

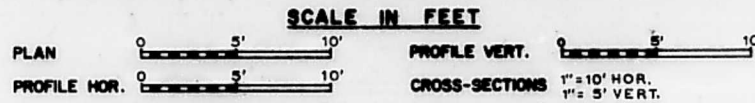
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FEDERAL AID ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 73	108 B-2	TAZEWELL	44	1
S. P. B. REG. NO. 4		ILLINOIS PROJECT F-131(4)		

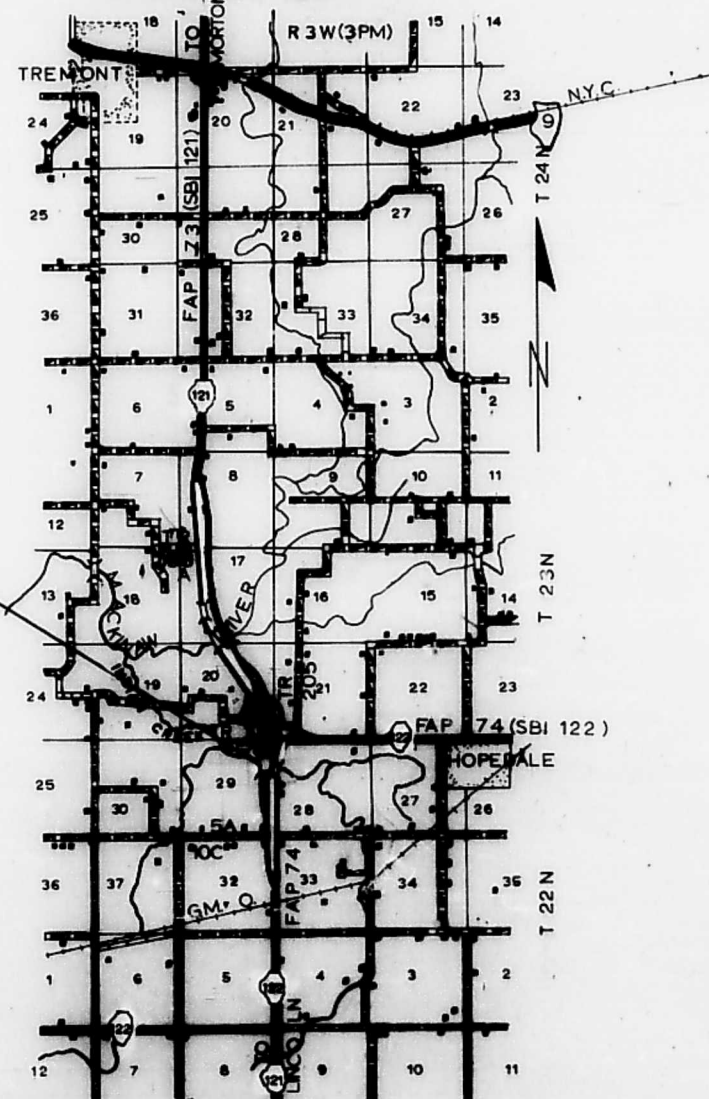
P-94-148-00

INDEX OF SHEETS

SHEET NO	BRIDGE PLAN SHEET NO	NAME
1		COVER SHEET - INDEX OF SHEETS
2		TYPICAL SECTIONS (BRIDGE CONES)
3		TYPICAL SECTIONS (EARTH EXCAVATION) - SUMMARY OF QUANTITIES
4-5		PLAN-PROFILE (MAIN LINE)
6		PLAN-PROFILE (CHANNEL CHANGE)
7	1	GENERAL PLAN & ELEVATION
8	2	FOOTING LOCATION
9	3	ELEVATIONS
10	4	ELEVATIONS LOCATION DIAGRAM
11	5	SUPERSTRUCTURE
12	6	ALUMINUM RAILING
13	7	FRAMING PLAN
14	8	BEAM DETAILS
15	9	BEARING DETAILS
16	10	NORTH ABUTMENT - EAST STRUCTURE
17	11	SOUTH ABUTMENT - EAST STRUCTURE
18	12	NORTH ABUTMENT - WEST STRUCTURE
19	13	SOUTH ABUTMENT - WEST STRUCTURE
20	14	PIER 1 - EAST STRUCTURE
21	15	PIER 2 - EAST STRUCTURE
22	16	PIER 1 - WEST STRUCTURE
23	17	PIER 2 - WEST STRUCTURE
24	18	BORINGS
25	19	PILE DETAILS
26-33		CROSS-SECTIONS (MAIN LINE)
34-35		CROSS-SECTIONS (CHANNEL CHANGE)
36		STD. 1686-3
37		STD. 1744-2
38		STD. 2113-1
39		STD. 2199-5
40		STD. 2203-2
41		STD. 2235-2
42		STD. 2258
43		STD. 2299
44		STD. 2300



F.A. ROUTE 73
SECTION 108 B-2
PROJECT F-131(4)
TAZEWELL COUNTY
C-94-105-69



PROPOSED IMPROVEMENT
INCLUDES 2 THREE SPAN
PRESTRESSED CONCRETE
I BEAM DUAL STRUCTURES
(CARRYING FA 73 OVER
INDIAN CREEK) ON CONCRETE
PILE BENT ABUTMENTS
AND R. C. PIERS
SPANS: 2 at 57'-4"; 1 at 58'-2"
AT STATION 745+70

LAYOUT
SCALE = 1" = 1 MILE

NET LENGTH OF PROJECT = 176.830 FEET = 0.0335 MILES



STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS DIVISION OF HIGHWAYS	
SUBMITTED	6-30 1969 <i>J. H. ...</i>
EXAMINED	7/15 1969 <i>W. H. ...</i>
PASSED	7/15 1969 <i>W. H. ...</i>
APPROVED	7/15 1969 <i>W. H. ...</i>
APPROVED	7/15 1969 <i>W. H. ...</i>

DEPARTMENT OF TRANSPORTATION BUREAU OF PUBLIC ROADS	
APPROVED	
DIVISION ENGINEER	DATE

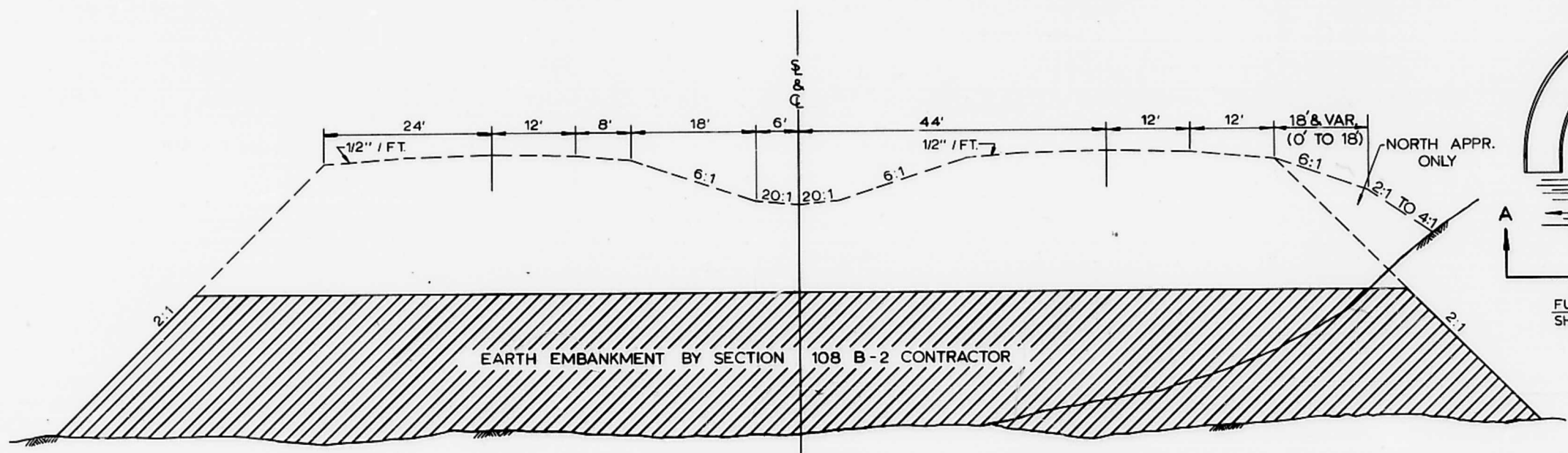
CONTRACT NO. 26284

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 73	108 B-2	TAZEWELL	44	2
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

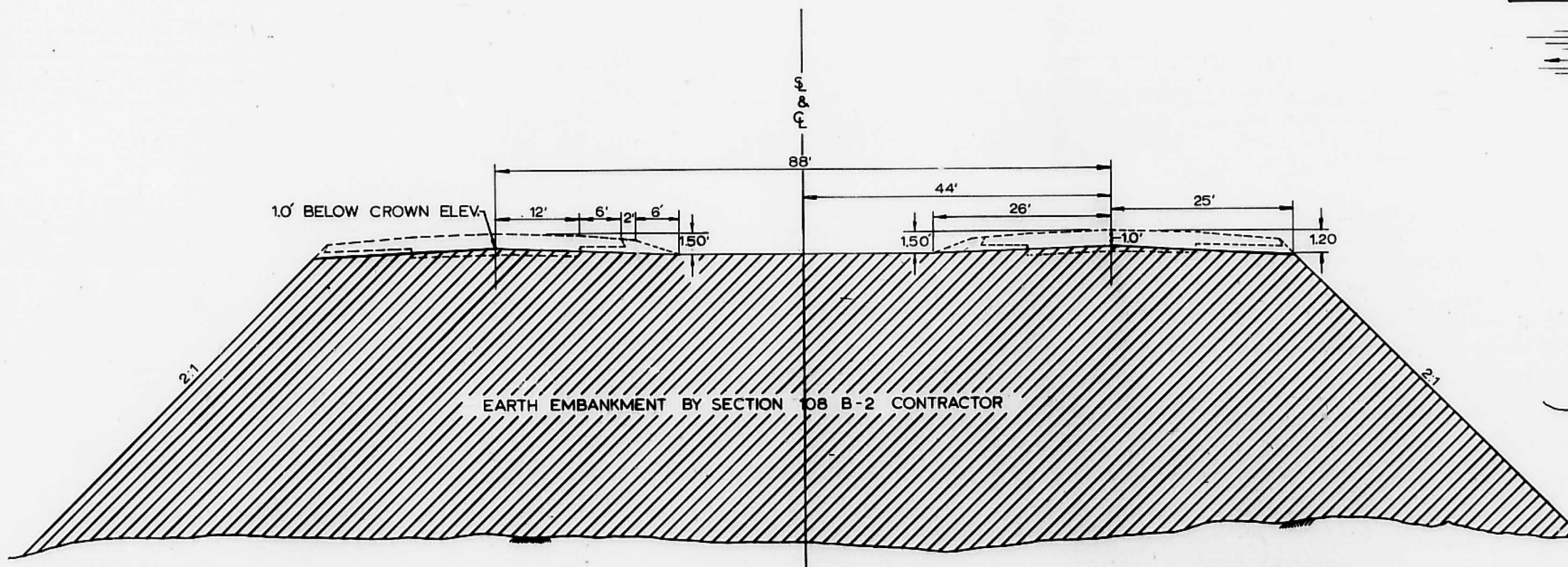
TYPICAL SECTIONS

PAVEMENT DESIGN
 FA ROUTE 73 SECTION 108B-2
 TAZEWELL COUNTY
 TRAFFIC DATA 1979 ADT 5800
 PC=4564 SU=383 MU=853
 CLASS-(B-1) TRAFFIC FACTOR=3.40
 CBR=30
 955(89)B-1 340(PCC 20)

HIGHWAY CLASSIFICATION
 955-T-70 (1989)
 MAX. GRADE = +1.30%
 LENGTH OF MAX. GRADE = 1625'
 MIN. STOPPING SIGHT DISTANCE = 400'
 MIN. HORIZONTAL RADIUS = TANGENT

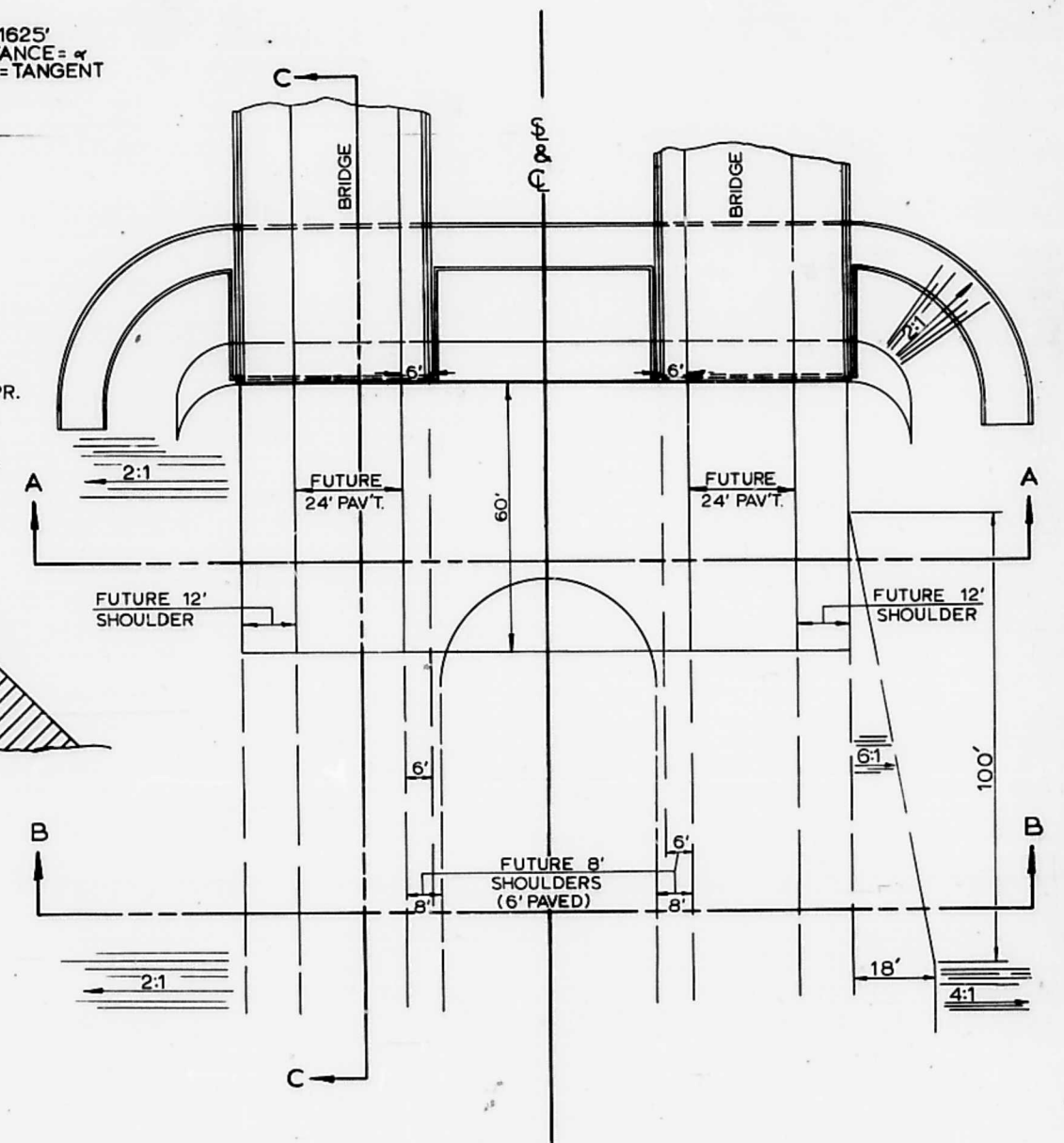


SECTION B-B

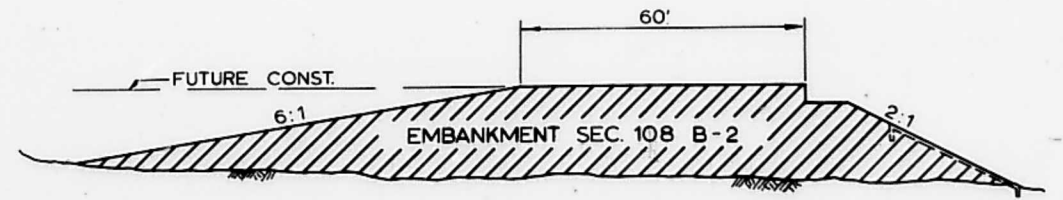


SECTION A-A

TYPICAL SECTION
 SCALE: HORIZ. 1"=10'
 VERT. 1"=5'



TYPICAL PLAN OF NORTH AND SOUTH APPROACHES



SECTION C-C SCALE: 1"=20'

2 SIGNS CONFORMING TO STANDARD 2158-5 SHALL BE ERECTED IN THE LOCATION ON THE PLANS OR AS DIRECTED BY THE ENGINEER

TYPICAL SECTIONS, PAVEMENT DESIGN AND HIGHWAY CLASSIFICATION

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE X 081			
CODE	ITEM	UNIT	TOTAL QUANTITY
201005	TREE REMOVAL, ACRES	ACRE	15.0
202001	EARTH EXCAVATION	CU. YD.	116,526
203001	CHANNEL EXCAVATION	CU. YD.	2,905
502001	CLASS A EXCAVATION FOR STRUCTURES	CU. YD.	150
502002	CLASS B EXCAVATION FOR STRUCTURES	CU. YD.	580
503004	PROTECTIVE COAT	SQ. YD.	1,375
504003	CLASS X CONCRETE	CU. YD.	1,178.7
505009	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 42 IN.	LIN. FT.	2,082
507001	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	7,710
508005	ALUMINUM RAILING	LIN. FT.	698
512001	REINFORCEMENT BARS	POUND	132,110
513005	FURNISHING CREOSOTED PILES 20.1 TO 38 FEET	LIN. FT.	444
513006	FURNISHING CREOSOTED PILES OVER 38 FEET	LIN. FT.	504
513021	FURNISHING CONCRETE PILES	LIN. FT.	1,975
513022	DRIVING TIMBER PILES	LIN. FT.	948
513027	DRIVING CONCRETE PILES	LIN. FT.	1,975
513041	TEST PILE CONCRETE	EACH	2
514001	NAME PLATES	EACH	2
X61616	PAVED DITCH TYPE A-6	LIN. FT.	178
610003	SLOPE WALL 6 INCH	SQ. YD.	4,695
639001	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	11
642003	SEEDING, CLASS III	ACRE	5.8
644001	SODDING	SQ. YD.	316
Z10294	PERFORMED JOINT SEALER	LIN. FT.	176

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 73	108 B-2	TAZEWELL	44	3
F.L.R. ROAD DIST. NO. 7	MILEPOST	PROJECT		

SUBMITTED _____

EXAMINED June 26, 1969 *J. J. K...* DIST. DESIGN ENGR.

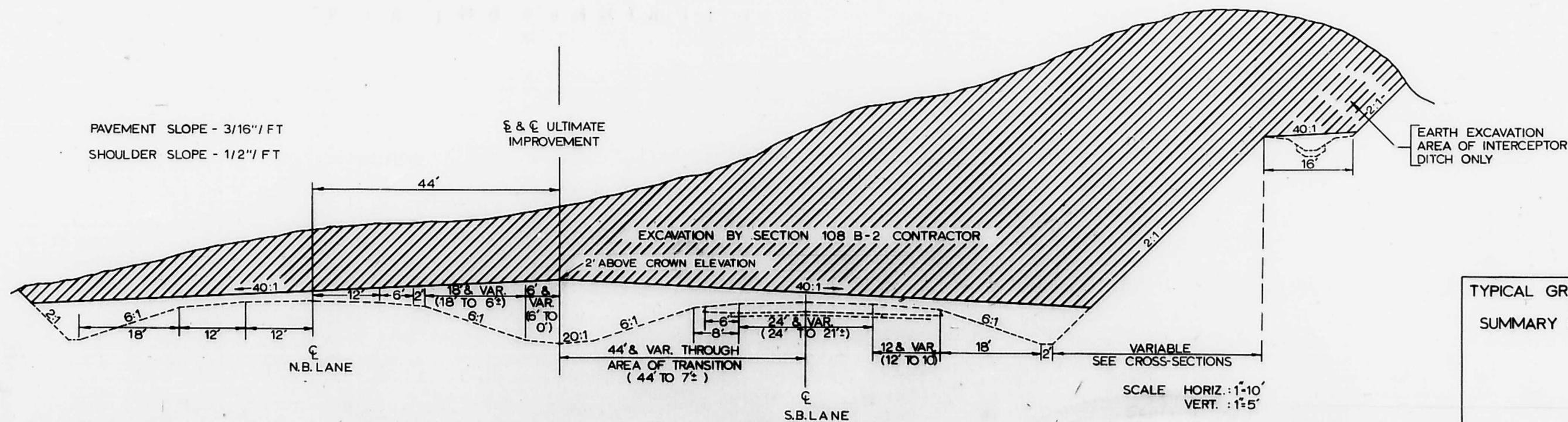
EXAMINED June 25, 1969 *J. C. B...* DIST. CONST. ENGR.

EXAMINED 6/26/69 *J. F. B...* DIST. TRAFFIC ENGR.

Entire section inspected and approved as to policy.

DATE 6-30-69 *J. E. B...* DISTRICT ENGINEER

TYPICAL EARTH EXCAVATION SECTION



TYPICAL GRADING SECTION
AND
SUMMARY OF QUANTITIES

P.O.T. 732+00
3/4" ROD
CORNER OF FRAME
15.6'

T23N-R3W-3PM

P.O.T. 735+81.37
3/4" ROD
60° 22' 0"
8° 15' 0"
58.9'

SEC.-28

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 73108	B-2	TAZEWELL	44	4
STA. 730+00			745+00	
P.W. ROAD DIST. NO. 1 ALLIANCE FA PROJECT				

FURNISHING AND ERECTING
R.O.W. MARKERS= 2 EACH

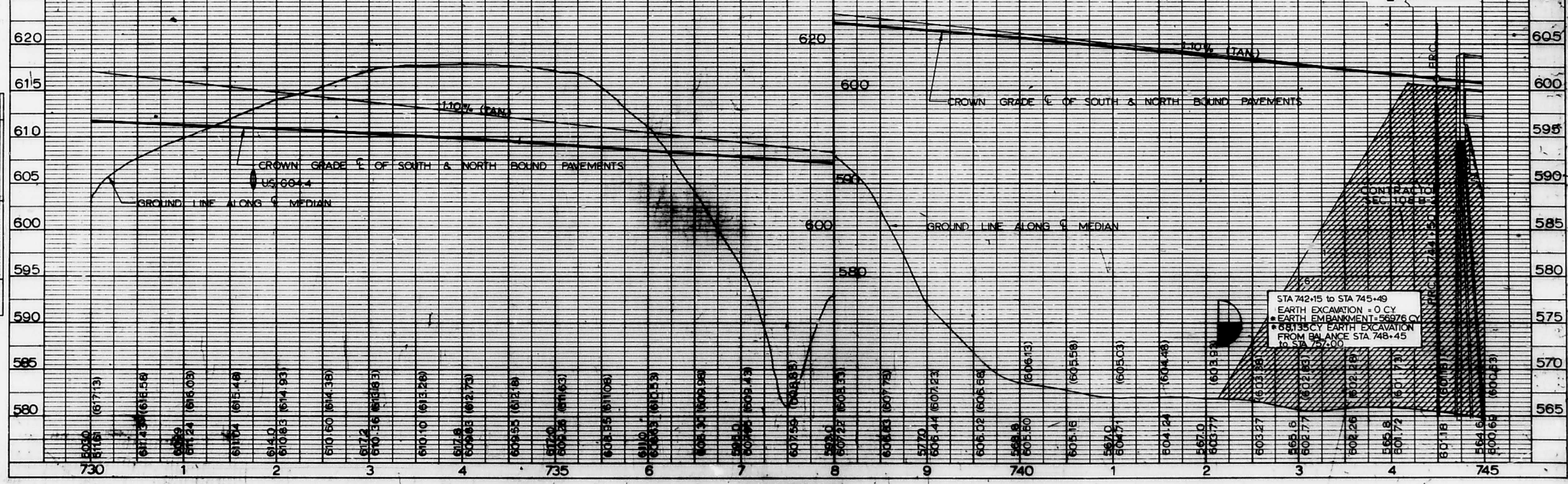
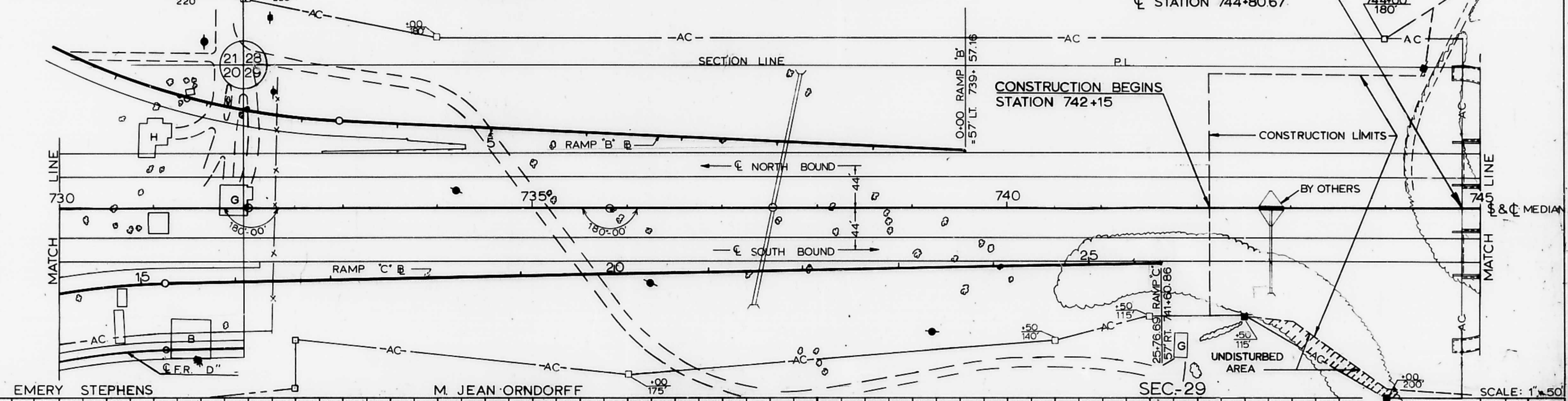
TREE REMOVAL ACRES (THIS SHEET)
STA. 742+15 TO STA. 745+00 = 2.4 ACRES

SEEDING CLASS II (THIS SHEET)
STA. 742+15 TO STA. 745+00 = 1.3 ACRES

PROPOSED IMPROVEMENT
& PROJECT BEGINS
AT STATION 744+80.67

EMERY STEPHENS

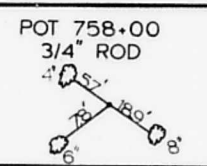
FRANK M. ORNDORFF



STA 742+15 to STA 745+49
EARTH EXCAVATION = 0 CY
EARTH EMBANKMENT = 56976 CY
68135 CY EARTH EXCAVATION
FROM BALANCE STA 748+45
TO STA 742+15

