

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

F.A.P. ROUTE 633
SECTION 12 B (F & E)
PEORIA - TAZEWELL COUNTIES
PROJECT BR-F-693(2)

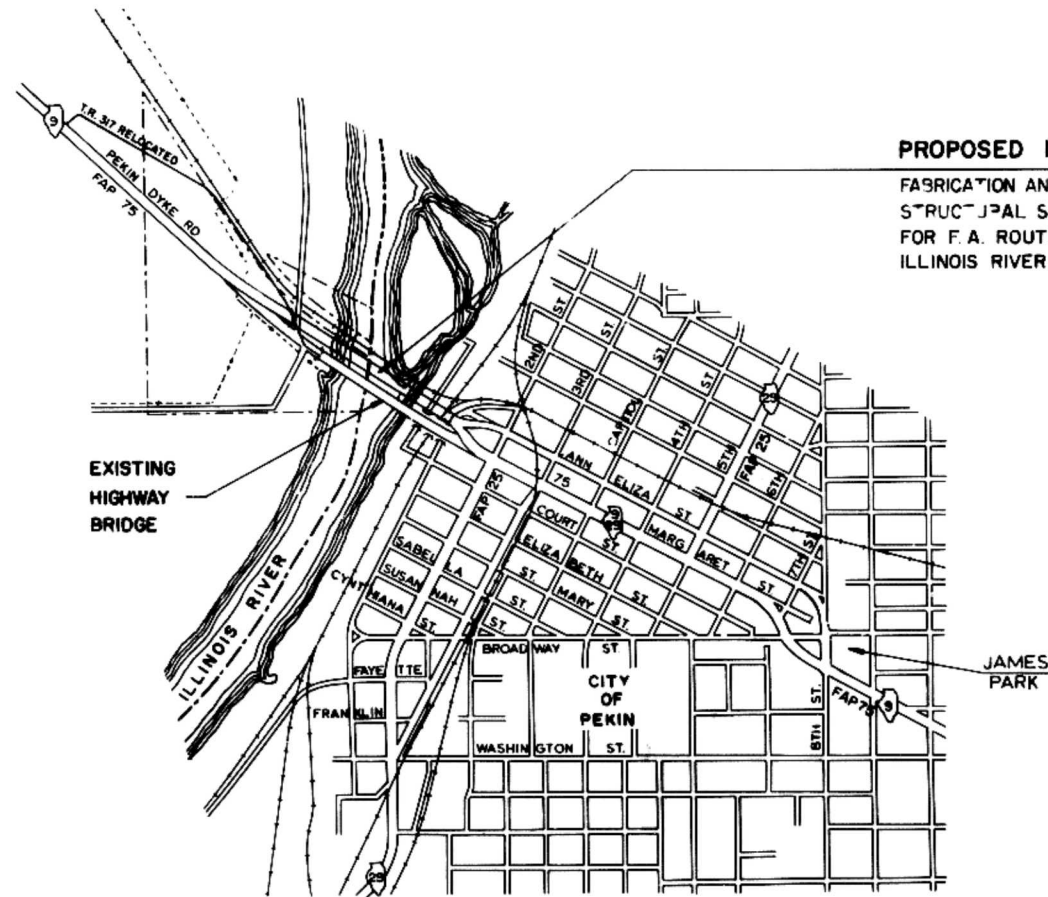
C-94-123-76

SECTION	DATE	CORRECTED	TOTAL SHEETS	SHEET NO.
75	12(F&E)	PEORIA-TAZEWELL	36	1
PROJECT BR-F-693(2)				

P-94-114-71

INDEX OF SHEETS		
SHEET NO.	BRIDGE PLAN SHEET NO.	NAME
1		COVER SHEET - INDEX OF SHEETS
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2	1	GENERAL PLAN AND ELEVATION
3	2	SUPERSTRUCTURE DETAILS
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9	8	FRAMING PLAN AND GIRDER ELEVATIONS
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19	18	GIRDER G5 THRU G16 - TYPICAL DETAILS
20	19	GIRDER G5 THRU G16 - FLOOR BEAM DETAILS
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26	25	EXPANSION BEARINGS AT PIERS 6 AND 9
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29	28	DRAINAGE DETAILS
30	29	INSPECTION PLATFORMS
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32	31	ELEVATION SHEET
33	32	ELEVATION SHEET
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35	34	ELEVATION SHEET
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37	36	ELEVATION SHEET
38	37	NAVIGATION LIGHTING SYSTEM

STANDARDS
2298-4, 2299-7, 2300-1,
2301-3, 2307-4, 2310-3



LAYOUT
SCALE 1" = 800'

PROPOSED IMPROVEMENT

FABRICATION AND ERECTION OF
STRUCTURAL STEEL SUPERSTRUCTURE
FOR F.A. ROUTE 75 OVER THE
ILLINOIS RIVER AT STATION 96+50

ALL REFERENCES TO F.A.P. ROUTE 75
TO BE TAKEN AS REFERENCES TO
F.A.P. ROUTE 693.

ALL REFERENCES TO SECTION 12 (F&E)
TO BE TAKEN AS REFERENCES TO
SECTION 12 B (F&E).

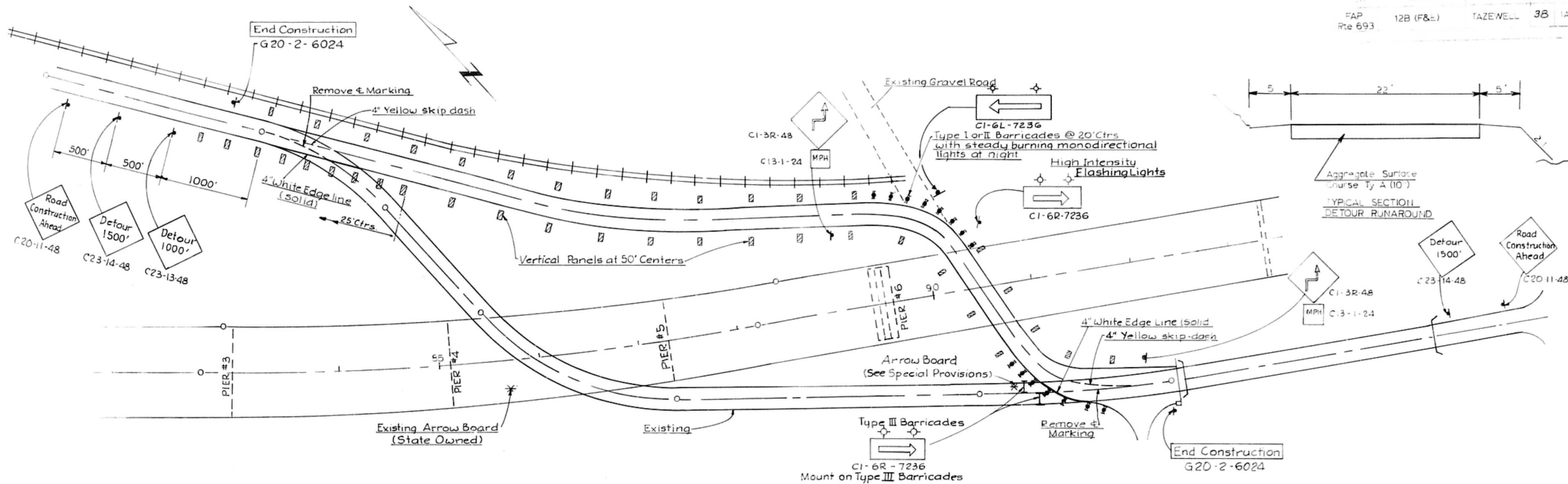


LOCATION OF SECTION INDICATED THUS:—

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
SUBMITTED	7-19-77
EXAMINED	[Signature]
APPROVED	[Signature]

SUBMITTED	July 19, 1977
EXAMINED	[Signature]
EXAMINED	[Signature]
EXAMINED	[Signature]
EXAMINED	[Signature]
Entire section inspected and approved as to quality.	
DATE	7/19/77

FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	[Signature]
DIVISION ADMINISTRATION	DATE



SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	PEORIA COUNTY	TAZEWELL COUNTY
402001	AGGREGATE SURFACE COURSE TYPE A	Ton	863.0	863.0	—
507001	FURNISHING AND ERECTING STRUCTURAL STEEL	L Sum	1.0	0.67	0.33
636002	AGGREGATE	Ton	100.0	100.0	—
636007	STOCK-PILING SALVAGED AGGREGATE	Cu Yd	253.0	253.0	—
637001	CALCIUM CHLORIDE APPLIED	Ton	73	7.3	—
648002	TRAFFIC CONTROL AND PROTECTION, STANDARD 2310	Each	10	1.0	—
646004	ENGINEERS FIELD OFFICE, TYPE A (SPECIAL)	Cal. Mo.	15.0	10.0	5.0
L04947	NAVIGATIONAL LIGHTING SYSTEM COMPLETE	L Sum	1.0	0.75	0.25
X05153	DECK DRAINS, SPECIAL	Each	69.0	47.0	22.0
507005	STUD SHEAR CONNECTORS	Each	10,653.0	5,728	4,925.0
X06320	CLEAR PROTECTIVE COATING FOR SUBSTRUCTURE CONCRETE	Sq Ft	73,400.0	51,200.0	22,200.0
Z10240	FURNISHING AND MAINTAINING AUTOMOTIVE VEHICLES	Vch. Mo.	15.0	10.0	5.0
Z10527	TRAINEES	HOUR	1,000	1,000	
X06081	RAILROAD PROTECTIVE SERVICE, SPECIAL	L. SUM	*1		*1
X04748	MOBILIZATION	L. SUM	1	0.67	0.33

* NON-PARTICIPATING

QUANTITIES NOT OTHERWISE SHOWN
 AGGREGATE SURFACE COURSE TYPE A
 620' long — 22' wide — 10" thick
 $620 \times 22 \times 10 \times 2.05 = 863 \text{ TONS}$
 27 x 12
 STOCK-PILING SALVAGED AGGREGATE
 Salvage 60% of 863 TONS
 $0.6 \times 863 = 253 \text{ Cu Yds}$
 2.05
 CALCIUM CHLORIDE APPLIED
 (apply to total length of detour)
 Initial application at 5 lbs/Sq Yd
 Maintenance application at 2 lbs/Sq Yd
 7 lbs/Sq Yd
 $620' \times 22' \times 7 = 53 \text{ Ton}$
 9 x 2000
 $170' \times 30' \times 7 = 2.0 \text{ Ton}$
 9 x 2000 = 73 Ton

TRAFFIC CONTROL NOTES

1. The General Notes shown on Standard 2310 shall apply
2. When traffic is restored to the existing roadway the temporary pavement markings shall be removed or painted out and the original pavement markings restored.
3. The existing arrow board shall be turned off during the time the detour is in operation.
4. The spacing and location of the signs at the east end of the bridge will be determined by the Engineer
5. Delineator reflectors adjacent to the existing roadway which interfere with the operation of the detour runaround shall be covered as directed by the Engineer.

DETOUR & SIGNING LAYOUT
 SUMMARY OF QUANTITIES

Bench Mark Location
Top of NE. Abutment of
Railroad Bridge Over
Illinois River - Elev. 459.24

CURVE DATA

P.I. Sta. 85+41.51
P.C. Sta. 82+60.12
P.T. Sta. 88+21.52
 $\Delta = 9^{\circ}-47'-28.1"$
D = 1^{\circ}-48'
R = 3274.04'
T = 281.39'
L = 361.40'
S.E. = .05'/ft.

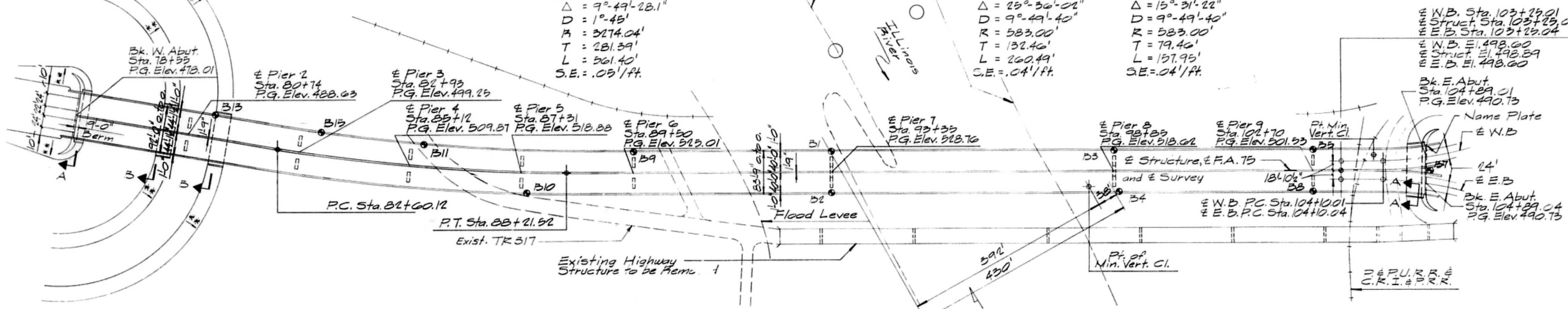
WESTBOUND CURVE DATA

P.I. Sta. 105+42.47
P.C. Sta. 104+10.01
P.T. Sta. 106+70.90
 $\Delta = 25^{\circ}-36'-02"$
D = 9^{\circ}-49'-40"
R = 583.00'
T = 132.46'
L = 260.49'
S.E. = .04'/ft.

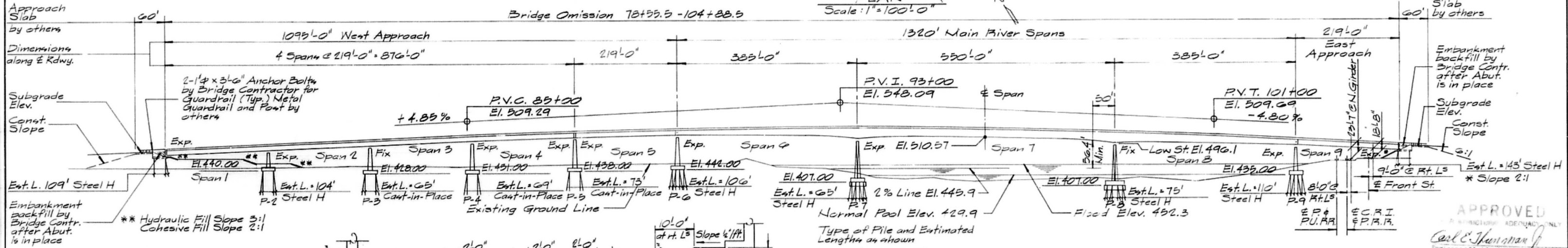
EASTBOUND CURVE DATA

P.I. Sta. 104+89.50
P.C. Sta. 104+10.04
P.T. Sta. 103+67.99
 $\Delta = 15^{\circ}-31'-22"$
D = 9^{\circ}-49'-40"
R = 583.00'
T = 79.46'
L = 157.95'
S.E. = .04'/ft.

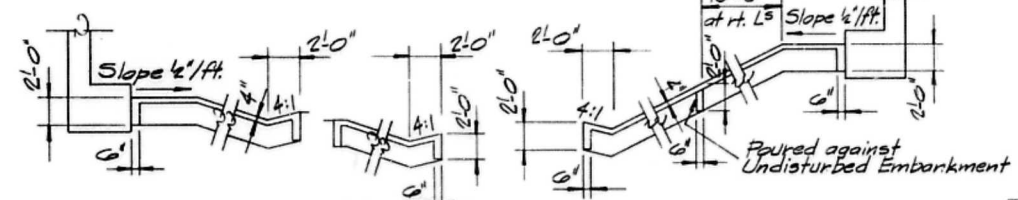
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12 (F&E)	PEORIA-TAZEWELL	38	2
FED. ROAD DIV. NO.		ILLINOIS PROJECT		



PLAN
Scale: 1" = 100' 0"



PROFILE - ROUTE ILL - 9



SECTION THRU WEST SLOPEWALL

SECTION THRU EAST SLOPEWALL

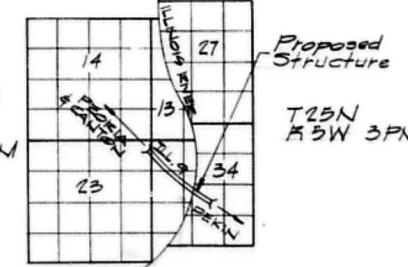
DESIGN LOADS
Live Load HS20-44
Future W.S. = 25 psf

DESIGN STRESSES

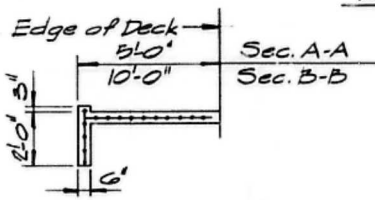
$f_y = 60,000$ psi (Reinforcement - Substructure, Deck Slab, Curbs, Parapets & Median)
(Load Factor Design)
 $f_s = 27,000$ psi (Structural Steel A-222 - Unpainted) Up to 4" Thickness Inclusive; (Except for Bearings and Pins)
 $f_b = 3500$ psi (Substructure, Deck Slab, Curb, Parapet & Median)

Waterway Information

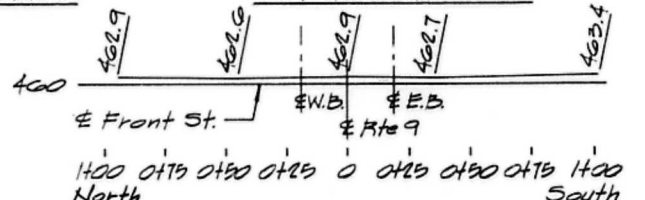
Drainage Area 14,000 Sq. Miles TTN
Q(100) 37,000 cfs RTE 4PM
Opening (Req'd.) 22,300 sq. ft.
Opening (Proposed) 27,570 sq. ft.*
Q(50) 18,000 cfs +
* Controlled by other than hydraulic considerations.
+ Below HW Elev. 455.2



LOCATION PLAN



SEC. A-A & B-B



PROFILE - FRONT STREET

Station	Elev.	Station	Elev.
100+75	460.75	0+25	458.07
100+82	460.82	0+30	458.07
100+87	460.87	0+35	458.07
100+93	460.93	0+40	458.07
100+99	460.99	0+45	458.07
101+04	461.04	0+50	458.07
101+10	461.10	0+55	458.07
101+16	461.16	0+60	458.07
101+22	461.22	0+65	458.07
101+28	461.28	0+70	458.07
101+34	461.34	0+75	458.07
101+40	461.40	0+80	458.07
101+46	461.46	0+85	458.07
101+52	461.52	0+90	458.07
101+58	461.58	0+95	458.07
101+64	461.64	1+00	458.07

Profile - P. & U. RAILROAD

Station	Elev.	Station	Elev.
100+95	460.95	0+25	458.07
100+97	460.97	0+30	458.07
100+99	460.99	0+35	458.07
101+01	461.01	0+40	458.07
101+03	461.03	0+45	458.07
101+05	461.05	0+50	458.07
101+07	461.07	0+55	458.07
101+09	461.09	0+60	458.07
101+11	461.11	0+65	458.07
101+13	461.13	0+70	458.07
101+15	461.15	0+75	458.07
101+17	461.17	0+80	458.07
101+19	461.19	0+85	458.07
101+21	461.21	0+90	458.07
101+23	461.23	0+95	458.07
101+25	461.25	1+00	458.07

Profile - C.R.I. & P. RAILROAD

STATION 96+50
BUILT 19 BY
STATE OF ILLINOIS
S.B.I. AT SEC. 12B
F.A. PROJ.
LOADING HS20

NAME PLATE
(See Std. 2113)

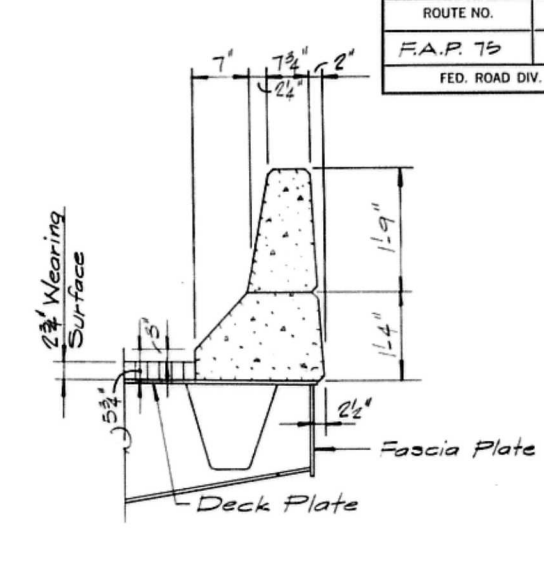
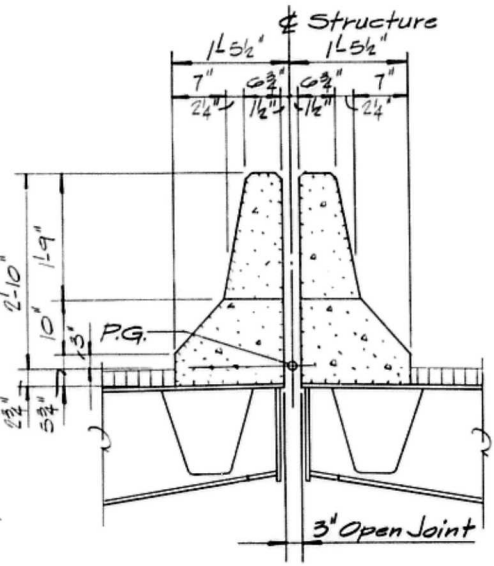
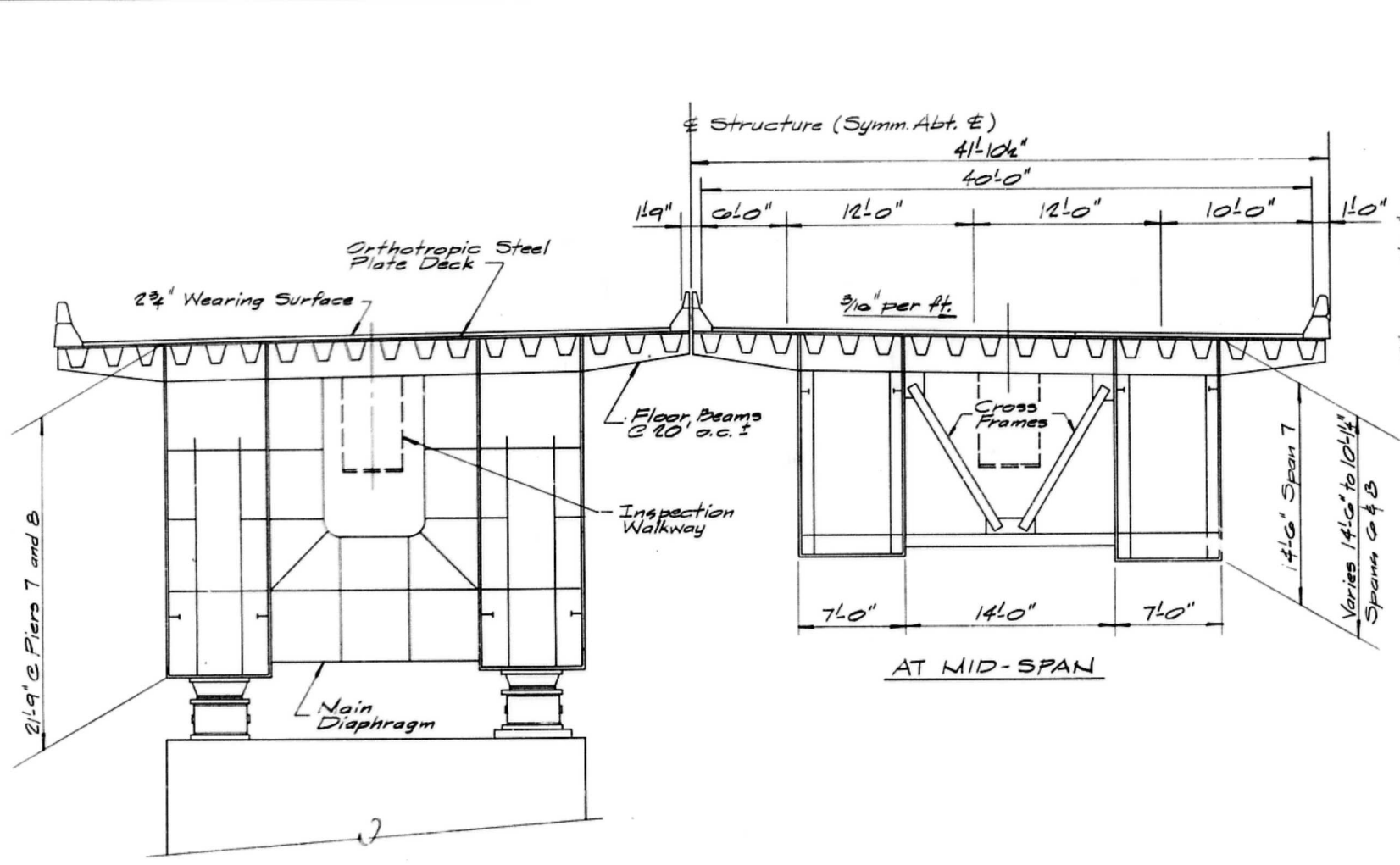
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
GENERAL PLAN & ELEVATION
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12 (F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE
CHICAGO ILLINOIS

SHEET
1 OF 2



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	30	3
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		

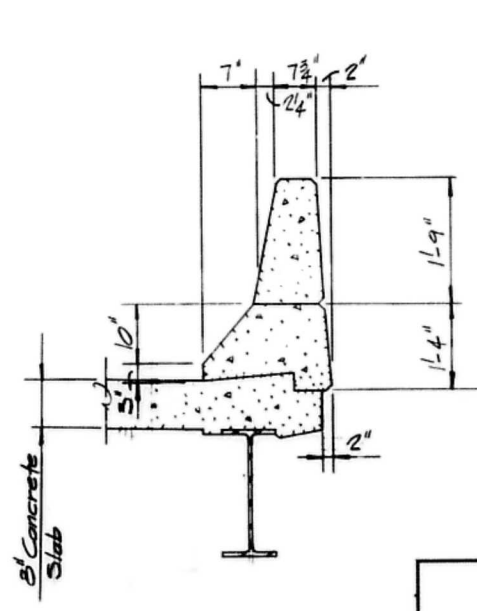
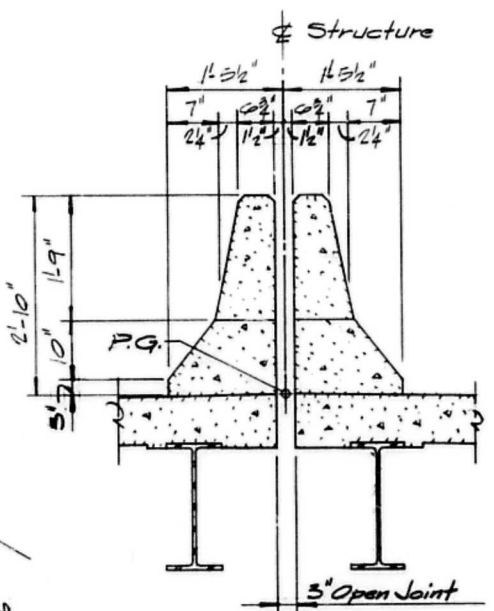
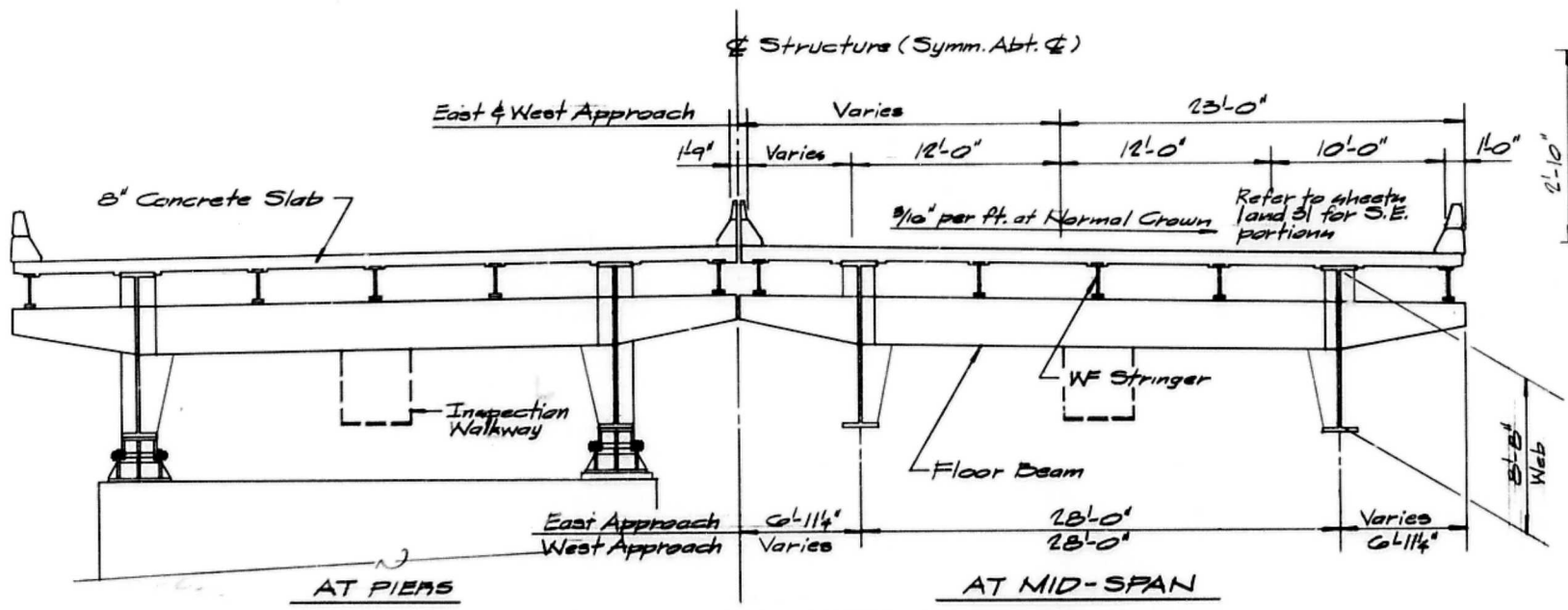


TYPICAL MEDIAN DETAIL

TYPICAL CURB DETAIL

MAIN RIVER SPAN

AT PIERS
TYPICAL SECTION THRU MAIN RIVER SPANS
(Spans 6, 7 and 8)



TYPICAL MEDIAN DETAIL

TYPICAL CURB DETAIL

APPROACH SPAN

AT PIERS
TYPICAL SECTION THRU APPROACH SPANS
(Spans 1 thru 5 and 9)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12(F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

GENERAL NOTES

• **STRUCTURAL STEEL:** ALL STRUCTURAL STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M222, UNLESS OTHERWISE NOTED OR SHOWN, AND SHALL BE UNPAINTED UNLESS OTHERWISE NOTED.

• **STEEL CASTINGS, FORGINGS AND BEARING PLATES:** ALL CASTINGS, FORGINGS AND BEARING PLATES SHALL CONFORM TO THE REQUIREMENTS INDICATED ON EACH INDIVIDUAL BEARING DETAIL SHEET. ALL BEARINGS SHALL BE UNPAINTED.

• **HIGH STRENGTH BOLTS:** ALL HIGH STRENGTH BOLTS SHALL MEET THE REQUIREMENTS OF AASHTO M164, TYPE 3 HIGH STRENGTH BOLTS. ALL CONNECTIONS SHALL BE FRICTION TYPE CONNECTIONS.

ALL HIGH STRENGTH BOLTS SHALL BE 7/8" DIAMETER IN 1 1/16" DIAMETER OPEN HOLES UNLESS OTHERWISE NOTED OR SHOWN.

• **WELDING:** ALL WELDING TO PROVIDE WELDS WITH ATMOSPHERIC CORROSION RESISTANCE AND WEATHERING CHARACTERISTICS SIMILAR TO THAT OF THE BASE METAL. ALL BACK UP BARS SHALL BE OF THE SAME METAL AS THE BASE METAL. REFER TO THE SPECIAL PROVISIONS FOR AASHTO M-222 (ASTM A588) STRUCTURAL STEEL.

ALL GROOVE WELDS SHALL BE FULL PENETRATION WELDS UNLESS DENOTED PARTIAL PENETRATION.

SINGLE SIDED GROOVE WELDS WHICH ARE NOT EXPOSED IN THE COMPLETED STRUCTURE MAY EMPLOY EITHER BACK UP BARS OR GROUZE THE ROOT AND WELD SECOND SIDE UNLESS OTHERWISE NOTED.

EXPOSED BACK UP BARS WILL NOT BE PERMITTED IN THE COMPLETED STRUCTURE UNLESS OTHERWISE NOTED.

CLIP CORNERS OF PLATES OR ADD COPES TO PROVIDE FOR ACCESSIBILITY OF FULL PENETRATION WELDS AND TO PREVENT FILLET OR FULL PENETRATION WELDS FROM INTERSECTING EACH OTHER.

• **WELD INSPECTION:** REFER TO SPECIAL PROVISIONS.

• **NOTCH TOUGHNESS REQUIREMENT:** ALL THE FOLLOWING MATERIAL SHALL BE SUBJECT TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS, ZONE 2, except F.C.M. material as explained below.

a. MAIN RIVER SPANS - SPANS 6, 7 & 8 - (GIRDERS G1 THRU G4): ALL STRUCTURAL STEEL USED IN THE MAIN RIVER SPANS INCLUDING HINGE PIN.

b. APPROACH SPANS - SPANS 1 THROUGH 5 & 9 - (GIRDERS G5 THRU G16): ALL STRUCTURAL STEEL AS DESIGNATED BELOW:

1. ROLLED BEAM STRINGERS.
2. GIRDER FLANGES DESIGNATED IN THE ELEVATION VIEWS.
3. GIRDER WEBS
4. ALL FLOOR BEAM FLANGES AND WEBS
5. ALL FLANGE AND WEB SPLICE PLATES USED FOR ROLLED BEAM STRINGERS, GIRDERS AND FLOOR BEAMS.
6. GIRDER HINGE PLATE

Certain components of main members and attachments thereto shall conform to the requirements for fracture critical members set forth in the Special Provisions. Such members are designated on the plans by the letters "F.C.M." The requirements for fracture critical members shall apply to members so designated in place of the supplemental requirements for notch toughness.

• **ANCHOR BOLT INSTALLATION:** ANCHOR BOLTS SHALL BE SET BEFORE BULTING DIAPHRAGMS AND CROSS FRAMES OVER SUPPORTS. ANCHOR BOLT HOLES FOR BRIDGE SHOES SHALL BE DRILLED OR CORED. HIGH STRENGTH NON-SHRINKING GROUT SHALL BE USED IN SETTING BOLTS.

• **CONCRETE BEARING SURFACES:** BEARING SET SURFACES SHALL BE ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 1/8". 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. COST INCIDENTAL.

• **PROTECTION OF EXISTING CONCRETE:** THE CONCRETE AT THE PIERS, ABUTMENTS AND SLOPE WALLS SHALL BE PROTECTED FROM THE STAINING THAT MAY RESULT FROM MOISTURE PASSING OVER THE WEATHERING STEEL AND DRIPPING ON TO THE CONCRETE. THE CONCRETE SHALL BE PROTECTED BY PROPERLY APPLYING A COAT OF "CLEAR PROTECTIVE COATING FOR SUBSTRUCTURE CONCRETE". SEE SPECIAL PROVISIONS.

• **FABRICATION:** ALL STIFFENERS, FLOOR BEAMS, CROSS FRAMES, DIAPHRAGMS AND ENDS OF GIRDERS SHALL BE VERTICAL UNDER TOTAL DEAD LOAD.

ALL GIRDER WEBS SHALL BE FABRICATED TO FOLLOW THEORETICAL GRADE ELEVATIONS ADJUSTED FOR TOTAL DEAD LOAD DEFLECTION.

APPROACH GIRDERS AND STRINGERS SHALL BE HORIZONTALLY CURVED AS REQUIRED FOR HORIZONTAL ALIGNMENT.

WEB SHOP SPLICES: (FULL PENETRATION WELDS)

a. GIRDER G1 THRU G4: ONE LONGITUDINAL AND ONE ADDITIONAL TRANSVERSE WEB SHOP SPLICE WILL BE PERMITTED IN EACH SECTION. ADDITIONAL LONGITUDINAL AND TRANSVERSE WEB SHOP SPLICES WILL BE PERMITTED IN THE HAUNCH REGIONS.

b. GIRDERS G5 THRU G16: MAXIMUM OF THREE TRANSVERSE WEB SHOP SPLICES WILL BE PERMITTED IN EACH SECTION. LONGITUDINAL WEB SPLICES WILL NOT BE PERMITTED.

c. ALL WEB SHOP SPLICE LOCATIONS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

FLANGE SHOP SPLICES: (FULL PENETRATION WELDS)

a. FLANGE PLATES SHALL BE FABRICATED WITHOUT ADDITIONAL JOINTS IF PLATES OF THE REQUIRED LENGTH ARE OBTAINABLE FROM THE MILLS. IF PLATE LENGTH IS NOT OBTAINABLE FROM MILLS, ONE WELDED JOINT IN ADDITION TO THOSE SHOWN ON THE PLANS WILL BE PERMITTED.

b. FULL PENETRATION WELDS WITH A.W.S. THICKNESS TRANSITION SHALL BE USED FOR ALL SHOP WELDED JOINTS.

• **CONSTRUCTION ACCESSORIES:** FIELD WELDING OF CONSTRUCTION ACCESSORIES TO THE SUPERSTRUCTURE WILL NOT BE PERMITTED FOR MAIN RIVER SPANS - SPANS 6, 7 & 8.

IN THE APPROACH SPANS - SPANS 1 THROUGH 5 & 9 - FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED IN THE FOLLOWING AREAS:

a. BOTTOM FLANGES OF STRINGERS NOR TO THE TOP FLANGES FOR A DISTANCE OF 1/4 THE SPAN EACH WAY FROM SUPPORTING FLOOR BEAMS.

b. TOP FLANGES OF FLOOR BEAMS AND TO THE BOTTOM FLANGE BETWEEN MAIN GIRDERS.

c. BOTTOM FLANGES OF MAIN GIRDERS NOR TO THE TOP FLANGES FOR A DISTANCE OF 1/4 THE SPAN EACH WAY FROM PIER SUPPORTS.

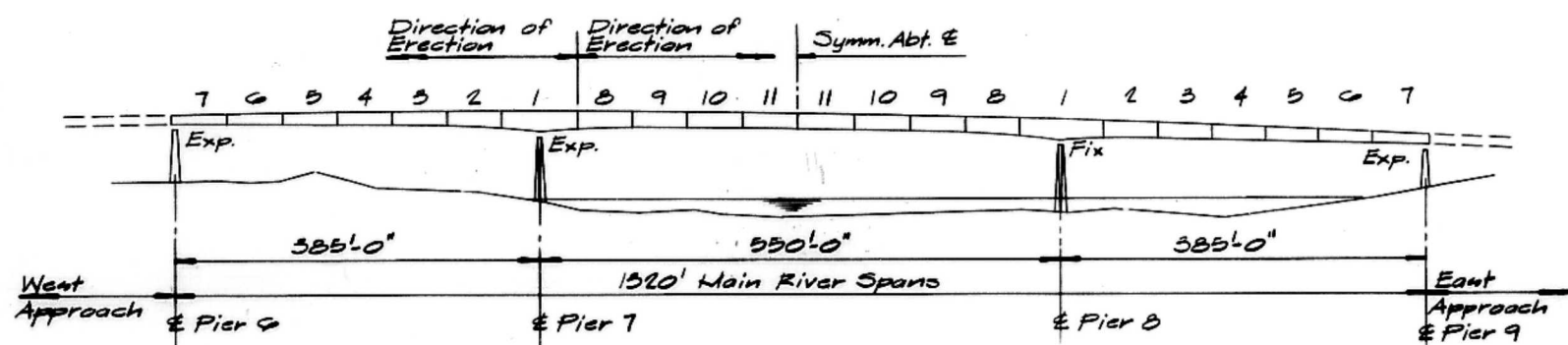
FIELD WELDING IN OTHER AREAS WILL ONLY BE PERMITTED WHEN APPROVED BY THE ENGINEER.

TABLE I

MINIMUM SIZE OF FILLET WELDS UNLESS OTHERWISE SHOWN OR NOTED

Material Thickness of Thicker Part Joined (Inches)	Minimum Size of Fillet Weld (Inches)
To 1/2 inclusive	3/16
Over 1/2 to 3/4	1/4
Over 3/4 to 1-1/2	5/16
Over 1-1/2 to 2-1/4	3/8
Over 2-1/4 to 6	1/2
Over 6	5/8

*The weld size need not exceed the thickness of the thinner part joined.



GENERAL ERECTION SCHEME For Main River Spans

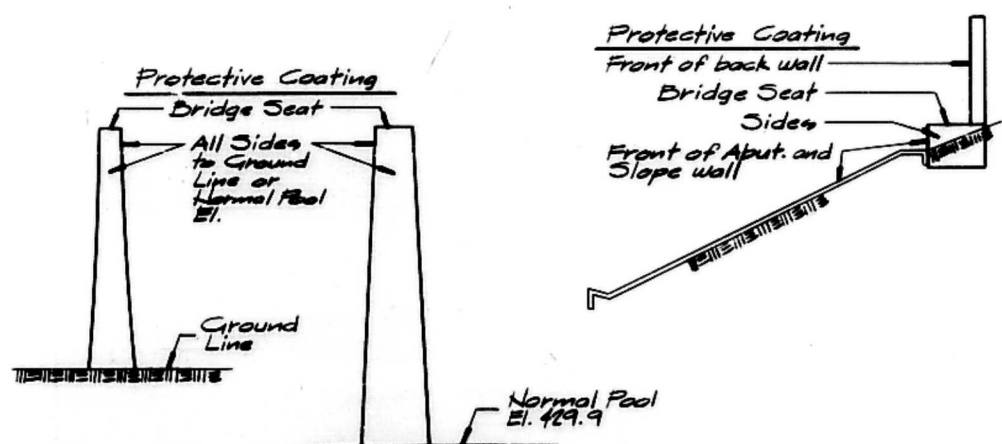
ERECTION NOTES

1. THE ERECTION SCHEME SHOWN FOR THE MAIN RIVER SPANS IS FOR GENERAL INFORMATION ONLY AND FOR THE GUIDANCE OF THE CONTRACTOR. THE LOCATION OF ALL FALSE WORK BENTS, INCLUDING CONTROL ELEVATIONS, AS REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE LOCATION OF DECK PLATE AND GIRDER SPLICES SHOWN WITHIN THE DRAWINGS ARE IN THE RELATIONSHIP FOR THE GENERAL ERECTION SCHEME SHOWN.
3. THE CONTRACTOR SHALL PROPOSE AN ERECTION SCHEME AND SUBMIT IT TO THE ENGINEER FOR APPROVAL.
4. THE CONTRACTOR SHALL SUBMIT COMPLETE STRESS COMPUTATIONS ALONG WITH THE PROPOSED ERECTION SCHEME.
5. THE PROPOSED ERECTION SCHEME SHALL INCLUDE A METHOD OF PROVIDING TEMPORARY SUPPORT OF THE FORWARD END OF THE GIRDER SECTION BEING ERECTED TO MINIMIZE THE STRESSES IN THE BOLTED SPLICE DURING ERECTION AND PRIOR TO WELDING THE TRANSVERSE AND LONGITUDINAL DECK PLATE SPLICE.
6. ANY PROPOSED ERECTION SCHEME WHICH REQUIRES THE ERECTION OF A SUSPENDED SPAN OR CLOSURE UNIT BETWEEN THE TWO ENDS OF PREVIOUSLY ERECTED UNITS, AS INDICATED IN THE GENERAL ERECTION SCHEME ABOVE, A METHOD OF PROVIDING CONTROLLED HORIZONTAL MOVEMENT FOR TEMPERATURE CORRECTIONS AND ERECTION CLEARANCES OF THE STRUCTURE SUPPORTED ON PIERS 6 AND 7 WILL BE REQUIRED.

NO ERECTION SCHEME WHICH REQUIRES ADDITIONAL METAL OTHER THAN TEMPORARY BRACING OR MISCELLANEOUS ITEMS, TO BE INCORPORATED INTO THE COMPLETED STRUCTURE WILL BE PERMITTED.

REFER TO SPECIAL PROVISIONS CONCERNING ADDITIONAL CONSIDERATIONS.

FIELD SPLICE LOCATIONS SHOWN MAY BE RELOCATED SUBJECT TO THE APPROVAL OF THE ENGINEER OR OMITTED TO PROVIDE FOR LOWER SHOP SECTIONS AS MAY BE REQUIRED FOR ERECTION.



Approach Piers Main River Piers East and West Abutments

LIMITS OF PROTECTIVE COATING

Refer to General Notes and Special Provisions

• FURNISHING ALL DECK DRAINS, GRATE CASTINGS AND SUPPORTS AND ERECTING DECK DRAINS ON MAIN RIVER SPANS INCLUDED IN THE ITEM "DECK DRAINS". ERECTION OF DECK DRAINS ON APPROACH SPANS INCLUDED IN DECK CONTRACT.

• FURNISHING ROADWAY, MEDIAN AND CURB EXPANSION DEVICES INCLUDED IN DECK CONTRACT.

