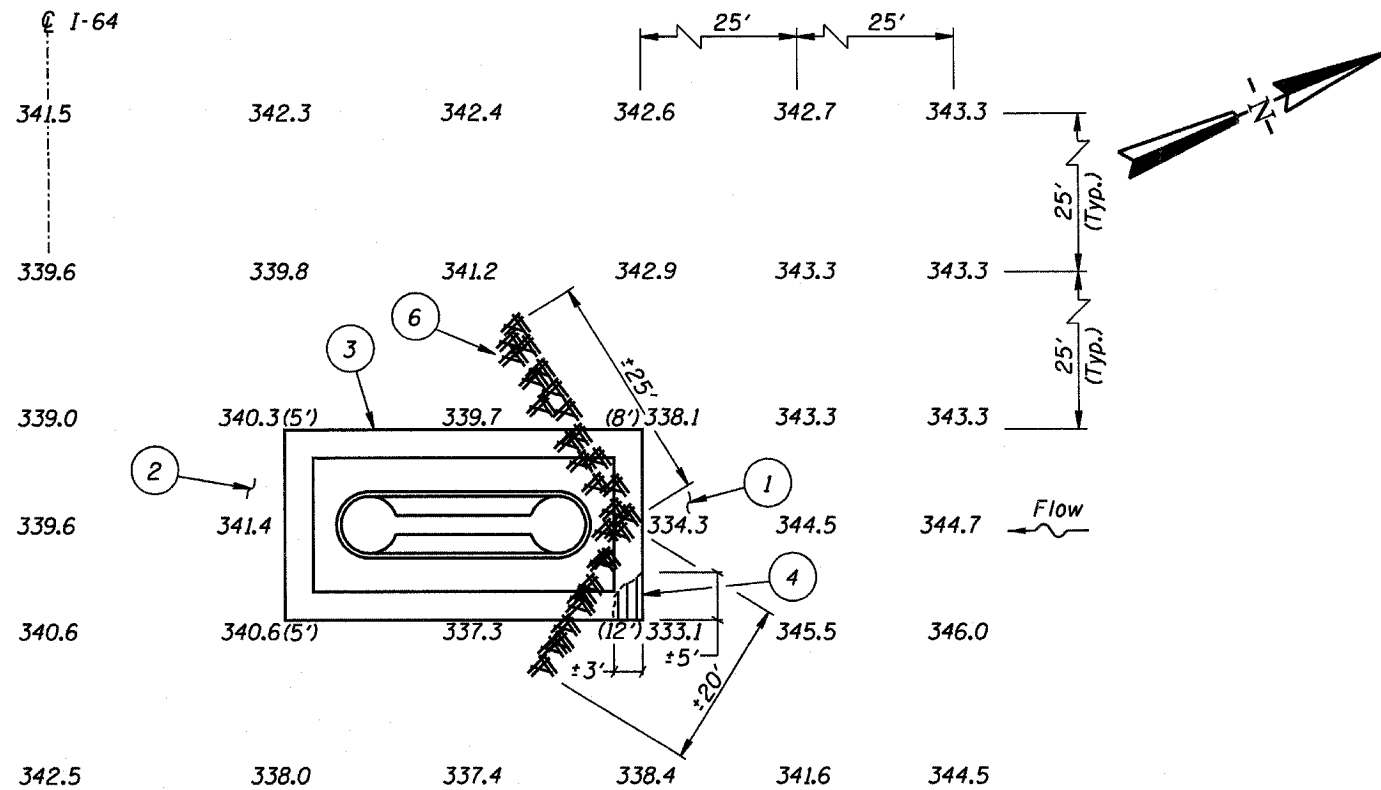


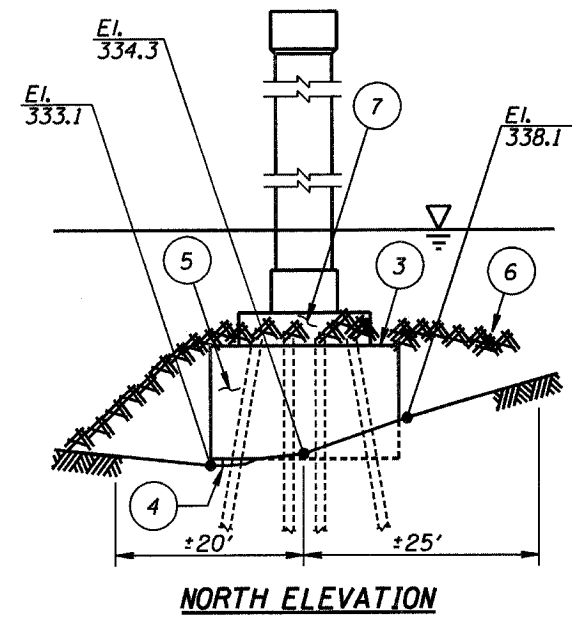
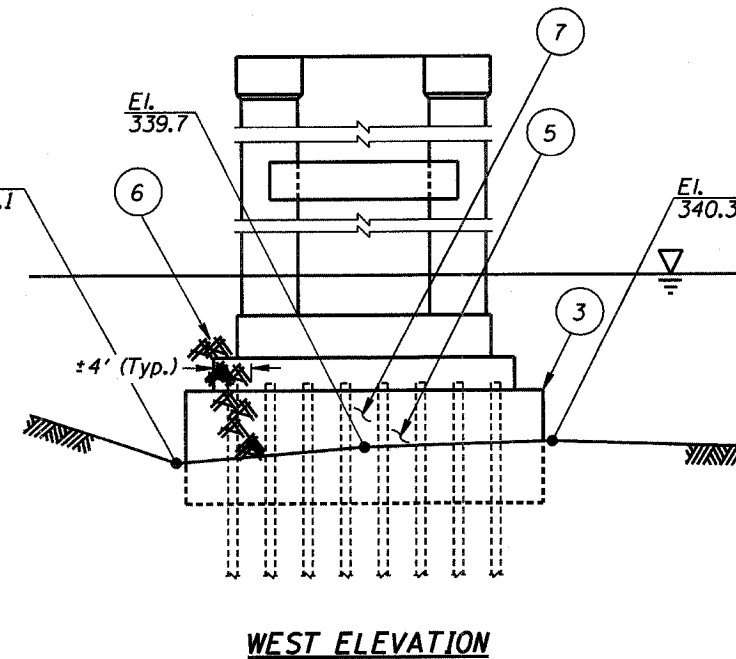
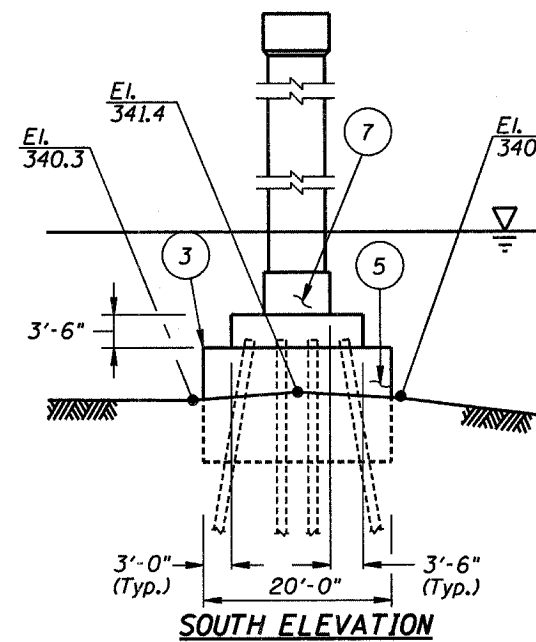
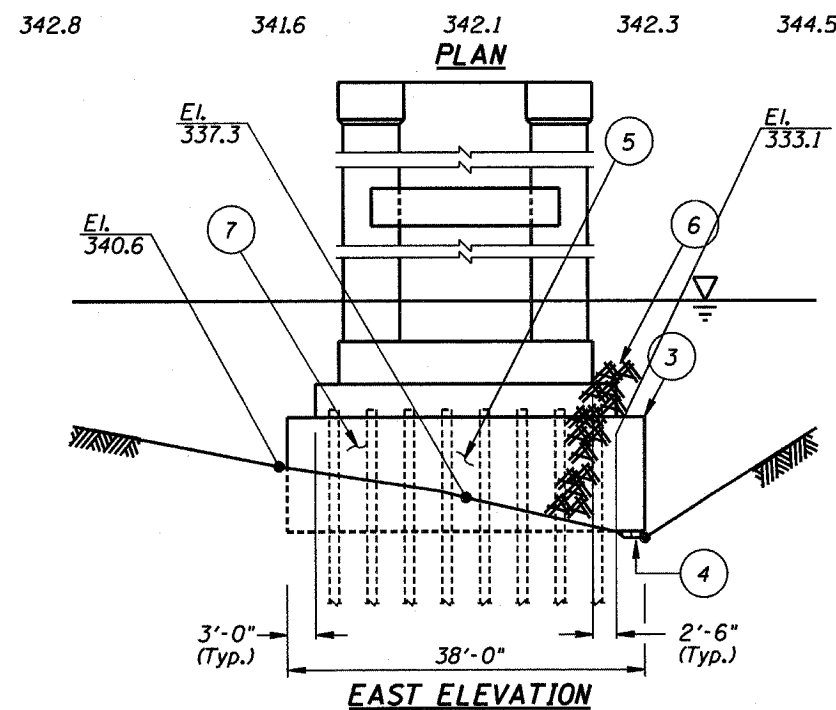
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	97-3B-I-2	WHITE	15	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



June 9 Inspection Notes:

- ① The channel bottom material typically consisted of loose sand and gravel, with up to 1 foot of probe rod penetration.
- ② The channel bottom material typically consisted of loose sand and gravel, with up to 2 feet of probe rod penetration.
- ③ Seal exposure, with vertical limits as shown.
- ④ Seal undermined, creating a 1-foot vertical cavity with up to 4 feet of penetration. The bottom concrete surface of the undermined seal was typically rough and loose.
- ⑤ Band of heavy concrete scale around pier perimeter, measuring 8 inches wide, located 5 feet below the top of the seal. The scale had a typical penetration of 6 inches and a maximum penetration of 1 foot.
- ⑥ Moderate accumulation of timber debris, consisting of a tree measuring up to 3 feet in diameter with associated branches.
- ⑦ No damage below waterline.

FOR INFORMATION ONLY



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.

LEGEND:

- 558.0 Channel Bottom Elevation
- ④ Indicates Inspection Note Number
- Channel Bottom Material
- (-2') Vertical Exposure of Seal
- Indicates Undermined Area

**ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

I-64 OVER  
WABASH RIVER  
STRUCTURE NUMBER: 097-0004  
**WESTBOUND PIER 5**

Drawn By: PRH/DR	<b>COLLINS ENGINEERS</b> 123 North Wacker Drive Suite 300 Chicago, IL 60606 (312) 704-9300 www.collinsengr.com ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-00993	Date: JULY, 2005
Checked By: JEO		Scale: 1"=20'
Code: 419503-04		Figure No.: 19