

#8862

#35 7-30-99 F.A.I. RTE. 474 Peoria Co.

SEC. (72-1,2,3,4)RS

I. & R. COPY #35

35

95%  
5-19-2001

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.I. ROUTE 474 (1-474)

SECTION: (72-1,2,3,4)RS

PEORIA COUNTY

PROJ. ACIM-474(100)87

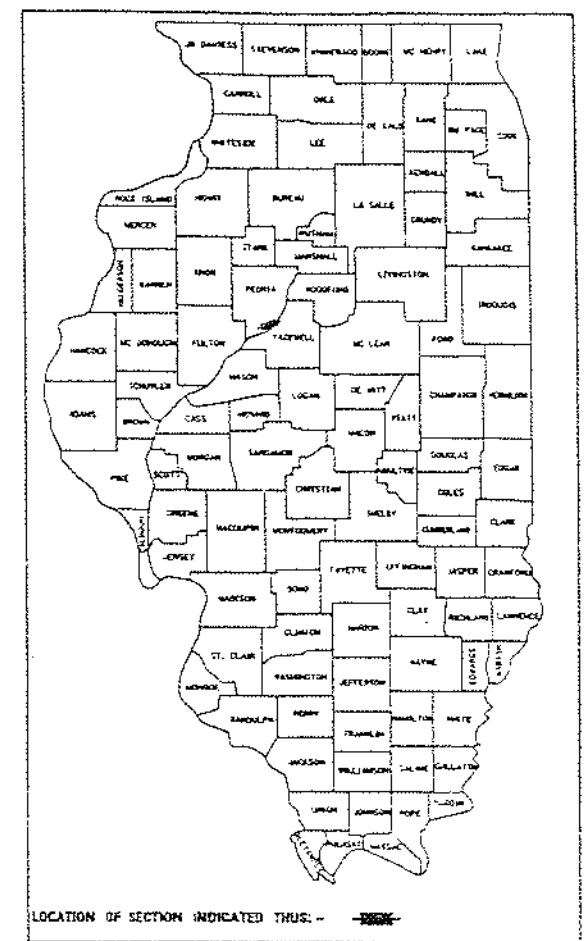
PROJECT

C-94-001-98

BEGIN PROJECT  
STA EB 0+691.882  
STA WB 0+682.738

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-1,2,3,4)RS	PEORIA	251	1

D-94-007-98



RESURFACING OF I-474 TO ILLINOIS RIVER BRIDGE PROJECT INCLUDES PATCHING AND A 85mm BITUMINOUS OVERLAY ON THE MAINLINE PAVEMENT AND INTERCHANGE RAMP, DRAINAGE AND EROSION CONTROL IMPROVEMENTS, GUARDRAIL UPGRADING AND BRIDGE IMPROVEMENTS.

PROJECT ENGINEER: ROGER MILLER (309)671-3455

DESIGN BY: J. PETERSON / C. MAUSHARD (309) 671-3464

FOR INDEX OF SHEETS, SEE SHEET NO. 2

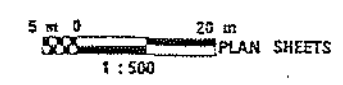
### LIST OF STANDARDS

- 420001-01 631021-01
- 421001 631026-01
- 421101-01 631031-01
- 424001-01 664001-01
- 442001-01 701006-01
- 442101-01 701101
- 482006-01 701326
- 482101-01 701401
- 601001 701406-01
- 601101 701411-01
- 602301 701426
- 604001 701601-02
- 606001-01 702001
- 606006 720011
- 606301-02 704001
- 609001-01 780001-01
- 610001-01 781001-02
- 630001-01 000001-02
- 631011-01

### DESIGN DESIGNATION

- I-474 ADT(1995) = 29,000
- % TRUCKS(1996) 12.4%MU /5.9%SU
- MAXWELL ROAD ADT = 8,500
- % TRUCKS (N/A)
- AIRPORT ROAD ADT = 13,000
- % TRUCKS 2.8%
- US 24 ADT = 24,900
- % TRUCKS 6.2%MU /3.2%SU

### METRIC RATIOS



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

**JULIE**  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123

CATALOG NO. 031805-01D

CONTRACT NO. 88862

BEGIN ROADWAY A  
STA 0+000  
END ROADWAY A  
STA 1+341.959

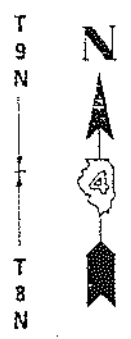
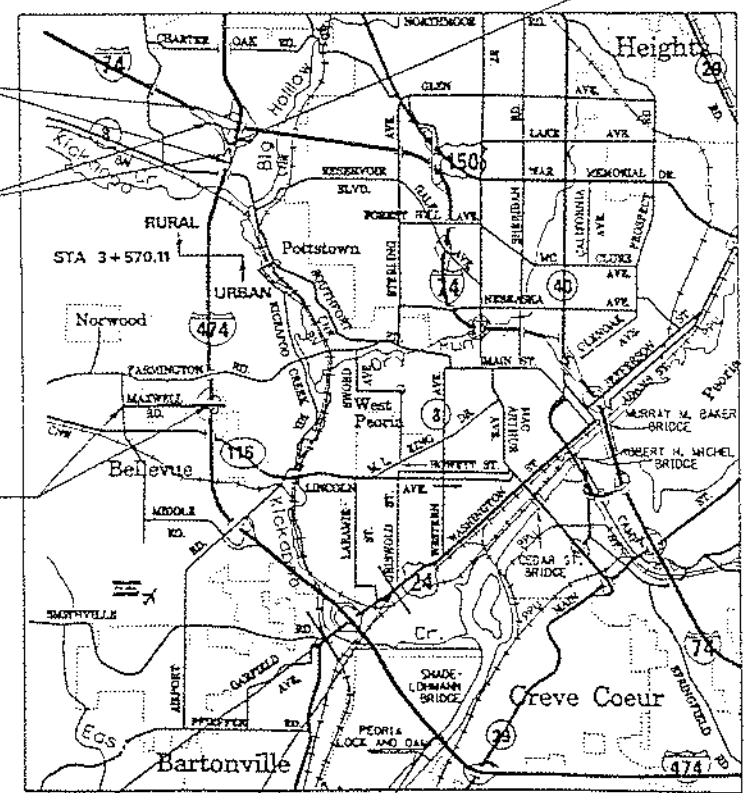
BEGIN ROADWAY B  
STA 1+105.725  
END ROADWAY B  
STA 2+269.5

MAXWELL ROAD CONNECTOR  
BEGIN CONSTRUCTION  
STA 0+598.725  
END CONSTRUCTION  
STA 2+157.000  
C BRIDGE

US ROUTE 24  
BEGIN CONSTRUCTION  
STA 25+282.759

US ROUTE 24  
END CONSTRUCTION  
STA 27+084.958

END PROJECT  
STA EB 13+134.199  
STA WB .13+129.627



**BITUMINOUS SUPERPAVE**  
**Qc0a BITUMINOUS**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 6/12/99  
[Signature] DISTRICT ENGINEER

ENGINEER OF PROJECT DEVELOPMENT AND IMPLEMENTATION  
June 25 1999  
[Signature]

ENGINEER OF DESIGN AND ENVIRONMENT  
June 25 1999  
[Signature] DIRECTOR, DIVISION OF HIGHWAYS

4-218

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

072-0114 & 0115

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STA.		TO STA.		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

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\* omitted - sheets 176-177-178

## COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

NO COMMITMENTS HAVE BEEN MADE FOR THIS PROJECT.

SUBMITTED	5/16/99	<i>[Signature]</i> DIST. ENGR. OF PROGRAM DEVELOPMENT
EXAMINED	5/12/99	<i>[Signature]</i> DIST. ENGR. OF PROJECT IMPLEMENTATION
EXAMINED	5/12/99	<i>[Signature]</i> DIST. ENGR. OF OPERATIONS
REVIEWED FOR CORRELATION WITH APPROVED DESIGN REPORT, POLICIES, AND ENVIRONMENTAL ASSESSMENT		
DATE	5/12/99	<i>[Signature]</i> Dist. Engineer

ILLINOIS DEPARTMENT OF TRANSPORTATION  
  
INDEX OF SHEETS,  
COMMITMENTS,  
SIGNATURES

1 REVISED 9/29/1999 A.Y.V.

## GENERAL NOTES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	(72-1.2,3,4)RS	PEORIA	208	3
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		

### PROPERTY OWNER ACCESS REQUIREMENT

Access must be maintained to all existing properties during construction per Article 107.09 unless arrangements are made in writing by the Contractor with the property owners with a copy to the Engineer for short-term closures.

### TREE REMOVAL

The District Four Tree Committee should be contacted and prior approval obtained for any tree removal beyond the limits/locations included in the plans.

### EARTH EXCAVATION - INCIDENTAL TO CURB, GUTTER & DRIVEWAY

Earth excavation and backfill for proposed curb and gutters and driveway pavements shall be included in the unit cost of the various items.

### ENVIRONMENTAL REVIEWS

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

- \* BDE Form 2289 (Environmental Survey Request)
- \* A location map showing the size limits and location of the use area
- \* Signed property owner agreement form
- \* Color photographs depicting the use area

Please note that a minimum of two weeks shall be allowed for the District to obtain the required environmental clearances.

### PAVEMENT STATION NUMBERS & PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 20mm (3/4 inch) wide, 125mm (5 inches) high and 15mm (1/2 inch) deep.

The pavement station numbers shall be installed as specified herein:

Interval - 100 meters (metric stationing) or 200 feet (English stationing)

Bottom of Numbers - 150mm (6 inches) from the inside edge of the pavement marking

Location:

- \* 2, 3, & 5 Lane Pavements - right edge of pavement in direction of increasing stations
- \* Multi-Lane Divided Roadways - outside edge of pavement in both directions
- \* Ramps - along baseline edge of pavement

Position - stations shall be placed so they can be read from the adjacent shoulder

Format - Metric (English) pavement stations shall use this format (XX+X00" (XXX)'), where X represents the pavement station

This work will not be paid for separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

### JOB SPECIFIC GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the contractor will be paid for the quantity actually furnished at the unit price bid for the work.

### MINIMUM VERTICAL CLEARANCE

The Contractor shall verify the existing structure vertical clearance prior to placing bituminous overlay under any structure. A minimum (5.33m) vertical clearance shall be maintained under all structures.

### BUTT JOINT CUTTING TIME RESTRICTION

Butt joints shall not be milled more than three (3) days prior to placement of the bituminous surface course.

### PAVING SURFACE COURSE, CL I CONTINUOUS

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the bituminous surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

### REFLECTIVE CRACK CONTROL PLACEMENT

Reflective crack control treatment shall be placed on the binder course.

### ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

The Contractor shall consult with the Engineer in regard to the exact length of the box/pipe culverts, storm sewers, and/or pipe drains required prior to ordering these items.

### EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

In accordance with Section 602 of the Standard Specifications, the connecting of existing drain tiles, pipe culverts, or storm sewers to the proposed drainage system structures will not be paid for separately but shall be considered as included in the pay items provided.

### SIGN POST HOLES

Vertical holes shall be constructed in the island pavement and/or concrete median of the type specified or concrete median surface 100mm (4 inches). The holes shall be 600mm (24 inches) in diameter or 600mm (24 inches) square and they shall be free of any obstruction, except earth, for a depth of 1.5m (5 feet) at the locations shown on the plans or as directed by the Engineer. Any holes not used for the placement of signs shall be filled and compacted flush with the top of the island pavement, concrete median of the types specified, or concrete median surface 100mm (4 inches). The top 75mm (3 inches) of said compacted fill shall consist of a bituminous concrete mixture. All holes in which the sign posts are installed at the time of this contract shall be similarly filled.

This work, including any required pavement removal necessary to construct the sign post holes, will not be paid for separately but shall be included in the contract unit price per square meter (square foot) for ISLAND PAVEMENT and/or CONCRETE MEDIAN of the type specified, or CONCRETE MEDIAN SURFACE, 100mm (4 inches).

### MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

MIXTURE USE(S):	BIT CONC SUPERPAVE SURFACE
AC/PG:	SBS TO-22 OR SBR TO-22
RAP % (MAX)**:	0%
DESIGN AIR VOIDS:	4% @ NDESIGN = 90
MIXTURE COMPOSITION (GRADATION MIXTURE):	MIXTURE E
VOLUMETRIC REQUIREMENTS:	TYPE 1
FRICTION AGGREGATE:	E
FIELD DENSITY:	92.0% TO 96.0%

MIXTURE USE(S):	BIT CONC SUPERPAVE BINDER
AC/PG:	SBS TO-22 OR SBR TO-22
RAP % (MAX)**:	0%
DESIGN AIR VOIDS:	4% @ NDESIGN = 90
MIXTURE COMPOSITION (GRADATION MIXTURE):	MIXTURE B
VOLUMETRIC REQUIREMENTS:	TYPE 1
FRICTION AGGREGATE:	-
FIELD DENSITY:	92.0% TO 96.0%

MIXTURE USE(S):	BITUMINOUS CONCRETE SURFACE COURSE, MIX E, CL I, TY 2
AC/PG:	AC-20 (USE AC-10 WITH RAP)
RAP % (MAX)**:	15%
DESIGN AIR VOIDS:	4.2%

MIXTURE USE(S):	CENTER JOINT REPAIR SYSTEM BITUMINOUS BASE COURSE 230mm BITUMINOUS BASE COURSE 200mm CLASS D PATCHES, TY 1, 225mm SPL.
AC/PG:	AC-20
RAP % (MAX)**:	0%
DESIGN AIR VOIDS:	4.7%

MIXTURE USE(S):	LEVELING BINDER (MACHINE METHOD), MIX C, TY 1
AC/PG:	AC-20
RAP % (MAX)**:	0%
DESIGN AIR VOIDS:	4.7%

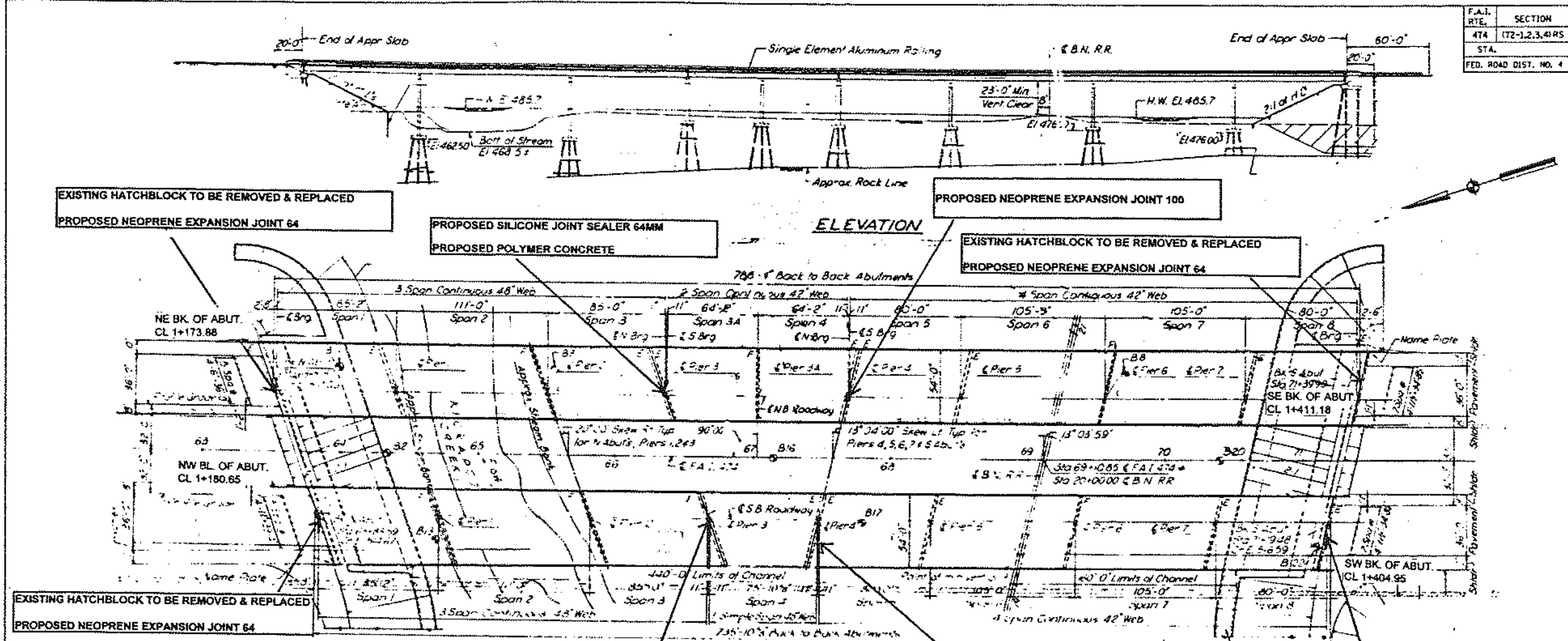
MIXTURE USE(S):	BITUMINOUS SHOULDER
AC/PG:	AC-10
RAP % (MAX)**:	50%
DESIGN AIR VOIDS:	2.2%

\*TOP LIFT SHALL BE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	172-1,2,3,4RS	PEORIA	147	147
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS FED. AID PROJECT			



**TOTAL BILL OF MATERIALS**

<b>DECK DRAIN EXTENSIONS</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	42
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	42
SEE DETAIL SHEET NO. 211	84 EACH
<b>BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	344.3
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	350.3
<b>DECK SLAB REPAIR (PARTIAL)</b>	694.6 M. TON
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	5.1
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	8.9
SEE DETAIL SHEET NO. 149-153	14.0 SO.M
<b>DECK SLAB REPAIR (FULL DEPTH, TYPE II)</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	0.7
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	1.9
SEE DETAIL SHEET NO. 149-153	2.6 SO.M
<b>DECK SLAB REPAIR (FULL DEPTH, TYPE I)</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	1.8
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	3.6
SEE DETAIL SHEET NO. 149-153	5.4 SO.M
<b>SILICONE JOINT SEAL 64mm</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	17.0
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	17.0
SEE DETAIL SHEET NO. 202	34.0 M
<b>NEOPRENE EXPANSION JOINT 64mm</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	34.8
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	34.4
SEE DETAIL SHEET NO. 200	69.2 M
<b>NEOPRENE EXPANSION JOINT 100mm</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	16.4
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	16.4
SEE DETAIL SHEET NO. 202	32.8 M

**PROPOSED SILICONE JOINT SEALER 64MM**

**PROPOSED POLYMER CONCRETE**

**PROPOSED NEOPRENE EXPANSION JOINT 100**

**EXISTING HATCHBLOCK TO BE REMOVED & REPLACED**

**PROPOSED NEOPRENE EXPANSION JOINT 64**

**PLAN**

<b>CONCRETE REMOVAL</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	5.6
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	5.5
	11.1 CU.M
<b>CONCRETE STRUCTURES</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	5.1
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	5.1
	10.2 CU.M
<b>BAR SPLICERS</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	24
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	24
	48 EACH
<b>REINFORCEMENT BARS, EPOXY COATED</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	469
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	463
	932 KG
<b>WATERPROOFING MEMBRANE SYSTEM</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	3792.4
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	3857.5
SEE DETAIL SHEET NO. 210	7649.9 SO.M
<b>BITUMINOUS CONCRETE REMOVAL (DECK)</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	3792.4
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	3857.5
	7649.9 SO.M
<b>PLUG EXISTING DECK DRAINS</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	78
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	78
* PLUG ALL DRAINS WITHIN 3 METERS OF ABUTMENT & PIERS AND ALTERNATE DRAINS	156 EACH
<b>POLYMER CONCRETE</b>	
LOCATION 3 I-474 (EB) OVER BN RR & KICKAPOO CK	0.5
LOCATION 4 I-474 (WB) OVER BN RR & KICKAPOO CK	0.5
SEE DETAIL SHEET NO. 200	1.0 CU. M

**GENERAL NOTES**

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST SHALL BE INCLUDED IN THE COST OF "CONCRETE REMOVAL"

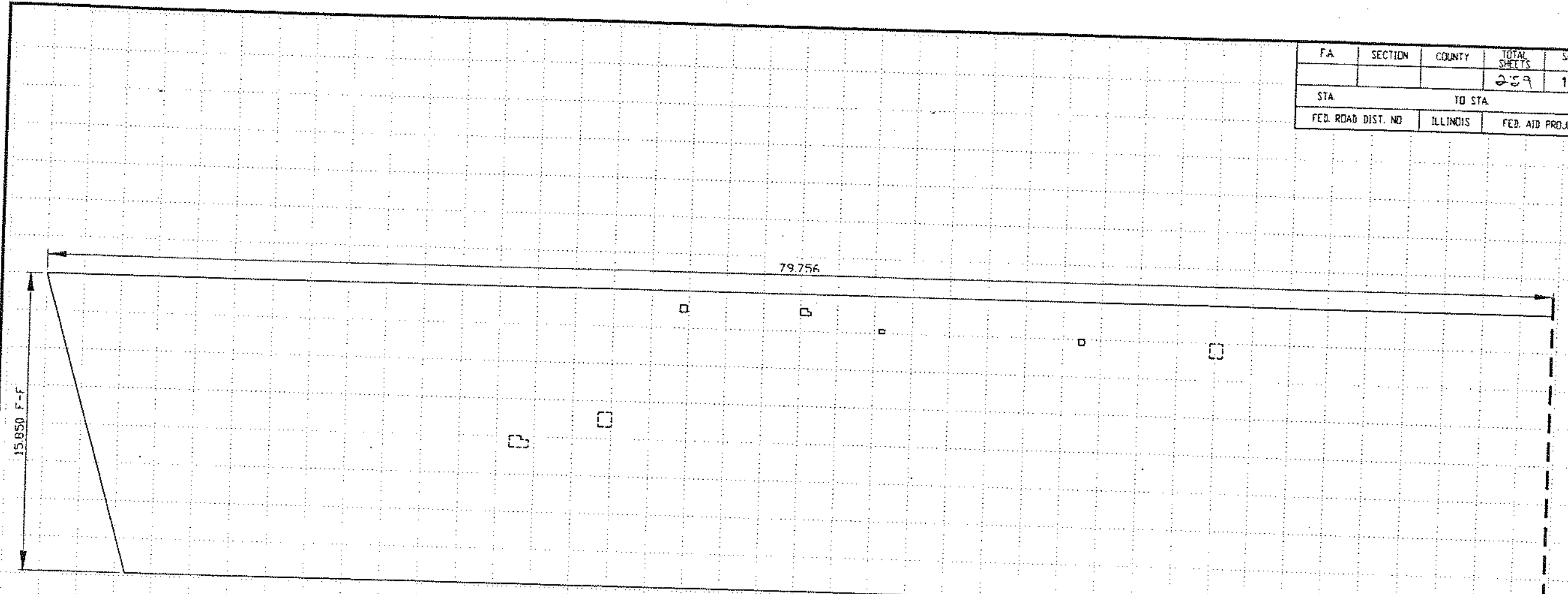
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STRUCTURE #3 & 4  
I-474 (EB) & (WB) OVER  
KICKAPOO CK & BN RR  
S.N. 072-0114 & 072-0115

DRAWN BY TJS  
DATE 01-18-99  
CHECKED BY JWP

FA	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			259	148
STA		TO STA		
FED. ROAD DIST. NO	ILLINOIS	FED. AID PROJECT		



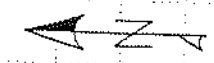
RECOMMENDED REPAIR AREAS

TOPSIDE (LEFT)

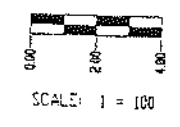
MATCH LINE

Note: AREA OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS - BUILT PLANS.

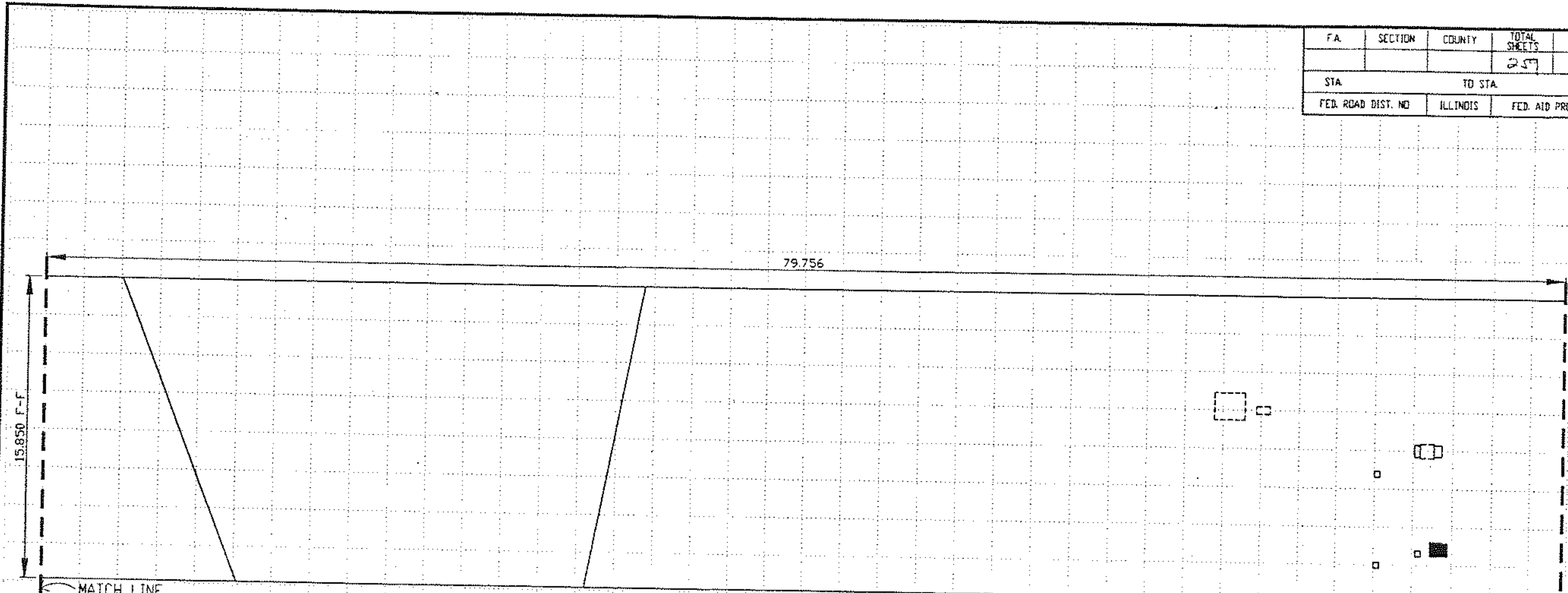
TRAFFIC FLOW →



<b>LEGEND</b> RECOMMENDED REPAIR AREAS PARTIAL DEPTH FULL DEPTH TYPE I FULL DEPTH TYPE II		% OF DECK INVESTIGATED IR 100% GPR 23%		<table border="1"> <tr> <td>TOTAL AREA INVESTIGATED</td> <td>Ft<sup>2</sup></td> <td>m<sup>2</sup></td> <td>%</td> </tr> <tr> <td>DEBOND</td> <td>105.379</td> <td>9.790</td> <td>0.26%</td> </tr> <tr> <td>DELAMINATION</td> <td></td> <td></td> <td></td> </tr> <tr> <td>PARTIAL DEPTH</td> <td></td> <td></td> <td></td> </tr> <tr> <td>FULL DEPTH TYPE I</td> <td>54.864</td> <td>5.097</td> <td>0.13%</td> </tr> <tr> <td>FULL DEPTH TYPE II</td> <td>19.709</td> <td>1.831</td> <td>0.05%</td> </tr> <tr> <td>FULL DEPTH TYPE II</td> <td>7.050</td> <td>0.655</td> <td>0.02%</td> </tr> <tr> <td>FULL DEPTH TOTALS</td> <td>26.759</td> <td>2.486</td> <td>0.07%</td> </tr> <tr> <td>TOTAL SUBSURFACE DELAMINATION</td> <td>81.623</td> <td>7.583</td> <td>0.20%</td> </tr> </table>	TOTAL AREA INVESTIGATED	Ft <sup>2</sup>	m <sup>2</sup>	%	DEBOND	105.379	9.790	0.26%	DELAMINATION				PARTIAL DEPTH				FULL DEPTH TYPE I	54.864	5.097	0.13%	FULL DEPTH TYPE II	19.709	1.831	0.05%	FULL DEPTH TYPE II	7.050	0.655	0.02%	FULL DEPTH TOTALS	26.759	2.486	0.07%	TOTAL SUBSURFACE DELAMINATION	81.623	7.583	0.20%	INFRARED DIAGNOSTICS, INC. 17408 EMILY WAY CT. ST. LOUIS, MO. 63005  PROJECT: 1961-9  IR/VISUAL INVESTIGATION: 6/98 GPR/CORE INVESTIGATION: 7/98	<b>STRUCTURE #3</b>  ILLINOIS DEPARTMENT OF TRANSPORTATION  I-474 (EB) OVER BNRR & KICKAPOO CREEK PEDRIA COUNTY S.N. 072-0114 (LEFT) SHEET 1 OF 3 RECOMMENDED REPAIR AREAS
		TOTAL AREA INVESTIGATED	Ft <sup>2</sup>		m <sup>2</sup>	%																																				
DEBOND	105.379	9.790	0.26%																																							
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OVERLAY ASPHALT	<table border="1"> <tr> <td>INSPECTED BY: RJG</td> <td>CHECKED BY: CGM</td> </tr> <tr> <td>DRAWN BY: JCR</td> <td>CHECKED BY: WRB</td> </tr> </table>	INSPECTED BY: RJG	CHECKED BY: CGM	DRAWN BY: JCR	CHECKED BY: WRB																																					
INSPECTED BY: RJG	CHECKED BY: CGM																																									
DRAWN BY: JCR	CHECKED BY: WRB																																									



FA	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			257	149
STA		TD STA		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

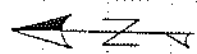


RECOMMENDED REPAIR AREAS

TOPSIDE (CENTER)

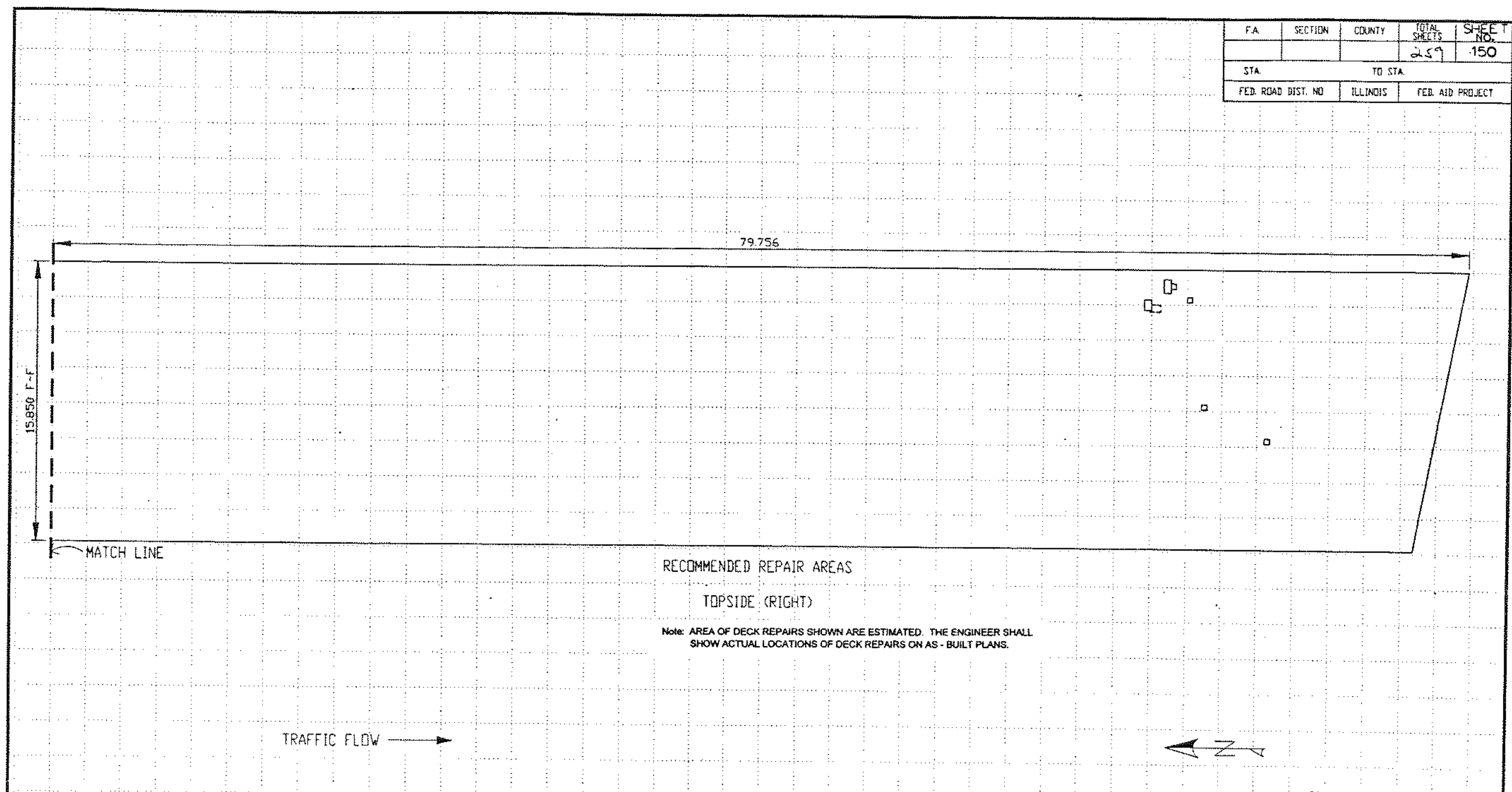
Note: AREA OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

TRAFFIC FLOW →



<b>LEGEND</b> RECOMMENDED REPAIR AREAS PARTIAL DEPTH: FULL DEPTH TYPE I: FULL DEPTH TYPE II:  SCALE: 1 = 100		<b>% OF DECK INVESTIGATED</b> IR: 100% GPR: 23%		<b>TOTAL AREA INVESTIGATED</b> 40,821.039 <b>DEBOND</b> 105.379 <b>DELAMINATION</b> PARTIAL DEPTH: 54.864 FULL DEPTH TYPE I: 19.709 FULL DEPTH TYPE II: 7.050 FULL DEPTH TOTALS: 26.759 <b>TOTAL SUBSURFACE DELAMINATION</b> 81.623	<b>Ft<sup>2</sup></b> 3792.397 9.790 5.097 1.831 0.655 2.486 7.583	<b>m<sup>2</sup></b> 3792.397 9.790 5.097 1.831 0.655 2.486 7.583	<b>%</b> 0.26% 0.13% 0.05% 0.02% 0.07% 0.20%	INFRARED DIAGNOSTICS, INC. 17408 EMILY WAY CT. ST. LOUIS, MO. 63005  PROJECT: 1961-9  IR/VISUAL INVESTIGATION: 6/98 GPR/CORE INVESTIGATION: 7/98	<b>STRUCTURE #3</b>  ILLINOIS DEPARTMENT OF TRANSPORTATION  I-474 (EB) OVER BNRR & KICKAPOO CREEK PEDRIA COUNTY S.N. 072-0114 (CENTER) SHEET 2 OF 3 RECOMMENDED REPAIR AREAS
		OVERLAY ASPHALT							

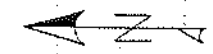
F.A.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			259	150
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



RECOMMENDED REPAIR AREAS  
TOPSIDE (RIGHT)

Note: AREA OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS - BUILT PLANS.

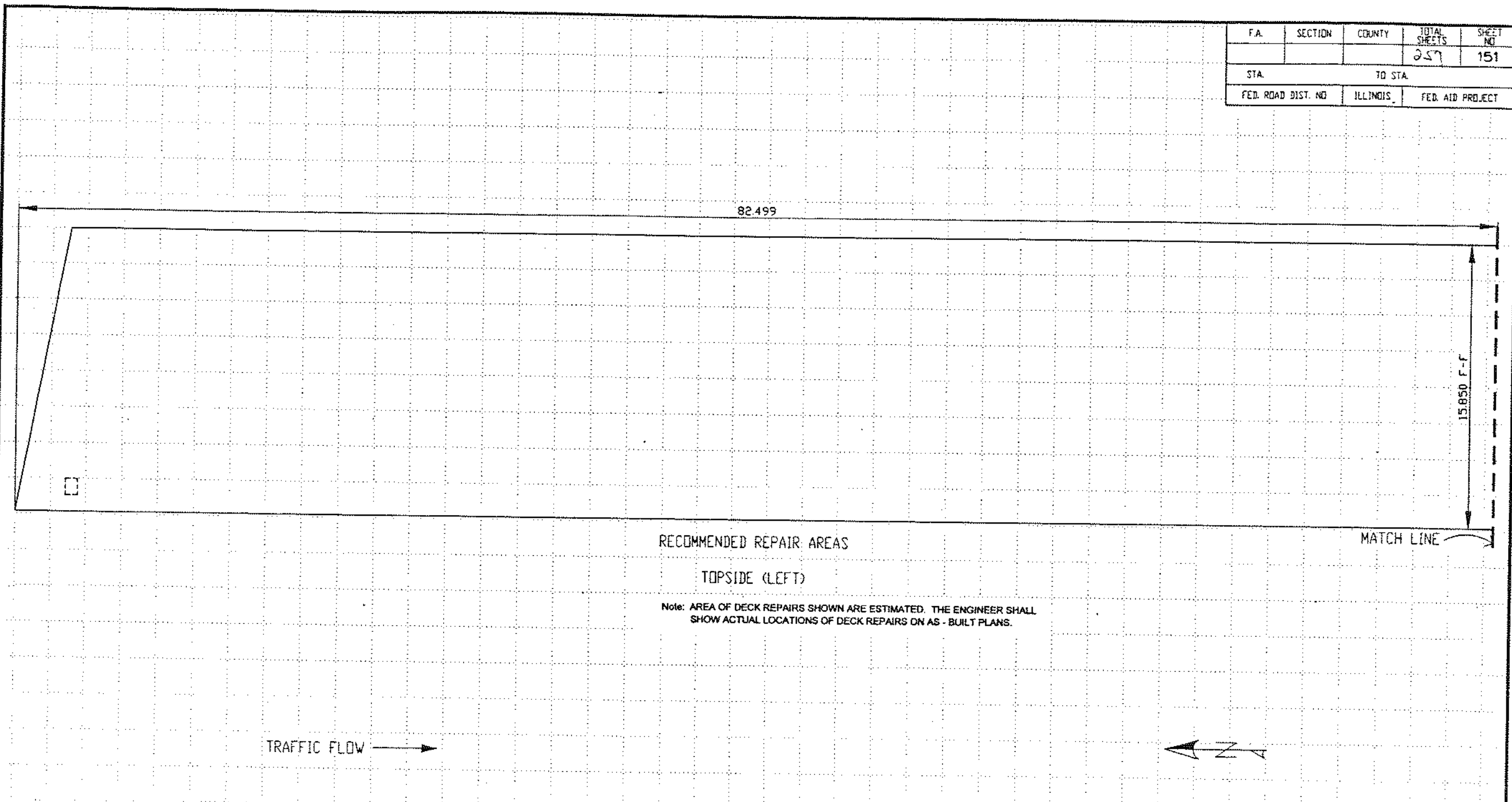
TRAFFIC FLOW →



STRUCTURE #3

<b>LEGEND</b> RECOMMENDED REPAIR AREAS PARTIAL DEPTH FULL DEPTH TYPE I FULL DEPTH TYPE II	<b>% OF DECK INVESTIGATED</b> IR 100% GPR 23%		<b>TOTAL AREA INVESTIGATED</b> 40,821.039 <b>DEBOND</b> 105.379 <b>DELAMINATION</b> PARTIAL DEPTH 54.864 FULL DEPTH TYPE I 19.709 FULL DEPTH TYPE II 7.050 <b>FULL DEPTH TOTALS</b> 26.759 <b>TOTAL SUBSURFACE DELAMINATION</b> 81.623	<b>Ft<sup>2</sup></b> 40,821.039 105.379 54.864 19.709 7.050 26.759 81.623	<b>m<sup>2</sup></b> 3792.397 9.790 5.097 1.831 0.655 2.486 7.563	<b>%</b> 0.26% 0.13% 0.05% 0.02% 0.07% 0.20%	INFRARED DIAGNOSTICS, INC. 17408 EMILY WAY CT. ST. LOUIS, MO. 63005  PROJECT: 1961-9  IR/VISUAL INVESTIGATION: 6/98 GPR/CORE INVESTIGATION: 7/98	ILLINOIS DEPARTMENT OF TRANSPORTATION  I-474 (EB) OVER BNRR & KICKAPOO CREEK PEORIA COUNTY S.N. 072-0114 (RIGHT) SHEET 3 OF 3 RECOMMENDED REPAIR AREAS
	OVERLAY ASPHALT  INSPECTED BY: RJG DRAWN BY: JCR CHECKED BY: CGM CHECKED BY: WRB	SCALE: 1 = 100 						

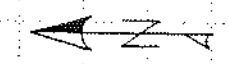
F.A.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			257	151
STA.		TO STA.		
FED. ROAD DIST. NO	ILLINOIS	FED. AID PROJECT		






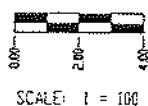
RECOMMENDED REPAIR AREAS  
TOPSIDE (LEFT)

Note: AREA OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

TRAFFIC FLOW →

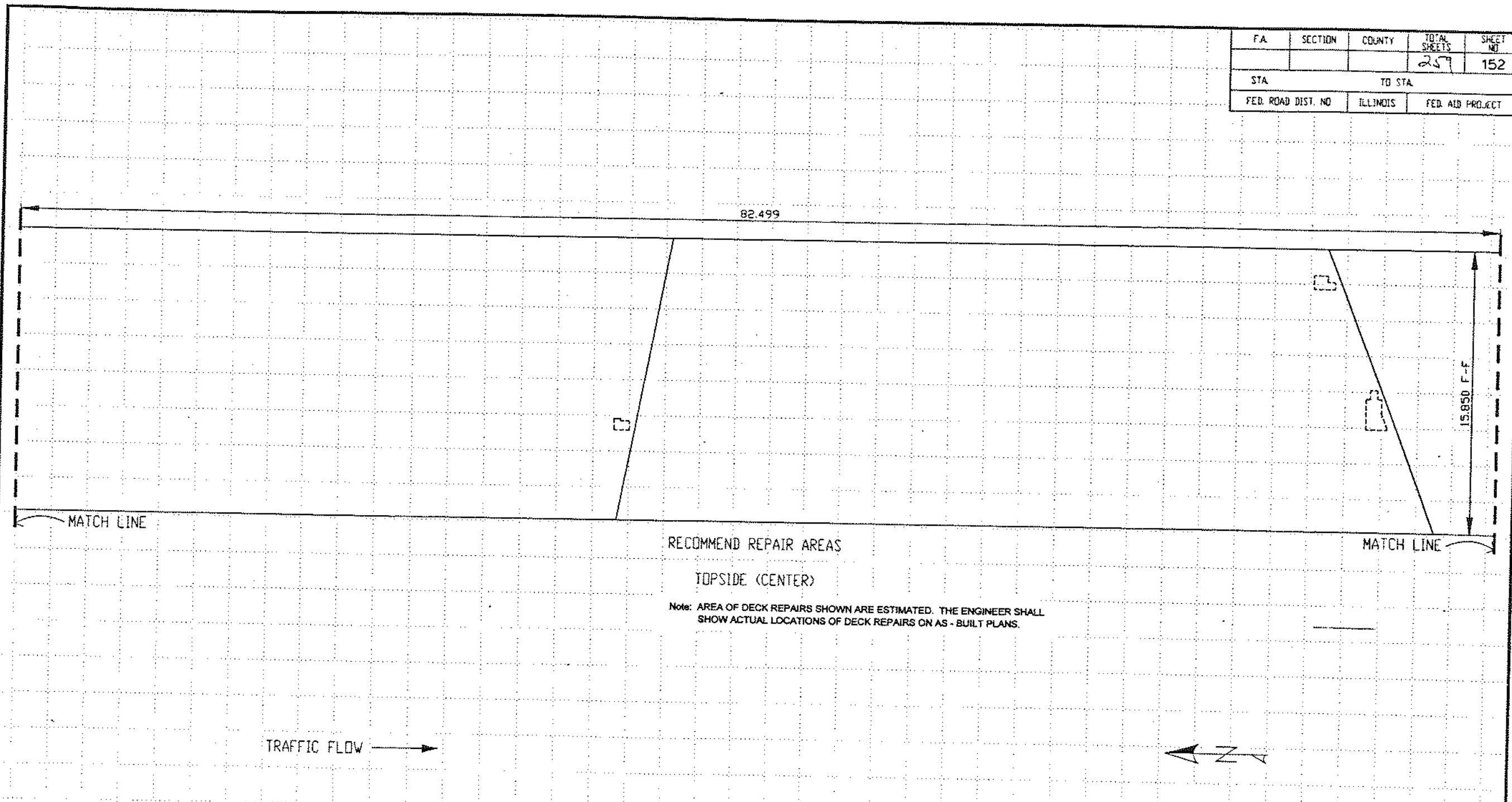


STRUCTURE #4

<b>LEGEND</b> RECOMMENDED REPAIR AREAS PARTIAL DEPTH  FULL DEPTH TYPE I  FULL DEPTH TYPE II 		% OF DECK INVESTIGATED IR 100% GPR 26%		TOTAL AREA INVESTIGATED 41,521.639 ft <sup>2</sup> / 3857.520 m <sup>2</sup>	DEBOND 60.138 ft <sup>2</sup> / 5.587 m <sup>2</sup> / 0.145%	DELAMINATION PARTIAL DEPTH 96.057 ft <sup>2</sup> / 8.924 m <sup>2</sup> / 0.231% FULL DEPTH TYPE I 38.772 ft <sup>2</sup> / 3.602 m <sup>2</sup> / 0.093% FULL DEPTH TYPE II 26.332 ft <sup>2</sup> / 2.440 m <sup>2</sup> / 0.064% FULL DEPTH TOTALS 59.104 ft <sup>2</sup> / 5.480 m <sup>2</sup> / 0.142%	INFRARED DIAGNOSTICS, INC. 17408 EMILY WAY CT. ST. LOUIS, MO. 63005  PROJECT: 1961-9  IR/VISUAL INVESTIGATION: 6/98 GPR/CORE INVESTIGATION: 7/98	ILLINOIS DEPARTMENT OF TRANSPORTATION 1-474 (WB) OVER BNRR & KICKAPOO CREEK PEORIA COUNTY S.N. 072-0115 (LEFT) SHEET 1 OF 3 RECOMMENDED REPAIR AREAS
		OVERLAY ASPHALT						
		INSPECTED BY: RJG CHECKED BY: CGM	DRAWN BY: JCR CHECKED BY: WRB					



FA	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			257	152
STA		TO STA		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



RECOMMEND REPAIR AREAS  
TOPSIDE (CENTER)

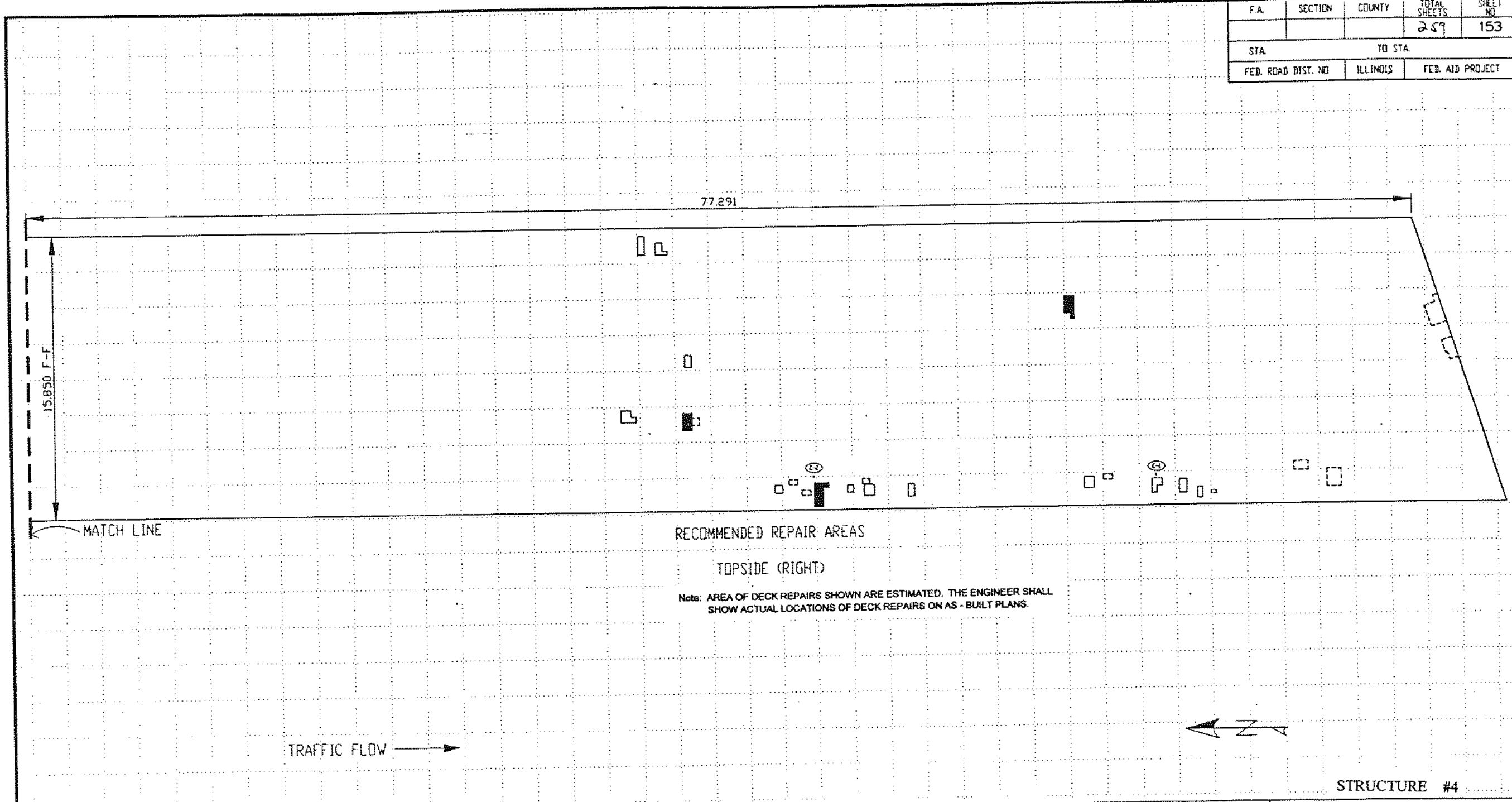
Note: AREA OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

TRAFFIC FLOW →

STRUCTURE #4

<b>LEGEND</b> RECOMMENDED REPAIR AREAS PARTIAL DEPTH FULL DEPTH TYPE I FULL DEPTH TYPE II		% OF DECK INVESTIGATED IR 100% GPR 26%		TOTAL AREA INVESTIGATED 41,521.839 3857.520 %	INFRARED DIAGNOSTICS, INC. 17408 EMILY WAY CT. ST. LOUIS, MO. 63805  PROJECT: 1961-9  IR/VISUAL INVESTIGATION: 6/98 GPR/CORE INVESTIGATION: 7/98	ILLINOIS DEPARTMENT OF TRANSPORTATION I-474 (WB) OVER BNRR & KICKAPOO CREEK PEDRIA COUNTY S.N. 072-0115 (CENTER) SHEET 2 OF 3 RECOMMENDED REPAIR AREAS
		OVERLAY ASPHALT				
SCALE: 1" = 100' 		INSPECTED BY: RJG CHECKED BY: CGM	PARTIAL DEPTH 96.057 8.924 0.231%	FULL DEPTH TYPE I 38.772 3.602 0.093%	FULL DEPTH TYPE II 20.332 1.888 0.049%	FULL DEPTH TOTALS 59.104 5.490 0.142%
		DRAWN BY: JCR CHECKED BY: WRB	TOTAL SUBSURFACE DELAMINATION 155.161 14.414 0.373%			

F.A.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			259	153
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

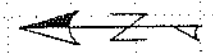


RECOMMENDED REPAIR AREAS

TOPSIDE (RIGHT)

Note: AREA OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

TRAFFIC FLOW →



STRUCTURE #4

<p>LEGEND</p> <table border="1"> <tr> <td>RECOMMENDED REPAIR AREAS</td> <td></td> </tr> <tr> <td>PARTIAL DEPTH</td> <td></td> </tr> <tr> <td>FULL DEPTH TYPE I</td> <td></td> </tr> <tr> <td>FULL DEPTH TYPE II</td> <td></td> </tr> </table>	RECOMMENDED REPAIR AREAS		PARTIAL DEPTH		FULL DEPTH TYPE I		FULL DEPTH TYPE II		<table border="1"> <tr> <td colspan="2">% OF DECK INVESTIGATED</td> </tr> <tr> <td>IR</td> <td>100%</td> </tr> <tr> <td>GPR</td> <td>26%</td> </tr> </table>		% OF DECK INVESTIGATED		IR	100%	GPR	26%	<table border="1"> <tr> <td>TOTAL AREA INVESTIGATED</td> <td>Ft<sup>2</sup></td> <td>m<sup>2</sup></td> <td>%</td> </tr> <tr> <td>DEBOND</td> <td>60.138</td> <td>5.587</td> <td>0.145%</td> </tr> <tr> <td>DELAMINATION</td> <td></td> <td></td> <td></td> </tr> <tr> <td>  PARTIAL DEPTH</td> <td>96.057</td> <td>8.924</td> <td>0.231%</td> </tr> <tr> <td>  FULL DEPTH TYPE I</td> <td>38.772</td> <td>3.602</td> <td>0.093%</td> </tr> <tr> <td>  FULL DEPTH TYPE II</td> <td>20.332</td> <td>1.888</td> <td>0.049%</td> </tr> <tr> <td>  FULL DEPTH TOTALS</td> <td>59.104</td> <td>5.490</td> <td>0.142%</td> </tr> <tr> <td>TOTAL SUBSURFACE DELAMINATION</td> <td>155.161</td> <td>14.414</td> <td>0.373%</td> </tr> </table>	TOTAL AREA INVESTIGATED	Ft <sup>2</sup>	m <sup>2</sup>	%	DEBOND	60.138	5.587	0.145%	DELAMINATION				PARTIAL DEPTH	96.057	8.924	0.231%	FULL DEPTH TYPE I	38.772	3.602	0.093%	FULL DEPTH TYPE II	20.332	1.888	0.049%	FULL DEPTH TOTALS	59.104	5.490	0.142%	TOTAL SUBSURFACE DELAMINATION	155.161	14.414	0.373%	<p>INFRARED DIAGNOSTICS, INC. 17408 EMILY WAY CT. ST. LOUIS, MO. 63005</p> <p>PROJECT: 1961-9</p> <p>IR/VISUAL INVESTIGATION: 6/98 GPR/CORE INVESTIGATION: 7/98</p>	<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>I-474 (WB) OVER BNRR &amp; KICKAPOO CREEK PEORIA COUNTY S.N. 072-0115 (RIGHT) SHEET 3 OF 3 RECOMMENDED REPAIR AREAS</p>
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INSPECTED BY: R/JG	CHECKED BY: CGM																																																		
DRAWN BY: JCR	CHECKED BY: WRB																																																		





# STRUCTURAL JOINT REHABILITATION SUMMARY

F.A.L. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	172-1.2.3.4.015	MERCER	11	198
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		

LOC. NO.	BRIDGE	NEOPRENE EXP. JOINT 50mm (M)	NEOPRENE EXP. JOINT 64mm (M)	NEOPRENE EXP. JOINT 100mm (M)	STRIP SEAL EXPANSION JOINT ASSEMBLY	SILICONE JOINT SEALER 17mm (M)	SILICONE JOINT SEALER 25mm (M)	SILICONE JOINT SEALER 38mm (M)	SILICONE JOINT SEALER 50mm (M)	SILICONE JOINT SEALER 64mm (M)	SILICONE JOINT SEALER 76mm (M)	BONDED PREFORMED JOINT SEAL 25mm (M)	BONDED PREFORMED JOINT SEAL 38mm (M)	BONDED PREFORMED JOINT SEAL 50mm (M)	BONDED PREFORMED JOINT SEAL 64mm (M)	BONDED PREFORMED JOINT SEAL 102mm (M)	CONCRETE REMOVAL (CU.M)	CONCRETE STRUCTURES (CU.M)	REINFORCEMENT BARS (EPOXY COATED) (KG)	BAR SPLICERS (EA)	POLYMER CONCRETE (CU.M)	FURNISHING AND ERECTING STRUCTURAL STEEL (KG)	SEE DETAIL A SHEET	SEE DETAIL B SHEET	SEE DETAIL C SHEET	SEE DETAIL D SHEET 202A		
15	I-474 OEB OVER KIC. CR. ROAD																											
	N. ABUTMENT			26																								
	PIER 3		24																								X	
	PIER 4		17.2																								X	
	PIER 6																										X	
	PIER 8			28.8							25											8					X	
	S. ABUTMENT								32.4								5.5	2.5	47	12	23		X				X	
16	I-474 OEB OVER KIC. CR. ROAD																											
	N. ABUTMENT			25.0																								
	PIER 3		24																								X	
	PIER 4									17.7												2					X	
	PIER 6			20.0																							X	
	S. ABUTMENT			23.7													4	1.7	33	6			X				X	
17	I-474 OEB OVER US 24																											
	N. ABUTMENT												16.2				2.5	2.9	23	6		52				X		
	S. ABUTMENT												14.9				2.6	2.6	200	6		42				X		
18	I-474 OEB OVER US 24																											
	N. ABUTMENT												15.2				2.6	2.6	205	6		45				X		
	S. ABUTMENT												12.8				2.0	2.0	171	6		42				X		
19	I-474 OEB OVER CR. & P. RR AND KIC. CR.																											
	N. ABUTMENT																											
	PIER 4	21.7								13.2							2.1	2.1	177	6	0.3		X				X	
	PIER 5				25.4																	1.0					X	
	S. ABUTMENT									20.1							1.5	1.5	274	6	0.2		X				X	
	PAGE TOTAL	21.7	65.4	20.5	25.4				66.7	17.7	21.5				58.1		29.0	28.2	2408	60	2.7	1913						

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STRUCTURE REHABILITATION SUMMARY**

1 REVISED 9/29/1999 A.Y.V.

# STRUCTURAL JOINT REHABILITATION SUMMARY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET
1474	172-1,2,3,41RS	PEORIA	197
STA.	TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS FED. AID PROJECT		

LOC. NO.	BRIDGE	NEOPRENE EXP. JOINT 50mm (M)	NEOPRENE EXP. JOINT 64mm (M)	NEOPRENE EXP. JOINT 100mm (M)	SILICONE JOINT SEALER 17mm (M)	SILICONE JOINT SEALER 25mm (M)	SILICONE JOINT SEALER 38mm (M)	SILICONE JOINT SEALER 50mm (M)	SILICONE JOINT SEALER 64mm (M)	SILICONE JOINT SEALER 76mm (M)	BONDED PREFORMED JOINT SEAL 25mm (M)	BONDED PREFORMED JOINT SEAL 38mm (M)	BONDED PREFORMED JOINT SEAL 50mm (M)	BONDED PREFORMED JOINT SEAL 64mm (M)	BONDED PREFORMED JOINT SEAL 102mm (M)	CONCRETE REMOVAL (CU.M)	CONCRETE STRUCTURES (CU.M)	REINFORCEMENT BARS (EPOXY COATED) (KG)	BAR SPLICERS (EA)	POLYMER CONCRETE (CU.M)	FURNISHING AND ERECTING STRUCTURAL STEEL (KG)	SEE DETAIL A SHEET	SEE DETAIL B SHEET	SEE DETAIL C SHEET	
7	FARMINGTON ROAD																								
	E. ABUTMENT																								
	W. ABUTMENT											14.0									213				
9	MAXWELL RD (EB)											14.0									213				
	E. ABUTMENT											16.8													
	W. ABUTMENT											15.9												X	
8	MAXWELL ROAD (WB)																							X	
	E. ABUTMENT											15.8												X	
	W. ABUTMENT											16.6												X	
10	I-474 (EB) OVER IL 116											15.4												X	
	N. ABUTMENT																							X	
	S. ABUTMENT											14.7												X	
11	I-474 (WB) OVER IL 116																							X	
	N. ABUTMENT											13.8												X	
	S. ABUTMENT																							X	
12	I-474 (EB) OVER C & NW RR																							X	
	N. ABUTMENT																							X	
	S. ABUTMENT											13.1				1.6	1.6	175	6		421			X	
13	I-474 (WB) OVER C & NW RR																							X	
	N. ABUTMENT											13.1				1.6	1.6	175	6		421			X	
	S. ABUTMENT															1.6	1.6	175	6		421			X	
14	AIRPORT ROAD																							X	
	E. ABUTMENT											28.5												X	
	W. ABUTMENT											28.5												X	
	LONGITUDINAL JOINT						80.0																	X	
																								X	
	PAGE TOTAL						80.0					177.5	56.5	26.2		6.4	6.4	700	24		2110				

SEE DETAIL SHEET 159A  
SEE DETAIL SHEET 159A

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
  
STRUCTURE  
REHABILITATION  
SUMMARY

# STRUCTURAL JOINT REHABILITATION SUMMARY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	172-1,2,3,4RS	PEORIA	249	198
STA.	TO STA.			
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

LOC. NO.	BRIDGE	NEOPRENE EXP. JOINT 50mm (M)	NEOPRENE EXP. JOINT 64mm (M)	NEOPRENE EXP. JOINT 100mm (M)	SILICONE JOINT SEALER 17mm (M)	SILICONE JOINT SEALER 25mm (M)	SILICONE JOINT SEALER 38mm (M)	SILICONE JOINT SEALER 50mm (M)	SILICONE JOINT SEALER 64mm (M)	SILICONE JOINT SEALER 76mm (M)	BONDED PREFORMED JOINT SEAL 25mm (M)	BONDED PREFORMED JOINT SEAL 38mm (M)	BONDED PREFORMED JOINT SEAL 50mm (M)	BONDED PREFORMED JOINT SEAL 64mm (M)	BONDED PREFORMED JOINT SEAL 102mm (M)	CONCRETE REMOVAL (CU,M)	CONCRETE STRUCTURES (CU,M)	REINFORCEMENT BARS (EPOXY COATED) (KG)	BAR SPLICERS (EA)	POLYMER CONCRETE (CU,M)	FURNISHING AND ERECTING STRUCTURAL STEEL (KG)	SEE DETAIL A SHEET	SEE DETAIL B SHEET	SEE DETAIL C SHEET	
15	I-474 (EB) OVER KIC. CR. ROAD																								
	N. ABUTMENT			25.0																					
	PIER 3		24.1																					x	
	PIER 4		17.2																					x	
	PIER 6																							x	
	PIER 8									21.5											0.6			x	
	S. ABUTMENT			26.8																				x	
16	I-474 (WB) OVER KIC. CR. ROAD							33.4								5.5	5.5	477	12	0.3		x			
	N. ABUTMENT			25.0																					
	PIER 3		24.1													3.9	3.5	352	6			x			
	PIER 4																							x	
	PIER 6								17.7												0.3			x	
	S. ABUTMENT			20.0																				x	
				23.7																					
17	I-474 (EB) OVER US 24																								
	N. ABUTMENT																								
	S. ABUTMENT												16.2			2.9	2.9	219	6		526			x	
18	I-474 (WB) OVER US 24																								
	N. ABUTMENT																								
	S. ABUTMENT												15.2			2.6	2.6	206	6		493			x	
19	I-474 (EB) OVER CR1 & P RR AND KIC. CR.																								
	N. ABUTMENT																								
	PIER 4		21.7					13.2								2.1	2.1	177	6	0.3		x			
	PIER 5			24.9																				x	
	S. ABUTMENT																							x	
								20.1								3.3	3.3	274	6	0.2		x			
	PAGE TOTAL	21.7	65.4	145.4				66.7	17.7	21.5					59.1	29.0	28.2	2408	60	1.7	1913				

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**STRUCTURE REHABILITATION SUMMARY**

# STRUCTURAL JOINT REHABILITATION SUMMARY

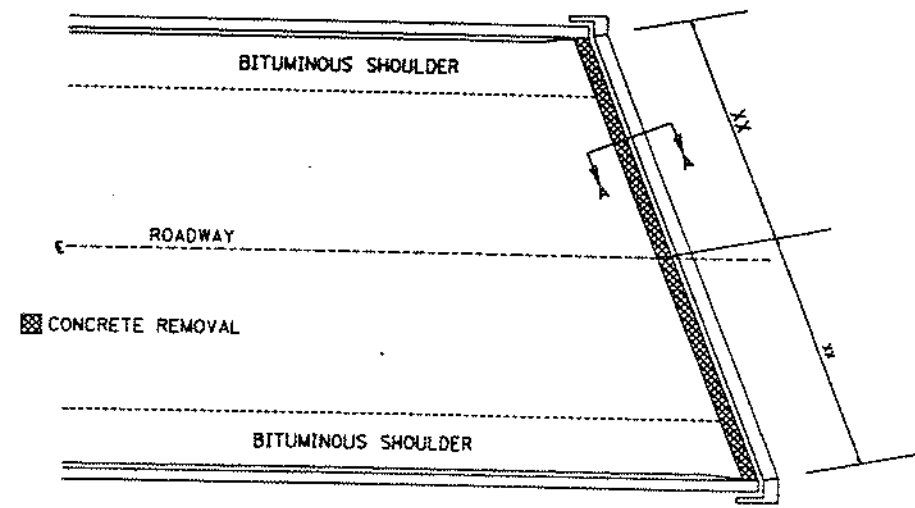
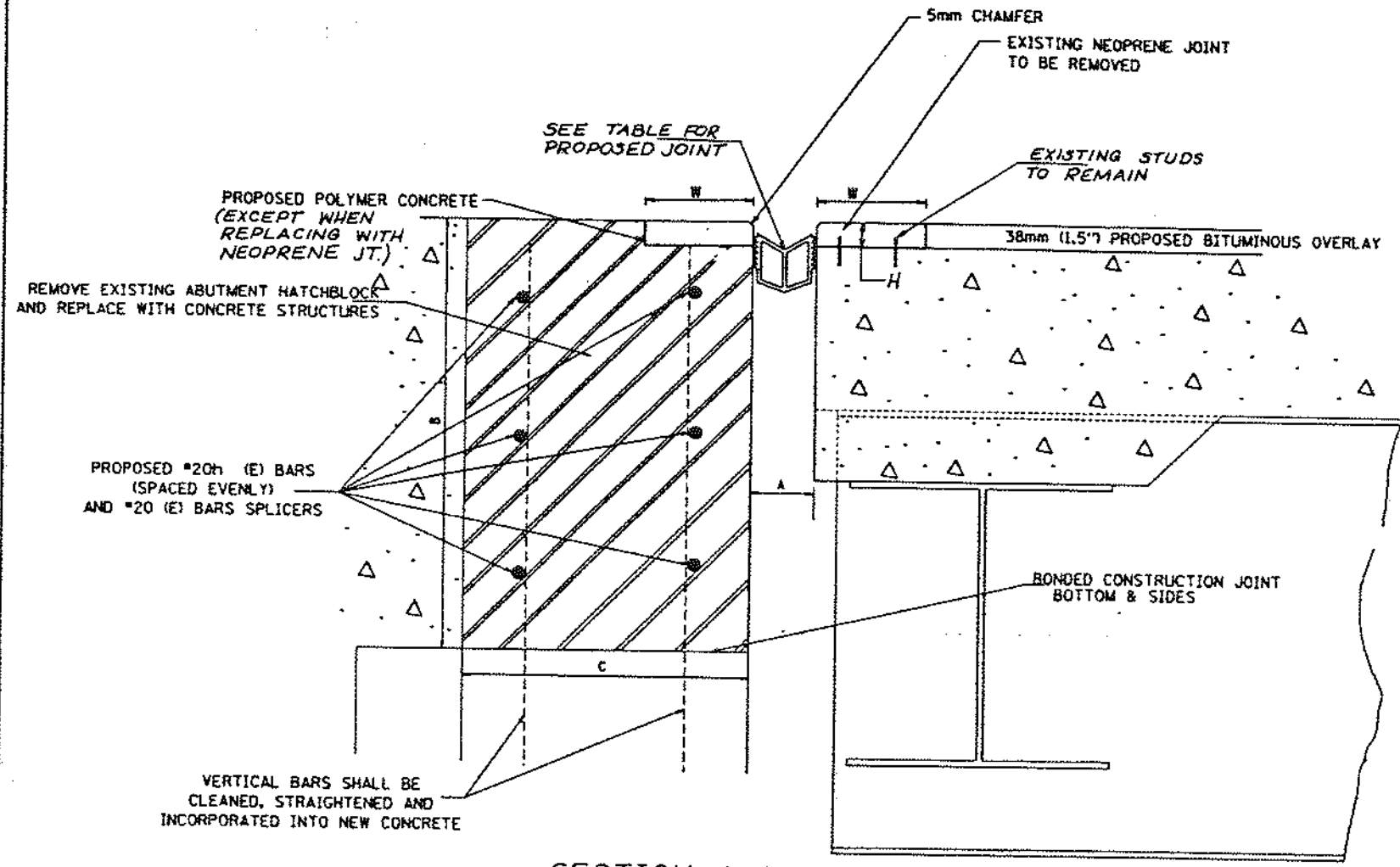
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1474	172-1.2.3.4RS	PEORIA	257	199
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		

LOC. NO.	BRIDGE	NEOPRENE EXP. JOINT			SILICONE JOINT SEALER		SILICONE JOINT SEALER			BONDED PREFORMED JOINT SEAL			CONCRETE REMOVAL		CONCRETE STRUCTURES		REINFORCEMENT BARS (EPOXY COATED) (KG)	BAR SPLICERS (EA)	POLYMER CONCRETE (CU.M)	FURNISHING AND ERECTING STRUCTURAL STEEL (KG)	SEE DETAIL A SHEET	SEE DETAIL B SHEET	SEE DETAIL C SHEET
		(M)	(M)	(M)	17mm (M)	25mm (M)	50mm (M)	64mm (M)	76mm (M)	30mm (M)	50mm (M)	64mm (M)	(CU.M)	(CU.M)									
20	I-474 (WB) OVER CRT & P RR AND KIC. CR.																						
	N. ABUTMENT									28.9					4.7	4.7	196.1	12	0.2		X		
	PIER 2										22.3								0.3				X
	PIER 4										20.2								0.3				X
	S. ABUTMENT									15.8					2.6	2.6	209	6	0.2		X		X
21	US 24 OVER KICKAPOO CREEK																						
	E. ABUTMENT	40.3													5.6	5.6	477	12	0.5		X		
	PIER 2																		0.4				X
	W. ABUTMENT												33.2										X
	LONGITUDINAL JOINT													33.2	3.4	3.4	367	12		887		X	
	PAGE TOTAL	40.3								129.0					16.1	16.1	1248	42	1.9	887			X
	RURAL TOTAL	44.7	69.2	32.8		21.9							100.4		31.0	30.1	2752	120	1.0	2975			
	URBAN TOTAL	62.0	65.4	125.4			80.0						210.7	56.5	51.7	50.9	4356	126	3.8	4910			
	GRAND TOTAL	107.0	134.6	158.2		21.9	80.0			111.4	94.2	54.7		311.1	82.7	81.0	7108	246	4.8	7885			

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<b>STRUCTURE REHABILITATION SUMMARY</b>



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	172-1.2.3.4RS	PEORIA	259	200
STA.		TO STA.		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



PROPOSED EXPANSION JOINT DETAIL

NOTE:  
THE REMOVAL OF EXISTING NEOPRENE JOINT ON ~~PREFORMED ELASTOMERIC JOINT~~ SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL

SECTION A-A

LOC. NO.	BRIDGE	STRUCTURE NO.	REPAIR LOCATION	JOINT WIDTH				CONCRETE STRUCTURE	POLYMER CONCRETE	PROPOSED JOINT		
				"A"	"B"	"C"				W	H	
				mm	METER	METER	CU M	CU M	CU M			
*1	I-474 (EB) OVER IL-8	072-0112	N. ABUT	50	.549	.305	3.7	3.7		.150	.050	Neoprene 50 mm
*2	I-474 (WB) OVER IL-8	072-0113	N. ABUT	50	.549	.305	3.4	3.4		.150	.050	Neoprene 50 mm
*3	I-474 (EB) OVER BN RR & KICKAPOO CREEK	072-0114	N. ABUT	64	.549	.305	2.9	2.6		.300	.050	Neoprene 65 mm
*4	I-474 (WB) OVER BN RR & KICKAPOO CREEK	072-0115	S. ABUT	64	.549	.305	2.7	2.5		.300	.050	Neoprene 65 mm
			N. ABUT	64	.549	.305	2.8	2.6		.300	.050	Neoprene 65 mm
*15	I-474 (EB) OVER KICKAPOO CK AND KICKAPOO CK RD	072-0128	S. ABUT	50	.549	.305	5.5	5.5	0.3	.300	.050	Neoprene 65 mm
*16	I-474 (WB) OVER KICKAPOO CK AND KICKAPOO CK RD	072-0127	N. ABUT	89	.549	.305	4.1	3.7		.113	.044	Silicone Joint Sealer 50 mm *
			S. ABUT	89	.549	.305	3.9	3.5				Neoprene 100 mm
*19	I-474 (EB) OVER CRI & P RR AND KICKAPOO CK	072-0131	S. ABUT	50	.549	.305	2.1	2.1	0.3	.113	.044	Silicone Joint Sealer 50 mm *
			N. ABUT	50	.549	.305	3.3	3.3	.2	.113	.044	Silicone Joint Sealer 50 mm *
*20	I-474 (WB) OVER CRI & P RR AND KICKAPOO CK	072-0132	S. ABUT	50	.549	.305	4.7	4.7	.2	.113	.050	Silicone Joint Sealer 50 mm *
			N. ABUT	50	.549	.305	2.6	2.6	.2	.113	.050	Silicone Joint Sealer 50 mm *
*21	US-24 (ADAMS ST) OVER KICKAPOO CK	072-0134	E. ABUT	50	.549	.305	5.6	5.6		.150	.050	Neoprene 50 mm

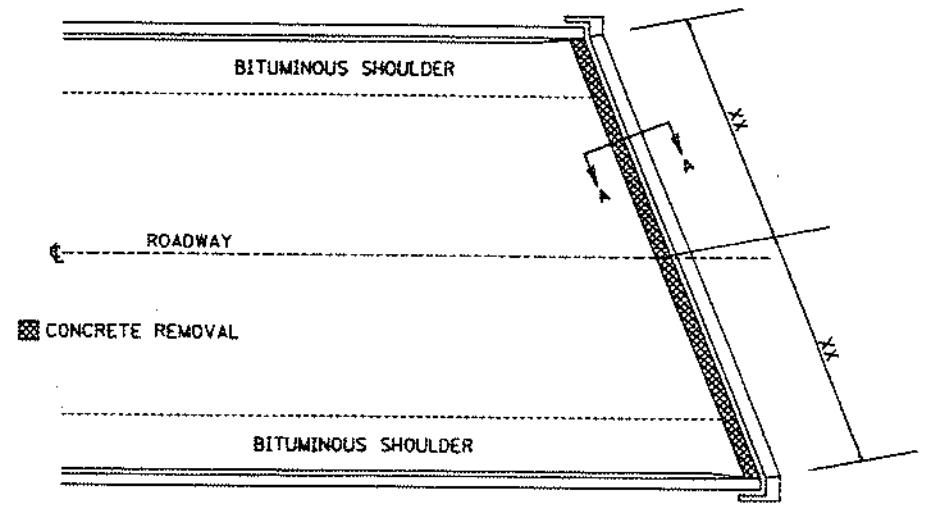
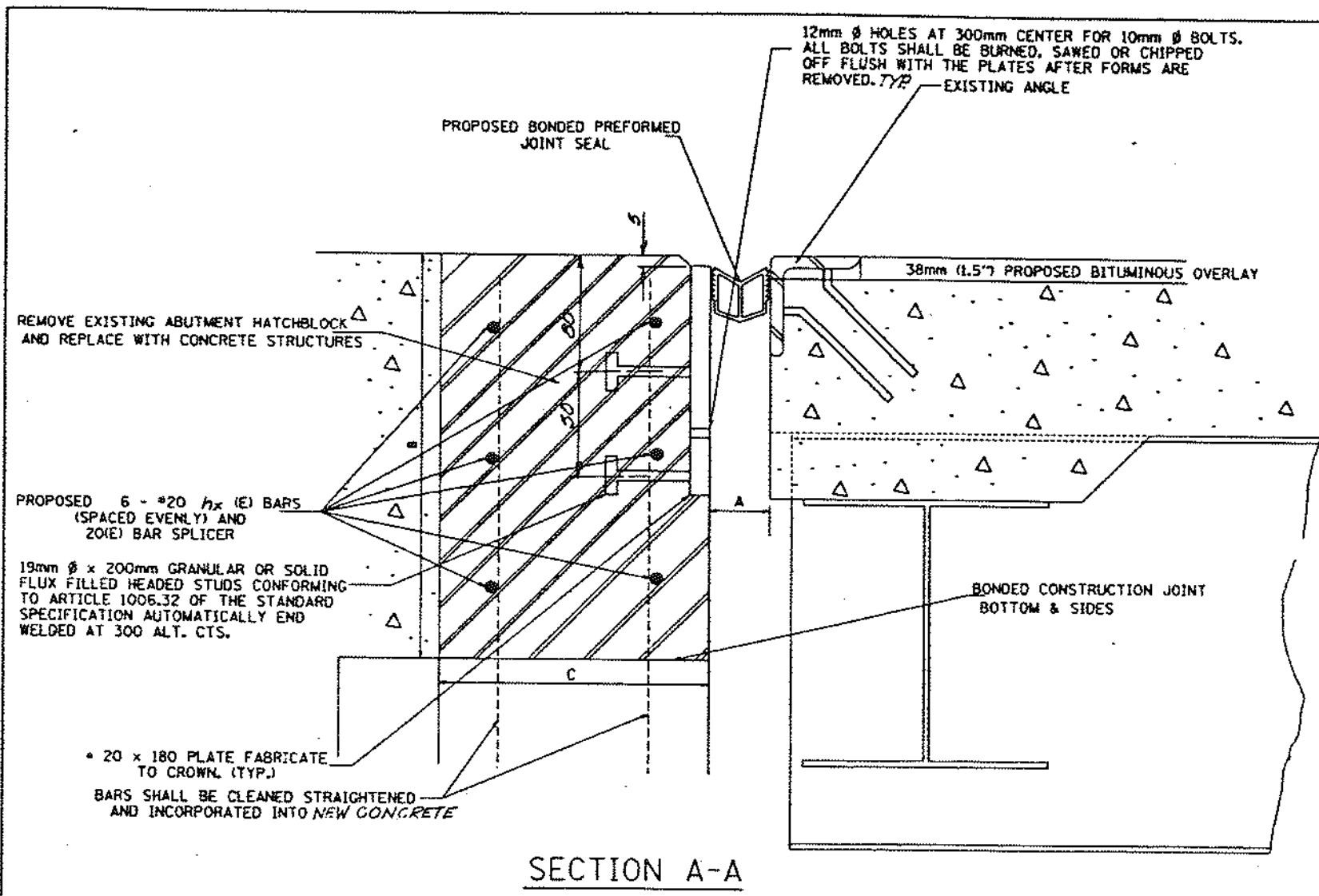
NOTE: JOINTS IN POLYMER CONCRETE SHALL BE A CONTINUATION OF JOINTS IN THE ADJACENT PAVEMENT. JOINTS SHALL BE CONSTRUCTED TO REQUIREMENTS OF ARTICLE 420.10(d) AND SEALED TO REQUIREMENTS OF ARTICLE 420.14(c) POURED JOINT SEAL

\* See Sheet 202 for Silicone Joint Sealer Detail.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
EXPANSION JOINT  
DETAIL "A"  
HATCHBLOCK  
REMOVAL AND REPLACEMENT

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	172-1.2,3,4,5	PEORIA	25	201
STA.		TO STA.		
FED. ROAD DIST. NO. 4		ILLINOIS FED. AID PROJECT		



**PROPOSED EXPANSION JOINT DETAIL**

\* FURNISH IN SEGMENTS OF 6m MAXIMUM LENGTH. MAXIMUM SPACE BETWEEN INSTALLED SEGMENT SHALL BE 5mm. SEAL SPACE WITH SILICONE SEALANT SUITABLE FOR STRUCTURAL STEEL.