CONSTRUCTION TYPE CODE X071 - SAFETY CODE 932

CODE	ITEM	UNIT	TOTAL	BRIDGE	ROADWAY
507001	Furnishing and Erecting Structural Steel	L.S.	1	1	—
L04947	Navigation Lighting System, Complete	L.S.	1	1	—
X05153	Deck Drains, Special	Ea.	68	68	—
507005	Stud Shear Connectors (1/2")	Ea.	10,699	10,699	—
X06320	Clear Protective Coating for Substructure Concrete	Sq. Ft.	79,400	79,400	—

TOTAL BILL OF MATERIAL

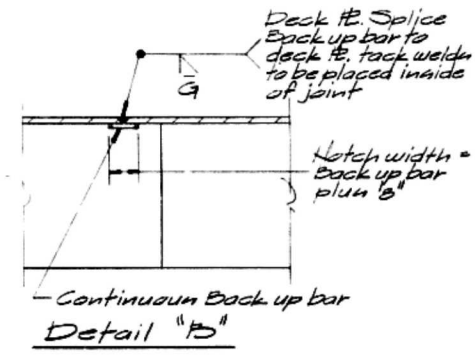
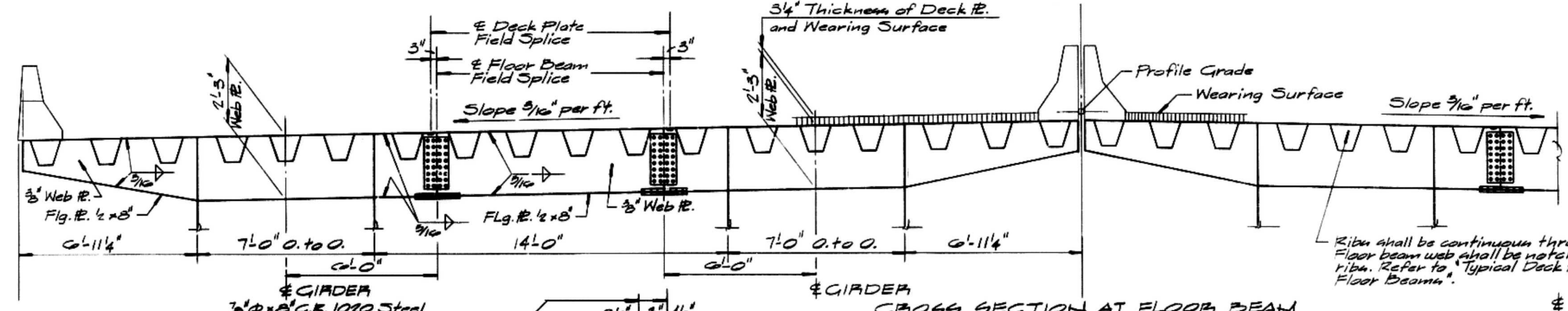
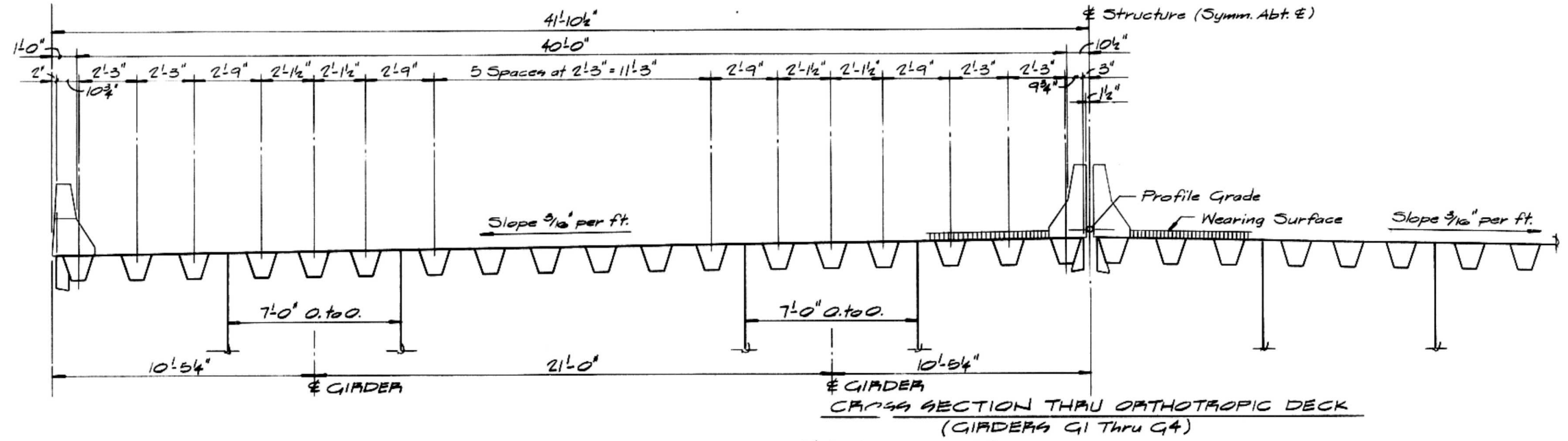
ITEM	UNIT	75155-90100 PEORIA COUNTY	90100-101100 TAZEWELL COUNTY	TOTAL
Furnishing and Erecting Structural Steel	L.S.	.67	.93	1
Navigation Lighting System, Complete	L.S.	.26	.70	1
Deck Drains, Special	Ea.	47	21	69
Stud Shear Connectors (1/2")	Ea.	5,728	4,971	10,699
Clear Protective Coating for Substructure Concrete	Sq. Ft.	51,200	28,200	79,400

Calculated Weight of Structural Steel: 22,325,000 Lbs.

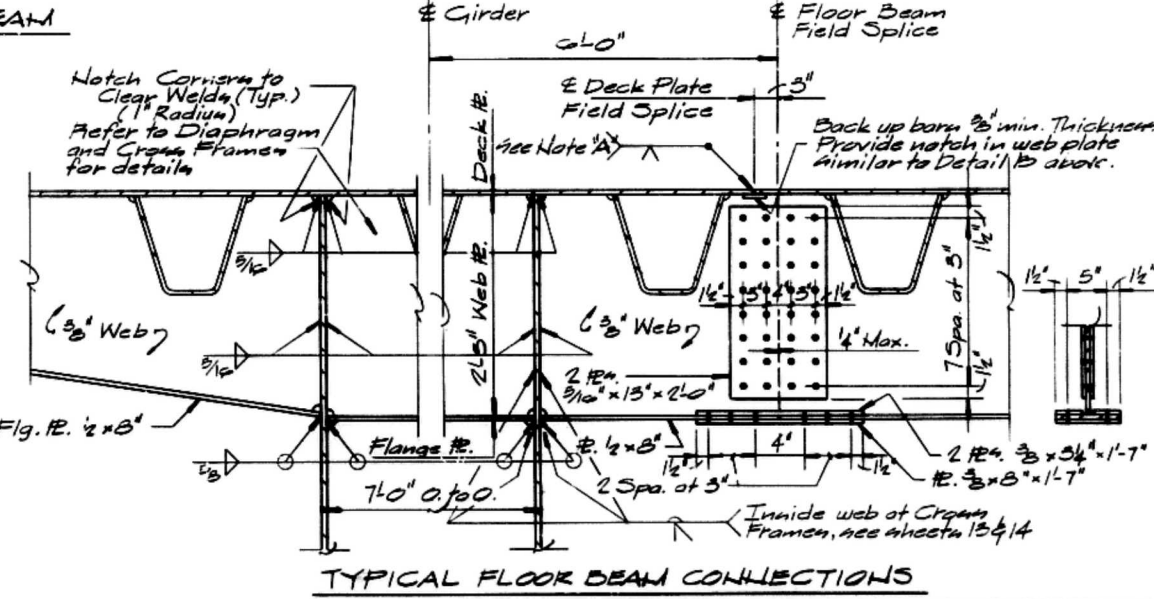
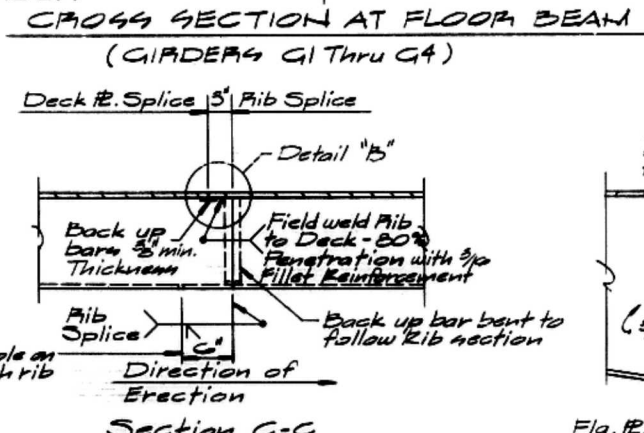
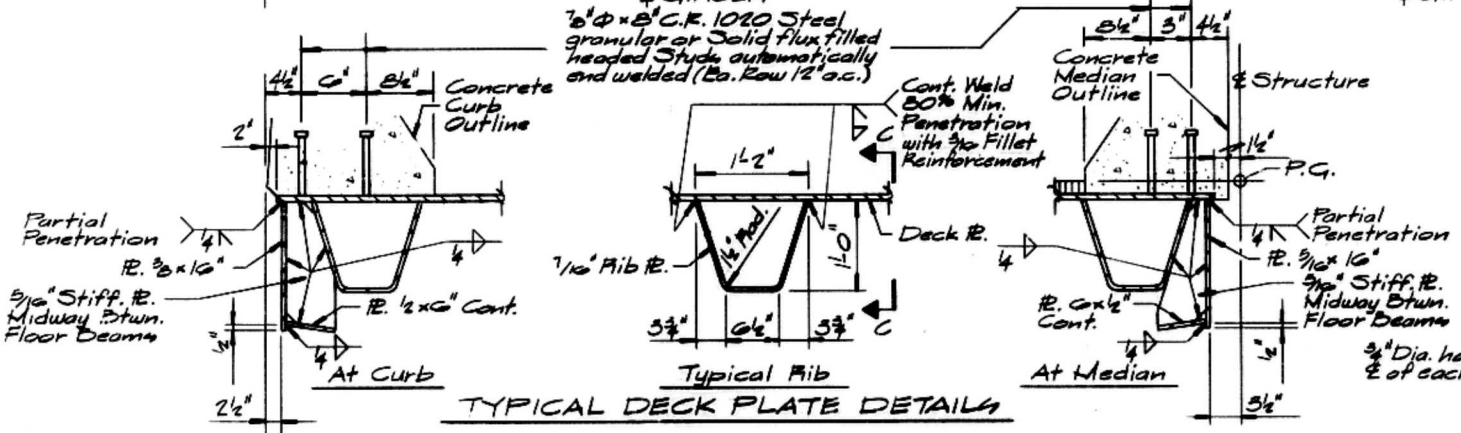
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
GENERAL NOTES AND TOTAL BILL OF MATERIAL
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12 (F&E)
PEORIA-TAZEWELL COUNTIES
STA. 90+50

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	30	5
FED. ROAD DIV. NO.		ILLINOIS PROJECT		

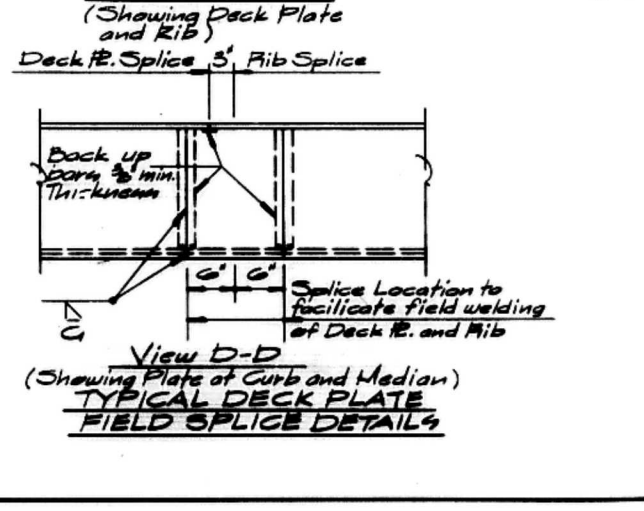
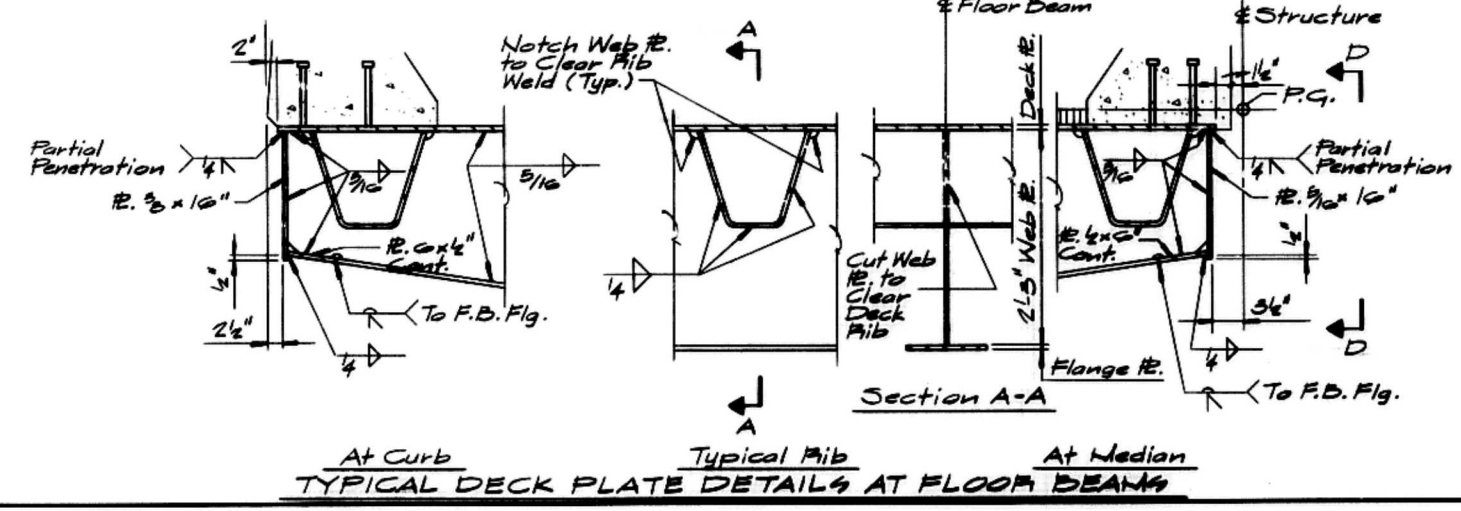
Notes:
For Deck Plate detail of Light Pole Standard, Refer to Sheet 5.



Ribs shall be continuous through floor beams. Floor beam web shall be notched to fit around ribs. Refer to 'Typical Deck Plate Details at Floor Beams'.



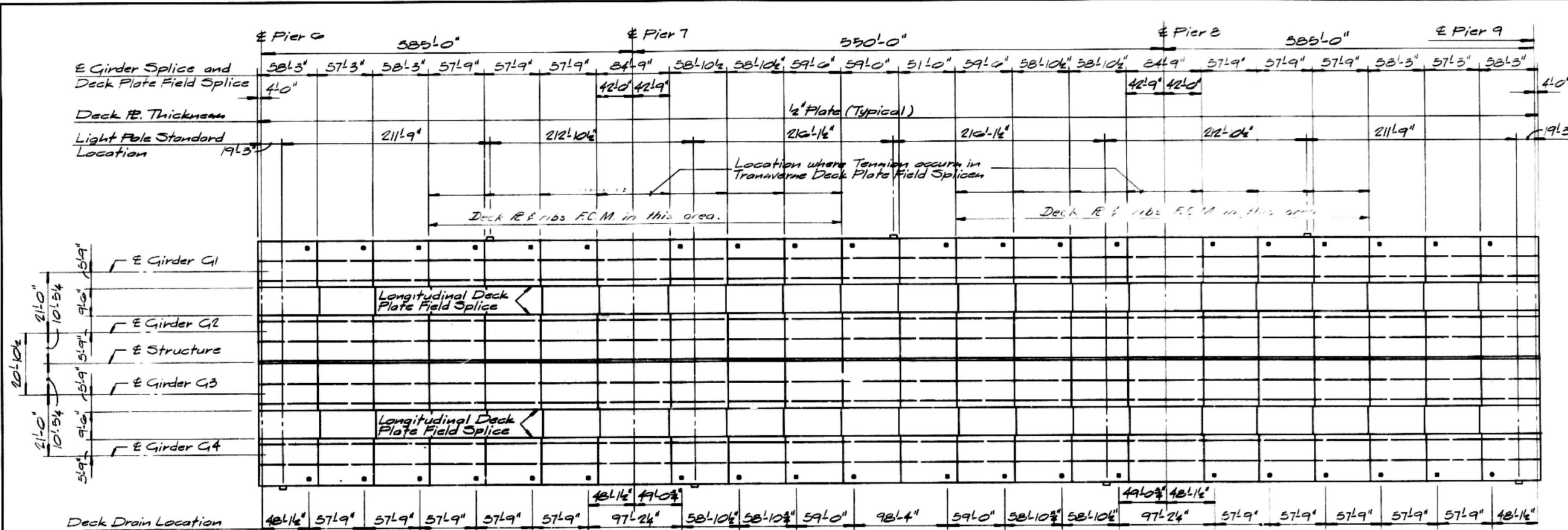
Note 'A' Back up bars for Longitudinal Deck Plate Splices shall be joined to the Deck Plate by continuous fillet welds placed outside the joint or by tack welds placed inside the joint.



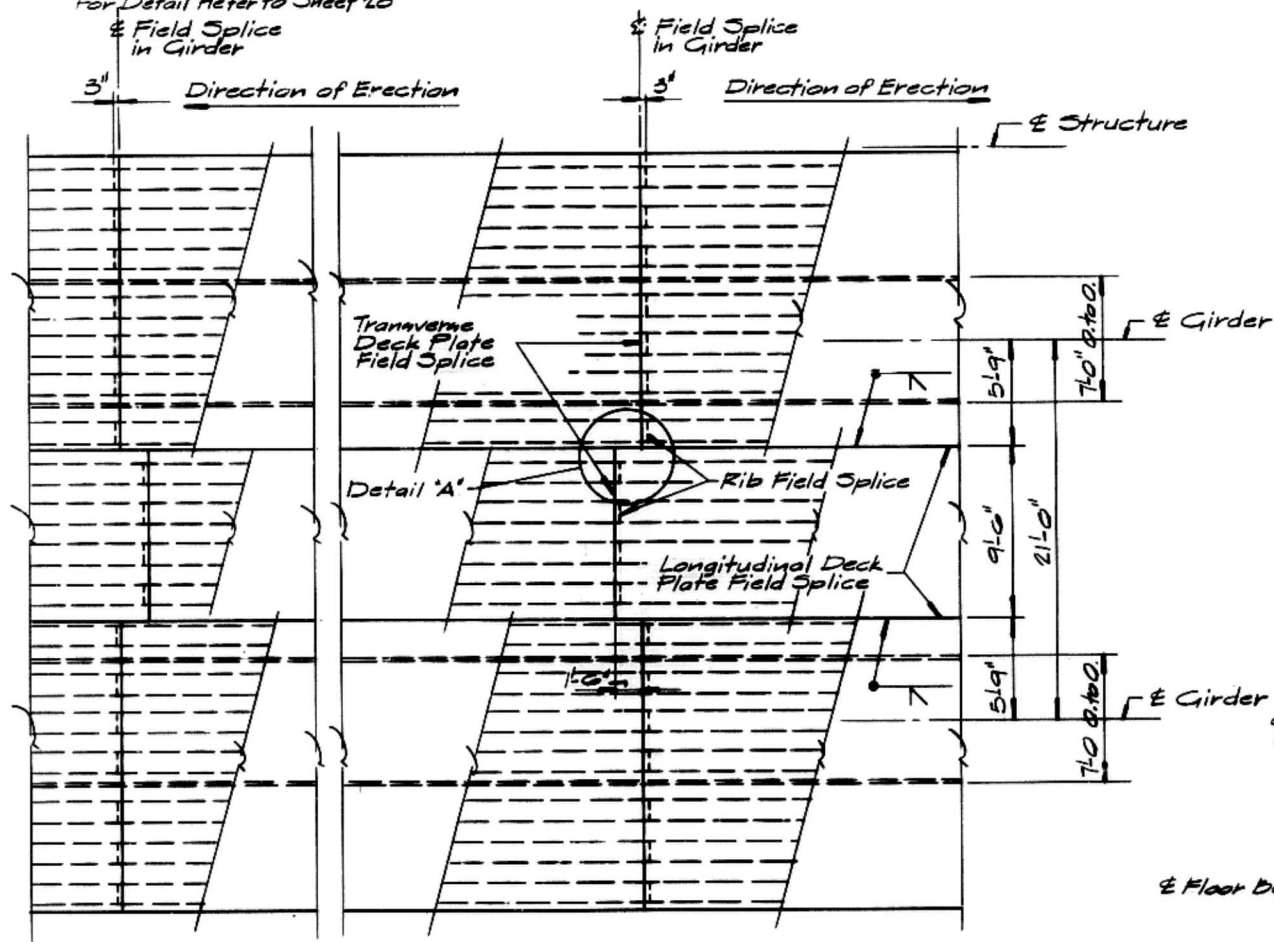
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ORTHOTROPIC DECK
PLATE SECTIONS
PROJECT
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12(F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	38	6
REG. ROAD DIV. NO.		ILLINOIS PROJECT		

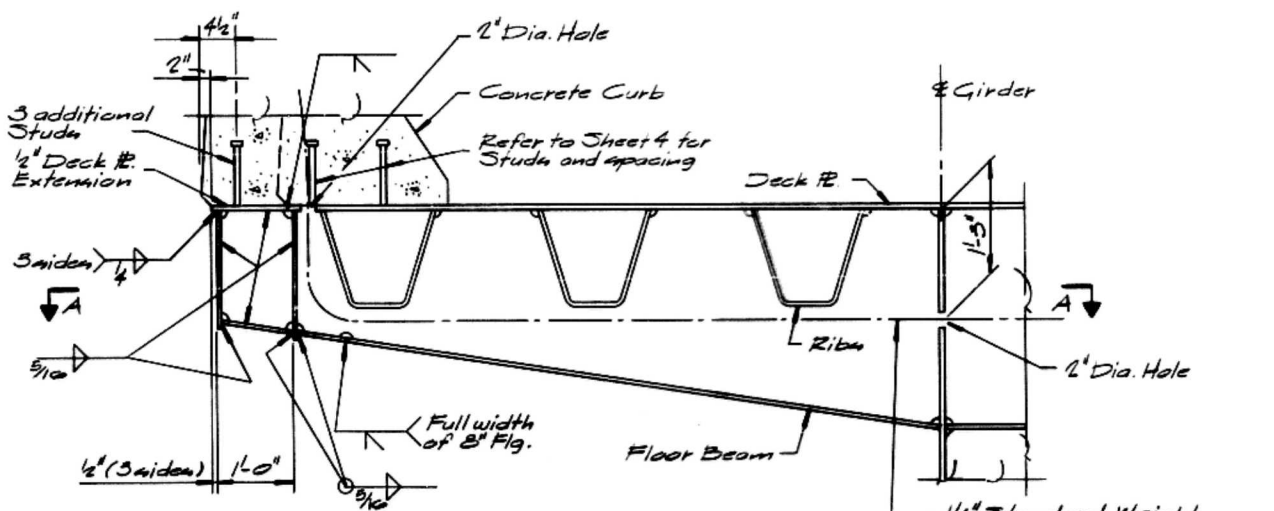
Notes:
 The location of Deck Plate and Girder Splices shown are in the relationship for the General Erection Scheme shown on Sheet 5. For other Erection Schemes it may be necessary to revise the Field Splice locations to suit in order that the infill Deck Plate Field Splices are 1'-0" behind the forward end of the girder section being erected.



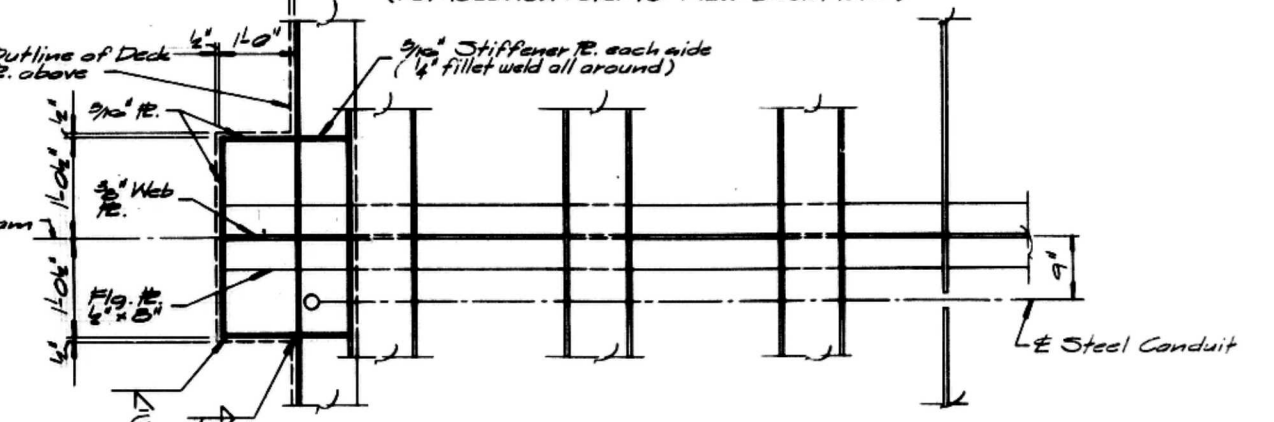
PLAN-DECK PLATE



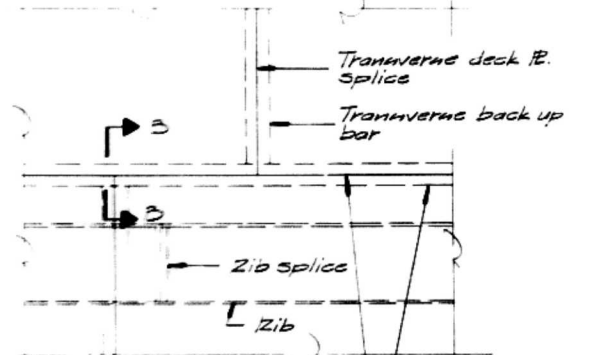
PARTIAL PLAN-DECK PLATE FIELD SPLICE



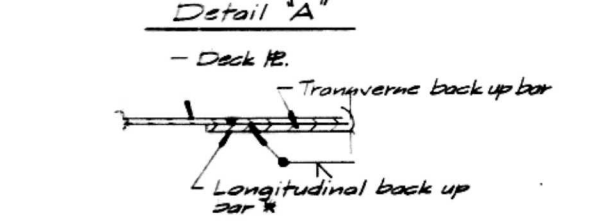
DECK PLATE DETAIL AT LIGHT POLE STANDARD
 (For location refer to "Plan-Deck Plate")



SECTION A-A



Detail A

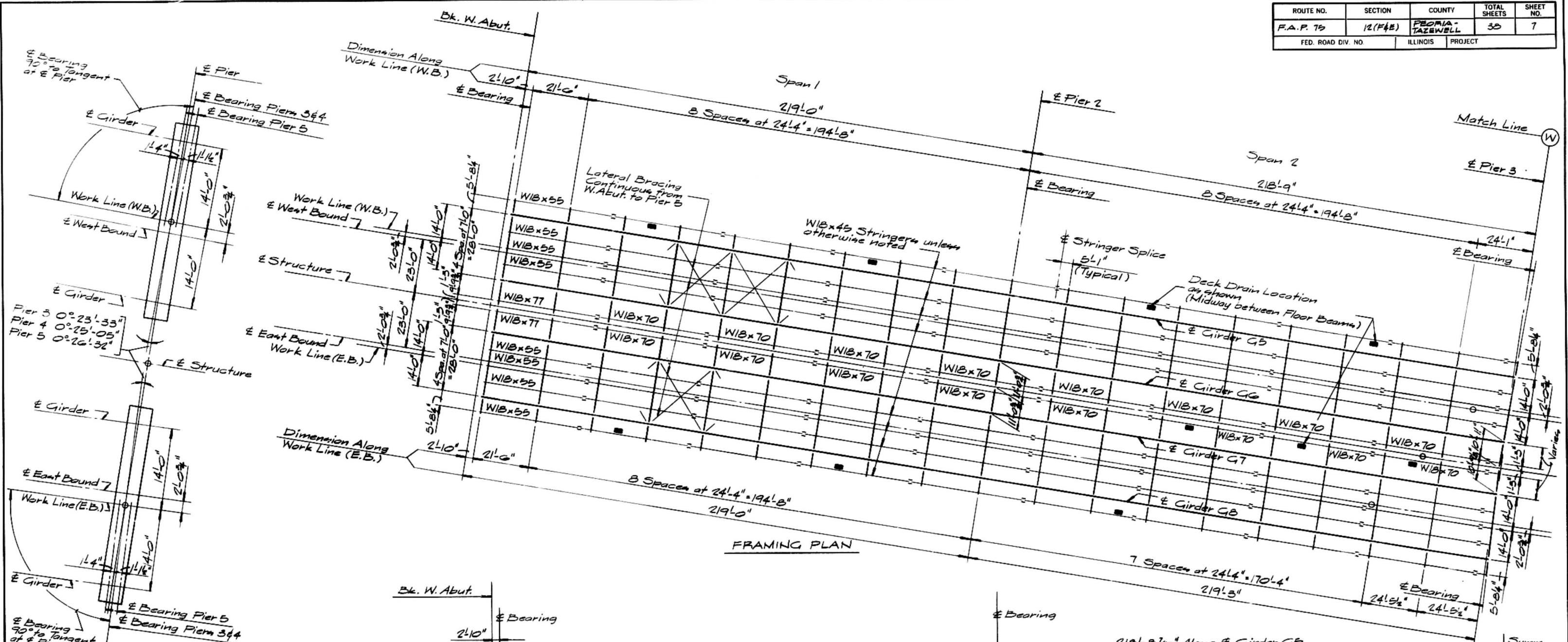


Section B-B
 * Longitudinal back up bars shall be continuous. Sections shall be welded together with full penetration butt welds as required.

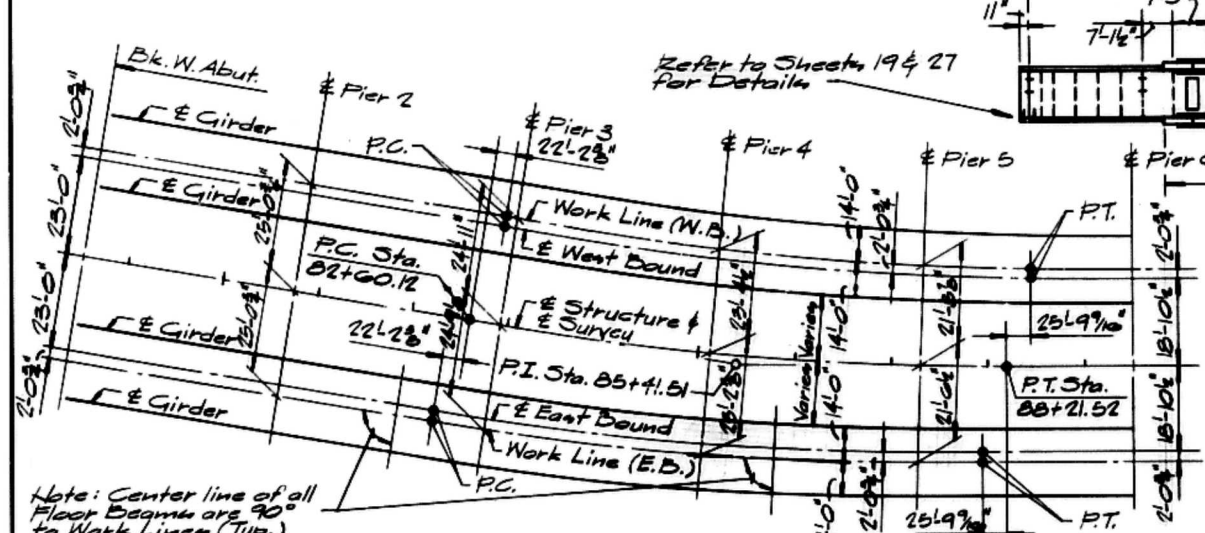
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ORTHOTROPIC DECK
PLATE DETAILS
PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12(F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

SPANS 6, 7 & 8

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	35	7
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		



HORIZONTAL LAYOUT PIER 3, 4 & 5



HORIZONTAL GIRDER LAYOUT WEST APPROACH

Note: Center line of all Floor Beams are 90° to Work Lines (Typ.)

Note: Refer to Sheet 7 for Tangent Offsets

LAYOUT CURVE DATA

Work Line (W.B.)	Work Line (E.B.)
$\Delta = 9^{\circ}49'28.1''$ $D = 1^{\circ}45'$ $M = 5274.04'$ $T = 281.59'$ $L = 561.40'$	$\Delta = 9^{\circ}49'28.1''$ $D = 1^{\circ}45'04''$ $M = 5271.98'$ $T = 281.21'$ $L = 561.05'$

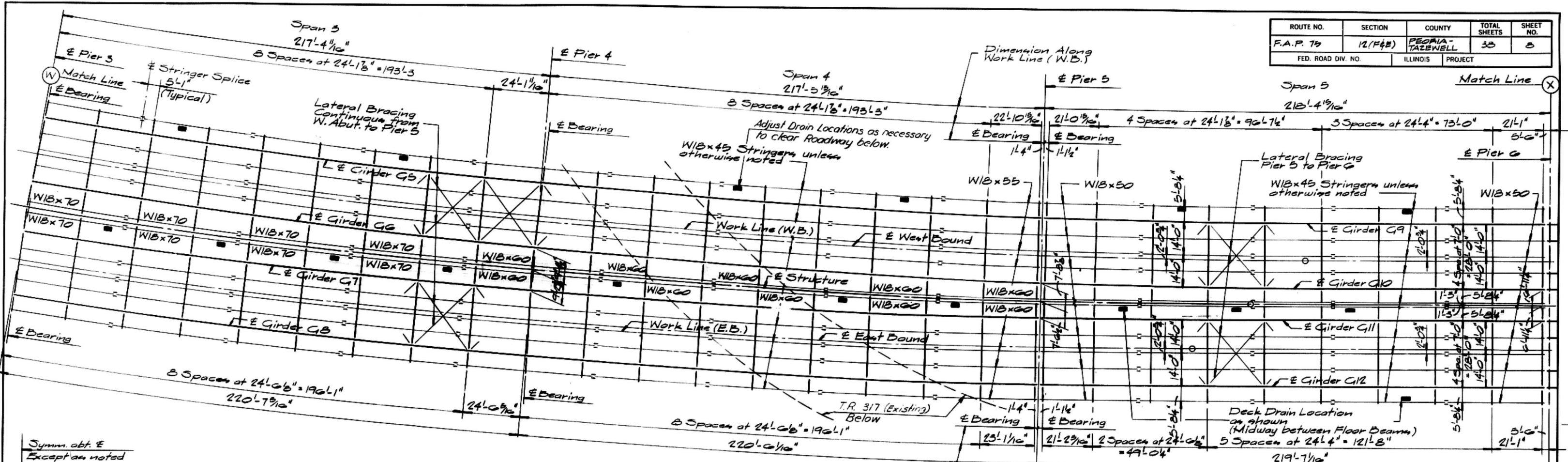
GIRDER ELEVATION
GIRDERS G5, G6, G7 & G8
For Details not shown see Sheet 7

SPANS 1 and 2

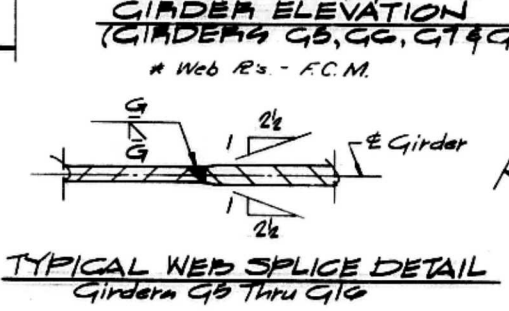
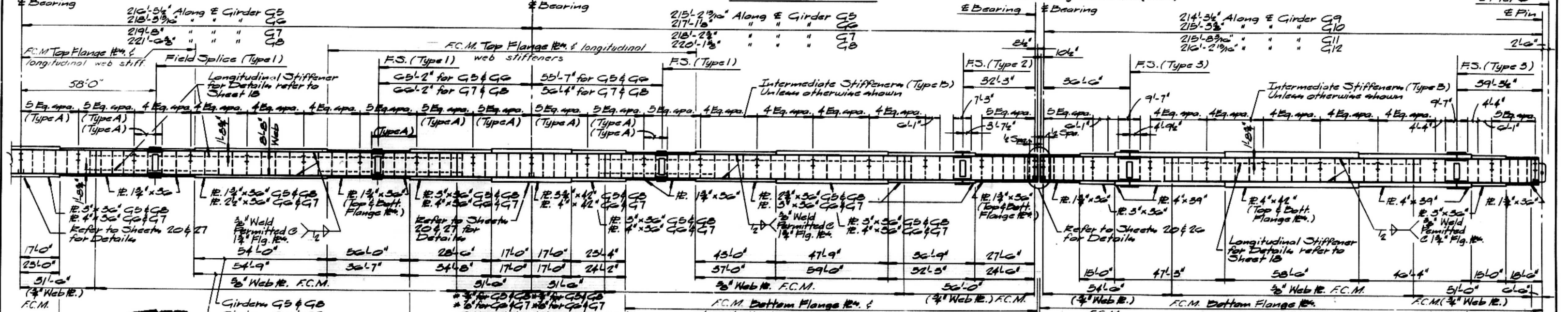
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FRAMING PLAN AND
GIRDER ELEVATIONS
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12(F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE CHICAGO	ILLINOIS	SHEET 7 OF 37
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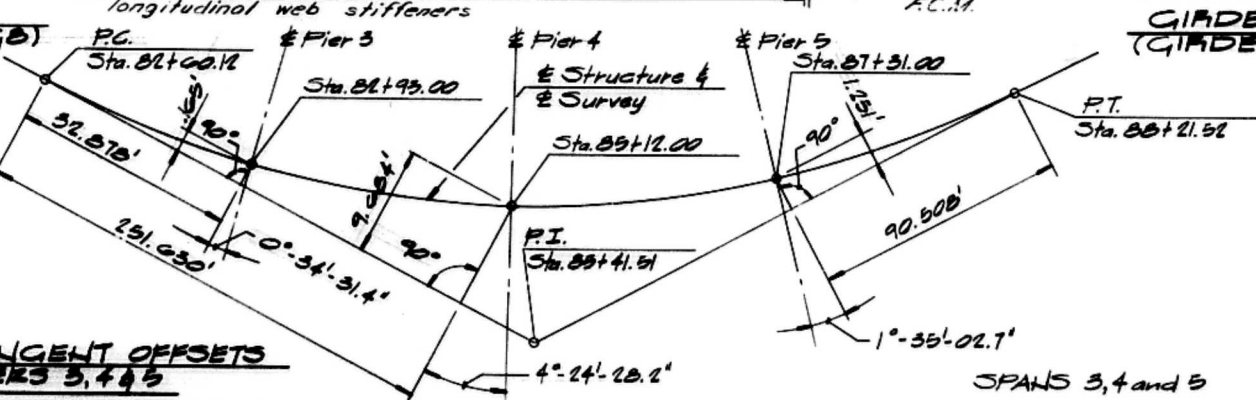
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	33	8
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		



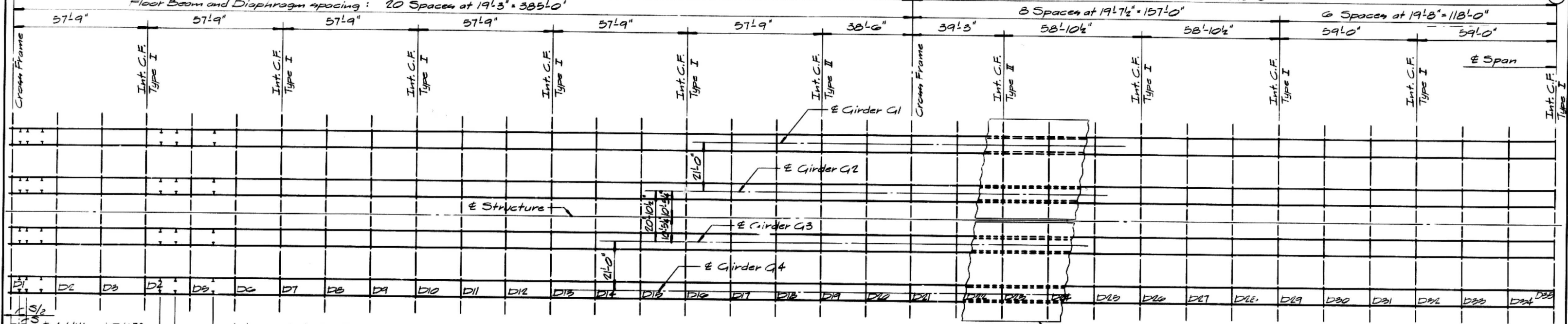
FRAMING PLAN



**TANGENT OFFSETS
PIERS 3, 4 & 5**



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FRAMING PLAN AND
 GIRDER ELEVATIONS
 PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12(F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

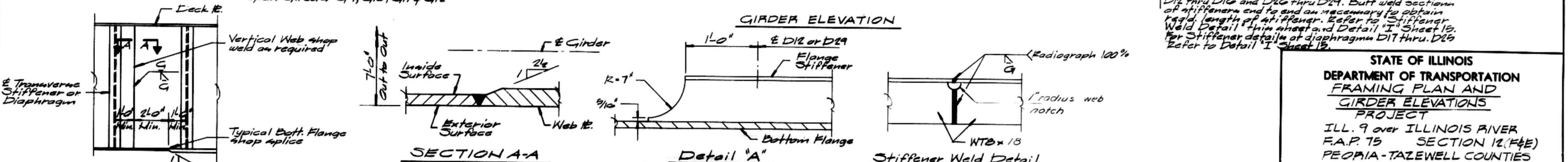
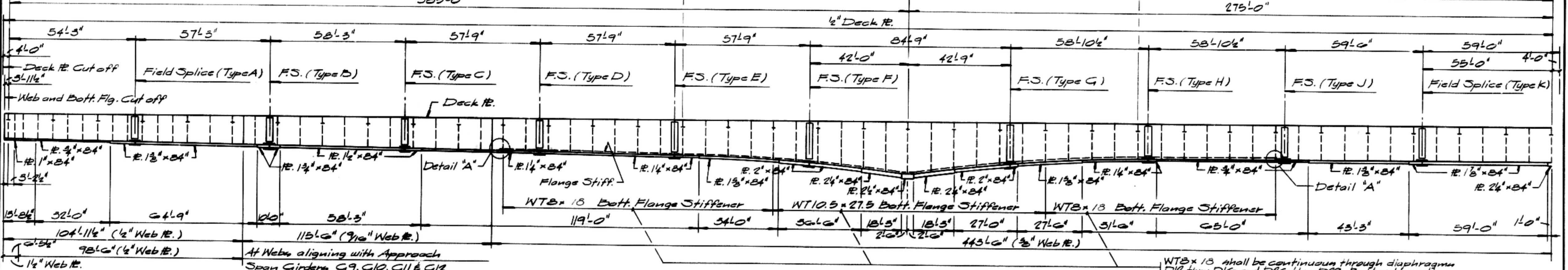


FRAMING PLAN

Deck Plate - For Details Refer to Sheets 4 & 5

Intermediate Stiffeners at 3rd. points or midpoint of Floor Beam spacing as shown except one additional stiffener adjoining Pier 6 and Pier 9 are located

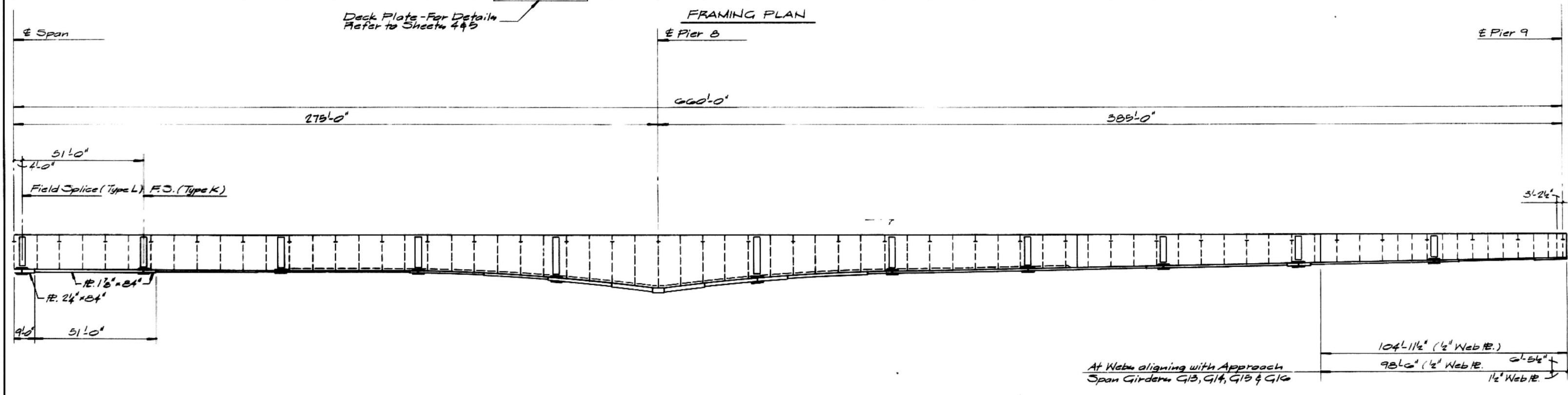
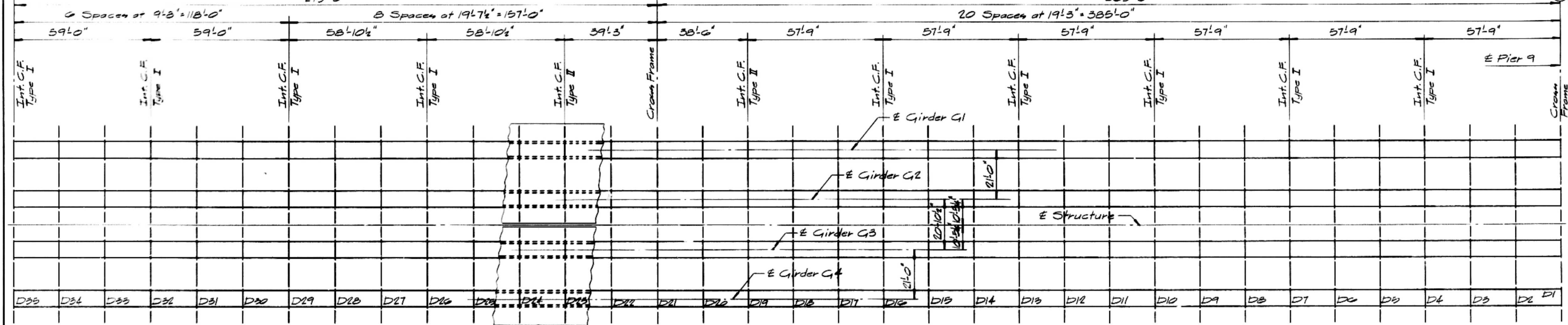
All web R's, bottom flange stiffeners and bottom flange R's. - F.C.M.