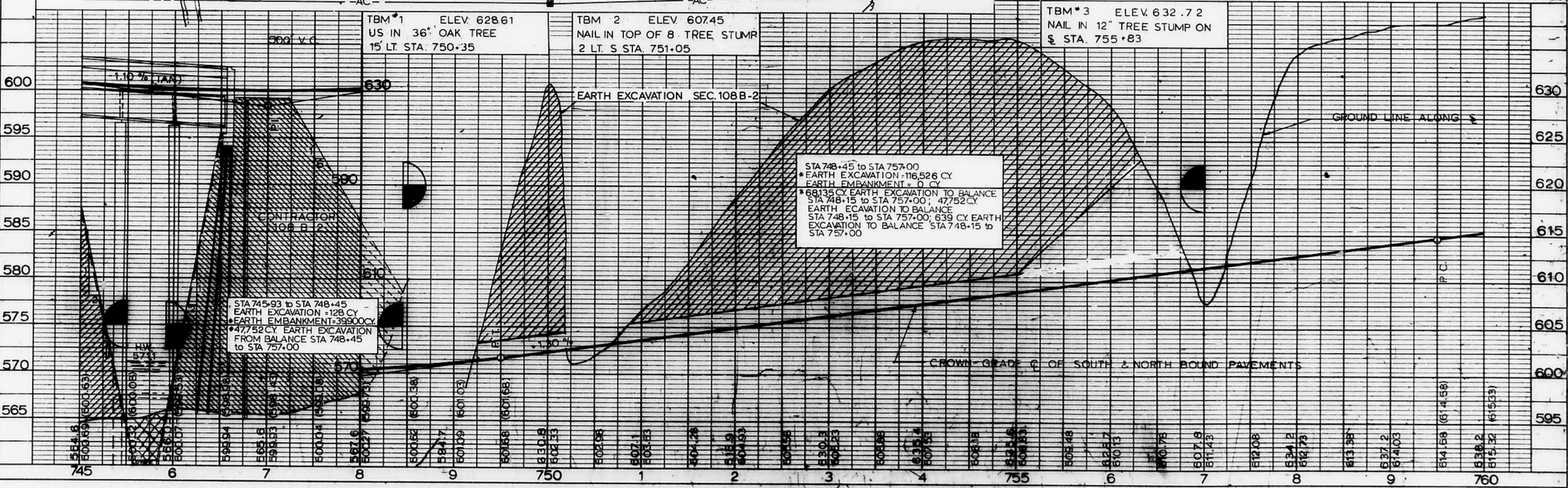
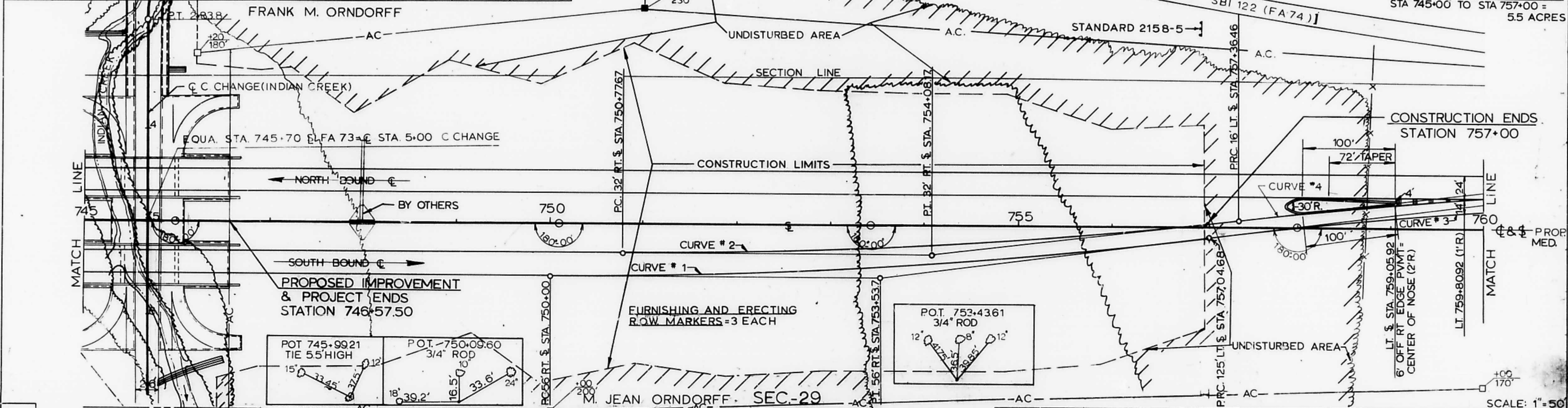
SOUTH BOUND TRANSITION CURVE DATA											
CURVE #	P.I. STA.	Δ	D	T	R	L'	E	PC. STA.	PRC. STA.	PT. STA.	
1	753+53.7	7°-03'-53"	1°-00'	353.70	5729.58	706.47	10.91	750+00	757+06.47		
2	754+08.17	6°-36'-09"	1°-00'	330.50	5729.58	660.25	9.52	750+77.67	757+37.92		
3	760+68.12	7°-03'-53"	1°-00'	353.70	5729.58	706.47	10.91		757+06.47	764+12.94	
4	760+68.42	6°-36'-09"	1°-00'	330.50	5729.58	660.25	9.52		757+37.92	763+98.12	

TREE REMOVAL ACRES (THIS SHEET)
 STA. 745+00 TO STA. 757+00 = 12.6 ACRES



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 73	106	TAZEWELL	44	5
STA. 745+00				STA. 760+00

SEEDING CLASS III (THIS SHEET)
 STA 745+00 TO STA 757+00 = 5.5 ACRES



PLAN
 SURVEYED BY ANDERSON
 PLANNED BY ANDERSON
 ALIGNED CHECKED BY ANDERSON
 DATE 10-1-11

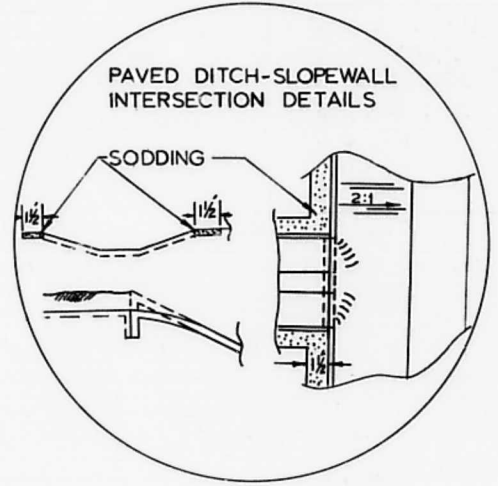
PROFILE
 SURVEYED BY ANDERSON
 PLANNED BY ANDERSON
 ALIGNED CHECKED BY ANDERSON
 DATE 10-1-11

CHANNEL CHANGE §
CURVE #2
 P.I. = 8+32.6
 $\Delta = 35^\circ$
 $D = 27^\circ 18' 03.93''$
 $R = 223.49'$
 $T = 66.2'$
 $L = 128.2'$

CHANNEL CHANGE §
CURVE #1
 P.I. = 2+40.5
 $\Delta = 27^\circ 30'$
 $D = 31^\circ 17' 08.02''$
 $R = 182.27'$
 $T = 44.6'$
 $L = 87.9'$

SODDING (18 IN. WIDE)
 NORTH OF CHANNEL § = 156.5 SY.
 SOUTH OF CHANNEL § = 158.5 SY.

FURNISHING AND ERECTING
ROW MARKERS = 6 EACH

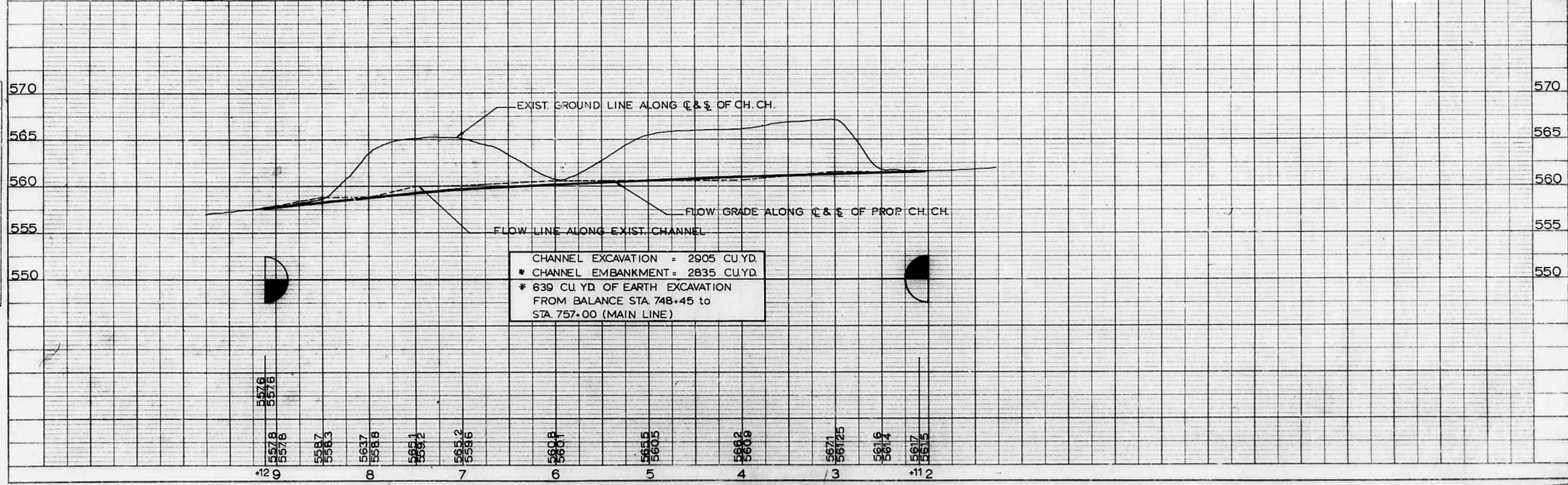
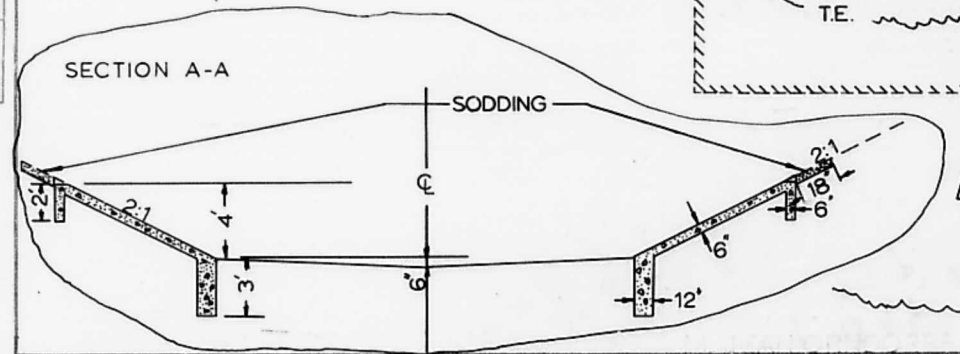
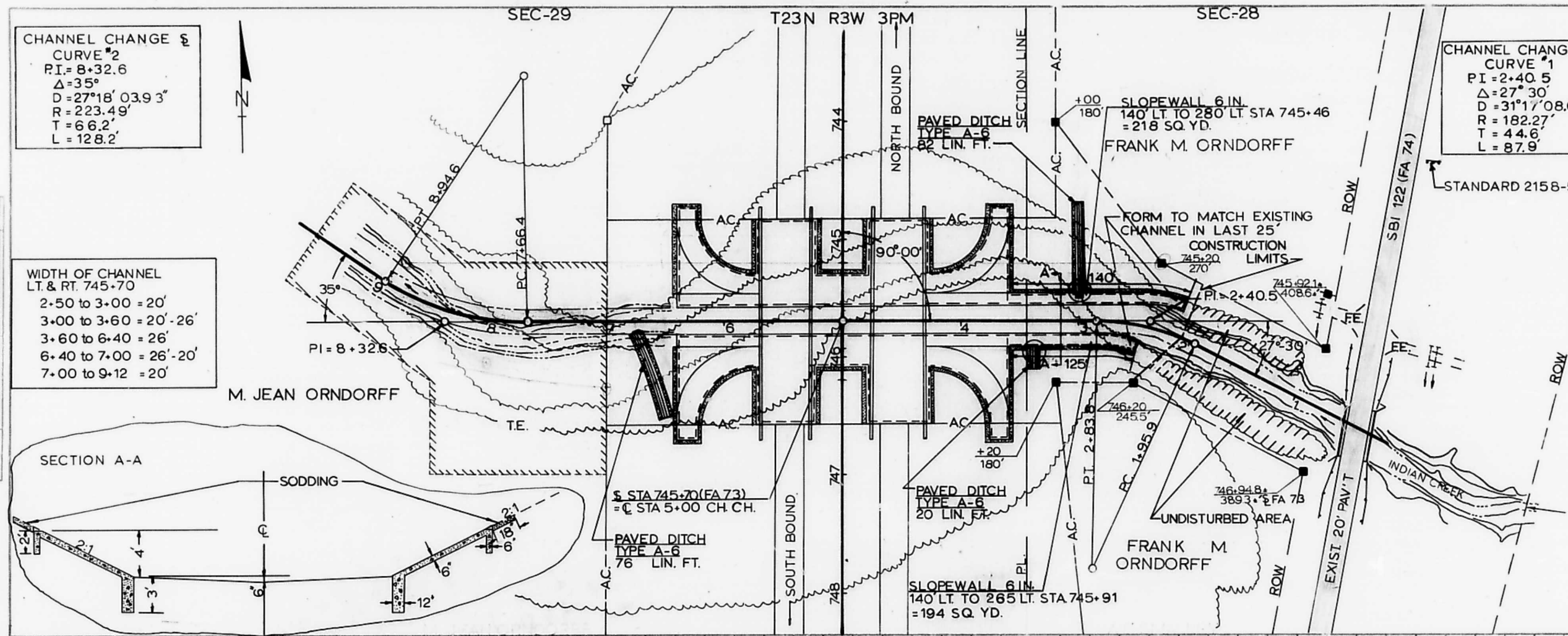


INDIAN CREEK
 CHANNEL CHANGE

SCALE 1" = 50'

DATE: _____
 BY: _____
 CHECKED: _____
 NO. 1924

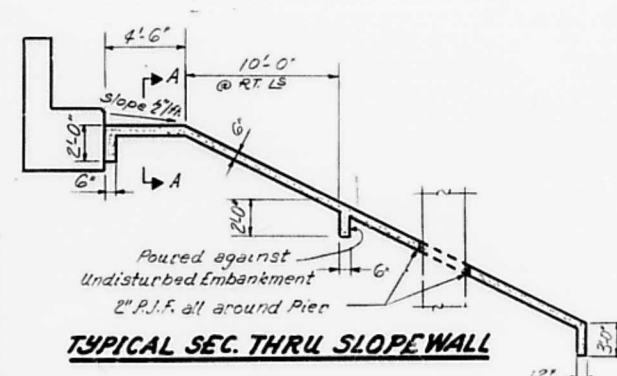
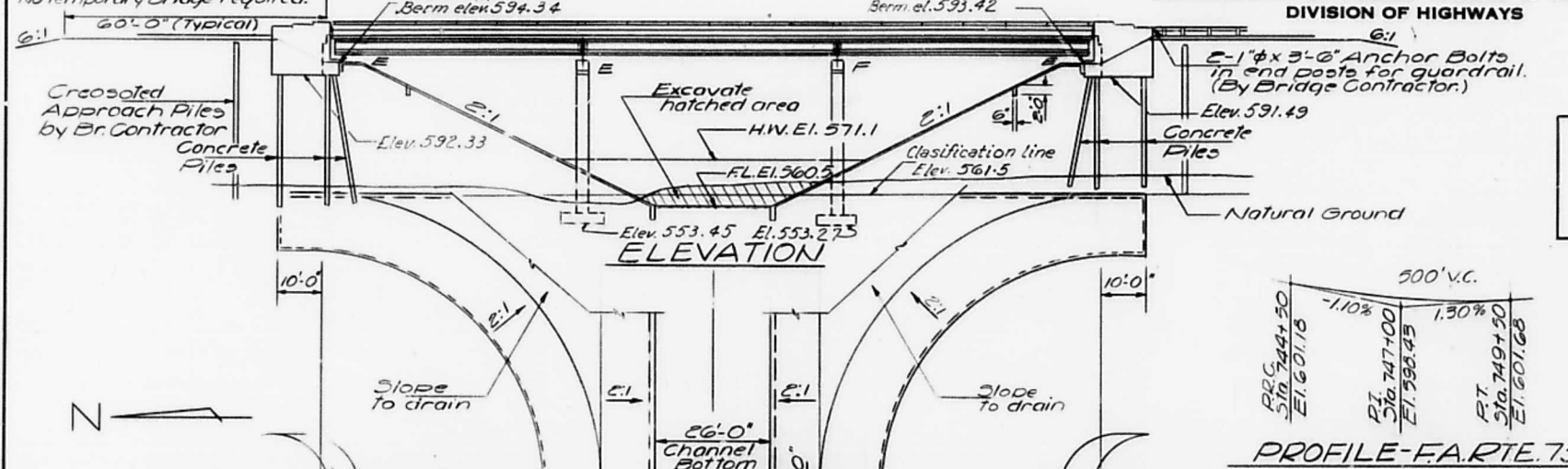
DATE: 7-22-22
 BY: J. H. HARRISON
 CHECKED: S. HARRISON
 NO. 1924



STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. / 19 SHEETS
F.A. 73	108 B-2	TAZENELL	44	7	
ILLINOIS		FED. AID PROJECT F-131(41)			

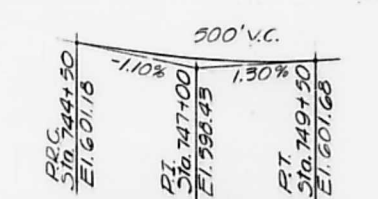
E.M. T.B.M. 26A El. 575.16 "0" chiseled in top of East wingwall of Existing Bridge-North Abutment.
Existing Structure: R.G. Girder, 1-40' clear span, Closed Conc. Abuts, 23' F.F. curb, 500' L. Sta. 745+70 Sec. 126x (S.B.I. 122)
Built 1955. To remain in place. End of Approach. Berm elev. 594.34
No Temporary Bridge required.



GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 58# per 100 sq. ft.
Layout of slope walls may be varied in the field to suit ground conditions as directed by the Engineer.
The Contractor shall drive one test pile in a permanent location @ North Abut., East Structure and one test pile @ South Abutment West Structure as directed by the Engineer before ordering the remainder of piles.
Concrete piles at abutments shall be driven in holes precored through the embankment in accordance with Article 513.09(c) of the Standard Specifications.
An alternate strand pattern using Extra High Strength Prestressing strand (270 k.s.i.) is permitted.
The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.
Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint.

PROFILE-F.A. RTE. 73



STATION 745+70
BUILT 19 BY
STATE OF ILLINOIS
F.A. RTE. 73 SEC. 108 B-2
F.A. PROJ. F-131(41)
LOADING HS 20

NAME PLATE

(See Std. 2113-1)

APPROACH PILE DATA

No. Approach West Structure & So. Appr. East Structure
Type: Creosoted
Length: 37 ft.
No. Required: 12

No. Appr. West Structure & No. Appr. East Structure
Type: Creosoted
Length: 42 ft.
No. Required: 12

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Class A Excavation for Structures	Cu. Yds		150	150
Class B Excavation for Structures	Cu. Yds		550	580
Structural Steel	Lbs.	7710		7710
Class X Concrete	Cu. Yds	527.9	650.8	1178.7
Reinforcement Bars	Lbs.	12,250	60,860	182,110
Concrete Piles	Lin. Ft.		1,975	1,975
Test Pile (Concrete)	Each		2	2
Name Plates	Each	2		2
Slope Wall (6")	Sq. Yds		4,283	4,283
Protective Coat	Sq. Yds	1,875		1,875
Prestressed Concrete I-Bm. (42")	Lin. Ft.	2,082		2,082
Preformed Joint Sealer	Lin. Ft.	176		176
Creosoted Piles (20.1' to 38')	Lin. Ft.		444	444
Creosoted Piles (over 38')	Lin. Ft.		504	504
Aluminum Reiling	Lin. Ft.	693		698

* Class B Excavation includes excavation for Ret wall

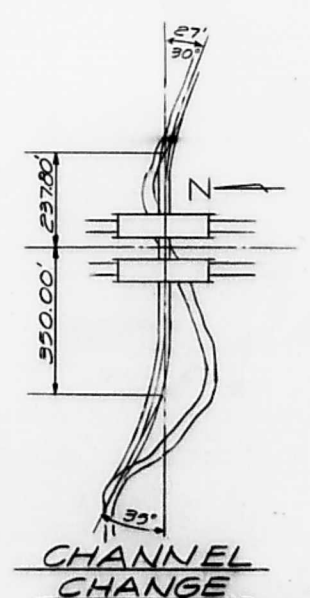
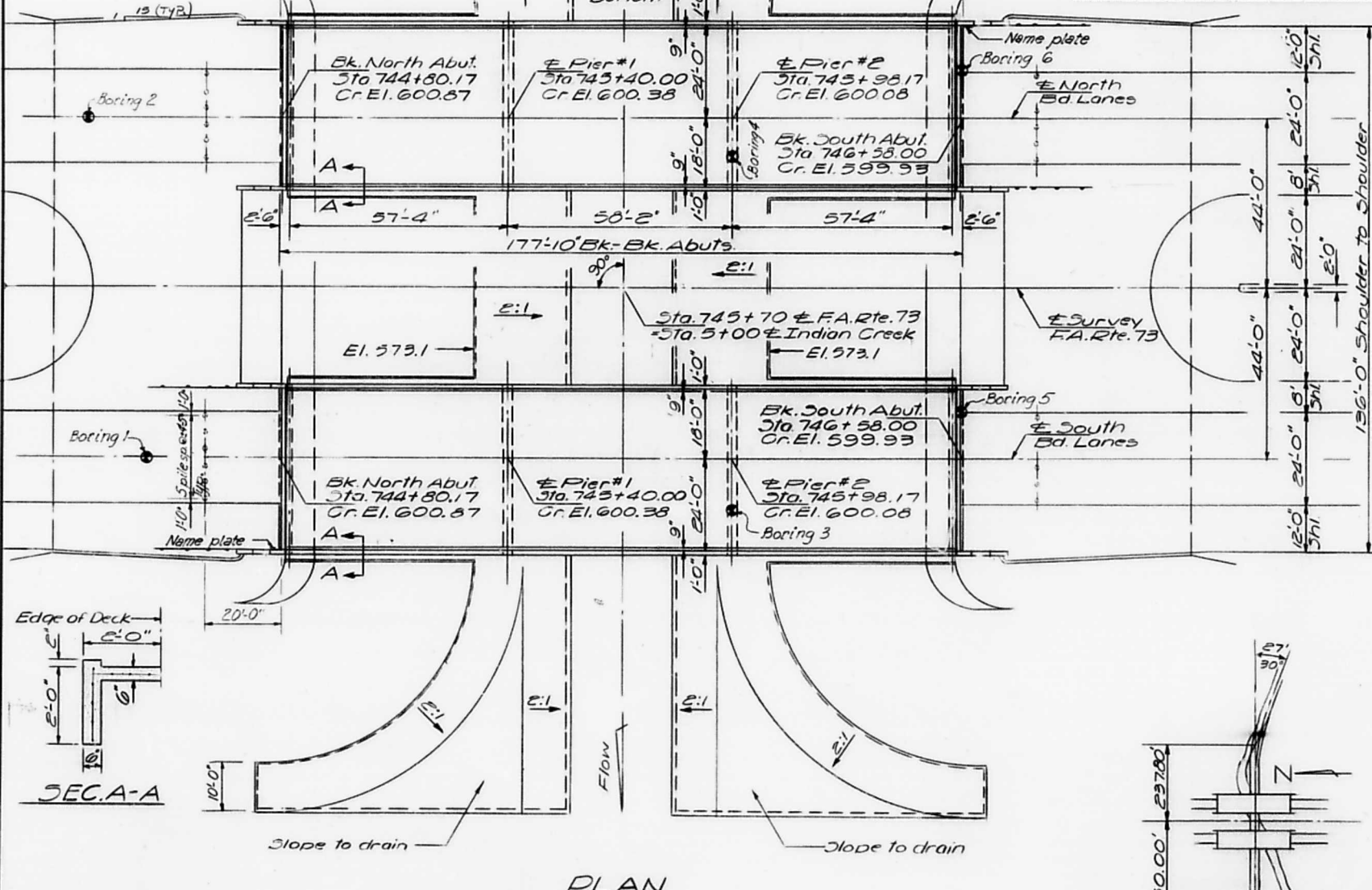
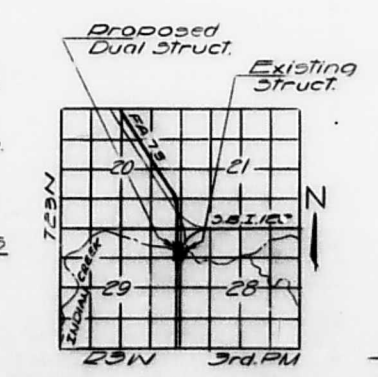
WATERWAY INFORMATION

Drainage Area ——— 7000 Acres
Character — rolling, clay, wooded, cultivated
Required Opening — 50 Yr. Flood — 500 Sq. Ft.
Present Opening ——— 373 Sq. Ft.
Proposed Opening ——— 500 Sq. Ft.
Discharge Frequency — 2970 c.f.s. Q(50)

DESIGN STRESSES

FIELD UNITS
f_c = 1200 psi - Deck Slab
f_c = 1400 psi - Curb, Parapet, Sub.
f_s = 20,000 psi - Reinf.
f_s = 20,000 psi - Struct.
f_c = 75 psi - Ftgs.
n = 10

PRECAST PRESTRESSED UNITS
f_c = 5000 psi.
f_c = 4000 psi.
f_s = 248,000 psi - Strands
f_s = 173,600 psi - Strands
Allowable F.U.T. IN S. 25% 10'
LOADING HS 20-44



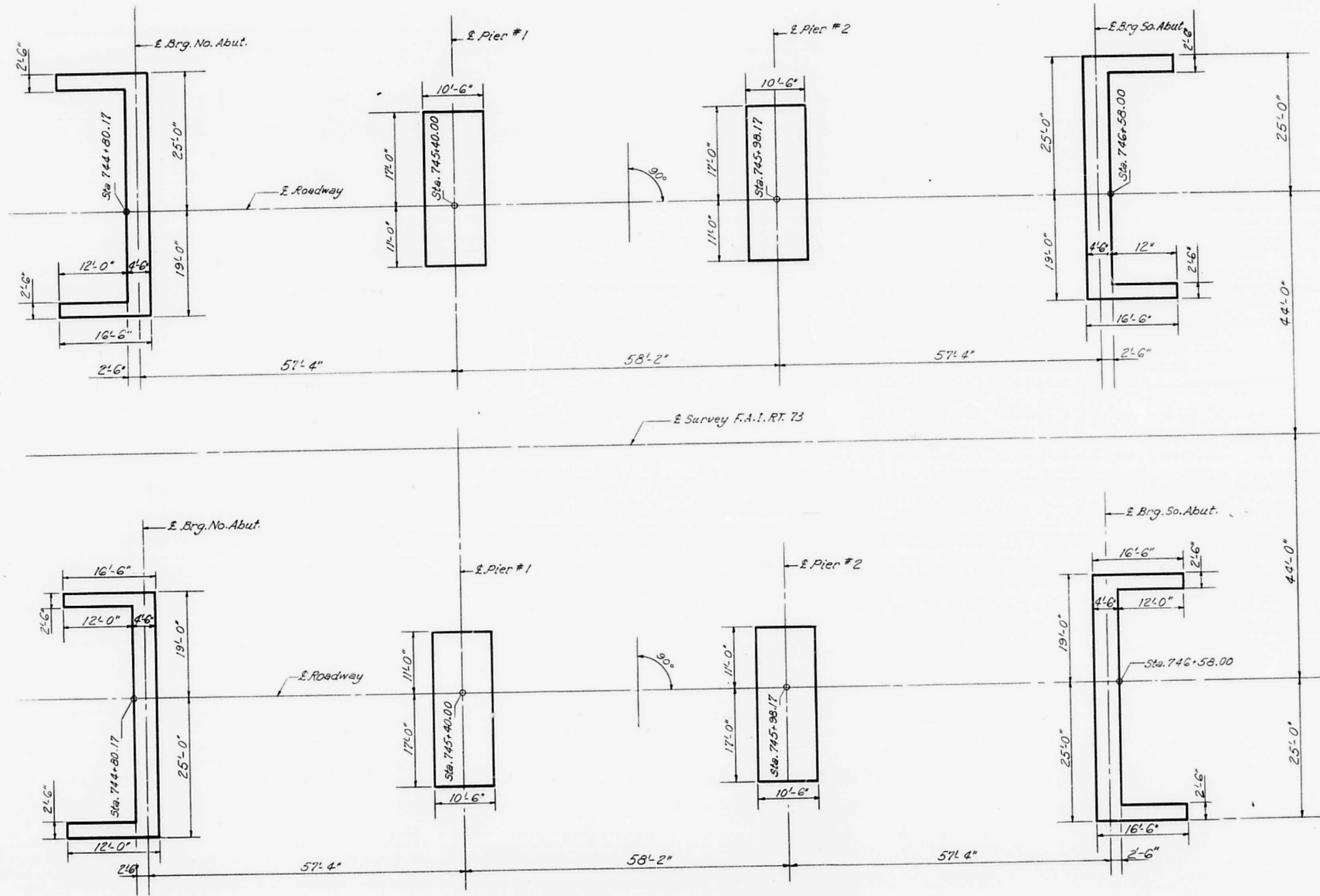
DESIGNED B. R. Johnson
CHECKED J. M. Patel
DRAWN usarik
CHECKED J. M. P.