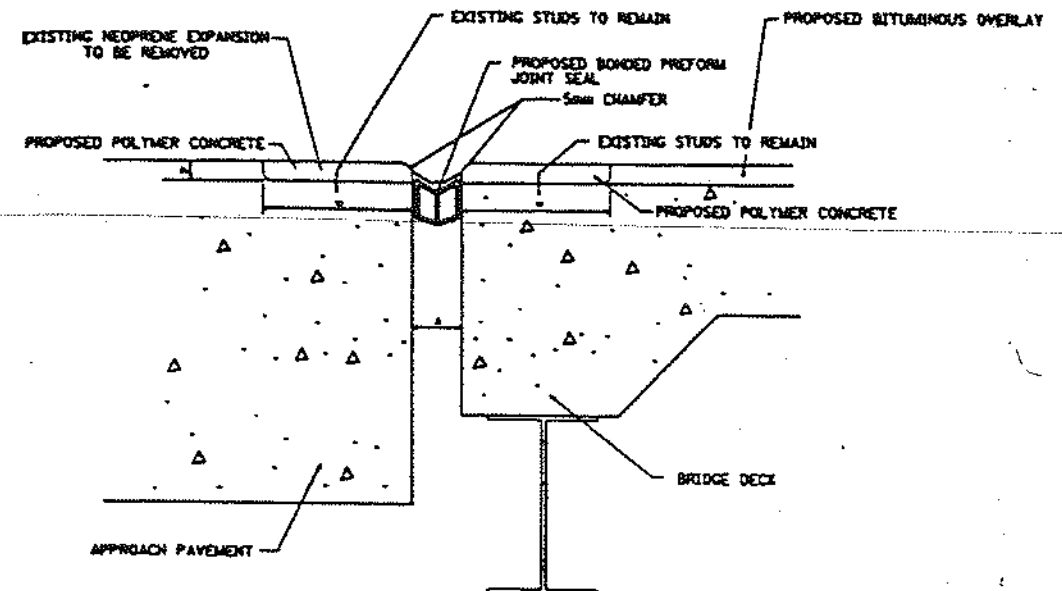
NOTE:  
THE REMOVAL OF EXISTING PREFORMED ELASTOMERIC JOINT SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL

LOC. NO.	BRIDGE	STRUCTURE NO.	REPAIR LOCATION	JOINT WIDTH			CONCRETE REMOVAL		CONCRETE STRUCTURE	FURNISH & ERECTING STRUCTURAL STEEL
				"A" mm	"B" METER	"C" METER	CU M	CU M		
*1	I-474 (EB) OVER IL 8	072-0112	S. ABUT	17	.549	.305	3.4	3.4	637.7	
*2	I-474 (WB) OVER IL 8	072-0113	S. ABUT	31	.549	.305	3.0	3.0	626.3	
*5	I-474 (EB) OVER POTTSTOWN RD (TR 173)	072-0116	N. ABUT	44	.419	.305	1.6	1.6	411.8	
			S. ABUT	44	.419	.305	1.6	1.6	411.8	
*6	I-474 (WB) OVER POTTSTOWN RD (TR 173)	072-0117	N. ABUT	44	.419	.305	1.6	1.6	411.8	
			S. ABUT	44	.419	.305	1.6	1.6	411.8	
*12	I-474 (EB) OVER C & NW RR	072-0124	N. ABUT	70	.419	.305	1.6	1.6	421.2	
			S. ABUT	44	.419	.305	1.6	1.6	421.2	
*13	I-474 (WB) OVER C & NW RR	072-0125	N. ABUT	70	.419	.305	1.6	1.6	421.2	
			S. ABUT	44	.419	.305	1.6	1.6	421.2	
*17	I-474 (EB) OVER US 24 (ADAMS ST)	072-0129	N. ABUT	69	.605	.305	2.9	2.9	526.1	
			S. ABUT	69	.588	.305	2.6	2.6	482.1	
*18	I-474 (WB) OVER US 24 (ADAMS ST)	072-0130	N. ABUT	9	.584	.305	2.6	2.6	492.6	
			S. ABUT	9	.549	.305	2.0	2.0	412.3	
*21	US 24 (ADAMS ST) OVER KICKAPOO CREEK	072-0134	W. ABUT	44	.64	.305	3.4	3.4	886.3	

*Silicone Joint Sealer, 17mm - Use Section A-A detailed above except replace Bonded Preformed Joint Seal with Silicone Joint Sealer & backer rod as detailed on sheet 202.*

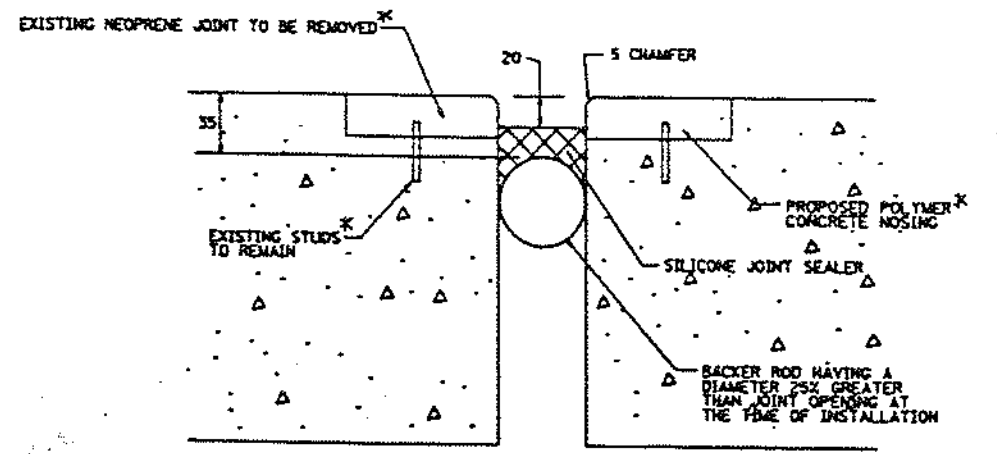
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION EXPANSION JOINT DETAIL "B" HATCHBLOCK REMOVE AND REPLACE STRUCTURAL STEEL
NAME	DATE	

F.A. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-474	172-1.2.3.4RS	FLORIDA	267	202
STA.		TO STA.		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



### BONDED PREFORMED JOINT SEAL REPLACEMENT

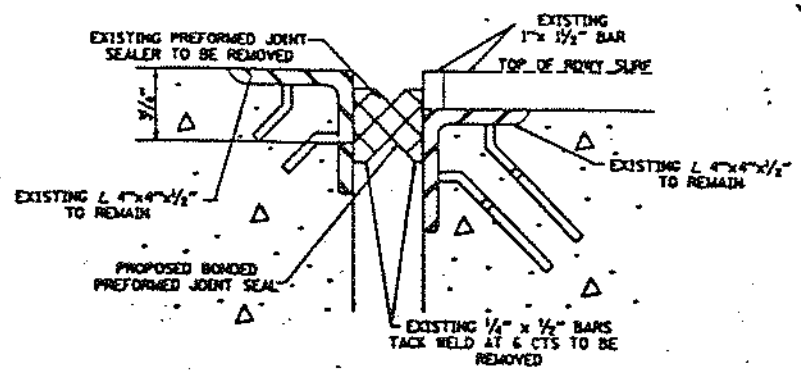
- PROCEDURAL NOTES**
1. REMOVE EXISTING NEOPRENE EXPANSION DEVICE.
  2. CLEAN EXISTING JOINT BLOCKOUTS AND FILL WITH POLYMER CONCRETE AS PER MANUFACTURER'S INSTRUCTIONS.
  3. PREPARE JOINT SURFACES AND PLACE JOINT SEALS AS PER MANUFACTURER'S INSTRUCTIONS.
  4. JOINTS IN POLYMER CONCRETE SHALL BE A CONTINUATION OF JOINTS IN THE ADJACENT PAVEMENT. JOINTS SHALL BE CONSTRUCTED TO REQUIREMENTS OF ARTICLE 420.10(a) AND SEALED TO THE REQUIREMENT OF ARTICLE 420.14(c) POURED JOINT SEAL.



### SILICONE JOINT SEALER REPLACEMENT

\* THESE ITEMS DO NOT APPLY TO LONGITUDINAL JT.

LOC. NO.	BRIDGE	STRUCTURE NO.	REPAIR LOCATION	BONDED PREFORMED JOINT SEAL	SILICONE JOINT SEALER	NEOPRENE EXPANSION JOINT (IN KIND REPLACEMENT)	POLYMER CONCRETE DIMENSIONS			JOINT WIDTH
							TH	W	CU M	
*3	I-474 (EB) OVER BN RR & KICKAPOO CREEK	072-0114	PIER #3		X		50	300	0.5	64
			PIER #4							75
*4	I-474 (WB) OVER BN RR & KICKAPOO CREEK	072-0115	PIER #3		X	X	50	300	0.5	64
			PIER #4							89
*5	I-474 (EB) OVER POTTSTOWN RD (TR 173)	072-0116	PIER #1	X		X				44
			PIER #2	X						44
*6	I-474 (WB) OVER POTTSTOWN RD (TR 173)	072-0117	PIER #1	X						44
			PIER #2	X						44
*9	MAXWELL RD SPUR (EB) OVER I-474	072-0119	E. ABUT	X						44
			W. ABUT	X						44
*8	MAXWELL RD SPUR (WB) OVER I-474	072-0120	E. ABUT	X						44
			W. ABUT	X						44
*10	I-474 (EB) OVER IL 116 (PLANK RD)	072-0121	N. ABUT	X						44
			S. ABUT	X						51
*11	I-474 (WB) OVER IL 116 (PLANK RD)	072-0122	N. ABUT	X						44
			S. ABUT	X						51
*14	FAU 6578 (AIRPORT RD) OVER I-474	072-0126	E. ABUT	X						44
			W. ABUT	X						44
*15	I-474 (EB) OVER KICKAPOO CK AND KICKAPOO CK RD	072-0128	N. ABUT			X				89
			PIER #3			X				89
			PIER #4			X				64
			PIER #6		X		59	235	0.6	76
			PIER #8			X				76
*16	I-474 (WB) OVER KICKAPOO CK AND KICKAPOO CK RD	072-0127	PIER #3			X				64
			PIER #4		X		51			64
*19	I-474 (EB) OVER CRI & P RR AND KICKAPOO CK	072-0131	PIER #4			X				50
*20	I-474 (WB) OVER KICKAPOO CK	072-0132	PIER #2		X		50			64
			PIER #4		X		50	146	0.3	64
*21	US-24 (ADAMS ST) OVER KICKAPOO CK	072-0134	PIER #2		X		50	150	0.4	76
			LONG. JT.		X					25
*14		072-0135	LONG. JT.		X					25
				TOTAL						



### PREFORMED JOINT SEALER REMOVAL

COST OF JOINT SEALER REMOVAL SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED JOINT REPLACEMENT

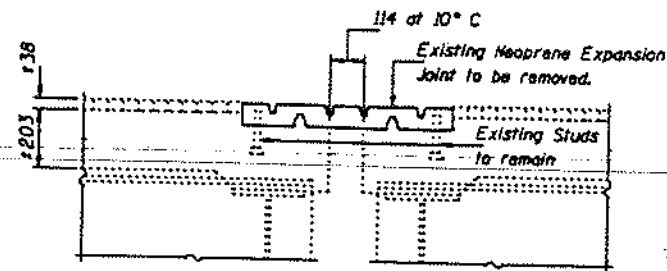
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 EXPANSION JOINT  
 DETAIL "C" JOINT  
 REMOVAL AND POLYMER  
 CONCRETE REPLACEMENT

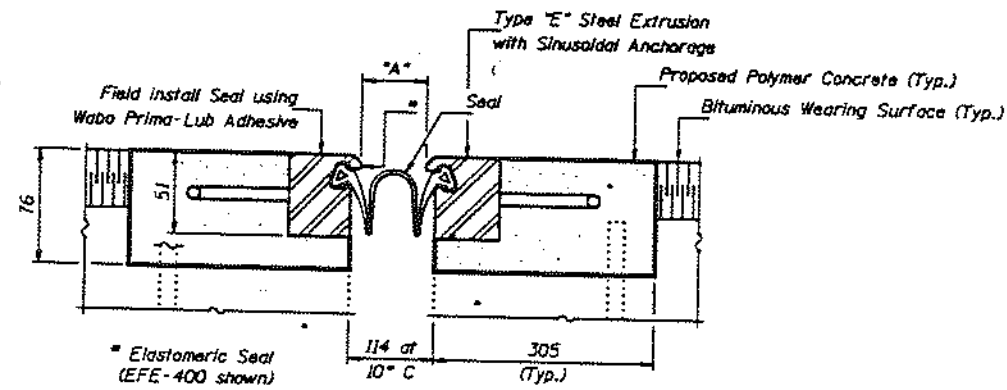
REVISED 9/29/1999 A.Y.V.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	DATE	BY	CHECKED	SHEET NO. /
F.A.L. 474	#	PEORIA	259	202A	1 SHEETS
* 172-1.2.3.4MS					



**EXISTING EXPANSION JOINT AT PIER 5**

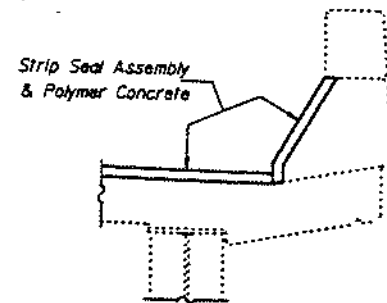


**WABO STEEL STRIP SEAL SYSTEM AT PIER 5**

All dimensions are in millimeters (mm) except as noted.

**SEAL DIMENSION CHART**

MODEL	"A" at Min.	"A" at Mid.	"A" at Max.	TOTAL MOVEMENT
SF-800	13	114	216	203



**STRIP SEAL ASSEMBLY END TREATMENT**

LOC. NO.	BRIDGE	STR. NO.	REPAIR LOCATION	STRIP SEAL	POLYMER CONC.			JOINT WIDTH
					"h"	"w"	CU M	
*19	I-474 (EB) Over CRI & P RR and Kickapoo Creek	072-0131	PIER #5	X	76	305	1.0	114

DESIGNED	A.Y.V.
CHECKED	
BY	John F. Schaeffer Jr.
CHECKED	A.Y.V.

**EXPANSION JOINT  
DETAIL "D" JOINT  
REPLACE NEOPRENE JOINT  
WITH STRIP SEAL SYSTEM**

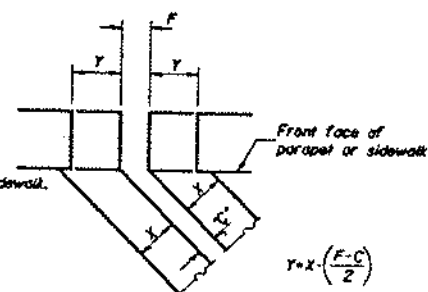
SHEET NO.	SECTION	COUNTY	SCALE	DATE
203	172-L.L.M.	PERDUE	257	203
STA. TO STA.				
NO. OF SHEETS				

Joint Size	"C" at 10 °C	"D" at 10 °C
50	50	40 Min.
65	65	45 Min.
100	75	65 Min.

**INSTALLATION NOTES**

1. Install continuous seal in roadway, parapet, curb, and sidewalk.
2. Install anchor blocks as indicated.

NOTE A: Maximum spacing of anchor bolts shall be 300 centers.



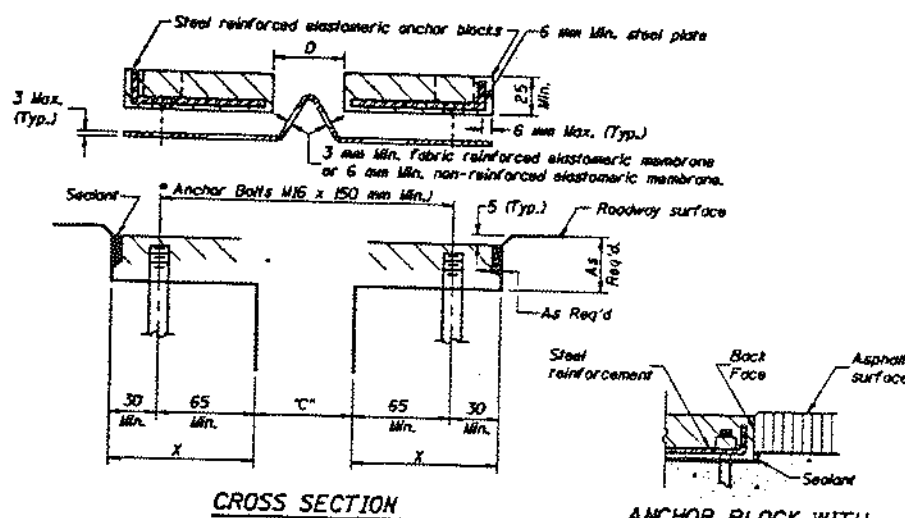
$$Y = X \left( \frac{F - C}{Z} \right)$$

For dimension "F" see sheet #

**FORMING BLOCKOUT SKETCH**

**SKREW LIMITATIONS**

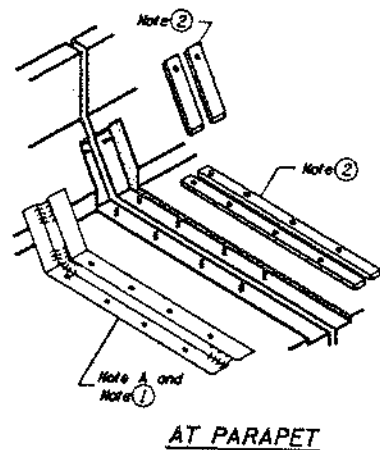
The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 40 mm from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at 300 cts.



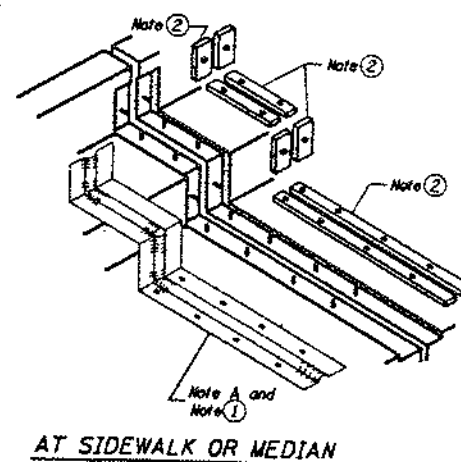
**GENERAL NOTES**

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. The elastomeric membrane shall be pre-molded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure. 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. The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted. All dimensions are in millimeters (mm) except as noted.

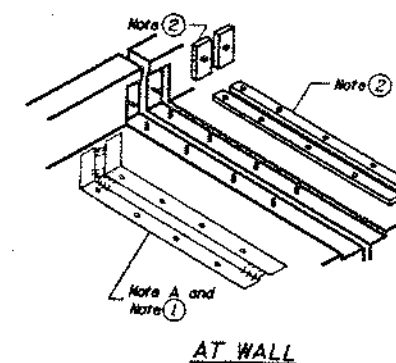
\* Epoxy grout 3/8" threaded studs in accordance with Article 584 of the Standard Specifications. Space to miss existing studs.



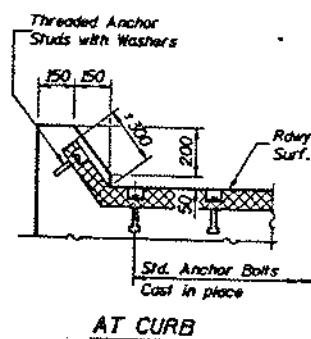
**AT PARAPET**



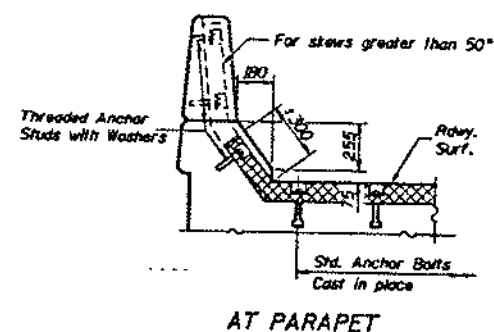
**AT SIDEWALK OR MEDIAN**



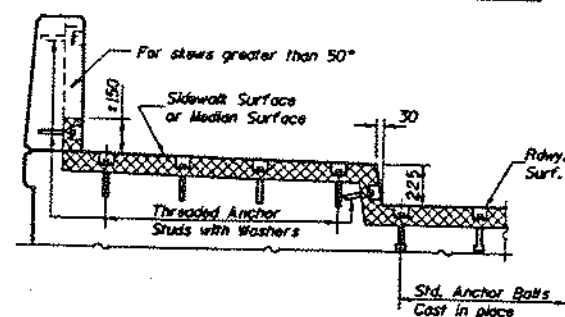
**AT WALL**



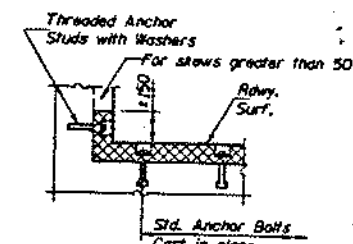
**AT CURB**



**AT PARAPET**



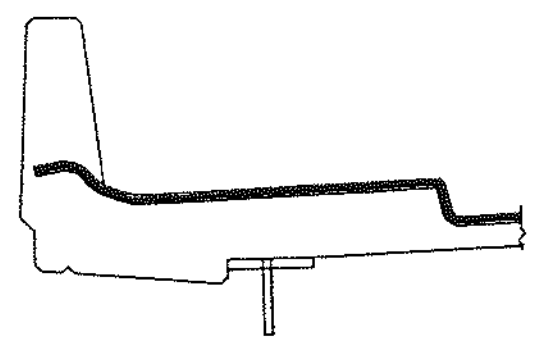
**AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS**



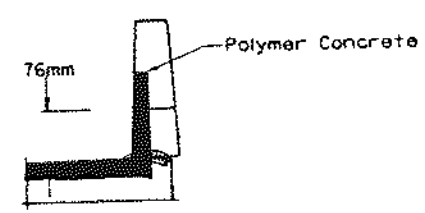
**AT WALL**

EJ-CS (M) 4-30-97

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS For 50, 65 and 100 Movement FOR INKIND REPLACEMENT
NAME	DATE	
		DATE 05/18/99 CHECKED BY JP/CADD

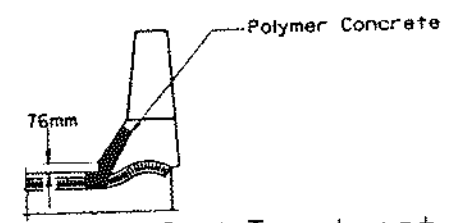


TYPICAL SEAL TREATMENT AT SIDEWALK



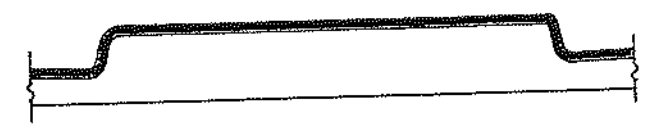
Typical End of Seal Treatment

- Replacing Neoprene Joint with Silicone Joint Seal or Bonded Preformed Joint Seal.
- When existing Joint is not Neoprene, use detail excluding the Polymer Concrete.

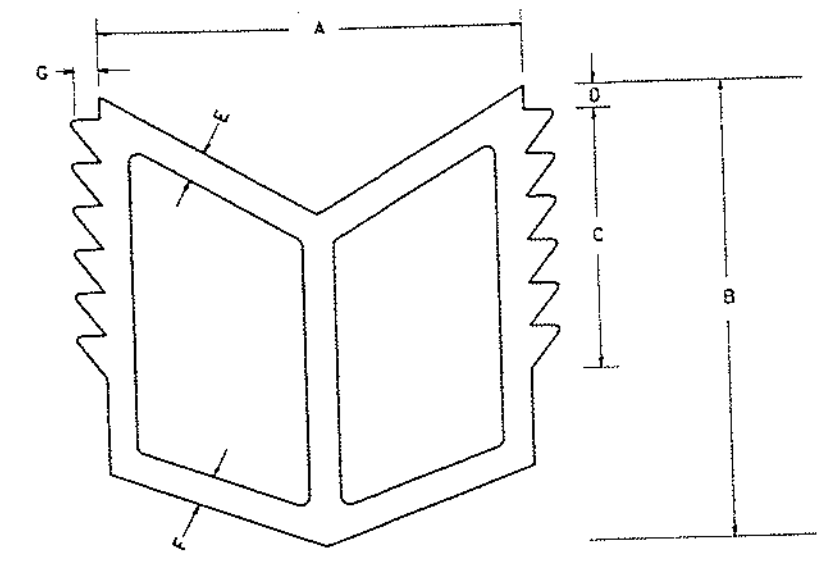


Typical End of Seal Treatment

- Replacing Neoprene Joint with Silicone Joint Seal or Bonded Preformed Joint Seal.
- When existing Joint is not Neoprene, use detail excluding the Polymer Concrete.



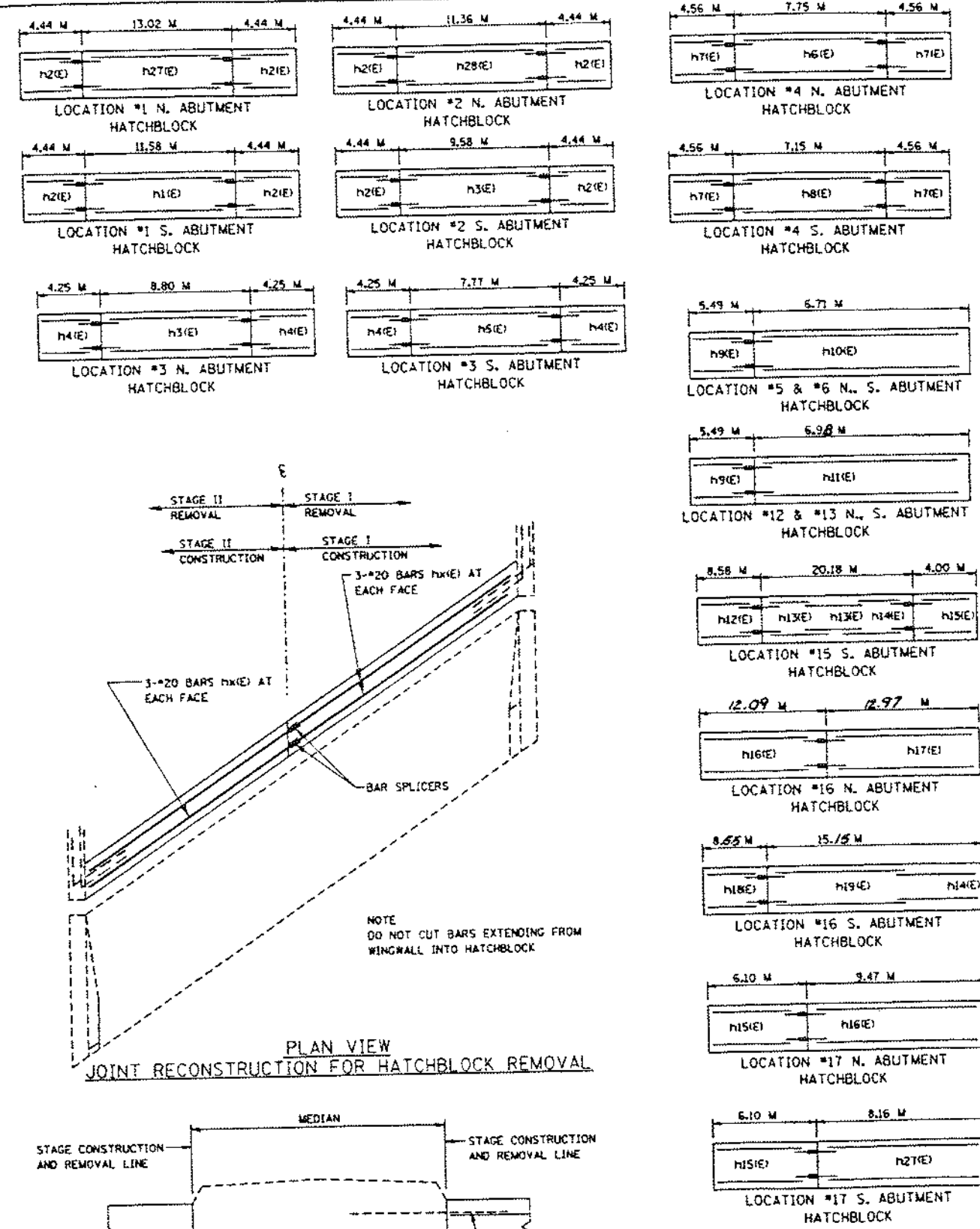
TYPICAL SEAL TREATMENT AT MEDIAN



BONDED PREFORMED JOINT SEAL

JOINT SIZE # 10° C	EXPANSION LENGTH	MAX MOVEMENT	DIMENSIONS mm (Inch)						
			A	B	C	D	E	F	G
25 (1)	0m - 18m	32	25	34	13	6	3	2	2
38 (1 1/2)	18m - 27m	41	38	51	19	10	5	3	3
50 (2)	27m - 46m	60	51	68	25	13	6	4	4
64 (2 1/2)	46m - 61m	76	64	85	32	16	8	5	5
75 (3)	61m - 85m	102	76	102	38	19	10	6	6
102 (4)	85m - 110m	127	102	120	74	13	5	5	5

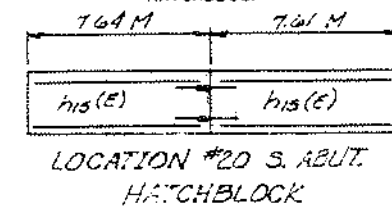
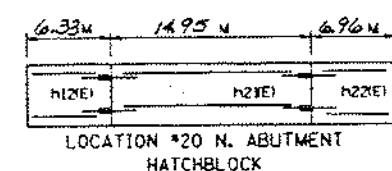
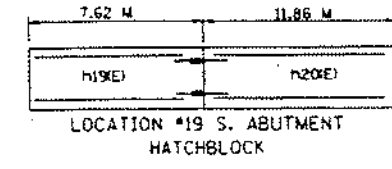
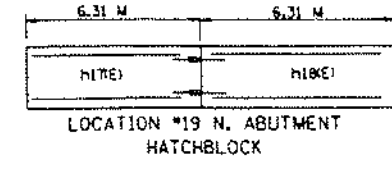
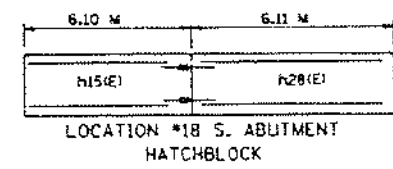
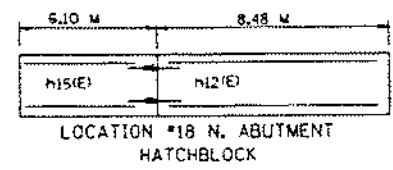
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		BONDED PREFORMED JOINT SEAL



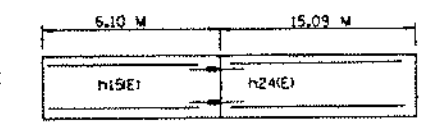
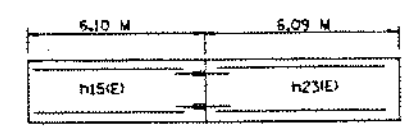
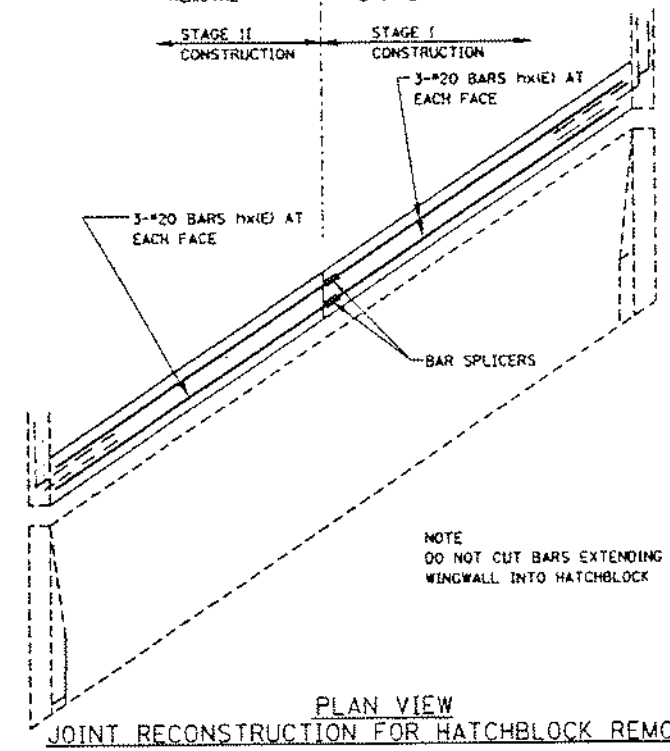
NO.	LOCATION	STAGE	SIZE	NUMBER (E.A.)	LENGTH (M)	WEIGHT (KG)	SHAPE	NO.
1	I-474 (EB) OVER IL-8 N. ABUT	I	*20	6	12.81	181.0	---	h27(E)
		II	*20	6	4.44	62.7	---	h2(E)
		III	*20	6	4.44	62.7	---	h1(E)
1	I-474 (EB) OVER IL-8 S. ABUT	I	*20	6	11.55	163.3	---	h2(E)
		II	*20	6	4.44	62.7	---	h2(E)
		III	*20	6	4.44	62.7	---	h2(E)
2	I-474 (WB) OVER IL-8 N. ABUT	I	*20	6	11.16	157.7	---	h28(E)
		II	*20	6	4.44	62.7	---	h2(E)
		III	*20	6	4.44	62.7	---	h2(E)
2	I-474 (WB) OVER IL-8 S. ABUT	I	*20	6	9.37	132.4	---	h3(E)
		II	*20	6	4.44	62.7	---	h2(E)
		III	*20	6	4.44	62.7	---	h2(E)
3	I-474 (EB) OVER BN RR & KICKAPOO CK N. ABUTMENT	I	*20	6	8.60	121.5	---	h3(E)
		II	*20	6	4.25	60.0	---	h4(E)
		III	*20	6	4.25	60.0	---	h4(E)
3	S. ABUTMENT	I	*20	6	7.57	107.0	---	h5(E)
		II	*20	6	4.25	60.0	---	h4(E)
		III	*20	6	4.25	60.0	---	h4(E)
4	I-474 (WB) OVER BN RR & KICKAPOO CK N. ABUTMENT	I	*20	6	7.55	106.7	---	h6(E)
		II	*20	6	4.56	64.4	---	h7(E)
		III	*20	6	4.56	64.4	---	h7(E)
4	S. ABUTMENT	I	*20	6	6.95	98.2	---	h8(E)
		II	*20	6	4.56	64.4	---	h7(E)
		III	*20	6	4.56	64.4	---	h7(E)
5	I-474 (EB) OVER POTTSTOWN RD (TR 173) N. ABUTMENT	I	*20	6	5.39	76.2	---	h9(E)
		II	*20	6	6.71	94.8	---	h10(E)
		III	*20	6	5.35	76.2	---	h9(E)
5	S. ABUTMENT	I	*20	6	6.71	94.8	---	h10(E)
		II	*20	6	5.39	76.2	---	h9(E)
		III	*20	6	6.71	94.8	---	h10(E)
6	I-474 (WB) OVER POTTSTOWN RD (TR 173) N. ABUTMENT	I	*20	6	5.39	76.2	---	h9(E)
		II	*20	6	6.71	94.8	---	h10(E)
		III	*20	6	5.39	76.2	---	h9(E)
6	S. ABUTMENT	I	*20	6	6.71	94.8	---	h10(E)
		II	*20	6	5.39	76.2	---	h9(E)
		III	*20	6	6.71	94.8	---	h10(E)
12	I-474 (EB) OVER C & NW RR N. ABUTMENT	I	*20	6	5.39	76.2	---	h9(E)
		II	*20	6	6.98	98.5	---	h11(E)
		III	*20	6	5.39	76.2	---	h9(E)
12	S. ABUTMENT	I	*20	6	6.98	98.5	---	h11(E)
		II	*20	6	5.39	76.2	---	h9(E)
		III	*20	6	6.98	98.5	---	h11(E)
13	I-474 (WB) OVER C & NW RR N. ABUTMENT	I	*20	6	5.39	76.2	---	h9(E)
		II	*20	6	6.98	98.5	---	h11(E)
		III	*20	6	5.39	76.2	---	h9(E)
13	S. ABUTMENT	I	*20	6	6.98	98.5	---	h11(E)
		II	*20	6	5.39	76.2	---	h9(E)
		III	*20	6	6.98	98.5	---	h11(E)
15	I-474 (EB) OVER KICKAPOO CREEK RD. S. ABUTMENT	I	*20	6	8.48	119.8	---	h12(E)
		II	*20	12	7.70	215.3	---	h13(E)
		III	*20	6	6.22	85.6	---	h14(E)
15	RAMP D	I	*20	6	4.00	56.5	---	h15(E)
		II	*20	6	11.99	164.8	---	h16(E)
		III	*20	6	12.87	187.1	---	h17(E)
16	I-474 (WB) OVER KICKAPOO CREEK RD. N. ABUTMENT	I	*20	6	8.45	116.1	---	h18(E)
		II	*20	6	9.32	131.7	---	h19(E)
		III	*20	6	6.85	85.6	---	h14(E)
17	I-474 (EB) OVER US 24 N. ABUTMENT	I	*20	6	6.00	84.9	---	h15(E)
		II	*20	6	9.47	133.8	---	h16(E)
		III	*20	6	6.00	84.9	---	h15(E)
17	S. ABUTMENT	I	*20	6	6.00	84.9	---	h15(E)
		II	*20	6	8.16	115.3	---	h27(E)

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		REINFORCEMENT BAR SCHEDULE AND DETAILS
		DRAWN BY
		CHECKED BY
		DATE

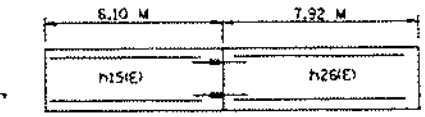
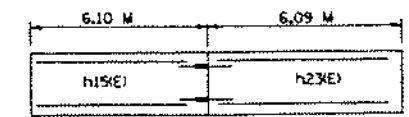
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
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STA.	TO STA.		
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT			



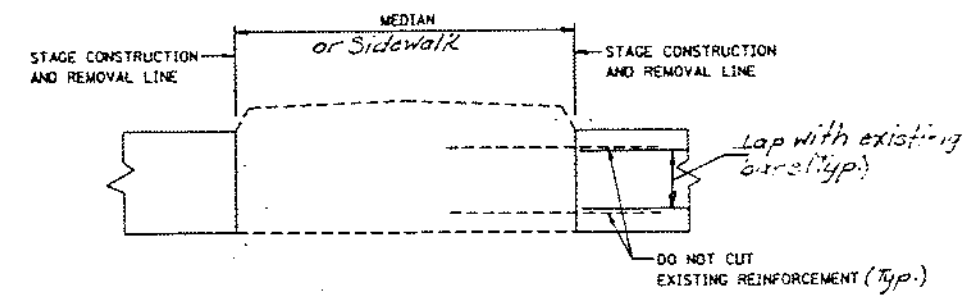
LOCATION	STAGE	SIZE	NUMBER (EA.)	LENGTH (M)	WEIGHT (KG)	SHAPE	NO.
18 I-474 (WB) OVER US 24 N. ABUTMENT	I	*20	6	6.00	84.9	—	h15(E)
	II	*20	6	8.48	119.8	—	h12(E)
	III	*20	6	6.00	84.9	—	h15(E)
S. ABUTMENT	I	*20	6	6.11	86.3	—	h28(E)
	II	*20	6	6.11	86.3	—	h28(E)
19 I-474 (EB) OVER KICK. CR. & C & NN RR N. ABUTMENT	I	*20	6	6.21	87.4	—	h17(E)
	II	*20	6	6.31	89.2	—	h18(E)
	III	*20	6	7.52	106.3	—	h19(E)
	IV	*20	6	11.86	167.6	—	h20(E)
S. ABUTMENT	I	*20	6	7.52	106.3	—	h19(E)
	II	*20	6	11.86	167.6	—	h20(E)
20 I-474 (WB) OVER KICK. CR. & C & NN RR N. ABUTMENT	I	*20	6	6.21	87.4	—	h12(E)
	II	*20	6	14.85	119.0	—	h21(E)
	III	*20	6	6.86	70.1	—	h22(E)
21 US 24 OVER KICKAPOO CREEK E. ABUTMENT (WB)	I	*20	6	6.00	84.8	—	h15(E)
	II	*20	6	6.09	86.1	—	h23(E)
	III	*20	6	14.99	84.8	—	h24(E)
	IV	*20	6	6.10	86.2	—	h15(E)
	V	*20	6	6.10	86.2	—	h15(E)
21 W. ABUTMENT (WB)	I	*20	6	6.00	84.8	—	h15(E)
	II	*20	6	6.09	86.1	—	h23(E)
	III	*20	6	7.82	84.8	—	h24(E)
	IV	*20	6	6.00	111.9	—	h15(E)
	V	*20	6	7.51	104.1	—	h15(E)
S. Abutment	II	*20	6	7.51	104.1	—	h15(E)



LOCATION #21 E. ABUTMENT HATCHBLOCK



LOCATION #21 W. ABUTMENT HATCHBLOCK

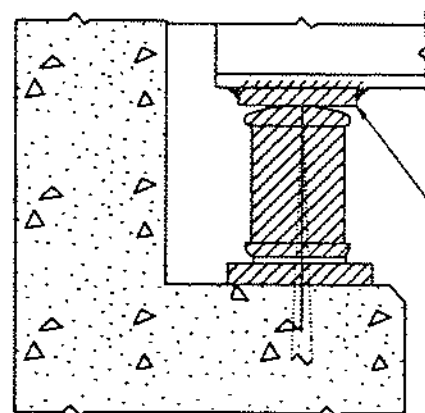


CROSS SECTION HATCHBLOCK TREATMENT AT MEDIAN SN 072-0134, Location 21

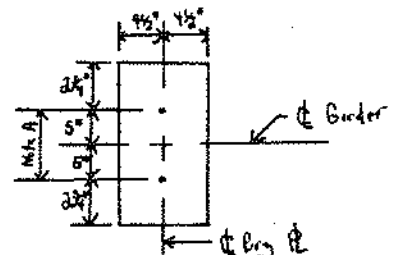
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 REINFORCEMENT BAR SCHEDULE AND DETAILS  
 DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_

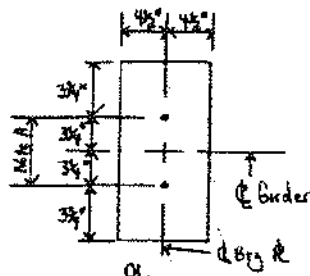




EXISTING  $\phi$  TO BE REMOVED USING THE AIR-ARC METHOD AND GRIND SMOOTH ALL WELD MATERIAL REMAINING ON THE BOTTOM FLANGE.



Plan  
Top  $\phi$  at S. Abut  
(072-0121 #2)

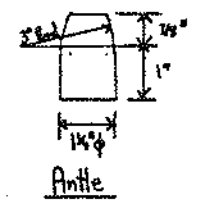


Plan  
Top  $\phi$  at Abuts  
(072-0112 & 113)

Note A  
1 1/2"  $\phi$  Holes - 1" deep in top  $\phi$  for pinholes. Thread or press fit pinholes in bottom  $\phi$ .

EXISTING BEARING ADJUSTMENT DETAIL

$\bullet D = 1/8''/100$  FT OF EXP. FOR EVERY 15° ABOVE THE NORMAL TEMP. OF 50° F  
 $\bullet\bullet D = 1/8''/100$  FT OF EXP. FOR EVERY 15° BELOW THE NORMAL TEMP. OF 50° F

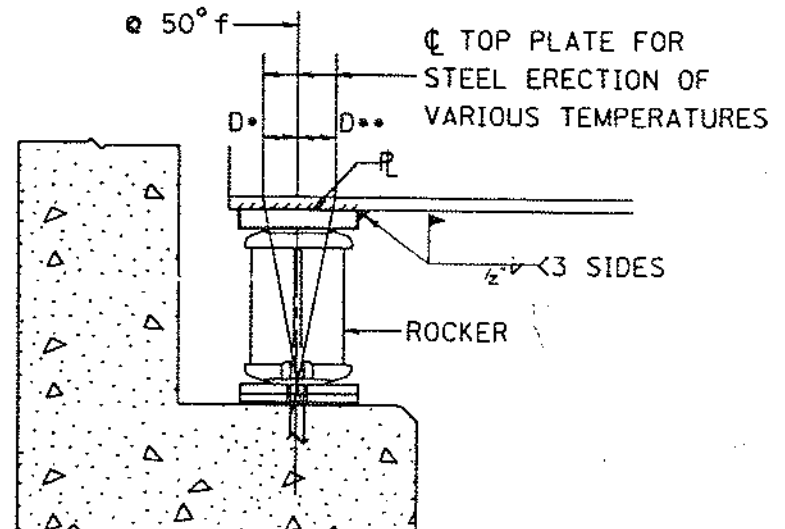


Pin

Girder Reaction SN's: 072-0112 & 0113

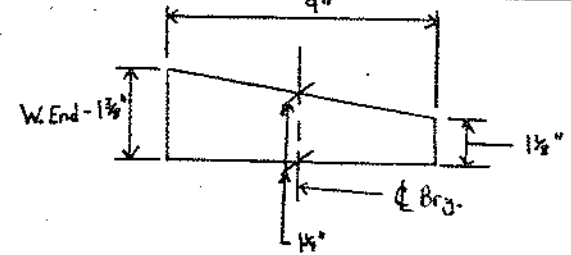
	W. Abut	E. Abut
$R_d (K)$	27.8	19.3
$R_H (K)$	47.8	45.3
$R_{Imp} (K)$	12.9	12.4
$R_{Total} (K)$	88.5	77.0

Min Jack Capacity  
W. Abut = 45 Tons  
E. Abut = 40 Tons



Top Plate Thickness

SN's 072-0121 & 0122  $P-1 1/2'' \times 9'' \times 1'-3 1/2''$   
SN's 072-0112 & 0113  $P-1 1/4'' \times 9'' \times 1'-2''$  (See Detail A)



Detail A

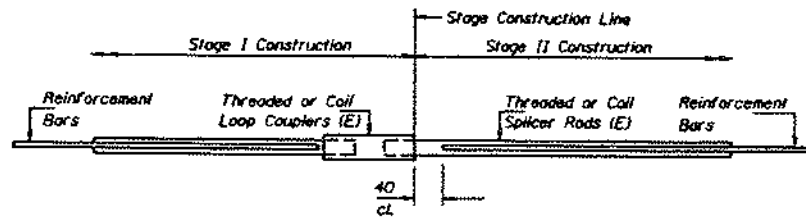
Girder Reaction SN's: 072-0121 (EB) & 0122 (WB)

	S. Abut (EB)	S. Abut (WB)
$R_d (K)$	100.4	93.0
$R_H (K)$	51.7	45.6
$R_{Imp} (K)$	12.4	9.3
$R_{Total} (K)$	162.5	147.9

Min Jack Capacity  
E.B. = 100 Tons  
W.B. = 100 Tons

ADJUST ROCKER AND SOLE PLATE

05/24/99  
c:\projects\474peo\sh05.dgn

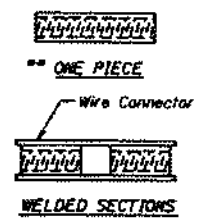


**BAR SPLICER ASSEMBLY DETAIL**

Bar Size	No. Assemblies Required	Location

The diameter of this part is the same as the diameter of the bar spliced.

**ROLLED THREAD DOWEL BAR**



**BAR SPLICER ASSEMBLY ALTERNATIVES**

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

**NOTES**

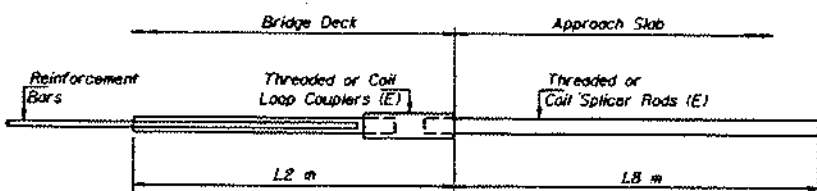
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars. Splicer rods shall be of minimum 400 MPa yield strength, threaded or coated full length. All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity (Tension in kN) =  $1.25 \times 10^3 \times f_y \times A_s$
- Minimum Pull-out Strength (Tension in kN) =  $1.25 \times 10^3 \times f_{s_{allow}} \times A_s$

Where  $f_y$  = Yield strength of lapped reinforcement bars in MPa.  
 $f_{s_{allow}}$  = Allowable tensile stress in lapped reinforcement bars in MPa (Service Load)  
 $A_s$  = Tensile stress area of lapped reinforcement bars (mm<sup>2</sup>).  
 \* = 28 day concrete

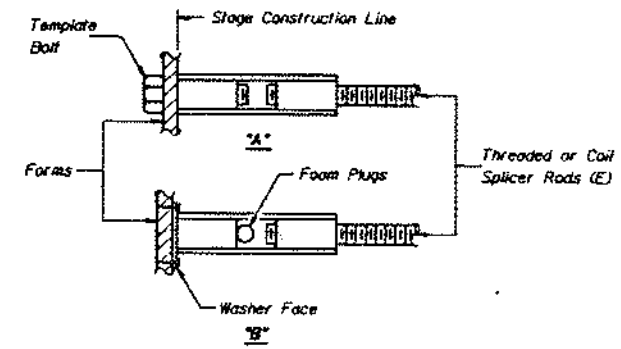
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kN - tension	Min. Pull-Out Strength kN - tension
#15	610 mm	100	40
#20	790 mm	150	60
#25	1.04 m	250	100
#30	1.37 m	350	140

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS." All dimensions are in millimeters (mm) except as noted.



**INTEGRAL ABUTMENT BAR SPLICER ASSEMBLY DETAIL FOR #15 BAR**

Min. Capacity = 100 kN - tension
Min. Pull-out Strength = 40 kN - tension
No. Required *



**INSTALLATION AND SETTING METHODS**

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

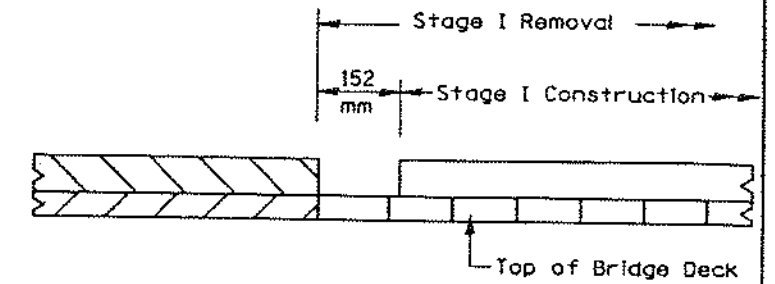
**BAR SPLICER ASSEMBLY DETAILS**

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	

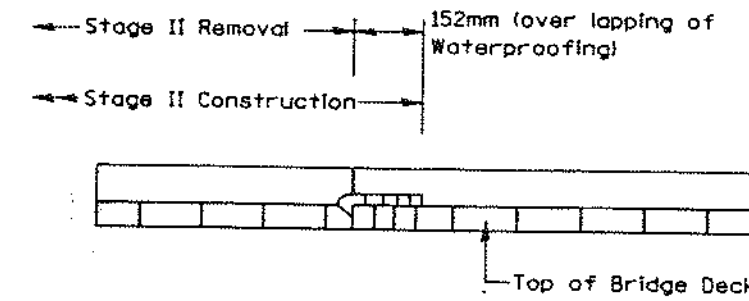
DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.	SHEET
474	(72-1.2.3.4)RS	PEORIA	259	210
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

### EXAMPLE OF WATERPROOFING TREATMENT @ STAGE LINE



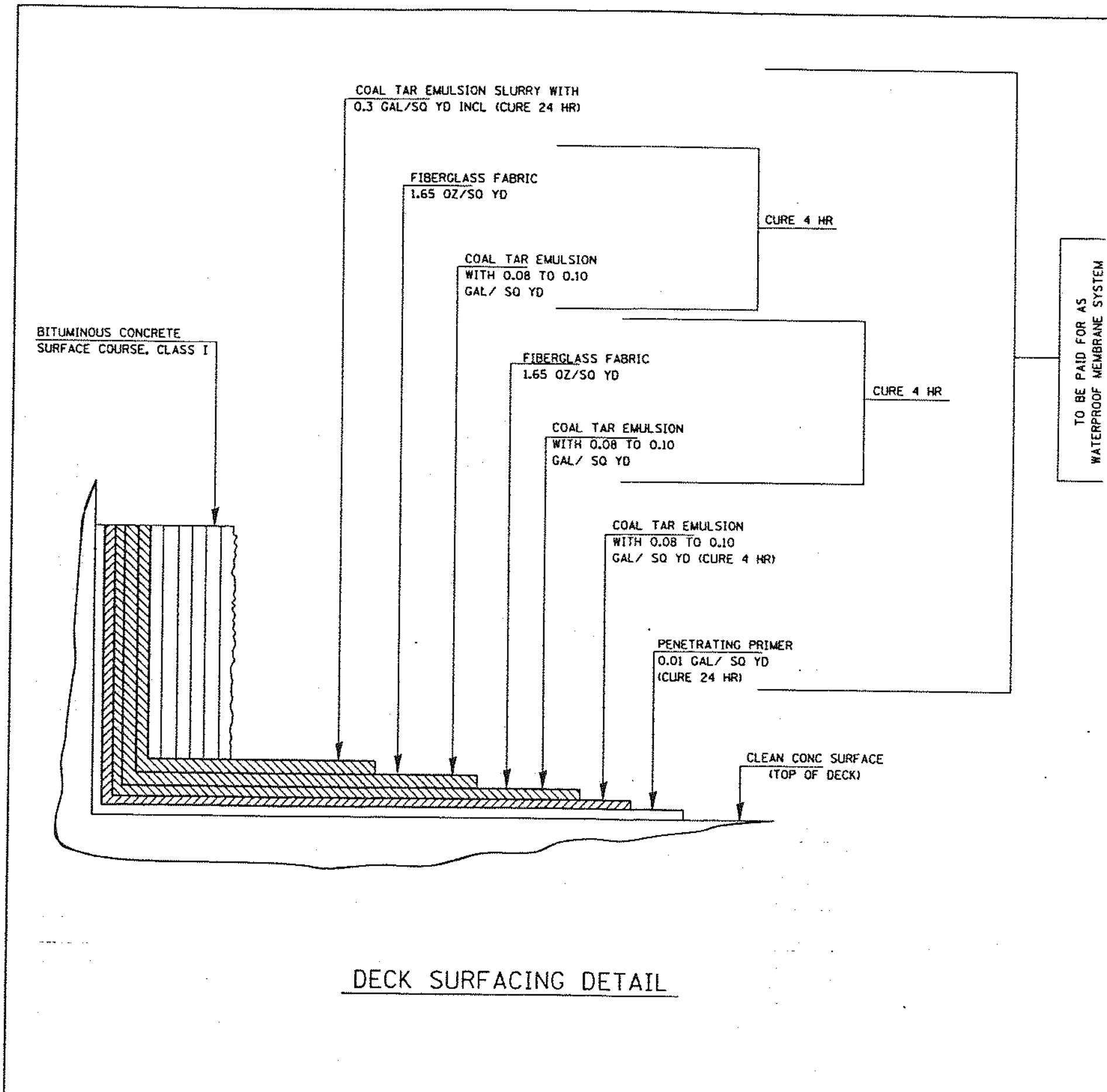
- Stage I Removal
- Bituminous & Waterproofing
- Stage I Construction
- Place Waterproofing to Stage Removal line
  - Place Bituminous to Stage Construction line



- LEGEND
- EX BITUMINOUS
  - EX WATERPROOF
  - NEW WATERPROOF
  - NEW BITUMINOUS

REVISIONS	
NAME	DATE

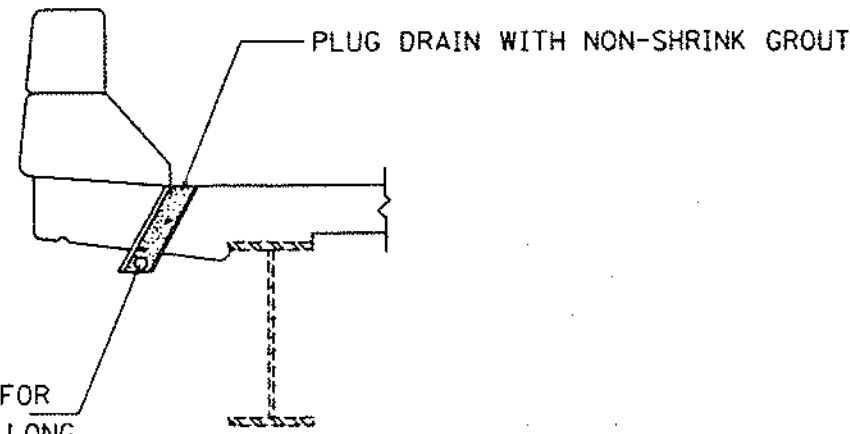
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DETAIL OF  
 WATERPROOF MEMBRANE  
 SYSTEM



DECK SURFACING DETAIL

F.A. NTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
474	172-1.2.3.4RS	PEORIA	257	211
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

DRAIN PLUG DETAIL



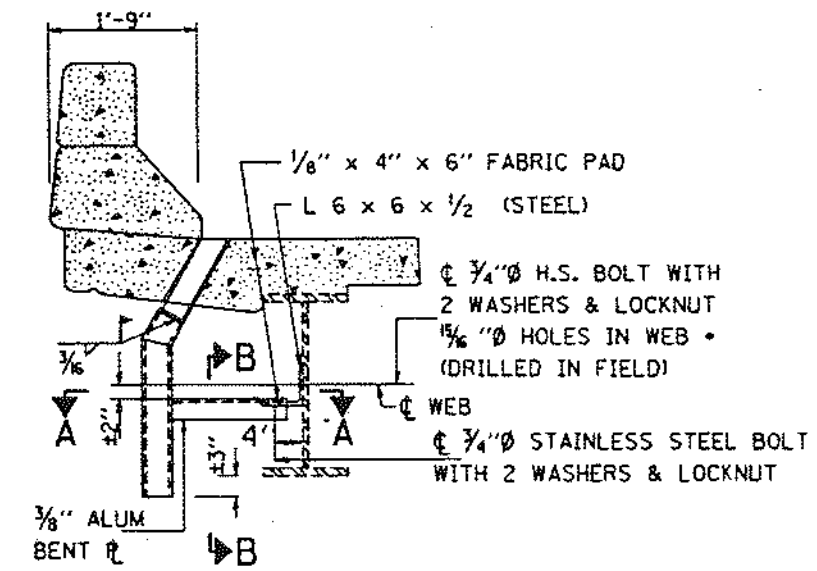
FIELD DRILL  $\frac{3}{8}$ "  $\phi$  HOLE FOR  $\frac{1}{4}$ "  $\phi$  THREADED ROD 13" LONG WITH NUTS AND WASHERS

SECTION AT DRAIN

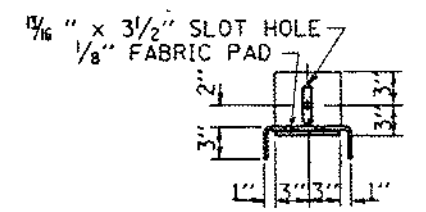
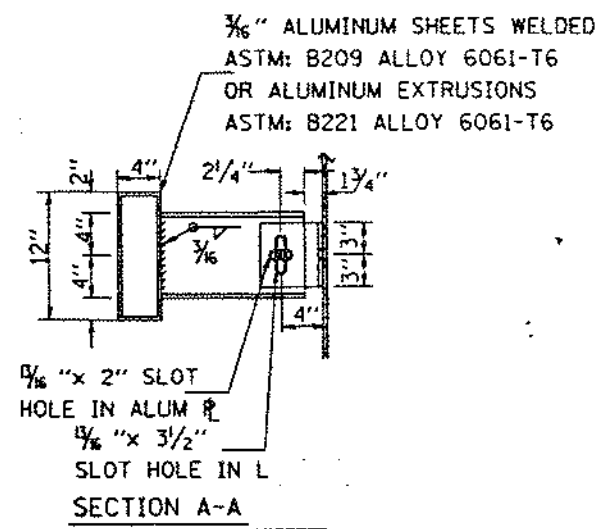
NOTE: ALL FLOOR DRAINS WITH IN 3m OF ABUTMENT AND PIERS SHALL BE PLUGGED WITH NON-SHRINK GROUT

STRUTURE \*21 US 24 OVER KICKAPOO CREEK - EVERY OTHER DRAIN ACROSS DECK SHALL BE PLUGGED

DRAIN EXTENSION DETAIL



• CONCRETE BEANS  
 $\phi \frac{3}{4}$ " H.S. BOLT WITH 2 WASHERS AND EXPANSION ANCHOR (DRILLED IN FIELD)



SECTION B-B

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DRAIN EXTENSION DETAIL  
 &  
 DRAIN PLUG DETAIL

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY

F.A. DIST.	SECTION	COUNTY	TOTAL SHEETS
4	151	PEORIA	5

151  
our  
"Cops"

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET, LIST OF STANDARDS, SUMMARY OF QUANTITIES
2-3	REPAIR LOCATIONS AND DETAILS, QUANTITIES NOT OTHERWISE SHOWN
4	NEOPRENE EXPANSION JOINT DETAIL
5	TRAFFIC CONTROL DETAIL

LIST OF STANDARDS

2298-7	2304-7	2419
2299-10	2307-4	
2300-3	2315-6	
	2316-10	
	U-3	

SUMMARY OF QUANTITIES

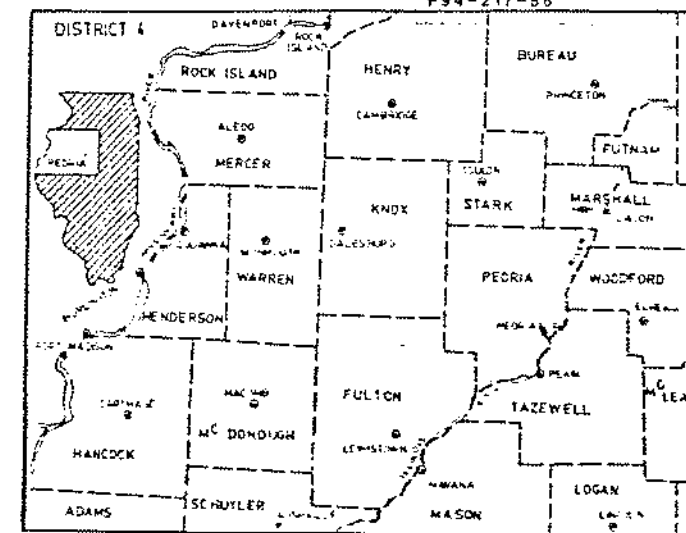
CODE NUMBER	PAY ITEM	UNIT	QUANTITY
64500455	TRAF CONT & PROT 2304	L.SUM	1
20035000	NEOPRENE EXPAN JOINT 2'	LIN FT	480
20035100	NEOPRENE EXPAN JT 2 1/2'	LIN FT	251
20035200	NEOPRENE EXPAN JOINT 4'	LIN FT	410
40601300	BT CONC SURF CSE MIX D CL 1	TON	23
50102400	CONCRETE REMOVAL	CU YD	110
50400300	CLASS X CONCRETE	CU YD	110
51200100	REINFORCEMENT BARS	POUND	9597
64600800	TRAF CONT & PROT 2316	L.SUM	1
65000100	MOBILIZATION	L.SUM	1
20062200	SAWED EXPANSION JOINT 4"	LIN FT	64
K2172600	SAWED EXPANSION JOINT 9"	LIN FT	1547
64801630	TRAF CONT & PROT U-3	L.SUM	1
64800700	TRAF CONT PROT 2315	L.SUM	1

VARIOUS ROUTES  
DISTRICT 4 JOINT REPAIR 1987-1  
VARIOUS COUNTIES

C-94-335-86

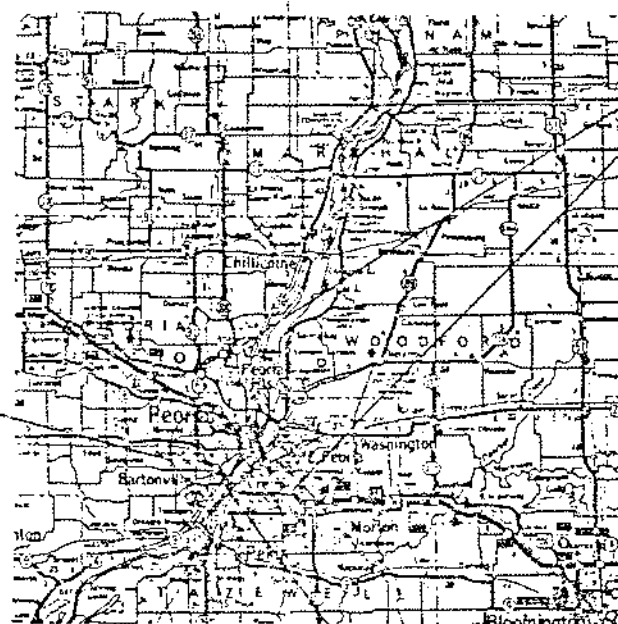
SN 062-0016

CARRYING ILL. 17 OVER SENACHWINE CREEK  
3 1/2 MILES WEST OF SPARLAND



LOCATION OF SECTION INDICATED THUS: —

99.9%  
9/88



VARIOUS STRUCTURES ON  
ILL 6 AND I-474 FROM  
MOSSVILLE TO MORTON  
(SEE SHEET #3)

I-474 STRUCTURES

- 072-0112 OVER ILL. 8
- 072-0113 OVER BN RR AND KICKAPOO CREEK
- 072-0128 OVER C&NW RR, KICKAPOO CR. AND KICKAPOO CR. RD.

072-0134

U.S. 24 OVER KICKAPOO CREEK  
IN BARTONVILLE

Peoria Co.

SUBMITTED Aug 25 1986  
 EXAMINED August 26 1986  
 EXAMINED August 26 1986  
 EXAMINED August 27 1986  
 DATE 8-27-87

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 7-2 87  
 EXAMINED 7-25 87  
 PASSED 7-27 87  
 APPROVED 7-27 87

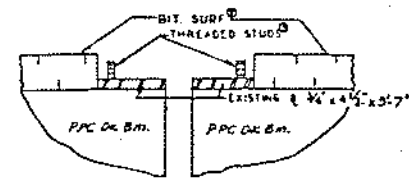
FOR UTILITY INFORMATION  
CALL J.U.L.I.E.  
PHONE 800-892-0123

DESIGNED BY: MAUREN KELLY, LEROY WILLIAMS

072-0114  
CONTRACT NO. 42446

ROUTE NO.	SEC.	COUNTY	TOTAL LENGTH	POST NO.
Various	Various	Various	5	2

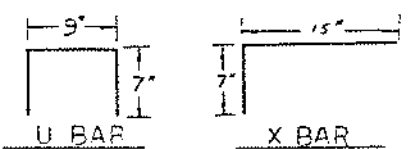
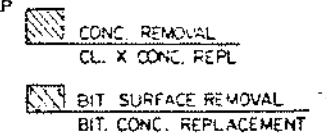
DIST. 4 JOINT REPAIR 87-1



SECTION D  
LOC. NO. 1

- EXISTING REINFORCEMENT BAR. REBAR SHALL BE CLEANED AND REUSED. CLEANING REBAR SHALL BE INCIDENTAL TO CONCRETE REMOVAL. BROKEN OR DAMAGED REBAR SHALL BE REPLACED AT CONTRACTOR'S EXPENSE.
- THE #5 BARS SHALL BE PLACED PARALLEL TO THE JOINT.
- THE EXISTING THREADED STUDS SHALL BE REMOVED AND NEW THREADED STUDS SHALL BE WELDED AT THE REQUIRED SPACING. REMOVAL AND REPLACEMENT OF THE STUDS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR NEOPRENE EXPANSION JOINT.
- THE VOLUME OF BITUMINOUS SURFACE REMOVAL WILL NOT BE MEASURED OR PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO CONCRETE REMOVAL.
- ALL LOOSE BITUMINOUS CONCRETE ADJACENT TO THE JOINT SHALL BE REMOVED AND REPLACED, AND JOINTS FINISHED WITH A NEAT APPEARANCE. CARE SHOULD BE TAKEN AS NOT TO DAMAGE THE WATERPROOFING SYSTEM THAT IS TO REMAIN IN PLACE.

\*PLACE BARS IN BACK OF ANCHOR BOLTS AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO BARS.



STRUCTURE NUMBER	LOCATION	REPAIR LOC. NO.	SKEW	NEOPRENE EXPAN JOINT			CONC REM AND REPL.	REINFORCEMENT BARS
				2"	2 1/2"	4"		
062-0016	SECT 105 BR 117 OVER SENACHWINE CR							
	PIER 2	1	35°	141				
072-0112	FAI 474 SECT 72-2HB (1 474 (EB) OVER IL RTE B) NORTH ABUT	2	17°	72			6.6 CU. YD	736 LB
072-0113	FAI 474 SECT 72-2HB (1 474 (WB) OVER IL RTE B) NORTH ABUT	3	17°	63			7.5 CU. YD	642 LB
072-0114	FAI 474 SECT 72-2BVB (1 474 (EB) OVER BN RR AND KICKAPOO CR)							
	EAST ABUT	4	20°		55		6.5 CU. YD	590 LB
	PIER 3	5	20°		55		5.6 CU. YD	463 LB
	PIER 4	6	17°		55		5.3 CU. YD	440 LB
	WEST ABUT	7	17°		55		5.8 CU. YD	559 LB
072-0128	FAI 474 SECT 72-4HVB (1 474 (EB) OVER C&NW RR, KICKAPOO CR, KICKAPOO CR RD)							
	EAST ABUT	8	45°	109			10.2 CU. YD	1108 LB
	PIER 8	9	45°		89		8.6 CU. YD	711 LB
	PIER 6	10	45°		72		6.9 CU. YD	576 LB
	PIER 4	11	45°		55		5.6 CU. YD	464 LB
	PIER 3	12	60°		60		7.6 CU. YD	639 LB
	WEST ABUT	13	60°		81		7.7 CU. YD	824 LB
072-0134	FAI 474 SECT 48B (US 24 OVER KICKAPOO CR IN BARTONVILLE)							
	EAST ABUT	14	90°	137			18.5 CU. YD	1394 LB
	PIER 2	15	90°		113		5.4 CU. YD	451 LB
TOTALS				460	251	410	110.0 CU. YD	9597 LB

GENERAL NOTES:

CONCRETE REMOVAL AND REPLACEMENT, AS SHOWN IN SECTIONS A,B,C, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD AS CONCRETE REMOVAL AND CLASS X CONCRETE.

THE ADDITIONAL REINFORCEMENT BARS SHOWN IN SECTIONS A,B,C, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER POUND FOR REINFORCEMENT BARS.

WEARING SURFACE REPLACEMENT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE MIX D CLASS 1.

PRIOR TO REPLACING THE WEARING SURFACE, THE CONCRETE SHALL BE PRIMED AS SPECIFIED IN ARTICLE 406.06 OF THE STANDARD SPECIFICATIONS. THE WORK, EQUIPMENT, AND MATERIAL INVOLVED IN APPLYING THE PRIME COAT WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE MIX D CLASS 1.

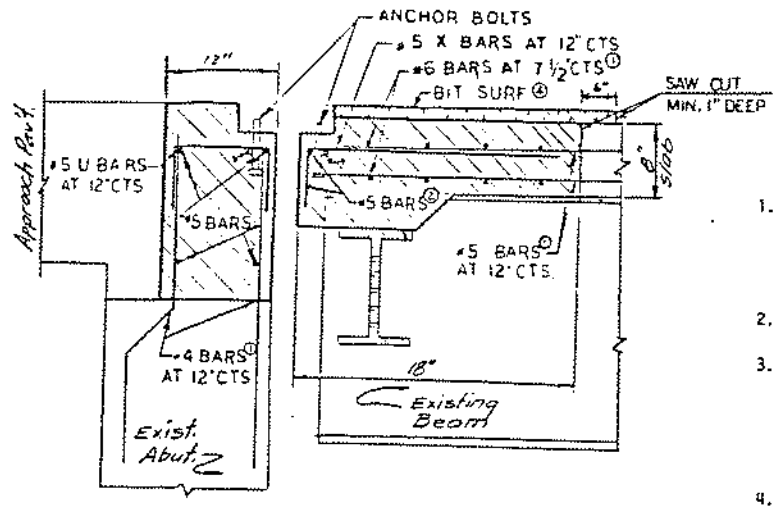
ALL DEBRIS SHALL BE REMOVED FROM THE TOP OF THE ABUTMENTS AND PIERS AT THE REPAIR LOCATIONS.

QUANTITIES NOT OTHERWISE SHOWN		
PAY ITEM	UNIT	QUANTITY
BIT CONC SURF CSE MIX D CL 1	TON	23
MOBILIZATION	L. SUM	1
TRAF CONT AND PROT STD 2316	L. SUM	1
TRAF CONT AND PROT STD 2304	L. SUM	1
TRAF CONT AND PROT U-3	L. SUM	1
TRAF CONT AND PROT STD 2315	L. SUM	1

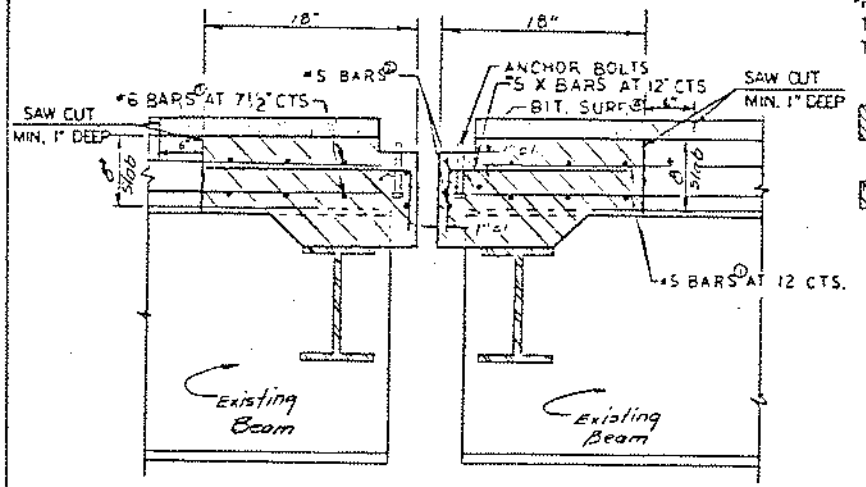
THE CONTRACTOR SHALL CLEAR THE WORK AREAS OF ALL OBJECTS AND MATERIALS AT THE END OF EACH DAY'S OPERATIONS. ONE INCH THICK STEEL PLATES SHALL BE PLACED OVER ALL THE EXCAVATED HOLES DURING NON-WORK HOURS IN ORDER TO ELIMINATE TRAFFIC HAZARDS. THIS WORK WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR NEOPRENE EXPANSION JOINT.

ANY REUSABLE PIECES OF THE EXISTING NEOPRENE EXPANSION JOINT MATERIAL SHALL, AT THE DISCRETION OF THE ENGINEER, BECOME THE PROPERTY OF THE STATE.

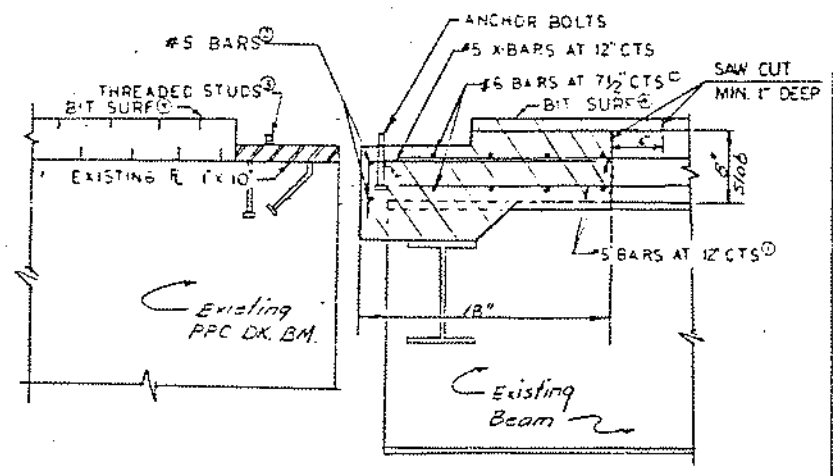
DISTRICT NO. 4 PEORIA  
DESIGNED M. Kelly  
DRAWN M.R.  
CHECKED L.W.  
DATE 6/86  
SCALE N.T.S.



SECTION A  
LOC. NO. 2,3,4,7, 8, 13, 14



SECTION B  
LOC. NO. 5,6, 9,10, 11, 12



SECTION C  
LOC. NO. 15

Structure Numbers	LOCATION	Repair Location No.	No. of #5 X-bars	No. of #5 U-bars	No. of #5 D-bars (Transvers)	Length
072-0112	FAI-474 Sec. 72-2HB (E.B.)					
	South Abut.	2	73	73	12	37'-0"
072-0113	FAI-474 Sec. 72-2HB (W.B.)					
	South Abut.	3	63	63	12	32'-0"
072-0114	FAI-474 Sec. 72-2BVB (E.B.)					
	East Abut.	4	52	52	12	30'-0"
	Pier 3	5	116		8	30'-0"
	Pier 4	6	110		8	28'-0"
	West Abut.	7	55	55	12	28'-0"
072-0128	FAI-474 Sec. 72-4HVB (E.B.)					
	East Abut.	8	109	109	18	37'-8"
	Pier 8	9	178		12	31'-0"
	Pier 6	10	124		8	37'-0"
	Pier 4	11	116		8	30'-0"
	Pier 3	12	160		12	28'-0"
	West Abut.	13	81	81	18	28'-4"
072-0134	FAI-474 Sec. 48B (US 24)					
	East Abut.	14	137	137	24	35'-9"
	Pier 2	15	113		8	29'-9"
TOTALS			1513	577		

Revised: Added Re-bar location table, 2-13-87; RAB

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DESIGNED	EXAMINED	CHECKED	DRAWN	CHECKED

SHEET NO. 4  
SHEETS

Joint Size	"C" at 50°F	"D" at 50°F
2	2"	1 1/2" min
2 1/2	2 1/2"	1 3/4" min
4	3"	2 1/2" min

DIST. 4 JOINT REPAIR B7-1

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 preformed 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.

INSTALLATION NOTES

Use anchor blocks and continuous seal as anchor bolt location templates

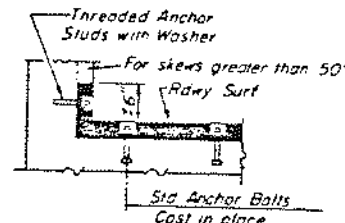
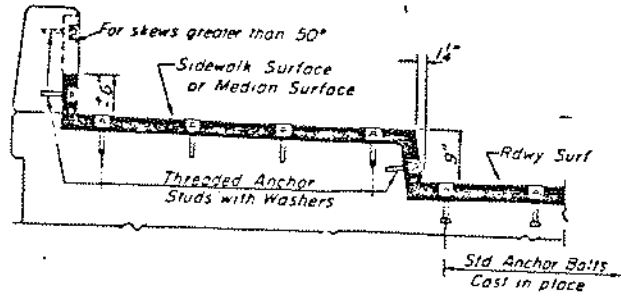
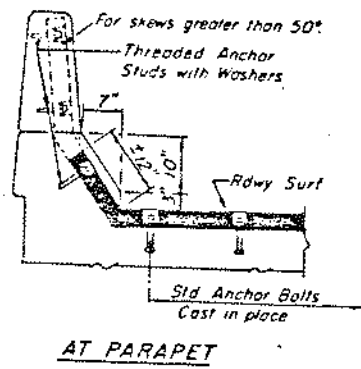
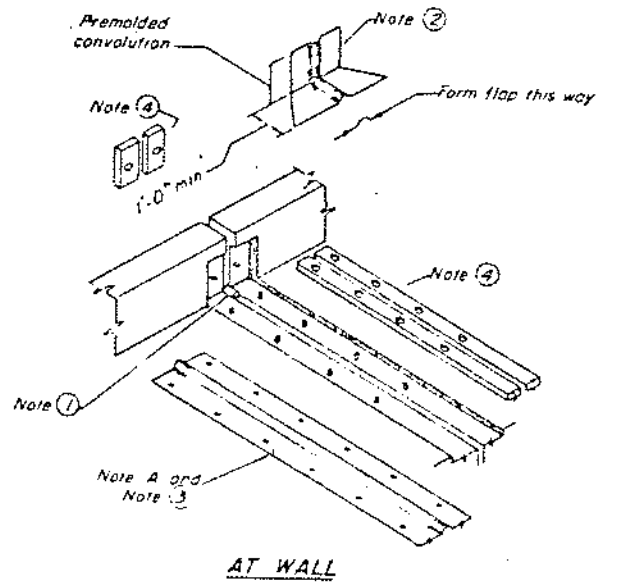
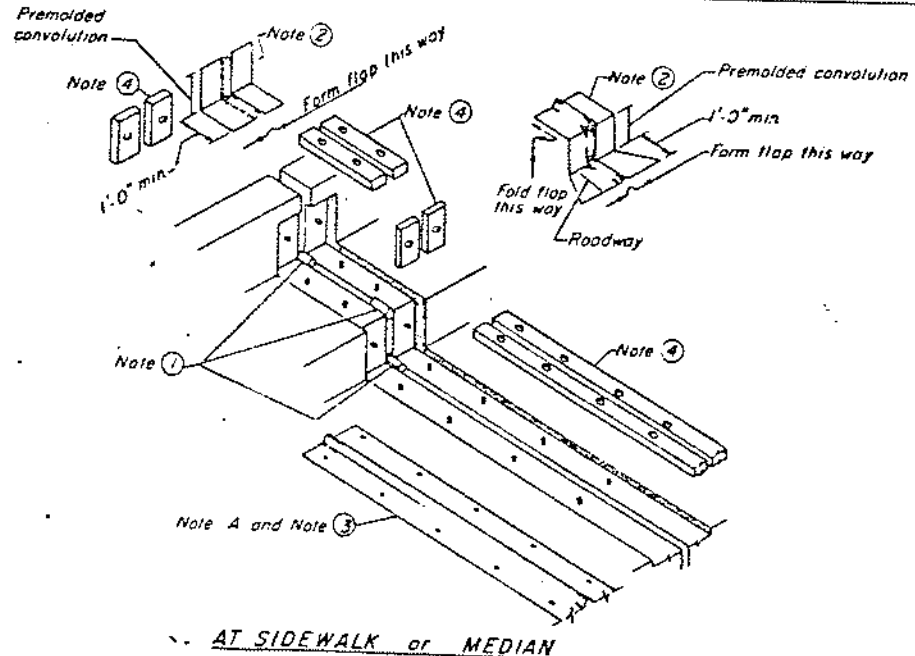
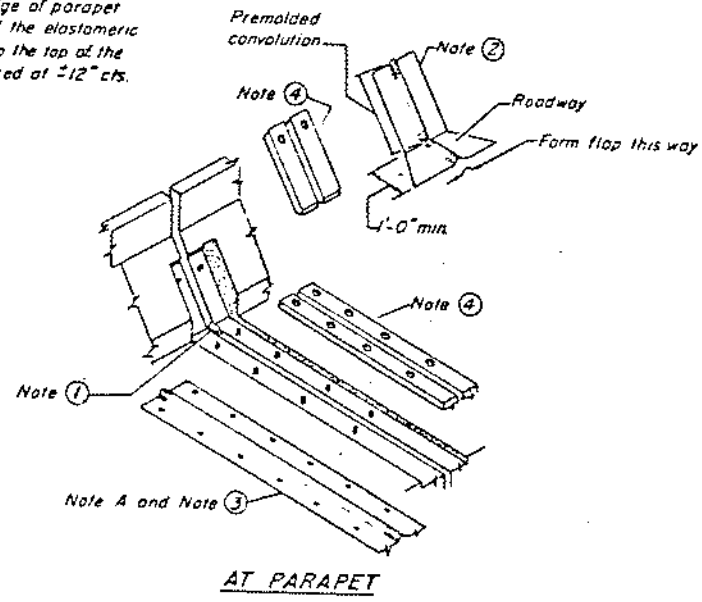
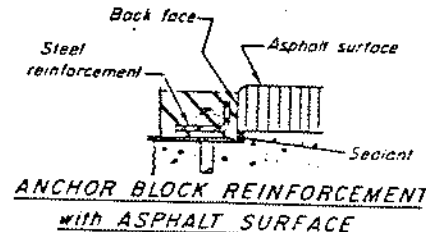
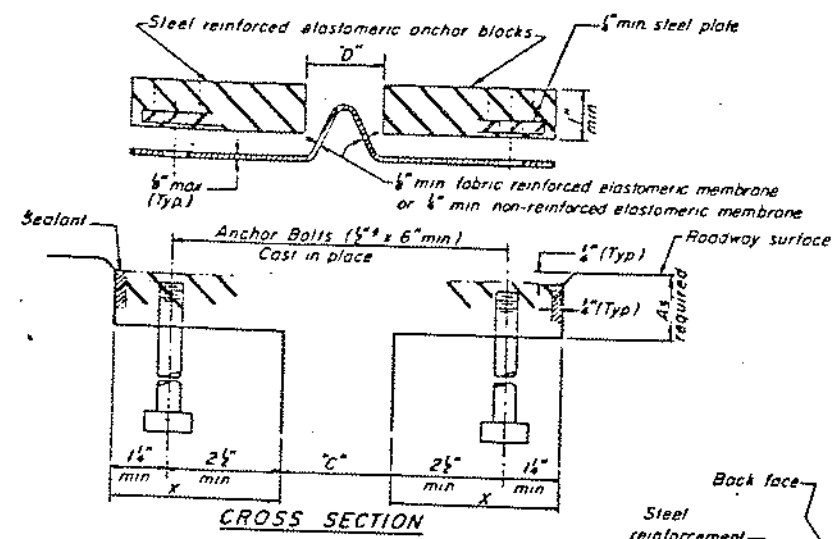
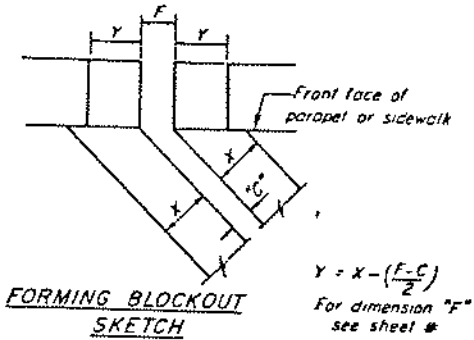
1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

NOTE A - Maximum spacing of anchor bolts shall be 12" centers

SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.