TYPICAL WEB SPLICE DETAIL
Girders G1 thru G4

WT8 x 13 shall be continuous through diaphragm D12 thru D16 and D18 thru D29. Butt weld sections of stiffeners end to end as necessary to obtain req'd. length of stiffener. Refer to Stiffener Weld Detail thru sheet and Detail 'I' Sheet 15. For Stiffener details at diaphragms D17 thru D28 Refer to Detail 'I' Sheet 15.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FRAMING PLAN AND GIRDER ELEVATIONS
PROJECT
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12 (F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50



GIRDER ELEVATION
 For information not shown refer to Sheet 8 Girder symm. about Match Line Y except as noted.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FRAMING PLAN AND
 GIRDER ELEVATIONS
 PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12(F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

THE ENGINEERS COLLABORATIVE
 CHICAGO ILLINOIS

SHEET
 9 OF 37

SPANS 7 and 8

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	38	11
FED. ROAD DIV. NO.		ILLINOIS	PROJECT	

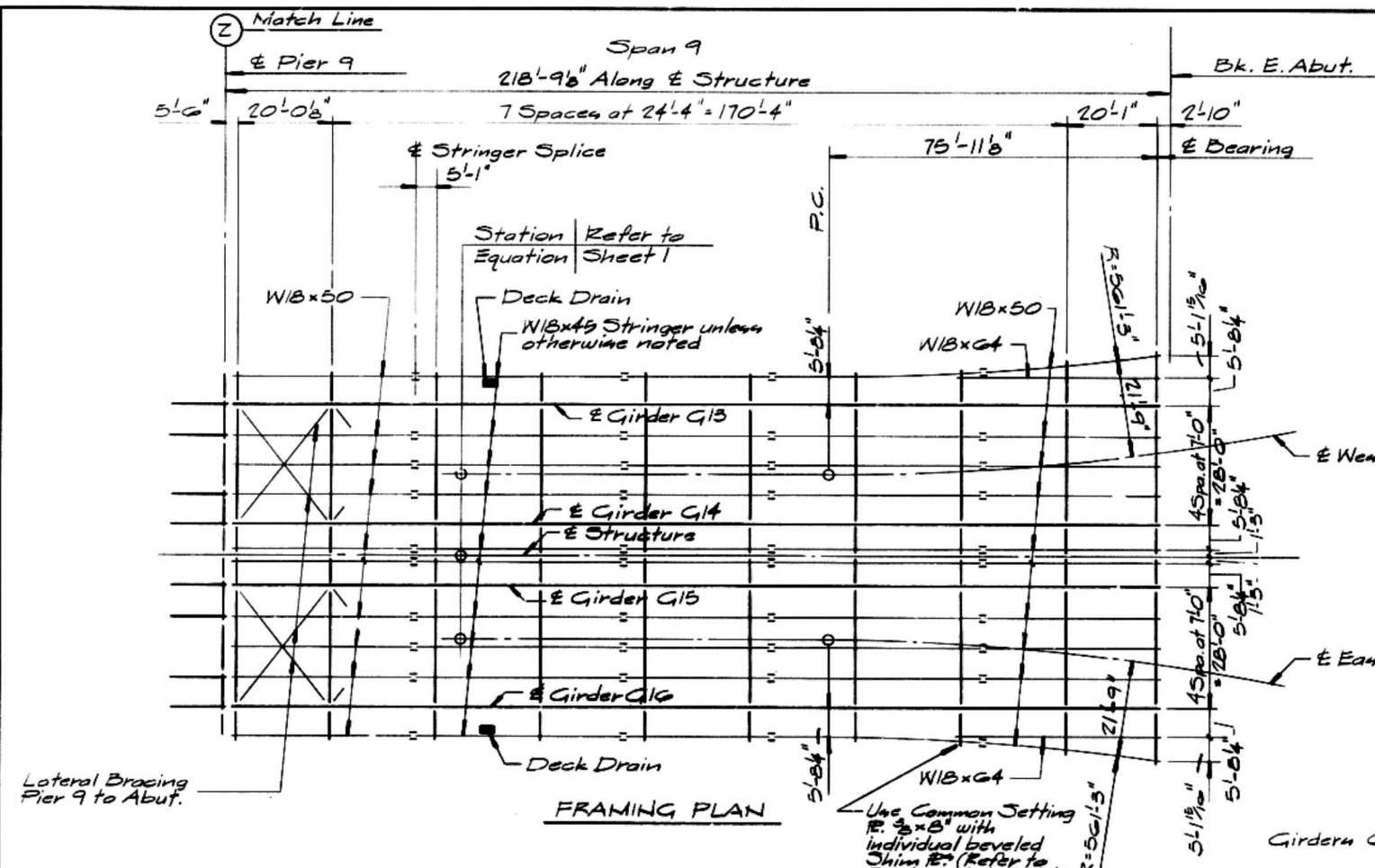
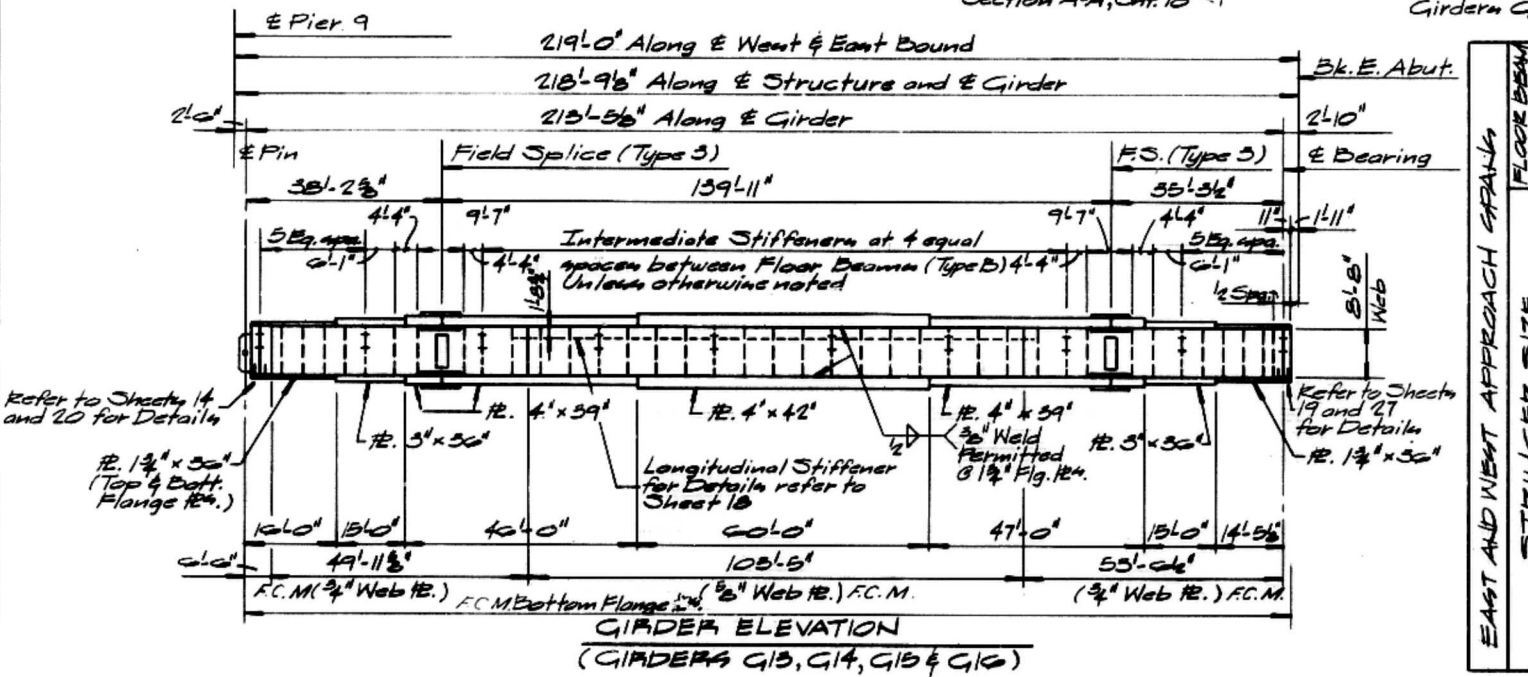


TABLE OF MOMENTS AND REACTIONS

LOCATION	I (in ⁴)	D.L. (K/1)	M.D.L. (K)	M.L.L. (K)	M _E (K)	M _{Total} (K)	f _a (ksi)	R _{D.L.} (K)	R _{L.L.} (K)	R _E (K)	R _{Total} (K)
West Abutment								410	107	49	566
0.4 Span 1	676914	4.951	10904	4030	2115	23049	23.1				
Pier 2	1281797	4.951	27154	5900	2711	35705	22.4	1247	272	126	1645
0.5 Span 2	412869	4.951	7440	3480	1004	12824	19.7				
Pier 3	688691	5.027	17844	5030	2316	25190	24.1	1014	257	118	1389
0.5 Span 3	412869	5.090	7070	3550	1042	12862	22.0				
Pier 4	1281797	5.154	28805	6110	2825	37800	23.7	1313	282	129	1724
0.4 Span 4	676914	5.154	18255	4840	2234	25339	24.7				
Pier 5 (Left)								434	111	50	595
Pier 5 (Right)								567	97	45	709
0.5 Span 5	1128292	5.22	30442	5840	2687	38969	23.6				
West Abutment								504	128	59	691
0.4 Span 1	898587	6.089	20828	5540	2921	28889	21.6				
Pier 2	1151686	6.089	33298	7090	3228	43616	23.9	1532	320	152	2010
0.5 Span 2	569035	5.964	8536	4140	1885	14861	17.1				
Pier 3	912504	5.839	20934	5830	2704	29408	21.8	1179	290	144	1613
0.5 Span 3	569035	5.627	8350	3920	1822	14152	16.4				
Pier 4	1151686	5.414	30370	6540	3007	39917	23.6	1379	300	138	1817
0.4 Span 4	898587	5.414	19196	5120	2373	26649	19.4				
Pier 5 (Left)								455	117	54	627
Pier 5 (Right)								567	100	46	713
0.5 Span 5	1128292	5.21	30370	6030	2792	39172	23.8				
Pier 6								987	373	44	1404
0.4 Span 6	1963197	3.559	23429	18417	1805	45051	* 23.9				
Pier 7	8812250	4.342	98150	28133	3218	139501	* 26.1	2018	705	52	2775
0.5 Span 7	368944	3.840	42096	24500	1816	69018	* 24.7				
Pier 8	8812250	4.342	98150	38133	3218	139501	* 26.1	2018	705	52	2775
0.4 Span 8	1963197	3.559	23429	18417	1805	45051	* 23.9				
Pier 9								987	373	44	1404
0.5 Span 9	1070000	5.14	29796	5800	2603	38259	24.4				
East Abutment								584	100	47	731
0.5 Span 9	1070000	5.08	28952	5840	2666	37438	23.9				
East Abutment								537	97	45	679
Typical 5'-0" Cantilever	4750	***				532	13.8	76	49	15	140
Mid Span	6070		255	404	120	759	23.3				
Cantilever greater than 5'-0" to 7'-9"	5950	***				552	13.2	86	44	14	144
Mid Span	8250		192	414	123	729	17.5				
Cantilever greater than 7'-9"	8240	***				796	19.2	101	55	16	172
Mid Span	11380		124	415	124	603	11.5				
W18x45 Typ. Interior	706	1.05	65	75	22	160	24.2	26	28	8	62
Median or Fancia	706	1.09	27	82	24	153	20.2				
W18x50 Typ. Interior	802	1.05	67	88	26	181	24.4	27	28	9	64
Median or Fancia	802	1.09	29	96	29	179	17.4				
W18x55 ** Typ. Interior	891	1.05	67	88	26	181	22.1	29	28	9	66
Median or Fancia	891	1.09	29	96	29	170	22.6				
W18x60 ** Interior	896	1.31	81	58	12	131	14.0	30	20	6	56
Median	896	1.31	34	51	15	100	11.1				
W18x70 ** Interior	1050	Varies .8 Max.	24	70	21	115	11.7				
Median	1160	1.07	43	88	26	157	14.6				
W18x77 ** Interior	1290	1.07	107	95	29	231	19.5	43	36	11	38
Median	1290	1.07	72	101	30	203	17.2				



** LL+I Deflection Controls
 *** Based on Moment and Net Section at Field Splice Location

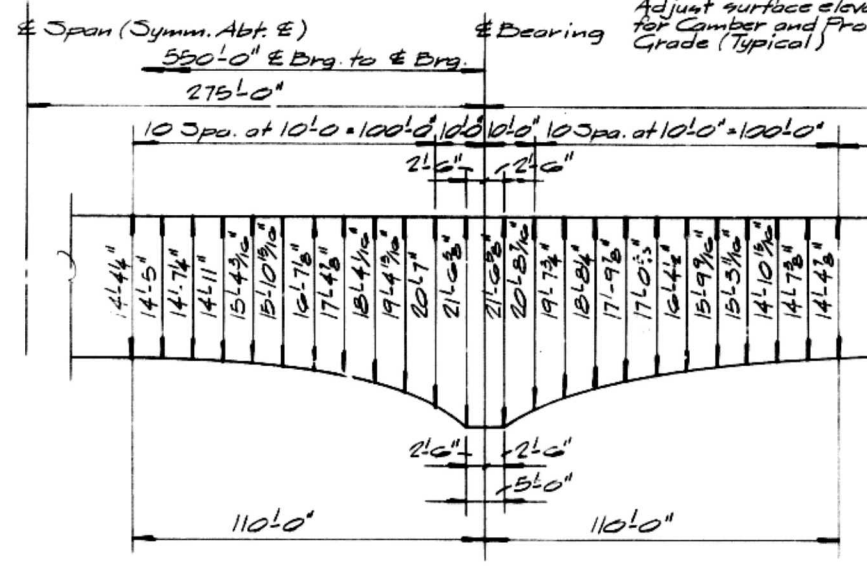
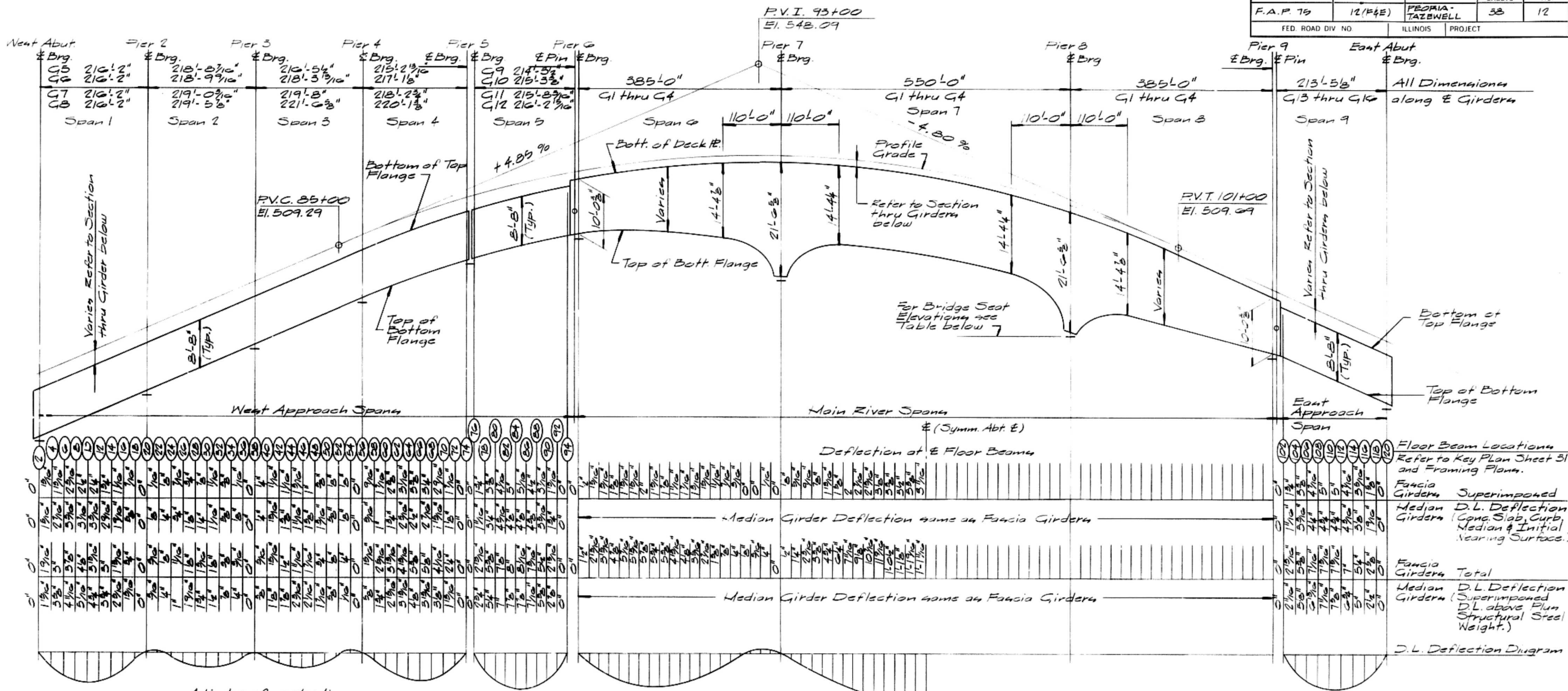
* Bottom Flange Strain

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FRAMING PLAN AND
GIRDER ELEVATIONS
PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12(F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

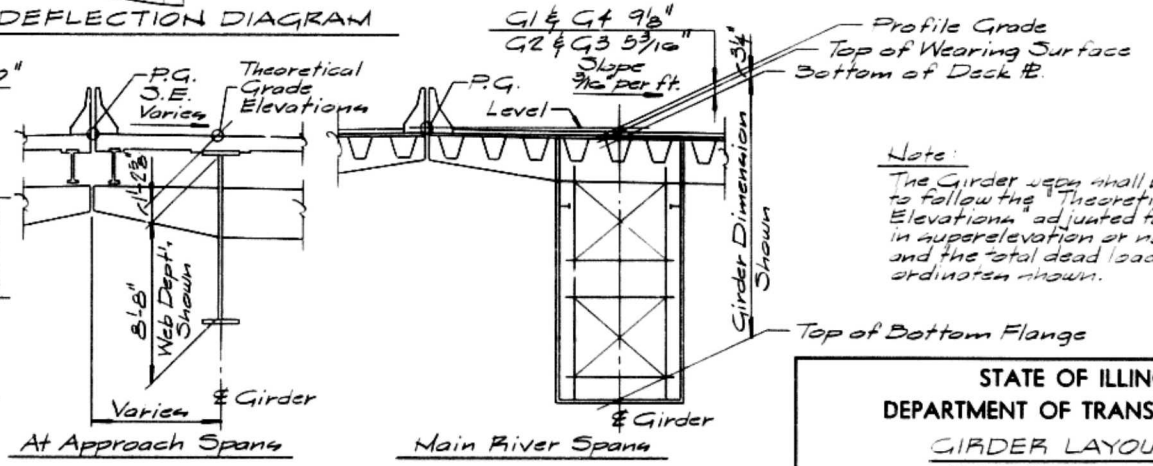
THE ENGINEERS COLLABORATIVE CHICAGO ILLINOIS

SHEET 10 OF 37

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12 (F&E)	PEORIA-TAZEWELL	58	12
FED. ROAD DIV NO.		ILLINOIS	PROJECT	



GIRDER LAYOUT AND DEAD LOAD DEFLECTION DIAGRAM



BRIDGE SEAT ELEVATIONS (TOP OF CONCRETE)

Station	Abut.	Pier 2	Pier 3	Pier 4	Pier 5
05	464.72	474.75	484.30	494.73	504.34
06	464.56	475.19	485.53	496.13	505.74
07	464.56	475.19	485.25	496.90	506.33
08	464.12	474.75	487.24	498.30	507.70

Station	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9	E. Abut.
09	504.34	511.33	521.72	492.57	487.55	476.22
10	505.74	511.36	502.05	492.90	487.88	476.22
11	506.33	511.36	502.05	492.90	487.88	476.22
12	507.70	511.03	501.72	492.57	487.55	476.94

Notes:

Refer to "General Notes-Fabrication" on Sheet 3 and "Notes" on Sheet 31.

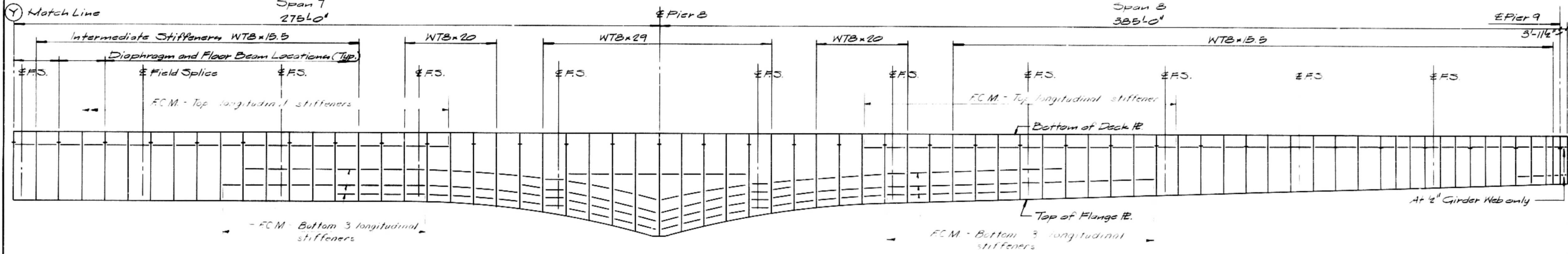
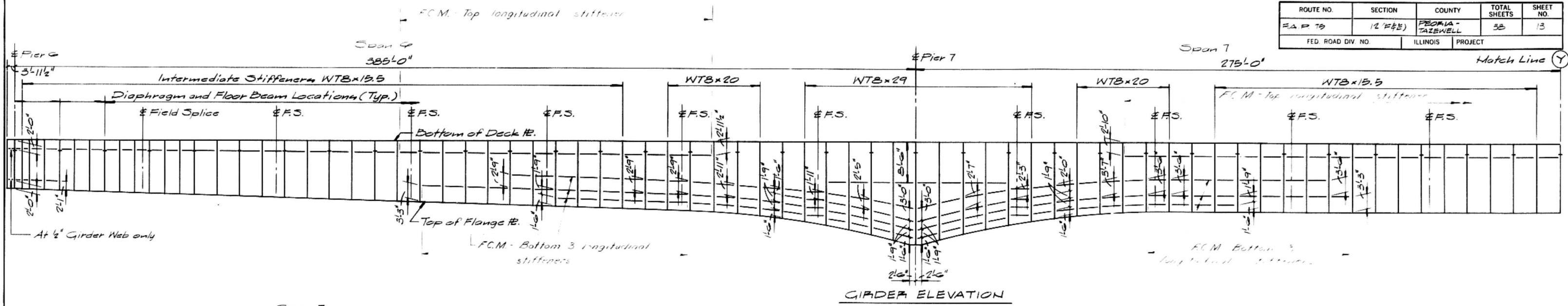
Refer to Sheets 31 thru 36 for "Theoretical Grade Elevations" and location Key Plan.

Note:

The Girder legs shall be fabricated to follow the Theoretical Grade Elevations adjusted for variation in superelevation or normal crown and the total dead load deflection ordinates shown.

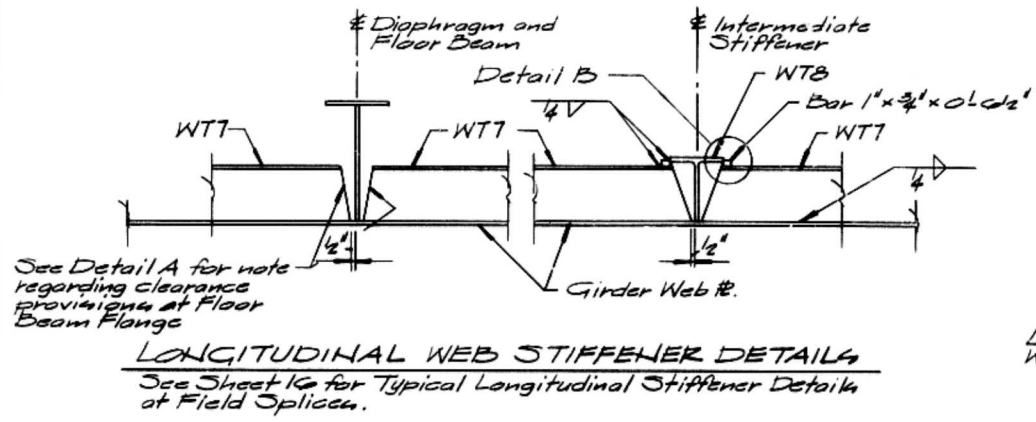
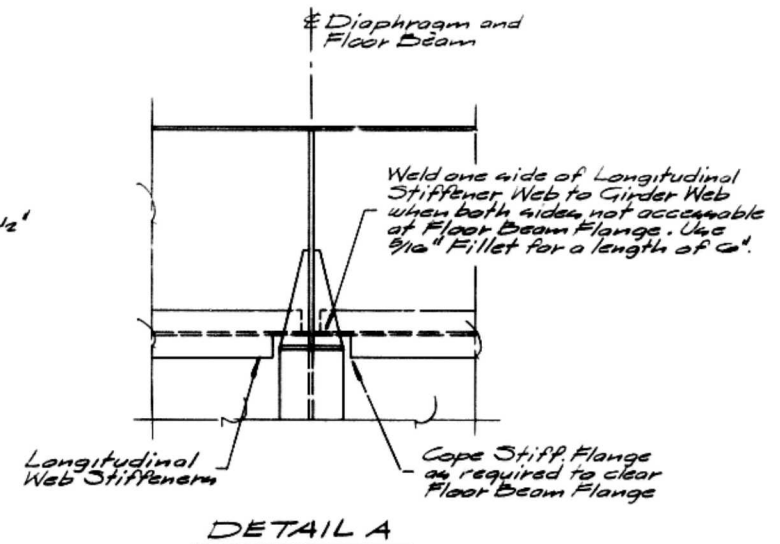
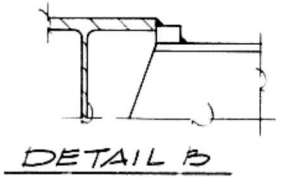
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
GIRDER LAYOUT
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12 (F&E)
PEORIA-TAZEWELL COUNTIES
STA. 90+50

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 79	12 (F&E)	PEORIA-TAZEWELL	35	13
FED. ROAD DIV. NO.	ILLINOIS PROJECT			



GIRDER ELEVATION
 For information not shown refer to Girder Elevation above. Symm. about Match Line Y except as noted or shown.

Notes:
 All Longitudinal Web Stiffeners are WTT x 15.
 Refer to Sheet 14 for Longitudinal Stiffener Details at Field Splices.
 Refer to Sheet 15 for additional Intermediate Stiffener Details.



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 GIRDERS GI THRU G4
 WEB STIFFENERS
 PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 79 SECTION 12 (F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

THE ENGINEERS COLLABORATIVE
 CHICAGO ILLINOIS

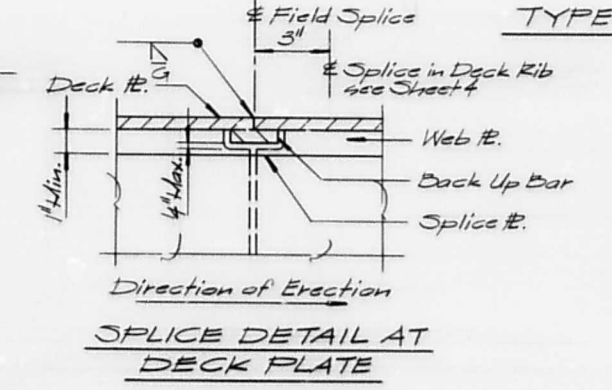
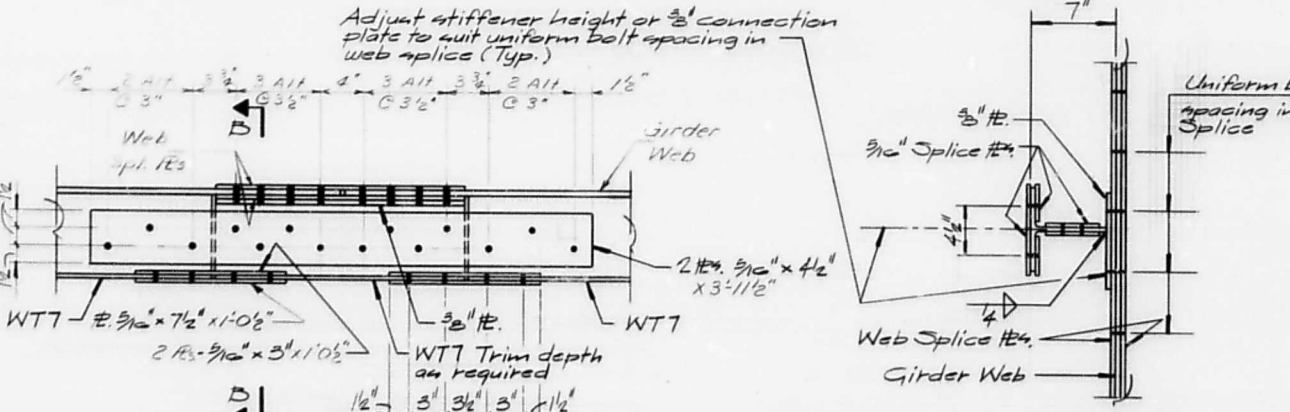
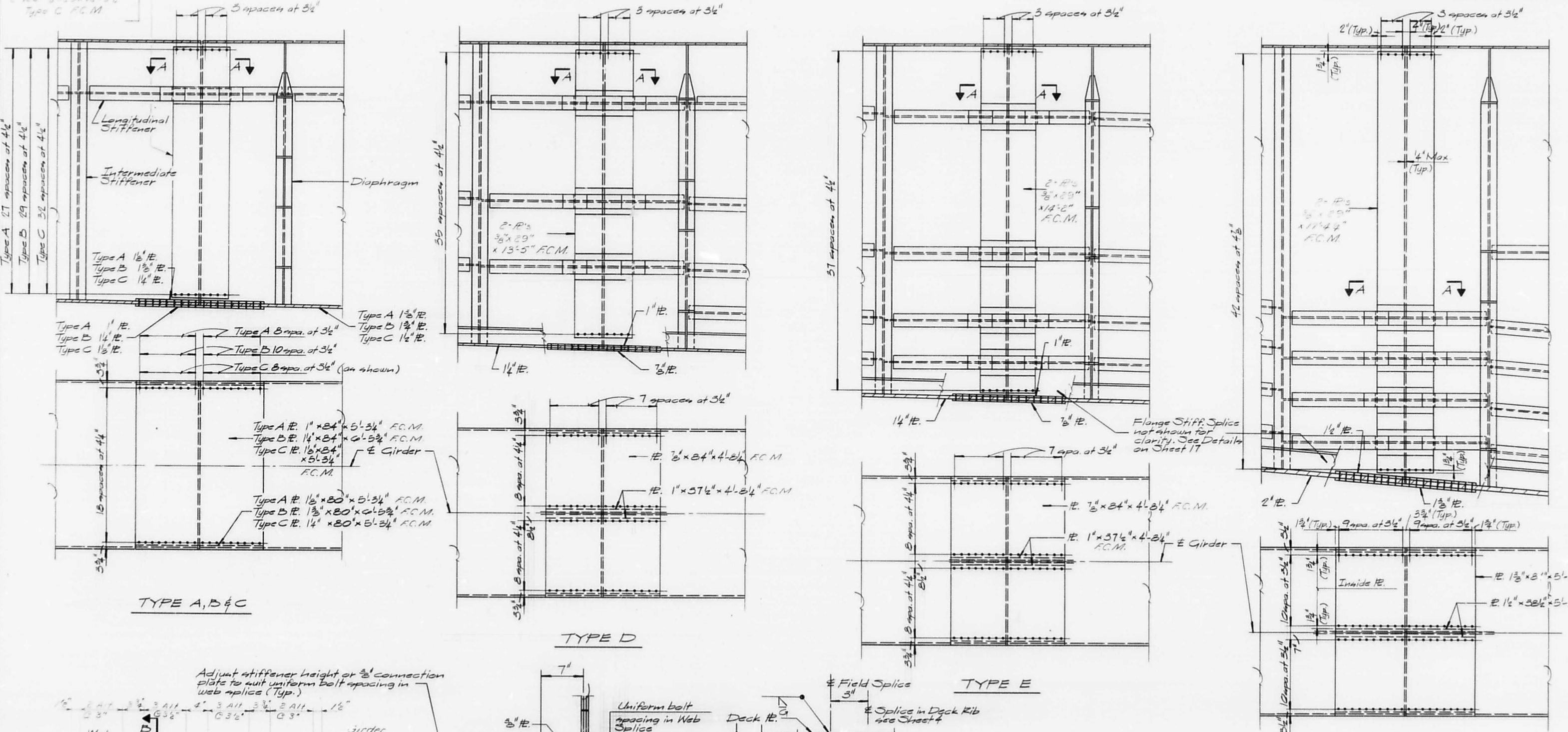
SHEET
 12 OF 37

SPANS 6, 7 & 8

Rev. 12-20-77

2-Pls $\frac{3}{8} \times 29 \times 10.5"$
 Type A F.C.M.
 2-Pls $\frac{3}{8} \times 29 \times 11.2"$
 Type B F.C.M.
 2-Pls $\frac{3}{8} \times 29 \times 12.3"$
 Type C F.C.M.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	38	17
FED. ROAD DIV. NO.	ILLINOIS PROJECT			



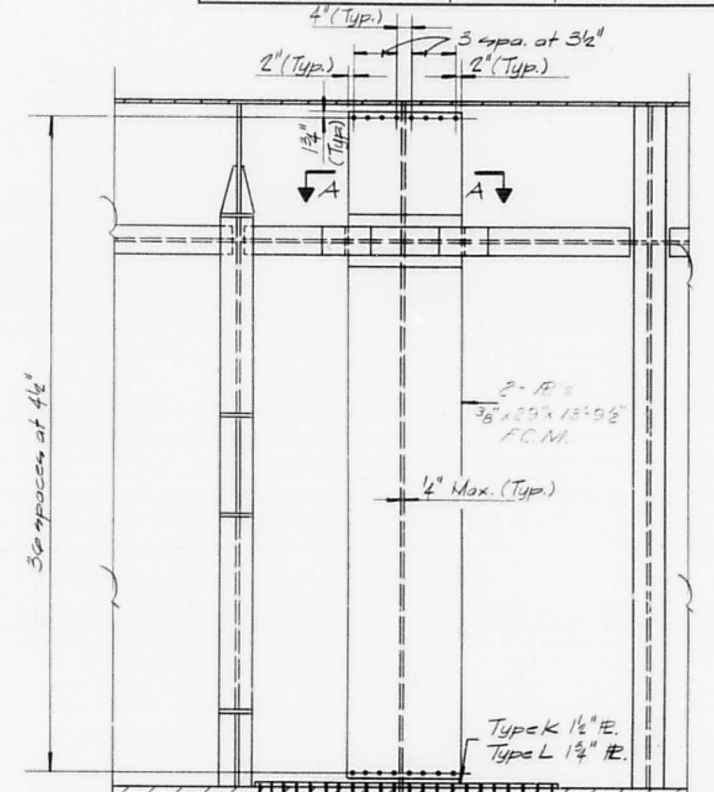
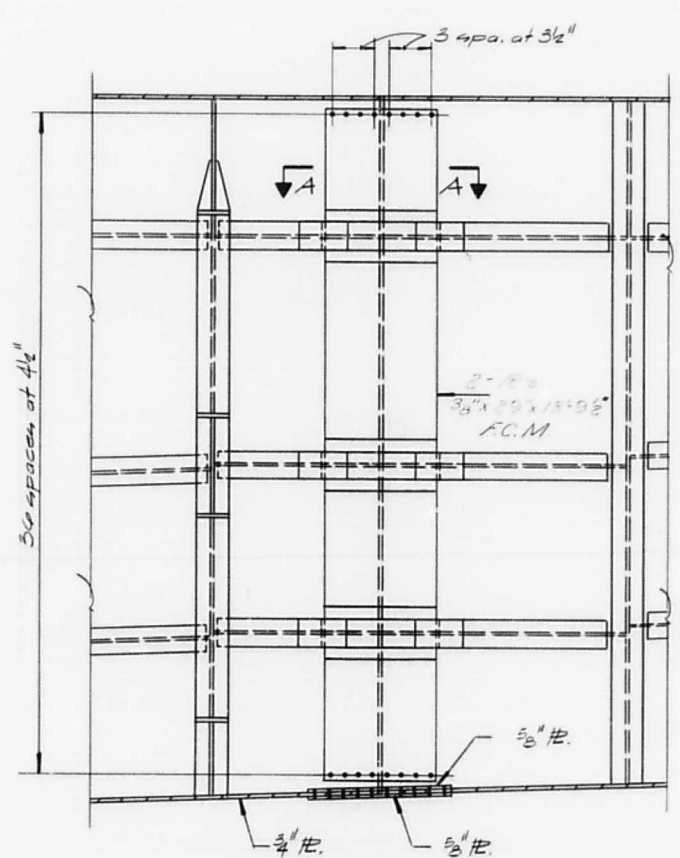
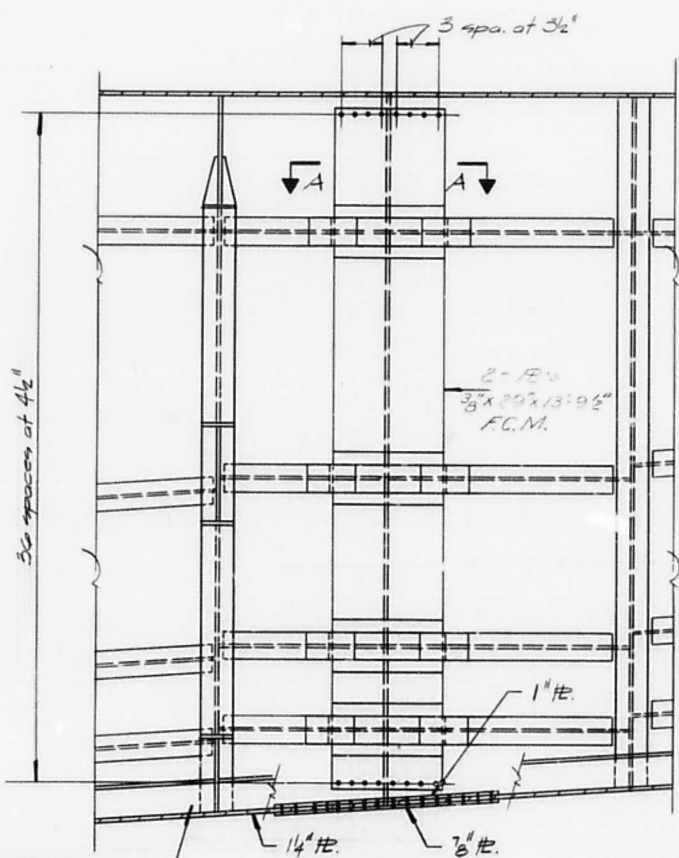
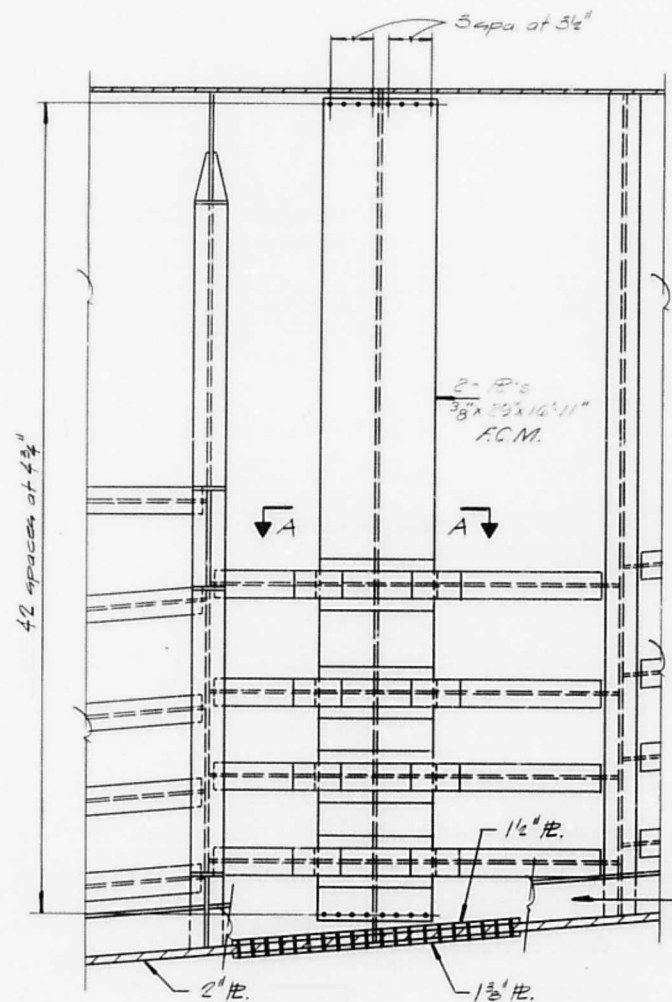
Notes

All bolts in web and bottom flange field splice shall be 1" Φ . (in $\frac{1}{16}'' \Phi$ open holes)
 Bolts in longitudinal and bottom flange stiffener connections shall be 2" Φ .
 For field splice locations, refer to Sheets 8 and 9.
 All splices shall be vertical under total dead load.

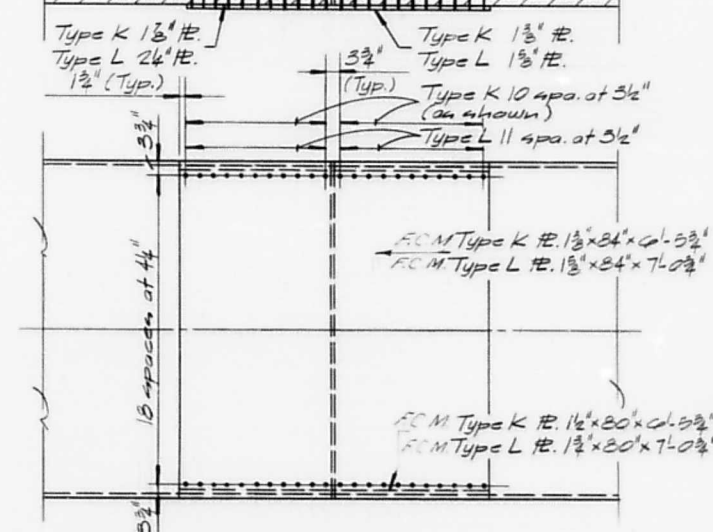
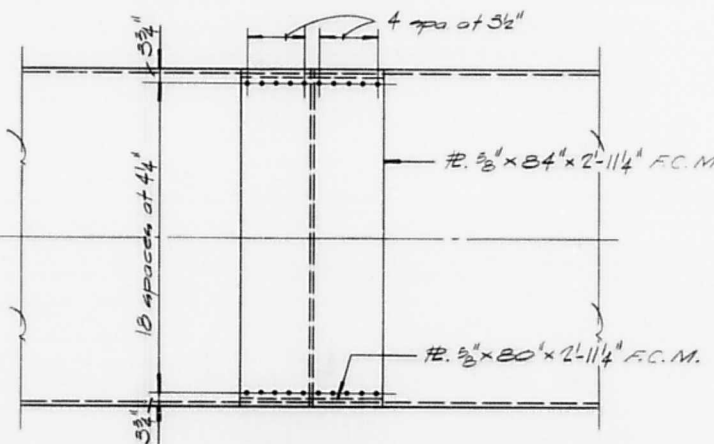
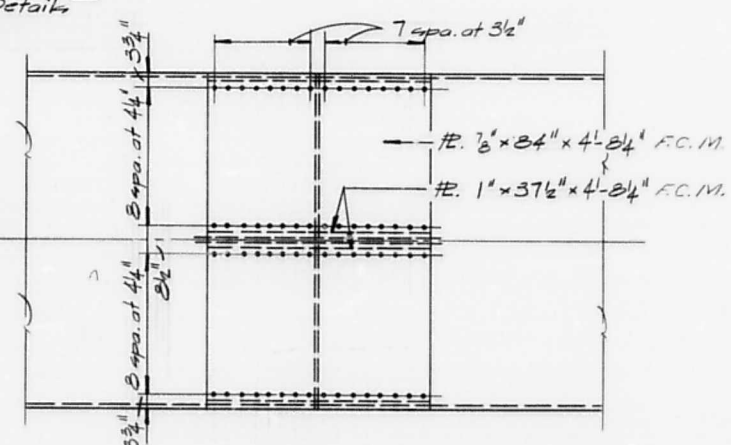
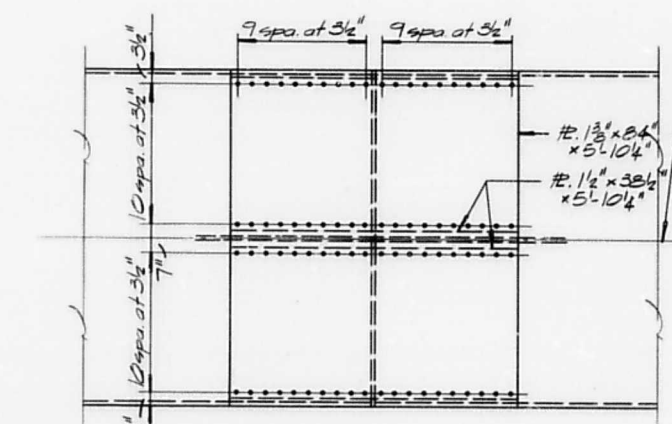
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 GIRDERS G1 THRU G4
 SPLICE DETAILS
 PROJECT
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12(F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 90+00

SPANS 4&8

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	38	18
FED. ROAD DIV. NO.		ILLINOIS	PROJECT	



Flange Stiff. Splice not shown for clarity. See Details below

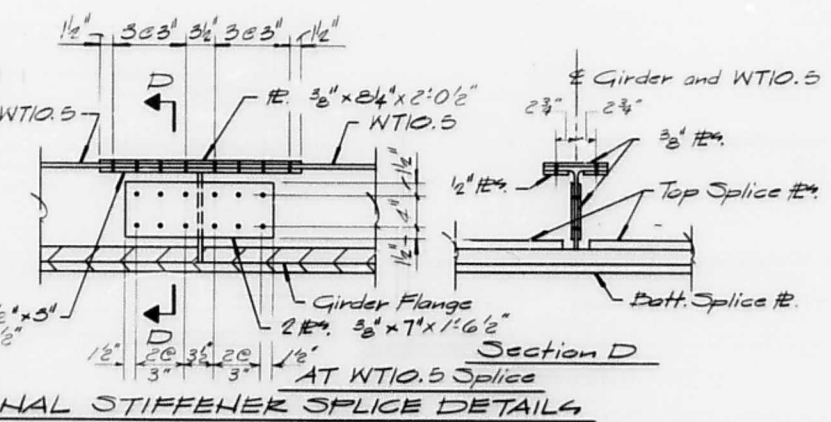
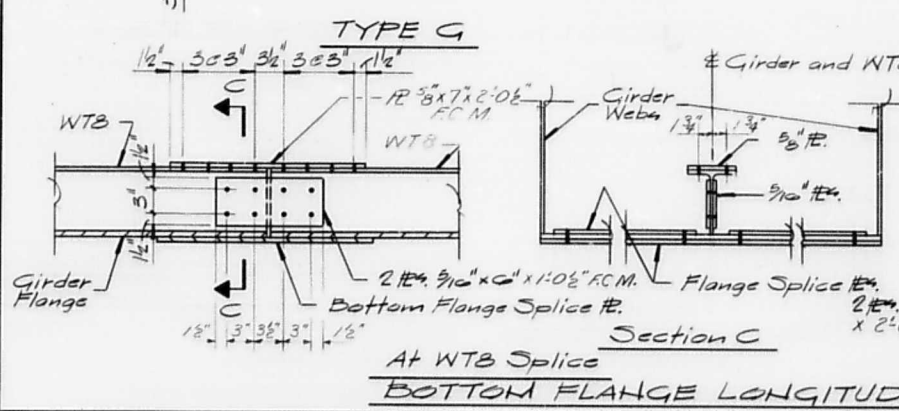


TYPE H

TYPE J

TYPE K & L

Notes:
 All Bolts in web and bottom flange field splice shall be 1" Φ. (in 1 1/2" Φ open holes)
 Bolts in longitudinal and bottom flange stiffener connections shall be 3/4" Φ.
 For field splice locations, refer to Sheets 8 and 9.
 All splices shall be vertical under total dead load.
 For Section A-A Refer to Sheet 16



