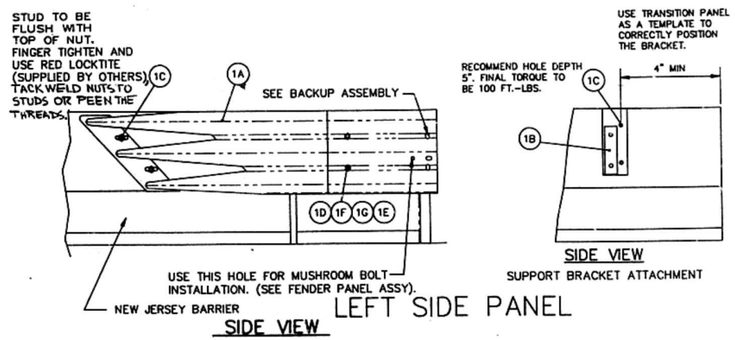
DATE SHEET NO. 62 CHECKED BY

D C B A 0 A B C D

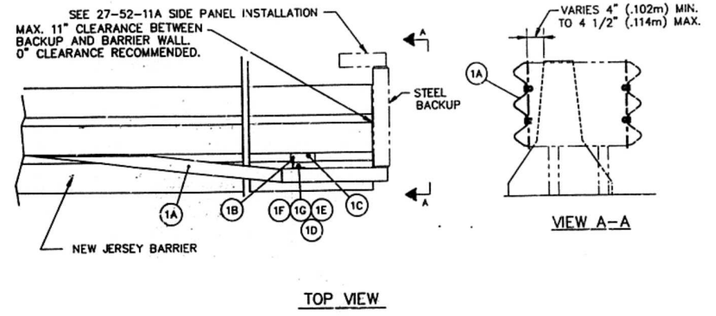
TAMERAN

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	X	PEORIA & TAZEWELL	313	63
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT FED. AID		

*508-3-1; 50-2; (50)F & E-1, D, AND P



LEFT SIDE PANEL



PARTS LIST, LEFT TRANSITION				
ITEM	STOCK NO.	DESCRIPTION	•	REQ'D
1	5937021-0000	PANEL, ASS'Y, TRANS., L, 4" OFFSET		1
1A	5937021-0100	PANEL, TRANSITION, 4" OFFSET, L	1	
1B	2752271-0000	BRACKET, SUPPORT, TRANS PNL-NJCMB	1	
1C	3525130-0000	ANCHOR, MP-3 KIT, 3/4X6 1/2	1	
1D	2708201-0000	WASHER, LOCK, 3/4, G	2	
1E	2704091-0000	NUT, HX, 3/4, G	2	
1F	2708081-0000	WASHER, FLAT, 3/4 X 2, G	2	
1G	2701381-0000	BOLT, HX, 3/4 X 2, G2, G	2	

• DENOTES SUBASSEMBLIES

MECHANICAL TYPE ANCHORS MAY BE SUBSTITUTED IN HORIZONTAL APPLICATIONS AND SHALL BE SUPPLIED BY OTHERS. THE SUBSTITUTED ANCHORS SHALL BE THE SAME DIAMETER AS THE MP-3 ANCHORS AND SHALL HAVE THE FOLLOWING MINIMUM PULLOUT STRENGTHS: 3/8" DIA. – 2760 POUNDS; 3/4" DIA. – 11,000 POUNDS

ASSY NO.5937021-0000

Revisions	Date	Rev.	By	Ckd.	App.	Q.C.

	Date
Designed	
Drawn S. Trageser	12/5/89
Checked	12-20-91
Approved	12/20/91
Q.C.	

Tolerances:
a. Angular ±
b. Linear ±
(Unless Otherwise Noted)
Material:

REFERENCES
Project No. _____ Sales Order No. _____
Serial No. _____ Color _____

REGISTERED PROFESSIONAL ENGINEER — BARRY D. STEPHENS — 29436 — MECHANICAL — STATE OF CALIFORNIA

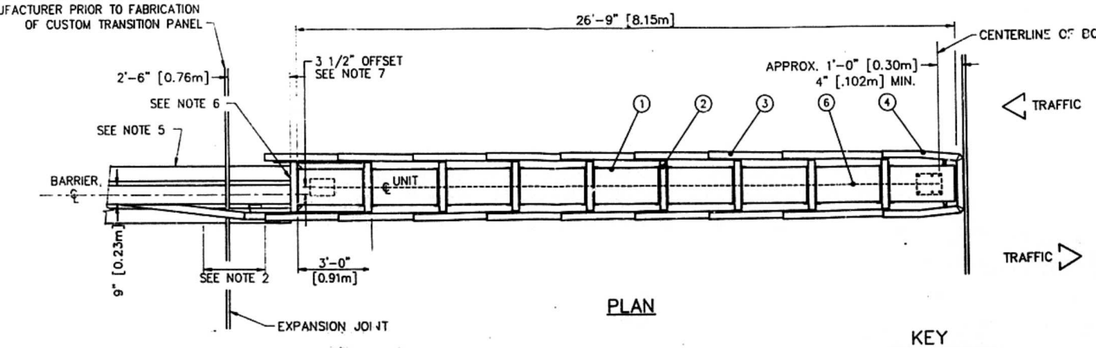
ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

G-R-E-A-T SYSTEM

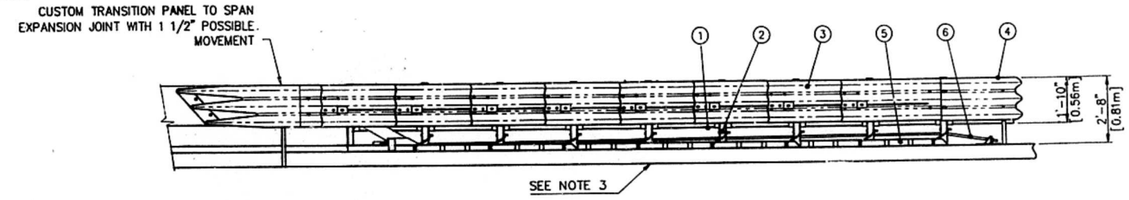
4" OFFSET TRANSITION PANEL INSTALLATION

SCALE	SIZE	DWG. NUMBER	SHEET	REV
1:16	C	59-37-02	2 OF 2	

JOINT LOCATION MUST BE VERIFIED FOR MANUFACTURER PRIOR TO FABRICATION OF CUSTOM TRANSITION PANEL



PLAN



ELEVATION
LEFT SIDE

KEY
1. HEX-FOAM II CARTRIDGE
2. DIAPHRAGM
3. THRIE BEAM FENDER PANEL
4. NOSE COVER
5. CHAIN RAIL
6. RESTRAINING CABLE

NOTES:
1. MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS FOR PROPER IMPACT PERFORMANCE.
2. PROVISION SHALL BE MADE FOR REAR FENDER PANELS TO SLIDE REARWARD UPON IMPACT [2'-6" (.762m) MIN.].
3. 7" [.178m] MIN. REINFORCED 4000 PSI [27.6 x 10^6 N/m^2] P.C. CONCRETE DECK STRUCTURE.
4. SEE THE "G-R-E-A-T SYSTEM DESIGN MANUAL" CODED EMA57-5/90 FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND ADDITIONAL COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.
5. CAUTION: ℄ OF GREAT SYSTEM SHALL BE PARALLEL WITH ℄ OF BARRIER ±1°
6. CAUTION: MAX 11" [.28m] CLEARANCE BETWEEN BACKUP AND BARRIER WALL. 0" CLEARANCE RECOMMENDED.
7. 3.5" [.089] OFFSET IS BASED ON USING CMB WITH A 9"[.229] TOP. ANY VARIANCE FROM THIS MUST BE COMPENSATED BY CHANGING THE OFFSET BETWEEN THE UNIT ℄ AND THE CMB ℄.
OFFSET = 8" [.203m] – $\left(\frac{\text{WIDTH OF CMB TOP}}{2}\right)$

BIDIRECTIONAL
MODEL NO. 200200SF8T

Revisions	Date	Rev.	By	Ckd.	App.

DESIGN SPEED 65 MPH / 105 KPH
AVERAGE G's 6.2
EST. FORCE ON BACKUP STRUCTURE 41.9 KIPS / 186 kN

	DATE
Drawn Adam Chaddock	12/3/91
Checked	12-20-91
Approved	12-20-91

REFERENCES
Project No. EH 4034-2 Sales Order No. _____
Serial No. _____ Color _____

Nose Cover	35-02-08
Diaphragm	35-19-07
Backup	38-41-01
Fender Panel	35-05-05
Chain Rail	See Backup Assy
Restraining Cable	35-06-09
Side Panels	27-52-11A
Transition Panels	SHEET 2

REGISTERED PROFESSIONAL ENGINEER — BARRY D. STEPHENS — 29436 — MECHANICAL — STATE OF CALIFORNIA

ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

G-R-E-A-T SYSTEM
WITH TENSION-STRUT BACKUP
AND LEFT SIDE 4" OFFSET TRANSITION PANEL
FOR
MAINLINE STA. 14+00

HDE-10 PEORIA, ILLINOIS

SCALE	SIZE	DWG. NUMBER	SHEET	REV
(1:32) 3/8" = 1'-0"	C	59-37-02	1 OF 2	

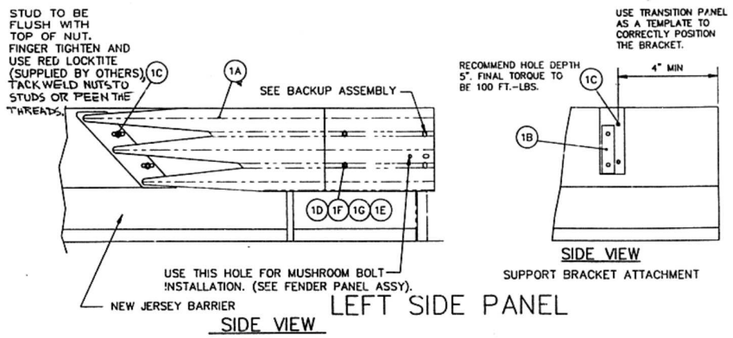
SHEET NO. 63

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 6713	*	PEORIA + TAZEWELL	313	64
FED.ROAD DIST. NO.7	ILLINOIS	PROJECT FED. AID		

*508-3-1; 50-2; (50)F + E-1, O AND P

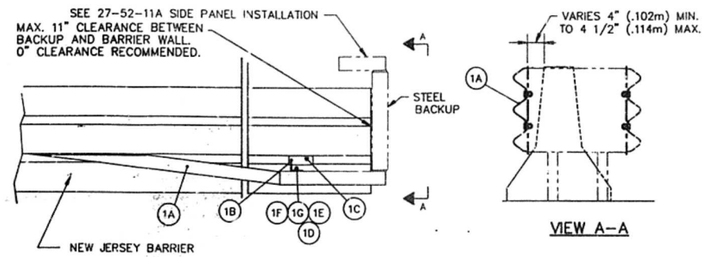


SIDE VIEW

LEFT SIDE PANEL

SIDE VIEW

SUPPORT BRACKET ATTACHMENT



TOP VIEW

VIEW A-A

PARTS LIST, LEFT TRANSITION				
ITEM	STOCK NO.	DESCRIPTION	*	REQ'D
1	5937021-0000	PANEL, ASS'Y, TRANS., L, 4" OFFSET		1
1A	5937021-0100	PANEL, TRANSITION, 4" OFFSET, L	1	
1B	2752271-0000	BRACKET, SUPPORT, TRANS PNL-NJCMB	1	
1C	3525130-0000	ANCHOR, MP-3 KIT, 3/4X6 1/2	1	
1D	2708201-0000	WASHER, LOCK, 3/4, G	2	
1E	2704091-0000	NUT, HX, 3/4, G	2	
1F	2708081-0000	WASHER, FLAT, 3/4 X 2, G	2	
1G	2701381-0000	BOLT, HX, 3/4 X 2, G2, G	2	

DENOTES SUBASSEMBLIES

MECHANICAL TYPE ANCHORS MAY BE SUBSTITUTED IN HORIZONTAL APPLICATIONS AND SHALL BE SUPPLIED BY OTHERS. THE SUBSTITUTED ANCHORS SHALL BE THE SAME DIAMETER AS THE MP-3 ANCHORS AND SHALL HAVE THE FOLLOWING MINIMUM PULLOUT STRENGTHS: 3/8" DIA. - 2760 POUNDS; 3/4" DIA. - 11,000 POUNDS

ASSY NO.5937021-0000

Revisions	Date	Rev.	By	Ckd.	App.	Q.C.

	Date
Designed	
Drawn S. Trageser	12/5/89
Checked	12-20-91
Approved	12/20/91
Q.C.	

Tolerances:
a. Angular ±
b. Linear ±
(Unless Otherwise Noted)

Material:

REFERENCES

Project No. _____ Sales Order No. _____

Serial No. _____ Color _____

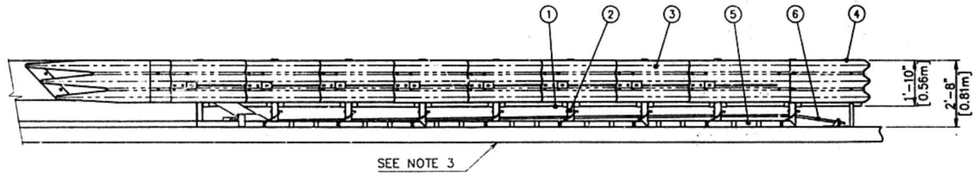
REGISTERED PROFESSIONAL ENGINEER GARY D. STEPHENS 19498 MECHANICAL STATE OF CALIFORNIA

ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

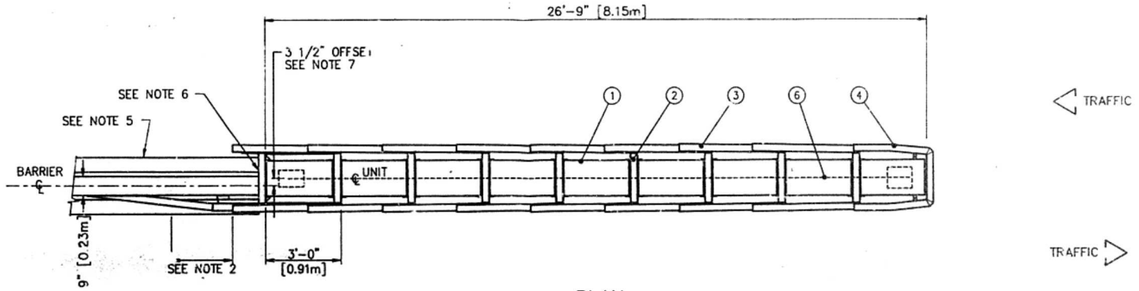
G-R-E-A-T SYSTEM

4" OFFSET TRANSITION PANEL INSTALLATION

SCALE	SIZE	DWG. NUMBER	SHEET	REV
1:16	C	59-37-02	2 OF 2	



ELEVATION
LEFT SIDE



PLAN

KEY

1. HEX-FOAM II CARTRIDGE
2. DIAPHRAGM
3. THRIE BEAM FENDER PANEL
4. NOSE COVER
5. CHAIN RAIL
6. RESTRAINING CABLE

NOTES:

1. MANUFACTURER RECOMMENDS REMOVAL OF ALL CURBS AND ISLANDS FOR PROPER IMPACT PERFORMANCE.
2. PROVISION SHALL BE MADE FOR REAR FENDER PANELS TO SLIDE REARWARD UPON IMPACT [2'-6" (.762m) MIN.].
3. 7" [.178m] MIN. REINFORCED 4000 PSI [27.6 x 10^4 N/m^2] P.C. CONCRETE DECK STRUCTURE.
4. SEE THE "G-R-E-A-T SYSTEM DESIGN MANUAL" CODED ENE857-5/90 FOR A DESCRIPTION OF ITS IMPACT PERFORMANCE CHARACTERISTICS AND DESIGN LIMITATIONS BEFORE PLACING A SYSTEM AT A GIVEN SITE. INFORMATION AND ADDITIONAL COPIES OF ABOVE MANUAL ARE AVAILABLE BY CALLING CUSTOMER SERVICE DEPARTMENT AT (312) 467-6750.
5. CAUTION: ℄ OF GREAT SYSTEM SHALL BE PARALLEL WITH ℄ OF BARRIER ±1°
6. CAUTION: MAX 11" [.28m] CLEARANCE BETWEEN BACKUP AND BARRIER WALL. 0" CLEARANCE RECOMMENDED.
7. 3.5" [.089] OFFSET IS BASED ON USING CMB WITH A 9"[.229] TOP. ANY VARIANCE FROM THIS MUST BE COMPENSATED BY CHANGING THE OFFSET BETWEEN THE UNIT ℄ AND THE CMB ℄.
   OFFSET = 8" [.203m] - (WIDTH OF CMB TOP / 2)
8. LOCATE ANCHORAGES FOR IMPACT ATTENUATOR PRIOR TO CASTING CONCRETE

BIDIRECTIONAL
MODEL NO. 200200SF8T

Revisions	Date	Rev.	By	Ckd.	App.
TITLE WAS INDUSTRIAL SPUR	12/6/91	A	TB		

DESIGN SPEED 65 MPH / 105 KPH
AVERAGE G's 6.2
EST. FORCE ON BACKUP STRUCTURE 41.9 KIPS / 186 kN

	DATE
Drawn Hans Chacko	12/3/91
Checked BB	12/3/91
Approved SPS	12/4/91

REFERENCES

Project No. EH 4034-1 Sales Order No. _____

Serial No. _____ Color _____

Nose Cover	35-02-08
Diaphragm	35-19-07
Backup	38-41-01
Fender Panel	35-05-05
Chain Rail	See Backup Assy
Restraining Cable	35-06-09
Side Panels	27-52-11A
Transition Panels	27-52-24A

REGISTERED PROFESSIONAL ENGINEER GARY D. STEPHENS 19498 MECHANICAL STATE OF CALIFORNIA

ENERGY ABSORPTION SYSTEMS, INC.
ENGINEERING AND RESEARCH DEPARTMENT

G-R-E-A-T SYSTEM
WITH TENSION-STRUT BACKUP
AND LEFT SIDE 4" OFFSET TRANSITION PANEL
FOR
MAINLINE STA. 36+68

HDE-11 PEORIA, ILLINOIS

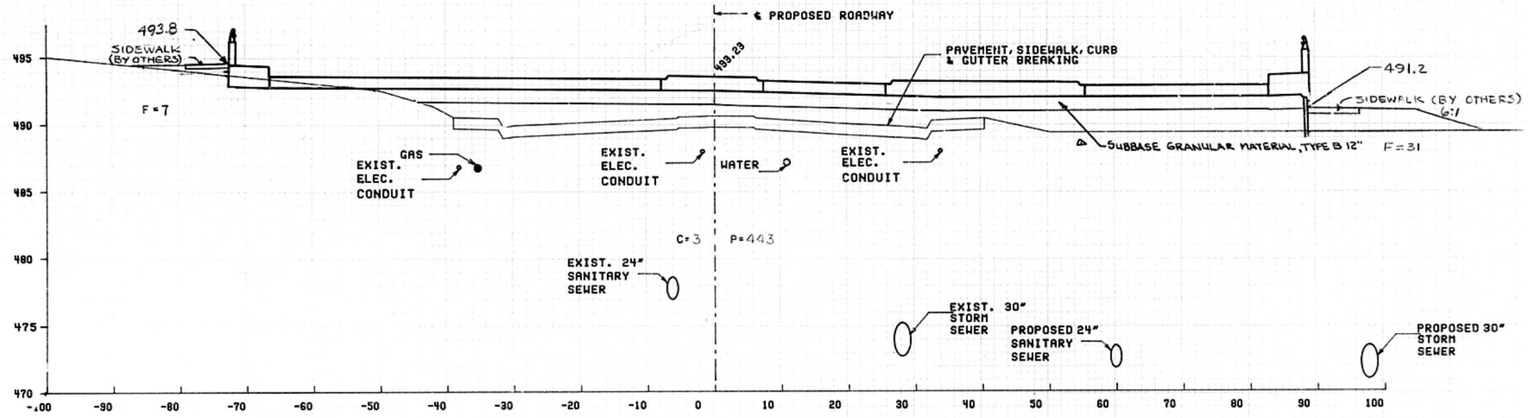
SCALE	SIZE	DWG. NUMBER	SHEET	REV
(1:32) 3/8" = 1'-0"	C	59-36-97	64	A

D C B A 0 A B C D

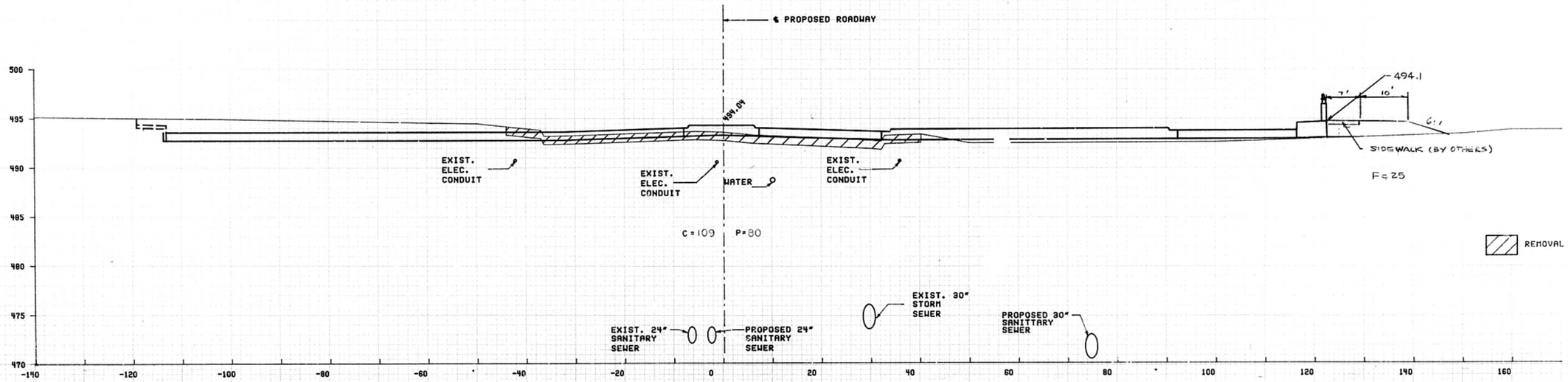
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	65	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50-3-1; 50-2; (50)FAE-1 D AND P



STATION 11 + 00



STATION 10 + 50

STATION 10+48 C=236 P=0

MAINLINE CROSS SECTIONS
STA. 10+50 TO STA. 11+00

HCS-01 AUG 07 1991 SHEET NO. 65

K&E Keuffel & Esser Company PLATE 3 CROSS SECTION 487072 Made in U.S.A.

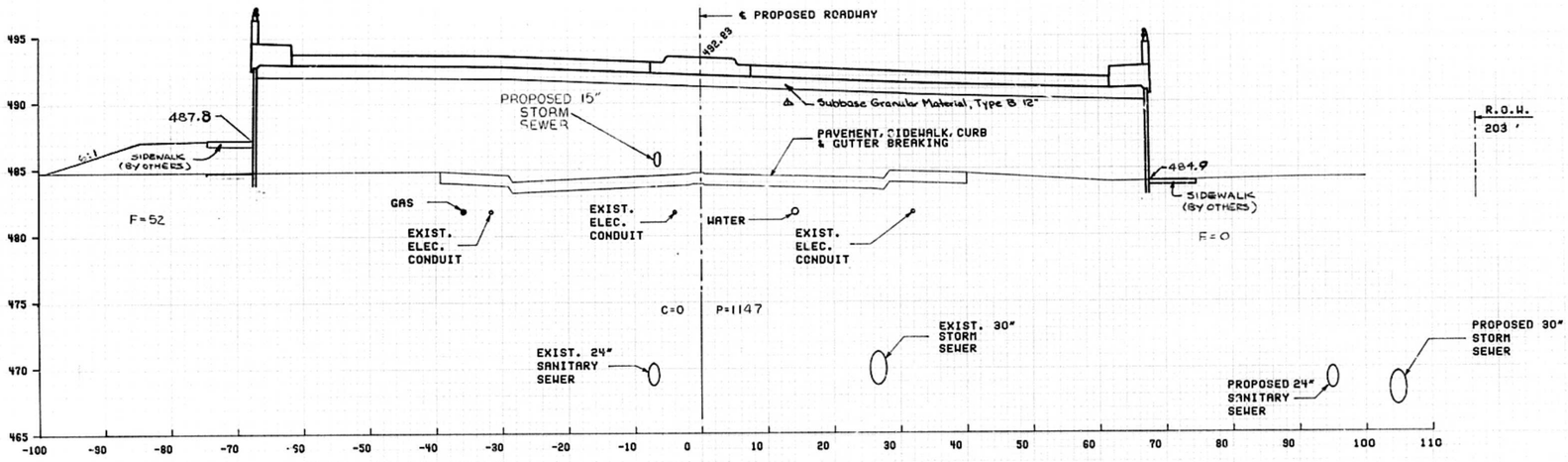
Δ Rev. 3-9-92

D C B A 0 A B C D

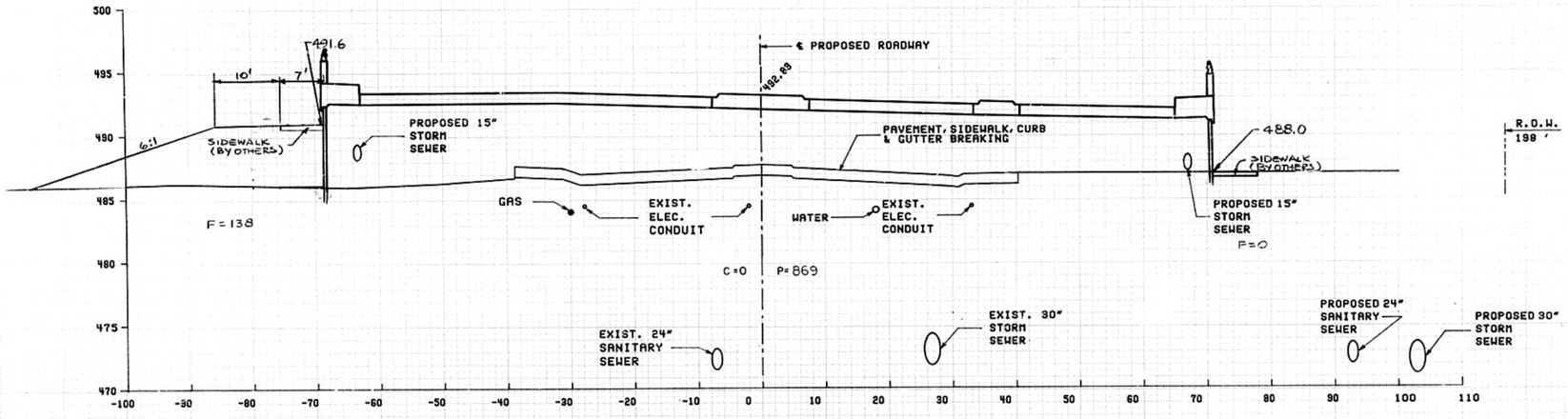
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	66	313
FED.ROAD DIST. 6713 NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-11 30-2: (50)FAE-1 D AND P



STATION 12 + 00



STATION 11 + 50

MAINLINE CROSS SECTIONS
STA.11+50 TO STA. 12+00

HCS-01A AUG 07 1991 SHEET No. 66

K&E Keuffel & Esser Company PLATE 3 CROSS SECTION 487072 Made in U.S.A.

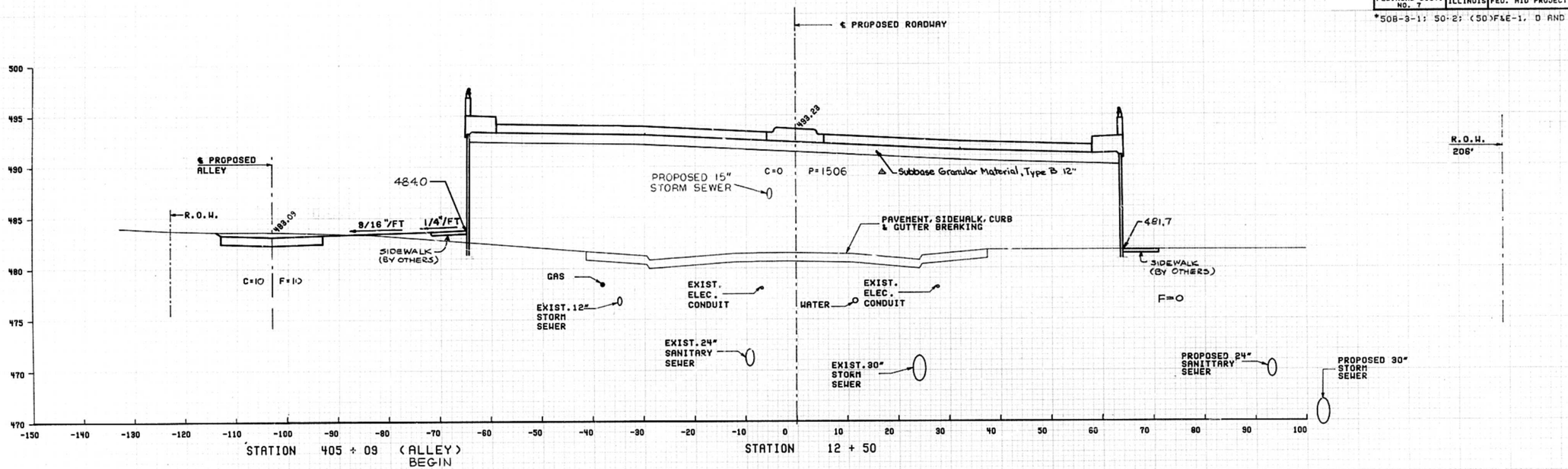
Δ Rev. 3-9-92

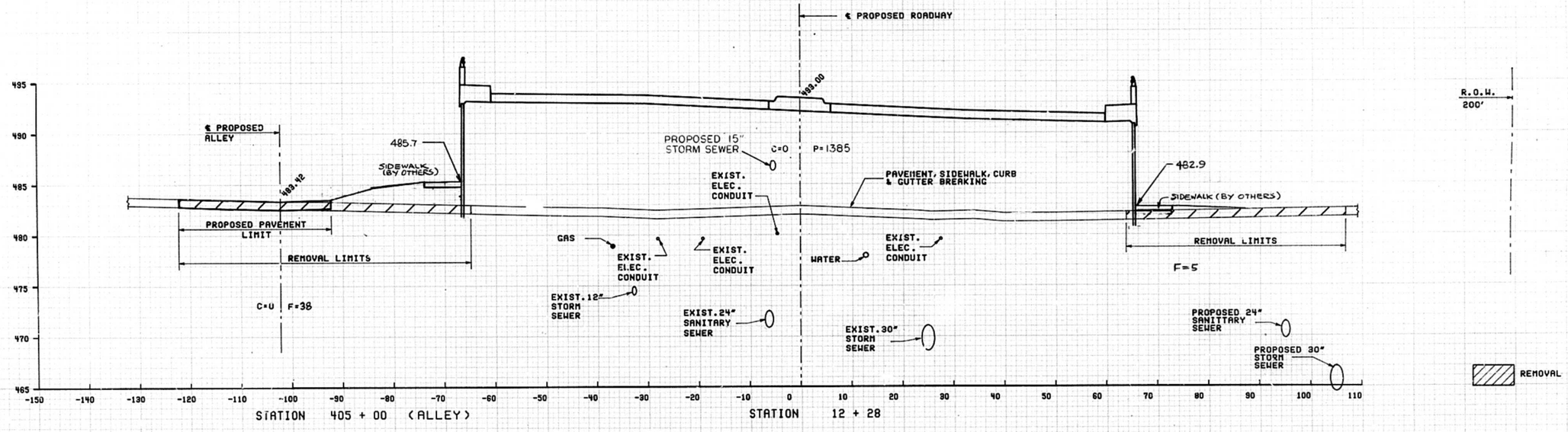
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6719	*	PEORIA & TAZEWELL	67	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P





MAINLINE CROSS SECTIONS
STA. 12+28 TO STA. 12+50

HCS-02 AUG 07 '01 SHEET NO. 67

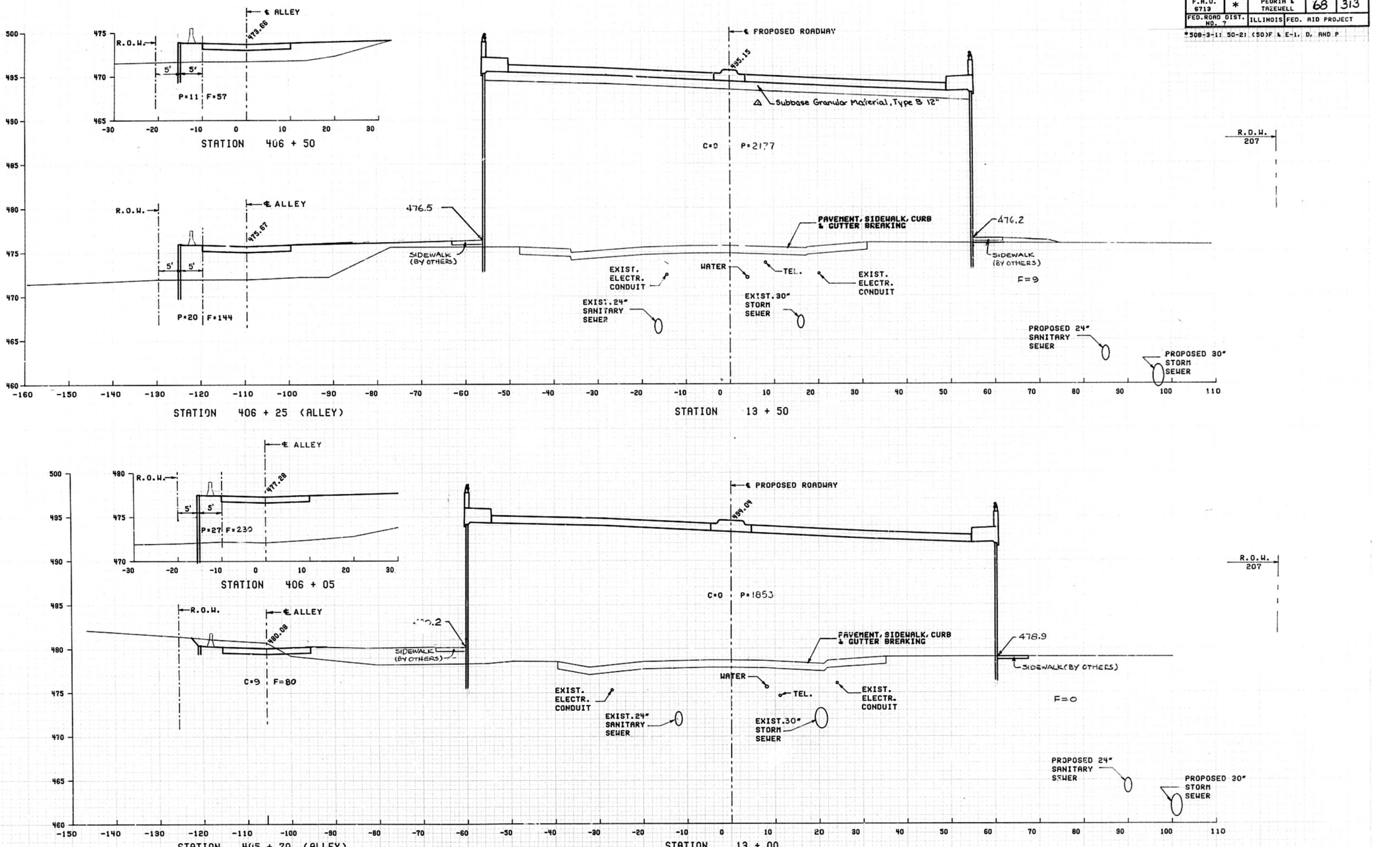
△ Rev. 3-9-92

K&E Keuffel & Esser Company PLATE 3, CROSS SECTION 487072 Made in U.S.A.

D C B A 0 A B C D

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	68	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-11 50-21 (50)F & E-1, D, AND P



MAINLINE CROSS SECTIONS
STA. 13+00 TO STA. 13+50

HCS-03 AUG 07 1991 SHEET NO. 68

Rev. 3-9-92

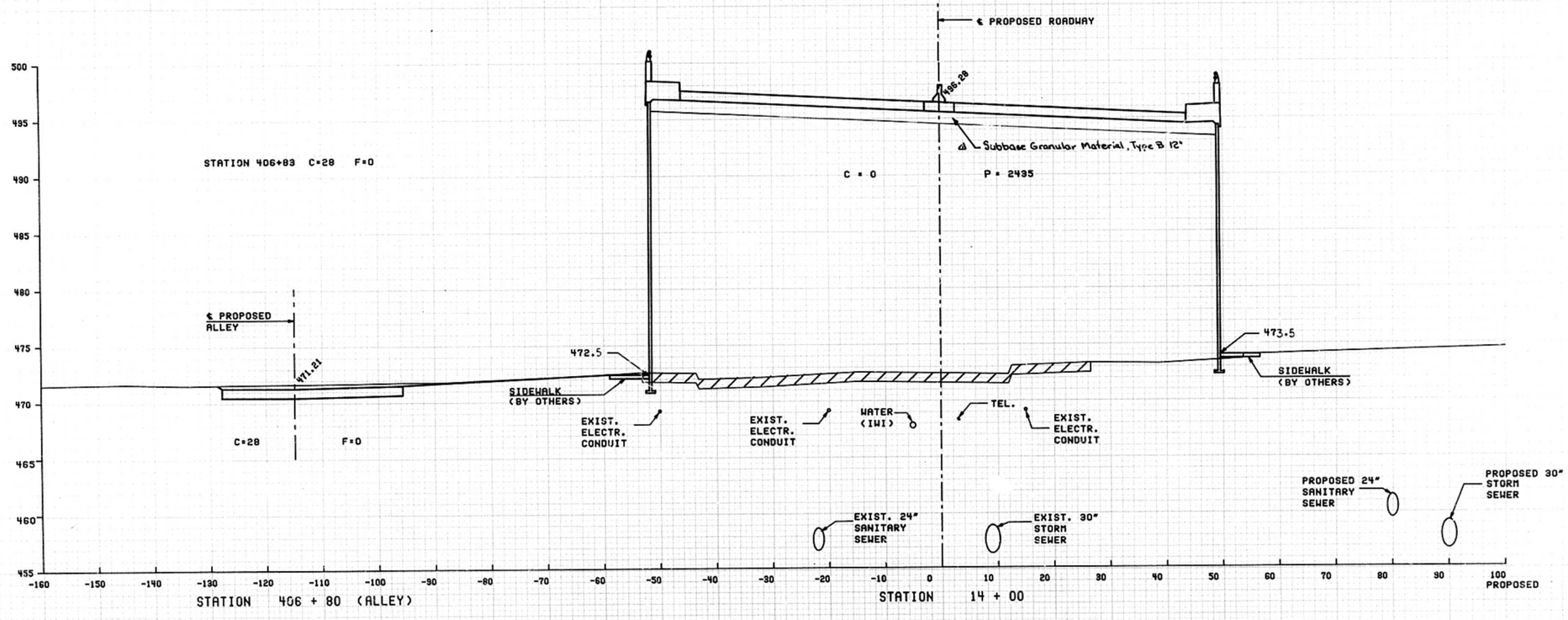
Keuffel & Esser Company PLATE 3 CROSS SECTION 387072 Made in U.S.A.

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	69	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1) 50-2) (50)F & E-1, D, AND P



REMOVAL

MAINLINE CROSS SECTIONS
STA. 14+00

HCS-04 AUG 07 1991 SHEET No 69

Keuffel & Esser Company PLATE 3 CROSS SECTION 487072 Made in U.S.A.

Δ Rev. 3-9-92

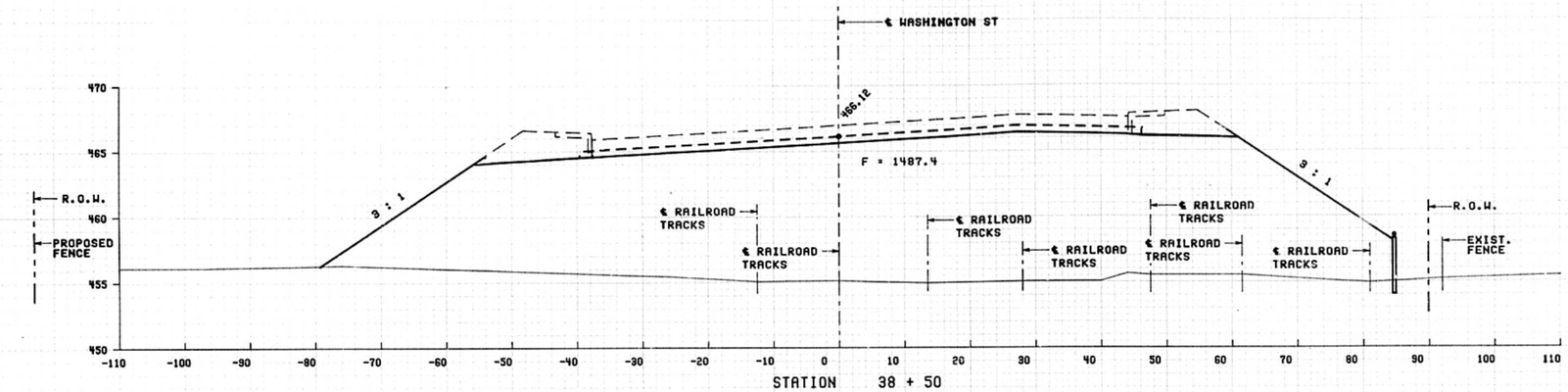
Rev.

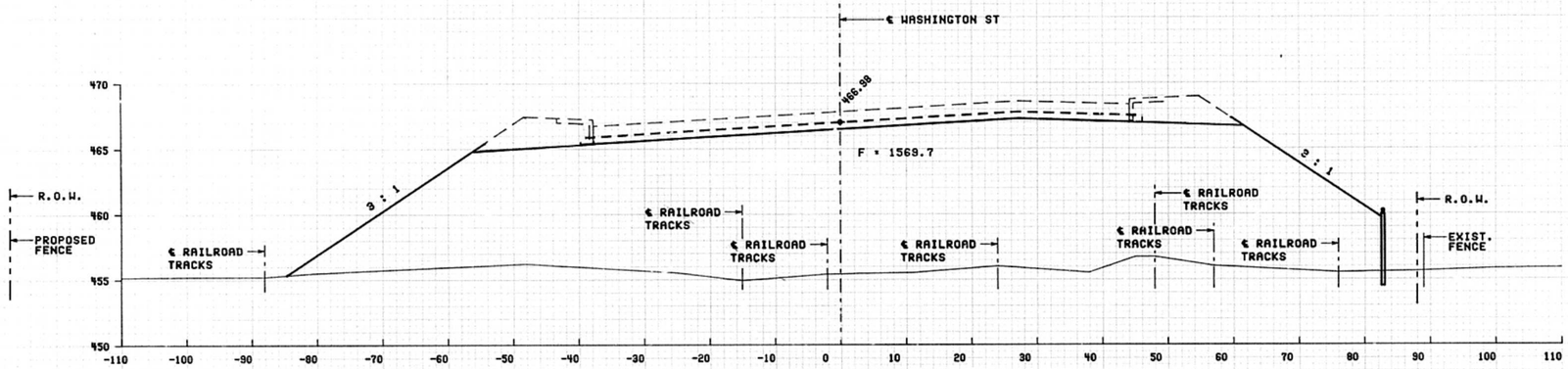
D C B A 0 A B C D

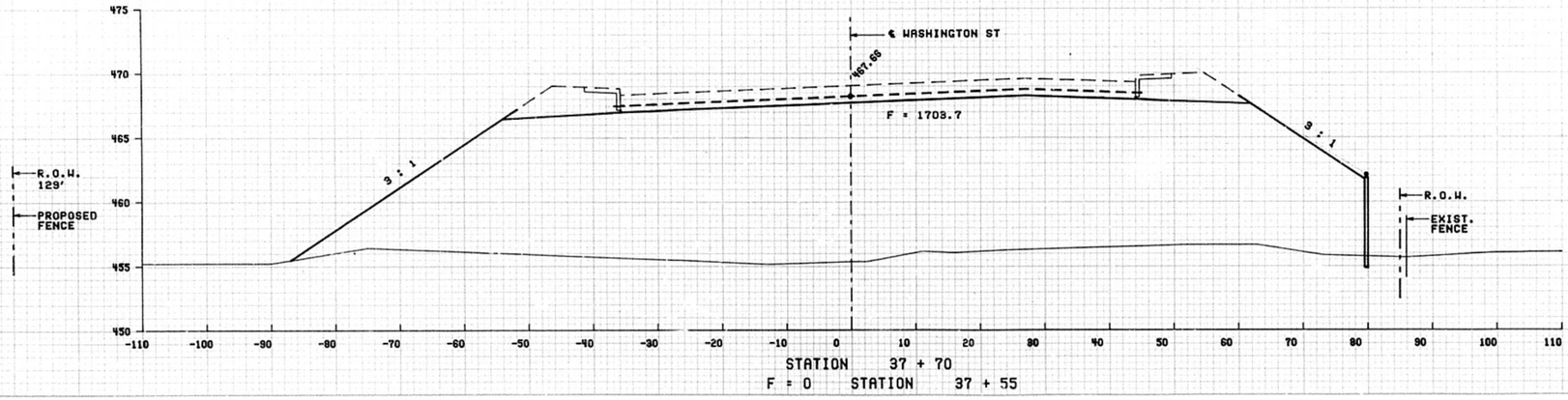
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
*		TAZEWELL	70	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

D- 94-027-88 *
FAU 6713 508-3 , 50-3
FAU 6707 508-4
FAU 6712 (12HB, 12HV8)BR
FAU 6713 (50-3)TS, HL & SC







MAINLINE CROSS SECTIONS

STA. 37+55 TO STA. 38+50

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HCS-05		1-09-92	70

Keuffel & Esser Company PLATE 3. CROSS SECTION 487072 Made in U.S.A.
D C B A 0 A B C D
TAMERAN

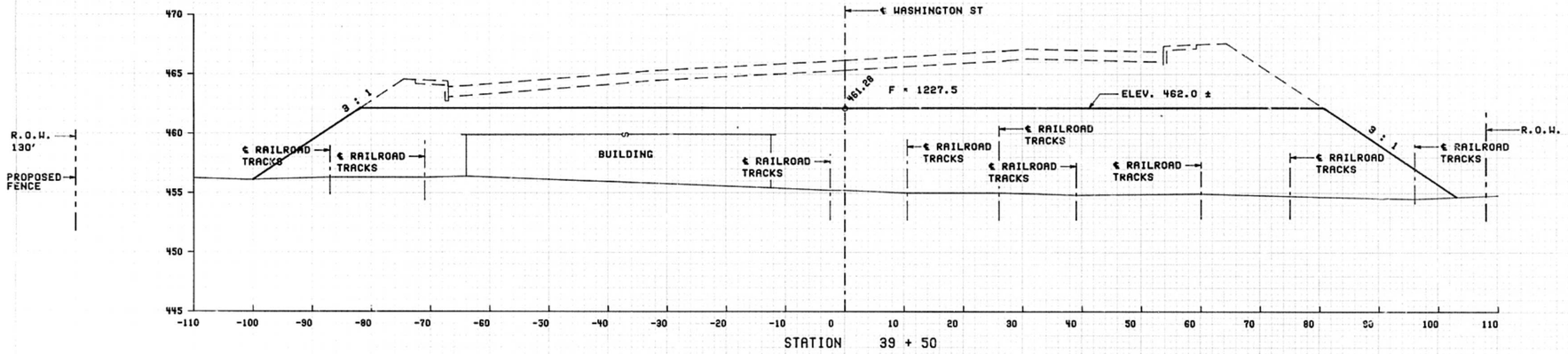
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
*		TAZEWELL	71	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

D- 94-027-88 *

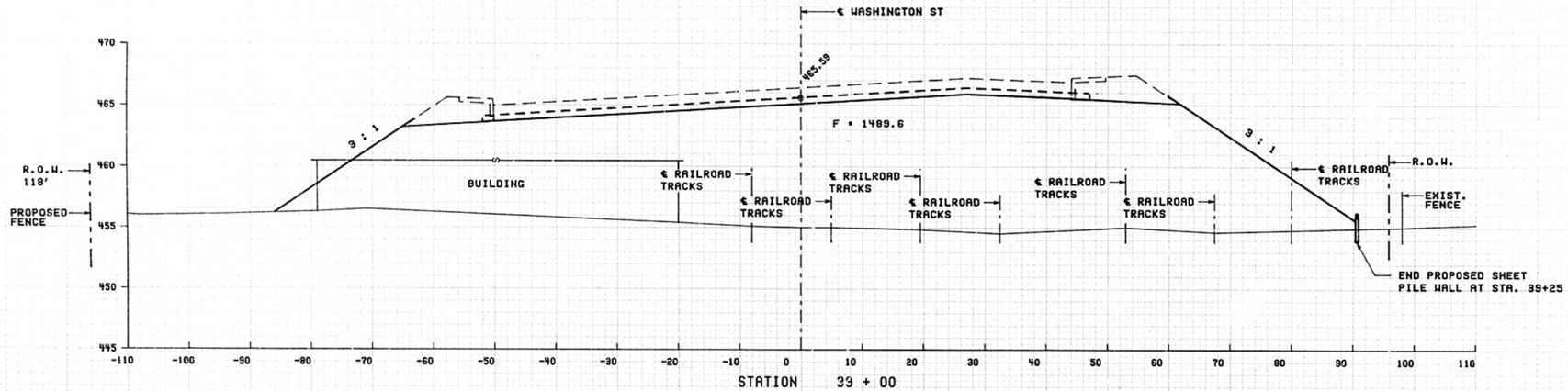
FAU 6713 508-F , 50-3
FAU 6707 508-H
FAU 6712 (12HB, 12HVB)BR
FAU 6713 (50-3)TS, HL & SC

STATION 39 + 90

F = 0



STATION 39 + 50



STATION 39 + 00

MAINLINE CROSS SECTIONS

STA. 39+00 TO STA. 39+90

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
HCS-06		1-09-92	71

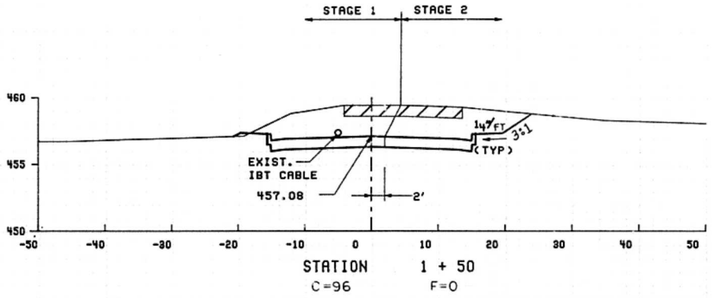
K&E Keuffel & Esser Company PLATE 3. CROSS SECTION 487072 Made in U.S.A.

D C B A 0 A B C D

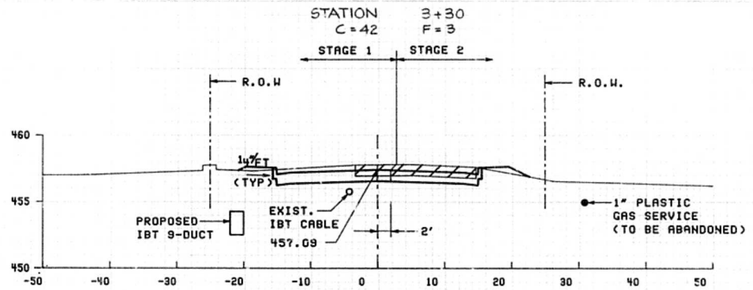
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	72	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

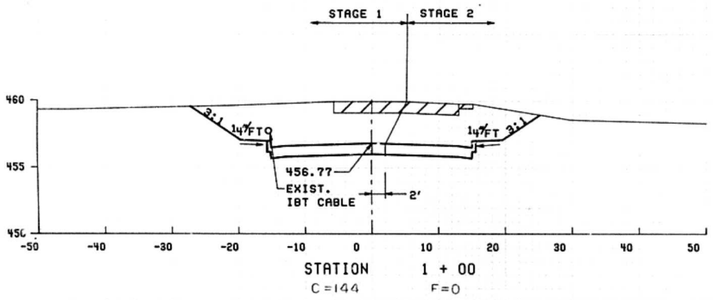
*508-3-1; 50-2; (50)F&E-1 D AND P



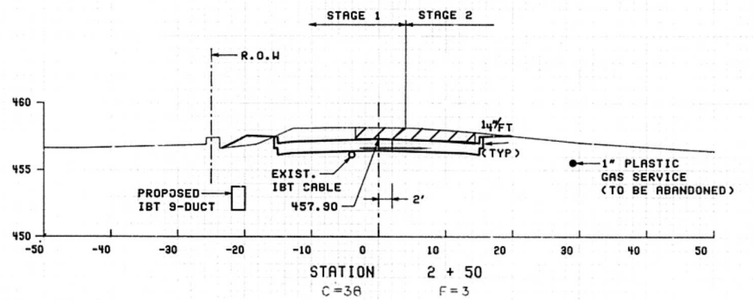
STATION 1 + 50
C=96 F=0



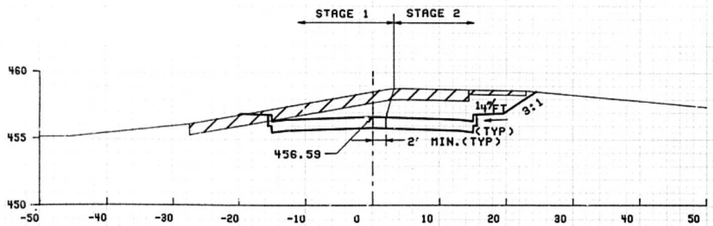
STATION 3 + 00
C=23 F=3



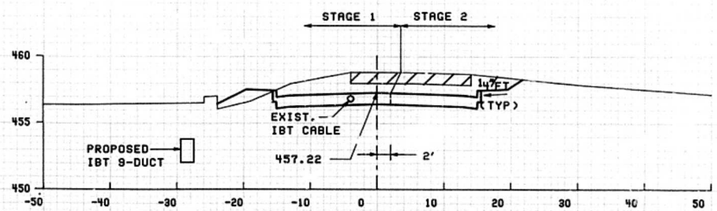
STATION 1 + 00
C=144 F=0



STATION 2 + 50
C=38 F=3



STATION 0 + 80
C=65 F=0



STATION 2 + 00
C=60 F=5

STATION 0 + 50
C=32 F=0

ACCESS ROAD CROSS SECTIONS

STA. 0+80 TO STA. 3+00

HCS-07 1-09-92 SHEET No. 72

Teuffel & Esser Company PLATE 3 GRADE SECTIONS PART 72 Made in U.S.A.

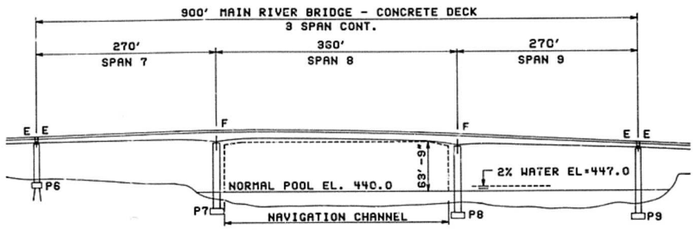
D C B A 0 A B C D

TAMERAN

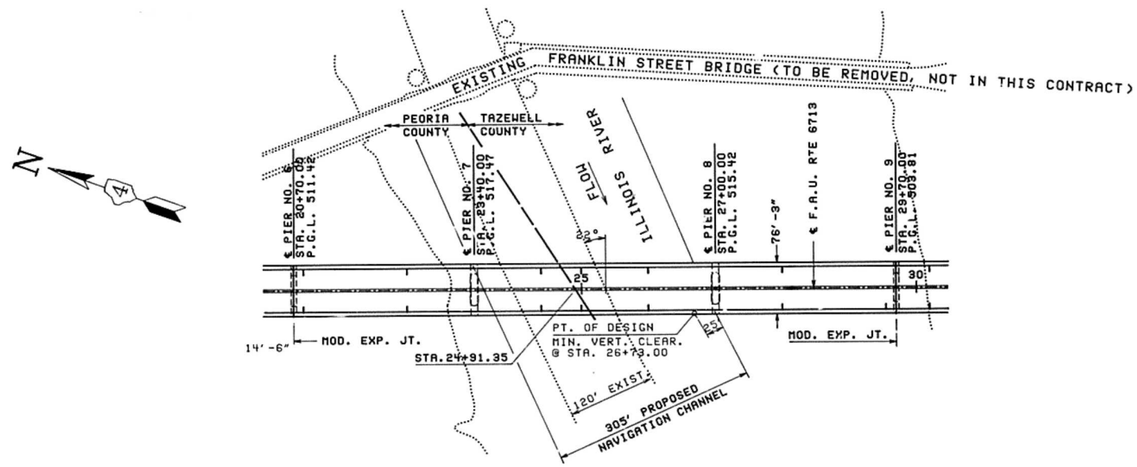
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6719	*	PEORIA & TAZEWELL	73	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)F&E-1, D AND

IN CHARGE: PCW DESIGNED BY: MGB CHECKED BY: MJR DRAFTED BY: IGM CHECKED BY: MJR ESTIMATED BY:



ELEVATION



PLAN

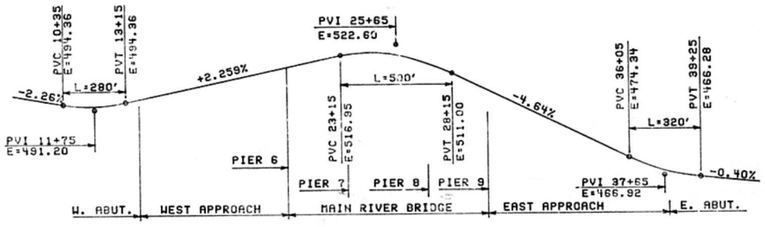
DESIGN SPECIFICATIONS:

1989 AASHTO - STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

LOADING: LIVE - HS 20-44
FUTURE WEARING SURF. = 25 #/SQ.FT.

SEISMIC: 1983 AASHTO; GUIDE SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES:

DESIGN FORCES FOR
SEISMIC PERFORMANCE CATEGORY - A

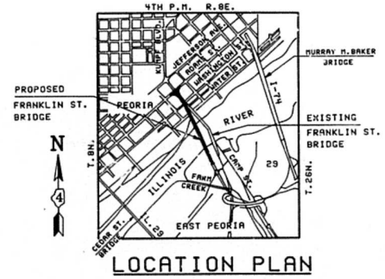


PROFILE GRADE LINE F.A.U. RTE. 6713
(ALONG ℄ ROADWAY)

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
Engineer of Bridges and Structures

STATE OF ILLINOIS
ULRICH GYGAX
3036
CHICAGO, ILL.
REGISTERED STRUCTURAL ENGINEER

ULRICH GYGAX
CHIEF STRUCTURAL ENGINEER
EXPIRES 11/30/92



LOCATION PLAN

NOTES:

1. FOR GENERAL NOTES, INDEX OF DRAWINGS, DESIGN STRESSES SEE DWG. NO. RG-01.
2. FOR TOTAL BILL OF MATERIAL OF MAIN RIVER BRIDGE CONCRETE DECK ONLY SEE DWG. NO. RG-01.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
GENERAL PLAN & ELEVATION

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
BP-01	N.T.S.	1-09-92	73

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	74	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)F&E-1, D AND P

ESTIMATED BY: RJR CHECKED BY: TV DRAFTED BY: IGH CHECKED BY: RJR DESIGNED BY: MGB CHECKED BY: MJK IN CHARGE: PCW

GENERAL NOTES

CONCRETE

CLASS X CONCRETE SHALL BE USED THROUGHOUT.

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

MINIMUM COVER FROM THE FACE OF CONCRETE TO THE FACE OF REINFORCEMENT BARS SHALL BE AS SHOWN ON THE DWGS.

ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED.

PERMANENT FORMS WILL NOT BE PERMITTED IN FORMING THE CONCRETE DECK.

DESIGN STRESSES

CONCRETE: LOAD FACTOR DESIGN
CAST-IN PLACE:
f'_c = 3,500 P.S.I.
f_y = 60,000 P.S.I. (REINFORCEMENT)

DESIGN NORMAL TEMPERATURE = 50°F

ABBREVIATIONS

P-1 - PIER #1
S-1 - SPAN #1
P.G.L. - PROFILE GRADE LINE
STA. - STATION
ELEV. - ELEVATION
BOTT. - BOTTOM
O. TO O. - OUT TO OUT
BETW. - BETWEEN
TYP. - TYPICAL
DIA. - DIAMETER
R - RADIUS
DWG. NO. - DRAWING NUMBER

REBAR ABBREVIATIONS

BOTT. - BOTTOM
E.F. - EACH FACE
F.F. - FAR FACE
N.F. - NEAR FACE
I.F. - INSIDE FACE
O.F. - OUTSIDE FACE

TOTAL BILL OF MATERIAL FOR CONCRETE BRIDGE DECK AND PAINTING

(MAIN RIVER BRIDGE)

	CODE NUMBER	ITEM	UNIT	PEORIA COUNTY SUPER STRUCTURE	TAZEWELL COUNTY SUPER STRUCTURE	TOTAL
	X0300025	CLASS X CONCRETE SUPERSTRUCTURE	CU YD	1170	1330	2500
**	X0300300	PROTECTIVE COAT	SQ YD	4000	4550	8550
	5[illegible]0050	FLOOR DRAIN EXTENSION	EACH	7	7	14
	5[illegible]0600	STUD SHEAR CONNECTORS	EACH	5586	6762	12348
	5[illegible]0700	ALUMINUM RAILING, TYPE L	LIN FT	843	957	1800
*	5[illegible]0100	PAINTING STRUCTURAL STEEL	L SUM	.47	.53	1.0
	5[illegible]0200	REINFORCEMENT BARS, EPOXY COATED	POUND	296950	337280	634230
	6[illegible]0100	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO.8	LIN FT	1700	1140	2840
	6[illegible]0200	CONDUIT ATTACHED TO STRUCTURE, 1 1/4" DIA., GALVANIZED STEEL	LIN FT	970	890	1860
	L[illegible]0400	JUNCTION BOX	EACH	2	4	6
	X[illegible]2070	BRIDGE SCUPPER, TYPE "B"	EACH	7	7	14
	X[illegible]2780	BRIDGE DECK GROOVING	SQ YD	2911	3282	6193
		ADJUST NAVIGATIONAL LIGHT SYSTEM	L SUM	.5	.5	1

** INCLUDES DECK SURFACE

* WEIGHT OF STRUCTURAL STEEL TO BE PAINTED 5,083,300 LBS. (SPANS 7, 8 AND 9). SEE SPECIAL PROVISIONS.

INDEX OF DRAWINGS:

(MAIN RIVER BRIDGE)

DWG. NO.	DESCRIPTION
GENERAL:	
BP-01	GENERAL PLAN & ELEVATION
RG-01	GEN. NOTES, INDEX/DWGS & BILL OF MATERIAL
RD-01	DECK ELEVATIONS - SPAN 7
RD-02	DECK ELEVATIONS - SPAN 8
RD-03	DECK ELEVATIONS - SPAN 9
RD-04	DECK PLAN & SECTION - S-7 TO 9
RD-05	PARAPET DETAILS - S-7 TO 9
RD-06	MEDIAN DETAILS - S-7 TO 9
RD-07	REBAR DET. @ MOD. EXP. JT. P-6 & 9
RD-08	DECK REBAR & MISC. DET. S-7 TO 9
RD-09	DRAINAGE SUPPORT & MISC. DETAILS
RD-10	BRIDGE SCUPPER DETAILS
RD-11	TYPE L ALUMINUM RAIL, R-20
RP-01	FRAMING PLAN & ELEVATION - S-7 TO 9
RP-02	GIRDER DIMENSIONS & DET. - S-7 TO 9
RP-03	CROSS FRAMES & DETAILS - S-7 TO 9
RP-04	CROSS FRAMES & DETAILS - S-7 TO 9
RP-05	FIELD SPLICES & DETAILS - S-7 TO 9
RP-06	FIELD SPLICES & DETAILS - S-7 TO 9
RP-08	BEARING DETAILS - S-7 TO 9
RP-09	INSPECTION WALKWAY & DETAILS
RP-10	INSPECTION PLATFORM @ PIERS
RP-11	INSPECTION PLATFORM DETAILS
RM-02	BRIDGE & NAVIG. LIGHTING: PLANS
RM-03	BRIDGE & NAVIG. LIGHTING: SECTIONS
TELEPHONE CONDUITS:	
RAN-01	ELEVATION VIEW & PLAN VIEW
RAN-02	PARTIAL PLAN FRP CONDUIT HANGERS
RAN-03	PARTIAL PLAN FRP CONDUIT HANGERS
RAN-04	FRP AT BRIDGE FRAMING
RAN-05	CONDUIT HANGERS AT PIERS
RAN-06	CONDUIT HANGER DETAILS
RAN-07	FRP HANGER DETAILS

STRUCTURAL STEEL (CALCULATED WEIGHT OF STRUCTURAL STEEL)

ITEM	TOTAL
STEEL AND CONCRETE OPTION (SPANS 7 THRU 9)	
M-223 (GR.50)	4779600 LBS.
M-183	300700 LBS.
STEEL OPTION ONLY (SPANS 1 THRU 6 & 10 THRU 15)	
M-223 (GR.50)	2733020 LBS.
M-183	255980 LBS.

REVISION	DATE	DESCRIPTION

Rev.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
GEN. NOTES, INDEX/DWGS & BILL OF MAT.

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

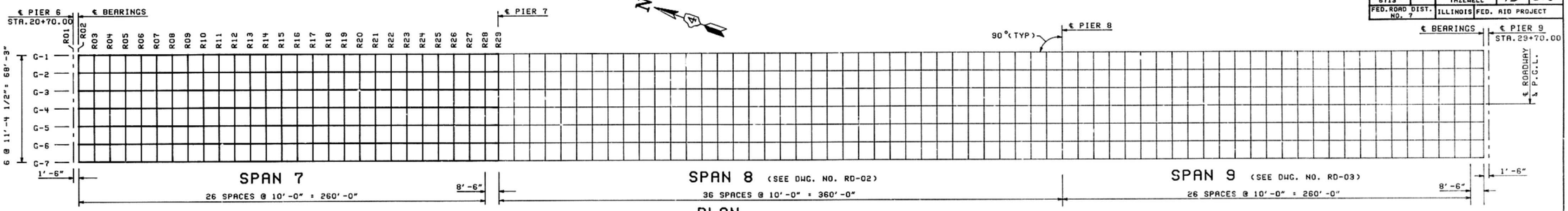
DRAWING NO.	SCALE	DATE	SHEET NO.
RG-01	N.T.S.	AUG 07 1991	74

D C B A 0 A B C D

TAMERAN

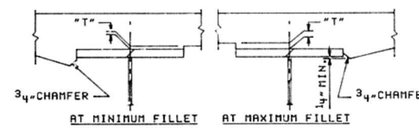
*508-3-11 50-21 (50)FAE-1, D AND P

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	75	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



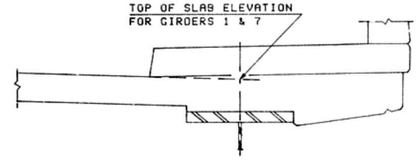
PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	ELEVATION THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
R01	G-1	20+70.000	-34.125	510.885	510.885
	G-2	20+70.000	-22.750	511.063	511.063
	G-3	20+70.000	-11.375	511.240	511.240
	G-4	20+70.000	0.000	511.418	511.418
	G-5	20+70.000	11.375	511.240	511.240
	G-6	20+70.000	22.750	511.063	511.063
	G-7	20+70.000	34.125	510.885	510.885
R02	G-1	20+71.500	-34.125	510.919	510.919
	G-2	20+71.500	-22.750	511.096	511.096
	G-3	20+71.500	-11.375	511.274	511.274
	G-4	20+71.500	0.000	511.452	511.452
	G-5	20+71.500	11.375	511.274	511.274
	G-6	20+71.500	22.750	511.096	511.096
	G-7	20+71.500	34.125	510.919	510.919
R03	G-1	20+81.500	-34.125	511.145	511.267
	G-2	20+81.500	-22.750	511.322	511.445
	G-3	20+81.500	-11.375	511.500	511.622
	G-4	20+81.500	0.000	511.678	511.800
	G-5	20+81.500	11.375	511.500	511.622
	G-6	20+81.500	22.750	511.322	511.445
	G-7	20+81.500	34.125	511.145	511.267
R04	G-1	20+91.500	-34.125	511.371	511.608
	G-2	20+91.500	-22.750	511.548	511.785
	G-3	20+91.500	-11.375	511.726	511.963
	G-4	20+91.500	0.000	511.904	512.141
	G-5	20+91.500	11.375	511.726	511.963
	G-6	20+91.500	22.750	511.548	511.785
	G-7	20+91.500	34.125	511.371	511.608
R05	G-1	21+01.500	-34.125	511.596	511.939
	G-2	21+01.500	-22.750	511.774	512.116
	G-3	21+01.500	-11.375	511.952	512.294
	G-4	21+01.500	0.000	512.130	512.472
	G-5	21+01.500	11.375	511.952	512.294
	G-6	21+01.500	22.750	511.774	512.116
	G-7	21+01.500	34.125	511.596	511.939
R06	G-1	21+11.500	-34.125	511.822	512.256
	G-2	21+11.500	-22.750	512.000	512.434
	G-3	21+11.500	-11.375	512.178	512.612
	G-4	21+11.500	0.000	512.356	512.789
	G-5	21+11.500	11.375	512.178	512.612
	G-6	21+11.500	22.750	512.000	512.434
	G-7	21+11.500	34.125	511.822	512.256
R07	G-1	21+21.500	-34.125	512.048	512.555
	G-2	21+21.500	-22.750	512.226	512.733
	G-3	21+21.500	-11.375	512.404	512.911
	G-4	21+21.500	0.000	512.581	513.089
	G-5	21+21.500	11.375	512.404	512.911
	G-6	21+21.500	22.750	512.226	512.733
	G-7	21+21.500	34.125	512.048	512.555
R08	G-1	21+31.500	-34.125	512.274	512.842
	G-2	21+31.500	-22.750	512.452	513.019
	G-3	21+31.500	-11.375	512.630	513.197
	G-4	21+31.500	0.000	512.807	513.375
	G-5	21+31.500	11.375	512.630	513.197
	G-6	21+31.500	22.750	512.452	513.019
	G-7	21+31.500	34.125	512.274	512.842
R09	G-1	21+41.500	-34.125	512.500	513.114
	G-2	21+41.500	-22.750	512.678	513.292
	G-3	21+41.500	-11.375	512.855	513.470
	G-4	21+41.500	0.000	513.033	513.647
	G-5	21+41.500	11.375	512.855	513.470
	G-6	21+41.500	22.750	512.678	513.292
	G-7	21+41.500	34.125	512.500	513.114
R10	G-1	21+51.500	-34.125	512.726	513.372
	G-2	21+51.500	-22.750	512.904	513.550
	G-3	21+51.500	-11.375	513.081	513.727
	G-4	21+51.500	0.000	513.259	513.905
	G-5	21+51.500	11.375	513.081	513.727
	G-6	21+51.500	22.750	512.904	513.550
	G-7	21+51.500	34.125	512.726	513.372
R11	G-1	21+61.500	-34.125	512.952	513.611
	G-2	21+61.500	-22.750	513.130	513.789
	G-3	21+61.500	-11.375	513.307	513.967
	G-4	21+61.500	0.000	513.485	514.144
	G-5	21+61.500	11.375	513.307	513.967
	G-6	21+61.500	22.750	513.130	513.789
	G-7	21+61.500	34.125	512.952	513.611
R12	G-1	21+71.500	-34.125	513.178	513.838
	G-2	21+71.500	-22.750	513.355	514.016
	G-3	21+71.500	-11.375	513.533	514.193
	G-4	21+71.500	0.000	513.711	514.371
	G-5	21+71.500	11.375	513.533	514.193
	G-6	21+71.500	22.750	513.355	514.016
	G-7	21+71.500	34.125	513.178	513.838
R13	G-1	21+81.500	-34.125	513.404	514.053
	G-2	21+81.500	-22.750	513.581	514.231
	G-3	21+81.500	-11.375	513.759	514.409
	G-4	21+81.500	0.000	513.937	514.586
	G-5	21+81.500	11.375	513.759	514.409
	G-6	21+81.500	22.750	513.581	514.231
	G-7	21+81.500	34.125	513.404	514.053
R14	G-1	21+91.500	-34.125	513.630	514.256
	G-2	21+91.500	-22.750	513.807	514.434
	G-3	21+91.500	-11.375	513.985	514.612
	G-4	21+91.500	0.000	514.163	514.790
	G-5	21+91.500	11.375	513.985	514.612
	G-6	21+91.500	22.750	513.807	514.434
	G-7	21+91.500	34.125	513.630	514.256
R15	G-1	22+01.500	-34.125	513.855	514.447
	G-2	22+01.500	-22.750	514.033	514.625
	G-3	22+01.500	-11.375	514.211	514.803
	G-4	22+01.500	0.000	514.388	514.980
	G-5	22+01.500	11.375	514.211	514.803
	G-6	22+01.500	22.750	514.033	514.625
	G-7	22+01.500	34.125	513.855	514.447
R16	G-1	22+11.500	-34.125	514.081	514.630
	G-2	22+11.500	-22.750	514.259	514.807
	G-3	22+11.500	-11.375	514.437	514.985
	G-4	22+11.500	0.000	514.614	515.163
	G-5	22+11.500	11.375	514.437	514.985
	G-6	22+11.500	22.750	514.259	514.807
	G-7	22+11.500	34.125	514.081	514.630
R17	G-1	22+21.500	-34.125	514.307	514.805
	G-2	22+21.500	-22.750	514.485	514.983
	G-3	22+21.500	-11.375	514.663	515.161
	G-4	22+21.500	0.000	514.840	515.338
	G-5	22+21.500	11.375	514.663	515.161
	G-6	22+21.500	22.750	514.485	514.983
	G-7	22+21.500	34.125	514.307	514.805
R18	G-1	22+31.500	-34.125	514.533	514.974
	G-2	22+31.500	-22.750	514.711	515.152
	G-3	22+31.500	-11.375	514.888	515.330
	G-4	22+31.500	0.000	515.066	515.507
	G-5	22+31.500	11.375	514.888	515.330
	G-6	22+31.500	22.750	514.711	515.152
	G-7	22+31.500	34.125	514.533	514.974
R19	G-1	22+41.500	-34.125	514.759	515.139
	G-2	22+41.500	-22.750	514.937	515.317
	G-3	22+41.500	-11.375	515.114	515.494
	G-4	22+41.500	0.000	515.292	515.672
	G-5	22+41.500	11.375	515.114	515.494
	G-6	22+41.500	22.750	514.937	515.317
	G-7	22+41.500	34.125	514.759	515.139
R20	G-1	22+51.500	-34.125	514.985	515.304
	G-2	22+51.500	-22.750	515.163	515.481
	G-3	22+51.500	-11.375	515.340	515.659
	G-4	22+51.500	0.000	515.518	515.837
	G-5	22+51.500	11.375	515.340	515.659
	G-6	22+51.500	22.750	515.163	515.481
	G-7	22+51.500	34.125	514.985	515.304
R21	G-1	22+61.500	-34.125	515.211	515.469
	G-2	22+61.500	-22.750	515.388	515.646
	G-3	22+61.500	-11.375	515.566	515.824
	G-4	22+61.500	0.000	515.744	516.002
	G-5	22+61.500	11.375	515.566	515.824
	G-6	22+61.500	22.750	515.388	515.646
	G-7	22+61.500	34.125	515.211	515.469
R22	G-1	22+71.500	-34.125	515.437	515.637
	G-2	22+71.500	-22.750	515.614	515.815
	G-3	22+71.500	-11.375	515.792	515.992
	G-4	22+71.500	0.000	515.970	516.170
	G-5	22+71.500	11.375	515.792	515.992
	G-6	22+71.500	22.750	515.614	515.815
	G-7	22+71.500	34.125	515.437	515.637
R23	G-1	22+81.500	-34.125	515.662	515.812
	G-2	22+81.500	-22.750	515.840	515.990
	G-3	22+81.500	-11.375	516.018	516.167
	G-4	22+81.500	0.000	516.196	516.345
	G-5	22+81.500	11.375	516.018	516.167
	G-6	22+81.500	22.750	515.840	515.990
	G-7	22+81.500	34.125	515.662	515.812
R24	G-1	22+91.500	-34.125	515.888	515.994
	G-2	22+91.500	-22.750	516.066	516.171
	G-3	22+91.500	-11.375	516.244	516.349
	G-4	22+91.500	0.000	516.422	516.527
	G-5	22+91.500	11.375	516.244	516.349
	G-6	22+91.500	22.750	516.066	516.171
	G-7	22+91.500	34.125	515.888	515.994
R25	G-1	23+01.500	-34.125	516.114	516.183
	G-2	23+01.500	-22.750	516.292	516.361
	G-3	23+01.500	-11.375	516.470	516.538
	G-4	23+01.500	0.000	516.648	516.716
	G-5	23+01.500	11.375	516.470	516.538
	G-6	23+01.500	22.750	516.292	516.361
	G-7	23+01.500	34.125	516.114	516.183
R26	G-1	23+11.500	-34.125	516.340	516.380
	G-2	23+11.500	-22.750	516.518	516.558
	G-3	23+11.500	-11.375	516.696	516.736
	G-4	23+11.500	0.000	516.873	516.913
	G-5	23+11.500	11.375	516.696	516.736
	G-6	23+11.500	22.750	516.518	516.558
	G-7	23+11.500	34.125	516.340	516.380
R27	G-1	23+21.500	-34.125	516.563	516.583
	G-2	23+21.500	-22.750	516.741	516.761
	G-3	23+21.500	-11.375	516.919	516.939
	G-4	23+21.500	0.000	517.096	517.117
	G-5	23+21.500	11.375	516.919	516.939
	G-6	23+21.500	22.750	516.741	516.761
	G-7	23+21.500	34.125	516.563	516.583
R28	G-1	23+31.500	-34.125	516.773	516.780
	G-2	23+31.500	-22.750	516.951	516.958
	G-3	23+31.500	-11.375	517.129	517.136
	G-4	23+31.500	0.000	517.307	517.313
	G-5	23+31.500	11.375	517.129	517.136
	G-6	23+31.500	22.750	516.951	516.958
	G-7	23+31.500	34.125	516.773	516.780
R29	G-1	23+40.000	-34.125	516.941	516.941
	G-2	23+40.000	-22.750	517.119	517.119
	G-3	23+40.000	-11.375	517.296	517.296
	G-4	23+40.000	0.000	517.474	517.474
	G-5	23+40.000	11.375	517.296	517.296
	G-6	23+40.000	22.750	517.119	517.119
	G-7	23+40.000	34.125	516.941	516.941



FILLET HEIGHTS

TO DETERMINE "T": AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE GIRDERS SHALL BE TAKEN AT INTERVALS SHOWN. THESE ELEVATIONS SUBTRACTED FROM THE "ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION" SHOWN, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "T" ABOVE TOP FLANGES OF GIRDERS.



DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE SLAB & INITIAL SUPER-IMPOSED DEAD LOADS ONLY)

THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE DECK ELEVATIONS ADJUSTED FOR THE DEAD LOAD DEFLECTIONS AS SHOWN.

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
DECK ELEVATIONS - SPAN 7

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RD-01	N.T.S.	AUG 16 1990	75

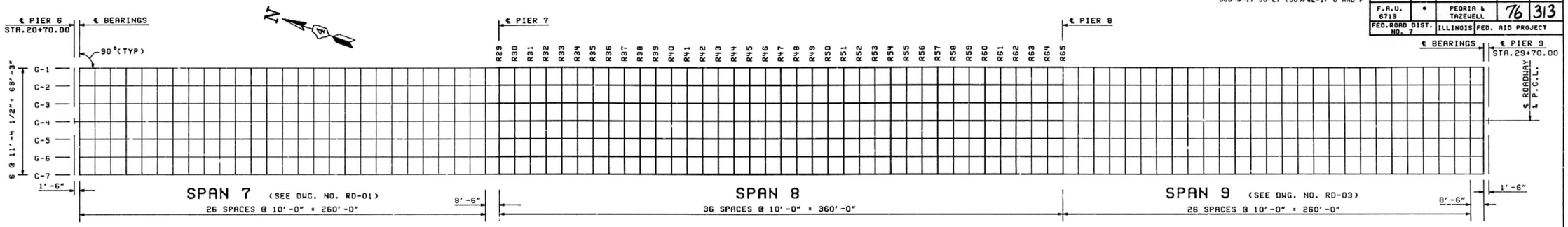
IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: MGB DRAFTED BY: IGM CHECKED BY: MJR ESTIMATED BY:

D C B A 0 A B C D
TAMERAN

ESTIMATED BY: | CHECKED BY: | DRAFTED BY: IGM | DESIGNED BY: RJR | CHECKED BY: RGB | IN CHARGE: PCW

*508-3-1; 50-2; (50)F&E-1, D AND P

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	76	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	ELEVATION THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
R29	G-1	23+40.000	-34.125	516.941	516.941
	G-2	23+40.000	-22.750	517.119	517.119
	G-3	23+40.000	-11.375	517.296	517.296
	G-4	23+40.000	0.000	517.474	517.474
	G-5	23+40.000	11.375	517.296	517.296
	G-6	23+40.000	22.750	517.119	517.119
	G-7	23+40.000	34.125	516.941	516.941
R30	G-1	23+50.000	-34.125	517.125	517.130
	G-2	23+50.000	-22.750	517.303	517.308
	G-3	23+50.000	-11.375	517.481	517.486
	G-4	23+50.000	0.000	517.659	517.663
	G-5	23+50.000	11.375	517.481	517.486
	G-6	23+50.000	22.750	517.303	517.308
	G-7	23+50.000	34.125	517.125	517.130
R31	G-1	23+60.000	-34.125	517.296	517.308
	G-2	23+60.000	-22.750	517.474	517.486
	G-3	23+60.000	-11.375	517.652	517.664
	G-4	23+60.000	0.000	517.829	517.841
	G-5	23+60.000	11.375	517.652	517.664
	G-6	23+60.000	22.750	517.474	517.486
	G-7	23+60.000	34.125	517.296	517.308
R32	G-1	23+70.000	-34.125	517.453	517.484
	G-2	23+70.000	-22.750	517.631	517.661
	G-3	23+70.000	-11.375	517.808	517.839
	G-4	23+70.000	0.000	517.986	518.017
	G-5	23+70.000	11.375	517.808	517.839
	G-6	23+70.000	22.750	517.631	517.661
	G-7	23+70.000	34.125	517.453	517.484
R33	G-1	23+80.000	-34.125	517.596	517.650
	G-2	23+80.000	-22.750	517.774	517.828
	G-3	23+80.000	-11.375	517.952	518.006
	G-4	23+80.000	0.000	518.129	518.183
	G-5	23+80.000	11.375	517.952	518.006
	G-6	23+80.000	22.750	517.774	517.828
	G-7	23+80.000	34.125	517.596	517.650
R34	G-1	23+90.000	-34.125	517.726	517.811
	G-2	23+90.000	-22.750	517.903	517.989
	G-3	23+90.000	-11.375	518.081	518.167
	G-4	23+90.000	0.000	518.259	518.345
	G-5	23+90.000	11.375	518.081	518.167
	G-6	23+90.000	22.750	517.903	517.989
	G-7	23+90.000	34.125	517.726	517.811
R35	G-1	24+00.000	-34.125	517.841	517.968
	G-2	24+00.000	-22.750	518.019	518.145
	G-3	24+00.000	-11.375	518.196	518.323
	G-4	24+00.000	0.000	518.374	518.501
	G-5	24+00.000	11.375	518.196	518.323
	G-6	24+00.000	22.750	518.019	518.145
	G-7	24+00.000	34.125	517.841	517.968
R36	G-1	24+10.000	-34.125	517.943	518.116
	G-2	24+10.000	-22.750	518.120	518.294
	G-3	24+10.000	-11.375	518.298	518.471
	G-4	24+10.000	0.000	518.476	518.649
	G-5	24+10.000	11.375	518.298	518.471
	G-6	24+10.000	22.750	518.120	518.294
	G-7	24+10.000	34.125	517.943	518.116
R37	G-1	24+20.000	-34.125	518.031	518.257
	G-2	24+20.000	-22.750	518.208	518.434
	G-3	24+20.000	-11.375	518.386	518.612
	G-4	24+20.000	0.000	518.564	518.790
	G-5	24+20.000	11.375	518.386	518.612
	G-6	24+20.000	22.750	518.208	518.434
	G-7	24+20.000	34.125	518.031	518.257
R38	G-1	24+30.000	-34.125	518.105	518.385
	G-2	24+30.000	-22.750	518.282	518.563
	G-3	24+30.000	-11.375	518.460	518.741
	G-4	24+30.000	0.000	518.638	518.918
	G-5	24+30.000	11.375	518.460	518.741
	G-6	24+30.000	22.750	518.282	518.563
	G-7	24+30.000	34.125	518.105	518.385
R39	G-1	24+40.000	-34.125	518.165	518.501
	G-2	24+40.000	-22.750	518.343	518.679
	G-3	24+40.000	-11.375	518.521	518.856
	G-4	24+40.000	0.000	518.698	519.034
	G-5	24+40.000	11.375	518.521	518.856
	G-6	24+40.000	22.750	518.343	518.679
	G-7	24+40.000	34.125	518.165	518.501
R40	G-1	24+50.000	-34.125	518.212	518.602
	G-2	24+50.000	-22.750	518.389	518.779
	G-3	24+50.000	-11.375	518.567	518.957
	G-4	24+50.000	0.000	518.745	519.135
	G-5	24+50.000	11.375	518.567	518.957
	G-6	24+50.000	22.750	518.389	518.779
	G-7	24+50.000	34.125	518.212	518.602
R41	G-1	24+60.000	-34.125	518.244	518.684
	G-2	24+60.000	-22.750	518.422	518.862
	G-3	24+60.000	-11.375	518.600	519.040
	G-4	24+60.000	0.000	518.778	519.218
	G-5	24+60.000	11.375	518.600	519.040
	G-6	24+60.000	22.750	518.422	518.862
	G-7	24+60.000	34.125	518.244	518.684
R42	G-1	24+70.000	-34.125	518.263	518.749
	G-2	24+70.000	-22.750	518.441	518.927
	G-3	24+70.000	-11.375	518.619	519.105
	G-4	24+70.000	0.000	518.797	519.282
	G-5	24+70.000	11.375	518.619	519.105
	G-6	24+70.000	22.750	518.441	518.927
	G-7	24+70.000	34.125	518.263	518.749
R43	G-1	24+80.000	-34.125	518.268	518.794
	G-2	24+80.000	-22.750	518.446	518.971
	G-3	24+80.000	-11.375	518.624	519.149
	G-4	24+80.000	0.000	518.802	519.327
	G-5	24+80.000	11.375	518.624	519.149
	G-6	24+80.000	22.750	518.446	518.971
	G-7	24+80.000	34.125	518.266	518.794
R44	G-1	24+90.000	-34.125	518.260	518.816
	G-2	24+90.000	-22.750	518.438	518.994
	G-3	24+90.000	-11.375	518.615	519.171
	G-4	24+90.000	0.000	518.793	519.349
	G-5	24+90.000	11.375	518.615	519.171
	G-6	24+90.000	22.750	518.438	518.994
	G-7	24+90.000	34.125	518.260	518.816
R45	G-1	25+00.000	-34.125	518.237	518.818
	G-2	25+00.000	-22.750	518.415	518.996
	G-3	25+00.000	-11.375	518.593	519.174
	G-4	25+00.000	0.000	518.770	519.352
	G-5	25+00.000	11.375	518.593	519.174
	G-6	25+00.000	22.750	518.415	518.996
	G-7	25+00.000	34.125	518.237	518.818
R46	G-1	25+10.000	-34.125	518.201	518.794
	G-2	25+10.000	-22.750	518.379	518.972
	G-3	25+10.000	-11.375	518.557	519.150
	G-4	25+10.000	0.000	518.734	519.328
	G-5	25+10.000	11.375	518.557	519.150
	G-6	25+10.000	22.750	518.379	518.972
	G-7	25+10.000	34.125	518.201	518.794
R47	G-1	25+20.000	-34.125	518.151	518.753
	G-2	25+20.000	-22.750	518.329	518.931
	G-3	25+20.000	-11.375	518.506	519.108
	G-4	25+20.000	0.000	518.684	519.286
	G-5	25+20.000	11.375	518.506	519.108
	G-6	25+20.000	22.750	518.329	518.931
	G-7	25+20.000	34.125	518.151	518.753
R48	G-1	25+30.000	-34.125	518.087	518.680
	G-2	25+30.000	-22.750	518.265	518.858
	G-3	25+30.000	-11.375	518.443	519.036
	G-4	25+30.000	0.000	518.620	519.214
	G-5	25+30.000	11.375	518.443	519.036
	G-6	25+30.000	22.750	518.265	518.858
	G-7	25+30.000	34.125	518.087	518.680
R49	G-1	25+40.000	-34.125	518.009	518.591
	G-2	25+40.000	-22.750	518.187	518.768
	G-3	25+40.000	-11.375	518.365	518.946
	G-4	25+40.000	0.000	518.543	519.124
	G-5	25+40.000	11.375	518.365	518.946
	G-6	25+40.000	22.750	518.187	518. 8
	G-7	25+40.000	34.125	518.009	518.591
R50	G-1	25+50.000	-34.125	517.918	518.474
	G-2	25+50.300	-22.750	518.096	518.652
	G-3	25+50.000	-11.375	518.273	518.830
	G-4	25+50.000	0.000	518.451	519.007
	G-5	25+50.000	11.375	518.273	518.830
	G-6	25+50.000	22.750	518.096	518.652
	G-7	25+50.000	34.125	517.918	518.474
R51	G-1	25+60.000	-34.125	517.813	518.338
	G-2	25+60.000	-22.750	517.990	518.516
	G-3	25+60.000	-11.375	518.168	518.693
	G-4	25+60.000	0.000	518.346	518.871
	G-5	25+60.000	11.375	518.168	518.693
	G-6	25+60.000	22.750	517.990	518.516
	G-7	25+60.000	34.125	517.813	518.338
R52	G-1	25+70.000	-34.125	517.694	518.180
	G-2	25+70.000	-22.750	517.871	518.357
	G-3	25+70.000	-11.375	518.049	518.535
	G-4	25+70.000	0.000	518.227	518.713
	G-5	25+70.000	11.375	518.049	518.535
	G-6	25+70.000	22.750	517.871	518.357
	G-7	25+70.000	34.125	517.694	518.180
R53	G-1	25+80.000	-34.125	517.561	518.001
	G-2	25+80.000	-22.750	517.739	518.179
	G-3	25+80.000	-11.375	517.916	518.356
	G-4	25+80.000	0.000	518.094	518.534
	G-5	25+80.000	11.375	517.916	518.356
	G-6	25+80.000	22.750	517.739	518.179
	G-7	25+80.000	34.125	517.561	518.001
R54	G-1	25+90.000	-34.125	517.414	517.804
	G-2	25+90.000	-22.750	517.592	517.982
	G-3	25+90.000	-11.375	517.770	518.160
	G-4	25+90.000	0.000	517.947	518.338
	G-5	25+90.000	11.375	517.770	518.160
	G-6	25+90.000	22.750	517.592	517.982
	G-7	25+90.000	34.125	517.414	517.804
R55	G-1	26+00.000	-34.125	517.254	517.589
	G-2	26+00.000	-22.750	517.432	517.767
	G-3	26+00.000	-11.375	517.609	517.945
	G-4	26+00.000	0.000	517.787	518.123
	G-5	26+00.000	11.375	517.613	517.893
	G-6	26+00.000	22.750	517.432	517.767
	G-7	26+00.000	34.125	517.254	517.589
R56	G-1	26+10.000	-34.125	517.080	517.360
	G-2	26+10.000	-22.750	517.257	517.538
	G-3	26+10.000	-11.375	517.435	517.715
	G-4	26+10.000	0.000	517.613	517.893
	G-5	26+10.000	11.375	517.435	517.715
	G-6	26+10.000	22.750	517.257	517.538
	G-7	26+10.000	34.125	517.080	517.360
R57	G-1	26+20.000	-34.125	516.891	517.117
	G-2	26+20.000	-22.750	517.069	517.295
	G-3	26+20.000	-11.375	517.247	517.473
	G-4	26+20.000	0.000	517.425	517.651
	G-5	26+20.000	11.375	517.247	517.473
	G-6	26+20.000	22.750	517.069	517.295
	G-7	26+20.000	34.125	516.891	517.117
R58	G-1	26+30.000	-34.125	516.690	516.863
	G-2	26+30.000	-22.750	516.867	517.041
	G-3	26+30.000	-11.375	517.045	517.218
	G-4	26+30.000	0.000	517.223	517.396
	G-5	26+30.000	11.375	517.045	517.218
	G-6	26+30.000	22.750	516.867	517.041
	G-7	26+30.000	34.125	516.690	516.863
R59	G-1	26+40.000	-34.125	516.474	516.601
	G-2	26+40.000	-22.750	516.652	516.778
	G-3	26+40.000	-11.375	516.830	516.956
	G-4	26+40.000	0.000	517.007	517.134
	G-5	26+40.000	11.375	516.830	516.956
	G-6	26+40.000	22.750	516.652	516.778
	G-7	26+40.000	34.125	516.474	516.601
R60	G-1	26+50.000	-34.125	516.245	516.331
	G-2	26+50.000	-22.750	516.422	516.508
	G-3	26+50.000	-11.375	516.600	516.686
	G-4	26+50.000	0.000	516.778	516.864
	G-5	26+50.000	11.375	516.600	516.686
	G-6	26+50.000	22.750	516.422	516.508
	G-7	26+50.000	34.125	516.245	516.331
R61	G-1	26+60.000	-34.125	516.001	516.055
	G-2	26+60.000	-22.750	516.179	516.233
	G-3	26+60.000	-11.375	516.357	516.411
	G-4	26+60.000	0.000	516.534	516.589
	G-5	26+60.000	11.375	516.357	516.411
	G-6	26+60.000	22.750	516.179	516.233
	G-7	26+60.000	34.125	516.001	516.055
R62	G-1	26+70.000	-34.125	515.744	515.775
	G-2	26+70.000	-22.750	515.922	515.952
	G-3	26+70.000	-11.375	516.100	516.130
	G-4	26+70.000	0.000	516.278	516.308
	G-5	26+70.000	11.375	516.100	516.130
	G-6	26+70.000	22.750	515.922	515.952
	G-7	26+70.000	34.125	515.744	515.775
R63	G-1	26+80.000	-34.125	515.473	515.486
	G-2	26+80.000	-22.750	515.651	515.663
	G-3	26+80.000	-11.375	515.829	515.841
	G-4	26+80.000	0.000	516.007	516.019
	G-5	26+80.000	11.375	515.829	515.841
	G-6	26+80.000	22.750	515.651	515.663
	G-7	26+80.000	34.125	515.473	515.486
R64	G-1	26+90.000	-34.125	515.189	515.193
	G-2	26+90.000	-22.750	515.367	515.371
	G-3	26+90.000	-11.375	515.544	515.549
	G-4	26+90.000	0.000	515.722	515.727
	G-5	26+90.000	11.375	515.544	515.549
	G-6	26+90.000	22.750	515.367	515.371
	G-7	26+90.000	34.125	515.189	515.193
R65	G-1	27+00.000	-34.125	514.890	514.890
	G-2	27+00.000	-22.750	515.068	515.068
	G-3	27+00.000	-11.375	515.246	515.246
	G-4	27+00.000	0.000	515.424	515.424
	G-5	27+00.000	11.375	515.246	515.246
	G-6	27+00.000	22.750	515.068	515.068
	G-7	27+00.000	34.125	514.890	514.890

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
DECK ELEVATIONS - SPAN 8

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

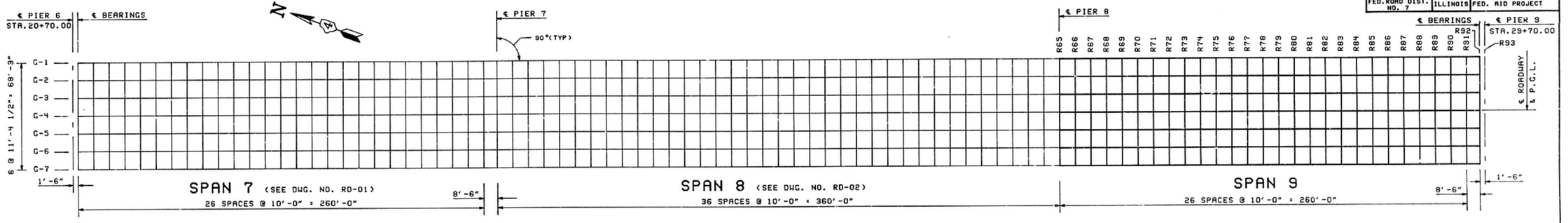
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RD-02	N.T.S.	AUG 1 6 1990	76

TAMERAN

*508-3-11 50-21 (50)FAE-1, D AND P

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	77	3/3
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



					ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
R65	G-1	27+00.000	-34.125	514.890	514.890
	G-2	27+00.000	-22.750	515.068	515.068
	G-3	27+00.000	-11.375	515.246	515.246
	G-4	27+00.000	0.000	515.424	515.424
	G-5	27+00.000	11.375	515.246	515.246
	G-6	27+00.000	22.750	515.068	515.068
	G-7	27+00.000	34.125	514.890	514.890
R66	G-1	27+10.000	-34.125	514.578	514.586
	G-2	27+10.000	-22.750	514.756	514.764
	G-3	27+10.000	-11.375	514.934	514.942
	G-4	27+10.000	0.000	515.111	515.119
	G-5	27+10.000	11.375	514.934	514.942
	G-6	27+10.000	22.750	514.756	514.764
	G-7	27+10.000	34.125	514.578	514.586
R67	G-1	27+20.000	-34.125	514.252	514.275
	G-2	27+20.000	-22.750	514.430	514.453
	G-3	27+20.000	-11.375	514.609	514.630
	G-4	27+20.000	0.000	514.785	514.808
	G-5	27+20.000	11.375	514.608	514.630
	G-6	27+20.000	22.750	514.430	514.453
	G-7	27+20.000	34.125	514.252	514.275
R68	G-1	27+30.000	-34.125	513.912	513.957
	G-2	27+30.000	-22.750	514.090	514.134
	G-3	27+30.000	-11.375	514.268	514.312
	G-4	27+30.000	0.000	514.446	514.490
	G-5	27+30.000	11.375	514.268	514.312
	G-6	27+30.000	22.750	514.090	514.134
	G-7	27+30.000	34.125	513.912	513.957
R69	G-1	27+40.000	-34.125	513.559	513.631
	G-2	27+40.000	-22.750	513.737	513.809
	G-3	27+40.000	-11.375	513.914	513.987
	G-4	27+40.000	0.000	514.092	514.165
	G-5	27+40.000	11.375	513.914	513.987
	G-6	27+40.000	22.750	513.737	513.809
	G-7	27+40.000	34.125	513.559	513.631
R70	G-1	27+50.000	-34.125	513.191	513.302
	G-2	27+50.000	-22.750	513.369	513.480
	G-3	27+50.000	-11.375	513.547	513.658
	G-4	27+50.000	0.000	513.724	513.836
	G-5	27+50.000	11.375	513.547	513.658
	G-6	27+50.000	22.750	513.369	513.480
	G-7	27+50.000	34.125	513.191	513.302
R71	G-1	27+60.000	-34.125	512.810	512.967
	G-2	27+60.000	-22.750	512.988	513.145
	G-3	27+60.000	-11.375	513.166	513.322
	G-4	27+60.000	0.000	513.343	513.500
	G-5	27+60.000	11.375	513.166	513.322
	G-6	27+60.000	22.750	512.988	513.145
	G-7	27+60.000	34.125	512.810	512.967
R72	G-1	27+70.000	-34.125	512.415	512.624
	G-2	27+70.000	-22.750	512.593	512.802
	G-3	27+70.000	-11.375	512.771	512.979
	G-4	27+70.000	0.000	512.948	513.157
	G-5	27+70.000	11.375	512.771	512.979
	G-6	27+70.000	22.750	512.593	512.802
	G-7	27+70.000	34.125	512.415	512.624

					ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
R73	G-1	27+80.000	-34.125	512.006	512.273
	G-2	27+80.000	-22.750	512.184	512.451
	G-3	27+80.000	-11.375	512.362	512.628
	G-4	27+80.000	0.000	512.539	512.806
	G-5	27+80.000	11.375	512.362	512.628
	G-6	27+80.000	22.750	512.184	512.451
	G-7	27+80.000	34.125	512.006	512.273
R74	G-1	27+90.000	-34.125	511.564	511.912
	G-2	27+90.000	-22.750	511.761	512.089
	G-3	27+90.000	-11.375	511.939	512.267
	G-4	27+90.000	0.000	512.117	512.445
	G-5	27+90.000	11.375	511.939	512.267
	G-6	27+90.000	22.750	511.761	512.089
	G-7	27+90.000	34.125	511.584	511.912
R75	G-1	28+00.000	-34.125	511.147	511.537
	G-2	28+00.000	-22.750	511.325	511.714
	G-3	28+00.000	-11.375	511.503	511.892
	G-4	28+00.000	0.000	511.681	512.070
	G-5	28+00.000	11.375	511.503	511.892
	G-6	28+00.000	22.750	511.325	511.714
	G-7	28+00.000	34.125	511.147	511.537
R76	G-1	28+10.000	-34.125	510.697	511.147
	G-2	28+10.000	-22.750	510.875	511.324
	G-3	28+10.000	-11.375	511.053	511.502
	G-4	28+10.000	0.000	511.230	511.680
	G-5	28+10.000	11.375	511.053	511.502
	G-6	28+10.000	22.750	510.875	511.324
	G-7	28+10.000	34.125	510.697	511.147
R77	G-1	28+20.000	-34.125	510.235	510.741
	G-2	28+20.000	-22.750	510.413	510.919
	G-3	28+20.000	-11.375	510.590	511.097
	G-4	28+20.000	0.000	510.768	511.274
	G-5	28+20.000	11.375	510.590	511.097
	G-6	28+20.000	22.750	510.413	510.919
	G-7	28+20.000	34.125	510.235	510.741
R78	G-1	28+30.000	-34.125	509.771	510.326
	G-2	28+30.000	-22.750	509.948	510.504
	G-3	28+30.000	-11.375	510.126	510.682
	G-4	28+30.000	0.000	510.304	510.860
	G-5	28+30.000	11.375	510.126	510.682
	G-6	28+30.000	22.750	509.948	510.504
	G-7	28+30.000	34.125	509.771	510.326
R79	G-1	28+40.000	-34.125	509.307	509.904
	G-2	28+40.000	-22.750	509.484	510.082
	G-3	28+40.000	-11.375	509.662	510.259
	G-4	28+40.000	0.000	509.840	510.437
	G-5	28+40.000	11.375	509.662	510.259
	G-6	28+40.000	22.750	509.484	510.082
	G-7	28+40.000	34.125	509.307	509.904
R80	G-1	28+50.000	-34.125	508.843	509.473
	G-2	28+50.000	-22.750	509.021	509.651
	G-3	28+50.000	-11.375	509.198	509.829
	G-4	28+50.000	0.000	509.376	510.006
	G-5	28+50.000	11.375	509.198	509.829
	G-6	28+50.000	22.750	509.021	509.651
	G-7	28+50.000	34.125	508.843	509.473

					ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
R81	G-1	28+60.000	-34.125	508.379	509.032
	G-2	28+60.000	-22.750	508.556	509.210
	G-3	28+60.000	-11.375	508.734	509.387
	G-4	28+60.000	0.000	508.912	509.565
	G-5	28+60.000	11.375	508.734	509.387
	G-6	28+60.000	22.750	508.556	509.210
	G-7	28+60.000	34.125	508.379	509.032
R82	G-1	28+70.000	-34.125	507.915	508.576
	G-2	28+70.000	-22.750	508.092	508.754
	G-3	28+70.000	-11.375	508.270	508.932
	G-4	28+70.000	0.000	508.448	509.109
	G-5	28+70.000	11.375	508.270	508.932
	G-6	28+70.000	22.750	508.092	508.754
	G-7	28+70.000	34.125	507.915	508.576
R83	G-1	28+80.000	-34.125	507.451	508.108
	G-2	28+80.000	-22.750	507.629	508.286
	G-3	28+80.000	-11.375	507.806	508.464
	G-4	28+80.000	0.000	507.984	508.642
	G-5	28+80.000	11.375	507.806	508.464
	G-6	28+80.000	22.750	507.629	508.286
	G-7	28+80.000	34.125	507.451	508.108
R84	G-1	28+90.000	-34.125	506.987	507.628
	G-2	28+90.000	-22.750	507.164	507.806
	G-3	28+90.000	-11.375	507.342	507.984
	G-4	28+90.000	0.000	507.520	508.161
	G-5	28+90.000	11.375	507.342	507.984
	G-6	28+90.000	22.750	507.164	507.806
	G-7	28+90.000	34.125	506.987	507.628
R85	G-1	29+00.000	-34.125	506.523	507.132
	G-2	29+00.000	-22.750	506.701	507.310
	G-3	29+00.000	-11.375	506.878	507.488
	G-4	29+00.000	0.000	507.056	507.665
	G-5	29+00.000	11.375	506.878	507.488
	G-6	29+00.000	22.750	506.701	507.310
	G-7	29+00.000	34.125	506.523	507.132
R86	G-1	29+10.000	-34.125	506.059	506.618
	G-2	29+10.000	-22.750	506.237	506.796
	G-3	29+10.000	-11.375	506.414	506.974
	G-4	29+10.000	0.000	506.592	507.152
	G-5	29+10.000	11.375	506.414	506.974
	G-6	29+10.000	22.750	506.237	506.796
	G-7	29+10.000	34.125	506.059	506.618
R87	G-1	29+20.000	-34.125	505.595	506.091
	G-2	29+20.000	-22.750	505.772	506.269
	G-3	29+20.000	-11.375	505.950	506.447
	G-4	29+20.000	0.000	506.128	506.624
	G-5	29+20.000	11.375	505.950	506.447
	G-6	29+20.000	22.750	505.772	506.269
	G-7	29+20.000	34.125	505.595	506.091
R88	G-1	29+30.000	-34.125	505.131	505.551
	G-2	29+30.000	-22.750	505.309	505.729
	G-3	29+30.000	-11.375	505.486	505.906
	G-4	29+30.000	0.000	505.664	506.084
	G-5	29+30.000	11.375	505.486	505.906
	G-6	29+30.000	22.750	505.309	505.729
	G-7	29+30.000	34.125	505.131	505.551

					ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
R89	G-1	29+40.000	-34.125	504.667	504.995
	G-2	29+40.000	-22.750	504.845	505.173
	G-3	29+40.000	-11.375	505.022	505.351
	G-4	29+40.000	0.000	505.200	505.528
	G-5	29+40.000	11.375	505.022	505.351
	G-6	29+40.000	22.750	504.845	505.173
	G-7	29+40.000	34.125	504.667	504.995
R90	G-1	29+50.000	-34.125	504.203	504.423
	G-2	29+50.000	-22.750	504.380	504.601
	G-3	29+50.000	-11.375	504.558	504.779
	G-4	29+50.000	0.000	504.736	504.957
	G-5	29+50.000	11.375	504.558	504.779
	G-6	29+50.000	22.750	504.380	504.601
	G-7	29+50.000	34.125	504.203	504.423
R91	G-1	29+60.000	-34.125	503.739	503.843
	G-2	29+60.000	-22.750	503.917	504.021
	G-3	29+60.000	-11.375	504.094	504.198
	G-4	29+60.000	0.000	504.272	504.376
	G-5	29+60.000	11.375	504.094	504.198
	G-6	29+60.000	22.750	503.917	504.021
	G-7	29+60.000	34.125	503.739	503.843
R92	G-1	29+68.500	-34.125	503.344	503.344
	G-2	29+68.500	-22.750	503.522	503.522
	G-3	29+68.500	-11.375	503.700	503.700
	G-4	29+68.500	0.000	503.878	503.878
	G-5	29+68.500	11.375	503.700	503.700
	G-6	29+68.500	22.750	503.522	503.522
	G-7	29+68.500	34.125	503.344	503.344
R93	G-1	29+70.000	-34.125	503.275	503.275
	G-2	29+70.000	-22.750	503.453	503.453
	G-3	29+70.000	-11.375	503.630	503.630
	G-4	29+70.000	0.000	503.808	503.808
	G-5	29+70.000	11.375	503.630	503.630
	G-6	29+70.000	22.750	503.453	503.453
	G-7	29+70.000	34.125	503.275	503.275

NOTE:
ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
DECK ELEVATIONS - SPAN 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

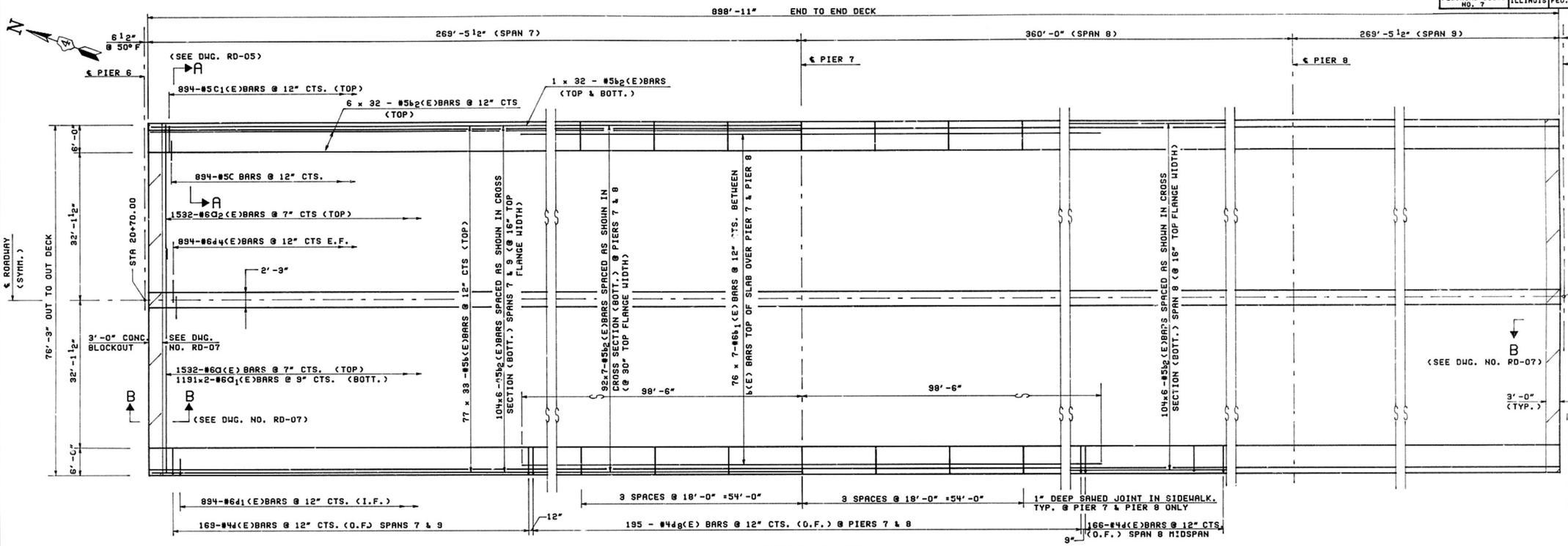
DRAWING NO.	SCALE	DATE	SHEET NO.
RD-03	N.T.S.	AUG 16 1990	77

IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: NGB ESTIMATED BY:
DRAFTED BY: IGM CHECKED BY: NJR

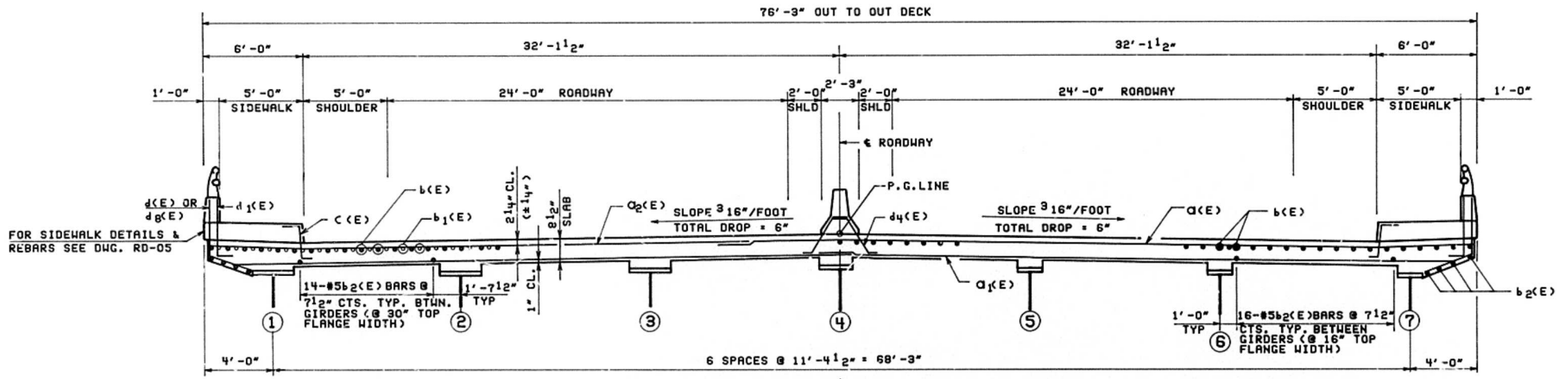
D C B A 0 A B C D
TAMERAN

*508-3-1; 50-2; (50)F&E-1, D AND P

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	78	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



DECK PLAN



DECK CROSS SECTION
(LOOKING UPSTATION)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. RG-01.
2. FOR BILL OF MATERIAL SEE DWG. NO. RD-08.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. RD-05 THRU RD-08.
4. BARS INDICATED THUS 20 X 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. FOR LOCATIONS OF INSERTS REQUIRED FOR TELEPHONE CONDUIT HANGERS SEE DWG. NOS. RAN-01 THRU RAN-07.

MIN. BAR LAP (UNLESS OTHERWISE NOTED)

#5 BAR = 2'- 2"
#6 BAR = 2'- 7"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
DECK PLAN & SECTION - SPANS 7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RD-04	N.T.S.	AUG 16 1990	78

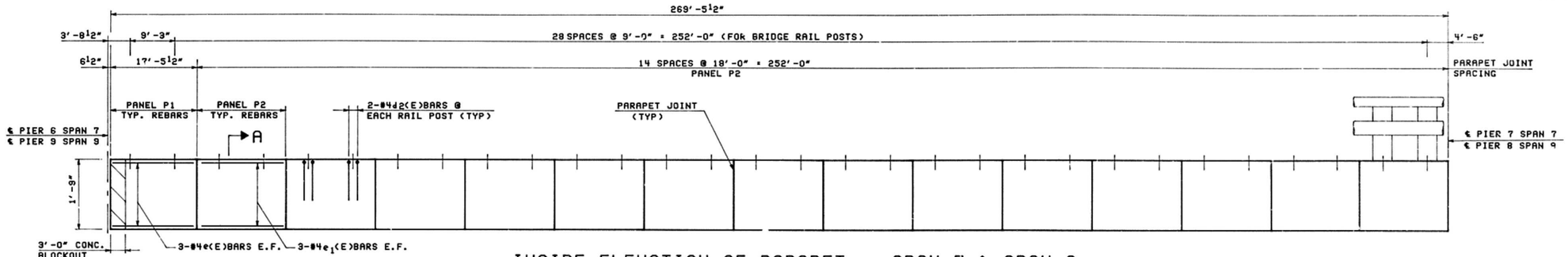
ESTIMATED BY: CHECKED BY: DRAFTED BY: IGH CHECKED BY: MJR
IN CHARGE: PCW DESIGNED BY: MJR CHECKED BY: RJR

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	79	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

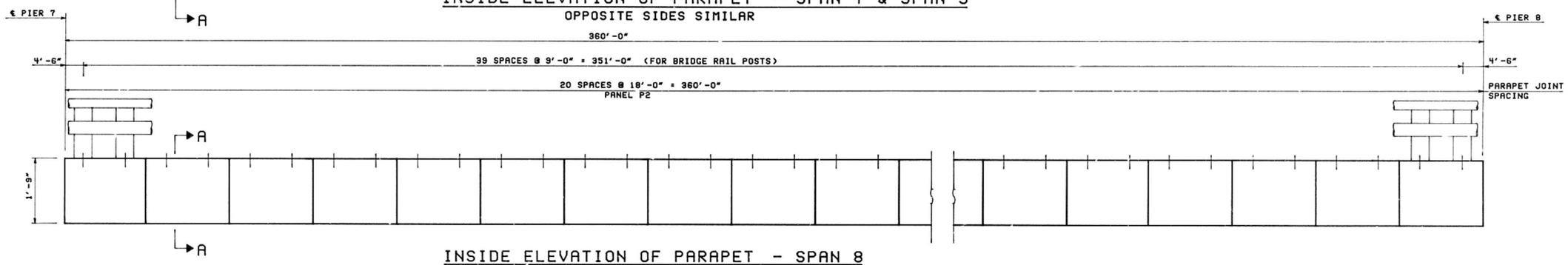
*SOB-3-1; SO-2; (SO)F&E-1, D AND P

ESTIMATED BY: TV CHECKED BY: MGB DRAFTED BY: IGH CHECKED BY: MJR
DESIGNED BY: MJR CHECKED BY: TV
IN CHARGE: PCW



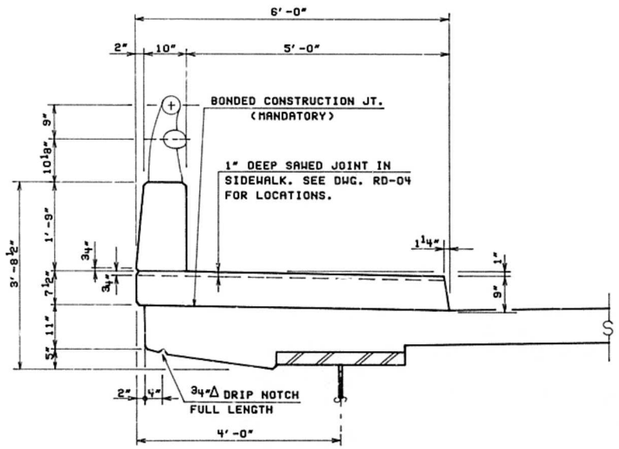
INSIDE ELEVATION OF PARAPET - SPAN 7 & SPAN 9

OPPOSITE SIDES SIMILAR



INSIDE ELEVATION OF PARAPET - SPAN 8

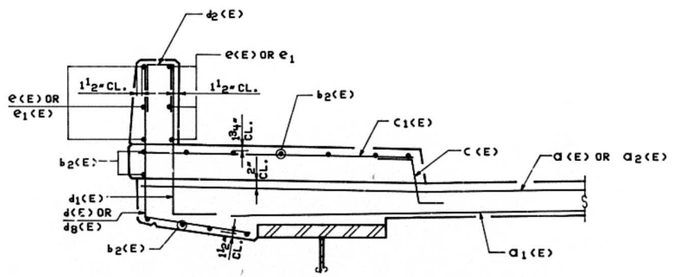
OPPOSITE SIDE SIMILAR



SECTION A-A

TYPICAL SECTION THRU SIDEWALK

(SHOWING DIMENSIONS ONLY)



SECTION A-A

TYPICAL SECTION THRU SIDEWALK

(SHOWING RE-BARS ONLY)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. RG-01.
2. FOR BILL OF MATERIAL SEE DWG. NO. RD-08.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. FOR PARAPET JOINT DETAIL SEE DWG. NO. RD-06
5. FOR RAIL POST ANCHORAGE DETAIL SEE DWG. NO. RD-11.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE

PARAPET DETAILS - SPANS 7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RD-05	N.T.S.	AUG 16 1990	79

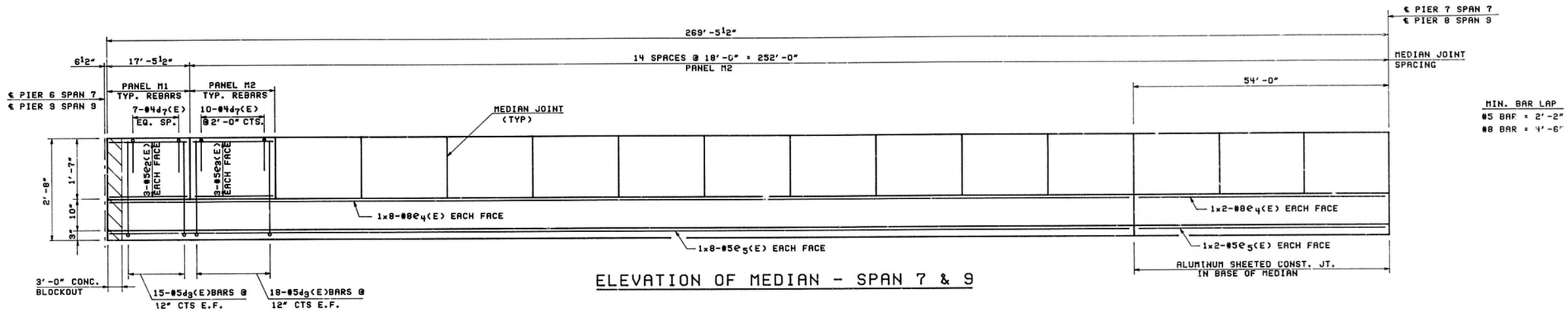
D C B A 0 A B C D

TAMERAN

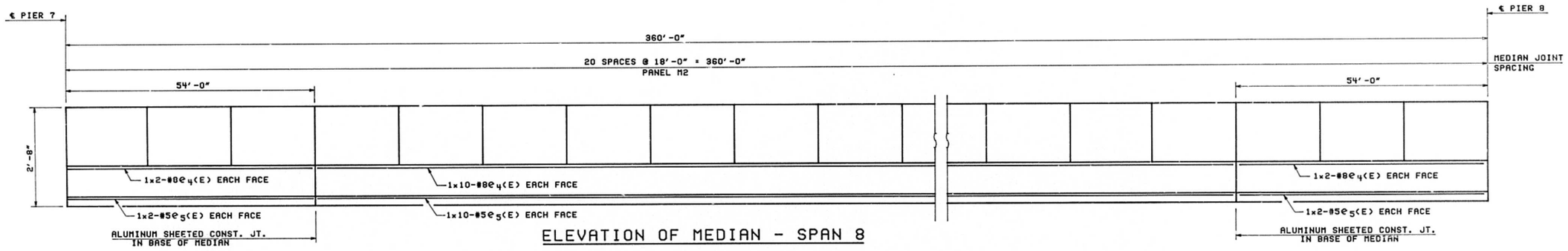
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	•	PEORIA & TAZEWELL	80	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P

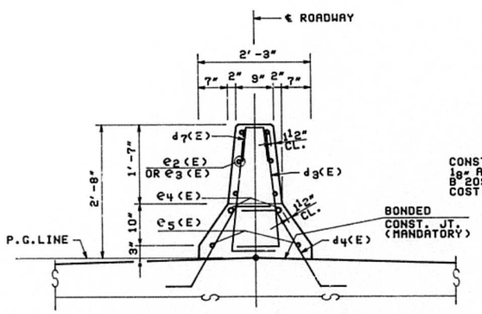
DESIGNED BY: MJR DRAFTED BY: IGM CHECKED BY: MJR
ESTIMATED BY: TV CHECKED BY: TV CHECKED BY: MGB
IN CHARGE: PCH



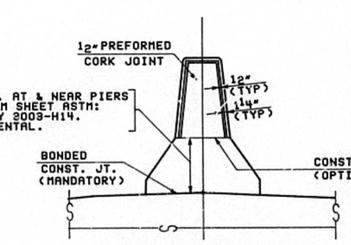
ELEVATION OF MEDIAN - SPAN 7 & 9



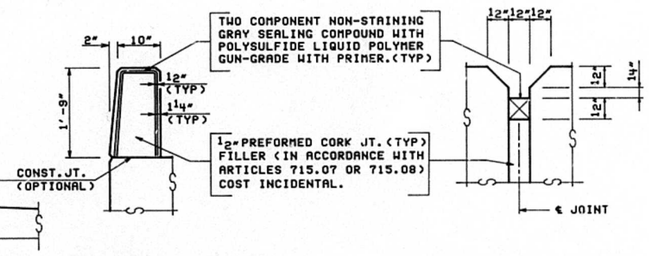
ELEVATION OF MEDIAN - SPAN 8



TYPICAL SECTION THRU MEDIAN



MEDIAN JOINT



PARAPET JOINT

TYPICAL SECTION

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. RG-01.
2. FOR BILL OF MATERIAL SEE DWG. NO. RD-08.
3. BARS INDICATED THUS 20x3-#5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
4. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
MEDIAN DETAILS - SPANS 7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

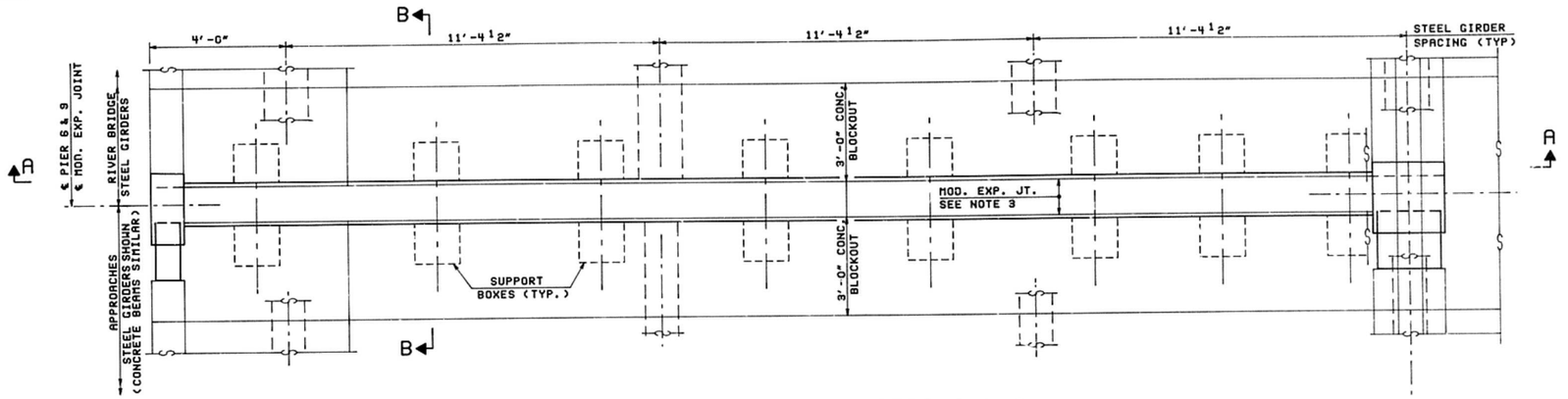
DRAWING NO.	SCALE	DATE	SHEET NO.
RD-06	N.T.S.	AUG 16 1996	80

D C B A 0 A B C D

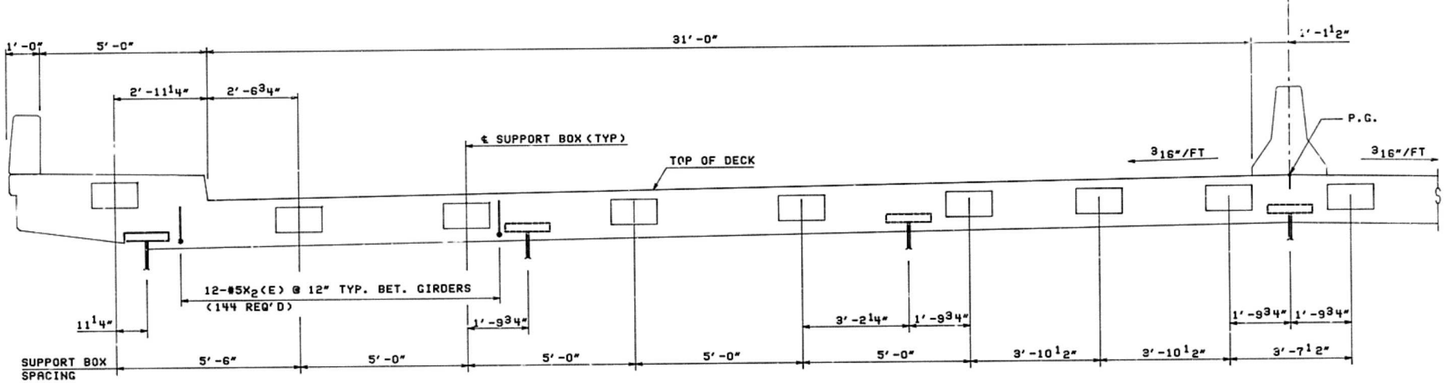
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	81	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

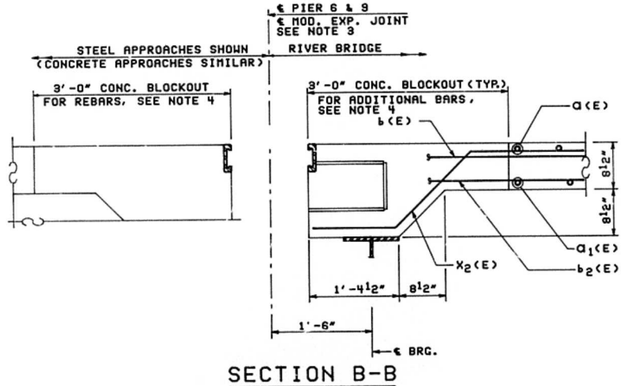
*508-3-1: 50-2; (50)F&E-1, D AND P



DECK PLAN @ PIERS 6 & 9
(STEEL APPROACHES AS SHOWN
CONCRETE APPROACHES SIMILAR)



SECTION A-A
(REBAR DETAILS @ PIERS 6 & 9)



SECTION B-B

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. RG-01.
2. FOR BILL OF MATERIAL SEE DWG. NO. RD-08.
3. FOR DETAILS OF MODULAR EXPANSION JOINT
   SEE DWG. NO. SAM-01 FOR STEEL ALTERNATE
   SEE DWG. NO. CAM-01 FOR CONCRETE ALTERNATE.
4. FOR REBAR DETAILS IN APPROACHES :
   SEE DWG. NOS. USD-12 & ESD-07 FOR STEEL ALTERNATE
   SEE DWG. NOS. UCD-15 & ECD-07 FOR CONC. ALTERNATE
5. FOR DETAILS OF REBARS a(E), a_1(E), b(E) & b_2(E)
   SEE DECK PLAN, DWG. NO. RD-04.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
REBAR DET. @ MOD. EXP. JT.- P-6 & 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

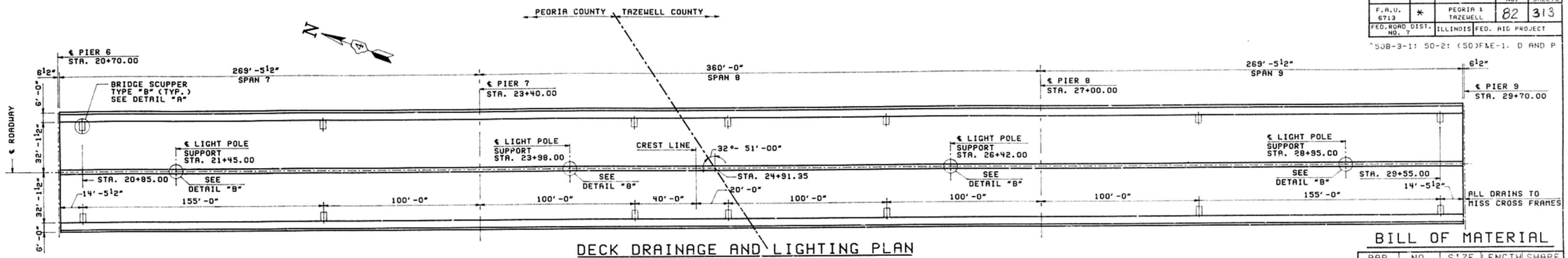
DRAWING NO.	SCALE	DATE	SHEET NO.
RD-07	N.T.S.	AUG 16 1990	81

ESTIMATED BY: TV CHECKED BY: NGB DRAFTED BY: IGM CHECKED BY: MJR
DESIGNED BY: MJR CHECKED BY: NGB
IN CHARGE: PCW

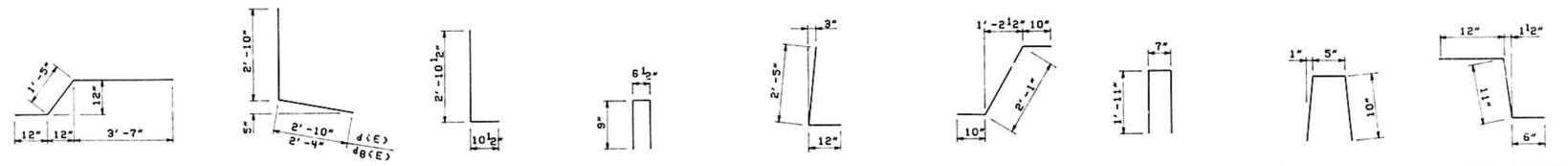
D C B A 0 A B C D
TAMERAN

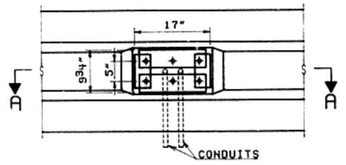
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	82	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

"SOB-3-1: 50-2: (50)F&E-1. D AND P

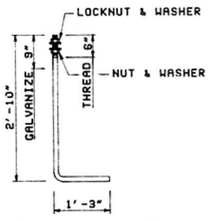


DECK DRAINAGE AND LIGHTING PLAN

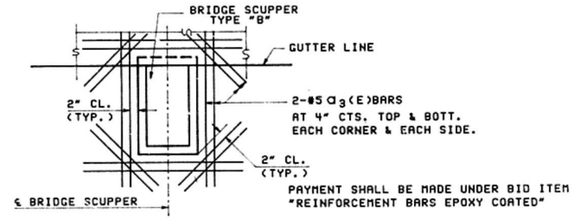




DETAIL "B"



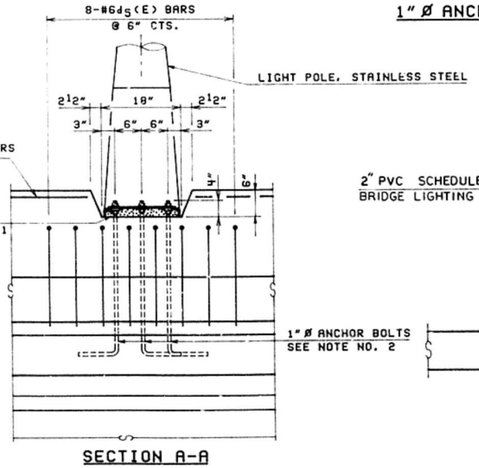
1" Ø ANCHOR BOLT



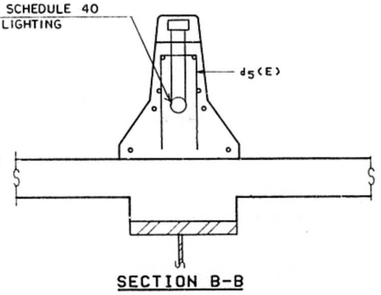
PAYMENT SHALL BE MADE UNDER BID ITEM "REINFORCEMENT BARS EPOXY COATED"

DETAIL "A"
EXTRA REBARS AT SCUPPERS (TYP)

B



SECTION A-A



SECTION B-B

B

BRIDGE LIGHTING DETAIL

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a (E)	1532	#6	44'-10"	——
a1(E)	2382	#6	38'-4"	——
a2(E)	1532	#6	33'-6"	——
a3(E)	448	#5	5'-0"	——
b (E)	2541	#5	29'-6"	——
b1(E)	1064	#6	30'-6"	——
b2(E)	3672	#5	30'-6"	——
c (E)	1788	#5	2'-5"	⌝
c1(E)	1788	#5	5'-8"	——
d (E)	1008	#4	5'-8"	L
d1(E)	1788	#6	3'-9"	L
d2(E)	400	#4	2'-1"	⊓
d3(E)	1788	#5	3'-5"	L
d4(E)	1788	#6	3'-9"	⌐
d5(E)	32	#6	4'-5"	⊓
d7(E)	494	#4	2'-1"	⋀
d8(E)	760	#4	5'-2"	L
e (E)	24	#4	17'-3"	——
e1(E)	576	#4	17'-9"	——
e2(E)	12	#5	17'-3"	——
e3(E)	288	#5	17'-9"	——
e4(E)	68	#8	30'-9"	——
e5(E)	68	#5	29'-3"	——
X2(E)	144	#5	6'-0"	⌐

		PEORIA COUNTY	TAZEWELL COUNTY	TOTAL
BRIDGE DECK GROOVING	SQ. YD.	2911	3282	6193

		PEORIA COUNTY	TAZEWELL COUNTY	TOTAL
REINFORCEMENT BARS (EPOXY COATED)	LBS.	296 950	337280	634230
CLASS X CONCRETE SUPERSTRUCTURE	CU.YDS.	1170	1330	2500
PROTECTIVE COAT	SQ. YD.	4000	4550	8550
BRIDGE SCUPPERS TYPE "B"	EACH	7	7	14

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

NOTES:

1. PROVIDE 2 FLAT WASHERS, 1 REGULAR NUT AND 1 LOCKNUT FOR EACH ANCHOR BOLT. ALL NUTS AND WASHERS MUST BE GALVANIZED. COST OF ANCHOR BOLTS IS INCIDENTAL TO CLASS X CONCRETE SUPERSTRUCTURE.
2. FOR SCUPPER DETAILS SEE DWGS RD-09 AND RD-10.
3. FOR DECK POURING SEQUENCE SEE DWG. NO. RD-09.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
DECK REBAR & MISC. DET.- S-7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RD-08	N.T.S.	AUG 07 1991	82

ESTIMATED BY: TV CHECKED BY: NGB DRAFTED BY: SBA CHECKED BY: MJR
DESIGNED BY: MJR CHECKED BY: TV
IN CHARGE: PCH

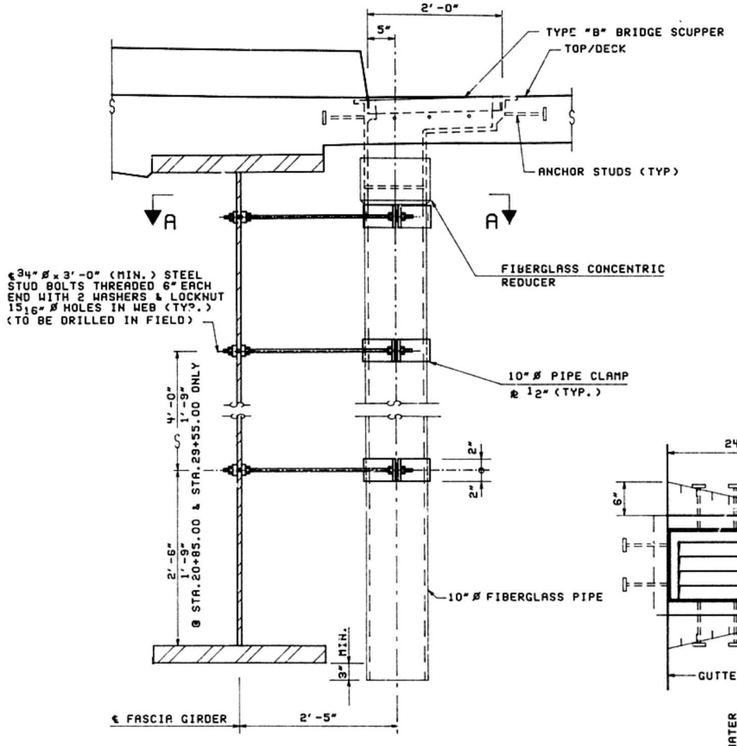
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	83	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

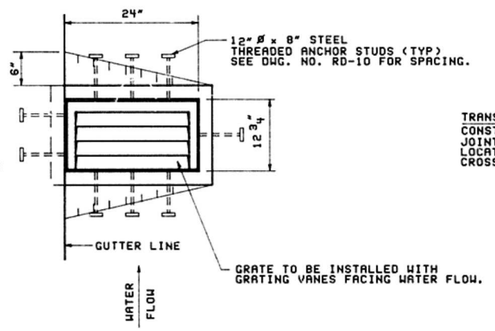
*SUB-3-1; 50-2; (50)F&E-1, D AND P

ESTIMATED BY: LGB CHECKED BY: MGB DRAFTED BY: IGM CHECKED BY: LGB

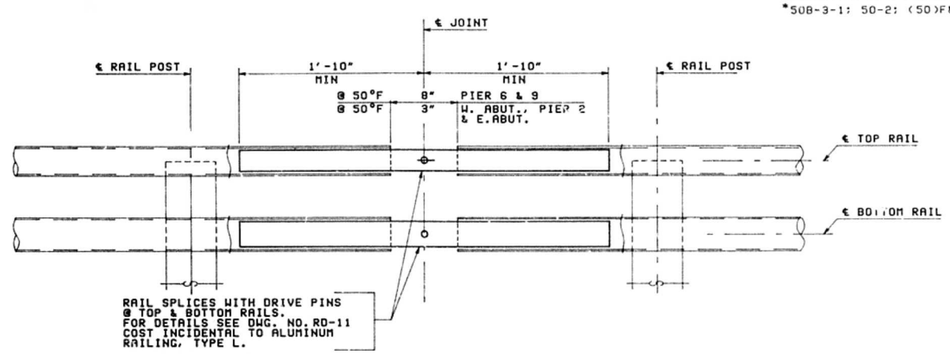
DESIGNED BY: LGB CHECKED BY: MGB IN CHARGE: PCW



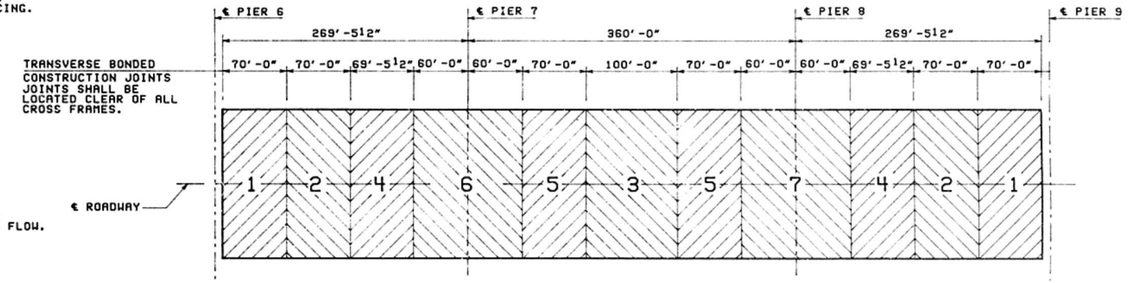
SCUPPER SUPPORT DETAIL
@ SIDEWALK



SCUPPER TOP PLAN



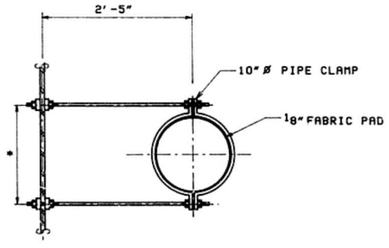
BRIDGE RAIL SPLICE ELEVATION AT EXP. JOINT



DECK POURING SEQUENCE

NOTES: (FLOOR DRAIN EXTENSION)

1. FIBERGLASS PIPE SHALL CONFORM TO ASTM:D2996, WITH SHORT-TIME RUPTURE STRENGTH HOOP TENSILE STRESS OF 30,000 p.s.i. MINIMUM.
2. SCUPPERS SHALL BE LOCATED CLEAR OF ALL CROSS FRAMES.
3. FOR SCUPPER DETAILS SEE DWG. NO. RD-10
4. PAYMENT FOR ANCHOR STUDS SHALL BE CONSIDERED INCIDENTAL TO BID ITEM "BRIDGE SCUPPER"
5. PAYMENT FOR FIBERGLASS PIPES 10" ø, FIBERGLASS CONCENTRIC REDUCERS & ALL PIPE SUPPORTS SHALL BE MADE UNDER BID ITEM "FLOOR DRAIN EXTENSION".
6. ALL PIPE SUPPORTS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH AASHTO M232.
7. ALL STEEL HARDWARE FOR PIPE SUPPORTS SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.
8. THE EXTERIOR SURFACE OF FIBERGLASS FLOOR DRAINS SHALL BE PAINTED WITH A VINYL ENAMEL COAT. THE COLOR SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.



* DIMENSION AS REQUIRED BY PIPE CLAMP

SECTION A-A

NOTES: (DECK POURING)

1. POURING SEQUENCES 1 THROUGH 5 SHALL BE CAST SIMUTANEOUSLY AND SEQUNTIALLY.

WHEN THE DECK POUR IS STOPPED FOR THE DAY AT ONE OR MORE OF THE TRANSVERSE BONDED CONSTRUCTION JOINTS IN THE DECK POURING SEQUENCE AS SHOWN, THE NEXT POUR SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET:

1. AT LEAST 72 HOURS SHALL HAVE LAPSED FROM THE END OF THE PREVIOUS POUR.
2. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULAR OF RUPTURE OF 650 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3500 P.S.I.

BILL OF MATERIAL

ITEM	UNIT	PEORIA COUNTY	TAZEWELL COUNTY	TOTAL
FLOOR DRAIN EXTENSION	L SUM	7	7	14

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
DRAINAGE SUPPORT & MISC. DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

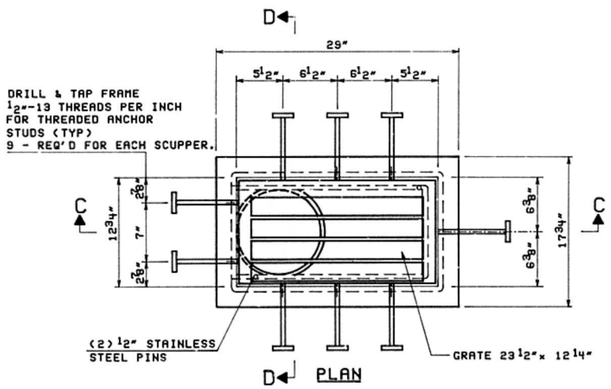
DRAWING NO.	SCALE	DATE	SHEET NO.
RD-09	N.T.S.	AUG 07 1991	83

D C B A 0 A B C D
TAMERAN

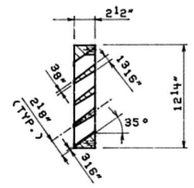
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	84	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

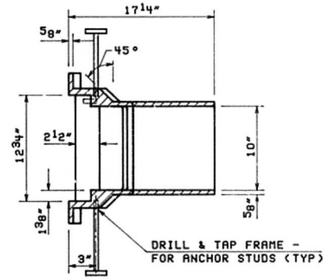
DRAFTED BY: IGM
CHECKED BY: RJR
CHECKED BY:
DESIGNED BY: RJR
CHECKED BY: NGB
ESTIMATED BY:
IN CHARGE: PCW



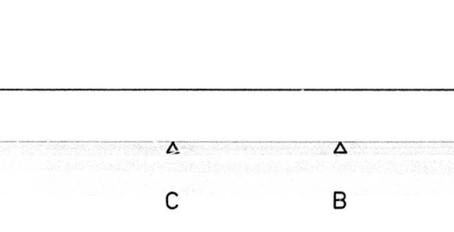
BRIDGE SCUPPER
TYPE "B"



GRATE



SECTION D-D



SECTION C-C

NOTES:

1. ALL CAST IRON PARTS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF AASHTO M105, CLASS 30.
2. COST OF THE FRAME, GRATE, STAINLESS STEEL PINS AND DRILLING & TAPPING OF HOLES FOR ANCHOR STUDS INCLUDING COMPLETE INSTALLATION OF SCUPPER SHALL BE PAID FOR AT THE UNIT BID PRICE FOR "BRIDGE SCUPPERS".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
BRIDGE SCUPPER DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

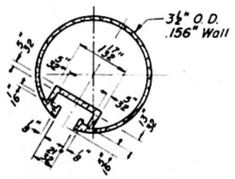
DRAWING NO.	SCALE	DATE	SHEET NO.
RD-10		AUG 16 1990	84

D C B A 0 A B C D
TAMERAN

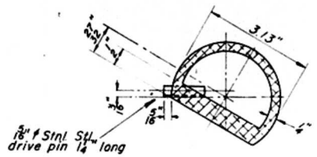
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S.	*	PEORIA TAZEWELL	313	85

SHEET NO.
SHEETS

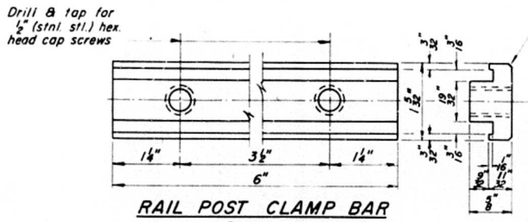
*50 B-3-1; 50-2; (50)F & E-1, D & P



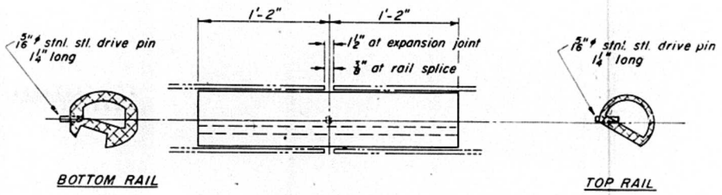
SECTION THRU TOP RAIL



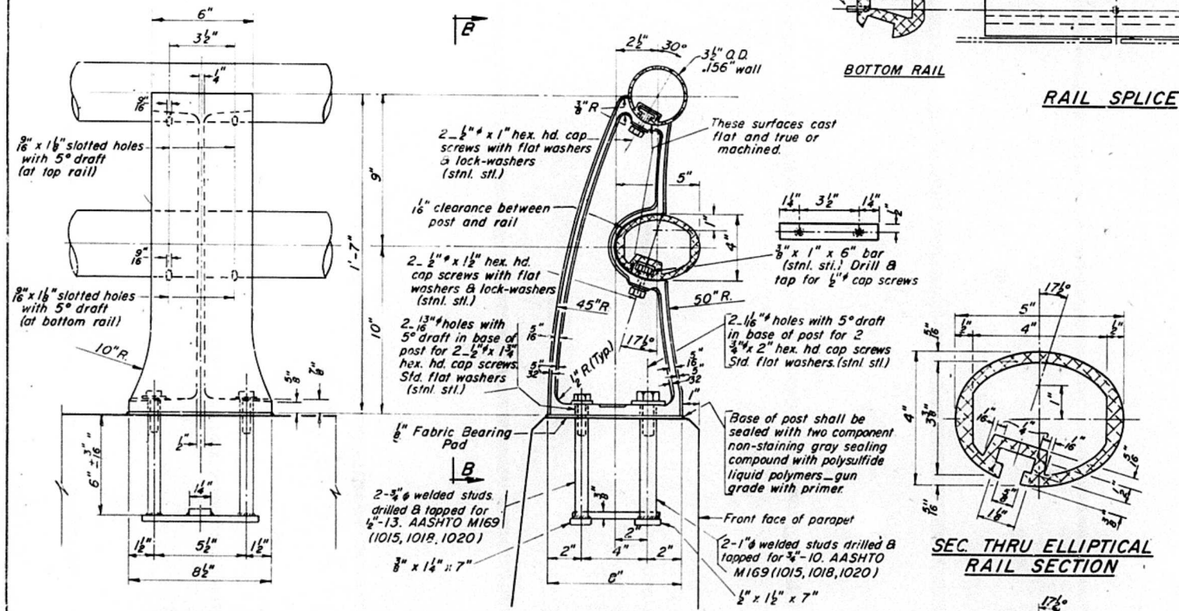
SECTION THRU SPLICE
TOP RAIL



RAIL POST CLAMP BAR
For Top Rail



RAIL SPLICE

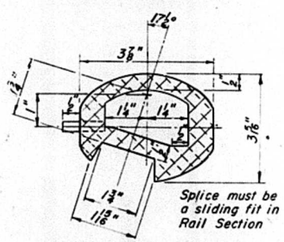


VIEW B-B

SECTION A-A

RAIL POST DETAILS

SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE

NOTES:

All Posts shall be normal to parapet.

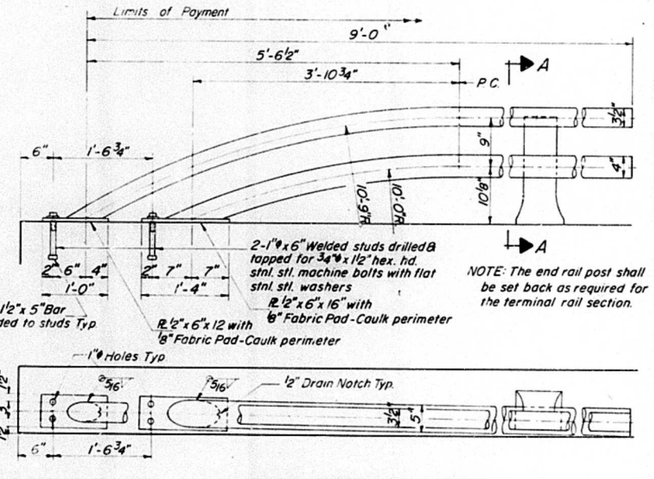
All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced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

All joints in rail shall be spliced per detail.

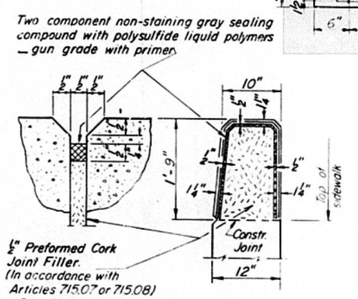
Provide 1-⅛" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to grade - high spots will be ground and low spots shimmed.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per lineal foot for ALUMINUM RAILING, TYPE L.

Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.



RAIL TERMINAL SECTION



PARAPET JOINT DETAIL

BILL of MATERIALS

Item	Unit	Quantity
ALUMINUM RAILING, TYPE L	Lin. Ft.	1,800

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

R-20 12-31-87

TYPE L
ALUMINUM RAILING

FAU RTE. 6713 SEC *
STA 25+20.00 PEORIA & TAZEWELL CO.
STR. NUMBER 090-0122

DRAWING NUMBER	SHEET NUMBER
RD-11	85

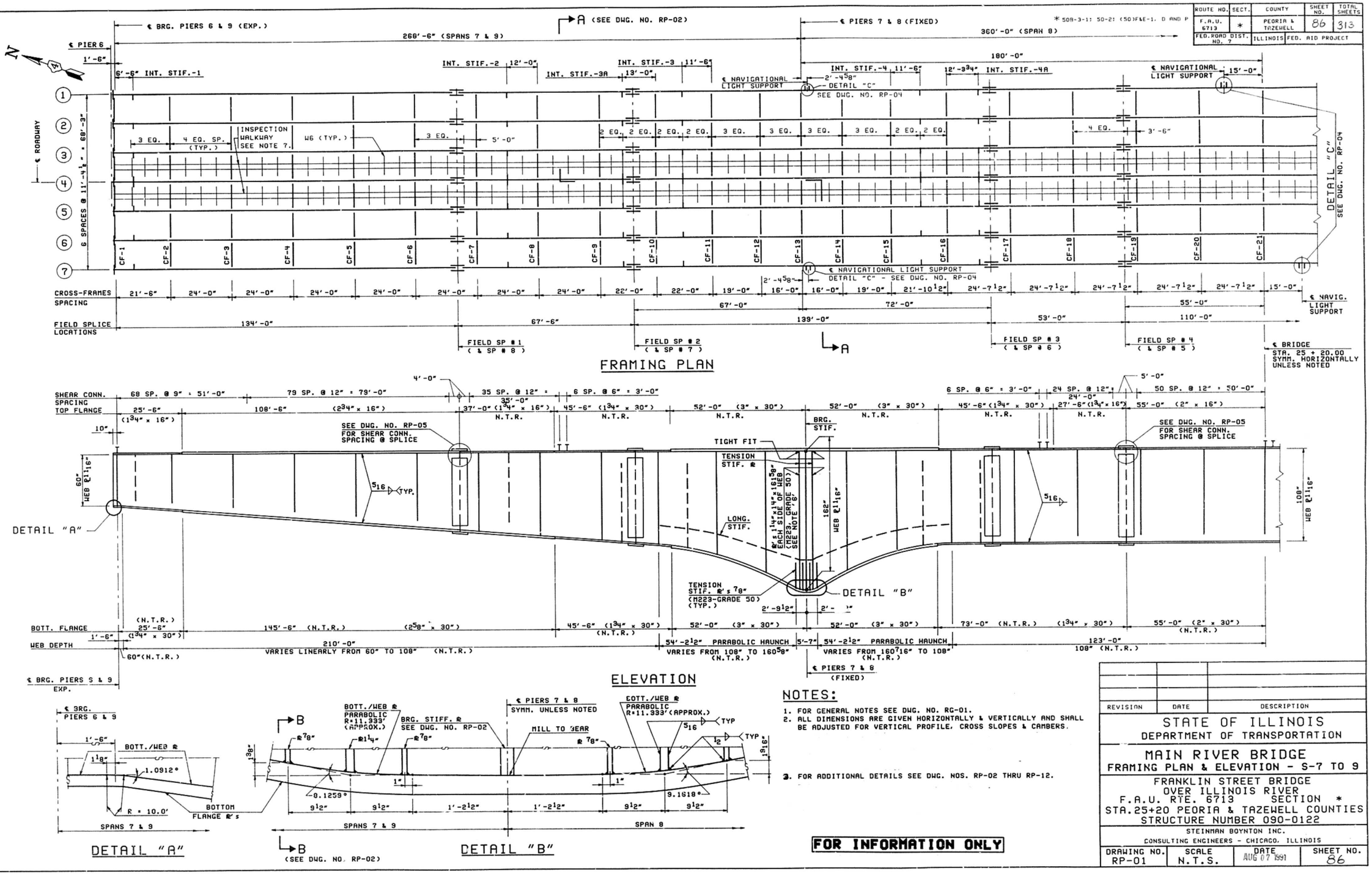
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	86	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)F&E-1, D AND P

IN CHARGE: PCU DESIGNED BY: MGB CHECKED BY: RJR ESTIMATED BY: RJR CHECKED BY: TV DRAFTED BY: IGM CHECKED BY: MJR



FRAMING PLAN

ELEVATION

DETAIL "A"

DETAIL "B"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. RG-01.
2. ALL DIMENSIONS ARE GIVEN HORIZONTALLY & VERTICALLY AND SHALL BE ADJUSTED FOR VERTICAL PROFILE, CROSS SLOPES & CAMBERS.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. RP-02 THRU RP-12.

FOR INFORMATION ONLY

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
FRAMING PLAN & ELEVATION - S-7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-01	N.T.S.	AUG 07 1991	86

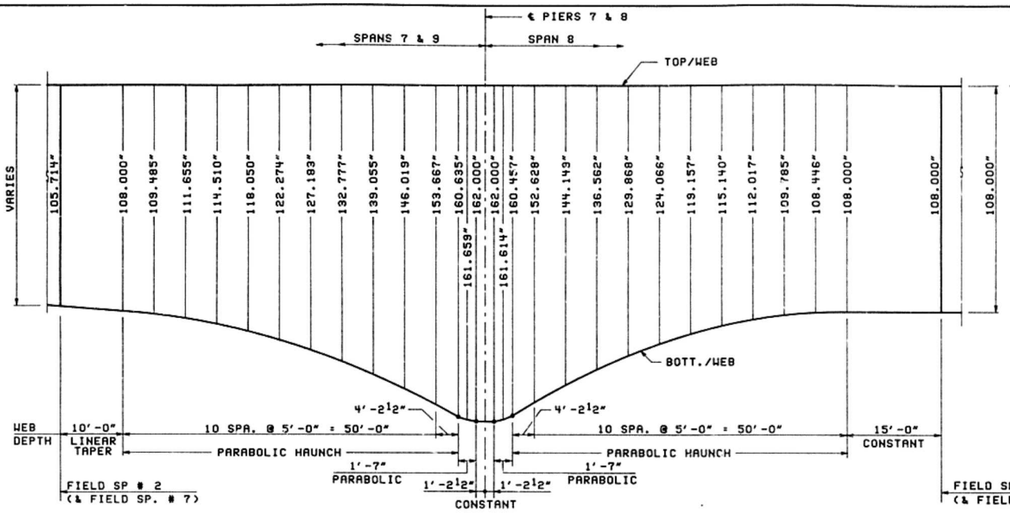
D C B A 0 A B C D

TAMERAN

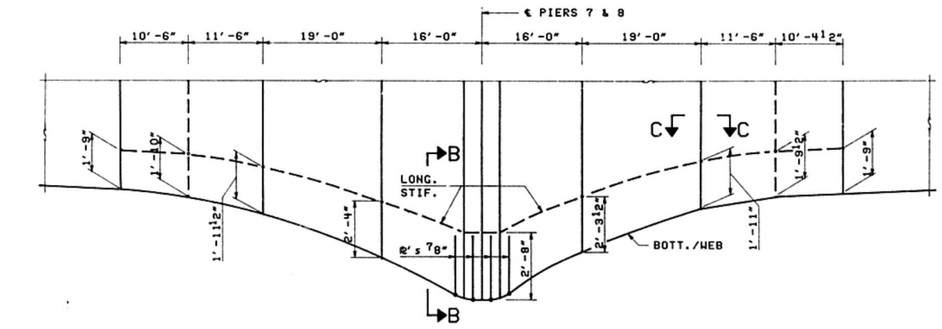
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	87	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1: 50-2: (50)F&E-1. D AND P

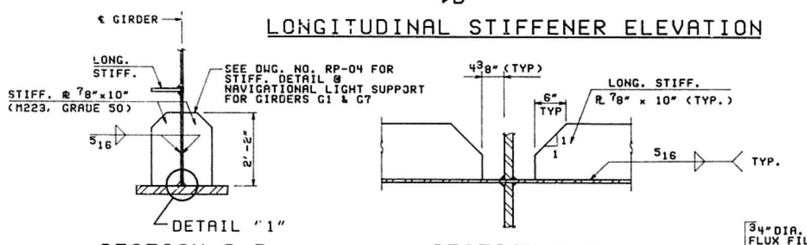
DRAFTED BY: SBA CHECKED BY: MJR DESIGNED BY: MGB CHECKED BY: RJR ESTIMATED BY: RJR CHECKED BY: TV IN CHARGE: PCH



WEB - DEPTHS AT PIERS 7 & 8

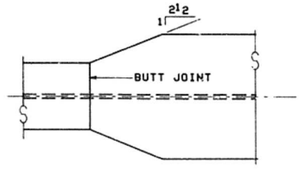


LONGITUDINAL STIFFENER ELEVATION

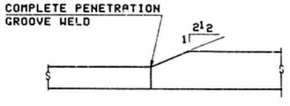


SECTION B-B

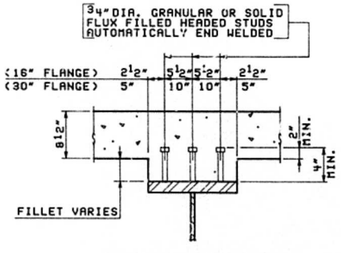
SECTION C-C



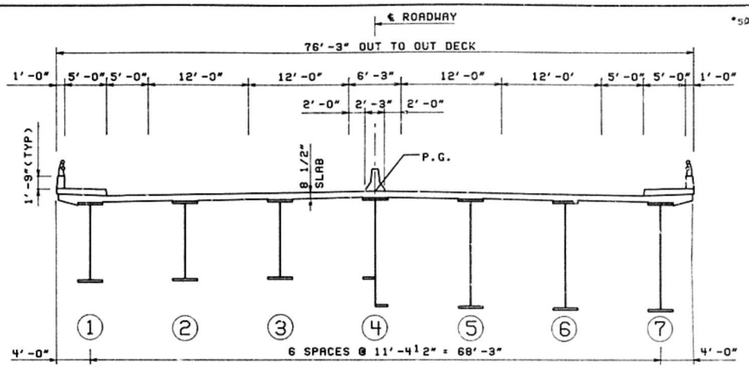
FLANGE ⊕ WIDTH TRANSITION



FLANGE ⊕ THICKNESS TRANSITION

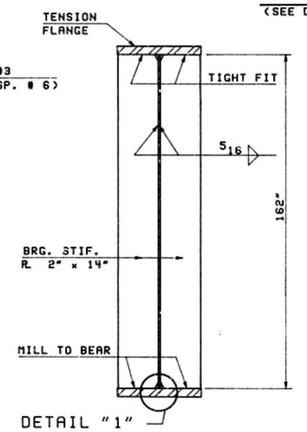


SHEAR STUDS
(7x1728=12096 REQUIRED)

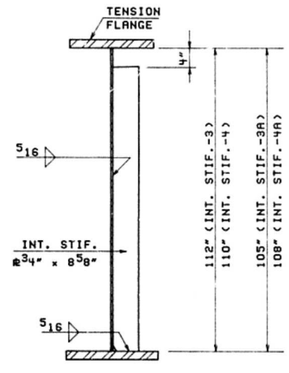


NEAR MIDSPAN — NEAR PIERS 7 & 8

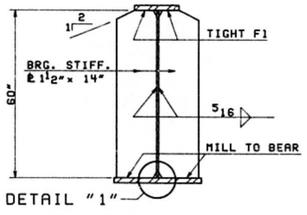
SECTION A-A
(SEE DWG. NO. RP-01)



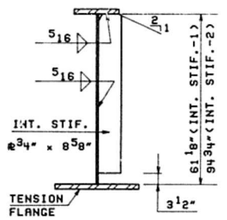
BEARING STIFFENERS
@ PIERS 7 & 8
(2x7x14 REQUIRED)



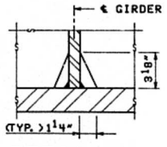
INTERMEDIATE STIFFENER
INT STIF.-3, 3A, 4&4A



BEARING STIFFENERS
@ PIERS 6 & 9
(2x7x14 REQUIRED)



INTERMEDIATE STIFFENER
INT. STIF.-1 & 2



DETAIL "1"

MOMENT TABLE
(COMPOSITE IN POSITIVE MOMENT AREA ONLY)

INTERIOR GIRDER MOMENT TABLE				
		0.3 SP.7 0.7 SP.9	PIERS 7 & 8	0.5 SP.8
Is (IN^4)		216276	1468837	336236
Ic (IN^4) n=9		384231	——	615082
Ic (IN^4) n=27		287765	——	456300
Ss (IN^3)		4350	17486	7194
Sc (IN^3) n=9		11961	——	8716
Sc (IN^3) n=27		6815	——	8005
DL (K/FT)		2.150	2.871	2.171
M DL (FT-K)		8229	35056	8343
SDL (K/FT)		0.700	——	0.700
M SDL (FT-K)		2830	——	3109
M LL (FT-K)		5186	9588	6961
M IMP (FT-K)		659	1091	718
5/3 (M LL+I) (FT-K)		9742	17798	12798
(1)	Ma (FT-K)	27041	68710	31525
fs DL NON-COMP (KSI)		22.7	24.1	13.9
fs DL (COMP) (KSI)		5.0	——	4.7
fs 5/3 (LL+I) (KSI)		9.8	12.2	17.6
fs (OVERLOAD) (KSI)		37.5	36.3	36.2
(2)	fs (TOTAL) (KSI)	48.7	47.2	47.1
VR (K)		170.8	——	191.6

INTERIOR GIRDER REACTION TABLE			
		PIERS 6 & 9	PIERS 7 & 8
R DL (K)		252.1	1030.0
R LL (K)		108.7	290.0
IMP. (K)		13.8	33.0
R TOTAL (K)		374.6	1353.0

(1) Ma (APPLIED MOMENT) = 1.3 [M DL + M SDL + 5/3 (M LL + I)]

(2) NON-COMPACT SECTION.

Is AND Ss ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

Ic AND Sc ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

VR IS THE MAXIMUM LL + IMPACT SHEAR RANGE IN SPAN

fs (TOTAL) IS THE SUM OF THE STRESSES DUE TO 1.3 [M DL + M SDL + 5/3 (M LL + I)]

fs (OVERLOAD) IS THE SUM OF THE STRESSES DUE TO M DL + M SDL + 5/3 (M LL + I)

M DL- MOMENT DUE TO DEAD LOADS ON NON-COMPOSITE SECTION

M SDL- MOMENT DUE TO DEAD LOADS ON COMPOSITE SECTION

M LL - MOMENT DUE TO LIVE LOAD ON NON-COMPOSITE OR COMPOSITE SECTION

I - LIVE LOAD IMPACT

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. RG-01

FOR INFORMATION ONLY

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
GIRDER DIMENSIONS & DET. - S-7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

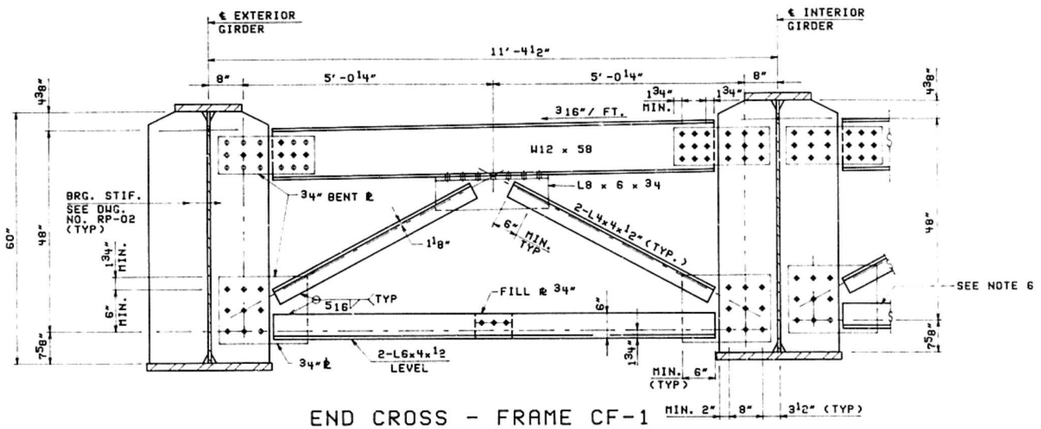
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-02	N.T.S.	AUG 07 1991	87

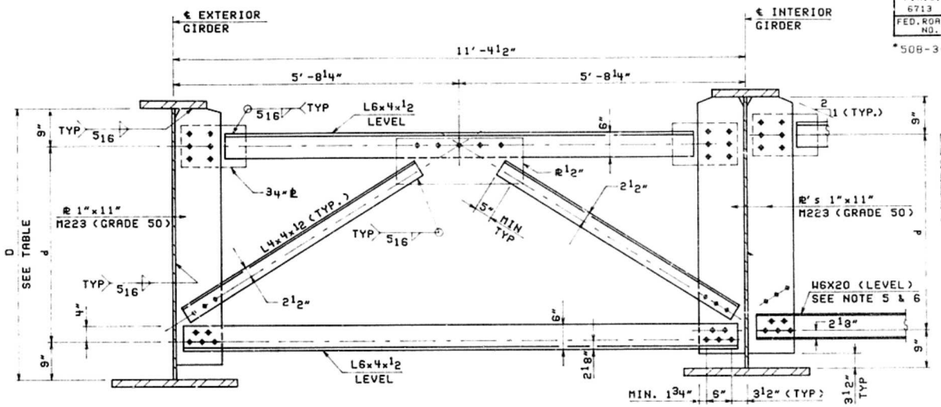
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	88	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT:	

*508-3-1; 50-2; (50)FAE-1, D AND P

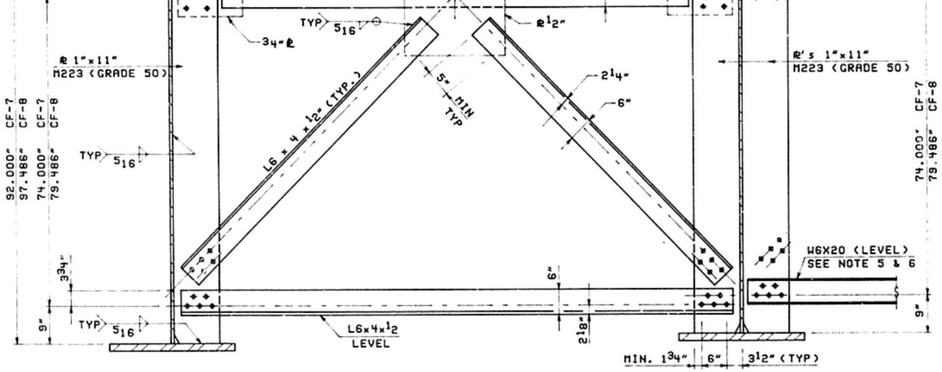


END CROSS - FRAME CF-1
@ PIERS 6 & 9

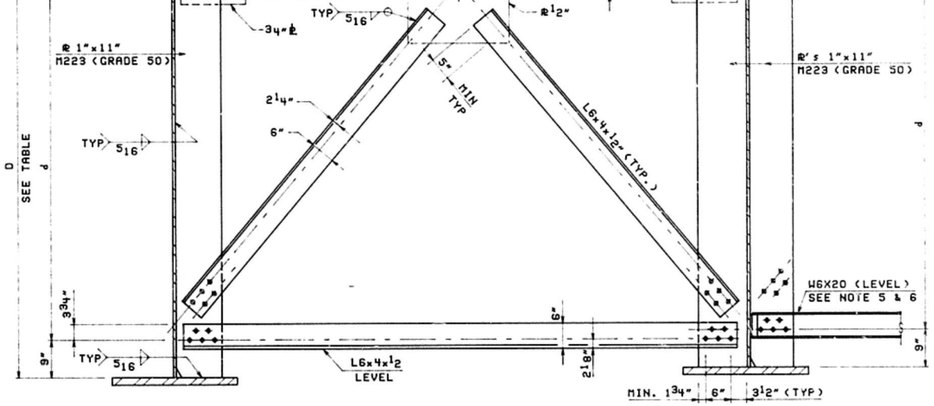


CF. NO.	D	d
CF-2	64.571"	46.571"
CF-3	70.057"	52.057"
CF-4	75.543"	57.543"
CF-5	81.029"	63.029"
CF-6	86.514"	68.514"

INTERIOR CROSS-FRAMES CF-2, 3, 4, 5 & 6



INTERIOR CROSS-FRAMES CF-7 & CF-8



CF. NO.	D	d
CF-9	102.971"	84.971"
CF-10	108.000"	90.000"
CF-11	119.657"	101.657"
CF-12	140.393"	122.393"
CF-14	138.008"	120.008"
CF-15	116.640"	98.640"
CF-16	108.000"	90.000"
CF-17	108.000"	90.000"

INTERIOR CROSS-FRAMES CF-9, 10, 11, 12
& CF-14, 15, 16 & 17

NOTES:

1. PROVIDE MINIMUM NUMBER OF BOLTS FOR EACH CONNECTION AS SHOWN HERE.
2. SPACING, SEALING AND EDGE DISTANCES OF ALL FASTENERS SHALL BE IN ACCORDANCE WITH ARTICLE 10.2.4 OF THE AASHTO SPECIFICATIONS, UNLESS NOTED, AND IF REQUIRED PROVIDE ADDITIONAL BOLTS AS APPROVED BY THE ENGINEER.
3. PROVIDE 1 1/16" ø HOLES FOR 7/8" ø BOLTS, UNLESS NOTED.
4. HARDENED WASHERS SHALL BE REQUIRED OVER ALL HOLES.
5. PROVIDE WIDE FLANGE BEAMS TO SUPPORT INSPECTION WALKWAYS BETWEEN GIRDERS G3, G4 & G5 ONLY. COPE TOP AND BOTTOM FLANGES ON ONE SIDE OF WEB ONLY.
6. FOR CONNECTION DETAILS OF PIPE HANDRAIL POSTS & OTHER DETAILS OF INSPECTION WALKWAY SEE DWG. NO. RP-09.

FOR INFORMATION ONLY

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
CROSS FRAMES & DETAILS - S-7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-03	N.T.S.	AUG 07 1991	88

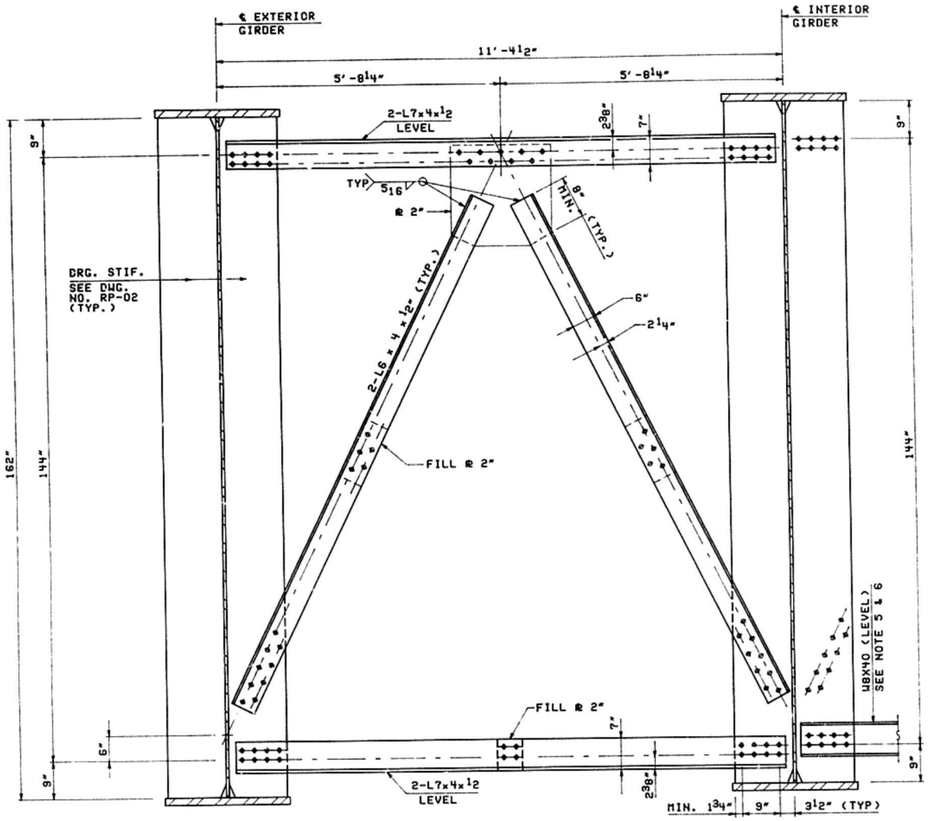
DRAFTED BY: SBA CHECKED BY: RJR
DESIGNED BY: MGB CHECKED BY: RJR
ESTIMATED BY: RJR CHECKED BY: TV
IN CHARGE: PCW

D C B A 0 A B C D

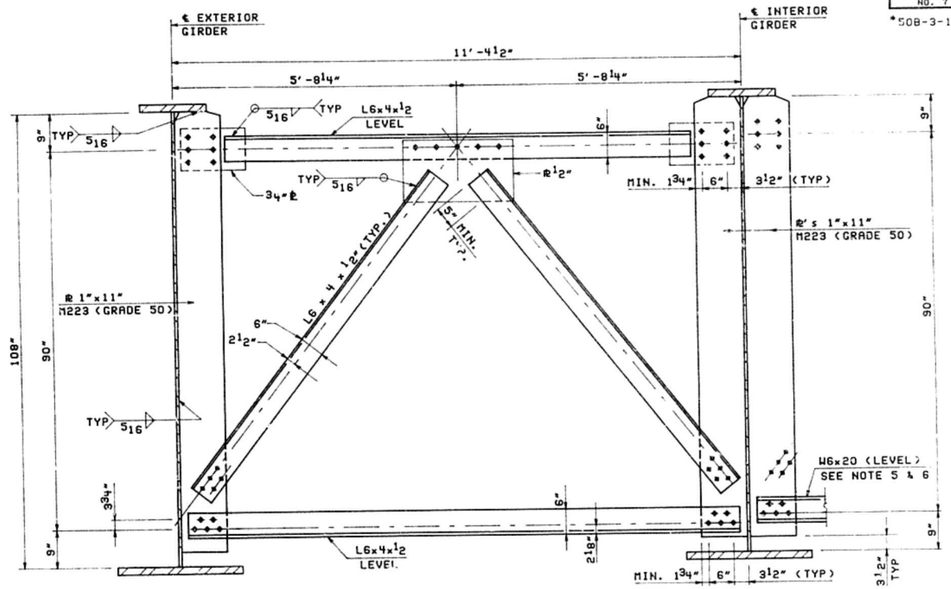
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	89	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

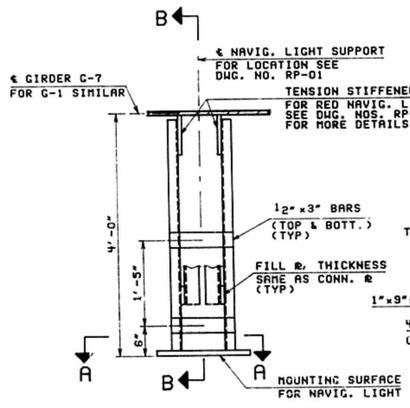
*508-3-1; 50-2; (50)F&E-1, D AND P



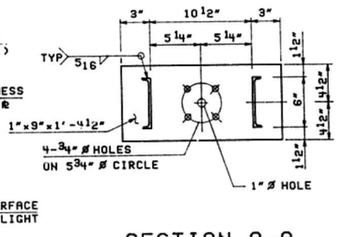
INT. SUPPORT CROSS-FRAME CF-13
@ PIERS 7 & 8



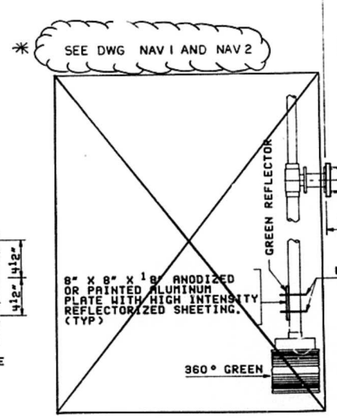
INTERIOR CROSS-FRAMES CF-18, 19, 20 & 21

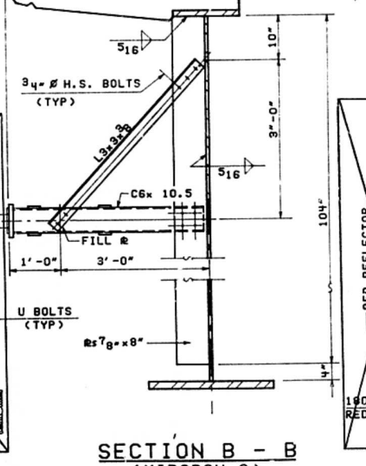


PLAN - DETAIL "C"
(SEE DWG. NO. RP-01)

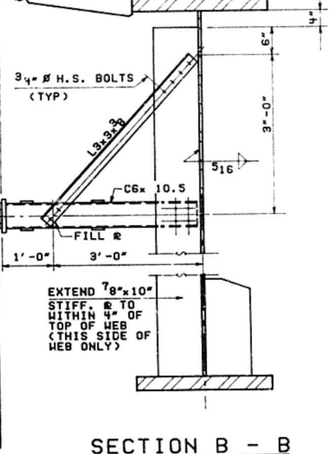


SECTION A-A





SECTION B - B
(MIDSPAN 8)



SECTION B - B
(PIERS 7 & 8)

FOR INFORMATION ONLY

NOTES:

1. PROVIDE MINIMUM NUMBER OF BOLTS FOR EACH CONNECTION AS SHOWN HERE.
2. SPACING, STAGGERING AND EDGE DISTANCES OF ALL FASTENERS SHALL BE IN ACCORDANCE WITH ARTICLE 10.2.4 OF THE AASHTO SPECIFICATIONS, UNLESS NOTED, AND IF REQUIRED PROVIDE ADDITIONAL BOLTS AS APPROVED BY THE ENGINEER.
3. PROVIDE 1 1/16" ø HOLES FOR 7/8" ø BOLTS, UNLESS NOTED.
4. HARDENED WASHERS SHALL BE REQUIRED OVER ALL HOLES.
5. PROVIDE WIDE FLANGE BEAMS TO SUPPORT INSPECTION WALKWAYS BETWEEN GIRDERS G3, G4 & G5 ONLY. COPE TOP AND BOTTOM FLANGES ON ONE SIDE OF WEB ONLY.
6. FOR CONNECTION DETAILS OF PIPE HANDRAIL POSTS & OTHER DETAILS OF INSPECTION WALKWAY SEE DWG. NO. RP-09.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
CROSS FRAMES & DETAILS - S-7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-04	N.T.S.	AUG 07 1991	89

* REVISED 1-10-92

IN CHARGE: PCW DESIGNED BY: MGB CHECKED BY: RJR ESTIMATED BY: RJR CHECKED BY: TV DRAFTED BY: IGM CHECKED BY: MJR

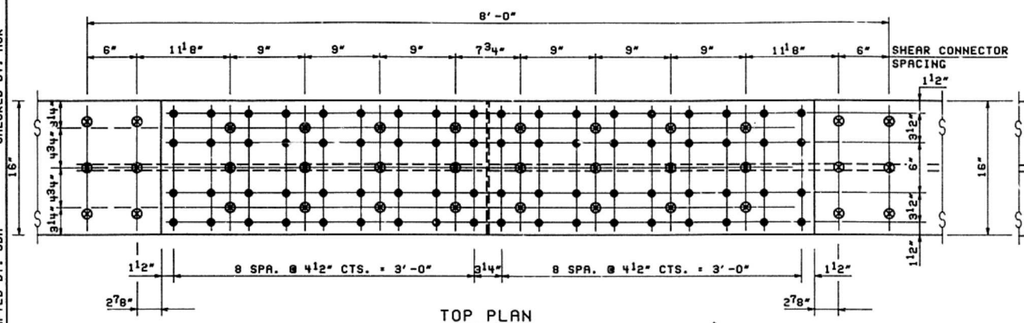
D C B A 0 A B C D

TAMERAN

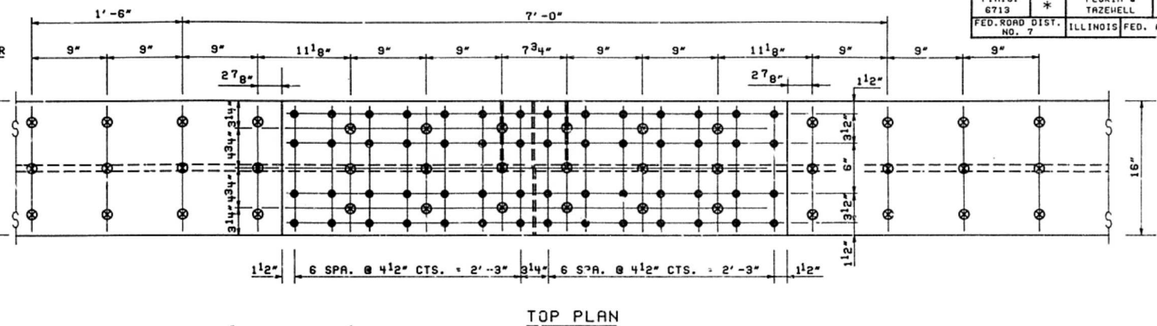
* 508-3-1; 50-2; (50)FAE-1, D AND P

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	90	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

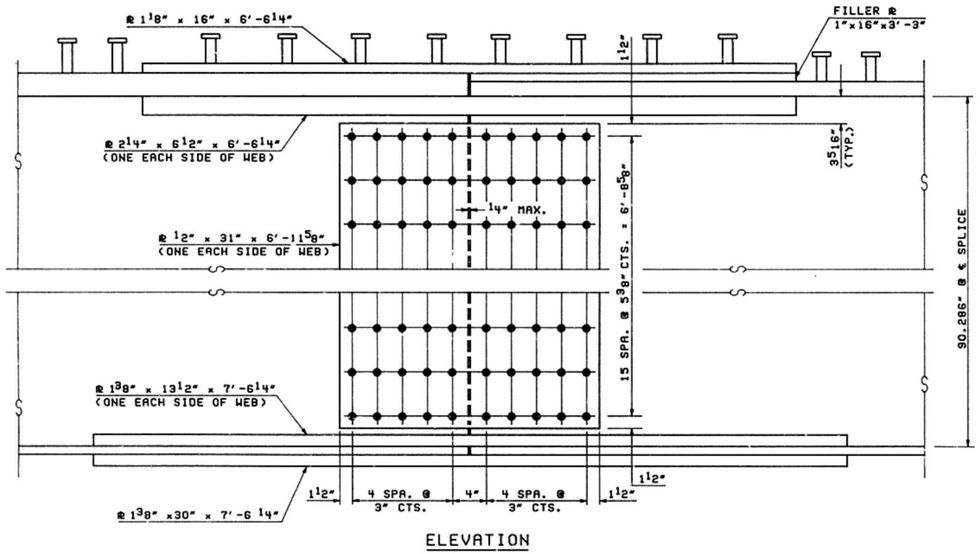
ESTIMATED BY: RJR CHECKED BY: TV DRAFTED BY: SBA CHECKED BY: RJR DESIGNED BY: RJR CHECKED BY: RJR IN CHARGE: PCW



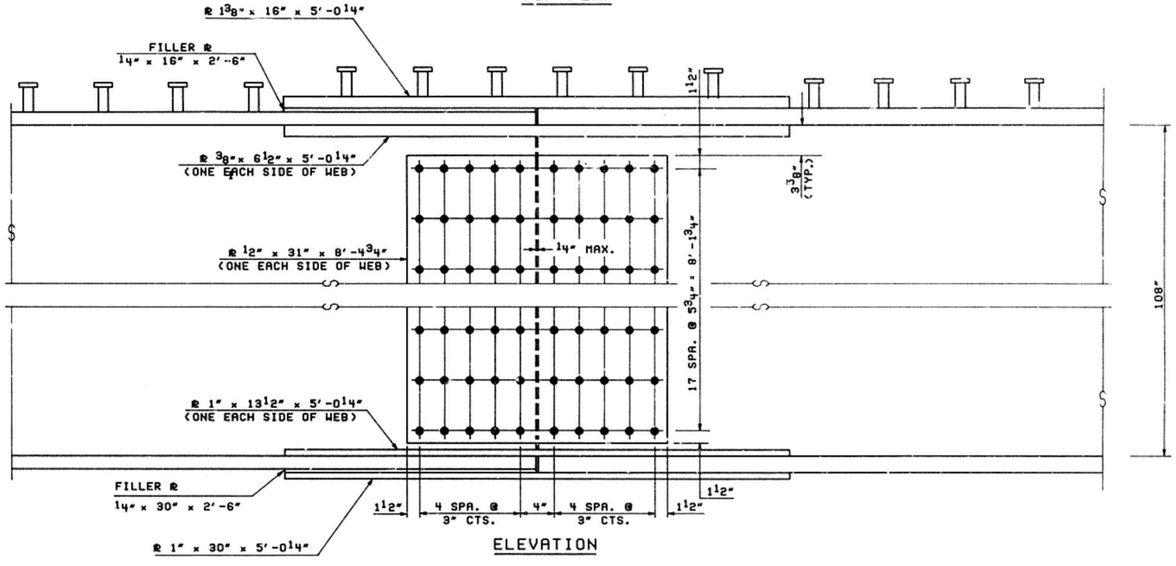
TOP PLAN



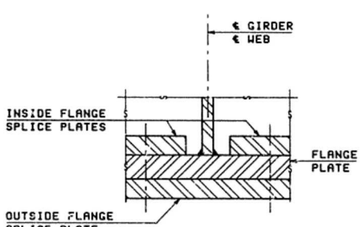
TOP PLAN



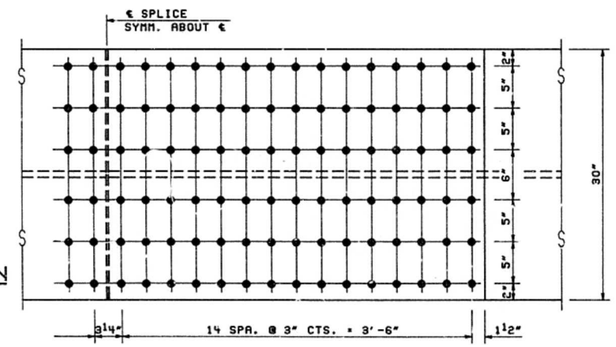
ELEVATION



ELEVATION

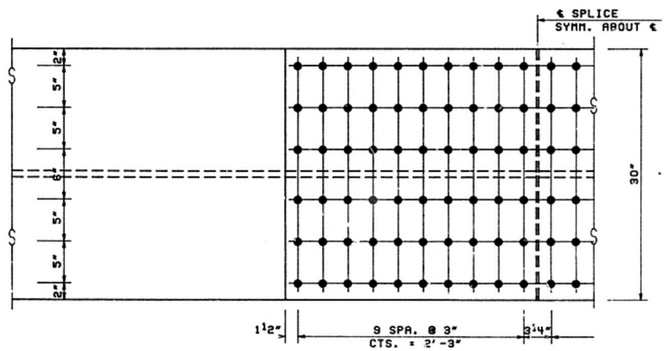


TYPICAL SPLICE SECTION



BOTTOM PLAN

FIELD SPLICES #1 & #8



BOTTOM PLAN

FIELD SPLICES #4 & #5

FOR INFORMATION ONLY

NOTE:
SHEAR CONNECTOR INDICATED BY ⊗ IN TOP PLAN.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE - STEEL
FIELD SPLICES & DETAILS - S-7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

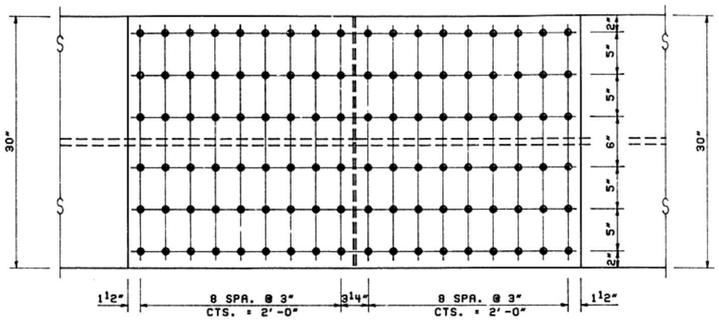
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-05	N.T.S.	AUG 07 1991	90

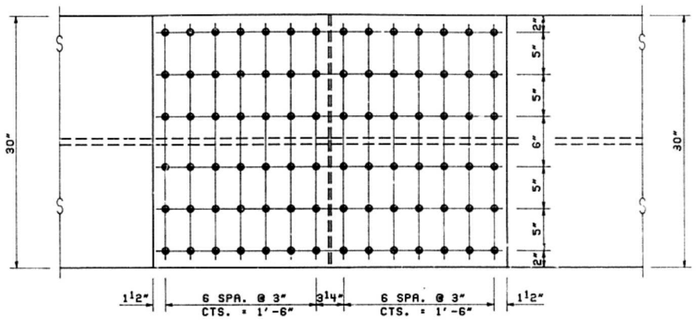
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	91	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

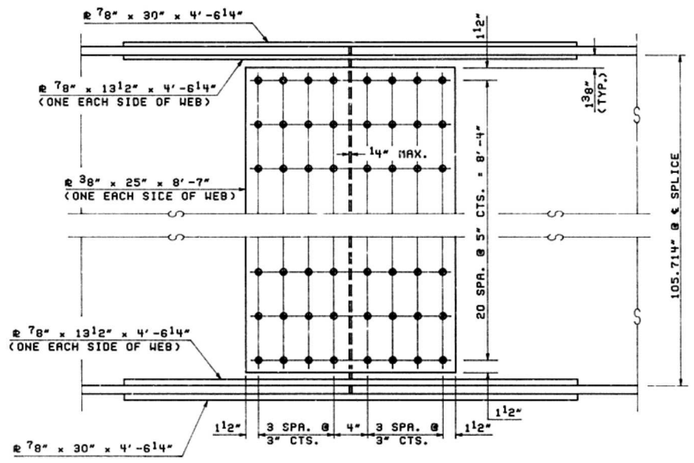
*508-3-1; 50-2; (50)F&E-1, D AND P



TOP PLAN



TOP PLAN



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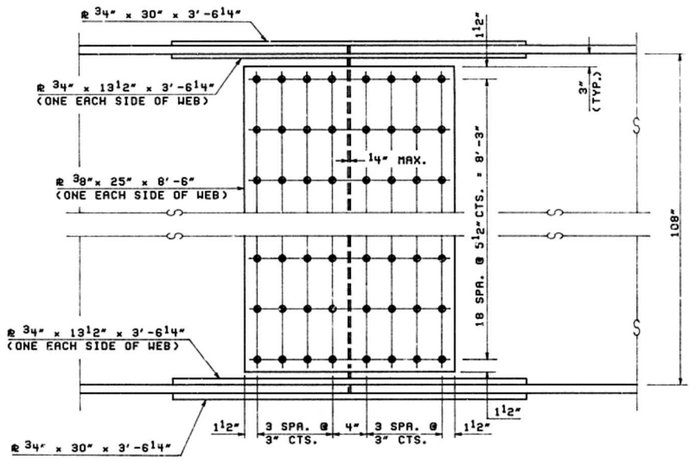

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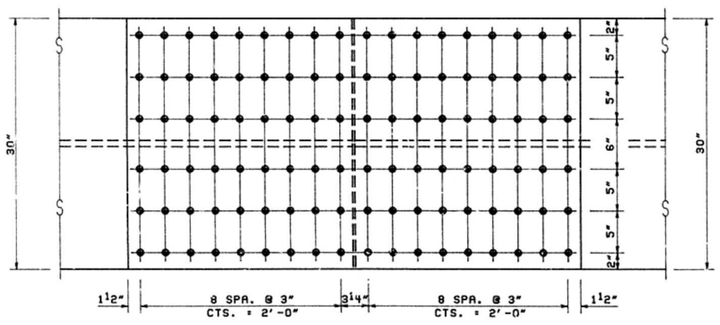
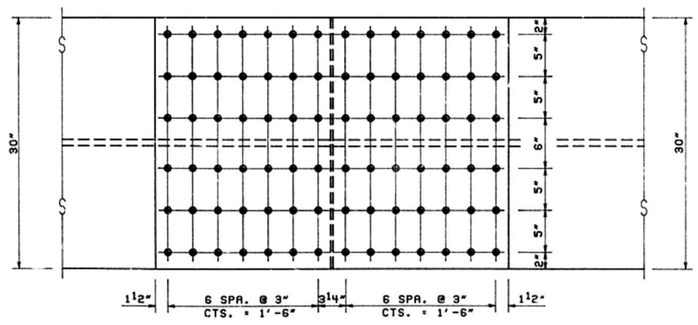


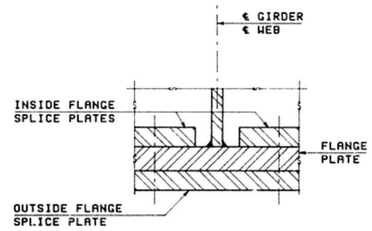
BOTTOM PLAN

FIELD SPLICES #2 & #7



BOTTOM PLAN

FIELD SPLICES #3 & #6



TYPICAL SPLICE SECTION

FOR INFORMATION ONLY

NOTES:

1. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 7/8" DIA., OPEN HOLES 15/16" DIA.
2. ALL SPLICE PLATES AND FILLER PLATES SHALL BE AASHTO M-223, GRADE 50 AND SHALL CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE - STEEL
FIELD SPLICES & DETAILS - S-7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-06	N.T.S.	AUG 07 1991	91

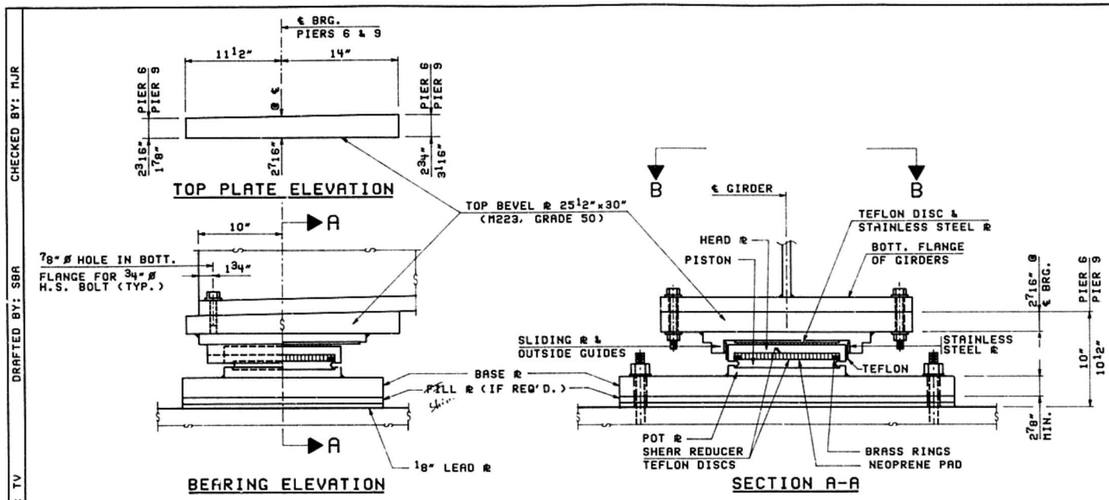
ESTIMATED BY: RJR CHECKED BY: TV DRAFTED BY: SBA CHECKED BY: MJR
IN CHARGE: PCW DESIGNED BY: MJR CHECKED BY: RJR

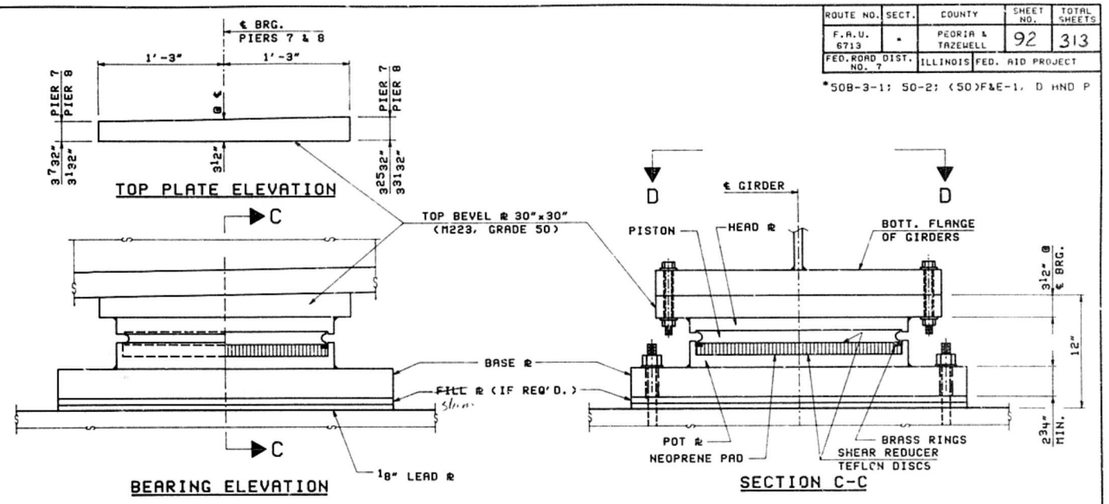
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	92	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

IN CHARGE: PCW DESIGNED BY: MJR CHECKED BY: RJR DRAFTED BY: SBA CHECKED BY: TV CHECKED BY: MJR ESTIMATED BY: RJR



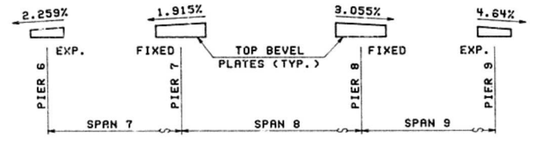


FLOATING BEARINGS - GUIDED EXPANSION @ PIERS 6 & 9

(FOR ALL GIRDERS - 2x7x14 REQUIRED)
(PIER 6 SHOWN, PIER 9 SIMILAR BY 180° ROTATION)

FLOATING BEARINGS - FIXED @ PIERS 7 & 8

(FOR ALL GIRDERS 7x2x14 REQUIRED)
(PIER 7 SHOWN, PIER 8 SIMILAR BY 180° ROTATION)



SCHEMATIC SLOPES OF TOP BEVEL PLATES

BEARING DATA
PIERS 6 & 9

MIN. DEAD LOADS	= 174.0	KIPS
MAX. DEAD LOADS	= 255.0	KIPS
LIVE LOAD + IMP	= 125.0	KIPS
TOTAL - MAXIMUM	= 380.0	KIPS
TRANSVERSE LOADS-(MAX.) WIND	= 13.0	KIPS
OR EARTHQUAKE	= 14.4	KIPS
ROTATION	= 0.03	RADIANS
MOVEMENT-(LONGITUDINAL)	= 3.50	INCHES
MOVEMENT-(TRANSVERSE)	= 0.25	INCHES
EARTHQUAKE-ANCHOR BOLTS (TRANSVERSE)	= 46.0	KIPS

BEARING DATA
PIERS 7 & 8

MIN. DEAD LOADS	= 738.0	KIPS
MAX. DEAD LOADS	= 1035.0	KIPS
LIVE LOAD + IMP	= 325.0	KIPS
TOTAL - MAXIMUM	= 1360.0	KIPS
LONGITUDINAL LOADS-(MAX.) WIND	= 39.0	KIPS
OR EARTHQUAKE	= 248.0	KIPS
OR		
TRANSVERSE LOADS-(MAX.) WIND	= 71.0	KIPS
	200.0	KIPS
ROTATION	= 0.01	RADIANS
MOVEMENT-(LONGITUDINAL)	= —	INCHES
MOVEMENT-(TRANSVERSE)	= 0.25	INCHES
EARTHQUAKE-ANCHOR BOLTS (LONGITUDINAL)	= 248.0	KIPS
OR (TRANSVERSE)	= 200.0	KIPS

NOTES:

1. ALL DETAILED DESIGNS, DRAWINGS & INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION.
2. SEE DWG. NO. RP-12 FOR ANCHOR BOLT DETAILS.
3. ANCHOR BOLTS AT FIXED BEARINGS MAY BE BUILT INTO THE MASONRY.

FOR INFORMATION ONLY

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
BEARING DETAILS - S-7 TO 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-08	N.T.S.	AUG 07 1991	92

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	93	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

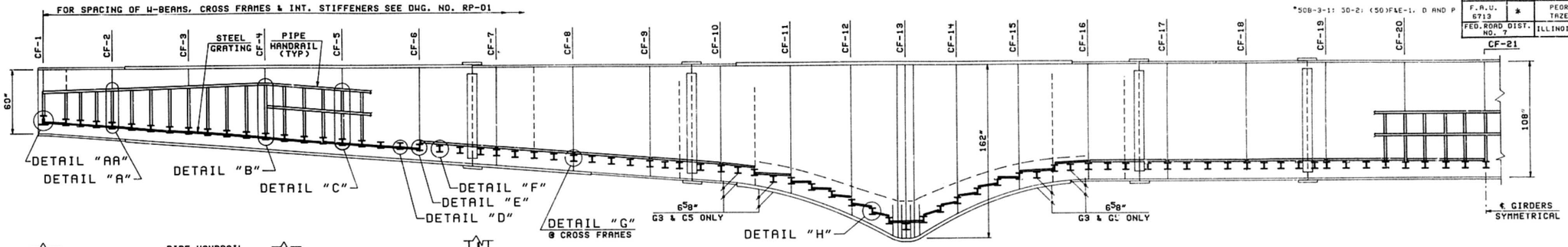
ESTIMATED BY: TV CHECKED BY: MGB DRAFTED BY: SBA CHECKED BY: TV

DESIGNED BY: TV CHECKED BY: MGB

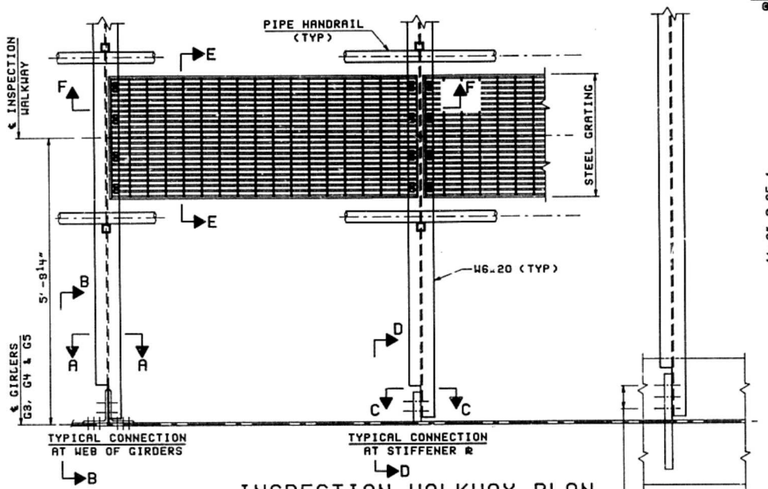
IN CHARGE: PCW

*SDB-3-11 30-21 (SD)FLE-1, D AND P

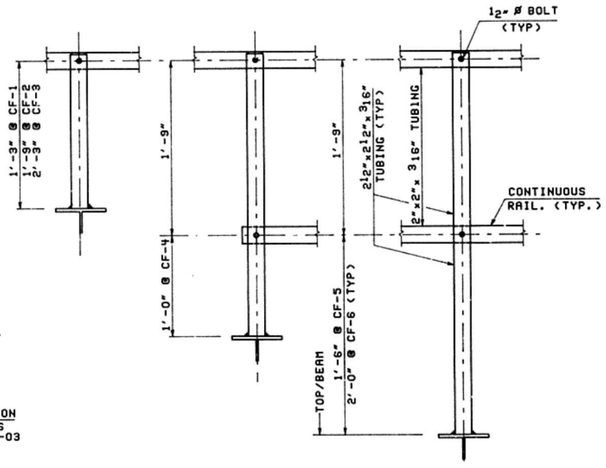
FOR SPACING OF W-BEAMS, CROSS FRAMES & INT. STIFFENERS SEE DWG. NO. RP-01



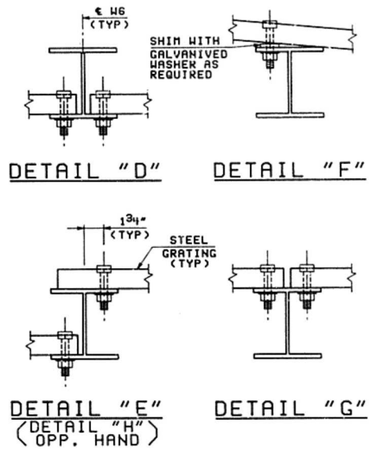
INSPECTION WALKWAY ELEVATION



INSPECTION WALKWAY PLAN
GIRDERS G3 & G5 SHOWN
GIRDER G4 BOTH SIDES



DETAIL "A" DETAIL "B" DETAIL "C"



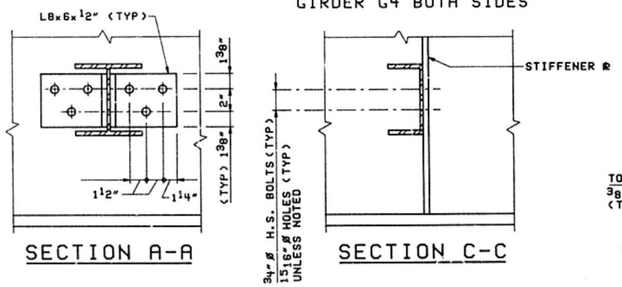
DETAIL "D" DETAIL "F"

DETAIL "E" (DETAIL "H" OPP. HAND)

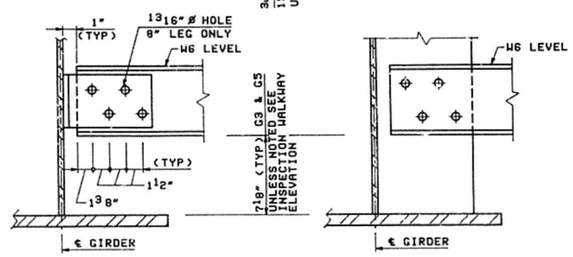
DETAIL "G"

NOTES:

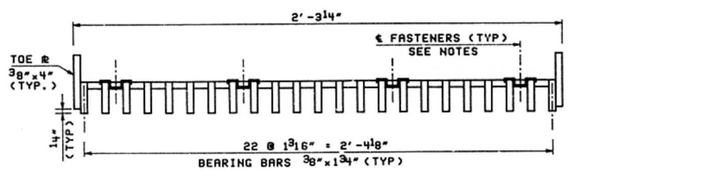
1. WALKWAY LOADING:
   DEAD LOAD + 100 LB/FT² UNIFORM LIVE LOAD
   OR 500 LB CONCENTRATED LIVE LOAD.
2. STEEL GRATING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "STEEL GRATING". SEE SPECIAL PROVISIONS.
3. SPACING OF CROSS BARS AND GRATING FASTENERS AS RECOMMENDED BY MANUFACTURER AND AS APPROVED BY THE ENGINEER.
4. PIPE HANDRAIL (SPECIAL) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR "PIPE HANDRAIL (SPECIAL)", AND SHALL BE IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.
5. PIPE HANDRAIL (SPECIAL) SHALL BE STRUCTURAL TUBING CONFORMING TO THE REQUIREMENTS OF ASTM A500, GRADE A.
6. ALL TUBULAR HANDRAIL MEMBERS, STEEL SHAPES, PLATES AND STEEL GRATINGS SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH FIELD COAT SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.
7. VENT HOLES SHALL BE PROVIDED IN ALL CLOSED TUBULAR HANDRAIL SECTIONS PRIOR TO PAINTING.
8. HORIZONTAL TUBULAR HANDRAIL MEMBERS SHALL BE CONTINUOUS. PROVIDE 9/16" Ø HOLES FOR 1/2" Ø BOLTS. FIELD DRILL 9/16" Ø HOLE IN HORIZONTAL HANDRAIL MEMBERS. PROVIDE WASHER AND LOCKNUT FOR BOLTS. THE LENGTHS OF THE HANDRAILS AND PROVISIONS FOR EXPANSION JOINTS SHALL BE IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS, AND AS APPROVED BY THE ENGINEER.
9. ALL FIELD DRILLED HOLES SHALL BE COATED WITH AN APPROVED ZINC RICH PAINT.
10. ALL BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M232.
11. HARDENED WASHERS SHALL BE REQUIRED OVER ALL 15/16" Ø HOLES.



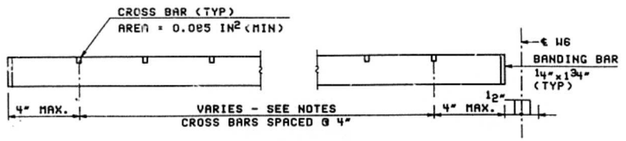
SECTION A-A SECTION C-C



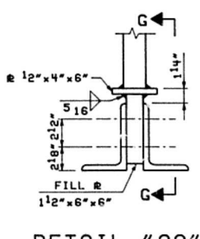
SECTION B-B SECTION D-D



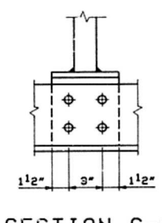
SECTION E-E
(TYPICAL CROSS SECTION)



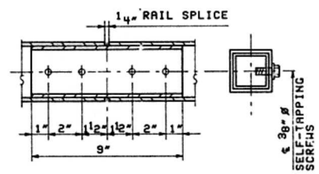
SECTION F-F



DETAIL "AA" @ CF-1



SECTION G-G



RAIL SPLICE

FOR INFORMATION ONLY

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
INSPECTION WALKWAY & DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-09	N.T.S.	AUG 07 1991	93

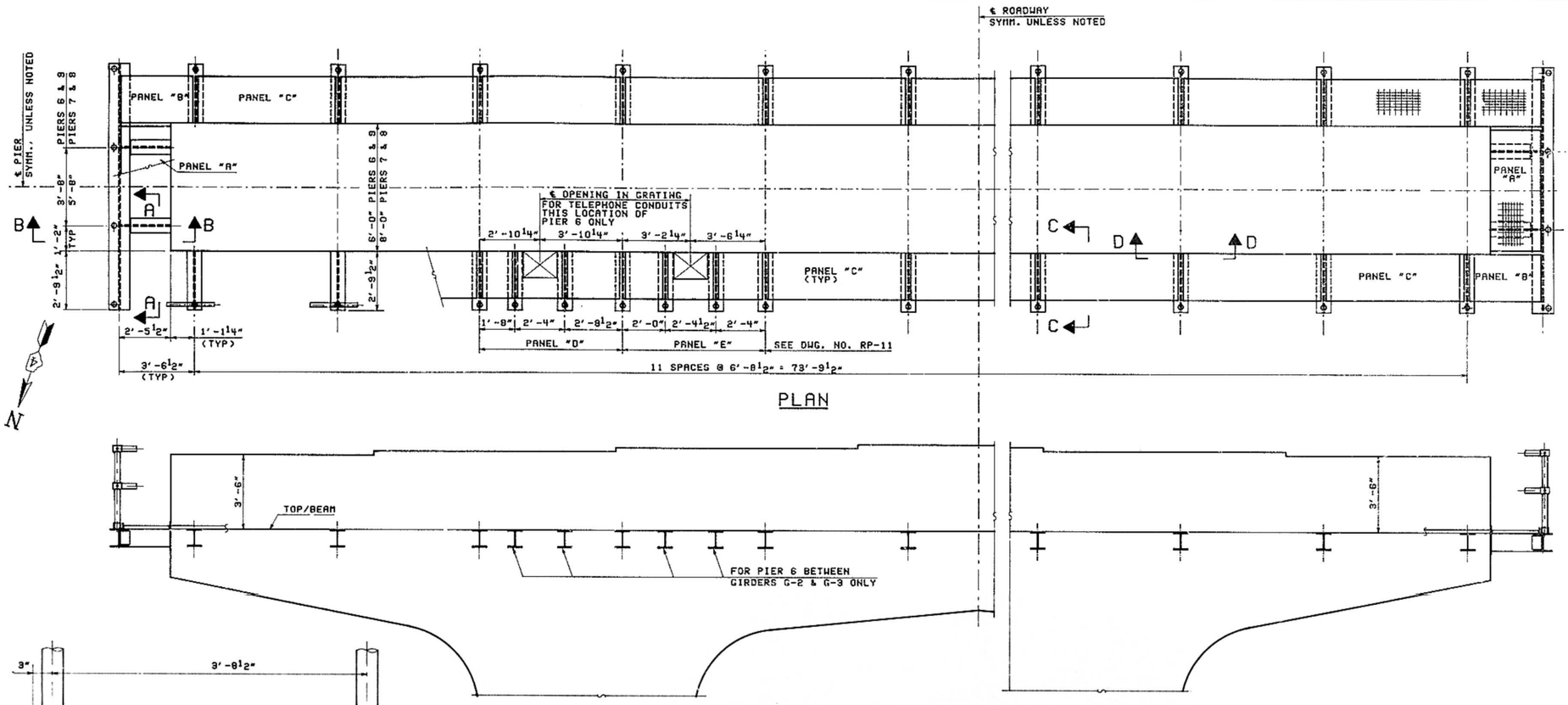
D C B A 0 A B C D

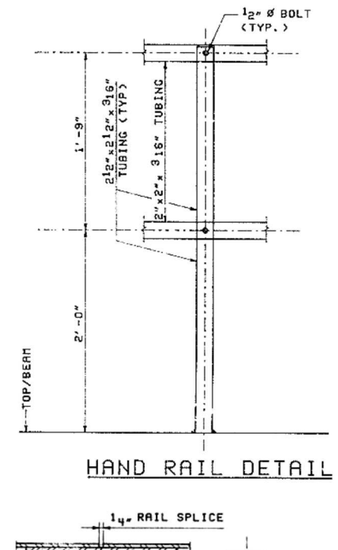
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	94	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

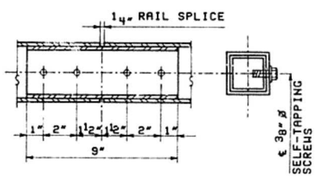
*508-3-1; 50-2; (50)F&E-1, D AND P

DRAFTED BY: IGM CHECKED BY: TV
DESIGNED BY: TV CHECKED BY: MGB
ESTIMATED BY: MGB CHECKED BY: TV
IN CHARGE: PCH

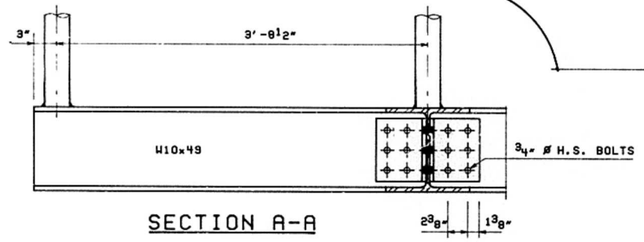




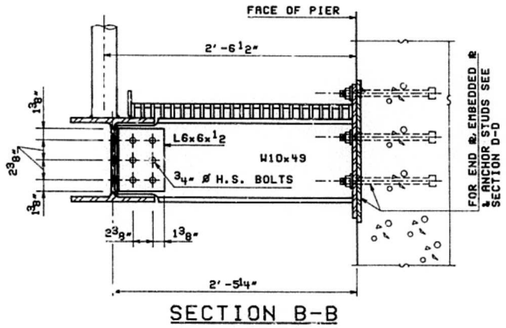
HAND RAIL DETAIL



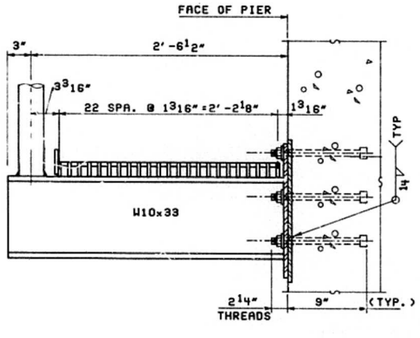
RAIL SPLICE



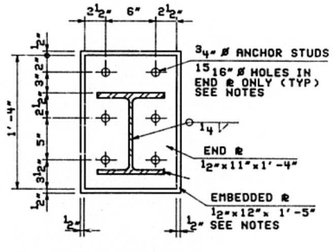
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

FOR INFORMATION ONLY

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
INSPECTION PLATFORM @ PIERS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-10	N.T.S.	AUG 07 1991	94

D C B A 0 A B C D
TAMERAN

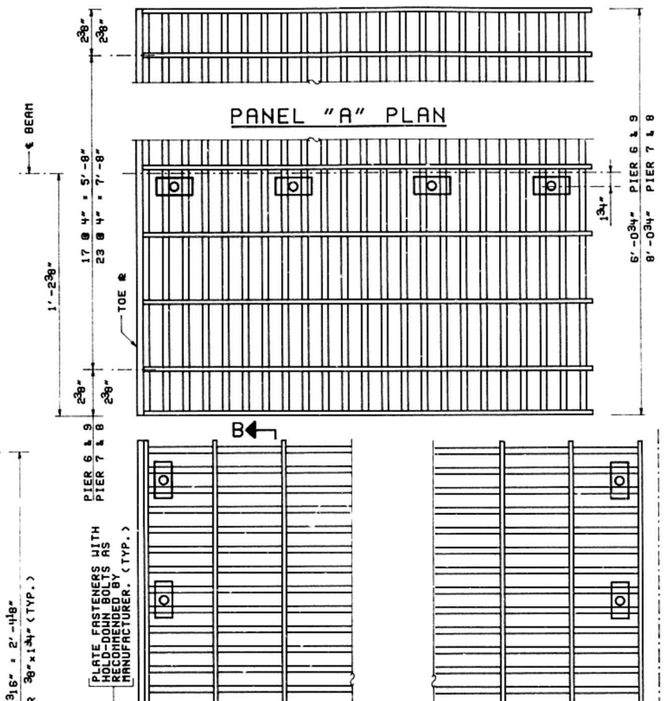
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	95	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

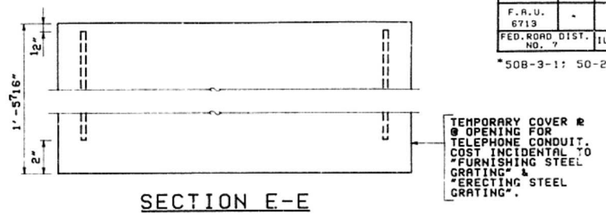
*SOB-3-1: SO-2: (SO)F&E-1, D AND P

ESTIMATED BY: TV CHECKED BY: MGB DRAFTED BY: SBA CHECKED BY: TV

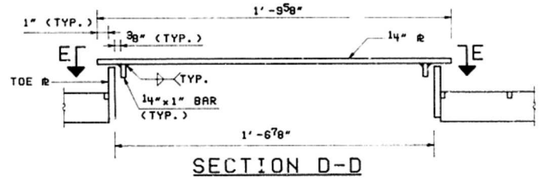
DESIGNED BY: TV CHECKED BY: MGB

IN CHARGE: PCW

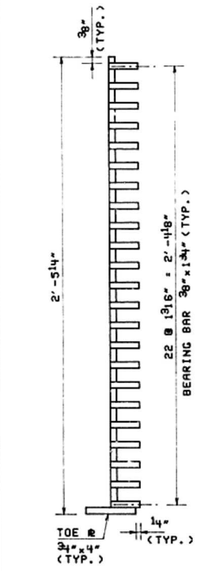




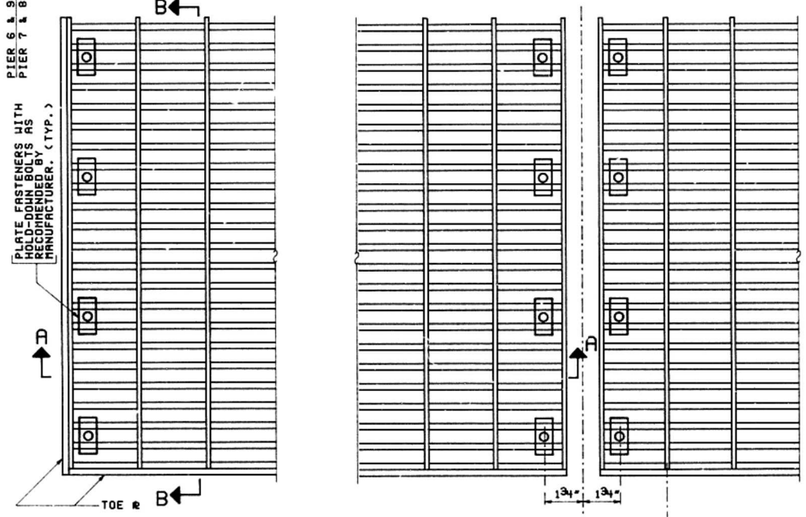
SECTION E-E



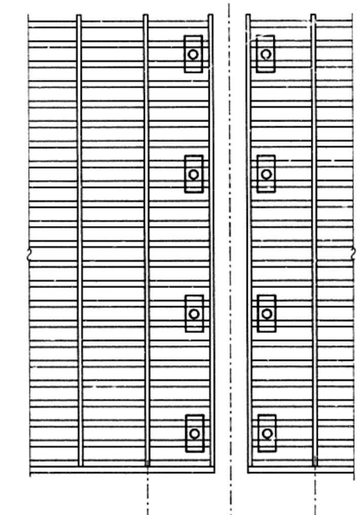
SECTION D-D



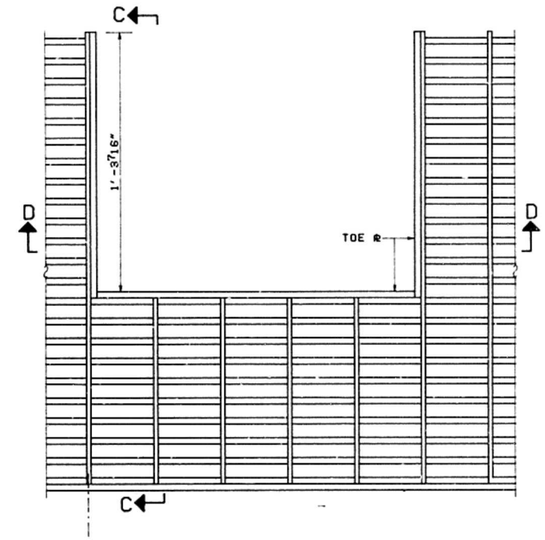
SECTION B-B
(TYPICAL CROSS SECTION)



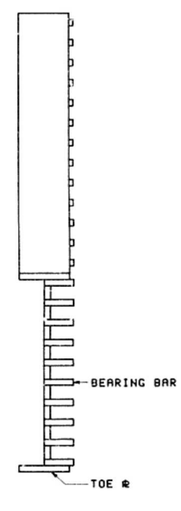
PANEL "B" PLAN



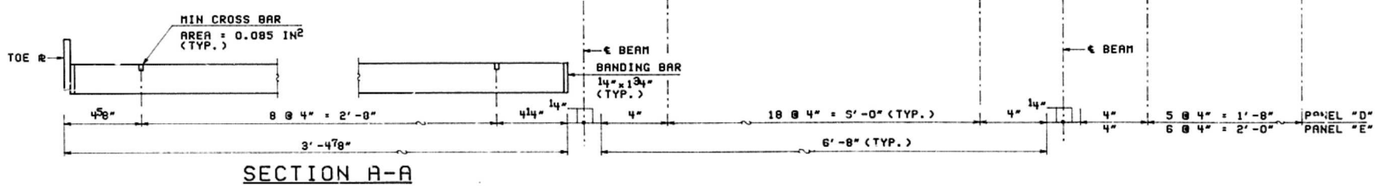
PANEL "C" PLAN



PANEL "D" & "E" PLAN
(@ PIER 6 ONLY)



SECTION C-C



SECTION A-A

NOTES:

1. FOR GRATING DESIGNATIONS & LOCATIONS SEE DWG. NO. RP-10.

FOR INFORMATION ONLY

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAIN RIVER BRIDGE
INSPECTION PLATFORM DETAILS

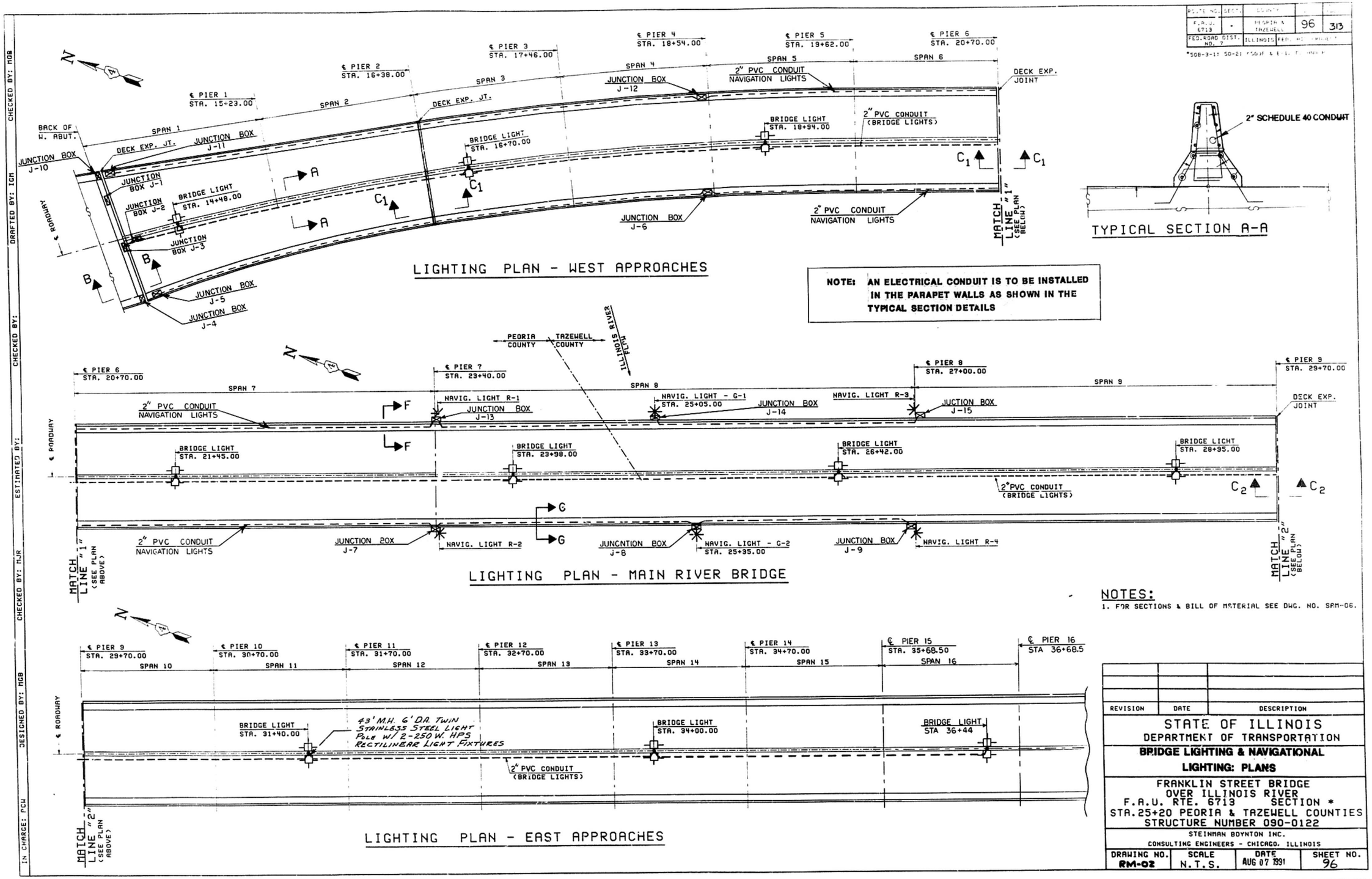
FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RP-11	N.T.S.	AUG 07 1991	95

D C B A 0 A B C D

TAMERAN



NOTES:
1. FOR SECTIONS & BILL OF MATERIAL SEE DWG. NO. SAM-06.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE LIGHTING & NAVIGATIONAL LIGHTING: PLANS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

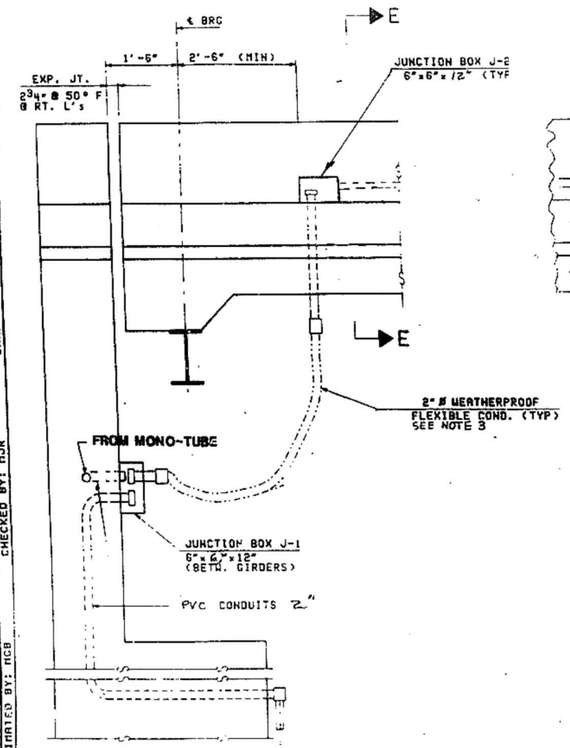
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RM-02	N.T.S.	AUG 07 1991	96

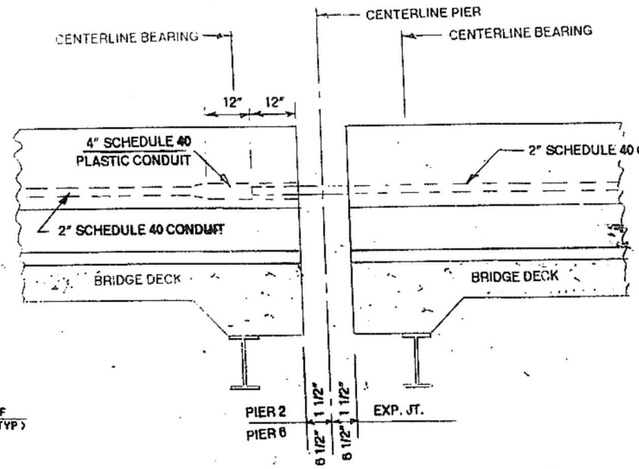
CHECKED BY: MOB
DRAFTED BY: IGM
CHECKED BY:
ESTIMATED BY:
CHECKED BY: MJR
DESIGNED BY: MGB
IN CHARGE: PCW

TAMERAN

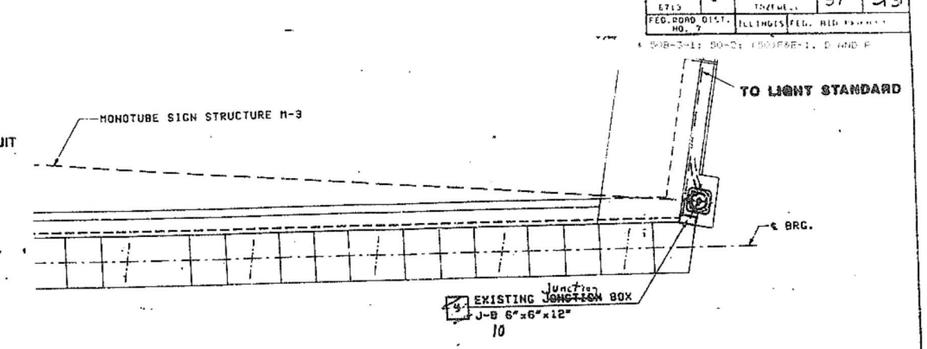
DESIGNED BY: MCB DRAFTED BY: IGH CHECKED BY: MJR CHECKED BY: MJR CHECKED BY: MJR IN CHARGE: PCH

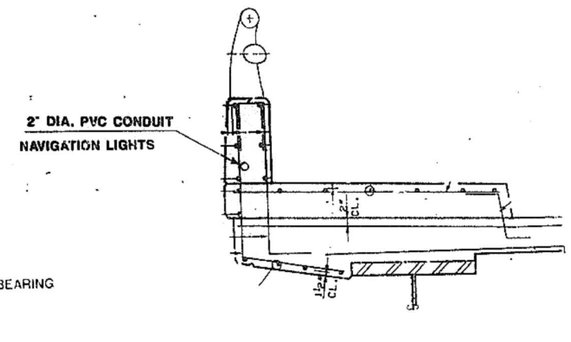


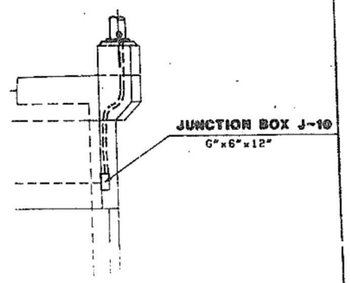
SECTION B-B
@ W. ABUTMENT



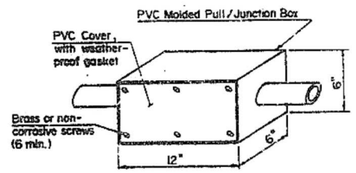
SECTION C_1 - C_1
@ PIERS 2 & 6



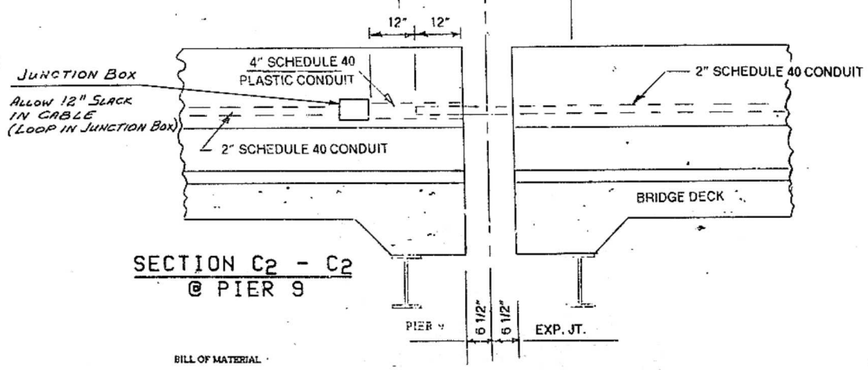




SECTION F-F SHOWN
SECTION G-G SIMILAR
(INCLUDED FOR INFORMATION ONLY)



PULL/JUNCTION BOX
Outside Parapet Curb Installation
L B N Circuits



SECTION C_2 - C_2
@ PIER 9

BILL OF MATERIAL

ITEMS	UNIT	W. APPROACH	PEORIA CO. (SR.)	TAZEWELL CO.(SR)	TOTAL
BARE COPPER WIRE, 1/C NO. 6	LIN. FT.	178	2182	432	2792
CONDUIT IN TRENCH 4" GS	LIN. FT.	36			36
CONDUIT ATTACH. STR. 4" GS	LIN. FT.	10			10
EC C XLP USE 1/C 8	LIN. FT.	356	4364	864	5584
EC C XLP USE 1/C 2/0	LIN FT.	224			224
CONDUIT ATTACH. STR. 2 1/2" GS	LIN. FT	76			76
CONDUIT ATTACH. STR. 2" PVC	LIN. FT	100	3303	1619	5022
CONTROL CABINET	EACH	1			1
FUNCTION BOX	EACH	4	7	4	15

NOTES:
1. FOR SECTION LOCATIONS SEE DWG. NO. SAM-05.
2. ALL REBARS AT JUNCTION BOX SHALL BE ADJUSTED BY REARRANGING, TILTING, BENDING OR CUTTING IN THE FIELD AND AS APPROVED BY THE ENGINEER. COST SHALL BE INCIDENTAL TO "REINF. BARS (EPOXY COATED)".
3. COST OF 2" DIA. WEATHERPROOF FLEXIBLE CONDUITS SHALL BE INCIDENTAL TO "CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL".

NO.	DATE	REVISION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE LIGHTING & NAVIGATIONAL LIGHTING: SECTIONS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
RM-03	N.T.S.	AUG 07 1991	97

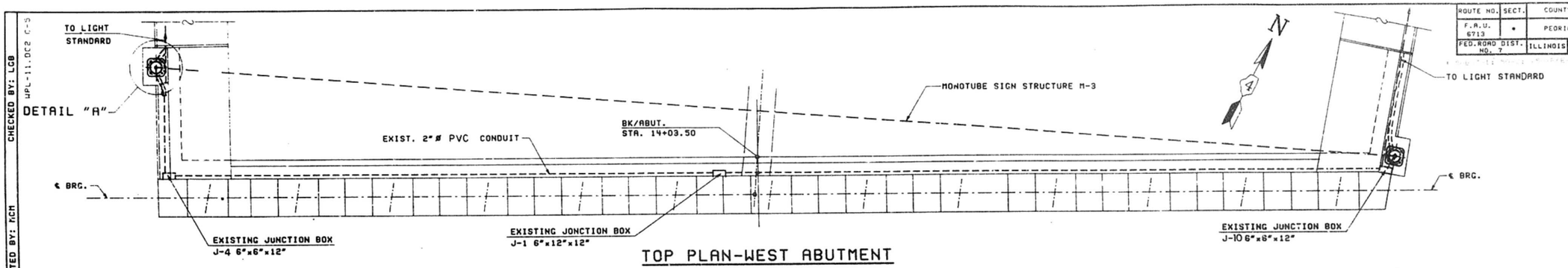
D C B A 0 A B C D

TAMERAN

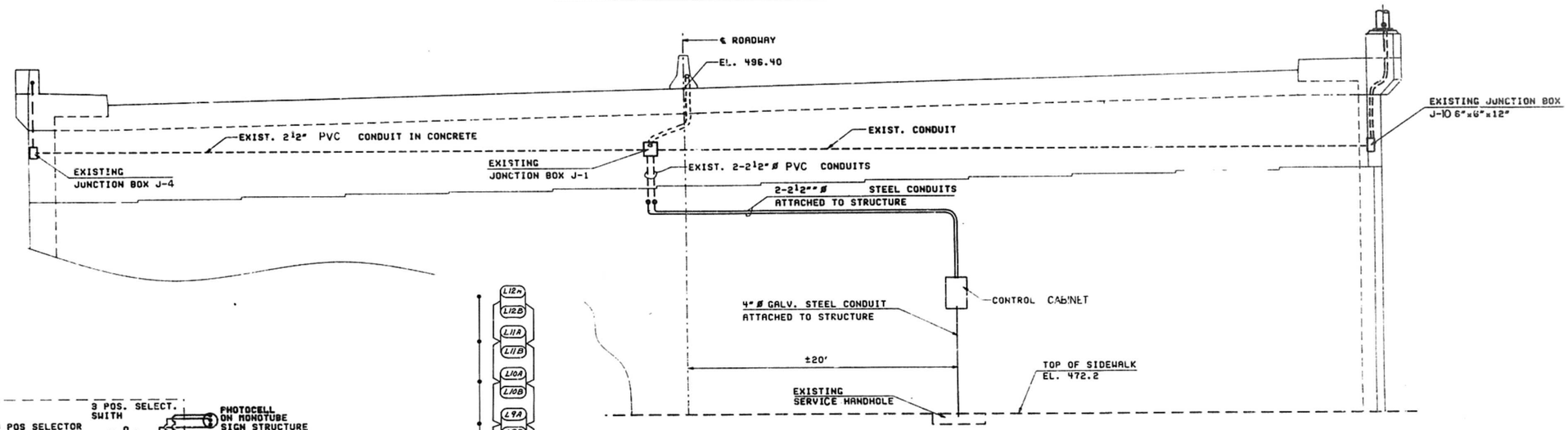
ROUTE NO.	SECT.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEORIA	313	97A
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

DESIGNED BY: MCM DRAFTED BY: MCM CHECKED BY: LCB CHECKED BY: ESTIMATED BY: IN CHARGE: PCW

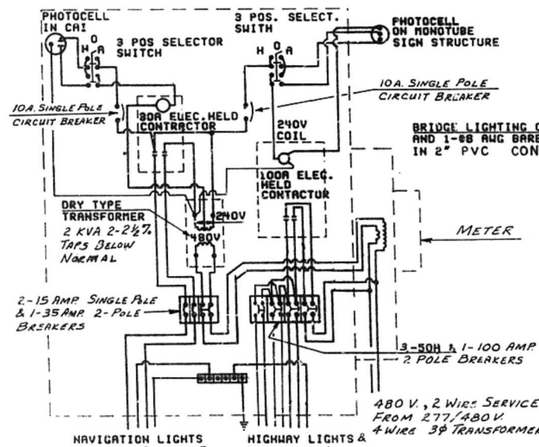
WPL-11.DC2 C-5



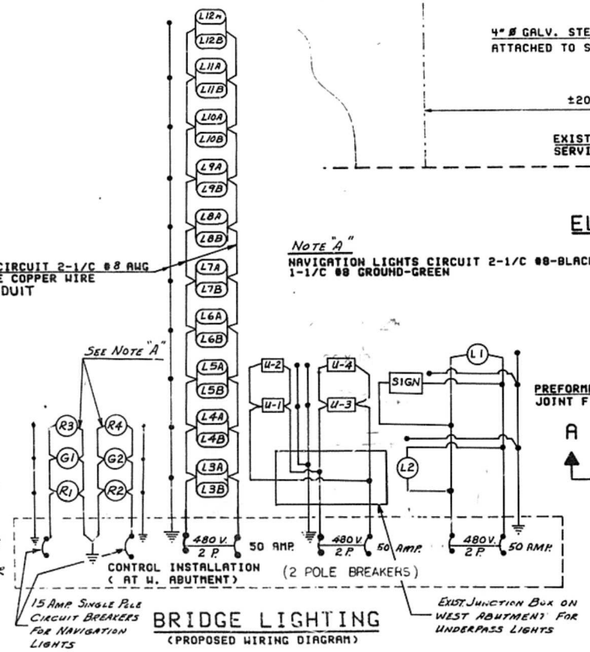
TOP PLAN-WEST ABUTMENT



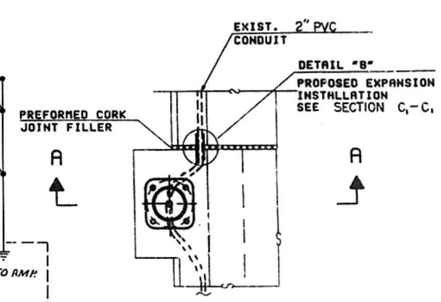
ELEVATION



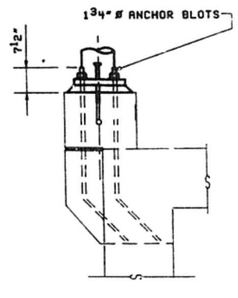
CONTROL CABINET
(AT WEST ABUTMENT)



BRIDGE LIGHTING
(PROPOSED WIRING DIAGRAM)



DETAIL "A"



SECTION A-A

NOTES:

1. FOR BILL OF MATERIAL SEE DWG. NO. WLP-01.
2. FOR LIGHTING DETAILS SEE DWG. NO. WLP-09 OR WLP-10.
3. FOR LIGHT POLE DETAILS SEE DWG. NO.

HIGHWAY AND NAVIG.
LIGHTING DETAILS
WEST ABUTMENT

RM - 04 SHEET NO. 97A

D C B A 0 A B C D

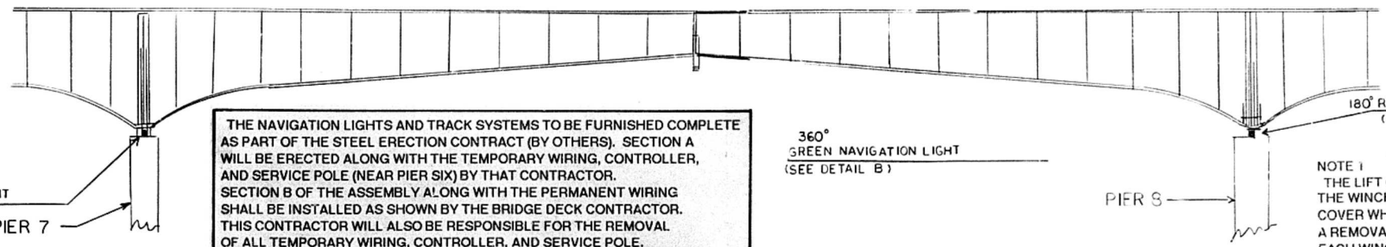
TAMERAN

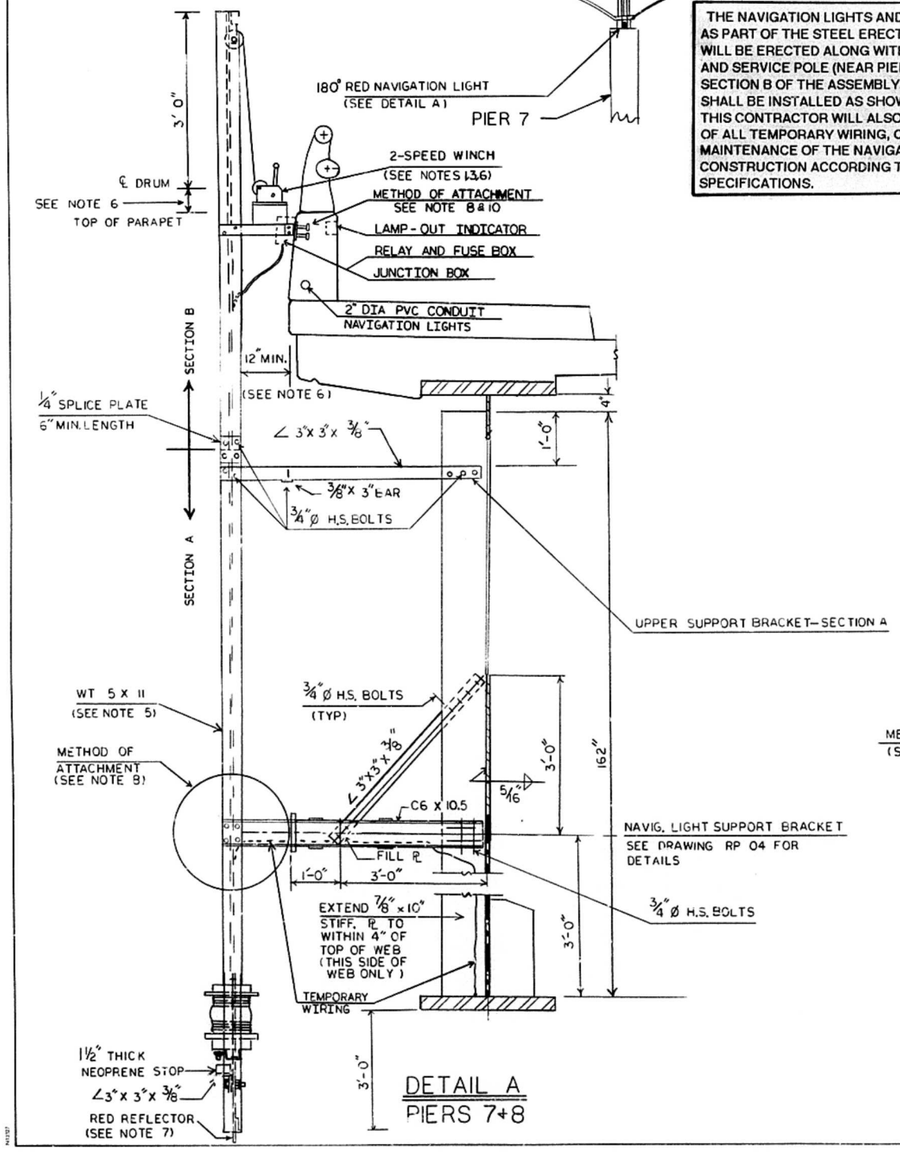
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO
6713	*	PEORIA	313	97B
		ILLINOIS PROJECT		

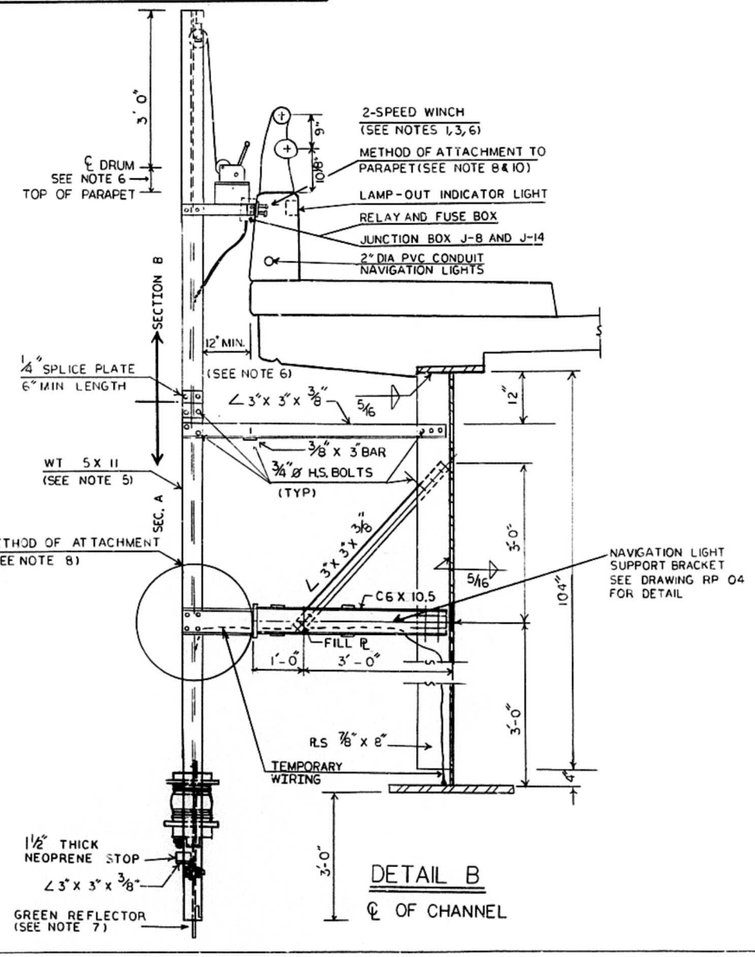
* 50B-3-11; 50-2; (50)FAE-1, D AND P

THE NAVIGATION LIGHTS AND TRACK SYSTEMS TO BE FURNISHED COMPLETE AS PART OF THE STEEL ERECTION CONTRACT (BY OTHERS). SECTION A WILL BE ERECTED ALONG WITH THE TEMPORARY WIRING, CONTROLLER, AND SERVICE POLE (NEAR PIER SIX) BY THAT CONTRACTOR. SECTION B OF THE ASSEMBLY ALONG WITH THE PERMANENT WIRING SHALL BE INSTALLED AS SHOWN BY THE BRIDGE DECK CONTRACTOR. THIS CONTRACTOR WILL ALSO BE RESPONSIBLE FOR THE REMOVAL OF ALL TEMPORARY WIRING, CONTROLLER, AND SERVICE POLE. MAINTENANCE OF THE NAVIGATION LIGHTS SHALL BE PERFORMED DURING CONSTRUCTION ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.





DETAIL A
PIERS 7+8



DETAIL B
℄ OF CHANNEL

NOTE 1
THE LIFT CABLE SHALL BE 3/16" STAINLESS STEEL: THE WINCH SHALL BE EQUIPPED WITH A WEATHERPROOF COVER WHICH SHALL BE CAPABLE OF BEING PADLOCKED. A REMOVABLE WINCH HANDLE SHALL BE SUPPLIED WITH EACH WINCH. GALVANIZED OR STAINLESS STEEL REQUIREMENT NOT APPLICABLE TO REMOVABLE ITEMS, BUT THEY SHALL BE PAINTED OR PROTECTED AS APPROVED BY THE ENGINEER.

NOTE 2
ALL HARDWARE SHALL BE STAINLESS STEEL OR GALVANIZED IN ACCORDANCE WITH AASHTO M232 OR M111 UNLESS OTHERWISE NOTED. ALL BOLTS SHALL BE 5/8" STAINLESS STEEL WITH S.S. LOCKNUTS & WASHERS UNLESS OTHERWISE NOTED. ALL HOLES SHALL BE SIZED 1/8" LARGER THAN THE SPECIFIED BOLT DIAMETER.

NOTE 3
TWO SPEED WINCH WITH HANDBRAKE AND MOUNTING ASSEMBLY SHALL BE GALVANIZED OR STAINLESS STEEL WITH STAINLESS STEEL SPRINGS.

NOTE 4
ALL DIMENSIONS ARE BASED ON A 10 1/2" X 14" HIGH LIGHT FIXTURE MODEL MSC 302 MANUFACTURED BY B & B ELECTROMATIC. AN EQUIVALENT FIXTURE MAY BE SUPPLIED. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY ALL DIMENSIONS AND SUBMIT A SHOP DRAWING TO THE ENGINEER FOR APPROVAL.

NOTE 5
A WT 5 X 22.5 SECTION MAY BE EXCESSIVE FOR THE TRACK SYSTEM FOR THE NAVIGATION LIGHTS. THE WT 5 X 11 SECTION IS A SUGGESTED SIZE ONLY. THE ADEQUACY OF THE SECTION TO BE USED SHALL BE DETERMINED BY THE MANUFACTURER SUBJECT TO APPROVAL OF SHOP DRAWINGS.

NOTE 6
SPACE SHALL VARY TO ALLOW WINCH HANDLE TO OPERATE.

NOTE 7
12" X 12" X 1/8" ANODIZED OR PAINTED ALUMINUM PLATE WITH HIGH INTENSITY REFLECTORIZED SHEETING.

NOTE 8
METHOD OF ATTACHMENT DESIGN BY FABRICATOR SUBJECT TO APPROVAL OF SHOP DRAWINGS.

NOTE 9
FIELD DRILLING OF BOLT HOLES IN STIFFENERS WILL BE NECESSARY FOR ADUSTMENT OF NAVIGATION LIGHT SUPPORT BRACKETS.

NOTE 10
IN ORDER TO AVOID PROBLEMS WITH DRILLING INTO REBARS, IT IS RECOMMENDED TO CAST IN PLACE A THREADED METAL PLATE INTO THE PARAPET IN ORDER TO ATTACH THE WINCH SUPPORT.