JUNE 13 1969
EXAMINED [Signature]
PASSED [Signature]
APPROVED [Signature]

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
73	108 B-2	TAZEWELL	44	8
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 2
19 SHEETS

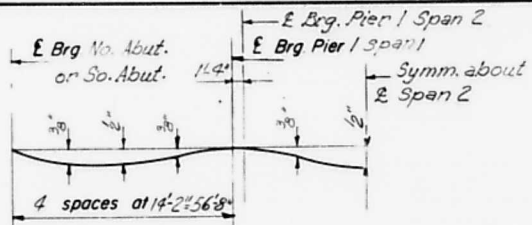


DESIGNED	B. P. Shilar
CHECKED	J. M. Patel
DRAWN	ustanik
CHECKED	J. M. P.

JUNE 13 1960
 EXAMINED *[Signature]*
 PASSED *[Signature]*
 APPROVED *[Signature]*

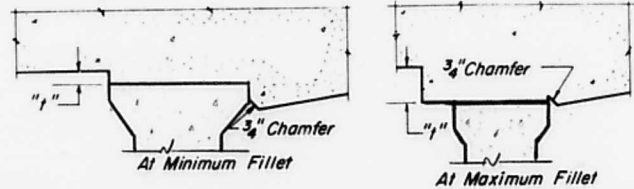
FOOTING LOCATION
F.A.R.T. 73-SEC. 108 B-2
TAZEWELL COUNTY
STATION 745+70

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



To determine "f": After all PPC Beams has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ab. No. Abut.	74480.170	-22.165	600.471	600.471
E Brg. No. Abut.	74482.670	-22.165	600.447	600.447
A	74492.670	-22.165	600.355	600.375
B	74502.670	-22.165	600.268	600.300
C	74512.670	-22.165	600.186	600.223
D	74522.670	-22.165	600.108	600.138
E	74532.670	-22.165	600.036	600.049
E Brg. Pier 1 (Sp. 1)	74539.337	-22.165	599.900	599.990
E Brg. Pier 1 (Sp. 2)	74540.670	-22.165	599.981	599.981
F	74550.670	-22.165	599.917	599.936
G	74560.670	-22.165	599.858	599.889
H	74570.670	-22.165	599.803	599.840
I	74580.670	-22.165	599.753	599.783
J	74590.670	-22.165	599.709	599.722
E Brg. Pier 2 (Sp. 2)	74597.503	-22.165	599.681	599.681
E Brg. Pier 2 (Sp. 3)	74598.836	-22.165	599.676	599.676
K	74608.836	-22.165	599.639	599.659
L	74618.836	-22.165	599.608	599.640
M	74628.836	-22.165	599.581	599.619
N	74638.836	-22.165	599.560	599.589
O	74648.836	-22.165	599.543	599.556
E Brg. So. Abut.	74655.503	-22.165	599.534	599.534
Ab. So. Abut.	74658.003	-22.165	599.531	599.531

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ab. No. Abut.	74480.170	-17.999	600.558	600.558
E Brg. No. Abut.	74492.670	-17.999	600.534	600.534
A	74492.670	-17.999	600.442	600.461
B	74502.670	-17.999	600.355	600.387
C	74512.670	-17.999	600.273	600.310
D	74522.670	-17.999	600.195	600.224
E	74532.670	-17.999	600.122	600.135
E Brg. Pier 1 (Sp. 1)	74539.337	-17.999	600.077	600.077
E Brg. Pier 1 (Sp. 2)	74540.670	-17.999	600.068	600.068
F	74550.670	-17.999	600.004	600.023
G	74560.670	-17.999	599.944	599.976
H	74570.670	-17.999	599.890	599.927
I	74580.670	-17.999	599.840	599.870
J	74590.670	-17.999	599.795	599.808
E Brg. Pier 2 (Sp. 2)	74597.503	-17.999	599.767	599.767
E Brg. Pier 2 (Sp. 3)	74598.836	-17.999	599.762	599.762
K	74608.836	-17.999	599.726	599.745
L	74618.836	-17.999	599.695	599.727
M	74628.836	-17.999	599.668	599.705
N	74638.836	-17.999	599.646	599.676
O	74648.836	-17.999	599.629	599.642
E Brg. So. Abut.	74655.503	-17.999	599.621	599.621
Ab. So. Abut.	74658.003	-17.999	599.618	599.618

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ab. No. Abut.	74480.170	-14.499	600.630	600.630
E Brg. No. Abut.	74482.670	-14.499	600.607	600.607
A	74492.670	-14.499	600.515	600.534
B	74502.670	-14.499	600.428	600.460
C	74512.670	-14.499	600.345	600.383
D	74522.670	-14.499	600.268	600.297
E	74532.670	-14.499	600.195	600.208
E Brg. Pier 1 (Sp. 1)	74539.337	-14.499	600.149	600.149
E Brg. Pier 1 (Sp. 2)	74540.670	-14.499	600.140	600.140
F	74550.670	-14.499	600.076	600.096
G	74560.670	-14.499	600.017	600.049
H	74570.670	-14.499	599.963	600.000
I	74580.670	-14.499	599.913	599.942
J	74590.670	-14.499	599.868	599.881
E Brg. Pier 2 (Sp. 2)	74597.503	-14.499	599.840	599.840
E Brg. Pier 2 (Sp. 3)	74598.836	-14.499	599.835	599.835
K	74608.836	-14.499	599.799	599.818
L	74618.836	-14.499	599.767	599.799
M	74628.836	-14.499	599.741	599.778
N	74638.836	-14.499	599.719	599.748
O	74648.836	-14.499	599.702	599.715
E Brg. So. Abut.	74655.503	-14.499	599.694	599.694
Ab. So. Abut.	74658.003	-14.499	599.691	599.691

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ab. No. Abut.	74480.170	-6.832	600.763	600.763
E Brg. No. Abut.	74482.670	-6.832	600.739	600.739
A	74492.670	-6.832	600.648	600.667
B	74502.670	-6.832	600.560	600.592
C	74512.670	-6.832	600.478	600.515
D	74522.670	-6.832	600.401	600.430
E	74532.670	-6.832	600.328	600.341
E Brg. Pier 1 (Sp. 1)	74539.337	-6.832	600.282	600.292
E Brg. Pier 1 (Sp. 2)	74540.670	-6.832	600.273	600.273
F	74550.670	-6.832	600.209	600.228
G	74560.670	-6.832	600.150	600.182
H	74570.670	-6.832	600.095	600.133
I	74580.670	-6.832	600.046	600.075
J	74590.670	-6.832	600.001	600.014
E Brg. Pier 2 (Sp. 2)	74597.503	-6.832	599.973	599.973
E Brg. Pier 2 (Sp. 3)	74598.836	-6.832	599.968	599.968
K	74608.836	-6.832	599.932	599.951
L	74618.836	-6.832	599.900	599.932
M	74628.836	-6.832	599.874	599.911
N	74638.836	-6.832	599.852	599.881
O	74648.836	-6.832	599.835	599.848
E Brg. So. Abut.	74655.503	-6.832	599.826	599.826
Ab. So. Abut.	74658.003	-6.832	599.824	599.824

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ab. No. Abut.	74480.170	0.834	600.857	600.857
E Brg. No. Abut.	74482.670	0.834	600.833	600.833
A	74492.670	0.834	600.741	600.761
B	74502.670	0.834	600.654	600.686
C	74512.670	0.834	600.572	600.609
D	74522.670	0.834	600.494	600.524
E	74532.670	0.834	600.422	600.434
E Brg. Pier 1 (Sp. 1)	74539.337	0.834	600.376	600.376
E Brg. Pier 1 (Sp. 2)	74540.670	0.834	600.367	600.367
F	74550.670	0.834	600.303	600.322
G	74560.670	0.834	600.244	600.275
H	74570.670	0.834	600.189	600.226
I	74580.670	0.834	600.139	600.169
J	74590.670	0.834	600.095	600.108
E Brg. Pier 2 (Sp. 2)	74597.503	0.834	600.067	600.067
E Brg. Pier 2 (Sp. 3)	74598.836	0.834	600.061	600.061
K	74608.836	0.834	600.025	600.045
L	74618.836	0.834	599.994	600.026
M	74628.836	0.834	599.967	600.004
N	74638.836	0.834	599.946	599.975
O	74648.836	0.834	599.929	599.941
E Brg. So. Abut.	74655.503	0.834	599.920	599.920
Ab. So. Abut.	74658.003	0.834	599.917	599.917

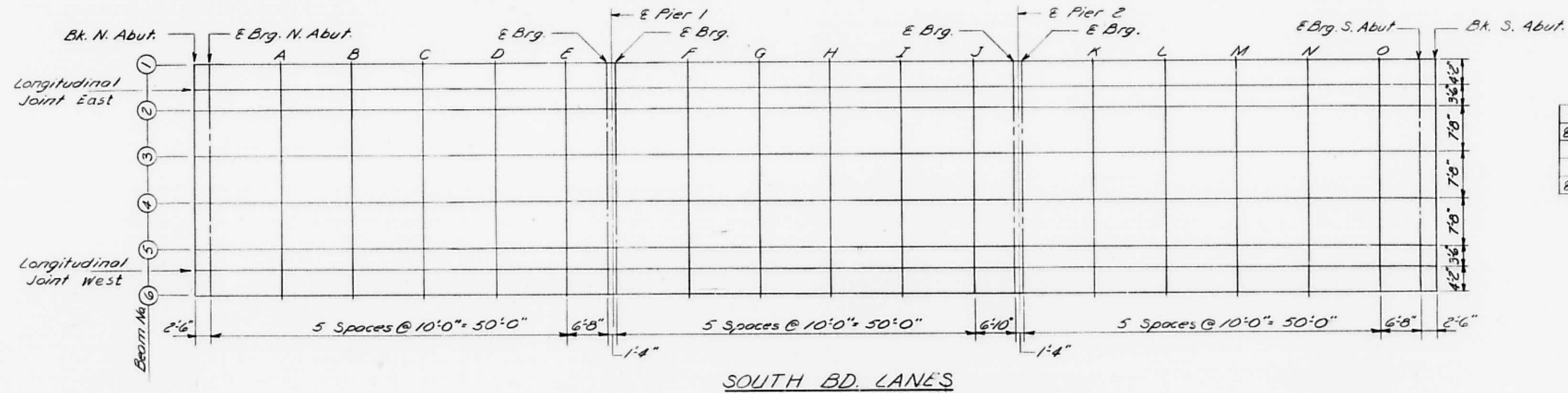
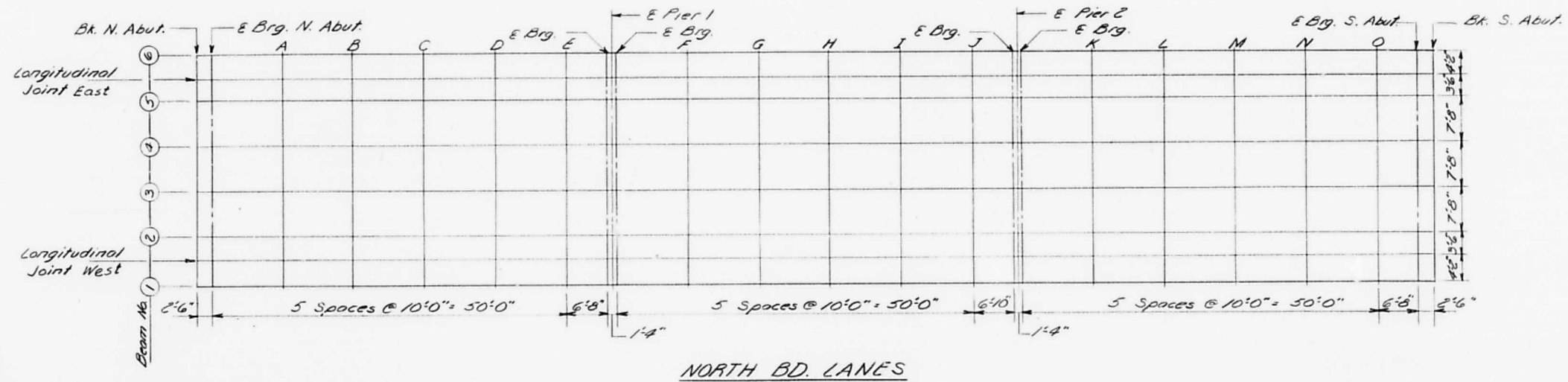
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ab. No. Abut.	74480.170	8.501	600.737	600.737
E Brg. No. Abut.	74482.670	8.501	600.713	600.713
A	74492.670	8.501	600.621	600.641
B	74502.670	8.501	600.534	600.566
C	74512.670	8.501	600.452	600.489
D	74522.670	8.501	600.375	600.404
E	74532.670	8.501	600.302	600.315
E Brg. Pier 1 (Sp. 1)	74539.337	8.501	600.256	600.256
E Brg. Pier 1 (Sp. 2)	74540.670	8.501	600.247	600.247
F	74550.670	8.501	600.183	600.202
G	74560.670	8.501	600.124	600.156
H	74570.670	8.501	600.069	600.106
I	74580.670	8.501	600.020	600.049
J	74590.670	8.501	599.975	599.988
E Brg. Pier 2 (Sp. 2)	74597.503	8.501	599.947	599.947
E Brg. Pier 2 (Sp. 3)	74598.836	8.501	599.942	599.942
K	74608.836	8.501	599.905	599.925
L	74618.836	8.501	599.874	599.906
M	74628.836	8.501	599.848	599.885
N	74638.836	8.501	599.826	599.855
O	74648.836	8.501	599.809	599.822
E Brg. So. Abut.	74655.503	8.501	599.800	599.800
Ab. So. Abut.	74658.003	8.501	599.798	599.798

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ab. No. Abut.	74480.170	12.001	600.682	600.682
E Brg. No. Abut.	74482.670	12.001	600.659	600.659
A	74492.670	12.001	600.567	600.586
B	74502.670	12.001	600.480	600.512
C	74512.670	12.001	600.397	600.434
D	74522.670	12.001	600.320	600.349
E	74532.670	12.001	600.247	600.260
E Brg. Pier 1 (Sp. 1)	74539.337	12.001	600.201	600.201
E Brg. Pier 1 (Sp. 2)	74540.670	12.001	600.192	600.192
F	74550.670	12.001	600.128	600.148
G	74560.670	12.001	600.069	600.101
H	74570.670	12.001	600.015	600.052
I	74580.670	12.001	599.965	599.994
J	74590.670	12.001	599.920	599.933
E Brg. Pier 2 (Sp. 2)	74597.503	12.001	599.892	599.892
E Brg. Pier 2 (Sp. 3)	74598.836	12.001	599.887	599.887
K	74608.836	12.001	599.851	599.870
L	74618.836	12.001	599.819	599.851
M	74628.836	12.001	599.793	599.830
N	74638.836	12.001	599.771	599.800
O	74648.836	12.001	599.754	599.767
E Brg. So. Abut.	74655.503	12.001	599.746	599.746
Ab. So. Abut.	74658.003	12.001	599.743	599.743

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ab. No. Abut.	74480.170	16.167	600.596	600.596
E Brg. No. Abut.	74482.670	16.167	600.572	600.572
A	74492.670	16.167	600.480	600.499
B	74502.670	16.167	600.393	600.425
C	74512.670	16.167	600.311	600.348
D	74522.670	16.167	600.233	600.262
E	74532.670	16.167	600.160	600.173
E Brg. Pier 1 (Sp. 1)	74539.337	16.167	600.115	600.115
E Brg. Pier 1 (Sp. 2)	74540.670	16.167	600.106	600.106
F	74550.670	16.167	600.042	600.061
G	74560.670	16.167	599.982	600.014
H	74570.670	16.167	599.928	599.965
I	74580.670	16.167	599.878	599.908
J	74590.670	16.167	599.833	599.847
E Brg. Pier 2 (Sp. 2)	74597.503	16.167	599.805	599.805
E Brg. Pier 2 (Sp. 3)	74598.836			

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 19 SHEETS
S.R.L. P.A. 73	108 B-2	TAZEWELL	44	10	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		



TOP OF BEAM ELEVATIONS

Beam	1	2	3	4	5	6
E Brg. N. Abut.	599.70	599.98	599.98	599.89	599.76	599.59
Pier 1	599.26	599.40	599.52	599.43	599.30	599.13
Pier 2	598.74	599.08	599.20	599.11	598.98	598.81
E Brg. S. Abut.	598.40	598.74	599.06	598.97	598.84	598.67

For Elevations see Sheet #3

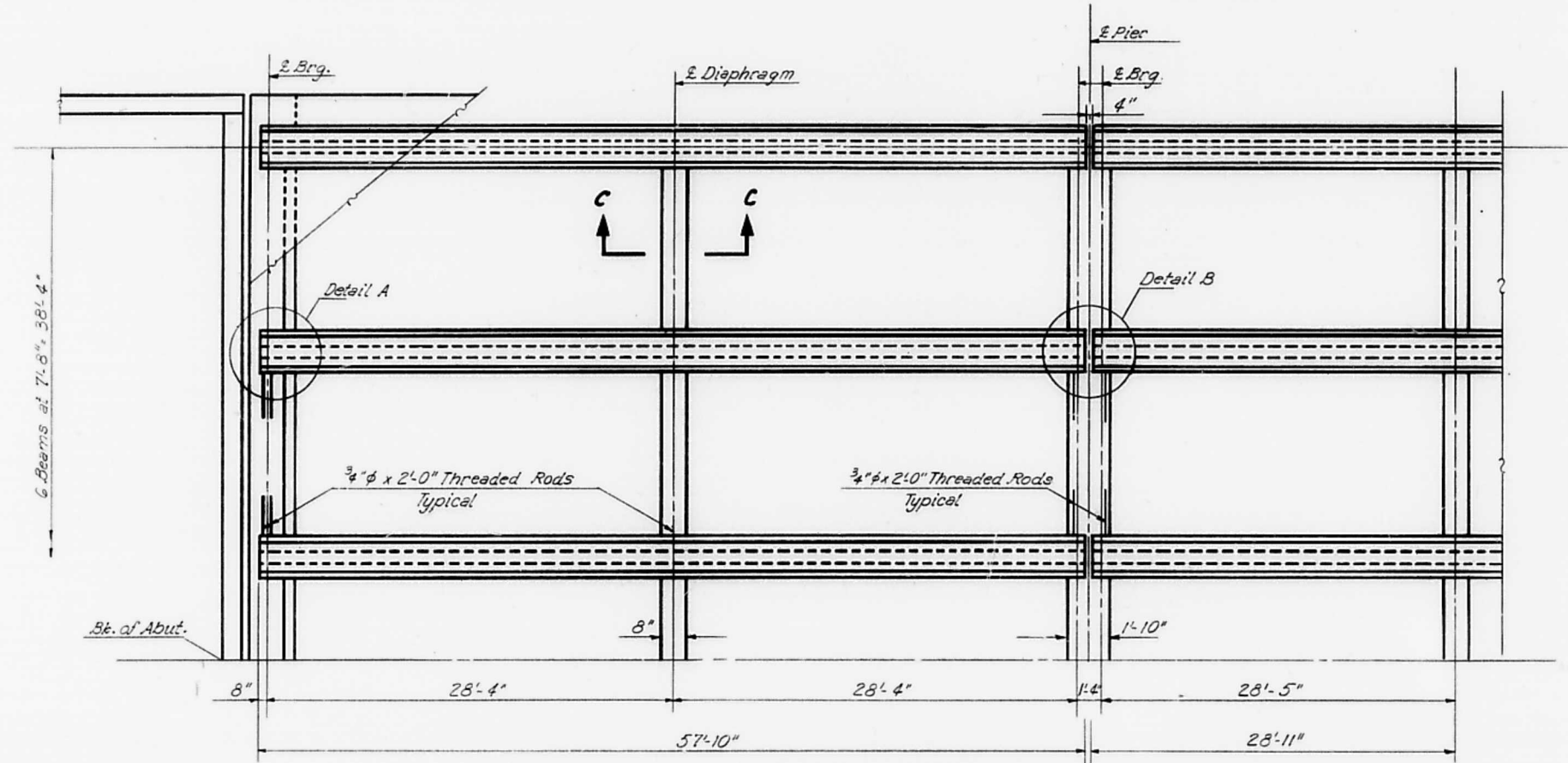
DESIGNED	B. R. Jhafer
CHECKED	J. M. Patel
DRAWN	D. Derringer Jr.
CHECKED	J. M. P.

JUNE 13 1969
EXAMINED
PASSED
APPROVED

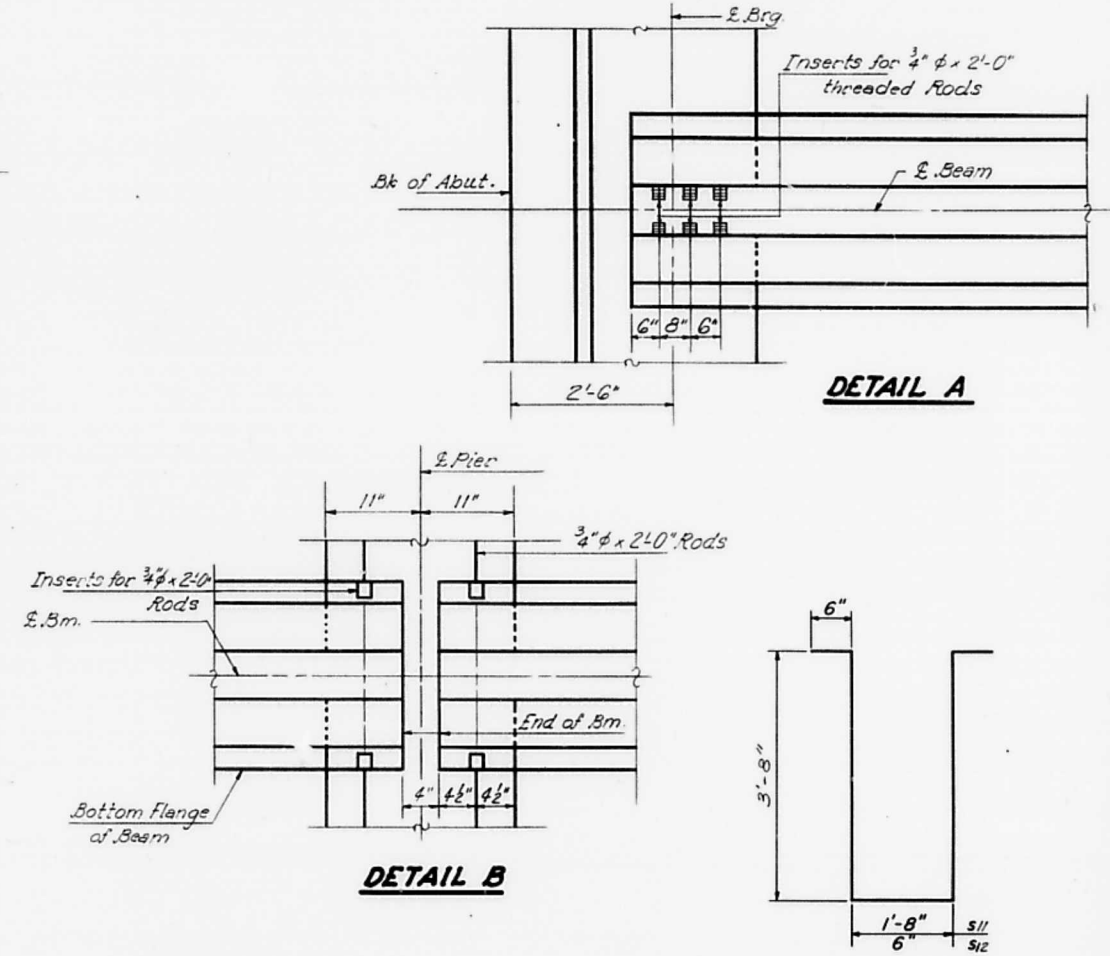
ELEVATIONS LOCATION DIAGRAM
FA. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
73	10B B-2	TAZEWELL	44	13	19 SHEETS



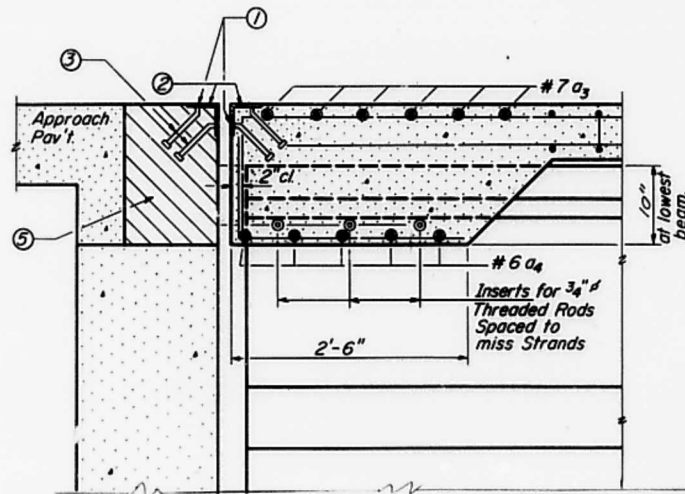
QUARTER FRAMING PLAN



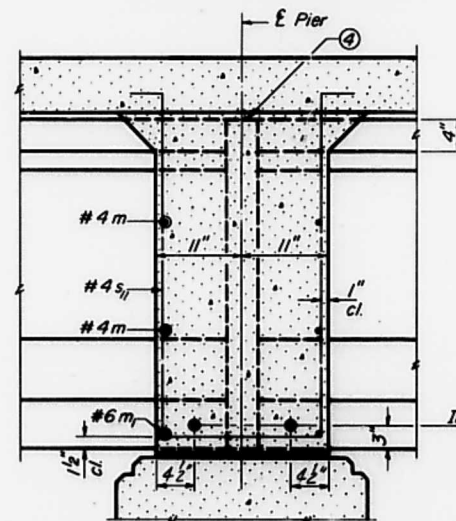
DETAIL B

DETAIL A

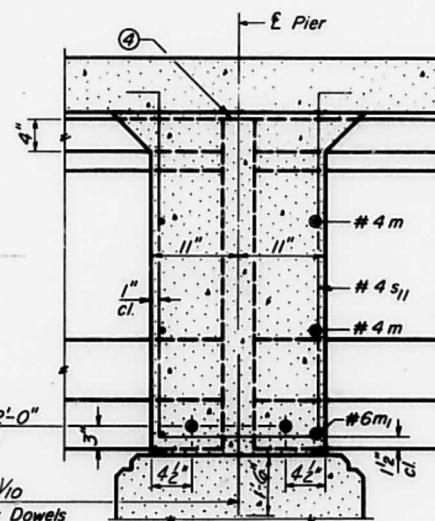
BARS S11 & S12



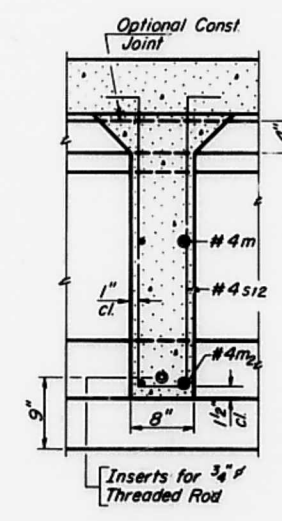
SECTION AT ABUTMENT



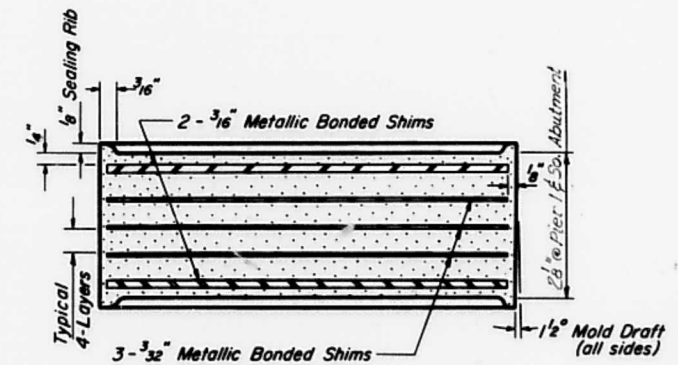
PIER #1



PIER #2



SEC. C-C



FLASTOMERIC BEARING DETAIL

See Sheet #9

DESIGNED	B.R. Adkar
CHECKED	J.M. Patel
DRAWN	Wanless
CHECKED	J.M.P.