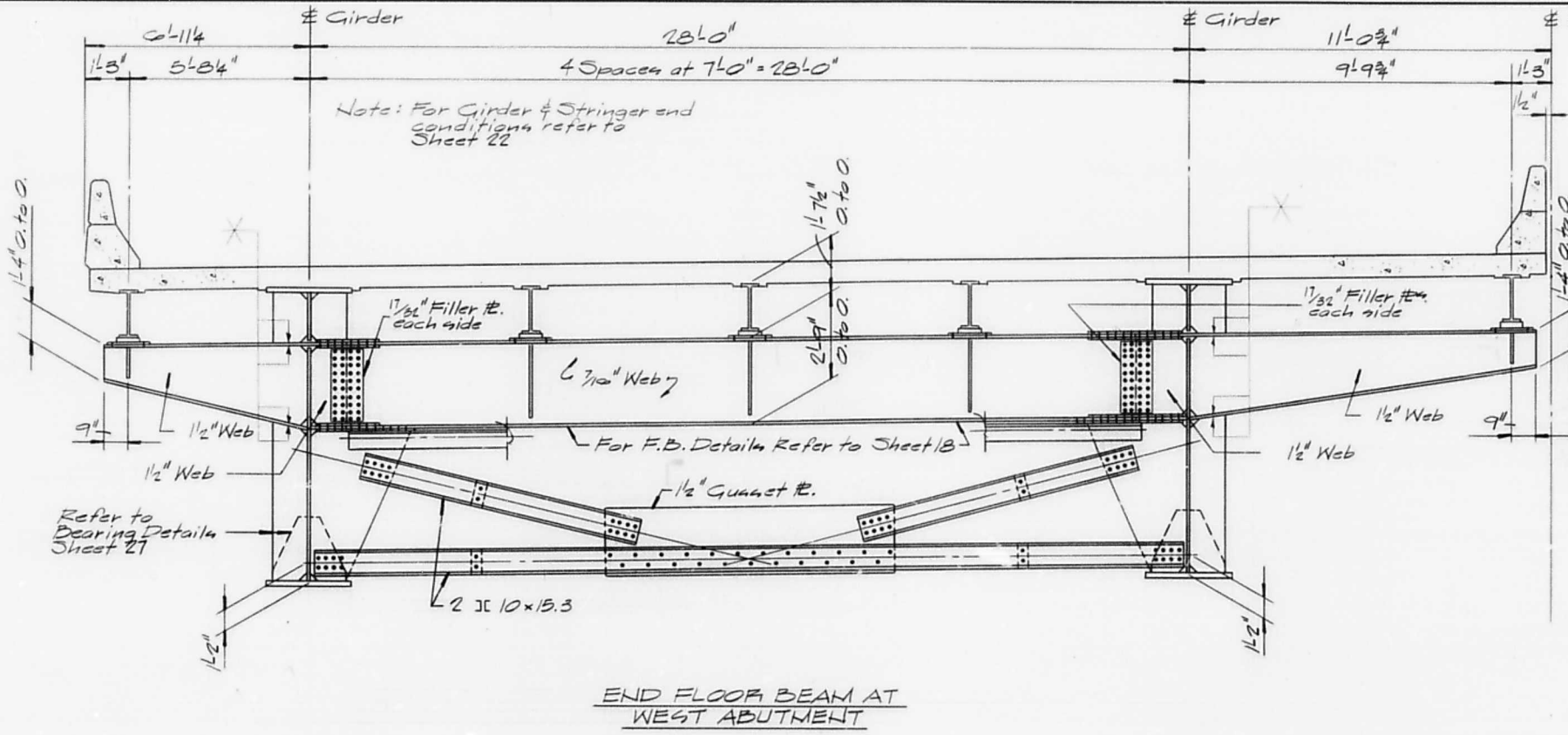
At WT8 Splice
 BOTTOM FLANGE LONGITUDINAL STIFFENER SPLICE DETAILS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 CHICAGO
 PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12(F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

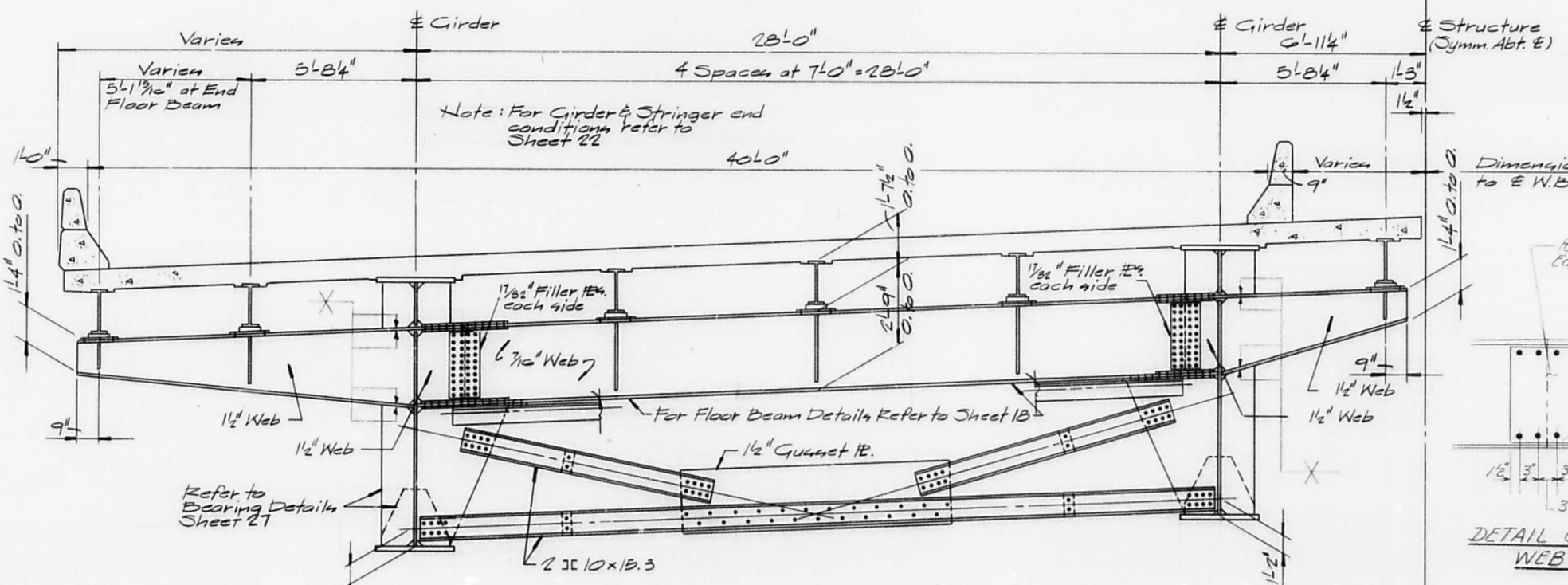
THE ENGINEERS COLLABORATIVE
 CHICAGO ILLINOIS

SHEET
 17 OF 37

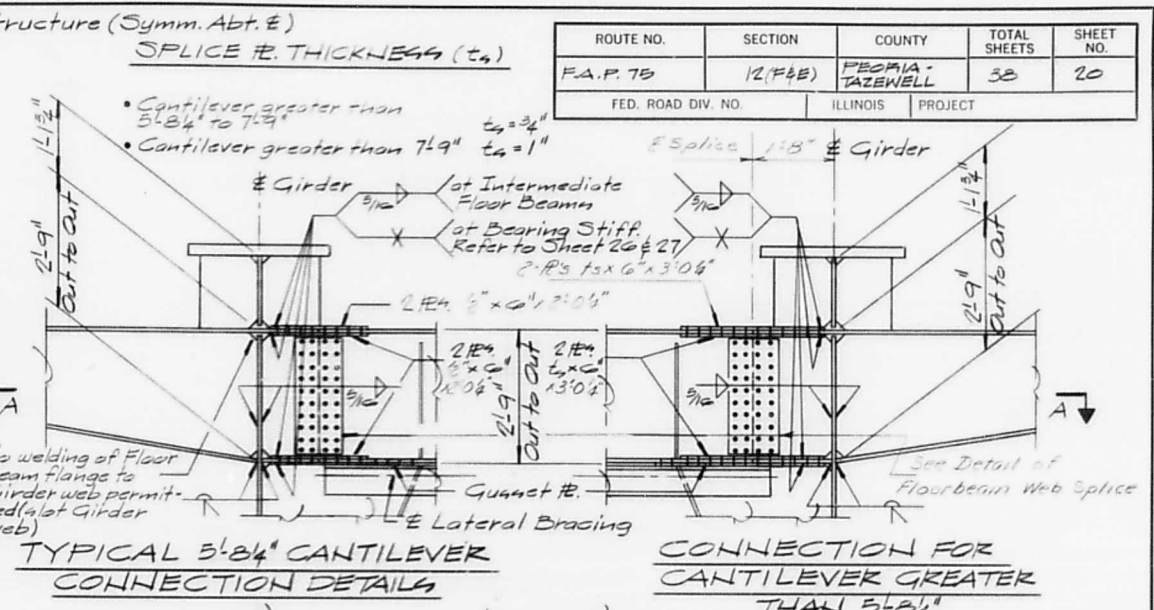
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12 (F&E)	PEORIA-TAZEWELL	38	20
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		



END FLOOR BEAM AT WEST ABUTMENT

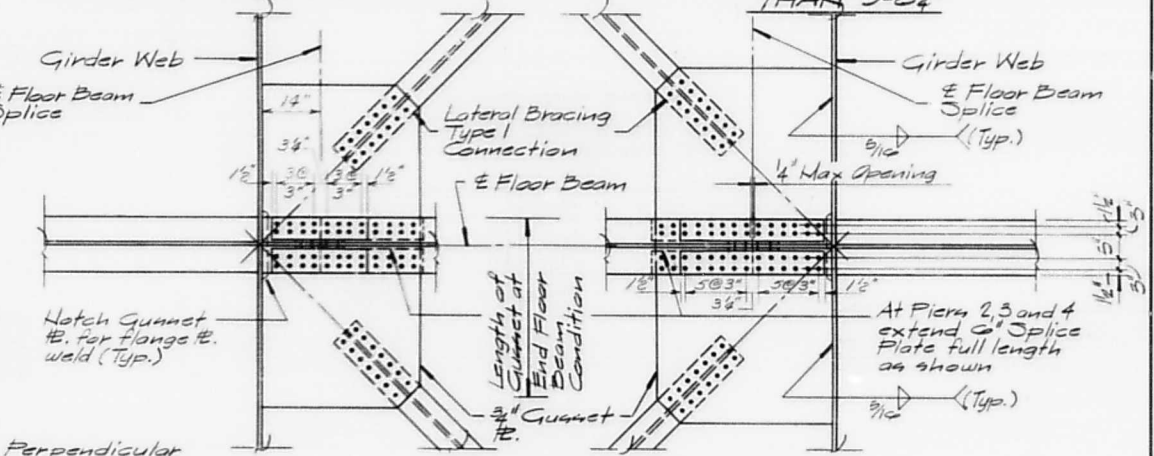


END FLOOR BEAM AT EAST ABUTMENT

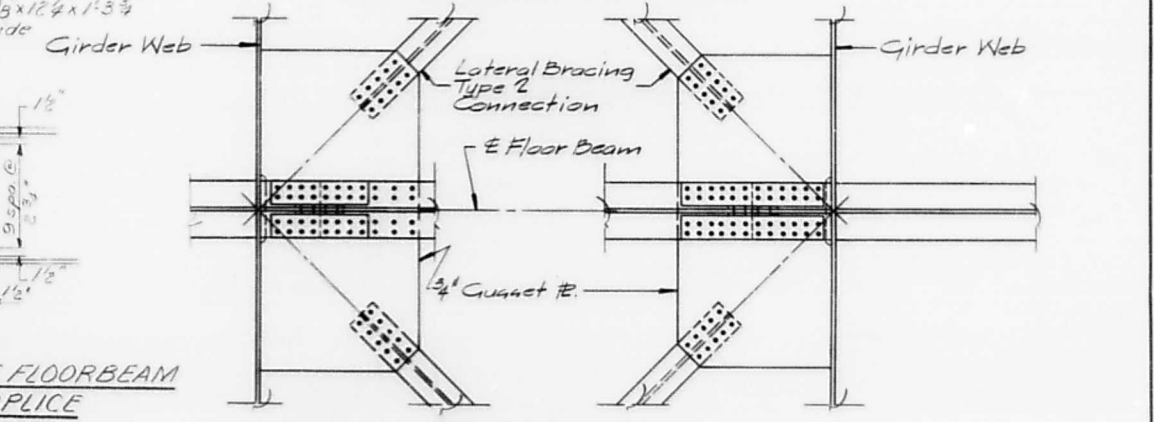


TYPICAL 5'-8 1/4" CANTILEVER CONNECTION DETAILS

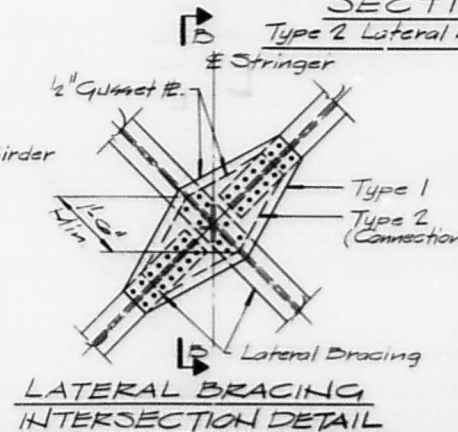
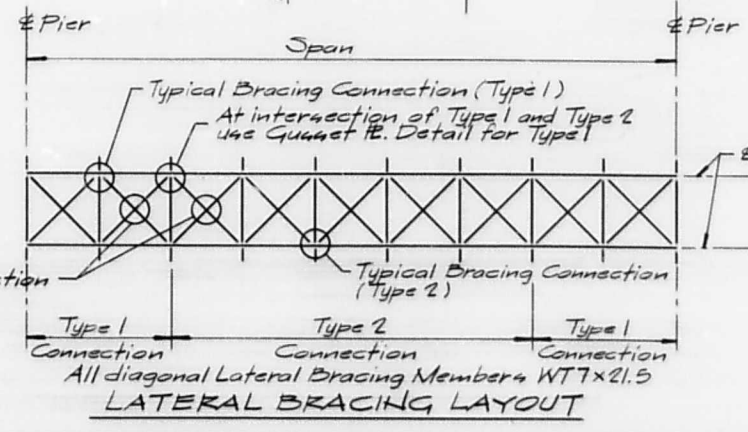
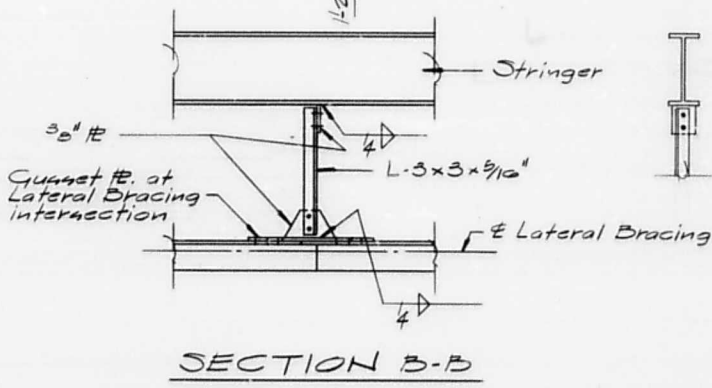
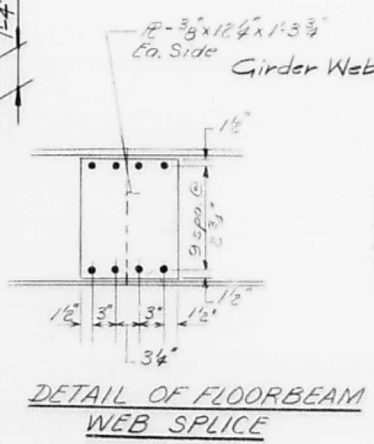
CONNECTION FOR CANTILEVER GREATER THAN 5'-8 1/4"



SECTION A-A Type 1 Lateral Bracing Connection



SECTION A-A Type 2 Lateral Bracing Connection

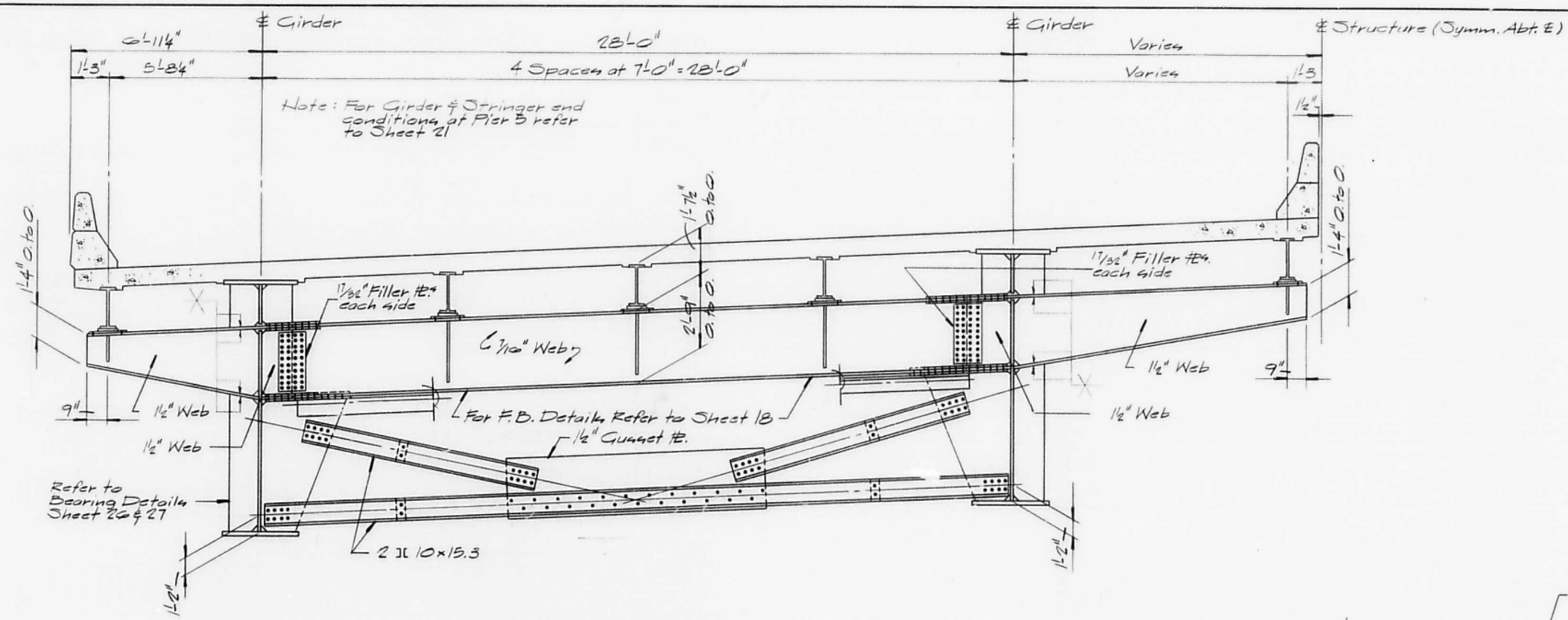


STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 GIRDERS G5 THRU G16
 FLOOR BEAM DETAILS
 PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12 (F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

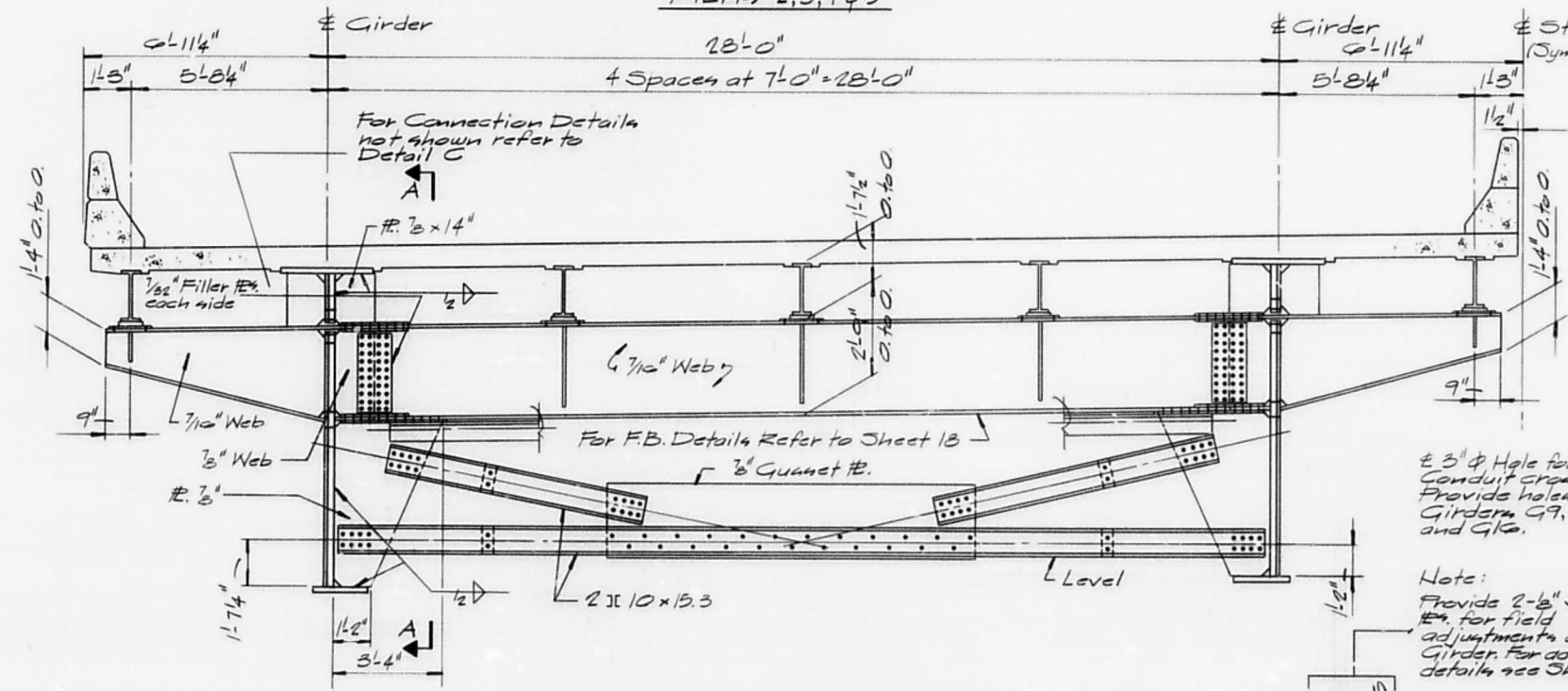
THE ENGINEERS COLLABORATIVE
 CHICAGO ILLINOIS

SHEET
 19 OF 37

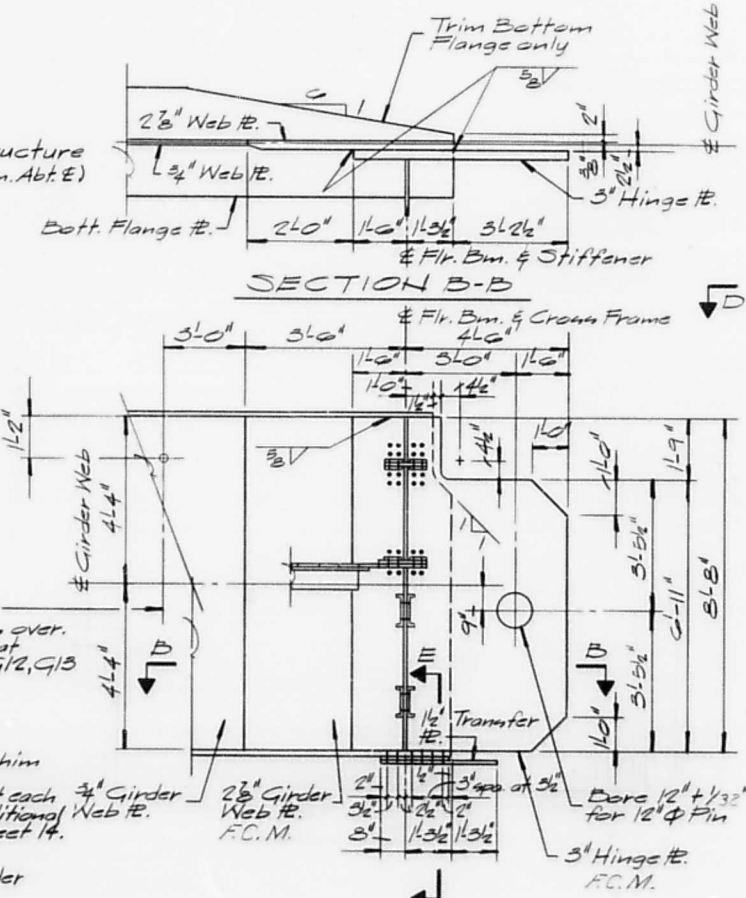
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12 (F&E)	PEORIA-TAZEWELL	38	21
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		



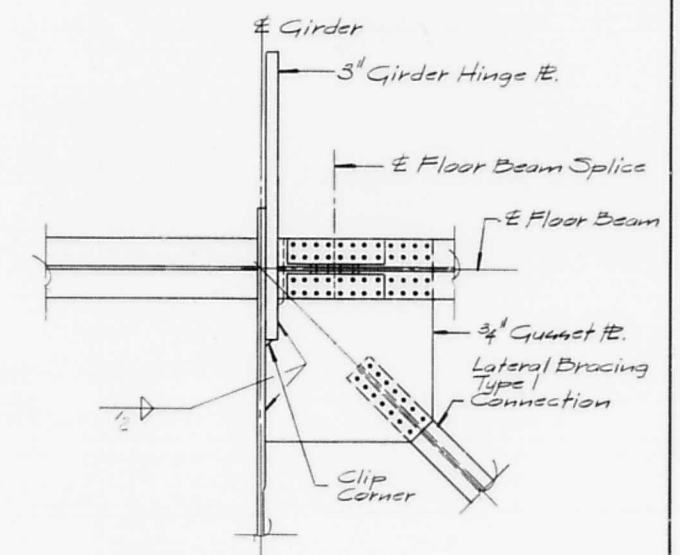
SECTION AT FLOOR BEAM PIER 2, 3, 4 & 5



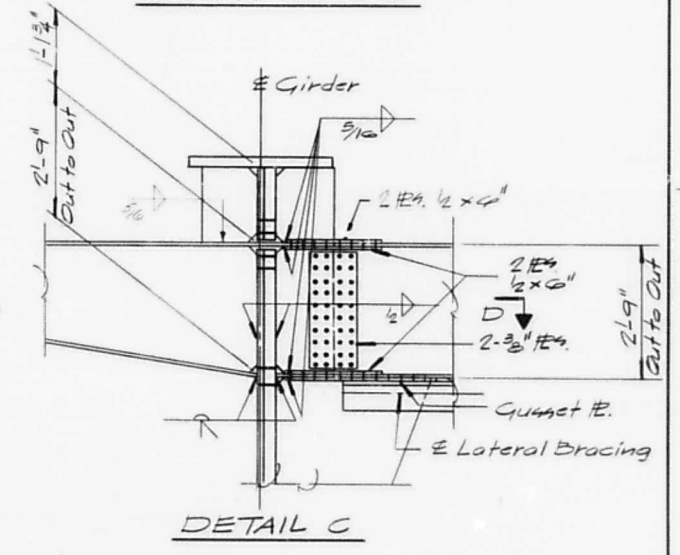
SECTION AT FLOOR BEAM PIER 6 AND 9



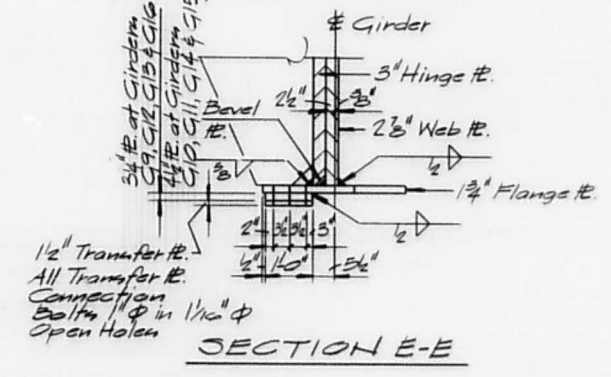
SECTION B-B



SECTION D-D



DETAIL C



SECTION E-E

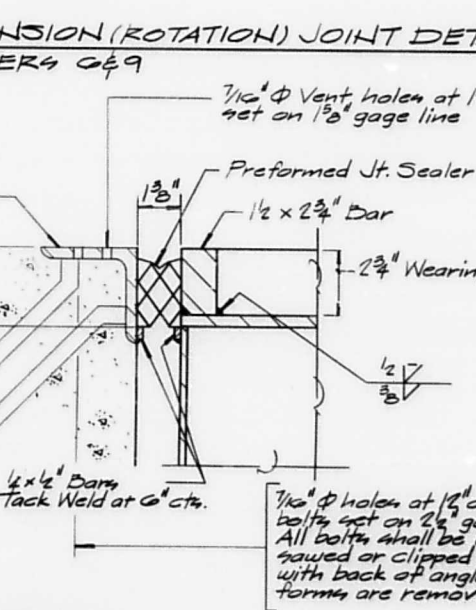
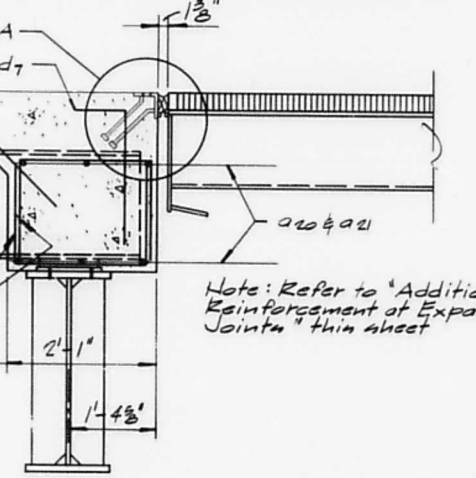
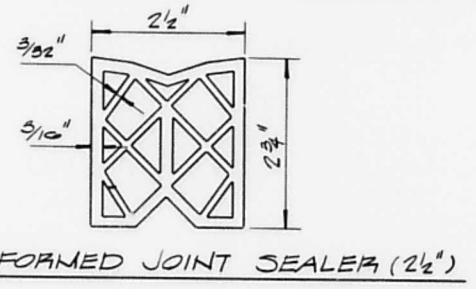
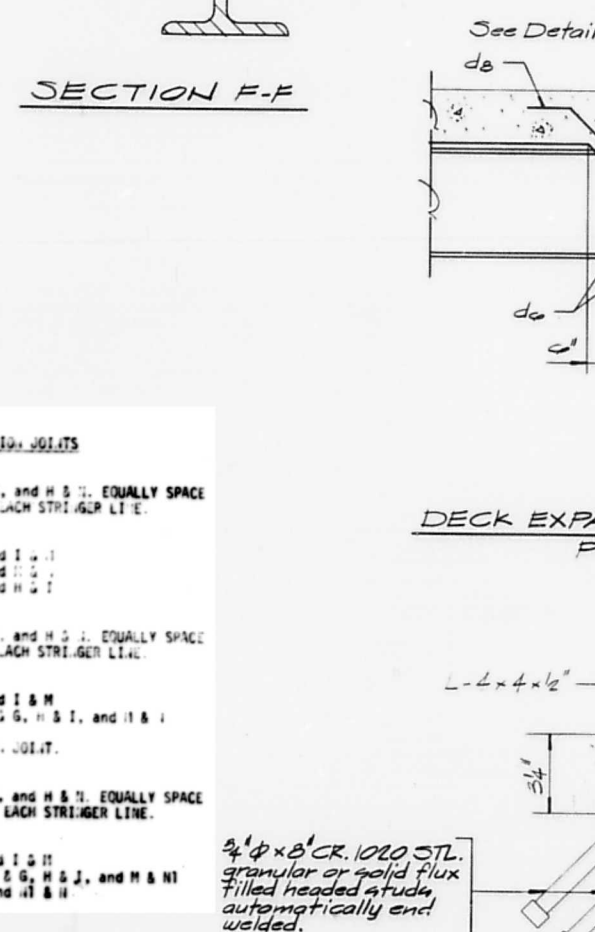
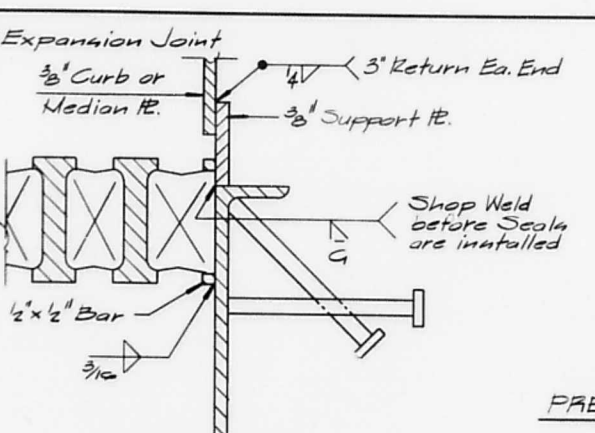
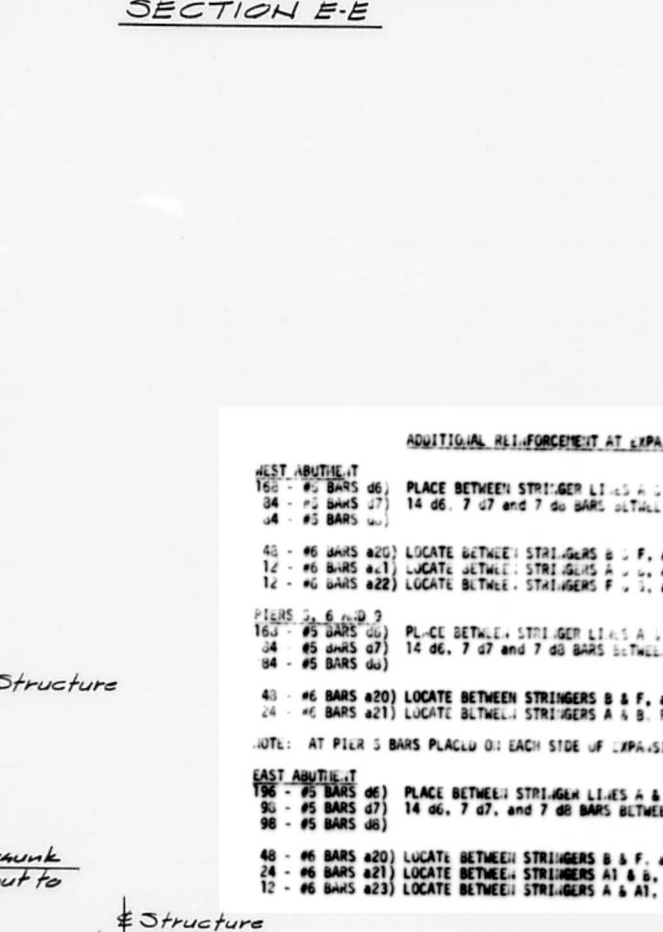
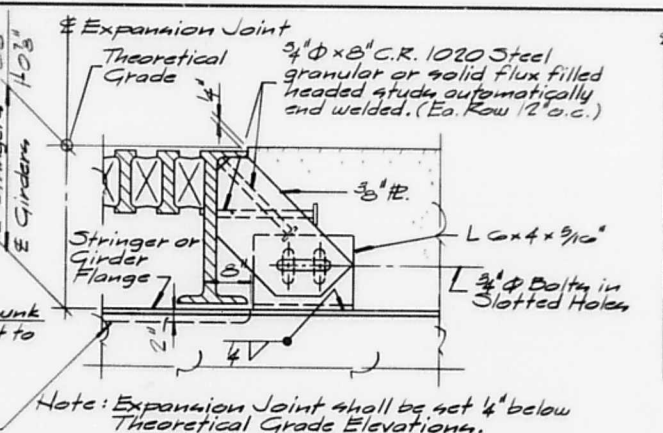
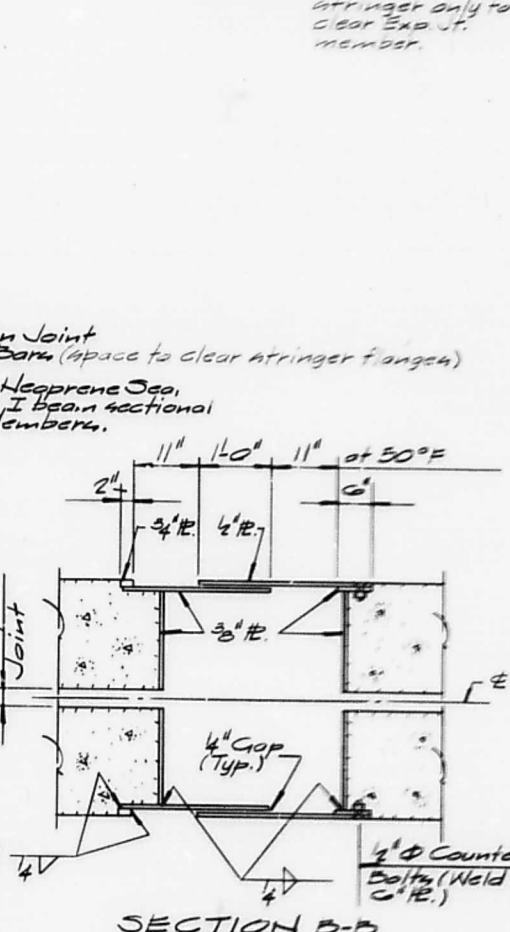
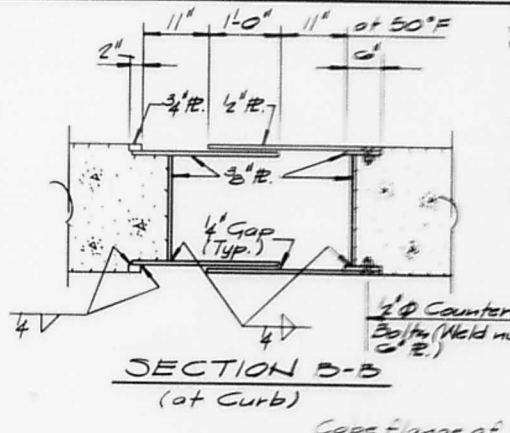
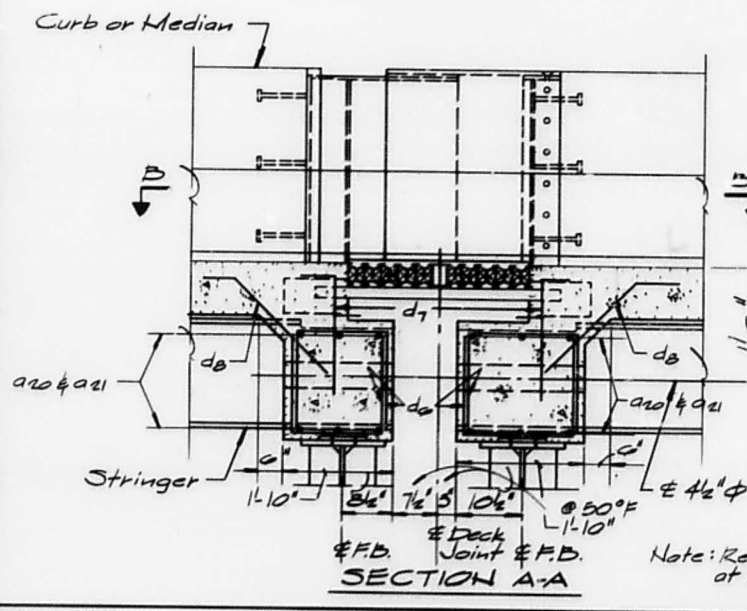
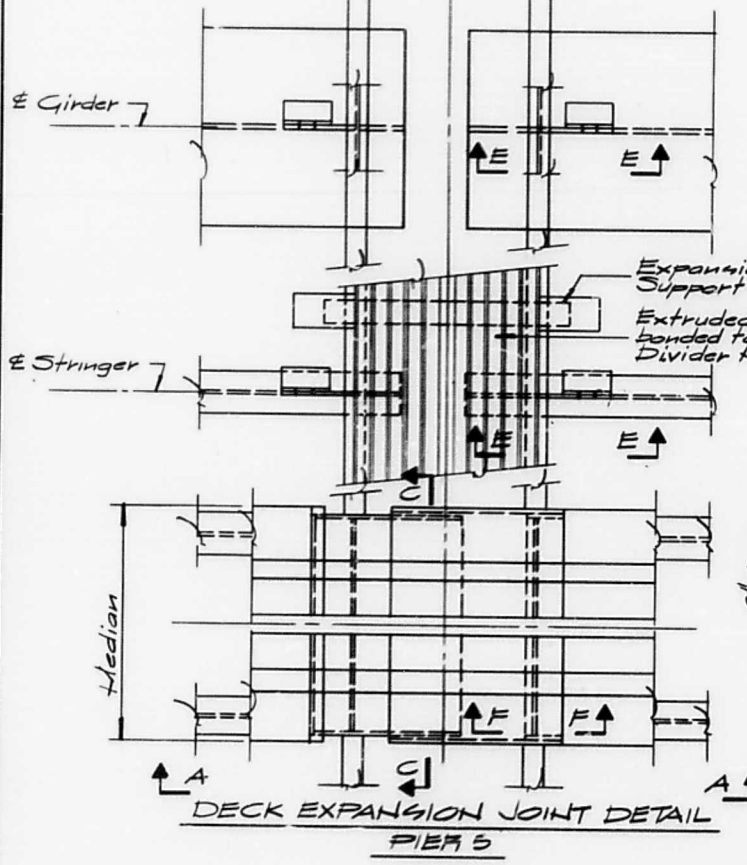
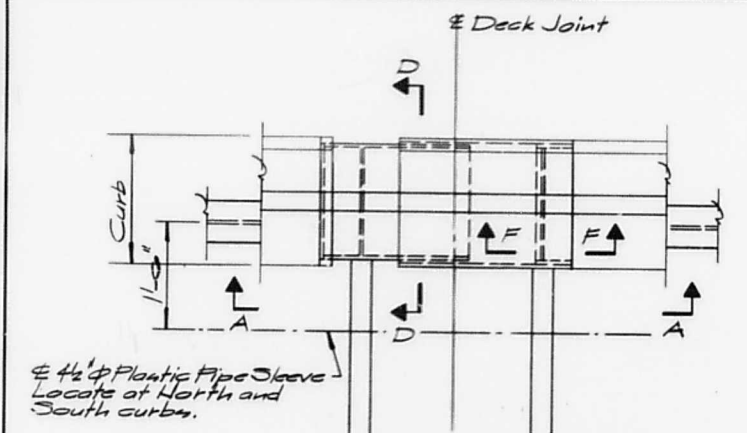
SECTION A-A

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 GIRDERS G5 THRU G16
 FLOOR BEAM DETAILS
 PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12 (F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

THE ENGINEERS COLLABORATIVE
 CHICAGO ILLINOIS

SHEET
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12 (F&E)	PEORIA-TAZEWELL	38	22
FED. ROAD DIV. NO.		ILLINOIS	PROJECT	



Note: For Expansion Joint notes refer to Sheet 22.

ADDITIONAL REINFORCEMENT AT EXPANSION JOINTS

WEST ABUTMENT	PLACE BETWEEN STRINGER LINES A & G, and H & I. EQUALLY SPACE
160 - #5 BARS d6	14 dg, 7 d7 and 7 d8 BARS BETWEEN EACH STRINGER LINE
34 - #5 BARS d7	
34 - #5 BARS d8	
PIERS 5, 6 AND 9	PLACE BETWEEN STRINGER LINES A & G, and H & I. EQUALLY SPACE
160 - #5 BARS d6	14 dg, 7 d7 and 7 d8 BARS BETWEEN EACH STRINGER LINE
34 - #5 BARS d7	
34 - #5 BARS d8	
EAST ABUTMENT	PLACE BETWEEN STRINGER LINES A & G, and H & I. EQUALLY SPACE
196 - #5 BARS d6	14 dg, 7 d7, and 7 d8 BARS BETWEEN EACH STRINGER LINE
98 - #5 BARS d7	
98 - #5 BARS d8	

NOTE: AT PIER 5 BARS PLACED ON EACH SIDE OF EXPANSION JOINT.

3/4" x 8" C.R. 1020 STL. granular or solid flux filled headed studs automatically end welded.