NAVIGATION LIGHT DETAILS
VERTICAL TRACK
DRAWING NO. NAV-1

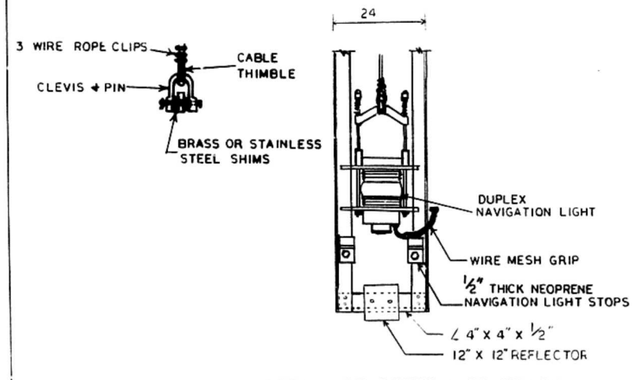
SHEET NO 97B

D C B A 0 A B C D
TAMERAN

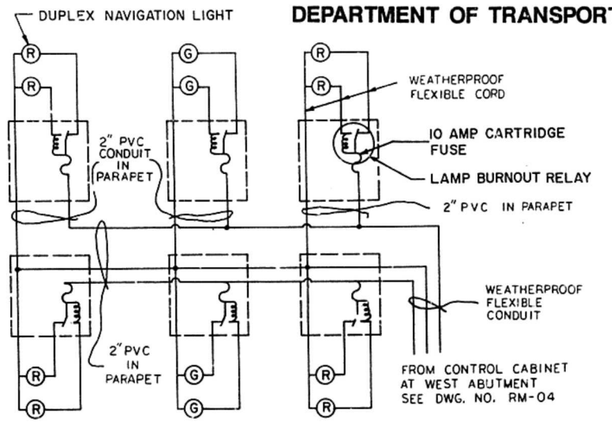
FAP ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
6713	*	PEO/TAZ	313	97C
	ILLINOIS	PROJECT		

*K 50B-3-1; 50-2;50)F&E-1, D&P

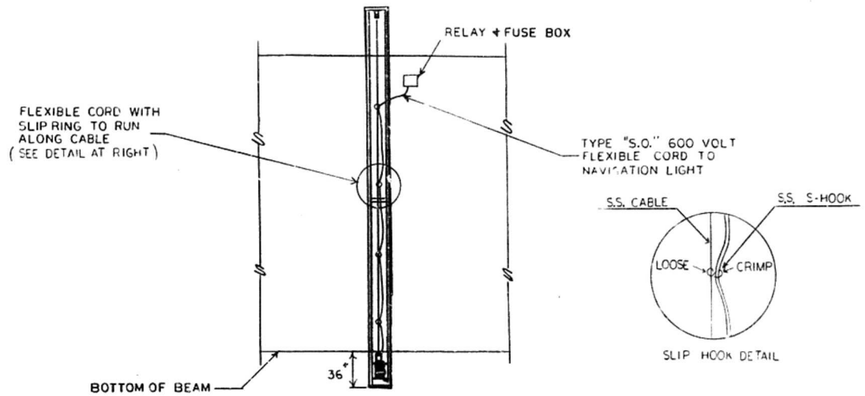
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



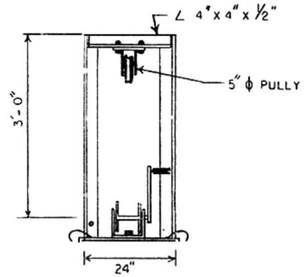
DETAIL OF BOTTOM OF TRACK



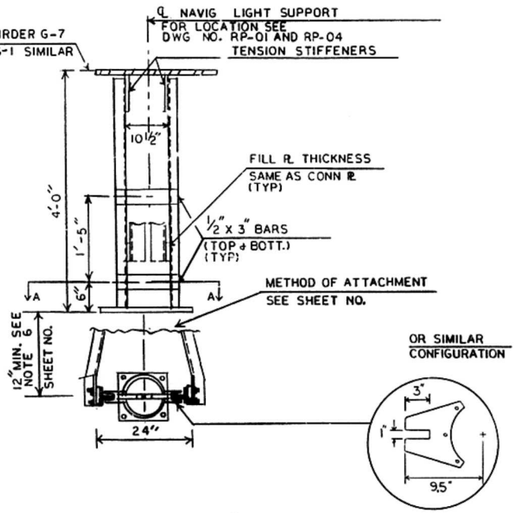
WIRING DIAGRAM-NAVIGATION LIGHTING



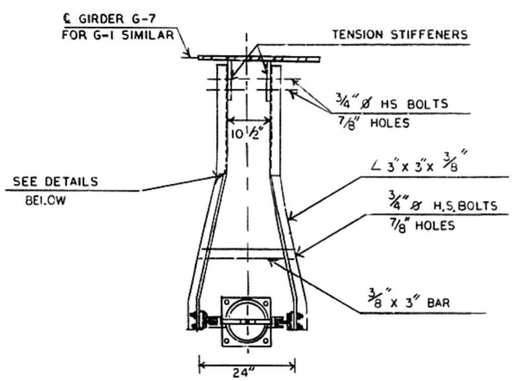
WEATHERPROOF FLEXIBLE CORD



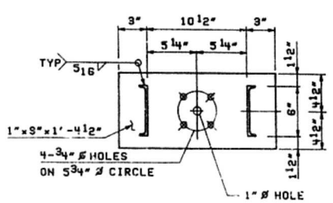
DETAIL OF TOP OF TRACK



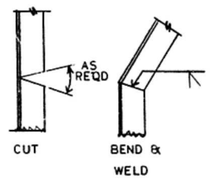
DETAIL SECTION W/LIGHT ATTACHMENT TO NAVIG. LIGHT SUPPORT



DETAIL OF UPPER SUPPORT BRACKET, SECTION A



SECTION A-A
FOR INFORMATION ONLY



DETAILS

NAVIGATION LIGHT DETAILS
(VERTICAL TRACK TYPE)

DRAWING NO. NAV-2

SHEET No. 97C

D C B A 0 A B C D
TAMERAN

ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 4713	8	PEORIA TAZEWELL	313	98
MKD.				
PROJ.	STA.	TO STA.		

8 50B-3-11; 50-2; 150-FAE-1, D AND F

SHEET INDEX

S-1 --- ELEVATION & PLAN VIEW
S-2 --- PARTIAL PLAN FRP CONDUIT HANGERS
S-3 --- PARTIAL PLAN FRP CONDUIT HANGERS
S-4 --- PARTIAL PLAN FRP CONDUIT HANGERS
S-5 --- FRP AT BRIDGE FRAMING
S-6 --- CONDUIT HANGERS AT PIERS
S-7 --- CONDUIT HANGER DETAILS
S-8 --- FRP HANGER DETAILS

GENERAL NOTES

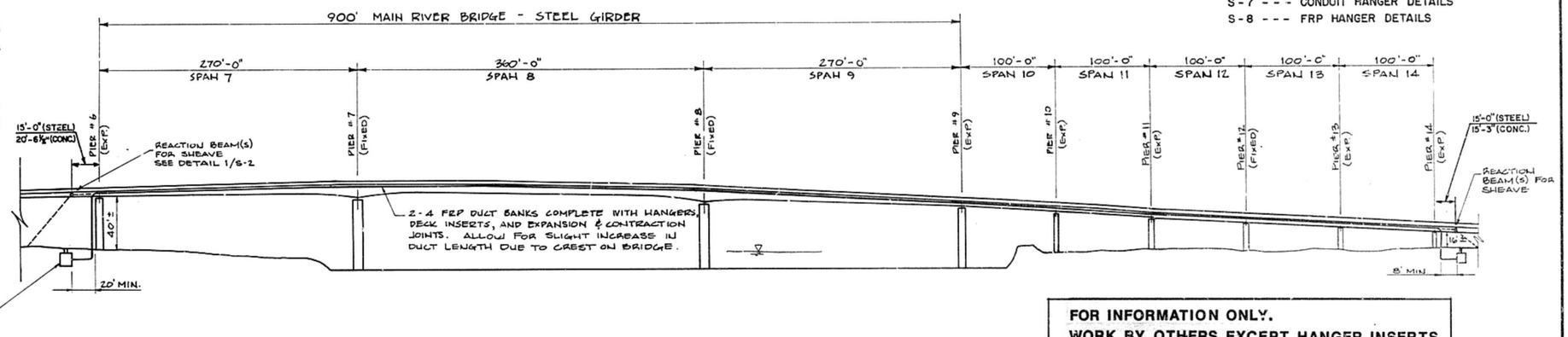
The contractor shall verify all pertinent details, dimensions and elevations from the "as-built" structure. Any relevant deviation from the information shown on the drawings and the actual field conditions must be immediately brought to the attention of the owner.

The bridge contractor shall install the hanger inserts in the bridge deck as shown on these drawings. Any deviation from the actual location of inserts vs. the design drawings location must be immediately brought to the attention of the owner.

Because of the complicated nature of the bridge deck expansion and contraction, the different rates of thermo length changes of the concrete, steel and fiberglass reinforced pipe duct, and fixed duct hangers, the duct lengths at the expansion joints must be adjusted for length when temperatures during installation are outside the 50°F (neutral range). These adjustments are noted on the expansion/contraction joint details and must be strictly followed. Special joints are detailed when expansion and contraction lengths are well outside the capability of the standard joints.

The FRP conduit, hangers, expansion joints and duct location have been placed to fit with either the precast alternate or steel alternate for the approach spans. The material for the completed duct system should be identical for either of the two approach span alternates actually built.

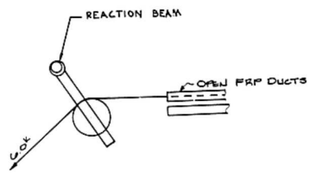
The bridge contractor shall furnish and install connections in the girders for the reaction beams. The reaction beams (6" dia. pipe), the sheave, and related hardware shall be furnished by Illinois Bell and installed by bridge contractor.



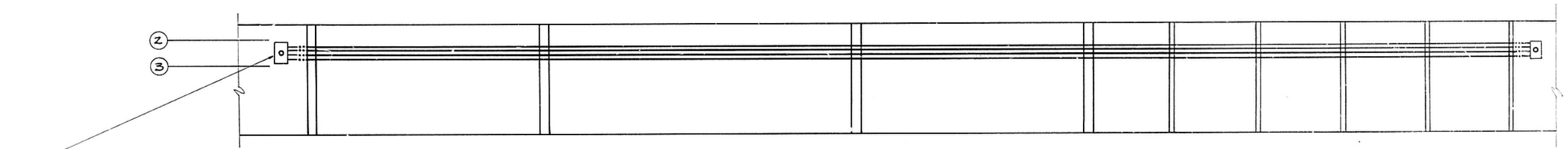
ELEVATION

FRANKLIN STREET BRIDGE (LOOKING EAST)

FOR INFORMATION ONLY.
WORK BY OTHERS EXCEPT HANGER INSERTS FOR TELEPHONE AND CABLE TV CONDUITS AND RETENSION BEAMS FOR TELEPHONE (SEE SPECIAL PROVISIONS).



SHEAVE BLOCK PULL DIAGRAM



PLAN

SHEAVE BLOCK LOADS

The maximum tension in the cable being pulled through the duct shall be 6,000 lbs. This force broken down into reactions and then horizontal and vertical components is shown on details 1/S-2 and 2/S-3.

HANGER / CONDUIT LOADS

1 - 4" 3-CELL FIBERGLASS REINFORCED PLASTIC DUCT	2.2 LB/FT X 1 =	2.2
3 - FIBER OPTIC CABLES	0.1 LB/FT X 3 =	.3
3 - 4" O.H. WALL FIBERGLASS REINFORCED PLASTIC DUCT	1.0 LB/FT X 3 =	3.0
3 - COPPER CALBE	6.0 LB/FT X 3 =	18.0
1 - HANGER 15 LB PER 10' OR 1.5 LB PER LIN. FT.	1.5 LB/FT X 1 =	1.5
PER. FT. WEIGHT OF 1 - 4 DUCT SYSTEM		25.0 LBS
PER. FT. WEIGHT OF 2 - 4 DUCT SYSTEMS		50.0 LBS
TOTAL LOAD FOR EACH HANGER BASED ON 10' MAX. SPACING		250.0 LBS
TOTAL LOAD TO EACH INSERT		125.0 LBS
TOTAL LOAD TO STRUCTURE 1400' x 50 LB/FT		70,000 LBS

STRUCTURAL MATERIALS

1. Pipe reaction beams shall be ASTM A501 or A53 Pipe, Fy = 35,000 psi min., double-extra strong.
2. All plates and bars shall be ASTM A-36 Fy = 36,000 psi min.
3. All electrodes shall be E70-XX with welds performed by certified welders (AWS).
4. All bolts shall be A325 high strength bolts.
5. All exposed steel shall have paint system as specified for the main structure bridge steel, for steel alternate.
6. For concrete alternate, sleeves, related plugs, pipes, shall be hot-dipped galvanized.

REVISIONS	
DATE	DESCRIPTION
11/30/90	EXTENDED CONDUIT LENGTH
	FROM PIER #10 TO PIER #14
12/30/91	RELOC. REACT. BM.; CHG.
	CONN. TO P.C. BM.

R.A.N. CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS - LAND SURVEYORS
3647 MEADOWBROOK ROAD (309) 685-5961
PEORIA, ILLINOIS

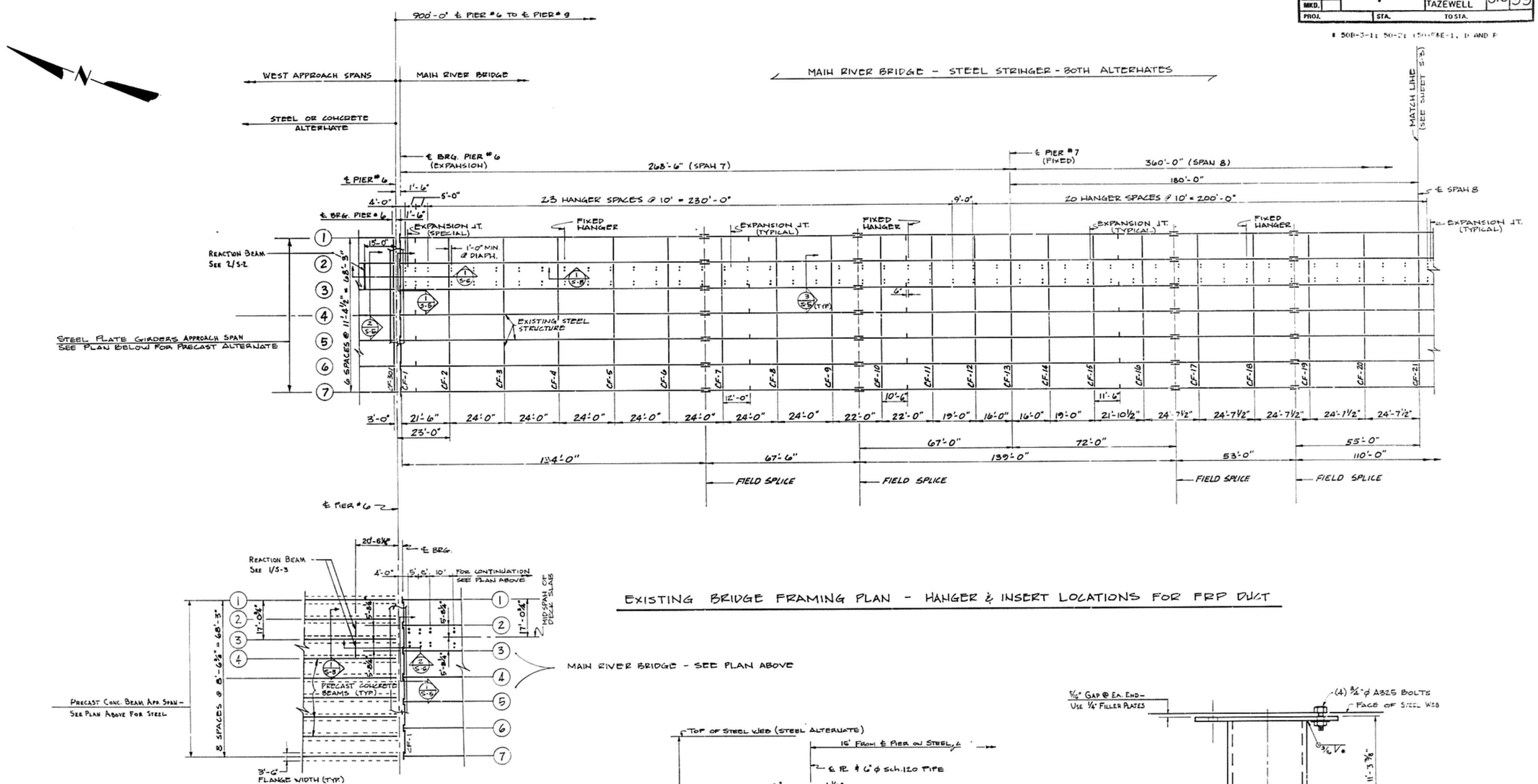
CONDUIT HANGERS — FRANKLIN ST. BRIDGE
FOR: ILLINOIS BELL TELEPHONE CO.

ELEVATION AND PLAN VIEW

DATE	3-20-89
DRAWN	SPF
SCALE	NTS
CHECKED	LLV
APPROVED	
PROJECT NO.	88327
DRAWING NO.	S-1
SHEET	1 OF 8

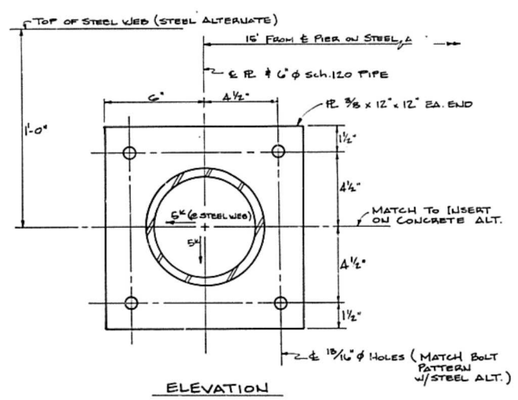
ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 6713 MKD.	*	PEORIA TAZEWELL	313	99
PROJ.	STA.	TO STA.		

* 50B-3-1; 50-2; (50)F&E-1, D AND F



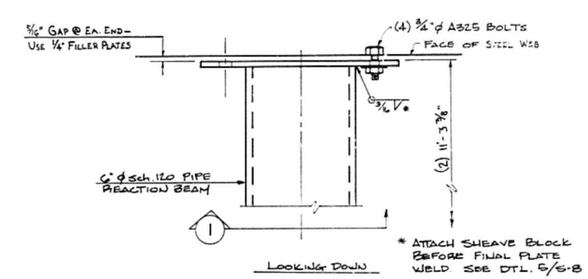
EXISTING BRIDGE FRAMING PLAN - HANGER & INSERT LOCATIONS FOR FRP DUCT

PRECAST I BEAM - APPROACH SPAN ALTERNATE



ELEVATION

1 REACTION BEAM DETAIL
END PLATE CONNECTION



2 REACTION BEAM DETAIL
STEEL APPROACH SPAN ALT.

REVISIONS	
DATE	DESCRIPTION
11/30/90	EXTENDED CONDUIT LENGTH FROM PIER #10 TO PIER #14
12/30/91	REL. OC. REACT. BM. & CHG. CONN. TO P.C. BM.

R.A.N. CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS - LAND SURVEYORS
3647 MEADOWBROOK ROAD (309) 685-5961
PEORIA, ILLINOIS

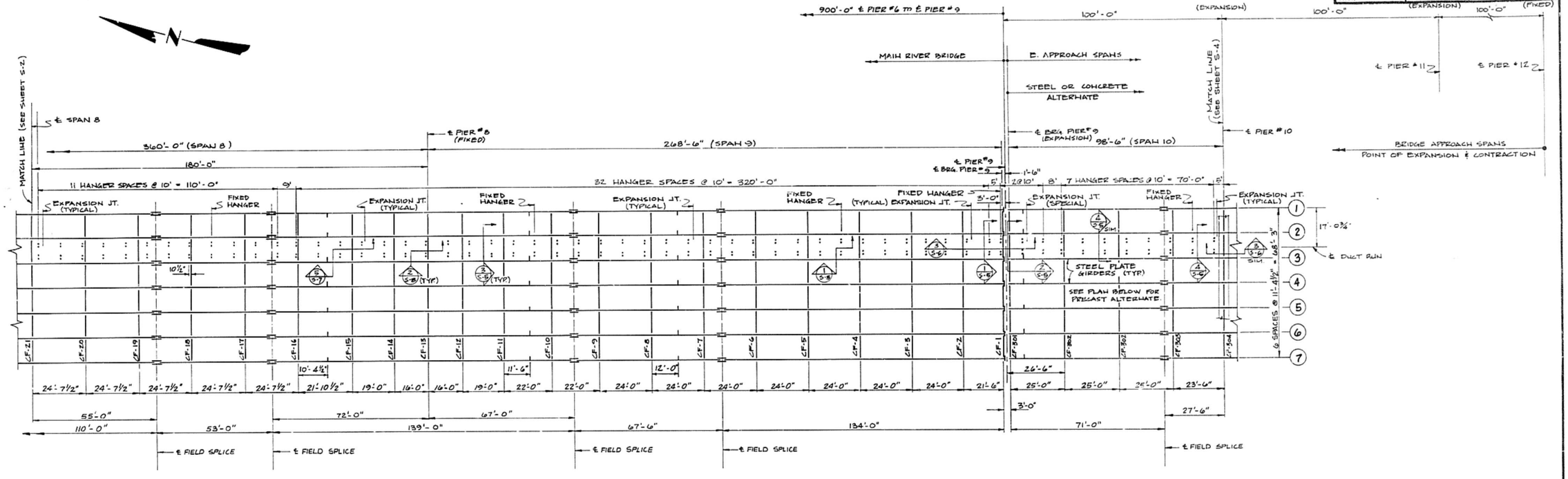
CONDUIT HANGERS - FRANKLIN ST. BRIDGE
FOR: ILLINOIS BELL TELEPHONE CO.

PARTIAL PLAN FRP CONDUIT HANGERS

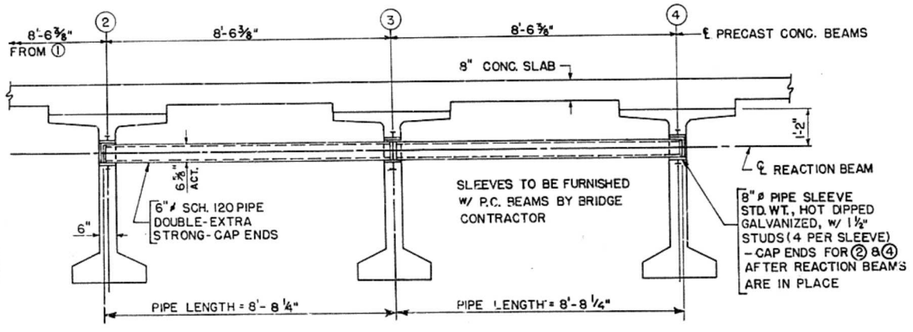
DATE	3-20-89	PROJECT NO.	88327
DRAWN	SPF	DRAWING NO.	S-2
SCALE			
CHECKED	LLV		
APPROVED		SHEET	2 OF 8

ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 6713	8	PEORIA TAZEWELL	313	100
MKD.				
PROJ.	STA.	TO STA.		

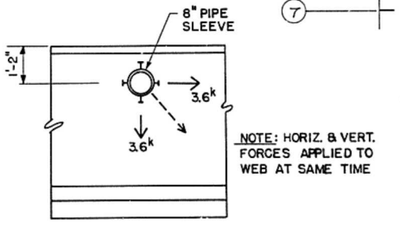
8 308-3-11; 50-2-1 (SECTION 8-1, D AND P



EXISTING BRIDGE FRAMING PLAN - HANGER & INSERT LOCATIONS FOR FRP DUCT



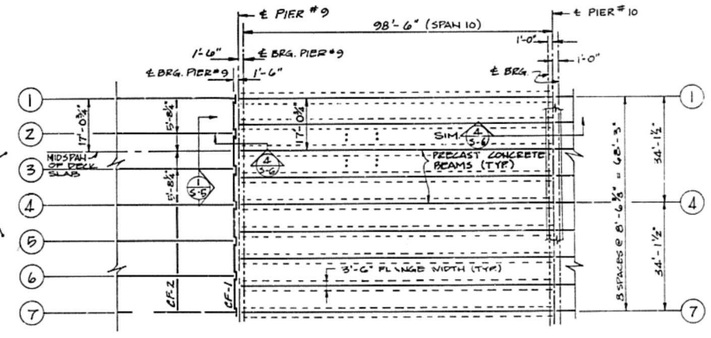
① P.C. BEAM SECTION-REACTION BEAM DETAIL



NOTE: HORIZ. & VERT. FORCES APPLIED TO WEB AT SAME TIME

APPLIED FORCE TO WEB OF PRECAST CONC. BEAM FROM REACTION BEAM

MAIN RIVER BRIDGE SEE PLAN ABOVE



PRECAST I BEAM - APPROACH SPAN ALTERNATE

NOTE: FOR HANGER & INSERT LOCATIONS SEE ABOVE PLAN.

REVISIONS	
DATE	DESCRIPTION
11/30/90	EXTENDED CONDUIT
	LENGTH FROM PIER #10
	TO PIER #14
12/30/91	RELOC. REACT. BM.; CHG.
	CONN. TO P.C. BM.

R.A.N. CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS - LAND SURVEYORS
3647 MEADOWBROOK ROAD (309) 685-5961
PEORIA, ILLINOIS

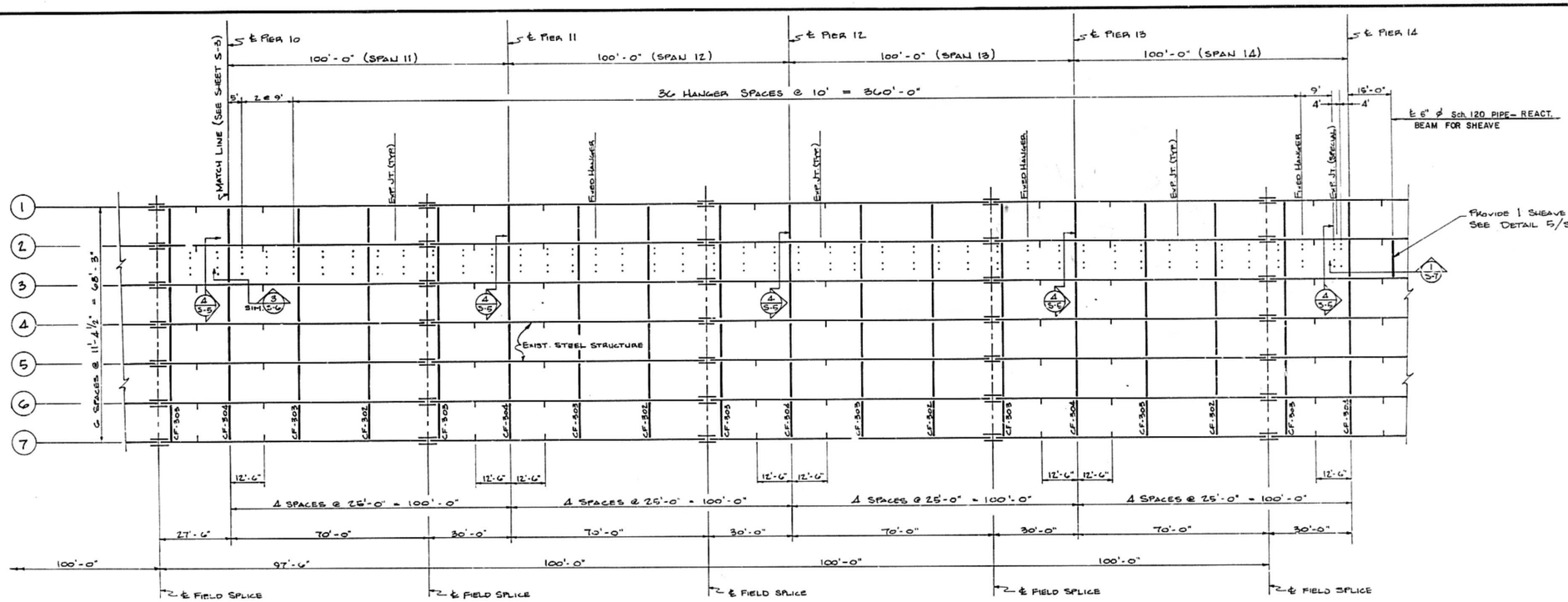
CONDUIT HANGERS - FRANKLIN ST. BRIDGE
FOR: ILLINOIS BELL TELEPHONE CO.

PARTIAL PLAN FRP CONDUIT HANGERS

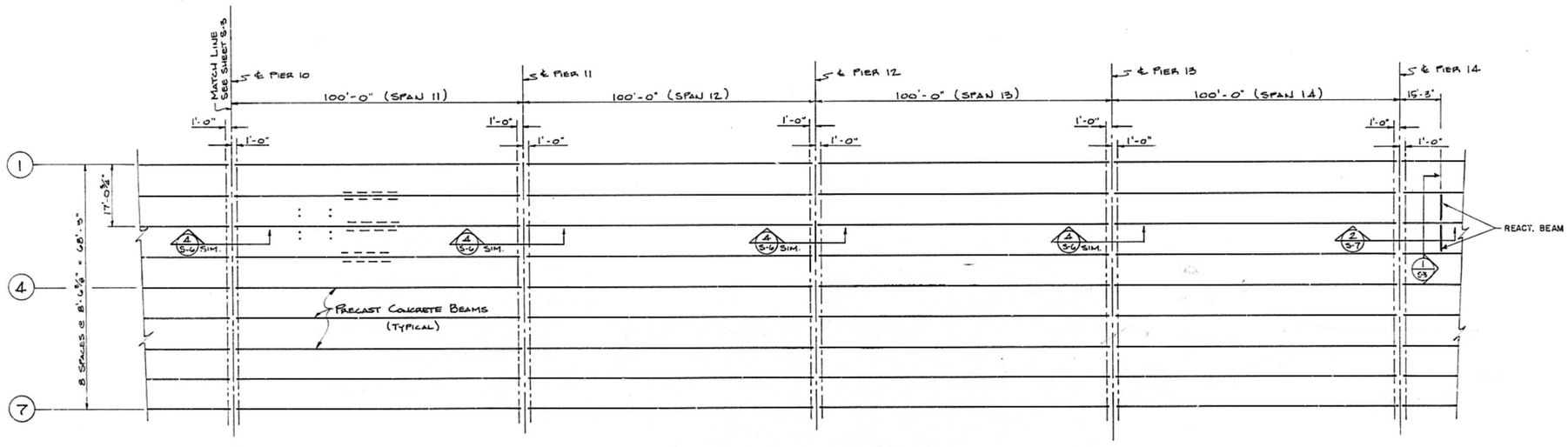
DATE 3-20-89	PROJECT NO. 88327
DRAWN SPF	DRAWING NO. S-3
SCALE	
CHECKED LLV	SHEET 3 OF 8
APPROVED	

ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 4713	8	PEORIA TAZEWELL	313	101
MKD.				
PROJ.	STA.	TO STA.		

8 308-3-11; 50-21 (50-FBE-1, D AND P



EXISTING BRIDGE FRAMING PLAN - HANGER & INSERT LOCATIONS FOR FRP DUCT



PRECAST I BEAM - APPROACH SPAN ALTERNATE

NOTE : FOR HANGER & INSERT LOCATIONS - SEE PLAN ABOVE

REVISIONS	
DATE	DESCRIPTION
11/30/90	EXTENDED CONDUIT
	LENGTH FROM PIER #10
	TO PIER #14
12/30/91	RELOC. REACT. BM.; CHG.
	CONN. TO P.C. BM.

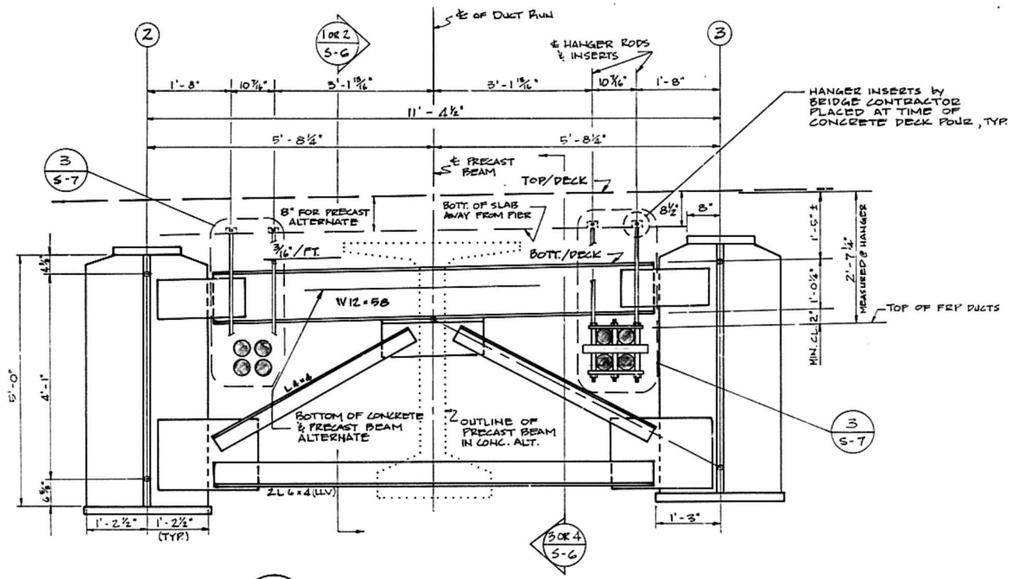
R.A.N. CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS - LAND SURVEYORS
3647 MEADOWBROOK ROAD (309) 685-5961
PEORIA, ILLINOIS

CONDUIT HANGERS - FRANKLIN ST. BRIDGE
FOR : ILLINOIS BELL TELEPHONE CO.

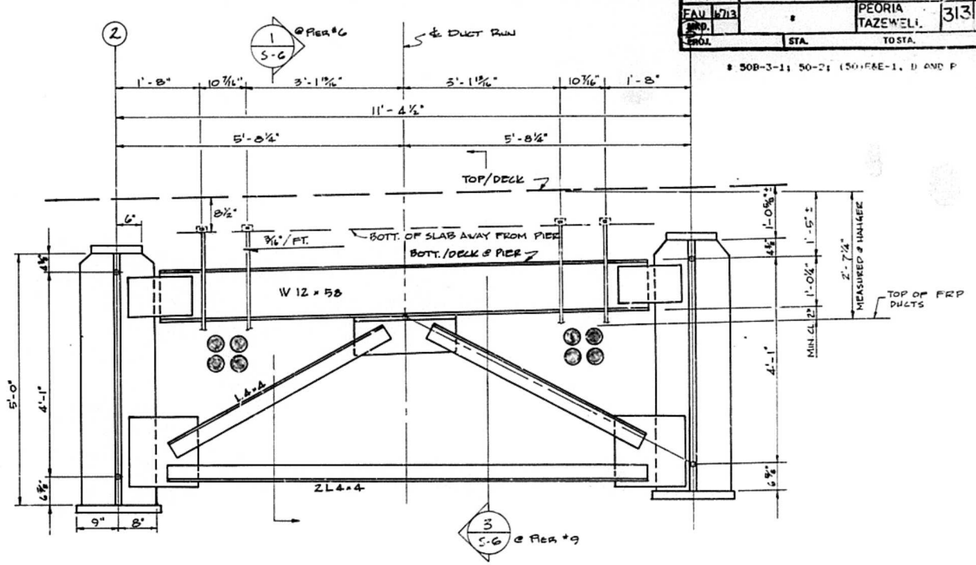
PARTIAL PLAN FRP CONDUIT HANGERS

DATE	11/30/90	PROJECT NO.	88327
DRAWN	SPF	DRAWING NO.	S-4
SCALE			
CHECKED	LLV	SHEET	4 OF 8
APPROVED			

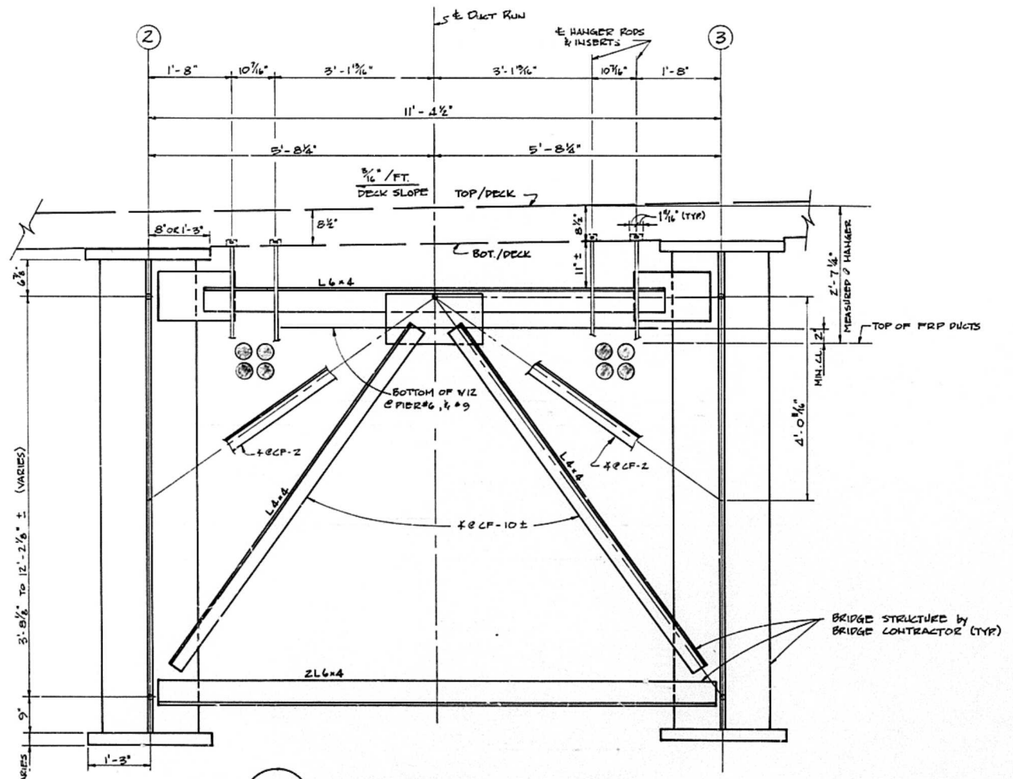
Peoria/Tazewell Sheets 101 thru 200



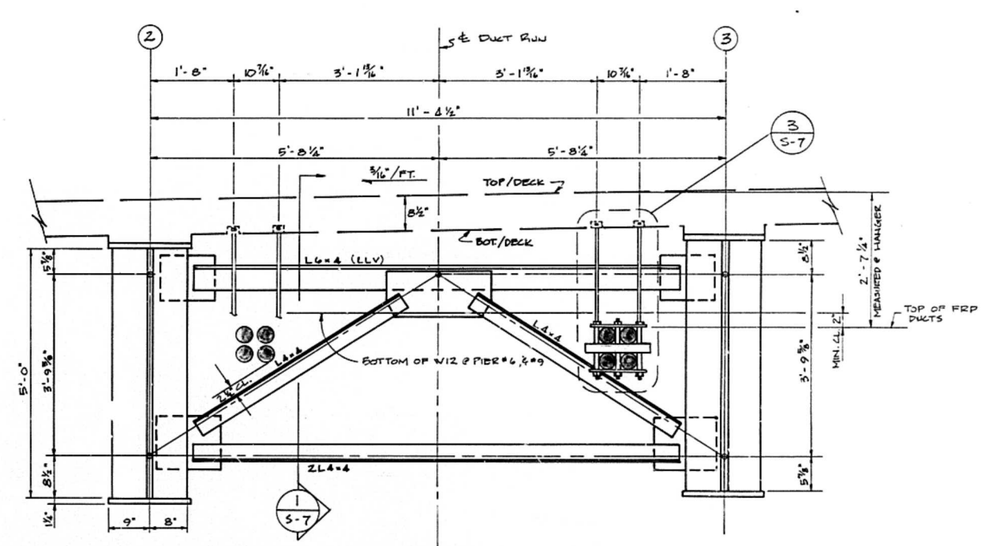
1 CROSS FRAME CF-1
MAIN RIVER SPAN @ PIERS #6, #9



2 CROSS FRAME CF-301
APPROACH SPAN - STEEL @ PIERS #6, #9



3 CROSS FRAME CF-2 THRU CF-21
MAIN RIVER SPAN BETWEEN PIERS #6, #9



4 CROSS FRAME CF-304, (CF-302, 303 SIMILAR)
APPROACH SPAN - STEEL @ PIER #10 thru PIER #14

ROUTE	SECTION	COUNTY	SHEET TOTAL NO.
FAU 6713	*	PEORIA TAZEWELL	313 102
PROJ.	STA.	TO STA.	

* 30B-3-11 50-21 (50)FAE-1, B AND P

REVISIONS	
DATE	DESCRIPTION
11/30/90	EXTENDED CONDUIT LENGTH FROM PIER #10 TO PIER #14
2/11/91	REVISE DUCT SECTIONS
12/30/91	RELOC REACT. BM.; CHG. CONN. TO P.C. BM.

R.A.N. CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS - LAND SURVEYORS
3647 MEADOWBROOK ROAD (309) 685-5961
PEORIA, ILLINOIS

CONDUIT HANGERS - FRANKLIN ST. BRIDGE
FOR: ILLINOIS BELL TELEPHONE CO.

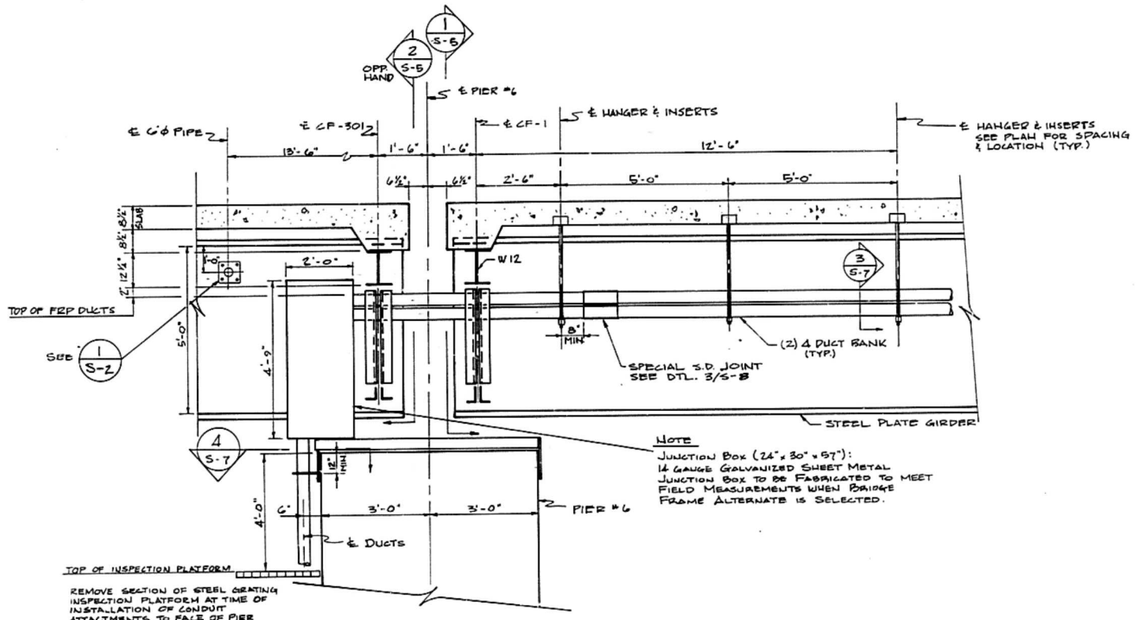
FRP AT BRIDGE FRAMING

DATE	3-20-89
DRAWN	SPF
SCALE	3/4" = 1'
CHECKED	LLV
APPROVED	

PROJECT NO. 88327
DRAWING NO. S-5
SHEET 5 OF 8

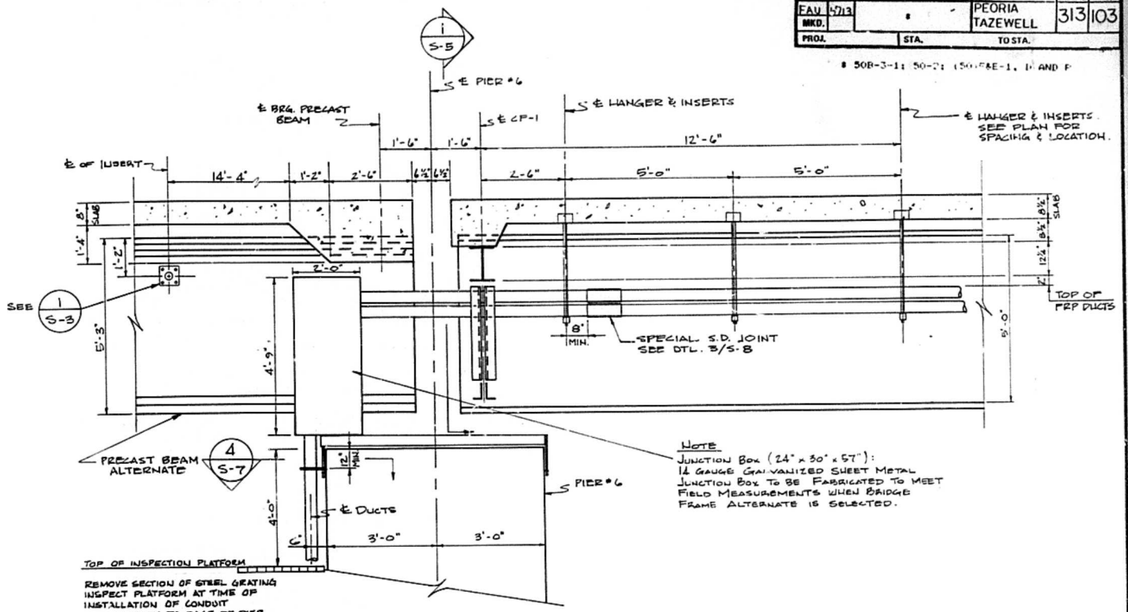
ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 4713		PEORIA TAZEWELL	313	103
MKD.				
PROJ.	STA.	TO STA.		

50B-3-1; 50-2; (50-FBE-1, 1' AND F



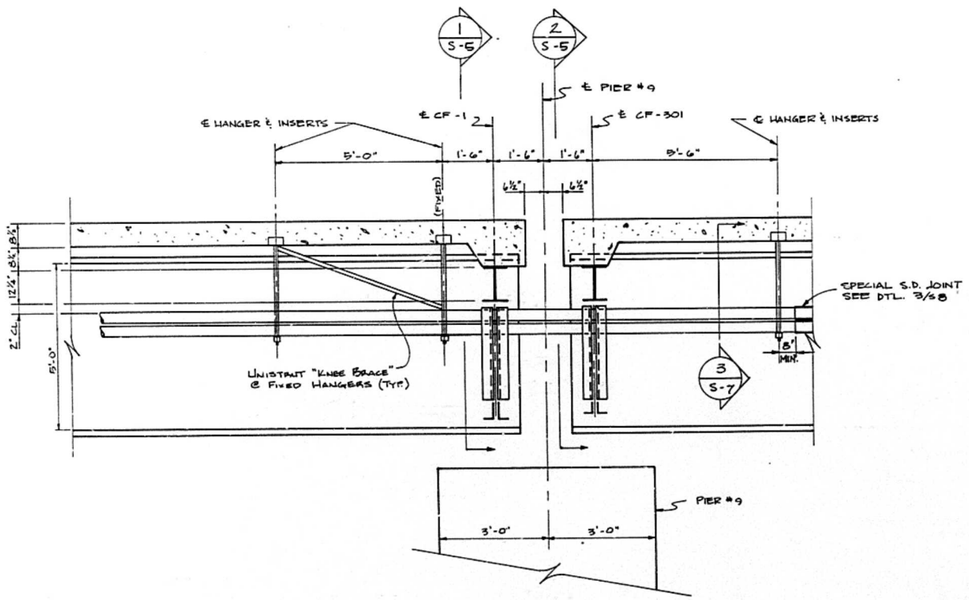
REMOVE SECTION OF STEEL GRATING INSPECTION PLATFORM AT TIME OF INSTALLATION OF CONDUIT ATTACHMENTS TO FACE OF PIER AND INSTALL NEW STEEL GRATING SECTION WITH FABRICATED OPENINGS PROVIDED FOR CONDUITS.

1 FRP DUCT BEND DETAIL @ PIER #6 STEEL ALTERNATE

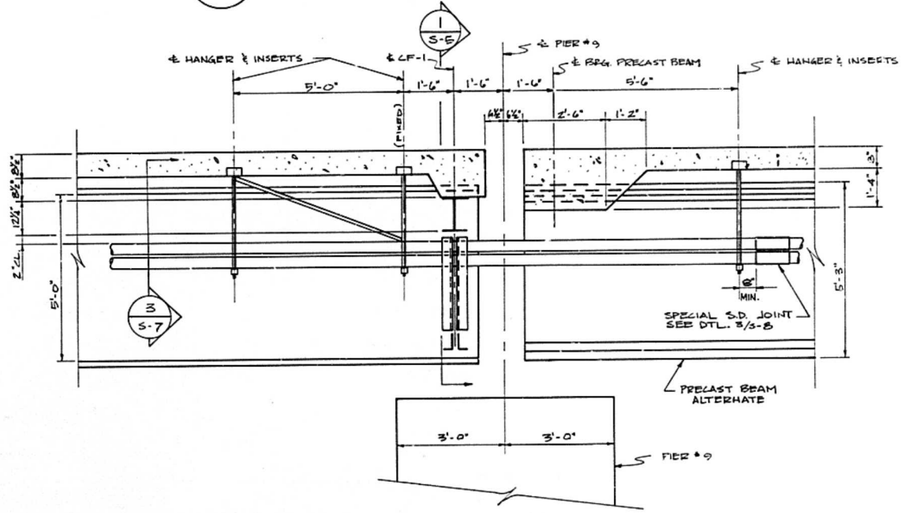


REMOVE SECTION OF STEEL GRATING INSPECT PLATFORM AT TIME OF INSTALLATION OF CONDUIT ATTACHMENTS TO FACE OF PIER AND INSTALL NEW STEEL GRATING SECTION WITH FABRICATED OPENING PROVIDED FOR CONDUITS.

2 FRP DUCT BEND DETAIL @ PIER #6 PRECAST ALTERNATE



3 FRP DUCT DETAIL @ PIER #9 STEEL ALTERNATE



4 FRP DUCT DETAIL @ PIER #9 PRECAST ALTERNATE

REVISIONS	
DATE	DESCRIPTION
11/30/90	EXTENDED CONDUIT
	LENGTH FROM PIER #10
	TO PIER #14
2/11/91	REVISE DUCT SECTIONS
12/30/91	RELOC. REACT. BM. & CHG.
	CONN. TO P.C. BM.

R.A.N. CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS - LAND SURVEYORS
3647 MEADOWBROOK ROAD (309) 685-5961
PEORIA, ILLINOIS

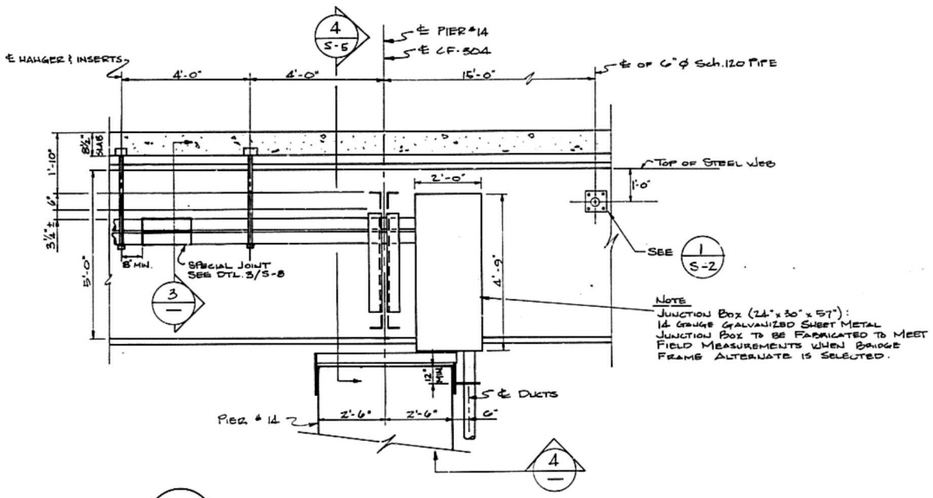
CONDUIT HANGERS - FRANKLIN ST. BRIDGE
FOR : ILLINOIS BELL TELEPHONE CO.

CONDUIT HANGERS AT PIERS

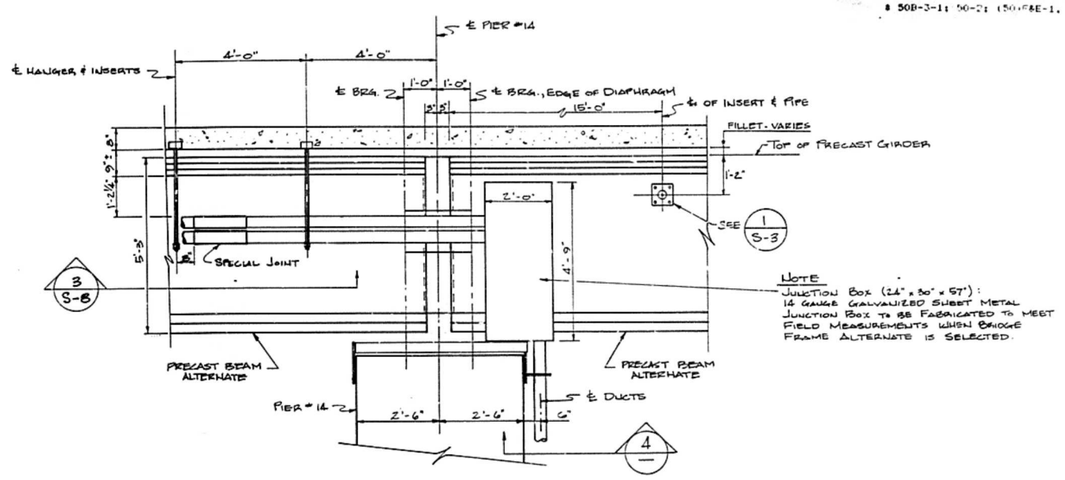
DATE	3-20-89	PROJECT NO.	88327
DRAWN	SPF	DRAWING NO.	S-6
SCALE	1/2" = 1'		
CHECKED	LLV		
APPROVED	LLV	SHEET	6 OF 8

ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 6713 MKD.	6	PEORIA TAZEWELL	313	104
PROJ.	STA.	TO STA.		

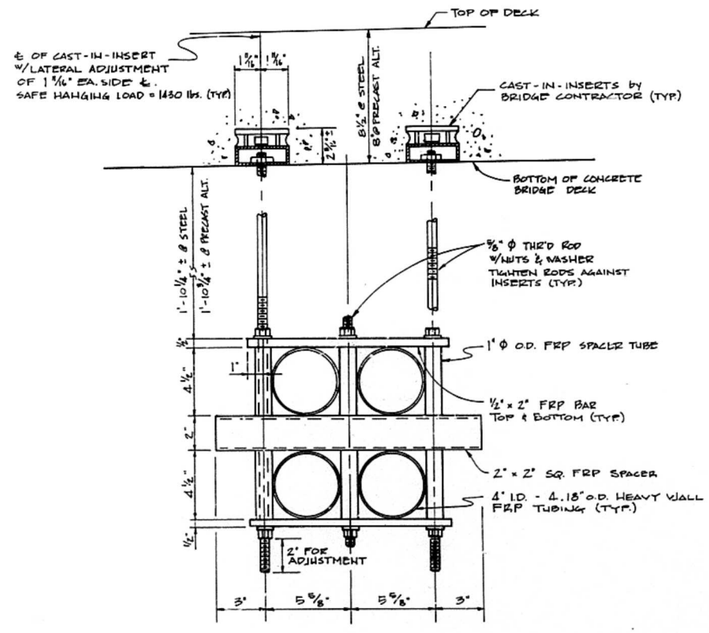
S 50B-3-11 50-2: (50)FBE-1, D AND P



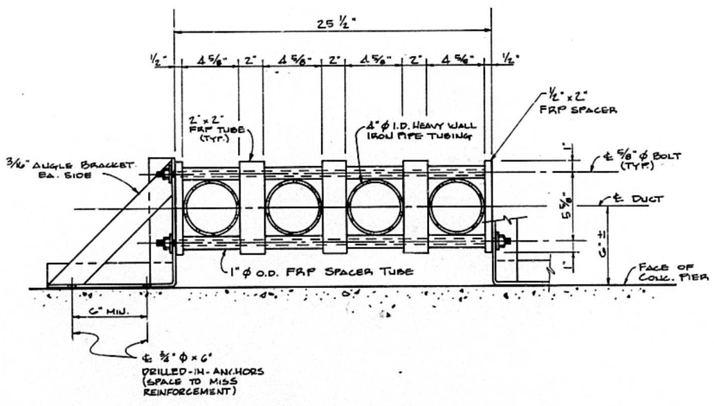
1 **FRP DUCT BEND DETAIL @ PIER #14**
STEEL ALTERNATE
SCALE : 1/2" = 1'



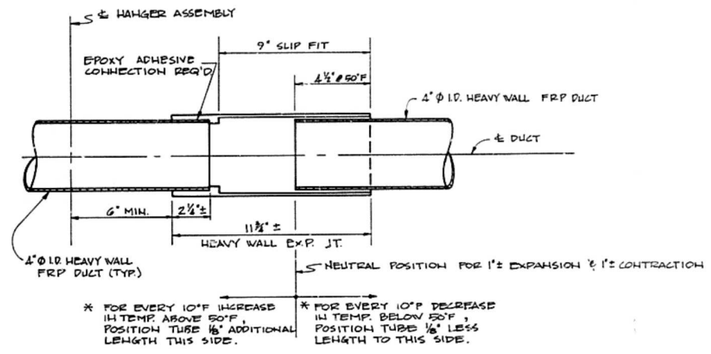
2 **FRP DUCT BEND DETAIL @ PIER #14**
PRECAST ALTERNATE
SCALE : 1/2" = 1'



3 **TYPICAL CONDUIT HANGER @ 10'-0" cts ±**
SCALE : 3" = 1'



4 **TYPICAL CONDUIT ATTACHMENT @ PIERS #6, #14**
MAXIMUM SPACING = 6'-0" ±
SCALE : 3/16" = 1"



5 **EXPANSION/CONTRACTION JOINT DETAIL**
SINGLE DIRECTION
SCALE : 1/4" = 1'
* FOR ALL JOINTS EXCEPT THOSE DESIGNATED AS SPECIAL

REVISIONS	
DATE	DESCRIPTION
11/30/90	EXTENDED CONDUIT
	LENGTH FROM PIER #10
	TO PIER #14
2/11/91	CONDUIT SPACING DETAILS
12/30/91	RELOC. REACT. BM. ; CHG.
	CONN. TO P.C. BM.

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PEORIA, ILLINOIS

CONDUIT HANGERS — FRANKLIN ST. BRIDGE
FOR: ILLINOIS BELL TELEPHONE CO.

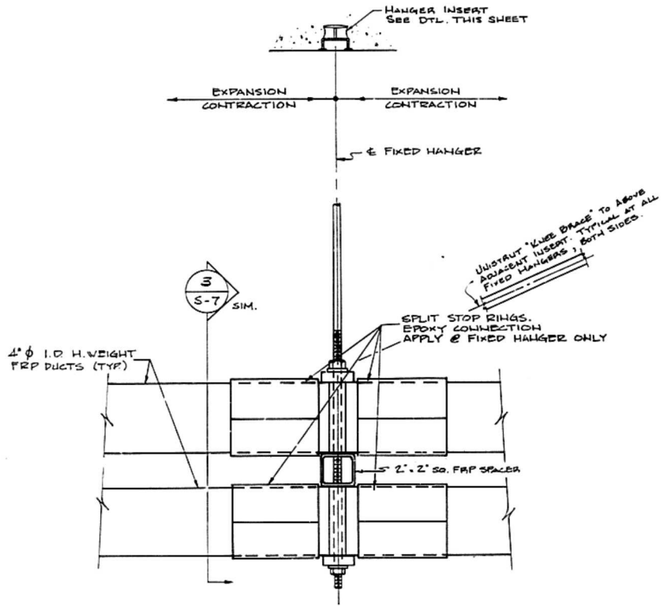
CONDUIT HANGER DETAILS

DATE 3-20-89	PROJECT NO. 88327
DRAWN SPF	DRAWING NO. S-7
SCALE AS SHOWN	
CHECKED LLV	
APPROVED	SHEET 7 OF 8

D C B A 0 A B C D

ROUTE	SECTION	COUNTY	SHEET TOTAL	SHEET NO.
FAU 1713	8	PEORIA TAZEWELL	313	105
MKD.				
PROJ.	STA.	TO STA.		

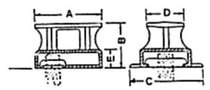
8 50B-3-14; 50-2; (50)FBE-1, D AND P



1 FIXED HANGER DETAIL

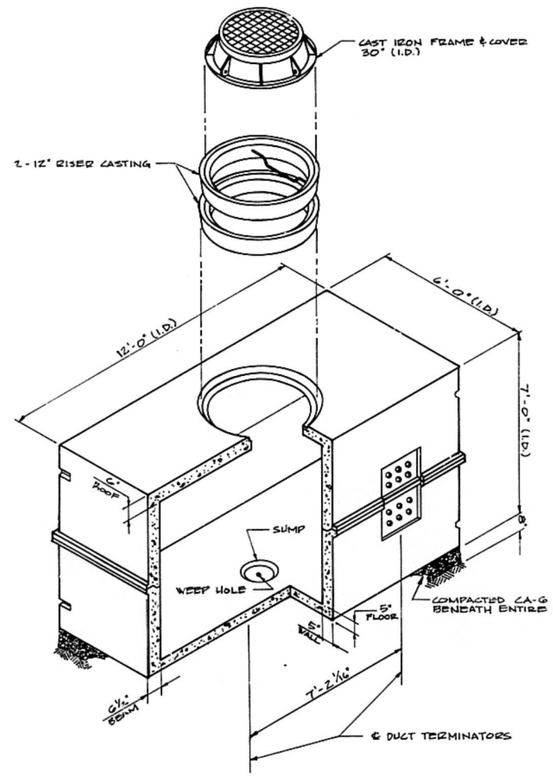
HANGER INSERT SPECIFICATIONS AND SUPPLIER

GEORGE-INGRAHAM
The Underbridge, Underground and Fiber Optic Specialists
Box 1869, Stone Mountain, GA 30086-1869, Tel: 404/296-0804
Toll Free: 1-800-631-6283 FAX No.: 1-404-296-0952

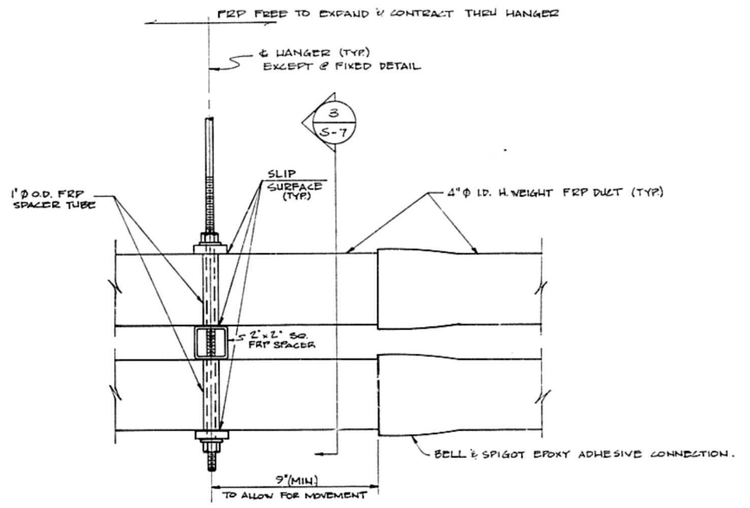


Malleable Concrete Insert
Useful where it is desired to install supporting rods after insert has been set.
Lateral adjustment of 1-11/16" on rod sizes of 5/8" and 3/4".

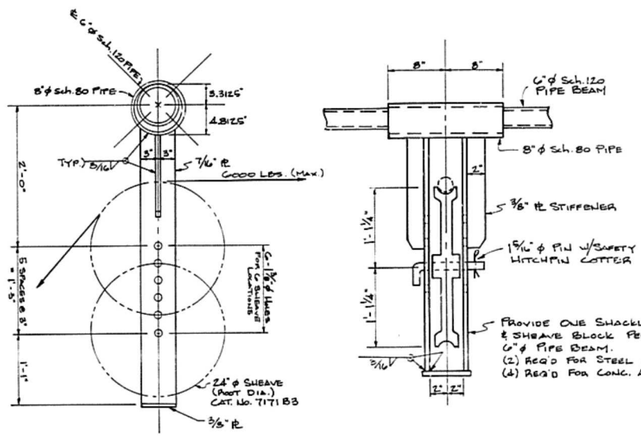
Bolt Dia. N.C. Thread	Safe Load Tension (lbs)	Dimensions A	B	C	D	E	Part No.	Pkg.
5/8"	1430	3-3/8"	2-3/16"	3-3/8"	1-7/8"	1-5/16"	9794	25



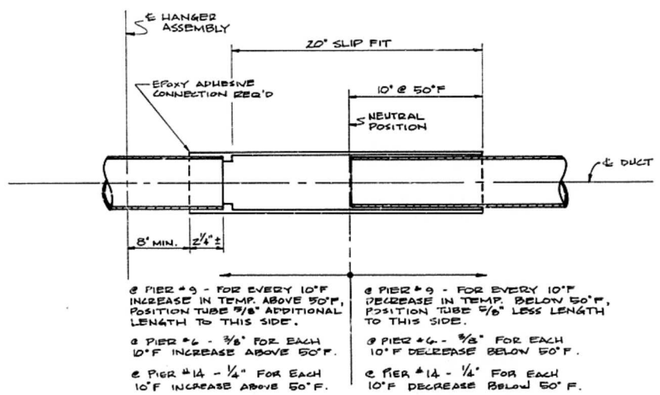
4 TYPICAL MANHOLE 12'x6'x7' TYPE A



2 TYPICAL HANGER DETAIL



5 SHEAVE BLOCK DETAIL
SHEAVE BY GENERAL MACHINE PRODUCTS CO.
SAFE WORKING LOAD = 10,000 LBS.



3 SPECIAL EXPANSION/CONTRACTION JOINT LOCATED NEAR PIERS #6, #9, #14

REVISIONS	
DATE	DESCRIPTION
11/30/90	EXTENDED CONDUIT LENGTH FROM PIER #10 TO PIER #14
2/11/91	TYPICAL HANGER DETAILS
12/30/91	RELOC. REACT. BM. ; CHG. CONN. TO P.C. BM.

R.A.N. CONSULTANTS, INC.
CIVIL & STRUCTURAL ENGINEERS - LAND SURVEYORS
3647 MEADOWBROOK ROAD (309) 685-5961
PEORIA, ILLINOIS

CONDUIT HANGERS - FRANKLIN ST. BRIDGE
FOR: ILLINOIS BELL TELEPHONE CO.

FRP HANGER DETAILS

DATE	3-20-89	PROJECT NO.	88327
DRAWN	SPF	DRAWING NO.	S-8
SCALE	NTS		
CHECKED	LLV	SHEET	8 OF 8
APPROVED			

D C B A 0 A B C D

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	106	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

Boring Log

PROJECT P-94-243-82 Date 7-9-87
ROUTE FAU 6713 Bored By Jerry Hamman
SEC. 50-2, 124CS-1 STA. 11+00 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. E-1 Station 11+00 Offset 5' Rt. of Q
Surface Water El. ____ Groundwater El. at Completion ____ After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 490.5			
Concrete 489.8			
Gravel, Cinder Sand Fill	23		9
489.0			
Medium Fine to Coarse Brown Sand Tr/Gravel	9		12
	11		6
	13		4
477.0			
Dense Med to Coarse Sand With Med to Lrge Gravel	24		5
475.5	41		5

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

Boring Log

PROJECT P-94-243-82 Date 7-9-87
ROUTE FAU 6713 Bored By Jerry Hamman
SEC. 50-2,124CS-1 STA. 12+50 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. E-2 Station 12 + 50 Offset Q
Surface Water El. ____ Groundwater El. at Completion ____ After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 481.5			
Asphalt 481.2			
Concrete 480.5			
	20	P 1.0	10
Med Coarse Brown Sand w/s Large Gravel & Silt	13		10
	6		11
472.0			
Dense Med to Coarse Sand With Large Gravel & Cobbles Tr/Silt	26		7
	26		8
460.5	32		8

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

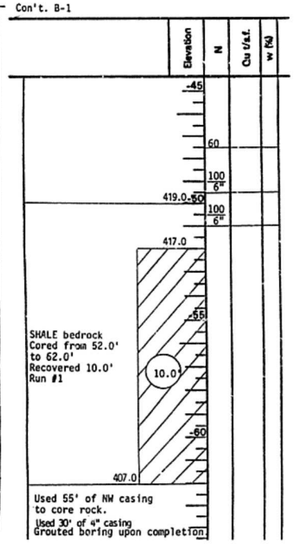
BRIDGE FOUNDATION Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-21-87
ROUTE FAU 6713 Bored By Jerry Hamman
SEC. 508-3 STA. 15 + 28 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-1 Station 15+28 Offset 32' Rt. of Q
Surface Water El. ____ Groundwater El. at Completion ____ After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 469.0			
loose fine to coarse SAND with some medium gravel and red bricks (FILL)	7		7
	10		9
	9	P 1.5	21
460.0			
dense medium to coarse SAND with large gravel and trace of cobbles	15		8
	32		4
	29		7
	43		11
	41		11
	37		12

Con't. B-1

Elevation	N	Cu t/s.f.	w (%)
	46		11
	41		12
	45		11
	41	P 1.2	11
	48		12
	42		12
	48		10
	61		12
	38		10



Canonie Construction Co.

Canonie Canonie Test Boring Services
Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

Job No. DD-0207
Date Dec. 17, 1983
Total Footage 78'6"
Foreman Jerry Hamman
Classification By Foreman

Client Hanson Engineers, Inc. — Geographic Location Franklin St. Bridge, Peoria, IL
Boring No. P-1 — G.G. EL. 474.0 — Boring No. ____ — G.G. EL. ____
Coordinates — Coordinates

Ground Surface	0'0"		
Concrete	0'6"		
Loose SAND to medium GRAVEL and cinders.	1'6"	40-20-1	
Medium brown silty CLAY, trace of small gravel.	6'3"	3-4-4 / 30" / 15"	
Medium brown CLAY with bricks ST5	8'0"	3-3-4	
		18" / 16"	
Medium brown silty CLAY with some gravel and gravel w/ some silty clay.	14'0"	4-7-23	
		20-64-75	
		19-25-22	
		59-30-39	
		30-18-16	
		22-20-21	
		18-19-35	
		41-32-21	
Dense medium to coarse GRAVEL with coarse sand.		16-14-10	
		25-11-10	
		19-13-11	
		26-12-15	
		14-10-10	
		17-12-11	
		23-19-16	
Very dense gray silty	51'0"		

CLAY with trace of SHALE fragments.	53'6"		
SHALE with clay		150/4"	
	58'6"	100/0"	
Cored 10'0" and recovered 9'1"		90.8%	
	68'6"		
Cored 10'0" and recovered 9'3"		92.5%	
End of Boring	78'6"		
Used 52' of 4" casing.			
Grouted hole with cement, bentonite and water			
Drilled boring P-1A to 6'0" to obtain Shelby tube samples. (offset + or - 5.0')			

A....All borings are plotted to a scale of 1"=...8... ft., using ..ground surface.. as a fixed datum.
B....Classifications are made from visual inspection of samples and are our opinion thereof.
C....Water Levels (WL). Figure indicates time of reading (hours) after completion of boring. Water levels indicated are those observed when borings were made, or as noted. Porosity of the soil strata, variations of rainfall, site topography, etc., may cause changes in these levels.
D....Figures in right hand column indicate number of blows required to drive 2" O.D. sampling spoon (6" u.n.o.), using a 140 lb. weight falling 30 inches.

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

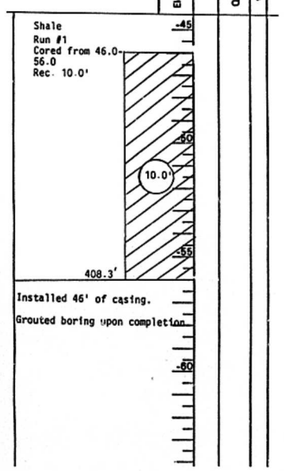
BRIDGE FOUNDATION Boring Log

PROJECT P-94-243-82 BRIDGE 090-0122 Date 12-3-87
ROUTE FAU 6713 Bored By Norm Eger
SEC. 508-3 STA. 16 + 42 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-2 Station 16 + 42 Offset 5' Lt of CL
Surface Water El. ____ Groundwater El. at Completion ____ After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 464.3'			
Cinders, brick, sand, silt clay & misc fill	9		24
	4		27
	3		25
	34		9
453.3'			
Dense brown med to coarse gravel, some sand, trace silt	70		9
	30		12
	26		10
	30		13
	22		11

Boring B-2 (Cont.)

Elevation	N	Qu t/s.f.	w (%)
	22		11
	23		12
	25		11
	35		10
	23		13
	49		
	33		11
	41		11
419.8'	88	5.4	17



N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
BORING LOGS E-1, E-2, P-1, B-1 & B-2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
BP-03		AUG. 07 1991	106

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	107	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SOB-3-1; SO-2; (SO)F&E-1, D AND P

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 BRIDGE 090-0122 Date 12-8-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 17 + 47 Checked By D. Kerns
COUNTY Peoria-Tazewell

Boring No. B-3
Station 17 + 47
Offset 5' Lt of CL

Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 463.1' 0			
	15		16
-5	10		23
	2		21
451.6' -10	13		23
	23		9
-15	28		18
	24		13
-20	27		21
	48		

silt, sand, gravel, rock, brick, wood and misc, FILL

medium brown sandy fine to coarse GRAVEL

Elevation	N	Qu t/s.f.	w (%)
-25	37		13
435.1'	27		26
-30	26		19
	42		10
-35	50		13
	65		12
-40	119		13
	65	BS 4.3	1[illegible]
419.1'	100 4"		9
-45			

dense brown coarse SAND some fine to coarse gravel

Con't. B-3

Elevation	N	Qu t/s.f.	w (%)
-45			
-50			
-55			
-60			

SHALE BEDROCK Cored from 46.0' to 56.0'. Recovered 8.0'
Run #1
8.0'
407.1'

Cased boring with 4" casing to 17'0", and 3" casing to 50'0"
Grouted boring upon completion

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-9-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 18 + 32 Checked By D. Kerns
COUNTY Peoria-Tazewell

Boring No. B-4
Station 18 + 32
Offset 17' Lt of CL

Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 463.3' 0			
	18		13
-5	5		25
456.3'	13	B 2.1	14
453.8' -10	40	P 2.7	10
	20		4
-15	34		9
447.3'	27		
-20	25		10
	28		8

medium brown sandy SILT some clay, brick and gravel FILL

medium brown clayey SILT

medium brown clayey SILT and rock fragments

dense brown fine to coarse sand and gravel some silt trace of clay

Elevation	N	Qu t/s.f.	w (%)
-25	24		13
	31		10
-30	56		9
	41		11
-35	55		16
	100 6"		
-40	34		11
421.8'	100 6"		13
-45			

boulder from 36'0" to 36'10".

SHALE BEDROCK CORED FROM 43.5' to 53.5'

Con't. B-4

Elevation	N	Qu t/s.f.	w (%)
-45			
-50			
-55			
-60			

recovered 7.0', run # 1.
7.0'
409.8'

Cased hole with 4" casing to 25'0", and 3" casing to 43'6".
Grouted boring upon completion.

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date December 14, 1987
ROUTE FAU 6713 Bored By Norm Eger
SEC. 508-3 STA. 19 + 62 Checked By D. Kerns
COUNTY Peoria-Tazewell

Boring No. B-5
Station 19 + 62
Offset CL

Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 461.7' 0			
	43		18
-5	12		13
453.7'	5	P 1.0	12
	8	P 1.5	22
-10 450.7'			
	65		6
-15	57		8
	60 3"		11
-20	18		6
	17		13

Brown sandy silt, gravel brick & misc. fill

Brown silt, trace sand

Brown silt, some clay, trace sand & gravel

Dense brown F to C gravel, rock fragment, trace of silt, some sand

Elevation	N	Qu t/s.f.	w (%)
-25	16		17
	112		15
-30	26		17
	21		15
-35	27		17
	34		11
-40	45		11
419 2'	49		12
Shale -45			

Boring B-5 (Cont.)

Elevation	N	Qu t/s.f.	w (%)
-45			
-50			
-55			
-60			

Shale
Run # 1
Cored from 43.5 to 53.5
Rec. 6'6"
6'6"
408.2'

45.0 Casing
Boring grouted at completion

N-Standard Penetration Test- Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
BORING LOGS B-3, B-4 & B-5

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
BP-04		AUG 07 1991	107

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	108	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Date 11-30-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 30 + 70 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-19
Station 30 + 70
Offset 5' Lt of Q.
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 453.9'			
	15	B 3.3	18
-5	9		15
	12	P 0.3	27
	8	BSp 0.4	20
-10	4	BSp 1.1	22
	9		26
-15	8	P 0.3	82
435.9'	4	B 0.1	33
-20	2	B 0.2	31
-25	3	BSp 0.3	40
	3	B 0.5	39
-30	3	B 0.5	41
	4	B 0.2	42
-35	5		59
	6	B 0.2	29
415.4'	100/6"	P 1.0	14
-40			
-45			

sand, gravel, silt, clay, wood, red brick, and mis'c. FILL

loose gray sandy organic SILT

sand seam at 22.2'(2")

SHALE BEDROCK Cored from 39.5' to 49.5'.

9.5'

Con't B-19

Recovered 9.5' Run #1

404.4'

Boring grouted upon completion

Cased hole with 4" casing to 15'0", and 40' of 3" casing.

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 11-30-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 32 + 55 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-21
Station 32 + 55
Offset Q
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 455.9'			
Asphalt 455.0'			
crushed ROCK 454.3'			
	28		9
-5	17		8
	3		28
-10	4	P 1.7	13
	3		56
-15	4		26
	7	BSp 0.3	39
-20	9		141
	10		30
432.3'			
-25	5	B 0.5	34
	6		43
-30	4	B 0.6	47
	4	B 0.5	43
-35	5		47
	4	BSp 0.2	34
-40	5	B 0.5	37
	5	B 0.4	38
-45	21	P 4.5+	23
411.3'			

sand, gravel, clay silt, wood, brick and mis'c. FILL

loose gray organic SILT

Con't. B-21

soft SHALE BEDROCK Cored from46.0' to 56.0', Recovered 10.0' Run #1.

10.0

399.3'

Boring grouted upon completion

Cased hole with 4" casing to 10'0", and 45' of 3" casing

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-01-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 33 + 50 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-22
Station 33 + 50
Offset Q
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 455.5'			
	33		6
-5	12		14
	6	Sp 1.5	15
-10	4	P 0.8	13
	8	0.5	106
-15	2		65
	3		
-20	8		
	4		40
433.0'			
-25	3	B 0.1	33
	2	B 0.2	36
-30	2	B 0.1	39
	3	B 0.5	44
-35	3	B 0.5	37
	5	BSp 0.4	31
-40	4	B 0.5	37
	20	P 0.6	19
-45	8	P 0.6	18

sand, gravel, silt, clay, wood, red brick and mis'c. FILL

loose organic SILT

Con't. B-22

Elevation	N	Qu t/s.f.	w (%)
-45			
409.0'			
	100/4"	P 1.7	13
-50			
-55			
397.5'			
-60			

SHALE BEDROCK Cores from 46.0' to 58.0', Recovered 9.4' Run # 1.

9.4'

Boring Grouted upon completion

Cased hole with 4" casing to 10'0", and 50' of 3" casing.

N-Standard Penetration Test- Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
BORING LOGS B-19, B-21 & B-22

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
BP-07		AUG 07 1991	108

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	109	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SO-2; (SO)FSE-1, D AND P

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-02-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 50B-3 STA. 34 +43 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-23
Station 34 + 43
Offset 4' Lt of Q
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 456.3'			
Asphalt 456.0'			
Crushed Rock 455.3'			
	31	P 1.2	8
	50		11
	24		14
	10		8
	5		20
	2	B 0.1	22
	3	B 0.9	67
	9	P 0.8	64
435.3'			
	3	B 0.1	37

sand, gravel, red brick, clay, silt, cinders and other mis'c. FILL

loose gray organic SILT

Con't. B-23

Elevation	N	Qu t/s.f.	w (%)
		P 0.7	29
		B 0.6	35
		BSp 0.4	35
		B 0.8	38
		B 0.4	34
		BSp 0.2	49
		B 0.5	45
		P 0.2	31
	36		12

SHALE BEDROCK
Cored from 48.5' to 58.5'. Recovered 10'0" Run #1

10.0'

408.8'
397.8'

Cased hole with 4" casing to 10'0".
Boring grouted upon completion.

Installed 50' of 3" casing.

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-18-87
ROUTE FAU 6713 Bored By H. Boyd
SEC. 50B-3 STA. 35 + 56 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-24
Station 35 + 56
Offset 35' Rt of Q
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 458.0'			
black cinders, silty sandand fine gravelFILL 456.5'	10		6
brown sandy fine gravel FILL 455.0'	4		11
brown silty SAND with some small gravel, cinders and mis'c. FILL 452.5'	2		20
dark brown sandy CINDERS FILL 449.0'	4	B 1.0	19
	5	BSp 0.7	24
brown fine to medium SAND with clay binder sample 5 had trace of fine gravel & cinders FILL 445.0'	18	B 2.0	22
brown silty CLAY trace of coarse sand and fine gravel FILL tr. clay and bricks. 442.5'	50	B 0.5	25
dark gray organic SILT with fine to medium sand seam 437.5'	4	BSp 0.5	25
	6	BSp 0.5	30

brown gray organic SILT trace of shell fragments

415.0'

Con't. B-24

Elevation	N	Qu t/s.f.	w (%)
	5	B 0.7	33
	4	BSp 0.7	32
	6	B 1.0	32
	5	B 0.7	36
	4	BSp 1.0	36
	5	B 0.9	46
	5	BS 0.3	26
	6	B 0.8	31
	26		17

gray fine to medium SAND with shell fragments

Elevation	N	Qu t/s.f.	w (%)
	69		16
409.0'	100 5"	SP 1.7	15

gray weathered SHALE 408.0'

gray silty SHALE 406.3'

gray weathered clayey SHALE cored from 50.0' to 55.0', rec. 5.0' Run #1 403.7'

5.0'

black limey hard SHALE some fossils cored from 55.0' to 59.5', rec. 4.0 Run #2 399.2'

4.0'

gray clayey SHALE 398.5'

Used 50' of 3" casing, and -14' of 4" casing. Hole grouted upon completion.

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

Boring Log

PROJECT P-94-243-82 Date 7-14-87
ROUTE FAU 6713 Bored By Jerry Harman
SEC. 50-2,124CS-1 STA. 36 +80 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. E-3
Station 36+80
Offset CL
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 455.9			
Med Brown Silty Clay w/s Sand Cinders Brick Fill	11	P 1.6	20
	4	BS 0.2	19
447.4	13	BS 1.0	19
Med Black Sand Cinders Wood Fill	3	P 0.7	20
	3	P 1.0	17
	5	P 0.4	23
	5		40
435.4	6		53
Soft Gray Silty Clay 22.5' S.T. Pushed 25.0' Rec. 28"	4	0.7	31

30.0' S.T. Pushed 32.5' Rec. 28"

Shells and Sand Seam

418.9

Med Gray Fine Sand Tr/Sm Gravel and Shell Frags. 415.9

Elevation	N	Qu t/s.f.	w (%)
	5	B 0.8	33
	4	BS 1.0	34
	4		30
	5	P 0.2	15
	16		18

N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
BORING LOGS B-23, B-24 & E-3

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
BP-08		AUG 07 1991	109

D C B A 0 A B C D

TAMERAN

50B-3-1; 50-2; ⟨50⟩ F & E-1,D, AND P

ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEO & TAZ	313	109A

GEOLOGIC DRILL LOG — SB-LW-1 (Page 1 of 2)

Project name and location: Illinois Department of Transportation, Peoria, Illinois

Start: 5/23/91 | Finish: 5/23/91 | Driller: Mathes | Drill method: 3.75" ID HSA | Borehole diameter: 7.5" | Well diameter: | Total depth: 41.00'

Logger: S. Koepsell | Top of casing elev.: | Ground elevation: 457.33 | Depth/elevation groundwater - date measured: '/'

Boring advanced at highest point of long wall. Shelby tubes collected from boring SB-LW-1R, immediately adjacent to boring SB-LW-1. Station location 35 + 70.

Hnu readings (in units): BZ: Breathing Zone; BH: Borehole; SP: Sample; HS: Headspace. Qu/Qp=Unconfined Compress. Strength; Qp is pocket penet.; MC=Moisture Content; ST=Shelby Tubes

Sample No.	Sample Type	Recovery*	Sample Blows*	Description	Hnu readings
1	SS	13	3 5 2	1 - 1.6 ft. SAND, CINDERS, SANDY SILT FILL: very fine to medium; moist; brown and black. SANDY SILT FILL: fine; trace clay; organics; moist; brown.	BZ=0 BH=0 SP=0 MC=14.5%
2	SS	5	2 1 1	SILTY SAND FILL: very fine to medium; trace clay; moist; brown.	BZ=0 BH=0 SP=0 MC=14.3%
3	SS	2	17 12 24	Pushed a rock.	BZ=0 BH=0
4	SS	11	4 3 1	8.5 - 9.3 ft. CINDERS: fine to coarse; moist; black. SILTY SAND FILL: fine to coarse; moist; brown.	BZ=0 BH=0 SP=0 MC=23.7% ST # 1, 10-12 ft.
5	SS	14	1 2 1	SILTY CLAY FILL: trace fine sand; trace brick; moist; brown.	BZ=0 BH=0 SP=0 QP=0.4 TSF ST # 2, 12-14 ft.
6	SS	7	2 3 4	SILTY CLAY FILL: trace fine to coarse sand; trace brick; moist; brown. Pushed a rock.	BZ=0 BH=0 SP=0 QP<0.25 TSF ST # 3, 14-16 ft.
7	SS	15	1 1 3	SILTY CLAY FILL: trace fine to coarse sand, trace brick, saturated, brown.	BZ=0 BH=0 SP=0 Qu=0.2 TSF (Bulge) MC=26.2%
8	SS	3	2 [illegible] 1	As above, with gravel size brick fragments.	BZ=0 BH=0 SP=0 MC=35.6% ST # 4, 19-21 ft.

*ASTM D1586 SS = SPLIT SPOON D = DENNISON | ST = SHELBY TUBE C = CORE CT = CUTTINGS | CS = CONTINUOUS SAMPLER BA = BUCKET AUG.

Illinois Department of Transportation, Peoria, Illinois — Page 1 of 2 SB-LW-1

GEOLOGIC DRILL LOG — SB-LW-1 (Page 2 of 2)

Illinois Department of Transportation, Peoria, Illinois

Hnu readings (in units): BZ: Breathing Zone; BH: Borehole; SP: Sample; CT: Cuttings

Sample No.	Sample Type	Recovery*	Sample Blows*	Description	Hnu readings
9	SS	14	1 1 1	21 - 21.8 ft. SILTY SAND: very fine; wet; light to dark gray. SILTY CLAY: moist; gray.	BZ=0 BH=0 SP=0 QP=0.3-0.7 TSF MC=31.6% ST # 5, 21-23 ft.
10	SS	18	3 2 3	23.5 - 24 ft. SAND: very fine; wet; gray. SILTY CLAY: moist; gray.	BZ=0 BH=0 SP=0 Qu=1 TSF (Bulge) MC=27.7% ST # 6, 23-25 ft. ST # 7, 25-27 ft.
11	SS	23	1 1 1	SILTY CLAY: moist; gray.	BZ=0 BH=0 SP=0 Qu=0.1 TSF (Bulge) MC=38.1% ST # 8, 27-29 ft.
12	SS	15	1 1 3	SILTY CLAY: moist; gray.	BZ=0 BH=0 SP=0 Qu=0.7 TSF (Bulge) MC=30% ST # 9, 29-31 ft.
13	SS	17	0 3 3	SILTY CLAY: moist; gray.	BZ=0 BZ=0 SP=0 QP=0.5-0.75 TSF Qu=0.6 TSF (Bulge) MC=33.6% ST # 10, 31-33 ft.
14	SS	16	0 2 4	SILTY CLAY: moist; gray.	ST # 11, 33-35 ft. BZ=0 BH=0 SP=0 QP=0.5-0.75 TSF Qu=0.6 TSF (Bulge) MC=33.7%
15	SS	14	2 2 2	SILTY CLAY: shells; moist; gray.	BZ=0 BH=0 SP=0 Qu=0.7 TSF (Bulge) MC=33.1%
16	SS	21	1 1 2; 0 = wt. of hamr	SILTY CLAY: trace fine sand and organics, shells, moist; gray.	BZ=0 BH=0 SP=0 Qu=0.5 TSF (Bulge) MC=36%

End of boring at 41 feet.

Illinois Department of Transportation, Peoria, Illinois — Page 2 of 2 SB-LW-1

GEOLOGIC DRILL LOG — SB-LW-2 (Page 1 of 2)

Illinois Department of Transportation, Peoria, Illinois

Start: 5/23/91 | Finish: 5/23/91 | Driller: Mathes | Drill method: 3.75" ID HSA | Borehole diameter: 7.5" | Total depth: 25.50'

Logger: S. Koepsell | Ground elevation: 455.39 | Depth/elevation groundwater - date measured: '/'

Boring advanced near midpoint of long wall. Station location 37 + 00.

Sample No.	Sample Type	Recovery*	Sample Blows*	Description	Hnu readings
1	SS	3	13 11 4	SAND FILL: fine to coarse, some cinders; moist; black and brown.	BZ=0 BH=0 SP=0
2	SS	6	1 1 1	SAND AND CINDER FILL: fine to coarse; black and brown.	BZ=0 BH=0 HS=0 MC=48.4%
3	SS	0	5 2 1	No Recovery.	BZ=0 BH=0 HS=0
4	SS	14	1 1 1	9 - 9.8 ft. SANDY SILT FILL: very fine to fine; trace clay; moist; gray. SILTY SAND FILL: very fine to fine; trace clay; moist; gray.	BZ=0 BH=0 HS=0 Qu=0.21 TSF (Bulge) MC=24.5%
5	SS	1	3 3 2	No Recovery, pushed a brick.	BZ=0 BH=0
6	SS	16	3 1 3	SILTY SAND FILL: very fine to fine; trace clay; petroleum odor (diesel) and sheen, wet, black.	BZ=0 BH=0 HS=20 MC=50.9%
7	SS	14	0 2 1	SAND FILL: very fine to fine, trace medium to coarse, trace organics, petroleum sheen, wet, black. SANDY SILT FILL: very fine to fine, trace clay, moist, gray.	BZ=0 BH=0 HS=20 MC=13.1%
8	SS	12	1 1 1	SAND FILL: very fine to fine, trace organics; sheen, wet; gray.	BZ=0 BH=0 HS=6

Illinois Department of Transportation, Peoria, Illinois — Page 1 of 2 SB-LW-2

GEOLOGIC DRILL LOG — SB-LW-2 (Page 2 of 2)

Illinois Department of Transportation, Peoria, Illinois

Sample No.	Sample Type	Recovery*	Sample Blows*	Description	Hnu readings
9	SS	11	1 2 1	SILTY CLAY: trace very fine to fine sand; sheen; moist; gray.	BZ=0 BH=0 HS=0 Qu=0.54 TSF (Bulge) MC=28.7%
10	SS	16	0 2 2; 0 = wt. of hamr	SILTY CLAY: trace very fine to fine sand; sheen; moist; gray.	BZ=0 BH=0 HS=0 Qu=0.74 TSF MC=29.9% (Bulge)

End of boring at 25.5 feet.

Illinois Department of Transportation, Peoria, Illinois — Page 2 of 2 SB-LW-2

GEOLOGIC DRILL LOG — SB-LW-3 (Page 1 of 1)

Illinois Department of Transportation, Peoria, Illinois

Start: 5/23/91 | Finish: 5/23/91 | Driller: Mathes | Drill method: 3.75" ID HSA | Borehole diameter: 7.5" | Total depth: 15.50'

Logger: S. Koepsell | Ground elevation: 455.02 | Depth/elevation groundwater - date measured: '/'

Boring advanced near southern end of long wall. Boring SB-LW-3R advanced adjacent to SB-LW-3 to obtain sample at 6.5 to 8 feet. Station location 38 + 50.

Sample No.	Sample Type	Recovery*	Sample Blows*	Description	Hnu readings
1	SS	12	5 3 8	SAND AND GRAVEL FILL: sand fine to coarse, gravel fine; trace brick and cinders.	BZ=0 BH=0 SP=0
2	SS	2	1 1 3	SAND AND GRAVEL FILL: sand fine to coarse; gravel fine; trace brick, cinders, wood, and roots; moist; brown.	BZ=0 BH=0 SP=0
3	SS	2	2 2 1	SAND AND GRAVEL FILL: sand fine to coarse; gravel fine; trace silt and clay; trace brick, cinders, wood, and roots; moist; brown.	BZ=0 BH=0 SP=0
4	SS	9	2 1 1	SILTY CLAY FILL: trace fine to medium sand; trace wood and brick; moist; brown.	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=36.6%
5	SS	12	1 1 1	11.5 - 12.3 ft. SILTY CLAY FILL: trace fine to coarse sand; trace organics; saturated; brown. SILTY SAND FILL: very fine to fine; saturated; gray.	BZ=0 BH=0 SP=0 Qu=0.25 TSF (Bulge) MC=30.7%
6	SS	12	3 2 1	SILTY CLAY FILL: trace fine to coarse sand, trace wood; moist; gray.	BZ=0 BH=0 SP=0 Qu=0.39 TSF (Bulge) MC=41.2%

End of boring at 15.5 feet.

Illinois Department of Transportation, Peoria, Illinois — Page 1 of 1 SB-LW-3

GEOLOGIC DRILL LOG — SB-1-LW (Page 1 of 3)

Illinois Department of Transportation, Peoria, IL

Start: 6/12/91 | Finish: 6/13/91 | Driller: Mathes | Drill method: 4.25" I.D. HSA | Borehole diameter: 8" | Total depth: 50.00'

Logger: M. Brockmann | Ground elevation: 457.50 | Depth/elevation groundwater - date measured: '/'

Sta 35 + 70: 37' Left

Sample No.	Sample Type	Recovery*	Sample Blows*	Description	Hnu readings
01	SS	6		Surface: CINDERS, BRICK, FILL: fine to coarse, loose; moist; black.	BZ=0 BH=1 SP=1
02	SS	3	3 3 12	As above.	BZ=0 BH=1 SP=1 MC=8.1%
03	SS		4 3 3	As above.	BZ=0 BH=0 SP=0
04	SS		4 3 1	As above.	BZ=0 BH=0 SP=0 MC=14.6%
05	SS		3 1 1	As above: some clay and silt.	BZ=0 BH=0 SP=0
06	SS		4 11 12	As above: saturated.	BZ=0 BH=0 SP=0
07	SS		3	SILTY CLAY: some fine to coarse sand, brick fragments, soft, moist, black.	BZ=0 BH=0 SP=0 Qu=0.58 TSF (Bulge) MC=22.6%
08	SS		3	As above: saturated, dark gray.	BZ=0 BH=0 SP=0

Illinois Department of Transportation, Peoria, IL — Page 1 of 3 SB-1-LW

GEOLOGIC DRILL LOG — SB-1-LW (Page 2 of 3)

Illinois Department of Transportation, Peoria, IL

Sample No.	Sample Type	Recovery*	Sample Blows*	Description	Hnu readings
					Qu=0.21 TSF (Bulge) MC=25.2%
09	SS		1 2 2	SILTY CLAY: some fine to coarse sand; brick fragments; soft; moist; black.	BZ=0 BH=0 SP=0 Qu=0.31 TSF (Bulge) MC=35.6%
10	SS		1 2 3	SANDY SILT: very fine to fine sand; trace clay; soft; saturated; dark gray.	BZ=0 BH=0 SP=0 Qu=0.29 TSF (Bulge) MC=31.0%
11	SS		2 2 2	SILTY CLAY: trace very fine to fine sand; soft; saturated; dark gray.	BZ=0 BH=0 SP=0 Qu=0.25 TSF (Bulge) MC=32.3%
12	SS		0 2 3	As above.	BZ=0 BH=0 SP=0 Qu=0.33 TSF (Bulge) MC=31.0%
13	SS		3 2 5	As above: some shell and root fragments and charcoal fragments.	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=32.9%
14	SS		3 2 4	As above: moist to wet.	BZ=0 BH=0 SP=0 Qu=0.28 TSF (Bulge) MC=34.9%
15	SS		4 3 2	As above	BZ=0 BH=0 SP=0 Qu=0.87 TSF MC=44.3%
16	SS		1 2 3	As above	BZ=0 BH=0 SP=0 Qu=0.82 TSF MC=30.1%
17	SS		3 3 4	As above	BZ=0 BH=0 SP=0

Illinois Department of Transportation, Peoria, IL — Page 2 of 3 SB-1-LW

GEOLOGIC DRILL LOG — SB-1-LW (Page 3 of 3)

Illinois Department of Transportation, Peoria, IL

Sample No.	Sample Type	Recovery*	Sample Blows*	Description	Hnu readings
				SILTY CLAY: trace very fine to fine sand; soft, saturated, dark gray.	Qu=0.82 MC=29.5%
18	SS		12 17 33	SAND: fine to coarse, some shell fragments, root hairs, & fine gravel, dense; brown and gray.	BZ=0 BH=0 SP=0
19	SS		12 32 22	As above: some fine to medium gravel.	BZ=0 BH=0 SP=0
20	SS			As above.	BZ=0 BH=0 SP=0

End of boring at 50 ft.

DISTRICT NO. 4 PEORIA

DESIGNED

DRAWN DATE

CHECKED SCALE

SHEET NO. 109A

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEO & TAZ	313	109B

*50B-3-1; 50-2; 50 F & E-1, D, AND F

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 2 SB-3-LW

START 6/14/91 · FINISH 6/14/91 · DRILLER Mathes · DRILL METHOD 4.25" I.D. HSA · BOREHOLE DIAMETER 8" · TOTAL DEPTH 40.00'
LOGGER M. Brockmann · GROUND ELEVATION 455.60 · DEPTH/ELEVATION GROUNDWATER - DATE MEASURED '/'
Sta 36 + 35, 72' Rt. 1st location: refusal at 3.5'; relocate 5' east

Hnu readings (in units): BZ: Breathing Zone; BH: Borehole; SP: Sample; HS: Headspace. Qu/Qp=Unconfined Compress. Strength (Qp is pocket penet.) MC=Moisture Content

SAMPLE NO.	SAMPLE TYPE	RECOVERY*	SAMPLE BLOWS*	DESCRIPTION	Hnu readings
01	SS	0		FILL: Cinders, metal. (Too loose to drive spoon)	BZ=0 BH=0 SP=0
02	SS	0		As above: voids ?	BZ=0 BH=0 SP=0
03	SS	6	1 1 1	FILL: fine to coarse sandy loam; trace brick and cinders; loose; moist; brown and black.	BZ=0 BH=0 SP=0 MC=38.1%
04	SS	2	2 1 1	As above: saturated beginning at 11.7'.	BZ=0 BH=0 SP=0
05	SS	2	0 2 3	As above. (poor recovery)	BZ=0 BH=0 SP=0 MC=21.0%
06	SS	6	0 [illegible]	As above / SAND: fine to medium, trace shells, loose, wet, gray	BZ=0 BH=0 SP=0 Qu=0.29 TSF (Bulge) MC=26.9%
07	SS	7		As above / SILTY CLAY: some roots and shell fragments	BZ=0 BH=0 SP=0 MC=32.6%

*ASTM D1586 SS = SPLIT SPOON D = DENNISON ST = SHELBY TUBE C = CORE CT = CUTTINGS CS = CONTINUOUS SAMPLER BA = BUCKET AUG. — Illinois Department of Transportation Peoria, IL — 1 of 2 SB-3-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 2 of 2 SB-3-LW

Hnu readings (in units): BZ: Breathing Zone; BH: Borehole; SP: Sample; CT: Cuttings

SAMPLE NO.	SAMPLE TYPE	RECOVERY*	SAMPLE BLOWS*	DESCRIPTION	Hnu readings
08	SS	14	0 1 2	SILTY CLAY: some roots and shell fragments; gray	BZ=0 BH=0 SP=0 Qu=0.63 TSF (Bulge) MC=31.1%
09	SS	16	2 3 3	SILTY CLAY: trace fine sand; some root hairs and roots; soft; saturated, gray.	BZ=0 BH=0 SP=0 Qu=0.58 TSF (Bulge) MC=32.8%
10	SS	18	2 2 2	As above	BZ=0 BH=0 SP=0 Qu=0.45 TSF (Bulge) MC=40.2%
11	SS	4	2 2 2	As above	BZ=0 BH=0 SP=0 Qu=0.45 TSF (Bulge) MC=35.7%
12	SS	12	2 2 3	CLAYEY SILT: trace fine sand; some roots; soft; saturated, gray.	BZ=0 BH=0 SP=0 Qu=0.62 TSF (Bulge) MC=36.6%
13	SS	14	1 1 3	As above: trace sand near bottom.	BZ=0 BH=0 SP=0 Qu=0.31 TSF (Bulge) MC=15.6%
14	SS		1 2 3	SAND: fine to coarse; some fine gravel; shell fragments; loose; wet; brown	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge)
15	SS		4 1 2	SAND: fine to very coarse, some fine to coarse gravel, loose, saturated, brown	BZ=0 BH=0 SP=0

End of boring at 40 ft.

Illinois Department of Transportation Peoria, IL — 2 of 2 SB-3-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 2 SB-4-LW

START 6/14/91 · FINISH 6/15/91 · DRILLER Mathes · DRILL METHOD 4.25" I.D. HSA · BOREHOLE DIAMETER 8" · TOTAL DEPTH 40.00'
LOGGER M. Brockmann · GROUND ELEVATION 455.20 · DEPTH/ELEVATION GROUNDWATER - DATE MEASURED '/'
Sta 37 + 75; 80' Rt

Qu/Qp=Unconfined Compress. Strength Qp is pocket penet. MC=Moisture Content

SAMPLE NO.	SAMPLE TYPE	RECOVERY*	SAMPLE BLOWS*	DESCRIPTION	Hnu readings
01	SS		1 3 4	FILL: sand and gravel, fine to coarse; brick and rock fragments; some silt and clay; loose, moist; red to black.	BZ=0 BH=0 SP=0
02	SS		0 0 1	As above.	BZ=0 BH=0 SP=0
03	SS		1 1 1	As above: less rocks; light brown.	BZ=0 BH=0 SP=0 Qu=0.04 TSF (Bulge)
04	SS		0 1 1	FILL: silty clay; trace fine sand; loose; moist; gray.	BZ=0 BH=0 SP=0 Qu=0.04 TSF (Bulge) MC=32.9%
05	SS		1 1 1	As above: black.	BZ=0 BH=0 SP=0 Qu=0.04 TSF (Bulge) MC=36.5%
06	SS		0 0 1	As above.	BZ=0 BH=0 SP=0 Qu=0.08 TSF (Bulge) MC=30.7%
07	SS		1 2 1	No recovery (sand ?)	No recovery BZ=0 BH=0
08	SS	14	1 0 1	SAND: fine, well rounded and sorted, loose, saturated. gray	BZ=0 BH=0 SP=0

Illinois Department of Transportation Peoria, IL — 1 of 2 SB-4-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 2 of 2 SB-4-LW

SAMPLE NO.	SAMPLE TYPE	RECOVERY*	SAMPLE BLOWS*	DESCRIPTION	Hnu readings
09	SS	14	1 1 1	SAND: fine; well rounded and sorted; loose; gray. / SILTY CLAY: trace fine sand; loose; saturated; gray.	BZ=0 BH=0 SP=0
10	SS	12	1 2 5	As above.	BZ=0 BH=0 SP=0 Qu=0.41 TSF (Bulge) MC=31.0%
11	SS	0	2 1 2	No recovery.	No recovery BZ=0 BH=0
12	SS	12	1 1 1	SILTY CLAY: as above.	BZ=0 BH=0 SP=0 MC=38.9%
13	SS	14	1 1 3	As above.	BZ=0 BH=0 SP=0 Qu=0.79 TSF (Bulge) MC=32.1%
14	SS	16	1 2 1	As above: some fine sand.	BZ=0 BH=0 SP=0 Qu=0.41 TSF (Bulge) MC=25.1%
15	SS	18	1 2 3	SAND: fine to coarse; loose; saturated; brown.	BZ=0 BH=0 SP=0
16	SS	18	2 2 1	SANDY GRAVEL: fine to coarse, loose; saturated; brown.	BZ=0 BH=0 SP=0

End of boring at 40 ft.

Illinois Department of Transportation Peoria, IL — 2 of 2 SB-4-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, Illinois — 1 of 2 SB-SW-

START 5/24/91 · FINISH 5/24/91 · DRILLER Mathes · DRILL METHOD 3.75" ID HSA · BOREHOLE DIAMETER 7.5" · TOTAL DEPTH 30.50'
LOGGER S. Koepsell · DEPTH/ELEVATION GROUNDWATER - DATE MEASURED '/'
Boring advanced at midpoint of short wall. Shelby tubes collected from boring SB-SW-1R, immediately adjacent to boring SB-SW-1. Station location 121 + 56.

Qu/Qp=Unconfined Compress. Strength Qp is pocket penet. MC=Moisture Content ST=Shelby Tubes

SAMPLE NO.	SAMPLE TYPE	RECOVERY*	SAMPLE BLOWS*	DESCRIPTION	Hnu readings
1	SS	17	7 11 13	SAND FILL: fine; well sorted; dry; tan.	BZ=0 BH=0 SP=0 MC=22.0%
2	SS	12	10 10 8	4 - 4.9 ft. SAND FILL: fine, trace medium to coarse; trace fine gravel; dry; tan. / SANDY SILT FILL: fine to medium; some cinders; moist; tan and black.	BZ=0 BH=0 SP=0 MC=17.6%
3	SS	7	2 1 1	SAND FILL: fine to coarse; trace fine gravel and fine to coarse cinders; trace brick; moist; tan and black.	BZ=0 BH=0 SP=0 MC=38.2%
4	SS	10	1 1 1	9 - 9.6 ft. SAND AND GRAVEL FILL: fine to coarse; some brick; wet; red. / SILTY CLAY FILL: some fine to coarse sand and cinders; wet; gray and black.	BZ=0 BH=0 SP=0
5	SS	13	1 1 3	SILTY CLAY FILL: trace to some fine to coarse sand and cinders; wet; gray and black.	BZ=0 BH=0 SP=0 Qu=0.41 TSF (Bulge) MC=64.4% ST # 1, 12.5-14.5 ft.
6	SS	20	0 1 1	14 - 15 ft. SILTY CLAY FILL: trace fine to medium sand; wet; gray. / SILTY SAND FILL: fine to medium; trace to some clay; trace wood; wet, gray.	BZ=0 BN=0 SP=0 Qu=0.21 TSF (Bulge) MC(1)=35.6% MC(2)=32.8%
7	SS	2	1 1 3	SILTY CLAY AND BRICK FILL: Pushed a brick.	BZ=0 BH=0 SP=0 MC=35.6% ST # 2, 16.5-18.5 ft
8	SS	23	0 1 [illegible]	SILTY CLAY: trace fine sand; trace wood, wet, gray	ST # 3, 18.5-20.5 ft BZ=0 BH=0

Illinois Department of Transportation Peoria, Illinois — 1 of 2 SB-SW-

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, Illinois — 2 of 2 SB-SW-

SAMPLE NO.	SAMPLE TYPE	RECOVERY*	SAMPLE BLOWS*	DESCRIPTION	Hnu readings
9	SS	23	0/18" 1	SILTY CLAY: trace fine sand, trace wood; wet; gray.	SP=0 Qu=0.25 TSF (Bulge) MC=31.8% ST # 4, 20.5-22.5 ft. BZ=0 BH=0 SP=0 Qu=0.29 TSF (Bulge) MC=33% ST # 5, 22.5-24.5 ft.
10	SS	23	0 1 5 (0 = wt. of hamr)	SILTY CLAY: trace fine sand; trace wood; wet; gray.	BZ=0 BH=0 SP=0 Qu=0.41 TSF (Bulge) MC=33.1% ST # 6, 24.5-26.5 ft. ST # 7, 26.5-28.5 ft. ST # 8, 28.5-30.5 ft.

End of boring at 30.5 feet.

Illinois Department of Transportation Peoria, Illinois — 2 of 2 SB-SW-

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 3 SB-5-LW

START 6/15/91 · FINISH 6/15/91 · DRILLER Mathes · DRILL METHOD 4.25" I.D. HSA · BOREHOLE DIAMETER 8" · TOTAL DEPTH 42.50'
LOGGER M. Brockmann · GROUND ELEVATION 455.90 · DEPTH/ELEVATION GROUNDWATER - DATE MEASURED '/'
Sta 37 + 20; 45' left

Qu/Qp=Unconfined Compressive Strength Qp is pocket penet. MC=Moisture Content

SAMPLE NO.	SAMPLE TYPE	RECOVERY*	SAMPLE BLOWS*	DESCRIPTION	Hnu readings
01	SS	12	10 14 11	FILL: sandy gravel, fine to coarse, some black cinders, loose; dry; brown	BZ=0 BH=0 SP=0
02	SS	10	10 4 4	FILL: cinders, fine to coarse; loose; black; moist.	BZ=0 BH=0 SP=0
03	SS	13	3 2 2	FILL: silty clay; soft; moist to wet; gray and black.	BZ=0 BH=0 SP=0 Qu=0.54 TSF (Bulge) MC=17.9%
04	SS	14	8 5 2	FILL: clay and cinders, fine to coarse; some fine to coarse gravel; firm; moist, black	BZ=0 BH=0 SP=0 Qu=0.82 TSF (shear) MC=11.2%
05	SS	10	4 2 2	As above.	BZ=0 BH=0 SP=0 Qu=poor sample
06	SS	14	2 2 2	FILL: sandy loam, some fine to coarse gravel, fine to coarse cinder; trace clay	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=18.4%
07	SS	13	2 1 1	FILL: sandy gravel and loam, wood fragments, soft, moist, black	BZ=0 BH=0 SP=0 MC=24.7%
08	SS	10	6 2 3	As above	BZ=0 BH=0 SP=0 Qp=0.25 TSF (Bulge)

Illinois Department of Transportation Peoria, IL — 1 of 3 SB-5-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 2 of 3 SB-5-LW

SAMPLE NO.	SAMPLE TYPE	RECOVERY*	SAMPLE BLOWS*	DESCRIPTION	Hnu readings
				SILTY CLAY: trace of fine sand; some roots and shells; wet; soft; gray.	MC=33.0%
09	SS	14	1 2 1		BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=28.4%
10	SS	12	1 1 1	As above.	BZ=0 BH=0 SP=0 Qu=0.37 TSF (Bulge) MC=33.0%
11	SS	13	5 2 1	As above.	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=31.8%
12	SS	15	3 2 2	As above.	BZ=0 BH=0 SP=0 Qu=0.58 TSF (Bulge) MC=37.6%
13	SS	12	5 2 1	As above.	BZ=0 BH=0 SP=0 Qu=0.83 TSF MC=35.9%
14	SS	14	4 6 3	As above: very soft.	BZ=0 BH=0 SP=0 MC=27.9%
15	SS	18	5 2 1	SILTY CLAY: some fine sand, roots and shell fragments; soft; saturated; gray. / SAND: fine to medium, saturated; loose; brown	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=32.7%
16	SS	18	4 2 3	SAND: fine to medium, trace shell fragments, loose, saturated; dark brown	BZ=0 BH=0 SP=0
17	SS	18	6 7 5	As above: some fine to medium gravel.	BZ=0 BH=0 SP=0

Illinois Department of Transportation Peoria, IL — 2 of 3 SB-5-LW

End of boring at 42.5 ft.

109B

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEO.&TAZ	313	109C

* 50B-3-1; 50-2; (50)F & E-1,D,AND P

GEOLOGIC DRILL LOG

Project name and location: Illinois Department of Transportation, Peoria, IL — Page 1 of 2, Hole SB-6-LW

Start: 6/16/91 | Finish: 6/16/91 | Driller: Mathes | Drill method: 4.25" I.D. HSA | Borehole diameter: 8" | Total depth: 40.00'

Logger: M. Brockmann | Ground elevation: 456.10

Sta 36 + 45; 42' Left

Sample No.	Sample Type	Recovery	Sample Blows	Description	HNu readings (in units)
					Qu/Qp=Unconfined Compressive Strength; Qp is pocket penet.; MC=Moisture Content
01	SS	4	5 8 12	FILL: silty clay; some brick, rock, and slag fragments; soft; moist; brown to black	BZ=0 BH=0 SP=0
02	SS	4	[illegible]	As above	BZ=0 BH=0 SP=0 Qp < 0.25 TSF (Bulge) MC=21.4%
03	SS	8	5 6 9	As above: saturated beginning at 9 ft.	BZ=0 BH=0 SP=0 MC=28.5%
04	SS	0	[illegible]	No recovery	BZ=0 BH=0 No recovery
05	SS	[illegible]	[illegible]	As above	BZ=0 BH=0 SP=0 Qp=[illegible] 50 TSF (Bulge) MC=22.1%
06	SS	[illegible]	[illegible]	FILL: fibrous material; too moist and unconsolidated [illegible]	BZ=0 BH=0 SP=0 MC=2[illegible].9%
07	SS		[illegible]	FILL	BZ=0 BH=0 SP=0 Qp=0.50 TSF (Bulge) MC=[illegible]
				SILTY CLAY: original ground surface at 19.9 ft.	

ASTM D1586: SS = Split Spoon; ST = Shelby Tube; C = Core; CS = Continuous Sampler — Illinois Department of Transportation, Peoria, IL — 1 of 2 SB-6-LW

GEOLOGIC DRILL LOG

Illinois Department of Transportation, Peoria, IL — 2 of 2 SB-6-LW

Sample No.	Sample Type	Recovery	Sample Blows	Description	HNu readings (in units)
08	SS	12	2 1 1	SILTY CLAY: trace fine sand; soft; saturated; gray	BZ=0 BH=0 SP=0 Qu=0.04 TSF (Bulge) MC=30.8%
09	SS	0	4 3 [illegible]	No recovery	BZ=0 BH=0 No recovery
10	SS	10	1 [illegible]	SILTY CLAY: trace fine sand; soft; saturated; gray	BZ=0 BH=0 SP=0 Qu=0.12 TSF (Bulge) MC=31.6%
11	SS	12	1 [illegible] 3	As above: with roots and shells	BZ=0 BH=0 SP=0 Qu=0.39 TSF (Bulge) MC=38.7%
12	SS	12	0 [illegible] 3	As above	BZ=0 BH=0 SP=0 MC=52.6%
13	SS	18	2 [illegible] 1	CLAYEY SILT: trace fine sand; roots; saturated; gray	BZ=0 BH=0 SP=0 Qu=0.12 TSF (Bulge) MC=29.0%
				SAND: fine to coarse; some fine gravel; loose; saturated; brown	
14	SS	18			BZ=0 BH=0 SP=0
15	SS	18	[illegible]	SAND: fine to coarse; trace fine gravel and shells; loose; saturated; brown	BZ=0 BH=0 SP=0
				End of boring at 40 ft.	

Illinois Department of Transportation, Peoria, IL — 2 of 2 SB-6-LW

GEOLOGIC DRILL LOG

Illinois Department of Transportation, Peoria, IL — 1 of 3 SB-2-LW

Start: 6/13/91 | Finish: 6/13/91 | Driller: Mathes | Drill method: 4.25" I.D. HSA | Borehole diameter: 8" | Total depth: 52.50'

Logger: M. Brockmann | Ground elevation: 455.10

Sta 35 + 70; 37' RT

Sample No.	Sample Type	Recovery	Sample Blows	Description	HNu readings (in units)
					Qu/Qp=Unconfined Compress. Strength (Qp is pocket penet.) MC=Moisture Content
01	SS	3	[illegible]	FILL: cinders, fine to coarse; some fine to coarse sand; loose; moist; black	BZ=0 BH=0 SP=1
02	SS	3	[illegible]	As above	BZ=0 BH=0 SP=0
03	SS	10	[illegible]	Fill: loam; some brick frags.; cinders; some fine to coarse sand; soft; moist; brown and black	BZ=0 BH=0 SP=0 MC=19.2% Qu=0.39 TSF (Bulge)
04	SS	15	10 13 15	As above: clayey loam; gray	BZ=0 BH=0 SP=0 MC=19.2% Qu=1.48 TSF (Bulge)
05	SS		14 5 4	As above: loam; gray	BZ=0 BH=0 SP=0 MC=18.5%
06	SS		2 5 8	As above: loam; black and gray; saturated beginning at 16 ft.	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=17.6%
07	SS		3 6 7	As above	BZ=0 BH=0 SP=0 MC=21.4%

Illinois Department of Transportation, Peoria, IL — 1 of 3 SB-2-LW

GEOLOGIC DRILL LOG

Illinois Department of Transportation, Peoria, IL — 2 of 3 SB-2-LW

Sample No.	Sample Type	Recovery	Sample Blows	Description	HNu readings (in units)
08	SS	20	4 5 3	SILTY CLAY: trace fine sand; shell and root fragments; soft; wet; gray	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=25.9%
				CLAYEY SAND: very fine to medium; poorly sorted; some shell fragments; loose	
				SILTY CLAY: trace fine sand; root and shell fragments; wet; gray	
09	SS	15	2 2 3		BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=30.3%
10	SS		2 3 3	As above	BZ=0 BH=0 SP=0 Qu=0.78 TSF (Bulge) MC=32.9%
11	SS		3 2 3	As above	BZ=0 BH=0 SP=0 Qu=0.91 TSF (Bulge) MC=32.9%
12	SS		2 3 5	As above	BZ=0 BH=0 SP=0 Qu=0.99 TSF (Bulge) MC=30.8%
13	SS		[illegible] 2 5	As above	BZ=0 BH=0 SP=0 Qu=1.03 TSF (Bulge) MC=33.2%
14	SS		2 3 6	As above: wet	BZ=0 BH=0 SP=0 Qu=0.82 TSF (Bulge) MC=32.1%
15	SS	14	1 4 4	SILTY CLAY: traces of shells, charcoal, very fine sand; soft; moist to wet; gray	BZ=0 BH=0 SP=0 Qu=1.03 TSF (Bulge) MC=26.7%
16	SS		2 3 [illegible]	As above	BZ=0 BH=0 SP=0

Illinois Department of Transportation, Peoria, IL — 2 of 3 SB-2-LW

GEOLOGIC DRILL LOG

Illinois Department of Transportation, Peoria, IL — 3 of 3 SB-2-LW

Sample No.	Sample Type	Recovery	Sample Blows	Description	HNu readings (in units)
				SAND: fine to coarse; some shell fragments; loose; wet; gray	Qu=1.03 TSF (Bulge)
17	SS		[illegible]	As above	BZ=0 BH=0 SP=0
18	SS		2 4 5	As above	BZ=0 BH=0 SP=0
19	SS		3 4 6	As above	BZ=0 BH=0 SP=0
[illegible]	SS			As above	BZ=0 BH=0 SP=0
				End of boring at 52.5 ft.	

Illinois Department of Transportation, Peoria, IL — 3 of 3 SB-2-LW

GEOLOGIC DRILL LOG

Illinois Department of Transportation, Peoria, IL — 3 of 3 SB-7-LW

End of boring at 42 ft.

Illinois Department of Transportation, Peoria, IL — 3 of 3 SB-7-LW

GEOLOGIC DRILL LOG

Illinois Department of Transportation, Peoria, IL — 1 of 3 SB-[illegible]-LW

Start: 6/16/91 | Finish: 6/16/91 | Driller: Mathes | Drill method: 4.25" I.D. HSA | Borehole diameter: 8" | Total depth: 42.[illegible]

Logger: M. Brockmann | Ground elevation: 457.30

Sta 36 + 00'

Sample No.	Sample Type	Recovery	Description	HNu readings (in units)
01	ST	19	Surface FILL: cinders, fine to coarse	BZ=0 BH=0 SP=0
02	ST	21	FILL *	BZ=0 BH=0 SP=0
03	ST	24	FILL *	BZ=0 BH=0 SP=0
04	ST	16	FILL *	BZ=0 BH=0 SP=0
05	ST	12	FILL *	BZ=0 BH=0 SP=0
06	ST	13	FILL *	BZ=0 BH=0 SP=0
07	ST	10	FILL *	BZ=0 BH=0 SP=0
08	ST	8	TOPSOIL * FILL *	BZ=0 BH=0 SP=0
09	ST	11	SILT *	BZ=0 BH=0 SP=0
10	ST	15	SAND: fine	BZ=0 BH=0 SP=0

Illinois Department of Transportation, Peoria, IL — 1 of 3 SB-[illegible]

GEOLOGIC DRILL LOG

Illinois Department of Transportation, Peoria, IL — 2 of 3 SB-[illegible]-LW

Sample No.	Sample Type	Recovery	Description	HNu readings (in units)
11	ST	23	SAND: fine *	BZ=0 BH=0 SP=0
12	ST	24	SILTY CLAY *	BZ=0 BH=0 SP=0
13	ST	24	SILTY CLAY	BZ=0 BH=0 SP=0
14	ST	13	As above	BZ=0 BH=0 SP=0
15	ST	18	SILTY CLAY *	BZ=0 BH=0 SP=0
16	ST	21	As above.	BZ=0 BH=0 SP=0
17	ST	21	As above.	BZ=0 BH=0 SP=0
18	ST	13	As above: shells	BZ=0 BH=0 SP=0
19	ST	17	As above: wood fragments	BZ=0 BH=0 SP=0
20	ST	0	No recovery. (Traces of fine to coarse sand in auger)	BZ=0 BH=0 No recovery
21	ST		SAND: fine to coarse; loose; saturated; brown	BZ=0 BH=0 SP=0

Illinois Department of Transportation, Peoria, IL — 2 of 3 SB-[illegible]

1-06-92 SHEET NO. 109C

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEO & TAZ	313	109D

*SOB-3-1; 50-2; (50) F & E-1, D, AND P

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 3 SB-E-3A

START: 6/18/91 FINISH: 6/18/91 DRILLER: Mathes DRILL METHOD: 4.25" I.D. HSA BOREHOLE DIAMETER: 8" WELL DIAMETER: TOTAL DEPTH: 42.50'

LOGGER: D. Reents TOP OF CASING ELEV.: GROUND ELEVATION: 456.00 DEPTH/ELEVATION GROUNDWATER: ' " DATE MEASURED:

Sta 36 + 75; on center line

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS *	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	How readings (in units)
01	SS	3	11 8 4	455	1				FILL: coarse sand and cinders, gravel; medium; damp, dark brown.	Qu/Qm=Unconfined Compres. Strength Qp = pocket penet. BZ=0 BH=0 SP=0
02	SS	9	2 2 2		4				FILL: sand and gravel loam; medium; moist; brown.	BZ=0 BH=0 SP=0 Qu=0.54 TSF (Bulge) MC=20.1%
03	SS	9	2 3 6	450	6				FILL: coarse sand and gravel loam; soft; trace water at 7 ft; brown.	BZ=0 BH=0 SP=0 Qu=0.25 TSF (Shear) MC=19.5%
04	SS	12	3 1 1		9				As above: trace cinders, moist to wet; dark gray.	BZ=0 BH=0 SP=0 Qu=0.31 TSF (Shear) MC=14.6%
05	SS	12	3 3 3	445	11				As above: saturated beginning at 11 ft.	BZ=0 BH=0 SP=0 Qu=0.16 TSF (Bulge) MC=29.4%
06	SS	12	5 4 5		14				As above: wood	BZ=0 BH=0 SP=0 Qu=0.37 TSF (Bulge) MC=47.8%
07	SS	18	1 2 0	440	16				As above: very loose	BZ=0 BH=0 SP=0
GB					19				No sample	

End of boring at 42.5 ft.

YASTH D1586 SS = SPLIT SPOON D = DENSITON ST = SHELBY TUBE C = CORE CT = CUTTINGS CS = CONTINUOUS SAMPLER RA = ROCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 3 SB-E-3A

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 2 SB-E-4A

START: 6/18/91 FINISH: 6/18/91 DRILLER: Mathes DRILL METHOD: 4.25" I.D. HSA BOREHOLE DIAMETER: 8" WELL DIAMETER: TOTAL DEPTH: 40.00'

LOGGER: D. Reents TOP OF CASING ELEV.: GROUND ELEVATION: 455.40 DEPTH/ELEVATION GROUNDWATER: ' " DATE MEASURED:

Sta 38 + 16; on center line

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS *	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	How readings (in units)
01	SS	3	3 2 1	455	1				FILL: coarse sand and gravel; cinders; loose;	Qu/Qm=Unconfined Compres. Strength Qp = pocket penet. BZ=0 BH=0 SP=0 MC=18.5%
02	SS	9	1 1 3	450	6				SILTY CLAY LOAM/SILTY CLAY: soft; moist; brown.	BZ=0 BH=0 SP=0 Qu=0.35 TSF (Bulge) MC=24.8%
03	SS	12	1 1 3		9				SANDY CLAY LOAM: some gravel; very soft; wet; gray.	BZ=0 BH=0 SP=0 MC=21.3%
04	SS	6	4 4 6	445	11				SAND and GRAVEL: coarse; possible cinders; medium; saturated beginning at 11 ft.; gray.	BZ=0 BH=0 SP=0
05	SS	6	4 3 14		14				As above: cinders, brick (blow count on brick)	BZ=0 BH=0 SP=0
06	SS	3	2 1 1	440	16				FILL: wood and brick fragments, some sand, soft, wet, dark gray	BZ=0 BH=0 SP=0
07	SS	18	0 2 3		19				CLAYEY SILT: some sand; roots, trace shells; soft, moist to wet; gray	BZ=0 BH=0 SP=0 Qu=0.37 TSF (Bulge) MC=31.1%

YASTH D1586 SS = SPLIT SPOON D = DENSITON ST = SHELBY TUBE C = CORE CT = CUTTINGS CS = CONTINUOUS SAMPLER RA = ROCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 2 SB-E-4A

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 1 SB-LW-A

START: 12/19/90 FINISH: 12/19/90 DRILLER: Mathes DRILL METHOD: 4.25" I.D. HSA BOREHOLE DIAMETER: 8" WELL DIAMETER: TOTAL DEPTH: 6.00'

LOGGER: S. Koepsell TOP OF CASING ELEV.: GROUND ELEVATION: DEPTH/ELEVATION GROUNDWATER: ' " DATE MEASURED:

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS *	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	How readings (in units)
1	SS	10	1 2 3		1				SILTY SAND: very fine to fine, a trace of medium to coarse sand; organics and clay; loose; moist; brown.	BZ: Breathing Zone BH: Borehole SP: Sample HS: Headspace
					2				SAND: very fine to fine; traces of medium to coarse sand and cinders; well-sorted; well-rounded; loose; moist; light brown.	
2	SS	12	3 3 4		3				As above; very fine to fine; traces of medium to coarse sand; traces of fine cinders, silt and clay; moist; brown.	
3	SS	14	3 5 12 22		4				As above; very fine to fine; grades down to a medium to coarse sand; a trace of fine cinders; moist; light brown.	
					5				SANDY CLAY: fine to medium; some fine cinders and coke; moist, brown.	
					6				End of boring at 6.0 feet.	

YASTH D1586 SS = SPLIT SPOON D = DENSITON ST = SHELBY TUBE C = CORE CT = CUTTINGS CS = CONTINUOUS SAMPLER RA = ROCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 1 SB-LW-A

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 1 SB-LW-C

START: 12/19/90 FINISH: 12/19/90 DRILLER: Mathes DRILL METHOD: 4.25" I.D. HSA BOREHOLE DIAMETER: 8" WELL DIAMETER: TOTAL DEPTH: 6.00'

LOGGER: S. Koepsell TOP OF CASING ELEV.: GROUND ELEVATION: DEPTH/ELEVATION GROUNDWATER: ' " DATE MEASURED:

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS *	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	How readings (in units)
1	SS	15	4 6 5 10		1				FILL: fine to medium cinders and coke, some fine gravel; moist; black.	BZ: Breathing Zone BH: Borehole SP: Sample HS: Headspace
					2				SAND: very fine to fine; some fine cinders; well-sorted; well-rounded; moist; black.	
2	SS	6	5 2 4 4		3				SANDY SILT: very fine to fine; some fine gravel; moist; dark orange.	
					4				SILTY SAND: very fine to fine; traces of fine cinders and clay; moist; brown.	
3	SS	12	1 1 1/12"		5				As above; fine to medium; and fine gravel; a trace of fine cinders; moist; brown.	
					6				End of boring at 6.0 feet.	

YASTH D1586 SS = SPLIT SPOON D = DENSITON ST = SHELBY TUBE C = CORE CT = CUTTINGS CS = CONTINUOUS SAMPLER RA = ROCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 1 SB-LW-C

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 2 of 3 SB-E-3A

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS *	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	How readings (in units)
09	SS	11	3 3 3	435	21				SILTY CLAY: soft; moist to wet; gray.	BZ: Breathing Zone BH: Borehole SP: Sample CT: Cuttings
					22					BZ=0 BH=0 SP=0 Qu=0.35 TSF (Bulge) MC=31.4%
10	SS	18	0 1 2		24				As above: medium; moist.	BZ=0 BH=0 SP=0 Qu=0.54 TSF (Bulge) MC=33.9%
11	SS	18	0 3 3	430	26				As above: soft; gray mottling.	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=33.7%
12	SS	18	1 3 3		29				As above: trace shells, wood.	BZ=0 BH=0 SP=0 Qu=0.45 TSF (Bulge) MC=37.9%
13	SS	18	0 3 3	425	31				As above: medium; trace shells; sand seams at 32 ft.	BZ=0 BH=0 SP=0 Qu=0.82 TSF (Bulge) MC=37.3%
14	SS	18	2 1/18"		34				As above: soft; trace wood; sand seams.	BZ=0 BH=0 SP=0 Qu=0.31 TSF (Bulge) MC=34.2%
15	SS	18	3 6 6	420	36				As above: gravel and sand seam at 37.5 ft.	BZ=0 BH=0 SP=0 Qu=0.45 TSF (Bulge) MC=34.6%
16	SS	6	3 4 7		39				SAND: coarse; some gravel; medium; wet; brown.	BZ=0 BH=0 SP=0
17	SS	9	9 8 11	415	41				As above	BZ=0 BH=0 SP=0

End of boring at 42.5 ft.

YASTH D1586 SS = SPLIT SPOON D = DENSITON ST = SHELBY TUBE C = CORE CT = CUTTINGS CS = CONTINUOUS SAMPLER RA = ROCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 2 of 3 SB-E-3A

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 2 of 2 SB-E-4A

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS *	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	How readings (in units)
08	SS	18	1 0 0	435	21				CLAYEY SILT: some sand; roots; trace shells; soft; moist to wet; gray.	BZ: Breathing Zone BH: Borehole SP: Sample CT: Cuttings
					22					BZ=0 BH=0 SP=0 Qu=0.33 TSF (Bulge) MC=31.6%
09	SS	18	1 1 3		24				SILTY CLAY: roots; trace shells; soft; moist; gray.	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=32.8%
10	SS	18	1 2 3	430	26				As above: gray mottling.	BZ=0 BH=0 SP=0 Qu=0.86 TSF (Bulge) MC=32.0%
11	SS	18	1 2 3		29				As above: roots, wood.	BZ=0 BH=0 SP=0 Qu=0.86 TSF (Bulge) MC=44.8%
12	SS	18	1 2 3	425	31				As above: sand seam at 31.5 ft.	BZ=0 BH=0 SP=0 Qu=0.74 TSF (Bulge) MC=35.1%
13	SS	18	1 2 4		34				CLAY: sand seam at 34 ft.; medium; moist; gray.	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=27.1%
14	SS	18	3 3 3	420	36				SAND: course; loose; wet; brown.	BZ=0 BH=0 SP=0
15	SS	0	6 3 6		39				As above: washed	BZ=0 BH=0 SP=0
					40				End of boring at 40 ft.	

YASTH D1586 SS = SPLIT SPOON D = DENSITON ST = SHELBY TUBE C = CORE CT = CUTTINGS CS = CONTINUOUS SAMPLER RA = ROCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 2 of 2 SB-E-4A

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 1 SB-LW-B

START: 12/19/90 FINISH: 12/19/90 DRILLER: Mathes DRILL METHOD: 4.25" I.D. HSA BOREHOLE DIAMETER: 8" WELL DIAMETER: TOTAL DEPTH: 6.00'

LOGGER: S. Koepsell TOP OF CASING ELEV.: GROUND ELEVATION: DEPTH/ELEVATION GROUNDWATER: ' " DATE MEASURED:

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS *	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	How readings (in units)
1	SS	6	3 3 3 4		1				SILTY SAND: very fine to medium; some fine cinders; moist; brown.	BZ: Breathing Zone BH: Borehole SP: Sample HS: Headspace
					2				As above; some organics; light brown.	
2	SS	10	3 3 4 4		3				As above; some clay; brown.	
3	SS	13	4 5 5 5		4				End of boring at 6.0 feet.	
					5					
					6					

YASTH D1586 SS = SPLIT SPOON D = DENSITON ST = SHELBY TUBE C = CORE CT = CUTTINGS CS = CONTINUOUS SAMPLER RA = ROCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 1 SB-LW-B

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 1 SB-LW-D

START: 12/19/90 FINISH: 12/19/90 DRILLER: Mathes DRILL METHOD: 4.25" I.D. HSA BOREHOLE DIAMETER: 8" WELL DIAMETER: TOTAL DEPTH: 6.00'

LOGGER: S. Koepsell TOP OF CASING ELEV.: GROUND ELEVATION: DEPTH/ELEVATION GROUNDWATER: ' " DATE MEASURED:

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS *	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	How readings (in units)
1	SS	12	4 6 6 8		1				SANDY SILT: very fine to medium; traces of clay and fine cinders; moist; black.	BZ: Breathing Zone BH: Borehole SP: Sample HS: Headspace
					2				As above.	
2	SS	9	3 3 3 3		3				SAND: fine to medium; a trace of clay; moist; brown	
3	SS	8	3 3 1 1		4				SAND AND GRAVEL: fine to medium; a trace of fine cinders and brick fragments; moist; brown.	
					5					
					6				End of boring at 6.0 feet.	

YASTH D1586 SS = SPLIT SPOON D = DENSITON ST = SHELBY TUBE C = CORE CT = CUTTINGS CS = CONTINUOUS SAMPLER RA = ROCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. / HOLE NO.: 1 of 1 SB-LW-D

DISTRICT NO. 4 PEORIA

DESIGNED

DRAWN DATE

CHECKED SCALE

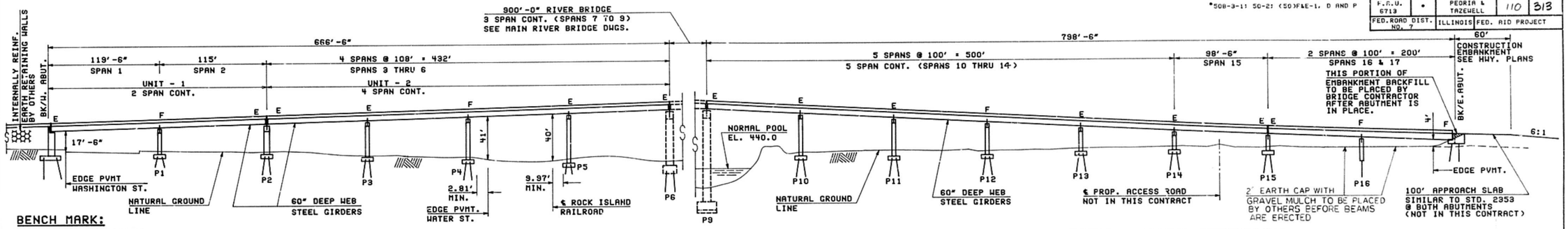
SHEET NO 109D

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	110	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SDB-3-11 SD-2: (SD)F&E-1, D AND P

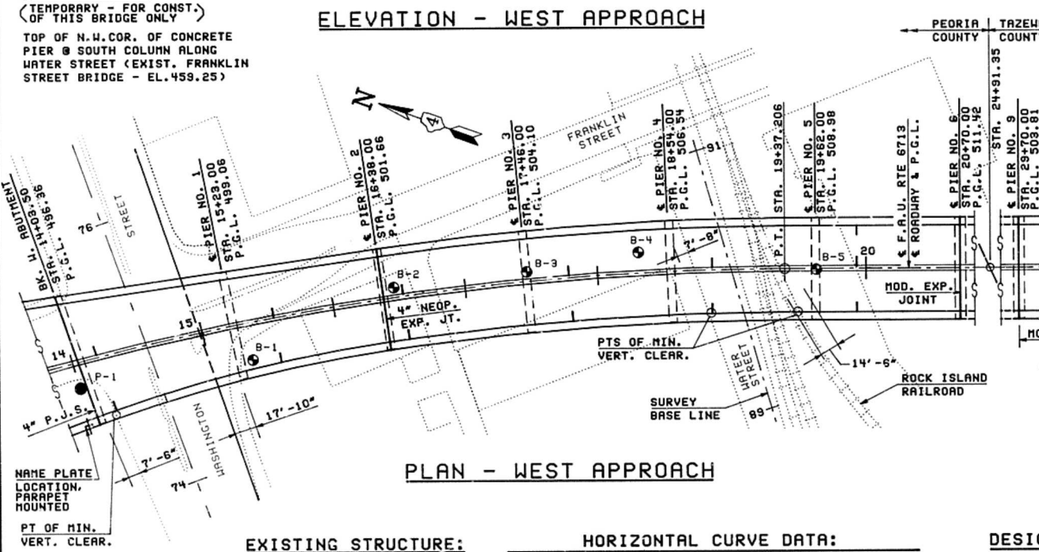


ELEVATION - WEST APPROACH

ELEVATION - EAST APPROACH

BENCH MARK:
(TEMPORARY - FOR CONST. OF THIS BRIDGE ONLY)

TOP OF N.W.COR. OF CONCRETE PIER @ SOUTH COLUMN ALONG WATER STREET (EXIST. FRANKLIN STREET BRIDGE - EL.459.25)



PLAN - WEST APPROACH

PLAN - EAST APPROACH

EXISTING STRUCTURE:
(NO. 090-0026)

BASCULE TYPE DRAW BRIDGE- TO BE REMOVED BY OTHERS.

HORIZONTAL CURVE DATA:

CURVE #1		CURVE #2	
P.C.STA.	11 + 50.101	P.C.STA.	37 + 25.733
P.T.STA.	19 + 37.206	P.T.STA.	42 + 12.450
P.I.STA.	15 + 48.326	P.I.STA.	39 + 70.900
△	= 21°-28'-30"	△	= 17°-02'-06"
D	= 2°-43'-42"	D	= 3°-30'-00"
R	= 2100.000'	R	= 1637.020'
T	= 398.225'	T	= 245.167'
L	= 787.105'	L	= 486.717'
E	= 37.425'	E	= 18.257'
S.E.	= 0.025'/FT. (FOR 40 M.P.H.)	S.E.	= 0.029'/FT. (FOR 40 M.P.H.)

DESIGN SPECIFICATIONS:

1989 AASHTO - STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH 1990 INTERIMS

LOADING: LIVE - HS 20-44
FUTURE WEARING SURF. = 25 #/SQ.FT.

SEISMIC: 1983 AASHTO; GUIDE SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES:

DESIGN FORCES FOR SEISMIC PERFORMANCE CATEGORY A.

STATE OF ILLINOIS ULRICH GYGAX 3036 EXPIRES 11/30/92 REGISTERED PROFESSIONAL ENGINEER

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

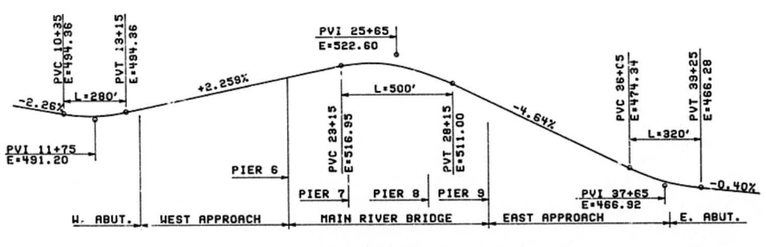
Licensed Structural Engineer

ULRICH GYGAX
CHIEF STRUCTURAL ENGINEER
EXPIRES 11/30/92

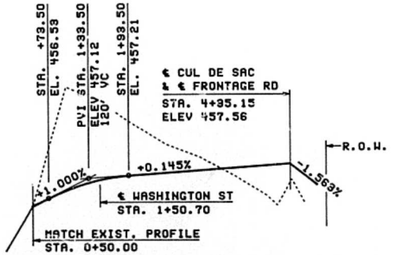
NOTES:

1. FOR GENERAL NOTES, INDEX OF DRAWINGS, DESIGN STRESSES AND FOUNDATION DATA SEE DWG. NO. ASG-02.
2. FOR TOTAL BILL OF MATERIAL, SUPERELEVATION TRANSITION AND NAME PLATE DETAILS SEE DWG. NO. ASG-03.
3. FOR SLOPE WALL DETAILS @ EAST ABUTMENT SEE DWG. NO. ASG-04.

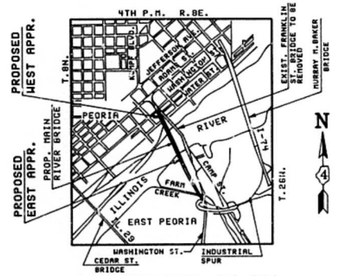
⊕ - BORINGS 1987
● - BORINGS 1983
FOR 1991 BORINGS OF EAST APPROACH, SEE DWG. NO. HCD-09, P.40



PROFILE GRADE LINE F.A.U. RTE. 6713
(ALONG ℄ ROADWAY)



PROPOSED PROFILE OF ACCESS ROAD
(ALONG ℄ ROADWAY)



LOCATION PLAN

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
GENERAL PLAN & ELEVATION - APPROACHES

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ASG-01	N.T.S.	1-09-92	110

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: UG DESIGNED BY: UG CHECKED BY: LGB IN CHARGE: PCW

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	111	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2: (50)F&E-1, D AND P

CHECKED BY: DRAFTED BY: IGM CHECKED BY: UG
ESTIMATED BY:
DESIGNED BY: MGB
IN CHARGE: PCW

GENERAL NOTES:

FOR BORING DATA SEE DWG. NOS. BP-03, BP-04, BP-07 & BP-08.

THE EMBANKMENT CONFIGURATION SHOWN AT THE EAST ABUTMENT SHALL BE THE MINIMUM EMBANKMENT THAT MUST BE CONSTRUCTED PRIOR TO CONSTRUCTION OF THE ABUTMENT.

LAYOUT OF SLOPE PROTECTION SYSTEMS MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL DRIVE 28 STEEL TEST PILES IN A PERMANENT LOCATIONS, TWO (2) HP12x63 PILES EACH AT THE WEST ABUTMENT, PIER 1, PIER 12 AND EAST ABUTMENT, AND TWO (2) HP12x53 PILES EACH AT PIER 2, PIER 3, PIER 4, PIER 5, PIER 10, PIER 11, PIER 13, PIER 14 AND PIER 15, AND TWO (2) HP14x117 PILES AT PIER 16 AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES.

BEARING SEATS FOR THE ABUTMENT AND PIER CAPS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT AND PIER CAPS.

BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 1/8 INCH. ADJUSTMENT SHALL BE MADE EITHER BY GRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO 1/8 INCH AND TWO 1/4 INCH ADJUSTING SHIMS, OF THE DIMENSIONS OF THE BOTTOM BEARING PLATE, SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL UTILITY FACILITIES. HE SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR THEIR MARKING OF THE EXACT LOCATION.

BRIDGE SEATS OF BOTH ABUTMENTS AND PIERS 2, 6, 9 & 15 SHALL BE TREATED WITH BRIDGE SEAT SEALER AS COVERED IN THE "BRIDGE SPECIAL PROVISIONS".

CALCULATED AREA OF BRIDGE SEAT SEALER:

	UNIT	WEST APPROACH PEORIA COUNTY	EAST APPROACH TAZEWELL COUNTY	TOTAL
	SQ FT	1665	1175	2840

ERECT SUPERSTRUCTURE FOR SPAN 16 & 17 AFTER PLACING *COHESIVE SOIL COVERING. GRAVEL MULCH & GEOTECH. FABRIC FOR GROUND STABILIZATION.

*BY OTHERS

ABBREVIATIONS:

W. ABUT. - WEST ABUTMENT
E. ABUT. - EAST ABUTMENT
BK/ABUT. - BACK OF ABUTMENT
P-1 - PIER #1
S-1 - SPAN #1
P.G.L. - PROFILE GRADE LINE
STA. - STATION
ELEV. - ELEVATION
FTG. - FOOTING
BOTT. - BOTTOM
O. TO O. - OUT TO OUT
BETW. - BETWEEN
TYP. - TYPICAL
DIA. - DIAMETER
R - RADIUS
DWG. NO. - DRAWING NUMBER
CTS. - CENTERS
BRG. - BEARING

REBAR ABBREVIATIONS:

BOTT. - BOTTOM
E.F. - EACH FACE
F.F. - FAR FACE
N.F. - NEAR FACE
I.F. - INSIDE FACE
O.F. - OUTSIDE FACE

STRUCTURAL STEEL:

CALCULATED WEIGHT OF STRUCTURAL STEEL:

ITEM	UNIT	WEST APPROACH PEORIA COUNTY	EAST APPROACH TAZEWELL COUNTY	TOTAL
M-223 GRADE 50	POUND	1580490	1553440	3133930
M-183	POUND	143570	165850	309420

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, THE TENSION FLANGES, WEBS AND ALL SPLICE PLATE MATERIAL OF THE STEEL GIRDERS.

FASTENERS SHALL BE HIGH STRENGTH BOLTS, AASHTO M164. BOLTS 7/8" DIAMETER, OPEN HOLES 15/16" DIAMETER, UNLESS OTHERWISE NOTED.

THE ZINC-SILICATE AND VINYL PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF STRUCTURAL STEEL AND STEEL HARDWARE EXCEPT WHERE OTHERWISE NOTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD NO. 10B 3/6 BLUE.

THE EXTERIOR SURFACES OF FIBERGLASS PIPES SHALL BE PAINTED WITH A VINYL ENAMEL COAT. THE COLOR SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.

FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS OR GIRDERS NOR TO THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE-FOURTH THE SPAN LENGTH EACH WAY FROM THE PIER SUPPORTS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.

ANCHOR BOLTS SHALL BE SET & GROUTED AS SHOWN ON THE PLANS BEFORE BOLTING CROSS-FRAMES OVER SUPPORTS.

CONCRETE:

CLASS X CONCRETE SHALL BE USED THROUGHOUT.

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

MINIMUM COVER FROM THE FACE OF CONCRETE TO THE FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2" FOR ALL OTHER AREAS UNLESS OTHERWISE NOTED.

ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED. ALL EXPOSED CONCRETE EDGES AT ALL PIERS SHALL BE CHAMFERED 1½". CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED TO A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

PERMANENT FORMS WILL NOT BE PERMITTED IN FORMING THE CONCRETE DECK.

FOUNDATION DATA

FOOTING LOCATION	BOTT/FTG. ELEV.	FOOTING TYPE
W. ABUT.	465.00	PILES
PIER- 1	462.00	PILES
PIER- 2	458.00	PILES
PIER- 3	455.00	PILES
PIER- 4	452.00	PILES
PIER- 5	454.00	PILES
PIER-10	446.00	PILES
PIER-11	448.00	PILES
PIER-12	449.00	PILES
PIER-13	449.00	PILES
PIER-14	449.00	PILES
PIER-15	451.00	PILES
PIER-16	451.70	PILES
E. ABUT.	458.50	PILES

ALL HP PILES SHALL BE DRIVEN TO REFUSAL

INDEX OF DRAWINGS: (STEEL APPROACHES)

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107	BP-04	BORING LOGS B-3, B-4 & B-5
108	BP-07	BORING LOGS B-19, B-21 & B-22
109	BP-08	BORING LOGS B-23, B-24 & E-3
109A		BORING LOGS SB-LW-1, SB-LW-2, SB-LW-3, SB-1-LW
109B		BORING LOGS SB-3-LW, SB-4-LW, SB-SW-1, SB-5-LW
109C		BORING LOGS SB-6-LW, SB-2-LW, SB-2-LW, SB-7-LW
109D		BORING LOGS SB-E-3A, SB-E-4A, SB-LW-A, SW-LW-B, SB-LW-C, SW-LW-D
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111	ASG-02	GENERAL NOTES & INDEX OF DRAWINGS
112	ASG-03	TOTAL BILL OF MATERIAL & MISC. DET.
113	ASG-04	SUB-STRUCTURE LAYOUT
		WEST APPROACH DRAWINGS:
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115	WSD-02	DECK ELEVATIONS - SPAN 2
116	WSD-03	DECK ELEVATIONS - SPANS 3 & 4
117	WSD-04	DECK ELEVATIONS - SPANS 5 & 6
118	WSD-05	DECK PLAN & SECTIONS - SPANS 1 & 2
119	WSD-06	PARAPET DETAILS - SPANS 3 TO 6
120	WSD-07	MEDIAN & MISC. DETAILS - SPANS 1 & 2
121	WSD-08	DECK PLAN & SECTIONS - SPANS 3 & 4
122	WSD-09	DECK PLAN & DRAIN DET. - SPANS 5 & 6
123	WSD-10	PARAPET DETAILS - SPANS 3 TO 6
124	WSD-11	MEDIAN DETAILS- SPANS 3 TO 6
125	WSD-12	REBAR DET. @ MOD. EXP. JT. @ PIER 6
126	WSD-13	DECK REBAR & MISC. DET. - S-1 TO 6
127	WSD-14	EXP.JT. DETAILS @ W. ABUTMENT
128	WSD-15	DECK DRAINAGE SYSTEM & DETAILS
		PLATE GIRDERS:
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130	WSP-02	GIRDER DIMENSIONS & DET. - S-1 & 2
131	WSP-03	CROSS-FRAMES & DETAILS - S-1 & 2
132	WSP-04	FIELD SPLICES & DETAILS - S-1 & 2
133	WSP-05	WEB CAMBERS & DETAILS - S-1 & 2
134	WSP-06	BEARINGS & DETAILS - S-1 & 2
135	WSP-07	FRAMING PLAN & ELEVATION - S-3 TO 6
136	WSP-08	GIRDER DIMENSIONS & DET. - S-3 TO 6
137	WSP-09	CROSS-FRAMES & DETAILS - S-3 TO 6
138	WSP-10	FIELD SPLICES & DETAILS - S-3 TO 6
139	WSP-11	FIELD SPLICES & DETAILS - S-3 TO 6
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144	WSS-02	WEST ABUTMENT - SECTIONS & DETAILS
145	WSS-03	WEST ABUTMENT - WINGWALLS & DETAILS
146	WSS-04	PIER - 1
147	WSS-05	PIER - 1 - DETAILS
148	WSS-06	PIER - 2
149	WSS-07	PIER - 2 - DETAILS
150	WSS-08	PIER - 3
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153	WSS-11	PIER - 4 - DETAILS
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160	ESD-03A	DECK ELEVATIONS - SPANS 16 & 17
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162	ESD-04A	DECK PLAN & SECTIONS - SPANS 16 & 17
163	ESD-05	PARAPET DETAILS - SPANS 10 TO 15
164	ESD-05A	PARAPET & MEDIAN DETAILS - S-16 & 17
165	ESD-06	MEDIAN DETAILS - SPANS 10 TO 15
166	ESD-07	REBAR DET. @ MOD. EXP. JT. @ PIER 9
167	ESD-07A	REBAR DET. @ MOD. EXP. JT. @ PIER 15
168	ESD-08	DECK REBAR & MISC.DET. - S-10 TO 15
169	ESD-08A	DECK REBAR & MISC.DET. - S-16 & 17
170	ESD-09	DECK DRAINAGE SYSTEM & DETAILS
171	ESD-10	PREFORMED JT. SEAL @ E. ABUTMENT

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173	ESP-02	GIRDER DIMENSIONS & DET.- S-10 TO 15
174	ESP-01A	FRAMING PLAN & ELEVATION, GIRDER DIM. & DET. - S-16 & 17
175	ESP-03	CROSS-FRAMES & DETAILS - S-10 TO 15
176	ESP-03A	CROSS-FRAMES & DETAILS - S-16 & 17
177	ESP-04	FIELD SPLICES & DETAILS - S-10 TO 15
178	ESP-04A	FIELD SPLICE & DETAILS - S-16 & 17
179	ESP-05	WEB CAMBERS & DETAILS - S-10 TO 15
180	ESP-05A	WEB CAMBERS & DETAILS - S-16 & 17
181	ESP-06	BEARING DETAILS - S-10 TO 17
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183	ESP-08	INSPECTION WALKWAY & DETAILS - S-10
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188	ESS-05	PIER - 10 - DETAILS
189	ESS-06	PIER - 11
190	ESS-07	PIER - 11 - DETAILS
191	ESS-08	PIER - 12
192	ESS-09	PIER - 12 - DETAILS
193	ESS-10	PIER - 13
194	ESS-11	PIER - 13 - DETAILS
195	ESS-12	PIER - 14
196	ESS-13	PIER - 14 - DETAILS
197	ESS-13A	PIER - 15
198	ESS-13B	PIER - 16
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199	SAM-01	MOD. EXP. JT. DET. @ PIERS 6 & 9
200	SAM-01A	MOD. EXP. JT. DET. @ PIER 15
201	SAM-02	PARAPET & MEDIAN DET. @ PIERS 6 & 9
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204	SAM-04	BRIDGE SCUPPER DETAILS
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207	SAM-07	NEOP. EXP. JT. @ P-2
208	SAM-08	TYPE L - ALUMINUM RAILING
209	SAM-09	ANCHOR BOLT DETAILS FOR BEARINGS
210	SAM-10	PARAPET REINFORCEMENT FOR SLIPFORMING
211	SAM-11	BRIDGE LIGHTING - DETAILS

DESIGN STRESSES

STRUCTURAL STEEL: LOAD FACTOR DESIGN
fy = 50,000 P.S.I. (M-223)
fy = 36,000 P.S.I. (M-183)

CONCRETE: LOAD FACTOR DESIGN

CAST-IN PLACE:
f'c = 3,500 P.S.I.
fy = 60,000 P.S.I. (REINFORCEMENT)

DESIGN NORMAL TEMPERATURE = 50°F

NORMAL POOL ELEVATION = 440.00

NOTE: SEE SHEETS 99, 100, AND 101 FOR LOCATION OF HOLES IN BEAMS FOR REACTION BEAM

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
GENERAL NOTES & INDEX OF DRAWINGS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ASG-02		1-09-92	111

D C B A 0 A B C D
TAMERAN

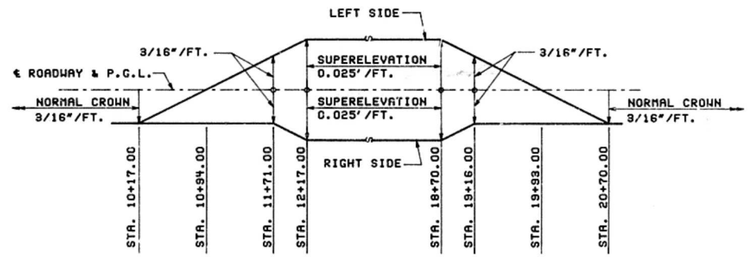
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	112	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SD-2; (SD)F&E-1, D AND P

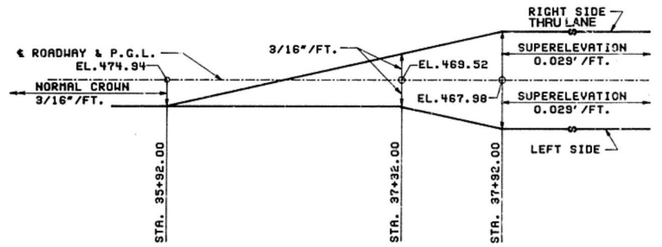
TOTAL BILL OF MATERIAL (STEEL APPROACHES ONLY)

	CODE NUMBER	ITEM	UNIT	PEORIA COUNTY WEST APPROACH SUPER STRUCTURE	PEORIA COUNTY WEST APPROACH SUB STRUCTURE	PEORIA COUNTY WEST APPROACH TOTAL	TAZEWELL COUNTY EAST APPROACH SUPER STRUCTURE	TAZEWELL COUNTY EAST APPROACH SUB STRUCTURE	TAZEWELL COUNTY EAST APPROACH TOTAL	GRAND TOTAL
	0010250	CONCRETE REMOVAL (SPECIAL)	CU YD					28	28	28
	0020010	STRUCTURE EXCAVATION	CU YD		576	576		270	270	846
	0020020	STRUCTURE EXCAVATION (SPECIAL)	CU YD		2402	2402				
	3300110	PREFORMED JOINT SEAL 1 3/4"	LIN FT				94		94	94
	3300130	PREFORMED JOINT SEAL 4"	LIN FT	103		103				103
	3300100	NEOPRENE EXPANSION JOINT 4"	LIN FT	78		78				78
	5300250	CLASS X CONCRETE SUPERSTRUCTURE	CU YD	1850		1850	2180	5	2185	4035
**	5300300	PROTECTIVE COAT	SQ YD	6520		6520	7630		7630	14150
	5400300	CLASS X CONCRETE	CU YD		2415	2415		2168	2168	4583
	5700100	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	0.50		0.50	0.50		0.50	1.0
	5700500	STUD SHEAR CONNECTORS	EACH	16413		16413	18315		18315	34728
	5900100	ALUMINUM RAILING, TYPE L	LIN FT	1329		1329	1629		1629	2958
	6100100	REINFORCEMENT BARS	POUND		447020	447020		365660	365660	812680
	6100200	REINFORCEMENT BARS, EPOXY COATED	POUND	513860	70000	583860	586880	54030	640910	1224770
	6130100	FURNISHING STEEL PILES HP12x53	LIN FT		7268	7268		9212	9212	16480
	6130110	FURNISHING STEEL PILES HP12x63	LIN FT		5069	5069		3482	3482	8551
	6130200	FURNISHING STEEL PILES HP14x117	LIN FT					550	550	550
	6137100	DRIVING STEEL PILES	LIN FT		12337	12337		13244	13244	25581
	6138600	TEST PILE STEEL HP12x53	EACH		8	8		10	10	18
	6138610	TEST PILE STEEL HP12x63	EACH		4	4		4	4	8
	6138100	TEST PILE STEEL HP14x117	EACH					2	2	2
	6139600	METAL SHOES	EACH		287	287		305	305	592
	6140100	NAME PLATES	EACH	1		1	1		1	2
	6180300	SLOPE WALL 6 INCH	SQ YD					130	130	130
	6350300	PIPE HANDRAIL, SPECIAL	LIN FT				394		394	394
	X0300973	VIBRATION MONITORING	L SUM		1	1				1
	X0301711	BRIDGE SCUPPER, TYPE "A"	EACH	6		6				6
	X0301712	BRIDGE SCUPPER, TYPE "B"	EACH	7		7	17		17	24
	X0301743	FLOATING BEARINGS, FIXED (390.0 KIPS)	EACH				23		23	23
	X0301744	FLOATING BEARINGS, FIXED (375.0 KIPS)	EACH	7		7				7
	X0301745	FLOATING BEARINGS, FIXED (470.0 KIPS)	EACH	9		9				9
	X0301746	FLOATING BEARINGS, NON-GUIDED EXPANSION (180.0 KIPS)	EACH				12		12	12
	X0301747	FLOATING BEARINGS, NON-GUIDED EXPANSION (185.0 KIPS)	EACH	8		8				8
	X0301748	FLOATING BEARINGS, NON-GUIDED EXPANSION (190.0 KIPS)	EACH	4		4				4
	X0301749	FLOATING BEARINGS, NON-GUIDED EXPANSION (400.0 KIPS)	EACH				16		16	16
	X0301750	FLOATING BEARINGS, NON-GUIDED EXPANSION (440.0 KIPS)	EACH	8		8				8
	X0301751	FLOATING BEARINGS, GUIDED EXPANSION (180.0 KIPS)	EACH				10		10	10
	X0301752	FLOATING BEARINGS, GUIDED EXPANSION (185.0 KIPS)	EACH	6		6				6
	X0301753	FLOATING BEARINGS, GUIDED EXPANSION (190.0 KIPS)	EACH	14		14				14
	X0301754	FLOATING BEARINGS, GUIDED EXPANSION (440.0 KIPS)	EACH	6		6				6
	X0317300	STEEL GRATING	SQ FT				441		441	441
	X0902600	FLOATING BEARINGS, GUIDED EXPANSION (400.0 KIPS)	EACH				12		12	12
	X4172800	BRIDGE DECK GROOVING	SQ YD	4834		834	5654		5654	10488
	Z0010720	BRIDGE SEAT SEALER	L SUM		0.59	0.59		0.41	0.41	1.0
	Z0101880	DRAINAGE SYSTEM	L SUM		0.58	0.58		0.42	0.42	1.0
	Z0102775	GEOCOMPOSITE WALL DRAIN	SQ YD		340	340				340
	Z0103439	MODULAR EXPANSION JOINT 9"	LIN FT				77		77	77
	Z0103439	MODULAR EXPANSION JOINT 12"	LIN FT	77		77	77		77	154
	Z0104730	PROTECTIVE SHIELD	SQ YD	3000		3000	230		230	3230
	Z0048667	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM		1	1				1

** INCLUDES DECK SURFACE



SUPERELEVATION SLOPE TRANSITIONS
AT WEST APPROACH



SUPERELEVATION SLOPE TRANSITIONS
AT EAST APPROACH

STATION 25+20
BUILT 19__ BY
STATE OF ILLINOIS
F.A.U. RT. 6713 SEC. 50
F.A. PROJ. BRM-5093(61)
LOADING HS20
STR. NO. 090-0122

NAME PLATE

NOTES:

1. FOR NAME PLATE AND LETTERING SIZES SEE STD. 2113-2
2. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
TOTAL BILL OF MATERIAL & MISC. DET.

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ASG-03		1-09-92	112

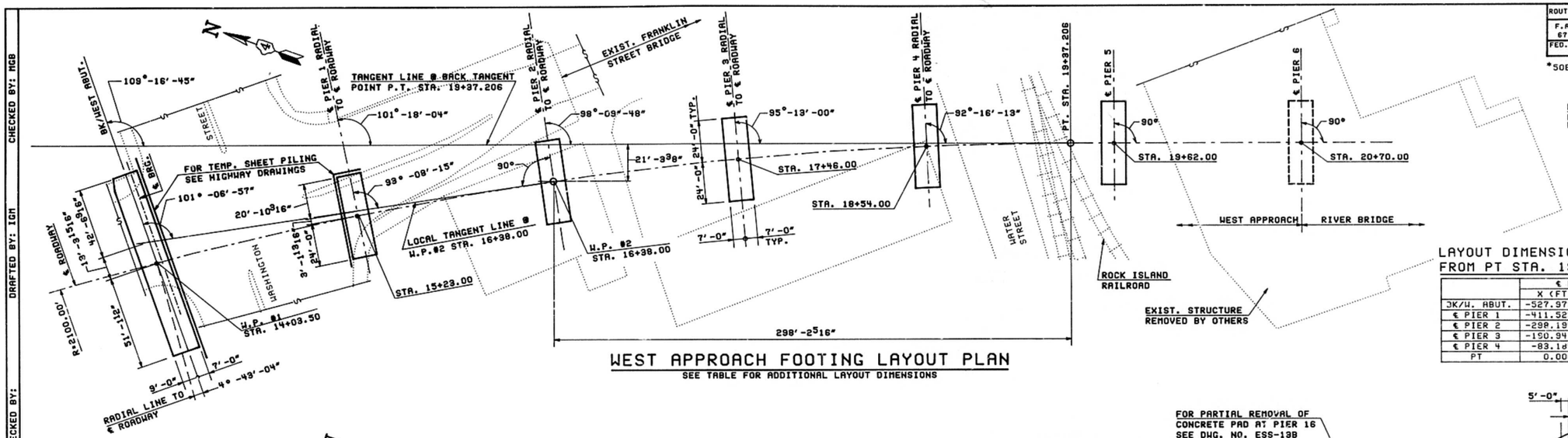
ESTIMATED BY:TV CHECKED BY:THH DRAFTED BY:IGM CHECKED BY:NJR
DESIGNED BY:MGB CHECKED BY:NJR
IN CHARGE:PCW

Rev.

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	113	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F, E-1, D & P

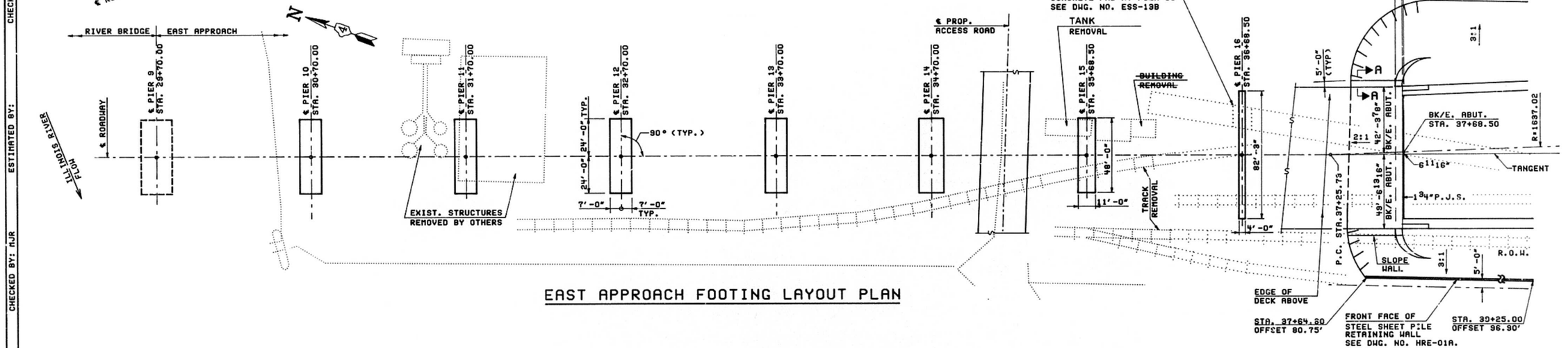


WEST APPROACH FOOTING LAYOUT PLAN

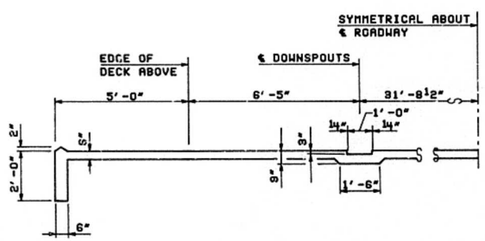
SEE TABLE FOR ADDITIONAL LAYOUT DIMENSIONS

LAYOUT DIMENSIONS
FROM PT STA. 19+37.206

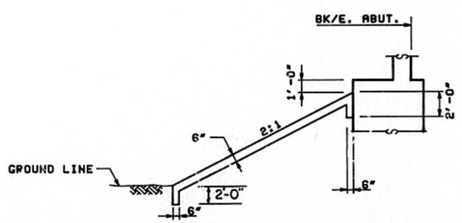
	℄ ROADWAY		TANGENT LINE	
	X (FT)	Y (FT)	X (FT)	Y (FT)
BK/W. ABUT.	-527.979	-67.455	-551.574	0.000
℄ PIER 1	-411.525	-40.717	-419.662	0.000
℄ PIER 2	-298.184	-21.279	-301.247	0.000
℄ PIER 3	-190.941	-8.699	-191.736	0.000
℄ PIER 4	-83.184	-1.648	-83.249	0.000
PT	0.000	0.000	0.000	0.000



EAST APPROACH FOOTING LAYOUT PLAN



SECTION A-A



SECTION THRU SLOPEWALL @ EAST ABUTMENT

NOTES:
1. SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 6"x6"-W4.0xW4.0, WEIGHING 58 LBS. PER 100 SQ. FT.

BILL OF MATERIAL

ITEM	UNIT	PEORIA COUNTY WEST APPR.	TAZEWELL COUNTY EAST APPR.
SLOPE WALL 6 INCH	SQ. YD.	-	360

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
SUB-STRUCTURE LAYOUT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ASG-04		1-10-92	113

DRAFTED BY: ICH
DESIGNED BY: MGB
ESTIMATED BY:
CHECKED BY:
CHECKED BY: MGB
CHECKED BY: NJR
IN CHARGE: PCW

Rev.

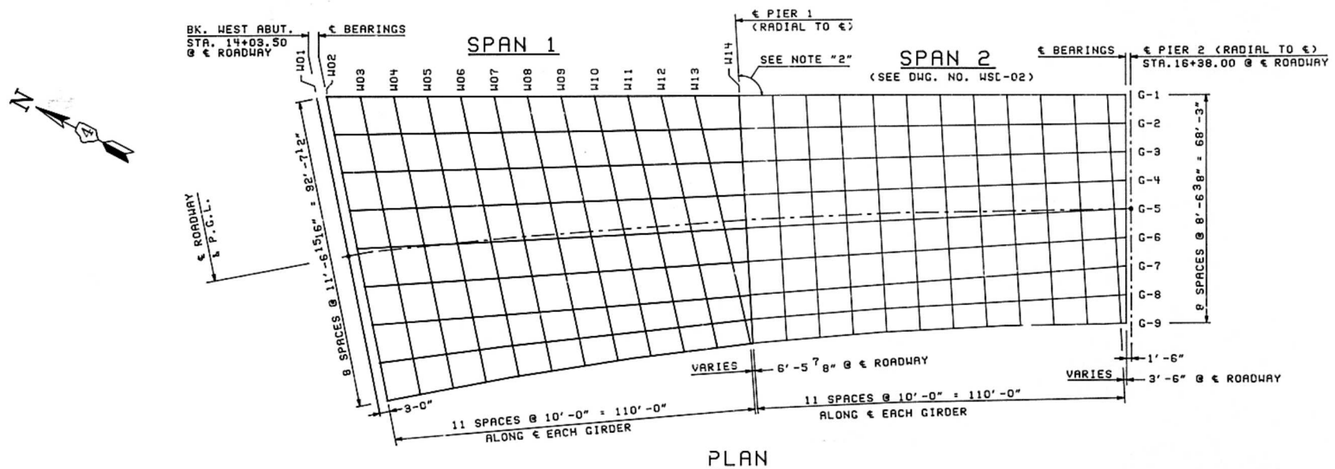
D C B A 0 A B C D

TAMERAN

ESTIMATED BY: | CHECKED BY: | DRAFTED BY: IGM | DESIGNED BY: RJR | CHECKED BY: | IN CHARGE: PCW

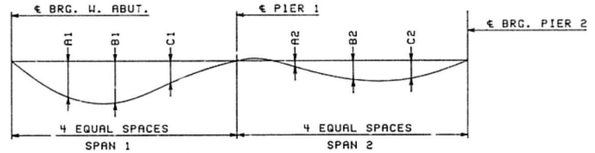
*SDB-3-11; SD-2; (SD)FAE-1, D AND P

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	114	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W01	G-1	13+99.632	-47.947	497.473	497.473
	G-2	14+00.550	-36.368	497.204	497.204
	G-3	14+01.478	-24.789	496.936	496.936
	G-4	14+02.417	-13.209	496.668	496.668
	G-5	14+03.366	-1.630	496.400	496.400
	℄	14+03.500	0.000	496.362	496.362
	G-6	14+04.325	9.950	496.132	496.132
	G-7	14+05.295	21.530	495.864	495.864
	G-8	14+06.289	33.262	495.593	495.593
	G-9	14+07.295	44.997	495.323	495.323
W02	G-1	14+02.602	-47.603	497.532	497.532
	G-2	14+03.533	-36.063	497.264	497.264
	G-3	14+04.475	-24.522	496.997	496.997
	G-4	14+05.427	-12.982	496.730	496.730
	G-5	14+06.389	-1.442	496.463	496.463
	℄	14+06.510	0.000	496.430	496.430
	G-6	14+07.362	10.097	496.197	496.197
	G-7	14+08.346	21.635	495.930	495.930
	G-8	14+09.341	33.174	495.664	495.664
	G-9	14+10.347	44.711	495.399	495.399
W03	G-1	14+12.324	-46.308	497.724	497.779
	G-2	14+13.320	-35.090	497.461	497.514
	G-3	14+14.326	-23.676	497.198	497.249
	G-4	14+15.342	-12.265	496.936	496.985
	G-5	14+16.367	-0.856	496.674	496.721
	℄	14+16.510	0.000	496.656	496.703
	G-6	14+17.401	10.550	496.412	496.457
	G-7	14+18.446	21.952	496.151	496.191
	G-8	14+19.496	32.876	495.901	495.938
	G-9	14+20.518	43.786	495.652	495.687
W04	G-1	14+22.056	-45.458	497.917	498.022
	G-2	14+23.116	-34.165	497.659	497.759
	G-3	14+24.185	-22.877	497.401	497.497
	G-4	14+25.263	-11.594	497.143	497.235
	G-5	14+26.348	-0.317	496.886	496.974
	℄	14+26.510	0.000	496.882	496.970
	G-6	14+27.445	10.955	496.629	496.713
	G-7	14+28.549	22.221	496.372	496.448
	G-8	14+29.650	32.574	496.138	496.207
	G-9	14+30.689	42.906	495.903	495.970
W05	G-1	14+31.797	-44.455	498.112	498.257
	G-2	14+32.920	-33.286	497.859	497.997
	G-3	14+34.051	-22.125	497.605	497.737
	G-4	14+35.190	-10.971	497.352	497.478
	℄	14+36.510	0.000	497.108	497.228
	G-5	14+36.337	0.174	497.099	497.220
	G-6	14+37.491	11.312	496.847	496.962
	G-7	14+38.654	22.492	496.595	496.698
	G-8	14+39.802	32.265	496.375	496.468
	G-9	14+40.860	42.066	496.154	496.244
W06	G-1	14+41.547	-43.498	498.309	498.479
	G-2	14+42.731	-32.453	498.059	498.222
	G-3	14+43.924	-21.419	497.810	497.965
	G-4	14+45.123	-10.395	497.562	497.710
	℄	14+46.510	0.000	497.333	497.473
	G-5	14+46.329	0.618	497.314	497.454
	G-6	14+47.542	11.622	497.066	497.200
	G-7	14+48.761	22.615	496.819	496.939
	G-8	14+49.952	31.959	496.612	496.720
	G-9	14+51.030	41.269	496.404	496.507
W07	G-1	14+51.305	-42.586	498.506	498.690
	G-2	14+52.551	-31.667	498.262	498.435
	G-3	14+53.803	-20.761	498.017	498.181
	G-4	14+55.061	-9.867	497.773	497.928
	℄	14+56.510	0.000	497.559	497.705
	G-5	14+56.325	1.015	497.530	497.677
	G-6	14+57.594	11.884	497.287	497.426
	G-7	14+58.869	22.740	497.044	497.168
	G-8	14+60.101	31.646	496.849	496.960
	G-9	14+61.199	40.513	496.652	496.758
W08	G-1	14+61.071	-41.722	498.705	498.865
	G-2	14+62.377	-30.928	498.465	498.634
	G-3	14+63.688	-20.149	498.225	498.385
	G-4	14+65.004	-9.385	497.986	498.135
	℄	14+66.510	0.000	497.785	497.925
	G-5	14+66.325	1.363	497.747	497.887
	G-6	14+67.650	12.097	497.509	497.640
	G-7	14+68.978	22.816	497.271	497.387
	G-8	14+70.248	31.329	497.086	497.190
	G-9	14+71.368	39.800	496.900	496.998
W09	G-1	14+70.846	-40.903	498.906	499.068
	G-2	14+72.210	-30.236	498.670	498.821
	G-3	14+73.578	-19.585	498.435	498.576
	G-4	14+74.951	-8.951	498.200	498.331
	℄	14+76.510	0.000	498.011	498.132
	G-5	14+76.327	1.665	497.965	498.088
	G-6	14+77.707	12.263	497.732	497.845
	G-7	14+79.088	22.844	497.498	497.597
	G-8	14+80.394	31.008	497.324	497.410
	G-9	14+81.537	39.129	497.146	497.228
W10	G-1	14+80.627	-40.132	499.107	499.242
	G-2	14+82.049	-29.590	498.876	499.000
	G-3	14+83.474	-19.067	498.645	498.759
	G-4	14+84.902	-8.534	498.415	498.515
	℄	14+86.510	0.000	498.237	498.331
	G-5	14+86.333	1.918	498.185	498.280
	G-6	14+87.765	12.381	497.956	498.043
	G-7	14+89.198	22.824	497.727	497.802
	G-8	14+90.537	30.683	497.561	497.625
	G-9	14+91.705	38.500	497.392	497.451
W11	G-1	14+90.415	-39.406	499.310	499.409
	G-2	14+91.893	-28.990	499.083	499.172
	G-3	14+93.374	-18.597	498.857	498.937
	G-4	14+94.856	-8.225	498.631	498.703
	℄	14+96.510	3.000	498.463	498.526
	G-5	14+96.340	2.124	498.406	498.470
	G-6	14+97.824	12.451	498.181	498.238
	G-7	14+99.308	22.757	497.957	498.004
	G-8	15+00.679	30.355	497.798	497.837
	G-9	15+01.873	37.913	497.636	497.671
W12	G-1	15+00.210	-38.727	499.515	499.576
	G-2	15+01.743	-28.438	499.292	499.346
	G-3	15+03.278	-18.173	499.070	499.116
	G-4	15+04.814	-7.933	498.849	498.888
	℄	15+06.510	0.000	498.689	498.722
	G-5	15+06.349	2.283	498.628	498.661
	G-6	15+07.884	12.474	498.408	498.436
	G-7	15+09.416	22.640	498.188	498.210
	G-8	15+10.820	30.023	498.036	498.052
	G-9	15+12.040	37.369	497.879	497.893
W13	G-1	15+10.011	-38.095	499.720	499.748
	G-2	15+11.598	-27.933	499.502	499.524
	G-3	15+13.186	-17.797	499.284	499.302
	G-4	15+14.774	-7.689	499.068	499.081
	℄	15+16.510	0.000	498.915	498.924
	G-5	15+16.350	2.393	498.852	498.861
	G-6	15+17.943	12.448	498.636	498.642
	G-7	15+19.523	22.476	498.421	498.425
	G-8	15+20.958	29.687	498.273	498.275
	G-9	15+22.207	36.867	498.122	498.122
W14	G-1	15+23.000	-37.329	499.995	499.995
	G-2	15+23.000	-27.407	499.746	499.746
	G-3	15+23.000	-17.471	499.498	499.498
	G-4	15+23.000	-7.522	499.249	499.249
	℄	15+23.000	0.000	499.061	499.061
	G-5	15+23.000	2.440	499.000	499.000
	G-6	15+23.000	12.417	498.751	498.751
	G-7	15+23.000	22.409	498.501	498.501
	G-8	15+23.000	29.619	498.321	498.321
	G-9	15+23.000	36.829	498.141	498.141

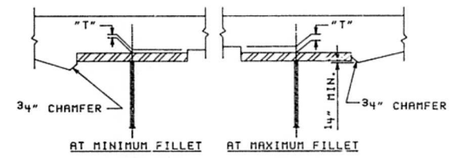


DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE SLAB & INITIAL SUPER-IMPOSED DEAD LOADS ONLY)

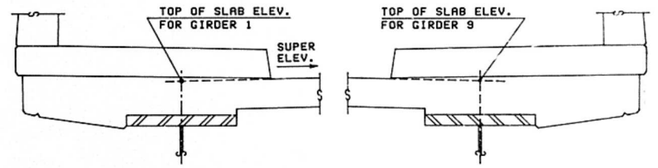
DIMENSIONS	G1	G2	G3	G4	G5	G6	G7	G8	G9
SPAN-1 (FT.)	123.25	121.56	119.90	118.26	116.63	115.03	113.44	112.01	110.18
A1 (IN.)	1 3/4	1 11/16	1 9/16	1 1/2	1 7/16	1 3/8	1 3/16	1 1/16	1
B1	2 1/8	2	1 15/16	1 13/16	1 11/16	1 5/8	1 7/16	1 5/16	1 1/4
C1	1 1/16	1	15/16	15/16	7/8	13/16	3/4	5/8	5/8
SPAN-2 (FT.)	115.50	114.95	114.43	113.93	113.45	112.98	112.53	112.06	111.63
A2 (IN.)	5/16	5/16	5/16	5/16	5/16	5/16	1/4	1/4	1/4
B2	15/16	15/16	15/16	15/16	7/8	7/8	13/16	3/4	3/4
C2	7/8	7/8	7/8	7/8	13/16	13/16	3/4	11/16	11/16

THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE DECK ELEVATIONS ADJUSTED FOR DEAD LOAD AS SHOWN.



FILLET HEIGHTS

TO DETERMINE "T": AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE GIRDERS SHALL BE TAKEN AT INTERVALS SHOWN IN THE TABLE. THESE ELEVATIONS SUBTRACTED FROM THE "ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION" SHOWN, MINUS SLAB THICKNESS EQUALS THE FILLET HEIGHTS "T" ABOVE THE TOP FLANGES OF GIRDERS.



TOP OF SLAB ELEVATION @ EXTERIOR GIRDER

NOTES:

1. ALL ELEVATIONS ARE AT TOP OF CONCRETE.
2. FOR LAYOUT DIMENSIONS SEE GIRDER LAYOUT PLAN & DETAILS, DWG. NO. WSP-02.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
DECK ELEVATIONS - SPAN 1

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

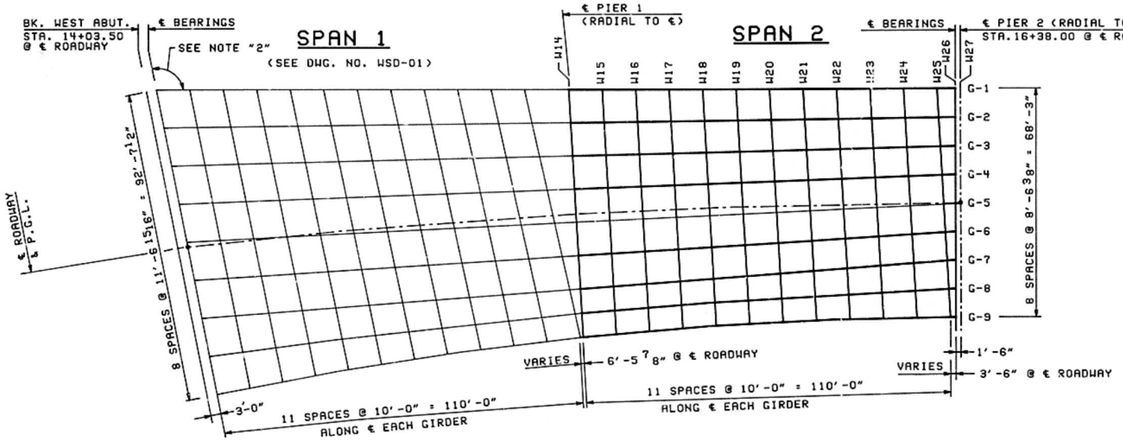
DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-01		Aug. 16, 1990	114

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	115	313
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

*508-3-1: 50-2: (50)F&E-1, D AND P



PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W14	G-1	15+23.000	-37.329	499.995	499.995
	G-2	15+23.000	-27.407	499.746	499.746
	G-3	15+23.000	-17.471	499.498	499.498
	G-4	15+23.000	-7.522	499.249	499.249
	℄	15+23.000	0.000	499.061	499.061
	G-5	15+23.000	2.440	499.000	499.000
	G-6	15+23.000	12.417	498.751	498.751
	G-7	15+23.000	22.409	498.501	498.501
	G-8	15+23.000	29.619	498.321	498.321
	G-9	15+23.000	36.829	498.141	498.141
W15	G-1	15+32.813	-36.805	500.203	500.203
	G-2	15+32.864	-27.002	499.959	499.959
	G-3	15+32.914	-17.189	499.715	499.715
	G-4	15+32.963	-7.364	499.470	499.470
	℄	15+33.000	0.000	499.287	499.287
	G-5	15+33.012	2.472	499.226	499.225
	G-6	15+33.059	12.320	498.980	498.980
	G-7	15+33.105	22.180	498.735	498.735
	G-8	15+33.136	29.279	498.558	498.558
	G-9	15+33.157	36.372	498.382	498.381
W16	G-1	15+42.631	-36.328	500.413	500.424
	G-2	15+42.732	-26.645	500.173	500.184
	G-3	15+42.831	-16.954	499.933	499.944
	G-4	15+42.928	-7.254	499.693	499.704
	℄	15+43.000	0.000	499.513	499.524
	G-5	15+43.023	2.455	499.452	499.463
	G-6	15+43.116	12.174	499.211	499.222
	G-7	15+43.207	21.903	498.970	498.980
	G-8	15+43.271	28.935	498.796	498.805
	G-9	15+43.333	35.958	498.622	498.631
W17	G-1	15+52.453	-35.897	500.624	500.654
	G-2	15+52.602	-26.335	500.388	500.418
	G-3	15+52.750	-16.766	500.152	500.181
	G-4	15+52.894	-7.191	499.916	499.945
	℄	15+53.000	0.000	499.739	499.767
	G-5	15+53.035	2.391	499.680	499.709
	G-6	15+53.172	11.981	499.443	499.472
	G-7	15+53.306	21.578	499.207	499.233
	G-8	15+53.404	28.587	499.033	499.058
	G-9	15+53.499	35.585	498.861	498.885
W18	G-1	15+62.278	-35.513	500.836	500.887
	G-2	15+62.476	-26.071	500.605	500.655
	G-3	15+62.670	-16.625	500.373	500.422
	G-4	15+62.860	-7.175	500.141	500.190
	℄	15+63.000	0.000	499.965	500.013
	G-5	15+63.045	2.280	499.909	499.957
	G-6	15+63.226	11.740	499.677	499.724
	G-7	15+63.402	21.205	499.444	499.480
	G-8	15+63.535	28.235	499.271	499.312
	G-9	15+63.665	35.255	499.089	499.139
W19	G-1	15+72.107	-35.176	501.050	501.119
	G-2	15+72.351	-25.855	500.823	500.891
	G-3	15+72.591	-16.532	500.595	500.662
	G-4	15+72.825	-7.207	500.367	500.434
	L.J.	15+72.902	-4.125	500.292	500.358
	G-5	15+73.054	2.120	500.139	500.205
	G-6	15+73.278	11.450	499.911	499.976
	G-7	15+73.494	20.784	499.682	499.743
	G-8	15+73.663	27.880	499.509	499.564
	G-9	15+73.831	34.967	499.335	499.390
W20	G-1	15+81.939	-34.886	501.265	501.347
	G-2	15+82.229	-25.685	501.041	501.123
	G-3	15+82.513	-16.486	500.818	500.898
	G-4	15+82.791	-7.286	500.594	500.673
	℄	15+83.000	0.000	500.417	500.495
	G-5	15+83.062	1.913	500.370	500.448
	G-6	15+83.326	11.113	500.146	500.223
	G-7	15+83.582	20.314	499.922	499.993
	G-8	15+83.791	27.521	499.746	499.811
	G-9	15+83.997	34.722	499.571	499.635
W21	G-1	15+91.773	-34.642	501.481	501.569
	G-2	15+92.107	-25.563	501.262	501.348
	G-3	15+92.435	-16.487	501.042	501.126
	G-4	15+92.755	-7.413	500.822	500.905
	℄	15+93.000	0.000	500.643	500.724
	G-5	15+93.067	1.659	500.603	500.684
	G-6	15+93.371	10.729	500.383	500.463
	G-7	15+93.665	19.797	500.163	500.236
	G-8	15+93.916	27.159	499.984	500.052
	G-9	15+94.162	34.518	499.806	499.872
W22	G-1	16+01.609	-34.445	501.698	501.781
	G-2	16+01.987	-25.488	501.483	501.564
	G-3	16+02.357	-16.535	501.267	501.347
	G-4	16+02.718	-7.587	501.052	501.129
	℄	16+03.000	0.000	500.868	500.945
	G-5	16+03.070	1.357	500.836	500.912
	G-6	16+03.412	10.296	500.620	500.695
	G-7	16+03.742	19.232	500.404	500.472
	G-8	16+04.039	26.793	500.222	500.284
	G-9	16+04.328	34.357	500.040	500.100
W23	G-1	16+11.447	-34.296	501.917	501.985
	G-2	16+11.867	-25.459	501.705	501.772
	G-3	16+12.278	-16.631	501.494	501.559
	G-4	16+12.679	-7.809	501.282	501.345
	℄	16+13.000	0.000	501.094	501.156
	G-5	16+13.069	1.007	501.071	501.132
	G-6	16+13.448	9.816	500.859	500.918
	G-7	16+13.814	18.619	500.647	500.701
	G-8	16+14.161	26.423	500.460	500.509
	G-9	16+14.493	34.238	500.272	500.320
W24	G-1	16+21.286	-34.193	502.136	502.182
	G-2	16+21.747	-25.478	501.929	501.973
	G-3	16+22.198	-16.773	501.721	501.763
	G-4	16+22.638	-8.078	501.514	501.554
	℄	16+23.000	0.000	501.320	501.359
	G-5	16+23.065	0.609	501.306	501.345
	G-6	16+23.480	9.288	501.099	501.135
	G-7	16+23.880	17.958	500.891	500.924
	G-8	16+24.280	26.049	500.698	500.727
	G-9	16+24.658	34.161	500.504	500.531
W25	G-1	16+31.126	-34.136	502.357	502.375
	G-2	16+31.627	-25.544	502.154	502.169
	G-3	16+32.117	-16.963	501.950	501.964
	G-4	16+32.594	-8.394	501.747	501.759
	℄	16+33.000	0.000	501.546	501.557
	G-5	16+33.057	0.164	501.543	501.554
	G-6	16+33.506	8.712	501.340	501.349
	G-7	16+33.939	17.250	501.136	501.143
	G-8	16+34.398	25.672	500.936	500.941
	G-9	16+34.823	34.127	500.734	500.738
W26	G-1	16+36.524	-34.125	502.479	502.479
	G-2	16+36.518	-25.594	502.266	502.266
	G-3	16+36.512	-17.063	502.052	502.052
	G-4	16+36.506	-8.531	501.839	501.839
℄ &	G-5	16+36.500	0.000	501.625	501.625
	G-6	16+36.494	8.531	501.412	501.412
	G-7	16+36.488	17.063	501.198	501.198
	G-8	16+36.481	25.594	500.985	500.985
	G-9	16+36.475	34.125	500.772	500.772
W27	G-1	16+38.000	-34.125	502.512	502.512
	G-2	16+38.000	-25.612	502.299	502.299
	G-3	16+38.000	-17.098	502.087	502.087
	G-4	16+38.000	-8.586	501.874	501.874
	G-5	16+38.000	-0.073	501.661	501.661
	℄	16+38.000	0.000	501.659	501.659
	G-6	16+38.000	8.439	501.448	501.448
	G-7	16+38.000	16.950	501.235	501.235
	G-8	16+38.000	25.537	501.021	501.021
	G-9	16+38.000	34.125	500.806	500.806

NOTES:

1. ALL ELEVATION ARE AT TOP OF CONCRETE.
2. FOR LAYOUT DIMENSIONS SEE GIRDER LAYOUT PLAN & DETAILS, DWG. NO. WSP-02.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
DECK ELEVATIONS - SPAN 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-02		Aug. 16, 1990	115

DRAFTED BY: IGM CHECKED BY: RJR
DESIGNED BY: RJR CHECKED BY: MGB
IN CHARGE: PCH ESTIMATED BY:

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	116	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

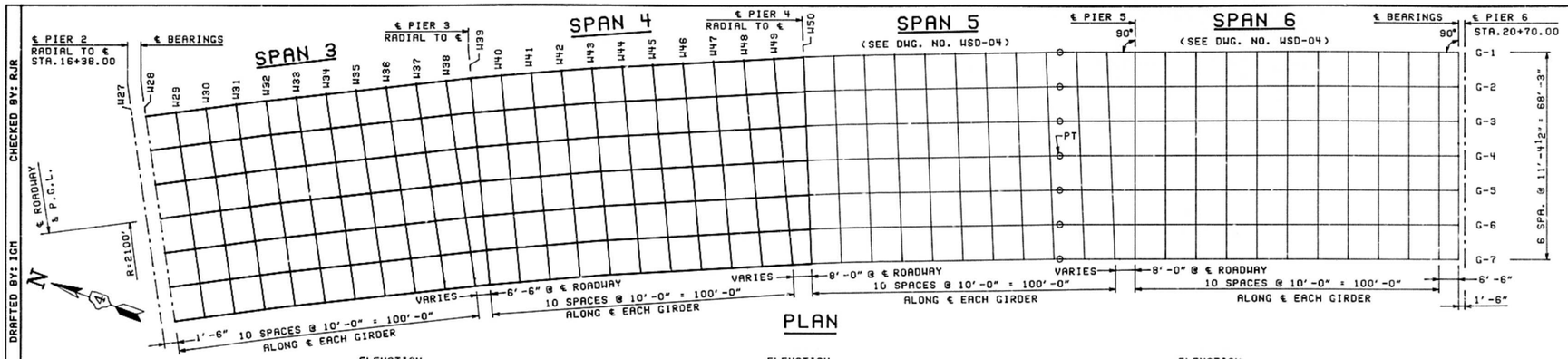
*508-3-1; 50-2; (50)F&E-1, D AND P

DRAFTED BY: IGM CHECKED BY: RJR

CHECKED BY:

DESIGNED BY: RJR CHECKED BY: MGB ESTIMATED BY:

IN CHARGE: PCH

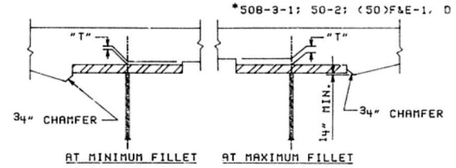


PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W27	G-1	16+38.000	-34.125	502.512	502.512
	G-2	16+38.000	-22.750	502.228	502.228
	G-3	16+38.000	-11.375	501.944	501.944
	G-4	16+38.000	0.000	501.659	501.659
	G-5	16+38.000	11.375	501.375	501.375
	G-6	16+38.000	22.750	501.090	501.090
	G-7	16+38.000	34.125	500.806	500.806
W28	G-1	16+39.476	-34.125	502.546	502.546
	G-2	16+39.484	-22.750	502.261	502.261
	G-3	16+39.492	-11.375	501.977	301.977
	G-4	16+39.500	0.000	501.693	501.693
	G-5	16+39.508	11.375	501.409	501.409
	G-6	16+39.516	22.750	501.125	501.125
	G-7	16+39.525	34.125	500.841	500.841
W29	G-1	16+49.316	-34.125	502.768	502.813
	G-2	16+49.377	-22.750	502.485	502.529
	G-3	16+49.438	-11.375	502.202	502.245
	G-4	16+49.500	0.000	501.919	501.961
	G-5	16+49.563	11.375	501.636	501.678
	G-6	16+49.626	22.750	501.353	501.394
	G-7	16+49.690	34.125	501.070	501.110
W30	G-1	16+59.156	-34.125	502.990	503.074
	G-2	16+59.270	-22.750	502.708	502.790
	G-3	16+59.384	-11.375	502.427	502.507
	G-4	16+59.500	0.000	502.145	502.224
	G-5	16+59.617	11.375	501.863	501.941
	G-6	16+59.735	22.750	501.581	501.658
	G-7	16+59.855	34.125	501.300	501.375
W31	G-1	16+68.996	-34.125	503.210	503.325
	G-2	16+69.162	-22.750	502.932	503.042
	G-3	16+69.330	-11.375	502.651	502.759
	G-4	16+69.500	0.000	502.371	502.477
	G-5	16+69.672	11.375	502.090	502.194
	G-6	16+69.845	22.750	501.810	501.912
	G-7	16+70.020	34.125	501.529	501.629
W32	G-1	16+78.836	-34.125	503.435	503.563
	G-2	16+79.055	-22.750	503.155	503.281
	G-3	16+79.276	-11.375	502.876	502.999
	G-4	16+79.500	0.000	502.597	502.717
	G-5	16+79.726	11.375	502.317	502.435
	G-6	16+79.954	22.750	502.038	502.154
	G-7	16+80.186	34.125	501.759	501.872
W33	G-1	16+88.677	-34.125	503.657	503.788
	G-2	16+88.948	-22.750	503.379	503.507
	G-3	16+89.223	-11.375	503.101	503.225
	G-4	16+89.500	0.000	502.823	502.944
	G-5	16+89.781	11.375	502.544	502.663
	G-6	16+90.064	22.750	502.267	502.383
	G-7	16+90.351	34.125	501.989	502.102
W34	G-1	16+98.517	-34.125	503.879	504.000
	G-2	16+98.841	-22.750	503.602	503.719
	G-3	16+99.169	-11.375	503.325	503.439
	G-4	16+99.500	0.000	503.048	503.159
	G-5	16+99.835	11.375	502.772	502.879
	G-6	17+00.173	22.750	502.495	502.599
	G-7	17+00.516	34.125	502.218	502.320

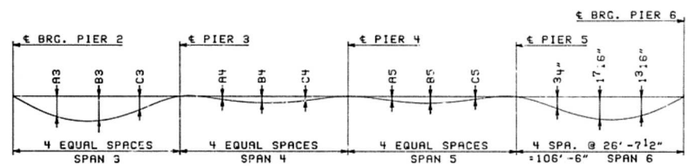
LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W35	G-1	17+08.357	-34.125	504.102	504.200
	G-2	17+08.734	-22.750	503.826	503.921
	G-3	17+09.115	-11.375	503.550	503.642
	G-4	17+09.500	0.000	503.274	503.364
	G-5	17+09.889	11.375	502.999	503.085
	G-6	17+10.283	22.750	502.723	502.806
	G-7	17+10.681	34.125	502.448	502.528
W36	G-1	17+18.197	-34.125	504.324	504.394
	G-2	17+18.626	-22.750	504.049	504.116
	G-3	17+19.061	-11.375	503.775	503.839
	G-4	17+19.500	0.000	503.500	503.562
	G-5	17+19.944	11.375	503.226	503.285
	G-6	17+20.393	22.750	502.952	503.008
	G-7	17+20.846	34.125	502.677	502.732
W37	G-1	17+28.037	-34.125	504.546	504.586
	G-2	17+28.519	-22.750	504.273	504.310
	G-3	17+29.007	-11.375	503.999	504.035
	G-4	17+29.500	0.000	503.726	503.760
	G-5	17+29.998	11.375	503.453	503.484
	G-6	17+30.502	22.750	503.180	503.209
	G-7	17+31.011	34.125	502.907	502.935
W38	G-1	17+37.877	-34.125	504.768	504.783
	G-2	17+38.412	-22.750	504.496	504.509
	G-3	17+38.953	-11.375	504.224	504.235
	G-4	17+39.500	0.000	503.952	503.962
	G-5	17+40.053	11.375	503.680	503.689
	G-6	17+40.612	22.750	503.408	503.416
	G-7	17+41.177	34.125	503.137	503.143
W39	G-1	17+46.000	-34.125	504.952	504.952
	G-2	17+46.000	-22.750	504.668	504.668
	G-3	17+46.000	-11.375	504.383	504.383
	G-4	17+46.000	0.000	504.099	504.099
	G-5	17+46.000	11.375	503.815	503.815
	G-6	17+46.000	22.750	503.530	503.530
	G-7	17+46.000	34.125	503.246	503.246
W40	G-1	17+55.840	-34.125	505.174	505.171
	G-2	17+55.893	-22.750	504.891	504.888
	G-3	17+55.946	-11.375	504.608	504.605
	G-4	17+56.000	0.000	504.325	504.322
	G-5	17+56.054	11.375	504.042	504.039
	G-6	17+56.109	22.750	503.759	503.756
	G-7	17+56.165	34.125	503.475	503.473
W41	G-1	17+65.680	-34.125	505.397	505.400
	G-2	17+65.786	-22.750	505.115	505.118
	G-3	17+65.892	-11.375	504.833	504.836
	G-4	17+66.000	0.000	504.551	504.554
	G-5	17+66.109	11.375	504.269	504.272
	G-6	17+66.219	22.750	503.987	503.990
	G-7	17+66.330	34.125	503.705	503.708
W42	G-1	17+75.520	-34.125	505.619	505.633
	G-2	17+75.678	-22.750	505.338	505.352
	G-3	17+75.838	-11.375	505.057	505.071
	G-4	17+76.000	0.000	504.777	504.790
	G-5	17+76.163	11.375	504.496	504.509
	G-6	17+76.329	22.750	504.215	504.228
	G-7	17+76.496	34.125	503.935	503.948

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W43	G-1	17+85.360	-34.125	505.841	505.866
	G-2	17+85.571	-22.750	505.561	505.586
	G-3	17+85.785	-11.375	505.282	505.306
	G-4	17+86.000	0.000	505.002	505.026
	G-5	17+86.218	11.375	504.723	504.747
	G-6	17+86.438	22.750	504.444	504.467
	G-7	17+86.661	34.125	504.164	504.187
W44	G-1	17+95.200	-34.125	506.063	506.097
	G-2	17+95.464	-22.750	505.785	505.818
	G-3	17+95.731	-11.375	505.507	505.539
	G-4	17+96.000	0.000	505.228	505.260
	G-5	17+96.272	11.375	504.950	504.981
	G-6	17+96.548	22.750	504.672	504.703
	G-7	17+96.826	34.125	504.394	504.424
W45	G-1	18+05.041	-34.125	506.286	506.322
	G-2	18+05.357	-22.750	506.009	506.044
	G-3	18+05.677	-11.375	505.731	505.766
	G-4	18+06.000	0.000	505.454	505.489
	G-5	18+06.327	11.375	505.177	505.211
	G-6	18+06.657	22.750	504.900	504.933
	G-7	18+06.991	34.125	504.624	504.655
W46	G-1	18+14.881	-34.125	506.508	506.542
	G-2	18+15.250	-22.750	506.232	506.265
	G-3	18+15.623	-11.375	505.956	505.988
	G-4	18+16.000	0.000	505.680	505.712
	G-5	18+16.381	11.375	505.404	505.435
	G-6	18+16.767	22.750	505.129	505.158
	G-7	18+17.156	34.125	504.853	504.882
W47	G-1	18+24.721	-34.125	506.730	506.757
	G-2	18+25.143	-22.750	506.455	506.481
	G-3	18+25.569	-11.375	506.181	506.205
	G-4	18+26.000	0.000	505.906	505.930
	G-5	18+26.436	11.375	505.632	505.654
	G-6	18+26.876	22.750	505.357	505.379
	G-7	18+27.322	34.125	505.083	505.103
W48	G-1	18+34.561	-34.125	506.953	506.968
	G-2	18+35.035	-22.750	506.679	506.694
	G-3	18+35.515	-11.375	506.405	506.419
	G-4	18+36.000	0.000	506.132	506.145
	G-5	18+36.490	11.375	505.859	505.871
	G-6	18+36.986	22.750	505.585	505.597
	G-7	18+37.487	34.125	505.312	505.323
W49	G-1	18+44.401	-34.125	507.175	507.180
	G-2	18+44.928	-22.750	506.902	506.907
	G-3	18+45.461	-11.375	506.630	506.634
	G-4	18+46.000	0.000	506.358	506.361
	G-5	18+46.545	11.375	506.086	506.089
	G-6	18+47.095	22.750	505.814	505.816
	G-7	18+47.652	34.125	505.542	505.544
W50	G-1	18+54.000	-34.125	507.392	507.392
	G-2	18+54.000	-22.750	507.107	507.107
	G-3	18+54.000	-11.375	506.823	506.823
	G-4	18+54.000	0.000	506.539	506.539
	G-5	18+54.000	11.375	506.254	506.254
	G-6	18+54.000	22.750	505.970	505.970
	G-7	18+54.000	34.125	505.685	505.685



FILLET HEIGHTS

TO DETERMINE "T": AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE GIRDERS SHALL BE TAKEN AT INTERVALS SHOWN. THESE ELEVATIONS SUBTRACTED FROM THE "ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION" SHOWN, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "T" ABOVE TOP FLANGES OF GIRDERS.

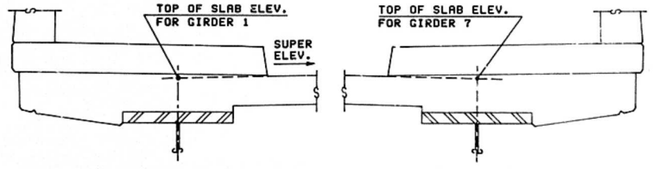


DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE SLAB & INITIAL SUPER-IMPOSED DEAD LOADS ONLY)

DIMENSIONS	G1	G2	G3	G4	G5	G6	G7
SPAN-3 (FT.)	108.26	107.67	107.09	106.50	105.92	105.33	104.75
A3 (IN.)	1 1/4	1 1/4	1 3/16	1 3/16	1 1/8	1 1/8	1 1/8
B3	1 9/16	1 1/2	1 1/2	1 7/16	1 3/8	1 3/8	1 5/16
C3	13/16	3/4	3/4	3/4	3/4	11/16	11/16
SPAN-4 (FT.)	109.76	109.17	108.54	108.00	107.42	106.83	106.25
A4 (IN.)	1/8	1/8	1/8	1/8	1/8	1/8	1/8
B4	7/16	7/16	7/16	7/16	3/8	3/8	3/8
C4	5/16	5/16	1/4	1/4	1/4	1/4	1/4
SPAN-5 (FT.)	109.35	108.90	108.45	108.00	107.55	107.10	106.65
A5	5/16	5/16	5/16	5/16	1/4	1/4	1/4
B5	7/16	7/16	7/16	7/16	7/16	7/16	3/8
C5	1/8	1/8	1/8	1/8	1/8	1/8	1/8

THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE DECK ELEVATIONS ADJUSTED FOR DEAD LOAD AS SHOWN.



TOP OF SLAB ELEVATIONS @ EXTERIOR GIRDER

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
DECK ELEVATIONS - SPANS 3 & 4

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

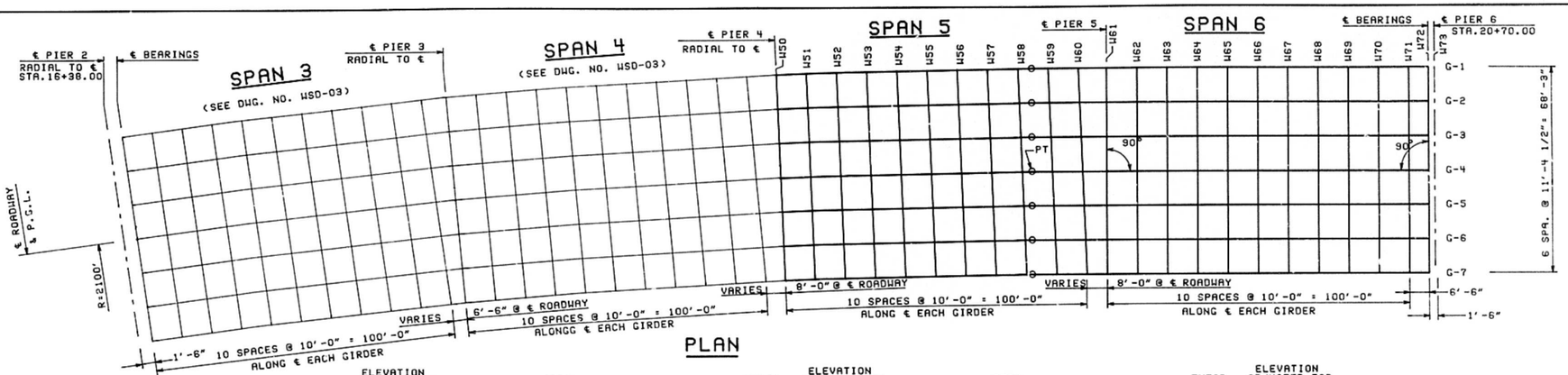
DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-03		Aug. 16, 1990	116

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	117	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P



PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W50	G-1	18+54.000	-34.125	507.392	507.392
	G-2	18+54.000	-22.750	507.107	507.107
	G-3	18+54.000	-11.375	506.823	506.823
	G-4	18+54.000	0.000	506.539	506.539
	G-5	18+54.000	11.375	506.254	506.254
	G-6	18+54.000	22.750	505.970	505.970
	G-7	18+54.000	34.125	505.685	505.685
W51	G-1	18+63.840	-34.125	507.614	507.619
	G-2	18+63.893	-22.750	507.331	507.336
	G-3	18+63.946	-11.375	507.048	507.053
	G-4	18+64.000	0.000	506.764	506.770
	G-5	18+64.054	11.375	506.481	506.487
	G-6	18+64.109	22.750	506.198	506.203
	G-7	18+64.165	34.125	505.915	505.920
W52	G-1	18+73.680	-34.125	507.811	507.827
	G-2	18+73.786	-22.750	507.537	507.553
	G-3	18+73.892	-11.375	507.263	507.279
	G-4	18+74.000	0.000	506.990	507.006
	G-5	18+74.109	11.375	506.718	506.734
	G-6	18+74.219	22.750	506.446	506.462
	G-7	18+74.330	34.125	506.175	506.190
W53	G-1	18+83.520	-34.125	507.965	507.992
	G-2	18+83.678	-22.750	507.714	507.741
	G-3	18+83.838	-11.375	507.465	507.492
	G-4	18+84.000	0.000	507.216	507.243
	G-5	18+84.163	11.375	506.968	506.995
	G-6	18+84.329	22.750	506.721	506.747
	G-7	18+84.496	34.125	506.475	506.501
W54	G-1	18+93.360	-34.125	508.118	508.154
	G-2	18+93.571	-22.750	507.892	507.927
	G-3	18+93.785	-11.375	507.667	507.701
	G-4	18+94.000	0.000	507.442	507.476
	G-5	18+94.218	11.375	507.219	507.252
	G-6	18+94.438	22.750	506.997	507.030
	G-7	18+94.661	34.125	506.776	506.808
W55	G-1	19+03.200	-34.125	508.272	508.310
	G-2	19+03.464	-22.750	508.069	508.107
	G-3	19+03.731	-11.375	507.868	507.905
	G-4	19+04.000	0.000	507.668	507.704
	G-5	19+04.272	11.375	507.469	507.504
	G-6	19+04.548	22.750	507.272	507.307
	G-7	19+04.826	34.125	507.076	507.110
W56	G-1	19+13.041	-34.125	508.426	508.461
	G-2	19+13.357	-22.750	508.247	508.281
	G-3	19+13.677	-11.375	508.070	508.103
	G-4	19+14.000	0.000	507.894	507.927
	G-5	19+14.327	11.375	507.720	507.751
	G-6	19+14.657	22.750	507.547	507.578
	G-7	19+14.991	34.125	507.376	507.406
W57	G-1	19+22.881	-34.125	508.580	508.607
	G-2	19+23.250	-22.750	508.425	508.451
	G-3	19+23.623	-11.375	508.272	508.296
	G-4	19+24.000	0.000	508.120	508.144
	G-5	19+24.381	11.375	507.951	507.974
	G-6	19+24.767	22.750	507.782	507.804
	G-7	19+25.156	34.125	507.613	507.634
W58	G-1	19+32.721	-34.125	508.734	508.750
	G-2	19+33.143	-22.750	508.603	508.617
	G-3	19+33.569	-11.375	508.473	508.487
	G-4	19+34.000	0.000	508.346	508.359
	G-5	19+34.436	11.375	508.178	508.190
	G-6	19+34.876	22.750	508.010	508.022
	G-7	19+35.322	34.125	507.842	507.853
W59	G-1	19+42.648	-34.125	508.890	508.894
	G-2	19+43.099	-22.750	508.782	508.785
	G-3	19+43.549	-11.375	508.676	508.679
	G-4	19+44.000	0.000	508.572	508.574
	G-5	19+44.451	11.375	508.404	508.406
	G-6	19+44.901	22.750	508.237	508.238
	G-7	19+45.352	34.125	508.069	508.070
W60	G-1	19+52.648	-34.125	509.046	509.044
	G-2	19+53.099	-22.750	508.961	508.959
	G-3	19+53.549	-11.375	508.878	508.876
	G-4	19+54.000	0.000	508.797	508.795
	G-5	19+54.451	11.375	508.630	508.628
	G-6	19+54.901	22.750	508.462	508.460
	G-7	19+55.352	34.125	508.295	508.292
W61	G-1	19+62.000	-34.125	509.193	509.193
	G-2	19+62.000	-22.750	509.121	509.121
	G-3	19+62.000	-11.375	509.050	509.050
	G-4	19+62.000	0.000	508.978	508.978
	G-5	19+62.000	11.375	508.801	508.801
	G-6	19+62.000	22.750	508.623	508.623
	G-7	19+62.000	34.125	508.445	508.445
W62	G-1	19+72.000	-34.125	509.350	509.366
	G-2	19+72.000	-22.750	509.301	509.318
	G-3	19+72.000	-11.375	509.253	509.269
	G-4	19+72.000	0.000	509.204	509.221
	G-5	19+72.000	11.375	509.026	509.043
	G-6	19+72.000	22.750	508.849	508.866
	G-7	19+72.000	34.125	508.671	508.688
W63	G-1	19+82.000	-34.125	509.506	509.548
	G-2	19+82.000	-22.750	509.481	509.523
	G-3	19+82.000	-11.375	509.455	509.498
	G-4	19+82.000	0.000	509.430	509.472
	G-5	19+82.000	11.375	509.252	509.294
	G-6	19+82.000	22.750	509.075	509.117
	G-7	19+82.000	34.125	508.897	508.939
W64	G-1	19+92.000	-34.125	509.663	509.733
	G-2	19+92.000	-22.750	509.661	509.731
	G-3	19+92.000	-11.375	509.658	509.729
	G-4	19+92.000	0.000	509.656	509.727
	G-5	19+92.000	11.375	509.478	509.549
	G-6	19+92.000	22.750	509.301	509.371
	G-7	19+92.000	34.125	509.123	509.193
W65	G-1	20+02.000	-34.125	509.819	509.916
	G-2	20+02.000	-22.750	509.840	509.936
	G-3	20+02.000	-11.375	509.861	509.957
	G-4	20+02.000	0.000	509.882	509.978
	G-5	20+02.000	11.375	509.704	509.800
	G-6	20+02.000	22.750	509.526	509.623
	G-7	20+02.000	34.125	509.349	509.445
W66	G-1	20+12.000	-34.125	509.976	510.091
	G-2	20+12.000	-22.750	510.020	510.134
	G-3	20+12.000	-11.375	510.064	510.178
	G-4	20+12.000	0.000	510.108	510.222
	G-5	20+12.000	11.375	509.930	510.044
	G-6	20+12.000	22.750	509.752	509.867
	G-7	20+12.000	34.125	509.575	509.689
W67	G-1	20+22.000	-34.125	510.133	510.254
	G-2	20+22.000	-22.750	510.200	510.321
	G-3	20+22.000	-11.375	510.267	510.388
	G-4	20+22.000	0.000	510.334	510.455
	G-5	20+22.000	11.375	510.156	510.277
	G-6	20+22.000	22.750	509.979	510.100
	G-7	20+22.000	34.125	509.800	509.922
W68	G-1	20+32.000	-34.125	510.289	510.405
	G-2	20+32.000	-22.750	510.379	510.496
	G-3	20+32.000	-11.375	510.470	510.586
	G-4	20+32.000	0.000	510.560	510.676
	G-5	20+32.000	11.375	510.382	510.498
	G-6	20+32.000	22.750	510.204	510.320
	G-7	20+32.000	34.125	510.026	510.142
W69	G-1	20+42.000	-34.125	510.446	510.543
	G-2	20+42.000	-22.750	510.559	510.657
	G-3	20+42.000	-11.375	510.672	510.770
	G-4	20+42.000	0.000	510.785	510.883
	G-5	20+42.000	11.375	510.608	510.705
	G-6	20+42.000	22.750	510.430	510.527
	G-7	20+42.000	34.125	510.252	510.350
W70	G-1	20+52.000	-34.125	510.603	510.669
	G-2	20+52.000	-22.750	510.739	510.806
	G-3	20+52.000	-11.375	510.875	510.942
	G-4	20+52.000	0.000	511.011	511.078
	G-5	20+52.000	11.375	510.834	510.900
	G-6	20+52.000	22.750	510.656	510.723
	G-7	20+52.000	34.125	510.478	510.545
W71	G-1	20+62.000	-34.125	510.759	510.787
	G-2	20+62.000	-22.750	510.919	510.946
	G-3	20+62.000	-11.375	511.078	511.106
	G-4	20+62.000	0.000	511.237	511.265
	G-5	20+62.000	11.375	511.060	511.087
	G-6	20+62.000	22.750	510.882	510.909
	G-7	20+62.000	34.125	510.704	510.732
W72	G-1	20+68.500	-34.125	510.861	510.861
	G-2	20+68.500	-22.750	511.036	511.036
	G-3	20+68.500	-11.375	511.210	511.210
	G-4	20+68.500	0.000	511.384	511.384
	G-5	20+68.500	11.375	511.206	511.206
	G-6	20+68.500	22.750	511.029	511.029
	G-7	20+68.500	34.125	510.851	510.851
W73	G-1	20+70.000	-34.125	510.885	510.885
	G-2	20+70.000	-22.750	511.063	511.063
	G-3	20+70.000	-11.375	511.240	511.240
	G-4	20+70.000	0.000	511.418	511.418
	G-5	20+70.000	11.375	511.240	511.240
	G-6	20+70.000	22.750	511.063	511.063
	G-7	20+70.000	34.125	510.885	510.885

NOTE:
ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH -STEEL
DECK ELEVATIONS - SPANS 5 & 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

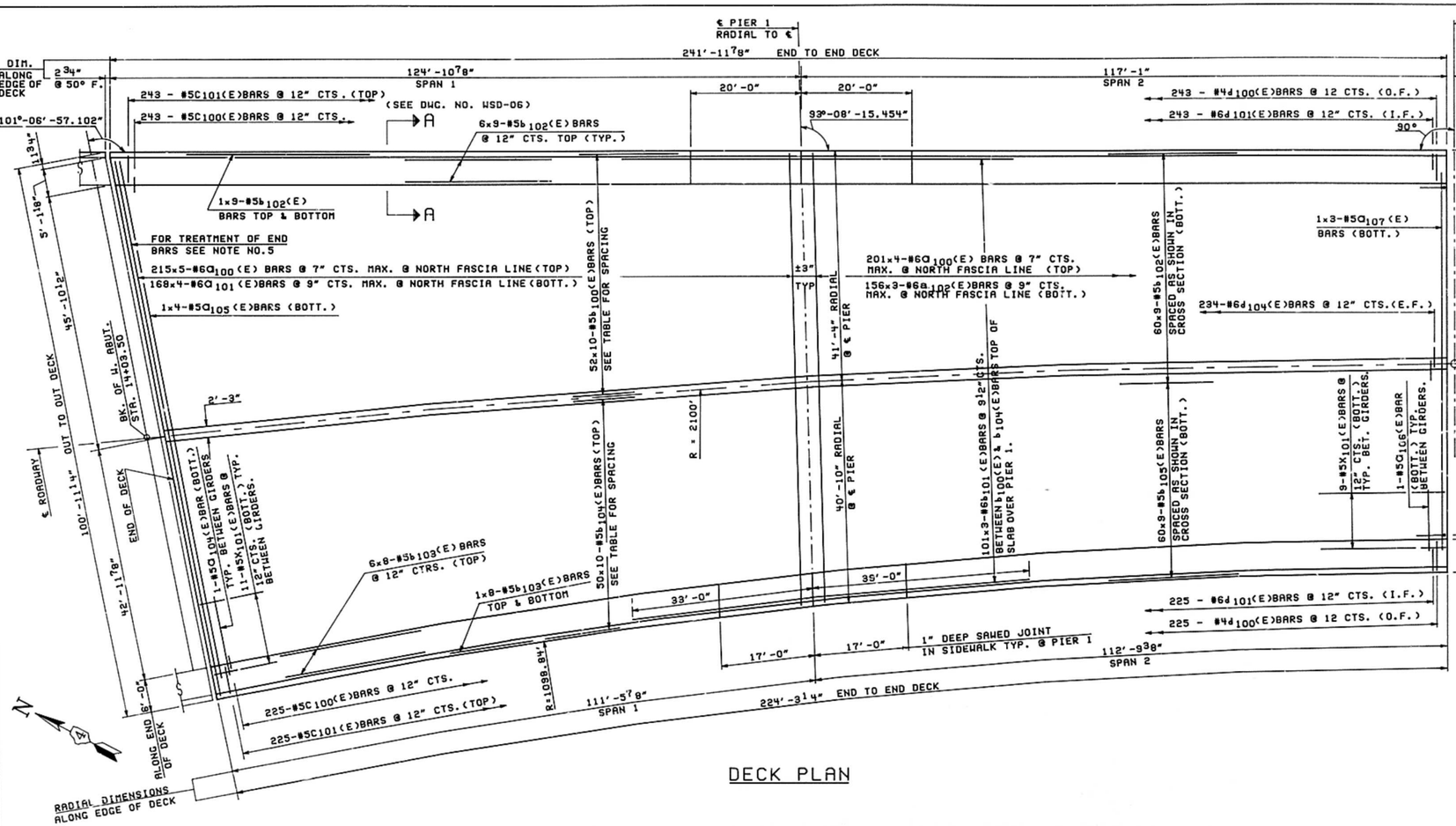
DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-04		Aug. 16, 1990	117

IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: MGB ESTIMATED BY:
CHECKED BY: DRAFTED BY: IGM CHECKED BY: RJR

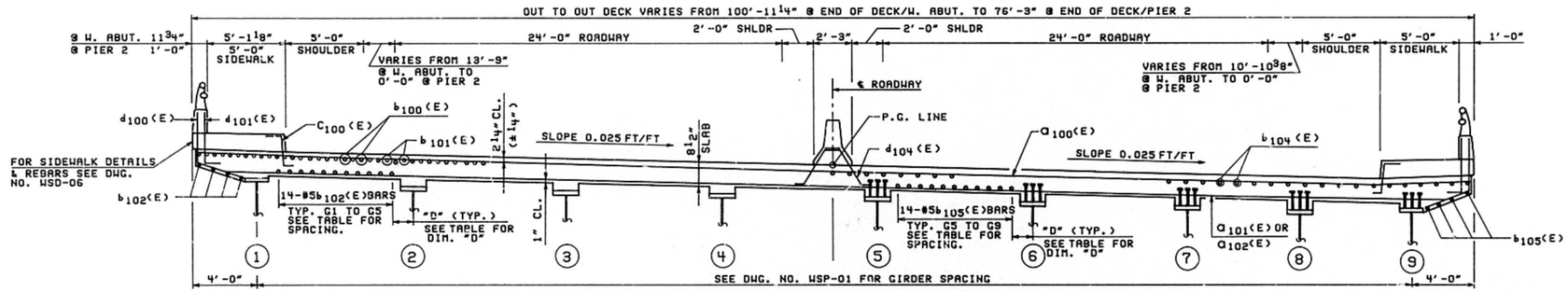
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	118	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P

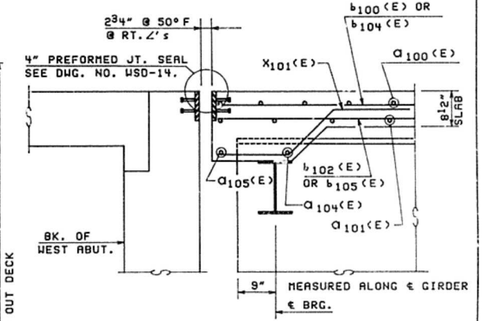


DECK PLAN

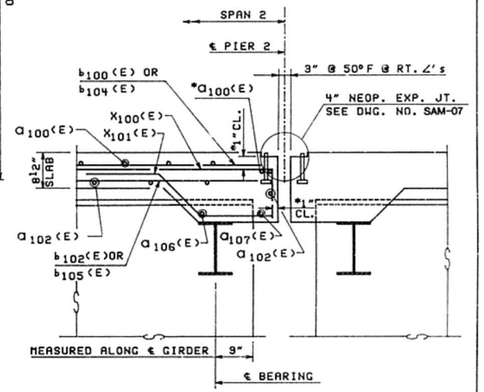


DECK CROSS SECTION
(LOOKING UPSTATION)

BAR SPACING			
LOCATION/BAR	W. ABUT.	PIER 1	PIER 2
b_{100}(E)	12"	9 1/2"	9"
b_{102}(E)	8 1/2"	7"	5 1/2"
b_{104}(E)	12"	10"	9"
b_{105}(E)	8 1/2"	7" G1 TO G7 4 1/2" G7 TO G9	5 1/2"
"D"	1'-2 1/4"	1'-2 1/2" G1 TO G7 1'-2" G7 TO G9	1'-3 1/2"



SECTION THRU WEST ABUT.



SECTION @ PIER 2

*PLACE a_{100}(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO a_{100}(E) BARS.

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WSD-13.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. WSD-06 THRU WSD-14.
4. BARS a_{100}(E), a_{101}(E), AND a_{102}(E) SHALL BE PLACED RADIALLY ALONG ℄ ROADWAY.
5. BARS a_{100}(E) AND a_{101}(E) PLACED ALONG END OF DECK AT WEST ABUTMENT SHALL BE ADJUSTED IN THE FIELD TO MAINTAIN 7" MAX. SPACING FOR a_{100}(E) BARS AND 9" MAX. SPACING FOR a_{101}(E) BARS.
6. BARS INDICATED THUS 20 X 3 = #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
7. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
8. FOR DECK LAYOUT PLAN DIMENSIONS SEE DWG. NO. WSD-07.

MIN. BAR LAP
#5 BAR = 2'-2"
#6 BAR = 2'-7"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
DECK PLAN & SECTIONS - SPANS 1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-05		Aug. 16, 1990	118

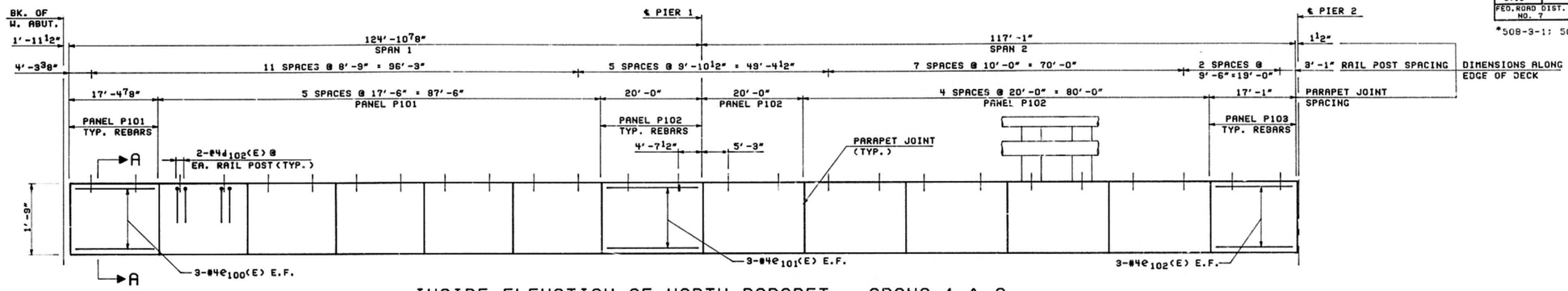
DESIGNED BY: MJR DRAFTED BY: IGM CHECKED BY: MJR CHECKED BY: TMH ESTIMATED BY: IN CHARGE: PCW

D C B A 0 A B C D

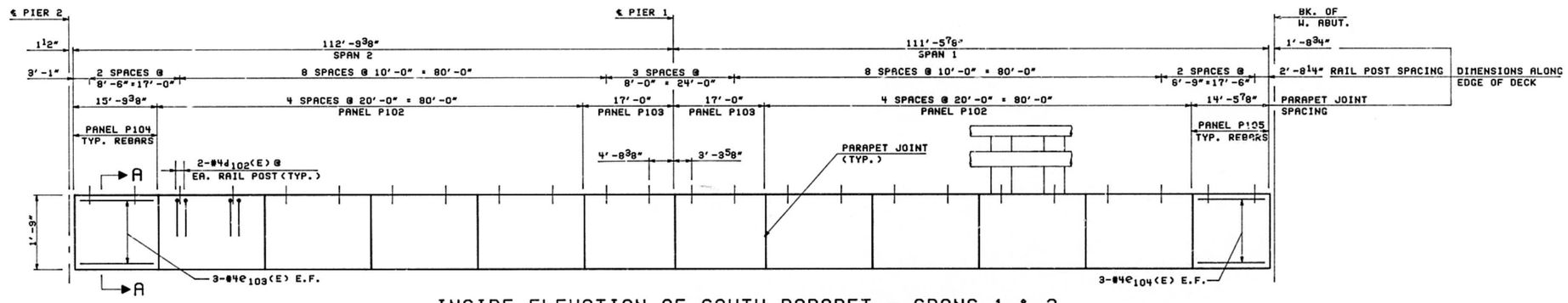
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	119	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

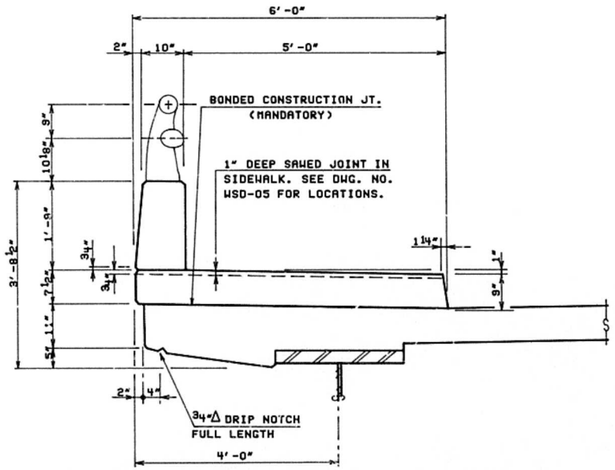
*508-3-1; 50-2; (50)F&E-1, D AND P



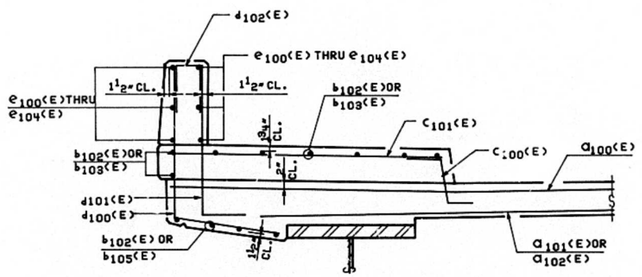
INSIDE ELEVATION OF NORTH PARAPET - SPANS 1 & 2



INSIDE ELEVATION OF SOUTH PARAPET - SPANS 1 & 2



TYPICAL SECTION THRU SIDEWALK
(SHOWING DIMENSIONS ONLY)



SECTION A-A

TYPICAL SECTION THRU SIDEWALK
(SHOWING RE-BARS ONLY)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WSD-13.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. FOR PARAPET JOINT DETAIL SEE DWG. NO. WSD-07.
5. FOR RAIL POST ANCHORAGE DETAIL SEE DWG NO SAM 08

REVISION	DATE	DESCRIPTION
PMP	11-1-90	Revised Note 5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PARAPET DETAILS - SPANS 1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-06		Aug. 16, 1990	119

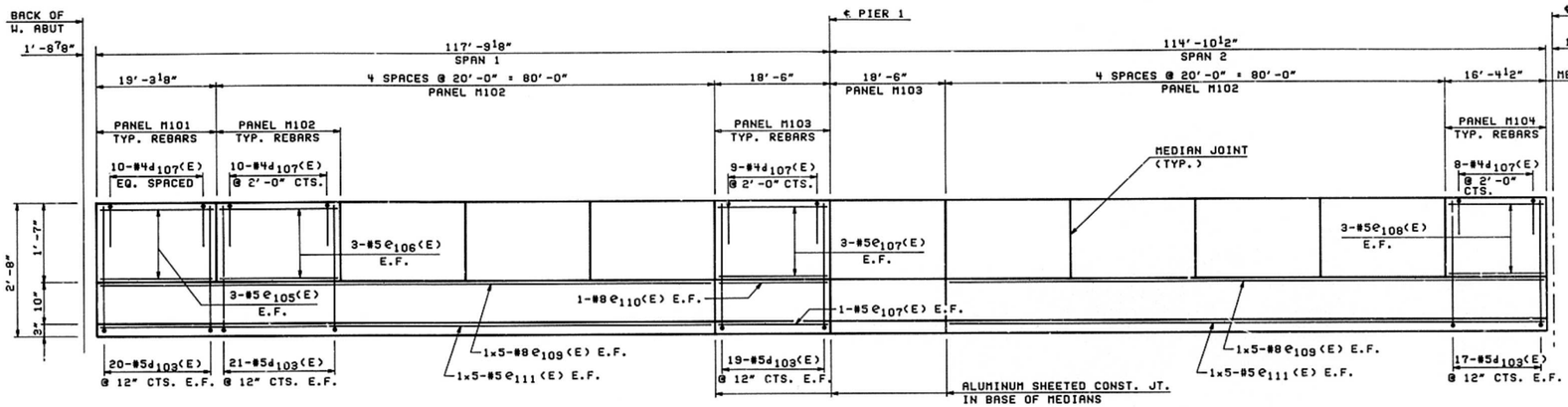
IN CHARGE: PCH DESIGNED BY: RJR CHECKED BY: MGB DRAFTED BY: IGM CHECKED BY: RJR ESTIMATED BY: CHECKED BY:

D C B A 0 A B C D

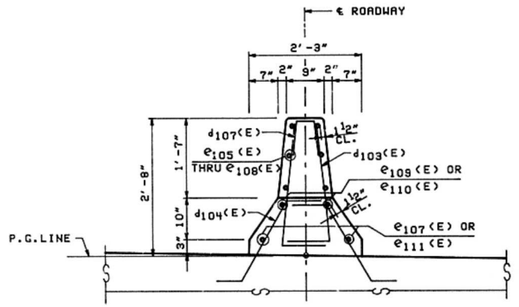
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	120	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

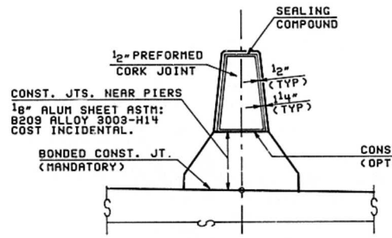
* 508-3-1; 5C-2; (5D)F&E-1, D AND P



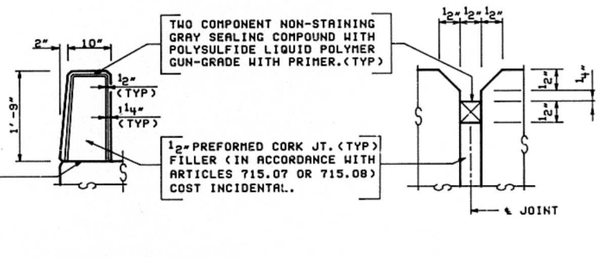
ELEVATION OF MEDIAN - SPANS 1 & 2



TYPICAL SECTION THRU MEDIAN

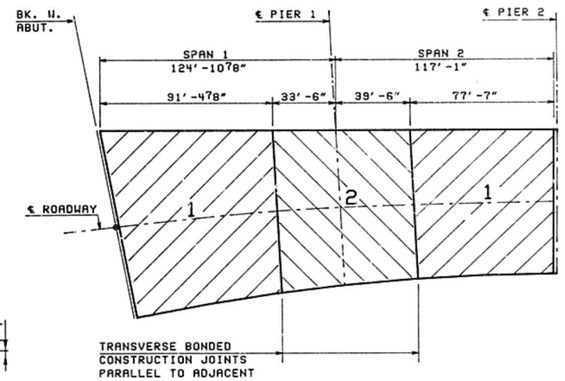


MEDIAN JOINT



PARAPET JOINT

TYPICAL SECTION



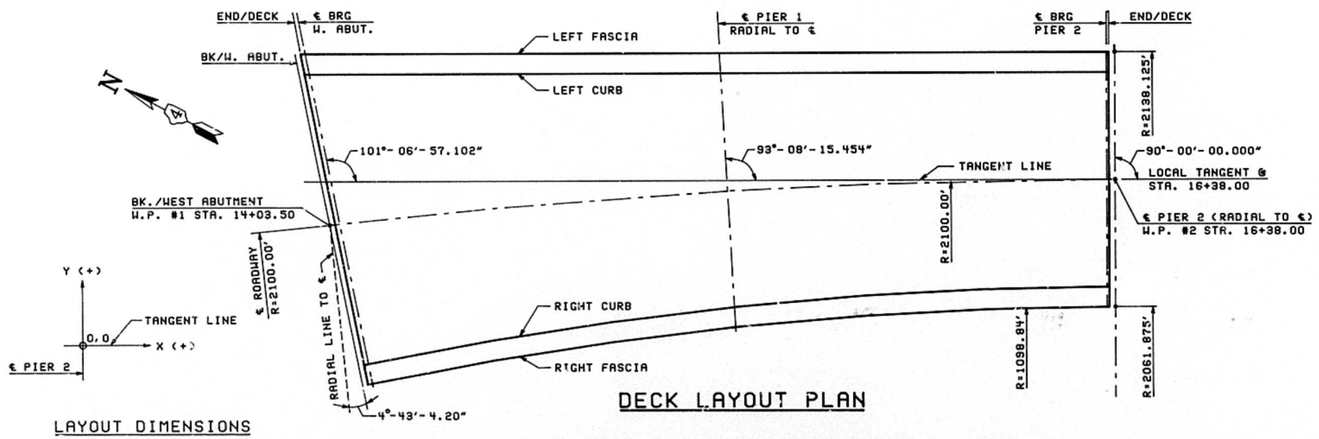
TRANSVERSE BONDED CONSTRUCTION JOINTS PARALLEL TO ADJACENT PIER (TYF.)

POURING SEQUENCE 1 SHALL BE CAST SIMULTANEOUSLY FROM SUPPORT TO SPAN. IF INDICATED POURING SEQUENCE CANNOT BE COMPLETED IN ONE DAY POURING CAN BE STOPPED AT PROPORTIONAL LENGTHS, I.E. FOR EVERY ONE FOOT CASTING IN SPAN 1 ONLY 0.85 FOOT IN SPAN 2 SHALL BE POURED. POURING SEQUENCE 1 SHALL BE COMPLETED PRIOR TO POURING SEQUENCE 2.

WHEN THE DECK POUR IS STOPPED FOR THE DAY AT ONE OR MORE OF THE TRANSVERSE BONDED CONSTRUCTION JOINTS IN THE DECK POURING SEQUENCE AS SHOWN. THE NEXT POUR SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET:

1. AT LEAST 72 HOURS SHALL HAVE LAPSED FROM THE END OF THE PREVIOUS POUR.
2. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULAR OF RUPTURE OF 650 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3500 P.S.I.

DECK POURING SEQUENCE



DECK LAYOUT PLAN

MIN. BAR LAP
#5 BAR = 2'-2"
#8 BAR = 4'-6"

LAYOUT DIMENSIONS

	BK/W. ABUT.		END/DECK W. ABUT.		℄ BRG. W. ABUT.		℄ PIER 1		℄ BRG. PIER 2		END/DECK PIER 2		℄ PIER 2	
	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)
LEFT FASCIA	-244.074	38.125	-242.311	38.125	-241.016	38.125	-117.205	38.125	-1.500	38.125	-0.125	38.125	0.000	38.125
LEFT CURB	-242.895	32.125	-241.132	32.125	-239.837	32.125	-116.876	32.125	-1.500	32.125	-0.125	32.125	0.000	32.125
℄ ROADWAY	-234.013	-13.079	-232.289	-12.887	-231.021	-12.746	-114.943	-3.149	-1.500	-0.001	-0.125	0.000	0.000	0.000
RIGHT CURB	-225.693	-55.423	-224.000	-55.071	-222.756	-54.814	-113.036	-37.923	-1.500	-32.126	-0.125	-32.125	0.000	-32.125
RIGHT FASCIA	-224.537	-61.311	-222.843	-60.959	-221.599	-60.702	-112.708	-43.921	-1.500	-38.126	-0.125	-38.125	0.000	-38.125
TANGENT LINE	-236.583	0.000	-234.821	0.000	-233.525	0.000	-115.115	0.000	-1.500	0.000	-0.125	0.000	0.000	0.000

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02
2. FOR BILL OF MATERIAL SEE DWG. NO. WSD-13
3. BARS INDICATED THUS 1x5-#8 INDICATES 1 LINE OF BARS WITH 5 LENGTHS PER LINE.
4. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
MEDIAN & MISC. DETAILS - SPANS 1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-07		Aug. 16, 1990	120

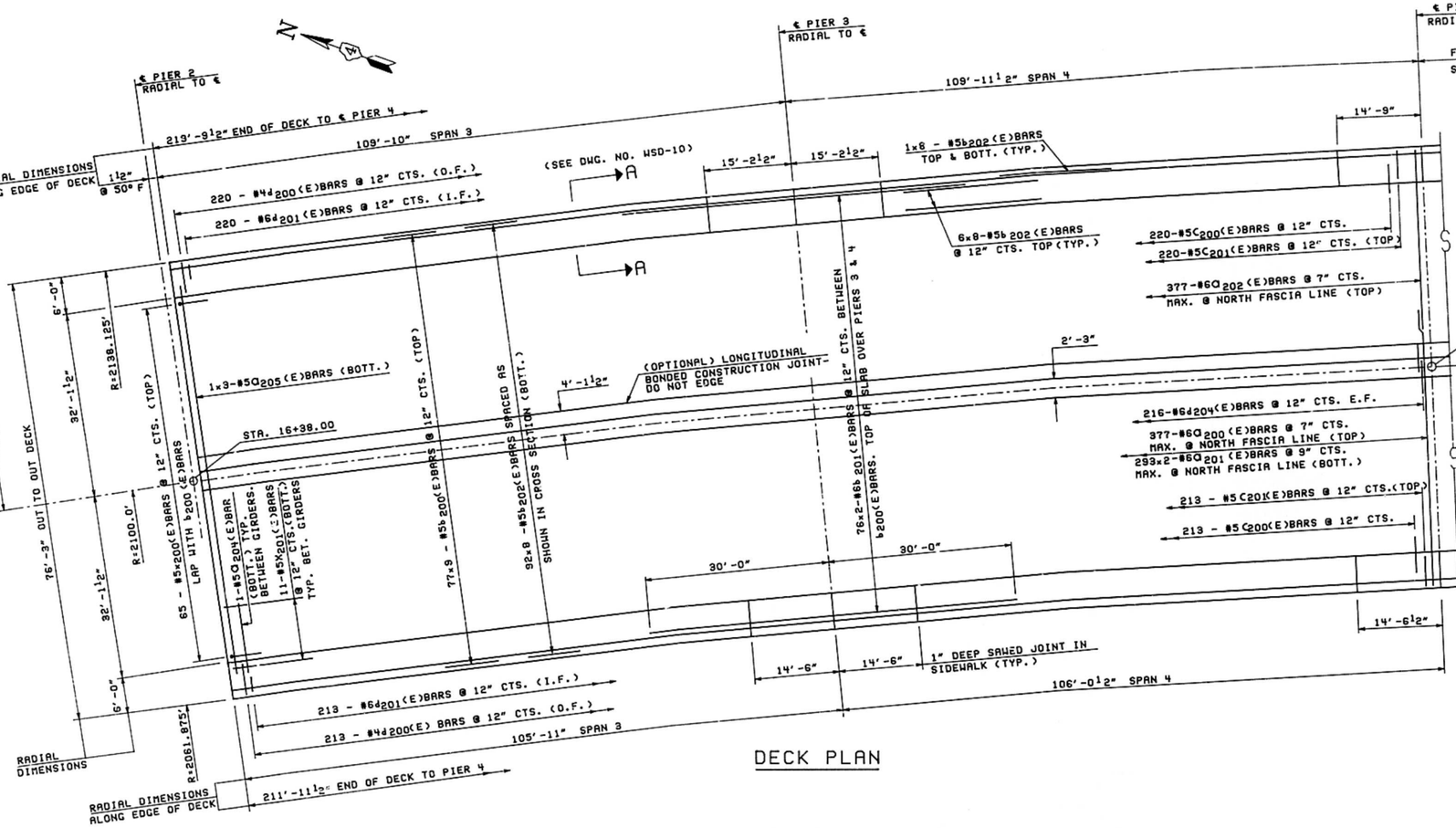
DESIGNED BY: RJR CHECKED BY: MGB
DRAFTED BY: IGM CHECKED BY:
ESTIMATED BY: IN CHARGE: PCW

D C B A 0 A B C D

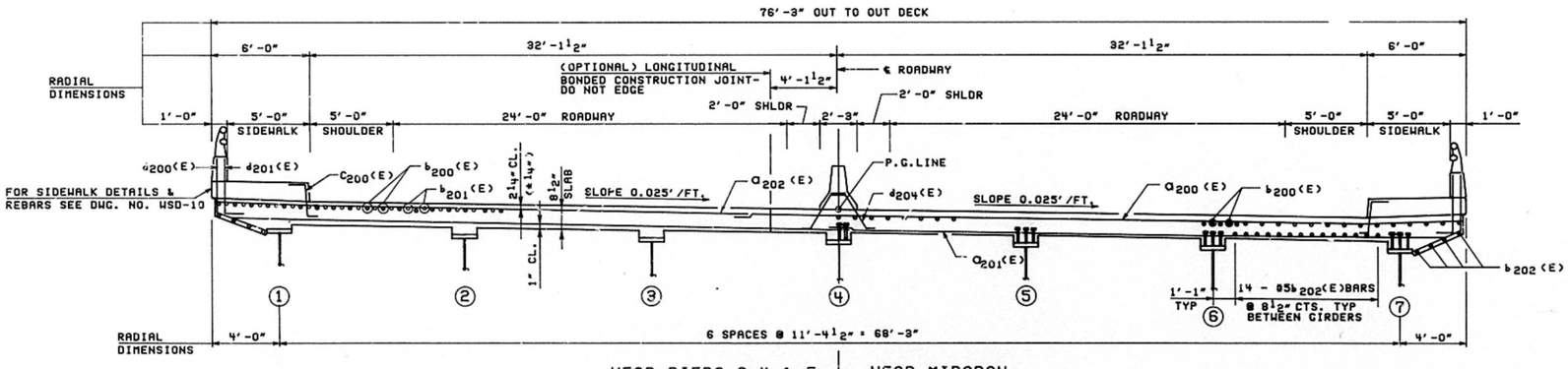
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	121	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

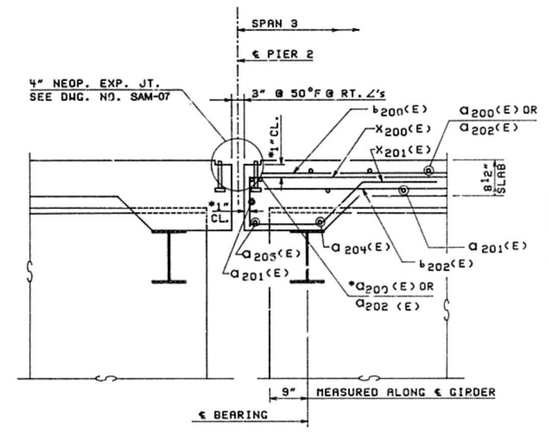
*SOB-3-1; SO-2; (SO)F&E-1, D AND P



DECK PLAN



DECK CROSS SECTION
(LOOKING UPSTATION)



SECTION @ PIER 2

*PLACE a_{200}(E) AND a_{202}(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. ($+0-\frac{1}{8}$"). ANCHOR BOLTS SHOULD BE TIED TO a_{200}(E) AND a_{202}(E) BARS.

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WSD-13
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. WSD-09 THRU WSD-13.
4. BARS a_{200}(E), a_{201}(E), AND a_{202}(E) SHALL BE PLACED RADIALLY ALONG ℄ ROADWAY.
5. BARS INDICATED THUS 20 X 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
6. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

MIN. BAR LAP

#5 BAR = 2'-2"
#6 BAR = 2'-7"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
DECK PLAN & SECTIONS - SPANS 3 & 4

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-08		Aug. 16, 1990	121

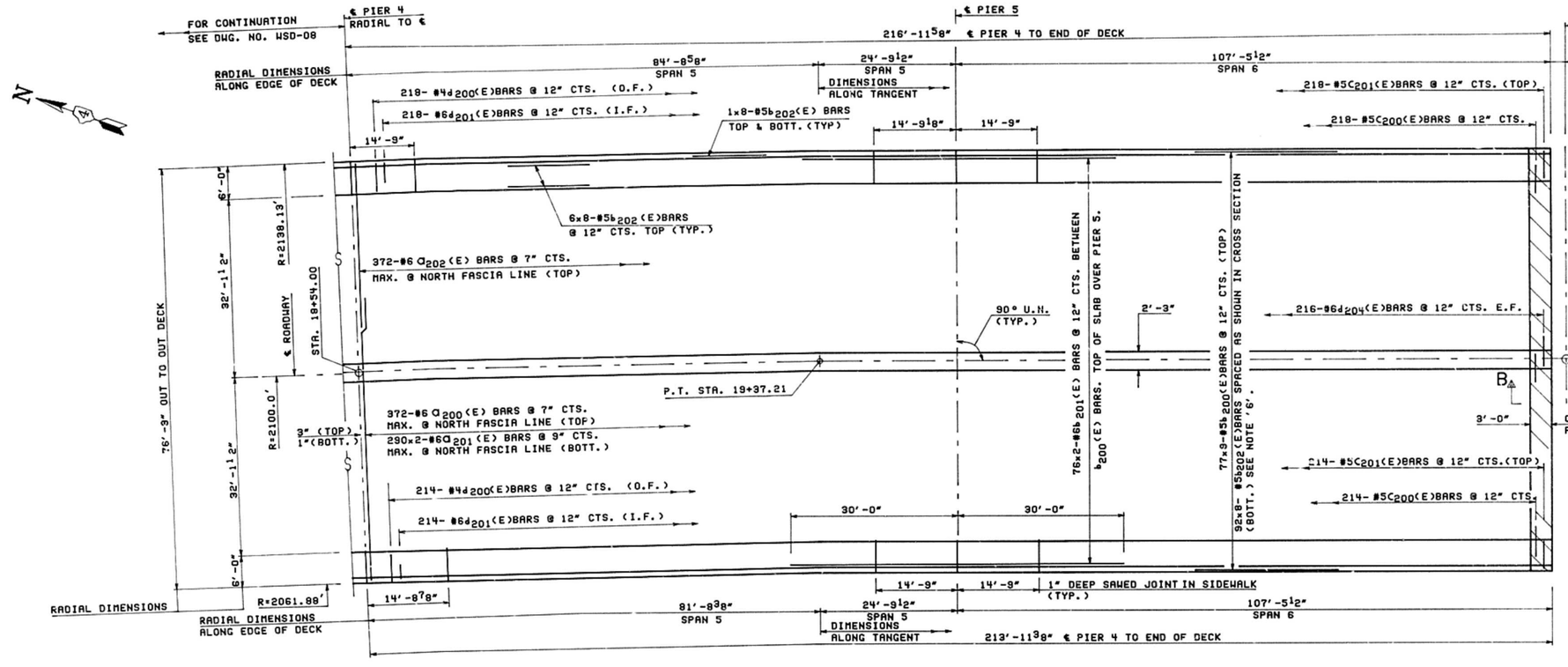
DESIGNED BY: MJR CHECKED BY: THP DRAFTED BY: SBA CHECKED BY: MJR ESTIMATED BY: IN CHARGE: PCW

D C B A 0 A B C D

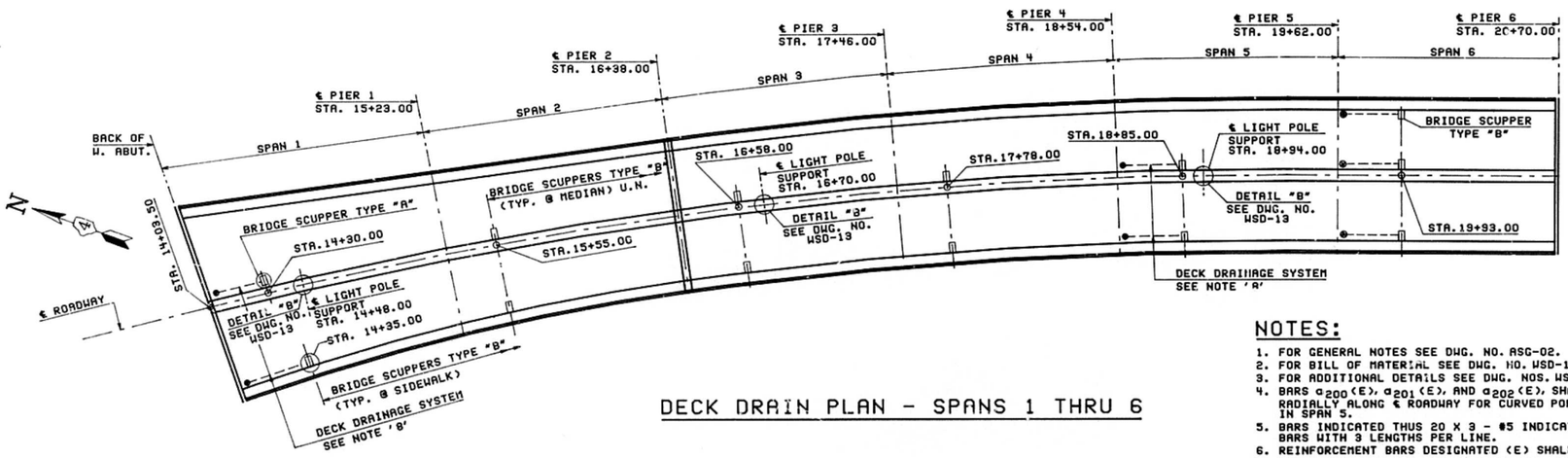
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	122	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SO-2; (SO)F&E-1, D AND P

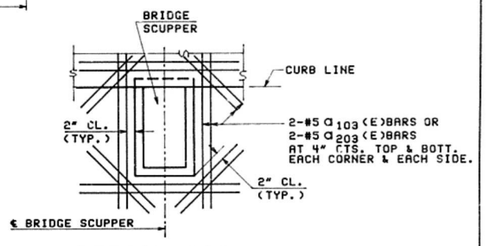


DECK PLAN
(FOR CROSS SECTION SEE DWG. NO. WSD-08)



DECK DRAIN PLAN - SPANS 1 THRU 6

MIN. BAR LAP
#5 BAR = 2'-2"
#6 BAR = 2'-7"



DETAIL "A"
EXTRA REBARS AT SCUPPER

NOTES:
1. FOR GENERAL NOTES SEE DWG. NO. ASC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WSD-13.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. WSD-10 THRU WSD-13.
4. BARS a200(E), a201(E), AND a202(E), SHALL BE PLACED RADIALLY ALONG ℄ ROADWAY FOR CURVED PORTION OF DECK IN SPAN 5.
5. BARS INDICATED THUS 20 X 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
6. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
7. FOR DECK CROSS SECTION SEE DWG. NO. WSD-08.
8. SCUPPERS SHALL BE LOCATED CLEAR OF ALL CROSS FRAMES.
9. FOR DECK DRAINAGE SYSTEM AND DETAILS SEE DWG. NO. WSD-15.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
DECK PLAN & DRAIN DET. - SPANS 5 & 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

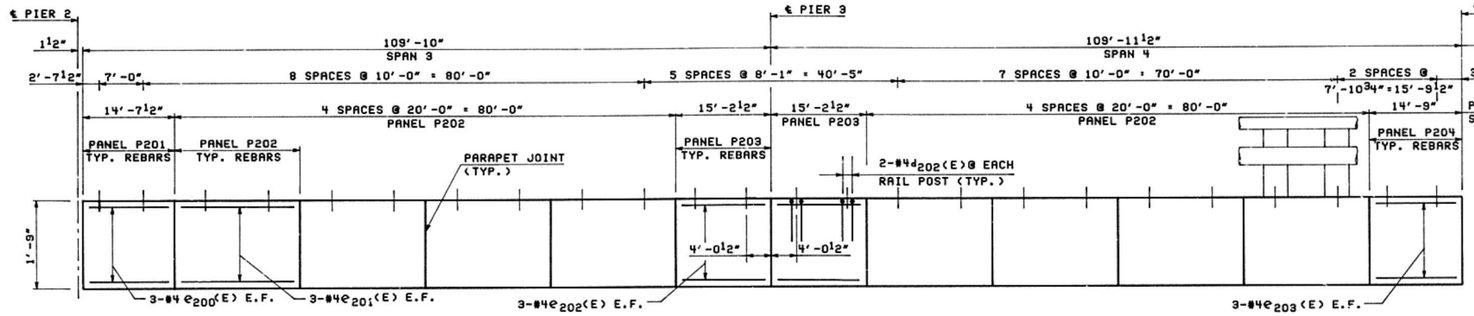
DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-09		Aug. 16, 1990	122

IN CHARGE: PCH ESTIMATED BY: CHECKED BY: DRAFTED BY: JGM DESIGNED BY: RJR CHECKED BY: RJR CHECKED BY: MGB

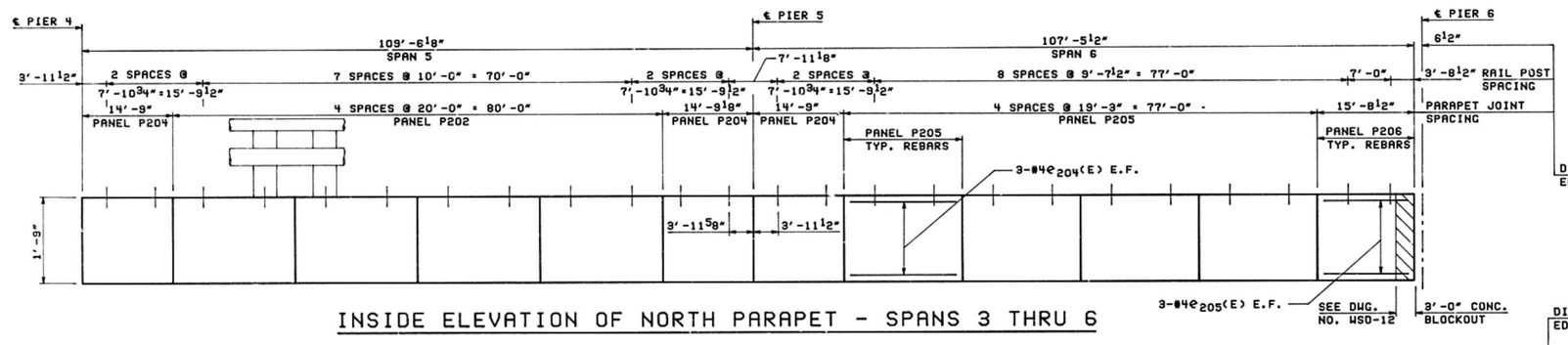
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	123	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

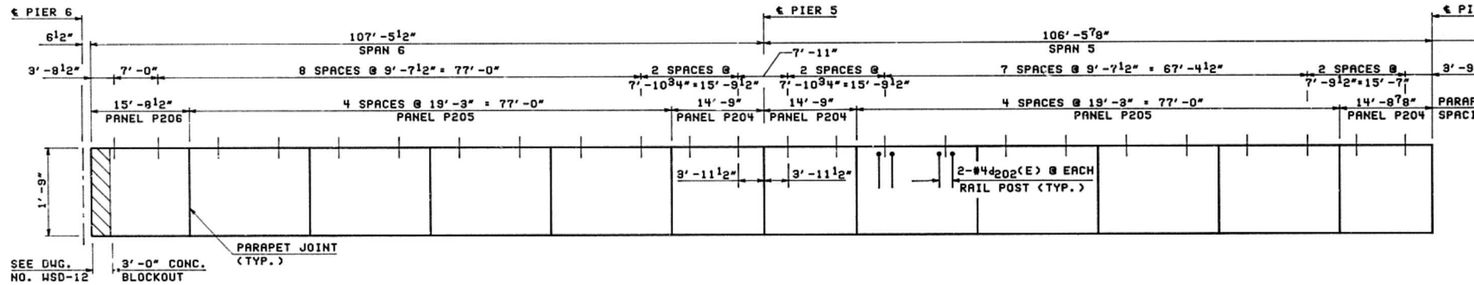
*SOB-3-1; SO-2; (SO)FAE-1, D AND P

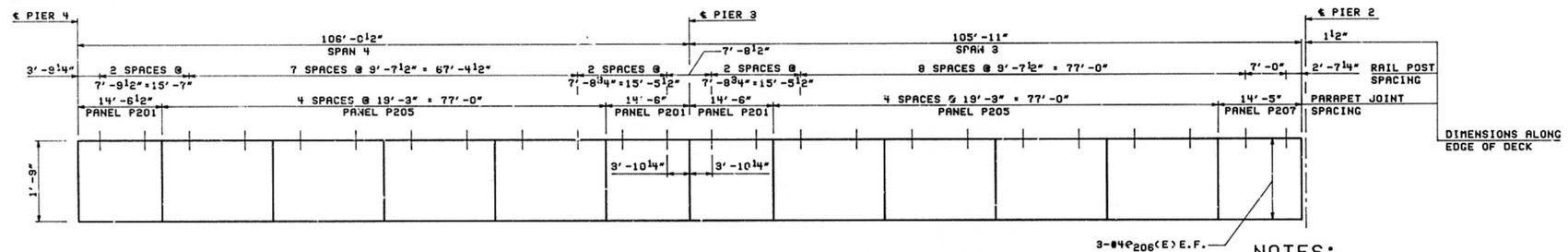


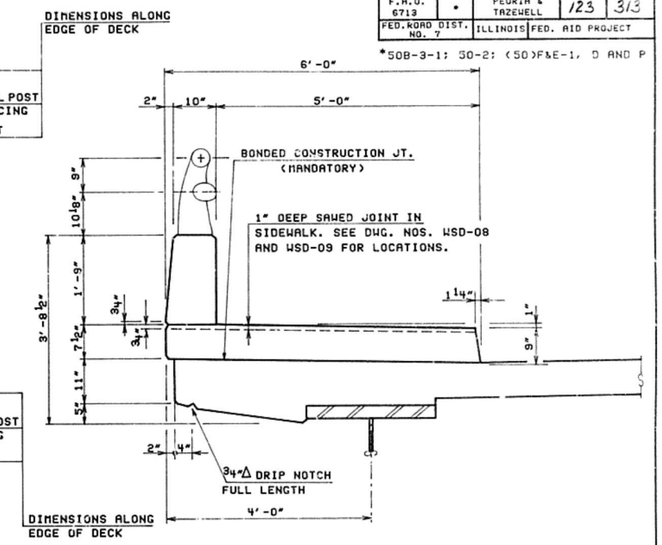
INSIDE ELEVATION OF NORTH PARAPET - SPANS 3 THRU 6



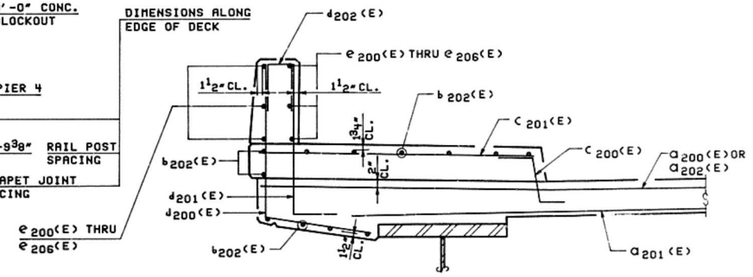
INSIDE ELEVATION OF SOUTH PARAPET - SPANS 3 THRU 6







TYPICAL SECTION THRU SIDEWALK
(SHOWING DIMENSIONS ONLY)



SECTION A-A

TYPICAL SECTION THRU SIDEWALK
(SHOWING RE-BARS ONLY)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WSD-13.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. FOR PARAPET JOINT DETAIL SEE DWG. NO. WSD-11.
5. FOR RAIL POST ANCHORAGE DETAIL SEE DWG. NO SAM-08

REVISION	DATE	DESCRIPTION
PMP	11-1-90	Revised Note 5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PARAPET DETAILS - SPAN 3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

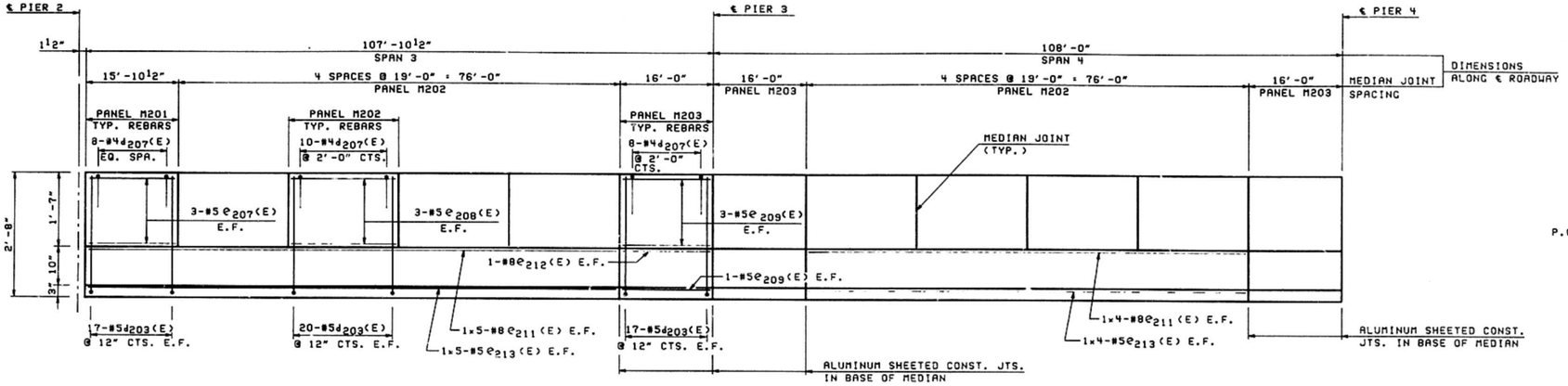
DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-10		Aug. 16, 1990	123

DRAFTED BY: IGM CHECKED BY: RJR
DESIGNED BY: RJR CHECKED BY: RGB
ESTIMATED BY: CHECKED BY:
IN CHARGE: PCW

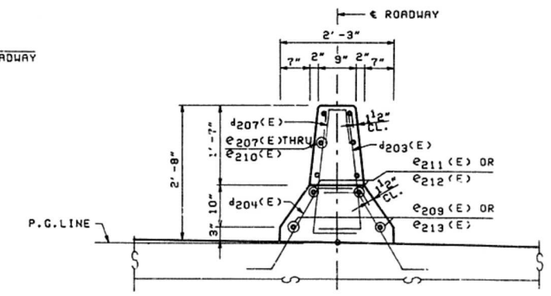
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6719	*	PEORIA & TAZEWELL	124	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

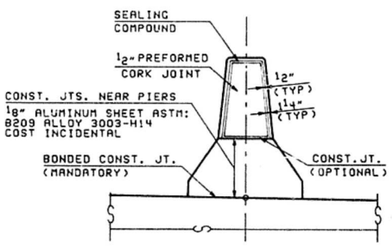
* 50B-3-1; 50-2; (50)F&E-1, D AND P



ELEVATION OF MEDIAN - SPANS 3 THRU 6

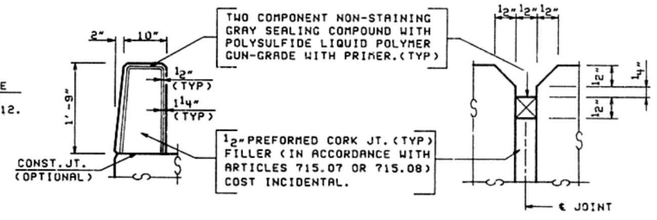


TYPICAL SECTION THRU MEDIAN

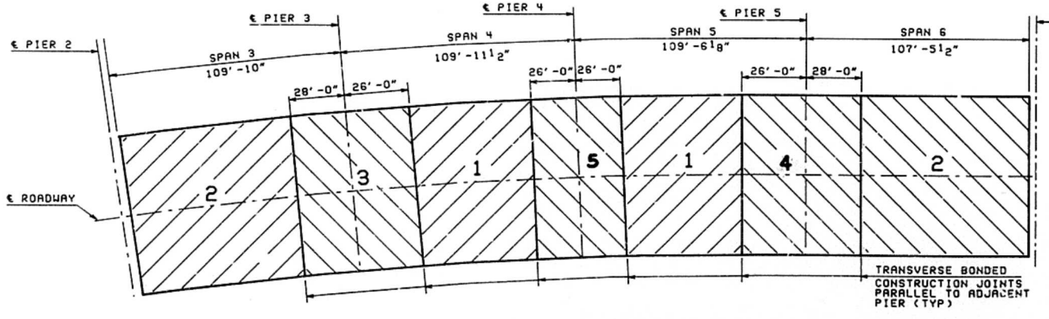


MEDIAN JOINT

MIN. BAR LAP
#5 BAR = 2'-2"
#8 BAR = 4'-6"



PARAPET JOINT TYPICAL SECTION



DECK POURING SEQUENCE

POURING SEQUENCE 1, 2 SHALL BE CAST SIMULTANEOUSLLY AND SEQUENTIALLY.