EXAMINED	June 13 1966
PASSED	[Signature]
APPROVED	[Signature]

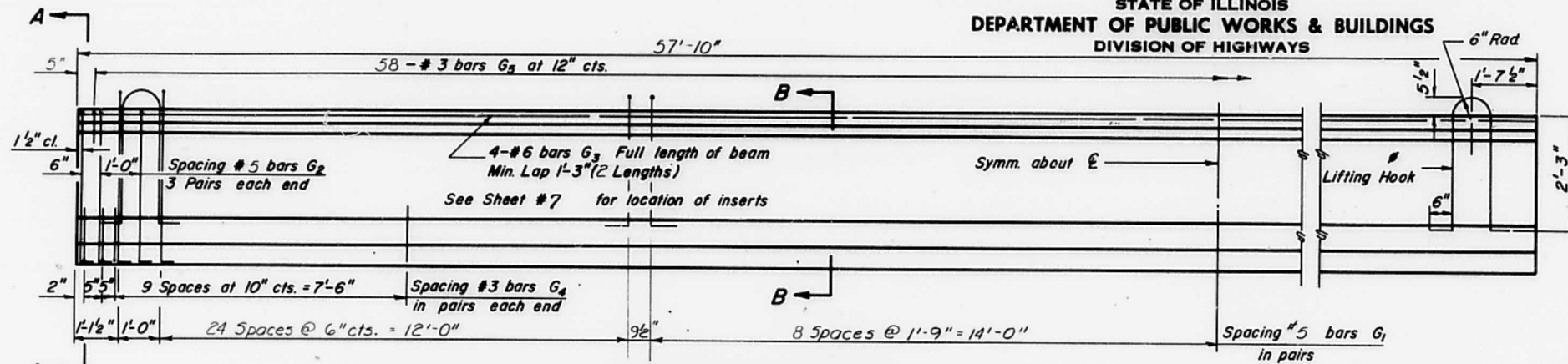
- 1/8" ϕ holes at 12" cts for 3/8" bolts set on normal gage line. All bolts shall be burned, sawed or chipped off flush with the back of angles after forms are removed.
- 1/8" vent holes at 12" cts. set on 1 1/2" gage line.
- 3/4" x 8" CR 1020 STL granular or solid flux filled headed studs—automatically end welded. (alternate at 1'-0" cts.)
- Pour diaphragm flush with top of beam. Concrete in slab above this line shall be placed not less than 45 minutes nor more than 90 minutes after diaphragm has been poured.
- Hatched area to be poured after Superstructure forms have been removed. Quantity of Class X Concrete included with Superstructure.

FRAMING PLAN
F.A. RT. 73-SEC.10B-2
TAZEWELL COUNTY
STATION 745+70

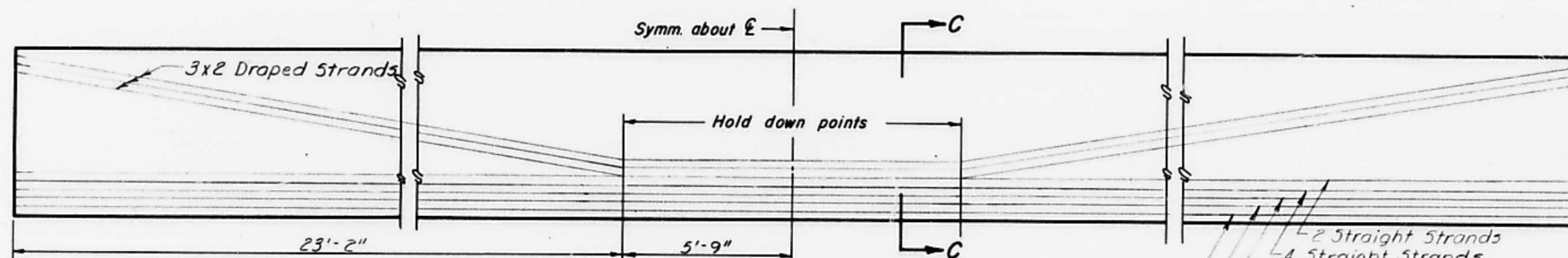
PI-2J 1-27-66

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

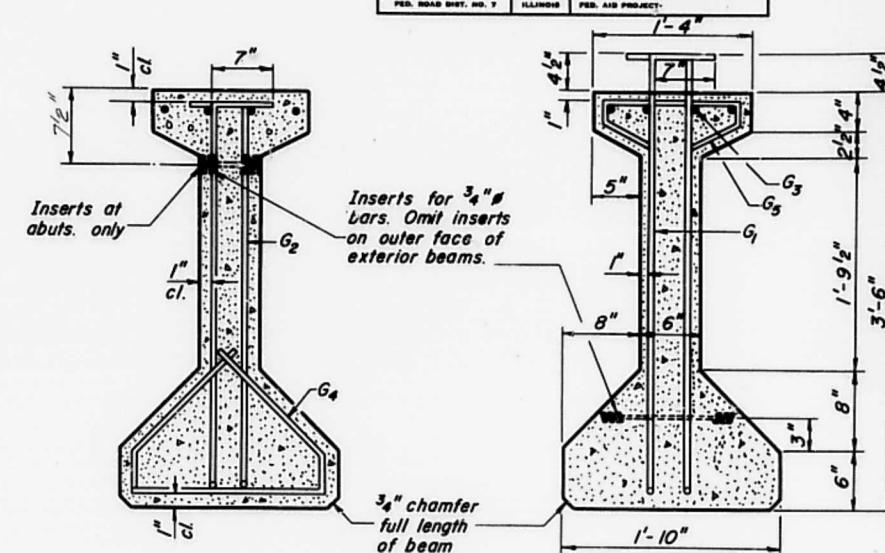
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8
R. A. 73	108 B-2	TAZEWELL	44	14	19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		



ELEVATION OF BEAMS -
Showing Reinforcement & Dimensions

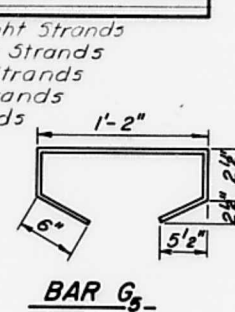


ELEVATION OF BEAMS - 1 THRU 6
Showing Prestressing Steel

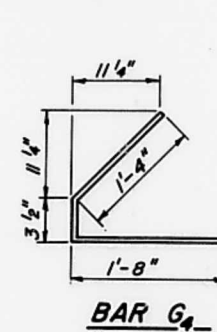


SECTION A-A

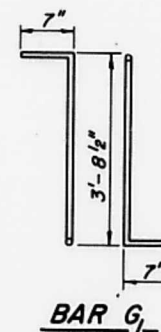
SECTION B-B



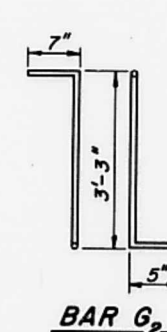
BAR G5



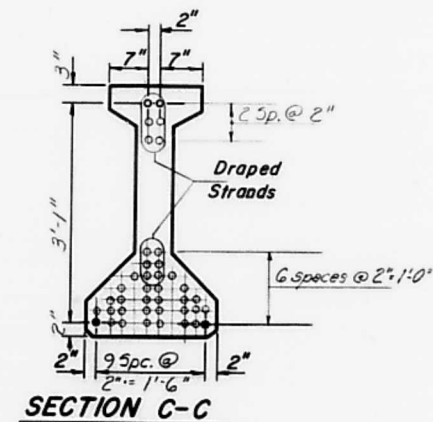
BAR G4



BAR G1



BAR G2



SECTION C-C

*** BAR LIST**

Bar	No.	Size	Length	Shape
G1	138	#5	4'-10 1/2"	7L
G2	12	#5	4'-3"	7L
G3	8	#6	29'-6"	—
G4	48	#3	3'-3 1/2"	L
G5	58	#3	2'-7"	U

* For one beam only.

NOTES

All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per lineal foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 42 In."

Prestressing Steel shall have a nominal diameter of "1e."
Inserts for 3/4" threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams.
Steel for lifting hooks shall be non-deformed bars of structural or intermediate grade billet steel.

BILL OF MATERIAL

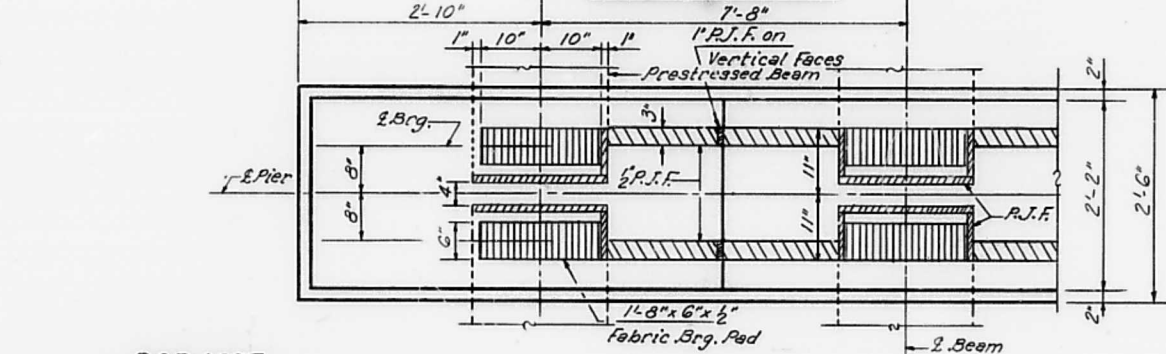
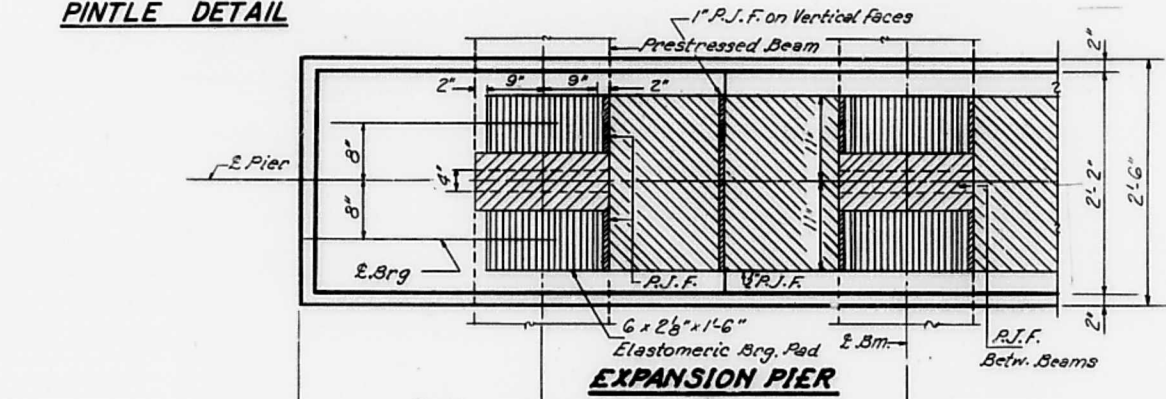
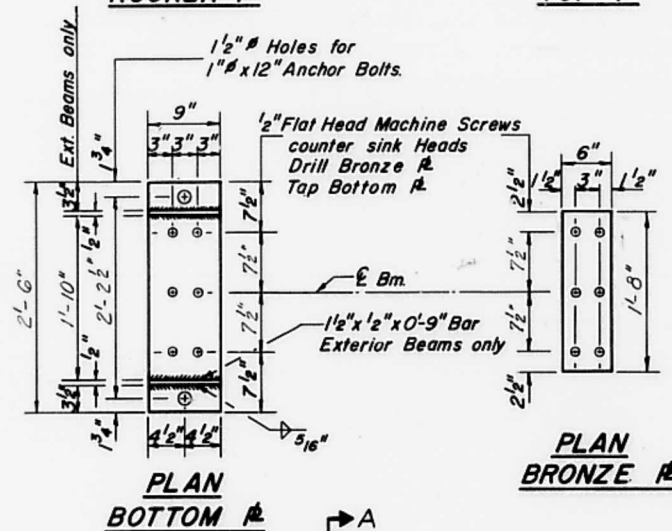
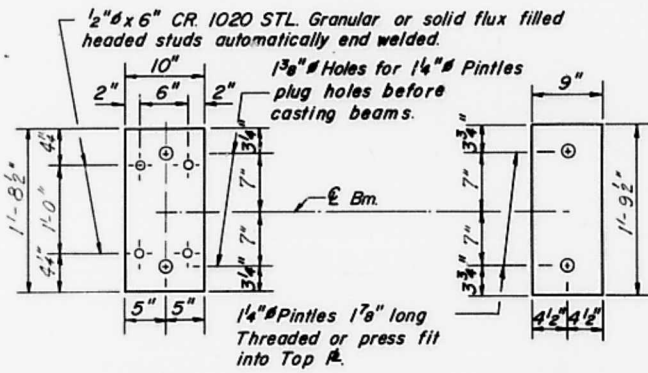
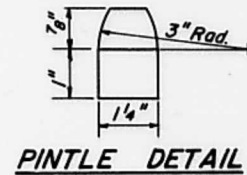
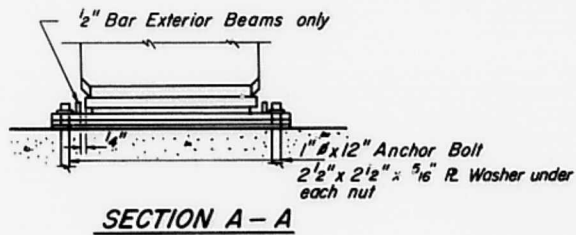
Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 42"	Lin. Ft.	2082

DESIGNED	B. R. J. H. L. L.
CHECKED	J. M. Patel
DRAWN	Thomas & Feller
CHECKED	J. M. P.

EXAMINED	[Signature]
PASSED	[Signature]
APPROVED	[Signature]

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

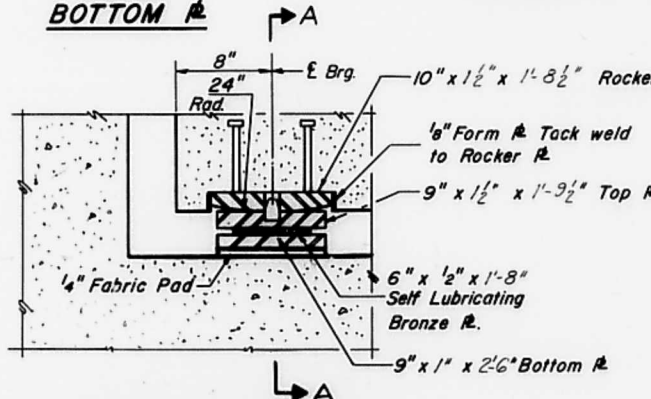
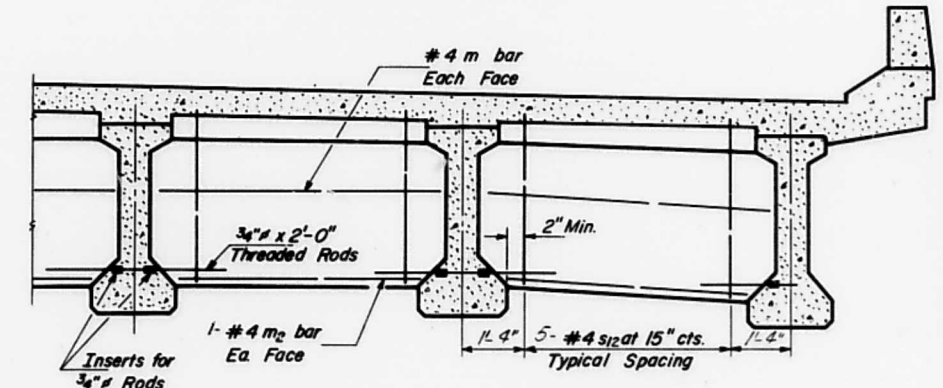
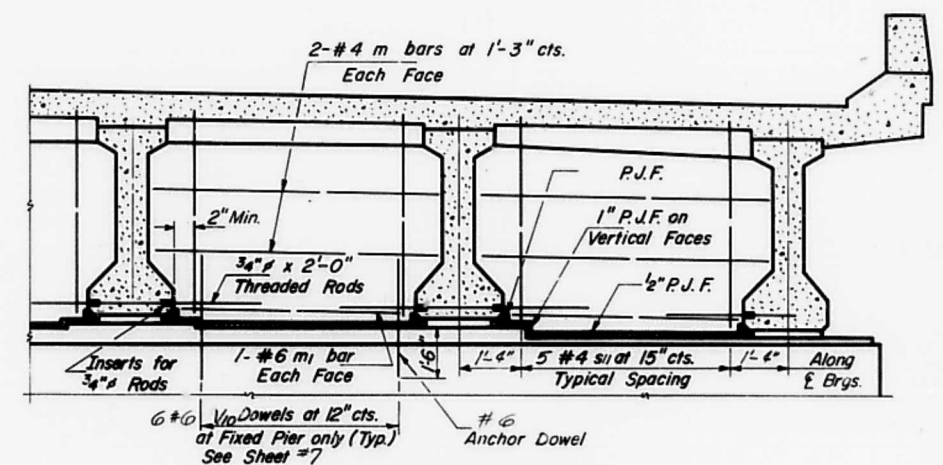
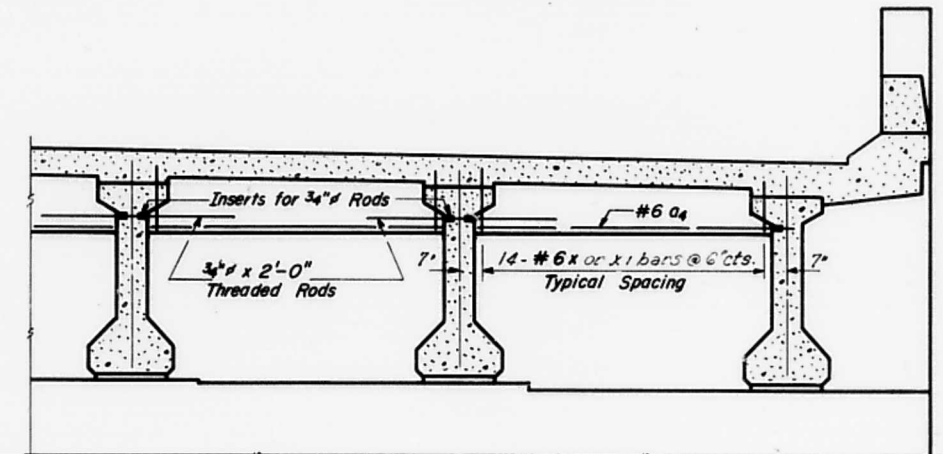
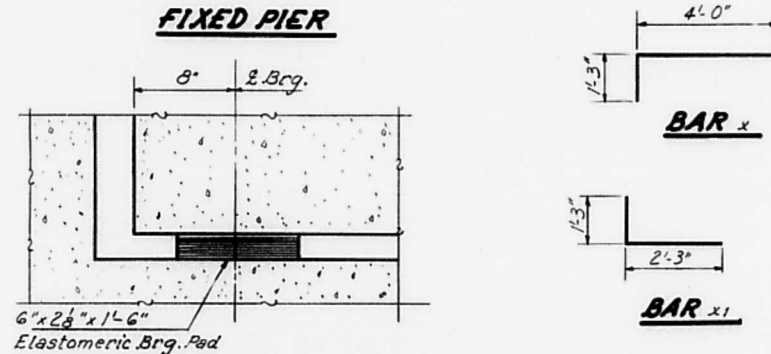
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9 19 SHEETS
73	108B-2	TAZEWELL	44	15	
P.L. ROAD DIST. NO. 1					



BAR LIST

Bar No.	Size	Length	Shape
m	140 #4	6'-9"	—
m1	40 #6	5'-6"	—
m2	60 #4	5'-6"	—
s11	100 #4	10'-0"	U
s12	150 #4	8'-10"	U
x	280 #6	5'-3"	—
x1	280 #6	3'-6"	—

Quantity of Reinforcement Bars and Class X Concrete of Diaphragm are included in quantity on Superstructure Sheet #5



DESIGNED: B. R. J. Harker
CHECKED: J. M. Patel
DRAWN: T. B. Fuller
CHECKED: J. M. P.

EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: Richard H. Holterman

JUNE 13 1969

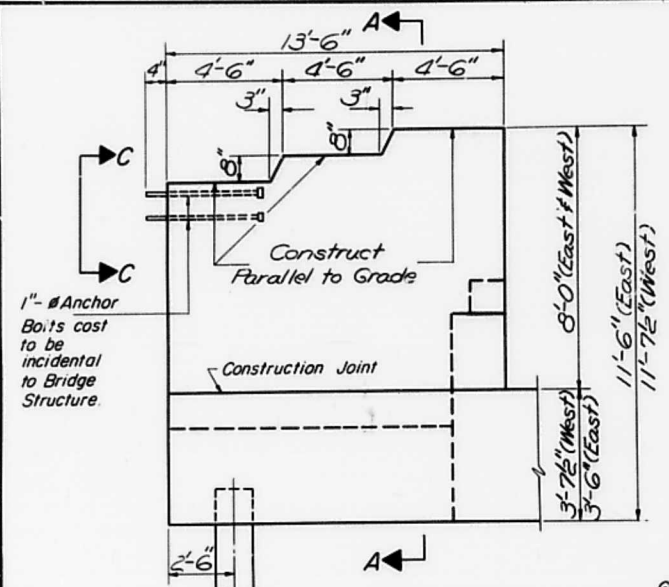
PIER #1 (Dimensions Along E. of Beam)
PIER #2 (Fixed) (Dimensions Along E. of Beam)

BEARING DETAILS
F.A. RT. 73-SEC. 108B-2
TAZEWELL COUNTY
STATION 745+70

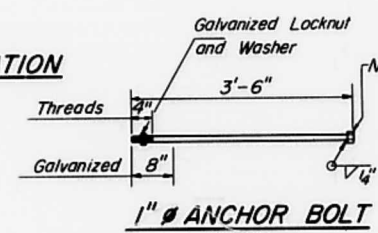
Note:
Weight of Armor Angles and Studs; Top Plates, Bottom Plates, Bronze Plates and Shim Plates of Bearing Assemblies is included in the weight of Structural Steel on Sheet #5.
Cost of Rocker Pl. cast into beam is included in the cost of "Furnishing and Erecting Precast Prestressed Concrete I-Beams."

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

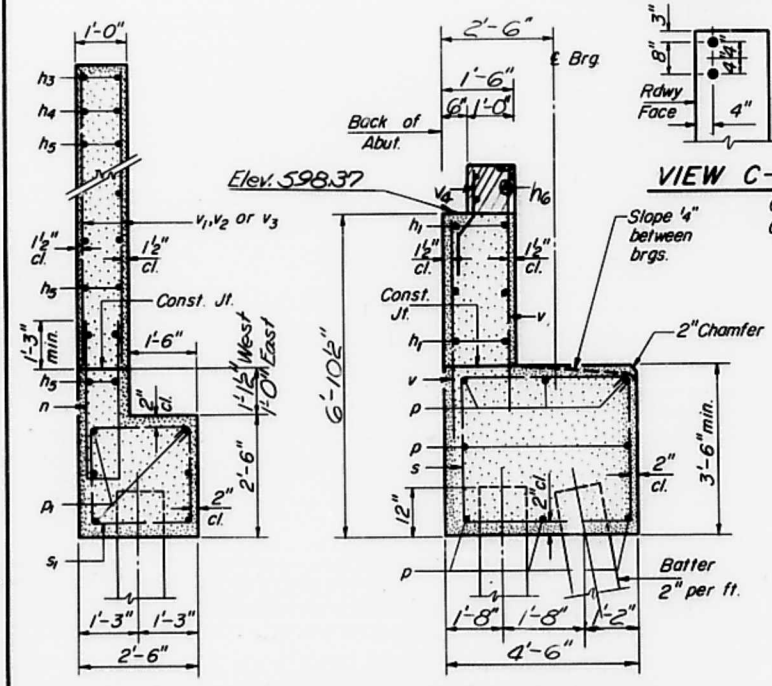
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
73	108 B-2	TAZEWELL	44	17
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	19 SHEETS



