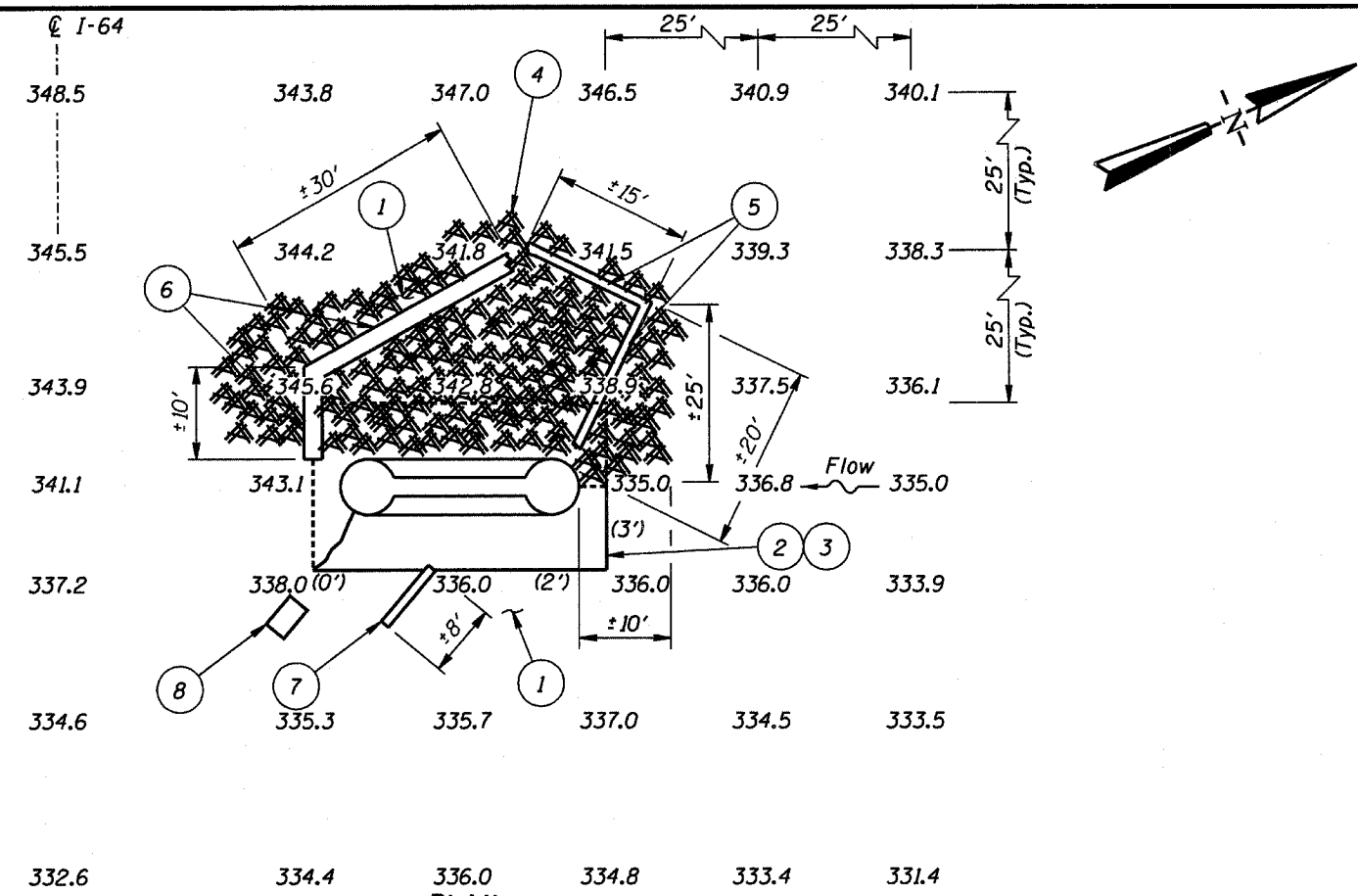
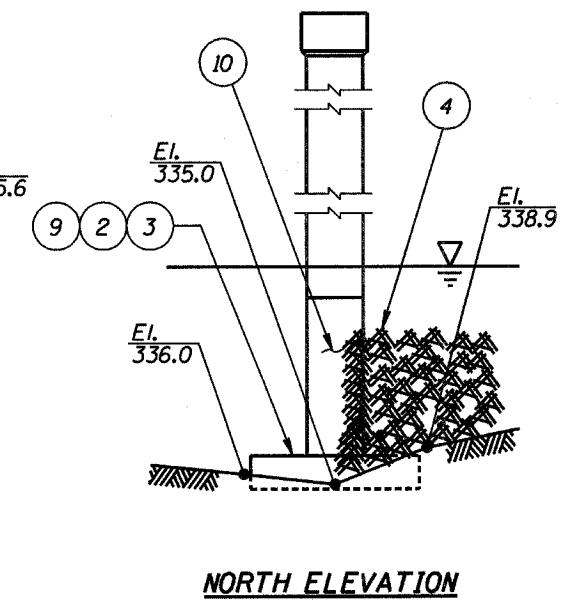
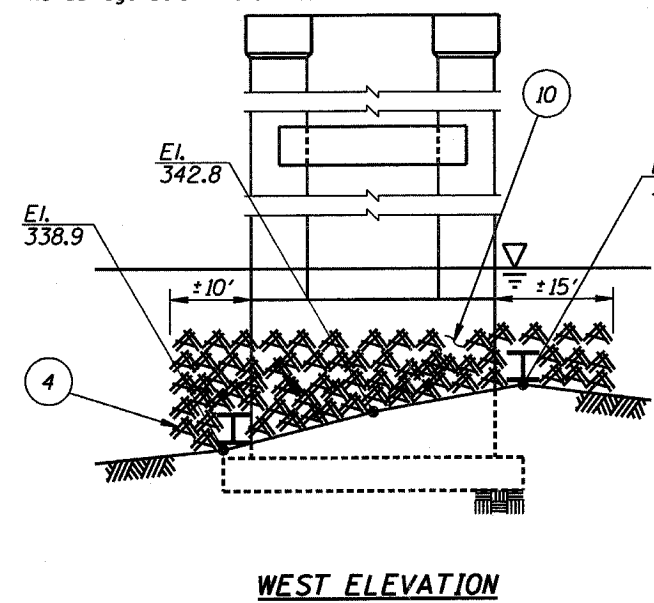