WHEN THE DECK POUR IS STOPPED FOR THE DAY AT ONE OR MORE OF THE TRANSVERSE BONDED CONSTRUCTION JOINTS IN THE DECK POURING SEQUENCE AS SHOWN, THE NEXT POUR SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET:

1. AT LEAST 72 HOURS SHALL HAVE LAPSED FROM THE END OF THE PREVIOUS POUR.
2. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULAR OF RUPTURE OF 650 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3500 P.S.I.

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WSD-13.
3. BARS INDICATED THUS 20 x3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
4. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
MEDIAN DETAILS - SPAN 3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

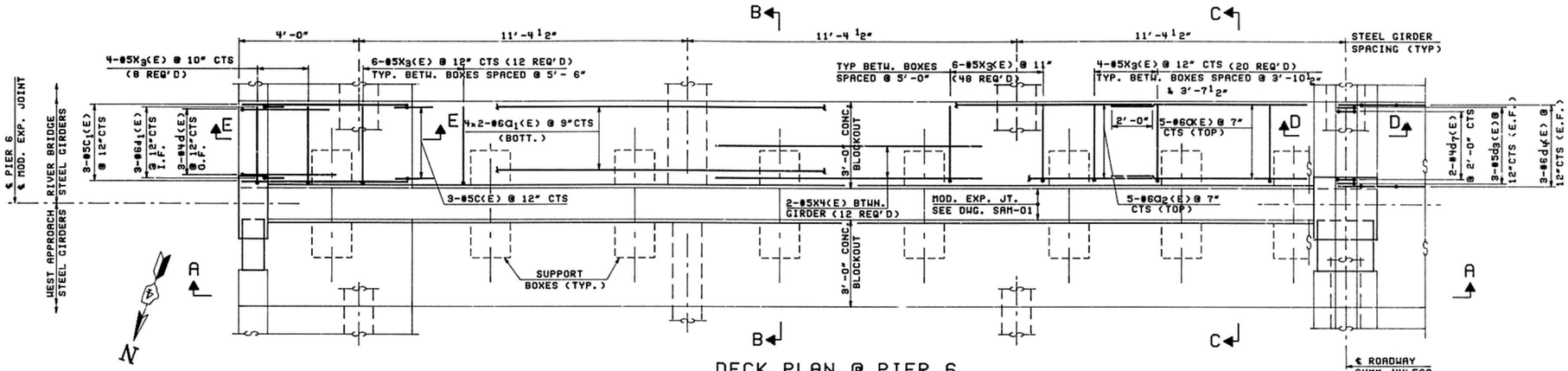
DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-11		Aug. 16, 1990	124

IN CHARGE: PCH DESIGNED BY: RJR CHECKED BY: MGB ESTIMATED BY:
DRAFTED BY: IGM CHECKED BY: RJR

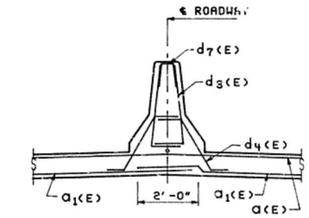
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	125	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

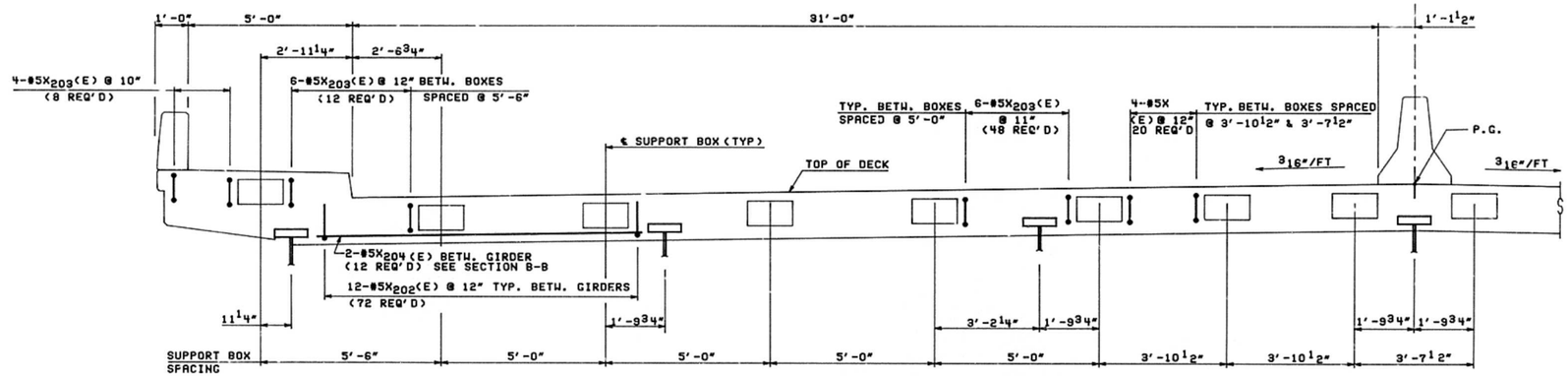
*SOB-3-1; SO-2; (SO)F&E-1, D AND P



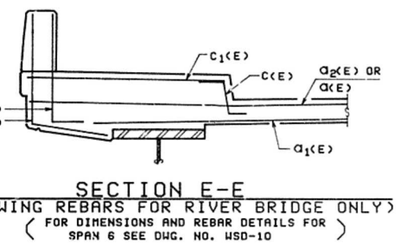
DECK PLAN @ PIER 6
(REBAR DETAILS FOR SPAN 7)



SECTION D-D
(SHOWING REBARS FOR RIVER BRIDGE ONLY)
(FOR DIMENSIONS AND REBAR DETAILS FOR SPAN 6 SEE DWG. NO. WSD-11)



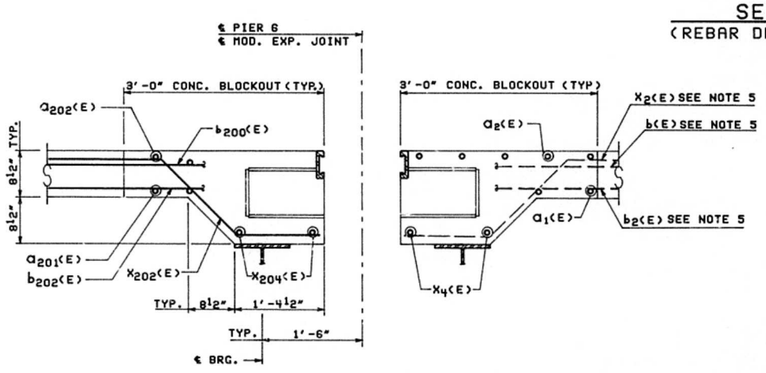
SECTION A-A
(REBAR DETAILS FOR SPAN 6)



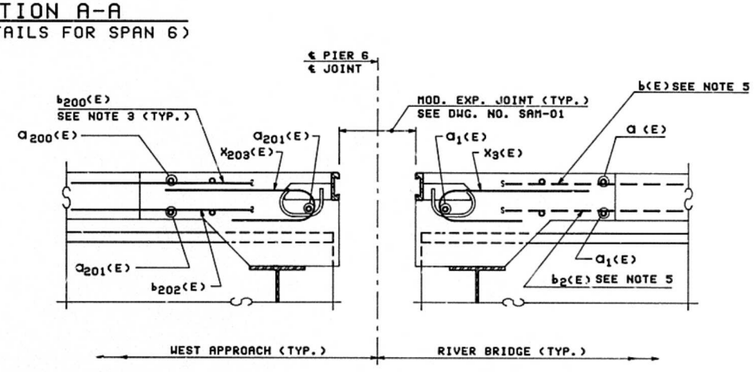
SECTION E-E
(SHOWING REBARS FOR RIVER BRIDGE ONLY)
(FOR DIMENSIONS AND REBAR DETAILS FOR SPAN 6 SEE DWG. NO. WSD-10)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WSD-13.
3. FOR DETAILS OF REBARS $a_{200}(E)$, $a_{201}(E)$, $b_{200}(E)$ & $b_{202}(E)$, SEE DECK PLAN, DWG. NO. WSD-09.
4. ALL REBARS AT THE JOINT SHALL BE ADJUSTED FOR MINIMUM CLEARANCE REQUIREMENTS BY REARRANGING, TILTING, BENDING OR CUTTING IN THE FIELD AND AS APPROVED BY THE ENGINEER. COST SHALL BE INCIDENTAL TO "REINFORCEMENT BARS (EPOXY COATED)"
5. FOR MAIN RIVER BRIDGE, DETAILS OF REBARS $b(E)$, $b_2(E)$ $X_2(E)$, SEE DWG. NO. RD-07.



SECTION B-B



SECTION C-C

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
REBAR DET. @ MOD. EXP. JT. @ PIER 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-12		Aug. 16, 1990	125

ESTIMATED BY: | CHECKED BY: | DRAFTED BY: IGM | CHECKED BY: TMH | DESIGNED BY: TMH | CHECKED BY: MG9 | IN CHARGE: PCW

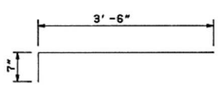
D C B A 0 A B C D

TAMERAN

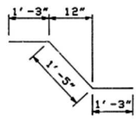
DC\WEST-S\WSD-13

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	126	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

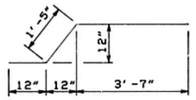
* 508-3-1; 50-2; (50)F&E-1, D AND P



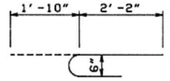
BARS $X_{100}(E)$ & $X_{200}(E)$



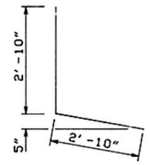
BARS $X_{101}(E)$ & $X_{201}(E)$



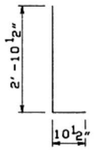
BAR $X_{202}(E)$



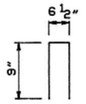
BAR $X_{203}(E)$ & $X_3(E)$



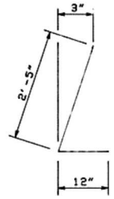
BARS $d_{100}(E)$ & $d_{200}(E)$ & $d(E)$



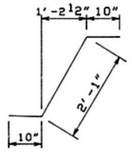
BARS $d_{101}(E)$ & $d_{201}(E)$ & $d_1(E)$



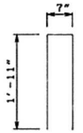
BARS $d_{102}(E)$ & $d_{202}(E)$



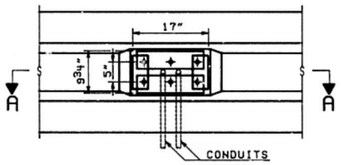
BARS $d_{103}(E)$ & $d_{203}(E)$ & $d_3(E)$



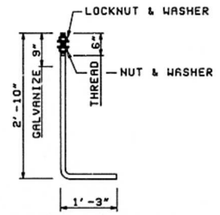
BARS $d_{104}(E)$ & $d_{204}(E)$ & $d_4(E)$



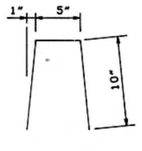
BARS $d_{105}(E)$ & $d_{205}(E)$



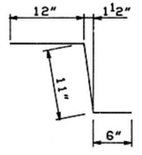
DETAIL "B"
(SEE DWG. NO. WSD-09)



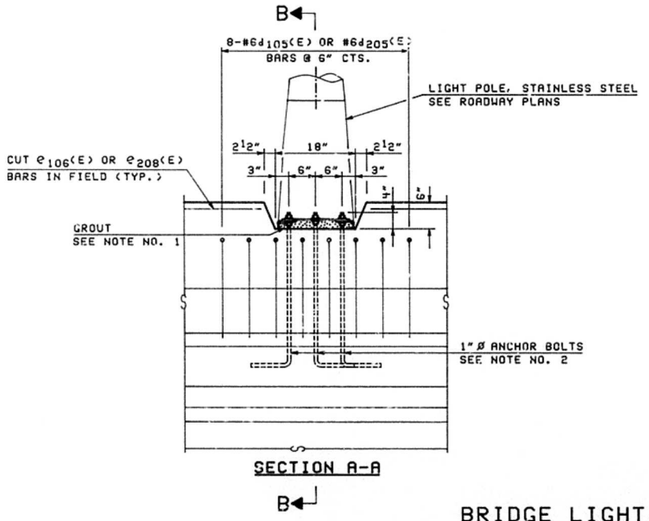
1" Ø ANCHOR BOLT



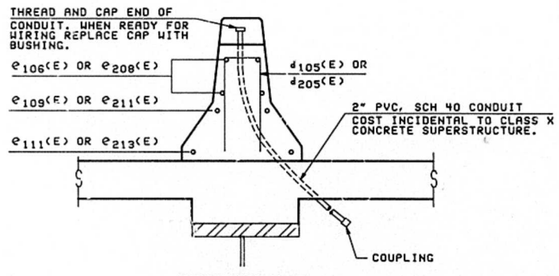
BARS $d_{107}(E)$ & $d_{207}(E)$ & $d_7(E)$



BARS $C_{100}(E)$ & $C_{200}(E)$ & $C(E)$



SECTION A-A



SECTION B-B

BRIDGE LIGHTING DETAILS
(FOR LOCATIONS SEE DWG. NO. WSD-09)

BILL OF MATERIAL
CONCRETE BLOCKOUT @ PIER 6 FOR MAIN RIVER BRIDGE

BAR	NO.	SIZE	LENGTH	SHAPE
a (E)	5	#6	45'-0"	
a_1(E)	8	#6	38'-6"	
a_2(E)	5	#6	33'-9"	
c (E)	6	#5	2'-5"	
c_1(E)	6	#5	5'-8"	
d (E)	6	#4	5'-8"	
d_1(E)	6	#6	3'-9"	
d_3(E)	6	#5	3'-5"	
d_4(E)	6	#6	3'-9"	
d_7(E)	2	#4	2'-1"	
X_3(E)	88	#5	4'-0"	
X_4(E)	12	#5	11'-0"	
REINFORCEMENT BARS (EPOXY COATED)			LBS.	1730
CLASS X CONCRETE SUPERSTRUCTURE			CU.YDS.	10

BILL OF MATERIAL
SPANS 1 & 2

BAR	NO.	SIZE	LENGTH	SHAPE
a_{100}(E)	1879	#6	22'-3"	
a_{101}(E)	672	#6	27'-3"	
a_{102}(E)	468	#6	28'-9"	
a_{103}(E)	128	#5	5'-0"	
a_{104}(E)	8	#5	10'-6"	
a_{105}(E)	4	#5	25'-0"	
a_{106}(E)	8	#5	7'-6"	
a_{107}(E)	3	#5	24'-3"	
b_{100}(E)	520	#5	26'-3"	
b_{101}(E)	303	#6	25'-9"	
b_{102}(E)	612	#5	29'-0"	
b_{103}(E)	64	#5	30'-0"	
b_{104}(E)	500	#5	25'-3"	
b_{105}(E)	540	#5	27'-9"	
c_{100}(E)	458	#5	2'-5"	
c_{101}(E)	468	#5	5'-8"	
d_{100}(E)	468	#4	5'-8"	
d_{101}(E)	468	#6	3'-9"	
d_{102}(E)	100	#4	2'-1"	
d_{103}(E)	486	#5	3'-5"	
d_{104}(E)	468	#6	3'-9"	
d_{105}(E)	8	#6	4'-5"	
d_{107}(E)	107	#4	2'-1"	
e_{100}(E)	36	#4	17'-2"	
e_{101}(E)	84	#4	19'-9"	
e_{102}(E)	18	#4	15'-10"	
e_{103}(E)	6	#4	15'-6"	
e_{104}(E)	6	#4	14'-3"	
e_{105}(E)	6	#5	19'-0"	
e_{106}(E)	48	#5	19'-9"	
e_{107}(E)	16	#5	18'-3"	
e_{108}(E)	6	#5	16'-1"	
e_{109}(E)	20	#8	23'-0"	
e_{110}(E)	4	#8	18'-3"	
e_{111}(E)	20	#5	21'-3"	
X_{100}(E)	86	#5	4'-1"	
X_{101}(E)	160	#5	3'-11"	
REINFORCEMENT BARS (EPOXY COATED)			LBS.	206080
CLASS X CONCRETE SUPERSTRUCTURE			CU.YDS.	682
** PROTECTIVE COAT			SQ. YD.	2435
BRIDGE SCUPPERS TYPE "A"			EACH	1
BRIDGE SCUPPERS TYPE "B"			EACH	3

BILL OF MATERIAL
SPANS 3 TO 6

BAR	NO.	SIZE	LENGTH	SHAPE
a_{200}(E)	749	#6	45'-0"	
a_{201}(E)	1166	#6	38'-6"	
a_{202}(E)	749	#6	33'-9"	
a_{203}(E)	288	#5	5'-0"	
a_{204}(E)	6	#5	11'-0"	
a_{205}(E)	3	#5	24'-3"	
b_{200}(E)	1386	#5	26'-6"	
b_{201}(E)	456	#6	31'-6"	
b_{202}(E)	1728	#5	29'-6"	
c_{200}(E)	865	#5	2'-5"	
c_{201}(E)	865	#5	5'-8"	
d_{220}(E)	865	#4	5'-8"	
d_{201}(E)	865	#6	3'-9"	
d_{202}(E)	192	#4	2'-1"	
d_{203}(E)	910	#5	3'-5"	
d_{204}(E)	964	#6	3'-9"	
d_{205}(E)	16	#6	4'-5"	
d_{207}(E)	208	#4	2'-1"	
e_{200}(E)	24	#4	14'-4"	
e_{201}(E)	72	#4	19'-9"	
e_{202}(E)	12	#4	14'-11"	
e_{203}(E)	42	#4	14'-6"	
e_{204}(E)	120	#4	19'-0"	
e_{205}(E)	12	#4	15'-5"	
e_{206}(E)	6	#4	14'-2"	
e_{207}(E)	6	#5	15'-7"	
e_{208}(E)	96	#5	18'-9"	
e_{209}(E)	48	#5	15'-9"	
e_{210}(E)	6	#5	15'-2"	
e_{211}(E)	36	#8	21'-9"	
e_{212}(E)	12	#8	15'-9"	
e_{213}(E)	36	#5	20'-3"	
X_{200}(E)	65	#5	4'-1"	
X_{201}(E)	66	#5	3'-11"	
X_{202}(E)	72	#5	6'-0"	
X_{203}(E)	68	#5	4'-0"	
X_{204}(E)	12	#5	11'-0"	
REINFORCEMENT BARS (EPOXY COATED)			LBS.	306050
CLASS X CONCRETE SUPERSTRUCTURE			CU.YDS.	1158
** PROTECTIVE COAT			SQ. YD.	4085
BRIDGE SCUPPERS TYPE "B"			EACH	9
1 BRIDGE DECK GROOVING			SQ YD	2989

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED
** INCLUDES DECK SURFACE

1 BRIDGE DECK GROOVING	SQ YD	1845

NOTES:

1. GROUT MIXTURE SHALL CONSIST OF 1 PART SAND, 1 PART CEMENT AND 1 PART CHIPS (PEA GRAVEL). THE GROUT SHALL CONTAIN WATER FOR A 1" SLUMP, COST INCIDENTAL TO POLE.
2. PROVIDE 2 FLAT WASHERS, 1 REGULAR NUT AND 1 LOCKNUT FOR EACH ANCHOR BOLT. ALL NUTS AND WASHERS MUST BE GALVANIZED. COST OF ANCHOR BOLT IS INCIDENTAL TO CLASS X CONCRETE SUPERSTRUCTURE.

REVISION	DATE	DESCRIPTION
1	5/17/91	BRIDGE DECK GROOVING ADDED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
DECK REBAR & MISC. DET. - S-1 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-13		Aug. 16, 1990	126

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: MJR
IN CHARGE: PCN DESIGNED BY: MJK CHECKED BY: TMH

D C B A 0 A B C D
TAMERAN

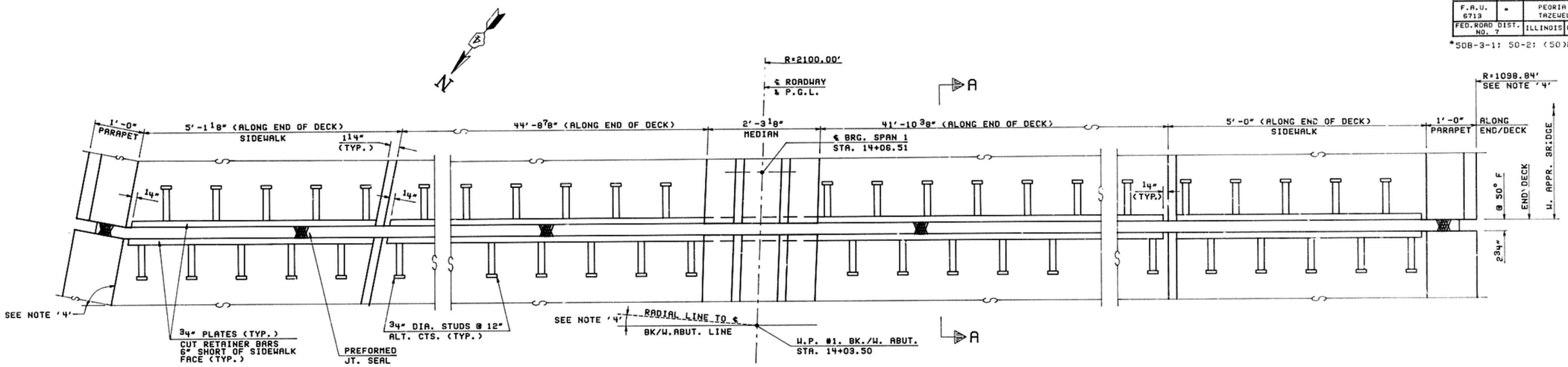
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	127	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (SO)F&E-1, D AND P

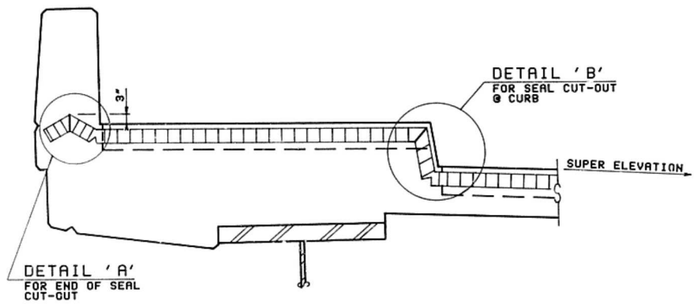
DRAFTED BY: IGM CHECKED BY: THH

DESIGNED BY: MJR CHECKED BY: THH ESTIMATED BY:

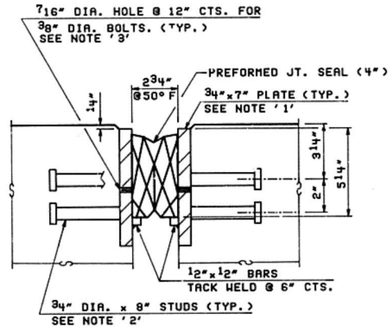
IN CHARGE: PCW



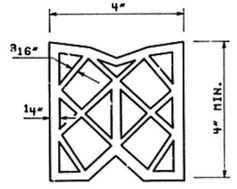
4" PREFORMED JOINT SEAL PLAN @ WEST ABUTMENT



TYPICAL SECTION THRU SIDEWALK



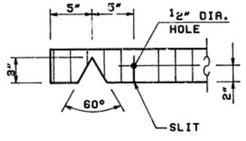
SECTION A-A



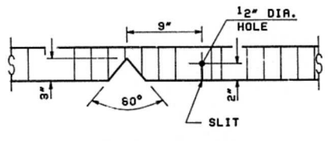
PREFORMED JOINT SEAL (4")

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PREFORMED JOINT SEAL 4"	LIN.FT.	103



DETAIL 'A'
END OF SEAL CUT-OUT



DETAIL 'B'
SEAL CUT-OUT AT CURB

NOTES:

1. JOINT PLATES SHALL BE FABRICATED TO CONFORM TO THE ROADWAY PROFILE AND CROSS-SLOPES. THESE PLATES SHALL BE FURNISHED IN SEGMENTS OF 20 FT. MAXIMUM LENGTH. MAX. SPACE BETWEEN INSTALLED SEGMENTS SHALL BE 3/16". SEAL SPACE WITH SILICONE SEALANT SUITABLE FOR STRUCTURAL STEEL.
2. 3/4" DIA. STUDS SHALL BE GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 710.38 OF STANDARD SPEC'S & AUTOMATICALLY END WELDED.
3. BOLTS IN THE JOINT PLATES SHALL BE BURNED, SAWED OR CHIPPED OFF FLUSH WITH THE PLATES AFTER FORMS ARE REMOVED.
4. FOR LAYOUT DIMENSIONS SEE DWG. NO. WSD-07.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
EXP. JT. DETAILS @ W. ABUTMENT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

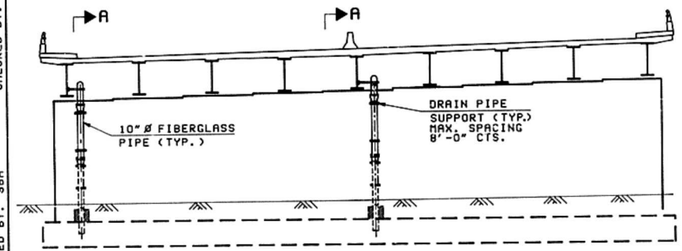
DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-14		Aug. 16, 1990	127

D C B A 0 A B C D
TAMERAN

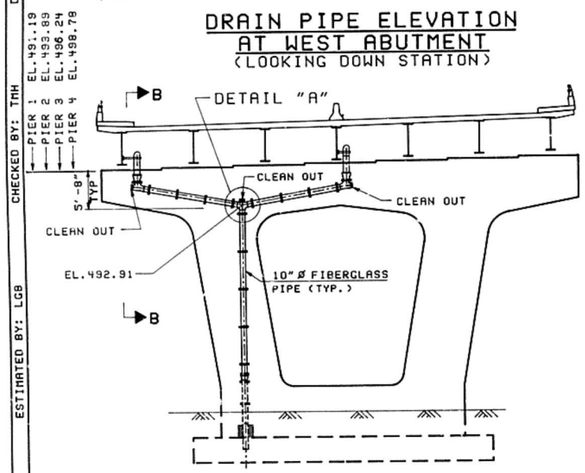
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	128	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)FAE-1, D AND P

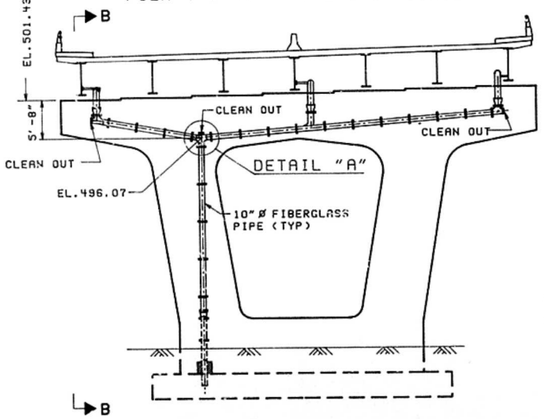
ESTIMATED BY: LGB CHECKED BY: TMH DRAFTED BY: SBA CHECKED BY: LGB
DESIGNED BY: LGB CHECKED BY: MGB
IN CHARGE: PCW



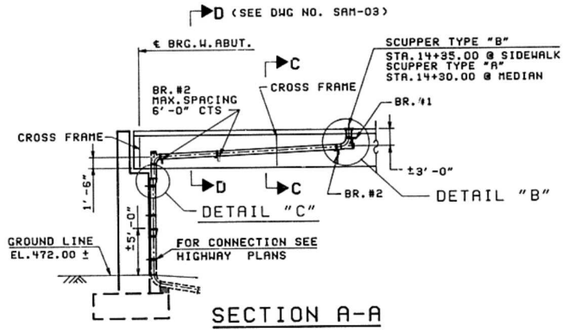
DRAIN PIPE ELEVATION AT WEST ABUTMENT
(LOOKING DOWN STATION)



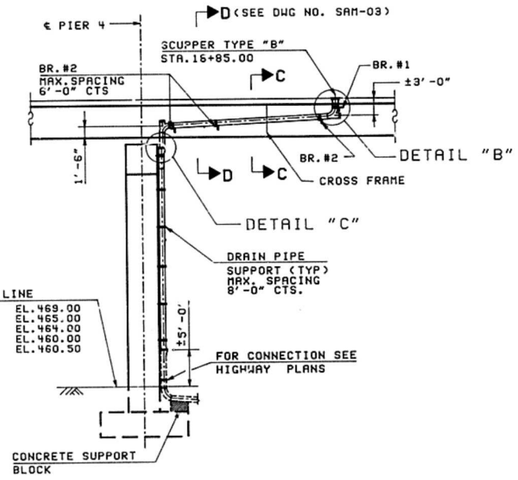
DRAIN PIPE ELEVATION - AT PIERS 1, 2, 3 & 4
(LOOKING DOWNSTATION)
PIER 4 SHOWN - 1, 2 & 3 SIMILAR



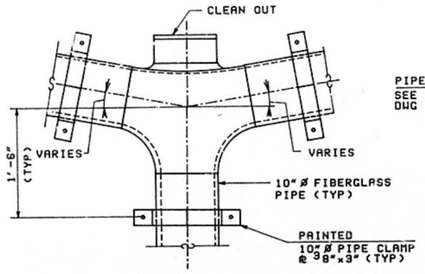
DRAIN PIPE ELEVATION - AT PIER 5
(LOOKING DOWNSTATION)



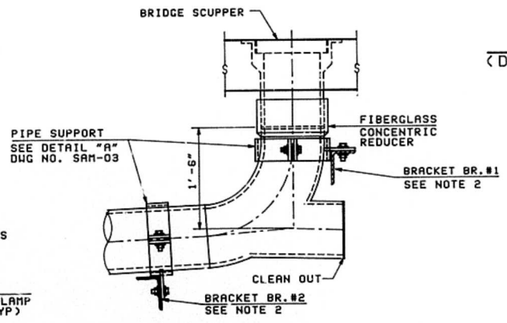
SECTION A-A



SECTION B-B



DETAIL "A"



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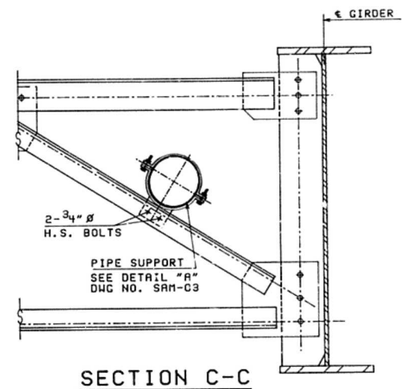
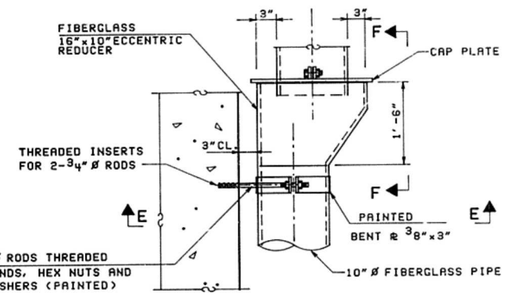


SECTION C-C



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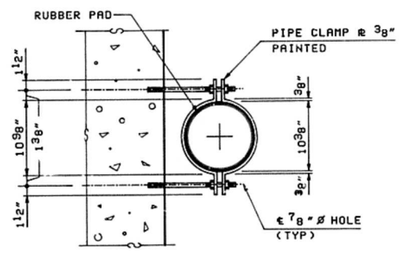
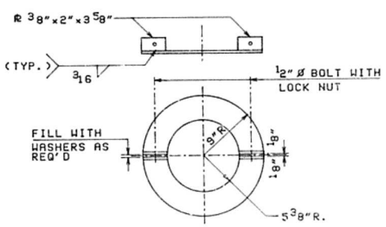
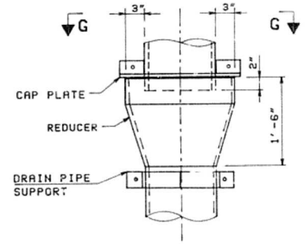


SECTION E-E
(DRAIN PIPE SUPPORT DETAIL)



SECTION G-G
(CAP PLATE DETAIL)



SECTION F-F

BILL OF MATERIAL

ITEM	UNIT	PEORIA COUNTY WEST APPR.
DRAINAGE SYSTEM	L SUM	0.58

NOTES:

1. FOR LAYOUT OF BRIDGE SCUPPERS AND DECK DRAINAGE SYSTEM, SEE DWG. NO. WSD-09.
2. FOR THE DETAILS OF PIPE SUPPORT BRACKETS BR.#1 & BR.#2, SEE DWG NO. SAM-03.
3. CONNECTION TO STORM SEWER AND LOCATION OF MANHOLES SHOWN ON HIGHWAY PLANS.
4. COST OF ALL THE MATERIALS AND COMPLETE INSTALLATION OF THE DRAINAGE SYSTEM AS SHOWN SHALL BE PAID FOR AT THE UNIT BID PRICE FOR "DRAINAGE SYSTEM".
5. ALL STEEL HARDWARE FOR PIPE SUPPORTS SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10B 3/16 BLUE.
6. THE EXTERIOR SURFACES OF FIBERGLASS PIPES SHALL BE PAINTED WITH A VINAL ENAMEL COAT THE COLOR SHALL BE MUNSELL 10B 3/16 BLUE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
DECK DRAINAGE SYSTEM & DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

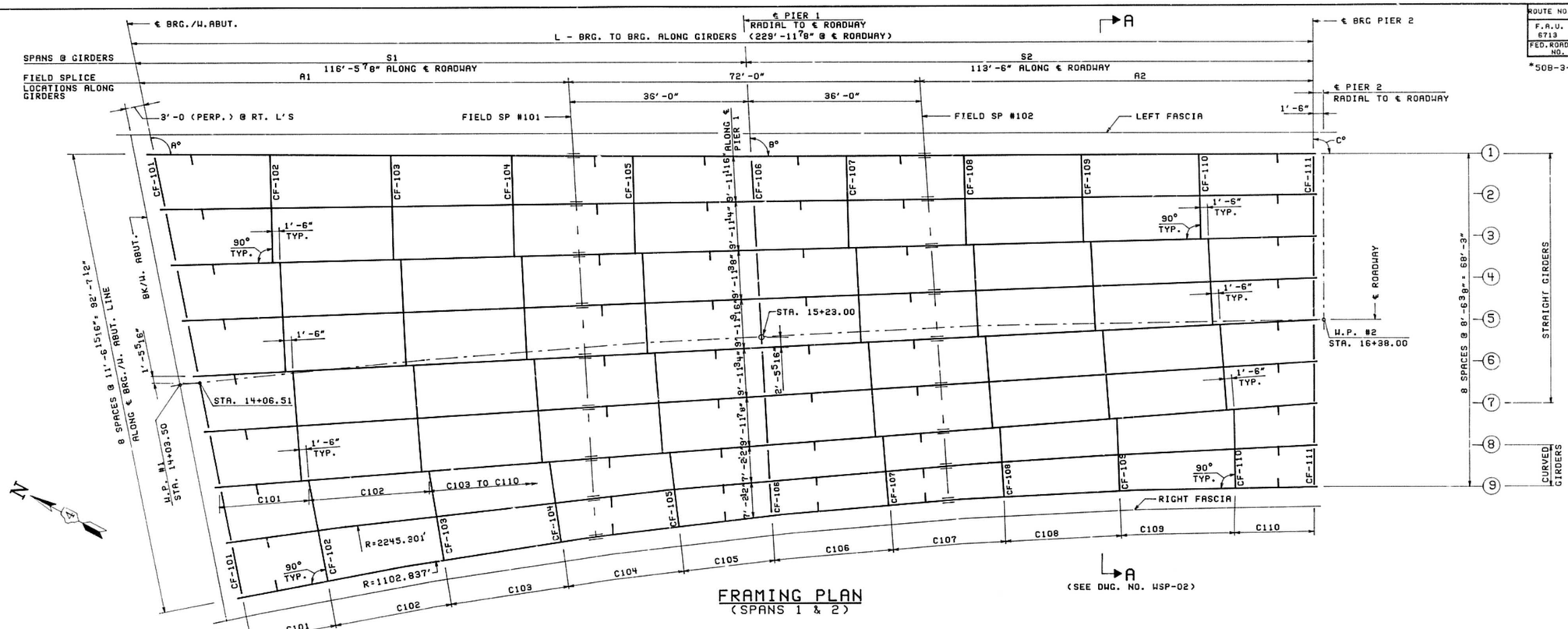
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSD-15		Aug. 16, 1990	128

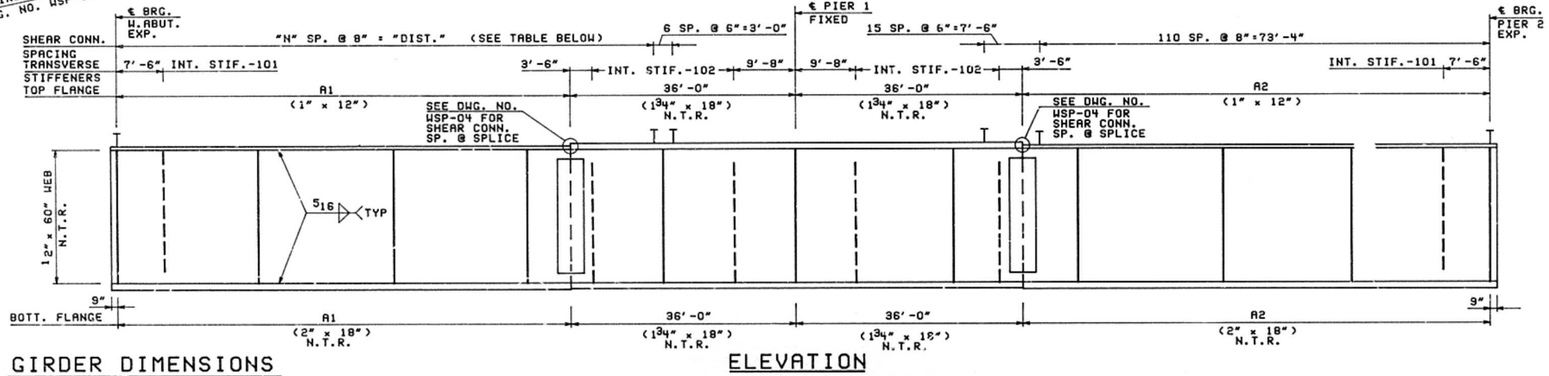
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	129	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P



FRAMING PLAN
(SPANS 1 & 2)



ELEVATION

GIRDER DIMENSIONS

GIRDER NO.	SPAN LENGTHS S1	SPAN LENGTHS S2	BRG. TO BRG. L	℄ BRG. W. ABUT. ANGLE "A"	℄ BRG. PIER 1 ANGLE "B"	℄ BRG. PIER 2 ANGLE "C"	FIELD SPLICE LOCATION TOP & BOTT. FLANGE LENGTHS A1	FIELD SPLICE LOCATION A2	SHEAR CONNECTORS SPACINGS SPAN-1 "N"	SHEAR CONNECTORS "DIST."
G-1	123'-2 15/16"	115'-5 13/16"	238'-8 3/4"	101° 06' 57.102"	93° 08' 15.454"	90° 00' 00.000"	37'-2 15/16"	79'-5 13/16"	136	90'-8"
G-2	121'-6 3/4"	114'-11 7/16"	236'-6 3/16"	100° 25' 47.869"	92° 27' 06.221"	89° 18' 50.768"	35'-6 3/4"	78'-11 7/16"	133	88'-8"
G-3	119'-10 13/16"	114'-5 3/16"	234'-4"	99° 43' 52.306"	91° 45' 10.658"	88° 36' 55.205"	33'-10 13/16"	78'-5 3/16"	133	88'-8"
G-4	118'-3 1/16"	113'-11 3/16"	232'-2 1/4"	99° 01' 09.866"	91° 02' 28.218"	87° 54' 12.764"	32'-3 1/16"	77'-11 3/16"	129	86'-0"
G-5	116'-7 9/16"	113'-5 3/8"	230'-0 15/16"	98° 17' 40.038"	90° 18' 58.390"	87° 10' 42.936"	30'-7 9/16"	77'-5 3/8"	129	86'-0"
G-6	115'-0 5/16"	112'-11 3/4"	228'-0 1/16"	97° 33' 22.356"	89° 34' 40.708"	86° 26' 25.254"	29'-0 5/16"	76'-11 3/4"	125	83'-4"
G-7	113'-5 1/4"	112'-6 7/16"	225'-11 11/16"	96° 48' 16.398"	88° 49' 34.750"	85° 41' 19.286"	27'-5 1/4"	76'-6 7/16"	125	83'-4"
G-8	112'-0 3/16"	112'-0 3/4"	224'-0 15/16"	93° 10' 49.500"	88° 03' 38.043"	87° 48' 56.384"	26'-0 3/16"	76'-0 3/4"	121	80'-8"
G-9	110'-9 3/8"	111'-7 1/2"	222'-4 7/8"	89° 28' 59.900"	87° 15' 37.568"	89° 55' 19.453"	24'-9 3/8"	75'-7 1/2"	121	80'-8"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. ALL DIMENSIONS ARE GIVEN HORIZONTALLY & VERTICALLY AND SHALL BE ADJUSTED FOR VERTICAL PROFILE, CROSS SLOPES & CAMBERS.
3. ALL STRUCTURAL STEEL FOR MAIN GIRDERS, BEARING STIFFENERS & INTERMEDIATE STIFFENERS SHALL BE AASHTO M223, GRADE 50.
4. N.T.R. DESIGNATES MEMBERS SUBJECT TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS (ZONE 2).
5. FOR ADDITIONAL DETAILS SEE DWG. NOS. WSP-02 THRU WSP-06.
6. ALL BEARINGS, INTERMEDIATE STIFFENERS SHALL BE PERPENDICULAR TO GIRDERS.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
FRAMING PLAN & ELEVATION - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-01		Aug. 16, 1990	129

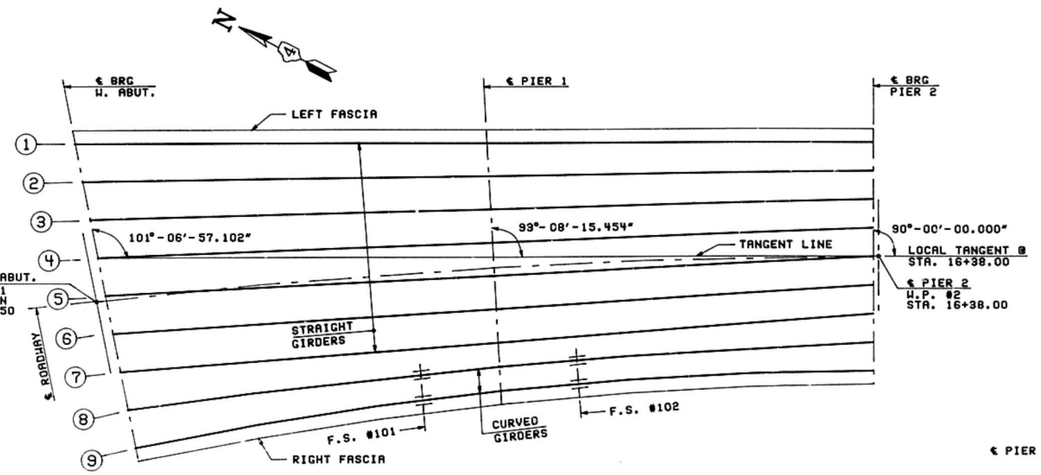
ESTIMATED BY: CHECKED BY: DRAFTED BY: ICH CHECKED BY: MJR DESIGNED BY: RJR CHECKED BY: MGB IN CHARGE: PCH

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	•	PEORIA & TAZEWELL	130	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P



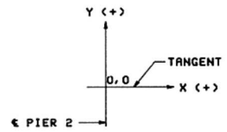
GIRDER LAYOUT PLAN

LAYOUT DIMENSIONS

(FOR GIRDER DIMENSIONS SEE DWG.NO. WSP-01)

	BRG. W. ABUT		PIER 1		BRG. PIER 2	
GIRDER NO.	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)
G-1	-240.230	34.125	-116.986	34.125	-1.500	34.125
G-2	-237.998	22.762	-116.443	24.218	-1.500	25.534
G-3	-235.765	11.400	-115.899	14.297	-1.500	17.062
G-4	-233.533	0.037	-115.354	4.363	-1.500	8.531
G-5	-231.300	-11.326	-114.809	-5.585	-1.500	-0.001
G-6	-229.068	-22.689	-114.263	-15.547	-1.500	-8.532
G-7	-226.835	-34.051	-113.716	-25.523	-1.500	-17.063
G-8	-224.603	-45.414	-113.321	-32.723	-1.500	-25.595
G-9	-222.370	-56.776	-112.927	-39.922	-1.500	-34.126
TANGENT	-233.525	0.000	-115.115	0.000	-1.500	0.000

CURVED	F.S. 101		F.S. 102	
GIRDER NO.	X(FT)	Y(FT)	X(FT)	Y(FT)
G-9	-149.153	-36.196	-77.439	-29.824
G-9	-148.671	-44.192	-77.062	-36.821



MOMENT TABLE

(COMPOSITE IN POSITIVE MOMENT AREA ONLY)

	GIRDER MOMENT TABLE (MAXIMUM)	0.4 SP. 1	PIER 1	0.6 SP. 2
	Is (IN^4)	47560	69072	47560
	Ic (IN^4) n=9	132809	——	132809
	Ic (IN^4) n=27	91082	——	91082
	Ss (IN^3)	2125	2175	2125
	Sc (IN^3) n=9	2874	——	2874
	Sc (IN^3) n=27	2634	——	2634
	DL (K/FT)	1.553	2.083	1.393
	M DL (FT-K)	1645	3956	1045
	SDL (K/FT)	0.610	——	0.610
	M SDL (FT-K)	715	——	778
	M LL (FT-K)	1608	1225	1494
	M IMP (FT-K)	324	251	310
	5/3 (M LL+I) (FT-K)	3220	2460	3007
(1)	Ma (FT-K)	7254	8341	6020
	fs DL NON-COMP (KSI)	9.3	21.8	5.9
	fs DL (COMP) (KSI)	3.3	——	2.6
	fs 5/3 (LL+I) (KSI)	13.4	13.6	12.6
	fs (OVERLOAD) (KSI)	26.0	35.4	21.1
(2)	fs (TOTAL) (KSI)	33.8	46.0	27.4
	VR (K)	80.5	——	80.6

GIRDER REACTION TABLE (MAXIMUM)	W. ABUT.	PIER 1	PIER 2
R DL (K)	101.2	315.3	81.4
R LL (K)	68.7	122.8	68.3
IMP. (K)	13.8	25.1	14.2
R TOTAL (K)	183.7	463.2	169.9

(1) Ma (APPLIED MOMENT) = 1.3 [M DL + M SDL + 5/3 (M LL + I)]

(2) NON-COMPACT SECTION

Is AND Ss ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

Ic AND Sc ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

VR IS THE MAXIMUM LL + IMPACT SHEAR RANGE IN SPAN

fs (TOTAL) IS THE SUM OF THE STRESSES DUE TO 1.3 [M DL + M SDL + 5/3 (M LL + I)]

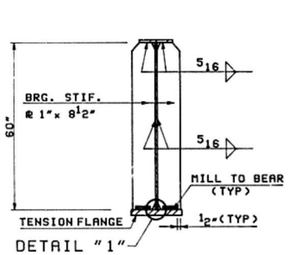
fs (OVERLOAD) IS THE SUM OF THE STRESSES DUE TO M DL + M SDL + 5/3 (M LL + I)

M DL- MOMENT DUE TO DEAD LOADS ON NON-COMPOSITE SECTION

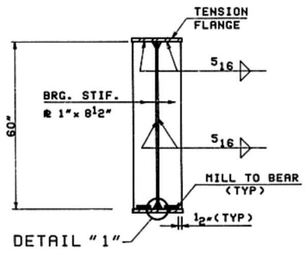
M SDL- MOMENT DUE TO DEAD LOADS ON COMPOSITE SECTION

M LL - MOMENT DUE TO LIVE LOAD ON NON-COMPOSITE OR COMPOSITE SECTION

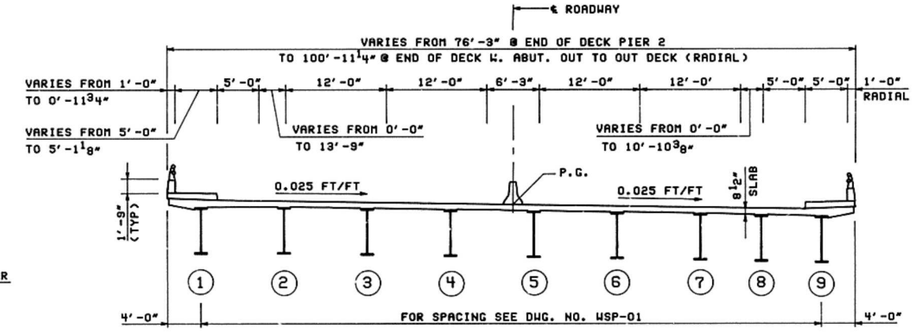
I - LIVE LOAD IMPACT



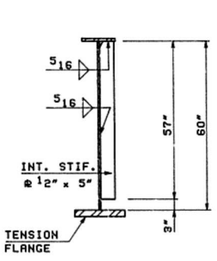
BEARING STIFFENERS
W. ABUT. & PIER 2
(2x9x18 REQUIRED)



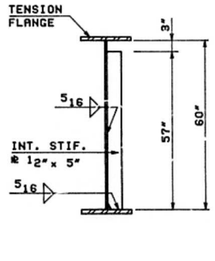
BEARING STIFFENERS
@ PIER 1
(1x9x9 REQUIRED)



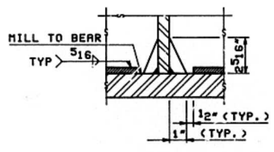
SECTION A-A
(SEE DWG. NO. WSP-01)



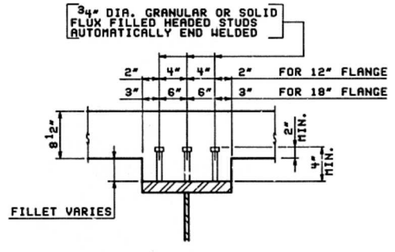
INTERMEDIATE STIFFENER
INT. STIF.-101
(2x9x18 REQUIRED)



INTERMEDIATE STIFFENER
INT.STIF.-102
(4x9x36 REQUIRED)



DETAIL "1"



SHEAR STUDS
(7047 REQUIRED)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. CLIP ALL STIFFENER PLATES 1" HORIZONTALLY AND 2 5/16" VERTICALLY AT WEB TO FLANGE CONNECTION OF ALL MAIN GIRDERS.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
GIRDER DIMENSIONS & DET. - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-02		Aug. 16, 1990	130

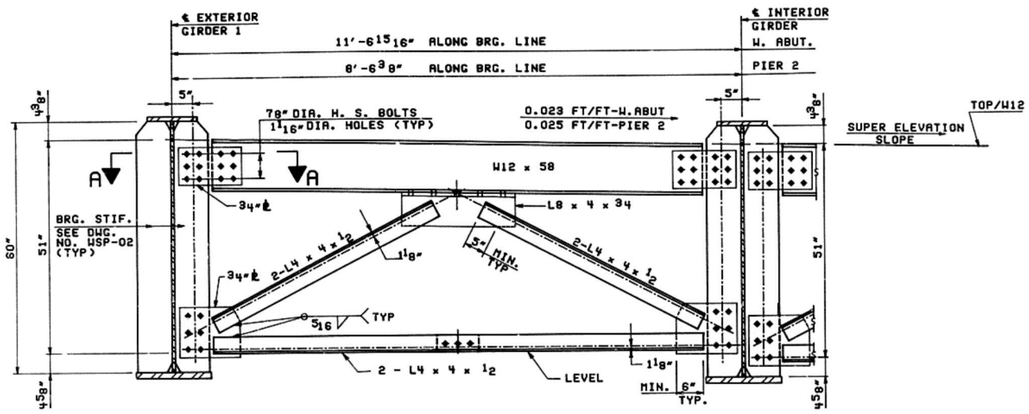
DRAFTED BY: JGM CHECKED BY: MJR
DESIGNED BY: MJR CHECKED BY: MGB
ESTIMATED BY:
CHECKED BY:
IN CHARGE: PCW

D C B A 0 A B C D

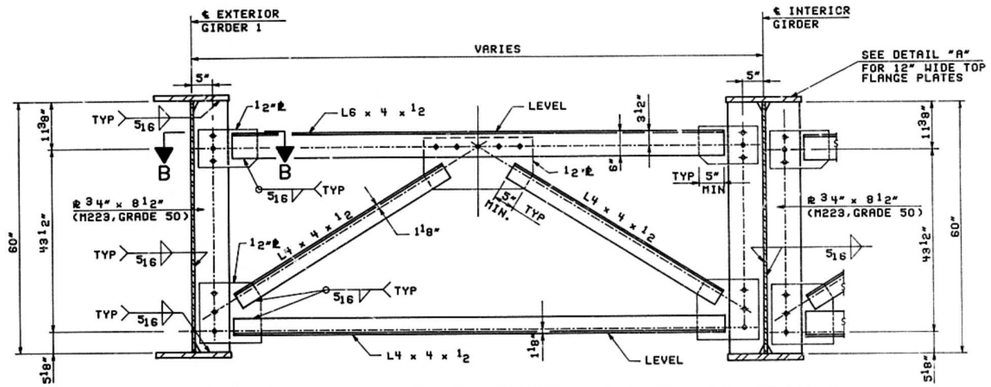
TAMERAN

*SOB-3-1; SO-2; (SO)F&E-1, D AND P

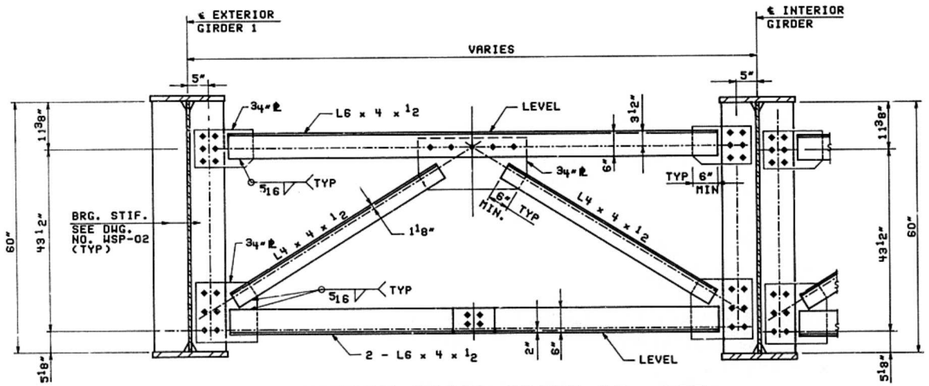
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	131	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



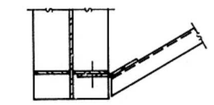
END CROSS FRAME CF - 101 & 111
@ W. ABUT. & PIER 2



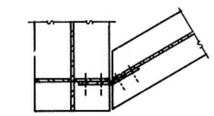
INT. CROSS FRAME CF-102 THRU CF-105 FOR SPAN 1
INT. CROSS FRAME CF-107 THRU CF-110 FOR SPAN 2



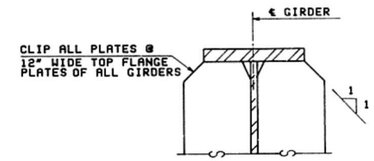
INT. SUPPORT CROSS FRAME CF -106
@ PIER 1



SECTION B-B



SECTION A-A



DETAIL "A"

CROSS FRAME LAYOUT DIMENSIONS

(ALONG GIRDERS, SEE FRAMING PLAN - DWG. NO. WSP-01)

GIRDER NO.	C101	C102	C103	C104	C105	C106	C107	C108	C109	C110
G-1	24'- 9"	24'- 9"	24'- 9"	24'- 9"	24'- 2 15/16"	19'- 5 13/16"	24'- 0"	24'- 0"	24'- 0"	24'- 0"
G-2	22'- 9 7/16"	24'- 8 15/16"	24'- 8 15/16"	24'- 8 15/16"	24'- 6 1/2"	19'- 2 1/8"	23'-11 15/16"	23'-11 15/16"	23'-11 15/16"	23'- 9 7/16"
G-3	22'- 3 15/16"	24'- 8 15/16"	24'- 8 15/16"	24'- 8 15/16"	23'- 4 1/8"	20'- 4 1/2"	23'-11 15/16"	23'-11 15/16"	23'-11 15/16"	22'- 0 15/16"
G-4	20'- 7 13/16"	24'- 8 7/8"	24'- 8 7/8"	24'- 8 7/8"	23'- 4 3/4"	20'- 3 3/4"	23'-11 7/8"	23'-11 7/8"	23'-11 7/8"	21'- 7 7/8"
G-5	20'- 5 3/4"	24'- 8 13/16"	24'- 8 13/16"	24'- 8 13/16"	21'-11 3/8"	21'- 9 1/16"	23'-11 13/16"	23'-11 13/16"	23'-11 13/16"	19'- 8 13/16"
G-6	19'- 1 1/4"	24'- 8 3/4"	24'- 8 3/4"	24'- 8 3/4"	21'- 8 7/8"	21'-11 7/16"	23'-11 3/4"	23'-11 3/4"	23'-11 3/4"	19'- 1 1/16"
G-7	19'- 2 3/4"	24'- 8 3/4"	24'- 8 3/4"	24'- 8 3/4"	20'- 0 3/8"	23'- 7 7/8"	23'-11 3/4"	23'-11 3/4"	23'-11 3/4"	16'-11 5/16"
G-8	19'- 0 1/2"	24'- 5 1/16"	24'- 5 3/4"	24'- 6 5/16"	19'- 6 9/16"	23'-10 1/8"	23'- 9 15/16"	23'- 9 13/16"	23'- 9 1/2"	18'- 9 3/8"
G-9	18'-11 1/16"	24'- 2 1/16"	24'- 3 1/4"	24'- 4 1/16"	19'- 0 7/8"	24'- 0 7/16"	23'- 8 1/8"	23'- 7 15/16"	23'- 7 7/8"	16'- 7 5/8"

NOTES:

1. PROVIDE 1 1/16" ø HOLES FOR ALL 7/8" ø BOLTS.
2. TWO HARDENED WASHERS SHALL BE REQUIRED OVER ALL HOLES.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
CROSS-FRAMES & DETAILS - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

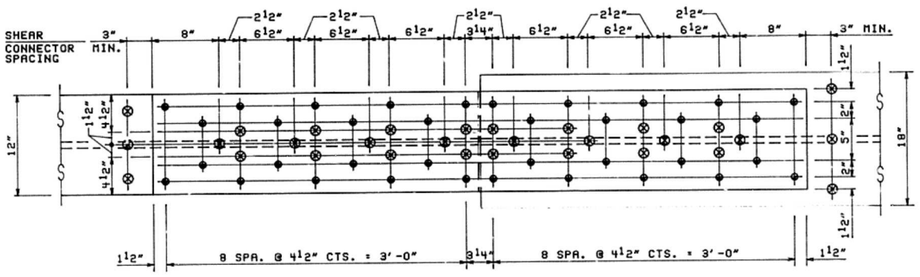
DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-03		Aug. 16, 1990	/31

CHECKED BY:
DRAFTED BY: ICM
CHECKED BY: MGB
ESTIMATED BY:
CHECKED BY: RJR
DESIGNED BY: MGB
IN CHARGE: PCW

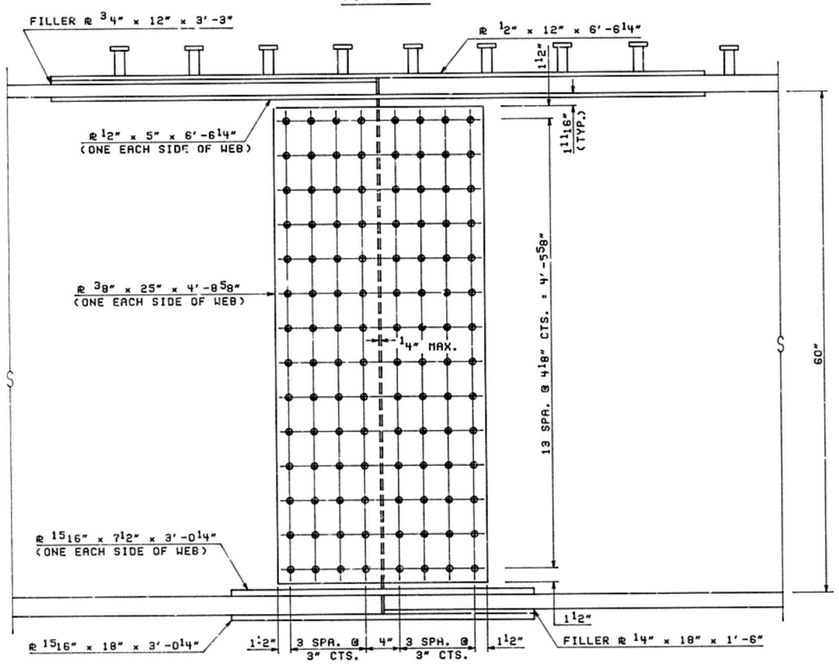
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	132	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

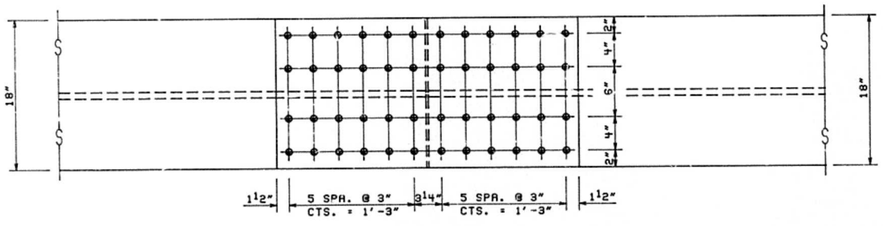
*508-3-1; 50-2; (SO)F&E-1, D AND P



TOP PLAN

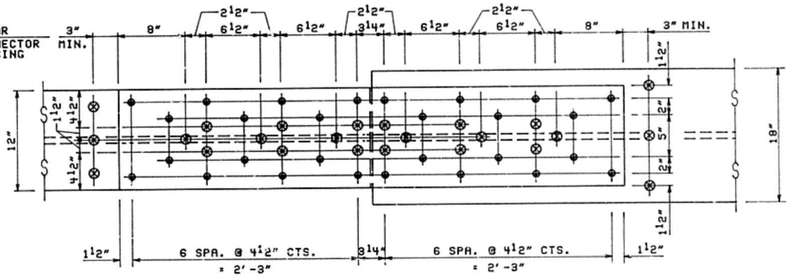


ELEVATION

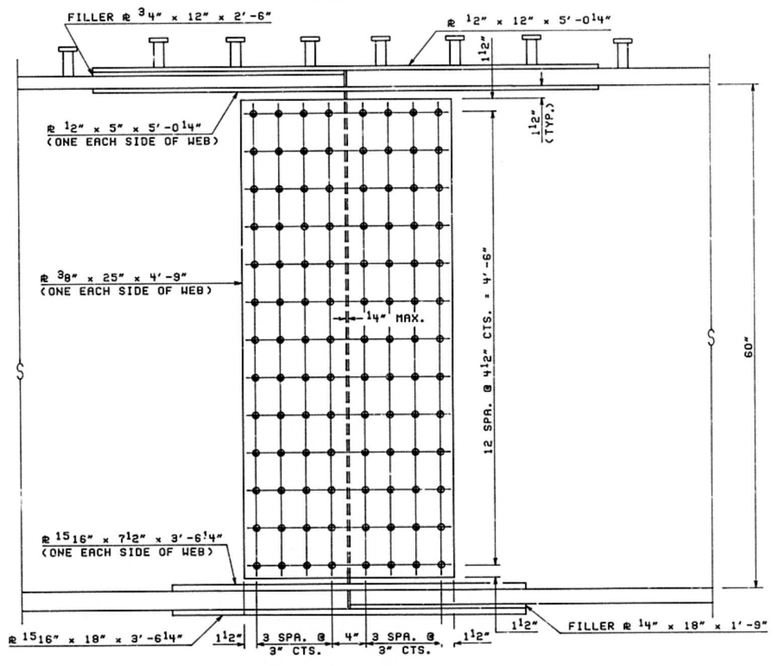


BOTTOM PLAN

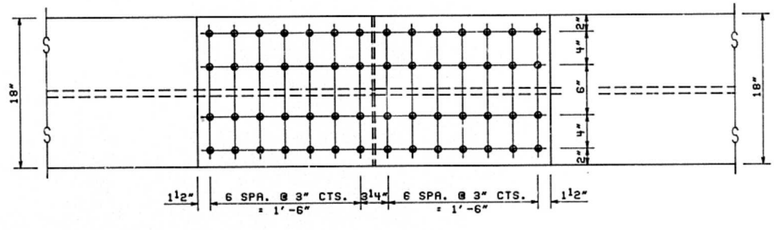
FIELD SPLICE #101



TOP PLAN

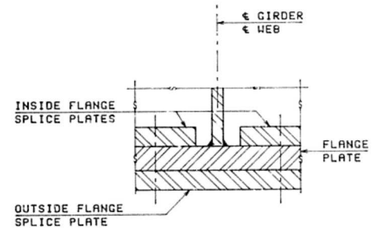


ELEVATION



BOTTOM PLAN

FIELD SPLICE #102



TYPICAL SPLICE SECTION

NOTES:

1. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 7/8" DIA., OPEN HOLES 15/16" DIA.
2. ALL SPLICE PLATES SHALL BE AASHTO M223, GRADE 50 AND SHALL CONFORM, EXCEPT FILLER PLATES, TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.
3. SHEAR CONNECTOR INDICATED BY ⊗ IN TOP PLAN.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
FIELD SPLICES & DETAILS - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-04		Aug. 16, 1990	132

DESIGNED BY: MJR
DRAFTED BY: SBA
CHECKED BY: MJR
ESTIMATED BY:
CHECKED BY: MGB
IN CHARGE: PCW

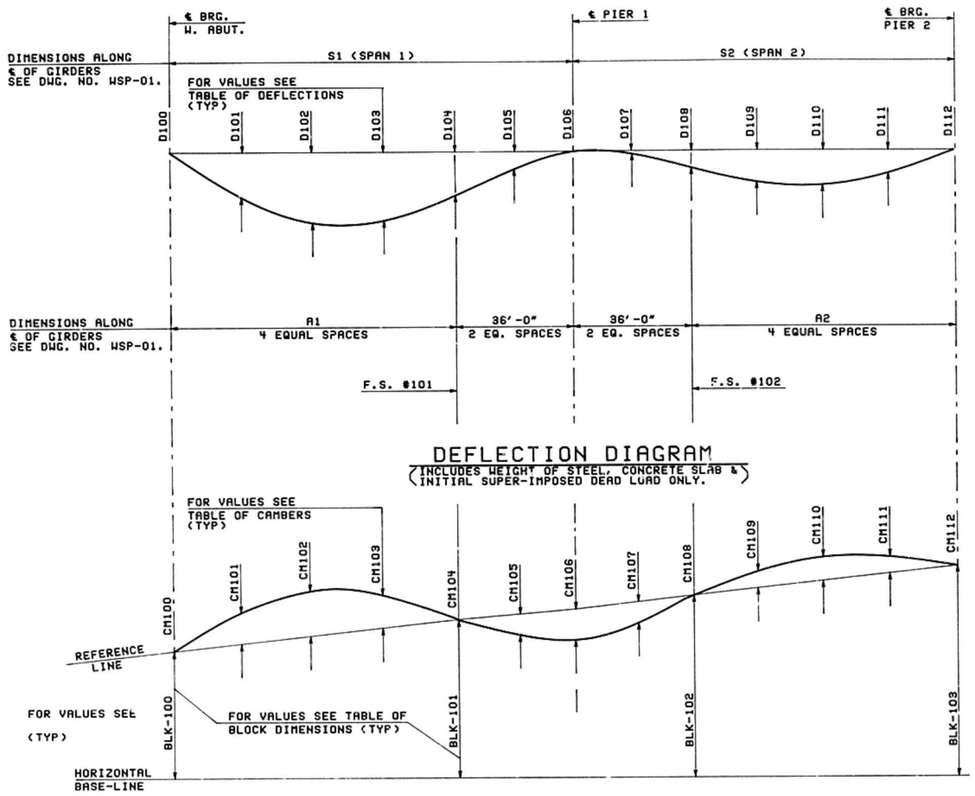
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	133	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: MGB
DESIGNED BY: MGB CHECKED BY: MJR IN CHARGE: PCW



DEFLECTION DIAGRAM
(INCLUDES WEIGHT OF STEEL, CONCRETE SLAB & INITIAL SUPER-IMPOSED DEAD LOAD ONLY.)

BLOCK & CAMBER DIAGRAM

TABLE OF DEFLECTIONS (INCHES)

NEGATIVE VALUES ARE UPWARD DEFLECTIONS

GIRDER NUMBERS	W. ABUT. D100	D101	D102	D103	F.S.#101 D104	D105	PIER 1 D106	D107	F.S. #102 D108	D109	D110	D111	PIER 2 D112
G-1	0	+1-11/16	+2-5/8	+2-9/16	+1-5/8	+5/8	0	+1/8	+5/8	+1-3/16	+1-5/16	+7/8	0
G-2	0	+1-9/16	+2-1/2	+2-7/16	+1-9/16	+5/8	0	+1/8	+5/8	+1-1/8	+1-1/4	+13/16	0
G-3	0	+1-1/2	+2-5/16	+2-5/16	+1-1/2	+9/16	0	+1/8	+5/8	+1-1/8	+1-1/4	+13/16	0
G-4	0	+1-3/8	+2-3/16	+2-3/16	+1-7/16	+9/16	0	+1/8	+5/8	+1-1/8	+1-1/4	+13/16	0
G-5	0	+1-5/16	+2-1/16	+2-1/16	+1-3/8	+9/16	0	+1/8	+5/8	+1-1/8	+1-3/16	+13/16	0
G-6	0	+1-1/4	+2	+1-15/16	+1-5/16	+9/16	0	+1/8	+5/8	+1-1/16	+1-3/16	+3/4	0
G-7	0	+1-1/8	+1-3/4	+1-3/4	+1-3/16	+1/2	0	+1/8	+9/16	+1	+1-1/16	+3/4	0
G-8	0	+1	+1-9/16	+1-9/16	+1-1/16	+7/16	0	+1/8	+1/2	+15/16	+1	+11/16	0
G-9	0	+15/16	+1-1/2	+1-1/2	+1-1/16	+7/16	0	+1/8	+1/2	+7/8	+1	+5/8	0

TABLE OF CAMBERS (INCHES - THEORETICAL)

GIRDER NUMBERS	W. ABUT. CM100	CM101	CM102	CM103	F.S.#101 CM104	CM105	PIER 1 CM106	CM107	F.S. #102 CM108	CM109	CM110	CM111	PIER 2 CM112
G-1	0	+1-1/8	+1-11/16	+1-3/16	0	-7/8	-1-1/4	-7/8	0	+5/8	+7/8	+5/8	0
G-2	0	+1-1/16	+1-9/16	+1-1/8	0	-7/8	-1-1/4	-7/8	0	+5/8	+7/8	+5/8	0
G-3	0	+1	+1-7/16	+1-1/16	0	-13/16	-1-3/16	-7/8	0	+9/16	+13/16	+9/16	0
G-4	0	+15/16	+1-3/8	+1	0	-13/16	-1-3/16	-13/16	0	+9/16	+13/16	+9/16	0
G-5	0	+7/8	+1-1/4	+15/16	0	-3/4	-1-1/8	-13/16	0	+9/16	+13/16	+9/16	0
G-6	0	+13/16	+1-3/16	+7/8	0	-3/4	-1-1/8	-13/16	0	+9/16	+13/16	+9/16	0
G-7	0	+3/4	+1-1/16	+13/16	0	-11/16	-1	-3/4	0	+1/2	+3/4	+1/2	0
G-8	0	+11/16	+1	+3/4	0	-9/16	-7/8	-5/8	0	+1/2	+3/4	+1/2	0
G-9	0	+3/4	+1-1/16	+13/16	0	-1/2	-3/4	-9/16	0	+9/16	+13/16	+9/16	0

TABLE OF BLOCK DIMENSIONS

GIRDER NUMBERS	W. ABUT. BLK-100	F.S. #101 BLK-101	F.S. #102 BLK-102	PIER 2 BLK-103
G-1	10'-0"	11'-10 1/4"	13'-3 1/4"	14'-11 3/8"
G-2	10'-0"	11'-10 1/4"	13'-3 5/8"	15'-0"
G-3	10'-0"	11'-10 1/4"	13'-4 1/16"	15'-0 5/8"
G-4	10'-0"	11'-10 1/4"	13'-4 7/16"	15'-1 3/8"
G-5	10'-0"	11'-10 1/4"	13'-4 7/8"	15'-2"
G-6	10'-0"	11'-10 3/16"	13'-5 1/4"	15'-2 1/2"
G-7	10'-0"	11'-10 1/16"	13'-5 1/2"	15'-3 1/4"
G-8	10'-0"	11'-10 3/4"	13'-6 5/8"	15'-3 7/8"
G-9	10'-0"	11'-11 7/16"	13'-7 3/4"	15'-4 1/2"

TOP OF WEB ELEVATION BEFORE DEFLECTIONS

(FOR FABRICATION ONLY)

GIRDER NO.	BRG./W. ABUT.	F.S. #101	PIER 1	F.S. #102	BRG./PIER 2
G-1	496.480	498.337	498.943	499.752	501.427
G-2	496.212	498.069	498.694	499.318	501.214
G-3	495.945	497.800	498.446	499.284	501.000
G-4	495.678	497.531	498.197	499.050	500.787
G-5	495.411	497.262	497.948	498.816	500.573
G-6	495.145	496.992	497.699	498.581	500.360
G-7	494.878	496.716	497.449	498.343	500.146
G-8	494.612	496.505	497.269	498.167	499.933
G-9	494.347	496.300	497.089	497.994	499.720

NOTES:

1. THESE DIAGRAMS ARE NOT TO SCALE, USE VALUES AS SHOWN.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
WEB CAMBERS & DETAILS - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

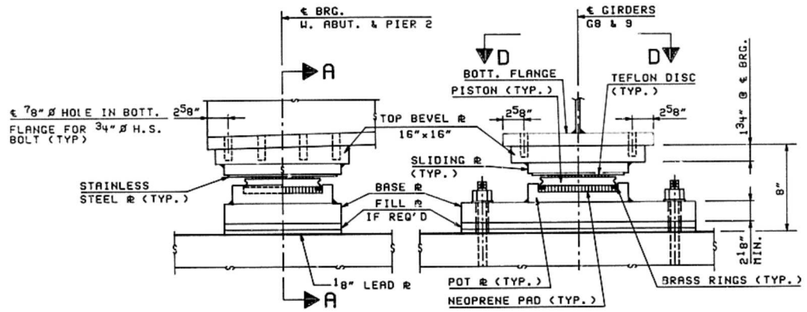
DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-05		Aug. 16, 1990	133

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	134	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)FAE-1, O AND P

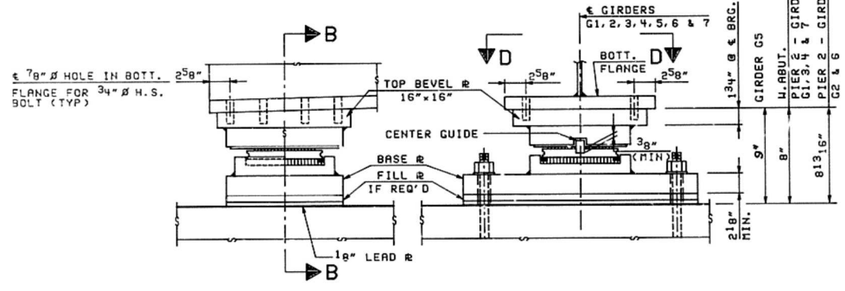
IN CHARGE: HCW DESIGNED BY: MJR CHECKED BY: TAH ESTIMATED BY: DRAFTED BY: SBA CHECKED BY: MJR



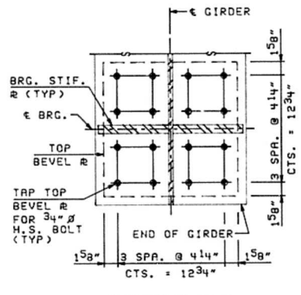
BEARING ELEVATION SECTION A-A

FLOATING BEARINGS, NON-GUIDED EXPANSION @ W. ABUT. & PIER 2

(FOR GIRDERS G8 & 9 ONLY = 2x2x4 REQUIRED)



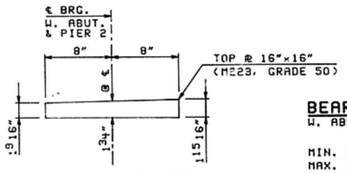
BEARING ELEVATION SECTION B-B



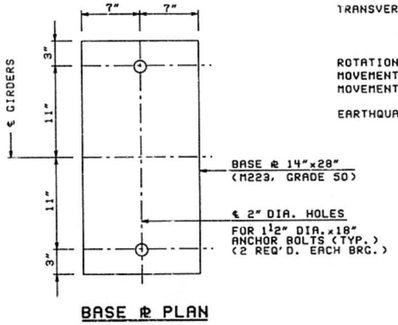
SECTION D-D

FLOATING BEARINGS, GUIDED EXPANSION @ W. ABUT. & PIER 2

(FOR GIRDERS G1, 2, 3, 4, 5, 6 & 7 ONLY - 2x7=14 REQUIRED)



TOP ℘ ELEVATION

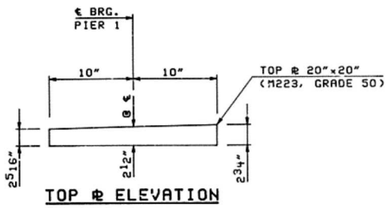


BASE ℘ PLAN

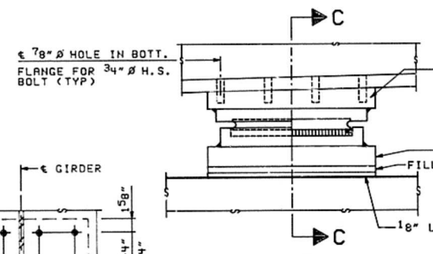
BEARING DATA
W. ABUT. & PIER 2

	MULTIDIRECTIONAL	CENTER GUIDED
MIN. DEAD LOADS	= 54.0 KIPS	= 54.0 KIPS
MAX. DEAD LOADS	= 105.0 KIPS	= 105.0 KIPS
LIVE LOAD + IMP	= 85.0 KIPS	= 85.0 KIPS
TOTAL - MAXIMUM	= 190.0 KIPS	= 190.0 KIPS
TRANSVERSE LOADS-(MAX.)		
WIND	= 3.1 KIPS/GIRDER OR	= 27.9 KIPS (TOTAL)
OR EARTHQUAKE	= 6.3 KIPS/GIRDER OR	= 56.7 KIPS (TOTAL)
ROTATION	= 0.01 RADIANS	= 0.01 RADIANS
MOVEMENT-(LONGITUDINAL)	= 1.00 INCHES	= 1.00 INCHES
MOVEMENT-(TRANSVERSE)	= 0.25 INCHES	= 0.25 INCHES
EARTHQUAKE - ANCHOR BOLTS (TRANSVERSE)	= 21.0 KIPS AND	= 21.0 KIPS

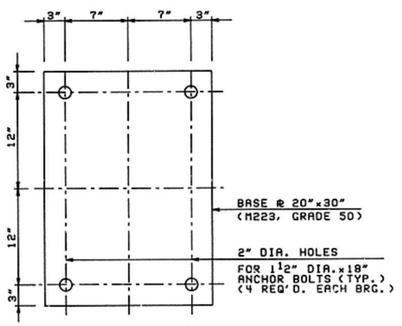
BEARING DETAILS @ W. ABUT. & PIER 2



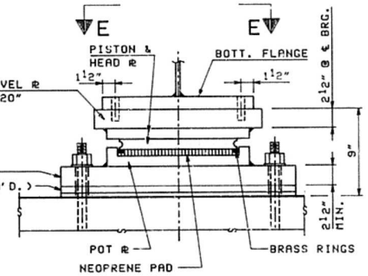
TOP ℘ ELEVATION



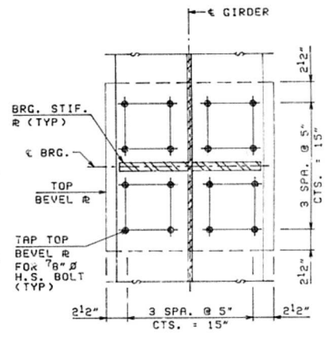
BEARING ELEVATION



BASE ℘ PLAN



SECTION C-C



SECTION E-E

BEARING DATA
PIER 1

MIN. DEAD LOADS	= 225.0 KIPS
MAX. DEAD LOADS	= 320.0 KIPS
LIVE LOAD + IMP	= 150.0 KIPS
TOTAL - MAXIMUM	= 470.0 KIPS
LONGITUDINAL LOADS-(MAX.)	
WIND	= 3.0 KIPS
OR EARTHQUAKE	= 106.0 KIPS
OR	
TRANSVERSE LOADS-(MAX.)	
WIND	= 6.0 KIPS
OR EARTHQUAKE	= 64.0 KIPS
ROTATION	= 0.01 RADIANS
MOVEMENT-(LONGITUDINAL)	= - INCHES
MOVEMENT-(TRANSVERSE)	= 0.25 INCHES
EARTHQUAKE-ANCHOR BOLTS (LONGITUDINAL)	= 106.0 KIPS
OR (TRANSVERSE)	= 64.0 KIPS

FLOATING BEARINGS, FIXED @ PIER 1

(FOR ALL GIRDERS = 9 REQUIRED)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
FLOATING BEARINGS, FIXED (470.0 KIPS)	EACH	9
FLOATING BEARINGS, NON-GUIDED EXPANSION (190.0 KIPS)	EACH	4
FLOATING BEARINGS, GUIDED EXPANSION (190.0 KIPS)	EACH	14

NOTES:

1. ALL DETAILED DESIGNS, DRAWINGS & INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION. SEE SPECIAL PROVISIONS.
2. SEE DWG. NO. SAM-09 FOR ANCHOR BOLTS INSTALLATION.
3. ANCHOR BOLTS AT FIXED BEARINGS MAY BE BUILT INTO THE MASONRY.

REVISION	DATE	DESCRIPTION
PMP	11-1-90	Revised Note 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
BEARING DETAILS - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-06		Aug. 09, 1991	134

D C B A 0 A B C D

TAMERAN

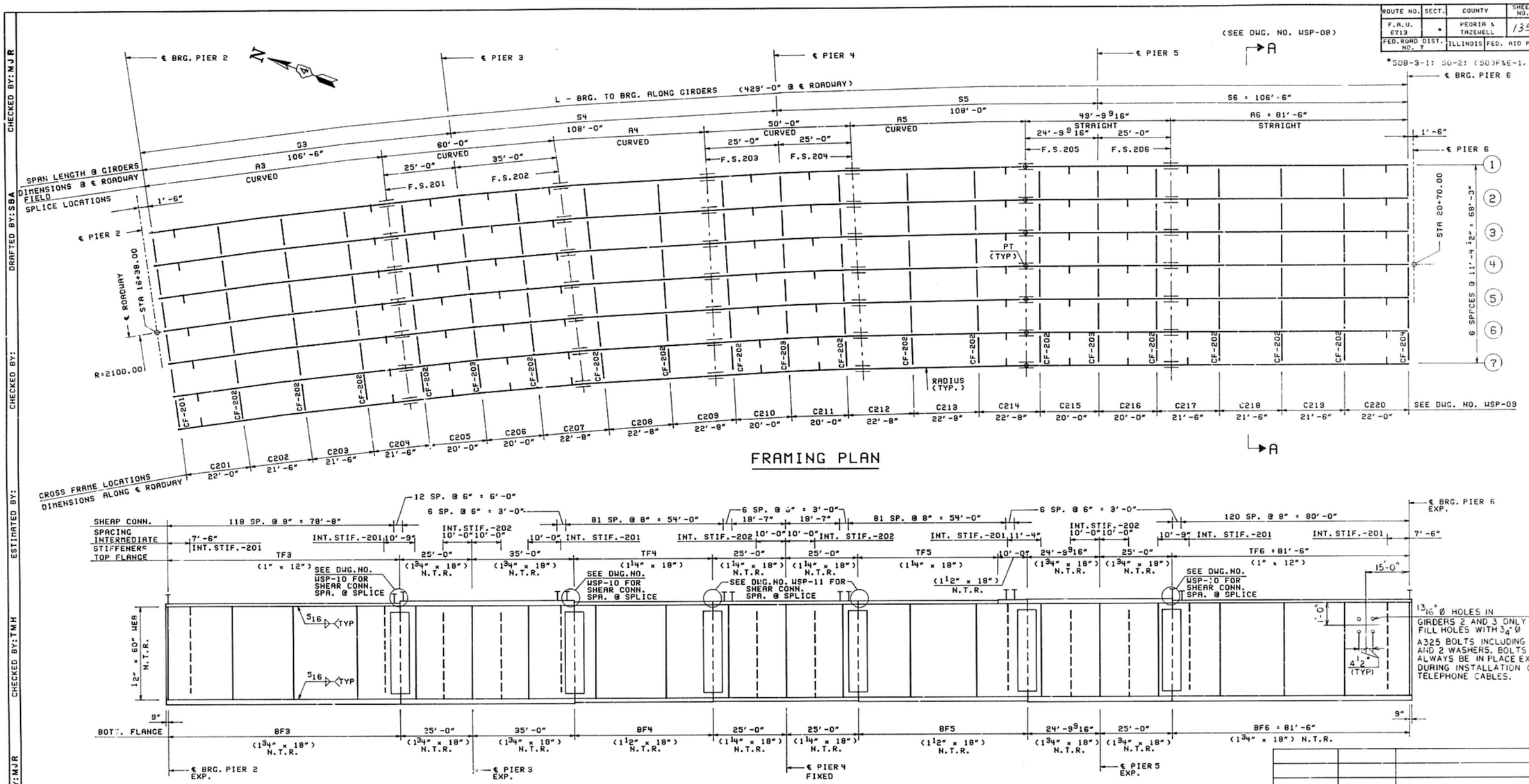
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	135	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P

DRAFTED BY: SBA CHECKED BY: MJR

DESIGNED BY: MJR CHECKED BY: TWH ESTIMATED BY:

IN CHARGE: PCW



FRAMING PLAN

ELEVATION

GIRDER DIMENSIONS

GIRDER NO.	RADIUS	SPAN LENGTHS S3	SPAN LENGTHS S4	SPAN LENGTHS S5	BRG. TO BRG. L	FIELD SPLICE LOCATIONS A3	FIELD SPLICE LOCATIONS A4	FIELD SPLICE LOCATIONS A5	TOP FLANGE LENGTHS TF3	TOP FLANGE LENGTHS TF4	TOP FLANGE LENGTHS TF5	BOTTOM FLANGE LENGTHS BF3	BOTTOM FLANGE LENGTHS BF4	BOTTOM FLANGE LENGTHS BF5
G-1	2134.125'	108'-3 1/16"	109'-9 1/16"	109'-4 1/4"	433'-10 3/8"	83'-3 1/16"	49'-9 1/16"	59'-6 11/16"	83'-3 1/16"	49'-9 1/16"	49'-6 11/16"	83'-3 1/16"	49'-9 1/16"	59'-6 11/16"
G-2	2122.750'	107'-8 1/16"	109'-2 1/16"	108'-10 13/16"	432'-2 7/8"	82'-8 1/16"	49'-2 1/16"	59'-1 1/4"	82'-8 1/16"	49'-2 1/16"	49'-1 1/4"	82'-8 1/16"	49'-2 1/16"	59'-1 1/4"
G-3	2111.375'	107'-1"	108'-7"	108'-5 7/16"	430'-7 7/16"	82'-1"	48'-7"	58'-7 7/8"	82'-1"	48'-7"	48'-7 7/8"	82'-1"	48'-7"	58'-7 7/8"
G-4	2100.000'	106'-6"	108'-0"	108'-0"	429'-0"	81'-6"	48'-0"	58'-2 7/16"	81'-6"	48'-0"	48'-2 7/16"	81'-6"	48'-0"	58'-2 7/16"
G-5	2088.625'	105'-11"	107'-5"	107'-6 9/16"	427'-4 9/16"	80'-11"	47'-5"	57'-9"	80'-11"	47'-5"	47'-9"	80'-11"	47'-5"	57'-9"
G-6	2077.250'	105'-3 15/16"	106'-9 15/16"	107'-1 3/16"	425'-9 1/8"	80'-3 15/16"	46'-9 15/16"	57'-3 5/8"	80'-3 15/16"	46'-9 15/16"	47'-3 5/8"	80'-3 15/16"	46'-9 15/16"	57'-3 5/8"
G-7	2065.875'	104'-8 15/16"	106'-2 15/16"	106'-7 3/4"	424'-1 5/8"	79'-8 15/16"	46'-2 15/16"	56'-10 3/16"	79'-8 15/16"	46'-2 15/16"	46'-10 3/16"	79'-8 15/16"	46'-2 15/16"	56'-10 3/16"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. ALL DIMENSIONS ARE GIVEN HORIZONTALLY & VERTICALLY AND SHALL BE ADJUSTED FOR VERTICAL PROFILE, CROSS SLOPES & CAMBERS.
3. ALL STRUCTURAL STEEL FOR FLANGES & WEBS OF MAIN GIRDERS, BEARING STIFFENERS & INTERMEDIATE STIFFENERS SHALL BE AASHTO M223 (GRADE 50).
4. N.T.R. DESIGNATES MEMBERS SUBJECT TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS (ZONE 2).
5. FOR ADDITIONAL DETAILS SEE DWG.NOS. WSP-08 THRU WSP-14.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
FRAMING PLAN & ELEVATION - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

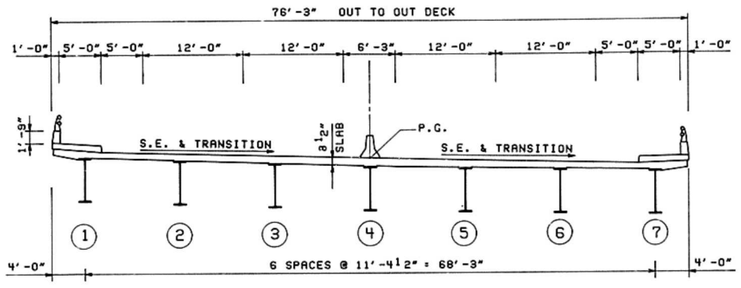
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-07		Aug. 16, 1990	135

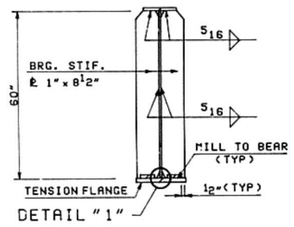
D C B A 0 A B C D

TAMERAN

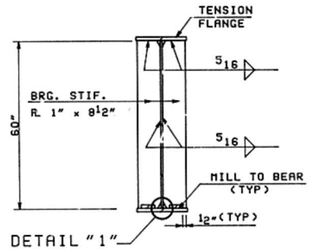
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	136	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



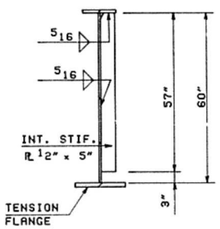
SECTION A-A
(SEE DWG. NO. WSP-07)



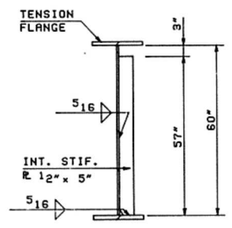
BEARING STIFFENERS
@ PIER 2 & PIER 6
(2x7=14 REQUIRED)



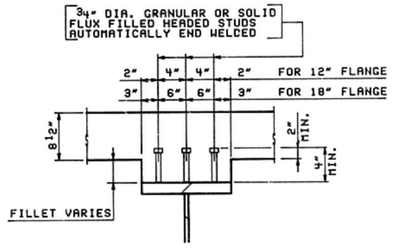
BEARING STIFFENERS
@ PIER 3, 4 & 5
(3x7=21 REQUIRED)



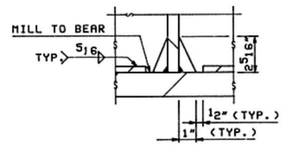
INTERMEDIATE STIFFENER
INT. STIF. - 201
(4x7=28 REQUIRED)



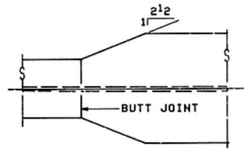
INTERMEDIATE STIFFENER
INT. STIF. - 202
(6x7=56 REQUIRED)



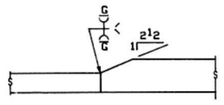
SHEAR STUDS
(9366 REQUIRED)



DETAIL "1"



FLANGE ℄ WIDTH TRANSITION



FLANGE ℄ THICKNESS TRANSITION

MOMENT TABLE
(COMPOSITE IN POSITIVE MOMENT AREA ONLY)

*SOB-3-1; SO-2; (SO)F&E-1, D AND P

	GIRDER MOMENT TABLE (MAXIMUM)	0.4 SP.3 0.6 SP.6	PIERS 3 & 5	0.55 SP.4 0.45 SP.5	PIER 4
	Is (IN^4)	45194	69072	55390	51211
	Ic (IN^4) n=9	122978	——	114577	——
	Ic (IN^4) n=27	85506	——	85436	——
	Ss (IN^3)	1923	2175	1863	1639
	Sc (IN^3) n=9	2601	——	2325	——
	Sc (IN^3) n=27	2385	——	2153	——
	DL (K/FT)	1.627	2.335	1.643	2.343
	M DL (FT-K)	1355	3177	686	1844
	SDL (K/FT)	0.700	——	0.700	——
	M SDL (FT-K)	649	——	366	——
	M L. (FT-K)	1457	1103	1247	926
	M IMP (FT-K)	312	235	265	197
	5/3 (M LL+I) (FT-K)	2948	2230	2520	1872
(1)	Ma (FT-K)	6438	7029	4644	4831
	fs DL NON-COMP (KSI)	8.5	17.5	4.4	13.5
	fs DL (COMP) (KSI)	3.3	——	2.0	——
	fs 5/3 (LL+I) (KSI)	13.6	12.3	13.0	13.7
	fs (OVERLOAD) (KSI)	25.4	29.8	19.4	27.2
(2)	fs (TOTAL) (KSI)	32.9	38.8	25.3	35.4
	VR (K)	85.9	——	88.3	——

GIRDER REACTION TABLE (MAXIMUM)	PIERS 2 & 6	PIERS 3 & 5	PIER 4
R DL (K)	96.7	236.1	233.2
R LL (K)	69.6	117.9	111.9
IMP. (K)	14.9	25.2	23.8
R TOTAL (K)	181.2	439.2	368.9

(1) Ma (APPLIED MOMENT) = 1.3 [M DL + M SDL + 5/3 (M LL + I)]

(2) NON-COMPACT SECTION

Is AND Ss ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

Ic AND Sc ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

VR IS THE MAXIMUM LL + IMPACT SHEAR RANGE IN SPAN

fs (TOTAL) IS THE SUM OF THE STRESSES DUE TO 1.3 [M DL + M SDL + 5/3 (M LL + I)]

fs (OVERLOAD) IS THE SUM OF THE STRESSES DUE TO M DL + M SDL + 5/3 (M LL + I)

M DL- MOMENT DUE TO DEAD LOADS ON NON-COMPOSITE SECTION

M SDL- MOMENT DUE TO DEAD LOADS ON COMPOSITE SECTION

M LL - MOMENT DUE TO LIVE LOAD ON NON-COMPOSITE OR COMPOSITE SECTION

I - LIVE LOAD IMPACT

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. CLIP ALL STIFFENER PLATES 1" HORIZONTALLY AND 2 5/16" VERTICALLY AT WEB TO FLANGE CONNECTION OF ALL MAIN GIRDERS.

LAYOUT DIMENSIONS
(FOR GIRDER DIMENSIONS SEE DWG.NO. WSP-07)

	BRG. PIER 2		F.S. 201		PIER 3		F.S. 202		F.S. 203		PIER 4		F.S. 204		F.S. 205	
GIRDER NO.	X(FT)	Y(FT)	X(FT)	Y(FT)	X(FT)	Y(FT)	X(FT)	Y(FT)	X(FT)	Y(FT)	X(FT)	Y(FT)	X(FT)	Y(FT)	X(FT)	Y(FT)
G-1	-301.555	12.713	-218.927	22.866	-194.044	25.285	-159.165	28.181	-109.510	31.314	-84.536	32.450	-59.550	33.294	0.000	34.125
G-2	-299.940	1.453	-217.893	11.538	-193.010	13.957	-158.130	16.852	-109.059	19.947	-84.085	21.064	-59.099	21.927	0.000	22.750
G-3	-298.325	-9.807	-216.858	0.209	-191.976	2.629	-157.096	5.523	-108.608	8.580	-83.634	9.718	-58.649	10.560	0.000	11.375
G-4	-296.709	-21.067	-215.824	-11.120	-190.941	-8.699	-156.062	-5.807	-108.158	-2.787	-83.184	-1.648	-58.198	-0.807	0.000	0.000
G-5	-295.094	-32.327	-214.789	-22.449	-189.907	-20.027	-155.027	-17.136	-107.707	-14.154	-82.733	-13.014	-57.748	-12.174	0.000	-11.375
G-6	-293.479	-43.586	-213.755	-33.777	-188.873	-31.354	-153.993	-28.466	-107.256	-25.521	-82.283	-24.380	-57.297	-23.540	0.000	-22.750
G-7	-291.864	-54.846	-212.721	-45.106	-187.839	-42.682	-152.958	-39.795	-106.806	-36.888	-81.832	-35.746	-56.846	-34.907	0.000	-34.125
TANGENT	-299.731	0.000	-216.839	0.000	-191.736	0.000	-156.592	0.000	-108.268	0.000	-83.249	0.000	-58.230	0.000	0.000	0.000

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
GIRDER DIMENSIONS & DET. - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-08		Aug. 16, 1990	136

DESIGNED BY: RJR
DRAFTED BY: IGH
CHECKED BY: MJR
CHECKED BY: RGB
ESTIMATED BY:
IN CHARGE: PCH

TAMERAN

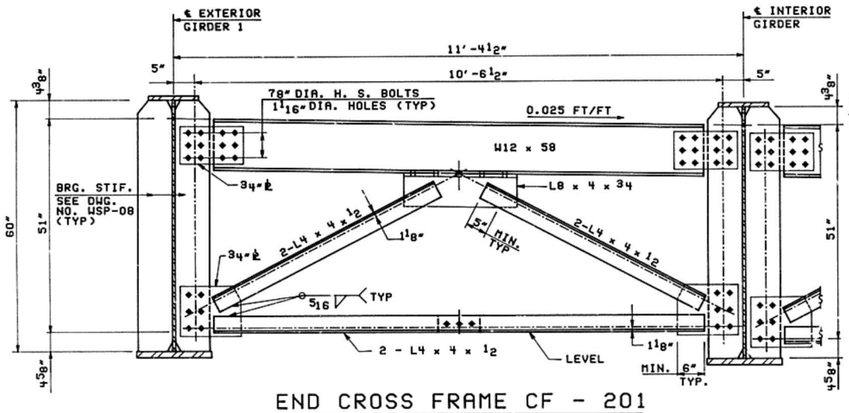
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	137	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SOB-3-1; SO-2; (SO)F&E-1, D AND P

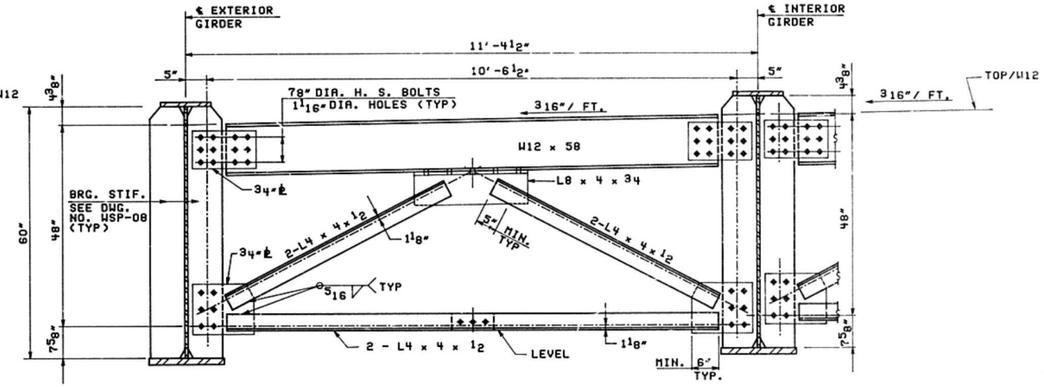
CROSS FRAME LAYOUT DIMENSIONS

(ALONG GIRDERS, SEE FRAMING PLAN - DWG. NO. WSP-07)

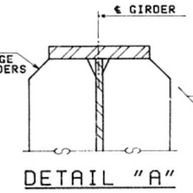
GIRDER NO.	C201	C202	C203	C204	C205	C206	C207	C208	C209	C210	C211	C212	C213	C214	C215	C216	C217	C218	C219	C220
G-1	22'-4 9/16"	21'-10 3/16"	21'-10 3/16"	21'-10 3/16"	20'-3 7/8"	20'-3 7/8"	23'-0 7/16"	23'-0 7/16"	23'-0 7/16"	20'-3 7/8"	20'-3 7/8"	23'-0 7/16"	23'-0 7/16"	22'-11 1/2"	20'-0"	20'-0"	21'-6"	21'-6"	21'-6"	22'-0"
G-2	22'-3 1/16"	21'-8 13/16"	21'-8 13/16"	21'-8 13/16"	20'-2 5/8"	20'-2 5/8"	22'-10 15/16"	22'-10 15/16"	22'-10 15/16"	20'-2 5/8"	20'-2 5/8"	22'-10 15/16"	22'-10 15/16"	22'-10 5/16"	20'-0"	20'-0"	21'-6"	21'-6"	21'-6"	22'-0"
G-3	22'-1 1/2"	21'-7 3/8"	21'-7 3/8"	21'-7 3/8"	20'-1 5/16"	20'-1 5/16"	22'-9 1/2"	22'-9 1/2"	22'-9 1/2"	20'-1 5/16"	20'-1 5/16"	22'-9 1/2"	22'-9 1/2"	22'-9 3/16"	20'-0"	20'-0"	21'-6"	21'-6"	21'-6"	22'-0"
G-4	22'-0"	21'-6"	21'-6"	21'-6"	20'-0"	20'-0"	22'-8"	22'-8"	22'-8"	20'-0"	20'-0"	22'-8"	22'-8"	22'-8"	20'-0"	20'-0"	21'-6"	21'-6"	21'-6"	22'-0"
G-5	21'-10 1/2"	21'-4 5/8"	21'-4 5/8"	21'-4 5/8"	19'-10 11/16"	19'-10 11/16"	22'-6 1/2"	22'-6 1/2"	22'-6 1/2"	19'-10 11/16"	19'-10 11/16"	22'-6 1/2"	22'-6 1/2"	22'-6 13/16"	20'-0"	20'-0"	21'-6"	21'-6"	21'-6"	22'-0"
G-6	21'-8 15/16"	21'-3 3/16"	21'-3 3/16"	21'-3 3/16"	19'-9 3/8"	19'-9 3/8"	22'-5 1/16"	22'-5 1/16"	22'-5 1/16"	19'-9 3/8"	19'-9 3/8"	22'-5 1/16"	22'-5 1/16"	22'-5 11/16"	20'-0"	20'-0"	21'-6"	21'-6"	21'-6"	22'-0"
G-7	21'-7 7/16"	21'-1 13/16"	21'-1 13/16"	21'-1 13/16"	19'-8 1/8"	19'-8 1/8"	22'-3 9/16"	22'-3 9/16"	22'-3 9/16"	19'-8 1/8"	19'-8 1/8"	22'-3 9/16"	22'-3 9/16"	22'-4 1/2"	20'-0"	20'-0"	21'-6"	21'-6"	21'-6"	22'-0"



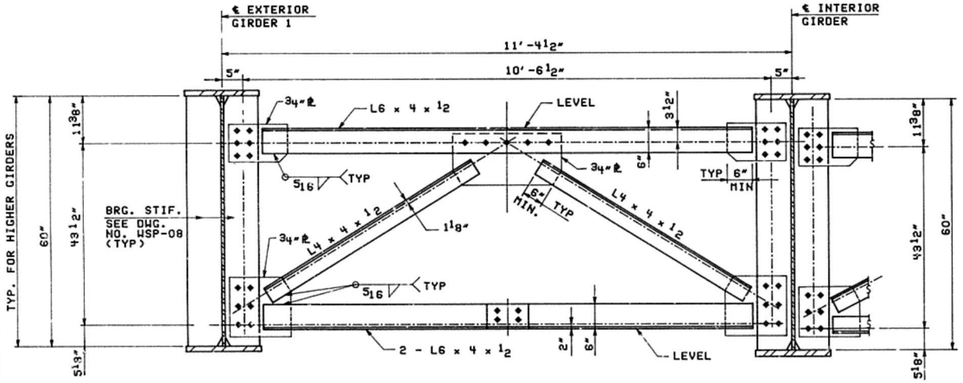
END CROSS FRAME CF - 201
@ PIER 2



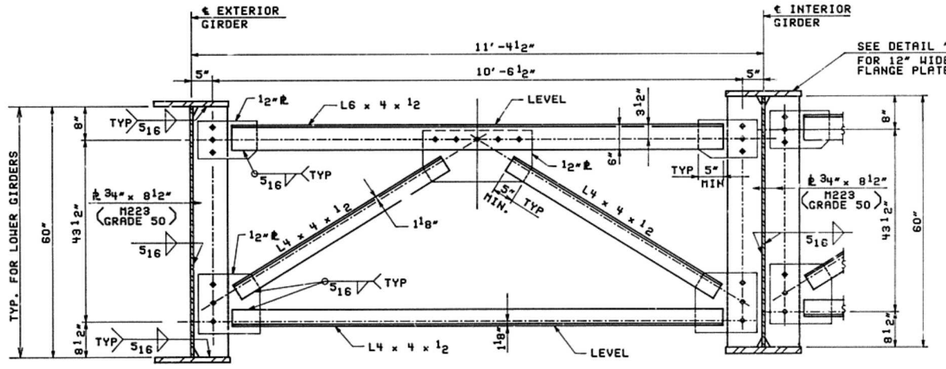
END CROSS FRAME CF - 204
@ PIER 6



DETAIL "A"



INT. SUPPORT CROSS FRAME CF - 203
@ PIERS 3, 4, & 5



INT. CROSS FRAME CF - 202
FOR SPAN 6 AS SHOWN
SPANS 3, 4, & 5 SIMILAR

NOTES:

1. PROVIDE 1 1/16" ⌀ HOLES FOR ALL 7/8" ⌀ BOLTS.
2. TWO HARDENED WASHERS SHALL BE REQUIRED OVER ALL HOLES.
3. N.T.R. DESIGNATES MEMBERS SUBJECT TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS (ZONE 2).

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
CROSS-FRAMES & DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-09		Aug. 16, 1990	137

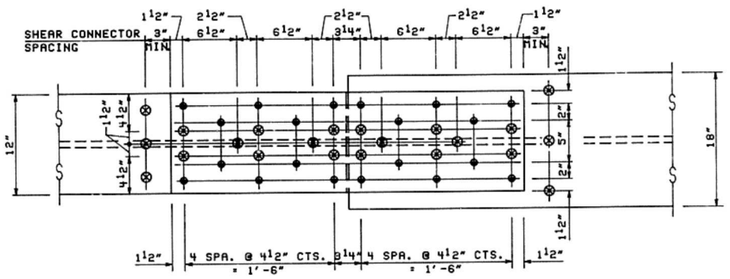
ESTIMATED BY:
CHECKED BY: MJR
DESIGNED BY: MGB
CHECKED BY:
DRAFTED BY: IGM
CHECKED BY: RGB
IN CHARGE: PCW

D C B A 0 A B C D

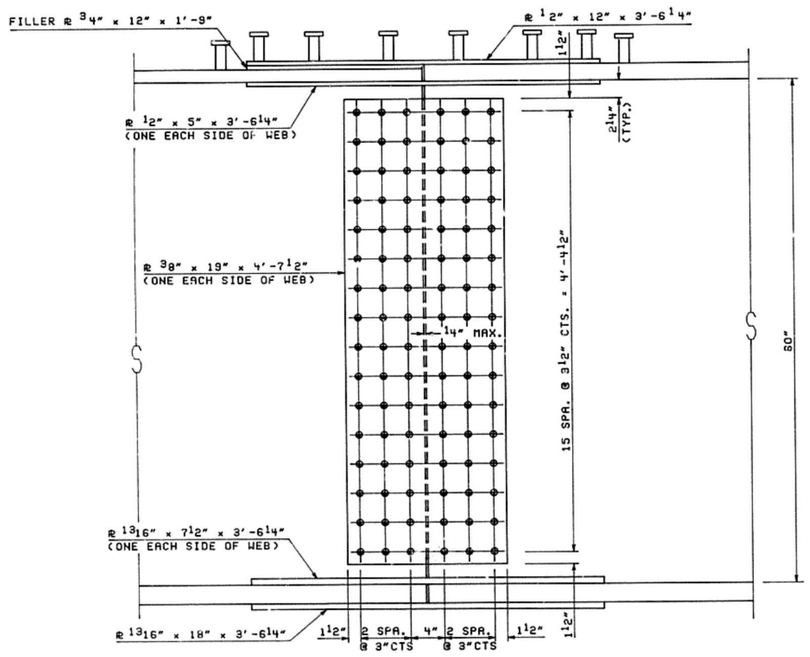
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	138	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

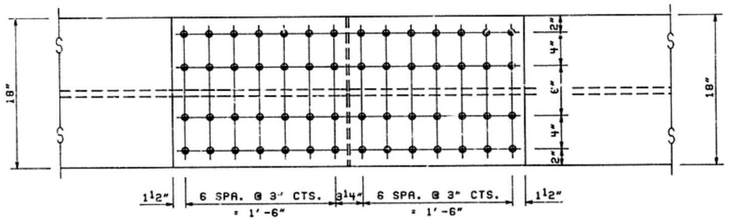
*508-3-1; 50-2; (50)FSE-1, D AND P



TOP PLAN

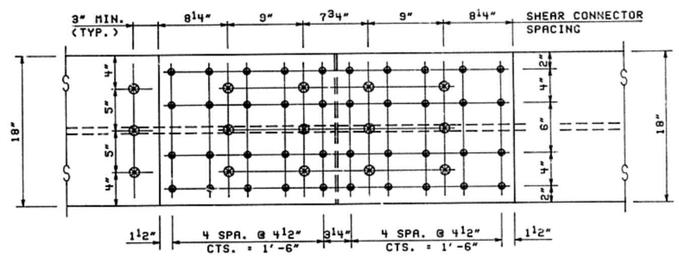


ELEVATION

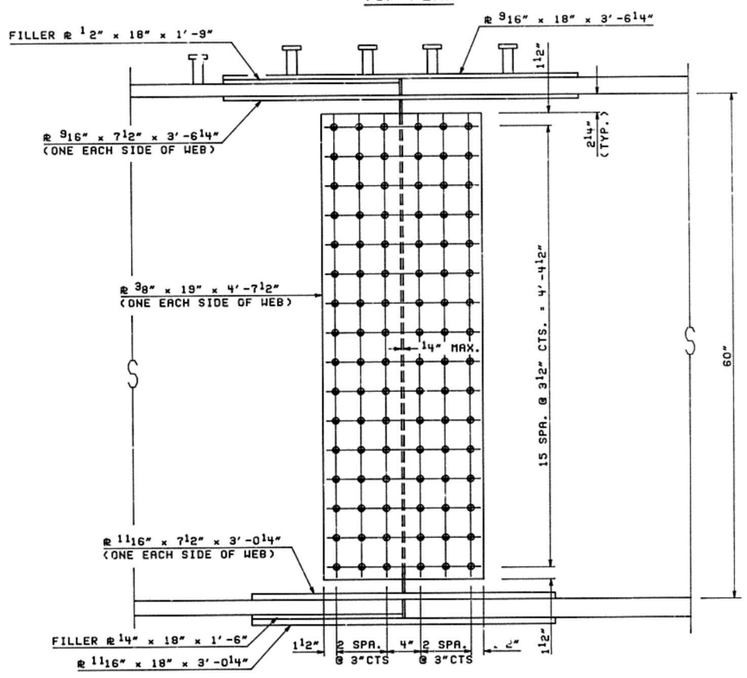


BOTTOM PLAN

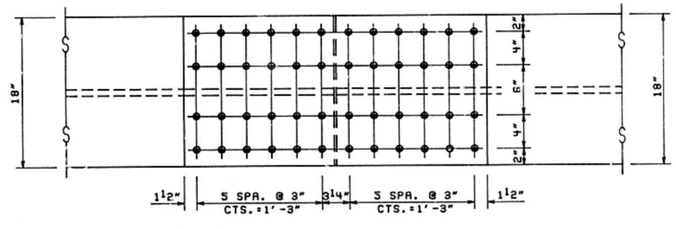
FIELD SPLICES #201 & #206



TOP PLAN

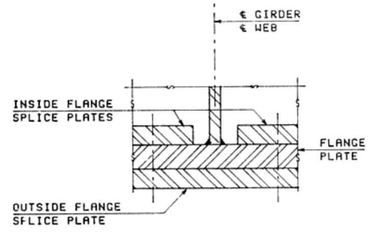


ELEVATION



BOTTOM PLAN

FIELD SPLICE #202



TYPICAL SPLICE SECTION

NOTES:

1. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 7/8" DIA., OPEN HOLES 15/16" DIA.
2. ALL SPLICE PLATES SHALL BE AASHTO M223 GRADE 50 AND SHALL CONFORM, EXCEPT FILLER PLATES, TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.
3. SHEAR CONNECTOR INDICATED BY ⊗ IN TOP PLAN.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
FIELD SPLICES & DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-10		Aug. 16, 1990	138

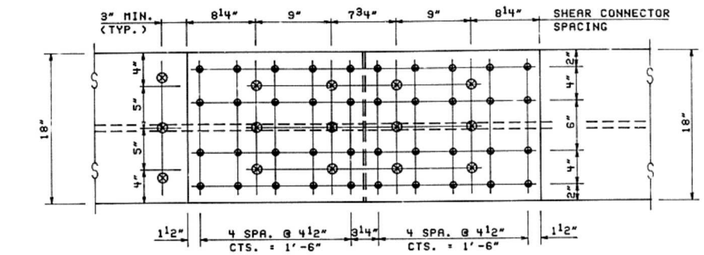
IN CHARGE: PCW
DESIGNED BY: MJR
DRAFTED BY: SBA
CHECKED BY: MJR
ESTIMATED BY:
CHECKED BY: MGB

D C B A 0 A B C D

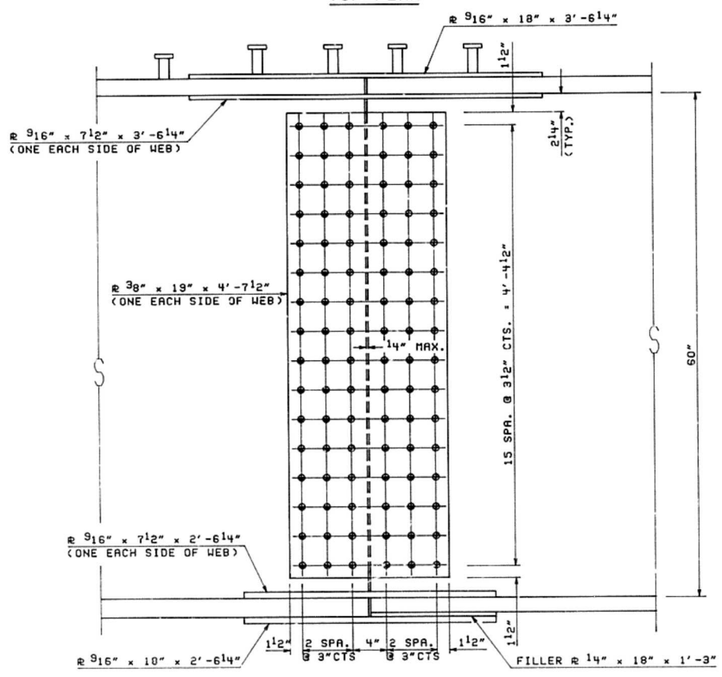
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	139	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

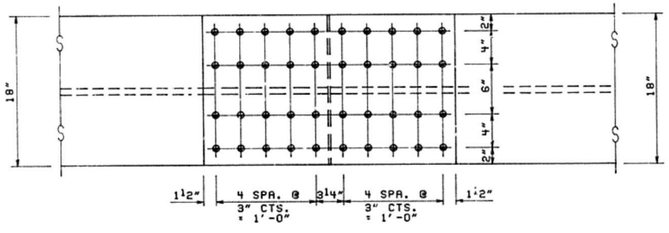
*SCB-3-1; 50-2; (50)F & E-1, D, AND P



TOP PLAN

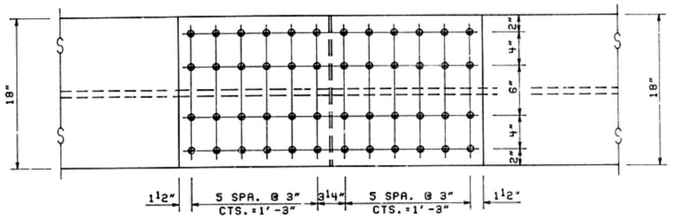


ELEVATION

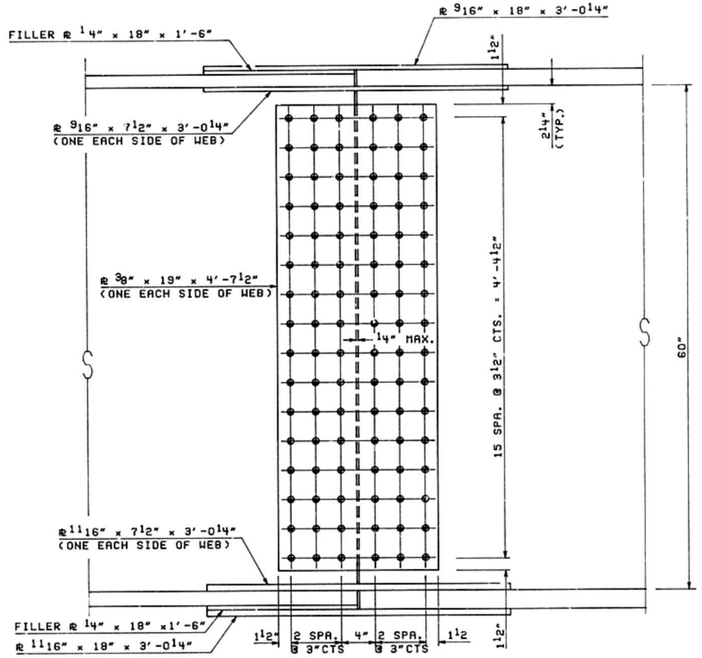


BOTTOM PLAN

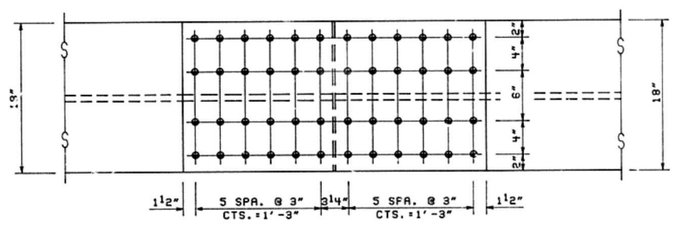
FIELD SPLICES #203 & #204



TOP PLAN

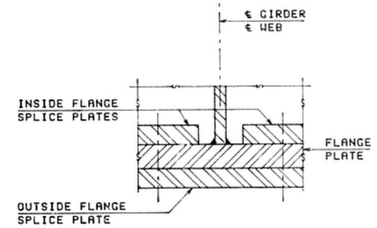


ELEVATION



BOTTOM PLAN

FIELD SPLICE #205



TYPICAL SPLICE SECTION

NOTES:

1. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 7/8" DIA., OPEN HOLES 15/16" DIA.
2. ALL SPLICE PLATES SHALL BE AASHTO M223, GRADE 50 AND SHALL CONFORM, EXCEPT FILLER PLATES, TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.
3. SHEAR CONNECTOR INDICATED BY ⊗ IN TOP PLAN.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
FIELD SPLICES & DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-11		Aug. 16, 1990	139

DRAFTED BY: SBA
DESIGNED BY: MJR
CHECKED BY: MJR
ESTIMATED BY:
CHECKED BY: MGB
IN CHARGE: PCH

D C B A 0 A B C D
TAMERAN

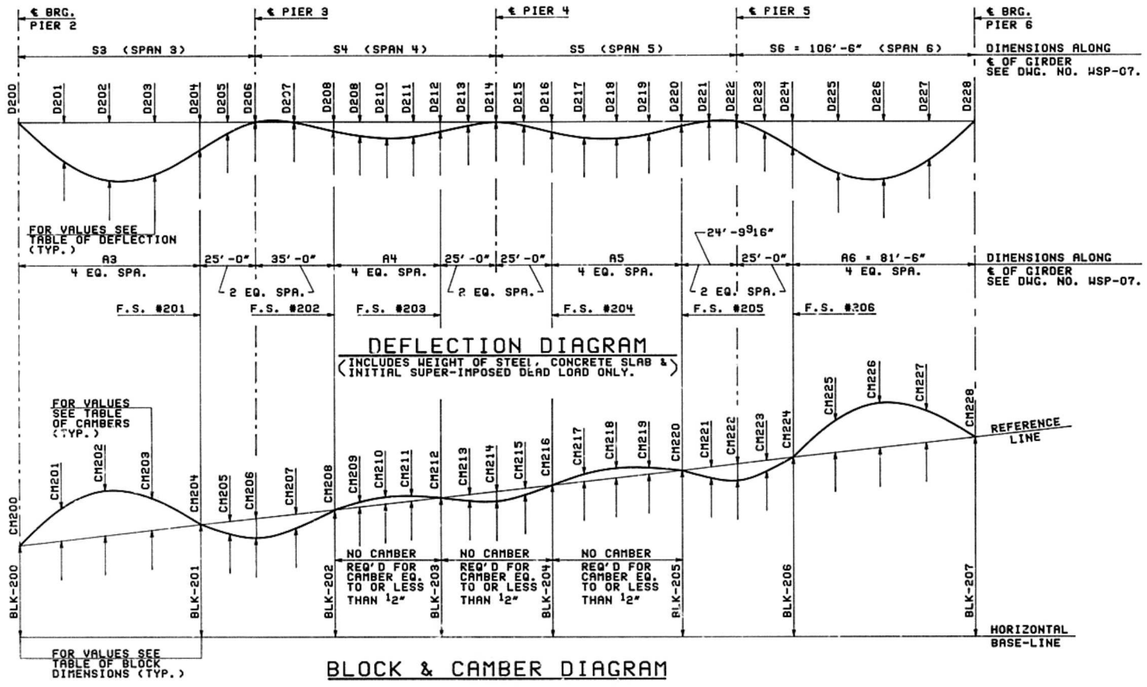
*SDB-3-1; SD-2; (SD)F&E-1, D AND P

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	140	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: MGB
DESIGNED BY: MGB CHECKED BY: MJR IN CHARGE: PCW

TABLE OF DEFLECTION (INCHES)

GIRDER NO.	PIER-2 D200	D201	D202	D203	F.S.# 201 D204	D205	PIER-3 D206	D207	F.S.# 202 D208	D209	D210	D211	F.S.# 203 D212	D213	PIER-4 D214	D215	F.S.# 204 D216	D217	D218	D219	F.S.# 205 D220	D221	PIER-5 D222	D223	F.S.# 206 D224	D225	D226	D227	PIER-6 D228
G-1	0	+1-1/4	+1-7/8	+1-5/8	+7/8	+3/8	0	0	+1/4	+7/16	+1/2	+1/2	+5/16	+1/8	0	+1/8	+5/16	+1/2	+1/2	+3/8	+1/8	-1/16	0	+5/16	+13/16	+1-9/16	+1-3/4	+1-1/8	0
G-2	0	+1-1/4	+1-13/16	+1-5/8	+7/8	+3/8	0	0	+1/4	+7/16	+1/2	+7/16	+5/16	+1/8	0	+1/8	+5/16	+1/2	+1/2	+3/8	+1/8	-1/16	0	+5/16	+13/16	+1-9/16	+1-3/4	+1-1/8	0
G-3	0	+1-3/16	+1-13/16	+1-5/8	+13/16	+3/8	0	0	+1/4	+7/16	+1/2	+7/16	+5/16	+1/8	0	+1/8	+5/16	+1/2	+1/2	+3/8	+1/8	-1/16	0	+5/16	+13/16	+1-9/16	+1-3/4	+1-1/8	0
G-4	0	+1-3/16	+1-3/4	+1-9/16	+13/16	+5/16	0	0	+1/4	+7/16	+1/2	+7/16	+5/16	+1/8	0	+1/8	+5/16	+1/2	+1/2	+3/8	+1/8	-1/16	0	+5/16	+13/16	+1-9/16	+1-3/4	+1-1/8	0
G-5	0	+1-1/8	+1-11/16	+1-9/16	+13/16	+5/16	0	0	+1/4	+7/16	+1/2	+7/16	+5/16	+1/8	0	+1/8	+5/16	+7/16	+1/2	+3/8	+1/8	-1/16	0	+5/16	+13/16	+1-9/16	+1-3/4	+1-1/8	0
G-6	0	+1-1/8	+1-11/16	+1-1/2	+13/16	+5/16	0	0	+1/4	+7/16	+1/2	+7/16	+5/16	+1/8	0	+1/8	+5/16	+7/16	+1/2	+3/8	+1/8	-1/16	0	+5/16	+13/16	+1-9/16	+1-3/4	+1-1/8	0
G-7	0	+1-1/16	+1-5/8	+1-1/2	+13/16	+5/16	0	0	+1/4	+7/16	+7/16	+7/16	+5/16	+1/8	0	+1/8	+5/16	+7/16	+1/2	+5/16	+1/8	-1/16	0	+5/16	+13/16	+1-9/16	+1-3/4	+1-1/8	0



BLOCK & CAMBER DIAGRAM

TABLE OF BLOCK DIMENSIONS

GIRDER NO.	PIER-2 BLK-200	F.S.# 201 BLK-201	F.S.# 202 BLK-202	F.S.# 203 BLK-203	F.S.# 204 BLK-204	F.S.# 205 BLK-205	F.S.# 206 BLK-206	PIER-6 BLK-207
G-1	10'-0"	11'-11 11/16"	13'- 2 1/2"	14'- 3 13/16"	15'- 4 7/16"	16'- 3 1/4"	17'- 1 1/4"	18'- 3 3/4"
G-2	10'-0"	11'-11"	13'- 2 9/16"	14'- 3 3/4"	15'- 4 11/16"	16'- 5 1/8"	17'- 4 1/2"	18'- 9 5/16"
G-3	10'-0"	11'-11"	13'- 2 9/16"	14'- 3 11/16"	15'- 4 15/16"	16'- 7"	17'- 7 3/4"	19'- 2 13/16"
G-4	10'-0"	11'-10 15/16"	13'- 2 5/8"	14'- 3 11/16"	15'- 5 1/4"	16'- 8 13/16"	17'-11"	19'- 8 5/16"
G-5	10'-0"	11'-10 7/8"	13'- 2 11/16"	14'- 3 5/8"	15'- 5 1/2"	16'-10 1/8"	18'- 0 5/16"	19'- 9 9/16"
G-6	10'-0"	11'-10 13/16"	13'- 2 3/4"	14'- 3 9/16"	15'- 5 13/16"	16'-11 3/8"	18'- 1 9/16"	19'-10 7/8"
G-7	10'-0"	11'-10 3/4"	13'- 2 3/4"	14'- 3 9/16"	15'- 6 1/8"	17'- 0 11/16"	18'- 2 7/8"	20'- 0 1/8"

TABLE OF CAMBERS (INCHES - THEORETICAL)

SEE NOTE "2"

GIRDER NO.	PIER-2 CM200	CM201	CM202	CM203	F.S.# 201 CM204	CM205	PIER-3 CM206	CM207	F.S.# 202 CM208	CM209	CM210	CM211	F.S.# 203 CM212	CM213	PIER-4 CM214	CM215	F.S.# 204 CM216	CM217	CM218	CM219	F.S.# 205 CM220	CM221	PIER-5 CM222	CM223	F.S.# 206 CM224	CM225	CM226	CM227	PIER-6 CM228
G-1	0	+1	+1-7/16	+1	0	-7/16	-11/16	-1/2	0	+3/16	+1/4	+3/16	0	-1/16	+1/16	+5/16	0	+1/4	+5/16	+3/16	0	-3/8	-9/16	-3/8	0	+15/16	+1-5/16	+15/16	0
G-2	0	+1	+1-7/16	+1	0	-7/16	-11/16	-1/2	0	+3/16	+1/4	+3/16	0	-1/8	-1/8	+3/16	0	+1/4	+5/16	+3/16	0	-3/8	-9/16	-3/8	0	+15/16	+1-5/16	+15/16	0
G-3	0	+1	+1-3/8	+1	0	-7/16	-11/16	-1/2	0	+3/16	+1/4	+3/16	0	-3/16	-1/4	-1/16	0	+1/4	+5/16	+3/16	0	-3/8	-9/16	-3/8	0	+15/16	+1-5/16	+15/16	0
G-4	0	+15/16	+1-5/16	+15/16	0	-7/16	-5/8	-1/2	0	+1/8	+3/16	+3/16	0	-1/4	-3/8	-1/4	0	+3/16	+5/16	+3/16	0	-3/8	-9/16	-3/8	0	+15/16	+1-5/16	+15/16	0
G-5	0	+15/16	+1-5/16	+15/16	0	-7/16	-11/16	-1/2	0	+1/8	+3/16	+1/8	0	-5/16	-1/2	-7/16	0	+3/8	+9/16	+7/16	0	-3/8	-9/16	-3/8	0	+15/16	+1-5/16	+15/16	0
G-6	0	+15/16	+1-1/4	+7/8	0	-7/16	-5/8	-1/2	0	+1/8	+3/16	+1/8	0	-3/8	-5/8	-5/8	0	+1/2	+7/8	+11/16	0	-3/8	-9/16	-3/8	0	+15/16	+1-5/16	+15/16	0
G-7	0	+7/8	+1-1/4	+7/8	0	-7/16	-5/8	-7/16	0	+1/8	+3/16	+1/8	0	-7/16	-3/4	-13/16	0	+5/8	+1-1/8	+15/16	0	-3/8	-9/16	-3/8	0	+15/16	+1-5/16	+15/16	0

TOP OF WEB ELEVATION BEFORE DEFLECTIONS

(FOR FABRICATION ONLY)

GIRDER NO.	PIER-2	F.S.# 201	PIER-3	F.S.# 202	F.S.# 203	PIER-4	F.S.# 204	F.S.# 205	PIER-5	F.S.# 206	PIER-6
G-1	501.494	503.416	503.300	504.701	505.810	506.340	506.862	507.764	508.191	508.600	509.809
G-2	501.209	503.128	503.616	504.421	505.522	506.055	506.600	507.635	508.069	508.586	509.984
G-3	500.925	502.840	503.331	504.140	505.234	505.771	506.338	507.506	507.998	508.572	510.158
G-4	500.641	502.551	503.047	503.860	504.946	505.487	506.077	507.377	507.926	508.558	510.332
G-5	500.357	502.263	502.762	503.580	504.659	505.202	505.817	507.199	507.749	508.381	510.154
G-6	500.073	501.974	502.478	503.300	504.371	504.918	505.557	507.021	507.571	508.203	509.977
G-7	499.788	501.686	502.194	503.019	504.083	504.633	505.298	506.844	507.393	508.025	509.799

NOTES:

1. THESE DIAGRAMS ARE NOT TO SCALE, USE VALUES AS SHOWN.
2. WEBS NEED NOT BE CAMBERED IF CAMBER VALUE IS LESS THAN 1/2".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
WEB CAMBERS & DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

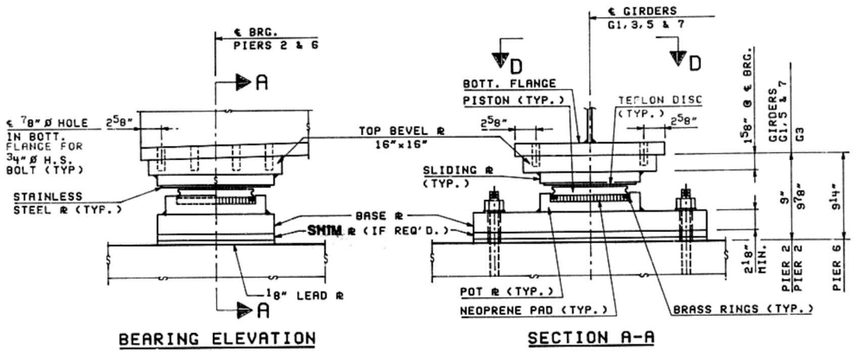
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-12		Aug. 16, 1990	140

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	141	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-11; 50-2; (50)FAE-1, D AND P

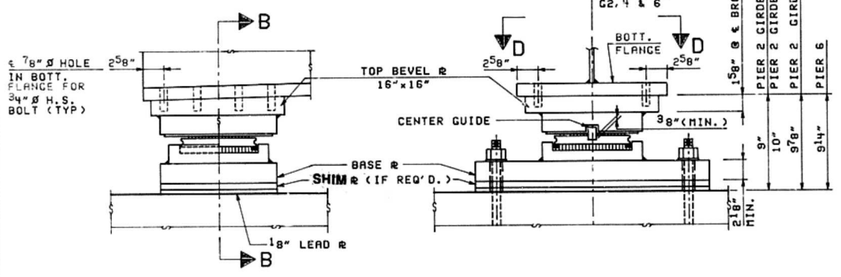


BEARING ELEVATION

SECTION A-A

FLOATING BEARINGS, NON-GUIDED EXPANSION @ PIERS 2 & 6

(FOR GIRDERS G1, 3, 5 & 7 ONLY - 2x4=8 REQUIRED)

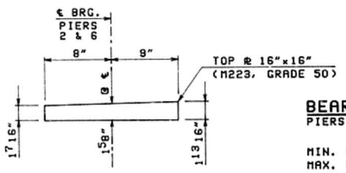


BEARING ELEVATION

SECTION B-B

FLOATING BEARINGS, GUIDED EXPANSION @ PIERS 2 & 6

(FOR GIRDERS G2, 4 & 6 ONLY - 2x3=6 REQUIRED)



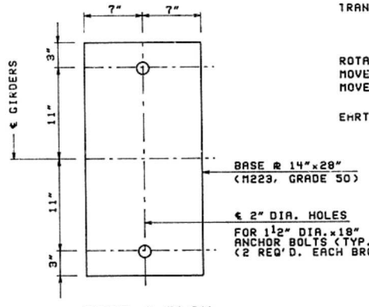
TOP ℛ ELEVATION

BEARING DATA

PIERS 2 & 6

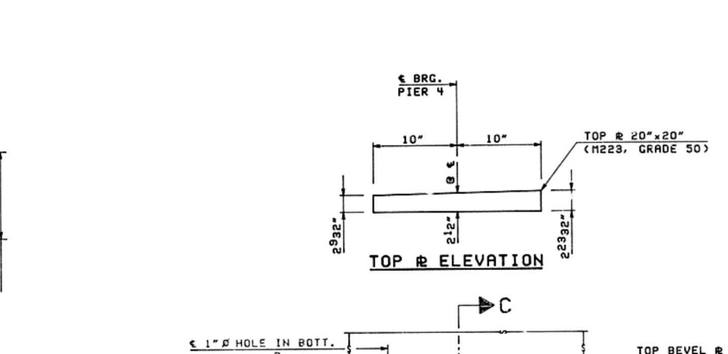
	NON-GUIDED		GUIDED	
MIN. DEAD LOADS	= 65.0	KIPS	= 65.0	KIPS
MAX. DEAD LOADS	= 100.0	KIPS	= 100.0	KIPS
LIVE LOAD + IMP	= 85.0	KIPS	= 85.0	KIPS
TOTAL - MAXIMUM	= 185.0	KIPS	= 185.0	KIPS
TRANSVERSE LOADS-(MAX) WIND	= 3.5	KIPS/GIRDER OR	= 24.5	KIPS (TOTAL)
OR EARTHQUAKE	= 6.0	KIPS/GIRDER OR	= 42.0	KIPS (TOTAL)
ROTATION	= 0.01	RADIANS	= 0.01	RADIANS
MOVEMENT-(LONGITUDINAL)	= 1.75	INCHES	= 1.75	INCHES
MOVEMENT-(TRANSVERSE)	= 0.25	INCHES	= 0.25	INCHES

EARTHQUAKE-ANCHOR BOLTS (TRANSVERSE) = 20.0 KIPS , AND = 20.0 KIPS

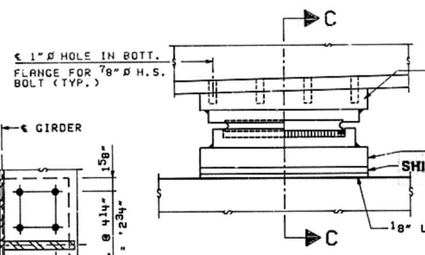


BASE ℛ PLAN

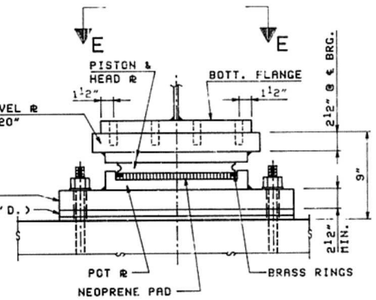
BEARING DETAILS @ PIERS 2 & 6



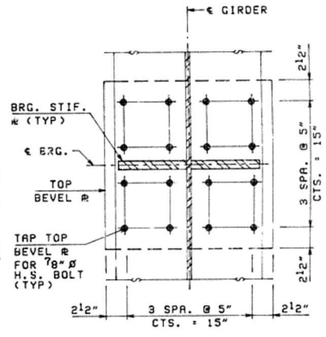
TOP ℛ ELEVATION



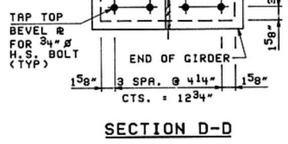
BEARING ELEVATION



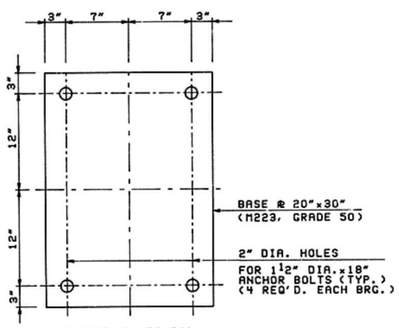
SECTION C-C



SECTION E-E



SECTION D-D



BASE ℛ PLAN

BEARING DATA

PIER 4

MIN. DEAD LOADS	= 160.0	KIPS
MAX. DEAD LOADS	= 235.0	KIPS
LIVE LOAD + IMP	= 140.0	KIPS
TOTAL - MAXIMUM	= 375.0	KIPS
LONGITUDINAL LOADS-(MAX.) WIND	= 7.0	KIPS
OR EARTHQUAKE	= 205.0	KIPS
OR		
TRANSVERSE LOADS-(MAX.) WIND	= 7.0	KIPS
OR EARTHQUAKE	= 47.0	KIPS
ROTATION	= 0.01	RADIANS
MOVEMENT-(LONGITUDINAL)	= -	INCHES
MOVEMENT-(TRANSVERSE)	= 0.25	INCHES
EARTHQUAKE-ANCHOR BOLTS (LONGITUDINAL)	= 205.0	KIPS
OR (TRANSVERSE)	= 47.0	KIPS

FLOATING BEARINGS, FIXED @ PIER 4

(FOR ALL GIRDERS = 7 REQUIRED)

NOTE:

1. FOR BEARING NOTES, BILL OF MATERIAL & OTHER DETAILS SEE DWG. NO. WSP-14.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
BEARING DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

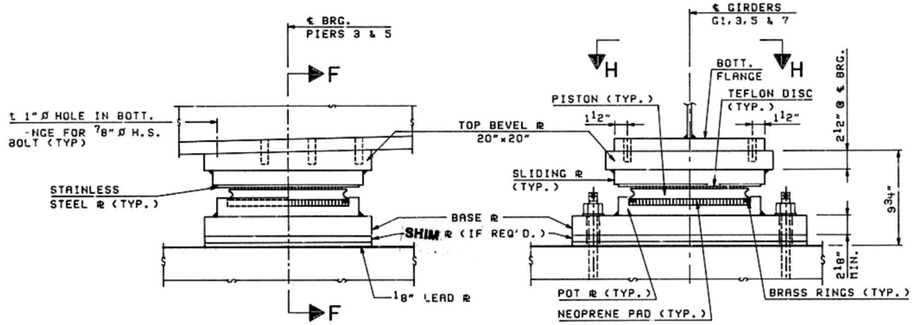
DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-13		Aug. 16, 1990	141

DESIGNED BY: RJR CHECKED BY: MGB ESTIMATED BY:
DRAFTED BY: IGM CHECKED BY: MJR
IN CHARGE: PCU

D C B A 0 A B C D
TAMERAN

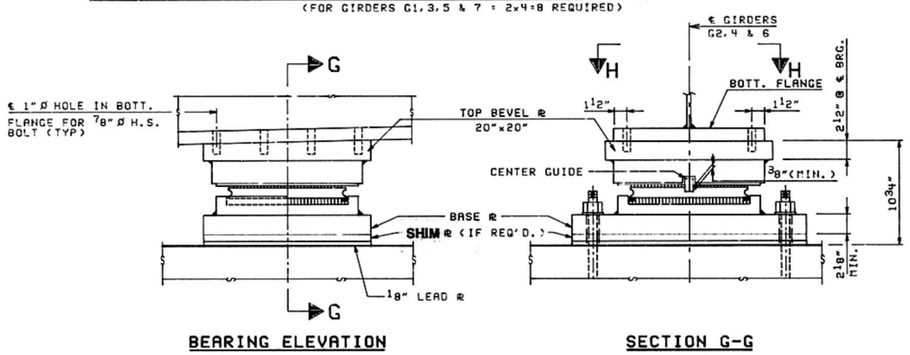
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	142	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* 508-3-1; 50-2; (50)F&E-1, O AND P



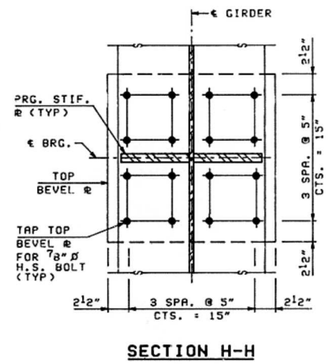
FLOATING BEARINGS, NON-GUIDED EXPANSION @ PIERS 3 & 5

(FOR GIRDERS G1,3,5 & 7 = 2x4=8 REQUIRED)



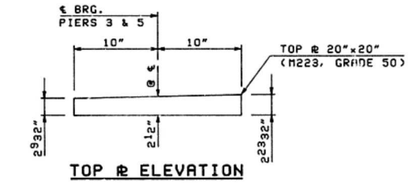
FLOATING BEARINGS, GUIDED EXPANSION @ PIERS 3 & 5

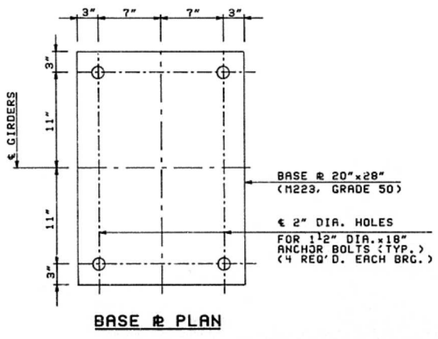
(FOR GIRDERS G2,4 & 6 ONLY - 2x3=6 REQUIRED)



NOTES:

1. ALL DETAILED DESIGNS, DRAWINGS & INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION. SEE SPECIAL PROVISIONS.
2. SEE DWG. NO. SAM-09 FOR ANCHOR BOLT INSTALLATION.
3. ANCHOR BOLTS AT FIXED BEARINGS MAY BE BUILT INTO THE MASONRY.





BEARING DATA

PIERS 3 & 5

	NON-GUIDED		GUIDED
MIN. DEAD LOADS	= 205.0 KIPS		= 205.0 KIPS
MAX. DEAD LOADS	= 295.0 KIPS		= 295.0 KIPS
LIVE LOAD + IMP	= 145.0 KIPS		= 145.0 KIPS
TOTAL - MAXIMUM	= 440.0 KIPS		= 440.0 KIPS
TRANSVERSE LOADS-(MAX.)			
WIND	= 7.2 KIPS/GIRDER	OR	= 50.4 KIPS (TOTAL)
OR EARTHQUAKE	= 18.0 KIPS/GIRDER	OR	= 126.0 KIPS (TOTAL)
ROTATION	= 0.01 RADIANS		= 0.01 RADIANS
MOVEMENT-(LONGITUDINAL)	= 1.00 INCHES		= 1.00 INCHES
MOVEMENT-(TRANSVERSE)	= 0.25 INCHES		= 0.25 INCHES
EARTHQUAKE-ANCHOR BOLTS (TRANSVERSE)	= 59.0 KIPS	AND	= 59.0 KIPS

BEARING DETAILS @ PIERS 3 & 5

BILL OF MATERIAL

ITEM	UNIT	TOTAL
FLOATING BEARINGS, FIXED (375.0 KIPS)	EACH	7
FLOATING BEARINGS, NON-GUIDED EXPANSION (185.0 KIPS)	EACH	8
FLOATING BEARINGS, NON-GUIDED EXPANSION (440.0 KIPS)	EACH	8
FLOATING BEARINGS, GUIDED EXPANSION (185.0 KIPS)	EACH	6
FLOATING BEARINGS, GUIDED EXPANSION (440.0 KIPS)	EACH	6

REVISION	DATE	DESCRIPTION
PMP	11-1-90	Revised Note 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
BEARING DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSP-14		Aug. 16, 1990	142

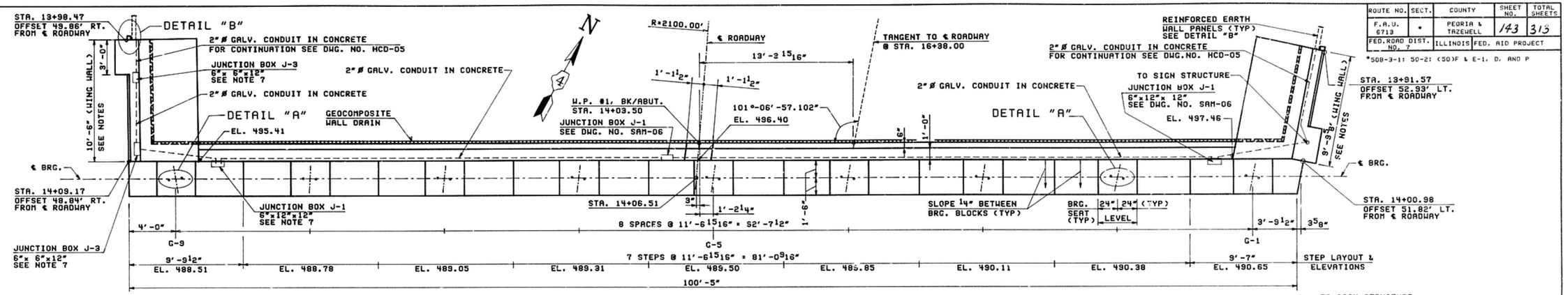
ESTIMATED BY: CHECKED BY: DRAFTED BY: IGM CHECKED BY: MJR
DESIGNED BY: RJR CHECKED BY: MDB
IN CHARGE: PCW

D C B A 0 A B C D
TAMERAN

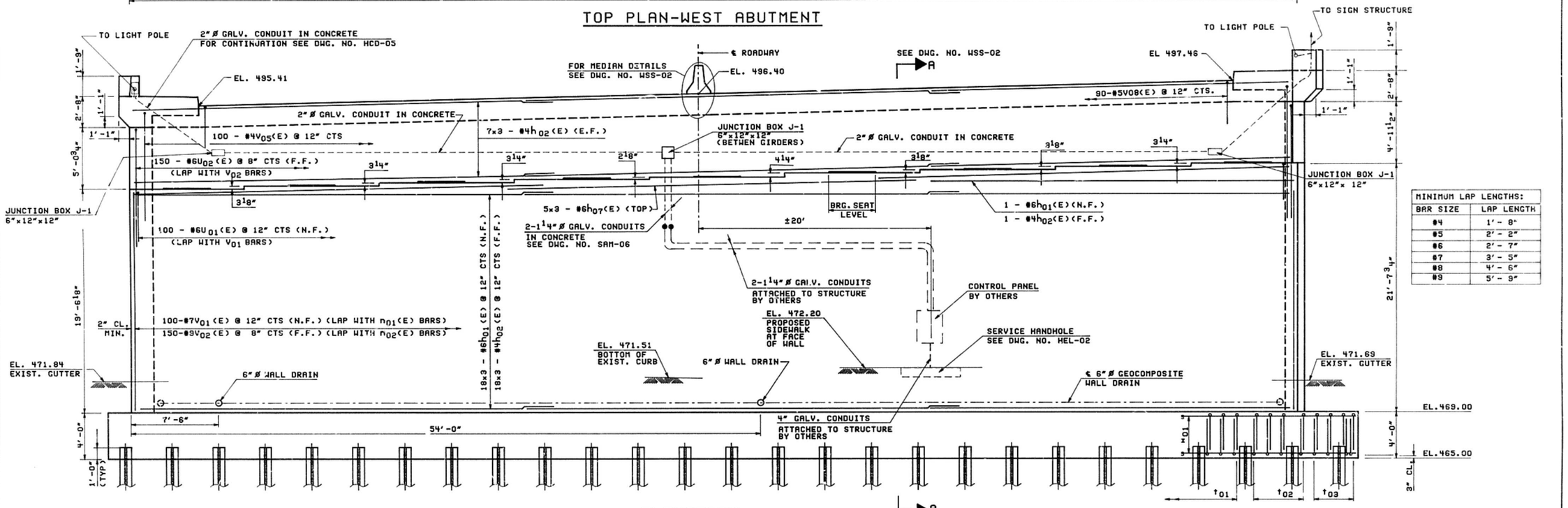
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	143	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SDB-3-1; SD-2; (SD)F & E-1, D, AND P

DESIGNED BY: TV
DRAFTED BY: SBA
CHECKED BY: TV
ESTIMATED BY: TV
CHECKED BY: HSJ
IN CHARGE: PCH
CHECKED BY: THH



TOP PLAN-WEST ABUTMENT

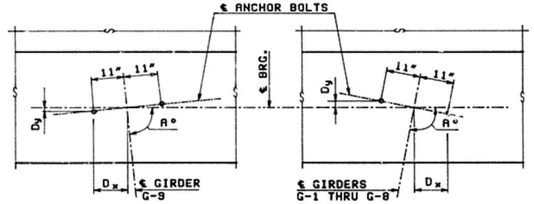


MINIMUM LAP LENGTHS:	
BAR SIZE	LAP LENGTH
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"
#8	4'-6"
#9	5'-9"

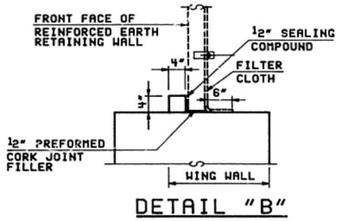
ELEVATION

ANCHOR BOLT LAYOUT DIMENSIONS

GIRDER NUMBER	ANGLE "A°"	DIMENSIONS (INCHES) D_x	D_y
G-1	101°-06'-57.102"	10.79"	2.12"
G-2	102°-25'-47.869"	10.82"	1.99"
G-3	99°-43'-52.306"	10.84"	1.86"
G-4	99°-01'-09.866"	10.86"	1.72"
G-5	98°-17'-40.038"	10.89"	1.59"
G-6	97°-33'-22.356"	10.90"	1.45"
G-7	96°-48'-16.398"	10.92"	1.30"
G-8	93°-10'-49.500"	10.98"	0.61"
G-9	89°-28"-59.900"	11.00"	0.10"



DETAIL "A"



DETAIL "B"

NOTES:

1. FOR WING WALL LAYOUT AND DETAILS SEE DWG. NO. WSS-03.
2. WING WALLS SHALL BE POURED MONOLITHICLY WITH ABUTMENT WALL.
3. FOR BILL OF MATERIAL SEE DWG. NO. WSS-03.
4. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
5. BARS INDICATED THUS 18x3 - #6 ETC. INDICATES 18 LINES OF BARS WITH 3 LENGTHS PER LINE.
6. ALL EDGES OF CONCRETE TO BE 3/4" CHAMFERED.
7. COST OF CONDUIT IN CONCRETE & JUNCTION BOXES SHALL BE INCIDENTAL TO "CLASS X CONCRETE".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL

WEST ABUTMENT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-01	N.T.S.	AUG 07 1991	143

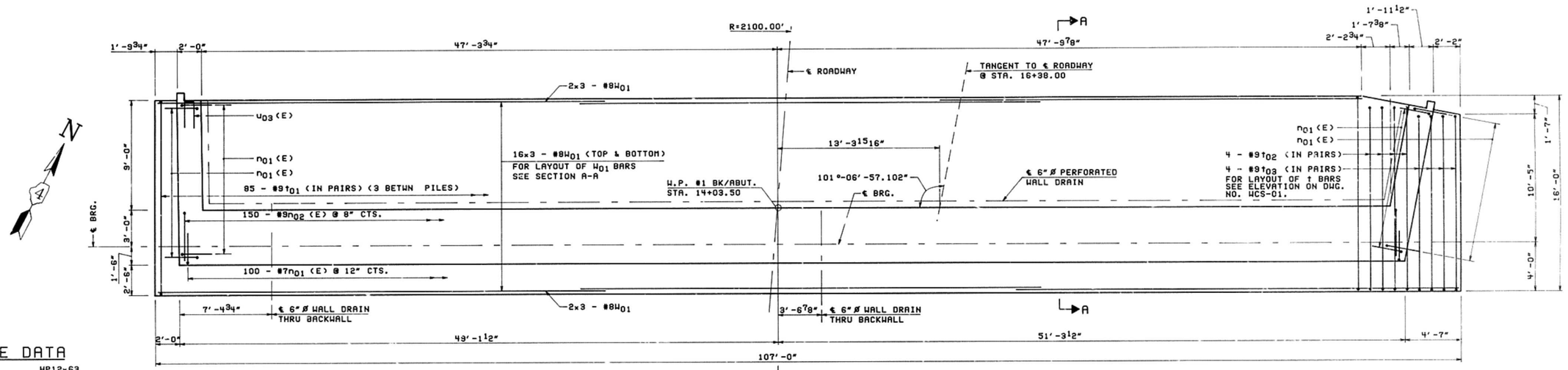
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	144	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

'508-3-1: 50-2: (50)F & E-1, D, AND P

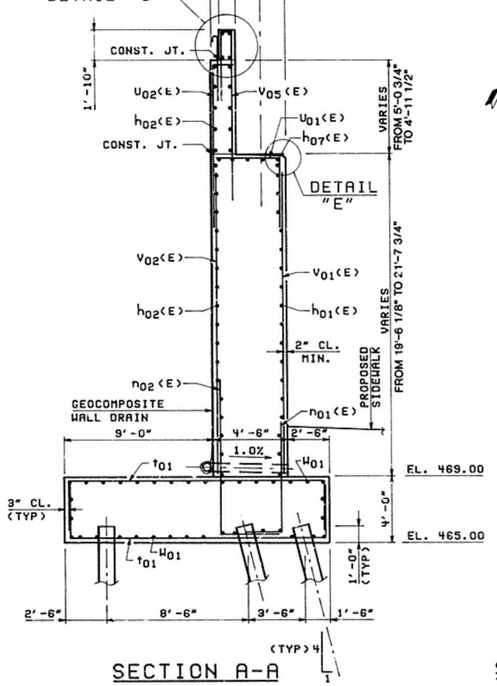
IN CHARGE: PCW DESIGNED BY: TV CHECKED BY: HSJ DRAFTED BY: SBA CHECKED BY: TV ESTIMATED BY: TV CHECKED BY: TMH

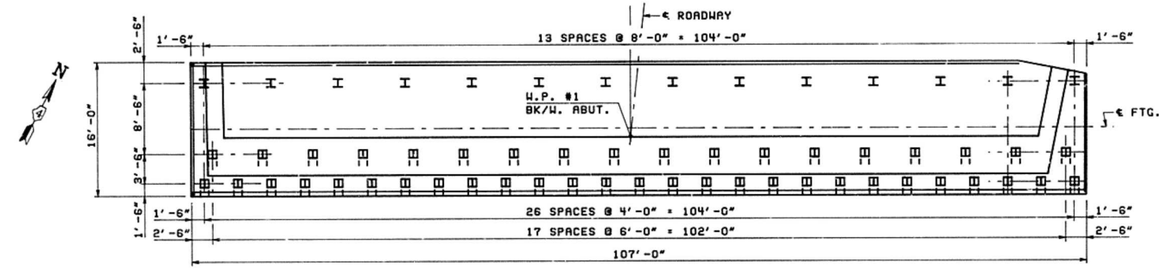


FOOTING PLAN - WEST ABUTMENT

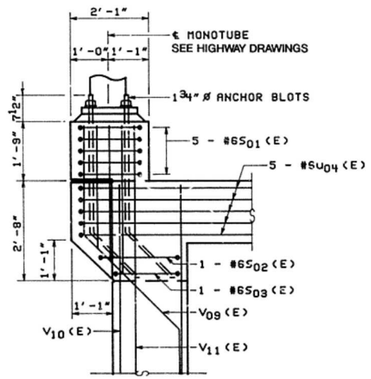
PILE DATA

TYPE: HP12x63 (DRIVEN TO REFUSAL)
EST. LENGTH: 51 FT.
NO. REQ.D: 57
TEST PILE: 2

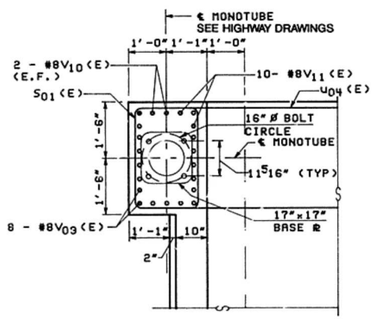




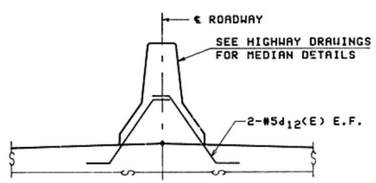
PILE LAYOUT PLAN



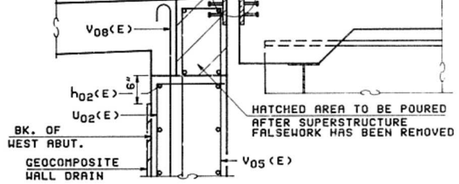
SECTION AT MONOTUBE



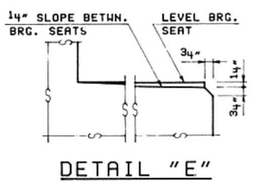
PLAN AT MONOTUBE



TYPICAL SECTION THROUGH MEDIAN
(SEE DWG. NO. WSS-01)



DETAIL "C"



DETAIL "E"

NOTES:

1. FOR ABUTMENT NOTES SEE DWG. NO. WSS-01.
2. FOR BILL OF MATERIAL SEE DWG. NO. WSS-03.
3. REINFORCING BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. MEDIAN TO BE POURED WITH MEDIAN FROM APPROACH SLAB.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
WEST ABUTMENT - SECTIONS & DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-02	N.T.S.	Aug. 16, 1990	144

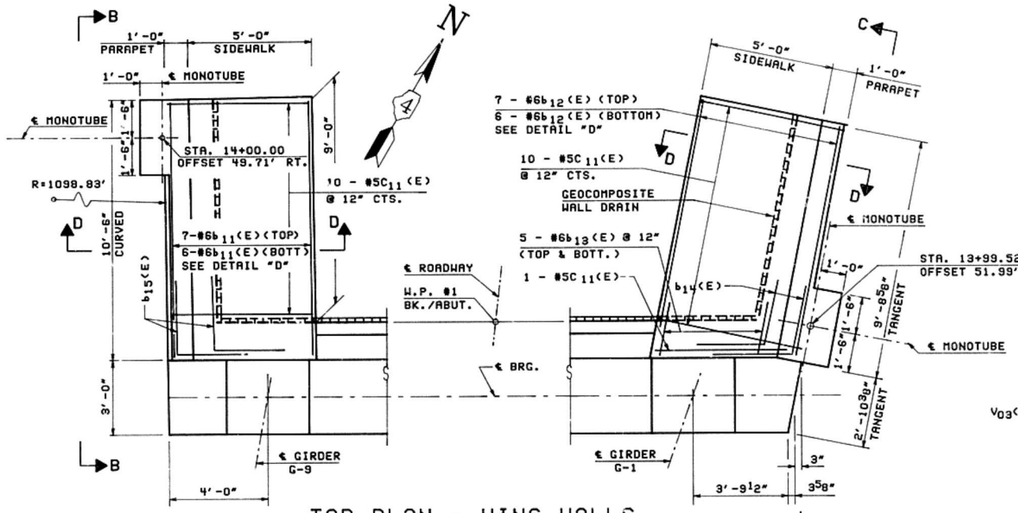
REV. 10-29-90 CHANGED PILE LENGTH FROM 45' TO 51'

D C B A 0 A B C D

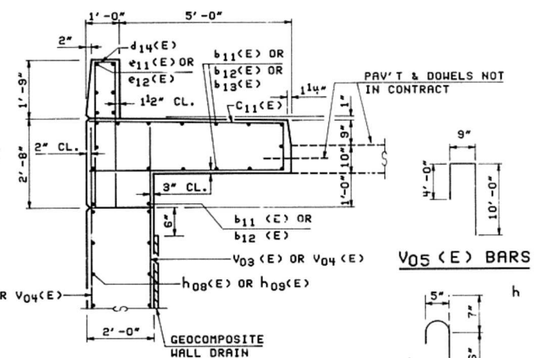
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	145	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F & E-1, D, AND P



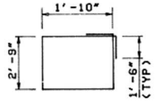
TOP PLAN - WING WALLS



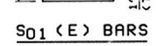
DETAIL "D"

V05 (E) BARS

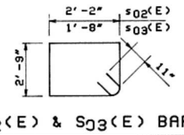
V08 (E) BARS



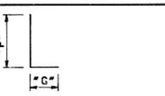
S01 (E) BARS



BARS	"A"	"B"
C11(E)	5'-6"	1'-3"
d14(E)	4'-0"	0'-6"
t01	3'-3"	15'-6"
t02	3'-3"	14'-9"
t03	3'-3"	14'-0"
u03(E)	3'-3"	0'-8"
u04(E)	4'-0"	2'-9"



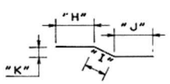
S02(E) & S03(E) BARS



BARS	"F"	"G"
b15(E)	3'-0"	3'-0"
h03(E)	13'-0"	3'-0"
h04(E)	13'-0"	3'-0"
h08(E)	10'-3"	3'-0"
n01(E)	7'-0"	2'-0"
n02(E)	8'-9"	3'-9"
n03(E)	5'-6"	1'-6"
u01(E)	4'-2"	4'-2"
u02(E)	10'-0"	1'-2"



BARS	"C"	"D"	"E"
b14(E)	3'-0"	3'-0"	0'-7"
h05(E)	3'-0"	12'-3"	0'-7"
h06(E)	3'-0"	12'-3"	0'-7"
h09(E)	3'-0"	9'-6"	0'-7"



BARS	"H"	"I"	"J"	"K"
d12(E)	0'-10"	2'-1"	0'-10"	0'-4 1/2"
V09(E)	3'-0"	3'-10"	1'-6"	2'-8 3/4"
V10(E)	3'-6"	1'-0"	3'-4"	0'-8"

BILL OF MATERIAL

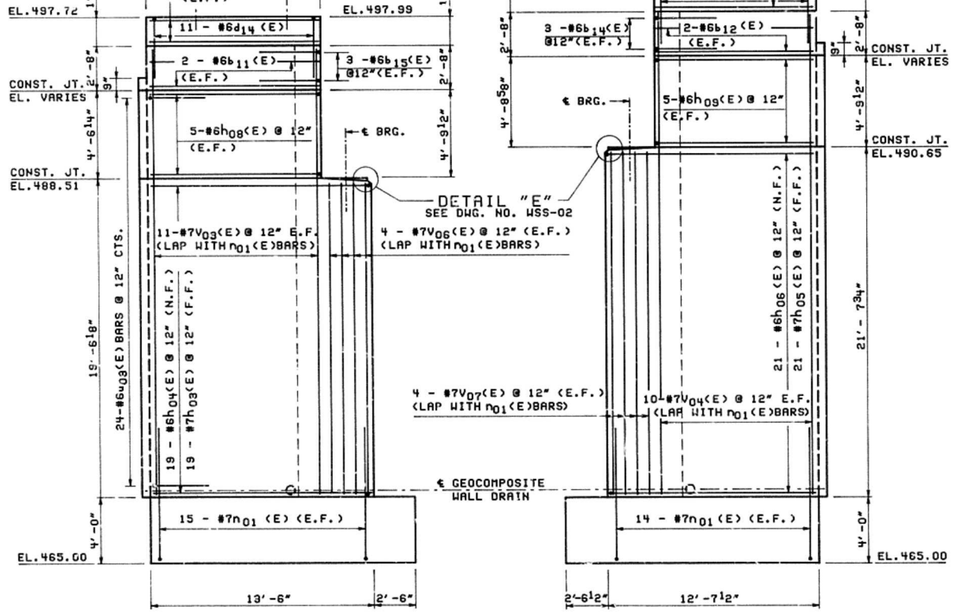
BAR	NO.	SIZE	LENGTH	SHAPE
b11(E)	17	#6	10'-3"	
b12(E)	17	#6	9'-6"	
b13(E)	10	#6	3'-6"	
b14(E)	6	#6	6'-0"	
b15(E)	6	#6	6'-0"	
C11(E)	21	#5	12'-3"	
d12(E)	4	#5	3'-9"	
d14(E)	21	#6	8'-6"	
e11(E)	6	#6	10'-3"	
e12(E)	6	#6	9'-6"	
h01(E)	55	#6	35'-3"	
h02(E)	97	#4	34'-3"	
h03(E)	19	#7	16'-0"	
h04(E)	19	#6	16'-0"	
h05(E)	21	#7	15'-3"	
h06(E)	21	#6	15'-3"	
h07(E)	15	#6	35'-0"	
h08(E)	10	#6	13'-3"	
h09(E)	10	#6	12'-6"	

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

BILL OF MATERIAL

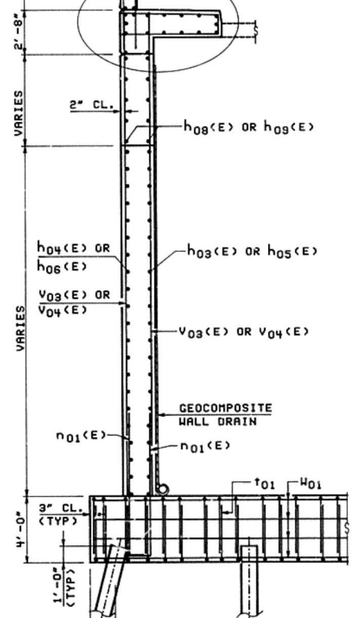
BAR	NO.	SIZE	LENGTH	SHAPE
n01(E)	158	#7	9'-0"	
n02(E)	150	#3	12'-6"	
s01(E)	10	#6	12'-2"	
s02(E)	2	#6	11'-8"	
s03(E)	2	#6	10'-8"	
t01	170	#8	22'-0"	
t02	8	#9	21'-3"	
t03	8	#9	20'-6"	
u01(E)	100	#6	8'-4"	
u02(E)	150	#6	11'-2"	
u03(E)	24	#6	7'-2"	
u04(E)	10	#6	10'-9"	
V01(E)	100	#7	19'-0"	
V02(E)	150	#9	19'-0"	
V03(E)	22	#7	26'-11"	
V04(E)	20	#7	28'-11"	
V05(E)	100	#4	14'-9"	
V06(E)	8	#7	19'-0"	
V07(E)	8	#7	20'-10"	
V08(E)	90	#5	4'-1"	
V09(E)	16	#8	8'-4"	
V10(E)	8	#8	7'-10"	
V11(E)	20	#9	7'-3"	
W01	108	#8	40'-0"	

STRUCTURE EXCAVATION	CU. YDS.	576
REINFORCEMENT BARS	LBS.	25390
REINFORCEMENT BARS (EPOXY COATED)	LBS.	42560
CLASS X CONCRETE	CU. YDS.	680
TEST PILE STEEL HP12x63	EACH	2
STEEL PILES HP12x63	LIN. FT.	2907
METAL SHOES	EACH	57
GEOCOMPOSITE WALL DRAIN	SQ. YDS.	340



VIEW B-B

VIEW C-C



SECTION D-D

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
WEST ABUTMENT - WING WALLS & DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

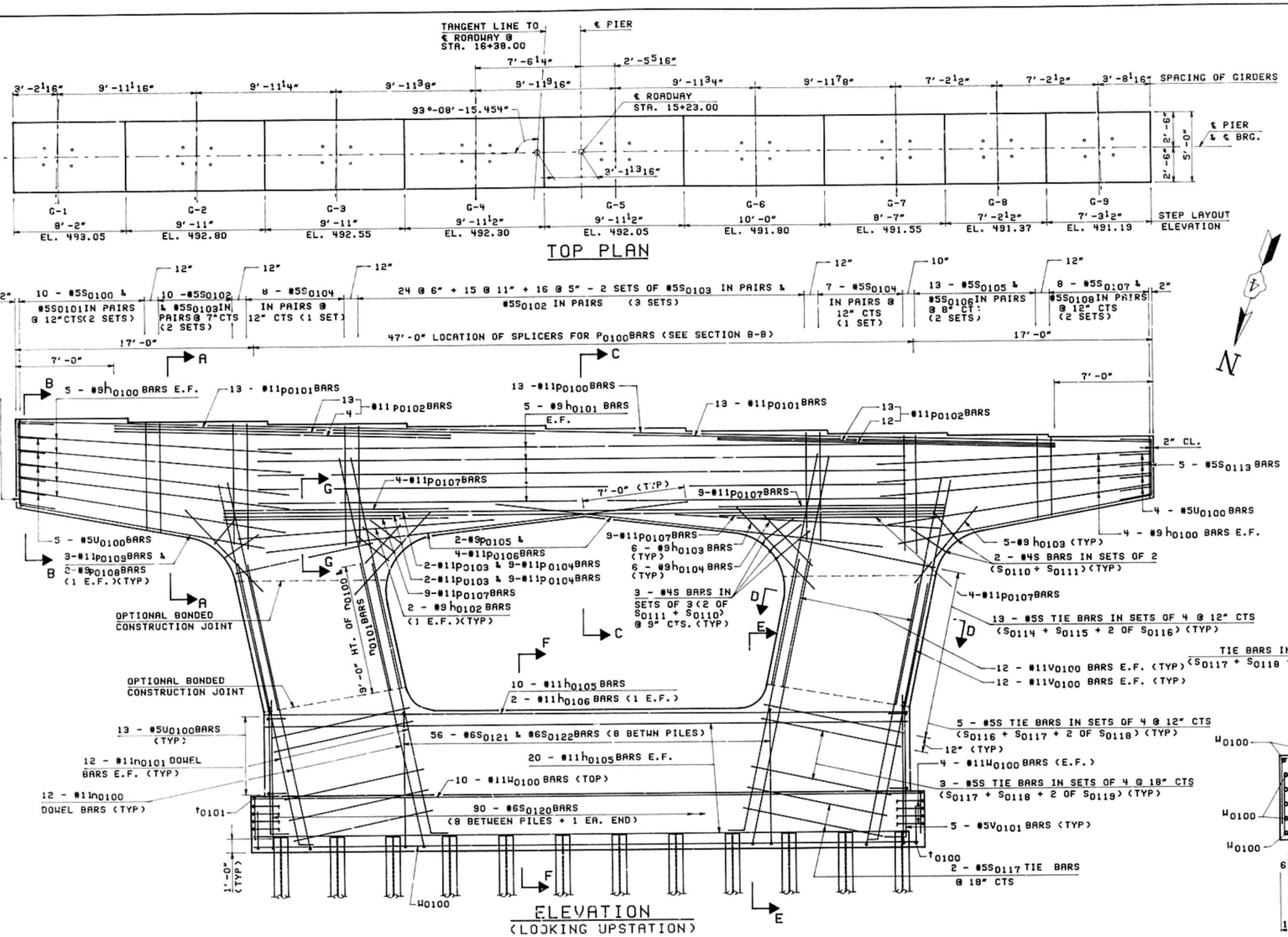
DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-03	N.T.S.	AUG 07 1991	145

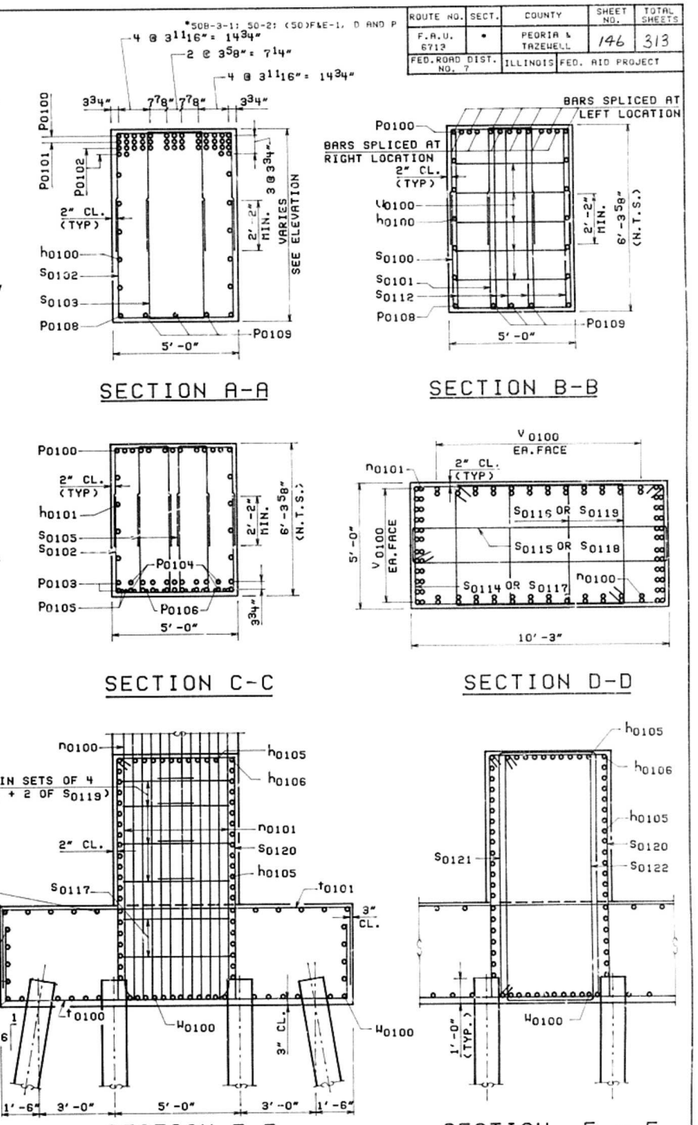
DESIGNED BY: TV DRAFTED BY: SBA CHECKED BY: TV
ESTIMATED BY: TV CHECKED BY: HSJ
IN CHARGE: PCW CHECKED BY: THH

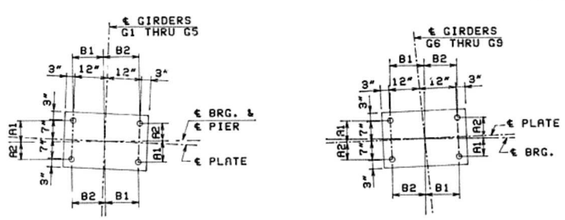
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	146	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SO-2; (SO)F&E-1, D AND P

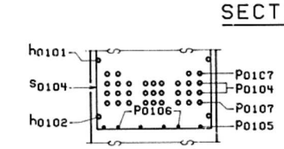






DETAIL AT BEARING
(ANCHOR LOCATION)

GIRDER	A1	A2	B1	B2
G1	7.6463"	6.3327"	11.5989"	12.3652"
G2	7.5069"	6.4803"	11.6895"	12.2885"
G3	7.3638"	6.6296"	11.7803"	12.2085"
G4	7.2169"	6.7808"	11.8708"	12.1252"
G5	7.0661"	6.9337"	11.9612"	12.0385"
G6	6.9114"	7.0882"	12.0512"	11.9481"
G7	6.7527"	7.2443"	12.1409"	11.8541"
G8	6.5899"	7.4021"	12.2300"	11.7562"
G9	6.4184"	7.5656"	12.3209"	11.6517"



NOTES:
1. SEE DWG. NO. WSS-05 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1½" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PIER - 1

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-04	N.T.S.	Aug. 16, 1990	146

IN CHARGE: PCW DESIGNED BY: MSJ CHECKED BY: TV ESTIMATED BY: RJR CHECKED BY: TV DRAFTED BY: SBA CHECKED BY: MSJ

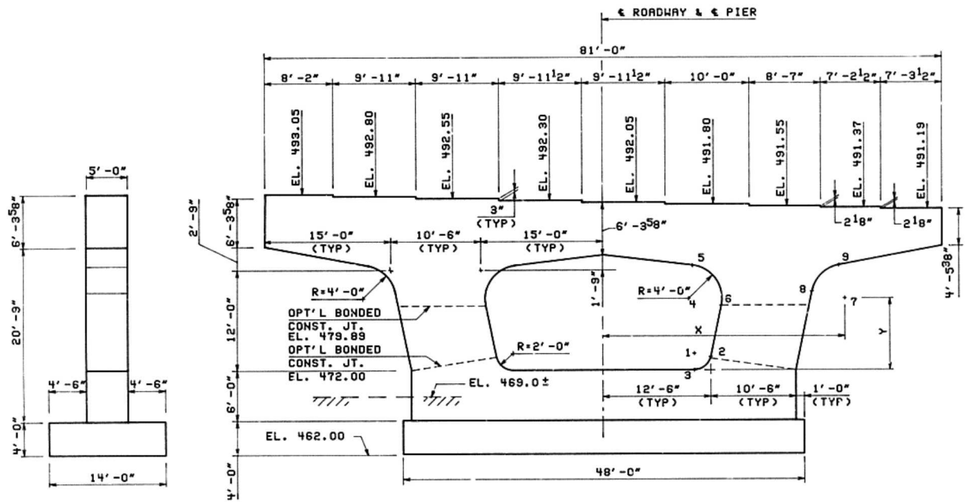
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	147	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: TV DRAFTED BY: SBA CHECKED BY: HSJ ESTIMATED BY: RJR



END VIEW

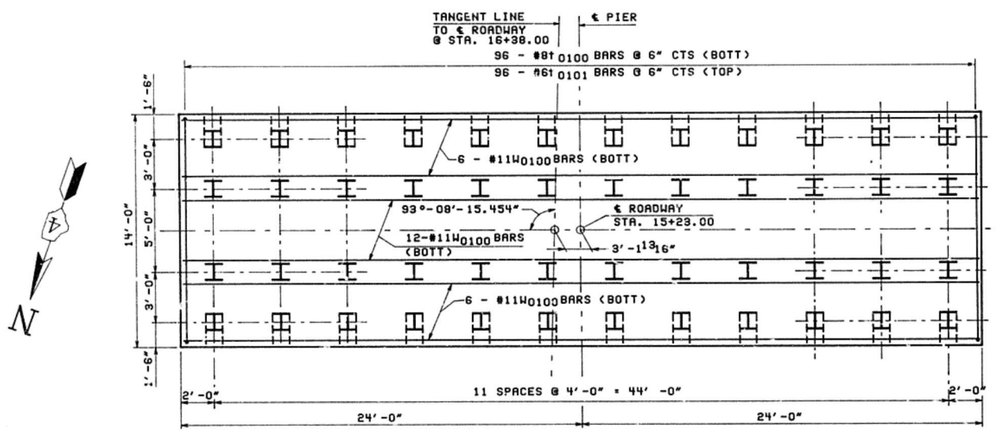
ELEVATION

CURVE COORDINATES

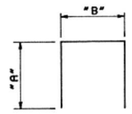
POINT	X (FT)	Y (FT)
1	10.8737	2.0000
2	12.8317	1.5921
3	10.8737	0.0000
4	10.1917	8.5323
5	10.6938	12.5055
6	14.1076	7.7165
7	28.6673	8.5507
8	24.9514	9.3665
9	28.1460	12.4851

PILE DATA

TYPE: HP12x63 (DRIVEN TO REFUSAL)
EST. LENGTH: 47 FT.
NO. REQ.D: 46
TEST PILE 2

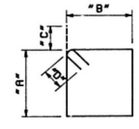


PLAN OF FOOTING



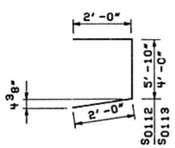
BARS n_{0100}, S_{0100} THRU S_{0111}
U_{0100}, t_{0100} & t_{0101}

BAR	"A"	"B"
n_{0100}	20'-8"	4'-3"
S_{0100}	4'-10"	4'-8"
S_{0101}	4'-10"	2'-2"
S_{0102}	5'-5"	4'-8"
S_{0103}	5'-5"	2'-2"
S_{0104}	6'-0"	4'-8"
S_{0105}	5'-5"	1'-2½"
S_{0106}	5'-0"	4'-8"
S_{0107}	5'-0"	2'-2"
S_{0108}	3'-10"	4'-8"
S_{0109}	3'-10"	2'-2"
S_{0110}	4'-0"	4'-6½"
S_{0111}	4'-0"	2'-2"
t_{0100}	2'-6"	13'-6"
t_{0101}	3'-3"	13'-6"
U_{0100}	2'-0"	4'-6½"

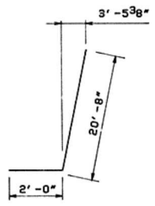


BARS S_{0114} THRU S_{0122}

BAR	"A"	"B"	"C"	"D"
S_{0114}	9'-11"	4'-8"	0'-8"	0'-6"
S_{0115}	9'-11"	1'-5¼"	0'-8"	0'-6"
S_{0116}	4'-8"	4'-8"	0'-8"	0'-6"
S_{0117}	9'-8"	4'-5"	0'-8"	0'-6"
S_{0118}	9'-8"	1'-5¼"	0'-8"	0'-6"
S_{0119}	4'-8"	4'-5"	0'-8"	0 6"
S_{0120}	9'-7"	4'-6"	0'-11"	0'-7½"
S_{0121}	9'-7"	4'-0"	0'-11"	0'-7½"
S_{0122}	9'-7"	3'-5½"	0'-11"	0'-7½"



BARS S_{0112} & S_{0113}



BAR n_{0101}



BAR V_{0101}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{0100}	18	# 9	19'-6"	——
h_{0101}	10	# 9	47'-10"	——
h_{0102}	4	# 9	17'-6"	——
h_{0103}	22	# 9	8'-0"	——
h_{0104}	12	# 9	5'-0"	——
h_{0105}	50	#11	43'-8"	——
h_{0106}	2	#11	34'-6"	——
n_{0100}	22	#11	45'-7"	⌊⌋
n_{0101}	48	#11	22'-8"	—⁄
P_{0100}	13	#11	80'-8"	——
P_{0101}	26	#11	30'-6"	——
P_{0102}	42	#11	24'-0"	——
P_{0103}	4	#11	31'-0"	——
P_{0104}	18	#11	51'-6"	——
P_{0105}	4	# 9	22'-0"	——
P_{0106}	8	#11	27'-6"	——
P_{0107}	35	#11	16'-0"	——
P_{0108}	4	# 9	15'-0"	——
P_{0109}	6	#11	18'-6"	——
S_{0100}	20	# 5	14'-4"	⌊⌋
S_{0101}	20	# 5	11'-10"	⌊⌋
S_{0102}	130	# 5	15'-6"	⌊⌋
S_{0103}	20	# 5	13'-0"	⌊⌋
S_{0104}	16	# 5	16'-8"	⌊⌋
S_{0105}	220	# 5	12'-0"	⌊⌋
S_{0106}	40	# 5	14'-8"	⌊⌋
S_{0107}	26	# 5	12'-2"	⌊⌋
S_{0108}	16	# 5	12'-4"	⌊⌋
S_{0109}	16	# 5	9'-10"	⌊⌋
S_{0110}	10	# 4	12'-6"	⌊⌋
S_{0111}	16	# 4	10'-2"	⌊⌋

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{0112}	5	# 5	9'-10"	⌐
S_{0113}	5	# 5	8'-0"	⌐
S_{0114}	26	# 5	30'-6"	□
S_{0115}	26	# 5	24'-0"	□
S_{0116}	52	# 5	20'-0"	□
S_{0117}	10	# 5	29'-6"	□
S_{0118}	6	# 5	23'-6"	□
S_{0119}	12	# 5	19'-6"	□
S_{0120}	90	# 6	30'-4"	□
S_{0121}	56	# 6	29'-0"	□
S_{0122}	56	# 6	27'-11"	□
t_{0100}	96	# 8	18'-6"	⌊⌋
t_{0101}	96	# 6	20'-0"	⌊⌋
U_{0100}	35	# 5	8'-6"	⌊⌋
V_{0100}	92	#11	17'-0"	——
V_{0101}	10	# 5	11'-9"	—⌋
W_{0100}	42	#11	47'-6"	——

STRUCTURE EXCAVATION	CU. YDS.	243
REINFORCEMENT BARS	LBS.	100100
CLASS X CONCRETE	CU. YDS.	310
TEST PILE STEEL HP12x63	EACH	2
STEEL PILES HP12x63	LIN. FT.	2162
METAL SHOES	EACH	46

NOTE:

1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

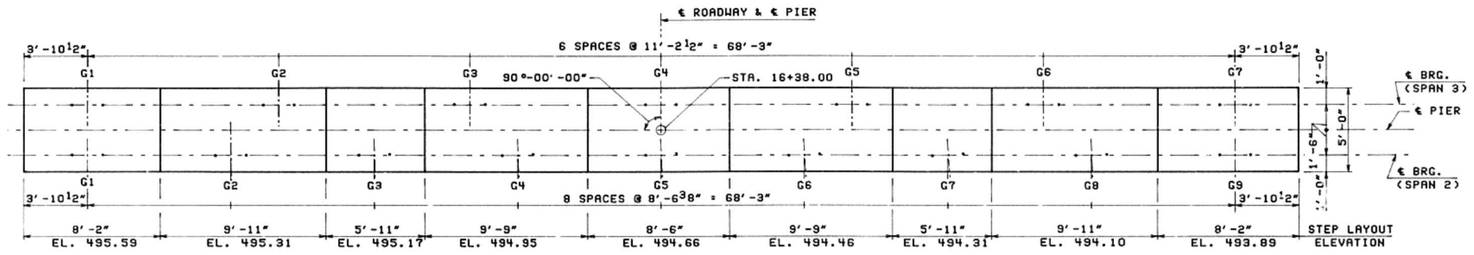
WEST APPROACH - STEEL
PIER - 1 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

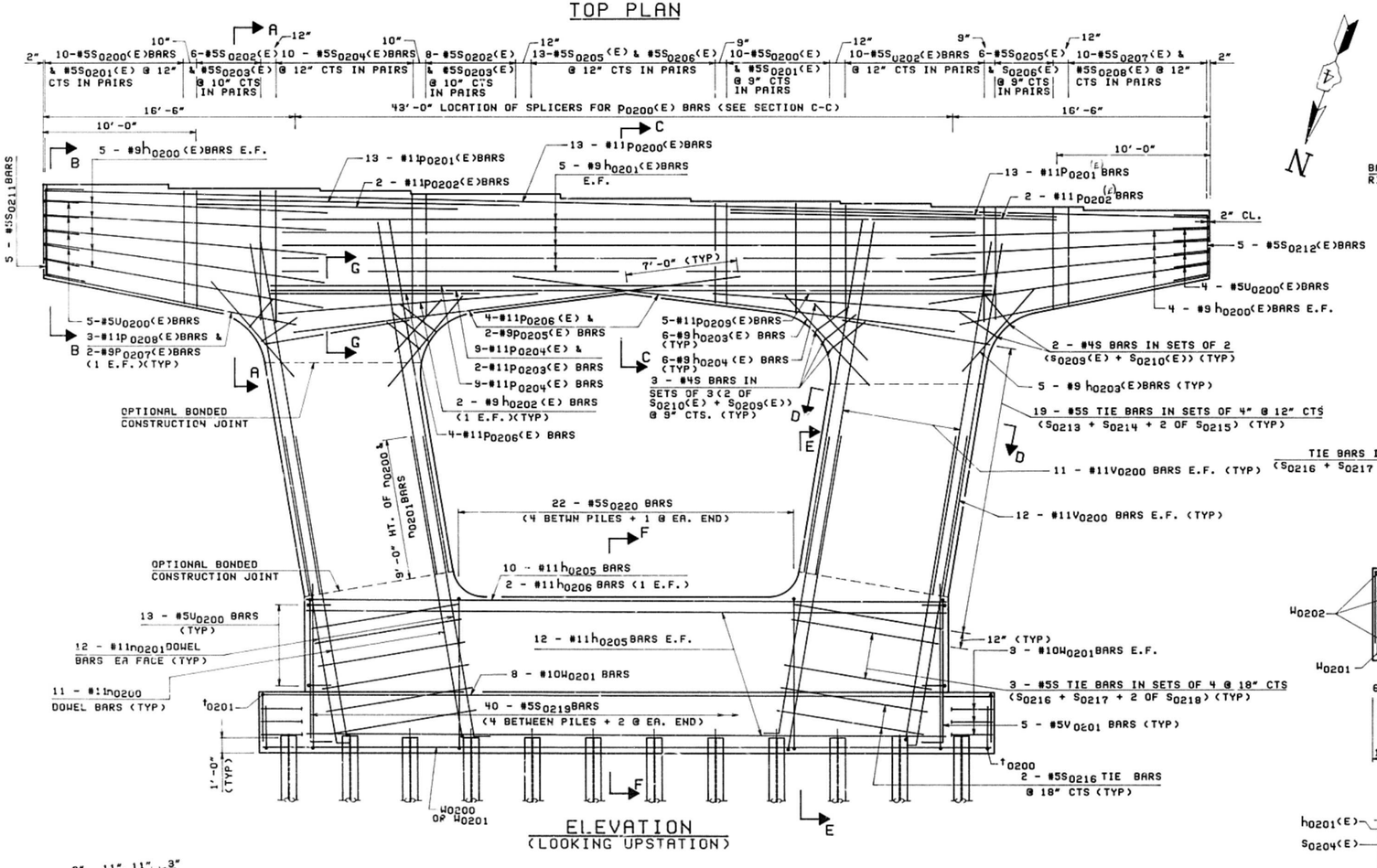
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-05	N.T.S.	AUG 07 1997	147

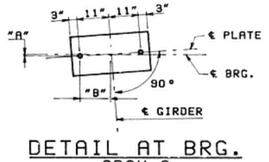
D C B A 0 A B C D
TAMERAN



TOP PLAN



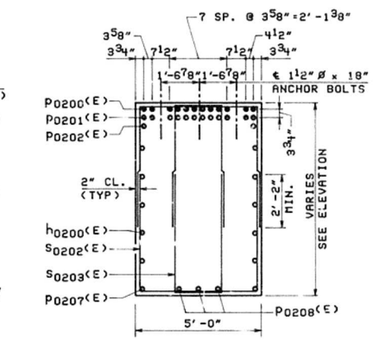
ELEVATION
(LOOKING UPSTATION)



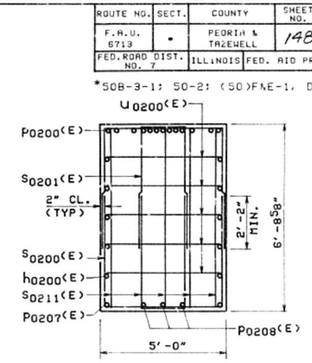
DETAIL AT BRG.
SPAN 2

GIRDER	"A"	"B"	GIRDER	"A"	"B"
G1	0.0	11.0000"	G6	0.6830"	10.9788"
G2	0.1317"	10.9982"	G7	0.8269"	10.9689"
G3	0.2658"	10.9968"	G8	0.4256"	10.9918"
G4	0.4024"	10.9926"	G9	0.0150"	11.0000"
G5	0.5417"	10.9867"			

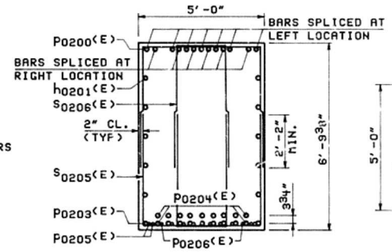
NOTES:
1. SEE DWG. NO. WSS-07 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.



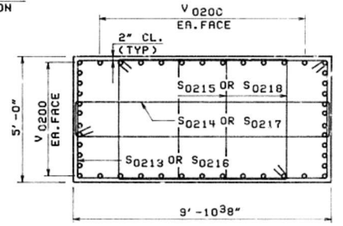
SECTION A-A



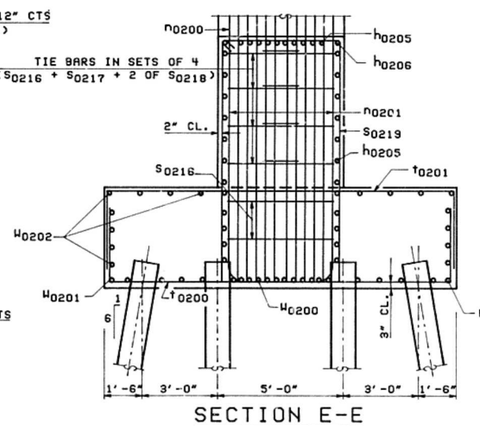
SECTION B-B



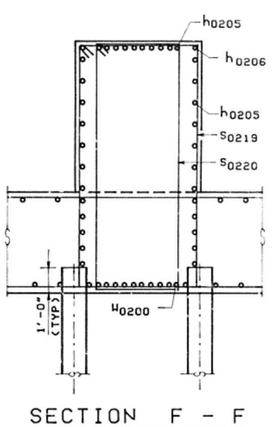
SECTION C-C



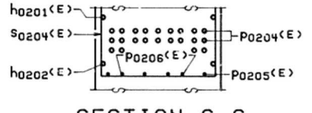
SECTION D-D



SECTION E-E



SECTION F - F



SECTION G-G

REVISION	DATE	DESCRIPTION

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	148	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SOB-3-1; SO-2; (SO)FAE-1, D AND P

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH -- STEEL
PIER - 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

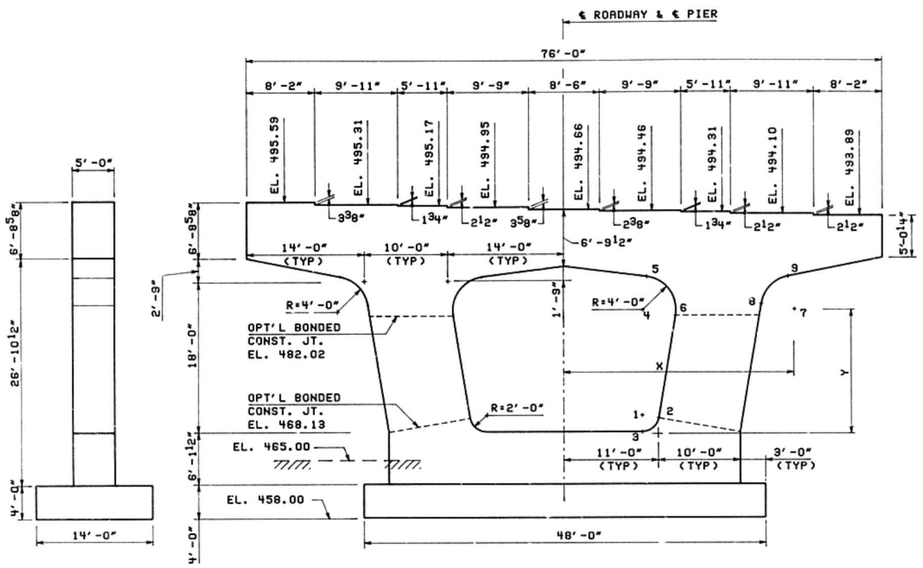
DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-06	N.T.S.	Aug. 16, 1990	148

IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: TV ESTIMATED BY: RJR CHECKED BY: TV DRAFTED BY: SBA CHECKED BY: HSJ

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	149	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P



END VIEW

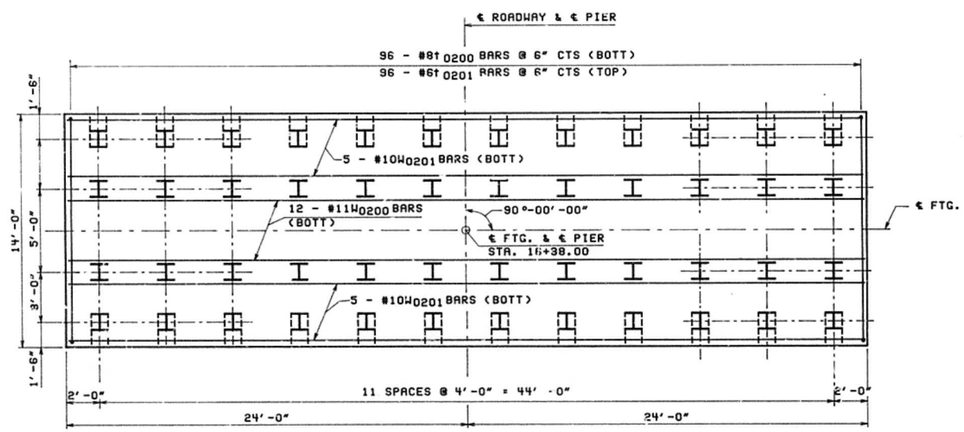
ELEVATION

CURVE COORDINATES

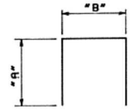
POINT	X (FT)	Y (FT)
1	9.3057	2.0000
2	11.2785	1.6712
3	9.3057	0.0000
4	9.3634	14.5477
5	9.8654	18.5168
6	13.3150	13.8901
7	27.4900	14.6091
8	23.5444	15.2667
9	26.7190	18.5341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 43 FT.
NO. REQ.D: 46
TEST PILE 2

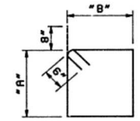


PLAN OF FOOTING



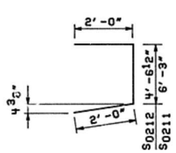
BARS n_{0200}, s_{0200}(E) THRU s_{0210}(E)
u_{0200}, u_{0200}(E), t_{0200} & t_{0201}

BAR	"A"	"B"
n_{0200}	20'-10"	4'-3"
$s_{0200(E)}$	5'-2"	4'-8"
$s_{0201(E)}$	5'-2"	2'-0 1/2"
$s_{0202(E)}$	5'-5"	4'-8"
$s_{0203(E)}$	5'-5"	2'-0 1/2"
$s_{0204(E)}$	5'-9"	4'-8"
$s_{0205(E)}$	4'-10"	4'-8"
$s_{0206(E)}$	4'-10"	2'-0 1/2"
$s_{0207(E)}$	4'-4"	4'-8"
$s_{0208(E)}$	4'-4"	2'-0 1/2"
$s_{0209(E)}$	4'-0"	4'-6 1/2"
$s_{0210(E)}$	4'-0"	2'-0 1/2"
t_{0200}	2'-6"	13'-6"
t_{0201}	3'-3"	13'-6"
u_{0200}	2'-0"	4'-6 1/2"
$u_{0200(E)}$	2'-0"	4'-6 1/2"

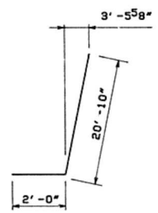


BARS s_{0213} THRU s_{0220}

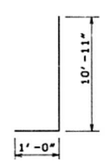
BAR	"A"	"B"
s_{0213}	9'-6"	4'-8"
s_{0214}	9'-6"	2'-2"
s_{0215}	4'-1 1/2"	4'-8"
s_{0216}	9'-3"	4'-5"
s_{0217}	9'-3"	2'-2"
s_{0218}	4'-1 1/2"	4'-5"
s_{0219}	9'-7"	4'-8"
s_{0220}	9'-7"	3'-5 1/2"



BARS s_{0211}(E) & s_{0212}(E)



BAR n_{0201}



BAR v_{0201}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
$h_{0200(E)}$	18	# 9	18'-6"	——
$h_{0201(E)}$	10	# 9	46'-0"	——
$h_{0202(E)}$	4	# 9	16'-6"	——
$h_{0203(E)}$	22	# 9	8'-0"	——
$h_{0204(E)}$	12	# 9	5'-0"	——
h_{0205}	34	#11	41'-6"	——
h_{0206}	2	#11	31'-6"	——
n_{0200}	22	#11	45'-11"	⌊⌋
n_{0201}	48	#11	22'-10"	⌊
$p_{0200(E)}$	13	#11	75'-6"	——
$p_{0201(E)}$	26	#11	21'-0"	——
$p_{0202(E)}$	4	#11	17'-0"	——
$p_{0203(E)}$	4	#11	29'-0"	——
$p_{0204(E)}$	18	#11	47'-6"	——
$p_{0205(E)}$	4	# 9	21'-6"	——
$p_{0206(E)}$	8	#11	28'-0"	——
$p_{0207(E)}$	4	# 9	14'-0"	——
$p_{0208(E)}$	6	#11	18'-0"	——
$p_{0209(E)}$	9	#11	15'-0"	——
$s_{0200(E)}$	40	# 5	15'-0"	⌊⌋
$s_{0201(E)}$	40	# 5	12'-4"	⌊⌋
$s_{0202(E)}$	48	# 5	15'-6"	⌊⌋
$s_{0203(E)}$	28	# 5	12'-10"	⌊⌋
$s_{0204(E)}$	20	# 5	16'-2"	⌊⌋
$s_{0205(E)}$	38	# 5	14'-4"	⌊⌋
$s_{0206(E)}$	38	# 5	11'-8"	⌊⌋
$s_{0207(E)}$	20	# 5	13'-4"	⌊⌋
$s_{0208(E)}$	20	# 5	10'-8"	⌊⌋
$s_{0209(E)}$	10	# 4	12'-6"	⌊⌋
$s_{0210(E)}$	16	# 4	10'-0"	⌊⌋

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
$s_{0211(E)}$	5	# 5	10'-3"	⌊⌋
$s_{0212(E)}$	5	# 5	8'-6"	⌊⌋
s_{0213}	38	# 5	29'-8"	□
s_{0214}	38	# 5	24'-8"	□
s_{0215}	76	# 5	18'-11"	□
s_{0216}	10	# 5	28'-8"	□
s_{0217}	6	# 5	24'-2"	□
s_{0218}	12	# 5	18'-5"	□
s_{0219}	40	# 5	29'-10"	□
s_{0220}	22	# 5	27'-5"	□
t_{0200}	96	# 8	18'-6"	⌊⌋
t_{0201}	96	# 6	20'-0"	⌊⌋
u_{0200}	26	# 5	8'-6"	⌊⌋
$u_{0200(E)}$	9	# 5	8'-6"	⌊⌋
v_{0200}	92	#11	23'-0"	——
v_{0201}	10	# 5	11'-11"	⌊
w_{0200}	12	#11	47'-6"	——
w_{0201}	24	#10	47'-6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	502
REINFORCEMENT BARS	LBS.	52390
REINFORCEMENT BARS (EPOXY COATED)	LBS.	24860
CLASS X CONCRETE	CU. YDS.	330
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1078
METAL SHOES	EACH	46

NOTE:

1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PIER - 2 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-07	N.T.S.	AUG 07 1991	149

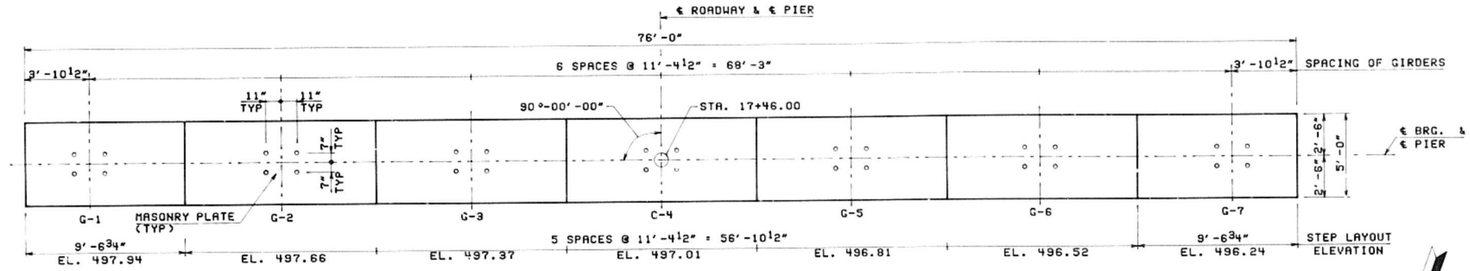
IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: TV ESTIMATED BY: RJR CHECKED BY: HSJ DRAFTED BY: SBA

D C B A 0 A B C D

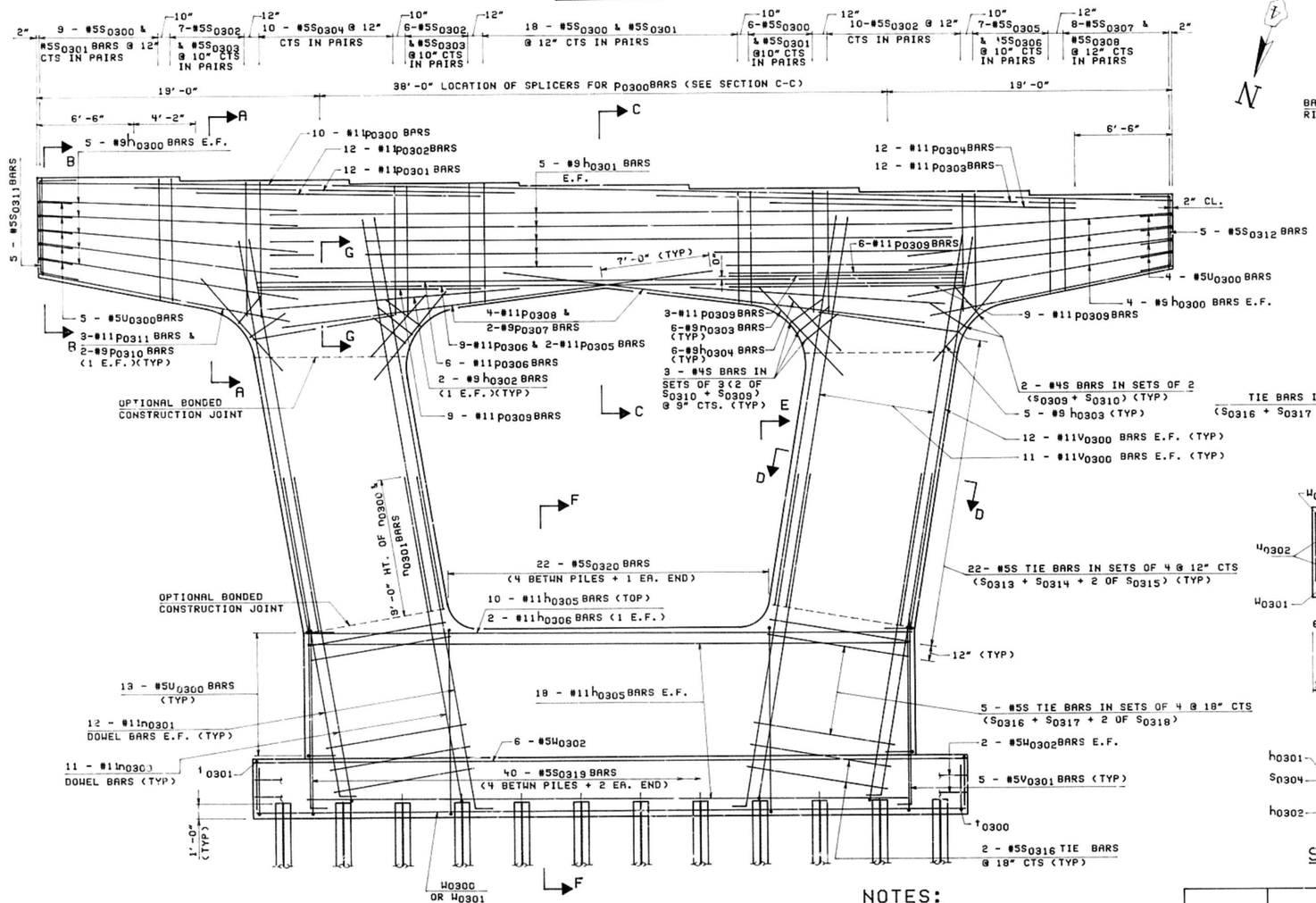
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	150	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

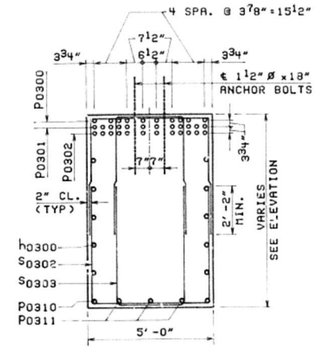


TOP PLAN

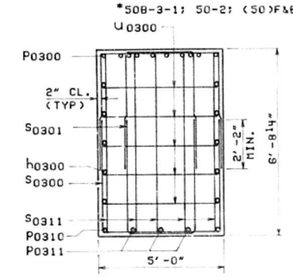


ELEVATION
(LOOKING UPSTATION)

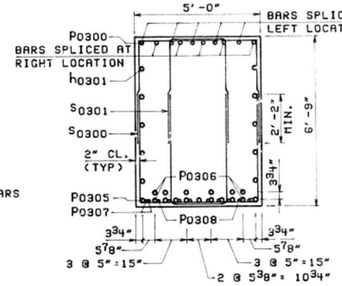
NOTES:
1. SEE DWG. NO. WSS-09 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.



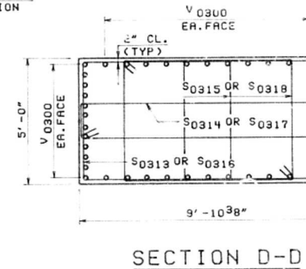
SECTION A-A



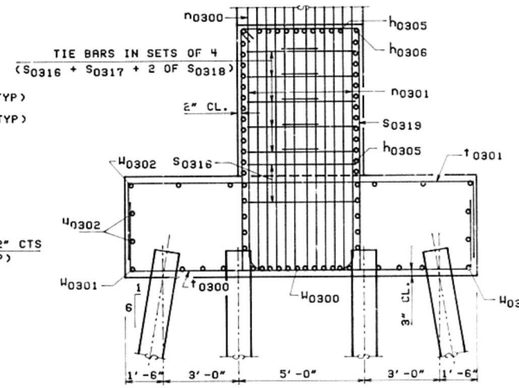
SECTION B-B



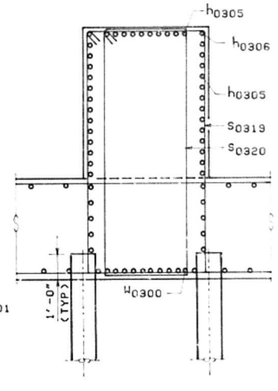
SECTION C-C



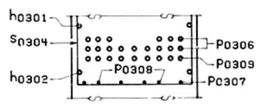
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PIER - 3

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

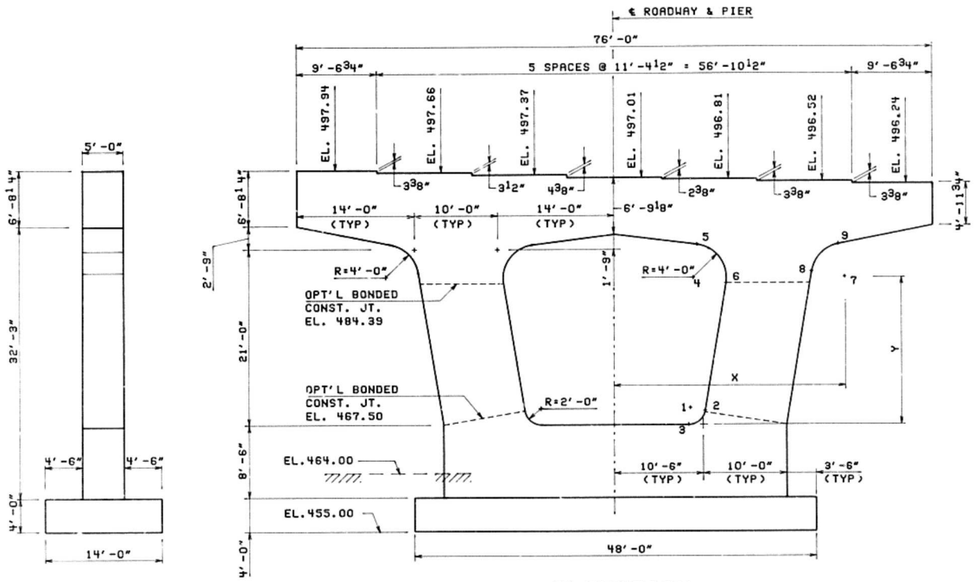
DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-08	N.T.S.	Aug. 16, 1990	150

DESIGNED BY: HSJ DRAFTED BY: SBA CHECKED BY: HSJ
ESTIMATED BY: RJR CHECKED BY: TV
IN CHARGE: PCW

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	151	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



ELEVATION

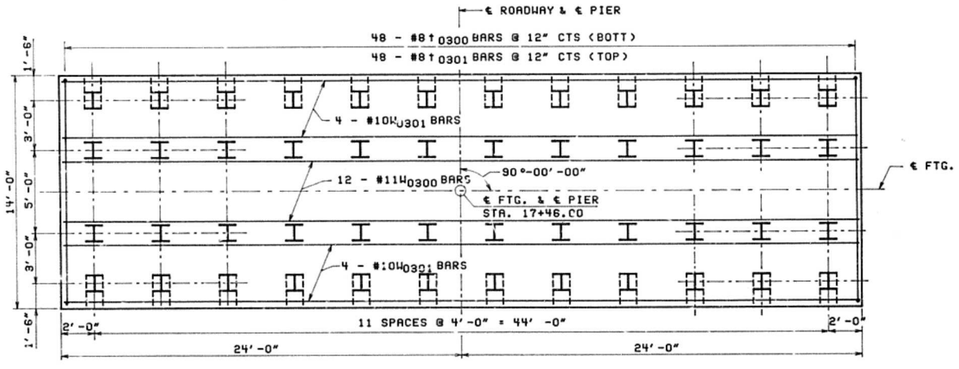
END VIEW

CURVE COORDINATES

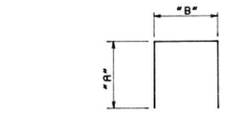
POINT	X (FT)	Y (FT)
1	8.8057	2.0000
2	10.7785	1.6712
3	8.8057	0.0000
4	9.3654	17.5477
5	9.8654	21.5169
6	13.3150	16.8901
7	27.4900	17.6091
8	23.5444	18.2667
9	26.7190	21.5341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 39 FT.
NO. REQ.D: 46
TEST PILE 2

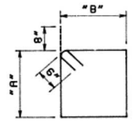


PLAN OF FOOTING



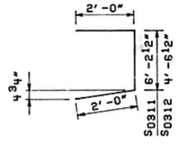
BARS n0300, S0300 THRU S0309
U0300, t0300 & t0301

BAR	"A"	"B"
n0300	23'-2"	4'-3"
S0300	5'-0"	4'-8"
S0301	5'-0"	2'-8"
S0302	5'-6"	4'-8"
S0303	5'-6"	2'-8"
S0304	5'-10"	4'-8"
S0305	4'-10"	4'-8"
S0306	4'-10"	2'-8"
S0307	4'-2"	4'-8"
S0308	4'-2"	2'-8"
S0309	4'-0"	4'-6 1/2"
S0310	4'-0"	2'-8"
t0300	2'-6"	13'-6"
t0301	3'-3"	13'-6"
U0300	2'-0"	4'-6 1/2"

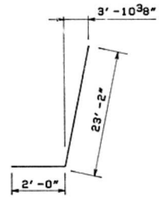


BARS S0313 THRU S0320

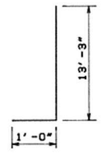
BAR	"A"	"B"
S0313	9'-6"	4'-8"
S0314	9'-6"	2'-5"
S0315	4'-1"	4'-8"
S0316	9'-3"	4'-5"
S0317	9'-3"	2'-5"
S0318	4'-1"	4'-5"
S0319	12'-1"	4'-8"
S0320	12'-1"	3'-5 1/2"



BARS S0311 & S0312



BAR n0301



BAR V0301

NOTE:
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h0300	18	# 9	18'-6"	——
h0301	10	# 9	46'-0"	——
h0302	4	# 9	16'-6"	——
h0303	22	# 9	8'-0"	——
h0304	12	# 9	5'-0"	——
h0305	46	#11	40'-6"	——
h0306	2	#11	30'-6"	——
n0300	22	#11	50'-7"	⌊⌋
n0301	48	#11	25'-2"	⌊
P0300	10	#11	75'-6"	——
P0301	12	#11	25'-6"	——
P0302	12	#11	19'-0"	——
P0303	12	#11	28'-0"	——
P0304	12	#11	20'-6"	——
P0305	2	#11	29'-0"	——
P0306	15	#11	47'-6"	——
P0307	4	# 9	21'-0"	——
P0308	8	#11	27'-6"	——
P0309	27	#11	15'-0"	——
P0310	4	# 9	14'-0"	——
P0311	6	#11	17'-6"	——
S0300	66	# 5	14'-8"	⌊⌋
S0301	66	# 5	12'-8"	⌊⌋
S0302	46	# 5	15'-8"	⌊⌋
S0303	26	# 5	13'-8"	⌊⌋
S0304	20	# 5	16'-4"	⌊⌋
S0305	14	# 5	14'-4"	⌊⌋
S0306	14	# 5	12'-4"	⌊⌋
S0307	16	# 5	13'-0"	⌊⌋
S0308	16	# 5	11'-0"	⌊⌋
S0309	10	# 4	12'-6"	⌊⌋
S0310	16	# 4	10'-8"	⌊⌋

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S0311	5	# 5	10'-2"	⌐
S0312	5	# 5	8'-6"	⌐
S0313	44	# 5	29'-8"	□
S0314	44	# 5	25'-2"	□
S0315	88	# 5	18'-10"	□
S0316	14	# 5	28'-8"	□
S0317	10	# 5	24'-8"	□
S0318	20	# 5	18'-4"	□
S0319	40	# 5	34'-10"	□
S0320	22	# 5	32'-5"	□
t0300	48	# 8	16'-6"	⌊⌋
t0301	48	# 5	20'-0"	⌊⌋
U0300	35	# 5	8'-6"	⌊⌋
V0300	92	#11	27'-0"	——
V0301	10	# 5	14'-3"	⌊
W0300	12	#11	47'-6"	——
W0301	8	#10	47'-6"	——
W0302	10	# 5	47'-6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	708
REINFORCEMENT BARS	LBS.	78780
CLASS X CONCRETE	CU. YDS.	355
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1794
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PIER - 3 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-09	N.T.S.	AUGUST 1991	151

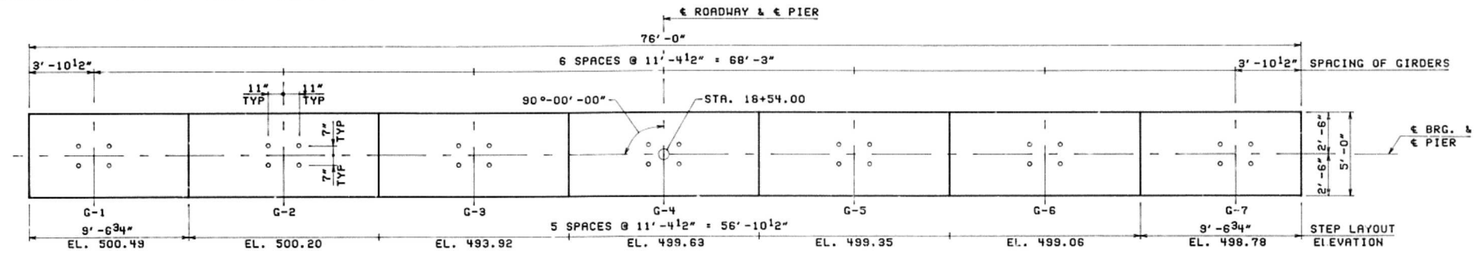
IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: TV ESTIMATED BY: RJR CHECKED BY: HSJ DRAFTED BY: SBA CHECKED BY: TV

D C B A 0 A B C D

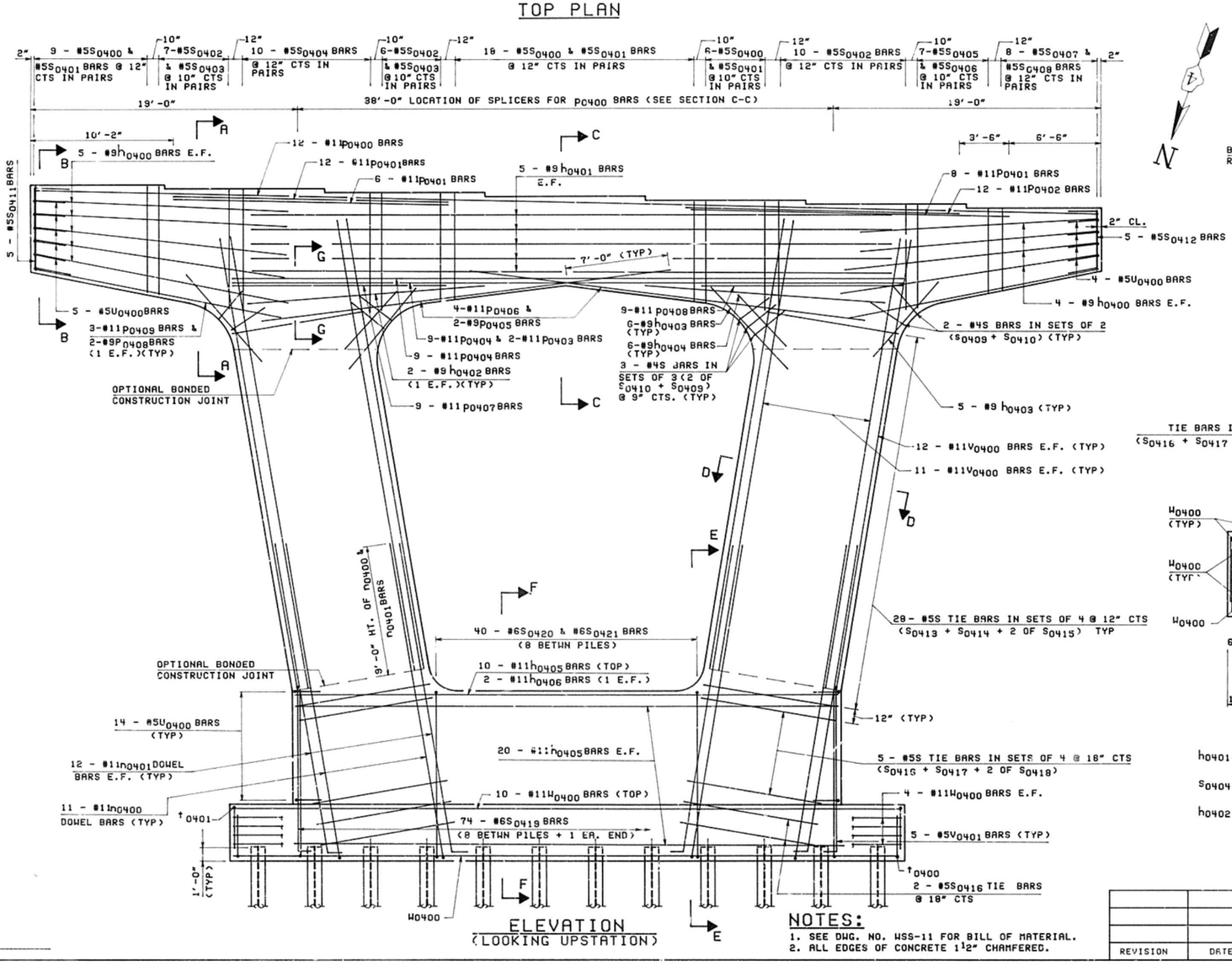
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	152	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

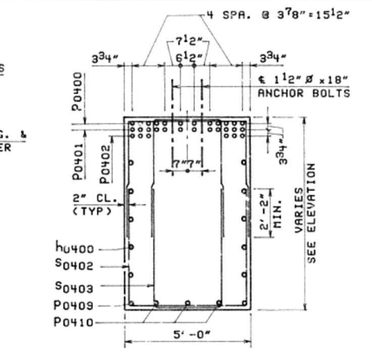
*SOB-3-1; SO-2; (SO)F&E-1, D AND P



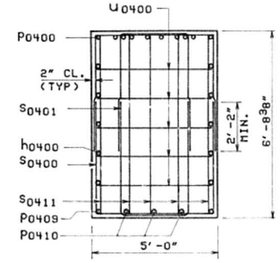
TOP PLAN



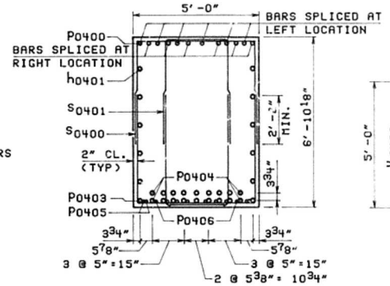
ELEVATION (LOOKING UPSTATION)



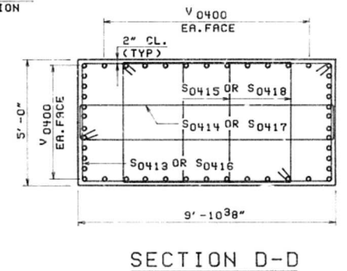
SECTION A-A



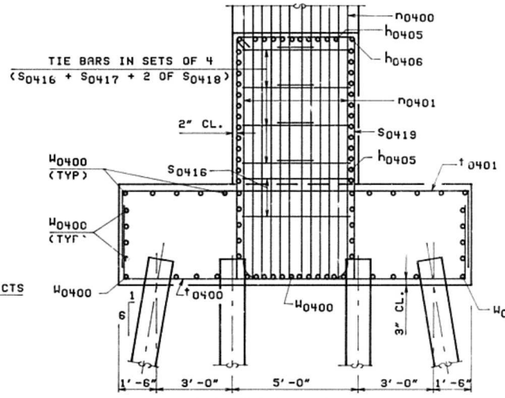
SECTION B-B



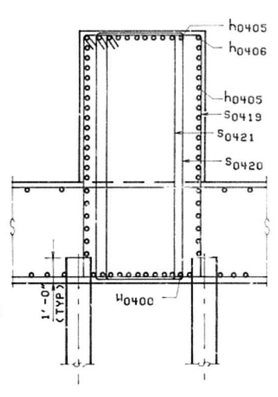
SECTION C-C



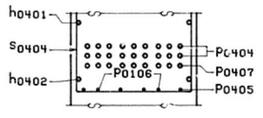
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:

1. SEE DWG. NO. WSS-11 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PIER - 4

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-10	N.T.S.	Aug. 16, 1990	152

IN CHARGE: PCW ESTIMATED BY: CHECKED BY: TV DESIGNED BY: HSJ DRAFTED BY: SBA CHECKED BY: HSJ CHECKED BY: TV DETAILED BY: RJR

D C B A 0 A B C D

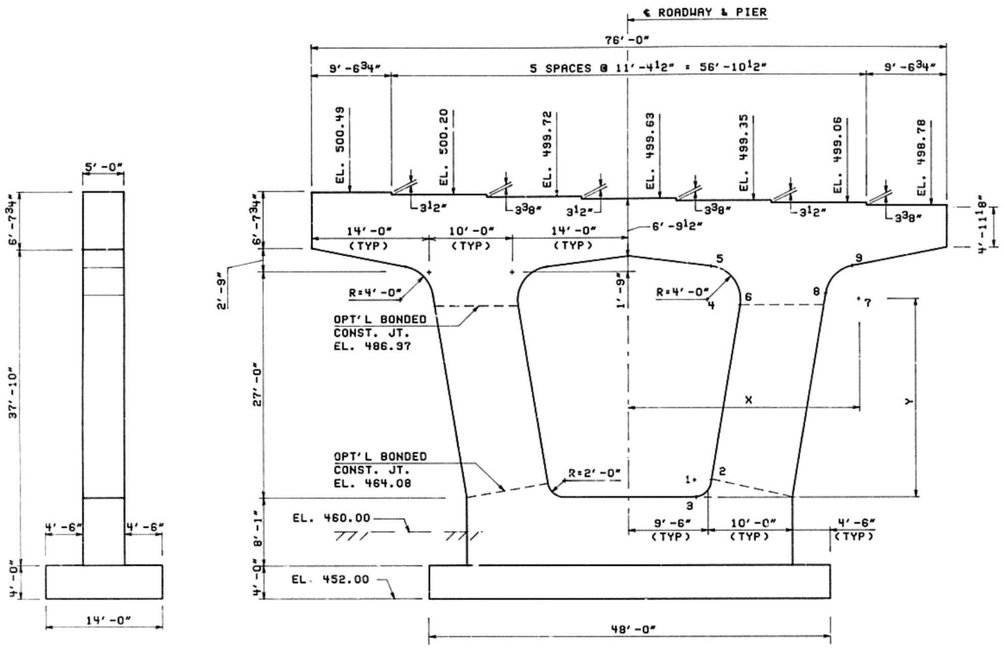
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	153	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*503-3-1; 50-2; (50)F&E-1, D AND P

SPEC SS MAC

ESTIMATED BY: RJR CHECKED BY: TV DRAFTED BY: SBA CHECKED BY: HSJ
DESIGNED BY: HSJ CHECKED BY: TV
IN CHARGE: PCW



END VIEW

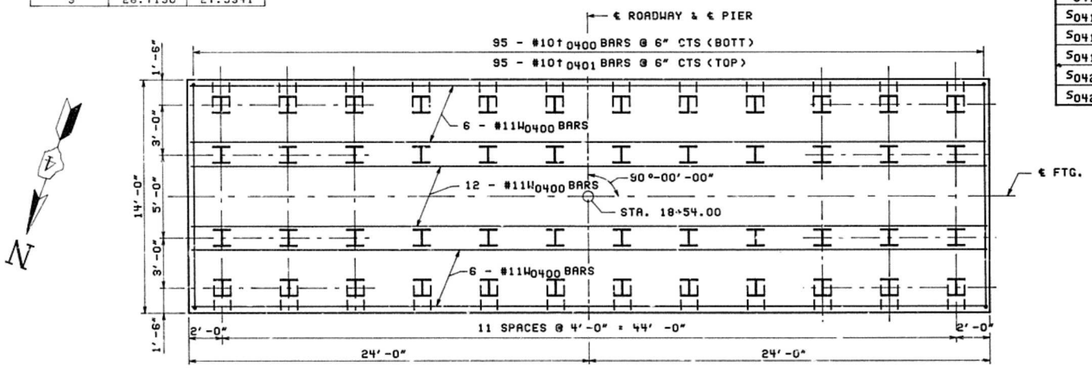
ELEVATION

CURVE COORDINATES

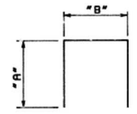
POINT	X (FT)	Y (FT)
1	7.8057	2.0000
2	9.7785	1.6712
3	7.8057	0.0000
4	9.3694	23.5477
5	9.8654	27.5168
6	13.3150	22.8901
7	27.4900	23.6091
8	23.5444	24.2667
9	26.7190	27.5341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 36 FT.
NO. REQ.D: 46
TEST PILE 2

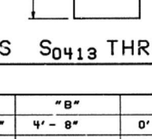


PLAN OF FOOTING



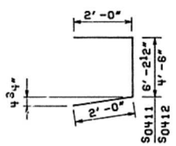
BARS n_{0400}, S_{0400} THRU S_{0409} u_{0400}, t_{0400} & t_{0401}

BAR	"A"	"B"
n_{0400}	22'-11"	4'-3"
S_{0400}	5'-1"	4'-8"
S_{0401}	5'-1"	2'-8"
S_{0402}	5'-6"	4'-8"
S_{0403}	5'-6"	2'-8"
S_{0404}	5'-10"	4'-8"
S_{0405}	4'-10"	4'-8"
S_{0406}	4'-10"	2'-8"
S_{0407}	4'-2"	4'-8"
S_{0408}	4'-2"	2'-8"
S_{0409}	4'-0"	4'-6 1/2"
S_{0410}	4'-0"	2'-8"
t_{0400}	2'-6"	13'-6"
t_{0401}	3'-3"	13'-6"
u_{0400}	2'-0"	4'-6 1/2"

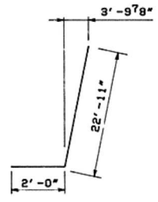


BARS S_{0413} THRU S_{0421}

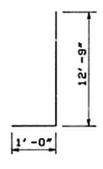
BAR	"A"	"B"	"C"	"D"
S_{0413}	9'-6"	4'-8"	0'-8"	0'-6"
S_{0414}	9'-6"	2'-5"	0'-8"	0'-6"
S_{0415}	4'-1"	4'-8"	0'-8"	0'-6"
S_{0416}	9'-3"	4'-5"	0'-8"	0'-6"
S_{0417}	9'-3"	2'-5"	0'-8"	0'-6"
S_{0418}	4'-1"	4'-5"	0'-8"	0'-6"
S_{0419}	11'-8"	4'-8"	0'-11"	0'-7 1/2"
S_{0420}	11'-8"	3'-5 1/2"	0'-11"	0'-7 1/2"
S_{0421}	11'-8"	2'-10"	0'-11"	0'-7 1/2"



BARS S_{0411} & S_{0412}



BAR n_{0401}



BAR V_{0401}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{0400}	18	# 9	18'-6"	——
h_{0401}	10	# 9	46'-0"	——
h_{0402}	4	# 9	16'-6"	——
h_{0403}	22	# 9	8'-0"	——
h_{0404}	12	# 9	5'-0"	——
h_{0405}	50	#11	38'-6"	——
n_{0406}	2	#11	28'-6"	——
n_{0400}	22	#11	50'-1"	⌊
n_{0401}	48	#11	24'-11"	⌊
P_{0400}	12	#11	75'-6"	——
P_{0401}	26	#11	19'-6"	——
P_{0402}	12	#11	22'-6"	——
P_{0403}	2	#11	26'-6"	——
P_{0404}	18	#11	47'-6"	——
P_{0405}	4	# 9	21'-6"	——
P_{0406}	8	#11	27'-6"	——
P_{0407}	18	#11	15'-0"	——
P_{0408}	4	# 9	14'-0"	——
P_{0409}	6	#11	18'-0"	——
S_{0400}	66	# 5	14'-10"	⌊
S_{0401}	66	# 5	12'-10"	⌊
S_{0402}	46	# 5	15'-8"	⌊
S_{0403}	26	# 5	13'-8"	⌊
S_{0404}	20	# 5	16'-4"	⌊
S_{0405}	14	# 5	14'-4"	⌊
S_{0406}	14	# 5	12'-4"	⌊
S_{0407}	16	# 5	13'-0"	⌊
S_{0408}	16	# 5	11'-0"	⌊
S_{0409}	10	# 4	12'-6"	⌊
S_{0410}	16	# 4	10'-8"	⌊

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{0411}	5	# 5	10'-2"	⌋
S_{0412}	5	# 5	8'-6"	⌋
S_{0413}	56	# 5	30'-0"	□
S_{0414}	56	# 5	25'-2"	□
S_{0415}	112	# 5	18'-10"	□
S_{0416}	14	# 5	28'-8"	□
S_{0417}	10	# 5	24'-8"	□
S_{0418}	20	# 5	18'-4"	□
S_{0419}	74	# 6	34'-6"	□
S_{0420}	40	# 6	32'-1"	□
S_{0421}	40	# 6	30'-10"	□
t_{0400}	95	#10	18'-6"	⌊
t_{0401}	95	# 9	20'-0"	⌊
u_{0400}	37	# 5	8'-6"	⌊
V_{0400}	92	#11	32'-0"	——
V_{0401}	10	# 5	13'-9"	⌊
W_{0400}	42	#11	47'-6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	600
REINFORCEMENT BARS	LBS.	101790
CLASS X CONCRETE	CU. YDS.	370
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1656
METAL SHOES	EACH	46

NOTE:

1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PIER - 4 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-11	N.T.S.	AUG 07 1991	153

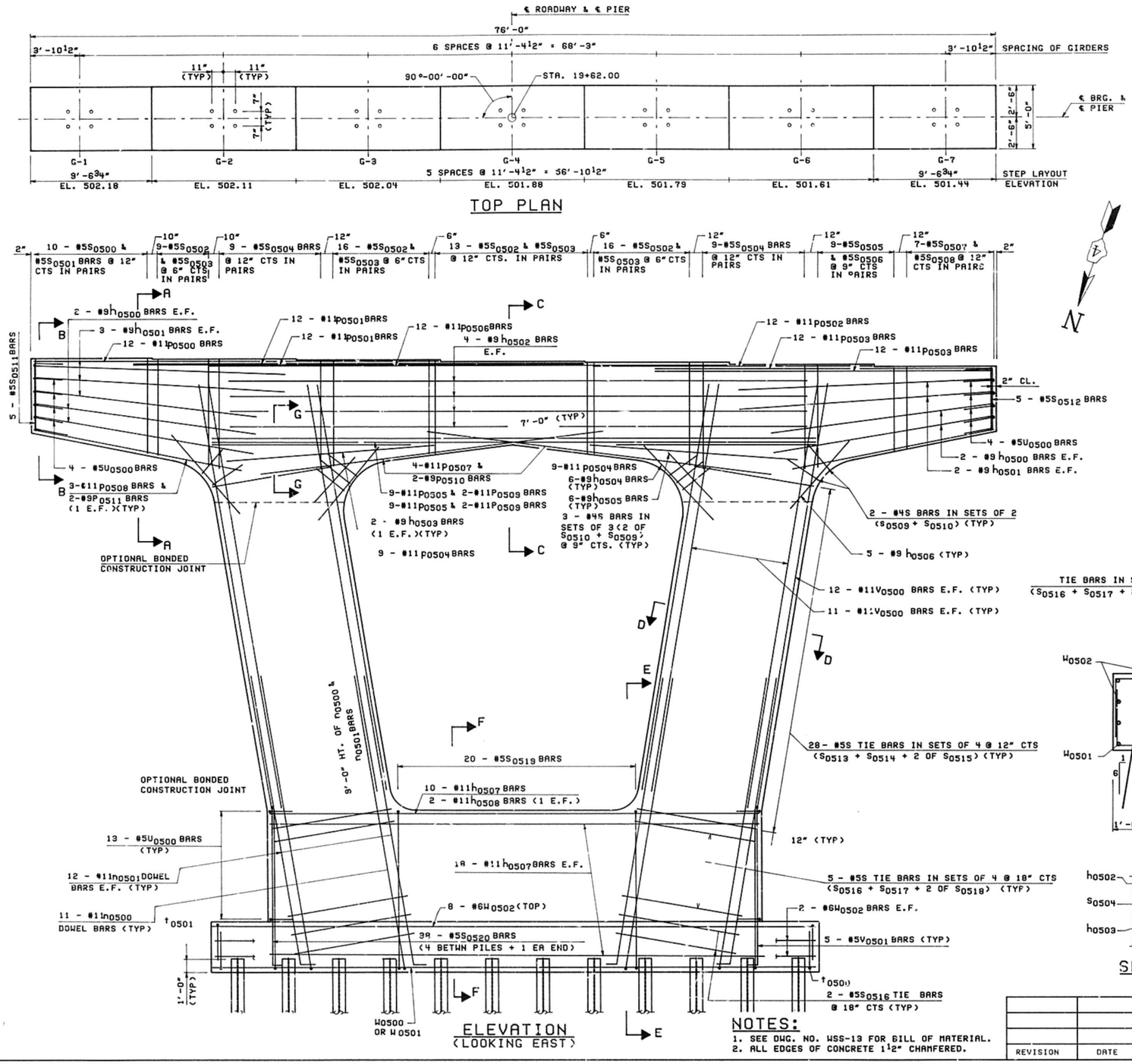
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	154	313
*FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: TV DRAFTED BY: SBA CHECKED BY: HSJ ESTIMATED BY: RJR CHECKED BY: TV



REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PIER - 5

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

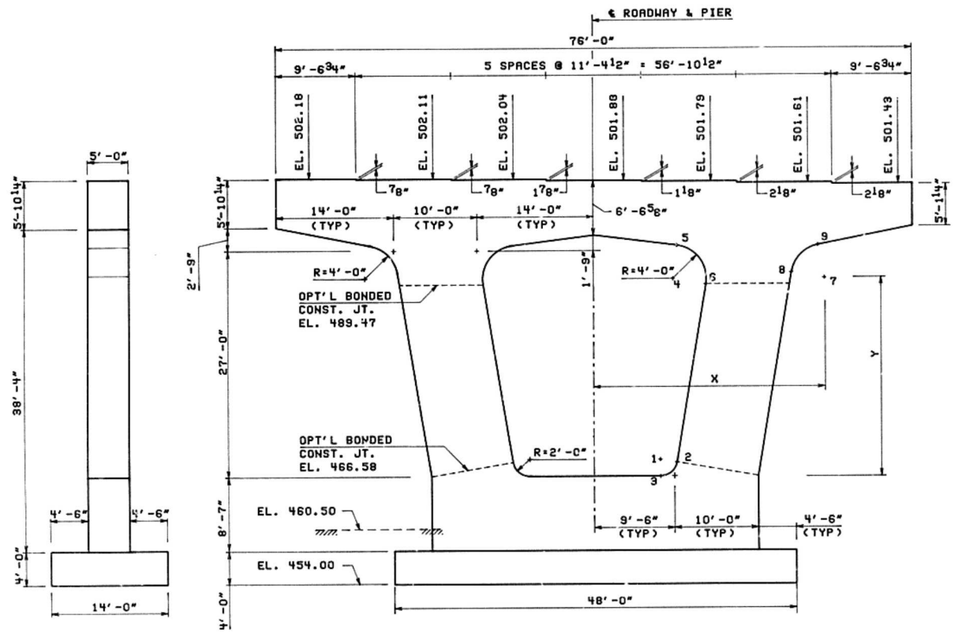
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-12	N.T.S.	Aug. 16, 1990	154

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	155	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P



END VIEW

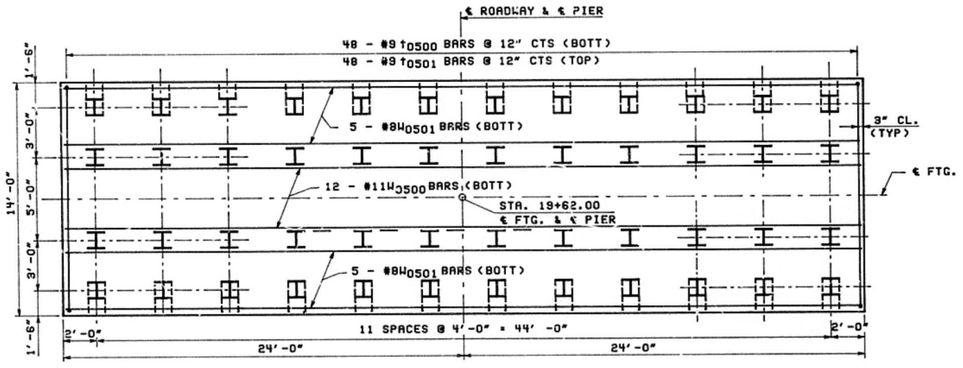
ELEVATION

CURVE COORDINATES

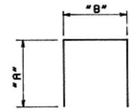
POINT	X (FT)	Y (FT)
1	7.8057	2.0000
2	9.7785	1.6712
3	7.8057	0.0000
4	9.3694	23.5477
5	9.8654	27.5168
6	13.3150	22.8901
7	27.4900	23.6091
8	23.5444	24.2667
9	26.7190	27.5341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 40 FT.
NO. REQ.D: 46
TEST PILE 2

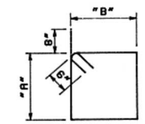


PLAN OF FOOTING



BARS n_{0500}, S_{0500} THRU S_{0509} u_{0500}, t_{0500} & t_{0501}

BAR	"A"	"B"
S_{0500}	4'-10"	4'-8"
n_{0500}	23'-4"	4'-3"
S_{0501}	4'-10"	2'-8"
S_{0502}	5'-3"	4'-8"
S_{0503}	5'-3"	2'-8"
S_{0504}	5'-0"	4'-8"
S_{0505}	4'-11"	2'-8"
S_{0506}	4'-11"	4'-8"
S_{0507}	4'-3"	2'-8"
S_{0508}	4'-3"	4'-8"
S_{0509}	4'-0"	4'-6½"
S_{0510}	4'-0"	2'-7"
t_{0500}	2'-6"	13'-6"
t_{0501}	3'-3"	13'-6"
u_{0500}	2'-0"	4'-8"

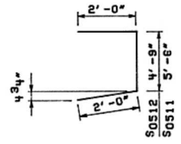


BARS S_{0513} THRU S_{0520}

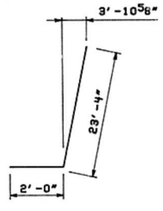
BAR	"A"	"B"
S_{0513}	9'-6"	4'-8"
S_{0514}	9'-6"	2'-5"
S_{0515}	4'-1"	4'-8"
S_{0516}	9'-3"	4'-8"
S_{0517}	9'-3"	2'-5"
S_{0518}	4'-1"	4'-8"
S_{0519}	12'-2"	4'-8"
S_{0520}	12'-2"	3'-8"

NOTE:

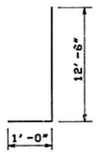
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BARS S_{0511} & S_{0512}



BAR n_{0501}



BAR V_{0501}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{0500}	8	# 9	17'-6"	——
h_{0501}	10	# 9	20'-6"	——
h_{0502}	8	# 9	45'-3"	——
h_{0503}	4	# 9	16'-6"	——
h_{0504}	12	# 9	8'-0"	——
h_{0505}	12	# 9	5'-0"	——
h_{0506}	10	# 9	7'-0"	——
h_{0507}	46	#11	38'-6"	——
h_{0508}	2	#11	28'-6"	——
n_{0500}	22	#11	50'-11"	⌊⌋
n_{0501}	48	#11	25'-4"	⌒
P_{0500}	12	#11	32'-0"	——
P_{0501}	24	#11	35'-6"	——
P_{0502}	12	#11	22'-0"	——
P_{0503}	14	#11	26'-6"	——
P_{0504}	18	#11	16'-0"	——
P_{0505}	18	#11	48'-0"	——
P_{0506}	12	#11	40'-0"	——
P_{0507}	8	#11	27'-6"	——
P_{0508}	6	#11	16'-0"	——
P_{0509}	4	#11	29'-6"	——
P_{0510}	4	# 9	21'-6"	——
P_{0511}	4	# 9	14'-0"	——
S_{0500}	20	# 5	14'-4"	⊔
S_{0501}	20	# 5	12'-4"	⊔
S_{0502}	108	# 5	15'-2"	⊔
S_{0503}	108	# 5	13'-2"	⊔
S_{0504}	36	# 5	14'-8"	⊔
S_{0505}	18	# 5	12'-6"	⊔
S_{0506}	18	# 5	14'-6"	⊔
S_{0507}	14	# 5	11'-2"	⊔
S_{0508}	14	# 5	13'-2"	⊔
S_{0509}	10	# 4	12'-6"	⊔
S_{0510}	18	# 4	10'-7"	⊔

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{0511}	5	# 5	9'-6"	⊐
S_{0512}	5	# 5	8'-9"	⊐
S_{0513}	56	# 5	29'-8"	□
S_{0514}	56	# 5	25'-2"	□
S_{0515}	112	# 5	18'-10"	□
S_{0516}	14	# 5	29'-2"	□
S_{0517}	10	# 5	24'-8"	□
S_{0518}	20	# 5	18'-10"	□
S_{0519}	20	# 5	35'-0"	□
S_{0520}	38	# 5	33'-0"	□
t_{0500}	48	# 9	18'-6"	⊔
t_{0501}	48	# 6	20'-0"	⊔
u_{0500}	35	# 5	8'-8"	⊔
V_{0500}	92	#11	36'-0"	——
V_{0501}	10	# 5	13'-6"	⌐⌙
W_{0500}	12	#11	47'-6"	——
W_{0501}	10	# 8	47'-6"	——
W_{0502}	12	# 6	47'-6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	349
REINFORCEMENT BARS	LBS.	88560
CLASS X CONCRETE	CU. YDS.	370
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1840
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PIER - 5 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

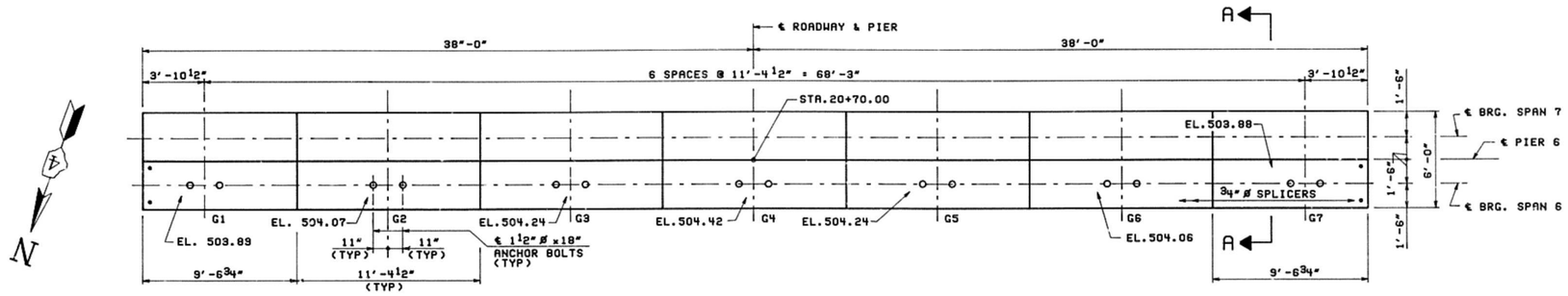
DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-13	N.T.S.	AUG 07 1991	155

ESTIMATED BY: RJR CHECKED BY: TV DESIGNED BY: HSJ CHECKED BY: TV DRAFTED BY: SBA CHECKED BY: HSJ
IN CHARGE: PCU

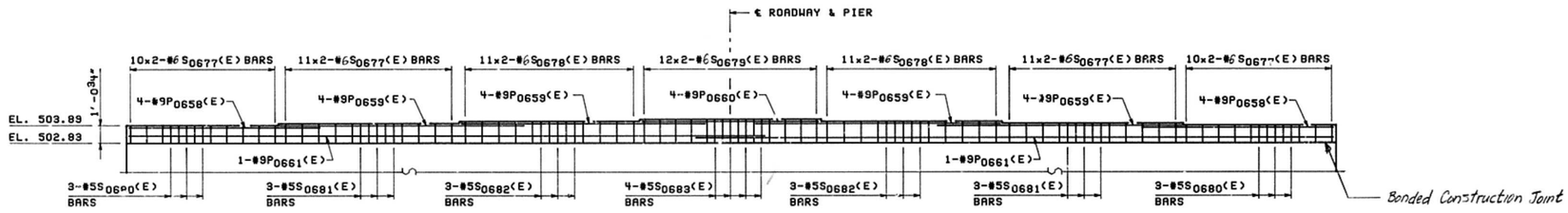
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	156	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

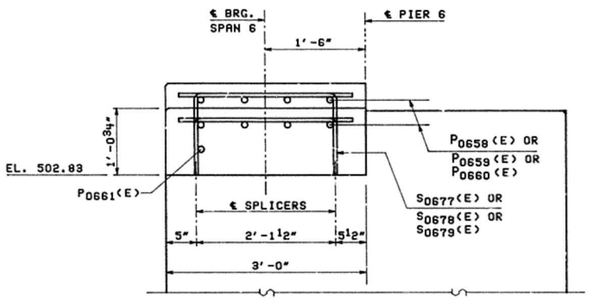
*508-3-1; 50-2; (50)F&E-1, D AND P



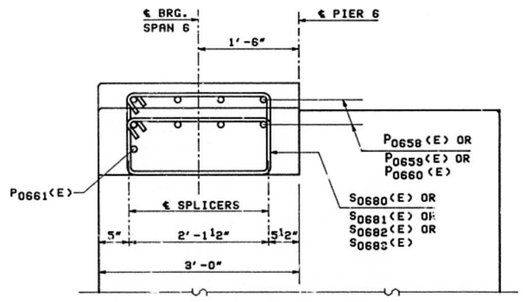
TOP PLAN



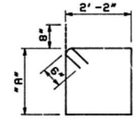
ELEVATION



SECTION A-A
(BARS S_{0680}(E) THRU S_{0683}(E) NOT SHOWN)



SECTION A-A
(BARS S_{0677}(E) THRU S_{0679}(E) NOT SHOWN)



BARS S_{0680}(E) THRU S_{0683}(E)

BAR	"A"
S_{0680}(E)	0'-10"
S_{0681}(E)	1'-1"
S_{0682}(E)	1'-3"
S_{0683}(E)	1'-5"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
P0658(E)	8	#9	13'-6"	——
P0659(E)	15	#9	15'-4"	——
P0660(E)	4	#9	11'-1"	——
P0661(E)	2	#9	40'-0"	——
S0677(E)	84	#6	3'-3"	—— *
S0678(E)	44	#6	3'-6"	—— *
S0679(E)	24	#6	3'-8"	—— *
S0680(E)	6	#5	7'-4"	
S0681(E)	6	#5	7'-10"	
S0682(E)	6	#5	8'-2"	
S0683(E)	4	#5	8'-6"	
REINFORCEMENT BARS (EPOXY COATED)			LBS	2580
CLASS X CONCRETE			CU. YDS.	10

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

NOTE:

ALL 'S' BARS MARKED * SHALL HAVE ONE END THREADED. BEND IN FIELD AFTER FASTENING TO BAR SPLICER (COUPLER) AND PATCH DAMAGED EPOXY COATING. COST OF THREADING, FIELD BENDING AND PATCHING OF EPOXY COATING INCIDENTAL TO REINFORCEMENT BARS.