WING WALL ELEVATION

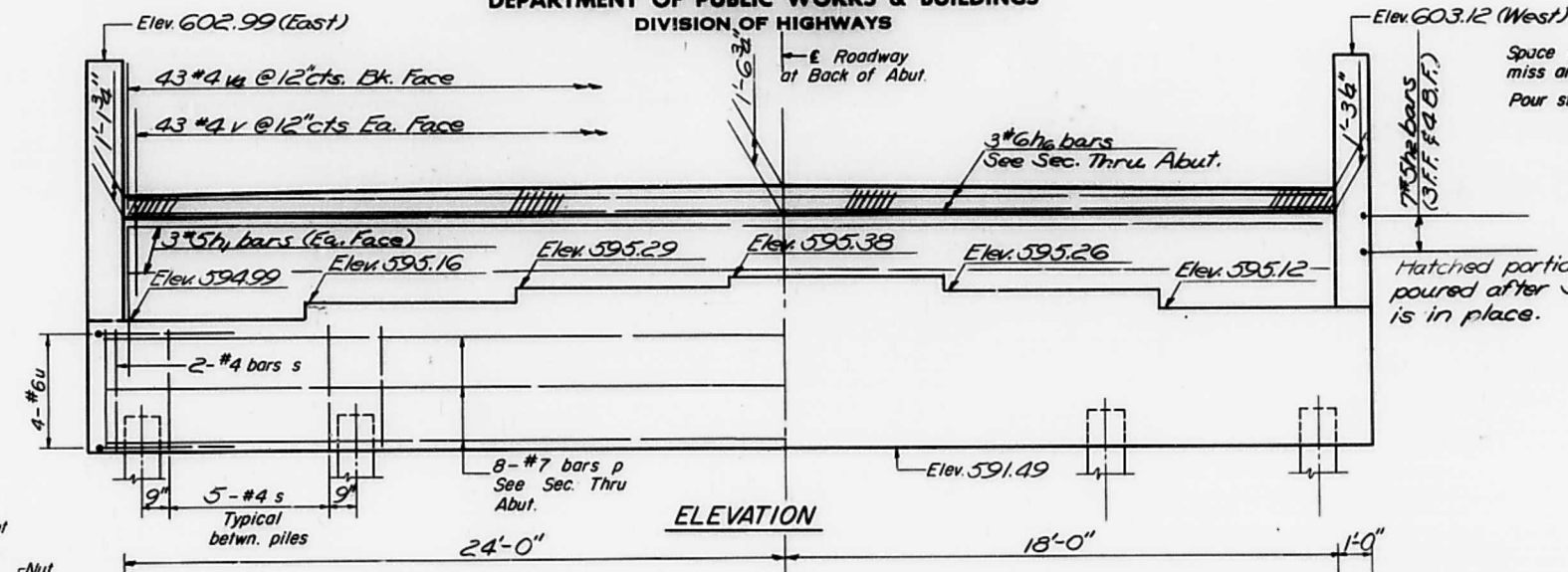


1" # ANCHOR BOLT

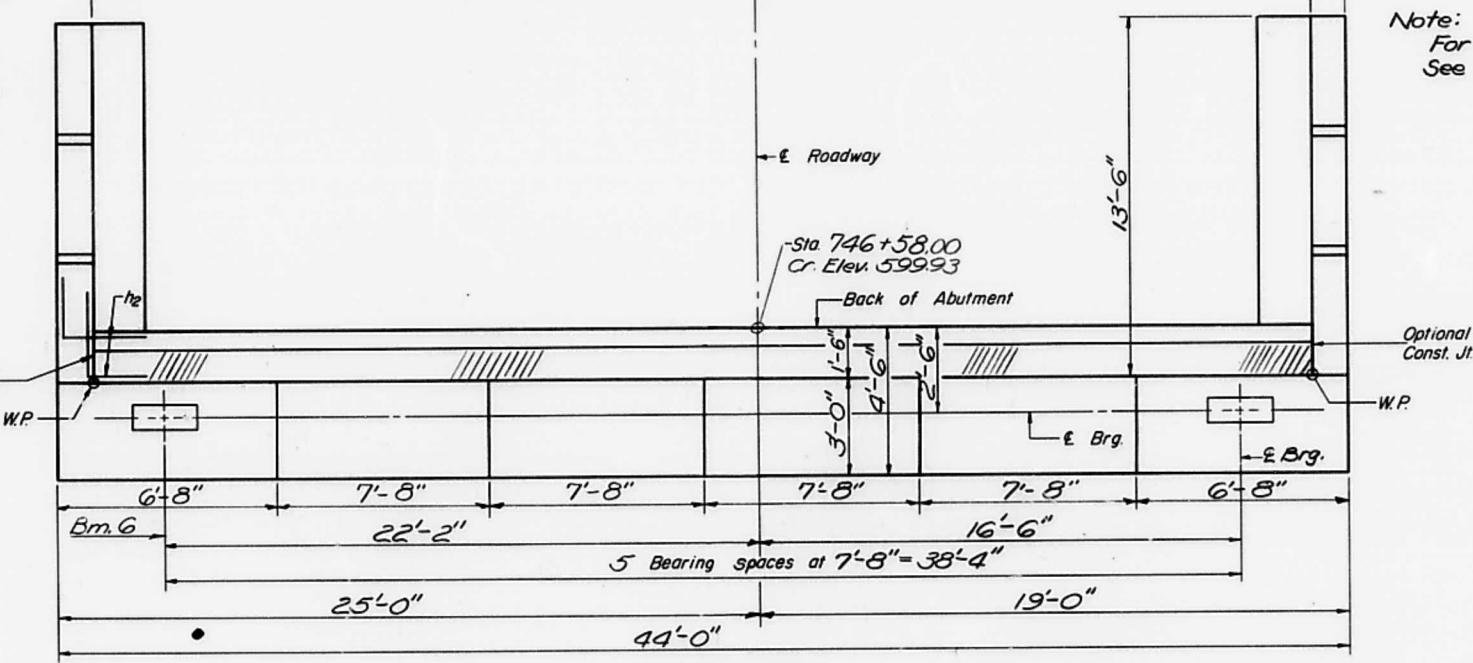


SEC. A-A

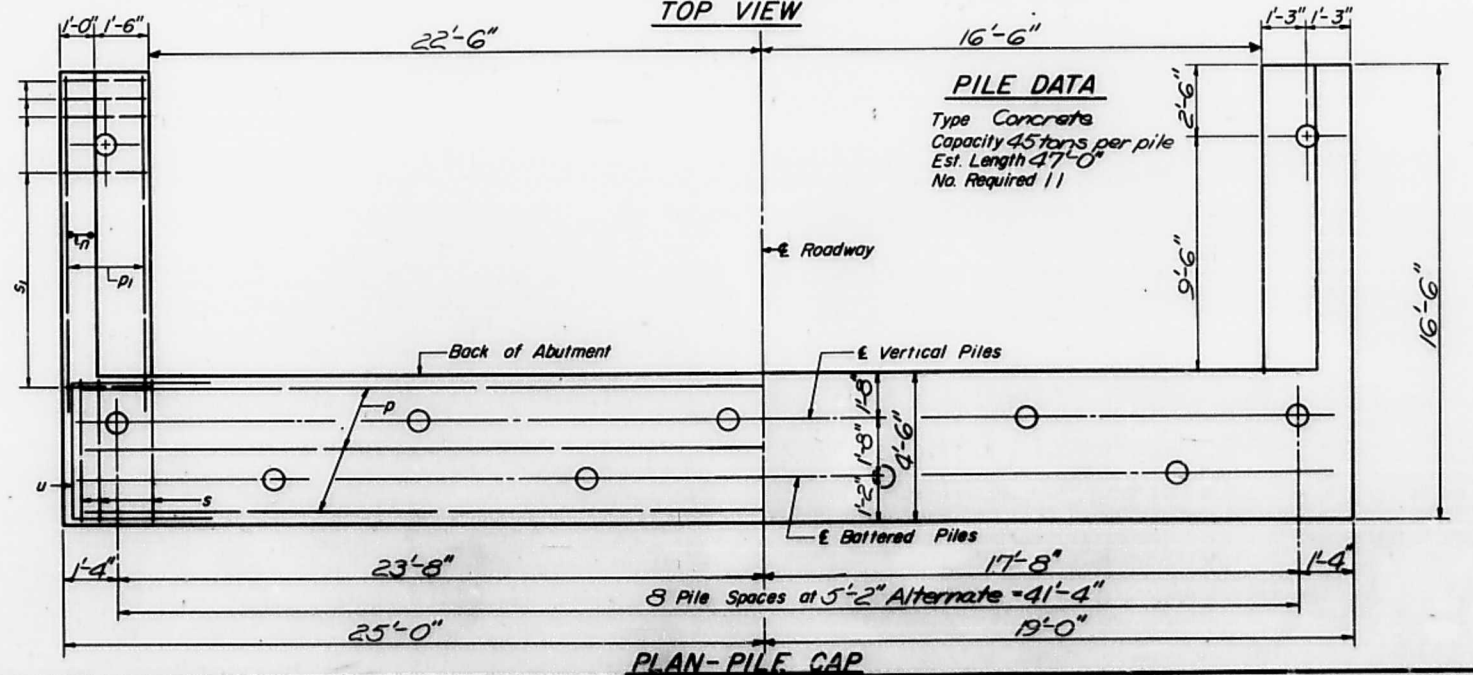
SEC. THRU ABUT.



ELEVATION



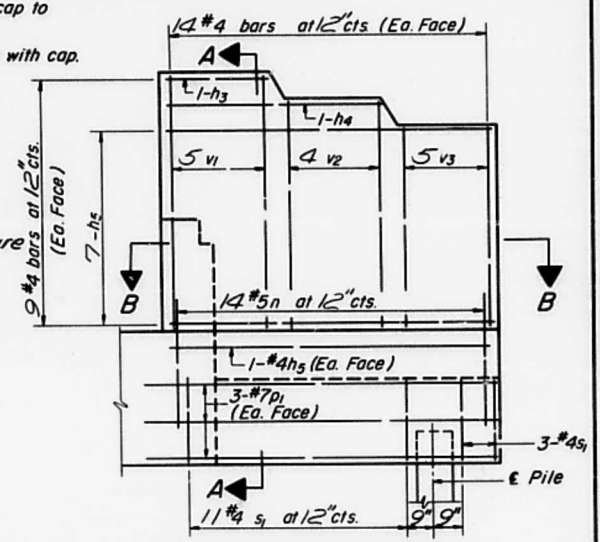
TOP VIEW



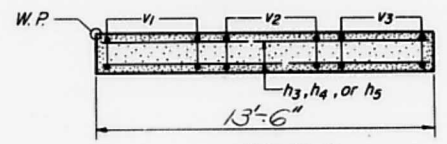
PLAN-PILE CAP

PILE DATA
Type Concrete
Capacity 45 tons per pile
Est. Length 47'-0"
No. Required 11

Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically, with cap.
Hatched portion shall be poured after Superstructure is in place.



WING WALL ELEVATION Reinforcement

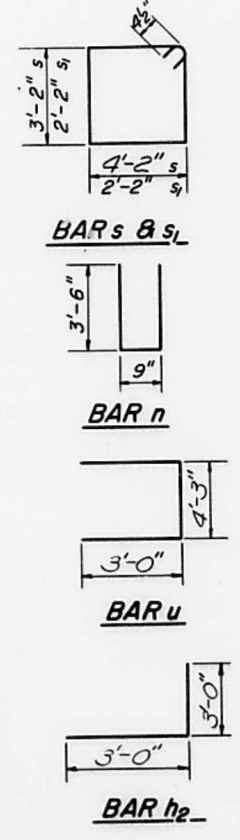


SEC. B-B

SOUTH ABUTMENT

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1	6	#5	41'-9"	—
h2	14	#5	6'-0"	—
h3	4	#4	4'-3"	—
h4	4	#4	8'-9"	—
h5	32	#4	13'-3"	—
h6	3	#6	41'-9"	—
n	28	#5	7'-9"	U
p	8	#7	43'-9"	—
p1	12	#7	14'-6"	—
s	44	#4	15'-5"	□
s1	28	#4	9'-5"	□
u	8	#6	10'-3"	—
v	36	#4	5'-9"	—
v1	20	#4	7'-9"	—
v2	16	#4	7'-0"	—
v3	20	#4	6'-6"	—
v4	43	#4	3'-6"	—
Class X Concrete		Cu. Yds.	48.5	
Reinforcement Bars		Lbs.	3600	
Concrete Piles		Lin. Ft.	517	



BARs & s1

BAR n

BAR u

BAR h2

DESIGNED B. R. J. Lekan
CHECKED J. M. Patel
DRAWN S. G. Ferchow
CHECKED J. M. P.

EXAMINED JUNE 13 1969
PASSED H. E. Bannerman
APPROVED R. H. Holloman

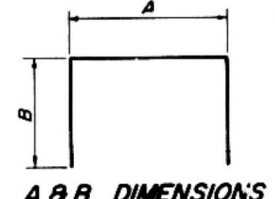
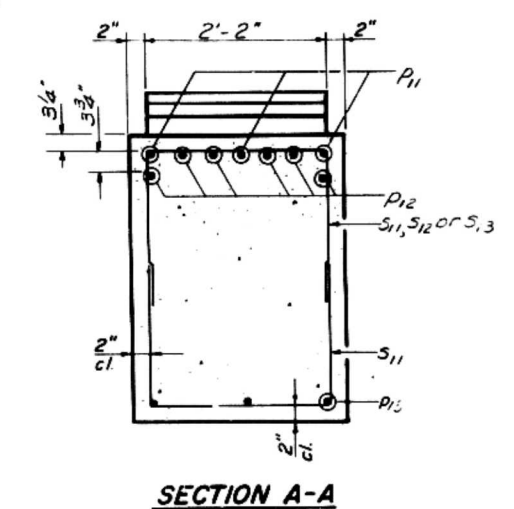
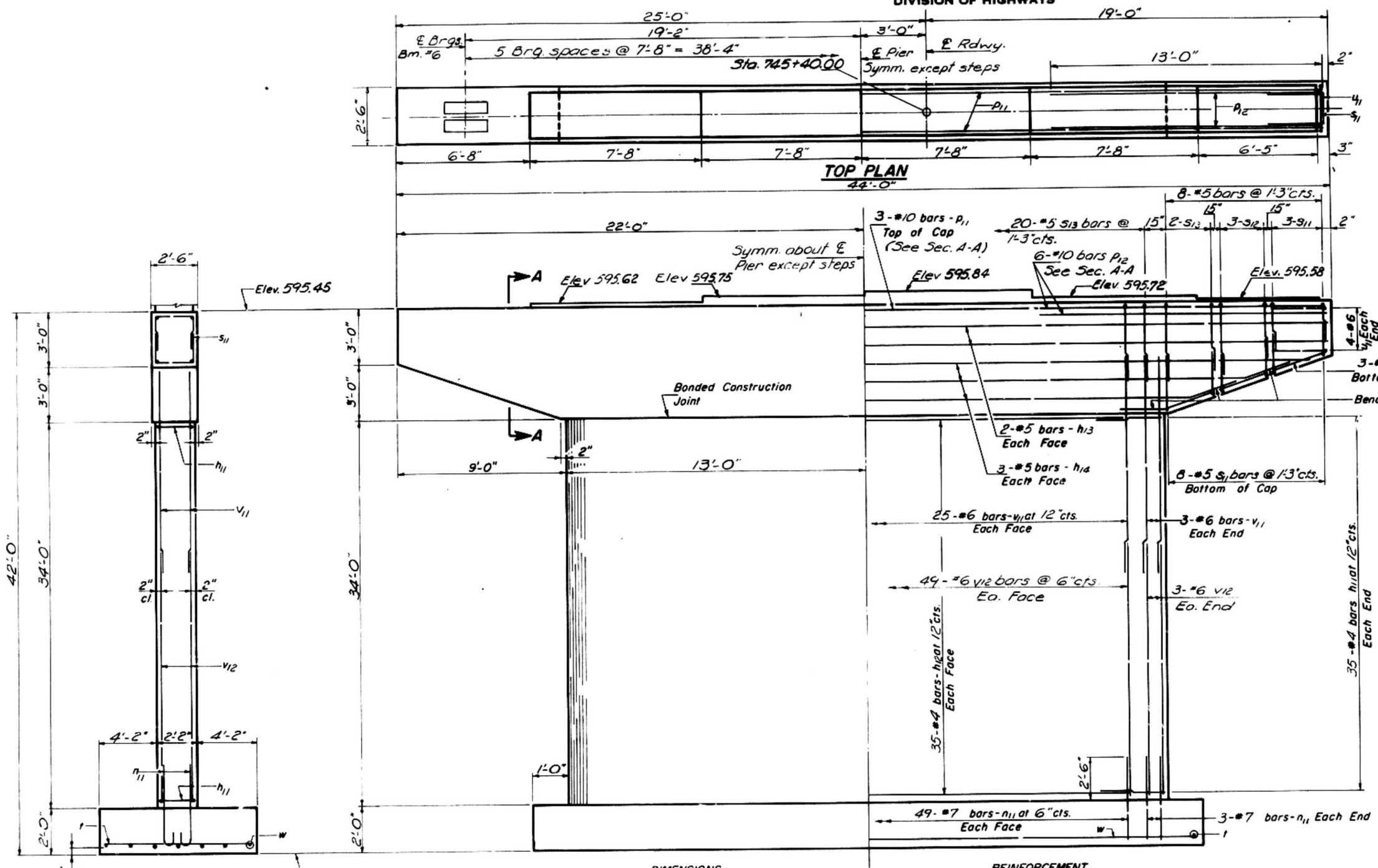
SOUTH ABUT. EAST STRUC.
F.A. RT. 73 SEC. 108B-2
TAZEWELL COUNTY
STATION 745+70.00

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
73	B-2	TAZEWELL	44	20

19 SHEETS

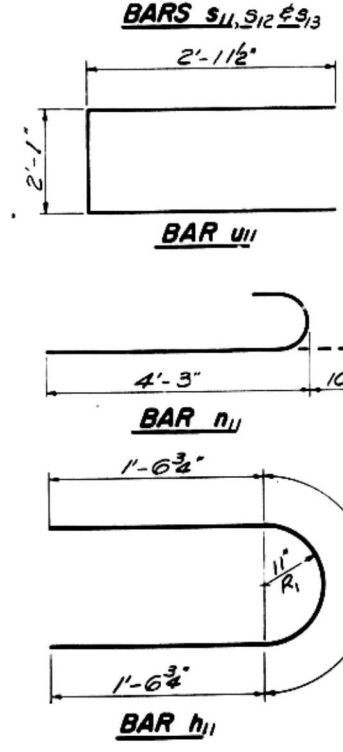
Note:
Space reinforcement in cap to miss anchor bolts.
Minimum bar laps = 24 dia. unless otherwise noted.
All edges shall have standard 3/4" chamfers except as noted.
Four steps monolithically with cap.



Bar	A	B
S11	2'-2"	2'-8"
S12	2'-2"	3'-6"
S13	2'-2"	4'-6"

PIER 1
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h11	70	#4	6'-0"	U
h12	70	#4	23'-6"	—
h13	4	#5	43'-9"	—
h14	6	#5	42'-3"	—
n11	104	#7	5'-1"	U
P11	3	#10	43'-9"	—
P12	12	#10	13'-0"	—
P13	6	#6	11'-3"	—
S11	22	#5	7'-6"	U
S12	6	#5	9'-2"	U
S13	24	#5	11'-2"	U
u11	32	#9	10'-3"	—
v11	8	#6	8'-0"	U
v11	56	#6	13'-0"	—
v12	104	#6	25'-6"	—
w	7	#5	27'-9"	—
Class X Concrete		Cu. Yds.	114.2	
Reinforcement Bars		Lbs.	11,240	



PIER 1
EAST STRUCTURE
F.A. RTE. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

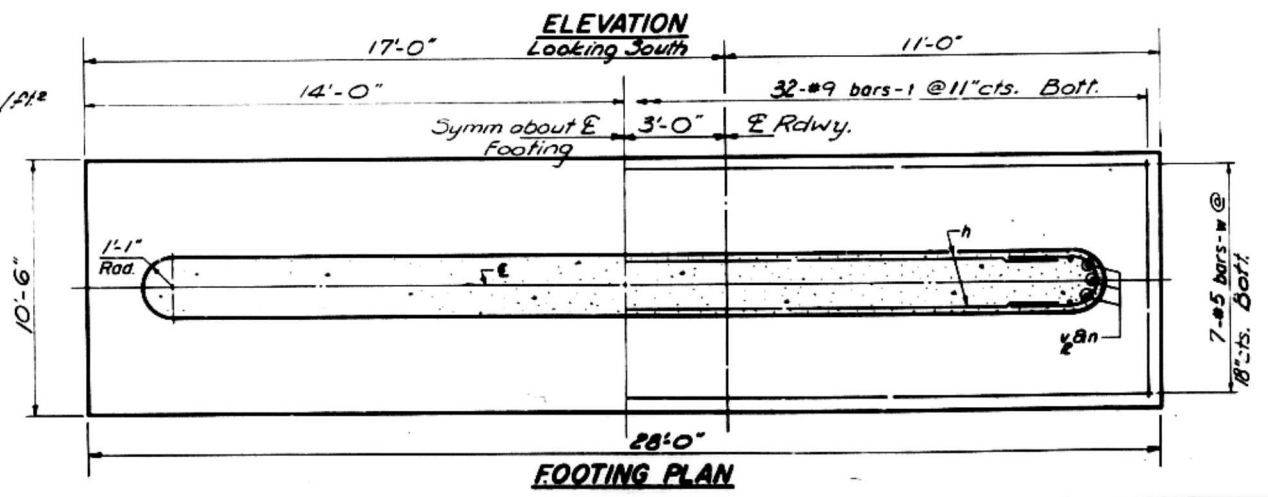
DESIGNED *B.R. Fitchie*
CHECKED *J.M. P.*
DRAWN *G. Fitchie*
CHECKED *J.M.P.*

EXAMINED *Richard H. Holtzman*
PASSED *Richard H. Holtzman*
APPROVED *Richard H. Holtzman*

JUNE 13 1968

P-10; $\mu = 2.0$ 5-20-68

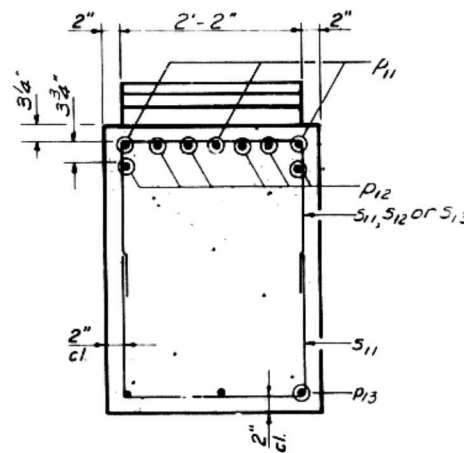
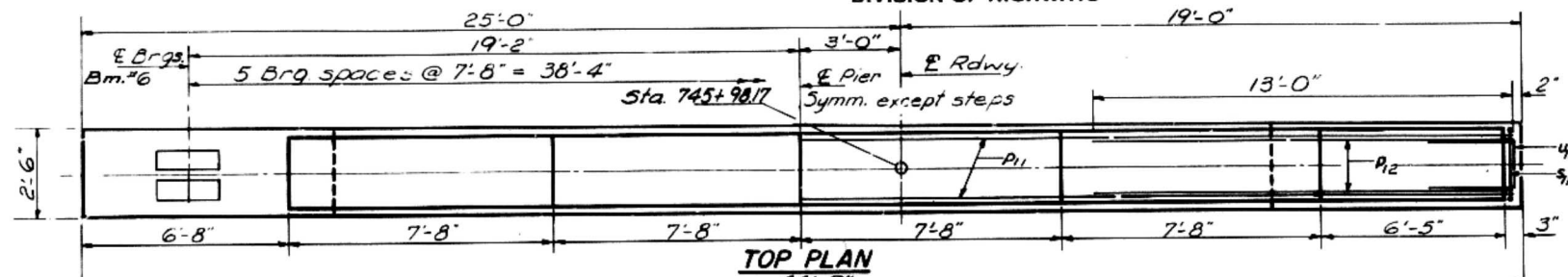
Max. Soil Pressure = 2.9 Tons/ft²



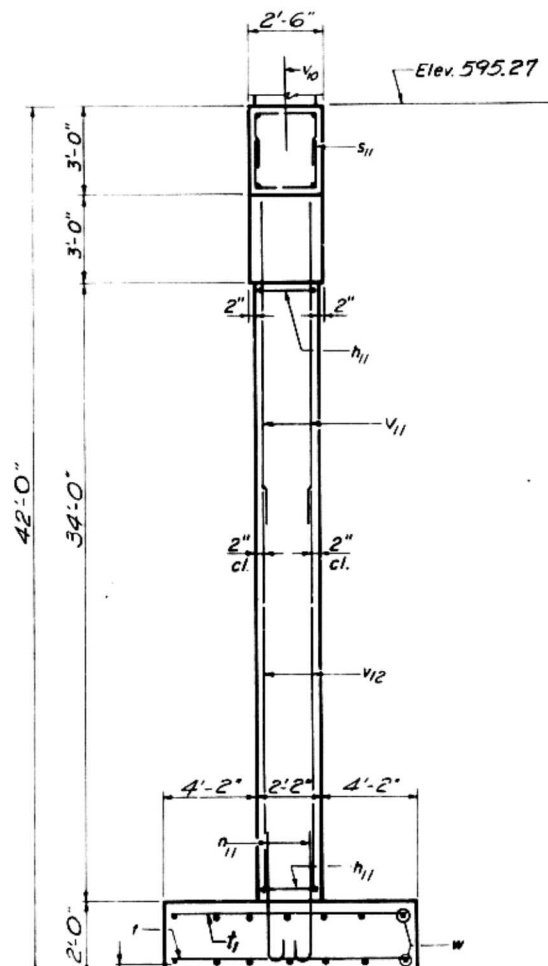
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
73	B-2	TAZEWELL	44	21	19 SHEETS

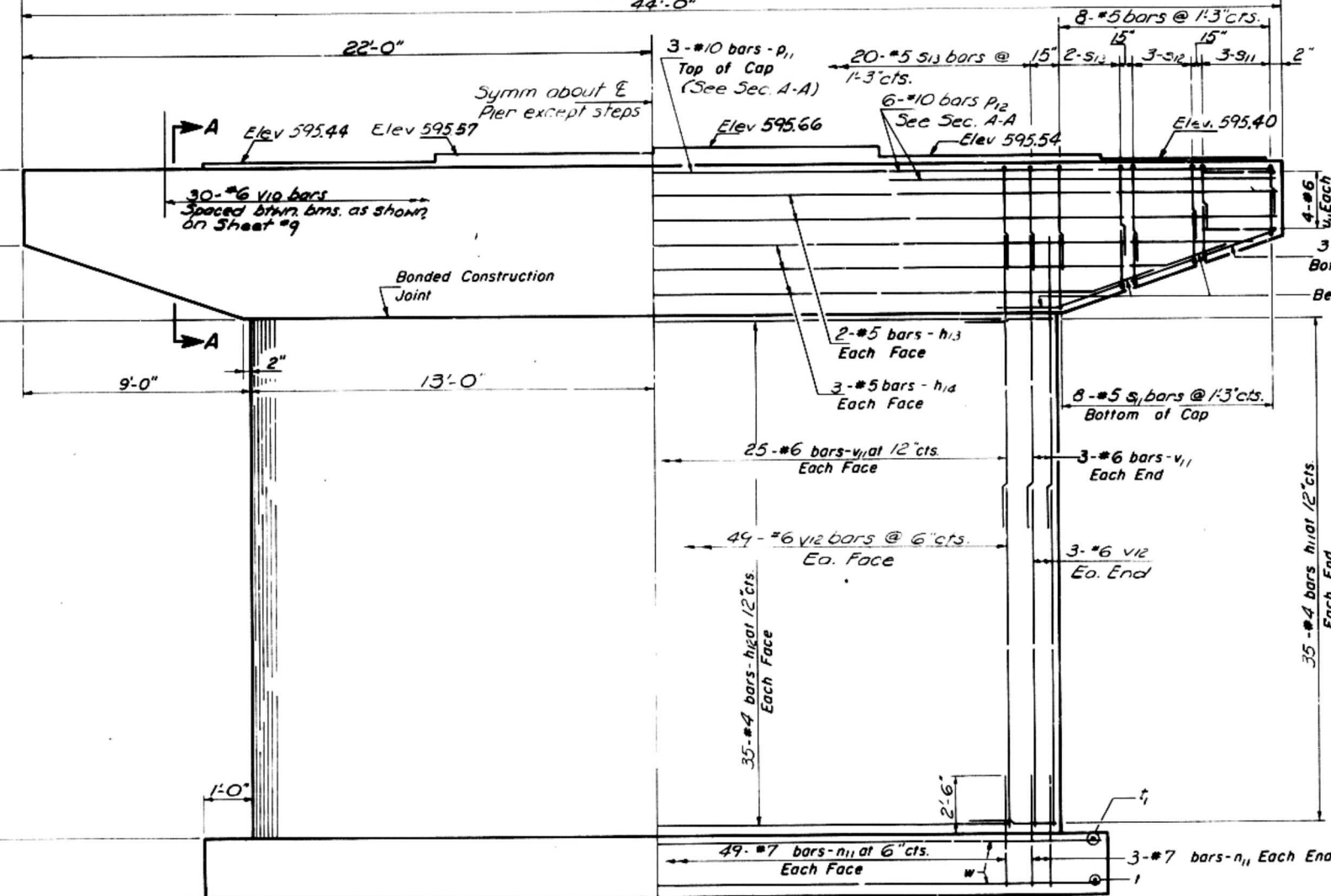
Note:
Space reinforcement in cap to miss anchor bolts.
Minimum bar laps = 24 dia. unless otherwise noted.
All edges shall have standard 3/4" chamfers except as noted.
Pour steps monolithically with cap.



SECTION A-A

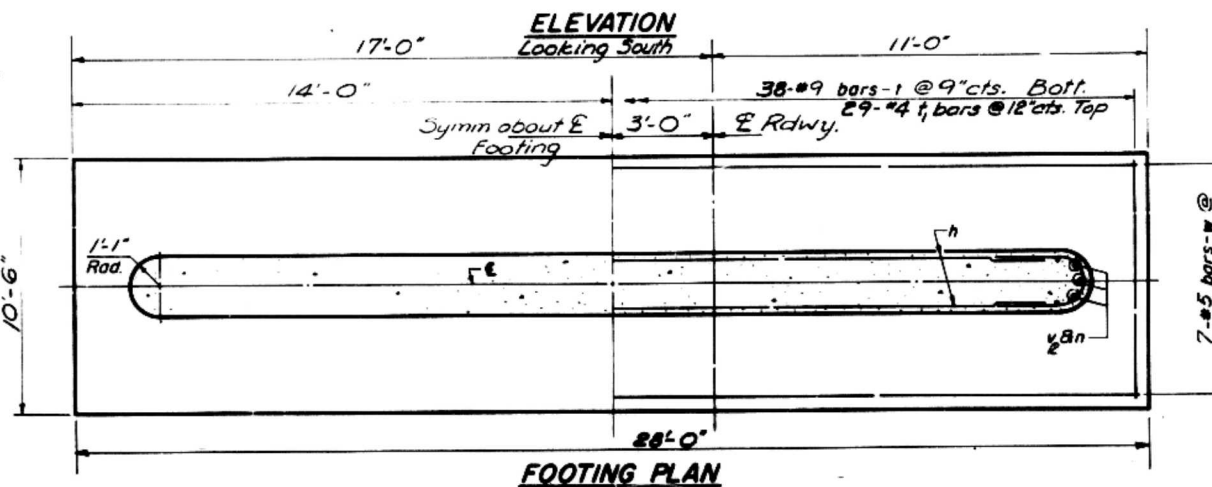


END VIEW

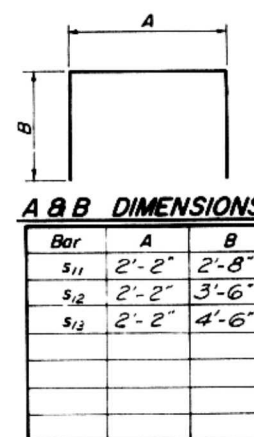


DIMENSIONS

REINFORCEMENT



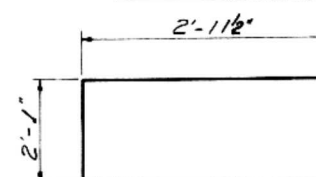
FOOTING PLAN



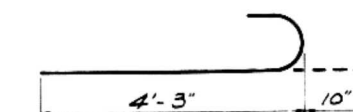
A & B DIMENSIONS

Bar	A	B
s11	2'-2"	2'-8"
s12	2'-2"	3'-6"
s13	2'-2"	4'-6"

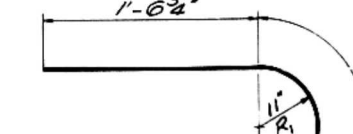
BARS s11, s12 & s13



BAR u11



BAR n11



BAR h11

PIER 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h11	70	#4	6'-0"	U
h12	70	#4	23'-6"	—
h13	4	#5	43'-9"	—
h14	6	#5	42'-3"	—
n11	104	#7	5'-1"	U
P11	3	#10	43'-9"	—
P12	12	#10	13'-0"	—
P13	6	#6	11'-3"	—
s11	22	#5	7'-6"	□
s12	10	#5	9'-2"	□
s13	24	#5	11'-2"	□
t1	29	#4	10'-3"	—
u11	8	#6	8'-0"	—
v10	30	#6	3'-0"	—
v11	56	#6	13'-0"	—
v12	104	#6	25'-6"	—
w	14	#5	27'-9"	—
Class X Concrete		Cu. Yds.	1/42	
Reinforcement Bars		Lbs.	16990	

PIER 2
EAST STRUCTURE
FA. RTE. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

DESIGNED B. R. Shaban
CHECKED J. M. Patel
DRAWN G. Ritchie
CHECKED J. M. B.