For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at 12" cts.



TYPICAL END TREATMENTS

CONTINUOUS SEAL TYPE  
NEOPRENE EXPANSION JOINTS  
For 2", 2 1/2" and 4" Movement

DESIGNED	EXAMINED
CHECKED	PASSED
DRAWN	APPROVED
CHECKED	

Peoria-Marshall Co.  
(A-22-87)

P. J. Hoerr, Inc.

Dist. #4 Joint Repair 1987-1

#157

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET, LIST OF STANDARDS, SUMMARY OF QUANTITIES
2-3	REPAIR LOCATIONS AND DETAILS, QUANTITIES NOT OTHERWISE SHOWN
4	NEOPRENE EXPANSION JOINT DETAIL
5	TRAFFIC CONTROL DETAIL

LIST OF STANDARDS

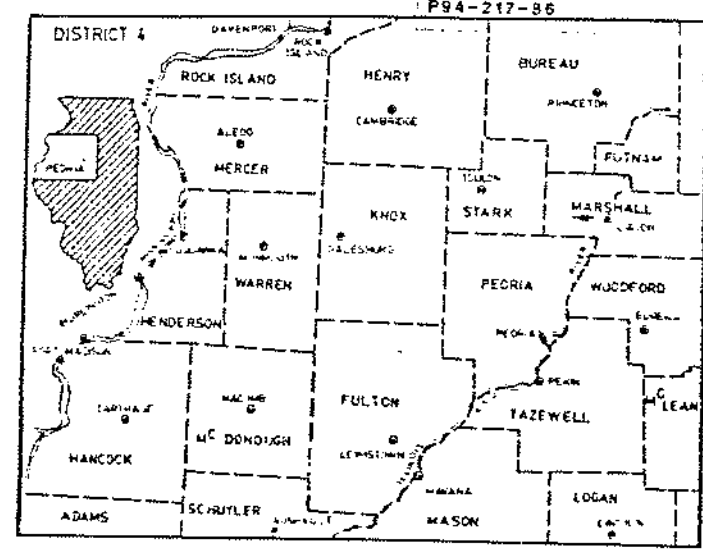
2298-7	2304-7	2419
2299-10	2307-4	
2300-3	2315-4	
	2316-10	
	U-3	

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	QUANTITY
64800455	TRAF CONT & PROT 2304	L.SUM	1
20035000	NEOPRENE EXPAN JOINT 2'	LIN FT	480
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64800800	TRAF CONT & PROT 2316	L.SUM	1
65000100	MOBILIZATION	L.SUM	1
20062200	SAWED EXPANSION JOINT 4'	LIN FT	64
X2172600	SAWED EXPANSION JOINT 9'	LIN FT	1547
64801530	TRAF CONT & PROT U-3	L.SUM	1
64800700	TRAF CONT PROT 2315	L.SUM	1

VARIOUS ROUTES  
DISTRICT 4 JOINT REPAIR 1987-1  
VARIOUS COUNTIES  
C-94-335-86  
SN 062-0016

CARRYING ILL. 17 OVER SENACHWINE CREEK  
3 1/2 MILES WEST OF SPARLAND



LOCATION OF SECTION INDICATED THUS: —

99.9%  
9/88



VARIOUS STRUCTURES ON  
ILL 6 AND I-474 FROM  
MOSSVILLE TO MORTON  
(SEE SHEET #3)

- I-474 STRUCTURES
- 072-0112 OVER ILL. 8
  - 072-0113 OVER BN RR AND KICKAPOO CREEK
  - 072-0128 OVER C&NW RR, KICKAPOO CR. AND KICKAPOO CR. RD.

072-0134  
U.S. 24 OVER KICKAPOO CREEK  
IN BARTONVILLE

APPROVED: *[Signature]*  
DATE: 2-2-87

EXAMINED: August 25, 1986  
EXAMINED: August 26, 1986  
EXAMINED: August 29, 1986

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED: 7-2-87  
EXAMINED: 2-25-87  
PASSED: 2-29-87  
APPROVED: 2-25-87

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

072-0114  
CONTRACT NO. 42446

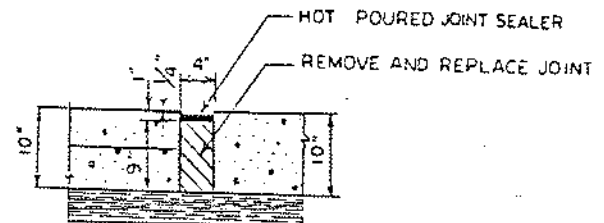


STRUCTURE NO.	STRUCTURE STA.	LOCATION	REPAIR LOCATION NO.	JOINT LOCATION		SAWED EXPAN JOINT 9'		SAWED EXPAN JOINT 4'		PREF JT SEAL HEIGHT (IN.)	
				STA. SB(EB)	STA. NB(WB)	LIN. FT. SB(EB)	LIN. FT. NB(WB)	LIN. FT. SB(EB)	LIN. FT. NB(WB)		
072-0149	(IL 29 SPUR) 27+69.41	IL 29 SPUR OVER IL 6	16 & 17	(IL 29 SPUR) 25+16.55	(IL 29 SPUR) 25+32.89			16	16	9	
072-0145	982+04.60	IL 6 (WB) OVER CH 15 (RADNOR RD.)	18 & 19	(IL 29 SPUR) 30+21.54	(IL 29 SPUR) 30+21.54			16	16	9	
072-0144	982+04.60	IL 6 (SB) OVER CH 15 (RADNOR RD.)	20	980+43±				24		9	
072-0142	67+87	IL 6 (SB) OVER HOERR'S POND	21	982+61±				24		9	
072-0141	57+87	IL 6 (NB) OVER HOERR'S POND	22	980+48±				24		9	
072-0139	169+02	IL 6 (SB) OVER CHARTER OAK RD.	23	982+66±				24		9	
072-0138	169+02	IL 6 (NB) OVER CHARTER OAK RD.	24	56+19.74				24		9	
072-0106	215+44.31	I-474 (EB) OVER I-74 (WB)	25	59+54.33				24		9	
072-0107	215+44.31	I-474 (WB) OVER I-74 (WB)	26	56+19.74				24		9	
072-0108	218+48.5*	I-474 (EB) OVER I-74 (EB)	27	59+54.33				24		9	
072-0109	218+48.5*	I-474 (WB) OVER I-74 (EB)	28	167+08.55				24		7	
072-0110	(RDWY 'A') 134+33.5	I-474 RAMP (RDWY 'A') OVER I-74 (EB)	29	170+96.14				24		7	
072-0111	(SB 474) 512+56.47	I-474 (EB) OVER I-474 RAMP (RDWY 'A')	30	167+00.34				24		7	
072-0112	57+77.61	I-474 (EB) OVER IL B	31	170+99.93				24		7	
072-0113	57+77.61	I-474 (WB) OVER IL B	32	213+05.12				42.94		7	
072-0114	67+98.63	I-474 (EB) OVER BN RR & KICKAPOO CR.	33	213+32.06				29.87		7	
072-0015	67+98.63	I-474 (WB) OVER BN RR & KICKAPOO CR.	34	K SB 474) 500+39.39*				36.88		7	
072-0016	114+78	I-474 (EB) OVER TR 173	35		(NB 474) 399+55.82*			49.66		7	
072-0117	114+78	I-474 (WB) OVER TR 173	36		(RDWY 'A') 131+62.49			24		8	
072-0121	223+71.15	I-474 (EB) OVER IL 116	37		(RDWY 'A') 136+77.70			24		8	
072-0122	223+71.15	I-474 (WB) OVER IL 116	38	(SB 474) 509+59.54				24		8	
072-0124	252+62.17	I-474 (EB) OVER C & NW RR	39	(SB 474) 515+13.36				24		8	
072-0125	252+62.17	I-474 (WB) OVER C & NW RR	40	55+57.46 (ON RDWY 'B')				24		8	
072-0127	355+00	I-474 (WB) OVER C & NW RR, KICKAPOO CR., AND KICKAPOO CR. RD.	41	55+57.46 (ON SB 474)				24		8	
072-0128	355+00	I-474 (EB) OVER C & NW RR, KICKAPOO CR., AND KICKAPOO CR. RD.	42		55+23.38			24		8	
072-0129	378+49.7	I-474 (EB) OVER U.S. 24	43		72+49.64			36		8	
072-0130	378+49.7	I-474 (WB) OVER U.S. 24	44		72+70.06			36		8	
072-0131	390+67.76	I-474 (EB) OVER CRISP RR, P&P RR, AND KICKAPOO CR.	45		112+81.65			24		8	
072-0132	390+67.76	I-474 (WB) OVER CRISP RR, P&P RR, AND KICKAPOO CR.	46		116+70.66			24		8	
090-0109	83+94	I-474 (WB) OVER ILLINOIS RIVER (SHADE LOHMANN)	47		112+92.37			24		8	
090-0108	83+94	I-474 (EB) OVER ILLINOIS RIVER (SHADE LOHMANN)	48		116+66.13			24		8	
090-0107	115+10	I-474 (WB) OVER IL 29	49		221+31.14			24		8	
090-0106	114+87	I-474 (EB) OVER IL 29	50		225+79.52			34.95		8	
090-0118	(RDWY 'C') 33+35.04	I-474 (EB) RAMP (RDWY 'C') OVER I-74 (WB)	51		221+62.77			26.70		8	
090-0102	(RDWY 'B') 23+40.90	I-474 (WB) RAMP (RDWY 'B') OVER I-74 (EB)	52		225+95.30			30.56		8	
			53		250+26.80			24		8	
			54		254+71.39			24		8	
			55		250+43.39			24		8	
			56		250+92.34			24		8	
			57		347+26.12			24		8	
			58		348+97.45			24		8	
			59		362+27.96			24		8	
			60		376+07.19			41.68		8	
			61		376+07.19			42.79		8	
			62		393+95.57			35.99		8	
			63		394+61.54			24		8	
			64		61+33.08			24		8	
			65		95+77.76			24		8	
			66		61+48.08			24		8	
			67		98+75.62			24		8	
			68		113+81.02			24		6	
			69		113+81.02			31.78		8	
			70		113+92.19			41.31		7	
			71		113+54.37			24		8	
			72		118+54.45			24		7	
			73		(RDWY 'C') 30+05.41			24		9	
			74		(RDWY 'B') 20+32.83			24		8	
			75		(RDWY 'B') 26+45.24			24		8	
					SUBTOTAL:			759.14	787.77	32	32
					TOTALS			1546.91	64		

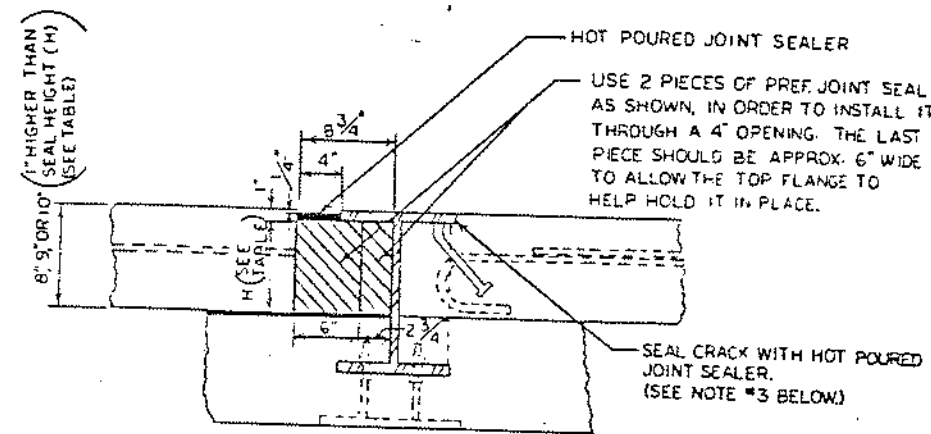
\*STATION EQUATION  
 220+37.64 & 474  
 =399+37.64 NB 474  
 =500+00.00 SB 474

ROUTE NO.	SEC.	CONTRACT	TOTAL SHEETS	SHEET NO.
VAR.		VAR.	5	3

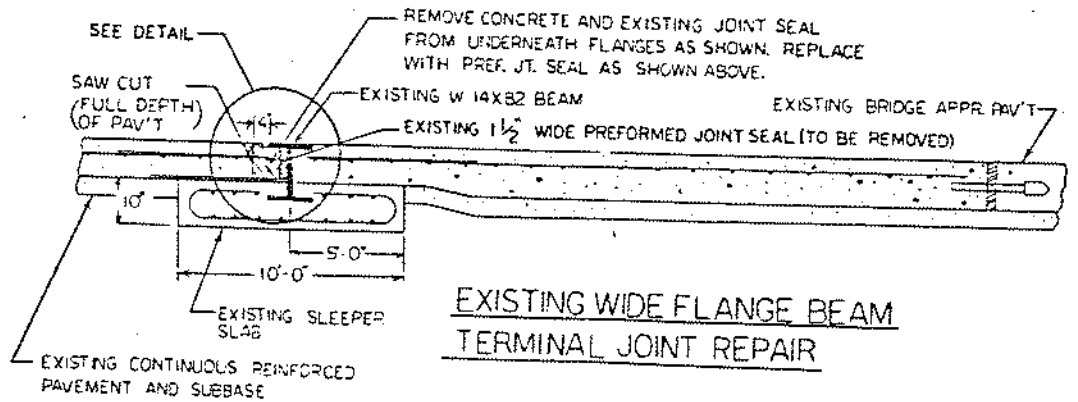
\* DIST. 4 JOINT REPAIR 87-1



DETAIL OF SAWED EXPAN. JOINT 4"



DETAIL OF SAWED EXPAN. JOINT 9"



- NOTES:
1. ALL PREFORMED JOINT SEALS SHALL BE A FLEXIBLE FOAM EXPANSION JOINT FILLER MEETING THE REQUIREMENTS AS STATED IN THE SPECIAL PROVISIONS.
  2. THE HOT POURED JOINT SEALER SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 716.04 OF THE STANDARD SPECIFICATIONS.
  3. ALL SHOULDER CRACKS ADJACENT TO THE JOINTS AND ALL CRACKS ALONG THE OPPOSITE SIDE OF THE BEAM FLANGES SHALL BE SEALED WITH THE HOT POURED JOINT SEALER. THE WORK INVOLVED IN SEALING THESE CRACKS WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT.

Peoria-Marshall Co.  
(A-22-87)

P. J. Hoerr, Inc.

Dist. #4 Joint Repair 1987-1

#157

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET, LIST OF STANDARDS, SUMMARY OF QUANTITIES
2-3	REPAIR LOCATIONS AND DETAILS, QUANTITIES NOT OTHERWISE SHOWN
4	NEOPRENE EXPANSION JOINT DETAIL
5	TRAFFIC CONTROL DETAIL

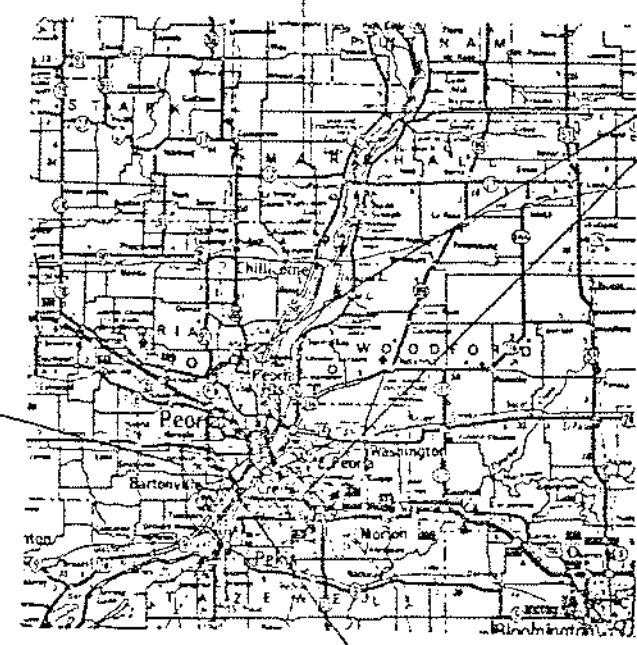
LIST OF STANDARDS

2298-7	2304-7	2419
2299-10	2307-6	
2300-3	2310-6	
	2315-10	
	U-3	

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	QUANTITY
64800455	TRAF CONT & PROT 2304	L.SUM	1
Z0035000	NEOPRENE EXPAN JOINT 2'	LIN FT	480
Z0035100	NEOPRENE EXPAN JT 2 1/2'	LIN FT	251
Z0035200	NEOPRENE EXPAN JOINT 4'	LIN FT	410
40501300	BT CONC SURF GSE MIX D CL I	TON	23
50102400	CONCRETE REMOVAL	CU YD	110
50400300	CLASS X CONCRETE	CU YD	110
51200100	REINFORCEMENT BARS	POUND	9597
64800800	TRAF CONT & PROT 2316	L.SUM	1
65000100	MOBILIZATION	L.SUM	1
Z0062200	SAWED EXPANSION JOINT 4'	LIN FT	64
KZ1T2600	SAWED EXPANSION JOINT 9'	LIN FT	1547
64801530	TRAF CONT & PROT U-3	L.SUM	1
64800700	TRAF CONT PROT 2315	L.SUM	1

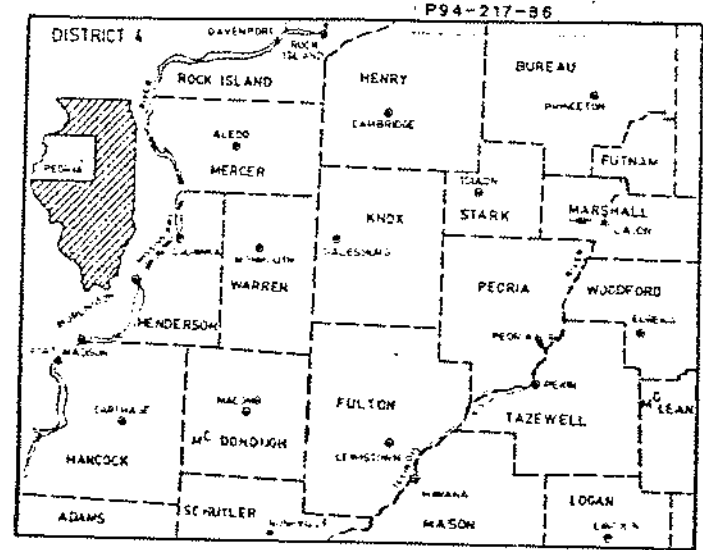
- I-474 STRUCTURES
- 072-0112 OVER ILL. 8
  - 072-0113 OVER BN RR AND KICKAPOO CREEK
  - 072-0114 OVER BN RR AND KICKAPOO CREEK
  - 072-0128 OVER C&NW RR KICKAPOO CR. AND KICKAPOO CR. RD.



VARIOUS ROUTES  
DISTRICT 4 JOINT REPAIR 1987-1  
VARIOUS COUNTIES  
C-94-335-86  
SN 062-0016  
CARRYING ILL. 17 OVER SENACHWINE CREEK  
3 1/2 MILES WEST OF SPARLAND

VARIOUS STRUCTURES ON  
ILL 6 AND I-474 FROM  
MOSSVILLE TO MORTON  
(SEE SHEET #3)

PA. BYE	SECTION	COUNTY	TOTAL SHEETS
VARIOUS	4	VARIOUS	5



LOCATION OF SECTION INDICATED THUS: —

EXAMINED August 25, 1986  
EXAMINED August 26, 1986  
EXAMINED August 26, 1986  
EXAMINED August 29, 1986  
DATE 2-2-87

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

DESIGNED BY: 7-2-87  
CHECKED BY: 2-25-87  
PASSED BY: 2-27-87  
APPROVED BY: 2-25-87

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

072-0115  
CONTRACT NO. 42446

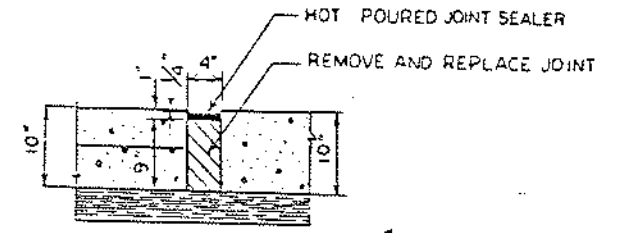
4-157

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	*	VAR.	5	3

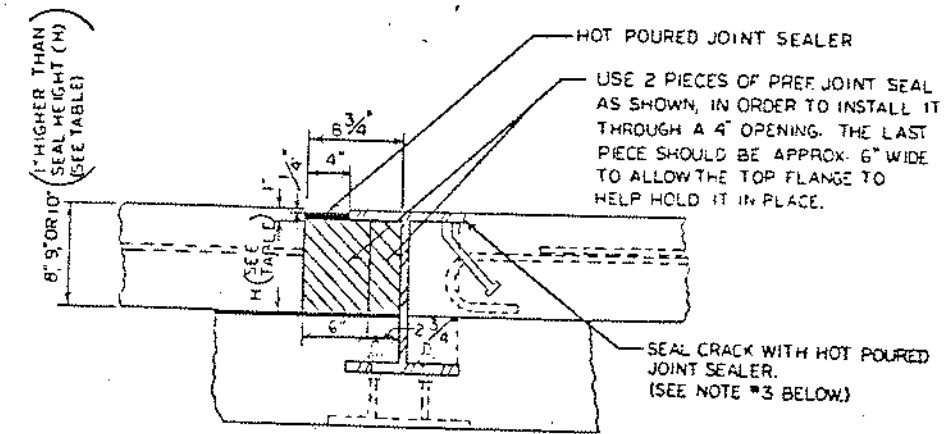
\* DIST. 4 JOINT REPAIR 87-1

STRUCTURE NO.	STRUCTURE STA.	LOCATION	REPAIR LOCATION NO.	JOINT LOCATION		SAWED EXPAN JOINT 9'		SAWED EXPAN JOINT 4'		PREF JT SEAL HEIGHT (IN.)
				STA. SB(EB)	STA. NB(WB)	LN. FT. SB(EB)	LN. FT. NB(WB)	LN. FT. SB(EB)	LN. FT. NB(WB)	
072-0149	(IL 29 SPUR) 27+69.41	IL 29 SPUR OVER IL 6	16 & 17	(IL 29 SPUR) 25+16.55	(IL 29 SPUR) 25+32.89			16	16	9
072-0145	982+04.60	IL 6 (NB) OVER CH 15 (RADNOR RD.)	18 & 19	(IL 29 SPUR) 30+21.54	(IL 29 SPUR) 30+21.54			16	16	9
072-0144	982+04.60	IL 6 (SB) OVER CH 15 (RADNOR RD.)	20	980+48±	982+61±			24	24	9
072-0142	67+87	IL 6 (SB) OVER HOERR'S POND	21					24		9
072-0141	57+87	IL 6 (NB) OVER HOERR'S POND	22	980+48±				24		9
072-0139	169+02	IL 6 (SB) OVER CHARTER OAK RD.	23	982+66±				24		9
072-0138	169+02	IL 6 (NB) OVER CHARTER OAK RD.	24	56+19.74				24		9
072-0106	215+44.31	I-474 (EB) OVER I-74 (WB)	25	59+54.33				24		9
072-0107	215+44.31	I-474 (WB) OVER I-74 (WB)	26		56+19.74			24		9
072-0108	218+48.5*	I-474 (EB) OVER I-74 (EB)	27		59+54.33			24		9
072-0109	218+48.5*	I-474 (WB) OVER I-74 (EB)	28	167+08.55				24		9
072-0110	(RDWY 'A') 134+33.5	I-474 RAMP (RDWY 'A') OVER I-74 (EB)	29	170+96.14				24		7
072-0111	(SB 474) 512+56.47	I-474 (EB) OVER I-474 RAMP (RDWY 'A')	30		167+30.34			24		7
072-0112	57+77.61	I-474 (EB) OVER IL 8	31		170+99.93			24		7
072-0113	57+77.61	I-474 (WB) OVER IL 8	32	213+05.12				42.94		7
072-0114	67+98.63	I-474 (EB) OVER BN RR & KICKAPOO CR.	33		213+33.06			29.87		7
072-0015	67+98.63	I-474 (WB) OVER BN RR & KICKAPOO CR.	34	(KSB 474) 500+39.39*				36.88		7
072-0016	114+78	I-474 (EB) OVER TR 173	35		(WB 474) 399+55.82*			44.66		7
072-0117	114+78	I-474 (WB) OVER TR 173	36		(RDWY 'A') 131+62.49			24		8
072-0121	223+71.15	I-474 (EB) OVER IL 116	37		(RDWY 'A') 136+77.70			24		8
072-0122	223+71.15	I-474 (WB) OVER IL 116	38	(KSB 474) 509+59.54				24		8
072-0124	252+62.17	I-474 (EB) OVER C & NW RR	39	(KSB 474) 515+13.36				24		8
072-0125	252+62.17	I-474 (WB) OVER C & NW RR	40	55+57.46 (ON RDWY 'B')				24		8
072-0127	355+00	I-474 (WB) OVER C & NW RR, KICKAPOO CR., AND KICKAPOO CR. RD.	41	55+57.46 (ON SB 474)				24		8
072-0128	355+00	I-474 (EB) OVER C & NW RR, KICKAPOO CR., AND KICKAPOO CR. RD.	42		55+23.38			50.80		8
072-0129	378+49.7	I-474 (EB) OVER U.S. 24	43		72+49.64			36		8
072-0130	378+49.7	I-474 (WB) OVER U.S. 24	44		72+70.06			36		8
072-0131	390+67.76	I-474 (EB) OVER CRISP RR, P&P RR, AND KICKAPOO CR.	45		112+81.65			24		8
072-0132	390+67.76	I-474 (WB) OVER CRISP RR, P&P RR, AND KICKAPOO CR.	46		116+70.66			24		8
090-0109	83+94	I-474 (WB) OVER ILLINOIS RIVER (SHADE LOHMANN)	47		112+92.37			24		8
090-0108	83+94	I-474 (EB) OVER ILLINOIS RIVER (SHADE LOHMANN)	48		116+66.13			24		8
090-0107	115+10	I-474 (WB) OVER IL 29	49		221+31.14			34.95		8
090-0106	114+87	I-474 (EB) OVER IL 29	50		225+79.52			26.70		8
090-0118	(RDWY 'C') 33+35.04	I-474 (EB) RAMP (RDWY 'C') OVER I-474 (WB)	51		221+62.77			30.56		8
090-0102	(RDWY 'B') 23+40.90	I-474 (WB) RAMP (RDWY 'B') OVER I-74 (EB)	52		225+95.30			24		8
			53		250+26.80			24		8
			54		254+71.39			24		8
			55		250+43.39			24		8
			56		254+92.44			24		8
			57		347+26.12			24		8
			58		361+42.46			24		8
			59		348+97.45			24		8
			60		362+27.96			24		8
			61		376+07.19			41.68		8
			62		376+07.19			42.79		8
			63		393+95.57			35.99		8
			64		394+61.54			24		8
			65		61+33.08			24		8
			66		96+77.76			24		8
			67		61+48.08			24		8
			68		98+75.62			24		8
			69		113+81.02			31.78		8
			70		119+92.19			41.31		7
			71		113+54.37			24		8
			72		118+54.45			24		7
			73		(RDWY 'C') 30+05.41			24		9
			74		(RDWY 'B') 20+32.63			24		8
			75		(RDWY 'B') 26+45.21			24		8
					SLBTOTAL			759.14	787.77	32
					TOTALS			1546.91	64	

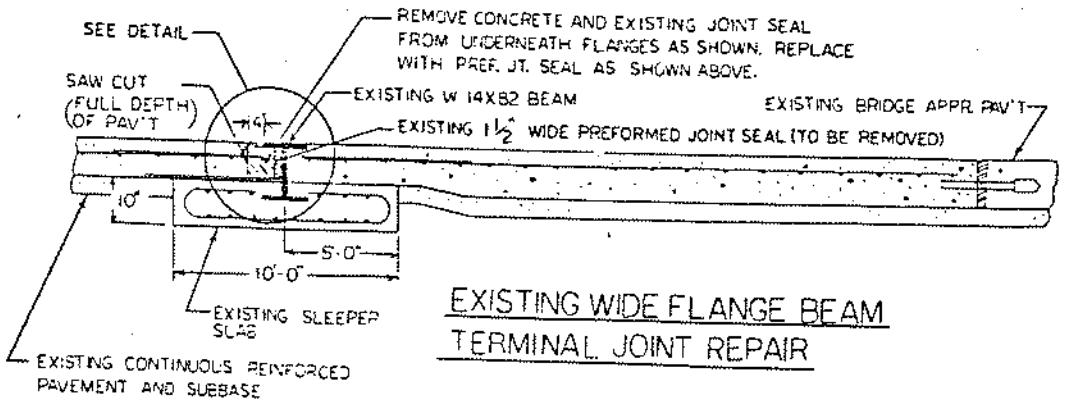
\*STATION EQUATION  
220-37.64 < 474  
=399-37.64 NB 474  
=500+00.00 SB 474



DETAIL OF SAWED EXPAN. JOINT 4'



DETAIL OF SAWED EXPAN. JOINT 9'



EXISTING WIDE FLANGE BEAM TERMINAL JOINT REPAIR

- NOTES:
1. ALL PREFORMED JOINT SEALS SHALL BE A FLEXIBLE FOAM EXPANSION JOINT FILLER MEETING THE REQUIREMENTS AS STATED IN THE SPECIAL PROVISIONS.
  2. THE HOT POURED JOINT SEALER SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 716.04 OF THE STANDARD SPECIFICATIONS.
  3. ALL SHOULDER CRACKS ADJACENT TO THE JOINTS AND ALL CRACKS ALONG THE OPPOSITE SIDE OF THE BEAM FLANGES SHALL BE SEALED WITH THE HOT POURED JOINT SEALER. THE WORK INVOLVED IN SEALING THESE CRACKS WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT.

DISTRICT NO. 4 PEORIA  
DESIGNED L. WILLIAMS  
DRAWN M. KENNY  
CHECKED M. K.  
DATE 12-86  
SCALE N.T.S.

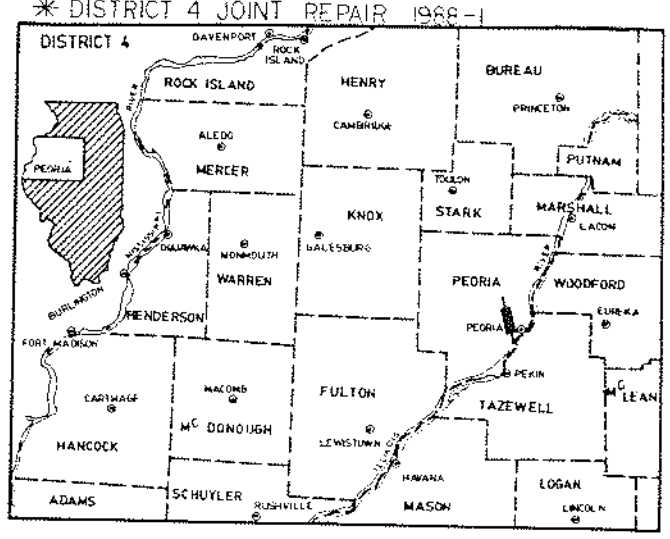
P-94-007-88

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY

F.A.I. ROUTE 474  
DISTRICT 4 JOINT REPAIR 1988-1  
PEORIA COUNTY  
C-94-326-88

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 474	*	PEORIA	9	1
F.H.W.A. REG. 4		ILLINOIS	PROJECT	



LOCATION OF SECTION INDICATED THUS: — ■ —

INDEX OF SHEETS

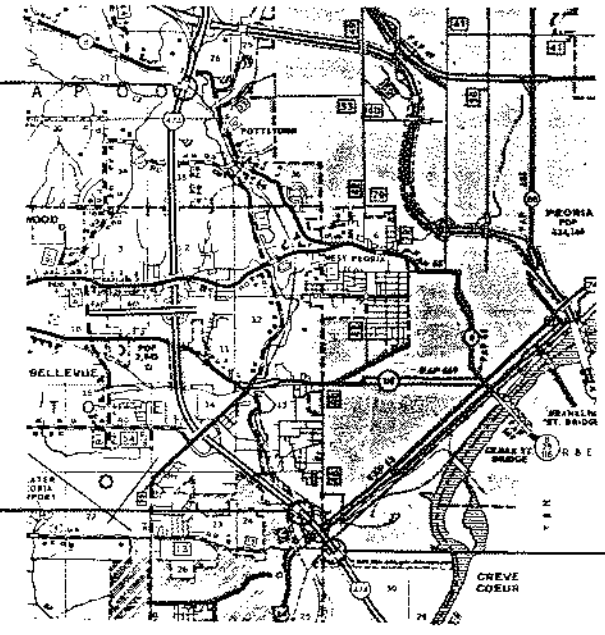
SHEET NO.	DESCRIPTION
1.	COVER SHEET, LIST OF STANDARDS.
2.	GENERAL NOTES, REPAIR SECTION DETAILS, SUMMARY OF QUANTITIES
3.	REPAIR SECTION DETAILS
4.	REPAIR SECTION DETAILS, TABULATION OF QUANTITIES, WEARING SURFACE AND WATERPROOFING DETAIL
5.	NEOPRENE EXPANSTION JOINT DETAIL
6.-9.	TRAFFIC CONTROL LAYOUT STAGE CONSTRUCTION DETAILS

LIST OF STANDARDS

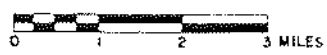
2298-7	2307-6
2299-10	2316-6
2300-3	2415-4

STRUCTURE NO. 072-0115  
F.A.I. 474 (W.B.) OVER  
KICKAPOO CREEK AND  
B.N. R.R.

STRUCTURE NO. 072-0127  
F.A.I. 474 (W.B.) OVER  
C.&N.W. RY., RELOCATED  
KICKAPOO CREEK ROAD  
AND RELOCATED KICKAPOO  
CREEK



LAYOUT



LAYOUT SCALE



STRUCTURE NO. 072-0131  
STRUCTURE NO. 072-0132  
F.A.I. 474 E.B. & W.B. STRUCTURES OVER  
C.&N.W. R.R.  
AND RELOCATED KICKAPOO CREEK

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED: 4-18 1988  
DISTRICT ENGINEER

DESIGNED BY: 5-24 1988  
T. LACY

CHECKED BY: 8-21/88  
J. J. Williams

APPROVED BY: 5-24 1988  
T. LACY

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

CONTRACT NO. 88033

DESIGNED BY: T. LACY

072-0115 (NO)

4-18-88

GENERAL NOTES

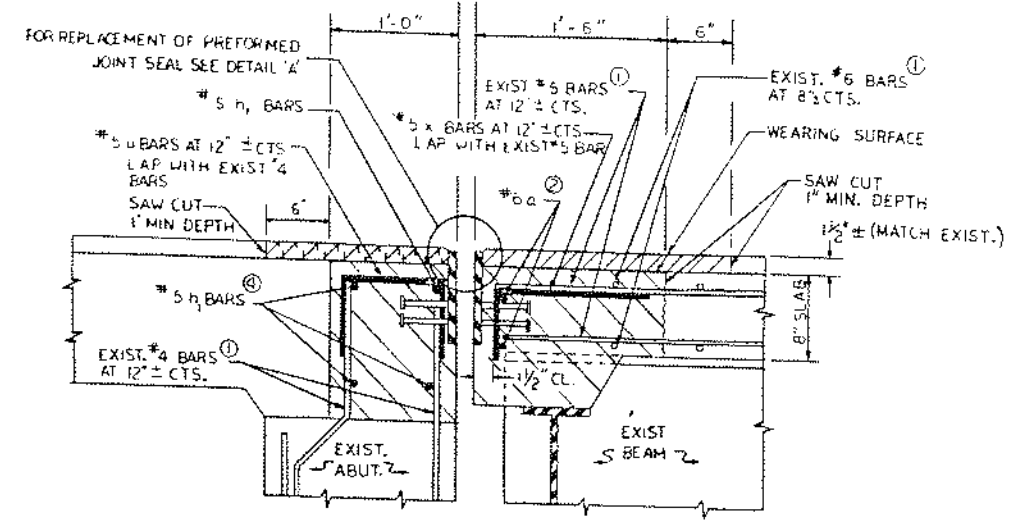
1. CONCRETE REMOVAL AND REPLACEMENT AS SHOWN IN SECTION A-A TO G-G, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD AS CONCRETE REMOVAL AND CLASS X CONCRETE. THE WORK, MATERIAL, AND EQUIPMENT INVOLVED IN SAW CUTTING SHALL BE CONSIDERED INCIDENTAL TO THE PRICE BID FOR CONCRETE REMOVAL.
2. THE ADDITIONAL REINFORCEMENT BARS SHOWN IN SECTIONS A-A TO G-G, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER POUND FOR REINFORCEMENT BARS.
3. PRIOR TO REPLACING THE BITUMINOUS CONCRETE SURFACE COURSE ON THE APPROACH SLAB PAVEMENT, THE CONCRETE SHALL BE PRIMED AS SPECIFIED IN ARTICLE 406.06 OF THE STANDARD SPECIFICATIONS. THE WORK, EQUIPMENT, AND MATERIAL INVOLVED IN APPLYING THE PRIME COAT WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE, MIX D, CLASS 1.
4. REMOVAL OF EXISTING NEOPRENE EXPANSION JOINTS, PREFORMED JOINT SEAL MATERIAL, AND STRUCTURAL STEEL USED FOR BLOCK-OUT OF PREFORMED JOINT SEAL SHALL NOT BE MEASURED OR PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO CONCRETE REMOVAL. ANY REUSABLE PIECES OF THE EXISTING NEOPRENE EXPANSION JOINT, AND PREFORMED JOINT SEAL MATERIAL SHALL, AT THE DISCRETION OF THE ENGINEER, BECOME THE PROPERTY OF THE STATE.
5. ALL DEBRIS SHALL BE REMOVED FROM THE TOP OF THE ABUTMENTS, PIERS, AND BELOW THE BRIDGE AT THE REPAIR LOCATIONS.
6. THE CONTRACTOR SHALL CLEAR THE WORK AREAS OF ALL OBJECTS AND MATERIALS AT THE END OF EACH DAY'S OPERATIONS. ONE INCH THICK STEEL PLATES SHALL BE PLACED OVER ALL THE EXCAVATED HOLES DURING NON-WORKING HOURS IN ORDER TO ELIMINATE TRAFFIC HAZARDS. THIS WORK WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR NEOPRENE EXPANSION JOINT.

PROJECT NO.	11	COUNTY	PEORIA	DATE	9/2
DATE	9/14/74	BY	HYGELA	NO.	2

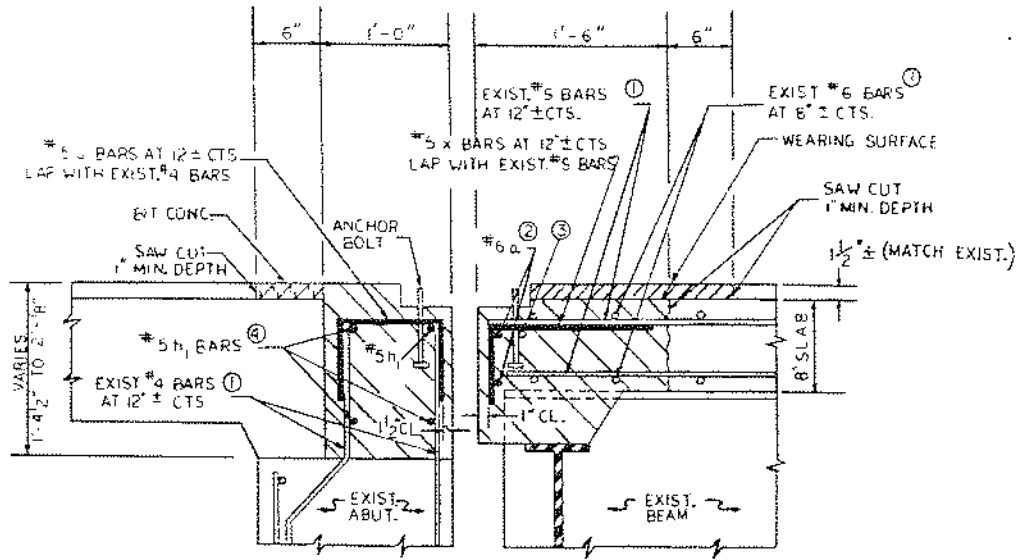
\* DISTRICT 4 JOINT REPAIR 1988

SUMMARY OF QUANTITIES

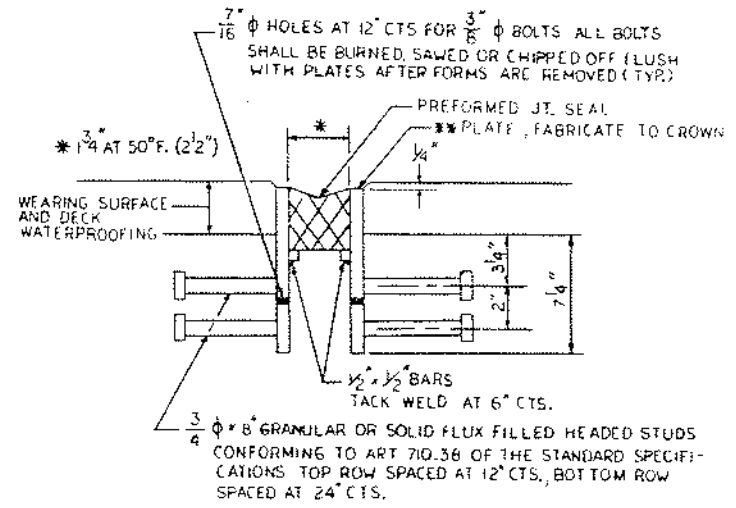
CODE NUMBER	PAY ITEM	UNIT	QUANTITY
40601300	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS 1	TONS	23
50102400	CONCRETE REMOVAL	CU. YD.	96
50300120	PREFORMED JOINT SEAL 7-1/2"	LIN. FT.	93
50400100	CLASS X CONCRETE	CU. YD.	96
50700100	FURNISHING AND ERECTING STRUCTURAL STEEL	L. STM.	1.0
51200100	REINFORCEMENT BARS	POUND	9655
61701000	BITUMINOUS CONCRETE SURFACE REMOVAL	SQ. YD.	39
61701600	BRIDGE WEARING SURFACE REMOVAL	SQ. YD.	223
64600500	ENGINEER'S FIELD OFFICE, TYPE B	CAL. MO.	10.0
64800800	TRAFFIC CONTROL AND PROTECTION, STANDARD 2316	L. SIGN	1.0
65000100	MOBILIZATION	L. SIGN	1.0
20015000	NEOPRENE EXPANSION JOINT 2"	LIN. FT.	234
20035100	NEOPRENE EXPANSION JOINT 2-1/2"	LIN. FT.	450
20035200	NEOPRENE EXPANSION JOINT 4"	LIN. FT.	214



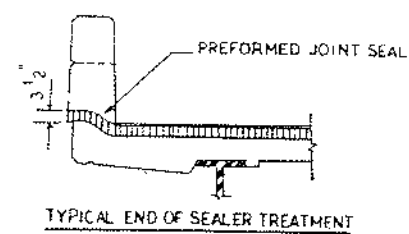
SECTION A-A  
REPAIR LOCATION NO. 17



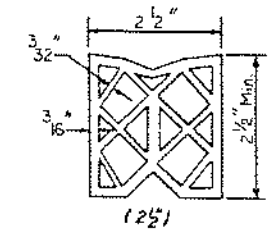
SECTION B-B  
REPAIR LOCATION NO. 9, 12, 13



DETAIL 'A'



TYPICAL END OF SEALER TREATMENT

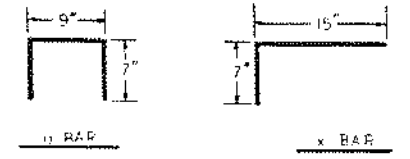


PREFORMED JOINT SEAL (2 1/2")

LEGEND

1. EXISTING REINFORCEMENT BAR SHALL BE CLEANED AND REUSED. CLEANING REBAR SHALL BE CONSIDERED INCIDENTAL TO CONCRETE REMOVAL. BROKEN OR DAMAGED REBAR SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
2. THE #6 BARS SHALL BE PLACED PARALLEL TO THE JOINT
3. PLACE #6 BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO EXISTING #5 BARS.
4. REMOVE EXISTING #5 BARS AND REPLACE WITH #5h BARS AT LOCATIONS SHOWN.

	EXIST. CONC. REMOVAL
	CL. X CONC. REPLACEMENT
	EXIST. WEARING SURF. AND WATERPROOFING REMOVAL
	REPLACE WITH BIT. CONC. SURF. CSE., MIX D, CLASS 1
	EXIST. BIT. SURFACE REMOVAL
	REPLACE WITH BIT. CONC. SURF. CSE., MIX D, CLASS 1



NOTE: SEE SHEET #4 FOR "TABULATION OF QUANTITIES."

\*\* Furnish in segments of 20 ft maximum length. Maximum space between installed segments shall be 3/16". Seal space with Silicone Sealant suitable for Structural Steel.

SUBMITTED DATE 9-19-88  
 DATE 9-19-88  
 EXAMINED DATE April 12, 1988  
 DATE April 11, 1988  
 DATE April 12, 1988  
 DATE 9-18-88

ENTIRE SECTION INSPECTED AND APPROVED AS TO POLICY  
 DATE 9-18-88

GENERAL NOTES  
 REPAIR SECTION DETAILS

DISTRICT NO. 4 PEORIA  
 DESIGNED T. LACY  
 DRAWN T. LACY  
 CHECKED

DATE 1-4-84  
 SCALE

REVISED 5-10-88  
 Revised 6-8-88

**GENERAL NOTES**

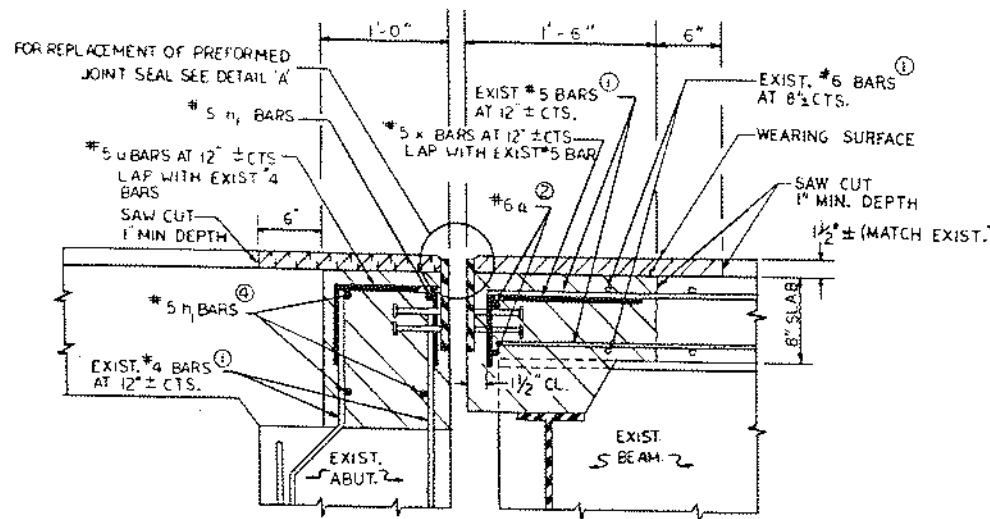
1. CONCRETE REMOVAL AND REPLACEMENT AS SHOWN IN SECTION A-A TO G-G, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD AS CONCRETE REMOVAL AND CLASS X CONCRETE. THE WORK, MATERIAL, AND EQUIPMENT INVOLVED IN SAW CUTTING SHALL BE CONSIDERED INCIDENTAL TO THE PRICE BID FOR CONCRETE REMOVAL.
2. THE ADDITIONAL REINFORCEMENT BARS SHOWN IN SECTIONS A-A TO G-G, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER POUND FOR REINFORCEMENT BARS.
3. PRIOR TO REPLACING THE BITUMINOUS CONCRETE SURFACE COURSE ON THE APPROACH SLAB PAVEMENT, THE CONCRETE SHALL BE PRIMED AS SPECIFIED IN ARTICLE 406.06 OF THE STANDARD SPECIFICATIONS. THE WORK, EQUIPMENT, AND MATERIAL INVOLVED IN APPLYING THE PRIME COAT WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE, MIX D, CLASS 1.
4. REMOVAL OF EXISTING NEOPRENE EXPANSION JOINTS, PREFORMED JOINT SEAL MATERIAL, AND STRUCTURAL STEEL USED FOR BLOCK-OUT OF PREFORMED JOINT SEAL SHALL NOT BE MEASURED OR PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO CONCRETE REMOVAL. ANY REUSABLE PIECES OF THE EXISTING NEOPRENE EXPANSION JOINT, AND PREFORMED JOINT SEAL MATERIAL SHALL, AT THE DISCRETION OF THE ENGINEER, BECOME THE PROPERTY OF THE STATE.
5. ALL DEBRIS SHALL BE REMOVED FROM THE TOP OF THE ABUTMENTS, PIERS, AND BELOW THE BRIDGE AT THE REPAIR LOCATIONS.
6. THE CONTRACTOR SHALL CLEAR THE WORK AREAS OF ALL OBJECTS AND MATERIALS AT THE END OF EACH DAY'S OPERATIONS. ONE INCH THICK STEEL PLATES SHALL BE PLACED OVER ALL THE EXCAVATED HOLES DURING NON-WORKING HOURS IN ORDER TO ELIMINATE TRAFFIC HAZZARDS. THIS WORK WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR NEOPRENE EXPANSION JOINT.

PROJECT NO.	DATE	COUNTY	POSTAL	SCALE
FA1474	*	PEORIA	9	2

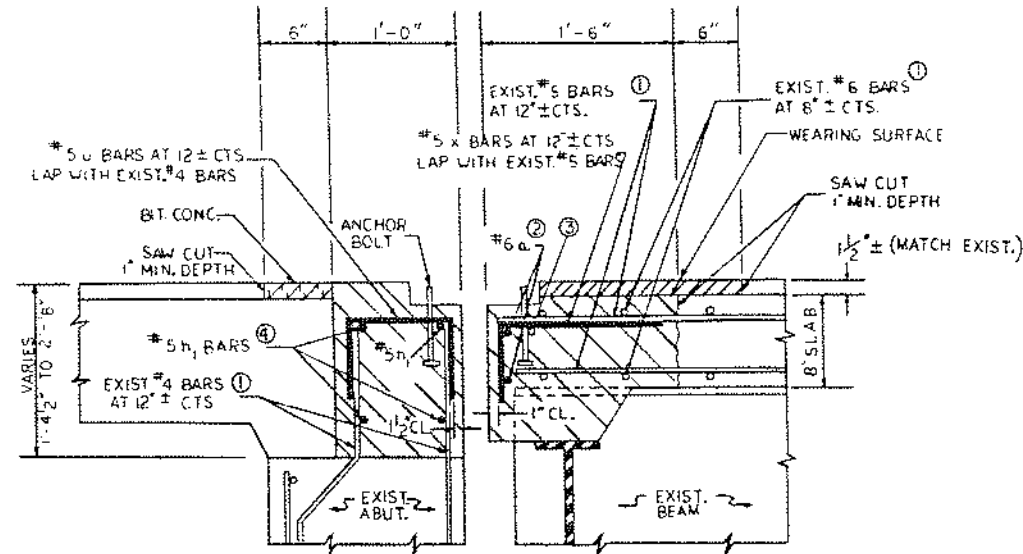
\* DISTRICT 4 JOINT REPAIR 1988-1

**SUMMARY OF QUANTITIES**

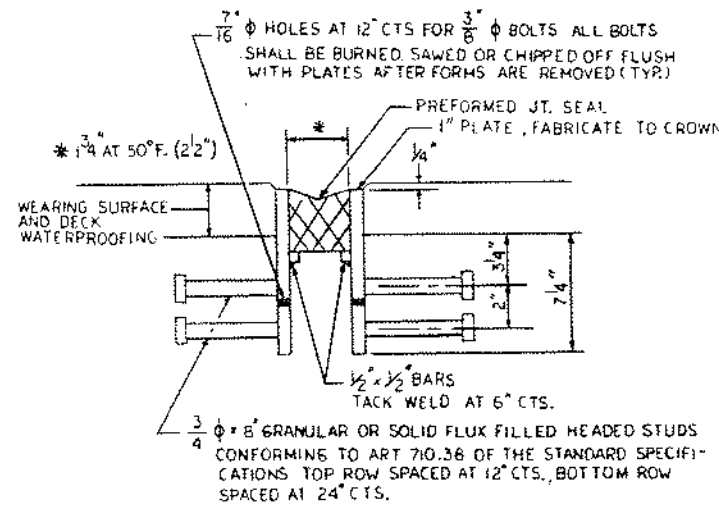
CODE NUMBER	PAY ITEM	UNIT	QUANTITY
40601300	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS 1	TONS	23
50102400	CONCRETE REMOVAL	CU. YD.	96
50300120	PREFORMED JOINT SEAL 2-1/2"	LIN. FT.	93
50400300	CLASS X CONCRETE	CU. YD.	96
50700100	FURNISHING AND ERECTING STRUCTURAL STEEL	L. SUM	1.0
51200100	REINFORCEMENT BARS	POUND	9655
61701000	BITUMINOUS CONCRETE SURFACE REMOVAL	SQ. YD.	39
61701600	BRIDGE WEARING SURFACE REMOVAL	SQ. YD.	223
64600500	ENGINEER'S FIELD OFFICE, TYPE B	CAL. NO.	10.0
64800800	TRAFFIC CONTROL AND PROTECTION, STANDARD 2316	L. SUM	1.0
65000100	MOBILIZATION	L. SUM	1.0
20035000	NEOPRENE EXPANSION JOINT 2"	LIN. FT.	234
20035100	NEOPRENE EXPANSION JOINT 3-1/2"	LIN. FT.	450
20035200	NEOPRENE EXPANSION JOINT 4"	LIN. FT.	214



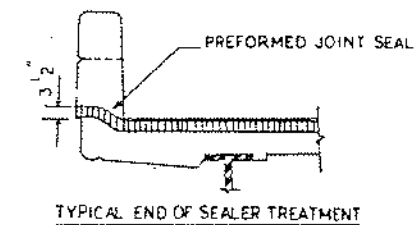
**SECTION A-A**  
REPAIR LOCATION NO. 17



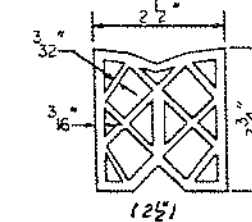
**SECTION B-B**  
REPAIR LOCATION NO. 9, 12, 13



**DETAIL 'A'**



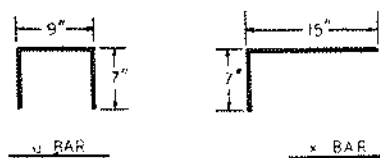
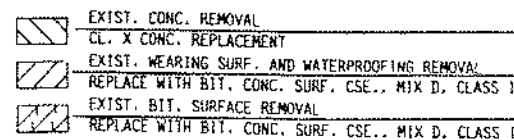
TYPICAL END OF SEALER TREATMENT



PREFORMED JOINT SEAL

**LEGEND**

1. EXISTING REINFORCEMENT BAR SHALL BE CLEANED AND REUSED. CLEANING REBAR SHALL BE CONSIDERED INCIDENTAL TO CONCRETE REMOVAL. BROKEN OR DAMAGED REBAR SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
2. THE #6 BARS SHALL BE PLACED PARALLEL TO THE JOINT
3. PLACE #6 BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO EXISTING #5 BARS.
4. REMOVE EXISTING #5 BARS AND REPLACE WITH #5 BARS AT LOCATIONS SHOWN.



NOTE: SEE SHEET #4 FOR "TABULATION OF QUANTITIES."

SUBMITTED DATE: 4-14-88  
 DISTRICT DESIGN ENGINEER: *[Signature]*  
 EXAMINED DATE: April 18, 1988  
 DISTRICT CONSTRUCTION ENGINEER: *[Signature]*  
 EXAMINED DATE: April 11, 1988  
 DISTRICT MAINTENANCE ENGINEER: *[Signature]*  
 EXAMINED DATE: April 12, 1988  
 DISTRICT TRAFFIC ENGINEER: *[Signature]*  
 ENTIRE SECTION INSPECTED AND APPROVED AS TO POLICY  
 DATE: 4-18-88  
 DISTRICT ENGINEER: *[Signature]*

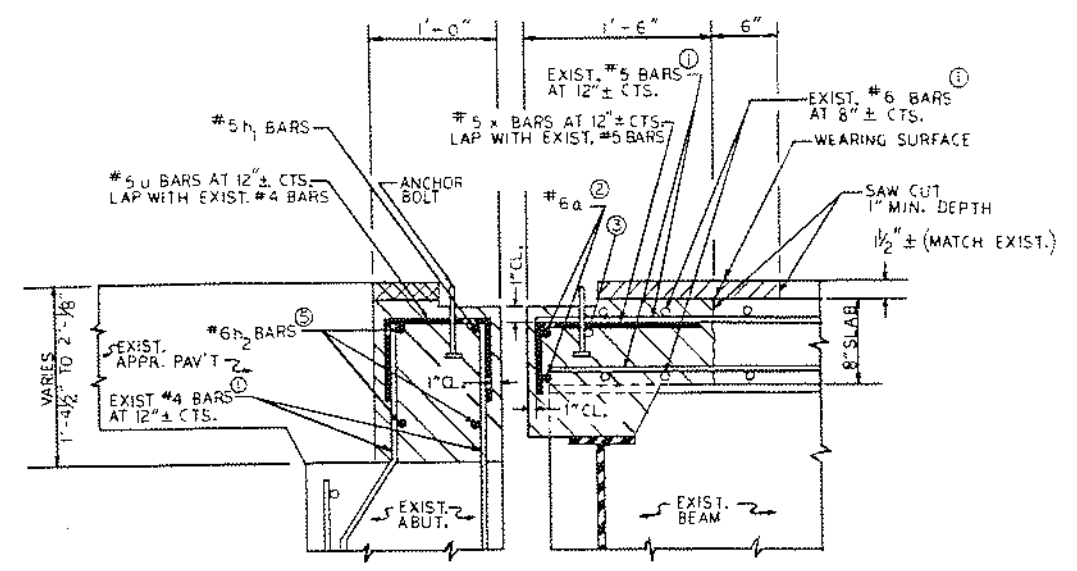
**GENERAL NOTES**  
**REPAIR SECTION DETAILS**

DISTRICT NO. 4 PEORIA  
 DESIGNED T. LACY  
 DRAWN T. LACY  
 CHECKED: \_\_\_\_\_  
 DATE: 3-4-88  
 SCALE: \_\_\_\_\_

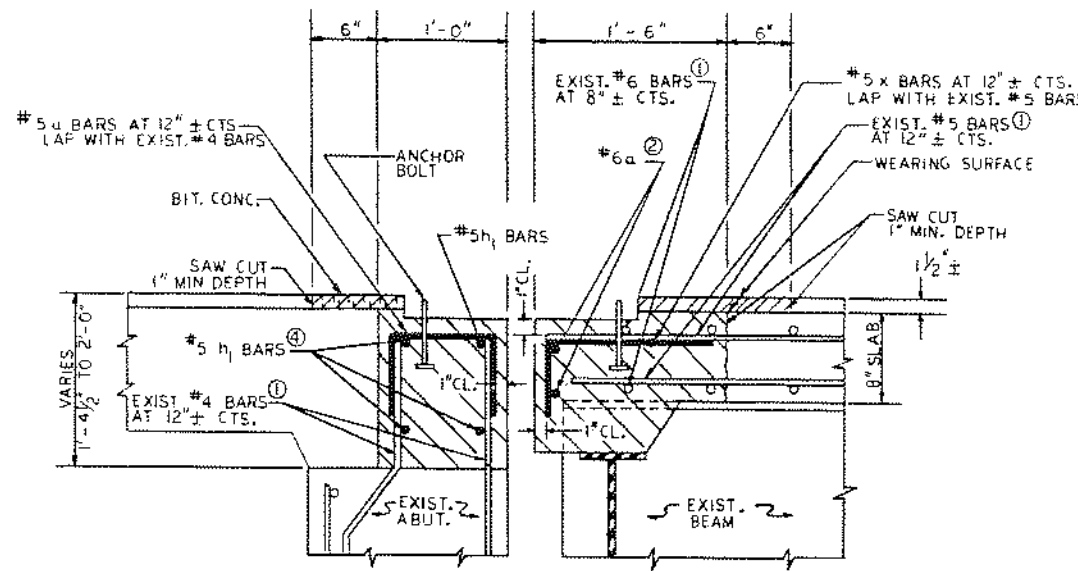
REVISED 5-10-88

ROUTE NO.	NO.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 474	*	PEORIA	9	3

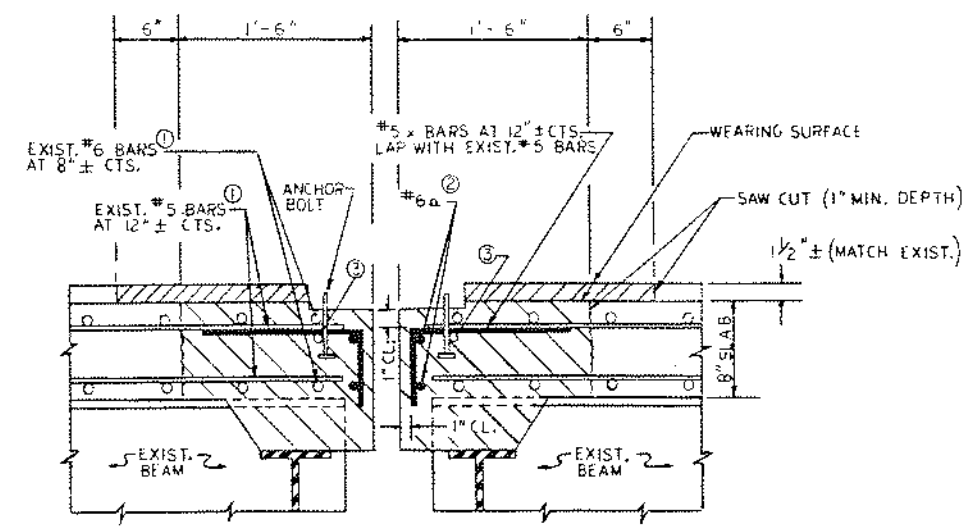
\*DISTRICT 4 JOINT REPAIR 1988-1



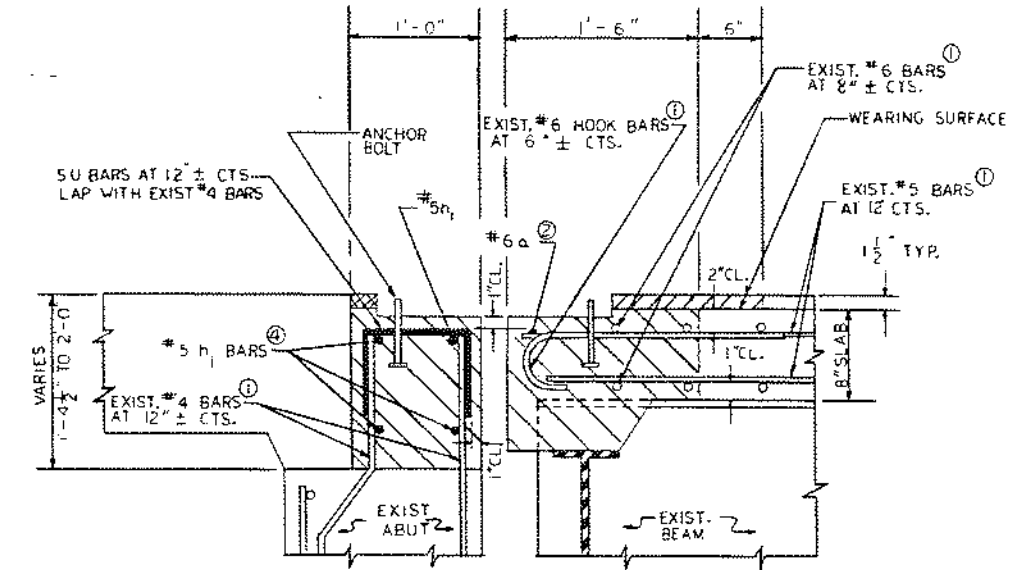
SECTION C-C  
REPAIR LOCATION NO. 1, 4



SECTION E-E  
REPAIR LOCATION NO. 5



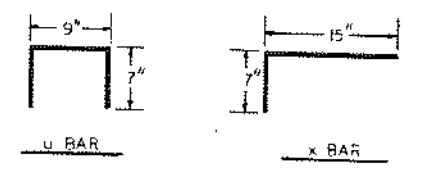
SECTION D-D  
REPAIR LOCATION NO. 2, 3, 6, 10, 11, 15, 16



SECTION F-F  
REPAIR LOCATION NO. 8

LEGEND

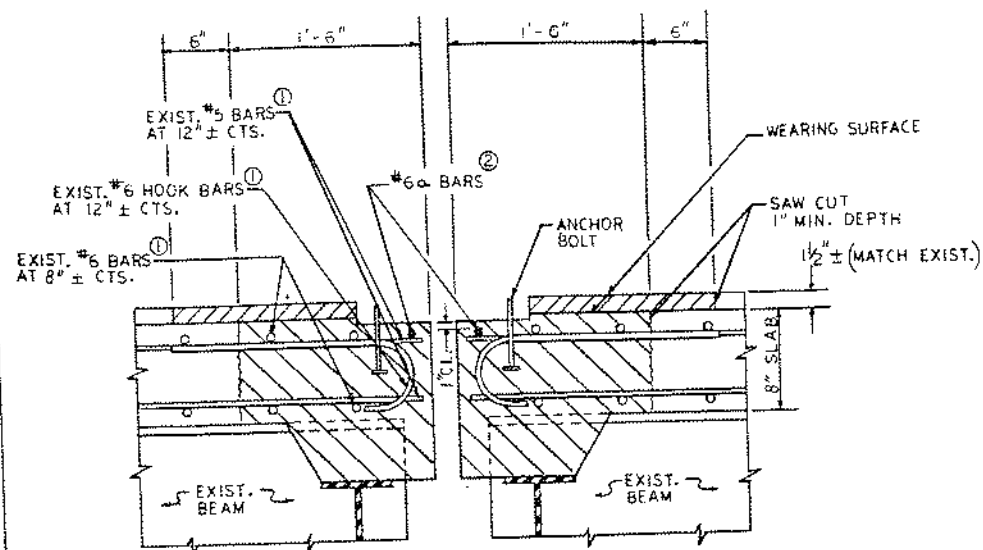
- ① EXISTING REINFORCEMENT BAR SHALL BE CLEANED AND REUSED. CLEANING REBAR SHALL BE CONSIDERED INCIDENTAL TO CONCRETE REMOVAL. BROKEN OR DAMAGED REBAR SHALL BE REPLACED AT CONTRACTOR'S EXPENSE.
  - ② THE #6 a BARS SHALL BE PLACED PARALLEL TO THE JOINT.
  - ③ PLACE #6 a BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0-1/8"). ANCHOR BOLTS SHOULD BE TIED TO EXIST #5 BARS.
  - ④ REMOVE EXISTING #5 BARS AND REPLACE WITH #5h<sub>1</sub> BARS AT LOCATIONS SHOWN.
  - ⑤ REMOVE EXISTING #6 BARS AND REPLACE WITH #6h<sub>2</sub> BARS AT LOCATIONS SHOWN.
- EXIST. CONC. REMOVAL
  - CL. X CONC. REPLACEMENT
  - EXIST. WEARING SURF. AND WATERPROOFING REM.
  - REPL. WITH BIT. CONC. SURF. CSE. MIX D, CLASS 1
  - EXIST. BIT. SURFACE REM.
  - REPL. WITH BIT. CONC. SURF. CSE. MIX D, CLASS 1
  - EXIST. BIT. SURFACE REM.
  - CL. X CONC. REPLACEMENT



NOTE: SEE SHEET #4 FOR "TABULATION OF QUANTITIES."

REPAIR SECTION DETAILS	
DISTRICT NO. 4	PEORIA
DESIGNED T. LACY	
CHANN T. LACY	DATE 3-7-88
CHECKED	SCALE

REVISED 5-10-88



SECTION G-G  
REPAIR LOCATION NO. 7

LEGEND

- ① EXISTING REINFORCEMENT BAR SHALL BE CLEANED AND REUSED. CLEANING REBAR SHALL BE CONSIDERED INCIDENTAL TO CONCRETE REMOVAL. BROKEN OR DAMAGED REBAR SHALL BE REPLACED AT CONTRACTOR'S EXPENSE.
  - ② THE #6  $\alpha$  BARS SHALL BE PLACED PARALLEL TO THE JOINT
- EXIST. CONC. REMOVAL  
 CL. X CONC. REPLACEMENT  
 EXIST. WEARING SURFACE AND WATERPROOFING REM.  
 REPL. WITH BIT. CONC. SURF. CSE. MIX D. CLASS 1

TABULATION OF QUANTITIES

STRUCTURE NO.	LOCATION	REPAIR LOC. NO.	SECTION	SKEW	PREFORMED JOINT SEALER	NEOPRENE EXPANSION JOINT (LIN. FT.)			CONC. REMOVAL & REPL. (CU. YDS.)	BRIDGE WEAR. SURF. REM. (SQ. YDS.)	BIT. CONC. SURF. REM. (SQ. YDS.)	BIT. CONC. SURF. CSE. MIX. D. CLASS 1 (TONS)	NO. OF #5 BARS	LENGTH OF #5 BARS	NO. OF #6 BARS	LENGTH OF #6 BARS	NO. OF #8 BARS	LENGTH OF #8 BARS	NO. OF #10 BARS	LENGTH OF #10 BARS	NO. OF #12 BARS	LENGTH OF #12 BARS	RE-BAR LBS.
						2"	2 1/2"	4"															
072-0115	FAI 474 SECT. 72-4HVB-1 (I-474 W.B. OVER KICKAPOO CREEK AND THE B.N. R.R.)																						
	SOUTH ABUTMENT	1	C-C	13° LT		54			5.6	9.0	3.6	0.8	3	19'-3"	6	19'-3"	9	19'-3"	50	54	696		
	PIER 4	2	D-D	13° LT		56	56		4.9	13.5		1.2		12	18'-9"			100		535			
	PIER 3	3	D-D	20° RT		56			5.1	18.2		1.6		12	19'-3"			100		535			
072-0127	FAI 474 SECT. 72-4HVB (I-474 W.B. OVER C&N.W. R.R. RELOCATED KICKAPOO CREEK ROAD AND RELOCATED KICKAPOO CREEK)																						
	SOUTH ABUTMENT	5	E-E	45° RT		77		7.9	9.9	5.6	1.5	12	25'-9"	6	26'-9"			53	76	625			
	PIER 4	6	D-D	45° RT		59		5.5	15.9		1.6		4 (1) 24'-9"					80		502			
	PIER 3	7	G-G	60° RT		80		7.2	13.0		2.2		2 (1) 35'-0"								250		
072-0131	FAI 474 SECT. 72-4HVB-1 (I-474 E.B. OVER C&N.W. RR. AND KICKAPOO CREEK)																						
	NORTH ABUTMENT	9	B-B	15° RT		43		4.3	7.5	2.3	0.9		2 (1) 19'-0"	2 (1) 19'-0"					39	42	471		
	PIER 4	10	D-D	15° RT		73		6.5	25.0		2.1		4 (2) 24'-6"	4 (2) 24'-6"					131		655		
	SOUTH ABUTMENT	12	B-B	37° LT		66		7.3	11.6	3.6	1.3	12	22'-9"	6	22'-9"				52	64	717		
072-0132	FAI 474 SECT. 72-4HVB-1 (I-474 W.B. OVER C&N.W. RR. AND KICKAPOO CREEK)																						
	SOUTH ABUTMENT	13	B-B	37° LT		52		5.2	9.1	2.5	1.0	8	27'-5"	4	27'-5"				46	50	592		
	PIER 4	15	D-D	15° RT		65		6.1	21.6		1.9		2 (1) 24'-3"	2 (1) 19'-6"					127		652		
	PIER 2	16	D-D	15° RT		77		6.8	24.5		2.1		6 (1) 22'-3"	4 (2) 34'-6"					148		752		
TOTALS																							
						93	234	450	214	96	223	39	23						1064	516	962		

QUANTITIES NOT TABULATED

- NOTES:
- (1) STAGE 1 CONSTR. (SEE STAGE CONSTR. DETAILS)
  - (2) STAGE 2 CONSTR. (SEE STAGE CONSTR. DETAILS)
  - (3) STAGE 3 CONSTR. (SEE STAGE CONSTR. DETAILS)
  - (4) CONC. REM. EQUALS CLASS X CONC. REPLACEMENT
  - 5. BIT. CONC. SURF. CSE. RATE = 112 LB./S.Y./IN.

PAY ITEM	UNIT	QUAN.
ENGR. FIELD OFFICE B	CAL. MO.	10.0
TRAF. CONT. AND PROT. 231E	L. SUM	1.0
MOBILIZATION	L. SUM	1.0
F.A.E. STRUCT. STEEL	L. SUM	1.0

NOTE: REPAIRS AT PIER NO. 5, STRUCTURE NO. 072-0131 AND 072-0132, HAVE BEEN DELETED

REPAIR SECTION DETAILS  
TABULATION OF QUANTITIES  
WEARING SURFACE AND  
WATERPROOFING DETAIL

DISTRICT NO. 4 PEORIA  
DESIGNED T. LACY  
DRAWN T. LACY  
CHECKED  
DATE 3-19-68  
SCALE



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	CONTRACT	TOTAL SHEETS	SHEET NO.
474	*	PEGRIA	9	5

\*DISTRICT 4 JOINT REPAIR (1988)

Joint Size	"C" at 50°F	"D" at 50°F
2	2"	1 1/2" min
2 1/2	2 1/2"	1 3/4" min
4	3 1/2"	2 1/2" min

**INSTALLATION NOTES**

Use anchor blocks and continuous seal as anchor bolt location templates.

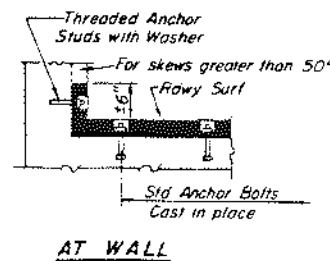
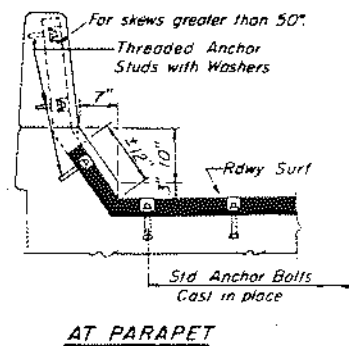
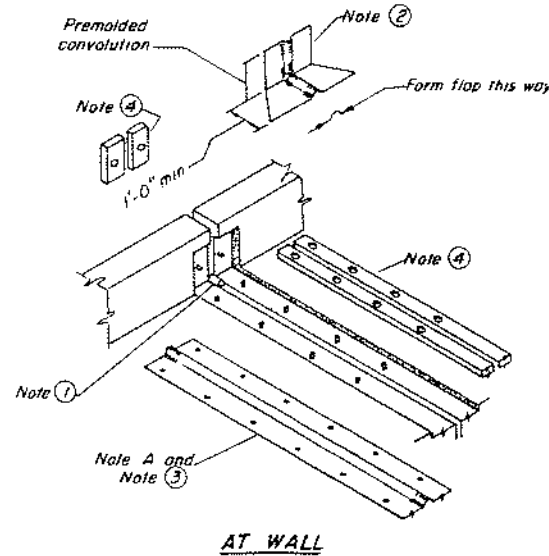
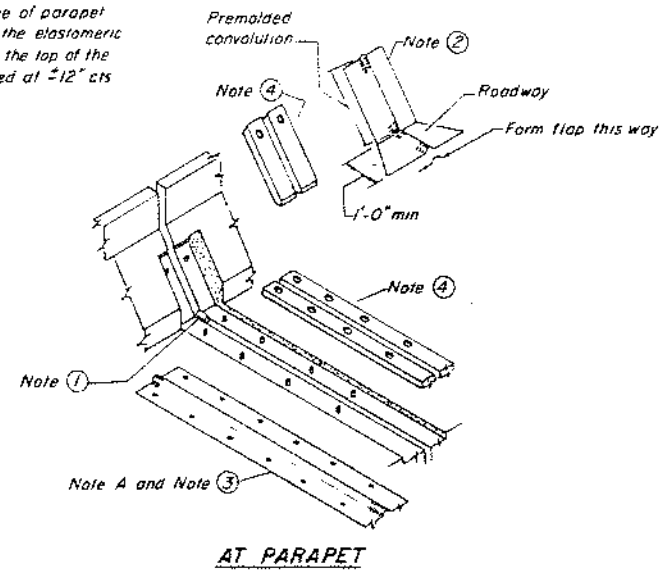
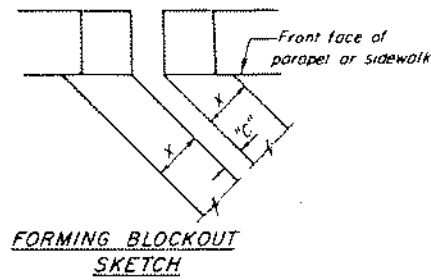
- ① Install sponge mandrels into positions shown to form flap convolution
- ② Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy)
- ③ Install continuous seal in roadway
- ④ Install anchor blocks as indicated

NOTE A... Maximum spacing of anchor bolts shall be 12" centers

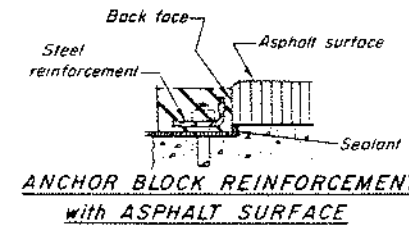
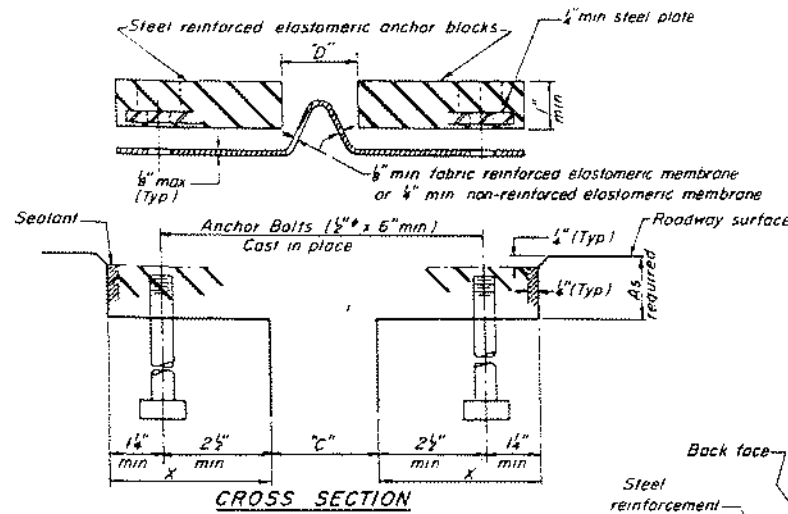
**SKREW LIMITATIONS**

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews

For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at 12" cts



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

EXISTING END TREATMENT DIMENSIONS MAY VARY WITH DIMENSIONS AS SHOWN IN DETAILS OF "TYPICAL END TREATMENTS." SEE SPECIAL PROVISIONS IN REGARD TO INSTALLING NEOPRENE EXPANSION JOINT MATERIAL IN EXISTING END TREATMENT AREAS.

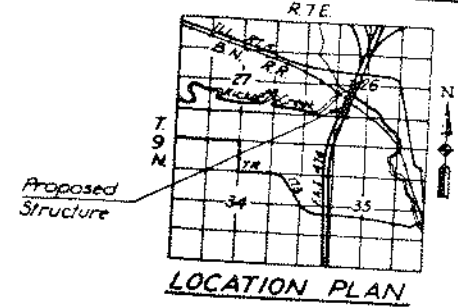
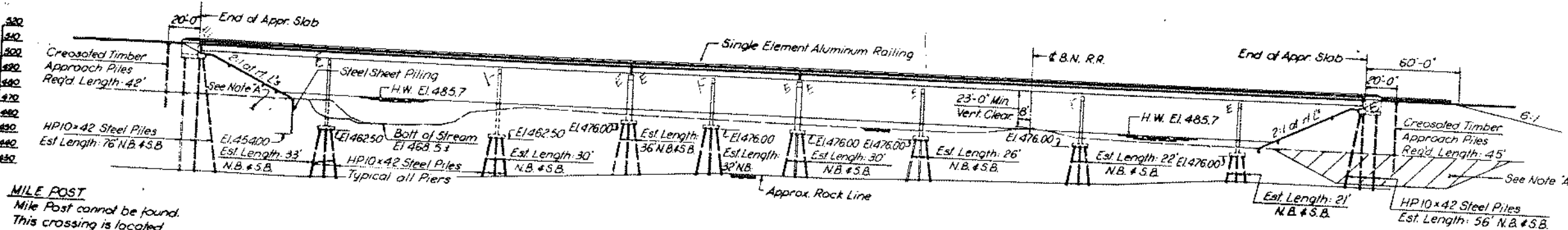
DESIGNED	EXAMINED	19
CHECKED	PASSED	ENGINEER OF BRIDGE DESIGN
DRAWN	APPROVED	ENGINEER OF BRIDGES AND STRUCTURES
CHECKED		DIRECTOR OF HIGHWAYS

EJ-65 2-1-87

CONTINUOUS SEAL TYPE  
NEOPRENE EXPANSION JOINTS  
For 2", 2 1/2", 4" Movement

B.M.-F3 El. 485.914; 5'-5" Conc. monument with copperweld disc stamped 'F-3' located 350' Rt of Sta 68+45 at SE corner of E. Abut. of RR. Bridge over Kickapoo Creek.