REVISION	DATE	DESCRIPTION
PMP	11-2-90	Revised S677, S678, S679 to #6 bars

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - STEEL
PIER - 6 - BEARING SEATS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WSS-14	N.T.S.	Aug. 16, 1990	156

ESTIMATED BY: RJR CHECKED BY: HSJ DRAFTED BY: SBA CHECKED BY: HSJ
IN CHARGE: PCW DESIGNED BY: UG CHECKED BY: HSJ

D C B A 0 A B C D

TAMERAN

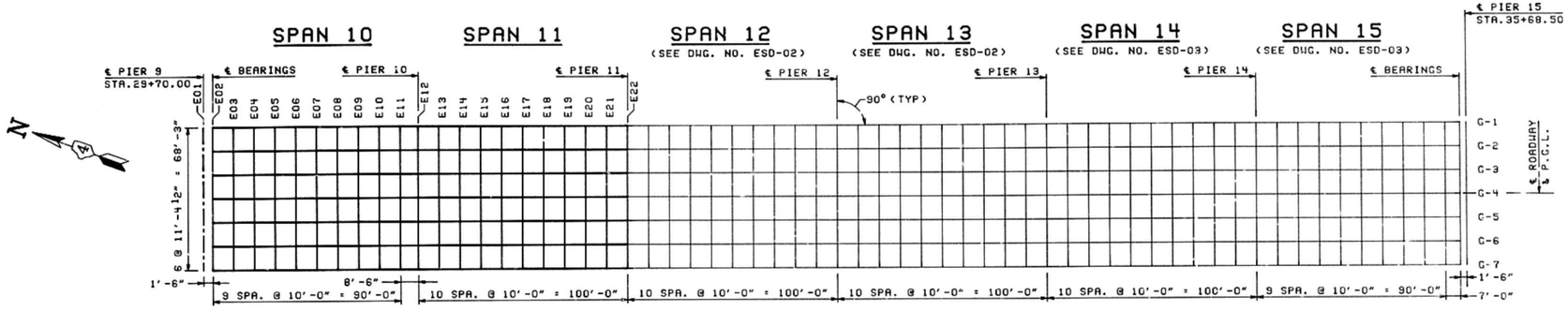
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	157	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-1; 50-2; (50)FSE-1, D AND P

DRAFTED BY: IGH CHECKED BY: MJR

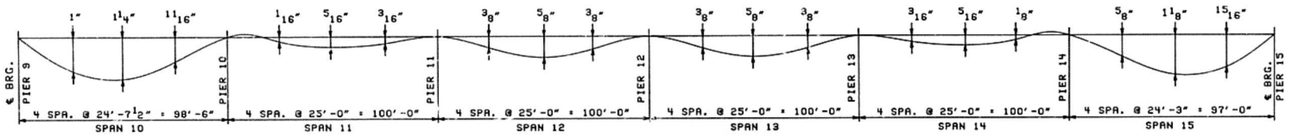
DESIGNED BY: MJR CHECKED BY: NGB ESTIMATED BY:

IN CHARGE: PCH



PLAN

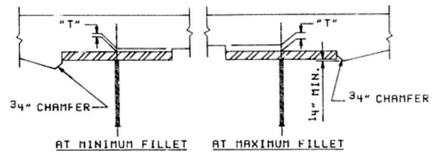
LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
E01	G-1	29+70.000	-34.125	503.275	503.275
	G-2	29+70.000	-22.750	503.453	503.453
	G-3	29+70.000	-11.375	503.630	503.630
	G-4	29+70.000	0.000	503.808	503.808
	G-5	29+70.000	11.375	503.630	503.630
	G-6	29+70.000	22.750	503.453	503.453
	G-7	29+70.000	34.125	503.275	503.275
E02	G-1	29+71.500	-34.125	503.205	503.205
	G-2	29+71.500	-22.750	503.383	503.383
	G-3	29+71.500	-11.375	503.561	503.561
	G-4	29+71.500	0.000	503.738	503.738
	G-5	29+71.500	11.375	503.561	503.561
	G-6	29+71.500	22.750	503.383	503.383
	G-7	29+71.500	34.125	503.205	503.205
E03	G-1	29+81.500	-34.125	502.741	502.779
	G-2	29+81.500	-22.750	502.919	502.957
	G-3	29+81.500	-11.375	503.097	503.135
	G-4	29+81.500	0.000	503.274	503.313
	G-5	29+81.500	11.375	503.097	503.135
	G-6	29+81.500	22.750	502.919	502.957
	G-7	29+81.500	34.125	502.741	502.779
E04	G-1	29+91.500	-34.125	502.277	502.348
	G-2	29+91.500	-22.750	502.455	502.526
	G-3	29+91.500	-11.375	502.633	502.703
	G-4	29+91.500	0.000	502.810	502.881
	G-5	29+91.500	11.375	502.633	502.703
	G-6	29+91.500	22.750	502.455	502.526
	G-7	29+91.500	34.125	502.277	502.348
E05	G-1	30+01.500	-34.125	501.813	501.906
	G-2	30+01.500	-22.750	501.991	502.084
	G-3	30+01.500	-11.375	502.169	502.262
	G-4	30+01.500	0.000	502.346	502.440
	G-5	30+01.500	11.375	502.169	502.262
	G-6	30+01.500	22.750	501.991	502.084
	G-7	30+01.500	34.125	501.813	501.906
E06	G-1	30+11.500	-34.125	501.349	501.453
	G-2	30+11.500	-22.750	501.527	501.631
	G-3	30+11.500	-11.375	501.705	501.808
	G-4	30+11.500	0.000	501.882	501.986
	G-5	30+11.500	11.375	501.705	501.808
	G-6	30+11.500	22.750	501.527	501.631
	G-7	30+11.500	34.125	501.349	501.453
E07	G-1	30+21.500	-34.125	500.885	500.987
	G-2	30+21.500	-22.750	501.063	501.164
	G-3	30+21.500	-11.375	501.241	501.342
	G-4	30+21.500	0.000	501.418	501.520
	G-5	30+21.500	11.375	501.241	501.342
	G-6	30+21.500	22.750	501.063	501.164
	G-7	30+21.500	34.125	500.885	500.987
E08	G-1	30+31.500	-34.125	500.421	500.509
	G-2	30+31.500	-22.750	500.599	500.687
	G-3	30+31.500	-11.375	500.777	500.864
	G-4	30+31.500	0.000	500.954	501.042
	G-5	30+31.500	11.375	500.777	500.864
	G-6	30+31.500	22.750	500.599	500.687
	G-7	30+31.500	34.125	500.421	500.509
E09	G-1	30+41.500	-34.125	499.957	500.022
	G-2	30+41.500	-22.750	500.135	500.200
	G-3	30+41.500	-11.375	500.313	500.378
	G-4	30+41.500	0.000	500.490	500.556
	G-5	30+41.500	11.375	500.313	500.378
	G-6	30+41.500	22.750	500.135	500.200
	G-7	30+41.500	34.125	499.957	500.022
E10	G-1	30+51.500	-34.125	499.493	499.532
	G-2	30+51.500	-22.750	499.671	499.710
	G-3	30+51.500	-11.375	499.849	499.887
	G-4	30+51.500	0.000	500.026	500.065
	G-5	30+51.500	11.375	499.849	499.887
	G-6	30+51.500	22.750	499.671	499.710
	G-7	30+51.500	34.125	499.493	499.532
E11	G-1	30+61.500	-34.125	499.029	499.043
	G-2	30+61.500	-22.750	499.207	499.221
	G-3	30+61.500	-11.375	499.385	499.399
	G-4	30+61.500	0.000	499.562	499.577
	G-5	30+61.500	11.375	499.385	499.399
	G-6	30+61.500	22.750	499.207	499.221
	G-7	30+61.500	34.125	499.029	499.043
E12	G-1	30+70.000	-34.125	498.635	498.635
	G-2	30+70.000	-22.750	498.813	498.813
	G-3	30+70.000	-11.375	498.990	498.990
	G-4	30+70.000	0.000	499.168	499.168
	G-5	30+70.000	11.375	498.990	498.990
	G-6	30+70.000	22.750	498.813	498.813
	G-7	30+70.000	34.125	498.635	498.635
E13	G-1	30+80.000	-34.125	498.171	498.168
	G-2	30+80.000	-22.750	498.349	498.345
	G-3	30+80.000	-11.375	498.526	498.523
	G-4	30+80.000	0.000	498.704	498.701
	G-5	30+80.000	11.375	498.526	498.523
	G-6	30+80.000	22.750	498.349	498.345
	G-7	30+80.000	34.125	498.171	498.168
E14	G-1	30+90.000	-34.125	497.707	497.710
	G-2	30+90.000	-22.750	497.884	497.888
	G-3	30+90.000	-11.375	498.062	498.065
	G-4	30+90.000	0.000	498.240	498.243
	G-5	30+90.000	11.375	498.062	498.065
	G-6	30+90.000	22.750	497.884	497.888
	G-7	30+90.000	34.125	497.707	497.710
E15	G-1	31+00.000	-34.125	497.243	497.255
	G-2	31+00.000	-22.750	497.421	497.433
	G-3	31+00.000	-11.375	497.598	497.611
	G-4	31+00.000	0.000	497.776	497.788
	G-5	31+00.000	11.375	497.598	497.611
	G-6	31+00.000	22.750	497.421	497.433
	G-7	31+00.000	34.125	497.243	497.255
E16	G-1	31+10.000	-34.125	496.779	496.799
	G-2	31+10.000	-22.750	496.957	496.977
	G-3	31+10.000	-11.375	497.134	497.155
	G-4	31+10.000	0.000	497.312	497.333
	G-5	31+10.000	11.375	497.134	497.155
	G-6	31+10.000	22.750	496.957	496.977
	G-7	31+10.000	34.125	496.779	496.799
E17	G-1	31+20.000	-34.125	496.315	496.340
	G-2	31+20.000	-22.750	496.492	496.51
	G-3	31+20.000	-11.375	496.670	496.695
	G-4	31+20.000	0.000	496.848	496.873
	G-5	31+20.000	11.375	496.670	496.695
	G-6	31+20.000	22.750	496.492	496.517
	G-7	31+20.000	34.125	496.315	496.340
E18	G-1	31+30.000	-34.125	495.851	495.875
	G-2	31+30.000	-22.750	496.029	496.052
	G-3	31+30.000	-11.375	496.206	496.230
	G-4	31+30.000	0.000	496.384	496.408
	G-5	31+30.000	11.375	496.206	496.230
	G-6	31+30.000	22.750	496.029	496.052
	G-7	31+30.000	34.125	495.851	495.875
E19	G-1	31+40.000	-34.125	495.387	495.405
	G-2	31+40.000	-22.750	495.565	495.583
	G-3	31+40.000	-11.375	495.742	495.760
	G-4	31+40.000	0.000	495.920	495.938
	G-5	31+40.000	11.375	495.742	495.760
	G-6	31+40.000	22.750	495.565	495.583
	G-7	31+40.000	34.125	495.387	495.405
E20	G-1	31+50.000	-34.125	494.923	494.932
	G-2	31+50.000	-22.750	495.100	495.110
	G-3	31+50.000	-11.375	495.278	495.288
	G-4	31+50.000	0.000	495.456	495.466
	G-5	31+50.000	11.375	495.278	495.288
	G-6	31+50.000	22.750	495.100	495.110
	G-7	31+50.000	34.125	494.923	494.932
E21	G-1	31+60.000	-34.125	494.459	494.461
	G-2	31+60.000	-22.750	494.637	494.638
	G-3	31+60.000	-11.375	494.814	494.816
	G-4	31+60.000	0.000	494.992	494.994
	G-5	31+60.000	11.375	494.814	494.816
	G-6	31+60.000	22.750	494.637	494.638
	G-7	31+60.000	34.125	494.459	494.461
E22	G-1	31+70.000	-34.125	493.995	493.995
	G-2	31+70.000	-22.750	494.172	494.172
	G-3	31+70.000	-11.375	494.350	494.350
	G-4	31+70.000	0.000	494.528	494.528
	G-5	31+70.000	11.375	494.350	494.350
	G-6	31+70.000	22.750	494.172	494.172
	G-7	31+70.000	34.125	493.995	493.995



DEAD LOAD DEFLECTION DIAGRAM

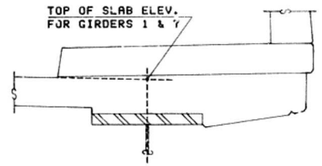
(INCLUDES WEIGHT OF CONCRETE SLAB & INITIAL SUPER-IMPOSED DEAD LOADS ONLY)

THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE DECK ELEVATIONS ADJUSTED FOR DEAD LOAD AS SHOWN.



FILLET HEIGHTS

TO DETERMINE "T": AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE GIRDERS SHALL BE TAKEN AT INTERVALS SHOWN. THESE ELEVATIONS SUBTRACTED FROM THE "ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION" SHOWN, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "T" ABOVE TOP FLANGES OF GIRDERS.



NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
DECK ELEVATIONS - SPANS 10 & 11

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

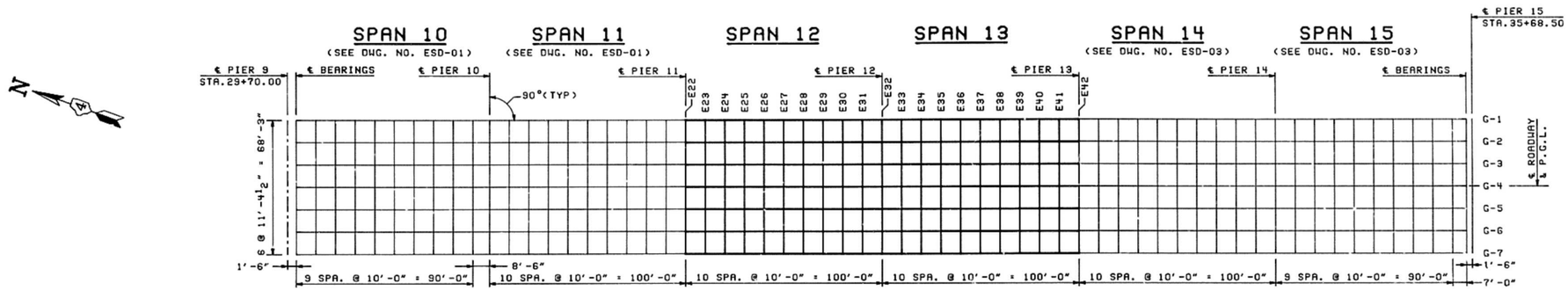
DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-01		1-09-92	157

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	"	PEORIA & TAZEWELL	158	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-1; 50-2; (50)FAE-1, D AND P

IN CHARGE: PCW DESIGNED BY: MJR CHECKED BY: MGB ESTIMATED BY:
DRAFTED BY: IGM CHECKED BY: MJR ESTIMATED BY:



PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	ELEVATION THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
E22	G-1	31+70.000	-34.125	493.995	493.995
	G-2	31+70.000	-22.750	494.172	494.172
	G-3	31+70.000	-11.375	494.350	494.350
	G-4	31+70.000	0.000	494.528	494.528
	G-5	31+70.000	11.375	494.350	494.350
	G-6	31+70.000	22.750	494.172	494.172
	G-7	31+70.000	34.125	493.995	493.995
E23	G-1	31+80.000	-34.125	493.531	493.539
	G-2	31+80.000	-22.750	493.708	493.717
	G-3	31+80.000	-11.375	493.886	493.895
	G-4	31+80.000	0.000	494.064	494.073
	G-5	31+80.000	11.375	493.886	493.895
	G-6	31+80.000	22.750	493.708	493.717
	G-7	31+80.000	34.125	493.531	493.539
E24	G-1	31+90.000	-34.125	493.067	493.090
	G-2	31+90.000	-22.750	493.245	493.267
	G-3	31+90.000	-11.375	493.422	493.445
	G-4	31+90.000	0.000	493.600	493.623
	G-5	31+90.000	11.375	493.422	493.445
	G-6	31+90.000	22.750	493.245	493.267
	G-7	31+90.000	34.125	493.067	493.090
E25	G-1	32+00.000	-34.125	492.603	492.640
	G-2	32+00.000	-22.750	492.780	492.817
	G-3	32+00.000	-11.375	492.958	492.995
	G-4	32+00.000	0.000	493.136	493.173
	G-5	32+00.000	11.375	492.958	492.995
	G-6	32+00.000	22.750	492.780	492.817
	G-7	32+00.000	34.125	492.603	492.640
E26	G-1	32+10.000	-34.125	492.139	492.186
	G-2	32+10.000	-22.750	492.316	492.363
	G-3	32+10.000	-11.375	492.494	492.541
	G-4	32+10.000	0.000	492.672	492.719
	G-5	32+10.000	11.375	492.494	492.541
	G-6	32+10.000	22.750	492.316	492.363
	G-7	32+10.000	34.125	492.139	492.186
E27	G-1	32+20.000	-34.125	491.675	491.725
	G-2	32+20.000	-22.750	491.853	491.903
	G-3	32+20.000	-11.375	492.030	492.081
	G-4	32+20.000	0.000	492.208	492.258
	G-5	32+20.000	11.375	492.030	492.081
	G-6	32+20.000	22.750	491.853	491.903
	G-7	32+20.000	34.125	491.675	491.725
E28	G-1	32+30.000	-34.125	491.211	491.258
	G-2	32+30.000	-22.750	491.388	491.435
	G-3	32+30.000	-11.375	491.566	491.613
	G-4	32+30.000	0.000	491.744	491.791
	G-5	32+30.000	11.375	491.566	491.613
	G-6	32+30.000	22.750	491.388	491.435
	G-7	32+30.000	34.125	491.211	491.258
E29	G-1	32+40.000	-34.125	490.737	490.784
	G-2	32+40.000	-22.750	490.924	490.961
	G-3	32+40.000	-11.375	491.102	491.139
	G-4	32+40.000	0.000	491.280	491.317
	G-5	32+40.000	11.375	491.102	491.139
	G-6	32+40.000	22.750	490.924	490.961
	G-7	32+40.000	34.125	490.747	490.784
E30	G-1	32+50.000	-34.125	490.283	490.306
	G-2	32+50.000	-22.750	490.461	490.483
	G-3	32+50.000	-11.375	490.638	490.661
	G-4	32+50.000	0.000	490.816	490.839
	G-5	32+50.000	11.375	490.638	490.661
	G-6	32+50.000	22.750	490.461	490.483
	G-7	32+50.000	34.125	490.283	490.306
E31	G-1	32+60.000	-34.125	489.819	489.827
	G-2	32+60.000	-22.750	489.996	490.005
	G-3	32+60.000	-11.375	490.174	490.183
	G-4	32+60.000	0.000	490.352	490.361
	G-5	32+60.000	11.375	490.174	490.183
	G-6	32+60.000	22.750	489.996	490.005
	G-7	32+60.000	34.125	489.819	489.827
E32	G-1	32+70.000	-34.125	489.355	489.355
	G-2	32+70.000	-22.750	489.533	489.533
	G-3	32+70.000	-11.375	489.710	489.710
	G-4	32+70.000	0.000	489.888	489.888
	G-5	32+70.000	11.375	489.710	489.710
	G-6	32+70.000	22.750	489.533	489.533
	G-7	32+70.000	34.125	489.355	489.355
E33	G-1	32+80.000	-34.125	488.891	488.899
	G-2	32+80.000	-22.750	489.069	489.077
	G-3	32+80.000	-11.375	489.246	489.255
	G-4	32+80.000	0.000	489.424	489.433
	G-5	32+80.000	11.375	489.246	489.255
	G-6	32+80.000	22.750	489.069	489.077
	G-7	32+80.000	34.125	488.891	488.899
E34	G-1	32+90.000	-34.125	488.427	488.449
	G-2	32+90.000	-22.750	488.604	488.627
	G-3	32+90.000	-11.375	488.782	488.805
	G-4	32+90.000	0.000	488.960	488.983
	G-5	32+90.000	11.375	488.782	488.805
	G-6	32+90.000	22.750	488.604	488.627
	G-7	32+90.000	34.125	488.427	488.449
E35	G-1	33+00.000	-34.125	487.963	488.000
	G-2	33+00.000	-22.750	488.141	488.177
	G-3	33+00.000	-11.375	488.318	488.355
	G-4	33+00.000	0.000	488.496	488.533
	G-5	33+00.000	11.375	488.319	488.355
	G-6	33+00.000	22.750	488.141	488.177
	G-7	33+00.000	34.125	487.963	488.000
E36	G-1	33+10.000	-34.125	487.499	487.546
	G-2	33+10.000	-22.750	487.677	487.723
	G-3	33+10.000	-11.375	487.854	487.901
	G-4	33+10.000	0.000	488.032	488.079
	G-5	33+10.000	11.375	487.854	487.901
	G-6	33+10.000	22.750	487.677	487.723
	G-7	33+10.000	34.125	487.499	487.546
E37	G-1	33+20.000	-34.125	487.035	487.085
	G-2	33+20.000	-22.750	487.212	487.263
	G-3	33+20.000	-11.375	487.390	487.441
	G-4	33+20.000	0.000	487.568	487.618
	G-5	33+20.000	11.375	487.390	487.441
	G-6	33+20.000	22.750	487.212	487.263
	G-7	33+20.000	34.125	487.035	487.085
E38	G-1	33+30.000	-34.125	486.571	486.618
	G-2	33+30.000	-22.750	486.749	486.795
	G-3	33+30.000	-11.375	486.926	486.973
	G-4	33+30.000	0.000	487.104	487.151
	G-5	33+30.000	11.375	486.926	486.973
	G-6	33+30.000	22.750	486.749	486.795
	G-7	33+30.000	34.125	486.571	486.618
E39	G-1	33+40.000	-34.125	486.107	486.144
	G-2	33+40.000	-22.750	486.284	486.321
	G-3	33+40.000	-11.375	486.462	486.499
	G-4	33+40.000	0.000	486.640	486.677
	G-5	33+40.000	11.375	486.462	486.499
	G-6	33+40.000	22.750	486.284	486.321
	G-7	33+40.000	34.125	486.107	486.144
E40	G-1	33+50.000	-34.125	485.643	485.665
	G-2	33+50.000	-22.750	485.820	485.843
	G-3	33+50.000	-11.375	485.998	486.021
	G-4	33+50.000	0.000	486.176	486.199
	G-5	33+50.000	11.375	485.998	486.021
	G-6	33+50.000	22.750	485.820	485.843
	G-7	33+50.000	34.125	485.643	485.665
E41	G-1	33+60.000	-34.125	485.179	485.187
	G-2	33+60.000	-22.750	485.357	485.365
	G-3	33+60.000	-11.375	485.534	485.543
	G-4	33+60.000	0.000	485.712	485.721
	G-5	33+60.000	11.375	485.534	485.543
	G-6	33+60.000	22.750	485.357	485.365
	G-7	33+60.000	34.125	485.179	485.187
E42	G-1	33+70.000	-34.125	484.715	484.715
	G-2	33+70.000	-22.750	484.892	484.892
	G-3	33+70.000	-11.375	485.070	485.070
	G-4	33+70.000	0.000	485.248	485.248
	G-5	33+70.000	11.375	485.070	485.070
	G-6	33+70.000	22.750	484.892	484.892
	G-7	33+70.000	34.125	484.715	484.715

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

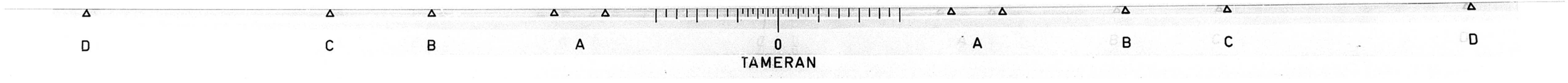
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
DECK ELEVATIONS - SPANS 12 & 13

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

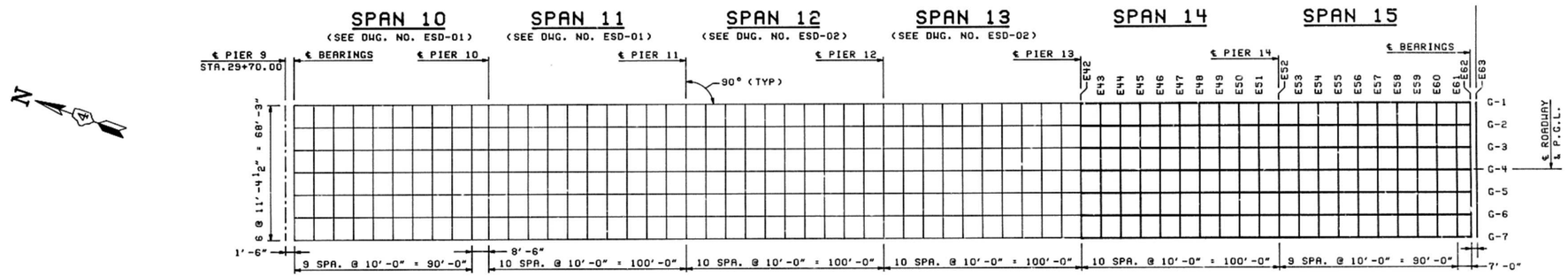
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-02		1-09-92	158



ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	159	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-1; 50-7; (50)FAE-1, D AND P



PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
E42	G-1	33+70.000	-34.125	484.715	484.715
	G-2	33+70.000	-22.750	484.892	484.892
	G-3	33+70.000	-11.375	485.070	485.070
	G-4	33+70.000	0.000	485.248	485.248
	G-5	33+70.000	11.375	485.070	485.070
	G-6	33+70.000	22.750	484.892	484.892
	G-7	33+70.000	34.125	484.715	484.715
E43	G-1	33+80.000	-34.125	484.251	484.253
	G-2	33+80.000	-22.750	484.428	484.431
	G-3	33+80.000	-11.375	484.606	484.608
	G-4	33+80.000	0.000	484.784	484.786
	G-5	33+80.000	11.375	484.606	484.608
	G-6	33+80.000	22.750	484.428	484.431
	G-7	33+80.000	34.125	484.251	484.253
E44	G-1	33+90.000	-34.125	483.787	483.797
	G-2	33+90.000	-22.750	483.965	483.975
	G-3	33+90.000	-11.375	484.142	484.153
	G-4	33+90.000	0.000	484.320	484.330
	G-5	33+90.000	11.375	484.142	484.153
	G-6	33+90.000	22.750	483.965	483.975
	G-7	33+90.000	34.125	483.787	483.797
E45	G-1	34+00.000	-34.125	483.323	483.342
	G-2	34+00.000	-22.750	483.500	483.520
	G-3	34+00.000	-11.375	483.678	483.697
	G-4	34+00.000	0.000	483.856	483.875
	G-5	34+00.000	11.375	483.678	483.697
	G-6	34+00.000	22.750	483.500	483.520
	G-7	34+00.000	34.125	483.323	483.342
E46	G-1	34+10.000	-34.125	482.859	482.884
	G-2	34+10.000	-22.750	483.036	483.062
	G-3	34+10.000	-11.375	483.214	483.240
	G-4	34+10.000	0.000	483.392	483.417
	G-5	34+10.000	11.375	483.214	483.240
	G-6	34+10.000	22.750	483.036	483.062
	G-7	34+10.000	34.125	482.859	482.884
E47	G-1	34+20.000	-34.125	482.395	482.421
	G-2	34+20.000	-22.750	482.573	482.599
	G-3	34+20.000	-11.375	482.750	482.777
	G-4	34+20.000	0.000	482.928	482.954
	G-5	34+20.000	11.375	482.750	482.777
	G-6	34+20.000	22.750	482.573	482.599
	G-7	34+20.000	34.125	482.395	482.421
E48	G-1	34+30.000	-34.125	481.931	481.953
	G-2	34+30.000	-22.750	482.108	482.131
	G-3	34+30.000	-11.375	482.286	482.309
	G-4	34+30.000	0.000	482.464	482.486
	G-5	34+30.000	11.375	482.286	482.309
	G-6	34+30.000	22.750	482.108	482.131
	G-7	34+30.000	34.125	481.931	481.953
E49	G-1	34+40.000	-34.125	481.467	481.481
	G-2	34+40.000	-22.750	481.645	481.659
	G-3	34+40.000	-11.375	481.822	481.836
	G-4	34+40.000	0.000	482.000	482.014
	G-5	34+40.000	11.375	481.822	481.836
	G-6	34+40.000	22.750	481.645	481.659
	G-7	34+40.000	34.125	481.467	481.481
E50	G-1	34+50.000	-34.125	481.003	481.007
	G-2	34+50.000	-22.750	481.181	481.185
	G-3	34+50.000	-11.375	481.358	481.363
	G-4	34+50.000	0.000	481.536	481.540
	G-5	34+50.000	11.375	481.358	481.363
	G-6	34+50.000	22.750	481.181	481.185
	G-7	34+50.000	34.125	481.003	481.007
E51	G-1	34+60.000	-34.125	480.539	480.536
	G-2	34+60.000	-22.750	480.716	480.714
	G-3	34+60.000	-11.375	480.894	480.892
	G-4	34+60.000	0.000	481.072	481.070
	G-5	34+60.000	11.375	480.894	480.892
	G-6	34+60.000	22.750	480.716	480.714
	G-7	34+60.000	34.125	480.539	480.536
E52	G-1	34+70.000	-34.125	480.075	480.075
	G-2	34+70.000	-22.750	480.253	480.253
	G-3	34+70.000	-11.375	480.430	480.430
	G-4	34+70.000	0.000	480.608	480.608
	G-5	34+70.000	11.375	480.430	480.430
	G-6	34+70.000	22.750	480.253	480.253
	G-7	34+70.000	34.125	480.075	480.075
E53	G-1	34+80.000	-34.125	479.611	479.627
	G-2	34+80.000	-22.750	479.789	479.805
	G-3	34+80.000	-11.375	479.966	479.983
	G-4	34+80.000	0.000	480.144	480.160
	G-5	34+80.000	11.375	479.966	479.983
	G-6	34+80.000	22.750	479.789	479.805
	G-7	34+80.000	34.125	479.611	479.627
E54	G-1	34+90.000	-34.125	479.147	479.187
	G-2	34+90.000	-22.750	479.324	479.365
	G-3	34+90.000	-11.375	479.502	479.543
	G-4	34+90.000	0.000	479.680	479.720
	G-5	34+90.000	11.375	479.502	479.543
	G-6	34+90.000	22.750	479.324	479.365
	G-7	34+90.000	34.125	479.147	479.187
E55	G-1	35+00.000	-34.125	478.683	478.748
	G-2	35+00.000	-22.750	478.861	478.926
	G-3	35+00.000	-11.375	479.038	479.103
	G-4	35+00.000	0.000	479.216	479.281
	G-5	35+00.000	11.375	479.038	479.103
	G-6	35+00.000	22.750	478.861	478.926
	G-7	35+00.000	34.125	478.683	478.748
E56	G-1	35+10.000	-34.125	478.219	478.304
	G-2	35+10.000	-22.750	478.397	478.482
	G-3	35+10.000	-11.375	478.574	478.659
	G-4	35+10.000	0.000	478.752	478.837
	G-5	35+10.000	11.375	478.574	478.659
	G-6	35+10.000	22.750	478.397	478.482
	G-7	35+10.000	34.125	478.219	478.304
E57	G-1	35+20.000	-34.125	477.755	477.851
	G-2	35+20.000	-22.750	477.932	478.028
	G-3	35+20.000	-11.375	478.110	478.206
	G-4	35+20.000	0.000	478.288	478.384
	G-5	35+20.000	11.375	478.110	478.206
	G-6	35+20.000	22.750	477.932	478.028
	G-7	35+20.000	34.125	477.755	477.851
E58	G-1	35+30.000	-34.125	477.291	477.386
	G-2	35+30.000	-22.750	477.469	477.564
	G-3	35+30.000	-11.375	477.646	477.741
	G-4	35+30.000	0.000	477.824	477.919
	G-5	35+30.000	11.375	477.646	477.741
	G-6	35+30.000	22.750	477.469	477.564
	G-7	35+30.000	34.125	477.291	477.386
E59	G-1	35+40.000	-34.125	476.827	476.909
	G-2	35+40.000	-22.750	477.004	477.087
	G-3	35+40.000	-11.375	477.182	477.265
	G-4	35+40.000	0.000	477.360	477.442
	G-5	35+40.000	11.375	477.182	477.265
	G-6	35+40.000	22.750	477.004	477.087
	G-7	35+40.000	34.125	476.827	476.909
E60	G-1	35+50.000	-34.125	476.363	476.421
	G-2	35+50.000	-22.750	476.540	476.599
	G-3	35+50.000	-11.375	476.718	476.776
	G-4	35+50.000	0.000	476.896	476.954
	G-5	35+50.000	11.375	476.718	476.776
	G-6	35+50.000	22.750	476.540	476.599
	G-7	35+50.000	34.125	476.363	476.421
E61	G-1	35+60.000	-34.125	475.899	475.924
	G-2	35+60.000	-22.750	476.077	476.102
	G-3	35+60.000	-11.375	476.254	476.280
	G-4	35+60.000	0.000	476.432	476.458
	G-5	35+60.000	11.375	476.254	476.280
	G-6	35+60.000	22.750	476.077	476.102
	G-7	35+60.000	34.125	475.899	475.924
E62	G-1	35+67.000	-34.125	475.574	475.574
	G-2	35+67.000	-22.750	475.752	475.752
	G-3	35+67.000	-11.375	475.930	475.930
	G-4	35+67.000	0.000	476.107	476.107
	G-5	35+67.000	11.375	475.930	475.930
	G-6	35+67.000	22.750	475.752	475.752
	G-7	35+67.000	34.125	475.574	475.574

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
DECK ELEVATIONS - SPANS 14 & 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

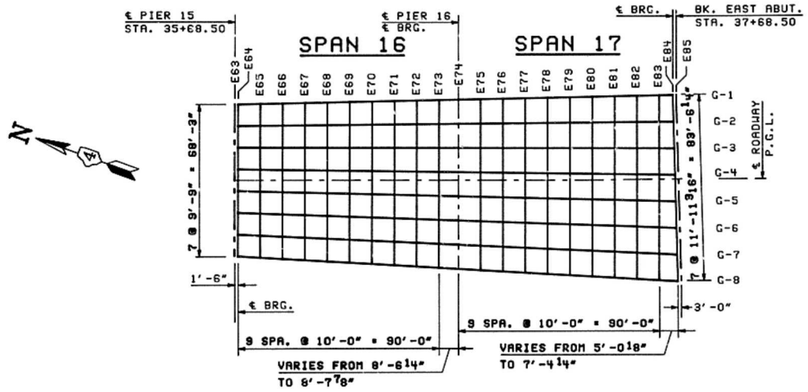
DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-03		1-09-92	159

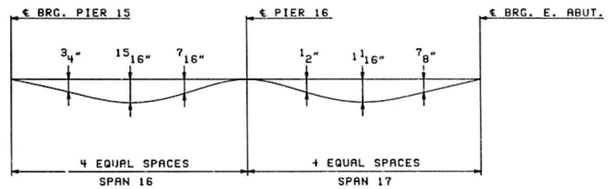
IN CHARGE: PCH DESIGNED BY: MJR CHECKED BY: MGB DRAFTED BY: ICH CHECKED BY: MJR ESTIMATED BY:

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	160	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)FAE-1, D AND P





DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE SLAB & INITIAL SUPER-IMPOSED DEAD LOADS ONLY)

THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE CECK ELEVATIONS ADJUSTED FOR DEAD LOAD AS SHOWN.

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
E63	G-1	35+68.500	-34.094	475.505	475.505
	G-2	35+68.500	-24.361	475.657	475.657
	G-3	35+68.500	-14.628	475.809	475.809
	G-4	35+68.500	-4.894	475.961	475.961
	℄	35+68.500	0.000	476.038	476.038
	G-5	35+68.500	4.839	475.962	475.962
	G-6	35+68.500	14.572	475.810	475.810
	G-7	35+68.500	24.306	475.658	475.658
	G-8	35+68.500	34.039	475.506	475.506
E64	G-1	35+70.000	-34.125	475.435	475.435
	G-2	35+70.000	-24.375	475.587	475.587
	G-3	35+70.000	-14.625	475.740	475.740
	G-4	35+70.000	-4.875	475.892	475.892
	℄	35+70.000	0.000	475.968	475.968
	G-5	35+70.000	4.875	475.892	475.892
	G-6	35+70.000	14.625	475.740	475.740
	G-7	35+70.000	24.375	475.587	475.587
	G-8	35+70.000	34.125	475.435	475.435
E65	G-1	35+79.998	-34.331	474.968	474.998
	G-2	35+80.000	-24.469	475.122	475.152
	G-3	35+80.000	-14.607	475.276	475.306
	G-4	35+79.999	-4.746	475.430	475.460
	℄	35+80.000	0.000	475.504	475.504
	G-5	35+79.997	5.116	475.424	475.455
	G-6	35+79.994	14.976	475.270	475.301
	G-7	35+79.989	24.837	475.116	475.147
	G-8	35+79.984	34.696	474.963	474.993
E66	G-1	35+89.996	-34.537	474.501	474.557
	G-2	35+89.999	-24.563	474.656	474.713
	G-3	35+90.000	-14.589	474.812	474.868
	G-4	35+89.998	-4.616	474.968	475.024
	℄	35+90.000	0.000	475.040	475.040
	G-5	35+89.994	5.356	474.957	475.012
	G-6	35+89.988	15.328	474.801	474.857
	G-7	35+89.979	25.298	474.646	474.701
	G-8	35+89.967	35.267	474.491	474.546
E67	G-1	35+99.994	-34.744	474.033	474.107
	G-2	35+99.999	-24.657	474.191	474.264
	G-3	36+00.000	-14.571	474.348	474.422
	G-4	35+99.998	-4.487	474.506	474.579
	℄	36+00.000	0.000	474.576	474.576
	G-5	35+99.991	5.597	474.499	474.572
	G-6	35+99.981	15.679	474.360	474.433
	G-7	35+99.968	25.760	474.221	474.293
	G-8	35+99.951	35.839	474.066	474.139
E68	G-1	36+09.991	-34.950	473.568	473.649
	G-2	36+09.998	-24.751	473.727	473.808
	G-3	36+10.000	-14.553	473.886	473.967
	G-4	36+09.997	-4.357	474.046	474.126
	℄	36+10.000	0.000	474.114	474.114
	G-5	36+09.988	5.837	474.046	474.126
	G-6	36+09.975	16.030	473.929	474.008
	G-7	36+09.958	26.221	473.811	473.890
	G-8	36+09.935	36.410	473.656	473.736
E69	G-1	36+19.990	-35.156	473.114	473.191
	G-2	36+19.998	-24.845	473.275	473.352
	G-3	36+20.000	-14.535	473.436	473.513
	G-4	36+19.996	-4.228	473.597	473.674
	℄	36+20.000	0.000	473.663	473.663
	G-5	36+19.986	6.078	473.607	473.683
	G-6	36+19.969	16.382	473.511	473.587
	G-7	36+19.947	26.683	473.415	473.491
	G-8	36+19.918	36.981	473.258	473.333
E70	G-1	36+29.987	-35.362	472.673	472.738
	G-2	36+29.997	-24.939	472.836	472.901
	G-3	36+30.000	-14.517	472.999	473.063
	G-4	36+29.995	-4.098	473.162	473.225
	℄	36+30.000	0.000	473.225	473.225
	G-5	36+29.983	6.319	473.181	473.245
	G-6	36+29.963	16.733	473.107	473.171
	G-7	36+29.936	27.144	473.034	473.097
	G-8	36+29.902	37.552	472.872	472.935
E71	G-1	36+39.985	-35.568	472.246	472.291
	G-2	36+39.997	-25.033	472.410	472.455
	G-3	36+40.000	-14.499	472.575	472.620
	G-4	36+39.994	-3.969	472.739	472.784
	℄	36+40.000	0.000	472.801	472.801
	G-5	36+39.980	6.559	472.770	472.814
	G-6	36+39.957	17.084	472.719	472.763
	G-7	36+39.925	27.606	472.663	472.707
	G-8	36+39.886	38.124	472.500	472.544
E72	G-1	36+49.983	-35.775	471.832	471.856
	G-2	36+49.997	-25.127	471.998	472.022
	G-3	36+50.000	-14.481	472.164	472.187
	G-4	36+49.993	-3.839	472.330	472.354
	℄	36+50.000	0.000	472.390	472.390
	G-5	36+49.977	6.800	472.373	472.396
	G-6	36+49.951	17.435	472.345	472.368
	G-7	36+49.915	28.067	472.306	472.328
	G-8	36+49.865	38.695	472.141	472.164
E73	G-1	36+59.981	-35.981	471.431	471.437
	G-2	36+59.996	-25.221	471.599	471.605
	G-3	36+60.000	-14.464	471.766	471.773
	G-4	36+59.992	-3.710	471.935	471.941
	℄	36+60.000	0.000	471.992	471.992
	G-5	36+59.974	7.041	471.990	471.996
	G-6	36+59.944	17.787	471.986	471.992
	G-7	36+59.904	28.529	471.961	471.967
	G-8	36+59.853	39.266	471.796	471.801
E74	G-1	36+68.500	-36.156	471.100	471.100
	G-2	36+68.500	-25.301	471.269	471.269
	G-3	36+68.500	-14.448	471.439	471.439
	G-4	36+68.500	-3.599	471.608	471.608
	℄	36+68.500	0.000	471.565	471.665
	G-5	36+68.500	7.246	471.675	471.675
	G-6	36+68.500	18.087	471.691	471.691
	G-7	36+68.500	28.926	471.676	471.676
	G-8	36+68.500	39.761	471.507	471.507
E75	G-1	36+78.498	-36.362	470.723	470.733
	G-2	36+78.500	-25.395	470.895	470.904
	G-3	36+78.500	-14.430	471.066	471.076
	G-4	36+78.499	-3.470	471.237	471.247
	℄	36+78.500	0.000	471.292	471.292
	G-5	36+78.497	7.486	471.319	471.329
	G-6	36+78.494	18.439	471.360	471.370
	G-7	36+78.489	29.387	471.356	471.367
	G-8	36+78.484	40.332	471.185	471.196
E76	G-1	36+88.496	-36.569	470.360	470.389
	G-2	36+88.499	-25.489	470.533	470.562
	G-3	36+88.500	-14.412	470.706	470.736
	G-4	36+88.498	-3.341	470.879	470.910
	℄	36+88.500	0.000	470.931	470.931
	G-5	36+88.494	7.727	470.977	471.009
	G-6	36+88.488	18.790	471.043	471.075
	G-7	36+88.479	29.849	471.050	471.083
	G-8	36+88.467	40.903	470.878	470.910
E77	G-1	36+98.494	-36.775	470.010	470.062
	G-2	36+98.499	-25.582	470.185	470.236
	G-3	36+98.500	-14.394	470.360	470.412
	G-4	36+98.498	-3.211	470.535	470.588
	℄	36+98.500	0.000	470.585	470.585
	G-5	36+98.491	7.968	470.650	470.704
	G-6	36+98.481	19.141	470.741	470.797
	G-7	36+98.468	30.310	470.757	470.813
	G-8	36+98.451	41.474	470.583	470.639
E78	G-1	37+08.491	-36.981	469.674	469.744
	G-2	37+08.498	-25.676	469.850	469.920
	G-3	37+08.500	-14.377	470.027	470.098
	G-4	37+08.497	-3.082	470.203	470.276
	℄	37+08.500	0.000	470.251	470.251
	G-5	37+08.488	8.208	470.337	470.411
	G-6	37+08.475	19.493	470.454	470.530
	G-7	37+08.458	30.772	470.477	470.553
	G-8	37+08.435	42.046	470.301	470.378
E79	G-1	37+18.490	-37.187	469.350	469.431
	G-2	37+18.498	-25.770	469.529	469.609
	G-3	37+18.500	-14.359	469.707	469.789
	G-4	37+18.496	-2.952	469.885	469.969
	℄	37+18.500	0.000	469.931	469.931
	G-5	37+18.486	8.449	470.038	470.123
	G-6	37+18.469	19.844	470.182	470.269
	G-7	37+18.447	31.233	470.210	470.298
	G-8	37+18.418	42.617	470.033	470.121
E80	G-1	37+28.552	-37.391	469.038	469.120
	G-2	37+28.542	-25.862	469.219	469.300
	G-3	37+28.524	-14.338	469.399	469.482
	G-4	37+28.500	-2.820	469.580	469.664
	℄	37+28.500	0.000	469.624	469.624
	G-5	37+28.480	8.692	469.754	469.840
	G-6	37+28.430	20.198	469.926	470.013
	G-7	37+28.385	31.697	469.958	470.047
	G-8	37+28.333	43.190	469.780	469.868
E81	G-1	37+38.785	-37.549	468.679	468.749
	G-2	37+38.702	-25.908	468.881	468.952
	G-3	37+38.612	-14.273	469.083	469.155
	G-4	37+38.515	-2.643	469.285	469.358
	℄	37+38.500	0.000	469.330	469.330
	G-5	37+38.410	8.579	469.486	469.561
	G-6	37+38.299	20.596	469.687	469.763
	G-7	37+38.181	32.205	469.721	469.799
	G-8	37+38.056	43.807	469.543	469.621
E82	G-1	37+49.019	-37.644	468.305	468.354
	G-2	37+48.863	-25.891	468.538	468.587
	G-3	37+48.699	-14.145	468.771	468.822
	G-4	37+48.528	-2.405	469.003	469.055
	℄	37+48.500	0.000	469.050	469.050
	G-5	37+48.349	9.328	469.234	469.287
	G-6	37+48.163	21.054	469.464	469.519
	G-7	37+47.970	32.772	469.496	469.553
	G-8	37+47.771	44.483	469.318	469.375
E83	G-1	37+59.255	-37.677	467.945	467.965
	G-2	37+59.023	-25.813	468.210	468.231
	G-3	37+58.784	-13.956	468.474	468.496
	G-4	37+58.537	-2.106	468.736	468.759
	℄	37+58.500	0.000	468.783	468.783
	G-5	37+58.282	9.737	468.997	469.022
	G-6	37+58.021	21.572	469.257	469.283
	G-7	37+57.753	33.399	469.284	469.310
	G-8	37+57.478	45.218	469.104	469.132
E84	G-1	37+65.429	-37.666	467.736	467.736
	G-2	37+65.452	-25.731	468.011	468.011
	G-3	37+65.475	-13.797	468.286	468.286
	G-4	37+65.497	-1.862	468.560	468.560
	℄	37+65.500	0.000	468.603	468.603
	G-5	37+65.518	10.073	468.836	468.836
	G-6	37+65.540	22.008	469.111	469.111
	G-7	37+65.561	33.943	469.122	469.122
	G-8	37+65.582	45.877	468.935	468.935
E85	G-1	37+68.500	-37.653	467.634	467.634
	G-2	37+68.500	-25.684	467.918	467.918
	G-3	37+68.500	-13.716	468.203	468.203
	G-4	37+68.500	-1.747	468.487	468.487
	℄	37+68.500	0.000	468.529	468.529
	G-5	37+68.500	10.221	468.772	468.772
	G-6	37+68.500	22.189	469.056	469.056
	G-7	37+68.500	34.157	469.063	469.063
	G-8	37+68.500	46.125	468.876	468.876

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
DECK ELEVATIONS - SPANS 16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-03A		1-09-92	160

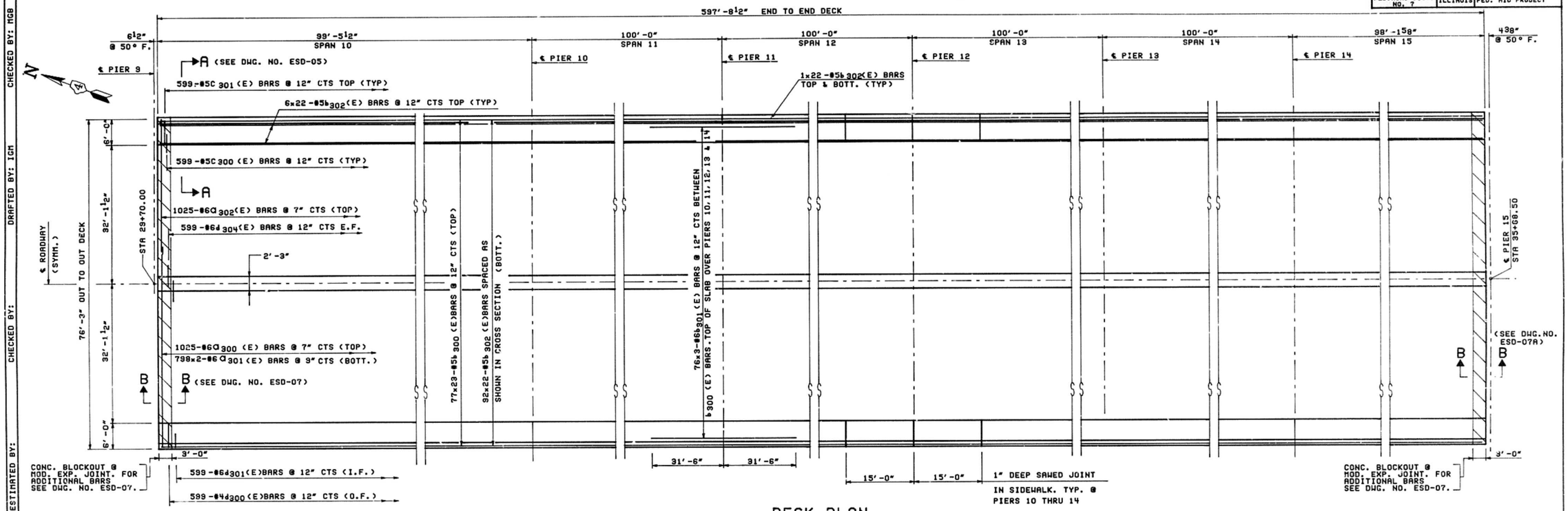
ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: RJR
IN CHARGE: PCW DESIGNED BY: RJR

TAMERAN

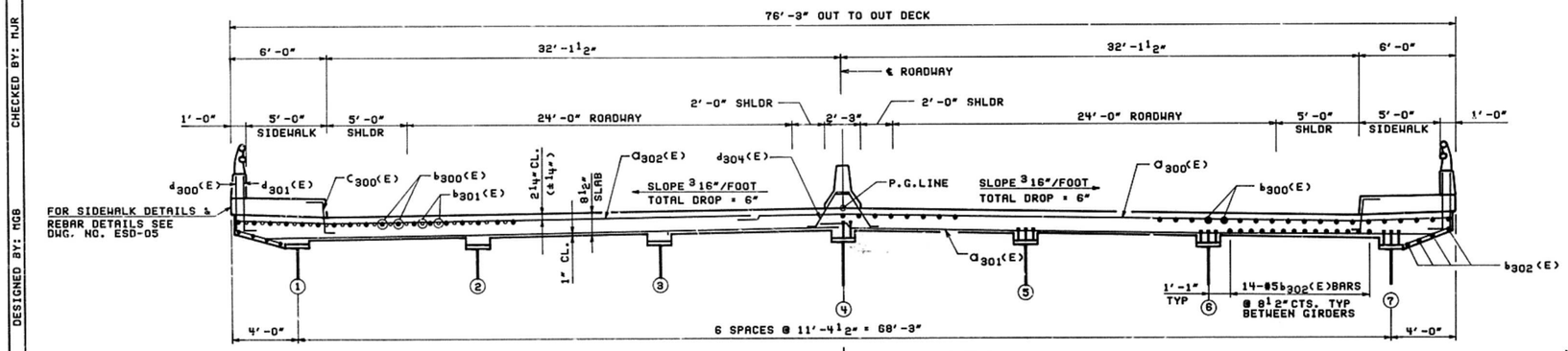
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	161	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)F&E-1, D AND P

ESTIMATED BY: CHECKED BY: DRAFTED BY: IGM CHECKED BY: MGB
DESIGNED BY: MGB CHECKED BY: MJR
IN CHARGE: PCW



DECK PLAN



DECK CROSS SECTION
(LOOKING UPSTATION)

MIN. BAR LAP
#5 BAR = 2'-2"
#6 BAR = 2'-7"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ESD-08.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. ESD-05 THRU ESD-08.
4. BARS INDICATED THUS 20 X 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. FOR LOCATIONS OF INSERTS REQUIRED FOR TELEPHONE CONDUIT HANGERS IN SPAN 10, SEE DWG. NOS. RAN-01 THRU RAN-07.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
DECK PLAN & SECTIONS - SPANS 10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-04		1-09-92	161

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	162	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-11 50-21 (50)FAE-1, D AND P

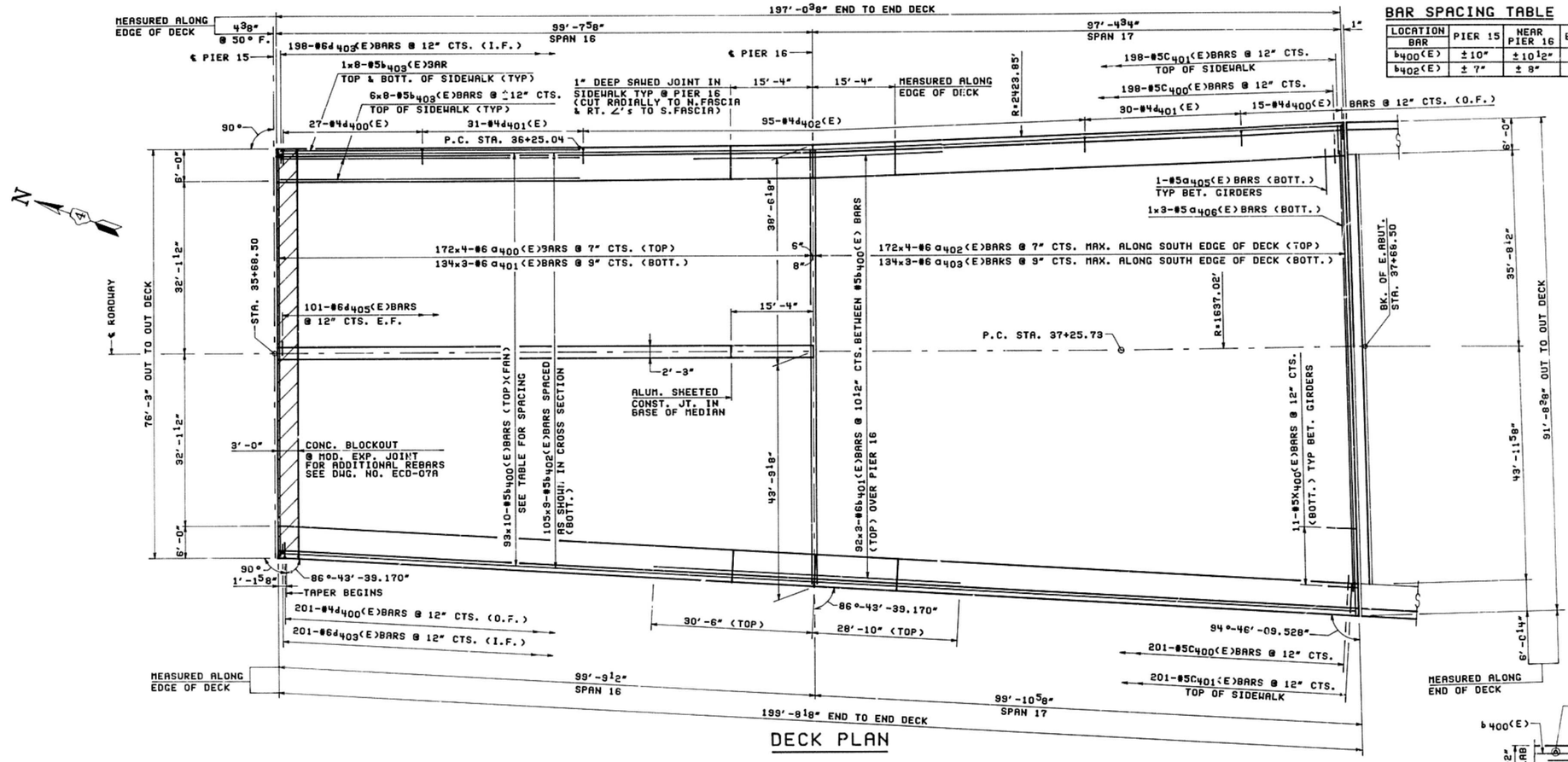
ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: RJR

DESIGNED BY: RJR CHECKED BY: MJR

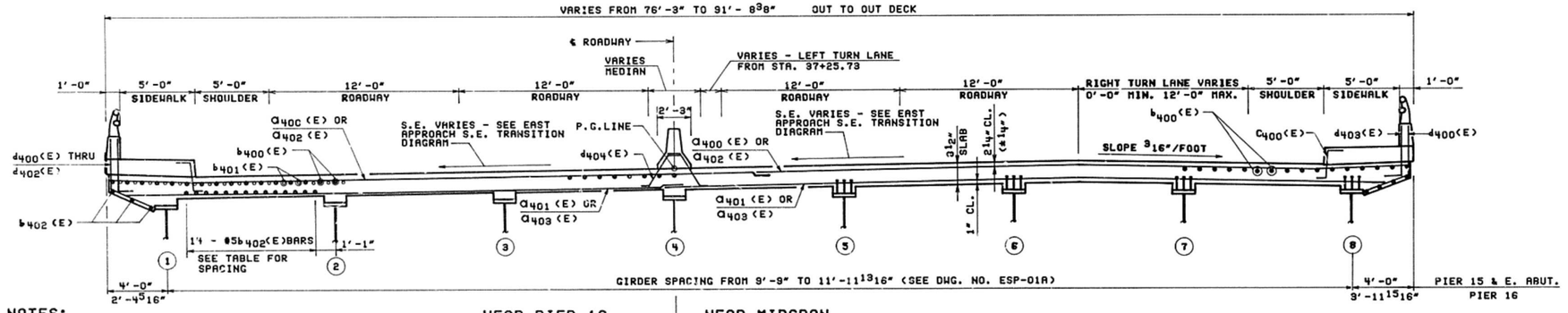
IN CHARGE: PCW

BAR SPACING TABLE

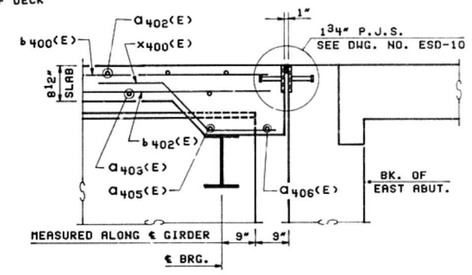
LOCATION BAR	PIER 15	NEAR PIER 16	E. ABUT.
b_{400}(E)	± 10"	± 10 1/2"	12"
b_{402}(E)	± 7"	± 8"	9"



DECK PLAN



DECK CROSS SECTION
(LOOKING UPSTATION)



SECTION THRU EAST ABUTMENT

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ESD-08A.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. ESD-05A & ESD-07A.
4. BARS INDICATED THUS 20x3-#5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. FOR ANCHORAGE OF IMPACT ATTENUATOR SEE DWG. NO. HDE-11. LOCATE ANCHORAGES FOR IMPACT ATTENUATOR PRIOR TO CASTING CONCRETE.

MIN. BAR LAP
#5 BAR = 2'-0"
#6 BAR = 2'-7"
#7 BAR = 3'-5"
#8 BAR = 4'-6"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
DECK PLAN & SECTIONS - SPANS 16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

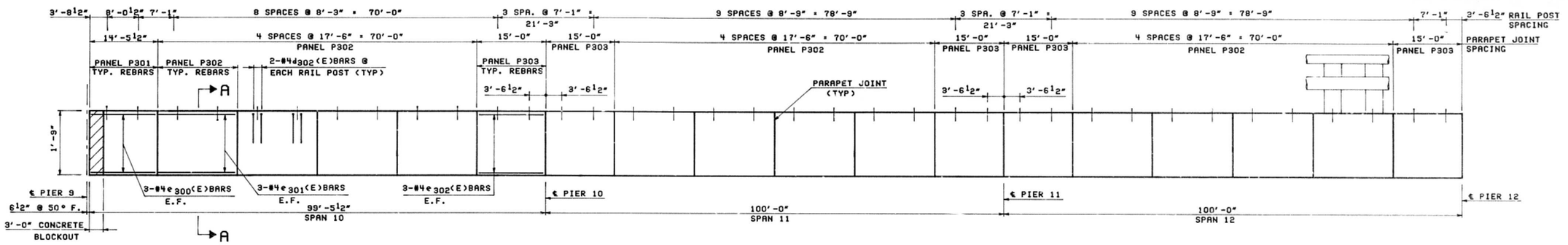
DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-04A		1-09-92	162

D C B A 0 A B C D

TAMERAN

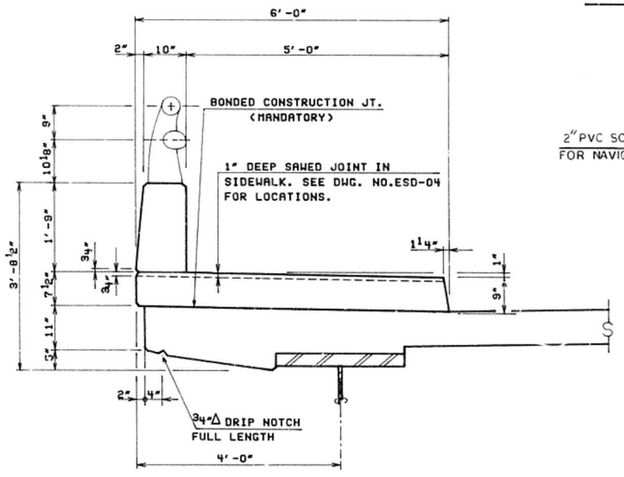
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	163	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-17 50-23 (503)E&E-1, D AND P

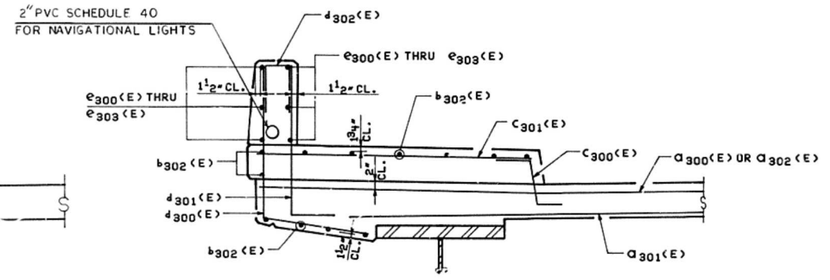


INSIDE ELEVATION OF PARAPET - SPANS 10 THRU 15

OPPOSITE SIDE SIMILAR



TYPICAL SECTION THRU SIDEWALK
(SHOWING DIMENSIONS ONLY)



SECTION A-A

TYPICAL SECTION THRU SIDEWALK
(SHOWING RE-BARS ONLY)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ESD-08.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. FOR PARAPET JOINT DETAIL SEE DWG. NO. ESD-06.
5. FOR RAIL POST ANCHORAGE DETAIL SEE DWG. NO. SAM-08.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PARAPET DETAILS - SPANS 10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-05		1-09-92	163

ESTIMATED BY: CHECKED BY: DRAFTED BY: IGM CHECKED BY: MJR DESIGNED BY: MJR CHECKED BY: MGB IN CHARGE: PCW

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	164	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

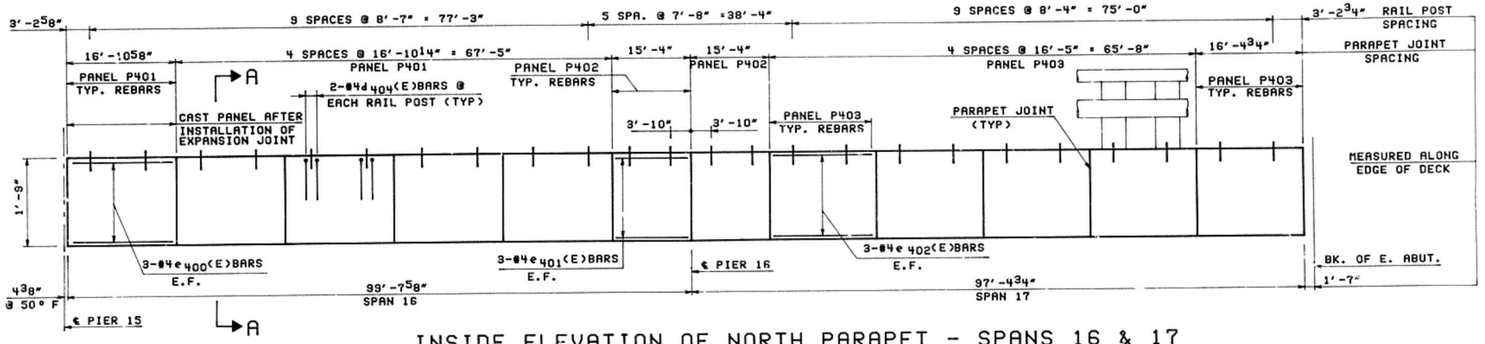
*508-3-1; 50-2; (50)F & E-1, D, AND P

DRAFTED BY: SBA CHECKED BY: RJR

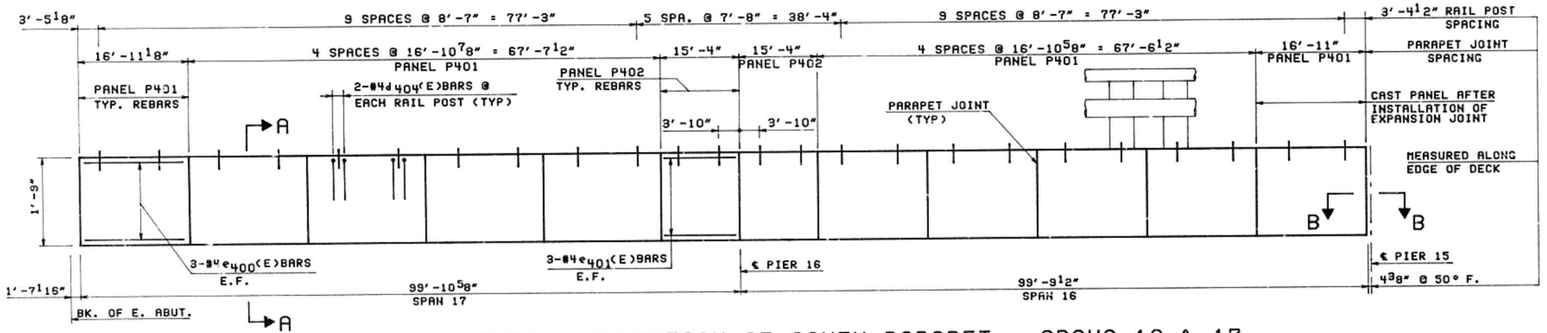
DESIGNED BY: RJR CHECKED BY: MJR

ESTIMATED BY:

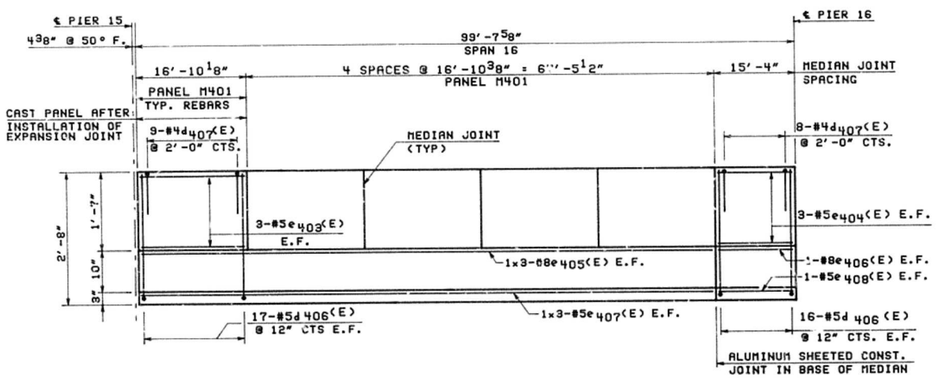
IN CHARGE: PCH



INSIDE ELEVATION OF NORTH PARAPET - SPANS 16 & 17

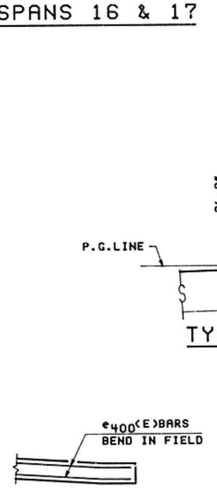


INSIDE ELEVATION OF SOUTH PARAPET - SPANS 16 & 17

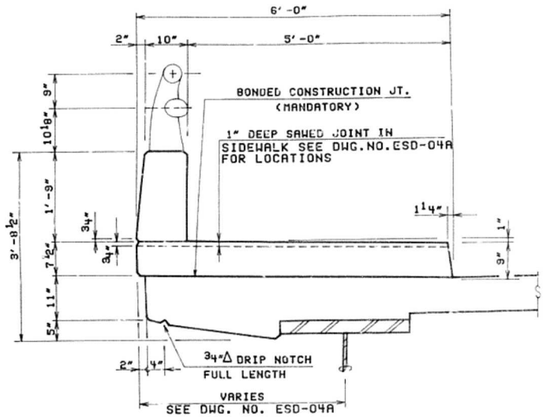


MIN. BAR LAP
#5 BAR = 2'-2"
#8 BAR = 4'-6"

ELEVATION OF MEDIAN - SPAN 16

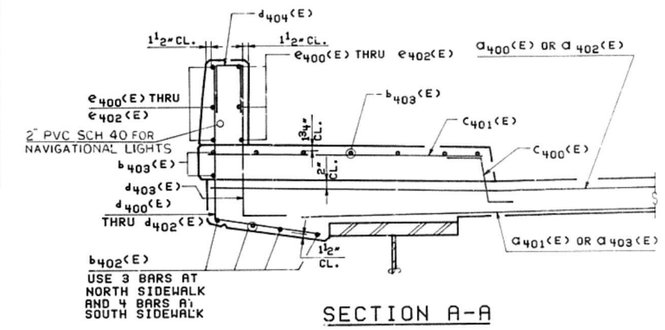


SECTION B-B



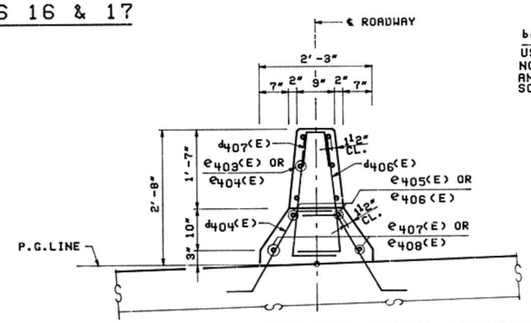
SECTION A-A

TYPICAL SECTION THRU SIDEWALK
(SHOWING DIMENSIONS ONLY)



SECTION A-A

TYPICAL SECTION THRU SIDEWALK
(SHOWING RE-BARS ONLY)



TYPICAL SECTION THRU MEDIAN

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ESD-08A.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. FOR PARAPET & MEDIAN JOINT DETAILS SEE DWG. NO. ESD-06.
5. FOR RAIL POST ANCHORAGE DETAIL SEE DWG. NO. SAM-08.
6. BARS DESIGNATED THUS 2-#3-#5, ETC. INDICATES 2 LINES OF BARS WITH 3 LENGTHS PER LINE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL

PARAPET & MEDIAN DETAILS - S-16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

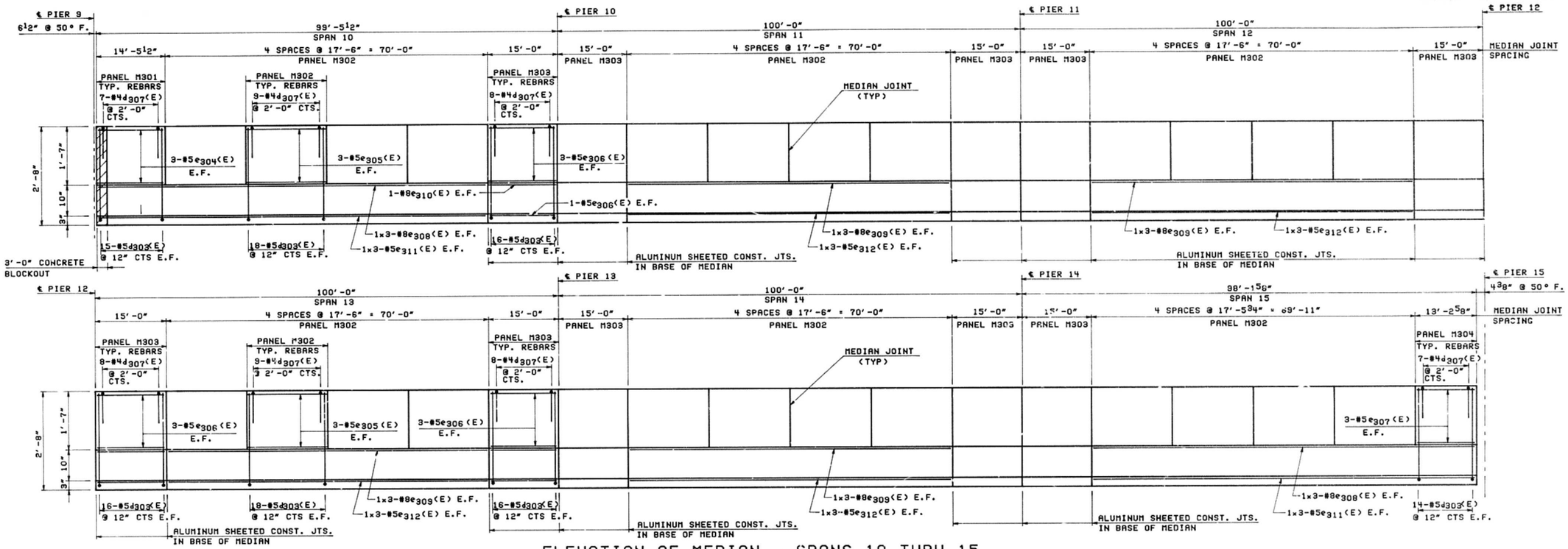
DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-05A		1-09-92	164

D C B A 0 A B C D

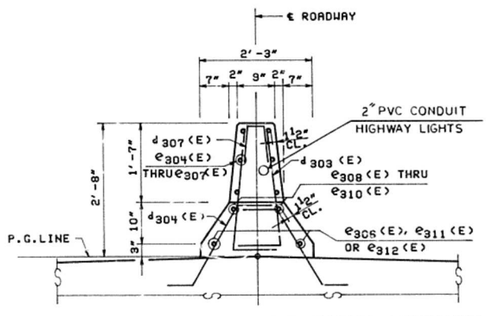
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	165	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

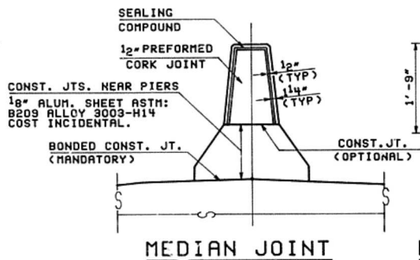
* 50B-3-11; 50-2; (50)F&E-1, D AND P



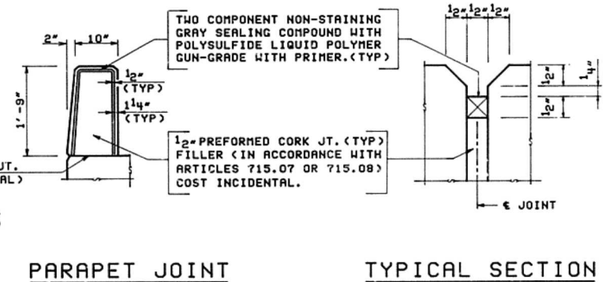
ELEVATION OF MEDIAN - SPANS 10 THRU 15



TYPICAL SECTION THRU MEDIAN



MEDIAN JOINT



PARAPET JOINT

TYPICAL SECTION

MIN. BAR LAP
#5 BAR = 2'-2"
#8 BAR = 4'-6"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ESD-08.
3. BARS INDICATED THUS 20 x 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
4. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
MEDIAN DETAILS - SPANS 10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

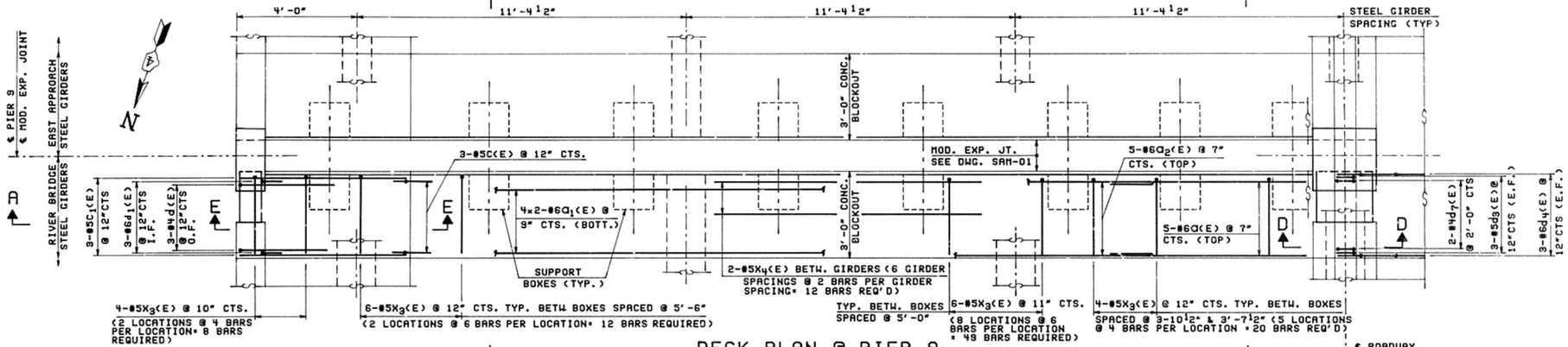
DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-06		1-09-92	165

DESIGNED BY: MJR DRAFTED BY: SBA CHECKED BY: MJR
ESTIMATED BY: CHECKED BY: MGB
IN CHARGE: PCW

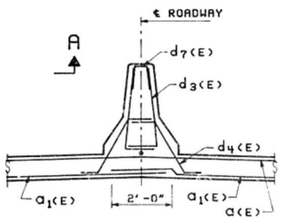
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	166	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

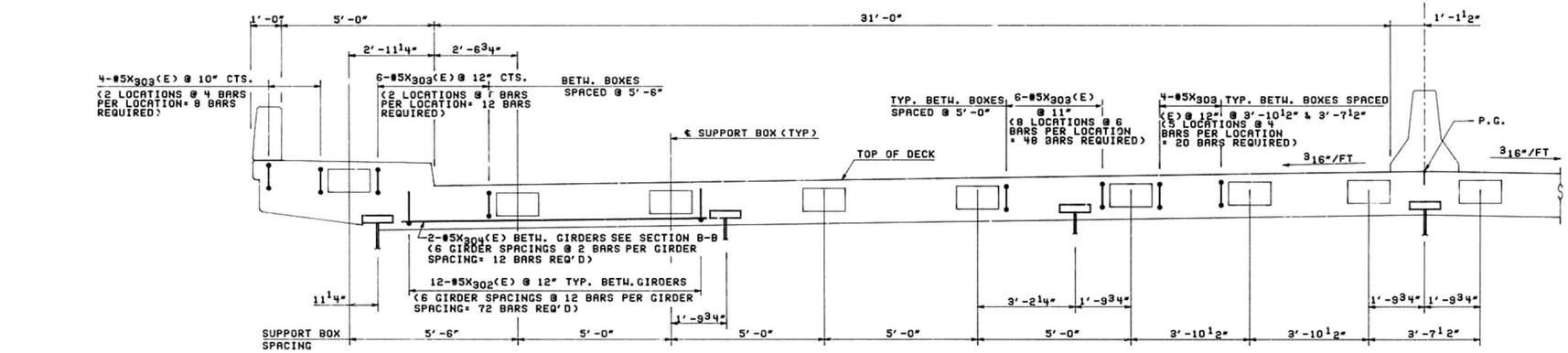
* 50B-3-1; 50-2: (50)FAE-1, D AND F



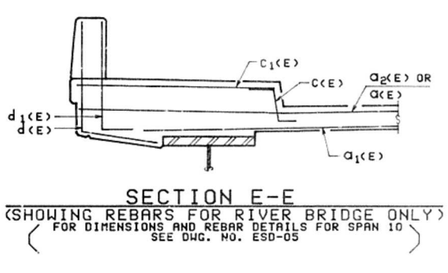
DECK PLAN @ PIER 9
(REBAR DETAILS FOR SPAN 9)



SECTION D-D
(SHOWING REBARS FOR RIVER BRIDGE ONLY)
FOR DIMENSIONS AND REBAR DETAILS FOR SPAN 10 SEE DWG. NO. ESD-06



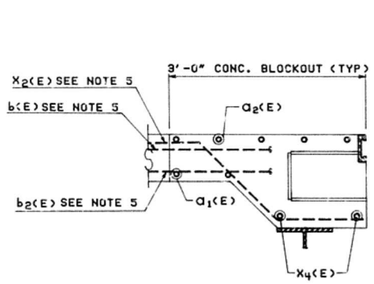
SECTION A-A
(REBAR DETAILS FOR SPAN 10)



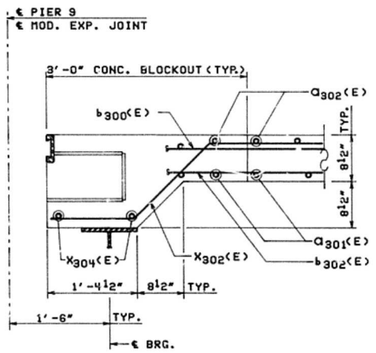
SECTION E-E
(SHOWING REBARS FOR RIVER BRIDGE ONLY)
FOR DIMENSIONS AND REBAR DETAILS FOR SPAN 10 SEE DWG. NO. ESD-05

NOTES:

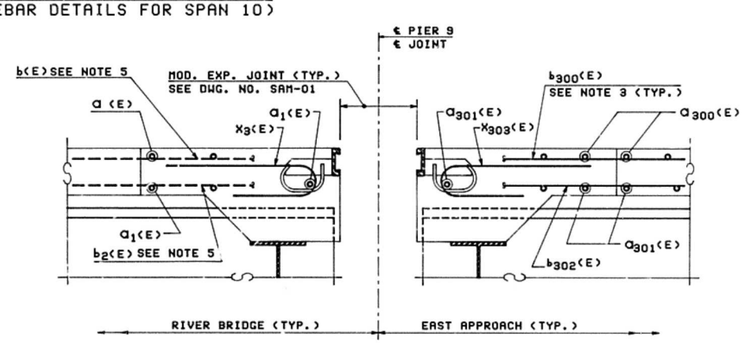
1. FOR GENERAL NOTES SEE DWG. NO. ASC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ESD-08.
3. FOR DETAILS OF REBARS a_{300}(E), a_{301}(E), b_{300}(E) & b_{302}(E), SEE DECK PLAN, DWG. NO. ESD-04.
4. ALL REBARS AT THE JOINT SHALL BE ADJUSTED FOR MINIMUM CLEARANCE REQUIREMENTS BY REARRANGING, TILTING, BENDING OR CUTTING IN THE FIELD AND AS APPROVED BY THE ENGINEER. COST SHALL BE INCIDENTAL TO "REINFORCEMENT BARS (EPOXY COATED)"
5. FOR MAIN RIVER BRIDGE, DETAILS OF REBARS b(E), b_2(E) X_2(E), SEE DWG. NO. RD-07.



SECTION B-B



SECTION C-C



REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
REBAR DET. @ MOD. EXP. JT. @ PIER 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-07		1-09-92	166

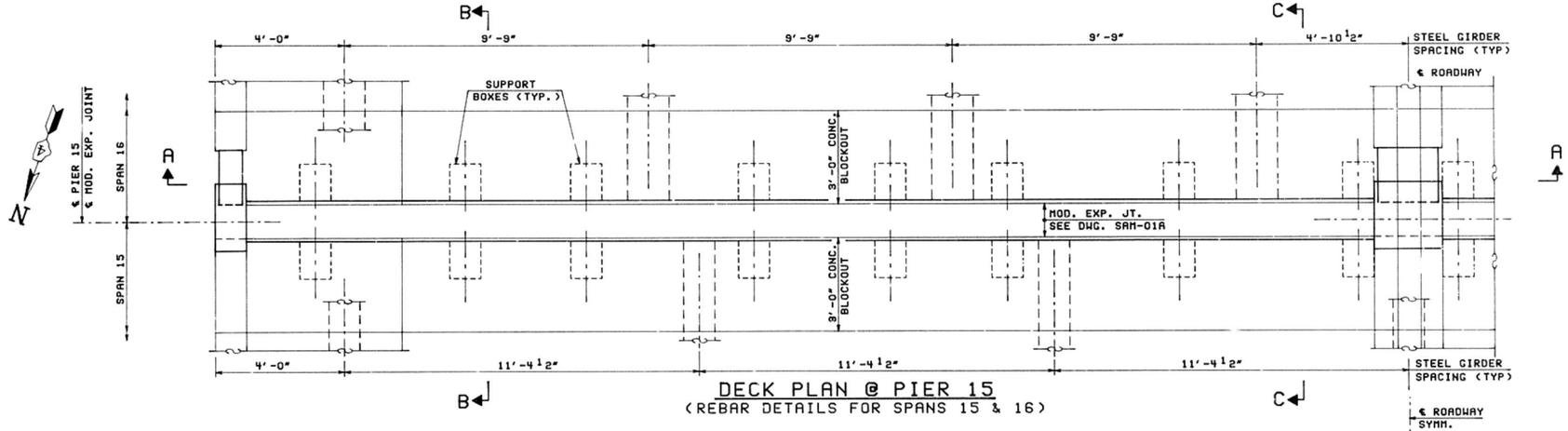
ESTIMATED BY: CHECKED BY: DRAFTED BY: IGH CHECKED BY: MGB
IN CHARGE: PCW DESIGNED BY: MGB CHECKED BY: MJR

D C B A 0 A B C D
TAMERAN

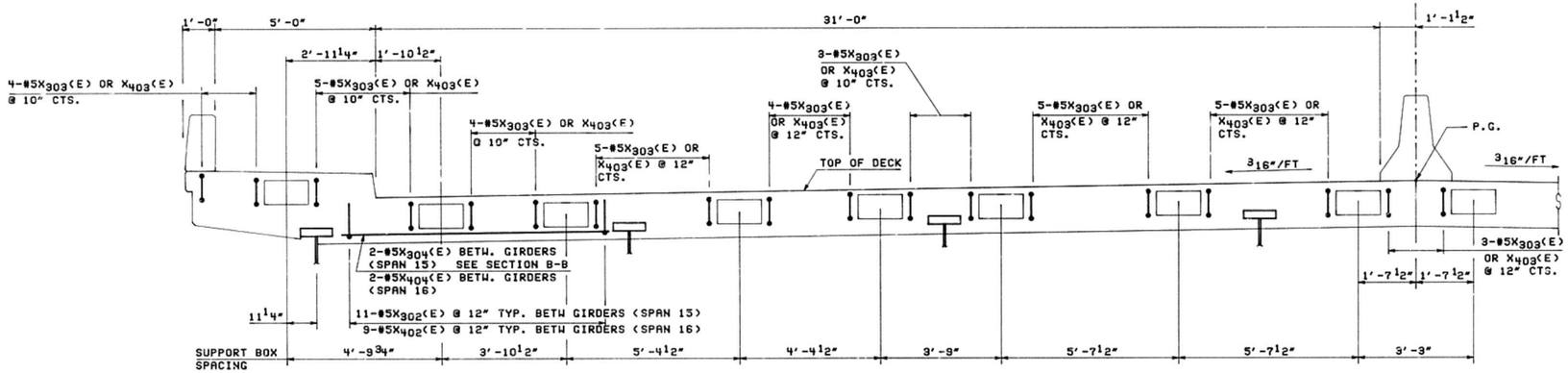
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	167	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SO-2; (SO)F&E-1, D AND P

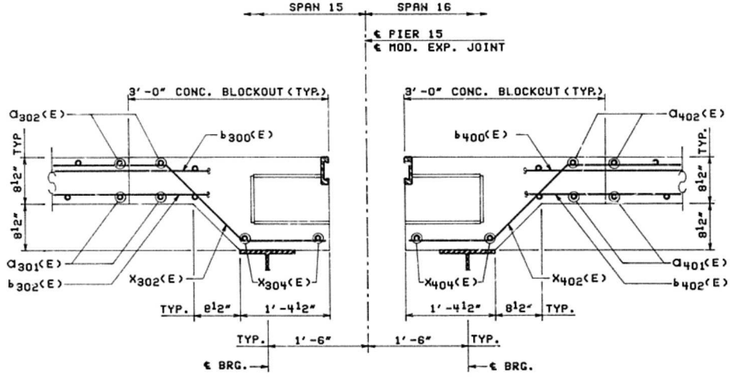
ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: RJR DESIGNED BY: RJR CHECKED BY: RJR IN CHARGE: PCW



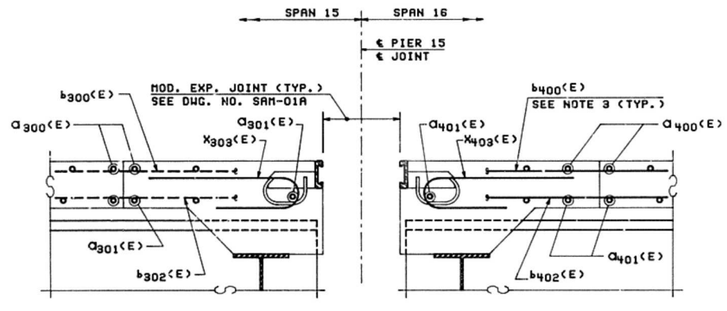
DECK PLAN @ PIER 15
(REBAR DETAILS FOR SPANS 15 & 16)



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ESD-08A.
3. FOR DETAILS OF REBARS a300(E), a301(E), b300(E) & b302(E), SEE DECK PLAN, DWG. NO. ESD-04.
4. ALL REBARS AT THE JOINT SHALL BE ADJUSTED FOR MINIMUM CLEARANCE REQUIREMENTS BY REARRANGING, TILTING, BENDING OR CUTTING IN THE FIELD AND AS APPROVED BY THE ENGINEER. COST SHALL BE INCIDENTAL TO "REINFORCEMENT BARS (EPOXY COATED)"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
REBAR DET. @ MOD. EXP. JT. @ PIER 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

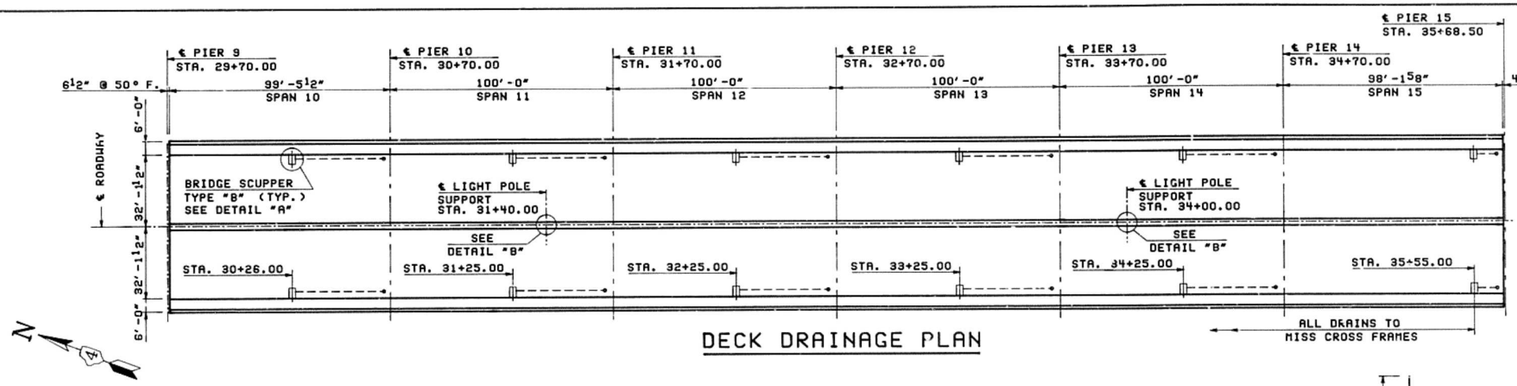
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-07A		1-09-92	167

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	168	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

508-3-1; 50-2; (50)F&E-1, D AND P



DECK DRAINAGE PLAN

BILL OF MATERIAL
CONCRETE BLOCKOUT @ PIER 9 FOR MAIN RIVER BRIDGE

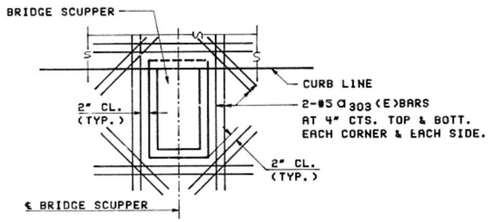
BAR	NO.	SIZE	LENGTH	SHAPE
a (E)	5	#6	45'-0"	
a_1(E)	8	#6	38'-6"	
a_2(E)	5	#6	33'-9"	
c (E)	6	#5	2'-5"	
c_1(E)	6	#5	5'-8"	
d (E)	6	#4	5'-8"	
d_1(E)	6	#6	3'-9"	
d_3(E)	6	#5	3'-5"	
d_4(E)	6	#6	3'-9"	
d_7(E)	2	#4	2'-1"	
X_3(E)	88	#5	4'-0"	
X_4(E)	12	#5	11'-0"	
REINFORCEMENT BARS (EPOXY COATED)			LBS.	1730
CLASS X CONCRETE SUPERSTRUCTURE			CU.YDS.	10

BILL OF MATERIAL
SPANS 10 THRU 15

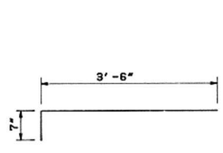
BAR	NO.	SIZE	LENGTH	SHAPE
a_{300}(E)	1025	#6	45'-0"	
a_{301}(E)	1586	#6	38'-6"	
a_{302}(E)	1025	#6	33'-9"	
a_{308}(E)	384	#5	5'-0"	
b_{300}(E)	1771	#5	28'-0"	
b_{301}(E)	1140	#6	22'-9"	
b_{302}(E)	2376	#5	29'-3"	
c_{300}(E)	1198	#5	2'-5"	
c_{301}(E)	1198	#5	5'-8"	
d_{300}(E)	1198	#4	5'-8"	
d_{301}(E)	1198	#6	3'-9"	
d_{302}(E)	288	#4	2'-1"	
d_{303}(E)	1242	#5	3'-5"	
d_{304}(E)	1198	#6	3'-9"	
d_{305}(E)	16	#6	4'-5"	
d_{307}(E)	310	#4	2'-1"	
e_{300}(E)	12	#4	14'-3"	
e_{301}(E)	288	#4	17'-3"	
e_{302}(E)	120	#4	14'-9"	
e_{303}(E)	12	#4	13'-0"	
e_{304}(E)	6	#5	14'-3"	
e_{305}(E)	144	#5	17'-3"	
e_{306}(E)	80	#5	14'-3"	
e_{307}(E)	6	#5	13'-0"	
e_{308}(E)	12	#8	31'-6"	
e_{309}(E)	24	#8	26'-6"	
e_{310}(E)	20	#8	14'-9"	
e_{311}(E)	12	#5	29'-3"	
e_{312}(E)	24	#5	25'-0"	
X_{300}(E)	65	#5	4'-1"	
X_{301}(E)	66	#5	3'-11"	
X_{302}(E)	72	#5	6'-0"	
X_{303}(E)	88	#5	4'-0"	
X_{304}(E)	12	#5	11'-0"	
REINFORCEMENT BARS (EPOXY COATED)			LBS.	427210
CLASS X CONCRETE SUPERSTRUCTURE			CU.YDS.	1610
** PROTECTIVE COAT			SQ.YDS.	5655
BRIDGE SCUPPERS TYPE "B"			EACH	12

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED
** INCLUDES DECK SURFACE

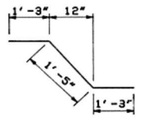
BRIDGE DECK GROOVING	SQ. YDS.	4118



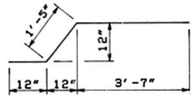
DETAIL "A"
EXTRA REBARS AT SCUPPERS (TYP)



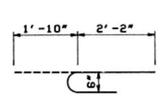
BAR X_{300}(E)



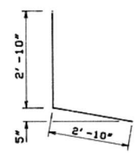
BAR X_{301}(E)



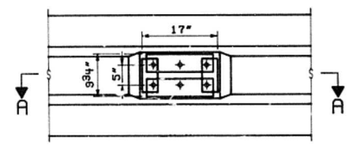
BAR X_{302}(E)



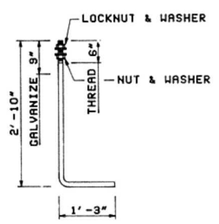
BAR X_{303}(E) & X_3(E)



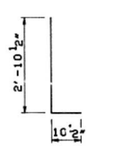
BAR d_{300}(E) & d(E)



DETAIL "B"



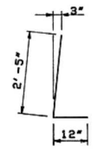
1" Ø ANCHOR BOLT



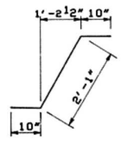
BAR d_{301}(E) & d_1(E)



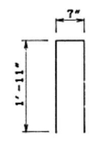
BAR d_{302}(E)



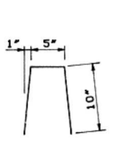
BAR d_{303}(E) & d_3(E)



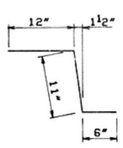
BAR d_{304}(E) & d_4(E)



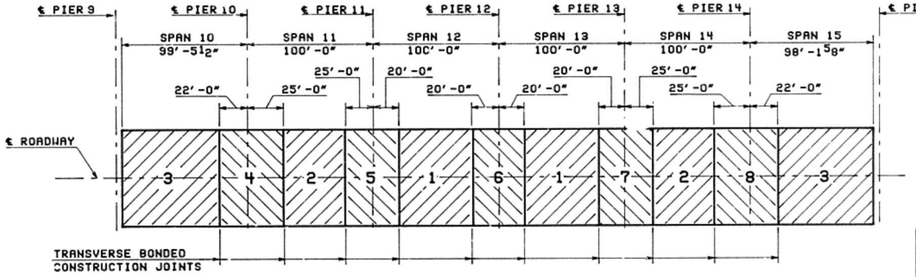
BAR d_{305}(E)

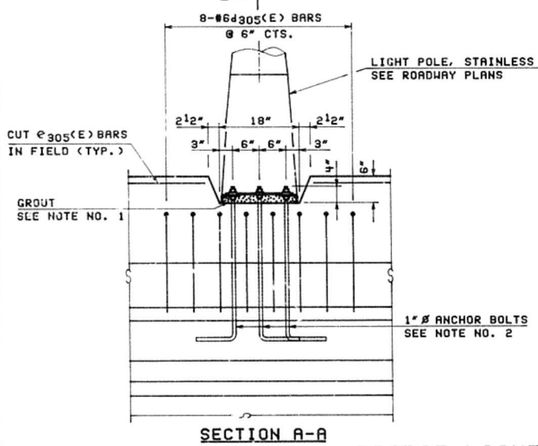


BARS d_{307}(E) & d_7(E)

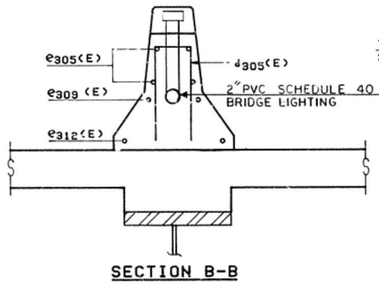


BAR c_{300}(E) & C(E)





SECTION A-A



SECTION B-B

BRIDGE LIGHTING DETAIL

NOTES:
1. GROUT MIXTURE SHALL CONSIST OF 1 PART SAND, 1 PART CEMENT AND 1 PART CHIPS (PEA GRAVEL). THE GROUT SHALL CONTAIN WATER FOR A 1" SLUMP, COST INCIDENTAL TO POLE.
2. PROVIDE 2 FLAT WASHERS, 1 REGULAR NUT AND 1 LOCKNUT FOR EACH ANCHOR BOLT. ALL NUTS AND WASHERS MUST BE GALVANIZED. COST OF ANCHOR BOLTS IS INCIDENTAL TO CLASS X CONCRETE SUPERSTRUCTURE.

DECK POURING SEQUENCE
POURING SEQUENCE 1 THROUGH 3 SHALL BE CAST SIMULTANEOUSLY AND SEQUENTIALLY.

WHEN THE DECK POUR IS STOPPED FOR THE DAY AT ONE OR MORE OF THE TRANSVERSE BONDED CONSTRUCTION JOINTS IN THE DECK POURING SEQUENCE AS SHOWN, THE NEXT POUR SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET:
1. AT LEAST 72 HOURS SHALL HAVE LAPSED FROM THE END OF THE PREVIOUS POUR.
2. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULUS OF RUPTURE OF 650 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3500 P.S.I.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
DECK REBAR & MISC. DET. - S-10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

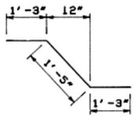
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-08		1-09-92	168

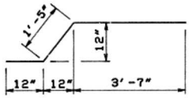
ESTIMATED BY: CHECKED BY: DRAFTED BY: SBM CHECKED BY: MJR
DESIGNED BY: MJR CHECKED BY: MGB
IN CHARGE: PCH

D C B A 0 A B C D
TAMERAN

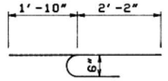
ESTIMATED BY: | CHECKED BY: | DRAFTED BY: SBA | CHECKED BY: RJR | DESIGNED BY: RJR | CHECKED BY: MJR | IN CHARGE: PCW



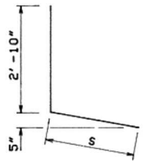
BARS X_{400}(E)



BAR X_{401}(E)

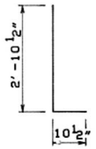


BAR X_{402}(E)

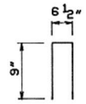


BARS d_{400}(E) & d_{401}(E) & d_{402}(E)

BAR	S
d_{400}(E)	2'-9"
d_{401}(E)	2'-3"
d_{402}(E)	1'-9"



BARS d_{403}(E)



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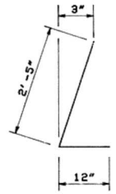
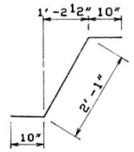
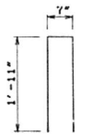


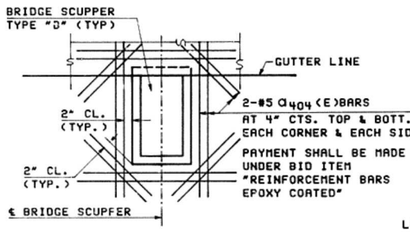
BARS d_{406}(E)



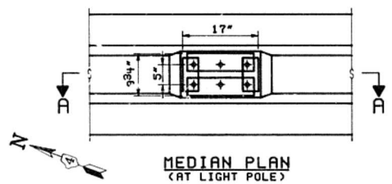
BARS d_{405}(E)



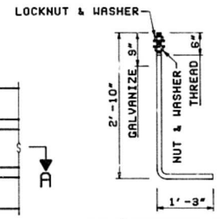
BARS d_{408}(E)



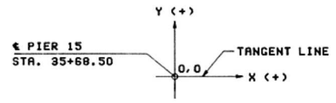
DETAIL "A"
EXTRA REBARS AT SCUPPERS (TYP)

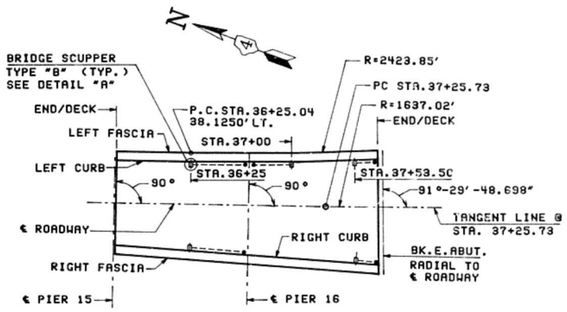


MEDIAN PLAN
(AT LIGHT POLE)



1" Ø ANCHOR BOLT





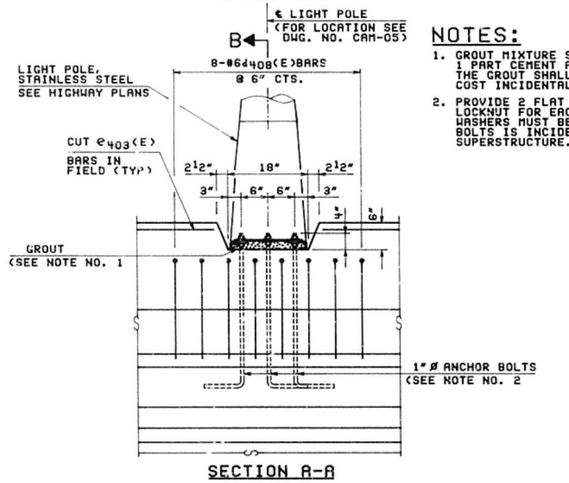
DECK LAYOUT PLAN

LAYOUT DIMENSIONS

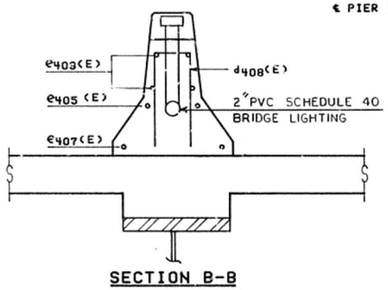
	℄ PIER 15		END/DECK PIER 15		℄ BRG. PIER 15		℄ PIER 16		℄ BRG. E.ABUT		END/DECK E.ABUT.		BK./E.ABUT.	
	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)
LEFT FASCIA	0.000	38.125	0.365	38.125	1.500	38.125	100.000	38.515	195.908	42.135	197.323	42.217	198.904	42.309
LEFT CURB	0.000	32.125	0.365	32.125	1.500	32.125	100.000	32.514	196.065	36.134	197.480	36.216	199.061	36.308
℄ ROADWAY	0.000	0.000	0.365	0.000	1.500	0.000	100.000	0.000	196.996	0.483	198.412	0.518	199.995	0.559
RIGHT CURB	0.000	-32.125	0.365	-32.125	1.500	-32.125	100.000	-37.747	198.142	-43.359	199.561	-43.440	201.147	-43.530
RIGHT FASCIA	0.000	-38.125	0.365	-38.125	1.500	-38.125	100.000	-43.757	198.299	-49.377	199.718	-49.459	201.305	49.549
TANGENT LINE	0.000	0.000	0.365	0.000	1.500	0.000	100.000	0.000	197.009	0.000	198.426	0.000	200.010	0.000

NOTES:

1. GROUT MIXTURE SHALL CONSIST OF 1 PART SAND, 1 PART CEMENT AND 1 PART CHIPS (PEA GRAVEL). THE GROUT SHALL CONTAIN WATER FOR A 1" SLUMP. COST INCIDENTAL TO POLE.
2. PROVIDE 2 FLAT WASHERS, 1 REGULAR NUT AND 1 LOCKNUT FOR EACH ANCHOR BOLT. ALL NUTS AND WASHERS MUST BE GALVANIZED. COST OF ANCHOR BOLTS IS INCIDENTAL TO CLASS X CONCRETE SUPERSTRUCTURE.

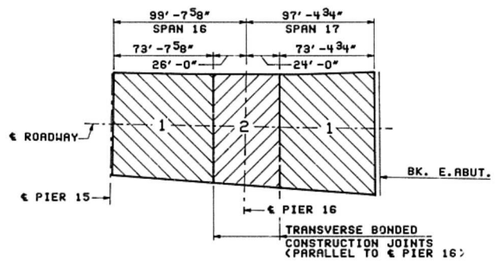


SECTION A-A



SECTION B-B

BRIDGE LIGHTING DETAILS



POURING SEQUENCE 1 SHALL BE CAST SIMULTANEOUSLY FROM SUPPORT TO SPAN. IF INDICATED POURING SEQUENCE CANNOT BE COMPLETED IN ONE DAY POURING CAN BE STOPPED AT PROPORTIONAL LENGTHS, I.E. FOR EVERY ONE FOOT POURED IN SPAN 1, ONE FOOT SHALL BE POURED IN SPAN 2. POURING SEQUENCE 1 SHALL BE COMPLETED PRIOR TO POURING SEQUENCE 2.

WHEN THE DECK POUR IS STOPPED FOR THE DAY AT ONE OR MORE OF THE TRANSVERSE BONDED CONSTRUCTION JOINTS IN THE DECK POURING SEQUENCE AS SHOWN, THE NEXT POUR SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET:

1. AT LEAST 72 HOURS SHALL HAVE LAPSED FROM THE END OF THE PREVIOUS POUR.
2. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULUS OF RUPTURE OF 650 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3500 P.S.I.

DECK POURING SEQUENCE

REVISION	DATE	DESCRIPTION

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	169	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SO-2; (SO)F & E-1, D, AND P

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a_{400}(E)	688	#6	22'-6"	
a_{401}(E)	402	#6	29'-1"	
a_{402}(E)	688	#6	24'-11"	
a_{403}(E)	402	#6	32'-3"	
a_{404}(E)	160	#5	5'-0"	
a_{405}(E)	7	#5	11'-6"	
a_{406}(E)	3	#5	29'-6"	
b_{400}(E)	930	#5	22'-1"	
b_{401}(E)	276	#6	21'-0"	
b_{402}(E)	945	#5	24'-3"	
b_{403}(E)	128	#5	27'-0"	
c_{400}(E)	399	#5	2'-5"	
c_{401}(E)	399	#5	5'-8"	
d_{400}(E)	243	#4	5'-7"	L
d_{401}(E)	61	#4	5'-1"	L
d_{402}(E)	35	#4	4'-7"	L
d_{403}(E)	399	#6	3'-9"	L
d_{404}(E)	96	#4	2'-1"	⊓
d_{405}(E)	202	#6	3'-9"	
d_{406}(E)	202	#5	3'-5"	L
d_{407}(E)	53	#4	2'-1"	⊓
d_{408}(E)	8	#6	4'-5"	⊓
e_{400}(E)	90	#4	16'-7"	
e_{401}(E)	24	#4	15'-1"	
e_{402}(E)	30	#4	16'-1"	
e_{403}(E)	30	#5	16'-7"	
e_{404}(E)	6	#5	15'-1"	
e_{405}(E)	6	#8	31'-3"	
e_{406}(E)	2	#8	15'-1"	
e_{407}(E)	6	#5	29'-9"	
e_{408}(E)	2	#5	15'-1"	
x_{400}(E)	77	#5	3'-11"	
x_{402}(E)	69	#5	6'-0"	
x_{403}(E)	73	#5	9'-0"	
x_{404}(E)	14	#5	9'-6"	

REINFORCEMENT BARS (EPOXY COATED)	LBS.	157940
CLASS X CONCRETE SUPERSTRUCTURE	CU. YDS.	560
* PROTECTIVE COAT	SQ. YDS.	1975
BRIDGE SCUPPER TYPE "B"	EACH	5
BRIDGE DECK GROOVING	SQ. YDS.	1536

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED
*INCLUDE DECK SURFACE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
DECK REBAR & MISC. DET. - S-16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

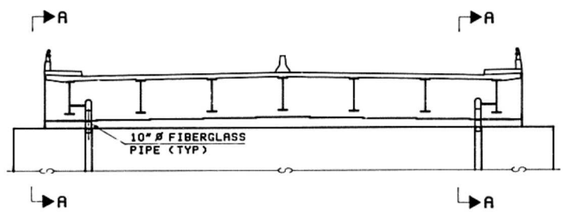
DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-08A		1-09-92	169

D C B A 0 A B C D
TAMERAN

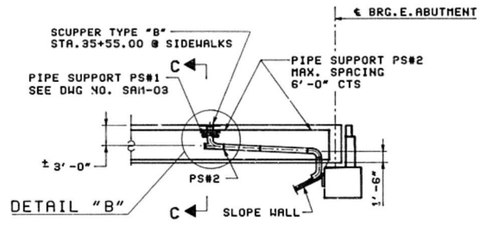
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	170	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)F&E-1, D AND P

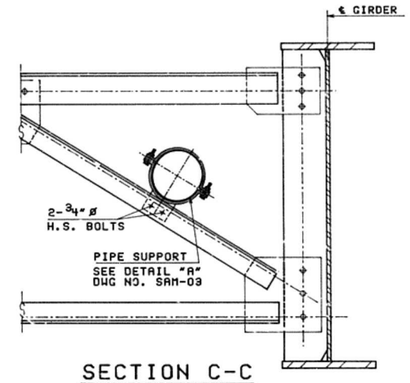
IN CHARGE: PCW DESIGNED BY: LGB CHECKED BY: MGB ESTIMATED BY: LGB CHECKED BY: TMH DRAFTED BY: SBA CHECKED BY: LGB



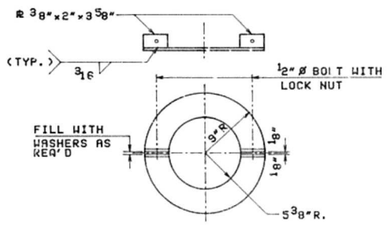
DRAIN PIPE ELEVATION AT EAST ABUTMENT
(LOOKING UPSTATION)



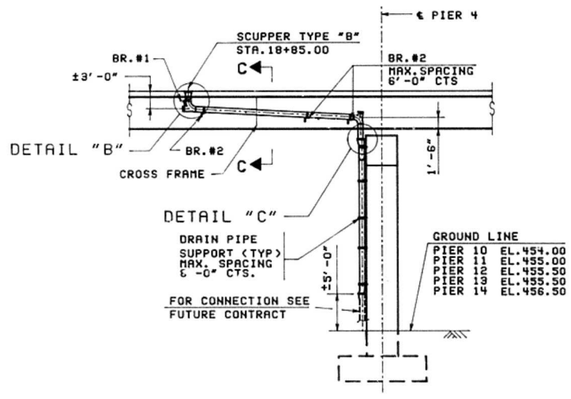
SECTION A-A



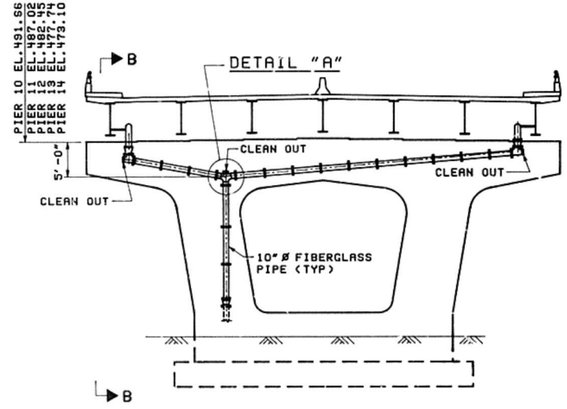
SECTION C-C



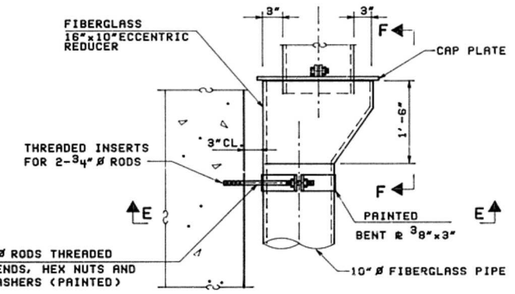
SECTION G-G
(CAP PLATE DETAIL)



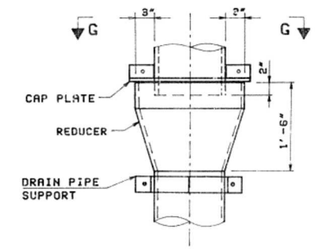
SECTION B-B



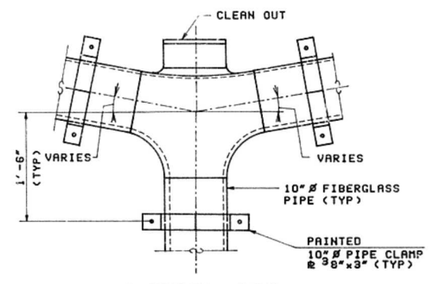
DRAIN PIPE ELEVATION - AT PIERS 10 THROUGH 14
(LOOKING UPSTATION)



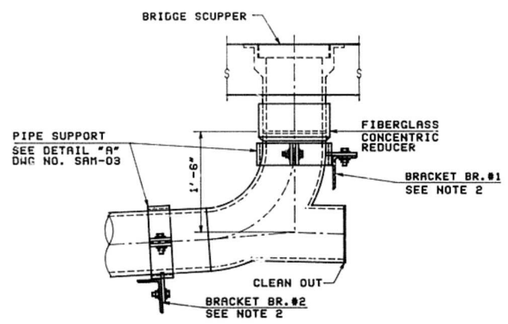
DETAIL "C"



SECTION F-F



DETAIL "A"



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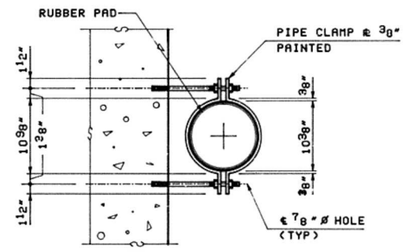


SECTION E-E
(DRAIN PIPE SUPPORT DETAIL)

NOTES:

1. FOR LAYOUT OF BRIDGE SCUPPERS AND DECK DRAINAGE SYSTEM, SEE DWG. NO. ESD-08.
2. FOR THE DETAILS OF PIPE SUPPORT BRACKETS BR.#1 & BR.#2, SEE DWG NO. SAM-03.
3. CONNECTION TO STORM SEWER SEE FUTURE CONTRACT.
4. COST OF ALL THE MATERIALS AND COMPLETE INSTALLATION OF THE DRAINAGE SYSTEM AS SHOWN SHALL BE PAID FOR AT THE UNIT BID PRICE FOR "DRAINAGE SYSTEM".
5. ALL STEEL HARDWARE FOR PIPE SUPPORTS SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.
6. THE EXTERIOR SURFACES OF FIBERGLASS PIPES SHALL BE PAINTED WITH A VINAL ENAMEL COAT THE COLOR SHALL BE MUNSELL 10B 3/6 BLUE.

BILL OF MATERIAL

ITEM	UNIT	TAZEWELL COUNTY EAST APPR.
DRAINAGE SYSTEM	L SUM	1

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
DECK DRAINAGE SYSTEM & DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-09		1-09-92	170

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	171	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-11 50-23 (50)FAE-1, D AND P

DRAFTED BY: SBA CHECKED BY: RJR

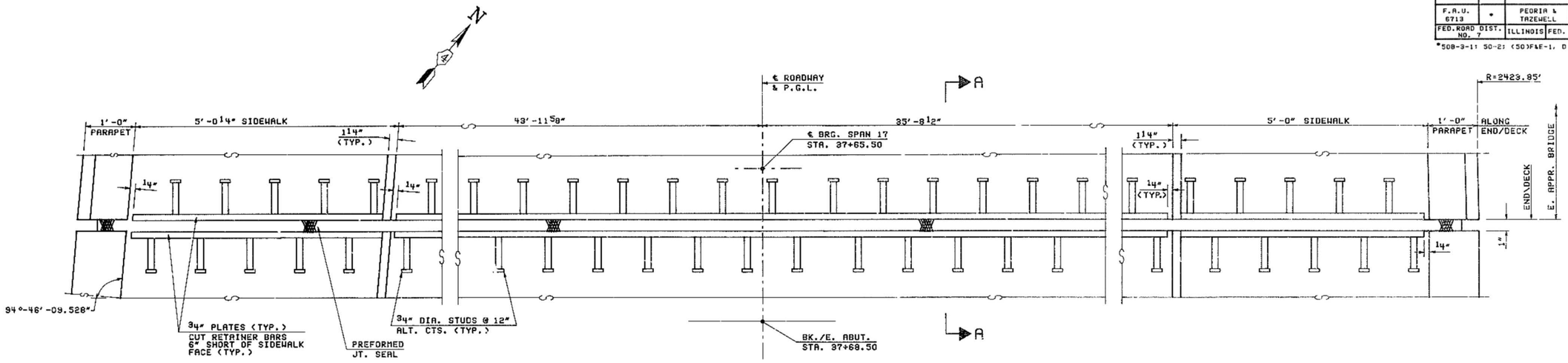
CHECKED BY:

ESTIMATED BY:

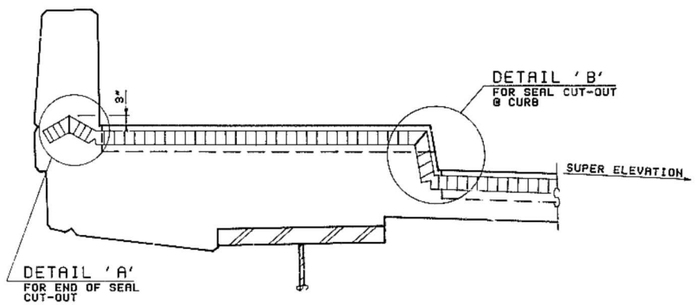
CHECKED BY:

DESIGNED BY: RJR

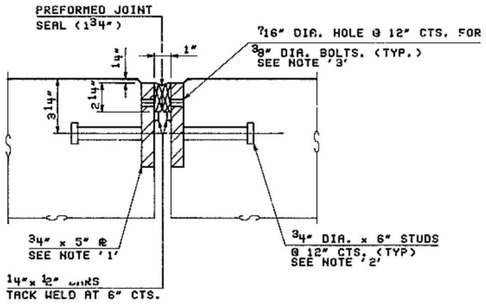
IN CHARGE: PCH



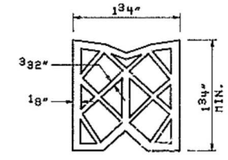
JOINT PLAN @ EAST ABUTMENT



TYPICAL SECTION THRU SIDEWALK

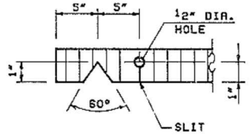


SECTION A-A



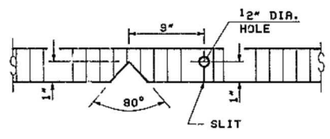
PREFORMED JOINT

SEAL (1 3/4")



DETAIL 'A'

END OF SEAL CUT-OUT



DETAIL 'B'

SEAL CUT-OUT AT CURB

NOTES:

1. JOINT PLATES SHALL BE FABRICATED TO CONFORM TO THE ROADWAY PROFILE AND CROSS-SLOPES. THESE PLATES SHALL BE FURNISHED IN SEGMENTS OF 20 FT. MAXIMUM LENGTH. MAX. SPACE BETWEEN INSTALLED SEGMENTS SHALL BE 3/16". SEAL SPACE WITH SILICONE SEALANT SUITABLE FOR STRUCTURAL STEEL.
2. 3/4" DIA. STUDS SHALL BE GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 710.38 OF STANDARD SPEC'S & AUTOMATICALLY END WELDED.
3. BOLTS IN THE JOINT PLATES SHALL BE BURNED, SAWED OR CHIPPED OFF FLUSH WITH THE PLATES AFTER FORMS ARE REMOVED.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PREFORMED JOINT SEAL 1 3/4"	LIN.FT.	94

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PREFORMED JT. SEAL @ E. ABUTMENT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

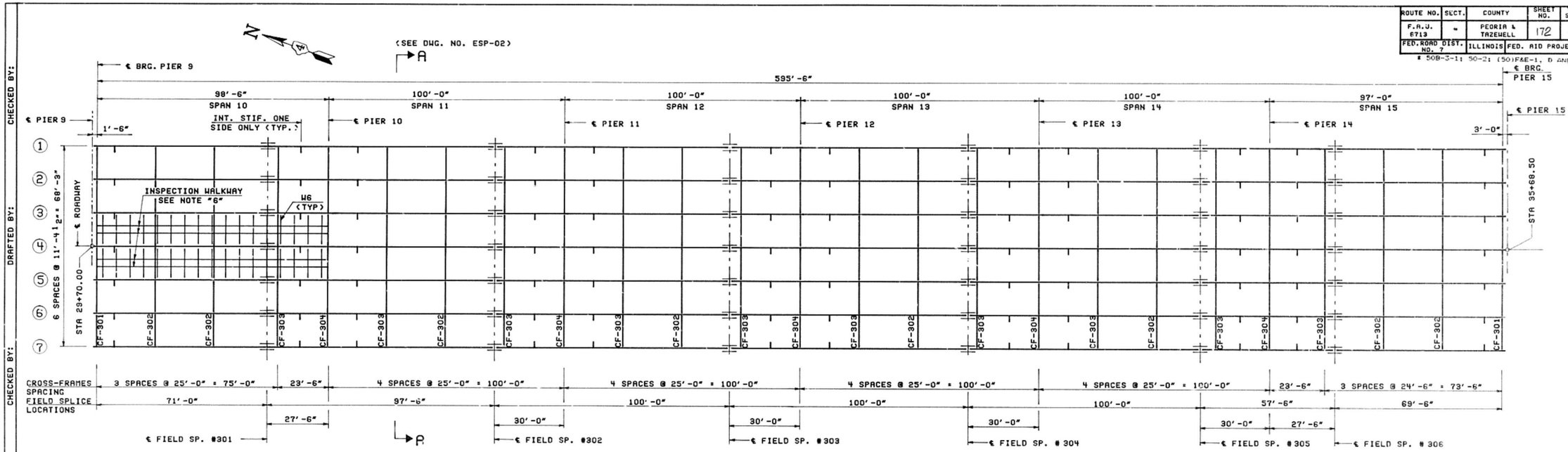
DRAWING NO.	SCALE	DATE	SHEET NO.
ESD-10		1-09-92	171

D C B A 0 A B C D

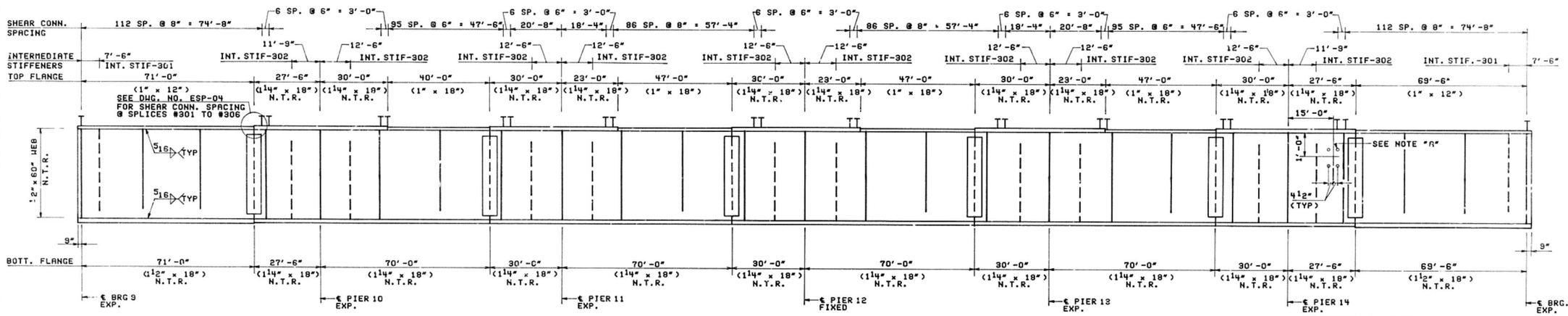
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	172	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

508-3-11 50-2; (50)FAE-1, B AND P



FRAMING PLAN



ELEVATION

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. ALL DIMENSIONS ARE GIVEN HORIZONTALLY & VERTICALLY AND SHALL BE ADJUSTED FOR VERTICAL PROFILE, CROSS SLOPES & CAMBERS.
3. ALL STRUCTURAL STEEL FOR FLANGES & WEBS OF MAIN GIRDERS, BEARING STIFFENERS & INTERMEDIATE STIFFENERS SHALL BE AASHTO M223 (GRADE 50).
4. N.T.R. DESIGNATES MEMBERS SUBJECT TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS (ZONE 2).
5. FOR ADDITIONAL DETAILS SEE DWG. NOS. ESP-02 THRU ESP-08.
6. FOR DETAILS OF INSPECTION WALKWAY SEE DWG. NO. ESP-08.

NOTE "A"

13/16" ø HOLES IN GIRDERS 2 & 3 ONLY
FILL HOLES WITH 3/4" ø A325 BOLTS INCLUDING NUT AND 2 WASHERS. BOLTS SHALL ALWAYS BE IN PLACE EXCEPT DURING INSTALLATION OF TELEPHONE CABLES.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL

FRAMING PLAN & ELEVATION - S-10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-01		1-09-92	172

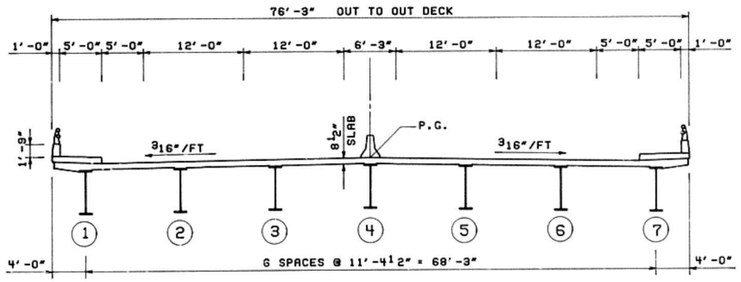
DRAFTED BY:
CHECKED BY:
CHECKED BY:
ESTIMATED BY:
CHECKED BY:
DESIGNED BY:
IN CHARGE:

D C B A 0 A B C D

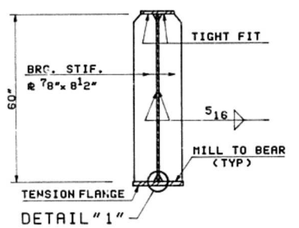
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	s	PEORIA & TAZEWELL	173	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* 108-3-1; 50-2; (50)F&E-1, D AND F

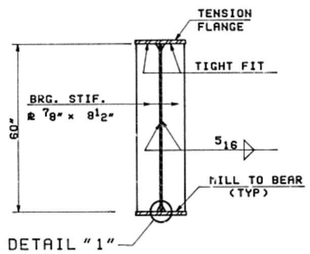


SECTION A-A
(DWG. NO. ESP-01)



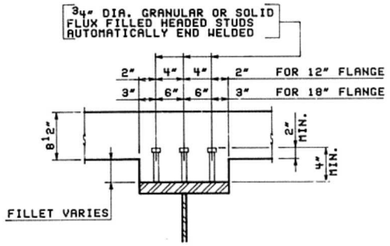
DETAIL "1"

BEARING STIFFENERS
@ PIERS-9 & 15
(2x7=14 REQUIRED)

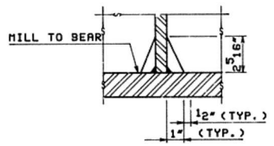


DETAIL "1"

BEARING STIFFENERS
@ PIERS-10, 11, 12, 13 & 14
(5x7=35 REQUIRED)



SHEAR STUDS
(13692 REQUIRED)



DETAIL "1"

MOMENT TABLE
(COMPOSITE IN POSITIVE MOMENT AREA ONLY)

	INTERIOR GIRDER MOMENT TABLE	0.4 SP.10 0.6 SP.15	PIERS 10 & 14	0.5 SP. 11 & 14	PIERS 11, 12 & 13	0.5 SP. 12 & 13
	Is (IN^4)	42576	51211	46573	51211	46573
	Ic (IN^4) n=9	112684	——	102735	——	102735
	Ic (IN^4) n=27	79500	——	75070	——	75970
	Ss (IN^3)	1719	1639	1592	1639	1592
	Sc (IN^3) n=9	2328	——	2052	——	2052
	Sc (IN^3) n=27	2135	——	1891	——	1851
	DL (K/FT)	1.717	2.362	1.606	2.306	1.605
	M DL (FT-K)	1275	2447	505	1798	719
	SDL (K/FT)	0.700	——	0.700	——	0.700
	M SDL (FT-K)	560	——	298	——	356
	M LL (FT-K)	1320	868	1115	844	1135
	M IMP (FT-K)	295	194	248	188	252
	5/3 (M LL+I) (FT-K)	2692	1770	2272	1720	2312
(1)	Ma (FT-K)	5885	5482	3998	4573	4403
	fs DL NON-COMP (KSI)	8.9	17.9	3.8	13.2	5.4
	fs DL (COMP) (KSI)	3.2	——	1.9	——	2.3
	fs 5/3 (LL+I) (KSI)	13.9	13.0	13.3	12.6	13.5
	fs (OVERLOAD) (KSI)	26.0	30.9	19.0	25.8	21.2
(2)	fs (TOTAL) (KSI)	33.8	40.2	24.7	33.5	27.6
	VR (K)	81.0	——	75.8	——	76.3

INTERIOR GIRDER REACTION TABLE	PIERS 9 & 15	PIERS 10 & 14	PIERS 11, 12 & 13
R DL (K)	94.2	265.9	226.0
R LL (K)	69.0	108.6	106.6
IMP. (K)	15.4	24.2	23.7
R TOTAL (K)	178.6	398.7	356.3

(1) Ma (APPLIED MOMENT) = 1.3[M DL + M SDL + 5/3 (M LL+I)]

(2) NON-COMPACT SECTION

Is AND Ss ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

Ic AND Sc ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

VR IS THE MAXIMUM LL + IMPACT SHEAR RANGE IN SPAN.

fs (TOTAL) IS THE SUM OF THE STRESSES DUE TO 1.3[M DL + M SDL + 5/3 (M LL+I)]

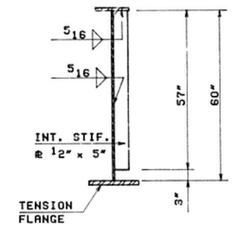
fs (OVERLOAD) IS THE SUM OF THE STRESSES DUE TO M DL + M SDL + 5/3 (M LL + I)

M DL - MOMENT DUE TO DEAD LOADS ON NON-COMPOSITE SECTION.

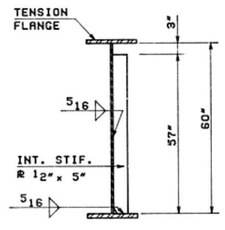
M SDL - MOMENT DUE TO DEAD LOADS ON COMPOSITE SECTION.

M LL - MOMENT DUE TO LIVE LOAD ON NON-COMPOSITE OR COMPOSITE SECTION

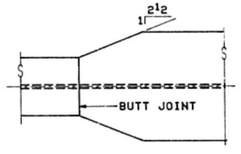
I - LIVE LOAD IMPACT



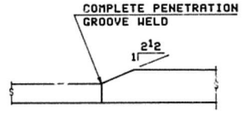
INTERMEDIATE STIFFENER
INT. STIF.- 301
(2x7=14 REQUIRED)



INTERMEDIATE STIFFENER
INT. STIF.- 302
(10x7=70 REQUIRED)



FLANGE @ WIDTH TRANSITION



FLANGE @ THICKNESS TRANSITION

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASC-02.
2. CLIP ALL STIFFENER PLATES 1" HORIZONTALLY AND 2 5/16" VERTICALLY AT WEB TO FLANGE CONNECTION OF ALL MAIN GIRDERS.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
GIRDER DIMENSIONS & DET. - S-10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-02		1-09-92	173

IN CHARGE: DESIGNED BY: DRAFTED BY: ESTIMATED BY: CHECKED BY: CHECKED BY:

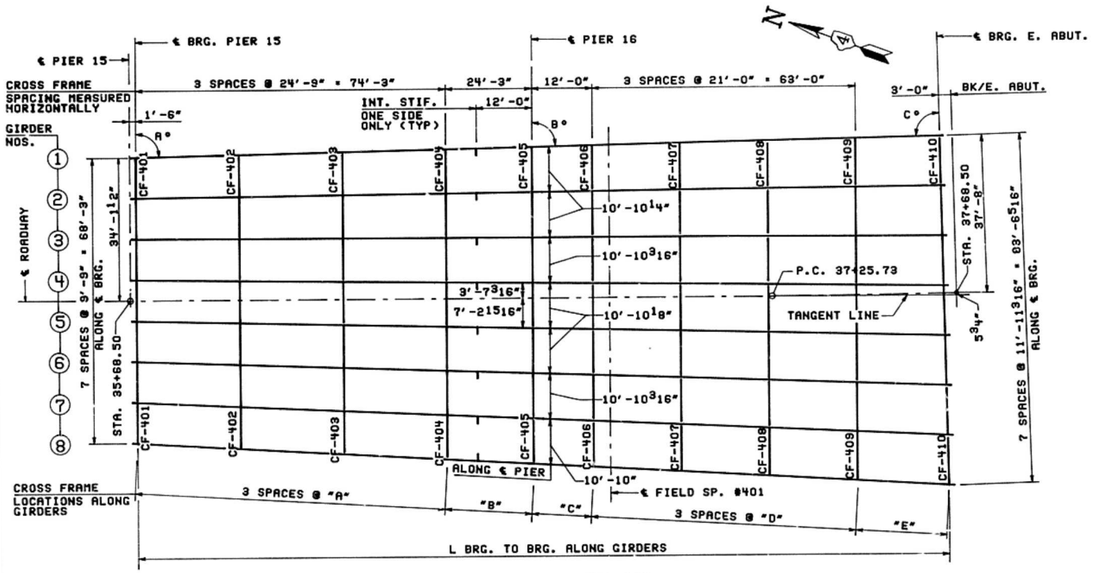
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	174	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

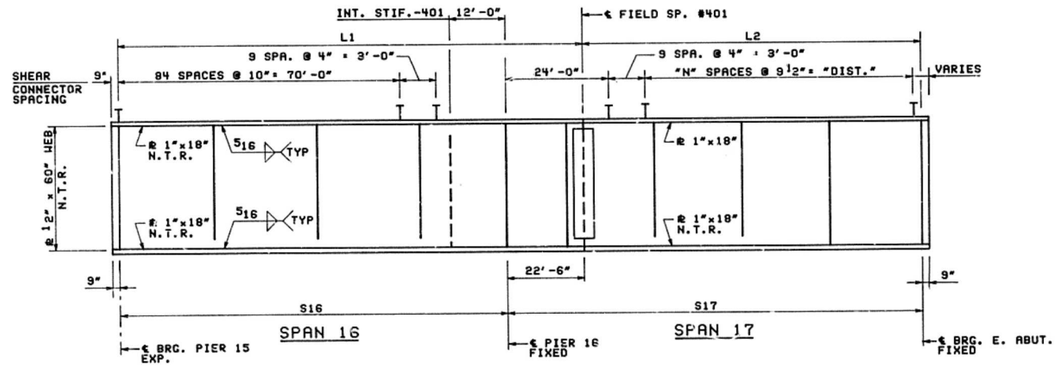
*508-3-1; 50-2; (50)F&E-1, D AND P

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: MJR
DESIGNED BY: MJR CHECKED BY:
IN CHARGE: PCH



FRAMING PLAN

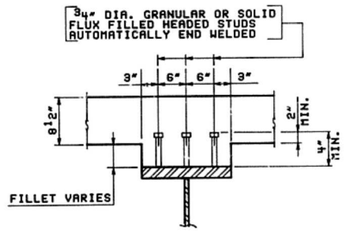
GIRDER NO.	CROSS FRAME LOCATIONS				
	"A"	"B"	"C"	"D"	"E"
G-1	24'-9 1/16"	24'-3 1/16"	12'-0"	21'-0 1/16"	21'-0 3/16"
G-2	24'-9"	24'-3 1/16"	12'-0"	21'-0"	21'-3 15/16"
G-3	24'-9"	24'-3"	12'-0"	21'-0"	21'-7 5/8"
G-4	24'-9"	24'-3 1/8"	12'-0 1/16"	21'-0"	21'-11 7/16"
G-5	24'-9 1/16"	24'-3 1/8"	12'-0 1/16"	21'-0 1/16"	22'-3 3/16"
G-6	24'-9 3/16"	24'-3 3/16"	12'-0 1/8"	21'-0 1/8"	22'-7 1/16"
G-7	24'-9 5/16"	24'-3 5/16"	12'-0 1/4"	21'-0 1/4"	22'-10 7/8"
G-8	24'-9 1/2"	24'-3 7/16"	12'-0 5/16"	21'-0 3/8"	23'-2 13/16"



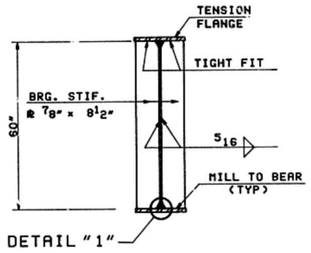
ELEVATION

GIRDER DIMENSIONS

GIRDER NO.	SPAN LENGTHS		BRG. TO BRG.	℄ BRG. PIER 15	℄ PIER 16	℄ BRG. E. ABUT.	FIELD SPLICE LOACTION		SHEAR CONNECTORS SPACING SPAN 17	
	S16	S17	L	ANGLE "A"	ANGLE "B"	ANGLE "C"	L1	L2	"N"	"DIST."
G-1	98'-6 1/4"	96'-0 3/8""	194'-6 5/8"	88°-48'-07"	88°-49'-07"	89°-41'-04"	121'-0 1/4"	73'-6 3/8"	87	68'-10 1/2"
G-2	98'-6 1/16"	96'-3 15/16"	194'-10"0"	89°-27'-42"	89°-27'-42"	89°-02'-29"	121'-0 1/16"	73'-9 15/16"	88	69'-8"
G-3	98'-6"	96'-7 5/8"	195'-1 5/8"	90°-06'-10"	90°-06'-10"	88°-24'-01"	121'-0"	74'-1 5/8"	88	69'-8"
G-4	98'-6 1/8"	96'-11 1/2"	195'-5 5/8"	90°-44'-31"	90°-44'-31"	87°-45'-47"	121'-0 1/8"	74'-5 1/2"	88	69'-8"
G-5	98'-6 5/16"	97'-3 7/16"	195'-9 3/4"	91°-22'-43"	91°-22'-43"	87°-07'-28"	121'-0 5/16"	74'-9 7/16"	89	70'-5 1/2"
G-6	98'-6 3/4"	97'-7 9/16"	196'-2 5/16"	92°-00'-48"	92°-00'-48"	86°-29'-24"	121'-0 3/4"	75'-1 9/16"	89	70'-5 1/2"
G-7	98'-7 1/4"	97'-11 7/8"	196'-7 1/8"	92°-38'-43"	92°-38'-43"	85°-51'-28"	121'-1 1/4"	75'-5 7/8"	90	71'-3"
G-8	98'-7 15/16"	98'-4 1/4"	197'-0 3/16"	93°-16'-29"	93°-16'-29"	85°-13'-43"	121'-1 15/16"	75'-10 1/4"	90	71'-3"

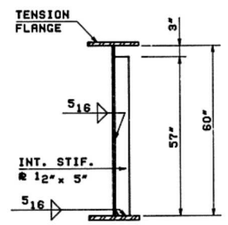


SHEAR STUDS
(4623 REQUIRED)

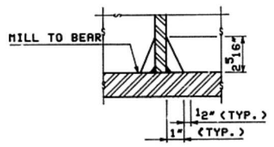


DETAIL "1"

BEARING STIFFENERS
@ PIERS-15, 16 & E. ABUT.
(48 REQUIRED)



INTERMEDIATE STIFFENER
INT. STIF.- 401
(8 REQUIRED)



DETAIL "1"

MOMENT TABLE
(COMPOSITE IN POSITIVE MOMENT AREH ONLY)

	INTERIOR GIRDER MOMENT TABLE			
		0.4 SP.16	PIER 16	0.6 SP.17
	Is (IN^4)	42492	42492	42492
	Ic (IN^4) n=9	94539	——	94539
	Ic (IN^4) n=27	71071	——	71071
	Ss (IN^3)	1371	1371	1371
	Sc (IN^3) n=9	1800	——	1800
	Sc (IN^3) n=27	1658	——	1658
	DL (K/FT)	1.383	2.053	1.499
	M DL (FT-K)	919	2378	1033
	SDL (K/FT)	0.630	——	0.594
	M SDL (FT-K)	478	——	469
	M LL (FT-K)	1252	844	1257
	M IMP (FT-K)	280	189	282
	5/3 (M LL+I) (FT-K)	2553	1722	2565
(1)	Ma (FT-K)	5135	5330	5287
	fs DL NON-COMP (KSI)	8.0	20.8	9.0
	fs DL (COMP) (KSI)	3.5	——	3.4
	fs 5/3 (LL+I) (KSI)	17.0	15.1	17.1
	fs (OVERLOAD) (KSI)	28.5	35.9	29.5
(2)	fs (TOTAL) (KSI)	37.1	48.7	38.4
	VR (K)	86.8	——	86.5

	INTERIOR GIRDER REACTION TABLE		
	PIER 15	PIER 16	E. ABUT.
R DL (K)	75.1	251.9	80.0
R LL (K)	68.3	107.0	68.4
IMP. (K)	15.3	23.9	15.3
R TOTAL (K)	158.7	382.8	163.7

(1) Ma (APPLIED MOMENT) = 1.3[M DL + M SDL + 5/3 (M LL+I)]

(2) NON-COMPACT SECTION

Is AND Ss ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

Ic AND Sc ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

VR IS THE MAXIMUM LL + IMPACT SHEAR RANGE IN SPAN.

fs (TOTAL) IS THE SUM OF THE STRESSES DUE TO 1.3[M DL + M SDL + 5/3 (M LL+I)]

fs (OVERLOAD) IS THE SUM OF THE STRESSES DUE TO M DL + M SDL + 5/3 (M LL + I)

M DL - MOMENT DUE TO DEAD LOADS ON NON-COMPOSITE SECTION.

M SDL - MOMENT DUE TO DEAD LOADS ON COMPOSITE SECTION.

M LL - MOMENT DUE TO LIVE LOAD ON NON-COMPOSITE OR COMPOSITE SECTION

I - LIVE LOAD IMPACT

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. ALL DIMENSIONS ARE GIVEN HORIZONTALLY & VERTICALLY AND SHALL BE ADJUSTED FOR VERTICAL PROFILE, CROSS SLOPES & CAMBERS.
3. ALL STRUCTURAL STEEL FOR FLANGES & WEBS OF GIRDERS, BEARING STIFFENERS & INTERMEDIATE STIFFENERS SHALL BE AASHTO M223 (GRADE 50).
4. N.T.R. DESIGNATES MEMBERS SUBJECT TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS (ZONE 2).
5. FOR ADDITIONAL DETAILS SEE DWG. NOS. ESP-03A AND ESP-05A.
6. CLIP ALL STIFFENER PLATES 1" HORIZONTALLY AND 2 5/16" VERTICALLY AT WEB TO FLANGE CONNECTION OF ALL GIRDERS.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
FRAMING PLAN & ELEVATION, GIRDER DIM. & DET. - S-16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

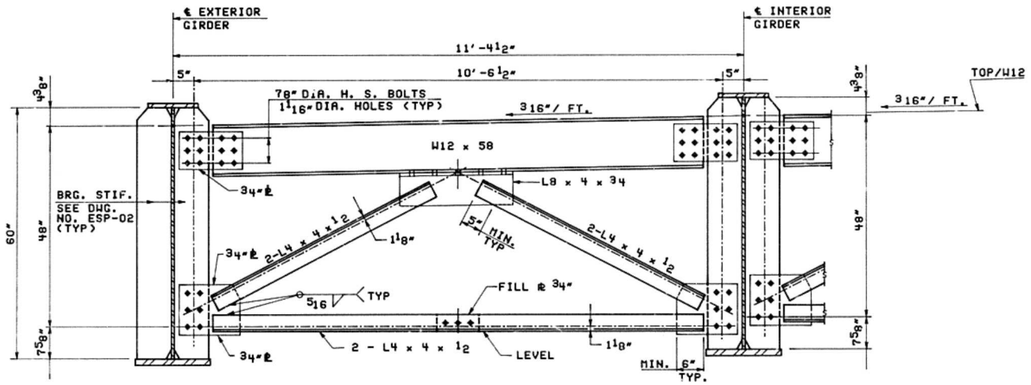
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-01A		1-09-92	174

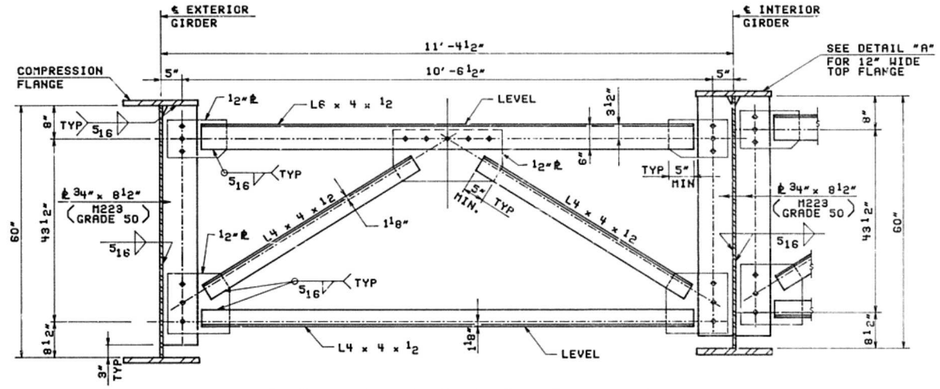
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	175	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

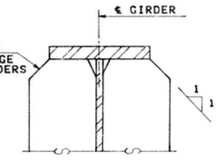
* 50B-3-11 50-21 (501F&E-1, D AND F



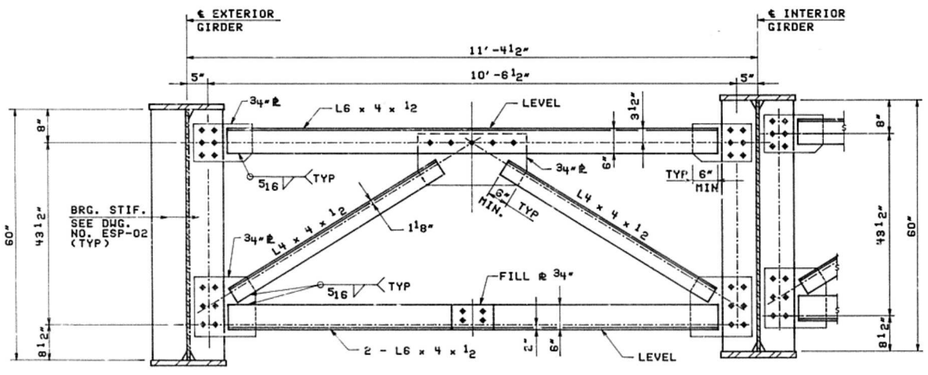
END CROSS FRAME CF - 301
@ PIERS 9 & 15



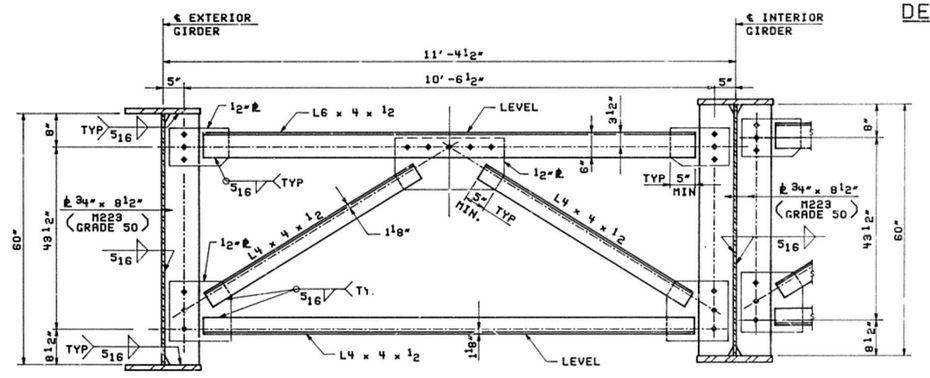
INT. CROSS FRAME CF - 302



DETAIL "A"



INT. SUPPORT CROSS FRAME CF - 304
@ PIERS 10, 11, 12, 13 & 14



INT. CROSS FRAME CF - 303

NOTES:

1. PROVIDE $1\frac{1}{16}$" ø HOLES FOR ALL $\frac{7}{8}$" ø BOLTS.
2. TWO HARDENED WASHERS SHALL BE REQUIRED OVER ALL HOLES.
3. N.T.R. DESIGNATES MEMBERS SUBJECT TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS (ZONE 2).

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
CROSS-FRAMES & DETAILS - S10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-03		1-09-92	175

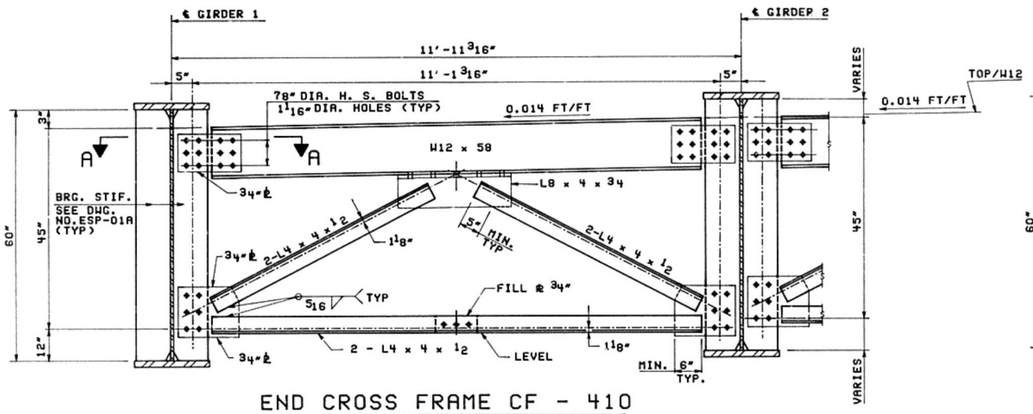
DESIGNED BY: KKP
DRAFTED BY: IGM
CHECKED BY: KKP
CHECKED BY: MJR
ESTIMATED BY:
IN CHARGE: PCW

D C B A 0 A B C D
TAMERAN

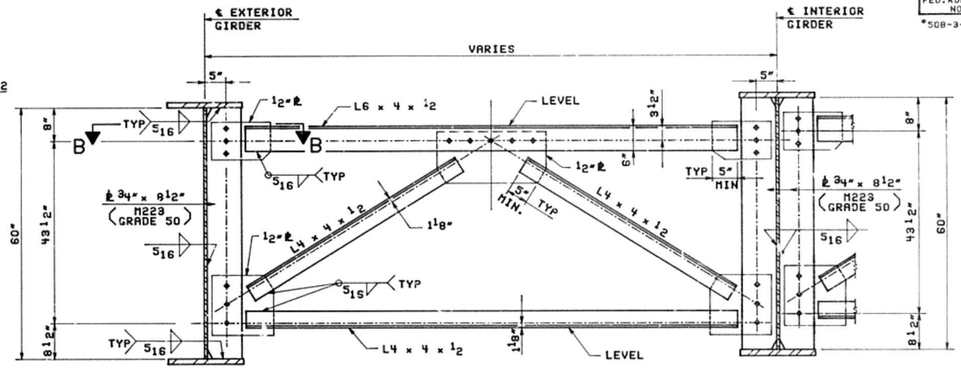
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	176	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1: 50-2: (50)F&E-1, D AND P

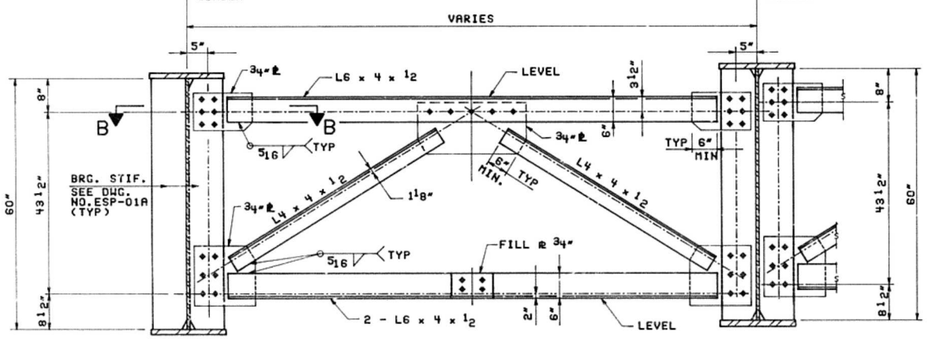
DRAFTED BY: SBA CHECKED BY: KRP
DESIGNED BY: KKP CHECKED BY: HJR
ESTIMATED BY:
IN CHARGE: PCH
CHECKED BY:



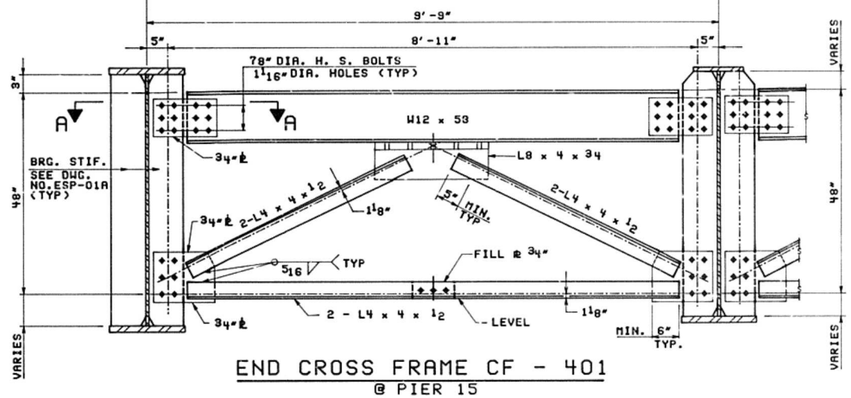
END CROSS FRAME CF - 410
@ E. ABUT.



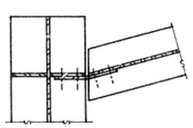
INT. CROSS FRAME CF - 402 THRU CF - 404 SPAN 16
INT. CROSS FRAME CF - 406 THRU CF - 409 SPAN 17



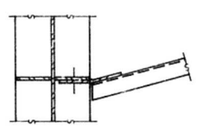
INT. SUPPORT CROSS FRAME CF - 405
@ PIER 16



END CROSS FRAME CF - 401
@ PIER 15



SECTION A-A



SECTION B-B

NOTES:

1. PROVIDE 1 1/16" ∅ HOLES FOR ALL 7/8" ∅ BOLTS.
2. TWO HARDENED WASHERS SHALL BE REQUIRED OVER ALL HOLES.
3. ALL STRUCTURAL STEEL FOR CROSS FRAMES SHALL BE AASHTO M183.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
CROSS-FRAMES & DETAILS - S-16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

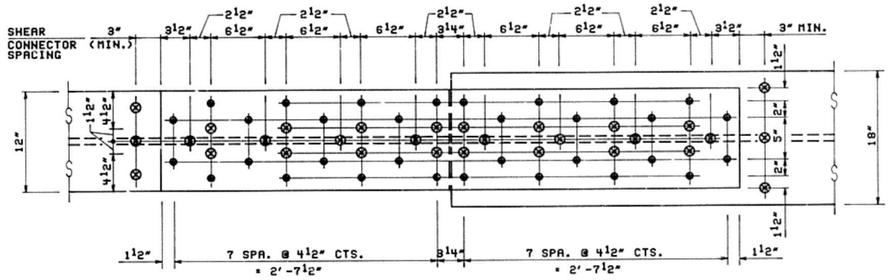
DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-03A		1-09-92	176

D C B A 0 A B C D

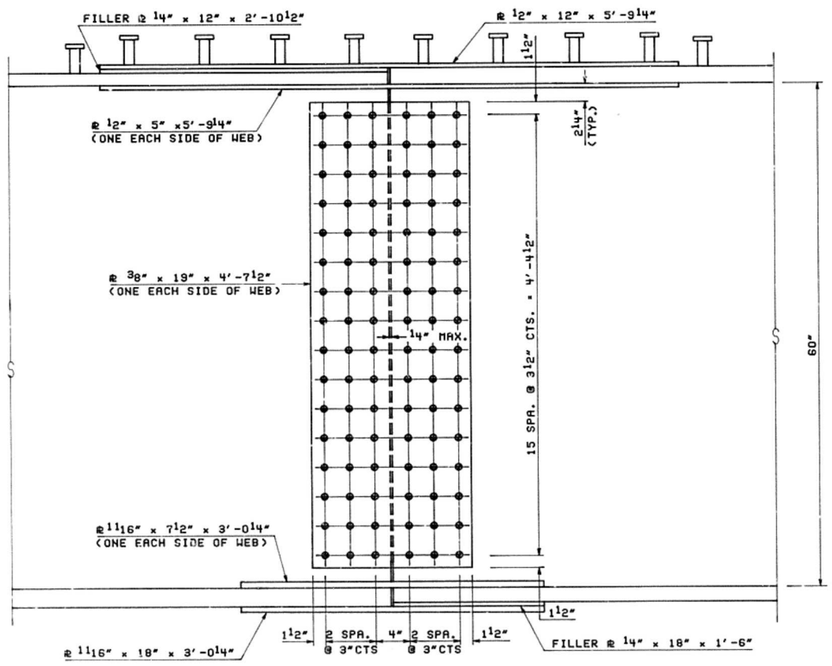
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	177	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

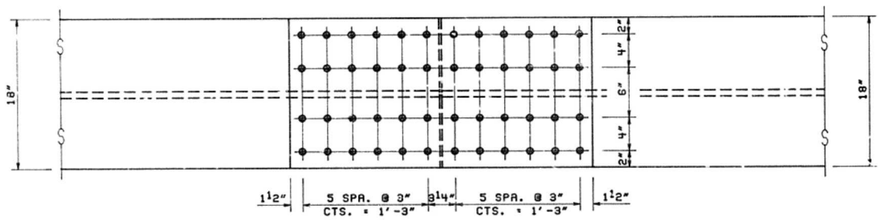
SUBSTITUTE NOTE INSERTED D AND F



TOP PLAN

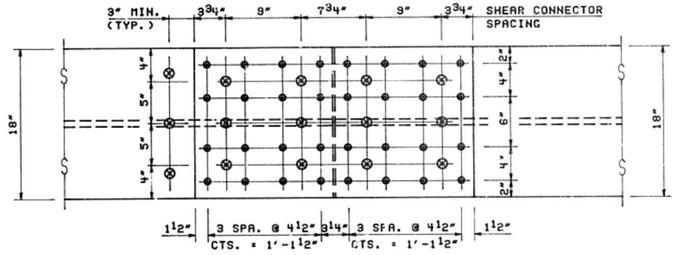


ELEVATION

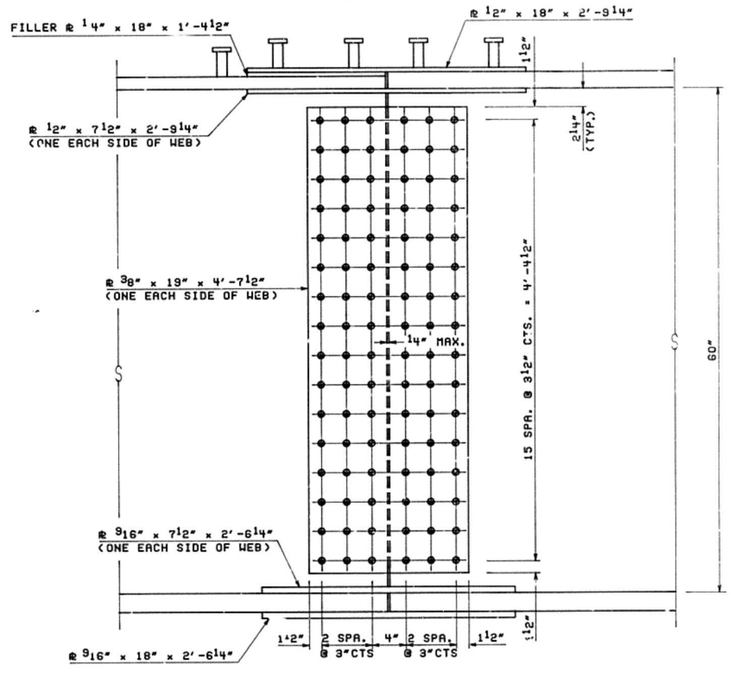


BOTTOM PLAN

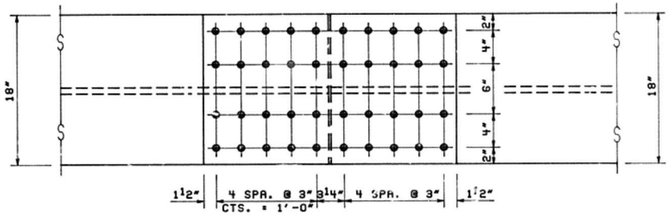
FIELD SPLICES #301 & #306



TOP PLAN

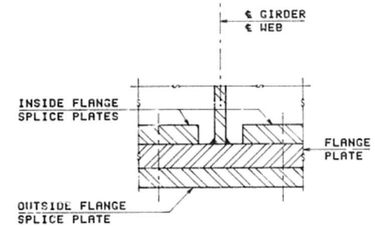


ELEVATION



BOTTOM PLAN

FIELD SPLICES #302, #303, #304 & #305



TYPICAL SPLICE SECTION

NOTES:

1. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 7/8" DIA., OPEN HOLES 15/16" DIA.
2. ALL SPLICE PLATES SHALL BE AASHTO M223, GRADE 50 AND SHALL CONFORM, EXCEPT FILLER PLATES, TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.
3. SHEAR CONNECTOR INDICATED BY ⊗ IN TOP PLAN.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
FIELD SPLICES & DETAILS - S-10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-04		1-09-92	177

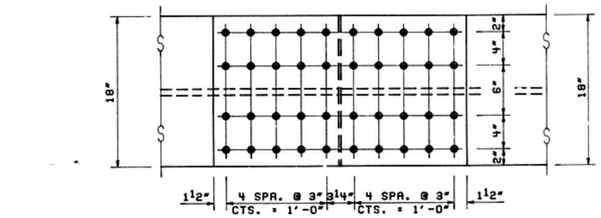
DESIGNED BY: MJR DRAFTED BY: SBA CHECKED BY: MJR
ESTIMATED BY: CHECKED BY: MGB
IN CHARGE: PCH

D C B A 0 A B C D
TAMERAN

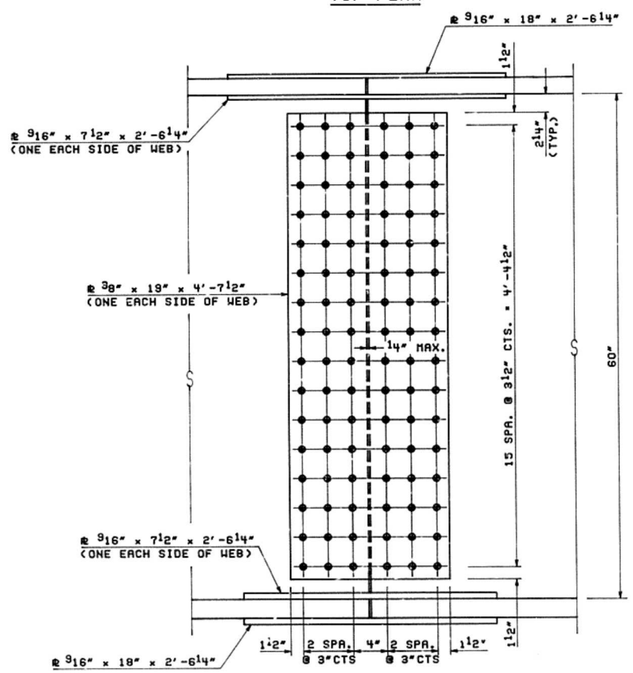
ROUTE NO.	SECT.	COUNTY	SHEET	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	178	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1: SO-2: (SO)FAE-1, D AND P

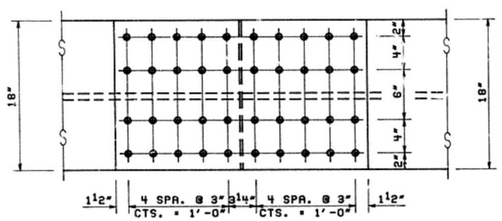
DRAFTED BY: SBA CHECKED BY: MJR
CHECKED BY: DESIGNED BY: MJR ESTIMATED BY:
CHECKED BY: RJR
IN CHARGE: PCH



TOP PLAN

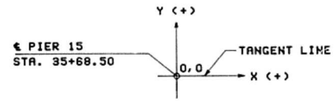


ELEVATION



BOTTOM PLAN

FIELD SPLICE #401



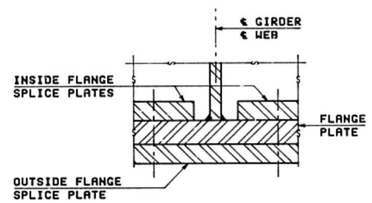
LAYOUT DIMENSIONS

(FOR GIRDER DIMENSIONS SEE DWG. NO. ESP-01A)

GIRDER NO.	℄ BRG.PIER 15		℄ BRG. PIER 16		℄ BRG. E. ABUT.	
	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)
G-1	1.500	34.125	100.000	36.156	196.012	38.136
G-2	1.500	24.375	100.000	25.301	196.324	26.206
G-3	1.500	14.625	100.000	14.448	196.636	14.275
G-4	1.500	4.875	100.000	3.600	196.948	2.344
G-5	1.500	-4.875	100.000	-7.246	197.259	-9.587
G-6	1.500	-14.625	100.000	-18.088	197.571	-21.517
G-7	1.500	-24.375	100.000	-28.926	197.883	-33.448
G-8	1.500	-34.125	100.000	-39.761	198.195	-45.379
TANGENT	1.500	0.000	100.000	0.000	197.009	0.000

NOTES:

1. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 7/8" DIA., OPEN HOLES 15/16" DIA.
2. ALL SPLICE PLATES SHALL BE AASHTO M223, GRADE 50 AND SHALL CONFORM, EXCEPT FILLER PLATES, TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.



TYPICAL SPLICE SECTION

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
FIELD SPLICE & DETAILS - S-16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-04A		1-09-92	178

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	179	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

DRAFTED BY: SBA CHECKED BY: MGB

CHECKED BY:

ESTIMATED BY:

CHECKED BY: RJR

DESIGNED BY: MGB

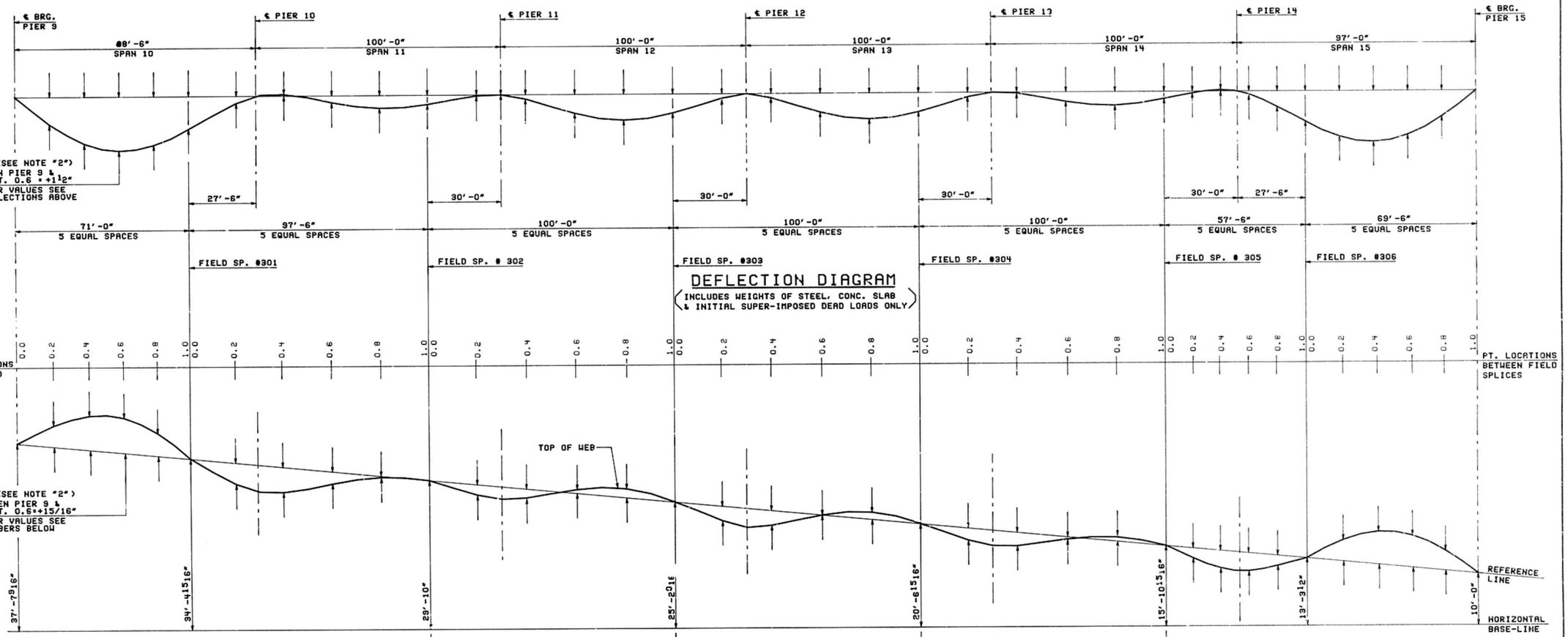
IN CHARGE: PCW

TABLE OF DEFLECTIONS (INCHES)

(ALL GIRDERS)

NEGATIVE VALUES ARE UPWARD DEFLECTIONS

POINT LOCATIONS	0.0	0.2	0.4	0.6	0.8	1.0
PIER 9 TO F.S. #301	0	+3/4	+1-5/16	+1-1/2	+1-5/16	+7/8
F.S. #301 TO #302	+7/8	+3/16	-1/8	+3/16	+3/8	+1/4
F.S. #302 TO #303	+1/4	0	+1/8	+1/2	+11/16	+1/2
F.S. #303 TO #304	+1/2	+1/8	+1/8	+1/2	+11/16	+1/2
F.S. #304 TO #305	+1/2	+1/8	0	+1/4	+3/8	+3/16
F.S. #305 TO #306	+3/16	+1/16	-1/8	+1/16	+7/16	+13/16
F.S. #306 TO PIER 15	+13/16	+1-1/4	+1-3/8	+1-3/16	+11/16	0



BLOCK & CAMBER DIAGRAM

TABLE OF CAMBERS (INCHES - THEORETICAL)

(ALL GIRDERS) - SEE NOTE "2"

POINT LOCATIONS	0.0	0.2	0.4	0.6	0.8	1.0
PIER 9 TO F.S. #301	0	+9/16	+15/16	+15/16	+5/8	0
F.S. #301 TO #302	0	-5/8	-3/4	-3/8	-1/16	0
F.S. #302 TO #303	0	-5/16	-5/16	+1/8	+1/4	0
F.S. #303 TO #304	0	-7/16	-7/16	0	+3/16	0
F.S. #304 TO #305	0	-3/8	-7/16	-1/8	+1/8	0
F.S. #305 TO #306	0	-5/16	-9/16	-9/16	-5/16	0
F.S. #306 TO PIER 15	0	+9/16	+7/8	+7/8	+1/2	0

TOP OF WEB ELEVATIONS BEFORE DEFLECTIONS

(FOR FABRICATION ONLY)

GIRDER NO.	BRG/P-9	FS-301	PIER-10	FS-302	PIER-11	FS-303	PIER-12	FS-304	PIER-13	FS-305	PIER-14	FS-306	BRG/P-15
G-1 & 7	502.153	498.933	497.583	494.356	492.943	489.738	488.303	485.098	483.663	480.431	479.023	477.816	474.522
G-2 & 6	502.331	499.111	497.760	494.534	493.120	489.916	488.480	485.276	483.840	480.609	479.200	477.994	474.700
G-3 & 5	502.509	499.288	497.938	494.712	493.298	490.094	488.658	485.454	484.018	480.787	479.378	478.172	474.877
G-4	502.686	499.466	498.116	494.889	493.476	490.271	488.836	485.632	484.196	480.964	479.556	478.350	475.055

NOTES:

1. THESE DIAGRAMS ARE NOT TO SCALE. USE VALUES AS SHOWN.
2. FOR VALUES OF DEFLECTIONS AND CAMBERS AT ALL POINT LOCATIONS SEE "EXAMPLE" AS NOTED ON THE DIAGRAMS BETWEEN PIER 9 AND FIELD SPLICE #301.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
WEB CAMBERS & DETAILS - S-10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

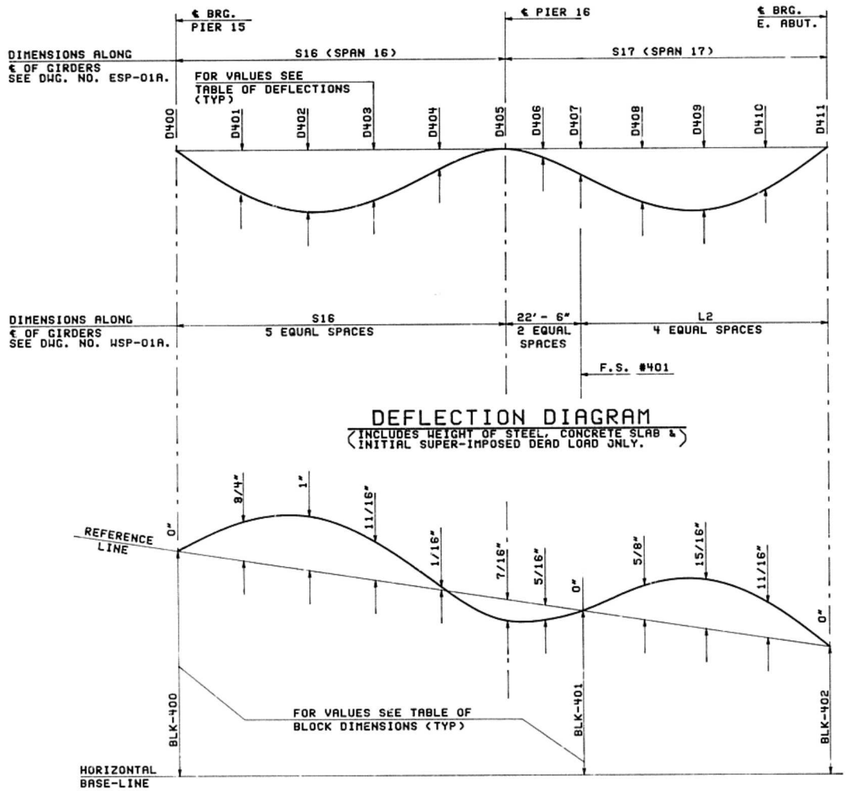
DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-05		1-09-92	179

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET	TOTAL
F.A.U. 6713	*	PEORIA & TAZEWELL	180	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* SQB-3-11 SQ-2, (SQ)F&E-1, D AND P



DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF STEEL, CONCRETE SLAB & INITIAL SUPER-IMPOSED DEAD LOAD ONLY.)

BLOCK & CAMBER DIAGRAM

TABLE OF DEFLECTIONS (INCHES)

NEGATIVE VALUES ARE UPWARD DEFLECTIONS

GIRDER NUMBERS	PIER 15 D400	D401	D402	D403	D404	PIER 16 D405	D406	F.S. #401 D407	D408	D409	D410	E. ABUT. D411
G-1	0	+13/16	+1-3/16	+15/16	+3/8	0	+3/16	+1/2	+1	+1-3/16	+3/4	0
G-2	0	+13/16	+1-3/16	+15/16	+3/8	0	+3/16	+1/2	+1	+1-1/8	+3/4	0
G-3	0	+13/16	+1-1/8	+15/16	+3/8	0	+3/16	+1/2	+1-1/16	+1-3/16	+13/16	0
G-4	0	+13/16	+1-1/8	+15/16	+3/8	0	+3/16	+1/2	+1-1/16	+1-3/16	+13/16	0
G-5	0	+13/16	+1-1/8	+15/16	+3/8	0	+3/16	+1/2	+1-1/16	+1-3/16	+13/16	0
G-6	0	+3/4	+1-1/8	+15/16	+3/8	0	+3/16	+9/16	+1-1/16	+1-1/4	+13/16	0
G-7	0	+3/4	+1-1/8	+15/16	+3/8	0	+3/16	+9/16	+1-1/8	+1-1/4	+13/16	0
G-8	0	+13/16	+1-1/8	+15/16	+3/8	0	+3/16	+9/16	+1-1/8	+1-1/4	+13/16	0

TABLE OF BLOCK DIMENSIONS

GIRDER NUMBERS	PIER 15 BLK-400	F.S. #401 BLK-401	E. ABUT. BLK-402
G-1	17' - 8 3/8"	12' - 6 7/8"	10' - 0"
G-2	17' - 6 7/8"	12' - 5 3/4"	10' - 0"
G-3	17' - 5 1/2"	12' - 4 1/2"	10' - 0"
G-4	17' - 4"	12' - 3 1/4"	10' - 0"
G-5	17' - 0 5/8"	12' - 1 1/4"	10' - 0"
G-6	16' - 7 1/2"	11' - 10 3/4"	10' - 0"
G-7	16' - 5 5/8"	11' - 10 3/4"	10' - 0"
G-8	16' - 6"	11' - 11"	10' - 0"

TOP OF WEB ELEVATION BEFORE DEFLECTIONS

(FOR FABRICATION ONLY)

GIRDER NO.	BRG./PIER 15	℄ PIER 16	F.S. #401	BRG./E. ABUT.
G-1	474.560	470.225	469.438	466.861
G-2	474.712	470.394	469.611	467.136
G-3	474.865	470.564	469.785	467.411
G-4	475.017	470.733	469.960	467.686
G-5	475.017	470.800	470.063	467.961
G-6	474.865	470.816	470.136	468.236
G-7	474.712	470.801	470.146	468.247
G-8	474.560	470.632	469.973	468.060

NOTES:

1. THESE DIAGRAMS ARE NOT TO SCALE, USE VALUES AS SHOWN.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
WEB CAMBERS & DETAILS - S-16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-05A		1-09-92	180

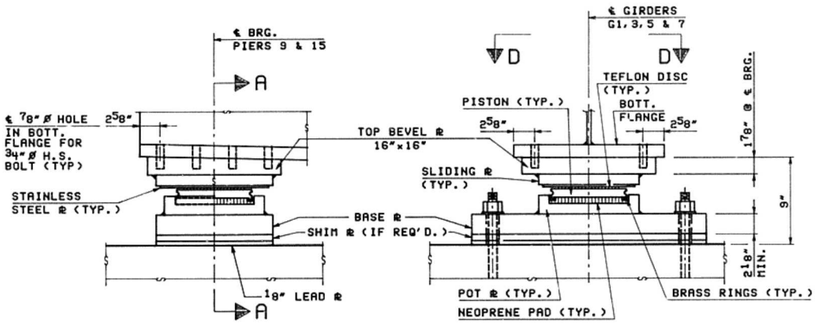
IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: RJR ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: RJR

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	181	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)F&E-1, D AND P

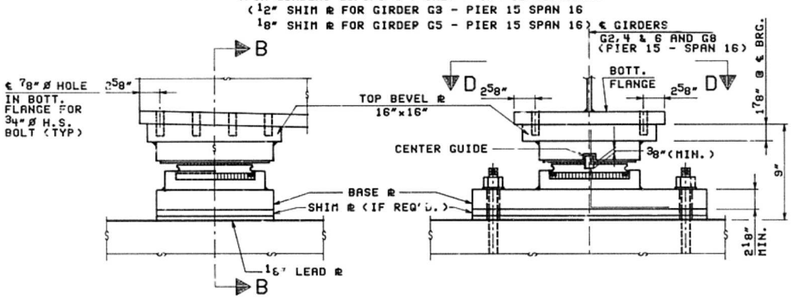


BEARING ELEVATION

SECTION A-A

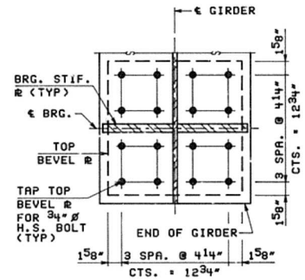
FLOATING BEARINGS, NON-GUIDED EXPANSION @ PIERS 9 & 15

(FOR GIRDERS G1, 3, 5 & 7 ONLY = 3x4=12 REQUIRED)
(1⁄2" SHIM ℞ FOR GIRDER G3 - PIER 15 SPAN 16
1⁄8" SHIM ℞ FOR GIRDEP G5 - PIER 15 SPAN 16)



BEARING ELEVATION

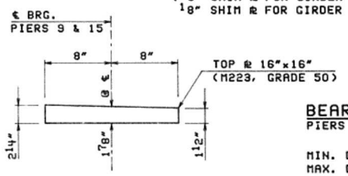
SECTION B-B



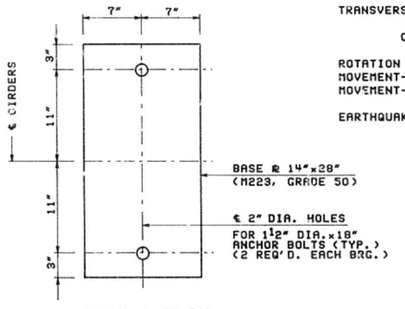
SECTION D-D

FLOATING BEARINGS, GUIDED EXPANSION @ PIERS 9 & 15

(FOR GIRDERS G2, 4 & 6 AND G8 (PIER 15 - SPAN 16) 3x3+1=10 REQUIRED)
(1⁄8" SHIM ℞ FOR GIRDER G4 - PIER 15 SPAN 16
1⁄8" SHIM ℞ FOR GIRDER G6 - PIER 15 SPAN 16)



TOP ℞ ELEVATION

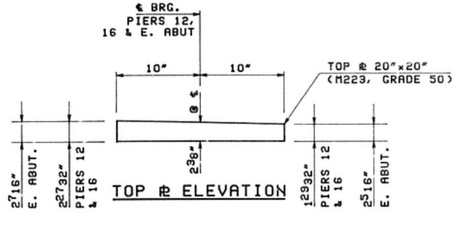


BASE ℞ PLAN

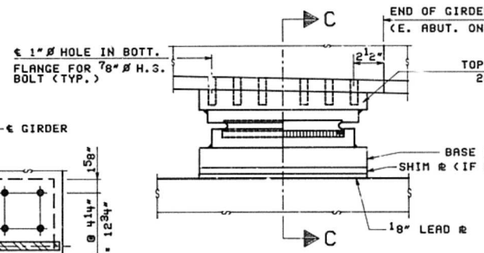
BEARING DATA
PIERS 9 & 15

	MULTIDIRECTIONAL	CENTER GUIDED
MIN. DEAD LOADS	= 60.0 KIPS	= 60.0 KIPS
MAX. DEAD LOADS	= 95.0 KIPS	= 95.0 KIPS
LIVE LOAD + IMP	= 85.0 KIPS	= 85.0 KIPS
TOTAL - MAXIMUM	= 180.0 KIPS	= 180.0 KIPS
TRANSVERSE LOADS-(MAX.)		
WIND	= 3.2 KIPS/GIRDER	= 3.2 KIPS/GIRDER
OR EARTHQUAKE	= 19.0 KIPS/GIRDER	= 19.0 KIPS/GIRDER
ROTATION	= 0.01 RADIANS	= 0.01 RADIANS
MOVEMENT-(LONGITUDINAL)	= 2.375 INCHES	= 2.375 INCHES
MOVEMENT-(TRANSVERSE)	0.250 INCHES	= 0.250 INCHES
EARTHQUAKE-ANCHOR BOLTS (TRANSVERSE)	= 19.0 KIPS	AND = 19.0 KIPS

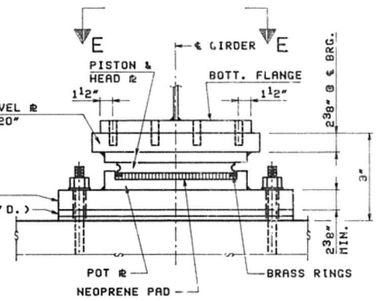
BEARING DETAILS @ PIERS 9 & 15



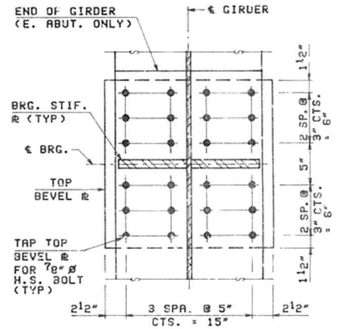
TOP ℞ ELEVATION



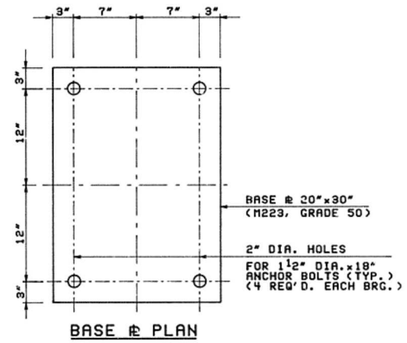
BEARING ELEVATION



SECTION C-C



SECTION E-E



BASE ℞ PLAN

BEARING DATA
PIERS 12, 16 & E. ABUT

MIN. DEAD LOADS	= 177.0 KIPS
MAX. DEAD LOADS	= 255.0 KIPS
LIVE LOAD + IMP	= 135.0 KIPS
TOTAL - MAXIMUM	= 390.0 KIPS
LONGITUDINAL LOADS-(MAX.)	
WIND	= 15.0 KIPS
OR EARTHQUAKE	= 300.0 KIPS
OR	
TRANSVERSE LOADS-(MAX.)	
WIND	= 6.4 KIPS
OR EARTHQUAKE	= 300.0 KIPS
ROTATION	= 0.01 RADIANS
MOVEMENT-(LONGITUDINAL)	= - INCHES
MOVEMENT-(TRANSVERSE)	= 0.25 INCHES
EARTHQUAKE-ANCHOR BOLTS	
(LONGITUDINAL)	= 300.0 KIPS
OR (TRANSVERSE)	= 300.0 KIPS

FLOATING BEARINGS, FIXED @ PIERS 12, 16 & E. ABUT.

(FOR ALL GIRDERS = 7+8+8=23 REQUIRED)
(1⁄8" SHIM ℞ REQUIRED FOR GIRDER G6 - PIER 16 & GIRDER G7 - E. ABUT.)

NOTE:

1. FOR BEARING NOTES, BILL OF MATERIAL & OTHER DETAILS SEE DWG. NO. ESP-07.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
BEARING DETAILS - S-10 TO 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-06		1-09-92	181

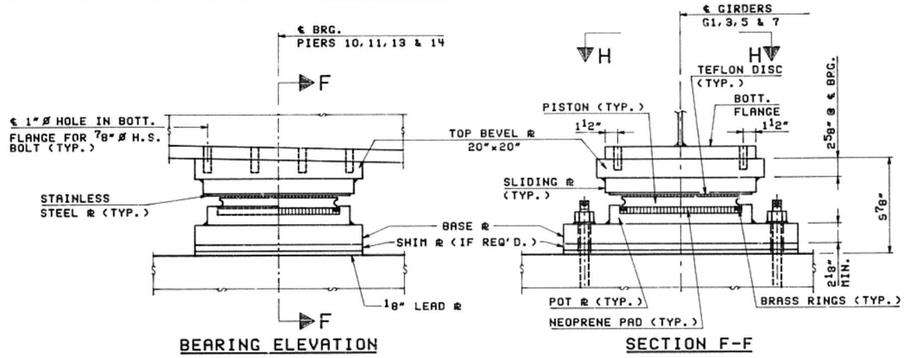
IN CHARGE: PCW DESIGNED BY: TAH CHECKED BY: MJR DRAFTED BY: SBA CHECKED BY: MJR ESTIMATED BY:

D C B A 0 A B C D

TAMERAN

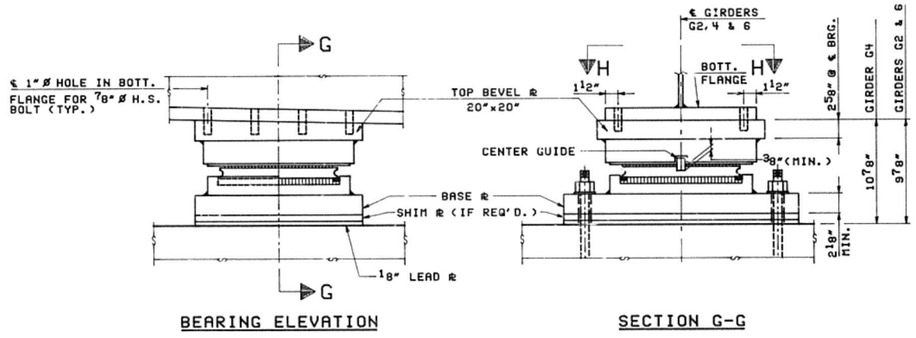
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	182	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

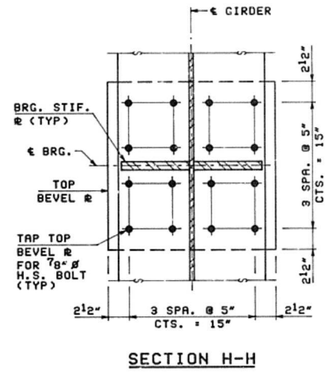
* 508-3-1: 50-2: (50)F&E-1, D AND P



FLOATING BEARINGS, NON-GUIDED EXPANSION @ PIERS 10, 11, 13 & 14

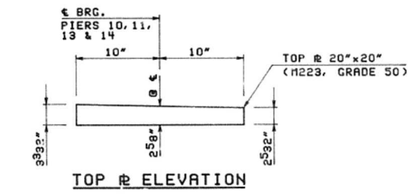
(FOR GIRDERS G1, 3, 5, & 7 = 4x4=16 REQUIRED)

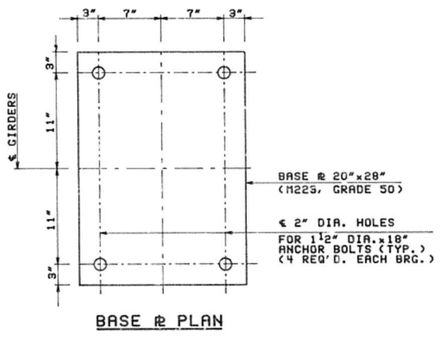




FLOATING BEARINGS, GUIDED EXPANSION @ PIERS 10, 11, 13 & 14

(FOR GIRDERS G2, 4 & 6 ONLY - 4x3=12 REQUIRED)





BEARING DATA

PIERS 10, 11, 13 & 14

	MULTIDIRECTIONAL	CENTER GUIDED
MIN. DEAD LOADS	= 179.0 KIPS	= 179.0 KIPS
MAX. DEAD LOADS	= 265.0 KIPS	= 265.0 KIPS
LIVE LOAD + IMP	= 135.0 KIPS	= 135.0 KIPS
TOTAL - MAXIMUM	= 400.0 KIPS	= 400.0 KIPS
TRANSVERSE LOADS-(MAX.)		
WIND	= 6.4 KIPS/GIRDER	= 6.4 KIPS/GIRDER
OR EARTHQUAKE	= 53.0 KIPS/GIRDER	= 53.0 KIPS/GIRDER
ROTATION	0.01 RADIANS	= 0.01 RADIANS
MOVEMENT-(LONGITUDINAL)	= 1.325 INCHES	= 1.625 INCHES
MOVEMENT-(TRANSVERSE)	= 0.250 INCHES	= 0.250 INCHES
EARTHQUAKE-ANCHOR BOLTS (TRANSVERSE)	= 53.0 KIPS	AND = 53.0 KIPS

BILL OF MATERIAL

ITEM	UNIT	TOTAL
FLOATING BEARINGS, FIXED (990.0 KIPS)	EACH	28
FLOATING BEARINGS, NON-GUIDED EXPANSION (180.0 KIPS)	EACH	12
FLOATING BEARINGS, NON-GUIDED EXPANSION (400.0 KIPS)	EACH	16
FLOATING BEARINGS, GUIDED EXPANSION (180.0 KIPS)	EACH	10
FLOATING BEARINGS, GUIDED EXPANSION (400.0 KIPS)	EACH	12

NOTES:

1. ALL DETAILED DESIGNS, DRAWINGS & INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION. SEE SPECIAL PROVISIONS
2. SEE DWG. NO. CAM-09 FOR ANCHOR BOLT INSTALLATION.
3. ANCHOR BOLTS AT FIXED BEARINGS MAY BE BUILT INTO THE MASONRY.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
BEARING DETAILS - S-10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-07		1-09-92	182

BEARING DETAILS @ PIERS 10, 11, 13 & 14

IN CHARGE: PCH DESIGNED BY: THM CHECKED BY: MJR DRAFTED BY: SBA CHECKED BY: MJR ESTIMATED BY:

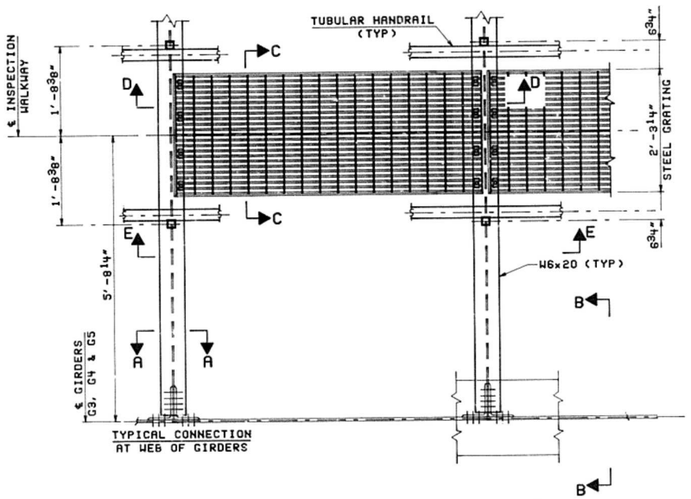
D C B A 0 A B C D

TAMERAN

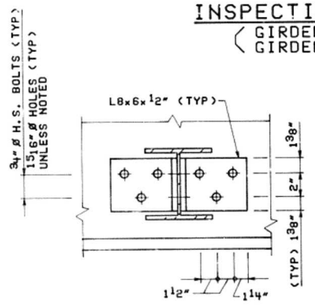
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	183	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1: 50-2: (50)F&E-1, D AND P

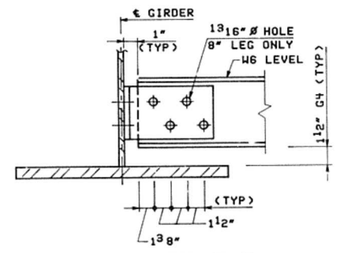
ESTIMATED BY: TV CHECKED BY: MGB DRAFTED BY: SBA CHECKED BY: TV
DESIGNED BY: TV CHECKED BY: MGB
IN CHARGE: PCW



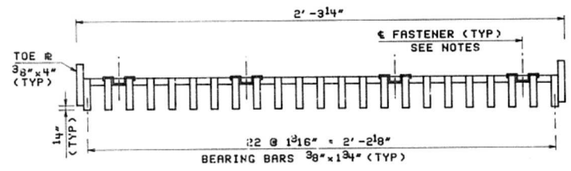
INSPECTION WALKWAY PLAN
(GIRDER G3 & G5 SHOWN
GIRDER G4 BOTH SIDES)



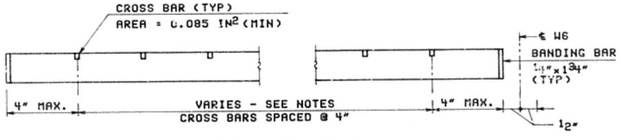
SECTION A-A



SECTION B-B

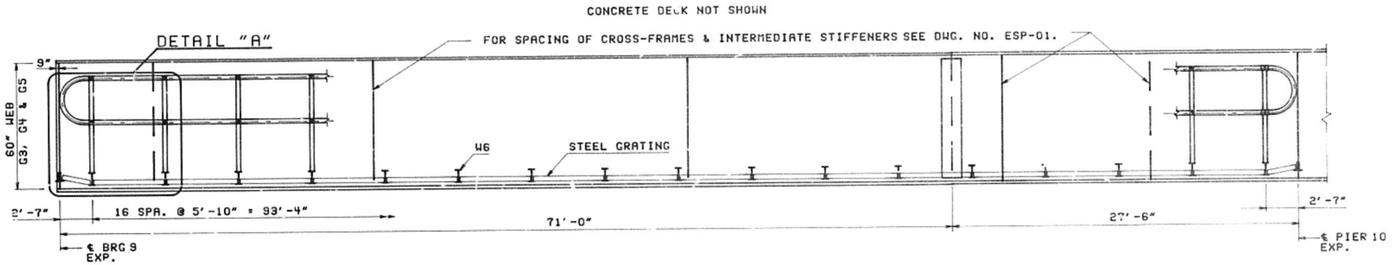


SECTION C-C
(TYPICAL CROSS SECTION)

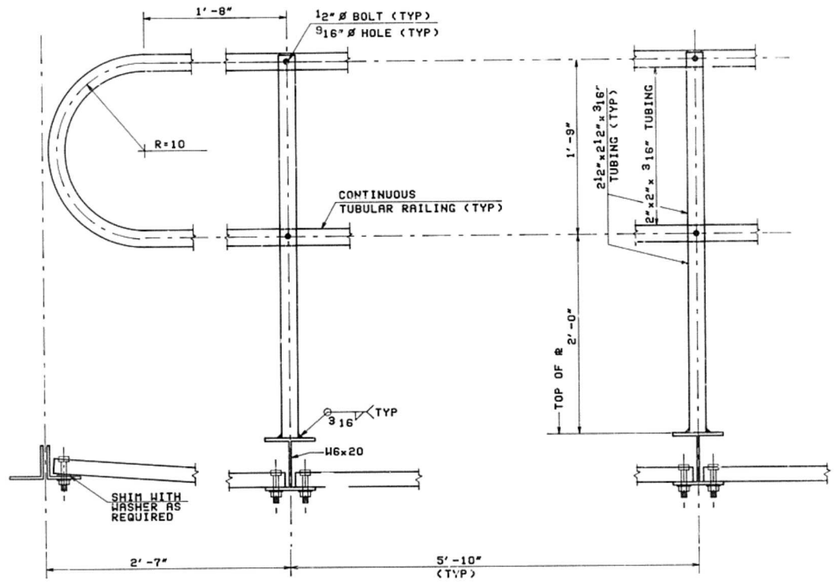


SECTION D-D

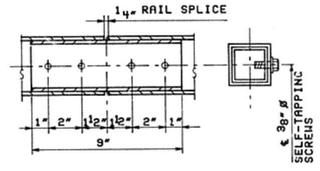
CONCRETE DECK NOT SHOWN



INSPECTION WALKWAY ELEVATION E -E



DETAIL "A"
(AT PIER 9 & PIER 10)



RAIL SPLICE

NOTES:

1. WALKWAY LOADING:
   DEAD LOAD + 100 LB/FT² UNIFORM LIVE LOAD
   OR 500 LB CONCENTRATED LIVE LOAD.
2. STEEL GRATING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "STEEL GRATING". SEE SPECIAL PROVISIONS.
3. SPACING OF CROSS BARS AND GRATING FASTENERS AS RECOMMENDED BY MANUFACTURER AND AS APPROVED BY THE ENGINEER.
4. PIPE HANDRAIL (SPECIAL) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR "PIPE HANDRAIL (SPECIAL)", AND SHALL BE IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.
5. PIPE HANDRAIL (SPECIAL) SHALL BE STRUCTURAL TUBING CONFORMING TO THE REQUIREMENTS OF ASTM A500, GRADE A.
6. ALL TUBULAR HANDRAIL MEMBERS, STEEL SHAPES, PLATES AND STEEL GRATINGS SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH FIELD COAT SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.
7. VENT HOLES SHALL BE PROVIDED IN ALL CLOSED TUBULAR HANDRAIL SECTIONS PRIOR TO PAINTING.
8. HORIZONTAL TUBULAR HANDRAIL MEMBERS SHALL BE CONTINUOUS. PROVIDE 9/16" ø HOLES FOR 1/2" ø BOLTS. FIELD DRILL 9/16" ø HOLE IN HORIZONTAL HANDRAIL MEMBERS. PROVIDE WASHER AND LOCKNUT FOR BOLTS. THE LENGTHS OF THE HANDRAILS AND PROVISIONS FOR EXPANSION JOINTS SHALL BE IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS, AND AS APPROVED BY THE ENGINEER.
9. ALL FIELD DRILLED HOLES SHALL BE COATED WITH AN APPROVED ZINC RICH PAINT.
10. ALL BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M232.
11. HARDENED WASHERS SHALL BE REQUIRED OVER ALL 15/16" ø HOLES.
12. SEE DWG. NO. ESP-01 FOR BEAM LAYOUT.

BILL OF MATERIAL

ITEM	UNIT	TAZEWELL COUNTY
STEEL GRATING	SQ FT	441
PIPE HANDRAIL (SPECIAL)	LIN FT	394

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
INSPECTION WALKWAY & DETAILS - S-10

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

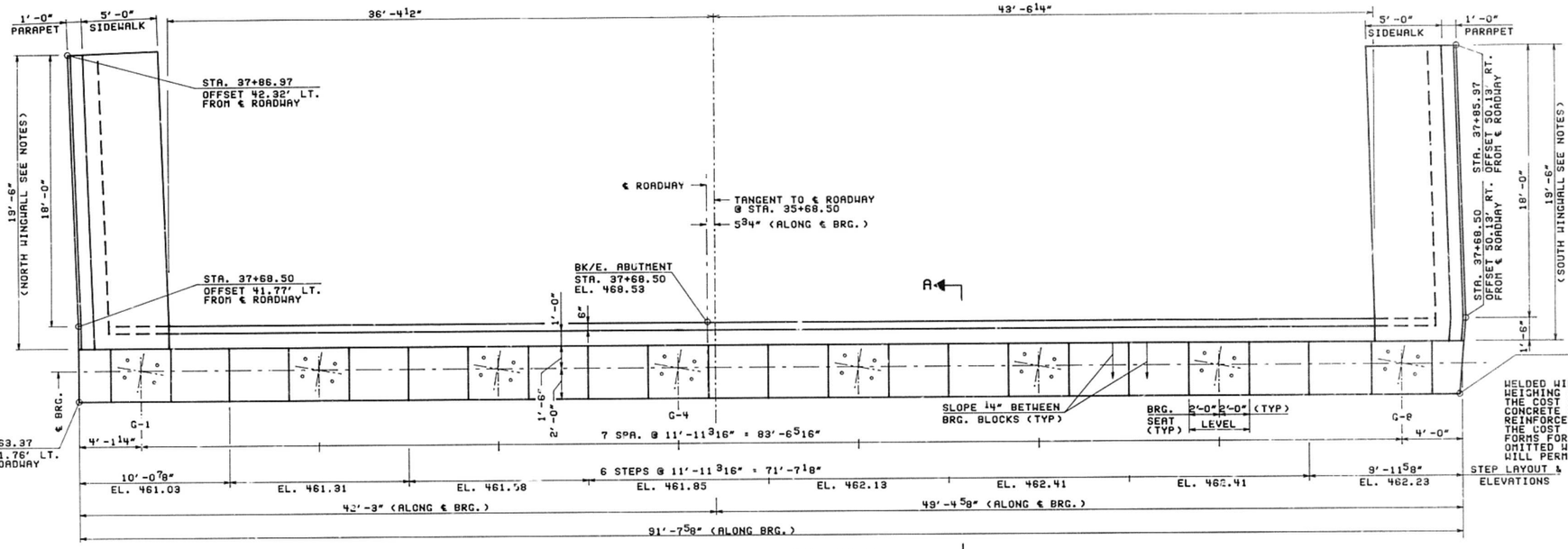
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESP-08	N.T.S.	1-09-92	183

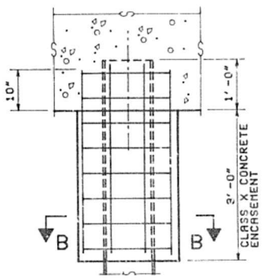
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6715	*	PEORIA & TAZEWELL	184	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

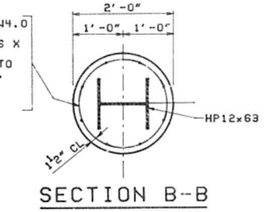
* 508-3-1: 50-2: (50)FAE-1. D AND P



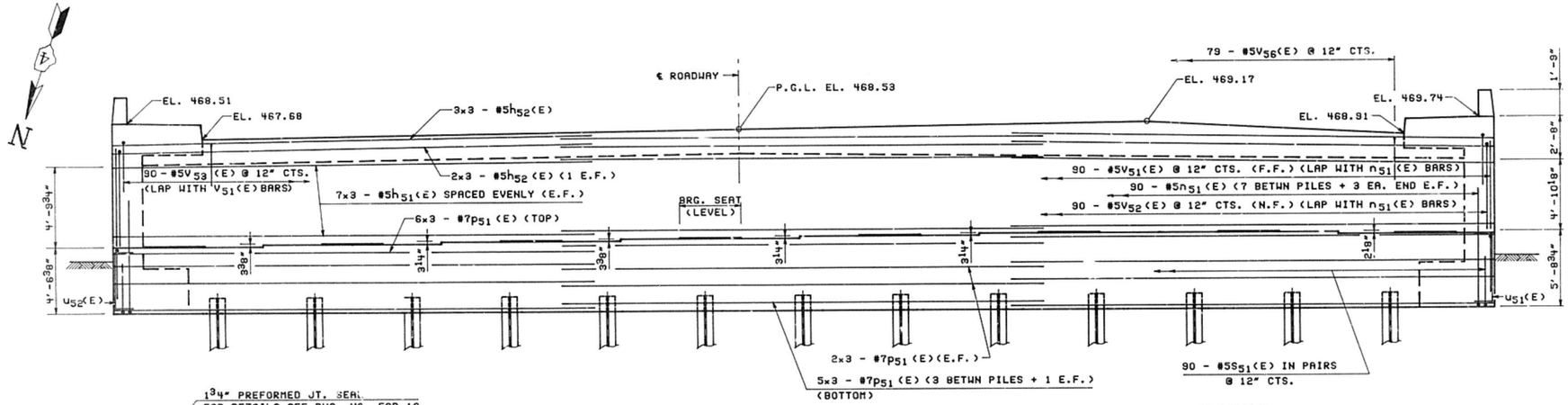
TOP PLAN - EAST ABUTMENT



SEC. THRU ABUT.

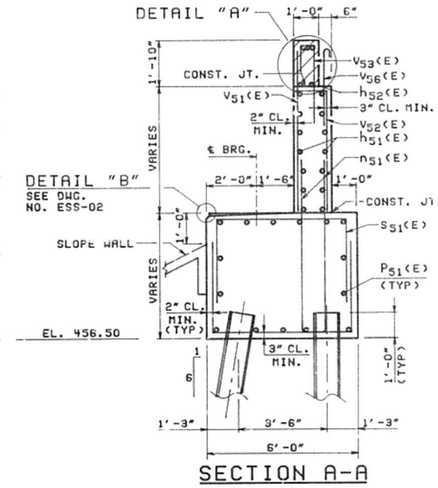


SECTION B-B

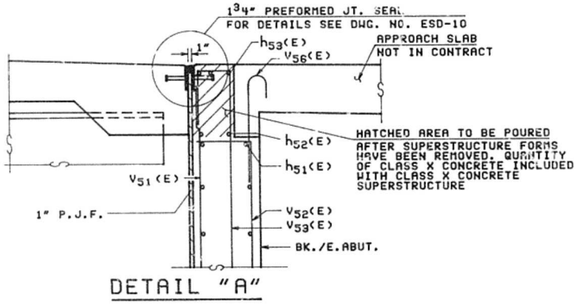


ELEVATION

(ELEVATIONS GIVEN AT BACK OF ABUTMENT)



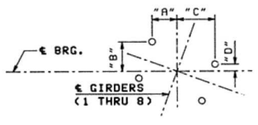
SECTION A-A



DETAIL "A"

OFFSET FOR ANCHOR BOLTS

BEAM NO.	SPAN 17			
	"A"	"B"	"C"	"D"
G-1	11.961"	7.011"	12.038"	6.934"
G-2	11.881"	7.200"	12.115"	6.798"
G-3	11.926"	7.125"	12.073"	6.874"
G-4	11.717"	7.463"	12.264"	6.526"
G-5	11.634"	7.593"	12.336"	6.389"
G-6	11.549"	7.722"	12.406"	6.252"
G-7	11.463"	7.849"	12.474"	6.115"
G-8	11.376"	7.974"	12.541"	5.978"



NOTES:

1. FOR WINGWALL DETAILS AND REINFORCEMENT SEE DWG. NO. ESS-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ESS-02.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. BARS INDICATED THUS 7x3 - #5 ETC. INDICATES 7 LINES OF BARS WITH 3 LENGTHS PER LINE.
5. ALL EDGES OF CONCRETE TO BE 3/4" CHAMFERED.

MIN. LAP

#4 BARS = 1'-8"
#5 BARS = 2'-2"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
EAST ABUTMENT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

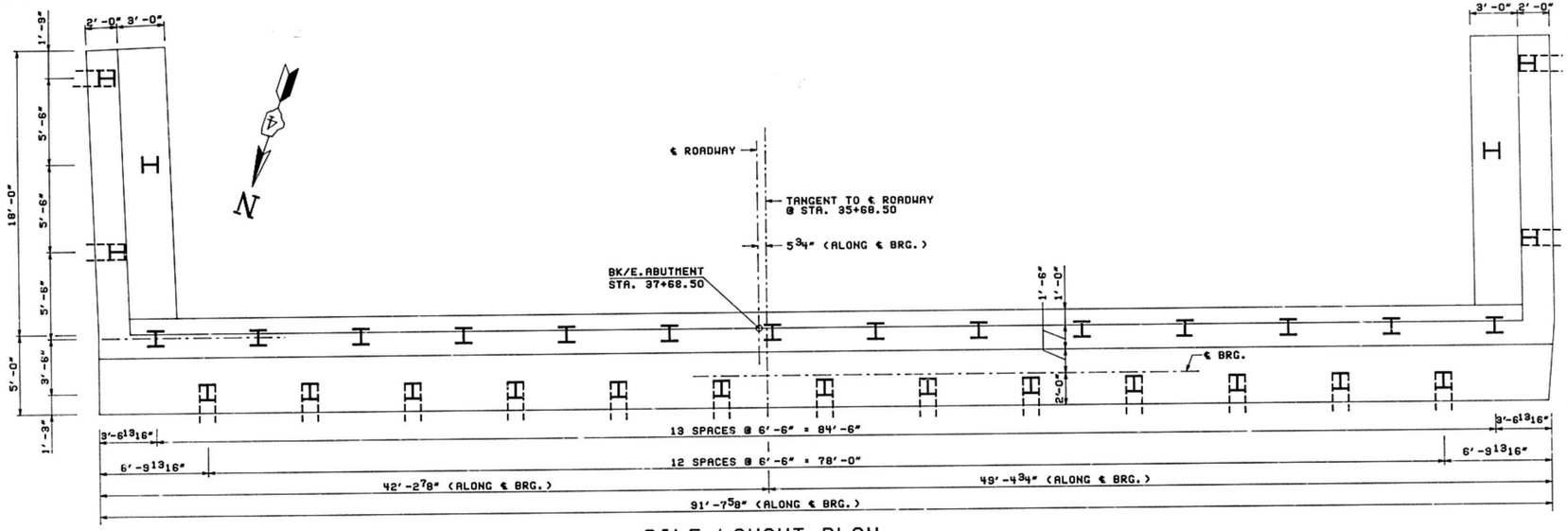
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-01	N.T.S.	1-09-92	184

DESIGNED BY: TV
DRAFTED BY: SBA
CHECKED BY: TMH
ESTIMATED BY: TV
CHECKED BY: HSJ
IN CHARGE: PCW

D C B A 0 A B C D

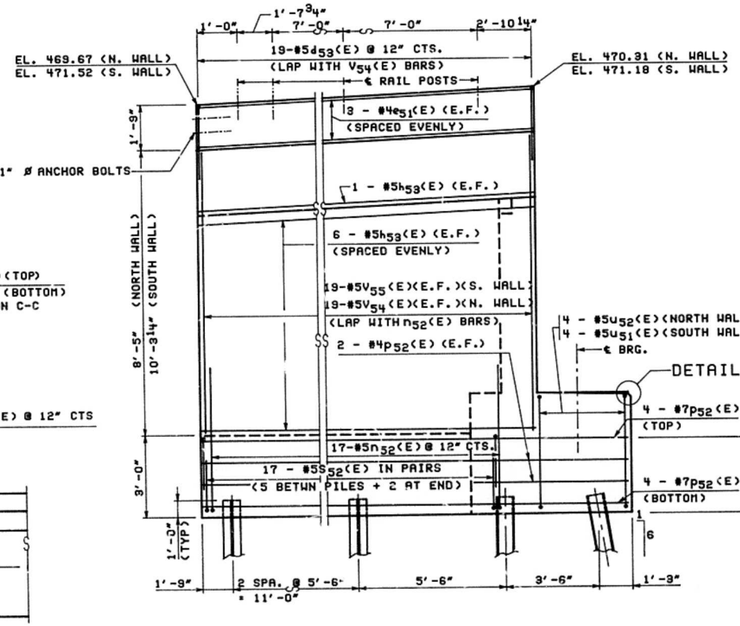
TAMERAN



PILE LAYOUT PLAN

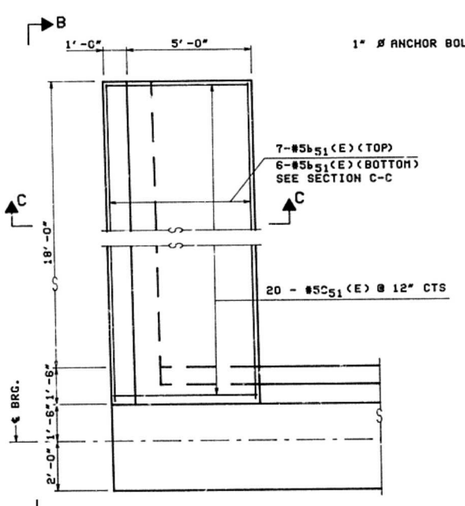
PILE DATA

TYPE: HP12x63 (DRIVEN TO REFUSAL)
EST. LENGTH: 50 FT.
NO. REQ'D: 91
TEST PILE: 2



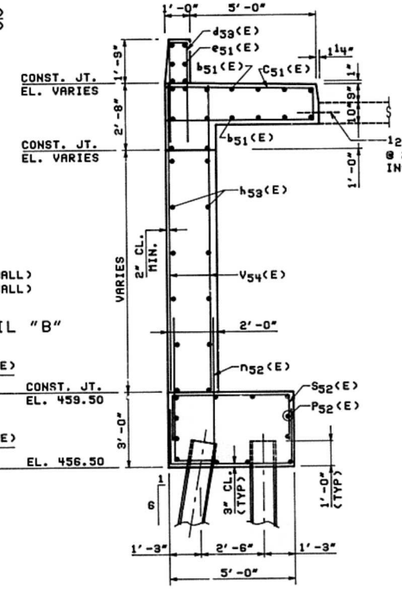
VIEW B-B

(NORTH WINGWALL AS SHOWN
SOUTH WINGWALL SIMILAR
EXCEPT AS NOTED)

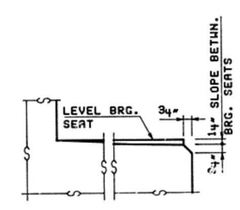


TOP PLAN - WINGWALL

(NORTH WINGWALL AS SHOWN
SOUTH WINGWALL SIMILAR)



SECTION C-C



DETAIL "B"

NOTES:

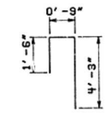
1. FOR STATIONS AND OFFSETS SEE DRAWING NO. ESS-01.
2. FOR RAIL TERMINAL SECTION SEE STANDARD DRAWING NO. R-20.
3. FOR TRAFFIC BARRIER TERMINAL SEE STANDARD DRAWING NO. 2340-4.



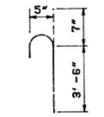
BARS	"A"	"B"
c51(E)	5'-6"	1'-3"
d53(E)	4'-0"	0'-8"
n51(E)	9'-0"	1'-2"
n52(E)	6'-6"	1'-8"
S51(E)	4'-1"	5'-6"
S52(E)	2'-3"	4'-6"
u51(E)	2'-3"	4'-2"
u52(E)	2'-3"	5'-4"



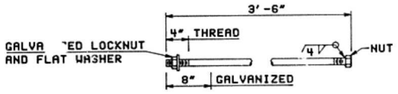
V52(E) BARS



V53(E) BARS



V56(E) BARS



1" ø ANCHOR BOLT

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	185	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* SOB-3-1; 50-2; (50)FAE-1, D AND P

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
b51(E)	26	#5	19'-3"	
c51(E)	40	#5	12'-3"	
d53(E)	38	#5	8'-8"	
e51(E)	12	#4	19'-3"	
h51(E)	42	#5	32'-0"	
h52(E)	15	#5	32'-0"	
h53(E)	28	#5	19'-3"	
n51(E)	90	#5	19'-2"	
n52(E)	34	#5	14'-8"	
p51(E)	45	#7	32'-0"	
p52(E)	24	#7	22'-6"	
s51(E)	180	#5	13'-8"	
s52(E)	68	#5	9'-0"	
u51(E)	4	#5	8'-8"	
u52(E)	4	#5	9'-10"	
V51(E)	90	#5	6'-0"	
V52(E)	90	#5	6'-6"	
V53(E)	90	#5	7'-3"	
V54(E)	38	#5	8'-0"	
V55(E)	38	#5	9'-9"	
V56(E)	79	#5	4'-1"	

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REINFORCEMENT BARS (EPOXY COATED)	LBS.	16450
CLASS X CONCRETE	CU. YDS.	190
CLASS X CONCRETE SUPERSTRUCTURE	CU. YDS.	5
TEST PILE STEEL HP12x63	EACH	2
STEEL PILES HP12x63	LIN. FT.	1550
STRUCTURE EXCAVATION	CU. YDS.	205
METAL SHOES	EACH	31

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
EAST ABUTMENT - DETAILS

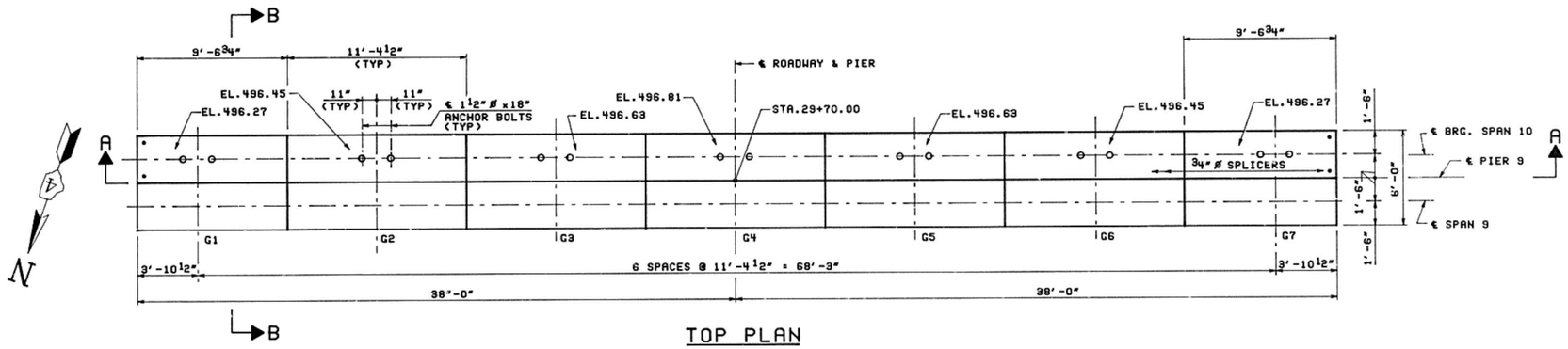
FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

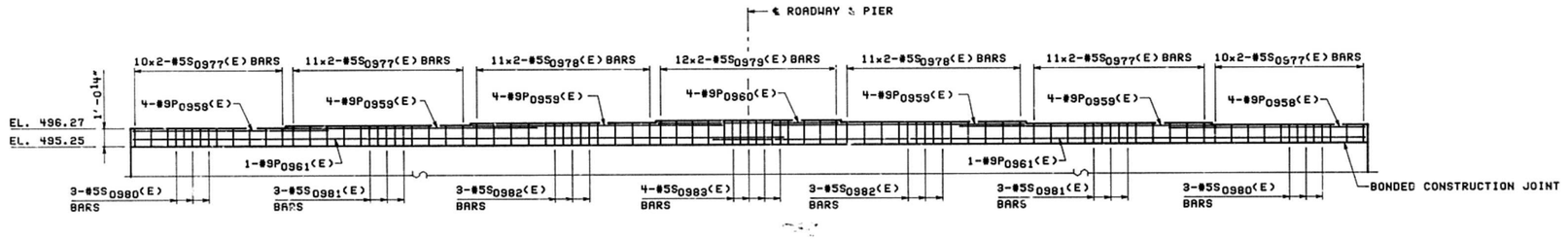
DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-02	N.T.S.	1-09-92	185

DRAFTED BY: SBA CHECKED BY: TV
DESIGNED BY: TV CHECKED BY: HSJ
ESTIMATED BY: TV CHECKED BY: THH
IN CHARGE: PCW

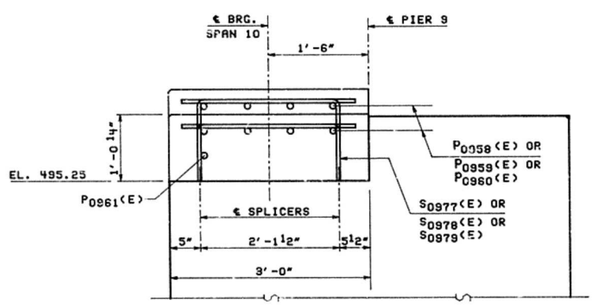
D C B A 0 A B C D
TAMERAN



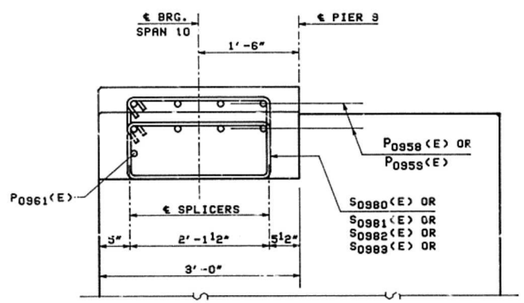
TOP PLAN



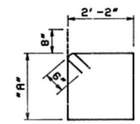
SECTION A-A



SECTION B-B
(BARS S_{0980}(E) THRU S_{0933}(E) NOT SHOWN)



SECTION B-B
(BARS S_{0977}(E) THRU S_{0979}(E) NOT SHOWN)



BARS S_{0980}(E) THRU S_{0983}(E)

BAR	"A"
S_{0980}(E)	0'-10"
S_{0981}(E)	1'- 0"
S_{0982}(E)	1'- 2"
S_{0983}(E)	1'- 4"

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	186	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)FAE-1, D AND P

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
P0958(E)	8	#9	13'-6"	——
P0959(E)	16	#9	15'-4"	——
P0960(E)	4	#9	11'-1"	——
P0961(E)	2	#9	40'-0"	——
S0977(E)	84	#6	3'-3"	——*
S0978(E)	44	#6	3'-5"	——*
S0979(E)	24	#6	3'-7"	——*
S0980(E)	6	#5	7'-4"	
S0981(E)	6	#5	7'-8"	
S0982(E)	6	#5	8'-0"	
S0983(E)	4	#5	8'-4"	
REINFORCEMENT BARS (EPOXY COATED)			LBS	2570
CLASS X CONCRETE			CU.YDS.	10

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

NOTE:

ALL 'S' BARS MARKED * SHALL HAVE ONE END THREADED. BEND IN FIELD AFTER FASTENING TO BAR SPLICER (COUPLER) AND PATCH DAMAGED EPOXY COATING. COST OF THREADING, FIELD BENDING AND PATCHING OF EPOXY COATING INCIDENTAL TO REINFORCEMENT BARS.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER - 9 - BEARING SEATS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-03	N.T.S.	1-09-92	186

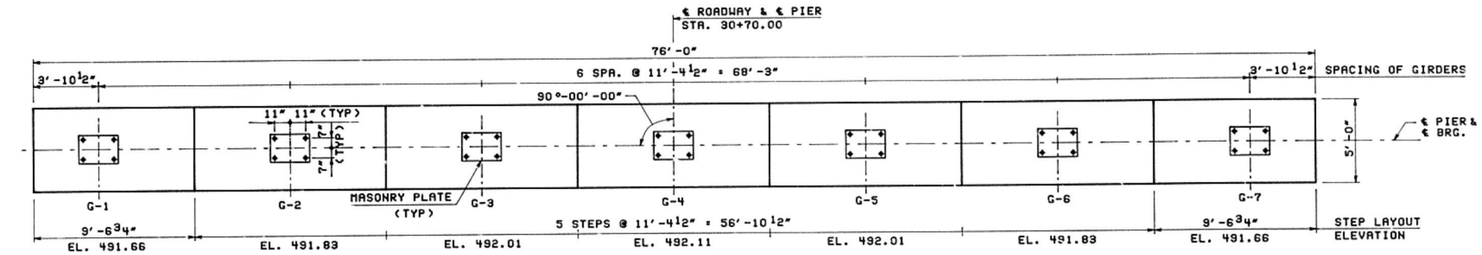
IN CHARGE: PCH DESIGNED BY: UG ESTIMATED BY: RJR CHECKED BY: HSJ DRAFTED BY: SBA CHECKED BY: HSJ

D C B A 0 A B C D

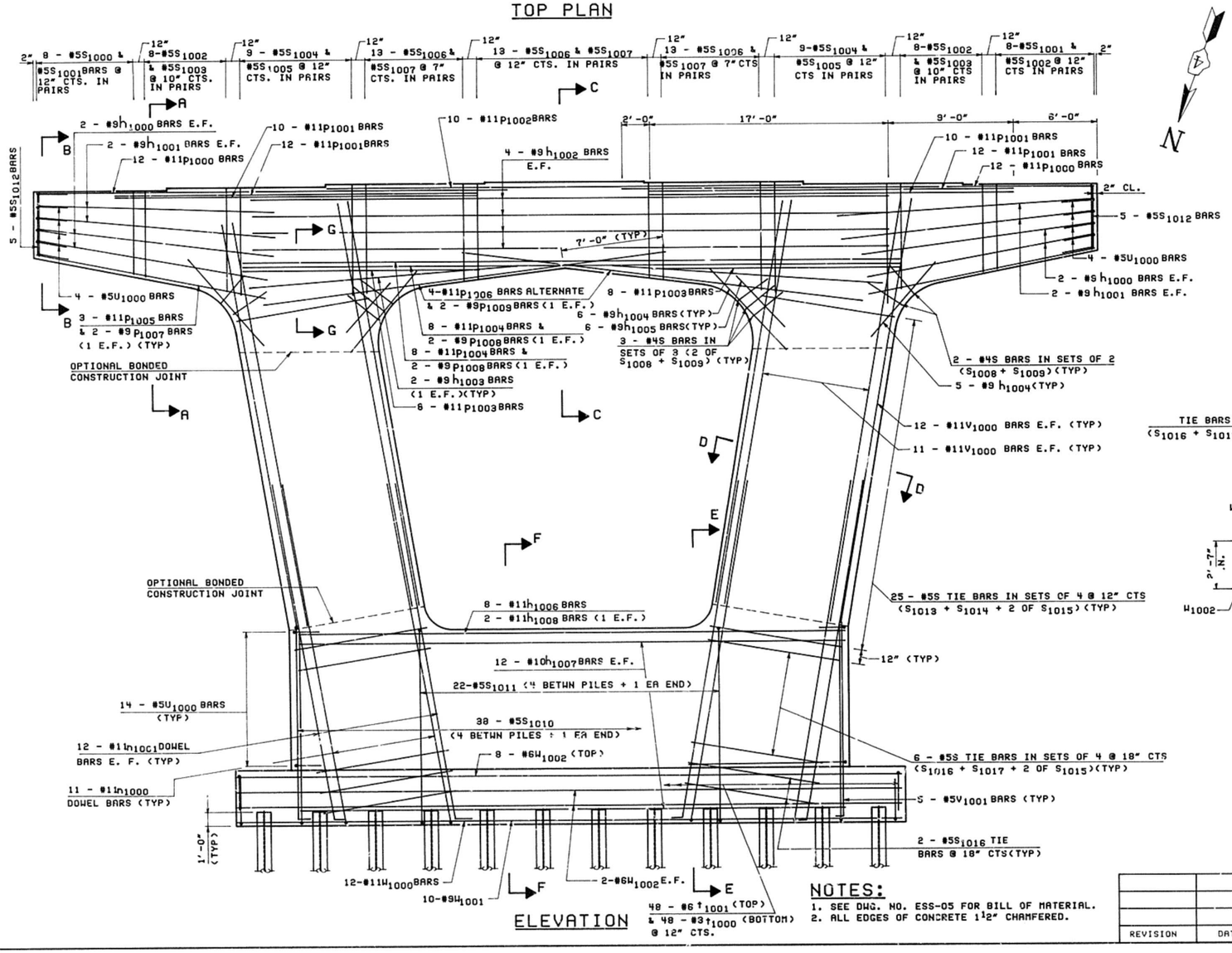
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	187	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

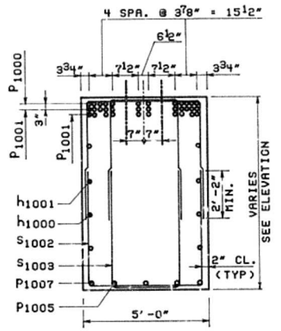
ESTIMATED BY: TV CHECKED BY: THH DRAFTED BY: SBA CHECKED BY: TV
DESIGNED BY: TV CHECKED BY: HSJ
IN CHARGE: PCW



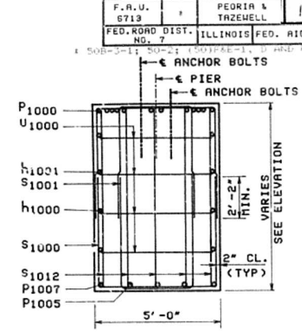
TOP PLAN



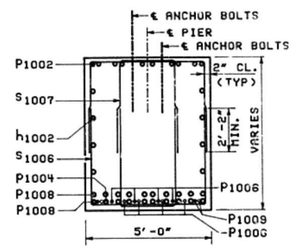
ELEVATION



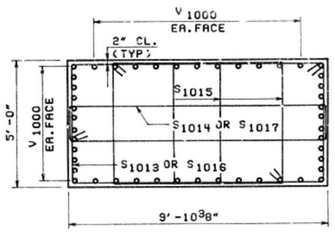
SECTION A-A



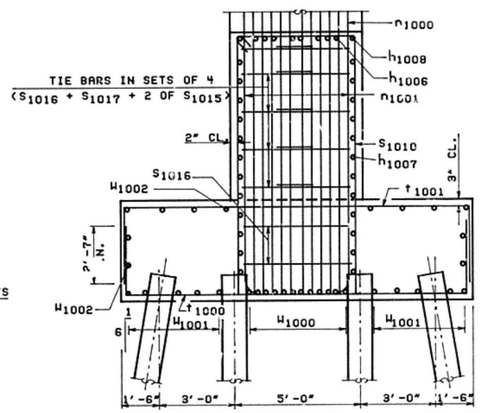
SECTION B-B



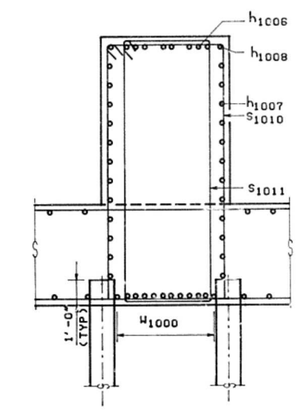
SECTION C-C



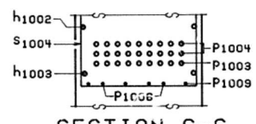
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:

1. SEE DWG. NO. ESS-05 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-10

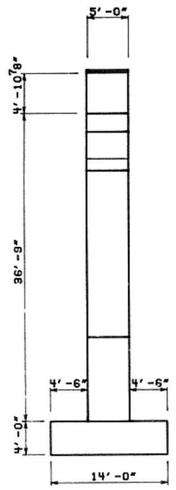
FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

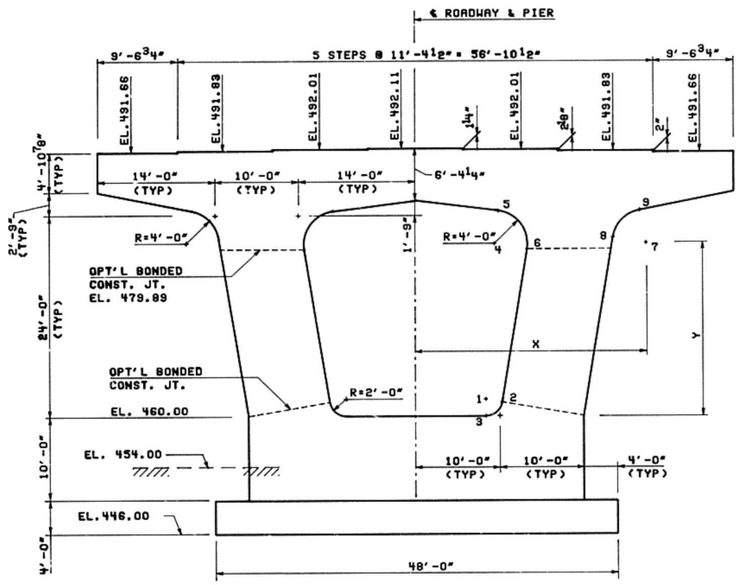
DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-04	N.T.S.	1-09-92	187

D C B A 0 A B C D
TAMERAN

ESTIMATED BY: TW CHECKED BY: TMH DRAFTED BY: SBA CHECKED BY: TV
DESIGNED BY: TV CHECKED BY: HSJ
IN CHARGE: PCH



END VIEW



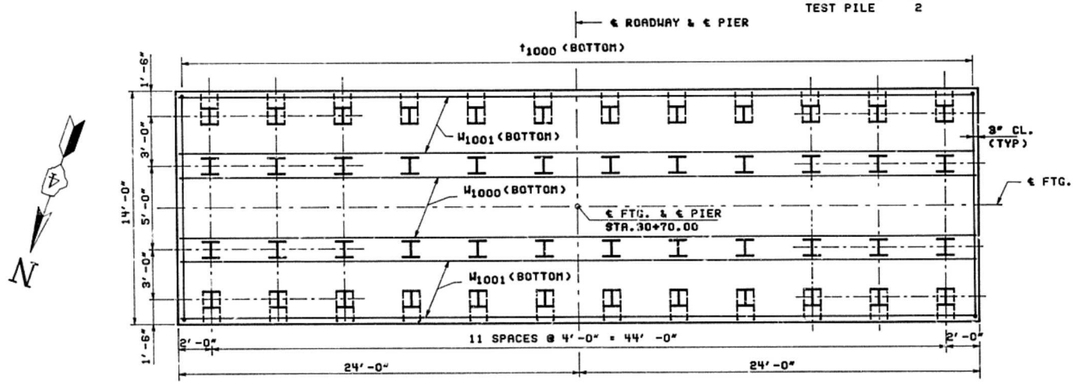
ELEVATION

CURVE COORDINATES

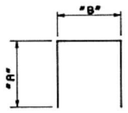
POINT	X (FT)	Y (FT)
1	8.3057	2.0000
2	10.2785	1.6712
3	8.3057	0.0000
4	9.3694	20.5477
5	9.8654	24.5168
6	13.3150	19.8901
7	27.4900	20.6091
8	23.5444	21.2667
9	26.7190	24.5341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 37 FT.
NO. REQ.D: 46
TEST PILE 2

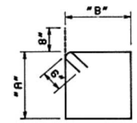


PLAN OF FOOTING



BARS n_{1000}, S_{1000} THRU S_{1009}, u_{1000}, t_{1000} & t_{1001}

BAR	"A"	"B"
n_{1000}	24'- 5"	4'- 3"
S_{1000}	4'- 0"	4'- 8"
S_{1001}	4'- 0"	2'- 2"
S_{1002}	4'- 6"	4'- 8"
S_{1003}	4'- 6"	2'- 2"
S_{1004}	5'- 3"	4'- 8"
S_{1005}	5'- 3"	2'- 2"
S_{1006}	4'- 9"	4'- 8"
S_{1007}	4'- 9"	2'- 2"
S_{1008}	4'- 0"	4'- 7"
S_{1009}	4'- 0"	2'- 2"
t_{1000}	2'- 8"	13'- 6"
t_{1001}	3'- 5"	13'- 6"
u_{1000}	2'- 0"	4'- 8"

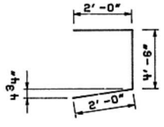


BARS S_{1010} THRU S_{1017}

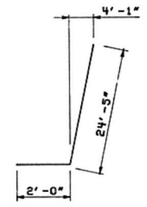
BAR	"A"	"B"
S_{1010}	13'- 6"	4'- 8"
S_{1011}	13'- 6"	3'- 8"
S_{1013}	9'- 6"	4'- 8"
S_{1014}	9'- 6"	1'- 6"
S_{1015}	4'-10"	4'- 8"
S_{1016}	9'- 6"	4'- 5"
S_{1017}	4'-10"	4'- 5"

NOTE:

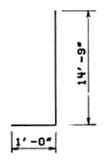
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BAR S_{1012}



BAR n_{1001}



BAR V_{1001}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1000}	8	# 9	17'- 6"	——
h_{1001}	8	# 9	20'- 6"	——
h_{1002}	8	# 9	45'- 3"	——
h_{1003}	4	# 9	16'- 6"	——
h_{1004}	22	# 9	8'- 0"	——
h_{1005}	12	# 9	5'- 0"	——
h_{1006}	8	#11	39'- 6"	——
h_{1007}	24	#10	33'- 6"	——
h_{1008}	2	#11	29'- 6"	——
n_{1000}	22	#11	53'- 1"	⌊
n_{1001}	48	#11	26'- 5"	⌊
P_{1000}	24	#11	34'- 0"	——
P_{1001}	44	#11	26'- 0"	——
P_{1002}	10	#11	34'- 0"	——
P_{1003}	16	#11	18'- 6"	——
P_{1004}	16	#11	48'- 0"	——
P_{1005}	6	#11	18'- 0"	——
P_{1006}	8	#11	30'- 0"	——
P_{1007}	4	# 9	15'- 0"	——
P_{1008}	4	#11	28'- 0"	——
P_{1009}	4	# 9	21'- 0"	——

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{1000}	32	# 5	12'- 8"	⌊
S_{1001}	32	# 3	10'- 2"	⌊
S_{1002}	32	# 5	13'- 8"	⌊
S_{1003}	32	# 5	11'- 2"	⌊
S_{1004}	36	# 5	15'- 2"	⌊
S_{1005}	36	# 5	12'- 8"	⌊
S_{1006}	78	# 5	14'- 2"	⌊
S_{1007}	78	# 5	11'- 8"	⌊
S_{1008}	16	# 4	12'- 7"	⌊
S_{1009}	10	# 4	10'- 2"	⌊
S_{1010}	38	# 5	37'- 8"	□
S_{1011}	22	# 5	35'- 3"	□
S_{1012}	10	# 5	8'- 6"	▽
S_{1013}	50	# 5	29'- 8"	□
S_{1014}	50	# 5	23'- 4"	□
S_{1015}	124	# 5	20'- 4"	□
S_{1016}	16	# 5	29'- 2"	□
S_{1017}	12	# 5	19'-10"	□
t_{1000}	48	# 8	18'-10"	⌊
t_{1001}	48	# 6	20'- 4"	⌊
u_{1000}	36	# 5	8'- 8"	⌊
V_{1000}	92	#11	29'- 6"	——
V_{1001}	10	# 5	15'- 9"	⌊
W_{1000}	12	#11	47'- 6"	——
W_{1001}	10	# 9	47'- 6"	——
W_{1002}	12	# 6	47'- 6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	305
REINFORCEMENT BARS	LBS.	80650
CLASS X CONCRETE	CU. YDS.	365
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1702
METAL SHOES	EACH	46

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	5	PEORIA & TAZEWELL	188	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-10 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-05	N.T.S.	1-09-92	188

D C B A 0 A B C D
TAMERAN

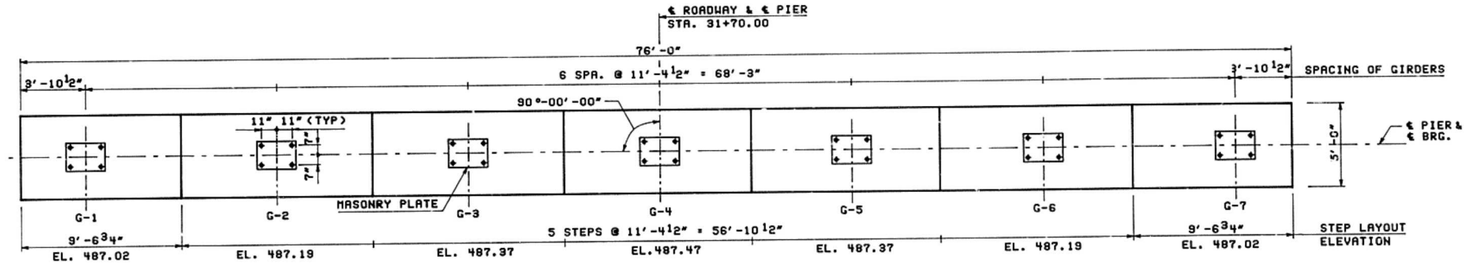
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	189	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SUBSTRUCTURE-1, D AND P

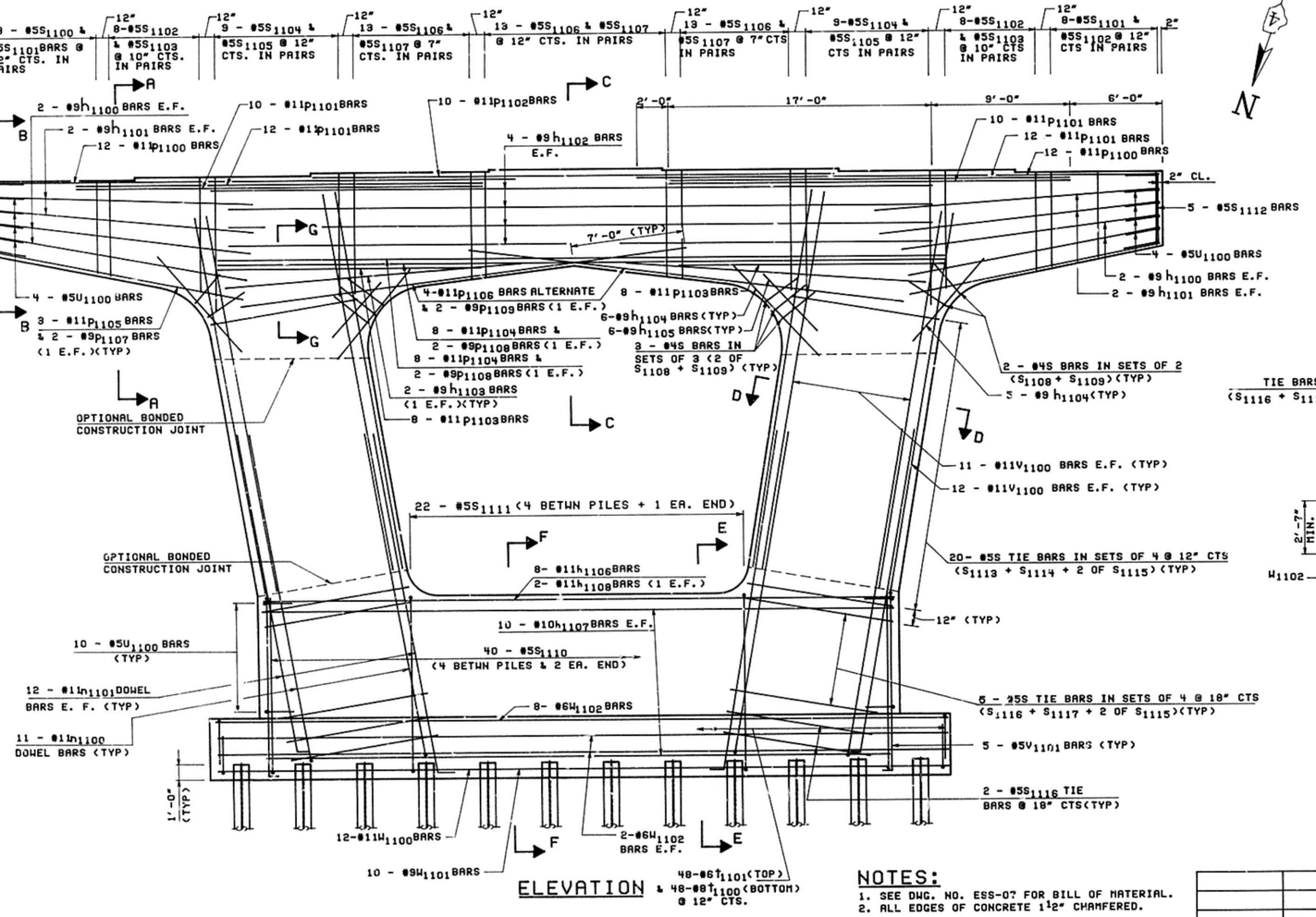
ESTIMATED BY: TV CHECKED BY: TMH DRAFTED BY: SBA CHECKED BY: TV

DESIGNED BY: TV CHECKED BY: HSJ

IN CHARGE: PCH

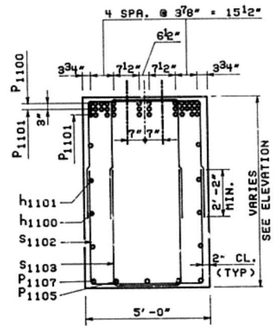


TOP PLAN

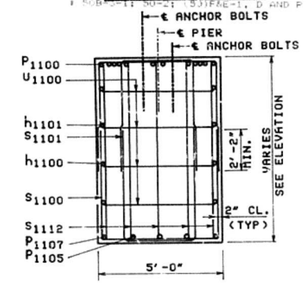


ELEVATION

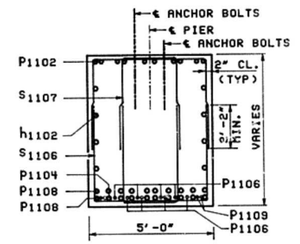
NOTES:
1. SEE DWG. NO. ESS-07 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1½" CHAMFERED.