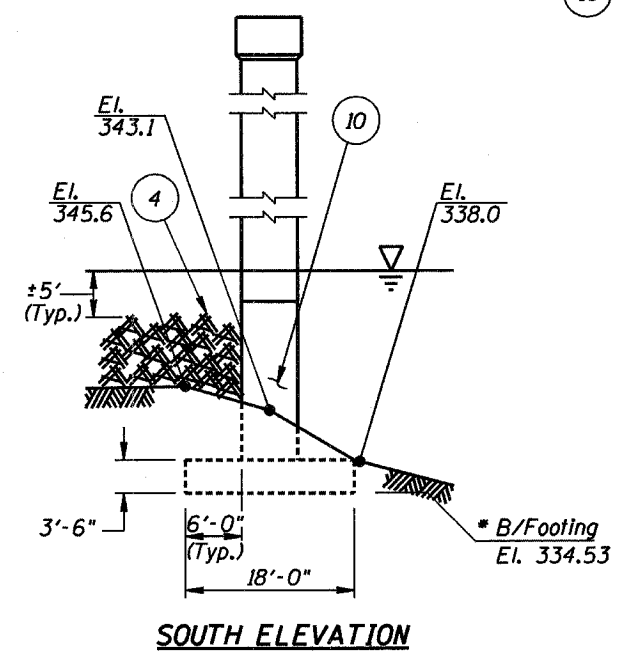
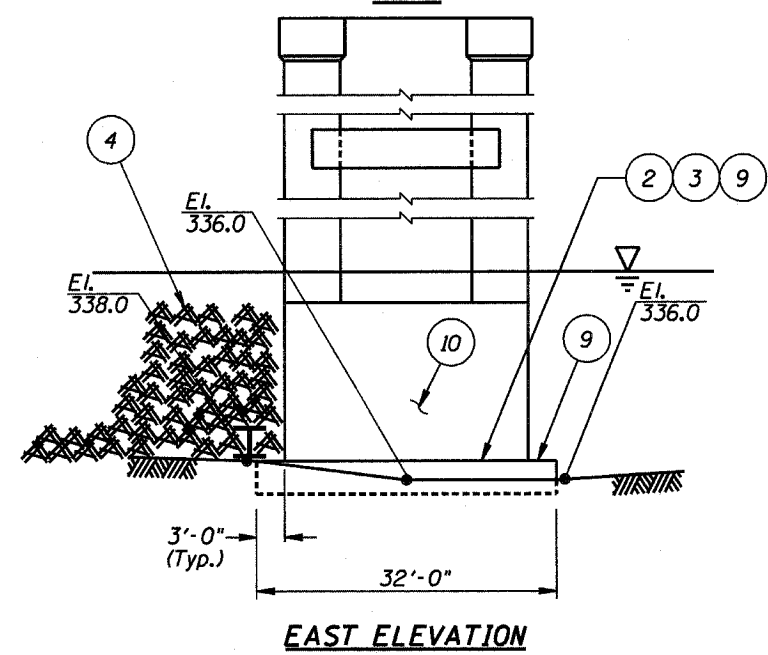