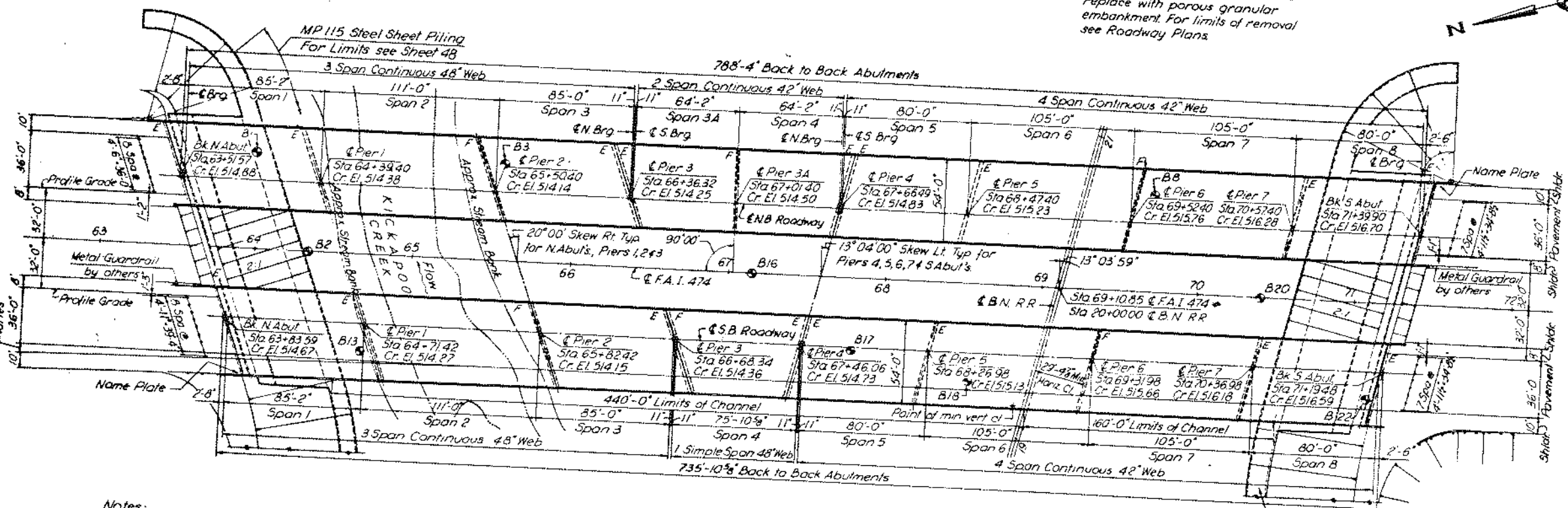
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2BVB	PEORIA	75	5
FED. ROAD DIV. NO. 7	ILLINOIS PROJECT			



**MILE POST**  
 Mile Post cannot be found. This crossing is located approx. 400' easterly from B.N. R.R. Bridge No. 4322.

**Note "A":**  
 Remove unsuitable material and replace with porous granular embankment. For limits of removal see Roadway Plans.

- GENERAL NOTES**
- ALL REINFORCEMENT BARS SHALL BE LAPPED 2x DIAMETERS UNLESS OTHERWISE SHOWN.
  - FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 3/4" Ø; OPEN HOLES 13/16" Ø, UNLESS OTHERWISE NOTED.
  - \* CALCULATED WEIGHT OF STRUCTURAL STEEL = 2,271,950 LBS.
  - THE BASIC LEAD SILICO CHROMATE PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF STRUCTURAL STEEL.
  - FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF SIMPLE SPAN GIRDERS, AND NEITHER TO THE BOTTOM NOR TO THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE-FOURTH THE SPAN LENGTH EACH WAY FROM THE PIER SUPPORTS OF CONTINUOUS GIRDERS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.
  - ANCHOR BOLTS SHALL BE SET BEFORE BOLTING DIAPHRAGMS OVER SUPPORTS.
  - SLOPE WALL SHALL BE REINFORCED WITH WELDED WIRE FABRIC 6" X 6" MESH, WEIGHING 50# 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 (1) PERMANENT STEEL TEST PILE AT EACH OF THE FOLLOWING LOCATIONS AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES: NORTH ABUTMENT, PIER 7 OF THE NORTHBOUND ROADWAY, PIER 2, SOUTH ABUTMENT, OF THE SOUTHBOUND ROADWAY.
  - 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.
  - PROTECTIVE COAT SHALL NOT BE APPLIED TO SURFACES TO WHICH COAL TAR INTERLAYER PROTECTIVE COAT IS TO BE APPLIED.
  - BEARING SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF ±.5". ADJUSTMENT SHALL BE MADE EITHER BY GRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO 1/8" ADJUSTING SHIMS, OF THE DIMENSIONS OF THE BOTTOM BEARING PLATE, SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS.

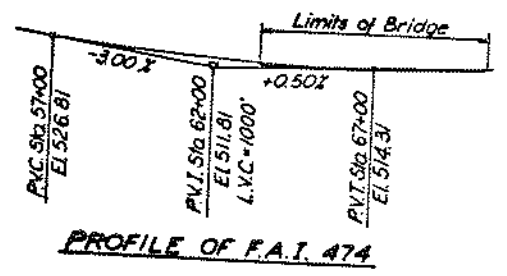


**Notes:**  
 All Roadway elevations shown on Plan are at top of 1 1/2" Wearing Surface.

• - Indicates Boring location

**NAME PLATE**  
 See Standard 2113  
 For location see Sh. 30 #31

**WATERWAY DATA**  
 Drainage Area: 171,520 Acres  
 Character: Hilly  
 Required Opening: 3,333 Sq. Ft. (At min constriction)  
 Provided Opening: 3,366 Sq. Ft. (At min constriction)



**TOP OF RAIL ELEVATIONS B.N. R.R.**

Sta	18+50	19+00	19+50	20+00	20+50	21+00	21+30
N. Rail	487.21	487.33	487.35	487.36	487.35	487.38	487.41
S. Rail	487.21	487.32	487.33	487.35	487.39	487.38	487.40

**TOTAL BILL OF MATERIAL**

\*\* Includes 47,300 lbs. of structural steel A588.

Item	Unit	Superstr.	Substr.	Total
Bituminous Concrete Surface Course Class I	Ton	271		271
Structure Excavation	Cu Yd		3,076	3,076
Protective Coat	Sq Yd	1,126	20	1,146
Class 'X' Concrete	Cu Yd	2,510.2	2,813.8	5,324.0
Structural Steel	Lump Sum	1	1	1
Stud Shear Connectors	Each	18,096		18,096
Aluminum Railing	Lin. Ft.	3,135		3,135
Reinforcement Bars	Lb.	639,020	263,220	902,240
Creosoted Timber Pile over 38' (Furn + Driv)	Lin. Ft.		1,476	1,476
Steel Pile HP10x42 (Furn + Driv)	Lin. Ft.		14,259	14,259
Test Pile Steel HP10x42	Each		4	4
Steel Sheet Piling	Sq. Ft.		5,760	5,760
Name Plate	Each		2	2
Slope Wall 4"	Sq. Yd		2,172	2,172
Slope Wall 6"	Sq. Yd		3,174	3,174
Coal Tar Interlayer Protective Coat	Sq. Yd	8,549		8,549
Neoprene Expansion Joint 2"	Lin. Ft.	340		340
Neoprene Expansion Joint 4"	Lin. Ft.	110		110

\* By Others

**DESIGN SPECIFICATIONS**  
 1969 A.A.S.H.O. as applicable

**DESIGN STRESSES**

fc = 1,200 psi  
 fc = 1,400 psi Substructure, Curb & Parapet  
 fs = 27,000 psi Structural Steel A-588  
 fs = 20,000 psi Structural Steel A-36  
 fs = 20,000 psi Reinforcement  
 wt = 75 psi Footings  
 n = 10  
 L.L. Deflection = L/1,200

**LOADING**  
 HS20-44 and Alternate  
 25% Future Wearing Surface

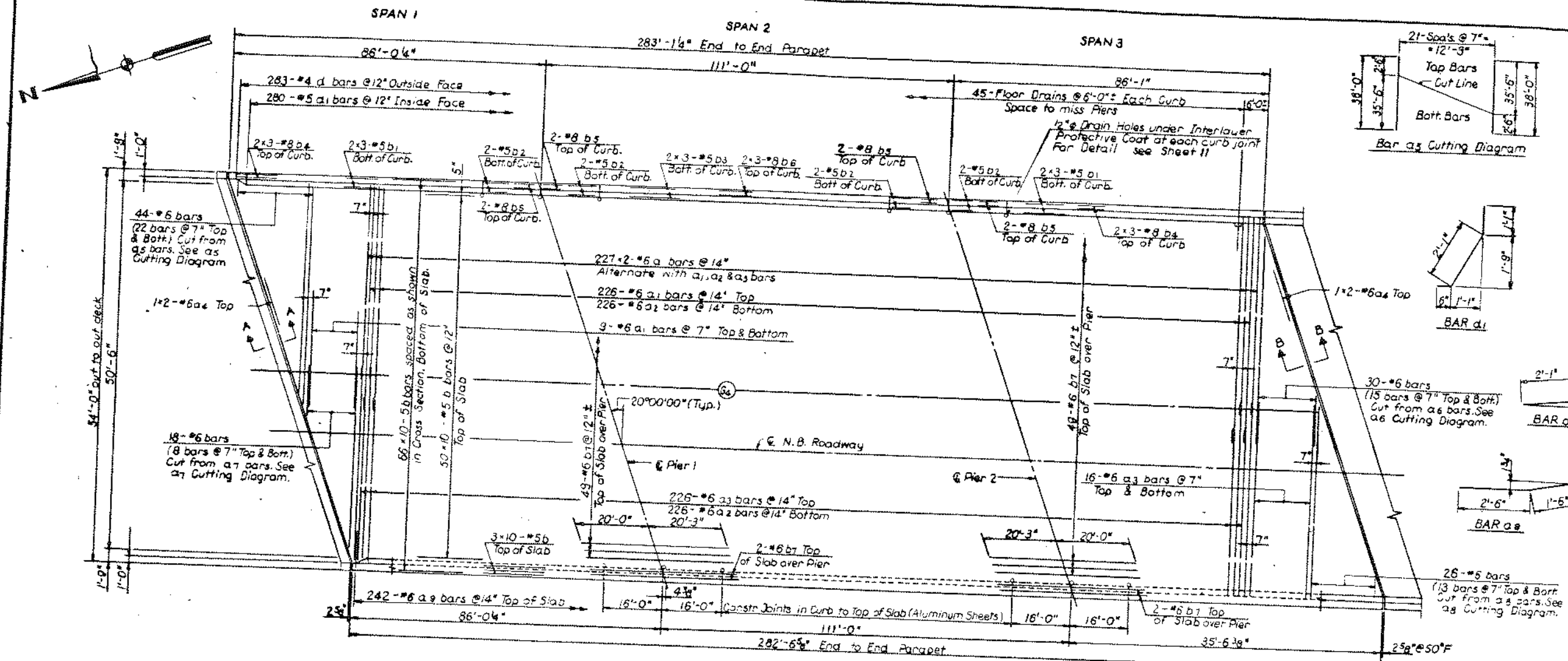
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**GENERAL PLAN**  
 F.A.I. ROUTE 474  
 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB

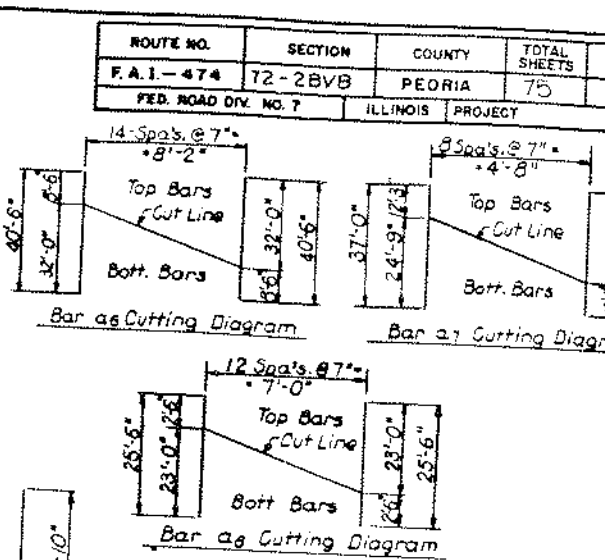
CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS

SHEET

Rev. Reinf. Bars Substr. from 259,370# to 263,220# Total Reinf. from 878,390# to 902,240# 12-1-72 L.W.



PLAN

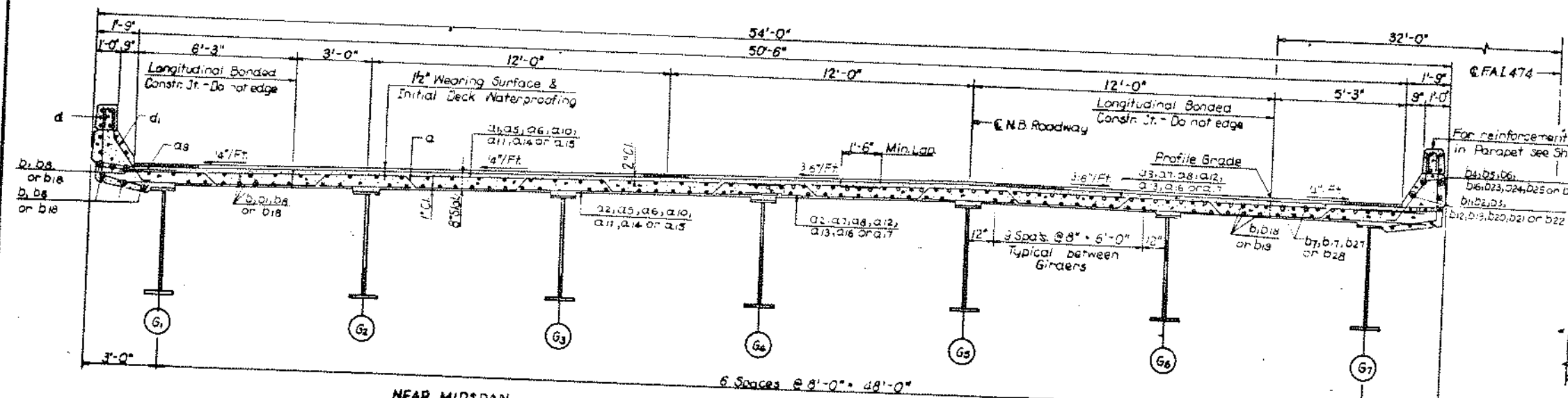


BILL OF MATERIAL

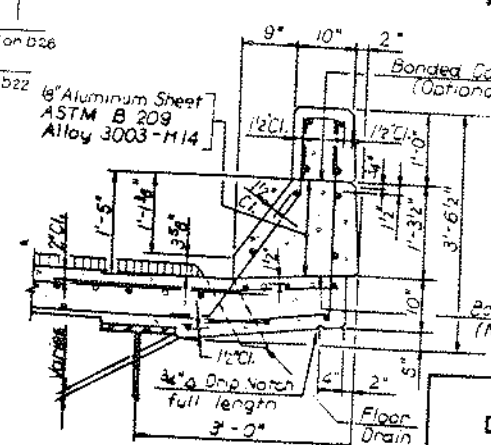
Bar	No.	Size	Length	Shape
a	454	#6	29'-0"	
a1	244	#6	30'-9"	
a2	432	#6	28'-9"	
a3	238	#6	22'-9"	
a4	4	#6	29'-4"	
a5	22	#6	38'-0"	
a6	15	#6	40'-6"	
a7	9	#6	37'-0"	
a8	13	#6	25'-6"	
a9	484	#6	4'-0"	
b	1220	#5	29'-5"	
b1	24	#5	24'-3"	
b2	16	#5	15'-8"	
b3	12	#5	27'-2"	
b4	24	#8	24'-7"	
b5	16	#8	15'-8"	
b6	12	#8	27'-8"	
b7	106	#6	40'-3"	
d	566	#4	4'-11"	
d1	560	#5	3'-8"	

Material	Unit	Quantity
Reinforcement Bars	Lb.	116,420
Class 'X' Concrete	Cu. Yd.	451.6
Bitum. Conc. Surface Course G.I.	Ton	134
Protective Coat	Sq. Yd.	210
Structural Steel	Lb.	432,390
Stud Shear Connectors	Ea.	3,276
Coal Tar Interlayer Protect Coat	Sq. Yd.	1,587

Note:  
Bars indicated thus 20x3-#5 etc.  
indicates 20 lines of bars with  
3 lengths per line.  
Min. bar laps 24 dia.



NEAR MIDSPAN DECK CROSS SECTION (Looking South)



CURB SECTION

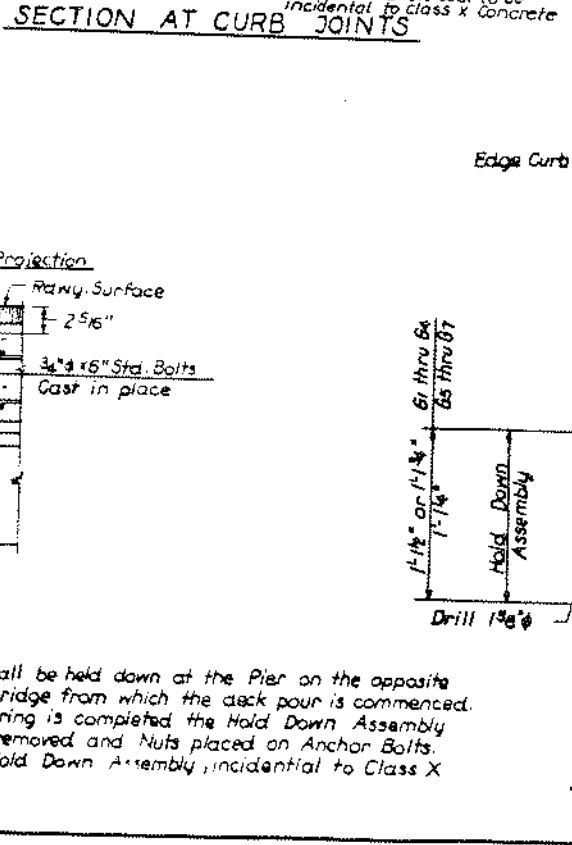
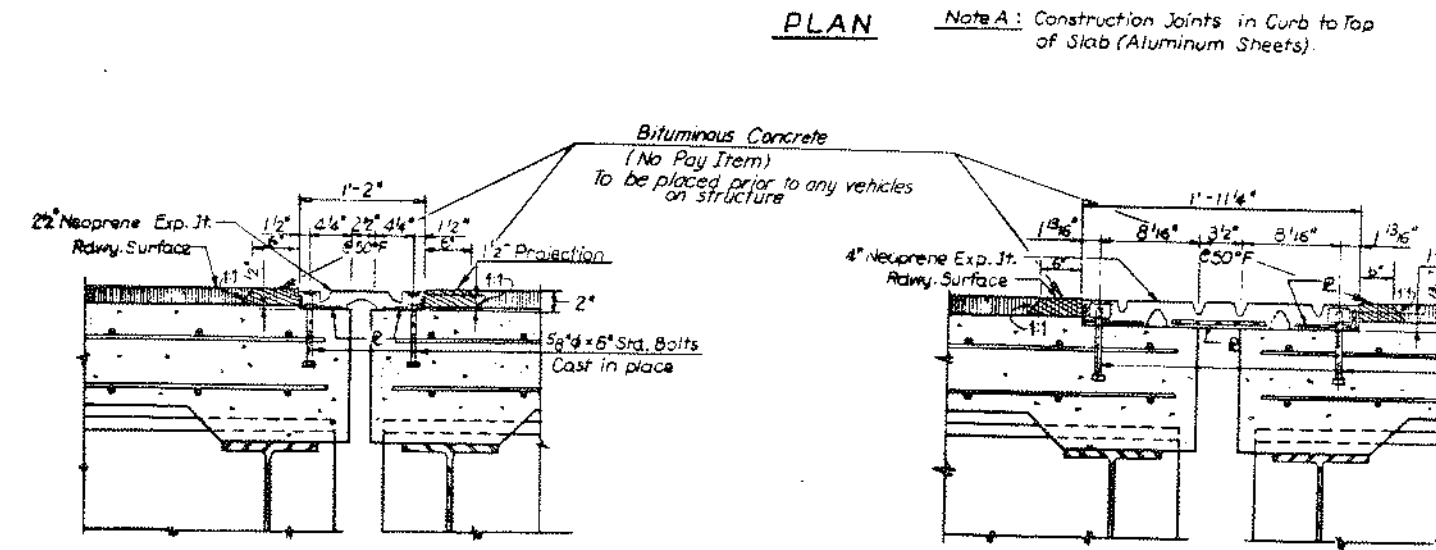
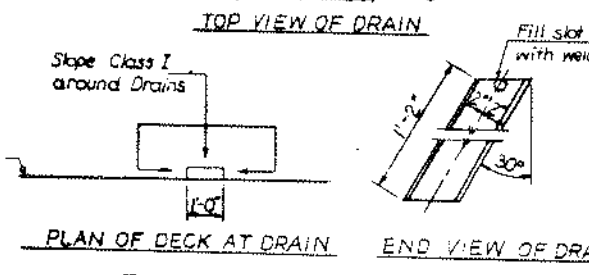
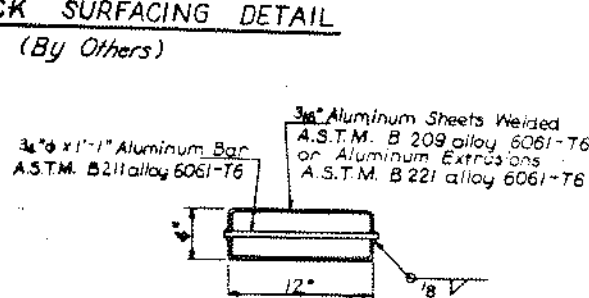
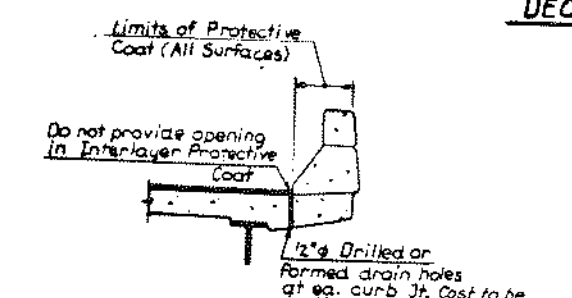
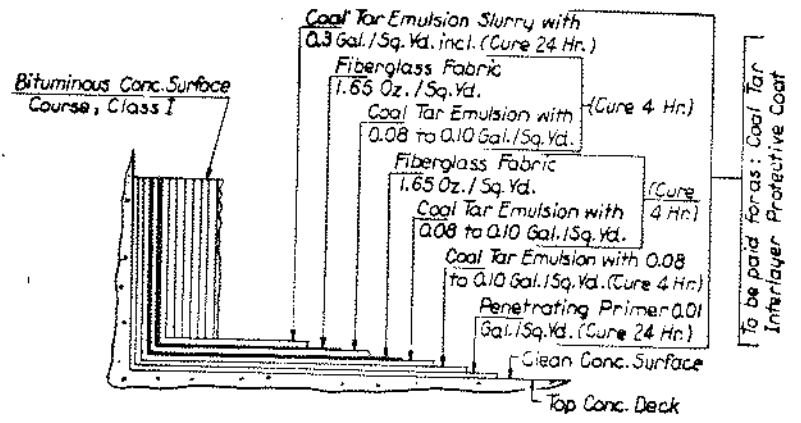
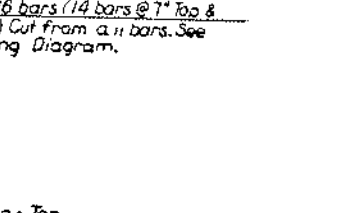
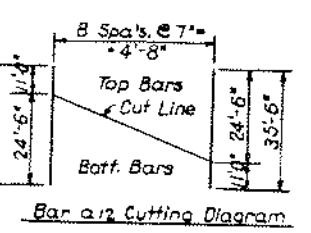
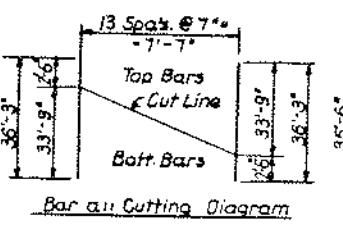
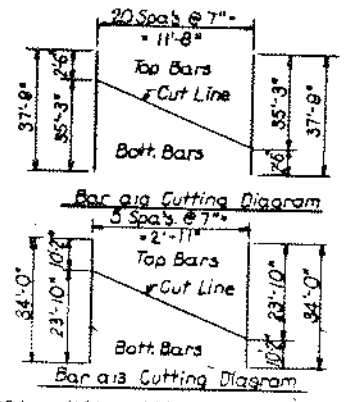
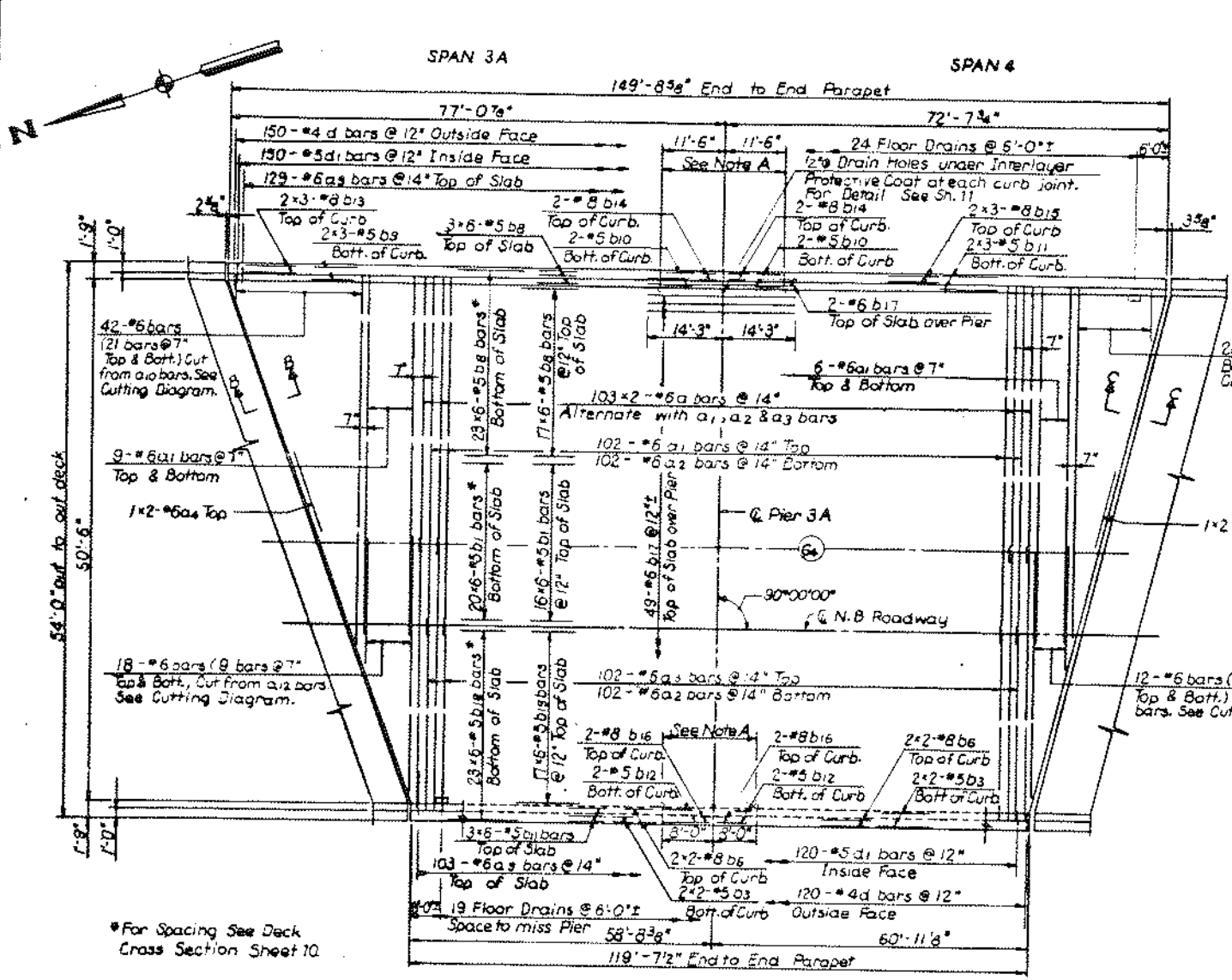
Cost of Aluminum Sheet and Drains shall be incidental to Class X Concrete

Notes:  
\*By Others  
For Section B-B, Deck Surfacing Detail and Floor Drain Details see Sheet 11  
For Section A-A and Neoprene Expansion Joint Details see Sheet 14

DESIGNED BY: A.T.  
DRAWN BY: K.M.  
CHECKED BY: A.T.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
SUPERSTRUCTURE SPANS 1, 2 & 3  
NORTHBOUND ROADWAY  
FAI. ROUTE 474 OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67+00.00  
FAI. RT. 474 PEORIA COUNTY SECTION 72-28VB  
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-28V8	PEORIA	75	11
FED. ROAD DIV. NO. 7	ILLINOIS	PROJECT		



### BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	206	#6	29'-0"	
a1	132	#6	30'-9"	
a2	204	#6	26'-9"	
a3	102	#6	22'-9"	
a4	4	#6	29'-4"	
a5	232	#6	4'-0"	
a10	21	#6	37'-9"	
a11	14	#6	36'-3"	
a12	9	#6	35'-5"	
a13	6	#6	34'-0"	
b1	216	#5	22'-3"	
b3	8	#5	27'-2"	
b5	5	#8	27'-8"	
b8	258	#5	25'-0"	
b9	6	#5	22'-7"	
b10	4	#5	11'-2"	
b11	24	#5	21'-1"	
b12	4	#5	7'-8"	
b13	6	#8	23'-1"	
b14	4	#8	11'-2"	
b15	6	#8	21'-7"	
b16	4	#8	7'-8"	
b17	53	#6	28'-6"	
b19	240	#5	23'-0"	
d	270	#4	4'-11"	
d1	270	#5	3'-8"	

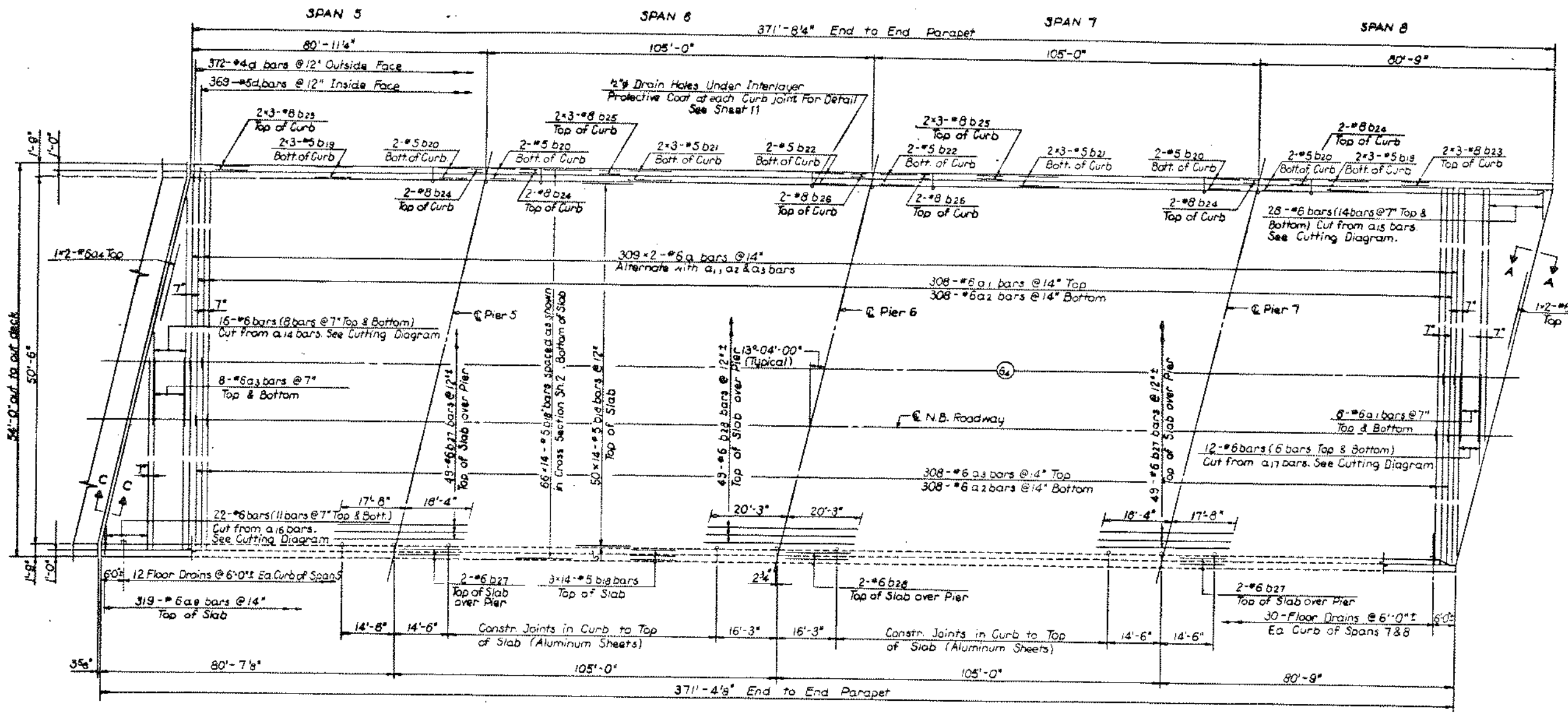
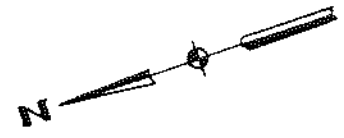
Reinforcement Bars	La.	55,930
Class 'X' Concrete	Cu. Yd.	210.6
Bitum. Conc. Surface Course Cl I	Sq. Yd.	24
Protective Coat	Sq. Yd.	130
Structural Steel	Sq.	175,890
Stud Shear Connector	Sq.	1,842
Coal Tar Interlayer Protect Coat	Sq. Yd.	756

\*By Others

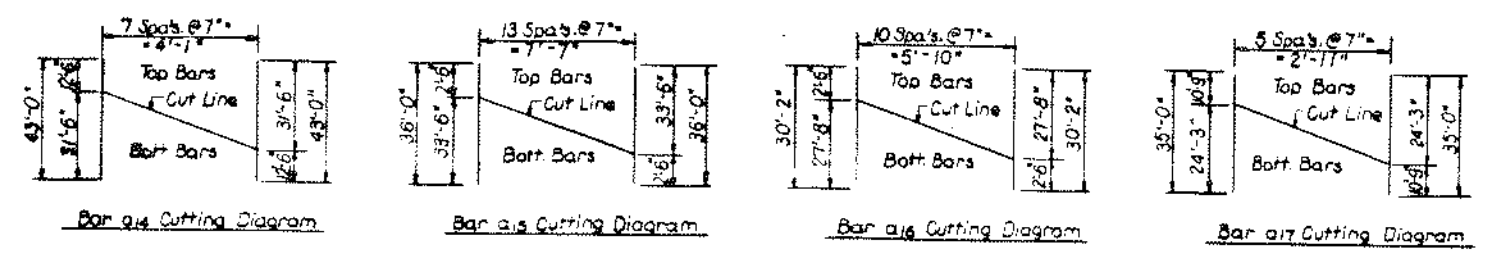
Notes:  
 For Deck Cross Section, Curb Section and bar bending diagrams see Sheet 10  
 For Neoprene Expansion Joint Details see Sheet 14

DESIGNED BY: A.T.  
 DRAWN BY: K.M.  
 CHECKED BY: A.T.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 SUPERSTRUCTURE SPANS 3A & 4  
 NORTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-28V8  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS



PLAN



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	618	#6	23'-0"	~
a1	320	#6	30'-9"	~
a2	616	#6	26'-9"	~
a3	324	#6	22'-9"	~
a4	4	#6	29'-4"	~
a9	638	#6	4'-0"	~
a14	8	#6	43'-0"	~
a15	14	#6	35'-0"	~
a16	11	#6	30'-2"	~
a17	6	#6	35'-0"	~
b18	1708	#5	27'-8"	~
b19	24	#5	23'-0"	~
b20	16	#5	14'-2"	~
b21	24	#5	25'-6"	~
b22	8	#5	15'-11"	~
b23	24	#8	23'-5"	~
b24	16	#8	14'-2"	~
b25	24	#8	26'-0"	~
b26	8	#8	15'-11"	~
b27	106	#6	36'-0"	~
b28	53	#6	40'-6"	~
d	744	#4	4'-11"	~
d1	738	#5	3'-8"	~
Reinforcement Bars			Lb.	152,780
Class 'X' Concrete			Cu. Yd.	587.1
Bitum. Conc. Surface Course C.I.			Ton	176
Protective Coat			Sq. Yd.	276
Structural Steel			Lb.	557,770
Stud Shear Connectors			Ea.	4,284
Coal Tar Interlayer Protec. Coat			Sq. Yd.	2,085

\*By Others  
 Notes:  
 For Deck Cross Section, Curb Section and bar bending diagrams see Sheet 10  
 For Section A-A and Neoprene Expansion Joint Details see Sheet 14  
 For Section C-C, Deck Surfacing Detail and Floor Drain Details see Sheet 11.

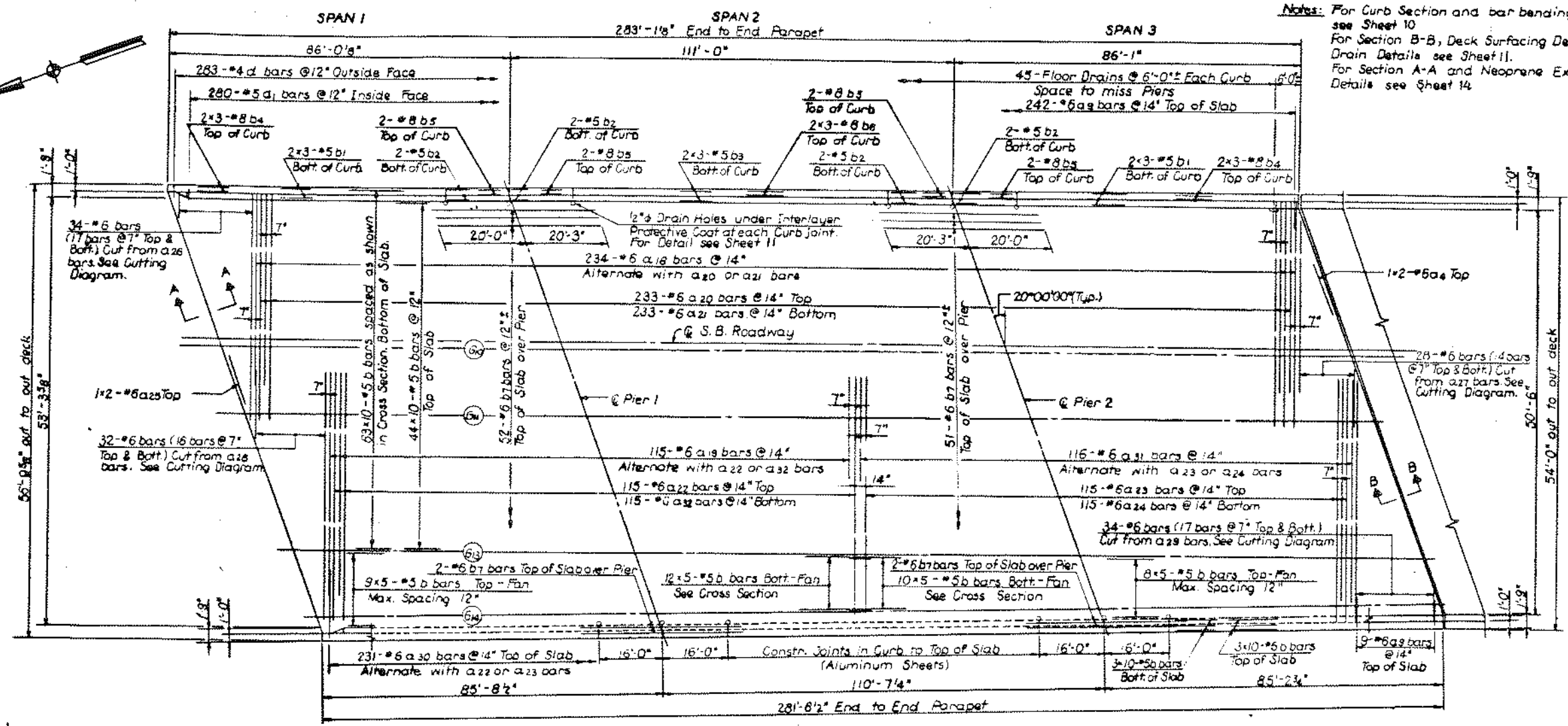
DESIGNED BY A.T.  
 DRAWN BY K.M.  
 CHECKED BY A.T.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 SUPERSTRUCTURE SPANS 5, 6, 7 & 8  
 NORTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

SHEET  
 4 of 43

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. - 474	72-2BVB	PEORIA	75	13
FED. ROAD DIV. NO. 7		ILLINOIS PROJECT		

Notes: For Curb Section and bar bending diagrams see Sheet 10  
 For Section B-B, Deck Surfacing Detail and Floor Drain Details see Sheet 11.  
 For Section A-A and Neoprene Expansion Joint Details see Sheet 14.

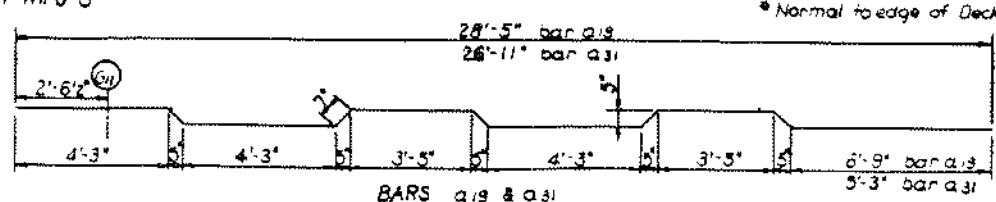
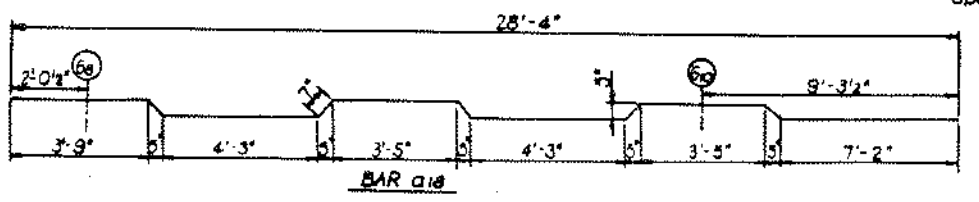
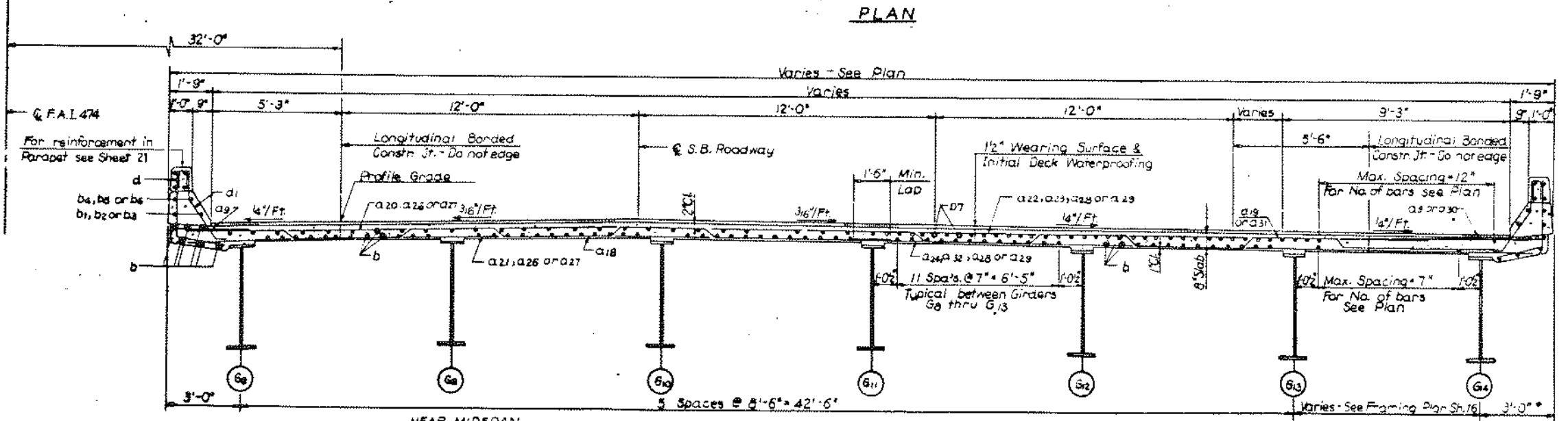
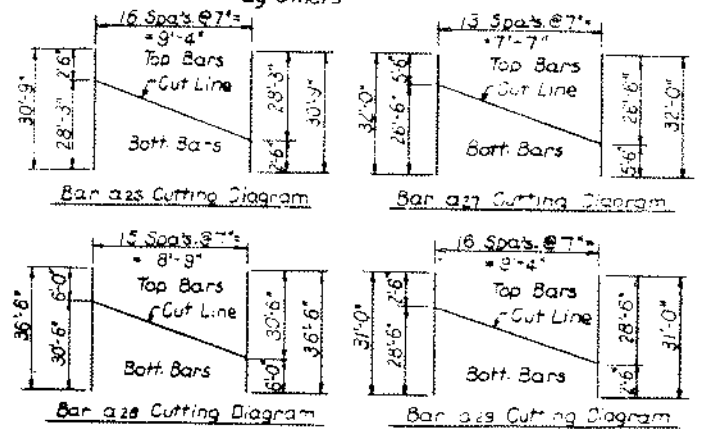


**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a4	2	#6	29'-4"	
a9	253	#6	4'-0"	
a18	234	#6	29'-2"	
a19	115	#6	29'-3"	
a20	233	#6	24'-0"	
a21	233	#6	28'-3"	
a22	115	#6	32'-3"	
a23	115	#6	30'-11"	
a24	115	#6	26'-8"	
a25	2	#6	29'-11"	
a26	17	#6	30'-9"	
a27	14	#6	32'-0"	
a28	16	#6	36'-6"	
a29	17	#6	31'-0"	
a30	231	#6	6'-10"	
a31	116	#6	27'-9"	
a32	115	#6	28'-0"	
b	1356	#5	29'-3"	
b1	24	#5	24'-3"	
b2	16	#5	15'-8"	
b3	12	#5	27'-2"	
b4	24	#8	24'-7"	
b5	16	#8	15'-8"	
b6	12	#8	27'-9"	
b7	111	#6	40'-3"	
d	366	#4	4'-11"	
a1	360	#5	3'-3"	

Reinforcement Bars	Lb.	22,570
Glass 'X' Concrete	Cu. Yd.	461.8
Bitum. Conc. Surface Course	Ton	137
Protective Coat	Sq. Yd.	210
Structural Steel	Lb.	437,500
Stud Shear Connectors	Ea.	3,278
Coal Tar Interlayer Protect. Coat	Sq. Yd.	1,723

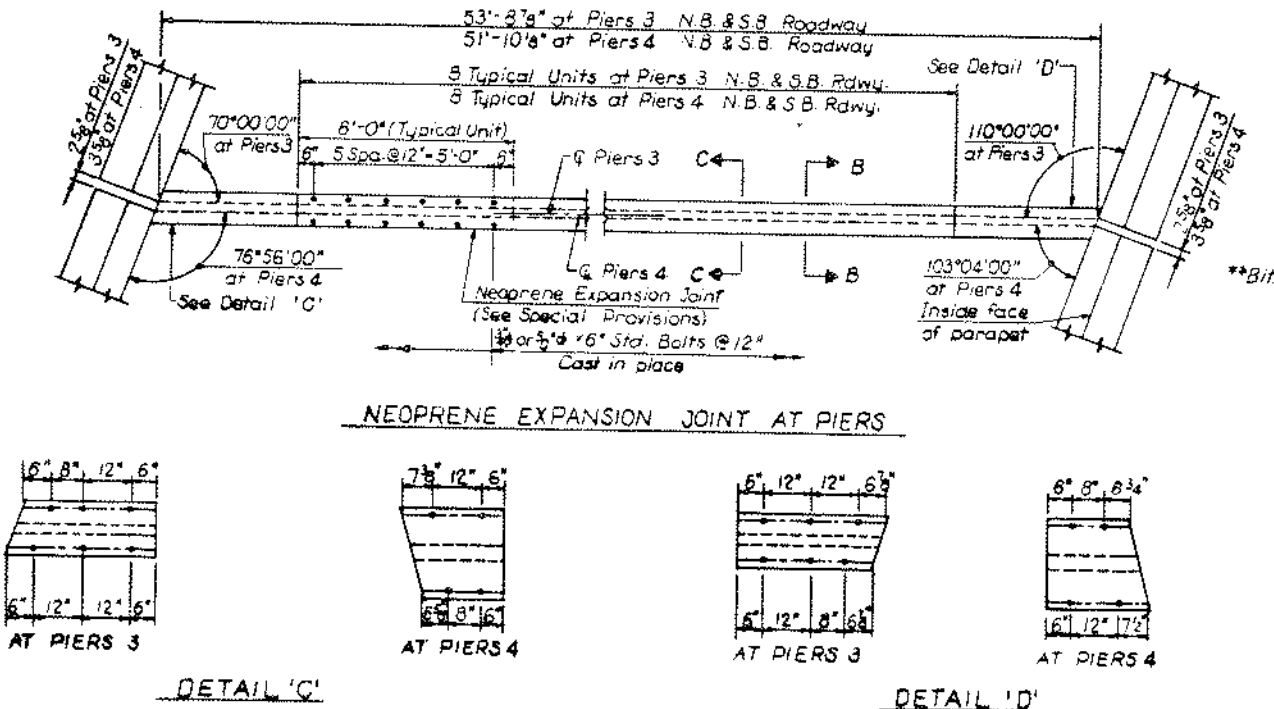
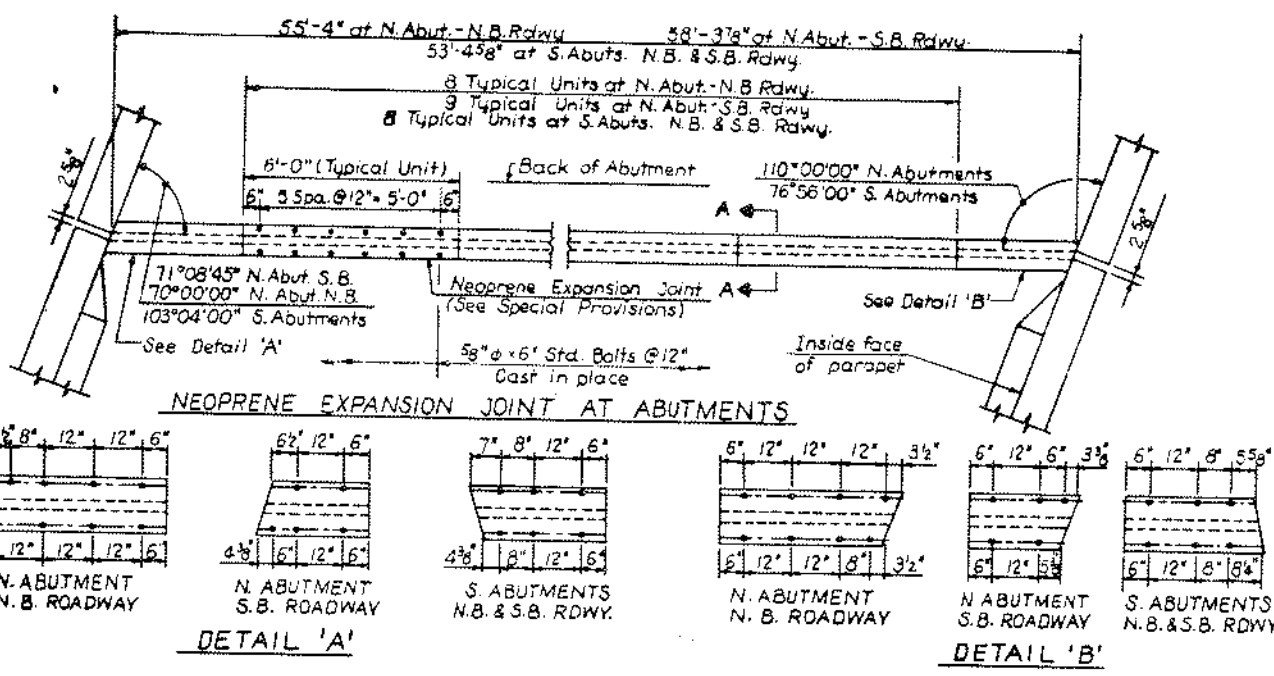
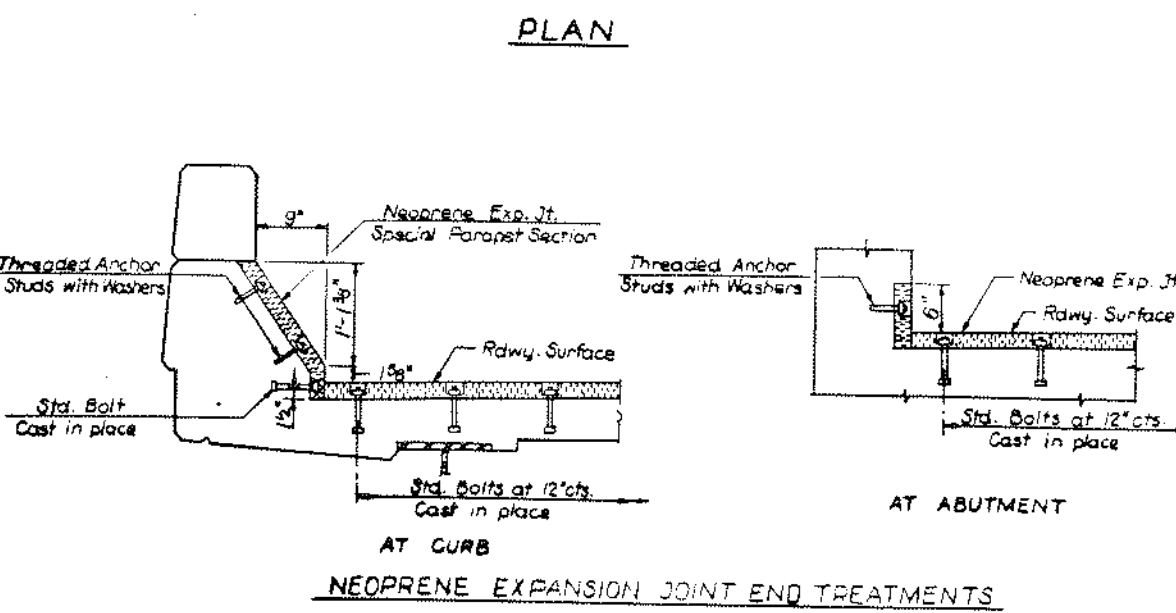
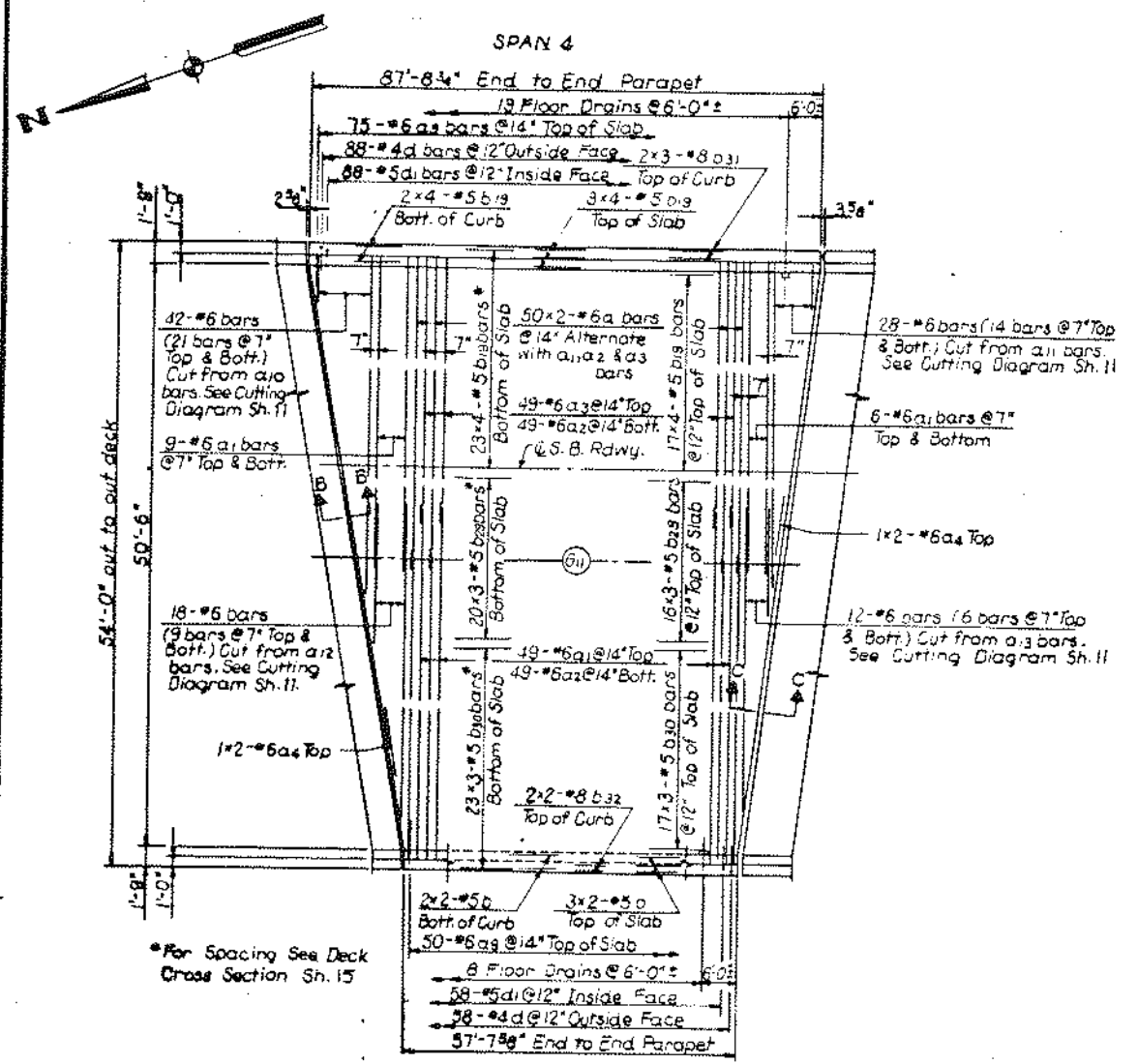
\*By Others



DESIGNED BY: A.T.  
 DRAWN BY: K.M.  
 CHECKED BY: A.T.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 SUPERSTRUCTURE SPANS 1, 2 & 3  
 SOUTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

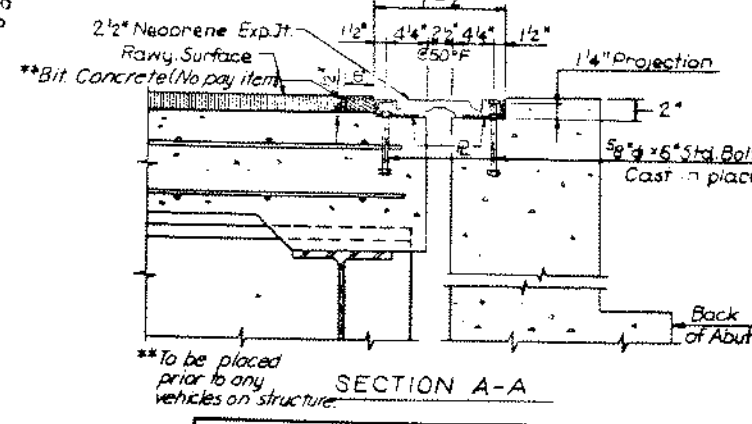
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2BVB	PEORIA	75	14
FED. ROAD DIV. NO. 7		ILLINOIS PROJECT		



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	100	#6	29'-0"	
a1	79	#6	30'-9"	
a2	98	#6	26'-9"	
a3	49	#6	27'-9"	
a4	4	#6	29'-4"	
a9	125	#6	4'-0"	
a10	21	#6	37'-9"	
a11	14	#6	36'-3"	
a12	9	#6	35'-8"	
a13	6	#6	34'-0"	
b	10	#5	29'-5"	
b19	180	#5	29'-0"	
b29	108	#5	26'-6"	
b30	120	#5	23'-10"	
b31	6	#8	30'-6"	
b32	4	#8	29'-10"	
d	146	#4	4'-11"	
d1	146	#5	3'-8"	
Neoprene Expansion Jt. 2 1/2"		Lin. Ft.	340	
Neoprene Expansion Jt. 4"		Lin. Ft.	110	
Reinforcement Bars		Lb.	29,710	
Class 'X' Concrete		Cu. Yd.	114.8	
Bitum. Conc. Surface Course		Ton	34	
Protective Coat		Sq. Yd.	54	
Structural Steel		Lb.	110,530	
Stud Shear Connectors		Ea.	1,134	
Coal Tar Interlayer-Protective		Sq. Yd.	408	
*By Others				

Notes: For Deck Cross Section see Sheet 15  
 For Curb Section and bar bending diagrams see Sh. 11  
 For Sections B-B, C-C, Deck Surfacing Detail, Floor Drains Details and bar cutting diagrams see Sheet 11.

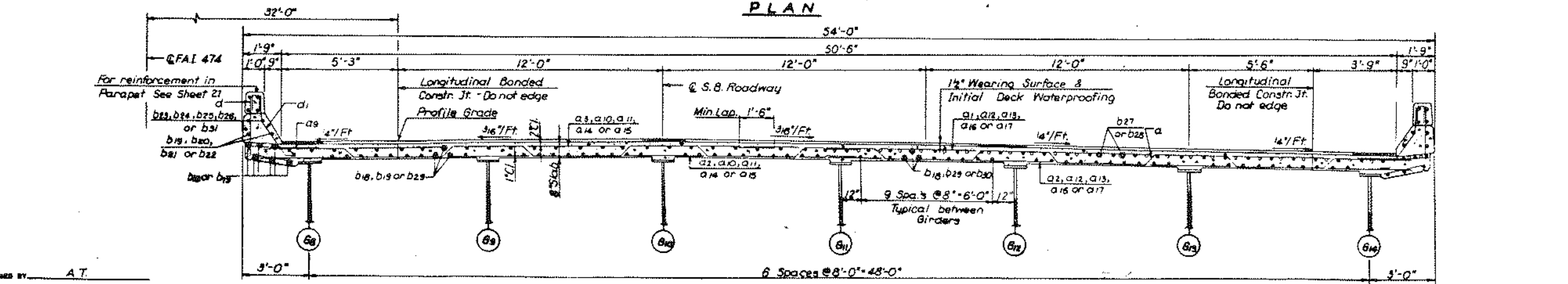
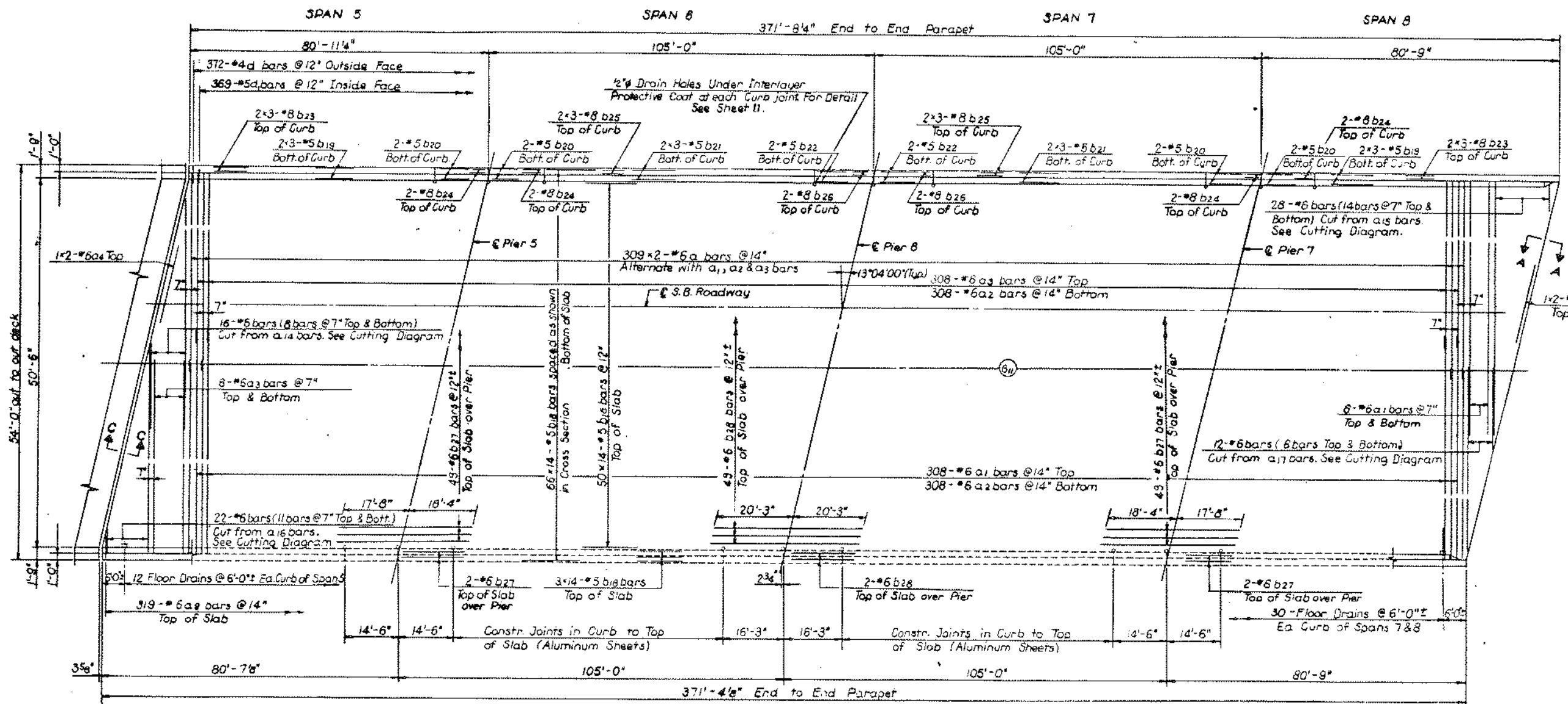
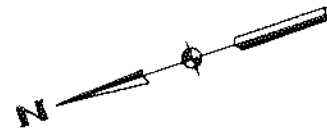


DESIGNED BY: A.T.  
 DRAWN BY: K.M.  
 CHECKED BY: A.T.

Note: Anchor bolts require a clipped washer, lockwasher and hex nut.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 SUPERSTRUCTURE SPAN 4  
 SOUTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

SHEET  
 6 of 43



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	648	#6	29'-0"	U
a1	320	#6	30'-9"	U
a2	616	#6	26'-9"	U
a3	324	#6	22'-9"	U
a4	4	#6	29'-4"	U
a9	638	#6	4'-0"	U
a14	8	#6	43'-0"	U
a15	14	#6	36'-0"	U
a16	11	#6	30'-2"	U
a17	6	#6	35'-0"	U
b18	1708	#5	27'-8"	U
b19	24	#5	23'-0"	U
b20	16	#5	14'-2"	U
b21	24	#5	25'-6"	U
b22	8	#5	15'-11"	U
b23	24	#8	23'-5"	U
b24	16	#8	14'-2"	U
b25	24	#8	26'-0"	U
b26	8	#8	15'-11"	U
b27	106	#5	36'-0"	U
b28	53	#6	40'-6"	U
d	744	#4	4'-11"	J
d1	738	#5	3'-8"	J
Reinforcement Bars				152,780
Class 'X' Concrete				587.3
* Bitum. Conc. Surface Course C.I.				176
Protective Coat				276
Structural Steel				557,770
Stud Shear Connectors				4,284
* Coal Tar Interlayer Protect. Coat				2,085

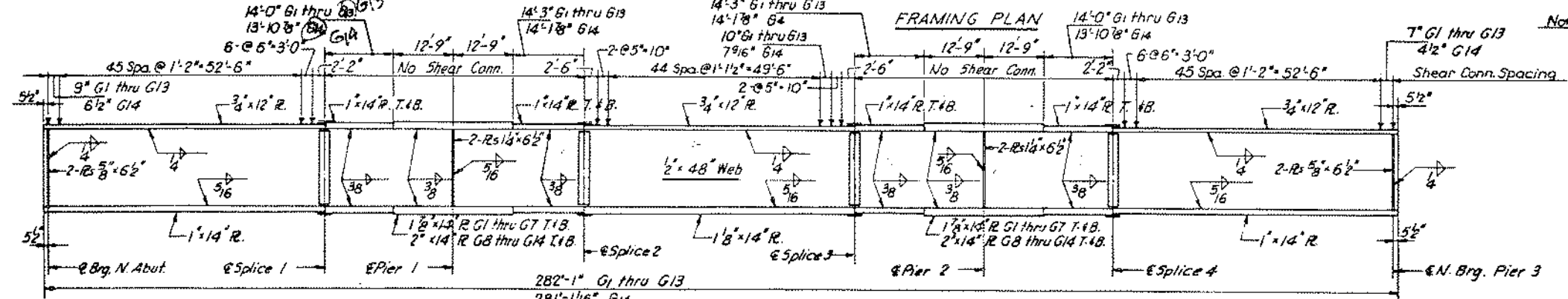
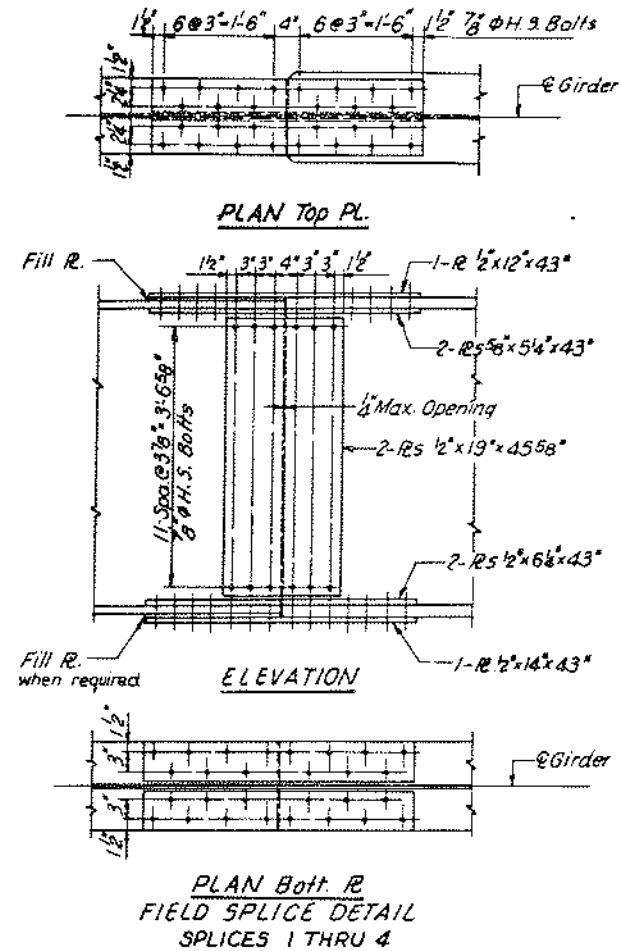
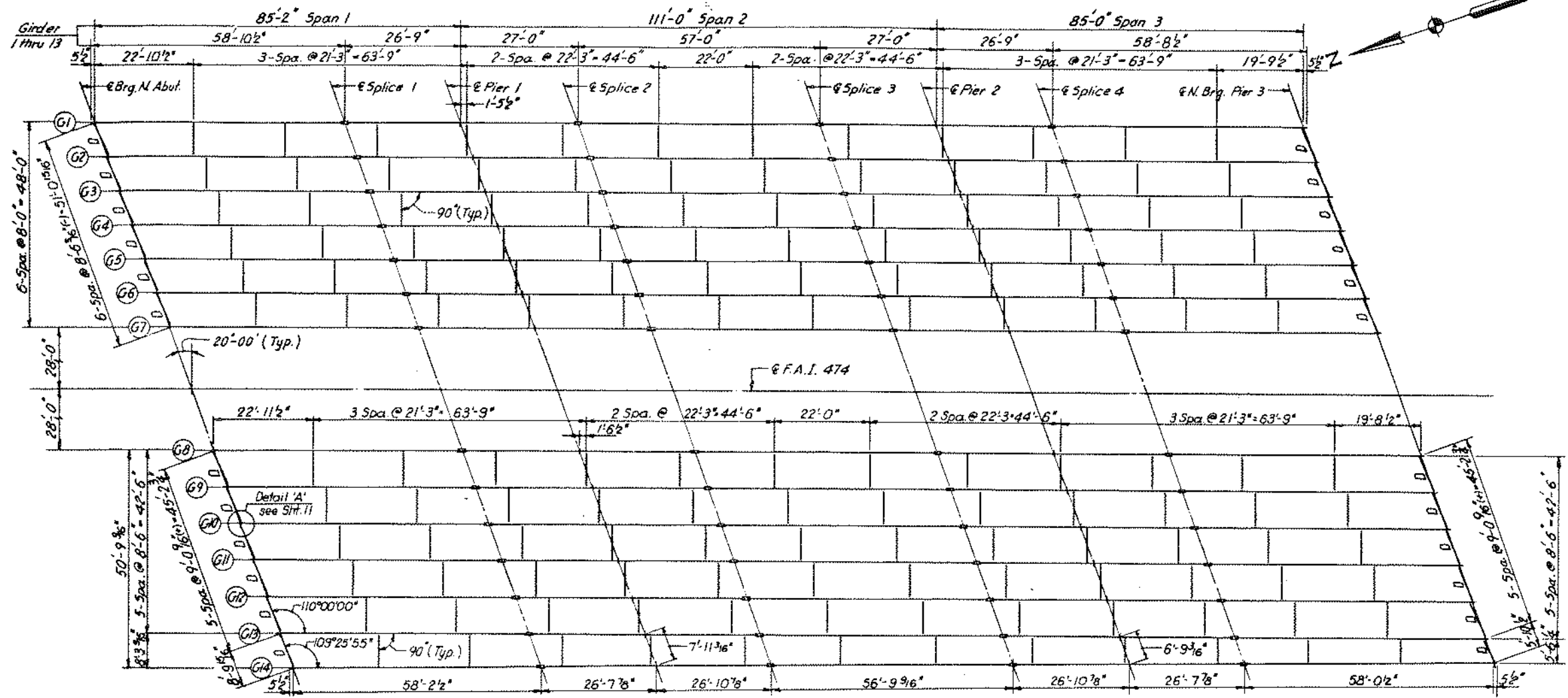
**Notes:**  
 \* By Others  
 For Curb Section and bar bending diagrams see Sheet 10  
 For Section C-C, Deck Surfacing Detail and Floor Drain Details see Sheet 11  
 For Section A-A and Neoprene Expansion Joint Details see Sheet 14  
 For bar cutting diagrams see Sheet 12

DESIGNED BY: A.T.  
 DRAWN BY: K.M.  
 CHECKED BY: A.T.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 SUPERSTRUCTURE SPANS 5, 6, 7 & 8  
 SOUTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. - 474	72-2BVB	PEORIA	75	16
FED. ROAD DIV. NO. 7	ILLINOIS PROJECT			



INTERIOR GIRDER REACTION TABLE

	@ Brq. N. Abut		Pier 1		Pier 2		@ Brq. Pier 3	
	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.
R @ (K)	44.5	46.1	163.1	169.3	163.1	169.3	44.5	46.1
R 4 (K)	48.6	50.7	74.1	79.0	74.1	79.0	48.6	50.7
Imp. (K)	10.5	12.1	16.6	17.4	16.6	17.4	10.5	12.1
R total (K)	103.6	108.9	253.8	265.7	253.8	265.7	103.6	108.9

TOP OF WEB ELEVATION FOR FABRICATION

	G1	G2	G3	G4	G5	G6	G7	G8	G9	G10	G11	G12	G13	G14
@ Brq. N. Abut.	513.41	513.56	513.70	513.83	513.93	513.79	513.62	513.49	513.62	513.71	513.55	513.37	513.18	512.99
@ Splice 1	512.93	513.08	513.22	513.35	513.45	513.31	513.14	513.08	513.22	513.30	513.15	512.97	512.77	512.58
@ Pier 1	512.81	512.96	513.10	513.23	513.33	513.18	513.02	513.00	513.13	513.21	513.06	512.88	512.69	512.50
@ Splice 2	512.69	512.83	512.98	513.10	513.21	513.06	512.90	512.91	513.05	513.13	512.98	512.80	512.60	512.41
@ Splice 3	512.54	512.69	512.83	512.96	513.06	512.91	512.75	512.84	512.97	513.06	512.91	512.72	512.53	512.34
@ Pier 2	512.53	512.67	512.81	512.94	513.04	512.90	512.73	512.86	512.99	513.08	512.92	512.74	512.55	512.37
@ Splice 4	512.51	512.65	512.80	512.92	513.03	512.88	512.71	512.88	513.01	513.09	512.94	512.76	512.57	512.38
@ N. Brq. Pier 3	512.69	512.83	512.98	513.10	513.21	513.06	512.89	513.13	513.27	513.35	513.20	513.02	512.82	512.63

INTERIOR GIRDER MOMENT TABLE

	4 Span 1		Pier 1		5 Span 2		Pier 2		6 Span 3	
	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.	N.B.	S.B.
I <sub>s</sub> (in <sup>4</sup> )	18035	18035	37272	39626	18884	18884	37272	39626	18035	18035
I <sub>c</sub> (in <sup>4</sup> )	47633	47633	—	—	50688	50688	—	—	47633	47633
S <sub>s</sub> (in <sup>3</sup> )	808	808	1440	1524	869	869	1440	1524	808	808
S <sub>c</sub> (in <sup>3</sup> )	1135	1135	—	—	1220	1220	—	—	1135	1135
Q (K/in)	1.025	1.073	1.025	1.073	1.025	1.073	1.025	1.073	1.025	1.073
M <sub>g</sub> (K)	431.6	451.8	1142.5	1196.1	437.1	457.5	1142.5	1196.1	431.6	451.8
P <sub>g</sub> (K/ft)	6.4	6.7	9.5	9.4	6.0	6.3	9.5	9.4	6.4	6.7
g <sub>g</sub> (K/ft)	-454	-462	-454	-462	-454	-462	-454	-462	-454	-462
M <sub>sg</sub> (K)	227.6	231.6	414.8	422.1	284.4	289.4	414.8	422.1	227.6	231.6
M <sub>g</sub> (K)	760.0	815.0	684.0	736.0	854.0	887.0	684.0	736.0	760.0	815.0
M <sub>imp</sub> (K)	173.0	177.0	153.8	154.8	178.5	210.8	153.8	154.8	173.0	177.0
Total (K)	1160.6	1223.6	1252.6	1312.9	1316.9	1387.2	1252.6	1312.9	1160.6	1223.6
P <sub>s</sub> total (K/ft)	12.3	12.9	10.4	10.3	13.0	13.6	10.4	10.3	12.3	12.9
P <sub>s</sub> total (K/ft)	18.7	19.6	19.9	19.7	19.0	19.9	19.9	19.7	18.7	19.6
VR (K)	60.7	64.7	—	—	61.9	65.7	—	—	60.7	64.6

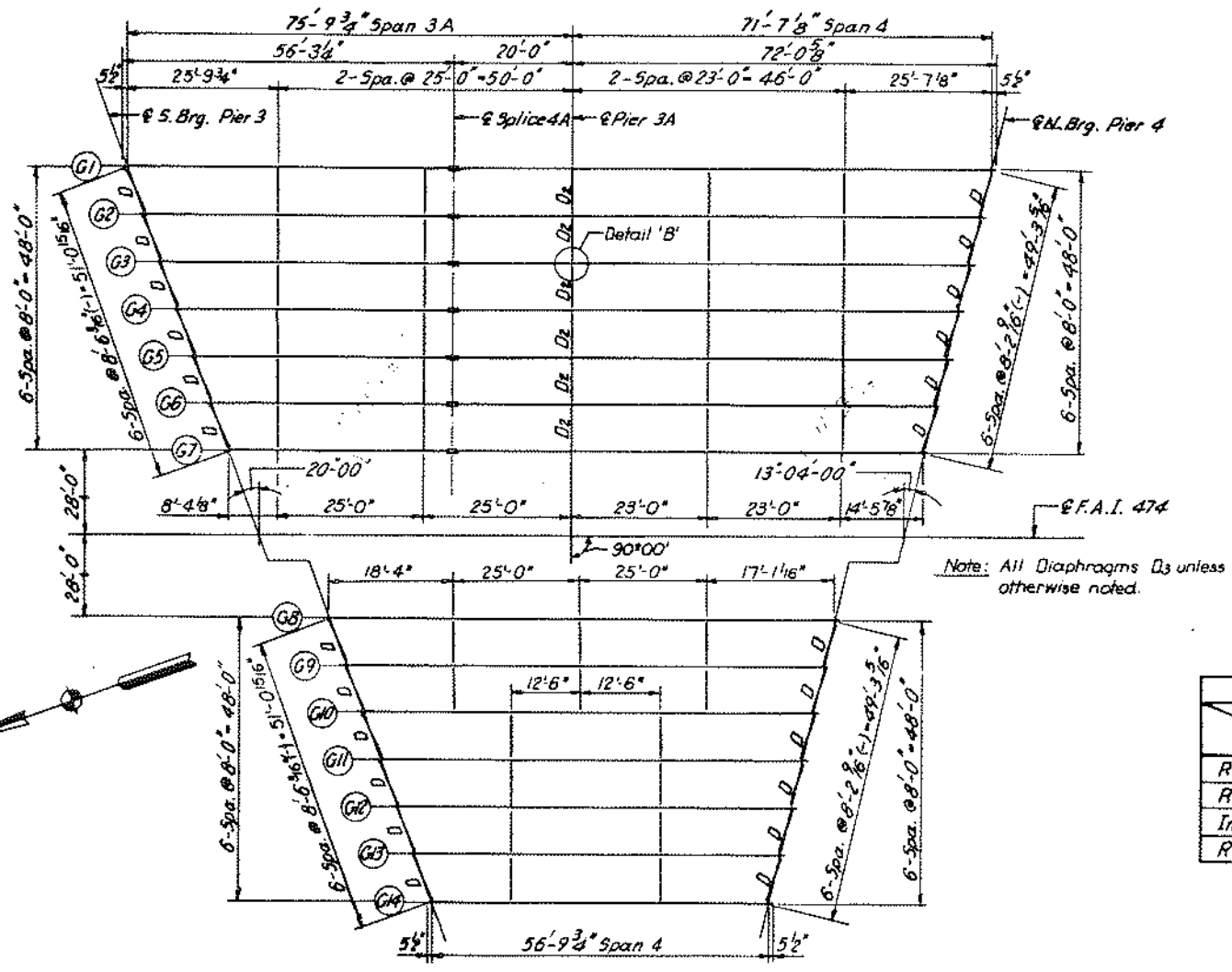
I<sub>s</sub> and S<sub>s</sub> are the moment of inertia and section modulus of the steel section used in computing f<sub>sg</sub>.  
 I<sub>c</sub> and S<sub>c</sub> are the moment of inertia and section modulus of the composite section used in computing f<sub>s</sub>(s<sub>g</sub>+t+1).  
 VR is the maximum shear range in span used to determine shear connector spacing.