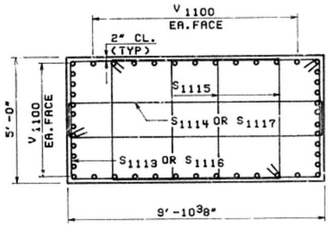
SECTION A-A



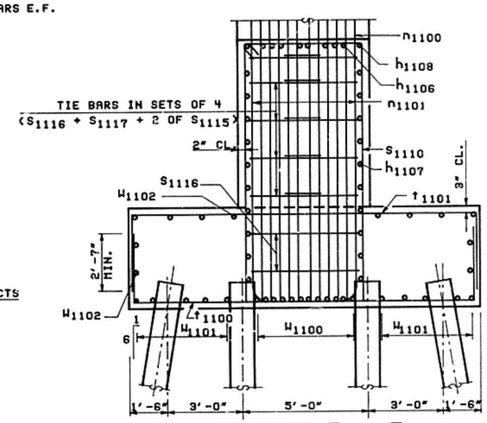
SECTION B-B



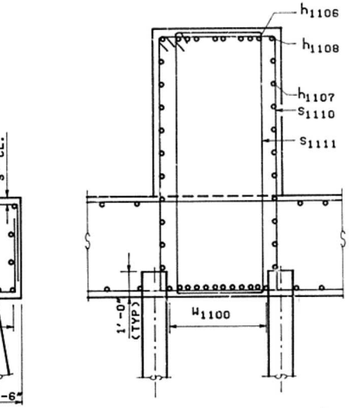
SECTION C-C



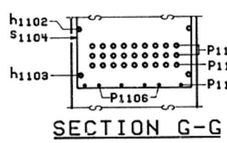
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-11

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

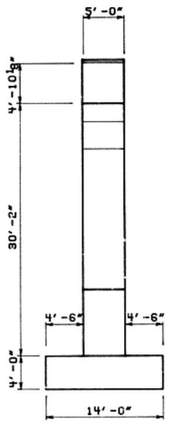
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-06	N.T.S.	1-09-92	189

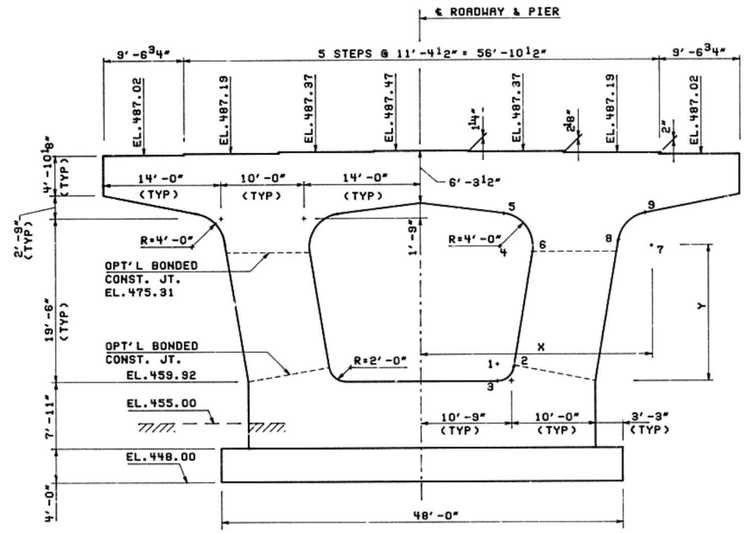
D C B A 0 A B C D

TAMERAN

IN CHARGE: PCH DESIGNED BY: TV CHECKED BY: TMH DRAFTED BY: SBA CHECKED BY: TV ESTIMATED BY: TV CHECKED BY: HSJ



END VIEW



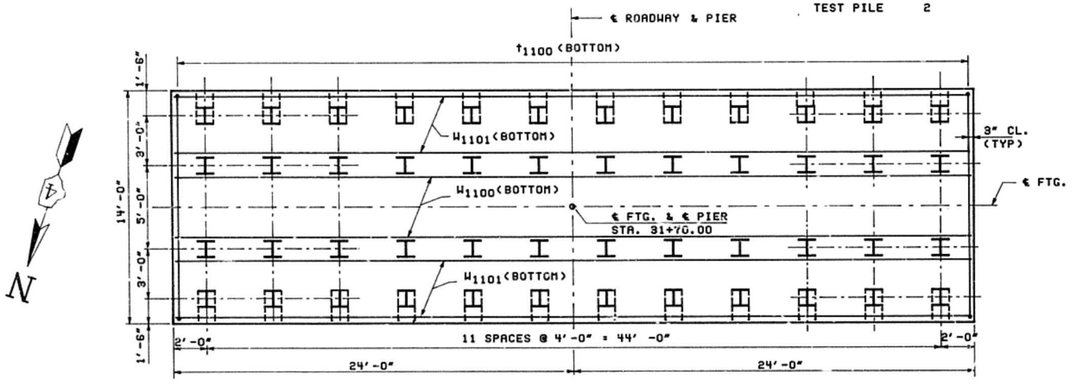
ELEVATION

CURVE COORDINATES

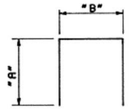
POINT	X (FT)	Y (FT)
1	9.0557	2.0000
2	11.0285	1.6712
3	9.0557	0.0000
4	9.3634	16.0477
5	9.9654	20.0168
6	13.3150	15.3901
7	27.4900	16.1091
8	23.5444	16.7667
9	26.7190	20.0341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 40 FT.
NO. REQ.D: 46
TEST PILE 2

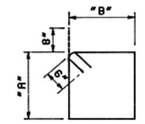


PLAN OF FOOTING



BARS n_{1100}, s_{1100} THRU s_{1109} u_{1100}, t_{1100} & t_{1101}

BAR	"A"	"B"
n_{1100}	22'- 4"	4'- 3"
s_{1100}	4'- 0"	4'- 8"
s_{1101}	4'- 0"	2'- 2"
s_{1102}	4'- 6"	4'- 8"
s_{1103}	4'- 6"	2'- 2"
s_{1104}	5'- 3"	4'- 8"
s_{1105}	5'- 3"	2'- 2"
s_{1106}	4'- 9"	4'- 8"
s_{1107}	4'- 9"	2'- 2"
s_{1108}	4'- 0"	4'- 7"
s_{1109}	4'- 0"	2'- 2"
t_{1100}	2'- 8"	13'- 6"
t_{1101}	3'- 5"	13'- 6"
u_{1100}	2'- 0"	4'- 8"

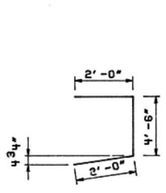


BARS s_{1010} THRU s_{1117}

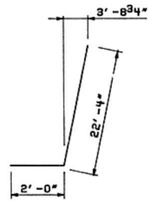
BAR	"A"	"B"
s_{1110}	11'- 6"	4'- 8"
s_{1111}	1'- 6"	3'- 8"
s_{1113}	9'- 6"	4'- 8"
s_{1114}	9'- 6"	1'- 6"
s_{1115}	4'-10"	4'- 8"
s_{1116}	9'- 6"	4'- 5"
s_{1117}	4'-10"	4'- 5"

NOTE:

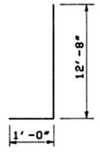
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BAR s_{1112}



BAR n_{1101}



BAR v_{1101}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1100}	8	# 9	17'- 6"	——
h_{1101}	8	# 9	20'- 6"	——
h_{1102}	8	# 5	45'- 3"	——
h_{1103}	4	# 9	16'- 6"	——
h_{1104}	22	# 9	8'- 0"	——
h_{1105}	12	# 9	5'- 0"	——
h_{1106}	8	#11	41'- 0"	——
h_{1107}	20	#10	41'- 0"	——
h_{1108}	2	#11	31'- 0"	——
n_{1100}	22	#11	48'-11"	⊏
n_{1101}	48	#11	24'- 4"	⌵
p_{1100}	24	#11	34'- 0"	——
p_{1101}	44	#11	26'- 0"	——
p_{1102}	10	#11	34'- 0"	——
p_{1103}	18	#11	18'- 6"	——
p_{1104}	16	#11	46'- 0"	——
p_{1105}	6	#11	18'- 0"	——
p_{1106}	8	#11	30'- 0"	——
p_{1107}	4	# 9	15'- 0"	——
p_{1108}	4	#11	28'- 0"	——
p_{1109}	4	# 9	21'- 0"	——

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	190	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* SOB-3-11 50-21 (50)FAS-1, 5 AND 8

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
s_{1100}	32	# 5	12'- 8"	⊏
s_{1101}	32	# 5	10'- 2"	⊏
s_{1102}	32	# 5	13'- 8"	⊏
s_{1103}	32	# 5	11'- 2"	⊏
s_{1104}	36	# 5	15'- 2"	⊏
s_{1105}	36	# 5	12'- 8"	⊏
s_{1106}	78	# 5	14'- 2"	⊏
s_{1107}	78	# 5	11'- 8"	⊏
s_{1108}	16	# 4	12'- 7"	⊏
s_{1109}	10	# 4	10'- 2"	⊏
s_{1110}	40	# 5	33'- 8"	□
s_{1111}	22	# 5	11'- 8"	□
s_{1112}	10	# 5	8'- 6"	□
s_{1113}	40	# 5	29'- 3"	□
s_{1114}	40	# 5	23'- 4"	□
s_{1115}	100	# 5	20'- 4"	□
s_{1116}	14	# 5	29'- 2"	□
s_{1117}	10	# 5	19'-10"	□
t_{1100}	48	# 8	18'-10"	⊏
t_{1101}	48	# 6	20'- 4"	⊏
u_{1100}	28	# 5	8'- 8"	⊏
v_{1100}	92	#11	24'- 6"	——
v_{1101}	10	# 5	13'- 8"	⌊
w_{1100}	12	#11	47'- 6"	——
w_{1101}	10	# 9	47'- 6"	——
w_{1102}	12	# 6	47'- 6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	550
REINFORCEMENT BARS	LBS.	75040
CLASS X CONCRETE	CU. YDS.	333
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1840
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-11 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

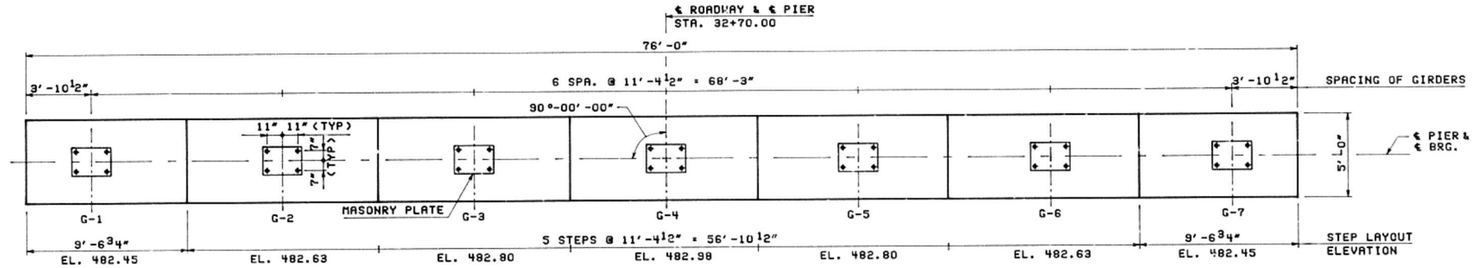
DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-07	N.T.S.	1-09-92	190

D C B A 0 A B C D

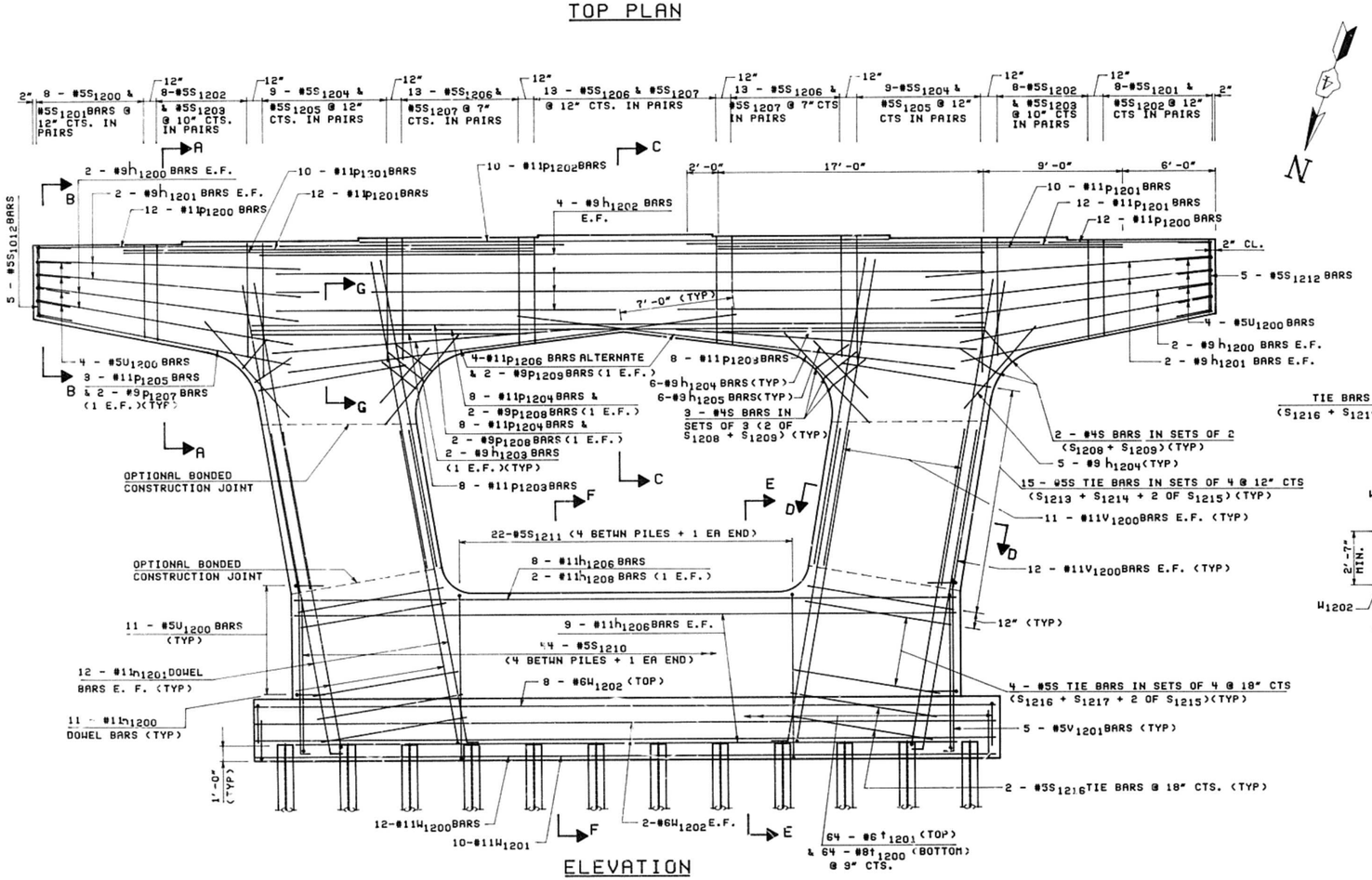
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	191	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

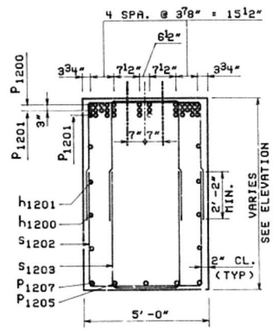
IN CHARGE: PCW DESIGNED BY: TV CHECKED BY: HSJ ESTIMATED BY: TV
DRAFTED BY: SBA CHECKED BY: TAH



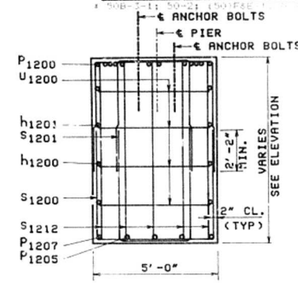
TOP PLAN



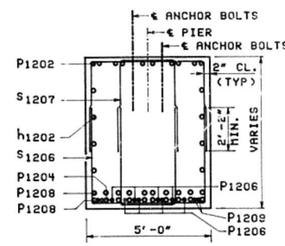
ELEVATION



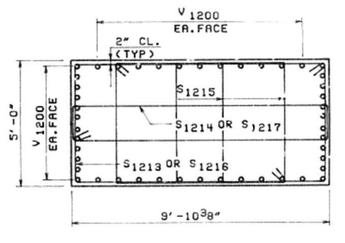
SECTION A-A



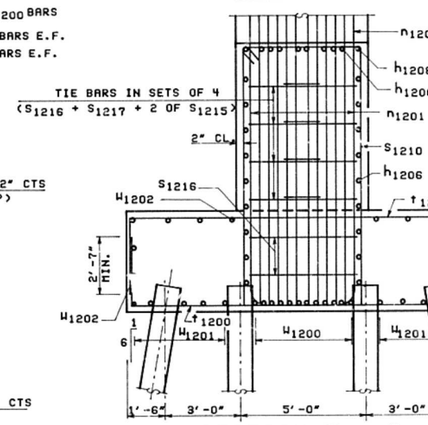
SECTION B-B



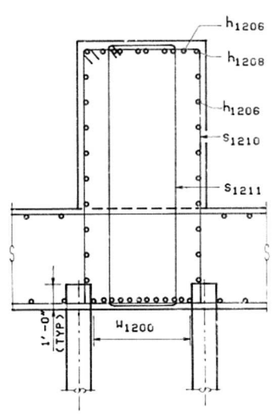
SECTION C-C



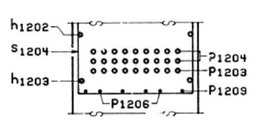
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:

1. SEE DWG. NO. ESS-09 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-12

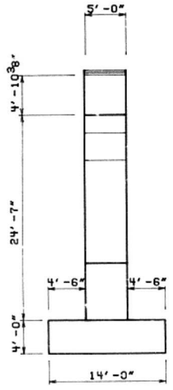
FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

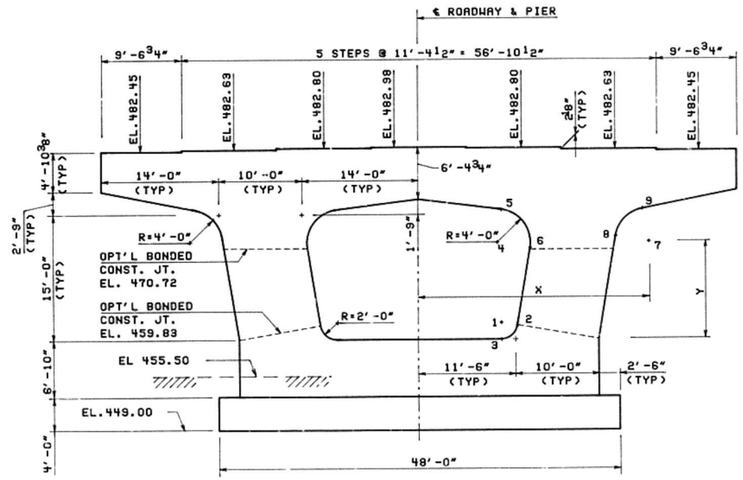
DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-08	N.T.S.	1-09-92	191

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	192	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



END VIEW



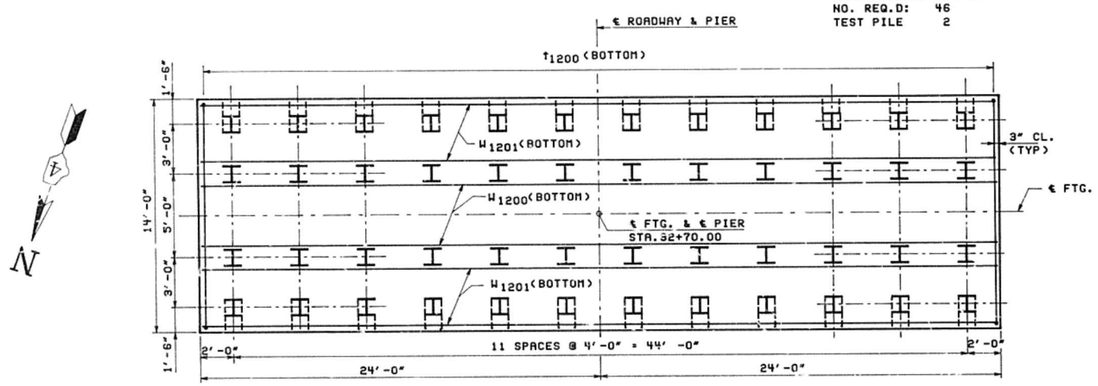
ELEVATION

CURVE COORDINATES

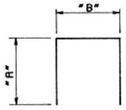
POINT	X (FT)	Y (FT)
1	9.8057	2.0000
2	11.7785	1.6712
3	9.8057	0.0000
4	9.3604	11.5477
5	9.8654	15.5168
6	13.3150	10.8901
7	27.4900	11.6091
8	23.5444	12.2667
9	26.7190	15.5341

PILE DATA

TYPE: HP12x63 (DRIVEN TO REFUSAL)
EST. LENGTH: 42 FT.
NO. REQ.D: 46
TEST PILE 2

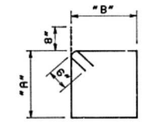


PLAN OF FOOTING



BARS n_{1200}, S_{1200} THRU S_{1209} u_{1200}, t_{1200} & t_{1201}

BAR	"A"	"B"
n_{1200}	21'-2"	4'-3"
S_{1200}	4'-0"	4'-8"
S_{1201}	4'-0"	2'-2"
S_{1202}	4'-6"	4'-8"
S_{1203}	4'-6"	2'-2"
S_{1204}	5'-3"	4'-8"
S_{1205}	5'-3"	2'-2"
S_{1206}	4'-9"	4'-8"
S_{1207}	4'-9"	2'-2"
S_{1208}	4'-0"	4'-7"
S_{1209}	4'-0"	2'-2"
t_{1200}	2'-8"	13'-6"
t_{1201}	3'-5"	13'-6"
u_{1200}	2'-0"	4'-8"

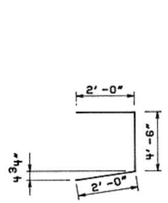


BARS S_{1210} THRU S_{1217}

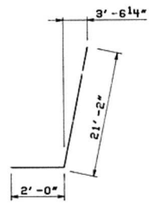
BAR	"A"	"B"
S_{1210}	10'-5"	4'-8"
S_{1211}	10'-5"	3'-8"
S_{1213}	9'-6"	4'-8"
S_{1214}	9'-6"	1'-6"
S_{1215}	4'-10"	4'-8"
S_{1216}	9'-6"	4'-5"
S_{1217}	4'-10"	4'-5"

NOTE:

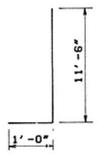
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BAR S_{1212}



BAR n_{1201}



BAR V_{1201}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1200}	8	# 9	17'-6"	——
h_{1201}	3	# 9	20'-6"	——
h_{1202}	8	# 9	45'-3"	——
h_{1203}	4	# 9	16'-6"	——
h_{1204}	22	# 9	8'-0"	——
h_{1205}	12	# 9	5'-0"	——
h_{1206}	26	#11	42'-6"	——
h_{1208}	2	#11	32'-6"	——
n_{1200}	22	#11	46'-7"	⌊
n_{1201}	48	#11	23'-2"	⌒
P_{1200}	24	#11	34'-0"	——
P_{1201}	44	#11	26'-0"	——
P_{1202}	10	#11	34'-0"	——
P_{1203}	16	#11	18'-6"	——
P_{1204}	16	#11	48"-0"	——
P_{1205}	6	#11	18'-0"	——
P_{1206}	8	#11	30'-0"	——
P_{1207}	4	# 9	15'-0"	——
P_{1208}	4	#11	28'-0"	——
P_{1209}	4	# 9	21'-0"	——

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{1200}	32	# 5	12'-8"	⌊⌋
S_{1201}	32	# 5	10'-2"	⌊⌋
S_{1202}	32	# 5	13'-8"	⌊⌋
S_{1203}	32	# 5	11'-2"	⌊⌋
S_{1204}	36	# 5	15'-2"	⌊⌋
S_{1205}	36	# 5	12'-3"	⌊⌋
S_{1206}	78	# 5	14'-2"	⌊⌋
S_{1207}	78	# 5	11'-8"	⌊⌋
S_{1208}	16	# 4	12'-7"	⌊⌋
S_{1209}	10	# 4	10'-2"	⌊⌋
S_{1210}	44	# 5	31'-6"	□
S_{1211}	22	# 5	29'-6"	□
S_{1212}	10	# 5	8'-6"	▱
S_{1213}	30	# 5	29'-8"	□
S_{1214}	30	# 5	24'-4"	□
S_{1215}	76	# 5	20'-4"	□
S_{1216}	12	# 5	29'-2"	□
S_{1217}	8	# 5	19'-10"	□
t_{1200}	64	# 8	18'-10"	⌊⌋
t_{1201}	64	# 8	20'-4"	⌊⌋
u_{1200}	30	# 5	8'-8"	⌊
V_{1200}	92	#11	20'-0"	——
V_{1201}	10	# 5	12'-6"	⌋
W_{1200}	12	#11	47'-6"	——
W_{1201}	10	#11	47'-6"	——
W_{1202}	12	# 6	47'-6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	531
REINFORCEMENT BARS	LBS.	74380
CLASS X CONCRETE	CU. YDS.	311
TEST PILE STEEL HP12x63	EACH	2
STEEL PILES HP12x63	LIN. FT.	1932
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-12 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

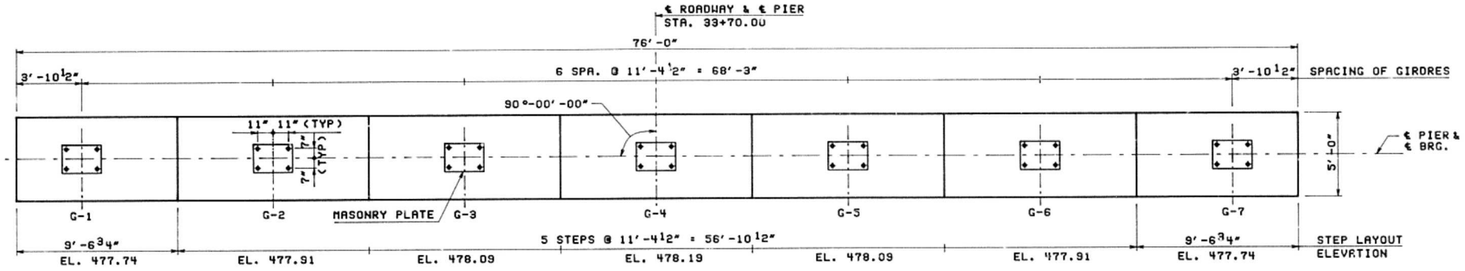
DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-09	N.T.S.	1-09-92	192

IN CHARGE: PCW DESIGNED BY: TV CHECKED BY: HSJ ESTIMATED BY: TV
CHECKED BY: TNH DRAFTED BY: SBA CHECKED BY: TV

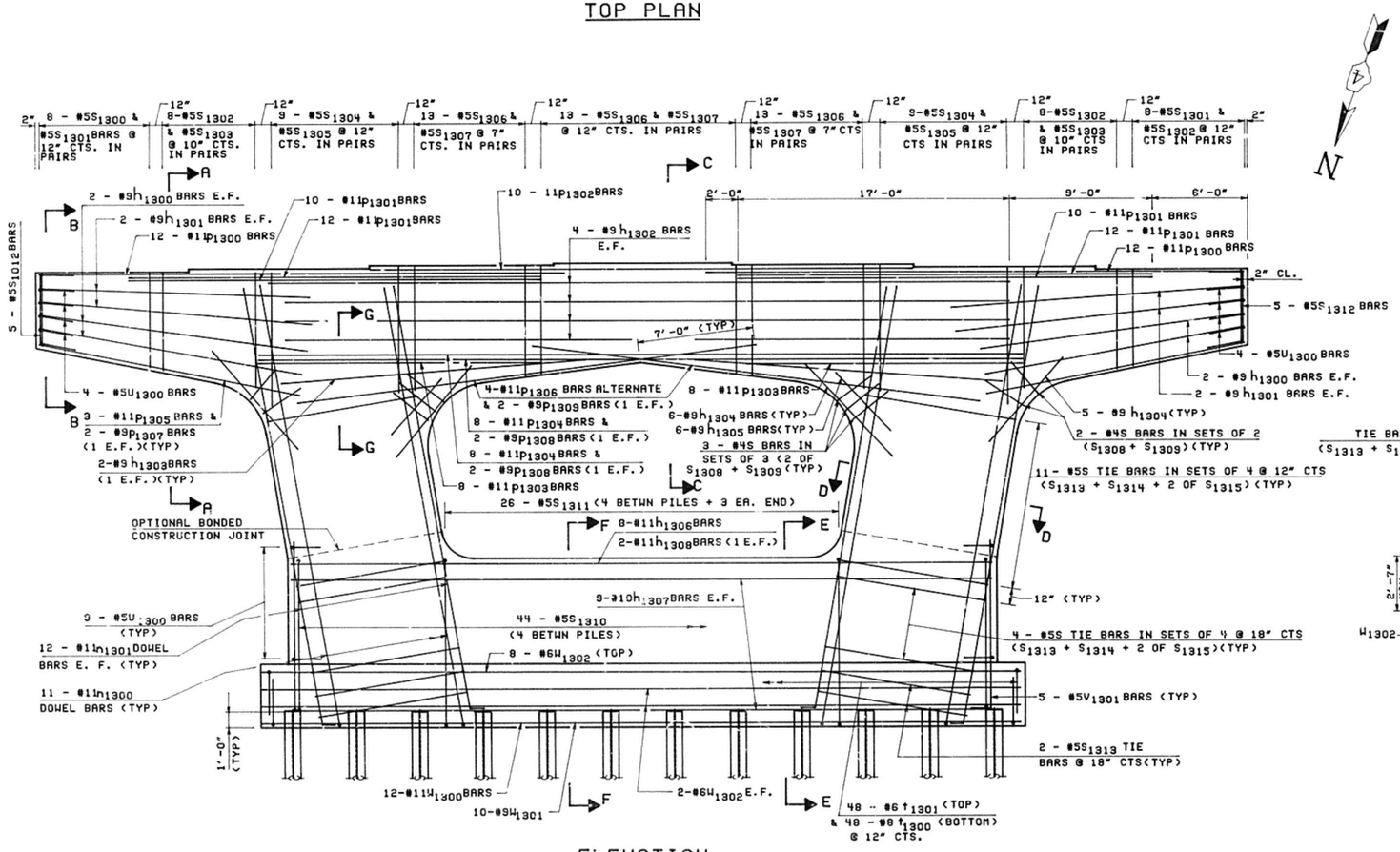
D C B A 0 A B C D

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	193	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

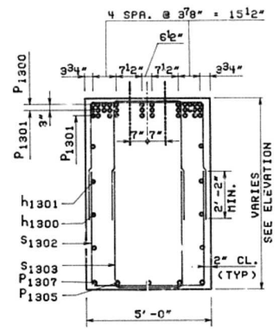
IN CHARGE: PCW | DESIGNED BY: TV | CHECKED BY: HSJ | DRAFTED BY: SBA | CHECKED BY: TMH | ESTIMATED BY: TV



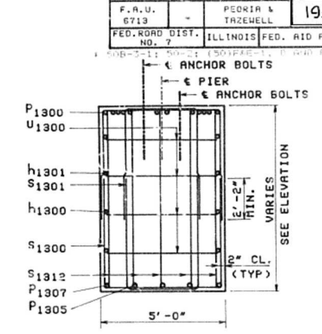
TOP PLAN



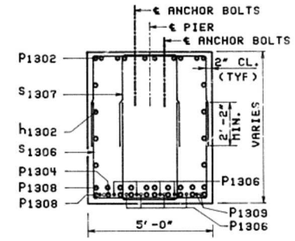
ELEVATION



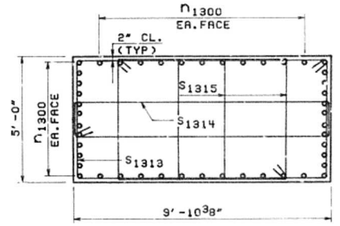
SECTION A-A



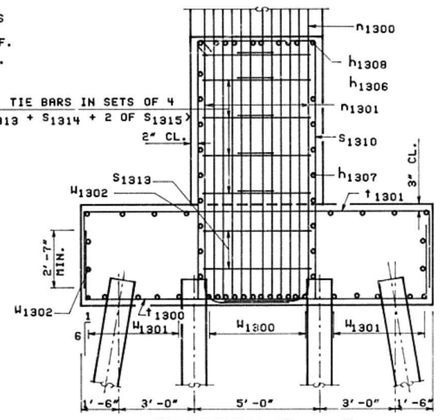
SECTION B-B



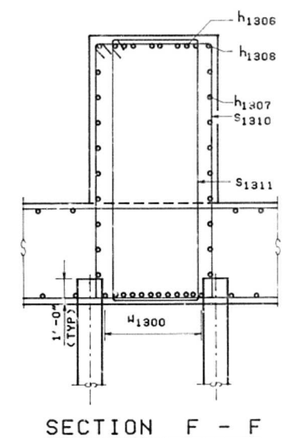
SECTION C-C



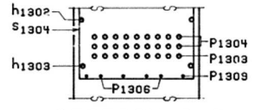
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:
1. SEE DWG. NO. ESS-11 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-13

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-10	N.T.S.	1-09-92	193

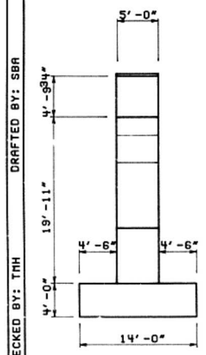
D C B A 0 A B C D

TAMERAN

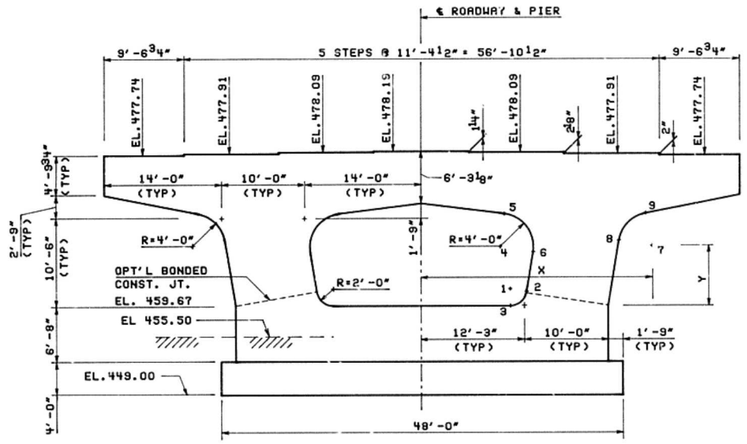
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	"	PEORIA & TAZEWELL	194	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SOB-5-41 50-21 (SOIL TEST-1, D AND F

IN CHARGE: PCW DESIGNED BY: TV CHECKED BY: HSJ ESTIMATED BY: TV DRAFTED BY: SBA CHECKED BY: TV CHECKED BY: TAH



END VIEW



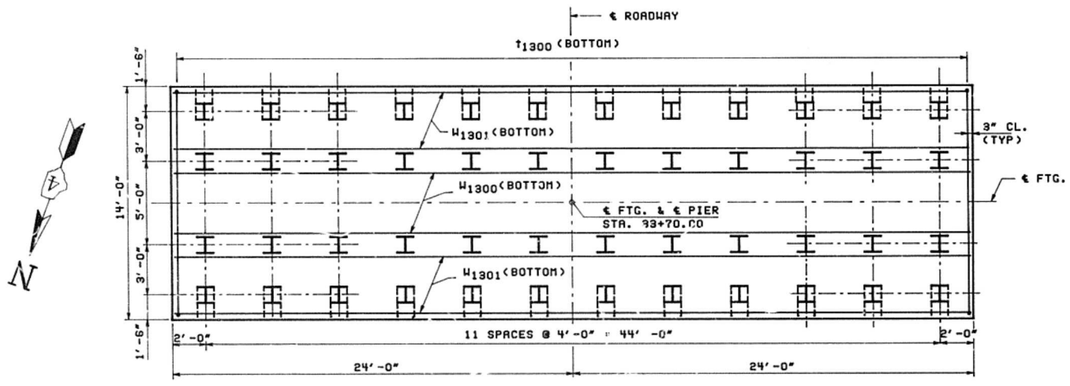
ELEVATION

CURVE COORDINATES

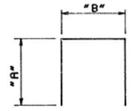
POINT	X (FT)	Y (FT)
1	10.5557	2.0000
2	12.5235	1.6712
3	10.5557	0.0000
4	9.3694	7.0477
5	9.8654	11.0168
6	13.3150	6.3901
7	27.4900	7.1091
8	23.5444	7.7667
9	26.7190	11.0341

PILE DATA

TYPE: HP12x53
(DRIVEN TO REFUSAL)
EST. LENGTH: 44 FT.
NO. REQ.D: 46
TEST PILE 2

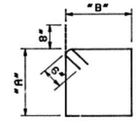


PLAN OF FOOTING



BARS n_{1300}, S_{1300} THRU S_{1309}
u_{1300}, t_{1300} & t_{1301}

BAR	"A"	"B"
S_{1300}	4'-0"	4'-8"
S_{1301}	4'-0"	2'-2"
S_{1302}	4'-6"	4'-8"
S_{1303}	4'-6"	2'-2"
S_{1304}	5'-3"	4'-8"
S_{1305}	5'-3"	2'-2"
S_{1306}	4'-9"	4'-8"
S_{1307}	4'-9"	2'-2"
S_{1308}	4'-0"	4'-7"
S_{1309}	4'-0"	2'-2"
t_{1300}	2'-8"	13'-6"
t_{1301}	3'-5"	13'-6"
u_{1300}	2'-0"	4'-8"



BARS S_{1310} THRU S_{1315}

BAR	"A"	"B"
S_{1310}	10'-3"	4'-8"
S_{1311}	10'-3"	3'-8"
S_{1313}	9'-6"	4'-8"
S_{1314}	9'-6"	1'-6"
S_{1315}	4'-10"	4'-8"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1300}	8	# 9	17'-6"	——
h_{1301}	8	# 9	20'-6"	——
h_{1302}	8	# 9	45'-3"	——
h_{1303}	4	# 9	16'-6"	——
h_{1304}	22	# 9	8'-0"	——
h_{1305}	12	# 9	5'-0"	——
h_{1306}	8	#11	44'-0"	——
h_{1307}	18	#10	44'-0"	——
h_{1308}	2	#11	34'-0"	——
n_{1300}	44	#11	32'-0"	⌋
n_{1301}	48	#11	30'-0"	⌋
P1300	24	#11	34'-0"	——
P1301	44	#11	26'-0"	——
P1302	10	#11	34'-0"	——
P1303	16	#11	18'-6"	——
P1304	16	#11	48'-0"	——
P1305	6	#11	18'-0"	——
P1306	8	#11	30'-0"	——
P1307	4	# 9	15'-0"	——
P1308	4	#11	28'-0"	——
P1309	4	# 9	21'-0"	——

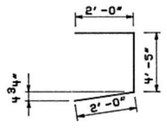
BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{1300}	32	# 5	12'-8"	⌊
S_{1301}	32	# 5	10'-2"	⌊
S_{1302}	32	# 5	13'-8"	⌊
S_{1303}	32	# 5	11'-2"	⌊
S_{1304}	36	# 5	15'-0"	⌊
S_{1305}	36	# 5	12'-8"	⌊
S_{1306}	78	# 5	14'-2"	⌊
S_{1307}	78	# 5	11'-8"	⌊
S_{1308}	16	# 4	12'-7"	⌊
S_{1303}	10	# 4	10'-2"	⌊
S_{1310}	44	# 5	31'-2"	□
S_{1311}	26	# 5	29'-2"	□
S_{1312}	10	# 5	8'-5"	⌋
S_{1313}	34	# 5	29'-8"	□
S_{1314}	30	# 5	23'-4"	□
S_{1315}	60	# 5	20'-4"	□
t_{1300}	48	# 8	18'-10"	⌊
t_{1301}	48	# 6	20'-4"	⌊
u_{1300}	26	# 5	8'-8"	⌊
V_{1301}	10	# 5	12'-6"	⌋
W_{1300}	12	#11	47'-6"	——
W_{1301}	10	# 9	47'-6"	——
W_{1302}	12	# 6	47'-6"	——

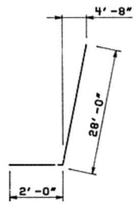
STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	554
REINFORCEMENT BARS	LBS.	64920
CLASS X CONCRETE	CU. YDS.	295
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	2024
METAL SHOES	EACH	46

NOTE:

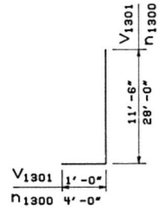
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BAR S_{1312}



BAR n_{1301}



BAR V_{1301} & n_{1300}

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-13 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

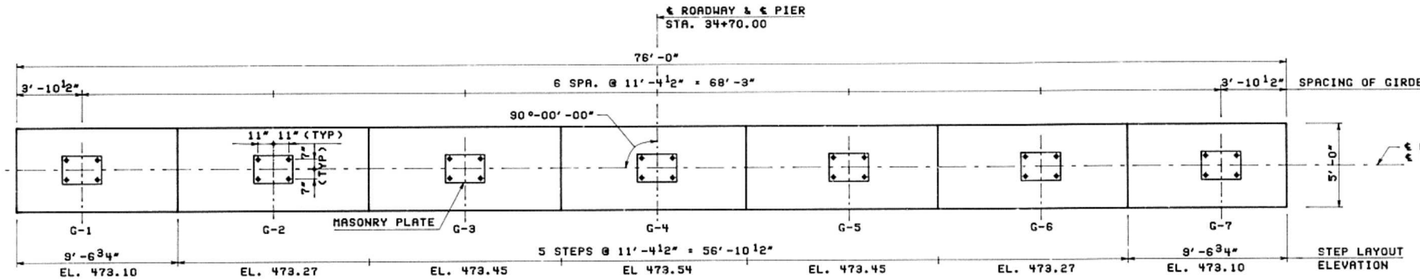
DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-11	N.T.S.	1-09-92	194

D C B A 0 A B C D

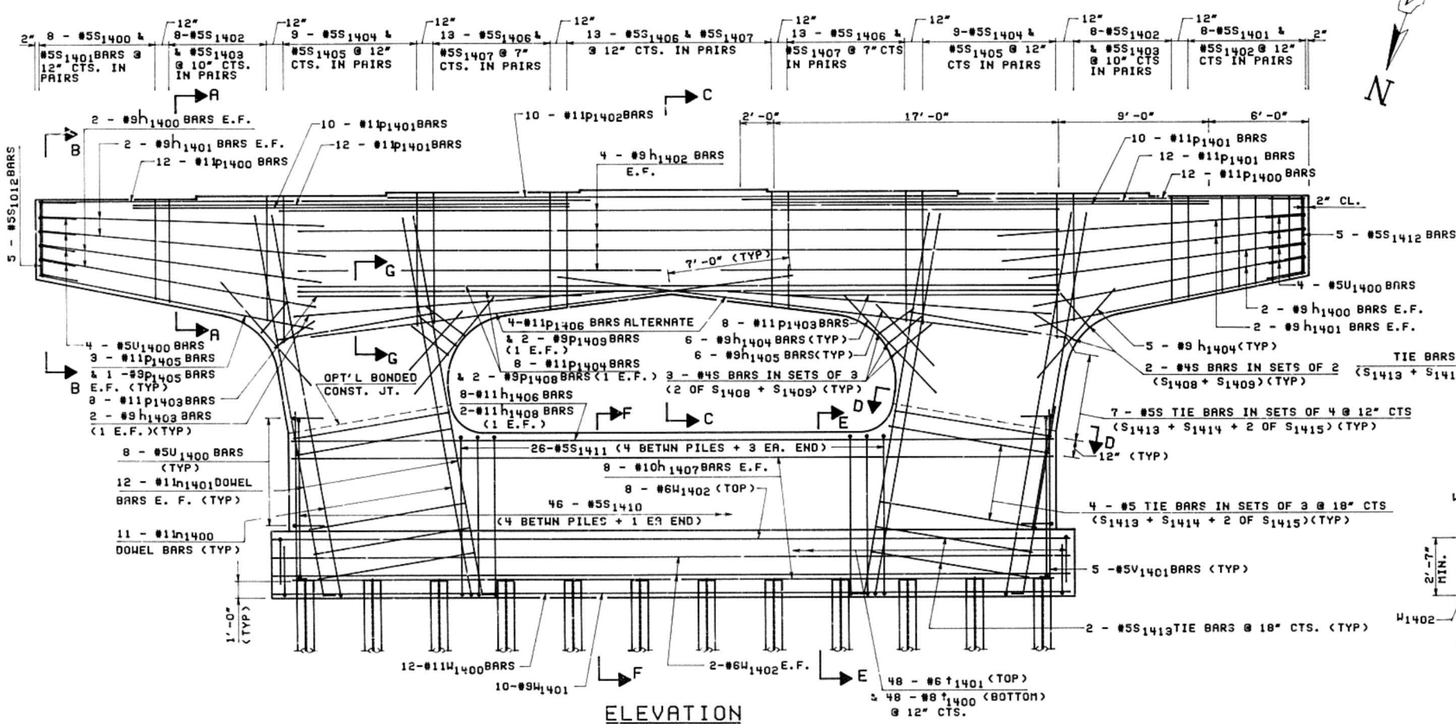
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	195	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

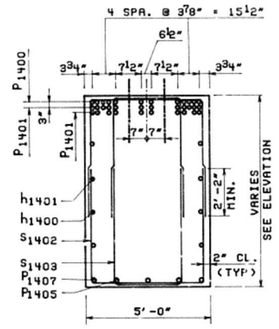
ESTIMATED BY: TV CHECKED BY: TMH DRAFTED BY: SBA CHECKED BY: TV
DESIGNED BY: TV CHECKED BY: HSJ
IN CHARGE: PCW



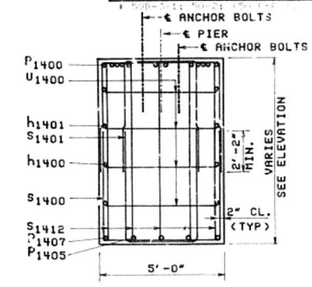
TOP PLAN



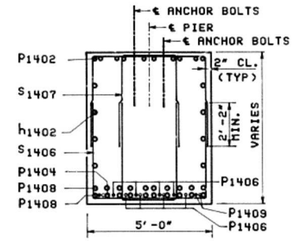
ELEVATION



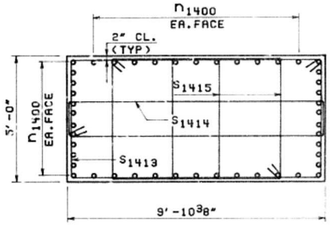
SECTION A-A



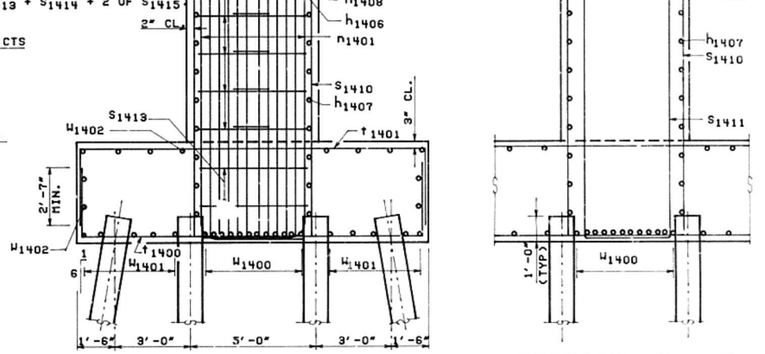
SECTION B-B



SECTION C-C

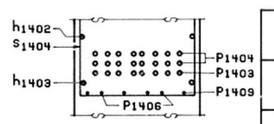


SECTION D-D



SECTION E - E

SECTION F - F



SECTION G-G

NOTES:
1. SEE DWG. NO. ESS-13 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-14

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

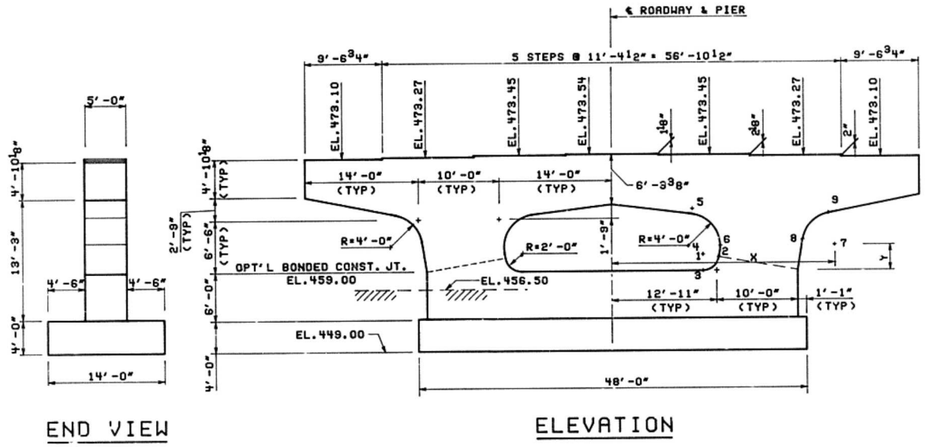
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-12	N.T.S.	1-09-92	195

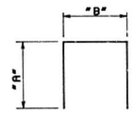
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	196	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-1; 50-2; (50)FBE-1, D AND E

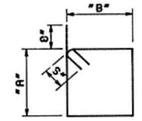


END VIEW ELEVATION



BARS n_{1400}, S_{1400} THRU S_{1409}
u_{1400}, t_{1400} & t_{1401}

BAR	"A"	"B"
S_{1400}	4'- 0"	4'- 8"
S_{1401}	4'- 0"	2'- 2"
S_{1402}	4'- 6"	4'- 8"
S_{1403}	4'- 6"	2'- 2"
S_{1404}	5'- 3"	4'- 8"
S_{1405}	5'- 3"	2'- 2"
S_{1406}	4'- 9"	4'- 8"
S_{1407}	4'- 9"	2'- 2"
S_{1408}	4'- 0"	4'- 7"
S_{1409}	4'- 0"	2'- 2"
t_{1400}	2'- 8"	13'- 6"
t_{1401}	3'- 5"	13'- 6"
u_{1400}	2'- 0"	4'- 8"



BARS S_{1410} THRU S_{1417}

BAR	"A"	"B"
S_{1410}	9'- 6"	4'- 8"
S_{1411}	9'- 6"	3'- 8"
S_{1413}	9'- 6"	4'- 8"
S_{1414}	9'- 6"	1'- 6"
S_{1415}	4'-10"	4'- 8"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1400}	8	# 9	17'- 6"	——
h_{1401}	8	# 9	20'- 6"	——
h_{1402}	8	# 9	45'- 3"	——
h_{1403}	4	# 9	16'- 6"	——
h_{1404}	22	# 9	8'- 0"	——
h_{1405}	12	# 9	5'- 0"	——
h_{1406}	8	#11	43'- 4"	——
h_{1407}	16	#10	45'- 4"	——
h_{1408}	2	#11	35'- 4"	——
n_{1400}	44	#11	25'- 0"	⌐
n_{1401}	48	#11	23'- 0"	⌐
P_{1400}	24	#11	34'- 0"	——
P_{1401}	44	#11	26'- 0"	——
P_{1402}	10	#11	34'- 0"	——
P_{1403}	16	#11	18'- 6"	——
P_{1404}	16	#11	48'- 0"	——
P_{1405}	6	#11	18'- 0"	——
P_{1406}	8	#11	30'- 0"	——
P_{1407}	4	# 9	15'- 0"	——
P_{1408}	4	#11	28'- 0"	——
P_{1409}	4	# 9	21'- 0"	——

BILL OF MATERIAL
(CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{1400}	32	# 5	12'- 8"	⊔
S_{1401}	32	# 5	10'- 2"	⊔
S_{1402}	32	# 5	13'- 8"	⊔
S_{1403}	32	# 5	11'- 2"	⊔
S_{1404}	36	# 5	15'- 2"	⊔
S_{1405}	36	# 5	12'- 8"	⊔
S_{1406}	78	# 5	14'- 2"	⊔
S_{1407}	78	# 5	11'- 8"	⊔
S_{1408}	10	# 4	12'- 7"	⊔
S_{1409}	10	# 4	10'- 2"	⊔
S_{1410}	46	# 5	29'- 8"	□
S_{1411}	26	# 5	27'- 8"	□
S_{1412}	10	# 5	8'- 6"	⊐
S_{1413}	26	# 5	29'- 8"	□
S_{1414}	22	# 5	23'- 4"	□
S_{1415}	44	# 5	20'- 4"	□
t_{1400}	48	# 8	18'-10"	⊔
t_{1401}	48	# 6	20'- 4"	⊔
u_{1400}	24	# 5	8'- 8"	⊔
V_{1401}	10	# 3	11'- 9"	⌐
W_{1400}	12	#11	47'- 6"	——
W_{1401}	10	# 9	47'- 6"	——
W_{1402}	12	# 6	47'- 6"	——

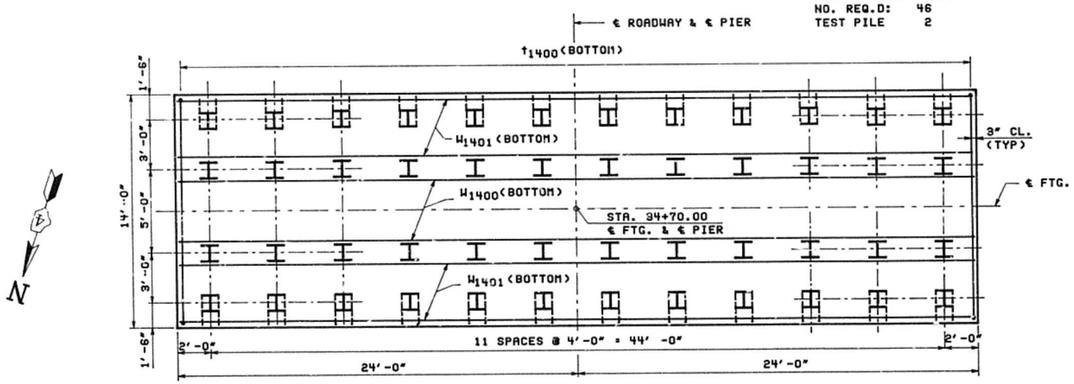
STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	596
REINFORCEMENT BARS	LBS.	60430
CLASS X CONCRETE	CU. YDS.	275
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	2116
METAL SHOES	EACH	46

CURVE COORDINATES

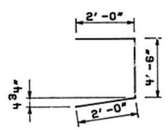
POINT	X (FT)	Y (FT)
1	11.2224	2.0000
2	13.1952	1.6712
3	11.2224	0.0000
4	9.3694	3.0177
5	9.8654	7.0168
6	13.3150	2.3901
7	27.4900	3.1091
8	23.5444	3.7667
9	26.7190	7.0341

PILE DATA

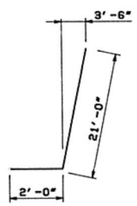
TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 46 FT.
NO. REQ.D: 46
TEST PILE 2



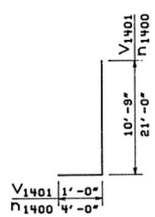
PLAN OF FOOTING



BAR S_{1412}



BAR n_{1401}



BAR V_{1401} & n_{1400}

NOTE:
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-14 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-13	N.T.S.	1-09-92	196

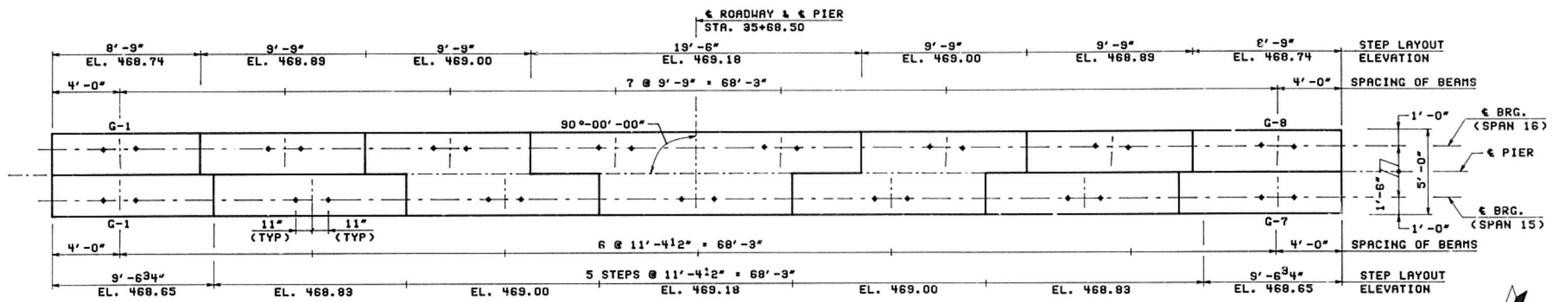
DESIGNED BY: TV CHECKED BY: HSJ
DRAFTED BY: SBA CHECKED BY: TMH
ESTIMATED BY: TV CHECKED BY: TV
IN CHARGE: PCH

D C B A 0 A B C D
TAMERAN

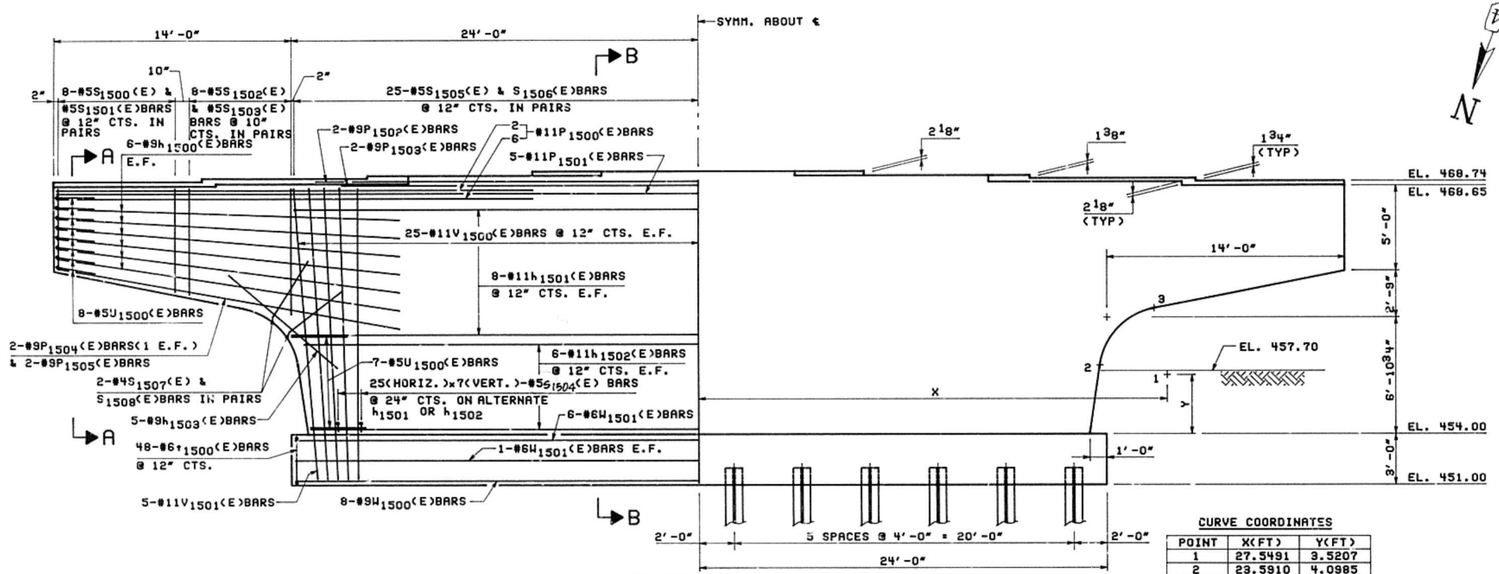
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	197	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-11: 50-21 (50)FAE-1, D AND P

DRAFTED BY: SBA
DESIGNED BY: RJR
CHECKED BY: RJR
CHECKED BY: UC
ESTIMATED BY:
IN CHARGE: PCW

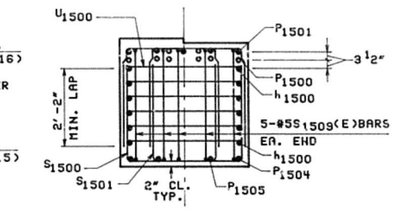


TOP PLAN

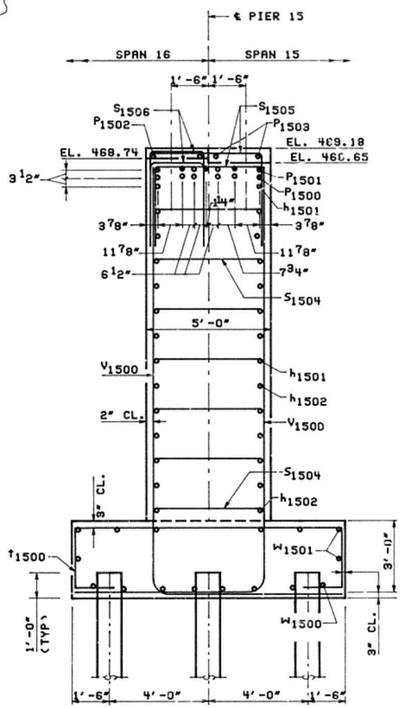


ELEVATION

CURVE COORDINATES		
POINT	X(FT)	Y(FT)
1	27.5491	3.5207
2	23.5910	4.0985
3	26.7781	7.4457



SECTION A-A



SECTION B-B

BILL OF MATERIAL

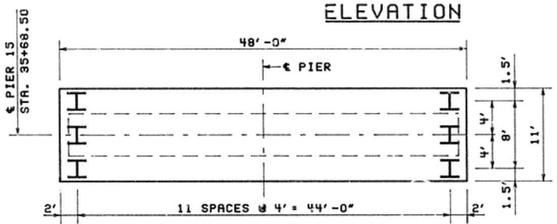
BAR	NO.	SIZE	LENGTH	SHAPE
h_{1500}(E)	24	#9	10'- 6"	——
h_{1501}(E)	16	#11	48'- 0"	——
h_{1502}(E)	12	#11	45'- 6"	——
h_{1503}(E)	10	#9	8'- 0"	——
P_{1500}(E)	16	#11	28'- 0"	——
P_{1501}(E)	5	#11	75'- 6"	——
P_{1502}(E)	2	#9	38'- 6"	——
P_{1503}(E)	2	#9	33'- 6"	——
P_{1504}(E)	4	#9	14'- 3"	——
P_{1505}(E)	4	#9	19'- 6"	——
S_{1500}(E)	32	#5	13'- 0"	⊏⊏⊏
S_{1501}(E)	32	#5	11'- 0"	⊏⊏⊏
S_{1502}(E)	32	#5	14'- 6"	⊏⊏⊏
S_{1503}(E)	32	#5	12'- 6"	⊏⊏⊏
S_{1504}(E)	175	#5	6'- 6"	⊏⊏⊏
S_{1505}(E)	49	#4	11'- 2"	⊏⊏
S_{1506}(E)	49	#4	9'- 2"	⊏⊏
S_{1507}(E)	4	#6	12'- 0"	⊏⊏⊏
S_{1508}(E)	4	#5	10'- 8"	⊏⊏⊏
S_{1509}(E)	10	#5	9'- 6"	⊏⊏⊏
t_{1500}(E)	48	#6	17'- 6"	⊏⊐
U_{1500}(E)	30	#5	10'- 0"	⊔
V_{1500}(E)	98	#11	24'- 9"	L
V_{1501}(E)	10	#11	14'- 0"	——
W_{1500}(E)	8	#9	47'- 6"	——
W_{1501}(E)	8	#6	47'- 6"	——

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

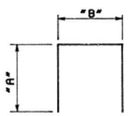
STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	550
REINFORCEMENT BARS (EPOXY COATED)	LBS.	35010
CLASS X CONCRETE	CU. YDS.	226
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1530
METAL SHOES	EACH	34

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 45'
NO. REQ'D: 34
TEST PILE: 2



PLAN OF FOOTING

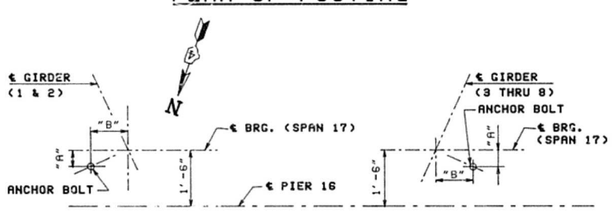


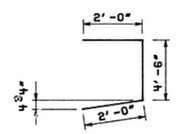
BARS S_{1500}(E) THRU S_{1508}(E) & U_{1500}(E)

BAR	"A"	"B"
S_{1500}	4'- 2"	4'- 8"
S_{1501}	4'- 2"	2'-8 1/4"
S_{1502}	4'-11"	4'- 8"
S_{1503}	4'-11"	2'-8 1/4"
S_{1504}	0'-11"	4'- 8"
S_{1505}	3'- 3"	4'- 8"
S_{1506}	3'- 6"	2'- 2"
S_{1507}	4'- 0"	4'- 0"
S_{1508}	4'- 0"	2'-8 1/4"
U_{1500}	2'- 9"	4'- 6"

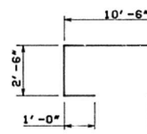
OFFSET FOR ANCHOR BOLTS

BEAM NO.	SPAN 17 "A"	SPAN 17 "B"
G-1	0.227"	10.998"
G-2	0.103"	11.000"
G-3	0.020"	11.000"
G-4	0.142"	10.999"
G-5	0.245"	10.997"
G-6	0.386"	10.993"
G-7	0.506"	10.988"
G-8	0.628"	10.982"

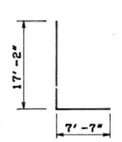




BAR S_{1509}



BAR t_{1500}



BAR V_{1500}

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

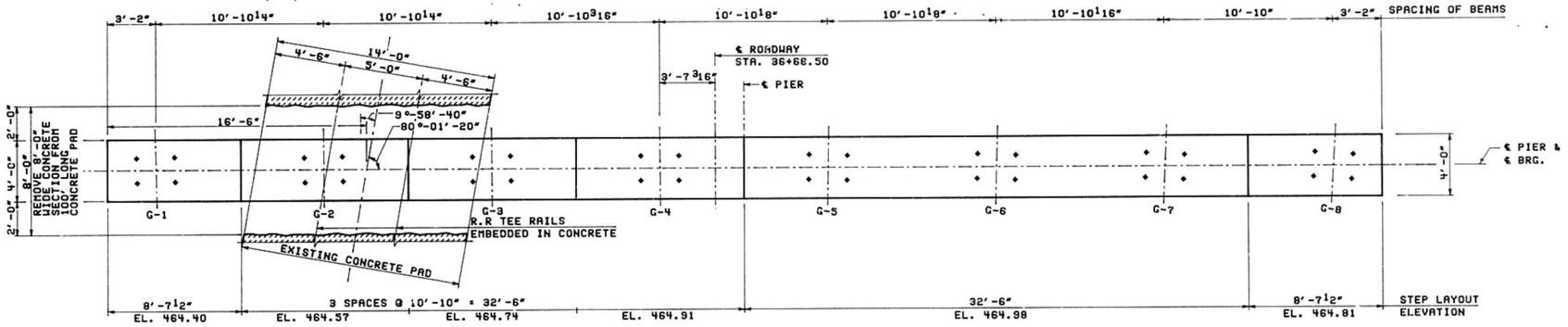
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-13A	N.T.S.	1-09-92	197

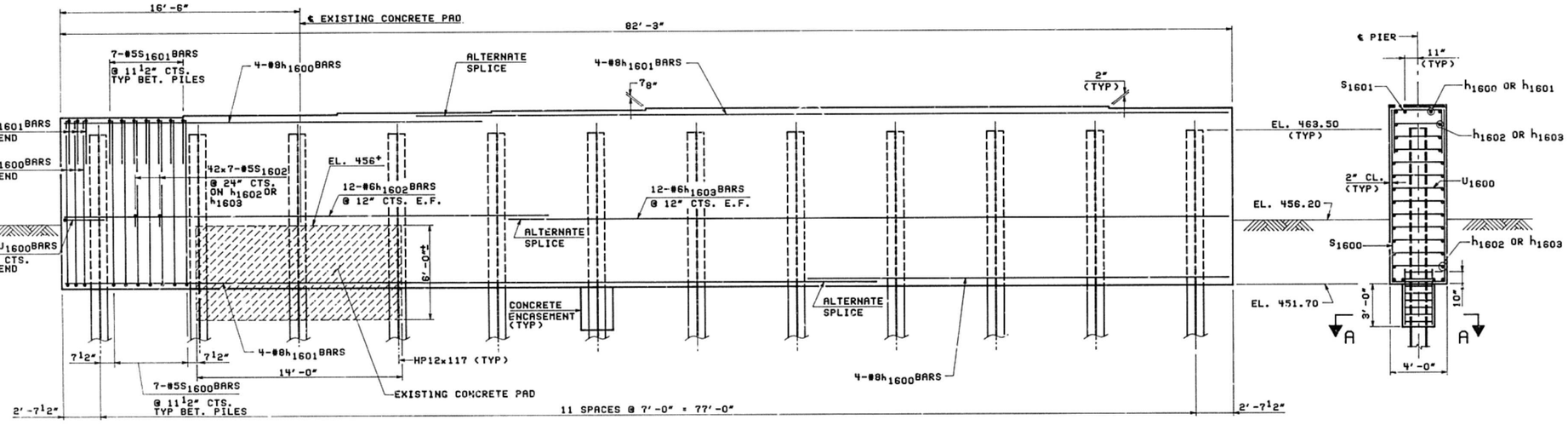
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	198	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-11 50-2: (50)F&E-1, D AND P

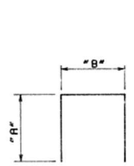


TOP PLAN



ELEVATION PIER 16

END VIEW



BARS S_{1600} THRU S_{1602} & U_{1600}

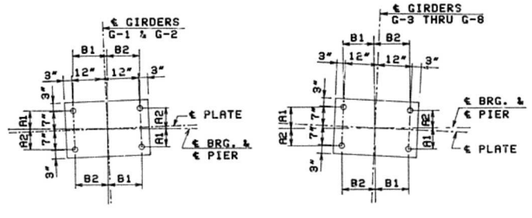
BAR	"A"	"B"
S_{1600}	12'-6"	3'-8"
S_{1601}	3'-0"	3'-8"
S_{1602}	0'-10"	3'-8"
U_{1600}	2'-9"	3'-6"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1600}	8	#8	29'-6"	——
h_{1601}	8	#8	57'-0"	——
h_{1602}	24	#6	34'-0"	——
h_{1603}	24	#6	51'-0"	——
S_{1600}	83	#5	28'-8"	⊔
S_{1601}	83	#5	9'-8"	⊔
S_{1602}	294	#5	3'-4"	⊔
U_{1600}	28	#6	9'-0"	⊔

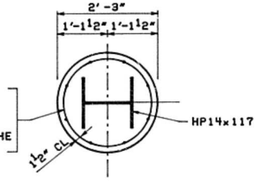
PILE DATA

TYPE: HP14x117 (DRIVEN TO REFUSAL)
EST. LENGTH: 55
NO. REQ'D: 10
TEST PILE: 2



DETAIL AT BEARING (ANCHOR LOCATION)

GIRDER	A1	A2	B1	B2
G-1	6.751"	7.246"	12.142"	11.853"
G-2	6.887"	7.112"	12.065"	11.934"
G-3	7.022"	6.973"	11.987"	12.013"
G-4	7.155"	6.844"	11.908"	12.090"
G-5	7.287"	6.709"	11.828"	12.165"
G-6	7.417"	6.574"	11.747"	12.239"
G-7	7.546"	6.439"	11.664"	12.310"
G-8	7.674"	6.303"	11.581"	12.380"



SECTION A-A

WELDED WIRE FABRIC 6x6-W4.0xW4.0 WEIGHING 58#/100 SQ. FT. THE COST OF EXCAVATION, CLASS X CONCRETE ENCASEMENT AND REINFORCEMENT IS INCIDENTAL TO THE COST OF FURNISHING PILES.

CONCRETE REMOVAL (SPECIAL)	CU. YDS.	28
(SPECIAL) STRUCTURE EXCAVATION	CU. YDS.	550
REINFORCEMENT BARS	LBS.	10240
CLASS X CONCRETE	CU. YDS.	163
TEST PILE STEEL HP14x117	EACH	2
STEEL PILES HP14x117	LIN. FT.	550
METAL SHOES	EACH	10

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - STEEL
PIER-16

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

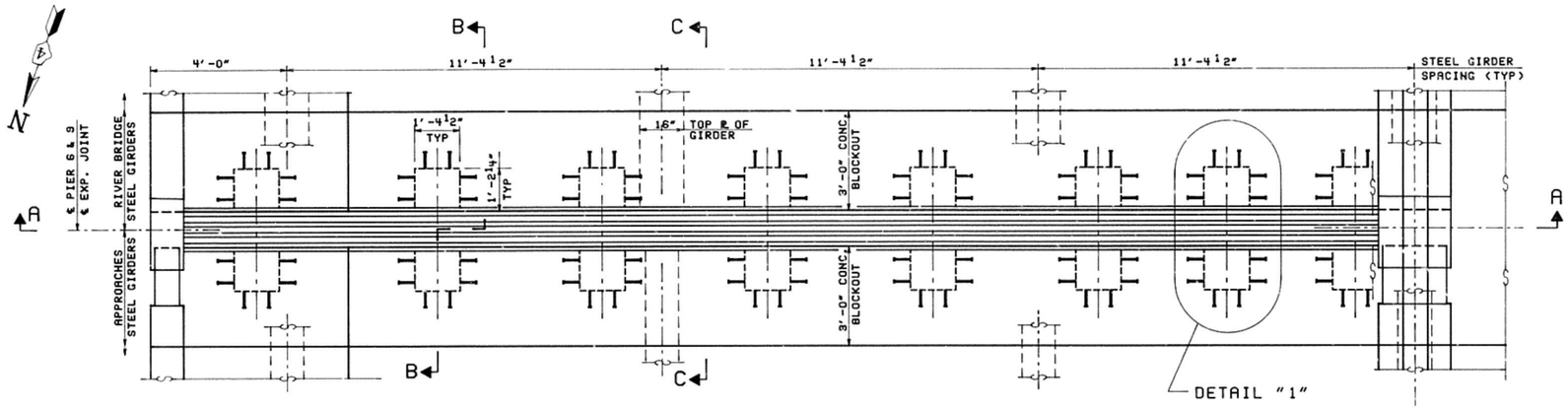
DRAWING NO.	SCALE	DATE	SHEET NO.
ESS-13B	N.T.S.	1-09-92	198

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: UG
IN CHARGE: PCW DESIGNED BY: KJR CHECKED BY: UG

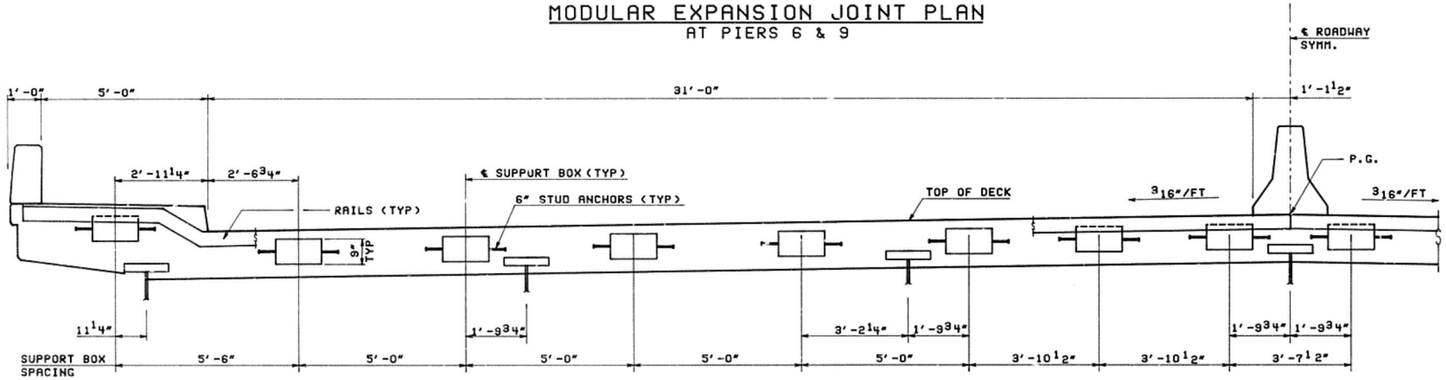
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	199	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

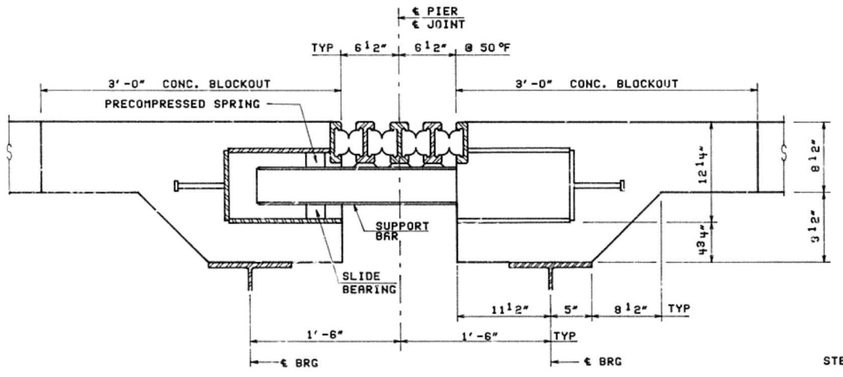
ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: MJR
DESIGNED BY: MJR CHECKED BY: MCB
IN CHARGE: PCW



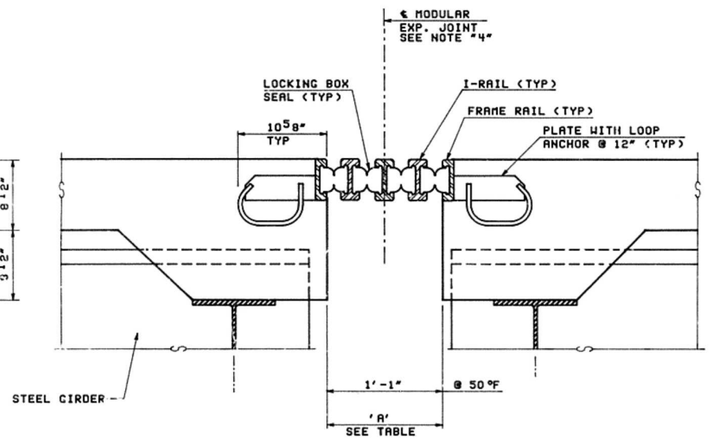
MODULAR EXPANSION JOINT PLAN
AT PIERS 6 & 9



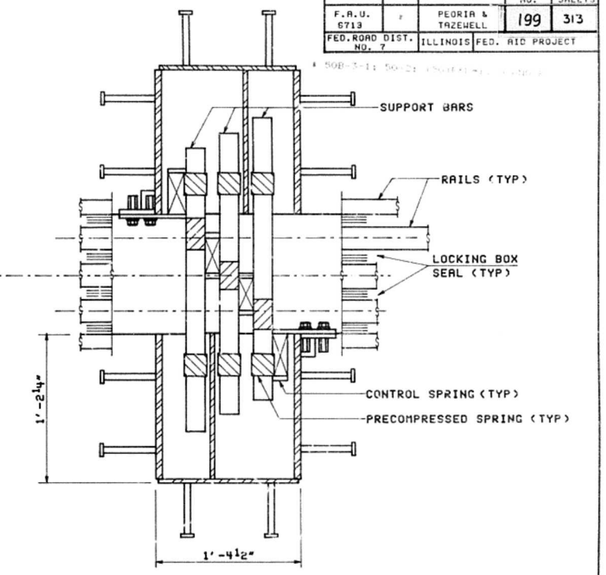
SECTION A-A



SECTION B-B



SECTION C-C



DETAIL "1"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR PARAPET & MEDIAN DETAILS SEE DWG. NO. SAM-02.
3. MODULAR EXPANSION JOINT SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST AASHTO SPECIFICATIONS FOR HS20-44 LOADING WITH IMPACT AND FOR MINIMUM MOVEMENT OF ± 5" (TOTAL OF 10").
4. THE MODULAR EXP. JT. SHALL BE EITHER MAURER "D-1200" BY WATSON BOWMAN ACME CORP. OR "D-321" BY THE D.S. BROWN CO., AS SHOWN HERE, AND SHALL BE USED ON EXPERIMENTAL BASIS FOR THIS BRIDGE.
5. JOINT SHALL BE FABRICATED & INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS AND AS APPROVED BY THE ENGINEER.
6. JOINT SHALL BE FABRICATED TO CONFORM TO THE ROADWAY PROFILE AND CROSS-SLOPES.
7. COST OF ALL HARDWARE & INSTALLATION OF SLIDING PLATES SYSTEM AT MEDIANS, PARAPETS & SIDEWALKS SHALL BE INCIDENTAL TO "MODULAR EXPANSION JOINT".

L SPNINC SIZES

TEMP °F	'A' INCHES
-30	18"
-20	17-3/8"
-10	16-3/4"
0	16-1/8"
10	15-1/2"
20	14-7/8"
30	14-1/4"
40	13-5/8"
50	13"
60	12-3/8"
70	11-3/4"
80	11-1/8"
90	10-1/2"
100	9-7/8"
110	9-1/4"
120	8-5/8"
130	8"

BILL OF MATERIAL

ITEM	UNIT	TOTAL	
		W. APPROACH	E. APPROACH
MODULAR EXP. JOINT 12"	LIN.FT.	77	77

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
MOD. EXP. JT. DET. @ PIERS 6 & 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-01		1-09-92	199

Rev.

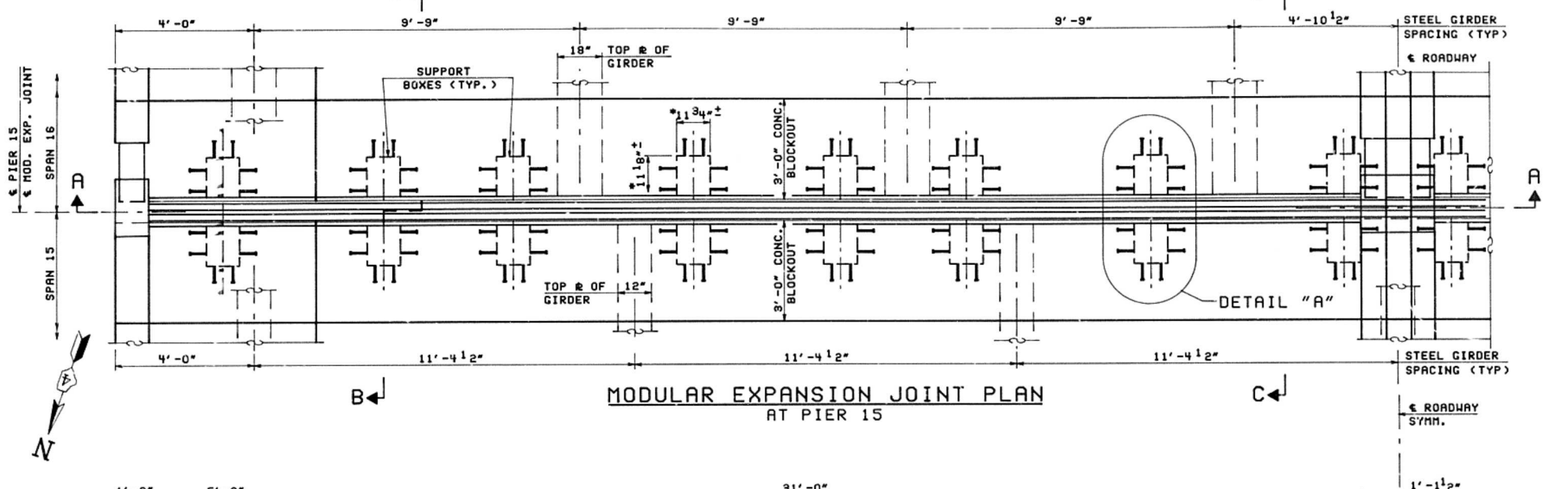
D C B A 0 A B C D

TAMERAN

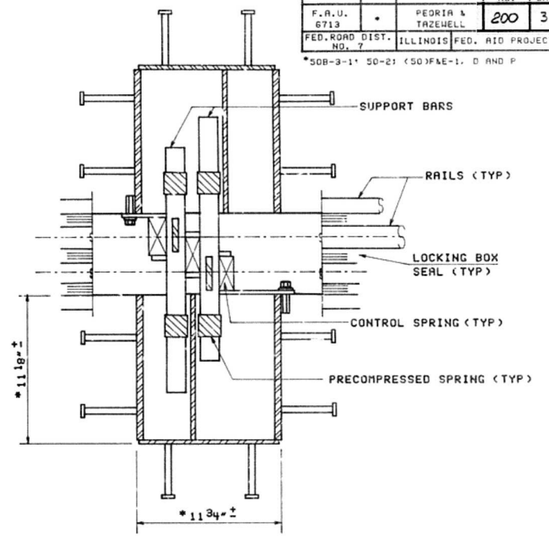
ESTIMATED BY: | CHECKED BY: | CRAFTED BY: IGM | CHECKED BY: TMH | DESIGNED BY: TMH | CHECKED BY: MSJ | IN CHARGE: PCW

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	200	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

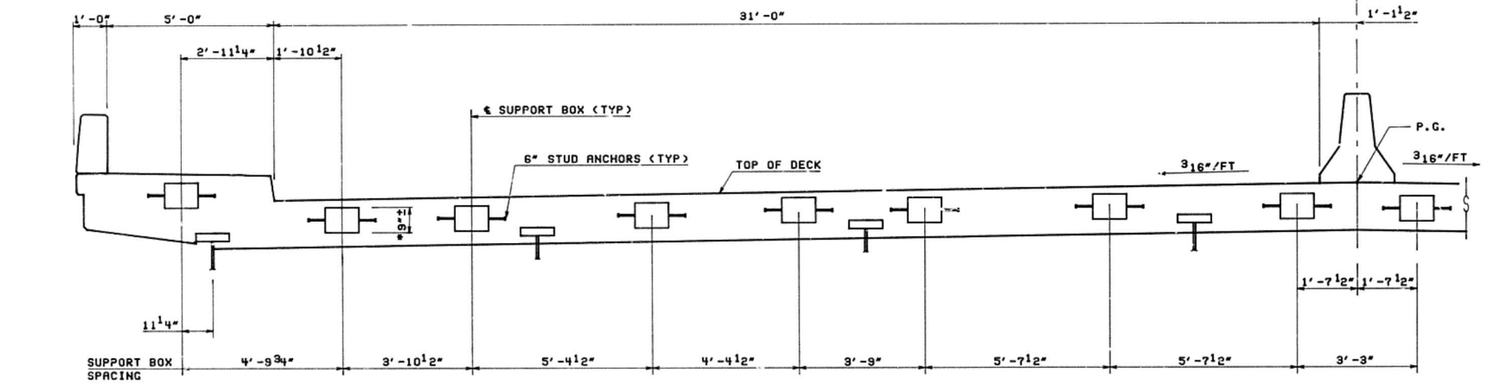
SDB-3-1 SD-2: (SD)F&E-1. D AND P



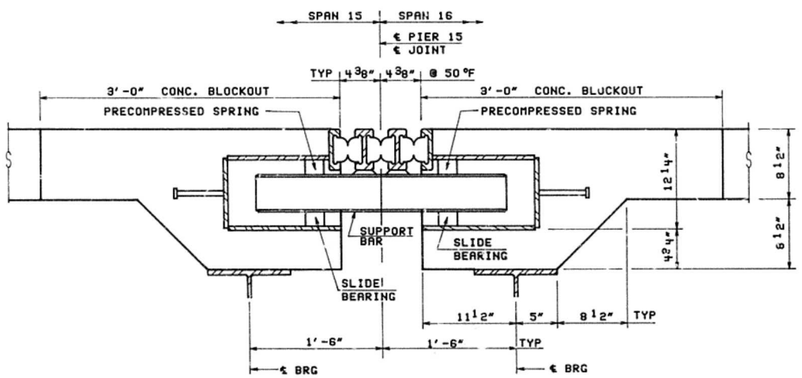
MODULAR EXPANSION JOINT PLAN
AT PIER 15



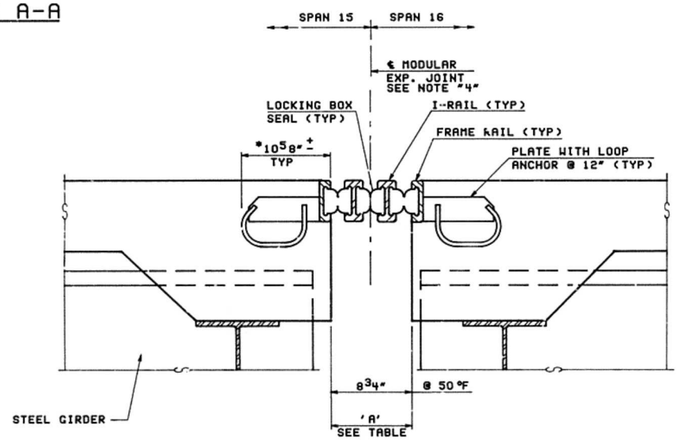
DETAIL "A"



SECTION A-A



SECTION B-B



SECTION C-C

OPENING SIZES

TEMP. °F	'A' INCHES
-30	12-1/4"
-20	11-13/16"
-10	11-3/8"
0	10-15/16"
10	10-1/2"
20	10-1/16"
30	9-5/8"
40	9-3/16"
50	8-3/4"
60	8-5/16"
70	7-7/8"
80	7-7/16"
90	7"
100	6-9/16"
110	6-1/8"
120	5-11/16"
130	5-1/4"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ASG-02.
2. FOR PARAPET & MEDIAN DETAILS SEE DWG. NO. SAM-02A.
3. MODULAR EXPANSION JOINT SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST AASHTO SPECIFICATIONS FOR HS20-44 LOADING WITH IMPACT AND FOR MINIMUM MOVEMENT OF ± 3/2" (TOTAL OF 7").
4. THE MODULAR EXP. JT. SHALL BE EITHER MAURER "D-300" BY WATSON BOWMAN ACME CORP. OR "D-291" BY THE D.S. BROWN CO., AS SHOWN HERE, AND SHALL BE USED ON EXPERIMENTAL BASIS FOR THIS BRIDGE.
5. JOINT SHALL BE FABRICATED & INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS AND AS APPROVED BY THE ENGINEER.
6. JOINT SHALL BE FABRICATED TO CONFORM TO THE ROADWAY PROFILE AND CROSS-SLOPES.
7. COST OF ALL HARDWARE & INSTALLATION OF SLIDING PLATES SYSTEM AT MEDIANS, PARAPETS & SIDEWALKS SHALL BE INCIDENTAL TO "MODULAR EXPANSION JOINT".
8. ALL STEEL SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GREY.

* DIMENSIONS SHOWN ARE APPROX. ACTUAL DIMENSIONS BY MANUFACTURER.

BILL OF MATERIAL

ITEM	UNIT	TOTAL E.APPR.
MODULAR EXP. JOINT 9"	LIN.FT.	77

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACH
MOD. EXP. JT. DET. @ PIER 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

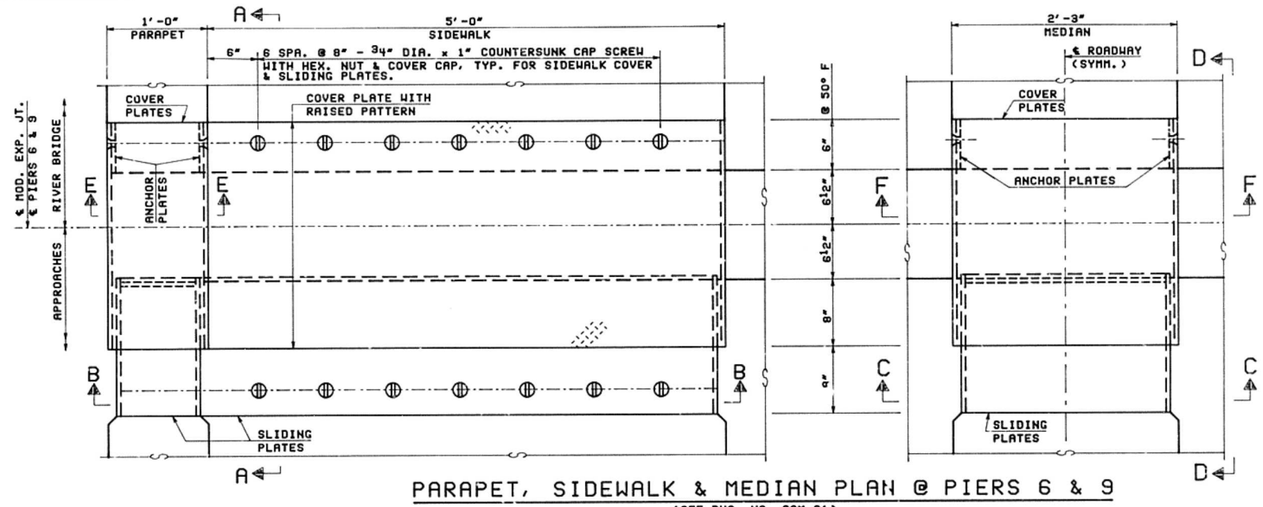
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-01A		1-09-92	200

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	201	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-1; 50-2; (50)F&E-1, O AND P

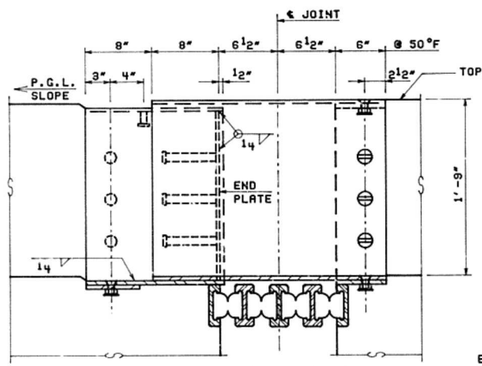


PARAPET, SIDEWALK & MEDIAN PLAN @ PIERS 6 & 9

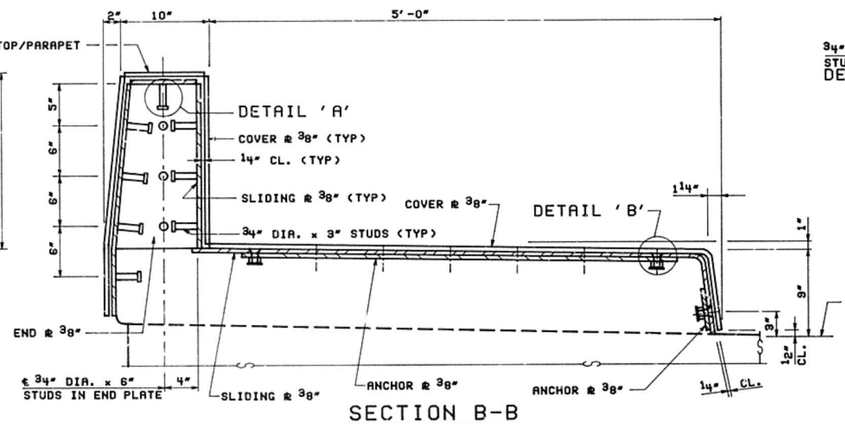
(SEE DWG. NO. SAM-01)

NOTES:

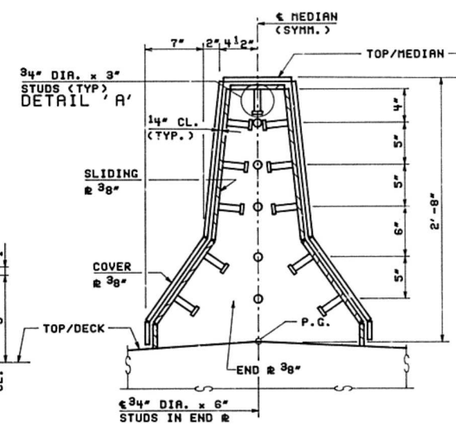
1. FOR MODULAR EXPANSION JOINT DETAILS SEE DWG. NO.SAM-01.
2. PREFABRICATED SHAPES MAY BE USED AS APPROVED BY THE ENGINEER.
3. ALL STRUCTURAL STEEL FOR ALL COVER, SLIDING & ANCHOR PLATES SHALL BE M183 & SHALL BE PAINTED AFTER FABRICATION. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.
4. COST OF ALL MATERIAL & INSTALLATION OF SLIDING SYSTEM AS SHOWN HERE SHALL BE INCIDENTAL TO "MODULAR EXPANSION JOINT".



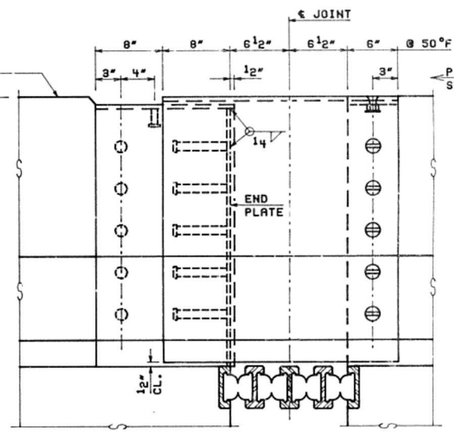
SECTION A-A



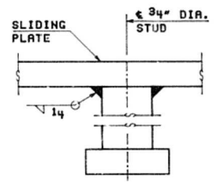
SECTION B-B



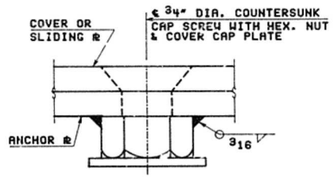
SECTION C C



SECTION D-D



DETAIL 'A'



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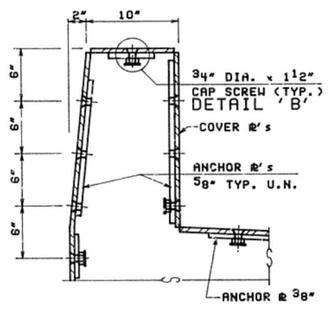
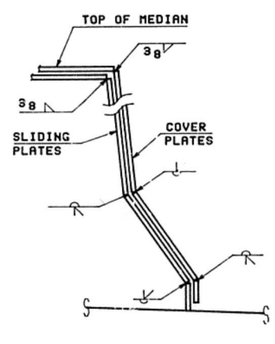
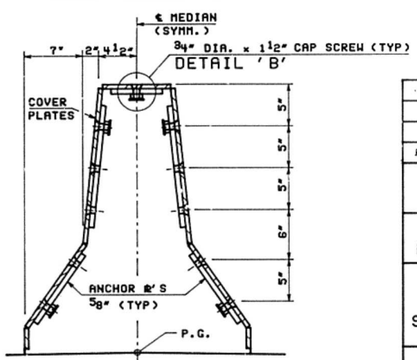


SECTION E-E



TYPICAL WELD DETAIL

(PARAPET SIMILAR)



SECTION F-F

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
PARAPET & MEDIAN DET. @ PIERS 6 & 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-02		1-09-92	201

IN CHARGE: PCW DESIGNED BY: MJR CHECKED BY: MGB ESTIMATED BY: DRAFTED BY: IGM CHECKED BY: MJR

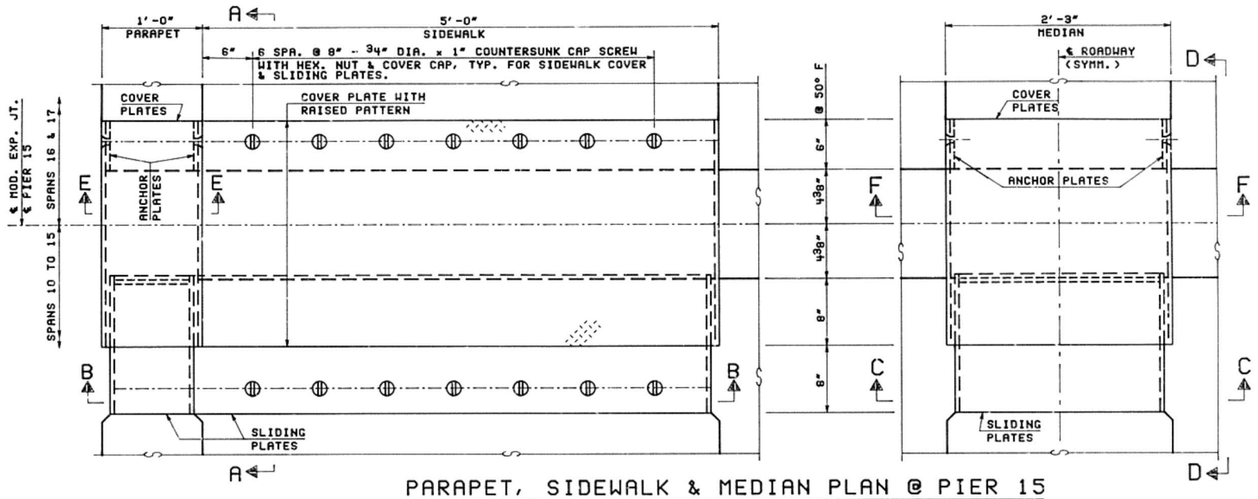
Peoria/Tazewell Sheets 201 thru 313

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	202	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* SOB-3-1: SO-2: (SO)F&E-1, D AND P

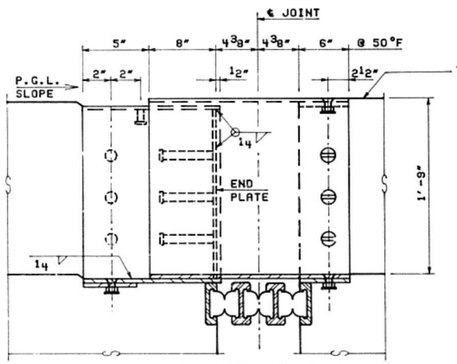


PARAPET, SIDEWALK & MEDIAN PLAN @ PIER 15

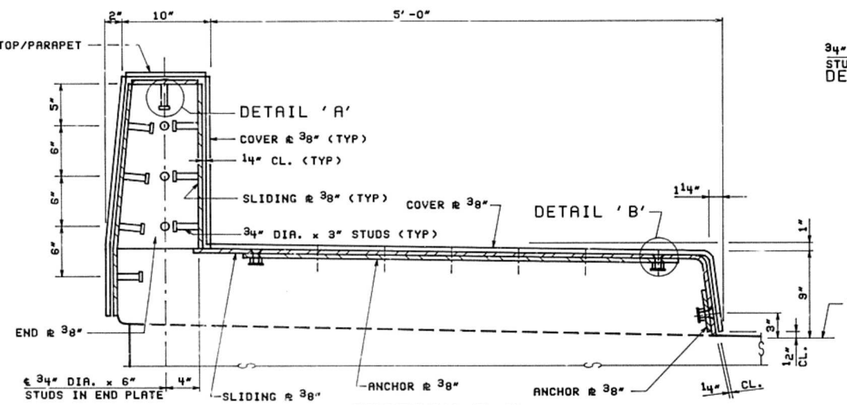
(SEE DWG. NO. SAM-01A)

NOTES:

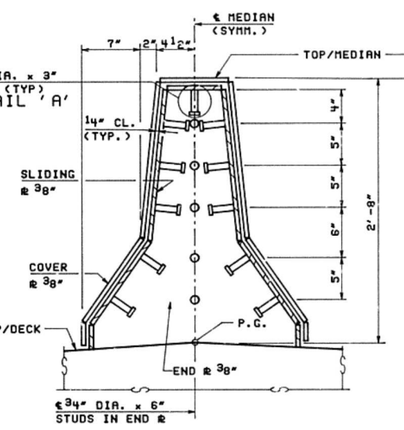
1. FOR MODULAR EXPANSION JOINT DETAILS SEE DWG. NO.SAM-01A.
2. PREFABRICATED SHAPES MAY BE USED AS APPROVED BY THE ENGINEER.
3. ALL STRUCTURAL STEEL FOR ALL COVER, SLIDING & ANCHOR PLATES SHALL BE M183 & SHALL BE PAINTED AFTER FABRICATION. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.
4. COST OF ALL MATERIAL & INSTALLATION OF SLIDING SYSTEM AS SHOWN HERE SHALL BE INCIDENTAL TO "MODULAR EXPANSION JOINT".



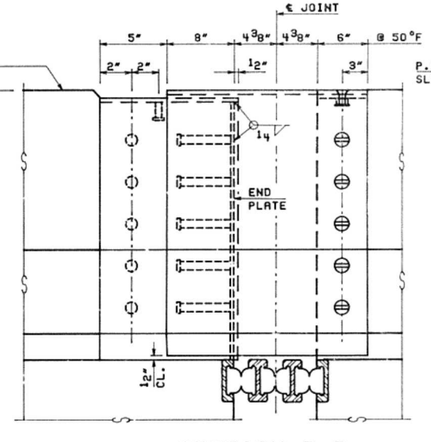
SECTION A-A



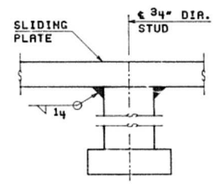
SECTION B-B



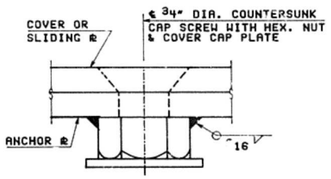
SECTION C-C



SECTION D-D



DETAIL 'A'



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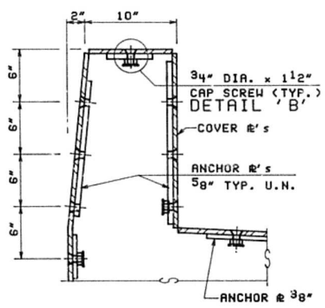
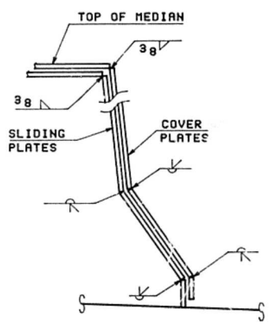
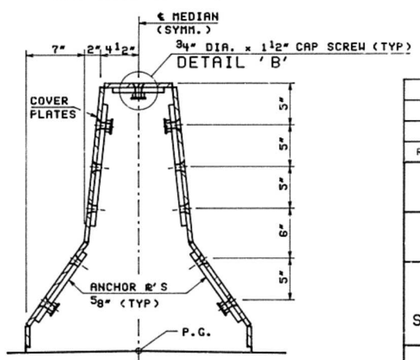


SECTION E-E



TYPICAL WELD DETAIL

(PARAPET SIMILAR)



SECTION F-F

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
PARAPET & MEDIAN DET. @ PIER 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-02A		1-09-92	202

DRAFTED BY: IGM CHECKED BY: MJR
DESIGNED BY: MJR CHECKED BY: MGB
IN CHARGE: PCW ESTIMATED BY:

D C B A 0 A B C D

TAMERAN

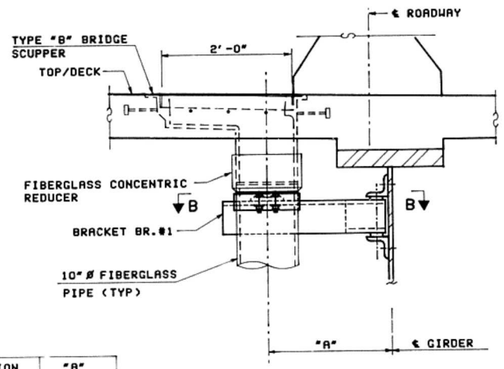
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	203	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* SDB-3-1; SD-2; (SD)F&E-1, D AND P

DRAFTED BY: LGB CHECKED BY: LGB

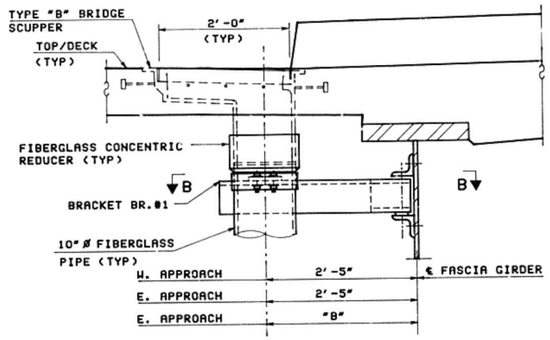
DESIGNED BY: LGB CHECKED BY: MGB

IN CHARGE: PCW EST:MATED BY:



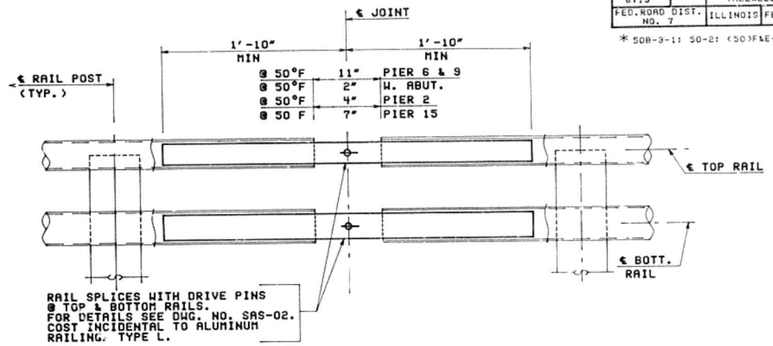
STATION	"A"
15+55.00	3'-11"
16+58.00	1'-6 1/2"
17+78.00	1'-6 1/2"
18+85.00	1'-6 1/2"
19+93.00	1'-6 1/2"

SCUPPER SUPPORT DETAIL
AT MEDIAN - WEST APPROACH
EXCEPT STA.14+30.00

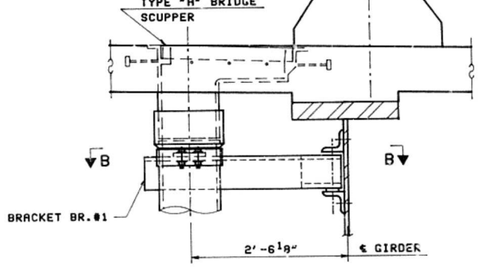


SCUPPER SUPPORT DETAIL
AT SIDEWALK - WEST & EAST APPROACHES

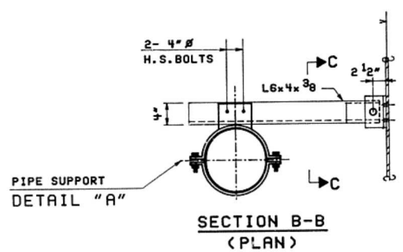
EAST APPROACH		
STATION	"B"	
	N. FASCIA	S. FASCIA
36+25.00	3'-6 1/2"	2'-5 1/8"
37+00.00	3'-11 3/8"	——
37+53.50	2'-9 7/8"	2'-5 1/8"



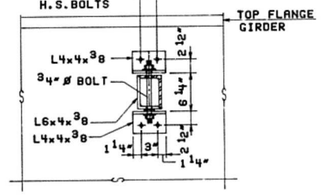
BRIDGE RAIL SPLICE ELEVATION AT EXP. JOINT



SCUPPER SUPPORT DETAIL
AT MEDIAN-WEST APPROACH
@ STA. 14+30.00



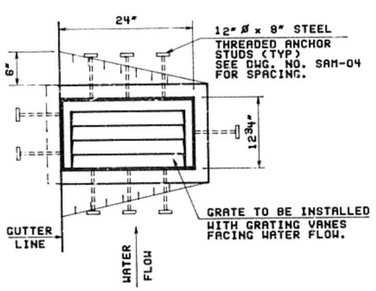
SECTION B-B
(PLAN)



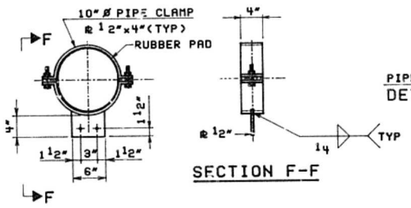
SECTION C-C

SUPPORT BRACKET BR.#1 DETAILS

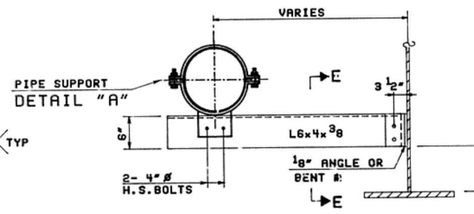
NOTE:
1. FOR LOCATION OF SCUPPERS SEE DWG NOS. WSD-09 & ESD-08
2. FOR BRIDGE SCUPPER DETAILS SEE DWG NO. SAM-04
3. FIBERGLASS PIPE SHALL CONFORM TO ASTM:D2996 OR D2997 WITH SHORT-TIME RUPTURE STRENGTH HOOP TENSILE STRESS OF 30,000 P.S.I. MINIMUM.
4. ALL STEEL HARDWARE FOR PIPE SUPPORTS SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.
5. THE EXTERIOR SURFACES OF FIBERGLASS PIPES SHALL BE PAINTED WITH A VINYL ENAMEL COAT. THE COLOR SHALL BE MUNSELL STANDARD 10B 3/6 BLUE.
6. COST OF FIBERGLASS PIPE, REDUCER AND ALL THE MATERIALS REQUIRED FOR SUPPORTS INCLUDING COMPLETE INSTALLATION AS SHOWN SHALL BE MADE UNDER BID ITEM "DRAINAGE SYSTEM".



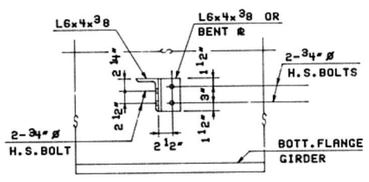
SCUPPER TOP PLAN



DETAIL "A"
PIPE SUPPORT



SECTION D-D
(SEE DWG NO.WSD-15)



SECTION E-E

SUPPORT BRACKET BR.#2 DETAILS

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
DRAINAGE SUPPORT & MISC. DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

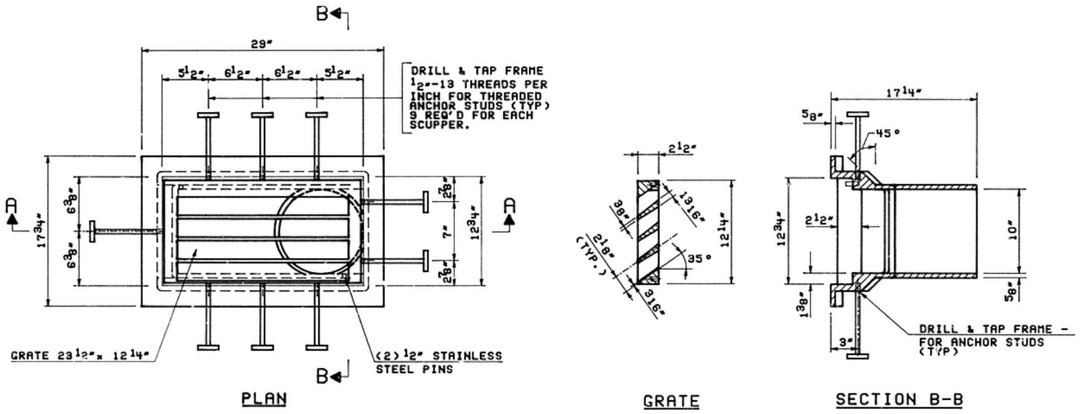
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-03		1-09-92	203

D C B A 0 A B C D
TAMERAN

RGUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	204	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

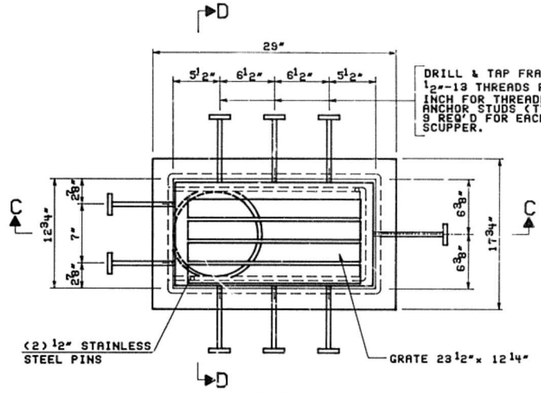
ESTIMATED BY: CHECKED BY: DRAFTED BY: IGM CHECKED BY: LGB
DESIGNED BY: LGB CHECKED BY: MJR
IN CHARGE: PCW



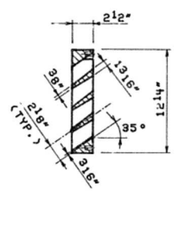
PLAN

GRATE

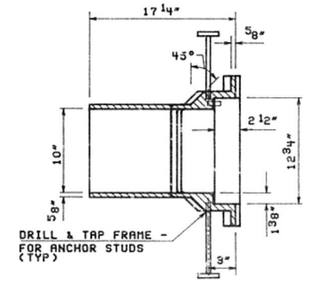
SECTION B-B



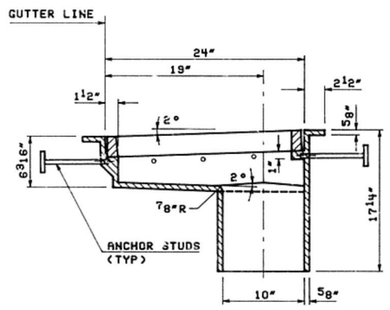
PLAN



GRATE

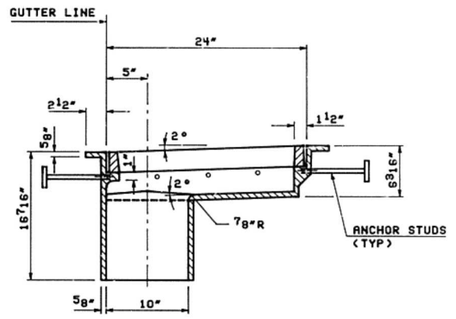


SECTION D-D



SECTION A-A

BRIDGE SCUPPER, TYPE "A" DETAILS



SECTION C-C

BRIDGE SCUPPER, TYPE "B" DETAILS

NOTES:

1. ALL CAST IRON PARTS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF AASHTO M-105, CLASS 30.
2. COST OF THE FRAME, GRATE, STAINLESS STEEL PINS AND DRILLING & TAPPING OF HOLES FOR ANCHOR STUDS INCLUDING COMPLETE INSTALLATION OF SCUPPER SHALL BE PAID FOR AT THE UNIT BID PRICE FOR "BRIDGE SCUPPERS" OF THE TYPE SPECIFIED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
BRIDGE SCUPPER DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

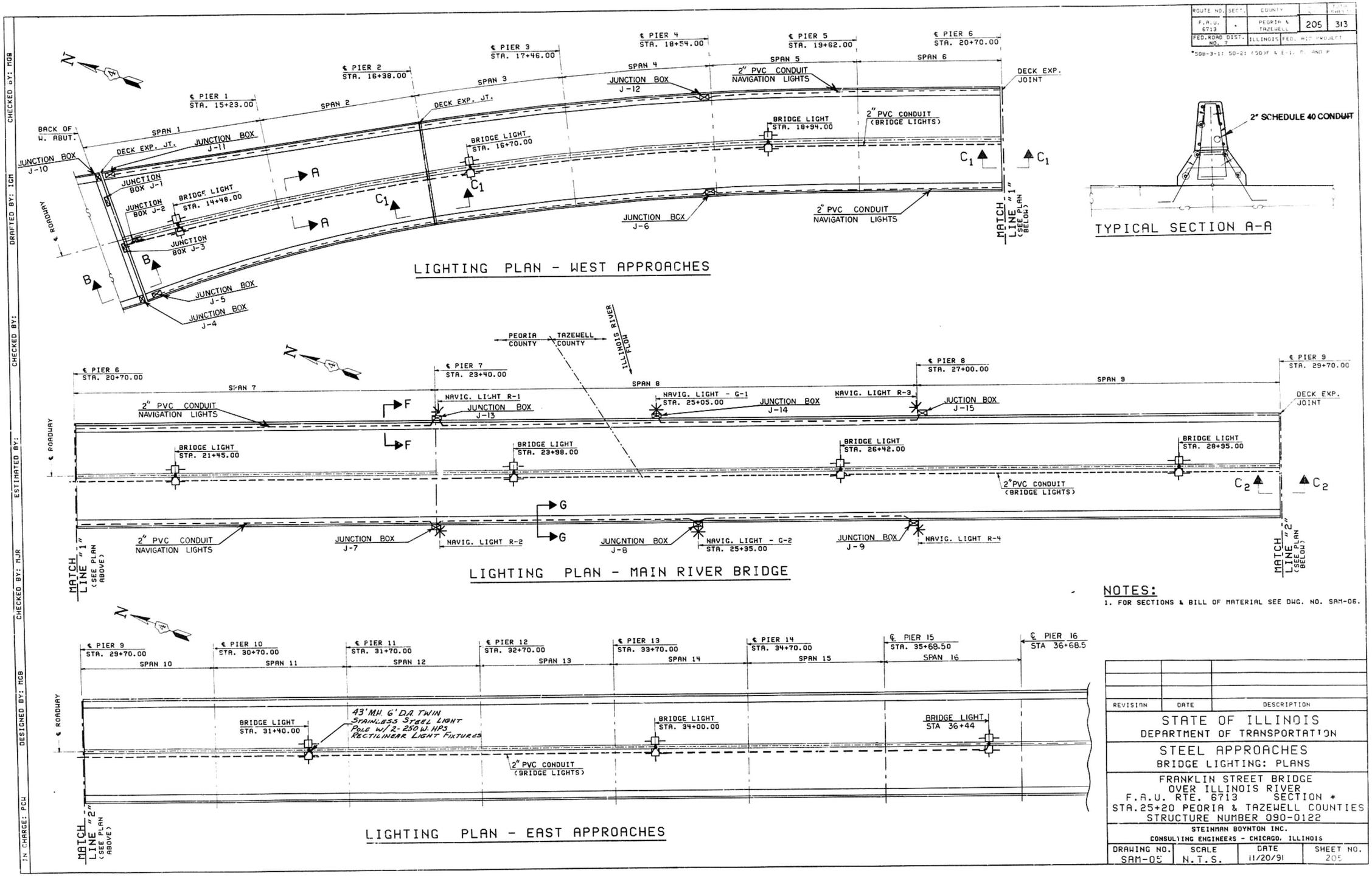
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-04		1-09-92	204

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY		TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	205	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*50B-3-1: 50-2: (50)F & E-1, D, AND P



NOTES:

1. FOR SECTIONS & BILL OF MATERIAL SEE DWG. NO. SAM-06.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
BRIDGE LIGHTING: PLANS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

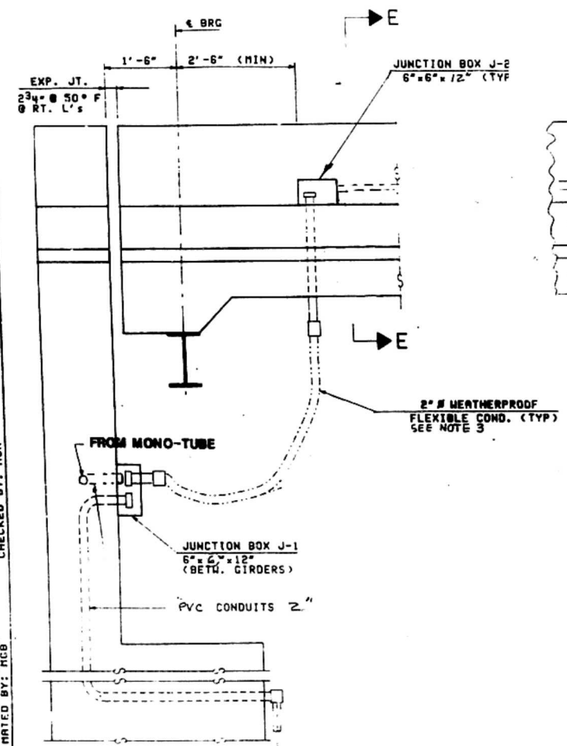
DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-05	N.T.S.	11/20/91	205

CHECKED BY: MGB
DRAFTED BY: IGM
CHECKED BY:
ESTIMATED BY:
CHECKED BY: MJR
DESIGNED BY: MGB
IN CHARGE: PCW

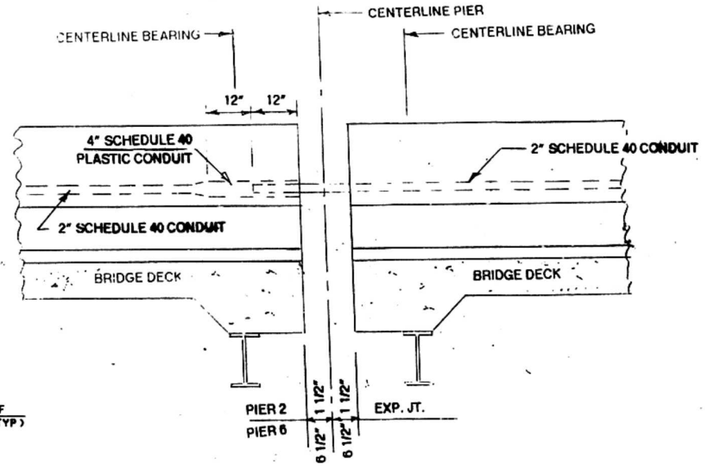
D C B A 0 A B C D

TAMERAN

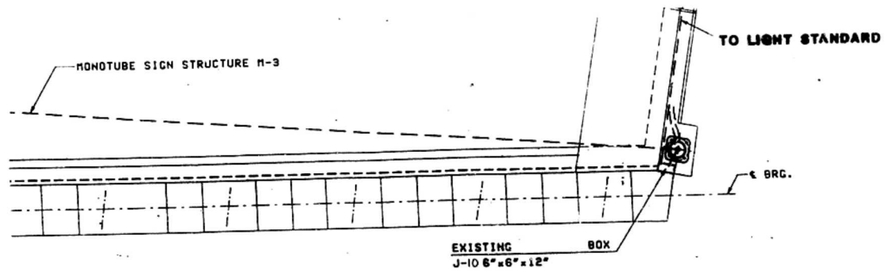
DESIGNED BY: MGB CHECKED BY: MJR DRAFTED BY: IGM CHECKED BY: MJR ESTIMATED BY: MGB CHECKED BY: MJR IN CHARGE: PEM

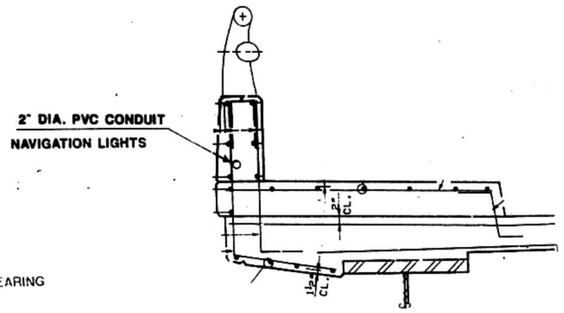


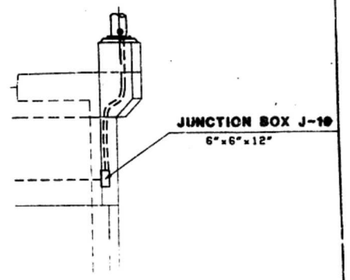
SECTION B-B
@ W. ABUTMENT



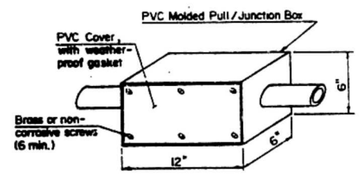
SECTION C_1 - C_1
@ PIERS 2 & 6



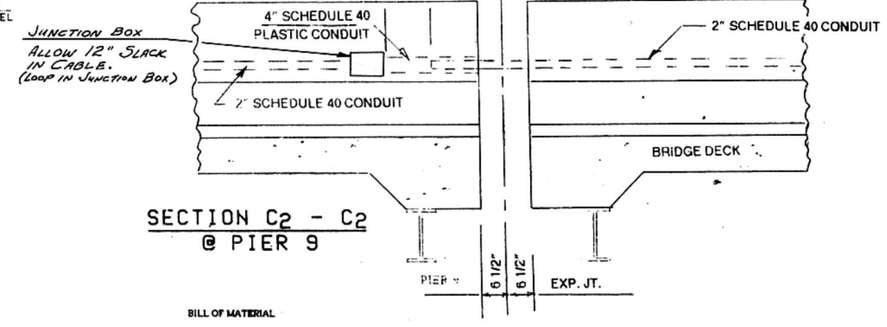




SECTION F-F SHOWN
SECTION G-G SIMILAR
(INCLUDED FOR INFORMATION ONLY)



PULL/JUNCTION BOX
Outside Parapet Curb Installation
L & N Circuits



SECTION C_2 - C_2
@ PIER 9

BILL OF MATERIAL

ITEMS	UNIT	W. APPROACH	PEORIA CO. (BR.)	TAZEWELL CO.(BR)	TOTAL
BARE COPPER WIRE, 1/C NO. 8	LIN. FT.	178	2182	432	2792
CONDUIT IN TRENCH 4" GS	LIN. FT.	36			36
CONDUIT ATTACH. STR. 4" GS	LIN. FT.	10			10
EC C XLP USE 1/C 8	LIN. FT.	356	4364	864	5584
EC C XLP USE 1/C 2/0	LIN FT.	224			224
CONDUIT ATTACH. STR. 2 1/2" GS	LIN. FT	76			76
CONDUIT ATTACH. STR. 2" PVC	LIN. FT	100	3303	1619	5022
CONTROL CABINET	EACH	1			1
JUNCTION BOX	EACH	4	7	4	15

NOTES:
1. FOR SECTION LOCATIONS SEE DWG. NO. SAM-05.
2. ALL REBARS AT JUNCTION BOX SHALL BE ADJUSTED BY REARRANGING, TILTING, BENDING OR CUTTING IN THE FIELD AND AS APPROVED BY THE ENGINEER. COST SHALL BE INCIDENTAL TO "REINF. BARS (EPOXY COATED)".
3. COST OF 2" DIA. WEATHERPROOF FLEXIBLE CONDUITS SHALL BE INCIDENTAL TO "CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
BRIDGE LIGHTING: SECTIONS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-06	N.T.S.	11-20-91	206

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	207	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1: 50-2: (50)F&E-1, D AND P

IN CHARGE: PCW DESIGNED BY: IDOT CHECKED BY: IDOT DRAFTED BY: CHECKED BY: ESTIMATED BY:

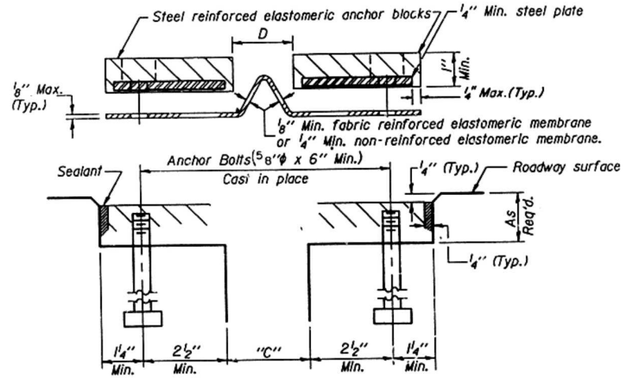
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Joint Size	"C" at 50°F	"D" at 50°F
4"	3"	2½" Min.

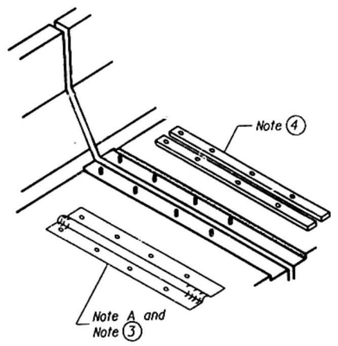
INSTALLATION NOTES

1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

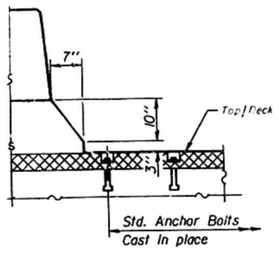
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.



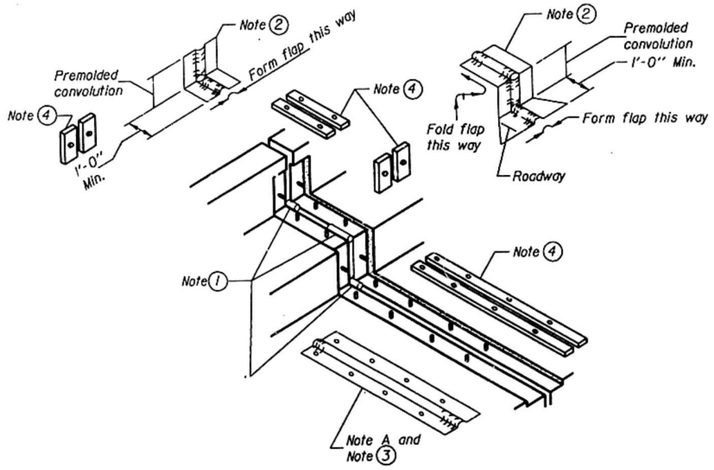
CROSS SECTION



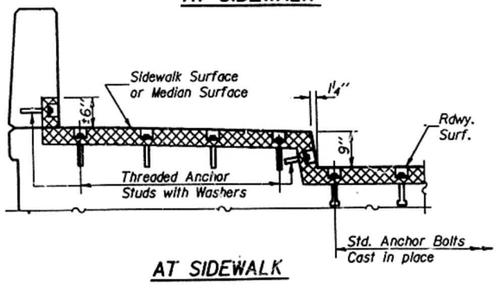
AT MEDIAN



AT MEDIAN



AT SIDEWALK



AT SIDEWALK

TYPICAL END TREATMENTS

GENERAL NOTES

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

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

The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout.

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

Joint openings shall be adjusted in accordance with Article 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.

BILL OF MATERIAL

ITEM	UNIT	TOTAL W. APPR.
NEOPRENE EXP. JOINT 4".	LIN. FT.	78

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
NEOP. EXP. JT. @ P-2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-07		1-10-92	207

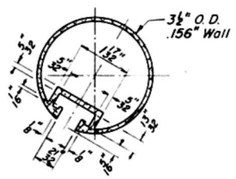
D C B A 0 A B C D

TAMERAN

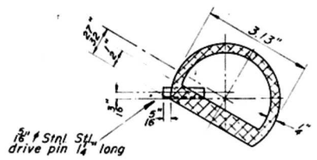
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*		313	208
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 208
SHEETS 313

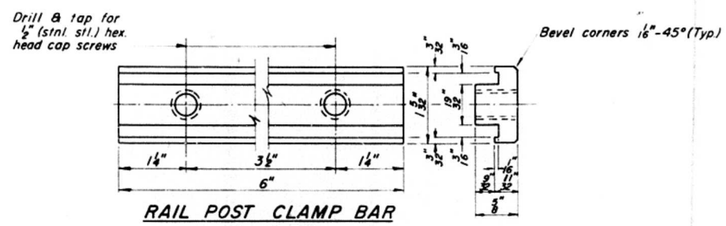
* 508-3-1; 50-2; (50) F & E-1, D & P



SECTION THRU TOP RAIL



SECTION THRU SPLICE
TOP RAIL



RAIL POST CLAMP BAR
For Top Rail

NOTES:

All Posts shall be normal to parapet.

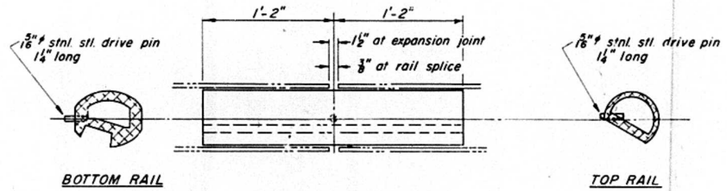
All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced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

All joints in rail shall be spliced per detail.

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

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per lineal foot for ALUMINUM RAILINGS, TYPE L.

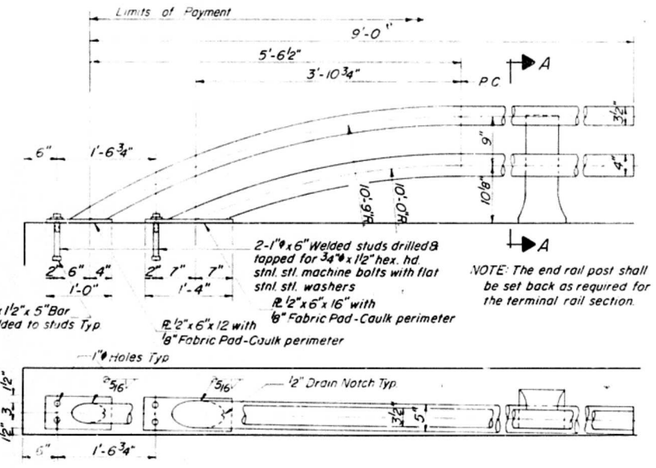
Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.



BOTTOM RAIL

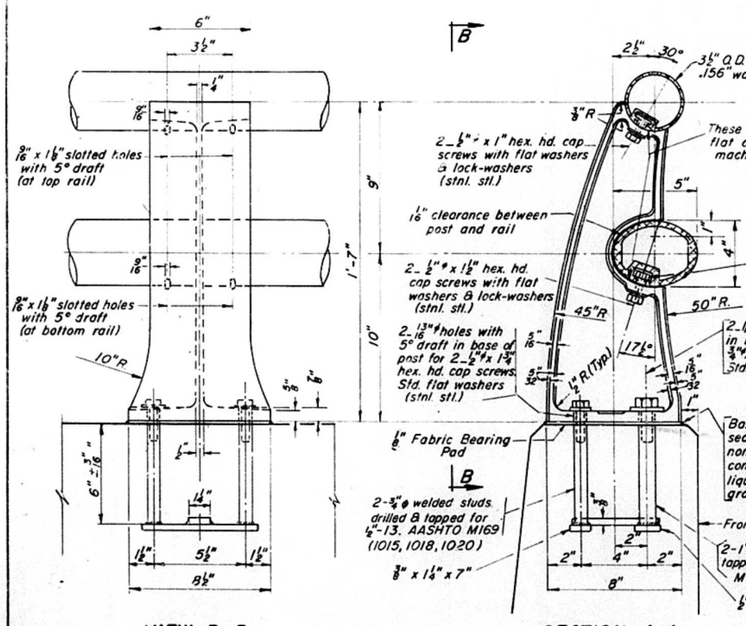
RAIL SPLICE

TOP RAIL

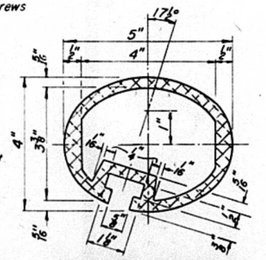


NOTE: The end rail post shall be set back as required for the terminal rail section.

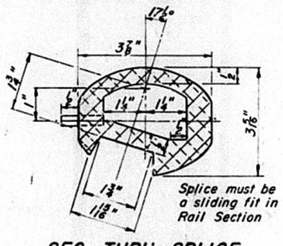
RAIL TERMINAL SECTION



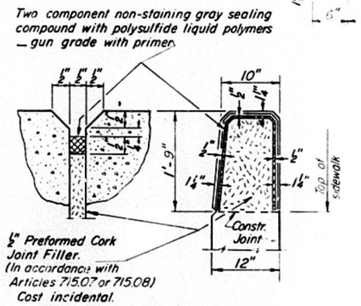
RAIL POST DETAILS



SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE



PARAPET JOINT DETAIL

BILL of MATERIALS

Item	Unit	Quantity
ALUMINUM RAILING, TYPE L	Lin. Ft.	2958

TYPE L
ALUMINUM RAILING
STEEL APPROACHES
FAU RTE. 6713 SEC *
STA. 25+20.00 PEORIA & TAZEWELL CO.
STR. NUMBER 090-0122

DRAWING NUMBER	SHEET NUMBER
SAM 08	208

R-20 12-31-87

Aug. 09, 1991

D C B A 0 A B C D

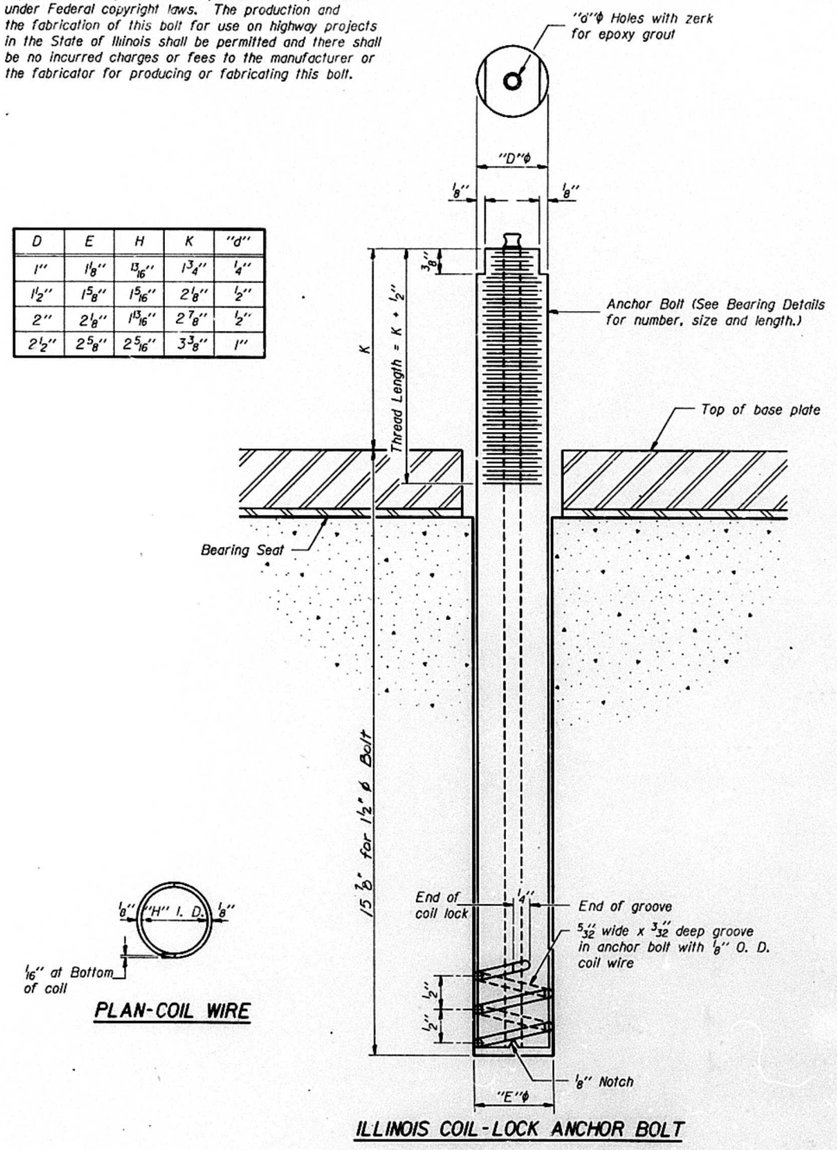
TAMERAN

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.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A.	*		313	209
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 209
SHEETS 313

*50 B-3-1; 50-2; (50)F & E-1, D & P



D	E	H	K	"d"
1"	1/8"	13/16"	1 3/4"	1/4"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"

PLAN-COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

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 A519, Grade 1026 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 comforming to ASTM C881, Type I, Grade I 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 in accordance with 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 conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with 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 and 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".

ABB-1 12-1-83

ANCHOR BOLT DETAILS FOR BEARINGS
STEEL APPROACHES
FAU RTE. 6713 SEC *
STA. 25+20.00 PEORIA & TAZEWELL CO.
STR. NUMBER 090-0122

DRAWING NUMBER	SHEET NUMBER
SAM 09	209

Aug. 09, 1991

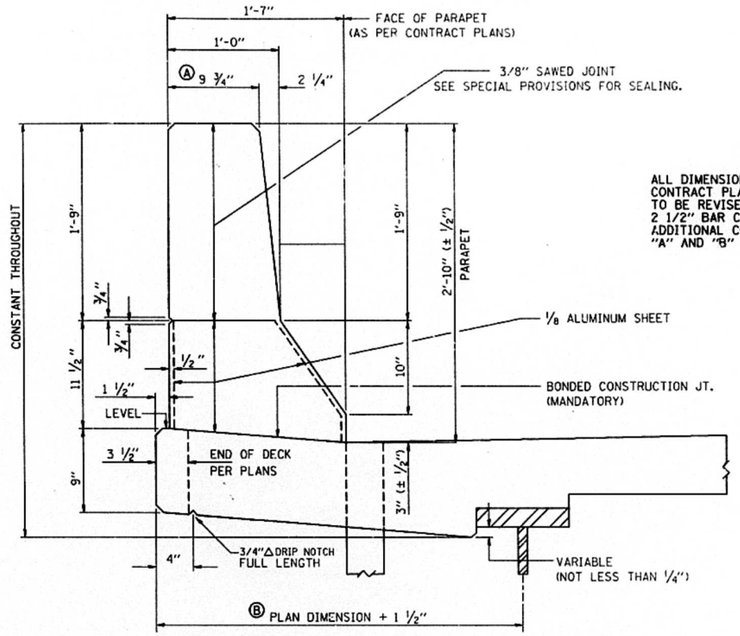
ORG.

D C B A 0 A B C D

TAMERAN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6713	*	PEO., TAZ.	318	210
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT	

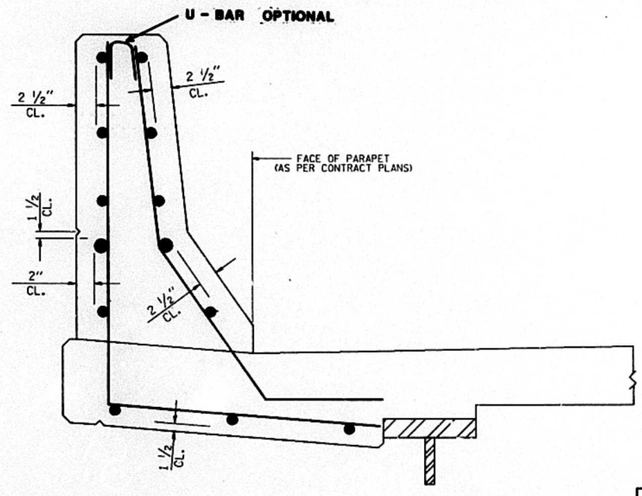
* 50B-3-1, 50-2, (50)FEE-1, 50D, 50P



SECTION

ALL DIMENSIONS SHALL REMAIN THE SAME AS SHOWN ON CONTRACT PLANS, EXCEPT FOR DIMENSIONS "A" AND "B" TO BE REVISED AS SHOWN IN SECTION TO ALLOW FOR 2 1/2" BAR CLEARANCE.
ADDITIONAL CONCRETE NEEDED TO REVISE DIMENSIONS "A" AND "B" =.0107 CU. YDS./FT./PARAPET.

CONCRETE PARAPET CONFIGURATION FOR SLIPFORMING



ALL BARS, SIZE, SPACING, CLEARENCES AND DETAILS ARE AS CONTRACT PLANS EXCEPT FOR BAR CLEARENCES IN PARAPET.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET REINFORCEMENT FOR SLIPFORMING

DWG SAM-10 Aug. 09, 1991

DATE

DRAWN BY

CHECKED BY

9-APR-90 14:51:34
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D C B A 0 A B C D
TAMERAN

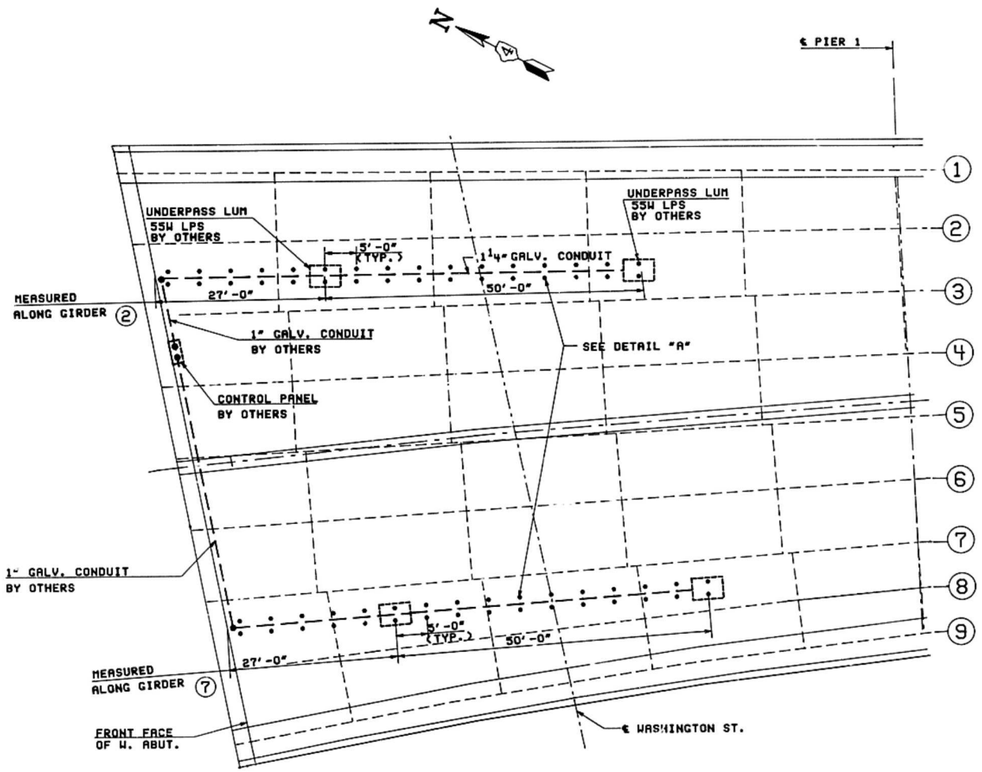
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	211	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* 508-1-1: 50-2, (50)F & E-1, D, AND P

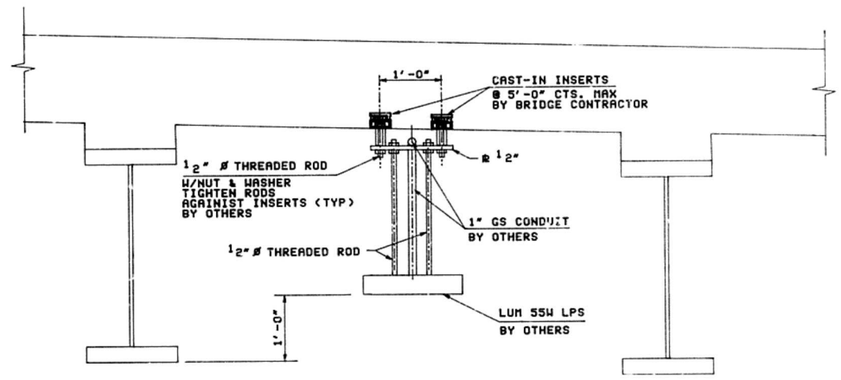
ESTIMATED BY: CHECKED BY: DRAFTED BY: MCM CHECKED BY: LGB

DESIGNED BY: MCM CHECKED BY: KRP

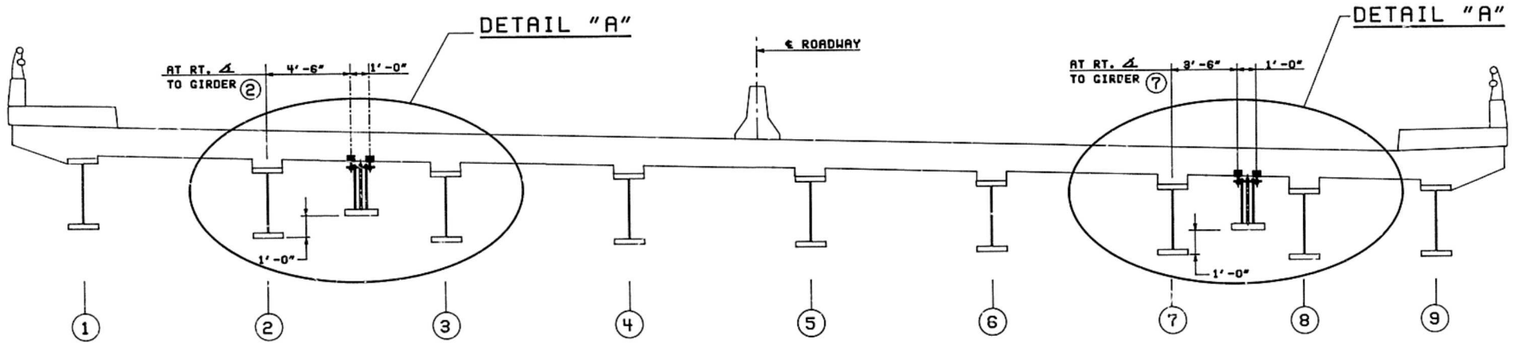
IN CHARGE: PCW



DECK PLAN
(SHOWING LIGHTING UNDER BRIDGE)



DETAIL "A"



DECK CROSS SECTION
(LOOKING UPSTATION)

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
BRIDGE LIGHTING: DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
SAM-11	N.T.S.	1-09-92	211

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	212	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)FAE-1, D AND P

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

Boring Log

PROJECT P-94-243-82 Date 7-9-87
ROUTE FAU 6713 Bored By Jerry Hamman
SEC. 50-2, 124CS-1 STA. 11+00 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. E-1
Station 11+00
Offset 5' Rt of Q
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 490.5	0		
Concrete 489.8			
Gravel, Cinder Sand Fill	23		9
489.0			
Medium Fine to Coarse Brown Sand Tr/Gravel	9		12
	11		6
	13		4
477.0			
Dense Med to Coarse Sand With Med to Lrge Gravel	24		5
475.5	41		5
	-45		

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

Boring Log

PROJECT P-94-243-82 Date 7-9-87
ROUTE FAU 6713 Bored By Jerry Hamman
SEC. 50-2, 124CS-1 STA. 12+50 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. E-2
Station 12 + 50
Offset Q
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 481.5	0		
Asphalt 481.2			
Concrete 480.5			
Med Coarse Brown Sand w/s Large Gravel & Silt	20	P 1.0	10
	13		10
	6		11
472.0			
Dense Med to Coarse Sand With Large Gravel & Cobbles Tr/Silt	26		7
	26		8
466.5	32		8
	-45		

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-21-87
ROUTE FAU 6713 Bored By Jerry Hamman
SEC. 508-3 STA. 15 + 28 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-1
Station 15+28
Offset 32' Rt of Q
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 469.0	0		
loose fine to coarse SAND with some medium gravel and red bricks (FILL)	7		7
	10		9
	9	P 1.5	21
460.0			
dense medium to coarse SAND with large gravel and trace of cobbles	15		8
	32		4
	29		7
	43		11
	41		11
	37		12
	46		11
	41		12
	45		11
	41	P 1.2	11
	48		12
	42		12
	48		10
	61		12
	38		10

Con't. B-1

Elevation	N	Qu t/s.f.	w (%)
	-45		
	61		
	100/0"		
419.0	-60		
	100/0"		
417.0			
SHALE bedrock Cored from 52.0' to 62.0' Recovered 10.0' Run #1	-65		
10.0			
407.0	-80		

Used 55' of NW casing to core rock.
Used 30' of 4" casing Grouted boring upon completion

Canonie Construction Co.

Canonie — Canonie Test Boring Services
Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

Job No.	DD-0207
Date	Dec. 17, 1983
Total Footage	78'6"
Foreman	Jerry Hamman
Classification By	Foreman

Client Hanson Engineers, Inc.
Geographic Location Franklin St. Bridge, Peoria, IL
Boring No. P-1 O.G. EL. 474.0 Coordinates
Boring No. O.G. EL. Coordinates

Ground Surface	0'0"	
Concrete	0'8"	
Loose SAND to medium GRAVEL and cinders.	1'6"	40-20-1
Medium brown silty CLAY, trace of small gravel.	6'3"	3-4-4 / 30 / 15"
Medium brown CLAY with bricks ST5	8'0"	3-3-4 / 18" / 16"
	14'0"	4-7-23
Medium brown silty CLAY with some gravel and gravel w/ some silty clay.		20-64-75
		19-25-22
		59-30-39
		30-18-16
		22-20-21
		10-19-35
		41-32-21
		16-14-10
Dense medium to coarse GRAVEL with coarse sand.		25-11-10
		19-13-11
		26-12-15
		14-10-10
		17-12-11
		23-19-16
Very dense gray silty	51'0"	

CLAY with trace of SHALE fragments. 53'6"
SHALE with clay — 150/4" — 68'6"
Cored 10'0" and recovered 9'1" — 90.8% — 68'6"
Cored 10'0" and recovered 9'3" — 92.5% — 78'6"
End of Boring
Used 52' of 4" casing.
Grouted hole with cement, bentonite and water
Drilled boring P-1A to 6'0" to obtain Shelby tube samples. (offset + or - 5.0')

A.... All borings are plotted to a scale of 1"=...8... ft., using ..ground surface.. as a fixed datum.
B....Classifications are made from visual inspection of samples and are our opinion thereof.
C....Water Levels (WL). Figure indicates time of readin (hours) after completion of boring. Water le .ls indicated are those observed when borings were made, or as noted. Porosity of the soil strata, variations of rainfall, site topography, etc., may cause changes in these levels.
D....Figures in right hand column indicate number of blows required to drive 2" O.D. sampling spoon (6" u.n.o.), using a 140 lb. weight falling 30 inches.

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 BRIDGE 090-0122 Date 12-3-87
ROUTE FAU 6713 Bored By Nora Eger
SEC. 508-3 STA. 16 + 42 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-2
Station 16 + 42
Offset 5' Lt of CL
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 464.3'	0		
Cinders, brick, sand, silt clay & misc fill	9		24
	4		27
	3		25
453.3'	34		9
Dense brown med to coarse gravel, some sand, trace silt	70		9
	30		12
	26		10
	30		13
	22		11
419.8'			
	22		11
	23		12
	25		11
	35		10
	23		13
	49		
	33		11
	41		11
	68		17

Boring B-2 (Cont.)

Elevation	N	Qu t/s.f.	w (%)
	-45		
Shale Run #1 Cored from 46.0-56.0 Rec 10.0'			
10.0	-60		
408.3'	-65		

Installed 46' of casing.
Grouted boring upon completion

N-Standard Penetration Test- Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - Usf

w - Water Content - percentage of oven dry weight-%

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
BORING LOGS E-1, E-2, P-1, B-1 & B-2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
BP-03		AUG 07 1991	212

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	213	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 BRIDGE 090-0122 Date 12-8-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 17 + 47 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-3
Station 17 + 47
Offset 5' Lt of CL
Surface Water El
Groundwater El at Completion
After ____ Hours

Ground Surface 463.1' ○

Elevation	N	Qu t/s.f.	w (%)
-5	15		16
	10		23
	2		21
-10	13		23
451.6'			
	23		9
-15	28		18
	24		13
-20	27		21
	48		

silt, sand, gravel, rock, brick, wood and misc. FILL

medium brown sandy fine to coarse GRAVEL

435.1'

dense brown coarse SAND some fine to coarse gravel

419.1'

Elevation	N	Qu t/s.f.	w (%)
-25	37		13
	27		26
-30	26		19
	42		10
-35	50		13
	65		12
-40	116		13
	65	BS 4.3	12
	100 4"		9
-45			

Con't. B-3

SHALE BEDROCK Cored from 46.0' to 56.0'. Recovered 8.0'

Run #1

8.0'

407.1'

Cased boring with 4" casing to 17'0", and 3" casing to 50'0"

Grouted boring upon completion

Elevation	N	Qu t/s.f.	w (%)
-45			
-50			
-55			
-60			

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-9-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 18 + 32 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-4
Station 18 + 32
Offset 17' Lt of CL
Surface Water El
Groundwater El at Completion
After ____ Hours

Ground Surface 463.3' ○

Elevation	N	Qu t/s.f.	w (%)
	18		13
-5	5		25
456.3'			
	13	B 2.1	14
453.8'			
-10	40	P 2.7	10
	20		4
447.3'			
-15	34		9
	27		
-20	25		10
	28		8

medium brown sandy SILT some clay, brick and gravel FILL

medium brown clayey SILT

medium brown clayay SILT and rock fragments

dense brown fine to coarse sand and gravel some silt trace of clay

boulder from 36'0" to 36'10".

421.8'

SHALE BEDROCK CORED FROM 43.5' to 53.5'

Elevation	N	Qu t/s.f.	w (%)
-25	24		13
	31		10
-30	56		9
	41		11
-35	55		16
	100 0"		
-40	34		11
	100 6"		13
-45			

Con't. B-4

recovered 7.0', run # 1.

7.0'

409.8'

Cased hole with 4" casing to 25'0", and 3" casing to 43'6".

Grouted boring upon completion.

Elevation	N	Qu t/s.f.	w (%)
-45			
-50			
-55			
-60			

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date December 14, 1987
ROUTE FAU 6713 Bored By Norm Eger
SEC. 508-3 STA. 19 + 62 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-5
Station 19 + 62
Offset CL
Surface Water El
Groundwater El at Completion
After ____ Hours

Ground Surface 461.7' ○

Elevation	N	Qu t/s.f.	w (%)
	43		18
458.7'			
	12		13
-5	5	P 1.0	12
453.7'			
	8	P 1.5	22
-10			
450.7'			
	65		6
	57		8
-15	60 3"		11
	18		6
-20			
	17		18

Brown sandy silt, gravel brick & misc. fill

Brown silt, trace sand

Brown silt, some clay, trace sand & gravel

Dense brown F to C gravel, rock fragment, trace of silt, some sand

419 2'

Shale

Elevation	N	Qu t/s.f.	w (%)
-25	16		17
	112		15
-30	26		17
	21		15
-35	27		17
	34		11
-40	45		11
	49		12
-45			

Boring B-5 (Cont.)

Shale

Run # 1 Cored from 43.5 to 53.5

Rec. 6'6"

6'6"

408.2'

45.0 Caring
Boring grouted at completion

Elevation	N	Qu t/s.f.	w (%)
-45			
-50			
-55			
-60			

N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
BORING LOGS B-3, B-4 & B-5

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
BP-04		AUG 07 1991	213

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	214	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Date 11-30-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 30 + 70 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-19
Station 30 + 70
Offset 5' Lt of Q.
Surface Water El
Groundwater El at Completion
After ____ Hours

Ground Surface 453.9'

sand, gravel, silt, clay, wood, red brick, and mis'c. FILL

435.9'

SHALE BEDROCK Cored from 39.5' to 49.5'.

9.5'

loose gray sandy organic SILT

sand seam at 22.2'(2")

415.4'

Elevation	N	Qu t/s.f.	w (%)
0			
-5	15	B 3.3	18
-10	9		15
-15	12	P 0.3	27
-20	8	BSp 0.4	20
-25	4	BSp 1.1	22
-30	9		26
-35	8	P 0.3	82
-40	4	B 0.1	33
-45	2	B 0.2	31
-25	3	BSp 0.3	40
-30	3	B 0.5	39
-35	3	B 0.5	41
-40	4	B 0.2	42
-45	5		59
-50	6	B 0.2	29
-55	100/6"	P 1.0	14

Con't B-19

Recovered 9.5' Run #1

404.4'

Boring grouted upon completion

Cased hole with 4" casing to 15'0", and 40' of 3" casing.

Elevation	N	Qu t/s.f.	w (%)
-45			
-50			
-55			
-60			

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 11-30-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 32 + 55 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-21
Station 32 + 55
Offset Q
Surface Water El
Groundwater El at Completion
After ____ Hours

Ground Surface 455.3'
Asphalt 455.0'
crushed ROCK 454.3'

sand, gravel, clay silt, wood, brick and mis'c. FILL

loose gray organic SILT

432.3'

411.3'

Elevation	N	Qu t/s.f.	w (%)
0			
-5	28		9
-10	17		8
-15	3		28
-20	4	P 1.7	13
-25	3		56
-30	4		26
-35	7	BSp 0.3	33
-40	9		141
-45	10		30
-25	5	B 0.5	34
-30	6		43
-35	4	B 0.6	47
-40	4	B 0.5	43
-45	5		47
-50	4	BSp 0.7	34
-55	5	B 0.5	37
-60	5	B 0.4	38
-45	21	P 4.5	23

Con't. B-21

soft SHALE BEDROCK Cored from46.0' to 56.0', Recovered 10.0' Run #1.

10.0

399.3'

Boring grouted upon completion.

Cased hole with 4" casing to 10'0", and 45' of 3" casing

Elevation	N	Qu t/s.f.	w (%)
-45			
-50			
-55			
-60			

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-01-87
ROUTE FAI 6713 Bored By N. Eger
SEC. 508-3 STA. 33 + 50 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-22
Station 33 + 50
Offset Q
Surface Water El
Groundwater El at Completion
After ____ Hours

Ground Surface 455.5'

sand, gravel, silt, clay, wood, red brick and mis'c. FILL

loose organic SILT

433.0'

Elevation	N	Qu t/s.f.	w (%)
0			
-5	33		6
-10	12		14
-15	6	Sp 1.5	15
-20	4	P 0.8	13
-25	8	0.5	106
-30	2		65
-35	3		
-40	8		
-45	4		40
-25	3	B 0.1	33
-30	2	B 0.2	36
-35	2	B 0.1	39
-40	3	B 0.5	44
-45	3	B 0.5	37
-50	5	BSp 0.4	31
-55	4	B 0.5	37
-60	20	P 0.6	19
-65	8	P 0.6	18

Con't. B-22

SHALE BEDROCK Cored from 48.0' to 58.0', Recovered 9.4' Run # 1.

9.4'

397.5'

Boring Grouted upon completion.

Cased hole with 4" casing to 10'0", and 50' of 3" casing.

409.0'

Elevation	N	Qu t/s.f.	w (%)
-45			
-50	100/4"	P 1.7	13
-55			
-60			

N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/s.f.

w - Water Content - percentage of oven dry weight-%.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
BORING LOGS B-19, B-21 & B-22

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
BP-07		AUG 07 1991	214

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	215	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-21 (50)F&E-1, D AND H

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-02-87
ROUTE FAU 6713 Bored By N. Eger
SEC. 508-3 STA. 34 +43 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-23
Station 34 + 43
Offset 4' Lt of ℄
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)	
456.3'				Ground Surface
456.0'				Asphalt
455.3'				Crushed Rock
	31	P 1.2	8	sand, gravel, red brick, clay, silt, cinders and other mis'c. FILL
	50		11	
	24		14	
-10	10		8	
	5		20	
	2	B 0.3	22	
	3	B 0.9	17	
-20	9	P 0.8	64	
435.3'				loose gray organic SILT
	3	B 0.1	37	

Con't. B-23

Elevation	N	Qu t/s.f.	w (%)	
-25	4	P 0.7	29	
	6	B 0.6	35	
-30	6	BSp 0.4	35	
	3	B 0.8	38	
-35	3	B 0.4	34	
	2	BSp 0.2	49	
-40	4	B 0.5	45	
	10	P 0.2	31	
-45	36		12	

Elevation	N	Qu t/s.f.	w (%)	
-45				
408.8'	38		17	
				SHALE BEDROCK Cored from 48.5' to 58.5' Recovered 10'0" Run #1 (10.0')
397.8'				
-60				Cased hole with 6" casing to 10'0". Boring grouted upon completion. Installed 50' of 3" casing.

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

BRIDGE FOUNDATION
Boring Log

PROJECT P-94-243-82 Bridge 090-0122 Date 12-18-87
ROUTE FAU 6713 Bored By H. Boyd
SEC. 508-3 STA. 35 + 56 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. B-24
Station 35 + 56
Offset 35' Rt of ℄
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)	
458.0'				Ground Surface
				black cinders, silty sandand fine gravelFILL
456.5'	10		6	brown sandy fine gravel FILL
455.0'				brown silty SAND with some small gravel, cinders and mis'c. FILL
-5	4		11	
452.5'				dark brown sandy CINDERS FILL
	2		20	
449.0'		B 1.0	19	
-10	4			brown fine to medium SAND with clay binder sample 5 had trace of fine gravel & cinders FILL
445.0'	5	BSp 0.7	24	
	18	B 2.0	22	brown silty CLAY trace of coarse sand and fine gravel FILL tr. clay and bricks.
442.5'				
	50	B 0.5	25	dark gray organic SILT with fine to medium sand seam
-20	4	BSp 0.5	25	
437.5'	6	BSp 0.5	30	

Con't. B-24

Elevation	N	Qu t/s.f.	w (%)	
		B		brown gray organic SILT trace of shell fragments
-25	5	0.7	33	
	4	BSp 0.7	32	
-30	6	B 1.0	32	
	5	B 0.7	36	
-35	4	BSp 1.0	36	
	5	B 0.9	46	
-40	5	BS 0.3	26	
	6	B 0.8	31	
415.0'				
-45	26		17	

Elevation	N	Qu t/s.f.	w (%)	
-45				gray fine to medium SAND with shell fragments
	69		16	
409.0'	100 5"	SP	15	
		1.7		gray weathered SHALE
408.0' -60				gray silty SHALE
406.3'				gray weathered clayey SHALE cored from 50.0' to 55.0', rec. 5.0' Run #1 (5.0')
403.7' -55				black limey hard SHALE some fossils cored from 55.0' to 59.5', rec. 4.0 Run #2 (4.0')
399.2'				
gray clayey SHALE 398.5' -60				Used 50' of 3" casing, and 14' of 4" casing. Hole grouted upon completion.

FOX DRILLING, INC.

Hamilton Lakes, 500 Park Boulevard, Suite 1212, Itasca, Illinois 60143, 312-773-4877

Boring Log

PROJECT P-94-243-82 Date 7-14-87
ROUTE FAU 6713 Bored By Jerry Hamman
SEC. 50-2, 124CS-1 STA. 36 +80 Checked By D. Kerns
COUNTY Peoria-Tazewell
Boring No. E-3
Station 36+80
Offset ℄
Surface Water El.
Groundwater El. at Completion
After ____ Hours

Elevation	N	Qu t/s.f.	w (%)	
455.9				Ground Surface
				Med Brown Silty Clay w/s Sand Cinders Brick Fill
	11	P 1.6	20	
-5	4	BS 0.2	19	
	13	BS 1.0	19	
447.4				
				Med Black Sand Cinders Wood Fill
-10	3	P 0.7	20	
	3	P 1.0	17	
-15	5	P 0.4	23	
	5		40	
435.4				
-20	6		53	
				Soft Gray Silty Clay 22 5' S.T. Pushed 25.0' Rec 28"
	4	0.7	31	

Elevation	N	Qu t/s.f.	w (%)	
-25				
	5	B 0.8	33	
-30	4	BS 1.0	34	
				30.0' S.T. Pushed 32 5' Rec. 28"
				Shells and Sand Seam
-35	4		30	
418.9				
	5	P 0.2	15	
				Med Gray Fine Sand Tr/Sm Gravel and Shell Frags.
415.9				
-40	16		18	
-45				

N-Standard Penetration Test-Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
BORING LOGS B-23, B-24 & E-3

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
BP-08		AUG 07 1991	215

D C B A 0 A B C D

TAMERAN

* 50B-3-1; 50-2; (50)F & E-1, D, AND P

ROUTE NO.	SEC	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEO. & TAZ	313	215A

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, Illinois — 1 of 2 SB-LW-1

Start	Finish	Driller	Drill Method	Borehole Diameter	Well Diameter	Total Depth
5/23/91	5/23/91	Mathes	3.75" ID HSA	7.5"		41.00'

Logger	Top of Casing Elev.	Ground Elevation	Depth/Elevation Groundwater - Date Measured
S. Koepsell		457.33	/

Boring advanced at highest point of long wall. Shelby tubes collected from boring SB-LW-1R, immediately adjacent to boring SB-LW-1. Station location 35 + 70.

Sample No.	Sample Type	Recovery*	Sample Blows*
1	SS	13	3, 5, 2
2	SS	5	2, 1, 1
3	SS	2	17, 12, 24
4	SS	11	4, 3, 1
5	SS	14	1, 2, 1
6	SS	7	2, 3, 4
7	SS	15	1, 1, 3
8	SS	3	2, 2, 1

Description:
- 1 - 1.6 ft. SAND, CINDERS, SANDY SILT FILL: very fine to medium; moist; brown and black.
- SANDY SILT FILL: fine; trace clay; organics; moist; brown.
- SILTY SAND FILL: very fine to medium; trace clay; moist; brown.
- Pushed a rock.
- 8.5 - 9.3 ft. CINDERS: fine to coarse; moist; black.
- SILTY SAND FILL: fine to coarse; moist; brown
- SILTY CLAY FILL: trace fine sand; trace brick; moist; brown.
- SILTY CLAY FILL: trace fine to coarse sand; trace brick; moist; brown. Pushed a rock.
- SILTY CLAY FILL: trace fine to coarse sand; trace brick; saturated; brown.
- As above, with gravel size brick fragments

HNu readings (in units) — BZ: Breathing Zone; BH: Borehole; SP: Sample; HS: Headspace. Qu/Qp=Unconfined Compress. Strength; Qp is pocket penet; MC=Moisture Content; ST=Shelby Tubes.
- BZ=0, BH=0, SP=0, MC=14.5%
- BZ=0, BH=0, SP=0, MC=14.2%
- BZ=0, BH=0
- BZ=0, BH=0, SP=0, MC=23.7%
- ST # 1, 10-12 ft
- BZ=0, BH=0, SP=0, QP=0.4 TSF, ST # 2, 12-14 ft
- BZ=0, BH=0, SP=0, QP<0.25 TSF, ST # 3, 14-16 ft
- BZ=0, BH=0, SP=0, Qu=0.2 TSF (Bulge), MC=26.2%
- BZ=0, BH=0, SP=0, MC=35.6%, ST # 4, 19-21 ft

*ASTM D1586; SS = SPLIT SPOON; D = DENNISON; ST = SHELBY TUBE; C = CORE; CT = CUTTINGS; CS = CONTINUOUS SAMPLER; BA = BUCKET AUG.

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, Illinois — 2 of 2 SB-LW-1

Sample No.	Sample Type	Recovery*	Sample Blows*
9	SS	14	1, 1, 1
10	SS	18	2, 2, 3
11	SS	23	1, 1, 1
12	SS	15	1, 1, 3
13	SS	17	0, 3, 2
14	SS	16	0, 2, 4
15	SS	14	2, 2, 2
16	SS	21	1, 1, 2, 0 = wt of hamr

Description:
- 21 - 21.8 ft. SILTY SAND: very fine; wet; light to dark gray.
- SILTY CLAY: moist; gray.
- 23.5 - 24 ft. SAND: very fine; wet; gray.
- SILTY CLAY: moist; gray.
- SILTY CLAY: moist; gray.
- SILTY CLAY: moist; gray.
- SILTY CLAY: moist; gray
- SILTY CLAY: moist; gray.
- SILTY CLAY: shells; moist; gray.
- SILTY CLAY: trace fine sand and organics; shells; moist; gray
- End of boring at 41 feet

HNu readings:
- BZ=0, BH=0, SP=0, QP=0.2-0.7 TSF, MC=31.6%, ST # 5, 21-23 ft.
- BZ=0, BH=0, SP=0, Qu=1 TSF (Bulge), MC=27.7%, ST # 6, 23-25 ft., ST # 7, 25-27 ft.
- BZ=0, BH=0, SP=0, Qu=0.1 TSF (Bulge), MC=33.1%, ST # 8, 27-29 ft.
- BZ=0, BH=0, SP=0, Qu=0.7 TSF (Bulge), MC=36%, ST # 9, 29-31 ft.
- BZ=0, BH=0, SP=0, QP=0.5-0.75 TSF, Qu=0.6 TSF (Bulge), MC=33.6%, ST # 10, 31-33 ft.
- ST # 11, 33-35 ft, BZ=0, BH=0, SP=0, QP=0.5-0.75 TSF, Qu=0.6 TSF (Bulge), MC=23.7%
- BZ=0, BH=0, SP=0, Qu=0.7 TSF (Bulge), MC=33.1%
- BZ=0, BH=0, SP=0, Qu=0.5 TSF (Bulge), MC=36%

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, Illinois — 1 of 2 SB-LW-2

Start	Finish	Driller	Drill Method	Borehole Diameter	Well Diameter	Total Depth
5/23/91	5/23/91	Mathes	3.75" ID HSA	7.5"		25.50'

Logger	Top of Casing Elev.	Ground Elevation	Depth/Elevation Groundwater - Date Measured
S. Koepsell		455.39	/

Boring advanced near midpoint of long wall. Station location 37 + 00.

Sample No.	Sample Type	Recovery*	Sample Blows*
1	SS	3	13, 11, 4
2	SS	6	1, 1, 1
3	SS	0	5, 2, 1
4	SS	14	1, 1, 1
5	SS	1	3, 3, 2
6	SS	10	3, 1, 5
7	SS	14	0, 2, 1
8	SS	12	1, 1

Description:
- SAND FILL: fine to coarse; some cinders; moist; black and brown.
- SAND AND CINDER FILL: fine to coarse; black and brown.
- No Recovery
- 9 - 9.8 ft. SANDY SILT FILL: very fine to fine; trace clay; moist; gray.
- SILTY SAND FILL: very fine to fine; trace clay; moist; gray.
- No Recovry, pushed a brick.
- SILTY SAND FILL: very fine to fine; trace clay; petroleum odor (diesel) and sheen; wet; black
- SAND FILL: very fine to fine; trace medium to coarse; trace organics; petroleum sheen; wet; black
- SANDY SILT FILL: very fine to fine; trace clay; moist; gray
- SAND FILL: very fine to fine; trace organics; sheen; wet; gray

HNu readings:
- Qu/Qp=Unconfined Compress. Strength; Qp is pocket penet; MC=Moisture Content
- BZ=0, BH=0, SP=0
- BZ=0, BH=0, HS=0, MC=48.4%
- BZ=0, BH=0, HS=0
- BZ=0, BH=0, HS=0, Qu=0.21 TSF (Bulge), MC=24.5%
- BZ=0, BH=0
- BZ=0, BH=0, HS=20, MC=70.9%
- BZ=0, BH=0, HS=20, MC=22.1%
- BZ=0, BH=0, HS=6

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, Illinois — 2 of 2 SB-LW-2

Sample No.	Sample Type	Recovery*	Sample Blows*
9	SS	11	1, 2, 1
10	SS	16	0, 2, 2, 0 = wt. of hamr

Description:
- SILTY CLAY: trace very fine to fine sand; sheen; moist; gray.
- SILTY CLAY: trace very fine to fine sand; sheen; moist; gray.
- End of boring at 25.5 feet.

HNu readings:
- BZ=0, BH=0, HS=0, Qu=0.54 TSF (Bulge), MC=28.7%
- BZ=0, BH=0, HS=0, Qu=0.74 TSF, MC=29.9% (Bulge)

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, Illinois — 1 of 1 SB-LW-3

Start	Finish	Driller	Drill Method	Borehole Diameter	Well Diameter	Total Depth
5/23/91	5/23/91	Mathes	3.75" ID HSA	7.5"		15.50'

Logger	Top of Casing Elev.	Ground Elevation	Depth/Elevation Groundwater - Date Measured
S. Koepsell		455.02	/

Boring advanced near southern end of long wall. Boring SB-LW-3R advanced adjacent to SB-LW-3 to obtain sample at 6.5 to 8 feet. Station location 38 + 50.

Sample No.	Sample Type	Recovery*	Sample Blows*
1	SS	12	5, 3, 8
2	SS	2	1, 1, 5
3	SS	2	2, 2, 1
4	SS	9	2, 1, 1
5	SS	12	1, 1, 1
6	SS	12	3, 2, 1

Description:
- SAND AND GRAVEL FILL: sand fine to coarse, gravel fine; trace brick and cinders
- SAND AND GRAVEL FILL: sand fine to coarse; gravel fine; trace brick, cinders, wood, and roots; moist; brown.
- SAND AND GRAVEL FILL: sand fine to coarse; gravel fine; trace silt and clay; trace brick, cinders, wood, and roots; moist; brown
- SILTY CLAY FILL: trace fine to medium sand; trace wood and brick; moist; brown.
- 11.5 - 12.3 ft. SILTY CLAY FILL: trace fine to coarse sand, trace organics; saturated; brown.
- SILTY SAND FILL: very fine to fine; saturated; gray
- SILTY CLAY FILL: trace fine to coarse sand, trace wood; moist; gray
- End of boring at 15.5 feet

HNu readings:
- Qu/Qp=Unconfined Compress. Strength; Qp is pocket penet; MC=Moisture Content
- BZ=0, BH=0, SP=0
- BZ=0, BH=0, SP=0
- BZ=0, BH=0, SP=0
- BZ=0, BH=0, SP=0, Qu=0.21 TSF (Bulge), MC=36.6%
- BZ=0, BH=0, SP=0, Qu=0.25 TSF (Bulge), MC=30.7%
- BZ=0, BH=0, SP=0, Qu=0.39 TSF (Bulge), MC=41.2%

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 2 of 3 SB-1-LW

Sample No.	Sample Type	Sample Blows*
09	SS	1, 2, 2
10	SS	1, 2, 3
11	SS	2, 2, 2
12	SS	0, 2, 3
13	SS	3, 2, 6
14	SS	3, 2, 4
15	SS	4, 3, 2
16	SS	1, 2, 3
17	SS	3, 3, 4

Description:
- SILTY CLAY: some fine to coarse sand; brick fragments; soft; moist; black
- SANDY SILT: very fine to fine sand; trace clay; soft; saturated; dark gray.
- SILTY CLAY: trace very fine to fine sand; soft; saturated; dark gray.
- As above.
- As above: some shell and root fragments and charcoal fragments.
- As above, moist to wet
- As above
- As above
- As above

HNu readings (in units) — BZ: Breathing Zone; BH: Borehole; SP: Sample; CT: Cuttings
- Qu=0.31 TSF (Bulge), MC=25.2%
- BZ=0, BH=0, SP=0, Qu=0.31 TSF (Bulge), MC=35.6%
- BZ=0, BH=0, SP=0, Qu=0.21 TSF (Bulge), MC=31.0%
- BZ=0, BH=0, SP=0, Qu=0.25 TSF (Bulge), MC=32.3%
- BZ=0, BH=0, SP=0, Qu=0.33 TSF (Bulge), MC=31.0%
- BZ=0, BH=0, SP=0, Qu=0.49 TSF (Bulge), MC=33.9%
- BZ=0, BH=0, SP=0, Qu=0.28 TSF (Bulge), MC=34.9%
- BZ=0, BH=0, SP=0, Qu=0.87 TSF, MC=44.3%
- BZ=0, BH=0, SP=0, Qu=0.82 TSF, MC=30.1%
- BZ=0, BH=0, SP=0

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 3 SB-1-LW

Start	Finish	Driller	Drill Method	Borehole Diameter	Well Diameter	Total Depth
6/12/91	6/13/91	Mathes	4.25" I.D. HSA	8"		50.00'

Logger	Top of Casing Elev.	Ground Elev.	Depth/Elevation Groundwater - Date Measured
M. Brockmann		457.50	/

Sta 35 + 70; 37' Left

Sample No.	Sample Type	Recovery*	Sample Blows*
01	SS	0	
02	SS	3	3, 3, 11
03	SS		4, 3, 3
04	SS		4, 3, 1
05	SS		3, 1, 2
06	SS		4, 11, 12
07	SS		3
08	SS		3

Description:
- Surface CINDERS, BRICK, FILL: fine to coarse; loose; moist; black
- As above
- As above
- As above
- As above some clay and silt
- As above saturated
- SILTY CLAY: some fine to coarse sand; brick fragments; soft; moist; black
- As above saturated, dark gray

HNu readings:
- Qu/Qp=Unconfined Compress. Strength (Qp is pock. pen.); MC=Moisture Content
- BZ=0, BH=1, SP=1
- BZ=0, BH=1, SP=1, MC=8.1%
- BZ=0, BH=0, SP=0
- BZ=0, BH=0, SP=0, MC=14.6%
- BZ=0, BH=0, SP=0
- BZ=0, BH=0, SP=0
- BZ=0, BH=0, SP=0, Qu=0.58 TSF (Bulge), MC=23.6%
- BZ=0, BH=0, SP=0

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 3 of 3 SB-1-LW

Sample No.	Sample Type	Sample Blows*
18	SS	12, 17, 39
19	SS	12, 32, 22
20	SS	

Description:
- SILTY CLAY: trace very fine to fine sand; soft; saturated; dark gray.
- SAND: fine to coarse; some shell fragments; root hairs; a fine gravel; dense; brown and gray
- As above: some fine to medium gravel
- As above.
- End of boring at 50 ft.

HNu readings:
- Qu=0.82, MC=29.2%
- BZ=0, BH=0, SP=0
- BZ=0, BH=0, SP=0
- BZ=0, BH=0, SP=0

DISTRICT NO. 4 PEORIA

DESIGNED

DRAWN — DATE

CHECKED — SCALE

SHEET NO. 215A

D — C — B — A — 0 — A — B — C — D

TAMERAN

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 5713	*	PEORIA	313	215B

* 50B-3-1, 50-2; (50)F & E-1,D,AND P

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 1 of 2 | SB-3-LW

START: 6/14/91 | FINISH: 6/14/91 | DRILLER: Mathes | DRILL METHOD: 4.25" I.D. HSA | BOREHOLE DIAMETER: 8" | WELL DIAMETER: | TOTAL DEPTH: 40.00'

LOGGER: M. Brockmann | TOP OF CASING ELEV.: | GROUND ELEVATION: 455.60 | DEPTH/ELEVATION GROUNDWATER: | DATE MEASURED:

Sta 36 + 35, 72' Rt. 1st location: refusal at 3.5'; relocate 5' east

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS*	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	HNu readings (in units)
				455						BZ: Breathing Zone; BH: Borehole; SP: Sample; HS: Headspace
01	SS	0			1				FILL: Cinders, metal (Too loose to drive spoon)	BZ=0 BH=0 SP=0
02	SS	0		450	6				As above; voids "	BZ=0 BH=0 SP=0
03	SS	6			7				FILL: fine to coarse sandy loam, trace brick and cinders; loose; moist; brown and black	BZ=0 BH=0 SP=0 MC=32.1%
04	SS	2		445	11				As above saturated beginning at 11.7'	BZ=0 BH=0 SP=0
05	SS	2	0		12				As above (poor recovery)	BZ=0 BH=0 SP=0 MC=31.6%
	SS	4	0	440	16				As above	BZ=0 BH=0 SP=0 Qu=0.75 TSF (Bulge) MC=36.9%
07	SS	7			19				As above	BZ=0 BH=0 SP=0 MC=32.6%
									SAND fine to medium; trace black; loose; wet; gray	
									SILTY CLAY some roots and shell fragments	

TESTS: D1586 ST = SHELBY TUBE; SS = SPLIT SPOON; C = CORE; R = REMOLDED; CS = CONTINUOUS SAMPLER; PT = PUSHING; BA = BUCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 1 of 2 | SB-3-LW

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 1 of 2 | SB-4-LW

START: 6/14/91 | FINISH: 6/15/91 | DRILLER: Mathes | DRILL METHOD: 4.25" I.D. HSA | BOREHOLE DIAMETER: 8" | WELL DIAMETER: | TOTAL DEPTH: 40.00'

LOGGER: M. Brockmann | TOP OF CASING ELEV.: | GROUND ELEVATION: 455.20 | DEPTH/ELEVATION GROUNDWATER: | DATE MEASURED:

Sta 37 + 75; 80' Rt

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS*	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	HNu readings (in units)
				455						BZ: Breathing Zone; BH: Borehole; SP: Sample; HS: Headspace
01	SS		1 3 4		1				FILL: sand and gravel, fine to coarse, brick and rock fragments, some silt and clay; loose; moist; red to black	Qu/Qp=Unconfined Compres. Strength Qp is pocket penet.; MC=Moisture Content BZ=0 BH=0 SP=0
02	SS		0 0 1		3				As above	BZ=0 BH=0 SP=0
03	SS		1 1 1	450	6				As above; less rocks; light brown	BZ=0 BH=0 SP=0 Qu=0.04 TSF (Bulge)
04	SS		0 1 1		9				FILL: silty clay; trace fine sand; loose; moist; gray	BZ=0 BH=0 SP=0 Qu=0.04 TSF (Bulge) MC=33.9%
05	SS		1 1 1	445	11				As above; black	BZ=0 BH=0 SP=0 Qu=0.04 TSF (Bulge) MC=30.5%
06	SS		0 0 1		14				As above	BZ=0 BH=0 SP=0 Qu=0.08 TSF (Bulge) MC=30.7%
07	SS		1 1 1	440	16				No recovery (sand ")	No recovery BZ=0 BH=0
08	SS	14	1 0 1		19				SAND fine, well rounded and sorted, loose, saturated, gray	BZ=0 BH=0 SP=0

TESTS: D1586 ST = SHELBY TUBE; SS = SPLIT SPOON; C = CORE; R = REMOLDED; CS = CONTINUOUS SAMPLER; PT = PUSHING; BA = BUCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 1 of 2 | SB-4-LW

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, Illinois

PAGE NO. | HOLE NO.: 1 of 2 | SB-SW-

START: 5/24/91 | FINISH: 5/24/91 | DRILLER: Mathes | DRILL METHOD: 3.75" ID HSA | BOREHOLE DIAMETER: 7.5" | WELL DIAMETER: | TOTAL DEPTH: 30.50'

LOGGER: S. Koepsell | TOP OF CASING ELEV.: | GROUND ELEVATION: | DEPTH/ELEVATION GROUNDWATER: | DATE MEASURED:

Boring advanced at midpoint of short wall. Shelby tubes collected from boring SB-SW-1R, immediately adjacent to boring SB-SW-1. Station location 121 + 56.

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS*	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	HNu readings (in units)
										BZ: Breathing Zone; BH: Borehole; SP: Sample; HS: Headspace
1	SS	17	7 11 13		1				SAND FILL fine; well sorted; dry; tan.	Qu/Qp=Unconfined Compres. Strength Qp is pocket penet. MC=Moisture Content ST=Shelby Tube BZ=0 BH=0 SP=0
					4				4 - 4.9 ft. SAND FILL fine, trace medium to coarse; trace fine gravel; dry; tan.	MC=22.9%
2	SS	13	10 10 8		5				SANDY SILT FILL fine to medium; some cinders; moist; tan and black.	BZ=0 BH=0 SP=0 MC=17.6%
					6				SAND FILL fine to coarse; trace fine gravel and fine to coarse cinders; trace brick; moist; tan and black.	BZ=0 BH=0 SP=0 MC=28.3%
3	SS	7	2 1 1		8				8 - 9.6 ft. SAND AND GRAVEL FILL fine to coarse; some brick; wet; red.	BZ=0 BH=0 SP=0
4	SS	10	1 1 1		9				SILTY CLAY FILL some fine to coarse sand and cinders; wet; gray and black.	BZ=0 BH=0 SP=0
5	SS	13	1 3 3		11				SILTY CLAY FILL trace to some fine to coarse sand and cinders; wet; gray and black.	BZ=0 BH=0 SP=0 Qu=0.41 TSF (Bulge) MC=66.4% ST @ 1, 12.5-14.5 ft.
					14				14 - 15 ft. SILTY CLAY FILL trace fine to medium sand; wet; gray.	BZ=0 BH=0 SP=0
6	SS	20	0 1 1		15				SILTY SAND FILL fine to medium; trace to some clay; trace wood; wet; gray.	Qu=0.21 TSF (Bulge) MC(1)=35.6% MC(2)=32.9%
7	SS	2	1 1 3		16				SILTY CLAY AND BRICK FILL Pushed a brick	BZ=0 BH=0 SP=0 MC=35.6% ST @ 2, 16.5-18.5 ft.
					18				SILTY CLAY trace fine sand, trace wood; wet; gray	ST @ 3, 18.5-20.5 ft.
8	SS	23	0 1 1		19					BZ=0 BH=0 SP=0

TESTS: D1586 ST = SHELBY TUBE; SS = SPLIT SPOON; C = CORE; R = REMOLDED; CS = CONTINUOUS SAMPLER; PT = PUSHING; BA = BUCKET AUG.

Illinois Department of Transportation, Peoria, Illinois

PAGE NO. | HOLE NO.: 1 of 2 | SB-SW-

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 1 of 3 | SB-5-LW

START: 6/15/91 | FINISH: 6/15/91 | DRILLER: Mathes | DRILL METHOD: 4.25" I.D. HSA | BOREHOLE DIAMETER: 8" | WELL DIAMETER: | TOTAL DEPTH: 42.50'

LOGGER: M. Brockmann | TOP OF CASING ELEV.: | GROUND ELEVATION: 455.90 | DEPTH/ELEVATION GROUNDWATER: | DATE MEASURED:

Sta 37 + 20; 45' left

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS*	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	HNu readings (in units)
				455						BZ: Breathing Zone; BH: Borehole; SP: Sample; HS: Headspace
01	SS	12	10 14 11		1				FILL: sand, gravel, fine to coarse; some black cinders; loose; dry; brown	Qu/Qp=Unconfined Compressive Strength Qp: is pocket penet.; MC=Moisture Content BZ=0 BH=0 SP=0
02	SS	10	10 4 4		3				FILL: cinders, fine to coarse; loose; black; moist	BZ=0 BH=0 SP=0
03	SS	12	3 3 3	450	6				FILL: silty clay; soft; moist to wet; gray and black	BZ=0 BH=0 SP=0 Qu=0.04 TSF (Bulge) MC=17.9%
04	SS	14	8 6 3		8				FILL: clay and cinders, fine to coarse; some fine to coarse gravel; firm; moist, black	BZ=0 BH=0 SP=0 Qu=0.82 TSF (shear) MC=11.5%
05	SS	16	4 3 3	445	11				As above	BZ=0 BH=0 SP=0 Quw=poor sample
06	SS	14	3 3 3		13				FILL: sandy loam; some fine to coarse gravel; fine to coarse cinder, trace clay	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=18.4%
07	SS	13	3 3 3	440	16				FILL: sandy gravel and loam; wood fragments; soft; moist, black	BZ=0 BH=0 SP=0 MC=34.7%
08	SS	10	8 3 3		18				As above	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge)

TESTS: D1586 ST = SHELBY TUBE; SS = SPLIT SPOON; C = CORE; R = REMOLDED; CS = CONTINUOUS SAMPLER; PT = PUSHING; BA = BUCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 1 of 3 | SB-5-LW

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 2 of 2 | SB-3-LW

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS*	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	HNu readings (in units)
				435						BZ: Breathing Zone; BH: Borehole; SP: Sample; CT: Cuttings
09	SS	14	1 1 1		21				SILTY CLAY some roots and shell fragments; gray	BZ=0 BH=0 SP=0 Qu=0.61 TSF (Bulge) MC=31.1%
10	SS	16	3 3 3		23				SILTY CLAY trace fine sand; some root hairs and roots; soft; saturated; gray	BZ=0 BH=0 SP=0 Qu=0.56 TSF (Bulge) MC=33.8%
				430	25					
11	SS	18	2 3 3		26				As above	BZ=0 BH=0 SP=0 Qu=0.45 TSF (Bulge) MC=40.3%
12	SS	4	1 2 2		28				As above	BZ=0 BH=0 SP=0 Qu=0.45 TSF (Bulge) MC=33.7%
				425	30					
13	SS	12	3 3 3		31				CLAYEY SILT trace fine sand; some roots; soft; saturated; gray	BZ=0 BH=0 SP=0 Qu=0.82 TSF (Bulge) MC=36.6%
14	SS	14	1 2 3		33				As above; trace sand near bottom	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=16.6%
				420	35					
15	SS		4 3 3		38				SAND fine to coarse, some fine gravel; shell fragments; loose; wet; brown	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge)
					40				SAND fine to very coarse, some fine to coarse gravel; loose; saturated; brown	BZ=0 BH=0 SP=0
									End of boring at 40 ft.	

TESTS: D1586 ST = SHELBY TUBE; SS = SPLIT SPOON; C = CORE; R = REMOLDED; CS = CONTINUOUS SAMPLER; PT = PUSHING; BA = BUCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 2 of 2 | SB-3-LW

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 2 of 2 | SB-4-LW

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS*	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	HNu readings (in units)
				435						BZ: Breathing Zone; BH: Borehole; SP: Sample; CT: Cuttings
09	SS	14	1 1 1		21				SAND fine, well rounded and sorted; loose; gray	BZ=0 BH=0 SP=0
					22				SILTY CLAY trace fine sand; loose; saturated; gray.	
10	SS	12	1 2 3		23				As above	BZ=0 BH=0 SP=0 Qu=0.41 TSF (Bulge) MC=31.0%
				430	25					
11	SS	0	1 2 3		26				No recovery	No recovery BZ=0 BH=0
12	SS	12	1 1 1		28				SILTY CLAY as above.	BZ=0 BH=0 SP=0 MC=38.9%
				425	30					
13	SS	14	1 2 3		31				As above	BZ=0 BH=0 SP=0 Qu=0.70 TSF (Bulge) MC=33.1%
14	SS	16	1 2 3		33				As above; some fine sand.	BZ=0 BH=0 SP=0 Qu=0.41 TSF (Bulge) MC=36.1%
				420	35					
15	SS	18	1 2 3		38				SAND fine t coarse; loose; saturated; brown	BZ=0 BH=0 SP=0
					40				SANDY GRAVEL fine to coarse, loose, saturated, brown	BZ=0 BH=0 SP=0
									End of boring at 40 ft.	

TESTS: D1586 ST = SHELBY TUBE; SS = SPLIT SPOON; C = CORE; R = REMOLDED; CS = CONTINUOUS SAMPLER; PT = PUSHING; BA = BUCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 2 of 2 | SB-4-LW

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, Illinois

PAGE NO. | HOLE NO.: 2 of 2 | SL-SW-

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS*	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	HNu readings (in units)
										BZ: Breathing Zone; BH: Borehole; SP: Sample; CT: Cuttings
					21					SP=0 Qu=0.21 TSF (Bulge) MC=31.8%
9	SS	33	D/18" 1		22				SILTY CLAY trace fine sand, trace wood; wet; gray.	BZ=0 BH=0 SP=0 MC=32.8% ST @ 4, 20.5-22.5 ft.
					23					
10	SS	33	0 1 3		24				SILTY CLAY trace fine sand; trace wood; wet; gray.	BZ=0 BH=0 SP=0 Qu=0.39 TSF (Bulge) MC=30% ST @ 5, 22.5-24.5 ft.
					25					BZ=0 BH=0 SP=0 Qu=0.41 TSF (Bulge) MC=32.1% ST @ 6, 24.5-26.5 ft.
			0 w/ wt. of hamm		26					ST @ 7, 26.5-28.5 ft.
					27					
					28					ST @ 8, 28.5-30.5 ft.
					29					
					30				End of boring at 30.5 feet.	

TESTS: D1586 ST = SHELBY TUBE; SS = SPLIT SPOON; C = CORE; R = REMOLDED; CS = CONTINUOUS SAMPLER; PT = PUSHING; BA = BUCKET AUG.

Illinois Department of Transportation, Peoria, Illinois

PAGE NO. | HOLE NO.: 2 of 2 | SL-SW-

GEOLOGIC DRILL LOG

PROJECT NAME AND LOCATION: Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 2 of 3 | SB-5-LW

SAMPLE NO.	SAMPLE TYPE	RECOVERY *	SAMPLE BLOWS*	ELEV.	DEPTH	GRAPHIC LOG	WELL CONSTRUCTION	CLASSIFICATION SAMPLE INTERVAL	DESCRIPTION	HNu readings (in units)
				435						BZ: Breathing Zone; BH: Borehole; SP: Sample; CT: Cuttings
09	SS	14	1 1 1		21				SILTY CLAY trace of fine sand; some roots and shells; wet; soft; gray	MC=33.0%
					22					BZ=0 BH=0 SP=0 Qu=0.31 TSF (Bulge) MC=35.4%
10	SS	12	1 1 1		23					
					24				As above	BZ=0 BH=0 SP=0 Qu=0.27 TSF (Bulge) MC=33.0%
					25					
11	SS	13	1 2 3	430	26				As above	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=31.8%
					27					
12	SS	15	3 3 5		28				As above	BZ=0 BH=0 SP=0 Qu=0.68 TSF (Bulge) MC=37.6%
					29					
13	SS	12	5 3 3	425	31				As above	BZ=0 BH=0 SP=0 Qu=0.82 TSF MC=33.9%
					32					
14	SS	14	4 6 5		33				As above; very soft	BZ=0 BH=0 SP=0 MC=37.9%
					34					
15	SS	18	5 3 3	420	36				SILTY CLAY some fine sand; roots and shells; fragments; soft; saturated; gray	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=3...
					38				SAND fine to medium; saturated; loose; brown	BZ=0 BH=0 SP=0
16	SS	18	4 3 3		39				SAND fine to medium; trace shell fragments; loose; saturated; dark brown	
					41					
17	SS	16	6 3 3	415	41				As above; some fine to medium gravel	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge)

TESTS: D1586 ST = SHELBY TUBE; SS = SPLIT SPOON; C = CORE; R = REMOLDED; CS = CONTINUOUS SAMPLER; PT = PUSHING; BA = BUCKET AUG.

Illinois Department of Transportation, Peoria, IL

PAGE NO. | HOLE NO.: 2 of 3 | SB-5-LW

End of boring at 42.5 ft.

SHEET NO. 215B

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	PEO TAZ	313	215C

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — Page 1 of 2 SB-6-LW

Start: 6/16/91 · Finish: 6/16/91 · Driller: Mathes · Drill Method: 4.25" I.D. HSA · Borehole Diameter: 8" · Total Depth: 40.00'

Logger: M. Brockmann · Ground Elevation: 456.10

Sta 36 + 45; 42' Left

Qu/Qp=Unconfined Compressive Strength; Qp is pocket penet; MC=Moisture Content

Sample No.	Sample Type	Recovery	Sample Blows	Elev	Description	HNU readings (in units)
01	SS	4	5 8 12		FILL: silty clay; some brick, rock, and slag fragments; soft; moist; brown to black.	BZ=0 BH=0 SP=0
02	SS	4	1 2 1	450	As above	BZ=0 BH=0 SP=0 Qp < 0.25 TSF (Bulge) MC=21.4%
03	SS	8	5 6 9		As above: saturated beginning at 9 ft.	BZ=0 BH=0 SP=0 MC=28.5%
04	SS	0	3 [illegible]	445	No recovery	BZ=0 BH=0 No recovery
05	SS	8	2 [illegible]		As above	BZ=0 BH=0 SP=0 Qp=0.50 TSF (Bulge) MC=23.1%
06	SS	8	[illegible]	440	FILL: fibrous material; too moist and unconsolidated for Qu	BZ=0 BH=0 SP=0 MC=39.9%
07	SS		[illegible]		FILL	BZ=0 BH=0 SP=0 Qp=0.50 TSF (Bulge) MC=55.4%
					SILTY CLAY: original ground surface at 19.9 ft.	

*ASTM D1586 · SS = Split Spoon · D = Dennison · ST = Shelby Tube · C = Core · CT = Cuttings · CS = Continuous Sampler · BA = Bucket Aug. — Illinois Department of Transportation, Peoria, IL — Page 1 of 2 SB-6-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — Page 1 of 3 SB-2-LW

Start: 6/13/91 · Finish: 6/13/91 · Driller: Mathes · Drill Method: 4.25" I.D. HSA · Borehole Diameter: 8" · Total Depth: 52.50'

Logger: M. Brockmann · Ground Elevation: 455.10

Sta 35 + 70; 37' RT

Qu/Qp=Unconfined Compress. Strength (Qp is pocket penet.); MC=Moisture Content

Sample No.	Sample Type	Recovery	Sample Blows	Elev	Description	HNU readings (in units)
01	SS	3	3 2 2		FILL: cinders, fine to coarse; some fine to coarse sand, loose; moist; black.	BZ=0 BH=0 SP=1
02	SS	3	3 2 2	450	As above.	BZ=0 BH=0 SP=0
03	SS	10	2 2 2	445	Fill: loam; some brick frags.; cinders; some fine to coarse sand; soft; moist; brown and black.	BZ=0 BH=0 SP=0 MC=19.2% Qu=0.39 TSF (Bulge)
04	SS	15	10 13 15		As above: clayey loam; gray	BZ=0 BH=0 SP=0 MC=19.2% Qu=1.48 TSF (Bulge)
05	SS		14 5 4	440	As above: loam, gray	BZ=0 BH=0 SP=0 MC=18.5%
06	SS		3 5 8		As above: loam, black and gray, saturated beginning at 16 ft.	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=17.6%
07	SS		3 6 7		As above	BZ=0 BH=0 SP=0 MC=28.4%

*ASTM D1586 · SS = Split Spoon · D = Dennison · ST = Shelby Tube · C = Core · CT = Cuttings · CS = Continuous Sampler · BA = Bucket Aug. — Illinois Department of Transportation, Peoria, IL — Page 1 of 3 SB-2-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — Page 3 of 3 SB-2-LW

Sample No.	Sample Type	Recovery	Sample Blows	Elev	Description	HNU readings (in units)
					SAND: fine to coarse, some shell fragments, loose; wet; gray	Qu=1.03 TSF (Bulge)
17	SS		3 3 3		As above	BZ=0 BH=0 SP=0
18	SS		2 4 5	410	As above	BZ=0 BH=0 SP=0
19	SS		3 4 6		As above	BZ=0 BH=0 SP=0
20	SS			405	As above	BZ=0 BH=0 SP=0
					End of boring at 52.5 ft.	

Illinois Department of Transportation, Peoria, IL — Page 3 of 3 SB-2-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — Page 1 of 3 SB-[illegible]-LW

Start: 6/16/91 · Finish: 6/16/91 · Driller: Mathes · Drill Method: 4.25" I.D. HSA · Borehole Diameter: 8" · Total Depth: 42.[illegible]

Logger: M. Brockmann · Ground Elevation: 457.30

Sta 36 + 00'

Sample No.	Sample Type	Recovery	Elev	Description	HNU readings (in units)
01	ST	19		Surface: FILL: cinders, fine to coarse	BZ=0 BH=0 SP=0
02	ST	21	455	FILL *	BZ=0 BH=0 SP=0
03	ST	24		FILL *	BZ=0 BH=0 SP=0
04	ST	16	450	FILL *	BZ=0 BH=0 SP=0
05	ST	12		FILL *	BZ=0 BH=0 SP=0
06	ST	13		FILL *	BZ=0 BH=0 SP=0
07	ST	10	445	FILL *	BZ=0 BH=0 SP=0
08	ST	8		TOPSOIL * FILL *	BZ=0 BH=0 SP=0
09	ST	11		SILT *	BZ=0 BH=0 SP=0
10	ST	15		SAND: fine	BZ=0 BH=0 SP=0

Illinois Department of Transportation, Peoria, IL — Page 1 of 3 SB-[illegible]

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — Page 2 of 2 SB-6-LW

Sample No.	Sample Type	Recovery	Sample Blows	Elev	Description	HNU readings (in units)
08	SS	12	2 1 1	435	SILTY CLAY: trace fine sand, soft, saturated, gray	BZ=0 BH=0 SP=0 Qu=0.04 TSF (Bulge) MC=30.8%
09	SS	0	4 3 2		No recovery	BZ=0 BH=0 No recovery
10	SS	10	1 2 2	430	SILTY CLAY: trace fine sand, soft, saturated, gray	BZ=0 BH=0 SP=0 Qu=0.12 TSF (Bulge) MC=31.6%
11	SS	12	1 2 3		As above: with roots and shells.	BZ=0 BH=0 SP=0 Qu=0.39 TSF (Bulge) MC=38.7%
12	SS	12	0 2 3	425	As above	BZ=0 BH=0 SP=0 MC=52.6%
13	SS	18	2 1 1		CLAYEY SILT: trace fine sand, roots, saturated; gray	BZ=0 BH=0 SP=0 Qu=0.12 TSF (Bulge) MC=29.0%
14	SS	18		420	SAND: fine to coarse; some fine gravel; loose, saturated; brown.	BZ=0 BH=0 SP=0
15	SS	18	1 2 1		SAND: fine to coarse, trace fine gravel and shells, loose, saturated, brown	BZ=0 BH=0 SP=0
					End of boring at 40 ft.	

Illinois Department of Transportation, Peoria, IL — Page 2 of 2 SB-6-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — Page 2 of 3 SB-2-LW

Sample No.	Sample Type	Recovery	Sample Blows	Elev	Description	HNU readings (in units)
08	SS	20	4 5 2	435	SILTY CLAY: trace fine sand; shell and root fragments; soft; wet; gray. CLAYEY SAND: very fine to medium, poorly sorted, some shell fragments; loose. SILTY CLAY: trace fine sand; root and shell fragments, wet; gray	BZ=0 BH=0 SP=0 Qu=0.31 TSF (Bulge) MC=25.9%
09	SS	15	2 2 3	430		BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=30.3%
10	SS		2 3 3		As above	BZ=0 BH=0 SP=0 Qu=0.78 TSF (Bulge) MC=32.9%
11	SS		3 2 3	425	As above	BZ=0 BH=0 SP=0 Qu=0.91 TSF (Bulge) MC=32.9%
12	SS		2 3 5		As above	BZ=0 BH=0 SP=0 Qu=0.99 TSF (Bulge) MC=30.5%
13	SS		2 2 2	420	As above	BZ=0 BH=0 SP=0 Qu=1.03 TSF (Bulge) MC=33.2%
14	SS		2 3 6		As above: wet	BZ=0 BH=0 SP=0 Qu=0.82 TSF (Bulge) MC=32.1%
15	SS	14	1 4 4	415	SILTY CLAY: traces of shells, charcoal, very fine sand, soft, moist to wet, gray	BZ=0 BH=0 SP=0 Qu=1.03 TSF (Bulge) MC=28.7%
16	SS		2 3 4		As above	BZ=0 BH=0 SP=0

Illinois Department of Transportation, Peoria, IL — Page 2 of 3 SB-2-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — Page 3 of 3 SB-7-LW

End of boring at 42 ft.

Illinois Department of Transportation, Peoria, IL — Page 3 of 3 SB-7-LW

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — Page 2 of 3 SB-[illegible]-LW

Sample No.	Sample Type	Recovery	Elev	Description	HNU readings (in units)
11	ST	23		SAND: fine *	BZ=0 BH=0 SP=0
12	ST	24	435	SILTY CLAY *	BZ=0 BH=0 SP=0
13	ST	24		SILTY CLAY	BZ=0 BH=0 SP=0
14	ST	13		As above	BZ=0 BH=0 SP=0
15	ST	18	430	SILTY CLAY *	BZ=0 BH=0 SP=0
16	ST	21		As above	BZ=0 BH=0 SP=0
17	ST	21	425	As above	BZ=0 BH=0 SP=0
18	ST	13		As above: shells	BZ=0 BH=0 SP=0
19	ST	17	420	As above: wood fragments	BZ=0 BH=0 SP=0
20	ST	0		No recovery. Traces of fine to coarse sand in auger	BZ=0 BH=0 No recovery
21	ST			SAND: fine to coarse, loose, saturated, brown	BZ=0 BH=0 SP=0

Illinois Department of Transportation, Peoria, IL — Page 2 of 3 SB-[illegible]

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 6713	*	FEO & TAZ	313	215D

* 50B-3-1; 50-2;(50)F & E-1,D,AND P

Legend (on each log): *ASTM D1586; SS = SPLIT SPOON; D = DENNISON; ST = SHELBY TUBE; C = CORE; CT = CUTTINGS; CS = CONTINUOUS SAMPLER; BA = BUCKET AUG. Hnu readings (in units): BZ: Breathing Zone; BH: Borehole; SP: Sample; HS: Headspace; CT: Cuttings. Qu/Qp = Unconfined Compress. Strength; Qp is pocket penet.

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 3 SB-E-3A

Start 6/18/91; Finish 6/18/91; Driller Mathes; Drill method 4.25" I.D. HSA; Borehole diameter 8"; Total depth 42.50'; Logger D. Reents; Ground elevation 456.00

Sta 36 + 75; on center line

Sample No.	Sample Type	Recovery	Sample Blows*	Elev	Description	Hnu readings
01	SS	3	11 8 4	455	FILL coarse sand and cinders, gravel, medium, damp, dark brown	BZ=0 BH=0 SP=0
02	SS	9	2 2 2		FILL sand and gravel loam; medium; moist; brown.	BZ=0 BH=0 SP=0 Qu=0.54 TSF (Bulge) MC=20.5%
03	SS	9	2 3 6	450	FILL coarse sand and gravel loam; soft; trace water at 7 ft; brown.	BZ=0 BH=0 SP=0 Qu=0.35 TSF (Shear) MC=19.5%
04	SS	12	3 2 2		As above, trace cinders; moist to wet; dark gray.	BZ=0 BH=0 SP=0 Qu=0.31 TSF (Shear) MC=14.6%
05	SS	12	3 2 2	445	As above saturated beginning at 11 ft.	BZ=0 BH=0 SP=0 Qu=0.16 TSF (Bulge) MC=29.4%
06	SS	12	9 4 9		As above wood	BZ=0 BH=0 SP=0 Qu=0.37 TSF (Bulge) MC=47.8%
07	SS	18	1 2 0	440	As above very loose	BZ=0 BH=0 SP=0
08					No sample	

Illinois Department of Transportation, Peoria, IL — 1 of 3 SB-E-3A

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 2 of 3 SB-E-3A

Sample No.	Sample Type	Recovery	Sample Blows*	Elev	Description	Hnu readings
09	SS	12	2 1 2	435	SILTY CLAY soft, moist to wet, gray	BZ=0 BH=0 SP=0 Qu=0.35 TSF (Bulge) MC=31.4%
10	SS	18	0 1 2		As above: medium; moist	BZ=0 BH=0 SP=0 Qu=0.54 TSF (Bulge) MC=32.9%
11	SS	18	0 2 2	430	As above: soft; gray mottling.	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=33.7%
12	SS	18	1 2 3		As above: trace shells, wood.	BZ=0 BH=0 SP=0 Qu=0.45 TSF (Bulge) MC=37.9%
13	SS	18	0 3 3	425	As above: medium; trace shells; sand seams at 32 ft.	BZ=0 BH=0 SP=0 Qu=0.62 TSF (Bulge) MC=27.3%
14	SS	18	1/18"		As above: soft; trace wood; sand seams.	BZ=0 BH=0 SP=0 Qu=0.21 TSF (Bulge) MC=34.2%
15	SS	18	2 6 6	420	As above: gravel and sand seam at 37.5 ft	BZ=0 BH=0 SP=0 Qu=0.45 TSF (Bulge) MC=24.5%
16	SS	6	2 4 7		SAND coarse, some gravel, medium, wet, brown	BZ=0 BH=0 SP=0
17	SS	9	9 8 12	415	As above	BZ=0 BH=0 SP=0

End of boring at 42.5 ft.

Illinois Department of Transportation, Peoria, IL — 2 of 3 SB-E-3A

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 2 SB-E-4A

Start 6/18/91; Finish 6/18/91; Driller Mathes; Drill method 4.25" I.D. HSA; Borehole diameter 8"; Total depth 40.00'; Logger D. Reents; Ground elevation 455.40

Sta 38 + 16; on center line

Sample No.	Sample Type	Recovery	Sample Blows*	Elev	Description	Hnu readings
				455		Qu/Qp=Unconfined Compress. Strength; Qp is pocket penet.
01	SS	2	3 2 1		FILL coarse sand and gravel, cinders, loose,	BZ=0 BH=0 SP=0 MC=18.5%
02	SS	9	1 1 2	450	SILTY CLAY LOAM/SILTY CLAY: soft; moist, brown.	BZ=0 BH=0 SP=0 Qu=0.25 TSF (Bulge) MC=24.8%
03	SS	12	1 1 3		SANDY CLAY LOAM: some gravel; very soft; wet; gray.	BZ=0 BH=0 SP=0 MC=21.3%
04	SS	6	4 4 6	445	SAND and GRAVEL: coarse; possible cinders; medium; saturated beginning at 11 ft., gray	BZ=0 BH=0 SP=0
05	SS	6	4 3 14		As above cinders; brick (blow count on brick)	BZ=0 BH=0 SP=0
06	SS		2 1 1	440	FILL wood and brick fragments, some sand, soft, wet, dark gray	BZ=0 BH=0 SP=0
07	SS	18	0 2 3		CLAYEY SILT some sand, roots, trace shells, soft, moist to wet, gray	BZ=0 BH=0 SP=0 Qu=0.37 TSF (Bulge) MC=35.1%

Illinois Department of Transportation, Peoria, IL — 1 of 2 SB-E-4A

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 2 of 2 SB-E-4A

Sample No.	Sample Type	Recovery	Sample Blows*	Elev	Description	Hnu readings
08	SS	18	0 0 2	435	CLAYEY SILT some sand; roots; trace shells; soft moist to wet; gray.	BZ=0 BH=0 SP=0 Qu=0.33 TSF (Bulge) MC=31.0%
09	SS	18	1 2 2		SILTY CLAY: roots; trace shells; soft; moist; gray.	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=33.8%
10	SS	18	1 2 2	430	As above: gray mottling.	BZ=0 BH=0 SP=0 Qu=0.66 TSF (Bulge) MC=33.0%
11	SS	18	1 2 2		As above: roots, wood.	BZ=0 BH=0 SP=0 Qu=0.66 TSF (Bulge) MC=44.0%
12	SS	18	1 1 3	425	As above: sand seam at 31.5 ft.	BZ=0 BH=0 SP=0 Qu=0.74 TSF (Bulge) MC=35.1%
13	SS	18	1 1 6		CLAY: sand seam at 34 ft.; medium; moist; gray.	BZ=0 BH=0 SP=0 Qu=0.49 TSF (Bulge) MC=27.1%
14	SS	18	2 1 3	420	SAND: coarse; loose; wet; brown.	BZ=0 BH=0 SP=0
15	SS	0	8 8 8		As above washed	BZ=0 BH=0 SP=0

End of boring at 40 ft.

Illinois Department of Transportation, Peoria, IL — 2 of 2 SB-E-4A

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 1 SB-LW-A

Start 12/19/90; Finish 12/19/90; Driller Mathes; Drill method 4.25" I.D. HSA; Borehole diameter 8"; Total depth 6.00'; Logger S. Koepsell

Sample No.	Sample Type	Recovery	Sample Blows*	Description
1	SS	10	1 2 2 3	SILTY SAND very fine to fine; a trace of medium to coarse sand; organics and clay; loose; moist; brown
				SAND very fine to fine; traces of medium to coarse sand and cinders; well-sorted; well-rounded; loose; moist; light brown.
2	SS	12	3 2 5 7	As above; very fine to fine; traces of medium to coarse sand; traces of fine cinders, silt and clay; moist; brown.
3	SS	14	3 5 12 22	As above; very fine to fine; grades down to a medium to coarse sand; a trace of fine cinders; moist; light brown.
				SANDY CLAY: fine to medium; some fine cinders and coke; moist; brown.

End of boring at 6.0 feet.

Illinois Department of Transportation, Peoria, IL — 1 of 1 SB-LW-A

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 1 SB-LW-C

Start 12/19/90; Finish 12/19/90; Driller Mathes; Drill method 4.25" I.D. HSA; Borehole diameter 8"; Total depth 6.00'; Logger S. Koepsell

Sample No.	Sample Type	Recovery	Sample Blows*	Description
1	SS	15	4 5 5 20	FILL fine to medium cinders and coke; some fine gravel, moist; black
				SAND very fine to fine; some fine cinders; well-sorted; well-rounded; moist; black
2	SS	6	5 2 4 4	SANDY SILT very fine to fine; some fine gravel, moist; dark orange.
				SILTY SAND very fine to fine; traces of fine cinders and clay; moist; brown.
3	SS	12	1 1 1/12"	As above; fine to medium; and fine gravel; a trace of fine cinders; moist; brown

End of boring at 6.0 feet

Illinois Department of Transportation, Peoria, IL — 1 of 1 SB-LW-C

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 1 SB-LW-B

Start 12/19/90; Finish 12/19/90; Driller Mathes; Drill method 4.25" I.D. HSA; Borehole diameter 8"; Total depth 6.00'; Logger S. Koepsell

Sample No.	Sample Type	Recovery	Sample Blows*	Description
1	SS	6	2 3 5 4	SILTY SAND very fine to medium; some fine cinders, moist; brown.
2	SS	10	3 4 5 4	As above; some organics; light brown.
3	SS	12	4 4 2 1	As above; some clay; brown.

End of boring at 6.0 feet.

Illinois Department of Transportation, Peoria, IL — 1 of 1 SB-LW-B

GEOLOGIC DRILL LOG — Illinois Department of Transportation, Peoria, IL — 1 of 1 SB-LW-D

Start 12/19/90; Finish 12/19/90; Driller Mathes; Drill method 4.25" I.D. HSA; Borehole diameter 8"; Total depth 6.00'; Logger S. Koepsell

Sample No.	Sample Type	Recovery	Sample Blows*	Description
1	SS	12	8 7 6 6	SANDY SILT very fine to medium, traces of clay and fine cinders; moist; black
2	SS	9	4 2 3 5	As above.
				SAND fine to medium, a trace of clay, moist, brown
3	SS	8	1 3 1 1	SAND AND GRAVEL fine to medium, a trace of fine cinders and brick fragments; moist; brown

End of boring at 6.0 feet.

DISTRICT NO. 4 PEORIA

DESIGNED

DRAWN DATE

CHECKED SCALE

SHEET NO. 215D

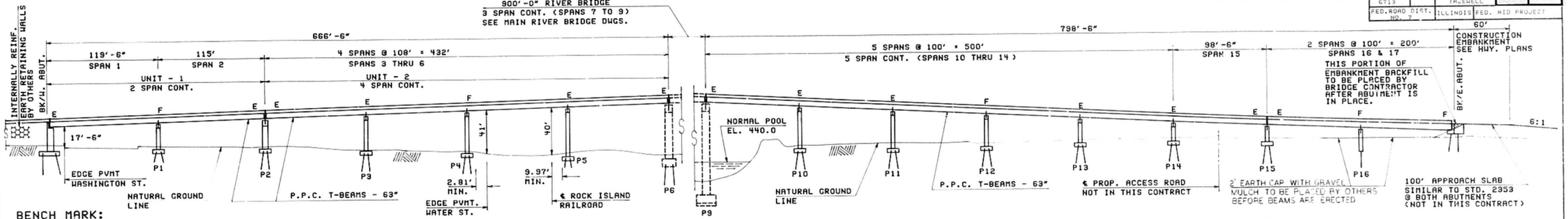
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	216	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-11 50-21 (50)FAS-1, D AND P

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA DESIGNED BY: UG CHECKED BY: IN CHARGE: PCH

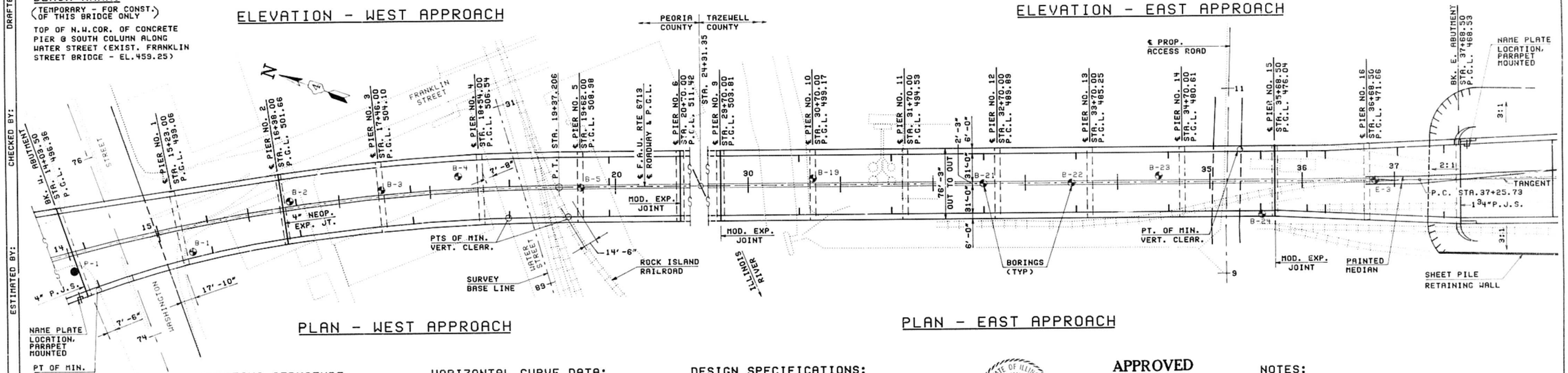


ELEVATION - WEST APPROACH

ELEVATION - EAST APPROACH

BENCH MARK:
(TEMPORARY - FOR CONST. OF THIS BRIDGE ONLY)

TOP OF N.W.COR. OF CONCRETE PIER @ SOUTH COLUMN ALONG WATER STREET (EXIST. FRANKLIN STREET BRIDGE - EL.459.25)



PLAN - WEST APPROACH

PLAN - EAST APPROACH

EXISTING STRUCTURE:
(NO. 090-0026)

BASCULE TYPE DRAW BRIDGE- TO BE REMOVED BY OTHERS.

HORIZONTAL CURVE DATA:

CURVE #1	CURVE #2
P.C.STA. 11 + 50.101	P.C.STA. 37 + 25.733
P.T.STA. 19 + 37.206	P.T.STA. 42 + 12.450
P.I.STA. 15 + 48.326	P.I.STA. 39 + 70.900
△ = 21°-28'-30"	△ = 17°-02'-06"
D = 2°-43'-42"	D = 3°-30'-00"
R = 2100.000'	R = 1637.020'
T = 398.225'	T = 245.167'
L = 787.105'	L = 486.717'
E = 37.425'	E = 18.257'
S.E.= 0.025'/FT. (FOR 40 M.P.H.)	S.E.= 0.029'/FT. (FOR 40 M.P.H.)

DESIGN SPECIFICATIONS:

1989 AASHTO - STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH 1990 INTERIMS.

LOADING: LIVE - HS 20-44
FUTURE WEARING SURF. = 25 #/SQ.FT.

SEISMIC: 1983 AASHTO GUIDE SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES:

DESIGN FORCES FOR SEISMIC PERFORMANCE CATEGORY - A

STATE OF ILLINOIS ULRICH GYGAX 3036 CHICAGO, IL REGISTERED STRUCTURAL ENGINEER

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

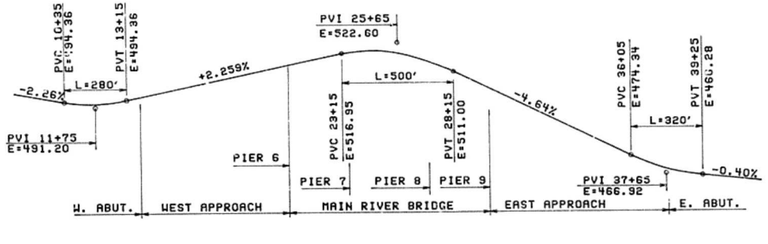
Licensed Structural Engineer

ULRICH GYGAX
CHIEF STRUCTURAL ENGINEER
EXPIRES 11/30/92

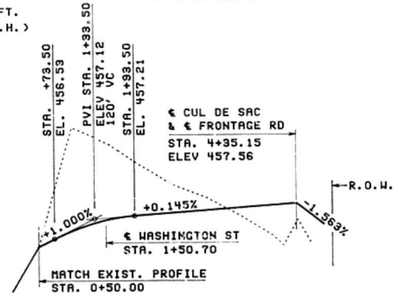
NOTES:

1. FOR GENERAL NOTES, INDEX OF DRAWINGS, DESIGN STRESSES AND FOUNDATION DATA SEE DWG. NO. ACG-02.
2. FOR TOTAL BILL OF MATERIAL, SUPERELEVATION TRANSITION AND NAME PLATE DETAILS SEE DWG. NO. PCG-03.
3. FOR SLOPE WALL DETAILS @ EAST ABUTMENT SEE DWG. NO. ACG-04.

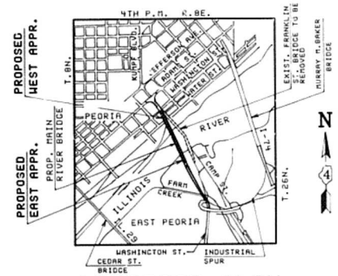
● - BORINGS 1987
● - BORINGS 1983
FOR 1991 BORINGS OF EAST APPROACH SEE DWG NO HCD-09 P.40



PROFILE GRADE LINE F.A.U. RTE. 6713
(ALONG ℄ ROADWAY)



PROPOSED PROFILE OF ACCESS ROAD
(ALONG ℄ ROADWAY)



LOCATION PLAN

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
GENERAL PLAN & ELEVATION - APPROACHES

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ACG-01	N.T.S.	1-09-92	216

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	217	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

IN CHARGE: PCH | DESIGNED BY: MGB | CHECKED BY: UG | DRAFTED BY: IGM | CHECKED BY: | ESTIMATED BY:

GENERAL NOTES:

FOR BORING DATA SEE DWG. NOS. BP-03, BP-04, BP-07 & BP-08.

THE EMBANKMENT CONFIGURATION SHOWN AT THE EAST ABUTMENT SHALL BE THE MINIMUM EMBANKMENT THAT MUST BE CONSTRUCTED PRIOR TO CONSTRUCTION OF THE ABUTMENT.

LAYOUT OF SLOPE PROTECTION SYSTEMS MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL DRIVE 28 STEEL TEST PILES IN PERMANENT LOCATIONS: TWO (2) HP 12x63 PILES EACH: AT THE WEST ABUTMENT, AT PIER 1, AT PIER 4, AND AT THE EAST ABUTMENT: AND TWO (2) HP 12x53 PILES EACH: AT PIER 2, PIER 3, PIER 5, PIER 10, PIER 11, PIER 13, PIER 14 AND PIER 15: AND TWO (2) HP 12x74 PILES AT PIER 12: AND TWO (2) HP 14x117 PILES AT PIER 16: AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES.

BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 1/8 INCH. ADJUSTMENT SHALL BE MADE EITHER BY GRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO 1/8 INCH AND TWO 1/4 INCH ADJUSTING SHIMS, OF THE DIMENSIONS OF THE BOTTOM BEARING PLATE, SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS.

ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH Z'INC-SILICATE AND VINYL PAINT SYSTEM. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GRAY.

THE STRUCTURAL STEEL BEARING PLATES OF THE ELASTOMERIC BEARING ASSEMBLY SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M223, GRADE 50.

BEARING SEATS FOR THE ABUTMENT AND PIER CAPS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT AND PIER CAPS.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL UTILITY FACILITIES. HE SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR THEIR MARKING OF THE EXACT LOCATION.

BEARING SEATS OF BOTH ABUTMENTS AND PIERS 2, 6, 9 & 15 SHALL BE TREATED WITH BRIDGE SEAT SEALER AS COVERED IN THE "BRIDGE SPECIAL PROVISIONS".

CALCULATED AREA OF BRIDGE SEAT SEALER:

UNIT	WEST APPROACH PEORIA COUNTY	EAST APPROACH TAZEWELL COUNTY	TOTAL
SQ. FT.	1640	1175	2815

CONCRETE:

CLASS X CONCRETE SHALL BE USED THROUGHOUT.

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

MINIMUM COVER FROM THE FACE OF CONCRETE TO THE FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2" FOR ALL OTHER AREAS UNLESS OTHERWISE NOTED.

ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 3/4" UNLESS OTHERWISE NOTED. ALL EXPOSED CONCRETE EDGES AT PIERS SHALL BE CHAMFERED 1½". CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED TO A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

PERMANENT FORMS WILL NOT BE PERMITTED IN FORMING THE CONCRETE DECK.

DESIGN STRESSES

CONCRETE: LOAD FACTOR DESIGN

CAST-IN PLACE:
f'c = 3,500 P.S.I.
fy = 60,000 P.S.I. (REINFORCEMENT)

PRESTRESSED CONCRETE:
f'c = 6,000 P.S.I.
f'ci = 4,800 P.S.I.
f'ci = 5,600 P.S.I. (WHERE NOTED)
f's = 270,000 P.S.I. (1/2" DIA. LOW-RELAXATION STRANDS)
f'si = 201,960 P.S.I.

DESIGN NORMAL TEMPERATURE = 50°F

NORMAL POOL ELEVATION - 440.00

ABBREVIATIONS:

W. ABUT. - WEST ABUTMENT
E. ABUT. - EAST ABUTMENT
BK/ABUT. - BACK OF ABUTMENT
P-1 - PIER #1
S-1 - SPAN #1
P.G.L. - PROFILE GRADE LINE
STA. - STATION
ELEV. - ELEVATION
FTG. - FOOTING
BOTT. - BOTTOM
O. TO O. - OUT TO OUT
BETW. - BETWEEN
TYP. - TYPICAL
DIA. - DIAMETER
R - RADIUS
DWG. NO. - DRAWING NUMBER
CTS. - CENTERS
BRG. - BEARING

REBAR ABBREVIATIONS:

BOTT. - BOTTOM
E.F. - EACH FACE
F.F. - FAR FACE
N.F. - NEAR FACE
I.F. - INSIDE FACE
O.F. - OUTSIDE FACE

INDEX OF DRAWINGS: (CONCRETE APPROACHES)

SHEET NO.	DWG. NO.	DESCRIPTION
		CONCRETE ALTERNATE:
		GENERAL DRAWINGS:
212	BP-03	BORING LOGS E-1, E-2, P-1, B-1 & B-2
213	BP-04	BORING LOGS B-3, B-4 & B-5
214	BP-07	BORING LOGS B-19, B-21 & B-22
215	BP-08	BORING LOGS B-23, B-24 & E-3
215A		BORING LOGS SB-LW-1, SB-LW-2, SB-LW-3, SB-1-LW
215B		BORING LOGS SB-3-LW, SB-4-LW, SB-SW-1, SB-5-LW
215C		BORING LOGS SB-6-LW, SB-2-LW, SB-2-LW, SB-7-LW
215D		BORING LOGS SB-E-3A, SB-E-4A, SB-LW-A, SW-LW-B, SB-LW-C, SW-LW-D
216	ACG-01	GENERAL PLAN & ELEVATION - APPROACHES
217	ACG-02	GENERAL NOTES & INDEX OF DRAWINGS
218	ACG-03	TOTAL BILL OF MATERIAL & MISC. DETAILS
219	ACG-04	SUB-STRUCTURE LAYOUT
		WEST APPROACH DRAWINGS:
		DECK:
220	WCD-01	DECK ELEVATIONS - SPAN-1
221	WCD-02	DECK ELEVATIONS - SPAN-2
222	WCD-03	DECK ELEVATIONS - SPAN 3
223	WCD-04	DECK ELEVATIONS - SPANS 4 & 5
224	WCD-05	DECK ELEVATIONS - SPAN 6
225	WCD-06	DECK PLAN & SECTIONS - SPANS 1 & 2
226	WCD-07	DECK PLAN & SECTIONS - SPANS 1 & 2
227	WCD-08	PARAPET DETAILS - SPANS 1 & 2
228	WCD-09	MEDIAN DETAILS - SPANS 1 & 2
229	WCD-10	CONCRETE DIAPHRAGMS - SPANS 1 & 2
230	WCD-11	DECK PLAN & SECTIONS - SPANS 3 & 4
231	WCD-12	DECK PLAN SPANS 5 & 6 - DRAIN PLAN
232	WCD-13	PARAPET DETAILS - SPANS 3 TO 6
233	WCD-14	MEDIAN DETAILS - SPANS 3 TO 6
234	WCD-15	CONCRETE DIAPHRAGMS - SPANS 3 TO 6
235	WCD-16	REBAR DETAILS @ MOD. EXP. JT. @ PIER 6
236	WCD-17	DECK REBAR & MISC. DET. - SPANS 1 TO 6
237	WCD-18	EXP.JT. DETAILS @ W.ABUTMENT
238	WCD-19	DECK DRAINAGE SYSTEM & DETAILS
		PRECAST PRESTRESSED BEAMS:
239	WCB-01	FRAMING PLAN & SECTIONS - S-2 & 2
240	WCB-02	BEAM ELEVATION & DETAILS - S-1 & 2
241	WCB-03	BEAM LAYOUT DETAILS
242	WCB-04	BEARINGS & DETAILS - S-1 & 2
243	WCB-05	BEARINGS & DETAILS - S-1 & 2
244	WCB-06	FRAMING PLAN & DETAILS - S-3 TO 6
245	WCB-07	BEAM ELEVATION & DETAILS - S-3 TO 6
246	WCB-08	BEAM BLOCK-OUT & INSERT DETAILS
247	WCB-09	BEARINGS & DETAILS - S-3 TO 6
248	WCB-10	BEARINGS & DETAILS - S-3 TO 6
		SUBSTRUCTURES:
249	WCS-01	WEST ABUTMENT
250	WCS-02	WEST ABUTMENT - SECTIONS & DETAILS
251	WCS-03	WEST ABUTMENT - WINGWALLS & DETAILS
252	WCS-04	PIER - 1
253	WCS-05	PIER - 1 - DETAILS
254	WCS-06	PIER - 2
255	WCS-07	PIER - 2 - DETAILS
256	WCS-08	PIER - 3
257	WCS-09	PIER - 3 - DETAILS
258	WCS-10	PIER - 4
259	WCS-11	PIER - 4 - DETAILS
260	WCS-12	PIER - 5
261	WCS-13	PIER - 5 - DETAILS
262	WCS-14	PIER - 6 - BEARING SEATS
		EAST APPROACH DRAWINGS:
		DECK:
263	ECD-01	DECK ELEVATIONS - SPANS 10 & 11
264	ECD-02	DECK ELEVATIONS - SPANS 12 & 13
265	ECD-03	DECK ELEVATIONS - SPANS 14 & 15
266	ECD-03A	DECK ELEVATIONS - SPANS 16 & 17
267	ECD-04	DECK PLAN & SECTIONS - SPANS 10 TO 15
268	ECD-04A	DECK PLAN & SECTIONS - SPANS 16 & 17
269	ECD-05	PARAPET DETAILS - SPANS 10 TO 15
270	ECD-05A	PARAPET & MEDIAN DETAILS - S-16 & 17
271	ECD-06	MEDIAN DETAILS - SPANS 10 TO 15
272	ECD-07	CONCRETE DIAPHRAGMS - SPANS 10 TO 17
273	ECD-08	REBAR DETAILS @ MOD. EXP. JT. @ PIER 9
274	ECD-08A	REBAR DETAILS @ MOD. EXP. JT. @ PIER 15
275	ECD-09	DECK REBAR & MISC. DET.- S-10 TO 15
276	ECD-09A	DECK REBAR & MISC. DET.- S-16 & 17
277	ECD-10	DECK DRAINAGE SYSTEM & DETAILS
278	ECD-11	PREFORMED JT. SEAL @ E. ABUTMENT

INDEX OF DRAWINGS: (CONT.)

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		PRECAST PRESTRESSED BEAMS:
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280	ECB-01A	FRAMING PLAN & DETAILS - S-16 & 17
281	ECB-02	BEAM ELEVATION & DET. - S-10 TO 17
282	ECB-03	BEAM BLOCK-OUT & INSERT DETAILS
283	ECB-04	BEARINGS & DETAILS - S-10 TO 17
284	ECB-05	BEARINGS & DETAILS - S-10 TO 17
285	ECB-06	INSPECTION WALKWAY & DETAILS - S-10
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286	ECS-01	PIER - 9 - BEARING SEATS
287	ECS-02	PIER - 10
288	ECS-03	PIER - 10 - DETAILS
289	ECS-04	PIER - 11
290	ECS-05	PIER - 11 - DETAILS
291	ECS-06	PIER - 12
292	ECS-07	PIER - 12 - DETAILS
293	ECS-08	PIER - 13
294	ECS-09	PIER - 13 - DETAILS
295	ECS-10	PIER - 14
296	ECS-11	PIER - 14 - DETAILS
297	ECS-11A	PIER - 15
298	ECS-11B	PIER - 16
299	ECS-12	EAST ABUTMENT
300	ECS-13	EAST ABUTMENT & DETAILS
		MISCELLANEOUS DRAWINGS:
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302	CAM-01A	MOD. EXP. JT. DET. @ PIER 15
303	CAM-02	PARAPET & MEDIAN DET. @ PIERS 6 & 9
304	CAM-02A	PARAPET & MEDIAN DET. @ PIER 15
305	CAM-03	DRAINAGE SUPPORT & MISC. DETAILS
306	CAM-04	BRIDGE SCUPPER DETAILS
307	CAM-05	BRIDGE LIGHTING - PLANS
308	CAM-06	BRIDGE LIGHTING - SECTIONS
309	CAM-07	NEOP. EXP. JT. @ P-2
310	CAM-08	TYPE L - ALUMINUM RAILING
311	CAM-09	ANCHOR BOLT DETAIL FOR BEARINGS
312	CAM-10	PARAPET REINFORCEMENT FOR SLIPFORMING
313	CAM-11	BRIDGE LIGHTING - DETAILS

FOUNDATION DATA

FOOTING LOCATION	BOTT/FTG. ELEV.	FOOTING TYPE
W. ABUT.	465.00	PILES
PIER- 1	462.00	PILES
PIER- 2	458.00	PILES
PIER- 3	455.00	PILES
PIER- 4	452.00	PILES
PIER- 5	454.00	PILES
PIER-10	446.00	PILES
PIER-11	448.00	PILES
PIER-12	449.00	PILES
PIER-13	449.00	PILES
PIER-14	449.00	PILES
PIER-15	451.00	PILES
PIER-16	451.70	PILES
E. ABUT.	456.50	PILES

ALL HP PILES SHALL BE DRIVEN TO REFUSAL.

REVISION	DATE	DESCR'PTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
GENERAL NOTES & INDEX OF DRAWINGS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ACG-02		1-09-92	217

D C B A 0 A B C D
TAMERAN

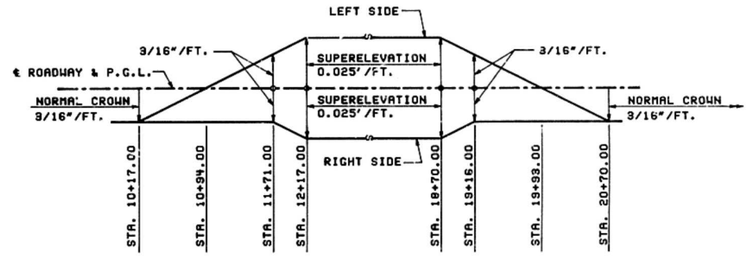
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	218	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 508-3-1; 50-2; (50)F&E-1, A AND P

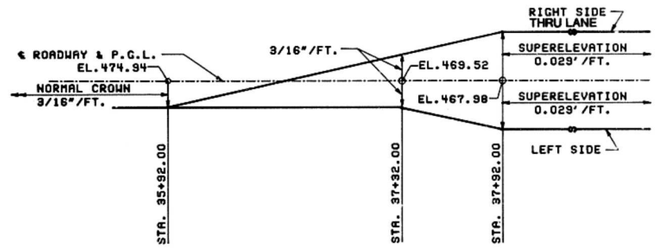
TOTAL BILL OF MATERIAL (CONCRETE APPROACHES ONLY)

CODE NUMBER	ITEM	UNIT	PEORIA COUNTY WEST APPROACH SUPER STRUCTURE	PEORIA COUNTY WEST APPROACH SUB STRUCTURE	PEORIA COUNTY WEST APPROACH TOTAL	TAZEWELL COUNTY EAST APPROACH SUPER STRUCTURE	TAZEWELL COUNTY EAST APPROACH SUB STRUCTURE	TAZEWELL COUNTY EAST APPROACH TOTAL	GRAND TOTAL
[illegible]0102500	CONCRETE REMOVAL (SPECIAL)	CU YD					28	28	28
[illegible]0200100	STRUCTURE EXCAVATION	CU YD		576	576		270	270	846
[illegible]0200200	STRUCTURE EXCAVATION (SPECIAL)	CU YD		2402	2402				2402
[illegible]3001100	PREFORMED JOINT SEAL 1 3/4"	LIN FT				94		94	94
[illegible]3001200	PREFORMED JOINT SEAL 4"	LIN FT	103		103				103
[illegible]3001300	NEOPRENE EXPANSION JOINT 4"	LIN FT	78		78				78
[illegible]3002100	CLASS X CONCRETE SUPERSTRUCTURE	CU YD	2020		2020	2365	30	2395	4415
[illegible]3005100	PROTECTIVE COAT	SQ YD	6520		6520	7630		7630	14150
[illegible]3006000	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	49		49	36		36	85
[illegible]3006100	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	31		31	64		64	95
[illegible]4000100	CLASS X CONCRETE	CU YD		2457	2457		2174	2174	4631
[illegible]5000100	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	17450		17450	17450		17450	34900
[illegible]6000100	ALUMINUM RAILING, TYPE L	LIN FT	1329		1329	1629		1629	2958
[illegible]1100	REINFORCEMENT BARS	POUND		427260	427260		375830	375830	803090
[illegible]1200	REINFORCEMENT BARS, EPOXY COATED	POUND	436960	70410	507370	496230	54900	550530	1057900
[illegible]1600	FURNISHING STEEL PILES HP12x53	LIN FT		5612	5612		9212	9212	14824
[illegible]1610	FURNISHING STEEL PILES HP12x63	LIN FT		6725	6725		1550	1550	8275
[illegible]1700	FURNISHING STEEL PILES HP12x74	LIN FT					1932	1932	1932
[illegible]2100	FURNISHING STEEL PILES HP14x117	LIN FT					550	550	550
[illegible]2700	DRIVING STEEL PILES	LIN FT		12337	12337		13244	13244	25581
[illegible]3600	TEST PILE STEEL HP12x53	EACH		6	6		10	10	16
[illegible]3610	TEST PILE STEEL HP12x63	EACH		6	6		2	2	8
[illegible]3700	TEST PILE STEEL HP12x74	EACH					2	2	2
[illegible]4100	TEST PILE STEEL HP14x117	EACH					2	2	2
[illegible]4600	METAL SHOES	EACH		287	287		305	305	592
[illegible]7100	NAME PLATES	EACH	1		1	1		1	2
[illegible]0900	SLOPE WALL 6 INCH	SQ YD					130	130	130
[illegible]0000	PIPE HANDRAIL, SPECIAL	LIN FT				380		380	380
X[illegible]0073	VIBRATION MONITORING	L SUM		1	1				1
X[illegible]0211	BRIDGE SCUPPER, TYPE "A"	EACH	6		6				6
X[illegible]0212	BRIDGE SCUPPER, TYPE "B"	EACH	7		7	17		17	24
X[illegible]0000	STEEL GRATING	SQ FT				420		420	420
X[illegible]0000	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BULB T-BEAMS 63"	LIN FT	6873		6873	7318		7318	14191
X[illegible]7280	BRIDGE DECK GROOVING	SQ YD	4834		4834	5654		5654	10488
[illegible]0072[illegible]	BRIDGE SEAT SEALER	L SUM		0.58	0.58		0.42	0.42	1.0
[illegible]0199[illegible]	DRAINAGE SYSTEM	L SUM		0.58	0.58		0.42	0.42	1.0
[illegible]0277[illegible]	GEOCOMPOSITE WALL DRAIN	SQ YD		340	340				340
[illegible]0343[illegible]	MODULAR EXPANSION JOINT 8"	LIN FT				77		77	77
[illegible]0343[illegible]	MODULAR EXPANSION JOINT 12"	LIN FT	77		77	77		77	154
[illegible]0473[illegible]	PROTECTIVE SHIELD	SQ YD	3000		3000	230		230	3230
[illegible]0486[illegible]	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM		1	1				1

** INCLUDES DECK SURFACE



SUPERELEVATION SLOPE TRANSITION
AT WEST APPROACH



SUPERELEVATION SLOPE TRANSITION
AT EAST APPROACH

STATION 25+20
BUILT 19__ BY
STATE OF ILLINOIS
F.A.U. RT. 6719 SEC. 50
F.A. PROJ. BRM-3093(61)
LOADING HS20
STR. NO. 090-0122

NAME PLATE

NOTES:
1. FOR NAME PLATE AND LETTERING SIZES SEE STD. 2113-2.
2. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
TOTAL BILL OF MATERIAL & MISC. DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ACG-03	N.T.S.	1-09-92	218

ESTIMATED BY: TV CHECKED BY: THH DRAFTED BY: IGM CHECKED BY: NJR
DESIGNED BY: MGB
IN CHARGE: PCW

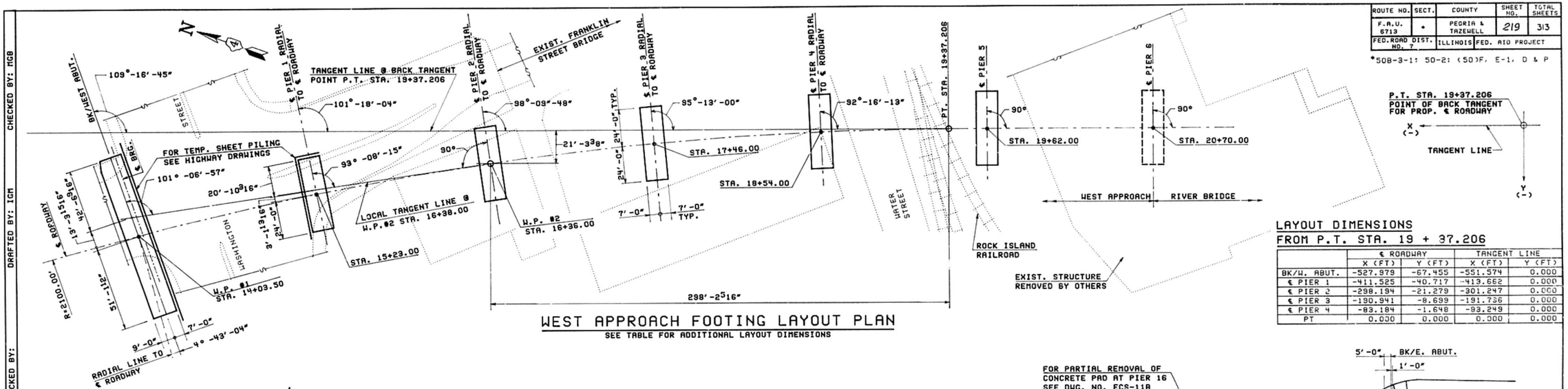
Rev.

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	219	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F, E-1, D & P



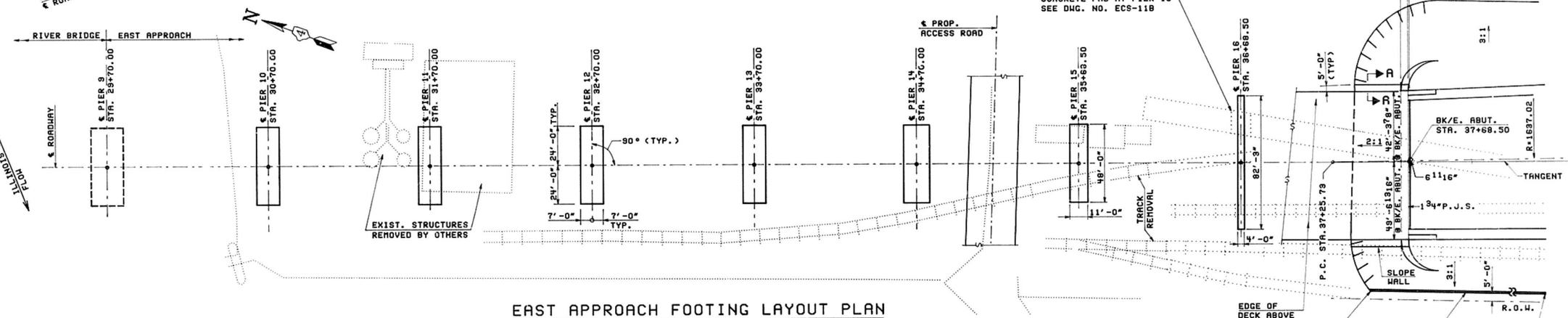
P.T. STA. 19+37.206
POINT OF BACK TANGENT FOR PROP. ℄ ROADWAY

WEST APPROACH FOOTING LAYOUT PLAN

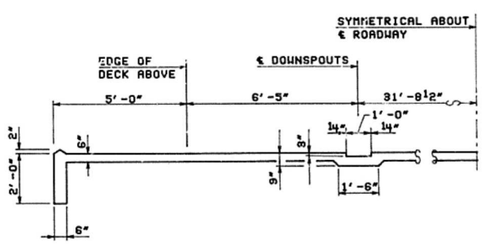
SEE TABLE FOR ADDITIONAL LAYOUT DIMENSIONS

LAYOUT DIMENSIONS FROM P.T. STA. 19 + 37.206

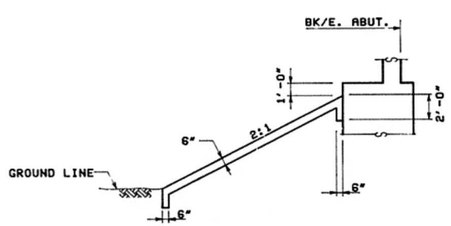
	℄ ROADWAY		TANGENT LINE	
	X (FT)	Y (FT)	X (FT)	Y (FT)
BK/W. ABUT.	-527.979	-67.455	-551.574	0.000
℄ PIER 1	-411.525	-40.717	-419.662	0.000
℄ PIER 2	-298.184	-21.279	-301.247	0.000
℄ PIER 3	-190.941	-8.699	-191.736	0.000
℄ PIER 4	-83.184	-1.648	-83.249	0.000
PT	0.000	0.000	0.000	0.000



EAST APPROACH FOOTING LAYOUT PLAN



SECTION A-A



SECTION THRU SLOPEWALL @ EAST ABUTMENT

NOTES:

1. SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 6"x6"-W4.0xW4.0, WEIGHING 58 LBS. PER 100 SQ. FT.

BILL OF MATERIAL

ITEM	UNIT	PEORIA COUNTY WEST APPR.	TAZEWELL COUNTY EAST APPR.
SLOPE WALL 6 INCH	SQ. YD.	-	360

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
SUB-STRUCTURE LAYOUT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ACG-04		1-09-92	219

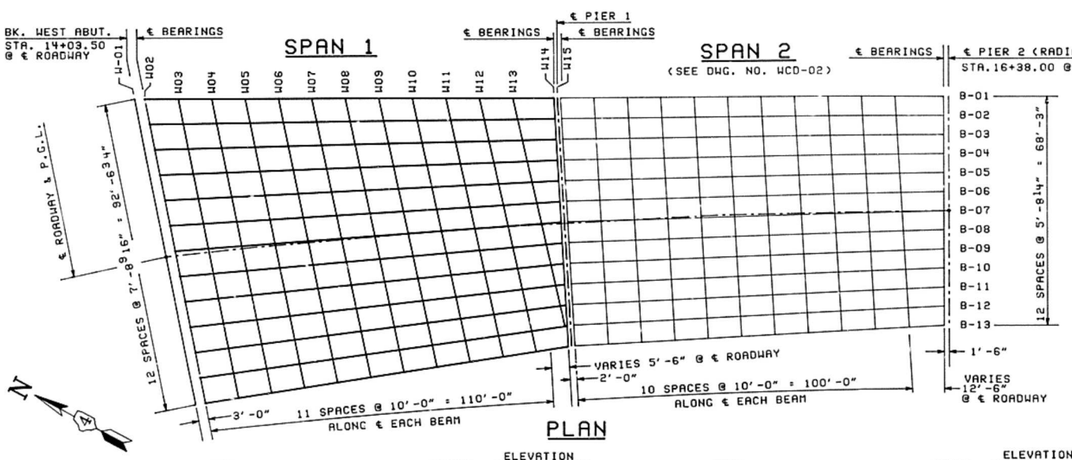
Rev.

IN CHARGE: PCW DESIGNED BY: MGB CHECKED BY: MJR ESTIMATED BY:
CHECKED BY: DRAFTED BY: IGM CHECKED BY: MGB

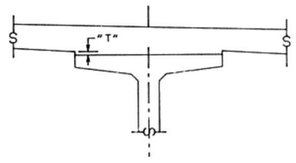
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	220	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1: 50-2: (50)F&E-1, D AND P

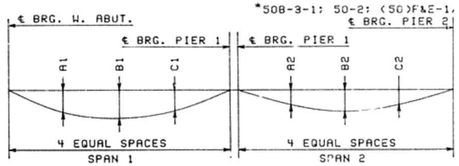


PLAN



FILLET HEIGHTS

TO DETERMINE "T": AFTER ALL PRECAST PRESTRESSED BULB TEE BEAMS HAVE BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS SHOWN BELOW. THESE ELEVATIONS SUBTRACTED FROM THE "ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION" SHOWN BELOW, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "T" ABOVE TOP FLANGES OF BEAMS.



DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE SLAB & INITIAL SUPERIMPOSED DEAD LOAD ONLY)

THE DEFLECTIONS SHOWN BELOW ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE DECK ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS AS SHOWN.