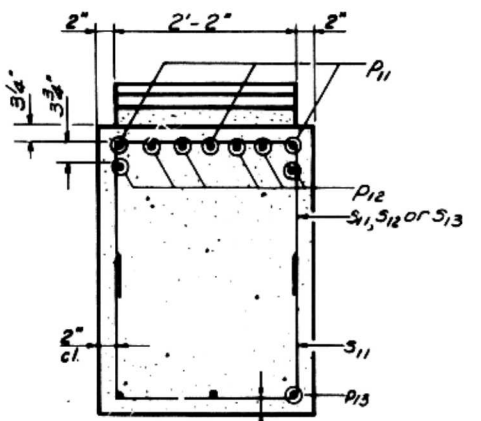
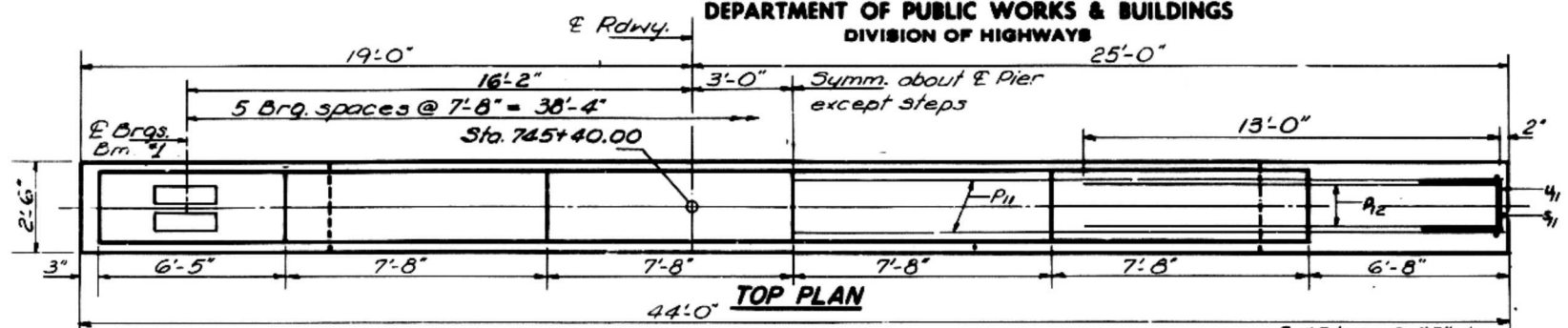
EXAMINED June 13 1968
PASSED H. G. Holmstrom
APPROVED Richard H. Holmstrom

P-10; 1/2 = 2.0 5-20-68

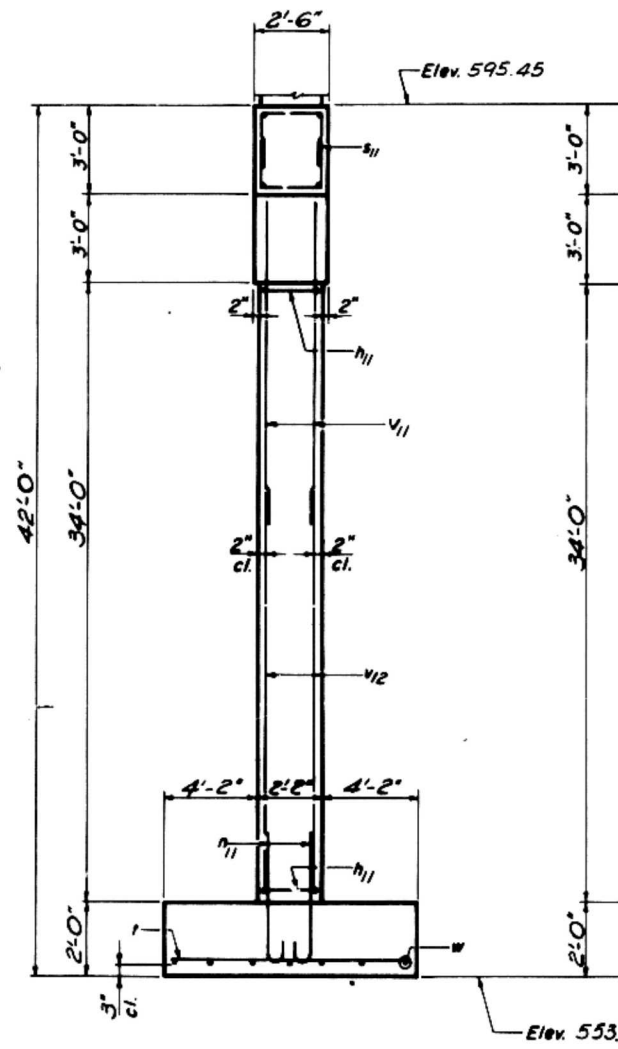
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	108	SHEET NO.	44	22	SHEET NO. 16 19 SHEETS
... 73	B-2	TAZEWELL	44	22	

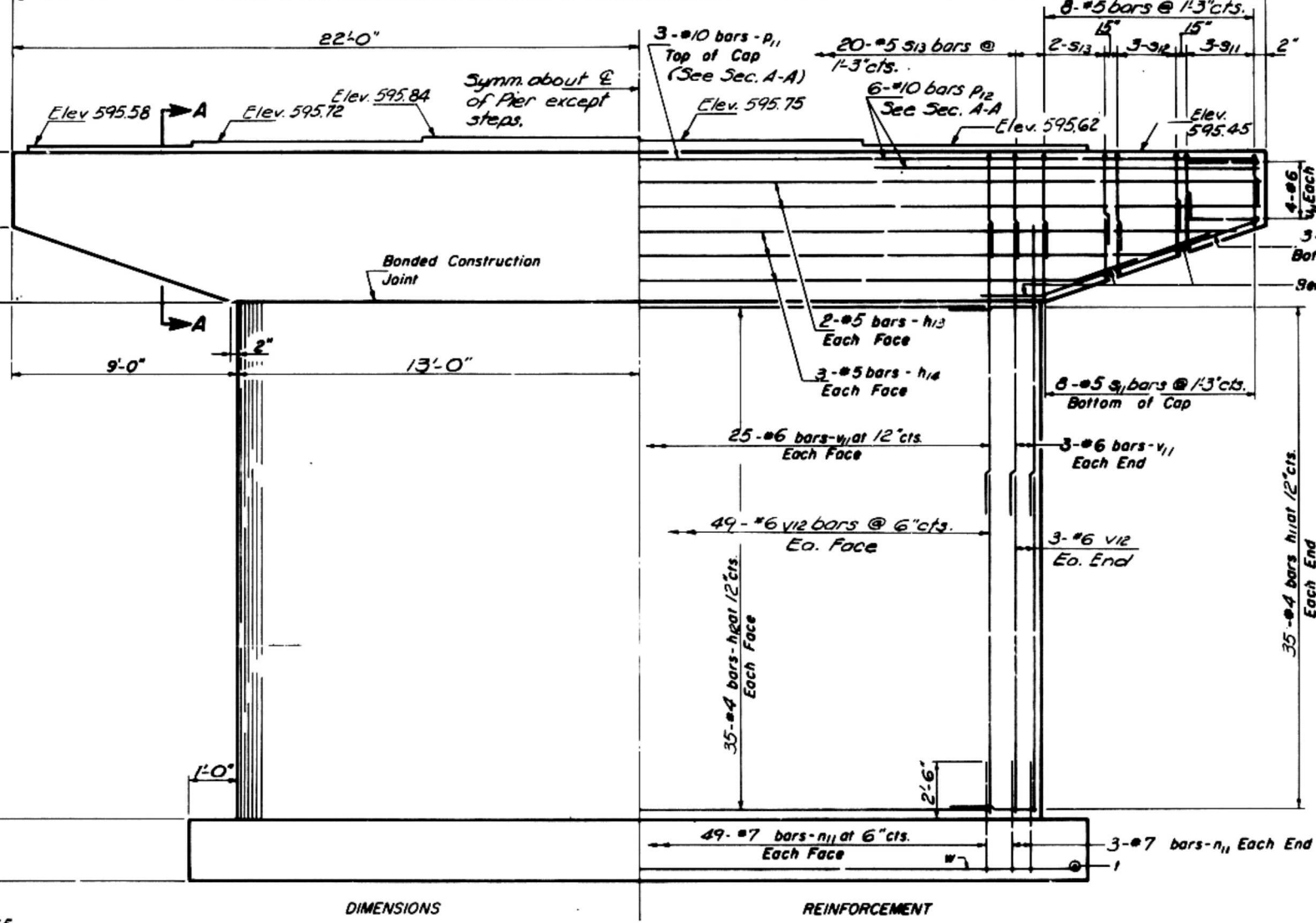
Note:
Space reinforcement in cap to miss anchor bolts.
Minimum bar laps = 24 dia. unless otherwise noted.
All edges shall have standard 3/4" chamfers except as noted.
Four steps monolithically with cap.



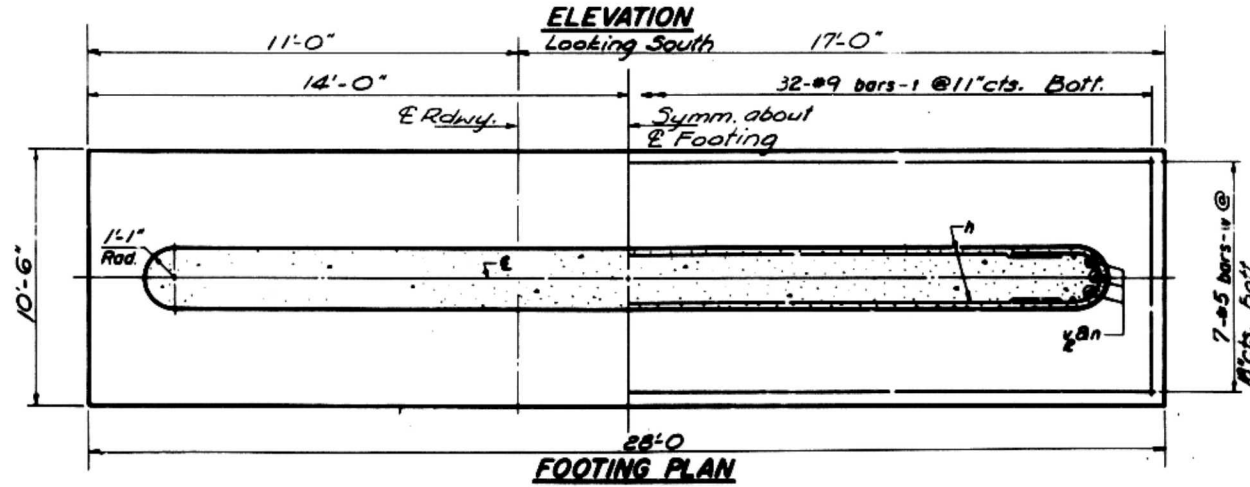
SECTION A-A



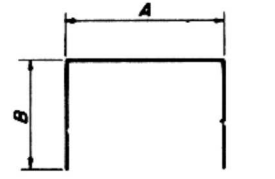
END VIEW



DIMENSIONS REINFORCEMENT

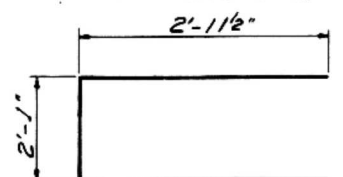


FOOTING PLAN

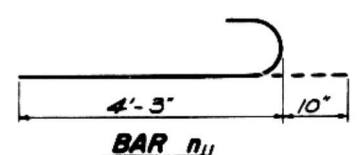


Bar	A	B
s11	2'-2"	2'-8"
s12	2'-2"	3'-6"
s13	2'-2"	4'-6"

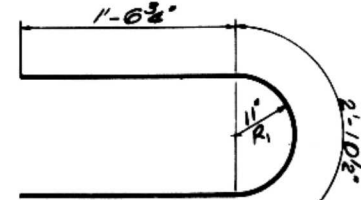
BARS s11, s12, s13



BAR U11



BAR N11



BAR H11

PIER 1
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h11	70	#4	6'-0"	U
h12	70	#4	23'-6"	—
h13	4	#5	43'-9"	—
h14	6	#5	42'-3"	—
n11	104	#7	5'-1"	U
p11	3	#10	43'-9"	—
p12	12	#10	13'-0"	—
p13	6	#6	11'-3"	—
s11	22	#5	7'-6"	U
s12	6	#5	9'-2"	U
s13	24	#5	11'-2"	U
u	32	#9	10'-3"	—
v11	8	#6	8'-0"	U
v11	56	#6	13'-0"	—
v12	104	#6	25'-6"	—
w	7	#5	27'-9"	—
Class X Concrete		Cu Yds.	114.2	
Reinforcement Bars		Lbs.	11,240	

PIER 1
WEST STRUCTURE
FA. RTE. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

DESIGNED	B.R. Zlatan
CHECKED	J.M. Patel
DRAWN	G. Ritchie
CHECKED	J.M.P.

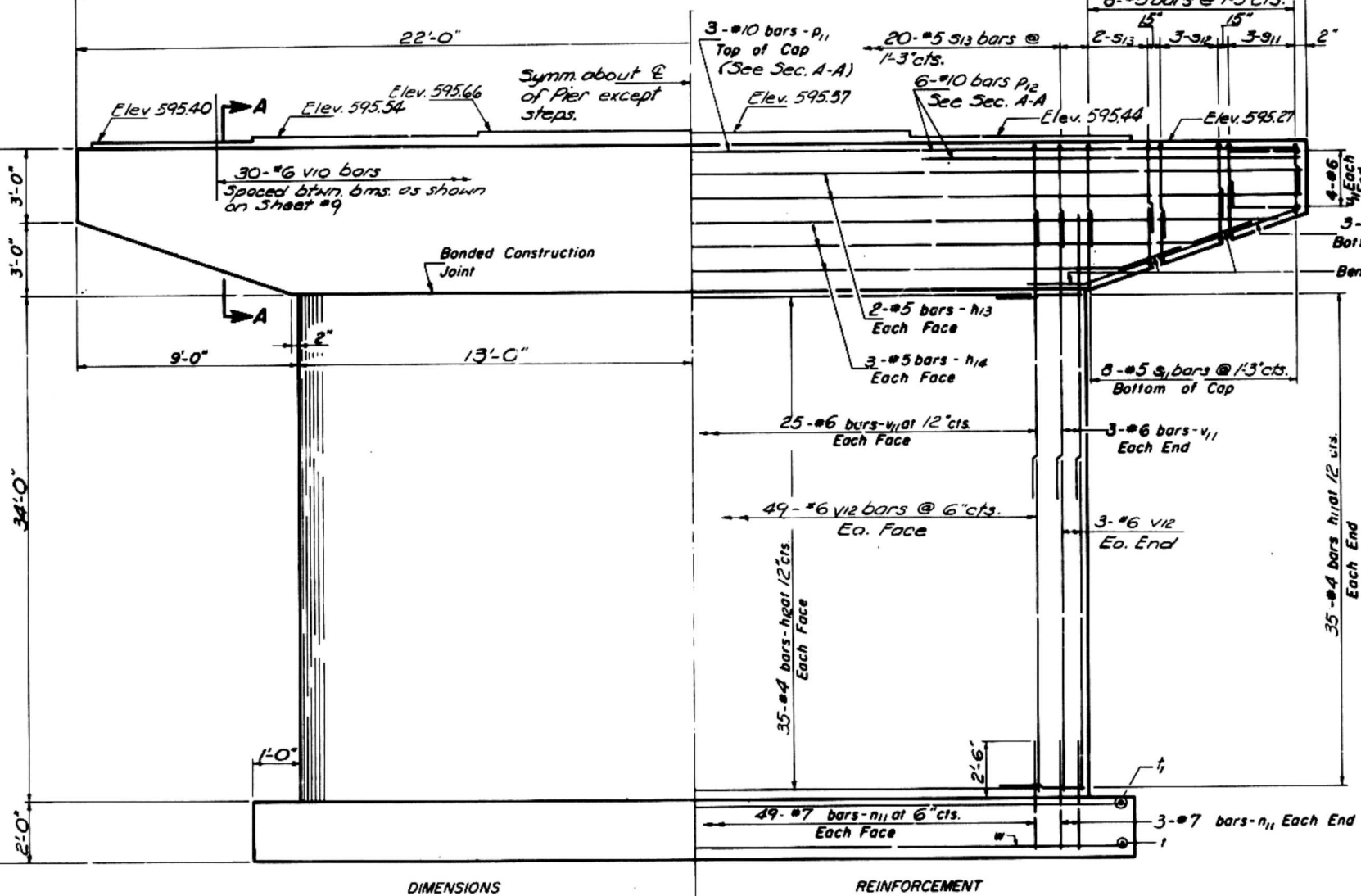
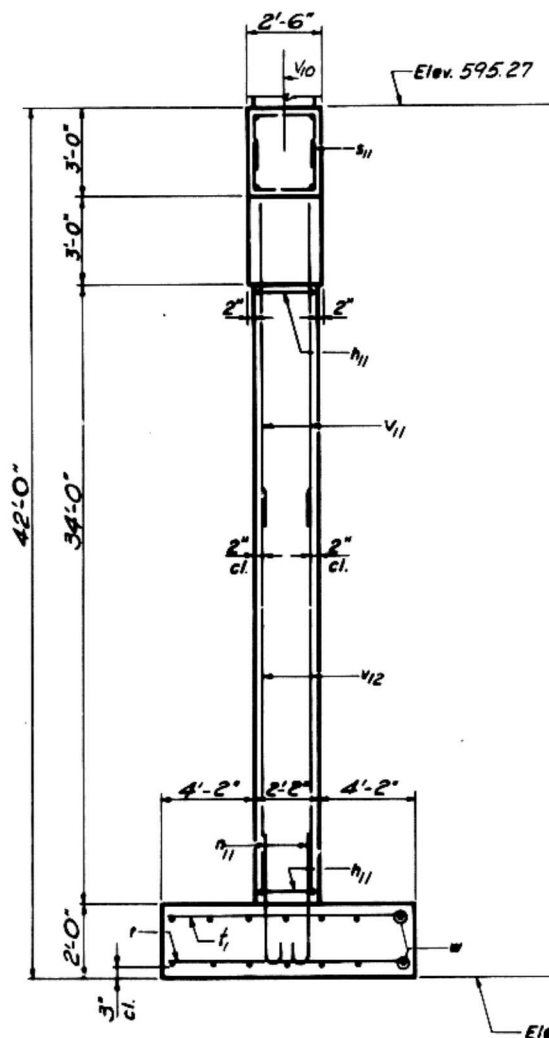
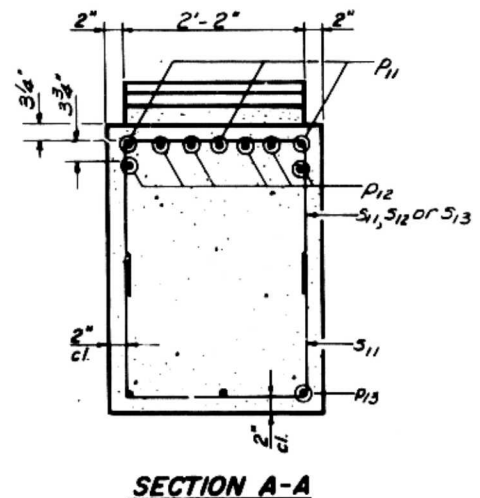
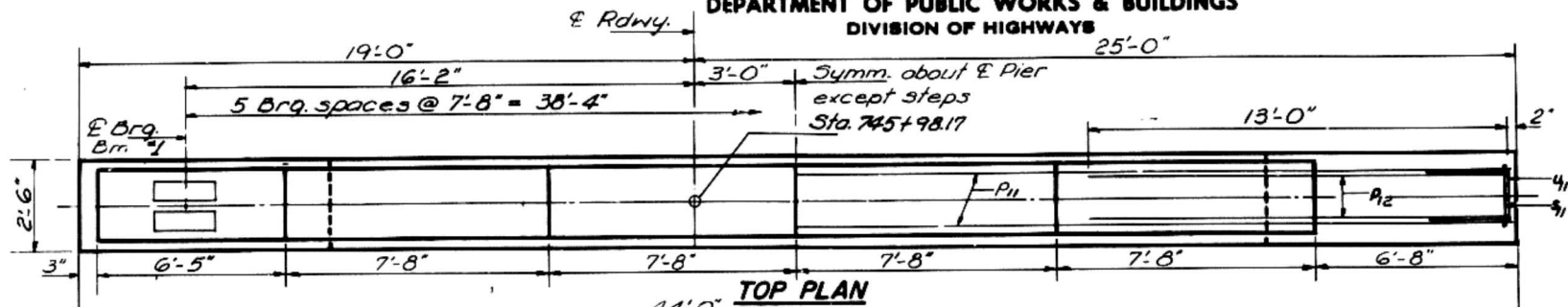
EXAMINED
PASSED
APPROVED

P-10; 1/4" = 20' 5-20-68

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	QUANTITY	TOTAL QUANTITY	SHEET NO.
73	10B B-2	TAZEWELL	44	23
SHEET NO. 17		19 SHEETS		

Note:
Space reinforcement in cap to miss anchor bolts.
Minimum bar laps = 24 dia. unless otherwise noted.
All edges shall have standard 3/4" chamfers except as noted.
Four steps monolithically with cap.

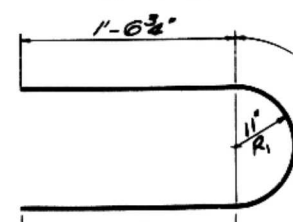
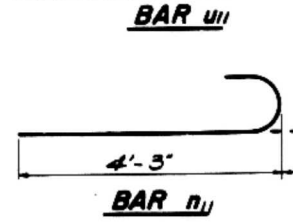
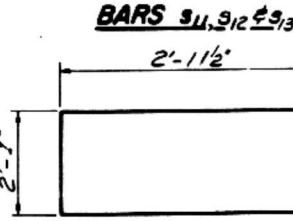
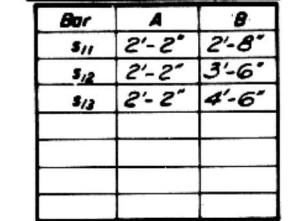


A & B DIMENSIONS

Bar	A	B
S11	2'-2"	2'-8"
S12	2'-2"	3'-6"
S13	2'-2"	4'-6"

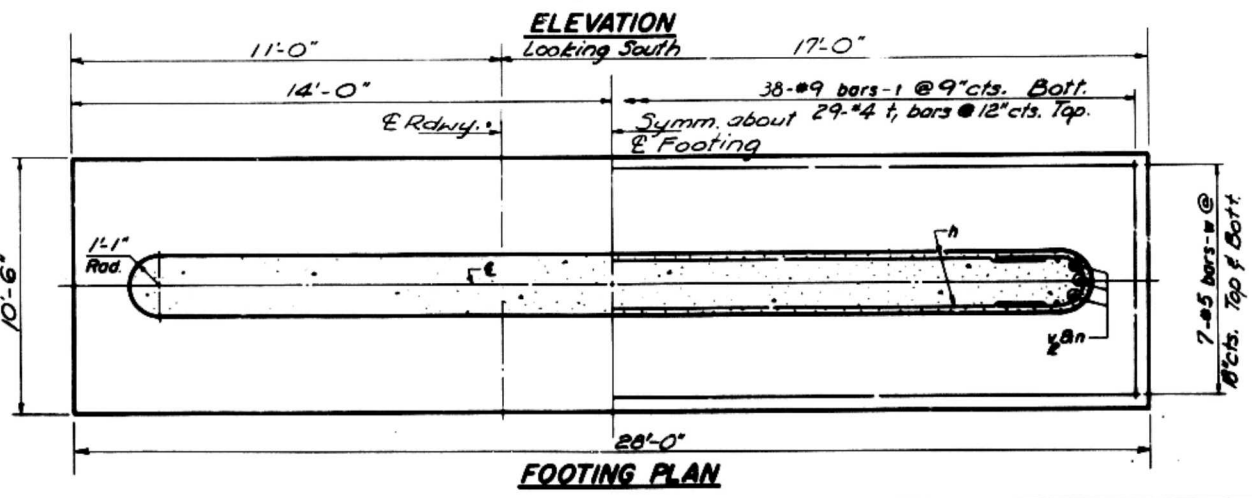
PIER 2
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h11	70	#4	6'-0"	U
h12	70	#4	23'-6"	—
h13	4	#5	43'-9"	—
h14	6	#5	42'-3"	—
v10	30	#6	3'-0"	—
v11	56	#6	13'-0"	—
v12	104	#6	25'-6"	—
v	14	#5	27'-9"	—
Class X Concrete		Cu. Yds.	114.2	
Reinforcement Bars		Lbs.	14,990	



END VIEW

Max. Soil Pressure = 3.5 Tons/ft.²



DESIGNED	B. R. Zoltan
CHECKED	J. M. Patel
DRAWN	A. Barrozo
CHECKED	J. M. P.