TYPICAL END OF SEALER TREATMENT

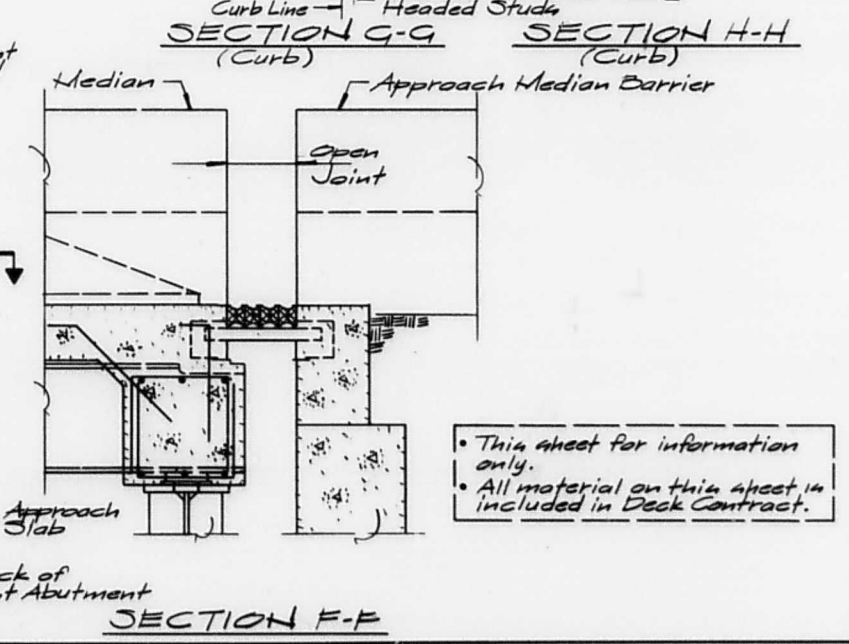
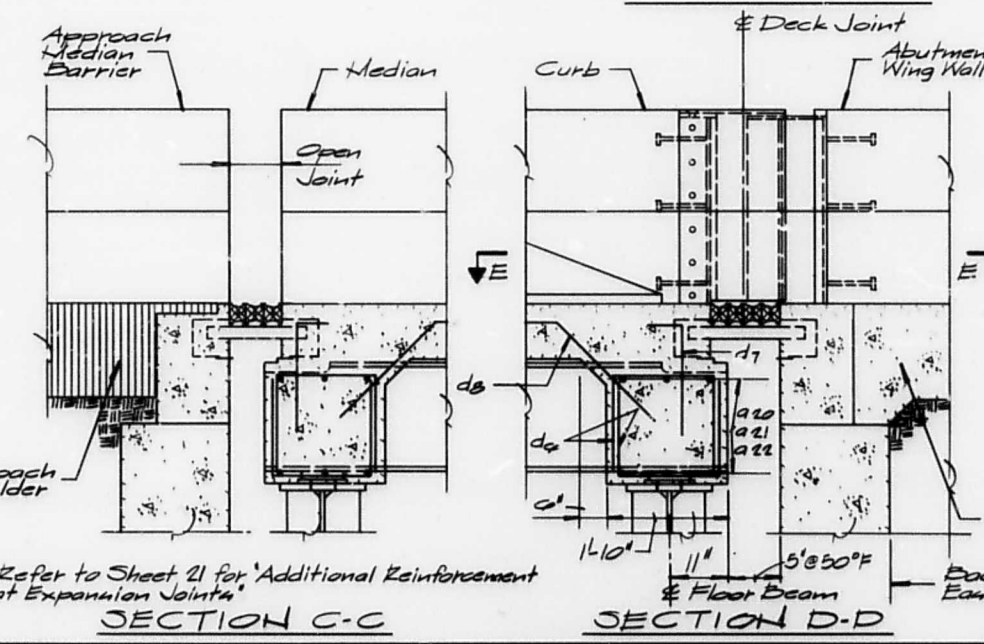
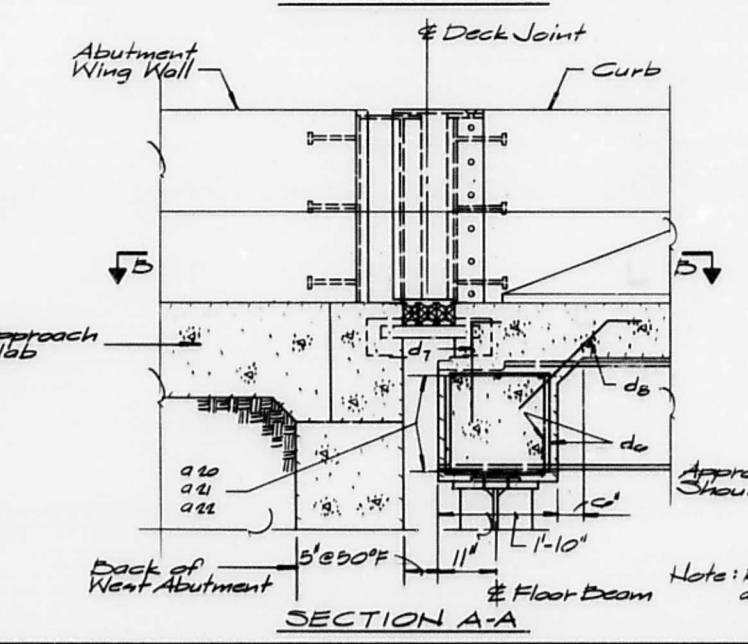
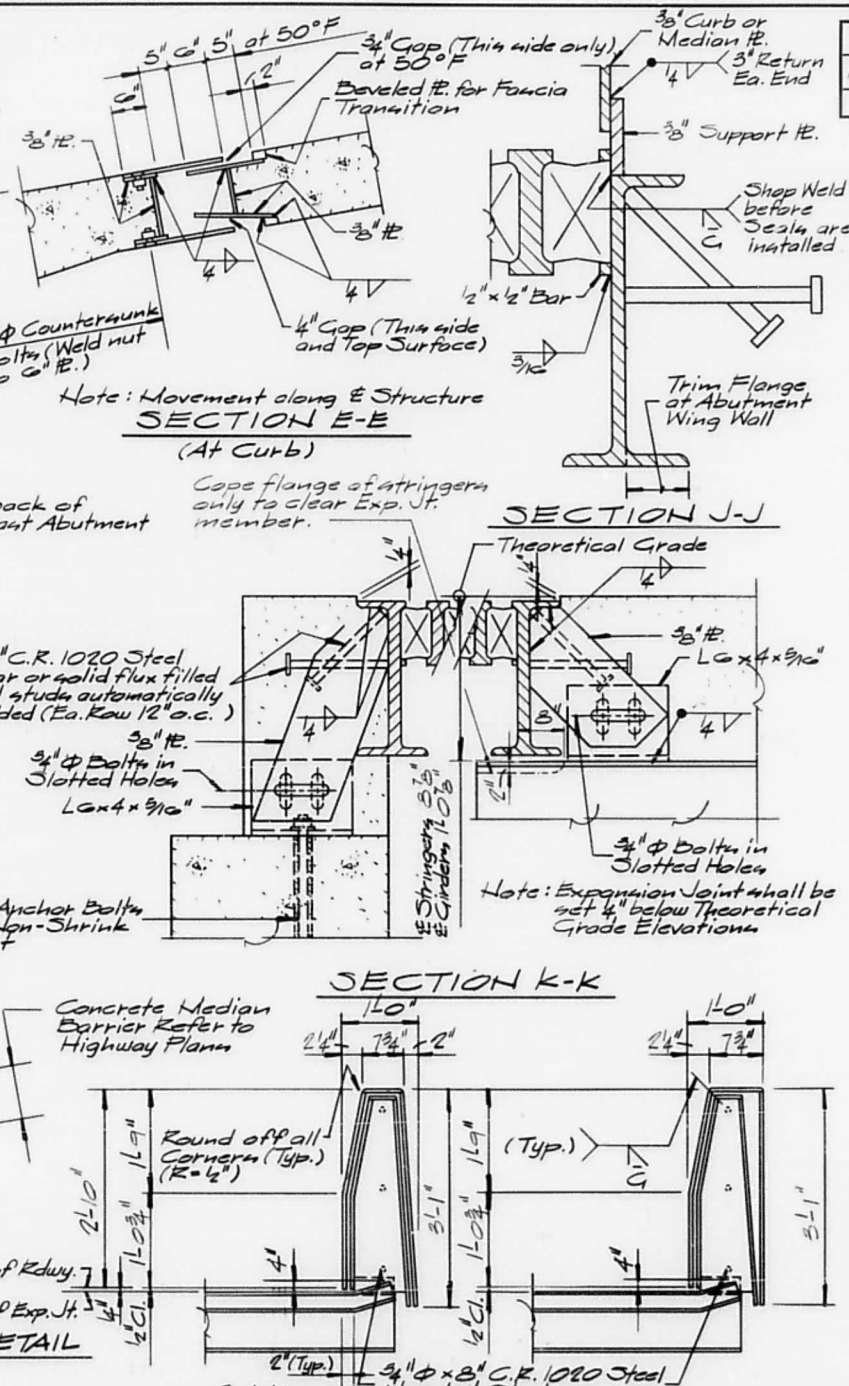
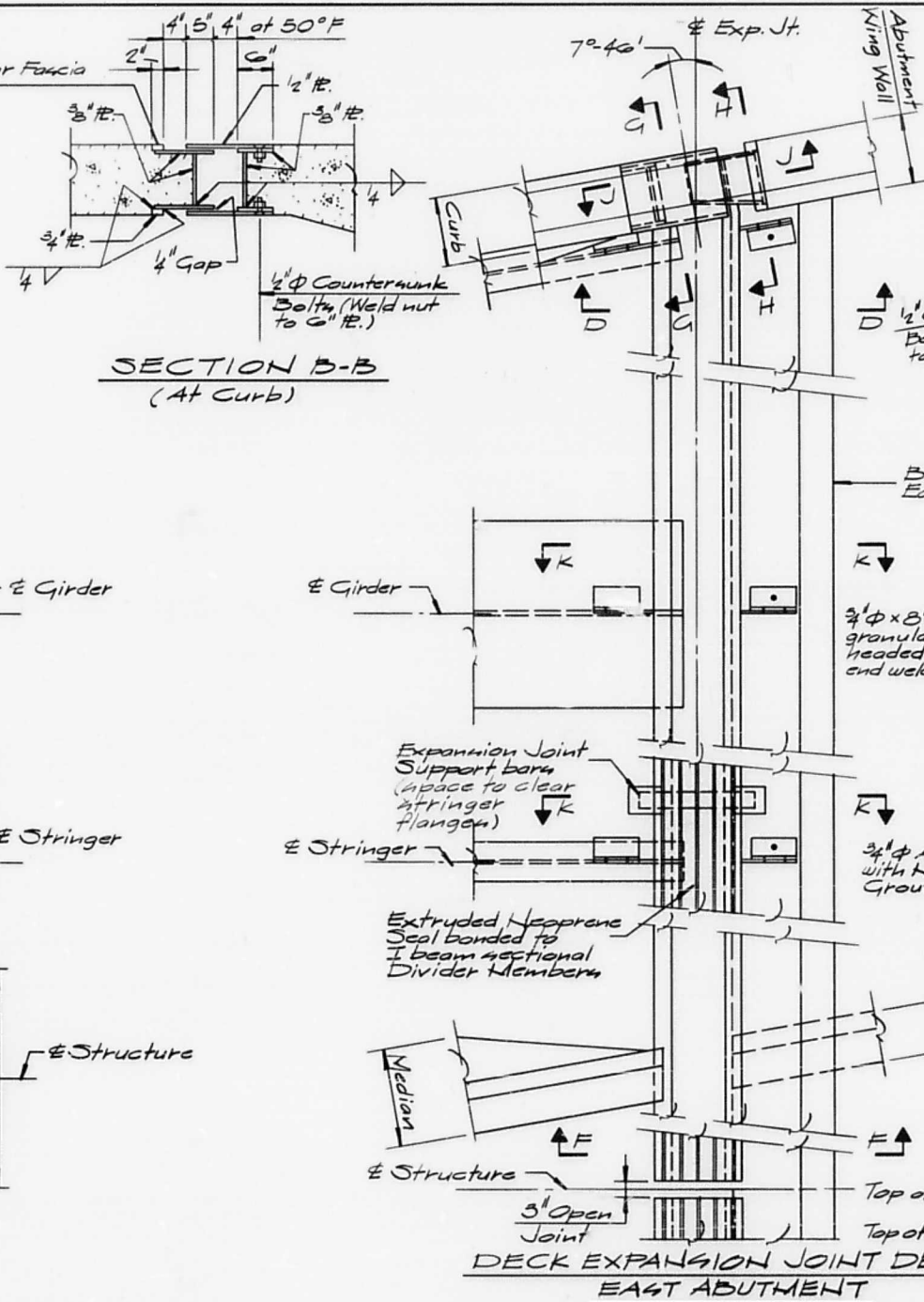
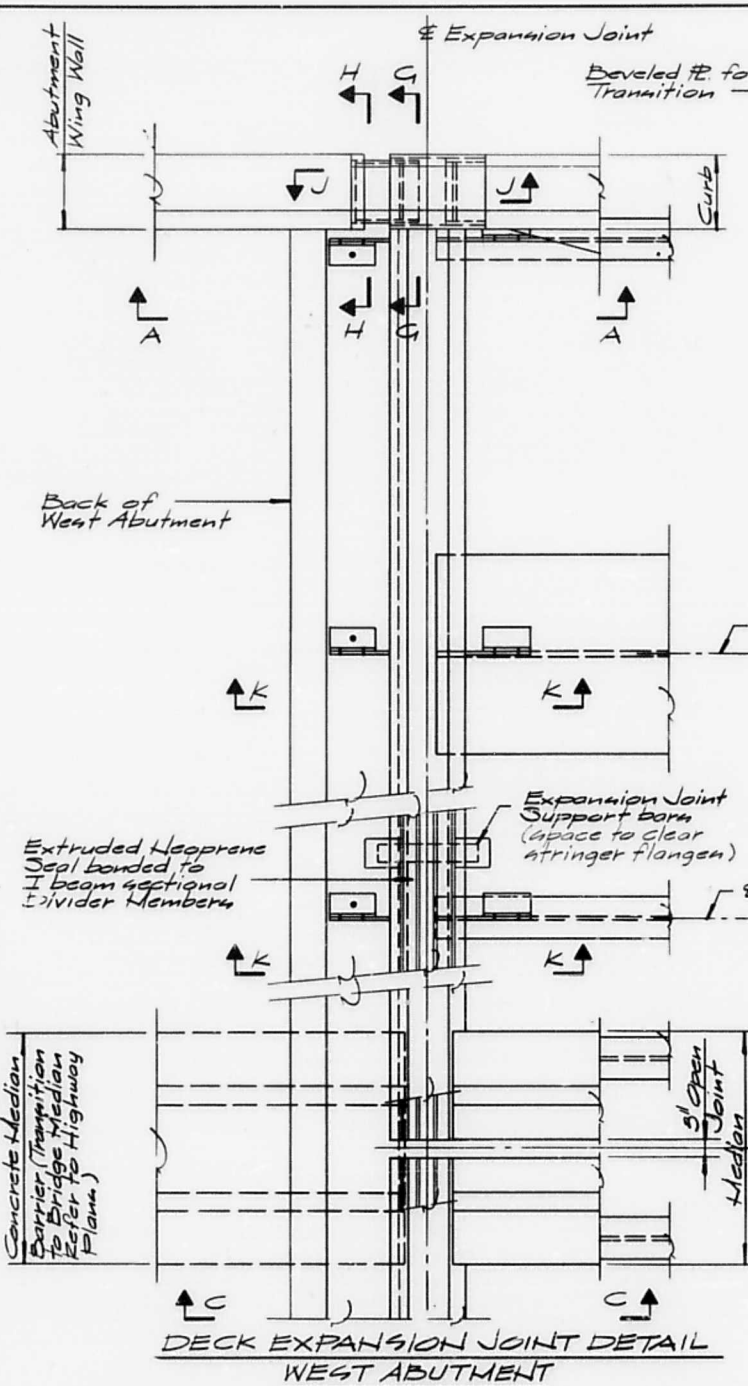
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- All material on this sheet included in Deck Contract.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
EXPANSION JOINT
PIERS 5, G&9
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12 (F&E)
PEORIA-TAZEWELL COUNTIES
STA. 90+20

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12 (F&E)	PEORIA-TAZEWELL	35	25
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		

NOTES: (EXPANSION JOINTS AT EAST AND WEST ABUTMENTS AND PIER 5)

- EXPANSION JOINTS IN DECK SURFACE, MEDIAN, AND CURB, SHALL CONFORM TO DETAILS OF EITHER WABO BETA (WATSON BOWMAN ASSOCIATES) OR THE ACMA BETA (ACME HIGHWAY PRODUCTS).
- ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO M222 (ASTM A588) UNLESS OTHERWISE NOTED OR SHOWN. STEEL EXTRUSIONS TO MEET ASTM A588 OR A242.
- THE DECK EXPANSION JOINT SHALL CONSIST OF EXTRUDED NEOPRENE SEAL ELEMENTS BONDED TO METAL COMPONENTS SO ARRANGED AS TO PROVIDE THE EXPANSION AND CONTRACTION OF THE BRIDGE DECK.
- ALL SEALS SHALL BE BONDED TO STEEL WITH AN APPROVED ADHESIVE.
- NEOPRENE SEALS MUST MEET REQUIREMENTS OF ASTM D-2628. NO FIELD SPLICES WILL BE PERMITTED IN THE SEALS.
- THE JOINTS SHALL PROVIDE FOR A TOTAL MOVEMENT OF 6" AT WEST ABUTMENT, 20" AT PIER 5, AND 8" AT EAST ABUTMENT.
- SPLICES FOR EXPANSION JOINT STRUCTURAL STEEL SHALL DEVELOP FULL STRENGTH OF THE MEMBER.
- PROVIDE SHIPPING AND ADJUSTING DEVICES AT APPROXIMATELY 4'0" O.C., EXACT LOCATION TO BE DETERMINED BY THE FABRICATOR.
- AN ADEQUATE NUMBER OF LIFTING DEVICES SHALL BE PROVIDED FOR MOVING AND PLACING THE EXPANSION JOINTS.
- JOINTS SHALL BE PRESET TO THE TEMPERATURE ANTICIPATED AT THE TIME OF INSTALLATION. INSTALLATION SHALL START DURING A PERIOD OF RISING TEMPERATURE. FINAL SETTING IN FIELD SHALL BE DETERMINED BY THE ENGINEER.
- AFTER THE DECK EXPANSION JOINT ASSEMBLY HAS BEEN ADJUSTED TO ROADWAY CROWN GRADE AND PROPER OPENING FOR TEMPERATURE, ALL UNITS SHALL BE TIGHTENED AND THE CONNECTION PLATES WELDED. REMOVE THE PRESTRESSING BOLTS IMMEDIATELY AND PLUG HOLES IN THE WEB WITH PLASTIC PLUGS PRIOR TO PLACING ANY CONCRETE. HOLES IN TOP FLANGE SHALL BE USED AS WEEP HOLES.
- PROTECT TOP OF EXPANSION JOINT FROM EXCESS OR CONCRETE SPILLAGE DURING THE PLACING OF CONCRETE. PLACE CONCRETE AGAINST EXPANSION JOINT STEEL WITH CARE TO INSURE COMPLETE CONTACT. PLACE PLYWOOD OVER JOINT DURING PLACEMENT OF ASPHALT WEARING COURSE.
- ALL METAL SURFACES NOT EMBEDDED IN CONCRETE OR NOT IN DIRECT CONTACT WITH SEALER SHALL BE SHOP PAINTED WITH TWO COATS OF "ZINC RICH EPOXY PRIMER".
- ALL METAL SURFACES NOT EMBEDDED IN CONCRETE OR NOT IN DIRECT CONTACT WITH SEALER SHALL BE FIELD PAINTED WITH A SPOT TOUCH-UP AND TWO COMPLETE FIELD COATS OF PAINT APPLIED AFTER ERECTION. THE PAINT SHALL BE TINTED IN COLOR TO MATCH THE CONCRETE COLOR OF THE MEDIAN AND CURB. THE COLOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- THE DECK EXPANSION JOINTS SHALL PROVIDE THE FOLLOWING FEATURES:
 - BEARING BLOCKS ABOVE AND BELOW SUPPORT BARS SHALL BE URETHANE. SUPPORT BARS SHALL HAVE STAINLESS STEEL CONTACT SURFACES, TOP AND BOTTOM FOR THESE BEARINGS.
 - UPLIFT RESTRAINTS SHALL BE PROVIDED, HOLDING EXTRUDED SECTIONAL DIVIDERS TO SUPPORT BARS.
 - EQUIDISTANCE CONTROL TO BE ACCOMPLISHED THROUGH USE OF STAINLESS STEEL LEAF SPRINGS SPACED AT APPROXIMATELY 8"0" CENTERS.
- COORDINATE ALL DIMENSIONS AND DETAILS OF EXPANSION JOINT IN CURB AND MEDIAN WITH EXPANSION JOINT FURNISHED IN DECK TO ENSURE PROPER FIT.
- THE ANCHORAGE SYSTEM TO STRUCTURAL STEEL, ABUTMENTS, AND CONCRETE DECK, AS SHOWN, MAY BE MODIFIED TO COORDINATE WITH EXPANSION JOINT SELECTED, AND SUBJECT TO THE APPROVAL OF THE ENGINEER.

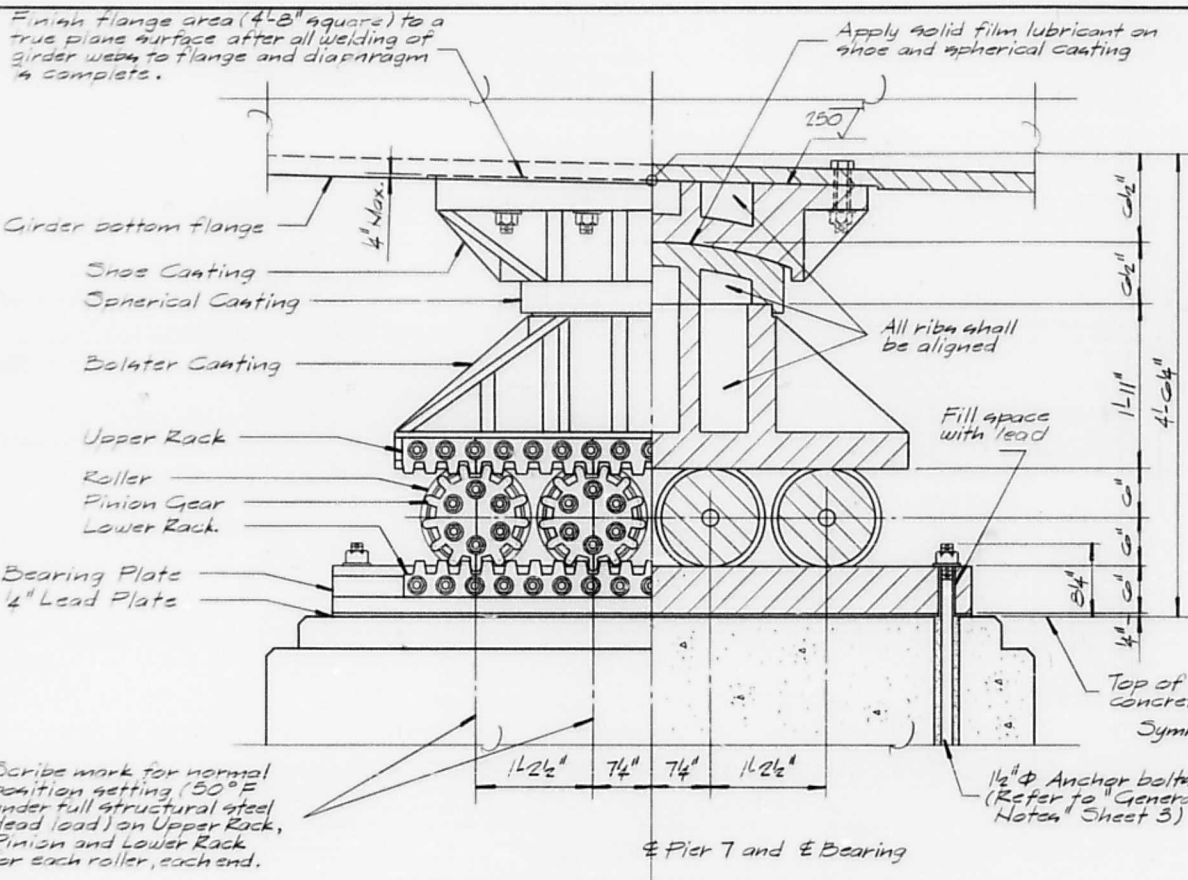


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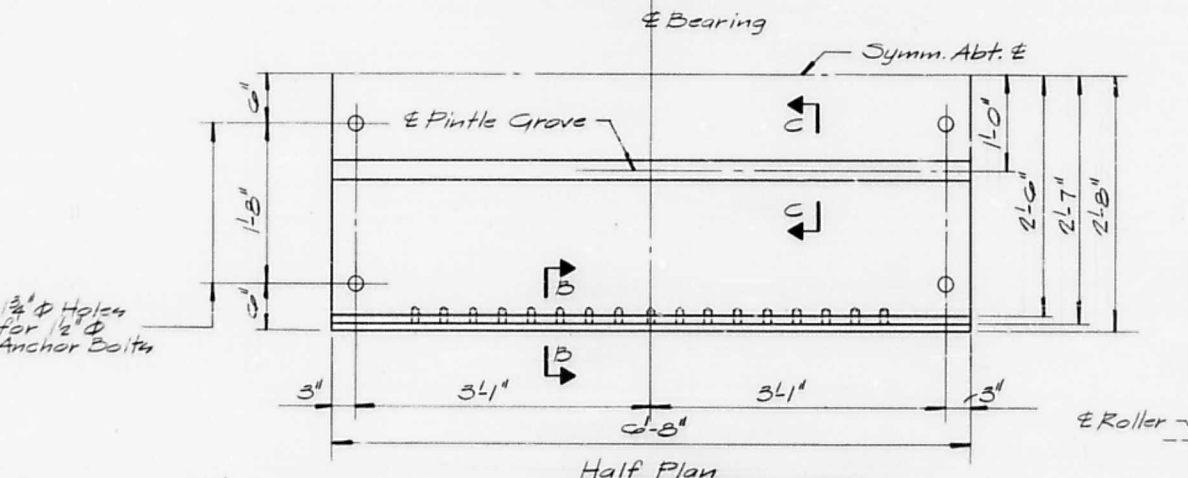
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
EXPANSION JOINT ABUTMENTS PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12 (F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE
CHICAGO ILLINOIS

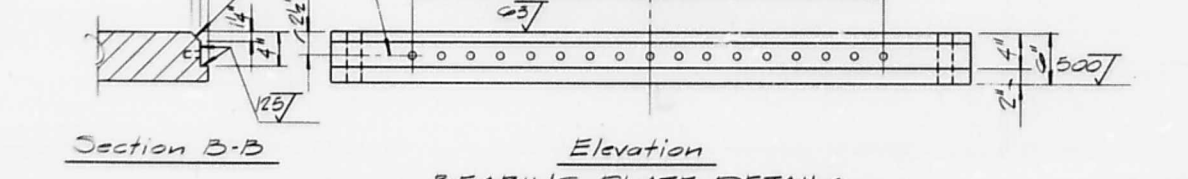
SHEET 22 OF 37



EXPANSION BEARING ASSEMBLY FOR PIER 7
4 Assemblies Required



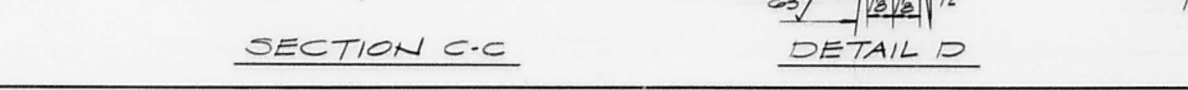
Half Plan BEARING PLATE DETAILS



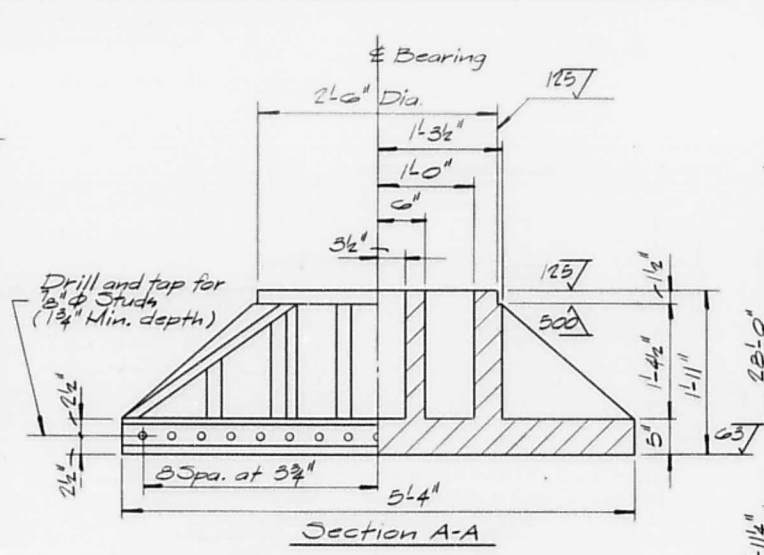
SECTION B-B BEARING PLATE DETAILS



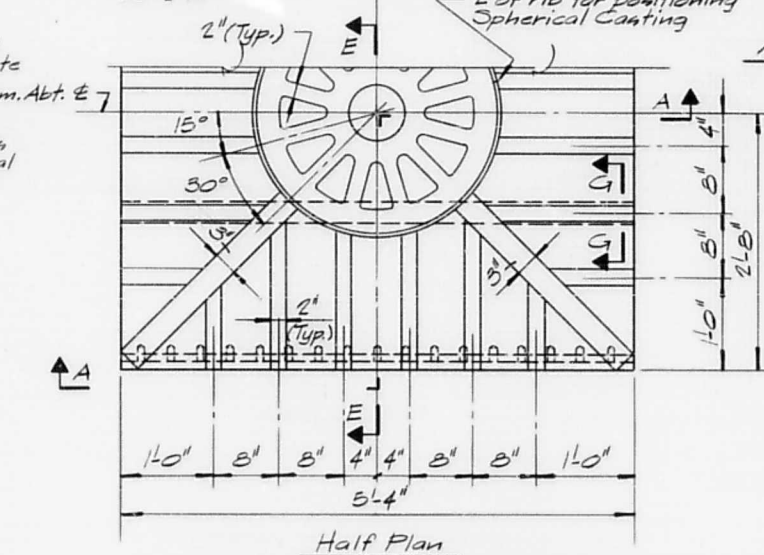
SECTION C-C BEARING PLATE DETAILS



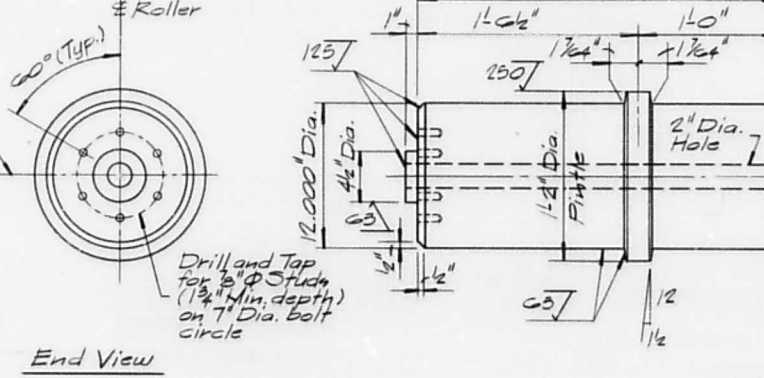
DETAIL D BEARING PLATE DETAILS



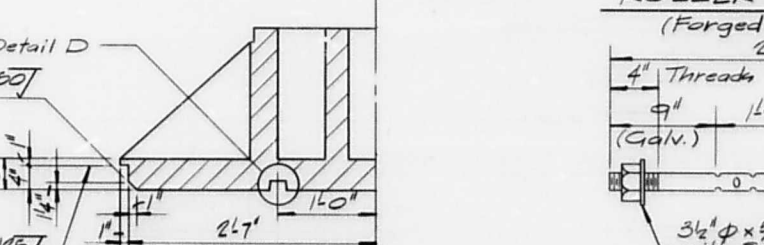
Section A-A BOLSTER CASTING DETAILS



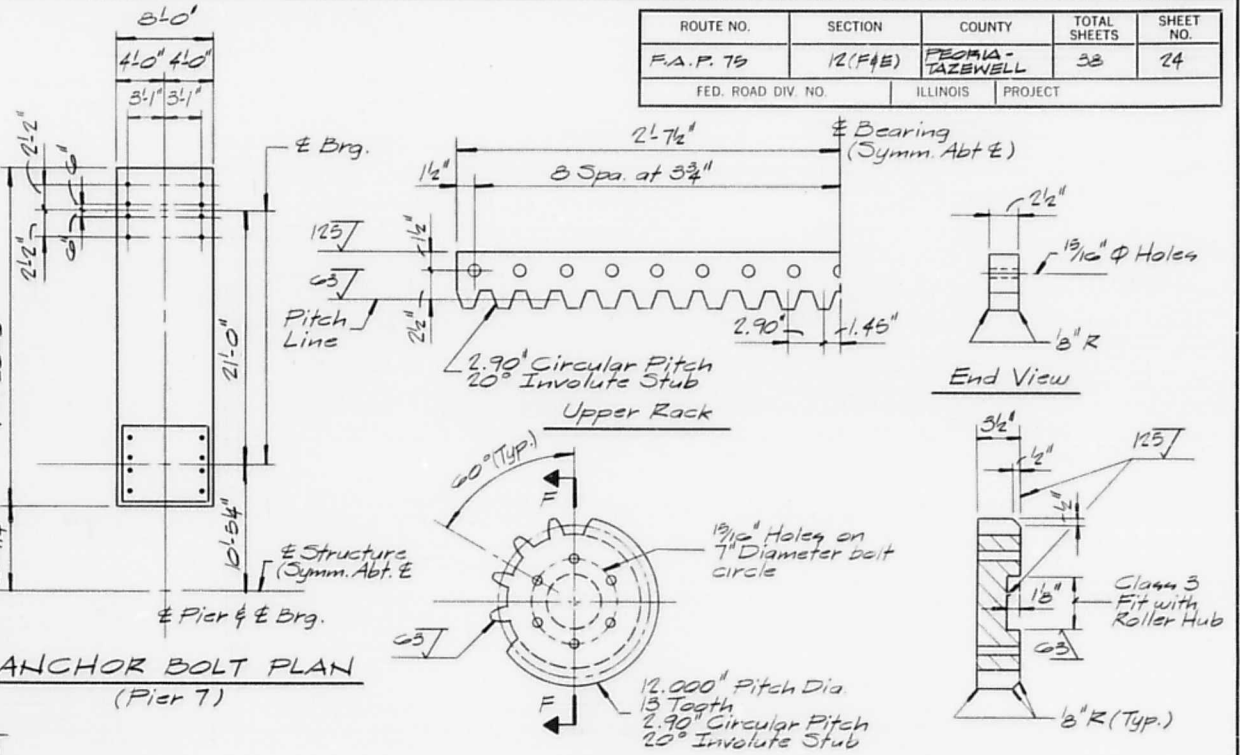
Half Plan BOLSTER CASTING DETAILS



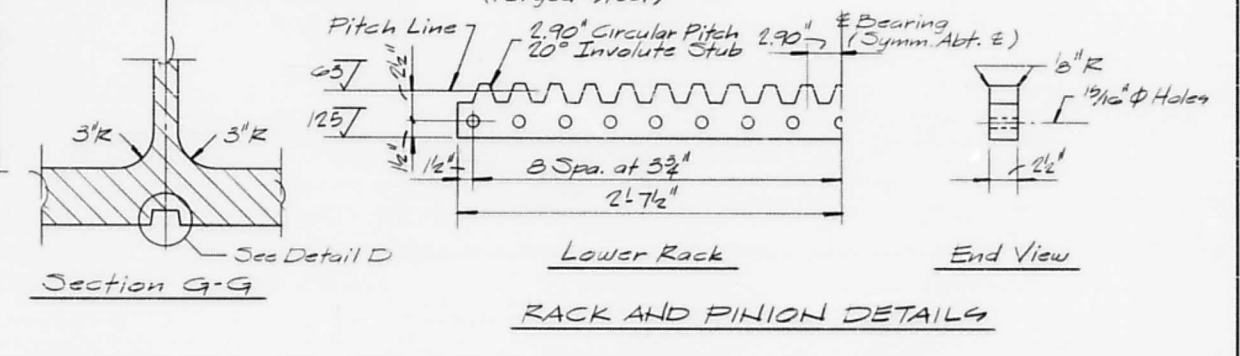
End View ROLLER DETAILS



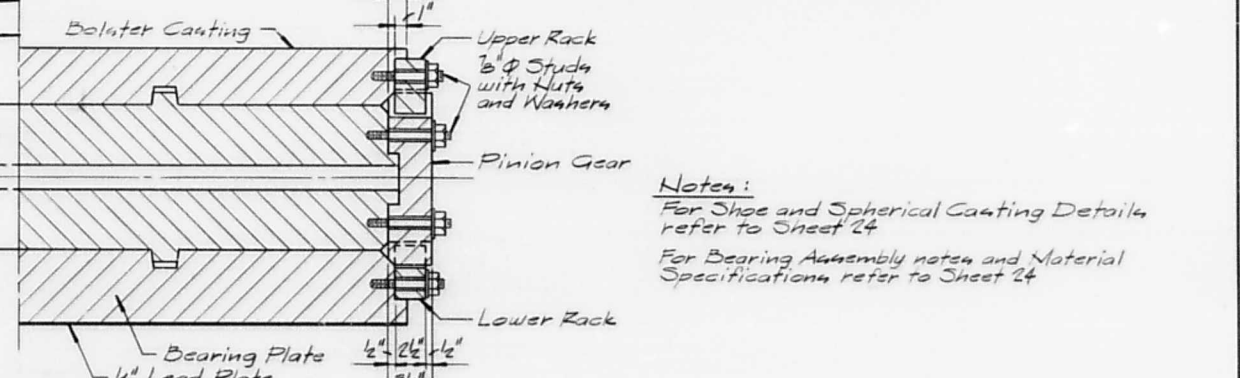
SECTION E-E ROLLER DETAILS



ANCHOR BOLT PLAN (Pier 7) RACK AND PINION DETAILS



Section G-G RACK AND PINION DETAILS



Elevation ROLLER DETAILS



ANCHOR BOLT DETAIL

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	38	24
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		

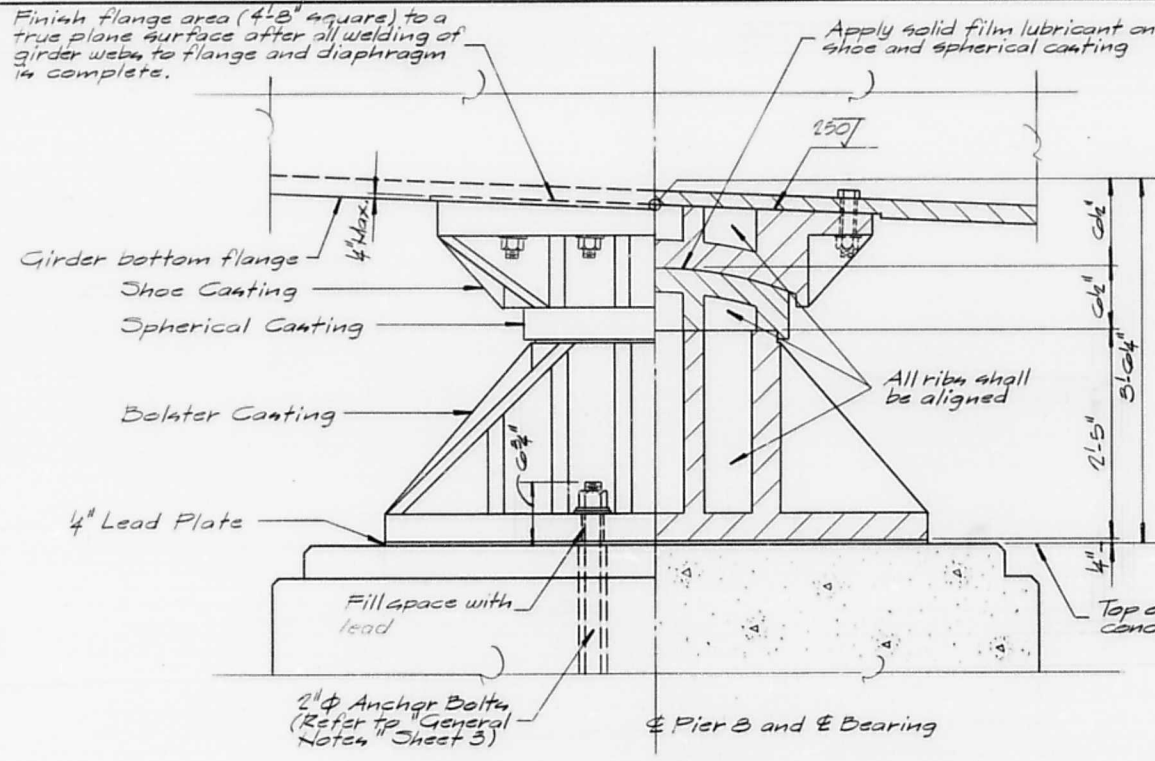
Notes:
For Shoe and Spherical Casting Details refer to Sheet 24
For Bearing Assembly notes and Material Specifications refer to Sheet 24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
EXPANSION BEARING AT PIER 7
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12(F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

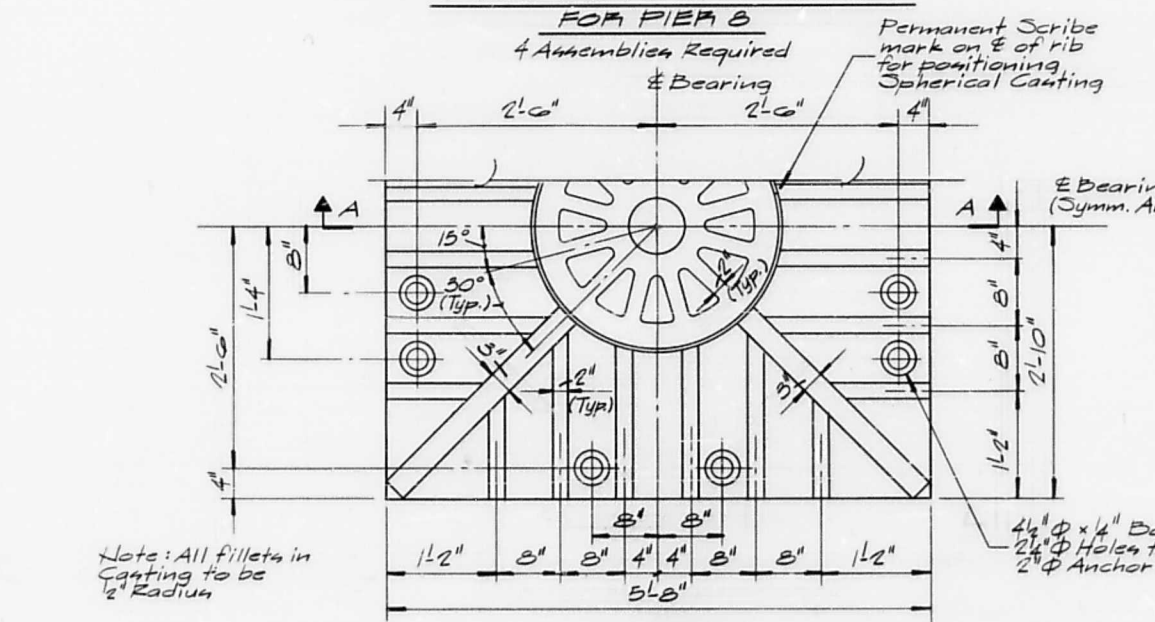
THE ENGINEERS COLLABORATIVE
CHICAGO ILLINOIS

SHEET
23 OF 37

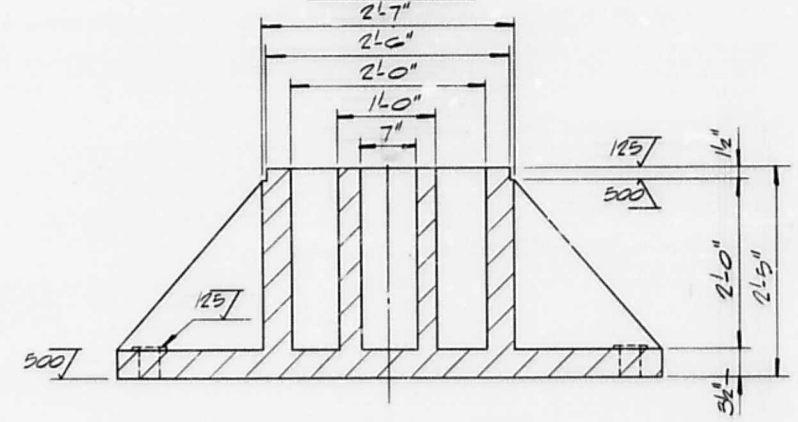
Finish flange area (4'-8" square) to a true plane surface after all welding of girder webs, to flange and diaphragm is complete.



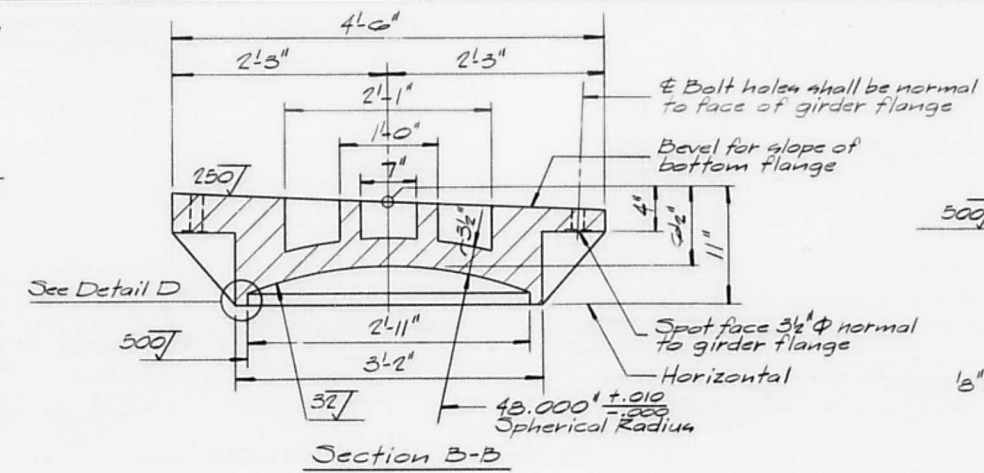
FIXED BEARING ASSEMBLY FOR PIER B
4 Assemblies Required



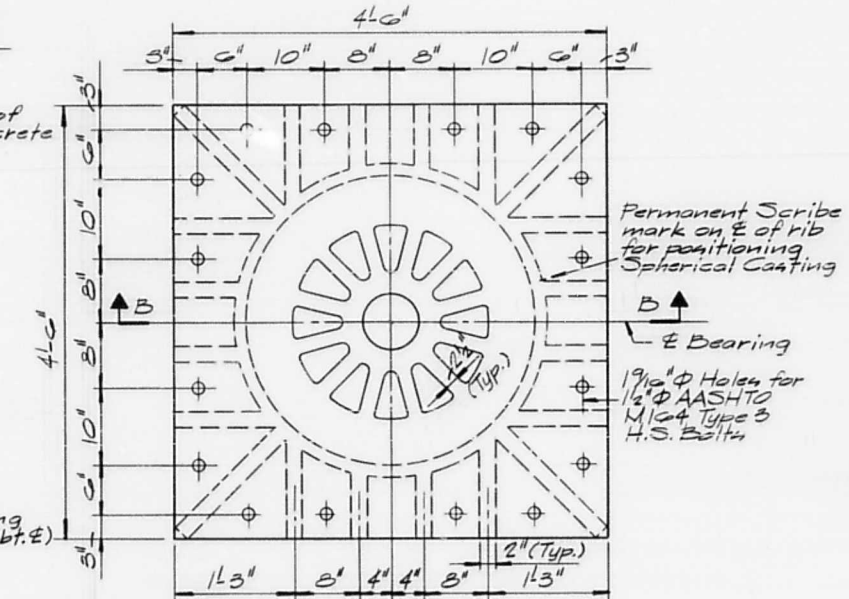
Half Plan



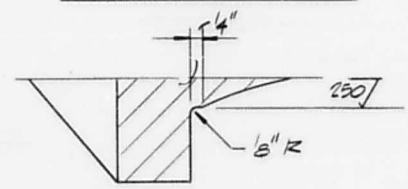
Section A-A BOLSTER CASTING



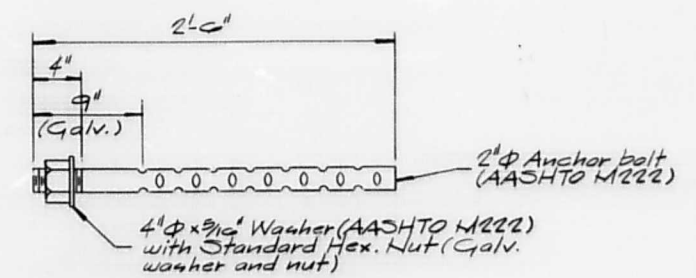
Section B-B



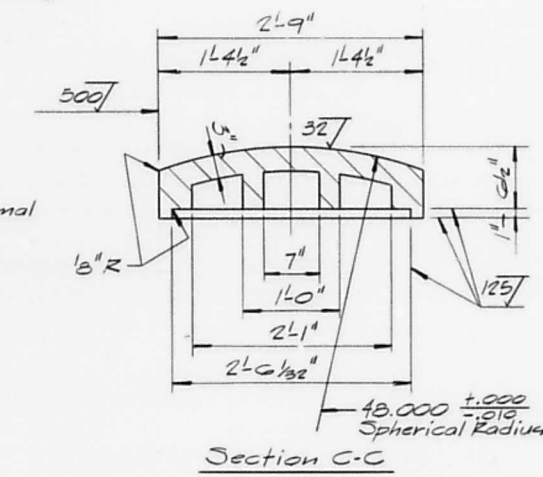
Plan SHOE CASTING



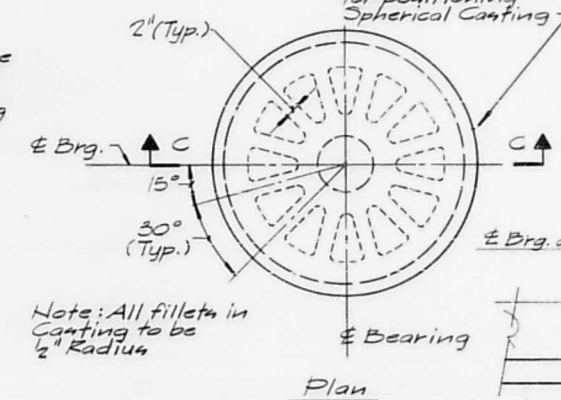
DETAIL D



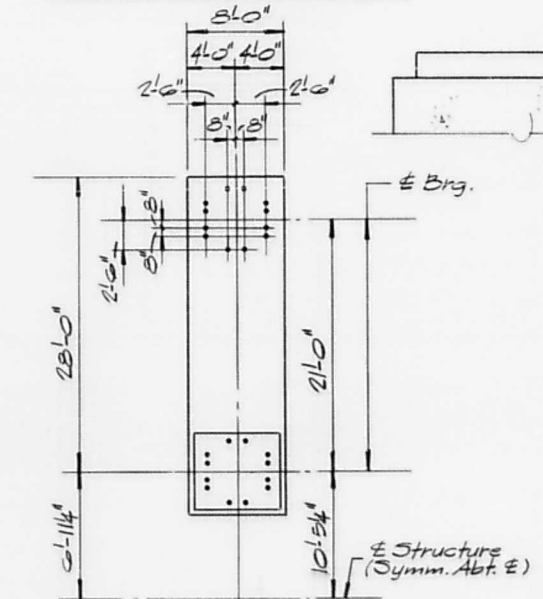
ANCHOR BOLT DETAIL



Section C-C



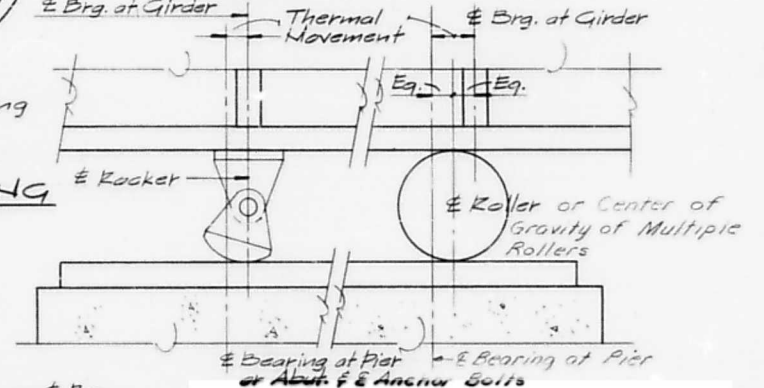
Plan SPHERICAL CASTING



ANCHOR BOLT PLAN (Pier B)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12 (F&E)	PEORIA-TAZEWELL	38	25
FED. ROAD DIV. NO.		ILLINOIS	PROJECT	

- NOTES: (BEARING ASSEMBLIES AT PIERS 6, 7, 8 & 9)
- SHOES SHALL BE SHOP ASSEMBLED AND MATCH-MARKED. PROVIDE A PERMANENT SCRIBE MARK ON THE RACKS AND PINION GEAR AND ON THE SHOE, SPHERICAL, AND BOLSTER CASTINGS AS SHOWN FOR PROPER ALIGNMENT.
 - FILL SPACE BETWEEN ANCHOR BOLTS AND BEARING PLATES WITH MOLTEN ZINC.
 - BEARING ASSEMBLY IS SHOWN IN THE NORMAL POSITION (50° F. UNDER FULL STRUCTURAL STEEL DEAD LOAD). ADJUST AS REQUIRED, FOR ERECTION OR TEMPERATURE EFFECTS.
 - FOR ADDITIONAL INFORMATION REFER TO "GENERAL NOTES" ON SHEET 3.
 - MATERIAL:
SHOE AND SPHERICAL CASTINGS: CAST STEEL CONFORMING TO AASHTO M103, Grade 70-36.
BOLSTER CASTINGS: CAST STEEL CONFORMING TO ASTM A242 (AASHTO M 191) Class 90.
ROLLER AND PINION: FORGED STEEL CONFORMING TO AASHTO M102, Class H.
UPPER AND LOWER RACKS: STRUCTURAL STEEL CONFORMING TO ASTM A500 (AASHTO M222).
STUDS, NUTS AND WASHERS: HIGH STRENGTH STEEL CONFORMING TO AASHTO M164 TYPE 3.
BEARING PLATES: HIGH YIELD STRENGTH QUENCHED AND TEMPERED ALLOY STEEL CONFORMING TO ASTM A514.
ANCHOR BOLTS: ANCHOR BOLTS AND WASHERS SHALL CONFORM TO ASTM A505 (AASHTO M222).
 - Refer to temperature adjustment table below.