DESIGNED BY: DP  
 DRAWN BY: K.M.  
 CHECKED BY: A.T.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
**STRUCTURAL STEEL**  
 F.A.I. ROUTE 474  
 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67 + 00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB

CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

SHEET  
 8 OF 43

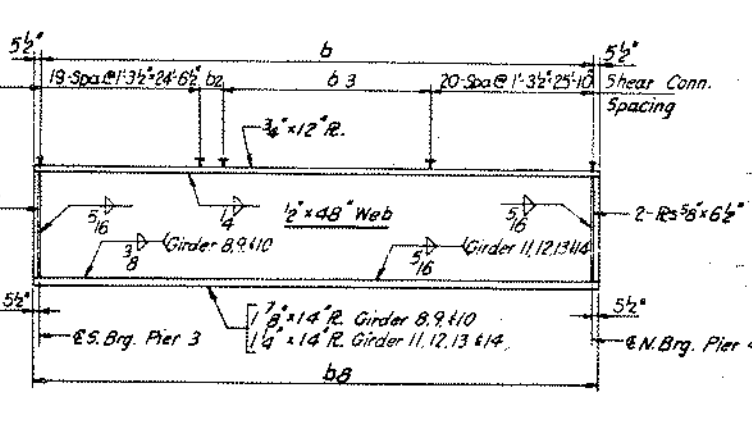
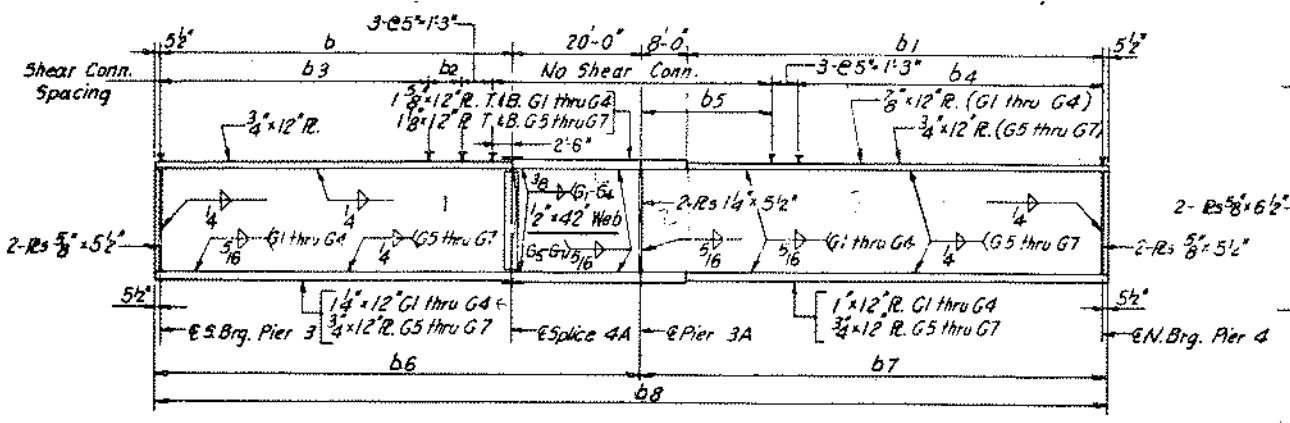
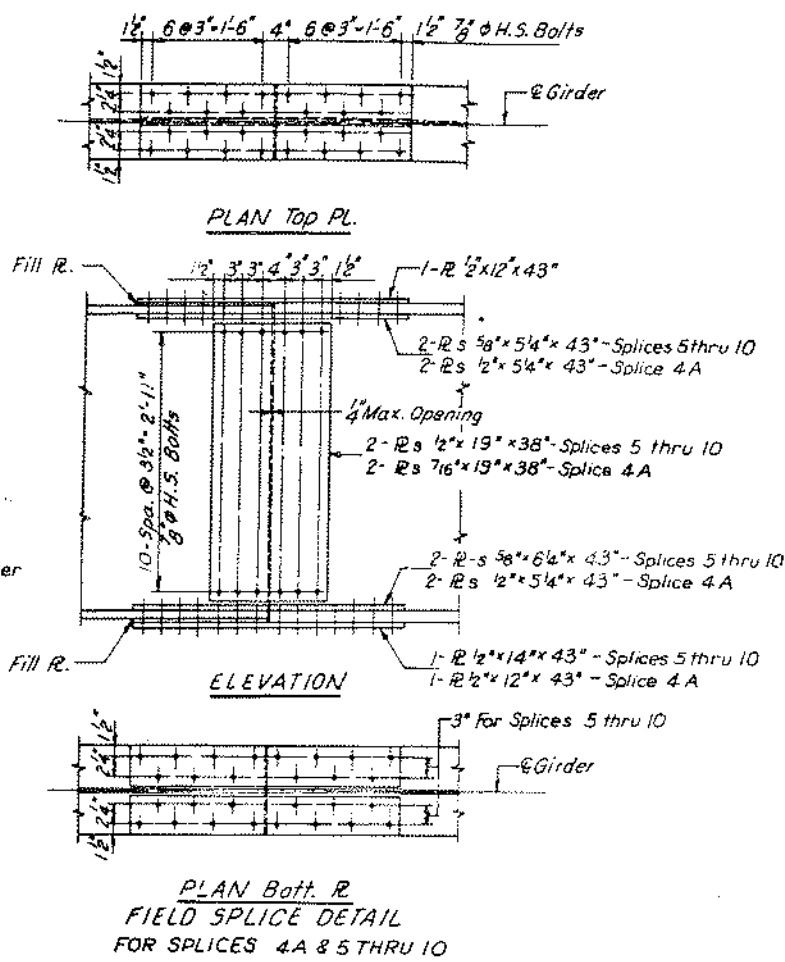
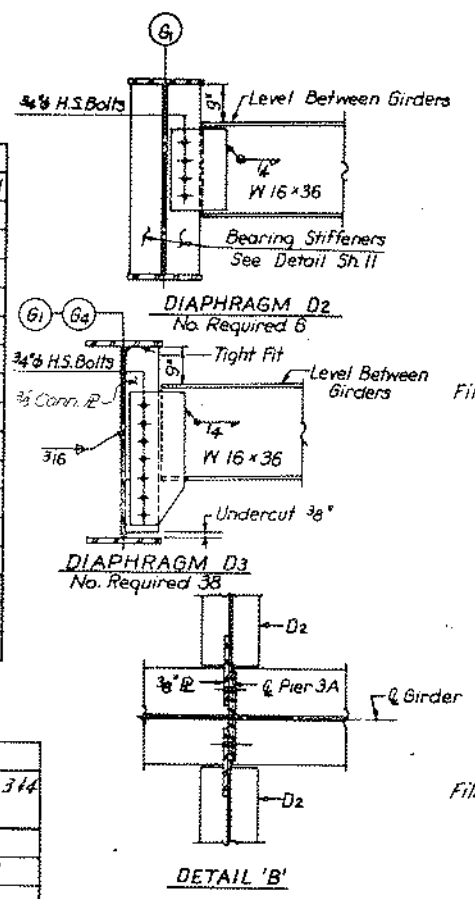


INTERIOR GIRDER MOMENT TABLE

	4Span 3A	5Span 4	Pier 3A	6Span 4
	N.B.	S.B.	N.B.	N.B.
I <sub>s</sub> (in <sup>4</sup> )	13,828	23,090	21,651	13,436
I <sub>c</sub> (in <sup>4</sup> )	38,004	67,724	—	33,731
S <sub>s</sub> (in <sup>3</sup> )	716	1,246	957	633
S <sub>c</sub> (in <sup>3</sup> )	1,012	1,733	—	880
Q (K/ft)	1.025	1.025	1.025	1.025
M <sub>s</sub> (K)	399.0	934.4	769.2	322.8
F <sub>s</sub> (K.S.I.)	6.7	9.0	9.6	6.1
S <sub>Q</sub> (K/ft)	454	454	454	454
M <sub>sQ</sub> (K)	207.8	413.8	263.0	174.0
M <sub>Q</sub> (K)	665.0	915.1	430.0	615.0
M <sub>imp</sub> (K)	166.3	216.0	107.7	153.9
Total (K)	1039.1	1544.9	800.7	942.9
F <sub>s</sub> total (K.S.I.)	12.3	10.7	10.0	12.9
V <sub>R</sub> (K)	59.8	57.7	—	59.8

INTERIOR GIRDER REACTION TABLE

	5. S. Brg. Pier 3	Pier 3A	N. Brg. Pier 4	6. S. Brg. Pier 4
	N.B.	N.B.	N.B.	S.B.
R <sub>Q</sub> (K)	423	136.8	38.4	63.0
R <sub>L</sub> (K)	47.1	62.3	46.6	48.8
Imp (K)	11.7	15.8	11.8	11.7
R total (K)	101.1	214.9	96.8	123.5

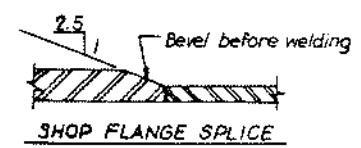


GIRDER SCHEDULE

Girder	b	b1	b2	b3	b4	b5	b6	b7	b8
1	55'-9 3/4"	63'-7 3/8"	2e8 3/8" x 1/2"	45 Spa @ 1'-1 1/2" = 50'-7 1/2"	43 Spa @ 1'-1 1/2" = 48'-4 1/2"	21'-11 5/8"	76'-3 3/4"	72'-0 3/8"	148'-3 3/8"
2	52'-10 1/2"	61'-8 3/8"	9 5/16"	43 Spa @ 1'-1 1/2" = 48'-4 1/2"	42 Spa @ 1'-1 1/2" = 47'-3"	21'-2 1/8"	73'-4 5/8"	70'-2 3/8"	143'-6 1/8"
3	49'-11 3/8"	59'-10 9/16"	2e7 1/2" x 1/2"	40 Spa @ 1'-1 1/2" = 45'-0"	42 Spa @ 1'-1 1/2" = 47'-3"	19'-4 9/16"	70'-5 3/8"	68'-4 1/8"	138'-9 7/8"
4	47'-0 15/16"	58'-0 5/16"	6 5/16"	38 Spa @ 1'-1 1/2" = 42'-9"	41 Spa @ 1'-1 1/2" = 46'-1 1/2"	18'-7 13/16"	67'-6 1/8"	66'-5 13/16"	134'-0 1/4"
5	44'-2"	56'-2"	1'-0 1/2"	35 Spa @ 1'-1 1/2" = 39'-4 1/2"	40 Spa @ 1'-1 1/2" = 45'-0"	17'-11"	64'-7 1/2"	64'-7 1/2"	129'-3"
6	41'-3 1/8"	54'-3 3/8"	4 9/16"	33 Spa @ 1'-1 1/2" = 37'-1 1/2"	39 Spa @ 1'-1 1/2" = 43'-10"	17'-2 1/4"	61'-8 3/8"	62'-9 1/4"	124'-5 13/16"
7	38'-4 1/2"	52'-5 1/8"	10 7/8"	30 Spa @ 1'-1 1/2" = 33'-9"	38 Spa @ 1'-1 1/2" = 42'-9"	16'-5 7/16"	58'-9 3/8"	60'-10 15/16"	119'-8 9/16"
8	85'-5 1/8"	—	1'-1 9/16"	22 Spa @ 1'-6 1/2" = 33'-11"	—	—	—	—	86'-4 1/8"
9	80'-7 7/8"	—	1 1/8"	19 Spa @ 1'-6 1/2" = 29'-3 1/2"	—	—	—	—	81'-5 3/8"
10	75'-10 5/8"	—	10 1/8"	16 Spa @ 1'-6 1/2" = 24'-8"	—	—	—	—	76'-9 5/8"
11	71'-1 1/8"	—	8 7/8"	13 Spa @ 1'-6 1/2" = 20'-0 1/2"	—	—	—	—	72'-0 1/8"
12	66'-4 3/8"	—	6 1/8"	10 Spa @ 1'-6 1/2" = 15'-5"	—	—	—	—	67'-3 3/8"
13	61'-7"	—	5"	7 Spa @ 1'-6 1/2" = 10'-9 1/2"	—	—	—	—	62'-5"
14	56'-9 3/4"	—	3 1/4"	4 Spa @ 1'-6 1/2" = 6'-2"	—	—	—	—	57'-8 3/4"

TOP OF WEB ELEVATION FOR FABRICATION

	G1	G2	G3	G4	G5	G6	G7	G8	G9	G10	G11	G12	G13	G14
5. S. Brg. Pier 3	512.69	512.86	513.04	513.19	513.33	513.21	513.07	513.13	513.29	513.43	513.31	513.18	513.03	512.88
Splice 4A	512.76	512.93	513.10	513.24	513.38	513.26	513.12	—	—	—	—	—	—	—
Pier 3A	512.88	513.05	513.22	513.37	513.50	513.38	513.24	—	—	—	—	—	—	—
N. Brg. Pier 4	513.32	513.48	513.64	513.77	513.90	513.76	513.61	513.54	513.68	513.80	513.68	513.51	513.33	513.15



DESIGNED BY: D.P.  
DRAWN BY: K.M.  
CHECKED BY: A.T.

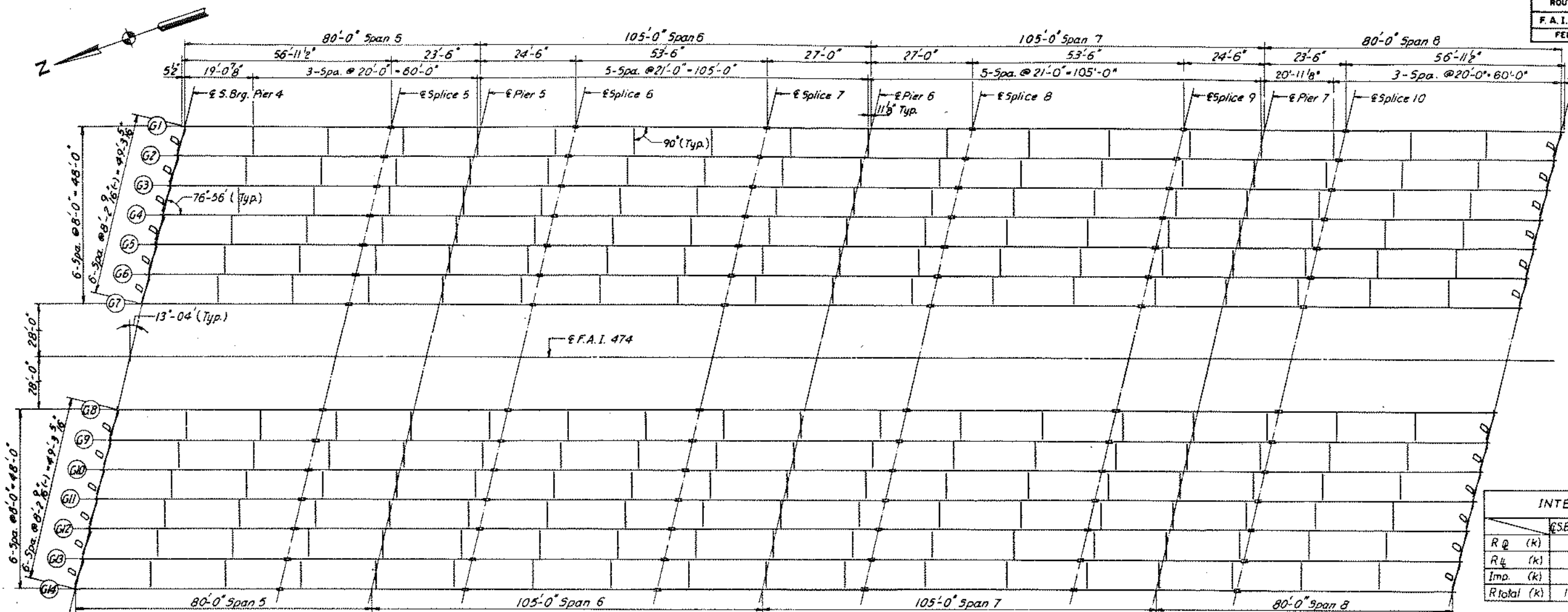
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL  
F.A.I. ROUTE 474  
OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67+00.00  
F.A.I. RT. 474 PEORIA COUNTY SECTION 72-28VB

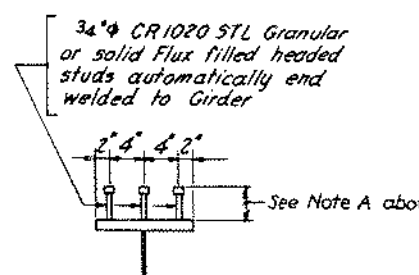
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

SHEET  
9 OF 43

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-28VB	PEORIA	75	18
FED. ROAD DIV. NO. 7		ILLINOIS PROJECT		



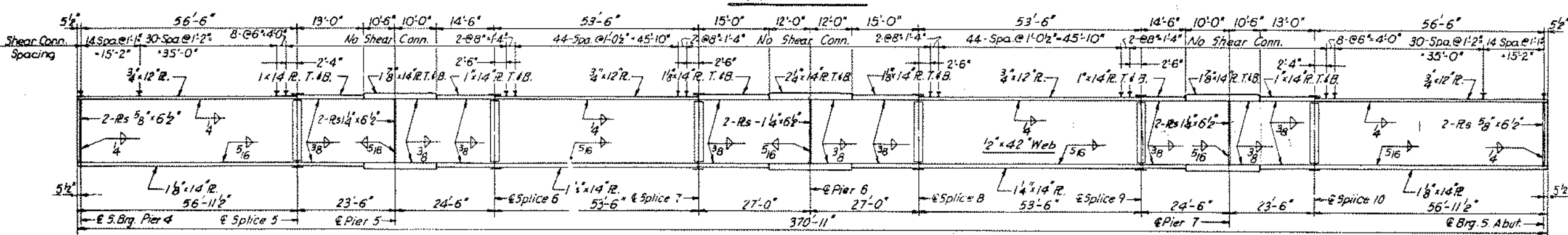
Note A: 6" Typ except Girders 11 thru 14  
Spans 2 & 3.  
7" for Girders 11 thru 14  
Spans 2 & 3.



SHEAR CONNECTOR DETAIL  
No. Req'd = 18,096

Note: All diaphragms D<sub>i</sub> unless otherwise noted.

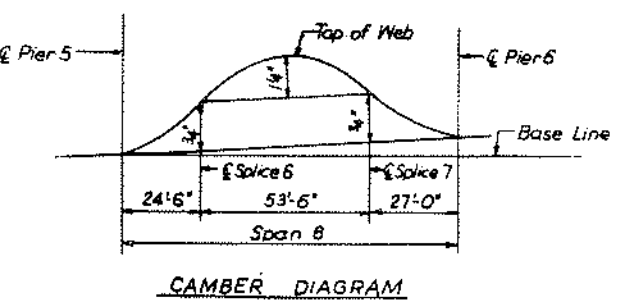
	ESBrq Pier 4	Pier 5	Pier 6	Pier 7	S Abut.
R <sub>Q</sub> (k)	42.8	151.1	158.8	151.1	42.8
R <sub>L</sub> (k)	47.4	71.1	75.6	71.1	47.4
Imp. (k)	11.6	16.3	16.4	16.3	11.6
R <sub>Total</sub> (k)	101.8	238.5	250.8	238.5	101.8



	45span 6	Pier 5	55span 7	Pier 6	55span 8	Pier 7	65span 11
I <sub>s</sub> (in <sup>4</sup> )	14,050	28,368	14,656	33,953	14,656	28,368	14,050
I <sub>c</sub> (in <sup>4</sup> )	38,949	—	41,349	—	41,349	—	38,949
S <sub>s</sub> (in <sup>3</sup> )	743	1,240	800	1,460	800	1,240	743
S <sub>c</sub> (in <sup>3</sup> )	1,046	—	1,123	—	1,123	—	1,046
Q (K/ft)	1.025	1.025	1.025	1.025	1.025	1.025	1.025
M <sub>Q</sub> (1K)	401.2	964.9	389.3	1,081.5	389.3	964.9	401.2
F <sub>sQ</sub> (K/ft)	6.5	9.3	5.8	8.9	5.8	9.3	6.5
S <sub>Q</sub> (K/ft)	454	454	454	454	454	454	454
M <sub>sQ</sub> (1K)	213.0	339.0	248.5	415.1	248.5	339.0	213.0
M <sub>L</sub> (1K)	710.1	593.9	804.6	714.2	804.6	593.9	710.1
M <sub>imp</sub> (1K)	173.3	136.6	174.6	155.0	174.6	136.6	173.3
Total (1K)	1,096.4	1,069.5	1,227.7	1,284.3	1,227.7	1,069.5	1,096.4
F <sub>s</sub> (sp+I)	12.6	10.4	13.1	10.6	13.1	10.4	12.6
F <sub>s</sub> total	19.1	19.7	18.9	19.5	18.9	19.7	19.1
VR (K)	60.8	—	62.7	—	62.7	—	60.8

TOP OF WEB ELEVATION FOR FABRICATION

	G1	G2	G3	G4	G5	G6	G7	G8	G9	G10	G11	G12	G13	G14
ESBrq Pier 4	513.40	513.50	513.66	513.79	513.91	513.77	513.62	513.55	513.69	513.81	513.67	513.52	513.38	513.16
ESplice 5	513.59	513.69	513.84	513.98	514.10	513.96	513.81	513.74	513.88	513.99	513.86	513.70	513.57	513.35
EPier 5	513.71	513.80	513.96	514.10	514.21	514.08	513.92	513.86	514.00	514.11	513.98	513.82	513.69	513.56
ESplice 6	513.89	513.99	514.14	514.28	514.40	514.26	514.11	514.04	514.18	514.29	514.16	514.00	513.87	513.83
ESplice 7	514.13	514.22	514.38	514.52	514.63	514.50	514.34	514.28	514.41	514.53	514.40	514.24	514.11	514.09
EPier 6	514.20	514.30	514.46	514.59	514.71	514.57	514.42	514.35	514.49	514.61	514.47	514.32	514.18	514.06
ESplice 8	514.34	514.43	514.59	514.73	514.84	514.71	514.55	514.49	514.62	514.74	514.61	514.45	514.32	514.10
ESplice 9	514.64	514.73	514.89	515.03	515.14	515.01	514.85	514.79	514.92	515.04	514.90	514.75	514.61	514.40
EPier 7	514.76	514.85	515.01	515.15	515.26	515.13	514.97	514.91	515.05	515.16	515.03	514.87	514.74	514.52
ESplice 10	514.88	514.97	515.13	515.27	515.38	515.25	515.09	515.03	515.16	515.28	515.14	514.99	514.85	514.64
ESBrq. S. Abut.	515.25	515.35	515.51	515.64	515.76	515.62	515.47	515.40	515.54	515.66	515.52	515.37	515.23	515.01

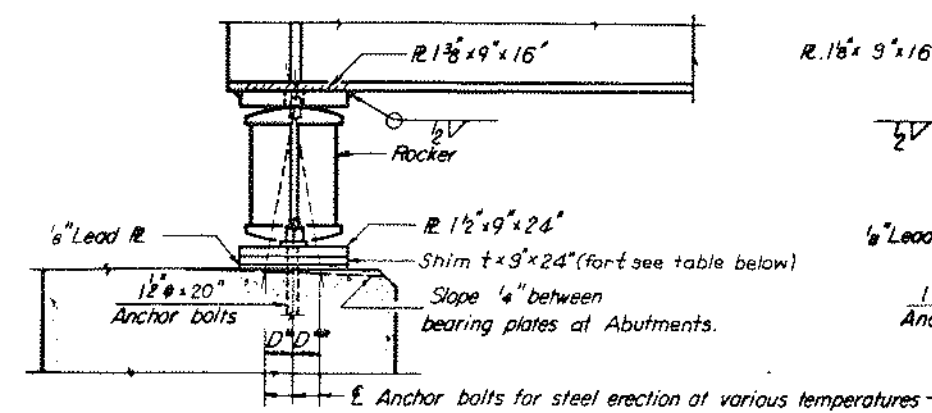


DESIGNED BY DP  
DRAWN BY KM  
CHECKED BY AT

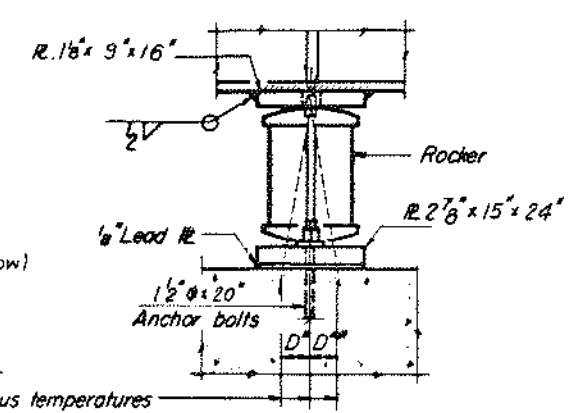
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**STRUCTURAL STEEL**  
F.A.I. ROUTE 474  
OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67+00.00  
F.A.I. RT. 474 PEORIA COUNTY SECTION 72-28VB  
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2BVB	PEORIA	75	19
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT	

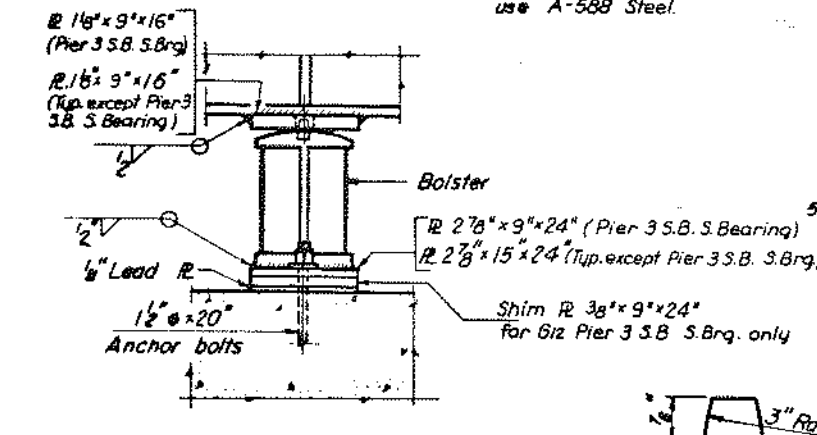
**NOTE D**  
For Bearing Type II and III  
use A-588 Steel.



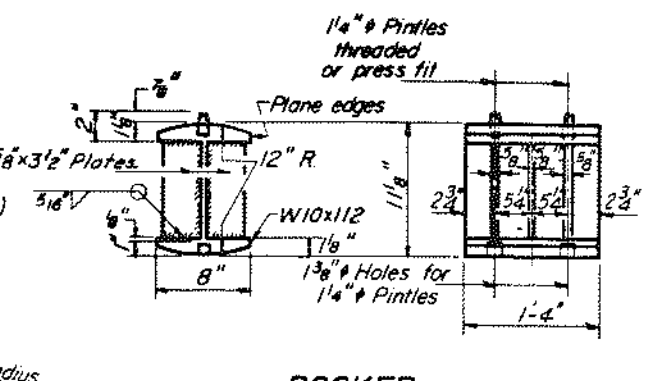
**SECTION**



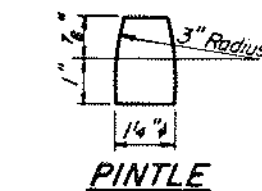
**ELEVATION**



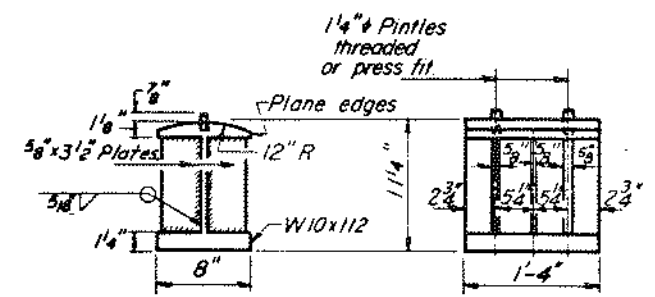
**ELEVATION**



**ROCKER**



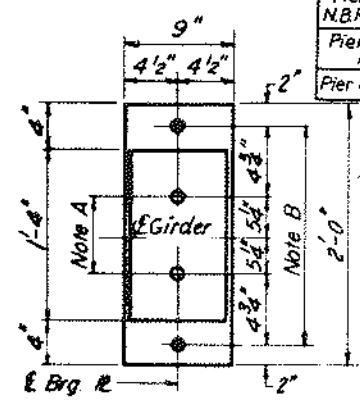
**PINTLE**



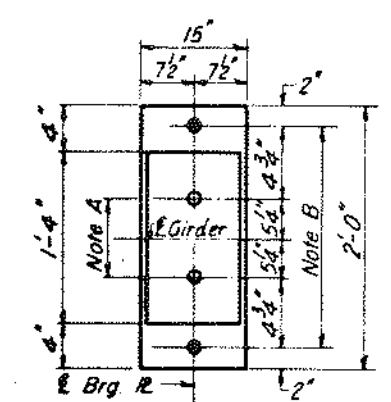
**BOLSTER**

**SHIM PLATE THICKNESS (t)**

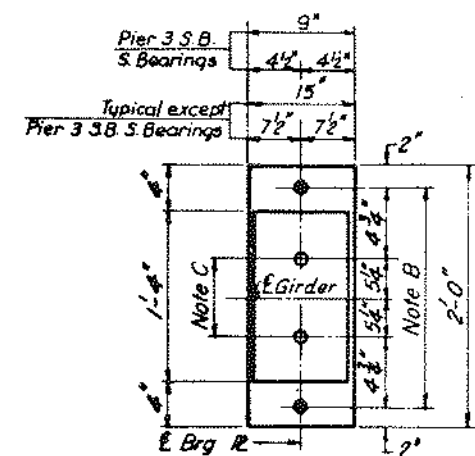
Location	Girder						
	G2	G3	G4	G5	G6	G7	G11
Pier 4 S.Brg.	1/8	1/8	1/8	---	---	---	---
N.B.Rdw. N.Brg.	---	---	1/4	1/4	1/4	---	---
Pier 3 S.B.Rdw. N.Brg.	---	---	---	---	---	1/4	---
Pier 3 S.B.Rdw. S.Brg.	---	---	---	---	---	---	3/8



**PLAN**



**PLAN**



**PLAN**

**AT ABUTMENTS AND PIER 3 N.B., 3 S.B. N.BRG. & 4 TYPE I**

**NOTE A**  
1 3/8 inch Holes - 1 inch deep in top R. for pintles Thread or press fit pintles into bottom R.

**AT PIER 1,587 TYPE II**

**NOTE B**  
2 inch Holes for 1 1/2 inch anchor bolts 2 1/8 x 2 1/2 x 2 1/2 inch R. Washers under nut

**AT PIER 2,3A,6 AND PIER 3 S.B. S.BEARINGS TYPE III**

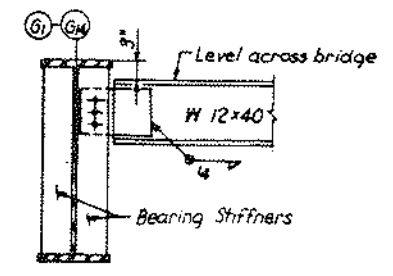
**NOTE C**  
1 3/8 inch Holes 1 inch deep in top R. only for 1 1/4 inch pintles

**NOTES ON SETTING OF ANCHOR BOLTS AT EXP. BRGS.**

- a) D\* (Side of brg away from fixed brg)  
D\* = 1/8 inch per each 100 feet of expansion for every 15 degrees fall below the normal temp of 50 degrees F
- D\*\* (Side of brg toward fixed brg)  
D\*\* = 1/8 inch per each 100 feet of expansion for every 15 degrees rise above the normal temp of 50 degrees F

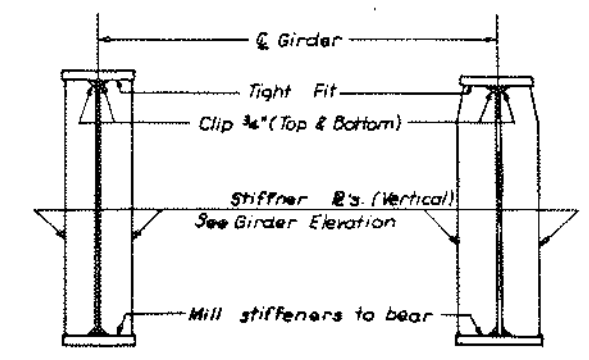
**NOTE E**  
S.Bearing Pier 3 or N.Bearing Pier 4 should have a hold down Strap. See Detail on Sheet 11.

- b) After Girders have been erected and dimensions D\* or D\*\* determined, holes shall be drilled and anchor bolts shall be grouted in place. All fixed anchor bolts may be built into the masonry.

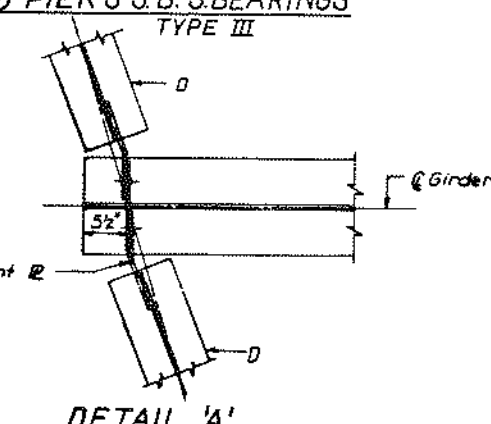


**DIAPHRAGM D**

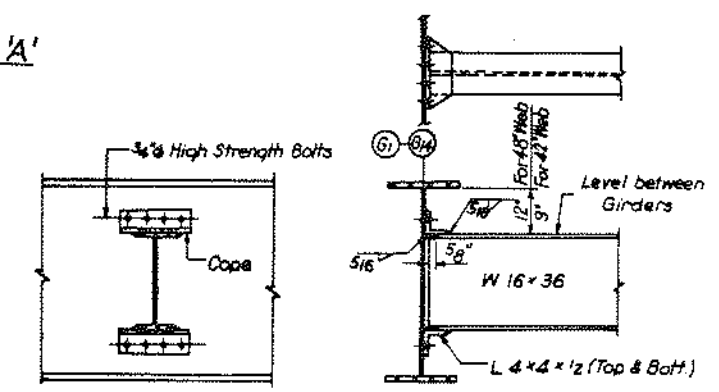
No. Required 72



**BEARING STIFFENERS**

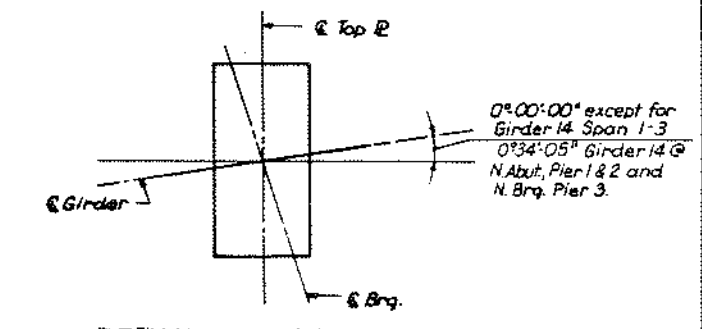


**DETAIL 'A'**



**DIAPHRAGM D1**

No. Required 348



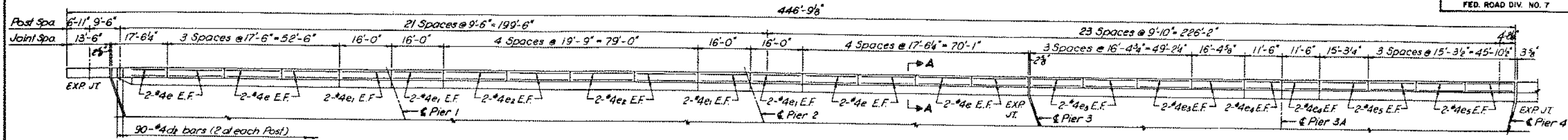
**DETAIL OF TOP BEARING R TO GIRDER CONNECTION**

0 degrees 00 minutes 00 seconds except for Girder 14 Span 1-3  
0 degrees 34 minutes 05 seconds Girder 14 @ N.Abut, Pier 1 & 2 and N.Brg. Pier 3.

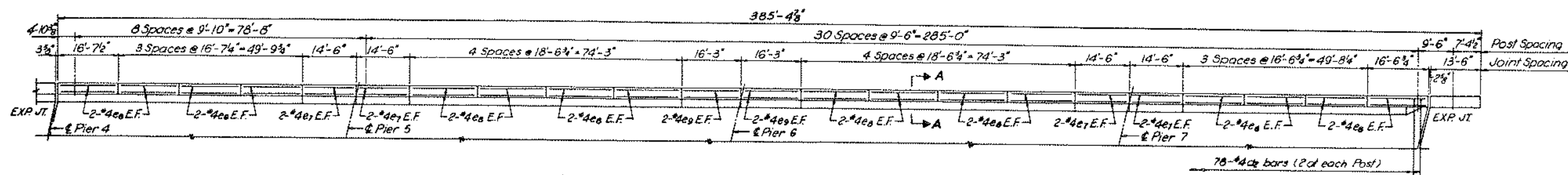
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**STRUCTURAL STEEL**  
F.A.I. ROUTE 474  
OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67 + 00.00  
F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

SHEET  
11 of 43

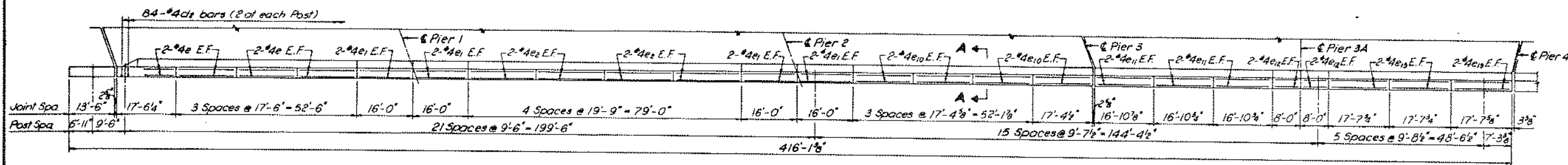
DESIGNED BY JJ  
DRAWN BY JJ  
CHECKED BY AT



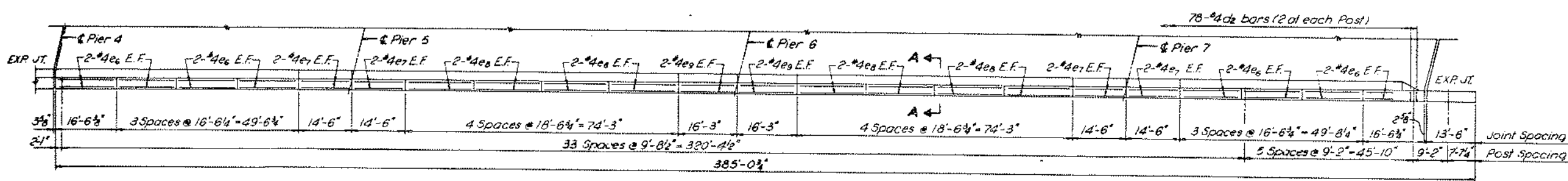
PLAN-EAST PARAPET N.B. ROADWAY SPANS 1, 2, 3, 3A & 4



PLAN-EAST PARAPET N.B. ROADWAY SPANS 5, 6, 7 & 8



PLAN-WEST PARAPET N.B. ROADWAY SPANS 1, 2, 3, 3A & 4



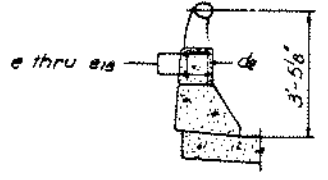
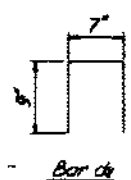
PLAN-WEST PARAPET N.B. ROADWAY SPANS 5, 6, 7 & 8

PARAPET & RAILS BILL OF MATERIAL

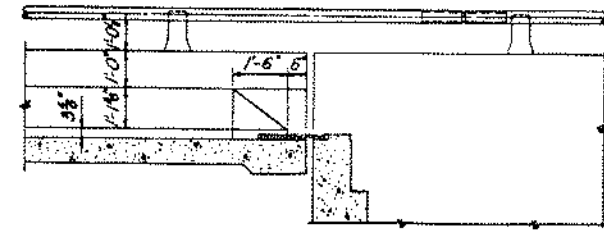
Bar	No.	Size	Length	Shape
e	48	#4	17'-2"	—
e1	32	#4	15'-8"	—
e2	32	#4	19'-5"	—
e3	16	#4	16'-0"	—
e4	8	#4	11'-2"	—
e5	16	#4	14'-11"	—
e6	64	#4	16'-3"	—
e7	32	#4	14'-2"	—
e8	64	#4	18'-3"	—
e9	16	#4	15'-11"	—
e10	16	#4	17'-0"	—
e11	12	#4	16'-7"	—
e12	8	#4	7'-8"	—
e13	12	#4	17'-4"	—
d2	330	#4	2'-1"	□
Class "X" Concrete				Cu. Yd. 50.5
Reinforcement Bars				Lb. 4,600
Aluminum Railing				Lin. Ft. 1,630

Note: For additional details see Sh 22.

DESIGNED BY AT  
 DRAWN BY EF  
 CHECKED BY A.J.C.



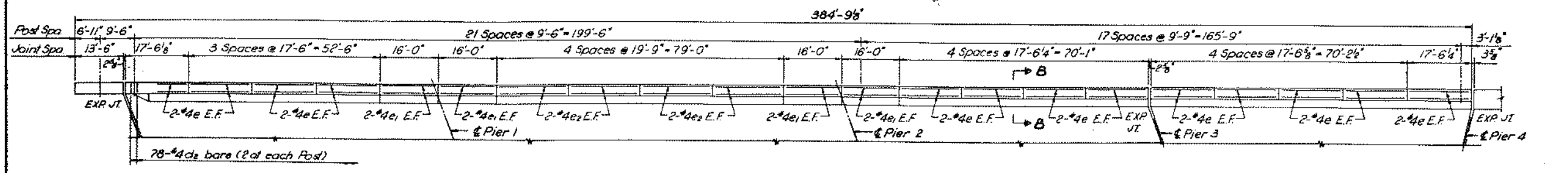
SECTION A-A



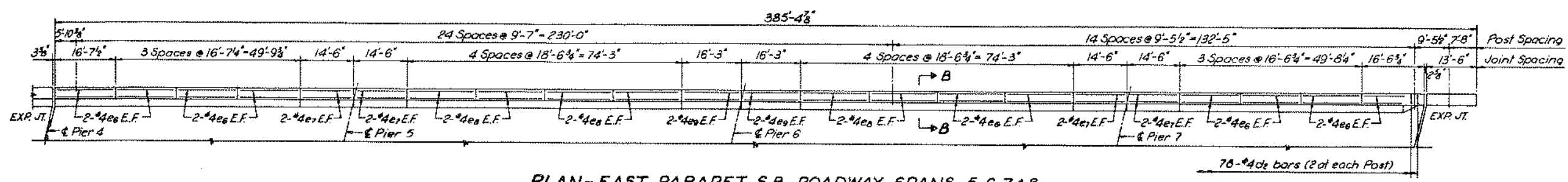
INSIDE VIEW AT ABUTMENT

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
**PARAPET & RAILING LAYOUTS**  
 NORTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+0000  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72 - 28VB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

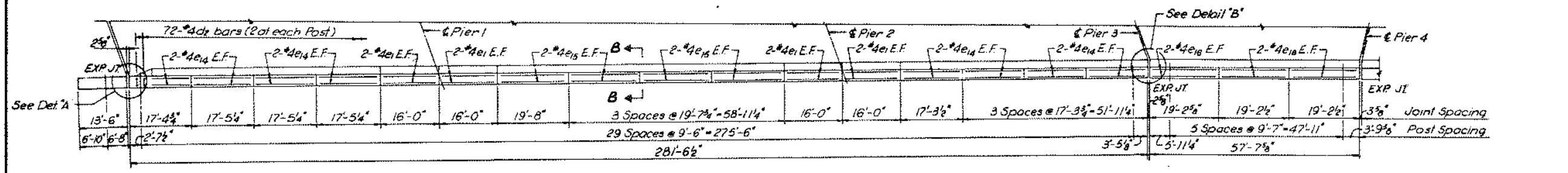
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. - 474	72 - 2 BV B	PEORIA	76	21
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT	



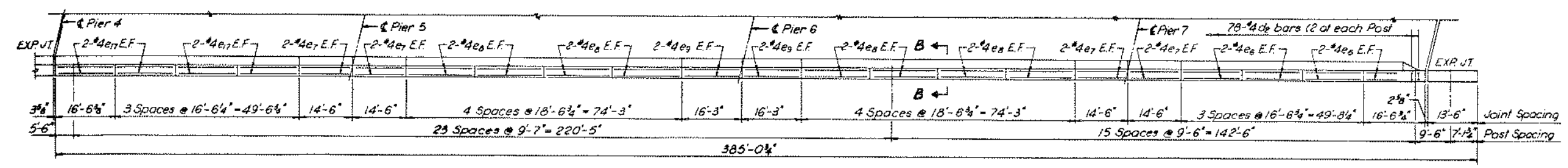
PLAN-EAST PARAPET S.B. ROADWAY SPANS 1, 2, 3 & 4



PLAN-EAST PARAPET S.B. ROADWAY SPANS 5, 6, 7 & 8



PLAN-WEST PARAPET S.B. ROADWAY SPANS 1, 2, 3 & 4



PLAN-WEST PARAPET S.B. ROADWAY SPANS 5, 6, 7 & 8

Note:  
All dimensions shown are along inside face of parapet.

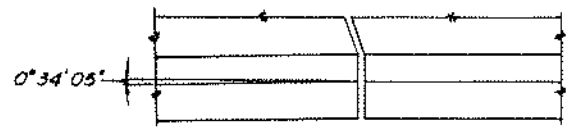
PARAPET & RAILS  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	52	#4	17'-2"	---
e1	32	#4	15'-8"	---
e2	16	#4	19'-5"	---
e3	48	#4	16'-3"	---
e7	32	#4	14'-2"	---
e8	64	#4	18'-3"	---
e9	16	#4	15'-11"	---
e14	32	#4	17'-1"	---
e15	16	#4	19'-3"	---
e16	12	#4	18'-10"	---
e17	16	#4	16'-2"	---
dg	306	#4	2'-1"	□
Class "X" Concrete			Cu Yd	46.5
Reinforcement Bars			Lb	4,230
Aluminum Railing			Lin Ft.	1,505

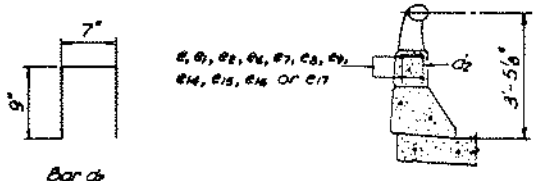
Notes:  
For Inside View of Abutments see Sh 20.  
For additional details see Sh 22.



DETAIL 'A'



DETAIL 'B'



SECTION B-B

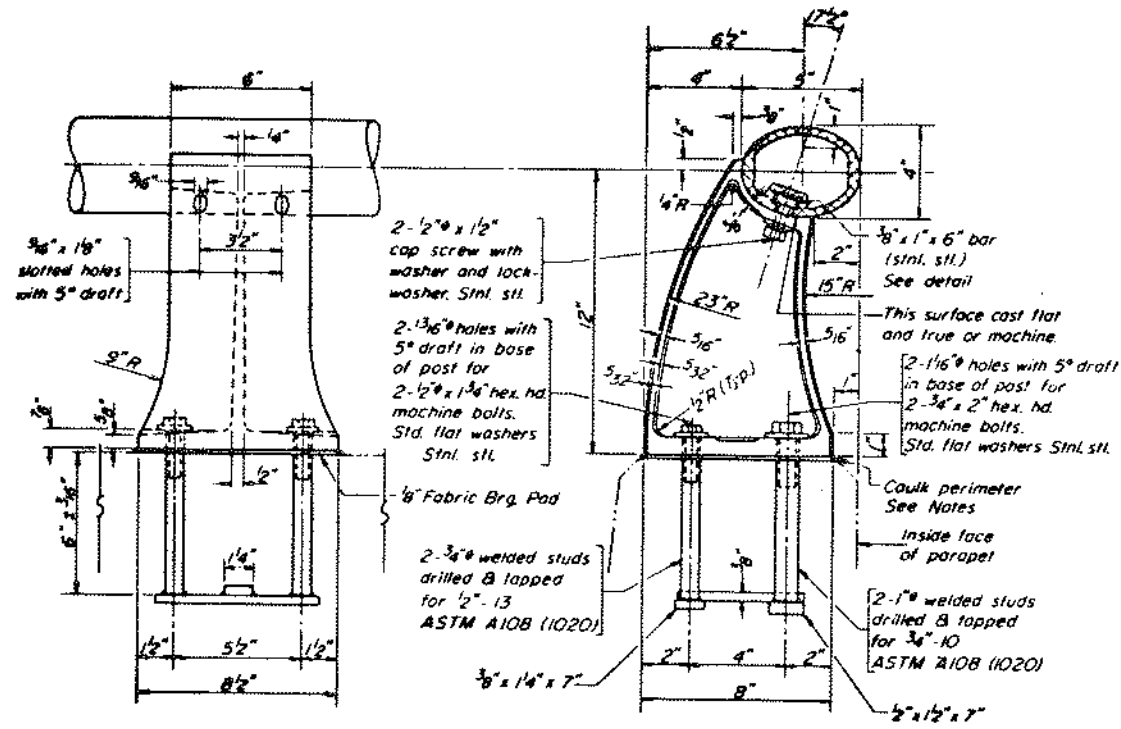
DESIGNED BY AT  
DRAWN BY EF  
CHECKED BY AJC

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
PARAPET & RAILING LAYOUTS  
SOUTHBOUND ROADWAY  
F.A.I. ROUTE 474 OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67+00.00  
F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BV B

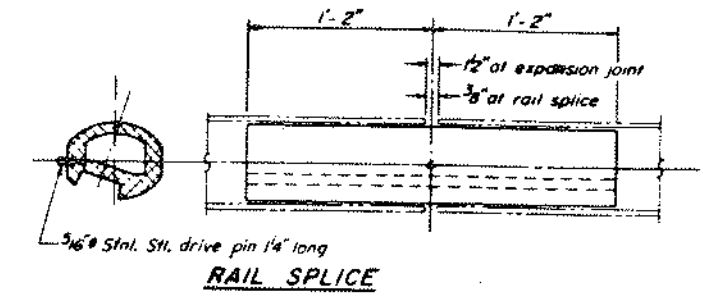
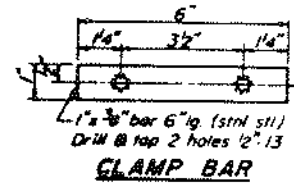
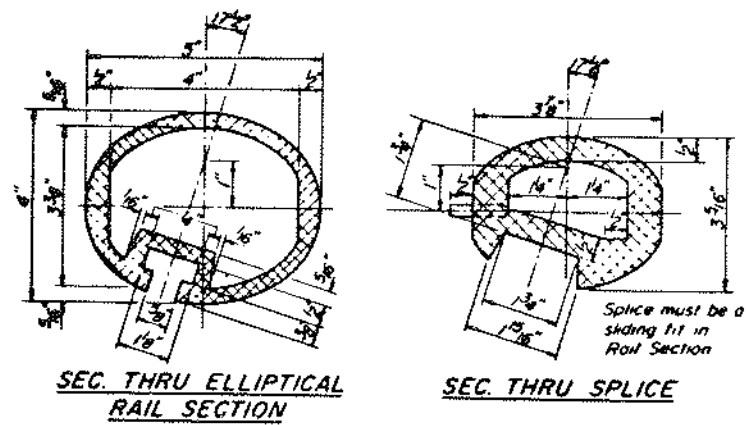
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

SHEET  
13 of 43

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. - 474	72-2 BVB	PEORIA	75	22
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT	

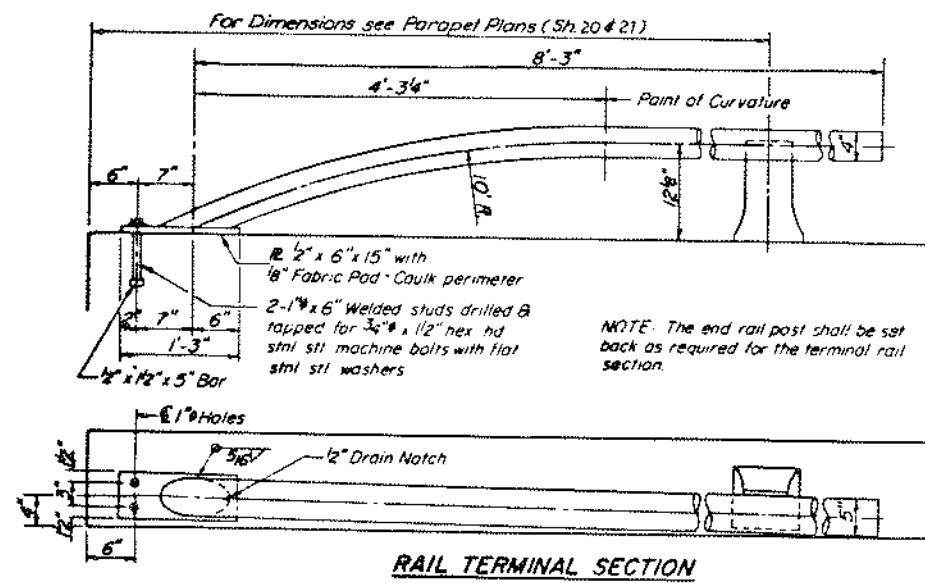
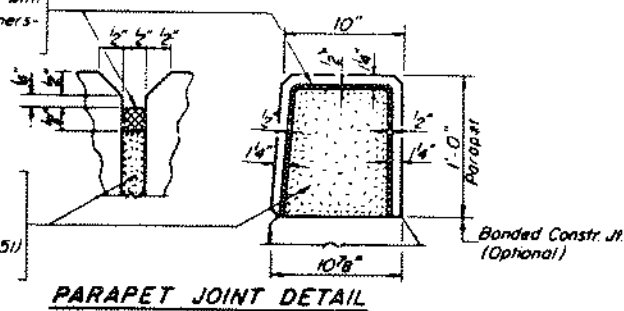


**RAIL POST DETAILS**



Two component non-staining gray sealing compound with polysulfide liquid polymers - gun grade with primer.

1/2" Preformed Cork Asphalt Joint Filler (meets qualifications for ASTM: Designation D 1751) Cost incidental.



**NOTES:**

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 Studs for 25% of the Posts. Rail element shall be parallel to Grade - high spots shall be ground and low spots shimmed.

Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.

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.

DESIGNED BY \_\_\_\_\_  
DRAWN BY S.D.  
CHECKED BY A.J.C.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ALUMINUM RAILING**  
F.A.I. ROUTE 474  
OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67 + 00.00  
F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB

CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

SHEET  
14 OF 43

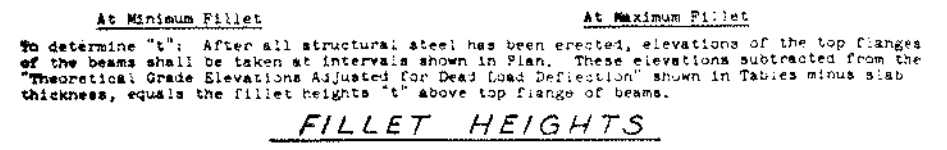
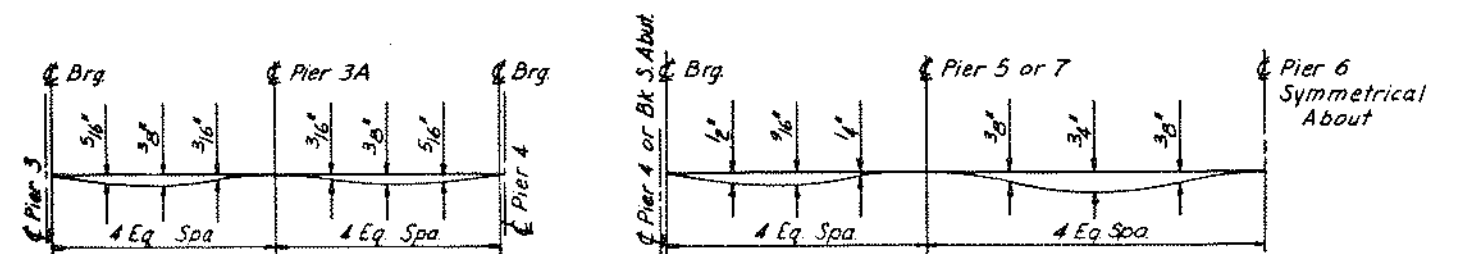
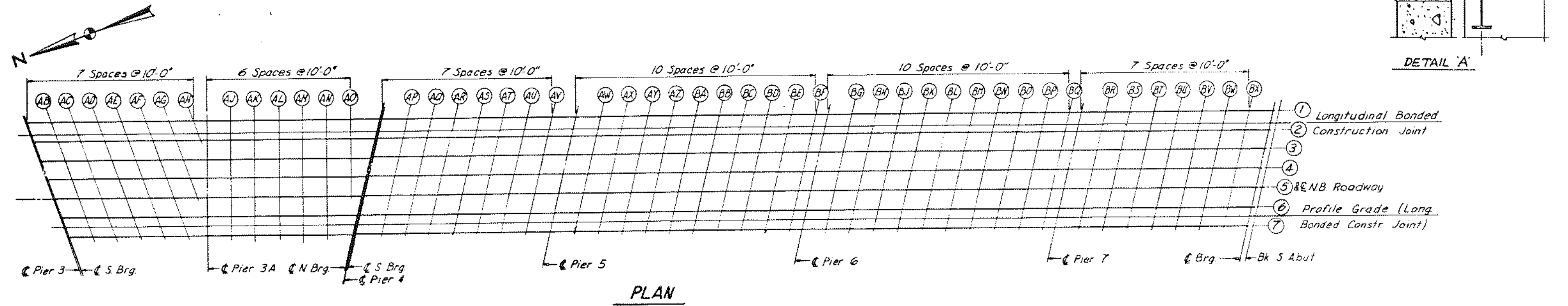
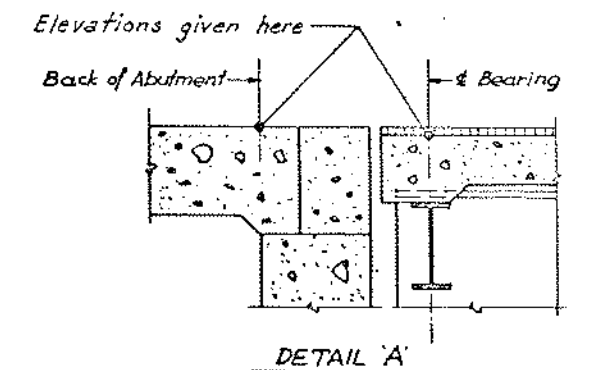
LOCATION	STATION	OFFSET	Theoretical Grade Elevations		Theo. Grade Elev. Adj. For Dead Load Deflection		LOCATION	STATION	OFFSET	Theoretical Grade Elevations		Theo. Grade Elev. Adj. For Dead Load Deflection		LOCATION	STATION	OFFSET	Theoretical Grade Elevations		Theo. Grade Elev. Adj. For Dead Load Deflection	
			1	2	1	2				1	2	1	2				1	2		
GIRDER 1 BK N A	6339.922	-32.000	514.362	514.362			BK N A	6341.742	-27.000	514.452	514.452			BK N A	6342.834	-24.000	514.508	514.508		
BRG N A	6342.589	-32.000	514.217	514.217			BRG N A	6344.409	-27.000	514.307	514.307			BRG N A	6345.501	-24.000	514.362	514.362		
A	6352.589	-32.000	514.184	514.183			A	6354.409	-27.000	514.235	514.234			A	6355.501	-24.000	514.289	514.289		
B	6362.589	-32.000	514.074	514.113			B	6364.409	-27.000	514.185	514.205			B	6365.501	-24.000	514.220	514.260		
C	6372.589	-32.000	514.007	514.049			C	6374.409	-27.000	514.100	514.141			C	6375.501	-24.000	514.155	514.197		
D	6382.589	-32.000	513.965	513.986			D	6384.409	-27.000	514.038	514.079			D	6385.501	-24.000	514.093	514.135		
E	6392.589	-32.000	513.885	513.918			E	6394.409	-27.000	513.979	514.011			E	6395.501	-24.000	514.035	514.068		
F	6402.589	-32.000	513.829	513.850			F	6404.409	-27.000	513.924	513.944			F	6405.501	-24.000	513.980	514.001		
G	6412.589	-32.000	513.777	513.788			G	6414.409	-27.000	513.872	513.883			G	6415.501	-24.000	513.929	513.940		
H	6422.589	-32.000	513.728	513.732			H	6424.409	-27.000	513.824	513.827			H	6425.501	-24.000	513.881	513.889		
PIER 1	6427.756	-32.000	513.704	513.704			PIER 1	6429.576	-27.000	513.800	513.800			PIER 1	6430.668	-24.000	513.858	513.858		
J	6437.756	-32.000	513.661	513.672			J	6439.576	-27.000	513.757	513.769			J	6440.668	-24.000	513.815	513.826		
K	6447.756	-32.000	513.621	513.643			K	6449.576	-27.000	513.718	513.740			K	6450.668	-24.000	513.776	513.799		
L	6457.756	-32.000	513.584	513.618			L	6459.576	-27.000	513.682	513.716			L	6460.668	-24.000	513.741	513.774		
M	6467.756	-32.000	513.551	513.596			M	6469.576	-27.000	513.630	513.695			M	6470.668	-24.000	513.709	513.754		
N	6477.756	-32.000	513.522	513.578			N	6479.576	-27.000	513.621	513.677			N	6480.668	-24.000	513.736	513.781		
O	6487.756	-32.000	513.496	513.553			O	6489.576	-27.000	513.595	513.653			O	6490.668	-24.000	513.655	513.713		
P	6497.756	-32.000	513.473	513.519			P	6499.576	-27.000	513.525	513.620			P	6500.668	-24.000	513.634	513.680		
Q	6507.756	-32.000	513.454	513.489			Q	6509.576	-27.000	513.595	513.690			Q	6510.668	-24.000	513.614	513.650		
R	6517.756	-32.000	513.439	513.462			R	6519.576	-27.000	513.540	513.564			R	6520.668	-24.000	513.601	513.625		
S	6527.756	-32.000	513.426	513.439			S	6529.576	-27.000	513.529	513.541			S	6530.668	-24.000	513.590	513.602		
PIER 2	6538.756	-32.000	513.417	513.417			PIER 2	6540.576	-27.000	513.520	513.520			PIER 2	6541.668	-24.000	513.582	513.582		
T	6548.756	-32.000	513.413	513.420			T	6550.576	-27.000	513.516	513.523			T	6551.668	-24.000	513.578	513.586		
U	6558.756	-32.000	513.411	513.426			U	6560.576	-27.000	513.516	513.530			U	6561.668	-24.000	513.578	513.593		
V	6568.756	-32.000	513.414	513.440			V	6570.576	-27.000	513.519	513.545			V	6571.668	-24.000	513.581	513.608		
W	6578.756	-32.000	513.420	513.458			W	6580.576	-27.000	513.525	513.564			W	6581.668	-24.000	513.588	513.627		
X	6588.756	-32.000	513.429	513.471			X	6590.576	-27.000	513.535	513.577			X	6591.668	-24.000	513.599	513.640		
Y	6598.756	-32.000	513.442	513.483			Y	6600.576	-27.000	513.548	513.590			Y	6601.668	-24.000	513.612	513.654		
Z	6608.756	-32.000	513.458	513.482			Z	6610.576	-27.000	513.565	513.595			Z	6611.668	-24.000	513.630	513.659		
AA	6618.756	-32.000	513.478	513.488			AA	6620.576	-27.000	513.584	513.596			AA	6621.668	-24.000	513.651	513.660		
N BRG PIER 3	6623.756	-32.000	513.489	513.489			N BRG PIER 3	6625.576	-27.000	513.597	513.597			N BRG PIER 3	6626.668	-24.000	513.662	513.662		
GIRDER 2 BK N A	6351.570	0.000	514.879	514.879			BK N A	6354.481	8.000	514.734	514.734			BK N A	6355.937	12.000	514.661	514.661		
BRG N A	6354.236	0.000	514.733	514.733			BRG N A	6357.148	8.000	514.590	514.590			BRG N A	6358.604	12.000	514.517	514.517		
A	6364.236	0.000	514.666	514.688			A	6367.148	8.000	514.522	514.541			A	6368.604	12.000	514.449	514.469		
B	6374.236	0.000	514.600	514.639			B	6377.148	8.000	514.457	514.496			B	6378.604	12.000	514.389	514.424		
C	6384.236	0.000	514.538	514.580			C	6387.148	8.000	514.396	514.437			C	6388.604	12.000	514.324	514.366		
D	6394.236	0.000	514.479	514.521			D	6397.148	8.000	514.338	514.379			D	6398.604	12.000	514.267	514.309		
E	6404.236	0.000	514.424	514.457			E	6407.148	8.000	514.284	514.316			E	6408.604	12.000	514.213	514.244		
F	6414.236	0.000	514.372	514.393			F	6417.148	8.000	514.233	514.253			F	6418.604	12.000	514.163	514.184		
G	6424.236	0.000	514.324	514.335			G	6427.148	8.000	514.186	514.197			G	6428.604	12.000	514.116	514.128		
H	6434.236	0.000	514.279	514.283			H	6437.148	8.000	514.142	514.146			H	6438.604	12.000	514.073	514.077		
PIER 1	6439.403	0.000	514.257	514.257			PIER 1	6442.315	8.000	514.121	514.121			PIER 1	6443.771	12.000	514.052	514.052		
J	6449.403	0.000	514.218	514.229			J	6452.315	8.000	514.082	514.093			J	6453.771	12.000	514.014	514.024		
K	6459.403	0.000	514.182	514.205			K	6462.315	8.000	514.047	514.070			K	6463.771	12.000	513.980	514.002		
L	6469.403	0.000	514.150	514.183			L	6472.315	8.000	514.016	514.050			L	6473.771	12.000	513.949	513.983		
M	6479.403	0.000	514.121	514.164			M	6482.315	8.000	513.988	514.033			M	6483.771	12.000	513.922	513.967		
N	6489.403	0.000	514.095	514.151			N	6492.315	8.000	513.963	514.020			N	6493.771	12.000	513.898	513.954		
O	6499.403	0.000	514.073	514.131			O	6502.315	8.000	513.942	514.000			O	6503.771	12.000	513.877	513.935		
P	6509.403	0.000	514.055	514.101			P	6512.315	8.000	513.925	513.971			P	6513.771	12.000	513.860	513.906		
Q	6519.403	0.000	514.040	514.075			Q	6522.315	8.000	513.911	513.946			Q	6523.771	12.000	513.847	513.882		
R	6529.403	0.000	514.028	514.052			R	6532.315	8.000	513.901	513.924			R	6533.771	12.000	513.837	513.861		
S	6539.403	0.000	514.020	514.033			S	6542.315	8.000	513.894	513.904			S	6543.771	12.000	513.830	513.843		
PIER 2	6550.403	0.000	514.014	514.014			PIER 2	6553.315	8.000	513.890	513.890			PIER 2	6554.771	12.000	513.827	513.827		
T	6560.403	0.000	514.015	514.022			T	6563.315	8.000	513.891	513.898			T	6564.771	12.000	513.828	513.836		
U	6570.403	0.000	514.018	514.033			U	6573.315	8.000	513.894	513.909			U	6574.771	12.000	513.833	513.848		
V	6580.403	0.000	514.024	514.051			V	6583.315	8.000	513.902	513.928			V	6584.771	12.000	51			



LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elevs. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elevs. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elevs. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elevs. Adj. For Dead Load Deflection				
GIRDER 1 S BRG PIER 3	AB	6625.589	-32.000	513.493	513.493	GIRDER 2 S BRG PIER 3	AB	6627.409	-27.000	513.602	513.602	GIRDER 3 S BRG PIER 3	AB	6628.501	-24.000	513.667	513.667	GIRDER 4 S BRG PIER 3	AB	6631.413	-16.000	513.841	513.841
	AC	6635.589	-32.000	513.519	513.533		AC	6637.409	-27.000	513.628	513.642		AC	6638.501	-24.000	513.694	513.708		AC	6641.413	-16.000	513.868	513.883
	AD	6649.589	-32.000	513.548	513.575		AD	6647.409	-27.000	513.658	513.684		AD	6648.501	-24.000	513.724	513.750		AD	6651.413	-16.000	513.900	513.926
	AE	6655.589	-32.000	513.581	513.610		AE	6657.409	-27.000	513.691	513.721		AE	6658.501	-24.000	513.758	513.787		AE	6661.413	-16.000	513.934	513.964
	AF	6665.589	-32.000	513.617	513.647		AF	6667.409	-27.000	513.728	513.757		AF	6668.501	-24.000	513.795	513.833		AF	6671.413	-16.000	513.973	513.999
	AG	6675.589	-32.000	513.657	513.679		AG	6677.409	-27.000	513.788	513.789		AG	6678.501	-24.000	513.835	513.859		AG	6681.413	-16.000	514.014	514.032
	AM	6685.589	-32.000	513.700	513.713		AM	6687.409	-27.000	513.812	513.824		AM	6688.501	-24.000	513.880	513.891		AM	6691.413	-16.000	514.014	514.032
	AO	6695.589	-32.000	513.747	513.752		AO	6697.409	-27.000	513.860	513.863		AO	6698.501	-24.000	513.927	513.930		AO	6699.413	-16.000	514.060	514.069
	PIER 3A	6701.403	-32.000	513.774	513.774		PIER 3A	6701.403	-27.000	513.880	513.880		PIER 3A	6701.403	-24.000	513.942	513.942		PIER 3A	6701.403	-16.000	514.108	514.108
	AJ	6711.403	-32.000	513.826	513.834		AJ	6711.403	-27.000	513.930	513.938		AJ	6711.403	-24.000	513.992	514.001		AJ	6711.403	-16.000	514.158	514.168
	AK	6721.403	-32.000	513.876	513.893		AK	6721.403	-27.000	513.980	513.997		AK	6721.403	-24.000	514.042	514.060		AK	6721.403	-16.000	514.208	514.227
	AL	6731.403	-32.000	513.926	513.952		AL	6731.403	-27.000	514.030	514.056		AL	6731.403	-24.000	514.092	514.119		AL	6731.403	-16.000	514.258	514.286
AM	6741.403	-32.000	513.976	514.006	AM	6741.403	-27.000	514.080	514.109	AM	6741.403	-24.000	514.142	514.172	AM	6741.403	-16.000	514.308	514.338				
AN	6751.403	-32.000	514.026	514.053	AN	6751.403	-27.000	514.130	514.156	AN	6751.403	-24.000	514.192	514.219	AN	6751.403	-16.000	514.358	514.385				
AO	6761.403	-32.000	514.076	514.092	AO	6761.403	-27.000	514.180	514.195	AO	6761.403	-24.000	514.242	514.256	AO	6761.403	-16.000	514.408	514.420				
N BRG PIER 4	6772.997	-32.000	514.133	514.133	N BRG PIER 4	6771.836	-27.000	514.232	514.232	N BRG PIER 4	6771.140	-24.000	514.291	514.291	N BRG PIER 4	6769.283	-16.000	514.448	514.448				
GIRDER 5 S BRG PIER 3	AB	6637.236	0.000	514.127	514.127	GIRDER 6 S BRG PIER 3	AB	6640.148	8.000	514.010	514.010	GIRDER 7 S BRG PIER 3	AB	6641.604	12.000	513.952	513.952	GIRDER 8 S BRG PIER 3	AB	6643.060	16.000	513.873	513.873
	AC	6647.236	0.000	514.157	514.173		AC	6650.148	8.000	514.041	514.038		AC	6651.604	12.000	513.984	514.001		AC	6653.060	16.000	513.905	513.923
	AD	6657.236	0.000	514.190	514.218		AD	6660.148	8.000	514.078	514.103		AD	6661.604	12.000	514.018	514.044		AD	6663.060	16.000	513.940	513.968
	AE	6667.236	0.000	514.227	514.258		AE	6670.148	8.000	514.113	514.144		AE	6671.604	12.000	514.057	514.088		AE	6673.060	16.000	513.979	514.010
	AF	6677.236	0.000	514.267	514.291		AF	6680.148	8.000	514.155	514.176		AF	6681.604	12.000	514.098	514.119		AF	6683.060	16.000	514.022	514.041
	AG	6687.236	0.000	514.311	514.325		AG	6690.148	8.000	514.199	514.211		AG	6691.604	12.000	514.144	514.154		AG	6693.060	16.000	514.067	514.076
	AM	6697.236	0.000	514.358	514.362		AM						AM						AM				
	PIER 3A	6701.403	0.000	514.379	514.379		PIER 3A	6701.403	8.000	514.254	514.254		PIER 3A	6701.403	12.000	514.192	514.192		PIER 3A	6701.403	16.000	514.108	514.108
	AJ	6711.403	0.000	514.429	514.439		AJ	6711.403	8.000	514.304	514.314		AJ	6711.403	12.000	514.242	514.252		AJ	6711.403	16.000	514.158	514.169
	AK	6721.403	0.000	514.479	514.499		AK	6721.403	8.000	514.354	514.374		AK	6721.403	12.000	514.292	514.312		AK	6721.403	16.000	514.208	514.229
	AL	6731.403	0.000	514.529	514.558		AL	6731.403	8.000	514.404	514.434		AL	6731.403	12.000	514.342	514.372		AL	6731.403	16.000	514.258	514.289
	AM	6741.403	0.000	514.579	514.608		AM	6741.403	8.000	514.454	514.482		AM	6741.403	12.000	514.392	514.420		AM	6741.403	16.000	514.308	514.334
AN	6751.403	0.000	514.629	514.652	AN	6751.403	8.000	514.504	514.525	AN	6751.403	12.000	514.442	514.461	AN	6751.403	16.000	514.358	514.376				
AO	6761.403	0.000	514.679	514.686	AO					AO					AO								
N BRG PIER 4	6765.570	0.000	514.700	514.700	N BRG PIER 4	6763.713	8.000	514.566	514.566	N BRG PIER 4	6761.403	12.000	514.492	514.494	N BRG PIER 4	6761.856	16.000	514.411	514.411				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
F A I - 474	72 - 2 BVB	PEORIA	75	24	
FED ROAD DIV NO. 7 ILLINOIS PROJECT					
LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elevs. Adj. For Dead Load Deflection	
GIRDER 3 S BRG PIER 3	AB	6634.324	-8.000	513.994	513.994
	AC	6644.324	-8.000	514.023	514.038
	AD	6654.324	-8.000	514.055	514.082
	AE	6664.324	-8.000	514.091	514.121
	AF	6674.324	-8.000	514.130	514.155
	AG	6684.324	-8.000	514.173	514.189
	AH	6694.324	-8.000	514.219	514.226
	PIER 3A	6701.403	-8.000	514.254	514.254
	AJ	6711.403	-8.000	514.304	514.314
	AK	6721.403	-8.000	514.354	514.373
	AL	6731.403	-8.000	514.404	514.432
	AM	6741.403	-8.000	514.454	514.483
AN	6751.403	-8.000	514.504	514.529	
AO	6761.403	-8.000	514.554	514.564	
GIRDER 4 N BRG PIER 4	AB	6634.324	-8.000	513.994	513.994
	AC	6644.324	-8.000	514.023	514.038
	AD	6654.324	-8.000	514.055	514.082
	AE	6664.324	-8.000	514.091	514.121
	AF	6674.324	-8.000	514.130	514.155
	AG	6684.324	-8.000	514.173	514.189
	AH	6694.324	-8.000	514.219	514.226
	PIER 3A	6701.403	-8.000	514.254	514.254
	AJ	6711.403	-8.000	514.304	514.314
	AK	6721.403	-8.000	514.354	514.373
	AL	6731.403	-8.000	514.404	514.432
	AM	6741.403	-8.000	514.454	514.483
AN	6751.403	-8.000	514.504	514.529	
AO	6761.403	-8.000	514.554	514.564	

Note A:  
All elevations in the tables are given at the top of the concrete deck as shown in Detail A.



DESIGNED BY: DP  
DRAWN BY: DP  
CHECKED BY: AUC

DEAD LOAD DEFLECTION DIAGRAMS  
(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 above.