DIMENSIONS	B-01	B-02	B-03	B-04	B-05	B-06	B-07	B-08	B-09	B-10	B-11	B-12	B-13
SPAN-1 (FT.)	122.24	121.10	119.98	118.87	117.78	116.71	115.65	114.62	113.60	112.60	111.62	110.67	109.73
A1 (IN.)	1 3/4	1 5/8	1 9/16	1 1/2	1 7/16	1 3/8	1 3/8	1 5/16	1 1/4	1 3/16	1 3/16	1 1/8	1 1/8
B1	2 3/8	2 3/16	2 1/16	2	1 15/16	1 7/8	1 13/16	1 3/4	1 11/16	1 5/8	1 9/16	1 1/2	1 1/2
C1	1 3/4	1 11/16	1 9/16	1 1/2	1 7/16	1 3/8	1 3/8	1 5/16	1 1/4	1 3/16	1 3/16	1 1/8	1 1/8
SPAN-2 (FT.)	114.48	114.15	113.81	113.48	113.15	112.82	112.49	112.17	111.84	111.52	111.20	110.89	110.57
A2 (IN.)	1 1/4	1 1/8	1 1/8	1 1/8	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1	1	1 1/8
B2	1 11/16	1 1/2	1 1/2	1 1/2	1 7/16	1 7/16	1 7/16	1 7/16	1 3/8	1 3/8	1 3/8	1 5/16	1 1/2
C2	1 1/4	1 1/8	1 1/8	1 1/8	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1	1	1 1/8

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W01	B-01	13+99.632	-47.947	497.473	497.473
	B-02	14+00.243	-40.223	497.294	497.294
	B-03	14+00.859	-32.499	497.115	497.115
	B-04	14+01.479	-24.774	496.935	496.935
	B-05	14+02.104	-17.049	496.757	496.757
	B-06	14+02.734	-9.324	496.578	496.578
	B-07	14+03.368	-1.598	496.399	496.399
	℄	14+03.500	0.000	496.362	496.362
	B-08	14+04.007	6.128	496.220	496.220
	B-09	14+04.651	13.854	496.042	496.042
	B-10	14+05.300	21.581	495.863	495.863
	B-11	14+05.953	29.209	495.685	495.685
	B-12	14+06.612	37.036	495.506	495.506
	B-13	14+07.275	44.764	495.328	495.328
W02	B-01	14+02.602	-47.603	497.532	497.532
	B-02	14+03.221	-39.916	497.353	497.353
	B-03	14+03.845	-32.228	497.175	497.175
	B-04	14+04.474	-24.541	496.997	496.997
	B-05	14+05.106	-16.854	496.819	496.819
	B-06	14+05.744	-9.167	496.642	496.642
	B-07	14+06.386	-1.480	496.464	496.464
	℄	14+06.510	0.000	496.430	496.430
	B-08	14+07.033	6.206	496.286	496.286
	B-09	14+07.685	13.892	496.109	496.109
	B-10	14+08.341	21.578	495.932	495.932
	B-11	14+09.003	29.264	495.754	495.754
	B-12	14+09.669	36.950	495.577	495.577
	B-13	14+10.340	44.635	495.401	495.401
W03	B-01	14+12.324	-46.508	497.724	497.782
	B-02	14+12.990	-38.937	497.550	497.604
	B-03	14+13.660	-31.369	497.375	497.428
	B-04	14+14.333	-23.803	497.202	497.253
	B-05	14+15.010	-16.240	497.028	497.078
	B-06	14+15.690	-8.679	496.854	496.902
	B-07	14+16.374	-1.121	496.681	496.728
	℄	14+16.510	0.000	496.656	496.703
	B-08	14+17.061	6.434	496.507	496.553
	B-09	14+17.751	13.987	496.334	496.379
	B-10	14+18.445	21.538	496.161	496.204
	B-11	14+19.142	29.086	495.988	496.030
	B-12	14+19.842	36.631	495.815	495.856
	B-13	14+20.545	44.174	495.642	495.684
W04	B-01	14+22.056	-45.458	497.917	498.024
	B-02	14+22.767	-38.005	497.747	497.846
	B-03	14+23.482	-30.556	497.577	497.673
	B-04	14+24.199	-23.112	497.407	497.500
	B-05	14+24.918	-15.673	497.237	497.328
	B-06	14+25.640	-8.239	497.069	497.155
	B-07	14+26.364	-0.810	496.898	496.984
	℄	14+26.510	0.000	496.862	496.967
	B-08	14+27.090	6.615	496.729	496.812
	B-09	14+27.818	14.034	496.560	496.641
	B-10	14+28.548	21.449	496.391	496.470
	B-11	14+29.279	28.859	496.223	496.299
	B-12	14+30.012	36.264	496.054	496.128
	B-13	14+30.746	43.684	495.886	495.961
W05	B-01	14+31.797	-44.455	498.112	498.257
	B-02	14+32.553	-37.119	497.946	498.081
	B-03	14+33.311	-29.790	497.780	497.910
	B-04	14+34.071	-22.468	497.614	497.740
	B-05	14+34.832	-15.153	497.448	497.571
	B-06	14+35.594	-7.846	497.283	497.401
	B-07	14+36.357	-0.545	497.118	497.233
	℄	14+36.510	0.000	497.108	497.223
	B-08	14+37.121	6.748	496.953	497.064
	B-09	14+37.886	14.033	496.788	496.896
	B-10	14+38.650	21.312	496.623	496.728
	B-11	14+39.414	28.584	496.458	496.561
	B-12	14+40.178	35.848	496.294	496.393
	B-13	14+40.941	43.106	496.130	496.230
W06	B-01	14+41.547	-43.498	498.309	498.480
	B-02	14+42.347	-36.279	498.146	498.306
	B-03	14+43.147	-29.070	497.984	498.138
	B-04	14+43.949	-21.871	497.822	497.971
	B-05	14+44.750	-14.681	497.661	497.805
	B-06	14+45.552	-7.500	497.499	497.639
	B-07	14+46.353	-0.329	497.338	497.474
	℄	14+46.510	0.000	497.333	497.469
	B-08	14+47.153	6.833	497.177	497.309
	B-09	14+47.953	13.985	497.016	497.144
	B-10	14+48.750	21.127	496.856	496.979
	B-11	14+49.546	28.261	496.695	496.815
	B-12	14+50.339	35.384	496.535	496.651
	B-13	14+51.130	42.499	496.375	496.492
W07	B-01	14+51.305	-42.586	498.506	498.695
	B-02	14+52.147	-35.486	498.348	498.523
	B-03	14+52.990	-28.398	498.190	498.358
	B-04	14+53.832	-21.321	498.032	498.194
	B-05	14+54.673	-14.255	497.874	498.031
	B-06	14+55.512	-7.202	497.717	497.868
	B-07	14+56.350	-0.160	497.560	497.706
	℄	14+56.510	0.000	497.559	497.706
	B-08	14+57.186	6.870	497.403	497.545
	B-09	14+58.019	13.888	497.246	497.384
	B-10	14+58.849	20.894	497.090	497.223
	B-11	14+59.674	27.889	496.934	497.062
	B-12	14+60.496	34.872	496.778	496.902
	B-13	14+61.313	41.844	496.622	496.747
W08	B-01	14+61.071	-41.722	498.705	498.901
	B-02	14+61.956	-34.740	498.551	498.732
	B-03	14+62.839	-27.772	498.397	498.570
	B-04	14+63.720	-20.817	498.243	498.409
	B-05	14+64.599	-13.877	498.089	493.250
	B-06	14+65.476	-6.951	497.936	498.090
	B-07	14+66.349	-0.039	497.783	497.932
	℄	14+66.510	0.000	497.785	497.934
	B-08	14+67.219	6.859	497.630	497.774
	B-09	14+68.084	13.743	497.477	497.616
	B-10	14+68.944	20.613	497.325	497.459
	B-11	14+69.799	27.469	497.173	497.302
	B-12	14+70.648	34.312	497.021	497.145
	B-13	14+71.489	41.140	496.869	496.994
W09	B-01	14+70.846	-40.903	498.906	499.097
	B-02	14+71.770	-34.040	498.755	498.931
	B-03	14+72.693	-27.193	498.605	498.773
	B-04	14+73.613	-20.361	498.455	498.616
	B-05	14+74.529	-13.546	498.305	498.460
	B-06	14+75.441	-6.748	498.156	498.305
	℄	14+76.510	0.000	498.011	498.154
	B-07	14+76.349	0.035	498.007	498.150
	B-08	14+77.251	6.801	497.858	497.995
	B-09	14+78.148	13.551	497.709	497.841
	B-10	14+79.037	20.284	497.561	497.688
	B-11	14+79.919	27.002	497.413	497.534
	B-12	14+80.793	33.703	497.265	497.382
	B-13	14+81.658	40.389	497.118	497.234
W10	B-01	14+80.627	-40.132	499.107	499.284
	B-02	14+81.591	-33.387	498.961	499.123
	B-03	14+82.552	-26.660	498.814	498.968
	B-04	14+83.509	-19.952	498.668	498.815
	B-05	14+84.462	-13.263	498.522	498.663
	B-06	14+85.408	-6.592	498.377	498.510
	℄	14+86.510	0.000	498.237	498.364
	B-07	14+86.349	0.061	498.232	498.359
	B-08	14+87.283	6.695	498.087	498.209
	B-09	14+88.209	13.310	497.943	498.059
	B-10	14+89.127	19.907	497.798	497.909
	B-11	14+90.035	26.486	497.655	497.760
	B-12	14+90.933	33.046	497.511	497.611
	B-13	14+91.820	39.589	497.367	497.467
W11	B-01	14+90.415	-39.406	499.310	499.462
	B-02	14+91.418	-32.780	499.167	499.306
	B-03	14+92.417	-26.175	499.025	499.155
	B-04	14+93.410	-19.590	498.883	499.005
	B-05	14+94.397	-13.026	498.741	498.857
	B-06	14+95.377	-6.483	498.599	498.709
	℄	14+96.510	0.000	498.463	498.566
	B-07	14+96.349	0.039	498.458	498.561
	B-08	14+97.313	6.541	498.318	498.415
	B-09	14+98.268	13.022	498.177	498.269
	B-10	14+99.212	19.482	498.037	498.123
	B-11	15+00.145	25.922	497.897	497.978
	B-12	15+01.066	32.341	497.757	497.833
	B-13	15+01.973	38.740	497.618	497.692
W12	B-01	15+00.210	-38.727	499.515	499.631
	B-02	15+01.250	-32.221	499.375	499.479
	B-03	15+02.285	-25.737	499.237	499.333
	B-04	15+03.313	-19.275	499.098	499.188
	B-05	15+04.334	-12.837	498.961	499.043
	B-06	15+05.346	-6.422	498.823	498.899
	B-07	15+06.349	-0.030	498.686	498.756
	℄	15+06.510	0.000	498.689	498.758
	B-08	15+07.342	6.339	498.549	498.613
	B-09	15+08.324	12.686	498.413	498.471
	B-10	15+09.293	19.009	498.276	498.330
	B-11	15+10.250	25.310	498.141	498.189
	B-12	15+11.192	31.588	498.005	498.048
	B-13	15+12.118	37.844	497.869	497.910
W13	B-01	15+10.011	-38.095	499.720	499.791
	B-02	15+11.088	-31.708	499.585	499.645
	B-03	15+12.157	-25.345	499.450	499.503
	B-04	15+13.219	-19.008	499.316	499.361
	B-05	15+14.272	-12.696	499.181	499.221
	B-06	15+15.316	-6.408	499.048	499.081
	B-07	15+16.348	-0.147	498.915	498.943
	℄	15+16.510	0.000	498.915	498.942
	B-08	15+17.369	6.090	498.782	498.804
	B-09	15+18.376	12.302	498.649	498.666
	B-10	15+19.370	18.488	498.517	498.529
	B-11	15+20.348	24.650	498.385	498.392
	B-12	15+21.310	30.787	498.253	498.256
W14	B-01	15+22.017	-37.384	499.974	499.974
	B-02	15+22.015	-31.193	499.819	499.819
	B-03	15+22.012	-25.001	499.664	499.664
	B-04	15+22.009	-18.810	499.509	499.509
	B-05	15+22.006	-12.618	499.354	499.354
	B-06	15+22.003	-6.426	499.199	499.199
	B-07	15+22.000	-0.234	499.044	499.044
	℄	15+22.000	0.000	499.039	499.039
	B-08	15+21.997	5.959	498.890	498.890
	B-09	15+21.994	12.152	498.735	498.735
	B-10	15+21.991	18.345	498.580	498.580
	B-11	15+21.988	24.538	498.425	498.425
	B-12	15+21.985	30.731	498.270	498.270
	B-13	15+21.982	36.925	498.115	498.115
W	B-01	15+23.000	-37.329	499.995	499.995
	B-02	15+23.000	-31.149	499.840	499.840
	B-03	15+23.000	-24.969	499.685	499.685
	B-04	15+23.000	-18.790	499.531	499.531
	B-05	15+23.000	-12.610	499.377	499.377
	B-06	15+23.000	-6.430	499.222	499.222
	B-07	15+23.000	-0.251	499.068	499.068
	℄	15+23.000	0.000	499.061	499.061
	B-08	15+23.000	5.929	498.913	498.913
	B-09	15+23.000	12.109	498.759	498.759
	B-10	15+23.000	18.288	498.604	498.604
	B-11	15+23.000	24.468	498.450	498.450
	B-12	15+23.000	30.648	498.295	498.295
	B-13	15+23.000	36.828	498.141	498.141

NOTES:

2. FOR LAYOUT DIMENSIONS, SEE LAYOUT PLAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK ELEVATIONS - SPAN 1

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-01		AUG 16 1990	220

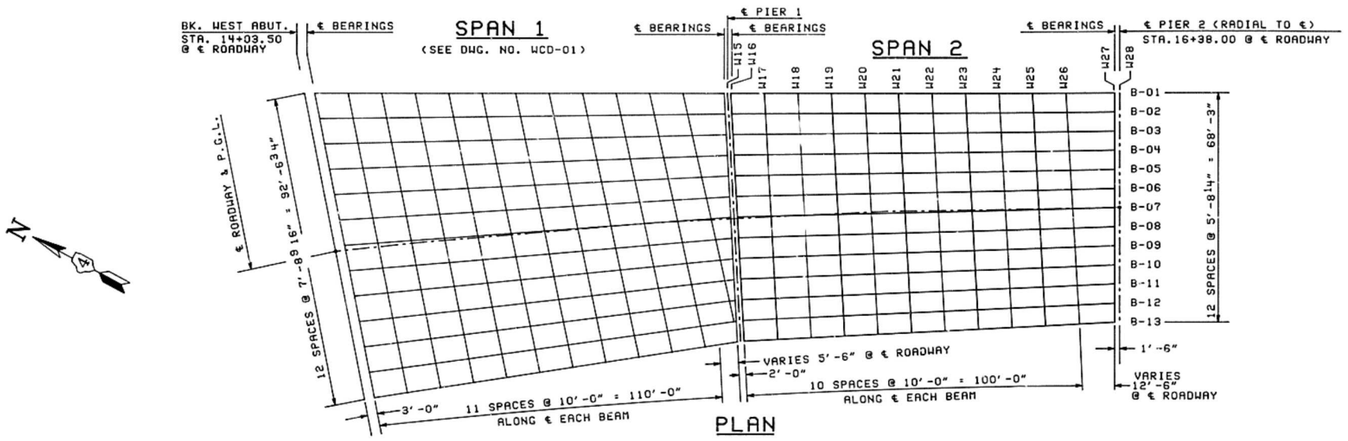
IN CHARGE: PCW DESIGNED BY: UG CHECKED BY: HSJ DRAFTED BY: IGM CHECKED BY: ESTIMATED BY:

D C B A 0 A B C D

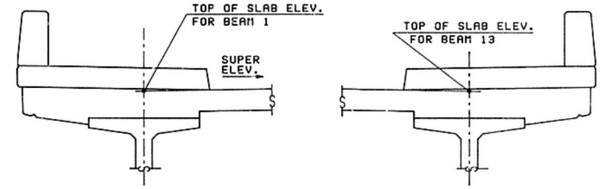
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	221	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (SO)F&E-1, D AND P



PLAN



TOP OF SLAB ELEVATIONS @ EXTERIOR BEAM

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W15	B-01	15+23.000	-37.329	499.995	499.995
	B-02	15+23.000	-31.149	499.840	499.840
	B-03	15+23.000	-24.969	499.685	499.685
	B-04	15+23.000	-18.790	499.531	499.531
	B-05	15+23.000	-12.610	499.377	499.377
	B-06	15+23.000	-6.430	499.222	499.222
	B-07	15+23.000	-0.251	499.068	499.068
	℄	15+23.000	0.000	499.061	499.061
	B-08	15+23.000	5.929	498.913	498.913
	B-09	15+23.000	12.109	498.759	498.759
	B-10	15+23.000	18.288	498.604	498.604
	B-11	15+23.000	24.468	498.450	498.450
	B-12	15+23.000	30.648	498.295	498.295
	B-13	15+23.000	36.828	498.141	498.141
W16	B-01	15+23.983	-37.274	500.015	500.015
	B-02	15+23.985	-31.099	499.861	499.861
	B-03	15+23.988	-24.923	499.707	499.707
	B-04	15+23.991	-18.748	499.552	499.552
	B-05	15+23.994	-12.572	499.398	499.398
	B-06	15+23.997	-6.397	499.244	499.244
	B-07	15+24.000	-0.221	499.089	499.089
	℄	15+24.000	0.000	499.084	499.084
	B-08	15+24.003	5.954	498.935	498.935
	B-09	15+24.006	12.130	498.781	498.781
	B-10	15+24.009	18.305	498.626	498.626
	B-11	15+24.012	24.480	498.472	498.472
	B-12	15+24.015	30.656	498.318	498.318
	B-13	15+24.018	36.831	498.164	498.164
W17	B-01	15+33.796	-36.755	500.224	500.269
	B-02	15+33.829	-30.621	500.072	500.111
	B-03	15+33.863	-24.487	499.919	499.958
	B-04	15+33.896	-18.354	499.766	499.805
	B-05	15+33.929	-12.220	499.614	499.652
	B-06	15+33.963	-6.087	499.461	499.500
	℄	15+34.000	0.000	499.310	499.348
	B-07	15+33.996	0.046	499.309	499.347
	B-08	15+34.029	6.178	499.156	499.194
	B-09	15+34.063	12.310	499.003	499.041
	B-10	15+34.096	18.442	498.851	498.888
	B-11	15+34.130	24.574	498.698	498.735
	B-12	15+34.163	30.705	498.546	498.581
	B-13	15+34.196	36.837	498.393	498.434
W18	B-01	15+43.614	-36.282	500.434	500.515
	B-02	15+43.677	-30.190	500.283	500.355
	B-03	15+43.741	-24.098	500.132	500.204
	B-04	15+43.804	-18.006	499.981	500.052
	B-05	15+43.868	-11.915	499.831	499.901
	B-06	15+43.931	-5.825	499.680	499.750
	℄	15+44.000	0.000	499.536	499.605
	B-07	15+43.994	0.265	499.529	499.598
	B-08	15+44.058	6.354	499.378	499.447
	B-09	15+44.121	12.443	499.227	499.295
	B-10	15+44.184	18.532	499.077	499.144
	B-11	15+44.248	24.620	498.926	498.993
	B-12	15+44.311	30.707	498.775	498.839
	B-13	15+44.375	36.794	498.624	498.687

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W19	B-01	15+53.436	-35.856	500.645	500.754
	B-02	15+53.529	-29.806	500.496	500.592
	B-03	15+53.622	-23.756	500.347	500.443
	B-04	15+53.715	-17.706	500.198	500.293
	B-05	15+53.808	-11.658	500.049	500.143
	B-06	15+53.901	-5.610	499.900	499.993
	℄	15+54.000	0.000	499.762	499.854
	B-07	15+53.995	0.437	499.750	499.843
	B-08	15+54.088	6.483	499.602	499.693
	B-09	15+54.181	12.529	499.453	499.543
	B-10	15+54.274	18.573	499.303	499.393
	B-11	15+54.367	24.617	499.154	499.244
	B-12	15+54.459	30.660	499.005	499.091
	B-13	15+54.552	36.703	498.857	498.954
W20	B-01	15+63.262	-35.477	500.858	500.986
	B-02	15+63.385	-29.468	500.710	500.825
	B-03	15+63.507	-23.460	500.563	500.676
	B-04	15+63.629	-17.454	500.415	500.527
	B-05	15+63.751	-11.448	500.268	500.379
	B-06	15+63.874	-5.443	500.121	500.230
	℄	15+64.000	0.000	499.987	500.096
	B-07	15+63.996	0.561	499.973	500.082
	B-08	15+64.118	6.564	499.826	499.934
	B-09	15+64.241	12.566	499.679	499.785
	B-10	15+64.363	18.567	499.531	499.637
	B-11	15+64.485	24.566	499.384	499.489
	B-12	15+64.607	30.565	499.237	499.337
	B-13	15+64.729	36.563	499.090	499.204
W21	B-01	15+73.092	-35.145	501.072	501.210
	B-02	15+73.243	-29.178	500.926	501.049
	B-03	15+73.394	-23.212	500.780	500.902
	B-04	15+73.545	-17.248	500.634	500.755
	B-05	15+73.696	-11.285	500.489	500.608
	B-06	15+73.848	-5.323	500.343	500.461
	℄	15+74.000	0.000	500.213	500.331
	B-07	15+73.999	0.638	500.197	500.315
	B-08	15+74.150	6.587	500.052	500.168
	B-09	15+74.301	12.555	499.906	500.021
	B-10	15+74.452	18.512	499.761	499.874
	B-11	15+74.603	24.468	499.615	499.728
	B-12	15+74.753	30.422	499.470	499.578
	B-13	15+74.904	36.375	499.324	499.447
W22	B-01	15+82.924	-34.859	501.286	501.427
	B-02	15+83.103	-28.934	501.142	501.267
	B-03	15+83.233	-23.011	500.998	501.121
	B-04	15+83.463	-17.090	500.854	500.976
	B-05	15+83.642	-11.169	500.710	500.831
	B-06	15+83.822	-5.251	500.566	500.686
	℄	15+84.000	0.000	500.439	500.557
	B-07	15+84.002	0.667	500.423	500.541
	B-08	15+84.181	6.582	500.278	500.396
	B-09	15+84.361	12.497	500.135	500.250
	B-10	15+84.540	18.408	499.991	500.105
	B-11	15+84.719	24.321	499.848	499.960
	B-12	15+84.898	30.230	499.704	499.812
	B-13	15+85.077	36.139	499.560	499.683

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W23	B-01	15+92.758	-34.620	501.503	501.637
	B-02	15+92.966	-28.739	501.360	501.479
	B-03	15+93.174	-22.857	501.218	501.335
	B-04	15+93.382	-16.978	501.076	501.191
	B-05	15+93.589	-11.101	500.933	501.047
	B-06	15+93.797	-5.226	500.791	500.904
	℄	15+94.000	0.000	500.665	500.776
	B-07	15+94.005	0.648	500.649	500.760
	B-08	15+94.212	6.520	500.507	500.617
	B-09	15+94.420	12.390	500.365	500.474
	B-10	15+94.627	18.259	500.223	500.330
	B-11	15+94.834	24.125	500.081	500.187
	B-12	15+95.041	29.990	499.939	500.040
	B-13	15+95.247	35.854	499.797	499.912
W24	B-01	16+02.594	-34.428	501.720	501.839
	B-02	16+02.830	-28.588	501.579	501.685
	B-03	16+03.066	-22.750	501.439	501.542
	B-04	16+03.302	-16.914	501.298	501.400
	B-05	16+03.537	-11.080	501.158	501.258
	B-06	16+03.772	-5.248	501.017	501.116
	℄	16+04.000	0.000	500.891	500.988
	B-07	16+04.008	0.581	500.877	500.974
	B-08	16+04.243	6.410	500.736	500.832
	B-09	16+04.478	12.236	500.596	500.690
	B-10	16+04.712	18.060	500.456	500.548
	B-11	16+04.947	23.882	500.315	500.407
	B-12	16+05.181	29.702	500.175	500.262
	B-13	16+05.414	35.520	500.035	500.134
W25	B-01	16+12.432	-34.283	501.939	502.034
	B-02	16+12.696	-28.486	501.800	501.883
	B-03	16+12.959	-22.691	501.661	501.742
	B-04	16+13.222	-16.898	501.522	501.602
	B-05	16+13.484	-11.107	501.383	501.462
	B-06	16+13.747	-5.319	501.244	501.322
	℄	16+14.000	0.000	501.117	501.193
	B-07	16+14.009	0.468	501.105	501.181
	B-08	16+14.272	6.252	500.967	501.041
	B-09	16+14.533	12.033	500.828	500.901
	B-10	16+14.795	17.813	500.690	500.761
	B-11	16+15.057	23.590	500.551	500.621
	B-12	16+15.317	29.366	500.413	500.479
	B-13	16+15.578	35.139	500.274	500.349
W26	B-01	16+22.272	-34.185	502.158	502.221
	B-02	16+22.362	-28.430	502.021	502.075
	B-03	16+22.852	-22.678	501.884	501.936
	B-04	16+23.142	-16.928	501.747	501.798
	B-05	16+23.431	-11.181	501.610	501.659
	B-06	16+23.721	-5.436	501.473	501.521
	℄	16+24.000	0.000	501.343	501.389
	B-07	16+24.010	0.305	501.335	501.382
	B-08	16+24.299	6.046	501.198	501.244
	B-09	16+24.587	11.783	501.062	501.105
	B-10	16+24.876	17.518	500.925	500.967
	B-11	16+25.163	23.251	500.788	500.829
	B-12	16+25.451	28.981	500.651	500.690
	B-13	16+25.738	34.709	500.514	500.557
W27	B-01	16+36.524	-34.125	502.473	502.479
	B-02	16+36.520	-28.432	502.336	502.336
	B-03	16+36.516	-22.738	502.194	502.194
	B-04	16+36.512	-17.044	502.052	502.052
	B-05	16+36.508	-11.351	501.909	501.909
	B-06	16+36.504	-5.657	501.767	501.767
	℄	16+36.500	0.000	501.625	501.625
	B-07	16+36.500	0.037	501.624	501.624
	B-08	16+36.496	5.731	501.482	501.482
	B-09	16+36.492	11.425	501.339	501.339
	B-10	16+36.488	17.119	501.197	501.197
	B-11	16+36.484	22.813	501.055	501.055
	B-12	16+36.479	28.507	500.912	500.912
	B-13	16+36.475	34.201	500.770	500.770
W28	B-01	16+38.000	-34.125	502.512	502.512
	B-02	16+38.000	-28.438	502.370	502.370
	B-03	16+38.000	-22.750	502.228	502.228
	B-04	16+38.000	-17.063	502.086	502.086
	B-05	16+38.000	-11.375	501.944	501.944
	B-06	16+38.000	-5.688	501.801	501.801
	B-07	16+38.000	0.000	501.659	501.659
	B-08	16+38.000	5.688	501.517	501.517
	B-09	16+38.000	11.375	501.375	501.375
	B-10	16+38.000	17.063	501.233	501.233
	B-11	16+38.000	22.750	501.090	501.090
	B-12	16+38.000	28.438	500.948	500.948
	B-13	16+38.000	34.125	500.806	500.806

NOTES:

1. ALL ELEVATIONS ARE AT TOP OF CONCRETE.
2. FOR LAYOUT DIMENSIONS, SEE LAYOUT PLAN DWG. NO. WCB-07.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK ELEVATIONS - SPAN 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-02		AUG 16 1990	221

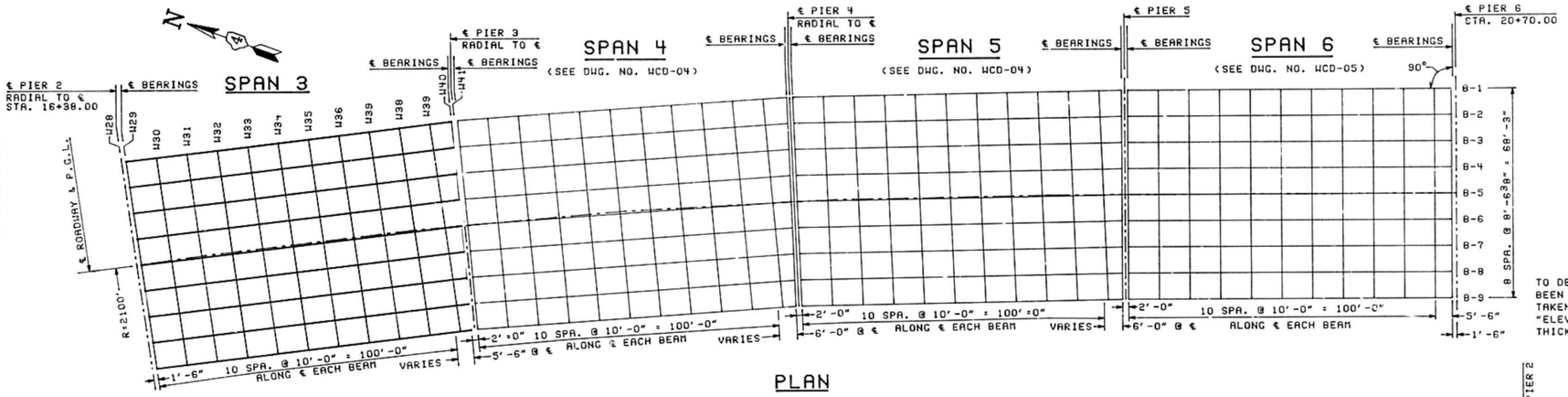
IN CHARGE: PCW DESIGNED BY: UC CHECKED BY: USJ DRAFTED BY: IGM CHECKED BY: HSJ ESTIMATED BY:

D C B A 0 A B C D

TAMERAN

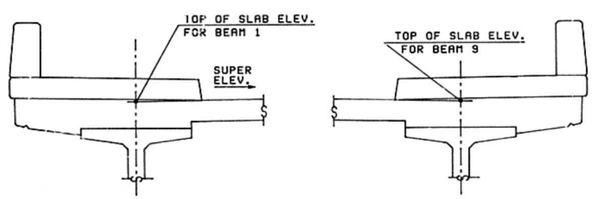
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	222	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)FAE-1, D AND P

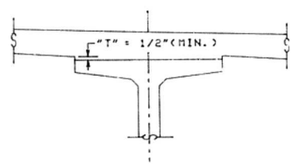


PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W28	B-1	16+38.000	-34.125	502.512	502.512
	B-2	16+38.000	-25.594	502.299	502.299
	B-3	16+38.000	-17.063	502.086	502.086
	B-4	16+38.000	-8.531	501.872	501.872
	B-5	16+38.000	0.000	501.659	501.659
	B-6	16+38.000	8.531	501.446	501.446
	B-7	16+38.000	17.063	501.233	501.233
	B-8	16+38.000	25.594	501.019	501.019
	B-9	16+38.000	34.125	500.806	500.806
W29	B-1	16+39.476	-34.087	502.545	502.545
	B-2	16+39.482	-25.556	502.332	502.332
	B-3	16+39.488	-17.024	502.118	502.118
	B-4	16+39.494	-8.493	501.905	501.910
	℄	16+39.500	0.000	501.693	501.693
	B-5	16+39.500	0.038	501.692	501.692
	B-6	16+39.506	8.569	501.479	501.479
	B-7	16+39.512	17.101	501.266	501.266
	B-8	16+39.519	25.632	501.053	501.053
	B-9	16+39.525	34.163	500.840	500.840
W30	B-1	16+49.314	-33.860	502.761	502.807
	B-2	16+49.360	-25.329	502.549	502.592
	B-3	16+49.406	-16.798	502.337	502.380
	B-4	16+49.452	-8.267	502.125	502.171
	℄	16+49.500	0.000	501.919	501.962
	B-5	16+49.498	0.264	501.912	501.956
	B-6	16+49.545	8.795	501.700	501.744
	B-7	16+49.592	17.326	501.488	501.532
	B-8	16+49.640	25.858	501.276	501.320
	B-9	16+49.688	34.389	501.064	501.111
W31	B-1	16+59.155	-33.680	502.979	503.062
	B-2	16+59.239	-25.150	502.768	502.845
	B-3	16+59.325	-16.619	502.556	502.634
	B-4	16+59.411	-8.088	502.345	502.425
	℄	16+59.500	0.000	502.145	502.223
	B-5	16+59.498	0.443	502.134	502.212
	B-6	16+59.596	8.974	501.922	502.001
	B-7	16+59.674	17.504	501.711	501.790
	B-8	16+59.764	26.035	501.500	501.579
	B-9	16+59.854	34.566	501.289	501.374
W32	B-1	16+68.996	-33.548	503.198	503.308
	B-2	16+69.120	-25.017	502.988	503.090
	B-3	16+69.246	-16.487	502.777	502.880
	B-4	16+69.372	-7.957	502.567	502.671
	℄	16+69.500	0.000	502.371	502.474
	B-5	16+69.500	0.574	502.356	502.460
	B-6	16+69.628	9.104	502.146	502.250
	B-7	16+69.758	17.634	501.936	502.040
	B-8	16+69.889	26.165	501.725	501.830
	B-9	16+70.020	34.695	501.515	501.627
W33	B-1	16+78.839	-33.461	503.418	503.546
	B-2	16+79.003	-24.932	503.209	503.328
	B-3	16+79.168	-16.402	502.999	503.118
	B-4	16+79.334	-7.872	502.790	502.910
	℄	16+79.500	0.000	502.597	502.716
	B-5	16+79.502	0.657	502.580	502.700
	B-6	16+79.672	9.187	502.371	502.491
	B-7	16+79.843	17.716	502.161	502.281
	B-8	16+80.015	26.246	501.952	502.072
	B-9	16+80.188	34.775	501.743	501.872
W34	B-1	16+88.682	-33.422	503.640	503.775
	B-2	16+88.885	-24.893	503.431	503.557
	B-3	16+89.090	-16.365	503.222	503.349
	B-4	16+89.297	-7.836	503.014	503.141
	℄	16+89.500	0.000	502.823	502.949
	B-5	16+89.506	0.693	502.805	502.932
	B-6	16+89.716	9.221	502.597	502.724
	B-7	16+89.928	17.750	502.388	502.515
	B-8	16+90.141	26.279	502.180	502.307
	B-9	16+90.357	34.807	501.972	502.108
W35	B-1	16+98.525	-33.430	503.862	503.997
	B-2	16+98.768	-24.902	503.654	503.780
	B-3	16+99.013	-16.374	503.447	503.572
	B-4	16+99.260	-7.847	503.239	503.364
	℄	16+99.500	0.000	503.048	503.173
	B-5	16+99.509	0.681	503.032	503.156
	B-6	16+99.760	9.208	502.824	502.948
	B-7	17+00.013	17.736	502.617	502.741
	B-8	17+00.268	26.264	502.409	502.533
	B-9	17+00.525	34.791	502.202	502.335
W36	B-1	17+08.368	-33.484	504.086	504.210
	B-2	17+08.651	-24.958	503.879	503.994
	B-3	17+08.935	-16.431	503.672	503.787
	B-4	17+09.223	-7.905	503.466	503.579
	℄	17+09.500	0.000	503.274	503.388
	B-5	17+09.512	0.621	503.259	503.372
	B-6	17+09.804	9.148	503.052	503.165
	B-7	17+10.058	17.674	502.846	502.958
	B-8	17+10.394	26.200	502.639	502.751
	B-9	17+10.693	34.725	502.433	502.553
W37	B-1	17+18.210	-33.586	504.311	504.414
	B-2	17+18.532	-25.061	504.105	504.201
	B-3	17+18.857	-16.536	503.899	503.994
	B-4	17+19.184	-8.011	503.693	503.787
	℄	17+19.500	0.000	503.500	503.593
	B-5	17+19.514	0.514	503.488	503.581
	B-6	17+19.847	9.039	503.282	503.374
	B-7	17+20.182	17.564	503.077	503.168
	B-8	17+20.520	26.088	502.871	502.961
	B-9	17+20.860	34.613	502.666	502.762
W38	B-1	17+28.052	-33.734	504.537	504.610
	B-2	17+28.413	-25.211	504.332	504.399
	B-3	17+28.777	-16.687	504.127	504.193
	B-4	17+29.145	-8.164	503.922	503.987
	℄	17+29.500	0.000	503.726	503.790
	B-5	17+29.515	0.359	503.717	503.781
	B-6	17+29.888	8.882	503.513	503.575
	B-7	17+30.264	17.405	503.308	503.369
	B-8	17+30.644	25.928	503.104	503.163
	B-9	17+31.026	34.451	502.899	502.962
W39	B-1	17+37.891	-33.929	504.764	504.798
	B-2	17+38.292	-25.407	504.560	504.590
	B-3	17+38.696	-16.886	504.356	504.384
	B-4	17+39.103	-8.365	504.152	504.179
	℄	17+39.500	0.000	503.952	503.977
	B-5	17+39.514	0.157	503.948	503.974
	B-6	17+39.928	8.678	503.745	503.768
	B-7	17+40.345	17.199	503.541	503.562
	B-8	17+40.766	25.720	503.338	503.357
	B-9	17+41.190	34.241	503.134	503.153
W40	B-1	17+45.016	-34.099	504.929	504.929
	B-2	17+45.012	-25.568	504.716	504.716
	B-3	17+45.008	-17.037	504.502	504.502
	B-4	17+45.004	-8.506	504.289	504.289
	℄	17+45.000	0.000	504.076	504.076
	B-5	17+45.000	0.025	504.076	504.076
	B-6	17+44.996	8.557	503.862	503.862
	B-7	17+44.992	17.088	503.649	503.649
	B-8	17+44.988	25.619	503.435	503.435
	B-9	17+44.984	34.151	503.222	503.222
W41	B-1	17+46.000	-34.125	504.952	504.952
	B-2	17+46.000	-25.594	504.739	504.739
	B-3	17+46.000	-17.063	504.525	504.525
	B-4	17+46.000	-8.531	504.312	504.312
	B-5	17+46.000	0.000	504.099	504.099
	B-6	17+46.000	8.531	503.886	503.886
	B-7	17+46.000	17.063	503.672	503.672
	B-8	17+46.000	25.594	503.459	503.459
	B-9	17+46.000	34.125	503.246	503.246

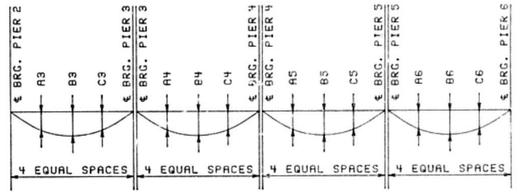


TOP OF SLAB ELEVATIONS @ EXTERIOR BEAM



FILLET HEIGHTS

TO DETERMINE "T": AFTER ALL PRECAST PRESTRESSED BULB TEE BEAMS HAVE BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS SHOWN BELOW. THESE ELEVATIONS SUBTRACTED FROM THE "ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION" SHOWN BELOW, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "T" ABOVE TOP FLANGES OF BEAMS.



DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE SLAB & INITIAL SUPERIMPOSED DEAD LOAD ONLY)

DIMENSIONS	B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9
SPAN-3 (FT.)	107.24	106.81	106.36	105.93	105.49	105.05	104.61	104.17	103.73
A3 (IN.)	1 1/4	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/4
B3	1 5/8	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 5/8
C3	1 1/4	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/4
SPAN-4 (FT.)	107.74	107.30	106.86	106.43	105.99	105.55	105.11	104.67	104.23
A4 (IN.)	1 3/16	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/4	1 3/16
B4	1 5/8	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 5/8
C4	1 3/16	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 3/16
SPAN-5 (FT.)	107.34	107.00	106.67	106.33	105.99	105.65	105.31	104.98	104.64
A5 (IN.)	1 3/16	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 3/16
B5	1 5/8	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 5/8
C5	1 3/16	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 3/16
SPAN-6 (FT.)	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50	105.50
A6 (IN.)	1 1/4	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/4
B6	1 5/8	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 5/8
C6	1 1/4	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/4

THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE DECK ELEVATIONS ADJUSTED FOR DEAD LOAD AS SHOWN.

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK ELEVATIONS - SPAN 3

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

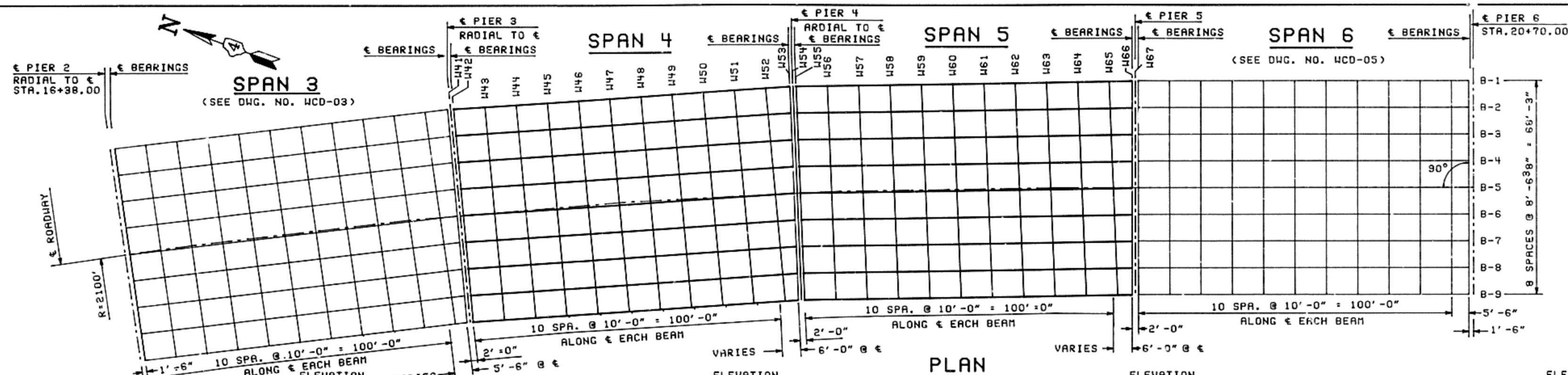
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-03		AUG 16 1990	222

DRAFTED BY: IGM CHECKED BY: HSJ
DESIGNED BY: UG CHECKED BY: HSJ
IN CHARGE: PCW ESTIMATED BY:

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	223	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*50B-3-1; 50-2; (50)F&E-1, D AND P



PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W41	B-1	17+46.000	-34.125	504.952	504.952
	B-2	17+46.000	-25.594	504.739	504.739
	B-3	17+46.000	-17.063	504.525	504.525
	B-4	17+46.000	-8.531	504.312	504.312
	B-5	17+46.000	0.000	504.099	504.099
	B-6	17+46.000	8.531	503.886	503.886
	B-7	17+46.000	17.063	503.672	503.672
	B-8	17+46.000	25.594	503.459	503.459
	B-9	17+46.000	34.125	503.246	503.246
W42	B-1	17+46.984	-34.039	504.974	504.974
	B-2	17+46.988	-25.568	504.760	504.760
	B-3	17+46.992	-17.037	504.547	504.547
	B-4	17+46.996	-8.506	504.334	504.334
	℄	17+47.000	0.000	504.121	504.121
	B-5	17+47.000	0.025	504.121	504.121
	B-6	17+47.004	8.557	503.908	503.908
	B-7	17+47.008	17.088	503.694	503.694
	B-8	17+47.012	25.619	503.481	503.481
	B-9	17+47.016	34.151	503.268	503.268
W43	B-1	17+56.822	-33.870	505.190	505.235
	B-2	17+56.866	-25.339	504.978	505.020
	B-3	17+56.909	-16.808	504.766	504.807
	B-4	17+56.954	-8.277	504.553	504.595
	℄	17+57.000	0.000	504.347	504.390
	B-5	17+56.998	0.254	504.341	504.383
	B-6	17+57.043	8.785	504.129	504.171
	B-7	17+57.088	17.316	503.916	503.959
	B-8	17+57.134	25.847	503.704	503.747
	B-9	17+57.180	34.379	503.492	503.538
W44	B-1	17+66.662	-33.688	505.408	505.488
	B-2	17+66.745	-25.157	505.196	505.272
	B-3	17+66.829	-16.627	504.985	505.061
	B-4	17+36.913	-8.096	504.774	504.849
	℄	17+67.000	0.000	504.573	504.649
	B-5	17+66.998	0.435	504.562	504.638
	B-6	17+67.084	8.966	504.351	504.427
	B-7	17+67.170	17.497	504.140	504.216
	B-8	17+67.257	26.027	503.928	504.005
	B-9	17+67.345	34.558	503.717	503.800
W45	B-1	17+76.504	-33.553	505.627	505.734
	B-2	17+76.626	-25.023	505.416	505.516
	B-3	17+76.750	-16.492	505.206	505.306
	B-4	17+76.874	-7.962	504.995	505.096
	℄	17+77.000	0.000	504.799	504.900
	B-5	17+77.000	0.568	504.785	504.886
	B-6	17+77.126	9.099	504.574	504.675
	B-7	17+77.254	17.629	504.364	504.465
	B-8	17+77.382	26.159	504.154	504.255
	B-9	17+77.512	34.689	503.944	504.053
W46	B-1	17+86.346	-33.465	505.847	505.971
	B-2	17+86.508	-24.935	505.637	505.753
	B-3	17+86.672	-16.405	505.428	505.544
	B-4	17+86.836	-7.876	505.218	505.335
	℄	17+87.000	0.000	505.025	505.142
	B-5	17+87.002	0.654	505.009	505.125
	B-6	17+87.169	9.184	504.799	504.916
	B-7	17+87.338	17.713	504.590	504.707
	B-8	17+87.508	26.243	504.380	504.498
	B-9	17+87.680	34.772	504.171	504.297
W47	B-1	17+96.189	-33.423	506.068	506.201
	B-2	17+96.391	-24.894	505.859	505.983
	B-3	17+96.594	-16.365	505.651	505.775
	B-4	17+96.799	-7.837	505.442	505.566
	℄	17+97.000	0.000	505.251	505.375
	B-5	17+97.005	0.692	505.234	505.358
	B-6	17+97.213	9.221	505.025	505.149
	B-7	17+97.423	17.750	504.817	504.941
	B-8	17+37.635	26.278	504.608	504.732
	B-9	17+97.848	34.807	504.400	504.533
W48	B-1	18+06.033	-33.428	506.291	506.423
	B-2	18+06.274	-24.900	506.083	506.205
	B-3	18+06.517	-16.373	505.875	505.998
	B-4	18+06.762	-7.845	505.668	505.790
	℄	18+07.000	0.000	505.477	505.599
	B-5	18+07.009	0.683	505.460	505.582
	B-6	18+07.257	9.210	505.252	505.374
	B-7	18+07.508	17.738	505.045	505.167
	B-8	18+07.761	26.265	504.837	504.959
	B-9	18+08.016	34.793	504.630	504.760
W49	B-1	18+15.876	-33.480	506.514	506.636
	B-2	18+16.156	-24.954	506.307	506.420
	B-3	18+16.439	-16.427	506.101	506.213
	B-4	18+16.724	-7.901	505.894	506.006
	℄	18+17.000	0.000	505.703	505.814
	B-5	18+17.011	0.625	505.687	505.799
	B-6	18+17.301	9.152	505.481	505.592
	B-7	18+17.593	17.678	505.274	505.385
	B-8	18+17.886	26.204	505.068	505.178
	B-9	15+18.185	34.730	504.861	504.979
W50	B-1	18+25.718	-33.579	506.739	506.841
	B-2	18+26.038	-25.054	506.533	506.628
	B-3	18+26.361	-16.529	506.327	506.421
	B-4	18+26.686	-8.004	506.122	506.215
	℄	18+27.000	0.000	505.929	506.021
	B-5	18+27.014	0.521	505.916	506.008
	B-6	18+27.344	9.045	505.710	505.801
	B-7	18+27.677	17.570	505.505	505.595
	B-8	18+28.013	26.095	505.299	505.388
	B-9	18+28.352	34.620	505.094	505.169
W51	B-1	18+35.559	-33.725	506.965	507.039
	B-2	18+35.919	-25.202	506.760	506.827
	B-3	13+36.281	-16.678	506.555	506.621
	B-4	18+36.646	-8.155	506.350	506.415
	℄	18+37.000	0.000	506.155	506.218
	B-5	18+37.015	0.368	506.146	506.209
	B-6	18+37.386	8.891	505.941	506.003
	B-7	18+37.760	17.414	505.736	505.797
	B-8	18+38.137	25.938	505.532	505.592
	B-9	18+38.518	34.460	505.327	505.390
W52	B-1	18+45.399	-33.918	507.152	507.228
	B-2	18+45.798	-25.396	506.988	507.019
	B-3	18+46.200	-16.875	506.784	506.814
	B-4	18+46.605	-8.353	506.580	506.608
	℄	18+47.000	0.000	506.380	506.407
	B-5	18+47.014	0.168	506.376	506.403
	B-6	18+47.426	8.689	506.173	506.198
	B-7	18+47.841	17.211	505.969	505.992
	B-8	18+48.260	25.732	505.766	505.787
	B-9	18+48.682	34.253	505.562	505.583
W53	B-1	18+53.016	-34.099	507.369	507.369
	B-2	18+53.012	-25.568	507.155	507.155
	B-3	18+53.008	-17.037	506.942	506.942
	B-4	18+53.004	-8.506	506.729	506.729
	℄	18+53.000	0.000	506.516	506.516
	B-5	18+53.000	0.025	506.515	506.515
	B-6	18+52.996	8.557	506.302	506.302
	B-7	18+52.992	17.088	506.089	506.089
	B-8	18+52.988	25.619	505.875	505.875
	B-9	18+52.984	34.151	505.662	505.662
W54	B-1	18+54.000	-34.125	507.392	507.392
	B-2	18+54.000	-25.594	507.178	507.178
	B-3	19+54.000	-17.063	506.965	506.965
	B-4	18+54.000	-8.531	506.752	506.752
	B-5	18+54.000	0.000	506.539	506.539
	B-6	18+54.000	8.531	506.325	506.325
	B-7	18+54.000	17.063	506.112	506.112
	B-8	18+54.000	25.594	505.899	505.899
	B-9	18+54.000	34.125	505.685	505.685
W55	B-1	18+54.984	-34.101	507.413	507.413
	B-2	18+54.988	-25.570	507.200	507.200
	B-3	18+54.992	-17.038	506.987	506.987
	B-4	18+54.996	-8.507	506.774	506.774
	℄	18+55.000	0.000	506.561	506.561
	B-5	18+55.000	0.024	506.560	506.560
	B-6	18+55.004	8.555	506.347	506.347
	B-7	18+55.008	17.087	506.134	506.134
	B-8	18+55.012	25.618	505.921	505.921
	B-9	18+55.016	34.149	505.708	505.708
W56	B-1	18+64.823	-33.886	507.630	507.675
	B-2	18+64.866	-25.355	507.418	507.460
	B-3	18+64.910	-16.823	507.206	507.248
	B-4	18+64.954	-8.292	506.993	507.036
	℄	18+65.000	0.000	506.787	506.829
	B-5	18+64.998	0.239	506.781	506.823
	B-6	18+65.043	8.770	506.569	506.611
	B-7	18+65.088	17.302	506.357	506.399
	B-8	18+65.134	25.833	506.144	506.187
	B-9	18+65.180	34.364	505.932	505.978
W57	B-1	18+74.663	-33.718	507.816	507.897
	B-2	18+74.746	-25.187	507.612	507.688
	B-3	18+74.829	-16.656	507.409	507.485
	B-4	18+74.913	-8.125	507.206	507.282
	℄	18+75.000	0.000	507.013	507.089
	B-5	18+74.999	0.407	507.003	507.079
	B-6	18+75.084	8.938	506.801	506.877
	B-7	18+75.171	17.469	506.599	506.675
	B-8	18+75.258	26.000	506.397	506.473
	B-9	18+75.345	34.531	506.195	506.278
W58	B-1	18+84.504	-33.597	507.968	508.076
	B-2	18+84.627	-25.066	507.782	507.882
	B-3	18+84.750	-16.535	507.597	507.697
	B-4	18+84.873	-8.004	507.412	507.512
	℄	18+85.000	0.000	507.239	507.340
	B-5	18+85.000	0.526	507.227	507.328
	B-6	18+85.126	9.057	507.043	507.144
	B-7	18+85.254	17.588	506.860	506.961
	B-8	18+85.382	26.119	506.676	506.778
	B-9	18+85.512	34.649	506.494	506.603
W59	B-1	18+94.347	-33.522	508.122	508.246
	B-2	18+94.509	-24.992	507.954	508.070
	B-3	18+94.672	-16.462	507.786	507.902
	B-4	18+94.837	-7.932	507.619	507.736
	℄	18+95.000	0.000	507.465	507.582
	B-5	18+95.002	0.599	507.453	507.570
	B-6	18+95.170	9.129	507.287	507.404
	B-7	18+95.338	17.659	507.122	507.239
	B-8	18+95.508	26.189	506.958	507.075
	B-9	18+95.680	34.719	506.794	506.920
W60	B-1	19+04.190	-33.495	508.276	508.409
	B-2	19+04.391	-24.965	508.126	508.250
	B-3	19+04.594	-16.436	507.977	508.100
	B-4	19+04.799	-7.906	507.828	507.951
	℄	19+05.000	0.000	507.691	507.814
	B-5	19+05.005	0.623	507.680	507.803
	B-6	19+05.213	9.152	507.532	507.656
	B-7	19+05.423	17.682	507.386	507.510
	B-8	19+05.635	26.211	507.240	507.364
	B-9	19+05.848	34.741	507.095	507.228
W61	B-1	19+14.032	-33.514	508.432	508.564
	B-2	19+14.274	-24.986	508.299	508.422
	B-3	19+14.516	-16.457	508.168	508.290
	B-4	19+14.761	-7.929	508.037	508.159
	℄	19+15.000	0.000	507.917	508.039
	B-5	19+15.008	0.600	507.907	508.029
	B-6	19+15.257	9.128	507.778	507.900
	B-7	19+15.508	17.657	507.650	507.772
	B-8	19+15.761	26.185	507.523	507.645
	B-9	19+16.016	34.714	507.397	507.528
W62	B-1	19+23.875	-33.581	508.588	508.710
	B-2	19+24.156	-25.053	508.473	508.586
	B-3	19+24.438	[illegible]	508.360	508.472
	B-4	19+24.723	-7.998	508.247	508.359
	℄	19+25.000	0.000	508.142	508.254
	B-5	19+25.011	0.529	508.134	508.246
	B-6	19+25.300	9.057	508.008	508.119
	B-7	19+25.592	17.584	507.881	507.992
	B-8	19+25.887	26.111	507.754	507.865
	B-9	19+26.184	34.638	507.628	507.746
W63	B-1	19+33.717	-33.694	508.745	508.847
	B-2	19+34.037	-25.168	508.648	508.742
	B-3	19+34.359	-16.641	508.552	508.646
	B-4	19+34.684	-8.115	508.457	508.550
	℄	19+35.000	0.000	508.368	508.460
	B-5	19+35.012	0.411	508.362	508.454
	B-6	19+35.343	8.937	508.236	508.328
	B-7	19+35.676	17.463	508.111	508.201
	B-8	19+36.012	25.989	507.985	508.075
	B-9	19+36.350	34.515	507.860	507.955
W64	B-1	19+43.660	-33.844	508.903	508.976
	B-2	19+43.998	-25.318	508.823	508.690
	B-3	19+44.336	-16.792	508.745	508.811
	B-4	19+44.673	-8.267	508.668	508.733
	℄	19+45.000	0.000	508.594	508.658
	B-5	19+45.011	0.259	508.590	508.654
	B-6	19+45.349	8.785	508.465	508.527
	B-7	19+45.687	17.311	508.339	508.401
	B-8	19+46.025	25.837	508.214	508.274
	B-9	19+46.363	34.363	508.088	508.152
W65	B-1	19+53.658	-33.997	509.061	509.095
	B-2	19+53.996	-25.471	508.999	509.030
	B-3	19+54.334	-16.945	508.938	508.967
	B-4	19+54.672	-8.419	508.878	508.906
	℄	13+55.000	0.000	508.820	508.846
	B-5	19+55.010	0.107	508.819	508.845
	B-6	19+55.348	8.633	508.693	508.718
	B-7	19+55.686	17.159	508.568	508.591
	B-8	19+56.024	25.685	508.442	508.464
	B-9	19+56.362	34.211	508.316	508.339
W66	B-1	19+61.000	-34.110	509.177	509.177
	B-2	19+61.000	-25.578	509.122	509.122
	B-3	19+61.000	-17.047	509.066	509.066
	B-4	19+61.000	-8.516	509.011	509.011
	℄	19+61.000	0.000	508.956	508.956
	B-5	19+61.000	0.015	508.955	508.955
	B-6	19+61.000	8.547	508.822	508.822
	B-7	19+61.000	17.078	508.689	508.689
	B-8	19+61.000	25.609	508.556	508.556
	B-9	19+61.000	34.140	508.422	508.422
W67	B-1	19+62.000	-34.125	509.193	509.193
	B-2	19+62.000	-25.594	509.139	509.139
	B-3	19+62.000	-17.063	509.086	509.086
	B-4	19+62.000	-8.531	509.032	509.032
	B-5	19+62.000	0.000	508.978	508.978
	B-6	19+62.000	8.531	508.845	508.845
	B-7	19+62.000	17.063	508.712	508.712
	B-8	19+62.000	25.594	508.578	508.578
	B-9	19+62.000	34.125	508.445	508.445

NOTES:

1. ALL ELEVATIONS ARE AT TOP OF CONCRETE.
2. FOR LAYOUT DIMENSIONS, SEE LAYOUT PLAN DWG. NO. WCD-07.
3. FOR TOP OF SLAB ELEVATIONS @ EXTERIOR BEAM SEE DWG. NO. WCD-03.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK ELEVATIONS - SPANS 4 & 5

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

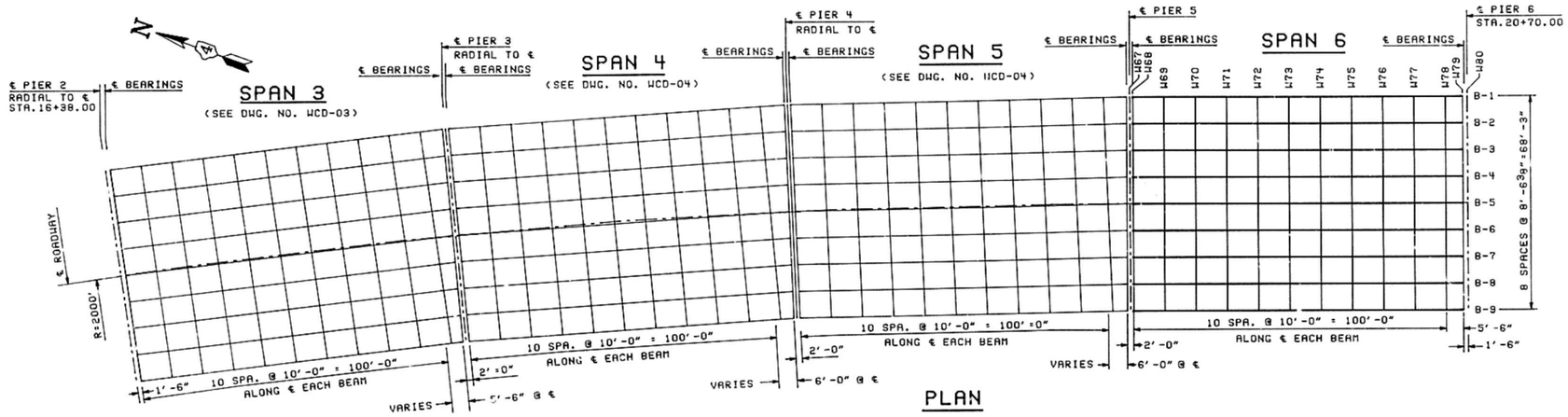
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-04		AUG 16 1990	223

CHECKED BY: HSJ DRAFTED BY: IGM CHECKED BY: ESTIMATED BY: CHECKED BY: HSJ DESIGNED BY: UG IN CHARGE: PCW

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	224	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P



PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W67	B-1	19+62.000	-34.125	509.193	509.193
	B-2	19+62.000	-25.594	509.139	509.139
	B-3	19+62.000	-17.063	509.086	509.086
	B-4	19+62.000	-8.531	509.032	509.032
	B-5	19+62.000	0.000	508.978	508.978
	B-6	19+62.000	8.531	508.845	508.845
	B-7	19+62.000	17.063	508.712	508.712
	B-8	19+62.000	25.594	508.578	508.578
	B-9	19+62.000	34.125	508.445	508.445
W68	B-1	19+63.000	-34.125	509.209	509.209
	B-2	19+63.000	-25.594	509.157	509.157
	B-3	19+63.000	-17.063	509.105	509.105
	B-4	19+63.000	-8.531	509.053	509.053
	B-5	19+63.000	0.000	509.001	509.001
	B-6	19+63.000	8.531	508.868	508.868
	B-7	19+63.000	17.063	508.734	508.734
	B-8	19+63.000	25.594	508.601	508.601
	B-9	19+63.000	34.125	508.468	508.468
W69	B-1	19+73.000	-34.125	509.365	509.412
	B-2	19+73.000	-25.594	509.331	509.374
	B-3	19+73.000	-17.063	509.296	509.340
	B-4	19+73.000	-8.531	509.261	509.305
	B-5	19+73.000	0.000	509.227	509.270
	B-6	19+73.000	8.531	509.093	509.137
	B-7	19+73.000	17.063	508.960	509.004
	B-8	19+73.000	25.594	508.827	508.870
	B-9	19+73.000	34.125	508.694	508.740
W70	B-1	19+83.000	-34.125	509.522	509.606
	B-2	19+83.000	-25.594	509.505	509.583
	B-3	19+83.000	-17.063	509.487	509.565
	B-4	19+83.000	-8.531	509.470	509.548
	B-5	19+83.000	0.000	509.453	509.531
	B-6	19+83.000	8.531	509.319	509.397
	B-7	19+83.000	17.063	509.186	509.264
	B-8	19+83.000	25.594	509.053	509.131
	B-9	19+83.000	34.125	508.919	509.003
W71	B-1	19+93.000	-34.125	509.679	509.789
	B-2	19+93.000	-25.594	509.679	509.782
	B-3	19+93.000	-17.063	509.679	509.782
	B-4	19+93.000	-8.531	509.679	509.782
	B-5	19+93.000	0.000	509.679	509.782
	B-6	19+93.000	8.531	509.545	509.649
	B-7	19+93.000	17.063	509.412	509.515
	B-8	19+93.000	25.594	509.279	509.382
	B-9	19+93.000	34.125	509.145	509.256

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W72	B-1	20+03.000	-34.125	509.835	509.964
	B-2	20+03.000	-25.594	509.853	509.972
	B-3	20+03.000	-17.063	509.870	509.989
	B-4	20+03.000	-8.531	509.887	510.007
	B-5	20+03.000	0.000	509.904	510.024
	B-6	20+03.000	8.531	509.771	509.891
	B-7	20+03.000	17.063	509.638	509.757
	B-8	20+03.000	25.594	509.504	509.624
	B-9	20+03.000	34.125	509.371	509.500
W73	B-1	20+13.000	-34.125	509.992	510.128
	B-2	20+13.000	-25.594	510.026	510.153
	B-3	20+13.000	-17.063	510.061	510.188
	B-4	20+13.000	-8.531	510.096	510.222
	B-5	20+13.000	0.000	510.130	510.257
	B-6	20+13.000	8.531	509.997	510.124
	B-7	20+13.000	17.063	509.864	509.990
	B-8	20+13.000	25.594	509.730	509.857
	B-9	20+13.000	34.125	509.597	509.733
W74	B-1	20+23.000	-34.125	510.148	510.282
	B-2	20+23.000	-25.594	510.201	510.325
	B-3	20+23.000	-17.063	510.252	510.377
	B-4	20+23.000	-8.531	510.304	510.429
	B-5	20+23.000	0.000	510.356	510.481
	B-6	20+23.000	8.531	510.223	510.348
	B-7	20+23.000	17.063	510.090	510.214
	B-8	20+23.000	25.594	509.956	510.081
	B-9	20+23.000	34.125	509.823	509.957
W75	B-1	20+33.000	-34.125	510.305	510.427
	B-2	20+33.000	-25.594	510.374	510.488
	B-3	20+33.000	-17.063	510.444	510.557
	B-4	20+33.000	-8.531	510.513	510.626
	B-5	20+33.000	0.000	510.582	510.696
	B-6	20+33.000	8.531	510.449	510.562
	B-7	20+33.000	17.063	510.316	510.429
	B-8	20+33.000	25.594	510.182	510.296
	B-9	20+33.000	34.125	510.049	510.171
W76	B-1	20+43.000	-34.125	510.462	510.562
	B-2	20+43.000	-25.594	510.548	510.642
	B-3	20+43.000	-17.063	510.635	510.728
	B-4	20+43.000	-8.531	510.721	510.815
	B-5	20+43.000	0.000	510.808	510.901
	B-6	20+43.000	8.531	510.675	510.768
	B-7	20+43.000	17.063	510.541	510.635
	B-8	20+43.000	25.594	510.408	510.501
	B-9	20+43.000	34.125	510.275	510.375

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
W77	B-1	20+53.000	-34.125	510.618	510.687
	B-2	20+53.000	-25.594	510.722	510.786
	B-3	20+53.000	-17.063	510.826	510.890
	B-4	20+53.000	-8.531	510.930	510.994
	B-5	20+53.000	0.000	511.034	511.098
	B-6	20+53.000	8.531	510.901	510.964
	B-7	20+53.000	17.063	510.767	510.831
	B-8	20+53.000	25.594	510.634	510.698
	B-9	20+53.000	34.125	510.501	510.569
W78	B-1	20+63.000	-34.125	510.775	510.802
	B-2	20+63.000	-25.594	510.896	510.921
	B-3	20+63.000	-17.063	511.017	511.043
	B-4	20+63.000	-8.531	511.139	511.164
	B-5	20+63.000	0.000	511.260	511.285
	B-6	20+63.000	8.531	511.127	511.152
	B-7	20+63.000	17.063	510.993	511.018
	B-8	20+63.000	25.594	510.860	510.885
	B-9	20+63.000	34.125	510.727	510.754
W79	B-1	20+68.500	-34.125	510.861	510.861
	B-2	20+68.500	-25.594	510.992	510.992
	B-3	20+68.500	-17.063	511.123	511.123
	B-4	20+68.500	-8.531	511.253	511.253
	B-5	20+68.500	0.000	511.384	511.384
	B-6	20+68.500	8.531	511.251	511.251
	B-7	20+68.500	17.063	511.117	511.117
	B-8	20+68.500	25.594	510.984	510.984
	B-9	20+68.500	34.125	510.851	510.851
W80	B-1	20+70.000	-34.125	510.885	510.885
	B-2	20+70.000	-25.594	511.018	511.018
	B-3	20+70.000	-17.063	511.151	511.151
	B-4	20+70.000	-8.531	511.285	511.285
	B-5	20+70.000	0.000	511.418	511.418
	B-6	20+70.000	8.531	511.285	511.285
	B-7	20+70.000	17.063	511.151	511.151
	B-8	20+70.000	25.594	511.018	511.018
	B-9	20+70.000	34.125	510.885	510.885

NOTES:

1. ALL ELEVATIONS ARE AT TOP OF CONCRETE.
2. FOR LAYOUT DIMENSIONS, SEE LAYOUT PLAN DWG. NO. WCD-07.
3. FOR TOP OF SLAB ELEVATIONS @ EXTERIOR BEAM SEE DWG. NO. WCD-03.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK ELEVATIONS - SPAN 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-05		AUG 16 1990	224

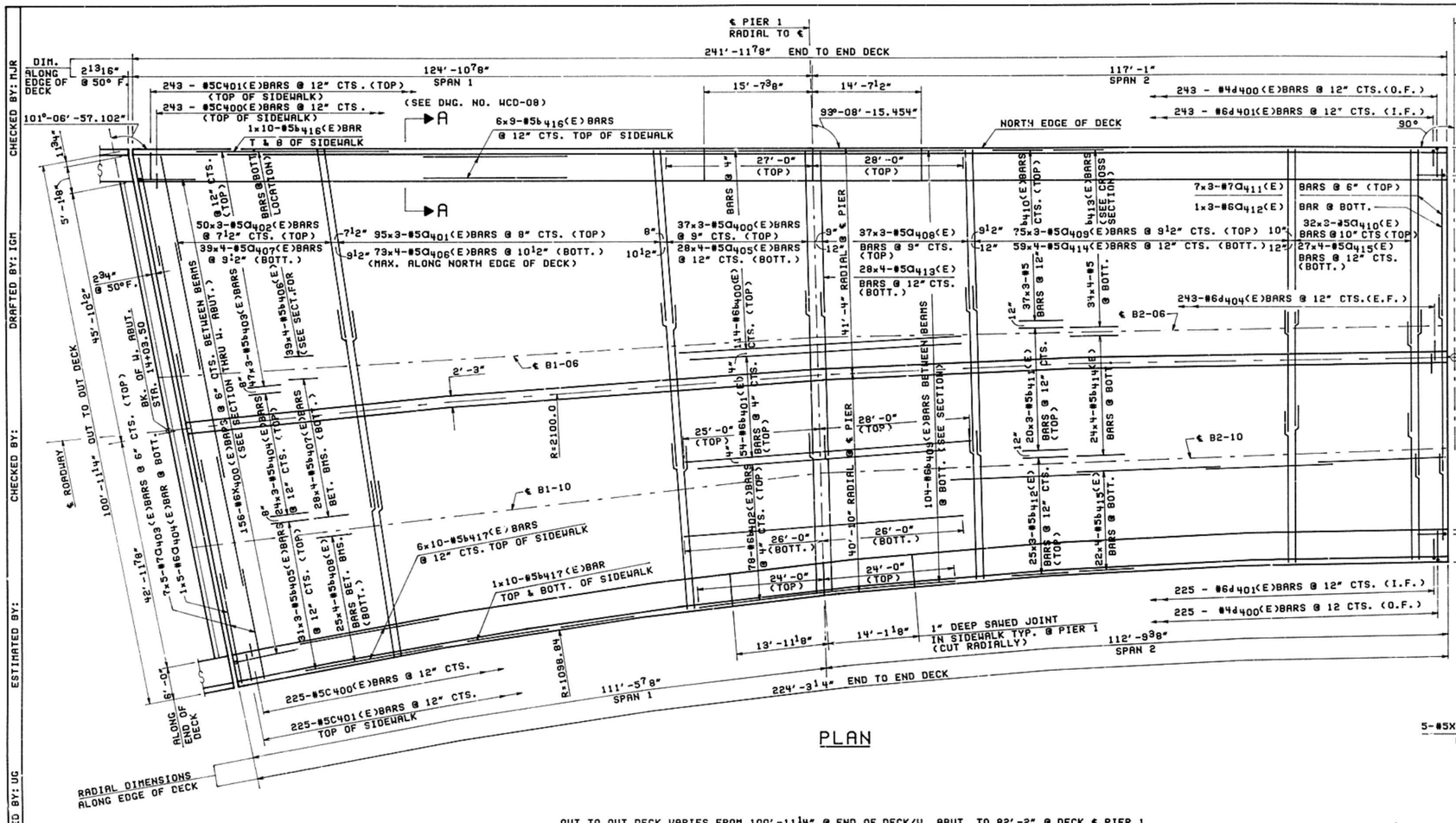
IN CHARGE: PCW DESIGNED BY: UC CHECKED BY: HSJ DRAFTED BY: IGM CHECKED BY: HSJ ESTIMATED BY:

D C B A 0 A B C D

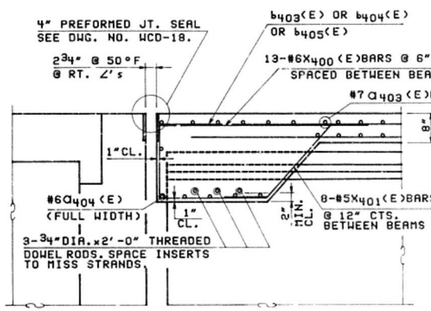
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	225	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

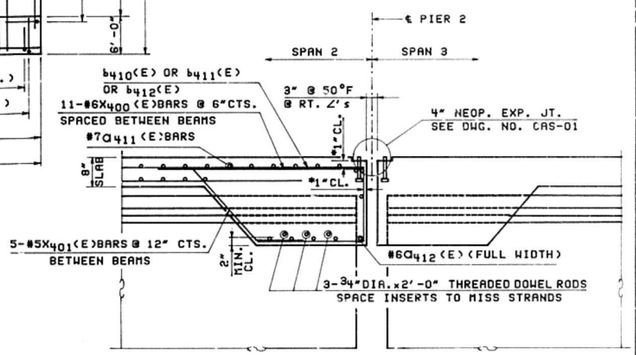
*SOB-3-1; SC-2; (SO)F&E-1, D AND P



PLAN

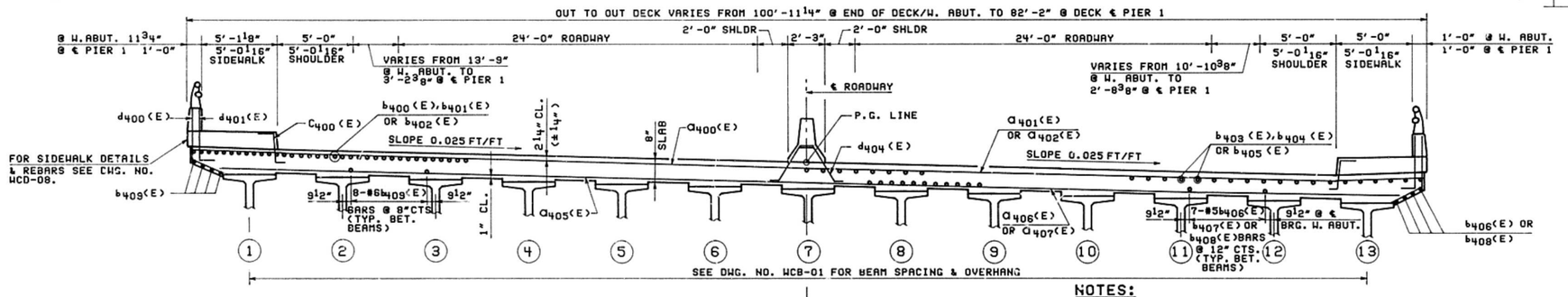


SECTION THRU WEST ABUT.



SECTION @ PIER 2

*PLACE C_{411}(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO C_{411}(E) BARS.



DECK CROSS SECTION - SPAN 1
(LOOKING UPSTATION)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. WCD-07 THRU WCD-10, WCD-15, WCD-17 & WCD-18.
4. BARS INDICATED THUS 20 x 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. ALL TRANSVERSE BARS (C_{400}(E) THRU C_{415}(E)) ARE PLACED RADIALLY TO THE ℄ OF THE ROADWAY.
7. FOR LIGHT POLE & DECK DRAIN LOCATIONS SEE DWG. NO. WCD-12.
8. FOR DECK DRAINAGE SYSTEM & DETAILS SEE DWG. NO. WCD-10.

NOTES: (CONT'D)

9. BARS C_{402}(E) AND C_{407}(E) PLACED ALONG END OF DECK AT WEST ABUTMENT SHALL BE ADJUSTED IN THE FIELD TO MAINTAIN 7 1/2" MAX. SPACING FOR C_{402}(E) BARS AND 9 1/2" MAX. SPACING FOR C_{407}(E) BARS.

MIN. BAR LAP	
#5 BAR	2'-2"
#6 BAR	2'-7"
#7 BAR	3'-3"
#8 BAR	4'-6"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK PLAN & SECTIONS - SPANS 1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-06		AUG 16 1990	225

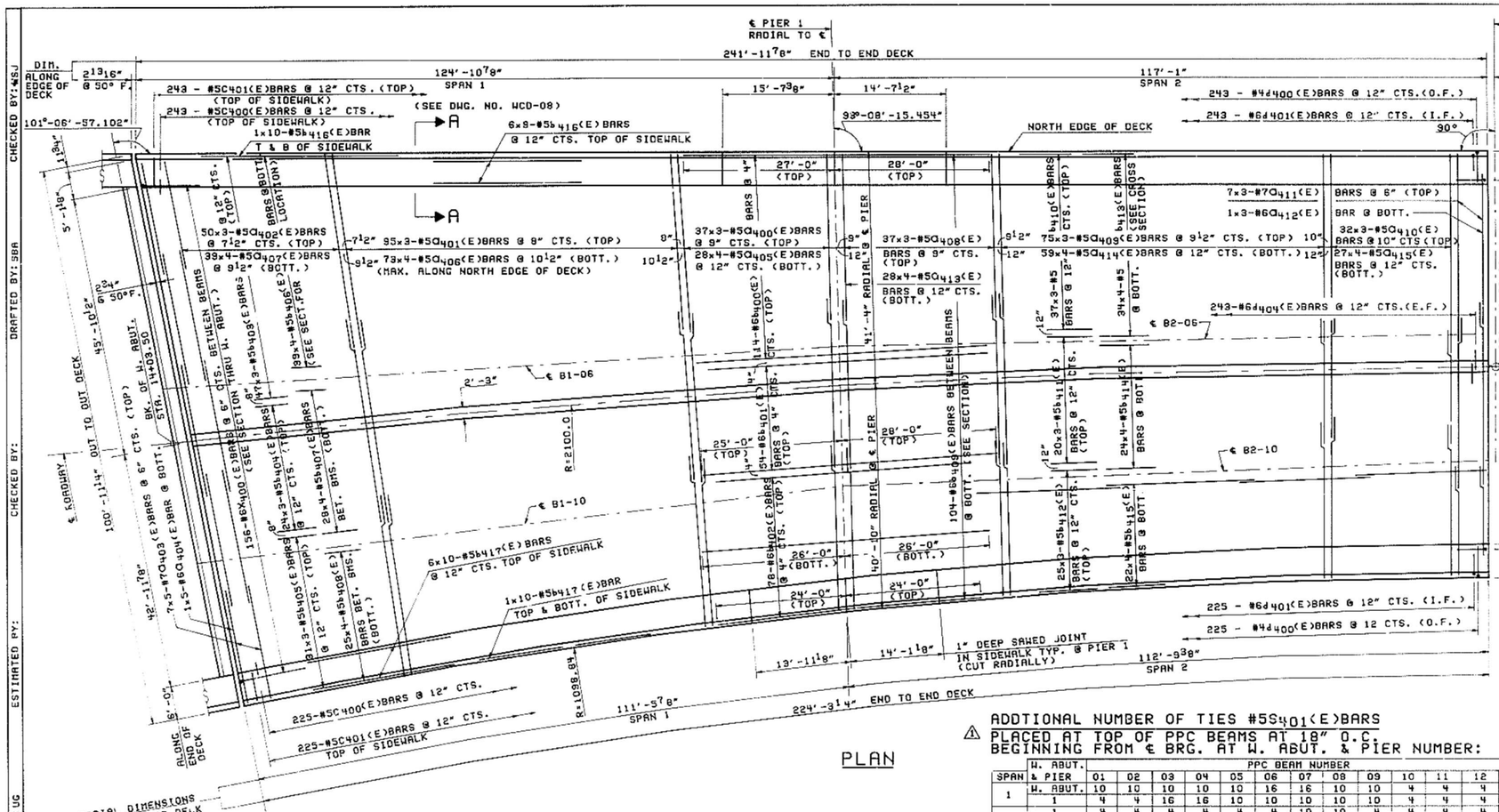
DESIGNED BY: HSJ DRAFTED BY: IGM CHECKED BY: UG CHECKED BY: RJR ESTIMATED BY: IN CHARGE: PCW

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	225A	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SOB-3-1: SO-2: (SO)FAE-1. D AND P



NOTES: (CONT'D)

9. BARS a402(E) AND a407(E) PLACED ALONG END OF DECK AT WEST ABUTMENT SHALL BE ADJUSTED IN THE FIELD TO MAINTAIN 7 1/2" MAX. SPACING FOR a402(E) BARS AND 9 1/2" MAX. SPACING FOR a407(E) BARS.

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. WCD-07 THRU WCD-10, WCD-15, WCD-17 & WCD-19.
4. BARS INDICATED THUS 20 x 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. ALL TRANSVERSE BARS (a400(E) THRU a415(E)) ARE PLACED RADIALLY TO THE ℄ OF THE ROADWAY.
7. FOR LIGHT POLE & DECK DRAIN LOCATIONS SEE DWG. NO. WCD-12.
8. FOR DECK DRAINAGE SYSTEM & DETAILS SEE DWG. NO. WCD-19.

MIN. BAR LAP
#5 BAR : 2'-2"
#6 BAR : 2'-7"
#7 BAR : 3'-5"
#8 BAR : 4'-6"

REVISION	DATE	DESCRIPTION
1	04-20-93	ADDTIONAL BARS AT TOP OF PPC BEAMS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK PLAN & SECTIONS - SPANS 1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

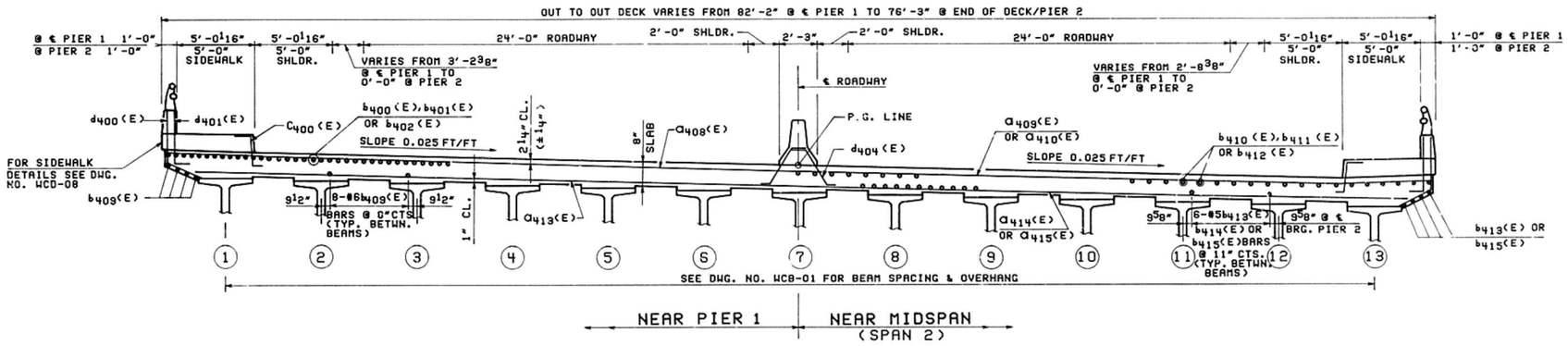
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-06		AUG 16 1990	225A

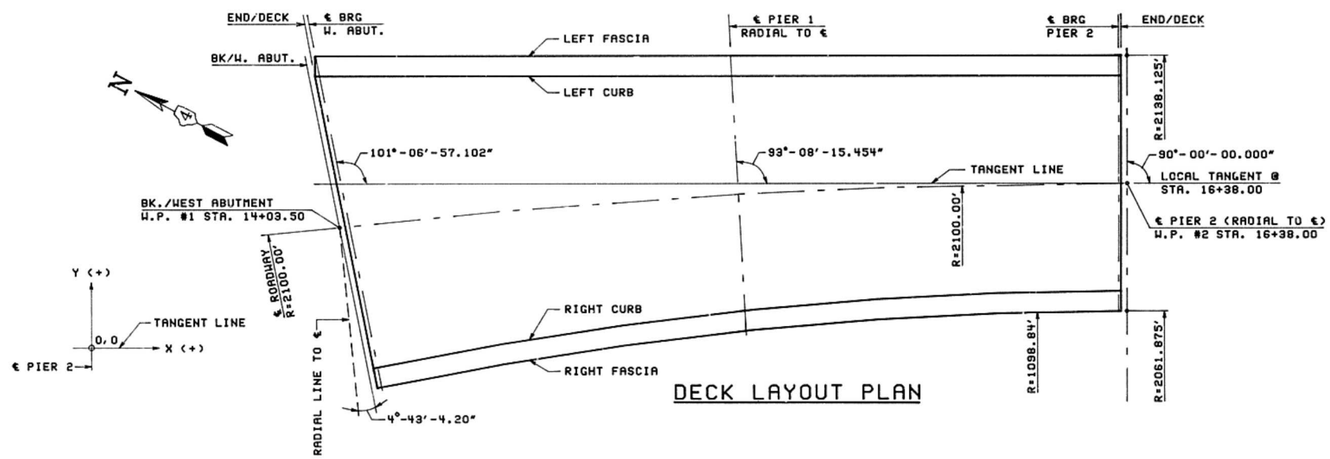
DESIGNED BY: HSJ
DRAFTED BY: SBA
CHECKED BY: UG
ESTIMATED BY:
CHECKED BY:
IN CHARGE: PCW

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	226	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

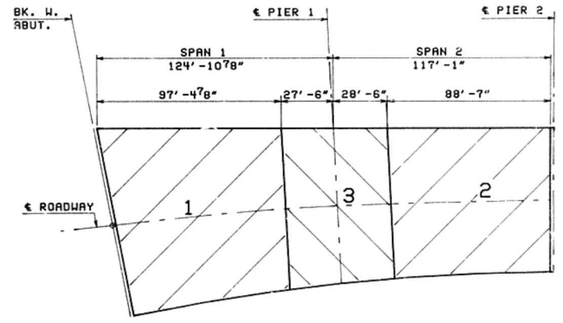
*50B-3-1; 50-2; (50)F&E-1, D AND P



DECK CROSS SECTION - SPAN 2
(LOOKING UPSTATION)



DECK LAYOUT PLAN



DECK POURING SEQUENCE

LAYOUT DIMENSIONS

	BK/W. ABUT.		END/DECK W. ABUT.		℄ BRG. W. ABUT.		℄ PIER 1		℄ BRG. PIER 2		END/DECK PIER 2		℄ PIER 2	
	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)
LEFT FASCIA	-244.074	38.125	-242.311	38.125	-241.016	38.125	-117.205	38.125	-1.500	38.125	-0.125	38.125	0.000	38.125
LEFT CURB	-242.895	32.125	-241.132	32.125	-239.837	32.125	-116.676	32.125	-1.500	32.125	-0.125	32.125	0.000	32.125
℄ ROADWAY	-234.013	-13.079	-232.289	-12.887	-231.021	-12.746	-114.943	-3.148	-1.500	-0.001	-0.125	0.000	0.000	0.000
RIGHT CURB	-225.693	-55.923	-224.000	-55.071	-222.756	-54.814	-113.036	-37.923	-1.500	-32.126	-0.125	-32.125	0.000	-32.125
RIGHT FASCIA	-224.537	-61.311	-222.843	-60.959	-221.599	-60.702	-112.708	-43.921	-1.500	-38.126	-0.125	-38.125	0.000	-38.125
TANGENT LINE	-236.583	0.000	-234.821	0.000	-233.525	0.000	-115.115	0.000	-1.500	0.000	-0.125	0.000	0.000	0.000

NOTES:
1. FOR PLAN SEE DWG. NO. WCD-06.
2. FOR OTHER NOTES SEE DWG. NO. WCD-06.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK PLAN & SECTIONS - SPANS 1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

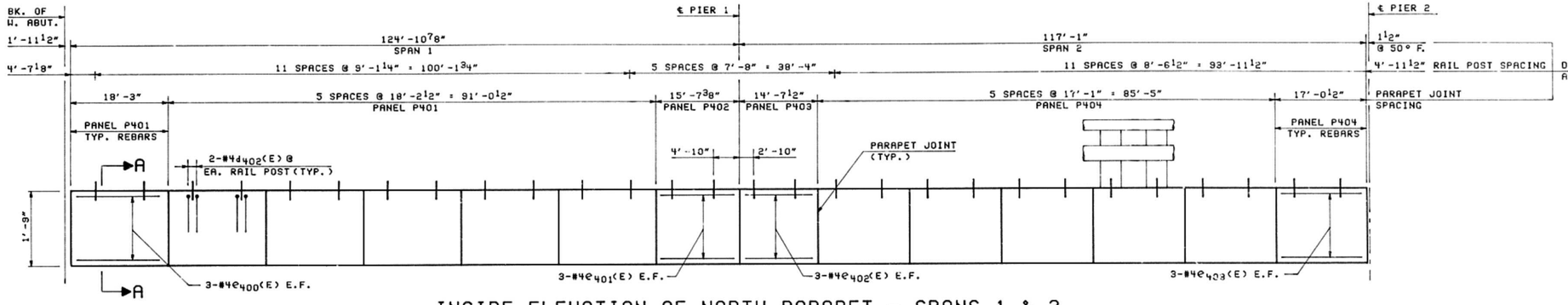
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-07		AUG 16 1990	226

ESTIMATED BY:
CHECKED BY:
DRAFTED BY: IGM
DESIGNED BY: RJR
CHECKED BY: RJR
IN CHARGE: PCW
CHECKED BY: UG

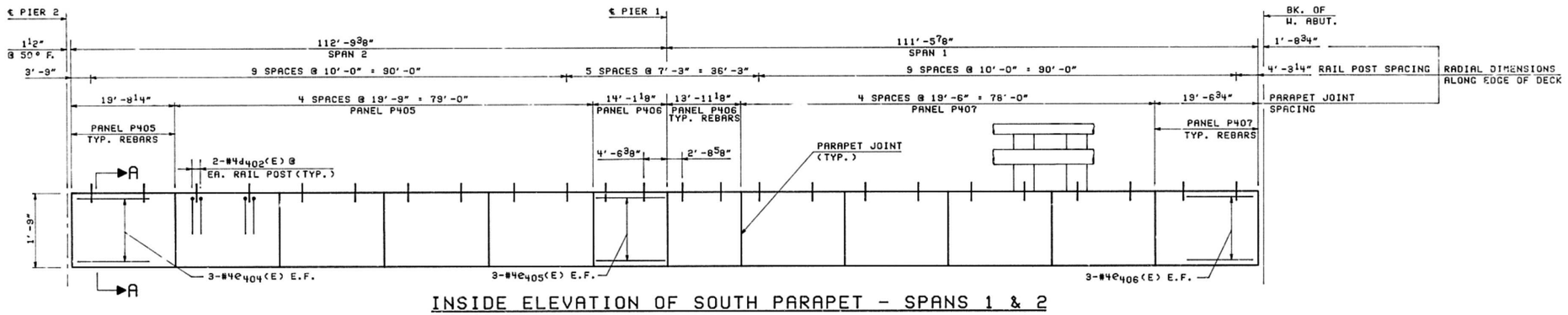
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	227	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

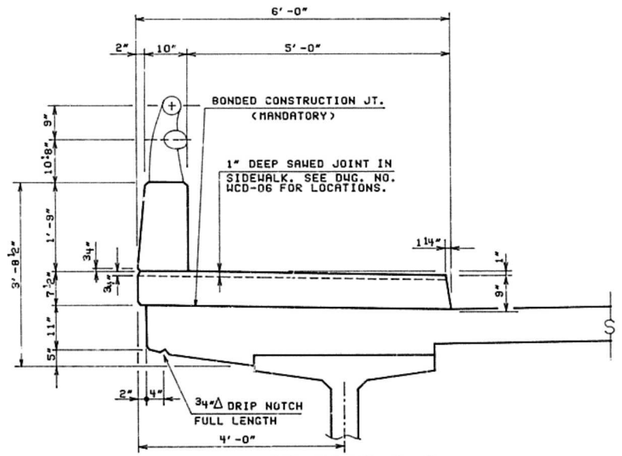
*508-3-11 50-2: (50)F & E-1, D, AND P



INSIDE ELEVATION OF NORTH PARAPET - SPANS 1 & 2

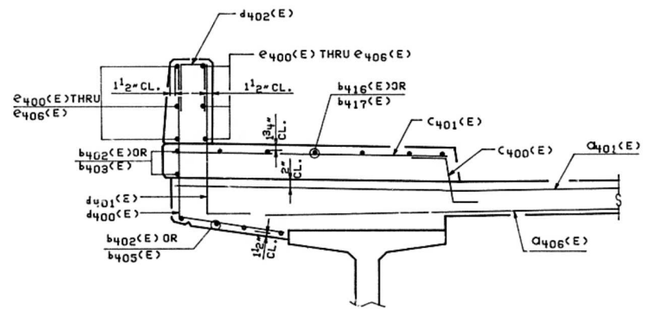


INSIDE ELEVATION OF SOUTH PARAPET - SPANS 1 & 2



SECTION A-A

TYPICAL SECTION THRU SIDEWALK
(SHOWING DIMENSIONS ONLY)



SECTION A-A

TYPICAL SECTION THRU SIDEWALK
(SHOWING RE-BARS ONLY)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. FOR PARAPET JOINT DETAIL SEE DWG. NO. WCD-09.
5. FOR RAIL POST ANCHORAGE DETAIL SEE DWG. NO. CAM-08

REVISION	DATE	DESCRIPTION
pmp	11-1-90	Revised Note 5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PARAPET DETAILS - SPANS 1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

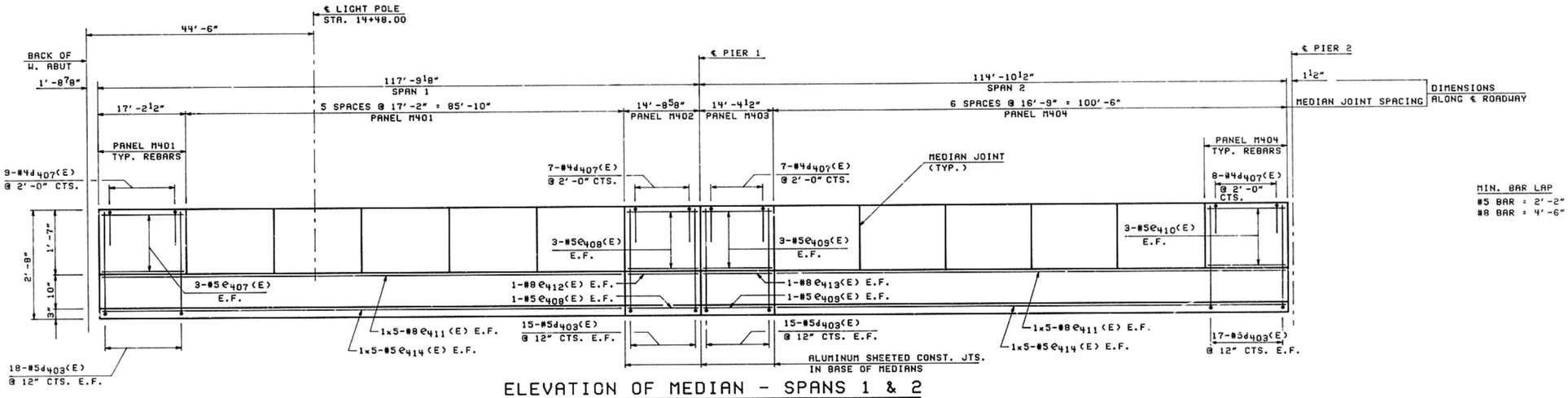
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-08		AUG 16 1990	227

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: MSJ
DESIGNED BY: MSJ CHECKED BY: UG
IN CHARGE: PCW

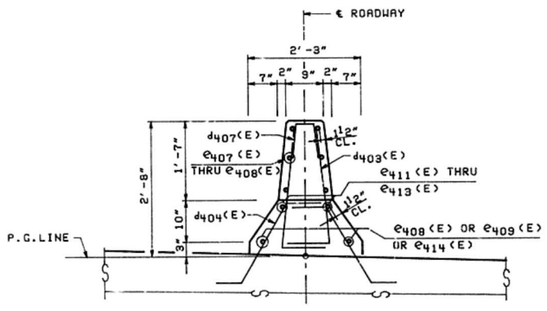
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	228	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

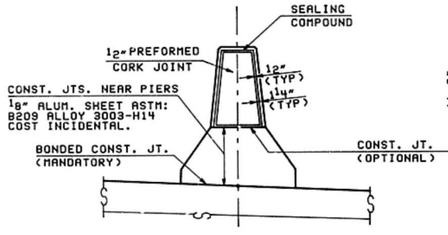
*508-3-1; 50-2; (50)F & E-1, D, AND P



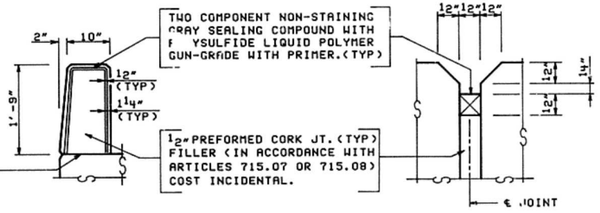
ELEVATION OF MEDIAN - SPANS 1 & 2



TYPICAL SECTION THRU MEDIAN



MEDIAN JOINT



PARAPET JOINT

TYPICAL SECTION

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. BARS INDICATED THUS 1x5-#5 INDICATES 1 LINE OF BAR WITH 5 LENGTHS PER LINE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
MEDIAN DETAILS - SPANS 1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-09		AUG 16 1990	228

IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: UG ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: HSJ

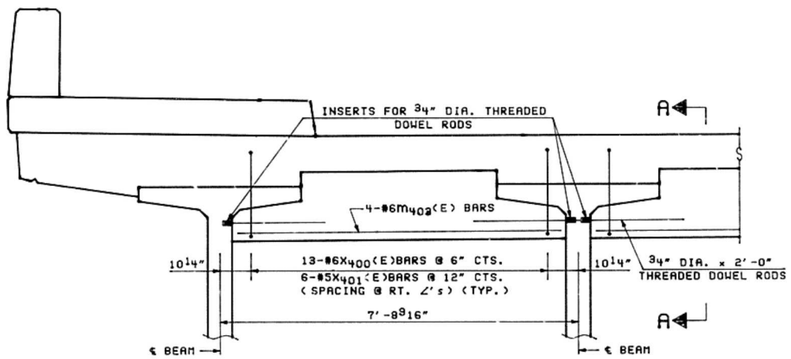
D C B A 0 A B C D

TAMERAN

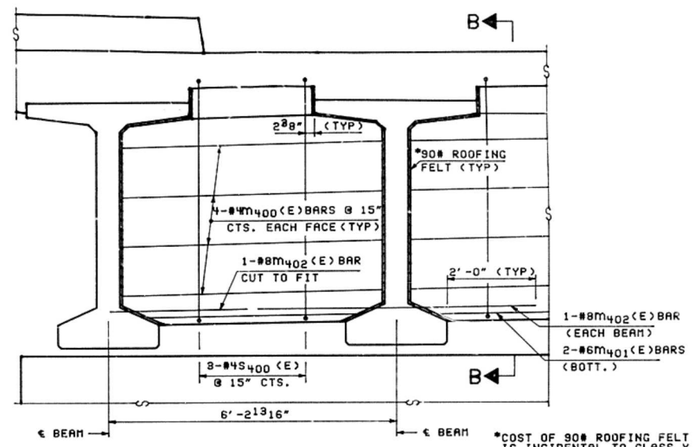
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	229	313
FED.ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

*508-3-1; 50-2; (50)FAE-1, D AND P

DRAFTED BY: IGH CHECKED BY: HSJ
DESIGNED BY: UG CHECKED BY: HSJ
ESTIMATED BY: CHECKED BY:
IN CHARGE: PCW

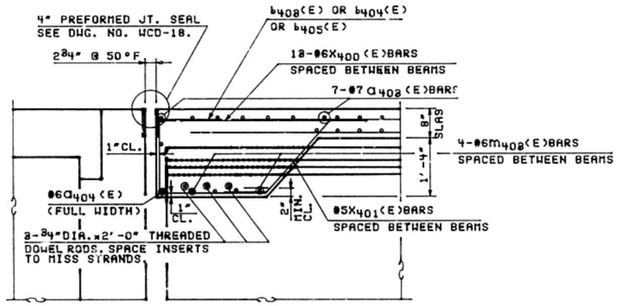


DIAPHRAGM @ W. ABUTMENT

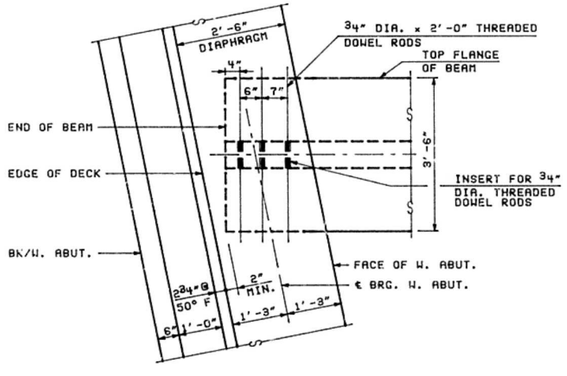


DIAPHRAGM @ PIER 1 (FIXED)

*COST OF 90# ROOFING FELT IS INCIDENTAL TO CLASS X CONC. HORIZONTAL DIMENSIONS ARE ALONG ℄ BRG.



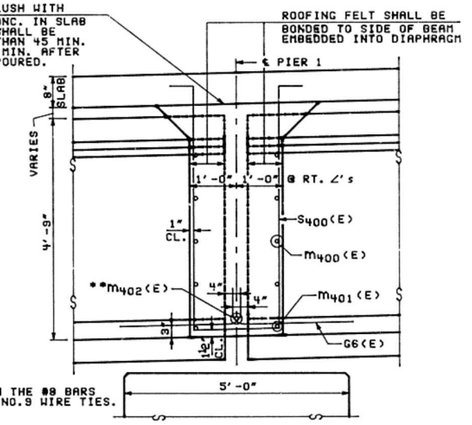
SECTION THRU WEST ABUT. SECTION A-A



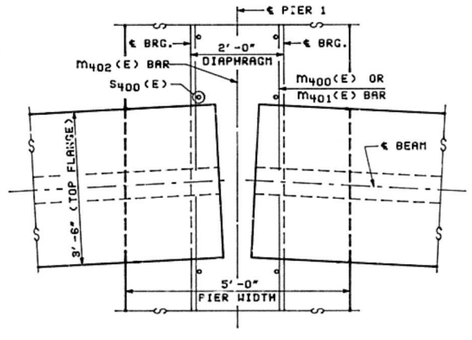
PLAN @ W. ABUT.

POUR DIAPHRAGM FLUSH WITH BOTT. OF SLAB. CONC. IN SLAB ABOVE THIS LINE SHALL BE PLACED NOT LESS THAN 45 MIN. NOR MORE THAN 90 MIN. AFTER DIAPH. HAS BEEN POURED.

ROOFING FELT SHALL BE BONDED TO SIDE OF BEAM EMBEDDED INTO DIAPHRAGM



SECTION B-B



PLAN

NOTES:

1. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
2. WORK THIS DWG. ALONG WITH DWG. NO. WCD-06.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
CONCRETE DIAPHRAGMS - SPAN 1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

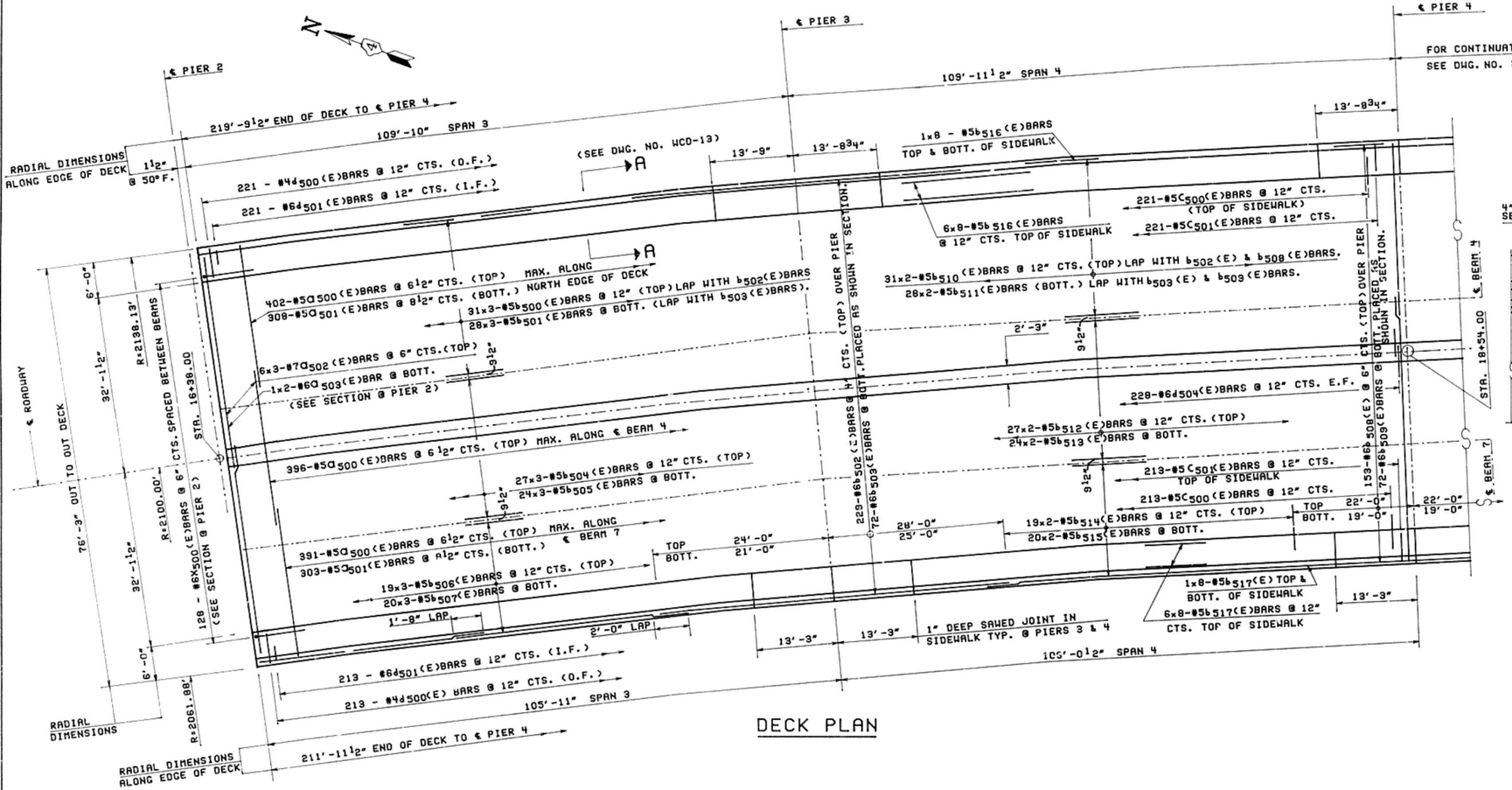
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-10		AUG 16 1990	229

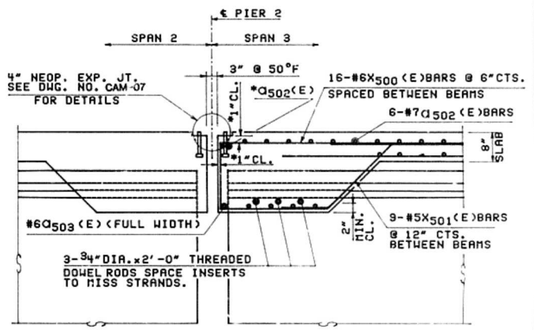
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	230	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; SO-2; (SO)F&E-1, D AND P

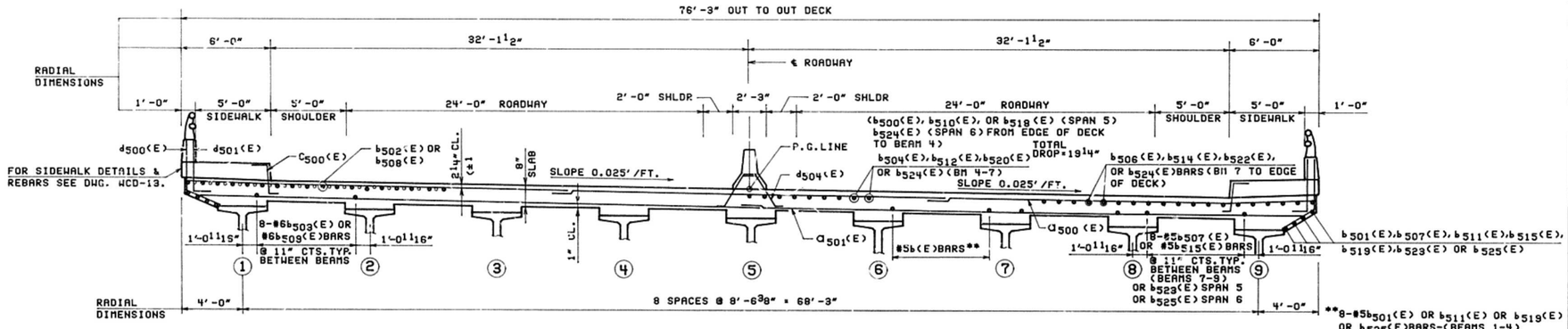


DECK PLAN



SECTION @ PIER 2

*PLACE d_{502}(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO d_{502}(E) BARS.



NEAR PIERS 3, 4 & 5

NEAR MIDSPAN (SPANS 3, 4, 5 & 6)

**8-#5b501(E) OR b511(E) OR b519(E) OR b525(E)BARS-(BEAMS 1-4)
8-#5b505(E) OR b513(E) OR b521(E) OR b525(E)BARS-(BEAMS 4-7)

DECK CROSS SECTION
(LOOKING UPSTATION)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. WCD-13, WCD-14, WCD-15 & WCD-17.
4. BARS INDICATED THUS 20 X 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. ALL TRANSVERSE BARS (d_{500}(E) THRU d_{503}(E)) ARE PLACED RADIALLY TO THE ℄ OF ROADWAY.
7. FOR LIGHT POLE & DECK DRAIN LOCATIONS SEE DWG. NO. WCD-12.
8. FOR DECK DRAINAGE SYSTEM & DETAILS SEE DWG. NO. WCD-19.

MIN. BAR LAP

#5 BAR = 2'-2"
#6 BAR = 2'-7"
#7 BAR = 3'-5"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK PLAN & SECTIONS - SPANS 3 & 4

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-11		AUG 16 1990	230

ESTIMATED BY: CHECKED BY: DRAFTED BY: IGM CHECKED BY: UG DESIGNED BY: HSJ IN CHARGE: PCW

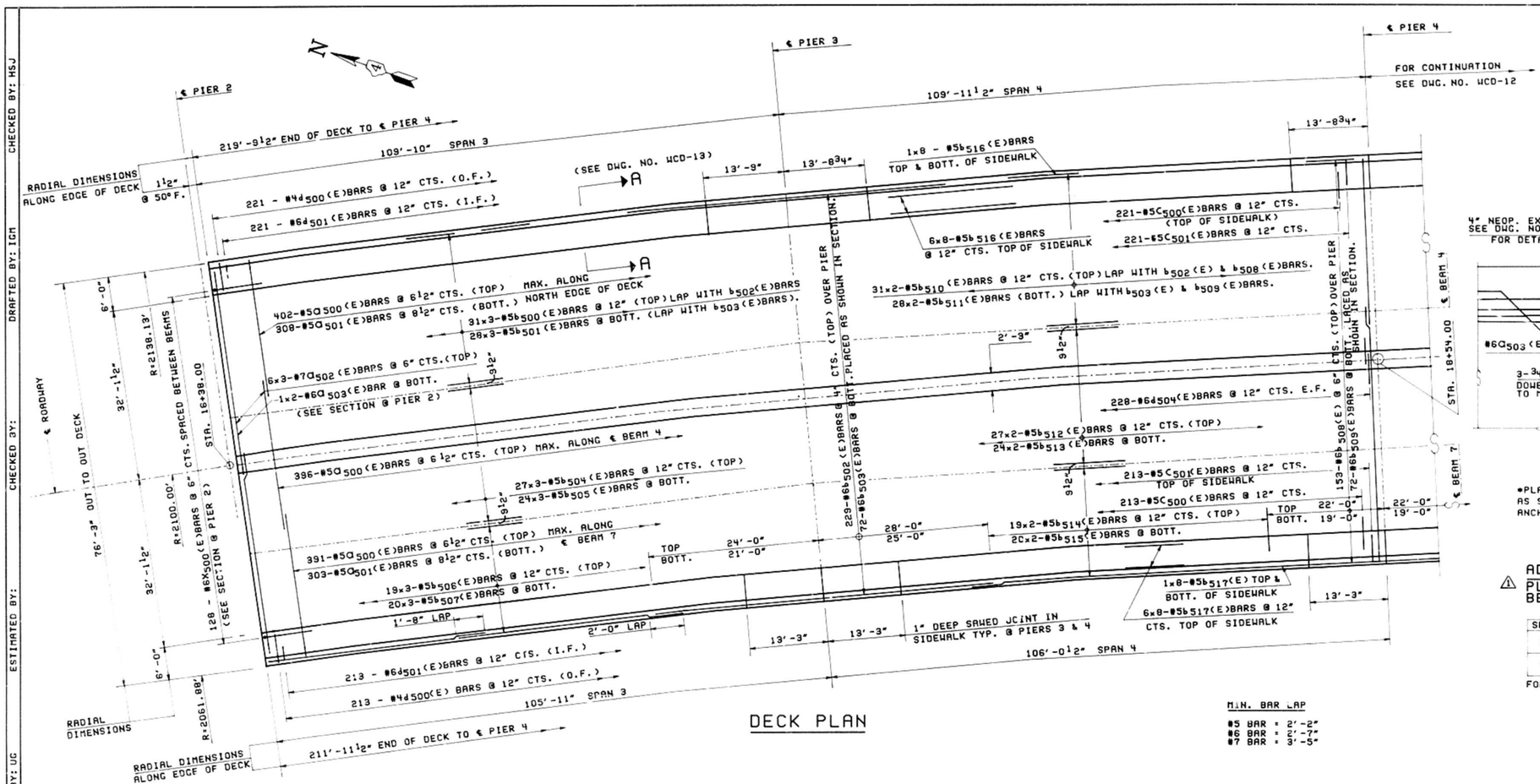
D C B A 0 A B C D

TAMERAN

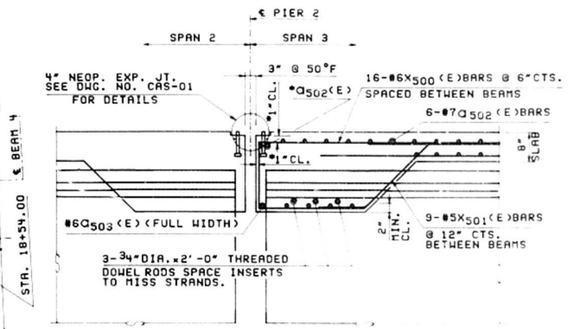
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	50	PEORIA & TAZEWELL	230A	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1: 50-2: (50)F&E-1. D AND P

IN CHARGE: PCH | DESIGNED BY: HSJ | CHECKED BY: UG | ESTIMATED BY: | CHECKED BY: MSJ | DRAFTED BY: IGM



DECK PLAN



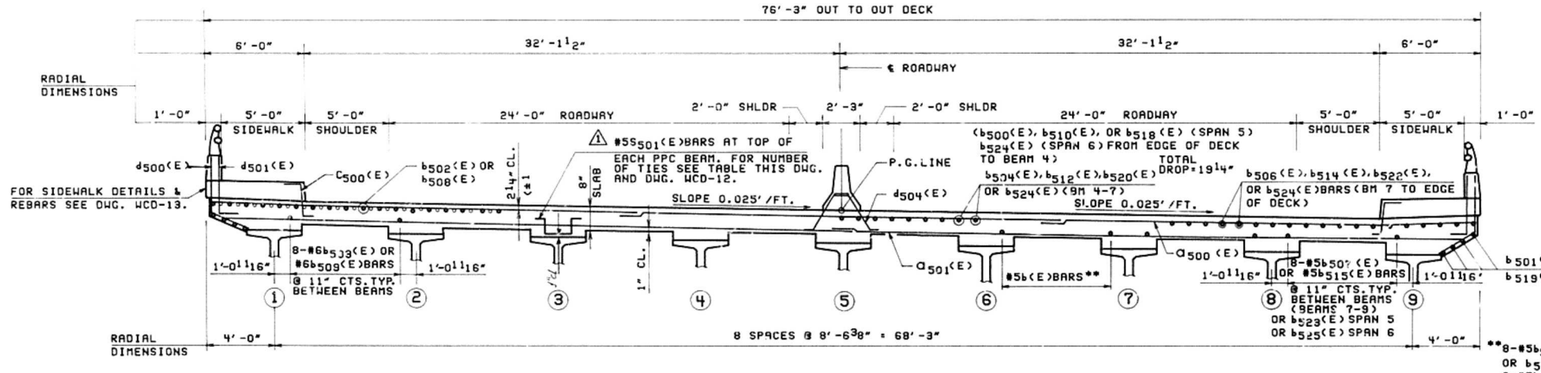
SECTION @ PIER 2

*PLACE a502(E)BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO a502(E) BARS.

⚠ ADDTIONAL NUMBER OF TIES #5S501(E)BARS PLACED AT TOP OF PPC BEAMS AT 18" O.C. BEGINNING FROM ℄ BRG. AT PIER NUMBER:

SPAN	PIER	PPC BEAM NUMBER 01	02	03	04	05	06	07	08	09
3	2	4	4	4	4	4	4	4	4	4
	3	10	4	4	4	10	4	4	4	4
4	3	10	4	4	4	10	4	4	4	4
	4	4	4	4	10	4	4	4	10	4

FOR LOCATION OF PPC BEAMS SEE DWG. NO. WCB-06



NEAR PIERS 3, 4 & 5

NEAR MIDSPAN (SPANS 3, 4, 5 & 6)

DECK CROSS SECTION (LOOKING UPSTATION)

MIN. BAR LAP

#5 BAR = 2'-2"
#6 BAR = 2'-7"
#7 BAR = 3'-5"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. WCD-13, WCD-14, WCD-15 & WCD-17.
4. BARS INDICATED THUS 20 X 3 - #5 INDICATES 20 PIECES OF BARS WITH 3 LENGTHS PER LINE.
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. ALL TRANSVERSE BARS (a500(E) THRU a503(E)) ARE PLACED RADIALLY TO THE ℄ OF ROADWAY.
7. FOR LIGHT POLE & DECK DRAIN LOCATIONS SEE DWG. NO. WCD-12.
8. FOR DECK DRAINAGE SYSTEM & DETAILS SEE DWG. NO. WCD-19.

REVISION	DATE	DESCRIPTION
⚠	04-20-93	ADDTIONAL BARS AT TOP OF PPC BEAMS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK PLAN & SECTIONS - SPANS 3 & 4

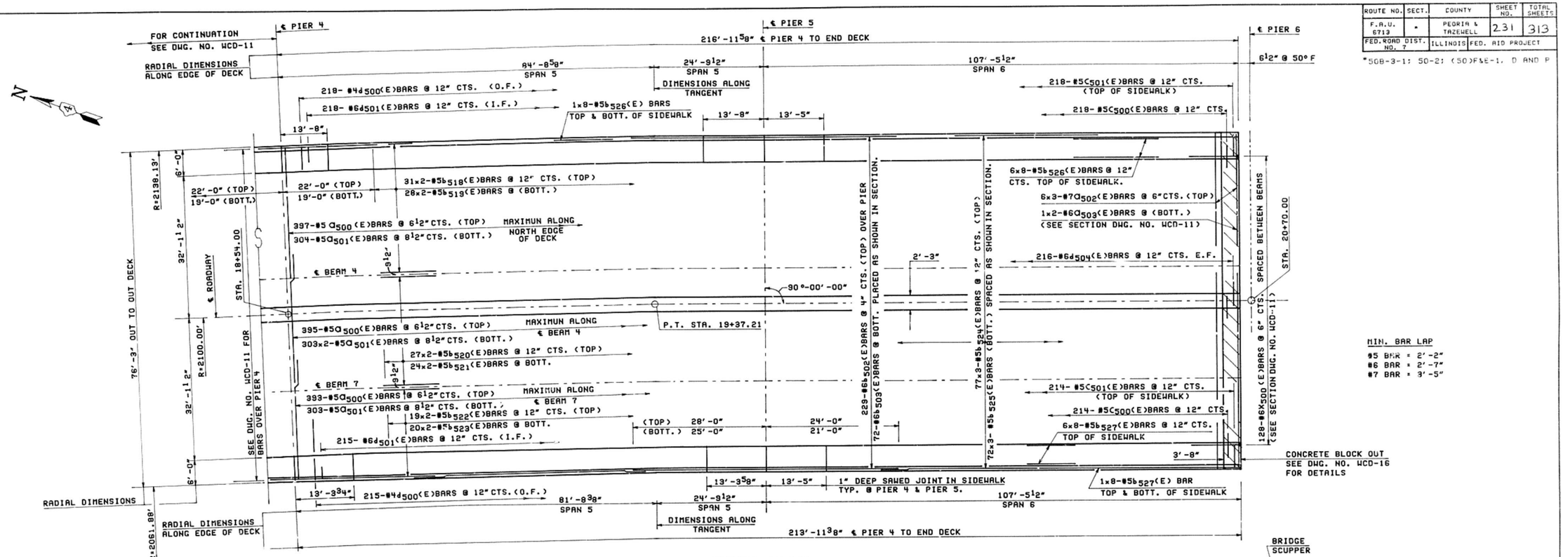
FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-11		AUG 16 1990	230A

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	231	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P

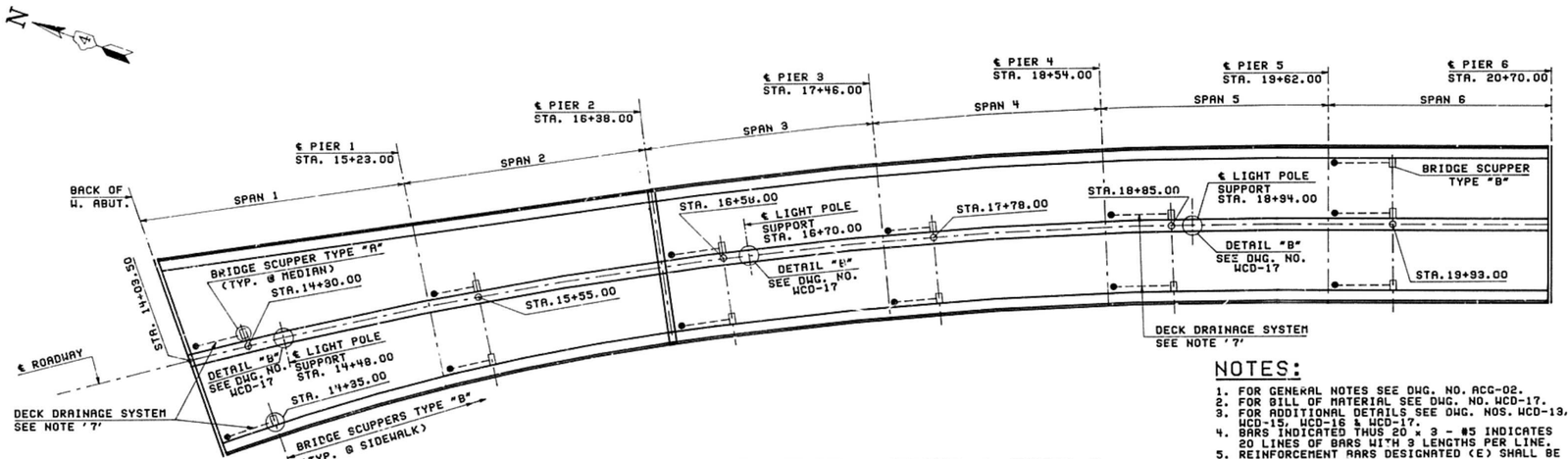


DECK PLAN

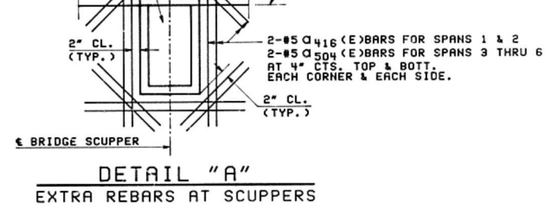
(FOR CROSS SECTION SEE DWG. NO. WCD-11)

MIN. BAR LAP

#5 BAR = 2'-2"
#6 BAR = 2'-7"
#7 BAR = 3'-5"



DECK DRAIN PLAN - SPANS 1 THRU 6



DETAIL "A"

EXTRA REBARS AT SCUPPERS

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. WCD-13, WCD-14, WCD-15, WCD-16 & WCD-17.
4. BARS INDICATED THUS 20 x 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. ALL TRANSVERSE BARS (a_{500}(E) THRU a_{503}(E)) ARE PLACED RADIALLY OR AT 90° TO THE ℄ OF ROADWAY.
7. FOR DECK DRAINAGE SYSTEM & DETAILS SEE DWG. NO. WCD-19.
8. FOR BRIDGE SCUPPER DETAILS SEE DWG. NO. CAR-04.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK PLAN SPANS 5 & 6 - DRAIN PLAN

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-12		AUG 16 1990	231

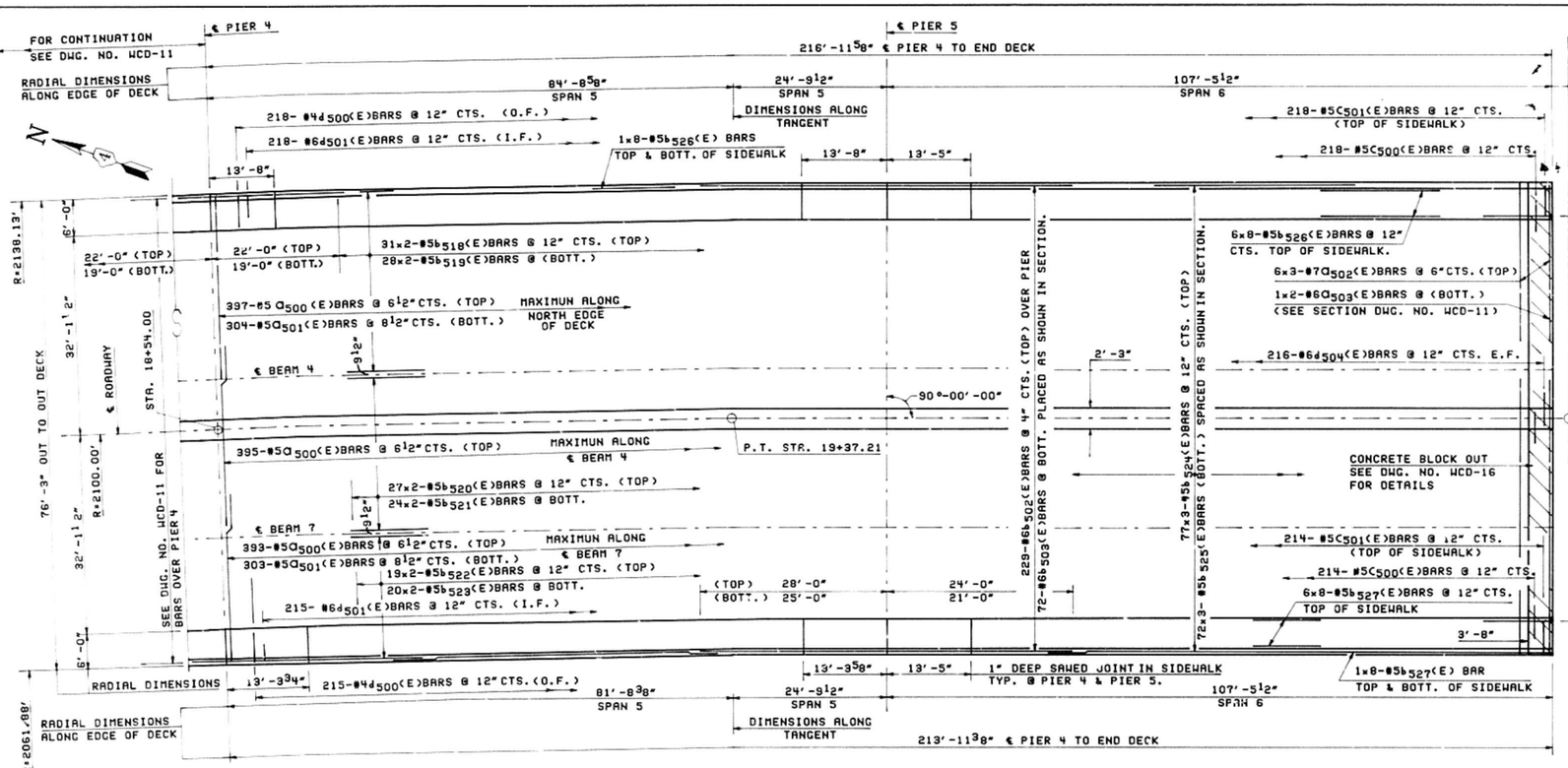
IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: UG ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: HSJ

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	50	PEORIA & TAZEWELL	231A	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

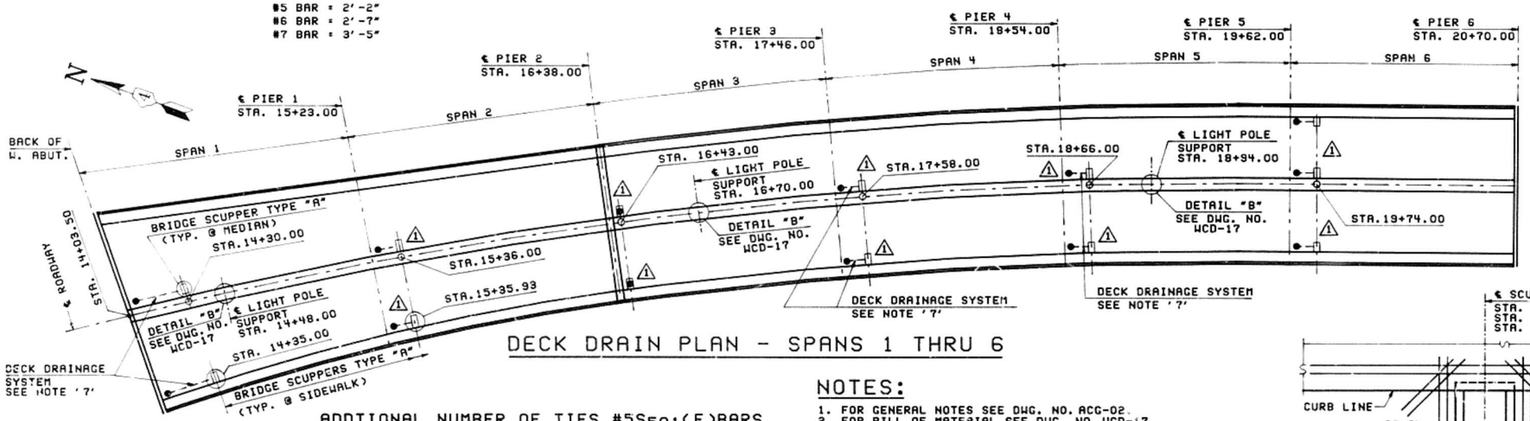
*508-3-1; 50-2; (50)F&E-1, D AND P



DECK PLAN

(FOR CROSS SECTION SEE DWG. NO. WCD-11)

MIN. BAR LAP
#5 BAR = 2'-2"
#6 BAR = 2'-7"
#7 BAR = 3'-5"



DECK DRAIN PLAN - SPANS 1 THRU 6

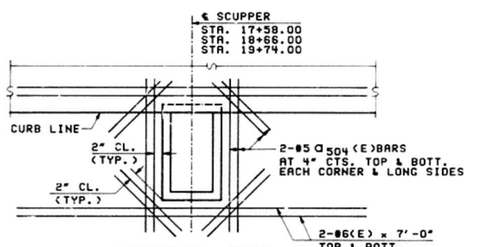
⚠2 ADDTIONAL NUMBER OF TIES #5S501(E)BARS PLACED AT TOP OF PPC BEAMS AT 18" O.C. BEGINNING FROM ℄ BRG. AT PIER NUMBER:

SPAN	PIER	PPC BEAM NUMBER 01	02	03	04	05	06	07	08	09
5	4	—	—	—	- -	—	—	—	—	—
	5	10	10	10	10	10	10	10	24	44
6	5	—	4	—	—	—	—	4	—	—
	6	4	10	10	10	4	4	4	4	—

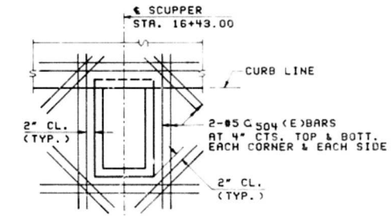
FOR LOCATION OF PPC BEAMS SEE DWG. NO. WCB-06

NOTES:

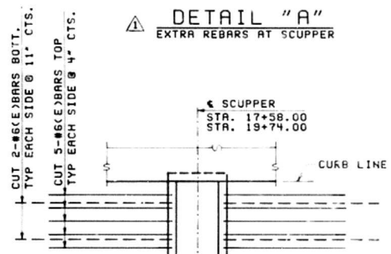
1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. WCD-13, WCD-14, WCD-15, WCD-16 & WCD-17.
4. BARS INDICATED THUS 20 x 3 - #5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. ALL TRANSVERSE BARS (a500(E) THRU a503(E)) ARE PLACED RADIALLY OR AT 90° TO THE ℄ OF ROADWAY.
7. FOR DECK DRAINAGE SYSTEM & DETAILS SEE DWG. NO. WCD-19.
8. FOR BRIDGE SCUPPER DETAILS SEE DWG. NO. CAM-04.
⚠1 9. BEGIN PLACING REINFORCEMENT BARS FROM ℄ OF ALL SCUPPERS.



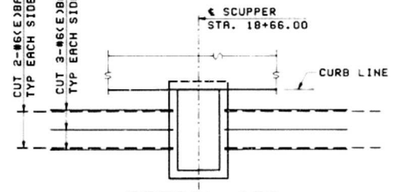
⚠1 DETAIL "D"
EXTRA REBARS AT SCUPPER



⚠1 DETAIL "A"
EXTRA REBARS AT SCUPPER



⚠1 DETAIL "B"
CUT LONGITUDINAL SLAB BARS TOP & BOTT. PLACE TRANSVERSE SLAB BARS TO MISS SCUPPER. FOR EXTRA REBARS SEE DETAIL "D".



⚠1 DETAIL "C"
CUT LONGITUDINAL SLAB BARS TOP & BOTT. PLACE TRANSVERSE SLAB BARS TO MISS SCUPPER. FOR EXTRA REBARS SEE DETAIL "D".

REVISION	DATE	DESCRIPTION
⚠2	04-20-93	ADDTIONAL BARS AT TOP OF PPC BEAMS
⚠1	04-12-93	REVISED SCUPPER LOCATIONS, REINFORCEMENT & ADDED NOTE 9

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK PLAN SPANS 5 & 6 - DRAIN PLAN

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

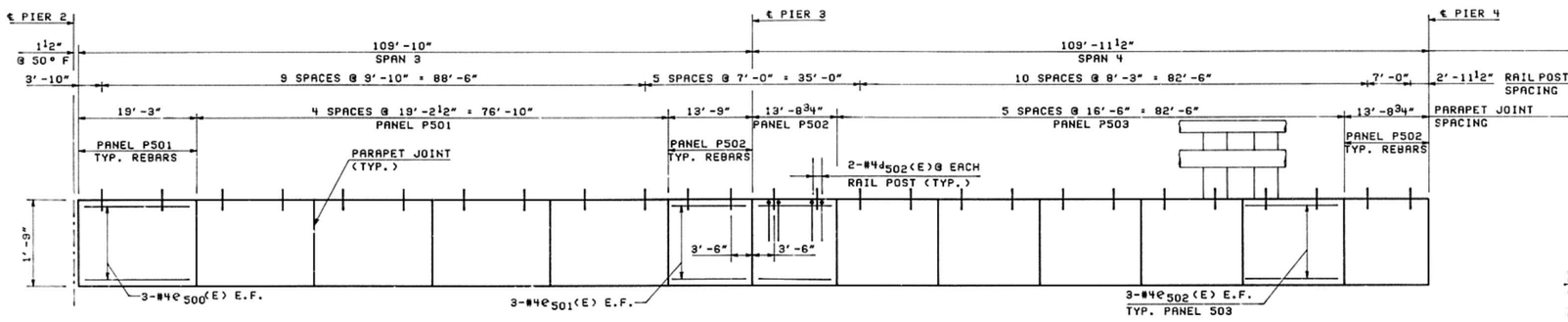
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

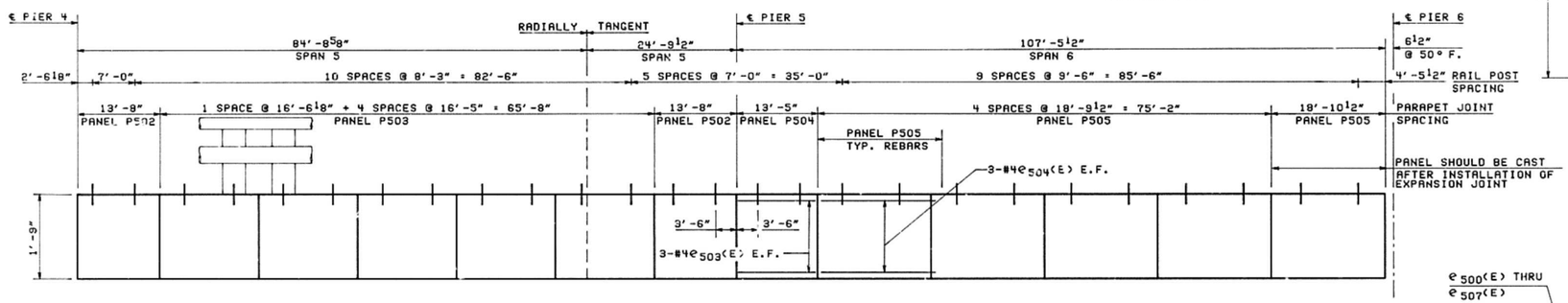
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-12		AUG 16 1990	231A

IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: UC ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: HSJ

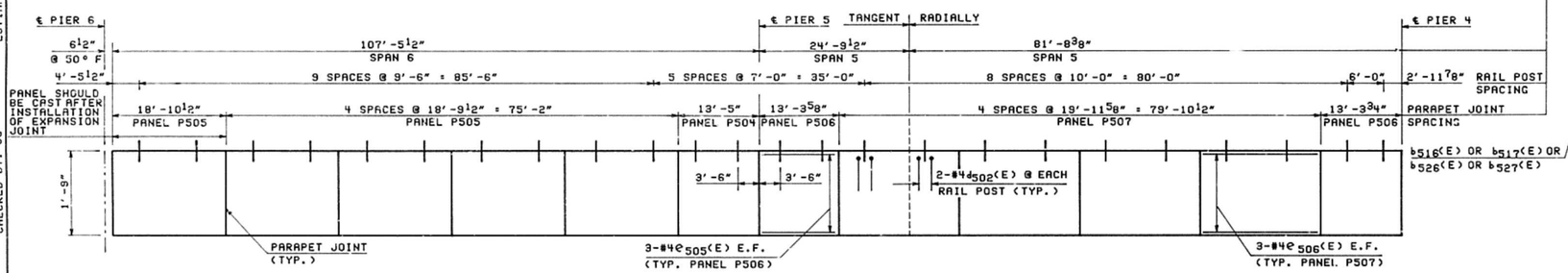
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	232	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

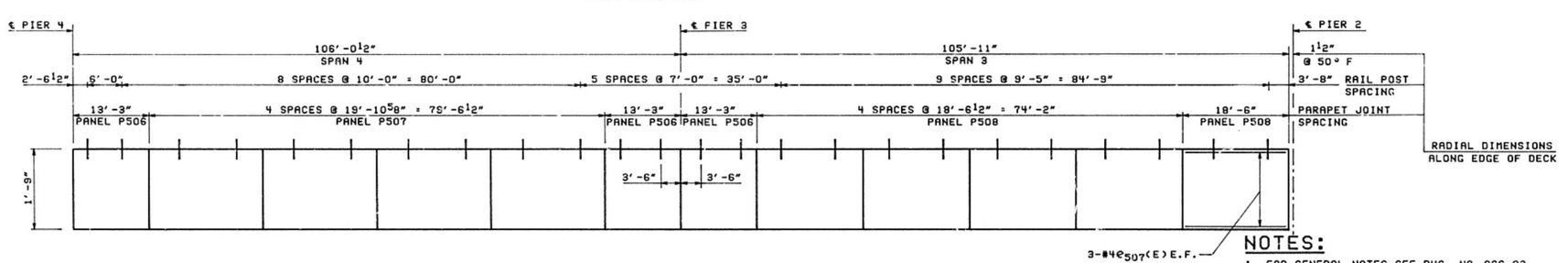
*508-3-11 50-21 (SO)F & E-1, D, AND P



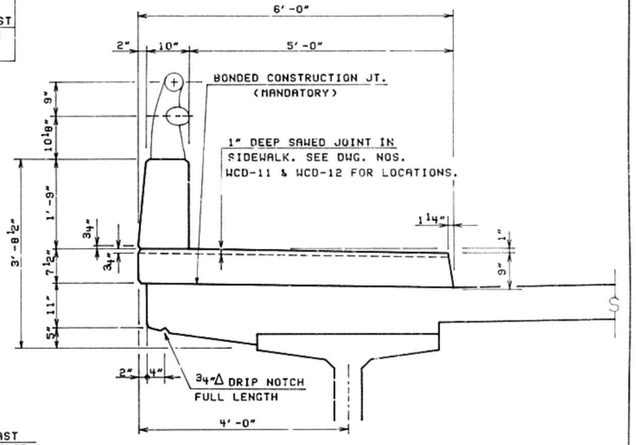


INSIDE ELEVATION OF NORTH PARAPET - SPANS 3 THRU 6





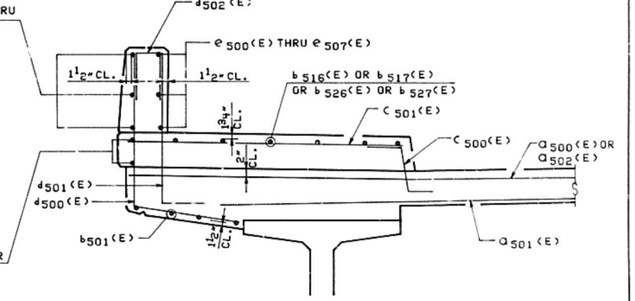
INSIDE ELEVATION OF SOUTH PARAPET - SPANS 3 THRU 6



SECTION A-A

TYPICAL SECTION THRU SIDEWALK

(SHOWING DIMENSIONS ONLY)



SECTION A-A

TYPICAL SECTION THRU SIDEWALK

(SHOWING RE-BARS ONLY)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. FOR PARAPET JOINT DETAIL SEE DWG. NO. WCD-14.
5. FOR RAIL POST ANCHORAGE DETAIL SEE DWG. CAM-08
6. FOR MOD. EXP. JT. DETAILS SEE DWG. NO. CAM-01 & CAM-02.

REVISION	DATE	DESCRIPTION
PMP	11-1-90	Revised Note 5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PARAPET DETAILS - SPANS 3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-13		AUG 16 1990	232

DESIGNED BY: HSJ
DRAFTED BY: SBA
CHECKED BY: UG
CHECKED BY: HSJ
ESTIMATED BY:
IN CHARGE: PCW

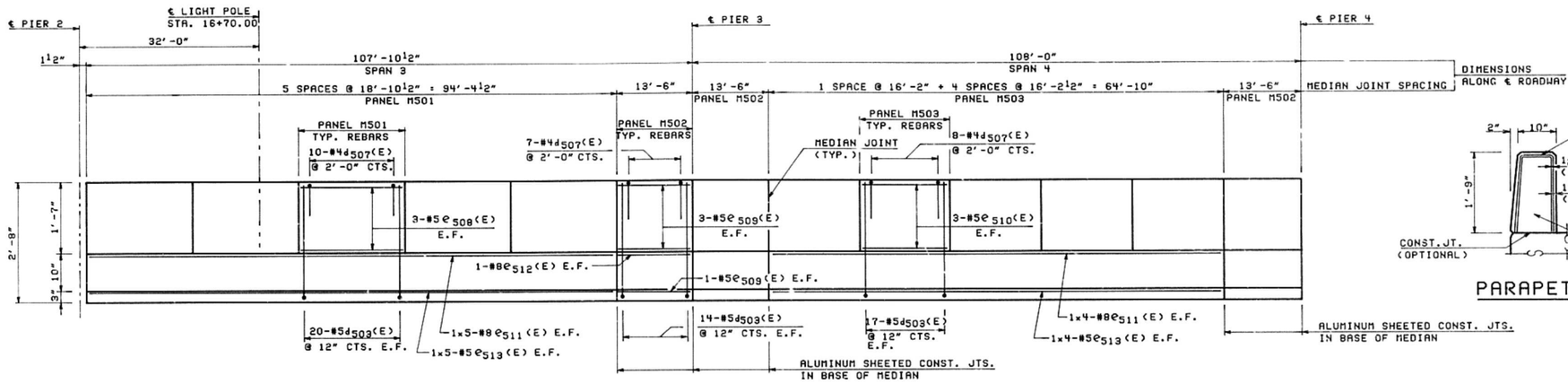
D C B A 0 A B C D

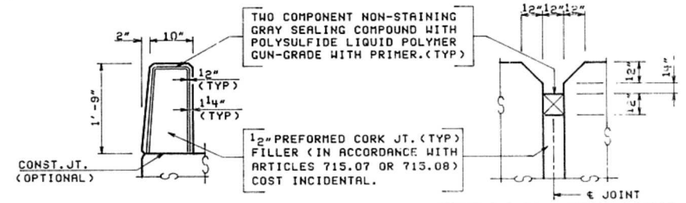
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	233	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F & E-1, D, AND P

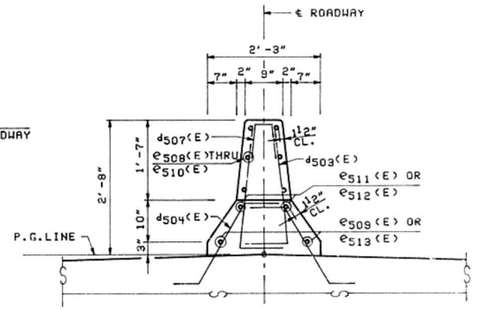
DRAFTED BY: IGM CHECKED BY: HSJ
DESIGNED BY: HSJ CHECKED BY: UG
ESTIMATED BY: CHECKED BY:
IN CHARGE: PCW



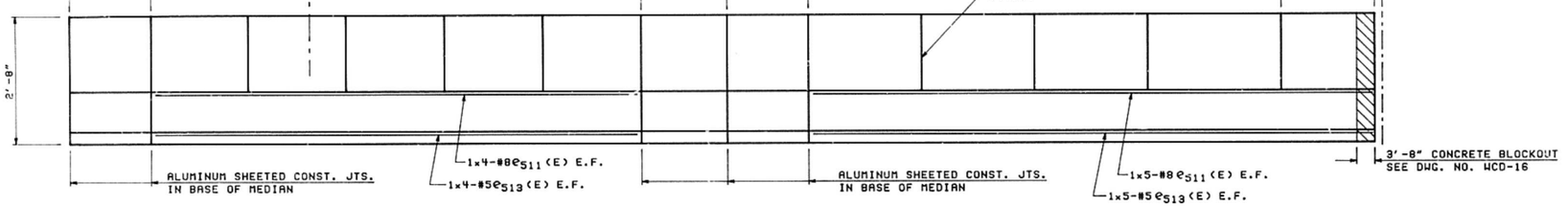


PARAPET JOINT

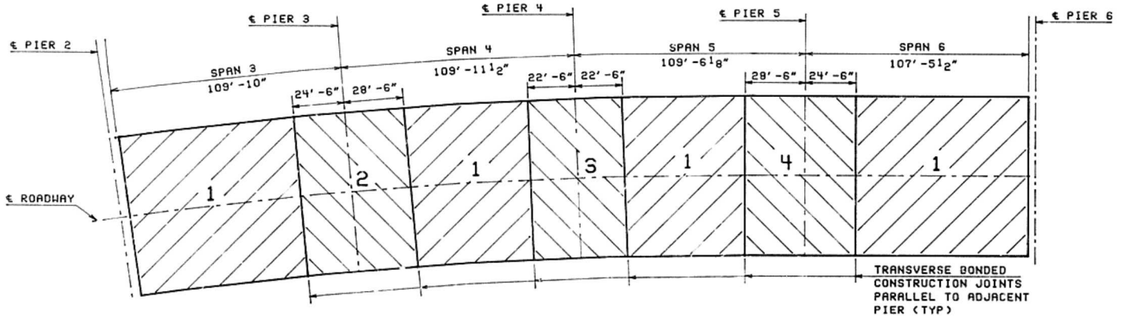
TYPICAL SECTION



TYPICAL SECTION THRU MEDIAN



ELEVATION OF MEDIAN - SPANS 3 THRU 6

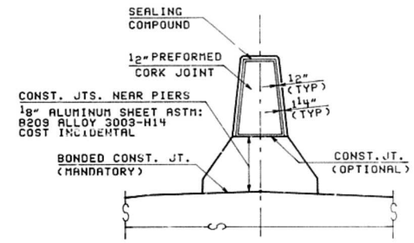


DECK POURING SEQUENCE

POURING SEQUENCES DESIGNATED "1" CAN BE MADE IN ANY ORDER. POURING SEQUENCES "2" TO "4" SHALL BE MADE CONSECUTIVELY IN ASCENDING ORDER.

WHEN, DURING POURING SEQUENCES 2 THROUGH 4, THE DECK POUR IS STOPPED FOR THE DAY AT ONE OR MORE OF THE TRANSVERSE BONDED CONSTRUCTION JOINTS IN THE POURING SEQUENCE 2 THROUGH 4 AS SHOWN, THE NEXT POUR SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET.

1. AT LEAST 72 HOURS SHALL HAVE ELAPSED FROM THE END OF THE PREVIOUS POUR.
2. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULUS OF RUPTURE OF 550 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3,500 P.S.I.



MEDIAN JOINT

MIN. BAR LAP
#5 BAR 2'-2"
#8 BAR 4'-6"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. BARS INDICATED THUS 1x5-#5 INDICATES 1 LINE OF BAR WITH 5 LENGTHS PER LINE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
MEDIAN DETAILS - SPANS 3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

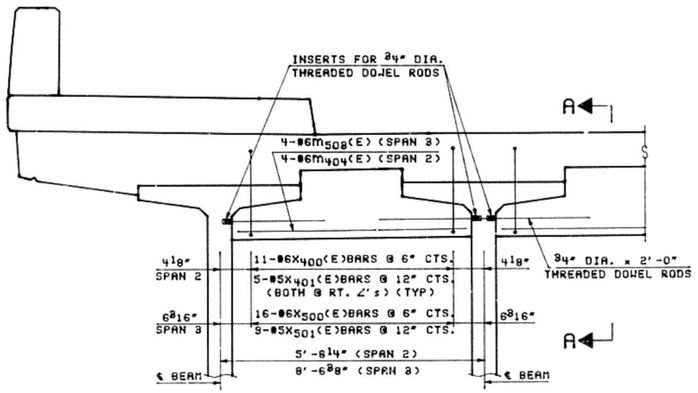
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-14		AUG 16 1990	233

D C B A 0 A B C D

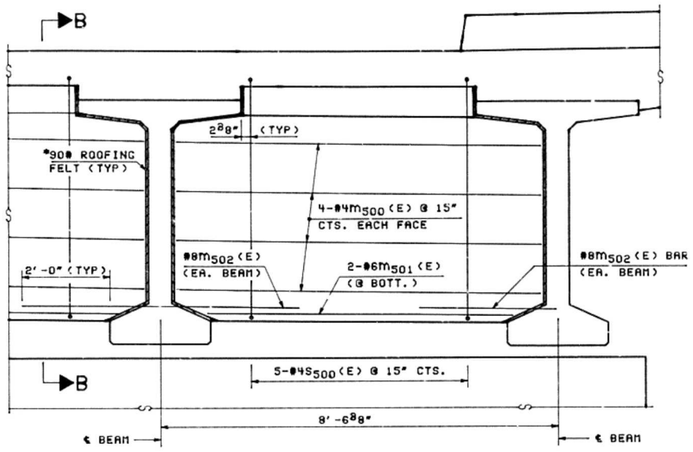
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	234	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P

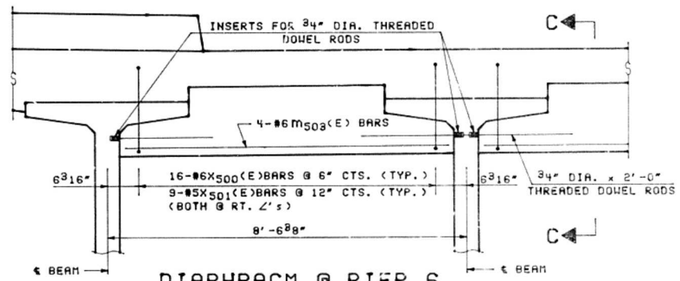


DIAPHRAGM @ PIER 2

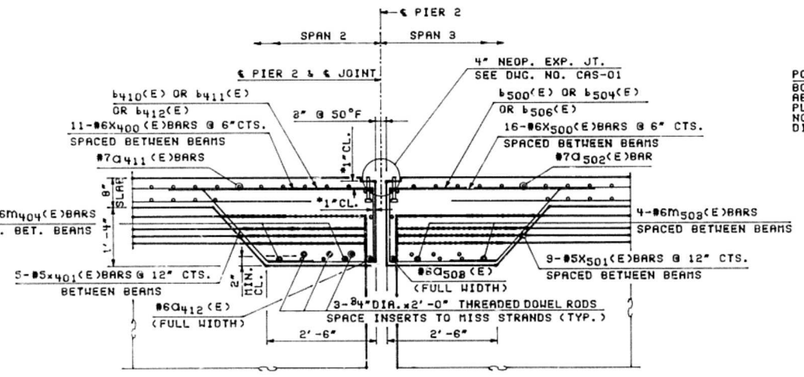


DIAPHRAGM @ PIERS 3 & 5 (EXPANSION)
DIAPHRAGM @ PIER 4 (FIXED)

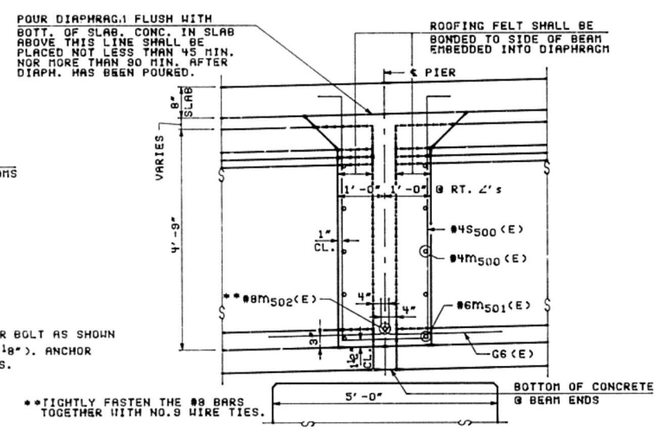
*COST OF 90# ROOFING FELT IS INCIDENTAL TO CLASS X CONC. HORIZONTIAL DIMENSIONS ARE ALONG ℄ BRG.



DIAPHRAGM @ PIER 6



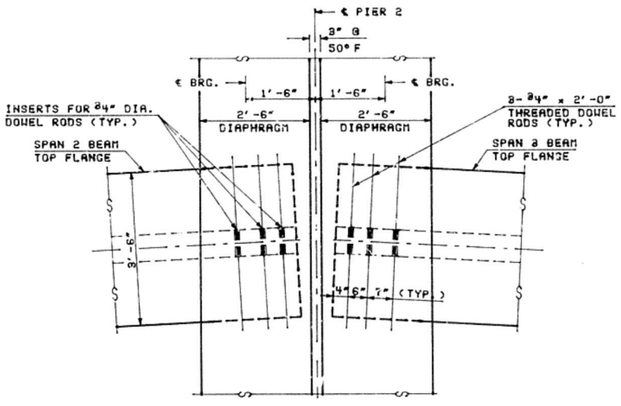
SECTION A-A



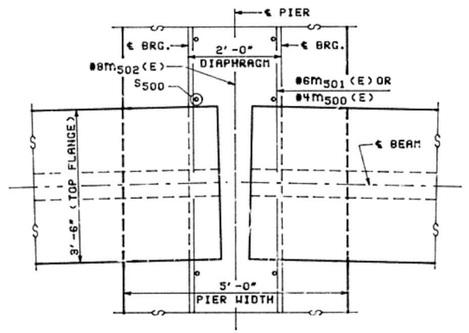
*PLACE a502(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO a502(E) BARS.

**TIGHTLY FASTEN THE #8 BARS TOGETHER WITH NO.9 WIRE TIES.

SECTION B-B



PLAN @ PIER 2



PLAN

SECTION C-C

*PLACE a502(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO a502(E) BARS.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
CONCRETE DIAPHRAGMS - SPANS 3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

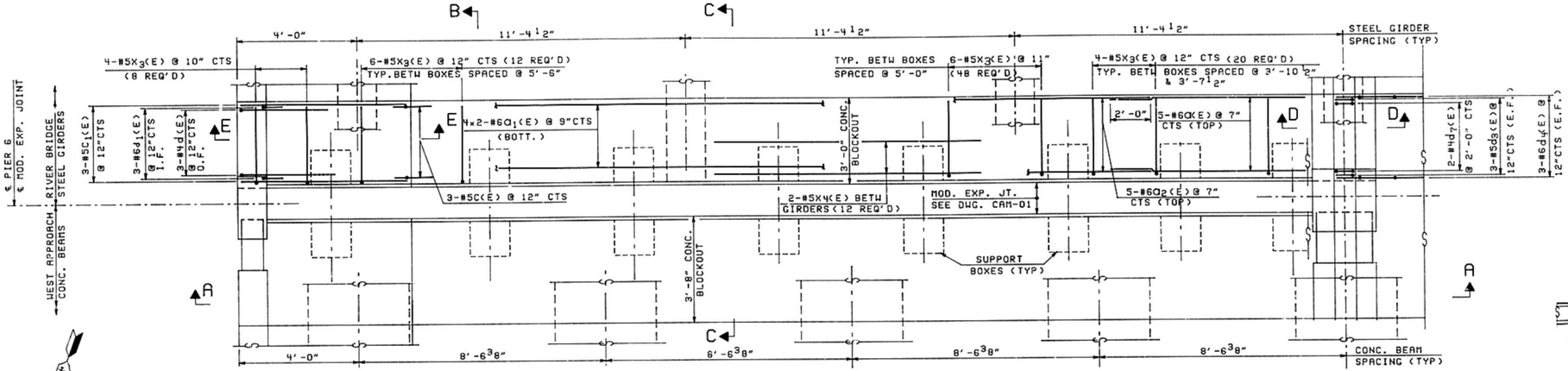
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-15		AUG 16 1990	234

IN CHARGE: PCW DESIGNED BY: UC CHECKED BY: HSJ ESTIMATED BY:
DRAFTED BY: SBA CHECKED BY: MSJ

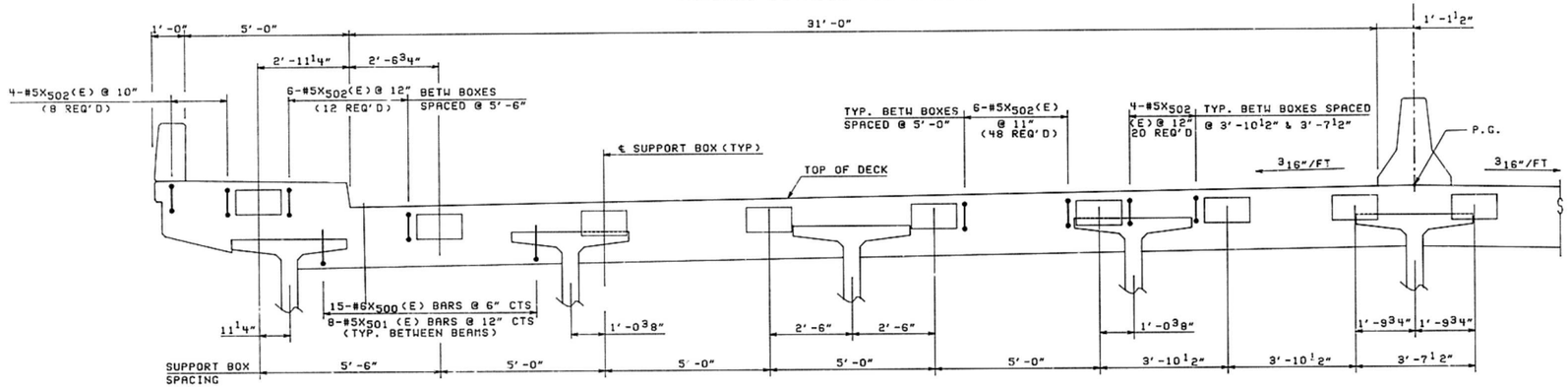
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	235	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

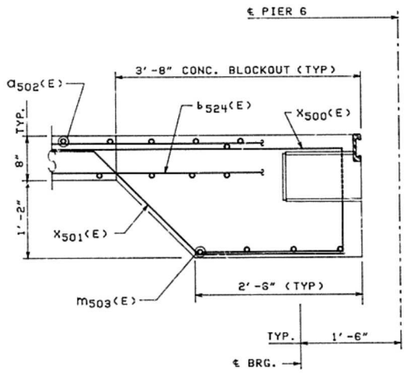
*508-3-1; 50-2; (50)F&E-1, D AND P



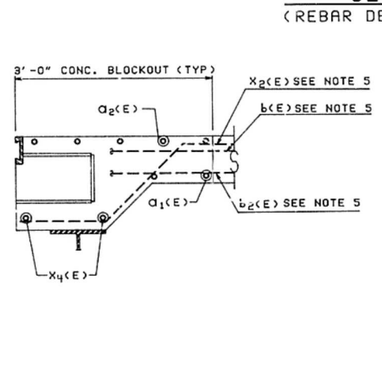
DECK PLAN @ PIER 6
(REBARS DETAILS FOR SPAN 7)

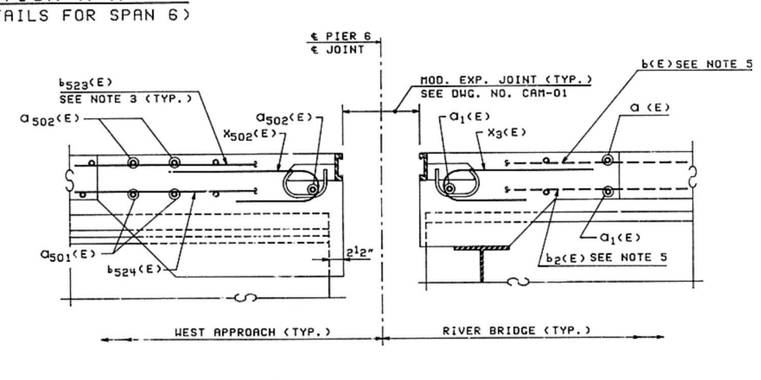


SECTION A-A
(REBAR DETAILS FOR SPAN 6)

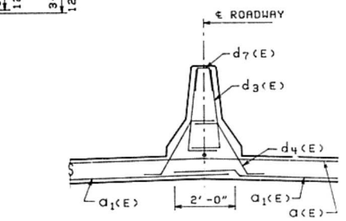


SECTION B-B

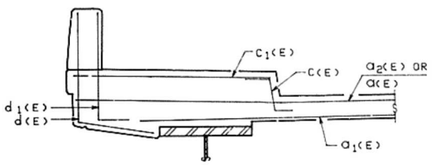




SECTION C-C



SECTION D-D
(SHOWING REBARS FOR RIVER BRIDGE ONLY)
(FOR DIMENSIONS AND REBAR DETAILS FOR SPAN 6 SEE DWG. NO. WCD-14)



SECTION E-E
(SHOWING REBARS FOR RIVER BRIDGE ONLY)
(FOR DIMENSIONS AND REBAR DETAILS FOR SPAN 6 SEE DWG. NO. WCD-13)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCD-17.
3. FOR DETAILS OF REBARS $a_{501}(E)$, $a_{502}(E)$, $b_{523}(E)$ & $b_{524}(E)$, SEE DECK PLAN, DWG. NO. WCD-12.
4. ALL REBARS AT THE JOINT SHALL BE ADJUSTED FOR MINIMUM CLEARANCE REQUIREMENTS BY REARRANGING, TILTING, BENDING OR CUTTING IN THE FIELD AND AS APPROVED BY THE ENGINEER. COST SHALL BE INCIDENTAL TO "REINFORCEMENT BARS (EPOXY COATED)"
5. FOR MAIN RIVER BRIDGE DETAILS OF REBARS b(E), b2(E), X2(E) SEE DWG. NO. RD-07.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
REBAR DET. @ MOD. EXP. JT. @ PIER 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-16		AUG 16 1990	235

ESTIMATED BY:
CHECKED BY:
DRAFTED BY: IGM
CHECKED BY: TMH
IN CHARGE: PCW
DESIGNED BY: TMH
CHECKED BY: HSJ

D C B A 0 A B C D
TAMERAN

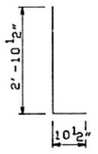
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	236	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1: 50-2: (50)FAE-1, D AND P

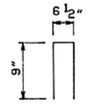
ESTIMATED BY: CHECKED BY: DRAFTED BY: IGM CHECKED BY: HSJ DESIGNED BY: HJS CHECKED BY: UC IN CHARGE: PCW



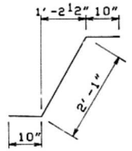
BAR $d_{400}(E)$, $d_{500}(E)$ & $d(E)$



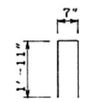
BAR $d_{401}(E)$ & $d_{501}(E)$ & $d_1(E)$



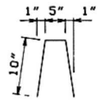
BAR $d_{402}(E)$ & $d_{502}(E)$



BAR $d_{404}(E)$ $d_{504}(E)$ & $d_4(E)$



BAR $d_{405}(E)$ & $d_{505}(E)$



BAR $d_{407}(E)$ $d_{507}(E)$ & $d_7(E)$

BILL OF MATERIAL
CONCRETE BLOCKOUT @ PIER 6 FOR MAIN RIVER BRIDGE

BAR	NO.	SIZE	LENGTH	SHAPE
$a(E)$	5	#6	45'-0"	
$a_1(E)$	8	#6	38'-6"	
$a_2(E)$	5	#6	33'-9"	
$c(E)$	6	#5	2'-5"	
$c_1(E)$	6	#5	5'-8"	
$d(E)$	6	#4	5'-8"	
$d_1(E)$	6	#6	3'-9"	
$d_2(E)$	6	#5	3'-5"	
$d_4(E)$	6	#6	3'-9"	
$d_7(E)$	2	#4	2'-1"	
$X_3(E)$	88	#5	4'-0"	
$X_4(E)$	12	#5	11'-0"	
REINFORCEMENT BARS (EPOXY COATED)			LBS.	1730
CLASS X CONCRETE SUPERSTRUCTURE			CU.YDS.	10

BILL OF MATERIAL
SPANS 1 & 2

BAR	NO.	SIZE	LENGTH	SHAPE
$a_{400}(E)$	111	#5	30'-9"	
$a_{401}(E)$	285	#5	33'-0"	
$a_{402}(E)$	150	#5	35'-9"	
$a_{403}(E)$	35	#7	23'-0"	
$a_{404}(E)$	5	#6	20'-9"	
$a_{405}(E)$	112	#5	21'-6"	
$a_{406}(E)$	292	#5	24'-9"	
$a_{407}(E)$	156	#5	27'-0"	
$a_{408}(E)$	111	#5	29'-9"	
$a_{409}(E)$	225	#5	28'-9"	
$a_{410}(E)$	96	#5	27'-6"	
$a_{411}(E)$	21	#7	27'-9"	
$a_{412}(E)$	3	#6	24'-9"	
$a_{413}(E)$	112	#5	22'-3"	
$a_{414}(E)$	236	#5	21'-9"	
$a_{415}(E)$	108	#5	20'-4"	
$a_{416}(E)$	128	#5	5'-0"	
$b_{400}(E)$	114	#6	55'-0"	
$b_{401}(E)$	54	#6	53'-0"	
$b_{402}(E)$	78	#6	48'-0"	
$b_{403}(E)$	141	#5	35'-0"	
$b_{404}(E)$	72	#5	33'-3"	
$b_{405}(E)$	93	#5	32'-6"	
$b_{406}(E)$	156	#5	27'-0"	
$b_{407}(E)$	112	#5	25'-0"	
$b_{408}(E)$	100	#5	24'-0"	
$b_{409}(E)$	104	#6	52'-0"	
$b_{410}(E)$	111	#5	32'-4"	
$b_{411}(E)$	60	#5	32'-3"	
$b_{412}(E)$	75	#5	32'-2"	
$b_{413}(E)$	136	#5	25'-0"	
$b_{414}(E)$	96	#5	24'-6"	
$b_{415}(E)$	88	#5	24'-2"	
$b_{416}(E)$	80	#5	26'-2"	
$b_{417}(E)$	80	#5	24'-4"	

BILL OF MATERIAL
(CONTINUATION)

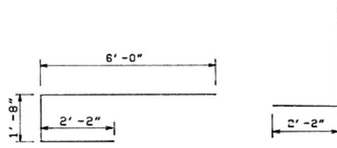
BAR	NO.	SIZE	LENGTH	SHAPE
$c_{400}(E)$	468	#5	2'-5"	
$c_{401}(E)$	468	#5	5'-8"	
$d_{400}(E)$	468	#4	4'-8"	
$d_{401}(E)$	468	#6	3'-9"	
$d_{402}(E)$	104	#4	2'-1"	
$d_{403}(E)$	480	#5	3'-5"	
$d_{404}(E)$	468	#6	3'-9"	
$d_{405}(E)$	8	#6	4'-5"	
$d_{407}(E)$	116	#4	2'-1"	
$e_{400}(E)$	30	#4	18'-0"	
$e_{401}(E)$	6	#4	15'-4"	
$e_{402}(E)$	6	#4	14'-4"	
$e_{408}(E)$	36	#4	16'-10"	
$e_{409}(E)$	30	#4	19'-6"	
$e_{505}(E)$	12	#4	13'-9"	
$e_{406}(E)$	30	#4	19'-3"	
$e_{407}(E)$	36	#5	16'-11"	
$e_{408}(E)$	8	#5	14'-5"	
$e_{409}(E)$	8	#5	14'-1"	
$e_{410}(E)$	36	#5	16'-3"	
$e_{411}(E)$	20	#8	24'-3"	
$e_{412}(E)$	2	#8	14'-5"	
$e_{413}(E)$	2	#8	14'-1"	
$e_{414}(E)$	20	#5	22'-3"	
$m_{400}(E)$	96	#4	5'-3"	
$m_{401}(E)$	24	#6	4'-1"	
$m_{402}(E)$	13	#8	6'-0"	
$m_{403}(E)$	48	#6	6'-9"	
$m_{404}(E)$	48	#6	5'-0"	
$S_{400}(E)$	36	#4	13'-4"	
$X_{400}(E)$	288	#6	9'-10"	
$X_{401}(E)$	156	#5	6'-8"	

BILL OF MATERIAL
SPANS 3 THRU 6

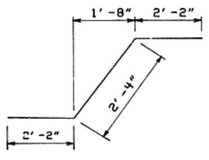
BAR	NO.	SIZE	LENGTH	SHAPE
$a_{500}(E)$	2374	#5	27'-0"	
$a_{501}(E)$	1222	#5	39'-3"	
$a_{502}(E)$	42	#7	27'-10"	
$a_{503}(E)$	4	#6	37'-3"	
$a_{504}(E)$	288	#5	5'-0"	
$b_{500}(E)$	93	#5	30'-10"	
$b_{501}(E)$	84	#5	31'-10"	
$b_{502}(E)$	458	#6	52'-0"	
$b_{503}(E)$	144	#6	46'-0"	
$b_{504}(E)$	81	#5	30'-4"	
$b_{505}(E)$	72	#5	31'-4"	
$b_{506}(E)$	57	#5	29'-0"	
$b_{507}(E)$	60	#5	30'-0"	
$b_{508}(E)$	153	#6	44'-0"	
$b_{509}(E)$	72	#6	38'-0"	
$b_{510}(E)$	62	#5	33'-4"	
$b_{511}(E)$	56	#5	36'-4"	
$b_{512}(E)$	54	#5	32'-0"	
$b_{513}(E)$	48	#5	35'-0"	
$b_{514}(E)$	38	#5	32'-0"	
$b_{515}(E)$	40	#5	35'-0"	
$b_{516}(E)$	64	#5	29'-6"	
$b_{517}(E)$	64	#5	28'-6"	
$b_{518}(E)$	62	#5	33'-0"	
$b_{519}(E)$	56	#5	36'-0"	
$b_{520}(E)$	54	#5	32'-3"	
$b_{521}(E)$	48	#5	35'-3"	
$b_{522}(E)$	38	#5	31'-9"	
$b_{523}(E)$	40	#5	34'-9"	
$b_{524}(E)$	231	#5	33'-0"	
$b_{525}(E)$	216	#5	31'-0"	
$b_{526}(E)$	64	#5	29'-0"	
$b_{527}(E)$	64	#5	28'-9"	
$c_{500}(E)$	865	#5	2'-5"	
$c_{501}(E)$	865	#5	5'-8"	

BILL OF MATERIAL
(CONTINUATION)

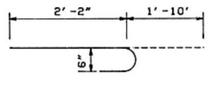
BAR	NO.	SIZE	LENGTH	SHAPE
$d_{500}(E)$	865	#4	4'-8"	
$d_{501}(E)$	865	#6	3'-9"	
$d_{502}(E)$	200	#4	2'-1"	
$d_{503}(E)$	908	#5	3'-5"	
$d_{504}(E)$	864	#6	3'-9"	
$d_{505}(E)$	16	#6	4'-5"	
$d_{507}(E)$	222	#4	2'-1"	
$e_{500}(E)$	30	#4	19'-0"	
$e_{501}(E)$	30	#4	13'-5"	
$e_{502}(E)$	60	#4	16'-2"	
$e_{503}(E)$	12	#4	13'-2"	
$e_{504}(E)$	60	#4	18'-6"	
$e_{505}(E)$	30	#4	13'-0"	
$e_{506}(E)$	48	#4	19'-7"	
$e_{507}(E)$	30	#4	18'-3"	
$e_{508}(E)$	60	#5	18'-7"	
$e_{509}(E)$	48	#5	13'-3"	
$e_{510}(E)$	60	#5	16'-0"	
$e_{511}(E)$	36	#8	23'-7"	
$e_{512}(E)$	12	#8	13'-3"	
$e_{513}(E)$	36	#5	21'-10"	
$m_{500}(E)$	192	#4	7'-9"	
$m_{501}(E)$	48	#6	6'-4"	
$m_{502}(E)$	27	#8	6'-3"	
$m_{503}(E)$	64	#6	7'-9"	
$S_{500}(E)$	80	#4	13'-4"	
$X_{500}(E)$	256	#6	9'-10"	
$X_{501}(E)$	144	#5	6'-8"	
$X_{502}(E)$	88	#5	4'-0"	



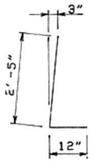
BAR $X_{500}(E)$ & $X_{400}(E)$



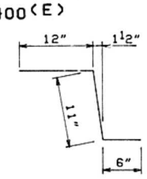
BAR $X_{501}(E)$ & $X_{401}(E)$



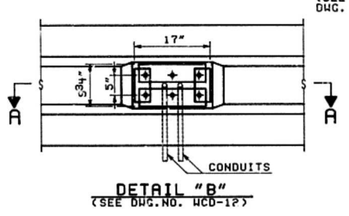
BAR $X_{502}(E)$ & $X_3(E)$



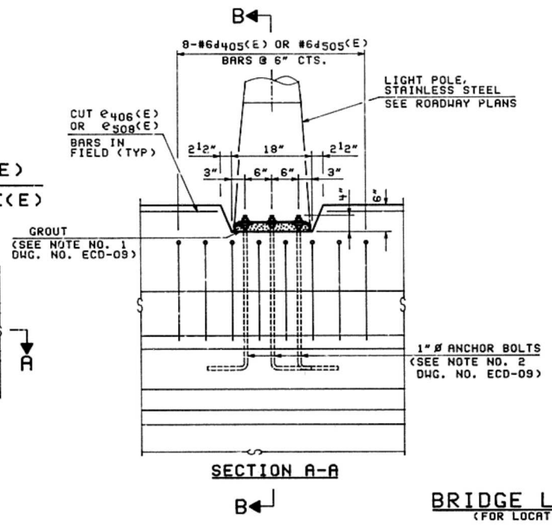
BAR $d_{403}(E)$ $d_{503}(E)$ & $d_3(E)$



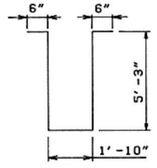
BAR $C_{400}(E)$ $C_{500}(E)$ & $C(E)$



DETAIL "B" (SEE DWG.NO. WCD-12)



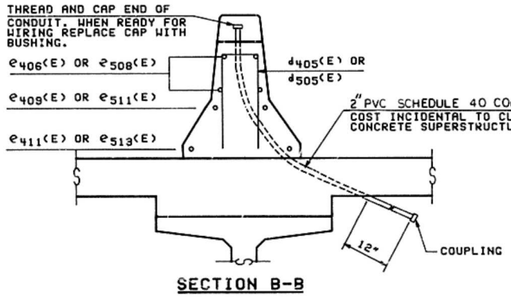
SECTION A-A



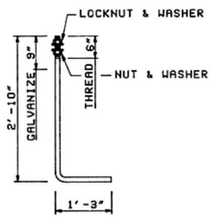
BAR S_{400} & S_{500}

	REINFORCEMENT BARS (EPOXY COATED)	LBS.	154340
**	CLASS X CONCRETE SUPERSTRUCTURE	CU.YDS.	750
	PROTECTIVE COAT	SQ.YDS.	2435
	BRIDGE SCUPPER TYPE "A"	EACH	2
	BRIDGE SCUPPER TYPE "B"	EACH	2
	BRIDGE DECK GROOVING	SQ.YDS.	1845

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED



SECTION B-B



1" Ø ANCHOR BOLT

	REINFORCEMENT BARS (EPOXY COATED)	LBS.	280890
**	CLASS X CONCRETE SUPERSTRUCTURE	CU.YDS.	1260
	PROTECTIVE COAT	SQ.YDS.	4085
	BRIDGE SCUPPER TYPE "A"	EACH	4
	BRIDGE SCUPPER TYPE "B"	EACH	5
	BRIDGE DECK GROOVING	SQ.YDS.	2989

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

** INCLUDES DECK SURFACE

BRIDGE LIGHTING DETAILS
(FOR LOCATIONS SEE DWG. NO. WCD-12)

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK REBAR & MISC. DET. - S-1 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

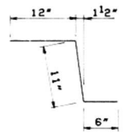
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-17		AUG 07 1991	236

D C B A 0 A B C D

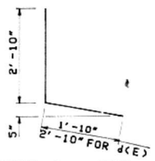
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	236A	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

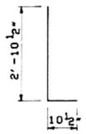
DRAWN BY: MSJ | CHECKED BY: | DRAFTED BY: TGM | CHECKED BY: | ESTIMATED BY: | DESIGNED BY: HJS | CHECKED BY: UC | IN CHARGE: PCW



BAR $C_{400}(E)$ / $C_{500}(E)$ & $C(E)$



BARS $d_{400}(E)$, $d_{500}(E)$ & $d(E)$



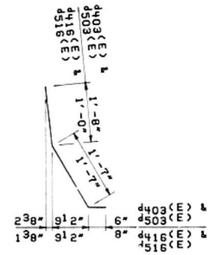
BARS $d_{401}(E)$ & $d_{501}(E)$ & $d_1(E)$



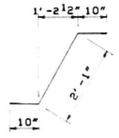
BARS $d_{402}(E)$ / $d_{502}(E)$



BAR $d_3(E)$



BARS $d_{403}(E)$ & $d_{503}(E)$ / BARS $d_{416}(E)$ & $d_{516}(E)$ ⚠



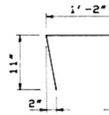
BAR $d_4(E)$



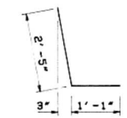
BARS $d_{407}(E)$ / $d_{507}(E)$ & $d_7(E)$



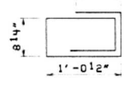
BARS $d_{412}(E)$ / $d_{512}(E)$ ⚠



BARS $d_{413}(E)$ / $d_{513}(E)$ ⚠



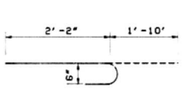
BARS $d_{414}(E)$ / $d_{514}(E)$ ⚠



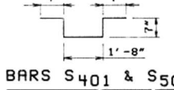
BARS $d_{415}(E)$ / $d_{515}(E)$ ⚠



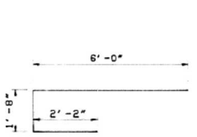
BARS S_{400} & S_{500}



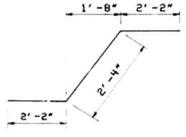
BAR $X_{502}(E)$ / $X_3(E)$



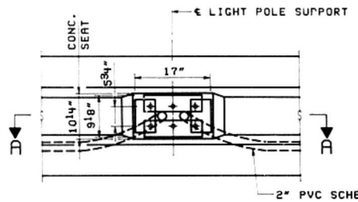
BARS S_{401} & S_{501} ⚠3



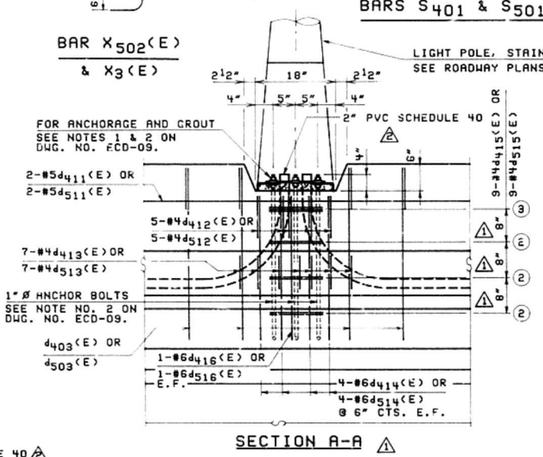
BARS $X_{400}(E)$ / $X_{500}(E)$



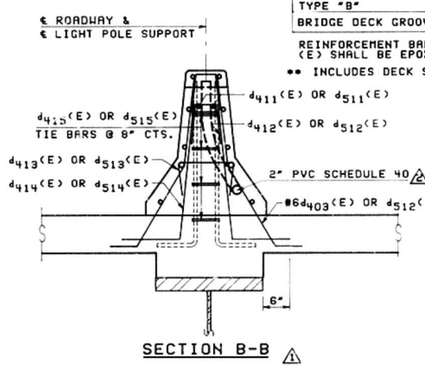
BARS $X_{401}(E)$ / $X_{501}(E)$



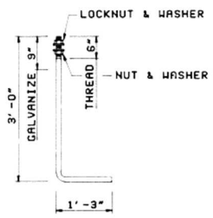
DETAIL "B" ⚠1



SECTION A-A ⚠1



SECTION B-B ⚠1



1" Ø ANCHOR BOLT

BILL OF MATERIAL
CONCRETE BLOCKOUT @ PIER 6 FOR MAIN RIVER BRIDGE

BAR	NO.	SIZE	LENGTH	SHAPE
a (E)	5	#6	45'-0"	
a_1(E)	8	#6	38'-6"	
a_2(E)	5	#6	33'-9"	
c (E)	6	#5	2'-5"	
c_1(E)	6	#5	5'-8"	
d (E)	6	#4	5'-8"	
d_1(E)	6	#6	3'-9"	
d_2(E)	6	#5	3'-5"	
d_4(E)	6	#6	3'-9"	
d_7(E)	2	#4	2'-1"	
X_3(E)	88	#5	4'-0"	
X_4(E)	12	#5	11'-0"	
REINFORCEMENT BARS (EPOXY COATED)			LBS.	1730
CLASS X CONCRETE SUPERSTRUCTURE			CU.YDS.	10

BILL OF MATERIAL
SPANS 1 & 2

BAR	NO.	SIZE	LENGTH	SHAPE
a_{400}(E)	111	#5	30'-9"	
a_{401}(E)	285	#5	33'-0"	
a_{402}(E)	150	#5	35'-9"	
a_{403}(E)	35	#7	23'-0"	
a_{404}(E)	5	#6	20'-9"	
a_{405}(E)	112	#5	21'-6"	
a_{406}(E)	292	#5	24'-9"	
a_{407}(E)	156	#5	27'-0"	
a_{408}(E)	111	#5	29'-9"	
a_{409}(E)	225	#5	28'-9"	
a_{410}(E)	96	#5	27'-6"	
a_{411}(E)	21	#7	27'-9"	
a_{412}(E)	3	#6	24'-9"	
a_{413}(E)	112	#5	22'-3"	
a_{414}(E)	236	#5	21'-9"	
a_{415}(E)	108	#5	20'-4"	
a_{416}(E)	128	#5	5'-0"	
b_{400}(E)	114	#6	55'-0"	
b_{401}(E)	54	#6	53'-0"	
b_{402}(E)	78	#6	48'-0"	
b_{403}(E)	141	#5	35'-0"	
b_{404}(E)	72	#5	33'-3"	
b_{405}(E)	93	#5	32'-6"	
b_{406}(E)	156	#5	27'-0"	
b_{407}(E)	112	#5	25'-0"	
b_{408}(E)	100	#5	24'-0"	
b_{409}(E)	104	#6	52'-0"	
b_{410}(E)	111	#5	32'-4"	
b_{411}(E)	60	#5	32'-3"	
b_{412}(E)	75	#5	32'-2"	
b_{413}(E)	136	#5	25'-0"	
b_{414}(E)	96	#5	24'-6"	
b_{415}(E)	88	#5	24'-2"	
b_{416}(E)	80	#5	26'-2"	
b_{417}(E)	80	#5	24'-4"	
c_{400}(E)	468	#5	2'-5"	
c_{401}(E)	468	#5	5'-8"	

BILL OF MATERIAL
(CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
d_{400}(E)	468	#4	4'-8"	
d_{401}(E)	468	#6	3'-9"	
d_{402}(E)	104	#4	2'-1"	
d_{403}(E)	480	#6	3'-9"	
d_{407}(E)	116	#4	2'-1"	
d_{411}(E)	2	#5	5'-0"	
d_{412}(E)	5	#4	2'-0"	
d_{413}(E)	7	#4	3'-0"	
d_{414}(E)	8	#6	3'-6"	
d_{415}(E)	9	#4	5'-6"	
d_{416}(E)	2	#6	3'-3"	
e_{400}(E)	36	#4	18'-0"	
e_{401}(E)	6	#4	15'-4"	
e_{402}(E)	6	#4	14'-4"	
e_{403}(E)	36	#4	16'-10"	
e_{404}(E)	30	#4	19'-6"	
e_{405}(E)	12	#4	13'-9"	
e_{406}(E)	30	#4	19'-3"	
e_{407}(E)	36	#5	16'-11"	
e_{408}(E)	8	#5	14'-5"	
e_{409}(E)	8	#5	14'-1"	
e_{410}(E)	36	#5	16'-3"	
e_{411}(E)	20	#8	24'-3"	
e_{412}(E)	2	#8	14'-5"	
e_{413}(E)	2	#8	14'-1"	
e_{414}(E)	20	#5	22'-3"	
m_{400}(E)	96	#4	5'-3"	
m_{401}(E)	24	#6	4'-1"	
m_{402}(E)	13	#8	6'-0"	
m_{403}(E)	48	#6	6'-9"	
m_{404}(E)	48	#6	5'-0"	
S_{400}(E)	36	#4	13'-4"	
S_{401}(E)	346	#5	4'-0"	
X_{400}(E)	288	#6	9'-10"	
X_{401}(E)	156	#5	6'-8"	

REINFORCEMENT BARS (EPOXY COATED)	LBS.	154190	⚠1 ⚠3
CLASS X CONCRETE SUPERSTRUCTURE	CU.YDS.	750	
•• PROTECTIVE COAT	SQ.YDS.	2435	
BRIDGE SCUPPER TYPE "A"	EACH	2	
BRIDGE SCUPPER TYPE "B"	EACH	2	
BRIDGE DECK GROOVING	SQ.YDS.	1845	

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

•• INCLUDES DECK SURFACE

BILL OF MATERIAL
SPANS 3 THRU 6

BAR	NO.	SIZE	LENGTH	SHAPE
a_{500}(E)	2374	#5	27'-0"	
a_{501}(E)	1222	#5	39'-3"	
a_{502}(E)	42	#7	27'-10"	
a_{503}(E)	4	#6	37'-3"	
a_{504}(E)	288	#5	5'-0"	
b_{500}(E)	93	#5	30'-10"	
b_{501}(E)	84	#5	31'-10"	
b_{502}(E)	450	#6	52'-0"	
b_{503}(E)	144	#6	46'-0"	
b_{504}(E)	81	#5	30'-4"	
b_{505}(E)	72	#5	31'-4"	
b_{506}(E)	57	#5	29'-0"	
b_{507}(E)	60	#5	30'-0"	
b_{508}(E)	153	#6	44'-0"	
b_{509}(E)	72	#6	38'-0"	
b_{510}(E)	62	#5	33'-4"	
b_{511}(E)	56	#5	36'-4"	
b_{512}(E)	54	#5	32'-0"	
b_{513}(E)	48	#5	35'-0"	
b_{514}(E)	38	#5	32'-0"	
b_{515}(E)	40	#5	35'-0"	
b_{516}(E)	64	#5	29'-6"	
b_{517}(E)	64	#5	28'-6"	
b_{518}(E)	62	#5	33'-0"	
b_{519}(E)	56	#5	36'-0"	
b_{520}(E)	54	#5	32'-3"	
b_{521}(E)	48	#5	35'-3"	
b_{522}(E)	30	#5	31'-9"	
b_{523}(E)	40	#5	34'-9"	
b_{524}(E)	231	#5	33'-0"	
b_{525}(E)	216	#5	31'-0"	
b_{526}(E)	64	#5	29'-0"	
b_{527}(E)	64	#5	28'-9"	
c_{500}(E)	865	#5	2'-5"	
c_{501}(E)	865	#5	5'-8"	

BILL OF MATERIAL
(CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
d_{500}(E)	865	#4	4'-8"	
d_{501}(E)	865	#6	3'-9"	
d_{502}(E)	200	#4	2'-1"	
d_{503}(E)	908	#6	3'-9"	
d_{507}(E)	222	#4	2'-1"	
d_{511}(E)	4	#5	5'-0"	
d_{512}(E)	10	#4	2'-0"	
d_{513}(E)	14	#4	3'-0"	
d_{514}(E)	16	#6	3'-6"	
d_{515}(E)	18	#4	5'-6"	
d_{516}(E)	4	#6	3'-3"	
e_{500}(E)	30	#4	19'-0"	
e_{501}(E)	30	#4	13'-5"	
e_{502}(E)	60	#4	16'-2"	
e_{503}(E)	12	#4	13'-2"	
e_{504}(E)	60	#4	18'-6"	
e_{505}(E)	30	#4	13'-0"	
e_{506}(E)	48	#4	19'-7"	
e_{507}(E)	30	#4	18'-3"	
e_{508}(E)	60	#5	16'-7"	
e_{509}(E)	48	#5	13'-3"	
e_{510}(E)	60	#5	16'-0"	
e_{511}(E)	36	#8	23'-7"	
e_{512}(E)	12	#8	13'-3"	
e_{513}(E)	36	#5	21'-10"	
m_{500}(E)	192	#4	7'-9"	
m_{501}(E)	48	#6	6'-4"	
m_{502}(E)	27	#8	6'-3"	
m_{503}(E)	64	#6	7'-9"	
S_{500}(E)	80	#4	13'-4"	
S_{501}(E)	376	#5	4'-0"	
X_{500}(E)	256	#6	9'-10"	
X_{501}(E)	144	#5	6'-8"	
X_{502}(E)	88	#5	4'-0"	

⚠1 ⚠3

REINFORCEMENT BARS (EPOXY COATED)	LBS.	279680	
CLASS X CONCRETE SUPERSTRUCTURE	CU.YDS.	1260	
•• PROTECTIVE COAT	SQ.YDS.	4085	
BRIDGE SCUPPER TYPE "A"	EACH	4	
BRIDGE SCUPPER TYPE "B"	EACH	5	
BRIDGE DECK GROOVING	SQ.YDS.	2989	

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

•• INCLUDES DECK SURFACE

⚠3	04-20-93	ADDITIONAL BARS AT TOP OF PPC BEAMS
⚠2	02-26-93	REVISED 2" PVC PIPE LOCATION & OMIT PULL BOXES
⚠1	11-19-92	LIGHT POLE SUPPORTS, BILL OF MATERIAL AND REVISED DIMENSIONS
REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
DECK REBAR & MISC. DET. - S-1 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

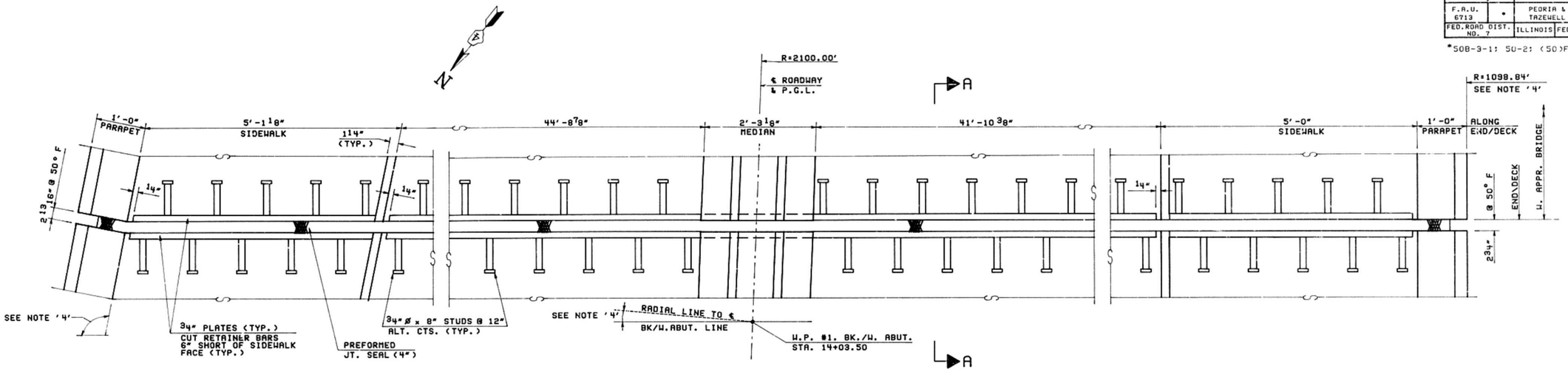
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-17		AUG 07 1991	236A

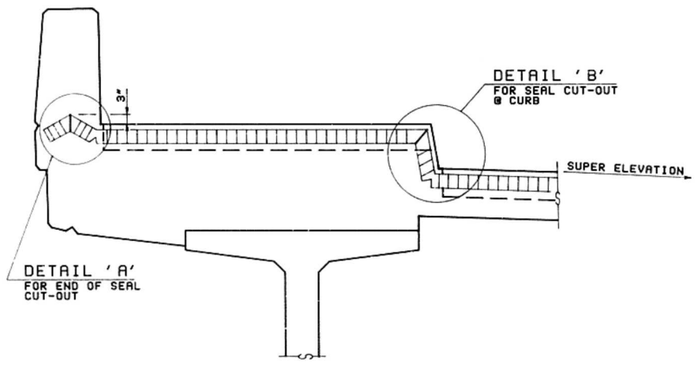
LIGHT POLE SUPPORT DETAIL
(FOR LOCATIONS SEE DWG. NO. WCD-12)

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	237	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

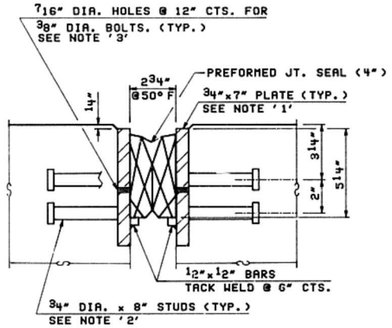
*50B-3-1; 50-2; (50)F&E-1, D AND P



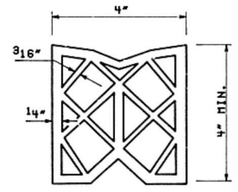
4" PREFORMED JOINT SEAL PLAN @ WEST ABUTMENT



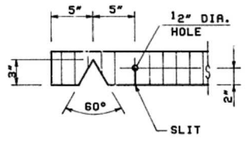
TYPICAL SECTION THRU SIDEWALK



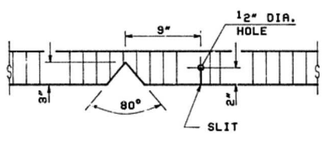
SECTION A-A



PREFORMED JOINT SEAL (4")



DETAIL 'A'
END OF SEAL CUT-OUT



DETAIL 'B'
SEAL CUT-OUT AT CURB

NOTES:

1. JOINT PLATES SHALL BE FABRICATED TO CONFORM TO THE ROADWAY PROFILE AND CROSS-SLOPES. THESE PLATES SHALL BE FURNISHED IN SEGMENTS OF 20 FT. MAXIMUM LENGTH. MAX. SPACE BETWEEN INSTALLED SEGMENTS SHALL BE 3/16". SEAL SPACE WITH SILICONE SEALANT SUITABLE FOR STRUCTURAL STEEL.
2. 3/4" DIA. x 8" STUDS SHALL BE GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 710.38 OF THE STANDARD SPEC'S & AUTOMATICALLY END WELDED @ 12" ALT. CTS.
3. BOLTS IN THE JOINT PLATES SHALL BE BURNED, SAWED OR CHIPPED OFF FLUSH WITH THE PLATES AFTER FORMS ARE REMOVED.
4. FOR DECK LAYOUT DIMENSIONS SEE DWG. NO. WCD-07.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PREFORMED JOINT SEAL 4"	LIN.FT.	103

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
EXP. JT. DETAILS @ W. ABUTMENT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

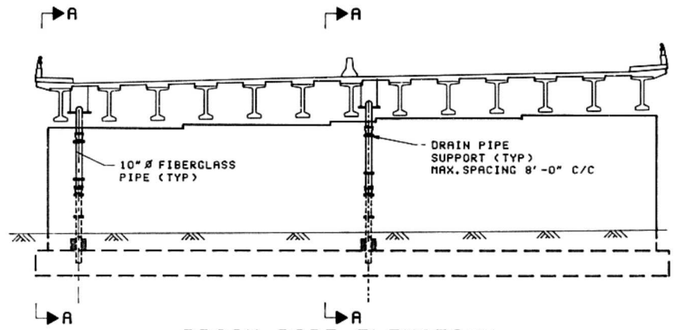
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-18		AUG 16 1990	237

DRAFTED BY: IGM
CHECKED BY: THH
DESIGNED BY: THH
CHECKED BY: MJR
ESTIMATED BY:
IN CHARGE: PCW
CHECKED BY:

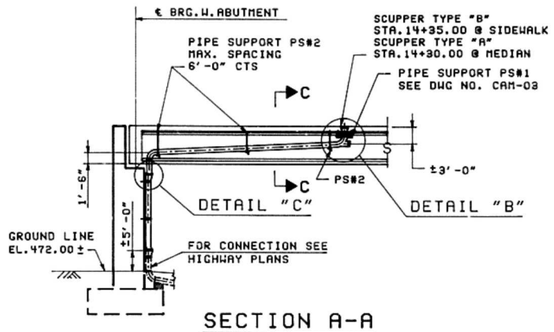
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	238	313
FED.ROAD DIST.	ILLINOIS	FED. AID PROJECT		

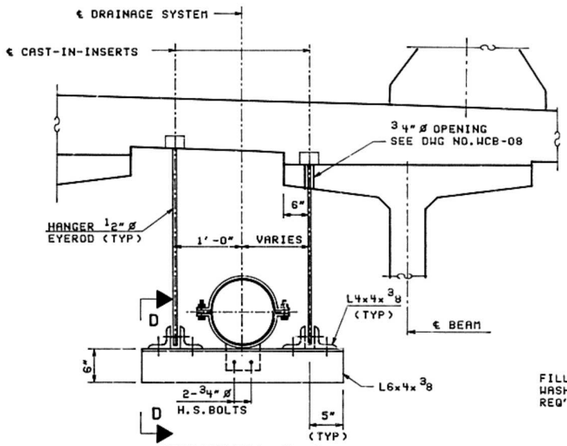
*508-3-1; 50-2; (50)F & E-1, D, AND P



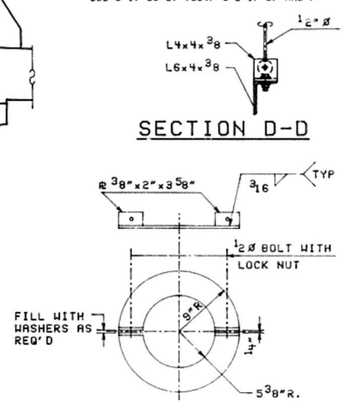
DRAIN PIPE ELEVATION AT WEST ABUTMENT
(LOOKING DOWNSTATION)

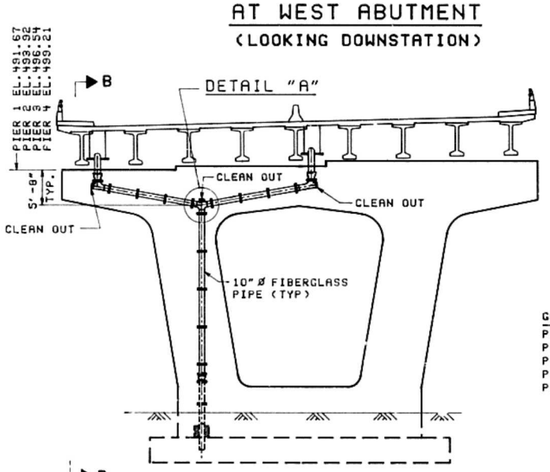


SECTION A-A

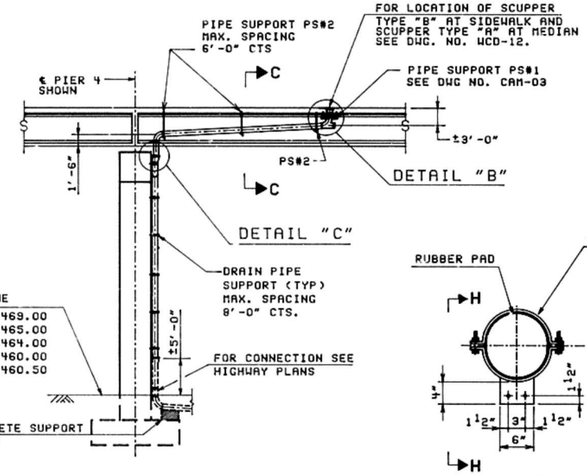


SECTION C-C
PIPE SUPPORT PS#2

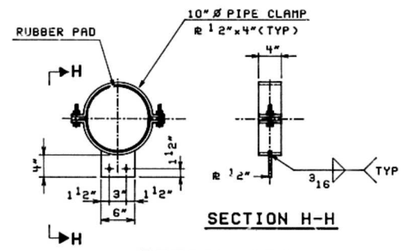




DRAIN PIPE ELEVATION - AT PIERS 1,2,3 & 4
(LOOKING DOWNSTATION)
PIER 4 SHOWN - 1,2 & 3 SIMILAR

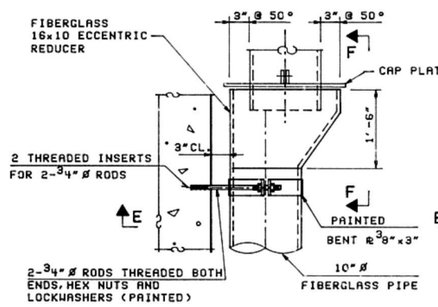


SECTION B-B

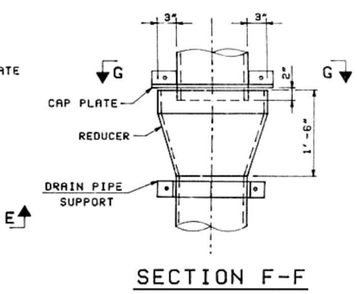


SECTION H-H

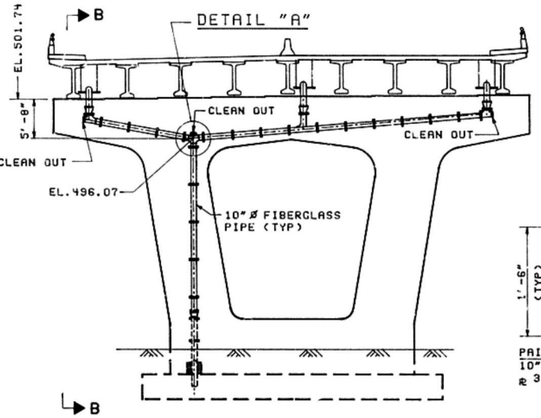
DETAIL "D"
PIPE SUPPORT



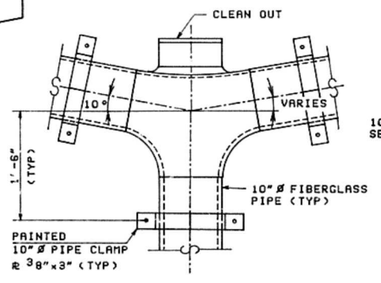
DETAIL "C"



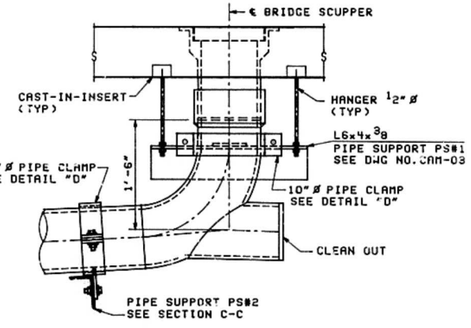
SECTION F-F



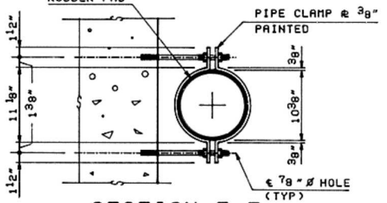
DRAIN PIPE ELEVATION - AT PIER 5
(LOOKING DOWNSTATION)



DETAIL "A"



DETAIL "B"



SECTION E-E
(DRAIN PIPE SUPPORT DETAIL)

NOTES:

1. FOR LAYOUT OF BRIDGE SCUPPERS AND DECK DRAINAGE SYSTEM, SEE DWG NO.WCD-12
2. FOR THE DETAILS OF PIPE SUPPORTS SEE DWG NO.CAM-03.
3. CONNECTION TO STORM SEWER AND LOCATION OF MANHOLES SHOWN ON HIGHWAY PLANS.
4. COST OF ALL MATERIALS AND COMPLETE INSTALLATION OF THE DRAINAGE SYSTEM AS SHOWN SHALL BE PAID FOR AT THE UNIT BID PRICE FOR "DRAINAGE SYSTEM".
5. FOR LOCATION OF OPENINGS IN THE BEAMS SEE DWG. NO. WCB-08.
6. ALL STEEL HARDWARE FOR PIPE SUPPORTS SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GRAY.

BILL OF MATERIAL

ITEM	UNIT	PEORIA COUNTY WEST APPR.
DRAINAGE SYSTEM	L SUM	0.58

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
DECK DRAINAGE SYSTEM & DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

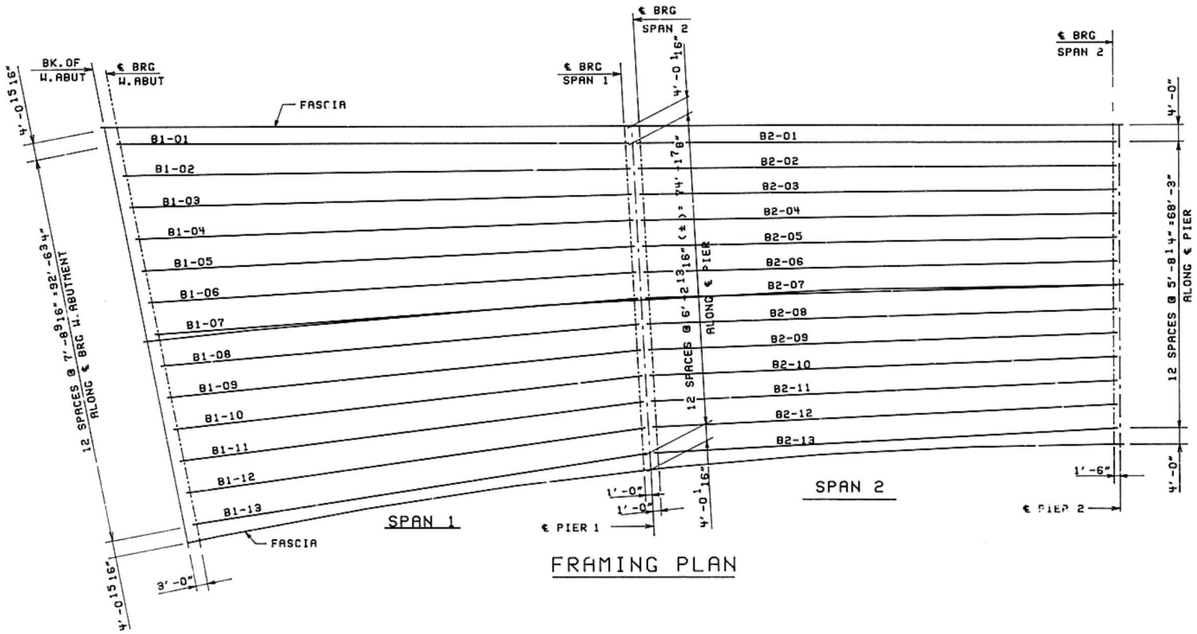
DRAWING NO.	SCALE	DATE	SHEET NO.
WCD-19		AUG 16 1990	238

ESTIMATED BY: MJR CHECKED BY: LCB DRAFTED BY: SBA CHECKED BY: LCB DESIGNED BY: LCB CHECKED BY: HSJ IN CHARGE: PCW

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	239	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1: SO-2: (SO)FAE-1, D AND P



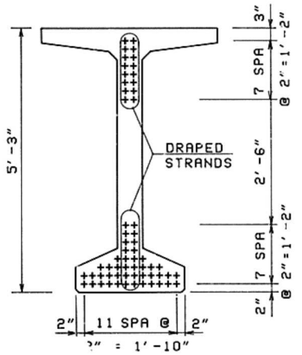
FRAMING PLAN

SPAN 1 DIMENSION TABLE (SEE DWG. NO WCB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H	K LENGTH OF G3 BARS
SPAN 1	44	B1-01	123'- 9"	62	2 1/2"	149	41'- 3"	10@8" + 8@10" + 8@12" + 6@15" + 6@18" + 4@21" + 7@24"	212	49'- 6 1/2"	12'- 4"	42'-11"
		B1-02	122'- 7 1/4"	62	5 5/8"	147	41'-10"	10@8" + 8@10" + 8@12" + 6@15" + 6@18" + 4@21" + 7@24"	204	49'- 0 5/8"	12'- 3"	42'- 6"
		B1-03	121'- 5 3/4"	62	3 7/8"	146	40'- 6"	11@8" + 7@10" + 8@12" + 6@15" + 6@18" + 4@21" + 7@24"	204	48'- 6 7/8"	12'- 2"	42'- 2"
		B1-04	120'- 4 1/2"	62	2 1/4"	145	40'- 2"	11@8" + 8@10" + 8@12" + 6@15" + 6@18" + 3@21" + 7@24"	204	48'- 2 1/4"	12'- 0"	41'-10"
		B1-05	119'- 3 1/2"	62	5 3/4"	143	39'- 9"	11@8" + 8@10" + 8@12" + 6@15" + 6@18" + 4@21" + 6@24"	204	47'- 9 3/4"	11'-10"	41'- 5"
		B1-06	118'- 2 1/2"	62	4 1/4"	142	39'- 5"	11@8" + 8@10" + 8@12" + 5@15" + 5@18" + 4@21" + 7@24"	200	47'- 4 1/4"	11'- 9"	41'- 1"
	42	B1-07	117'- 2"	60	3"	141	39'- 0"	9@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	188	46'-10"	11'- 9"	40'- 9"
		B1-08	116'- 1 1/2"	60	6 3/4"	139	38'- 8"	9@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	188	46'- 4 3/4"	11'- 8"	40'- 5"
		B1-09	115'- 1 1/4"	60	5 5/8"	138	38'- 4"	8@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	184	46'- 0 5/8"	11'- 6"	40'- 0"
		B1-10	114'- 1/4"	58	4 5/8"	137	38'- 0"	7@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	180	45'- 6 5/8"	11'- 6"	39'- 8"
	38	B1-11	113'- 11 1/2"	58	3 3/4"	136	37'- 8"	6@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	176	45'- 2 3/4"	11'- 4"	39'- 5"
		B1-12	112'- 2"	58	3"	135	37'- 4"	7@8" + 6@10" + 5@12" + 6@15" + 6@19" + 6@21" + 6@24"	176	44'-11"	11'- 2"	39'- 1"
		B1-13	111'- 3"	58	2 1/2"	134	37'- 0"	7@8" + 6@10" + 6@12" + 5@15" + 6@18" + 6@21" + 6@24"	176	44'- 6 1/2"	11'- 1"	38'- 9"

SPAN 2 DIMENSION TABLE (SEE DWG. NO WCB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H	K LENGTH OF G3 BARS
SPAN 2	38	B2-01	116'- 3"	60	2 1/2"	140	38'- 9"	9@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	188	46'- 5 1/2"	11'- 8"	40'- 5"
		B2-02	115'-10 3/4"	60	5 3/8"	139	38'- 8"	8@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	184	46'- 3 3/8"	11'- 8"	40'- 4"
		B2-03	115'- 6 3/4"	60	3 3/8"	139	38'- 7"	8@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	184	46'- 2 3/8"	11'- 7"	40'- 2"
		B2-04	115'- 2 3/4"	60	6 3/8"	138	38'- 5"	8@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	184	46'- 1 3/8"	11'- 6"	40'- 1"
		B2-05	114'-10 3/4"	60	4 3/8"	138	38'- 3"	8@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	184	45'-11 3/8"	11'- 6"	40'- 0"
		B2-06	114'- 7"	60	2 1/2"	138	38'- 2"	7@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	180	45'- 9 1/2"	11'- 6"	39'-10"
	36	B2-07	114'- 3"	58	5 1/2"	137	38'- 1"	7@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	180	45'- 8 1/2"	11'- 5"	39'- 9"
		B2-08	113'-11"	58	3 1/2"	137	38'- 0"	7@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	180	45'- 6 1/2"	11'- 5"	39'- 8"
		B2-09	113'- 7 1/4"	58	6 5/8"	136	37'-11"	7@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	180	45'- 4 5/8"	11'- 5"	39'- 6"
	34	B2-10	113'- 3 1/4"	58	4 5/8"	136	37'- 9"	7@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	180	45'- 3 5/8"	11'- 4"	39'- 5"
		B2-11	112'-11 1/2"	58	2 3/4"	136	37'- 8"	6@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	176	45'- 1 3/4"	11'- 4"	39'- 4"
		B2-12	112'- 7 3/4"	58	5 7/8"	135	37'- 6"	6@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	176	44'-11 7/8"	11'- 4"	39'- 3"
		B2-13	112'- 4"	58	4"	135	37'- 5"	6@8" + 6@10" + 6@12" + 6@15" + 6@18" + 6@21" + 6@24"	176	44'-10"	11'- 4"	39'- 1"



SECTION C-C
44 STRANDS
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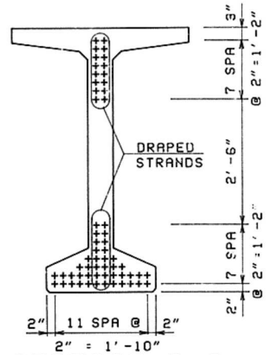

SECTION C-C
42 STRANDS
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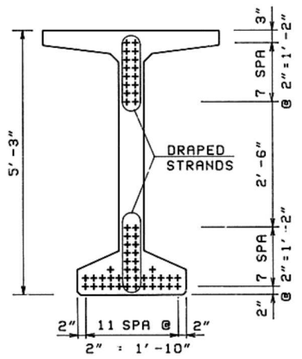

SECTION C-C
38 STRANDS
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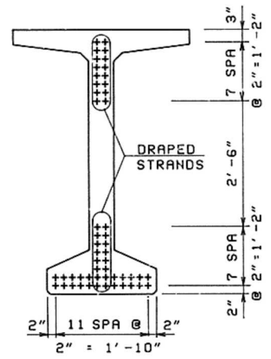

SECTION C-C
36 STRANDS
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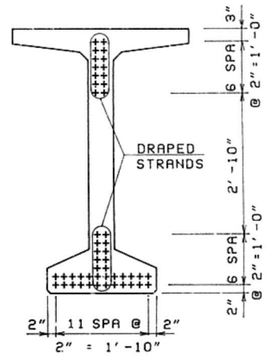

SECTION C-C
34 STRANDS
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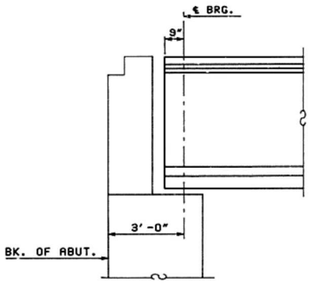


SECTION THRU W. ABUT.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE

FRAMING PLAN & SECTIONS - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-01		AUG 16 1990	239

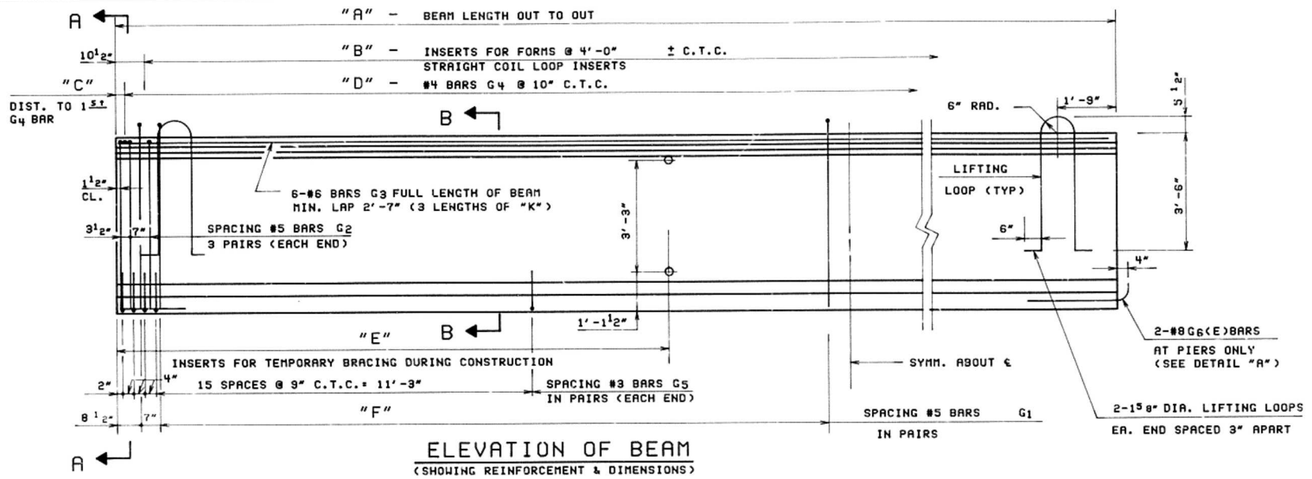
DRAFTED BY: IGM CHECKED BY: UG
CHECKED BY: DESIGNED BY: MSJ ESTIMATED BY:
IN CHARGE: PCH

D C B A 0 A B C D
TAMERAN

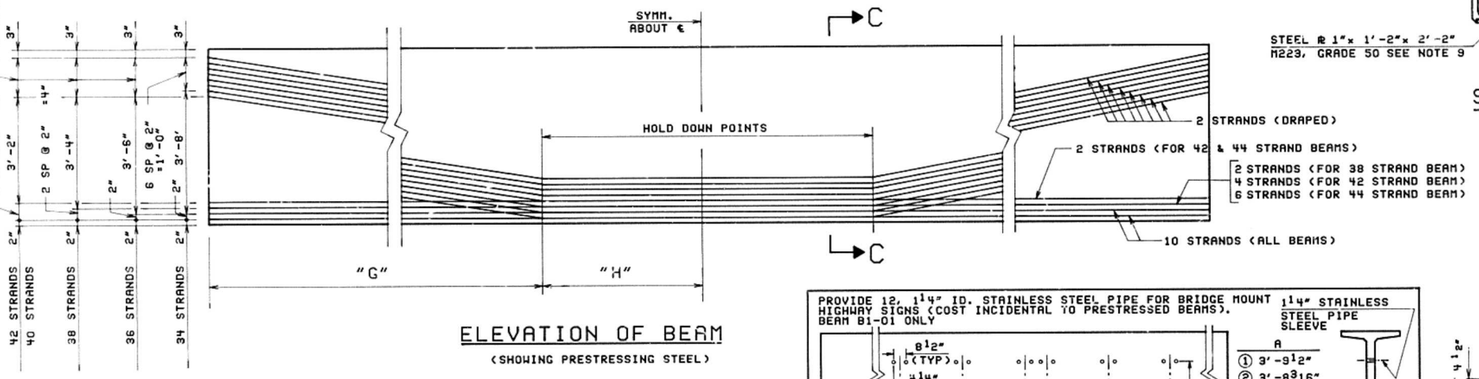
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	240	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

IN CHARGE: PCW DESIGNED BY: UG CHECKED BY: UG DRAFTED BY: IGM CHECKED BY: HSJ ESTIMATED BY:

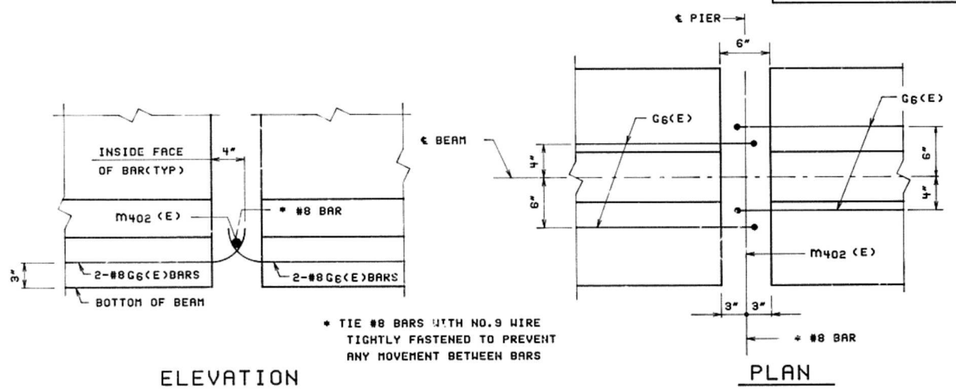
DC\WEST-C\WCB-02



ELEVATION OF BEAM
(SHOWING REINFORCEMENT & DIMENSIONS)



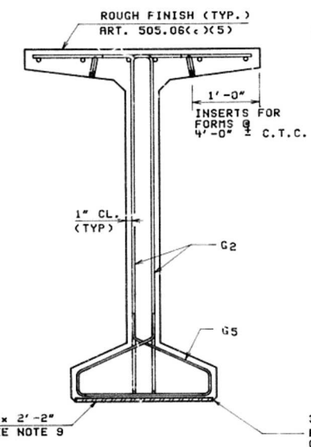
ELEVATION OF BEAM
(SHOWING PRESTRESSING STEEL)



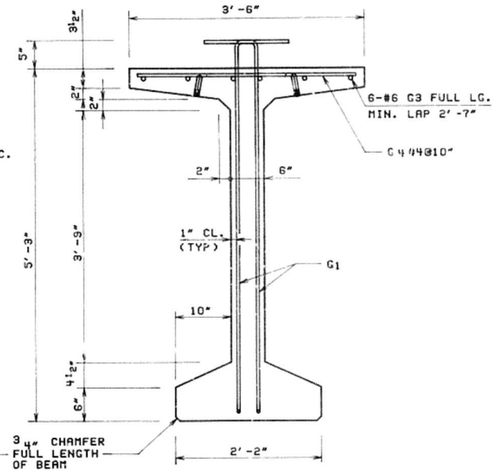
* TIE #8 BARS WITH NO.9 WIRE TIGHTLY FASTENED TO PREVENT ANY MOVEMENT BETWEEN BARS

ELEVATION PLAN

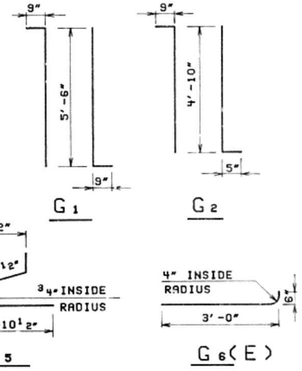
DETAIL "A"



SECTION A-A



SECTION B-B



BAR LIST
(PER BEAM)

BAR	NO.	SIZE	LENGTH	SHAPE
G1	"F"	# 5	7'-0"	
G2	12	# 5	6'-0"	
G3	18	# 6	"K"	
G4	"D"	# 4	3'-3"	
G5	76	# 3	3'-9"	
G6(E)	4	# 8	3'-6"	

CONSTRUCTION OPTION

#4 G4 BARS CAN BE WELDED TO #6 G3 BARS IF ASTM A706, GRADE 60 BARS ARE USED.

NOTES:

1. ALL INSERTS AND THREADED DOWEL RODS FOR INSERTS, REINFORCING AND PRE-STRESSING STEEL, AND OTHER ITEMS WHICH ARE CAST INTO THE PRECAST CONCRETE T-BEAMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT OF "FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63 IN."
2. INSERTS FOR 3/4" DIA. THREADED DOWEL RODS ARE TO BE TWO STRUT, COIL TYPE FOR INTERIOR T-BEAMS AND SINGLE COIL, FLARED LOOP TYPE FOR EXTERIOR T-BEAMS. ALL INSERTS SHALL BE ELECTROGALVANIZED. SPACE INSERTS TO MISS STRANDS. RECESS ALL EXPOSED INSERTS 1/2" FROM FACE OF CONCRETE AND SEAL WITH THREADED CONCRETE COLORED PLASTIC PLUG.
3. FOR LOCATIONS AND SPACING OF INSERTS FOR FLOOR DRAINS AND EXPANSION JOINT DIAPHRAGMS, AND FOR BEAM BLOCKOUT DETAILS SEE DWG. NO. WCB-08.
4. PRESTRESSING STEEL SHALL BE NON-GALVANIZED HIGH STRENGTH, LOW-RELAXATION 7-WIRE STRAND, GRADE 270. TOTAL PRESTRESSING LOAD FOR EACH STRAND SHALL BE 30,900 LB. THE NOMINAL DIAMETER SHALL BE 1/2" AND THE NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ.IN.
5. NON-PRESTRESSING STEEL SHALL CONFORM TO AASHTO DESIGNATION M-31, M-42 OR M-53 GRADE 60, EXCEPT WHERE NOTED.
6. STEEL FOR LIFTING LOOPS SHALL BE NON-DEFORMED BARS F_y=40,000 PSI.
7. REQUIRED 28 DAY STRENGTH, f'c, SHALL BE 6,000 PSI. REQUIRED RELEASE STRENGTH, f'ci SHOWN ON DWG. NO.WCB-01.
8. FOR DIMENSIONS "A" THRU "K" AND FOR SECTION C-C, SEE DWG. NO. WCB-01.
9. FOR CAST WITH BEAM BEARING PLATE, SEE DWG. NO. WCB-04 & WCB-05.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
FURNISHING & ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63"	LIN.FT.	3010.2

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
BEAM ELEVATION & DETAILS - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

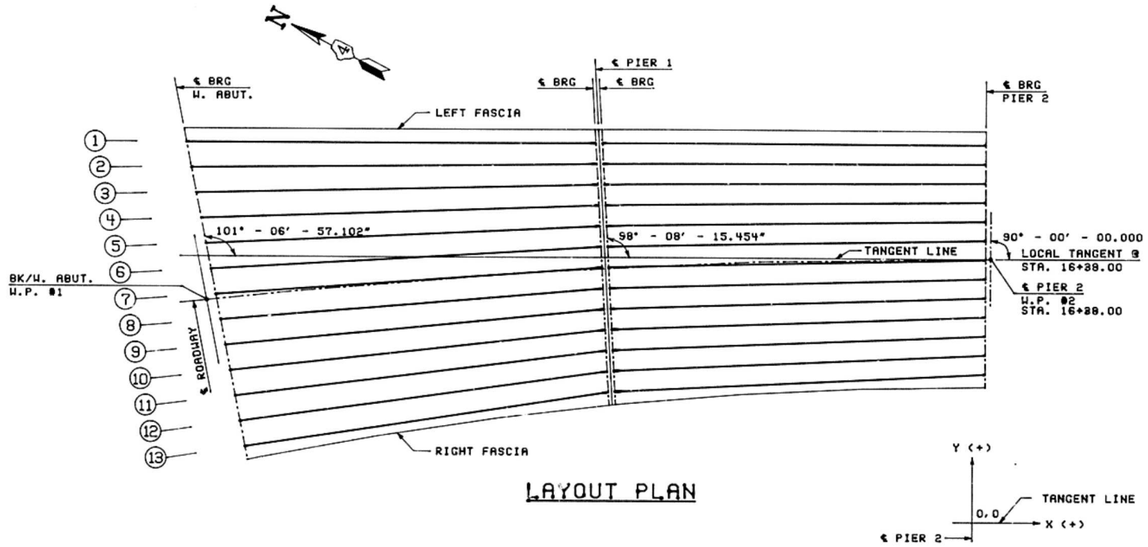
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-02		AUG 07 1991	240

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	241	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SO-2; (SO)F&E-1, D AND P



LAYOUT PLAN

LAYOUT DIMENSIONS

(FOR BEAM DIMENSIONS SEE DWG. NO. WCB-01 & WCB-02)

	SPAN 1				SPAN 2			
	BRG. W. ABUT		BRG. PIER 1		BRG. PIER 1		BRG. PIER 2	
BEAM NO.	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)
01	-240.280	34.125	-117.987	34.125	-115.984	34.125	-1.500	34.125
02	-238.743	26.556	-117.648	27.943	-115.646	27.959	-1.500	29.431
03	-237.256	19.987	-117.310	21.761	-115.308	21.792	-1.500	22.738
04	-235.769	11.418	-116.971	15.579	-114.970	15.626	-1.500	17.044
05	-234.282	3.850	-116.632	9.396	-114.632	9.460	-1.500	11.350
06	-232.795	-3.719	-116.293	3.213	-114.294	3.294	-1.500	5.656
07	-231.308	-11.286	-115.954	-2.970	-113.956	-2.873	-1.500	-0.038
08	-229.820	-18.857	-115.615	-9.153	-113.618	-9.039	-1.500	-5.732
09	-228.333	-26.426	-115.276	-15.336	-113.280	-15.205	-1.500	-11.426
10	-226.846	-33.995	-114.937	-21.520	-112.942	-21.371	-1.500	-17.120
11	-225.359	-41.564	-114.598	-27.704	-112.604	-27.537	-1.500	-22.814
12	-223.872	-49.133	-114.259	-33.888	-112.266	-33.703	-1.500	-28.508
13	-222.385	-56.702	-113.920	-40.073	-111.928	-39.869	-1.500	-34.202
TANGENT	-233.525	0.000	-116.117	0.000	-114.114	0.000	-1.500	0.000

NOTE:

FOR BEAM DETAILS SEE DWG. WCB-01 & WCB-02.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
BEAM LAYOUT DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

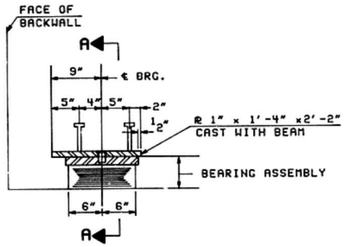
DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-03		AUG 15 1990	241

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: RJR
IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: MM

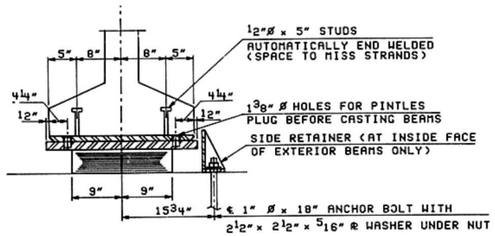
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	242	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

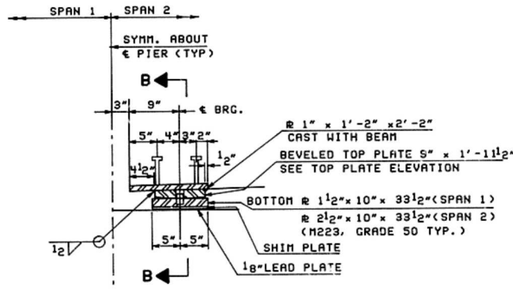
*508-3-1; 50-2; (50)F&E-1, D AND P



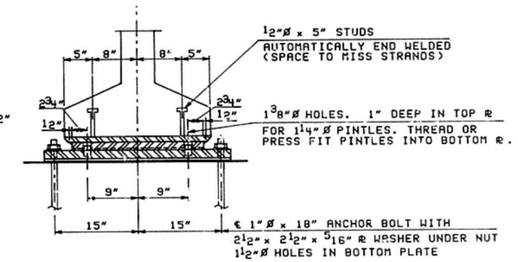
SECTION AT WEST ABUT.



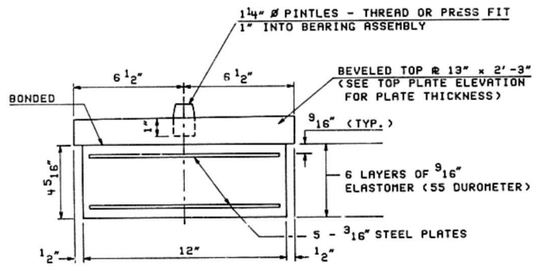
SECTION A-A



SECTION AT PIER 1

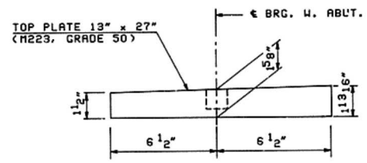


SECTION B-B

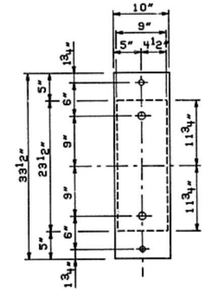


BEARING ASSEMBLY

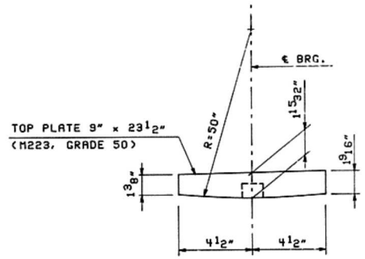
NOTE: SHIM PLATES SHALL NOT BE PLACED UNDER BEARING ASSEMBLY.



TOP PLATE ELEVATION



PLAN OF TOP & BOTTOM PLATE

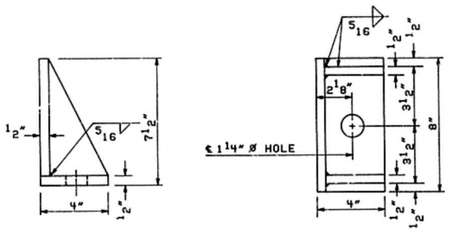


TOP PLATE ELEVATION

FIXED BEARING
(PIER 1 2x13x26 REQUIRED)

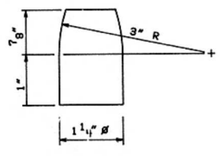
BILL OF MATERIAL

ITEM	UNIT	TOTAL
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	13
FURNISHING & ERECTING STRUCTURAL STEEL	POUND	8085



SIDE RETAINER

EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.



PINTLE

NOTES:

1. AFTER BEAMS HAVE BEEN ERECTED, HOLES AT ALL BEARINGS SHALL BE DRILLED AND ANCHOR BOLTS GROUTED IN PLACE.
2. SEE DWG. NO. CAM-09 FOR ANCHOR BOLT DETAILS.
3. COST OF EMBEDDED STEEL PLATE IS INCLUDED UNDER ITEM "FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63"".
4. FOR EMBEDDED STEEL PLATE, SEE DWG. WCB-02.

TYPE I ELASTOMERIC EXPANSION BEARING
(W. ABUTMENT 1x13x13 REQUIRED)

REVISION	DATE	DESCRIPTION
PMP	11-1-90	Revised Note 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
BEARINGS & DETAILS - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

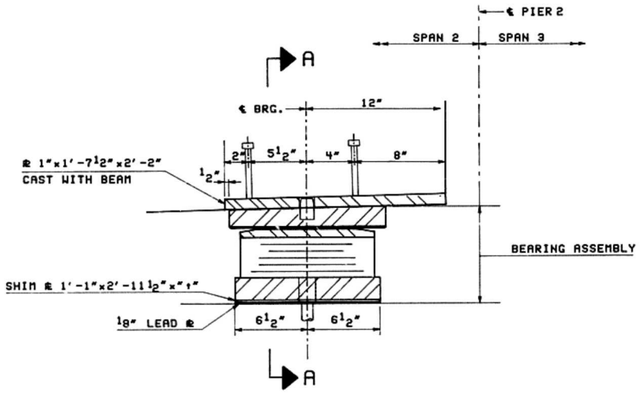
DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-04		AUG 16 1990	242

DRAFTED BY: SBA CHECKED BY: TMH
DESIGNED BY: TMH CHECKED BY: MJR
ESTIMATED BY: IN CHARGE: PCW

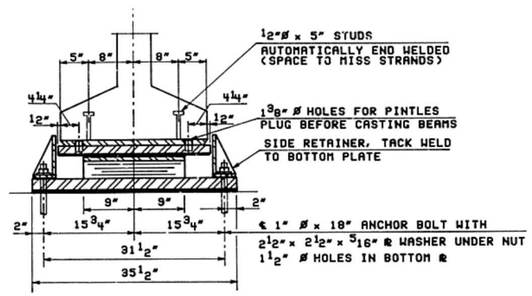
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	243	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*50B-3-1; 50-2; (50)F&E-1, D AND P



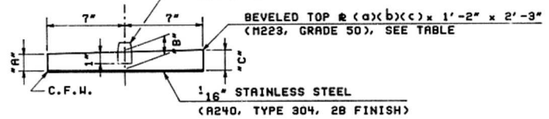
SECTION AT PIER 2



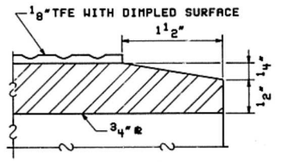
SECTION A-A

TABLE FOR BEARING TOP PLATES AND SHIM PLATES

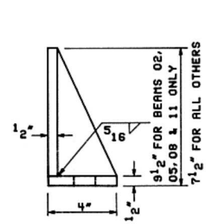
BEAM	01	02	03	04	05	06	07	08	09	10	11	12	13
"A"	1 1/2"	3 1/4"	1 1/2"	1 1/2"	3 1/4"	1 1/2"	1 1/2"	3 1/4"	1 1/2"	1 1/2"	3 1/4"	1 1/2"	1 1/2"
"B"	1 5/8"	3 3/8"	1 5/8"	1 5/8"	3 3/8"	1 5/8"	1 5/8"	3 3/8"	1 5/8"	1 5/8"	3 3/8"	1 5/8"	1 5/8"
"C"	1 13/16"	3 5/8"	1 13/16"	1 13/16"	3 5/8"	1 13/16"	1 13/16"	3 5/8"	1 13/16"	1 13/16"	3 5/8"	1 13/16"	1 13/16"
"t"	—	—	—	—	—	1/16"	3/16"	—	—	1/4"	—	—	1/4"



TOP BEARING ASSEMBLY

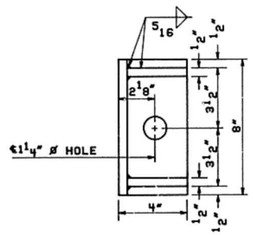


SECTION THRU TFE



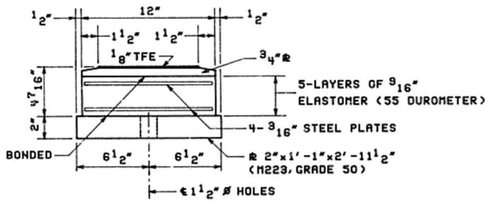
SIDE RETAINER

EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.

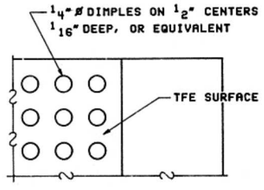


BILL OF MATERIAL

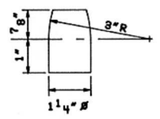
ITEM	UNIT	TOTAL
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	13



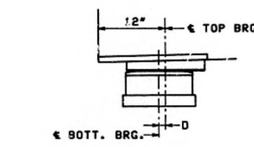
BOTTOM BEARING ASSEMBLY



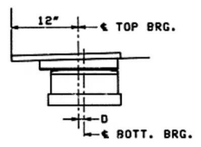
PLAN-TFE SURFACE



PINTLE



BELOW 50 °F
(MOVE BOTT. BRG. AWAY FROM FIXED BRG.)



ABOVE 50 °F
(MOVE BOTT. BRG. TOWARD FIXED BRG.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D= 1/8" PER EACH 100' OF EXPANSION FOR EVERY 15° TEMP. CHANGE FROM THE NORMAL TEMP. OF 50 °F.

NOTES:

1. ANCHOR BOLTS SHALL BE DRILLED AND GROUTED IN PLACE AFTER ALL BEAMS HAVE BEEN ERECTED.
2. SEE DWG. NO. CAM-09 FOR ANCHOR BOLT DETAILS.
3. THE 1/8" TFE SHEET SHALL BE BONDED DIRECTLY TO THE TOP STEEL PLATE WITH A TWO-COMPONENT, MEDIUM VISCOSITY EPOXY RESIN, CONFORMING TO THE REQUIREMENTS OF THE FEDERAL SPECIFICATION MMM-A-134, TYPE I. THE BOND AGENT SHALL BE APPLIED ON THE FULL AREA OF THE CONTACT SURFACES.
4. BONDING OF 1/8" TFE SHEET DURING VULCANIZING PROCESS WILL BE PERMITTED PROVIDED THE PROCESS AND METHOD OF ADJUSTING ASSEMBLY HEIGHT AS APPROVED BY ENGINEER.
5. SEE DWG. NO. WCB-04 FOR SLOPE OF TOP BEVELED PLATES.
6. COST OF EMBEDDED STEEL PLATE IS INCLUDED UNDER ITEM "FURNISHING & ERECTNG PRECAST PRESRESSED CONCRETE T-BEAMS, 63"".
7. FOR EMBEDDED STEEL PLATE, SEE DWG. NO. WCB-02.

TYPE II TFE ELASTOMERIC EXPANSION BEARING

(PIER 2 1x13x13 REQUIRED)

REVISION	DATE	DESCRIPTION
PMP	11-1-90	Revised Note 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
BEARINGS & DETAILS - S-1 & 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-05		AUG 16 1990	243

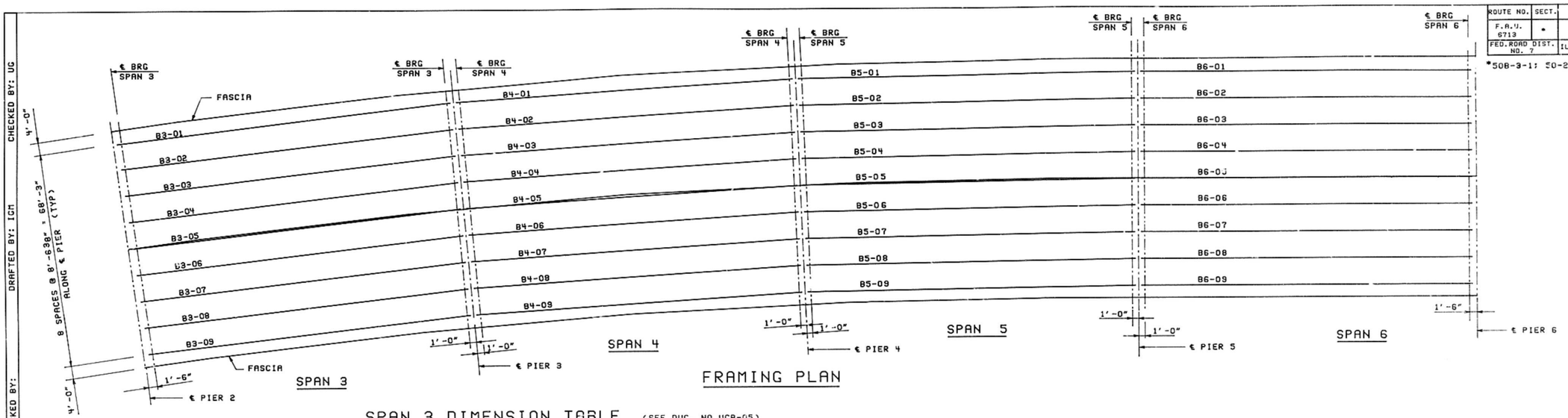
IN CHARGE: PCH DESIGNED BY: TMH CHECKED BY: MJR DRAFTED BY: IGM CHECKED BY: TMH ESTIMATED BY:

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	244	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P



FRAMING PLAN

SPAN 3 DIMENSION TABLE (SEE DWG. NO WCB-05)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H	K LENGTH OF G3 BARS
SPAN 3	40	B3-01	109'-0"	56	4"	131	36'-6"	9@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	204	43'-7"	10'-11"	38'-0"
		B3-02	108'-6 3/4"	56	6 3/8"	130	36'-2"	9@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	204	43'-4 3/8"	10'-11"	37'-10"
		B3-03	108'-1 1/2"	56	3 3/4"	130	36'-0"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	43'-1 3/8"	10'-11"	37'-9"
		B3-04	107'-8 1/4"	56	6 1/8"	129	35'-10"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	42'-11 1/8"	10'-11"	37'-7"
		B3-05	107'-3"	56	3 1/2"	129	35'-9"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	42'-8 1/2"	10'-11"	37'-5"
		B3-06	106'-9 3/4"	54	5 7/8"	128	35'-7"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-7 7/8"	10'-9"	37'-3"
		B3-07	106'-4 1/2"	54	3 1/4"	128	35'-5"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-5 1/4"	10'-9"	37'-2"
		B3-08	105'-11 1/4"	54	5 5/8"	127	35'-3"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-2 5/8"	10'-9"	37'-0"
		B3-09	105'-6"	54	3"	127	35'-1"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	192	42'-0"	10'-9"	36'-10"

SPAN 4 DIMENSION TABLE (SEE DWG. NO WCB-05)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H	K LENGTH OF G3 BARS
SPAN 4	40	B4-01	109'-3"	56	5 1/2"	131	36'-5"	9@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	204	43'-8 1/2"	10'-11"	38'-1"
		B4-02	108'-9 3/4"	56	2 7/8"	131	36'-3"	9@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	204	43'-5 7/8"	10'-11"	37'-11"
		B4-03	108'-4 1/2"	56	5 1/4"	130	36'-1"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	43'-3 1/4"	10'-11"	37'-10"
		B4-04	107'-11 1/4"	56	2 5/8"	130	36'-0"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	43'-0 5/8"	10'-11"	37'-8"
		B4-05	107'-6"	56	5"	129	35'-10"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	42'-10"	10'-11"	37'-6"
		B4-06	107'-0 3/4"	54	2 3/8"	129	35'-8"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-9 3/8"	10'-9"	37'-4"
		B4-07	106'-7 1/2"	54	4 3/4"	128	35'-6"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-6 3/4"	10'-9"	37'-3"
		B4-08	106'-2 1/4"	54	2 1/8"	128	35'-4"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-4 1/8"	10'-9"	37'- .
		B4-09	105'-5"	54	4 1/2"	127	35'-2"	6@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	192	42'-1 1/2"	10'-9"	36'-11

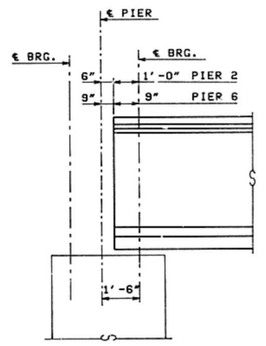
SPAN 5 DIMENSION TABLE (SEE DWG. NO WCB-05)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H	K LENGTH OF G3 BARS
SPAN 5	40	B5-01	108'-10 1/4"	56	3 1/8"	131	36'-4"	9@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	204	43'-6 1/8"	10'-11"	37'-11"
		B5-02	108'-6 1/4"	56	6 1/8"	130	36'-2"	9@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	204	43'-4 1/8"	10'-11"	37'-10"
		B5-03	108'-2"	56	4"	130	36'-0"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	43'-2"	10'-11"	37'-9"
		B5-04	107'-10"	56	2"	130	36'-0"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	43'-0"	10'-11"	37'-7"
		B5-05	107'-6"	56	5"	129	35'-10"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	42'-10"	10'-11"	37'-6"
		B5-06	107'-2"	54	3"	129	35'-8"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-10"	10'-9"	37'-5"
		B5-07	106'-9 3/4"	54	5 7/8"	128	35'-6"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-7 7/8"	10'-9"	37'-3"
		B5-08	106'-5 3/4"	54	3 7/8"	128	35'-6"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-5 7/8"	10'-9"	37'-2"
		B5-09	106'-1 3/4"	54	6 7/8"	127	35'-4"	7@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	196	42'-3 7/8"	10'-9"	37'-1"

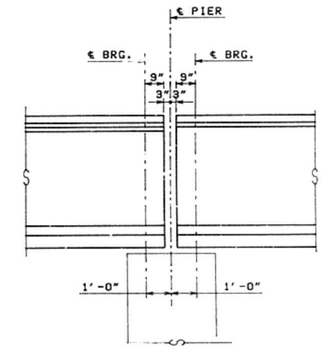
SPAN 6 DIMENSION TABLE (SEE DWG. NO WCB-05)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H	K LENGTH OF G3 BARS
SPAN 6	40	B6-01 THRU B6-09	107'-0"	56	3 1/2"	129	35'-9"	8@8" + 8@9" + 8@10" + 6@12" + 6@15"+ 6@18" + 4@21" + 2@24"	200	42'-9"	10'-9"	37'-5"

FOR LOCATION OF INCASEMENT OF 8" DOUBLE EXTRA STRONG PIPE SLEEVE IN WEB OF BEAM FOR BEAMS 2, 3, AND 4 AT PIER 6 SEE DWG. NO. WCB-07.



SECTION THRU PIERS
2 & 6 (OPP. HAND)



SECTION THRU PIERS
1, 3, 4 & 5

NOTE:
SEE DWG. NO. WCB-08 FOR BLOCK-OUT AT THE END OF BEAMS AT PIER 6.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
FRAMING PLAN & DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-06		AUG 16 1990	244

IN CHARGE: PCW DESIGNED BY: UG CHECKED BY: HSJ DRAFTED BY: IGM CHECKED BY: UG ESTIMATED BY:

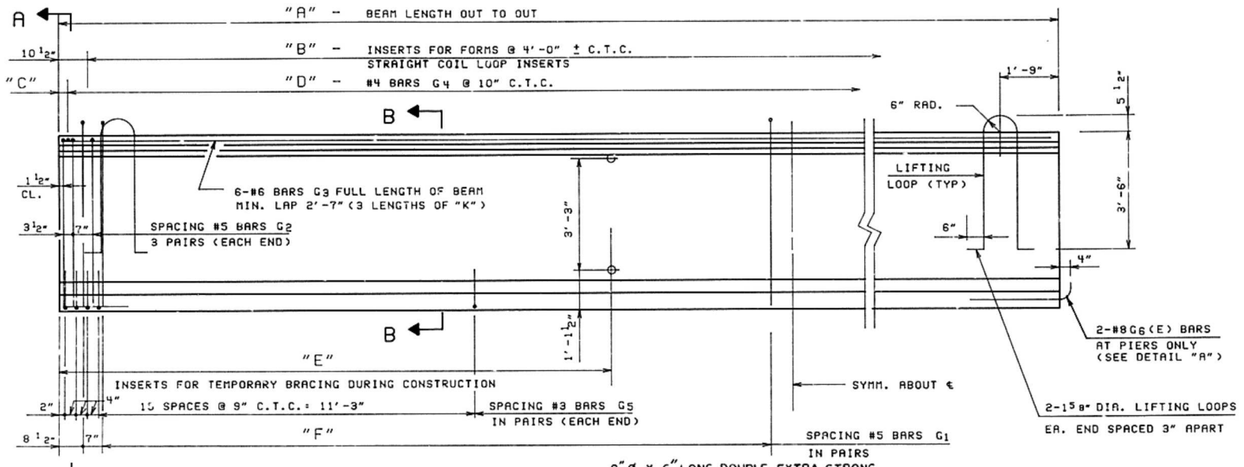
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	•	PEORIA & TAZEWELL	245	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

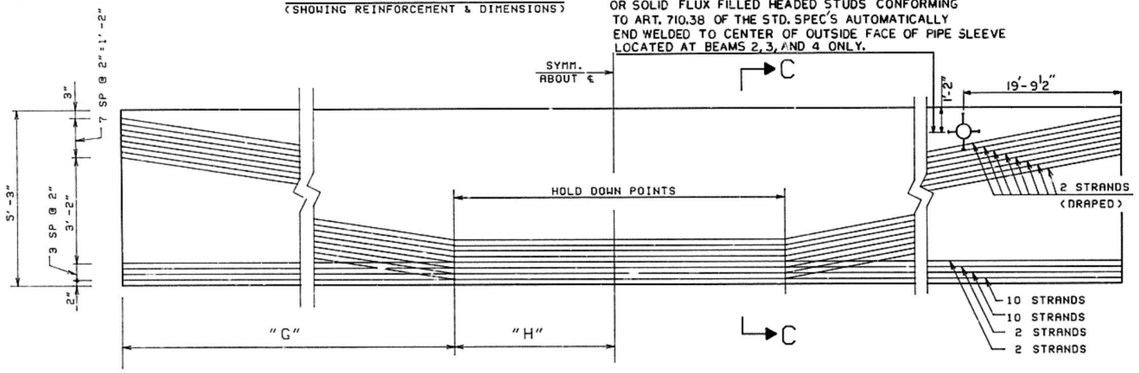
*508-3-1; 50-2; (50)F&E-1, D AND P

DRAFTED BY: IGH CHECKED BY: UG DESIGNED BY: UG CHECKED BY: ESTIMATED BY: IN CHARGE: PCW

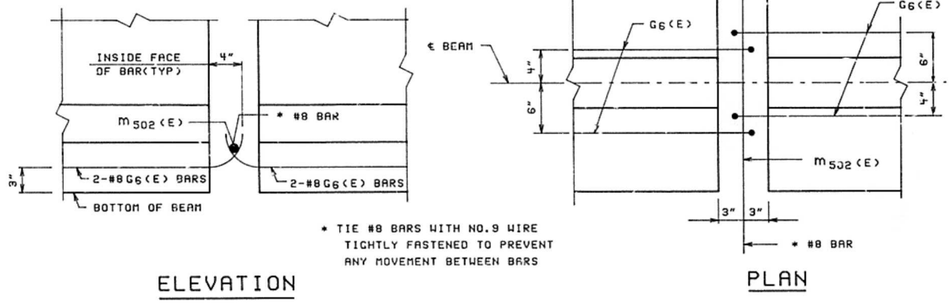


ELEVATION OF BEAM
(SHOWING REINFORCEMENT & DIMENSIONS)

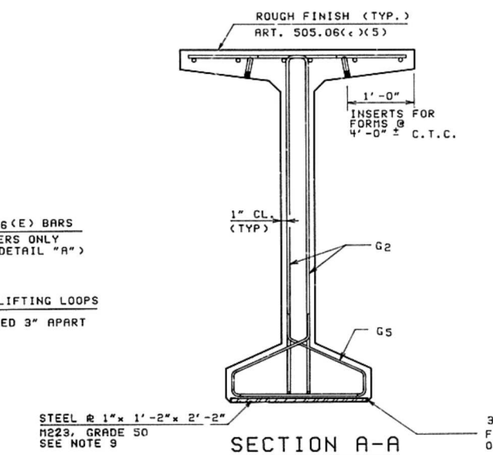
8"Ø X 6" LONG DOUBLE EXTRA STRONG PIPE SLEEVE WITH 4-1/2"Ø x 6-1/8" GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ART. 710.38 OF THE STD. SPEC'S AUTOMATICALLY END WELDED TO CENTER OF OUTSIDE FACE OF PIPE SLEEVE LOCATED AT BEAMS 2, 3, AND 4 ONLY.



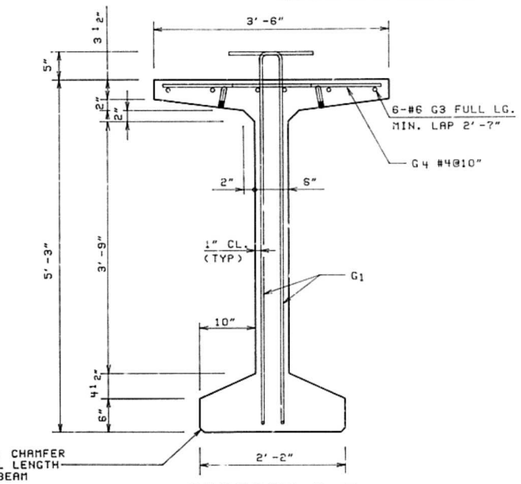
ELEVATION OF BEAM
(SHOWING PRESTRESSING STEEL)



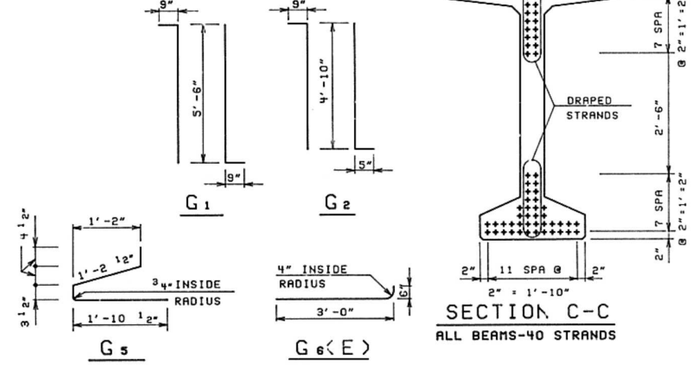
DETAIL "A"



SECTION A-A



SECTION B-B



SECTION C-C
ALL BEAMS-40 STRANDS

BAR LIST
(PER BEAM)

BAR	NO.	SIZE	LENGTH	SHAPE
G1	"F"	# 5	7'-0"	7L
G2	12	# 5	6'-0"	7L
G3	18	# 6	"K"	—
G4	"D"	# 4	3'-3"	—
G5	76	# 3	3'-9"	⊂
G6(E)	4	# 8	3'-6"	⊔

CONSTRUCTION OPTION

#4 G4 BARS CAN BE WELDED TO #6 G3 BARS IF ASTM A706, GRADE 60 BARS ARE USED.

NOTES:

1. INSERTS AND THREADED DOWEL RODS FOR INSERTS, REINFORCING AND PRE-STRESSING STEEL, AND OTHER ITEMS WHICH ARE CAST INTO THE PRECAST CONCRETE T-BEAMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT OF "FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63 IN."
2. INSERTS FOR 3/4" DIA. THREADED DOWEL RODS ARE TO BE TWO STRUT, COIL TYPE FOR INTERIOR T-BEAMS AND SINGLE COIL, FLARED LOOP TYPE FOR EXTERIOR T-BEAMS. ALL INSERTS SHALL BE ELECTROGALVANIZED. SPACE INSERTS TO MISS STRANDS. RECESS ALL EXPOSED INSERTS 1/2" FROM FACE OF CONCRETE AND SEAL WITH THREADED CONCRETE COLORED PLASTIC PLUG.
3. FOR LOCATIONS AND SPACING OF INSERTS FOR FLOOR DRAINS AND EXPANSION JOINT DIAPHRAGMS, AND FOR BEAM BLOCKOUT DETAILS SEE DWG. NO. WCB-08.
4. PRESTRESSING STEEL SHALL BE NON-GALVANIZED HIGH STRENGTH, LOW-RELAXATION 7-WIRE STRAND, GRADE 270. TOTAL PRESTRESSING LOAD FOR EACH STRAND SHALL BE 30,900 LB. THE NOMINAL DIAMETER SHALL BE 1/2" AND THE NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ.IN.
5. NON-PRESTRESSING STEEL SHALL CONFORM TO AASHTO DESIGNATION M-31, M-42 OR M-33 GRADE 60, EXCEPT WHERE NOTED.
6. STEEL FOR LIFTING LOOPS SHALL BE NON-DEFORMED BARS F_y=40,000 PSI.
7. REQUIRED 28 DAY STRENGTH, f'c, SHALL BE 6,000 PSI. REQUIRED RELEASE STRENGTH, f'ci SHALL BE 4,800 PSI.
8. FOR DIMENSIONS "A" THRU "K" AND FOR SECTION C-C, SEE DWG. NO. WCB-06.
9. FOR CAST WITH BEAM BEARING PLATE, SEE DWG. NO. WCB-05 & WCB-10.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
FURNISHING & ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63"	LIN.FT.	3863.3

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
BEAM ELEVATION & DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-07		AUG 16 1990	245

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TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	246	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

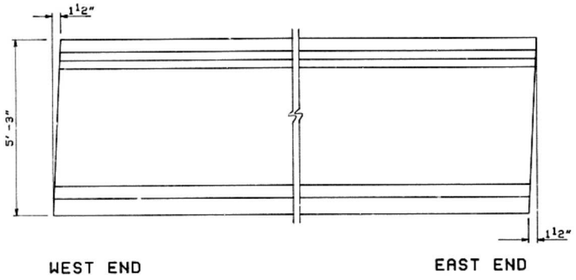
*50B-3-1; 50-2; (50)PBE-1, D AND P

DRAFTED BY: IGM CHECKED BY: UG

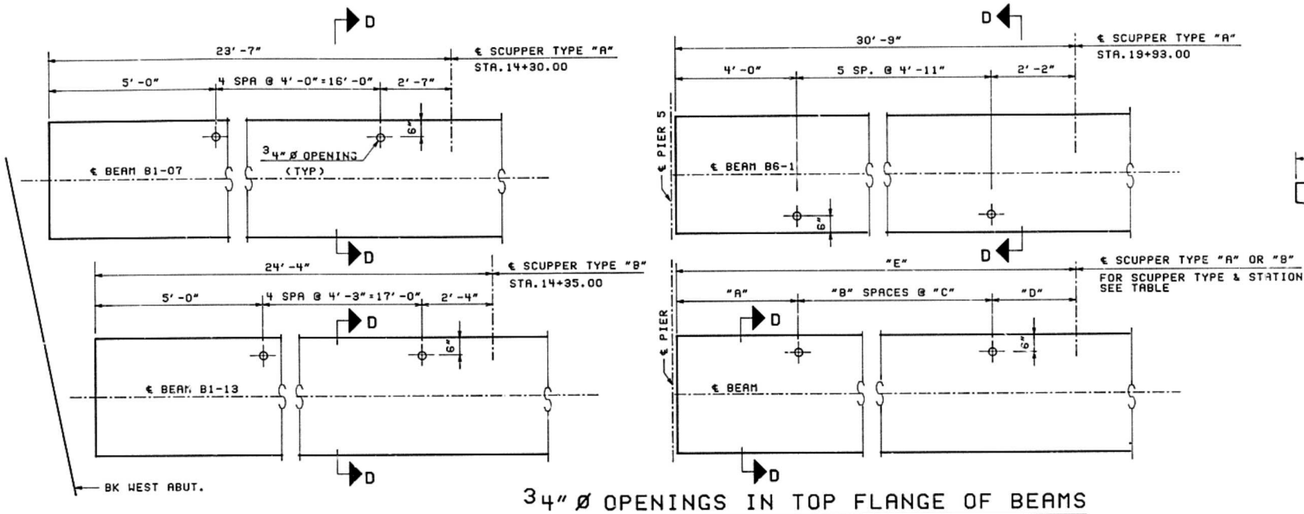
ESTIMATED BY: CHECKED BY:

DESIGNED BY: UG CHECKED BY:

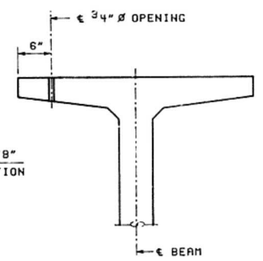
IN CHARGE: PCW



ELEVATION - ENDS OF BEAM
ALL BEAMS

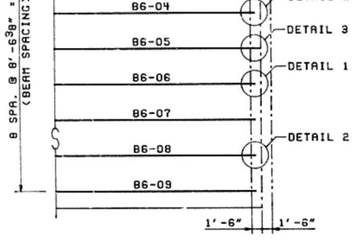


3 4" ø OPENINGS IN TOP FLANGE OF BEAMS FOR PIPE SUPPORTS

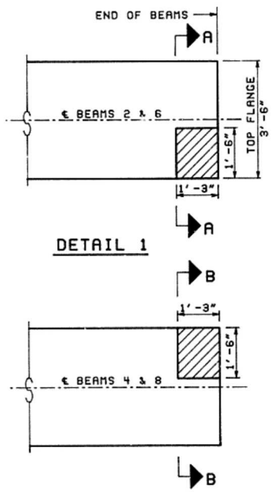


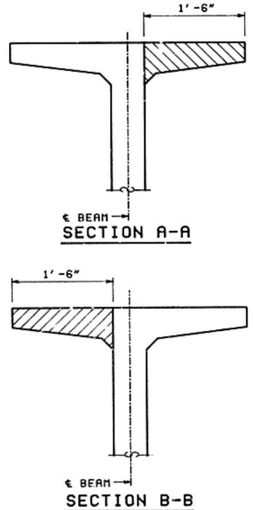
SECTION D-D

℄ PIER	SCUPPER TYPE STATION	BEAM NO.	"A"	"B"	"C"	"D"	"E"
1	"A" 15+55.00 "B"	B2-7 B2-13	4'-0"	5	5'-1"	2'-4"	31'-9"
2	"A" 16+58.00 "B"	B3-5 B3-9	3'-9"	3	4'-7"	2'-0"	19'-6"
3	"A" 17+78.00 "B"	B4-5 B4-9	4'-0"	5	5'-1"	2'-4"	31'-9"
4	"A" 18+35.00 "B"	B5-5 B5-9	4'-0"	5	4'-11"	2'-2"	30'-9"
5	"A" 19+93.00 "B"	B6-5 B6-9	4'-0"	5	4'-11"	2'-2"	30'-9"



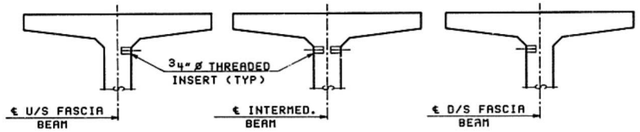
PART PLAN





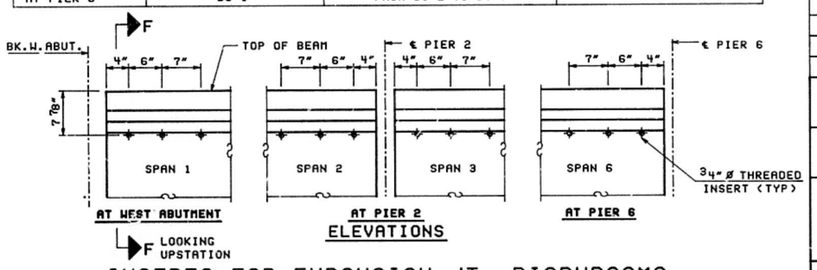
NOTE:
1. WHEN BEAMS ARE CAST OMIT CONCRETE ONLY IN THE HATCHED AREA IN THE TOP FLANGE AT THE END OF BEAMS SHOWN.

BEAM BLOCK-OUT DETAILS



SECTION F-F

AT WEST ABUT.	B1-01	FROM B1-02 TO B1-12	B1-13
AT PIER 2	B2-01, B3-1	B2-02 TO B2-12, B3-2 TO B3-8	B2-13, B3-9
AT PIER 6	B6-1	FROM B6-2 TO B6-8	B6-9



ELEVATIONS

INSERTS FOR EXPANSION JT. DIAPHRAGMS

NOTES:
1. SPACE INSERTS TO MISS STRANDS.
2. FOR TYPE OF INSERTS IN FASCIAS AND INTERMEDIATE BEAMS SEE DWG NO. WCB-02. AND WCB-07.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
BEAM BLOCK-OUT & INSERT DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

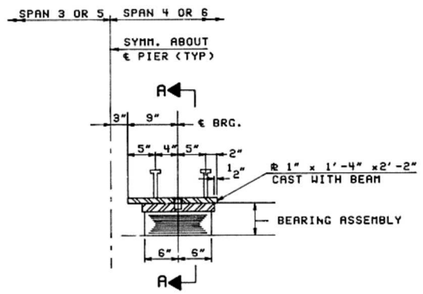
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-08		AUG 16 1990	246

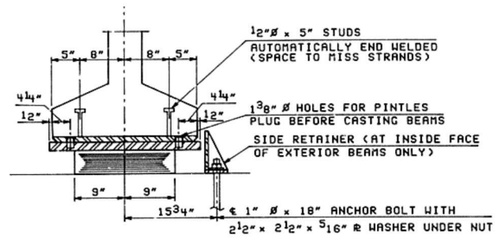
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	247	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

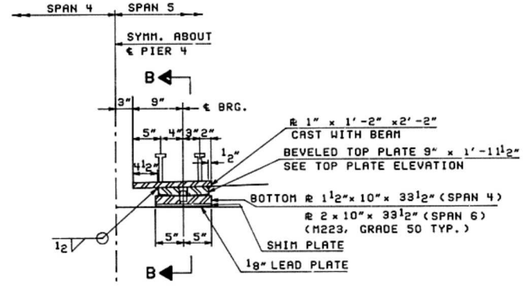
*508-3-1; 50-2; (SO)F&E-1, D AND P



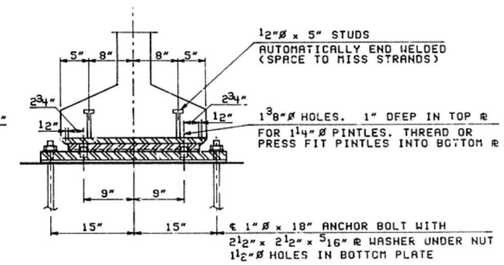
SECTION AT PIERS 3 & 5



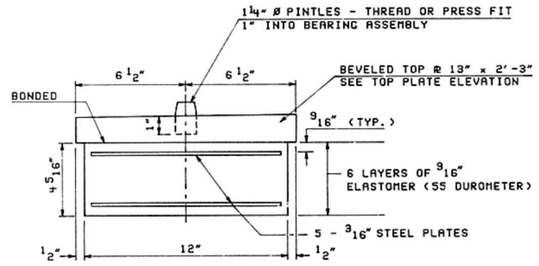
SECTION A-A



SECTION AT PIER 4

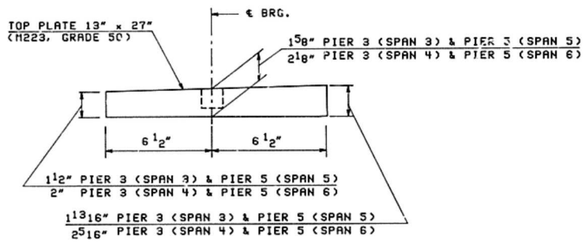


SECTION B-B

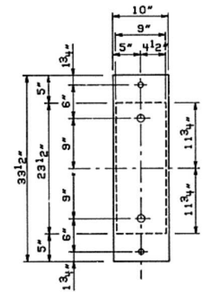


BEARING ASSEMBLY

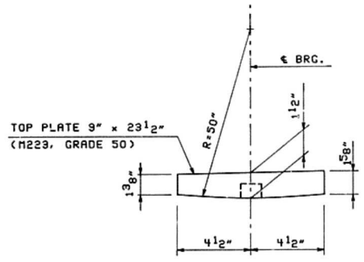
NOTE: SHIM PLATES SHALL NOT BE PLACED UNDER BEARING ASSEMBLY.



TOP PLATE ELEVATION

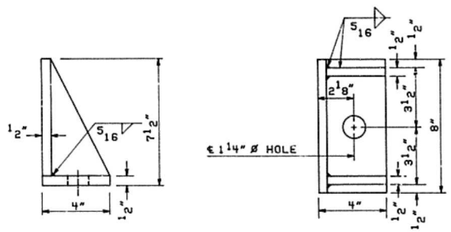


PLAN OF
TOP & BOTTOM PLATE



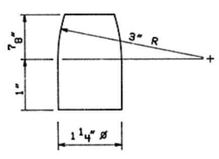
TOP PLATE ELEVATION

FIXED BEARING
(PIER 4 2x9x18 REQUIRED)



SIDE RETAINER

EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.



PINTLE

TYPE I ELASTOMERIC EXPANSION BEARING
(PIER 3 2x9x18 REQUIRED
PIER 5 2x9x18 REQUIRED)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	36
FURNISHING & ERECTING STRUCTURAL STEEL	POUND	5230

NOTES:

1. AFTER BEAMS HAVE BEEN ERECTED, HOLES AT ALL BEARINGS SHALL BE DRILLED AND ANCHOR BOLTS GROUTED IN PLACE.
2. SEE DWG. NO. CAM-09 FOR ANCHOR BOLT DETAILS.
3. COST OF EMBEDDED STEEL PLATE IS INCLUDED UNDER ITEM "FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63"".
4. FOR EMBEDDED STEEL PLATE, SEE DWG. NO. WCB-07.

REVISION	DATE	DESCRIPTION
PMP	11-1-90	Revised Note 2.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
BEARINGS & DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

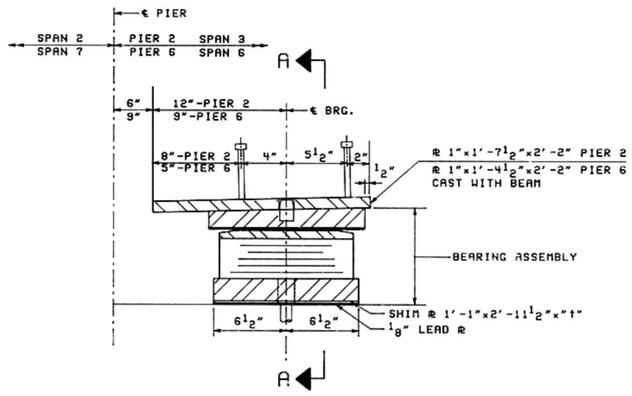
DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-09		AUG 16 1990	247

DESIGNED BY: TAH CHECKED BY: TMH
DRAFTED BY: SBA CHECKED BY:
ESTIMATED BY: IN CHARGE: PCW CHECKED BY: RJR

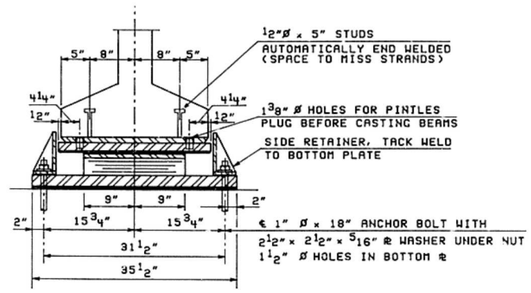
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	248	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

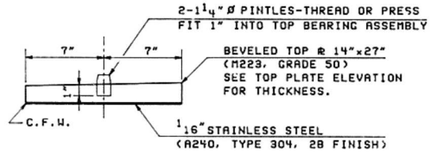
*508-3-1; 50-2; (50)FAE-1, D AND P



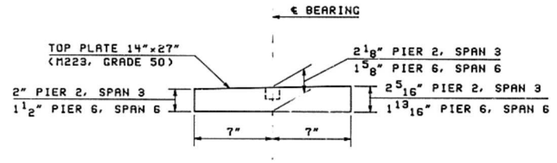
SECTION AT PIERS 2 & 6



SECTION A-A



TOP BEARING ASSEMBLY



TOP PLATE ELEVATION

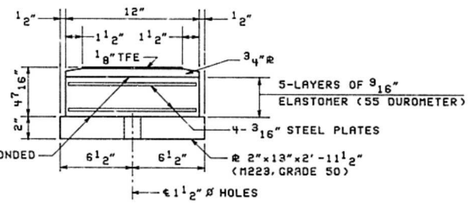
TABLE FOR SHIM PLATES

PIER 2, SPAN 3

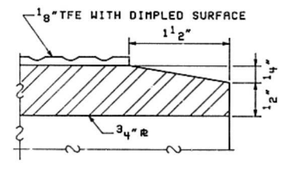
BEAM	01	02	03	04	05	06	07	08	09
"t"	1/16"	1"	3/16"	1 1/16"	-	1 11/16"	-	5/8"	-

BILL OF MATERIAL

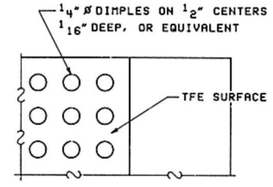
ITEM	UNIT	TOTAL
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	18



BOTTOM BEARING ASSEMBLY



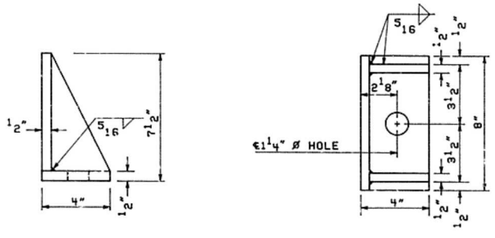
SECTION THRU TFE



PLAN-TFE SURFACE

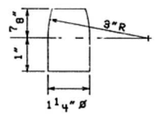
NOTES:

1. AFTER BEAMS HAVE BEEN ERECTED, HOLES AT ALL BEARINGS SHALL BE DRILLED AND ANCHOR BOLTS GROUTED IN PLACE.
2. SEE DWG. NO. CAM-09 FOR ANCHOR BOLT DETAILS.
3. THE 1/8" TFE SHEET SHALL BE BONDED DIRECTLY TO THE TOP STEEL PLATE WITH A TWO-COMPONENT, MEDIUM VISCOSITY EPOXY RESIN, CONFORMING TO THE REQUIREMENTS OF THE FEDERAL SPECIFICATION MMM-A-134, TYPE I. THE BOND AGENT SHALL BE APPLIED ON THE FULL AREA OF THE CONTACT SURFACES.
4. BONDING OF 1/8" TFE SHEET DURING VULCANIZING PROCESS WILL BE PERMITTED PROVIDED THE PROCESS AND METHOD OF ADJUSTING ASSEMBLY HEIGHT IS APPROVED BY THE ENGINEER.
5. SEE DWG. NO. WCB-09 FOR SLOPE OF BEVELED TOP PLATE.
6. FOR BEAM LOCATIONS SEE DWG. NO. WCB-06.
7. COST OF EMBEDDED STEEL PLATE IS INCLUDED UNDER ITEM "FURNISHING & ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63"".
8. FOR EMBEDDED STEEL PLATE, SEE DWG. WCB-07.