EXAMINED
PASSED
APPROVED

P-10; 1/4" = 2.0 5-20-68

PIER 2
WEST STRUCTURE
FA. RTE. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
73	10B B-2	TAZEWELL	44	24
SHEET NO. 12				
19 SHEETS				

Boring No.	Station	Offset	Surface Water El.	Groundwater El. at Completion	After 76 Hours	Elevation	N	Qu 1/2 L	w (%)
1	71.5+08	33' LT S		551.1	551.6	566.0			
Ground Surface									
BROWN CLAY LOAM									
						-25			
MOISTURE CONTENTS SIMILAR TO BORING NO. 2									
						-5		0.7	
						560.6	3	B	
LOOSE BROWN COARSE SAND									
						-30			
						558.1	8		
GRAY CLAY LOAM (TRACES OF SAND AND GRAVEL)									
						-10		5.3	
						557.4	17	B	
						-35		9.1	
						555.3	29	S	
						-15		10+	
						545.6	63	10+	
END OF BORING									

Boring No.	Station	Offset	Surface Water El.	Groundwater El. at Completion	After 10 Hours	Elevation	N	Qu 1/2 L	w (%)
2	71.5+10	33' LT S		561.8		566.3			
Ground Surface									
BROWN SANDY LOAM (TRACE OF GRAVEL)									
						512.8	97	10+	10
VERY DENSE BROWN FINE SAND									
						-25			
						560.3	4	0.5	17
END OF BORING									
						-5		0.1	
						560.3	7	B	19
LOOSE SAND AND GRAVEL									
						-30			
						557.8	12		
GRAY CLAY LOAM (TRACES OF SAND AND GRAVEL)									
						-10		9.3	10
						560.3	28	B	
						-35		8.9	10
						560.3	34	B	
						-15		8.9	10
						560.3	37	B	
						-40		9.6	9
						560.3	39	S	
						-20		10+	9
						560.3	50	10+	9

Boring No.	Station	Offset	Surface Water El.	Groundwater El. at Completion	After 24 Hours	Elevation	N	Qu 1/2 L	w (%)
3	71.5+08	55' RT S		559.8	559.8	566.8			
Ground Surface									
BROWN LOAM									
						541.3	50	7.8	11
DENSE GRAY SAND									
						-25			
						561.3	3	0.5	26
END OF BORING									
						-5		0.2	
						559.3	21	S	18
LOOSE BROWN SAND AND GRAVEL - NET									
						-30			
						555.3	6		
BROWN SAND - NET									
						554.8	8		
GRAY CLAY LOAM (Traces of Sand and Gravel)									
						-35		9.5	11
						555.3	32	B	12
						-15		10.3	10
						555.3	42	S	
						-40		6.5	10+
						555.3	65	10+	9
						-20		9.3	10+
						555.3	73	10+	9

Boring No.	Station	Offset	Surface Water El.	Groundwater El. at Completion	After 24 Hours	Elevation	N	Qu 1/2 L	w (%)
4	71.5+08	33' LT S		560.4	560.4	565.9			
Ground Surface									
BROWN CLAY LOAM									
						562.4	32	10+	
DENSE GRAY FINE SAND									
						-25			
						559.9	5	0.9	
MOISTURE CONTENTS SIMILAR TO BORING NO. 3									
						-5		0.2	
						557.4	2	B	
GRAY CLAY LOAM (Traces of Sand and Gravel)									
						-30		0.3	
						557.4	30	B	
						-35		7.0	
						557.4	18	S	
						-15		9.1	
						557.4	30	B	
						-40		10+	
						557.4	50	9.1	
						-20		10+	

Boring No.	Station	Offset	Surface Water El.	Groundwater El. at Completion	After 24 Hours	Elevation	N	Qu 1/2 L	w (%)
5	71.5+08	33' RT S		561.2	560.2	565.7			
Ground Surface									
BROWN SILTY CLAY LOAM									
						510.2	25	10+	9
DENSE GRAY SAND									
						-25		6.5	10
						562.2	5	0.5	24
END OF BORING									
						-5			
						559.7	4		18
BROWN SANDY LOAM									
						-30			
						557.2	12		
BROWN COARSE SAND - NET									
						-10			
						554.7	18		
BROWN SAND AND GRAVEL - NET									
						-35			
						554.7	34	6.0	12
GRAY CLAY LOAM (Traces of Sand and Gravel)									
						-15		6.6	
						554.7	33	B	
						-40		9.6	9
						554.7	90	S	
						-20		10+	

Boring No.	Station	Offset	Surface Water El.	Groundwater El. at Completion	After 24 Hours	Elevation	N	Qu 1/2 L	w (%)
6	71.5+08	55' LT S		560.6	560.6	565.6			
Ground Surface									
BROWN CLAY LOAM (Traces of sand and gravel)									
						540.1	55	10+	
DENSE GRAY FINE SAND									
						-25			
						562.1	4	0.8	
END OF BORING									
						-5			
						562.1	3		
LOOSE BROWN FINE SAND - NET									
						-30			
						557.1	5		
END OF BORING									
						-10			
						554.6	2		
LOOSE BROWN COARSE SAND - NET									
						-35			
						554.6	29	6.6	
GRAY CLAY LOAM (Traces of sand and gravel)									
						-15		6.6	
						554.6	31	B	
						-40		6.8	
						554.6	41	B	
						-20		10+	

DESIGNED *B. R. Hagan*
CHECKED *J. M. Patel*
DRAWN *BKR*
CHECKED *J. M. P.*

EXAMINED *[Signature]*
PASSED *[Signature]*
APPROVED *[Signature]*

JUNE 13 1969

N-Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 # hammer falling 30".

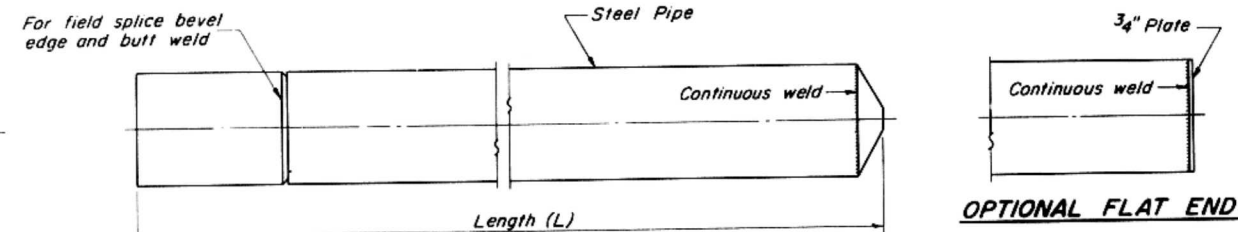
Qu-Unconfined Compressive Strength - 1/2" w-Water Content - percentage of oven dry weight-%.

Type failure
B-Bulge Failure
S-Shear Failure
E-Estimated Value
P-Penetrometer

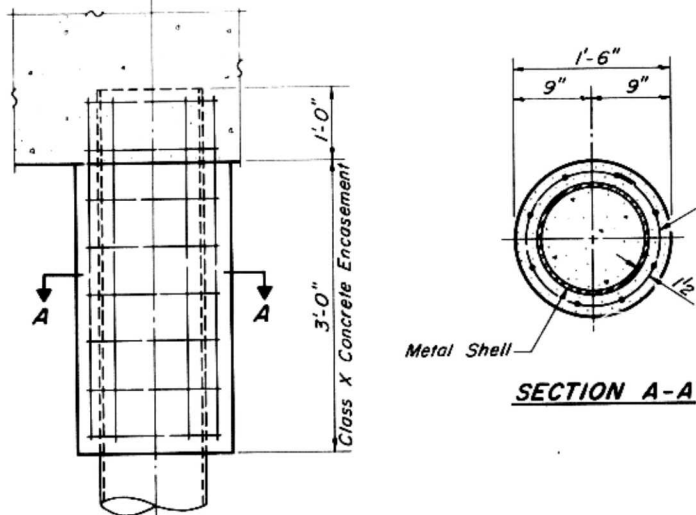
BORINGS
TA. RT. 73 SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
73	B-2	TAZEWELL	44	25
F.A. 73		19 SHEETS		



OPTIONAL FLAT END



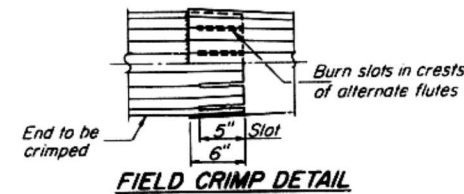
SECTION A-A

Forms for encasement may be omitted when soil conditions will permit.

Welded wire fabric 6"x6" mesh #4 wire - Wt. 58#/100 sq. ft. The cost of Class X Concrete Encasement and Reinforcement is incidental to the cost of furnishing piles. The thickness of the shell shall be .1793 inches with a tolerance of 5%.

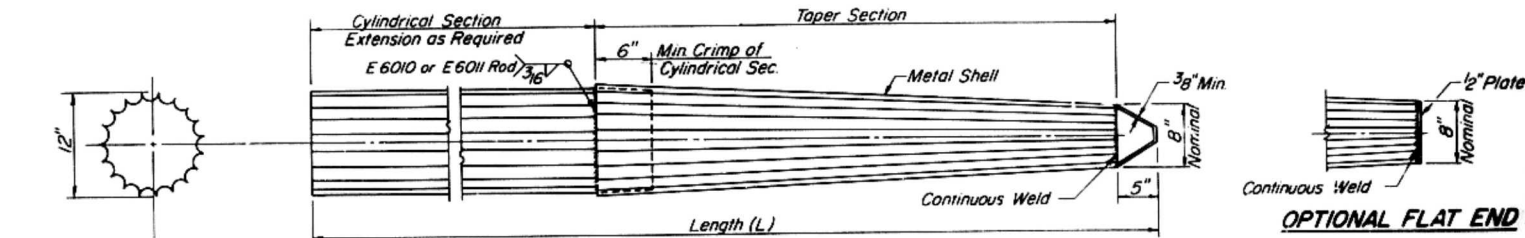
Note: Driving and bearing ends of pipe shall be cut square.

DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES

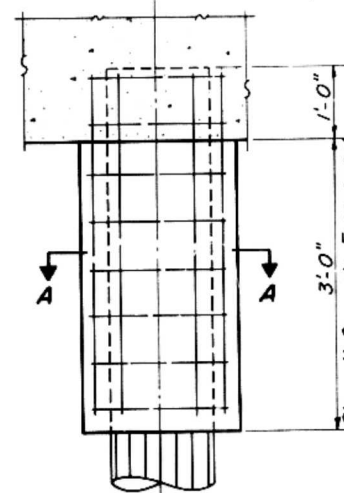


FIELD CRIMP DETAIL

Note: 6" Crimp shall either be supplied on the cylindrical section or made in the field as detailed.



OPTIONAL FLAT END



SECTION A-A

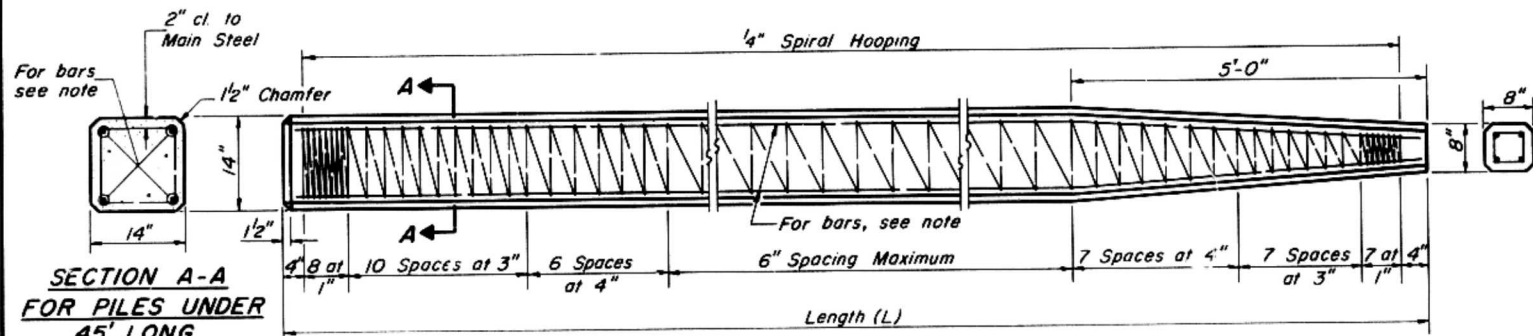
Welded wire fabric 6"x6" mesh #4 wires - Wt. 58#/100 sq. ft. The cost of Class X Concrete Encasement and Reinforcement is incidental to the cost of furnishing piles. The thickness of the shell shall be .1793 inches with a tolerance of 5%.

Forms for encasement may be omitted when soil conditions will permit.

ALLOWABLE TAPER SECTIONS

- 10' Length - Taper 1" in 2'-6"
- 17' Length - Taper 1" in 4'-0"
- 25' Length - Taper 1" in 7'-0"
- 30' Length - Taper 1" in 7'-0"

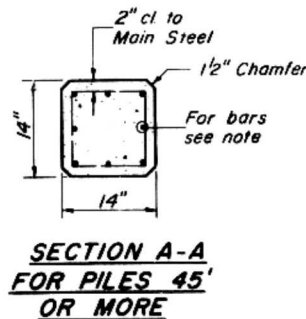
DETAIL OF TAPERED METAL SHELL FOR CAST IN PLACE CONCRETE PILES



SECTION A-A FOR PILES UNDER 45' LONG

Note: For 14" Piles 45' long or more use 8-#8 bars 4 for the full length and 4 to the point of bevel. For 14" Piles under 45' long use 4-#9 bars full length.

Handling: For Pile lengths up to 45', use two slings placed at a distance of 0.21 L from each end. For Piles longer than 45', use three slings placed at a distance of 0.12 L from each end and at mid-point of pile.

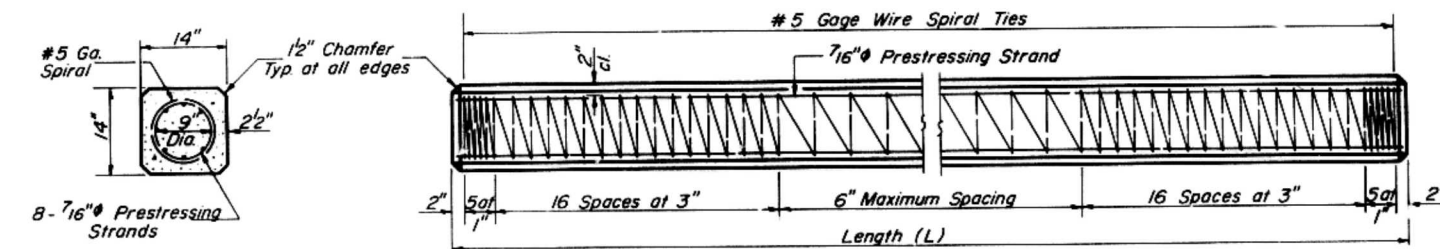


SECTION A-A FOR PILES 45' OR MORE

DESIGNED	A. R. J. J. J.
CHECKED	J. M. P.
DRAWN	J. M. P.
CHECKED	J. M. P.

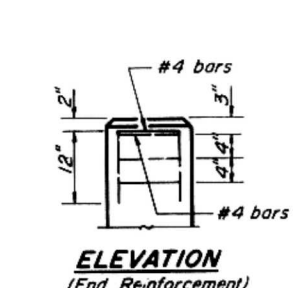
EXAMINED	June 13 1969
PASSED	H. B. J.
APPROVED	R. H. J.

DETAIL OF PRECAST CONCRETE PILES

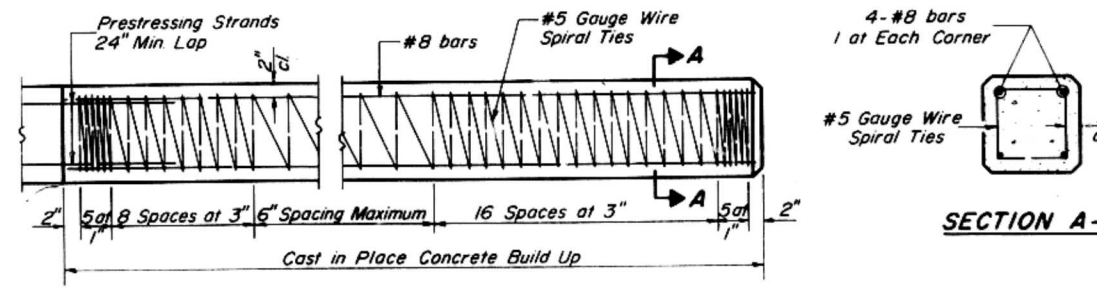


SECTION THRU PILE

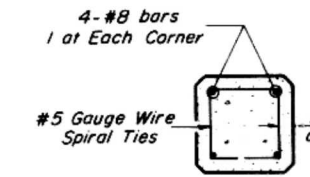
PILE PLAN



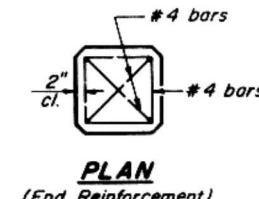
ELEVATION (End Reinforcement)



PILE BUILD UP



SECTION A-A



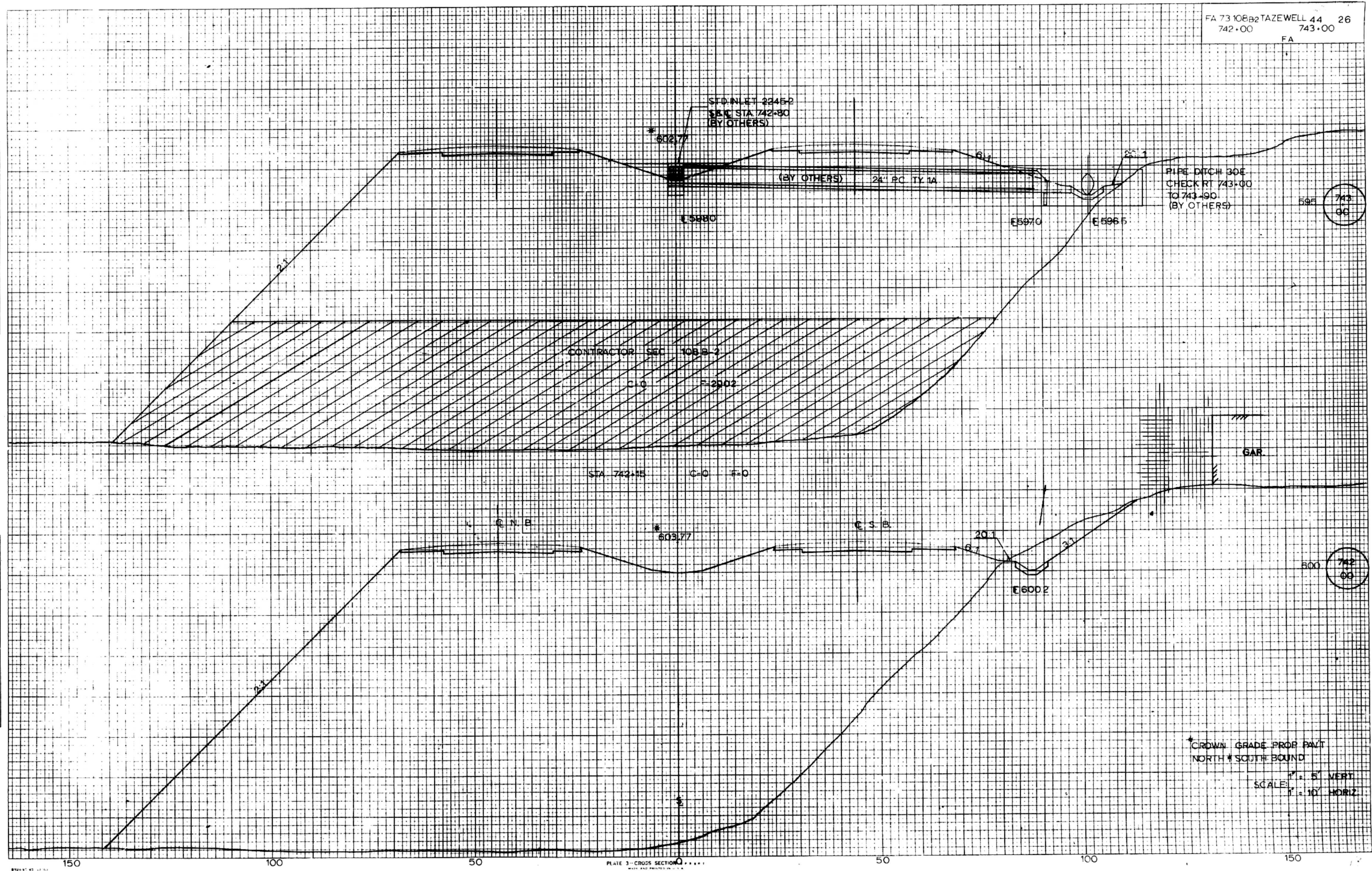
PLAN (End Reinforcement)

DESIGN STRESSES
f_c' = 5,000 psi.
f_c' = 4,000 psi.
f_s' = 268,000 psi. (31,000 lbs.)
f_s' = 188,000 psi. (21,700 lbs.)

Note: Prestressing steel shall be non-galvanized extra high strength stress-relieved 7 wire strand. The nominal diameter shall be 7/16" and the minimum nominal cross-sectional area shall be 0.1155 square inch.
Handling: For pile lengths up to 65', use two slings placed at a distance of 0.21 L from each end. For piles longer than 65', use three slings placed at a distance of 0.12 L from each end at midpoint of pile.

PILE DETAILS
F.A. RT. 73-SEC. 108B-2
TAZEWELL COUNTY
STA. 745+70

F.A. RT. 73-SEC. 108B-5 Tazewell Co. Dist. A



CONTRACTOR SEC 108B-2

C=0 F=2502

STA 742+15 C=0 F=0

C N B

* 603.77

C S B

* 602.77

E 6002

E 5880

E 5970

E 5965

PIPE DITCH 30E
 CHECK RT 743+00
 TO 743+90
 (BY OTHERS)

595 743
 00

600 742
 00

* CROWN GRADE PROP PAVT
 NORTH * SOUTH BOUND

SCALE: 1" = 5' VERT
 1" = 10' HORIZ

NO AREAS CHECKED

NO AREAS CHECKED

D. G. WRIGHT

NO AREAS CHECKED

NO AREAS CHECKED

NO AREAS CHECKED

NO AREAS CHECKED

NO AREAS CHECKED

NO AREAS CHECKED

150 100 50 50 100 150

FINAL
 SURVEY
 NOTE BOOK
 NO.

DATE
 44
 46
 48
 49
 50

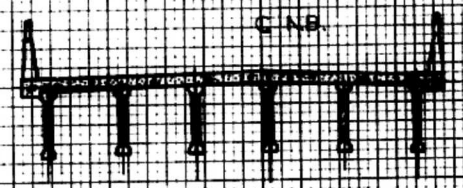
BY
 A. B. C.

BY CONTRACTOR FOR 108 B-2

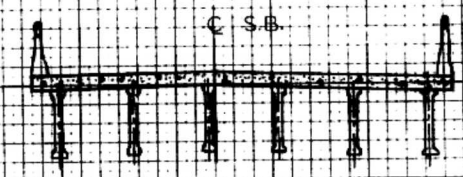
BY CONTRACTOR 108 B-2

CROWN GRADE PROP. PAVT
 NORTH & SOUTH BOUND

STA 745+49 C=0, E=0

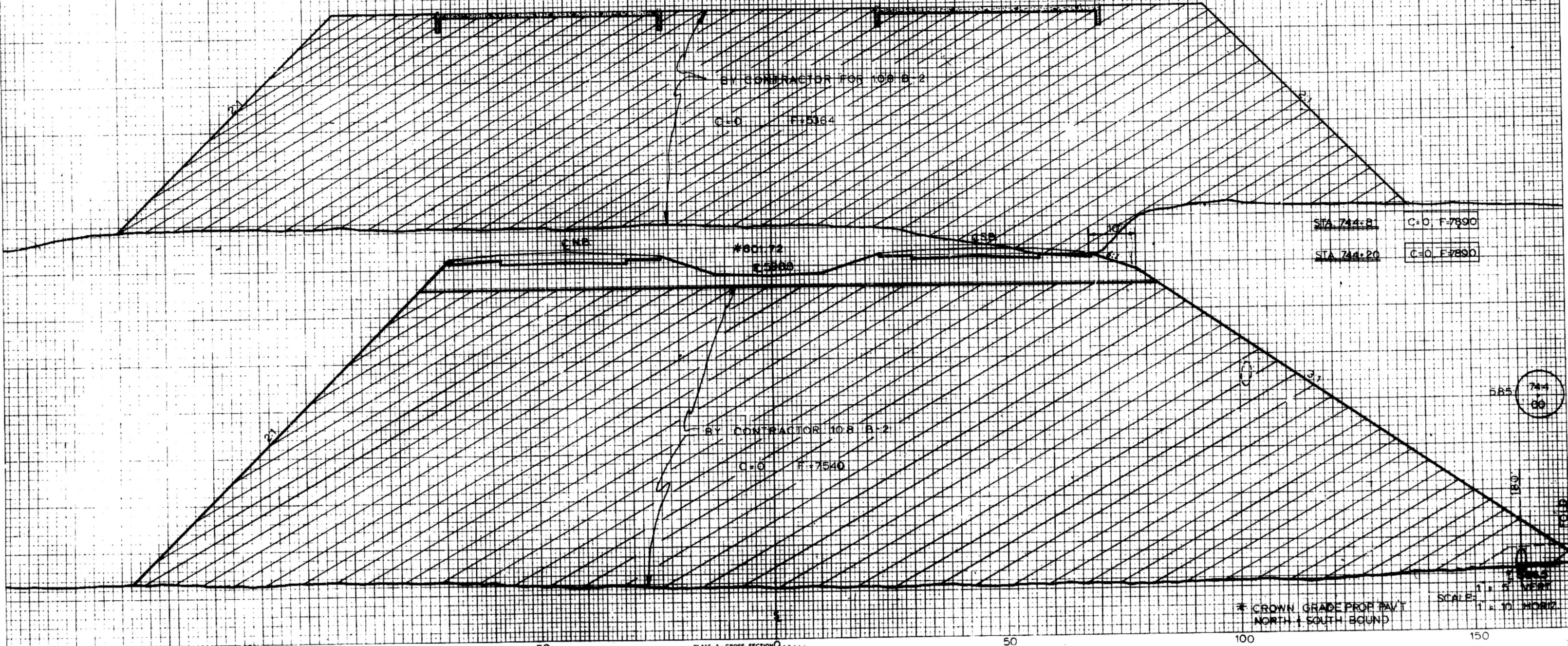


*600.69



C.S.B.

590
 745
 60



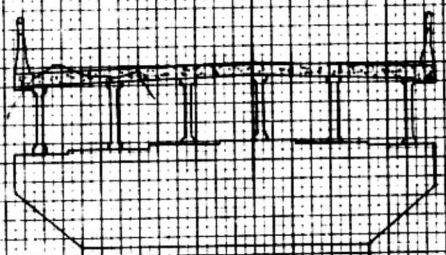
585
 744
 60

150 100 50 50 100 150

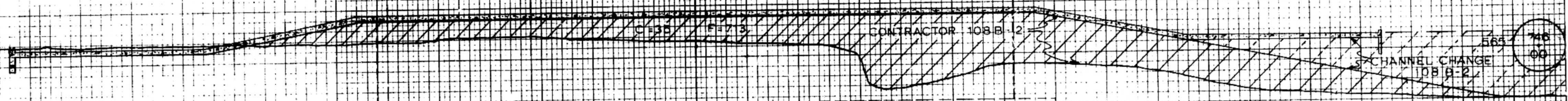
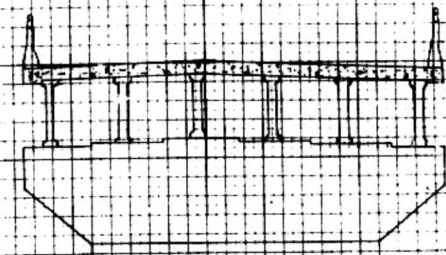
* CROWN GRADE PROP. PAVT
 NORTH & SOUTH BOUND
 SCALE: 1" = 5' VERT
 1" = 10' HORIZ

FINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
NO.

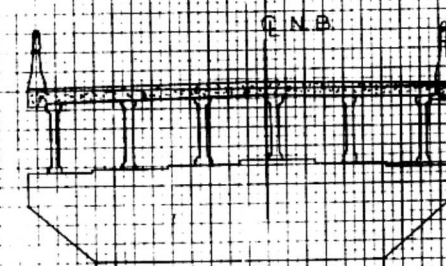
ORIGINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
NO.