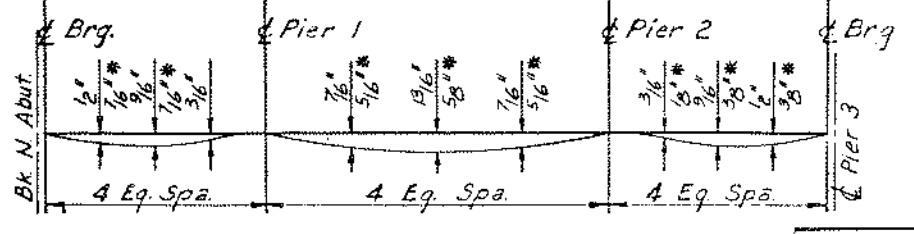
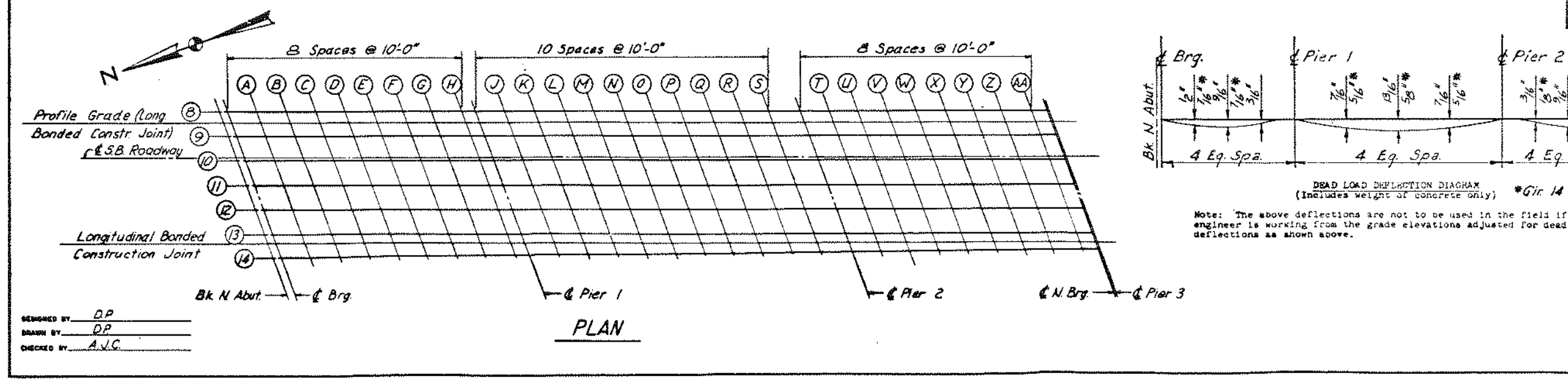
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown in Plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in Tables minus slab thickness, equals the fillet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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
ELEVATIONS  
NORTHBOUND ROADWAY  
F.A.I. ROUTE 474 OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67 + 00.00  
F.A.I. RT 474 PEORIA COUNTY SECTION 72-2BVB  
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection
LONGITUDINAL BONDED CONSTRUCTION JOINT																			
GIRDER 1					GIRDER 2					GIRDER 3					GIRDER 4				
AP	6774.823	-32.000	514.143	514.143	AP	6773.663	-27.000	514.241	514.241	AP	6772.966	-24.000	514.300	514.300	AP	6771.110	-16.000	514.457	514.457
AR	6784.823	-32.000	514.193	514.213	AR	6783.663	-27.000	514.291	514.312	AR	6782.966	-24.000	514.350	514.371	AR	6781.110	-16.000	514.507	514.528
AS	6794.823	-32.000	514.243	514.263	AS	6793.663	-27.000	514.341	514.362	AS	6792.966	-24.000	514.400	514.421	AS	6791.110	-16.000	514.557	514.578
AT	6804.823	-32.000	514.293	514.313	AT	6803.663	-27.000	514.391	514.412	AT	6802.966	-24.000	514.450	514.471	AT	6801.110	-16.000	514.607	514.628
AU	6814.823	-32.000	514.343	514.363	AU	6813.663	-27.000	514.441	514.462	AU	6812.966	-24.000	514.500	514.521	AU	6811.110	-16.000	514.657	514.678
AV	6824.823	-32.000	514.393	514.413	AV	6823.663	-27.000	514.491	514.512	AV	6822.966	-24.000	514.550	514.571	AV	6821.110	-16.000	514.707	514.728
AW	6834.823	-32.000	514.443	514.463	AW	6833.663	-27.000	514.541	514.562	AW	6832.966	-24.000	514.600	514.621	AW	6831.110	-16.000	514.757	514.778
AX	6844.823	-32.000	514.493	514.513	AX	6843.663	-27.000	514.591	514.612	AX	6842.966	-24.000	514.650	514.671	AX	6841.110	-16.000	514.807	514.828
AY	6854.823	-32.000	514.543	514.563	AY	6853.663	-27.000	514.641	514.662	AY	6852.966	-24.000	514.700	514.721	AY	6851.110	-16.000	514.857	514.878
AZ	6864.823	-32.000	514.593	514.613	AZ	6863.663	-27.000	514.691	514.712	AZ	6862.966	-24.000	514.750	514.771	AZ	6861.110	-16.000	514.907	514.928
BA	6874.823	-32.000	514.643	514.663	BA	6873.663	-27.000	514.741	514.762	BA	6872.966	-24.000	514.800	514.821	BA	6871.110	-16.000	514.957	514.978
BB	6884.823	-32.000	514.693	514.713	BB	6883.663	-27.000	514.831	514.852	BB	6882.966	-24.000	514.890	514.911	BB	6881.110	-16.000	515.047	515.068
BC	6894.823	-32.000	514.743	514.763	BC	6893.663	-27.000	514.921	514.942	BC	6892.966	-24.000	514.980	515.001	BC	6891.110	-16.000	515.137	515.158
BD	6904.823	-32.000	514.793	514.813	BD	6903.663	-27.000	515.011	515.032	BD	6902.966	-24.000	515.070	515.091	BD	6901.110	-16.000	515.227	515.248
BE	6914.823	-32.000	514.843	514.863	BE	6913.663	-27.000	515.091	515.112	BE	6912.966	-24.000	515.150	515.171	BE	6911.110	-16.000	515.307	515.328
BF	6924.823	-32.000	514.893	514.913	BF	6923.663	-27.000	515.171	515.192	BF	6922.966	-24.000	515.230	515.251	BF	6921.110	-16.000	515.387	515.408
BG	6934.823	-32.000	514.943	514.963	BG	6933.663	-27.000	515.251	515.272	BG	6932.966	-24.000	515.310	515.331	BG	6931.110	-16.000	515.467	515.488
BH	6944.823	-32.000	514.993	515.013	BH	6943.663	-27.000	515.331	515.352	BH	6942.966	-24.000	515.390	515.411	BH	6941.110	-16.000	515.547	515.568
BI	6954.823	-32.000	515.043	515.063	BI	6953.663	-27.000	515.411	515.432	BI	6952.966	-24.000	515.470	515.491	BI	6951.110	-16.000	515.627	515.648
LONGITUDINAL BONDED CONSTRUCTION JOINT																			
GIRDER 1					GIRDER 2					GIRDER 3					GIRDER 4				
AP	6964.823	-32.000	515.093	515.113	AP	6963.663	-27.000	515.491	515.512	AP	6962.966	-24.000	515.550	515.571	AP	6961.110	-16.000	515.707	515.728
AR	6974.823	-32.000	515.143	515.163	AR	6973.663	-27.000	515.571	515.592	AR	6972.966	-24.000	515.630	515.651	AR	6971.110	-16.000	515.787	515.808
AS	6984.823	-32.000	515.193	515.213	AS	6983.663	-27.000	515.651	515.672	AS	6982.966	-24.000	515.710	515.731	AS	6981.110	-16.000	515.867	515.888
AT	6994.823	-32.000	515.243	515.263	AT	6993.663	-27.000	515.731	515.752	AT	6992.966	-24.000	515.770	515.791	AT	6991.110	-16.000	515.927	515.948
AU	7004.823	-32.000	515.293	515.313	AU	7003.663	-27.000	515.811	515.832	AU	7002.966	-24.000	515.870	515.891	AU	7001.110	-16.000	516.027	516.048
AV	7014.823	-32.000	515.343	515.363	AV	7013.663	-27.000	515.891	515.912	AV	7012.966	-24.000	515.950	515.971	AV	7011.110	-16.000	516.107	516.128
AW	7024.823	-32.000	515.393	515.413	AW	7023.663	-27.000	515.971	515.992	AW	7022.966	-24.000	516.030	516.051	AW	7021.110	-16.000	516.187	516.208
AX	7034.823	-32.000	515.443	515.463	AX	7033.663	-27.000	516.051	516.072	AX	7032.966	-24.000	516.110	516.131	AX	7031.110	-16.000	516.267	516.288
AY	7044.823	-32.000	515.493	515.513	AY	7043.663	-27.000	516.131	516.152	AY	7042.966	-24.000	516.190	516.211	AY	7041.110	-16.000	516.347	516.368
AZ	7054.823	-32.000	515.543	515.563	AZ	7053.663	-27.000	516.211	516.232	AZ	7052.966	-24.000	516.270	516.291	AZ	7051.110	-16.000	516.427	516.448
BA	7064.823	-32.000	515.593	515.613	BA	7063.663	-27.000	516.291	516.312	BA	7062.966	-24.000	516.350	516.371	BA	7061.110	-16.000	516.507	516.528
BB	7074.823	-32.000	515.643	515.663	BB	7073.663	-27.000	516.371	516.392	BB	7072.966	-24.000	516.430	516.451	BB	7071.110	-16.000	516.587	516.608
BC	7084.823	-32.000	515.693	515.713	BC	7083.663	-27.000	516.451	516.472	BC	7082.966	-24.000	516.510	516.531	BC	7081.110	-16.000	516.667	516.688
BD	7094.823	-32.000	515.743	515.763	BD	7093.663	-27.000	516.531	516.552	BD	7092.966	-24.000	516.590	516.611	BD	7091.110	-16.000	516.747	516.768
BE	7104.823	-32.000	515.793	515.813	BE	7103.663	-27.000	516.611	516.632	BE	7102.966	-24.000	516.670	516.691	BE	7101.110	-16.000	516.827	516.848
BF	7114.823	-32.000	515.843	515.863	BF	7113.663	-27.000	516.691	516.712	BF	7112.966	-24.000	516.750	516.771	BF	7111.110	-16.000	516.907	516.928
BG	7124.823	-32.000	515.893	515.913	BG	7123.663	-27.000	516.771	516.792	BG	7122.966	-24.000	516.830	516.851	BG	7121.110	-16.000	516.987	517.008
BH	7134.823	-32.000	515.943	515.963	BH	7133.663	-27.000	516.851	516.872	BH	7132.966	-24.000	516.910	516.931	BH	7131.110	-16.000	517.067	517.088
BI	7144.823	-32.000	515.993	516.013	BI	7143.663	-27.000	516.931	516.952	BI	7142.966	-24.000	517.000	517.021	BI	7141.110	-16.000	517.157	517.178
LONGITUDINAL BONDED CONSTRUCTION JOINT																			
GIRDER 1					GIRDER 2					GIRDER 3					GIRDER 4				
AP	7154.823	-32.000	516.043	516.063	AP	7153.663	-27.000	517.011	517.032	AP	7152.966	-24.000	517.070	517.091	AP	7151.110	-16.000	517.227	517.248
AR	7164.823	-32.000	516.093	516.113	AR	7163.663	-27.000	517.091	517.112	AR	7162.966	-24.000	517.150	517.171	AR	7161.110	-16.000	517.307	517.328
AS	7174.823	-32.000	516.143	516.163	AS	7173.663	-27.000	517.171	517.192	AS	7172.966	-24.000	517.230	517.251	AS	7171.110	-16.000	517.387	517.408
AT	7184.823	-32.000	516.193	516.213	AT	7183.663	-27.000	517.251	517.272	AT	7182.966	-24.000	517.310	517.331	AT	7181.110	-16.000	517.467	517.488
AU	7194.823	-32.000	516.243	516.263	AU	7193.663	-27.000	517.331	517.352	AU	7192.966	-24.000	517.390	517.411	AU	7191.110	-16.000	517.547	517.568
AV	7204.823	-32.000	516.293	516.313	AV	7203.663	-27.000	517.411	517.432	AV	7202.966	-24.000	517.470	517.491	AV	7201.110	-16.000	517.627	517.648
AW	7214.823	-32.000	516.343	516.363	AW	7213.663	-27.000	517.491	517.512	AW	7212.966	-24.000	517.550	517.571	AW	7211.110	-16.000	517.707	517.728
AX	7224.823	-32.000	516.393	516.413	AX	7223.663	-27.000	517.571	517.592	AX	7222.966	-24.000	517.630	517.651	AX	7221.110	-16.000	517.787	517.808
AY	7234.823	-32.000	516.443	516.463	AY	7233.663	-27.000	517.651	517.672	AY	7232.966	-24.000	517.710	517.731	AY	7231.110	-16.000	517.867	517.888
AZ	7244.823	-32.000	516.493	516.513	AZ	7243.663	-27.000	517.731	517.752	AZ	7242.966	-24.000	517.770	517.791	AZ	7241.110	-16.000	517.927	517.948
BA	7254.823	-32.000	516.543	516.563	BA	7253.663	-27.000	517.811	517.832	BA	7252.966	-24.000	517.870	517.891	BA	7251.110	-16.000	518.027	518.048
BB	7264.823	-32.000	516.593	516.613	BB	7263.663	-27.000	517.891	517.912	BB	7262.966	-24.000	517.950	517.971	BB	7261.110	-16.000	518.107	518.128
BC	7274.823	-32.000	516.643	516.663	BC	7273.663	-27.000	517.971	517.992	BC	7272.966	-24.000	518.030	518.051	BC	7271.			

LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection
BK N A	6377.766	-16.000	514.432	514.432	BK N A	6379.222	-12.000	514.506	514.506	BK N A	6380.860	-7.500	514.566	514.566	BK N A	6383.590	0.000	514.667	514.667
BRG N A	6380.433	-16.000	514.291	514.291	BRG N A	6381.889	-12.000	514.365	514.365	BRG N A	6383.528	-7.500	514.425	514.425	BRG N A	6386.256	0.000	514.526	514.526
A	6390.433	-16.000	514.231	514.250	A	6391.889	-12.000	514.305	514.325	A	6393.528	-7.500	514.366	514.386	A	6396.256	0.000	514.468	514.487
B	6400.433	-16.000	514.174	514.213	B	6401.889	-12.000	514.249	514.288	B	6403.528	-7.500	514.311	514.350	B	6406.256	0.000	514.413	514.452
C	6410.433	-16.000	514.121	514.165	C	6411.889	-12.000	514.197	514.240	C	6413.528	-7.500	514.259	514.302	C	6416.256	0.000	514.315	514.354
D	6420.433	-16.000	514.071	514.118	D	6421.889	-12.000	514.147	514.194	D	6423.528	-7.500	514.210	514.256	D	6426.256	0.000	514.266	514.313
E	6430.433	-16.000	514.021	514.061	E	6431.889	-12.000	514.102	514.138	E	6433.528	-7.500	514.165	514.201	E	6436.256	0.000	514.221	514.257
F	6440.433	-16.000	513.983	514.004	F	6441.889	-12.000	514.060	514.081	F	6443.528	-7.500	514.124	514.145	F	6446.256	0.000	514.180	514.216
G	6450.433	-16.000	513.943	513.955	G	6451.889	-12.000	514.021	514.032	G	6453.528	-7.500	514.084	514.097	G	6456.256	0.000	514.140	514.176
H	6460.433	-16.000	513.903	513.912	H	6461.889	-12.000	513.986	513.990	H	6463.528	-7.500	514.041	514.055	H	6466.256	0.000	514.100	514.136
PIER 1	6465.599	-16.000	513.891	513.891	PIER 1	6467.055	-12.000	513.969	513.969	PIER 1	6468.693	-7.500	514.039	514.035	PIER 1	6471.423	0.000	514.143	514.143
J	6475.599	-16.000	513.861	513.874	J	6477.055	-12.000	513.940	513.953	J	6478.693	-7.500	514.005	514.019	J	6481.423	0.000	514.115	514.128
K	6485.599	-16.000	513.834	513.860	K	6487.055	-12.000	513.913	513.940	K	6488.693	-7.500	513.980	514.006	K	6491.423	0.000	514.090	514.117
L	6495.599	-16.000	513.810	513.849	L	6497.055	-12.000	513.891	513.930	L	6498.693	-7.500	513.957	513.996	L	6501.423	0.000	514.059	514.108
M	6505.599	-16.000	513.791	513.841	M	6507.055	-12.000	513.871	513.922	M	6508.693	-7.500	513.939	513.989	M	6511.423	0.000	514.051	514.102
N	6515.599	-16.000	513.774	513.836	N	6517.055	-12.000	513.855	513.917	N	6518.693	-7.500	513.924	513.985	N	6521.423	0.000	514.037	514.099
O	6525.599	-16.000	513.762	513.824	O	6527.055	-12.000	513.843	513.906	O	6528.693	-7.500	513.912	513.975	O	6531.423	0.000	514.026	514.089
P	6535.599	-16.000	513.752	513.804	P	6537.055	-12.000	513.834	513.884	P	6538.693	-7.500	513.904	513.955	P	6541.423	0.000	514.019	514.071
Q	6545.599	-16.000	513.744	513.787	Q	6547.055	-12.000	513.829	513.869	Q	6548.693	-7.500	513.899	513.939	Q	6551.423	0.000	514.015	514.056
R	6555.599	-16.000	513.744	513.772	R	6557.055	-12.000	513.827	513.859	R	6558.693	-7.500	513.898	513.925	R	6561.423	0.000	514.015	514.043
S	6565.599	-16.000	513.745	513.760	S	6567.055	-12.000	513.829	513.844	S	6568.693	-7.500	513.900	513.914	S	6571.423	0.000	514.018	514.033
PIER 2	6576.599	-16.000	513.751	513.751	PIER 2	6578.055	-12.000	513.835	513.835	PIER 2	6579.693	-7.500	513.907	513.907	PIER 2	6582.423	0.000	514.026	514.026
T	6586.599	-16.000	513.759	513.767	T	6588.055	-12.000	513.844	513.851	T	6589.693	-7.500	513.916	513.924	T	6592.423	0.000	514.037	514.044
U	6596.599	-16.000	513.771	513.786	U	6598.055	-12.000	513.857	513.871	U	6599.693	-7.500	513.929	513.942	U	6602.423	0.000	514.051	514.065
V	6606.599	-16.000	513.787	513.815	V	6608.055	-12.000	513.873	513.901	V	6609.693	-7.500	513.946	513.975	V	6612.423	0.000	514.068	514.097
W	6616.599	-16.000	513.806	513.849	W	6618.055	-12.000	513.892	513.936	W	6619.693	-7.500	513.966	514.009	W	6622.423	0.000	514.089	514.133
X	6626.599	-16.000	513.829	513.874	X	6628.055	-12.000	513.915	513.960	X	6629.693	-7.500	513.990	514.035	X	6632.423	0.000	514.114	514.159
Y	6636.599	-16.000	513.859	513.897	Y	6638.055	-12.000	513.942	513.985	Y	6639.693	-7.500	514.017	514.060	Y	6642.423	0.000	514.142	514.185
Z	6646.599	-16.000	513.884	513.914	Z	6648.055	-12.000	513.972	514.001	Z	6649.693	-7.500	514.048	514.077	Z	6652.423	0.000	514.174	514.203
AA	6656.599	-16.000	513.917	513.927	AA	6658.055	-12.000	514.006	514.015	AA	6659.693	-7.500	514.082	514.092	AA	6662.423	0.000	514.209	514.219
N BRG PIER 3	6661.599	-16.000	513.933	513.933	N BRG PIER 3	6663.055	-12.000	514.024	514.024	N BRG PIER 3	6664.693	-7.500	514.100	514.100	N BRG PIER 3	6667.423	0.000	514.228	514.228

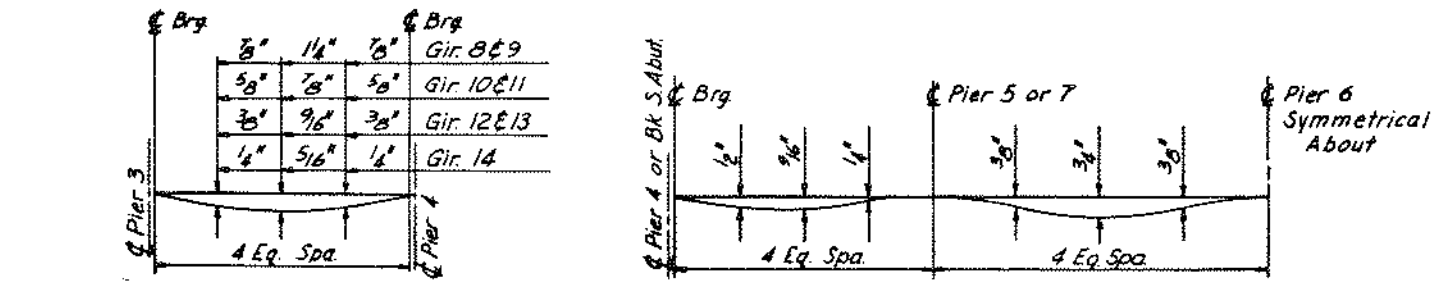
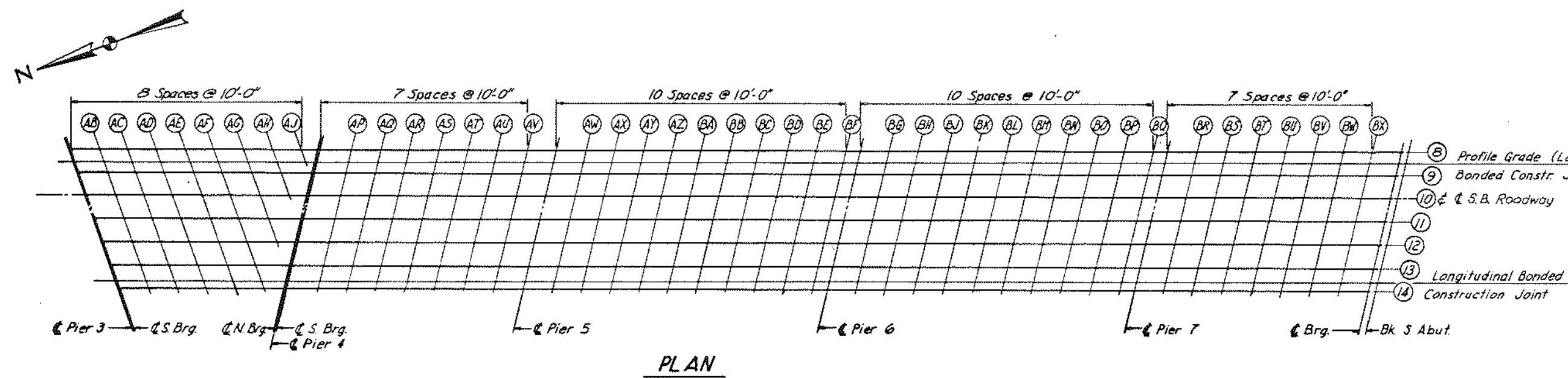
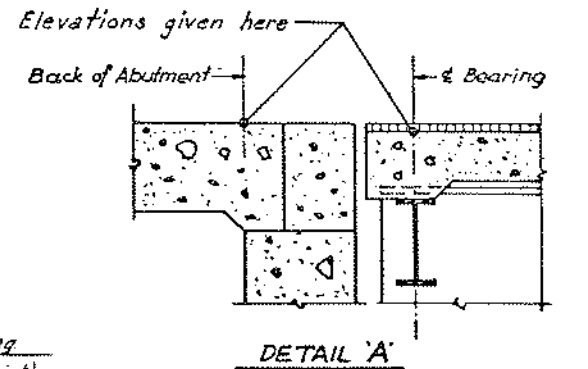
LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection
BK N A	6383.953	1.000	514.649	514.649
BRG N A	6386.620	1.000	514.508	514.508
A	6396.620	1.000	514.450	514.470
B	6406.620	1.000	514.396	514.435
C	6416.620	1.000	514.345	514.389
D	6426.620	1.000	514.297	514.344
E	6436.620	1.000	514.253	514.289
F	6446.620	1.000	514.213	514.234
G	6456.620	1.000	514.176	514.187
H	6466.620	1.000	514.143	514.146
PIER 1	6471.787	1.000	514.127	514.127
J	6481.787	1.000	514.099	514.112
K	6491.787	1.000	514.074	514.100
L	6501.787	1.000	514.053	514.092
M	6511.787	1.000	514.035	514.086
N	6521.787	1.000	514.021	514.083
O	6531.787	1.000	514.010	514.073
P	6541.787	1.000	514.003	514.055
Q	6551.787	1.000	514.000	514.040
R	6561.787	1.000	514.003	514.027
S	6571.787	1.000	514.003	514.017
PIER 2	6582.787	1.000	514.011	514.011
T	6592.787	1.000	514.021	514.029
U	6602.787	1.000	514.036	514.050
V	6612.787	1.000	514.053	514.082
W	6622.787	1.000	514.075	514.118
X	6632.787	1.000	514.099	514.144
Y	6642.787	1.000	514.128	514.170
Z	6652.787	1.000	514.159	514.189
AA	6662.787	1.000	514.195	514.204
N BRG PIER 3	6667.787	1.000	514.213	514.213
BK N A	6396.256	34.823	513.930	513.930
BRG N A	6398.921	34.796	513.791	513.791
A	6408.885	34.897	513.740	513.757
B	6418.849	34.998	513.692	513.726
C	6428.813	34.999	513.647	513.684
D	6438.777	34.999	513.606	513.643
E	6448.741	34.999	513.569	513.598
F	6458.705	34.999	513.535	513.554
G	6468.669	34.999	513.504	513.515
H	6478.632	34.999	513.477	513.481
PIER 1	6483.786	33.966	513.485	513.465
J	6493.750	33.867	513.443	513.452
K	6503.713	33.768	513.425	513.443
L	6513.677	33.669	513.410	513.438
M	6523.641	33.569	513.398	513.436
N	6533.605	33.470	513.390	513.437
O	6543.569	33.371	513.386	513.434
P	6553.533	33.271	513.385	513.424
Q	6563.497	33.171	513.388	513.417
R	6573.460	33.074	513.394	513.413
S	6583.424	32.974	513.403	513.414
PIER 2	6594.385	32.864	513.418	513.418
T	6604.348	32.765	513.434	513.439
U	6614.312	32.666	513.455	513.465
V	6624.276	32.566	513.478	513.497
W	6634.240	32.467	513.506	513.534
X	6644.204	32.368	513.536	513.566
Y	6654.168	32.269	513.571	513.602
Z	6664.132	32.169	513.608	513.630
AA	6674.095	32.070	513.649	513.657
N BRG PIER 3	6679.077	32.020	513.671	513.671



LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	LOCATION	STATION	OFFSET	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	
BRIDGE 8	6663.433	-16.000	513.942	513.942	BRIDGE 9	6664.889	-12.000	514.031	514.031	BRIDGE 10	6666.344	-8.000	514.099	514.099	BRIDGE 11	6669.256	0.000	514.235	514.235	
AB	6673.433	-16.000	513.981	514.015	AB	6674.889	-12.000	514.070	514.105	AB	6676.344	-8.000	514.139	514.175	AB	6679.256	0.000	514.274	514.305	
AC	6683.433	-16.000	514.023	514.092	AC	6684.889	-12.000	514.113	514.183	AC	6686.344	-8.000	514.182	514.254	AC	6689.256	0.000	514.320	514.374	
AD	6693.433	-16.000	514.069	514.155	AD	6694.889	-12.000	514.159	514.246	AD	6696.344	-8.000	514.229	514.317	AD	6699.256	0.000	514.368	514.432	
AE	6703.433	-16.000	514.118	514.219	AE	6704.889	-12.000	514.209	514.311	AE	6706.344	-8.000	514.279	514.382	AE	6709.256	0.000	514.418	514.489	
AF	6713.433	-16.000	514.168	514.262	AF	6714.889	-12.000	514.259	514.350	AF	6716.344	-8.000	514.329	514.418	AF	6719.256	0.000	514.468	514.528	
AG	6723.433	-16.000	514.218	514.297	AG	6724.889	-12.000	514.309	514.385	AG	6726.344	-8.000	514.379	514.452	AG	6729.256	0.000	514.518	514.562	
AH	6733.433	-16.000	514.268	514.321	AH	6734.889	-12.000	514.359	514.405	AH	6736.344	-8.000	514.429	514.467	AH	6739.256	0.000	514.568	514.584	
AJ	6743.433	-16.000	514.318	514.337	AJ	6744.889	-12.000	514.409	514.420	AJ					AJ					
BRIDGE 12	6675.030	16.000	513.988	513.988	BRIDGE 13	6677.991	24.000	513.833	513.833	BRIDGE 14	6680.903	32.000	513.679	513.679						
AB	6685.080	16.000	514.031	514.049	AB	6687.991	24.000	513.877	513.898	AB	6689.993	29.500	513.772	513.787						
AC	6695.080	16.000	514.077	514.112	AC	6697.991	24.000	513.925	513.961	AC	6699.993	29.500	513.820	513.843						
AD	6705.080	16.000	514.127	514.171	AD	6707.991	24.000	513.979	514.021	AD	6709.993	29.500	513.870	513.896						
AE	6715.080	16.000	514.177	514.217	AE	6717.991	24.000	514.025	514.062	AE	6719.993	29.500	513.920	513.943						
AF	6725.080	16.000	514.227	514.258	AF	6727.991	24.000	514.075	514.098	AF	6729.993	29.500	513.970	513.992						
AG	6735.080	16.000			AG					AG										
AH					AH					AH										
AJ					AJ					AJ										
BRIDGE 15	6741.428	16.000	514.308	514.308	BRIDGE 16	6739.571	24.000	514.139	514.139	BRIDGE 17	6738.295	29.500	514.012	514.012	BRIDGE 18	6737.715	32.000	513.997	513.997	
AB					AB					AB					AB					
AC					AC					AC					AC					
AD					AD					AD					AD					
AE					AE					AE					AE					
AF					AF					AF					AF					
AG					AG					AG					AG					
AH					AH					AH					AH					
AJ					AJ					AJ					AJ					

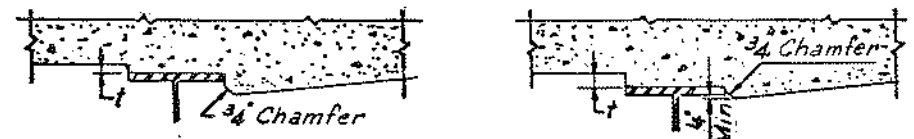
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2BVB	PEORIA	75	27
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT	

Note A:  
All elevations in the tables are given at the top of the concrete deck as shown in Detail A



DEAD LOAD DEFLECTION DIAGRAMS  
(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 above.



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

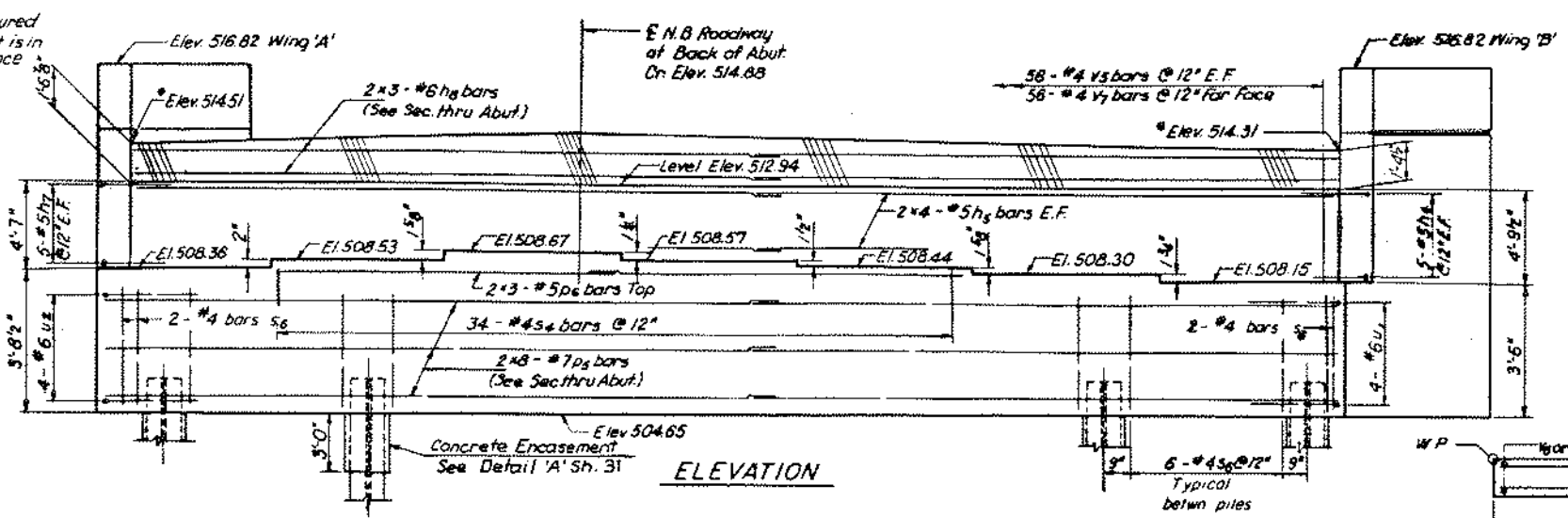
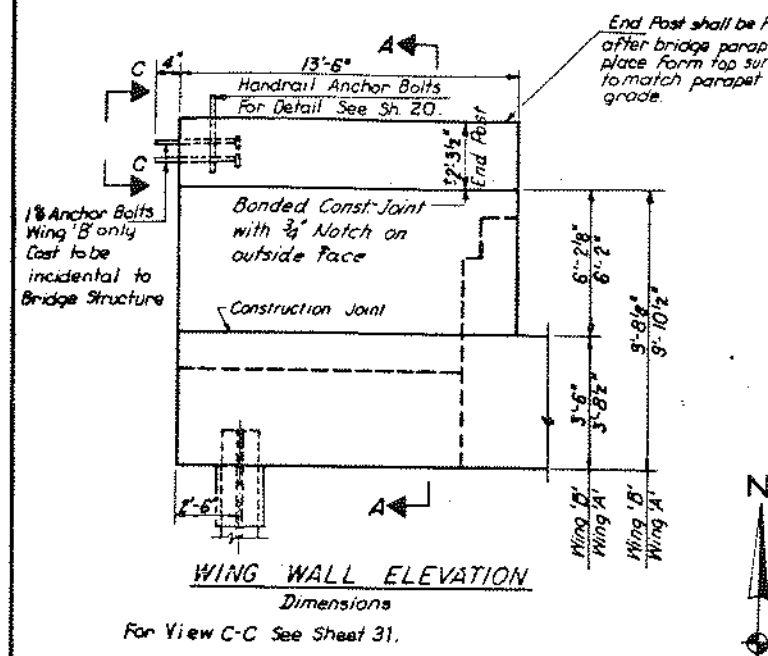
FILLET HEIGHTS

DESIGNED BY: DP  
DRAWN BY: DP  
CHECKED BY: A.J.C.

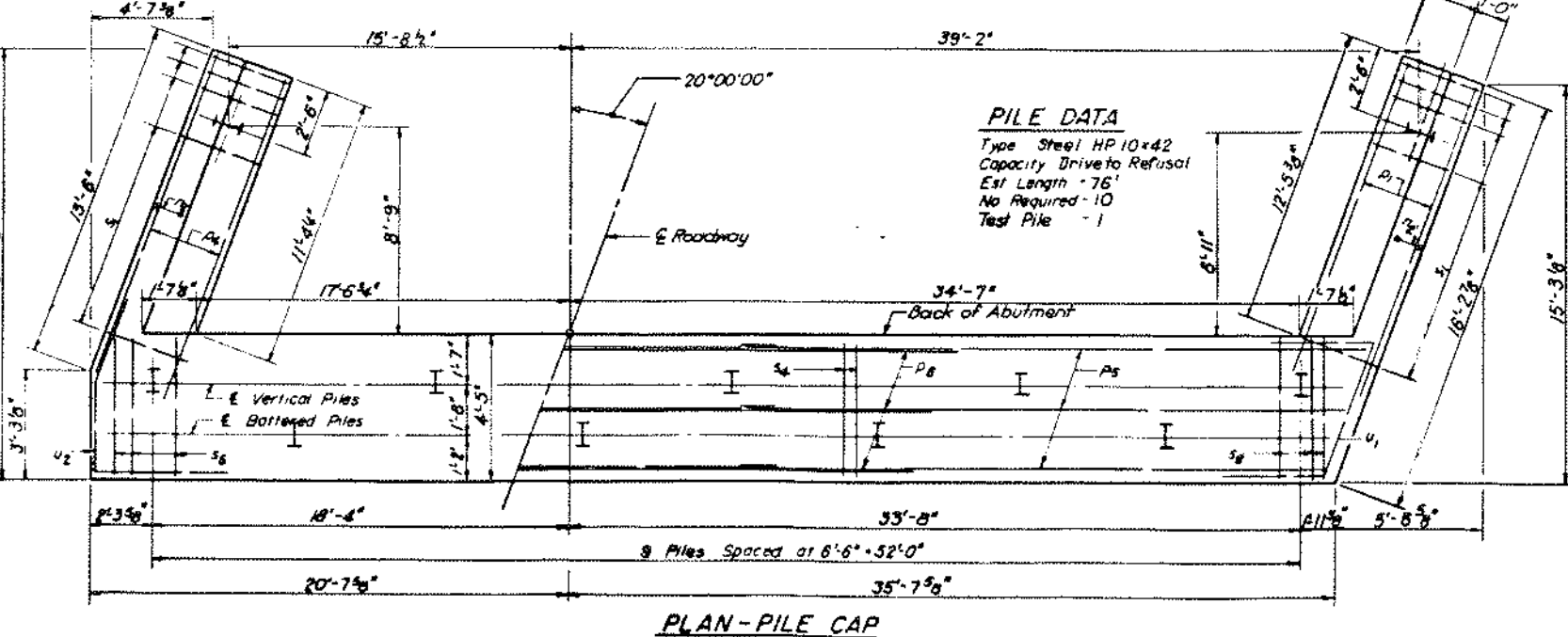
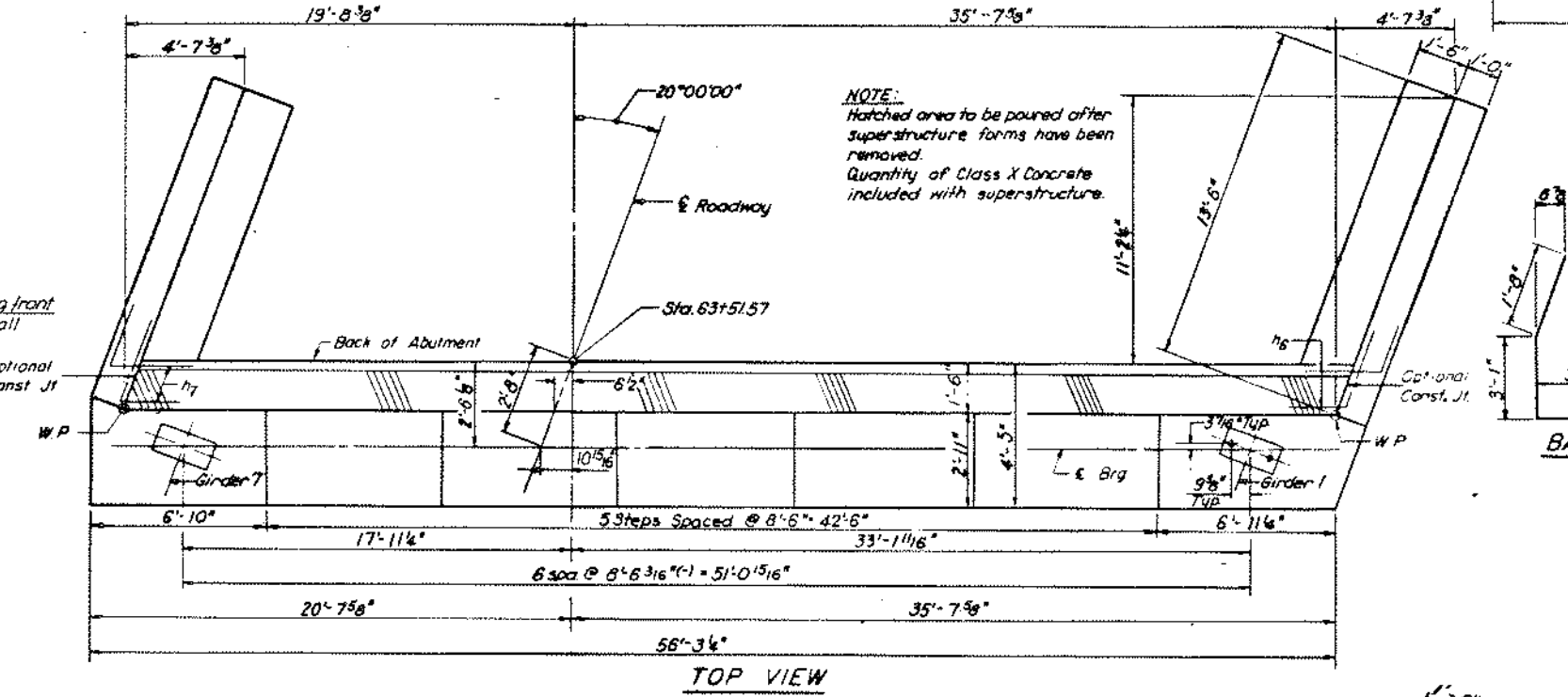
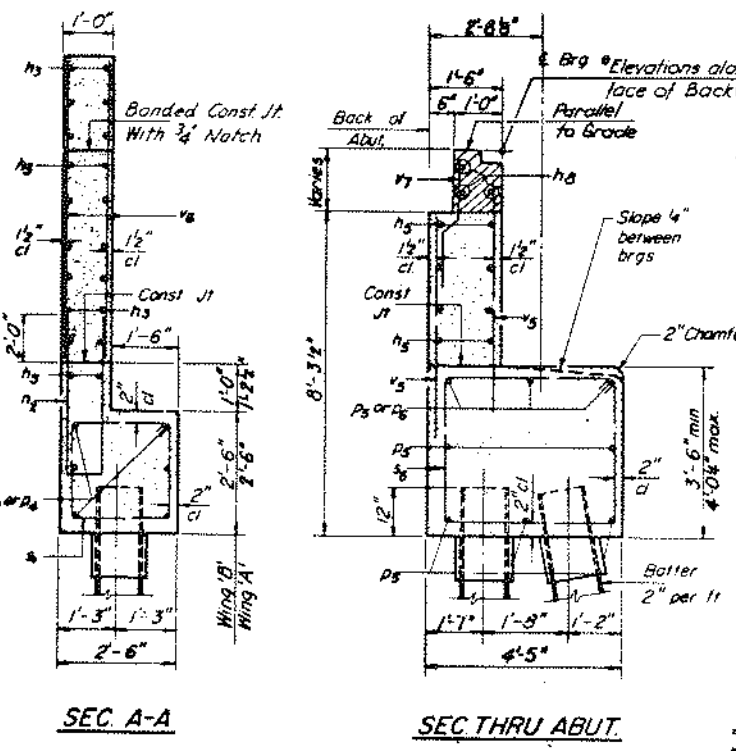
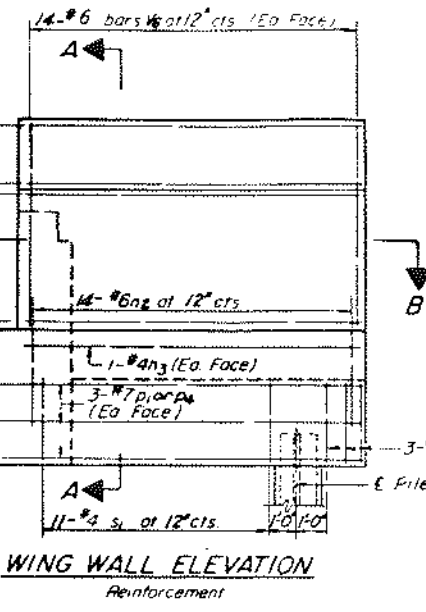
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
ELEVATIONS  
SOUTHBOUND ROADWAY  
F.A.I. ROUTE 474 OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67+00.00  
F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

LOCATION	STATION	OFFSET	Theoretical Grade Elevations		Theoretical Grade Elevations	Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection		LOCATION	STATION	OFFSET	Theoretical Grade Elevations		Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection		LOCATION	STATION	OFFSET	Theoretical Grade Elevations		Theoretical Grade Elevations	Theo. Grade Elev. Adj. For Dead Load Deflection	
			Left	Right			Left	Right				Left	Right		Left	Right				Left	Right			
AP	6750.690	-16.000	514.355	514.355					AP	6759.761	-12.000	514.433	514.433				AP	6748.833	-8.000	514.491	514.491			
AP	6760.690	-16.000	514.405	514.405					AP	6769.761	-12.000	514.483	514.483				AP	6758.833	-8.000	514.541	514.541			
AR	6770.690	-16.000	514.455	514.455					AR	6779.761	-12.000	514.533	514.533				AR	6768.833	-8.000	514.591	514.591			
AR	6780.690	-16.000	514.505	514.505					AR	6789.761	-12.000	514.583	514.583				AR	6778.833	-8.000	514.641	514.641			
AS	6790.690	-16.000	514.555	514.555					AS	6799.761	-12.000	514.633	514.633				AS	6788.833	-8.000	514.691	514.691			
AT	6800.690	-16.000	514.605	514.605					AT	6809.761	-12.000	514.683	514.683				AT	6798.833	-8.000	514.741	514.741			
AU	6810.690	-16.000	514.655	514.655					AU	6819.761	-12.000	514.773	514.773				AU	6808.833	-8.000	514.791	514.791			
AV	6820.690	-16.000	514.705	514.705					AV	6829.761	-12.000	514.783	514.783				AV	6818.833	-8.000	514.841	514.841			
AP	6830.690	-16.000	514.755	514.755					AP	6839.761	-12.000	514.833	514.833				AP	6828.833	-8.000	514.891	514.891			
AW	6840.690	-16.000	514.805	514.805					AW	6849.761	-12.000	514.883	514.883				AW	6838.833	-8.000	514.941	514.941			
AX	6850.690	-16.000	514.855	514.855					AX	6859.761	-12.000	514.933	514.933				AX	6848.833	-8.000	514.991	514.991			
AY	6860.690	-16.000	514.905	514.905					AY	6869.761	-12.000	514.983	514.983				AY	6858.833	-8.000	515.041	515.041			
AZ	6870.690	-16.000	514.955	514.955					AZ	6879.761	-12.000	515.033	515.033				AZ	6868.833	-8.000	515.091	515.091			
BA	6880.690	-16.000	515.005	515.005					BA	6889.761	-12.000	515.083	515.083				BA	6878.833	-8.000	515.141	515.141			
BB	6890.690	-16.000	515.055	515.055					BB	6899.761	-12.000	515.133	515.133				BB	6888.833	-8.000	515.191	515.191			
BC	6900.690	-16.000	515.105	515.105					BC	6909.761	-12.000	515.183	515.183				BC	6898.833	-8.000	515.241	515.241			
BD	6910.690	-16.000	515.155	515.155					BD	6919.761	-12.000	515.233	515.233				BD	6908.833	-8.000	515.291	515.291			
BE	6920.690	-16.000	515.205	515.205					BE	6929.761	-12.000	515.283	515.283				BE	6918.833	-8.000	515.341	515.341			
BF	6930.690	-16.000	515.255	515.255					BF	6939.761	-12.000	515.333	515.333				BF	6928.833	-8.000	515.391	515.391			
AP	6940.690	-16.000	515.305	515.305					AP	6949.761	-12.000	515.423	515.423				AP	6938.833	-8.000	515.481	515.481			
BG	6950.690	-16.000	515.355	515.355					BG	6959.761	-12.000	515.413	515.413				BG	6948.833	-8.000	515.471	515.471			
BH	6960.690	-16.000	515.405	515.405					BH	6969.761	-12.000	515.503	515.503				BH	6958.833	-8.000	515.561	515.561			
BI	6970.690	-16.000	515.455	515.455					BI	6979.761	-12.000	515.533	515.533				BI	6968.833	-8.000	515.611	515.611			
BJ	6980.690	-16.000	515.505	515.505					BJ	6989.761	-12.000	515.583	515.583				BJ	6978.833	-8.000	515.671	515.671			
BK	6990.690	-16.000	515.555	515.555					BK	6999.761	-12.000	515.633	515.633				BK	6988.833	-8.000	515.721	515.721			
BL	7000.690	-16.000	515.605	515.605					BL	7009.761	-12.000	515.683	515.683				BL	6998.833	-8.000	515.781	515.781			
BM	7010.690	-16.000	515.655	515.655					BM	7019.761	-12.000	515.753	515.753				BM	7008.833	-8.000	515.841	515.841			
BN	7020.690	-16.000	515.705	515.705					BN	7029.761	-12.000	515.823	515.823				BN	7018.833	-8.000	515.911	515.911			
BO	7030.690	-16.000	515.755	515.755					BO	7039.761	-12.000	515.893	515.893				BO	7028.833	-8.000	515.991	515.991			
BP	7040.690	-16.000	515.805	515.805					BP	7049.761	-12.000	515.973	515.973				BP	7038.833	-8.000	516.071	516.071			
BQ	7050.690	-16.000	515.855	515.855					BQ	7059.761	-12.000	516.053	516.053				BQ	7048.833	-8.000	516.161	516.161			
BR	7060.690	-16.000	515.905	515.905					BR	7069.761	-12.000	516.133	516.133				BR	7058.833	-8.000	516.241	516.241			
BS	7070.690	-16.000	515.955	515.955					BS	7079.761	-12.000	516.213	516.213				BS	7068.833	-8.000	516.321	516.321			
BT	7080.690	-16.000	516.005	516.005					BT	7089.761	-12.000	516.283	516.283				BT	7078.833	-8.000	516.391	516.391			
BV	7090.690	-16.000	516.055	516.055					BV	7099.761	-12.000	516.353	516.353				BV	7088.833	-8.000	516.461	516.461			
BW	7100.690	-16.000	516.105	516.105					BW	7109.761	-12.000	516.423	516.423				BW	7098.833	-8.000	516.531	516.531			
BX	7110.690	-16.000	516.155	516.155					BX	7119.761	-12.000	516.493	516.493				BX	7108.833	-8.000	516.601	516.601			
AP	7120.690	-16.000	516.205	516.205					AP	7129.761	-12.000	516.563	516.563				AP	7118.833	-8.000	516.671	516.671			
BK S A	7123.190	-16.000	516.342	516.342					BK S A	7122.261	-12.000	516.421	516.421				BK S A	7121.333	-8.000	516.479	516.479			
AP	6743.263	16.000	514.318	514.318					AP	6751.406	24.000	514.142	514.142				AP	6740.129	29.500	514.021	514.021			
AP	6753.263	16.000	514.368	514.368					AP	6761.406	24.000	514.192	514.192				AP	6750.129	29.500	514.071	514.071			
AQ	6763.263	16.000	514.418	514.418					AQ	6771.406	24.000	514.242	514.242				AQ	6760.129	29.500	514.121	514.121			
AR	6773.263	16.000	514.468	514.468					AR	6781.406	24.000	514.292	514.292				AR	6770.129	29.500	514.171	514.171			
AS	6783.263	16.000	514.518	514.518					AS	6791.406	24.000	514.342	514.342				AS	6780.129	29.500	514.221	514.221			
AT	6793.263	16.000	514.568	514.568					AT	6801.406	24.000	514.392	514.392				AT	6790.129	29.500	514.271	514.271			
AU	6803.263	16.000	514.618	514.618					AU	6811.406	24.000	514.442	514.442				AU	6800.129	29.500	514.321	514.321			
AV	6813.263	16.000	514.668	514.668					AV	6821.406	24.000	514.492	514.492				AV	6810.129	29.500	514.371	514.371			
AW	6823.263	16.000	514.718	514.718					AW	6831.406	24.000	514.542	514.542				AW	6820.129	29.500	514.421	514.421			
AX	6833.263	16.000	514.768	514.768					AX	6841.406	24.000	514.592	514.592				AX	6830.129	29.500	514.471	514.471			
AY	6843.263	16.000	514.818	514.818					AY	6851.406	24.000	514.642	514.642				AY	6840.129	29.500	514.521	514.521			
AZ	6853.263	16.000	514.868	514.868					AZ	6861.406	24.000	514.692	514.692				AZ	6850.129	29.500	514.571	514.571			
BA	6863.263	16.000	514.918	514.918					BA	6871.406	24.000	514.742	514.742				BA	6860.129	29.500	514.621	514.621			
BB	6873.263	16.000	514.968	514.968					BB	6881.406	24.000	514.792	514.792				BB	6870.129	29.500	514.671	514.671			
BC	6883.263	16.000	515.018	515.018					BC	6891.406	24.000	514.842	514.842				BC	6880.129	29.500	514.721	514.721			
BD	6893.263	16.000	515.068	515.068					BD	6901.406	24.000	514.892	514.892				BD	6890.129	29.500	514.771	514.771			
BE	6903.263	16.000	515.118	515.118					BE	6911.406	24.000	514.942	514.942				BE	6900.129	29.500	514.821	514.821			
BF	6913.263	16.000	515.168	515.168					BF	6921.406	24.000	515.012	515.012				BF	6910.129	29.500	514.871	514.871			
AG	6923.263	16.000	515.218	515.218																				

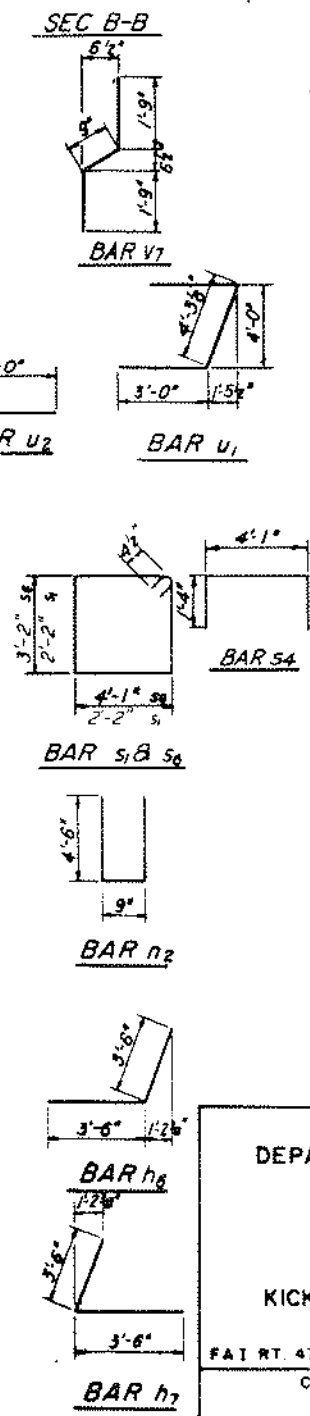
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2BV8	PEORIA	75	29
FED. ROAD DIV. NO. 7	ILLINOIS PROJECT			



Space reinforcement in cap to miss anchor bolts.  
Pour steps monolithically with cap



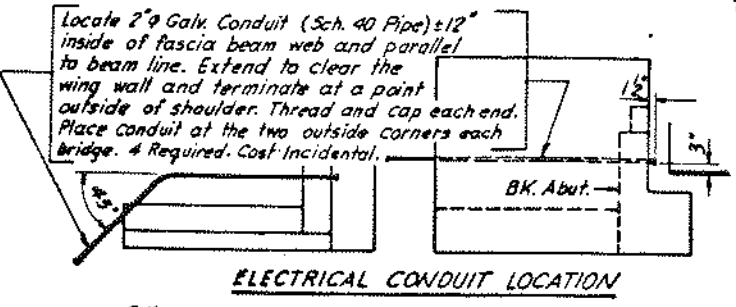
**PILE DATA**  
Type Steel HP 10x42  
Capacity Drive to Refusal  
Est Length - 76'  
No Required - 10  
Test Pile - 1



**BILL OF MATERIAL**

Bar	No	Size	Length	Shape	
h3	40	#4	13'-3"	—	
h5	16	#5	28'-7"	—	
h6	10	#5	7'-0"	—	
h7	10	#5	7'-0"	—	
h8	6	#6	28'-3"	—	
p2	28	#6	9'-9"	U	
p	6	#7	13'-7"	—	
p4	6	#7	13'-5"	—	
p5	16	#7	29'-5"	—	
p6	6	#5	17'-6"	—	
s1	28	#4	9'-5"	□	
s2	34	#4	6'-9"	□	
s6	52	#4	15'-3"	□	
u1	4	#6	10'-3"	—	
u2	4	#6	7'-9"	—	
v5	112	#4	7'-0"	—	
v6	56	#6	8'-2"	—	
v7	56	#4	4'-3"	—	
Class X Concrete				Cu Yds	64.1
Reinforcement Bars				Lbs	5,380
Steel Piles HP 10x42				Lin Ft	760
Test Pile				Each	1
Protective Coat				Sq Yd	5

\* Does not include Test Pile.

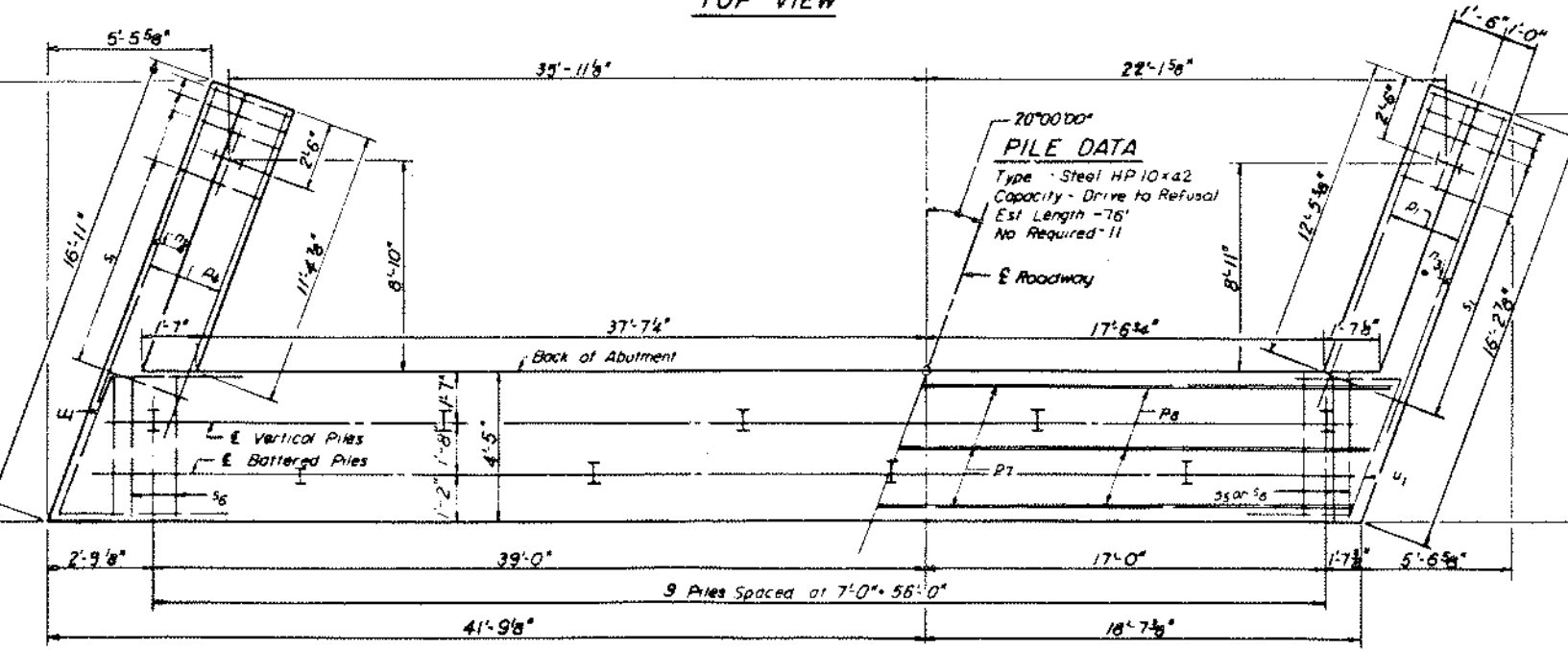
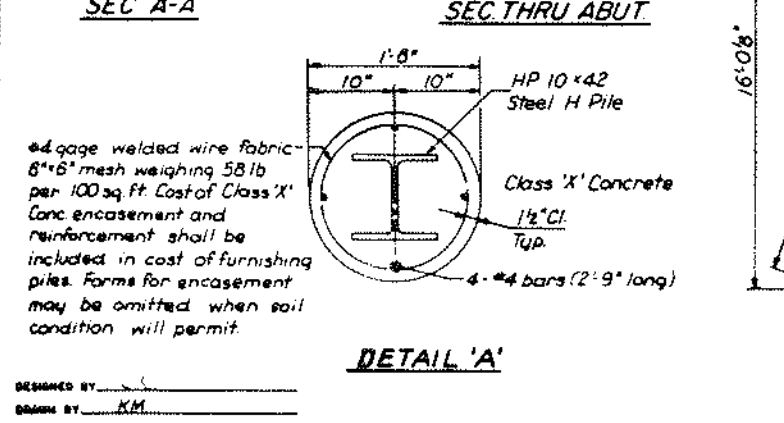
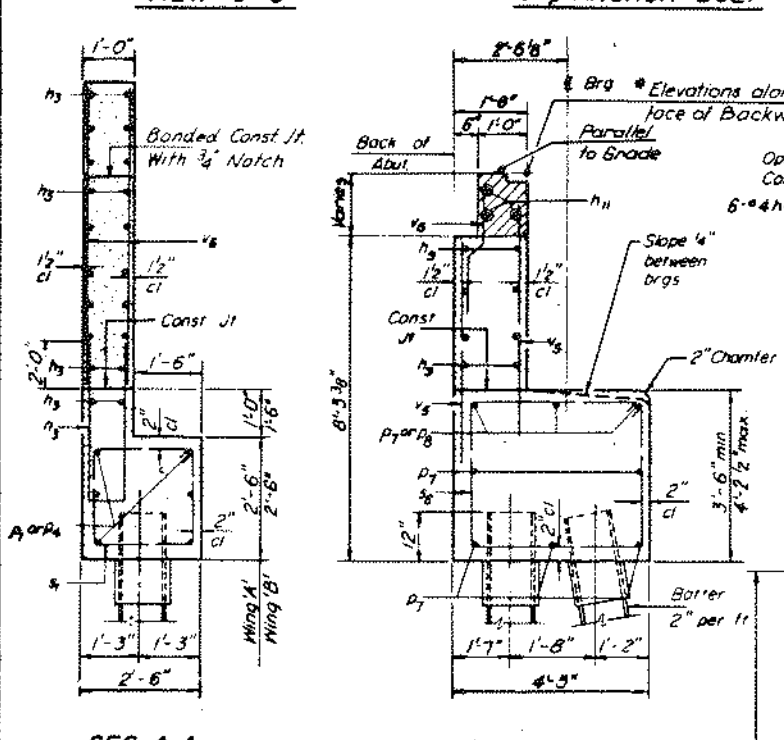
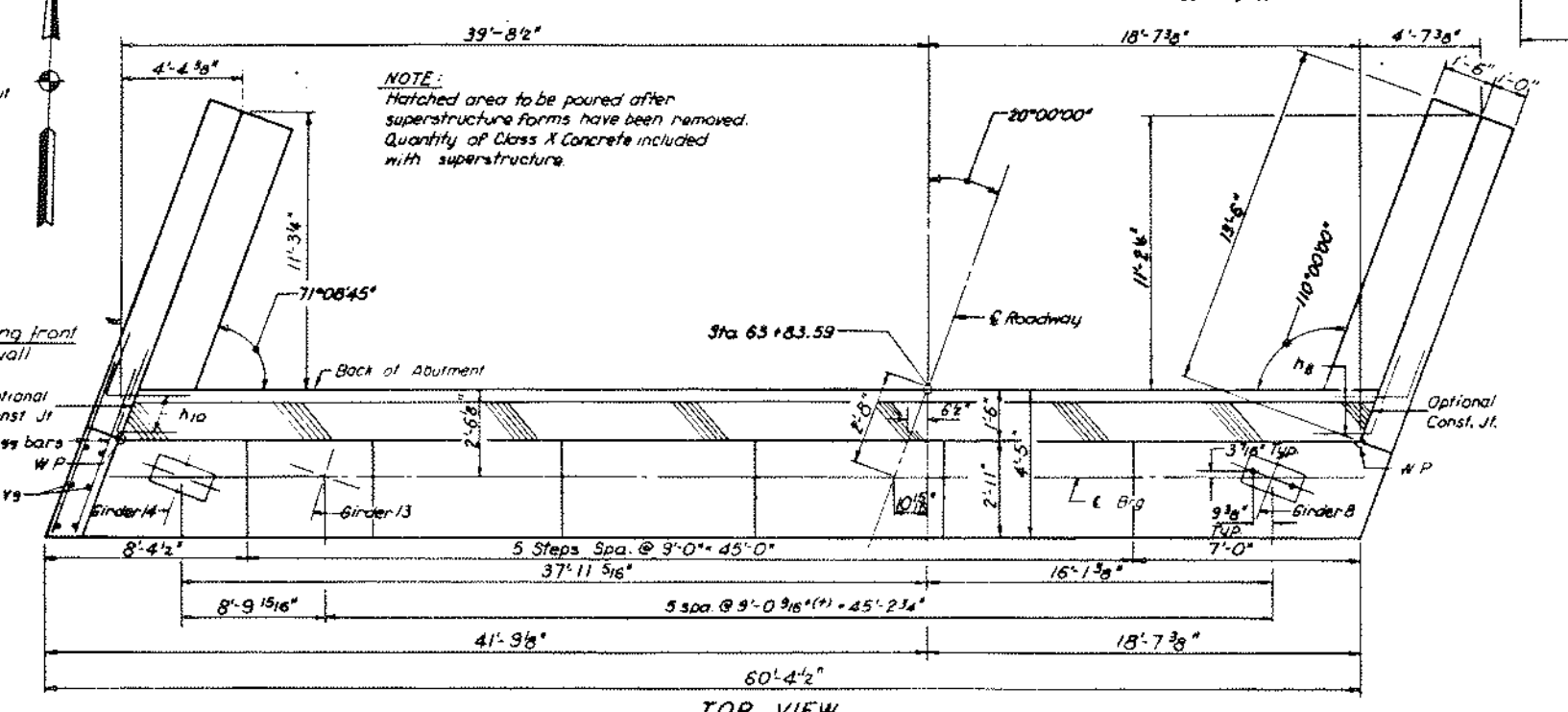
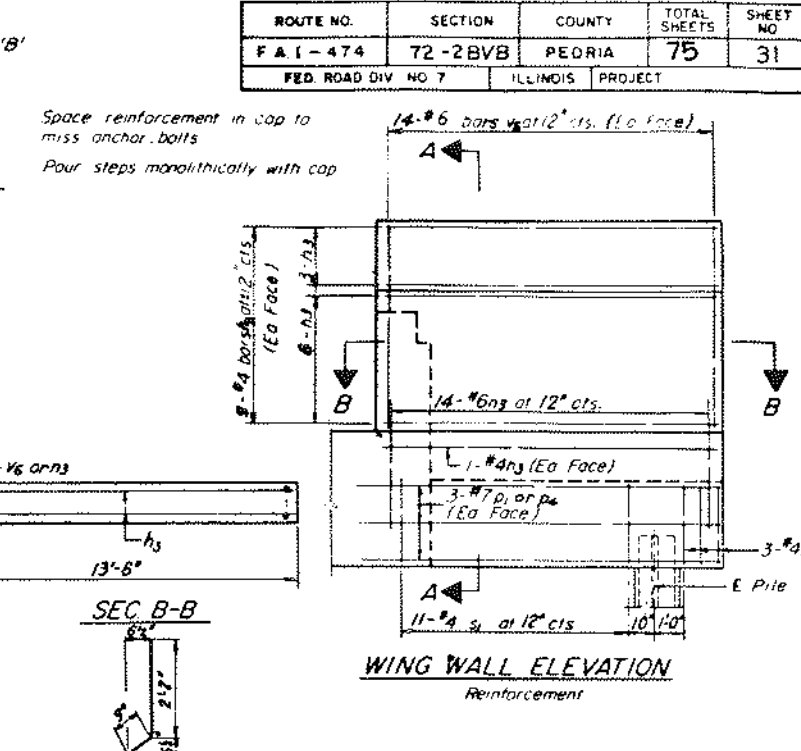
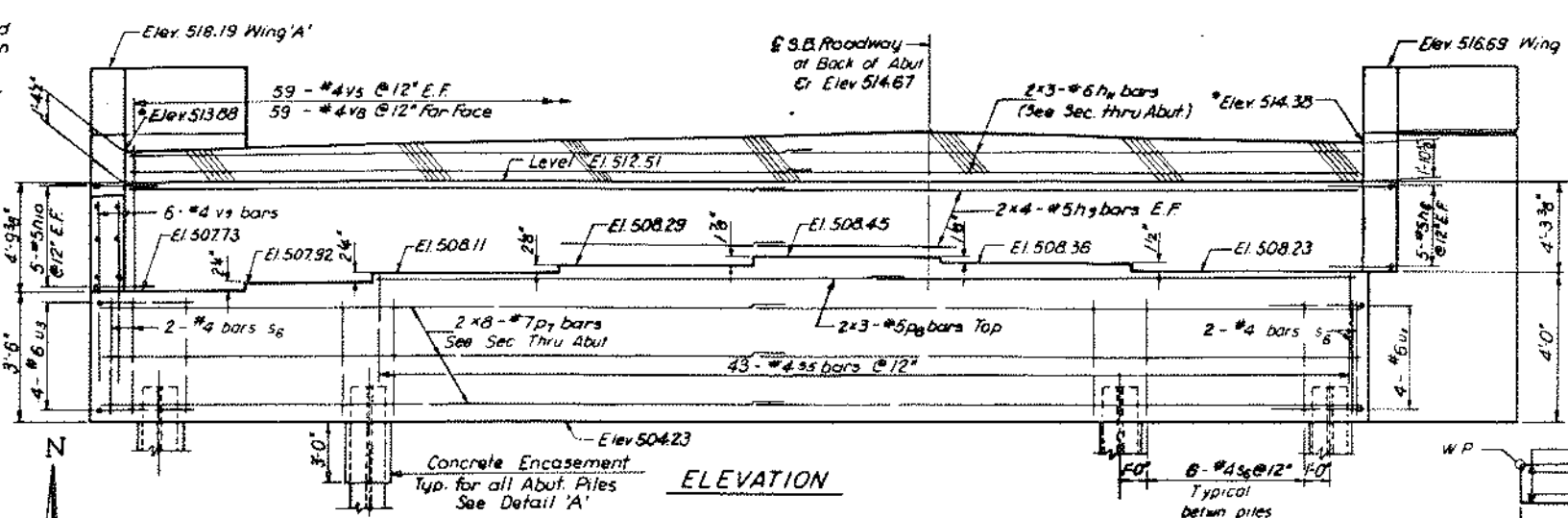
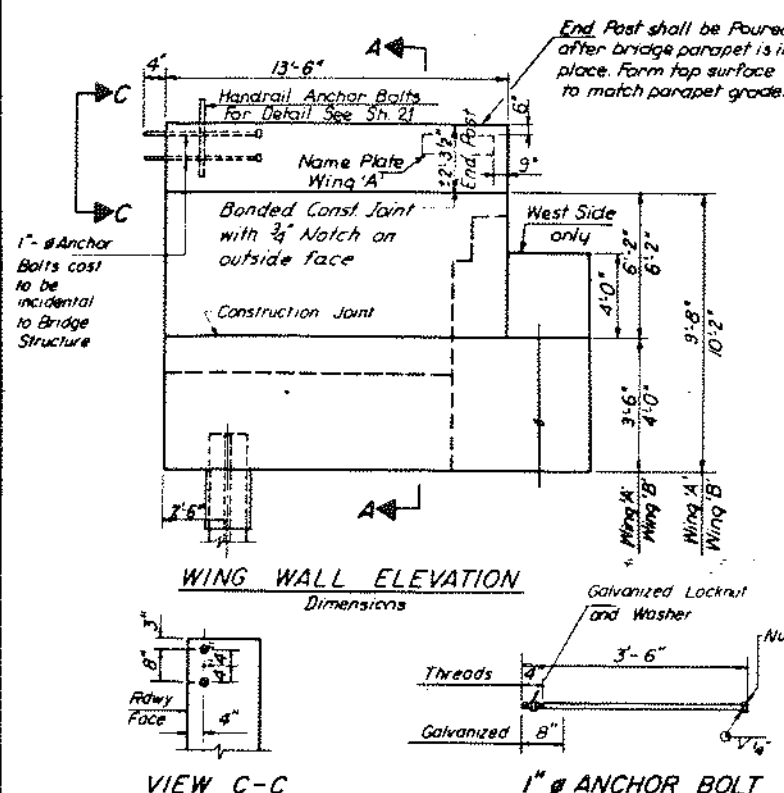


DESIGNED BY SK  
DRAWN BY KM  
CHECKED BY AT

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
NORTH ABUTMENT  
NORTHBOUND ROADWAY  
F.A.I. ROUTE 474 OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67+00.00  
F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BV8  
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. - 474	72-2BVB	PEORIA	75	31
FED. ROAD DIV. NO. 7		ILLINOIS PROJECT		



**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
h <sub>3</sub>	40	#4	13'-3"	—
h <sub>6</sub>	10	#5	7'-0"	—
h <sub>9</sub>	16	#5	30'-9"	—
h <sub>10</sub>	10	#5	7'-0"	L
h <sub>11</sub>	6	#6	29'-9"	—
h <sub>99</sub>	6	#4	7'-0"	—
n <sub>3</sub>	28	#5	10'-5"	L
p <sub>1</sub>	6	#7	13'-7"	—
p <sub>2</sub>	6	#7	13'-5"	—
p <sub>7</sub>	16	#7	31'-2"	—
z <sub>8</sub>	6	#5	22'-9"	—
s <sub>1</sub>	28	#3	9'-5"	□
s <sub>5</sub>	43	#3	7'-1"	□
s <sub>6</sub>	52	#4	15'-3"	□
u <sub>1</sub>	8	#4	10'-3"	□
v <sub>5</sub>	118	#2	7'-0"	—
v <sub>8</sub>	56	#6	8'-2"	—
v <sub>9</sub>	59	#4	5'-1"	—
v <sub>9</sub>	5	#4	8'-0"	—

Class X Concrete	Cu. Yds.	68.2
Reinforcement Bars	Lbs.	5,580
Steel Piles HP 10x42	Lin. Ft.	836
Protective Coat	Sq. Yd.	5
Name Plate	Each	1

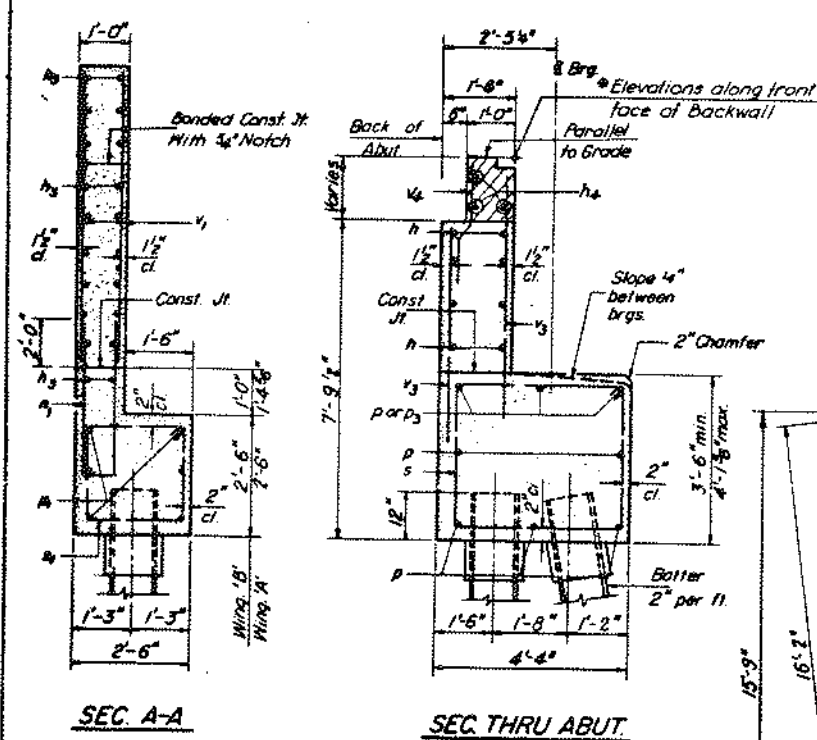
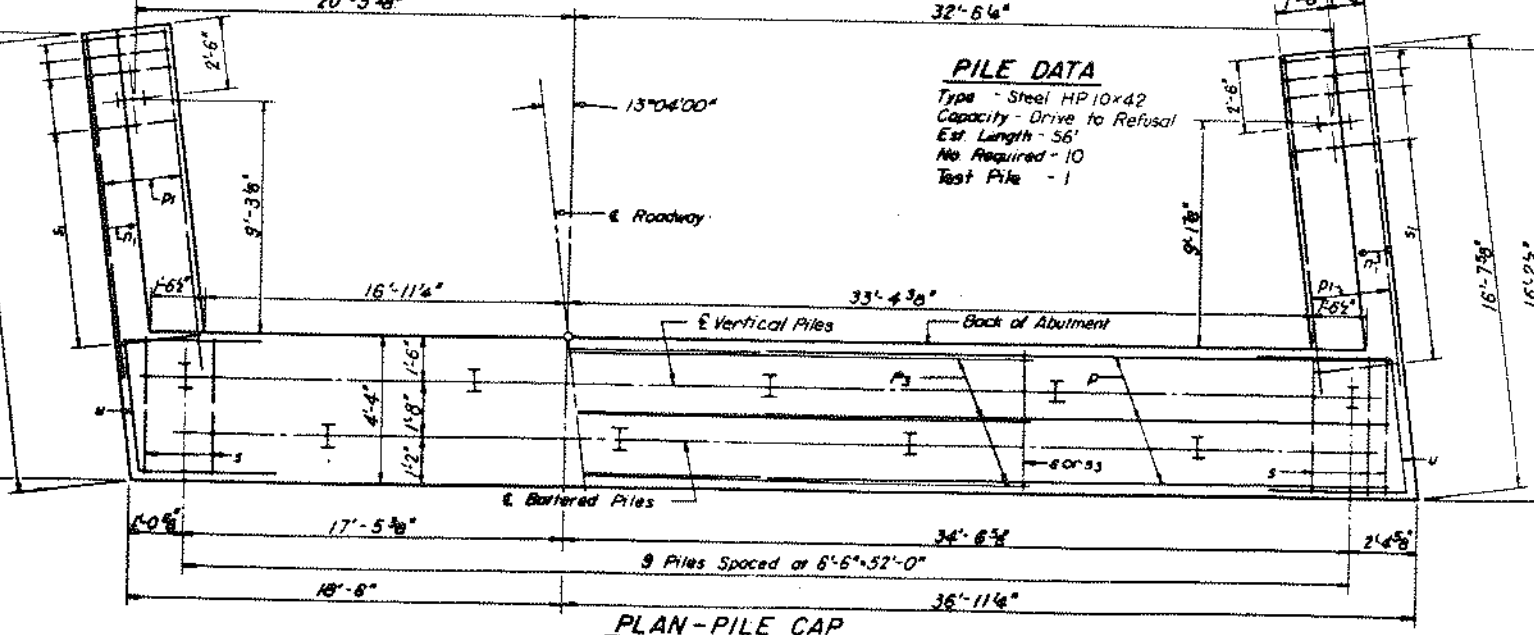
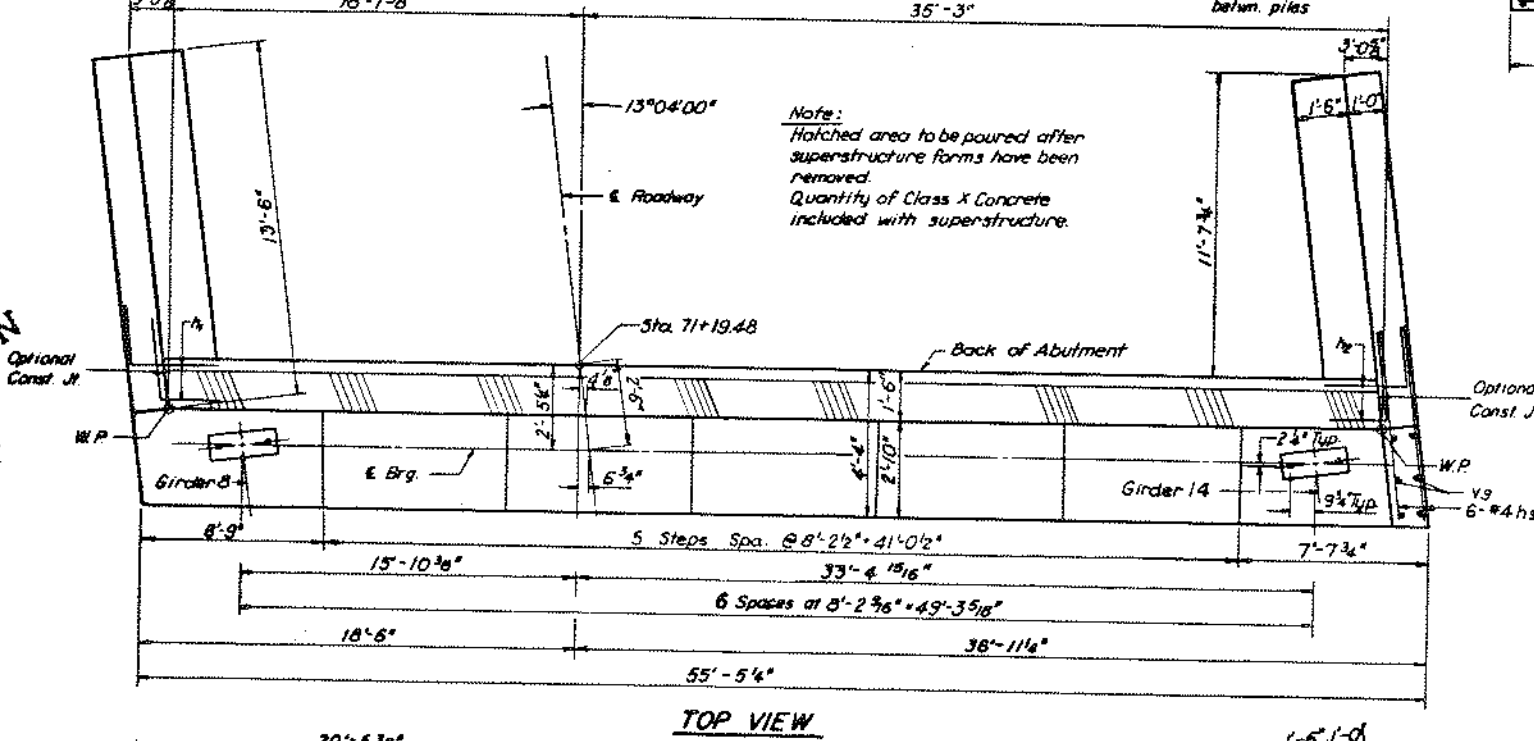
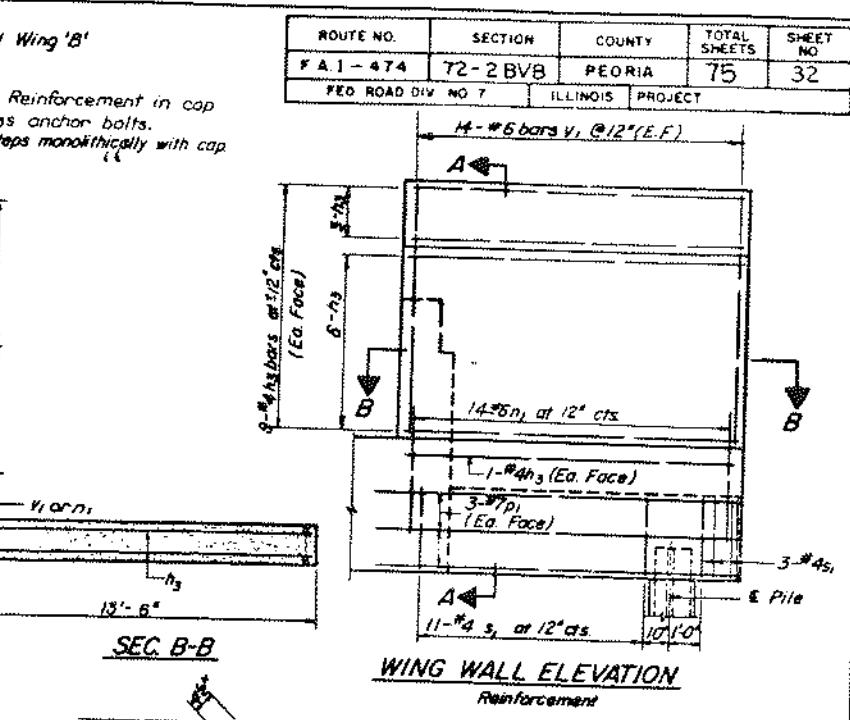
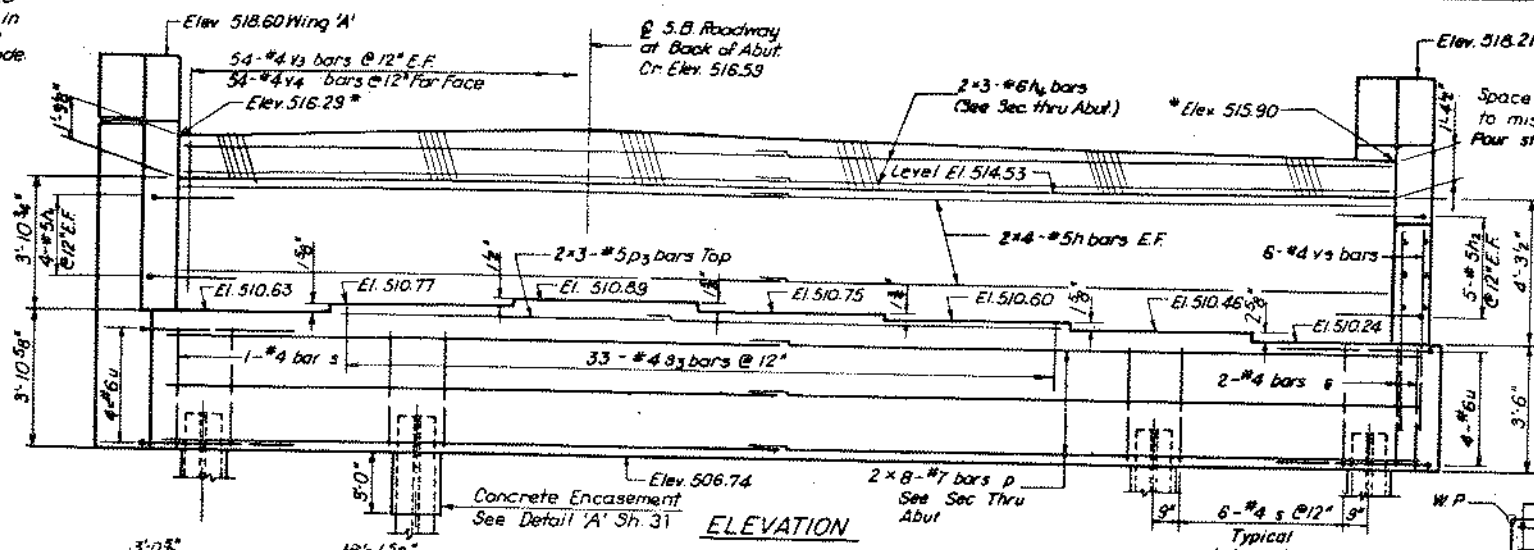
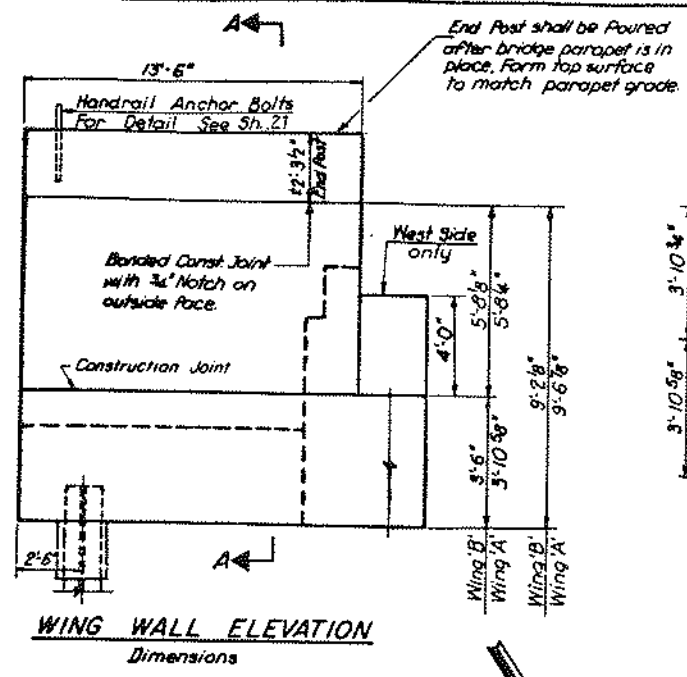
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**NORTH ABUTMENT**  
SOUTHBOUND ROADWAY  
F.A.I. ROUTE 474 OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67+00.00  
F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

SHEET  
3 of 43

DESIGNED BY  
DRAWN BY K.M.  
CHECKED BY



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. - 474	72-2 BVB	PEORIA	75	32
PED ROAD DIV NO 7		ILLINOIS	PROJECT	



Note:  
Hatched area to be poured after superstructure forms have been removed.  
Quantity of Class X Concrete included with superstructure.