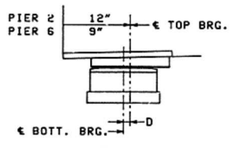


SIDE RETAINER

EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.

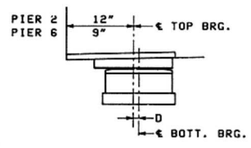


PINTLE



BELOW 50 °F

(MOVE BOTT. BRG. AWAY FROM FIXED BRG.)



ABOVE 50 °F

(MOVE BOTT. BRG. TOWARD FIXED BRG.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D= 1/8" PER EACH 100' OF EXPANSION FOR EVERY 15° TEMP. CHANGE FROM THE NORMAL TEMP. OF 50 °F.

TYPE II TFE ELASTOMERIC EXPANSION BEARINGS

(PIER 2, SPAN 3 1x9x9 REQUIRED
PIER 6, SPAN 6 1x9x9 REQUIRED)

pmp	11-1-90	Revised Note 2
REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
BEARINGS & DETAILS - S-3 TO 6

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCB-10		AUG 16 1990	248

IN CHARGE: PCW DESIGNED BY: TMH CHECKED BY: HSJ DRAFTED BY: SBA CHECKED BY: TMH ESTIMATED BY:

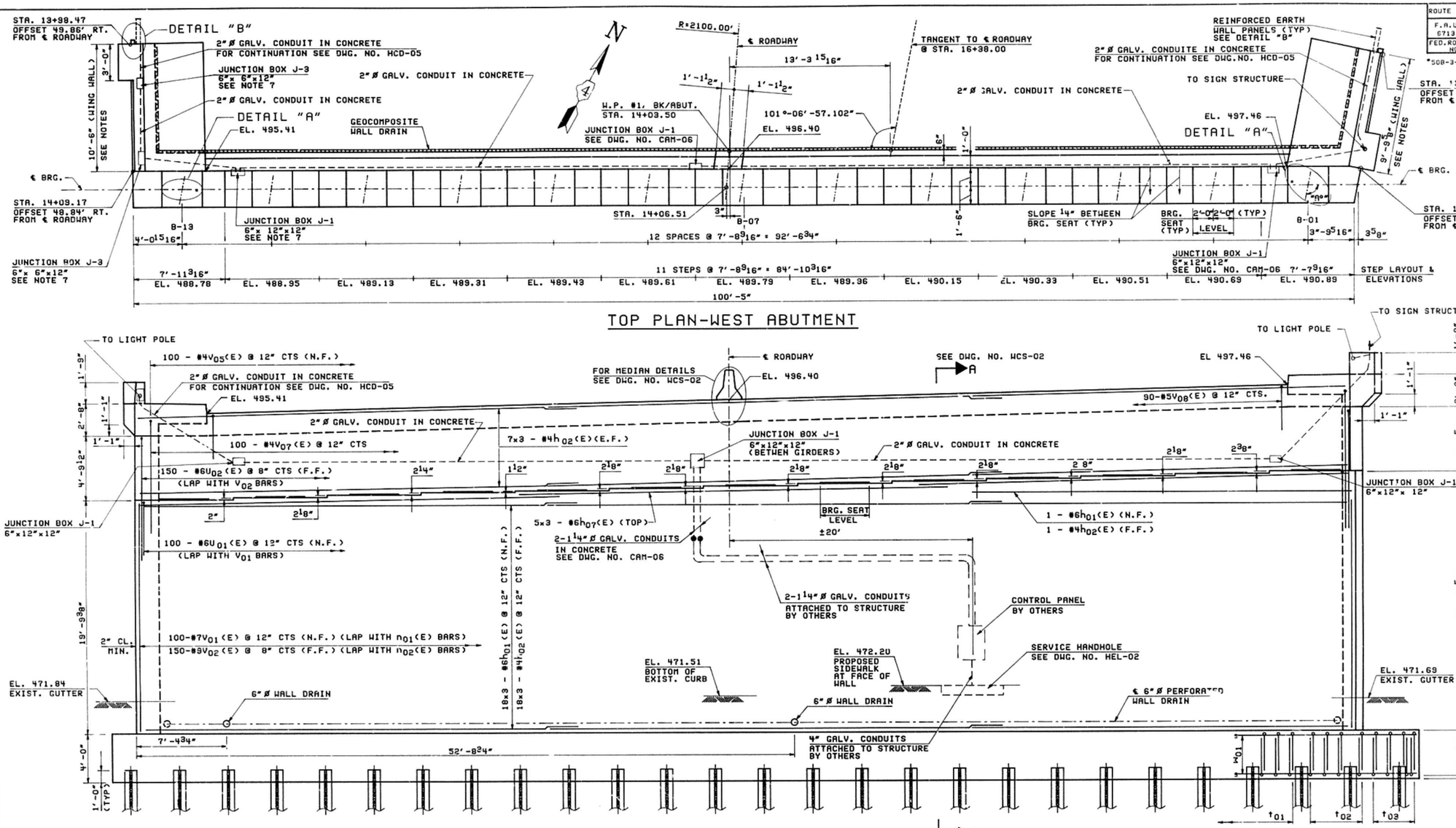
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	249	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SOB-3-1; SO-2; (SO)F & E-1, D, AND P

ESTIMATED BY: TV CHECKED BY: THH DRAFTED BY: SBA DESIGNED BY: TV CHECKED BY: HSJ IN CHARGE: PCW

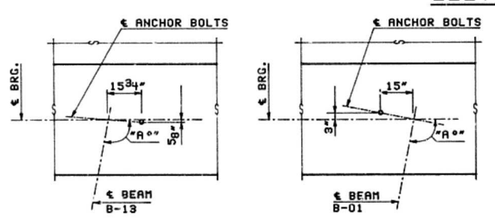


TOP PLAN-WEST ABUTMENT

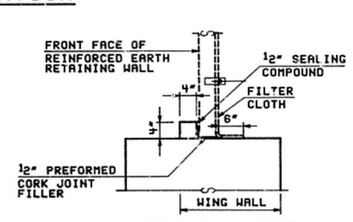
ELEVATION

MINIMUM LAP LENGTHS:	
BAR SIZE	LAP LENGTH
#4	1'- 8"
#5	2'- 2"
#6	2'- 7"
#7	3'- 5"
#8	4'- 6"
#9	5'- 9"

GIRDER NUMBER	ANGLE "A"	GIRDER NUMBER	ANGLE "A"
B-01	101°-06'-57.102"	B-10	94°-45'-18.806"
B-02	100°-27'-34.763"	B-11	93°-59'-00.336"
B-03	99°-47'-28.183"	B-12	93°-11'-53.780"
B-04	99°-06'-36.788"	B-13	92°-23'-58.968"
B-05	98°-25'-00.013"		
B-06	97°-42'-37.361"		
B-07	96°-59'-28.329"		
B-08	96°-15'-32.482"		
B-09	95°-30'-49.424"		



DETAIL "A"



DETAIL "B"

NOTES:

1. FOR WING WALL LAYOUT AND DETAILS SEE DWG. NO. WCS-03.
2. WING WALLS SHALL BE POURED MONOLITHICALLY WITH ABUTMENT WALL.
3. FOR BILL OF MATERIAL SEE DWG. NO. WCS-03.
4. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
5. BARS INDICATED THUS 18x3 - #6 ETC. INDICATES 18 LINES OF BARS WITH 3 LENGTHS PER LINE.
6. ALL EDGES OF CONCRETE TO BE 3/4" CHAMFERED.
7. COST OF CONDUITS IN CONCRETE & JUNCTION BOXES SHALL BE INCIDENTAL TO "CLASS X CONCRETE".

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
WEST ABUTMENT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-01	N.T.S.	AUG 07 1991	249

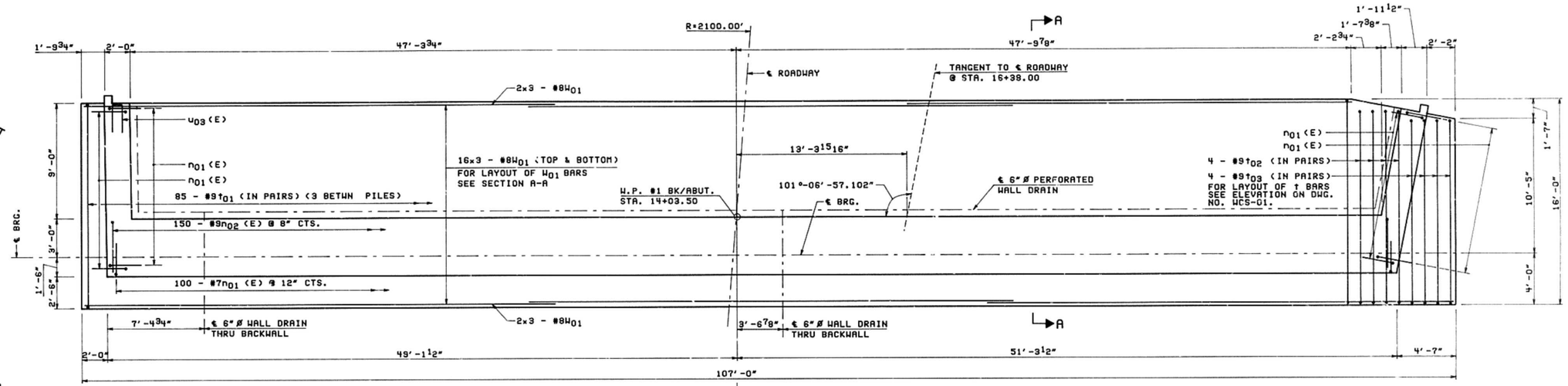
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	250	313
FED. ROAD DIST. NO. ?	ILLINOIS	FED. AID PROJECT		

*SOB-3-11 50-2; (50)F & E-1, D, AND P

DESIGNED BY: TV DRAFTED BY: SBA CHECKED BY: TV
CHECKED BY: THH ESTIMATED BY: TV
CHECKED BY: HSJ
IN CHARGE: PCH

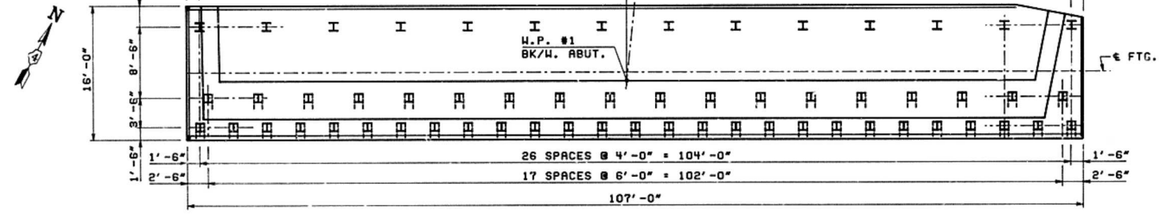


FOOTING PLAN - WEST ABUTMENT

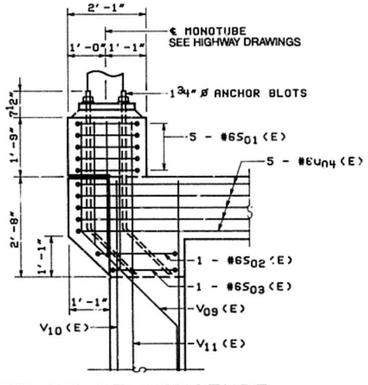
PILE DATA

TYPE: HP12x63 (DRIVEN TO REFUSAL)
EST. LENGTH: 51 FT.
NO. REQ.D: 57
TEST PILE: 2

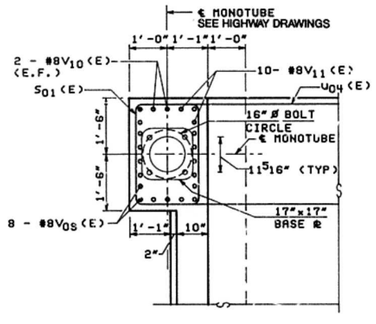
SECTION A-A



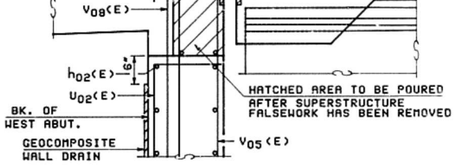
PILE LAYOUT PLAN



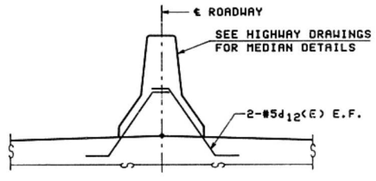
SECTION AT MONOTUBE



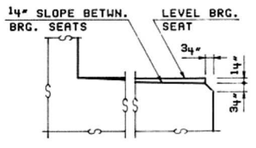
PLAN AT MONOTUBE



DETAIL "C"



TYPICAL SECTION THROUGH MEDIAN
(SEE DWG. NO. WCS-01)



DETAIL "E"

NOTES:

1. FOR ABUTMENT NOTES SEE DWG. NO. WCS-01.
2. FOR BILL OF MATERIAL SEE DWG. NO. WCS-03.
3. REINFORCING BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
WEST ABUTMENT - SECTIONS & DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

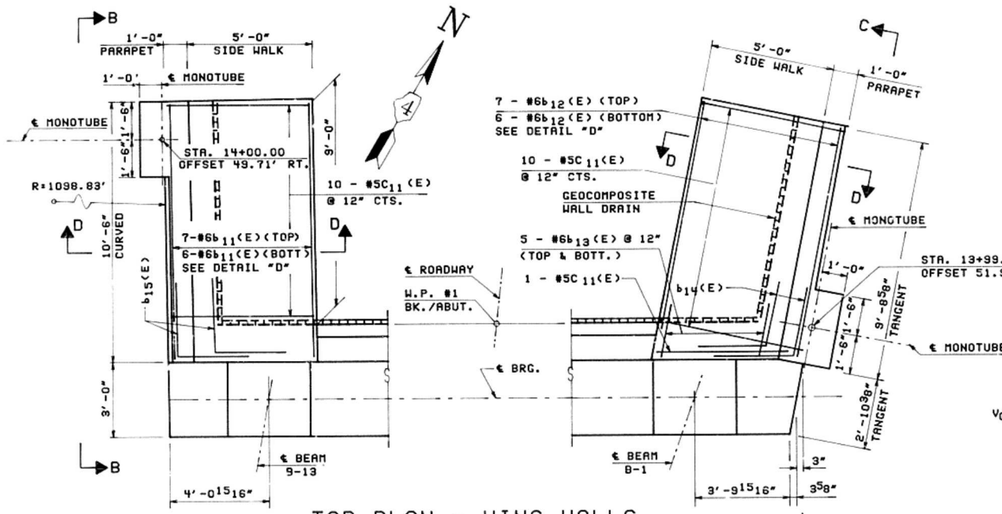
DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-02	N.T.S.	AUG 07 1991	250

D C B A 0 A B C D

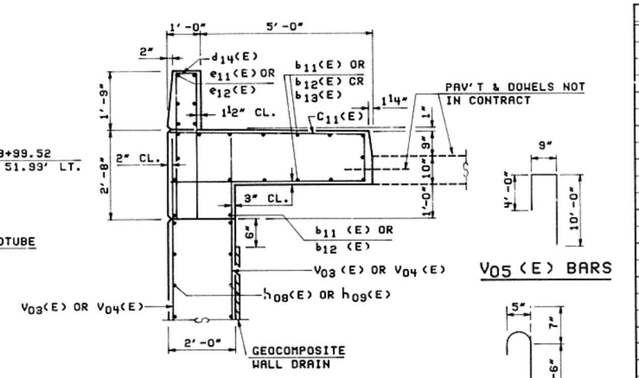
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	251	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SOB-3-11; SO-2; (SO)F & E-1, D, AND P



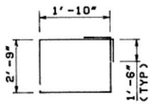
TOP PLAN - WING WALLS



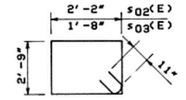
DETAIL "D"

V05 (E) BARS

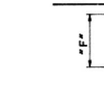
V08 (E) BARS



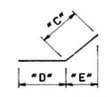
S01 (E) BARS



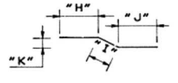
S02(E) & S03(E) BARS



BARS	"F"	"G"
b15(E)	3'-0"	3'-0"
h03(E)	13'-0"	3'-0"
h04(E)	13'-0"	3'-0"
h08(E)	10'-3"	3'-0"
n01(E)	7'-0"	2'-0"
n02(E)	8'-9"	3'-9"
n03(E)	5'-6"	1'-6"
u01(E)	4'-2"	4'-2"
u02(E)	10'-0"	1'-2"



BARS	"C"	"D"	"E"
b14(E)	3'-0"	3'-0"	0'-7"
h05(E)	3'-0"	12'-3"	0'-7"
h06(E)	3'-0"	12'-3"	0'-7"
h09(E)	3'-0"	9'-6"	0'-7"



BARS	"H"	"I"	"J"	"K"
d12(E)	0'-10"	2'-1"	0'-10"	0'-4 1/2"
V09(E)	3'-0"	3'-10"	1'-6"	2'-8 3/4"
V10(E)	3'-6"	1'-0"	3'-4"	0'-8"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
b11(E)	17	#6	10'-3"	
b12(E)	17	#6	9'-6"	
b13(E)	10	#6	3'-6"	
b14(E)	6	#6	6'-0"	
b15(E)	6	#6	6'-0"	
C11(E)	21	#5	12'-3"	
d12(E)	4	#5	3'-9"	
d14(E)	21	#6	8'-6"	
e11(E)	6	#6	10'-3"	
e12(E)	6	#6	9'-6"	
h01(E)	55	#6	35'-3"	
h02(E)	97	#4	34'-9"	
h03(E)	19	#7	16'-0"	
h04(E)	19	#6	16'-0"	
h05(E)	21	#7	15'-3"	
h06(E)	21	#6	15'-3"	
h07(E)	15	#6	35'-0"	
h08(E)	10	#6	13'-3"	
h09(E)	10	#6	12'-6"	

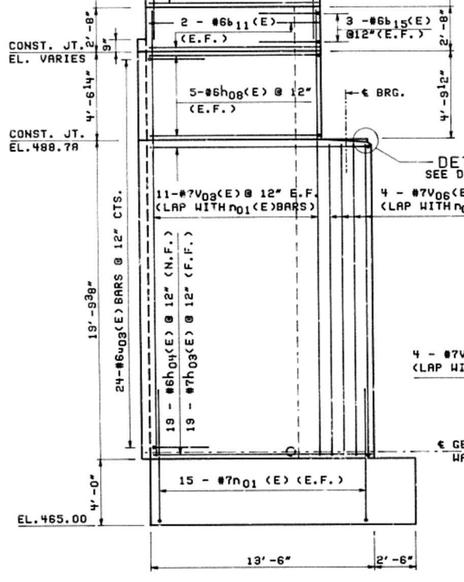
REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

BARS	"A"	"B"
C11(E)	5'-6"	1'-3"
d14(E)	4'-0"	0'-6"
t01	3'-3"	15'-6"
t02	3'-3"	14'-9"
t03	3'-3"	14'-0"
u03(E)	3'-3"	0'-8"
u04(E)	4'-0"	2'-9"

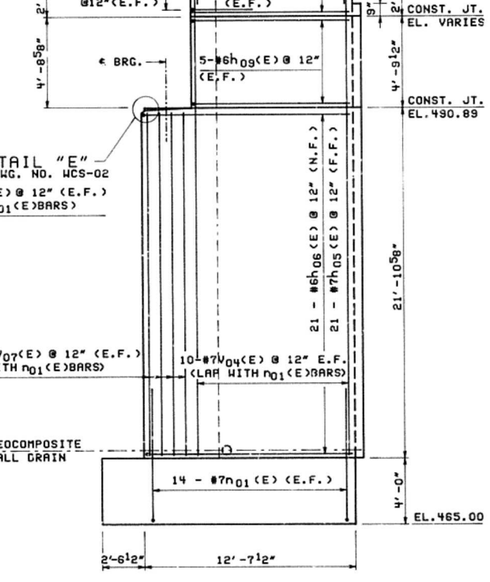
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
n01(E)	158	#7	9'-0"	
n02(E)	150	#9	12'-6"	
S01(E)	10	#6	12'-2"	
S02(E)	2	#6	11'-8"	
S03(E)	2	#6	10'-8"	
t01	170	#9	22'-0"	
t02	8	#9	21'-3"	
t03	8	#9	20'-6"	
u01(E)	100	#6	8'-4"	
u02(E)	150	#6	11'-2"	
u03(E)	24	#6	7'-2"	
u04(E)	10	#6	10'-9"	
V01(E)	100	#7	19'-0"	
V02(E)	150	#9	19'-0"	
V03(E)	22	#7	26'-11"	
V04(E)	20	#7	25'-11"	
V05(E)	100	#4	14'-9"	
V06(E)	8	#7	19'-0"	
V07(E)	8	#7	20'-10"	
V08(E)	90	#5	4'-1"	
V09(E)	16	#8	8'-4"	
V10(E)	8	#8	7'-10"	
V11(E)	20	#8	7'-3"	
W01	108	#8	40'-0"	

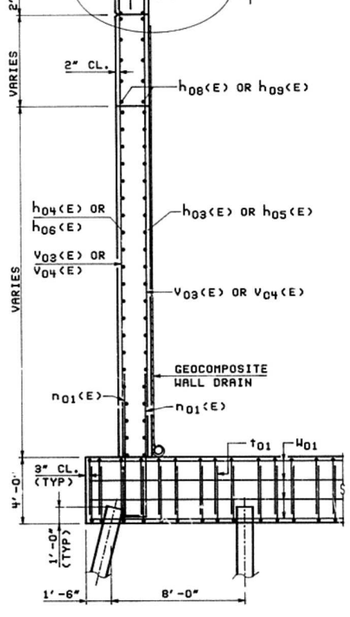
STRUCTURE EXCAVATION	CU. YDS.	576
REINFORCEMENT BARS	LBS.	25390
REINFORCEMENT BARS (EPOXY COATED)	LBS.	42560
CLASS X CONCRETE	CU. YDS.	680
TEST PILE STEEL HP12x63	EACH	2
STEEL PILES HP12x63	LIN. FT.	2907
METAL SHOES	EACH	57
GEOCOMPOSITE WALL DRAIN	SQ. YDS.	340



VIEW B-B



VIEW C-C



SECTION D-D

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
WEST ABUTMENT - WING WALLS & DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-03	N.T.S.	AUG 07 1991	251

IN CHARGE: PCH
DESIGNED BY: TV
CHECKED BY: HSJ
ESTIMATED BY: TV
CHECKED BY: TMH
DRAFTED BY: SBA
CHECKED BY: TV

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	252	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

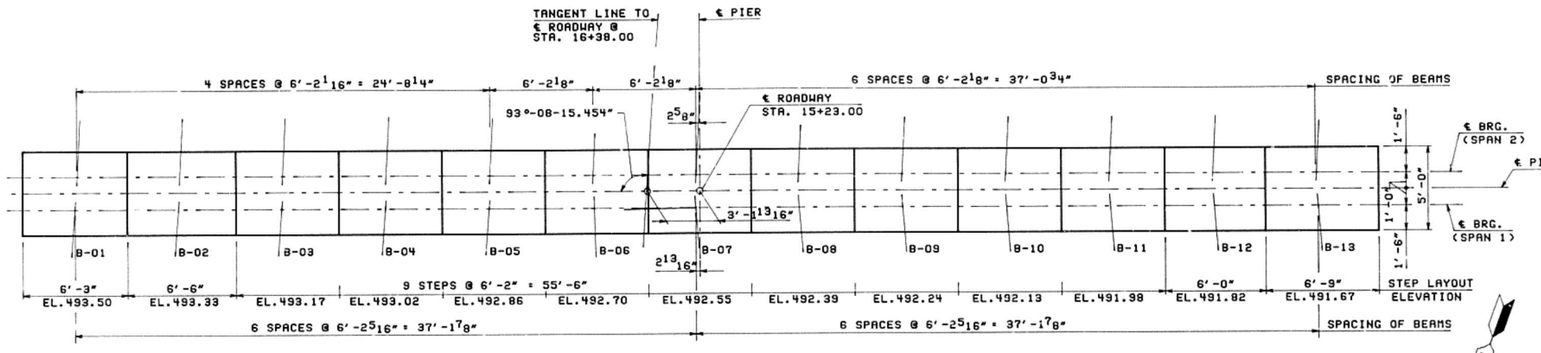
*50B-3-1; 50-2; (50)F&E-1, D AND P

DRAFTED BY: IGM CHECKED BY: HJ

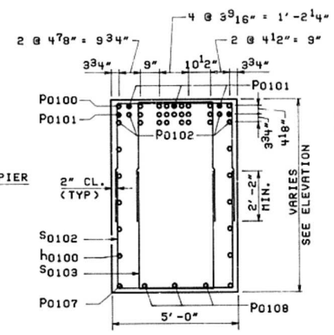
CHECKED BY: HJ ESTIMATED BY: RJR

DESIGNED BY: UG

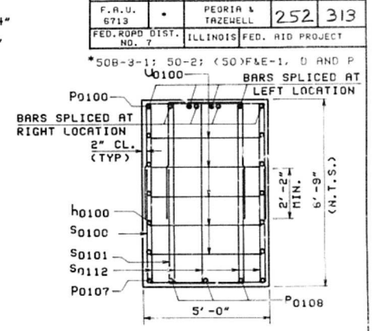
IN CHARGE: PCW



TOP PLAN



SECTION A-A



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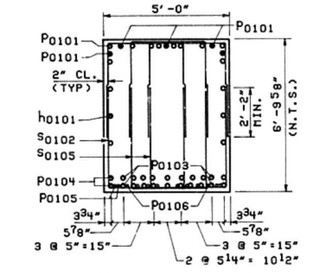

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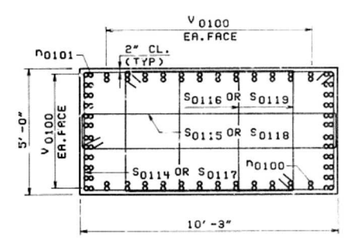
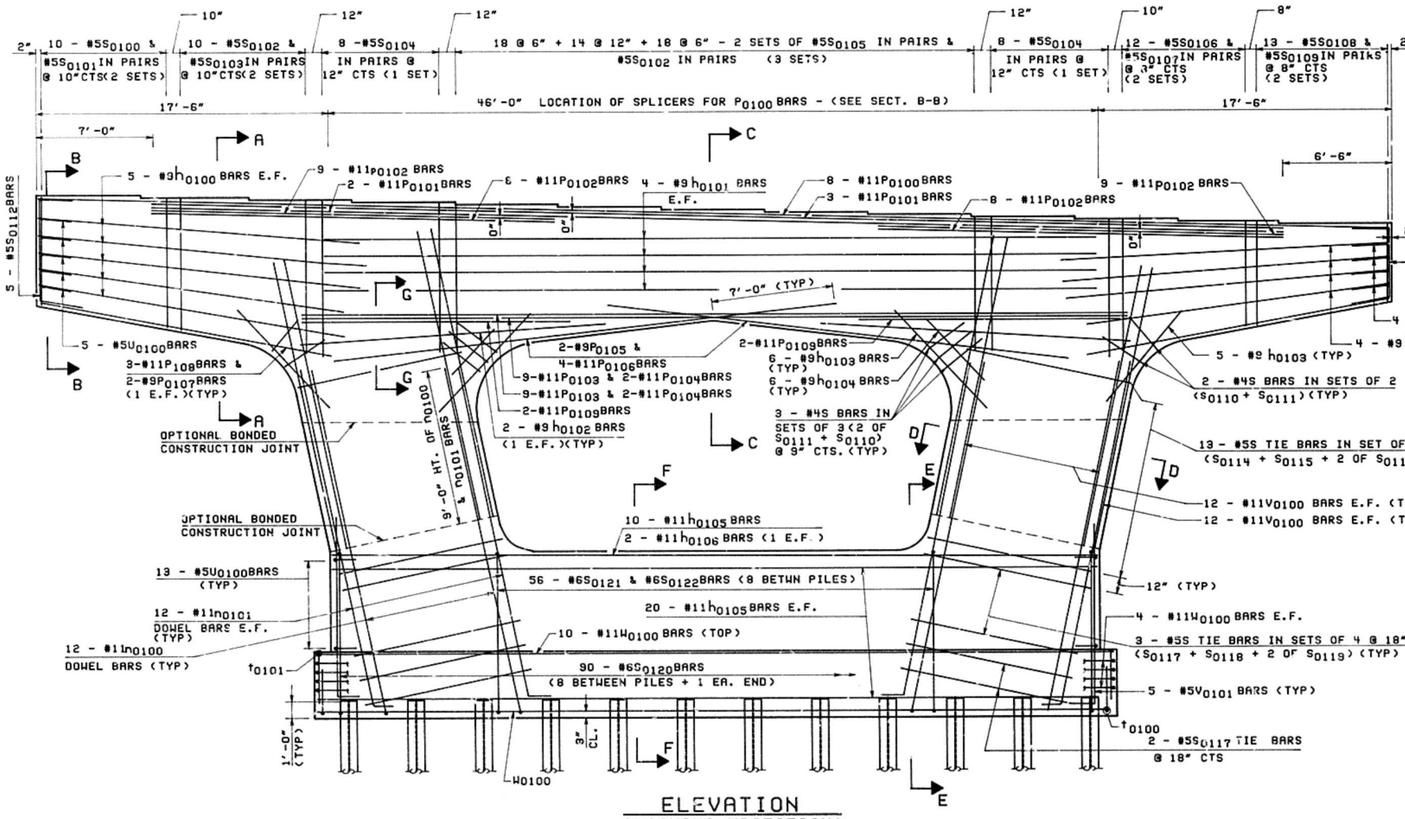
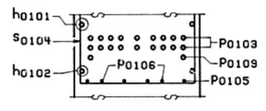


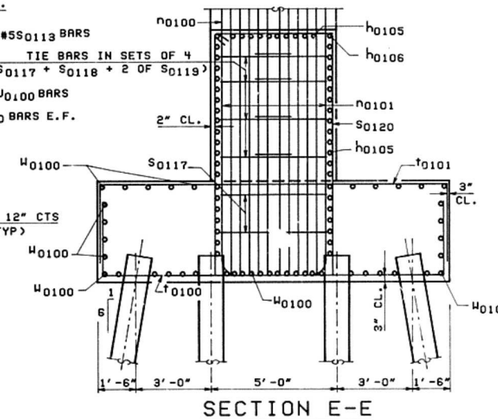
SECTION D-D



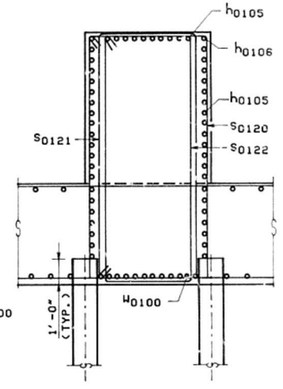
ELEVATION
(LOOKING UPSTATION)



SECTION G-G



SECTION E-E



SECTION F - F

NOTES:
1. SEE DWG. NO. WCS-05 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 1

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

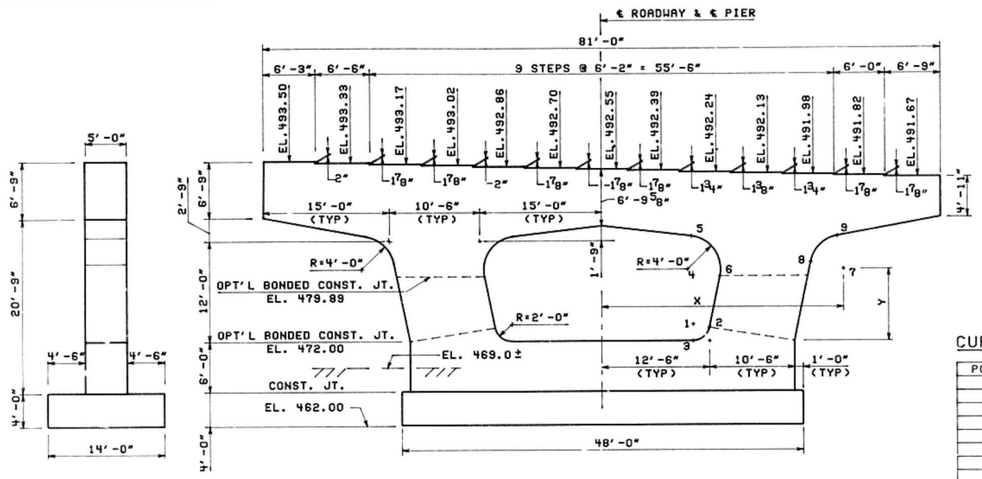
DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-04	N.T.S.	AUG 16 1990	252

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	253	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)FAE-1, D AND P



END VIEW

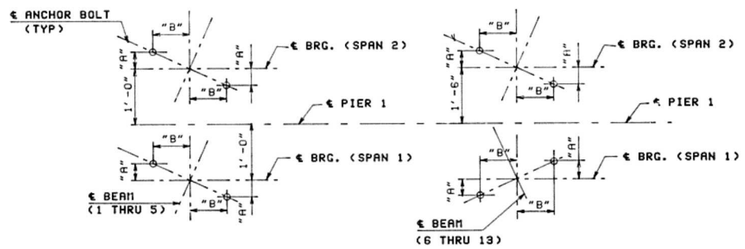
ELEVATION

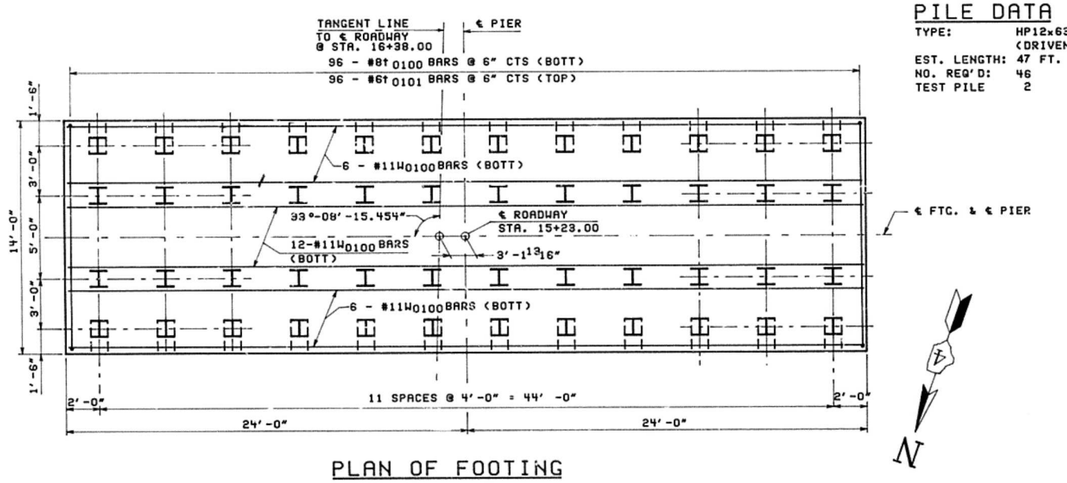
CURVE COORDINATES

POINT	X (FT)	Y (FT)
1	10.8737	2.0000
2	12.8317	1.3921
3	10.8737	0.0000
4	10.1917	8.5373
5	10.6336	12.5055
6	14.1076	7.7165
7	28.8673	8.5507
8	24.9514	9.3665
9	28.1460	12.4851

OFFSET FOR ANCHOR BOLTS

BEAM NO.	SPAN 1 "A"	SPAN 1 "B"	SPAN 2 "A"	SPAN 2 "B"
B-01	0.821"	14.978"	0.821"	14.978"
B-02	0.649"	14.986"	0.759"	14.981"
B-03	0.475"	14.993"	0.697"	14.984"
B-04	0.296"	14.997"	0.634"	14.987"
B-05	0.115"	15.000"	0.571"	14.989"
B-06	0.070"	15.000"	0.507"	14.931"
B-07	0.258"	15.000"	0.443"	14.993"
B-08	0.450"	14.993"	0.379"	14.995"
B-09	0.645"	14.986"	0.315"	14.996"
B-10	0.843"	14.976"	0.250"	14.998"
B-11	1.050"	14.964"	0.184"	14.999"
B-12	1.250"	14.948"	0.118"	15.000"
B-13	1.458"	14.929"	0.052"	15.000"

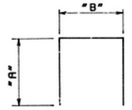




PLAN OF FOOTING

PILE DATA

TYPE: HP12x63 (DRIVEN TO REFUSAL)
EST. LENGTH: 47 FT.
NO. REQ'D: 46
TEST PILE 2

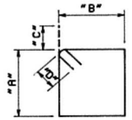


BARS n_{0100}, S_{0100} THRU S_{0111}
U_{0100}, t_{0100} & t_{0101}

BAR	"A"	"B"
n_{0100}	20'-8"	4'-3"
S_{0100}	5'-2"	4'-8"
S_{0101}	5'-2"	3'-1 1/2"
S_{0102}	5'-8"	4'-8"
S_{0103}	5'-8"	3'-1 1/2"
S_{0104}	6'-1"	4'-8"
S_{0105}	5'-8"	2'-2"
S_{0106}	5'-0"	4'-8"
S_{0107}	5'-0"	3'-1 1/2"
S_{0108}	4'-4"	4'-8"
S_{0109}	4'-4"	3'-1 1/2"
S_{0110}	4'-0"	4'-6 1/2"
S_{0111}	4'-0"	3'-1 1/2"
t_{0100}	2'-6"	13'-6"
t_{0101}	3'-3"	13'-6"
U_{0100}	2'-0"	4'-6 1/2"

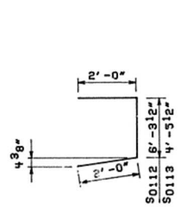
NOTE:

1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

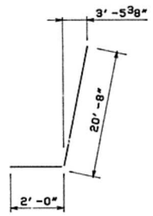


BARS S_{0114} THRU S_{0122}

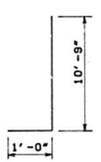
BAR	"A"	"B"	"C"	"D"
S_{0114}	9'-11"	4'-8"	0'-8"	0'-6"
S_{0115}	9'-11"	1'-5 1/4"	0'-8"	0'-6"
S_{0116}	4'-8"	4'-8"	0'-8"	0'-6"
S_{0117}	9'-8"	4'-5"	0'-8"	0'-6"
S_{0118}	9'-8"	1'-5 1/4"	0'-8"	0'-6"
S_{0119}	4'-8"	4'-5"	0'-8"	0'-6"
S_{0120}	9'-7"	4'-8"	0'-11"	0'-7 1/2"
S_{0121}	9'-7"	4'-0"	0'-11"	0'-7 1/2"
S_{0122}	9'-7"	3'-5 1/2"	0'-11"	0'-7 1/2"



BARS S_{0112} & S_{0113}



BAR n_{0101}



BAR V_{0101}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{0100}	18	# 9	19'-6"	——
h_{0101}	8	# 9	47'-10"	——
h_{0102}	4	# 9	17'-6"	——
h_{0103}	22	# 9	8'-0"	——
h_{0104}	12	# 9	5'-0"	——
h_{0105}	50	#11	45'-6"	——
h_{0106}	2	#11	35'-0"	——
n_{0100}	24	#11	45'-7"	⌊⌋
n_{0101}	48	#11	22'-8"	⌊
P_{0100}	8	#11	80'-8"	——
P_{0101}	5	#11	67'-0"	——
P_{0102}	34	#11	24'-0"	——
P_{0103}	18	#11	49'-6"	——
P_{0104}	4	#11	30'-0"	——
P_{0105}	4	# 9	22'-0"	——
P_{0106}	8	#11	28'-0"	——
P_{0107}	4	# 9	15'-0"	——
P_{0108}	6	#11	18'-6"	——
P_{0109}	4	#11	16'-0"	——
S_{0100}	20	# 5	15'-0"	⌊⌋
S_{0101}	20	# 5	13'-5"	⌊⌋
S_{0102}	120	# 5	16'-0"	⌊⌋
S_{0103}	20	# 5	14'-6"	⌊⌋
S_{0104}	32	# 5	16'-10"	⌊⌋
S_{0105}	200	# 5	13'-6"	⌊⌋
S_{0106}	24	# 5	14'-8"	⌊⌋
S_{0107}	24	# 5	13'-2"	⌊⌋

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{0108}	26	# 5	13'-4"	⌊⌋
S_{0109}	26	# 5	11'-10"	⌊⌋
S_{0110}	10	# 4	12'-7"	⌊⌋
S_{0111}	16	# 4	11'-2"	⌊⌋
S_{0112}	5	# 5	10'-4"	⌊⌋
S_{0113}	5	# 5	8'-6"	⌊⌋
S_{0114}	26	# 5	30'-6"	□
S_{0115}	26	# 5	24'-1"	□
S_{0116}	52	# 5	20'-0"	□
S_{0117}	10	# 5	29'-6"	□
S_{0118}	6	# 5	23'-7"	□
S_{0119}	12	# 5	19'-6"	□
S_{0120}	90	# 6	30'-4"	□
S_{0121}	56	# 6	29'-0"	□
S_{0122}	56	# 6	27'-11"	□
t_{0100}	96	# 8	18'-6"	⌊⌋
t_{0101}	96	# 6	20'-0"	⌊⌋
U_{0100}	35	# 5	8'-7"	⌊⌋
V_{0100}	96	#11	18'-0"	——
V_{0101}	10	# 5	11'-9"	⌊⌋
W_{0100}	42	#11	47'-6"	——

STRUCTURE EXCAVATION	CU. YDS.	243
REINFORCEMENT BARS	LBS.	94480
CLASS X CONCRETE	CU. YDS.	320
TEST PILE STEEL HP12x63	EACH	2
STEEL PILES HP12x63	LIN. FT.	2162
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 1 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-05	N.T.S.	AUG 07 1991	253

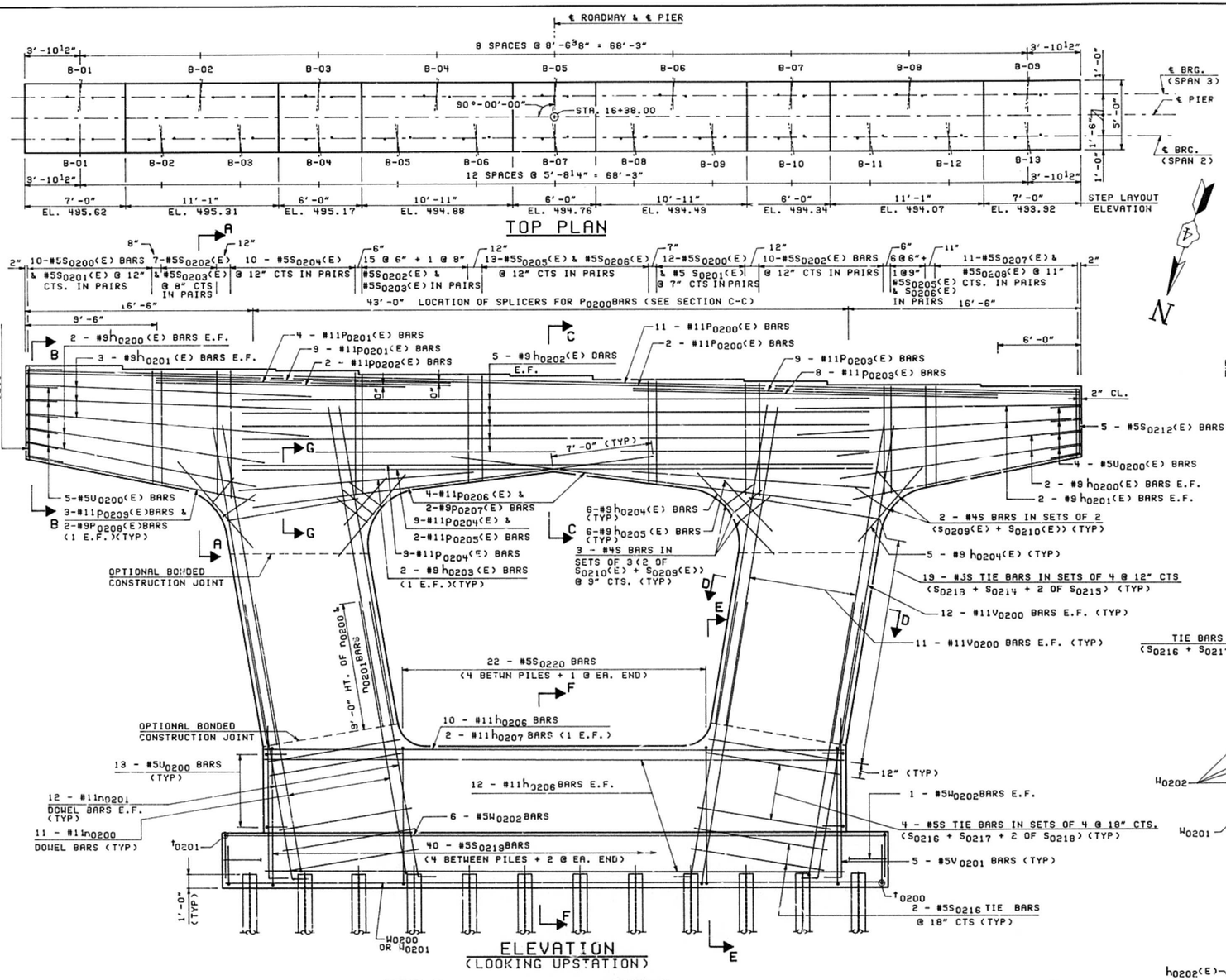
DRAFTED BY: IGH CHECKED BY: HJ
ESTIMATED BY: RJR CHECKED BY: HJ
DESIGNED BY: UG
IN CHARGE: PCW

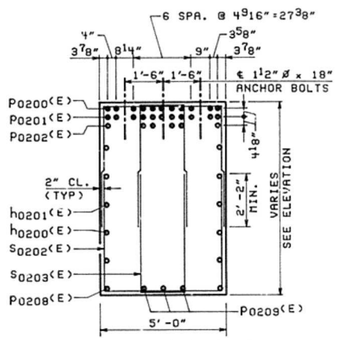
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	254	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

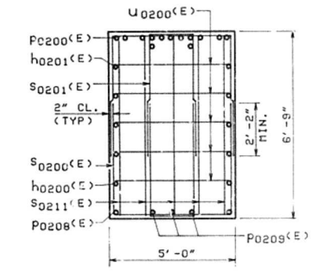
*SCB-3-1; SC-21 (SC)F & E-1, D, AND P

DESIGNED BY: UG DRAFTED BY: IGM CHECKED BY: HJ
ESTIMATED BY: RJR CHECKED BY: HJ
IN CHARGE: PCW

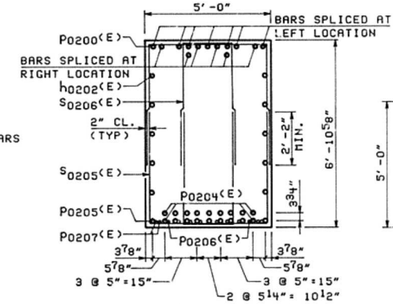




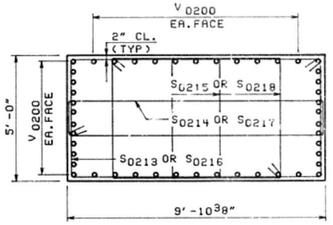
SECTION A-A



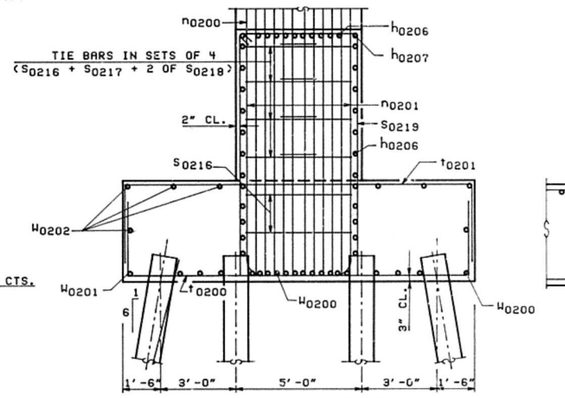
SECTION B-B



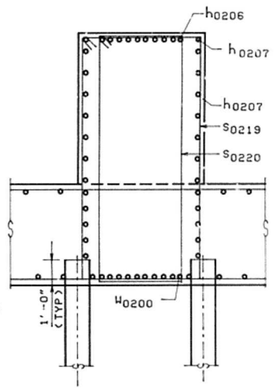
SECTION C-C



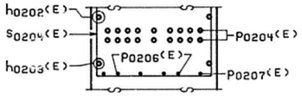
SECTION D-D



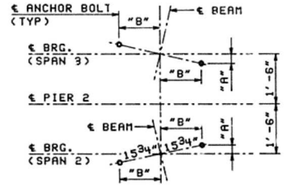
SECTION E-E



SECTION F - F



SECTION G-G



OFF-SET FOR ANCHOR BOLTS

SPAN 3

BMS	"A"	"B"
01 THRU 09	0.4050"	15.7448"

SPAN 2

BMS	"A"	"B"
01	0.0000"	15.7500"
02	0.0652"	15.7499"
03	0.1308"	15.7495"
04	0.1968"	15.7488"
05	0.2631"	15.7478"
06	0.3298"	15.7465"
07	0.3969"	15.7450"
08	0.4643"	15.7432"
09	0.5322"	15.7410"
10	0.6004"	15.7385"
11	0.6690"	15.7358"
12	0.7379"	15.7327"
13	0.8072"	15.7293"

NOTES:

1. SEE DWG. NO. WCS-07 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

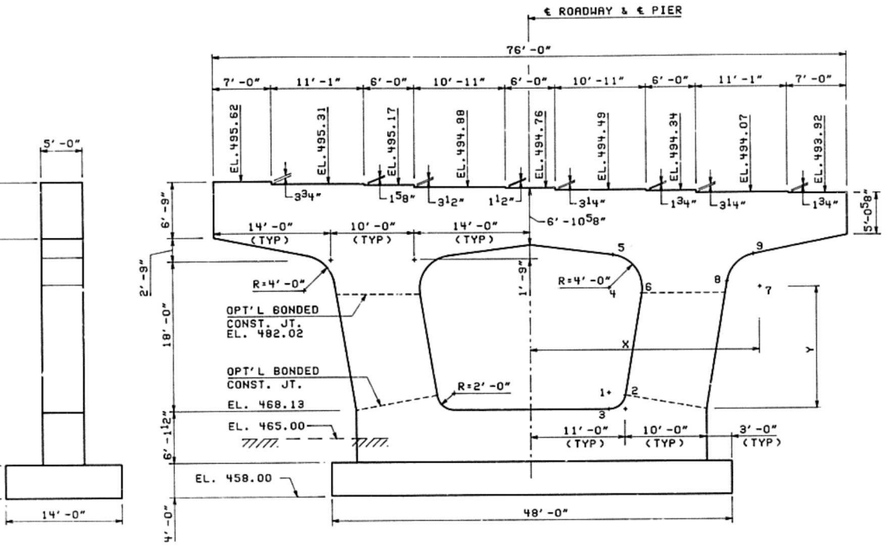
DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-06	N.T.S.	AUG 16 1990	254

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	255	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-11 50-21 (50)F & E-1, D, AND P

DRAFTED BY: IGM
CHECKED BY: HJ
CHECKED BY: HJ
DESIGNED BY: UC
CHECKED BY: HJ
ESTIMATED BY: RJR
IN CHARGE: PCW



END VIEW

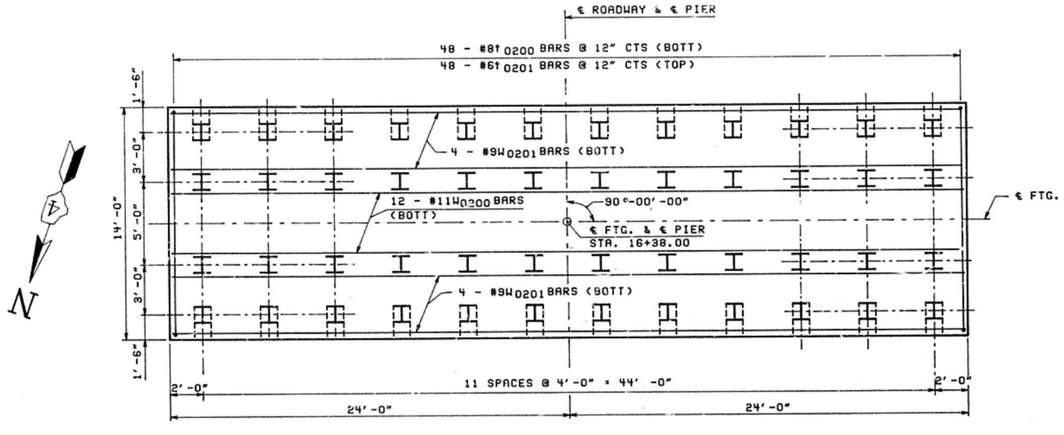
ELEVATION

CURVE COORDINATES

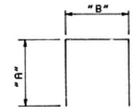
POINT	X (FT)	Y (FT)
1	9.3057	2.0000
2	11.2785	1.6712
3	9.3057	0.0000
4	9.3694	14.5477
5	9.8654	18.5168
6	13.3150	13.8901
7	27.4900	14.6091
8	23.5444	15.2667
9	26.7190	18.5341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 43 FT.
NO. REQ.D: 46
TEST PILE 2

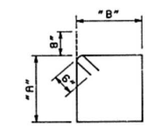


PLAN OF FOOTING



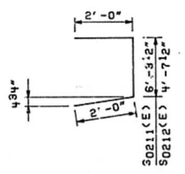
BARS n_{0200}, $S_{0200(E)}$ THRU $S_{0210(E)}$, U_{0200}, $U_{0200(E)}$, t_{0200} & t_{0201}

BAR	"A"	"B"
n_{0200}	20'-10"	4'-3"
$S_{0200(E)}$	5'-2"	4'-8"
$S_{0201(E)}$	5'-2"	1'-9"
$S_{0202(E)}$	5'-7"	4'-8"
$S_{0203(E)}$	5'-7"	1'-9"
$S_{0204(E)}$	5'-11"	4'-8"
$S_{0205(E)}$	4'-11"	4'-8"
$S_{0206(E)}$	4'-11"	1'-9"
$S_{0207(E)}$	4'-5"	4'-8"
$S_{0208(E)}$	4'-5"	1'-9"
$S_{0209(E)}$	4'-0"	4'-6 1/2"
$S_{0210(E)}$	4'-0"	1'-9"
t_{0200}	2'-6"	13'-6"
t_{0201}	3'-3"	13'-6"
U_{0200}	2'-0"	4'-6 1/2"
$U_{0200(E)}$	2'-0"	4'-6 1/2"

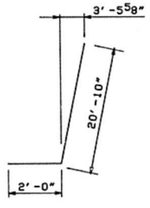


BARS S_{0213} THRU S_{0220}

BAR	"A"	"B"
S_{0213}	9'-6"	4'-8"
S_{0214}	9'-6"	2'-2"
S_{0215}	4'-1 1/2"	4'-8"
S_{0216}	9'-3"	4'-5"
S_{0217}	9'-3"	2'-2"
S_{0218}	4'-1 1/2"	4'-5"
S_{0219}	9'-7"	4'-8"
S_{0220}	9'-7"	3'-5 1/2"



BARS $S_{0211(E)}$ & $S_{0212(E)}$



BAR n_{0201}



BAR V_{0201}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
$h_{0200(E)}$	8	# 9	17'-6"	——
$h_{0201(E)}$	10	# 9	20'-6"	——
$h_{0202(E)}$	10	# 9	45'-3"	——
$h_{0203(E)}$	4	# 9	16'-6"	——
$h_{0204(E)}$	22	# 9	8'-0"	——
$h_{0205(E)}$	12	# 9	5'-0"	——
h_{0206}	34	#11	41'-6"	——
h_{0207}	2	#11	31'-6"	——
n_{0200}	22	#11	45'-11"	⌊
n_{0201}	48	#11	22'-10"	⌊
$P_{0200(E)}$	13	#11	75'-6"	——
$P_{0201(E)}$	13	#11	21'-3"	——
$P_{0202(E)}$	2	#11	18'-0"	——
$P_{0203(E)}$	17	#11	26'-3"	——
$P_{0204(E)}$	18	#11	45'-3"	——
$P_{0205(E)}$	2	#11	29'-0"	——
$P_{0206(E)}$	8	#11	27'-6"	——
$P_{0207(E)}$	4	# 9	21'-0"	——
$P_{0208(E)}$	4	# 9	14'-0"	——
$P_{0209(E)}$	6	#11	16'-6"	——
$S_{0200(E)}$	44	# 5	15'-0"	⊔
$S_{0201(E)}$	44	# 5	12'-1"	⊔
$S_{0202(E)}$	66	# 5	15'-10"	⊔
$S_{0203(E)}$	46	# 5	12'-11"	⊔
$S_{0204(E)}$	20	# 5	16'-6"	⊔
$S_{0205(E)}$	40	# 5	14'-6"	⊔

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
$S_{0206(E)}$	40	# 5	11'-7"	⊔
$S_{0207(E)}$	22	# 5	13'-6"	⊔
$S_{0208(E)}$	22	# 5	10'-7"	⊔
$S_{0209(E)}$	10	# 4	12'-7"	⊔
$S_{0210(E)}$	16	# 4	9'-9"	⊔
$S_{0211(E)}$	5	# 5	10'-4"	⩘
$S_{0212(E)}$	5	# 5	8'-8"	⩘
S_{0213}	38	# 5	29'-8"	▢
S_{0214}	38	# 5	24'-8"	▢
S_{0215}	76	# 5	18'-11"	▢
S_{0216}	12	# 5	28'-8"	▢
S_{0217}	6	# 5	24'-2"	▢
S_{0218}	16	# 5	18'-5"	▢
S_{0219}	40	# 5	29'-10"	▢
S_{0220}	22	# 5	27'-5"	▢
t_{0200}	48	# 8	18'-6"	⊔
t_{0201}	48	# 6	20'-0"	⊔
U_{0200}	26	# 5	8'-7"	⊔
$U_{0200(E)}$	9	# 5	8'-6"	⊔
V_{0200}	92	#11	24'-0"	——
V_{0201}	10	# 5	12'-0"	⌊⌋
W_{0200}	12	#11	47'-6"	——
W_{0201}	0	# 9	47'-6"	——
W_{0202}	8	# 5	47'-6"	——

NOTE:

1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	502
REINFORCEMENT BARS	LBS.	46040
REINFORCEMENT BARS (EPOXY COATED)	LBS.	25090
CLASS X CONCRETE	CU. YDS.	330
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1978
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 2 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

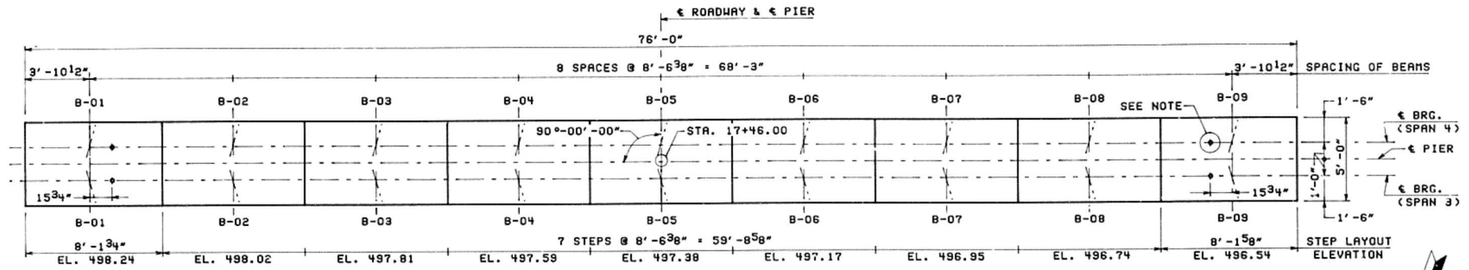
DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-07	N.T.S.	AUG 07 1991	255

D C B A 0 A B C D
TAMERAN

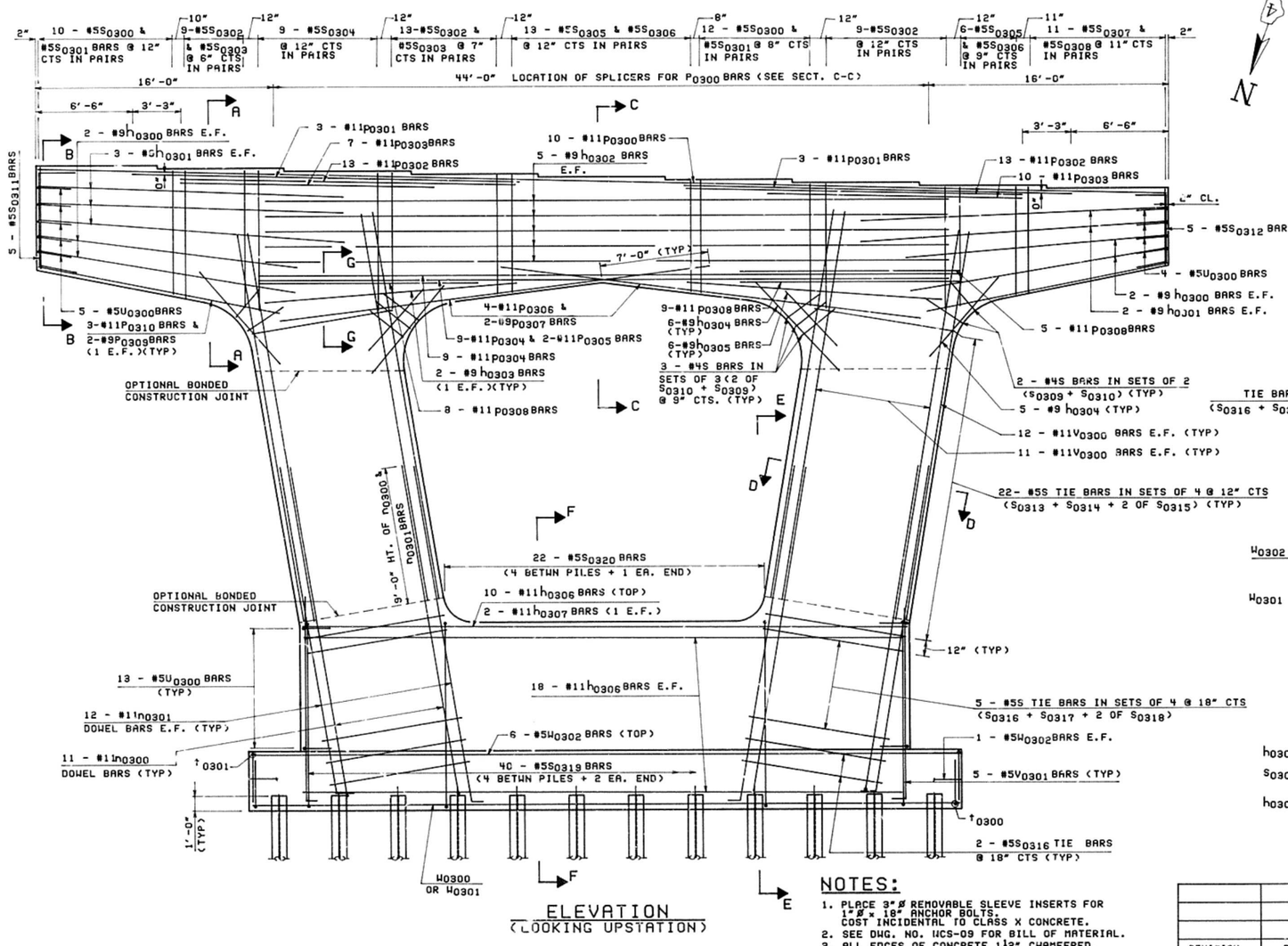
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	256	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, C AND P

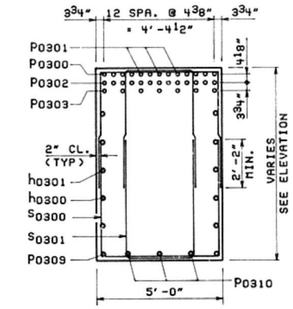
ESTIMATED BY: RJR CHECKED BY: HJ DRAFTED BY: IGM CHECKED BY: HJ DESIGNED BY: UG CHECKED BY: HJ IN CHARGE: PCW



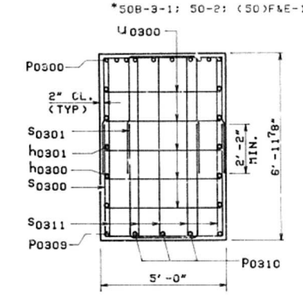
TOP PLAN



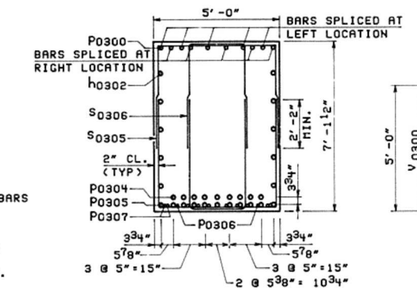
ELEVATION
(LOOKING UPSTATION)



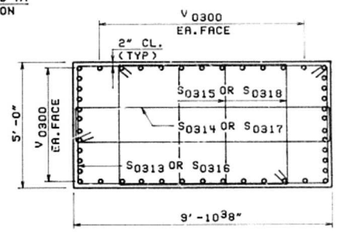
SECTION A-A



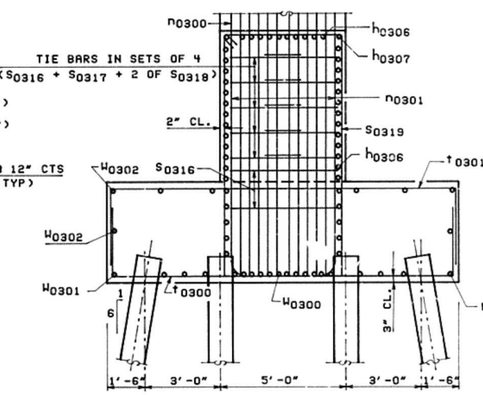
SECTION B-B



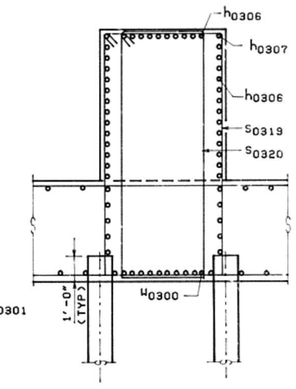
SECTION C-C



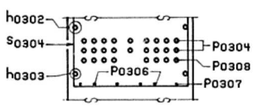
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:

1. PLACE 3"ø REMOVABLE SLEEVE INSERTS FOR 1"ø x 18" ANCHOR BOLTS. COST INCIDENTAL TO CLASS X CONCRETE.
2. SEE DWG. NO. WCS-09 FOR BILL OF MATERIAL.
3. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 3

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

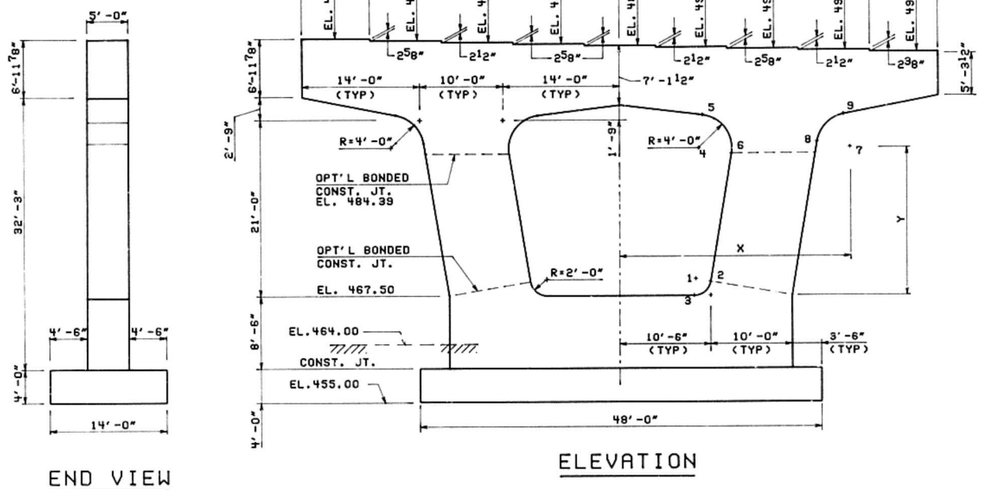
DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-08	N.T.S.	AUG 16 1990	256

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	257	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SCB-3-1; SD-2; (SD)F&E-1, D AND P



ELEVATION

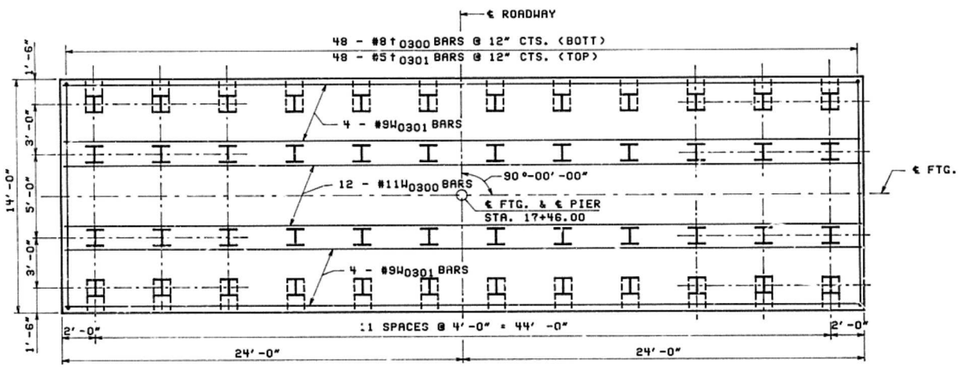
END VIEW

CURVE COORDINATES

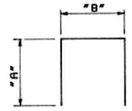
POINT	X (FT)	Y (FT)
1	8.8057	2.0000
2	10.7785	1.6712
3	8.8057	0.0000
4	9.3694	17.5477
5	9.8654	21.5168
6	13.3150	16.8801
7	27.4900	17.6091
8	23.5444	18.2667
9	26.7190	21.5341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 39 FT.
NO. REQ.D: 46
TEST PILE 2

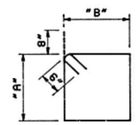


PLAN OF FOOTING



BARS n0300, S0300 THRU S0310 U0300, t0300 & t0301

BAR	"A"	"B"
n0300	23'-2"	4'-3"
S0300	5'-3"	4'-8"
S0301	5'-3"	2'-5"
S0302	5'-9"	4'-8"
S0303	5'-9"	2'-5"
S0304	6'-1"	4'-8"
S0305	5'-0"	4'-8"
S0306	5'-0"	2'-5"
S0307	4'-7"	4'-8"
S0308	4'-7"	2'-5"
S0309	4'-0"	4'-6 1/2"
S0310	4'-0"	2'-5"
t0300	2'-6"	13'-6"
t0301	3'-3"	13'-6"
U0300	2'-0"	4'-6 1/2"



BARS S0313 THRU S0320

BAR	"A"	"B"
S0313	9'-6"	4'-8"
S0314	9'-6"	2'-2"
S0315	4'-1 1/2"	4'-8"
S0316	9'-3"	4'-5"
S0317	9'-3"	2'-2"
S0318	4'-1 1/2"	4'-5"
S0319	12'-1"	4'-8"
S0320	12'-1"	3'-5 1/2"

NOTE:

1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

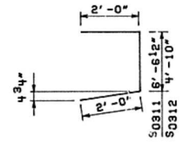
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h0300	8	# 9	17'-6"	——
h0301	10	# 9	20'-6"	——
h0302	10	# 9	45'-3"	——
h0303	4	# 9	16'-6"	——
h0304	22	# 9	8'-0"	——
h0305	12	# 9	5'-0"	——
h0306	46	#11	40'-6"	——
h0307	2	#11	30'-6"	——
n0300	22	#11	50'-7"	⌊⌋
n0301	48	#11	25'-2"	⌊
P0300	10	#11	75'-6"	——
P0301	6	#11	26'-0"	——
P0302	26	#11	22'-6"	——
P0303	17	#11	17'-0"	——
P0304	18	#11	46'-0"	——
P0305	2	#11	29'-0"	——
P0306	8	#11	27'-6"	——
P0307	4	# 9	21'-0"	——
P0308	22	#11	15'-0"	——
P0309	4	# 9	14'-0"	——
P0310	6	#11	16'-6"	——
S0300	44	# 5	15'-2"	⌊⌋
S0301	44	# 5	12'-11"	⌊⌋
S0302	62	# 5	16'-2"	⌊⌋
S0303	44	# 5	13'-11"	⌊⌋
S0304	18	# 5	16'-10"	⌊⌋

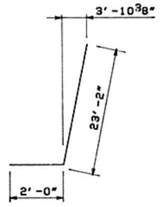
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
S0305	38	# 5	14'-8"	⌊⌋
S0306	38	# 5	12'-5"	⌊⌋
S0307	22	# 5	13'-10"	⌊⌋
S0308	22	# 5	11'-7"	⌊⌋
S0309	10	# 4	12'-7"	⌊⌋
S0310	16	# 4	10'-5"	⌊⌋
S0311	5	# 5	10'-7"	⩘
S0312	5	# 5	8'-10"	⩘
S0313	44	# 5	29'-8"	□
S0314	44	# 5	24'-8"	□
S0315	88	# 5	18'-11"	□
S0316	14	# 5	28'-8"	□
S0317	10	# 5	24'-2"	□
S0318	20	# 5	18'-5"	□
S0319	40	# 5	34'-10"	□
S0320	22	# 5	32'-5"	□
t0300	48	# 8	18'-6"	⌊⌋
t0301	48	# 5	20'-0"	⌊⌋
U0300	35	# 5	8'-7"	⌊⌋
V0300	92	#11	27'-0"	——
V0301	10	# 5	14'-5"	⌊
W0300	12	#11	47'-6"	——
W0301	8	# 9	47'-6"	——
W0302	8	# 5	47'-6"	——

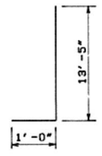
STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	708
REINFORCEMENT BARS	LBS.	78880
CLASS X CONCRETE	CU. YDS.	360
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1794
METAL SHOES	EACH	46



BARS S0311 & S0312



BAR n0301



BAR V0301

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 3 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-09	N.T.S.	AUG 07 1991	257

DESIGNED BY: UG DRAFTED BY: IGM CHECKED BY: HJ CHECKED BY: HJ ESTIMATED BY: RJR IN CHARGE: PCW

D C B A 0 A B C D

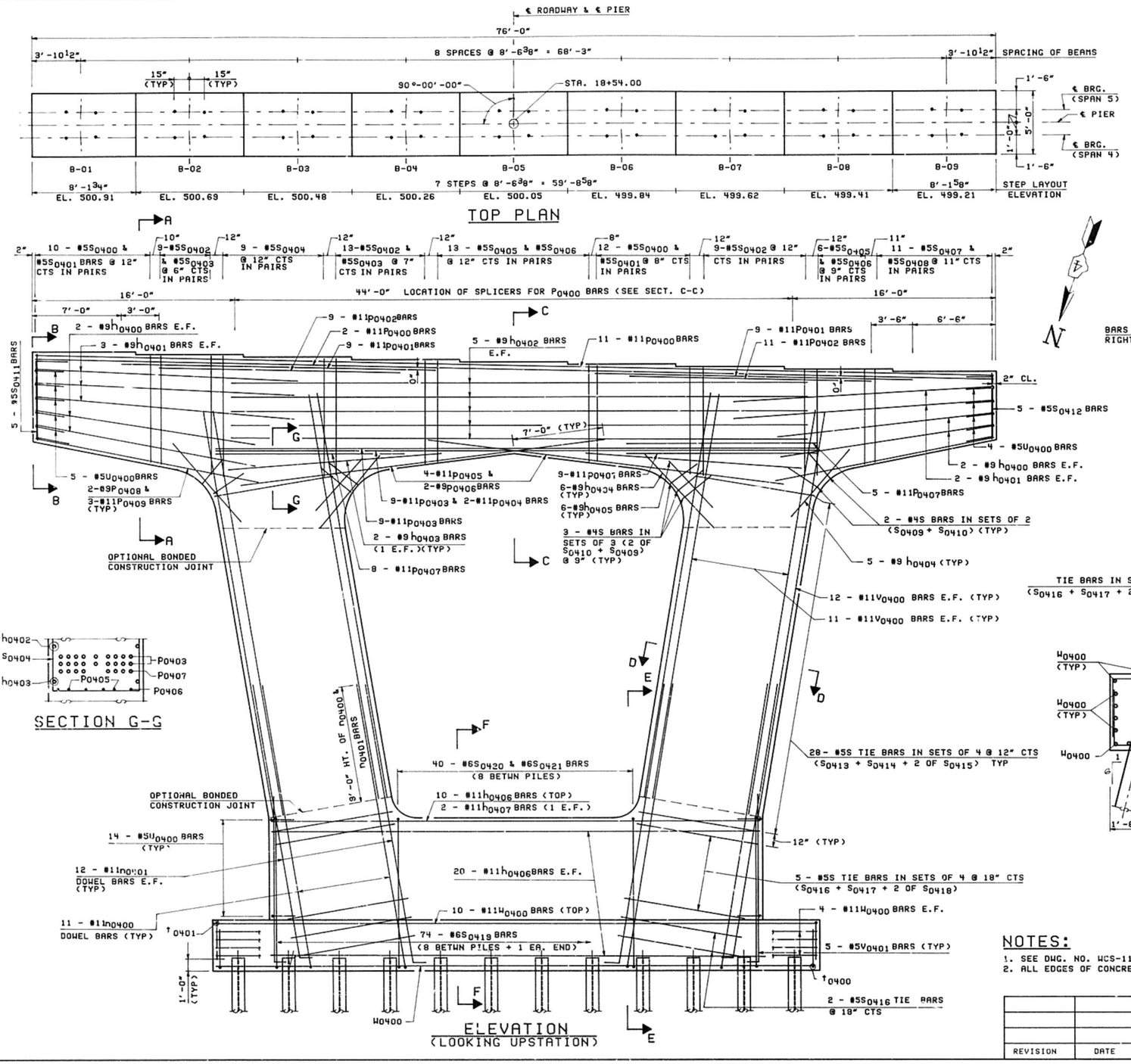
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	258	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SO-2; (SO)F&E-1, D AND P

ESTIMATED BY: RJR CHECKED BY: HJ DESIGNED BY: UG DRAFTED BY: IGM CHECKED BY: HJ

IN CHARGE: PCW



NOTES:

1. SEE DWG. NO. WCS-11 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 4

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

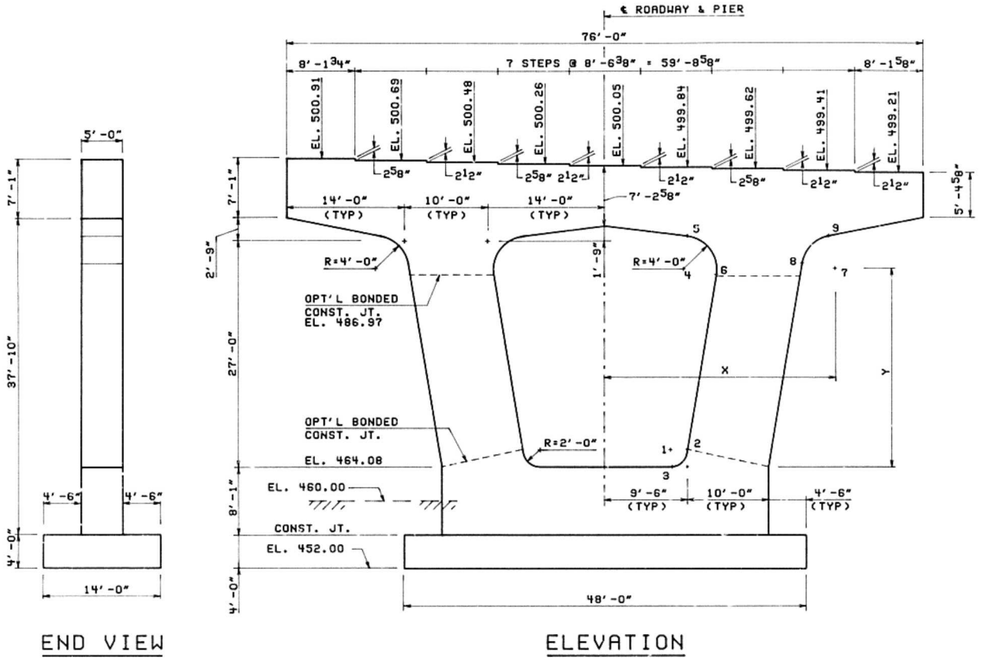
DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-10	N.T.S.	AUG 16 1990	258

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	259	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50,F&E-1, D AND P



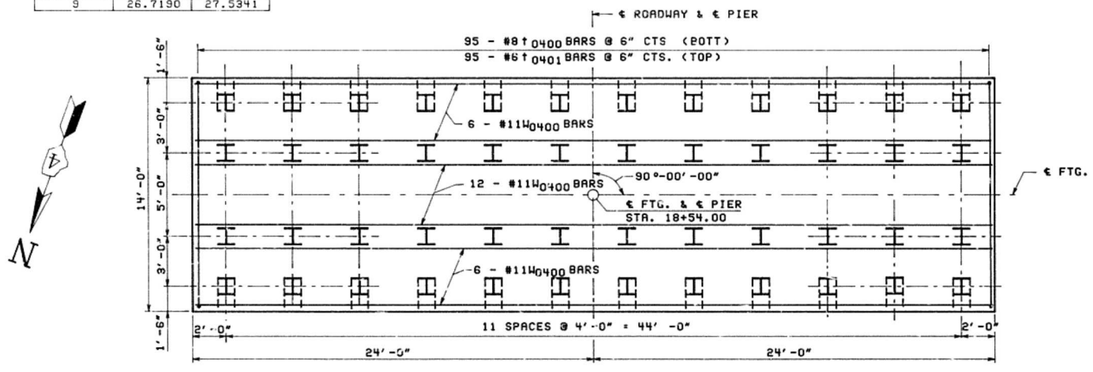
END VIEW ELEVATION

CURVE COORDINATES

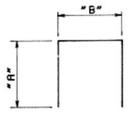
POINT	X (FT)	Y (FT)
1	7.8057	2.0000
2	9.7785	1.6712
3	7.8057	0.0000
4	9.3694	23.5477
5	9.8654	27.5168
6	13.3150	22.8901
7	27.4900	23.6091
8	23.5444	24.2667
9	26.7190	27.5341

PILE DATA

TYPE: HP12x63 (DRIVEN TO REFUSAL)
EST. LENGTH: 36 FT.
NO. REQ.D: 46
TEST PILE 2

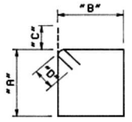


PLAN OF FOOTING



BARS n0400, S0400 THRU S0410, U0400, t0400 & t0401

BAR	"A"	"B"
n0400	22'-11"	4'-3"
S0400	5'-3"	4'-8"
S0401	5'-3"	2'-10"
S0402	5'-3"	4'-8"
S0403	5'-3"	2'-10"
S0404	6'-2"	4'-8"
S0405	5'-0"	4'-8"
S0406	5'-0"	2'-10"
S0407	4'-8"	4'-8"
S0408	4'-8"	2'-10"
S0409	4'-0"	4'-6 1/2"
S0410	4'-0"	2'-10"
t0400	2'-6"	13'-6"
t0401	3'-3"	13'-6"
U0400	2'-0"	4'-6 1/2"

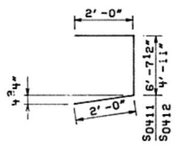


BARS S0413 THRU S0421

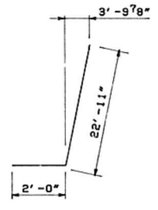
BAR	"A"	"B"	"C"	"D"
S0413	9'-6"	4'-8"	0'-8"	0'-6"
S0414	3'-6"	2'-2"	0'-8"	0'-6"
S0415	4'-1 1/2"	4'-8"	0'-8"	0'-6"
S0416	9'-3"	4'-5"	0'-8"	0'-6"
S0417	9'-3"	2'-2"	0'-8"	0'-6"
S0418	4'-1 1/2"	4'-5"	0'-8"	0'-6"
S0419	11'-8"	4'-8"	0'-11"	0'-7"
S0420	11'-8"	3'-5 1/2"	0'-11"	0'-7"
S0421	11'-8"	2'-10"	0'-11"	0'-7"

NOTE:

1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BARS S0411 & S0412



BAR n0401



BAR V0401

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h0400	8	# 9	17'-6"	——
h0401	10	# 9	20'-6"	——
h0402	10	# 9	45'-3"	——
h0403	4	# 9	16'-6"	——
h0404	22	# 9	8'-0"	——
h0405	12	# 9	5'-0"	——
h0406	50	#11	38'-6"	——
h0407	2	#11	28'-6"	——
n0400	22	#11	50'-1"	⌊⌋
n0401	48	#11	24'-11"	⌊
P0400	16	#11	75'-6"	——
P0401	18	#11	25'-0"	——
P0402	20	#11	19'-0"	——
P0403	18	#11	46'-0"	——
P0404	2	#11	29'-0"	——
P0405	8	#11	27'-6"	——
P0406	4	# 9	21'-0"	——
P0407	22	#11	15'-0"	——
P0408	4	# 9	14'-0"	——
P0409	6	#11	17'-6"	——
S0400	44	# 5	15'-2"	⌊⌋
S0401	44	# 5	13'-4"	⌊⌋
S0402	62	# 5	16'-2"	⌊⌋
S0403	44	# 5	14'-4"	⌊⌋
S0404	18	# 5	17'-0"	⌊⌋
S0405	38	# 5	14'-8"	⌊⌋

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S0406	38	# 5	12'-10"	⌊⌋
S0407	22	# 5	14'-0"	⌊⌋
S0408	22	# 5	12'-2"	⌊⌋
S0409	10	# 4	12'-7"	⌊⌋
S0410	16	# 4	10'-10"	⌊⌋
S0411	5	# 5	10'-8"	⩗
S0412	5	# 5	8'-11"	⩗
S0413	56	# 5	29'-8"	□
S0414	56	# 5	24'-8"	□
S0415	112	# 5	18'-11"	□
S0416	14	# 5	28'-8"	□
S0417	10	# 5	24'-2"	□
S0418	20	# 5	18'-5"	□
S0419	74	# 6	34'-0"	□
S0420	40	# 6	32'-1"	□
S0421	40	# 6	30'-10"	□
t0400	95	# 8	18'-6"	⌊⌋
t0401	95	# 6	20'-0"	⌊⌋
U0400	37	# 5	8'-7"	⌊⌋
V0400	92	#11	33'-0"	——
V0401	10	# 5	13'-10"	⌊
W0400	42	#11	47'-6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	600
REINFORCEMENT BARS	LBS.	98890
CLASS X CONCRETE	CU. YDS.	375
TEST PILE STEEL HP 12x63	EACH	2
STEEL PILES HP12x63	LIN. FT.	1656
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 4 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-11	N.T.S.	AUG 07 1991	259

IN CHARGE: PCW DESIGNED BY: UC CHECKED BY: HJ ESTIMATED BY: RJR CHECKED BY: HJ DRAFTED BY: IGM CHECKED BY: HJ

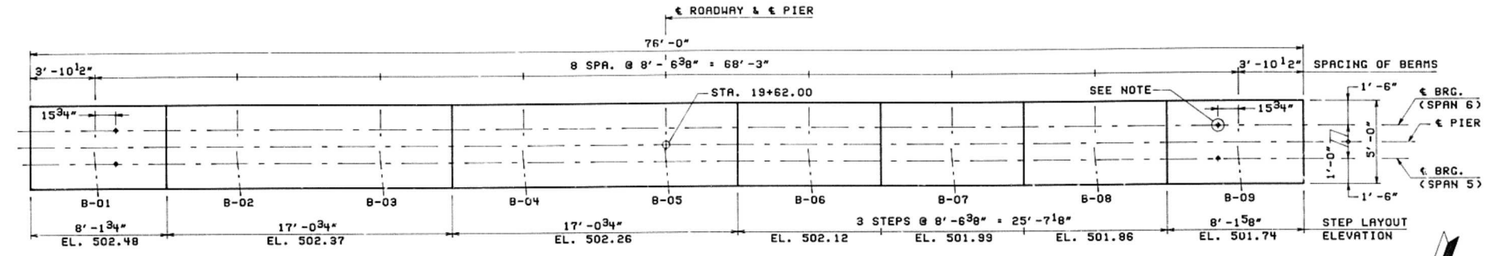
D C B A 0 A B C D

TAMERAN

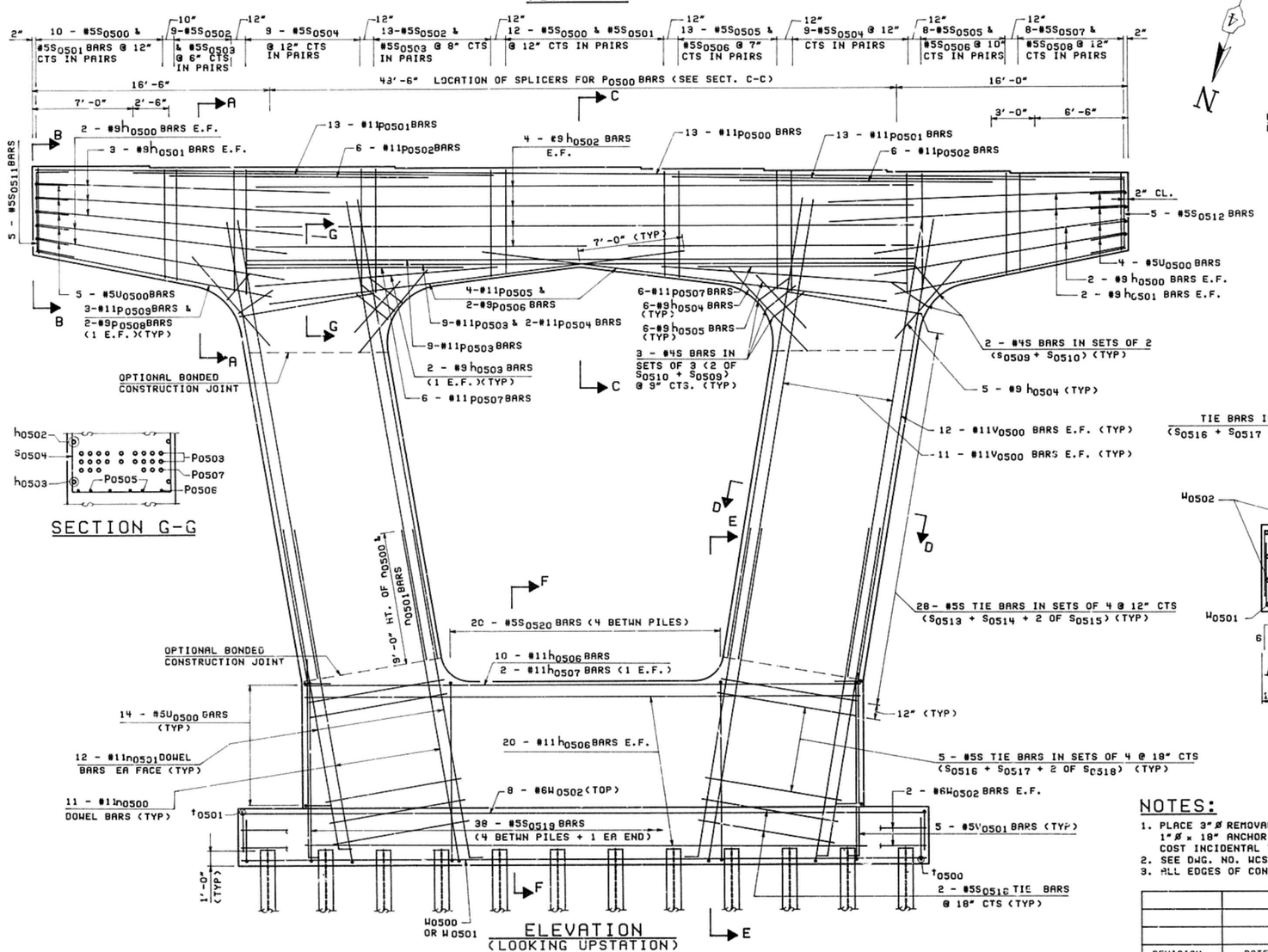
*50B-3-1; 50-2; (50)F&E-1, D AND P

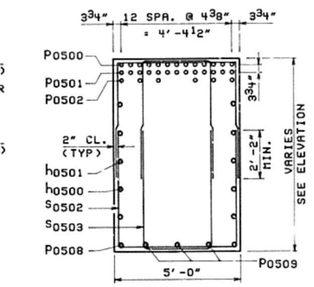
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	260	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

IN CHARGE: PCW DESIGNED BY: UG CHECKED BY: HJ ESTIMATED BY: RJR CHECKED BY: HJ DRAFTED BY: IGM CHECKED BY: HJ

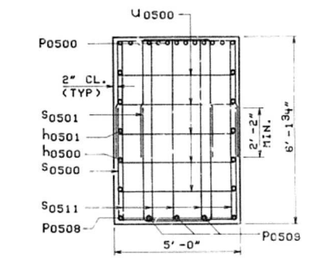


TOP PLAN

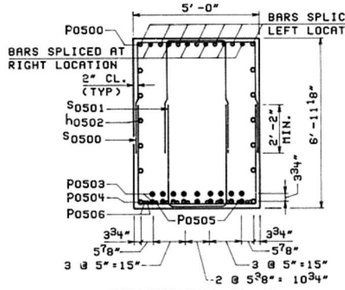




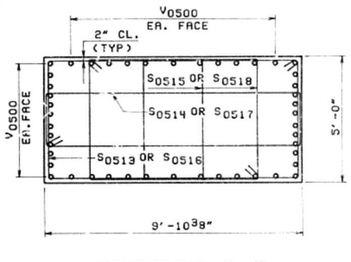
SECTION A-A



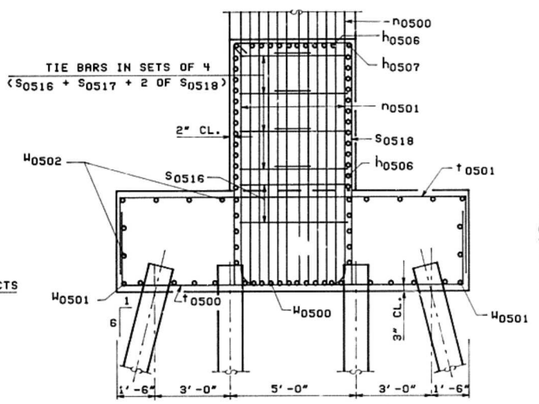
SECTION B-B



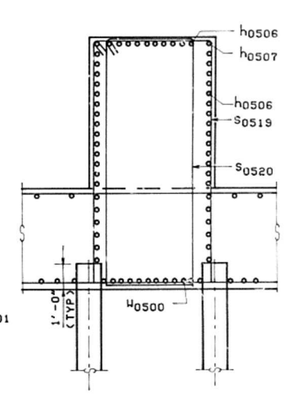
SECTION C-C



SECTION D-D



SECTION E - E



SECTION F - F

NOTES:

1. PLACE 3"ø REMOVABLE SLEEVE INSERTS FOR 1"ø x 18" ANCHOR BOLTS. COST INCIDENTAL TO CLASS X CONCRETE.
2. SEE DWG. NO. WCS-13 FOR BILL OF MATERIAL.
3. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 5

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

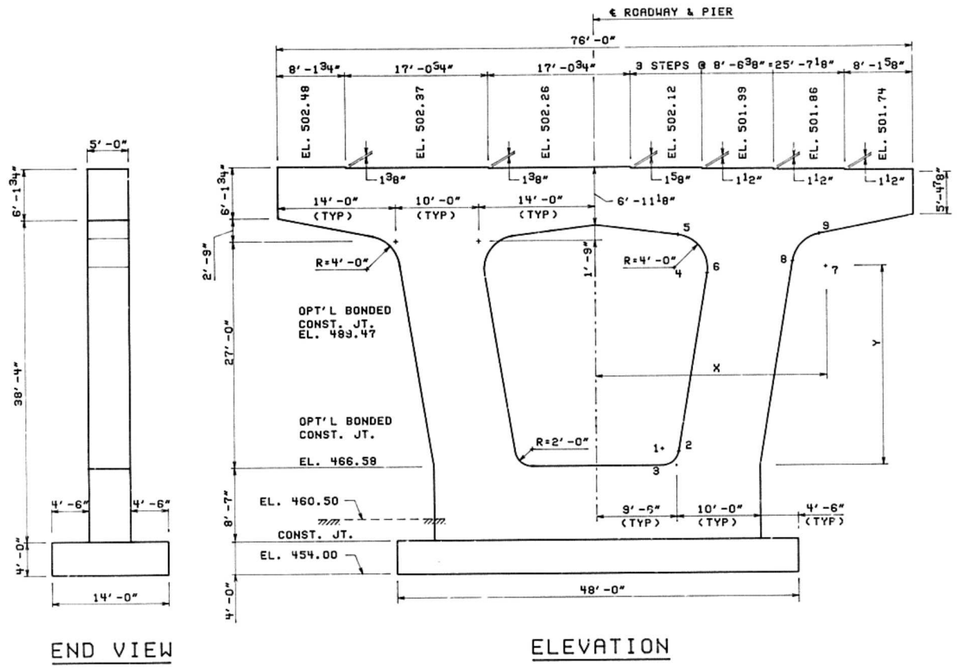
DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-12	N.T.S.	AUG 16 1990	260

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	261	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*308-3-1; 50-2; (50)FAE-1, D AND P



END VIEW

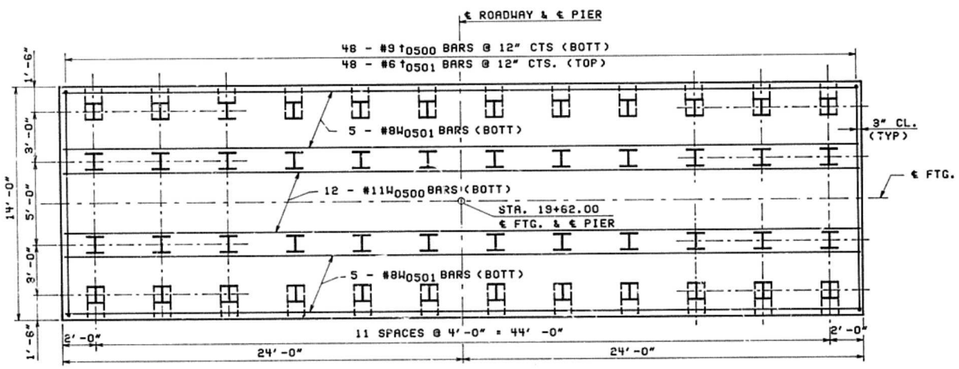
ELEVATION

CURVE COORDINATES

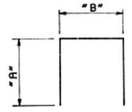
POINT	X (FT)	Y (FT)
1	7.8057	2.0000
2	9.7785	1.6712
3	7.8057	0.0000
4	9.3694	23.5477
5	9.8654	27.5168
6	13.3150	22.8901
7	27.4900	23.6091
8	23.5444	24.2667
9	26.7190	27.5341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 40 FT.
NO. REQ.D: 46
TEST PILE 2



PLAN OF FOOTING



BARS n_{0500}, S_{0500} THRU S_{0510}
U_{0500}, t_{0501} & t_{0500}

BAR	"A"	"B"
n_{0500}	23'-2"	4'-3"
S_{0500}	4'-10"	4'-8"
S_{0501}	4'-10"	2'-5"
S_{0502}	5'-4"	4'-8"
S_{0503}	5'-4"	2'-5"
S_{0504}	5'-10"	4'-8"
S_{0505}	5'-1"	4'-8"
S_{0506}	5'-1"	2'-5"
S_{0507}	4'-1"	4'-8"
S_{0508}	4'-1"	2'-5"
S_{0509}	4'-0"	4'-6 1/2"
S_{0510}	4'-0"	2'-5"
t_{0500}	2'-6"	13'-6"
t_{0501}	3'-3"	13'-6"
U_{0500}	2'-0"	4'-6 1/2"

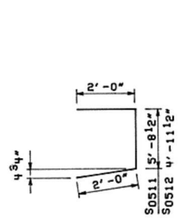


BARS S_{0513} THRU S_{0520}

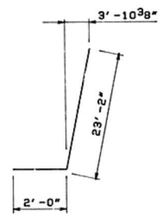
BAR	"A"	"B"
S_{0513}	9'-6"	4'-8"
S_{0514}	9'-6"	2'-2"
S_{0515}	4'-1 1/2"	4'-8"
S_{0516}	9'-3"	4'-5"
S_{0517}	9'-3"	2'-2"
S_{0518}	4'-1 1/2"	4'-5"
S_{0519}	12'-2"	4'-8"
S_{0520}	12'-2"	3'-5"

NOTE:

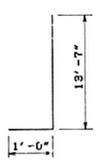
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BARS S_{0511} & S_{0512}



BAR n_{0501}



BAR V_{0501}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{0500}	8	# 9	17'-6"	—
h_{0501}	10	# 9	20'-6"	—
h_{0502}	8	# 9	45'-3"	—
h_{0503}	4	# 9	16'-6"	—
h_{0504}	22	# 9	8'-0"	—
h_{0505}	12	# 9	5'-0"	—
h_{0506}	50	#11	38'-6"	—
h_{0507}	2	#11	28'-6"	—
n_{0500}	22	#11	50'-7"	⌊
n_{0501}	48	#11	25'-2"	⌊
P_{0500}	13	#11	75'-6"	—
P_{0501}	26	#11	25'-0"	—
P_{0502}	12	#11	18'-0"	—
P_{0503}	18	#11	46'-0"	—
P_{0504}	2	#11	29'-0"	—
P_{0505}	8	#11	27'-6"	—
P_{0506}	4	# 9	21'-0"	—
P_{0507}	12	#11	15'-0"	—
P_{0508}	4	# 9	14'-0"	—
P_{0509}	6	#11	16'-6"	—
S_{0500}	44	# 5	14'-4"	⌊
S_{0501}	44	# 5	12'-1"	⌊
S_{0502}	44	# 5	15'-4"	⌊
S_{0503}	44	# 5	13'-1"	⌊
S_{0504}	36	# 5	16'-4"	⌊
S_{0505}	42	# 5	14'-10"	⌊

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{0506}	42	# 5	12'-7"	⌊
S_{0507}	16	# 5	12'-10"	⌊
S_{0508}	16	# 5	10'-7"	⌊
S_{0509}	10	# 4	12'-7"	⌊
S_{0510}	16	# 4	10'-5"	⌊
S_{0511}	5	# 5	9'-9"	▽
S_{0512}	5	# 5	9'-0"	▽
S_{0513}	56	# 5	29'-8"	□
S_{0514}	56	# 5	24'-8"	□
S_{0515}	112	# 5	18'-11"	□
S_{0516}	14	# 5	28'-8"	□
S_{0517}	10	# 5	24'-2"	□
S_{0518}	20	# 5	18'-5"	□
S_{0519}	38	# 5	35'-0"	□
S_{0520}	20	# 5	32'-7"	□
t_{0500}	48	# 9	18'-6"	⌊
t_{0501}	48	# 6	20'-0"	⌊
U_{0500}	87	# 5	8'-7"	⌊
V_{0500}	92	#11	33'-0"	—
V_{0501}	10	# 5	14'-7"	⌊
W_{0500}	12	#11	47'-6"	—
W_{0501}	10	# 8	47'-6"	—
W_{0502}	12	# 6	47'-6"	—

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	348
REINFORCEMENT BARS	LBS.	83580
CLASS X CONCRETE	CU. YDS.	380
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1840
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 5 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

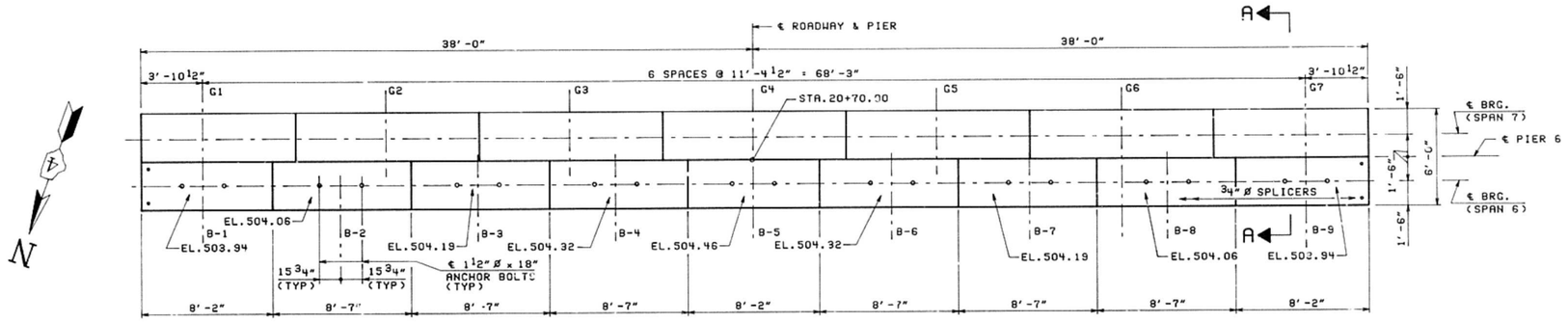
DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-13	N.T.S.	AUG 07 1991	261

DRAFTED BY: RJR CHECKED BY: HJ ESTIMATED BY:
IN CHARGE: TCW DESIGNED BY: UG CHECKED BY: HJ DRAFTED BY: IGM CHECKED BY: HJ

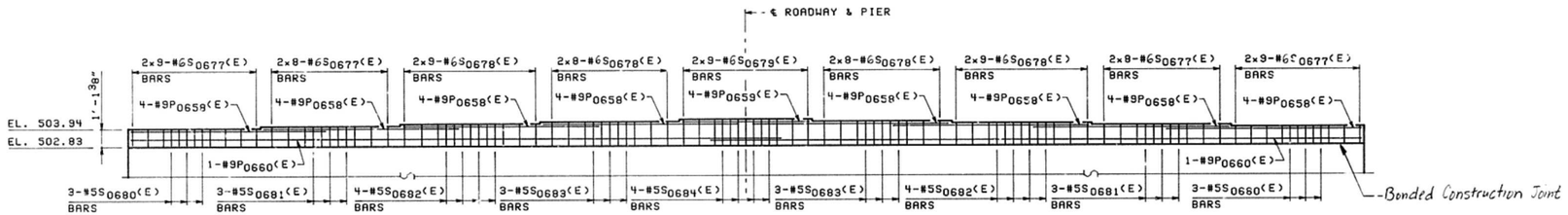
D C B A 0 A B C D
TAMFRAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	262	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

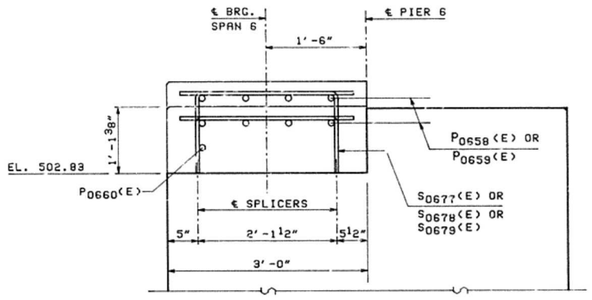
*508-3-1; 50-2; (50)F&E-1, D AND P



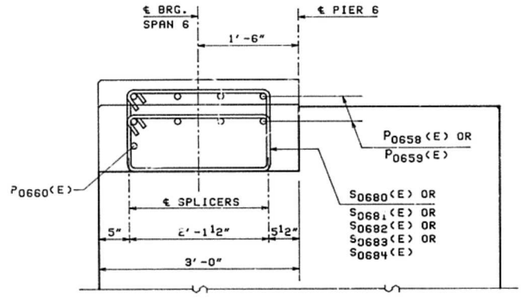
TOP PLAN



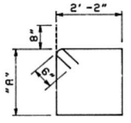
ELEVATION



SECTION A-A
(BARS S_{0680}(E) THRU S_{0684}(E) NOT SHOWN)



SECTION A-A
(BARS S_{0677}(E) THRU S_{0679}(E) NOT SHOWN)



BARS S_{0680}(E) THRU S_{0684}(E)

BAR	"A"
S_{0680}(E)	0'-11"
S_{0681}(E)	1'-0"
S_{0682}(E)	1'-2"
S_{0683}(E)	1'-3"
S_{0684}(E)	1'-5"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
P0658(E)	52	#9	12'-0"	——
P0659(E)	4	#9	7'-9"	——
P0660(E)	2	#9	40'-0"	——
S0677(E)	68	#6	3'-5"	——*
S0678(E)	68	#6	3'-8"	——*
S0679(E)	18	#6	3'-11"	——*
S0680(E)	6	#5	7'-6"	
S0681(E)	6	#5	7'-8"	
S0682(E)	8	#5	8'-0"	
S0683(E)	6	#5	8'-2"	
S0684(E)	4	#5	8'-6"	
REINFORCEMENT BARS (EPOXY COATED)			LBS	2760
CLASS X CONCRETE			CU.YDS.	10

NOTES:

1. ALL 'S' BARS MARKED * SHALL HAVE ONE END THREADED. BEND IN FIELD AFTER FASTENING TO BAR SPLICER (COUPLER) AND PATCH DAMAGED EPOXY COATING. COST OF THREADING, FIELD BENDING AND PATCHING OF EPOXY COATING INCIDENTIAL TO REINFORCEMENT BARS.
2. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REVISION	DATE	DESCRIPTION
pmp	11-2-90	Revised S677, S678, S679 to #6 bars

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH - CONCRETE
PIER - 6 - BEARING SEATS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

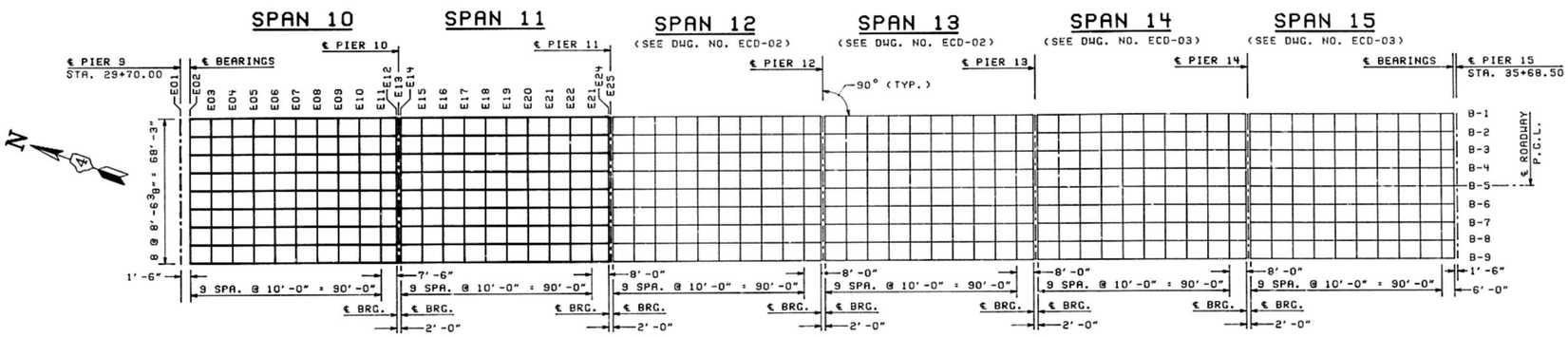
DRAWING NO.	SCALE	DATE	SHEET NO.
WCS-14	N.T.S.	AUG 16 1990	262

ESTIMATED BY: RJR CHECKED BY: HJ DRAFTED BY: SBA CHECKED BY: HJ
IN CHARGE: PCH DESIGNED BY: UG CHECKED BY: HJ

D C B A 0 A B C D
TAMERAN

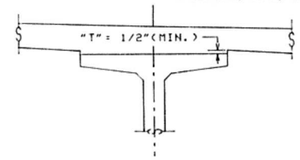
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	263	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* 508-3-1; 50-2; (50)F&E-1, 3 AND P



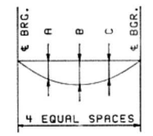
PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	ELEVATION THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
E01	B-1	29+70.000	-34.125	503.275	503.275
	B-2	29+70.000	-25.594	503.408	503.408
	B-3	29+70.000	-17.063	503.541	503.541
	B-4	29+70.000	-8.531	503.675	503.675
	B-5	29+70.000	0.000	503.808	503.808
	B-6	29+70.000	8.531	503.675	503.675
	B-7	29+70.000	17.063	503.541	503.541
	B-8	29+70.000	25.594	503.408	503.408
	B-9	29+70.000	34.125	503.275	503.275
E02	B-1	29+71.500	-34.125	503.205	503.205
	B-2	29+71.500	-25.594	503.339	503.339
	B-3	29+71.500	-17.063	503.472	503.472
	B-4	29+71.500	-8.531	503.605	503.605
	B-5	29+71.500	0.000	503.738	503.738
	B-6	29+71.500	8.531	503.605	503.605
	B-7	29+71.500	17.063	503.472	503.472
	B-8	29+71.500	25.594	503.339	503.339
	B-9	29+71.500	34.125	503.205	503.205
E03	B-1	29+81.500	-34.125	502.741	502.778
	B-2	29+81.500	-25.594	502.875	502.909
	B-3	29+81.500	-17.063	503.008	503.042
	B-4	29+81.500	-8.531	503.141	503.176
	B-5	29+81.500	0.000	503.274	503.309
	B-6	29+81.500	8.531	503.141	503.176
	B-7	29+81.500	17.063	503.008	503.042
	B-8	29+81.500	25.594	502.875	502.909
	B-9	29+81.500	34.125	502.741	502.778
E04	B-1	29+91.500	-34.125	502.277	502.343
	B-2	29+91.500	-25.594	502.410	502.472
	B-3	29+91.500	-17.063	502.544	502.605
	B-4	29+91.500	-8.531	502.677	502.738
	B-5	29+91.500	0.000	502.810	502.872
	B-6	29+91.500	8.531	502.677	502.739
	B-7	29+91.500	17.063	502.544	502.605
	B-8	29+91.500	25.594	502.410	502.472
	B-9	29+91.500	34.125	502.277	502.343
E05	B-1	30+01.500	-34.125	501.813	501.899
	B-2	30+01.500	-25.594	501.947	502.026
	B-3	30+01.500	-17.063	502.080	502.160
	B-4	30+01.500	-8.531	502.213	502.293
	B-5	30+01.500	0.000	502.346	502.426
	B-6	30+01.500	8.531	502.213	502.293
	B-7	30+01.500	17.063	502.080	502.160
	B-8	30+01.500	25.594	501.947	502.026
	B-9	30+01.500	34.125	501.813	501.899
E06	B-1	30+11.500	-34.125	501.349	501.447
	B-2	30+11.500	-25.594	501.483	501.573
	B-3	30+11.500	-17.063	501.616	501.707
	B-4	30+11.500	-8.531	501.749	501.840
	B-5	30+11.500	0.000	501.882	501.973
	B-6	30+11.500	8.531	501.749	501.840
	B-7	30+11.500	17.063	501.616	501.707
	B-8	30+11.500	25.594	501.483	501.573
	B-9	30+11.500	34.125	501.349	501.447
E07	B-1	30+21.500	-34.125	500.885	500.986
	B-2	30+21.500	-25.594	501.018	501.112
	B-3	30+21.500	-17.063	501.152	501.246
	B-4	30+21.500	-8.531	501.285	501.379
	B-5	30+21.500	0.000	501.418	501.512
	B-6	30+21.500	8.531	501.285	501.379
	B-7	30+21.500	17.063	501.152	501.246
	B-8	30+21.500	25.594	501.018	501.112
	B-9	30+21.500	34.125	500.885	500.986
E08	B-1	30+31.500	-34.125	500.421	500.516
	B-2	30+31.500	-25.594	500.555	500.643
	B-3	30+31.500	-17.063	500.688	500.776
	B-4	30+31.500	-8.531	500.821	500.910
	B-5	30+31.500	0.000	500.954	501.043
	B-6	30+31.500	8.531	500.821	500.910
	B-7	30+31.500	17.063	500.688	500.776
	B-8	30+31.500	25.594	500.555	500.643
	B-9	30+31.500	34.125	500.421	500.516
E09	B-1	30+41.500	-34.125	499.957	500.039
	B-2	30+41.500	-25.594	500.091	500.166
	B-3	30+41.500	-17.063	500.224	500.300
	B-4	30+41.500	-8.531	500.357	500.433
	B-5	30+41.500	0.000	500.490	500.566
	B-6	30+41.500	8.531	500.357	500.433
	B-7	30+41.500	17.063	500.224	500.300
	B-8	30+41.500	25.594	500.091	500.166
	B-9	30+41.500	34.125	499.957	500.039
E10	B-1	30+51.500	-34.125	499.493	499.552
	B-2	30+51.500	-25.594	499.626	499.682
	B-3	30+51.500	-17.063	499.760	499.815
	B-4	30+51.500	-8.531	499.892	499.948
	B-5	30+51.500	0.000	500.026	500.082
	B-6	30+51.500	8.531	499.893	499.948
	B-7	30+51.500	17.063	499.760	499.815
	B-8	30+51.500	25.594	499.626	499.682
	B-9	30+51.500	34.125	499.493	499.552
E11	B-1	30+61.500	-34.125	499.029	499.058
	B-2	30+61.500	-25.594	499.163	499.189
	B-3	30+61.500	-17.063	499.296	499.322
	B-4	30+61.500	-8.531	499.429	499.456
	B-5	30+61.500	0.000	499.562	499.589
	B-6	30+61.500	8.531	499.429	499.456
	B-7	30+61.500	17.063	499.296	499.322
	B-8	30+61.500	25.594	499.163	499.189
	B-9	30+61.500	34.125	499.029	499.058
E12	B-1	30+69.000	-34.125	498.681	498.681
	B-2	30+69.000	-25.594	498.815	498.815
	B-3	30+69.000	-17.063	498.948	498.948
	B-4	30+69.000	-8.531	499.081	499.081
	B-5	30+69.000	0.000	499.214	499.214
	B-6	30+69.000	8.531	499.081	499.081
	B-7	30+69.000	17.063	498.948	498.948
	B-8	30+69.000	25.594	498.815	498.815
	B-9	30+69.000	34.125	498.681	498.681
E13	B-1	30+70.000	-34.125	498.635	498.635
	B-2	30+70.000	-25.594	498.768	498.768
	B-3	30+70.000	-17.063	498.901	498.901
	B-4	30+70.000	-8.531	499.035	499.035
	B-5	30+70.000	0.000	499.168	499.168
	B-6	30+70.000	8.531	499.035	499.035
	B-7	30+70.000	17.063	498.901	498.901
	B-8	30+70.000	25.594	498.768	498.768
	B-9	30+70.000	34.125	498.635	498.635
E14	B-1	30+71.000	-34.125	498.588	498.588
	B-2	30+71.000	-25.594	498.722	498.722
	B-3	30+71.000	-17.063	498.855	498.855
	B-4	30+71.000	-8.531	498.988	498.988
	B-5	30+71.000	0.000	499.122	499.122
	B-6	30+71.000	8.531	498.988	498.988
	B-7	30+71.000	17.063	498.855	498.855
	B-8	30+71.000	25.594	498.722	498.722
	B-9	30+71.000	34.125	498.588	498.588
E15	B-1	30+81.000	-34.125	498.124	498.160
	B-2	30+81.000	-25.594	498.258	498.291
	B-3	30+81.000	-17.063	498.391	498.424
	B-4	30+81.000	-8.531	498.524	498.558
	B-5	30+81.000	0.000	498.658	498.691
	B-6	30+81.000	8.531	498.524	498.558
	B-7	30+81.000	17.063	498.391	498.424
	B-8	30+81.000	25.594	498.258	498.291
	B-9	30+81.000	34.125	498.124	498.160
E16	B-1	30+91.000	-34.125	497.660	497.724
	B-2	30+91.000	-25.594	497.794	497.853
	B-3	30+91.000	-17.063	497.927	497.986
	B-4	30+91.000	-8.531	498.060	498.119
	B-5	30+91.000	0.000	498.194	498.253
	B-6	30+91.000	8.531	498.060	498.119
	B-7	30+91.000	17.063	497.927	497.986
	B-8	30+91.000	25.594	497.794	497.853
	B-9	30+91.000	34.125	497.660	497.724
E17	B-1	31+01.000	-34.125	497.196	497.279
	B-2	31+01.000	-25.594	497.330	497.407
	B-3	31+01.000	-17.063	497.463	497.540
	B-4	31+01.000	-8.531	497.596	497.673
	B-5	31+01.000	0.000	497.730	497.807
	B-6	31+01.000	8.531	497.596	497.673
	B-7	31+01.000	17.063	497.463	497.540
	B-8	31+01.000	25.594	497.330	497.407
	B-9	31+01.000	34.125	497.196	497.279
E18	B-1	31+11.000	-34.125	496.732	496.827
	B-2	31+11.000	-25.594	496.866	496.953
	B-3	31+11.000	-17.063	496.999	497.087
	B-4	31+11.000	-8.531	497.132	497.220
	B-5	31+11.000	0.000	497.266	497.353
	B-6	31+11.000	8.531	497.132	497.220
	B-7	31+11.000	17.063	496.999	497.087
	B-8	31+11.000	25.594	496.866	496.953
	B-9	31+11.000	34.125	496.732	496.827
E19	B-1	31+21.000	-34.125	496.268	496.366
	B-2	31+21.000	-25.594	496.402	496.492
	B-3	31+21.000	-17.063	496.535	496.626
	B-4	31+21.000	-8.531	496.668	496.759
	B-5	31+21.000	0.000	496.802	496.892
	B-6	31+21.000	8.531	496.668	496.759
	B-7	31+21.000	17.063	496.535	496.626
	B-8	31+21.000	25.594	496.402	496.492
	B-9	31+21.000	34.125	496.268	496.366
E20	B-1	31+31.000	-34.125	495.804	495.897
	B-2	31+31.000	-25.594	495.938	496.024
	B-3	31+31.000	-17.063	496.071	496.157
	B-4	31+31.000	-8.531	496.204	496.290
	B-5	31+31.000	0.000	496.338	496.424
	B-6	31+31.000	8.531	496.204	496.290
	B-7	31+31.000	17.063	496.071	496.157
	B-8	31+31.000	25.594	495.938	496.024
	B-9	31+31.000	34.125	495.804	495.897
E21	B-1	31+41.000	-34.125	495.340	495.420
	B-2	31+41.000	-25.594	495.474	495.548
	B-3	31+41.000	-17.063	495.607	495.681
	B-4	31+41.000	-8.531	495.740	495.814
	B-5	31+41.000	0.000	495.874	495.948
	B-6	31+41.000	8.531	495.740	495.814
	B-7	31+41.000	17.063	495.607	495.681
	B-8	31+41.000	25.594	495.474	495.548
	B-9	31+41.000	34.125	495.340	495.420
E22	B-1	31+51.000	-34.125	494.876	494.935
	B-2	31+51.000	-25.594	495.010	495.064
	B-3	31+51.000	-17.063	495.143	495.197
	B-4	31+51.000	-8.531	495.276	495.331
	B-5	31+51.000	0.000	495.410	495.464
	B-6	31+51.000	8.531	495.276	495.331
	B-7	31+51.000	17.063	495.143	495.197
	B-8	31+51.000	25.594	495.010	495.064
	B-9	31+51.000	34.125	494.876	494.935
E23	B-1	31+61.000	-34.125	494.412	494.441
	B-2	31+61.000	-25.594	494.546	494.573
	B-3	31+61.000	-17.063	494.679	494.706
	B-4	31+61.000	-8.531	494.812	494.839
	B-5	31+61.000	0.000	494.946	494.973
	B-6	31+61.000	8.531	494.812	494.839
	B-7	31+61.000	17.063	494.679	494.706
	B-8	31+61.000	25.594	494.546	494.573
	B-9	31+61.000	34.125	494.412	494.441
E24	B-1	31+69.000	-34.125	494.041	494.041
	B-2	31+69.000	-25.594	494.174	494.174
	B-3	31+69.000	-17.063	494.308	494.308
	B-4	31+69.000	-8.531	494.441	494.441
	B-5	31+69.000	0.000	494.574	494.574
	B-6	31+69.000	8.531	494.441	494.441
	B-7	31+69.000	17.063	494.308	494.308
	B-8	31+69.000	25.594	494.174	494.174
	B-9	31+69.000	34.125	494.041	494.041
E25	B-1	31+70.000	-34.125	493.995	493.995
	B-2	31+70.000	-25.594	494.128	494.128
	B-3	31+70.000	-17.063	494.261	494.261
	B-4	31+70.000	-8.531	494.395	494.395
	B-5	31+70.000	0.000	494.528	494.528
	B-6	31+70.000	8.531	494.395	494.395
	B-7	31+70.000	17.063	494.261	494.261
	B-8	31+70.000	25.594	494.128	494.128
	B-9	31+70.000	34.125	493.995	493.995



FILLET HEIGHTS

TO DETERMINE "T": AFTER ALL PRECAST PRESTRESSED BULB TEE BEAMS HAVE BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS SHOWN BELOW. THESE ELEVATIONS SUBTRACTED FROM THE "ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION" SHOWN BELOW, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "T" ABOVE TOP FLANGES OF BEAMS.



DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE SLAB & INITIAL SUPERIMPOSED DEAD LOAD ONLY)

EXTERIOR BEAMS

SPAN	LENGTH BRG. TO BRG.	A (IN.)	B (IN.)	C (IN.)
10	97'-6"	$15\frac{15}{16}$	$1\frac{3}{16}$	$15\frac{15}{16}$
11 THRU 14	98'-0"	$\frac{7}{8}$	$1\frac{3}{16}$	$\frac{7}{8}$
15	96'-0"	$13\frac{13}{16}$	$1\frac{1}{8}$	$13\frac{13}{16}$

INTERIOR BEAMS

SPAN	LENGTH BRG. TO BRG.	A (IN.)	B (IN.)	C (IN.)
10	97'-6"	$\frac{7}{8}$	$1\frac{1}{8}$	$\frac{7}{8}$
11 THRU 14	98'-0"	$13\frac{13}{16}$	$1\frac{1}{16}$	$13\frac{13}{16}$
15	96'-0"	$13\frac{13}{16}$	$1\frac{1}{16}$	$13\frac{13}{16}$

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
DECK ELEVATIONS - SPANS 10 & 11

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
SULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-01		1-09-92	263

IN CHARGE: PCW DESIGNED BY: MGB CHECKED BY: DRAFTED BY: IGH CHECKED BY: MGB ESTIMATED BY:

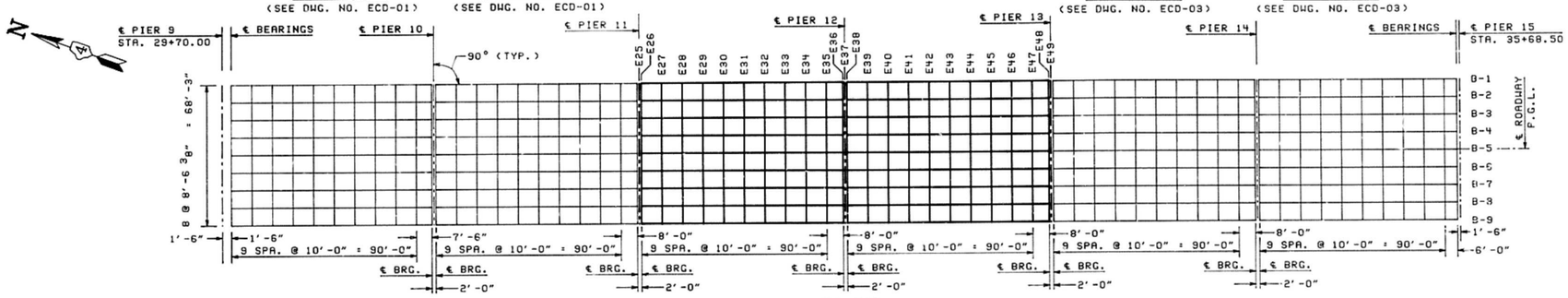
D C B A 0 A B C D

TAMERAN

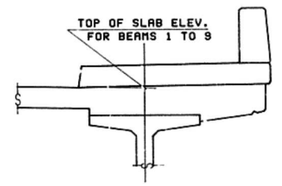
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	264	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-1; 50-2; (50)P&E-1, D AND P

IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: DRAFTED BY: IGM CHECKED BY: RJR ESTIMATED BY:



PLAN



TOP OF SLAB ELEVATION

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	ELEVATION THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
E25	B-1	31+70.000	-34.125	493.995	493.995
	B-2	31+70.000	-25.594	494.128	494.128
	B-3	31+70.000	-17.063	494.261	494.261
	B-4	31+70.000	-8.531	494.395	494.395
	B-5	31+70.000	0.000	494.528	494.528
	B-6	31+70.000	8.531	494.395	494.395
	B-7	31+70.000	17.063	494.261	494.261
	B-8	31+70.000	25.594	494.128	494.128
	B-9	31+70.000	34.125	493.995	493.995
E26	B-1	31+71.000	-34.125	493.948	493.948
	B-2	31+71.000	-25.594	494.082	494.082
	B-3	31+71.000	-17.063	494.215	494.215
	B-4	31+71.000	-8.531	494.348	494.348
	B-5	31+71.000	0.000	494.482	494.482
	B-6	31+71.000	8.531	494.348	494.348
	B-7	31+71.000	17.063	494.215	494.215
	B-8	31+71.000	25.594	494.082	494.082
	B-9	31+71.000	34.125	493.948	493.948
E27	B-1	31+81.000	-34.125	493.484	493.520
	B-2	31+81.000	-25.594	493.618	493.651
	B-3	31+81.000	-17.063	493.751	493.784
	B-4	31+81.000	-8.531	493.884	493.918
	B-5	31+81.000	0.000	494.018	494.051
	B-6	31+81.000	8.531	493.884	493.918
	B-7	31+81.000	17.063	493.751	493.784
	B-8	31+81.000	25.594	493.618	493.651
	B-9	31+81.000	34.125	493.484	493.520
E28	B-1	31+91.000	-34.125	493.020	493.084
	B-2	31+91.000	-25.594	493.154	493.213
	B-3	31+91.000	-17.063	493.287	493.346
	B-4	31+91.000	-8.531	493.420	493.479
	B-5	31+91.000	0.000	493.554	493.613
	B-6	31+91.000	8.531	493.420	493.479
	B-7	31+91.000	17.063	493.287	493.346
	B-8	31+91.000	25.594	493.154	493.213
	B-9	31+91.000	34.125	493.020	493.084
E29	B-1	32+01.000	-34.125	492.556	492.639
	B-2	32+01.000	-25.594	492.630	492.767
	B-3	32+01.000	-17.063	492.823	492.900
	B-4	32+01.000	-8.531	492.956	493.034
	B-5	32+01.000	0.000	493.090	493.167
	B-6	32+01.000	8.531	492.956	493.034
	B-7	32+01.000	17.063	492.823	492.900
	B-8	32+01.000	25.594	492.690	492.767
	B-9	32+01.000	34.125	492.556	492.639
E30	B-1	32+11.000	-34.125	492.092	492.187
	B-2	32+11.000	-25.594	492.226	492.314
	B-3	32+11.000	-17.063	492.359	492.447
	B-4	32+11.000	-8.531	492.492	492.580
	B-5	32+11.000	0.000	492.626	492.713
	B-6	32+11.000	8.531	492.492	492.580
	B-7	32+11.000	17.063	492.359	492.447
	B-8	32+11.000	25.594	492.226	492.314
	B-9	32+11.000	34.125	492.092	492.187
E31	B-1	32+21.000	-34.125	491.628	491.726
	B-2	32+21.000	-25.594	491.762	491.853
	B-3	32+21.000	-17.063	491.895	491.986
	B-4	32+21.000	-8.531	492.028	492.119
	B-5	32+21.000	0.000	492.162	452.252
	B-6	32+21.000	8.531	492.028	492.119
	B-7	32+21.000	17.063	491.895	491.986
	B-8	32+21.000	25.594	491.762	491.853
	B-9	32+21.000	34.125	491.628	491.726
E32	B-1	32+31.000	-34.125	491.164	491.257
	B-2	32+31.000	-25.594	491.298	491.384
	B-3	32+31.000	-17.063	491.431	491.517
	B-4	32+31.000	-8.531	491.564	491.651
	B-5	32+31.000	0.000	491.698	491.784
	B-6	32+31.000	8.531	491.564	491.651
	B-7	32+31.000	17.063	491.431	491.517
	B-8	32+31.000	25.594	491.298	491.384
	B-9	32+31.000	34.125	491.164	491.257
E33	B-1	32+41.000	-34.125	490.700	490.780
	B-2	32+41.000	-25.594	490.834	490.908
	B-3	32+41.000	-17.063	490.967	491.041
	B-4	32+41.000	-8.531	491.100	491.174
	B-5	32+41.000	0.000	491.234	491.308
	B-6	32+41.000	8.531	491.100	491.174
	B-7	32+41.000	17.063	490.967	491.041
	B-8	32+41.000	25.594	490.834	490.908
	B-9	32+41.000	34.125	490.700	490.780
E34	B-1	32+51.000	-34.125	490.236	490.295
	B-2	32+51.000	-25.594	490.370	490.424
	B-3	32+51.000	-17.063	490.503	490.557
	B-4	32+51.000	-8.531	490.636	490.691
	B-5	32+51.000	0.000	490.770	490.824
	B-6	32+51.000	8.531	490.636	490.691
	B-7	32+51.000	17.063	490.503	490.557
	B-8	32+51.000	25.594	490.370	490.424
	B-9	32+51.000	34.125	490.236	490.295
E35	B-1	32+61.000	-34.125	489.772	489.802
	B-2	32+61.000	-25.594	489.906	489.933
	B-3	32+61.000	-17.063	490.039	490.066
	B-4	32+61.000	-8.531	490.172	490.199
	B-5	32+61.000	0.000	490.306	490.333
	B-6	32+61.000	8.531	490.172	490.199
	B-7	32+61.000	17.063	490.039	490.066
	B-8	32+61.000	25.594	489.906	489.935
	B-9	32+61.000	34.125	489.772	489.802
E36	B-1	32+69.000	-34.125	489.401	489.401
	B-2	32+69.000	-25.594	489.534	489.534
	B-3	32+69.000	-17.063	489.668	489.668
	B-4	32+69.000	-8.531	489.801	489.801
	B-5	32+69.000	0.000	489.934	489.934
	B-6	32+69.000	9.531	489.801	489.801
	B-7	32+69.000	17.063	489.668	489.668
	B-8	32+69.000	25.594	489.534	489.534
	B-9	32+69.000	34.125	489.401	489.401
E37	B-1	32+70.000	-34.125	489.355	489.355
	B-2	32+70.000	-25.594	489.488	489.488
	B-3	32+70.000	-17.063	489.621	489.621
	B-4	32+70.000	-8.531	489.755	489.755
	B-5	32+70.000	0.000	489.888	489.888
	B-6	32+70.000	8.531	489.755	489.755
	B-7	32+70.000	17.063	489.621	489.621
	B-8	32+70.000	25.594	489.488	489.488
	B-9	32+70.000	34.125	489.355	489.355
E38	B-1	32+71.000	-34.125	489.308	489.308
	B-2	32+71.000	-25.594	489.442	489.442
	B-3	32+71.000	-17.063	489.575	489.575
	B-4	32+71.000	-8.531	489.708	489.708
	B-5	32+71.000	0.000	489.842	489.842
	B-6	32+71.000	8.531	489.708	489.708
	B-7	32+71.000	17.063	489.575	489.575
	B-8	32+71.000	25.594	489.442	489.442
	B-9	32+71.000	34.125	489.308	489.308
E39	B-1	32+81.000	-34.125	488.844	488.880
	B-2	32+81.000	-25.594	488.978	489.011
	B-3	32+81.000	-17.063	489.111	489.144
	B-4	32+81.000	-8.531	489.244	489.278
	B-5	32+81.000	0.000	489.378	489.411
	B-6	32+81.000	8.531	489.244	489.278
	B-7	32+81.000	17.063	489.111	489.144
	B-8	32+81.000	25.594	488.978	489.011
	B-9	32+81.000	34.125	488.844	488.880
E40	B-1	32+91.000	-34.125	488.380	488.444
	B-2	32+91.000	-25.594	488.514	488.573
	B-3	32+91.000	-17.063	488.647	488.706
	B-4	32+91.000	-8.531	488.780	488.839
	B-5	32+91.000	0.000	488.914	488.973
	B-6	32+91.000	8.531	488.780	488.839
	B-7	32+91.000	17.063	488.647	488.706
	B-8	32+91.000	25.594	488.514	488.573
	B-9	32+91.000	34.125	488.380	488.444
E41	B-1	33+01.000	-34.125	487.916	487.999
	B-2	33+01.000	-25.594	488.050	488.127
	B-3	33+01.000	-17.063	488.183	488.260
	B-4	33+01.000	-8.531	488.316	488.393
	B-5	33+01.000	0.000	488.450	488.527
	B-6	33+01.000	8.531	488.316	488.393
	B-7	33+01.000	17.063	488.183	488.260
	B-8	33+01.000	25.594	488.050	488.127
	B-9	33+01.000	34.125	487.916	487.999
E42	B-1	33+11.000	-34.125	487.452	487.547
	B-2	33+11.000	-25.594	487.586	487.673
	B-3	33+11.000	-17.063	487.719	487.807
	B-4	33+11.000	-8.531	487.852	487.940
	B-5	33+11.000	0.000	487.986	488.073
	B-6	33+11.000	8.531	487.852	487.940
	B-7	33+11.000	17.063	487.719	487.807
	B-8	33+11.000	25.594	487.586	487.673
	B-9	33+11.000	34.125	487.452	487.547
E43	B-1	33+21.000	-34.125	486.998	487.086
	B-2	33+21.000	-25.594	487.122	487.212
	B-3	33+21.000	-17.063	487.255	487.346
	B-4	33+21.000	-8.531	487.388	487.479
	B-5	33+21.000	0.000	487.522	487.612
	B-6	33+21.000	8.531	487.388	487.479
	B-7	33+21.000	17.063	487.255	487.346
	B-8	33+21.000	25.594	487.122	487.212
	B-9	33+21.000	34.125	486.988	487.086
E44	B-1	33+31.000	-34.125	486.524	486.617
	B-2	33+31.000	-25.594	486.658	486.744
	B-3	33+31.000	-17.063	486.791	486.877
	B-4	33+31.000	-8.531	486.924	487.010
	B-5	33+31.000	0.000	487.058	487.144
	B-6	33+31.000	8.531	486.924	487.010
	B-7	33+31.000	17.063	486.791	486.877
	B-8	33+31.000	25.594	486.658	486.744
	B-9	33+31.000	34.125	486.524	486.617
E45	B-1	33+41.000	-34.125	486.060	486.140
	B-2	33+41.000	-25.594	486.194	486.268
	B-3	33+41.000	-17.063	486.327	486.401
	B-4	33+41.000	-8.531	486.460	486.534
	B-5	33+41.000	0.000	486.594	486.668
	B-6	33+41.000	9.531	486.460	486.534
	B-7	33+41.000	17.063	486.327	486.401
	B-8	33+41.000	25.594	486.194	486.268
	B-9	33+41.000	34.125	486.060	486.140
E46	B-1	33+51.000	-34.125	485.596	485.655
	B-2	33+51.000	-25.594	485.730	485.784
	B-3	33+51.000	-17.063	485.863	485.917
	B-4	33+51.000	-8.531	485.996	486.051
	B-5	33+51.000	0.000	486.130	486.184
	B-6	33+51.000	8.531	485.996	486.051
	B-7	33+51.000	17.063	485.863	485.917
	B-8	33+51.000	25.594	485.730	485.784
	B-9	33+51.000	34.125	485.596	485.655
E47	B-1	33+61.000	-34.125	485.132	485.161
	B-2	33+61.000	-25.594	485.266	485.293
	B-3	33+61.000	-17.063	485.399	485.426
	B-4	33+61.000	-8.531	485.532	485.559
	B-5	33+61.000	0.000	485.666	485.693
	B-6	33+61.000	8.531	485.532	485.559
	B-7	33+61.000	17.063	485.399	485.426
	B-8	33+61.000	25.594	485.266	485.293
	B-9	33+61.000	34.125	485.132	485.161
E48	B-1	33+69.000	-34.125	484.761	484.761
	B-2	33+69.000	-25.594	484.895	484.895
	B-3	33+69.000	-17.063	485.028	485.028
	B-4	33+69.000	-8.531	485.161	485.161
	B-5	33+69.000	0.000	485.294	485.294
	B-6	33+69.000	8.531	485.161	485.161
	B-7	33+69.000	17.063	485.028	485.028
	B-8	33+69.000	25.594	484.895	484.895
	B-9	33+69.000	34.125	484.761	484.761
E49	B-1	33+70.000	-34.125	484.715	484.715
	B-2	33+70.000	-25.594	434.848	484.848
	B-3	33+70.000	-17.063	484.981	484.981
	B-4	33+70.000	-8.531	485.115	485.115
	B-5	33+70.000	0.000	485.248	485.248
	B-6	33+70.000	8.531	485.115	485.115
	B-7	33+70.000	17.063	484.981	484.981
	B-8	33+70.000	25.594	484.848	484.848
	B-9	33+70.000	34.125	484.715	484.715

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

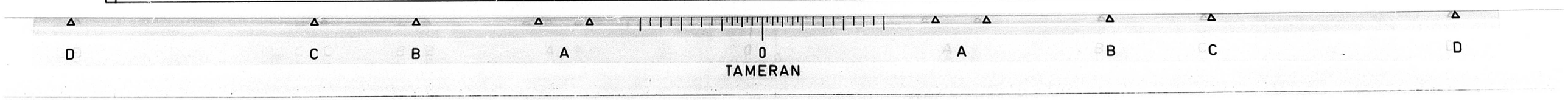
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
DECK ELEVATIONS - SPANS 12 & 13

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

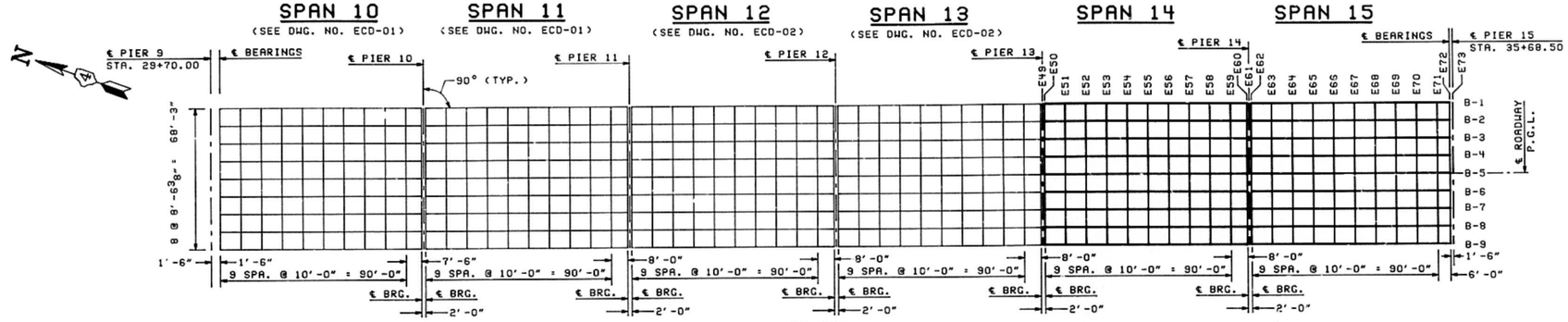
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-02		1-09-92	264



ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	8	PEORIA & TAZEWELL	265	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-11 50-2; (50)F&E-1, D AND P



PLAN

LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	ELEVATION THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
E49	B-1	33+70.000	-34.125	484.715	484.715
	B-2	33+70.000	-25.594	484.848	484.848
	B-3	33+70.000	-17.063	484.981	484.981
	B-4	33+70.000	-8.531	485.115	485.115
	B-5	33+70.000	0.000	485.248	485.248
	B-6	33+70.000	8.531	485.115	485.115
	B-7	33+70.000	17.063	484.981	484.981
	B-8	33+70.000	25.594	484.848	484.848
	B-9	33+70.000	34.125	484.715	484.715
E50	B-1	33+71.000	-34.125	484.668	484.668
	B-2	33+71.000	-25.594	484.802	484.802
	B-3	33+71.000	-17.063	484.935	484.935
	B-4	33+71.000	-8.531	485.068	485.068
	B-5	33+71.000	0.000	485.202	485.202
	B-6	33+71.000	8.531	485.068	485.068
	B-7	33+71.000	17.063	484.935	484.935
	B-8	33+71.000	25.594	484.802	484.802
	B-9	33+71.000	34.125	484.668	484.668
E51	B-1	33+81.000	-34.125	484.204	484.240
	B-2	33+81.000	-25.594	484.338	484.371
	B-3	33+81.000	-17.063	484.471	484.504
	B-4	33+81.000	-8.531	484.604	484.638
	B-5	33+81.000	0.000	484.738	484.771
	B-6	33+81.000	8.531	484.604	484.638
	B-7	33+81.000	17.063	484.471	484.504
	B-8	33+81.000	25.594	484.338	484.371
	B-9	33+81.000	34.125	484.204	484.240
E52	B-1	33+91.000	-34.125	483.740	483.804
	B-2	33+91.000	-25.594	483.874	483.933
	B-3	33+91.000	-17.063	484.007	484.066
	B-4	33+91.000	-8.531	484.140	484.199
	B-5	33+91.000	0.000	484.274	484.333
	B-6	33+91.000	8.531	484.140	484.199
	B-7	33+91.000	17.063	484.007	484.066
	B-8	33+91.000	25.594	483.874	483.933
	B-9	33+91.000	34.125	483.740	483.804
E53	B-1	34+01.000	-34.125	483.276	483.359
	B-2	34+01.000	-25.594	483.410	483.487
	B-3	34+01.000	-17.063	483.543	483.620
	B-4	34+01.000	-8.531	483.676	483.754
	B-5	34+01.000	0.000	483.810	483.887
	B-6	34+01.000	8.531	483.676	483.754
	B-7	34+01.000	17.063	483.543	483.620
	B-8	34+01.000	25.594	483.410	483.487
	B-9	34+01.000	34.125	483.276	483.359
E54	B-1	34+11.000	-34.125	482.812	482.907
	B-2	34+11.000	-25.594	482.946	483.034
	B-3	34+11.000	-17.063	483.079	483.167
	B-4	34+11.000	-8.531	483.212	483.300
	B-5	34+11.000	0.000	483.346	483.433
	B-6	34+11.000	8.531	483.212	483.300
	B-7	34+11.000	17.063	483.079	483.167
	B-8	34+11.000	25.594	482.946	483.034
	B-9	34+11.000	34.125	482.812	482.907
E55	B-1	34+21.000	-34.125	482.348	482.443
	B-2	34+21.000	-25.594	482.482	482.573
	B-3	34+21.000	-17.063	482.615	482.706
	B-4	34+21.000	-8.531	482.748	482.839
	B-5	34+21.000	0.000	482.882	482.972
	B-6	34+21.000	8.531	482.748	482.839
	B-7	34+21.000	17.063	482.615	482.706
	B-8	34+21.000	25.594	482.482	482.573
	B-9	34+21.000	34.125	482.348	482.446
E56	B-1	34+31.000	-34.125	481.884	481.977
	B-2	34+31.000	-25.594	482.018	482.104
	B-3	34+31.000	-17.063	482.151	482.237
	B-4	34+31.000	-8.531	482.284	482.371
	B-5	34+31.000	0.000	482.418	482.504
	B-6	34+31.000	8.531	482.284	482.371
	B-7	34+31.000	17.063	482.151	482.237
	B-8	34+31.000	25.594	482.018	482.104
	B-9	34+31.000	34.125	481.884	481.977
E57	B-1	34+41.000	-34.125	481.420	481.500
	B-2	34+41.000	-25.594	481.554	481.628
	B-3	34+41.000	-17.063	481.687	481.761
	B-4	34+41.000	-8.531	481.820	481.894
	B-5	34+41.000	0.000	481.954	482.028
	B-6	34+41.000	8.531	481.820	481.894
	B-7	34+41.000	17.063	481.687	481.761
	B-8	34+41.000	25.594	481.554	481.628
	B-9	34+41.000	34.125	481.420	481.500
E58	B-1	34+51.000	-34.125	480.956	481.015
	B-2	34+51.000	-25.594	481.090	481.144
	B-3	34+51.000	-17.063	481.223	481.277
	B-4	34+51.000	-8.531	481.356	481.411
	B-5	34+51.000	0.000	481.490	481.544
	B-6	34+51.000	8.531	481.356	481.411
	B-7	34+51.000	17.063	481.223	481.277
	B-8	34+51.000	25.594	481.090	481.144
	B-9	34+51.000	34.125	480.956	481.015
E59	B-1	34+61.000	-34.125	480.492	480.522
	B-2	34+61.000	-25.594	480.626	480.653
	B-3	34+61.000	-17.063	480.759	480.786
	B-4	34+61.000	-8.531	480.892	480.919
	B-5	34+61.000	0.000	481.026	481.053
	B-6	34+61.000	8.531	480.892	480.919
	B-7	34+61.000	17.063	480.759	480.786
	B-8	34+61.000	25.594	480.626	480.653
	B-9	34+61.000	34.125	480.492	480.522
E60	B-1	34+69.000	-34.125	480.121	480.121
	B-2	34+69.000	-25.594	480.254	480.254
	B-3	34+69.000	-17.063	480.388	480.388
	B-4	34+69.000	-8.531	480.521	480.521
	B-5	34+69.000	0.000	480.654	480.654
	B-6	34+69.000	8.531	480.521	480.521
	B-7	34+69.000	17.063	480.388	480.388
	B-8	34+69.000	25.594	480.254	480.254
	B-9	34+69.000	34.125	480.121	480.121
E61	B-1	34+70.000	-34.125	480.075	480.075
	B-2	34+70.000	-25.594	480.208	480.208
	B-3	34+70.000	-17.063	480.341	480.341
	B-4	34+70.000	-8.531	480.475	480.475
	B-5	34+70.000	0.000	480.608	480.608
	B-6	34+70.000	8.531	480.475	480.475
	B-7	34+70.000	17.063	480.341	480.341
	B-8	34+70.000	25.594	480.208	480.208
	B-9	34+70.000	34.125	480.075	480.075
E62	B-1	34+71.000	-34.125	480.028	480.028
	B-2	34+71.000	-25.594	480.162	480.162
	B-3	34+71.000	-17.063	480.295	480.295
	B-4	34+71.000	-8.531	480.428	480.428
	B-5	34+71.000	0.000	480.562	480.562
	B-6	34+71.000	8.531	480.428	480.428
	B-7	34+71.000	17.063	480.295	480.295
	B-8	34+71.000	25.594	480.162	480.162
	B-9	34+71.000	34.125	480.028	480.028
E63	B-1	34+81.000	-34.125	479.564	479.599
	B-2	34+81.000	-25.594	479.698	479.730
	B-3	34+81.000	-17.063	479.831	479.863
	B-4	34+81.000	-8.531	479.964	479.997
	B-5	34+81.000	0.000	480.098	480.130
	B-6	34+81.000	8.531	479.964	479.997
	B-7	34+81.000	17.063	479.831	479.863
	B-8	34+81.000	25.594	479.698	479.730
	B-9	34+81.000	34.125	479.564	479.599
E64	B-1	34+91.000	-34.125	479.100	479.162
	B-2	34+91.000	-25.594	479.234	479.291
	B-3	34+91.000	-17.063	479.367	479.424
	B-4	34+91.000	-8.531	479.500	479.558
	B-5	34+91.000	0.000	479.634	479.691
	B-6	34+91.000	8.531	479.500	479.558
	B-7	34+91.000	17.063	479.367	479.424
	B-8	34+91.000	25.594	479.234	479.291
	B-9	34+91.000	34.125	479.100	479.162
E65	B-1	35+01.000	-34.125	478.636	478.717
	B-2	35+01.000	-25.594	478.770	478.845
	B-3	35+01.000	-17.063	478.903	478.978
	B-4	35+01.000	-8.531	479.036	479.111
	B-5	35+01.000	0.000	479.170	479.245
	B-6	35+01.000	8.531	479.036	479.111
	B-7	35+01.000	17.063	478.903	478.978
	B-8	35+01.000	25.594	478.770	478.845
	B-9	35+01.000	34.125	478.636	478.717
E66	B-1	35+11.000	-34.125	478.172	478.263
	B-2	35+11.000	-25.594	478.306	478.390
	B-3	35+11.000	-17.063	478.439	478.524
	B-4	35+11.000	-8.531	478.572	478.657
	B-5	35+11.000	0.000	478.706	478.790
	B-6	35+11.000	8.531	478.572	478.657
	B-7	35+11.000	17.063	478.439	478.524
	B-8	35+11.000	25.594	478.306	478.390
	B-9	35+11.000	34.125	478.172	478.263
E67	B-1	35+21.000	-34.125	477.708	477.802
	B-2	35+21.000	-25.594	477.842	477.929
	B-3	35+21.000	-17.063	477.975	478.062
	B-4	35+21.000	-8.531	478.108	478.195
	B-5	35+21.000	0.000	478.242	478.328
	B-6	35+21.000	8.531	478.108	478.195
	B-7	35+21.000	17.063	477.975	478.062
	B-8	35+21.000	25.594	477.842	477.929
	B-9	35+21.000	34.125	477.708	477.802
E68	B-1	35+31.000	-34.125	477.244	477.332
	B-2	35+31.000	-25.594	477.378	477.459
	B-3	35+31.000	-17.063	477.511	477.593
	B-4	35+31.000	-8.531	477.644	477.726
	B-5	35+31.000	0.000	477.778	477.859
	B-6	35+31.000	8.531	477.644	477.726
	B-7	35+31.000	17.063	477.511	477.593
	B-8	35+31.000	25.594	477.378	477.459
	B-9	35+31.000	34.125	477.244	477.332
E69	B-1	35+41.000	-34.125	476.780	476.854
	B-2	35+41.000	-25.594	476.914	476.983
	B-3	35+41.000	-17.063	477.047	477.116
	B-4	35+41.000	-8.531	477.180	477.249
	B-5	35+41.000	0.000	477.314	477.382
	B-6	35+41.000	8.531	477.180	477.249
	B-7	35+41.000	17.063	477.047	477.116
	B-8	35+41.000	25.594	476.914	476.983
	B-9	35+41.000	34.125	476.780	476.854
E70	B-1	35+51.000	-34.125	476.316	476.368
	B-2	35+51.000	-25.594	476.450	476.498
	B-3	35+51.000	-17.063	476.583	476.631
	B-4	35+51.000	-8.531	476.716	476.765
	B-5	35+51.000	0.000	476.850	476.898
	B-6	35+51.000	8.531	476.716	476.765
	B-7	35+51.000	17.063	476.583	476.631
	B-8	35+51.000	25.594	476.450	476.498
	B-9	35+51.000	34.125	476.316	476.368
E71	B-1	35+61.000	-34.125	475.852	475.874
	B-2	35+61.000	-25.594	475.986	476.006
	B-3	35+61.000	-17.063	476.119	476.139
	B-4	35+61.000	-8.531	476.252	476.273
	B-5	35+61.000	0.000	476.386	476.406
	B-6	35+61.000	8.531	476.252	476.273
	B-7	35+61.000	17.063	476.119	476.139
	B-8	35+61.000	25.594	475.986	476.006
	B-9	35+61.000	34.125	475.852	475.874
E72	B-1	35+67.000	-34.125	475.574	475.574
	B-2	35+67.000	-25.594	475.707	475.707
	B-3	35+67.000	-17.063	475.841	475.841
	B-4	35+67.000	-8.531	475.974	475.974
	B-5	35+67.000	0.000	476.107	476.107
	B-6	35+67.000	8.531	475.974	475.974
	B-7	35+67.000	17.063	475.841	475.841
	B-8	35+67.000	25.594	475.707	475.707
	B-9	35+67.000	34.125	475.574	475.574
E73	B-1	35+68.500	-34.125	475.504	475.504
	B-2	35+68.500	-25.594	475.638	475.638
	B-3	35+68.500	-17.063	475.771	475.771
	B-4	35+68.500	-8.531	475.904	475.904
	B-5	35+68.500	0.000	476.038	476.038
	B-6	35+68.500	8.531	475.904	475.904
	B-7	35+68.500	17.063	475.771	475.771
	B-8	35+68.500	25.594	475.638	475.638
	B-9	35+68.500	34.125	475.504	475.504

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
DECK ELEVATIONS - SPANS 14 & 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-03		1-09-92	265

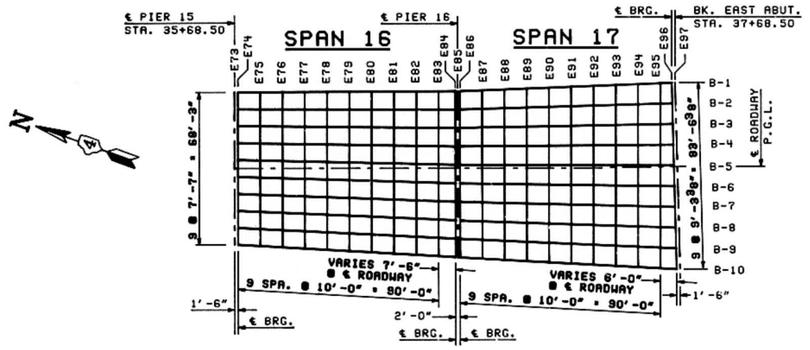
IN CHARGE: PCW DESIGNED BY: RJR CHECKED BY: ESTIMATED BY: CHECKED BY: DRAFTED BY: IGM CHECKED BY: RJR

D C B A 0 A B C D

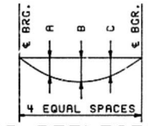
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	266	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-11; 50-2; (50)F&E-1, D AND P



LINE	BEAM OR GIRDER	℄ STATION	℄ OFFSET	ELEVATION THEOR. DECK ELEV.	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
E73	B-01	35+68.500	-34.119	475.504	475.504
	B-02	35+68.500	-26.546	475.623	475.623
	B-03	35+68.500	-18.973	475.741	475.741
	B-04	35+68.500	-11.400	475.859	475.859
	B-05	35+68.500	-3.827	475.978	475.978
	℄	35+68.500	0.000	476.038	476.038
	B-06	35+68.500	3.747	475.979	475.979
	B-07	35+68.500	11.320	475.861	475.861
	B-08	35+68.500	18.893	475.742	475.742
	B-09	35+68.500	26.466	475.624	475.624
	B-10	35+68.500	34.039	475.506	475.506
E74	B-01	35+70.000	-34.125	475.435	475.435
	B-02	35+70.000	-26.542	475.553	475.553
	B-03	35+70.000	-18.958	475.672	475.672
	B-04	35+70.000	-11.375	475.790	475.790
	B-05	35+70.000	-3.792	475.909	475.909
	℄	35+70.000	0.000	475.968	475.968
	B-06	35+70.000	3.792	475.909	475.909
	B-07	35+70.000	11.375	475.790	475.790
	B-08	35+70.000	18.958	475.672	475.672
	B-09	35+70.000	26.542	475.553	475.553
	B-10	35+70.000	34.125	475.435	475.435
E75	B-01	35+80.000	-34.163	474.970	475.005
	B-02	35+80.000	-26.512	475.090	475.122
	B-03	35+80.000	-18.861	475.209	475.242
	B-04	35+79.999	-11.210	475.329	475.362
	B-05	35+79.997	-3.559	475.448	475.481
	℄	35+80.000	0.000	475.504	475.504
	B-06	35+79.996	4.092	475.440	475.473
	B-07	35+79.993	11.743	475.321	475.353
	B-08	35+79.990	19.394	475.201	475.234
	B-09	35+79.987	27.045	475.082	475.115
	B-10	35+79.984	34.696	474.963	474.998
E76	B-01	35+90.000	-34.201	474.506	474.567
	B-02	35+90.000	-26.482	474.626	474.684
	B-03	35+89.999	-18.764	474.747	474.805
	B-04	35+89.997	-11.045	474.868	474.925
	B-05	35+89.995	-3.326	474.988	475.046
	℄	35+90.000	0.000	475.040	475.040
	B-06	35+89.991	4.393	474.972	475.030
	B-07	35+89.986	12.111	474.851	474.909
	B-08	35+89.981	19.830	474.731	474.789
	B-09	35+89.975	27.548	474.611	474.668
	B-10	35+89.967	35.267	474.491	474.553
E77	B-01	36+00.000	-34.239	474.041	474.121
	B-02	36+00.000	-26.453	474.163	474.238
	B-03	35+99.999	-18.666	474.284	474.360
	B-04	35+99.996	-10.880	474.406	474.482
	B-05	35+99.992	-3.093	474.528	474.603
	℄	36+00.000	0.000	474.576	474.576
	B-06	35+99.986	4.693	474.512	474.587
	B-07	35+99.980	12.480	474.404	474.479
	B-08	35+99.971	20.266	474.297	474.372
	B-09	35+99.962	28.052	474.188	474.263
	B-10	35+99.951	35.838	474.066	474.148
E78	B-01	36+10.000	-34.278	473.578	473.669
	B-02	36+10.000	-26.423	473.701	473.786
	B-03	36+09.998	-18.569	473.824	473.909
	B-04	36+09.994	-10.715	473.947	474.032
	B-05	36+09.988	-2.860	474.069	474.155
	℄	36+10.000	0.000	474.114	474.114
	B-06	36+09.982	4.994	474.056	474.142
	B-07	36+09.973	12.848	473.966	474.051
	B-08	36+09.962	20.702	473.875	473.960
	B-09	36+09.949	28.555	473.779	473.864
	B-10	36+09.935	36.408	473.656	473.749
E79	B-01	36+20.000	-34.316	473.127	473.220
	B-02	36+20.000	-26.394	473.250	473.339
	B-03	36+19.998	-18.471	473.374	473.463
	B-04	36+19.993	-10.549	473.498	473.587
	B-05	36+19.986	-2.627	473.622	473.711
	℄	36+20.000	0.000	473.663	473.663
	B-06	36+19.977	5.294	473.614	473.703
	B-07	36+19.966	13.216	473.540	473.629
	B-08	36+19.952	21.137	473.467	473.555
	B-09	36+19.937	29.059	473.381	473.469
	B-10	36+19.918	36.979	473.258	473.354
E80	B-01	36+30.000	-34.354	472.689	472.777
	B-02	36+30.000	-26.364	472.814	472.897
	B-03	36+29.997	-18.374	472.938	473.022
	B-04	36+29.992	-10.384	473.064	473.147
	B-05	36+29.984	-2.395	473.189	473.272
	℄	36+30.000	0.000	473.225	473.225
	B-06	36+29.973	5.595	473.187	473.270
	B-07	36+29.959	13.584	473.130	473.214
	B-08	36+29.943	21.573	473.073	473.157
	B-09	36+29.924	29.562	472.996	473.080
	B-10	36+29.902	37.550	472.872	472.964
E81	B-01	36+40.000	-34.392	472.264	472.340
	B-02	36+40.000	-26.334	472.390	472.461
	B-03	36+39.997	-18.277	472.516	472.587
	B-04	36+39.990	-10.219	472.642	472.713
	B-05	36+39.981	-2.162	472.768	472.840
	℄	36+40.000	0.000	472.801	472.801
	B-06	36+39.969	5.896	472.773	472.845
	B-07	36+39.952	13.953	472.734	472.806
	B-08	36+39.934	22.009	472.695	472.767
	B-09	36+39.911	30.065	472.625	472.697
	B-10	36+39.886	38.121	472.500	472.578
E82	B-01	36+50.000	-34.430	471.852	471.907
	B-02	36+50.000	-26.305	471.979	472.031
	B-03	36+49.996	-18.179	472.106	472.158
	B-04	36+49.989	-10.054	472.233	472.285
	B-05	36+49.978	-1.929	472.361	472.413
	℄	36+50.000	0.000	472.390	472.390
	B-06	36+49.964	6.196	472.375	472.427
	B-07	36+49.946	14.321	472.354	472.406
	B-08	36+49.924	22.446	472.333	472.385
	B-09	36+49.899	30.569	472.267	472.319
	B-10	36+49.870	38.692	472.141	472.198
E83	B-01	36+59.999	-34.468	471.454	471.480
	B-02	36+60.000	-26.275	471.562	471.607
	B-03	36+59.996	-18.082	471.710	471.735
	B-04	36+59.988	-9.889	471.838	471.863
	B-05	36+59.976	-1.696	471.967	471.992
	℄	36+60.000	0.000	471.992	471.992
	B-06	36+59.959	6.497	471.991	472.016
	B-07	36+59.939	14.589	471.988	472.013
	B-08	36+59.915	22.881	471.985	472.010
	B-09	36+59.886	31.072	471.922	471.948
	B-10	36+59.853	39.263	471.796	471.823
E84	B-01	36+67.500	-34.497	471.164	471.164
	B-02	36+67.500	-26.253	471.293	471.293
	B-03	36+67.500	-18.009	471.421	471.421
	B-04	36+67.500	-9.765	471.550	471.550
	B-05	36+67.500	-1.521	471.679	471.679
	℄	36+67.500	0.000	471.703	471.703
	B-06	36+67.500	6.723	471.711	471.711
	B-07	36+67.500	14.967	471.721	471.721
	B-08	36+67.500	23.212	471.731	471.731
	B-09	36+67.500	31.456	471.668	471.668
	B-10	36+67.500	39.700	471.540	471.540
E85	B-01	36+68.500	-34.515	471.125	471.125
	B-02	36+68.500	-26.262	471.254	471.254
	B-03	36+68.500	-18.010	471.383	471.383
	B-04	36+68.500	-9.757	471.512	471.512
	B-05	36+68.500	-1.505	471.641	471.641
	℄	36+68.500	0.000	471.665	471.665
	B-06	36+68.500	6.747	471.674	471.674
	B-07	36+68.500	15.000	471.686	471.686
	B-08	36+68.500	23.252	471.698	471.698
	B-09	36+68.500	31.505	471.636	471.636
	B-10	36+68.500	39.757	471.507	471.507
E86	B-01	36+69.500	-34.533	471.087	471.087
	B-02	36+69.500	-26.272	471.216	471.216
	B-03	36+69.500	-18.011	471.345	471.345
	B-04	36+69.500	-9.750	471.474	471.474
	B-05	36+69.500	-1.490	471.603	471.603
	℄	36+69.500	0.000	471.627	471.627
	B-06	36+69.500	6.771	471.638	471.638
	B-07	36+69.500	15.032	471.652	471.652
	B-08	36+69.500	23.293	471.666	471.666
	B-09	36+69.500	31.553	471.603	471.603
	B-10	36+69.500	39.814	471.474	471.474
E87	B-01	36+79.493	-34.911	470.710	470.743
	B-02	36+79.496	-26.543	470.840	470.871
	B-03	36+79.499	-18.175	470.971	471.002
	B-04	36+79.500	-9.807	471.102	471.133
	B-05	36+79.500	-1.441	471.232	471.265
	℄	36+79.500	0.000	471.255	471.255
	B-06	36+79.499	6.926	471.282	471.315
	B-07	36+79.497	15.292	471.315	471.348
	B-08	36+79.493	23.657	471.348	471.381
	B-09	36+79.489	32.021	471.285	471.319
	B-10	36+79.484	40.385	471.154	471.190
E88	B-01	36+89.486	-35.290	470.345	470.404
	B-02	36+89.493	-26.814	470.478	470.532
	B-03	36+89.497	-18.339	470.610	470.665
	B-04	36+89.500	-9.865	470.742	470.797
	B-05	36+89.500	-1.391	470.875	470.933
	℄	36+89.500	0.000	470.896	470.896
	B-06	36+89.498	7.081	470.940	470.998
	B-07	36+89.493	15.551	471.050	471.050
	B-08	36+89.487	24.021	471.044	471.104
	B-09	36+89.478	32.489	470.980	471.039
	B-10	36+89.467	40.956	470.848	470.911
E89	B-01	36+99.479	-35.668	469.994	470.070
	B-02	36+99.489	-27.085	470.126	470.199
	B-03	36+99.496	-18.502	470.262	470.333
	B-04	36+99.500	-9.922	470.396	470.467
	B-05	36+99.500	-1.342	470.530	470.606
	℄	36+99.500	0.000	470.551	470.551
	B-06	36+99.496	7.235	470.612	470.687
	B-07	36+99.490	15.811	470.683	470.759
	B-08	36+99.480	24.385	470.755	470.834
	B-09	36+99.467	32.957	470.688	470.766
	B-10	36+99.451	41.527	470.554	470.637
E91	B-01	37+19.464	-36.425	469.332	469.420
	B-02	37+19.482	-27.626	469.469	469.552
	B-03	37+19.493	-18.830	469.606	469.689
	B-04	37+19.499	-10.035	469.743	469.826
	B-05	37+19.500	-1.244	469.880	469.969
	℄	37+19.500	0.000	469.900	469.900
	B-06	37+19.494	7.545	469.997	470.085
	B-07	37+19.483	16.331	470.110	470.198
	B-08	37+19.467	25.114	470.223	470.314
	B-09	37+19.445	33.893	470.143	470.234
	B-10	37+19.418	42.669	470.007	470.103
E93	B-01	37+39.768	-37.123	468.650	468.719
	B-02	37+39.715	-28.109	468.808	468.873
	B-03	37+39.653	-19.098	468.966	469.032
	B-04	37+39.584	-10.091	469.125	469.190
	B-05	37+39.509	-1.068	469.283	469.352
	℄	37+39.500	0.000	469.302	469.302
	B-06	37+39.426	7.912	469.440	469.510
	B-07	37+39.336	16.907	469.598	469.668
	B-08	37+39.240	25.899	469.756	469.828
	B-09	37+39.138	34.885	469.658	469.730
	B-10	37+39.030	43.867	469.520	469.597
E95	B-01	37+49.998	-37.385	468.275	468.323
	B-02	37+49.889	-28.264	468.458	468.503
	B-03	37+49.771	-19.146	468.640	468.685
	B-04	37+49.646	-10.033	468.822	468.868
	B-05	37+49.513	-0.924	469.004	469.053
	℄	37+49.500	0.000	469.022	469.022
	B-06	37+49.373	8.181	469.185	469.235
	B-07	37+49.226	17.289	469.366	469.416
	B-08	37+49.072	26.375	469.547	469.598
	B-09	37+48.911	35.465	469.434	469.486
	B-10	37+48.744	44.549	469.296	469.351
E97	B-01	37+68.500	-37.699	467.633	467.633
	B-02	37+68.500	-28.795	467.854	467.854
	B-03	37+68.500	-19.072	468.075	468.075
	B-04	37+68.500	-9.758	468.297	468.297
	B-05	37+68.500	-0.445	468.518	468.518
	℄	37+68.500	0.000	468.529	468.529
	B-06	37+68.500	8.868	468.739	468.739
	B-07	37+68.500	18.181	468.961	468.961
	B-08	37+68.500	27.494	469.167	469.167
	B-09	37+68.500	36.807	469.022	469.022
	B-10	37+68.500	46.120	468.876	468.876



DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE SLAB & INITIAL SUPERIMPOSED DEAD LOAD ONLY)

EXTERIOR BEAMS

SPAN	BEAM	LENGTH BRG. TO BRG.	A (IN.)	B (IN.)	C (IN.)
16	1	97'-6"	7/8	1 3/16	7/8
16	10	97'-8"	7/8	1 3/16	7/8
17	1	95'-1"	13/16	1 1/16	13/16
17	10	97'-4¼"	7/8	1 3/16	7/8

INTERIOR BEAMS

SPAN	BEAM	LENGTH BRG. TO BRG.	A (IN.)	B (IN.)	C (IN.)
16	2 TO 9	97'-6" TO 97'-7½"	13/16	1 1/16	13/16
17	2 TO 9	95'-3½" TO 97'-1¾"	7/8	1 1/8	7/8

(FOR SPAN LENGTHS OF BEAMS 2 TO 8 SEE SPAN 17 DIMENSION TABLE COLUMN (A-1.5') SHOWN ON DWG. NO. ECD-01A)

NOTE:

ALL ELEVATIONS ARE AT TOP OF CONCRETE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
DECK ELEVATIONS - SPANS 16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-03A		1-09-92	266

IN CHARGE: PCH DESIGNED BY: RJR CHECKED BY: DRAFTED BY: SBA CHECKED BY: RJR ESTIMATED BY:

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	267	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SOB-3-11; SO-21 (SO)FAE-1, D AND P

DRAFTED BY: IGM CHECKED BY: HSJ ESTIMATED BY: CHECKED BY: UG DESIGNED BY: HSJ IN CHARGE: PCH

597'-7½" END TO END DECK

6½" @ 50° F | 88'-5½" SPAN 10 | 100'-0" SPAN 11 | 100'-0" SPAN 12 | 100'-0" SPAN 13 | 100'-0" SPAN 14 | 88'-1⅝" SPAN 15 | 4³⁄₈" @ 50° F.

℄ PIER 9 | ℄ PIER 10 | ℄ PIER 11 | ℄ PIER 12 | ℄ PIER 13 | ℄ PIER 14 | ℄ PIER 15

N

A

599-#5 c_{601} (E) BARS @ 12" CTS. TOP OF SIDEWALK (TYP.)

1x22-#5 b_{610} (E) BAR TOP & BOTT. @ SIDEWALK (TYP)

6x22-#5 b_{610} (E) BARS @ 12" CTS. TOP OF SIDEWALK (TYP.)

3'-10" CONC. BLOCKOUT SEE DWG. NO. ECD-08A

599-#5 c_{600} (E) BARS @ 12" CTS (TYP)

A

7x3-#7 a_{602} (E) BARS @ 6" CTS. TOP (TYP. OTHER END)

1x2-#6 a_{603} (E) @ BOT. (TYP. OTHER END)

599-#6 d_{604} (E) BARS @ 12" CTS E.F.

℄ ROADWAY

STA 29+70.00

STA 35+68.50

76'-3" OUT TO OUT DECK

6'-0" | 32'-1½" | 32'-1½" | 6'-0"

2'-3"

3'-10"

CONC. BLOCKOUT SEE DWG. NO. ECD-08.

1094x3-#5 a_{600} (E) BARS @ 6½" CTS (TOP)

837x2-#5 a_{601} (E) BARS @ 8½" CTS (BOTT.)

77x3 - #5 b_{600} (E) BARS @ 12" CTS (TOP)

72x3 - #5 b_{601} (E) BARS SPACED AS SHOWN IN CROSS SECTION (BOTTOM)

153 - #6 b_{602} (E) BARS @ 6" CTS (TOP) OVER PIER ALT. BARS LAP WITH #6 b_{600} (E) BARS.

72 - #6 b_{603} (E) BARS SPACED AS SHOWN IN CROSS SECTION (BOTT.)

24'-0" | 27'-0" (TOP) | 21'-0" | 24'-0" (BOTT)

77x2 - #5 b_{605} (E) BARS @ 12" CTS (TOP)

72x12 - #5 b_{604} (E) BARS SPACED AS SHOWN IN CROSS SECTION (BOTT.) LAP WITH b_{603} (E) BARS AT EACH END

153 - #6 b_{606} (E) BARS @ 6" CTS ALT. BARS LAP WITH b_{605} (E) BARS. TOP OF SLAB OVER PIERS 11,12,13

20'-0" | 20'-0" TYP. @ PIERS 11,12 &13

77x2 - #5 b_{607} (E) BARS @ 12" CTS (TOP) (SPAN 12)

77x2 - #5 b_{605} (E) BARS @ 12" CTS (TOP) (SPAN 13)

77x2 - #5 b_{605} (E) BARS @ 12" CTS (TOP) (SPAN 14)

153 - #6 b_{602} (E) BARS @ 6" CTS (TOP) OVER PIER ALT. BARS LAP WITH #6 b_{605} (E) BARS.

72 - #6 b_{603} (E) BARS SPACED AS SHOWN IN CROSS SECTION (BOTT.)

27'-0" | 24'-0" (TOP) | 24'-0" | 21'-0" (BOTT)

77x3 - #5 b_{608} (E) BARS @ 12" CTS (TOP)

72x3 - #5 b_{609} (E) BARS SPACED AS SHOWN IN CROSS SECTION

120 - #6 X $_{600}$ (E) BARS @ 6" CTS. (TOP) TYP. OTHER END (SEE SECTION THRU PIER 15)

1'-8" LAP

2'-0" LAP

599-#6 d_{601} (E) BARS @ 12" CTS (I.F.) (TYP.)

599-#4 d_{600} (E) BARS @ 12" CTS (O.F.) (TYP.)

12'-6" | 12'-6"

1" DEEP SAWED JOINT IN SIDEWALK, TYP. @ PIERS 10 THRU 14

DECK PLAN

SEE DWG. NO. CAM-01 FOR DETAILS

#6 X_{600} (E) BARS @ 6" CTS. SPACED BETWEEN BEAMS

#6 X_{700} (E) BARS @ 6" CTS. SPACED BETWEEN BEAMS

PIER 9 6½" @ 50° F. (TYP)

PIER 15 4³⁄₈" @ 50° F. (TYP)

7-#7 a_{602} (E) BARS

7-#7 a_{702} (E) BARS

8" SLAB

1x2-#5 a_{601} (E)

1x3-#5 a_{701} (E)

8-#5 X_{601} (E) BARS @ 12" CTS. BETWEEN BEAMS

7-#5 X_{701} (E) BARS @ 12" CTS. BETWEEN BEAMS

2" CL. MIN.

#6 a_{603} (E) (FULL WIDTH)

#6 a_{703} (E) (FULL WIDTH)

3-¾"DIA.x2'-0" THREADED DOWEL RODS SPACE INSERTS TO MISS STRANDS

SECTION THRU PIER 15

(SIMILAR AT PIER 9)

76'-3" OUT TO OUT DECK

6'-0" | 32'-1½" | 32'-1½" | 6'-0"

SLOPE 3⅛"/FOOT TOTAL DROP = 6"

℄ ROADWAY

SLOPE 3⅛"/FOOT TOTAL DROP = 6"

1'-0" | 5'-0" SIDEWALK | 5'-0" SHLDR. VARIES FROM 4'-0" @ ℄ PIER 14 TO 2'-0" @ BK. OF E. ABUT. | 24'-0" ROADWAY VARIES FROM 24'-0" @ ℄ PIER 14 TO 26'-0" @ BK. OF E. ABUT. | 2'-0" SHLDR. | 2'-3" | 2'-0" SHLDR. | 24'-0" ROADWAY VARIES FROM 24'-0" @ ℄ PIER 14 TO 26'-0" @ BK. OF E. ABUT. | 5'-0" SHLDR. VARIES FROM 4'-0" @ ℄ PIER 14 TO 2'-0" @ BK. OF E. ABUT. | 5'-0" SIDEWALK | 1'-0"

FOR SIDEWALK DIM. & REBARS SEE DWG. ECD-05

d_{600} (E) d_{601} (E) c_{600} (E) b_{602} (E) OR b_{606} (E) 21½" CL. (± ½") 8" SLAB d_{604} (E) P.G.LINE a_{600} (E) b_{600} (E), b_{605} (E), b_{607} (E) OR b_{608} (E)

b_{603} (E) OR b_{604} (E)

1'-0 11/16" (TYP.) | 8-#6 b_{603} (E) OR #5 b_{604} (E) BARS @ 11" CTS. TYP. BET. BMS. | 1'-0 11/16" | 1" CL. | a_{601} (E) | 1'-0 11/16" (TYP.) | 8-#5 b_{601} (E), b_{604} (E) OR b_{609} (E) BARS @ 11" CTS. TYP. BETWEEN BMS. | 4'-0"

8 SPACES @ 9'-6⅜" = 68'-3"

b_{601} (E), b_{604} (E) OR b_{609} (E)

NEAR PIER 10 TO 14 | NEAR MIDSPAN

DECK CROSS SECTION

(LOOKING UPSTATION)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACC-02
2. FOR BILL OF MATERIAL SEE DWG. NO. ECD-09
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. ECD-05 THRU ECD-07.
4. BARS INDICATED THUS 20x3-#5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. FOR LOCATIONS OF INSERTS REQUIRED FOR TELEPHONE CONDUIT HANGERS IN SPAN 10 SEE DWG. NOS. RAN-01 THRU RAN-07.
7. FOR SECTION A-A SEE DWG. NO. ECD-05.

MIN. BAR LAP

#5 BAR = 2'-2"
#6 BAR = 2'-7"
#7 BAR = 3'-5"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
DECK PLAN & SECTIONS - SPANS 10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-04		1-09-92	267

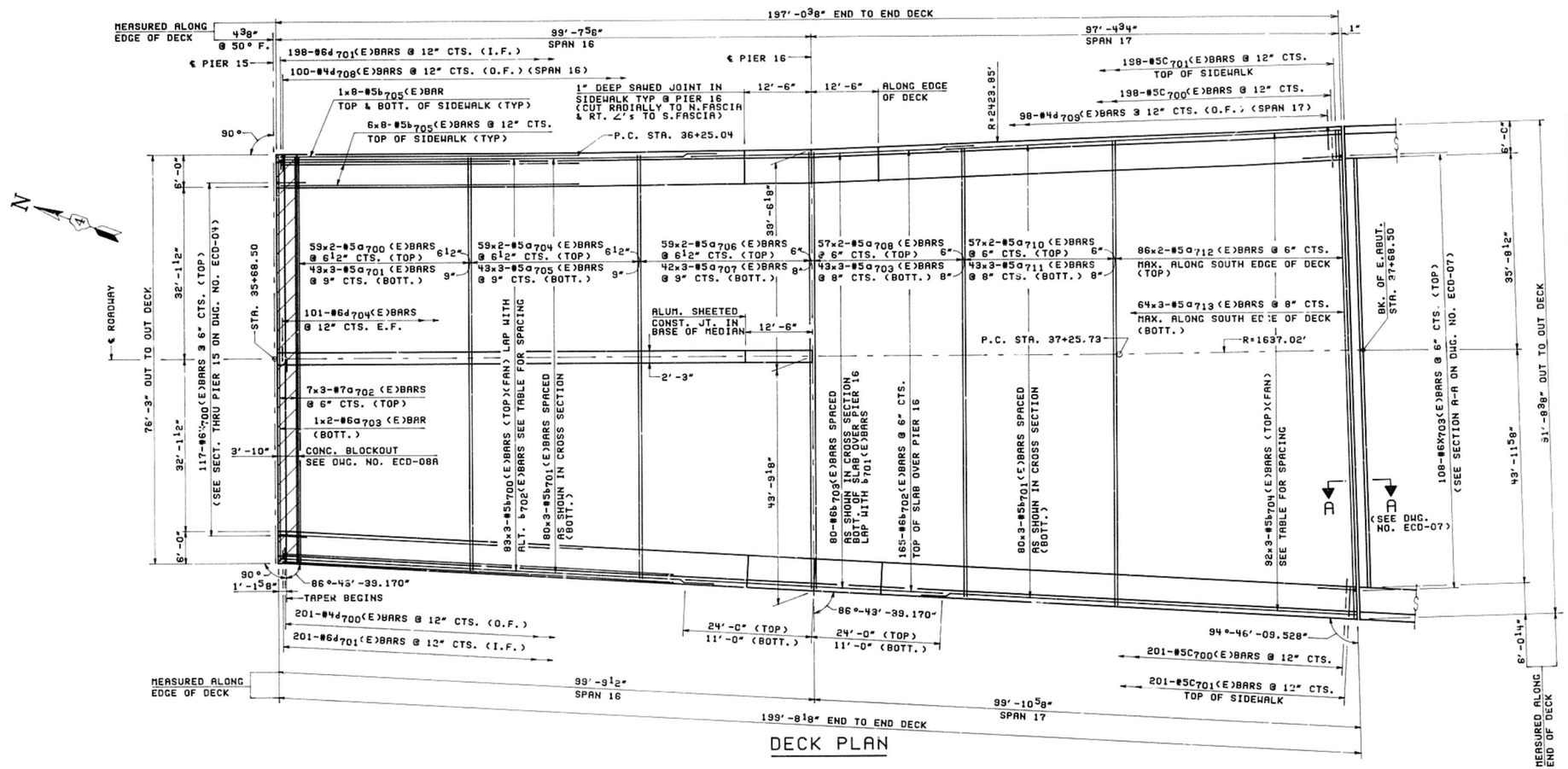
D C B A 0 A B C D

TAMERAN

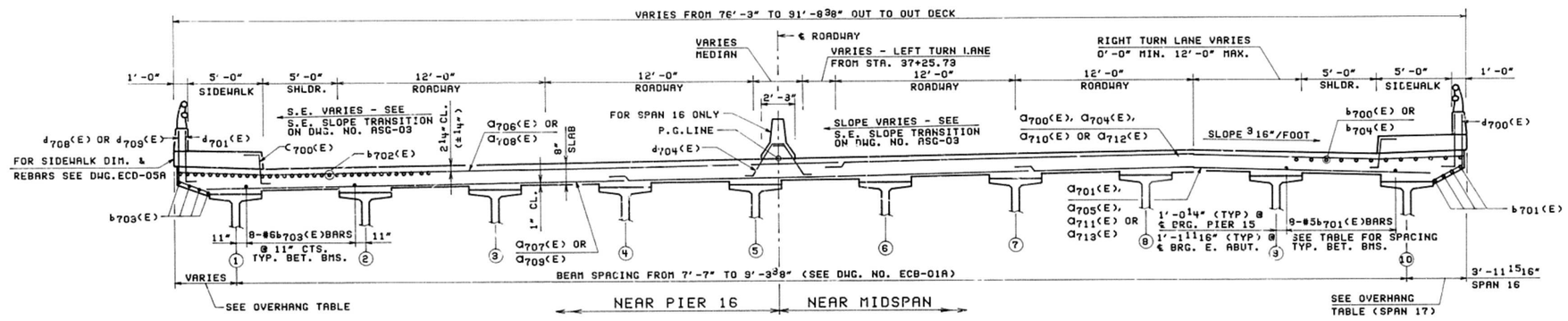
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	268	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SCB-3-11 SC-21 (SD)FAE-1, D AND P

ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: KRP
DESIGNED BY: KRP CHECKED BY: UG
IN CHARGE: PCW



DECK PLAN



DECK CROSS SECTION
(LOOKING UPSTATION)

BAR SPACING TABLE

LOCATION / BAR	PIER 15	NEAR PIER 16	E. ABUT.
b700(E)	±11"	±11 3/4"	—
b701(E)	9 1/2"	±11"	12"
b704(E)	—	±11"	12"

OVERHANG TABLE

OVERHANG DIMENSIONS (PERP. TO BEAM)	NORTH FASCIA		SOUTH FASCIA	
	MIN.	MAX.	MIN.	MAX.
SPAN 16	3'-9 1/4"	4'-0"	—	—
SPAN 17	3'-6 7/16"	4'-0"	3'-11 13/16"	3'-11 15/16"

MIN. BAR LAP
#5 BAR = 2'-2"
#6 BAR = 2'-7"
#7 BAR = 3'-5"

NOTES:
1. FOR GENERAL NOTES SEE DWG. NO. ECG-02
2. FOR BILL OF MATERIAL SEE DWG. NO. ECD-09A.
3. FOR ADDITIONAL DETAILS SEE DWG. NOS. ECD-05A, ECD-05B & ECD-07.
4. BARS INDICATED THUS 20x3-#5 INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
6. FOR MOD. EXP. JT. DETAILS SEE DWG. NO. ECD-08A.
7. TRANSVERSE BARS a700(E) THRU a711(E) SHALL BE PLACED AT RIGHT ANGLES TO THE ℄ OF THE ROADWAY.
8. FOR SECTION THRU PIER 15 SEE DWG. NO. ECD-04.
9. FOR ANCHORAGE OF IMPACT ATTENUATOR SEE DWG. NO. HDE-10.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
DECK PLAN & SECTIONS - SPANS 16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

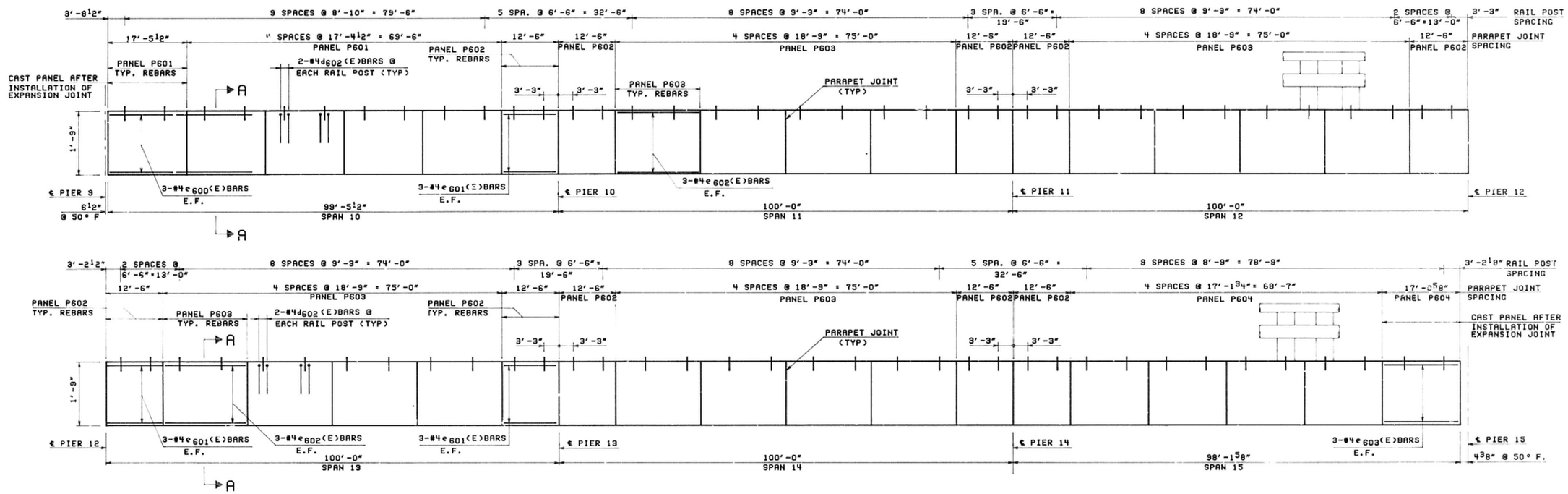
REVISION	DATE	DESCRIPTION

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-04A		1-09-62	268

D C B A 0 A B C D
TAMERAN

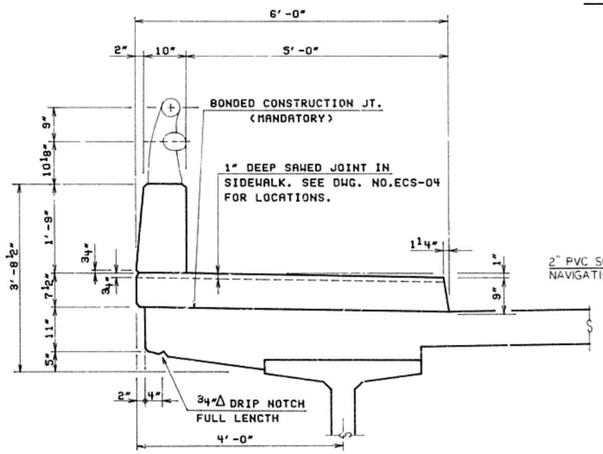
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	269	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SCB-3-11 50-23 (SOIL & E-1, D, AND F



INSIDE ELEVATION OF PARAPET - SPANS 10 THRU 15

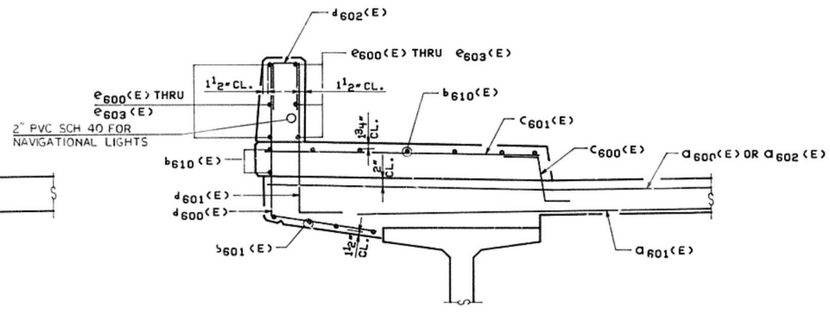
OPPOSITE SIDE SIMILAR



SECTION A-A

TYPICAL SECTION THRU SIDEWALK

(SHOWING DIMENSIONS ONLY)



SECTION A-A

TYPICAL SECTION THRU SIDEWALK

(SHOWING RE-BARS ONLY)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ECD-09.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. FOR PARAPET JOINT DETAIL SEE DWG. NO. ECD-06.
5. FOR RAIL POST ANCHORAGE DETAIL SEE DWG. NO. CAM-08.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PARAPET DETAILS - SPANS 10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-05		1-09-92	269

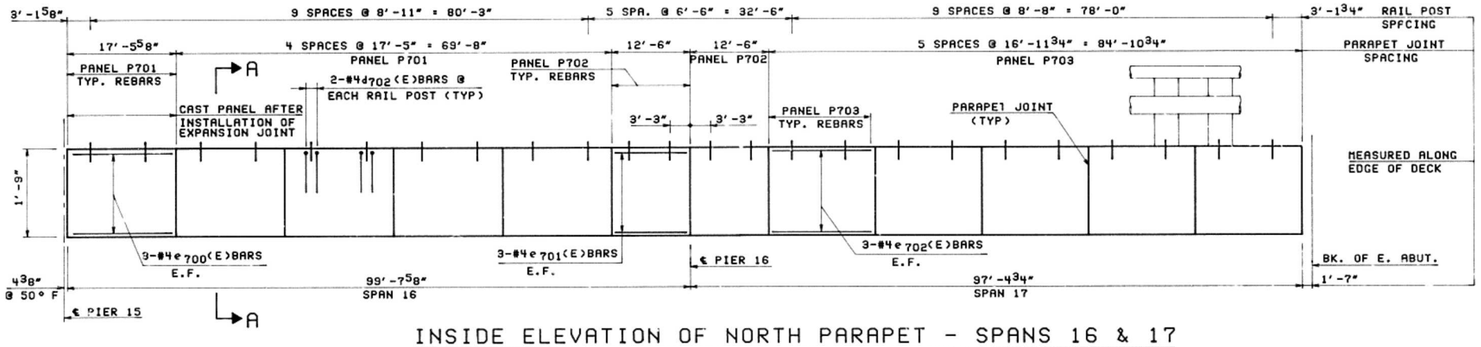
IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: UC DRAFTED BY: SBA CHECKED BY: HSJ ESTIMATED BY:

D C B A 0 A B C D

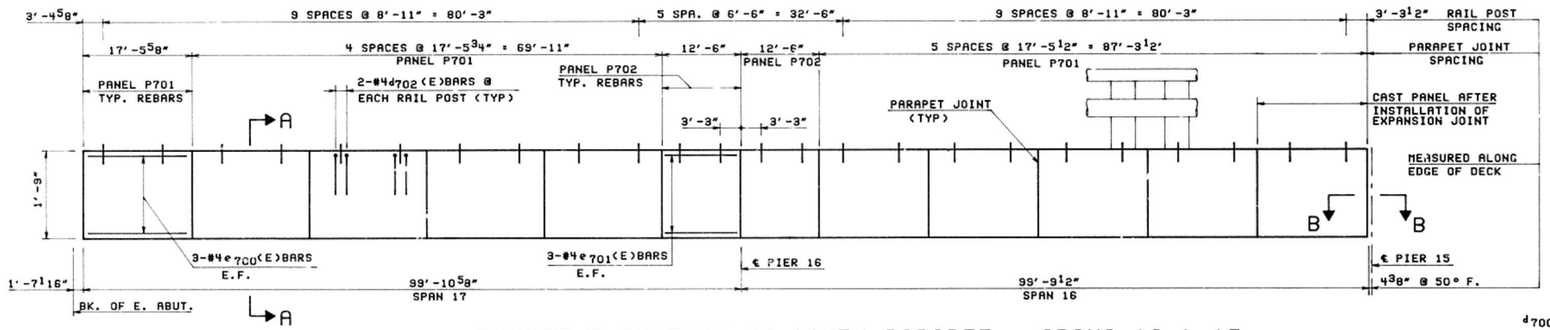
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	270	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

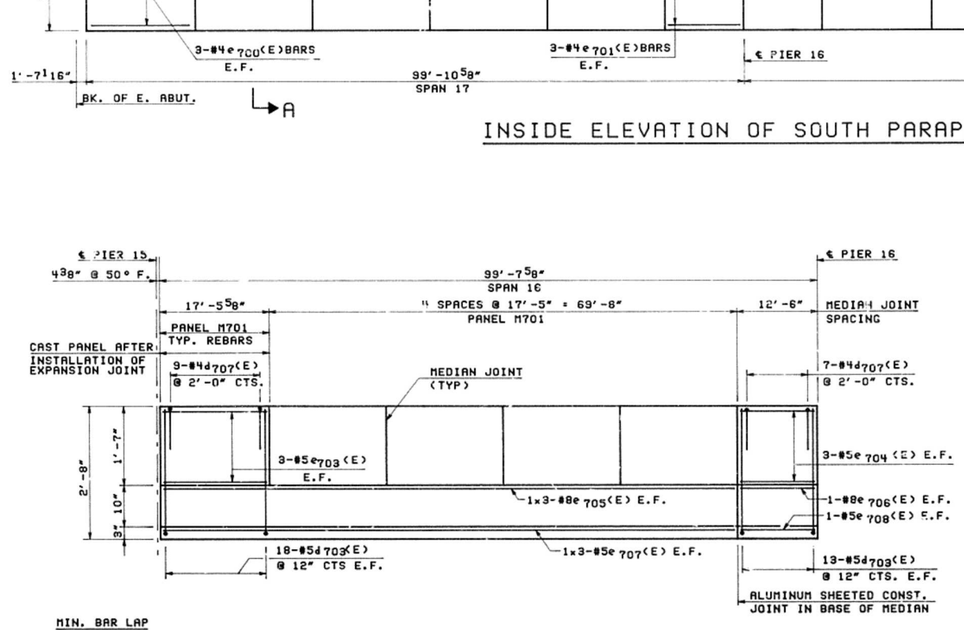
*508-3-1: 50-2: (503F & E-1, D, AND F



INSIDE ELEVATION OF NORTH PARAPET - SPANS 16 & 17

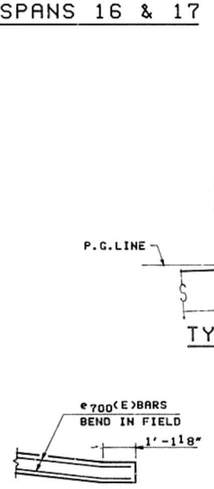


INSIDE ELEVATION OF SOUTH PARAPET - SPANS 16 & 17

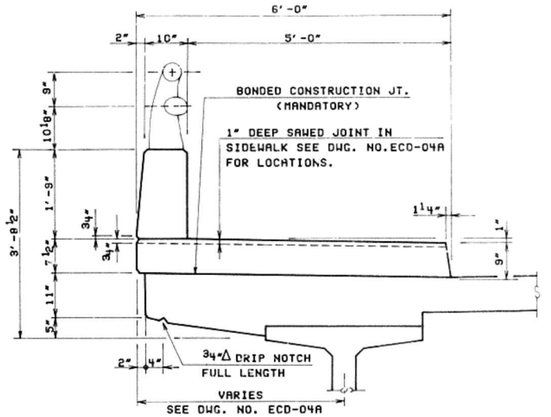


MIN. BAR LAP
#5 BAR : 2'-2"
#8 BAR : 4'-6"

ELEVATION OF MEDIAN - SPAN 16

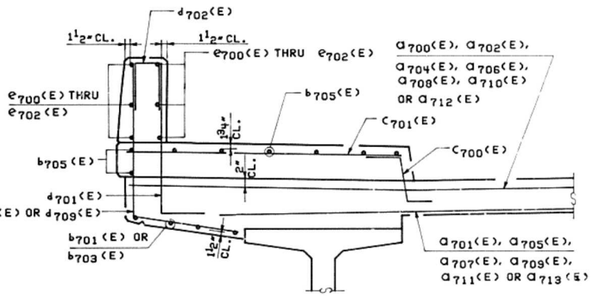


SECTION B-B



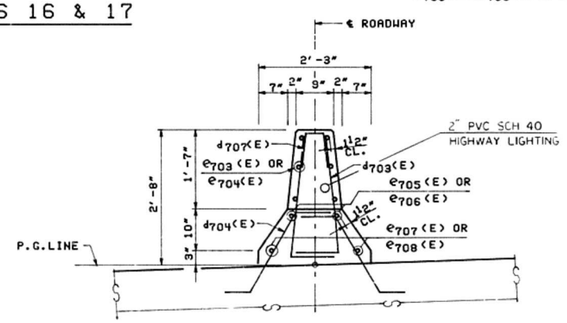
SECTION A-A

TYPICAL SECTION THRU SIDEWALK
(SHOWING DIMENSIONS ONLY)



SECTION A-A

TYPICAL SECTION THRU SIDEWALK
(SHOWING RE-BARS ONLY)



TYPICAL SECTION THRU MEDIAN

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ECD-09A.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. FOR PARAPET & MEDIAN JOINT DETAILS SEE DWG. NO. ECD-06.
5. FOR RAIL POST ANCHORAGE DETAIL SEE DWG. NO. CAM-08.
6. BARS DESIGNATED THUS 2x3-#5, ETC. INDICATES 2 LINES OF BARS WITH 3 LENGTHS PER LINE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PARAPET & MEDIAN DETAILS - S-16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

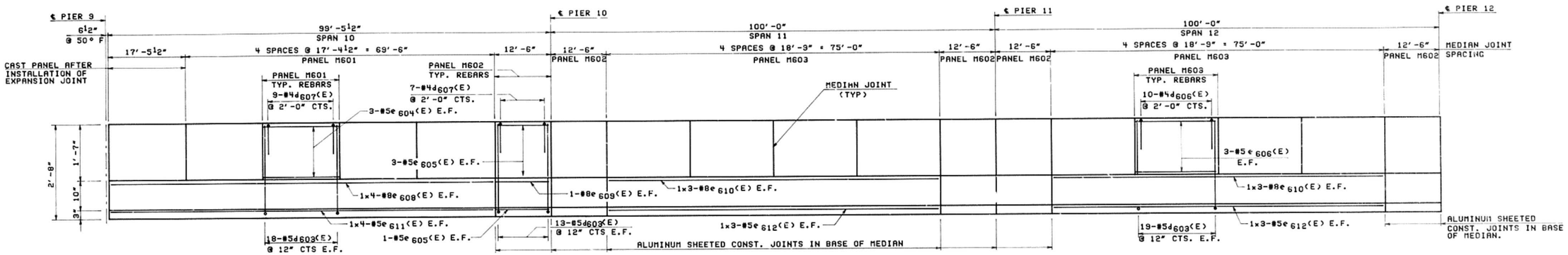
DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-05A		1-09-92	270

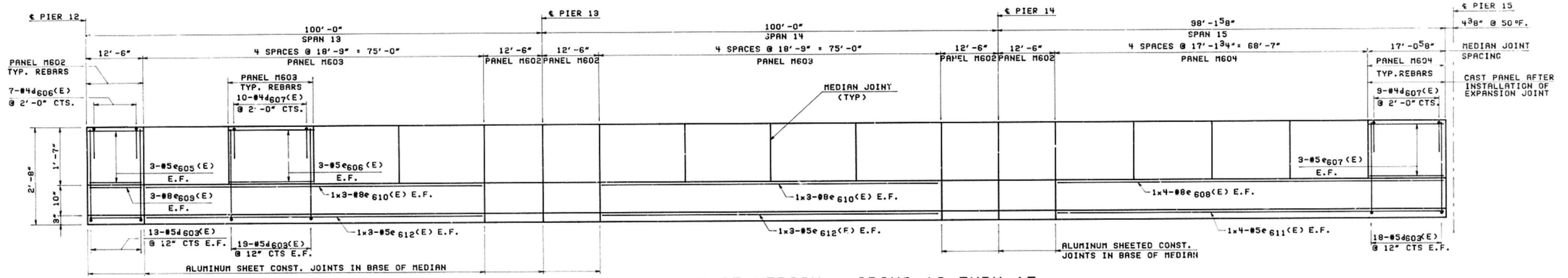
DESIGNED BY: KRP
DRAFTED BY: SBA
CHECKED BY: KRP
CHECKED BY: UC
ESTIMATED BY:
IN CHARGE: PCW

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	271	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

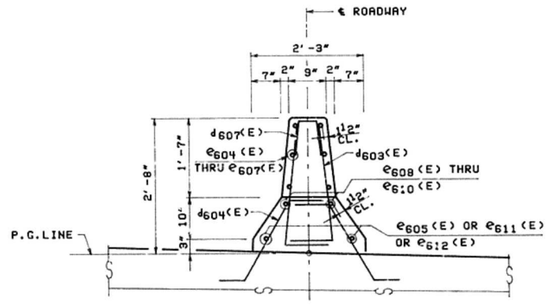
*508-3-1: 50-2: (50)F & E-1, D, AND P



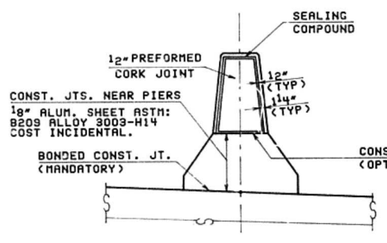


ELEVATION OF MEDIAN - SPANS 10 THRU 15

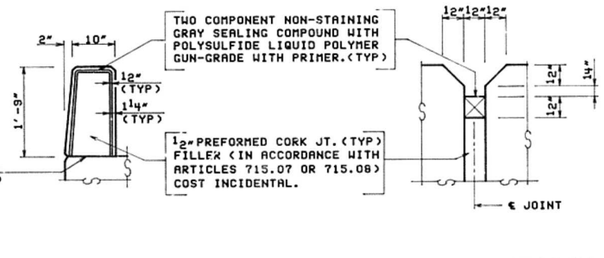
MINIMUM BAR LAPS
#5= 2'-2"
#8= 4'-6"



TYPICAL SECTION THRU MEDIAN



MEDIAN JOINT



PARAPET JOINT

TYPICAL SECTION

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ECD-09.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. BARS DESIGNATED THUS 2x3-#5 ETC. INDICATES 2 LINES OF BARS WITH 3 LENGTHS PER LINE.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
MEDIAN DETAILS - SPANS 10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-06		1-09-92	271

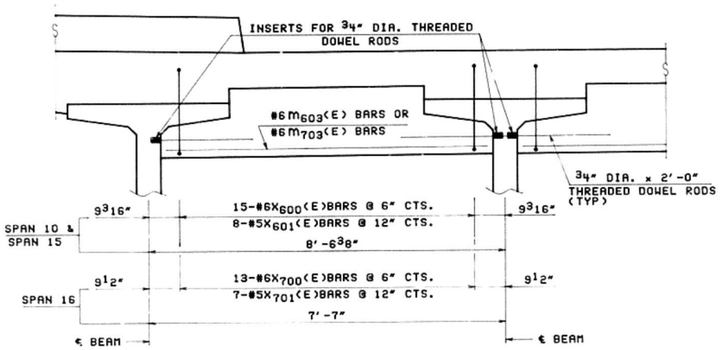
ESTIMATED BY: CHECKED BY: DRAFTED BY: IGM CHECKED BY: HSJ
IN CHARGE: PCW DESIGNED BY: HSJ CHECKED BY: UG

D C B A 0 A B C D
TAMERAN

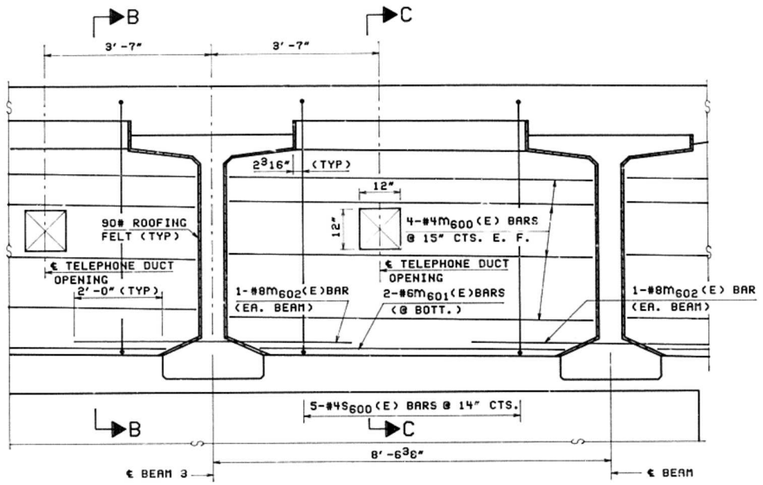
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	272	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* 508-3-11; 50-2; (50)F&E-1, D AND P

IN CHARGE: PCH ESTIMATED BY: DRAFTED BY: IGM DESIGNED BY: HSJ CHECKED BY: CHECKED BY: UG

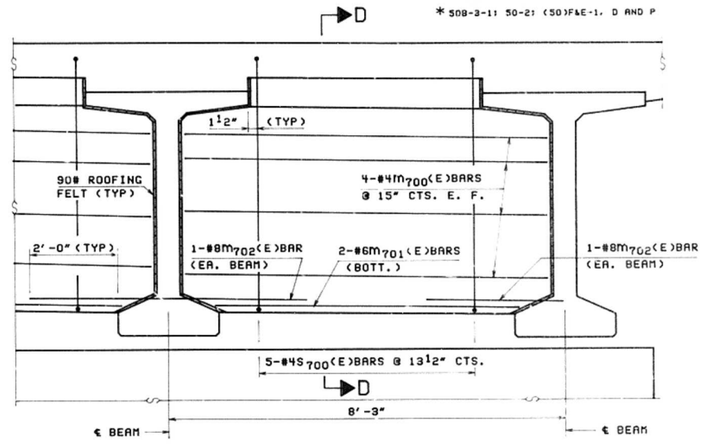


DIAPHRAGM AT PIERS 9 & 15

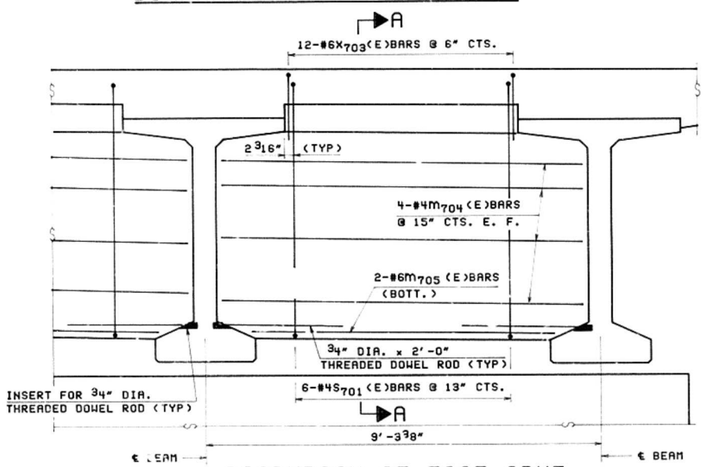


DIAPHRAGM AT PIERS 10 THROUGH 14

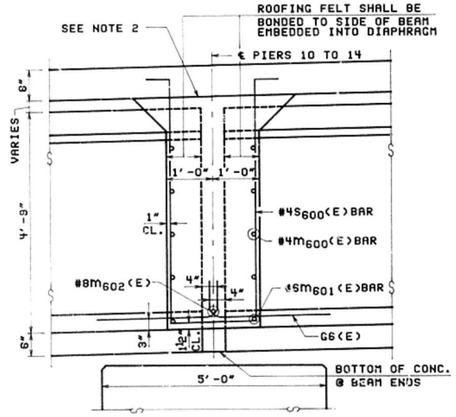
(DUCT OPENINGS: BOTH SIDES OF BEAM 3 ONLY)



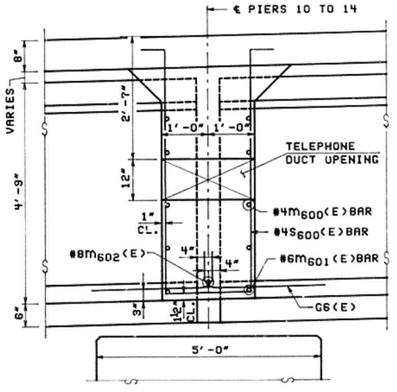
DIAPHRAGM AT PIER 16



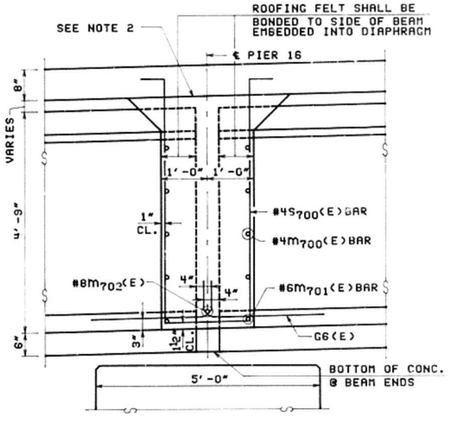
DIAPHRAGM AT EAST ABUT.



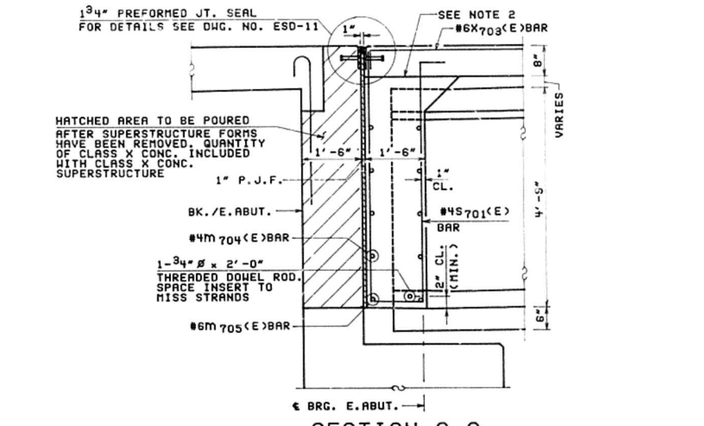
SECTION B-B



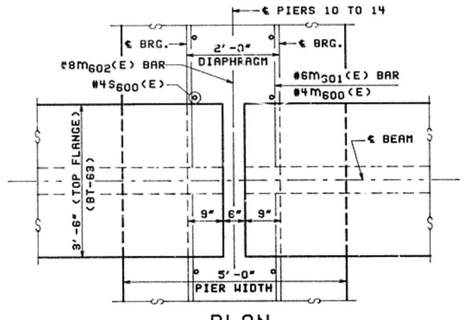
SECTION C-C



SECTION D-D



SECTION A-A



PLAN

NOTES:

1. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
2. POUR DIAPHRAGM FLUSH WITH BOTT. OF SLAB. CONCRETE IN SLAB ABOVE THIS LINE SHALL BE PLACED NOT LESS THAN 45 MIN. NOR MORE THAN 90 MIN. AFTER DIAPH. HAS BEEN POURED.
3. COST OF 90# ROOFING FELT IS INCIDENTAL TO CLASS X CONC. HORIZONTAL DIMENSIONS ARE ALONG ℄ BRG.
4. TIGHTLY FASTEN THE #8 BARS TOGETHER WITH NO.9 WIRE TIES.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
CONCRETE DIAPHRAGMS - SPANS 10 TO 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-07		1-09-92	272

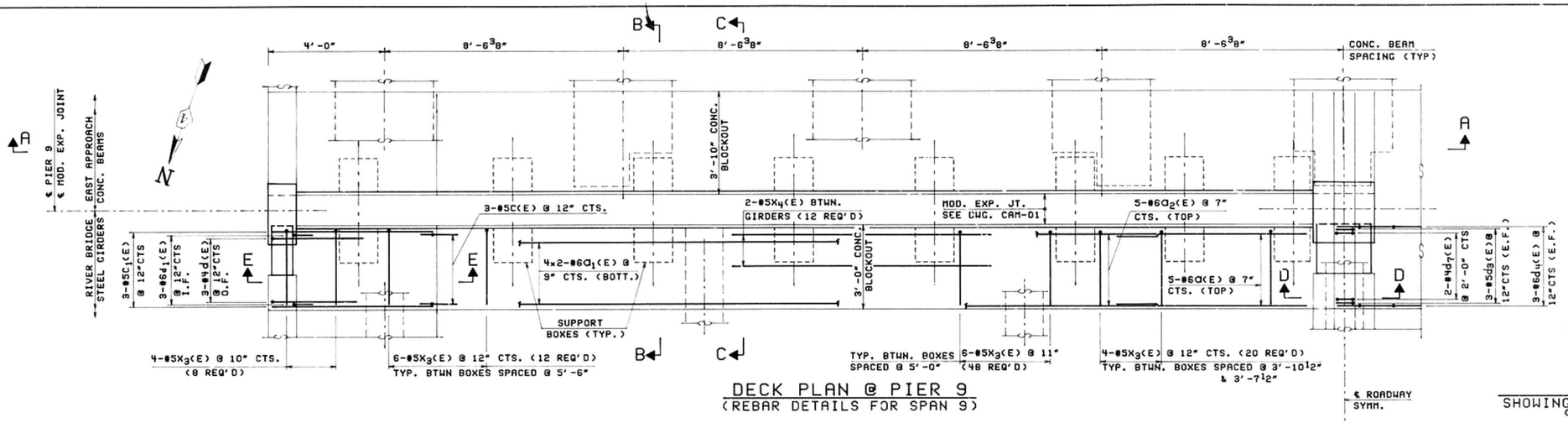
D C B A 0 A B C D

TAMERAN

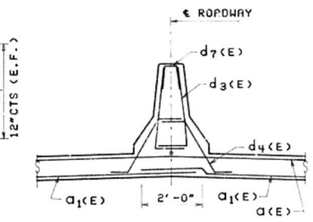
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	273	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F & E-1, D, AND P

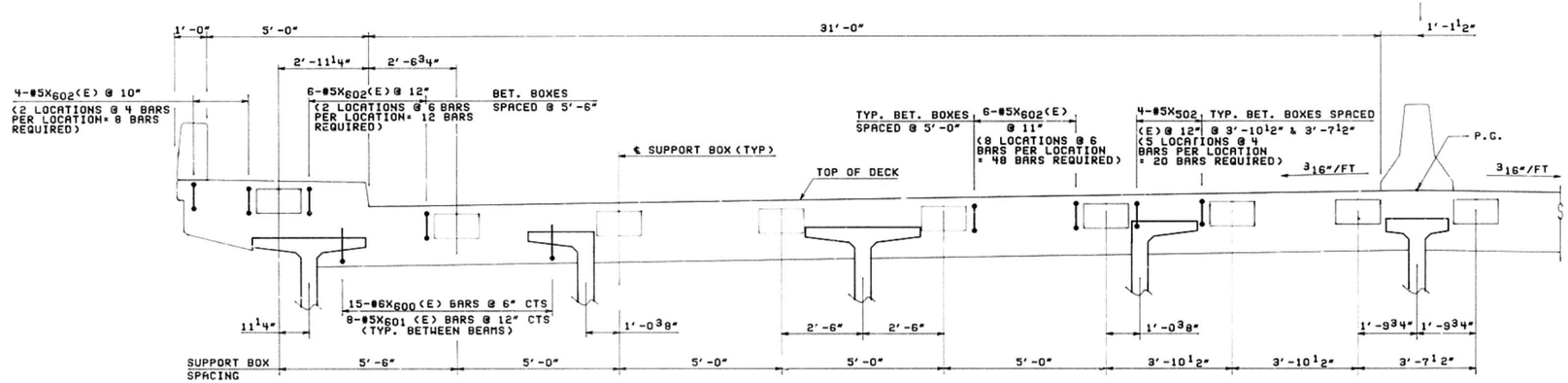
ESTIMATED BY: CHECKED BY: DRAFTED BY: IGM CHECKED BY: TMH
DESIGNED BY: TMH CHECKED BY: HSJ
IN CHARGE: PCW



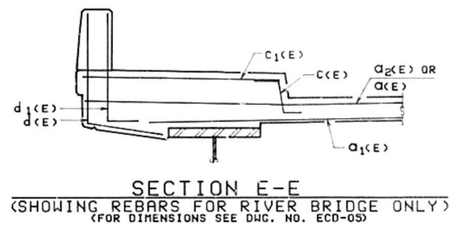
DECK PLAN @ PIER 9
(REBAR DETAILS FOR SPAN 9)



SECTION D-D
SHOWING REBARS FOR RIVER BRIDGE ONLY)
(FOR DIMENSIONS SEE DWG. NO. ECD-06)



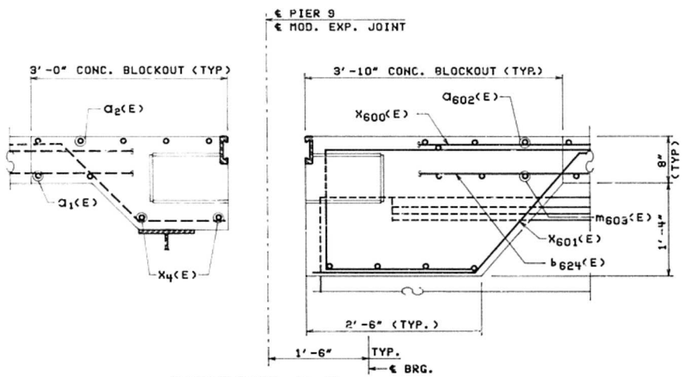
SECTION A-A
(REBAR DETAILS FOR SPAN 10)



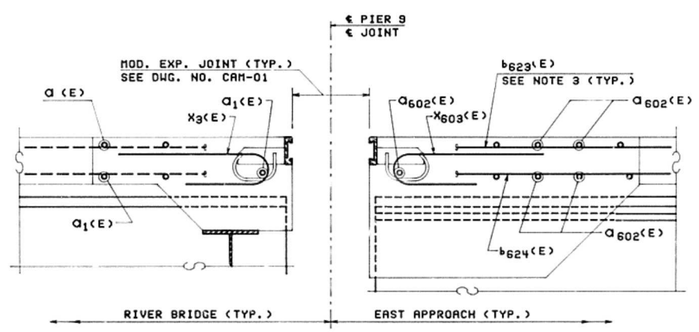
SECTION E-E
(SHOWING REBARS FOR RIVER BRIDGE ONLY)
(FOR DIMENSIONS SEE DWG. NO. ECD-05)

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ECD-09.
3. FOR DETAILS OF REBARS $a_{600}(E)$, $a_{601}(E)$, $a_{602}(E)$, $b_{623}(E)$ & $b_{624}(E)$, SEE DECK PLAN, DWG. NO. ECD-04.
4. ALL REBARS AT THE JOINT SHALL BE ADJUSTED FOR MINIMUM CLEARANCE REQUIREMENTS BY REARRANGING, TILTING, BENDING OR CUTTING IN THE FIELD AND AS APPROVED BY THE ENGINEER. COST SHALL BE INCIDENTAL TO "REINFORCEMENT BARS (EPOXY COATED)".
5. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.



SECTION B-B



SECTION C-C

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
REBAR DET. @ MOD. EXP. JT. @ PIER 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

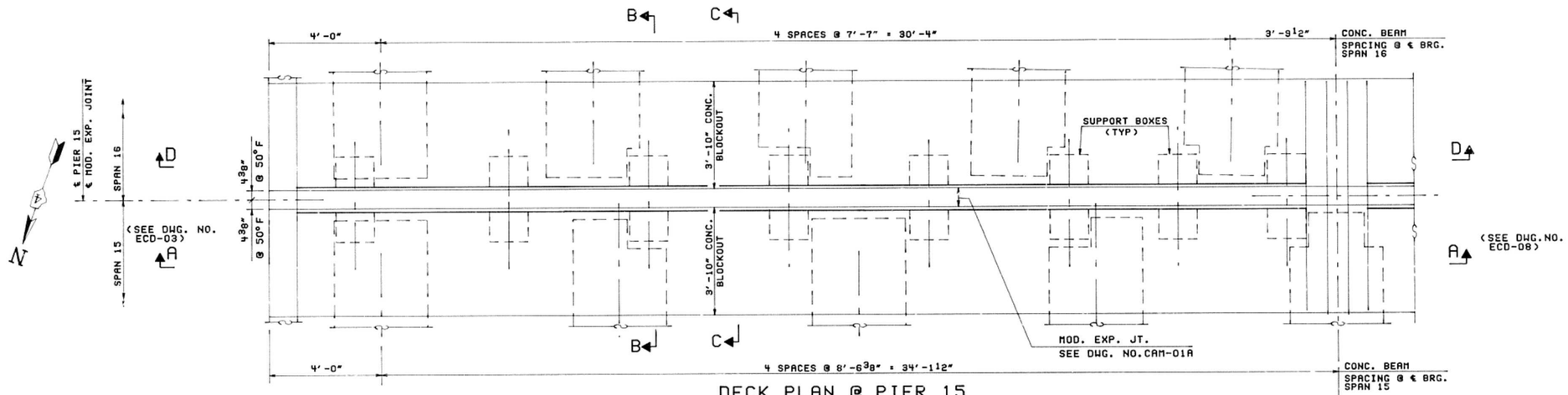
DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-08		1-09-92	273

D C B A 0 A B C D
TAMERAN

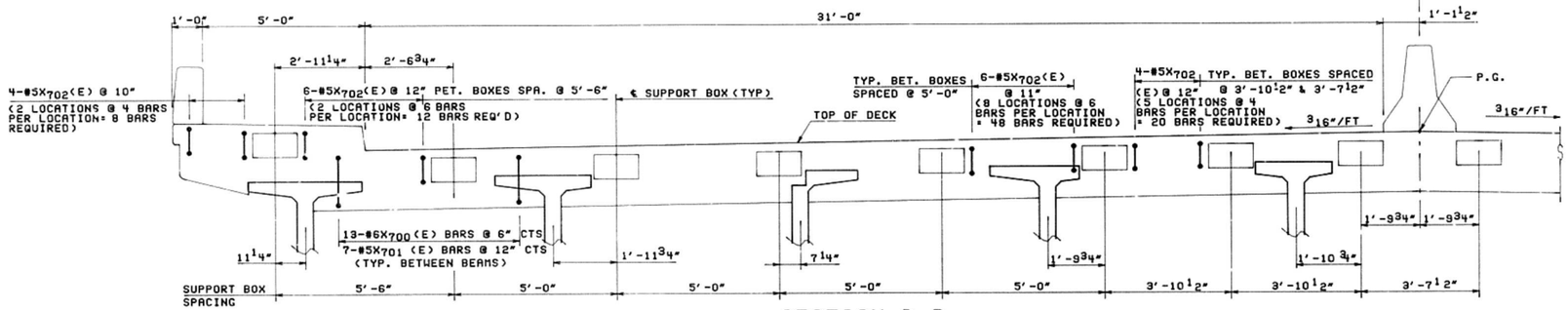
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	274	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1: SO-2: (SO)FAE-1, D AND P

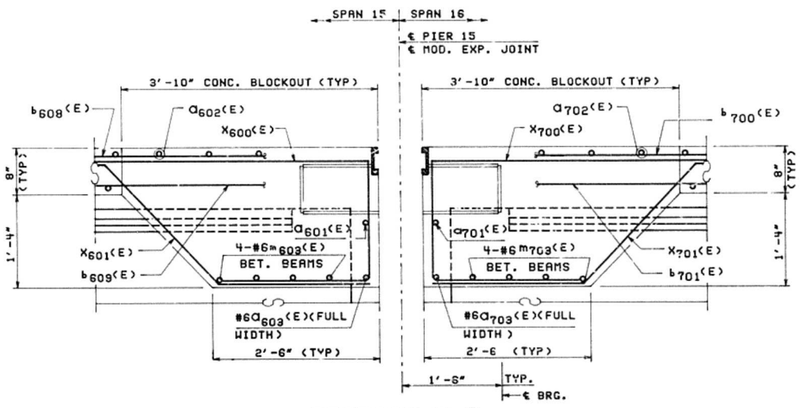
ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: KRP
DESIGNED BY: KRP CHECKED BY: UG
IN CHARGE: PCW



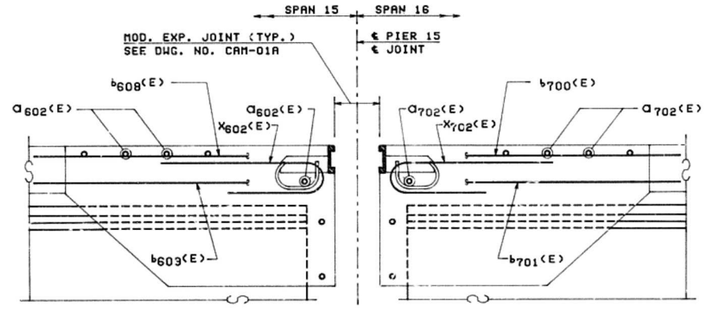
DECK PLAN @ PIER 15
(REBAR DETAILS FOR SPANS 15 & 16)



SECTION D-D
(REBAR DETAILS FOR SPAN 16)



SECTION B-B



SECTION C-C

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACC-02.
2. FOR BILL OF MATERIAL SEE DWG. NO. ECD-09 & ECD-09P.
3. ALL REBARS AT THE JOINT SHALL BE ADJUSTED FOR MINIMUM CLEARANCE REQUIREMENTS BY REARRANGING, TILTING, BENDING OR CUTTING IN THE FIELD AND AS APPROVED BY THE ENGINEER. COST SHALL BE INCIDENTAL TO "REINFORCEMENT BARS (EPOXY COATED)"
4. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
REBAR DET. @ MOD. EXP. JT. @ PIER 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

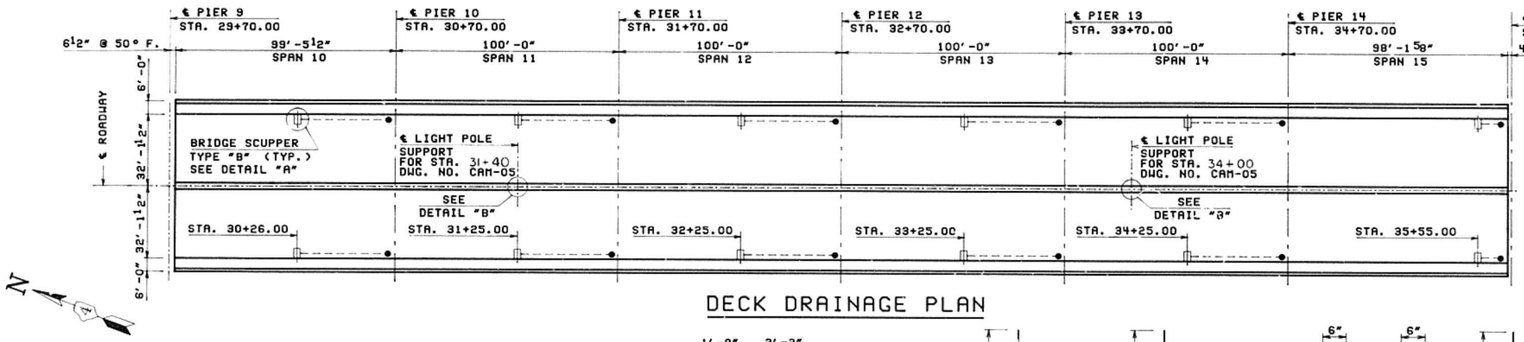
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-08A		1-09-92	274

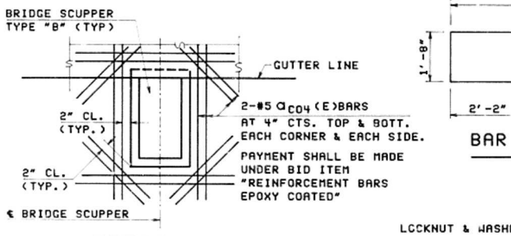
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	275	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

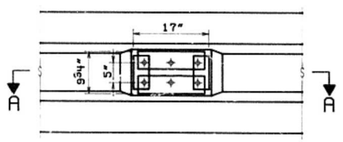
*508-3-1; 50-2: (50)F & E-1, D, AND P



DECK DRAINAGE PLAN

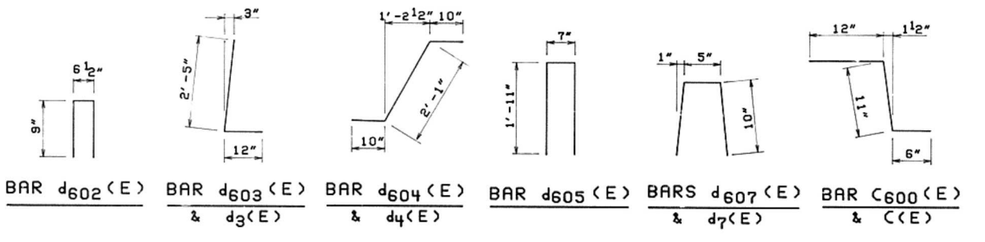


DETAIL "A"
EXTRA REBARS AT SCUPPERS (TYP)





1" Ø ANCHOR BOLT



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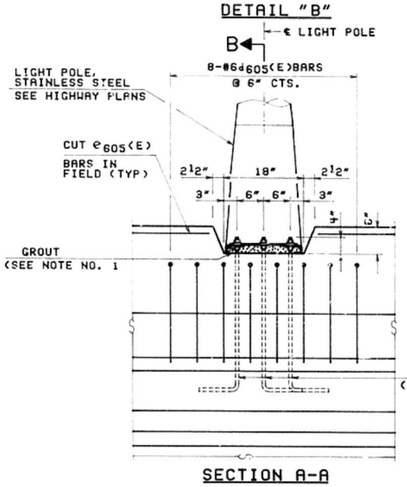
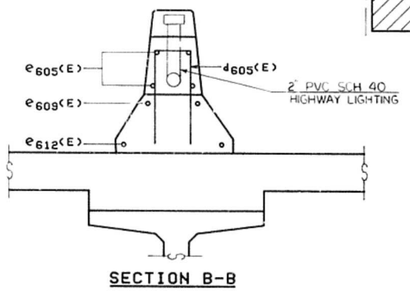


SECTION A-A

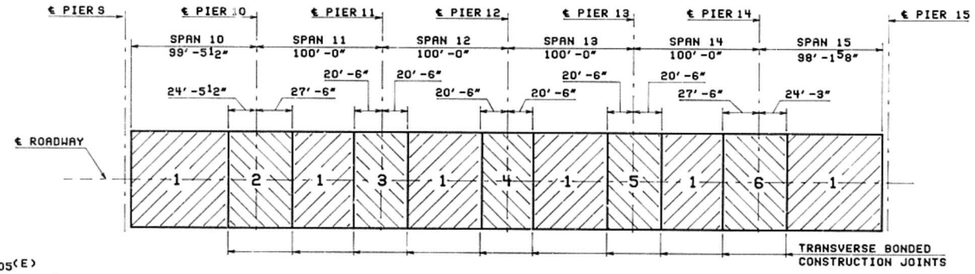


SECTION B-B

BRIDGE LIGHTING DETAILS

NOTES:

1. GROUT MIXTURE SHALL CONSIST OF 1 PART SAND, 1 PART CEMENT AND 1 PART CHIPS (PEA GRAVEL). THE GROUT SHALL CONTAIN WATER FOR A 1" SLUMP, COST INCIDENTAL TO POLE.
2. PROVIDE 2 FLAT WASHERS, 1 REGULAR NUT AND 1 LOCKNUT FOR EACH ANCHOR BOLT. ALL NUTS AND WASHERS MUST BE GALVANIZED. COST OF ANCHOR BOLTS IS INCIDENTAL TO CLASS X CONCRETE SUPERSTRUCTURE.



DECK POURING SEQUENCE

POURING SEQUENCES DESIGNATED "1" CAN BE MADE IN ANY ORDER. POURING SEQUENCES "2" TO "6" SHALL BE MADE CONSECUTIVELY IN ASCENDING ORDER.

WHEN THE DECK POUR IS STOPPED FOR THE DAY AT ONE OR MORE OF THE TRANSVERSE BONDED CONSTRUCTION JOINTS IN THE DECK POURING SEQUENCE AS SHOWN, THE NEXT POUR SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET:

1. AT LEAST 72 HOURS SHALL HAVE LAPSED FROM THE END OF THE PREVIOUS POUR.
2. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULUS OF RUPTURE OF 650 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3500 P.S.I.

BILL OF MATERIAL
CONCRETE BLOCKOUT @ PIER 9 FOR MAIN RIVER BRIDGE

BAR	NO.	SIZE	LENGTH	SHAPE
a (E)	5	#6	45'-0"	
a_1(E)	8	#6	38'-6"	
a_2(E)	5	#6	33'-9"	
c (E)	6	#5	2'-5"	
c_1(E)	6	#5	5'-8"	
d (E)	6	#4	5'-8"	
d_1(E)	6	#6	3'-9"	
d_2(E)	6	#5	3'-5"	
d_4(E)	6	#6	3'-9"	
d_7(E)	2	#4	2'-1"	
X_2(E)	88	#5	4'-0"	
X_4(E)	12	#5	11'-0"	
REINFORCEMENT BARS (EPOXY COATED)		LBS.	1720	
CLASS X CONCRETE SUPERSTRUCTURE		CU.YDS.	10	

	REINFORCEMENT BARS (EPOXY COATED)	LBS.	365400
	CLASS X CONCRETE SUPERSTRUCTURE	CU.YDS.	1750
*	PROTECTIVE COAT	SQ.YDS.	5655
	BRIDGE SCUPPER TYPE "B"	EACH	12
	BRIDGE DECK GROOVING	SQ.YDS.	4118

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

*INCLUDE DECK SURFACE

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a_{600}(E)	3282	#5	27'-0"	
a_{601}(E)	1678	#5	37'-6"	
a_{602}(E)	42	#7	27'-0"	
a_{603}(E)	4	#6	39'-0"	
a_{604}(E)	384	#5	5'-0"	
b_{600}(E)	231	#5	27'-6"	
b_{601}(E)	316	#5	28'-6"	
b_{602}(E)	306	#6	51'-0"	
b_{603}(E)	144	#6	45'-0"	
b_{604}(E)	864	#5	31'-9"	
b_{605}(E)	308	#5	29'-10"	
b_{606}(E)	459	#6	40'-0"	
b_{607}(E)	308	#5	33'-4"	
b_{608}(E)	231	#5	27'-0"	
b_{609}(E)	216	#5	28'-0"	
b_{610}(E)	352	#5	29'-3"	
c_{600}(E)	1198	#5	2'-5"	
c_{601}(E)	1159	#5	5'-6"	
d_{600}(E)	1198	#4	4'-8"	
d_{601}(E)	1198	#6	3'-9"	
d_{602}(E)	288	#4	2'-1"	
d_{603}(E)	1223	#5	3'-5"	
d_{604}(E)	1198	#6	3'-9"	
d_{605}(E)	16	#6	4'-5"	
d_{607}(E)	320	#4	2'-1"	
e_{600}(E)	60	#4	17'-1"	
e_{601}(E)	120	#4	12'-3"	
e_{602}(E)	192	#4	18'-6"	
e_{603}(E)	60	#4	16'-10"	
e_{604}(E)	30	#5	17'-1"	
e_{605}(E)	80	#5	12'-3"	
e_{606}(E)	96	#5	18'-6"	
e_{607}(E)	90	#5	16'-10"	
e_{608}(E)	16	#8	25'-1"	
e_{609}(E)	20	#8	12'-3"	
e_{610}(E)	24	#8	28'-0"	
e_{611}(E)	16	#5	23'-4"	
e_{612}(E)	24	#5	26'-5"	
S_{600}(E)	200	#4	13'-4"	
m_{600}(E)	320	#4	7'-6"	
m_{601}(E)	80	#6	6'-4"	
m_{602}(E)	45	#8	6'-3"	
m_{603}(E)	64	#6	7'-6"	
X_{600}(E)	240	#6	9'-10"	
X_{601}(E)	128	#5	6'-8"	
X_{602}(E)	176	#5	4'-0"	

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
DECK REBAR & MISC. DET. - S-10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-09		1-09-92	275

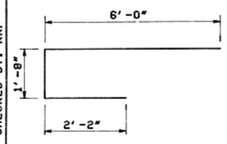
ESTIMATED BY: DRAFTED BY: SBA CHECKED BY: HSJ
CHECKED BY: DESIGNED BY: HSJ CHECKED BY: UG
IN CHARGE: PCW

D C B A 0 A B C D
TAMERAN

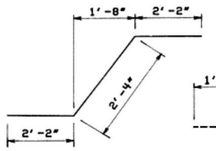
*508-3-1; 50-21 (SO)F & E-1, D, AND P

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	276	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

BAR $X_{700}(E)$



BAR $X_{701}(E)$



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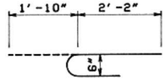
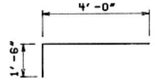
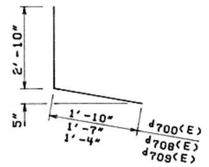


BAR $X_{703}(E)$



BARS $d_{700}(E)$ $d_{708}(E)$ & $d_{709}(E)$



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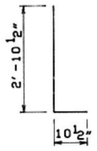
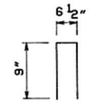


BAR $d_{702}(E)$



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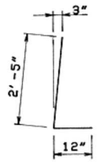

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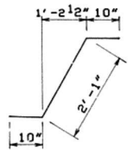

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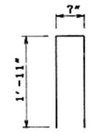
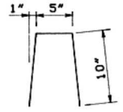


BAR $d_{707}(E)$



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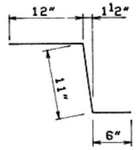
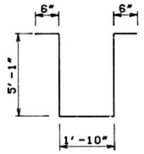
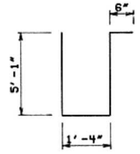
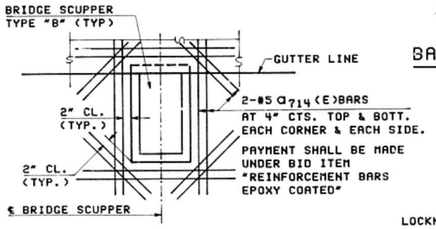


BAR $S_{700}(E)$

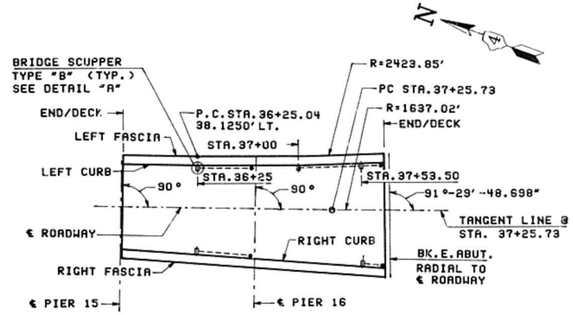


BAR $S_{701}(E)$

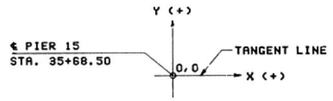


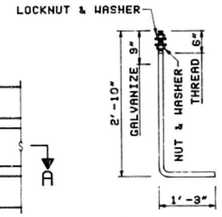


DETAIL "A"
EXTRA REBARS AT SCUPPERS (TYP)



DECK LAYOUT PLAN

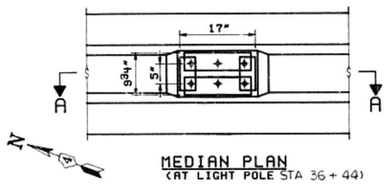




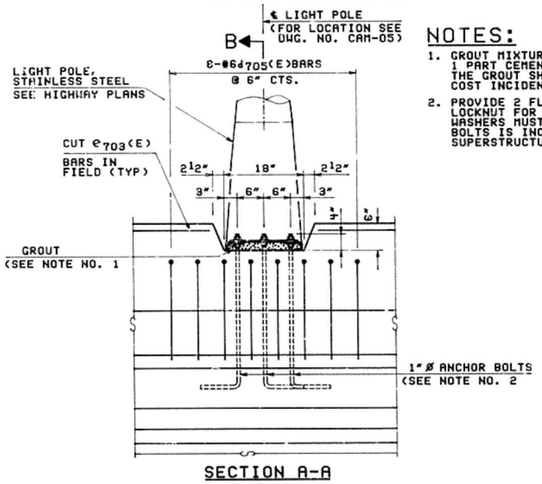
1" Ø ANCHOR BOLT

LAYOUT DIMENSIONS

	℄ PIER 15		END/DECK PIER 15		℄ BRG. PIER 15		℄ PIER 16		℄ BRG. E.ABUT		END/DECK E.ABUT.		BK./E.ABUT.	
	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)	X (FT)	Y (FT)
LEFT FASCIA	0.000	38.125	0.365	38.125	1.500	38.125	100.000	38.515	195.908	42.135	197.323	42.217	198.904	42.309
LEFT CURB	0.000	32.125	0.365	32.125	1.500	32.125	100.000	32.514	196.065	36.134	197.480	36.216	199.061	36.308
℄ ROADWAY	0.000	0.000	0.365	0.000	1.500	0.000	100.000	0.000	196.996	0.483	198.412	0.518	199.995	0.559
RIGHT CURB	0.000	-32.125	0.365	-32.125	1.500	-32.125	100.000	-37.747	198.142	-43.359	199.561	-43.440	201.147	-43.530
RIGHT FASCIA	0.000	-38.125	0.365	-38.125	1.500	-38.125	100.000	-43.757	198.299	-43.377	199.718	-43.459	201.305	-43.549
TANGENT LINE	0.000	0.000	0.365	0.000	1.500	0.000	100.000	0.000	197.009	0.000	198.426	0.000	200.010	0.000

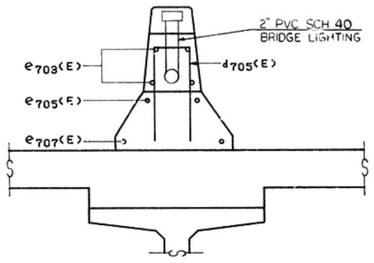


MEDIAN PLAN
(AT LIGHT POLE STA 36+44)



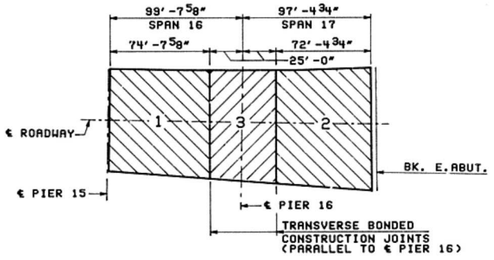
SECTION A-A

NOTES:
1. GROUT MIXTURE SHALL CONSIST OF 1 PART SAND, 1 PART CEMENT AND 1 PART CHIPS (PEA GRAVEL). THE GROUT SHALL CONTAIN WATER FOR A 1" SLUMP, COST INCIDENTAL TO POLE.
2. PROVIDE 2 FLAT WASHERS, 1 REGULAR NUT AND 1 LOCKNUT FOR EACH ANCHOR BOLT. ALL NUTS AND WASHERS MUST BE GALVANIZED. COST OF ANCHOR BOLTS IS INCIDENTAL TO CLASS X CONCRETE SUPERSTRUCTURE.



SECTION B-B

BRIDGE LIGHTING DETAILS



DECK POURING SEQUENCE

WHEN THE DECK POUR IS STOPPED FOR THE DAY AT ONE OR MORE OF THE TRANSVERSE BONDED CONSTRUCTION JOINTS IN THE DECK POURING SEQUENCE AS SHOWN, THE NEXT POUR SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET:
1. AT LEAST 72 HOURS SHALL HAVE LAPSED FROM THE END OF THE PREVIOUS POUR.
2. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULUS OF RUPTURE OF 650 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3500 P.S.I.

REINFORCEMENT BARS (EPOXY COATED)	LBS.	129110
CLASS X CONCRETE SUPERSTRUCTURE	CU.YDS.	605
* PROTECTIVE COAT	SQ.YDS.	1975
BRIDGE SCUPPER TYPE "B"	EACH	5
BRIDGE DECK GROOVING	SQ.YDS.	1536

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED
*INCLUDE DECK SURFACE

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
$a_{700}(E)$	118	#5	40'- 0"	
$a_{701}(E)$	132	#5	27'- 5"	
$a_{702}(E)$	21	#7	27'- 9"	
$a_{703}(E)$	2	#6	35'- 8"	
$a_{704}(E)$	118	#5	41'- 0"	
$a_{705}(E)$	129	#5	28'- 1"	
$a_{706}(E)$	118	#5	42'- 0"	
$a_{707}(E)$	126	#5	28'- 9"	
$a_{708}(E)$	114	#5	43'- 4"	
$a_{709}(E)$	129	#5	29'- 8"	
$a_{710}(E)$	114	#5	44'- 6"	
$a_{711}(E)$	129	#5	30'- 5"	
$a_{712}(E)$	172	#5	46'- 9"	
$a_{713}(E)$	192	#5	32'- 0"	
$a_{714}(E)$	160	#5	5'- 0"	
$b_{700}(E)$	249	#5	27'- 9"	
$b_{701}(E)$	480	#5	32'- 0"	
$b_{702}(E)$	165	#6	48'- 0"	
$b_{703}(E)$	80	#6	22'- 0"	
$b_{704}(E)$	276	#5	27'-10"	
$b_{705}(E)$	128	#5	26'-11"	
$c_{700}(E)$	399	#5	2'- 5"	
$c_{701}(E)$	399	#5	5'- 8"	
$d_{700}(E)$	201	#4	4'- 8"	
$d_{701}(E)$	399	#6	3'- 9"	
$d_{702}(E)$	96	#4	2'- 1"	
$d_{703}(E)$	206	#5	3'- 5"	
$d_{704}(E)$	202	#6	3'- 9"	
$d_{705}(E)$	8	#6	4'- 5"	
$d_{707}(E)$	52	#4	2'- 1"	
$d_{708}(E)$	100	#4	4'- 5"	
$d_{709}(E)$	98	#4	4'- 2"	
$e_{700}(E)$	50	#4	17'- 2"	
$e_{701}(E)$	24	#4	12'- 3"	
$e_{702}(E)$	30	#4	16'- 8"	
$e_{703}(E)$	30	#5	17'- 2"	
$e_{704}(E)$	6	#5	12'- 3"	
$e_{705}(E)$	6	#8	32'- 1"	
$e_{706}(E)$	2	#8	12'- 3"	
$e_{707}(E)$	6	#5	30'- 6"	
$e_{708}(E)$	2	#5	12'- 3"	
$S_{700}(E)$	45	#4	13'- 0"	
$S_{701}(E)$	54	#4	12'- 0"	
$m_{700}(E)$	72	#4	7'- 5"	
$m_{701}(E)$	18	#6	6'- 1"	
$m_{702}(E)$	10	#8	6'- 3"	
$m_{703}(E)$	36	#6	6'- 9"	
$m_{704}(E)$	72	#4	8'- 5"	
$m_{705}(E)$	18	#6	7'- 1"	
$X_{700}(E)$	117	#6	9'-10"	
$X_{701}(E)$	63	#5	6'- 8"	
$X_{702}(E)$	88	#5	4'- 0"	
$X_{703}(E)$	108	#6	5'- 6"	

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
DECK REBAR & MISC. DET. - S-16 & 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

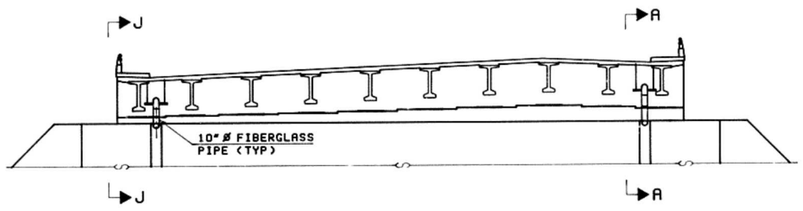
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-09A		1-09-92	276

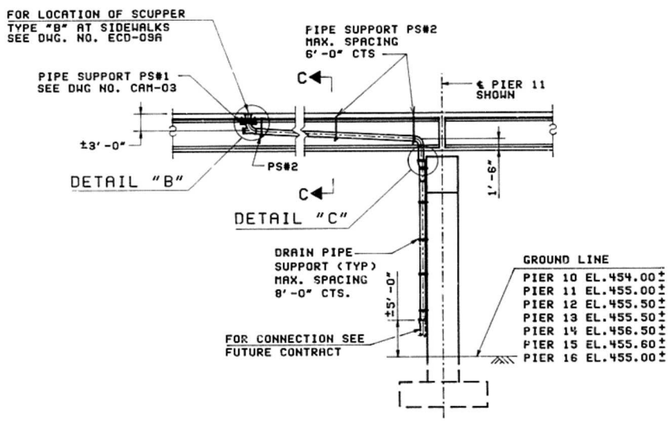
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	•	PEORIA & TAZEWELL	277	313
FED.ROAD DIST.		ILLINOIS	FED. AID PROJECT	

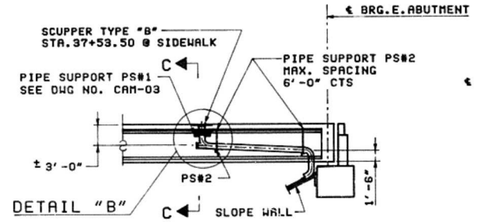
IN CHARGE: PCW DESIGNED BY: LGB CHECKED BY: HSJ ESTIMATED BY: MJR CHECKED BY: LGB DRAFTED BY: SBA CHECKED BY: LGB



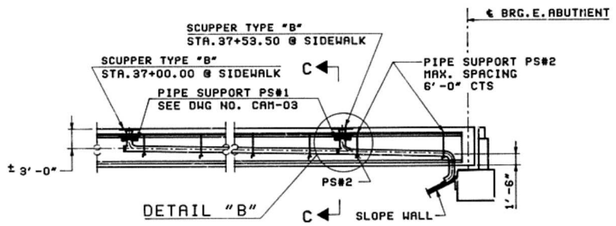
DRAIN PIPE ELEVATION AT EAST ABUTMENT
(LOOKING UPSTATION)



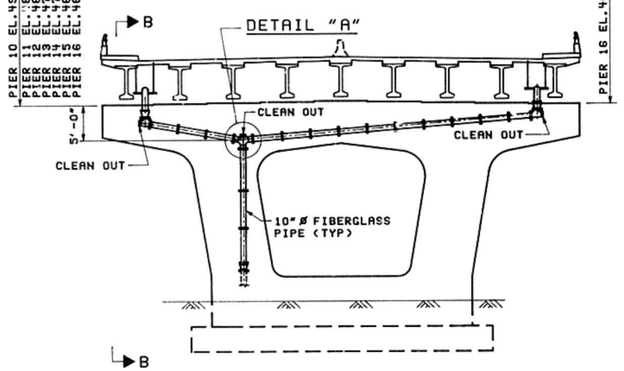
SECTION B-B



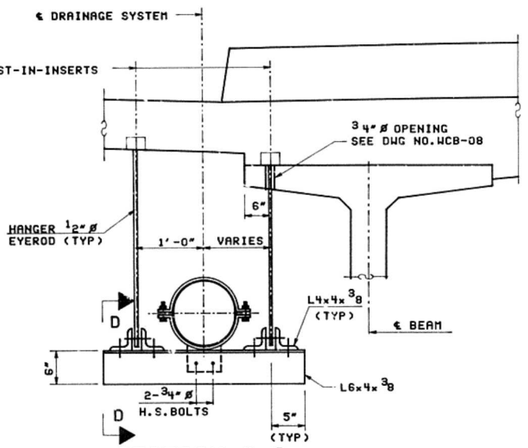
SECTION A-A



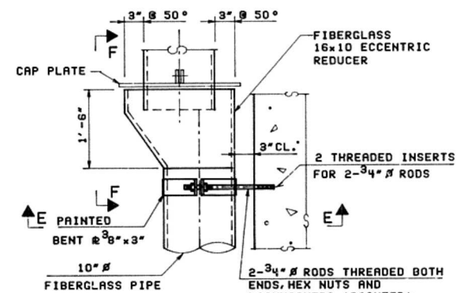
SECTION J-J



DRAIN PIPE ELEVATION - AT PIERS 10 THROUGH 16
(LOOKING UPSTATION)

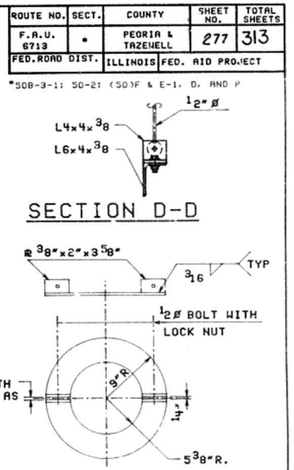


SECTION C-C
PIPE SUPPORT PS#2



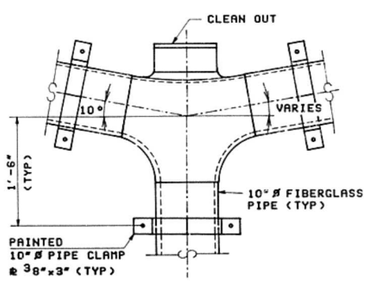
DETAIL "C"

SECTION E-E
(DRAIN PIPE SUPPORT DETAIL)

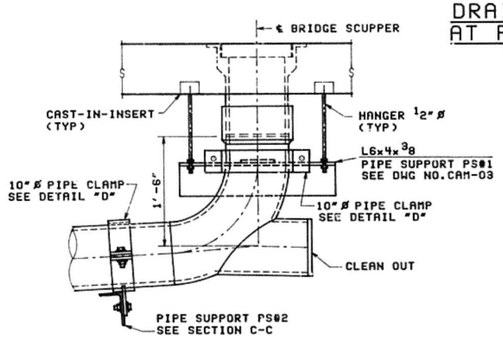


BILL OF MATERIAL

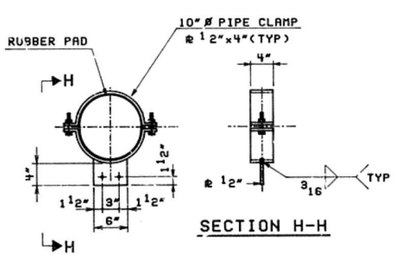
ITEM	UNIT	TAZEWELL COUNTY EAST APPR.
DRAINAGE SYSTEM	L SUM	1



DETAIL "A"



DETAIL "B"



SECTION H-H

DETAIL "D"
PIPE SUPPORT

NOTES:
1. FOR LAYOUT OF BRIDGE SCUPPERS AND DECK DRAINAGE SYSTEM, SEE DWG NO.WCD-12
2. FOR THE DETAILS OF PIPE SUPPORTS SEE DWG NO.CAM-03.
3. FOR CONNECTION TO STORM SEWER SEE FUTURE CONTRACT.
4. COST OF ALL MATERIALS AND COMPLETE INSTALLATION OF THE DRAINAGE SYSTEM AS SHOWN SHALL BE PAID FOR AT THE UNIT BID PRICE FOR 'DRAINAGE SYSTEM".
5. FOR LOCATION OF OPENINGS IN THE BEAMS SEE DWG. NO. ECB-03.
6. ALL STEEL HARDWARE FOR PIPE SUPPORTS SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GRAY.
7. THE EXTERIOR SURFACE OF FIBERGLASS FLOOR DRAINS SHALL BE PAINTED WITH A VINAL ENAMEL COAT. THE COLOR SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GRAY.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
DECK DRAINAGE SYSTEM & DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-10		1-09-92	277

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	278	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

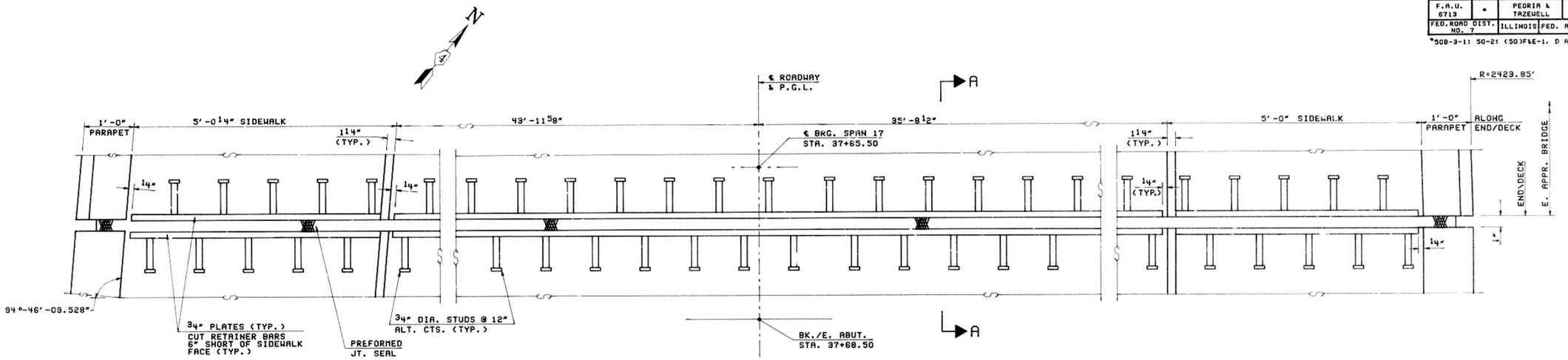
*SOB-3-1: SO-2: (SO)F&E-1, D AND P

DRAFTED BY: SBA CHECKED BY: RJR

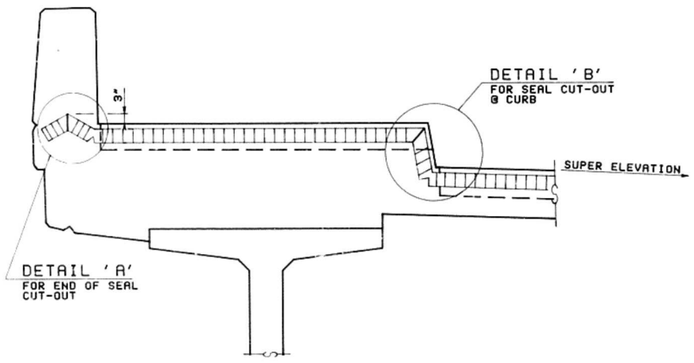
DESIGNED BY: RJR CHECKED BY:

ESTIMATED BY: CHECKED BY:

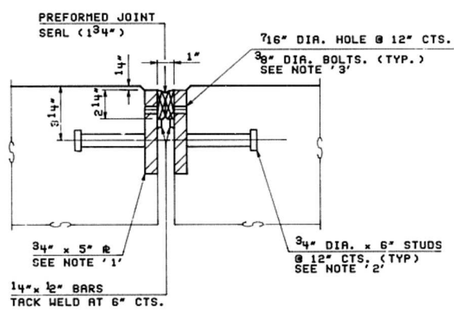
IN CHARGE: PCH



JOINT PLAN @ EAST ABUTMENT

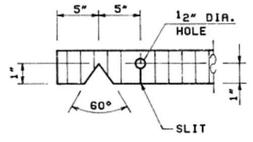


TYPICAL SECTION THRU SIDEWALK

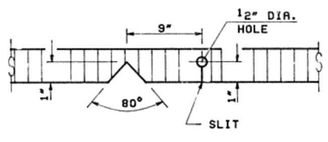


SECTION A-A

PREFORMED JOINT SEAL (1 3/4")



DETAIL 'A' END OF SEAL CUT-OUT



DETAIL 'B' SEAL CUT-OUT AT CURB

NOTES:

1. JOINT PLATES SHALL BE FABRICATED TO CONFORM TO THE ROADWAY PROFILE AND CROSS-SLOPES. THESE PLATES SHALL BE FURNISHED IN SEGMENTS OF 20 FT. MAXIMUM LENGTH. MAX. SPACE BETWEEN INSTALLED SEGMENTS SHALL BE 3/16". SEAL SPACE WITH SILICONE SEALANT SUITABLE FOR STRUCTURAL STEEL.
2. 3/4" DIA. STUDS SHALL BE GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 710.38 OF STANDARD SPEC'S & AUTOMATICALLY END WELDED.
3. BOLTS IN THE JOINT PLATES SHALL BE BURNED, SAWED OR CHIPPED OFF FLUSH WITH THE PLATES AFTER FORMS ARE REMOVED.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PREFORMED JOINT SEAL 1 3/4"	LIN.FT.	94
FURNISHING AND ERECTING STRUCTURAL STEEL	LBS.	2550

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PREFORMED JT. SEAL @ E. ABUTMENT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

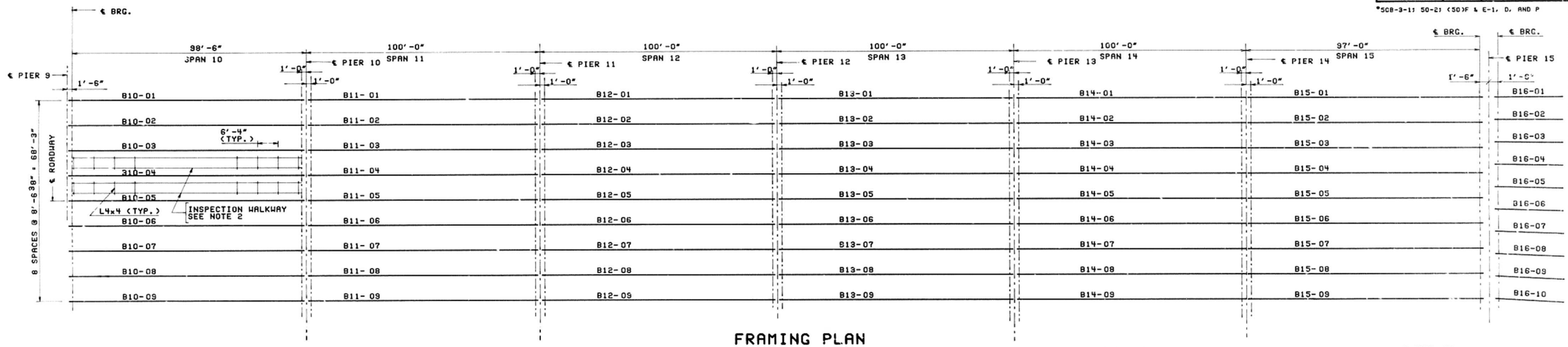
DRAWING NO.	SCALE	DATE	SHEET NO.
ECD-11		1-09-92	278

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	279	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*SCB-3-1; SCB-2; (SCB)F & E-1, D, AND P



FRAMING PLAN

SPAN 10 DIMENSION TABLE (SEE DWG. NO. ECB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H HOLD DOWN POINTS	K LENGTH OF G3 BARS
SPAN 10	32	B10-01 THRU B10-09	99'-0"	50	$5\frac{1}{2}$"	119	33'-2"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-6"	10'-0"	34'-10"

SPAN 11 DIMENSION TABLE (SEE DWG. NO. ECB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H HOLD DOWN POINTS	K LENGTH OF G3 BARS
SPAN 11	32	B11-01 THRU B11-09	99'-6"	52	$5\frac{1}{2}$"	119	33'-2"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-9"	10'-0"	34'-10"

SPAN 12 DIMENSION TABLE (SEE DWG. NO. ECB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H HOLD DOWN POINTS	K LENGTH OF G3 BARS
SPAN 12	32	B12-01 THRU B18-09	99'-6"	52	$5\frac{1}{2}$"	119	33'-2"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-9"	10'-0"	34'-10"

SPAN 13 DIMENSION TABLE (SEE DWG. NO. ECB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H HOLD DOWN POINTS	K LENGTH OF G3 BARS
SPAN 13	32	B13-01 THRU B13-09	99'-6"	52	$5\frac{1}{2}$"	119	33'-2"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-9"	10'-0"	34'-10"

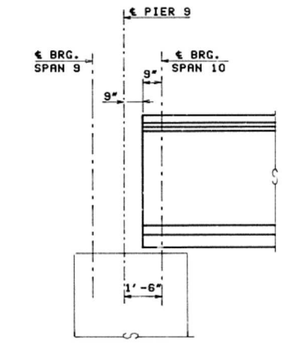
SPAN 14 DIMENSION TABLE (SEE DWG. NO. ECB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H HOLD DOWN POINTS	K LENGTH OF G3 BARS
SPAN 14	32	B14-01 THRU B14-09	99'-6"	52	$5\frac{1}{2}$"	119	33'-2"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-9"	10'-0"	34'-10"

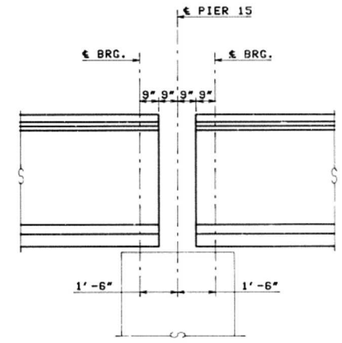
SPAN 15 DIMENSION TABLE (SEE DWG. NO. ECB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H HOLD DOWN POINTS	K LENGTH OF G3 BARS
SPAN 15	32	B15-01 THRU B15-09	97'-6"	50	5	117	32'-6"	6@8" + 6@9" + 6@10" + 12@12" + 6@14" + 6@16" +4@18"	192	38'-9"	10'-0"	34'-3"

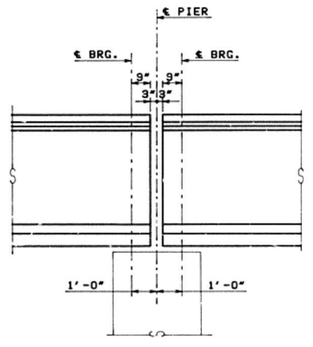
FOR LOCATION OF INCASEMENT OF 8" DOUBLE EXTRA STRONG PIPE SLEEVE IN WEB OF BEAM FOR BEAMS 2, 3 & 4 AT PIER 14 SEE DWG. NO. ECB-02.