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	97-3B-1-2	WHITE	15	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



- Inspection Notes:**
- 1 The channel bottom material typically consisted of fragmented sandstone.
 - 2 Footing exposure, with vertical limits as shown. Due to heavy timber and steel debris accumulations, the footing could not be detected along the west fascia or western half of the upstream nose. In the area where the footing was exposed, no undermining was detected.
 - 3 Timber formwork covered approximately 90 percent of the vertical concrete footing surface.
 - 4 Heavy accumulation of timber debris, consisting of trees measuring up to 3 feet in diameter and random railroad ties.
 - 5 Steel debris, consisting of two steel beams connected by a gusset plate. The beams measured 15 feet and 20 feet in length, and were approximately 1 foot deep. Small circular ribs were noted along the steel beams, indicating riveted fasteners consistent with railroad truss construction. Due to the heavy accumulations of timber debris covering portions of these beams, exact measurements could not be obtained. While the locations of the observed beams were noted, additional steel debris may intermixed below the large drift accumulation.
 - 6 Steel debris, consisting of two steel beams connected by a gusset plate. The beams measured 10 feet and 30 feet in length, and were approximately 2 feet deep. Small circular ribs were noted along the steel beams, indicating riveted fasteners consistent with railroad truss construction. Due to the heavy accumulations of timber debris covering portions of these beams, exact measurements could not be obtained. While the locations of the observed beams were noted, additional steel debris may intermixed below the large drift accumulation.
 - 7 Steel debris, consisting of an 8-foot long steel beam measuring approximately 1 foot in depth.
 - 8 Steel debris, consisting of a 55-gallon drum located along the channel bottom.
 - 9 No change in exposure condition from June 2005 inspection.
 - 10 No damage below waterline.



- General Notes:**
1. At the time of the inspection, the waterline was located approximately 14.4 feet below the bottom of the pier beam at Eastbound Pier 3. This corresponds to a waterline elevation of 358.1 feet, based on the 1966 design plans.
 2. Soundings indicate the channel bottom elevation at the time of inspection and are measured in feet.

* Elevation per design drawing provided by IDOT.

- LEGEND:**
- 558.0 Channel Bottom Elevation
 - ④ Indicates Inspection Note Number
 - [Symbol] Pier Founded on Rock
 - [Symbol] Channel Bottom Material
 - (2') Vertical Exposure of Footing

FOR INFORMATION ONLY

ILLINOIS DEPARTMENT OF TRANSPORTATION

I-64 OVER
WABASH RIVER
STRUCTURE NUMBER: 097-0004
WESTBOUND PIER 3

Drawn By: PRH/DR	COLLINS ENGINEERS <small>123 North Wacker Drive Suite 300 Chicago, IL 60606 (312) 704-9300 www.collinsengr.com</small>	Date: JULY, 2005
Checked By: JEO		Scale: 1"=20'
Code: 419503-04		Figure No.: 15