**PILE DATA**  
Type - Steel HP10x42  
Capacity - Drive to Refusal  
Est. Length - 56'  
No. Required - 10  
Test Pile - 1

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h	16	#5	28'-2"	—
h	8	#5	7'-0"	L
h <sub>2</sub>	10	#5	7'-0"	—
h <sub>3</sub>	40	#4	13'-3"	—
h <sub>4</sub>	6	#6	27'-3"	—
h <sub>5</sub>	5	#4	7'-0"	—
n <sub>1</sub>	28	#6	10'-1"	L
p	16	#7	28'-5"	—
p <sub>1</sub>	12	#7	13'-7"	—
p <sub>3</sub>	6	#5	16'-11"	—
s	51	#4	15'-1"	□
s <sub>1</sub>	28	#4	9'-5"	□
s <sub>3</sub>	33	#4	3'-6"	□
u	8	#6	10'-0"	—
v <sub>1</sub>	56	#3	7'-8"	—
v <sub>2</sub>	108	#4	8'-6"	—
v <sub>4</sub>	54	#4	4'-7"	—
v <sub>5</sub>	6	#4	6'-0"	—
Class X Concrete		Cu. Yds.	510	
Reinforcement Bars		Lbs.	5,350	
Steel Piles HP 10x42		Lin. Ft.	560	
Test Pile		Each	1	
Protective Coat		Sq. Yd.	5	

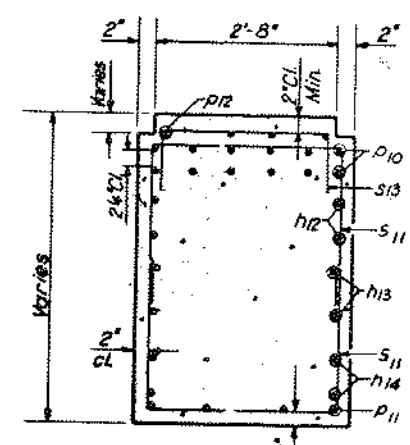
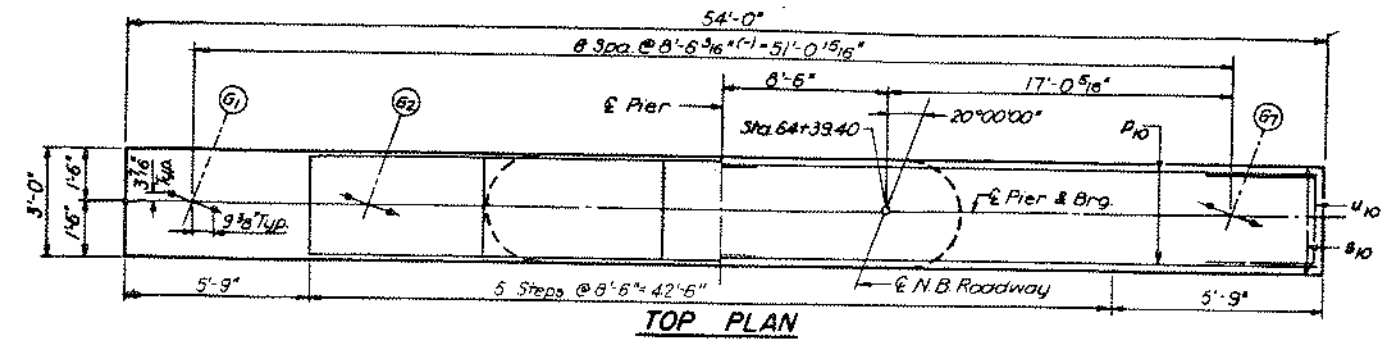
\* Does not include Test Pile.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
SOUTH ABUTMENT  
SOUTHBOUND ROADWAY  
F.A.I. ROUTE 474 OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67 + 00.00  
F.A.I. RT 474 PEORIA COUNTY SECTION 72-28VB  
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

SHEET  
2d of 3d

DESIGNED BY: SK  
DRAWN BY: KM  
CHECKED BY: SK

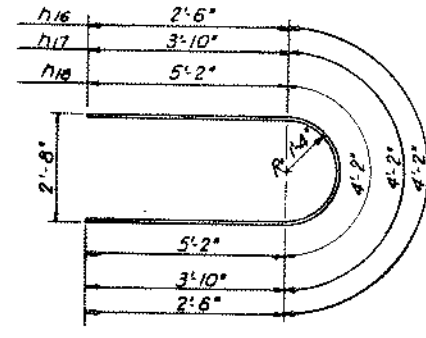
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. - 474	72-2BVB	PEORIA	75	33
FED. ROAD DIV. NO. 7		ILLINOIS PROJECT		



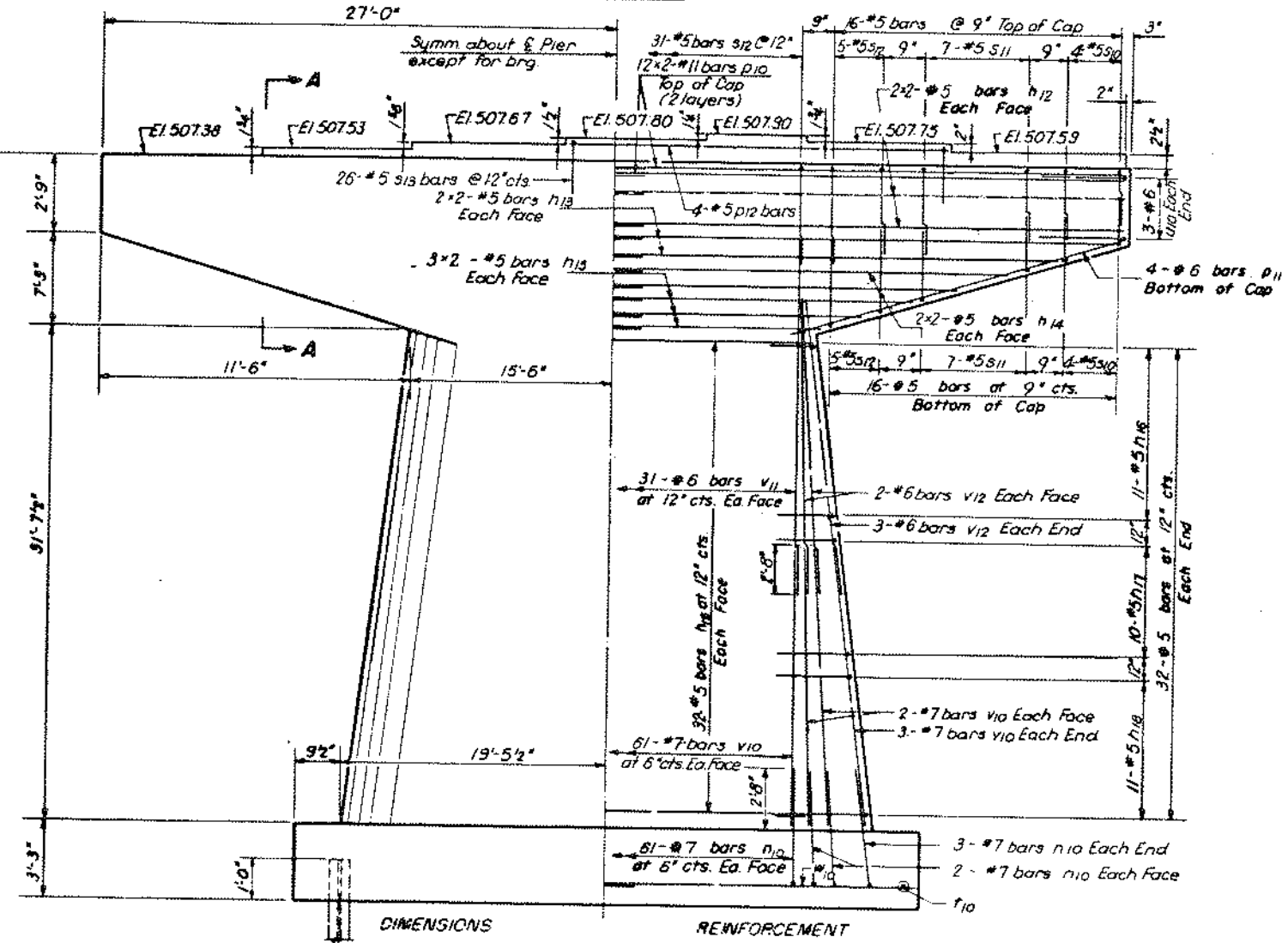
SECTION A-A

**BILL OF MATERIAL**

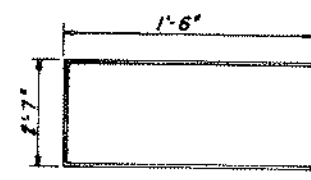
Bar No.	Size	Length	Shape
h12	#5	27'-6"	—
h13	#5	26'-8"	—
h14	#5	23'-8"	—
h15	#5	20'-6"	—
h16	#5	9'-2"	—
h17	#5	11'-10"	—
h18	#5	14'-6"	—
h19	#5	28'-0"	—
p10	#7	5'-3"	—
p10	#11	29'-0"	—
p11	#6	15'-6"	—
p12	#5	25'-2"	—
s10	#5	7'-8"	□
s11	#5	11'-8"	□
s12	#5	13'-4"	□
s13	#5	6'-4"	□
v10	#9	11'-2"	—
u10	#6	5'-7"	□
v10	#7	20'-0"	—
v11	#6	20'-0"	—
v12	#6	15'-10"	—
w10	#5	20'-8"	—
Class 'X' Concrete			Cu Yds. 229.0
Reinforcement Bars			Lbs. 21,680
Steel Piles HP10x42			Un.Ft. 1,089



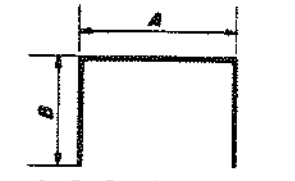
h16, h17 & h18 BARS



ELEVATION



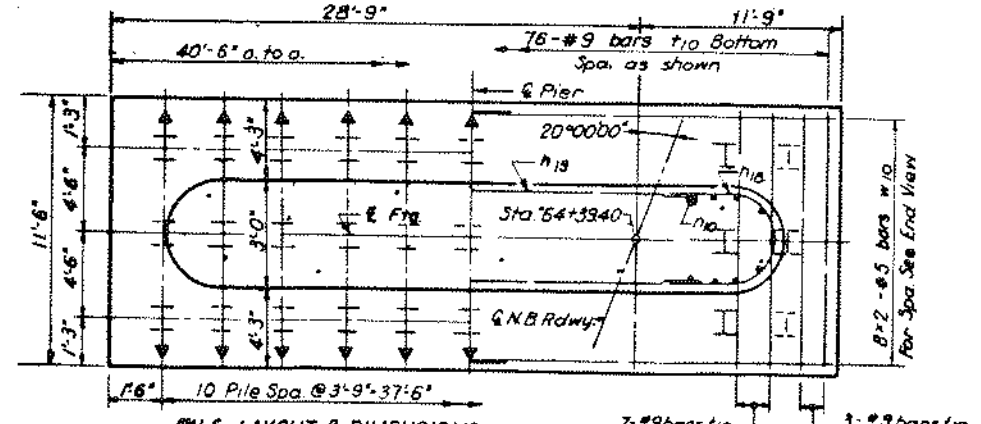
u10 BAR



A & B DIMENSIONS

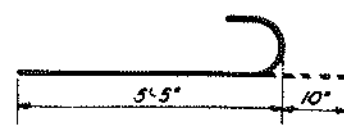
Bar	A	B
s10	2'-8"	2'-6"
s11	2'-8"	4'-6"
s12	2'-8"	5'-4"
s13	2'-4"	2'-0"

s10, s11, s12 & s13 BARS

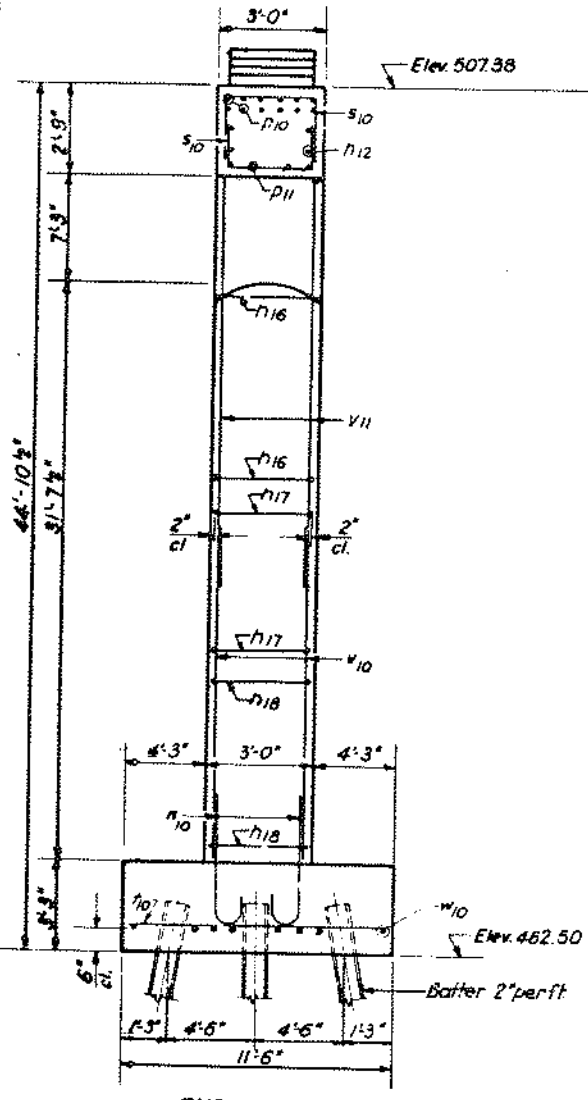


PILE LAYOUT & DIMENSIONS

FOOTING PLAN



v10 BAR



END VIEW

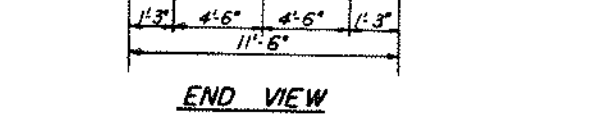
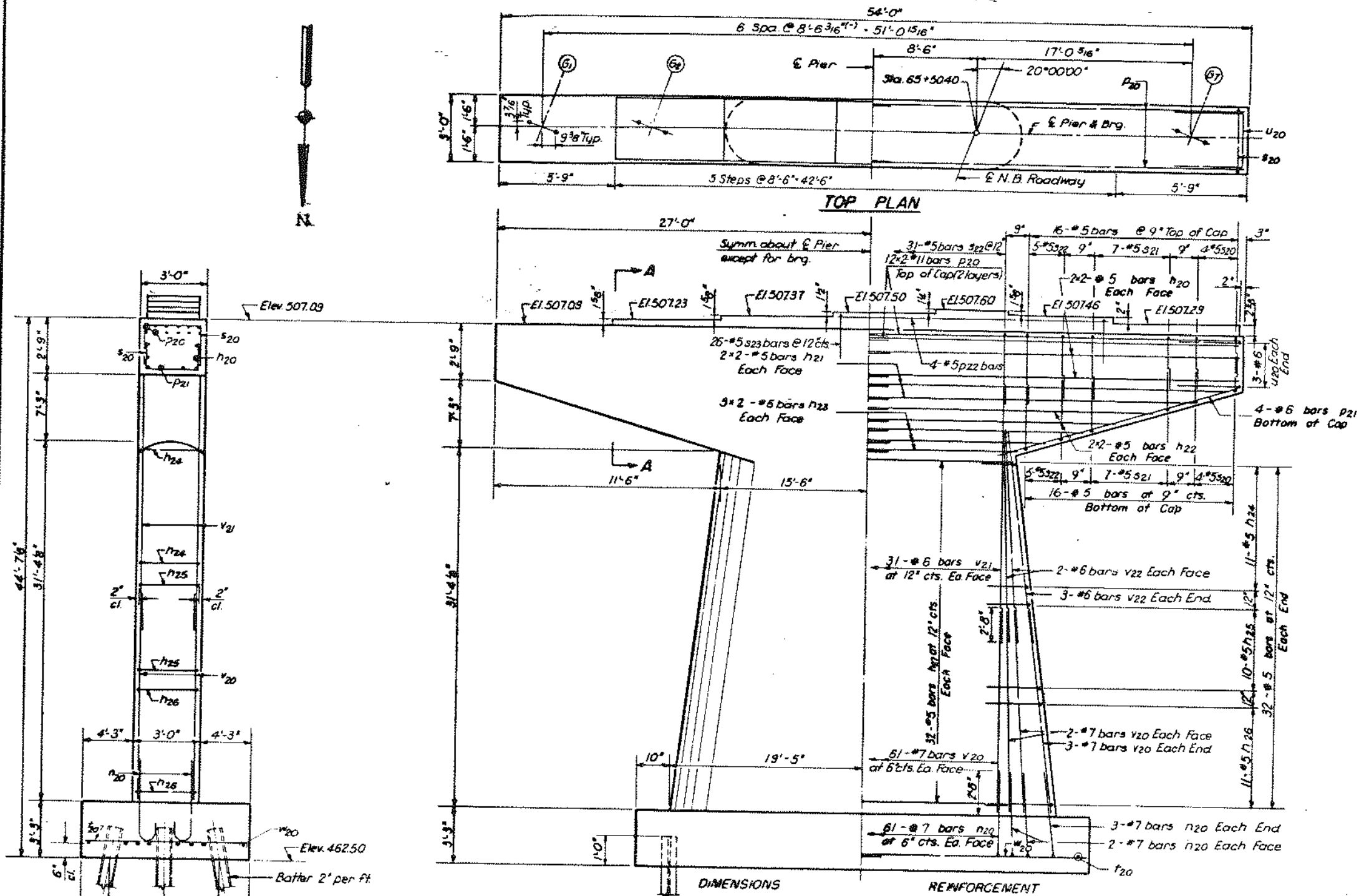
**PILE DATA**  
 Type - Steel HP 10x42  
 Capacity - Drive to Refusal  
 Est. Length - 33'  
 Min. Req'd. - 33'

DESIGNED BY: SK  
 DRAWN BY: K.M.  
 CHECKED BY: SK

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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
**PIER 1**  
 NORTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

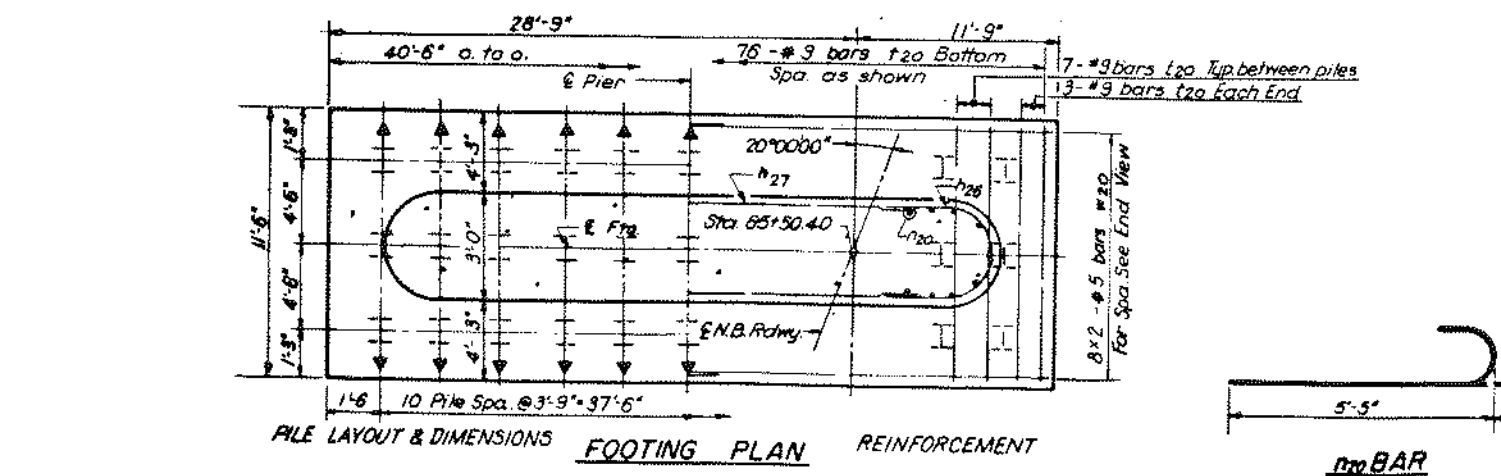
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2 BVB	PEORIA	75	34
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT	



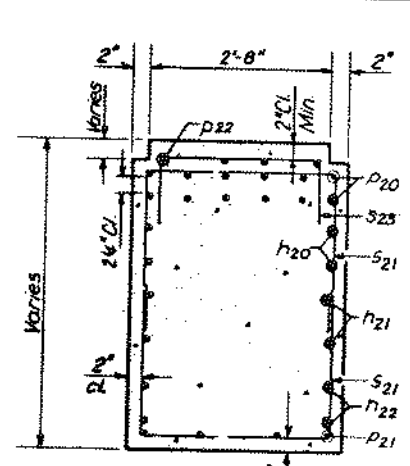
**PILE DATA**  
 Type - Steel HP 10x42  
 Capacity - Drive to Refusal  
 Est. Length - 30'  
 No. Req'd - 33

DESIGNED BY: S.K.  
 DRAWN BY: K.M.  
 CHECKED BY: S.K.

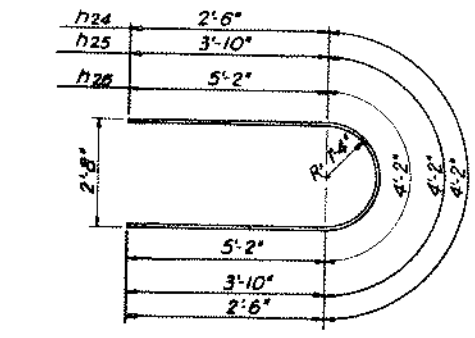
**ELEVATION**



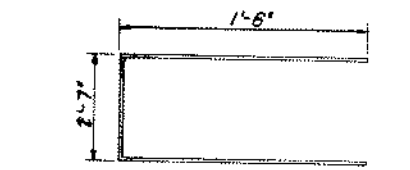
**PILE LAYOUT & DIMENSIONS FOOTING PLAN REINFORCEMENT**



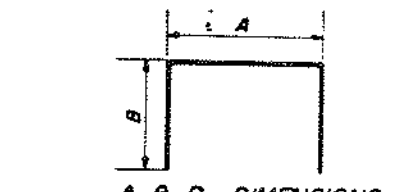
**SECTION A-A**



**h24, h25 & h26 BARS**



**U20 BAR**



Bar	A	B
#20	2'-8"	2'-6"
#21	2'-8"	4'-5"
#22	2'-8"	5'-4"
#23	2'-4"	2'-0"

**#20, #21, #22 & #23 BARS**

**BILL OF MATERIAL**

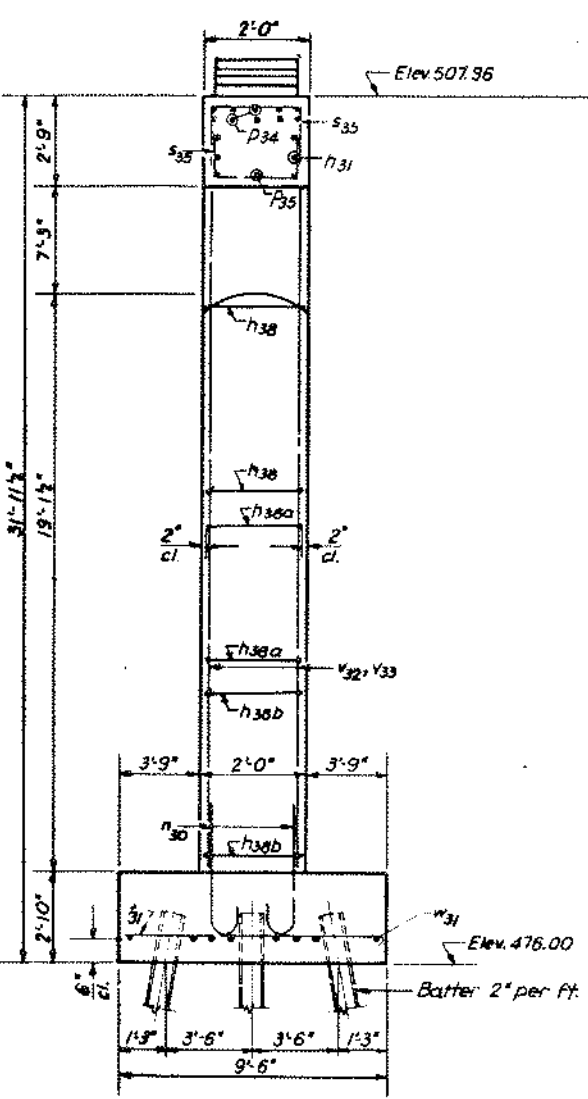
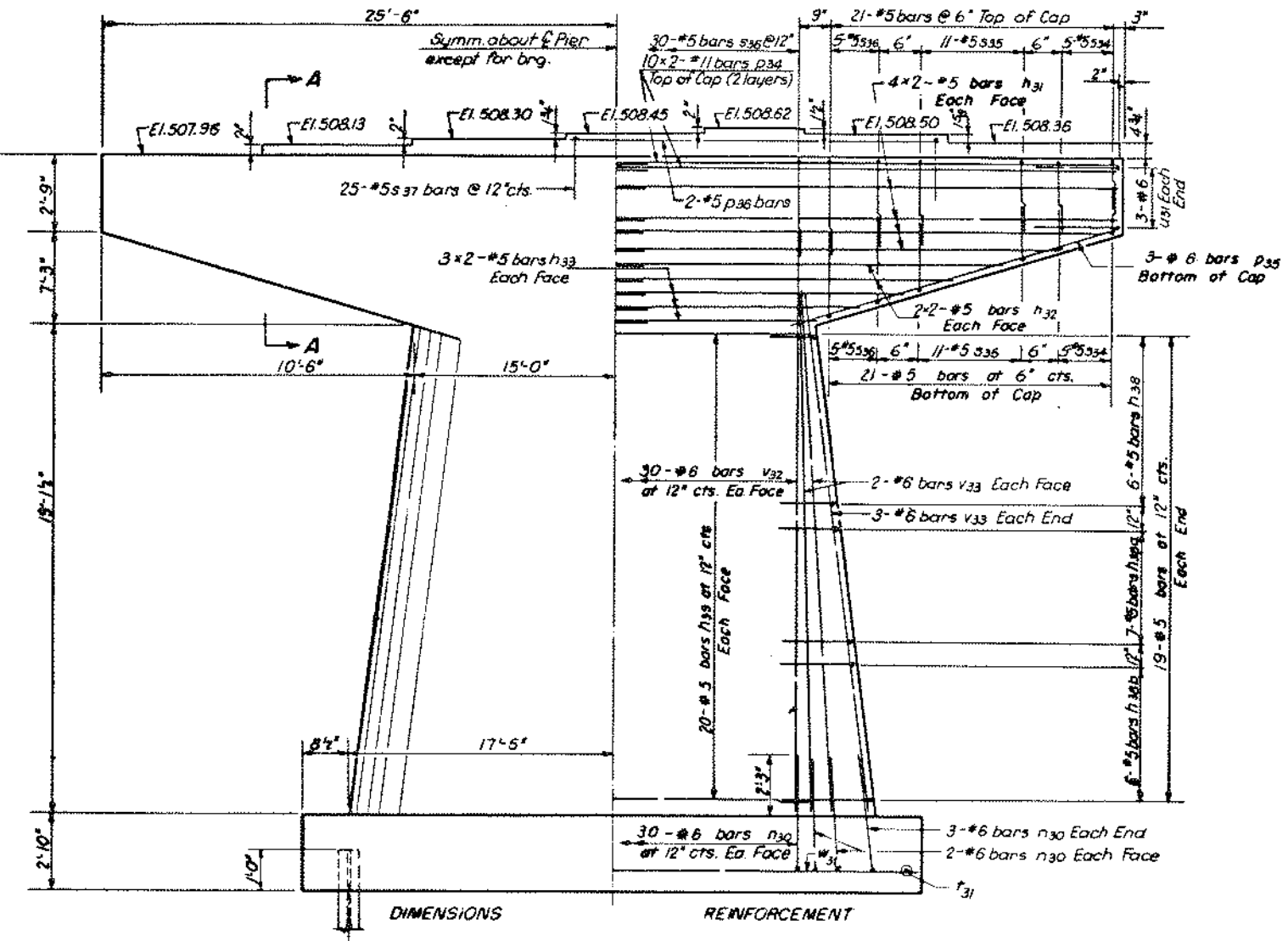
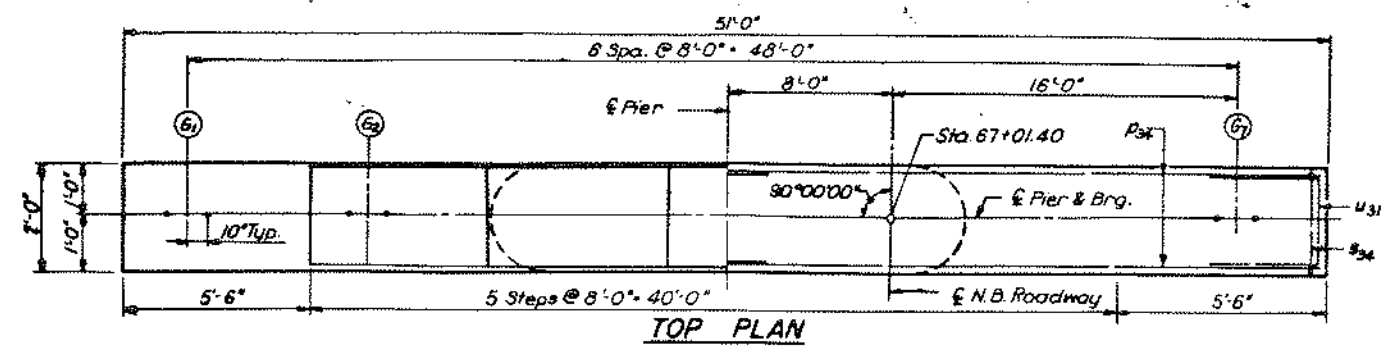
Bar	No.	Size	Length	Shape
h20	8	#5	27'-6"	—
h21	8	#5	26'-8"	—
h22	8	#5	23'-8"	—
h23	12	#5	20'-6"	—
h24	22	#5	9'-2"	—
h25	20	#5	11'-10"	—
h26	22	#5	14'-6"	—
h27	64	#5	28'-0"	—
v20	136	#7	6'-3"	—
p20	24	#11	29'-0"	—
p21	8	#6	15'-6"	—
p22	4	#5	25'-2"	—
s20	16	#5	7'-8"	—
s21	28	#5	11'-8"	—
s22	51	#5	13'-4"	—
s23	25	#5	6'-4"	—
u20	6	#6	5'-7"	—
v20	136	#7	19'-10"	—
v21	62	#6	19'-10"	—
v22	14	#6	16'-0"	—
w20	16	#5	20'-8"	—
Class 'X' Concrete			Cu. Yds.	227.7
Reinforcement Bars			Lbs.	21,620
Steel Piles HP10x42			Lin. Ft.	990

For Notes See Sheet 33.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
**PIER 2**  
 NORTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT 474 PEORIA COUNTY SECTION 72-28VB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

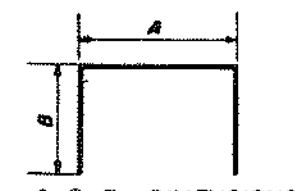
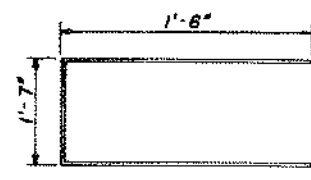
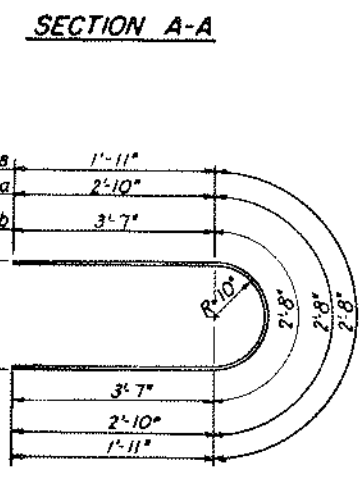
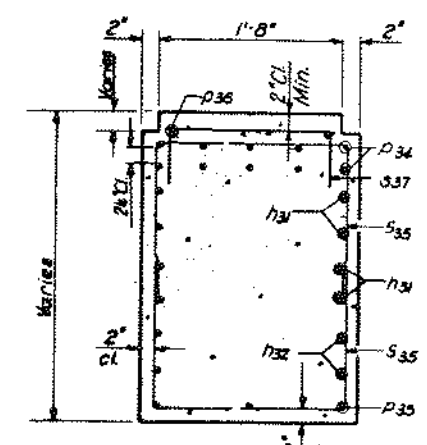
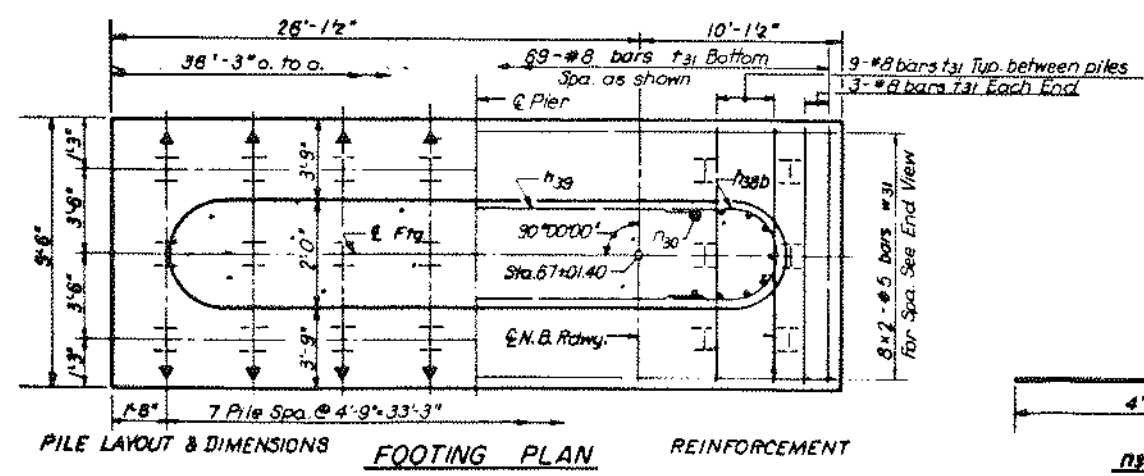


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2BVB	PEORIA	75	36
FED. ROAD DIV. NO. 7		ILLINOIS PROJECT		



**PILE DATA**  
 Type - Steel HP10x42  
 Capacity - Drive to Refusal  
 Est. Length - 32'  
 Min. Res'd. - 24'

DESIGNED BY: S.K.  
 DRAWN BY: K.M.  
 CHECKED BY: S.K.



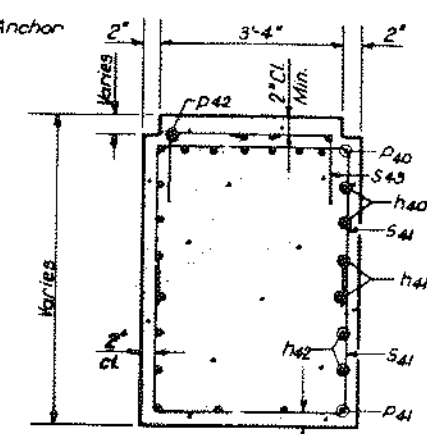
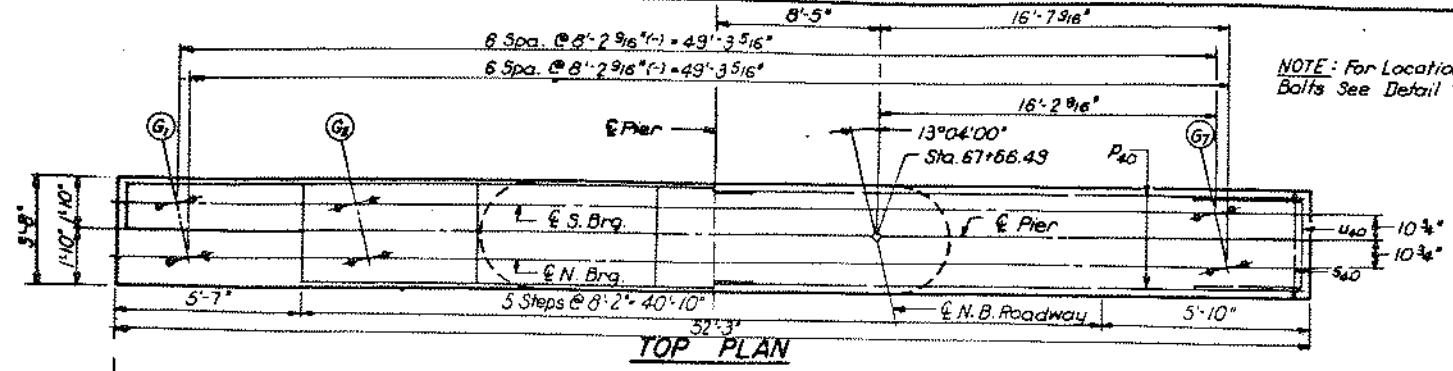
Bar	A	B
s34	1'-8"	2'-6"
s35	1'-8"	4'-5"
s36	1'-8"	5'-5"
s37	1'-4"	2'-0"

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h31	16	#5	26'-0"	—
h32	8	#5	23'-8"	—
h33	12	#5	20'-6"	—
h34	12	#5	6'-6"	—
h38a	14	#5	8'-4"	—
h38b	12	#5	9'-10"	—
h39	40	#5	28'-0"	—
h30	74	#6	5'-3"	—
p34	20	#11	27'-6"	—
p35	6	#6	14'-11"	—
p36	2	#5	23'-8"	—
s34	20	#5	6'-8"	—
s35	44	#5	10'-6"	—
s36	50	#5	12'-6"	—
s37	25	#5	5'-4"	—
t31	63	#8	9'-2"	—
u31	8	#8	4'-7"	—
v32	60	#6	24'-10"	—
v33	14	#6	21'-4"	—
w31	16	#5	18'-7"	—
Class X Concrete				Cu. Yds. 114.8
Reinforcement Bars				Lbs. 12,210
Steel Piles HP10x42				Lin. Ft. 768

For Notes See Sheet 33.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 PIER 3A  
 NORTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

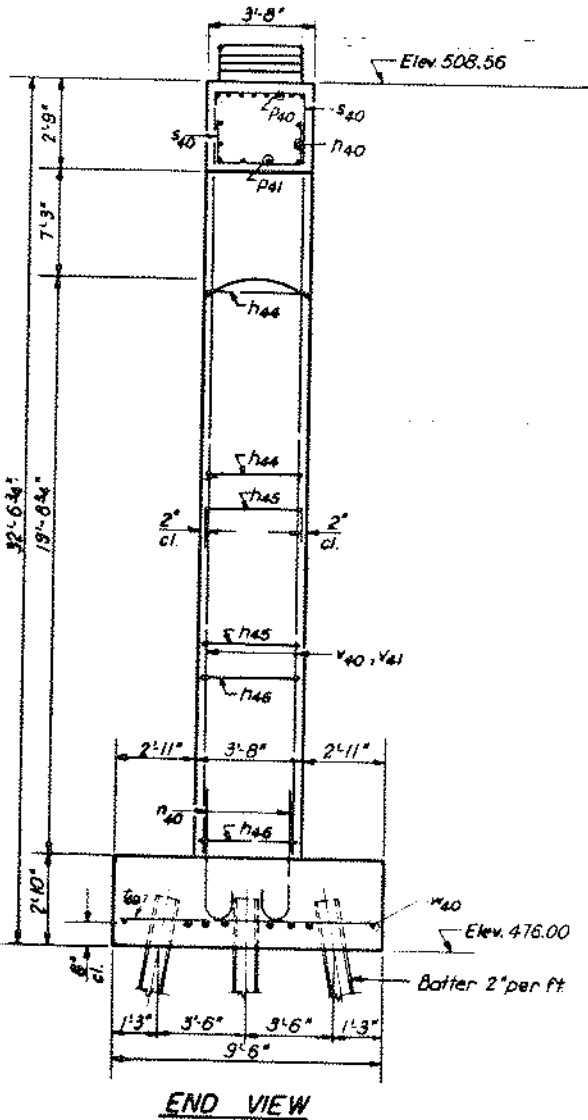


SECTION A-A

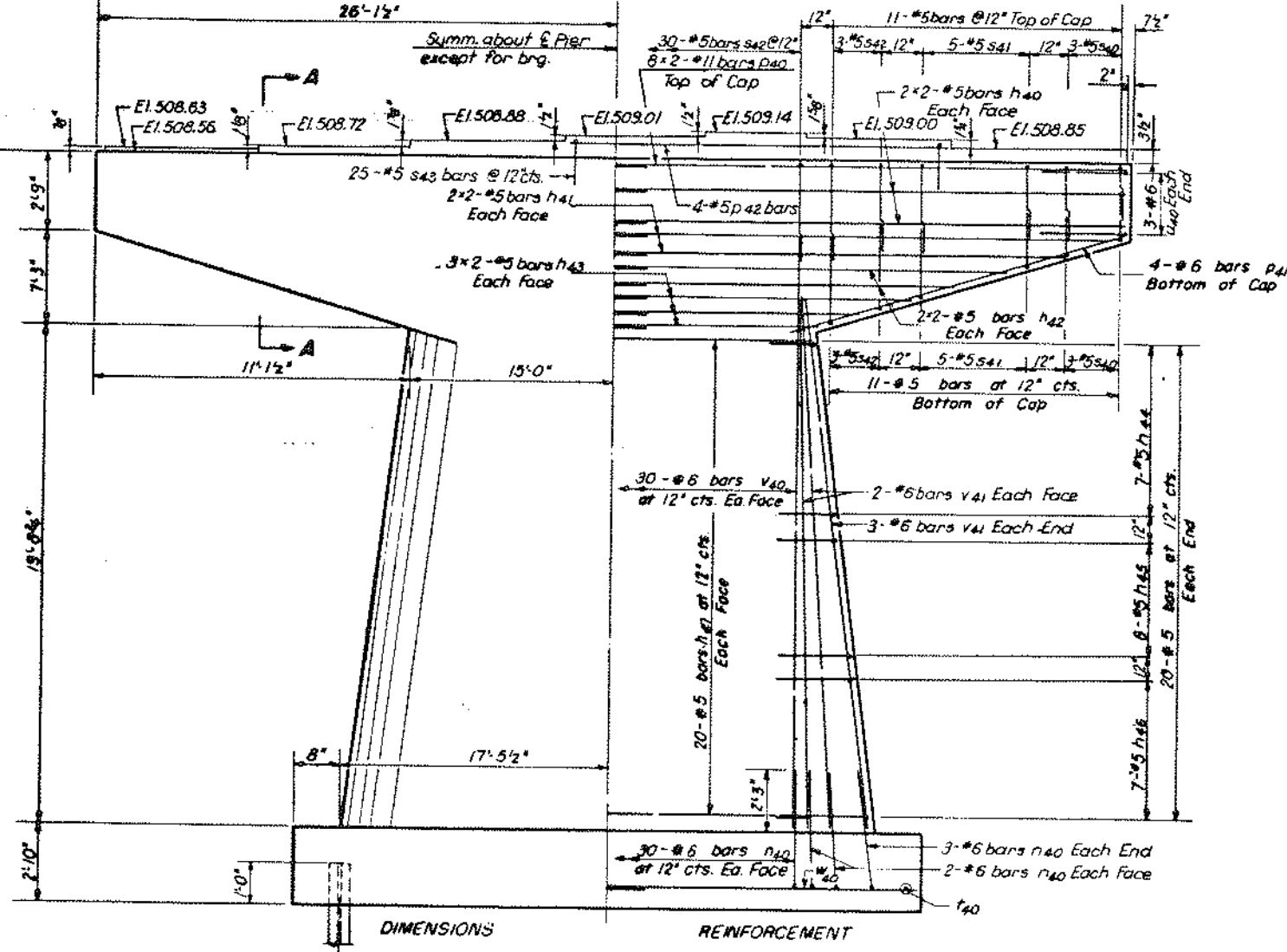
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h40	8	#5	26'-7"	—
h41	8	#5	25'-11"	—
h42	8	#5	22'-10"	—
h43	12	#5	19'-10"	—
h44	14	#5	9'-5"	—
h45	12	#5	10'-11"	—
h46	14	#5	12'-9"	—
h47	40	#5	26'-4"	—
h40	74	#6	5'-3"	—
P40	16	#11	28'-2"	—
P41	8	#6	15'-6"	—
P42	4	#5	24'-2"	—
S40	12	#5	8'-6"	□
S41	20	#5	12'-0"	□
S42	42	#5	14'-0"	□
S43	25	#5	7'-0"	□
T40	62	#7	9'-2"	—
U40	6	#6	6'-3"	—
V40	60	#6	25'-6"	—
V41	14	#6	22'-0"	—
W40	16	#5	18'-7"	—
Class X Concrete				Cu Yds 183.2
Reinforcement Bars				Lbs 11,150
Steel Piles HP10x42				Lin. Ft. 720

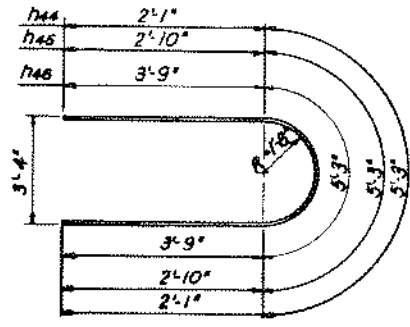
For Notes See Sheet 33.



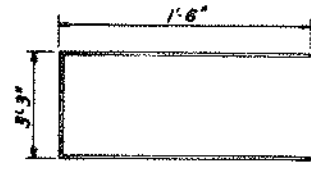
END VIEW



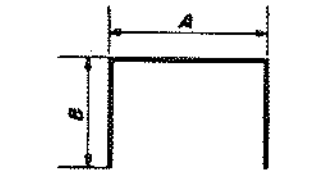
ELEVATION



h44, h45 & h46 BARS



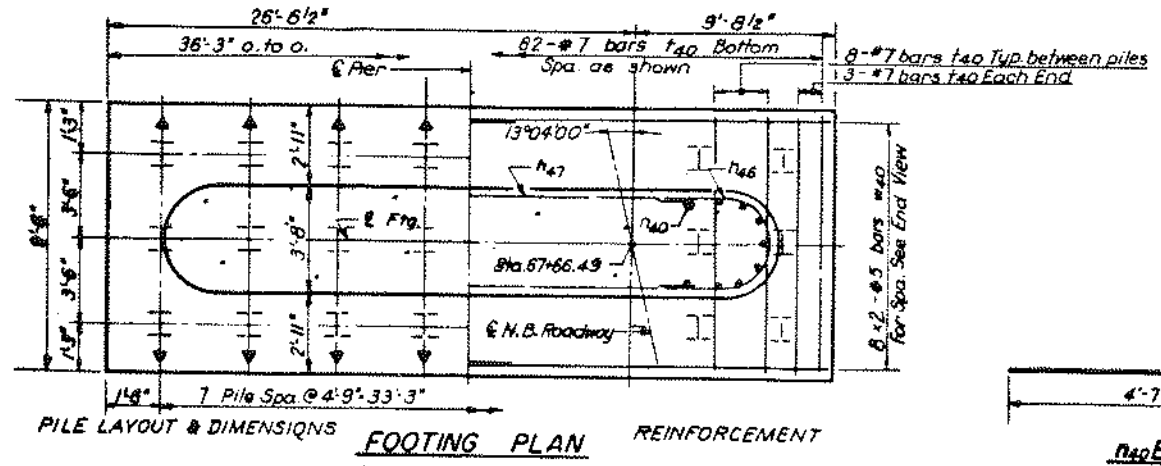
U40 BAR



A B B DIMENSIONS

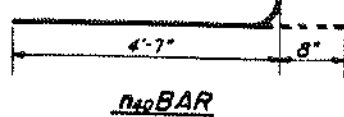
Bar	A	B
S40	3'-4"	2'-7"
S41	3'-4"	4'-4"
S42	3'-4"	5'-4"
S43	3'-0"	2'-0"

S40, S41, S42 & S43 BARS

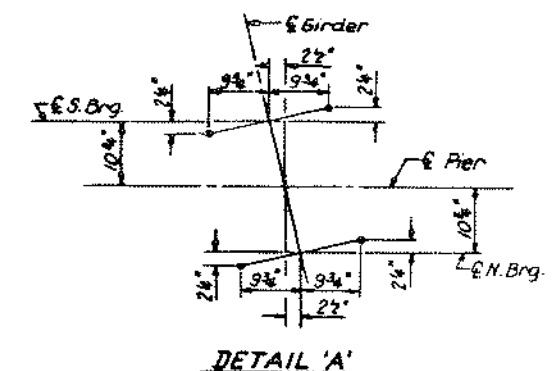


PILE LAYOUT & DIMENSIONS

FOOTING PLAN REINFORCEMENT



W40 BAR



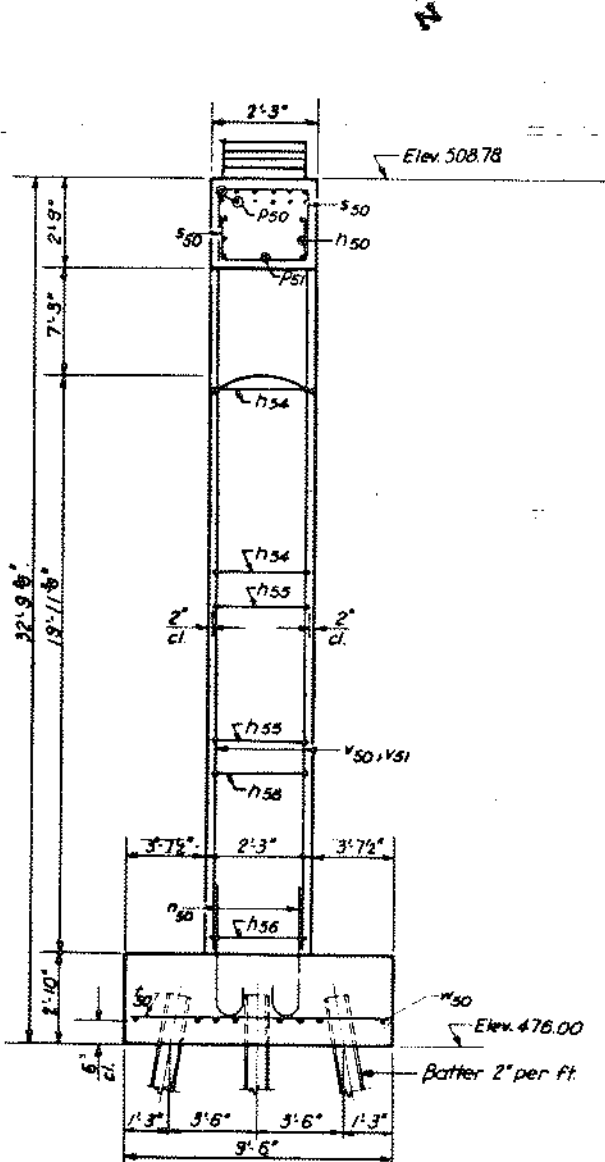
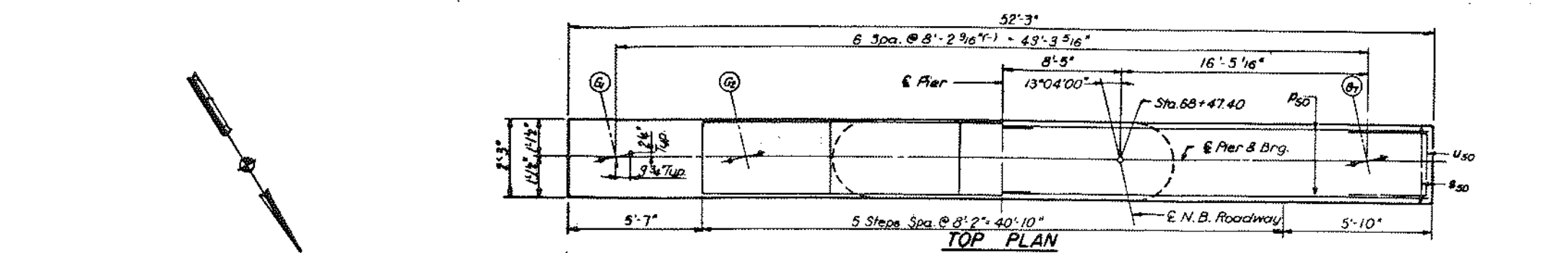
DETAIL 'A'

**PILE DATA**  
 Type - Steel HP10x42  
 Capacity - Drive to Refusal  
 Est. Length - 30'  
 No. Req'd. - 24

DESIGNED BY: S.K.  
 DRAWN BY: K.M.  
 CHECKED BY: S.K.

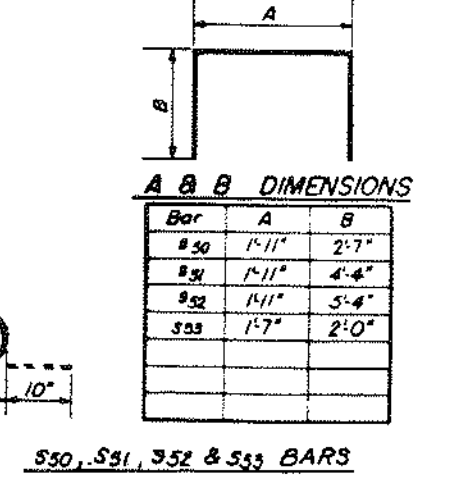
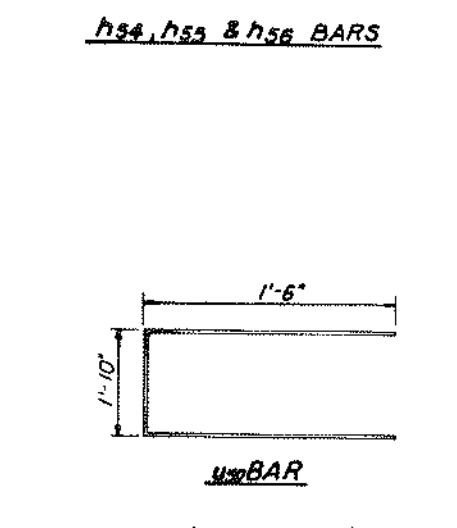
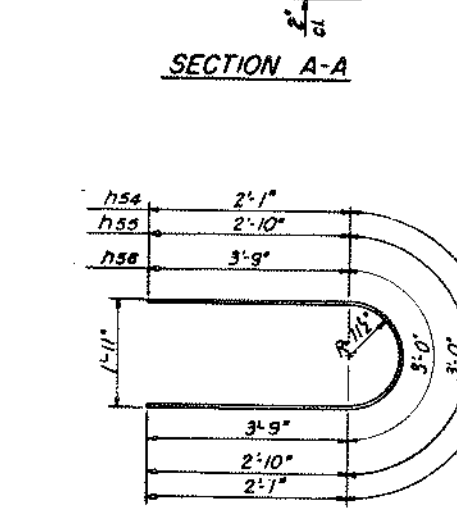
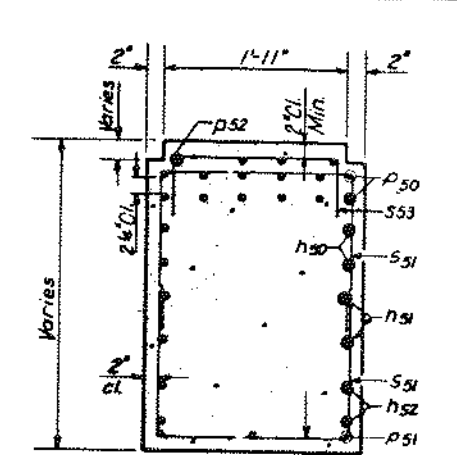
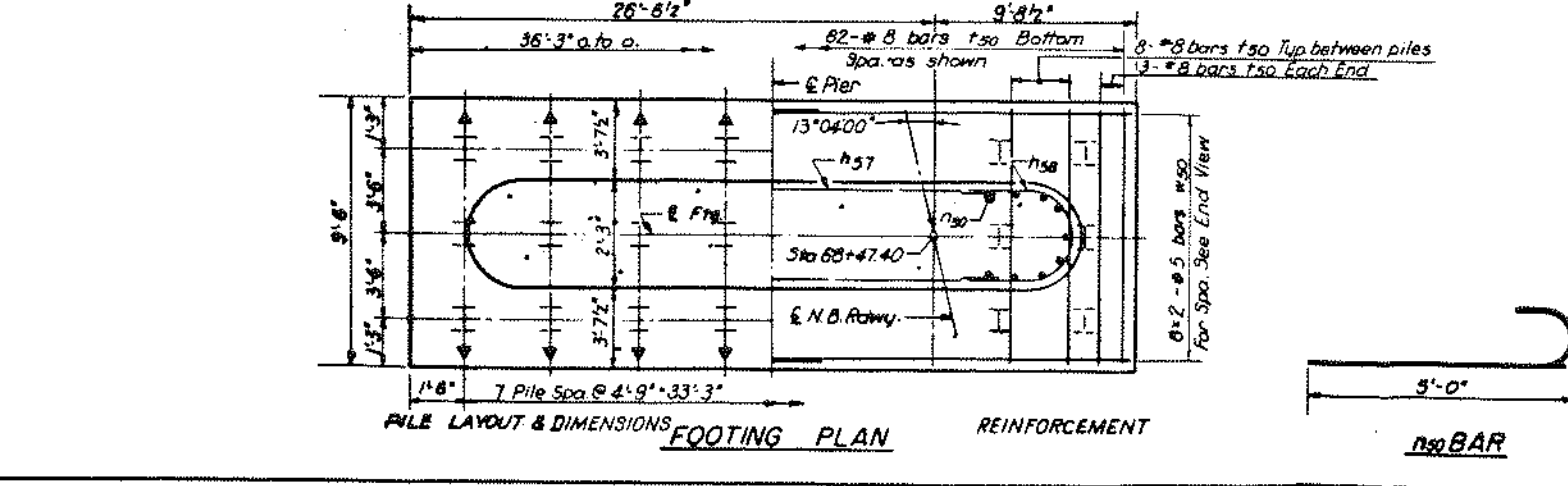
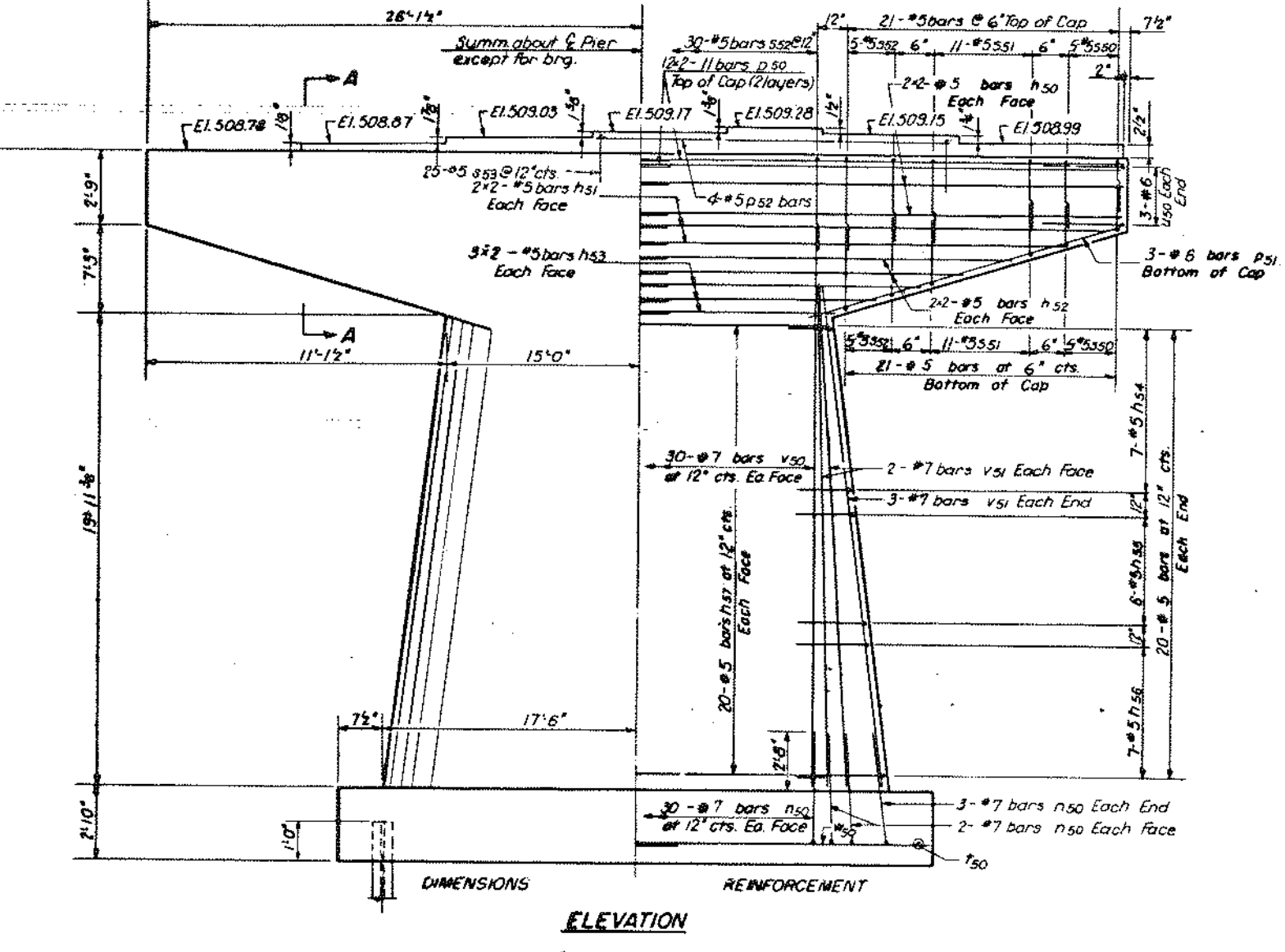
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 PIER 4  
 NORTHBOUND ROADWAY  
 E.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67 + 00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2BVB	PEORIA	75	38
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT	



**PILE DATA**  
 Type - Steel HP10x42  
 Capacity - Drive to Refusal  
 Est. Length - 26'  
 No. Piles - 24

DESIGNED BY: SK  
 DRAWN BY: K.M.  
 CHECKED BY: S.K.



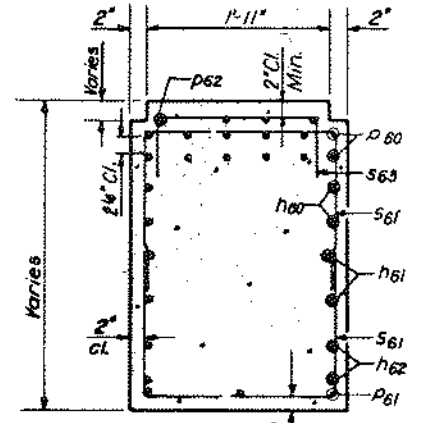
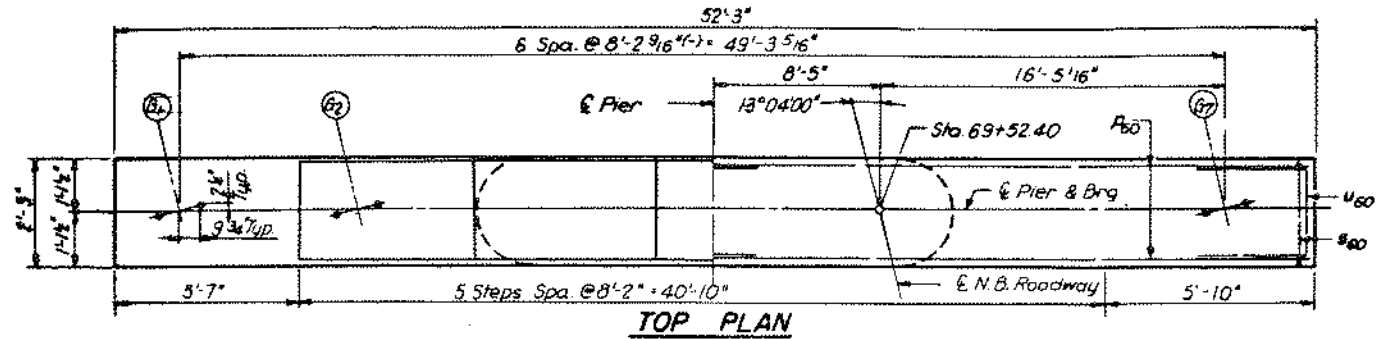
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h50	8	#5	26'-7"	—
h51	8	#5	25'-11"	—
h52	8	#5	22'-10"	—
h53	12	#5	19'-10"	—
h54	14	#5	7'-2"	—
h55	12	#5	8'-8"	—
h56	14	#5	10'-6"	—
h57	40	#5	27'-9"	—
h50	74	#7	5'-10"	—
p50	24	#11	28'-2"	—
p51	8	#6	15'-6"	—
p52	4	#5	24'-2"	—
s50	20	#5	7'-1"	—
s51	44	#5	10'-7"	—
s52	50	#5	12'-7"	—
s53	25	#5	5'-7"	—
t50	62	#8	9'-2"	—
u50	6	#6	4'-10"	—
v50	80	#7	25'-6"	—
v51	14	#7	21'-9"	—
v52	16	#5	18'-7"	—
Class 'X' Concrete				Cu. Yds 127.2
Reinforcement Bars				Lbs. 14,170
Steel Piles HP10x42				Lin Ft 624

For Notes See Sheet 33.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 PIER 5  
 NORTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67 + 00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

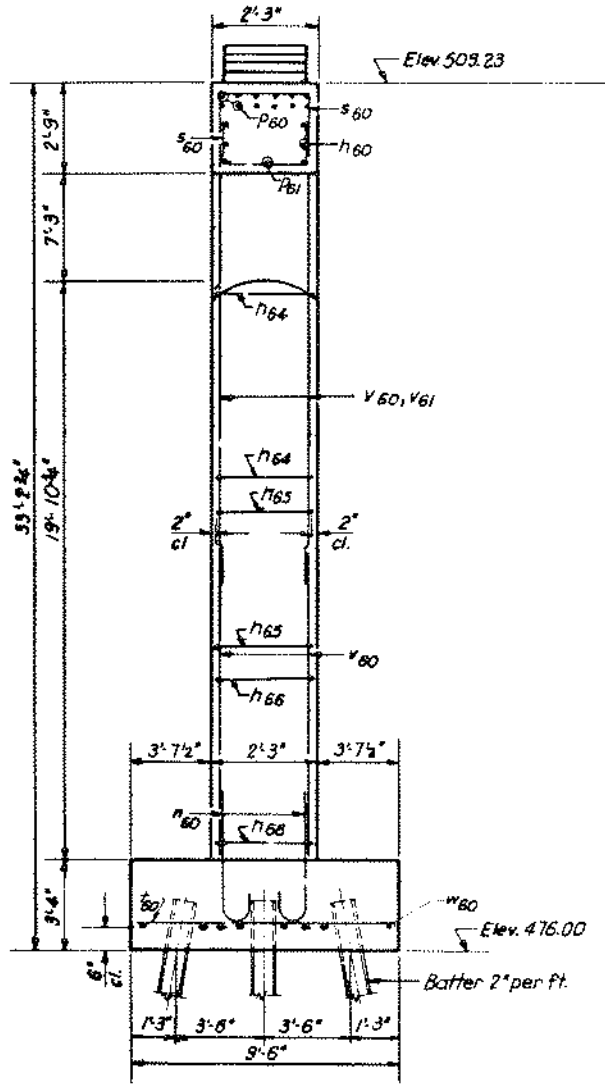
SHEET  
 30 of 43



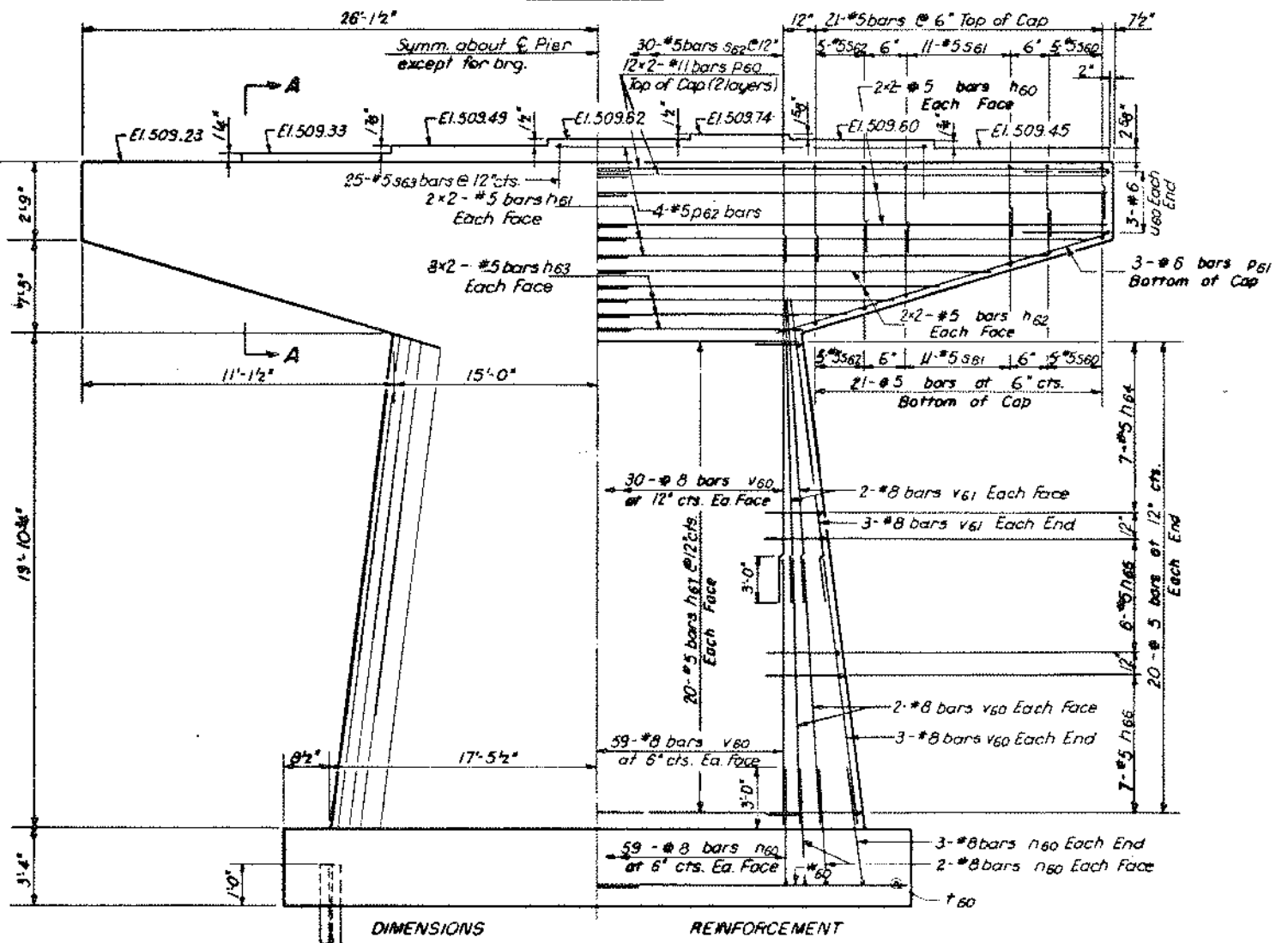
SECTION A-A

**BILL OF MATERIAL**

Bar No.	Size	Length	Shape
h60	8 #5	26'-7"	—
h61	8 #5	25'-11"	—
h62	8 #5	22'-10"	—
h63	12 #5	19'-10"	—
h64	14 #5	7'-2"	—
h65	12 #5	8'-8"	—
h66	14 #5	10'-6"	—
h67	40 #5	27'-9"	—
h60	132 #8	6'-11"	—
p60	24 #11	28'-2"	—
p61	8 #8	15'-6"	—
p62	4 #5	24'-2"	—
s60	20 #5	7'-1"	—
s61	44 #5	10'-7"	—
s62	50 #5	12'-7"	—
s63	25 #5	5'-7"	—
v60	62 #8	9'-2"	—
v60	6 #6	4'-10"	—
v60	192 #8	14'-3"	—
v61	14 #8	11'-9"	—
v60	16 #5	18'-7"	—
Class X Concrete			Cu. Yds. 133.5
Reinforcement Bars			Lbs. 19,720
Steel Piles HP10x42			Lin. Ft. 594

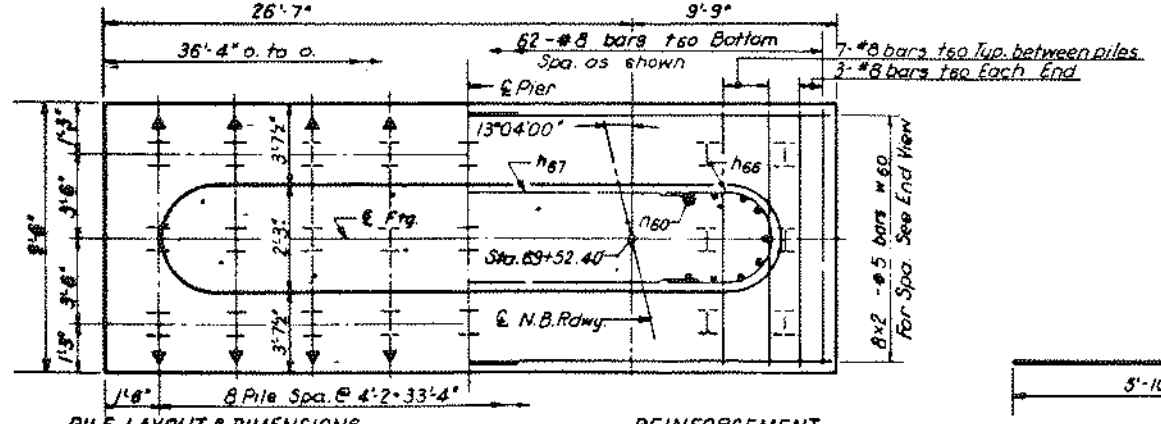


END VIEW

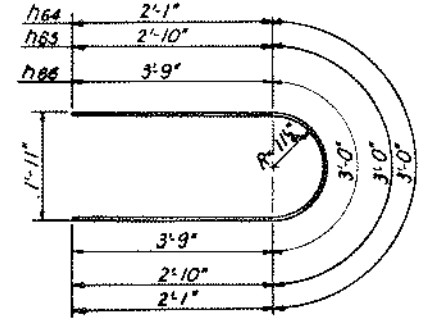


DIMENSIONS REINFORCEMENT

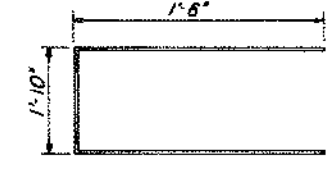
**ELEVATION**



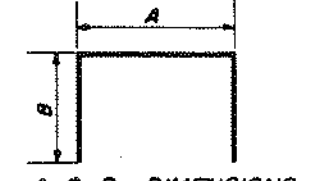
PILE LAYOUT & DIMENSIONS FOOTING PLAN REINFORCEMENT



h64, h65 & h66 BARS



v60 BAR



A & B DIMENSIONS

Bar	A	B
h60	1'-11"	2'-7"
h61	1'-11"	4'-4"
h62	1'-11"	5'-4"
h63	1'-7"	2'-0"

h60, h61, h62 & h63 BARS

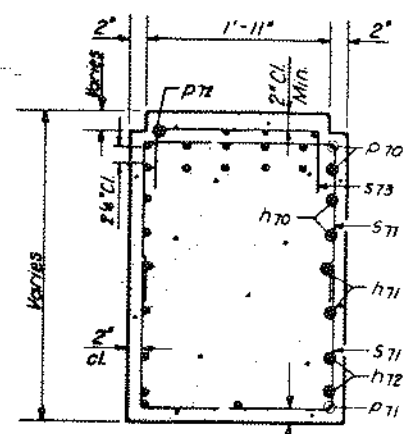
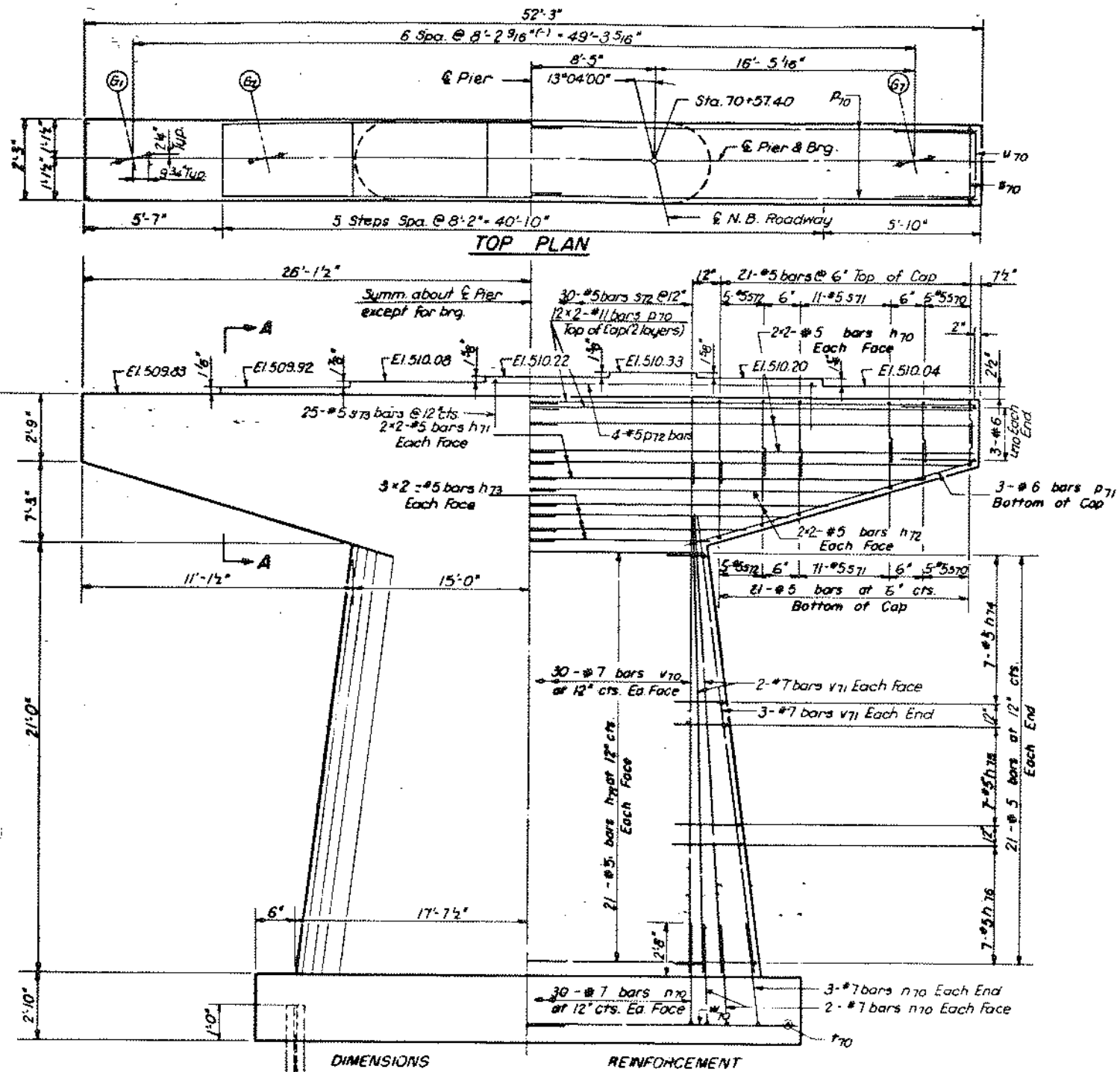
**PILE DATA**  
 Type - Steel HP10x42  
 Capacity - Drive to Refusal  
 Est. Length - 22'  
 No. Req'd - 27

DESIGNED BY: S.K.  
 DRAWN BY: K.M.  
 CHECKED BY: S.K.