SECTION THRU PIER 9



SECTION THRU PIER 15



SECTION THRU PIERS 10, 11, 12, 13 & 14

NOTES:
1. SEE DWG. NO. ECB-03 FOR BLOCK-OUT AT THE END OF BEAMS AT PIERS 9 & 15.
2. FOR DETAILS OF INSPECTION WALKWAY SEE DWG. NO. ECB-06.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
FRAMING PLAN & DETAILS - S-10 TO 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECB-01		1-09-92	279

DRAFTED BY: IGM CHECKED BY: HSJ
DESIGNED BY: HSJ CHECKED BY:
IN CHARGE:PCH ESTIMATED BY:

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	280	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* SCB-3-1; SC-2; (SC)F&E-1, D AND P

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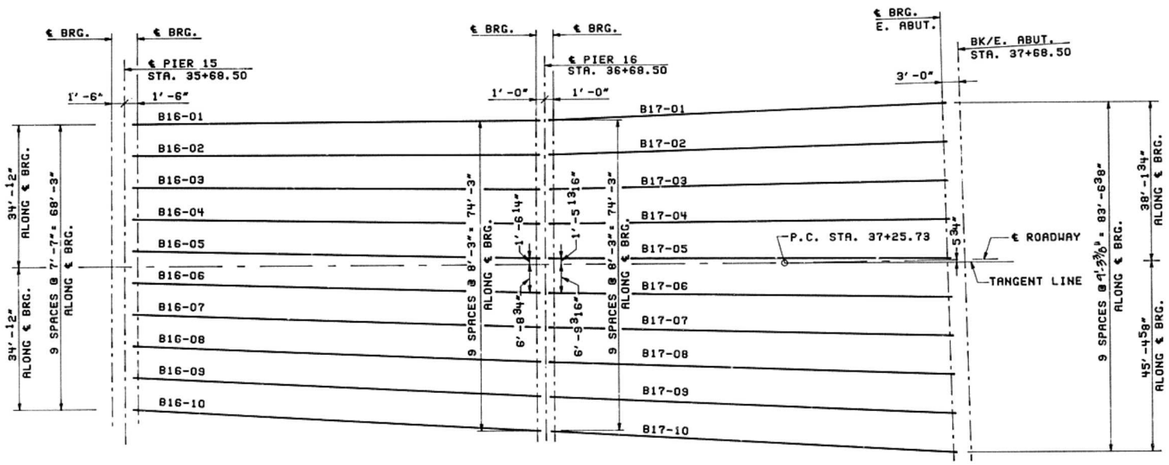
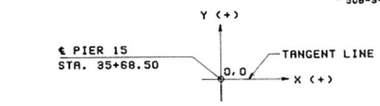
CHECKED BY:
IN CHARGE: PCH



FRAMING PLAN



LAYOUT DIMENSIONS

BEAM NO.	SPAN 16 BRG. PIER 15 X (FT)	SPAN 16 BRG. PIER 15 Y (FT)	SPAN 16 BRG. PIER 16 X (FT)	SPAN 16 BRG. PIER 16 Y (FT)	SPAN 17 BRG. PIER 16 X (FT)	SPAN 17 BRG. PIER 16 Y (FT)	SPAN 17 BRG. E. ABUT. X (FT)	SPAN 17 BRG. E. ABUT. Y (FT)
01	1.500	34.125	99.000	34.497	101.000	34.533	196.012	38.131
02	1.500	26.542	99.000	26.253	101.000	26.272	196.255	28.953
03	1.500	18.958	99.000	18.009	101.000	18.011	196.497	19.575
04	1.500	11.375	99.000	9.765	101.000	9.751	196.740	10.296
05	1.500	3.792	99.000	1.521	101.000	1.490	196.982	1.018
06	1.500	-3.792	99.000	-6.724	101.000	-6.771	197.225	-8.260
07	1.500	-11.375	99.000	-14.968	101.000	-15.032	197.467	-17.539
08	1.500	-18.958	99.000	-23.212	101.000	-23.293	197.710	-26.817
09	1.500	-26.542	99.000	-31.456	101.000	-31.553	197.952	-36.095
10	1.500	-34.125	99.000	-39.700	101.000	-39.814	198.194	-45.374
TANGENT	1.500	0.000	99.000	0.000	101.000	0.000	197.009	0.000

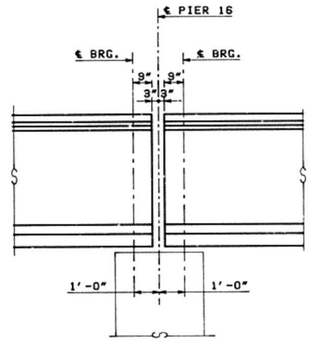
SPAN 16 DIMENSION TABLE (SEE DWG. NO. ECB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4 BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H HOLD DOWN POINTS	K LENGTH OF G3 BARS
SPAN 16	32	B16-01	99'-0"	50	4"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-6"	10'-0"	34'-10"
		B16-02	99'-0"	50	4"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-6"	10'-0"	34'-10"
		B16-03	99'-0"	50	4"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-6"	10'-0"	34'-10"
		B16-04	99'-0 1/4"	50	4 1/8"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-6 1/8"	10'-0"	34'-10"
		B16-05	99'-0 1/2"	50	4 1/4"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-6 1/4"	10'-0"	34'-10"
		B16-06	99'-0 1/2"	50	4 1/4"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-6 1/4"	10'-0"	34'-10"
		B16-07	99'-0 3/4"	50	4 3/8"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	38'-6 3/8"	10'-0"	34'-10"
		B16-08	99'-1 1/4"	50	4 5/8"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-6 5/8"	10'-0"	34'-10"
		B16-09	99'-1 1/2"	50	4 3/4"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-6 3/4"	10'-0"	34'-10"
		B16-10	99'-2"	50	5"	119	33'-0"	6@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 5@18"	196	39'-7"	10'-0"	34'-10"

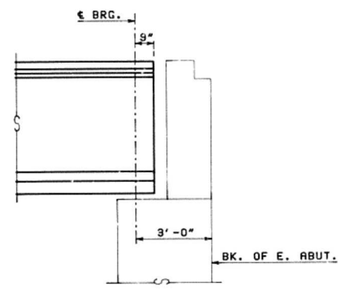
SPAN 17 DIMENSION TABLE (SEE DWG. NO. ECB-02)

	NO OF STRANDS	BEAM NO	A LENGTH OUT TO OUT	B NO OF INSERTS	C #4 BARS DIM.	D G4 NO	E TEMP INSERTS	F SPACING OF #5 BARS G1 IN PAIRS	NO	G HOLD DOWN POINTS	H HOLD DOWN POINTS	K LENGTH OF G3 BARS
SPAN 17	32	B17-01	96'-7"	48	4 1/2"	116	32'-3"	7@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	196	38'-3 1/2"	10'-0"	33'-11"
		B17-02	96'-9 1/2"	48	5 3/4"	116	32'-3"	7@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	196	38'-4 3/4"	10'-0"	33'-11"
		B17-03	97'-0 1/4"	48	2 1/8"	117	32'-4"	7@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	196	38'-6 1/8"	10'-0"	34'-1"
		B17-04	97'-3"	48	3 1/2"	117	32'-5"	7@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	196	38'-7 1/2"	10'-0"	34'-1"
		B17-05	97'-6"	48	5"	117	32'-6"	7@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	196	38'-9"	10'-0"	34'-3"
		B17-06	97'-9"	48	6 1/2"	117	32'-7"	8@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	200	38'-10 1/2"	10'-0"	34'-3"
		B17-07	98'-0"	48	3"	118	32'-8"	8@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	200	39'-0"	10'-0"	34'-5"
		B17-08	98'-3 1/4"	48	4 5/8"	118	32'-9"	8@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	200	39'-1 5/8"	10'-0"	34'-5"
		B17-09	98'-6 3/4"	48	6 3/8"	118	32'-10"	8@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	200	39'-3 3/8"	10'-0"	34'-7"
		B17-10	98'-10 1/4"	48	3 1/8"	119	33'-0"	8@8" + 6@9" + 6@10" + 6@11" + 6@12" + 6@14" + 6@16" + 4@18"	200	39'-5 1/8"	10'-0"	34'-7"

ERECT SUPERSTRUCTURE FOR SPAN 16 & 17 AFTER PLACING COHESIVE SOIL COVERING, GRAVEL MULCH & GEOTECH. FABRIC OR GROUND STABILIZATION.



SECTION THRU PIER 16



SECTION THRU E. ABUT.

NOTES:

1. SEE DWG. NO. ECB-03 FOR BLOCK-OUT AT THE END OF BEAMS AT PIER 9 & PIER 15.
2. FOR DETAILS OF INSPECTION WALKWAY SEE DWG. NO. ECB-06.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
FRAMING PLAN & DETAILS - S-16 & S-17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECB-01A		1-09-92	280

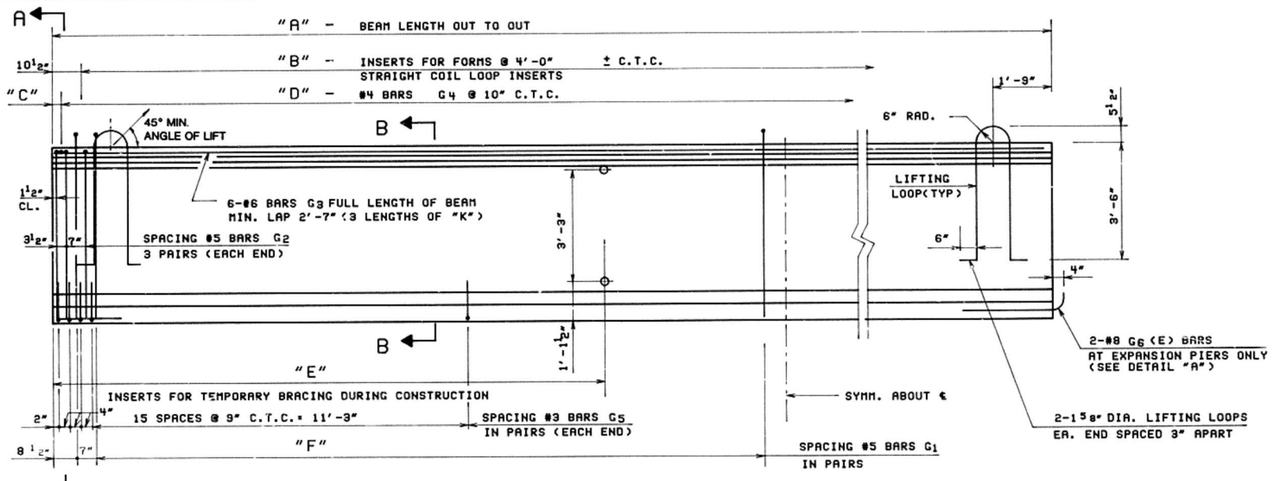
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713		PEORIA & TAZEWELL	281	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

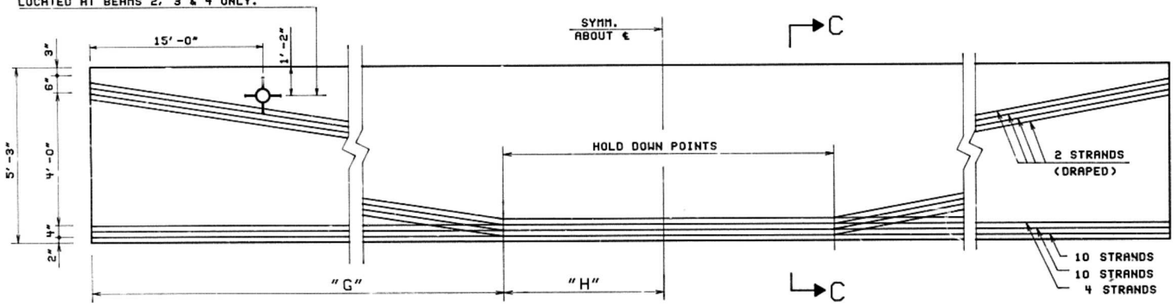
* 50B-3-1; 50-2; (50)FAE-1, D AND P

DRAFTED BY: IGH
CHECKED BY: UG
DESIGNED BY: UC
CHECKED BY: HSJ
ESTIMATED BY:
IN CHARGE: PCH

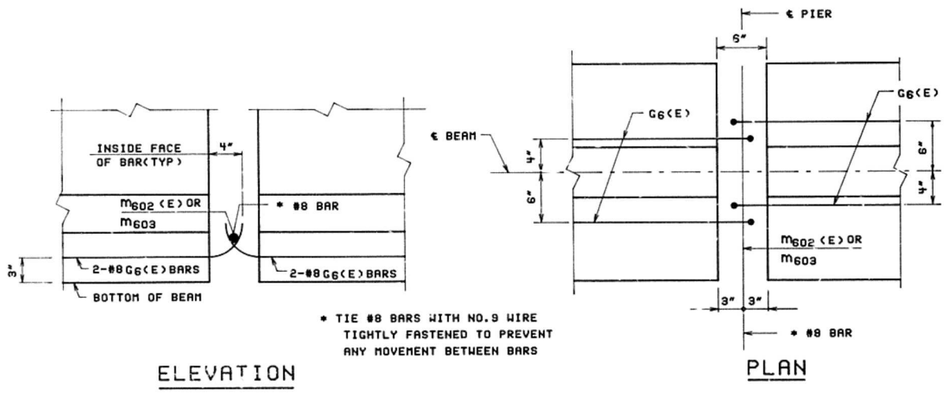


ELEVATION OF BEAM
(SHOWING REINFORCEMENT & DIMENSIONS)

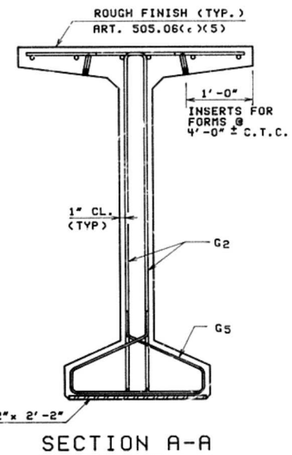
8" ø x 6" LONG DOUBLE EXTRA STRONG PIPE SLEEVE WITH 4-1 2" ø x 6 1/8" GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ART. 710.38 OF THE STD. SPEC'S AUTOMATICALLY END WELDED TO CENTER OF OUTSIDE FACE OF PIPE SLEEVE. LOCATED AT BEAMS 2, 3 & 4 ONLY.



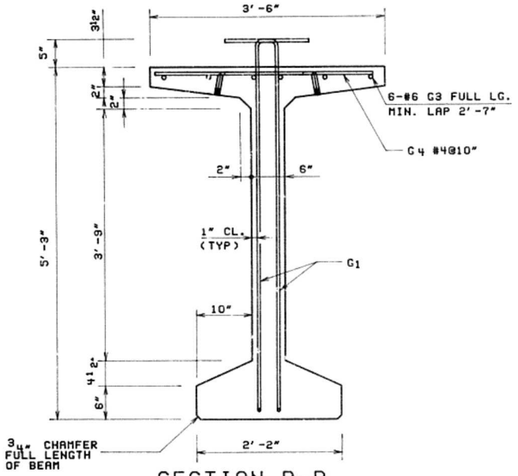
ELEVATION OF BEAM
(SHOWING PRESTRESSING STEEL)



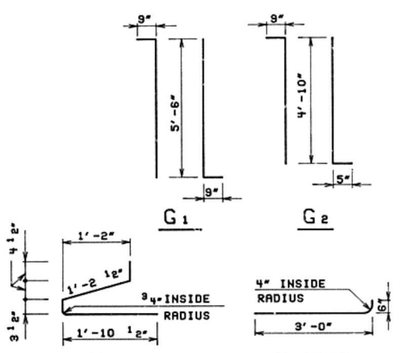
DETAIL "A"

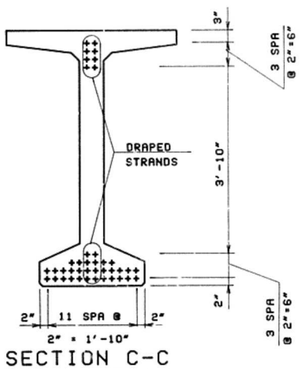


SECTION A-A



SECTION B-B





SECTION C-C
32 STRANDS

BAR LIST
(PER BEAM)

BAR	NO.	SIZE	LENGTH	SHAPE
G1	196	#5	7'-0"	7L
G2	12	#5	6'-0"	7L
G3	18	#6	K	—
G4	119 OR 120	#4	3'-3"	—
G5	76	#3	3'-9"	⌐
G6(E)	4	#8	3'-6"	⌐

CONSTRUCTION OPTION

#4 G4 BARS CAN BE WELDED TO #6 G3 BARS IF ASTM A706, GRADE 60 BARS ARE USED.

NOTES:

1. ALL INSERTS AND THREADED DOWEL RODS FOR INSERTS, REINFORCING AND PRE-STRESSING STEEL, AND OTHER ITEMS WHICH ARE CAST INTO THE PRECAST CONCRETE T-BEAMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT OF "FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63 IN."
2. INSERTS FOR 3/4" DIA. THREADED DOWEL RODS ARE TO BE TWO STRUT, COIL TYPE FOR INTERIOR T-BEAMS AND SINGLE COIL, FLARED LOOP TYPE FOR EXTERIOR T-BEAMS. ALL INSERTS SHALL BE ELECTROGALVANIZED. SPACE INSERTS TO MISS STRANDS. RECESS ALL EXPOSED INSERTS 1/2" FROM FACE OF CONCRETE AND SEAL WITH THREADED CONCRETE COLORED PLASTIC PLUG.
3. FOR LOCATIONS AND SPACING OF INSERTS FOR FLOOR DRAINS AND EXPANSION JOINT DIAPHRAGMS, AND FOR BEAM BLOCKOUT DETAILS SEE DWG. NO. ECB-03.
4. PRESTRESSING STEEL SHALL BE NON-GALVANIZED HIGH STRENGTH, LOW-RELAXATION 7-WIRE STRAND, GRADE 270. TOTAL PRESTRESSING LOAD FOR EACH STRAND SHALL BE 30,900 LB. THE NOMINAL DIAMETER SHALL BE 1/2" AND THE NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ.IN.
5. NON-PRESTRESSING STEEL SHALL CONFORM TO AASHTO DESIGNATION M-31, M-42 OR M-53 GRADE 60, EXCEPT WHERE NOTED.
6. STEEL FOR LIFTING LOOPS SHALL BE NON-DEFORMED BARS F_y=40,000 PSI.
7. REQUIRED 28 DAY STRENGTH, f'c, SHALL BE 6,000 PSI. REQUIRED RELEASE STRENGTH, f'ci SHALL BE 4,800 PSI.
8. FOR DIMENSIONS "A" THRU "K" SEE DWG. NOS. ECB-01 & ECB-01A.
9. FOR CAST WITH BEAM BEARING PLATE, SEE DWG. NO. ECB-04 & ECB-05.
10. FOR INSPECTION WALKWAY AND DETAILS SEE DWG. NO. ECB-06.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
FURNISHING & ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63"	LIN.FT.	7318

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
BEAM ELEVATION & DET. - S-10 TO S-17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

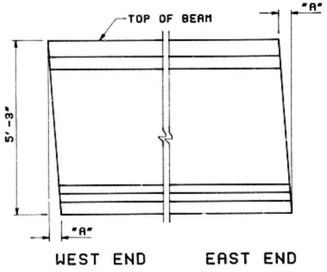
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECB-02		1-09-92	281

D C B A 0 A B C D
TAMERAN

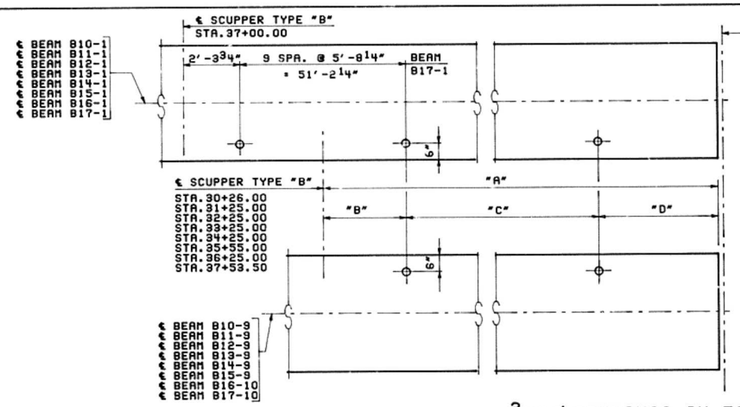
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	•	PEORIA & TAZEWELL	282	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)F&E-1, D AND P



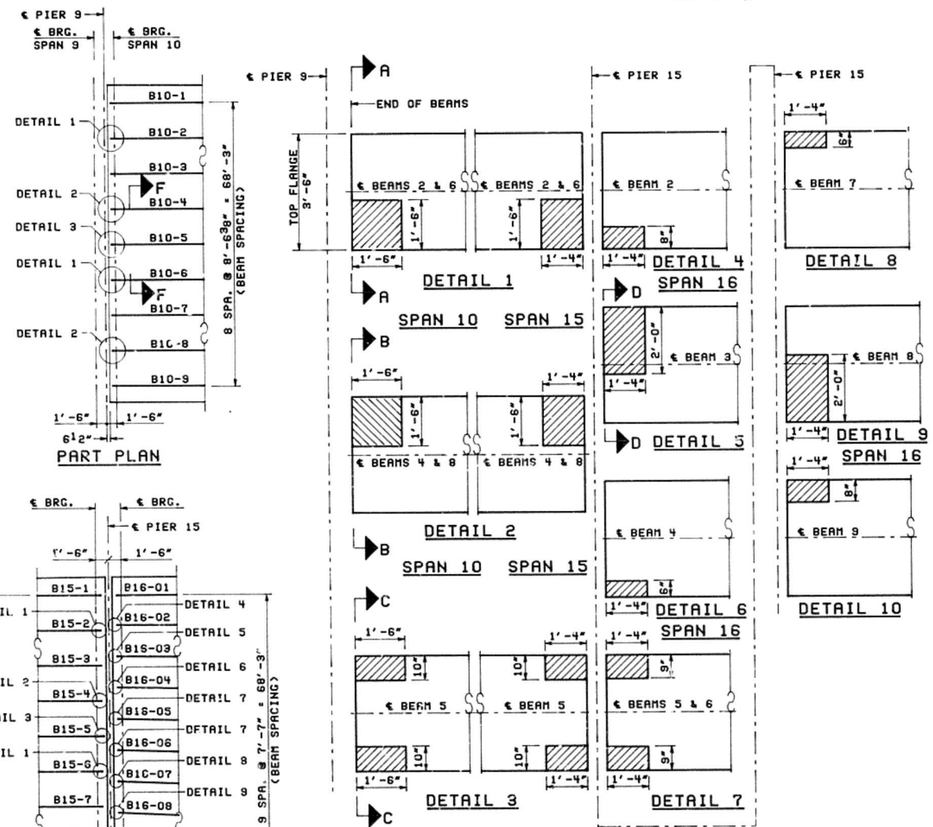
SPANS	BEAMS	"A"
10 TO 15	1 TO 9	3"
16	1 TO 5	$2\frac{3}{4}$"
16	6	$2\frac{11}{16}$"
16	7	$2\frac{5}{8}$"
16	8	$2\frac{9}{16}$"
16	9 & 10	$2\frac{1}{2}$"
17	1	$2\frac{1}{4}$"
17	2	$2\frac{3}{16}$"
17	3	$2\frac{1}{8}$"
17	4 & 5	2"
17	6	$1\frac{7}{8}$"
17	7	$1\frac{3}{4}$"
17	8 TO 10	$1\frac{5}{8}$"

ELEVATION - ENDS OF BEAM



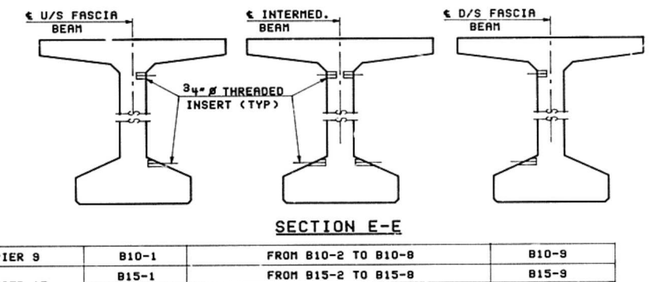
BEAM NO.	"A"	"B"	C"	"D"
10	43'-9"	2'-3"	7 SPA. @ 5'-6" = 38'-6"	3'-0"
11	44'-9"	2'-3"	7 SPA. @ 5'-6" = 38'-6"	4'-0"
12	44'-9"	2'-3"	7 SPA. @ 5'-6" = 38'-6"	4'-0"
13	44'-9"	2'-3"	7 SPA. @ 5'-6" = 38'-6"	4'-0"
14	44'-9"	2'-3"	7 SPA. @ 5'-6" = 38'-6"	4'-0"
15	12'-9"	2'-3"	2 SPA. @ 3'-9" = 7'-6"	3'-0"
16	43'-3"	2'-3"	6 SPA. @ 6'-2" = 37'-0"	4'-0"
17	12'-9"	2'-4"	6'-0"	4'-5"

¾" Ø OPENINGS IN TOP FLANGE OF BEAMS FOR PIPE SUPPORTS



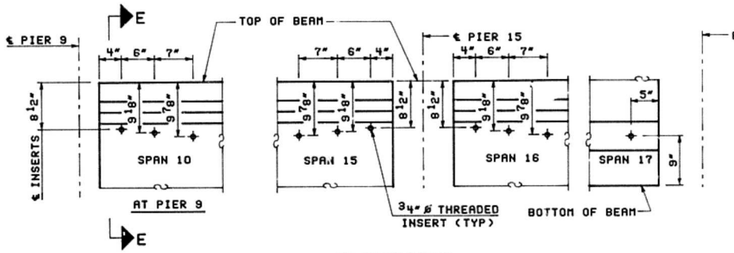
NOTE:
1. WHEN BEAMS ARE CAST OMIT CONCRETE ONLY IN THE HATCHED AREA IN THE FLANGE AT THE END OF BEAMS SHOWN.

BEAM BLOCK-OUT DETAILS



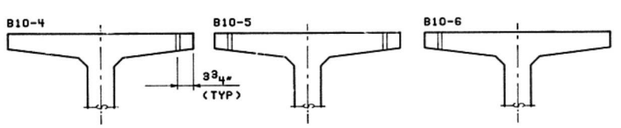
SECTION E-E

AT PIER 9	B10-1	FROM B10-2 TO B10-8	B10-9
AT PIER 15	B15-1	FROM B15-2 TO B15-8	B15-9
	B16-1	FROM B16-2 TO B16-9	B16-10
AT EAST ABUT.	B17-1	FROM B17-2 TO B17-3	B17-10



ELEVATIONS

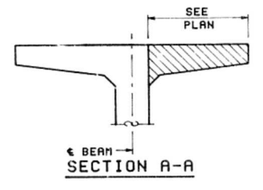
INSERTS FOR EXPANSION JT. DIAPHRAGMS



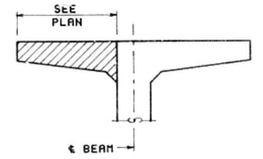
SECTION F-F

INSERTS FOR INSPECTION WALKWAY

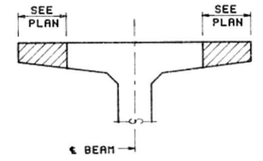
FOR TYPE & SPACING OF INSERTS SEE DWG. NO. ECB-06



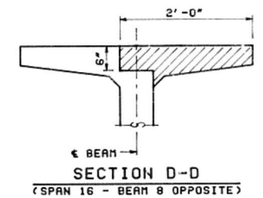
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D
(SPAN 16 - BEAM 8 OPPOSITE)

NOTES:
1. SPACE INSERTS TO MISS STRANDS.
2. FOR TYPE OF INSERTS IN FASCIAS AND INTERMEDIATE BEAMS SEE DWG NO. ECB-02.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
BEAM BLOCK-OUT & INSERT DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECB-03		1-09-92	282

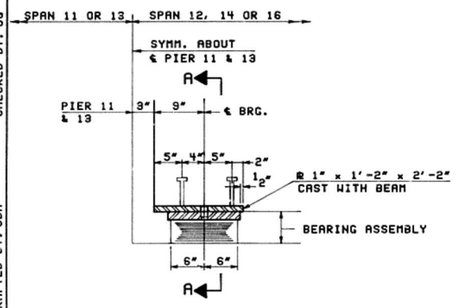
IN CHARGE: PCH ESTIMATED BY: CHECKED BY: DESIGNED BY: UG DRAFTED BY: SBA CHECKED BY: UG

D C B A 0 A B C D

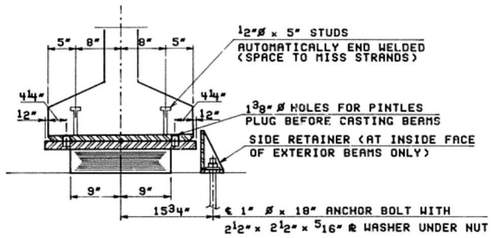
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	283	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

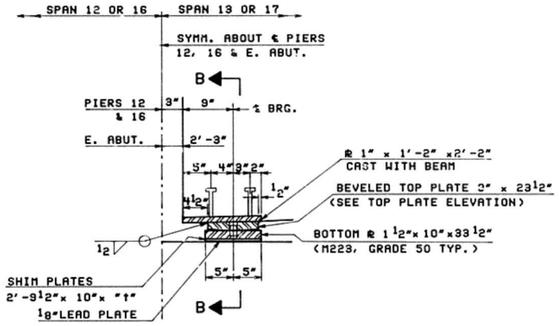
*50B-3-1; 50-2; (50)E&E-1, D AND F



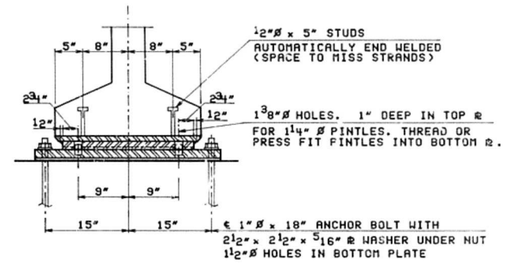
SECTION AT PIERS 11 & 13



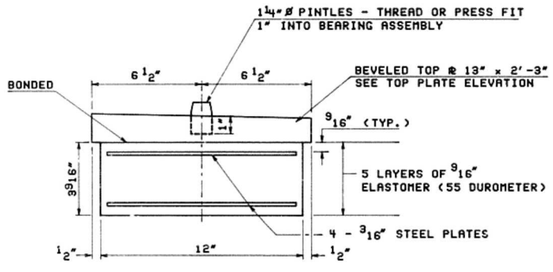
SECTION A-A



SECTION AT PIERS 12, 16 & E. ABUT.

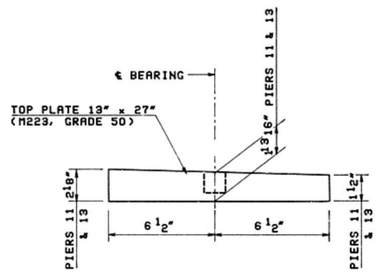


SECTION B-B

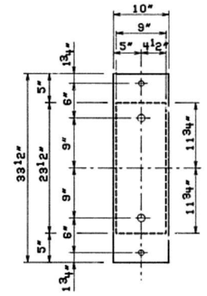


BEARING ASSEMBLY

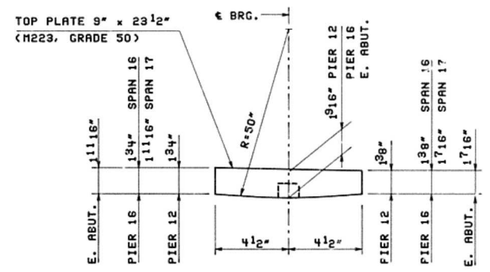
NOTE: SHIM PLATES SHALL NOT BE PLACED UNDER BEARING ASSEMBLY.



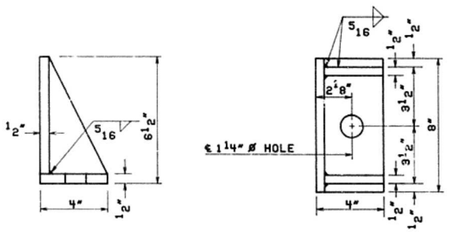
TOP PLATE ELEVATION



PLAN OF TOP & BOTTOM PLATE

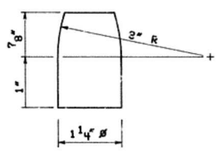


TOP PLATE ELEVATION



SIDE RETAINER

EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.



PINTLE

TABLE FOR SHIM PLATES

PIER	SPAN	BEAM	"t"
12	12	B-1 TO B-9	1"
16	16	B-01 TO B-05	⅞"
		B-06	1¼"
		B-07	1⅜"
		B-08	1½"
		B-09 & B-10	⅞"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	36
FURNISHING & ERECTING STRUCTURAL STEEL	LBS	14900

TYPE I ELASTOMERIC EXPANSION BEARING

(PIER 11, SPANS 11 & 12 2x9x18 REQUIRED
PIER 13, SPANS 13 & 14 2x9x18 REQUIRED)

FIXED BEARING

(PIER 12 2x9x18 REQUIRED)

NOTES:

1. AFTER BEAMS HAVE BEEN ERECTED, HOLES AT ALL BEARINGS SHALL BE DRILLED AND ANCHOR BOLTS GROUTED IN PLACE.
2. SEE DWG. NO. CAM-09 FOR ANCHOR BOLT DETAILS.
3. COST OF EMBEDDED STEEL PLATE IS INCLUDED UNDER ITEM "FURNISHING & ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63"".
4. FOR EMBEDDED STEEL PLATE, SEE DWG. NO. ECB-02.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
BEARINGS & DETAILS - S-10 TO 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECB-04		1-09-92	283

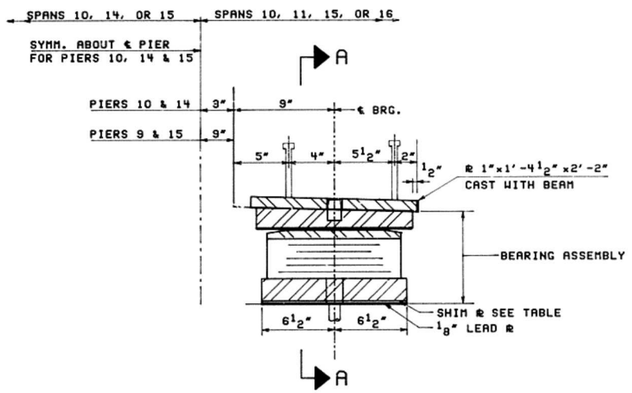
IN CHARGE: PCW DESIGNED BY: UG CHECKED BY: DRAFTED BY: SBA CHECKED BY: ESTIMATED BY:

D C B A 0 A B C D

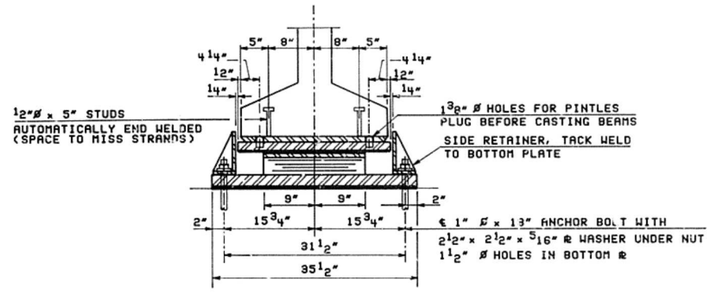
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	284	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

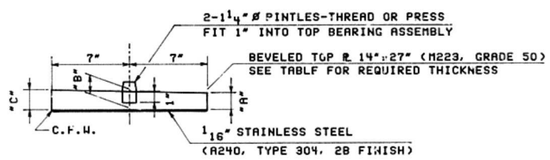
*SOU-3-1; SO-2; (SO)F&E-1, D AND P



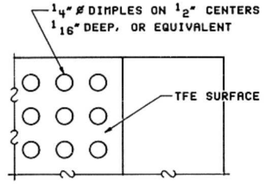
SECTION AT PIERS 9, 10, 14 & 15



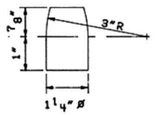
SECTION A-A



TOP BEARING ASSEMBLY



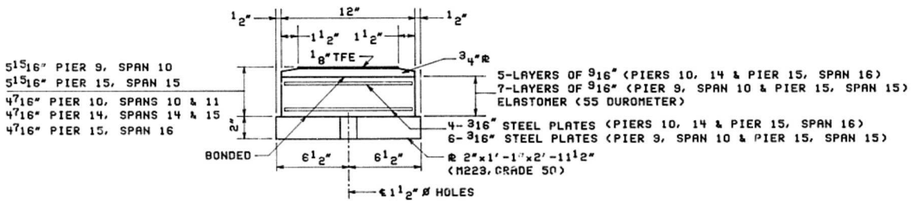
PLAN-TFE SURFACE



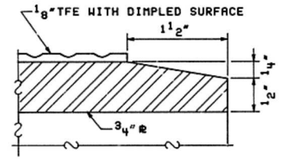
PINTLE

TABLE FOR TOP PLATES & SHIM PLATES

BEARING LOCATION	TYPE	"A"	"B"	"C"	SHIMS
PIER 9, SPAN 10	II	1.500"	1.8125"	2.1250"	–
PIER 10, SPAN 10	II	2.500"	2.8125"	3.1250"	0.1875"
PIER 10, SPAN 11	II	1.500"	1.8125"	2.1250"	–
PIER 14, SPAN 14	II	2.500"	2.8125"	3.1250"	0.0625"
PIER 14, SPAN 15	II	1.500"	1.8125"	2.1250"	–
PIER 15, SPAN 15	II	1.500"	1.8125"	2.1250"	–
PIER 15, SPAN 16	II	1.500"	1.8125"	2.1250"	–



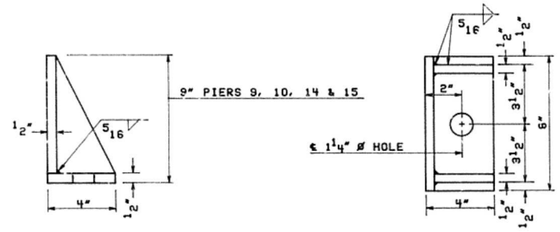
BOTTOM BEARING ASSEMBLY



SECTION THRU TFE

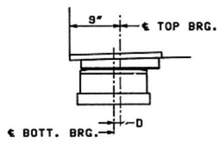
BILL OF MATERIAL

ITEM	UNIT	TOTAL
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	64



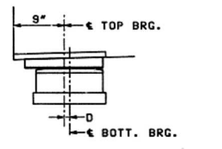
SIDE RETAINER

EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.



BELOW 50 °F

(MOVE BOTT. BRG. AWAY FROM FIXED BRG.)



ABOVE 50 °F

(MOVE BOTT. BRG. TOWARD FIXED BRG.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D= 1/8" PER EACH 100' OF EXPANSION FOR EVERY 15° TEMP. CHANGE FROM THE NORMAL TEMP. OF 50 °F.

NOTES:

1. AFTER BEAMS HAVE BEEN ERECTED, HOLES AT ALL BEARINGS SHALL BE DRILLED AND ANCHOR BOLTS GROUTED IN PLACE.
2. SEE DWG. NO. CAM-09 FOR ANCHOR BOLT DETAILS.
3. THE 1/8" TFE SHEET SHALL BE BONDED DIRECTLY TO THE TOP STEEL PLATE WITH A TWO-COMPONENT, MEDIUM VISCOSITY EPOXY RESIN, CONFORMING TO THE REQUIREMENTS OF THE FEDERAL SPECIFICATION MMM-A-134, TYPE I. THE BOND AGENT SHALL BE APPLIED ON THE FULL AREA OF THE CONTACT SURFACES.
4. BONDING OF 1/8" TFE SHEET DURING VULCANIZING PROCESS WILL BE PERMITTED PROVIDED THE PROCESS AND METHOD OF ADJUSTING ASSEMBLY HEIGHT IS APPROVED BY THE ENGINEER.
5. SEE DWG. NO. ECB-04 FOR SLOPE OF TOP BEVEL PLATE.
6. COST OF EMBEDDED STEEL PLATE IS INCLUDED UNDER ITEM "FURNISHING AND ERECTING PRECAST PRESTRESS CONCRETE T-BEAMS, 63"".
7. FOR EMBEDDED STEEL PLATE, SEE DWG. NO. ECB-02.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
BEARINGS & DETAILS - S-10 TO 17

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECB-05		1-09-92	284

TYPE II TFE ELASTOMERIC EXPANSION BEARING

(PIERS 9 & 15 2x9+10+28 REQUIRED
PIERS 10 & 14 4x9 +36 REQUIRED)

IN CHARGE: PCH DESIGNED BY: UG CHECKED BY: ESTIMATED BY: DRAFTED BY: SBA CHECKED BY: UG

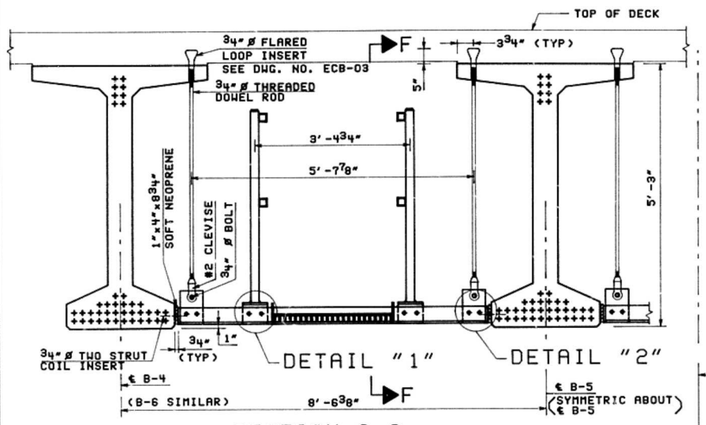
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	285	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

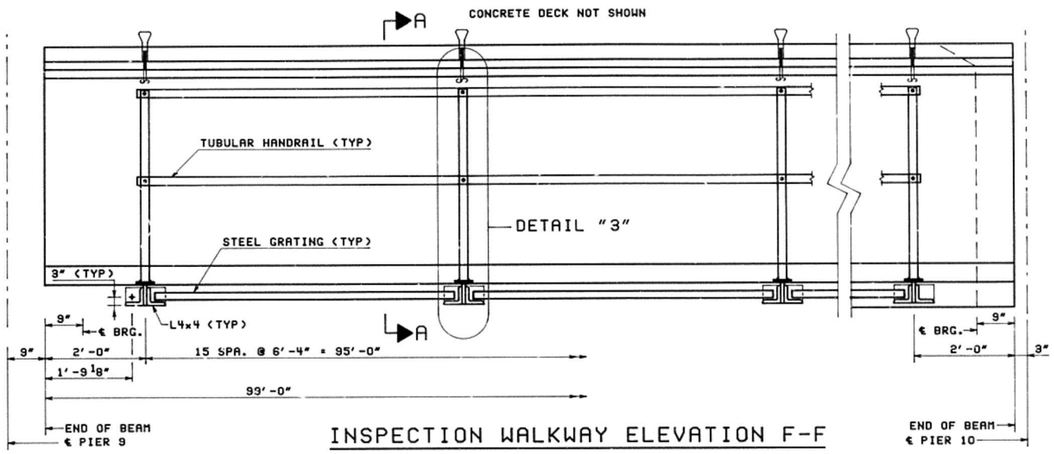
*SDB-3-11 30-2; (30)F & E-1, D, AND P

ESTIMATED BY: TV CHECKED BY: HSJ DRAFTED BY: SBA CHECKED BY: TV
DESIGNED BY: TV CHECKED BY: UG
IN CHARGE: PCW



SECTION A-A

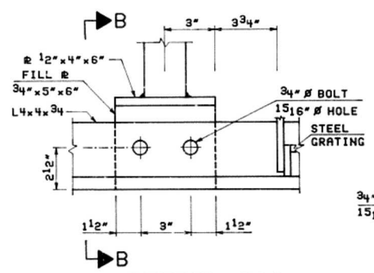
(FOR BEAM DETAILS SEE DWG. NO.'S ECB-01 AND ECB-02)



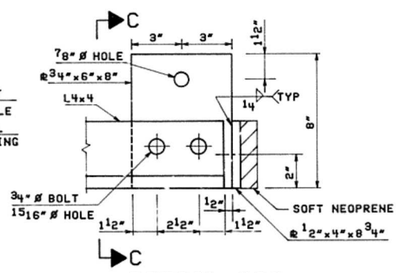
INSPECTION WALKWAY ELEVATION F-F

NOTES:

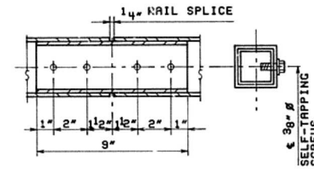
1. WALKWAY LOADING:
   DEAD LOAD + 100 LB/FT² UNIFORM LIVE LOAD
   OR 500 LB CONCENTRATED LIVE LOAD.
2. STEEL GRATING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "STEEL GRATING". SEE SPECIAL PROVISIONS.
3. SPACING OF CROSS BARS AND GRATING FASTENERS AS RECOMMENDED BY MANUFACTURER AND AS APPROVED BY THE ENGINEER.
4. PIPE HANDRAIL (SPECIAL) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR "PIPE HANDRAIL (SPECIAL)", AND SHALL BE IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.
5. PIPE HANDRAIL (SPECIAL) SHALL BE STRUCTURAL TUBING CONFORMING TO THE REQUIREMENTS OF ASTM A500, GRADE A.
6. ALL TUBULAR HANDRAIL MEMBERS, STEEL SHAPES, PLATES AND STEEL GRATINGS SHALL BE PAINTED WITH ZINC-SILICATE AND VINYL PAINT SYSTEM.
   THE COLOR OF THE FINAL FINISH FIELD COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GRAY.
7. VENT HOLES SHALL BE PROVIDED IN ALL CLOSED TUBULAR HANDRAIL SECTIONS PRIOR TO PAINTING.
8. HORIZONTAL TUBULAR HANDRAIL MEMBERS SHALL BE CONTINUOUS. PROVIDE 9/16" ø HOLES FOR 1/2" ø BOLTS. FIELD DRILL 9/16" ø HOLE IN HORIZONTAL HANDRAIL MEMBERS. PROVIDE WASHER AND LOCKNUT FOR BOLTS. THE LENGTHS OF THE HANDRAILS AND PROVISIONS FOR EXPANSION JOINTS SHALL BE IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS, AND AS APPROVED BY THE ENGINEER.
9. ALL FIELD DRILLED HOLES SHALL BE COATED WITH AN APPROVED ZINC RICH PAINT.
10. ALL BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M232.
11. HARDENED WASHERS SHALL BE REQUIRED OVER ALL 15/16" ø HOLES.
12. ALL INSERTS AND TREADED DOWEL RODS FOR INSERTS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT OF "FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE T-BEAMS, 63 IN." SEE DWG. NO. ECB-03.
13. INSERTS FOR 3/4" ø THREADED DOWEL RODS IN TOP FLANGE ARE TO BE FLARED LOOP TYPE. INSERTS FOR 3/4" ø COIL BOLTS IN BOTTOM FLANGE ARE TO BE STRUT COIL TYPE. ALL INSERTS SHALL BE ELECTROGALVANIZED. SPACE INSERTS BETWEEN STRANDS. RECESS ALL EXPOSED INSERTS 1/2" FROM FACE OF CONCRETE.
14. TIGHTEN 3/4 ø COIL BOLTS WITH SPRING WASHER IN BOTTOM FLANGE.
15. SEE DWG. NO. ECB-01 FOR BEAM LAYOUT.



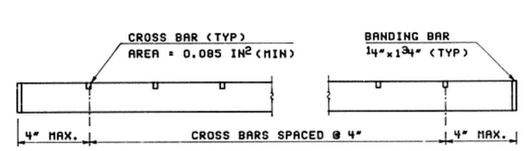
DETAIL "1"



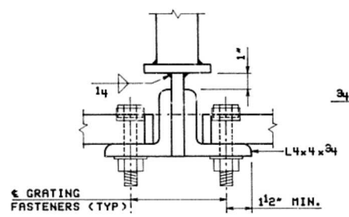
DETAIL "2"



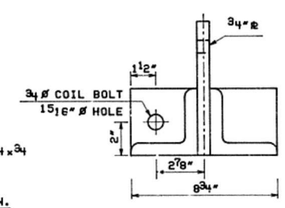
RAIL SPLICE



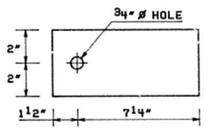
SECTION D-D



SECTION B-B

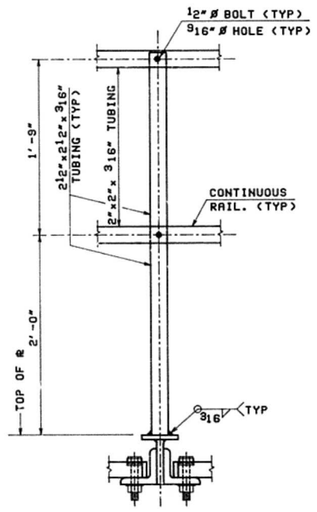


SECTION C-C

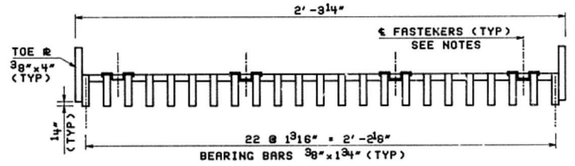


SOFT NEOPRENE

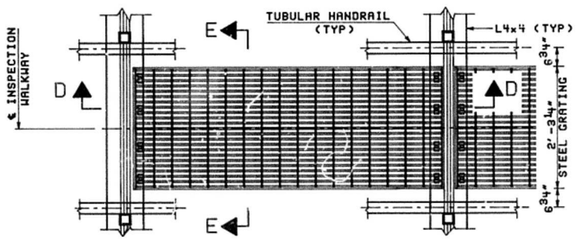
(7/8" UNCOMPRESSED)



DETAIL "3"



SECTION E-E
(TYPICAL CROSS SECTION)



TOP VIEW

BILL OF MATERIAL

ITEM	UNIT	TOTAL
STEEL GRATING	SQ FT	420
PIPE HANDRAIL (SPECIAL)	LIN FT	380

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
INSPECTION WALKWAY & DETAILS - S-10

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

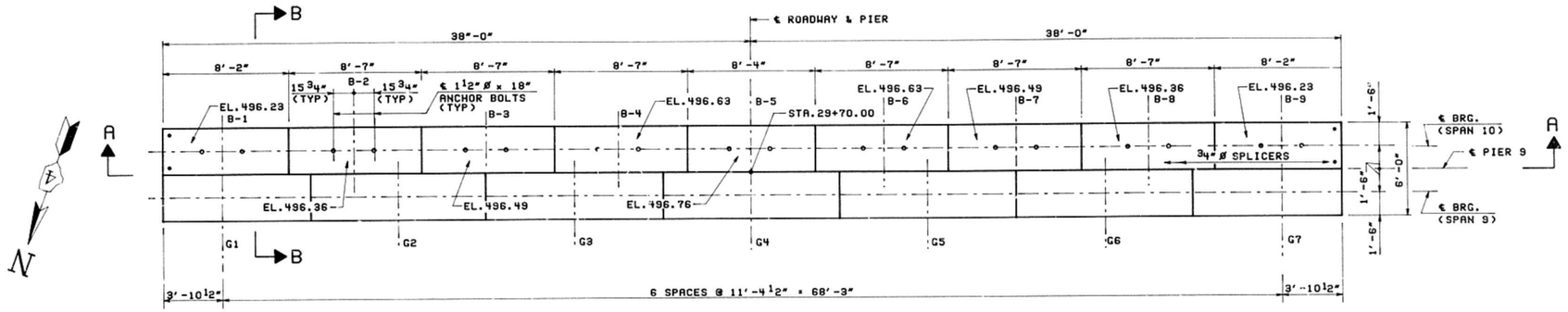
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECB-06	N.T.S.	1-09-92	285

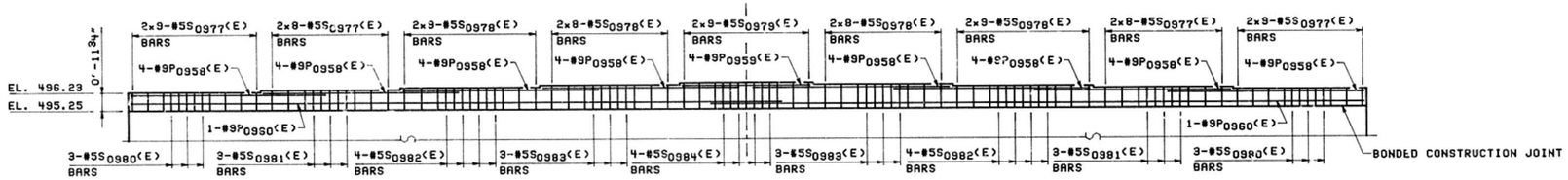
D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	286	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

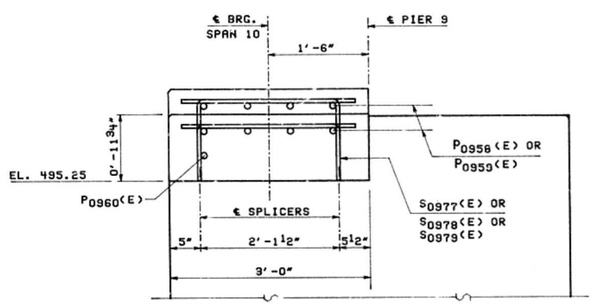
* 508-3-11; 50-2; (50)FAE-1, D AND P



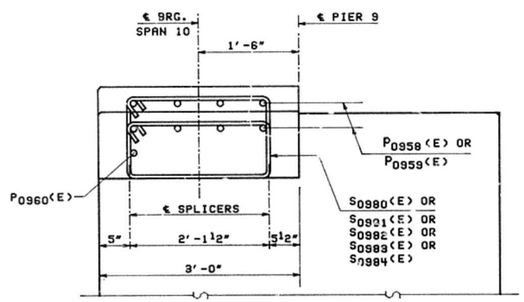
TOP PLAN



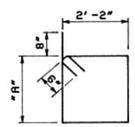
SECTION A-A



SECTION B-B
(BARS S_{0980}(E) THRU S_{0984}(E) NOT SHOWN)



SECTION B-B
(BARS S_{0977}(E) THRU S_{0979}(E) NOT SHOWN)



BARS S_{0980}(E) THRU S_{0984}(E)

BAR	"A"
S0980(E)	0'- 9"
S0981(E)	0'-11"
S0982(E)	1'- 1"
S0983(E)	1'- 2"
S0984(E)	1'- 4"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
P0958(E)	32	#9	12'-0"	——
P0959(E)	4	#9	7'-9"	——
P0960(E)	2	#9	40'-0"	——
S0977(E)	68	#6	3'-3"	—— *
S0978(E)	68	#6	3'-8"	—— *
S0979(E)	18	#6	3'-11"	—— *
S0980(E)	6	#5	7'-2"	⌐
S0981(E)	6	#5	7'-6"	⌐
S0982(E)	8	#5	7'-10"	⌐
S0983(E)	6	#5	8'-0"	⌐
S0984(E)	4	#5	8'-4"	⌐
REINFORCEMENT BARS (EPOXY COATED)		LBS	2740	
CLASS X CONCRETE		CU.YDS.	10	

NOTES:

1. ALL 'S' BARS MARKED * SHALL HAVE ONE END THREADED. BEND IN FIELD AFTER FASTENING TO BAR SPLICER (COUPLER) AND PATCH DAMAGED EPOXY COATING. COST OF THREADING, FIELD BENDING AND PATCHING OF EPOXY COATING INCIDENTIAL TO REINFORCEMENT BARS.
2. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER - 9 - BEARING SEATS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-01	N.T.S.	1-09-92	286

DRAFTED BY: SBA CHECKED BY: HJ
DESIGNED BY: UG CHECKED BY: HJ
ESTIMATED BY: RJR
IN CHARGE: PCW

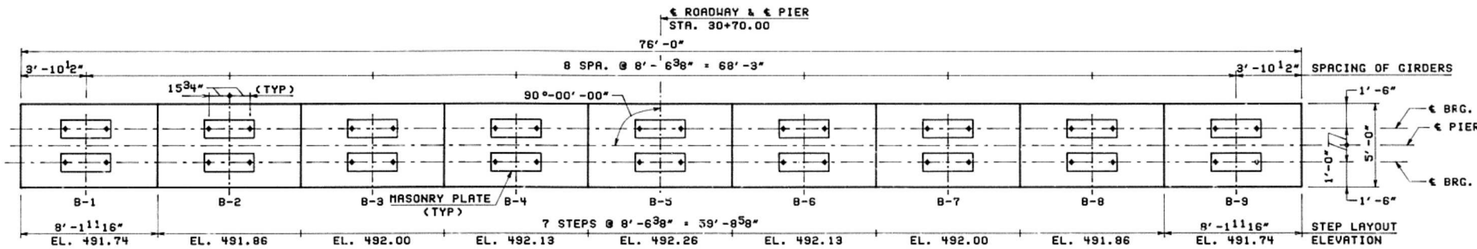
D C B A 0 A B C D

TAMERAN

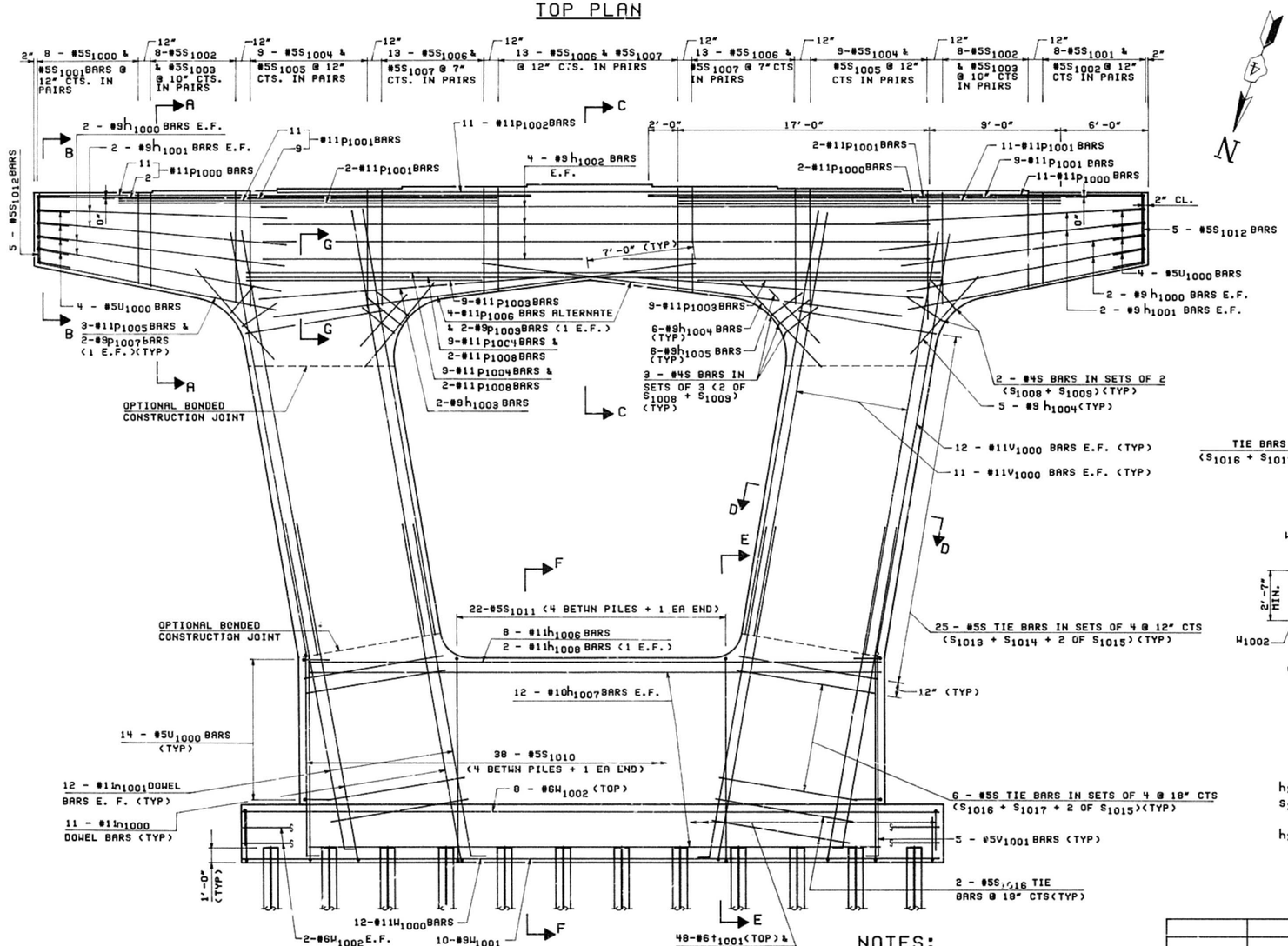
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	1	PEORIA & TAZEWELL	287	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SUB-C-11 SD-21 (SOIPAE-1, D AND P

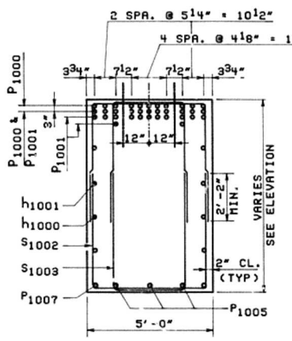
IN CHARGE: PCW | DESIGNED BY: TV | CHECKED BY: HSJ | ESTIMATED BY: TV | CHECKED BY: THH | DRAFTED BY: SBA | CHECKED BY: TV



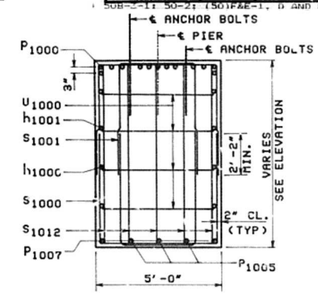
TOP PLAN



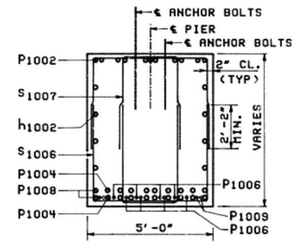
ELEVATION



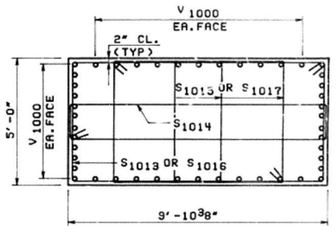
SECTION A-A



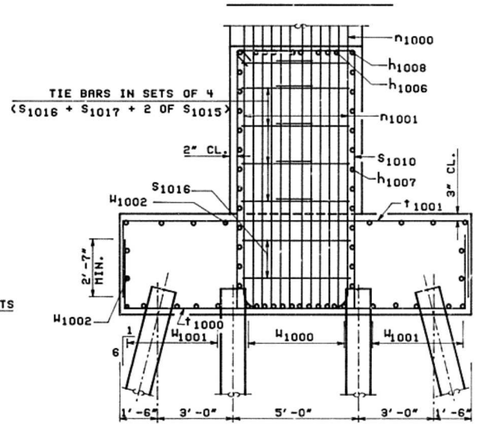
SECTION B-B



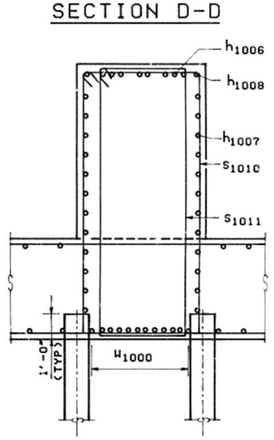
SECTION C-C



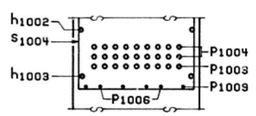
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:
1. SEE DWG. NO. ECS-03 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-10

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

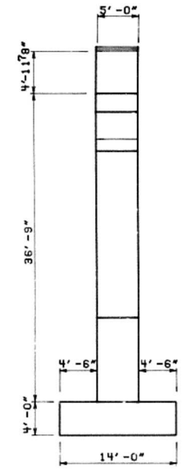
DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-02	N.T.S.	1-09-92	287

D C B A 0 A B C D

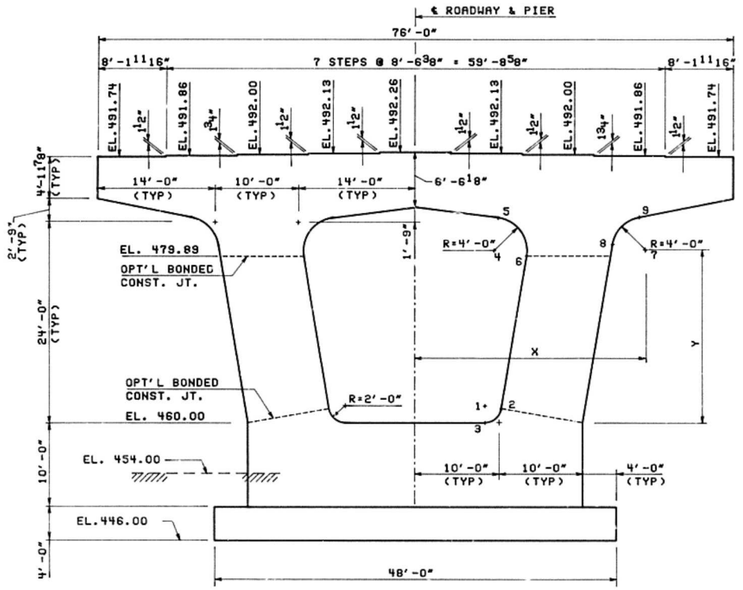
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	-	PEORIA & TAZEWELL	288	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

ESTIMATED BY: TV CHECKED BY: HSJ DESIGNED BY: TV CHECKED BY: TAH DRAFTED BY: SBA CHECKED BY: TV IN CHARGE: PCW



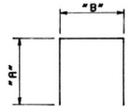
END VIEW



ELEVATION

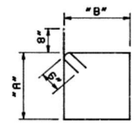
CURVE COORDINATES

POINT	X (FT)	Y (FT)
1	8.3057	2.0000
2	10.2785	1.6712
3	8.3057	0.0000
4	9.3694	20.5477
5	9.8654	24.5168
6	13.3150	19.8901
7	27.4900	20.6091
8	23.5444	21.2667
9	26.7190	24.5341



BARS n_{1000}, S_{1000} THRU S_{1009} u_{1000}, t_{1000} & t_{1001}

BAR	"A"	"B"
n_{1000}	24'- 5"	4'- 3"
S_{1000}	4'- 0"	4'- 8"
S_{1001}	4'- 0"	2'- 9 1/2"
S_{1002}	4'- 6"	4'- 8"
S_{1003}	4'- 6"	2'- 9 1/2"
S_{1004}	5'- 3"	4'- 8"
S_{1005}	5'- 3"	2'- 9 1/2"
S_{1006}	4'- 9"	4'- 8"
S_{1007}	4'- 9"	2'- 9 1/2"
S_{1008}	4'- 0"	4"- 7"
S_{1009}	4'- 0"	2'- 9 1/2"
t_{1000}	2'- 8"	13'- 6"
t_{1001}	3'- 5"	13'- 6"
u_{1000}	2'- 0"	4'- 8"

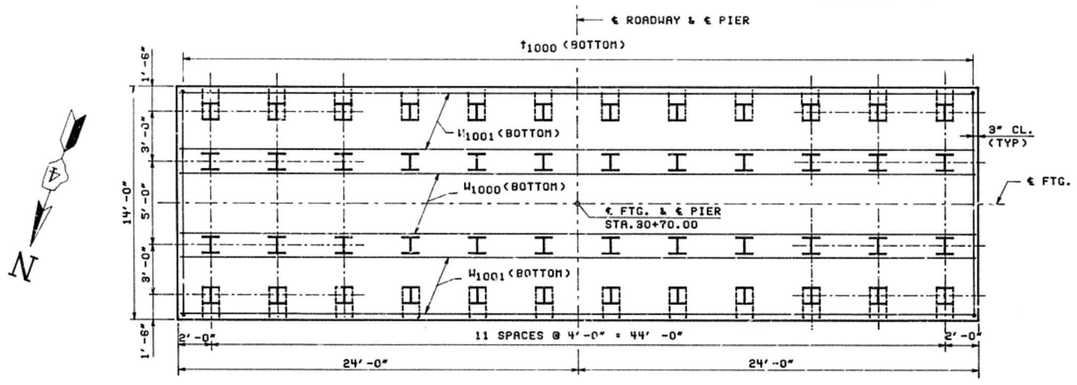


BARS S_{1010} THRU S_{1017}

BAR	"A"	"B"
S_{1010}	13'- 6"	4'- 8"
S_{1011}	13'- 6"	3'- 8"
S_{1013}	9'- 6"	4'- 8"
S_{1014}	9'- 6"	1'- 6"
S_{1015}	4'-10"	4'- 8"
S_{1016}	9'- 6"	4'- 5"
S_{1017}	4'-10"	4'- 5"

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 37 FT.
NO. REQ.D: 46
TEST PILE 2



PLAN OF FOOTING

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1000}	8	# 9	17'- 6"	—
h_{1001}	8	# 9	20'- 6"	—
h_{1002}	8	# 9	45'- 3"	—
h_{1003}	4	# 9	16'- 6"	—
h_{1004}	22	# 9	8'- 0"	—
h_{1005}	12	# 9	5'- 0"	—
h_{1006}	8	#11	39'- 6"	—
h_{1007}	24	#10	39'- 6"	—
h_{1008}	2	#11	29'- 6"	—
n_{1000}	22	#11	53'- 1"	⊔
n_{1001}	48	#11	26'- 5"	⟋
P_{1000}	26	#11	34'- 0"	—
P_{1001}	44	#11	26'- 0"	—
P_{1002}	11	#11	42'- 6"	—
P_{1003}	18	#11	18'- 6"	—
P_{1004}	18	#11	48'- 0"	—
P_{1005}	6	#11	18'- 0"	—
P_{1006}	8	#11	30'- 0"	—
P_{1007}	4	# 9	15'- 0"	—
P_{1008}	4	#11	28'- 0"	—
P_{1009}	4	# 9	21'- 0"	—
S_{1000}	32	# 5	12'- 8"	⊔
S_{1001}	32	# 5	10'-10"	⊔
S_{1002}	32	# 5	13'- 8"	⊔
S_{1003}	32	# 5	11'-10"	⊔
S_{1004}	36	# 5	15'- 2"	⊔
S_{1005}	36	# 5	13'- 4"	⊔

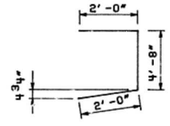
BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{1006}	78	# 5	14'- 2"	⊔
S_{1007}	78	# 5	12'- 4"	⊔
S_{1008}	16	# 4	12'- 7"	⊔
S_{1009}	10	# 4	10'-10"	⊔
S_{1010}	38	# 5	37'- 8"	□
S_{1011}	22	# 5	35'- 8"	□
S_{1012}	10	# 5	8'- 8"	▽
S_{1013}	50	# 5	29'- 8"	□
S_{1014}	50	# 5	23'- 4"	□
S_{1015}	124	# 5	20'- 4"	□
S_{1016}	16	# 5	29'- 2"	□
S_{1017}	12	# 5	19'-10"	□
t_{1000}	48	# 8	18'-10"	⊔
t_{1001}	48	# 6	20'- 4"	⊔
u_{1000}	36	# 5	8'- 8"	⊔
V_{1000}	92	#11	29'- 6"	—
V_{1001}	10	# 5	15'- 9"	⌊
W_{1000}	12	#11	47'- 6"	—
W_{1001}	10	# 9	47'- 6"	—
W_{1002}	12	# 6	47'- 6"	—

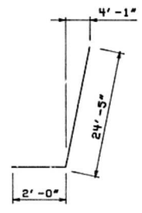
NOTE:

1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

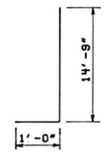
STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	305
REINFORCEMENT BARS	LBS.	82740
CLASS X CONCRETE	CU. YDS.	365
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1702
METAL SHOES	EACH	46



BAR S_{1012}



BAR n_{1001}



BAR V_{1001}

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-10 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

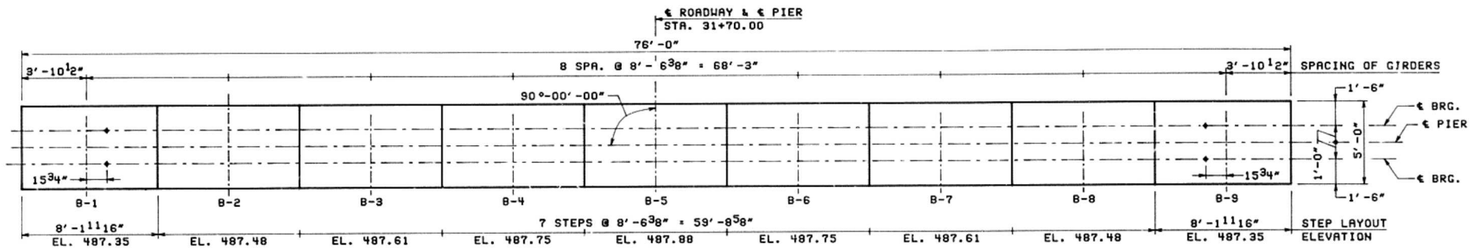
DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-03	N.T.S.	1-09-92	288

D C B A 0 A B C D
TAMERAN

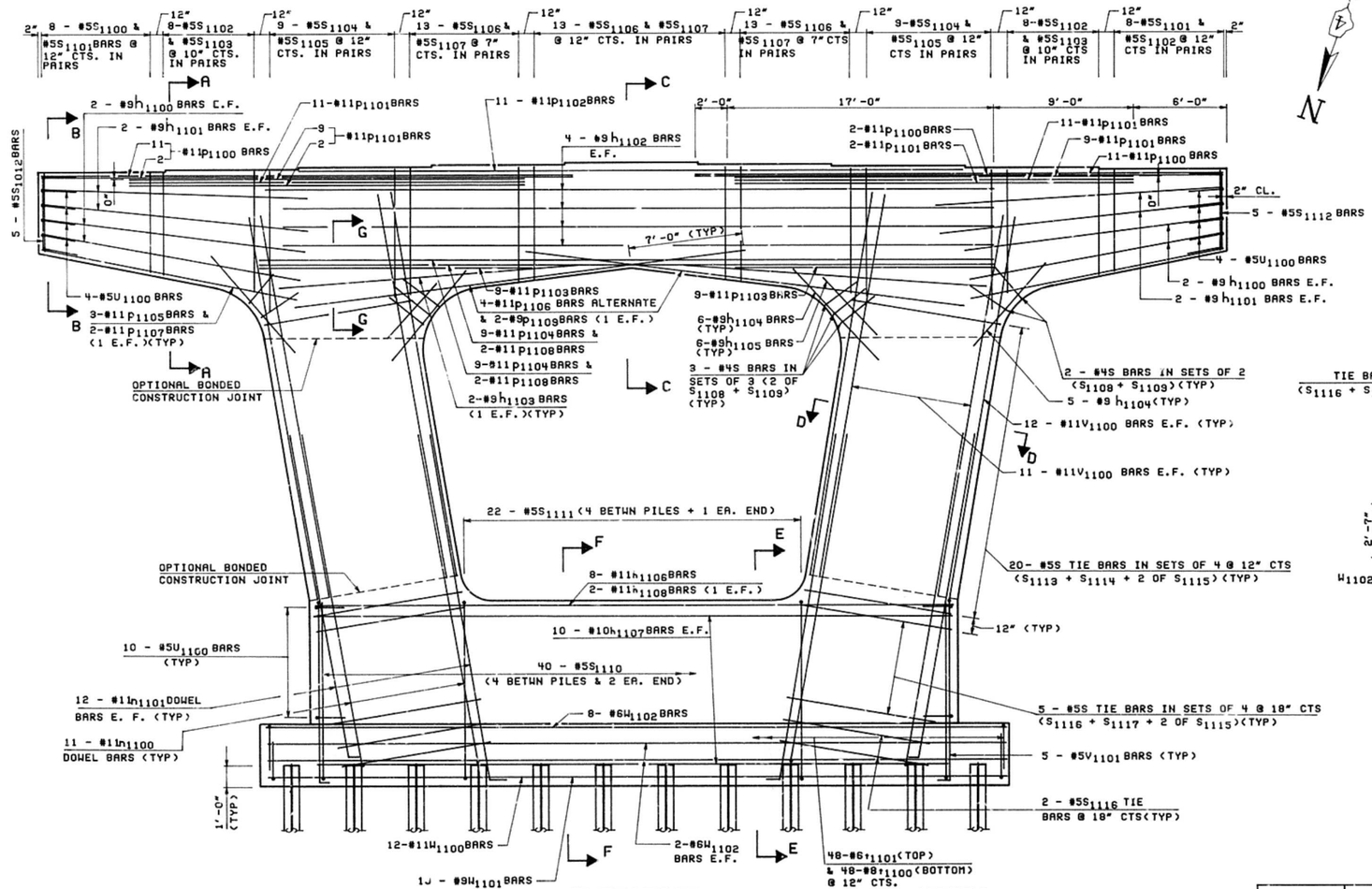
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	★	PEORIA & TAZEWELL	289	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SUB-#1, 50-2, (50)F&E-1, D AND F

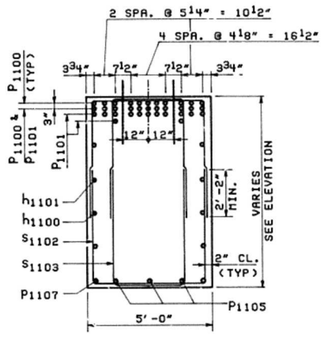
IN CHARGE: PCW | DESIGNED BY: TV | CHECKED BY: HSJ | ESTIMATED BY: TV | CHECKED BY: TMH | DRAFTED BY: SBA | CHECKED BY: TV



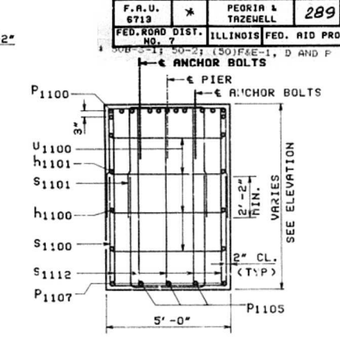
TOP PLAN



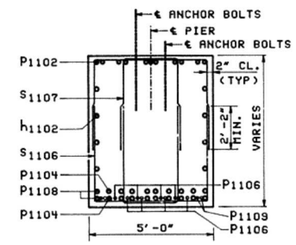
ELEVATION



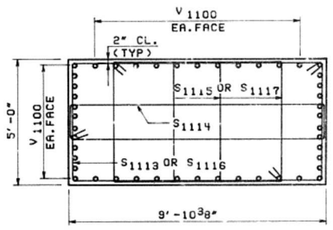
SECTION A-A



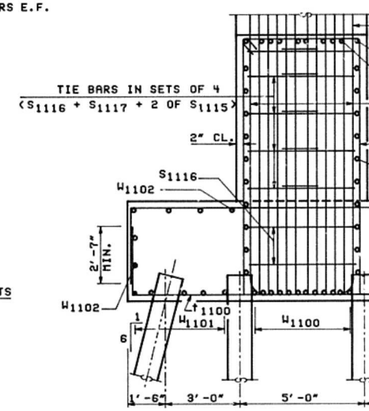
SECTION B-B



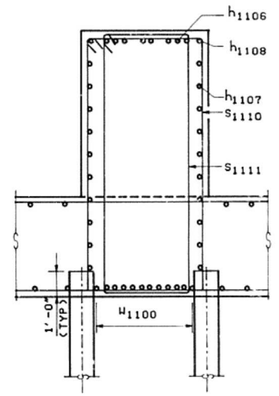
SECTION C-C



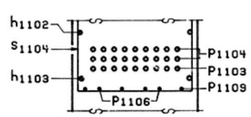
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:

1. SEE DWG. NO. ECS-05 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-11

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

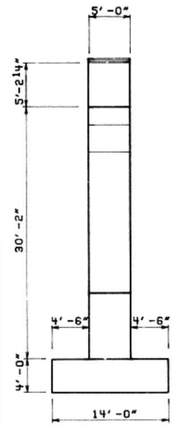
DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-04	N.T.S.	1-09-92	289

D C B A 0 A B C D

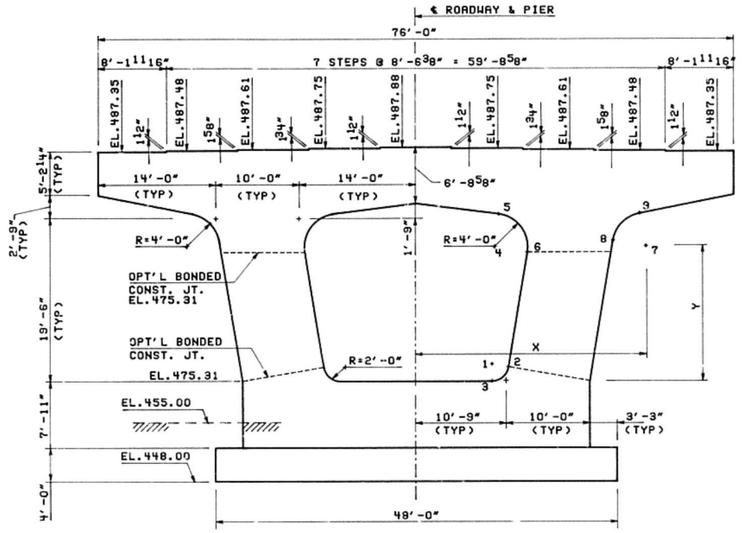
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	290	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

* 50B-3-11, 50-2; (50)EAF-1, B AND P



END VIEW



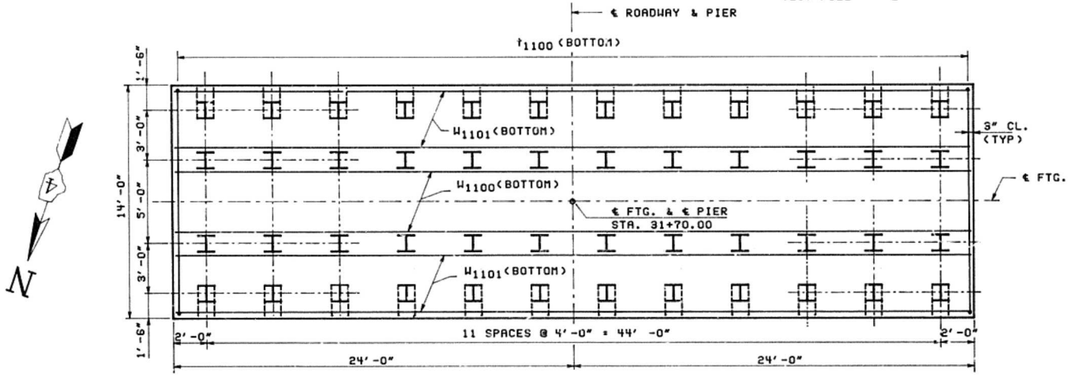
ELEVATION

CURVE COORDINATES

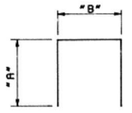
POINT	X (FT)	Y (FT)
1	9.0557	2.0000
2	11.0285	1.6712
3	9.0557	0.0000
4	9.3694	16.0477
5	9.8654	20.0168
6	13.3150	15.3901
7	27.4900	16.1031
8	23.5444	16.7667
9	26.7190	20.0341

PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 40 FT.
NO. REQ.D: 46
TEST PILE 2

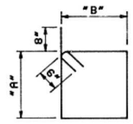


PLAN OF FOOTING



BARS n_{1100}, s_{1100} THRU s_{1109} u_{1100}, t_{1100} & t_{1101}

BAR	"A"	"B"
n_{1000}	22'-4"	4'-3"
s_{1100}	4'-0"	4'-8"
s_{1101}	4'-0"	2'-9½"
s_{1102}	4'-6"	4'-8"
s_{1103}	4'-6"	2'-9½"
s_{1104}	5'-3"	4'-8"
s_{1105}	5'-3"	2'-9½"
s_{1106}	4'-9"	4'-8"
s_{1107}	4'-9"	2'-9½"
s_{1108}	4'-0"	4'-7"
s_{1109}	4'-0"	2'-9½"
t_{1100}	2'-8"	13'-6"
t_{1101}	3'-5"	13'-6"
u_{1100}	2'-0"	4'-8"



BARS s_{1010} THRU s_{1117}

BAR	"A"	"B"
s_{1110}	11'-6"	4'-8"
s_{1111}	11'-6"	3'-8"
s_{1113}	9'-6"	4'-8"
s_{1114}	9'-6"	1'-6"
s_{1115}	4'-10"	4'-8"
s_{1116}	9'-6"	4'-5"
s_{1117}	4'-10"	4'-5"

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1100}	8	# 9	17'-6"	——
h_{1101}	8	# 9	20'-6"	——
h_{1102}	8	# 9	45'-3"	——
h_{1103}	4	# 9	16'-6"	——
h_{1104}	22	# 9	8'-0"	——
h_{1105}	12	# 9	5'-0"	——
h_{1106}	8	#11	41'-0"	——
h_{1107}	20	#10	41'-0"	——
h_{1109}	2	#11	31'-0"	——
n_{1000}	22	#11	45'-7"	⌴
n_{1101}	48	#11	22'-8"	⟋
P_{1100}	26	#11	34'-0"	——
P_{1101}	42	#11	26'-0"	——
P_{1102}	11	#11	42'-6"	——
P_{1103}	18	#11	19'-6"	——
P_{1104}	18	#11	48'-0"	——
P_{1105}	6	#11	18'-0"	——
P_{1106}	8	#11	30'-0"	——
P_{1007}	4	# 9	15'-0"	——
P_{1008}	4	#11	28'-0"	——
P_{1009}	4	# 9	21'-0"	——
s_{1100}	32	# 5	12'-8"	⌴
s_{1101}	32	# 5	10'-10"	⌴
s_{1102}	32	# 5	13'-8"	⌴
s_{1103}	32	# 5	11'-10"	⌴
s_{1104}	36	# 5	15'-2"	⌴

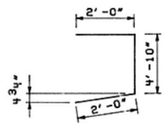
BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
s_{1105}	36	# 5	13'-4"	⌴
s_{1106}	78	# 5	14'-2"	⌴
s_{1107}	78	# 5	12'-4"	⌴
s_{1108}	16	# 4	12'-7"	⌴
s_{1109}	10	# 4	10'-10"	⌴
s_{1110}	40	# 5	33'-8"	□
s_{1111}	22	# 5	31'-8"	□
s_{1112}	10	# 5	8'-10"	⌴□
s_{1113}	40	# 5	29'-8"	□
s_{1114}	40	# 5	23'-4"	□□
s_{1115}	100	# 5	20'-4"	□□
s_{1116}	14	# 5	29'-2"	□□
s_{1117}	10	# 5	19'-10"	□
t_{1100}	48	# 8	18'-10"	⌴⌴
t_{1101}	48	# 6	20'-4"	⌴
u_{1100}	28	# 5	8'-8"	⌴
V_{1100}	92	#11	26'-6"	——
V_{1101}	10	# 5	13'-8"	⌴
w_{1100}	12	#11	47'-6"	——
w_{1101}	10	# 9	47'-6"	——
w_{1102}	12	# 6	47'-6"	——

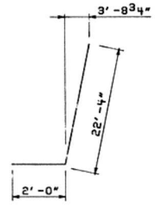
NOTE:

1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".

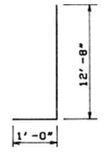
STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	550
REINFORCEMENT BARS	LBS.	77100
CLASS X CONCRETE	CU. YDS.	340
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1840
METAL SHOES	EACH	46



BAR S_{1112}



BAR n_{1101}



BAR V_{1101}

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-11 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-05	N.T.S.	1-09-92	290

IN CHARGE: PCW DESIGNED BY: TV CHECKED BY: HSJ ESTIMATED BY: TV CHECKED BY: TMH DRAFTED BY: SBA CHECKED BY: TV

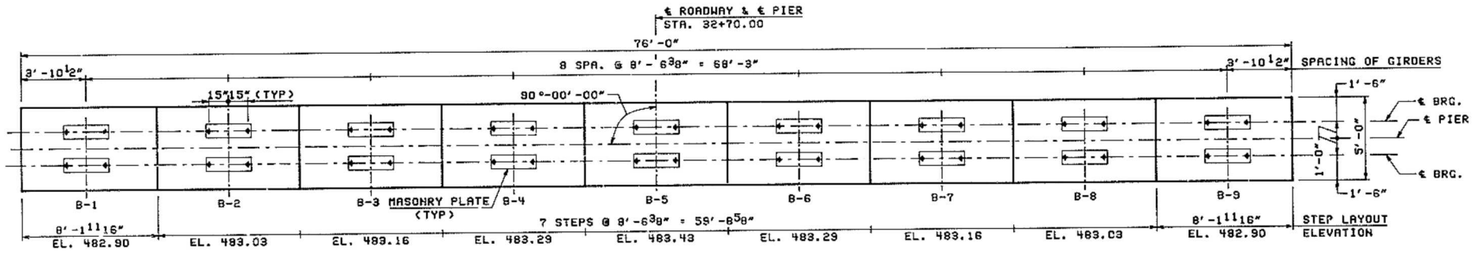
D C B A 0 A B C D

TAMERAN

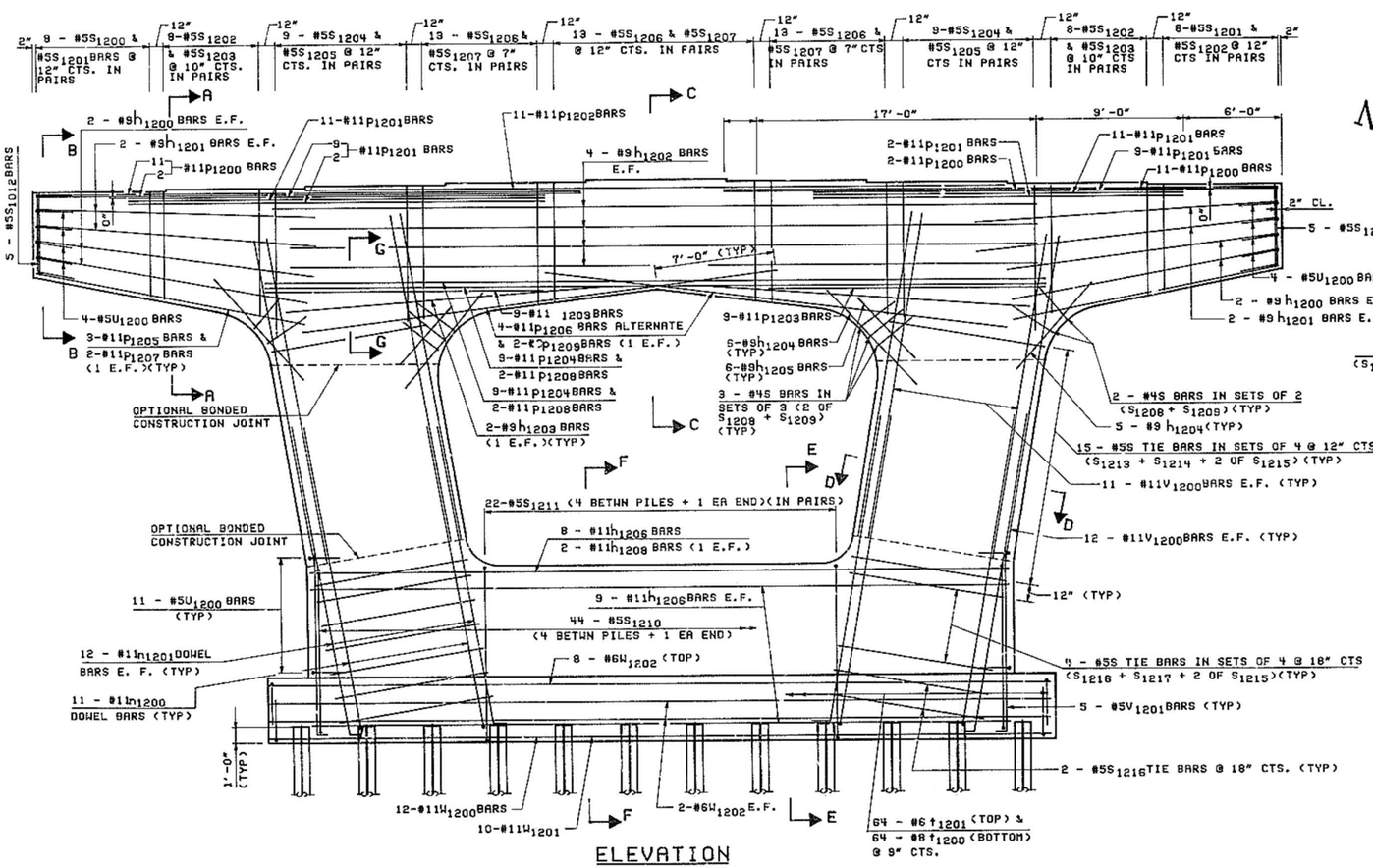
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	291	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* SECTS 1X 20P21 (50P26-1, D AND F

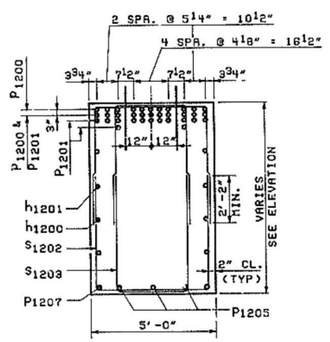
ESTIMATED BY: TV CHECKED BY: TMH DRAFTED BY: GBA CHECKED BY: TV DESIGNED BY: TV CHECKED BY: HSJ IN CHARGE: PCW



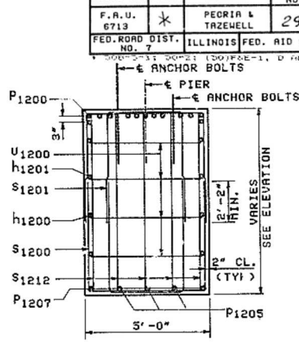
TOP PLAN



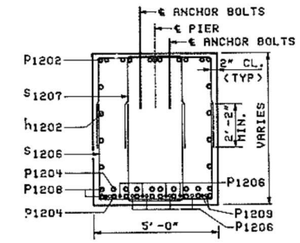
ELEVATION



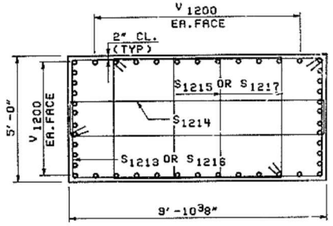
SECTION A-A



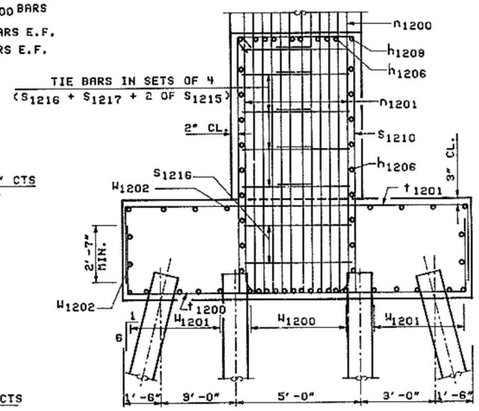
SECTION B-B



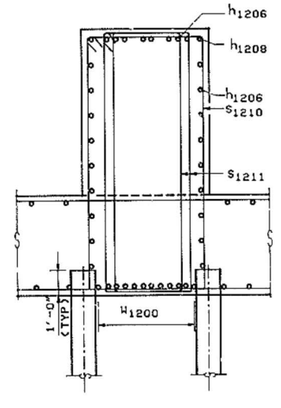
SECTION C-C



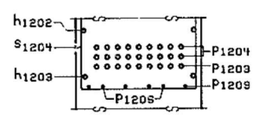
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:
1. SEE DWG. NO. ECS-07 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-12

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

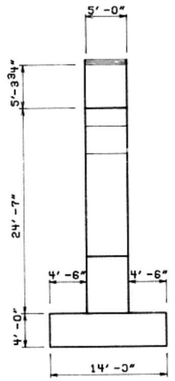
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-06	N.T.S.	1-09-92	291

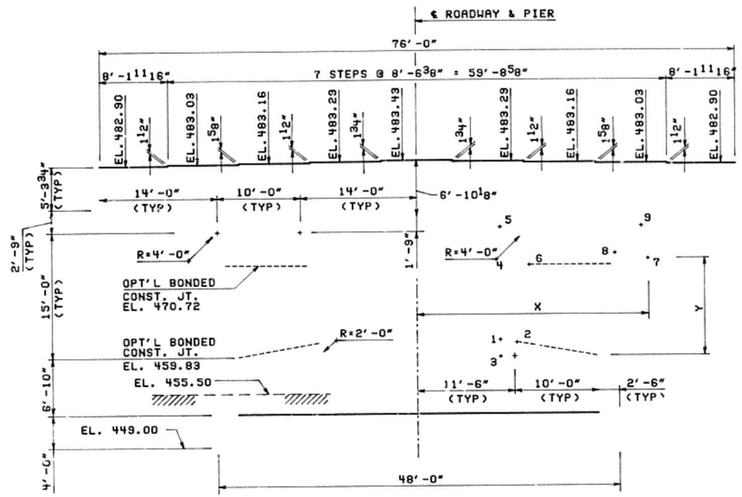
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. C713	*	PEORIA & TAZEWELL	292	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



END VIEW



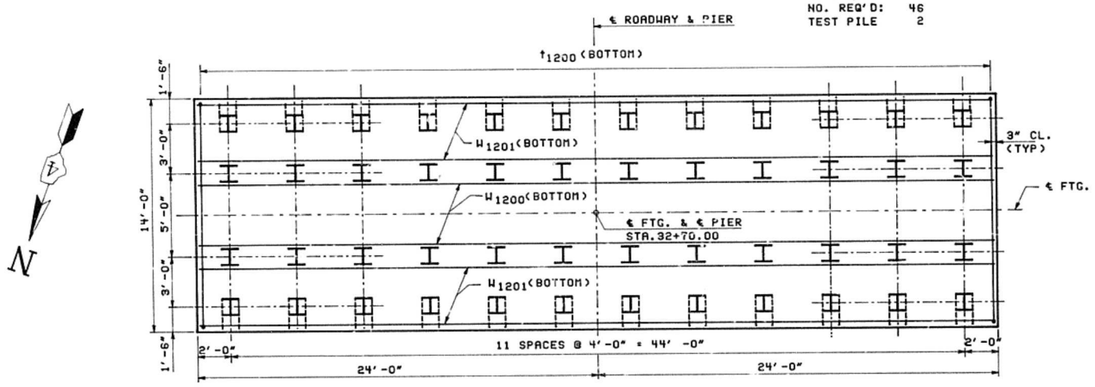
ELEVATION

CURVE COORDINATES

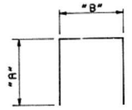
POINT	X (FT)	Y (FT)
1	9.8057	2.0000
2	11.7785	1.6712
3	9.8057	0.0000
4	9.3694	11.5477
5	9.8654	15.5168
6	13.3150	10.8901
7	27.4900	11.6091
8	23.5444	12.2667
9	26.7190	15.5341

PILE DATA

TYPE: HP12x74 (DRIVEN TO REFUSAL)
EST. LENGTH: 42 FT.
NO. REQ'D: 46
TEST PILE 2

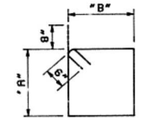


PLAN OF FOOTING



BARS n_{1200}, S_{1200} THRU S_{1209} u_{1200}, t_{1200} & t_{1201}

BAR	"A"	"B"
n_{1200}	21'-2"	4'-3"
S_{1200}	4'-0"	4'-8"
S_{1201}	4'-0"	2'-9 1/2"
S_{1202}	4'-6"	4'-8"
S_{1203}	4'-6"	2'-9 1/2"
S_{1204}	5'-3"	4'-8"
S_{1205}	5'-3"	2'-9 1/2"
S_{1206}	4'-9"	4'-8"
S_{1207}	4'-9"	2'-9 1/2"
S_{1208}	4'-0"	4"-7"
S_{1209}	4'-0"	2'-9 1/2"
t_{1200}	2'-8"	13'-6"
t_{1201}	3'-5"	13'-6"
u_{1200}	2'-0"	4'-8"

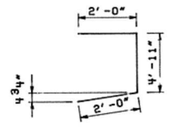


BARS S_{1210} THRU S_{1217}

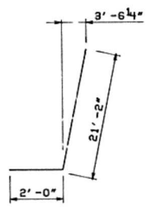
BAR	"A"	"B"
S_{1210}	10'-5"	4'-9"
S_{1211}	10'-5"	3'-8"
S_{1213}	9'-6"	4'-8"
S_{1214}	9'-6"	1'-6"
S_{1215}	4'-10"	4'-8"
S_{1216}	9'-6"	4'-5"
S_{1217}	4'-10"	4'-5"

NOTE:

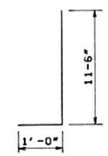
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BAR S_{1212}



BAR n_{1201}



BAR V_{1201}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1200}	8	# 9	17'-6"	——
h_{1201}	8	# 9	20'-6"	——
h_{1202}	8	# 9	45'-3"	——
h_{1203}	4	# 9	16'-6"	——
h_{1204}	22	# 9	8'-0"	——
h_{1205}	12	# 9	5'-0"	——
h_{1206}	26	#11	42'-6"	——
h_{1208}	2	#11	32'-6"	——
n_{1200}	22	#11	48'-11"	⌊
n_{1201}	48	#11	24'-4"	⌒
P_{1200}	26	#11	34'-0"	——
P_{1201}	44	#11	26'-0"	——
P_{1202}	11	#11	42'-6"	——
P_{1203}	18	#11	18'-6"	——
P_{1204}	18	#11	48'-0"	——
P_{1205}	6	#11	18'-0"	——
P_{1206}	8	#11	30'-0"	——
P_{1007}	4	# 9	15'-0"	——
P_{1008}	4	#11	28'-0"	——
P_{1009}	4	# 9	21'-0"	——
S_{1200}	32	# 5	12'-8"	⊔
S_{1201}	32	# 5	10'-10"	⊔
S_{1202}	32	# 5	13'-8"	⊔
S_{1203}	32	# 5	11'-10"	⊔
S_{1204}	36	# 5	15'-2"	⊔
S_{1205}	36	# 5	13'-4"	⊔
S_{1206}	78	# 5	14'-2"	⊔
S_{1207}	78	# 5	12'-4"	⊔
S_{1208}	16	# 4	12'-7"	⊔

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{1209}	10	# 4	10'-10"	⊔
S_{1210}	44	# 5	31'-6"	□
S_{1211}	44	# 5	29'-6"	□
S_{1212}	10	# 5	8'-11"	⧄
S_{1213}	30	# 5	29'-8"	□
S_{1214}	30	# 5	23'-4"	□
S_{1215}	76	# 5	20'-4"	□
S_{1216}	12	# 5	29'-2"	□
S_{1217}	8	# 5	19'-10"	□
t_{1200}	64	# 8	18'-10"	⊔
t_{1201}	64	# 6	20'-4"	⊔
u_{1200}	30	# 5	8'-8"	⊔
V_{1200}	92	#11	21'-0"	——
V_{1201}	10	# 5	12'-6"	⌊
W_{1200}	12	#11	47'-6"	——
W_{1201}	10	#11	47'-6"	——
W_{1202}	12	# 6	47'-6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	531
REINFORCEMENT BARS	LBS.	76930
CLASS X CONCRETE	CU. YDS.	320
TEST PILE STEEL HP12x74	EACH	2
STEEL PILES HP12x74	LIN. FT.	1932
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-12 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-07	N.T.S.	1-09-92	292

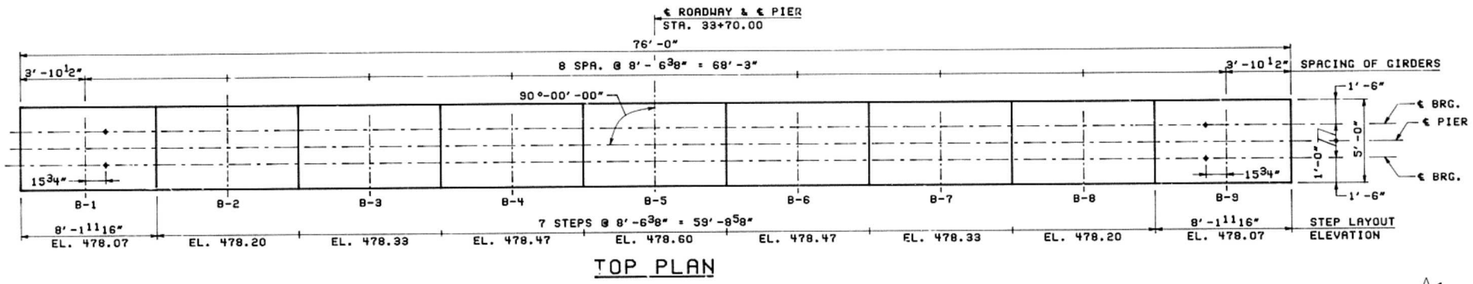
ESTIMATED BY: CHECKED BY: DRAFTED BY: CHECKED BY: DESIGNED BY: CHECKED BY: IN CHARGE:

D C B A 0 A B C D

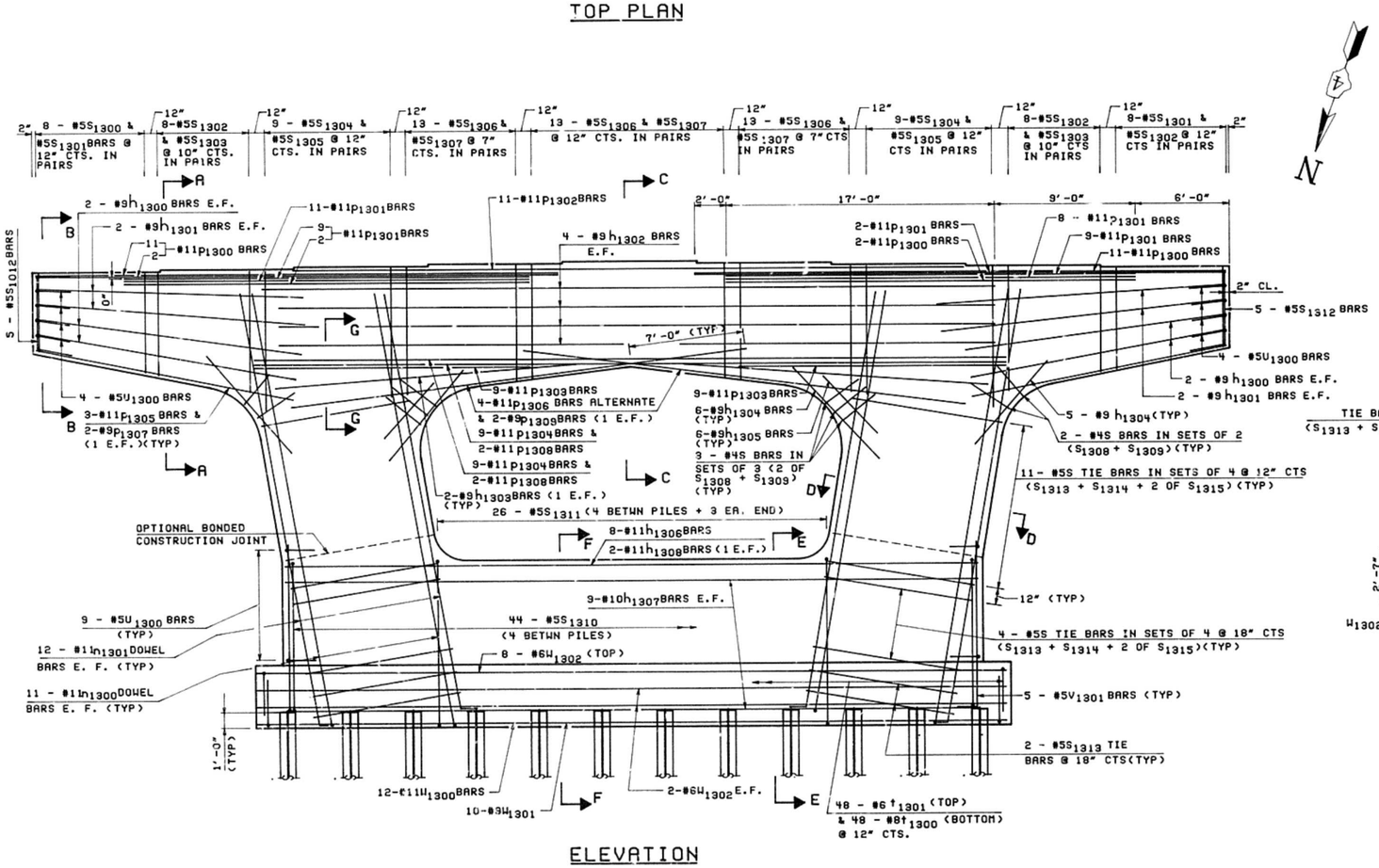
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	293	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

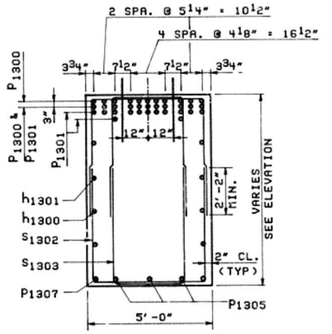
ESTIMATED BY: TV CHECKED BY: TNH DRAFTED BY: SBA CHECKED BY: TV
DESIGNED BY: TV CHECKED BY: HSJ
IN CHARGE: PCW



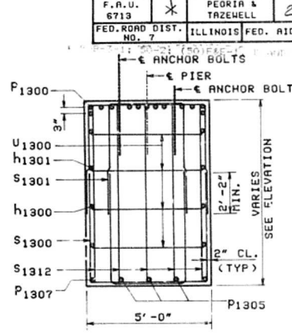
TOP PLAN



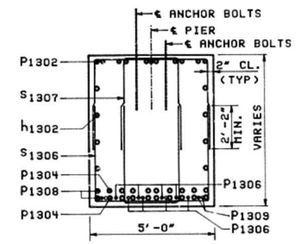
ELEVATION



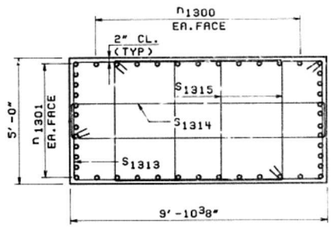
SECTION A-A



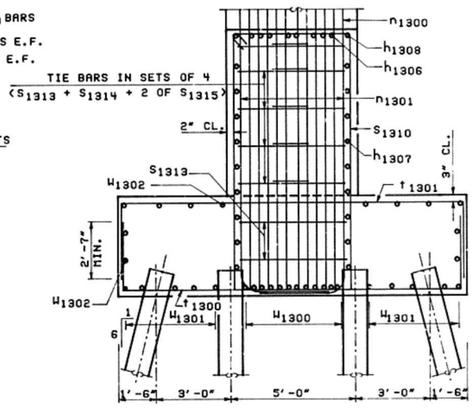
SECTION B-B



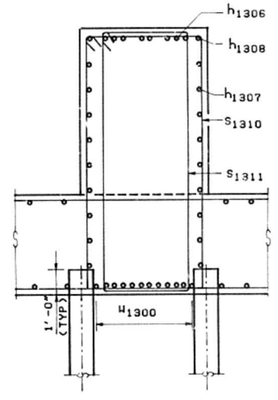
SECTION C-C



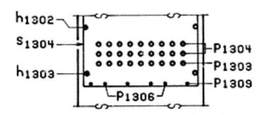
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:
1. SEE DWG. NO. ECS-09 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-13

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-08	N.T.S.	1-09-92	293

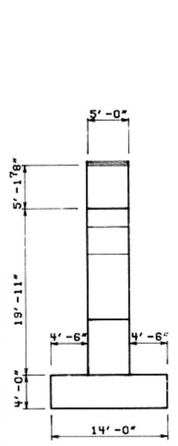
D C B A 0 A B C D

TAMERAN

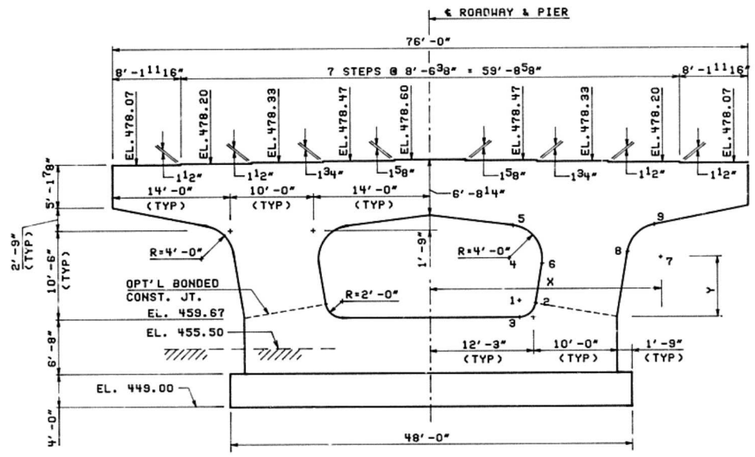
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	294	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1)50-2)(50)F&E)D AND P

IN CHARGE: PCW DESIGNED BY: TV CHECKED BY: HSJ ESTIMATED BY: TV CHECKED BY: TAH DRAFTED BY: SBA CHECKED BY: TV



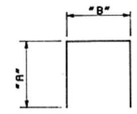
END VIEW



ELEVATION

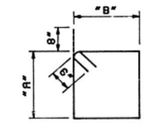
CURVE COORDINATES

POINT	X (FT)	Y (FT)
1	10.5557	2.0000
2	12.5285	1.6712
3	10.5557	0.0000
4	9.3694	7.0477
5	9.8654	11.0168
6	13.3150	6.3901
7	27.4900	7.1091
8	23.5444	7.7667
9	26.7190	11.0341



BARS n_{1300}, S_{1300} THRU S_{1309} u_{1300}, t_{1300} & t_{1301}

BAR	"A"	"B"
S_{1300}	4'-0"	4'-8"
S_{1301}	4'-0"	2'-9 1/2"
S_{1302}	4'-6"	4'-8"
S_{1303}	4'-6"	2'-9 1/2"
S_{1304}	5'-3"	4'-8"
S_{1305}	5'-3"	2'-9 1/2"
S_{1306}	4'-9"	4'-8"
S_{1307}	4'-9"	2'-9 1/2"
S_{1308}	4'-0"	4'-7"
S_{1309}	4'-0"	2'-9 1/2"
t_{1300}	2'-8"	13'-6"
t_{1301}	3'-5"	13'-6"
u_{1300}	2'-0"	4'-8"

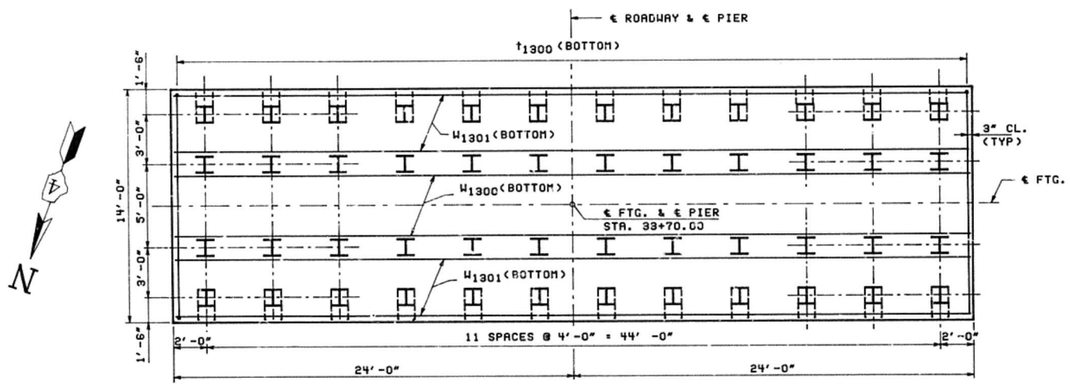


BARS S_{1310} THRU S_{1317}

BAR	"A"	"B"
S_{1310}	10'-3"	4'-8"
S_{1311}	10'-3"	3'-8"
S_{1313}	9'-6"	4'-8"
S_{1314}	9'-6"	1'-6"
S_{1315}	4'-10"	4'-8"
S_{1316}	9'-6"	4'-5"
S_{1317}	4'-10"	4'-5"

PILE DATA

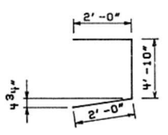
TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 44 FT.
NO. REQ.D: 46
TEST PILE 2



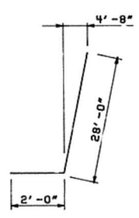
PLAN OF FOOTING

NOTE:

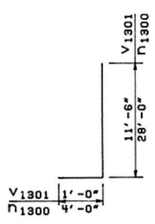
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BAR S_{1312}



BAR n_{1301}



BAR V_{1301} & n_{1300}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1300}	8	# 9	17'-6"	——
h_{1301}	8	# 9	20'-6"	——
h_{1302}	8	# 9	45'-3"	——
h_{1303}	4	# 9	16'-6"	——
h_{1304}	22	# 9	8'-0"	——
h_{1305}	12	# 9	5'-0"	——
h_{1306}	8	#11	44'-0"	——
h_{1307}	18	#10	44'-0"	——
h_{1308}	2	#11	34'-0"	——
n_{1300}	44	#11	32'-0"	⌟
n_{1301}	48	#11	30'-0"	⌟
P_{1300}	26	#11	34'-0"	——
P_{1301}	42	#11	26'-0"	——
P_{1302}	11	#11	42'-6"	——
P_{1303}	18	#11	18'-6"	——
P_{1304}	18	#11	48'-0"	——
P_{1305}	6	#11	18'-0"	——
P_{1306}	8	#11	30'-0"	——
P_{1307}	4	# 9	15'-0"	——
P_{1308}	4	#11	28'-0"	——
P_{1009}	4	# 9	21'-0"	——

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{1300}	32	# 5	12'-8"	⌞
S_{1301}	32	# 5	10'-10"	⌞
S_{1302}	32	# 5	13'-8"	⌞
S_{1303}	32	# 5	11'-10"	⌞
S_{1304}	36	# 5	15'-2"	⌞
S_{1305}	36	# 5	13'-4"	⌞
S_{1306}	78	# 5	14'-2"	⌞
S_{1307}	78	# 5	12'-4"	⌞
S_{1308}	16	# 4	12'-7"	⌞
S_{1309}	10	# 4	10'-10"	⌞
S_{1310}	44	# 5	31'-2"	□
S_{1311}	26	# 5	29'-2"	□
S_{1312}	10	# 5	8'-10"	⌐⌙
S_{1313}	22	# 5	29'-8"	□
S_{1314}	22	# 5	23'-4"	□
S_{1315}	60	# 5	20'-4"	□
S_{1316}	12	# 5	29'-2"	□
S_{1317}	8	# 5	19'-10"	□
t_{1300}	48	# 8	18'-10"	⌞
t_{1301}	48	# 6	20'-4"	⌞
u_{1300}	26	# 5	8'-8"	⌞
V_{13013}	10	# 5	12'-6"	⌟
W_{1300}	12	#11	47'-6"	——
W_{1301}	10	# 9	47'-6"	——
W_{1302}	12	# 6	47'-6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	354
REINFORCEMENT BARS	LBS.	66520
CLASS X CONCRETE	CU. YDS.	300
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	2024
METAL SHOES	EACH	46

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-13 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-09	N.T.S.	1-09-92	294

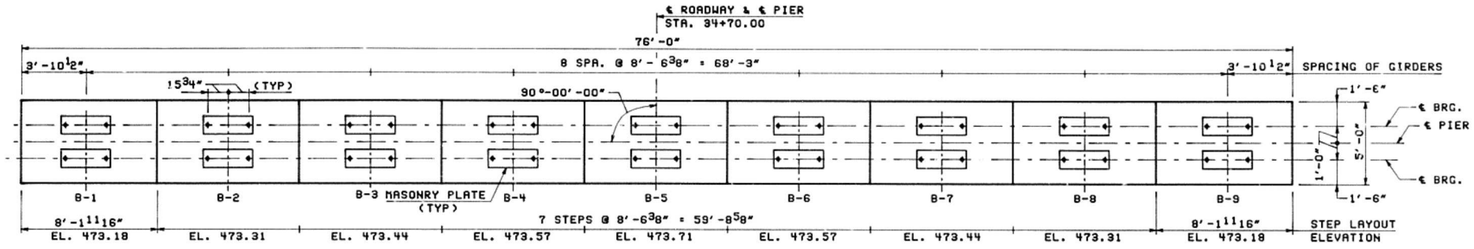
D C B A 0 A B C D

TAMERAN

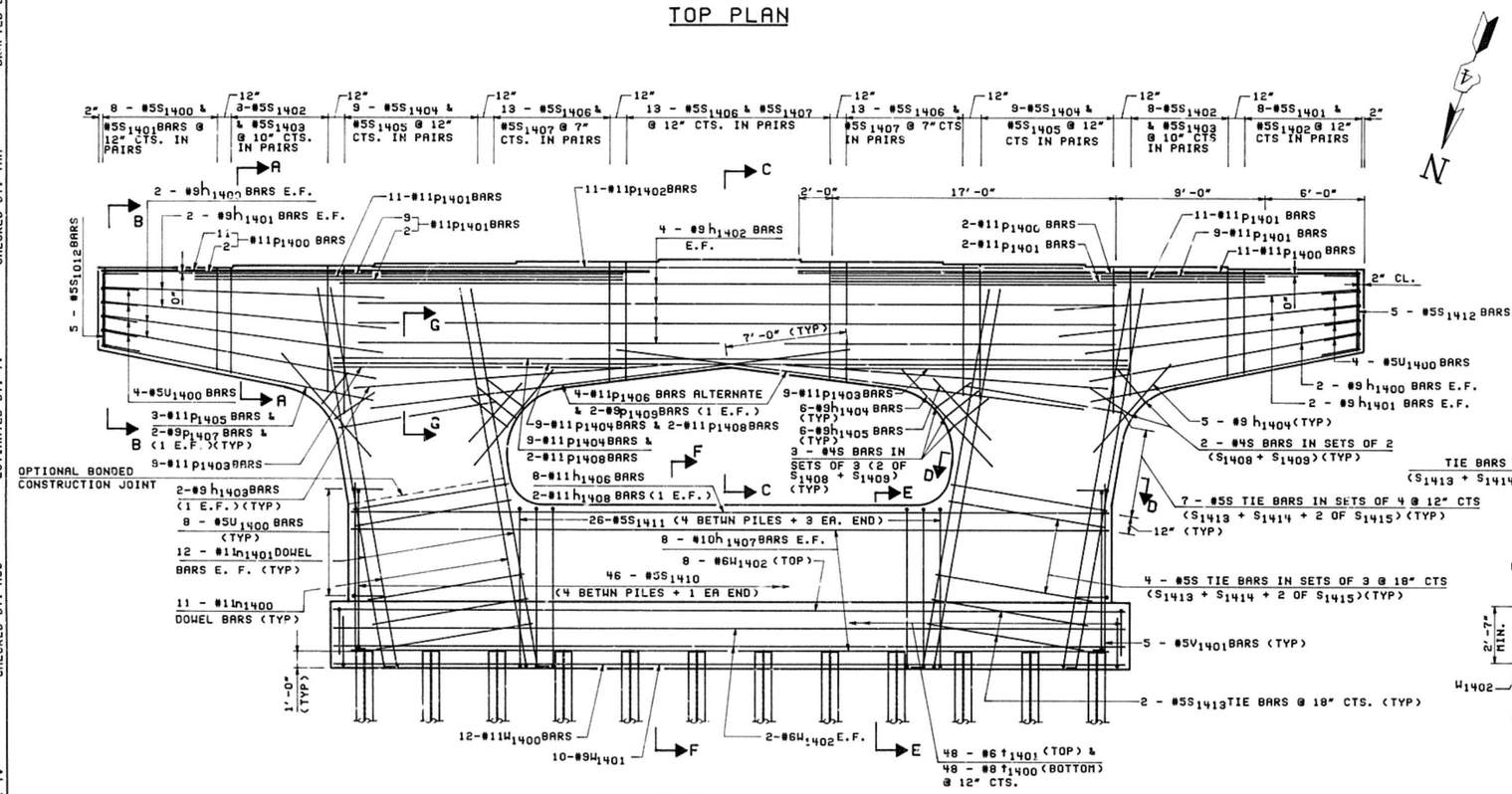
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	295	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. PID PROJECT	

* 522-3-14; 20-C; (90) FAC - 1; D AND F

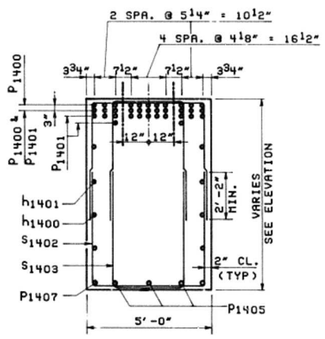
ESTIMATED BY: TV CHECKED BY: TMH DRAFTED BY: SBA CHECKED BY: TV
DESIGNED BY: TV CHECKED BY: HSJ
IN CHARGE: PCW



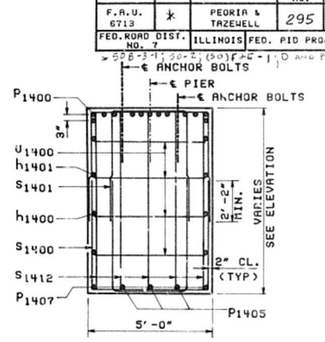
TOP PLAN



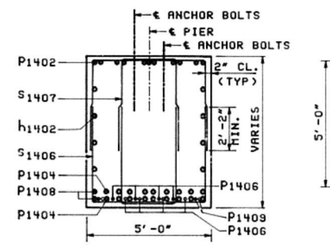
ELEVATION



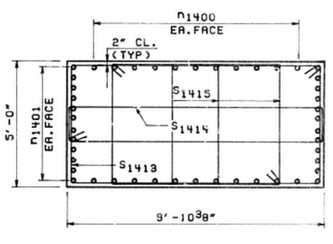
SECTION A-A



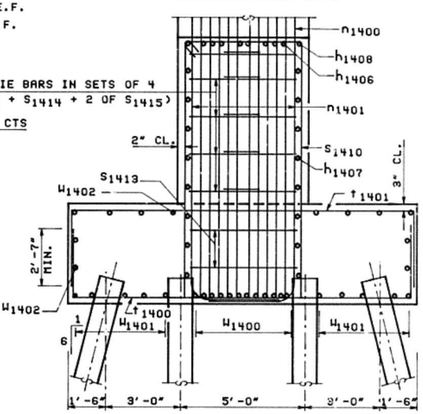
SECTION B-B



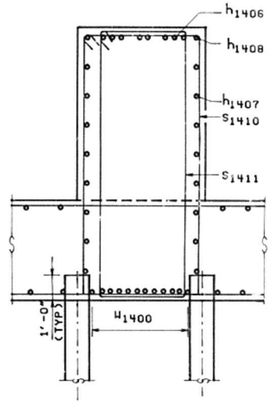
SECTION C-C



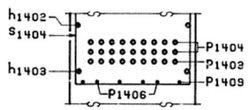
SECTION D-D



SECTION E - E



SECTION F - F



SECTION G-G

NOTES:

1. SEE DWG. NO. ECS-11 FOR BILL OF MATERIAL.
2. ALL EDGES OF CONCRETE 1 1/2" CHAMFERED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-14

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

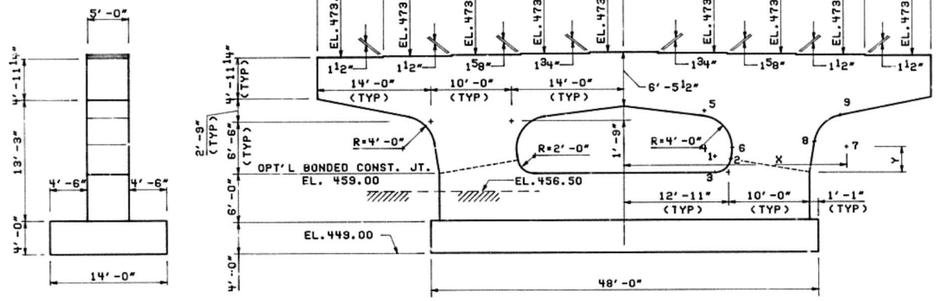
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-10	N.T.S.	1-09-92	295

D C B A 0 A B C D
TAMERAN

DC\PIER\ECS-11

DRAFTED BY: SBA | DESIGNED BY: TV | ESTIMATED BY: TV | CHECKED BY: TV | CHECKED BY: THH | CHECKED BY: HSJ | IN CHARGE: PCW



END VIEW

ELEVATION

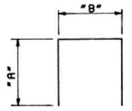
CURVE COORDINATES

POINT	X (FT)	Y (FT)
1	11.2224	2.0000
2	13.1952	1.6712
3	11.2224	0.0000
4	9.3694	3.0477
5	9.8654	7.0168
6	13.3150	8.3901
7	27.4900	3.1091
8	23.5444	3.7667
9	26.7190	7.0341

PLAN OF FOOTING

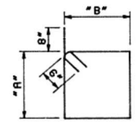
PILE DATA

TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 46 FT.
NO. REQ.D: 46
TEST PILE 2



BARS n_{1400}, S_{1400} THRU S_{1409} U_{1400}, t_{1400} & t_{1401}

BAR	"A"	"B"
S_{1400}	4'-0"	4'-8"
S_{1401}	4'-0"	2'-9 1 2"
S_{1402}	4'-6"	4'-8"
S_{1403}	4'-6"	2'-9 1 2"
S_{1404}	5'-3"	4'-8"
S_{1405}	5'-3"	2'-9 1 2"
S_{1406}	4'-9"	4'-8"
S_{1407}	4'-9"	2'-9 1 2"
S_{1408}	4'-0"	4'-7"
S_{1409}	4'-0"	2'-9 1 2"
t_{1400}	2'-8"	13'-6"
t_{1401}	3'-5"	13'-6"
U_{1400}	2'-0"	4'-8"

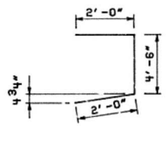


BARS S_{1410} THRU S_{1417}

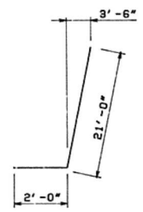
BAR	"A"	"B"
S_{1410}	9'-6"	4'-8"
S_{1411}	9'-6"	3'-8"
S_{1413}	9'-6"	4'-8"
S_{1414}	9'-6"	1'-6"
S_{1415}	4'-10"	4'-8"
S_{1416}	9'-6"	4'-5"
S_{1417}	4'-10"	4'-5"

NOTE:

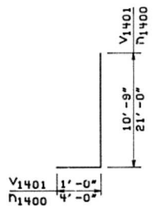
1. FOR STRUCTURE EXCAVATION AND RELATED ITEMS, SEE PLAN SHEETS FOR "SUMMARY FOR STRUCTURE EXCAVATION AND SOIL MANAGEMENT".



BAR S_{1412}



BAR n_{1401}



BAR V_{1401} & n_{1400}

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_{1400}	8	# 9	17'-6"	——
h_{1401}	8	# 9	20'-6"	——
h_{1402}	8	# 9	45'-3"	——
h_{1403}	4	# 9	16'-6"	——
h_{1404}	22	# 9	8'-0"	——
h_{1405}	12	# 9	5'-0"	——
h_{1406}	8	#11	45'-4"	——
h_{1407}	16	#10	45'-4"	——
h_{1408}	2	#11	35'-4"	——
n_{1400}	44	#11	25'-0"	⌋
n_{1401}	48	#11	23'-0"	⌋
P_{1400}	26	#11	34'-0"	——
P_{1401}	44	#11	26'-0"	——
P_{1402}	11	#11	42'-6"	——
P_{1403}	18	#11	18'-6"	——
P_{1404}	18	#11	48'-0"	——
P_{1405}	6	#11	18'-0"	——
P_{1406}	8	#11	30'-0"	——
P_{1407}	4	# 9	15'-0"	——
P_{1408}	4	#11	28'-0"	——
P_{1009}	4	# 9	21'-0"	——

BILL OF MATERIAL (CONTINUATION)

BAR	NO.	SIZE	LENGTH	SHAPE
S_{1400}	32	# 5	12'-8"	⌊⌋
S_{1401}	32	# 5	10'-10"	⌊⌋
S_{1402}	32	# 5	13'-8"	⌊⌋
S_{1403}	32	# 5	11'-10"	⌊⌋
S_{1404}	36	# 5	15'-2"	⌊⌋
S_{1405}	36	# 5	13'-4"	⌊⌋
S_{1406}	78	# 5	14'-2"	⌊⌋
S_{1407}	78	# 5	12'-4"	⌊⌋
S_{1408}	16	# 4	12'-7"	⌊⌋
S_{1409}	10	# 4	10'-10"	⌊⌋
S_{1410}	46	# 5	29'-8"	□
S_{1411}	26	# 5	27'-8"	□
S_{1412}	10	# 5	8'-6"	▱
S_{1413}	14	# 5	29'-8"	□
S_{1414}	14	# 5	23'-4"	□
S_{1415}	44	# 5	20'-4"	□
S_{1416}	12	# 5	29'-2"	□
S_{1417}	8	# 5	13'-10"	□
t_{1400}	48	# 8	18'-10"	⌊⌋
t_{1401}	48	# 6	20'-4"	⌊⌋
U_{1400}	24	# 5	8'-8"	⌊
V_{1401}	10	# 5	11'-9"	⌋
W_{1400}	12	#11	47'-6"	——
W_{1401}	10	# 9	47'-6"	——
W_{1402}	12	# 6	47'-6"	——

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	596
REINFORCEMENT BARS	LBS.	62300
CLASS X CONCRETE	CU. YDS.	280
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	2116
METAL SHOES	EACH	46

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	296	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2, (6S) FAE-1, D AND P

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-14 - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

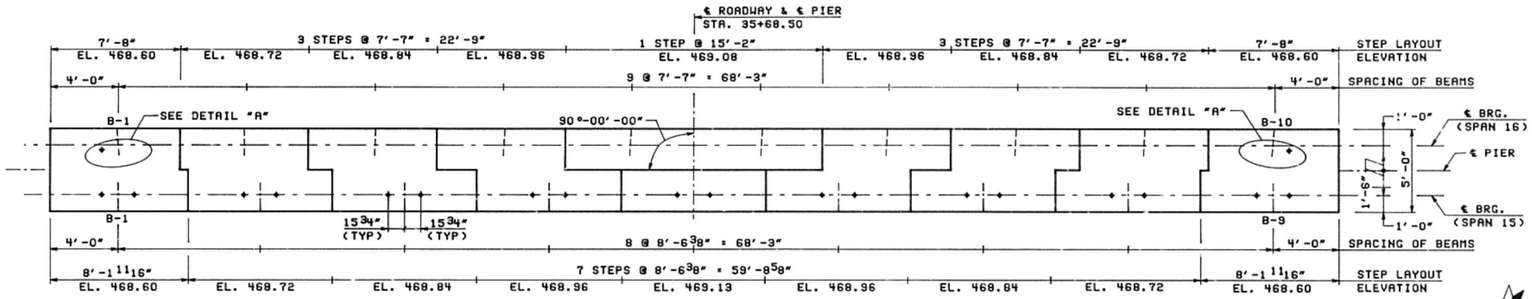
DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-11	N.T.S.	1-09-92	296

D C B A 0 A B C D

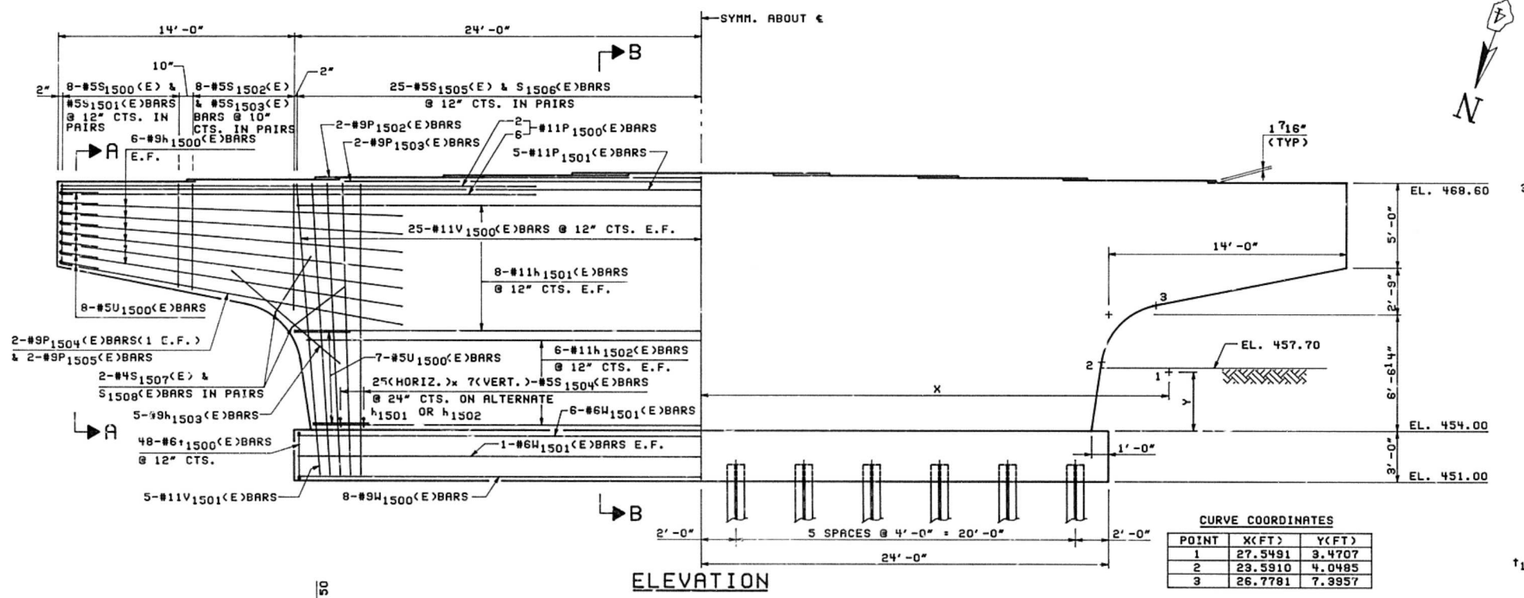
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	297	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-11 50-21 (50)FAE-1, O AND P



TOP PLAN



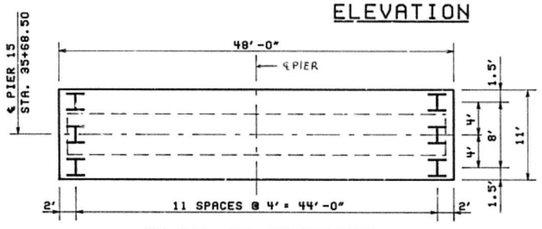
ELEVATION

CURVE COORDINATES

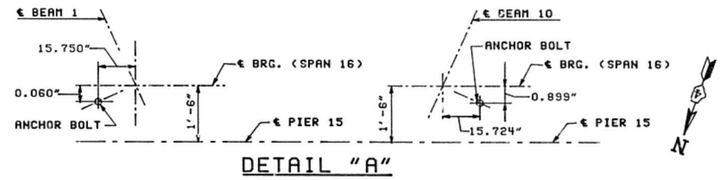
POINT	X(FT)	Y(FT)
1	27.5491	3.4707
2	23.5910	4.0485
3	26.7781	7.3957

PILE DATA

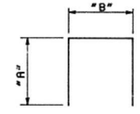
TYPE: HP12x53 (DRIVEN TO REFUSAL)
EST. LENGTH: 45'
NO. REQ'D: 34
TEST PILE: 2



PLAN OF FOOTING

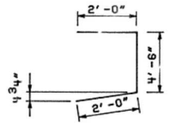


DETAIL "A"

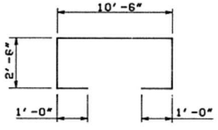


BARS $S_{1500}(E)$ THRU $S_{1508}(E)$ & $U_{1500}(E)$

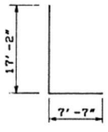
BAR	"A"	"B"
S_{1500}	4'-2"	4'-8"
S_{1501}	4'-2"	2'-8 1/4"
S_{1502}	4'-11"	4'-8"
S_{1503}	4'-11"	2'-8 1/4"
S_{1504}	0'-11"	4'-8"
S_{1505}	3'-3"	4'-8"
S_{1506}	3'-6"	2'-2"
S_{1507}	4'-0"	4'-0"
S_{1508}	4'-0"	2'-8 1/4"
U_{1500}	2'-9"	4'-6"



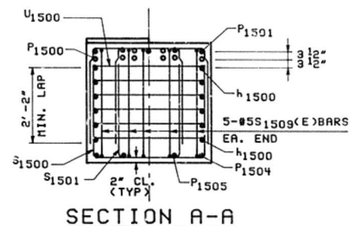
BAR S_{1509}



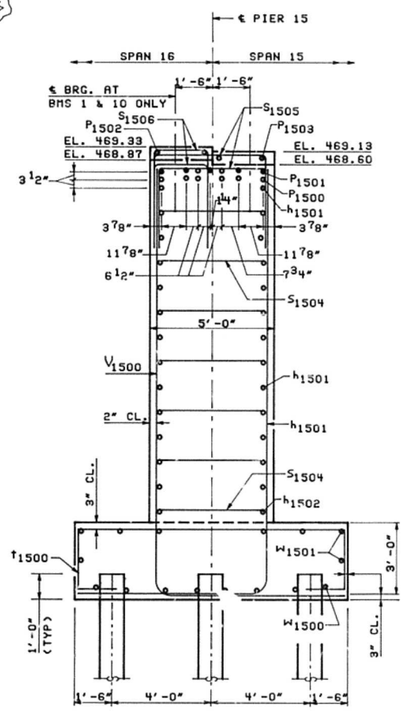
BAR t_{1500}



BAR V_{1500}



SECTION A-A



SECTION B-B

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
$h_{1500}(E)$	24	#9	19'-6"	——
$h_{1501}(E)$	16	#11	48'-0"	——
$h_{1502}(E)$	12	#11	45'-6"	——
$h_{1503}(E)$	10	#9	8'-0"	——
$P_{1500}(E)$	16	#11	28'-0"	——
$P_{1501}(E)$	5	#11	75'-6"	——
$P_{1502}(E)$	2	#9	45'-0"	——
$P_{1503}(E)$	2	#9	42'-0"	——
$P_{1504}(E)$	4	#9	14'-3"	——
$P_{1505}(E)$	4	#9	19'-6"	——
$S_{1500}(E)$	32	#5	13'-0"	⊏⊐
$S_{1501}(E)$	32	#5	11'-0"	⊏⊐
$S_{1502}(E)$	32	#5	14'-6"	⊏⊐
$S_{1503}(E)$	32	#5	12'-6"	⊏⊐
$S_{1504}(E)$	175	#5	6'-6"	⊏⊐
$S_{1505}(E)$	49	#4	11'-2"	⊏⊐
$S_{1506}(E)$	49	#4	9'-2"	⊏⊐
$S_{1507}(E)$	4	#6	12'-0"	⊏⊐
$S_{1508}(E)$	4	#5	10'-8"	⊏⊐
$S_{1509}(E)$	10	#5	8'-6"	⊐
$t_{1500}(E)$	48	#6	17'-6"	⊏⊐
$U_{1500}(E)$	30	#5	10'-0"	⊔
$V_{1500}(E)$	98	#11	24'-3"	L
$V_{1501}(E)$	10	#11	14'-0"	——
$W_{1500}(E)$	8	#9	47'-6"	——
$W_{1501}(E)$	8	#6	47'-6"	——

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

STRUCTURE EXCAVATION (SPECIAL)	CU. YDS.	550
REINFORCEMENT BARS (EPOXY COATED)	LBS.	35510
CLASS X CONCRETE	CU. YDS.	226
TEST PILE STEEL HP12x53	EACH	2
STEEL PILES HP12x53	LIN. FT.	1530
METAL SHOES	EACH	34

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-11A	N.T.S.	1-09-92	297

IN CHARGE: PCW DESIGNED BY: RJR DRAFTED BY: SBA CHECKED BY: RJR
ESTIMATED BY: CHECKED BY: UC

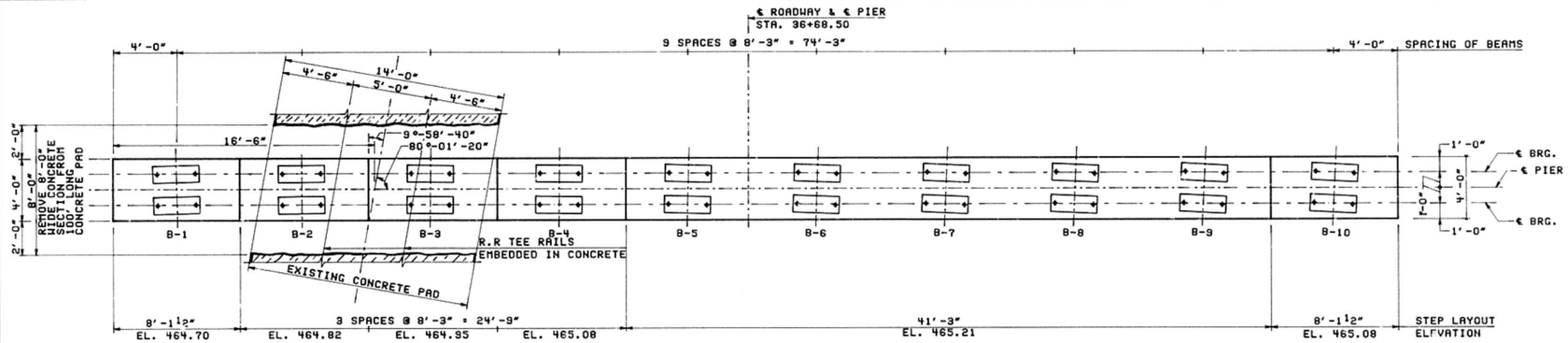
D C B A 0 A B C D

TAMERAN

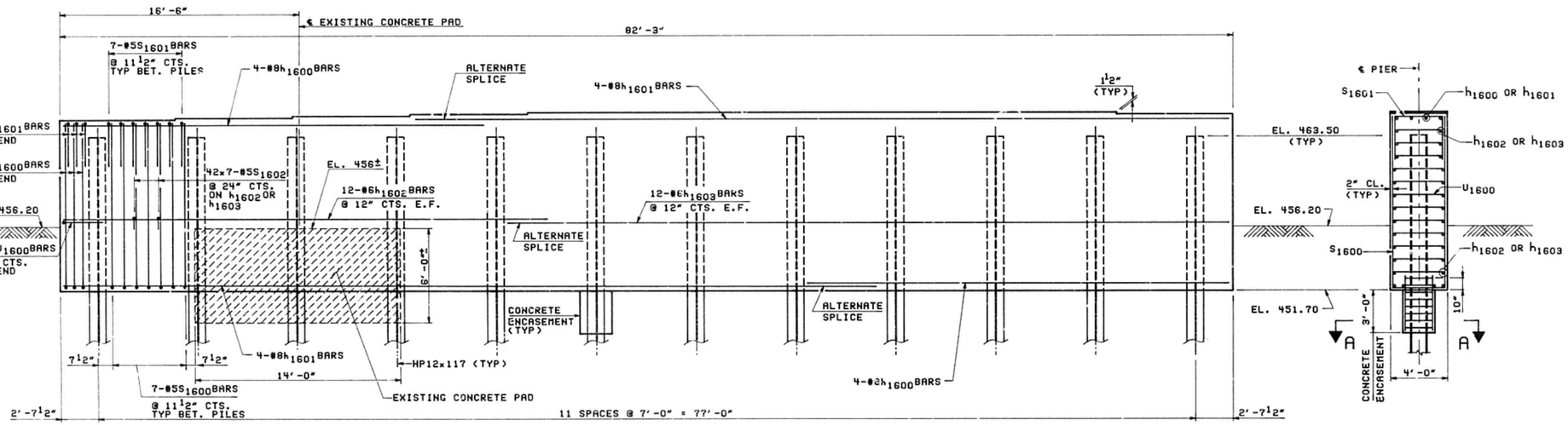
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	298	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*508-3-1; 50-2; (50)F&E-1, D AND P

DRAFTED BY: SBA
CHECKED BY: UG
DESIGNED BY: RJR
CHECKED BY: UG
ESTIMATED BY:
IN CHARGE: PCW

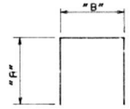


TOP PLAN



ELEVATION

END VIEW



BARS S_{1600} THRU S_{1602} & U_{1600}

BAR	"A"	"B"
S_{1600}	12'-6"	3'-8"
S_{1601}	3'-0"	3'-8"
S_{1602}	0'-10"	3'-8"
U_{1600}	2'-9"	3'-6"

BILL OF MATERIAL

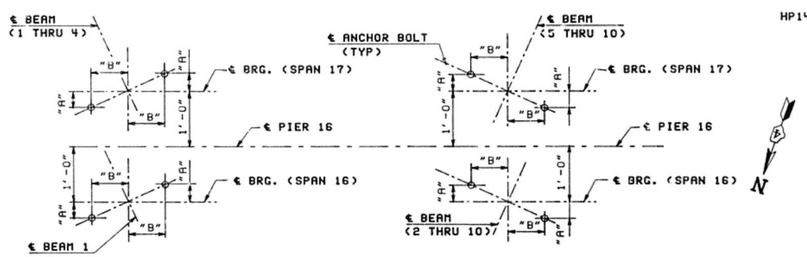
BAR	NO.	SIZE	LENGTH	SHAPE
h_{1600}	8	#8	29'-6"	——
h_{1601}	8	#8	57'-0"	——
h_{1602}	24	#6	34'-0"	——
h_{1603}	24	#6	51'-0"	——
S_{1600}	83	#5	28'-8"	⌴
S_{1601}	83	#5	9'-3"	⌴
S_{1602}	291	#5	5'-4"	⌴
U_{1600}	28	#6	9'-0"	⌴

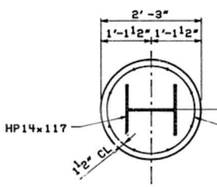
PILE DATA

TYPE: HP14x117 (DRIVEN TO REFUSAL)
EST. LENGTH: 55
NO. REQ'D: 10
TEST PILE: 2

OFFSET FOR ANCHOR BOLTS

BEAM NO.	SPAN 16		SPAN 17	
	"A"	"B"	"A"	"B"
B-1	0.057"	15.000"	0.568"	14.989"
B-2	0.044"	14.999"	0.406"	14.994"
B-3	0.146"	14.999"	0.246"	14.998"
B-4	0.248"	14.998"	0.086"	15.000"
B-5	0.349"	14.996"	0.074"	15.000"
B-6	0.451"	14.993"	0.232"	14.998"
B-7	0.552"	14.990"	0.390"	14.995"
B-8	0.654"	14.986"	0.546"	14.990"
B-9	0.755"	14.981"	0.702"	14.984"
B-10	0.856"	14.976"	0.857"	14.976"





SECTION A-E

WELDED WIRE FABRIC 6x6-W4.0xW4.0 WEIGHING 58#/100 SQ. FT. THE COST OF EXCAVATION, CLASS X CONCRETE ENCASEMENT AND REINFORCEMENT IS INCIDENTAL TO THE COST OF FURNISHING PILES.

STRUCTURE EXCAVATION SPECIAL	CU. YDS.	550
REINFORCEMENT BARS	LBS.	10240
CLASS X CONCRETE	CU. YDS.	163
TEST PILE STEEL HP14x117	EACH	2
STEEL PILES HP14x117	LIN. FT.	550
METAL SHOES	EACH	10
CONCRETE REMOVAL (SPECIAL)	CU. YDS.	28

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
PIER-16

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

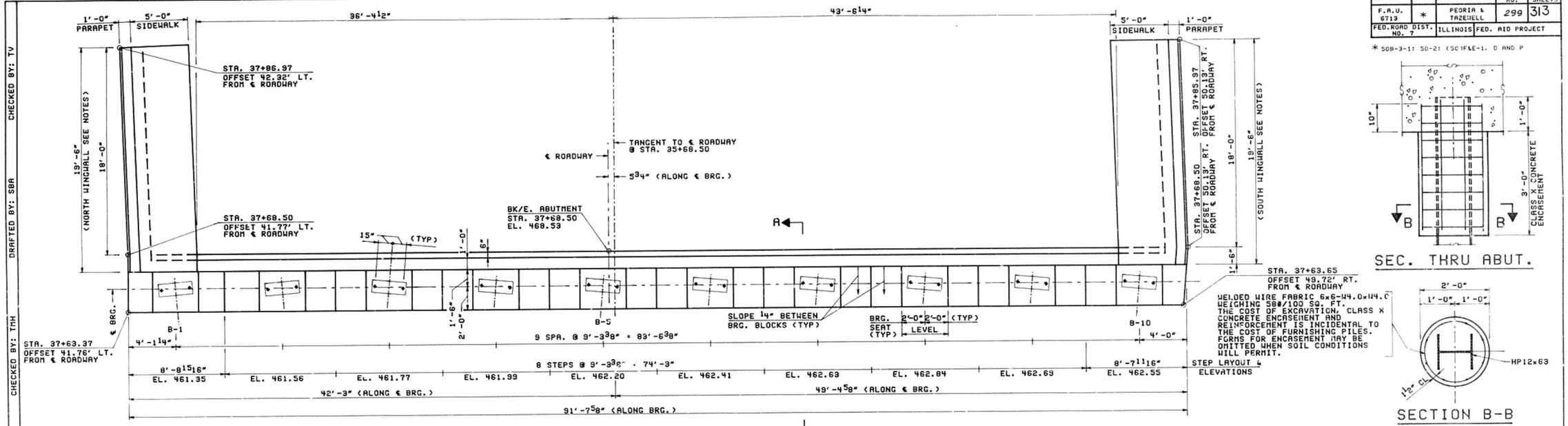
STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-11B	N.T.S.	1-09-92	298

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	299	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

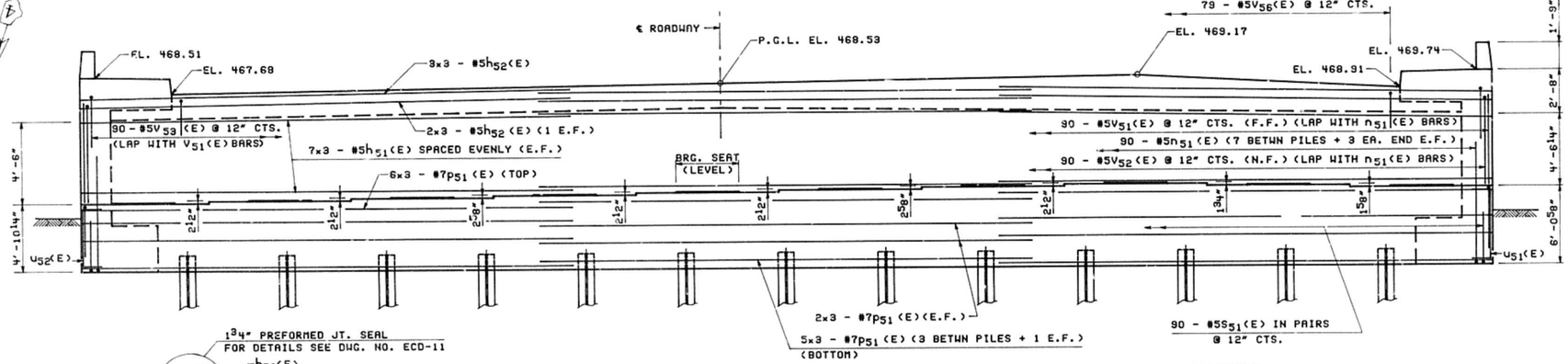
* SDB-3-11; SD-2; (SD)FAE-1, D AND P



TOP PLAN - EAST ABUTMENT

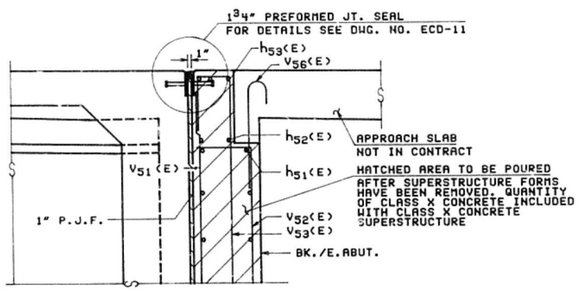
SEC. THRU ABUT.

SECTION B-B



ELEVATION

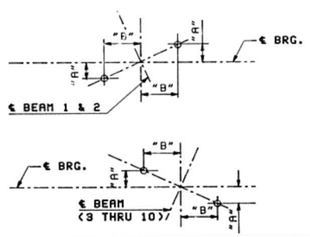
(ELEVATIONS GIVEN AT BACK OF ABUTMENT)



DETAIL "A"

OFFSET FOR ANCHOR BOLTS

BEAM NO.	SPAN 17	
	"A"	"B"
B-1	0.176"	14.999"
B-2	0.014"	15.000"
B-3	0.146"	14.999"
B-4	0.306"	14.997"
B-5	0.466"	14.993"
B-6	0.624"	14.987"
B-7	0.781"	14.980"
B-8	0.938"	14.971"
B-9	1.093"	14.960"
B-10	1.247"	14.948"



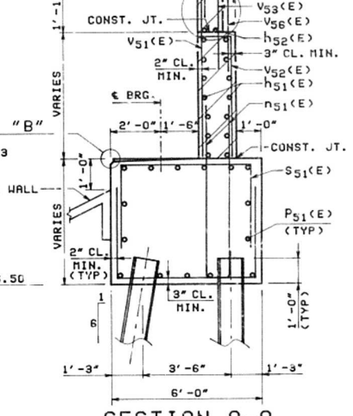
NOTES:

1. FOR WINGWALL DETAILS AND REINFORCEMENT SEE DWG. NO. ECS-13.
2. FOR BILL OF MATERIAL SEE DWG. NO. ECS-13.
3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
4. BARS INDICATED THUS 7x3 - #5 ETC. INDICATES 7 LINES OF BARS WITH 3 LENGTHS PER LINE.
5. ALL EDGES OF CONCRETE TO BE 3/4" CHAMFERED.

MIN. LAP LENGTHS:

#4 BARS = 1'-8"
#5 BARS = 2'-2"

REVISION	DATE	DESCRIPTION



SECTION A-A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
EAST ABUTMENT

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-12	N.T.S.	1-09-92	299

IN CHARGE: PCW DESIGNED BY: TV CHECKED BY: HSJ ESTIMATED BY: TV
CHECKED BY: THH DRAFTED BY: SBA CHECKED BY: TV

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	300	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

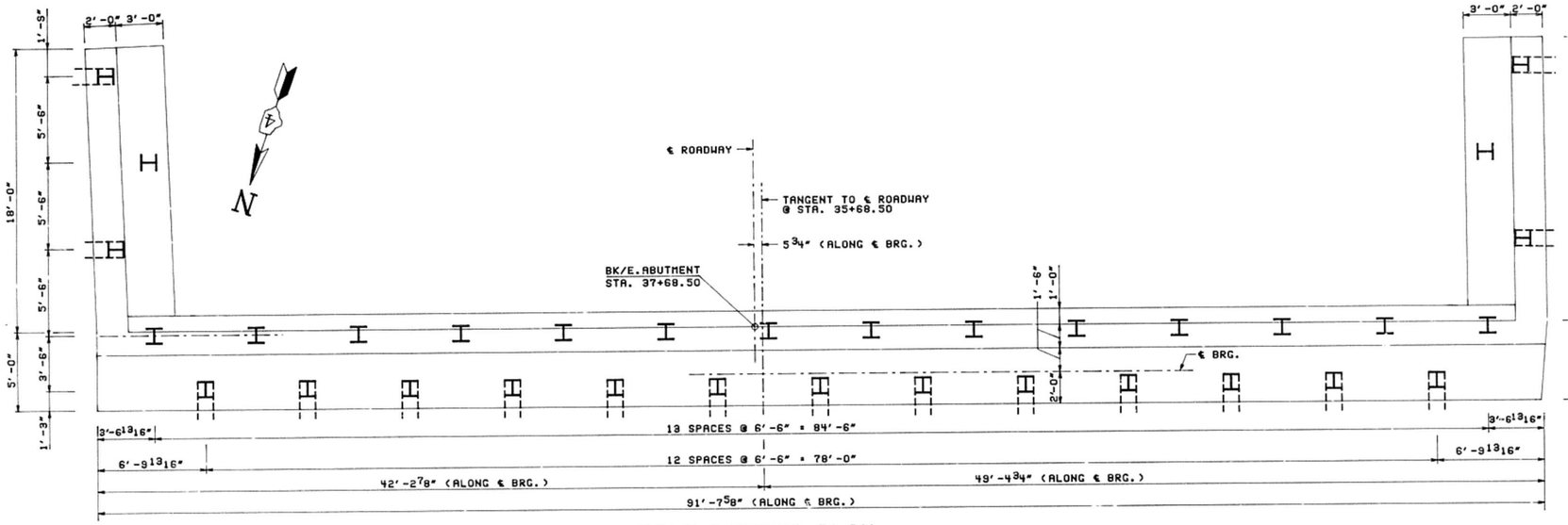
* 508-3-11; 50-2; (SC)FAE-1, D AND P

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
b_{51}(E)	26	#5	19'-3"	——
c_{51}(E)	40	#5	12'-3"	⊓
d_{53}(E)	38	#5	8'-8"	⊓
e_{51}(E)	12	#4	19'-3"	——
h_{51}(E)	42	#5	32'-0"	——
h_{52}(E)	15	#5	32'-0"	——
h_{53}(E)	28	#5	19'-3"	——
n_{51}(E)	90	#5	19'-2"	⊓
n_{52}(E)	34	#5	14'-9"	⊓
p_{51}(E)	45	#7	32'-0"	——
p_{52}(E)	24	#7	22'-6"	——
s_{51}(E)	180	#5	13'-8"	⊓
s_{52}(E)	68	#5	9'-0"	⊓
u_{51}(E)	4	#5	8'-8"	⊓
u_{52}(E)	4	#5	9'-10"	⊓
v_{51}(E)	90	#5	6'-0"	——
v_{52}(E)	90	#5	6'-6"	⌋
v_{53}(E)	90	#5	7'-3"	⌐
v_{54}(E)	38	#5	8'-0"	——
v_{55}(E)	38	#5	9'-9"	——
v_{56}(E)	79	#5	4'-1"	⊂

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

REINFORCEMENT BARS (EPOXY COATED)	LBS.	16450
CLASS X CONCRETE	CU. YDS.	170
CLASS X CONCRETE SUPERSTRUCTURE	CU. YDS.	30
TEST PILE STEEL HP12x63	EACH	2
STEEL PILES HP12x63	LIN. FT.	1550
STRUCTURE EXCAVATION	CU. YDS.	370
METAL SHOES	EACH	31



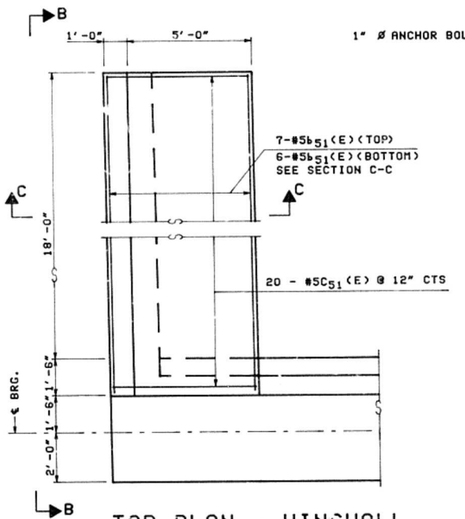
PILE LAYOUT PLAN

PILE DATA

TYPE: HP12x63 (DRIVEN TO REFUSAL)
EST. LENGTH: 50 FT.
NO. REQ'D: 31
TEST PILE: 2

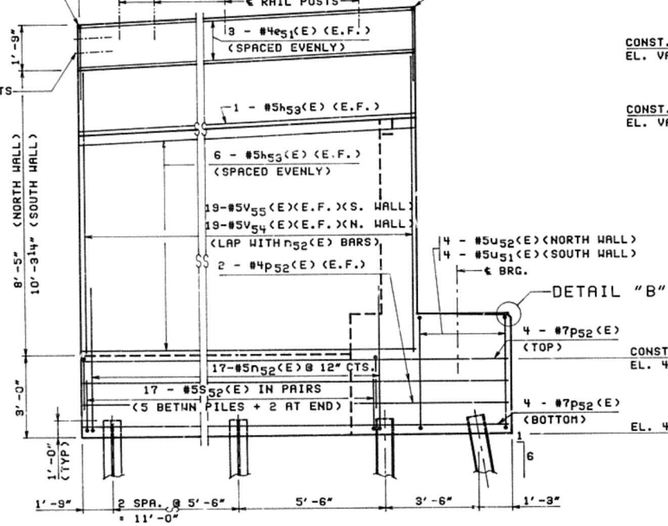
NOTES:

1. FOR STATIONS AND OFFSETS SEE DRAWING NO. ECS-12.
2. FOR RAIL TERMINAL SECTION SEE STANDARD DRAWING NO. R-20.
3. FOR TRAFFIC BARRIER TERMINAL SEE STANDARD DRAWING NO. 2340-4.



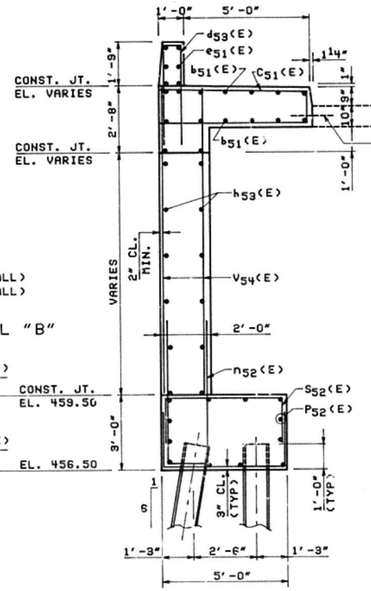
TOP PLAN - WINGWALL

(NORTH WINGWALL AS SHOWN SOUTH WINGWALL SIMILAR)

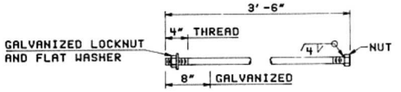


VIEW B-B

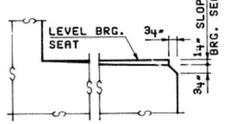
(NORTH WINGWALL AS SHOWN SOUTH WINGWALL SIMILAR EXCEPT AS NOTED)



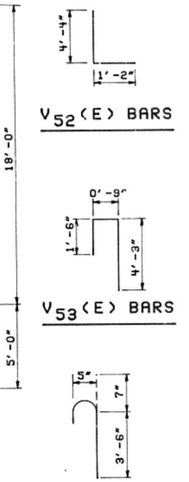
SECTION C-C

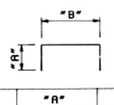


1" Ø ANCHOR BOLT



DETAIL "B"





BARS	"A"	"B"
c_{51}(E)	5'-6"	1'-3"
d_{53}(E)	4'-0"	0'-8"
n_{51}(E)	9'-0"	1'-2"
n_{52}(E)	6'-6"	1'-8"
S_{51}(E)	4'-1"	5'-6"
S_{52}(E)	2'-3"	4'-6"
u_{51}(E)	2'-3"	4'-2"
u_{52}(E)	2'-3"	5'-4"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH - CONCRETE
EAST ABUTMENT - DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
ECS-13	N.T.S.	1-09-92	300

IN CHARGE: PCH DESIGNED BY: TV CHECKED BY: HSJ ESTIMATED BY: TV DRAFTED BY: SBA CHECKED BY: TAH CHECKED BY: TV

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	301	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

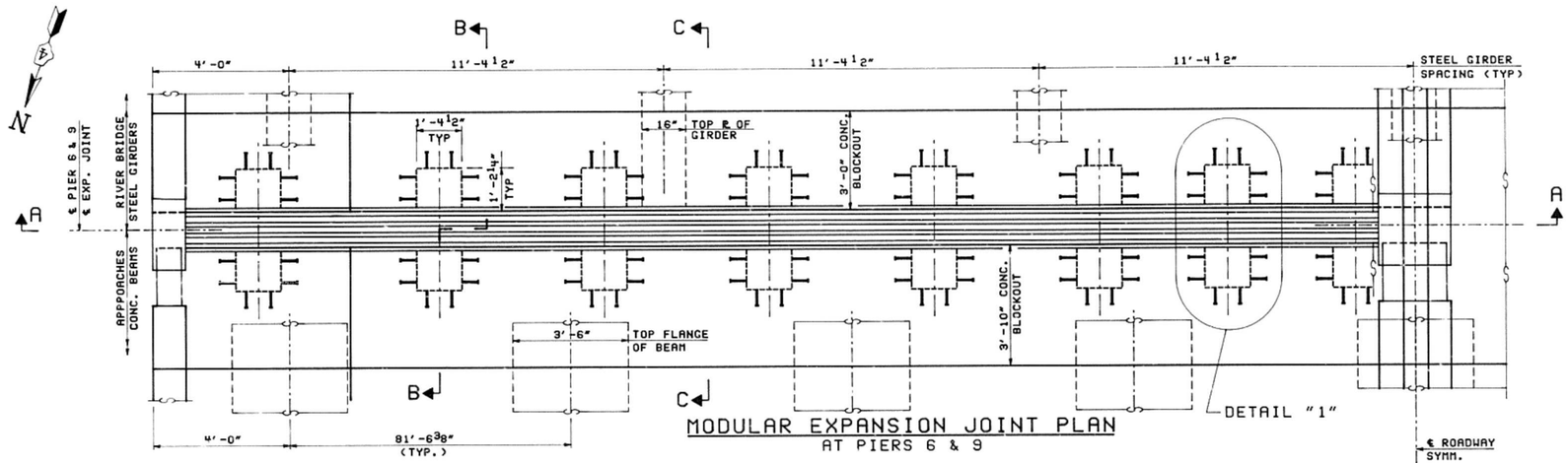
*596-3-1; 50-2 (500)FAE-1 C AND P

DRAFTED BY: IGM CHECKED BY: THH

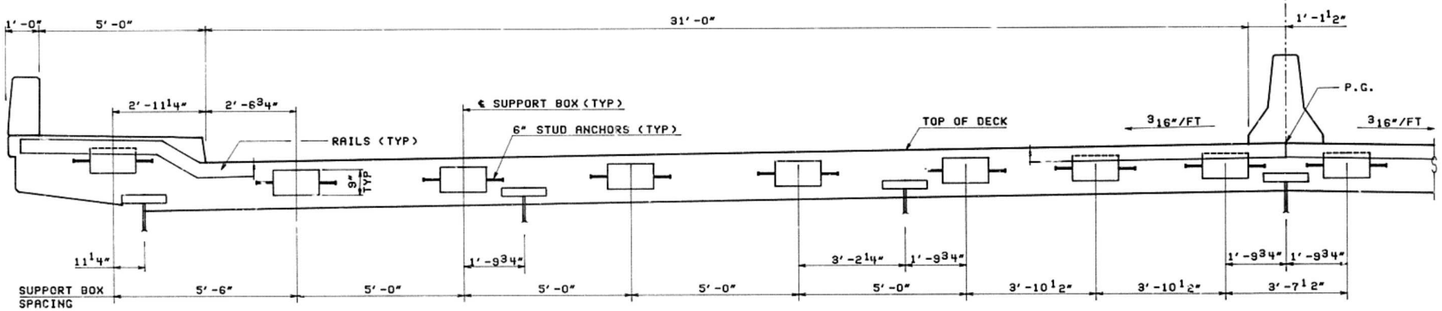
ESTIMATED BY: CHECKED BY:

DESIGNED BY: THH CHECKED BY: HSJ

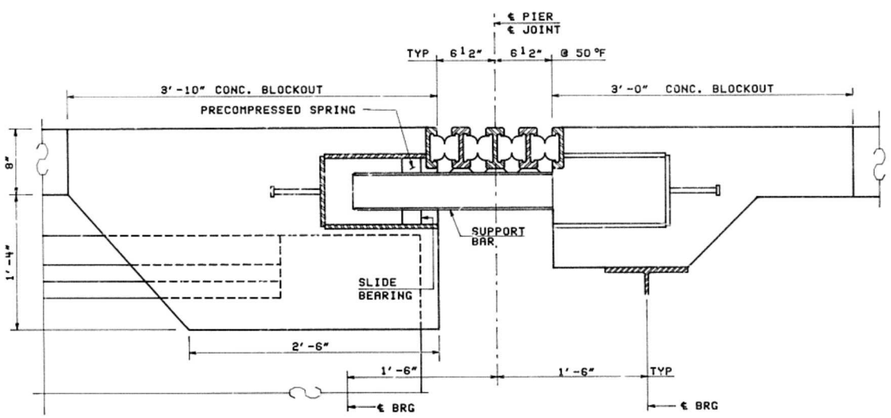
IN CHARGE: PCW



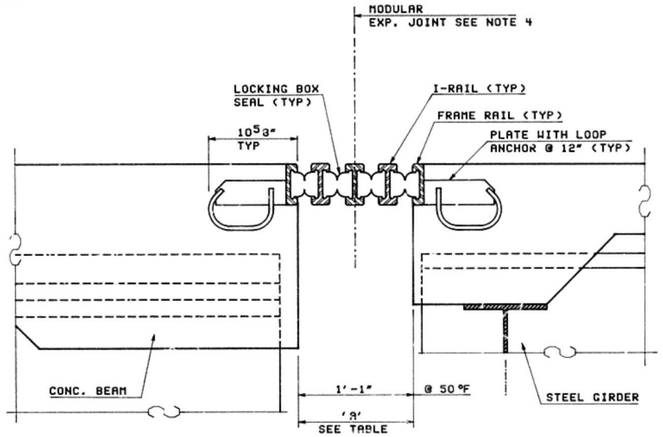
MODULAR EXPANSION JOINT PLAN
AT PIERS 6 & 9



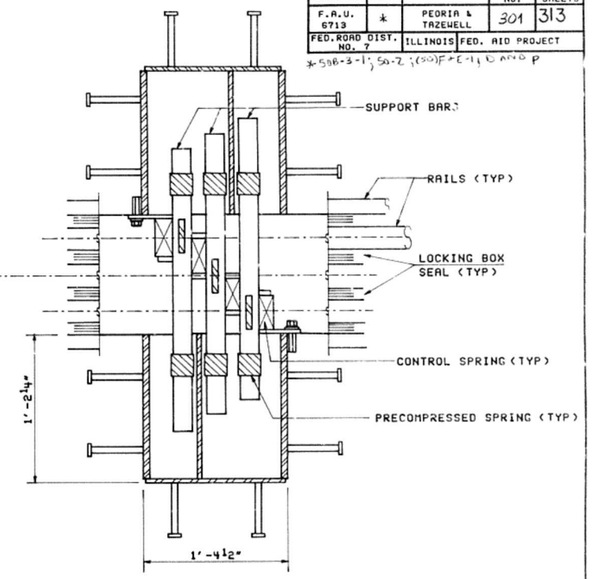
SECTION A-A



SECTION B-B



SECTION C-C



DETAIL "1"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR PARAPET & MEDIAN DETAILS SEE DWG. NO. CAM-02.
3. MODULAR EXPANSION JOINT SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST AASHTO SPECIFICATIONS FOR HS20-44 LOADING WITH IMPACT AND FOR MINIMUM MOVEMENT OF ± 5" (TOTAL OF 10").
4. THE MODULAR EXP. JT. SHALL BE EITHER MAURER "D-1200" BY WATSON BOWMAN ACME CORP. OR "D-321" BY THE D.S. BROWN CO., AS SHOWN HERE, AND SHALL BE USED ON EXPERIMENTAL BASIS FOR THIS BRIDGE.
5. JOINT SHALL BE FABRICATED & INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS AND AS APPROVED BY THE ENGINEER.
6. JOINT SHALL BE FABRICATED TO CONFORM TO THE ROADWAY PROFILE AND CROSS-SLOPES.
7. COST OF ALL HARDWARE & INSTALLATION OF SLIDING PLATES SYSTEM AT MEDIANS, PARAPETS & SIDEWALKS SHALL BE INCIDENTAL TO "MODULAR EXPANSION JOINT".
8. ALL STEEL SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GREY.

OPENING SIZES

TEMP. °F	'A' INCHES
-30	18"
-20	17-3/8"
-10	16-3/4"
0	16-1/8"
10	15-1/2"
20	14-7/8"
30	14-1/4"
40	13-5/8"
50	13"
60	12-3/8"
70	11-3/4"
80	11-1/8"
90	10-1/2"
100	9-7/8"
110	9-1/4"
120	8-5/8"
130	8"

BILL OF MATERIAL

ITEM	UNIT	TOTAL W. APPR.	TOTAL E. APPR.
MODULAR EXP. JOINT 12"	LIN.FT.	77	77

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACH
MOD. EXP. JT. DET. @ PIERS 6 & 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

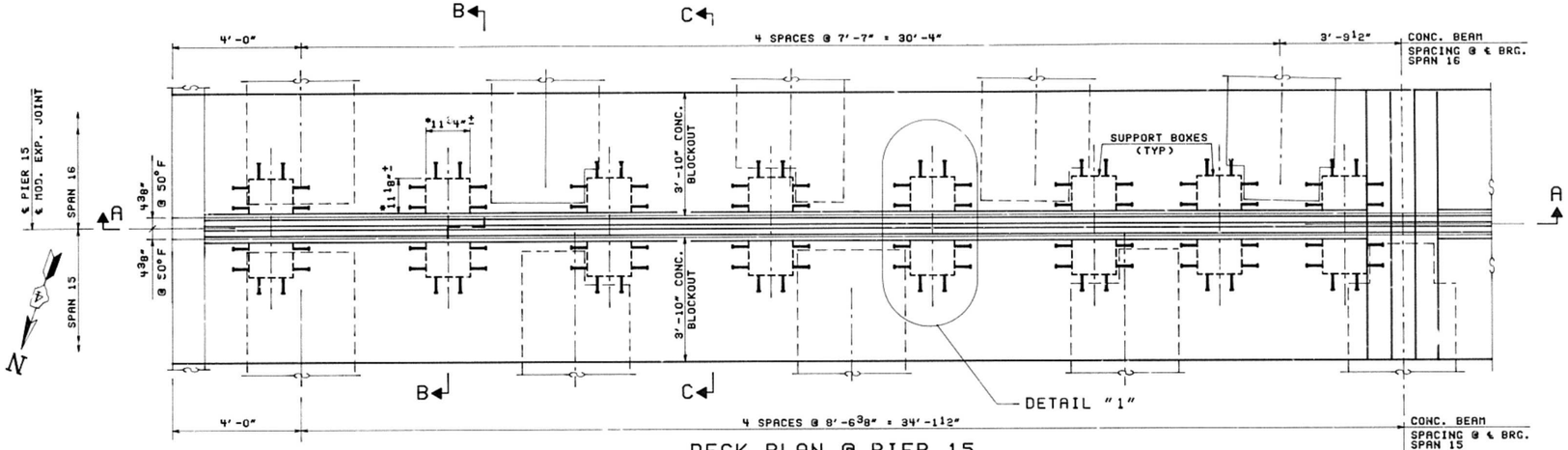
DRAWING NO.	SCALE	DATE	SHEET NO.
CAM-01		1-09-92	301

D C B A 0 A B C D

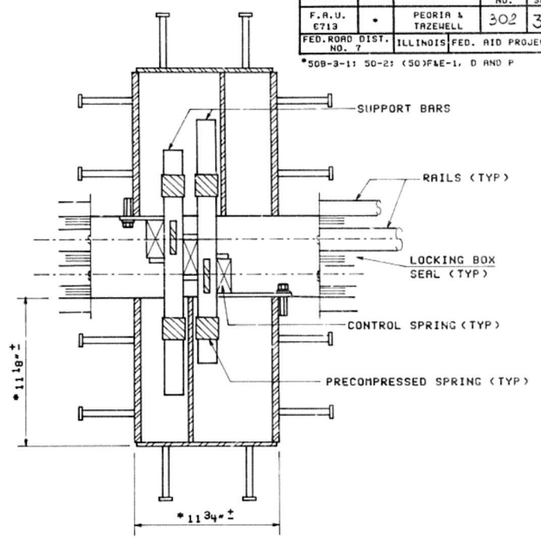
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	302	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

*50B-3-1; 50-2; (50)F&E-1, D AND P



DECK PLAN @ PIER 15
(REBAR DETAILS FOR SPANS 15 & 16)

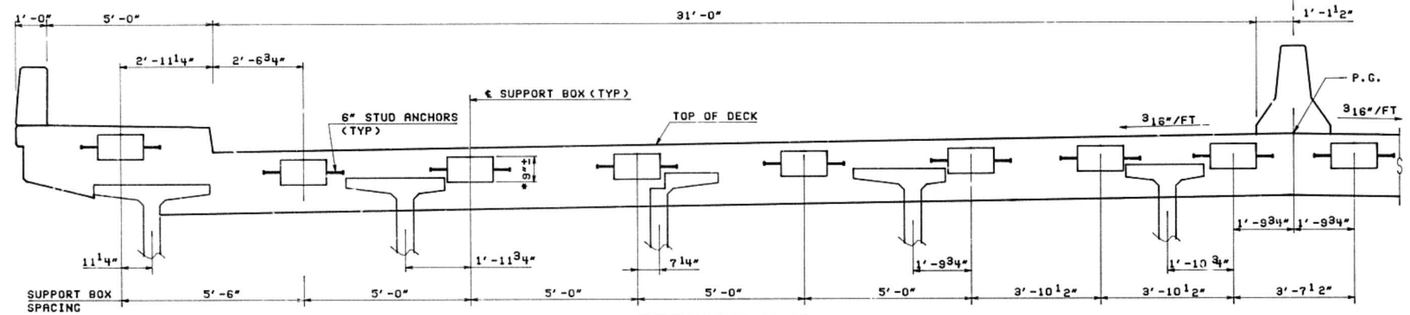


DETAIL "1"

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. ACG-02.
2. FOR PARAPET & MEDIAN DETAILS SEE DWG. NO. CAM-02.
3. MODULAR EXPANSION JOINT SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST AASHTO SPECIFICATIONS FOR HS20-44 LOADING WITH IMPACT AND FOR MINIMUM MOVEMENT OF ± 3/2" (TOTAL OF 7").
4. THE MODULAR EXP. JT. SHALL BE EITHER MAURER "D-900" BY WATSON BOWMAN ACME CORP. OR "D-241" BY THE D.S. BROWN CO., AS SHOWN HERE, AND SHALL BE USED ON EXPERIMENTAL BASIS FOR THIS BRIDGE.
5. JOINT SHALL BE FABRICATED & INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS AND AS APPROVED BY THE ENGINEER.
6. JOINT SHALL BE FABRICATED TO CONFORM TO THE ROADWAY PROFILE AND CROSS-SLOPES.
7. COST OF ALL HARDWARE & INSTALLATION OF SLIDING PLATES SYSTEM AT MEDIANS, PARAPETS & SIDEWALKS SHALL BE INCIDENTAL TO "MODULAR EXPANSION JOINT".
8. ALL STEEL SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GREY.

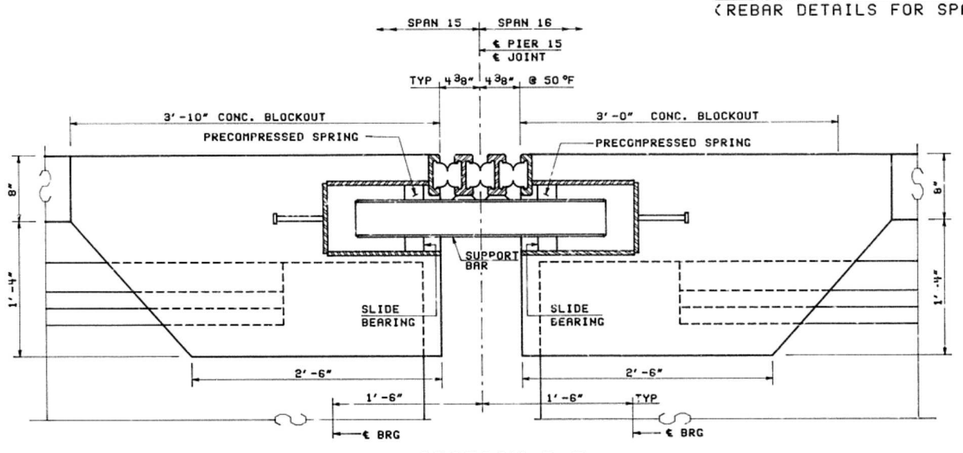
* DIMENSIONS SHOWN ARE APPROX. ACTUAL DIMENSIONS BY MANUFACTURER.



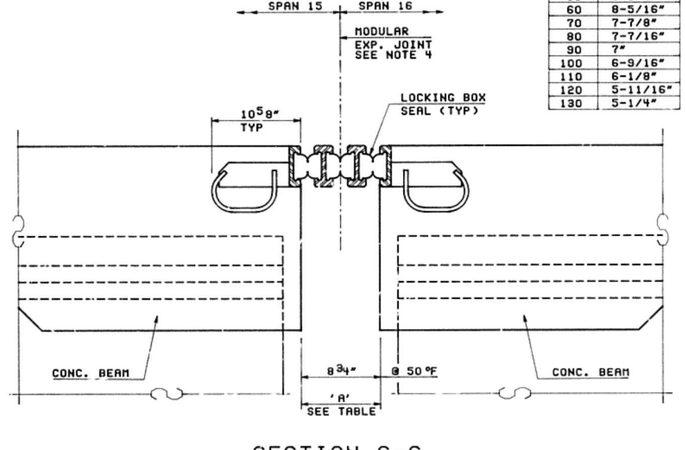
SECTION D-D
(REBAR DETAILS FOR SPAN 16)

OPENING SIZES

TEMP. °F	'A' INCHES
-30	12-1/4"
-20	11-13/16"
-10	11-3/8"
0	10-15/16"
10	10-1/2"
20	10-1/16"
30	9-5/8"
40	9-3/16"
50	8-3/4"
60	8-5/16"
70	7-7/8"
80	7-7/16"
90	7"
100	6-9/16"
110	6-1/8"
120	5-11/16"
130	5-1/4"



SECTION B-B



SECTION C-C

BILL OF MATERIAL

ITEM	UNIT	TOTAL E.APPR.
MODULAR EXP. JOINT 9"	LIN.FT.	77

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACH
MOD. EXP. JT. DET. @ PIER 15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

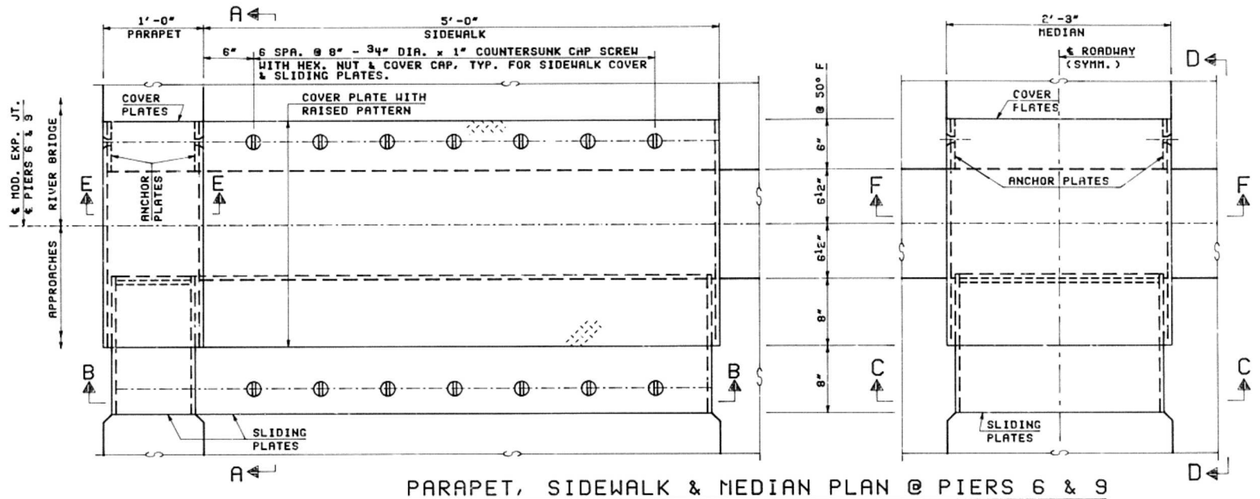
DRAWING NO.	SCALE	DATE	SHEET NO.
CAM-01A		1-09-92	302

IN CHARGE: PCW DESIGNED BY: THH DRAFTED BY: IGM CHECKED BY: TMH
CHECKED BY: ESTIMATED BY: HSJ

D C B A 0 A B C D
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	303	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*506-3-1, 50-2 (S)PC-1, 0 AND P

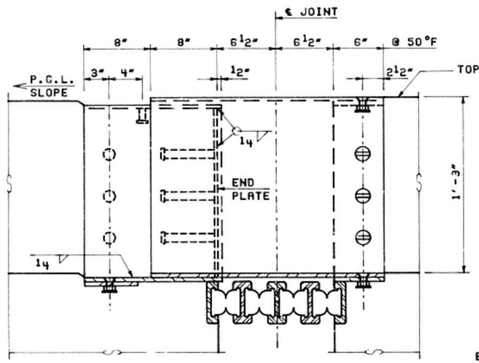


PARAPET, SIDEWALK & MEDIAN PLAN @ PIERS 6 & 9

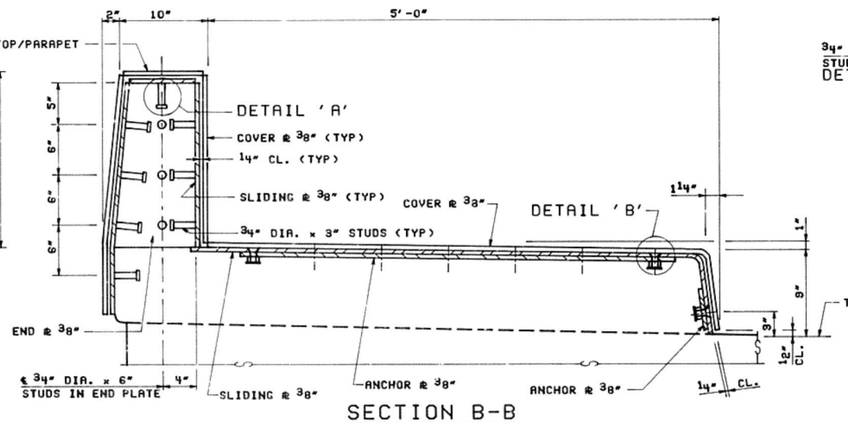
(SEE DWG. NO CAM-02)

NOTES:

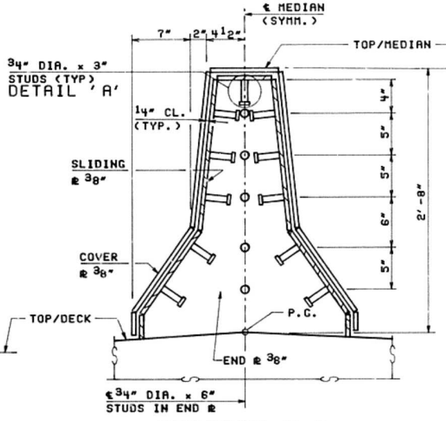
1. FOR MODULAR EXPANSION JOINT DETAILS SEE DWG. NO. CAM-01.
2. PREFABRICATED SHAPES MAY BE USED AS APPROVED BY THE ENGINEER.
3. ALL STRUCTURAL STEEL FOR ALL COVER, SLIDING & ANCHOR PLATES SHALL BE M183 & SHALL BE PAINTED AFTER FABRICATION. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GRAY.
4. COST OF ALL MATERIAL & INSTALLATION OF SLIDING SYSTEM AS SHOWN HERE SHALL BE INCIDENTAL TO "MODULAR EXPANSION JOINT"



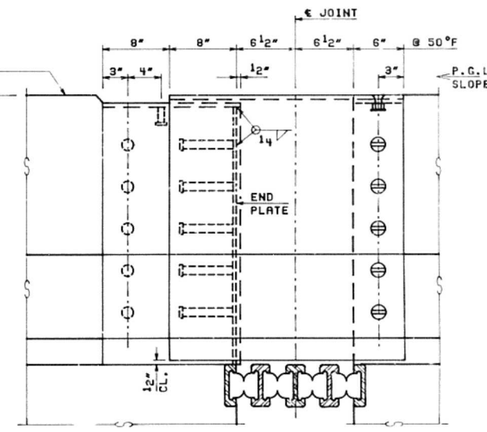
SECTION A-A



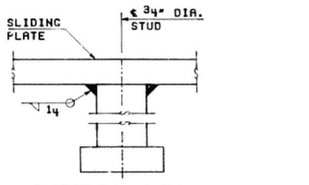
SECTION B-B



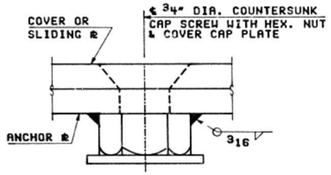
SECTION C-C



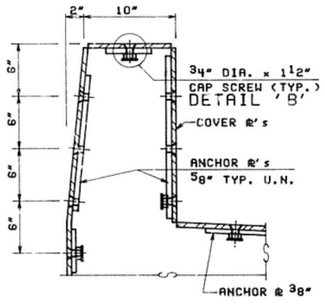
SECTION D-D



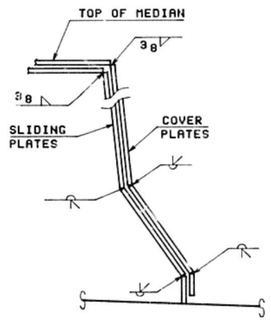
DETAIL 'A'



DETAIL 'B'

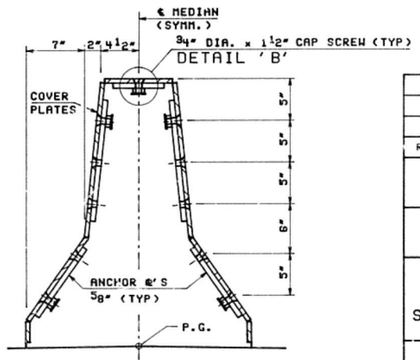


SECTION E-E



TYPICAL WELD DETAIL

(PARAPET SIMILAR)



SECTION F-F

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
PARAPET & MEDIAN DET. -- P-6 & 9

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
CAM-02		1-09-92	303

IN CHARGE: PCW DESIGNED BY: TMH CHECKED BY: MJR ESTIMATED BY: DRAFTED BY: IGM CHECKED BY: TMH

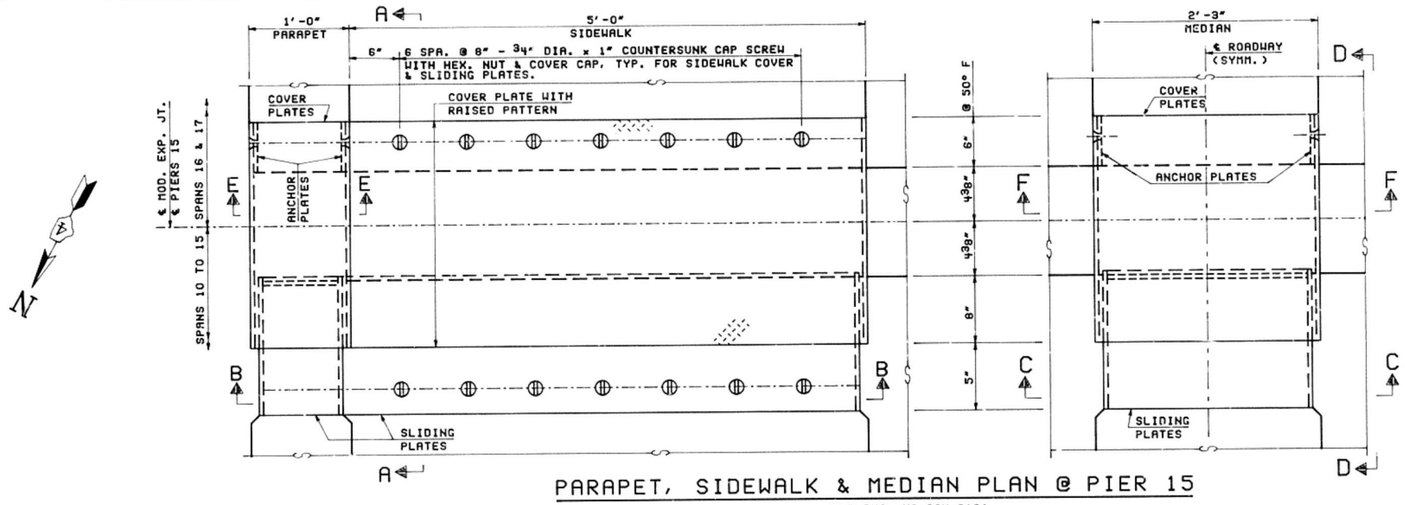
D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	304	313
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* 508-3-1; 50-2; (50)FAE-1, O AND P

DRAFTED BY: IGM CHECKED BY: THH
DESIGNED BY: THH CHECKED BY: MJR
ESTIMATED BY: CHECKED BY: IN CHARGE: PCW

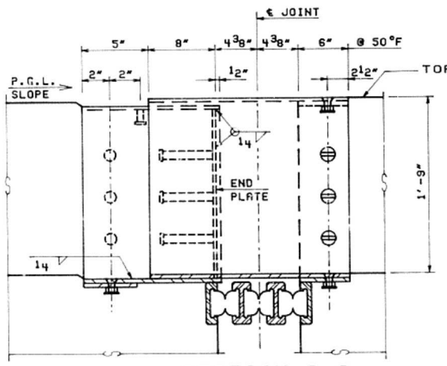


PARAPET, SIDEWALK & MEDIAN PLAN @ PIER 15

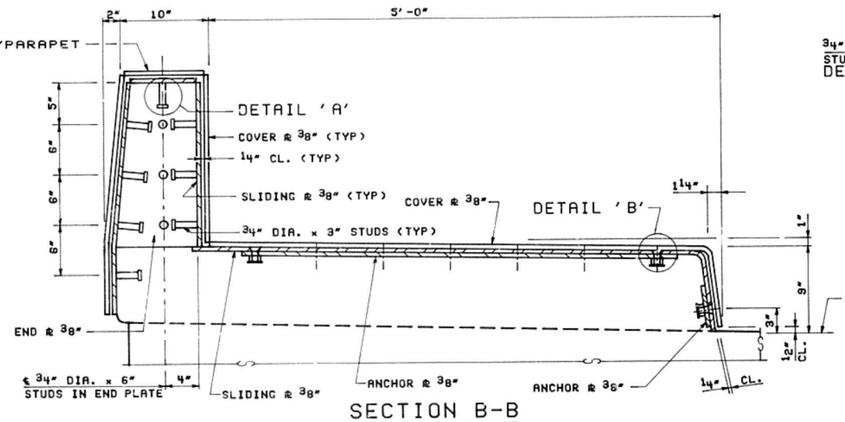
(SEE DWG. NO CAM-01A)

NOTES:

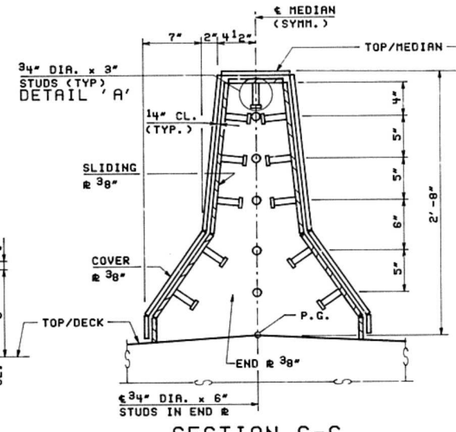
1. FOR MODULAR EXPANSION JOINT DETAILS SEE DWG. NO. CAM-01A.
2. PREFABRICATED SHAPES MAY BE USED AS APPROVED BY THE ENGINEER.
3. ALL STRUCTURAL STEEL FOR ALL COVER, SLIDING & ANCHOR PLATES SHALL BE M183 T. SHALL BE PAINTED AFTER FABRICATION. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GRAY.
4. COST OF ALL MATERIAL & INSTALLATION OF SLIDING SYSTEM AS SHOWN HERE SHALL BE INCIDENTAL TO "MODULAR EXPANSION JOINT"



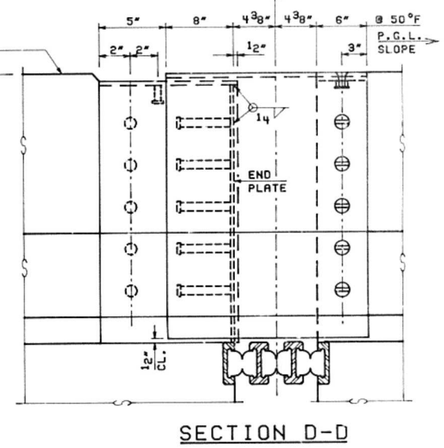
SECTION A-A



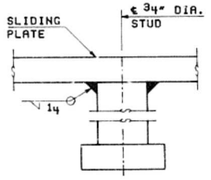
SECTION B-B



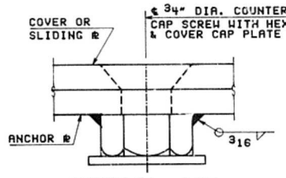
SECTION C-C



SECTION D-D



DETAIL 'A'



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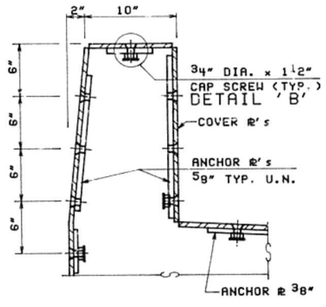
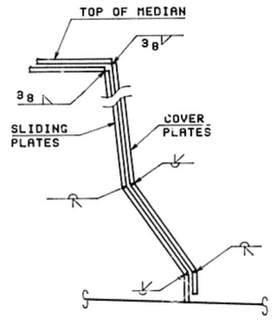
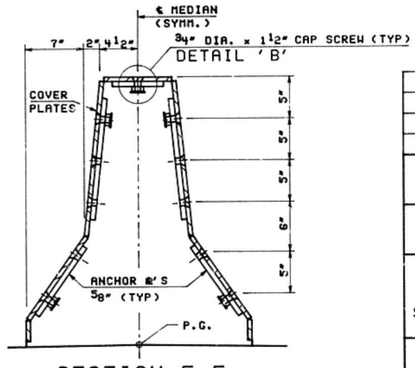


SECTION E-E



TYPICAL WELD DETAIL

(PARAPET SIMILAR)



SECTION F-F

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES

PARAPET & MEDIAN DET. AT P-15

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

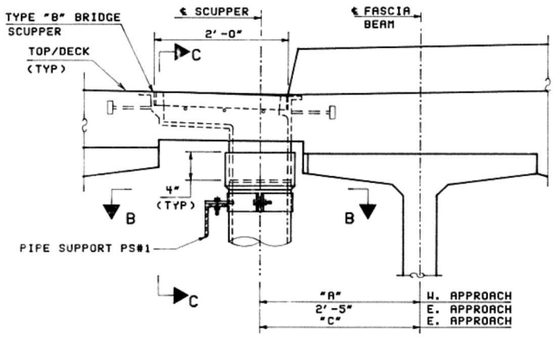
DRAWING NO.	SCALE	DATE	SHEET NO.
CAM-02A		1-09-92	304

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	305	313
FED.ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

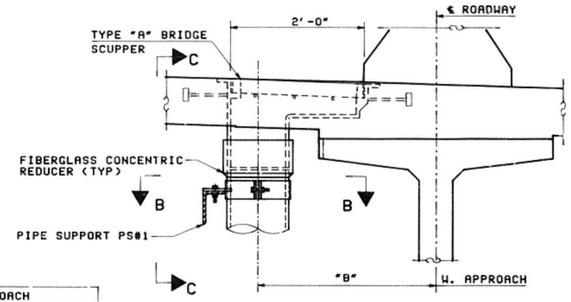
*SUB-3-1: 30-21 (50)F & E-1, D, AND P



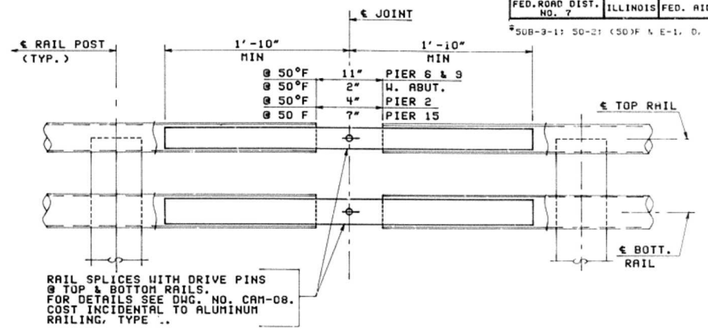
SCUPPER SUPPORT DETAIL
AT SIDEWALK - WEST & EAST APPROACHES
EXCEPT STA.14+35.00 & STA.18+85.00

WEST APPROACH		
STATION	"A"	"B"
15+55.00	3'-7"	3'-1 7/8"
16+58.00	2'-10"	3'-1 1/2"
17+78.00	2'-11 7/8"	3'-3 1/2"
19+93.00	2'-5"	2'-8 1/2"

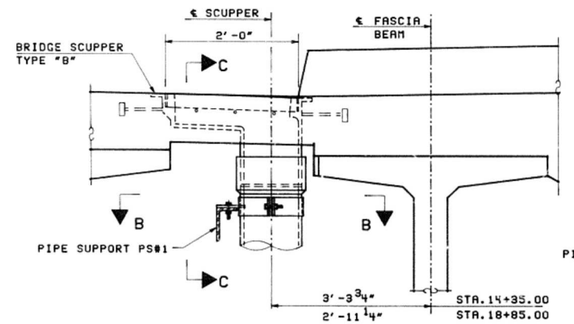
EAST APPROACH		
STATION	"C"	
	N. FASCIA	S. FASCIA
36+25.00	2'-7 1/2"	2'-5 1/16"
37+00.00	2'-9 7/8"	——
37+53.50	2'-7 5/8"	2'-5 1/8"



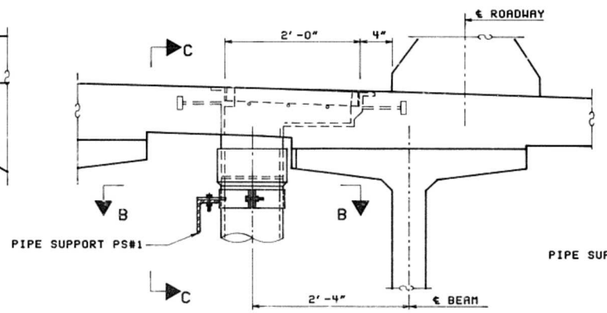
SCUPPER SUPPORT DETAIL
AT MEDIAN - WEST APPROACH
EXCEPT STA.14+30.00 & STA.18+85.00



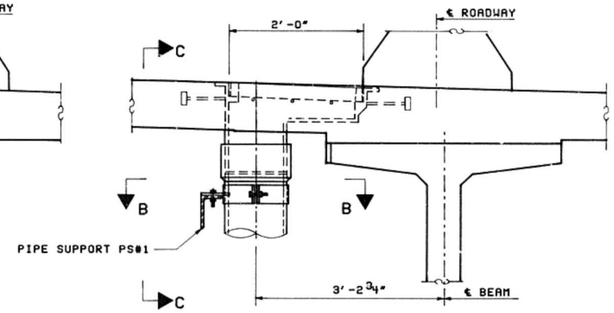
BRIDGE RAIL SPLICE ELEVATION AT EXP. JOINT



SCUPPER SUPPORT DETAIL
AT SIDEWALK - WEST APPROACH
@ STA.14+35.00 & STA.18+85.00



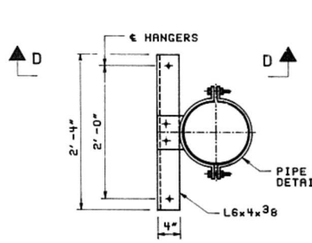
SCUPPER SUPPORT DETAIL
AT MEDIAN - WEST APPROACH
@ STA.14+30.00



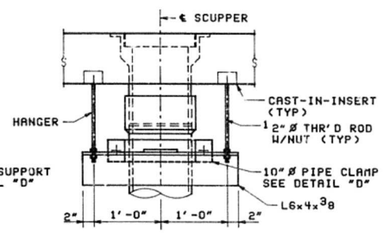
SCUPPER SUPPORT DETAIL
AT MEDIAN - WEST APPROACH
@ STA.18+85.00

NOTES:

1. FOR LAYOUT OF BRIDGE SCUPPERS AND DECK DRAINAGE SYSTEM, SEE DWG NO. WCD-12, ECD-09 & ECD-03A.
2. FOR THE DECK DRAINAGE SYSTEM & DETAILS SEE DWG NO. WCC-19 & ECD-10.
3. FOR BRIDGE SCUPPER DETAILS SEE DWG NO. CAM-04.
4. FIBERGLASS PIPE SHALL CONFORM TO ASTM D2996 OR D2997 WITH SHORT TIME RUPTURE STRENGTH HOOP TENSILE STRESS OF 30,000 P.S.I. MINIMUM.
5. COST OF FIBERGLASS PIPE, REDUCER AND ALL MATERIALS REQUIRED FOR PIPE SUPPORTS INCLUDING COMPLETE INSTALLATION AS SHOWN SHALL BE INCIDENTAL TO "DRAINAGE SYSTEM".
6. SEE DWG. WCB-08 & ECB-03 FOR 3/4" Ø OPENINGS IN TOP FLANGE OF BEAMS.
7. ALL STEEL HARDWARE FOR PIPE SUPPORTS SHALL BE PAINTED. THE COLOR OF THE FINAL FINISH COAT SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GRAY.
8. THE EXTERIOR SURFACE OF FIBERGLASS FLOOR DRAINS SHALL BE PAINTED WITH A VINAL ENAMEL COAT. THE COLOR SHALL BE MUNSELL STANDARD 10Y 7/1 LIGHT GRAY.

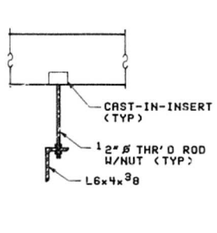


SECTION B-B

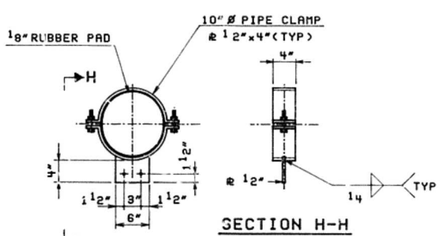


SECTION C-C

PIPE SUPPORT PS#1



SECTION D-D



SECTION H-H

DETAIL "D"
PIPE SUPPORT

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
DRAINAGE SUPPORT & MISC. DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

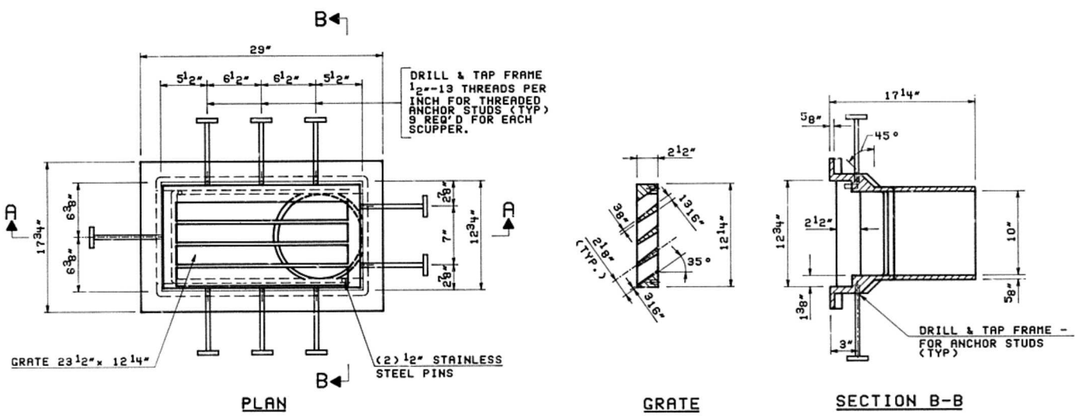
DRAWING NO.	SCALE	DATE	SHEET NO.
CAM-03		1-09-92	305

IN CHARGE: PCW DESIGNED BY: LGB CHECKED BY: UG ESTIMATED BY:
DRAFTED BY: IGM CHECKED BY: LGB

D C B A 0 A B C D

TAMERAN

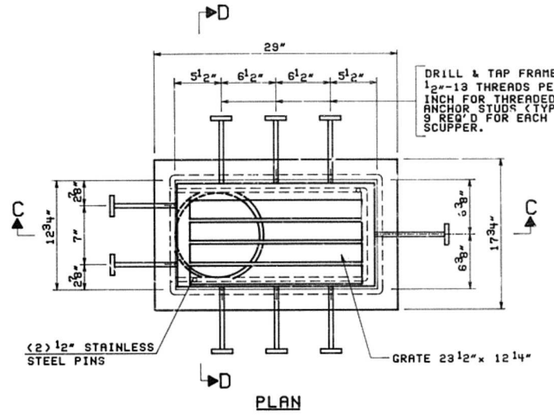
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	306	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



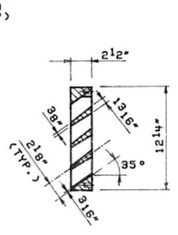
PLAN

GRATE

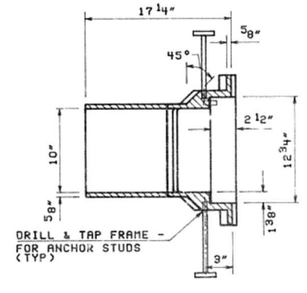
SECTION B-B



PLAN



GRATE



SECTION D-D

SECTION A-A

BRIDGE SCUPPER, TYPE "A" DETAILS

SECTION C-C

BRIDGE SCUPPER, TYPE "B" DETAILS

NOTES:

1. ALL CAST IRON PARTS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF AASHTO M-105, CLASS 30.
2. COST OF THE FRAME, GRATE, STAINLESS STEEL PINS AND DRILLING & TAPPING OF HOLES FOR ANCHOR STUDS INCLUDING COMPLETE INSTALLATION OF SCUPPER SHALL BE PAID FOR AT THE UNIT BID PRICE FOR "BRIDGE SCUPPERS" OF THE TYPE SPECIFIED.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
BRIDGE SCUPPER DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION 50
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
CAM-04		1-09-92	306

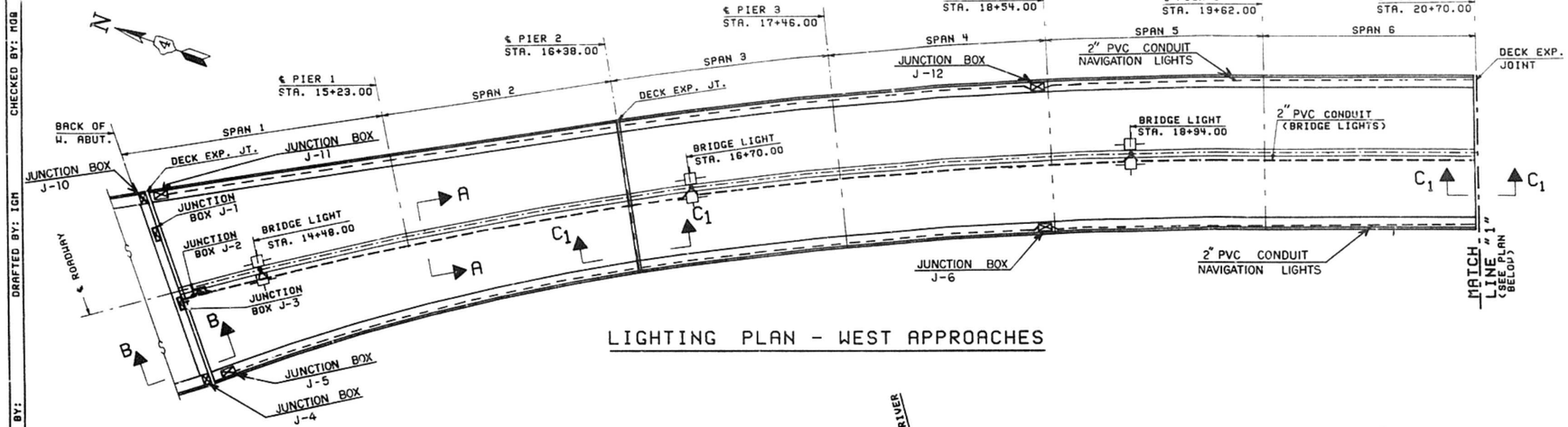
DESIGNED BY:
DRAFTED BY:
CHECKED BY:
CHECKED BY:
ESTIMATED BY:
CHECKED BY:
IN CHARGE:

D C B A 0 A B C D

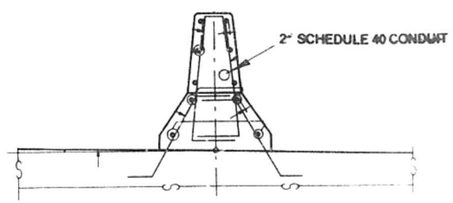
TAMERAN

ROUTE NO.	SECT.	COUNTY		TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	307	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

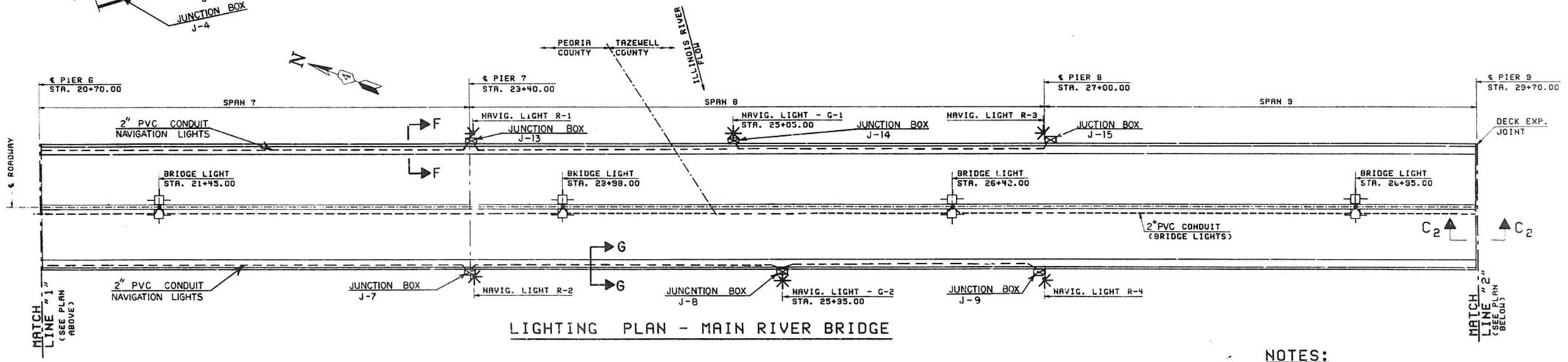
*508-3-1: 50-2: (50)F & E-1: T AND P



LIGHTING PLAN - WEST APPROACHES



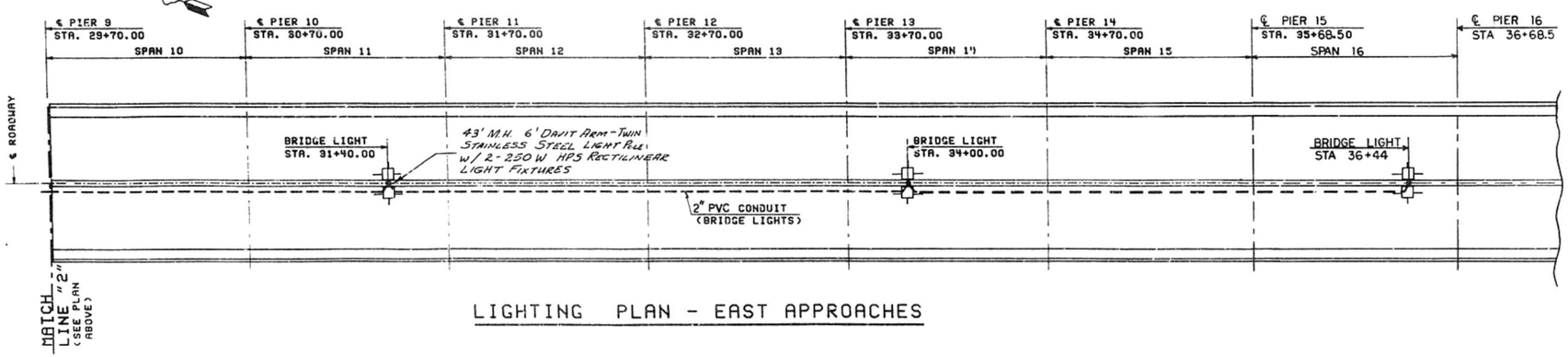
TYPICAL SECTION A-A



LIGHTING PLAN - MAIN RIVER BRIDGE

NOTES:

1. FOR SECTIONS & BILL OF MATERIAL SEE DWG. NO. SAM-06.



LIGHTING PLAN - EAST APPROACHES

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
BRIDGE LIGHTING: PLANS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
CAM-05	N.T.S.	11/20/91	307

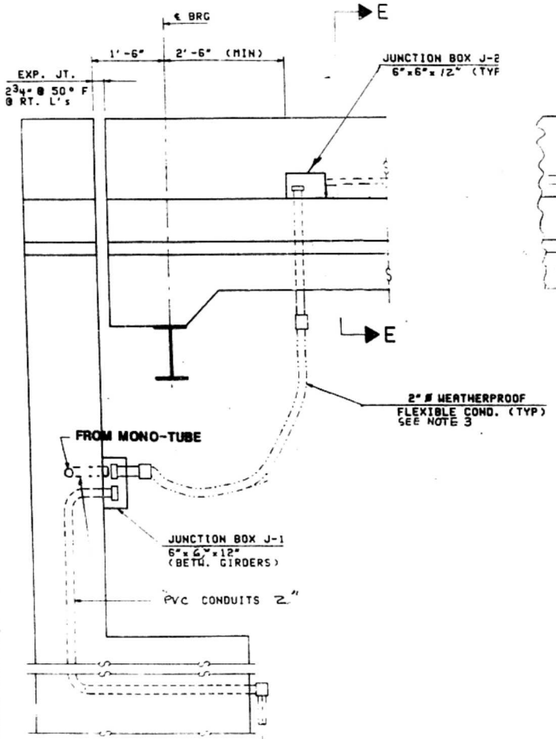
DESIGNED BY: MGB
DRAFTED BY: IGM
CHECKED BY: MDB
ESTIMATED BY:
CHECKED BY: MJR
IN CHARGE: PCW

D C B A 0 A B C D

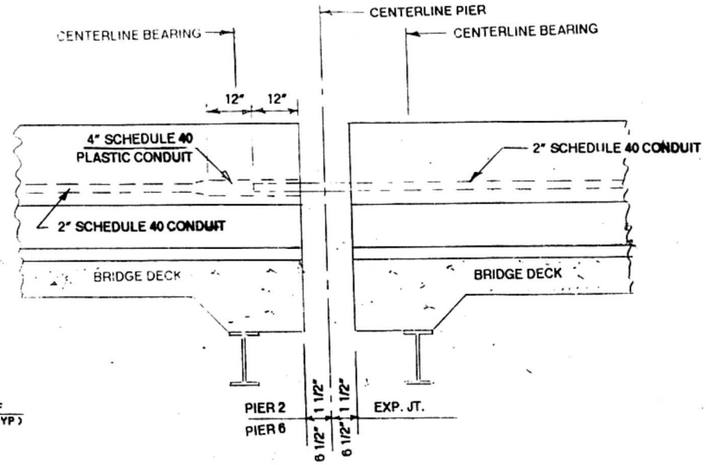
TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	308	313
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

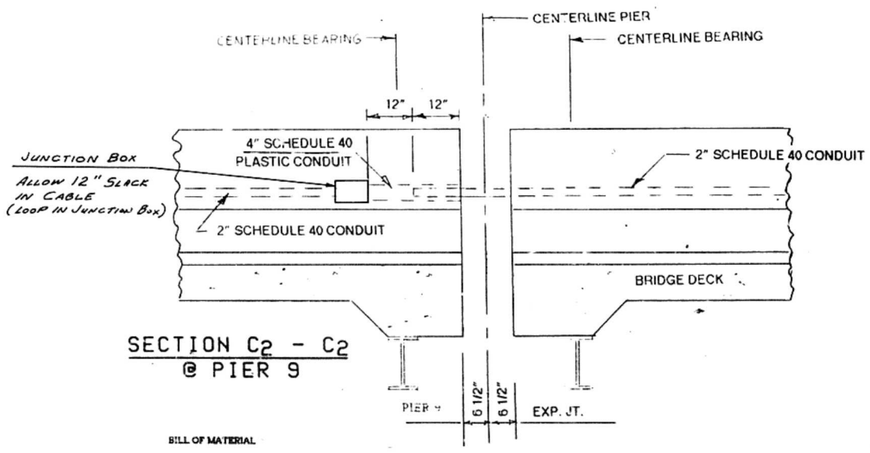
DESIGNED BY: MGB CHECKED BY: MJR DRAFTED BY: IGM CHECKED BY: MJR ESTIMATED BY: MGB CHECKED BY: MJR IN CHARGE: PLM



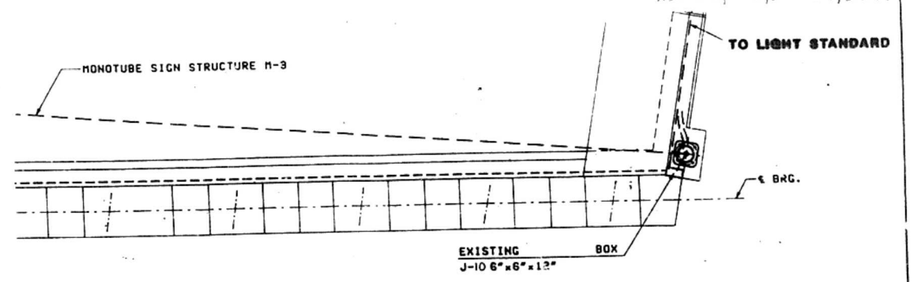
SECTION B-B
@ W. ABUTMENT

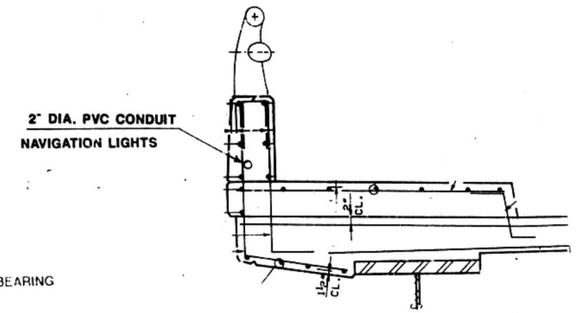


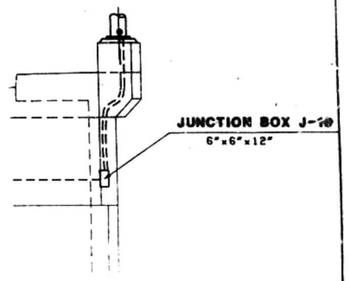
SECTION C_1 - C_1
@ PIERS 2 & 6



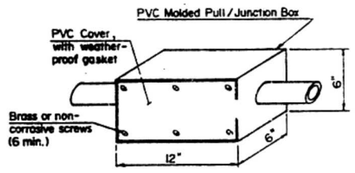
SECTION C_2 - C_2
@ PIER 9







SECTION F-F SHOWN
SECTION G-G SIMILAR
(INCLUDED FOR INFORMATION ONLY)



PULL/JUNCTION BOX
Outside Parapet Curb Installation
L & N Circuits

BILL OF MATERIAL

ITEMS	UNIT	W. APPROACH	PEORIA CO. (BR.)	TAZEWELL CO.(BR)	TOTAL
BARE COPPER WIRE, 1/C NO. 8	LIN. FT.	178	3182	132	2792
CONDUIT IN TRENCH 4" GS	LIN. FT.	36			36
CONDUIT ATTACH. STR. 4" GS	LIN. FT.	10			10
EC C XLP USE 1/C 3	LIN. FT.	356	4364	864	5584
EC C XLP USE 1/C 2/0	LIN FT.	224			224
CONDUIT ATTACH. STR. 2 1/2" GS	LIN. FT	76			76
CONDUIT ATTACH. STR. 2" PVC	LIN. FT	100	3303	1619	5022
CONTROL CABINET	EACH	1			1
JUNCTION BOX	EACH	4	7	4	15

NOTES:
1. FOR SECTION LOCATIONS SEE DWG. NO. SAM-05.
2. ALL REBARS AT JUNCTION BOX SHALL BE ADJUSTED BY REARRANGING, TILTING, BENDING OR CUTTING IN THE FIELD AND AS APPROVED BY THE ENGINEER. COST SHALL BE INCIDENTAL TO "REINF. BARS (EPOXY COATED)".
3. COST OF 2" DIA. WEATHERPROOF FLEXIBLE CONDUITS SHALL BE INCIDENTAL TO "CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC

BY	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL APPROACHES
BRIDGE LIGHTING: SECTIONS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA.25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
CAM-06	N.T.S.	11-20-91	308

D C B A 0 A B C D

TAMERAN

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	309	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*508-3-1; 50-2; (50)FAE-1, D AND P

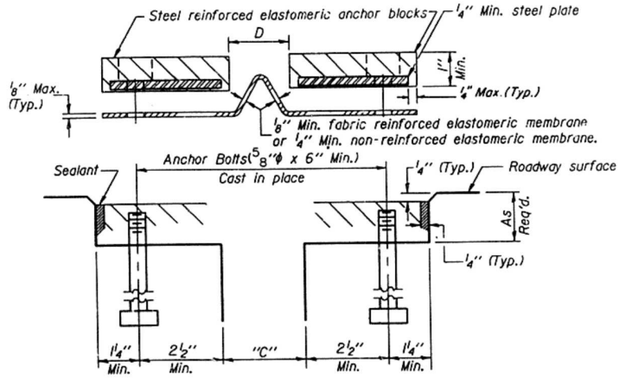
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Joint Size	"C" at 50°F	"D" at 50°F
4"	3"	2½" Min.

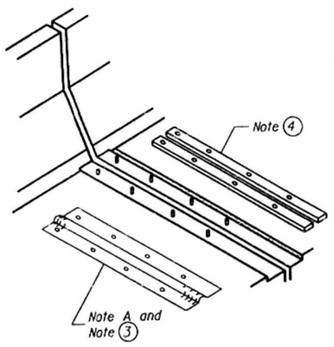
INSTALLATION NOTES

1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

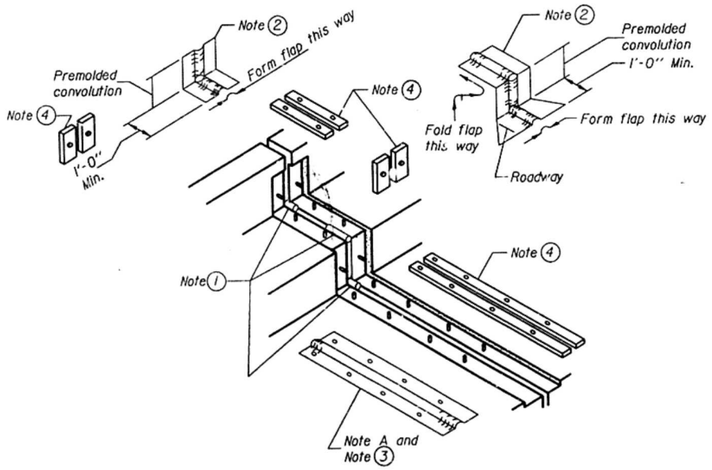
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.



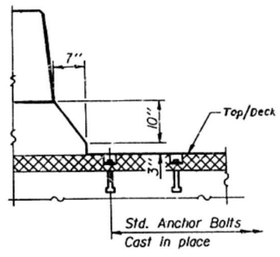
CROSS SECTION



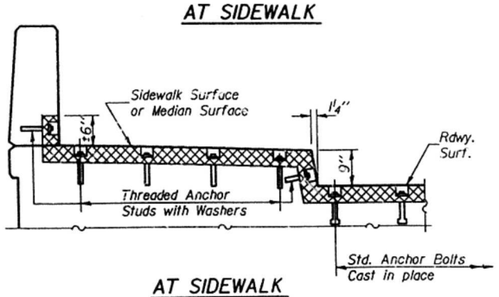
AT MEDIAN



AT SIDEWALK



AT MEDIAN



AT SIDEWALK

TYPICAL END TREATMENTS

GENERAL NOTES

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

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

The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout.

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

Joint openings shall be adjusted in accordance with Article 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.

BILL OF MATERIAL

ITEM	UNIT	TOTAL W. APPR.
NEOPRENE EXP. JOINT 4".	LIN. FT.	78

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACH
NEOP. EXP. JT. @ P-2

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION*
STA. 25+20 PEORIA & TAZEWELL COUNTIE
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO
CAM-07		1-10-92	309

IN CHARGE: PCW DESIGNED BY: IDOT CHECKED BY: IDOT DRAFTED BY: CHECKED BY: ESTIMATED BY:

TAMERAN

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* * *	*		313	310
FED. ROAD DIST. NO. *	ILLINOIS	FED. AID PROJECT		

SHEET NO. 310
SHEETS 313

*50 B-3-1; 50-2; (50)F & E-1, D & P

NOTES:

All Posts shall be normal to parapet.

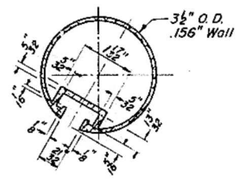
All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced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

All joints in rail shall be spliced per detail.

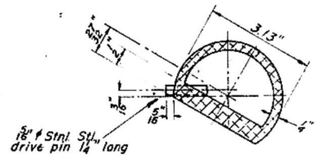
Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to grade - high spots will be ground and low spots shimmed.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per lineal foot for ALUMINUM RAILING, TYPE L.

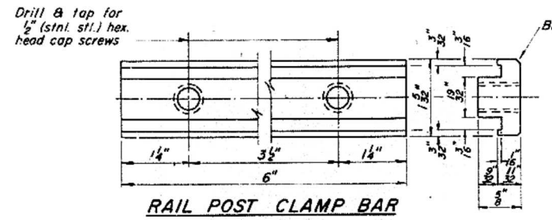
Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10 % in 2 inches.



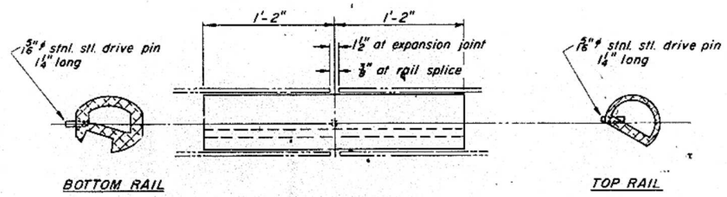
SECTION THRU TOP RAIL



SECTION THRU SPLICE
TOP RAIL



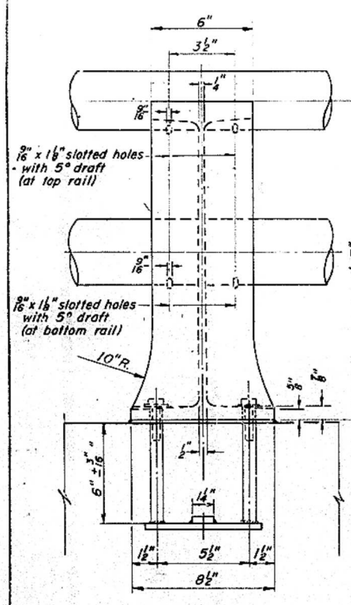
RAIL POST CLAMP BAR
For Top Rail



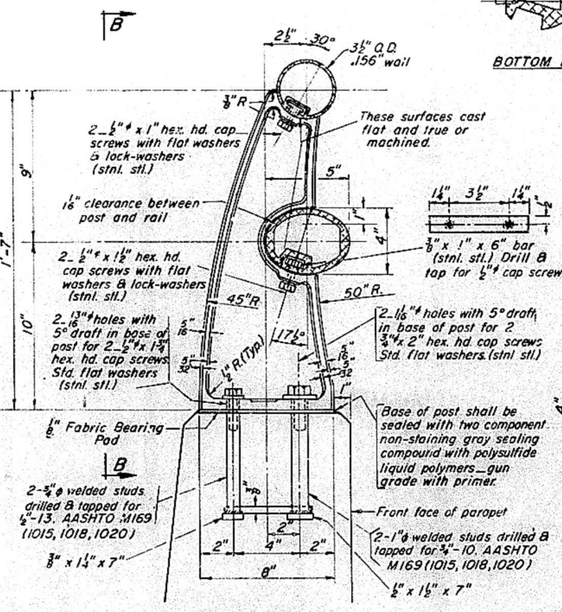
BOTTOM RAIL

RAIL SPLICE

TOP RAIL

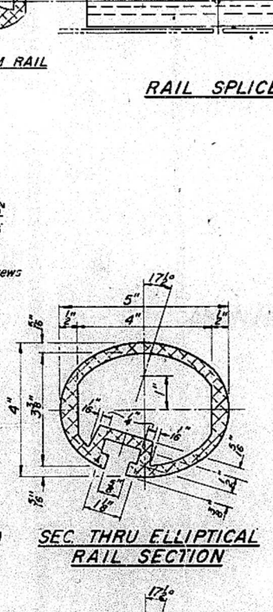


VIEW B-B

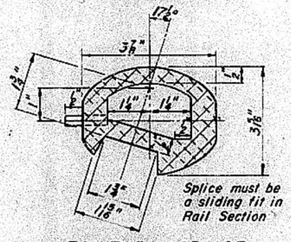


SECTION A-A

RAIL POST DETAILS

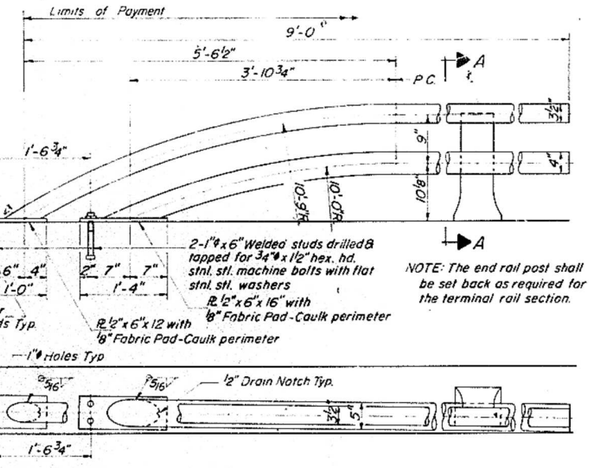


SEC. THRU ELLIPTICAL RAIL SECTION



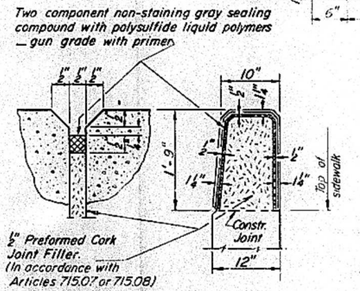
Splice must be a sliding fit in Rail Section

SEC. THRU SPLICE



NOTE: The end rail post shall be set back as required for the terminal rail section.

RAIL TERMINAL SECTION



PARAPET JOINT DETAIL

BILL of MATERIALS

Item	Unit	Quantity
ALUMINUM. RAILING, TYPE L	Lin. Ft.	2458

TYPE L
ALUMINUM RAILING
CONCRETE APPROACHES
FAU RTE. 6713 SEC *
STA. 25+20.00 PEORIA & TAZEWELL CO.
STR. NUMBER 090-0122

DRAWING NUMBER CAM 08

SHEET NUMBER 310

R-20 12-31-87

Aug. 09, 1991

D C B A 0 A B C D

TAMERAN

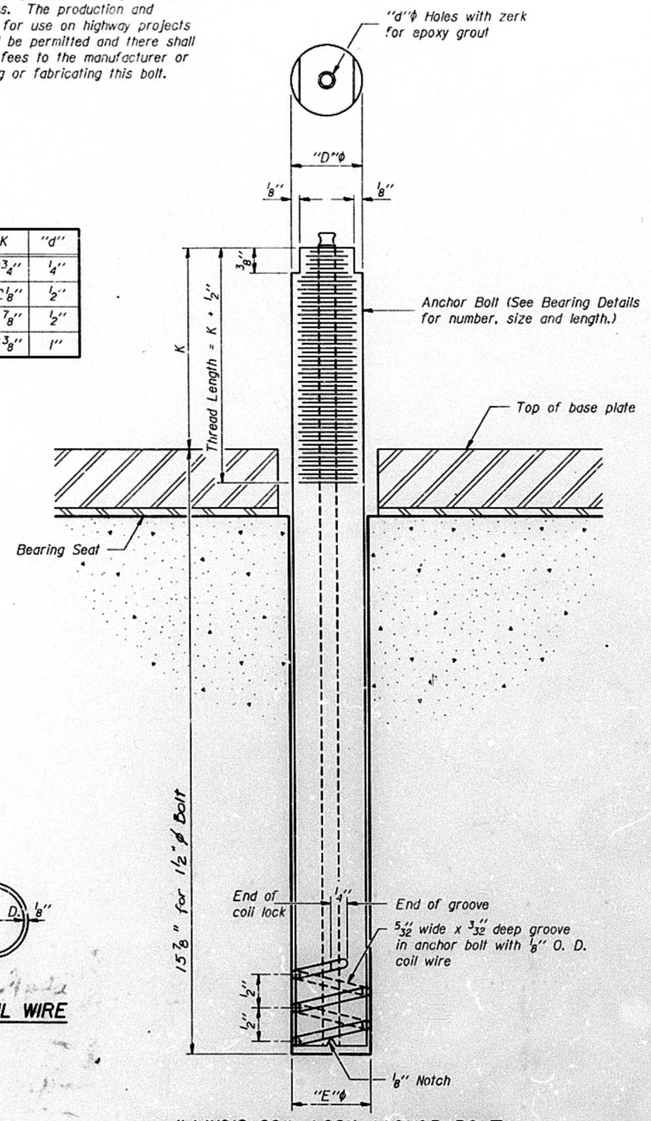
The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for 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.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S.	*		313	311
FED. HIGHWAY DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

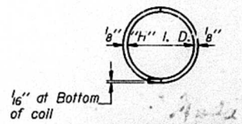
SHEET NO. 311
SHEETS 313

*50 B-3-1; 50-2; (50)F & E-1, D & P

D	E	H	K	"d"
1"	1 1/8"	13/16"	1 3/4"	1/4"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

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 A519, Grade 1026 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 C881, Type I, Grade I 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 in accordance with 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 conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with 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 and 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".

ANCHOR BOLT DETAILS
FOR BEARINGS
CONCRETE APPROACHES
FAU RTE. 6713 SEC *
STA. 25+20.00 PEORIA & TAZEWELL CO.
STR. NUMBER 090-0122

DRAWING NUMBER	SHEET NUMBER
CAM 09	311

ABB-1 12-1-83

Aug. 09, 1991

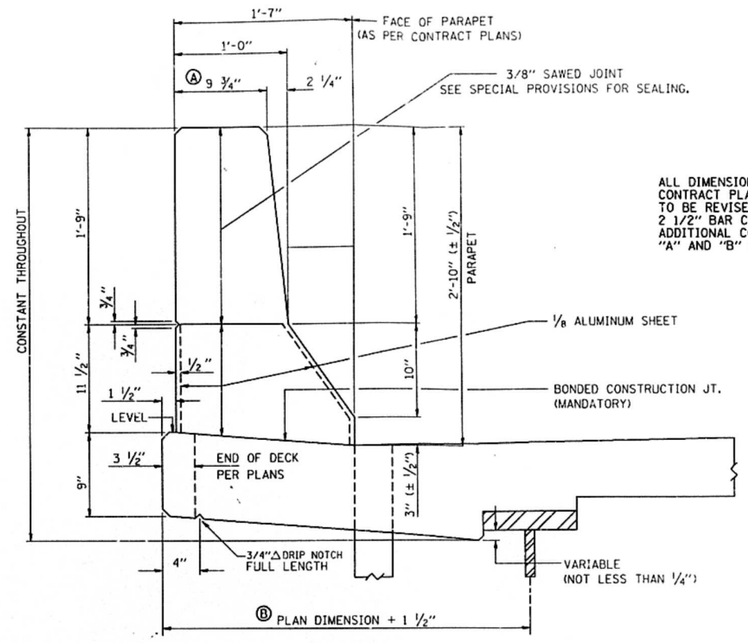
ORG.

D C B A 0 A B C D

TAMERAN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6713	*	PEO.,TAZ.	313	312
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

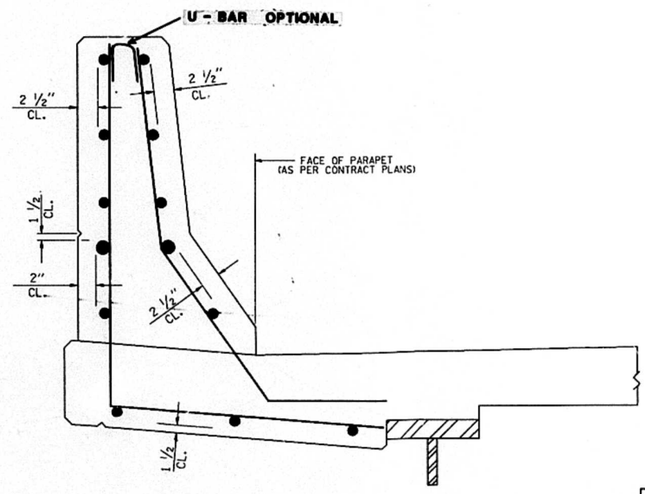
* 50B-3-1, 50-2, (50)F&E-1, 50D, 50P



SECTION

ALL DIMENSIONS SHALL REMAIN THE SAME AS SHOWN ON CONTRACT PLANS, EXCEPT FOR DIMENSIONS "A" AND "B" TO BE REVISED AS SHOWN IN SECTION TO ALLOW FOR 2 1/2" BAR CLEARANCE.
ADDITIONAL CONCRETE NEEDED TO REVISE DIMENSIONS "A" AND "B" =.0107 CU. YDS./FT./PARAPET.

CONCRETE PARAPET CONFIGURATION FOR SLIPFORMING



ALL BARS, SIZE, SPACING, CLEARENCES AND DETAILS ARE AS CONTRACT PLANS EXCEPT FOR BAR CLEARENCES IN PARAPET.

REVISIONS	
NAME	DATE

Aug. 09, 1991

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET REINFORCEMENT FOR SLIPFORMING

DATE

DRAWN BY

CHECKED BY

SHEET NO. 312

9-APR-90 14:51:34
ZF1:I113.007ID422587AA.DGN:1

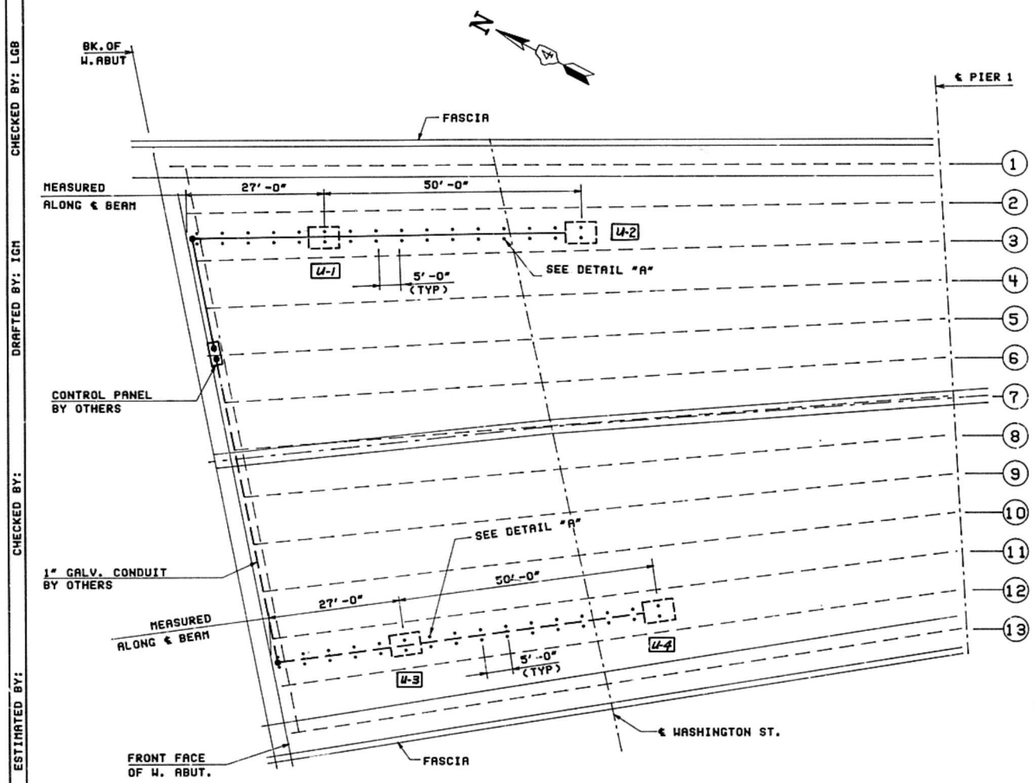
D C B A 0 A B C D

TAMERAN

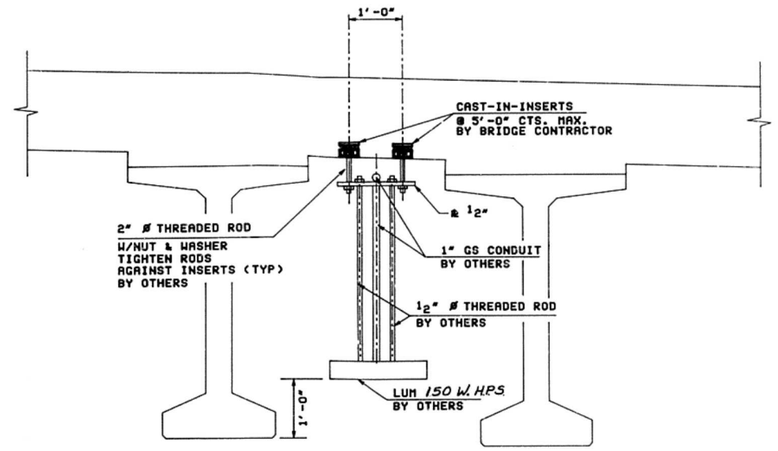
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 6713	*	PEORIA & TAZEWELL	313	313
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

*SOB-3-1; SO-2; (SO)F & E-1, D, AND P

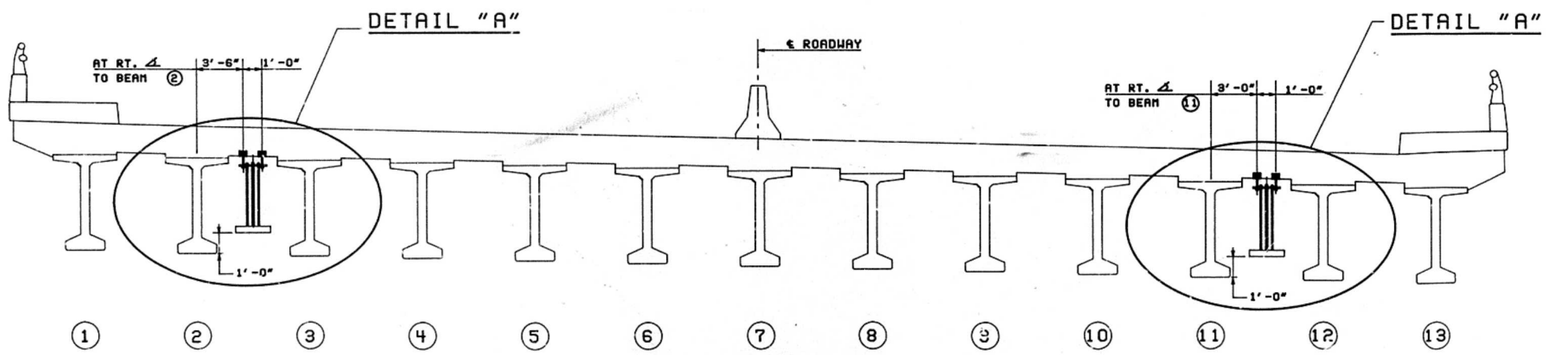
IN CHARGE: PCW | DESIGNED BY: MCM | CHECKED BY: LGB | ESTIMATED BY: | CHECKED BY: | DRAFTED BY: IGM | CHECKED BY: LGB



DECK PLAN
(SHOWING LIGHTING UNDER BRIDGE)



DETAIL "A"



DECK CROSS SECTION
(LOOKING UPSTATION)

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE APPROACHES
BRIDGE LIGHTING: DETAILS

FRANKLIN STREET BRIDGE
OVER ILLINOIS RIVER
F.A.U. RTE. 6713 SECTION *
STA. 25+20 PEORIA & TAZEWELL COUNTIES
STRUCTURE NUMBER 090-0122

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
CAM-11		1-09-92	313

D C B A 0 A B C D
TAMERAN