Thermal Movement in Inches per 100°F Variation from a Norm of 50°F

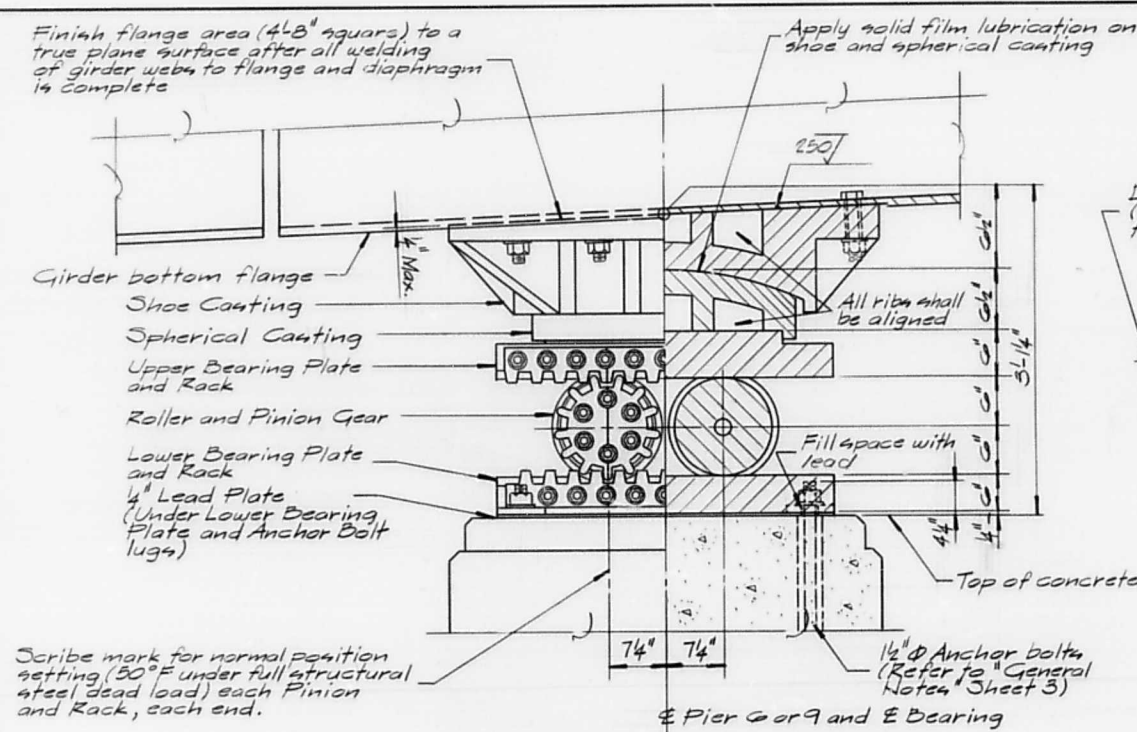
West Abut.	.342
Pier 2	.171
Pier 3	0 (Fixed Brg.)
Pier 4	.171
Pier 5 (Span 4)	.342
Pier 5 (Span 5)	.902
Pier 6	.732
Pier 7	.429
Pier 8	0 (Fixed Brg.)
Pier 9	.300
East Abut.	.471

Exercise care in direction of bearing adjustment (left or right) which is dependent on direction of movement from fixed bearing under an increase or decrease of temperature variation from the norm of 50°F.

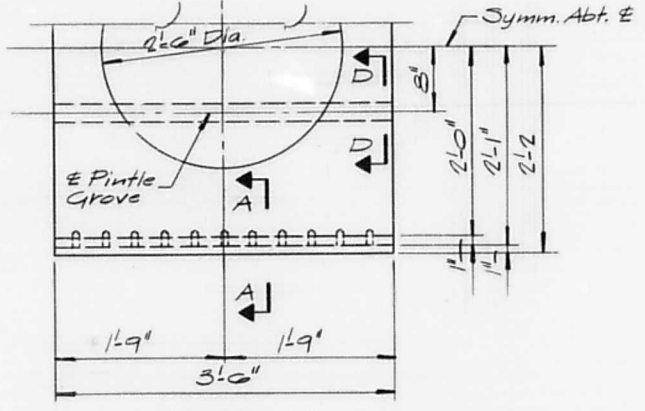
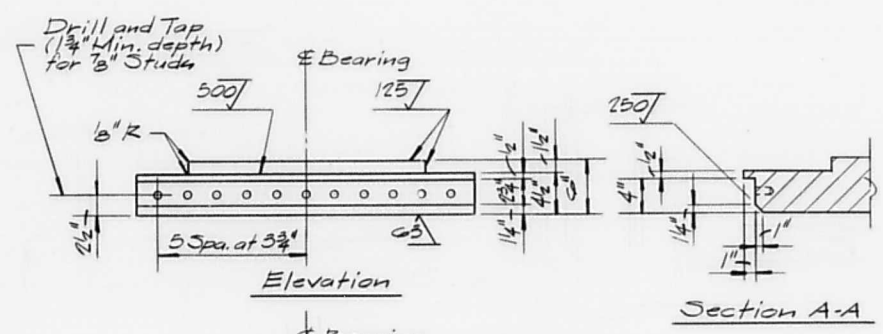
Thermal movement is away from the fixed bearing for temperatures over 50°F and toward the fixed bearing for temperatures under 50°F.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FIXED BEARING AT PIER B PROJECT
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12 (F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

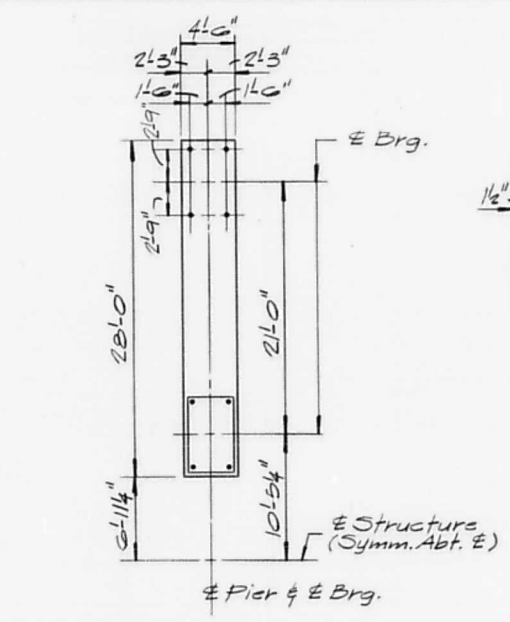
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	35	25
FED. ROAD DIV. NO.	ILLINOIS PROJECT			



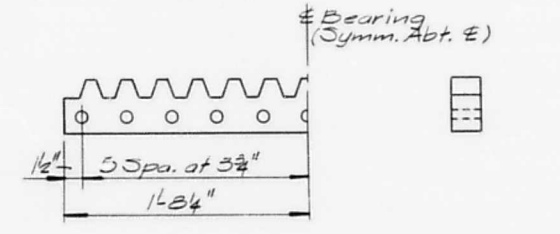
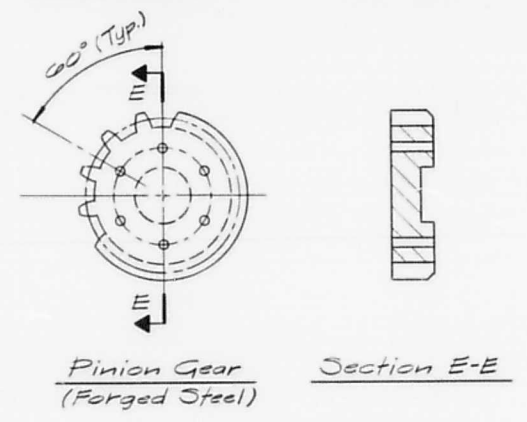
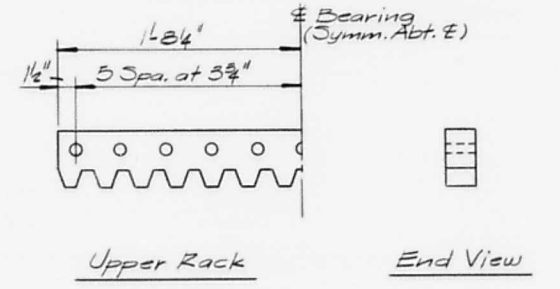
EXPANSION BEARING ASSEMBLY FOR PIERS 8 AND 9
2 Assemblies Required



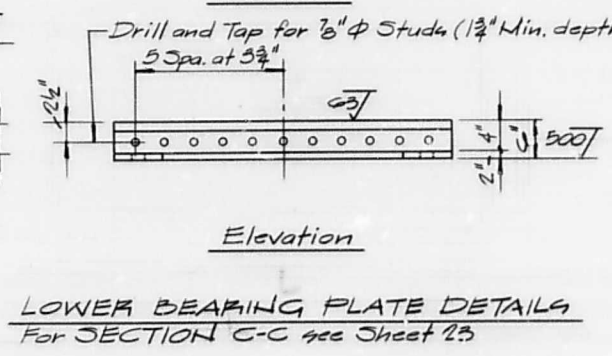
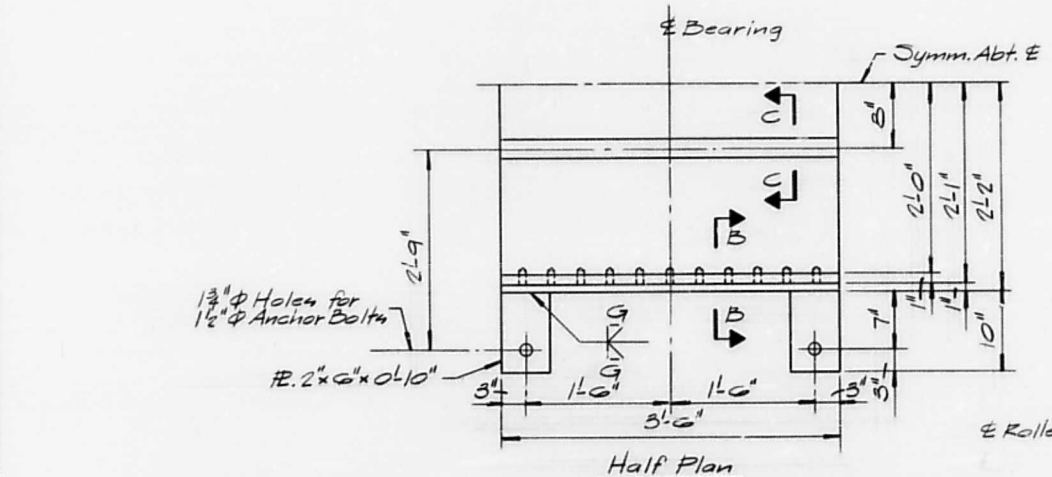
Half Plan UPPER BEARING PLATE DETAILS
For SECTION D-D see Sheet 25



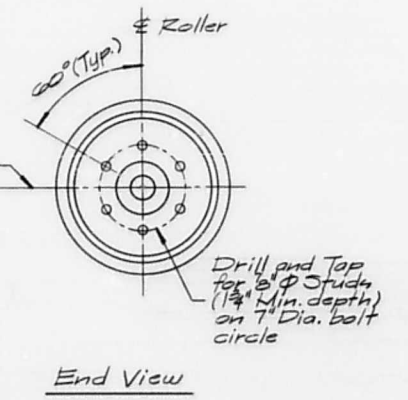
ANCHOR BOLT PLAN
(Pier 8 or 9)



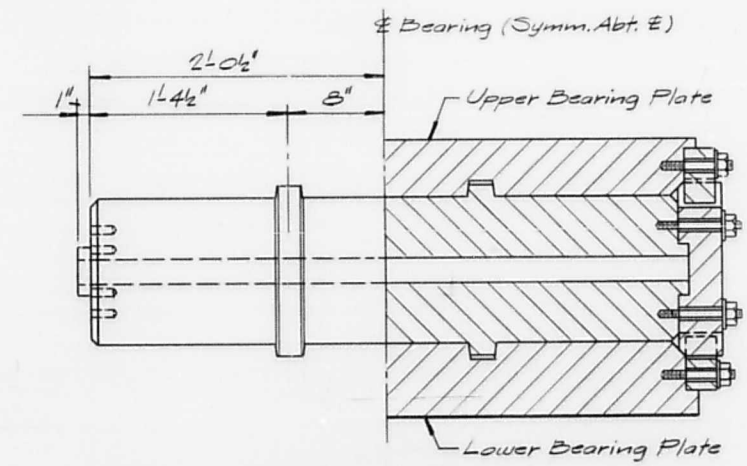
Lower Rack End View
RACK AND PINION DETAILS
For Details not shown Refer to RACK AND PINION DETAILS on Sheet 25



LOWER BEARING PLATE DETAILS
For SECTION C-C see Sheet 25



End View



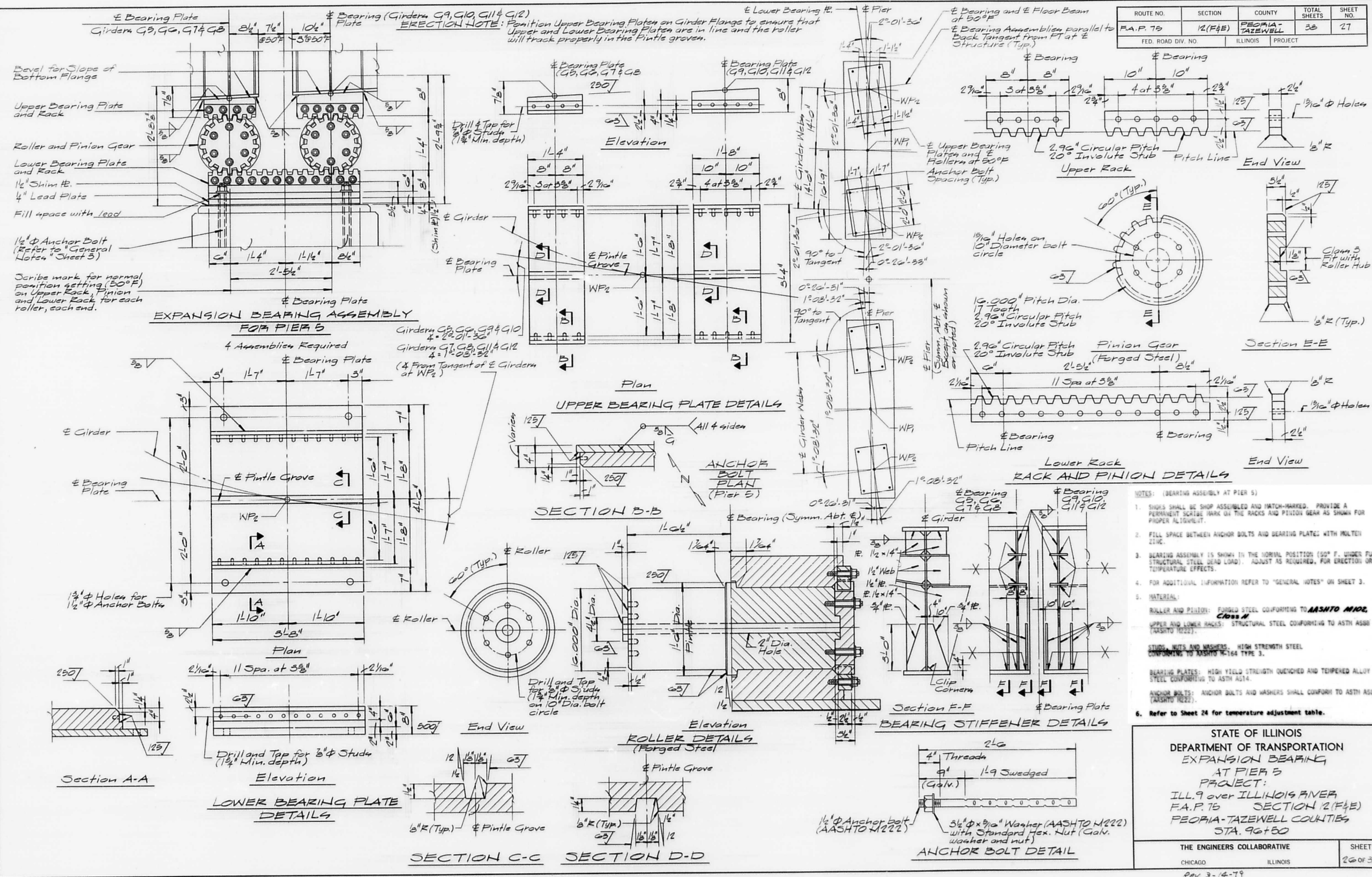
Elevation ROLLER DETAILS
(Forged Steel)
For Details not shown Refer to Roller Detail on Sheet 25

Notes:
For Shoe and Spherical Casting Details refer to Sheet 24.
For Bearing Assembly notes and Material Specifications refer to Sheet 24.
For Anchor Bolt Detail refer to Sheet 25.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
EXPANSION BEARINGS
AT PIERS 8 AND 9
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12(F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE CHICAGO ILLINOIS	SHEET 25 OF 37
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	38	27
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		



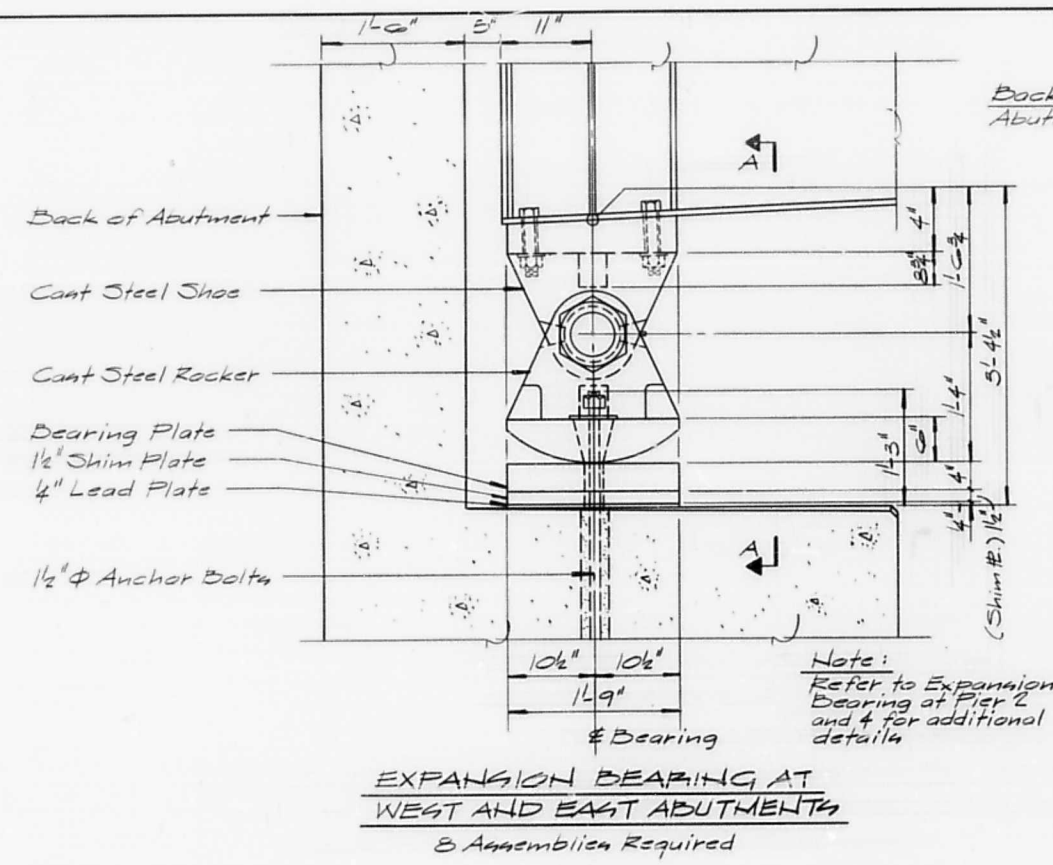
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 EXPANSION BEARING
 AT PIER 5
 PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12(F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

THE ENGINEERS COLLABORATIVE
 CHICAGO ILLINOIS

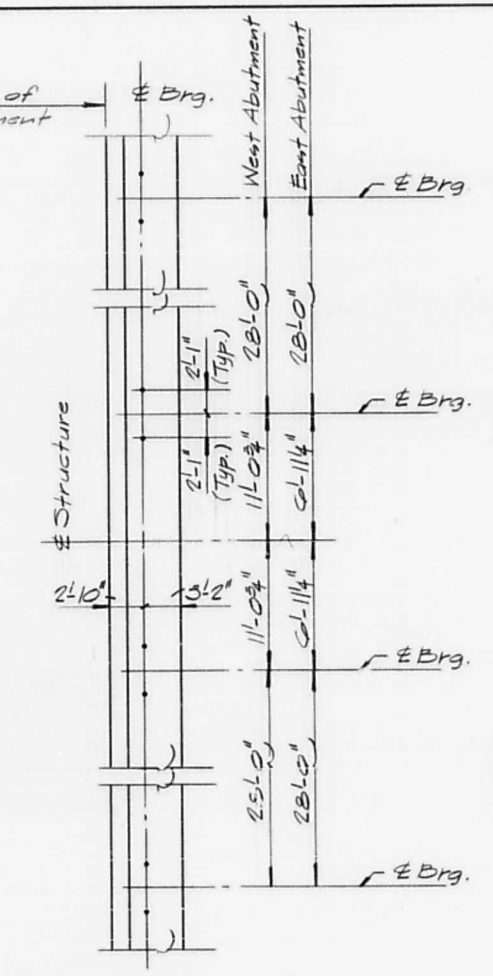
SHEET
 26 OF 37

Rev. 3-14-79

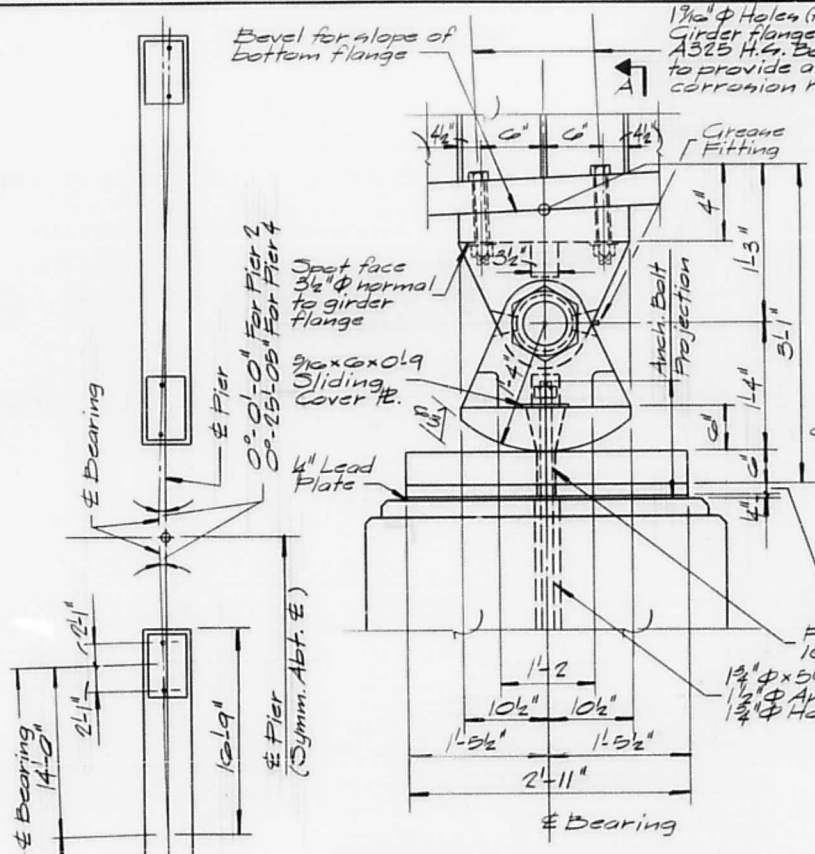
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	35	28
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		



EXPANSION BEARING AT WEST AND EAST ABUTMENTS
8 Assemblies Required

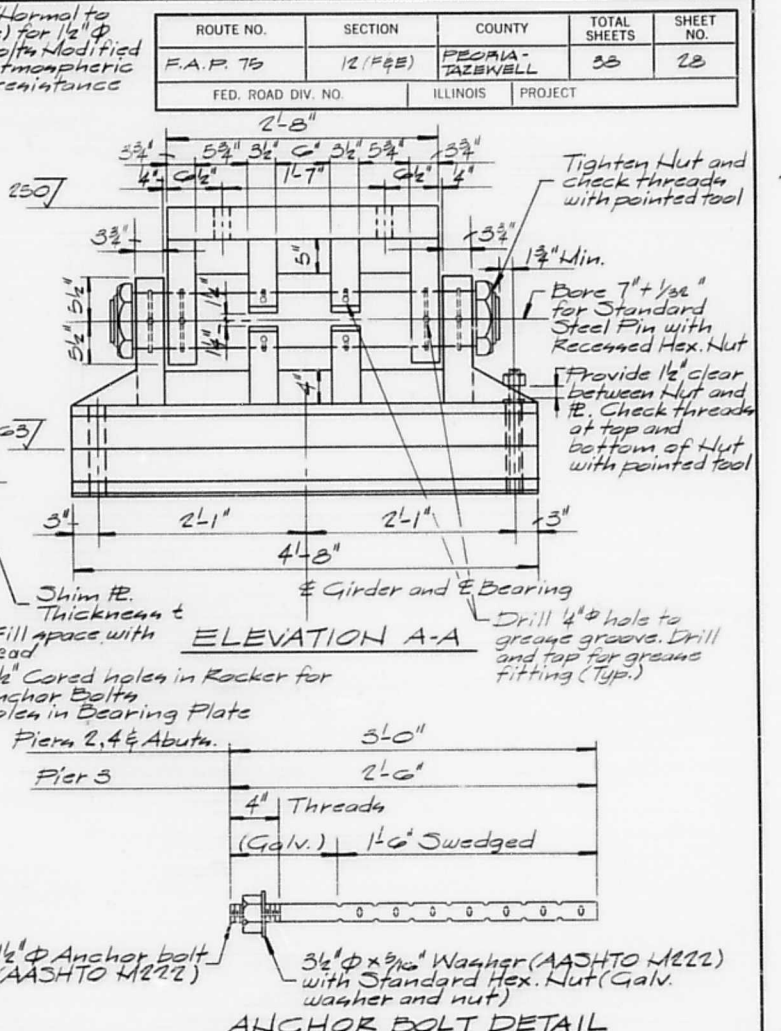


ANCHOR BOLT PLAN
West and East Abutments

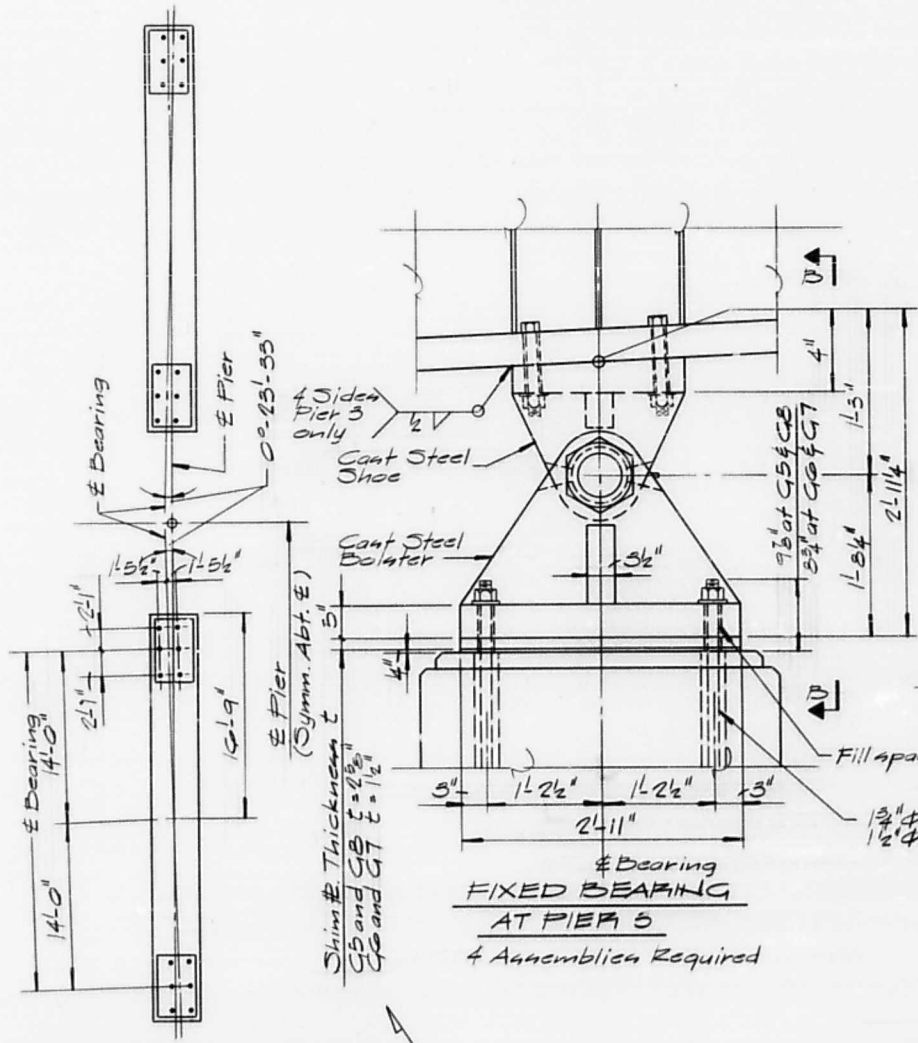


EXPANSION BEARING AT PIERS 2 AND 4
8 Assemblies Required

Pier 2	Shim # Thickness t	Anchor Bolt Proj.
	G5 and G6 t=2 1/2"	16 3/4"
	G6 and G7 t=1 1/2"	16 1/2"
Pier 4	G5 and G6 t=2 3/16"	16 1/4"
	G6 and G7 t=2 3/16"	16 5/8"

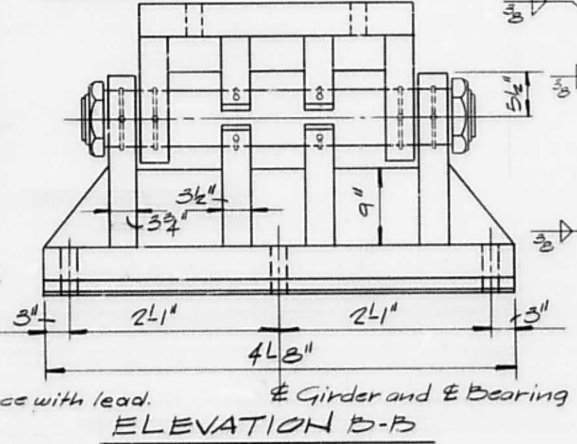


ANCHOR BOLT DETAIL

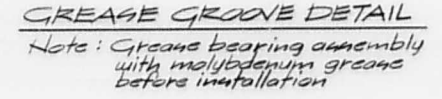


ANCHOR BOLT PLAN
Pier 3

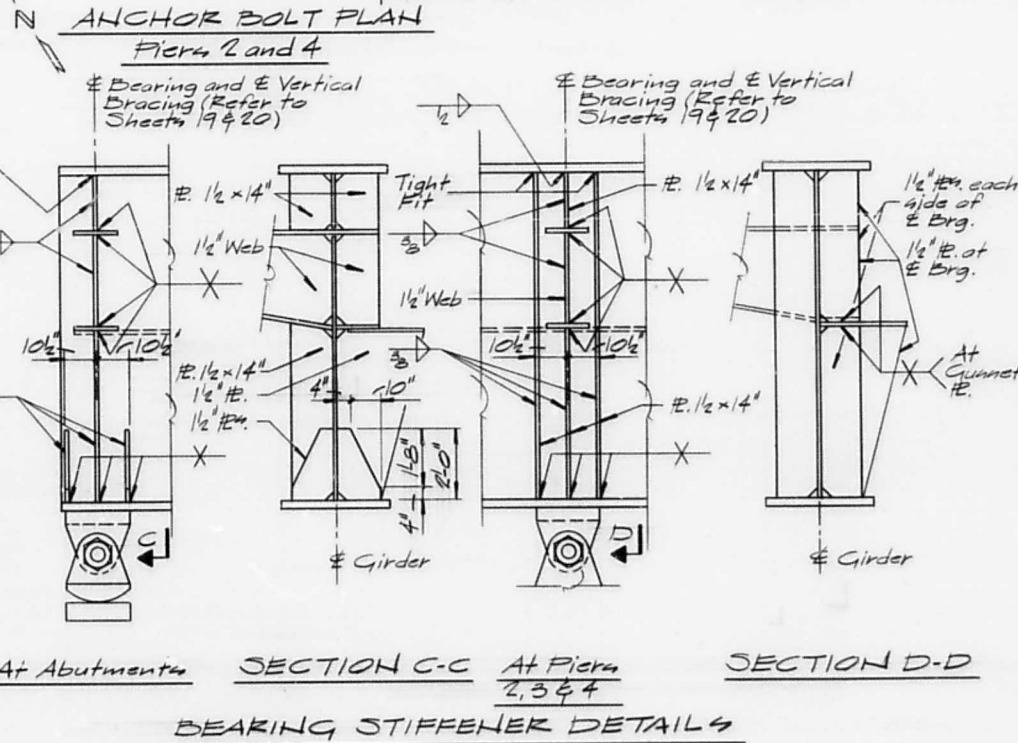
Note: Refer to Expansion Bearing at Piers 2 and 4 for additional details



FIXED BEARING AT PIER 5
4 Assemblies Required



GREASE GROOVE DETAIL
Note: Grease bearing assembly with molybdenum grease before installation

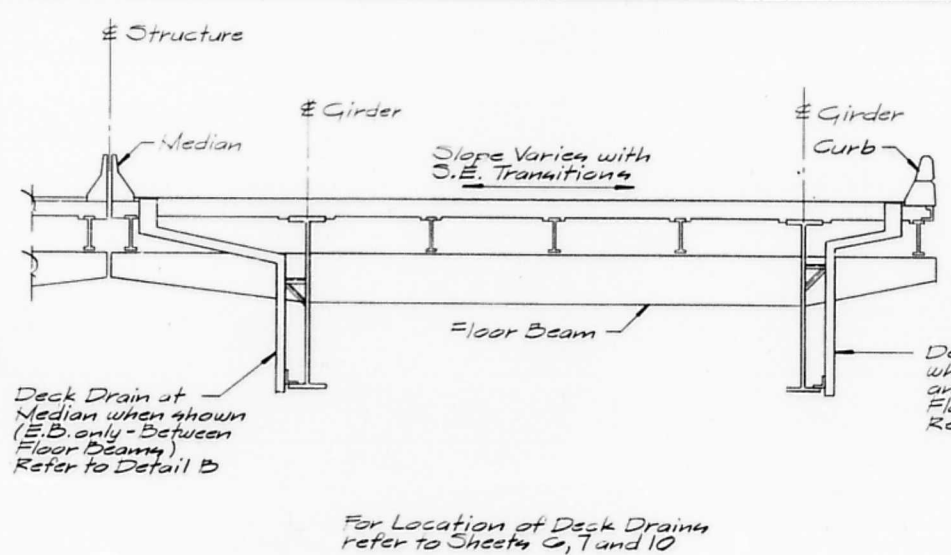
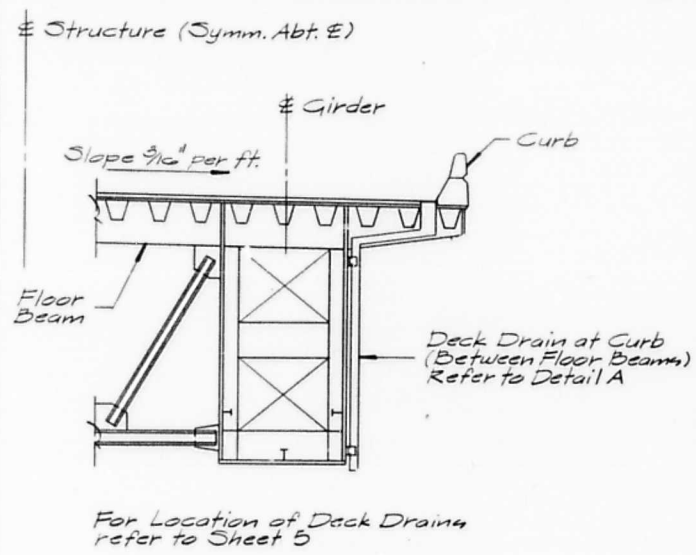


BEARING STIFFENER DETAILS

- NOTES: (BEARING ASSEMBLIES AT PIERS 2, 3, 4 and ABUTMENTS)
- SHOES SHALL BE SHOP ASSEMBLED AND MATCH-MARKED
 - FILL SPACE BETWEEN ANCHOR BOLTS AND BEARING PLATES WITH MOLYBDENUM ZINC.
 - BEARING ASSEMBLY IS SHOWN IN THE NORMAL POSITION (50° F. UNDER FULL STRUCTURAL STEEL DEAD LOAD). ADJUST AS REQUIRED, FOR ERECTION OR TEMPERATURE EFFECTS.
 - FOR ADDITIONAL INFORMATION REFER TO "GENERAL NOTES" ON SHEET 3.
 - MATERIAL:**
PIN NUT: STRUCTURAL STEEL CONFORMING TO ASTM A588 (AASHTO M222).
SHOE, ROCKER AND BOLSTER CASTINGS: CAST STEEL CONFORMING TO ASTM A486 (AASHTO M192) CLASS 90.
BEARING PLATES: HIGH YIELD STRENGTH QUENCHED AND TEMPERED ALLOY STEEL CONFORMING TO ASTM A514.
ANCHOR BOLTS: ANCHOR BOLTS AND WASHERS SHALL CONFORM TO ASTM A588 (AASHTO M222).
 - REFER TO SHEET 24 FOR TEMPERATURE ADJUSTMENT TABLE.

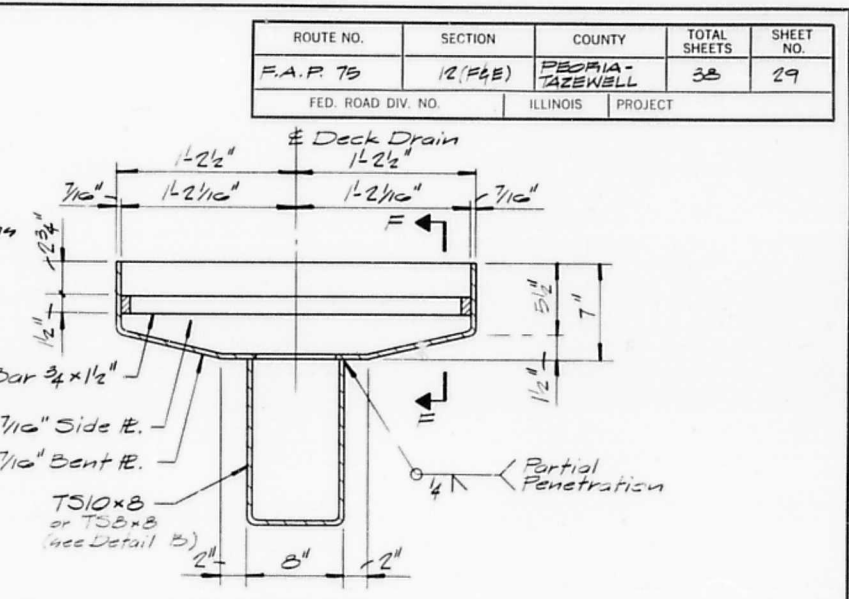
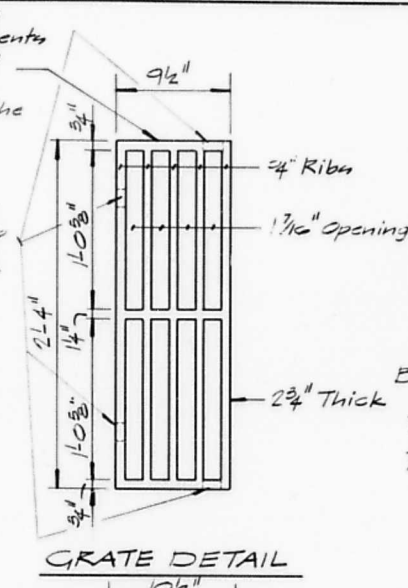
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BEARINGS AT PIERS 2, 3, 4 AND ABUTMENTS
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12(F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	38	29
FED. ROAD DIV. NO.	ILLINOIS PROJECT			



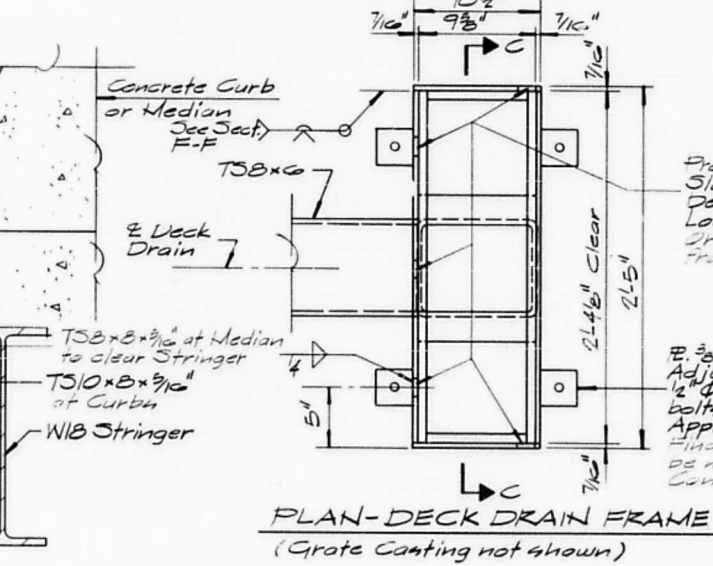
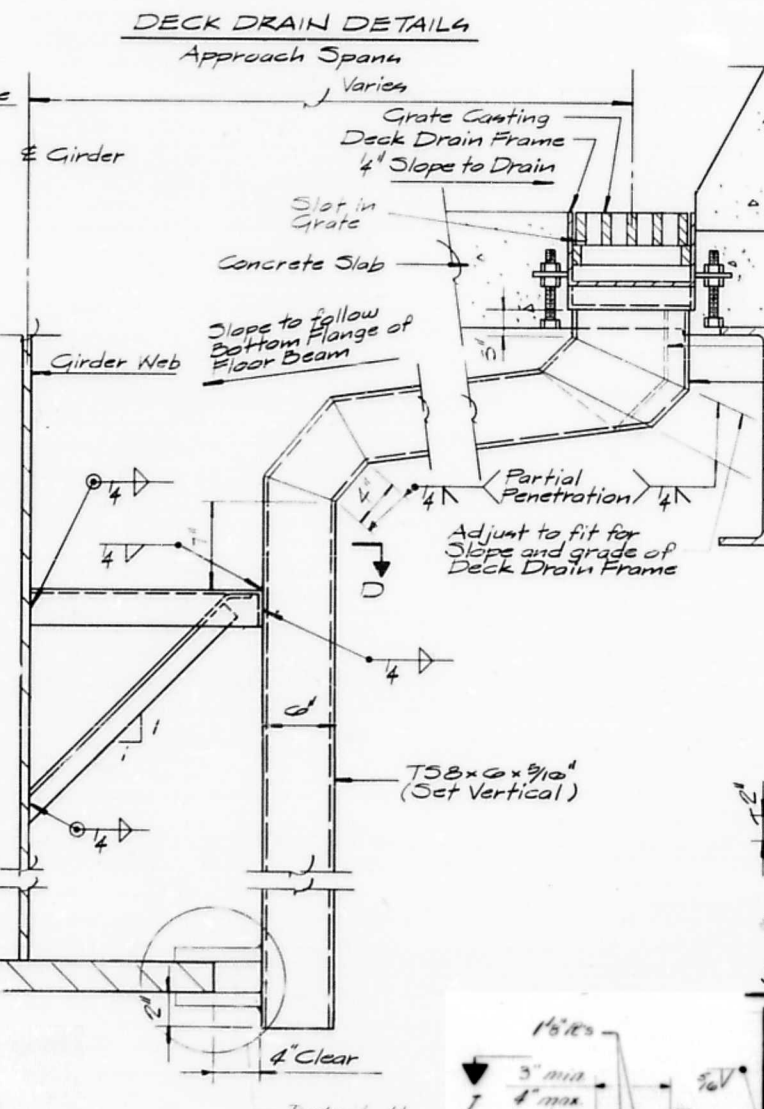
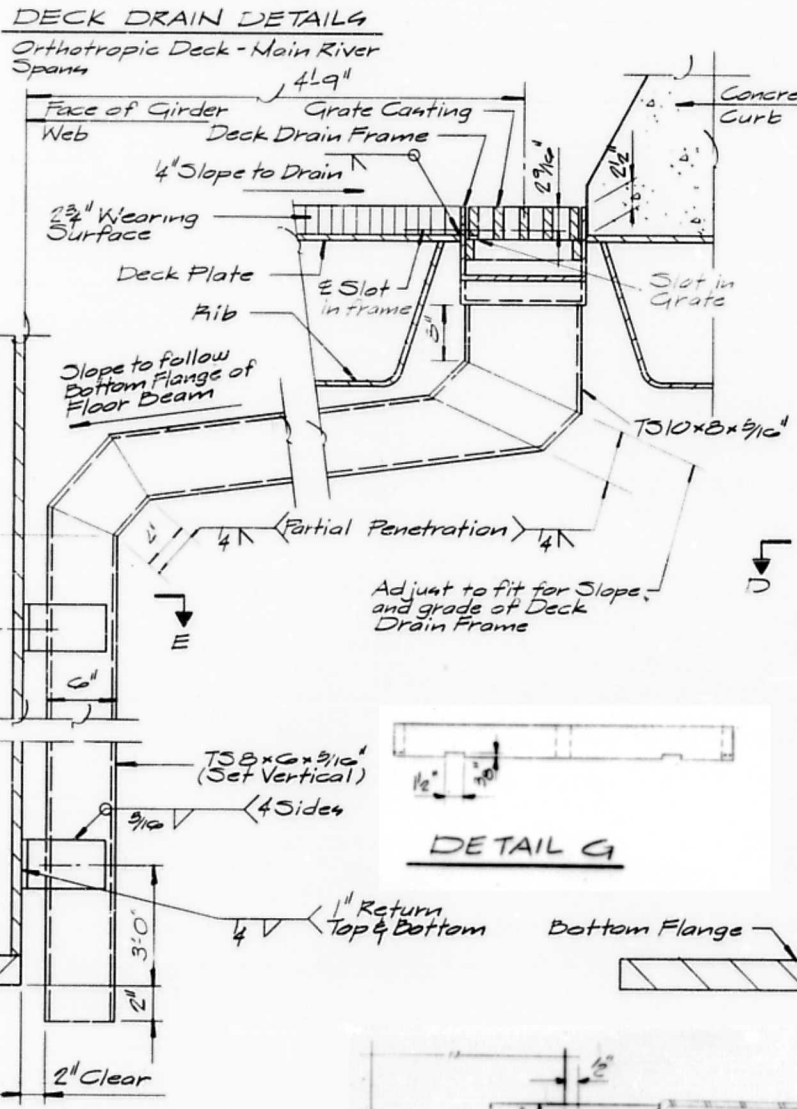
Gray Iron Casting shall conform to the requirements of AASHTO M105 Class 30. The Grate shall fit and have contact with the frame as to insure the grate from jumping or rattling when struck by vehicles.