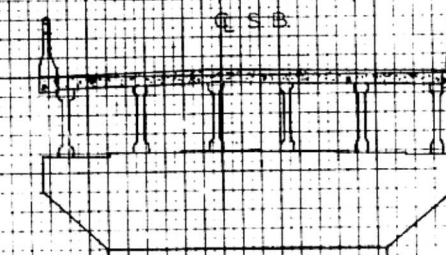
* 600.07



STA 745.93 C=0 F=0



* 600.32



* CR. GRADE ALONG C's
SCALE: 1" = 5' VERT
1" = 10' HORIZ

150

100

50

50

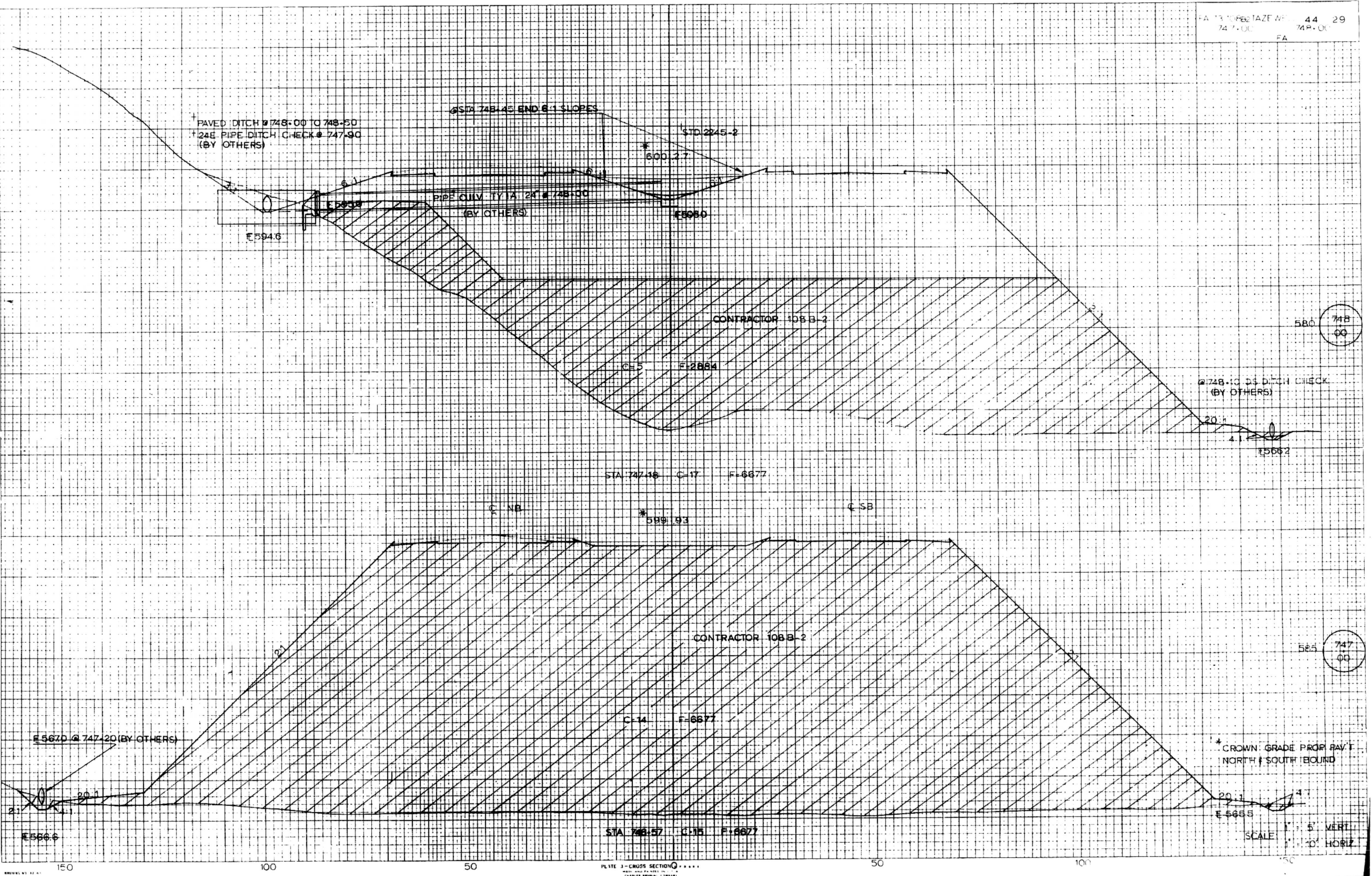
100

150

108-2

FINAL SURVEY
 NOTE BOOK NO. 44
 DATE 10/21/50
 BY J. W. WRIGHT
 CHECKED BY J. W. WRIGHT

ORIGINAL SURVEY
 NOTE BOOK NO. 44
 DATE 10/21/50
 BY J. W. WRIGHT
 CHECKED BY J. W. WRIGHT



580 748 00

585 747 00

* CROWN GRADE PROP. PAV'T
 NORTH & SOUTH BOUND

SCALE 1" = 5' VERT
 1" = 10' HORIZ

FINAL SURVEY
 DATE 11/10/44
 BY D. ST. DAVIS
 CHECKED D. G. WRIGHT

ORIGINAL SURVEY
 DATE 11/10/44
 BY D. ST. DAVIS
 CHECKED D. G. WRIGHT

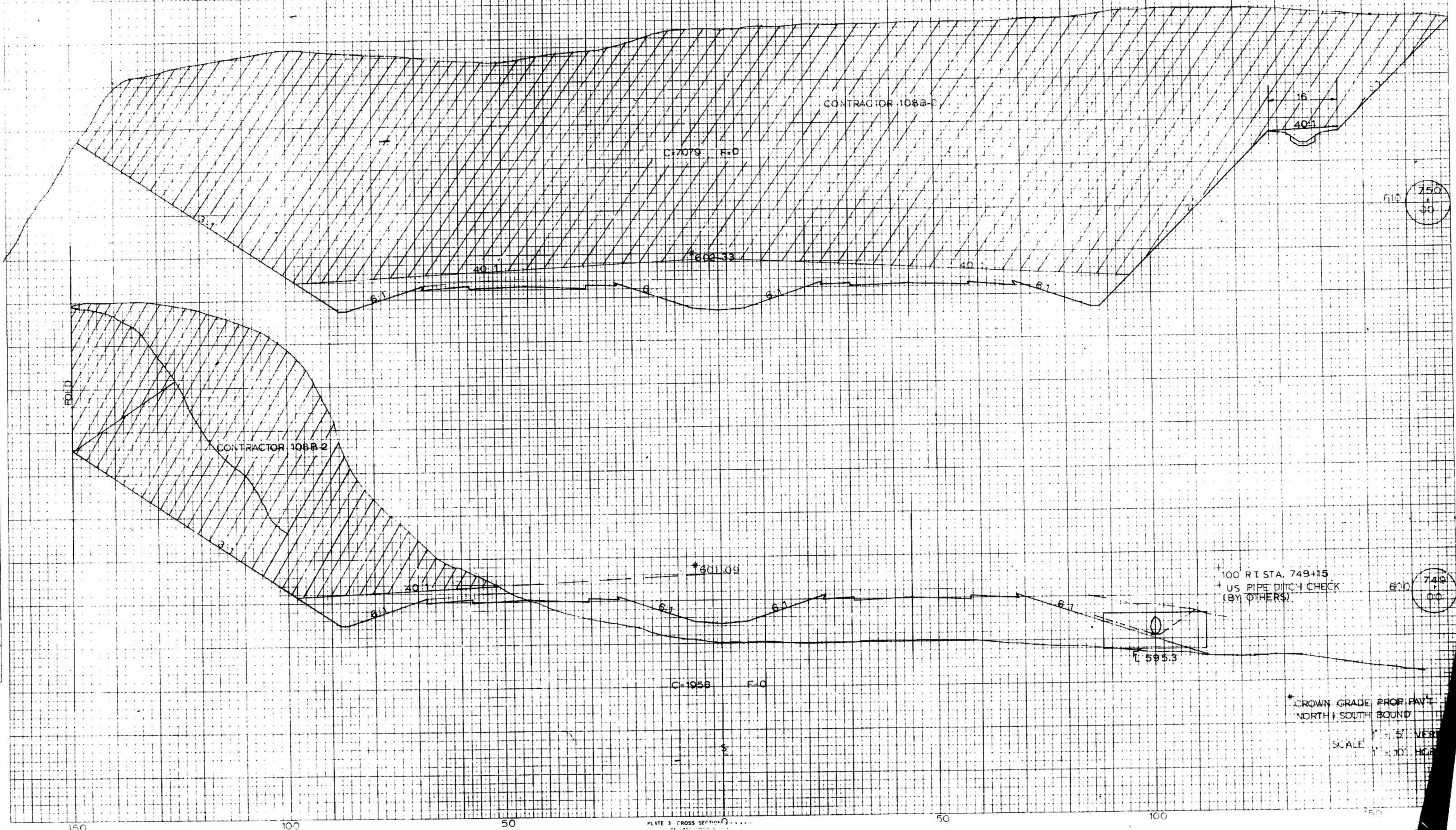


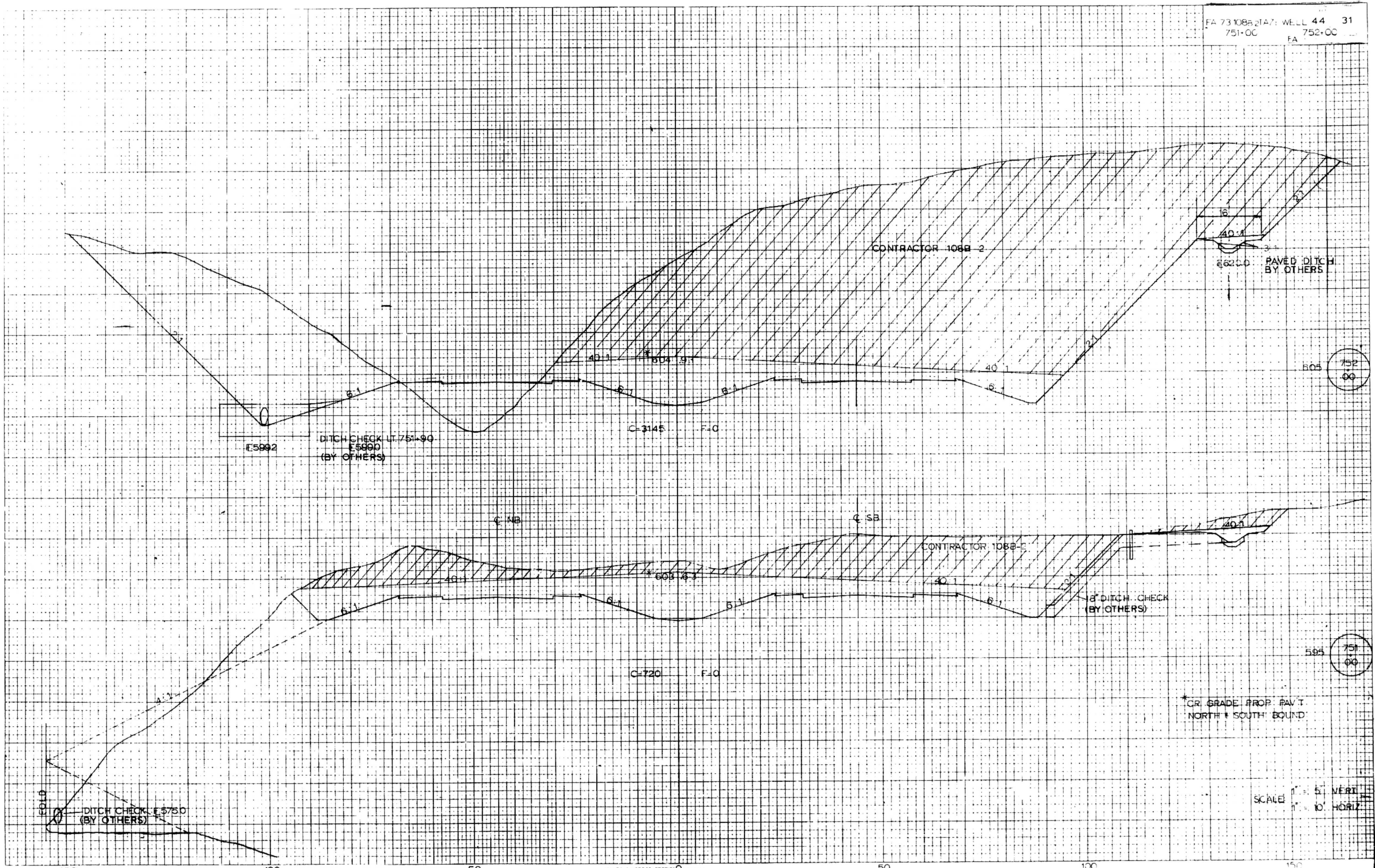
PLATE 3 - CROSS SECTION

*CROWN GRADE PROPRIETARY
 NORTH-SOUTH BOUND

SCALE 1" = 5' VERT
 1" = 10' HOR

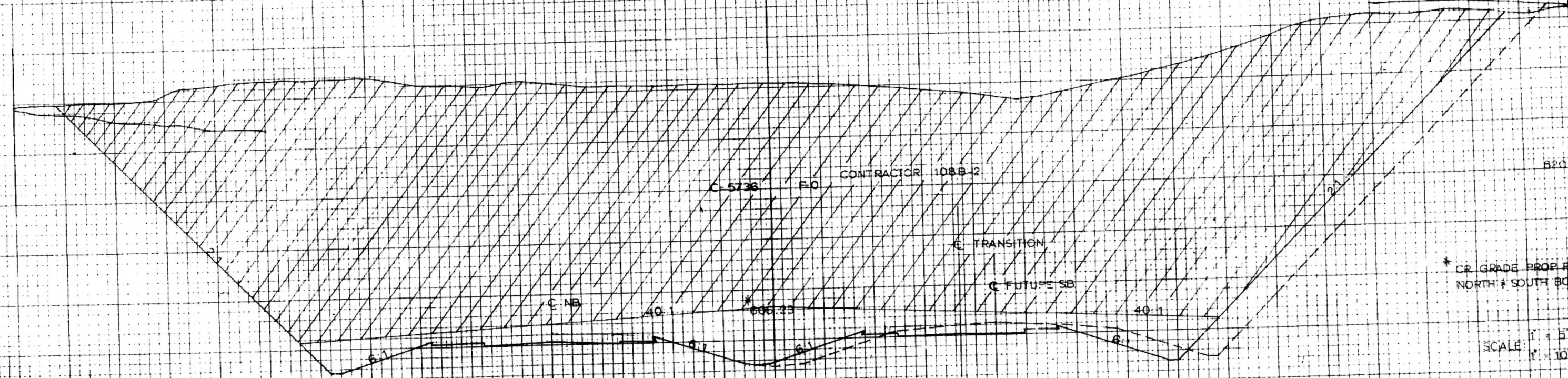
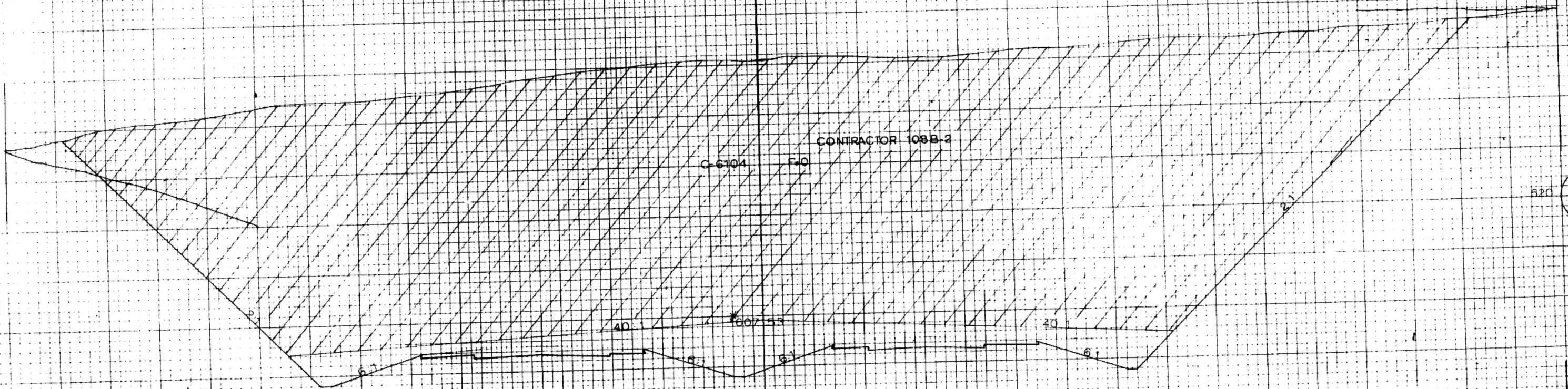
FINAL SURVEY
 DATE: 11/1/85
 DRAWN BY: J. W. WRIGHT
 CHECKED BY: J. W. WRIGHT

ORIGINAL SURVEY
 DATE: 11/1/85
 DRAWN BY: J. W. WRIGHT
 CHECKED BY: J. W. WRIGHT



FINAL SURVEY
 CONTRACTOR
 SOUTH BOUND

DATE 44 44 44
 BY AERIAL YMLAKS
 A. S. CALDWELL
 G. DAVIS
 D. S. HIGHT
 ORIGINAL SURVEY
 NOTE BOOK
 NO.



* CR GRADE PROP BAY T
 NORTH & SOUTH BOUND

SCALE: 1" = 5' VERT
 1" = 10' HORIZ

FIELD SURVEY
 DATE
 BY
 CHECKED

DATE
 BY
 CHECKED
 ORIGINAL SURVEY
 NOTE BOOK
 NO.

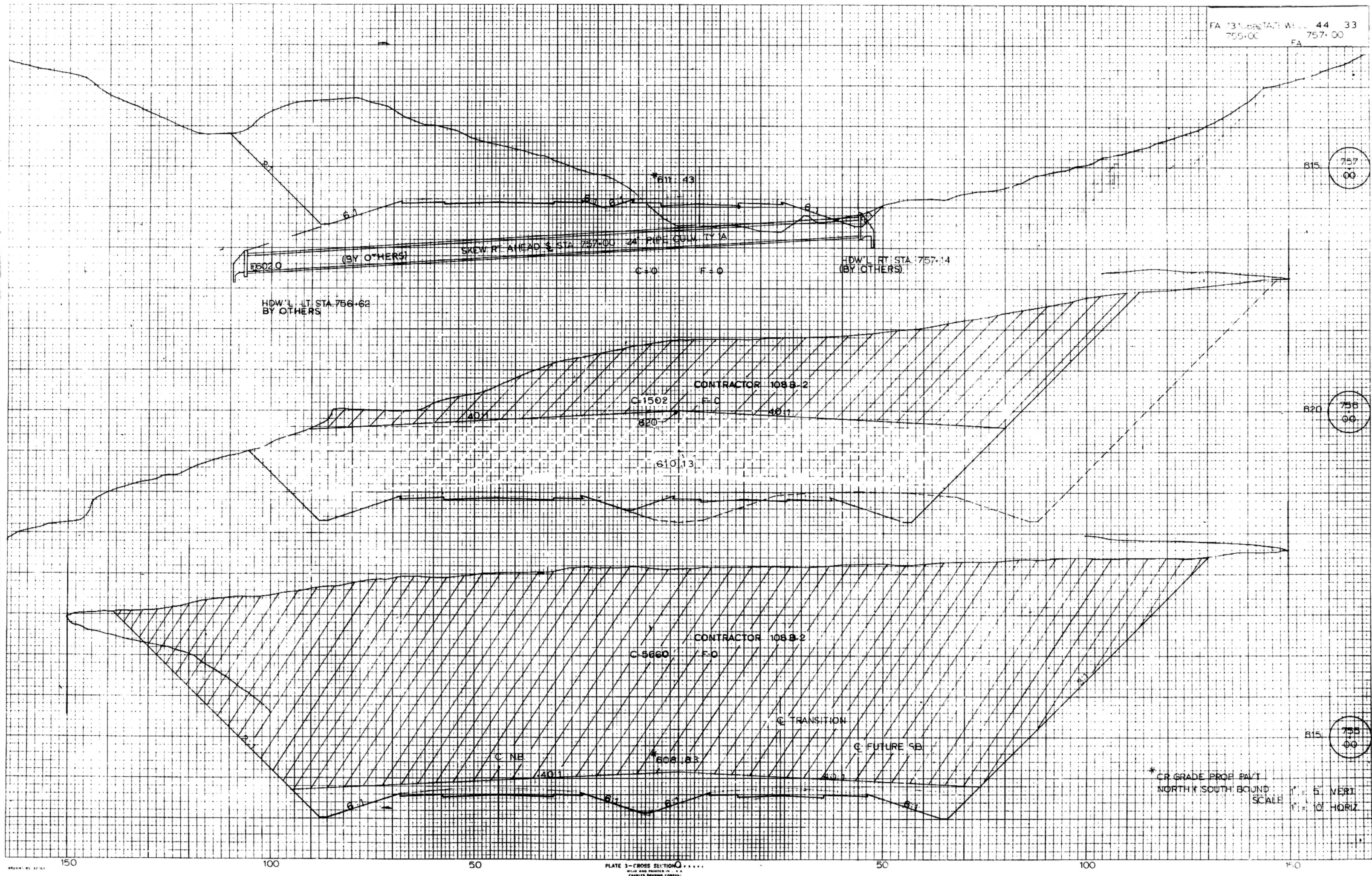


PLATE 3 - CROSS SECTION
 CHARLES BRUNING COMPANY

ORIGINAL SURVEY DATE: 1924
 SURVEYOR: HAYDEN
 CHECKED BY: MCHUGH
 DRAFTER: DAVIS
 DATE: 1924

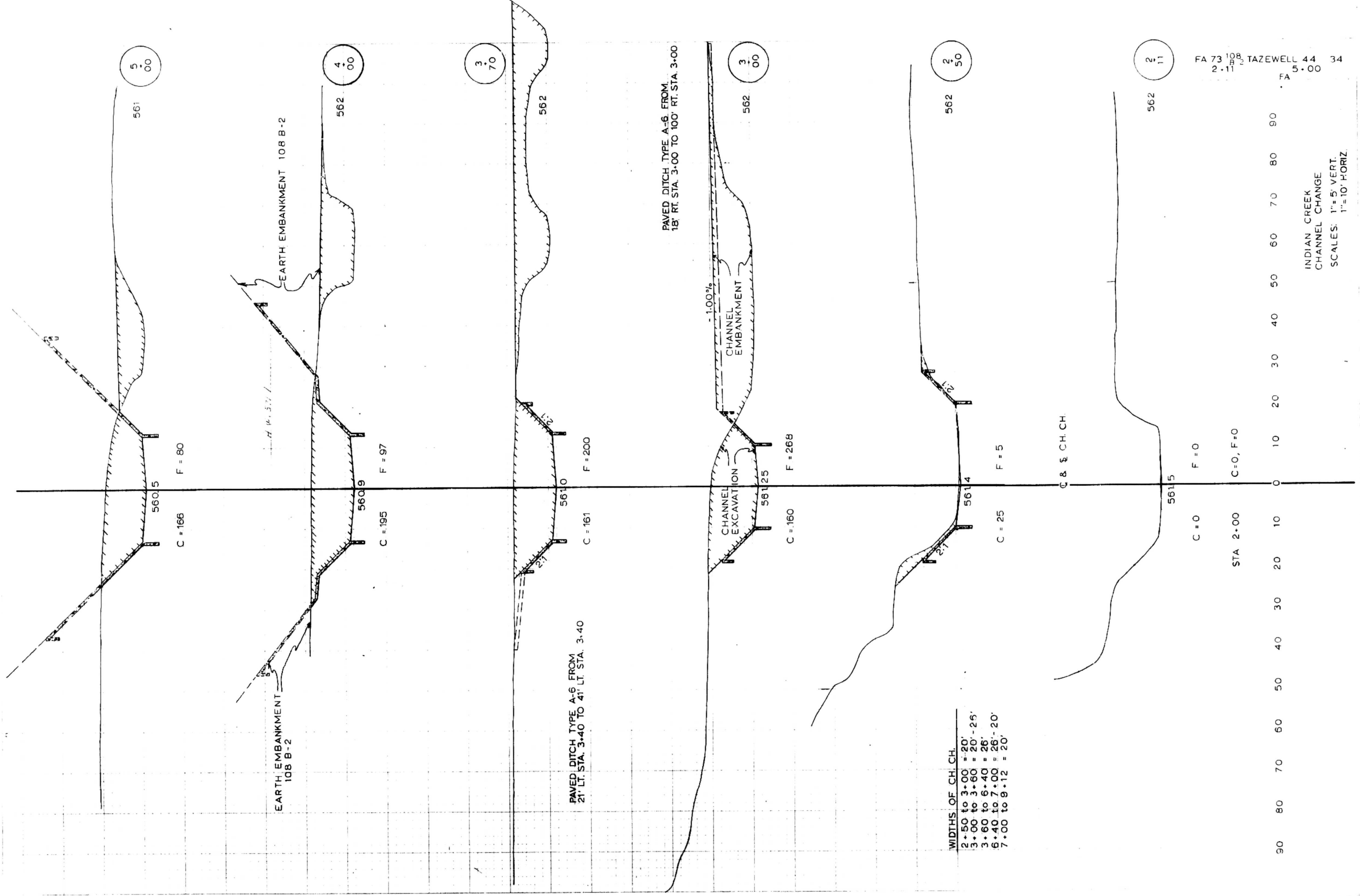


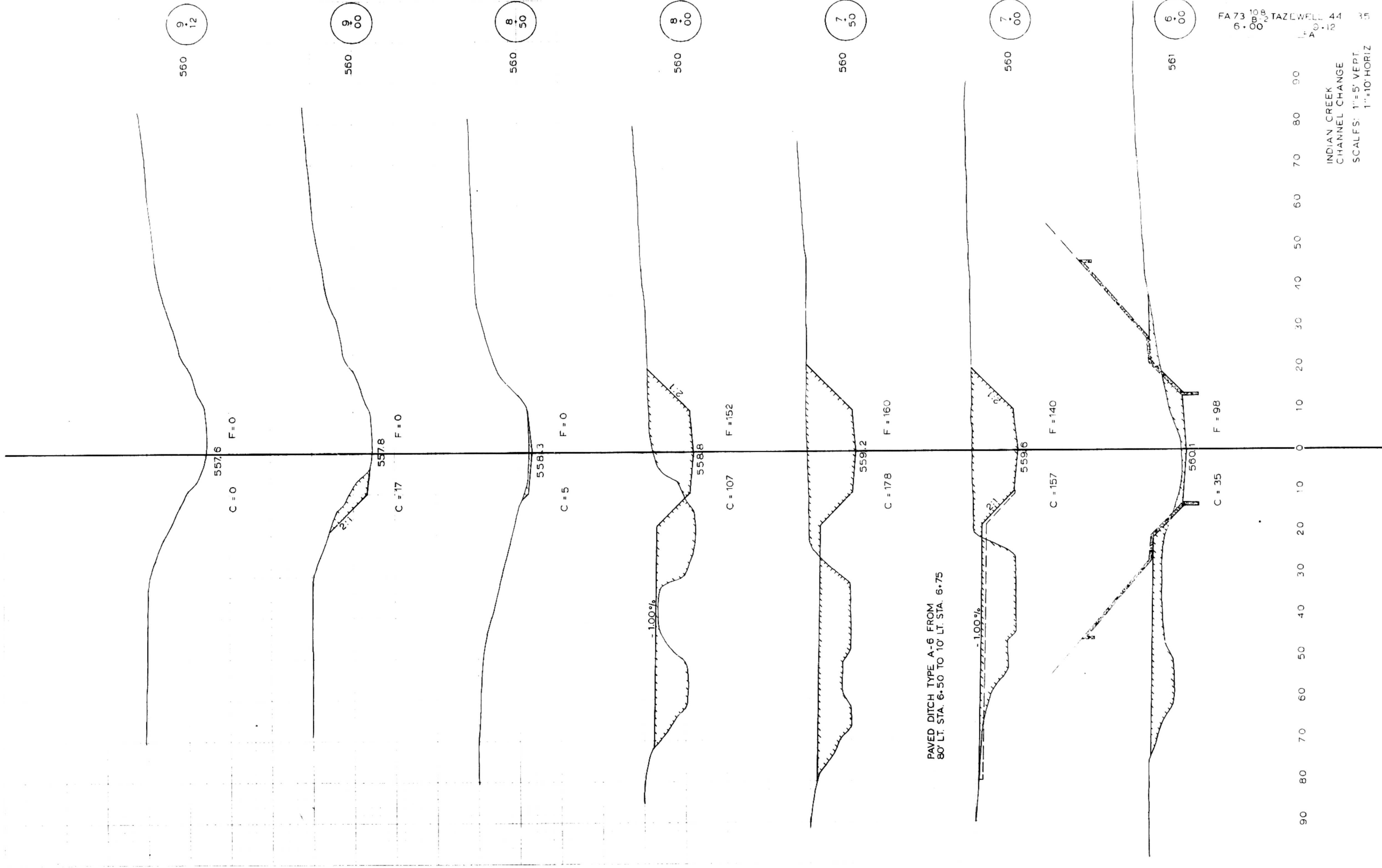
PLATE 1 CROSS SECTION B.P.P. STATION 4+00

INDIAN CREEK
 CHANNEL CHANGE
 SCALES: 1" = 5' VERT.
 1" = 10' HORIZ.

12-58
 1-59
 2-59
 3-59
 4-59

HILTON
 DRIVS
 NEWARK
 DRIVS
 NEWARK

124



560
9
12

560
9
00

560
8
50

560
8
00

560
7
50

560
7
00

561
6
00

FA 73 108
 6+00 B 2 TAZEWELL 44
 3-12
 35

90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90
 INDIAN CREEK
 CHANNEL CHANGE
 SCALES: 1" = 5' VERT.
 1" = 10' HORIZ