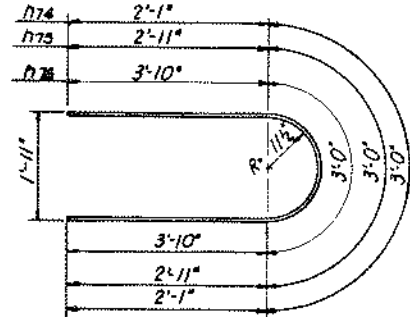
For Notes See Sheet 33.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
**PIER 6**  
 NORTHBOUND ROADWAY  
 E.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67 + 00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS





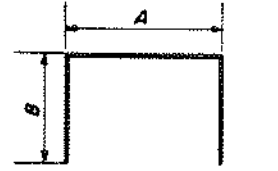
SECTION A-A



h74, h75 & h76 BARS



v70 BAR



A & B DIMENSIONS

Bar	A	B
s70	1'-11"	2'-7"
s71	1'-11"	4'-4"
s72	1'-11"	5'-4"
s73	1'-7"	2'-0"

s70, s71, s72 & s73 BARS

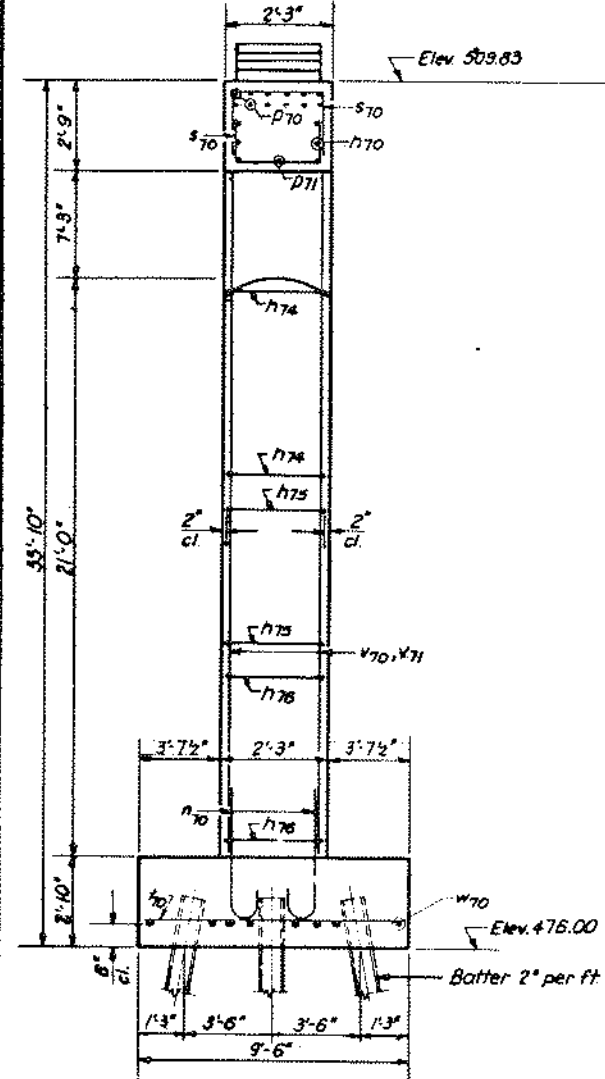
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h70	8	#5	26'-7"	—
h71	8	#5	25'-11"	—
h72	8	#5	22'-10"	—
h73	12	#5	19'-10"	—
h74	14	#5	7'-2"	—
h75	14	#5	8'-10"	—
h76	14	#5	10'-8"	—
h77	42	#5	27'-9"	—
h70	74	#7	5'-10"	—
P70	24	#11	28'-2"	—
P71	6	#8	15'-6"	—
P72	4	#5	24'-2"	—
S70	20	#5	7'-1"	—
S71	44	#5	10'-7"	—
S72	50	#5	12'-7"	—
S73	25	#5	5'-7"	—
v70	62	#8	9'-2"	—
v70	6	#6	4'-10"	—
v70	60	#7	26'-8"	—
v71	14	#7	23'-9"	—
v70	16	#5	18'-7"	—

Class A Concrete	Cu Yds	130.2
Reinforcement Bars	Lbs	14,230
Steel Piles HP10x42	Lin Ft	483
Test Pile	Each	1

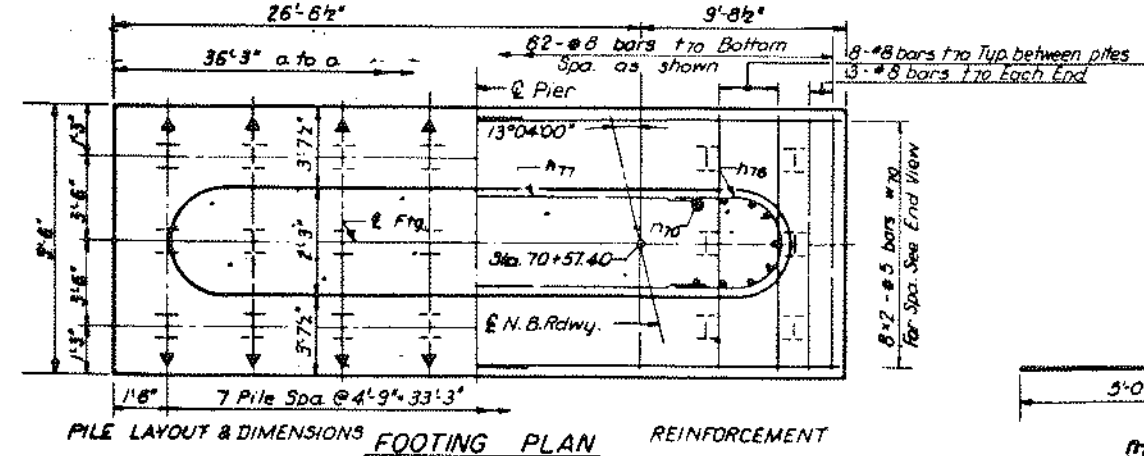
\* Does not include Test Pile  
For Notes See Sheet 33.



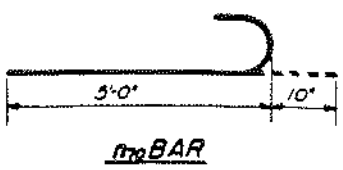
END VIEW

**PILE DATA**  
 Type - Steel HP10x42  
 Capacity - Drive to Refusal  
 Est. Length - 21'  
 No. Piled - 23  
 Test Pile - 1

DESIGNED BY SK  
 DRAWN BY K.M.  
 CHECKED BY SK

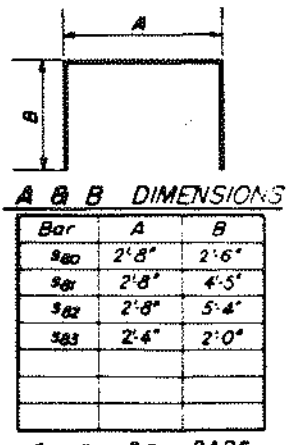
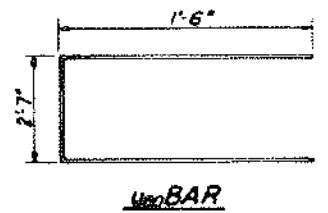
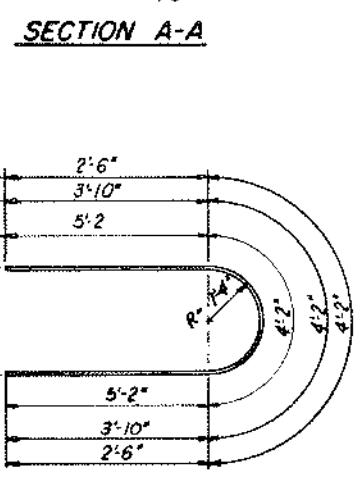
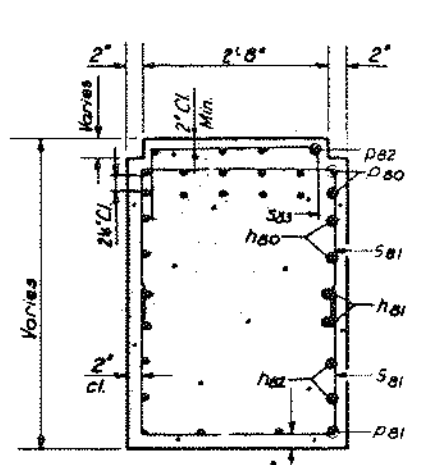
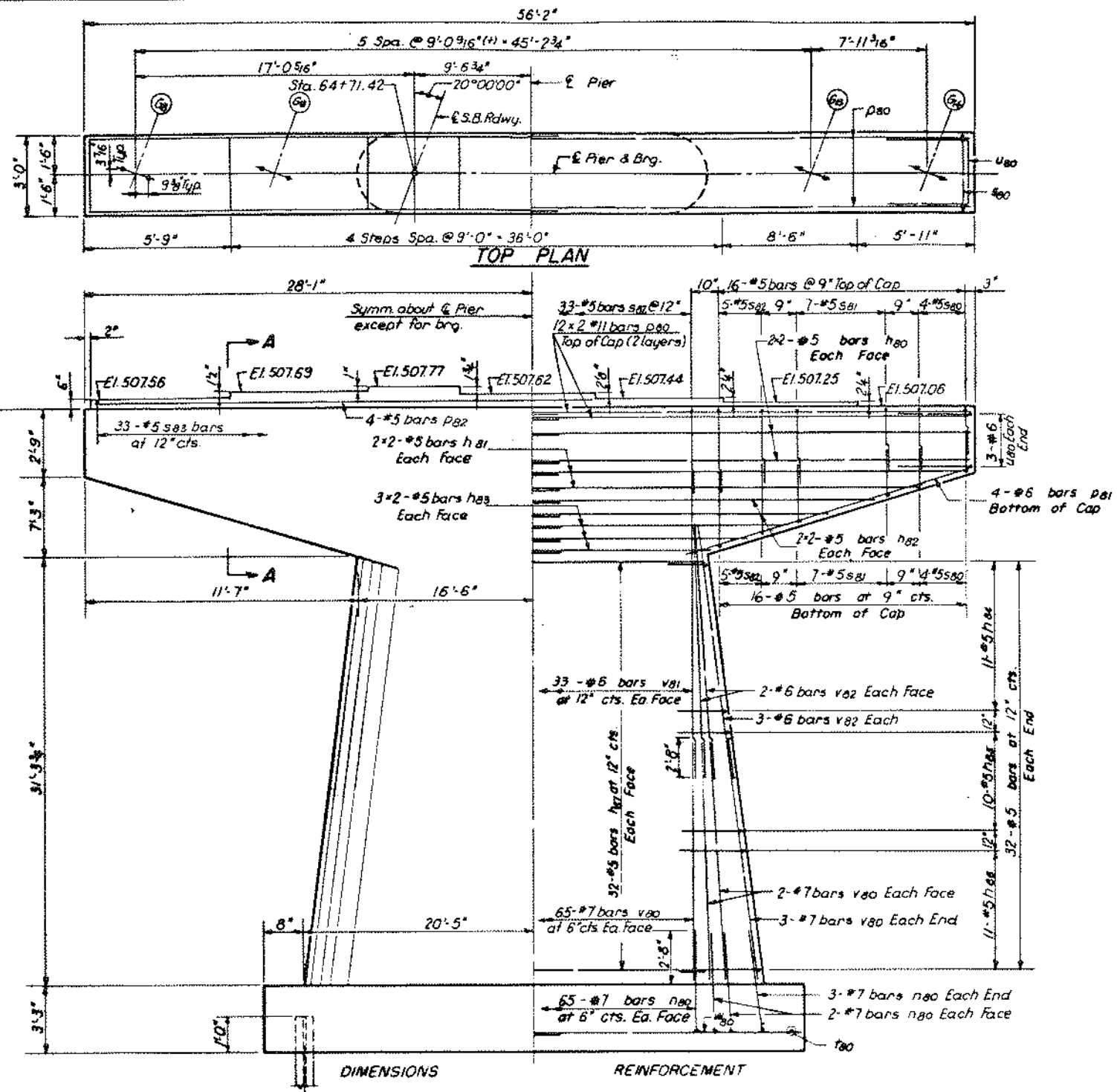
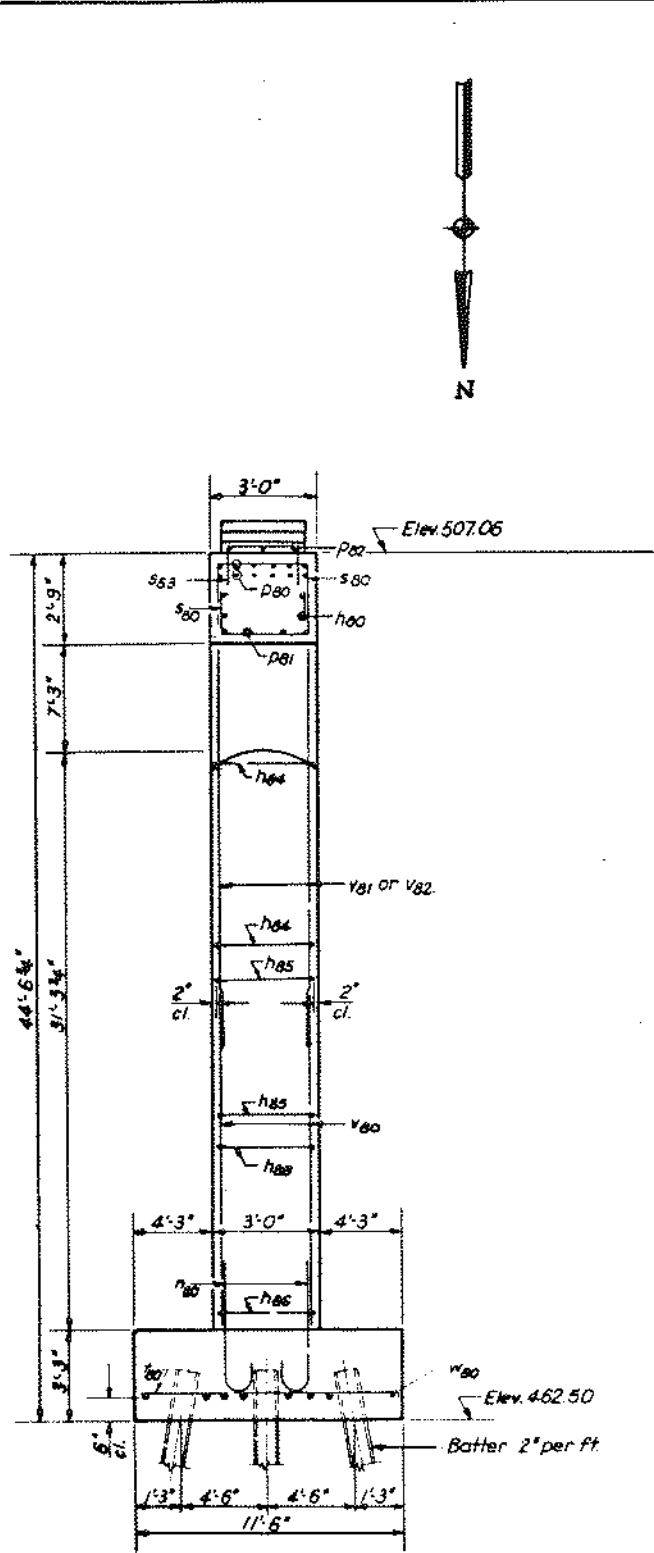


PILE LAYOUT & DIMENSIONS FOOTING PLAN REINFORCEMENT



v70 BAR

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 PEORIA DISTRICT OFFICE  
 PIER 7  
 NORTHBOUND ROADWAY  
 E.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS



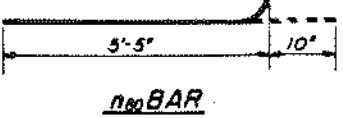
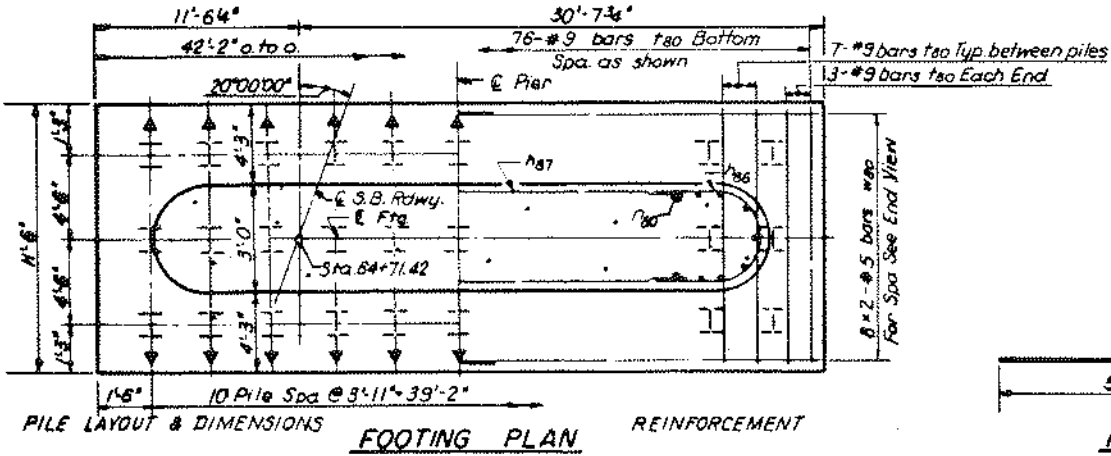
**BILL OF MATERIAL**

Bar No.	Size	Length	Shape
h80	#5	28'-7"	—
h81	#5	27'-9"	—
h82	#5	24'-9"	—
h83	#5	21'-7"	—
h84	#5	9'-2"	—
h85	#5	11'-10"	—
h86	#5	14'-6"	—
h87	#5	30'-0"	—
n80	#7	6'-3"	—
p80	#11	30'-0"	—
p81	#6	15'-6"	—
p82	#5	32'-3"	—
s80	#5	7'-8"	□
s81	#5	11'-6"	□
s82	#5	13'-4"	□
s83	#5	6'-4"	□
u80	#9	11'-2"	—
u80	#6	5'-7"	□
v80	#7	19'-10"	—
v81	#6	19'-10"	—
v82	#6	17'-1"	—
w80	#5	21'-7"	—
Class 'X' Concrete			Cu Yds 240.1
Reinforcement Bars			Lbs. 22,600
Steel Piles HP10x42			Lin FF 1,089

For Notes See Sheet 33.

**PILE DATA**  
 Type - Steel HP10x42  
 Capacity - Drive to Refusal  
 Est. Length - 33'  
 No. Piled - 33

DESIGNED BY SK  
 DRAWN BY KM  
 CHECKED BY SK

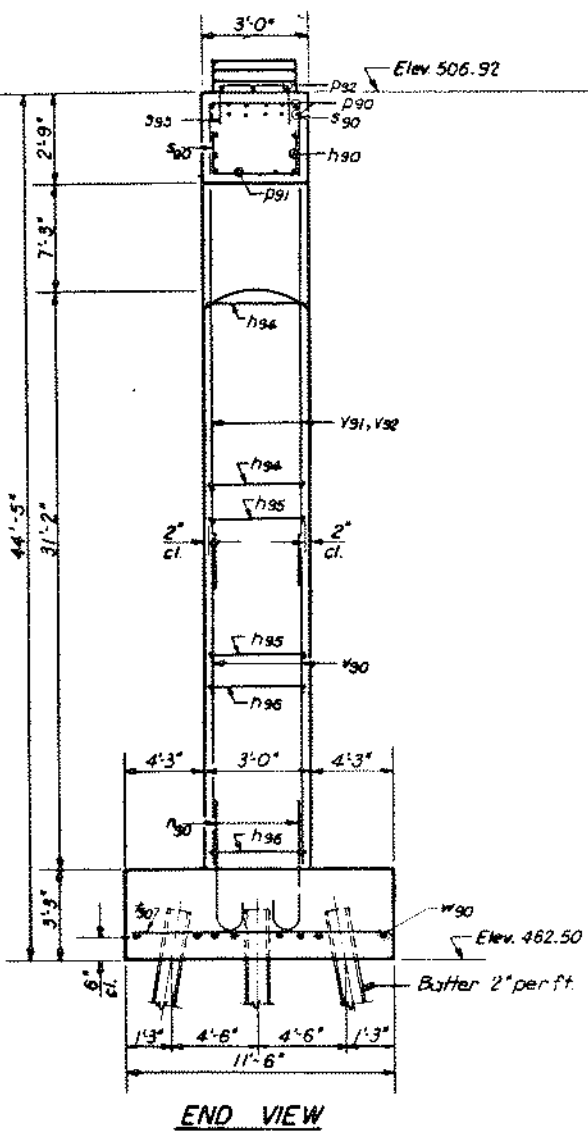
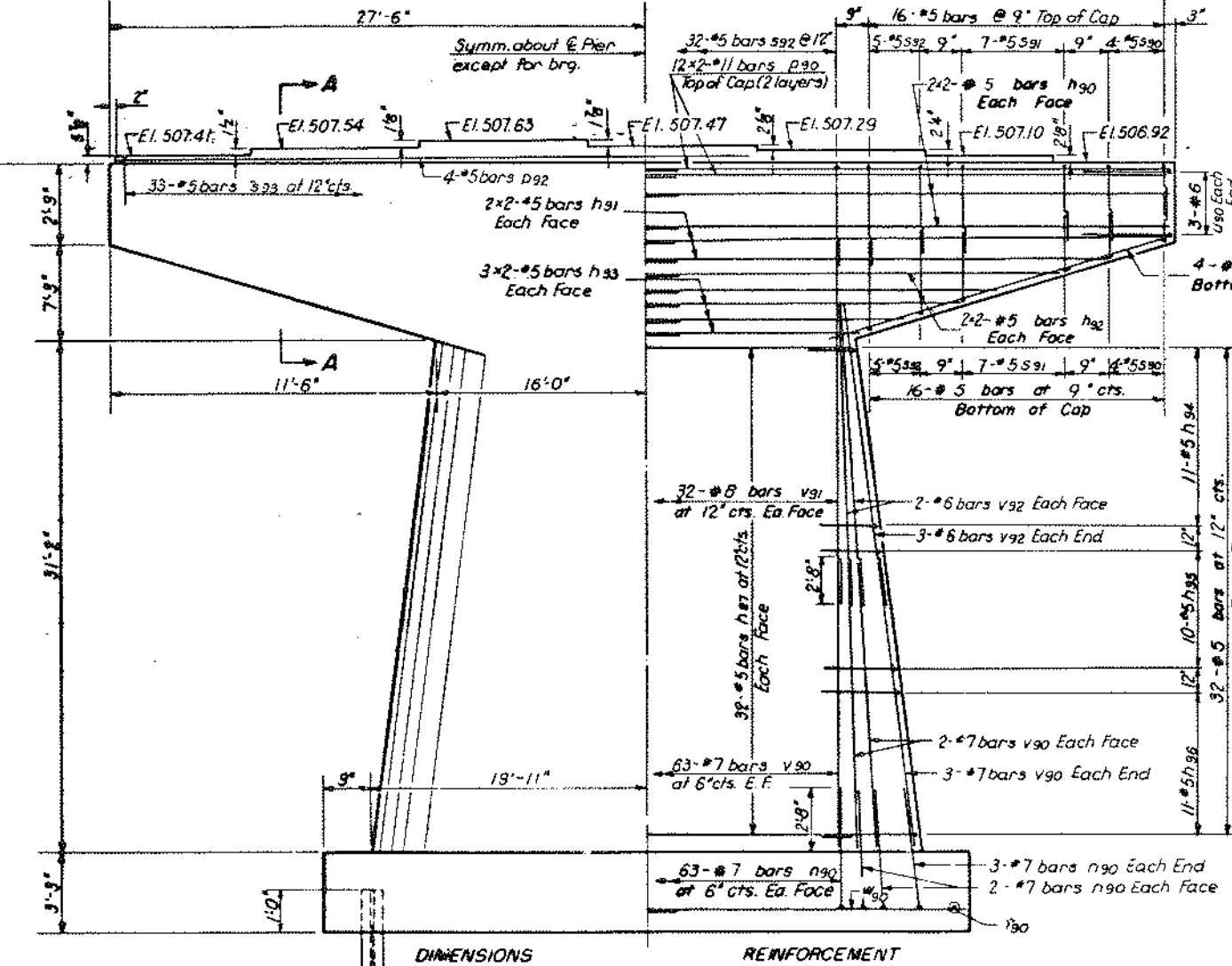
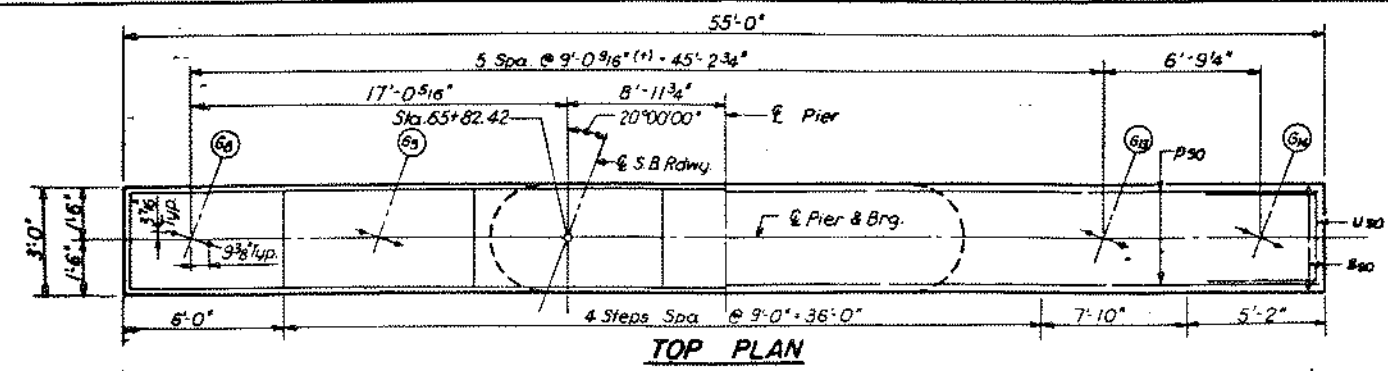


STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 PIER 1  
 SOUTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67 + 00.00  
 F.A.I. RT 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC  
 ENGINEERS  
 CHICAGO, ILLINOIS

**BILL OF MATERIAL**

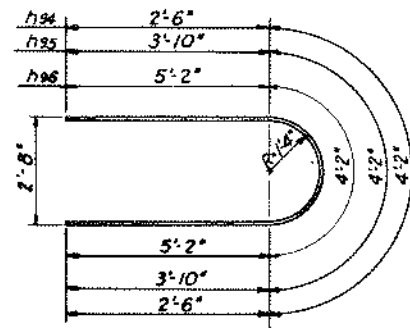
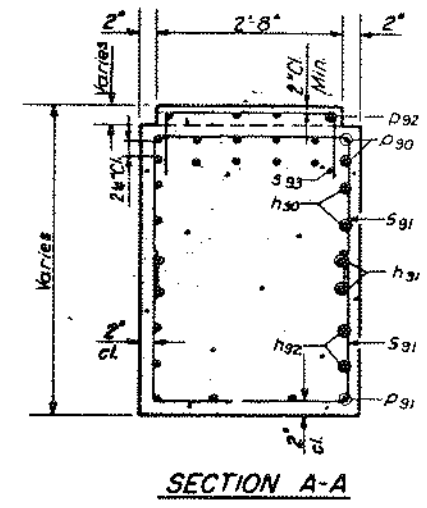
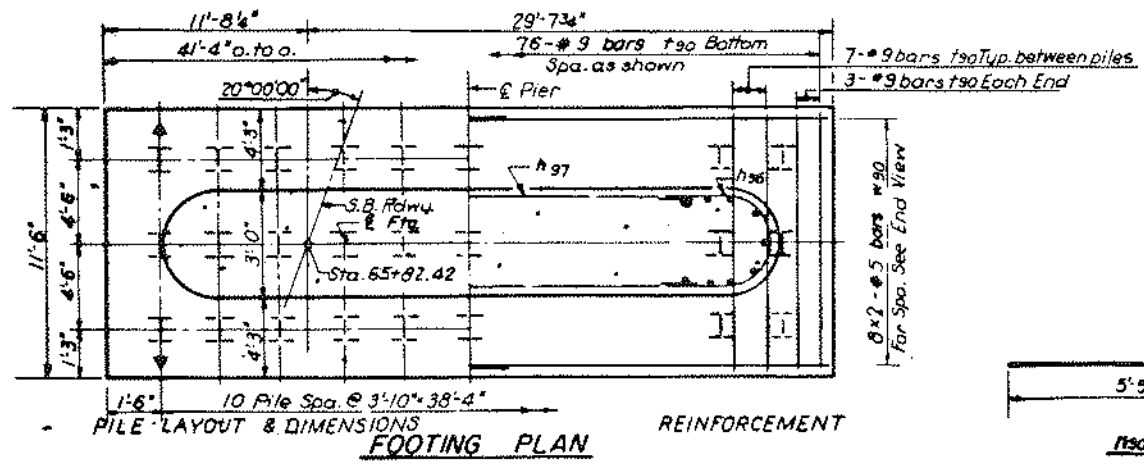
Bar No.	Size	Length	Shape
h90	#5	28'-0"	—
h91	#5	27'-2"	—
h92	#5	24'-2"	—
h93	#5	21'-0"	—
h94	#5	9'-2"	—
h95	#5	11'-10"	—
h96	#5	14'-6"	—
h97	#5	29'-0"	—
h90	#7	6'-3"	—
p90	#11	29'-6"	—
p91	#6	15'-6"	—
p92	#5	32'-7"	—
s90	#5	7'-8"	—
s91	#5	11'-8"	—
s92	#5	13'-4"	—
s93	#5	6'-4"	—
f90	#9	11'-2"	—
u90	#6	5'-7"	—
v90	#7	19'-9"	—
v91	#6	19'-9"	—
v92	#6	13'-8"	—
w90	#5	21'-8"	—
Class X Concrete			Cu. Yds. 233.7
Reinforcement Bars			Lbs. 22,070
Steel Piles HP10x42			Lin. Ft. * 960
Test Pile			Each 1

\* Does not include Test Pile.  
For Notes See Sheet 33.

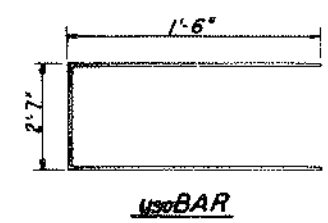


**PILE DATA**  
 Type - Steel HP10x42  
 Capacity - Drive to Refusal  
 Est. Length - 30'  
 No. Req'd. - 32  
 Test Pile - 1

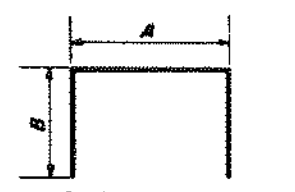
DESIGNED BY SK  
 DRAWN BY KM  
 CHECKED BY SK



h94, h95 & h96 BARS

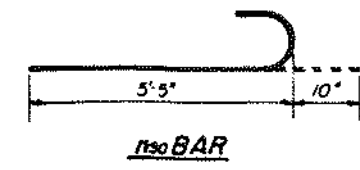


u90 BAR



Bar	A	B
s90	2'-8"	2'-6"
s91	2'-8"	4'-6"
s92	2'-8"	5'-4"
s93	2'-4"	2'-0"

s90, s91, s92 & s93 BARS



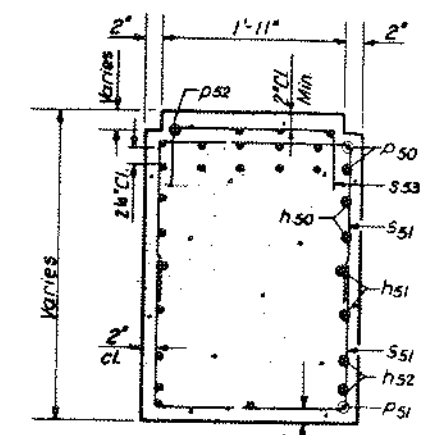
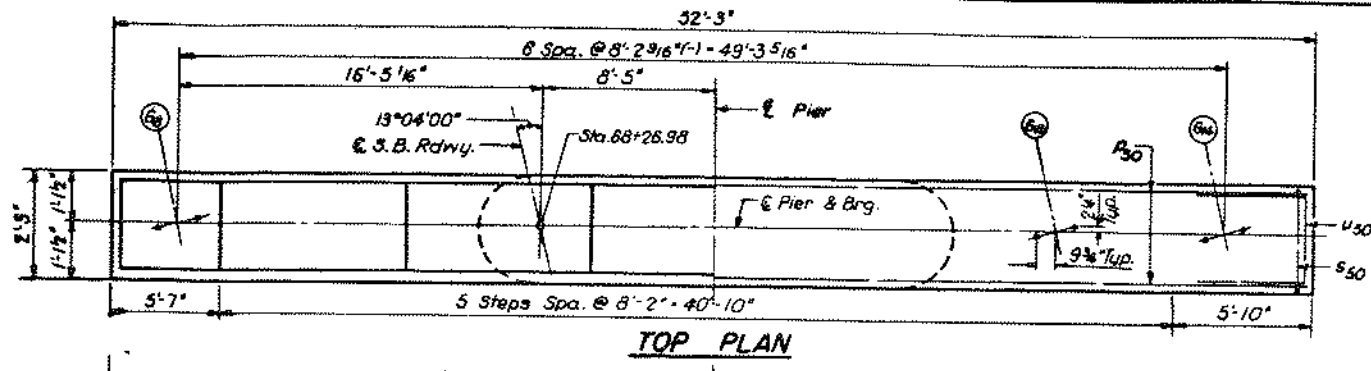
f90 BAR

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
**PIER 2**  
 SOUTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-28VB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS



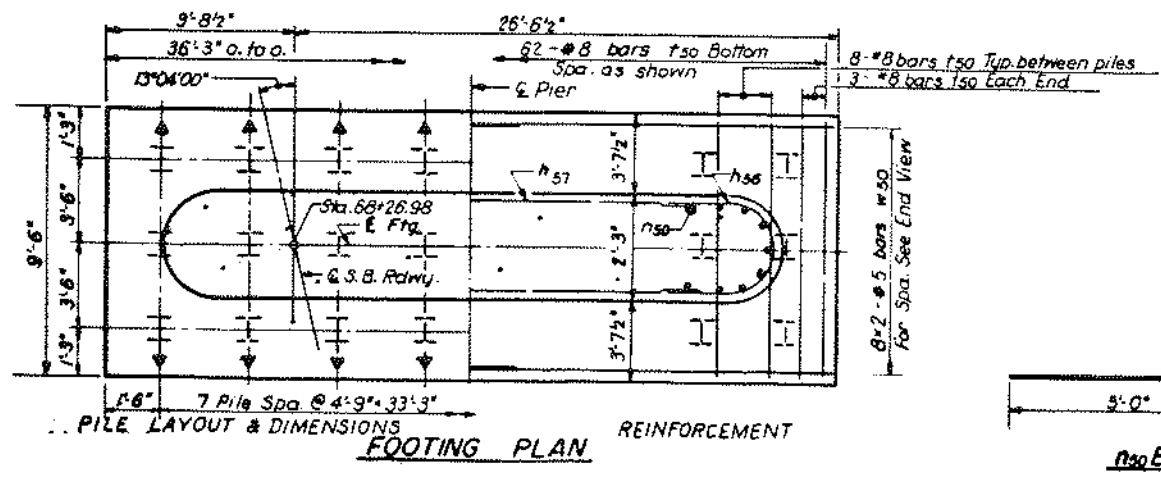
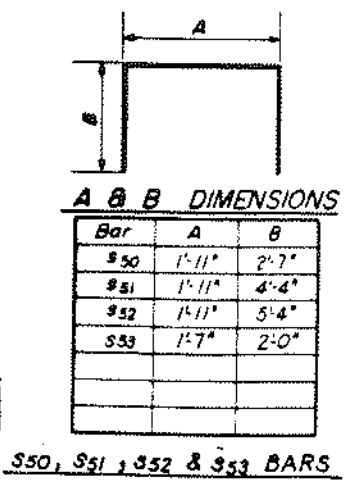
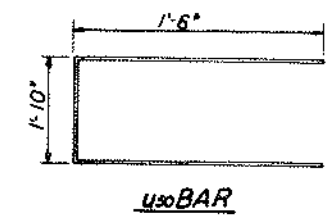
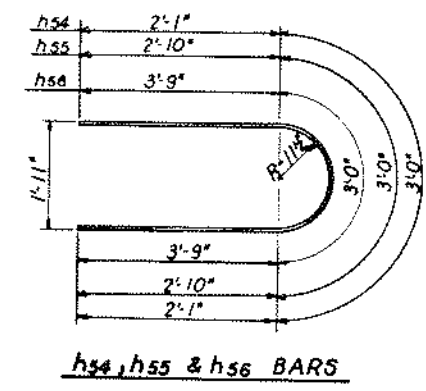
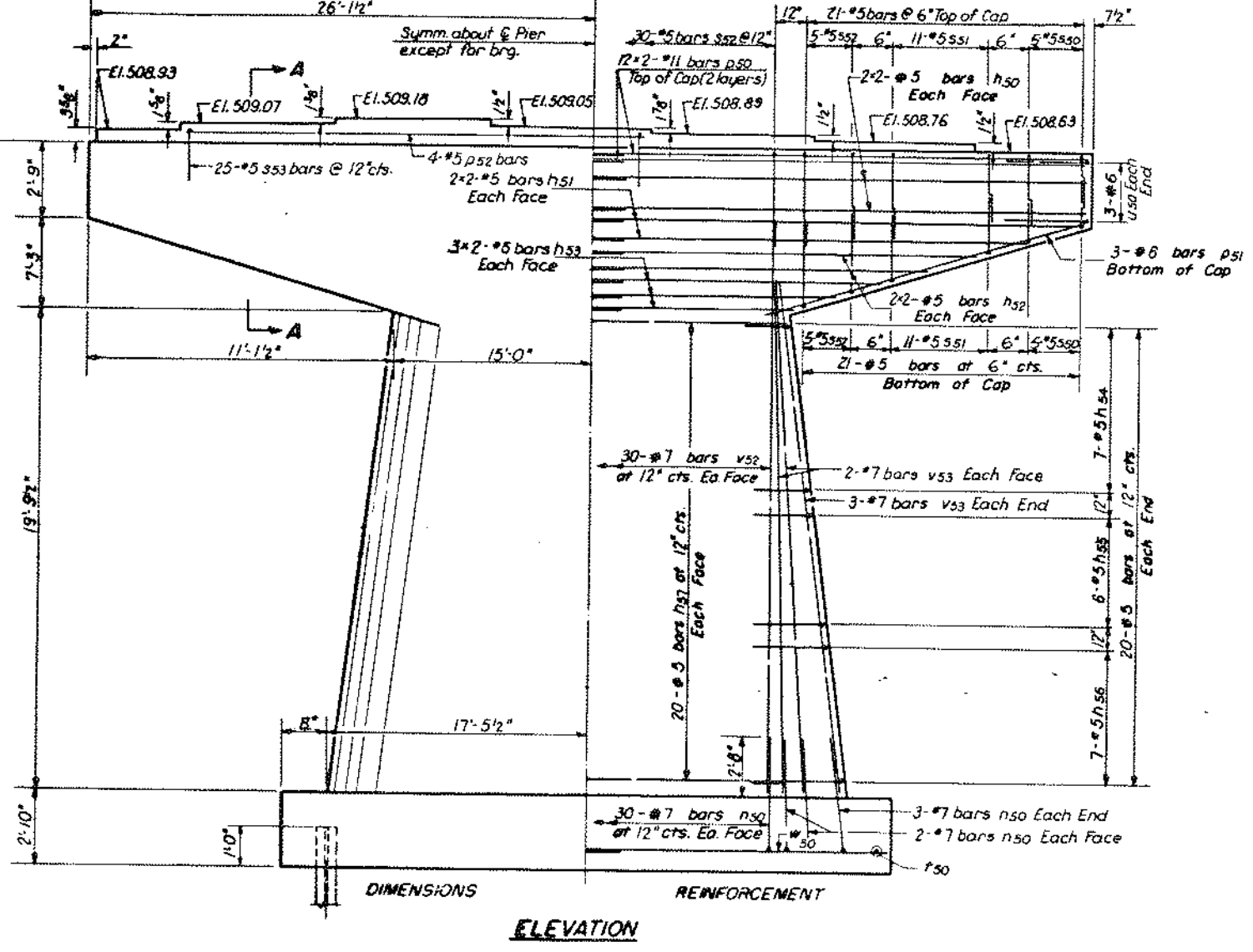
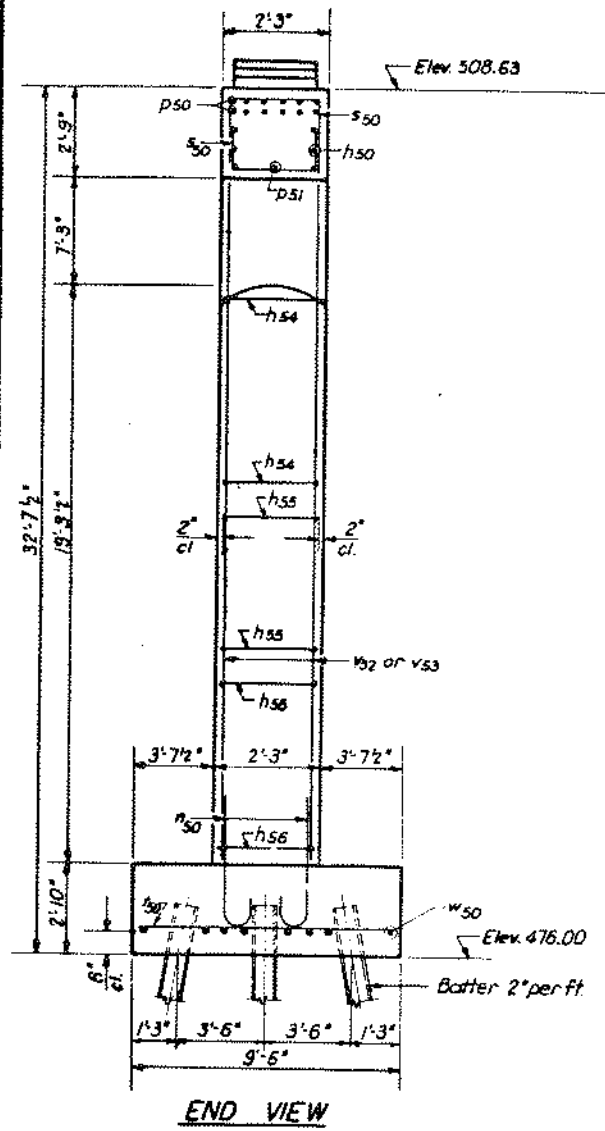


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2BVB	PEORIA	75	45
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT	



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h50	8	#5	26'-7"	—
h51	8	#5	25'-11"	—
h52	8	#5	22'-10"	—
h53	12	#5	19'-10"	—
h54	14	#5	7'-2"	—
h55	12	#5	8'-8"	—
h56	14	#5	10'-6"	—
h57	40	#5	27'-9"	—
n50	74	#7	5'-10"	—
p50	24	#11	28'-2"	—
p51	6	#6	15'-6"	—
p52	4	#5	24'-2"	—
s50	20	#5	7'-1"	—
s51	44	#5	10'-7"	—
s52	50	#5	12'-7"	—
s53	25	#5	5'-7"	—
t50	62	#8	9'-2"	—
u50	6	#6	4'-10"	—
v52	60	#7	25'-4"	—
v53	14	#7	21'-7"	—
w50	16	#5	18'-7"	—
Class X Concrete			Cu.Yds	126.9
Reinforcement Bars			Lbs.	14,140
Steel Piles HP 10x42			Lin.Ft.	624

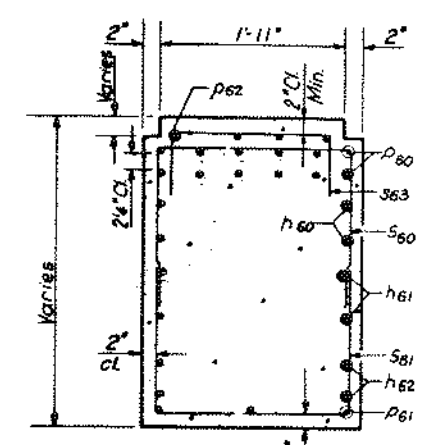
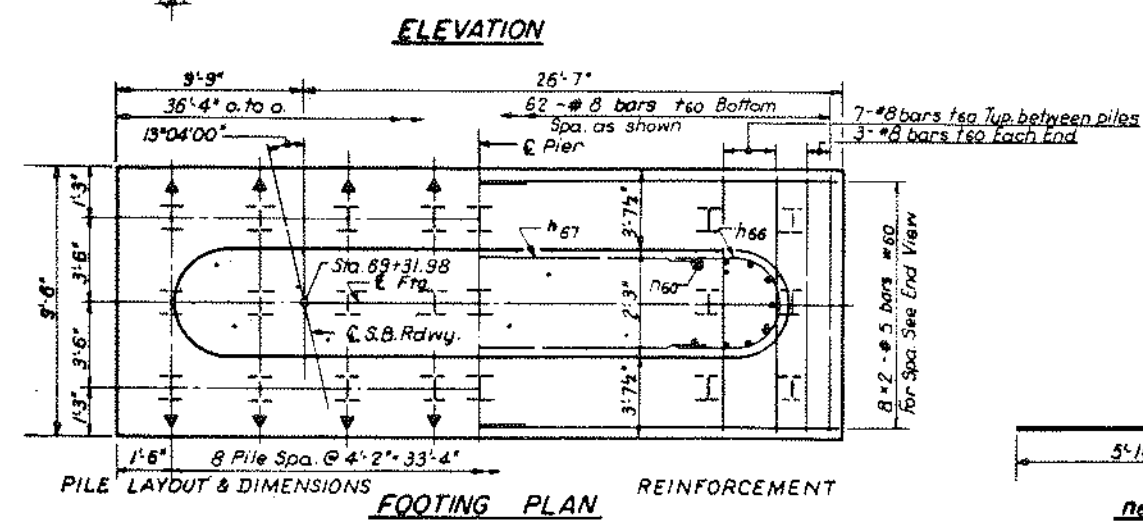
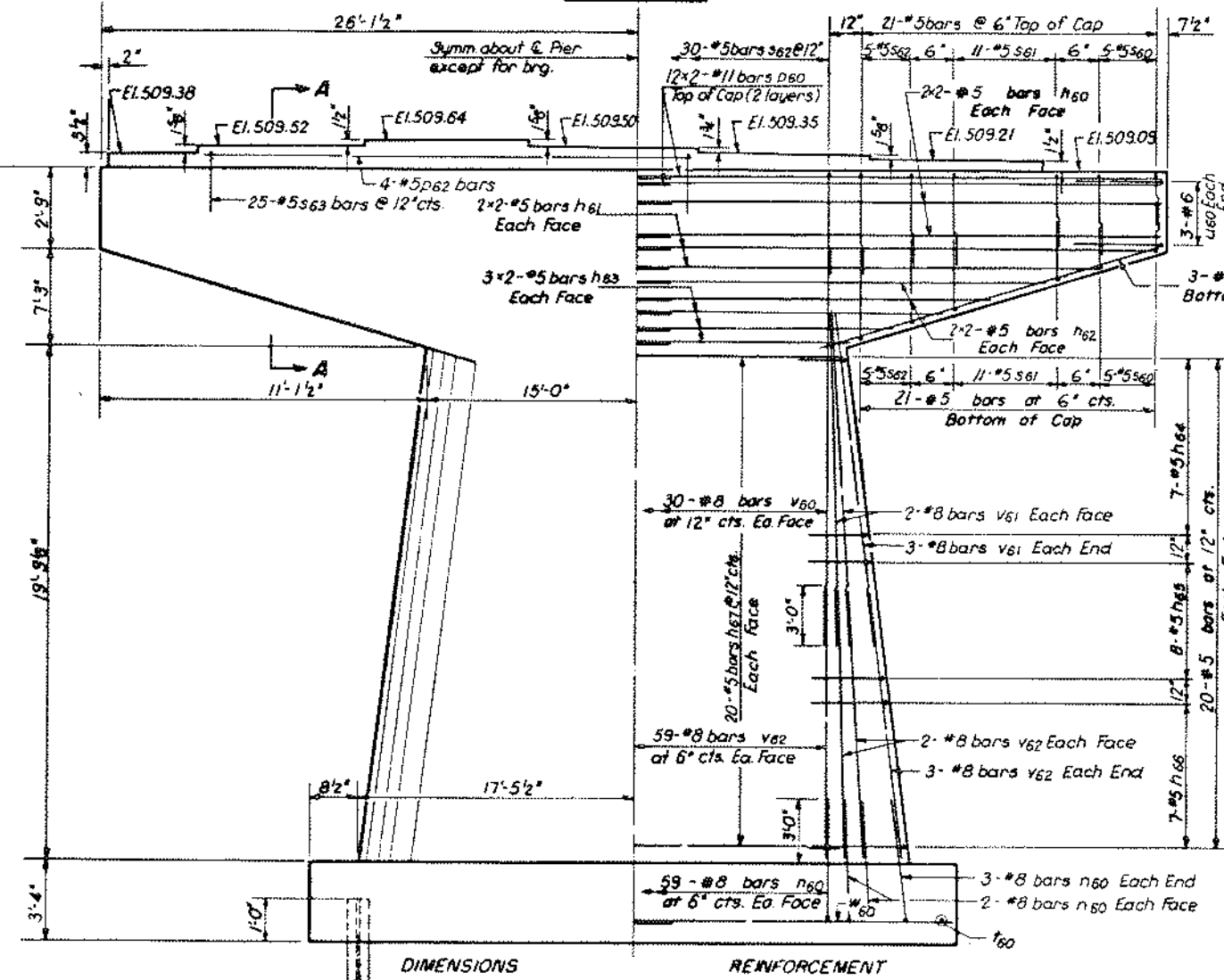
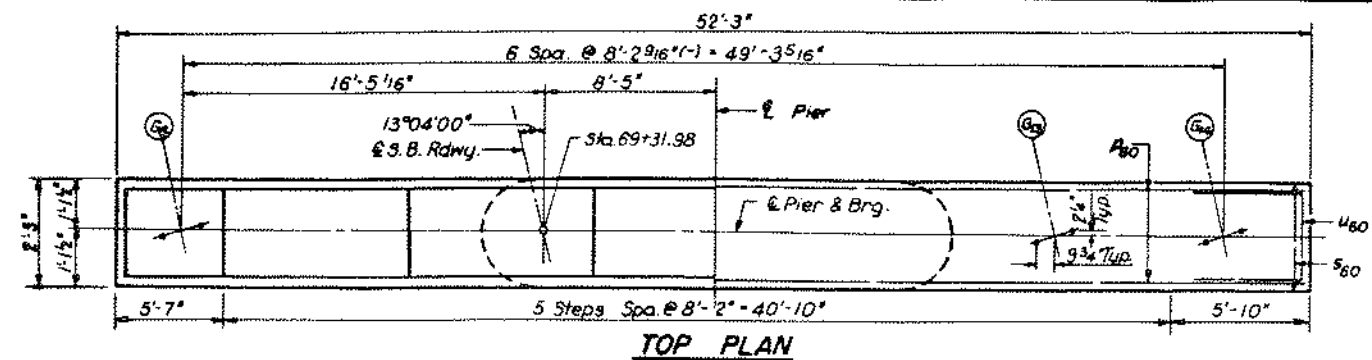


**PILE DATA**  
 Type - Steel HP 10x42  
 Capacity - Drive to Refusal  
 Est. Length - 26'  
 Min. Req'd. - 24'

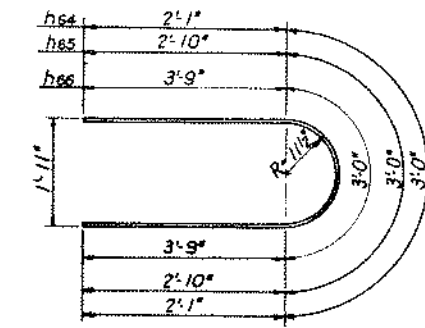
DESIGNED BY SK  
 DRAWN BY KM  
 CHECKED BY SK

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 PIER 5  
 SOUTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67 + 00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

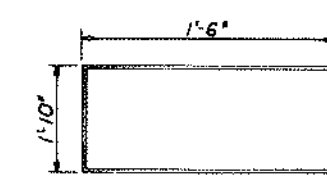
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. I. - 474	72-2BVB	PEORIA	75	46
FED. ROAD DIV. NO. 7		ILLINOIS	PROJECT	



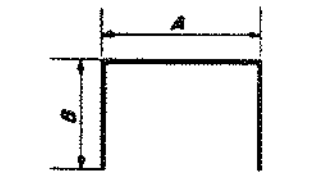
SECTION A-A



h64, h65 & h66 BARS



#60 BAR



A & B DIMENSIONS

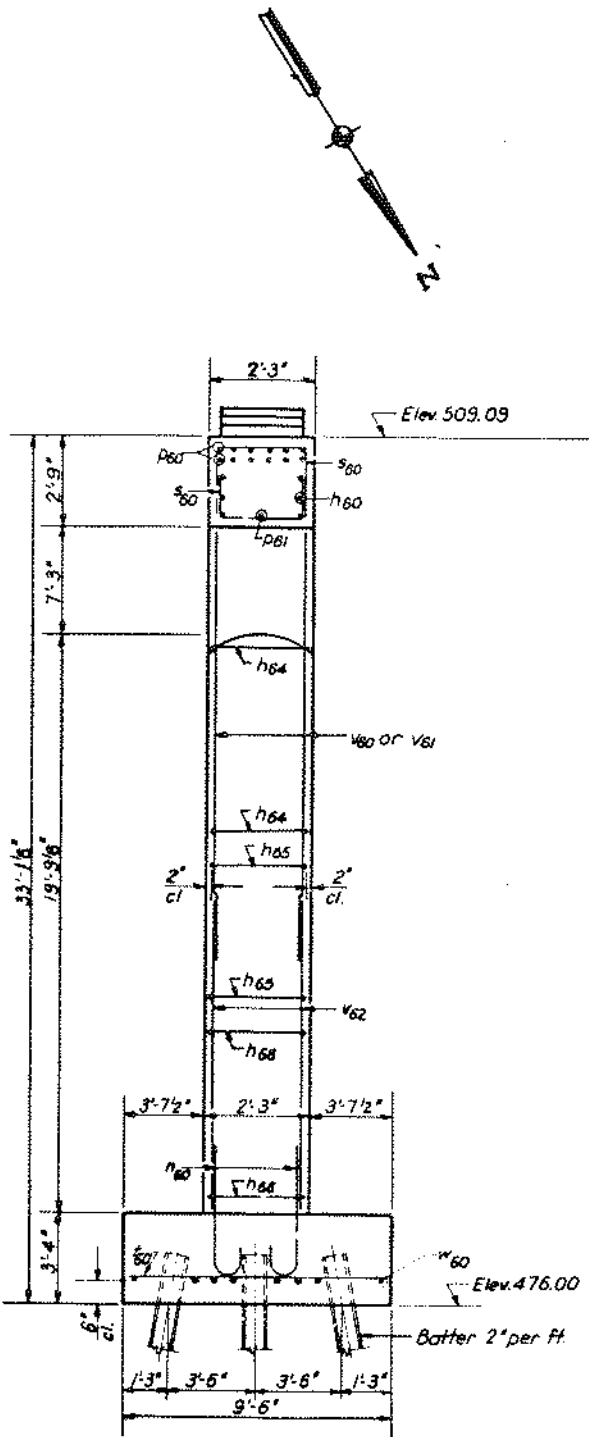
Bar	A	B
#60	1'-11"	2'-7"
#61	1'-11"	4'-4"
#62	1'-11"	5'-4"
#63	1'-7"	2'-0"

#60, #61, #62 & #63 BARS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h60	8	#5	26'-7"	—
h61	8	#5	25'-11"	—
h62	8	#5	22'-10"	—
h63	8	#5	19'-10"	—
h64	14	#5	7'-2"	U
h65	12	#5	8'-8"	U
h66	14	#5	10'-6"	U
h67	40	#5	27'-9"	—
n60	132	#8	6'-11"	U
p60	24	#11	28'-2"	—
p61	6	#6	15'-6"	—
p62	4	#5	24'-2"	—
s60	20	#5	7'-1"	□
s61	44	#5	10'-7"	□
s62	50	#5	12'-7"	□
s63	25	#5	5'-7"	□
v60	62	#8	9'-2"	—
v60	6	#6	4'-10"	□
v60	60	#8	14'-3"	—
v61	14	#8	11'-9"	—
v62	132	#8	14'-1"	—
w60	16	#5	18'-7"	—
Class X Concrete				Cu. Yds. 133.2
Reinforcement Bars				Lbs. 19,600
Steel Piles HP10x42				Lin Ft. 594

For Notes See Sheet 33.

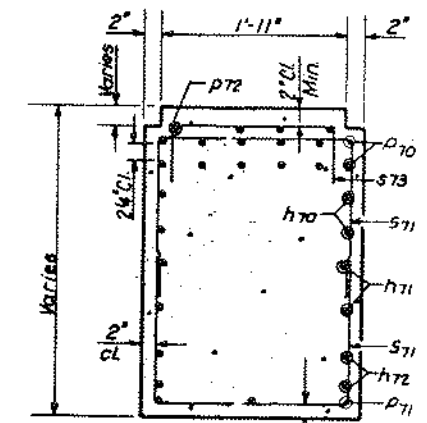
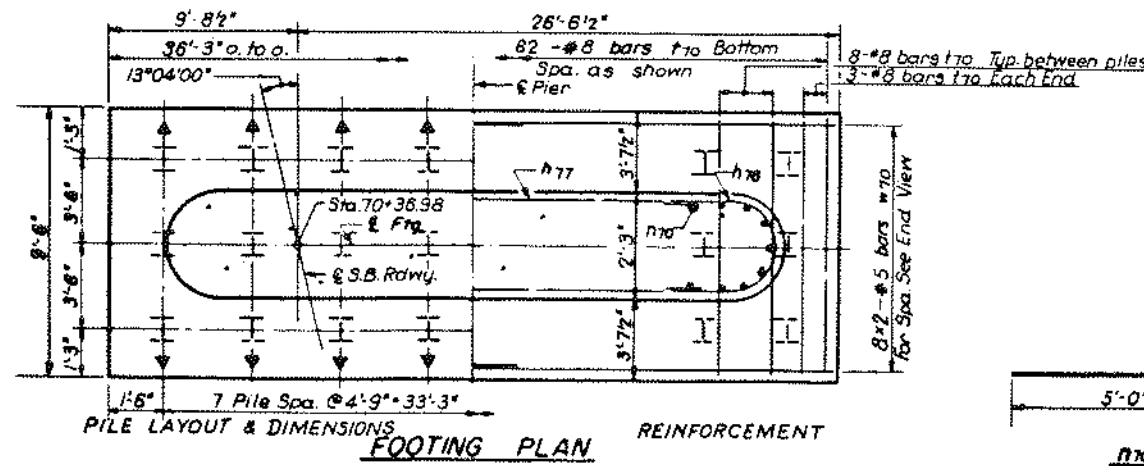
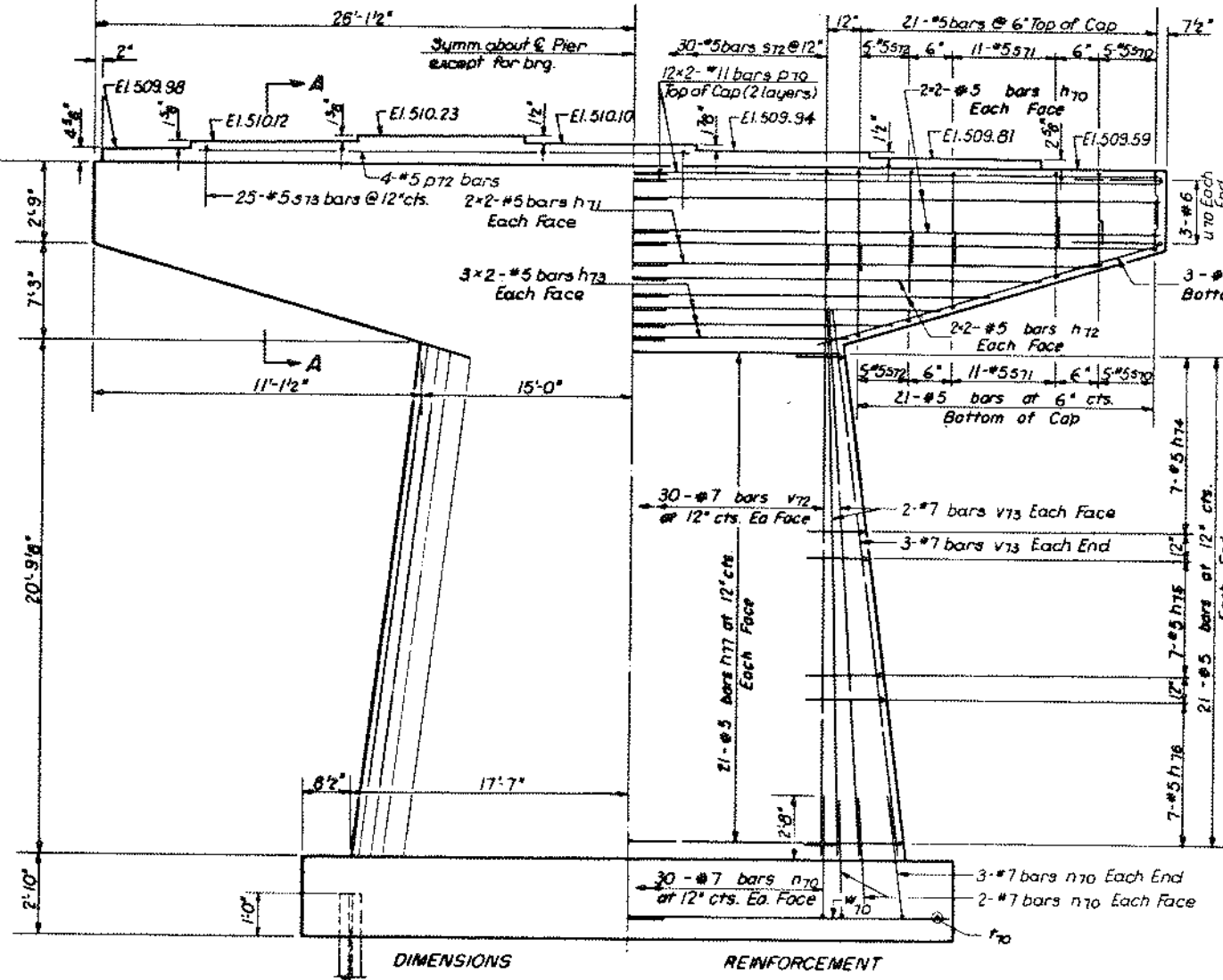
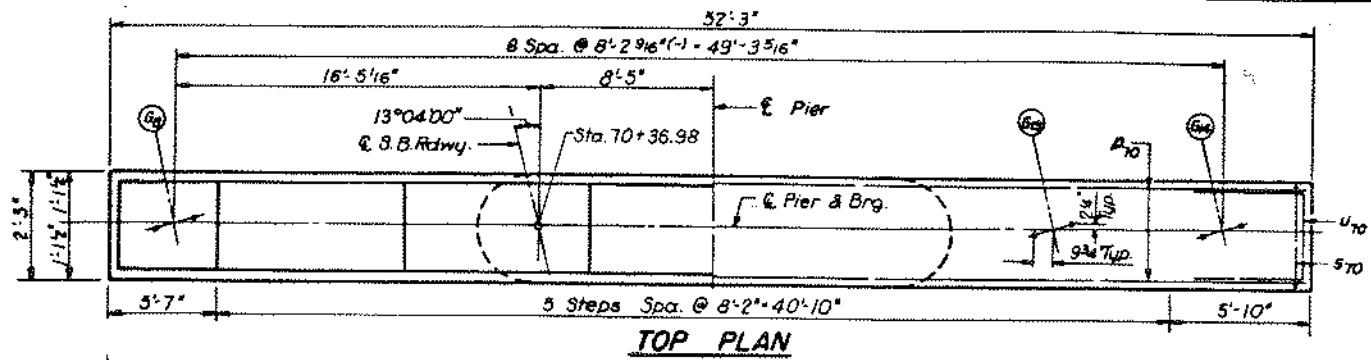


END VIEW

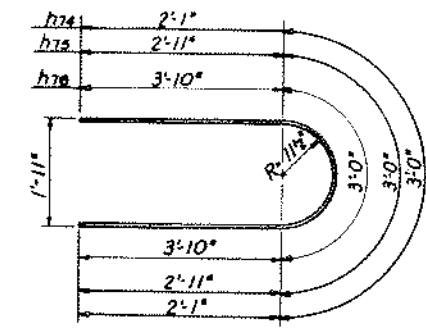
**PILE DATA**  
 Type - Steel HP10x42  
 Capacity - Drive to Refusal  
 Est Length - 22'  
 No. Req'd. - 27

DESIGNED BY SK  
 DRAWN BY KM  
 CHECKED BY SK

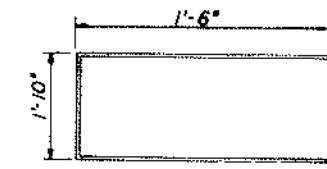
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 PIER 6  
 SOUTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS



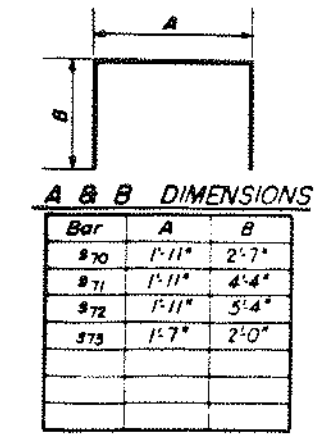
SECTION A-A



h74, h75 & h76 BARS



u70 BAR

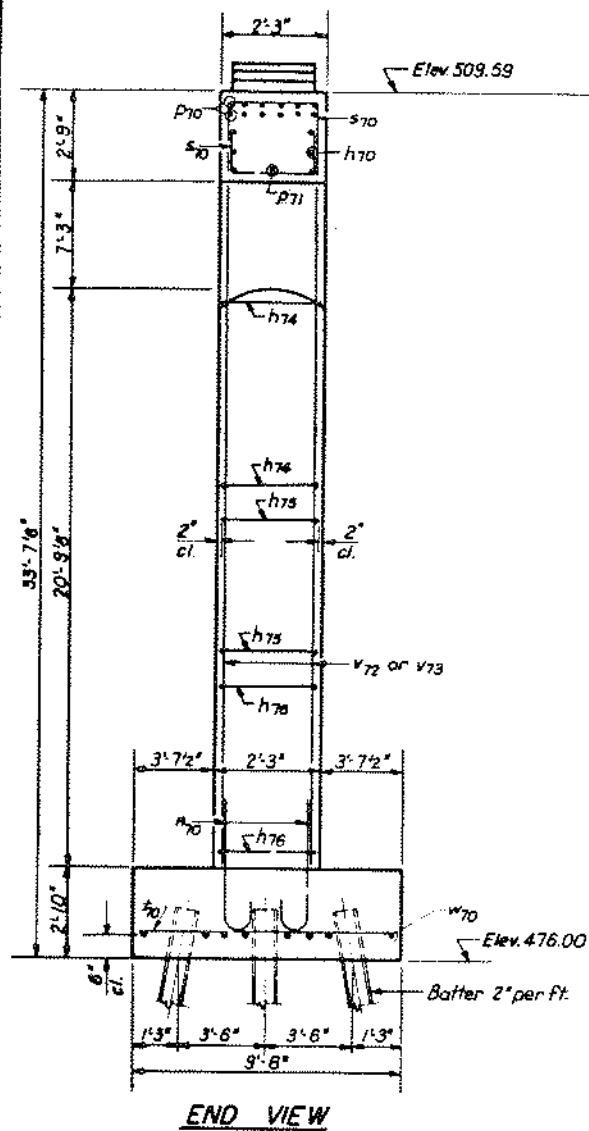


s70, s71, s72 & s73 BARS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h70	8	#5	26'-7"	—
h71	8	#5	25'-11"	—
h72	8	#5	22'-10"	—
h73	12	#5	19'-10"	—
h74	14	#5	7'-2"	U
h75	14	#5	8'-10"	U
h76	14	#5	10'-8"	U
h77	42	#5	27'-9"	—
h70	74	#7	5'-10"	U
p70	24	#11	28'-2"	—
p71	6	#8	15'-6"	—
p72	4	#5	24'-2"	—
s70	20	#5	7'-7"	□
s71	44	#5	10'-7"	□
s72	50	#5	12'-7"	□
s73	25	#5	5'-7"	□
v70	62	#8	9'-2"	—
u70	8	#6	4'-10"	□
v72	60	#7	26'-6"	—
v73	14	#7	23'-7"	—
w70	16	#5	18'-7"	—
Class X Concrete				Cu. Yds. 129.9
Reinforcement Bars				Lbs. 14420
Steel Piles HPI0x42				Lin Ft. 504

For Notes See Sheet 33.



END VIEW

**PILE DATA**  
 Type - Steel HPI0x42  
 Capacity - Drive to Refusal  
 Est. Length - 21'  
 No. Req'd. - 24

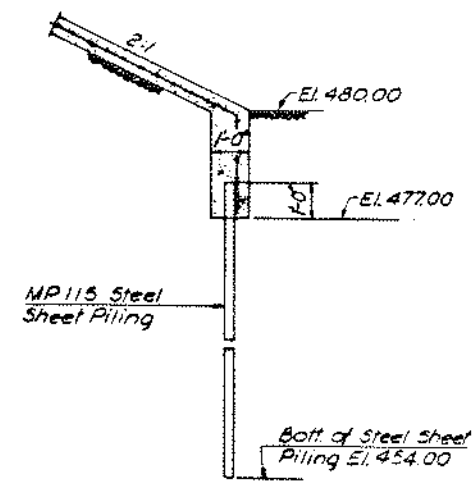
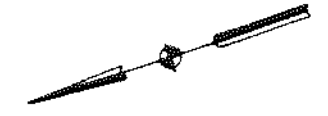
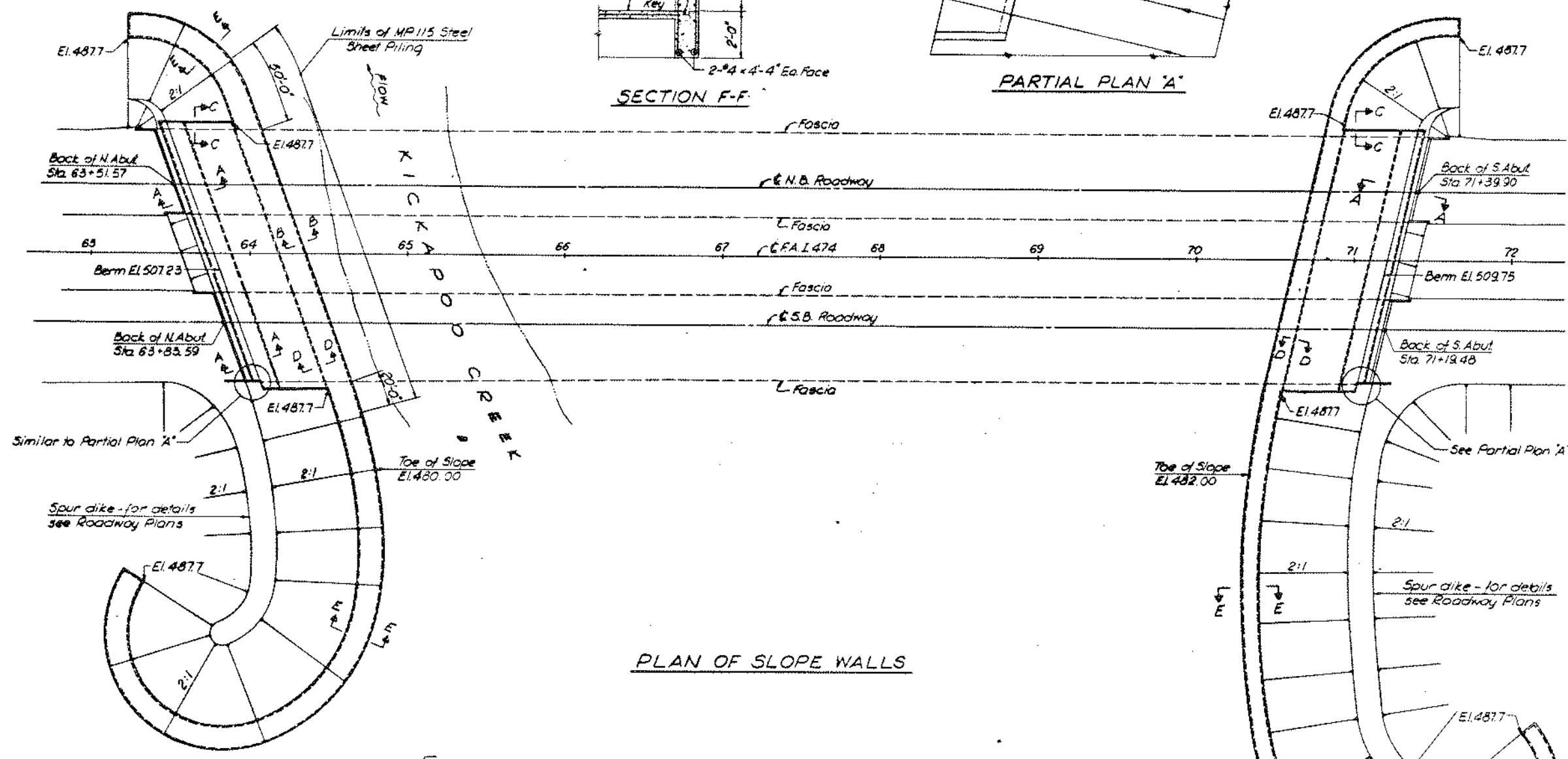
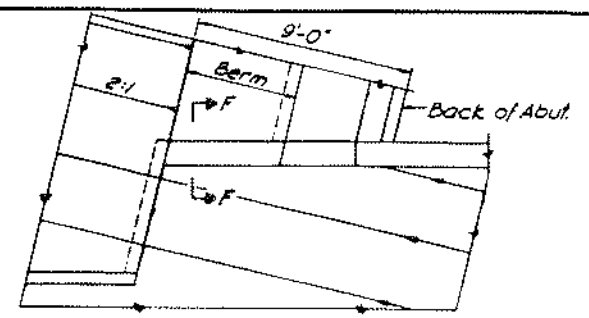
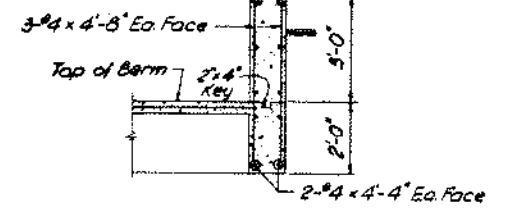
DESIGNED BY: S.K.  
 DRAWN BY: K.M.  
 CHECKED BY: S.K.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 PIER 7  
 SOUTHBOUND ROADWAY  
 F.A.I. ROUTE 474 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-28VB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

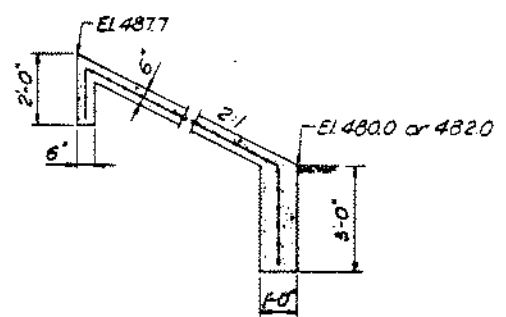


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-2BVB	PEORIA	75	48
FED. ROAD DIV. NO. 7	ILLINOIS	PROJECT		

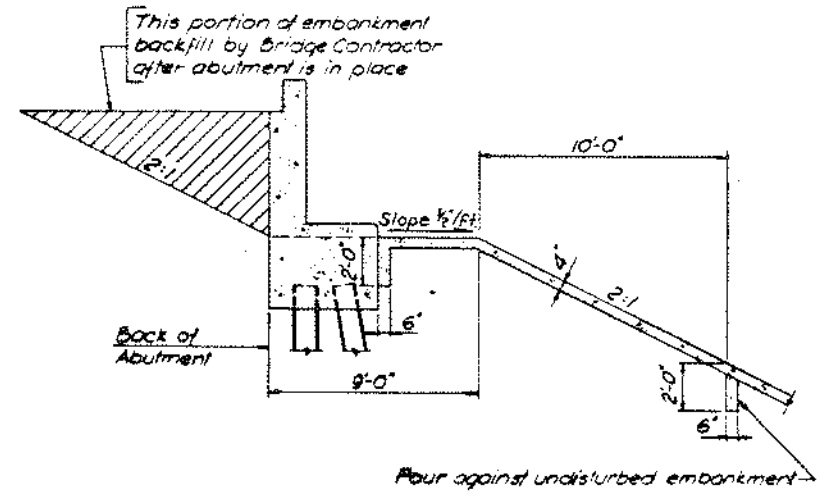
Cost of Class 'X' Concrete and Reinforcement Bars to be incidental to cost of 4' Slope Wall.



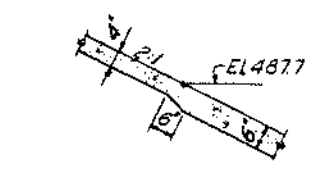
SECTION B-B



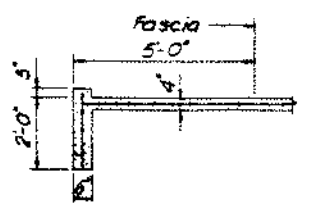
SECTION E-E



SECTION A-A



SECTION D-D



SECTION C-C

BILL OF MATERIAL

Slope Wall 4'	Sq. Yd.	2,260
Slope Wall 6'	Sq. Yd.	3,687
Steel Sheet Piling	Sq. Ft.	5,760

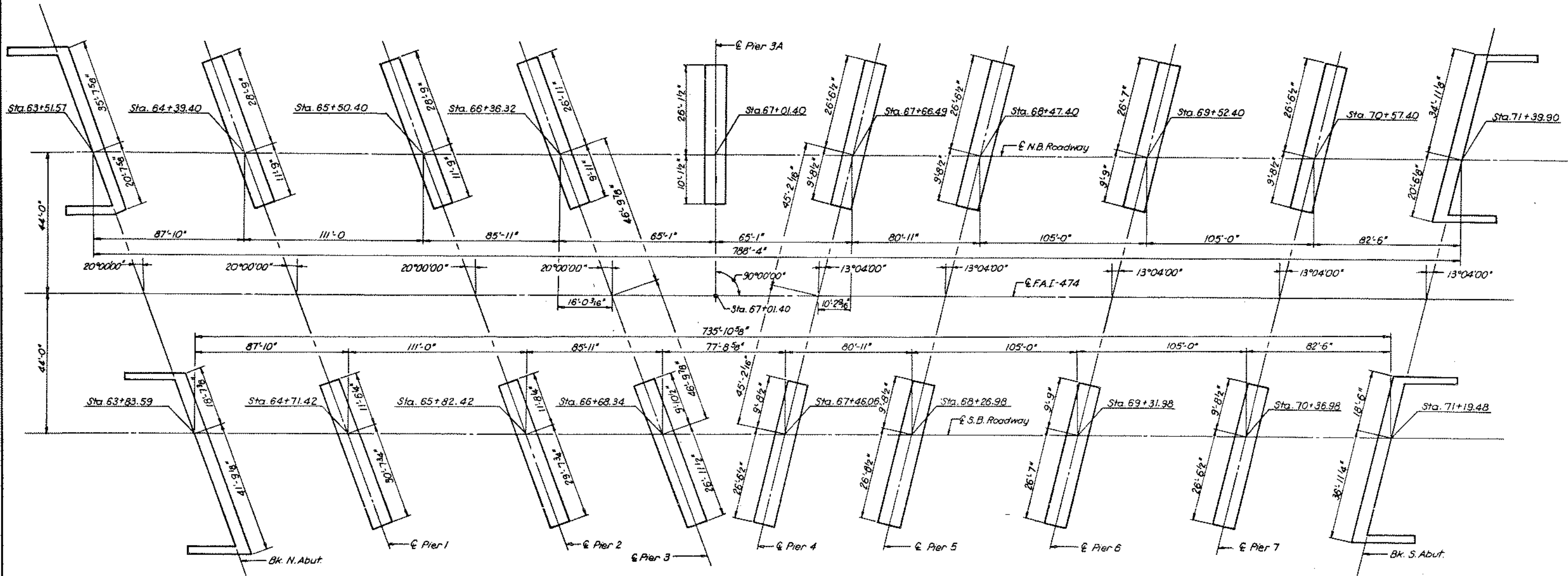
DESIGNED BY: A.T.  
 DRAWN BY: E.F.  
 CHECKED BY: A.T.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
**SLOPE WALLS**  
 F.A.I. ROUTE 474  
 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67 + 00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB

CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

SHEET  
 40 of 43

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I.-474	72-28VB	PEORIA	75	49
FED. ROAD DIV. NO. 7	ILLINOIS	PROJECT		



FOOTING LAYOUT

DESIGNED BY A.T.  
 DRAWN BY K.M.  
 CHECKED BY A.J.C.

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
**FOOTING LAYOUT**  
 F.A.I. ROUTE 474  
 OVER  
 KICKAPOO CREEK & B.N. R.R.  
 STA. 67+00.00  
 F.A.I. RT. 474 PEORIA COUNTY SECTION 72-28VB  
 CHRISTIAN-ROGE AND ASSOC.  
 ENGINEERS  
 CHICAGO, ILLINOIS

SHEET  
41 of 42

Boring No. 1  
Station 61+92  
Offset 62' 1/2" E

Elevation	N	Qu / %	w (%)
Ground Surface 181.60			
178.6	0	0.8	30
176.1	1	0.4	30
173.6	3	0.2	28
171.1	2	0.1	22
168.6	3		32
-15	1		23
-10			
161.1	10		
Groundwater E. at Completion 172.3			
After 24 Hours 172.6			

Boring No. 2  
Station 61+34  
Offset ON E

Elevation	N	Qu / %	w (%)
Ground Surface 182.20			
179.2	6	0.6	
174.2	3	0.3	
171.7	5	0.1	
169.1	2	0.8	
166.1	3	0.6	
161.7	2		
158.1	7		
156.0	6	1.3	22
152.6	5	1.0	31
151.9	9		
149.4	12	2.0	28
148.1	14	1.9	26
141.9	12		
132.7	12	3.0	5
126.7	5	6.6	
122.3			
126.7	5	6.6	

Boring No. 3  
Station 65+56  
Offset 62' 1/2" E

Elevation	N	Qu / %	w (%)
Ground Surface 182.10			
176.9	3		
174.7	4		
171.7	3	0.6	
169.1	2	0.8	
166.1	3	0.6	
161.9	2		
158.1	7		
156.0	6	1.3	22
152.6	5	1.0	31
151.9	9		
149.4	12	2.0	28
148.1	14	1.9	26
141.9	12		
132.7	12	3.0	5
126.7	5	6.6	
122.3			
126.7	5	6.6	

Boring No. 8  
Station 69+70  
Offset 62' 1/2" E

Elevation	N	Qu / %	w (%)
Ground Surface 181.00			
176.6	1	1.1	
173.6	3	0.2	
171.7	4	0.1	
169.1	2	0.8	
166.1	3	0.6	
161.9	2		
158.1	7		
156.0	6	1.3	22
152.6	5	1.0	31
151.9	9		
149.4	12	2.0	28
148.1	14	1.9	26
141.9	12		
132.7	12	3.0	5
126.7	5	6.6	
122.3			
126.7	5	6.6	

Boring No. 13  
Station 61+70  
Offset 62' 1/2" E

Elevation	N	Qu / %	w (%)
Ground Surface 182.00			
176.6	1	0.6	
173.6	3	0.2	
171.7	4	0.1	
169.1	2	0.8	
166.1	3	0.6	
161.9	2		
158.1	7		
156.0	6	1.3	22
152.6	5	1.0	31
151.9	9		
149.4	12	2.0	28
148.1	14	1.9	26
141.9	12		
132.7	12	3.0	5
126.7	5	6.6	
122.3			
126.7	5	6.6	

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spore Sampler 12" with 100g hammer falling 50".  
Qu - Unconfined Compressive Strength - t/d.  
w - Water Content - percentage of oven dry weight - %.

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

Surface Water E. 126.1  
Groundwater E. at Completion 122.3  
After 12 Hours 126.1

Groundwater E. at Completion 121.5  
After 24 Hours

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
BORING LOGS  
F.A.I. ROUTE 474  
OVER  
KICKAPOO CREEK & B.N. R.R.  
STA. 67+00.00  
F.A.I. RT. 474 PEORIA COUNTY SECTION 72-2BVB  
CHRISTIAN-ROGE AND ASSOC.  
ENGINEERS  
CHICAGO, ILLINOIS

DESIGNED BY  
DRAWN BY W.E.  
CHECKED BY T.T.