Provide 3/8" x 1/2" Horizontal Notch at ends of grates to match location of slots in frame See Detail G. Typical all Grates



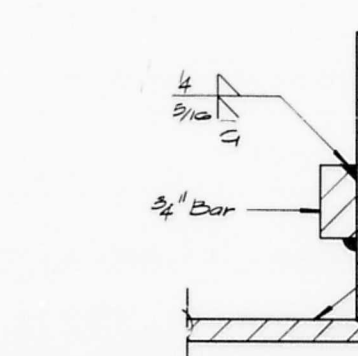
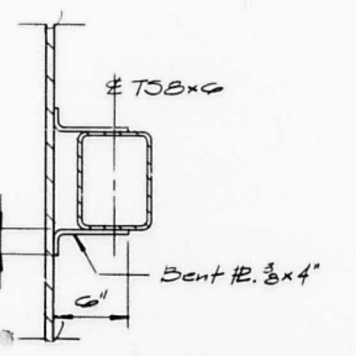
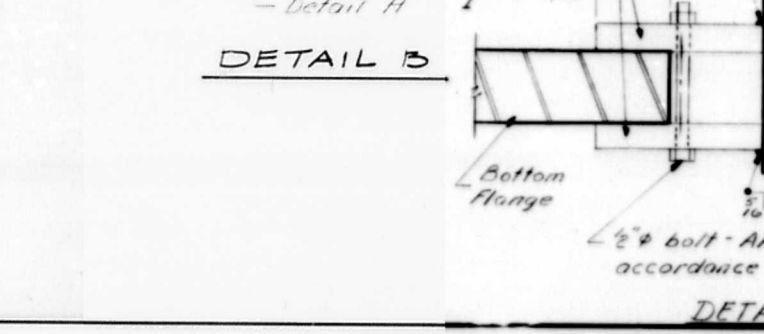
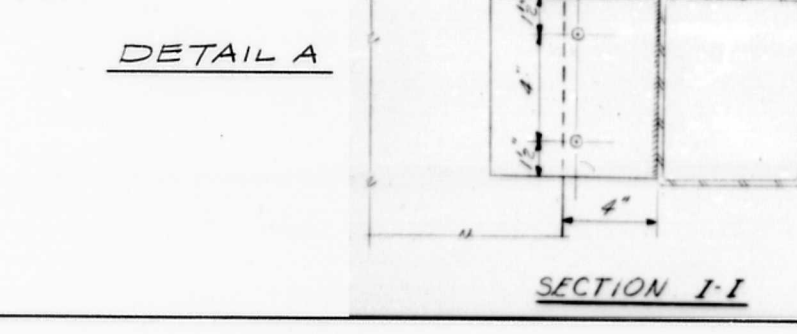
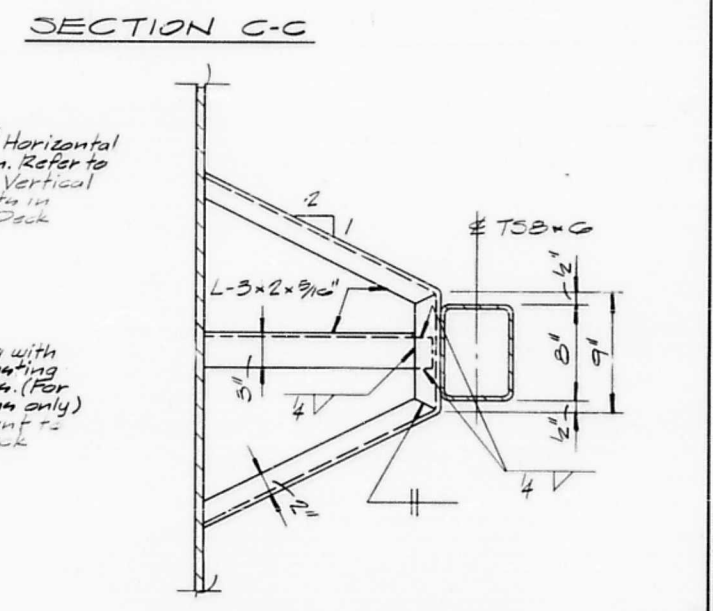
For Location of Deck Drains refer to Sheet 5

For Location of Deck Drains refer to Sheets 6, 7 and 10



Provide 3/8" x 1/2" Horizontal Slots as shown. Refer to Details A for Vertical Location. Slots in Orthotropic Deck Frames only.

3/8 x 3 x 0.13" Adjustment Lug with 1/2" A307 Adjusting bolts with 2 nuts. (For Approach Spans only) Final adjustment to be made by Deck Contractor



Notes:
All Deck Drain Frames, Structural Tubing and support material shall conform to the requirements of AASHTO M222 and shall be unpainted except as noted below.

Inside surface only of Deck Drain Frames, T310 and T310 members shall be shop painted with two coats of a Zinc Rich Epoxy Primer.

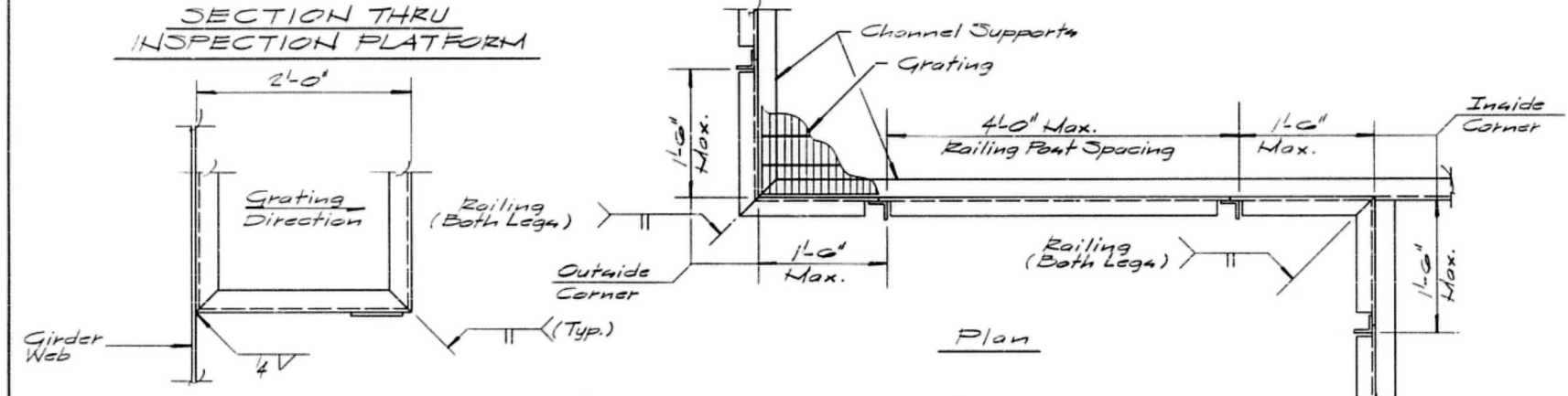
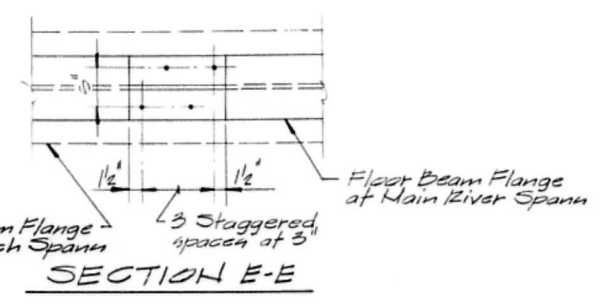
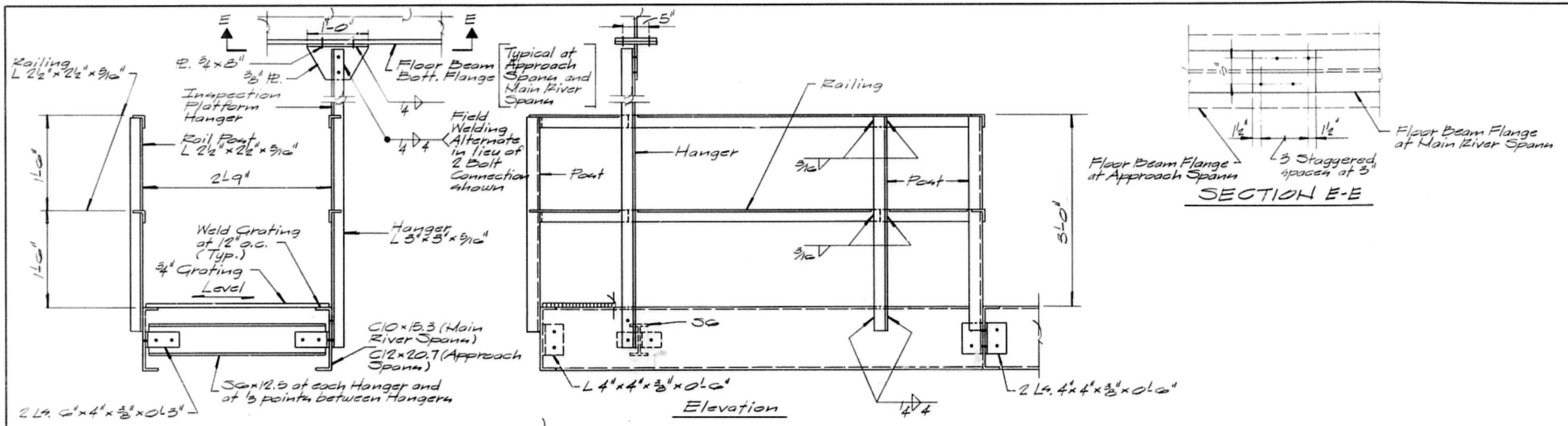
- Furnishing all deck drains, grate castings and supports and erecting drains on main river spans included in the Fabrication and Erection Contract in the item "Deck Drains".
- Erection of deck drains on approach spans included in Deck Contract.

1/2" bolt - AASHTO M164 Type 3, tighten in accordance with Art 507.04 (9)(3) of the Std. Spec's.

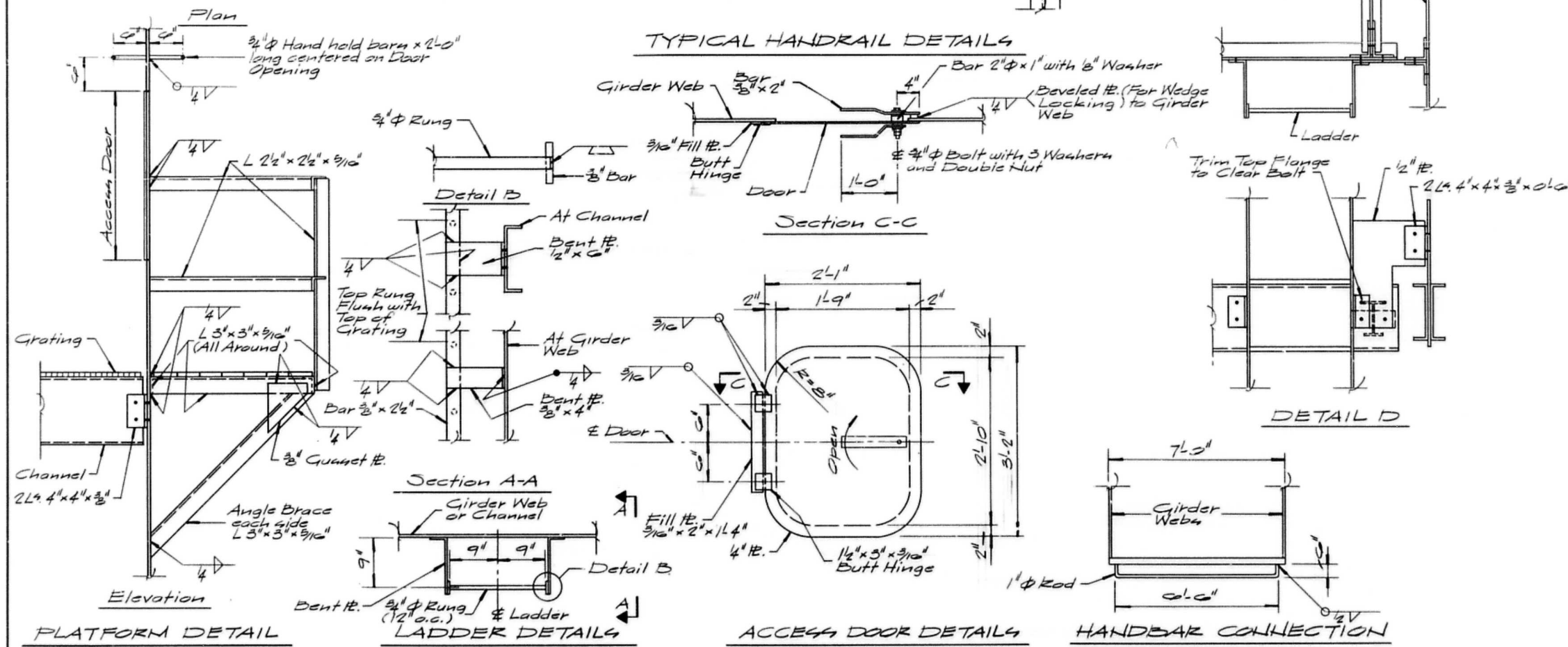
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DRAINAGE DETAILS
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12(F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	(F&E)	PEORIA-TAZEWELL	33	31
FED. ROAD DIV. NO.	ILLINOIS PROJECT			

Notes:
 All Material shall Conform to the requirements of AASHTO M222 and shall be unpainted.
 Grating shall be 3/4" steel grating (unpainted) and attached to supporting members by welding of 1/2" o.c.
 Railing shall be along all sides of inspection platform except as noted at access locations.
 Fillet weld sizes, not shown shall conform to min. weld size on per Table I, Sheet 5.
 Grating shall conform to the following:
 1. Material: AASHTO M222 and shall be unpainted.
 2. All welded construction.
 3. 3/4" x 3/16" bearing bars on 1 3/4" centers.
 4. Twisted square cross bars at 4" on center.



TYPICAL HANDRAIL DETAILS

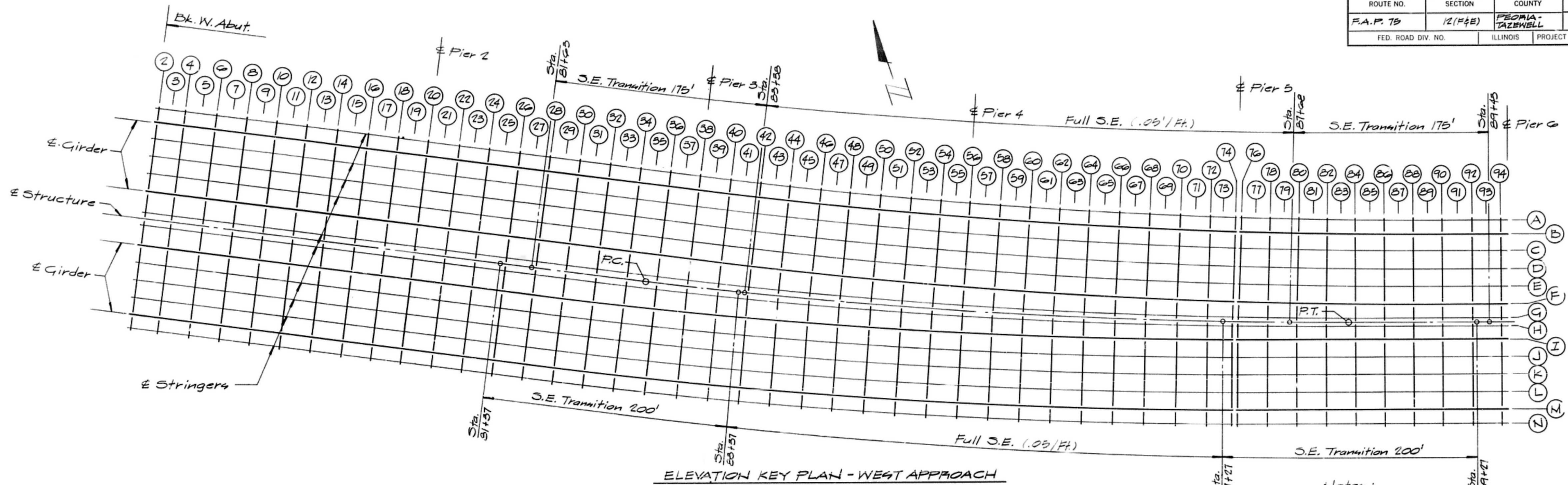


STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 INSPECTION PLATFORMS
 PROJECT
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12 (F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+30

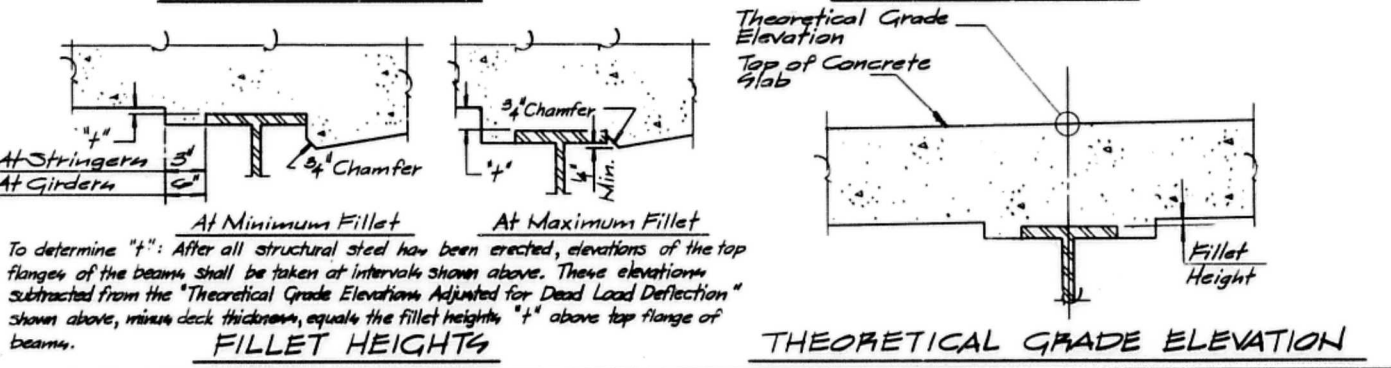
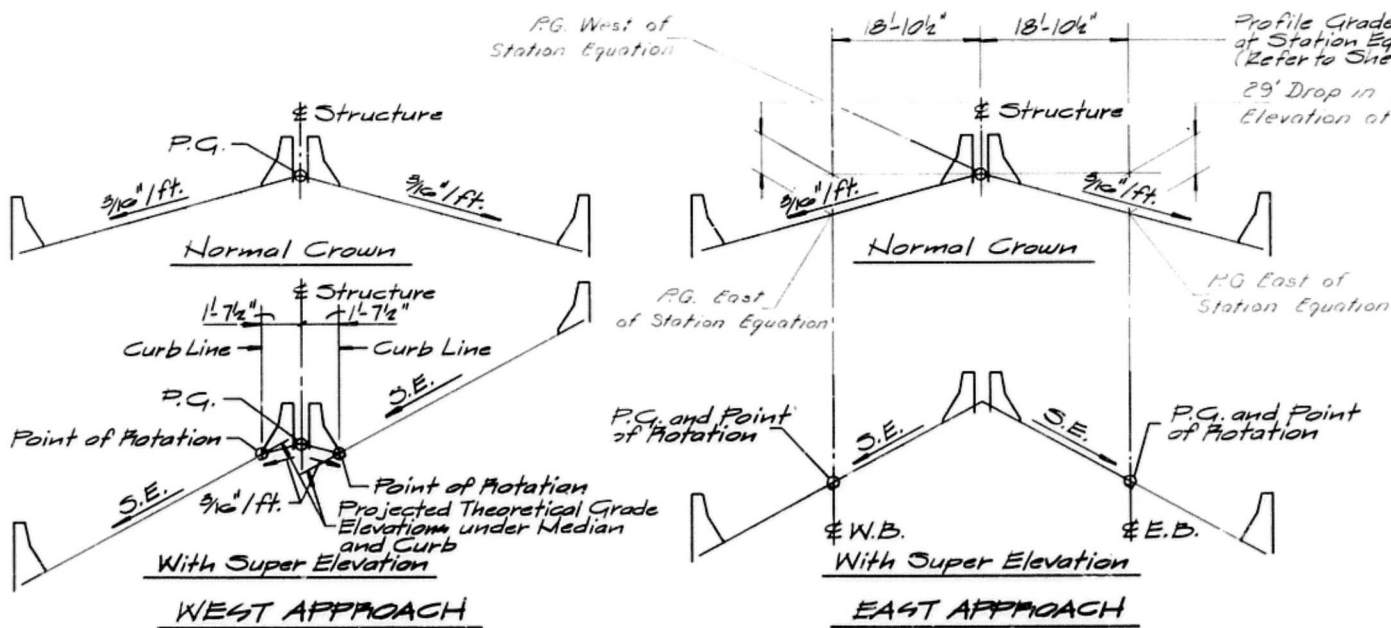
THE ENGINEERS COLLABORATIVE
 CHICAGO ILLINOIS

SHEET
 30 of 37

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	35	32
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		

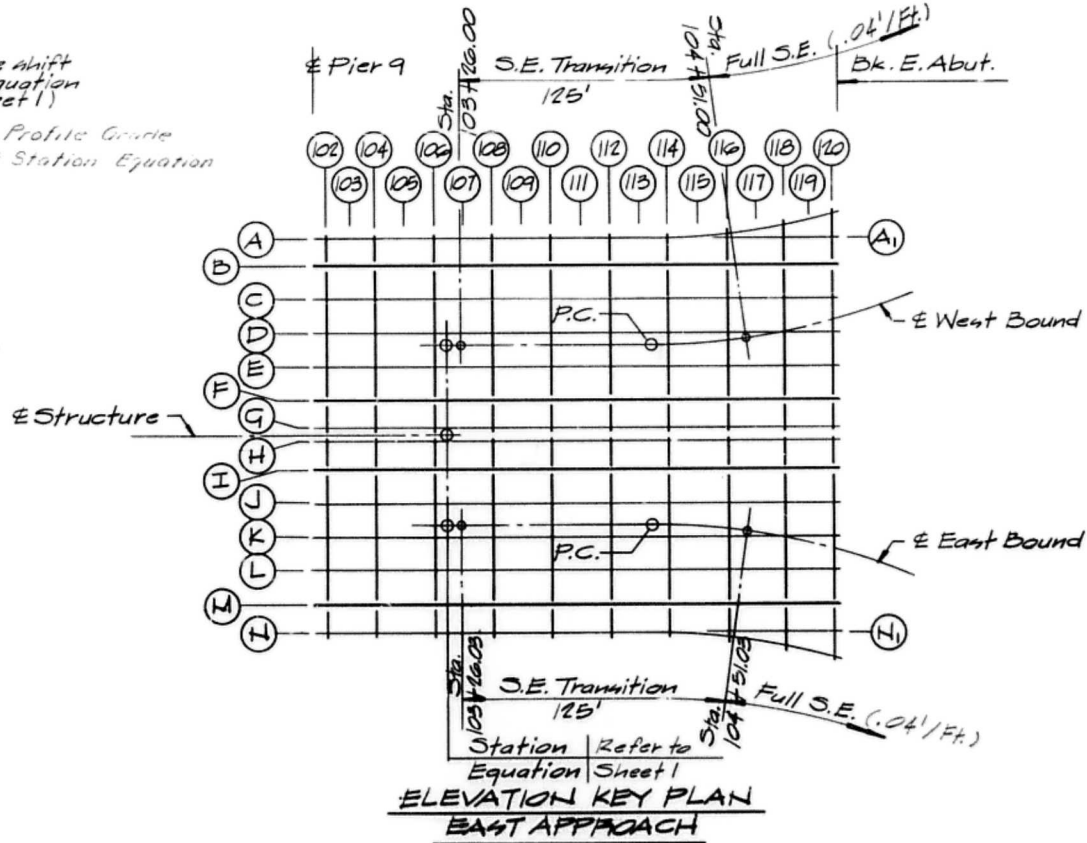


ELEVATION KEY PLAN - WEST APPROACH



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

THEORETICAL GRADE ELEVATION



ELEVATION KEY PLAN EAST APPROACH

Note: Elevations given on Sheets 32 thru 34 are at Top of Concrete

Notes:
 (2) Even numbers denotes E floor beams. Theoretical grade elevations at intersection of E floor beam and E stringer or girder.
 (3) Odd numbers denotes mid-distance along E stringer or girder between E floor beams. Theoretical grade elevations at mid-distance along E stringer or girder.
 Offsets and stations relate to E structure except on pier beyond station equation at East Approach. Offsets and stations east of station equation relate to E West or East Bound.
 The "Theoretical Grade Elevations Adjusted for D.L. Deflection" (Superimposed dead load) shall be used only for determining the fillet height "f" and setting concrete screed elevations.
 The Girder web shall be fabricated to follow the "Theoretical Grade Elevations" adjusted for the total dead load deflection ordinates shown on Sheet 11.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 ELEVATION SHEET
 PROJECT:
 ILL. 9 over ILLINOIS RIVER
 F.A.P. 75 SECTION 12(F&E)
 PEORIA-TAZEWELL COUNTIES
 STA. 96+50

THE ENGINEERS COLLABORATIVE
 CHICAGO ILLINOIS

SHEET
 31 OF 37

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	33	33
FED. ROAD DIV. NO.		ILLINOIS	PROJECT	

LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION
2	A	7857.03	44.750	477.444	477.446	9	A	7940.17	44.750	481.439	481.635	16	A	8025.33	44.750	485.569	485.651	23	A	8110.50	44.750	489.700	489.705
2	B	7857.03	39.063	477.535	477.535	9	B	7940.17	39.063	481.528	481.732	16	B	8025.33	39.063	485.658	485.748	23	B	8110.50	39.063	489.789	489.788
2	C	7857.03	32.063	477.644	477.651	9	C	7940.17	32.063	481.637	481.874	16	C	8025.33	32.063	485.768	485.875	23	C	8110.50	32.063	489.894	489.912
2	D	7857.03	25.063	477.753	477.764	9	D	7940.17	25.063	481.746	482.006	16	D	8025.33	25.063	485.877	485.998	23	D	8110.50	25.063	490.008	490.026
2	E	7857.03	18.063	477.863	477.870	9	E	7940.17	18.063	481.856	482.131	16	E	8025.33	18.063	485.986	486.114	23	E	8110.50	18.063	490.117	490.133
2	F	7857.03	11.063	477.972	477.972	9	F	7940.17	11.063	481.965	482.245	16	F	8025.33	11.063	486.096	486.226	23	F	8110.50	11.063	490.226	490.229
2	G	7857.03	1.250	478.125	478.125	9	G	7940.17	1.250	482.119	482.432	16	G	8025.33	1.250	486.249	486.394	23	G	8110.50	1.250	490.380	490.391
2	H	7857.03	1.250	478.125	478.125	9	H	7940.17	1.250	482.119	482.432	16	H	8025.33	1.250	486.249	486.394	23	H	8110.50	1.250	490.380	490.391
2	I	7857.03	11.063	477.972	477.972	9	I	7940.17	11.063	481.965	482.245	16	I	8025.33	11.063	486.096	486.226	23	I	8110.50	11.063	490.226	490.229
2	J	7857.03	18.063	477.863	477.870	9	J	7940.17	18.063	481.856	482.131	16	J	8025.33	18.063	485.986	486.114	23	J	8110.50	18.063	490.117	490.133
2	K	7857.03	25.063	477.753	477.764	9	K	7940.17	25.063	481.746	482.006	16	K	8025.33	25.063	485.877	485.998	23	K	8110.50	25.063	490.008	490.026
2	L	7857.03	32.063	477.644	477.651	9	L	7940.17	32.063	481.637	481.874	16	L	8025.33	32.063	485.768	485.875	23	L	8110.50	32.063	489.894	489.912
2	M	7857.03	39.063	477.535	477.535	9	M	7940.17	39.063	481.528	481.732	16	M	8025.33	39.063	485.658	485.748	23	M	8110.50	39.063	489.789	489.788
2	N	7857.03	44.750	477.444	477.446	9	N	7940.17	44.750	481.439	481.635	16	N	8025.33	44.750	485.569	485.651	23	N	8110.50	44.750	489.700	489.705
3	A	7868.58	44.750	477.367	478.011	10	A	7952.33	44.750	482.029	482.220	17	A	8037.50	44.750	486.160	486.221	24	A	8122.67	44.750	490.290	490.297
3	B	7868.58	39.063	478.056	478.096	10	B	7952.33	39.063	482.118	482.325	17	B	8037.50	39.063	486.248	486.309	24	B	8122.67	39.063	490.379	490.388
3	C	7868.58	32.063	478.165	478.224	10	C	7952.33	32.063	482.227	482.451	17	C	8037.50	32.063	486.358	486.439	24	C	8122.67	32.063	490.468	490.507
3	D	7868.58	25.063	478.275	478.341	10	D	7952.33	25.063	482.337	482.593	17	D	8037.50	25.063	486.467	486.560	24	D	8122.67	25.063	490.558	490.622
3	E	7868.58	18.063	478.384	478.451	10	E	7952.33	18.063	482.446	482.718	17	E	8037.50	18.063	486.577	486.672	24	E	8122.67	18.063	490.647	490.730
3	F	7868.58	11.063	478.493	478.550	10	F	7952.33	11.063	482.555	482.840	17	F	8037.50	11.063	486.686	486.774	24	F	8122.67	11.063	490.730	490.835
3	G	7868.58	1.250	478.647	478.716	10	G	7952.33	1.250	482.709	483.021	17	G	8037.50	1.250	486.839	486.945	24	G	8122.67	1.250	490.816	490.835
3	H	7868.58	1.250	478.647	478.716	10	H	7952.33	1.250	482.709	483.021	17	H	8037.50	1.250	486.839	486.945	24	H	8122.67	1.250	490.816	490.991
3	I	7868.58	11.063	478.493	478.550	10	I	7952.33	11.063	482.555	482.840	17	I	8037.50	11.063	486.686	486.774	24	I	8122.67	11.063	490.647	490.991
3	J	7868.58	18.063	478.384	478.451	10	J	7952.33	18.063	482.446	482.718	17	J	8037.50	18.063	486.577	486.672	24	J	8122.67	18.063	490.558	490.835
3	K	7868.58	25.063	478.275	478.341	10	K	7952.33	25.063	482.337	482.593	17	K	8037.50	25.063	486.467	486.560	24	K	8122.67	25.063	490.468	490.730
3	L	7868.58	32.063	478.165	478.224	10	L	7952.33	32.063	482.227	482.451	17	L	8037.50	32.063	486.358	486.439	24	L	8122.67	32.063	490.379	490.622
3	M	7868.58	39.063	478.056	478.096	10	M	7952.33	39.063	482.118	482.325	17	M	8037.50	39.063	486.248	486.309	24	M	8122.67	39.063	490.290	490.507
3	N	7868.58	44.750	477.367	478.011	10	N	7952.33	44.750	482.029	482.220	17	N	8037.50	44.750	486.160	486.221	24	N	8122.67	44.750	490.290	490.388
4	A	7879.33	44.750	478.488	478.560	11	A	7964.50	44.750	482.619	482.812	18	A	8049.67	44.750	486.750	486.781	25	A	8134.83	44.750	490.860	490.907
4	B	7879.33	39.063	478.577	478.655	11	B	7964.50	39.063	482.708	482.910	18	B	8049.67	39.063	486.838	486.873	25	B	8134.83	39.063	490.969	490.992
4	C	7879.33	32.063	478.687	478.779	11	C	7964.50	32.063	482.817	483.033	18	C	8049.67	32.063	486.948	486.994	25	C	8134.83	32.063	491.078	491.119
4	D	7879.33	25.063	478.796	478.901	11	D	7964.50	25.063	482.927	483.186	18	D	8049.67	25.063	487.057	487.111	25	D	8134.83	25.063	491.188	491.237
4	E	7879.33	18.063	478.905	479.014	11	E	7964.50	18.063	483.036	483.311	18	E	8049.67	18.063	487.167	487.221	25	E	8134.83	18.063	491.297	491.346
4	F	7879.33	11.063	479.015	479.124	11	F	7964.50	11.063	483.145	483.426	18	F	8049.67	11.063	487.276	487.327	25	F	8134.83	11.063	491.407	491.445
4	G	7879.33	1.250	479.169	479.288	11	G	7964.50	1.250	483.254	483.544	18	G	8049.67	1.250	487.386	487.429	25	G	8134.83	1.250	491.516	491.550
4	H	7879.33	1.250	479.169	479.288	11	H	7964.50	1.250	483.254	483.544	18	H	8049.67	1.250	487.386	487.429	25	H	8134.83	1.250	491.516	491.611
4	I	7879.33	11.063	479.015	479.124	11	I	7964.50	11.063	483.145	483.426	18	I	8049.67	11.063	487.276	487.327	25	I	8134.83	11.063	491.407	491.611
4	J	7879.33	18.063	478.905	479.014	11	J	7964.50	18.063	483.036	483.311	18	J	8049.67	18.063	487.167	487.221	25	J	8134.83	18.063	491.297	491.485
4	K	7879.33	25.063	478.796	478.901	11	K	7964.50	25.063	483.145	483.311	18	K	8049.67	25.063	487.057	487.111	25	K	8134.83	25.063	491.188	491.346
4	L	7879.33	32.063	478.687	478.779	11	L	7964.50	32.063	483.254	483.544	18	L	8049.67	32.063	487.386	487.429	25	L	8134.83	32.063	491.516	491.237
4	M	7879.33	39.063	478.577	478.655	11	M	7964.50	39.063	483.363	483.653	18	M	8049.67	39.063	487.496	487.549	25	M	8134.83	39.063	491.626	491.119
4	N	7879.33	44.750	478.488	478.560	11	N	7964.50	44.750	483.472	483.762	18	N	8049.67	44.750	487.605	487.658	25	N	8134.83	44.750	491.735	490.992
5	A	7891.50	44.750	479.079	479.193	12	A	7976.67	44.750	483.209	483.383	19	A	8061.83	44.750	487.340	487.360	26	A	8147.00	44.750	491.606	491.639
5	B	7891.50	39.063	479.167	479.284	12	B	7976.67	39.063	483.298	483.488	19	B	8061.83	39.063	487.429	487.443	26	B	8147.00	39.063	491.677	491.715
5	C	7891.50	32.063	479.277	479.418	12	C	7976.67	32.063	483.407	483.623	19	C	8061.83	32.063	487.538	487.568	26	C	8147.00	32.063	491.766	491.815
5	D	7891.50	25.063	479.386	479.543	12	D	7976.67	25.063	483.517	483.756	19	D	8061.83	25.063	487.647	487.683	26	D	8147.00	25.063	491.855	491.912
5	E	7891.50	18.063	479.496	479.660	12	E	7976.67	18.063	483.626	483.881	19	E	8061.83	18.063	487.757	487.790	26	E	8147.00	18.063	491.944	492.001
5	F	7891.50	11.063	479.605	479.766	12	F	7976.67	11.063	483.735	484.002	19	F	8061.83	11.063	487.866	487.887	26	F	8147.00	11.063	492.026	492.087
5	G	7891.50	1.250	479.758	479.943	12	G	7976.67	1.250	483.844	484.182	19	G	8061.83	1.250	487.975	488.049	26	G	8147.00	1.250	492.115	492.188
5	H	7891.50	1.250	479.758	479.943	12	H	7976.67	1.250	483.844	484.182	19	H	8061.83	1.25								

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	(2) F&E	PEORIA-TAZEWELL	30	34
FED. ROAD DIV. NO.		ILLINOIS	PROJECT	

LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION
29	A	8183.50	44.750	493.067	493.136	36	A	8268.78	44.739	496.481	496.487	43	A	8353.99	44.185	500.055	500.132	50	A	8439.17	43.587	504.216	504.257
29	B	8183.50	39.063	493.179	493.248	36	B	8268.77	39.051	496.688	496.695	43	B	8353.95	38.497	500.337	500.412	50	B	8439.12	37.899	504.498	504.549
29	C	8183.50	32.063	493.316	493.408	36	C	8268.75	32.051	496.942	496.957	43	C	8353.90	31.497	500.685	500.760	50	C	8439.07	30.900	504.846	504.916
29	D	8183.50	25.063	493.454	493.558	36	D	8268.73	25.051	497.196	497.216	43	D	8353.85	24.498	501.033	501.135	50	D	8439.02	23.900	505.193	505.279
29	E	8183.50	18.063	493.591	493.700	36	E	8268.71	18.051	497.449	497.479	43	E	8353.80	17.498	501.380	501.484	50	E	8438.97	16.900	505.541	505.635
29	F	8183.50	11.063	493.729	493.832	36	F	8268.70	11.051	497.703	497.716	43	F	8353.75	10.498	501.728	501.823	50	F	8438.92	9.900	505.889	505.988
29	G	8183.50	1.250	493.922	494.044	36	G	8268.67	1.250	497.959	497.968	43	G	8353.69	1.250	502.187	502.296	50	G	8438.86	1.250	506.318	506.432
29	H	8183.50	1.250	493.914	494.037	36	H	8268.65	1.250	498.209	498.215	43	H	8353.66	1.250	502.444	502.558	50	H	8438.82	1.250	506.674	506.796
29	I	8183.50	11.063	493.908	494.018	36	I	8268.63	10.929	498.460	498.464	43	I	8353.72	10.339	502.606	502.701	50	I	8438.80	9.733	507.058	507.152
29	J	8183.50	18.063	493.914	494.017	36	J	8268.68	17.929	498.715	498.718	43	J	8353.77	17.338	502.758	502.853	50	J	8438.93	16.733	507.410	507.496
29	K	8183.50	25.063	493.908	494.010	36	K	8268.73	24.928	498.970	498.972	43	K	8353.82	24.338	503.100	503.195	50	K	8438.98	23.732	507.763	507.833
29	L	8183.50	32.063	493.903	493.995	36	L	8268.77	31.928	499.225	499.227	43	L	8353.87	31.738	503.442	503.537	50	L	8439.03	30.732	508.115	508.166
29	M	8183.50	39.063	493.901	493.970	36	M	8268.82	38.928	499.480	499.482	43	M	8353.92	38.538	503.784	503.879	50	M	8439.08	37.732	508.471	508.522
29	N	8183.50	44.750	493.899	493.968	36	N	8268.86	44.616	499.735	499.737	43	N	8353.95	44.025	504.126	504.221	50	N	8439.12	43.419	508.829	508.880
30	A	8195.67	44.750	493.554	493.618	37	A	8280.99	44.684	496.972	496.979	44	A	8366.16	44.100	500.649	500.732	51	A	8451.33	43.500	504.810	504.839
30	B	8195.67	39.063	493.679	493.750	37	B	8280.96	38.997	497.191	497.192	44	B	8366.12	38.413	500.932	501.020	51	B	8451.29	37.813	505.093	505.123
30	C	8195.67	32.063	493.834	493.920	37	C	8280.91	31.997	497.461	497.461	44	C	8366.07	31.413	501.279	501.382	51	C	8451.24	30.813	505.440	505.496
30	D	8195.67	25.063	493.988	494.080	37	D	8280.87	24.997	497.730	497.730	44	D	8366.02	24.413	501.627	501.740	51	D	8451.19	23.813	505.788	505.858
30	E	8195.67	18.063	494.142	494.245	37	E	8280.82	17.997	498.000	498.016	44	E	8365.97	17.413	501.975	502.091	51	E	8451.14	16.813	506.135	506.213
30	F	8195.67	11.063	494.296	494.401	37	F	8280.78	10.998	498.269	498.271	44	F	8365.92	10.413	502.322	502.438	51	F	8451.09	9.813	506.483	506.577
30	G	8195.67	1.250	494.513	494.629	37	G	8280.72	1.250	498.539	498.544	44	G	8365.85	1.250	502.677	502.803	51	G	8451.03	9.213	506.836	506.930
30	H	8195.67	1.250	494.503	494.620	37	H	8280.70	1.250	498.808	498.812	44	H	8365.82	1.250	503.024	503.150	51	H	8451.00	8.613	507.189	507.291
30	I	8195.67	11.063	494.539	494.643	37	I	8280.77	10.846	499.077	499.082	44	I	8365.89	10.250	503.371	503.507	51	I	8451.00	8.013	507.542	507.661
30	J	8195.67	18.063	494.564	494.667	37	J	8280.82	17.845	499.346	499.351	44	J	8365.93	17.253	503.718	503.854	51	J	8451.09	16.645	507.894	508.026
30	K	8195.67	25.063	494.589	494.688	37	K	8280.86	24.845	499.614	499.619	44	K	8365.98	24.253	504.065	504.201	51	K	8451.14	23.645	508.245	508.381
30	L	8195.67	32.063	494.614	494.701	37	L	8280.91	31.845	499.882	499.887	44	L	8366.03	31.252	504.416	504.552	51	L	8451.19	30.645	508.596	508.732
30	M	8195.67	39.063	494.640	494.711	37	M	8280.96	38.845	499.150	499.155	44	M	8366.08	38.252	504.767	504.903	51	M	8451.24	37.644	508.947	509.083
30	N	8195.67	44.750	494.661	494.725	37	N	8281.00	44.532	500.000	500.007	44	N	8366.12	43.940	505.118	505.254	51	N	8451.28	43.332	509.297	509.433
31	A	8207.83	44.750	494.041	494.109	38	A	8293.14	44.602	497.462	497.462	45	A	8378.33	44.015	501.244	501.342	52	A	8463.50	43.413	505.405	505.499
31	B	8207.83	39.063	494.180	494.247	38	B	8293.10	38.915	497.694	497.694	45	B	8378.29	38.329	501.526	501.624	52	B	8463.46	37.726	505.687	505.781
31	C	8207.83	32.063	494.351	494.440	38	C	8293.05	31.915	497.926	497.926	45	C	8378.24	31.328	501.874	501.994	52	C	8463.41	30.726	505.970	506.064
31	D	8207.83	25.063	494.522	494.623	38	D	8293.00	24.915	498.158	498.158	45	D	8378.19	24.328	502.221	502.354	52	D	8463.36	23.726	506.257	506.351
31	E	8207.83	18.063	494.693	494.798	38	E	8292.95	17.916	498.390	498.390	45	E	8378.14	17.328	502.569	502.706	52	E	8463.31	16.726	506.540	506.634
31	F	8207.83	11.063	494.864	494.963	38	F	8292.90	10.916	498.622	498.622	45	F	8378.09	10.329	502.917	503.048	52	F	8463.26	9.726	506.821	506.915
31	G	8207.83	1.250	495.035	495.134	38	G	8292.84	1.250	498.854	498.854	45	G	8378.02	1.250	503.264	503.395	52	G	8463.21	9.126	507.102	507.196
31	H	8207.83	1.250	495.025	495.124	38	H	8292.80	1.250	499.086	499.086	45	H	8377.99	1.250	503.611	503.742	52	H	8463.16	8.526	507.383	507.477
31	I	8207.83	11.063	495.079	495.178	38	I	8292.90	10.762	499.318	499.318	45	I	8377.92	10.167	503.958	504.089	52	I	8463.11	7.926	507.664	507.758
31	J	8207.83	18.063	495.104	495.203	38	J	8292.95	17.762	499.550	499.550	45	J	8377.85	10.167	504.305	504.436	52	J	8463.06	7.326	507.945	508.039
31	K	8207.83	25.063	495.129	495.228	38	K	8293.00	24.762	499.782	499.782	45	K	8377.78	17.167	504.652	504.783	52	K	8463.01	6.726	508.226	508.320
31	L	8207.83	32.063	495.154	495.253	38	L	8293.05	31.762	500.014	500.014	45	L	8377.71	24.167	505.000	505.131	52	L	8462.96	6.126	508.507	508.601
31	M	8207.83	39.063	495.179	495.278	38	M	8293.10	38.762	500.246	500.246	45	M	8377.64	31.167	505.347	505.478	52	M	8462.91	5.526	508.788	508.882
31	N	8207.83	44.750	495.204	495.303	38	N	8293.15	44.449	500.478	500.478	45	N	8377.57	43.854	505.694	505.825	52	N	8462.86	4.926	509.069	509.163
32	A	8220.00	44.750	494.520	494.561	39	A	8305.31	44.519	497.953	497.953	46	A	8390.49	43.930	501.838	501.931	53	A	8475.67	43.326	505.999	505.998
32	B	8220.00	39.063	494.680	494.739	39	B	8305.27	38.832	498.185	498.185	46	B	8390.45	38.243	502.121	502.221	53	B	8475.62	37.639	506.282	506.279
32	C	8220.00	32.063	494.840	494.942	39	C	8305.22	31.832	498.417	498.417	46	C	8390.40	31.243	502.418	502.518	53	C	8475.57	30.639	506.563	506.560
32	D	8220.00	25.063	495.000	495.141	39	D	8305.17	24.832	498.649	498.649	46	D	8390.35	24.243	502.715	502.815	53	D	8475.52	23.639	506.844	506.841
32	E	8220.00	18.063	495.160	495.332	39	E	8305.12	17.833	498.881	498.881	46	E	8390.30	17.243	503.012	503.112	53	E	8475.47	16.639	507.125	507.122
32	F	8220.00	11.063	495.320	495.520	39	F	8305.07	10.833	499.113	499.113	46	F	8390.25	10.243	503.309	503.409	53	F	8475.42	9.639	507.406	507.403
32	G	8220.00	1.250	495.480	495.680	39	G	8305.01	1.250	499.345	499.345	46	G	8390.19	1.250	503.606	503.706</						

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	58	55
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		

LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION
56	A	8512.15	43.063	507.777	507.777	63	A	8597.29	42.438	511.657	511.906	70	A	8682.42	41.800	515.100	515.325	77	A	8742.90	41.338	517.280	517.363
56	B	8512.10	37.375	508.060	508.060	63	B	8597.25	36.751	511.940	512.170	70	B	8682.38	36.112	515.383	515.597	77	B	8742.85	35.650	517.563	517.638
56	C	8512.05	30.376	508.407	508.414	63	C	8597.20	29.751	512.207	512.517	70	C	8682.33	29.112	515.731	515.939	77	C	8742.80	28.651	517.911	518.000
56	D	8512.00	23.376	508.755	508.766	63	D	8597.14	22.751	512.635	512.853	70	D	8682.27	22.113	516.079	516.278	77	D	8742.74	21.651	518.259	518.351
56	E	8511.95	16.376	509.102	509.109	63	E	8597.09	15.751	512.983	513.182	70	E	8682.22	15.113	516.427	516.609	77	E	8742.69	14.651	518.608	518.695
56	F	8511.90	9.376	509.450	509.450	63	F	8597.04	8.751	513.331	513.501	70	F	8682.17	8.113	516.775	516.937	77	F	8742.63	7.651	518.956	519.028
56	G	8511.84	1.250	509.853	509.853	63	G	8596.98	1.250	513.703	513.865	70	G	8682.11	1.250	517.116	517.265	77	G	8742.58	1.250	519.274	519.353
56	H	8511.84	1.250	509.816	509.816	63	H	8597.03	1.250	513.668	513.829	70	H	8682.24	1.250	517.083	517.233	77	H	8742.49	1.250	519.235	519.314
56	I	8511.90	9.202	510.216	510.216	63	I	8597.08	8.569	514.034	514.207	70	I	8682.29	7.922	517.418	517.581	77	I	8742.54	7.456	519.516	519.588
56	J	8511.95	16.201	510.569	510.576	63	J	8597.14	15.568	514.388	514.588	70	J	8682.34	14.921	517.770	517.953	77	J	8742.59	14.456	519.831	519.919
56	K	8512.00	23.201	510.921	510.932	63	K	8597.19	22.368	514.741	514.959	70	K	8682.39	21.921	518.122	518.322	77	K	8742.64	21.456	520.147	520.239
56	L	8512.05	30.201	511.273	511.280	63	L	8597.24	29.568	515.093	515.322	70	L	8682.45	28.921	518.474	518.683	77	L	8742.70	28.455	520.463	520.551
56	M	8512.10	37.201	511.626	511.626	63	M	8597.29	36.568	515.445	515.675	70	M	8682.50	35.921	518.826	519.041	77	M	8742.75	35.455	520.778	520.853
56	N	8512.14	42.888	511.912	511.912	63	N	8597.31	42.255	515.731	515.960	70	N	8682.54	41.608	519.112	519.338	77	N	8742.80	41.142	521.034	521.116
57	A	8524.31	42.974	508.358	508.387	64	A	8609.44	42.348	512.110	512.445	71	A	8694.59	41.707	515.556	515.743	78	A	8753.33	41.236	517.640	517.708
57	B	8524.27	37.267	508.641	508.660	64	B	8609.41	36.660	512.458	512.714	71	B	8694.54	36.020	515.899	516.011	78	B	8753.41	35.569	517.923	518.068
57	C	8524.22	30.267	508.968	509.019	64	C	8609.36	29.661	512.804	513.053	71	C	8694.49	29.020	516.187	516.363	78	C	8753.41	28.569	518.271	518.423
57	D	8524.16	23.267	509.336	509.368	64	D	8609.31	22.661	513.154	513.388	71	D	8694.43	22.020	516.535	516.705	78	D	8753.35	21.569	518.619	518.774
57	E	8524.11	16.268	509.683	509.710	64	E	8609.25	15.661	513.502	513.715	71	E	8694.38	15.021	516.883	517.039	78	E	8753.30	14.569	518.967	519.117
57	F	8524.06	9.268	510.031	510.041	64	F	8609.20	8.661	513.849	514.040	71	F	8694.33	8.021	517.231	517.363	78	F	8753.24	7.570	519.316	519.457
57	G	8524.00	1.250	510.430	510.444	64	G	8609.15	1.250	514.218	514.390	71	G	8694.27	1.250	517.567	517.697	78	G	8753.19	1.250	519.630	519.770
57	H	8524.01	1.250	510.393	510.407	64	H	8609.20	1.250	514.183	514.355	71	H	8694.41	1.250	517.535	517.664	78	H	8753.02	1.250	519.590	519.730
57	I	8524.07	9.112	510.789	510.798	64	I	8609.26	8.477	514.546	514.736	71	I	8694.46	7.828	517.866	517.998	78	I	8753.06	7.374	519.845	519.986
57	J	8524.12	16.112	511.141	511.167	64	J	8609.31	15.477	514.898	515.112	71	J	8694.51	14.828	518.218	518.374	78	J	8753.12	14.374	520.147	520.296
57	K	8524.17	23.112	511.494	511.526	64	K	8609.36	22.477	515.250	515.484	71	K	8694.57	21.928	518.570	518.740	78	K	8753.17	21.373	520.424	520.583
57	L	8524.22	30.112	511.846	511.877	64	L	8609.41	29.476	515.603	515.849	71	L	8694.62	28.827	518.922	519.097	78	L	8753.23	28.373	520.720	520.871
57	M	8524.27	37.112	512.198	512.244	64	M	8609.46	36.476	515.955	516.211	71	M	8694.67	35.827	519.274	519.445	78	M	8753.28	35.373	521.011	521.156
57	N	8524.31	42.799	512.485	512.513	64	N	8609.51	42.164	516.241	516.510	71	N	8694.72	41.515	519.559	519.746	78	N	8753.32	41.060	521.247	521.393
58	A	8536.48	42.886	508.931	508.981	65	A	8621.62	42.257	512.668	512.981	72	A	8706.74	41.615	516.003	516.130	79	A	8765.66	41.162	518.044	518.270
58	B	8536.43	37.198	509.213	509.259	65	B	8621.58	36.570	512.968	513.242	72	B	8706.70	35.927	516.286	516.407	79	B	8765.62	35.475	518.327	518.545
58	C	8536.38	30.199	509.560	509.609	65	C	8621.52	29.570	513.316	513.586	72	C	8706.65	28.928	516.634	516.755	79	C	8765.56	28.475	518.675	518.905
58	D	8536.33	23.199	509.908	509.956	65	D	8621.47	22.570	513.664	513.920	72	D	8706.59	21.928	516.982	517.101	79	D	8765.51	21.475	519.023	519.256
58	E	8536.28	16.199	510.256	510.296	65	E	8621.41	15.570	514.011	514.246	72	E	8706.54	14.928	517.330	517.438	79	E	8765.45	14.475	519.372	519.598
58	F	8536.23	9.199	510.603	510.632	65	F	8621.35	8.570	514.359	514.562	72	F	8706.48	7.928	517.674	517.772	79	F	8765.40	7.475	519.720	519.931
58	G	8536.17	1.250	510.998	511.021	65	G	8621.31	1.250	514.723	514.915	72	G	8706.43	1.250	518.010	518.098	79	G	8765.35	1.250	520.030	520.246
58	H	8536.18	1.250	510.961	510.984	65	H	8621.31	1.250	514.688	514.880	72	H	8706.38	1.250	517.978	518.066	79	H	8765.35	1.250	520.030	520.246
58	I	8536.24	9.022	511.352	511.381	65	I	8621.41	8.385	515.047	515.250	72	I	8706.63	7.734	518.308	518.398	79	I	8765.19	7.279	519.992	520.208
58	J	8536.29	16.022	511.705	511.745	65	J	8621.41	15.385	515.399	515.634	72	J	8706.65	14.734	518.656	518.764	79	J	8765.24	14.279	520.219	520.430
58	K	8536.34	23.022	512.057	512.105	65	K	8621.52	22.385	515.751	516.008	72	K	8706.74	21.734	519.008	519.127	79	K	8765.29	21.279	520.483	520.709
58	L	8536.39	30.022	512.409	512.458	65	L	8621.58	29.385	516.104	516.374	72	L	8706.75	28.734	519.360	519.481	79	L	8765.40	28.278	521.009	521.239
58	M	8536.44	37.021	512.762	512.808	65	M	8621.64	36.384	516.456	516.730	72	M	8706.85	35.733	519.712	519.833	79	M	8765.46	35.278	521.272	521.490
58	N	8536.48	42.709	513.048	513.098	65	N	8621.61	42.072	516.742	517.037	72	N	8706.89	41.421	519.998	520.124	79	N	8765.50	40.965	521.486	521.712
59	A	8548.64	42.797	509.494	509.587	66	A	8633.71	42.186	513.186	513.484	73	A	8718.28	41.527	516.419	516.492	80	A	8777.82	41.068	518.515	518.797
59	B	8548.60	37.109	509.776	509.857	66	B	8633.74	36.479	513.469	513.752	73	B	8718.23	35.039	516.702	516.765	80	B	8777.78	35.381	518.787	519.067
59	C	8548.54	30.110	510.124	510.212	66	C	8633.68	29.479	513.817	514.088	73	C	8718.18	28.839	517.050	517.124	80	C	8777.72	28.381	519.121	519.406
59	D	8548.49	23.110	510.471	510.556	66	D	8633.63	22.479	514.164	514.428	73	D	8718.13	21.840	517.394	517.472	80	D	8777.67	21.381	519.456	519.742
59	E	8548.44	16.110	510.819	510.893	66	E	8633.58	15.479	514.512	514.747	73	E	8718.07	14.840	517.746	517.811	80	E	8777.61	14.381	519.791	520.071
59	F	8548.39	9.110	511.167	511.220	66	F	8633.52	8.480	514.860	515.070	73	F	8718.02	7.840	518.094	518.144	80	F	8777.56	7.382	520.126	520.397
59	G	8548.33	1.250	511.557	511.610	66	G	8633.47	1.250	515.219	515.410	73	G	8717.97	1.250	518.422	518.475	80	G	8777.51	1.250	520.419	520.689
59	H	8548.35	1.250	511.520	511.573	66	H	8633.54	1.250	515.185	5												

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12 (F&E)	PEORIA-TAZEWELL	55	50
FED. ROAD DIV. NO.		ILLINOIS PROJECT		

LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION
83	A	8814.29	40.784	519.927	520.337	90	A	8899.06	40.625	522.871	523.159
83	B	8814.25	35.097	520.158	520.558	90	B	8899.08	34.938	523.009	523.295
83	C	8814.19	28.097	520.443	520.854	90	C	8899.08	27.938	523.179	523.470
83	D	8814.14	21.097	520.727	521.139	90	D	8899.08	20.938	523.349	523.641
83	E	8814.08	14.097	521.012	521.417	90	E	8899.08	13.938	523.519	523.805
83	F	8814.03	7.097	521.297	521.685	90	F	8899.08	6.938	523.688	523.966
83	G	8813.98	1.250	521.535	521.927	90	G	8899.08	1.250	523.826	524.102
83	H	8813.92	1.250	521.510	521.902	90	H	8899.08	1.250	523.820	524.095
83	I	8813.93	6.946	521.633	522.021	90	I	8899.08	6.938	523.783	524.060
83	J	8813.95	13.946	521.783	522.188	90	J	8899.08	13.938	523.738	524.024
83	K	8813.97	20.946	521.934	522.346	90	K	8899.08	20.938	523.692	523.985
83	L	8813.98	27.946	522.085	522.496	90	L	8899.08	27.938	523.647	523.938
83	M	8814.00	34.946	522.235	522.635	90	M	8899.08	34.938	523.602	523.888
83	N	8814.01	40.634	522.357	522.767	90	N	8899.08	40.625	523.565	523.853
84	A	8826.39	40.692	520.377	520.797	91	A	8911.25	40.625	523.257	523.490
84	B	8826.35	35.005	520.594	521.013	91	B	8911.25	34.938	523.382	523.606
84	C	8826.31	28.005	520.863	521.285	91	C	8911.25	27.938	523.535	523.772
84	D	8826.26	21.005	521.131	521.554	91	D	8911.25	20.938	523.688	523.927
84	E	8826.22	14.005	521.400	521.815	91	E	8911.25	13.938	523.841	524.074
84	F	8826.17	7.006	521.668	522.074	91	F	8911.25	6.938	523.994	524.212
84	G	8826.26	1.250	521.893	522.296	91	G	8911.25	1.250	524.118	524.342
84	H	8826.08	1.250	521.867	522.269	91	H	8911.25	1.250	524.114	524.337
84	I	8826.08	6.938	521.966	522.372	91	I	8911.25	6.938	524.054	524.272
84	J	8826.08	13.938	522.088	522.504	91	J	8911.25	13.938	523.981	524.215
84	K	8826.08	20.938	522.211	522.634	91	K	8911.25	20.938	523.908	524.147
84	L	8826.08	27.938	522.333	522.755	91	L	8911.25	27.938	523.835	524.072
84	M	8826.08	34.938	522.456	522.874	91	M	8911.25	34.938	523.762	523.986
84	N	8826.08	40.625	522.555	522.976	91	N	8911.25	40.625	523.702	523.931
85	A	8838.39	40.637	520.812	521.247	92	A	8923.42	40.625	523.634	523.788
85	B	8838.38	34.950	521.017	521.442	92	B	8923.42	34.938	523.745	523.898
85	C	8838.36	27.950	521.270	521.706	92	C	8923.42	27.938	523.882	524.040
85	D	8838.34	20.950	521.523	521.959	92	D	8923.42	20.938	524.018	524.179
85	E	8838.32	13.950	521.775	522.204	92	E	8923.42	13.938	524.154	524.310
85	F	8838.30	6.950	522.028	522.440	92	F	8923.42	6.938	524.290	524.438
85	G	8838.29	1.250	522.234	522.650	92	G	8923.42	1.250	524.401	524.548
85	H	8838.25	1.250	522.214	522.631	92	H	8923.42	1.250	524.399	524.546
85	I	8838.25	6.938	522.291	522.703	92	I	8923.42	6.938	524.317	524.465
85	J	8838.25	13.938	522.386	522.815	92	J	8923.42	13.938	524.216	524.372
85	K	8838.25	20.938	522.480	522.916	92	K	8923.42	20.938	524.115	524.276
85	L	8838.25	27.938	522.576	523.010	92	L	8923.42	27.938	524.014	524.172
85	M	8838.25	34.938	522.669	523.074	92	M	8923.42	34.938	523.913	524.065
85	N	8838.25	40.625	522.746	523.180	92	N	8923.42	40.625	523.830	523.984
86	A	8850.42	40.625	521.238	521.660	93	A	8933.96	40.625	523.954	524.040
86	B	8850.42	34.938	521.431	521.850	93	B	8933.96	34.938	524.053	524.132
86	C	8850.42	27.938	521.667	522.091	93	C	8933.96	27.938	524.175	524.267
86	D	8850.42	20.938	521.904	522.328	93	D	8933.96	20.938	524.297	524.392
86	E	8850.42	13.938	522.141	522.558	93	E	8933.96	13.938	524.418	524.509
86	F	8850.42	6.938	522.377	522.784	93	F	8933.96	6.938	524.540	524.617
86	G	8850.42	1.250	522.570	522.974	93	G	8933.96	1.250	524.639	524.722
86	H	8850.42	1.250	522.553	522.958	93	H	8933.96	1.250	524.638	524.721
86	I	8850.42	6.938	522.607	523.014	93	I	8933.96	6.938	524.550	524.626
86	J	8850.42	13.938	522.674	523.091	93	J	8933.96	13.938	524.440	524.531
86	K	8850.42	20.938	522.740	523.165	93	K	8933.96	20.938	524.331	524.427
86	L	8850.42	27.938	522.807	523.230	93	L	8933.96	27.938	524.221	524.314
86	M	8850.42	34.938	522.873	523.293	93	M	8933.96	34.938	524.112	524.191
86	N	8850.42	40.625	522.928	523.350	93	N	8933.96	40.625	524.023	524.110
87	A	8862.58	40.625	521.660	522.072	94	A	8944.50	40.625	524.255	524.255
87	B	8862.58	34.938	521.839	522.242	94	B	8944.50	34.938	524.344	524.344
87	C	8862.58	27.938	522.059	522.472	94	C	8944.50	27.938	524.453	524.460
87	D	8862.58	20.938	522.279	522.693	94	D	8944.50	20.938	524.563	524.574
87	E	8862.58	13.938	522.499	522.906	94	E	8944.50	13.938	524.672	524.679
87	F	8862.58	6.938	522.718	523.109	94	F	8944.50	6.938	524.782	524.782
87	G	8862.58	1.250	522.897	523.292	94	G	8944.50	1.250	524.870	524.870
87	H	8862.58	1.250	522.883	523.279	94	H	8944.50	1.250	524.870	524.870
87	I	8862.58	6.938	522.915	523.305	94	I	8944.50	6.938	524.782	524.782
87	J	8862.58	13.938	522.958	523.361	94	J	8944.50	13.938	524.672	524.679
87	K	8862.58	20.938	522.992	523.407	94	K	8944.50	20.938	524.563	524.574
87	L	8862.58	27.938	523.038	523.444	94	L	8944.50	27.938	524.453	524.460
87	M	8862.58	34.938	523.069	523.472	94	M	8944.50	34.938	524.344	524.344
87	N	8862.58	40.625	523.100	523.513	94	N	8944.50	40.625	524.255	524.255
88	A	8874.75	40.625	522.073	522.450						
88	B	8874.75	34.938	522.238	522.613						
88	C	8874.75	27.938	522.441	522.820						
88	D	8874.75	20.938	522.644	523.025						
88	E	8874.75	13.938	522.847	523.221						
88	F	8874.75	6.938	523.051	523.414						
88	G	8874.75	1.250	523.216	523.577						
88	H	8874.75	1.250	523.204	523.566						
88	I	8874.75	6.938	523.213	523.577						
88	J	8874.75	13.938	523.224	523.597						
88	K	8874.75	20.938	523.234	523.615						
88	L	8874.75	27.938	523.245	523.624						
88	M	8874.75	34.938	523.256	523.631						
88	N	8874.75	40.625	523.264	523.642						
89	A	8886.92	40.625	522.477	522.822						
89	B	8886.92	34.938	522.628	522.964						
89	C	8886.92	27.938	522.815	523.162						
89	D	8886.92	20.938	523.001	523.350						
89	E	8886.92	13.938	523.188	523.530						
89	F	8886.92	6.938	523.374	523.700						
89	G	8886.92	1.250	523.526	523.856						
89	H	8886.92	1.250	523.514	523.847						
89	I	8886.92	6.938	523.502	523.828						
89	J	8886.92	13.938	523.488	523.827						
89	K	8886.92	20.938	523.468	523.817						
89	L	8886.92	27.938	523.450	523.798						
89	M	8886.92	34.938	523.433	523.769						
89	N	8886.92	40.625	523.419	523.764						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ELEVATION SHEET
PROJECT:
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12 (F&E)
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE CHICAGO ILLINOIS	SHEET 55 OF 57
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12(F&E)	PEORIA-TAZEWELL	35	37
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		

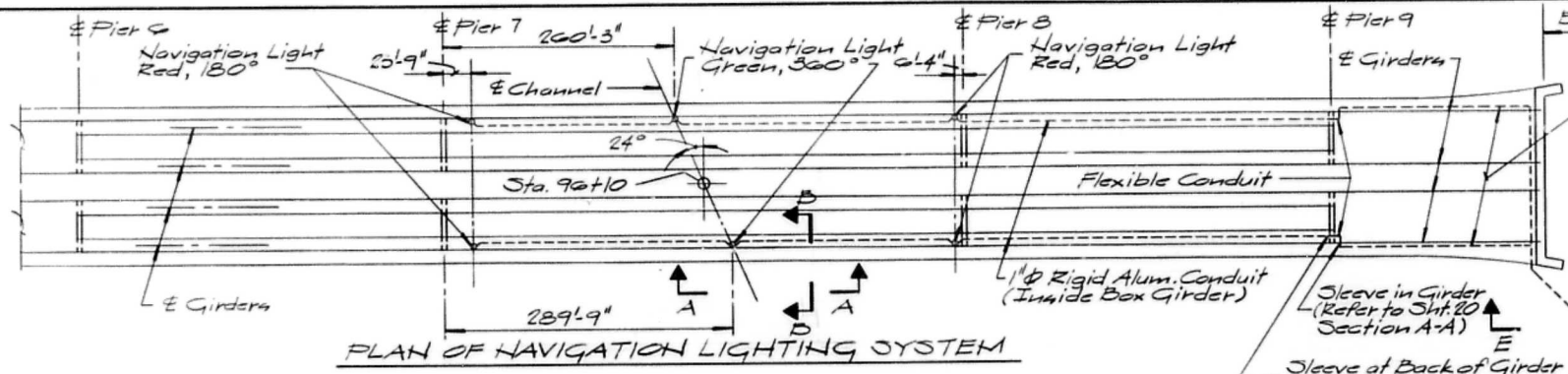
LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION	LOCATION	BEAM LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJ. FOR D.L. DEFLECTION
102	A	10275.50	40.625	500.631	500.631	109	A	10356.35	21.750	496.622	497.033	116	A	10442.76	21.750	492.108	492.388
102	B	10275.50	34.938	500.720	500.720	109	B	10356.35	16.063	496.745	497.144	116	A1	10442.71	20.866	492.145	492.424
102	C	10275.50	27.938	500.829	500.836	109	C	10356.35	9.063	496.895	497.304	116	B	10442.38	15.188	492.379	492.655
102	D	10275.50	20.938	500.939	500.950	109	D	10356.35	2.063	497.046	497.454	116	C	10441.99	8.198	492.667	492.945
102	E	10275.50	13.938	501.048	501.055	109	E	10356.35	4.938	497.197	497.596	116	D	10441.60	1.209	492.953	493.230
102	F	10275.50	6.938	501.156	501.158	109	F	10356.35	11.938	497.348	497.728	116	E	10441.23	5.781	493.237	493.506
102	G	10275.50	1.250	501.246	501.246	109	G	10356.35	17.625	497.470	497.854	116	F	10440.86	12.771	493.520	493.778
102	H	10275.50	1.250	501.246	501.246	109	H	10356.38	17.625	497.470	497.854	116	G	10440.57	18.451	493.749	494.004
102	I	10275.50	6.938	501.158	501.158	109	I	10356.38	11.938	497.348	497.728	116	H	10440.60	18.451	493.749	494.004
102	J	10275.50	13.938	501.048	501.055	109	J	10356.38	4.938	497.197	497.596	116	I	10440.89	12.771	493.520	493.778
102	K	10275.50	20.938	500.939	500.950	109	K	10356.38	2.063	497.046	497.454	116	J	10441.26	5.781	493.237	493.506
102	L	10275.50	27.938	500.829	500.836	109	L	10356.38	9.063	496.895	497.304	116	K	10441.63	1.209	492.953	493.230
102	M	10275.50	34.938	500.720	500.720	109	M	10356.38	16.063	496.745	497.144	116	L	10442.02	8.198	492.667	492.945
102	N	10275.50	40.625	500.631	500.631	109	N	10356.38	21.750	496.622	497.033	116	M	10442.41	15.188	492.379	492.655
103	A	10285.51	40.625	500.151	500.234	110	A	10368.52	21.750	495.987	496.407	116	N1	10442.74	20.866	492.145	492.424
103	B	10285.51	34.938	500.240	500.315	110	B	10368.52	16.063	496.123	496.539	116	N	10442.79	21.750	492.108	492.388
103	C	10285.51	27.938	500.349	500.437	110	C	10368.52	9.063	496.290	496.708	117	A	10455.43	21.750	491.465	491.688
103	D	10285.51	20.938	500.459	500.550	110	D	10368.52	2.063	496.457	496.875	117	A1	10455.29	20.053	491.540	491.761
103	E	10285.51	13.938	500.568	500.654	110	E	10368.52	4.938	496.625	497.033	117	B	10454.84	14.383	491.788	492.000
103	F	10285.51	6.938	500.677	500.749	110	F	10368.52	11.938	496.792	497.189	117	C	10454.29	7.403	492.094	492.316
103	G	10285.51	1.250	500.766	500.844	110	G	10368.52	17.625	496.928	497.321	117	D	10453.76	0.423	492.394	492.621
103	H	10285.51	1.250	500.766	500.844	110	H	10368.55	17.625	496.928	497.321	117	E	10453.24	6.558	492.702	492.918
103	I	10285.51	6.938	500.677	500.749	110	I	10368.55	11.938	496.792	497.189	117	F	10452.73	13.539	493.006	493.204
103	J	10285.51	13.938	500.568	500.654	110	J	10368.55	4.938	496.625	497.033	117	G	10452.33	19.211	493.252	493.455
103	K	10285.51	20.938	500.459	500.550	110	K	10368.55	2.063	496.457	496.875	117	H	10452.36	19.211	493.252	493.455
103	L	10285.51	27.938	500.349	500.437	110	L	10368.55	9.063	496.290	496.708	117	I	10452.76	13.539	493.006	493.204
103	M	10285.51	34.938	500.240	500.315	110	M	10368.55	16.063	496.123	496.539	117	J	10453.27	6.558	492.702	492.918
103	N	10285.51	40.625	500.151	500.234	110	N	10368.55	21.750	495.987	496.407	117	K	10453.79	0.423	492.994	492.621
104	A	10295.51	40.625	499.671	499.818	111	A	10380.69	21.750	495.351	495.784	117	L	10454.32	7.403	492.094	492.316
104	B	10295.51	34.938	499.760	499.906	111	B	10380.69	16.063	495.500	495.922	117	M	10454.87	14.383	491.788	492.000
104	C	10295.51	27.938	499.869	500.020	111	C	10380.69	9.063	495.684	496.115	117	N1	10455.32	20.053	491.540	491.761
104	D	10295.51	20.938	499.978	500.131	111	D	10380.69	2.063	495.868	496.298	118	N	10455.46	21.750	491.465	491.688
104	E	10295.51	13.938	500.088	500.235	111	E	10380.69	4.938	496.053	496.473	118	A	10468.11	21.750	490.856	490.997
104	F	10295.51	6.938	500.197	500.335	111	F	10380.69	11.938	496.237	496.638	118	A1	10467.83	18.979	490.981	491.121
104	G	10295.51	1.250	500.286	500.423	111	G	10380.72	17.625	496.386	496.791	118	B	10467.25	13.319	491.235	491.373
104	H	10295.51	1.250	500.286	500.423	111	H	10380.72	11.938	496.237	496.638	118	C	10466.56	6.352	491.547	491.689
104	I	10295.51	6.938	500.197	500.335	111	I	10380.72	4.938	496.053	496.473	118	D	10465.88	0.615	491.858	492.002
104	J	10295.51	13.938	500.088	500.235	111	J	10380.72	2.063	495.868	496.298	118	E	10465.22	7.584	492.169	492.306
104	K	10295.51	20.938	499.978	500.131	111	K	10380.72	9.063	495.684	496.115	118	F	10464.57	14.553	492.478	492.607
104	L	10295.51	27.938	499.869	500.020	111	L	10380.72	16.063	495.500	495.922	118	G	10464.06	20.215	492.729	492.856
104	M	10295.51	34.938	499.760	499.906	111	M	10380.72	21.750	495.351	495.784	118	H	10464.09	20.216	492.729	492.856
104	N	10295.51	40.625	499.671	499.818	111	N	10380.72	21.750	495.351	495.784	118	I	10464.60	14.553	492.478	492.607
105	A	10307.68	40.625	499.087	499.315	112	A	10392.85	21.750	494.715	495.135	118	J	10465.25	7.584	492.169	492.306
105	B	10307.68	34.938	499.176	499.395	112	B	10392.85	16.063	494.878	495.294	118	K	10465.91	0.615	491.858	492.002
105	C	10307.68	27.938	499.265	499.515	112	C	10392.85	9.063	495.079	495.496	118	L	10466.59	6.352	491.547	491.689
105	D	10307.68	20.938	499.354	499.625	112	D	10392.85	2.063	495.280	495.696	118	M	10467.28	13.319	491.235	491.373
105	E	10307.68	13.938	499.443	499.728	112	E	10392.85	4.938	495.481	495.887	118	N1	10467.86	18.979	490.981	491.121
105	F	10307.68	6.938	499.532	499.820	112	F	10392.85	11.938	495.684	496.075	118	N	10468.14	21.750	490.856	490.997
105	G	10307.68	1.250	499.621	499.914	112	G	10392.88	17.625	495.844	496.235	119	A	10478.61	21.750	490.353	490.432
105	H	10307.68	1.250	499.621	499.914	112	H	10392.88	11.938	495.684	496.075	119	A1	10478.14	17.896	490.529	490.608
105	I	10307.68	6.938	499.532	499.820	112	I	10392.88	4.938	495.481	495.887	119	B	10477.46	12.247	490.788	490.859
105	J	10307.68	13.938	499.443	499.728	112	J	10392.88	2.063	495.280	495.696	119	C	10476.64	5.293	491.105	491.189
105	K	10307.68	20.938	499.354	499.625	112	K	10392.88	9.063	495.079	495.496	119	D	10475.85	1.662	491.421	491.508
105	L	10307.68	27.938	499.265	499.515	112	L	10392.88	16.063	494.878	495.294	119	E	10475.07	8.618	491.737	491.818
105	M	10307.68	34.938	499.176	499.395	112	M	10392.88	21.750	494.715	495.135	119	F	10474.31	15.575	492.052	492.118
105	N	10307.68	40.625	499.087	499.315	112	N	10392.88	21.750	494.715	495.135	119	G	10473.71	21.228	492.307	492.379
106	A	10319.84	40.625	498.503	498.787	113	A	10405.02	21.750	494.080	494.488	119	H	10473.74	21.228	492.307	492.379
106	B	10319.84	34.938	498.592	498.873	113	B	10405.02	16.063	494.256	494.654	119	I	10474.34	15.575	492.052	492.118
106	C	10319.84	27.938	498.701	498.985	113	C	10405.02	9.063	494.473	494.880	119	J	10475.10	8.618	491.737	491.818
106	D	10319.84	20.938	498.810	499.095	113	D	10405.02	2.063	494.691	495.096	119	K	10475.88	1.662	491.421	491.508
106	E	10319.84	13.938	498.920	499.196	113	E	10405.02	4.938	494.908	495.304	119	L	10476.67	5.293	491.105	491.189
106	F	10319.84	6.938	499.029	499.295	113	F	10405.05	11.938	495.125	495.502	119	M	10477.49	12.247	490.788	490.859
106	G	10319.84	1.250	499.118	499.381	113	G	10405.05	17.625	495.302	495.682	119	N1	10478.17	17.896	490.529	490.608
106	H	10319.84	1.250	499.118	499.381	113	H	10405.05	11.938	495.125	495.502	119	N	10478.64			

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 75	12 (F&E)	PEORIA-TAZEWELL	58	58
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		

FOR OTHER REQUIREMENTS, REFER TO SPECIAL PROVISIONS.

FURNISHING AND INSTALLING OF ALL EQUIPMENT AND MATERIAL ON THIS SHEET, COMPLETE IN PLACE, IS INCLUDED IN THE ITEM "NAVIGATION LIGHTING SYSTEM, COMPLETE" EXCEPT AS NOTED.

THE LOCATION AND DETAILS OF ALL JUNCTION BOXES, CONDUIT AND CONTROL PANELS SHALL BE COORDINATED WITH AND APPROVED BY THE DEPARTMENT OF TRANSPORTATION.



PLAN OF NAVIGATION LIGHTING SYSTEM

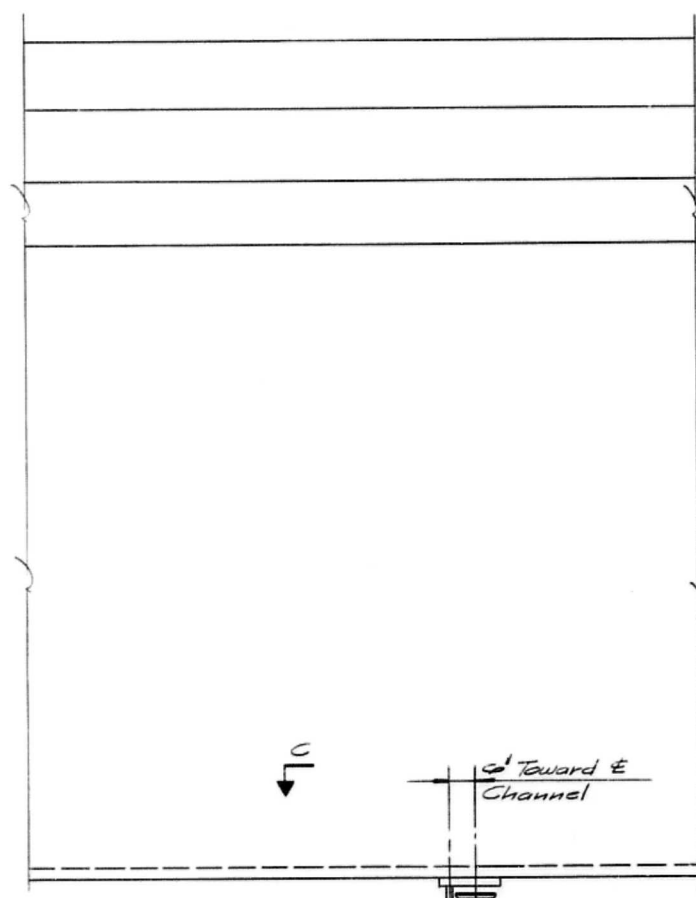
Sk. E. Abut.

1" Rigid Alum. Conduit Attach to Top Flange of WIB inside of Stringer Line A-A with "C" Clamps. (Refer to Sheet 31)

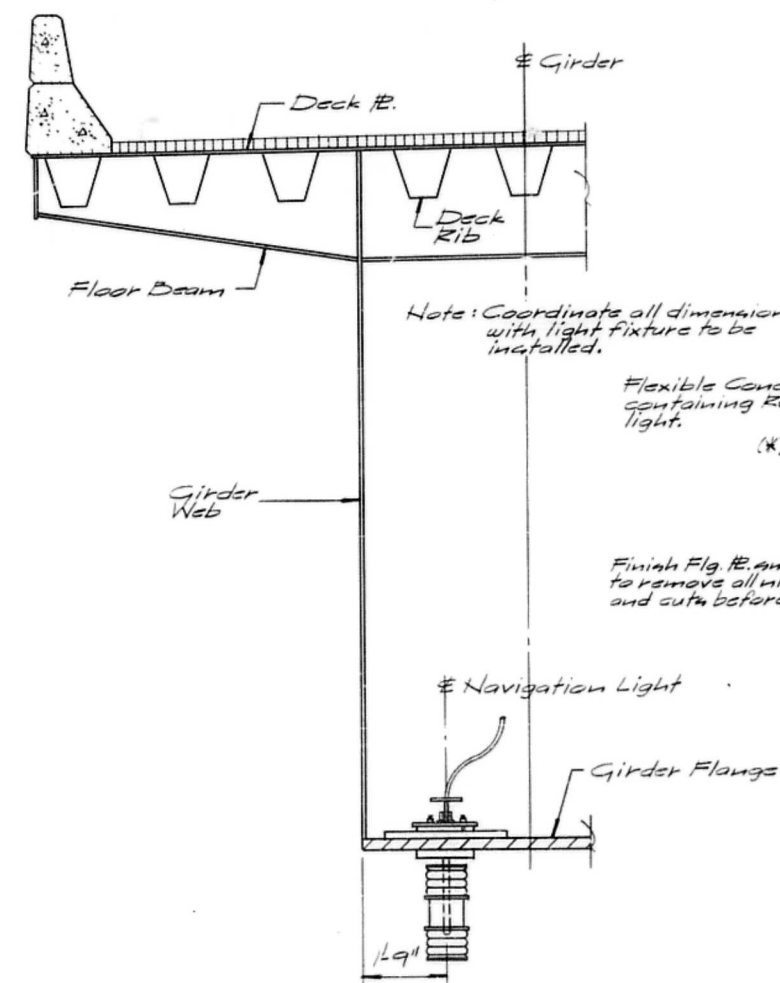
ALL JUNCTION BOXES SHALL BE 8" x 8" x 6" CAST ALUMINUM, EXCEPT AS NOTED, DRILLED AND TAPPED FOR CONDUIT AS REQUIRED.

ATTACHMENT OF CONDUIT AND ACCESSORIES TO THE GIRDER WEBS, FLANGE PLATES, DECK PLATE AND DECK RIBS, FLOOR BEAM WEBS AND FLANGES WILL NOT BE PERMITTED.

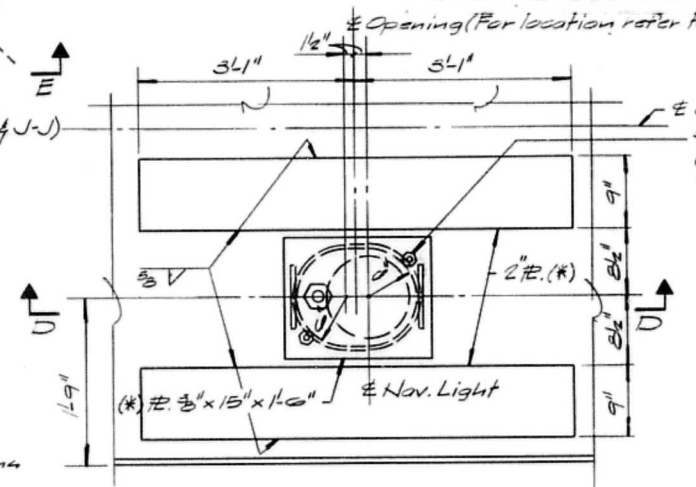
STRUCTURAL STEEL USED IN NAVIGATIONAL LIGHT ASSEMBLY SHALL CONFORM TO AASHTO M 222 AND SHALL BE UNPAINTED.



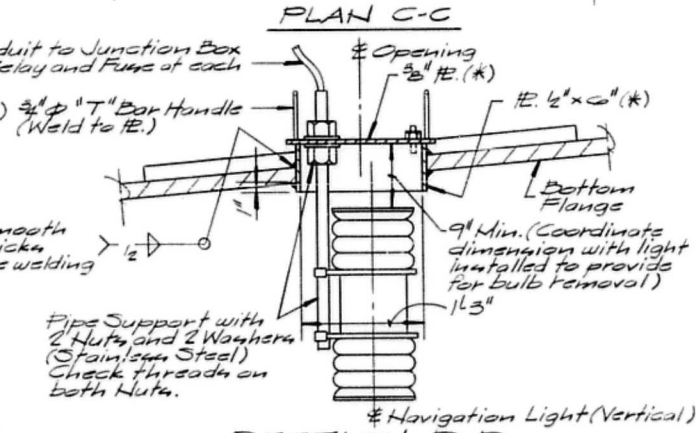
ELEVATION A-A



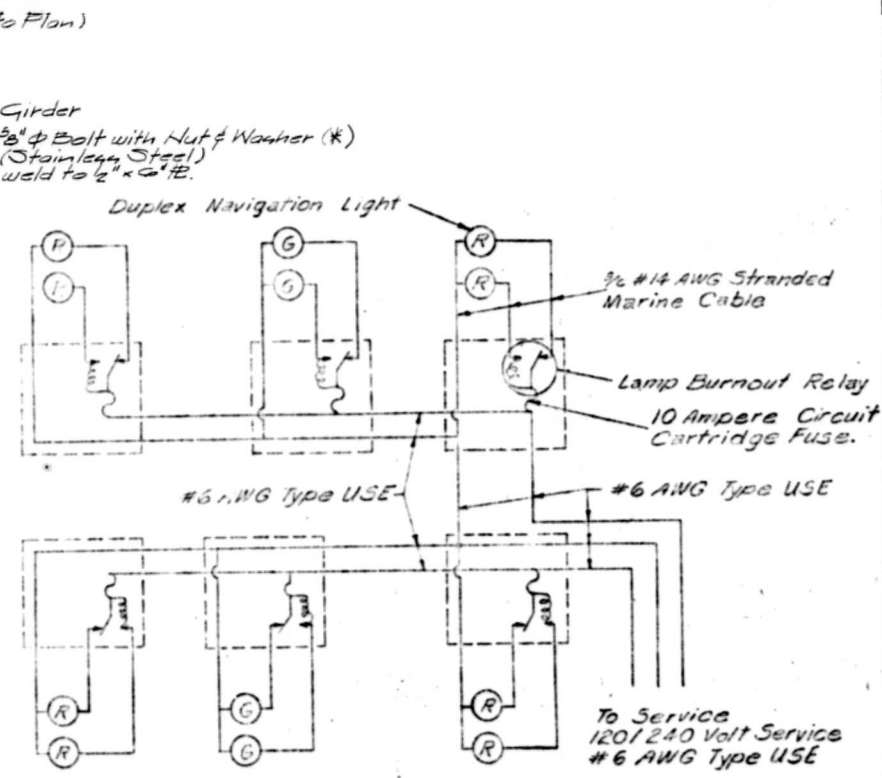
SECTION B-B



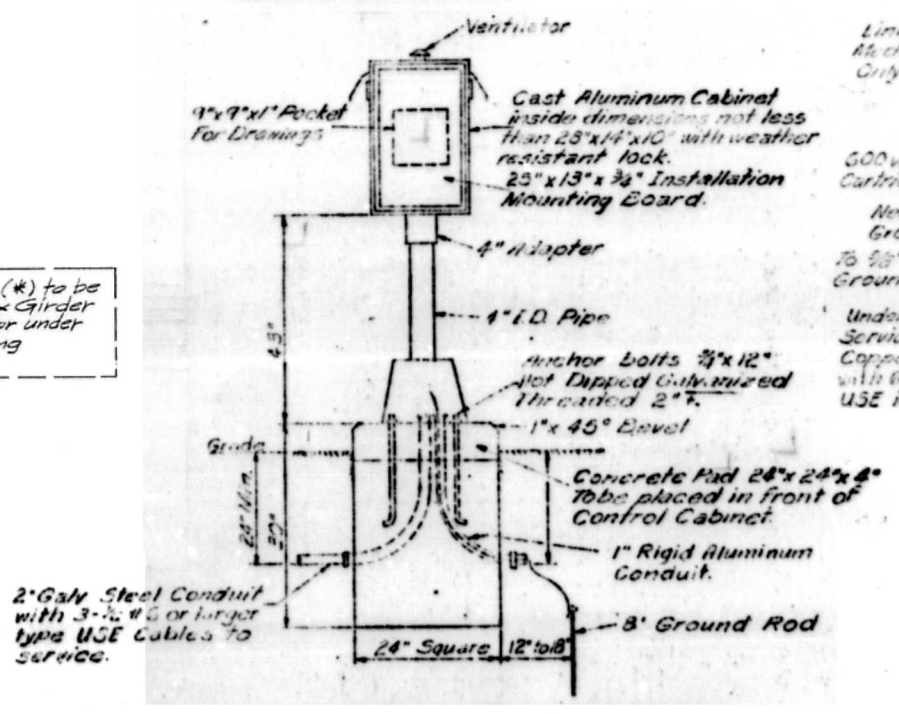
PLAN C-C



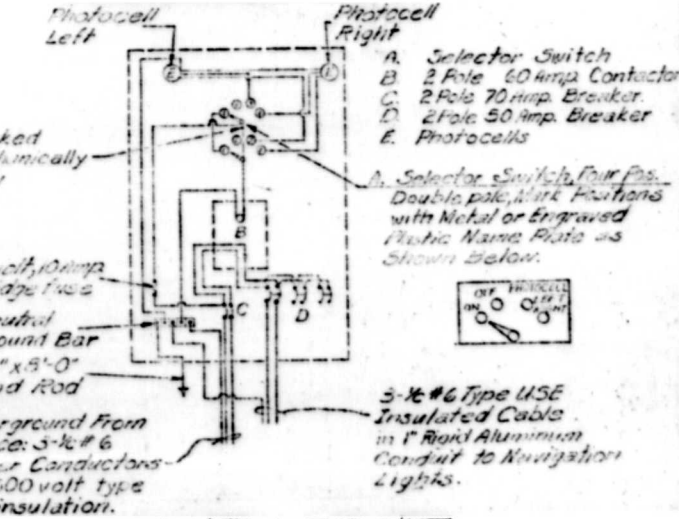
SECTION D-D



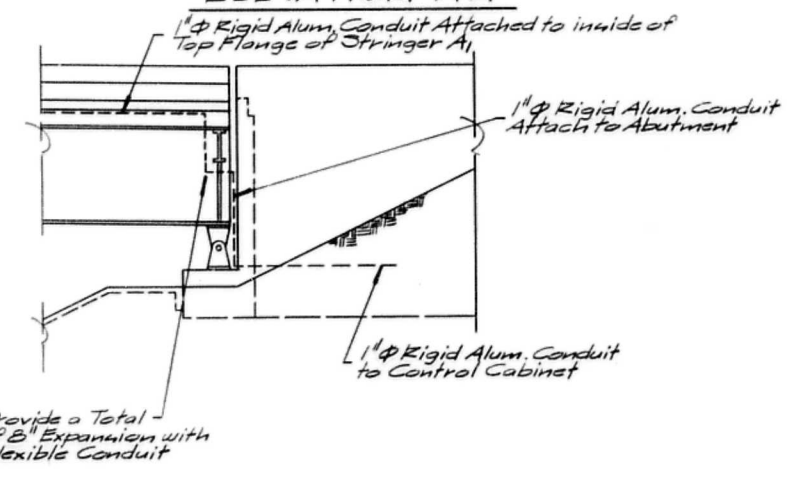
WIRING DIAGRAM FOR NAVIGATION LIGHTS



CONTROL CABINET & PEDESTAL



CONTROL CABINET WIRING DIAGRAM



ELEVATION E-E

* Material marked thus (*) to be fabricated with the Box Girder in the shop and paid for under "Furnishing and Erecting Structural Steel."

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
NAVIGATION LIGHTING SYSTEM PROJECT
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12 (F&E)
PEORIA-TAZEWELL COUNTIES
STA. 90+50